ORDINANCE NO. 497

AN ORDINANCE OF THE CITY OF WOODINVILLE, WASHINGTON, ADOPTING THE TRANSPORTATION MASTER PLAN; MAKING FINDINGS OF FACT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, RCW 36.70A.130(4) requires that the City of Woodinville, a "fully planning" city within King County, shall update its Comprehensive Plan and development regulations, as necessary, to reflect local needs, new data, and current laws; and

WHEREAS, the Woodinville City Council has determined that certain amendments are necessary to update the Comprehensive Plan and to accommodate the needs of Woodinville citizens; and

WHEREAS, in 2006, the City Council adopted Ordinance No. 423 amending the 2007-2012 Capital Improvement Plan (CIP) amendments to the Capital and Public Facilities element of the City's Comprehensive Plan; and

WHEREAS, in 2008, the City Council adopted Ordinance No. 459, adopting the Downtown and Little Bear Creek Corridor Master Plan, a sub-area plan; and

WHEREAS, by adopting said sub-area plan, the majority of future development within the City of Woodinville is planned to occur mainly within the area of the sub-area plan; and

WHEREAS, to serve the citizens of Woodinville, improvements to the transportation systems within the geographic limits of the sub-area plan needed to be identified and planned for to accommodate the proposed land use and density changes; and

WHEREAS, a public hearing was held by the City of Woodinville Planning Commission on November 23, 2009; 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, DOES ORDAIN AS FOLLOWS:

Section 1. **Findings**. The City Council hereby adopts the following findings in support of this ordinance, together with the recitals expressed herein:

1. The City Council adopted Ordinance No. 459, the Downtown and Little Bear Creek Corridor Master Plan, a sub-area plan amending the City of Woodinville's Comprehensive Plan.

2. The Downtown and Little Bear Creek Corridor Master Plan proposed changes in the land use, zoning, and density within geographic boundaries of the planning area.

3. The Capital and Public Facilities element of the City's Comprehensive Plan was last modified in 2006 with Ordinance No. 423 prior to the adoption of the Downtown and Little Bear Creek Corridor Master Plan.

4. Planning of the City's transportation systems needs to accommodate the planned growth in the City and include modifications required by the recently adopted Downtown and Little Bear Creek Corridor Master Plan.

5. The adoption of the Transportation Master Plan is a first step towards implementing the Transportation Element of the City's Comprehensive Plan pursuant to RCW 36.70A.130(4).

6. Pursuant to the City of Woodinville Municipal Code (WMC) Chapter 17, the Planning Commission is required to hold a public hearing on the amendments and make a recommendation to the City Council.

7. The City SEPA Official reviewed the proposed Transportation Master Plan for environmental impacts under SEPA (RCW 43.21C) and issued a determination of non-significance on November 9, 2009. The appeal period ended without any comments or appeals being filed.

8. The Planning Commission reviewed the Transportation Master Plan during its May 6, 2009, May 20, 2009, June 3, 2009, June 17, 2009, and July 1, 2009 public meetings.

9. To encourage public involvement, the City published notice and held a public open house meeting on May 13, 2009 to receive public comment on transportation, motorized and non-motorized, within the City.

10. Notice of the public hearing for the Transportation Master Plan was issued and posted on October 15, 2009 and published in the City's official newspaper on October 19, 2009. The public hearing was opened on November 4, 2009 and continued to November 23, 2009.

11. The Planning Commission held a public hearing for the Transportation Master Plan on November 23, 2009.

12. The Planning Commission received written comments and public testimony, deliberated, and produced a public record consisting of:

a) Staff reports prepared for the Planning Commission meetings of May 6, 2009, May 20, 2009, June 3, 2009, June 17, 2009, and July 1, 2009.

b) PowerPoint presentations to the Planning Commission presented by staff at their public meetings on May 6, 2009, May 20, 2009, June 3, 2009, and July 1, 2009.

c) Approved minutes of the Planning Commission meetings of May 6, 2009, May 20, 2009, June 3, 2009, and July 1, 2009.

d) Draft Transportation Master Plan circulated to affected agencies and available to the public on November 10, 2009.

e) Staff report prepared for the Planning Commission meeting of November 23, 2009 for the Public Hearing on the Draft Transportation Master Plan.

f) PowerPoint presentation to the Planning Commission presented by staff during the Public Hearing on November 23, 2009.

13. The Planning Commission, after considering the public record and testimony, recommended to the City County approval of the Draft Transportation Master Plan on November 23, 2009.

14. Notice of the Public Hearing by the City Council for the 2009 Transportation Master Plan was issued and posted on April 14, 2010 and published in the City's official newspaper on April 19, 2010 and April 26, 2010.

15. The City Council held a Public Hearing for the 2009 Transportation Master Plan on May 4, 2010.

16. The City Council received written comments, public testimony, considered the recommendation and the public record from the Planning Commission, and deliberated.

17. The City Council, after considering the public record and testimony, held first reading of Ordinance No. 497 on May 4, 2010.

18. The City Council held second reading of Ordinance No. 497 on May 18, 2010.

Section 2. **Adoption of the 2009 Transportation Master Plan as a technical report in support of the City of Woodinville Comprehensive Plan**. The 2009 Transportation Master Plan as shown in Exhibit 1 is hereby adopted as a technical report in support of the Woodinville Comprehensive Plan.

Section 3. **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 unconstitutionally shall not affect the validity or constitutionality of any other section, sentence, clause, or phrase of this Ordinance.

Section 4. **Copy to the Commerce Department**. Pursuant to RCW 36.70A.106(3), the City Clerk is directed to send a copy of the Transportation Master Plan to the State Commerce Department for its files within ten (10) days after adoption of this Ordinance.

Section 5. **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 consisting of the ordinance by title only 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.

ADOPTED BY THE CITY COUNCIL AND SIGNED IN AUTHENTICATION OF ITS PASSAGE THIS 18TH DAY OF MAY 2010.

Charles E. Price, Mayor

ATTEST/AUTHENTICATED:

Jennifer L. Kuhn, CMC
City Clerk

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

Angela Belback for
Greg A. Rubstello
City Attorney

PASSED BY THE CITY COUNCIL: 05-18-2010
PUBLISHED: 05-24-2010
EFFECTIVE DATE: 06-01-2010
ORDINANCE NO. 497

City of Woodinville

2009 Transportation Master Plan Final

Adopted: May 18, 2010

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Acknowledgements

Woodinville City Council

Chuck Price, Mayor
Bernie Talmas, Deputy Mayor
Jeff Glickman, Councilmember
Paulette Bauman, Councilmember
Scott Hageman, Councilmember
Susan Boundy-Sanders, Councilmember
Liz Aspen, Councilmember

Woodinville Planning Commission

Patrick Edmonds, Chair
Les Rubastello, Vice Chair
Michael Corning
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Paula Waters
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Transportation Engineering Northwest

Michael Read, Principal, Transportation Engineer
Jennifer Ting, Transportation Engineer

Adopted by Ordinance No. 497
May 18, 2010

THOMAS E. HANSEN
STATE OF WASHINGTON
25725
REGISTERED
PROFESSIONAL ENGINEER
6/11/10

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Table of Contents

Executive Summary ***1***

Chapter 1 - Introduction, Process and Policies ***3***

A. Background
B. History and Context
C. Planning Process
D. State and Regional Policy Context
E. City of Woodinville Transportation Goals and Policies
F. Concurrency
G. Level of Service Definitions

Chapter 2 - Inventory of the System ***25***

A. Introduction
B. System Inventory
C. Official City Street Map
D. Average Daily Traffic (ADT) State Highways
E. Concurrency and Highways of Statewide Significance
F. Average Weekly Traffic Volumes
G. Existing LOS
H. Traffic Signal Locations and Jurisdictional Management of Signals
I. Accident History
J. Pavement Condition
K. Sidewalk Inventory and Existing Bike Lanes
L. School Zone Projects
M. Existing Transit Routes
N. Commute Trip Reduction (CTR) and Transportation Demand Management

Chapter 3 - Growth Forecasts, Model Assumptions, Proposed Street Classifications ***63***

A. Introduction
B. Growth Scenarios: Low, Medium and High
C. 2030 Model Results
D. Street Classifications

Chapter 4 - Project Lists and Level of Service ***81***

A. Introduction
B. Capacity Projects
C. System Improvements
D. Safety Projects
E. Low, Medium and High Growth Scenarios
F. Downtown Scenarios
G. Non- Motorized Projects
H. Other Agency Projects and Review
I. Eastside Rail Corridor
J. Traffic Impact Fees
K. Financing
L. Concurrency and Adopted Level of Service (LOS)

List of Maps

Chapter 1

Map 1B-1 Planned Grid Road Improvements in 1996 Comprehensive Plan

Chapter 2

Map 2C-1 DRAFT Official City Street Map
Map 2C-2 Existing Street Classification Map per WMC 12.12
Map 2E-1 Average Weekday Traffic Volume
Map 2F-1 Existing Level of Service
Map 2G-1 Signal Ownership and Operations
Map 2H-1 2006 Accidents
Map 2H-2 2007 Accidents
Map 2H-3 2008 Accidents
Map 2H-4 Accidents January-June 2009
Map 2J-1 Sidewalk Inventory and Bike Lanes
Map 2K-1 Woodmoor School Zone
Map 2K-2 Wellington School Zone
Map 2K-3 Woodin School Zone
Map 2L-1 Existing Transit Routes

Chapter 3

Map 3B-1 Transportation Analysis Zones and Growth Scenarios
Map 3C-1 Model Results without any Improvements
Map 3D-1 Proposed Street Classifications Map 2009

Chapter 4

Map 4A-1 Capacity Projects
Map 4C-1 System Projects
Map 4D-1 Safety Projects
Map 4E-1 Low Growth Land Use LOS
Map 4E-2 Medium Growth LOS without CCRP
Map 4E-3 High Land Use PM Peak Hour LOS with CCRP and Couplet
Map 4F-1 Cars win on NE 175th
Map 4F-2 Pedestrians win on NE 175th
Map 4F-3 Little Bear Creek Parkway Boulevard Option
Map 4F-4 Downtown Circulation without 138th Grid Road
Map 4F-5 Downtown Circulation without 138th Grid Road
Map 4G-1 2009 Non-Motorized Projects

List of Tables

Chapter 1

Table 1G-1 Level of Service Criteria: Signalized Intersections
Table 1G-2 Level of Service Criteria Un-Signalized Intersections
Table 1G-3 Level of Service Criteria for Urban Streets

Chapter 2

Table 2D-1 City and State Maintenance Responsibilities
Table 2F-1 Existing Level of Service
Table 2G-1 Signal Ownership and Operations
Table 2H-1 Annual Accident Numbers
Table 2I-1 Overall Condition Index (OCI) for Pavement Condition
Table 2I-2 Roadway Classification for Pavement Status
Table 2I-3 Roadway Conditions of Woodinville Street Classification Types
Table 2I-4 Condition Categories for Miles of Streets
Table 2L-1 Existing Transit Routes
Table 2L-2 Park and Ride Utilization 2000-2008
Table 2L-3 Weekday Transit Ridership Trends from 2005-2008

Chapter 3

Table 3B-1 Summary Table of Comparison of PSRC and Woodinville Growth Scenarios
Table 3C-1 Intersections at LOS F or E in Existing or Baseline Projections
Table 3D-1 Number of Miles for Road Classifications

Chapter 4

Table 4B-1 Capacity Projects
Table 4C-1 System Projects
Table 4C-2 System Projects Non-Motorized
Table 4D-1 Safety Projects
Table 4E-1 2030 Model Results: Low Growth Land Use LOS F and E
Table 4E-2 Low Growth Projects Needed
Table 4E-3 Medium Growth Projects Needed
Table 4E-4 2030 Failing Intersections Medium Growth Land Use
Table 4E-5 Additional High Growth Projects Needed
Table 4E-6 2030 PM Peak Hour LOS with CCRP and One-Way Couplet and High Land Use
Table 4G-1 List of Non-Motorized Projects
Table 4H-1 Other Agency Projects

List of Figures

Chapter 1

Figure 1C-1 Planning Process Chart

Chapter 2

Figure 2H-1 Woodinville Traffic Accidents per year
Figure 2I-2 Graph of Pavement Conditions

No figures in Chapter 3 or 4

Appendix List

A. 2007 Existing LOS
B. 2030 Medium Alt 4 Improvements
2030 Low Baseline
C. 2030 Medium Alt 1 Improvements
D. 2030 Medium Baseline
E. 2030 Option 1 without Grid Roads
F. 2030 Option 2 without Grid Roads
G. 2030 Option 3 without Grid Roads
H. 2030 High Alt 3 Improvements
I. 2030 High Baseline
J. 2030 Medium Alt 1
K. 2030 Medium Alt 2 Improvements
L. 2030 Option 1 with Grid Roads
2030 Option 2 with Grid Roads
M. 2030 Option 3 with Grid Roads
N. 2030 Option 4 with Grid Roads
O. Planning Commission/Council Presentations
P. Puget Sound Regional Council Growth Tables
Q. Growth Projections
R. Accident Data
S. Square Feet and Acres of Transportation Analysis Zones
T. Traffic Impact Fees
U. Bibliography
V. Comments from Outside Agencies
W. Graphic of CCRP Project
X. Copy of Parks and Recreation Meeting Minutes
Y. Projects Supporting Growth in the Area of the Downtown/Little Bear Creek Master Plan

Executive Summary

The City of Woodinville, with a population of just over ten thousand residents, is located in northern King County at the King/Snohomish counties border. There are many transportation challenges within Woodinville, with two railroad lines and two state highways bisecting the city, and a large amount of pass through traffic from neighboring jurisdictions.

Woodinville has recently completed multiple large capital improvement projects to solve problem intersections. Key projects consist of the bottleneck relief project located on the SR 202/131st corridor, which includes adding a second southbound left turn lane and receiving lane increasing intersection capacity; a new traffic signal for the SR 202/127th Place intersection; a new roundabout at the NE 145th/NE 148th intersection; and multiple city street overlay projects. Because of these investments, there are no failing intersections for the existing level of service for signalized intersections at this time. On the maintenance side, 74 percent of the pavement in 2008 was rated as is in good or fair condition. The safety of the transportation system is always a concern and the number of accidents is being monitored carefully by the City. Overall, our motorized transportation system is functioning well because of continued investment.

However, with plans for downtown growth and increases in regional traffic over time, there is a need to plan for the future. A new transportation demand model was built in 2008 for analyzing future needs. With this model, various growth scenarios were tested, from low growth to high growth, in order to cover the wide spectrum of possible future scenarios. The results of this modeling effort, presented in the plan, show that with continued strategic investment in the transportation network, Woodinville can maintain a good transportation system even with a large amount of population and employment growth.

The City's existing non-motorized system is fragmented because of the gaps that currently exist in it. Very few non-motorized corridors connect to adjacent neighborhoods or the neighborhoods to downtown. Local neighborhoods are requesting sidewalk and bicycle connections to the downtown area, the commercial hub of the city. Neighborhoods also have pedestrian facilities gaps that limit their connectivity to parks and schools. This plan has a comprehensive inventory of the non-motorized system with recommended projects to fill gaps in the system in order to have a more connected and functional non-motorized network. Woodinville also may have a unique opportunity for a new non-motorized connection by way of the railroad corridor that passes through town.

Woodinville is a unique hub of transportation corridors, which is an asset to ensure that businesses and the city thrive by way of the cities

great visibility, instead of being the City's downfall as a point of congestion. With continual investment and planning, Woodinville will have a multi-modal transportation network within the city that addresses the transportation needs of all citizens.

Chapter 1: Introduction

A. Background

The City of Woodinville is located in Western Washington, in northern King County. Woodinville is a small suburban city in the Puget Sound area with neighboring cities, Redmond and Kirkland to the south, Bothell to the northeast and Mill Creek and Snohomish County to the north. As of April 1, 2009, the City's population is 10,670 (Office of Financial Management). While Woodinville has a small residential population, it has a complicated transportation system with two state highways, one major east west arterial (Woodinville-Duvall), and a rail corridor running straight through downtown. This has resulted in complex transportation challenges for the City. These challenges remain today.

The purpose of the transportation master plan is to identify infrastructure needs for both motorized and non-motorized transportation to support the land use goals selected for the city; and to compile this information in one document in a comprehensive manner. The goal is to provide a safe, efficient, economical, and environmentally responsible transportation system for future growth and development. This plan and the policies and goals that are developed as a result will work in concert with the Downtown Little Bear Creek Plan and the City's Comprehensive Plan. The Transportation Master Plan (TMP) reflects the policy direction from the Planning Commission and City Council on how to plan for transportation so it aligns with land use goals.

B. History and Context

The City's first Comprehensive Plan was adopted in 1996. This was the first document other than the Capital Improvement Plan to plan for future transportation improvements in coordination with land use planning. The comprehensive plan was routinely updated each year with a major update in 2002. A non-motorized plan for pedestrian and bike was developed by the Parks Department in 2005. The city has also developed 5, 10 and 20 year Capital Improvement Plans (CIP) for motorized and non-motorized infrastructure. Additionally, a Transportation Improvement Plan (TIP) with six years worth of capital improvement projects is developed and adopted by the Council yearly to meet state requirements. This plan will consolidate the multiple planning efforts of the city into one document for a unified vision.

The first transportation planning effort completed as part of the 1996 Comprehensive Plan included grid roads as part of a fully functioning downtown. The figure below shows how grid roads have historically been planned transportation improvements, in addition to widening the City's bi-pass routes. The grid roads were planned in 1993 because of their importance for providing connectivity in the

downtown and for making the downtown more pedestrian friendly. This history is interesting because the analysis and planning completed in 1996 remains a lesson for transportation planning today in Woodinville.

Map 1B-1: Planned Grid Road Improvements in 1996 Comprehensive Plan

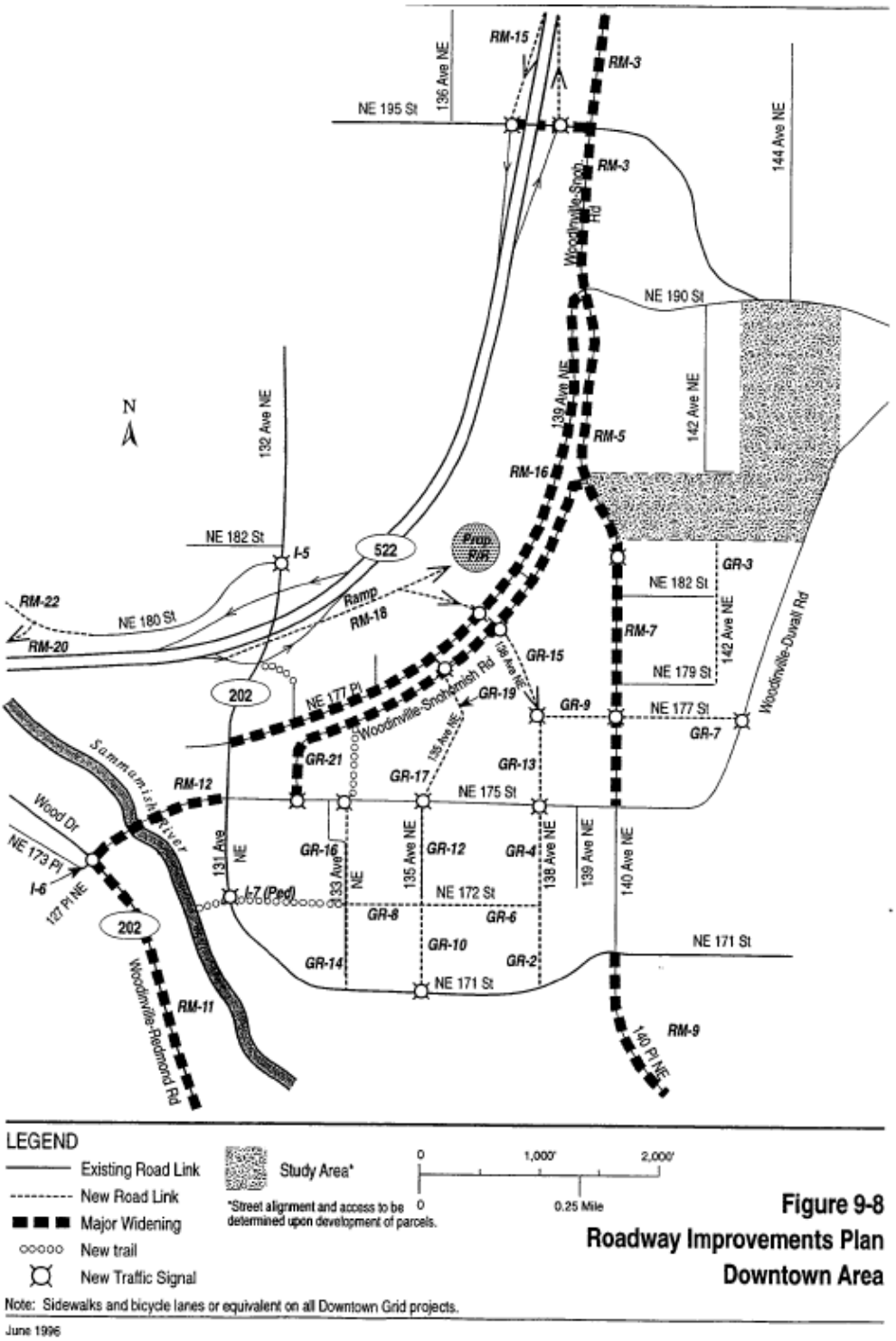


Figure 9-8
Roadway Improvements Plan
Downtown Area

C. Planning Process

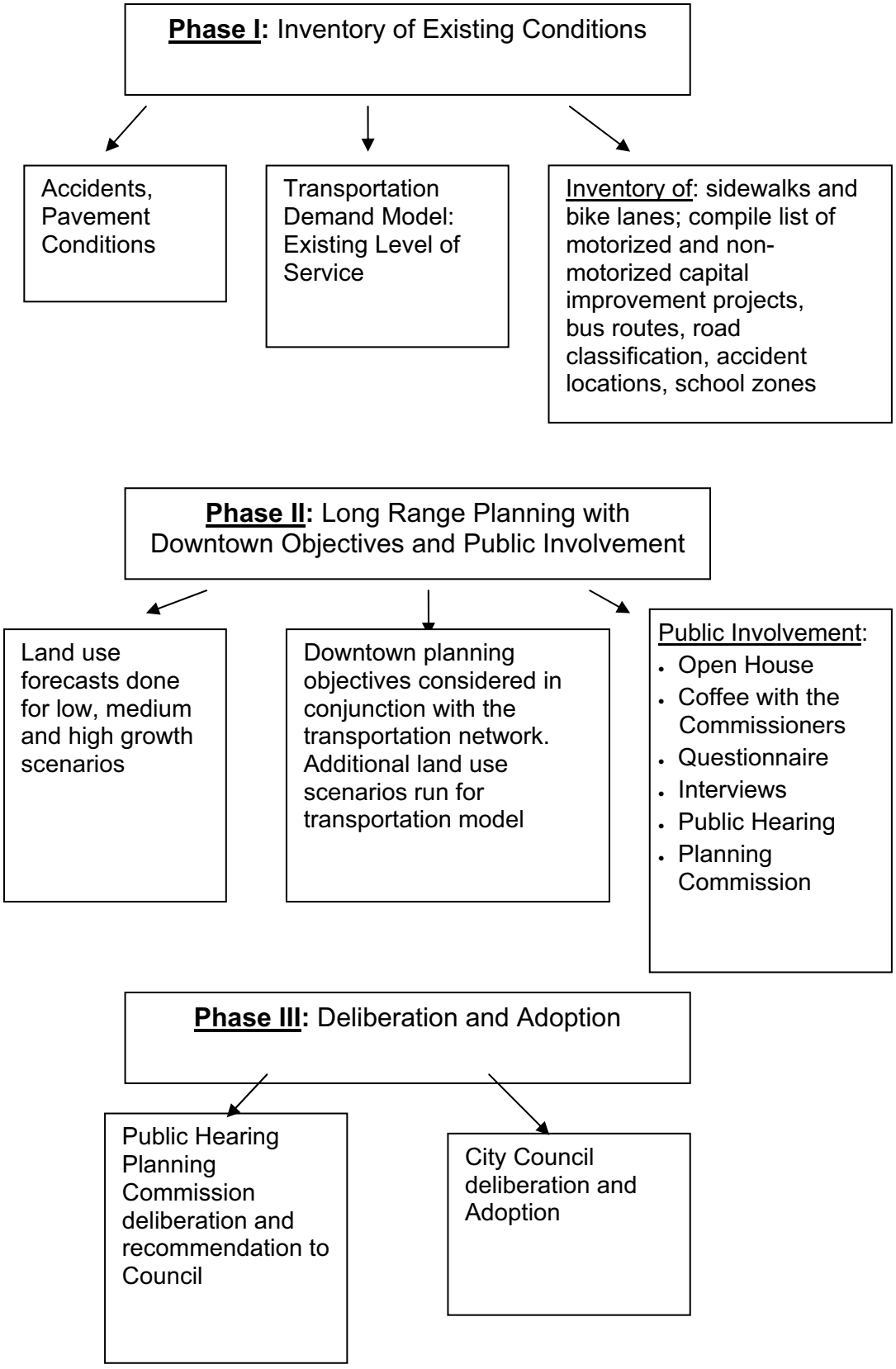
Technical Methodology:

Transportation Demand Model
A new transportation demand model was built for this transportation master plan. Transportation Engineering Northwest (TENW) was selected as the consultant to build the new transportation demand model for the City. The model was built using EMME/2 software which is the same software used by the Puget Sound Regional Council. Staff worked with the consultant to develop a new set of transportation analysis zones (TAZ). Once the new TAZ structure was developed, a comprehensive land use survey was completed. This land use survey provided the consultant the information necessary to calculate the trip generation (the number of car trips) generated by each TAZ. The model was then calibrated with recent traffic counts to ensure accuracy. Future land use scenarios were developed using existing zoning but speculating on what percentage of properties would be redeveloped in the future in each TAZ. Three growth scenarios were calculated: a low, medium, and high growth scenario. The modeling process, growth scenarios, and model results are discussed in more detail in Chapter 3.

Planning Process/Public Involvement
The planning process was completed in three phases. The first phase was to conduct a system wide inventory. This included accidents, pavement conditions, existing level-of-service for intersections determined, and a complete inventory of the non-motorized system, including bike lanes and sidewalks. The new transportation demand model was run to give a baseline for existing level of service. An existing capital improvement project (CIP) list for motorized and non-motorized projects was compiled. This first phase in the planning process was to assess existing conditions in order to inform planning efforts.

The second phase of the planning effort was to model the low, medium and high growth scenarios. These results were then shared with the Planning Commission and the public so a discussion on how to plan could begin. Ultimately, the transportation planning discussions and decisions made were to support the downtown land use planning. The public involvement included an open house on May 13, 2009 from 4 PM to 8 PM in the Carol Edwards Center; 14 coffee with the commissioner's sessions and multiple private interviews; and a citywide questionnaire was mailed to all residents of which the city received over six hundred returned surveys. The master plan was discussed at the Planning Commission meetings of May 6, May 20, June 3, and July 1, 2009. A copy of the presentations and information presented is included in Appendix L: Presentations to the Planning Commission on the Transportation Master Plan. The City's Planning Commission held a Public Hearing on November 23, 2009, and recommended the Draft Transportation Master Plan for adoption by the City Council.

Figure 1C-1 Planning Process Chart



D. State and Regional Policy Context

The City's plan must meet a number of state and regional requirements. These include compliance with the Growth Management Act (GMA), the Puget Sound Regional Council Vision 2020 and Destination 2030, CTED, and are consistent with the King County Countywide Planning Policies.

E. City of Woodinville Transportation Goals & Policies

1.1 Purpose of the Transportation Master Plan

The Transportation Master Plan 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 Master Plan 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 today, and identify improvements to meet future population and employment growth within the City. It is intended that the Transportation Master Plan:

1. Support, coordinate, and integrate with the plans of the other elements of the Comprehensive Plan.
2. Establish a framework for transportation system planning, development, and management processes.
3. Meet level of service, concurrency, and related elements of the Growth Management Act.
4. 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
    - Non-motorized (bicycle and pedestrian modes)
5. Emphasize cost-effective, environmentally sound, and fundable transportation improvement measures, which promote and enhance the livability and attractiveness of the City's neighborhoods and activity centers.
6. Promote efficient use of the existing transportation system components through Transportation System Management.
7. 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.

1.2 The Transportation Setting

1. ***Roadway and Capacity, and Level of Service (LOS)***. Woodinville's roadway system serves cars, trucks, buses, bicycles, and pedestrians. Woodinville's roadway system connects to those of the City of Bothell, King County, Snohomish County and the state highway system.

   The City's adopted LOS for its roadway system is "E" throughout the City, codified in WMC 21.25.030.

2. ***Transit***. Metro Transit and Sound Transit currently serve the City of Woodinville. Most of Metro's routes serve commuters traveling to either downtown Bellevue or downtown Seattle. In the downtown area, NE 171st Street, NE 175th Street, 140th Avenue NE, and a portion of State Route (SR) 202 are served by transit; Woodinville-Duvall and NE 195th Street are also served by Transit. Sound Transit has one express route in Woodinville, which is an express route that serves Bothell, Lake City and Seattle. There is no bus service along SR 202 or in the Tourist District. To get to a destination in Snohomish County, a transfer to Community Transit is necessary.

3. ***Non-motorized***. Woodinville has a system of non-motorized facilities that serve bicyclists, in-line skaters, pedestrians, and other non-motorized transportation. The system is made up of sidewalks, paved shoulders, and paved and unpaved trails that provide connections between the downtown, 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 connecting to the Burke-Gilman Trail system.

4. ***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 railroad tracks owned by the Burlington Northern Santa Fe (BNSF) Railway, which connects the BNSF Pacific Mainline at Tukwila with the Steven's Pass line at Snohomish Junction West. The Port of Seattle acquired the Eastside Railroad Corridor from BNSF on December 21, 2009. The Port was joined by several local agencies to help procure a deal with BNSF. King County, Sound Transit, the City of Redmond, Puget Sound Energy, and the Cascade Water Alliance has partnered with the Port. At this time, negotiations are underway to determine each partner's investment in the property. The use of the rail corridor will change in the near future. King County intends to purchase an easement for a trail from the Port of Seattle along the portion of the corridor from Renton to

Woodinville. The future development of this rail corridor through Woodinville may include freight, an excursion train, commuter rail and a non-motorized trail.

5. ***Neighborhood Preservation***. The citizens of Woodinville are sensitive to cut through traffic on residential streets and its impact on the safety and livability of their community. Cut through traffic may be the result of congestion on arterials, by a lack of sufficient connections within the street network, or other factors.

6. ***Regional Coordination***. Woodinville serves as a crossroads for regional SR 202 and SR 522 (and SR 9 within the UGA). Other regional routes also cross through Woodinville such as Woodinville-Duvall Road and Woodinville-Snohomish Road. Woodinville's regional planning partners include King County, Snohomish County, and the Cities of Bothell, Kirkland and Redmond. In addition, Woodinville is within the Interstate 405 (I-405) planning area.

7. ***Funding***. The City of Woodinville endeavors to fund the development and construction of transportation projects to provide continued mobility and maintain adopted LOS. Projected revenues are unable to fund all projects. The City utilizes grant programs at the state and federal level and public / private partnerships that are available to supplement City-generated revenue. In addition to the public funding, the City of Woodinville collects impact and/or mitigation fees to offset LOS reduction and land use needs.

8. ***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. The Little Bear Creek Downtown Master Plan's land use planning and transportation planning have been completed in coordination to assure that the downtown transportation system, motorized and non-motorized, supports the land use planning goals for downtown.

9. ***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 (for example, carpool, transit, and non-motorized travel) 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 worksite. The City of Woodinville currently has five affected worksites in 2009 that currently participate in the City's Commute Trip Reduction program, which is a TDM program. Several agencies support TDM

activities including the State Department of Transportation and King County Metro Transit.

10. ***Operations and Maintenance***. The City monitors the 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. It is important to recognize that travel volumes and transportation to, in, and through Woodinville are also conditioned by its regional location, especially for automobile and transit travel. Specific challenges are posed by:

    a. Only a few routes, all of which traverse or pass near the downtown; SR 202, NE 175th Street – Woodinville-Duvall Road, 140th Place NE – 148th Avenue NE, and arterial NE 190th – 195th Streets, Woodinville-Snohomish Road, accommodates nearly all of the arterial traffic. Most of the LOS E and F intersections and high-accident locations are on these routes, principally in and near downtown. Several two-lane arterial segments carry average weekday traffic volumes of 15,000 to 25,000 vehicles.

    b. Consequently, Woodinville's unique geographic location and its arterial network reflect the high percentage of through traffic on all of the principal routes serving and traversing Woodinville; I-405, SR 522, SR 202, SR 9, the Woodinville-Duvall Road, and the 140th Avenue NE – 148th Avenue NE corridor.

    c. Woodinville-Duvall Road (with NE 175th Street) is the only through east-west arterial within the City of Woodinville.

    d. Gaps in much of the downtown street network necessitate excessive use of the major routes for local circulation, with the attendant adverse impacts on LOS, traffic friction and delay, safety, and inconvenience.

    f. Transit service is mainly oriented to peak-hour connections to the I-405 and SR 522 corridors south and west toward Bellevue and Seattle. Large portions of Woodinville's residential and employment areas lack local transit service.

    g. Portions of Woodinville lack adequate pedestrian and bicycle facilities. Portions of the low-density residential areas lack paved shoulders for non-motorized travel. The hilly terrain, railroad tracks, and the Sammamish River serve to restrict safe and convenient non-motorized access to downtown and the Sammamish River Trail.

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

Goals and Policies

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

Policies

T-1.1 Cooperate with neighboring cities of Bothell, Kirkland, and Redmond; the Washington State Department of Transportation; the Regional Transit Authority; Puget Sound Regional Council; Sound Transit; 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 [SR 202] Woodinville-Duvall Road, and Regional Arterial Network (RAN) corridors), Snohomish County, and neighboring cities.

T-1.3 Cooperate with these and other jurisdictions on regional transportation solutions addressing the significant pass-through traffic originating outside the City of Woodinville. Require improvements by adjacent jurisdictions to offset the impacts of the additional motorized or non-motorized traffic that is caused by their land use changes.

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 neighboring 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 adopted road adequacy standards, an impact fee program, State Environmental Policy Act, Growth Management Act and the development review process.

T-2.2 Monitor and modify as necessary 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 plan for and approval of vehicle access, pedestrian access, and circulation schemes for major public or private developments.

T-2.4 Encourage private development to support public transportation facilities.

T-2.5 Encourage parking facilities to be designed to facilitate transit use and pedestrian access.

T-2.6 Encourage the location of building entrances and transit facilities near each other.

T-2.7 Encourage pedestrian amenities as part of all new public and private development in the City of Woodinville.

T-2.8 Encourage landscaping in the construction of all new streets and street frontage improvements.

T-2.9 Encourage trucks to make deliveries, when possible, outside of the peak hours of traffic.

T-2.10 Coordinate with railway owners and users to develop and manage roadway and rail intersections in order to support transportation goals.

T-2.11 Promote the construction of grade separations between roadways and rail lines where traffic volumes, rail movements or accident experience warrant them.

T-2.12 Coordinate with the owner of the railroad facilities to identify locations for and to develop new roadway rail crossings in order to complete key connections within Woodinville's transportation system.

T-2.13 Incorporate special gateway/entrance treatments into transportation projects, which support the identity of Woodinville and encourage patronage of Woodinville's businesses.

T-2.14 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-2.15 Encourage signing that directs pedestrians to downtown public facilities consistent with approved City Standards.

T-2.16 Develop a transportation network that supports the City's Land Use goals.

T-2.17 Promote off-street parking.

T-2.18 Reduce block size and provide alternate routes through the development of a grid road system.

T-2.19 Encourage 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 to improve traffic circulation within those areas that are already experiencing circulation or congestion problems;

2. New transportation corridors to provide alternate routes and means to meet current or future demands;

3. Identifying the acquisition of right-of-way at the earliest possible time when new corridors are deemed necessary;

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 Continue to assess 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-3.3 Each year develop and implement a six-year transportation improvement program (TIP) that complies with State requirements that supports growth envisioned by the City's Land Use Element.

T-3.4 Update the Capital Facilities Plan, as required, to identify in detail needed transportation improvements and their funding for the current six-year planning period.

T-3.5 Allocate resources in the City's transportation capital investment program to address:

1. Public health and safety concerns;
2. Ensure adequate maintenance of existing facilities throughout the City;
3. Relieve circulation and congestion problems,
4. Provide other growth-supporting improvements serving Downtown;
5. Give priority to community development improvements not within the downtown, which contribute to the City's economic vitality.

T-3.6 Emphasize the development of joint projects, such as those involving neighboring 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-3.7 Coordinate with other right-of-way users and neighboring jurisdictions when planning facility construction and/or maintenance.

T-3.8 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-3.9 Integrate and achieve consistency between the short-range and long-range transportation plans and improvement programs of the City.

T-3.10 Encourage transit providers to maintain their facilities to adopted transit standards.

T-3.11 Coordinate transportation plans so they are consistent with the Capital Facilities Plan, and all Elements of the Comprehensive Plan.

GOAL T-4: To establish LOS 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 LOS standards established in the WMC 21.25.030. The following criteria must be met:

T-4.2 Cooperate with the neighboring cities and counties, transit operators, and Washington State Department of Transportation to comply with Growth Management Act concurrency and LOS requirements.

T-4.3 Consider other modes of transportation, in addition to single-occupancy vehicles, in making concurrency determinations.

T-4.4 Coordinate data collection and processing using professionally accepted measures and methods in determining transportation LOS and other transportation information related to travel demand and system operations with adjacent local jurisdictions and transit agencies.

T-4.5 Develop interlocal agreements with neighboring jurisdictions that require development within Woodinville and the neighboring jurisdictions to mitigate significant impacts that are generated on Woodinville's and neighboring jurisdiction's transportation system 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-4.6 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 transportation.
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 LOS for roadway segments and intersections throughout the City.

T-4.7 Continue to consider King County Metro, Sound Transit, and Community Transit's LOS 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 ridesharing, 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.
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 transit agencies to achieve increased service from more developed portions of Woodinville by extending existing transit routes or creating new routes while encouraging Woodinville residents to take advantage of them.

T-5.3 Cooperate with King County Metro, Sound Transit 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 regional travel, increase service frequency and to shift dependence away from single-occupancy vehicle automobile travel.

T-5.4 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-5.5 Consider moving the existing park and ride lot to a more strategic location with better access to regional highway 522 and access to commuter rail (if and when the eastside rail corridor develops to bring a non motorized trail and/or rail commuter options.

T-5.6 Explore the potential for joint use of park and ride lots with the public and private sectors and shared parking for commercial and residential use.

T-5.7 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-5.8 Cooperate with public transit providers and the Washington State Department of Transportation to develop transit improvements and high-occupancy vehicle treatments on I-405 and SR 522. This may include developer contributions as part of the development review process.

T-5.9 Cooperate with public transit providers and Washington State Department of Transportation to develop transit and ridesharing 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.

T-5.10 Actively participate in the Eastside Transportation Partnership and its high capacity transit recommendations.

T-5.11 Coordinate with transit agencies to identify and designate locations for planned park and ride lots and transit stations and ensure ease of access to those facilities. Ensure that clear provisions for such transit facilities are made in the City's development regulations.

T-5.12 Coordinate with transit agencies to plan and construct transit-friendly road treatments along primary corridors and selected transit routes.

T-5.13 Coordinate with transit agencies to plan for public transportation modes that are time-coordinated and interconnected (signal interconnect and over-ride) to increase LOS and ridership.

T-5.14 Locate and design transportation centers and terminals to permit use by multiple modes of travel (e.g., bus, automobile, bicycle, pedestrian/disabled, and high-capacity transit).

T-5.15 Encourage and support cooperation among neighboring cities, transit agencies, and King and Snohomish Counties to establish compatible schedules and terminal locations.

T-5.16 Coordinate with transit agencies to promote service throughout the City and connections between the Tourist District and downtown.

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.

T-6.2 Develop a community-wide trail system for pedestrians, bicyclists, and other non-motorized transportation. 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 of multipurpose trails separated from the street systems as a transportation resource to the Woodinville community.

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 separated trail facilities.

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, completing the connection between existing and proposed trail systems.

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.

T-6.9 Incorporate non-motorized friendly design in transportation projects, using a variety of design and traffic control techniques.

T-6.10 Encourage 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 Plan for 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-6.13 Encourage employers to provide bike facilities and amenities, such as showers and bike lockers.

T-6.14 Encourage pedestrian facilities to be consistent with the unique downtown character.

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

Policies

T-7.1 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 of 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 mandated to meet the Commute Trip Reduction Act requirements to offer trip reduction programs for employees.

T-7.4 Encourage the development of coordinated traffic demand management 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.

T-7.6 Encourage development to provide physical features supportive of convenience, comfort, and safety in the use of alternative modes of travel.

T-7.7 Pursue with neighboring jurisdictions, the development community, and Woodinville businesses an active public education on the benefits of carpooling. Assisting public transit providers and employers in providing information on the carpool/vanpool ride match services.

T-7.8 Promote Transportation Demand Management and Commute Trip Reduction programs and activities.

GOAL T-8 To provide safe, convenient and comfortable neighborhood access and circulation properly integrated with the citywide transportation system.

Policies

T-8.1 Based on identified impacts, new development projects should participate in providing transportation circulation solutions.

T-8.2 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. Encourage circulation improvements to include non-motorized mobility, where appropriate.

T-8.3 Ensure convenient access to residential neighborhoods and major community facilities from collector, minor and major streets.

T-8.4 Emphasize design of the arterial street system to minimize the potential for external traffic to cut through neighborhoods.

T-8.5 Design residential neighborhoods to discourage cut through traffic movements.

T-8.6 Evaluate impacts on neighborhoods when proposing to extend a neighborhood's local street to serve adjacent new development.

T-8.7 Encourage traffic calming (speed reduction) features in residential neighborhoods; however, the City discourages the use of barriers across access points for subdivisions.

T-8.8 Site residential driveways off of neighborhood collectors and onto internal access roads whenever feasible.

T-8.9 Design the arterial street system to accommodate regional trips and minimize the potential for external traffic to use residential streets for through access.

T-8.10 Encourage public involvement when considering improvements to residential streets.

T-8.11 Design new residential streets to avoid creating roadways that are conducive to high speeds.

GOAL T-9: To ensure the development and regulation of parking facilities that support the transportation system and development goals and policies.

Policies

T-9.1 Encourage preferential and convenient parking as an incentive for using carpools, vanpools, and disabled (pursuant to the Americans with Disabilities Act standards and specifications).

T-9.2 Provide minimum and maximum off-street parking stall ratios for different uses to provide safe and adequately sized parking facilities. Implement the provisions and requirements of the American Disabilities Act (ADA) and other design and development standards to improve parking and access facility safety and security features.

T-9.3 Encourage joint parking facilities for compatible uses to reduce the total number of spaces needed and reduce overall impervious surface.

GOAL T-10: 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-10.1 Use generally accepted state, national, and other applicable standards and guidelines for design and operation of new and improved transportation facilities.

T-10.2 Develop programs in cooperation with the Washington State Department of Transportation, transit operators, and neighboring 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.

F. Concurrency

The City's adopted LOS for its roadway system is "E" throughout the City per WMC 21.28.070. This means any development that causes any intersection to fall below LOS E as a result of the additional traffic created by the development, will not be approved until improvements are made, or will be made within the six year time frame of concurrency.

G. Level of Service Definitions

Level of Service (LOS) is a method used to evaluate and quantify roadway and street operating conditions and traffic congestion. It describes in general terms such service measures as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience. Six LOS levels are defined, A through F, with LOS A representing the best operating conditions, and LOS F the worst. Each LOS represents a range of operating conditions and driver's perception of those conditions. Safety is not included in the measures that establish service levels.

Different quantitative analyses are used to calculate the LOS for different roadway elements found in the urban street network, signalized intersections, un-signalized intersections, and roadway segments. The results from the analysis for signalized and un-signalized intersections are usually expressed in the terms of seconds of delay. This is the average delay experienced by all vehicles utilizing that intersection at that time. As in all averages, some vehicles experience no delay as they pass through an intersection or drive a section of roadway. Other drivers will be delayed even under the best of operating conditions in an urban environment due to traffic signals, stop signs and other regulatory conditions, and by traffic entering and leaving the street system. The level of delay is measured or analyzed at the peak hours of traffic volumes. The peak hour volume or traffic typically occurs during the morning or evening commuter travel times. These time periods are labeled AM peak hour or PM peak hour, respectively. In Woodinville, the PM peak hour has the highest volumes of traffic using the road network. This is the time period used to analyze operational conditions and make LOS determinations and it is the time period that is used to determine trip generation for traffic impact fees.

For urban streets, the LOS criteria is different. Urban Street LOS is based on the average through-vehicle travel speed for that segment of roadway or the entire street under

consideration. Travel speed is the basic service measure for urban streets. When the operating speed is lower than the posted speed due to congestion, the LOS for that segment of roadway is lower also. The analysis for urban streets takes into account not only the time and speed of travel along street segments, but also includes the amount of delay the average vehicle experiences going through signaled and un-signalized intersections. Efficient operation of street intersections is a critical factor in the LOS for urban streets. Since it is usually the controlling factor, operating or planned LOS for intersections is usually the only factor analyzed.

For Signalized intersections, the LOS criteria is:
Table 1G-1

LOS	Average Delay Per Vehicle (Seconds)
A	Less than 10
B	10 to 20
C	20 to 35
D	35 to 55
E	55 to 80
F	Greater than 80

(From page 16-2, Exhibit 16-2, Highway Capacity Manual, 2000)

For Un-signalized Intersections, the Level of Service criteria is:
Table 1G-2

LOS	Average Delay Per Vehicle (Seconds)
A	Less than 10
B	10 to 15
C	15 to 25
D	25 to 35
E	35 to 50
F	Greater than 50

(From page 17-2, Exhibit 17-2, and page 17-32, Exhibit 17-22, Highway Capacity Manual, 2000)

For Urban Streets, the LOS Criteria is:
Table 1G-3

LOS	Average Travel Speed (Mph)		
Urban Street Class	II	III	IV
	Principal Arterial	Minor Arterial	Collector Arterial Local Streets
A	35 or more	30 or more	25 or more
B	28 to 35	24 to 30	19 to 25
C	22 to 28	18 to 24	13 to 19
D	17 to 22	14 to 18	9 to 13
E	13 to 17	10 to 14	7 to 9
F	Less than 13	Less than 10	Less than 7

(From page 15-3, Exhibit 15-2, Highway Capacity Manual, 2000)

Chapter 2: Inventory of the Existing Transportation System

A. Introduction

An inventory of the existing transportation system was taken as a baseline measurement for planning purposes. The baseline information will give a snap shot of the current state of the transportation system. This broad overview of the current state of the transportation system provides a basis for planning for the future.

B. System Inventory

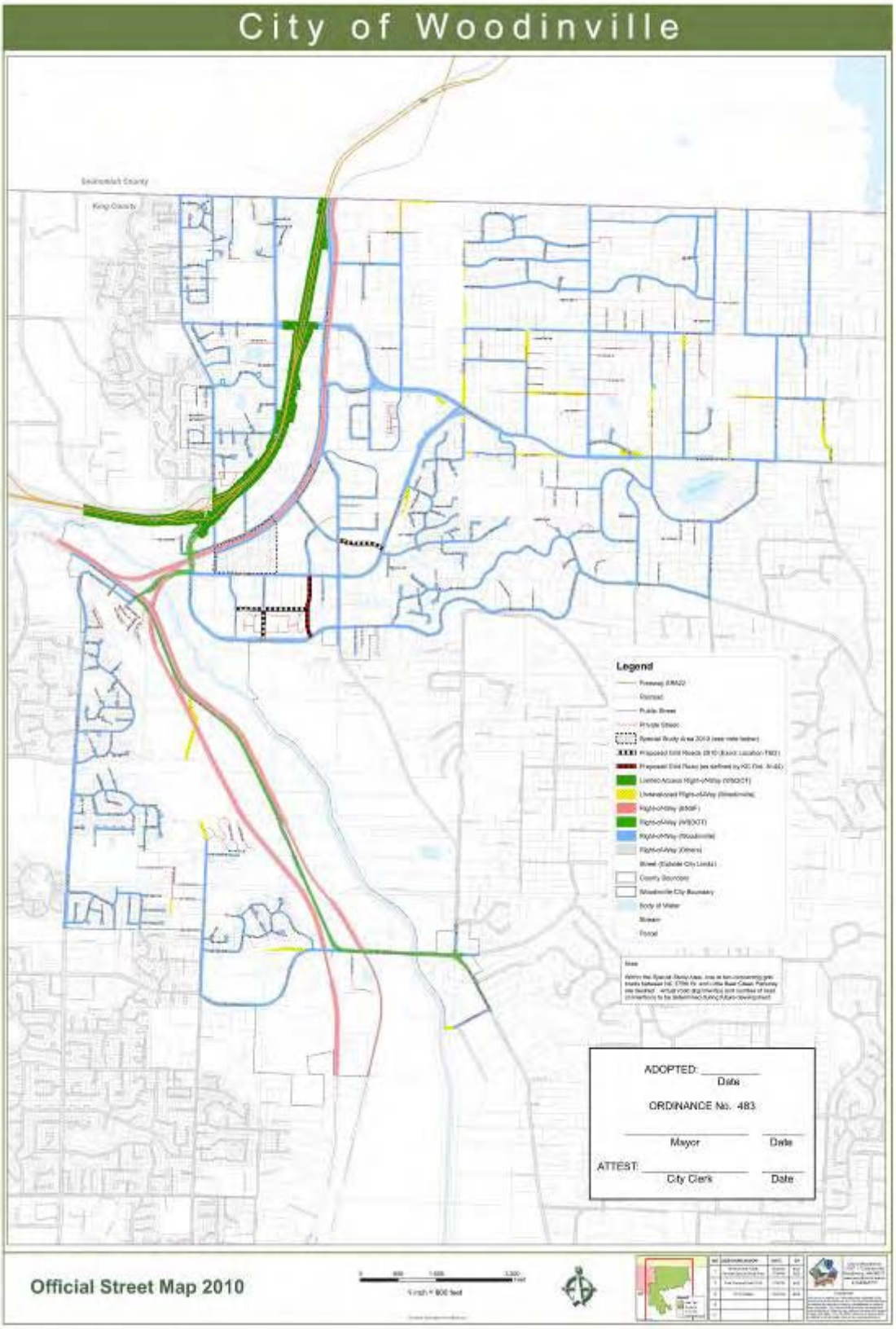
The system inventory consists of the following information:

- Official City Street Map (WMC 12.03 Revision Projected to be approved in 2010)
- Street Classification Map (WMC 12.12)
- Average Daily Traffic Woodinville Streets and State Highways
- Existing LOS
- Signal Locations and Ownership
- Citywide Accidents for the years of 2006, 2007, 2008
- Pavement Management Ratings
- Non-motorized system
- Transit
- Commute Trip Reduction

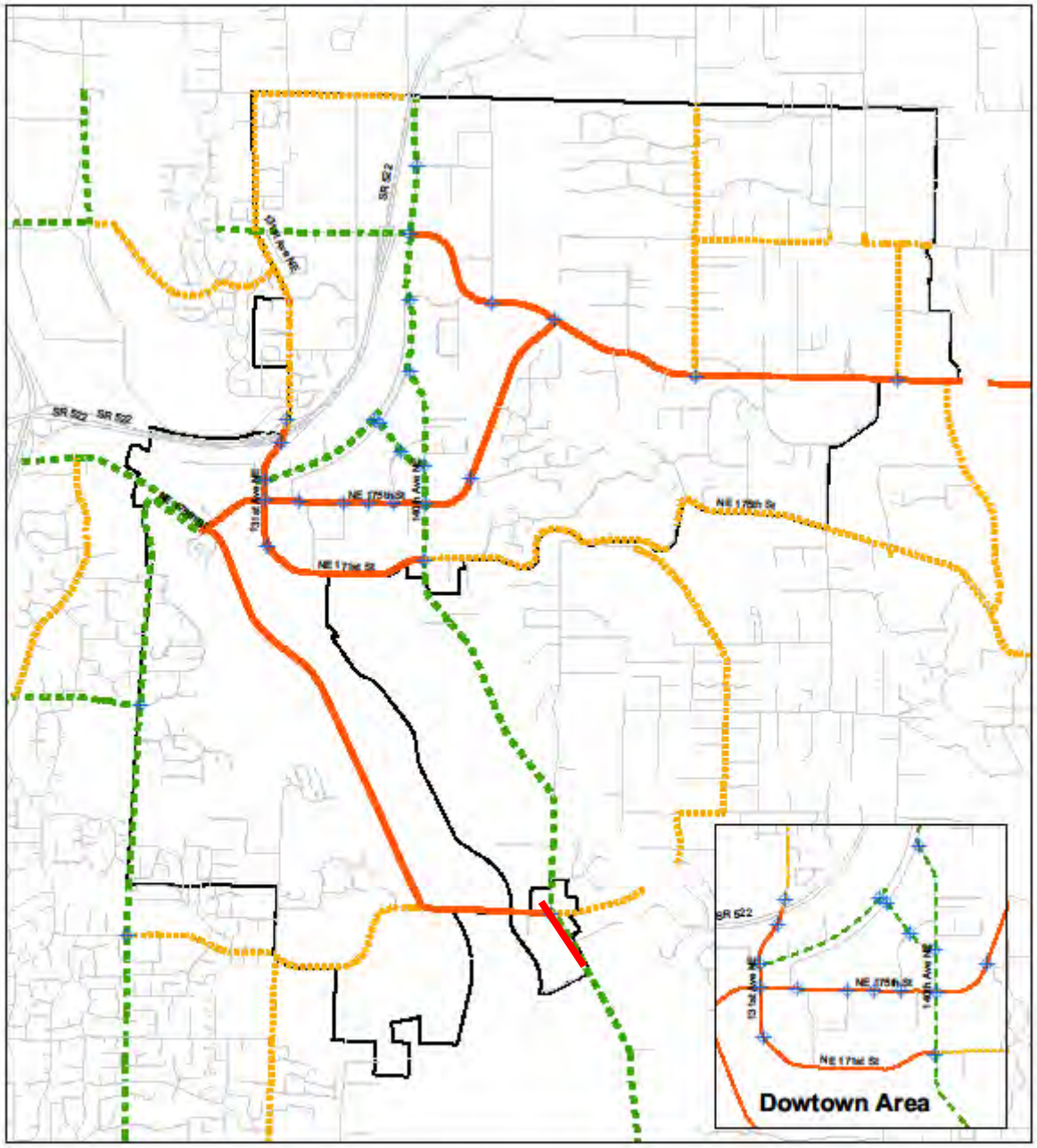
C. Official City Street Map

The official city street map shows all the public and private streets and right-of-way ownership. Woodinville has a total of 47.4 miles of public roads and 9.8 miles of private roads, and 2.81 miles of State Route 202 and 1.88 miles of State Highway 522. There are also 7 miles of railroad tracks though town (this includes both the Redmond line and Bellevue line). Even though Woodinville is a small city, Woodinville has major state highways, and several important transportation corridors and an extensive road network as part of its transportation system.

Map 2C-1 Official City Street Map (DRAFT as presented to the City Council)



Map 2C-2 Existing Street Classification Map per WMC 12.12



Legend

- Principal Arterial Street
- Minor Arterial Street
- Collector Arterial Street
- Traffic Signals

Figure 9-4

Woodinville Arterial Classification System

Per WMC 12.12

N

0 0.25 0.5 Miles

Functional Class Definitions

All of the streets in the city are classified into a functional class based on connectivity, service requirements, traffic characteristics, function and surrounding land use as codified in WMC 12.12. The city has 50.41 miles of streets including state highways SR 202 but not SR 522. There are four functional classes of roadways (streets) within the City: Principal Arterial, Minor Arterial, Collector Arterial and Local Street/Road. The definitions used for roads and streets in the city are:

Principal Arterial
Principal arterials serve the major centers of activity within the City and serve as the principal connection points with the road network outside of the City.

Minor Arterials
Minor arterials provide intra-community travel for areas bounded by the principal arterial system. These types of roadways serve trips of moderate length and provide direct access to abutting properties. Minor arterials are the connecting roads between collector arterials and principal arterials, but generally do not go into the neighborhood itself.

Collector
Collector arterials provide for land access and circulation within the community, including connecting neighborhoods with smaller community centers. Collector arterials also provide access from the local roads (street) network to minor and principal arterials. Property access is generally a higher priority than through traffic movements on this type of roadway.

Local Roads
Local streets provide access to abutting properties, serving individual neighborhoods, and provide connection of the properties to the arterial street system. Through traffic movements are discouraged on this type of road and design controls are usually in place to facilitate this.

The current functional classifications of streets within Woodinville, as defined by WMC 12.12, is shown on Map 2C-2 Existing Street Classification.

D. Average Daily Traffic (ADT) State Highways

Woodinville is highly impacted by state highways SR 202 and SR 522. These highways bisect the town and attract a large amount of pass through traffic. Both highways are managed by WSDOT. SR 522 is a limited access highway with WSDOT in complete control of the approaches, access, operation and maintenance including the interchange area in accordance with state law.

SR 202 is a managed access highway. The regulations for managed access highways were enacted in 1991 to address the portion of the state transportation system that is not limited access [RCW 47.50.010(2)]. Managed access regulation is based upon the

premise that the access rights of a property owner are subordinate to the public's interest in a safe and efficient highway system. Therefore, new access points on SR 202 are reviewed by WSDOT and approved by the City of Woodinville with the City as the permitting agency. The City of Woodinville has adopted Ordinance No. 232 establishing road and access standards that are in compliance with WAC 468-52, highway access management. State Route 202 has been designated a managed access highway.

Highways of Statewide Significance in proximity to Woodinville

The following highways are of statewide significance:

- State Route 522
- State Route 9
- Interstate 405

State Route 202 is not a highway of statewide significance.

The City of Woodinville has adopted Ordinance No. 232 establishing road and access standards that are in compliance with WAC 468-52, Highway Access Management. SR 202 has been designated a class managed access highway.

Responsibility for design, construction maintenance and operation of these highways is described in law by RCW 47.24. As the City of Woodinville's current population is less than 22,500, the responsibilities for SR 202 is shared between WSDOT and the City. The following table summarizes the responsibilities of each jurisdiction:

Table 2D-1 City and State Maintenance Responsibilities

City Maintenance Responsibility	WSDOT Maintenance Responsibility
Enclosed Drainage	Signing
Sidewalks	Striping
Street Lights	Traffic Signals
Snow plowing	Pavement Surface
Right-of-way behind curb	Open Ditches
Street Sweeping	Roadway Shoulders
	Curb
	Crosswalks
	Channelization of lanes

SR 522 is a limited access state highway and WSDOT is fully responsible for its maintenance and operation including its interchanges.

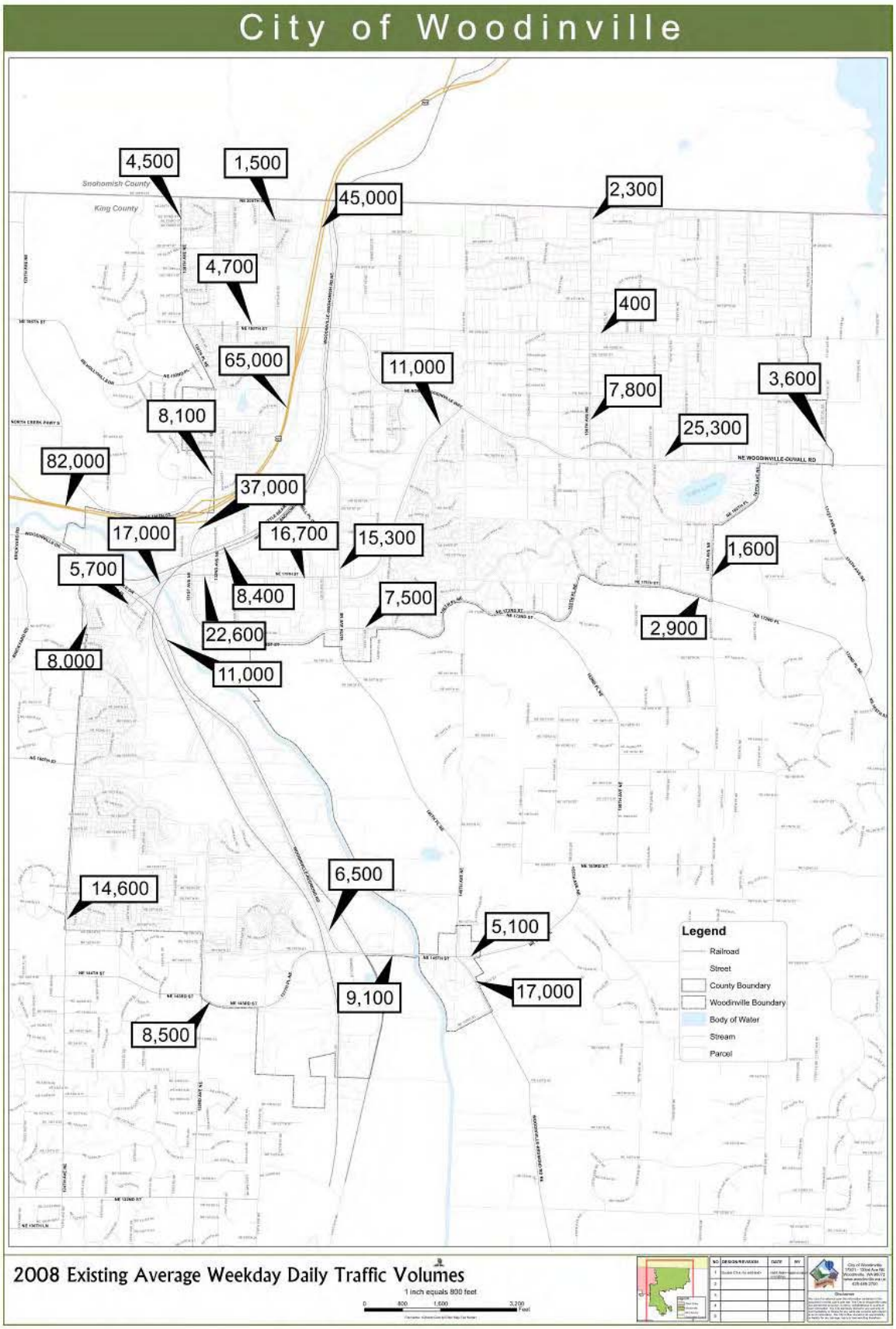
E. Concurrency and Highways of Statewide Significance

Under GMA, concurrency is one of 14 goals local governments must consider in land use planning. The concurrency goal is intended to ensure public facilities and development at the time of occupancy without decreasing service levels below locally established minimum standards [RCW 36.70A.020(12)]. The Washington Growth Management Hearings Board has determined that the concurrency goals do not apply to state highways [04-2-0038c, WWGMHB]. Highways of statewide significance are statutorily exempt from the concurrency requirement, except in Island and San Juan Counties [RCW 36.70A.070 (6)(a)(iii)(C)}. Approximately half of the state highway system is designated of statewide significance. The Legislature did not specifically address concurrency for state-owned transportation facilities that are not of statewide significance.

F. Average Weekday Traffic Volumes

Average weekday traffic volumes give a sense of which city roads receive a high volume of traffic. Woodinville-Duvall Road and NE 175th Street both have an average weekly traffic count of over 20,000 vehicles, making these two roads Woodinville's highest volume roads other than state highways.

Map 2E-1: Average Weekday Traffic Volume



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F. Existing LOS

The City's existing LOS has only three intersections at LOS E and no failing intersections. All other intersections have a higher LOS at PM peak hour, as shown in the table below.

Map 2F-1 Existing LOS

*Note: LOS for intersection 28, NE 145th/NE 148th assumes 2009 roundabout project has been completed.

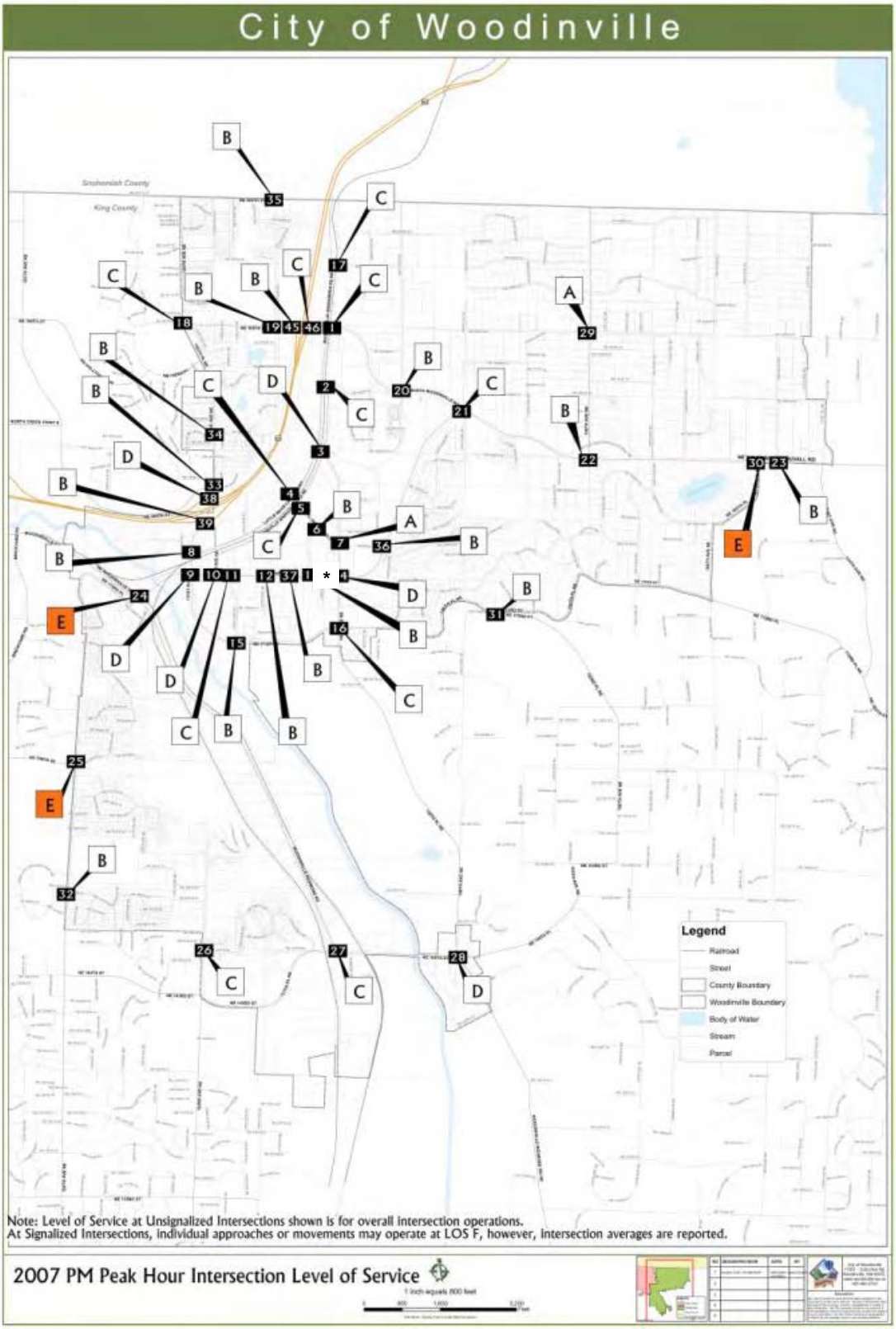

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Table 2F-1 Existing Level of Service		
Intersection ID#	**Location**	**2007 Level of Service**
1	Woodinville-Snohomish Rd / NE 195th St	C
2	Woodinville-Snohomish Rd / NE 190th St	C
3	Woodinville-Snohomish Rd / 140th Ave NE	D
4	NE 177th Pl / NE 178th Pl	C
5	Woodinville-Snohomish Rd / NE 178th Pl	C
6	138th Pl NE / NE 178th Pl	B
7	140th Ave NE / NE 178th Pl	A
8	SR 202 / NE 177th Pl	B
9	SR 202 / NE 175th St	D
10	132nd Ave NE / NE 175th St	D
11	133rd Ave NE / NE 175th St	C
12	135th Ave NE / NE 175th St	B
13	138th Pl NE / NE 175th St	B
14	140th Ave NE / NE 175th St	D
15	133rd Ave NE / NE 171st St	B
16	140th Ave NE / NE 171st St	C
17	Woodinville-Snohomish Rd / NE 200th St	C
18	130th Pl NE / NE 195th St	C
19	136th Ave NE / NE 195th St	B
20	144th Ave NE / NE Woodinville Way	B
21	NE Woodinville-Duvall Rd / NE Woodinville Way	C
22	156th Ave NE / NE Woodinville-Duvall Rd	B
23	168th Ave NE / NE Woodinville-Duvall Rd	B
24	NE Woodinville Dr / NE Woodinville-Duvall Rd / NE 175th St	E
25	124th Ave NE / NE 160th St	E
26	132nd Ave NE / NE 143rd St	C
27	Woodinville-Redmond Rd / NE 145th St	C
28	SR 202 / NE 145th St	D
29	156th Ave NE / NE 195th St	A
30	167th Ave NE / NE Woodinville-Duvall Rd	E
31	146th Pl NE / NE 173rd St	B
32	124th Ave NE / NE 149th St	B
33	132nd Ave NE / NE 180th St	B
34	132nd Ave NE / NE 186th St	B
35	136th Ave NE / NE 205th St	B
36	146th Ave NE / NE 178th Pl	B
37	136th Pl NE / NE 175th St	B
38	SR 202 (131st Ave NE) / SR 522 WB Ramps	D
39	SR 202 (131st Ave NE) / SR 522 EB Ramps	B
40	NE 180th St / New SR 522 Crossing	NO DATA
41	NE Woodinville Dr / New SR 522 Crossing	NO DATA
42	138th Pl NE / NE 171st St	NO DATA
43	133rd Ave NE / NE 177th St	NO DATA
44	133rd Ave NE / Woodinville-Snohomish Rd	NO DATA
45	NE 195th St / SR 522 SB On-Ramp	B
46	NE 195th St / SR 522 NB Off-Ramp	C
47	135th Ave NE / NE 171st St	NO DATA

G. Traffic Signal Locations and Jurisdictional Management of Signals

Woodinville has a total of 28 signalized intersections with six of those signals under WSDOT operations and control and one on the border of Woodinville and Bothell on the 131st corridor that is under Bothell's operational control. The City contracts with King County for signal maintenance and timing operations. The traffic and pedestrian signals on the NE 175th Street corridor from 131st Avenue NE to 140th Avenue NE are interconnected and operationally coordinated for improved operation and increased traffic flow along this street corridor.

Map 2G-1: Signal Ownership and Operations

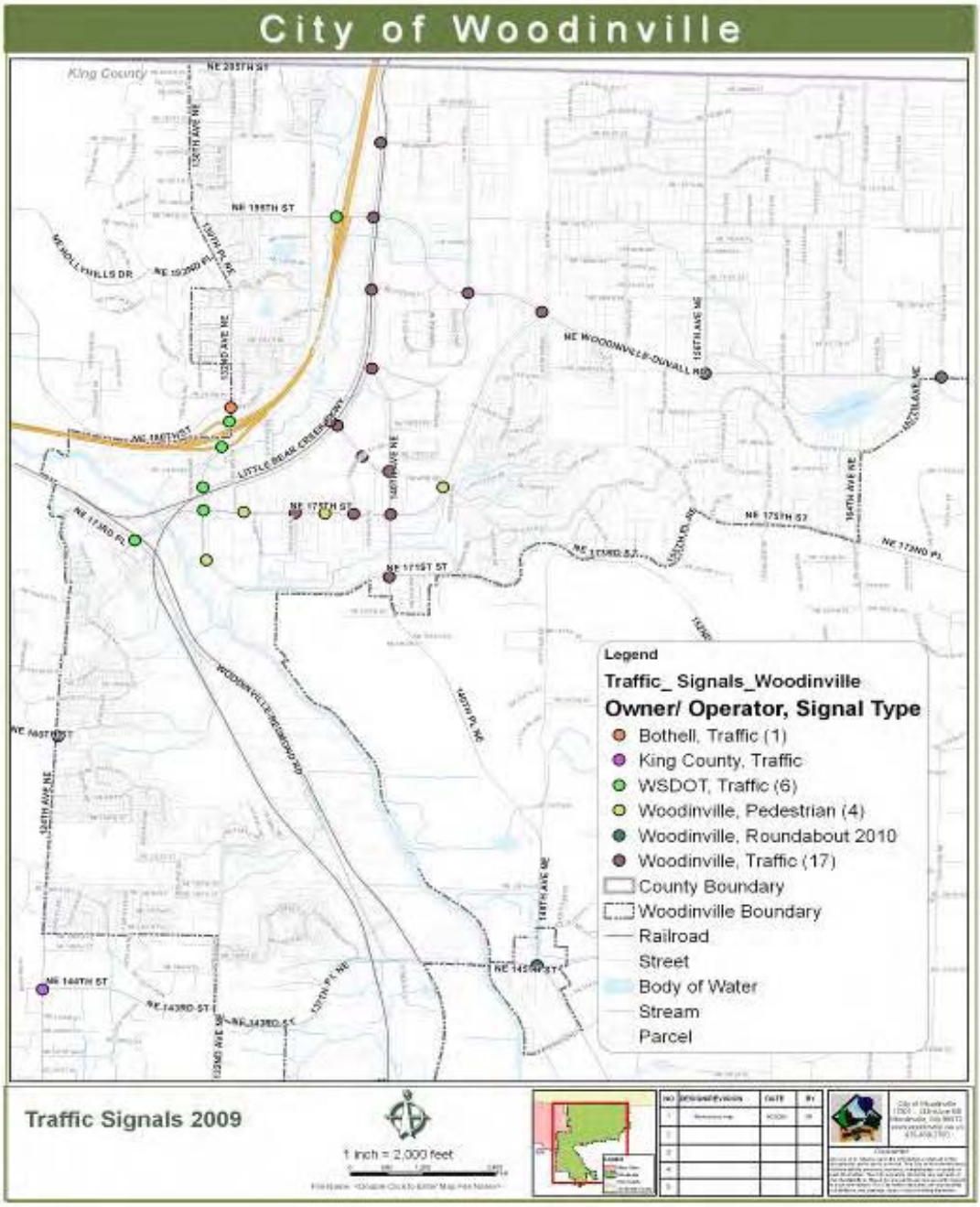

Table 2G-1 Signal Ownership and Operations		
Owner	**Signal Type**	**Location**
Bothell	Traffic	NE 180th St and 132nd Ave NE
King County	Traffic	124th Ave NE and NE 144th St
King County	Traffic	NE 132nd St and 124th Ave NE
King County	Traffic	NE 132nd St and 132nd Ave NE
Woodinville	Traffic	Woodinville-Snohomish Rd NE and 140th Ave NE
Woodinville	Pedestrian	NE 175th St and 133rd Ave NE
Woodinville	Pedestrian	NE Woodinville-Duvall Rd and NE 178th St
Woodinville	Pedestrian	NE 175th St at 13700 block (crosswalk)
Woodinville	Pedestrian	131st Ave NE and NE 171st St (crosswalk)
WSDOT	Roundabout	SR 202 and 148th Ave NE (Signal removed 2009)
Woodinville	Traffic	124th Ave NE and NE 160th St
Woodinville	Traffic	NE 171st St and 140th Ave NE
Woodinville	Traffic	NE 175th St and 140th Ave NE
Woodinville	Traffic	NE 175th St and 135th Ave NE
Woodinville	Traffic	NE 175th St and Garden Way NE
Woodinville	Traffic	Woodinville-Snohomish Rd NE and NE 190th St
Woodinville	Traffic	Woodinville-Snohomish Rd NE and NE 195th St
Woodinville	Traffic	NE North Woodinville Way and NE 190th St
Woodinville	Traffic	NE Woodinville-Duvall Rd and NE North Woodinville Way
Woodinville	Traffic	NE Woodinvillle-Duvall Rd and 156th Ave NE
Woodinville	Traffic	NE Woodinville-Duvall Rd and 168th Ave NE
Woodinville	Traffic	Garden Way NE and NE 178th Pl
Woodinville	Traffic	Woodinville-Snohomish Rd NE and NE 178th Pl
Woodinville	Traffic	Little Bear Creek Pkwy and NE 178th Pl
Woodinville	Traffic	NE 178th Pl and 140th Ave NE
Woodinville	Traffic	Woodinville-Snohomish Rd NE and NE 200th St
WSDOT	Traffic	131st Ave NE and NE 175th St
WSDOT	Traffic	131st Ave NE and Little Bear Creek Pkwy
WSDOT	Traffic	131st Ave NE and SR 522 (south side)
WSDOT	Traffic	131st Ave NE and SR 522 (north side)
WSDOT	Traffic	SR202/ Woodinville Dr and 127th Pl NE

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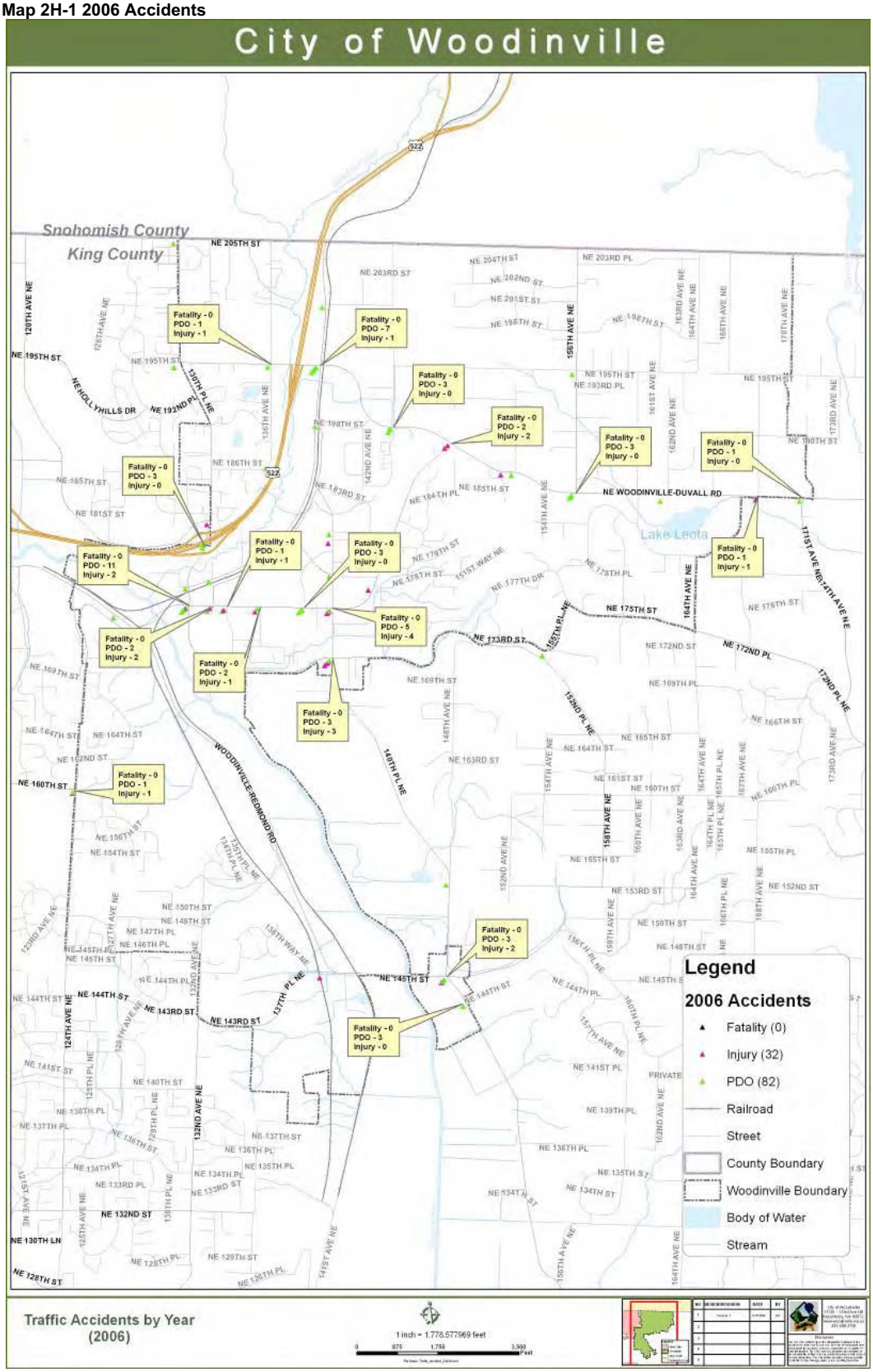
H. Accident History

The amount and location of accidents in the city are tracked closely to determine if there are safety issues that need to be addressed. Accidents have fluctuated over the years, but the recent accident data suggests that there was an anomaly in the data with accidents peaking in 2008, but that the number of accidents in the city is currently decreasing and is on the decline.

Map 2H-1 2006 Accidents



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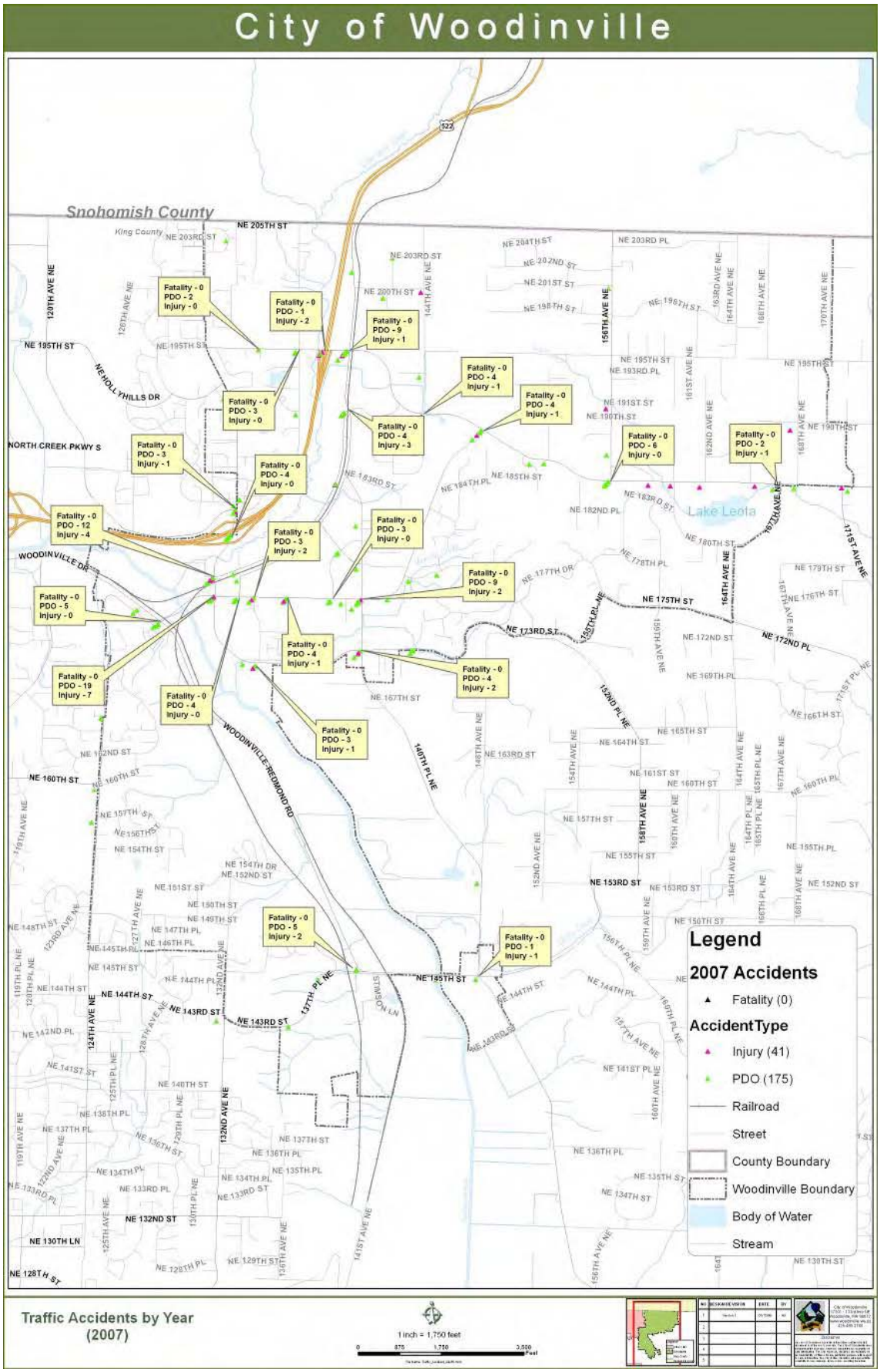
Map 2H-2 2007 Accidents:



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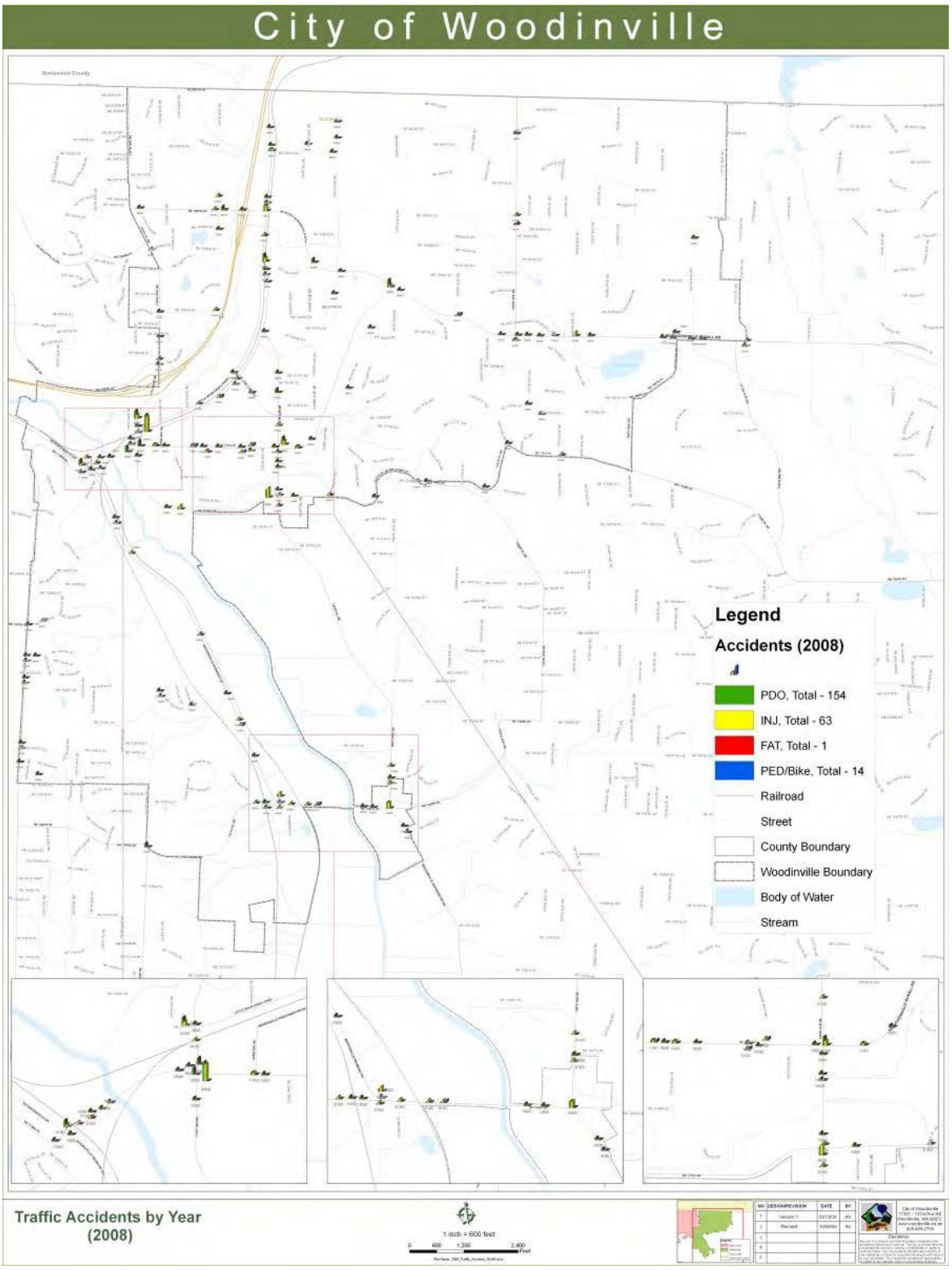
Map 2H-3 2008 Accidents



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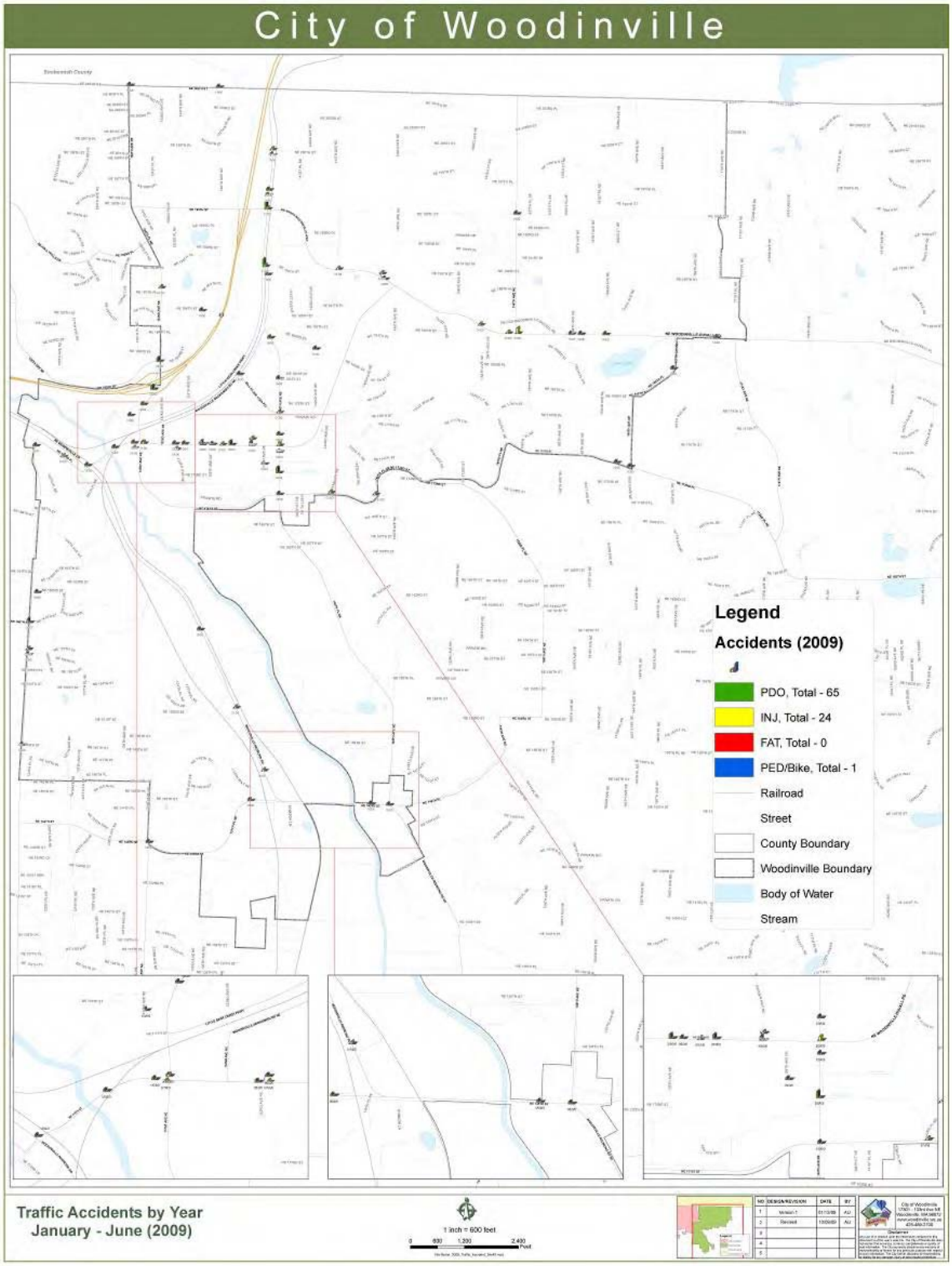
Map 2H-4 Accidents January – June 2009



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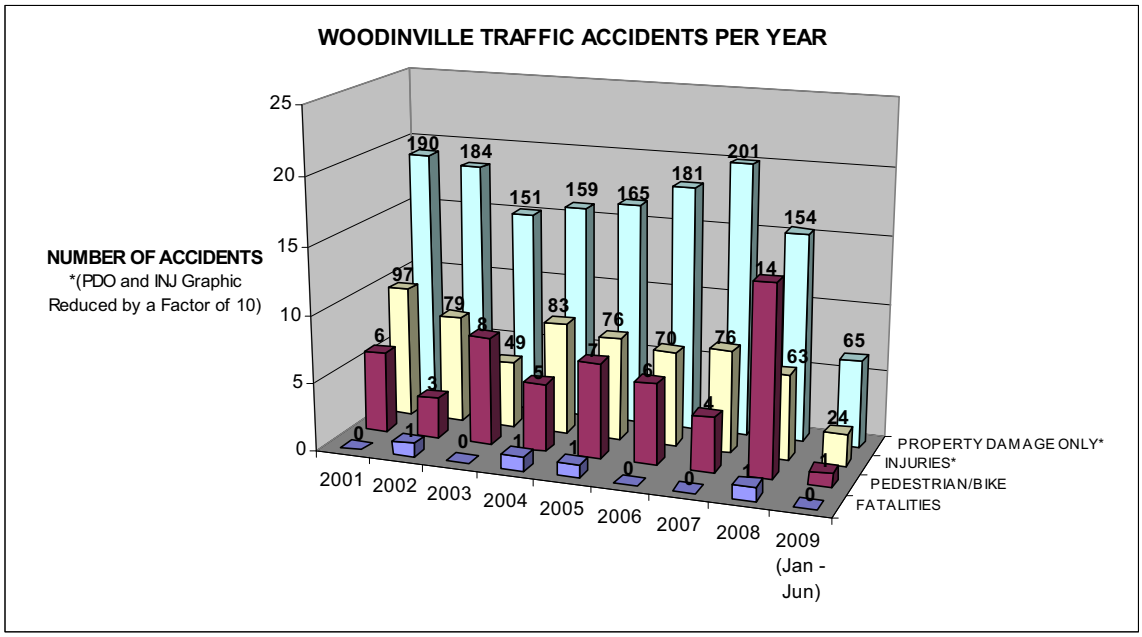
Comparing data between the dates of January 1st and June 18th, 30 fewer accidents occurred this year from last year, and 50 fewer than occurred in 2007, during the same period.

Table 2H-1 Annual Accident Numbers				
Type of Accident	**2006**	**2007**	**2008**	**2009**
Fatality	0	0	1	0
Pedestrian or Bike	6	4	14	1
Injuries	24	63	76	70
Property Damage	65	154	201	181

Figure 2H-1: Woodinville Traffic Accidents per Year



Pedestrian Accidents

The year of 2008 showed a large number of pedestrian accidents. The number of pedestrian accidents is on the decline but learning from these accidents will help promote safety in the future. The City of Woodinville shows a majority of bicycle accidents that occurred within the City limits took place at or near driveway egresses onto public roads. Pedestrian accidents occurred at various locations, including intersections, driveways, and along various stretches of roadway.

I. Pavement Condition

In 2008, the City hired Northwest Management Systems to develop a pavement management system and to assess the existing pavement condition of the City's streets and roadways. The study made an assessment of each street segment and rated its pavement condition. The study also provided guidance on possible rehabilitation, maintenance and repair measures to keep the streets in operating condition, pavement rehabilitation schedules, and projected budgetary needs based upon the selected maintenance activities.

The report established an "Overall Condition Index" (OCI) for pavement condition based upon a visual survey looking at pavement distress. This established a rating number for the condition of each road segment.

Table 2I-1: Overall Condition Index Criteria

OCI Range	Conditions
85 to 100	Excellent
70 to 85	Very Good
55 to 70	Good
40 to 55	Fair
25 to 40	Poor
10 to 25	Very Poor
0 to 10	Failed

At the time of the study, the condition of the City's street network was on the average of 62.

Table 2I-2: Roadway Classification Pavement Status

Category Condition	PCI Range	Percent of Network
Good	70>PCI<= 100	41%
Fair	50> PCI <= 70	33%
Poor	25> PCI<= 50	19%
Very Poor	0> PCI <= 25	7%

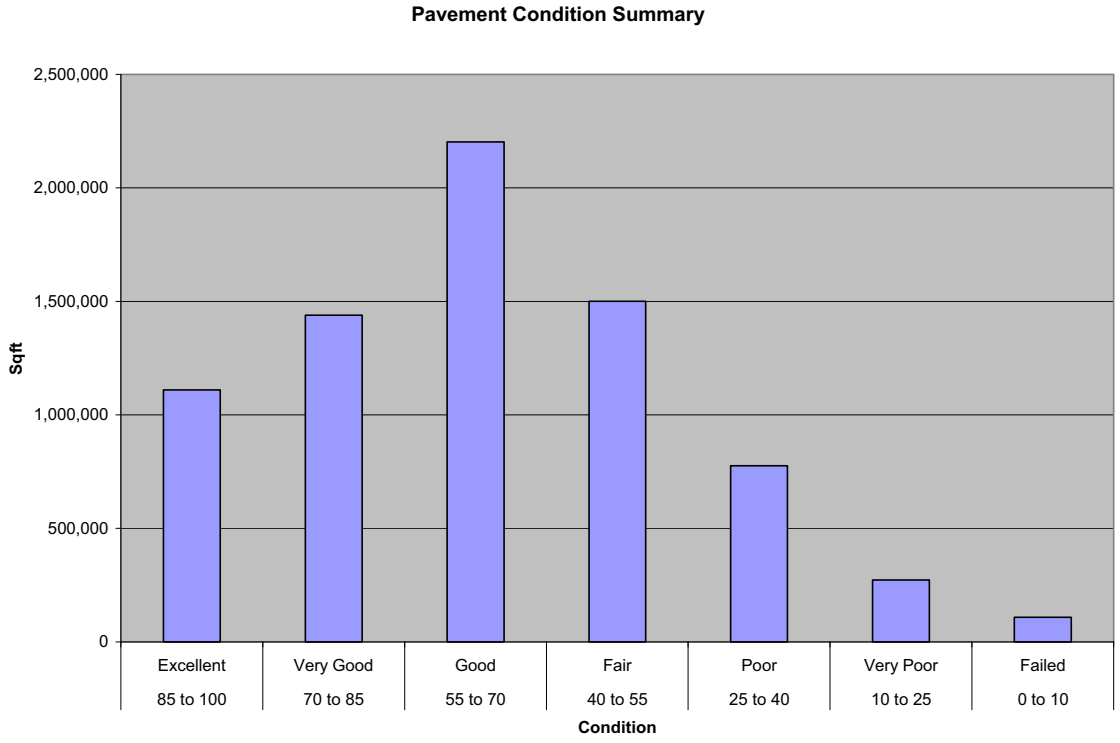
Table 2I-3 Roadway conditions of Woodinville Street Classification Types

Functional Classification	Centerline Miles	Lane Miles	Average PCI	Good	Fair	Poor	Very Poor
Principal Arterial	8.27	31.03	62	23%	49%	25%	3%
Minor Arterial	2.08	4.28	76	57%	43%	-	-
Collector	6.13	16.81	62	32%	40%	28%	-
Residential	31.97	64.28	68	43%	30%	19%	8%

Table 2I-4 Condition Categories for Miles of Streets

Condition Category	PCI Range	Miles of Streets
Good	71-100	19.1
Fair	51-70	16.7
Poor	26-50	12.5
Very Poor	0-25	2.8

Figure 2I-2 Graph of Pavement Conditions



J. Sidewalk Inventory and Existing Bike Lanes

A comprehensive sidewalk inventory was completed in 2009 as a baseline for analyzing where sidewalk gaps exist and to assess pedestrian connectivity in different neighborhoods. The different types of walking paths were divided up into four different categories.

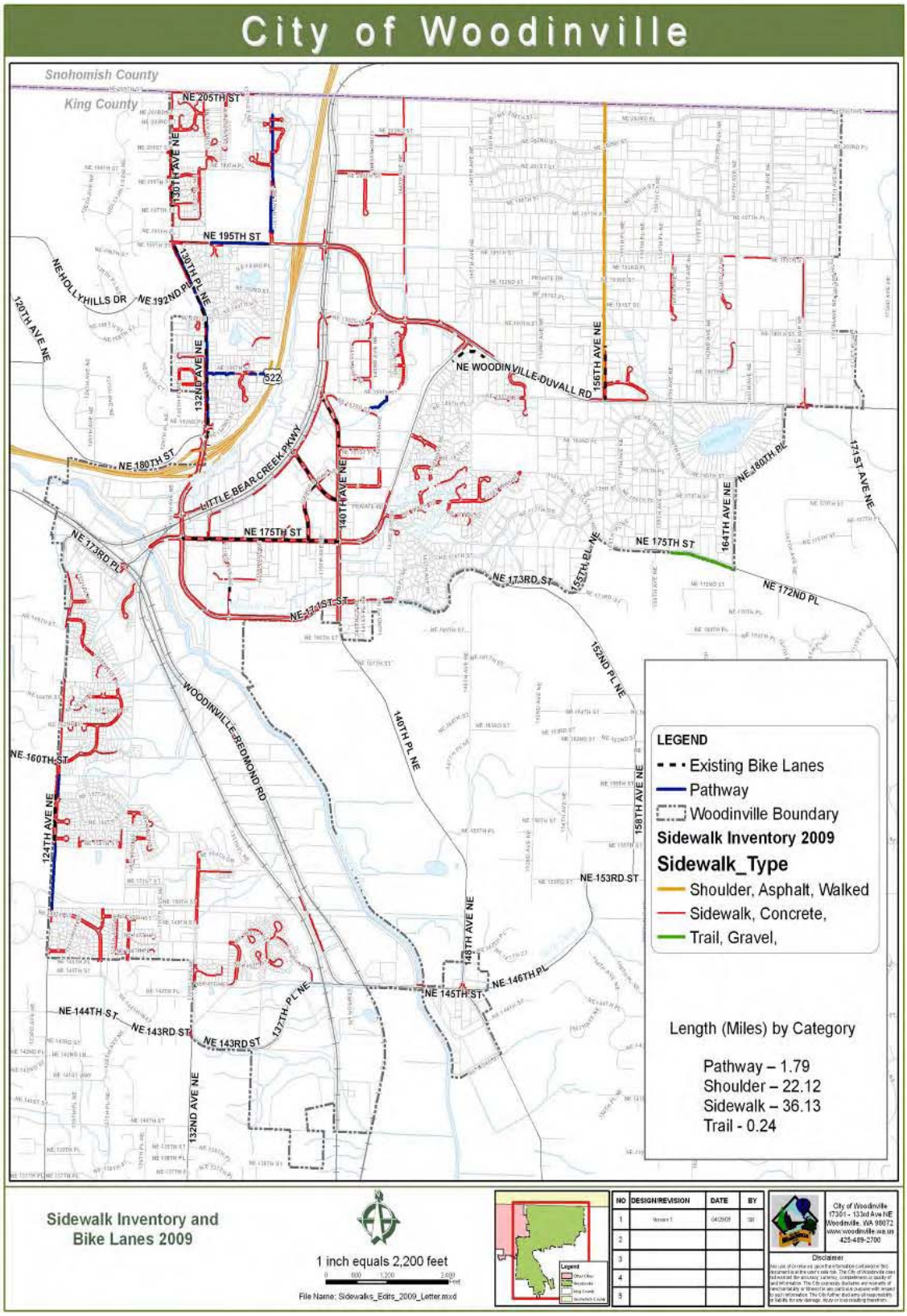
Shoulder, Asphalt, Walked
Areas of roadway shoulder wider than a normal road section and therefore may be used by pedestrians or bikes.

Sidewalk, Concrete
Typical sidewalk infrastructure within the City; the width of the sidewalk varies but it is constructed of concrete with curb and gutter.

Trail, Gravel
An unpaved trail that is wide enough for pedestrians and bicycles. In some areas of the City this includes gravel pave construction, a low impact development material to replace asphalt pervious surfaces.

Pathway
A designated path to walk or bike on that either is separated from the road or has a concrete curb to protect pedestrians and bicyclists from traffic.

Map 2J-1 Sidewalk Inventory and Bike Lanes



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K. School Zone Projects

It is the goal of the City and the School District to provide safe walking routes for children to walk to school. Traffic calming improvements such as speed humps and Speed Awareness Monitors (SAM units) have been added to the school zones. School Districts are required by State regulations to develop suggested walk route plans ("official" school walk routes) for every elementary school where children walk to school. The walk route plan must cover a one-mile radius from the school and the suggested route to school map must be distributed to all elementary school students and their parents. These school walk routes are not necessarily the most direct way to get to school but instead these routes take into consideration the safest way to get to school. The city does not participate or have any say in the development of the official school walk route, as this is the sole responsibility of the school district. The City is responsible for the maintenance and development of infrastructure, which provides a safe school zone, but does not participate in the development of the official school walk route map that is distributed to students.

The Manual on Uniform Traffic Control Devices (MUTCD) sets specific policies, standards and practices as a way provide safe and effective traffic control in the school zones. These procedures include guidance on the placement of school zone signage and school walk routes.

The MUTCD guidance on the placement of school zone signs suggests that, "the reduced speed zones should begin either at a point 200 feet from the crosswalk, or at a point 100 feet from the school property line, based on whichever is encountered first as traffic approaches the school." (MUTCD, sect. 7B.11) The City has designated school zones and signs to warn drivers of reduced speed zones (see School Zones maps for the boundaries of the designated school zone for each school).

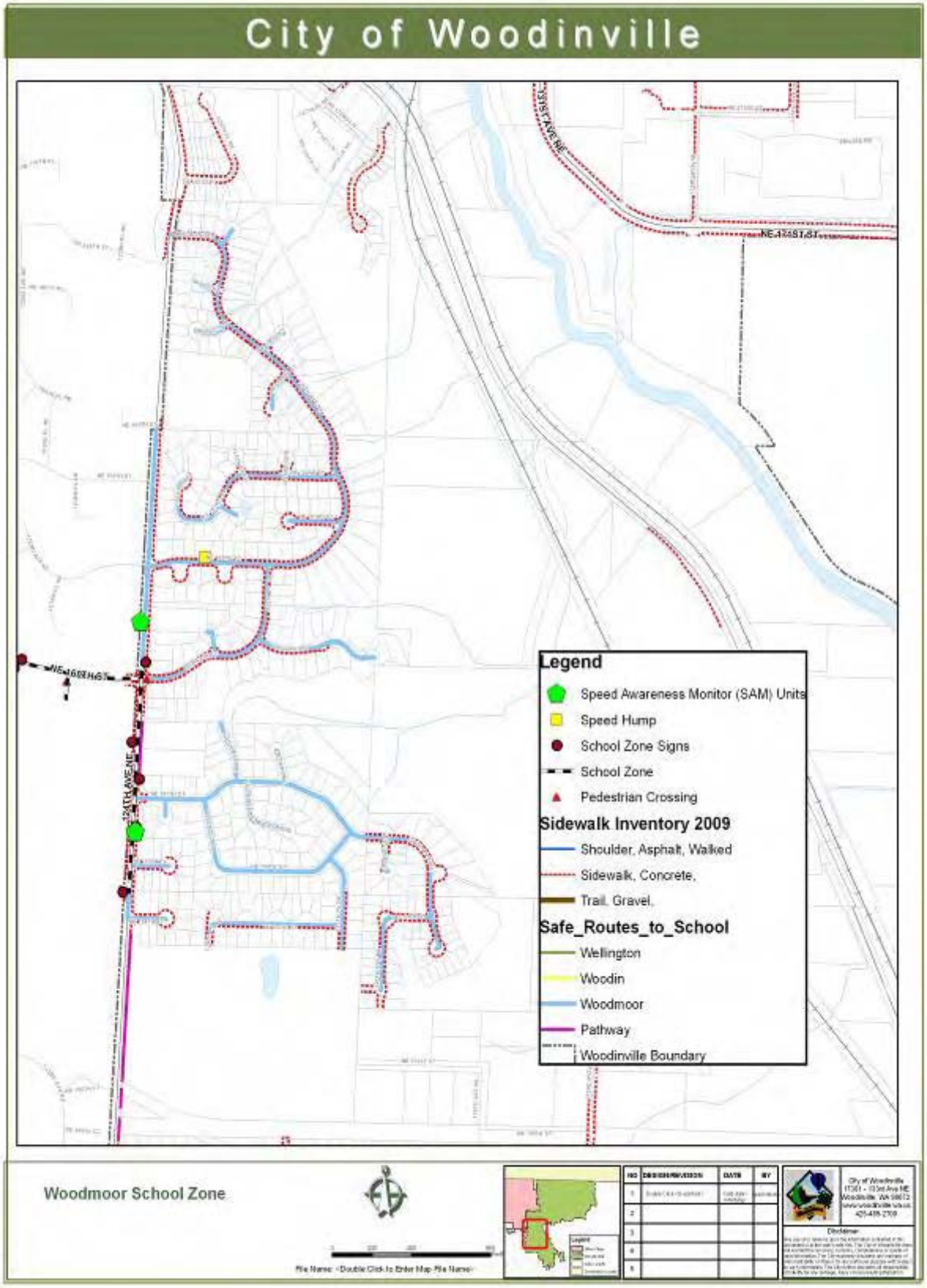
WAC 392-151-025 School Route Plans

Suggested route plans shall be developed for each elementary school that has students who walk to and from school. It shall recommend school routes based on considerations of traffic patterns one block to and from school. The route to school plan shall be distributed to all students with instructions that it be taken home and discussed with the parents.

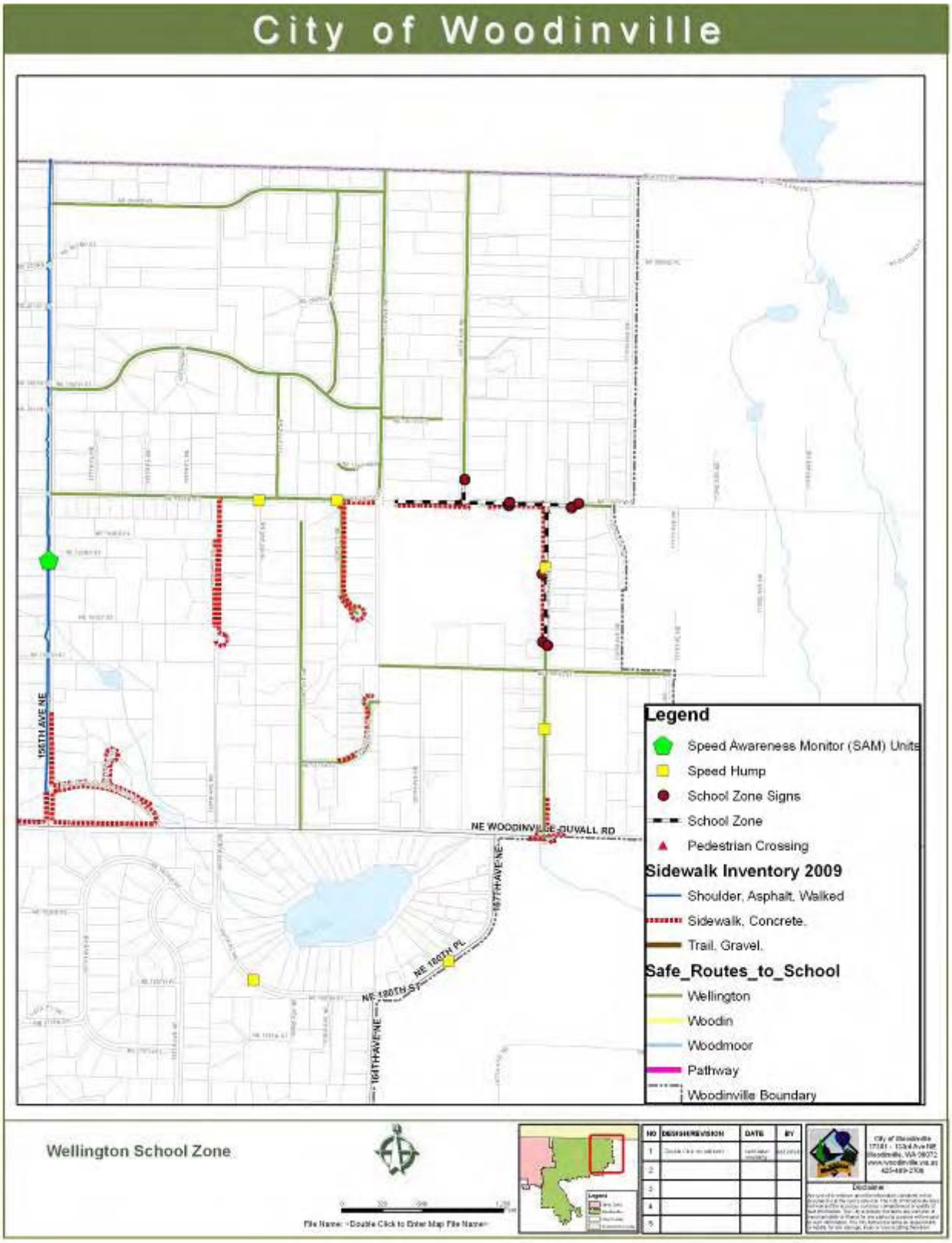
School Walk Route Maps

Each school zone was mapped to show the school walk route plans, the placement of signage, school zone crossing locations, and any safety improvements, all overlaid with the sidewalk inventory to show gaps in the sidewalk network in relation to the school walk routes. These maps are helpful in analyzing what infrastructure exists and where it is placed in the school zone. The maps also show which school walk routes have gaps in the sidewalk network and need new CIP projects to address those sidewalk gaps.

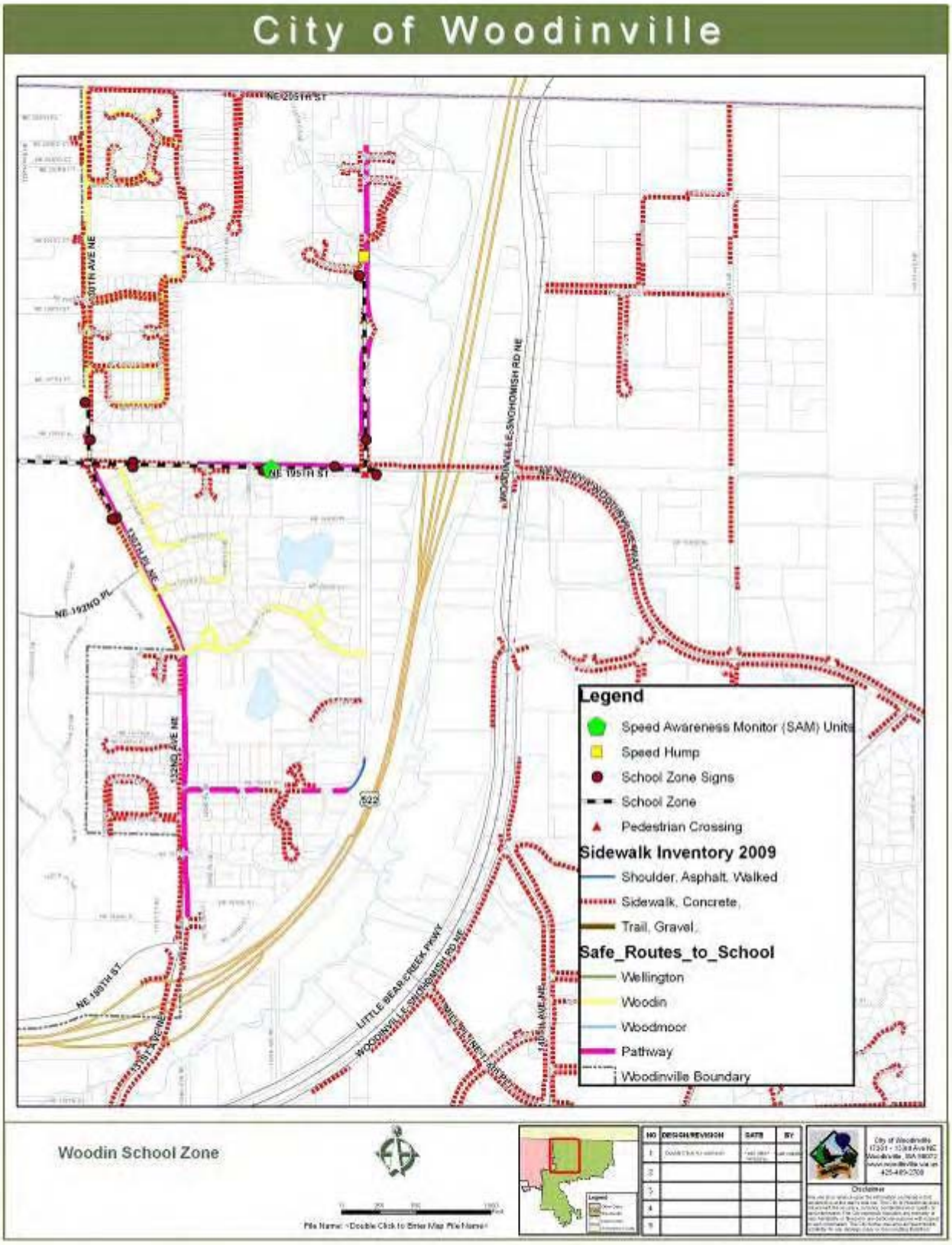
Map 2K-1: Woodmoor School Zones



Map 2K-2: Wellington School Zones



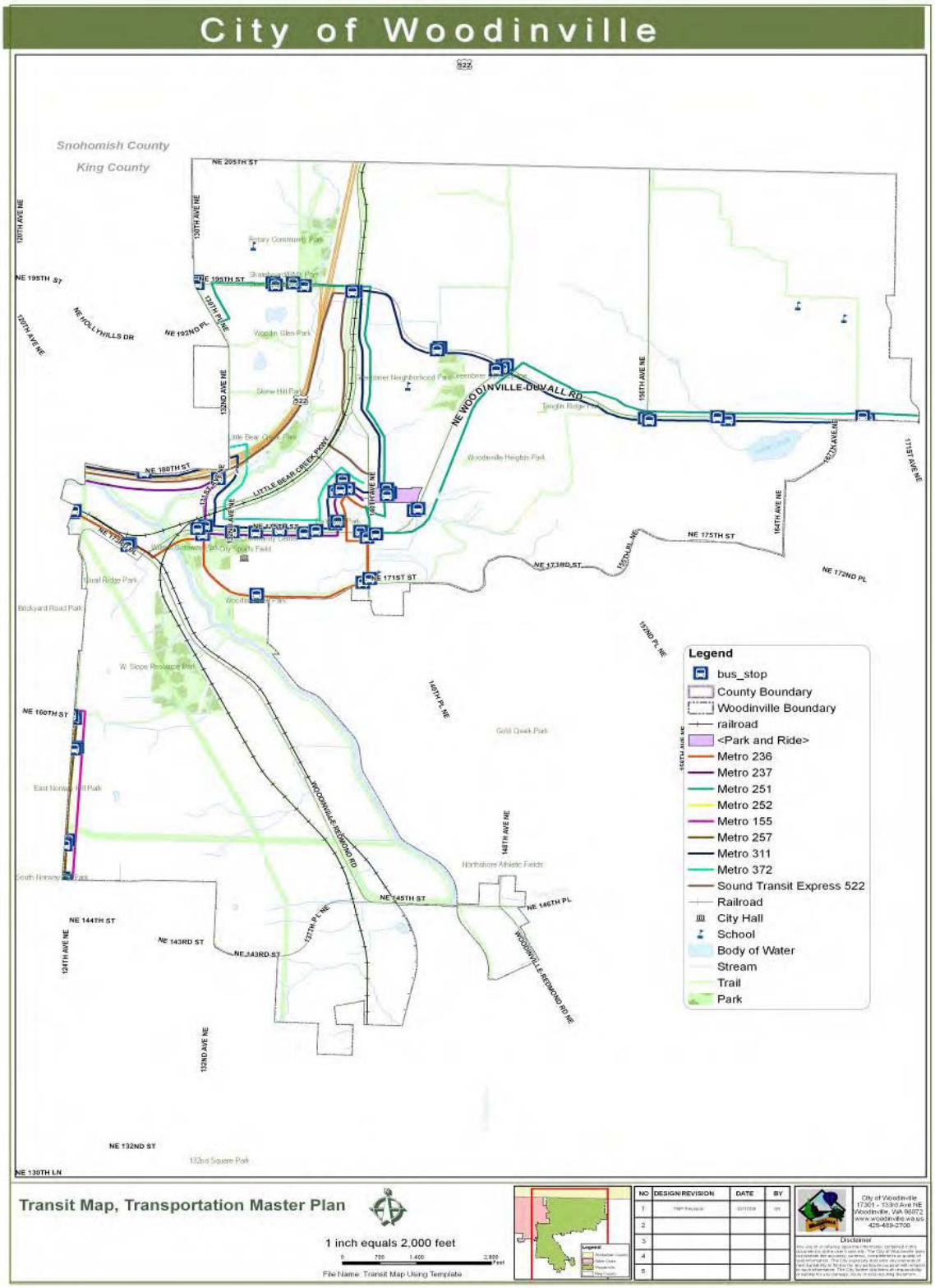
Map 2K-3: Woodin School Zones



L. Existing Transit Routes

King County Metro and Sound Transit are the public transit providers for the City of Woodinville. Metro offers fixed route service on routes 236, 237, 251, 255, 257, 311 and 372. Sound Transit provides one express regional bus route 522, which follows SR 522 from Woodinville to Seattle.

Map 2L-1 Existing Transit Routes



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Existing Transit Services

The chart and map below lists the frequency and route descriptions of the Woodinville transit service.

Table 2L-1 Existing Transit Routes
Regional Routes
(Route has one or more stops in or adjacent to City of Woodinville)

Origin	Destinations	Park and Ride Stop	Peak Frequency (minutes)	Weekend Service	One Way Service	Two Way Service
Woodinville	Kingsgate, Juanita, Kirkland	Yes	30 peak 60 off peak	Sat, Sun daytime only	X	
Woodinville	Houghton, Bellevue	Yes	3 trips AM peak 3 trips PM peak	None	X	
UW Bothell / Cascadia	Woodinville, English Hill Redmond	Yes	30 peak and off peak	Sat. daytime only	X	
Brickyard	Kingsgate, Kirkland, Downtown Seattle	No	15-30 AM peak 10-20 PM peak	Sat, Sun daytime and evening	X	
Brickyard	Houghton, Downtown Seattle	No	30 AM, PM peak	None	X	
Redmond	Kingsgate	No	30 AM, PM peak	None		X
Duvall	Woodinville, Downtown Seattle	Yes	15-30 AM, PM peak	None	X	
Woodinville	Bothell, Lake City, University District	Yes	7-30 AM peak 10-30 PM peak	None	X	
Woodinville	Bothell, Lake City, Downtown Seattle	Yes	15-30 peak 30-60 off peak	Sat, Sun daytime and evening	X	

The City has one park and ride lot located in downtown on 140th Avenue NE. This is the hub of the public transit service in the City. This park and ride has a capacity of 459 stalls is historically underutilized as seen from the numbers provided by King County Metro below. There has been some discussion about relocating the park and ride for better freeway access and access to the rail line if a rail corridor becomes a reality. The extra capacity of the park and ride maybe needed in the future if King County Metro cuts bus service to Duvall

Table 2L-2 Park and Ride Utilization 2000-2008

Year	Quarter	Park & Ride Parking Spaces Used	Percent Capacity Used
2000	4	260	57%
2001	4	277	60%
2002	4	265	58%
2003	4	188	41%
2004	4	206	45%
2005	4	222	48%
2006	4	189	41%
2007	4	264	58%
2008	4	161	37%

* Data provided by King County Metro

Table 2L-3: Weekday Transit Ridership Trends from 2005-2008

2008 Routes	Origin	Destinations	Weekday Ridership Fall 2005	Weekday Ridership Fall 2006	Weekday Ridership Fall 2007	Weekday Ridership Fall 2008
Metro 236	Woodinville	Kingsgate, Juanita, Kirkland	698	760	763	743
Metro 237	Woodinville	Houghton, Bellevue	69	71	88	118
Metro 251	UW Bothell/Cascadia	Woodinville, English Hill Redmond	350	348	457	336
Metro 255	Brickyard	Kingsgate, Kirkland, Downtown Seattle	3,135	3,260	3,602	3,643
Metro 257	Brickyard	Houghton, Downtown Seattle	378	312	390	441
Metro 311	Duvall	Woodinville, Downtown Seattle	649	618	661	701
Metro 372	Woodinville	Bothell, Lake City, University District	3,426	3,526	3,909	4,428
Sound Transit 522	Woodinville	Bothell, Lake City, Downtown Seattle	2,529	2,687	2,893	3,379
Total Weekday Ridership of Woodinville Routes* (listed in table, first quarter fall ridership numbers) Data provided by KC Metro			**11,234**	**11,582**	**12,763**	**13,789**

M. Commute Trip Reduction (CTR) and Transportation Demand Management (TDM)

In 1993 the City of Woodinville adopted its first Commute Trip Reduction (CTR) Ordinance. Commute trip reduction (CTR) is a statewide program aimed at reducing drive-alone work commutes. Washington's Commute Trip Reduction Law (RCW 70.94.521-555) was enacted and incorporated into the state's Clean Air Act in 1991. It requires major employers with 100 or more employees commuting to a worksite between 6:00 AM and 9:00 AM for 12 consecutive months to implement programs to reduce their employees' vehicle commutes and vehicle miles travelled. It also requires jurisdictions that have CTR-affected worksites within their boundaries to adopt CTR ordinances and to include their own worksites as affected, regardless of whether they meet the CTR law's major employer's definition. This means that the City of Woodinville itself is considered a CTR affected worksite. The total number of CTR affected sites in the City typically ranges from four to six employers who participate. The goal of the program, which affects all four counties in the central Puget Sound region, is to reduce congestion and delay air pollution and fuel consumption through programs that decrease the number of commute trips made by people driving alone.

There is enough historical data to show that commute trip reduction works. In 2005, employees at CTR worksites around the state made nearly 20,000 fewer vehicle trips each weekday morning than when the worksite entered the program. Of that number, 14,200 were in the central Puget Sound Region. This resulted in reduced delay by an estimated 11.6% during peak travel period on average mornings in the region (Puget Sound Regional Technical Memorandum on Commute Trip Reduction - 2007 Destination 2030 Update).

The King County Rideshare, which is part of the CTR program, has been very valuable to Woodinville employees and businesses. The rideshare program provides vans to groups of commuters who would like to form their own group carpool. It also provides an online community database (Rideshare.com) of commuters to help those who would like to find a commute partner find one. Woodinville's Rideshare.com data file now has 25 participants from 18 different employer sites. As of 2009 there are now a total of six vanpools in Woodinville. Of these six vanpools, four of them formed in 2008 so the program has grown considerably in the last couple of years. Overall, CTR has been a very successful program in Woodinville, especially with for those worksites located on SR 202 that has no bus service.

Recently, legislature has made some changes to CTR policies, with the Commute Trip Reduction Efficiency Act bill passing in 2006. As a result, the City passed Ordinance No. 474 in 2008, which put the City into compliance with the new CTR rules.

Chapter 3: Growth Forecasts and Model Assumptions

A. Introduction

A new transportation demand model was created in 2008 as part of the analysis that is the foundation of this plan. The City's transportation demand model was created using EMME/2 software which is the same software used by the Puget Sound Regional Council. The Puget Sound Regional Council has growth scenarios for future transportation demand at a regional level; however, this data does not provide the detail needed for planning Woodinville's local transportation network and so a new model was recently built at a local level for this plan.

Smaller transportation analysis zones (TAZ) were designed in order to divide Woodinville into smaller zones, which allow for a more detailed picture of where congestion will occur in the future on local streets. Staff worked with the consultant to develop this new set of transportation analysis zones (TAZ). Once the new TAZ structure was developed, a comprehensive land use survey was completed. This land use survey and recent traffic counts provided the consultant the information necessary to calibrate the model. Future land use scenarios were developed for low, medium, and high growth scenarios, in addition a couple other growth scenarios related specifically to downtown design issues. The low, medium, and high growth scenarios and the assumptions used to develop these growth scenarios are discussed in this chapter, with all of the supporting data to generate these modeling scenarios in the Appendix S.

B. Growth Scenarios: Low, Medium and High

Assumptions

Future land use projections were developed so that a low, medium and high growth scenarios could be considered and they were developed so that the growth projections would bracket the wide spectrum of possible growth scenarios in the future from very low to very high. The land use assumptions were different based on the zoning and any other planning efforts for different areas of town. For the downtown, land use projections included mixed-use height and use assumptions based on the Downtown Master Plan. For mixed use in these areas the assumption was a maximum height of 57 feet for mixed use with structured parking in the central business district; and 60 feet for mixed use with structured parking in the general business district. There are 437 remaining residential lots for infill; it was assumed that all of these lots were in-filled. Other land uses followed WMC 21.12.040 standards for commercial, industrial and retail properties.

Environmentally sensitive areas were subtracted from the total buildable land available. This included wetlands, native growth protection areas (NGPE), landslide areas and reduced stream buffers were assumed for future development.

For property assumptions about public dedication necessary for future development, it was assumed that 15% of the property would be dedicated to right-of-way, storm water dedications, and other public infrastructure.

For large planning forecast efforts, a market factor is frequently developed by land use planners by using computer models to simulate the growth of an area and then from those estimations coming up with the amount of land that will be developed in the future. Woodinville is such a small area that staff was able review each parcel individually for its potential growth and so no market factor was developed. Map 3B-1 shows a graphical description of which TAZ staff speculated would redevelop and the bar chart showing the low medium and high scenarios of redevelopment developed by staff. For areas outside the downtown and industrial areas, residential infill at the existing zoning was assumed.

The low, medium, and high scenarios were distinguished by the percentages of properties in each transportation analysis zone that it was speculated would redevelop into new uses. In the low scenario, 50% of the property was speculated to redevelop. In the medium scenario, 75% of the property was speculated to redevelop. The high scenario assumed that 100% of the property would redevelop. These growth scenarios were very similar to the Puget Sound Regional Council land use projections. The low growth scenario had 26% fewer total dwelling units and 19% fewer full time employees (FTE) than Puget Sound Regional Council growth projections. The medium growth scenario had 13% more total dwelling units and 62% more full time employees (FTE) than Puget Sound Regional Council growth projections. The high growth scenario had 75% more total dwelling units and 182% more full time employees (FTE) than Puget Sound Regional Council growth projections. These growth scenarios are useful because they provide a good bracket around all the possible growth scenarios that may occur in the future.

Table 3B-1 Summary Table of Puget Sound Regional Council (PSRC) Comparison to Woodinville Growth Scenarios			
	New Construction (1,000 Sq Ft)	**Residential Units**	**Employment**
PRSC		1,887	5,120
Low	2,501	1,393	4,160
Medium	4,753	2,136	8,292
High	8,218	3,307	14,415

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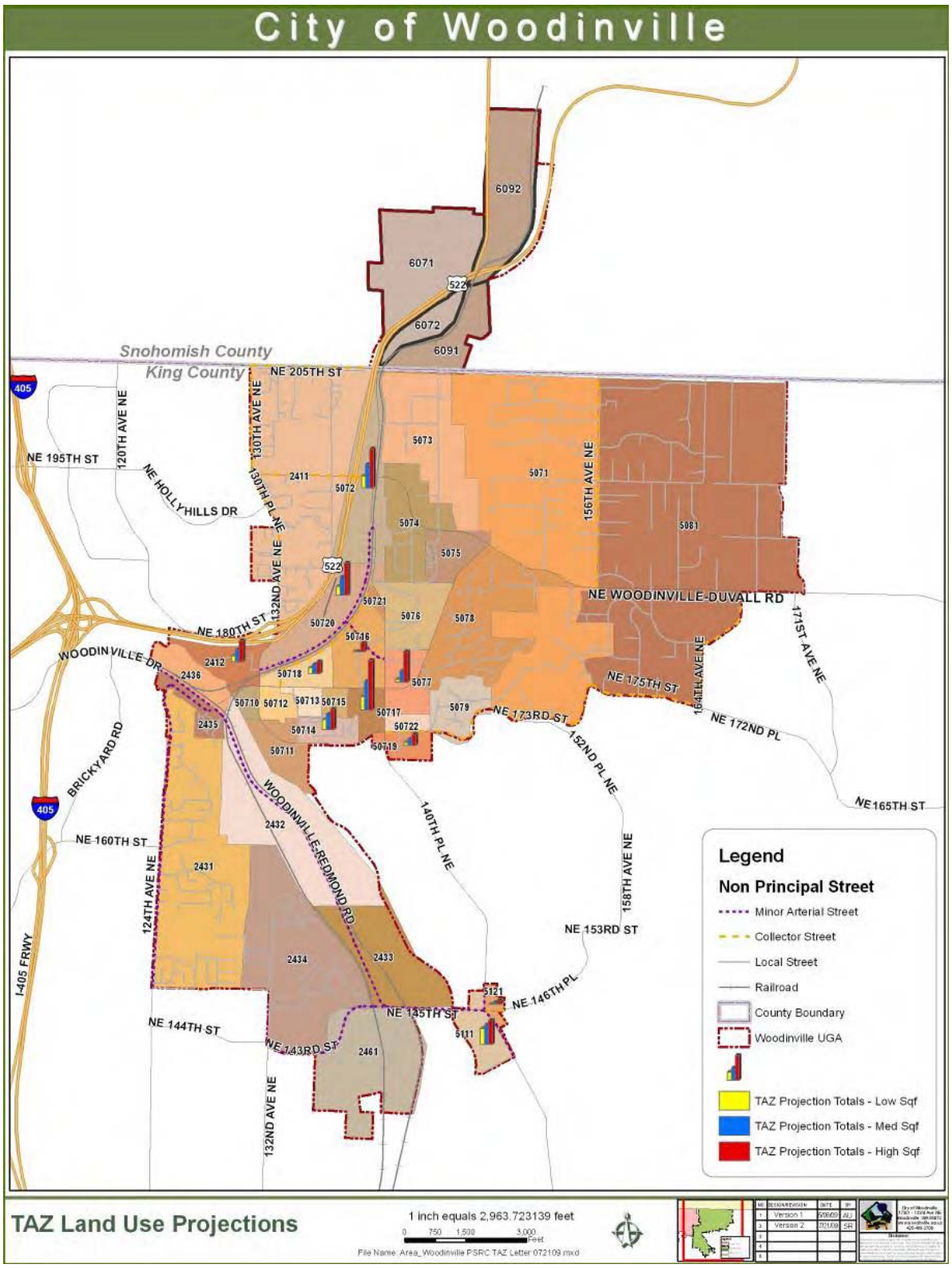
Map 3B-1: Transportation Analysis Zones and Growth Scenarios



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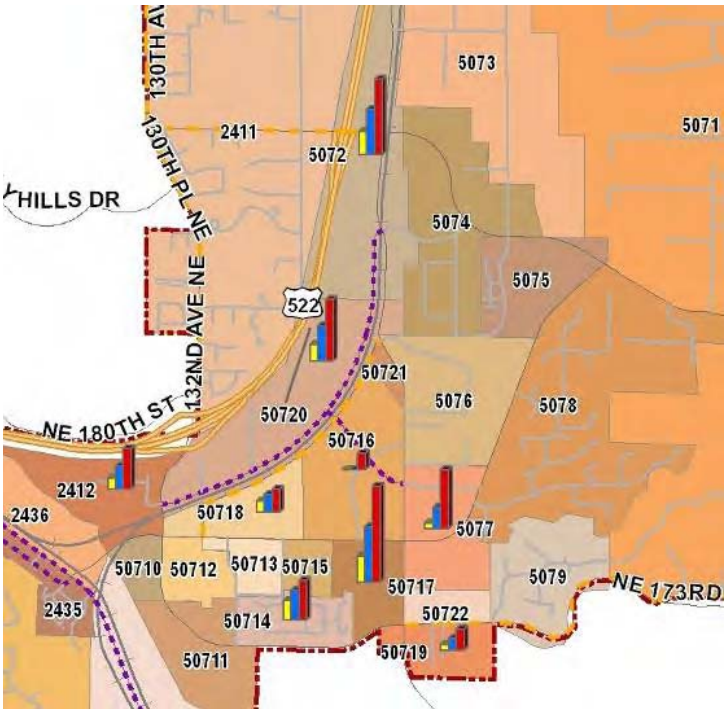
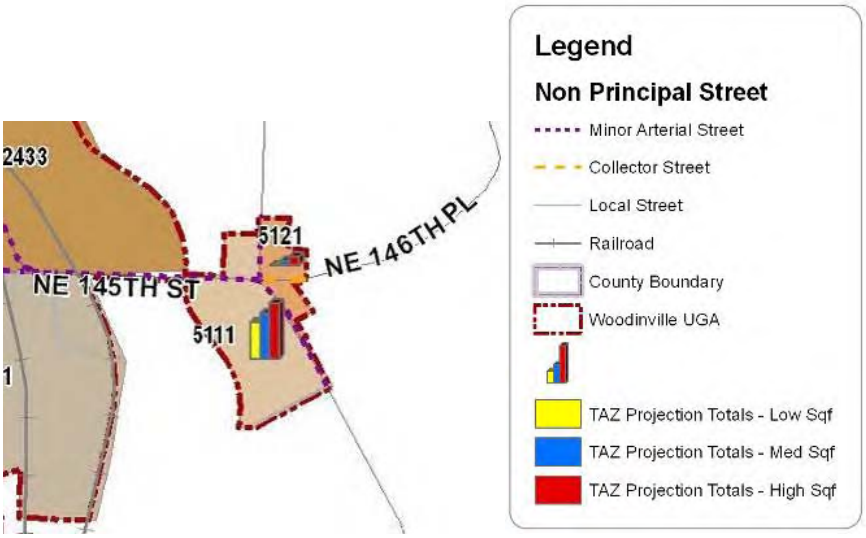
Map 3B-1: Transportation Analysis Zones (TAZ) and Growth Scenarios: Zoom into TAZ with Land Use Projections





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As these tables and the land use map illustrate, a majority of growth was projected to occur downtown and along the Little Bear Creek corridor. These growth estimates are coarse estimates; however, they are useful for understanding the multiple possible growth scenarios for the downtown in the future.

C. 2030 Model Results

The model was run with the low, medium and high scenarios for 2030 in order to bracket the possible growth scenarios and resulting traffic congestion that may occur in the future. The model scenarios were run during peak PM traffic which represents the highest volume of traffic during the day, which traditionally is sometime between 4 PM to 6 PM. According to the Institute of Transportation Engineers, the definition of peak PM period traffic is whatever hour during the evening commute that experiences the highest traffic volume.

The results of the model for the low, medium and high scenarios were given first with no improvements. This gave a baseline level of congestion and illustrated how many intersections would need improvements under all of the different scenarios. Map 3C-1 below shows all the intersections that would fail without any improvements in the future.

Different projects were developed to address the future congestion for each of the intersections that was failing under all of the different growth scenarios. Additional model scenarios were completed specifically to answer questions about grid roads and downtown planning, and these are discussed in more detail in Chapter Four.

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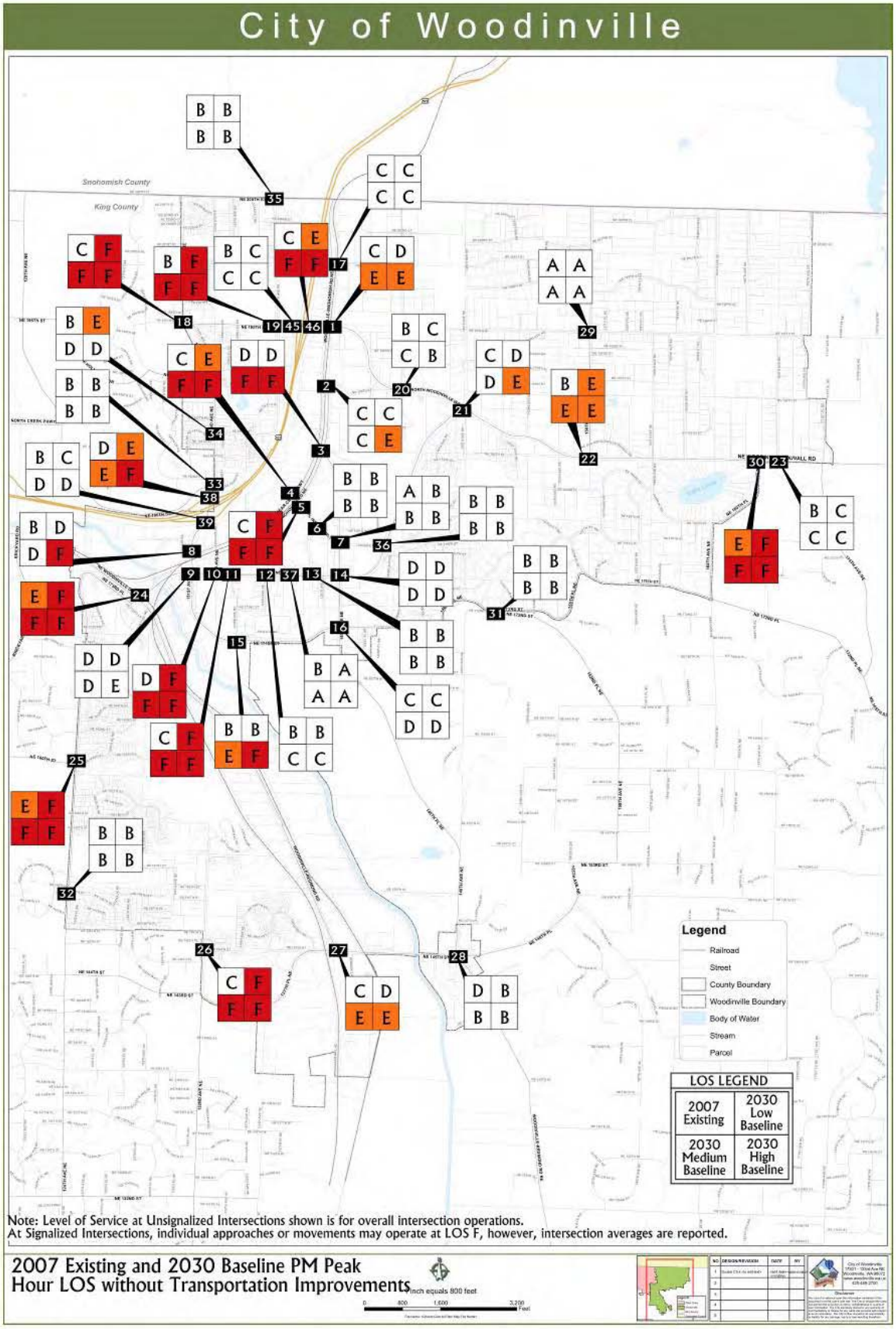
Map 3C-1: 2030 Model Results Without Any Improvements



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Without any improvements, many intersections in the City will fail by 2030 in all growth scenarios. This illustrates how important it is that the City continue with its investment in transportation connection and capacity improvements that provide a network able to meet the needs of growth in population and jobs within the City, especially in the downtown core.

Failing Intersections in Growth Scenarios with No Improvements		
Low 2030	**Medium 2030**	**High 2030**
9 failing intersections	12 failing intersections	14 failing intersections

The table below gives a better idea of the problem intersections today and in each baseline scenario. Chapter Four describes the project lists that were developed to find multiple solutions to each of these failing intersections and describes what projects are necessary for the low, medium and high 2030 growth scenarios.

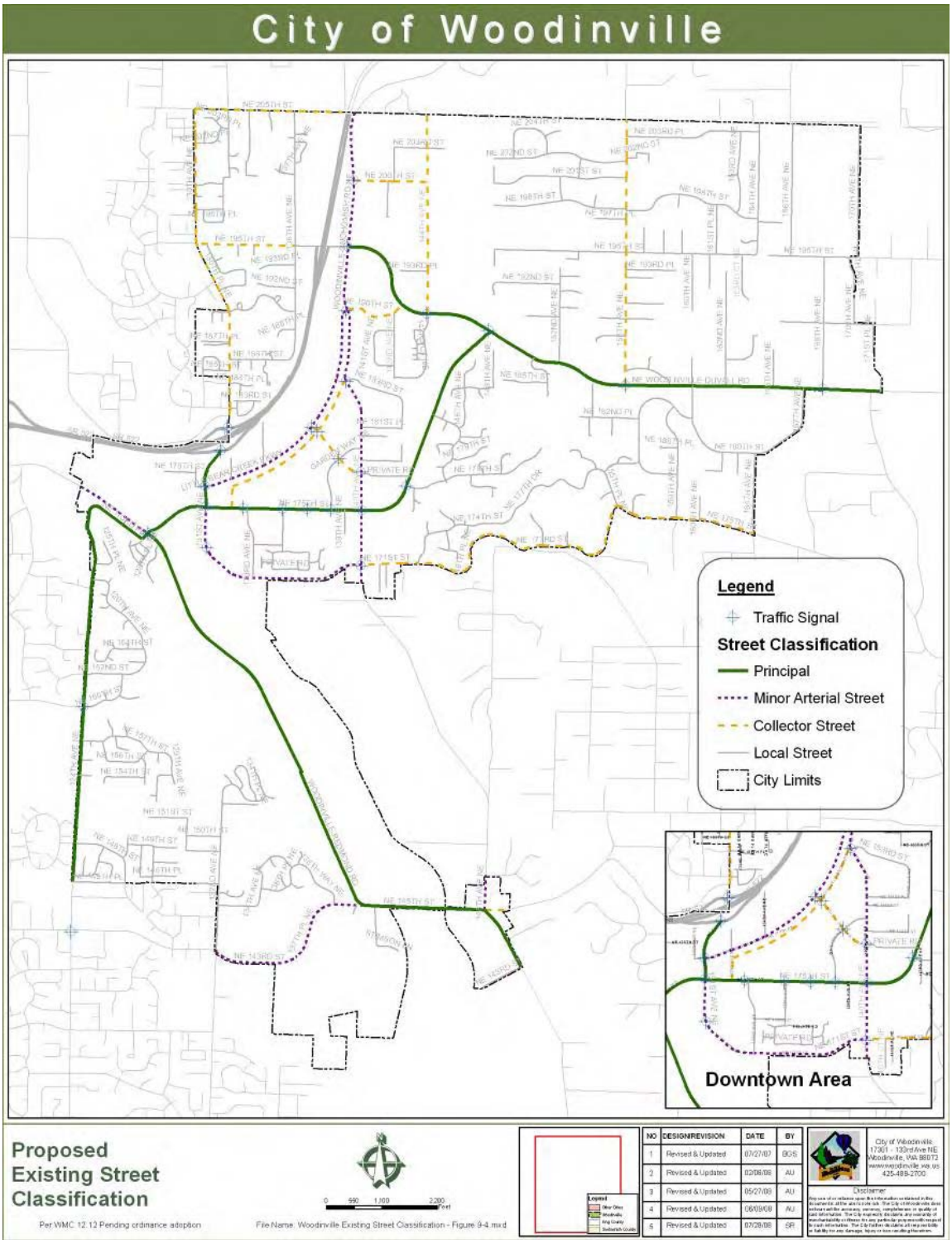
Table 3C-1 Intersections at LOS F or E in Existing or Baseline Projections

Intersection Number	Intersection	2007 Existing	2030 Low Baseline	2030 Medium Baseline	2030 High Baseline
1	195th/Wood-Sno	C	D	E	E
2	190th/WoodSno	C	C	C	E
3	140th/Wood-Sno	D	D	**F**	**F**
4	Little Bear Creek/Mill Place	C	E	**F**	**F**
5	Wood-Sno/Mill Place	C	**F**	**F**	**F**
8.	131st/SR 202	B	D	D	**F**
9	131st/ NE 175th	D	D	D	E
10	NE 175th/132nd	D	**F**	**F**	**F**
11	NE 175th/133rd	C	**F**	**F**	**F**
15	171st/133rd	B	B	E	**F**
18	134th/195th	C	**F**	**F**	**F**
19	195th/136th	B	**F**	**F**	**F**
21	Wood Way/ Wood-Duvall	C	D	D	E
22	Wood-Duvall/156th	B	E	E	E
24	NE 173rd/SR 202	E	**F**	**F**	**F**
25	NE 124th/NE 160th	E	**F**	**F**	**F**
26	132nd Ave NE/NE 145th Pl	C	**F**	**F**	**F**
27	Wood/Red/SR 202	C	D	E	E
30	167th/Wood-Duvall	E	**F**	**F**	**F**
34	132nd/186th	B	E	D	D
38	132nd/522 Interchange	D	E	E	**F**
46	522/195th	C	E	**F**	**F**

D. Street Classifications

Federal and State guidelines require that streets be classified based on function. Local jurisdictions can use the designations to guide the type of improvements and the desired function of streets. Staffs recommended updated street classification map is shown in Map 3D-1 (page 75) Proposed Street Classification Map 2009. After this plan is adopted, an ordinance will be put forward to the Woodinville City Council; and if they adopt the map, it will become the officially adopted street functional classifications for the City.

Map 3D-1: Proposed Street Classification Map 2009



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The amount of roadway within each classification for the City on the proposed Street Classification Map

Table 3D-1 Number of miles for Road Classifications

Road Classification	Miles	Percentage
Principal Arterial	8.24	16.3%
Minor arterial	4.68	9.3%
Collector	7.19	14.3%
Local Roads – Public	30.3	60.1%
TOTAL	50.41	100%

(The total for these road classifications includes SR 202 within the City)

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Chapter 4: Project Lists and Level of Service

A. Introduction

With a system-wide inventory and growth scenarios showing which intersections have inadequate capacity to serve the projected need with future growth; this information was then used to develop new project lists. Projects were creatively developed that provided additional capacity so that these intersections functioned at an acceptable level of service, LOS E. As discussed in the previous chapter, the growth scenarios covered the entire spectrum of possible growth from very low growth projections to very high growth projections. A wide range of projects was therefore developed to fit this broad spectrum of possible growth. The project lists run, developed to improve the transportation system, was divided into different categories:

- Capacity Projects
- System Improvements
- Safety Improvements
- Low, Medium and High Scenarios
- Alterative Downtown Scenarios
- Non-Motorized Projects
- Adjacent Jurisdiction and Regional Projects

Additional transportation system scenarios for the downtown were also requested in the context of the low, medium and high growth scenarios. These scenarios are 2030 PM peak hour LOS with improvements with two medium scenarios and two high scenarios. The details of these alternative scenarios will be discussed in detail later on in the chapter.

This step of the planning process took into account, which intersections fail or degrade for different scenarios and then creatively came up with projects that solve these problem intersections. Additionally, there are many ways to solve future congestion and part of the process was trying to develop alternative ways to solve future congestion that fit in with the desired vision for the downtown.

Assumed Growth Targets

The capacity project list shown on Table 4-B-1, are projects necessary to meet medium growth projections and maintain LOS E for signalized intersections (not including state highways, which are out of the City's control). Unless otherwise stated, medium growth is the level of growth, agreed upon by the Planning Commission as a reasonable growth target for planning purposes.

B. Capacity Projects

Capacity projects are road projects that give the transportation system the ability to carry more trips and thus ease congestion. This is especially important for the PM peak hour commute, which typically is the most congested time of the day, and therefore this is the time of the day when those intersections that are nearing their total capacity begin to fail. All of the modeling for each of the scenarios in this document are modeled with PM peak hour congestion. Capacity projects improve LOS by allowing more trips to move through the system. These projects are what fix intersections, which are failing due to a high volume of traffic.

Table 4B-1 Capacity Projects

Capacity Projects						
Project Number	Project Name	Begin	End	Length (mi)	Scope	Cost ($1,000)
C1	Trestle Replacement	Little Bear Creek Parkway	NE 175th St	0.1	Replace the RR Crossing over SR 202 with a RR bridge that allows for 8 lanes on SR 202. Include non-motorized trail crossing with project.	8,030
C2	Sammamish Bridge Replacement	Woodinville Dr	131st Ave NE	0.3	Build a new 2 lane bridge over the Sammamish River south of the existing Bridge. Provide 4 to 5 lanes from Woodinville Way to NE 131st St with sidewalk.	6,490
C3	SR 522/195th I/C (Interim)	136th Ave NE	Woodinville-Snohomish Rd		Install traffic signals and channelization to improve traffic flow at this interchange.	557
C5	Woodinville Snohomish Widening	140th Ave NE	North City Limits	1.2	Widen the road to a 5-lane section with curb, gutter, sidewalk, bike lanes, illumination and new traffic signals.	18,100
C6	SR 522/195th I/C half diamond (Full Improvement 195th	NE 195th St	MP 13.5	0.6	Construct the WB off and the EB on ramps at this interchange.	32,500
C7	Grid Roads: NE 135th St	NE 171st St	Little Bear Creek Parkway	0.5	Construct the NE 135th grid road 2 to 3 lanes wide, from 171st to Little Bear Creek Parkway. Traffic signals, a bridge, curb, gutter, sidewalk on street parking, landscaping. The alignment has not been determined yet.	6,028
C8	Grid Roads: 173rd Ave NE	133rd Ave NE	138th Ave NE	0.3	Construct the 173rd Ave grid road 2 lanes wide from NE 133rd St to NE 138th St. Curb, gutter, sidewalk, on-street parking, illumination, landscaping, and alignment to be determined.	2,118
C9	Grid Roads: NE 138th St (Garden Way)	NE 171st St	NE 175th St	0.3	Construct the NE 138th grid road 2 to 3 lanes wide from NE 171st to NE 175th. Curb, gutter, sidewalk, illumination, landscaping, traffic signals, bridge, Alignment per King County Ordinance #8144.	3,630
C10	Grid Road NE 178th St (Park and Ride)	140th Ave NE	Woodinville-Duvall Rd	0.2	Construct the 178th Ave NE grid road from 140th Ave NE/NE Mill Pl. I/S to Woodinville-Duvall Rd/NE178th I/S. Alignment to be determined.	7,335
C12	SR 202 Improvements	127th I/S	127th I/S	0.3	Widen the intersection to its ultimate configuration, curb gutter, sidewalk, channelization, illumination, traffic signal, railroad crossing improvements,	6,326
C13	140th Ave NE Widen to 5 lanes	Woodinville-Snohomish Rd	NE 181st St	0.2	Widen 140th Ave NE to 5 lanes with curb, gutter, sidewalk, bike lanes, illumination, and modify traffic signals.	2,635
C14	Wood-Duvall / Woodinville Way Intersection dual left	North Woodinville Way	1,000 ft. east of intersection	0.2	Build a dual left turn pocket for the westbound to south bound left turn on the Woodinville-Duvall Rd to the Continuation of the same road	1,500
C15	171st 140th Double Left Turn Lane	400 ft. north of intersection	1,000 ft south of intersection	0.3	Build a dual left turn pocket for the northbound to west bound left turn at the NE 171st / 140th Ave NE intersection.	3,750
C16	160th/124th Roundabout	400 ft. north of intersection	400 ft south of intersect.	0.2	Construct a single lane roundabout at the intersection of NE 160th and 124th Ave NE.	2,500
C17	SR 202 Winery Hill Roundabout	400 ft. north of intersection	500 ft south of intersection	0.2	Construct a single lane roundabout at the intersection of NE 145th and SR 202.	1,750
C18	Woodinville-Duvall Road widening	1,000 ft. west of 156th Ave NE	East City Limits	1.1	Widen the roadway to a 3-lane section with pedestrian facilities and bike lanes, illumination, new signals at 156th and 168th.	7,033
C19	Little Bear Creek Rd Widening	SR 202 (131st Ave NE)	Woodinville-Snohomish Rd	1.0	Widen the roadway to a 3-lane section with curb, gutter, sidewalk on the northwest side, illumination, new signals at 134th and NE Mill Place.	6,375
C20	NE 195th/130th Ave traffic signal	600 ft. north of intersection	600 ft south of intersection	0.2	Install a traffic signal, bulb-outs, channelization	1,000
C21	132nd/143rd roundabout	400 ft. north of intersection	400 ft south of intersection	0.2	Construct a single lane roundabout at the intersection of NE143rd St and 132nd Ave NE, eliminating the offset intersection.	1,500
C22	124th/149th traffic signal	600 ft. north of intersection	600 ft south of intersection	0.3	Install traffic signal and left turn channelization at this intersection along with curb, gutter, sidewalk, illumination, bike lanes, and landscaping.	750
C23	136th Ave NE/NE 195th St Traffic Signal	600 ft. north of intersection	600 ft south of intersection	0.3	Install traffic signal, curb, gutter, and sidewalk. Interconnect with interchange signals.	750

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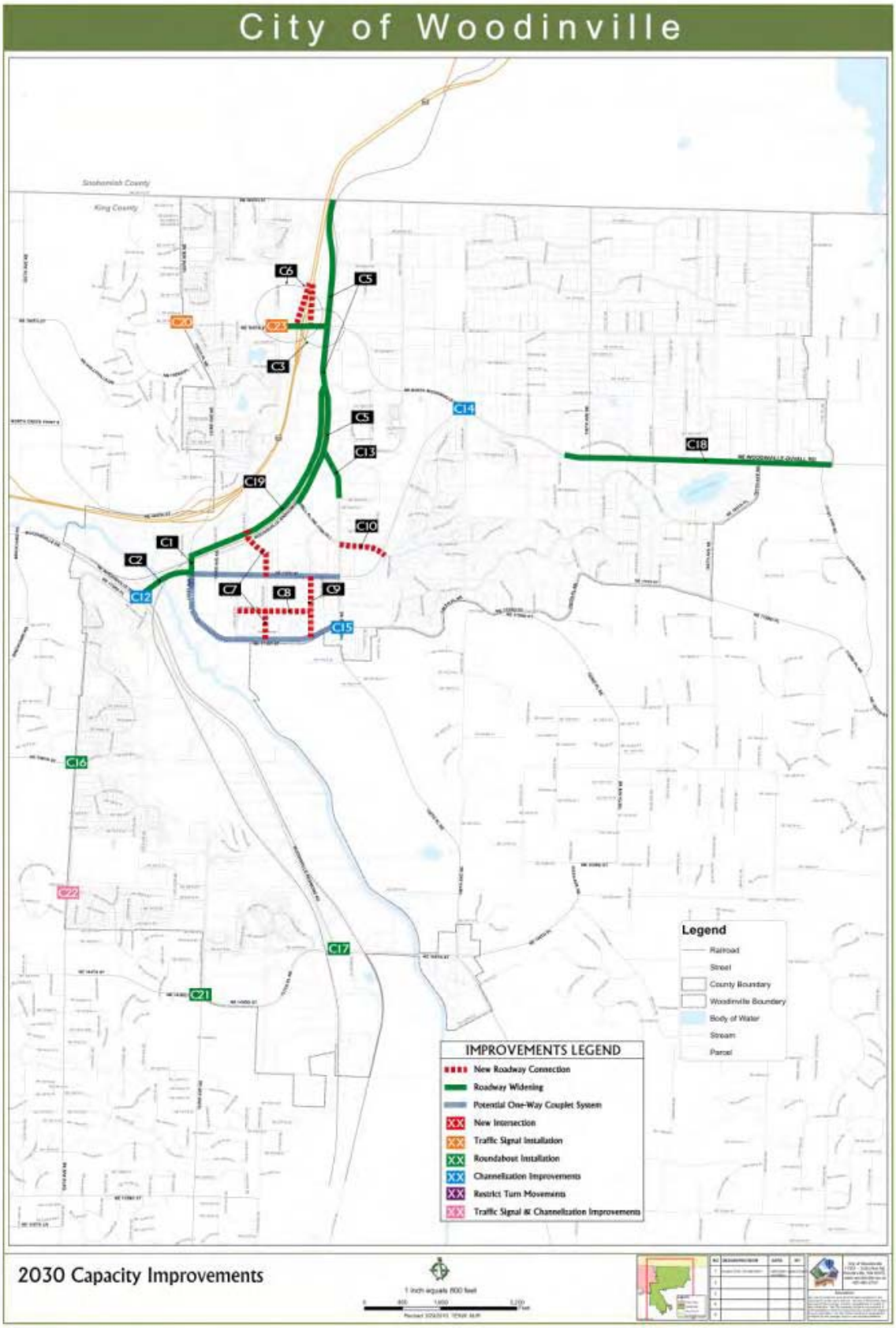
Map 4A-1: Capacity Projects



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C. System Improvements

System projects are projects that increase the function, safety and capacity in such a way that it benefits the system as a whole. Because of Woodinville's proximity to regional highways and because it is bisected by SR 202 most of the system projects are regional in nature. Projects SP1, SP4, and SP6 are all regional projects that improve the system. Project SP1 widens SR 202 to add a third lane for turning movements, which not only improves the system but also adds capacity. Additionally, this project includes pedestrian and bike improvements and bus pullouts so that this corridor can be served by transit. Project SP4 benefits the system by pulling some of the pass through traffic away from downtown and gives those trying to get to Bothell a more direct route. Project SP6 is a project to benefit the industrial area that is in Snohomish County and north Woodinville.

Table 4C-1 System Projects: Motorized

Project Number	Project Name	Begin	End	Length	Scope	Cost (Thousands)
SP1	SR202 3 lanes, ped improvement, bus pull outs	MP 2.50 (Sammamish Bridge)	MP 0.56 (127th Ave NE)	2.0	Widen to a 3-lane roadway with curb, gutter, sidewalks (Westside only if railroad becomes a trail), illumination, bus pullouts, and landscaping.	20,000
SP4	Extension of NE 124th to Bothell				Connect 124th Ave NE near NE 173rd St with CCRP (SP10) when constructed.	Cost in with SP10
SP6	144th Extension	NE 200th St	Woodinville-Snohomish Rd	0.3	Construct new 2/3 lane roadway extending 144th Ave NE into Snohomish County.	6,480
SP8	Downtown Multimodal Transit/Parking Facility				Re-locate the Park and Ride lot to serve a new multi-modal facility next to BNSF tracks in the Little Bear Creek Area if or when passenger / commuter rail service is brought to the City (location to be determined).	15,000
SP9	SR522 Off Ramp to Northwest Gateway Area			1.0	Construct new off ramp from SR 522 to provide direct access to this area along with realigning northward the SR 202/Little Bear Creek Parkway intersection.	40,000
SP10	CCRP - SR522/SR202 Access	127th Ave NE	NE 180th St	0.6	Build new roadway connecting the SR 202/127th Ave NE I/S with NE 180th St in Bothell over the Sammamish River and SR 522. Ramp connections may be included. Coordinate with Willows Rd extension.	50,900
SP12	132nd Ave NE - Culvert Removal			0.1	Remove culverts on 132nd Ave NE for Little Bear Creek. Restore slopes and landscaping.	190
SP14	Woodinville-Snohomish Rd	NE 175th St	140th Ave NE	0.7	Widen roadway to 3 lanes with curb, sidewalk and bike lanes.	6,500
SP15	SR522 Bus Off Ramp	131st Ave NE	Little Bear Creek Parkway	0.25	Construct Bus Only Off Ramp from SR522 EB On Ramp to downtown Woodinville vicinity to connect to future multimodal facility.	5,000
SP16	Annual Pavement Overlay Program				Overlay selected existing City streets	

Table 4C-2 System Projects Non Motorized

Project Number	Project Name	Begin	End	Length	Scope	Cost (Thousands)
SP5	134th Bridge	Little Bear Creek Parkway	SR 522 R/W	0.1	Install pedestrian bridge across Little Bear Creek, removing culverts, buying private parcel(s) on northwest side of creek, southeast of SR 522.	2,200
SP7	195th/156th Intersection	250 ft S of I/S	250 ft. N of I/S	0.1	Install pedestrian crossing lights across 156th Ave NE, bulbouts, illumination, curb, gutter, sidewalk at this intersection	450

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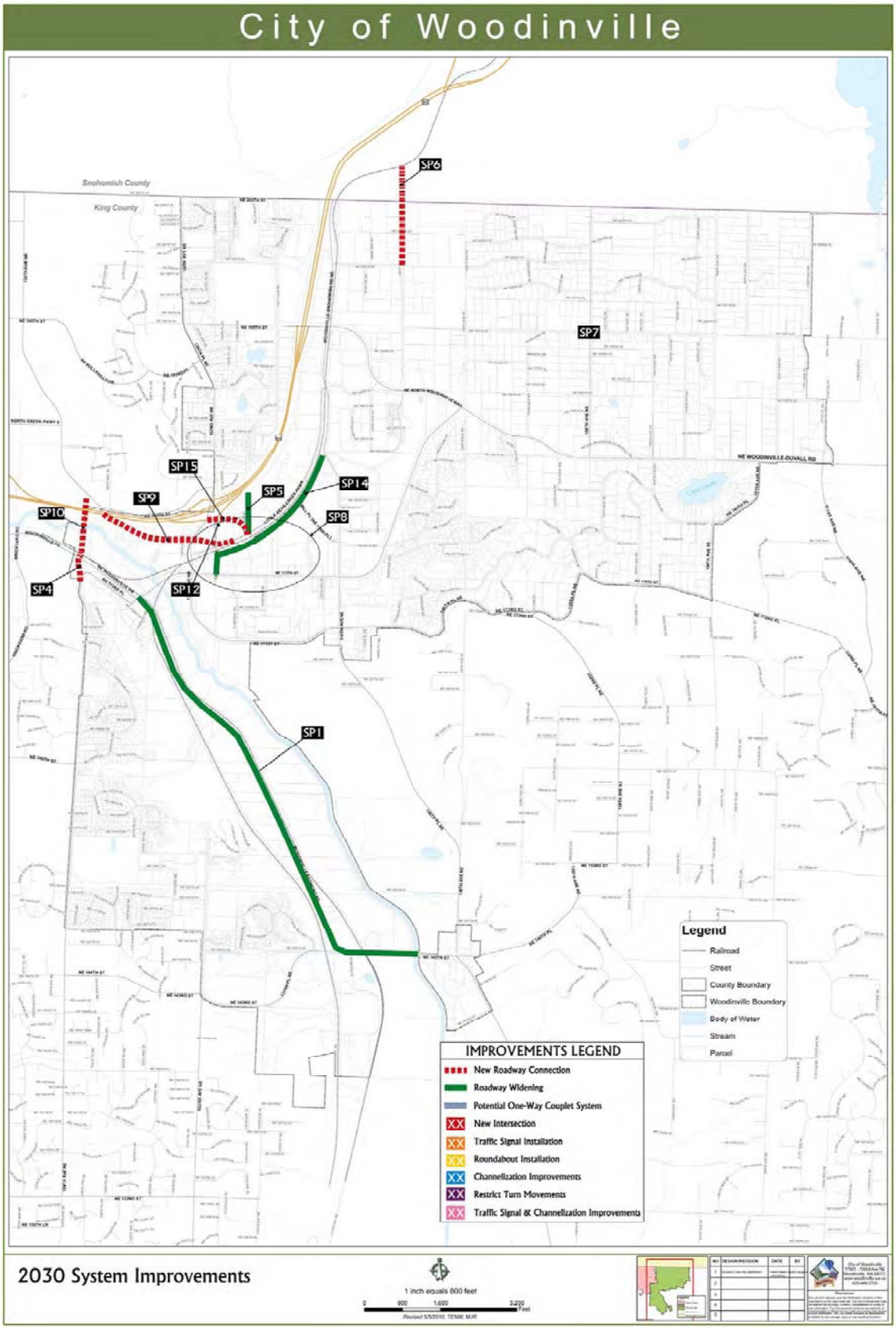
Map 4C-1: System Projects



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D. Safety Projects

Safety projects include signalizing intersections to provide protected turns to drivers. Traffic calming projects also provide safety by slowing traffic down on local streets. There is also a safety a project to take the left turns out of the NE 175th and NE 132nd intersection.

Table 4D-1 Safety Projects

Project Number	Project Name	Begin	End	length	Scope	Cost (Thousands)
S1	160th Ave NE / Wood-Duvall Signal	500ft. S of I/S	Woodinville-Duvall Rd	0.1 mile	Install new traffic signal.	750
S2	152nd Ave NE / Wood-Duvall Signal	500ft. N of I/S	Woodinville-Duvall Rd	0.1 mile	Install new traffic signal or consider constructing NE 190th between 152nd Ave NE and 156th Ave NE.	750
S3	Future Road 190th	152nd Ave NE	156th Ave NE	0.3 mile	Future Road	2,500
S4	175th/132nd Signal	600ft. north of intersection	NE 175th Street	0.2 mile	Install new traffic signal. Consider also restricting southbound to eastbound left turns in conjunction with installing the new traffic signal at NE175th St. and 133rd Ave NE instead.	750
S5	171st/133rd Signal	171st/133rd I/S	171st/133rd I/S	N/A	Install new traffic signal.	800
S6	Guard Rail on Woodinville Snohomish Rd	NE 200th St	North City limits	N/A	Guard Rail on Woodinville-Snohomish Rd, NE 200th St to NCL.	30
S7	156th Safety Improvements	156th Ave NE/Woodinville Duvall Road I/S	NE 190th St/156th Ave NE	.20 mile	Make safety improvements to address sight distance problems on this roadway.	2,400
S8	Traffic Calming (warranted)	N/A	N/A	N/A	Install traffic calming measures throughout the City when and where warranted (locations not shown on map).	200

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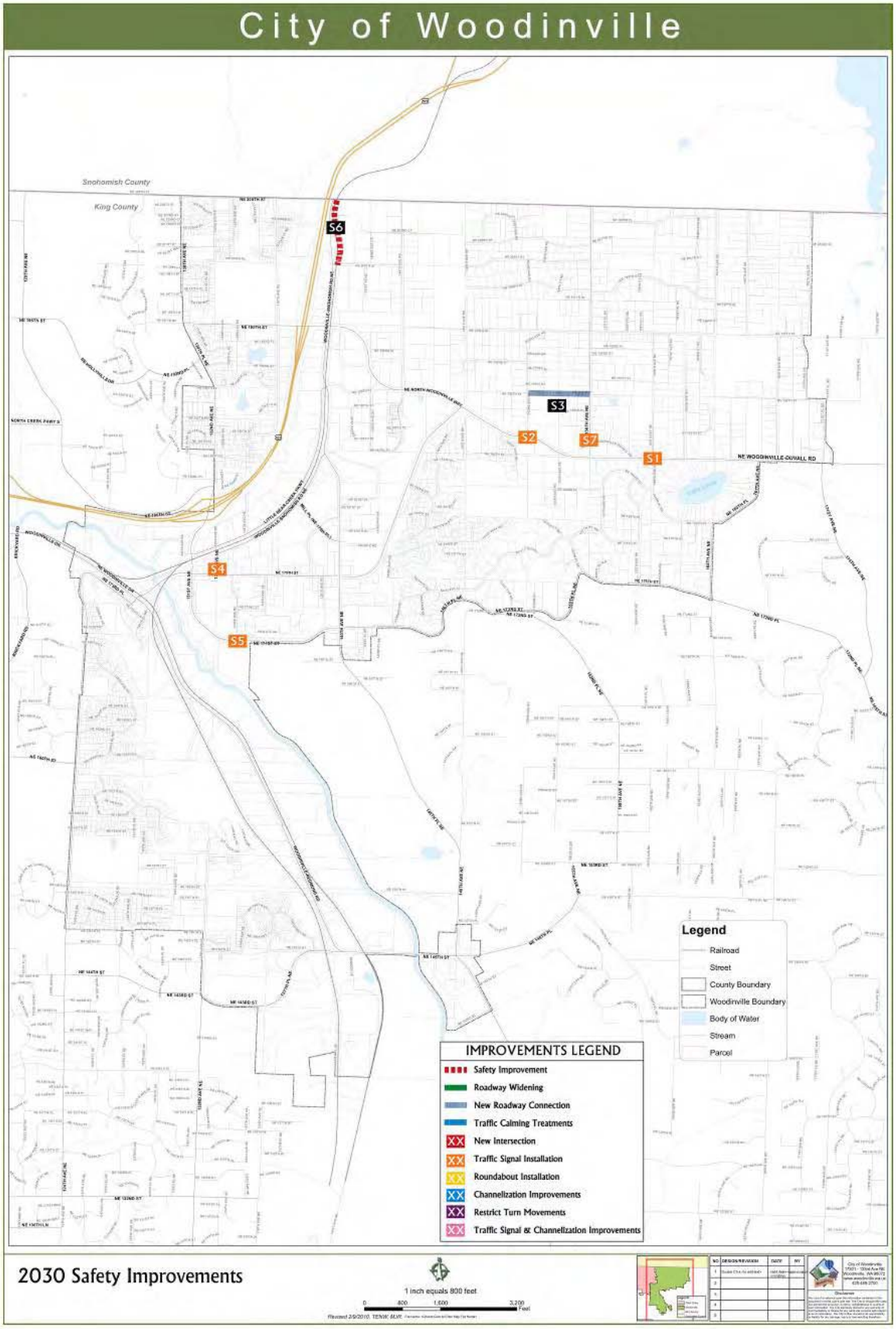
Map 4D-1: Safety Projects



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E. Low, Medium and High Growth Scenarios

Each growth scenario had needed projects to improve LOS. The project needs for each scenario and the resulting LOS is discussed for each growth scenario.

Low Growth Scenario

The low growth scenario model run with only improvements made at intersections #18 (134th/195th) and #25 (NE 124th/NE 160th) resulted in five failing City intersections and one failing WSDOT intersection. Additionally, there were five intersections at LOS E. Table E-2 below lists the projects that are needed for the low growth scenario.

These are the intersections that would need to be improved under the low growth scenario:

City Intersections - LOS F

- 132nd / 175th Left turn SB to EB
- 133rd / 175th Left turn NB to WB
- 136th / 195th
- 132nd / 143rd (Winery Hill)
- Wood-Sno / Mill Place

WSDOT Intersection - LOS F

- SR 202/127th

Table 4E-1 2030 Model Results Low Growth Land Use, LOS F and E:

With Transportation Improvements at Intersections #18 and #25

Intersection	LOS Low*
(24) NE 173rd/SR 202	F
(26) 132nd Ave NE/NE 145th PL	F
(10) NE 175th/132nd	F
(11) NE 175th/133rd	F
(5) Wood/Sno/Mill Place	F
(38) 132nd/522 Interchange	E
(34) 132nd/186th	E
(4) Little Bear Creek/Mill Place	E
(19) 195th/136th	F
(46) 522/195th	E
(22) Wood-Duvalll/156th	E

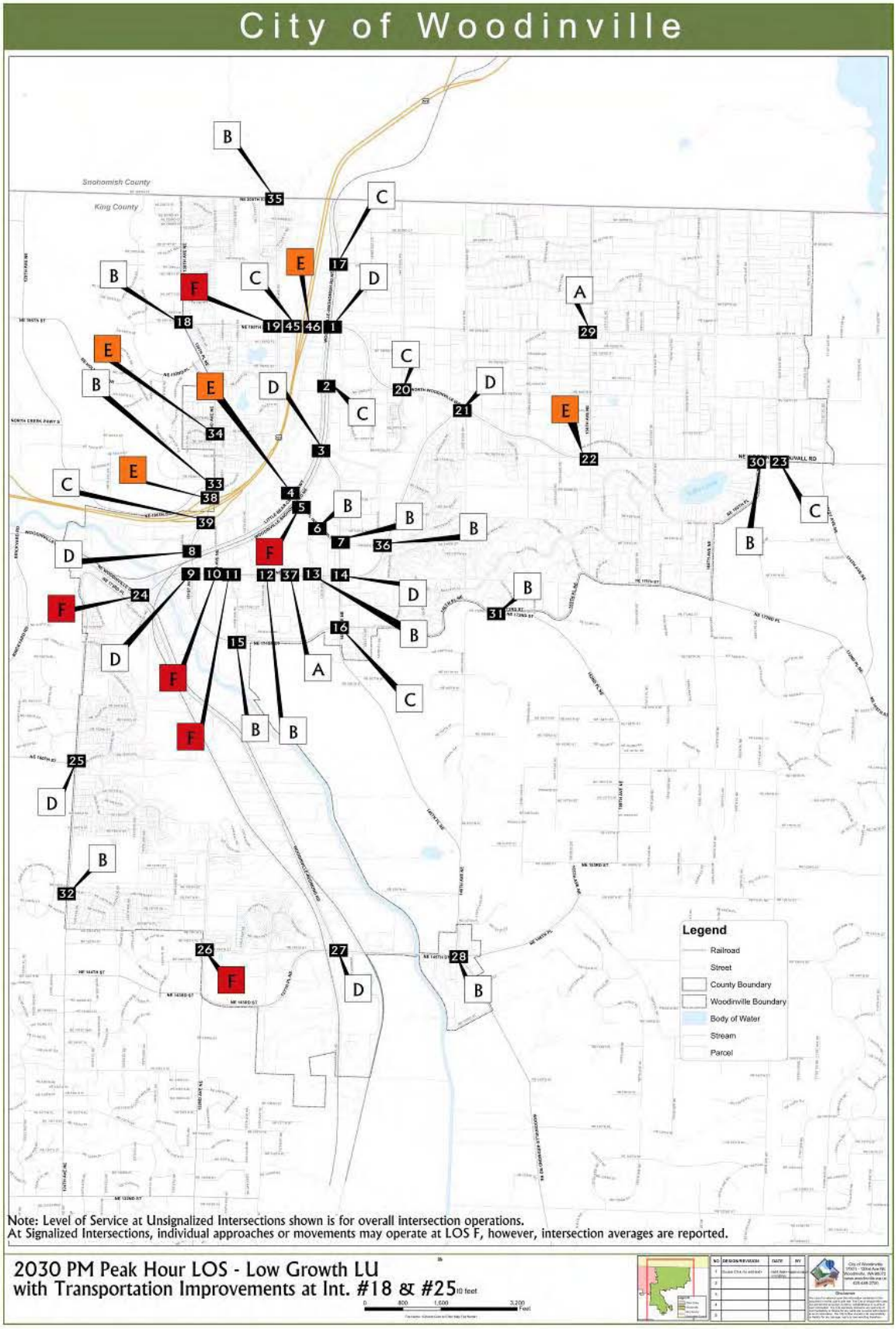
The low growth scenario resulted in the need to build out the grid road network in the downtown core and address isolated intersections to provide the necessary capacity to accommodate the growth under this land use scenario. The NE 175th/ 133rd corridor issues result in failing intersections that also need to be addressed.

Projects needed to fix failing intersections under the low growth scenario.

Table 4E-2 Low Growth Project s Needed

Project Number	Project Name	Scope	Cost (Thousands)
C7	Grid Roads: NE 135th St	Construct the NE 135th grid road 2 to 3 lanes wide, from 171st to Little Bear Creek Parkway. Traffic signals, a bridge, curb, gutter, sidewalk on street parking, landscaping. The alignment is uncertain north of NE 175th St	6,028
C8	Grid Roads: 173rd Ave NE	Construct the 173rd Ave grid road 2 lanes wide from NE 133rd St to NE 138th St. Curb, gutter, sidewalk, on- street parking, illumination, landscaping	2,118
C9	Grid Roads: NE 138th St (Garden Way)	Construct the NE 138th grid road, 2 to 3 lanes wide from NE 171st to NE 175th. Curb, gutter, sidewalk, illumination, landscaping, traffic signals, bridge	3,630
C10	Grid Roads: NE 178th St (Park & Ride)	Construct the 178th Ave NE grid road from 140th Ave NE/NE Mill Pl I/S to Woodinville Duvall Rd / NE178th I/S	7,335
S3	130th / 195th Signal	Install new traffic signal	600
S4	175th / 132nd Signal	Install new traffic signal. Consider also restricting left southbound to eastbound left turns in conjunction with installing the new traffic signal at NE175th St. and 133rd Ave NE	750
C16	160th / 124th Roundabout	Construct a single lane roundabout at the intersection of NE 160th and 124th Ave NE	1,500
S10	175th / 133rd Signal	Install traffic signal changing this from a pedestrian signal to a fully signalized intersection	600
C21	132nd / 143rd roundabout	Construct a single lane roundabout at the intersection of NE143rd St and 132nd Ave NE, eliminating the offset intersection	1,500
C23	136th Ave NE/NE 195th St Traffic Signal	Install traffic signal, curb, gutter, and sidewalk. Interconnect with interchange signals	750

Map 4E-1: Low Growth Land Use LOS



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Medium Growth Scenario

The medium growth scenario is a little higher growth scenario than the Puget Regional Council growth projections for the City. Implementing 16 projects not including the CCRP, the medium growth scenario has three failing intersections (all failing intersections are State Route intersections that are not under the City's control), and one intersection at LOS E.

The medium growth scenario with the CCRP has no failing intersections and one intersection (NE 173rd/202) which is at LOS E. The addition of the CCRP project removes pass through traffic by diverting trips from the 131st corridor to the overpass.

Table 4E-3: Projects for Medium Growth Scenario

Projects for Medium Growth Scenario (excluding CCRP)	
C1	Trestle Replacement – SR 202 Corridor
C2	Sammamish Bridge Replacement (SBRP)
C3	SR 522/195th I/C (Interim)
C5	Wood-Sno Widening
C6	SR 522/195th I/C half diamond (Full improvement 195th)
C7	Grid Roads: 135th
C8	Grid Roads: 173rd
C9	Grid Roads: 138th (Garden Way)
C10	Grid Roads: 178th (Park and Ride)
C12	SR 202/127th Full Improvement
C13	140th Ave NE – Widen to 5 lanes
C14	Wood-Duvall/Woodinville Way Intersection – dual left
C15	171st/140th Double Left Turn Lane
C16	160th/124th Roundabout
C17	SR 202 Winery Hill Roundabout
C18	Woodinville Duvall Road Widening
C19	Little Bear Creek Widening
C20	NE 195th/130th Traffic Signal
C21	132nd/ 143rd Roundabout
C22	124th/149th Traffic Signal
C23	136th Ave NE/NE 195th St Traffic Signal

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Map 4E-2: 2030 Medium Growth LOS without CCRP

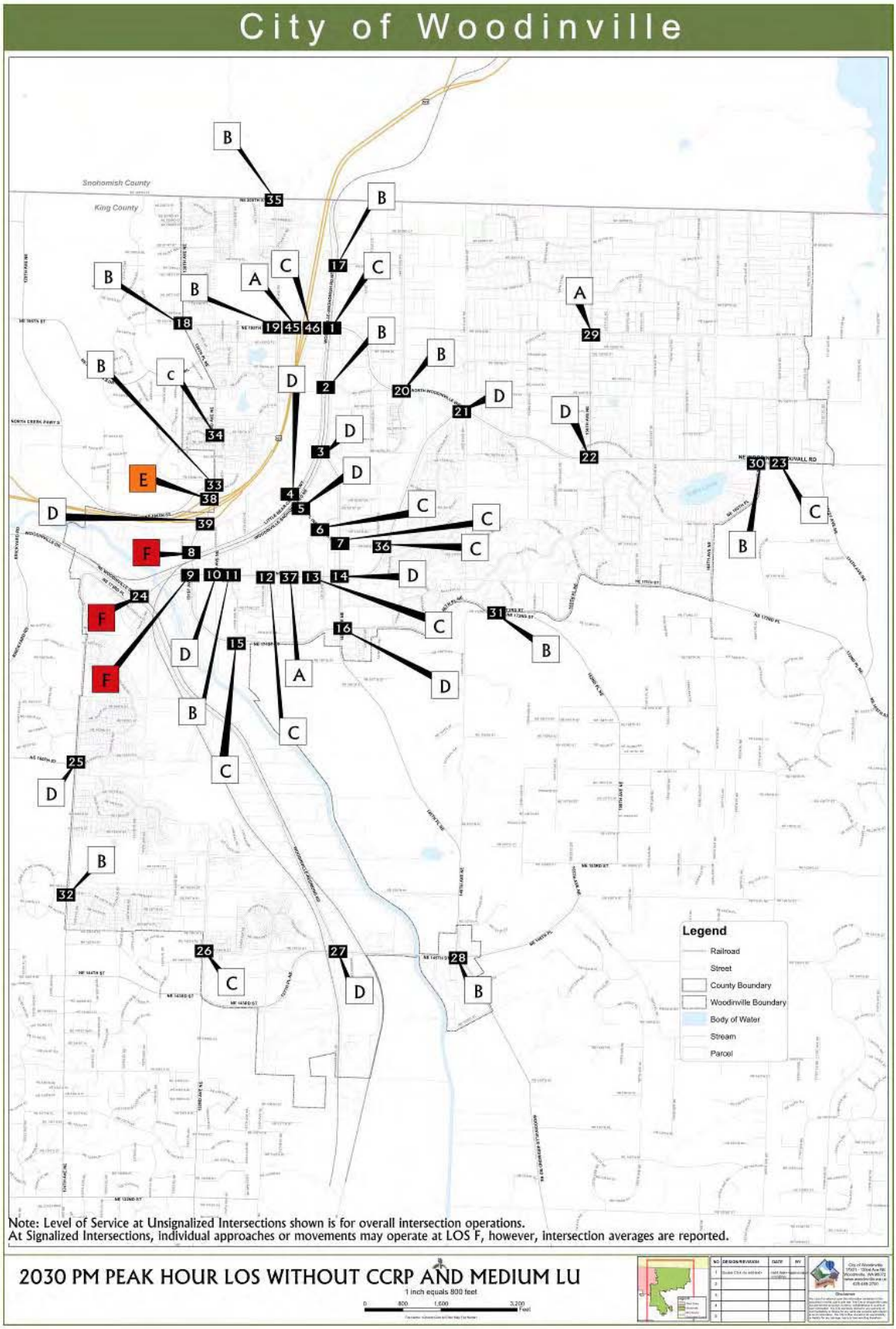

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Table 4E-4: 2030 Failing Intersections Medium Growth Land Use

(*Includes Projects in Table E-3 (does not include CCRP))

Intersection	LOS Medium*
(24) NE 173rd/SR 202	F
(9) SR 202/NE 175th	F
(8) SR 202/NE 177th	F
(38) SR 202 (131st)/SR 522 WB Ramps	E

High Growth Scenario:

2030 LOS with Capacity Improvements High Growth Scenario with CCRP and One-Way Couplets

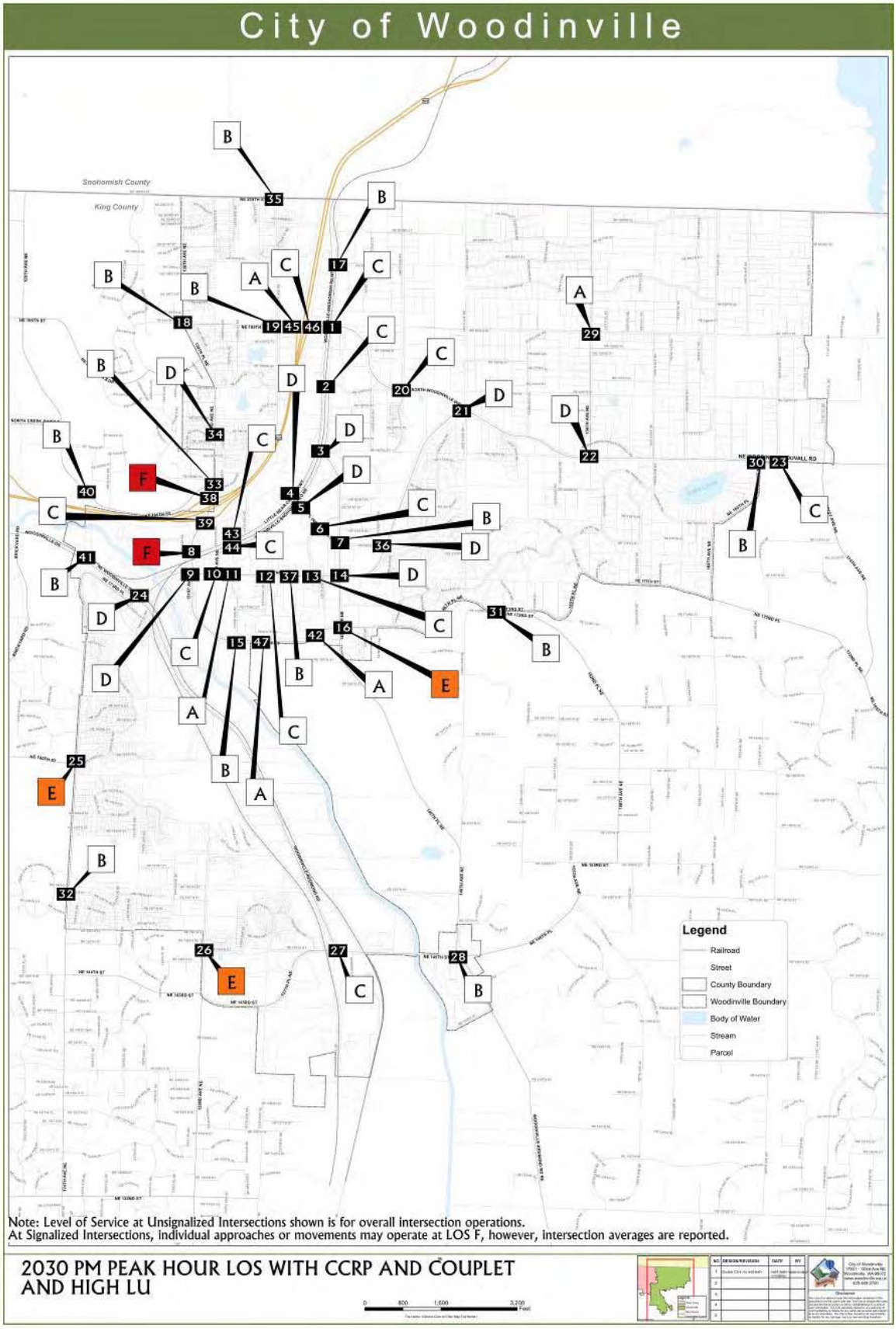
The high growth scenario was a very high projection of future growth with 75% more total dwelling units and 182% more full time employees (FTE) than Puget Sound Regional Council growth projections. Because this was such a high growth projection, the CCRP and the one-way couplets projects were included, in addition to all projects listed under the medium growth scenario. These projects increase the capacity of the system in order to handle the large amount of population and job growth in this scenario. The one-way couplet project would turn the NE 175th and NE 171st into one-way couplets, the direction of each couplet dependent on the existing grid road layout. The one-way couplet works to take trips off NE 175th and instead put those trips on to NE 171st, which has excess capacity. Considering the high growth scenario was a very high projection, with well over the Puget Sound Regional Council's estimates, with the suggested capacity and system improvements the system functions well. The problem intersections In the high scenario continue to be on the 131st corridor even with these two large capacity projects.

Table 4E-5: Additional High Growth Projects Needed						
Project Number	**Project Name**	**Begin**	**End**	**length**	**Scope**	**Cost (Thousands)**
SP10	CCRP - SR522/SR 202 Access	127th Ave NE	NE 180th St	0.6	Build new roadway connecting the SR 202/127th Ave NE I/S with NE 180th St in Bothell over the Sammamish River and SR 522	85,000
	One-way Couplets	171st / 175th Corridor			Turn the 175th/171st corridors into one-way couplets – the direction of the couplet would depend on the grid roads that have been completed. The purpose of this would be to route more traffic to the 171st bi-pass, which would take congestion off of the NE 175th corridor.	

Table 4E-6 2030 PM Peak Hour LOS with CCRP and One-way Couplet and High LU

Intersection	LOS High LU
(25) NE 124th / NE 160th	E
(26) 132nd Ave NE / NE 145th PL	E
(16) 140th / 171st	E
(8) 131st / SR 202	F

Map 4E-3 2030 PM Peak Hour LOS with CCRP, Couplet and High Land Use



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F. Downtown Scenarios

The Planning Commission requested some additional transportation system scenarios for the downtown be considered in the context of the low, medium, and high growth scenarios and their desired plans for future downtown development. The Planning Commission requested that the following options be analyzed:

1) Cars win on 175th
2) Pedestrians win on 175th
3) Little Bear Creek/Woodinville Snohomish Road Couplet – Boulevard
4) Minimal improvements with low growth scenario
5) Grid roads sensitivity test (one removed)

Each of these scenarios was analyzed with and without grid roads except for scenario five the grid roads sensitivity test.

Cars win on NE 175th

This scenario widens 175th to its maximum capacity which results in getting rid of the center turn lane and bike lanes. As a result, left turns are eliminated at the driveway and intersections of 132nd, 133rd, 135th, 138th and 139th, which may impact access to businesses especially if the grid road system has not yet been fully built. Additionally, there is minimal room for any pedestrian improvements and bike lanes have been removed. The LOS is improved or remains the same at all intersections. The car does win, however at the cost of all other modes.

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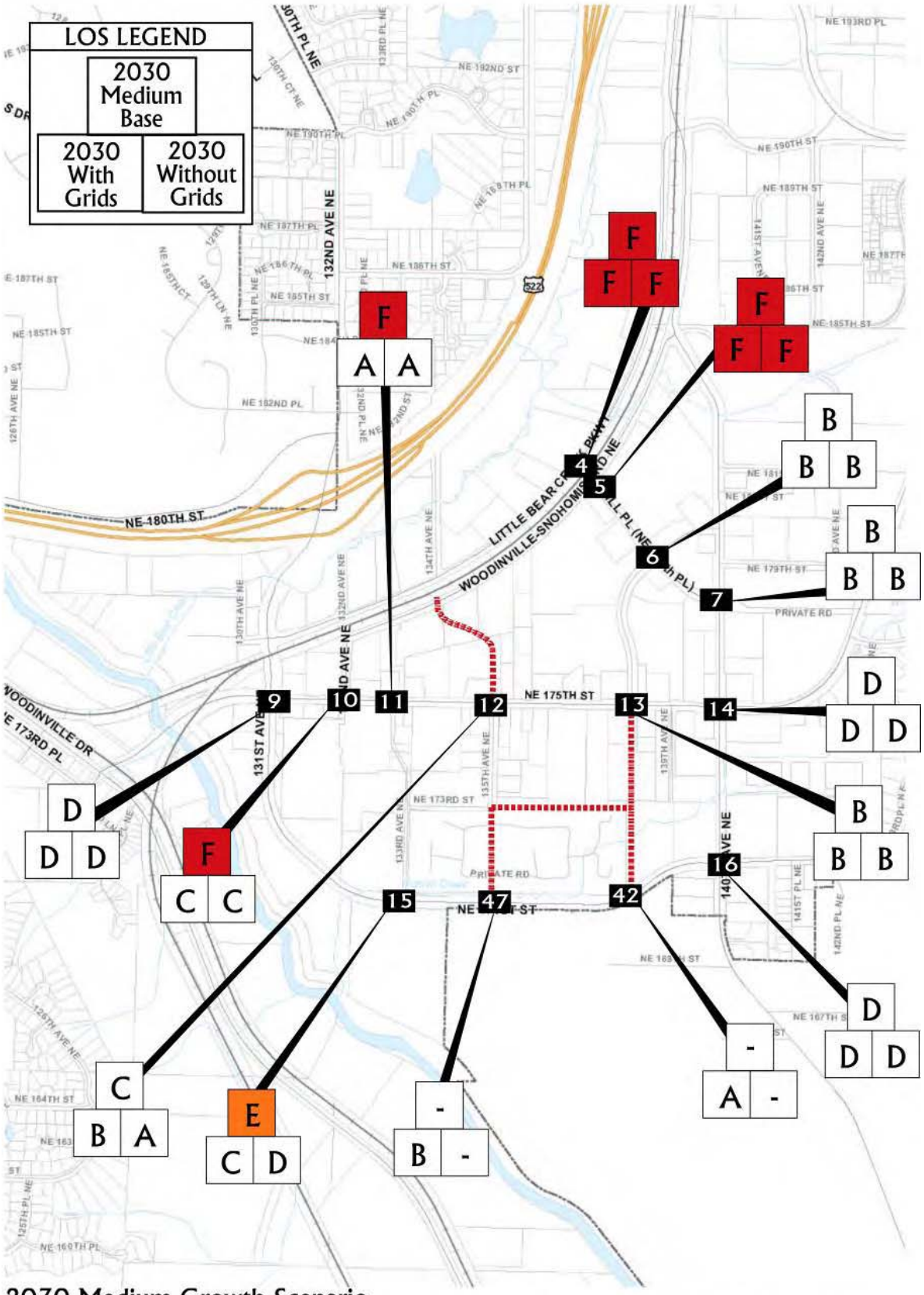
Map 4F-1: Cars Win on NE 175th



2030 Medium Growth Scenario
Downtown Circulation LOS With Option 1 (4 Lanes on NE 175th Street)

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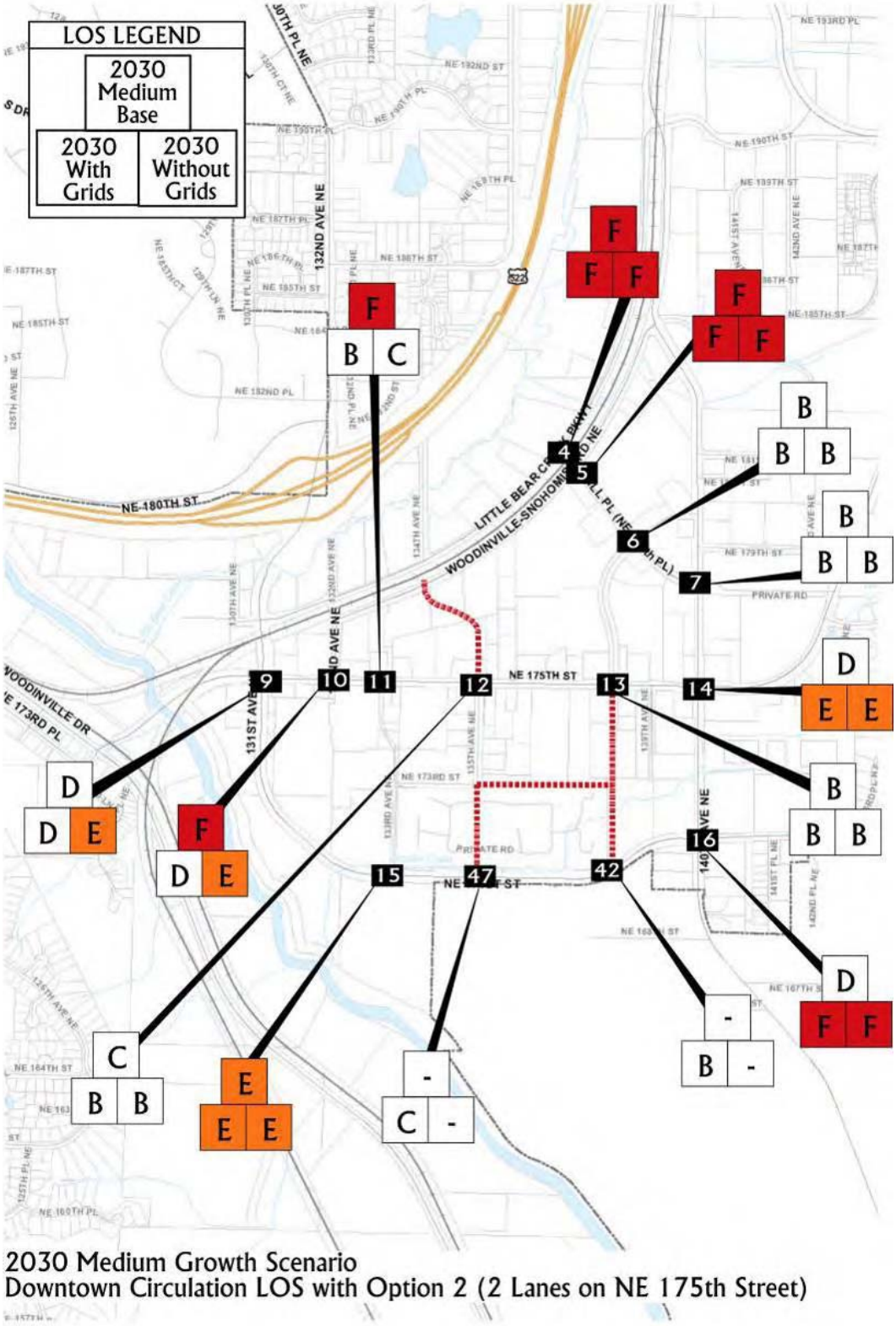
Pedestrians win on 175th

This scenario allows more room for bicycle and pedestrian improvements that would result in 175th no longer being the thoroughfare that it is today. This results in an elimination of left turns at driveways and intersections for the benefit of pedestrians, which may impact access to businesses if the grid road network is not fully completed. The LOS for cars decreases at most intersections as the bi-pass routes are currently not effective in routing traffic around to access state highways; therefore, this option is not recommended at this time.

Map 4F-2 Pedestrians win on 175th



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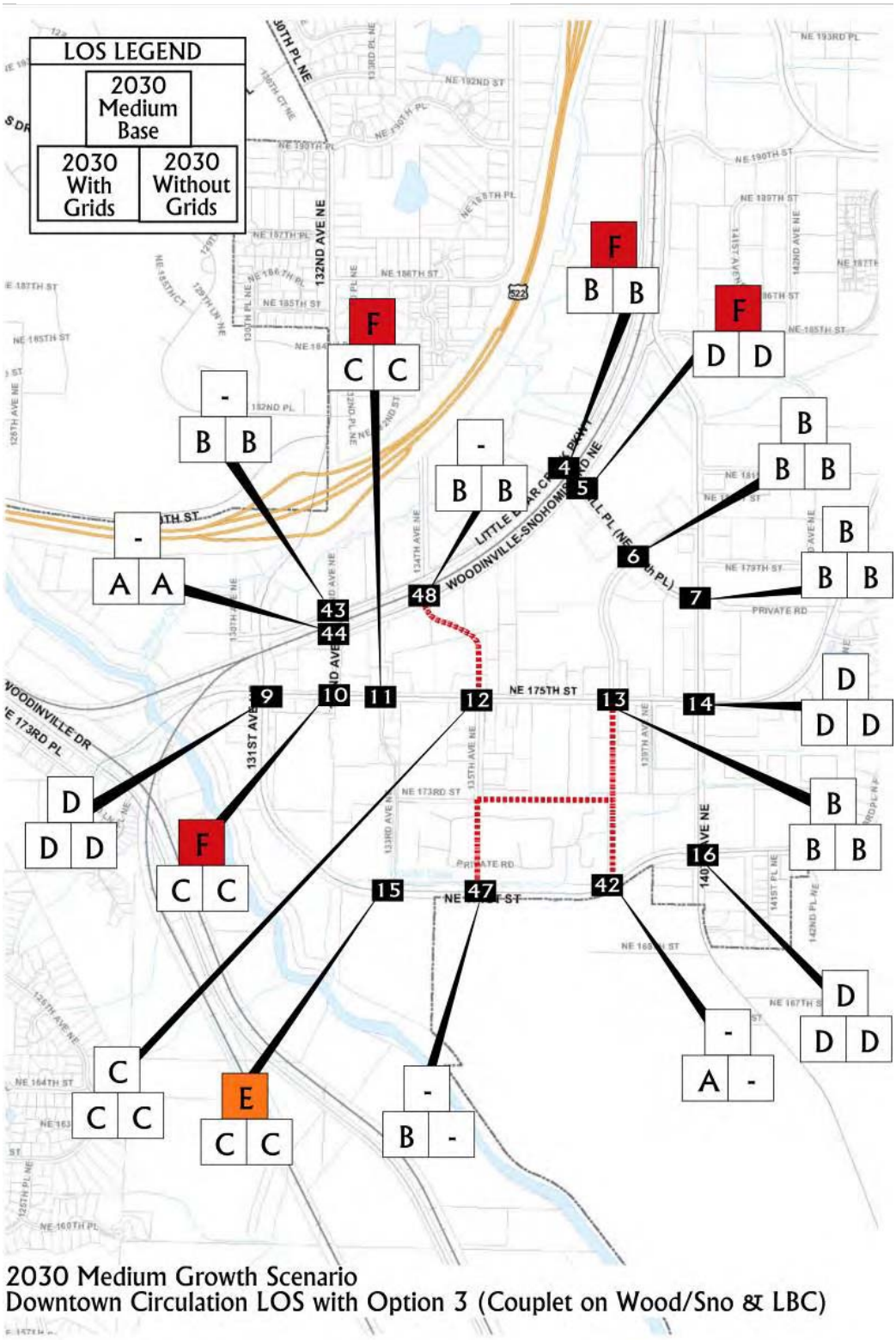
Little Bear Creek Parkway Boulevard Option

This scenario creates two one-way couplets on Woodinville Snohomish Road and Little Bear Creek Parkway, two lanes westbound on Little Bear Creek Parkway and two lanes eastbound on Woodinville-Snohomish Road. This scenario includes a new railroad crossing at 132nd and the scenario was run with and without grid roads. The model results showed that the LOS and functioning of the Mill Place and railroad crossing improved; with minimal affect to the rest of the road network with or without the grid roads. This scenario may affect the access to adjoining properties on Little Bear Creek Parkway and Woodinville-Snohomish road so this scenario is only recommended if the land use planning in the downtown master plan is able to compliment this scenario.

Map 4F-3 Little Bear Creek Parkway Boulevard Option



2030 Medium Growth Scenario
Downtown Circulation LOS with Option 3 (Couplet on Wood/Sno & LBC)

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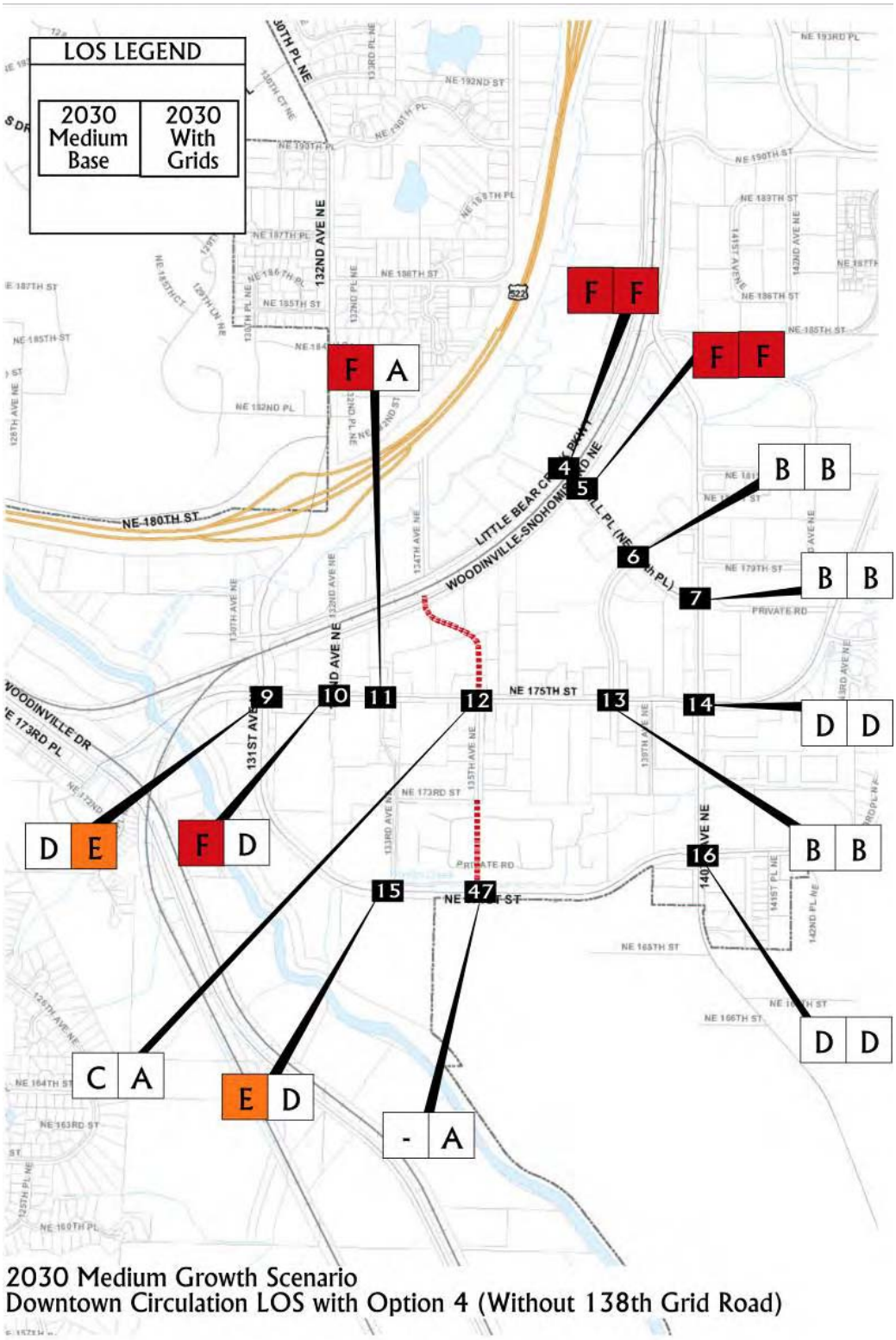
Grid Road Sensitivity

Growth scenarios were run which compared the LOS in the downtown with and without grid roads to test the sensitivity of the LOS of the downtown. The results showed that even one north south grid road provides congestion relief. This modeling work demonstrates the importance of constructing grid roads in the downtown as it develops.

Map 4F-4: Downtown Circulation without 138th Grid Road



2030 Medium Growth Scenario
Downtown Circulation LOS with Option 4 (Without 138th Grid Road)

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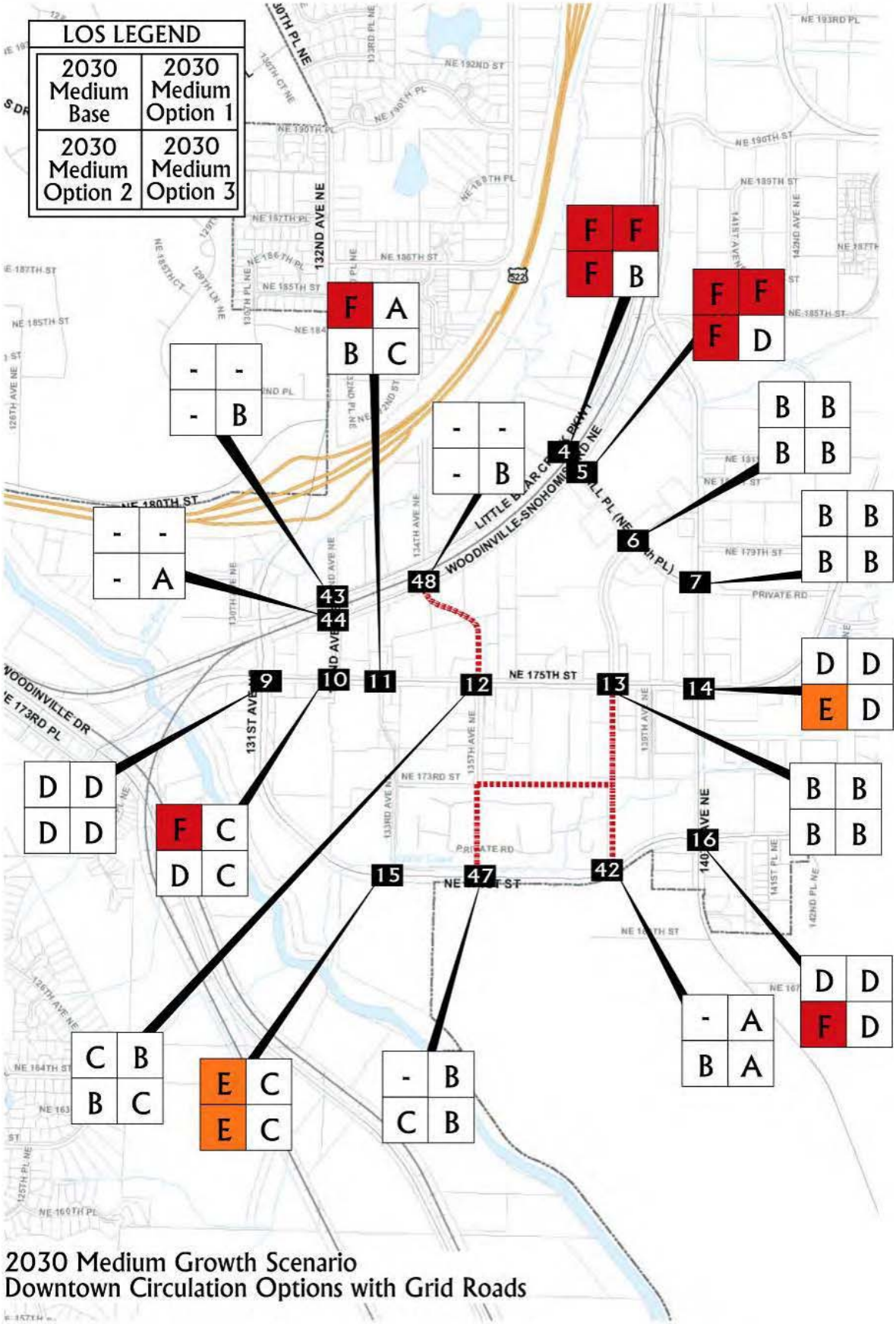
Map 4F-5: Downtown Circulation with 138th Grid Road



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G. Summary of Downtown Scenarios

At the time of publication of this plan, downtown master plan implementation in terms of standards and codes, are currently being discussed. The options laid out by this plan therefore were designed to give multiple options for downtown planning. However, some conclusions were made in the course of the discussion of how to plan for traffic and circulation in the downtown. Those conclusions were to stay within the existing right-of-way for NE 175th Street and not to consider one-way couplets for NE 175th Street except in the case of very high growth. Wider sidewalks for NE 175th Street were recommended for consideration in the downtown design of new standards for the street. The conclusion was also made that grid road projects should be pursued whenever possible, especially grid road projects which allow for additional crossing across Woodinville-Snohomish Road to connect and integrate Little Bear Creek and Woodinville-Snohomish Road into the downtown.

Non-Motorized Projects

Woodinville incorporated to become a city in 1993; therefore, a large portion of the City's infrastructure was inherited from its past as unincorporated King County. As a result, the sidewalk network in the city is not well developed. Downtown Woodinville has sidewalks and some bike lanes but because of the large parking lots and multiple access points that break up the downtown, even short distances can be an uncomfortable walk or bike because of the many potential vehicle conflict points.

One of the essential ingredients in creating a more pedestrian friendly city is creating linkages from Woodinville neighborhoods to downtown. Currently there are many gaps in the sidewalk network that prevent Woodinville neighborhoods from being connected to downtown. This has created a situation where it is necessary to drive short distances to get to city parks, restaurants and shopping. As the downtown grows and develops, creating linkages so that Woodinville residents can walk to restaurants, parks and shops, the farmers market and other events will take cars off the road, make Woodinville a more vibrant city, and promote healthy lifestyles. For those reasons the capital improvement projects in this section of the plan put a lot of emphasis on building sidewalks and bike lanes that connect Woodinville neighborhoods to downtown.

In summary, there are many projects on the non-motorized capital improvement plan that need to be completed in order to make the City of Woodinville a pedestrian friendly city. On the bright side, there is great opportunity to make a major difference in Woodinville's pedestrian network just by implementing a few of the major non-motorized projects. As the downtown grows and more downtown master plan streetscapes and CIP's are implemented it will become more pedestrian friendly. Once this happens, there will be more incentive for citizens to walk to downtown. Conversely, if there are better connections to downtown from Woodinville neighborhoods, the demand for more pedestrian friendly streetscapes downtown will increase. Woodinville has great potential to be a multi-modal city, which provides healthy alternatives to driving and becomes a vibrant multi-modal community.

Table 4G-1: List of Non-Motorized Projects			
Name of Project	**Limits of the Project**	**Project Number**	**Cost (thousands)**
195th School Sidewalks	156th Ave to Wellington Elementary	SZ -1	1,000
168th Ave - School Sidewalk Project	Fill Gaps on 168th from Wood-Duvall to 195th	SZ -2	500
Sidewalks East side of 156th	156th – Wood-Duvall to North City Limits	NM -1	1,500
South Power line Trail	Lower West Ridge Neighborhood Trail along power lines to Chateau Ridge	T -1	500
Winery Hill Road	SR 202/143rd/145th to 132nd Ave NE, including Ped Bridge over Sammamish River (south side) Construct Pedestrian Facility	NM-2	2,600
Downtown Master Plan Ped Bike Trail	Downtown Loop per LBC downtown plan	T-2	2,000
Rails/Trails Project	Trail on Rail Corridor throughout City	T-3	7,000
134th Ave NE	LBC Parkway to Lumpkin property	B-1	250
Wellington to N. Industrial Area	144th Ave NE to Wellington Neighborhood	NM-3	600
NE 180th, 164th Ave NE, 160th Pl NE Ped Bike Facility	Wood-Duvall to NE 175th around Lake Leota	NM-4	1,400
NE 173rd Ped Bike Project Southern Border	143rd PL NE to 164th Ave NE	NM-5	2,500
Greenbrier/Wood-Duvall Road Trail	142nd Ave NE to Wood-Duvall	NM-6	62
Non Motorized Boat Launch	Along Sammamish River Trail	T-4	58
Existing crosswalk at 140th, north of 183rd Place converted to a flashing Pedestrian Crossing Lights	Crosswalk 140th/138th Place	XW-2	60
Existing mid-block crosswalk on Mill Place in TRF converted to a flashing Pedestrian Crossing Lights	Mid Block Crosswalk on Mill Place between Garden Way and Wood-Sno	XW-3	60
Sidewalk Gap Project NE 124th	Fill gaps on 124th from 145th to NE 173rd	NM-7	600
Sidewalk to connect West Ridge to downtown via NE 173rd	173rd, 127th Pl across Sammamish River to 175th	NM-8	1,200
Wedge School Zone Sidewalk Gaps NE 130th, 132nd	Multiple Gaps to fill	SZ-3	200
136th Ave to Future Brightwater	136th from 203rd to Brightwater	NM-9	1,000
School Zone Sidewalk Project NE 195th - Wedge	Fill gaps in sidewalk network from Wood-Sno to 132nd	SZ-4	1,200
School Zone Sidewalk Gap Project 205th - Wedge	Fill gaps in sidewalk network on 205th from 130th to 136th	SZ-5	600
Bridge over SR 522 connecting Wedge neighborhood to Downtown	136th to Little Bear Creek Trail Walkway along 136th	B-2	3,000
Woodinville-Duvall Road Gap – Ped Bike Facility	North Woodinville Way to NE 178th St	NM-10	1,200
School Zone Sidewalk Gap Project 132nd Ave NE	Fill in gaps in sidewalk walkway network from NE 195th St to NE 205th Street	SZ-7	300
School Zone side 132nd Ave NE	145th Vicinity	SZ-6	300
Woodinville-Duvall Road – Ped Bike Facilities	156th Ave NE to NE North Woodinville Way	R-5	1,500

*School Zone projects (SZ) are higher priority projects than other non-motorized CIP projects

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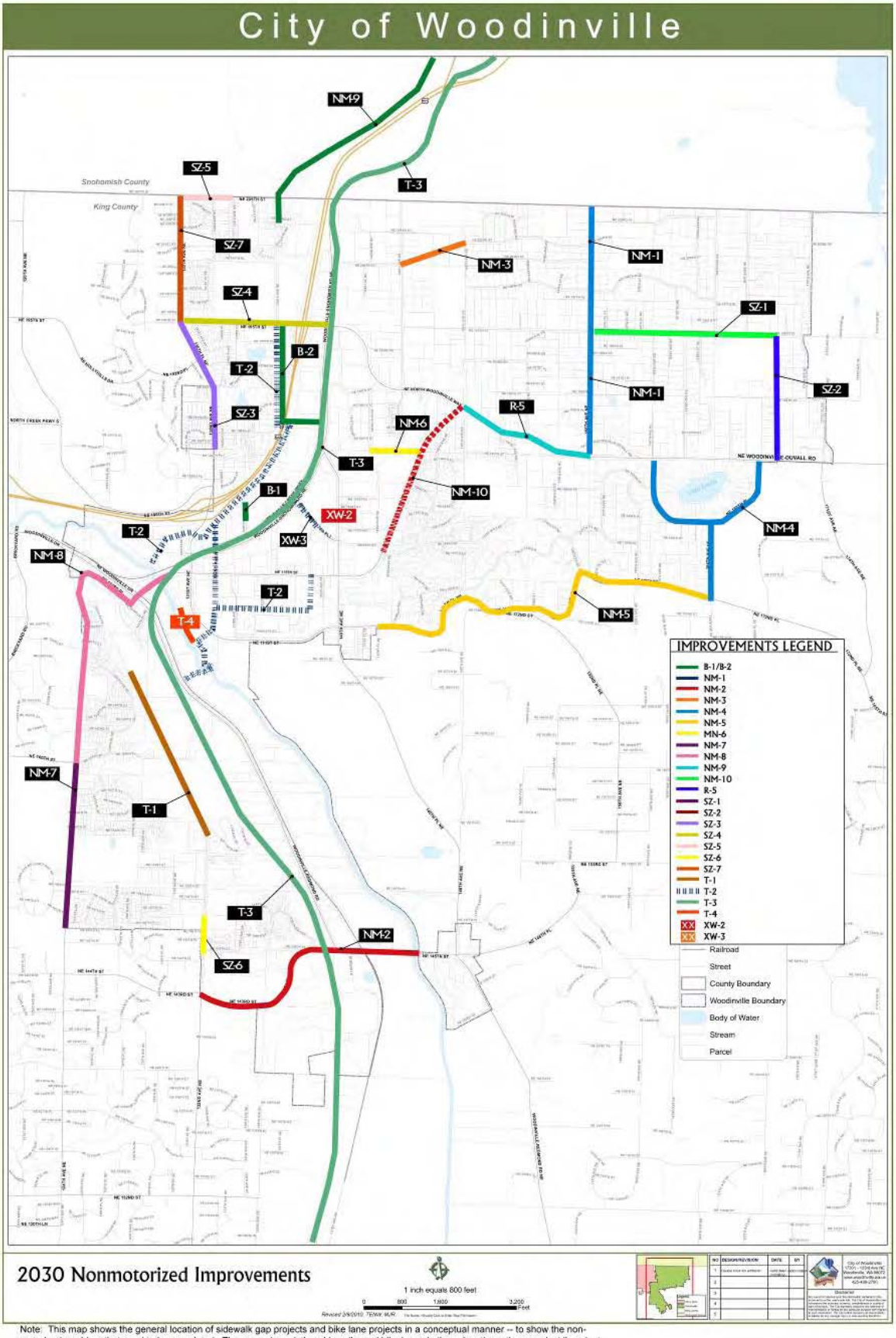
Map 4G-1: 2009 Non-Motorized Projects



Note: This map shows the general location of sidewalk gap projects and bike lane projects in a conceptual manner -- to show the non-motorized corridors that need to be completed. There may be existing sidewalks and bike lanes in these locations, these project lines just indicate that there are CIP projets in this general area needed to complete non-motorized connectivity for these corridors.

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H. Other Agency, Projects, and Review

A list of other agency projects within the vicinity of the city has been complied so that Woodinville's transportation planning considers these improvements in its planning process. The city will work with these agencies in its planning process and communicate with these agencies on solutions to regional transportation issues.

Table 4H-1: Other Agency Projects

Jurisdiction	Location	Type of Project	Project Number	Comments
King County	NE 175th/NE 172nd PL From 155th Pl NE to DuRocher Rd (174th NE)	Capacity Minor	OP-RD-18	Reconstruct Roadway
King County	176th Ave NE & Wood-Duvall Rd	Safety	HAL-35	Preliminary suggested scope Add left-turn lane in EB/WB directions
King County	176th Ave NE from Wood-Duvall Rd to NE 195th	Non-motorized	N-89.40	Construct neighborhood pathway
King County	NE 144th St ITS from 124th Ave NE to 148th Ave NE	ITS	ITS-17	Provide Intelligent Transportation System improvements which could include vehicle direction; cameras; traveler information
King County	Du Rocher Rd From 172nd Pl NE to Wood-Duvall Rd	Non-motorized	N-89.30	Provide non motorized facility
King County	124th Ave NE ITS From NE 132nd St to NE 160th	ITS	ITS-21	Provide Intelligent Transportation System which could include cameras, vehicle detection, fiber optic communications
King County	146th Pl NE from SR-202 to 155th Ave NE	Preservation	RC-48	15 ft tall wall
King County	Juanita-Woodinville Way NE From 112th Ave NE to I-405	Capacity Minor	CP-4	HOV highway access
King County	Avondale Road NE & NE 159th St	Safety	HAL-11	Preliminary suggested scope- Install signal. Add left turn lane in NB/SB direction
King County	Wood-Duvall Rd From 171st Ave NE to Avondale Rd	Capacity Minor	CP-12	Widen roadway to increase capacity
King County	Wood-Duvall Rd ITS Phase I From 168th Ave NE to 212th Ave NE	ITS	ITS-6	Provide intelligent transportation system improvement which could include synchronized signals, cameras, vehicle detection, fiber optic communications, dynamic message signs
King County	176th Ave NE & Wood-Duvall Rd	Safety	HAL-35	Preliminary suggested scope – add left turn lane in EB/WB directions
King County	Wood-Duvall Rd from NE 183rd St to 185th Ave NE	Safety	HARS-6	Preliminary suggested scope – widen road for TWLTL
King County	Willows Road Extension from NE 124th to NE 145th	Capacity Major	CP-18	Construct missing arterial link
King County	Avondale Road NE Ph II from NE 155th St to NE 168th St	Capacity Minor	CP-13	Widen roadway to 3 lanes including 2 eight foot shoulders and a walkway
King County	Wood-Duvall Rd and Avondale Rd NE	Capacity Minor	CP-16	Widen the interstate for additional turn lanes, signal improvements, illumination, curb, gutter, sidewalks, bike lanes
Snohomish County	SR 522 to 176th St SE	Capacity, Safety	WS-21	Widen to 5 lanes with access management; limiting signal spacing to 1 mi. or greater, no new signalized intersections, raised median treatments, limitations on driveway and private road access.
Snohomish County	SR 522 to UGA Boundary	Urban 3 lane standards	AC-35	Paradise Lake Road
Snohomish County	212 St SE to 240th St SE	Urban 2 lane standards	AS-44	45th Avenue SE
Snohomish County	SR 522 to King County Line	Rural 2 Lane Standards	AS-46	Echo Lake Road / 131st Ave SE
Redmond	Eastside BNSF Rail Corridor	Non-motorized rail banking	21	Build a non-motorized trail on existing rail corridor.
Bothell	SR 22 Stage 2A and 2B Improvements	Safety and capacity	Sheets 18 and 19	2A: West End: Wayne Curve to 91st Ave NE 2B: Wayne Curve to NE 180th St
Bothell	39th Ave Extension: 240th St to 228th	Capacity – road extension	Sheet 25	Bothell Connector
WSDOT	SR 9 Widening from Woodinville border to Arlington	Capacity, Safety		SR 9 Widening
WSDOT	SR 522 widening so that there is 2 lanes from King Snohomish Border to Monroe	Capacity Safety		SR 522 Widening
WSDOT	I-405 Widening	Capacity, Safety		

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This DRAFT document is being sent to the following agencies:

- King County
- Snohomish County
- Puget Sound Regional Council
- Redmond
- Kirkland
- Bothell
- WSDOT
- CTED

I. Eastside Rail Corridor

Burlington Northern Santa Fe is in the process of negotiating a sale (2009-2010) of the eastside railroad corridor, which runs from North Renton to Snohomish, (including the Redmond spur) to the Port of Seattle. This includes the Bellevue and Redmond lines, both which run through Woodinville. This will result in a change of ownership of the rail corridor and a change in who operates the rail line. King County intends to purchase an easement for a trail from the Port of Seattle along the portion of the corridor from Renton to Woodinville. King County has expressed their interest in making this a non-motorized corridor with a trail. At a regional level the discussion for the possible uses of this rail corridor, include; freight, an excursion train, commuter rail and a non-motorized trail.

The City would encourage the use of this corridor for a pedestrian corridor as well as encourage a rail station in Woodinville for future excursion rail service or a commuter rail service. Consideration should be given to locating a future rail station along the Little Bear Creek Corridor, as this would support the downtown planning to add more density and residential dwellings to the downtown. If a rail station is located in Woodinville, when this occurs the city would encourage moving the existing park and ride to the rail station in order to create a multi-modal station.

J. Traffic Impact Fees

Existing

The current transportation impact fee methodology assigns a share of transportation project costs to each of the four Transportation Service Areas (TSA) within the City. Impact fees are based on the amount of roadway capacity used by a development. This capacity is measured in Vehicle Miles Traveled (VMT). VMT is based on the developer's share of the average cost of capacity. The average cost of capacity is based on a 20-year list of projects in the Transportation Facilities Plan (TFP). The developer's share of the average cost of capacity is based on the share of each project that is designed to add capacity to serve new growth.

Future

Future recommendation is to change the traffic impact fee system to simplify and update it with the new project lists developed as part of this plan. The existing multi-zone system and vehicle miles travelled metric that currently exists is complex, and therefore hard to understand and administer. In the future, a one-zone system with a charge per PM peak hour trip is desired in order to make traffic impact fees easier to understand and administer while still achieving the purpose of charging development per unit of road capacity taken. In the appendix a rough estimate of traffic impact fees has been developed. However, a new traffic impact fee will need a new ordinance and discussion with elected bodies before it is implemented.

K. Financing

This document does not address the financing of the plan. The financing of this plan will be addressed as part of the Capital Facilities Plan, which will be developed in 2010-2011. The Capital Facilities Plan will address the financing of transportation in a comprehensive manner in coordination with other City needs.

L. Concurrency and Adopted Level of Service (LOS)

Currently, the City has adopted LOS “E” for operation of its road system per WMC 21.28.070 for concurrency. It was requested that a different level of service be considered for roads within and serving single-family residential neighborhoods. The purpose of the higher level of service standard for these roads is to preserve the look, feel, and operational characteristics of residential streets as “residential” and not allow them to be used for through traffic and the fulfill network capacity needs.

Upon analysis and review, it is recommended that a LOS “C” is established for local roads and intersections, contained within the R-1, R-4, and R-6 zones, as shown on the currently approved Zoning Map, subject to the following conditions:

1) This applies to local roads and intersections (residential) only.
2) This does not apply to designated arterial roads within or adjacent to these zones.
3) This does not apply to an intersection of a local street and an arterial street. This intersection would be considered part of the arterial street network.

APPENDIX A

2007 EXISTING LOS TRAFFIC VOLUMES

(see page 35 of report body for intersection numbering)

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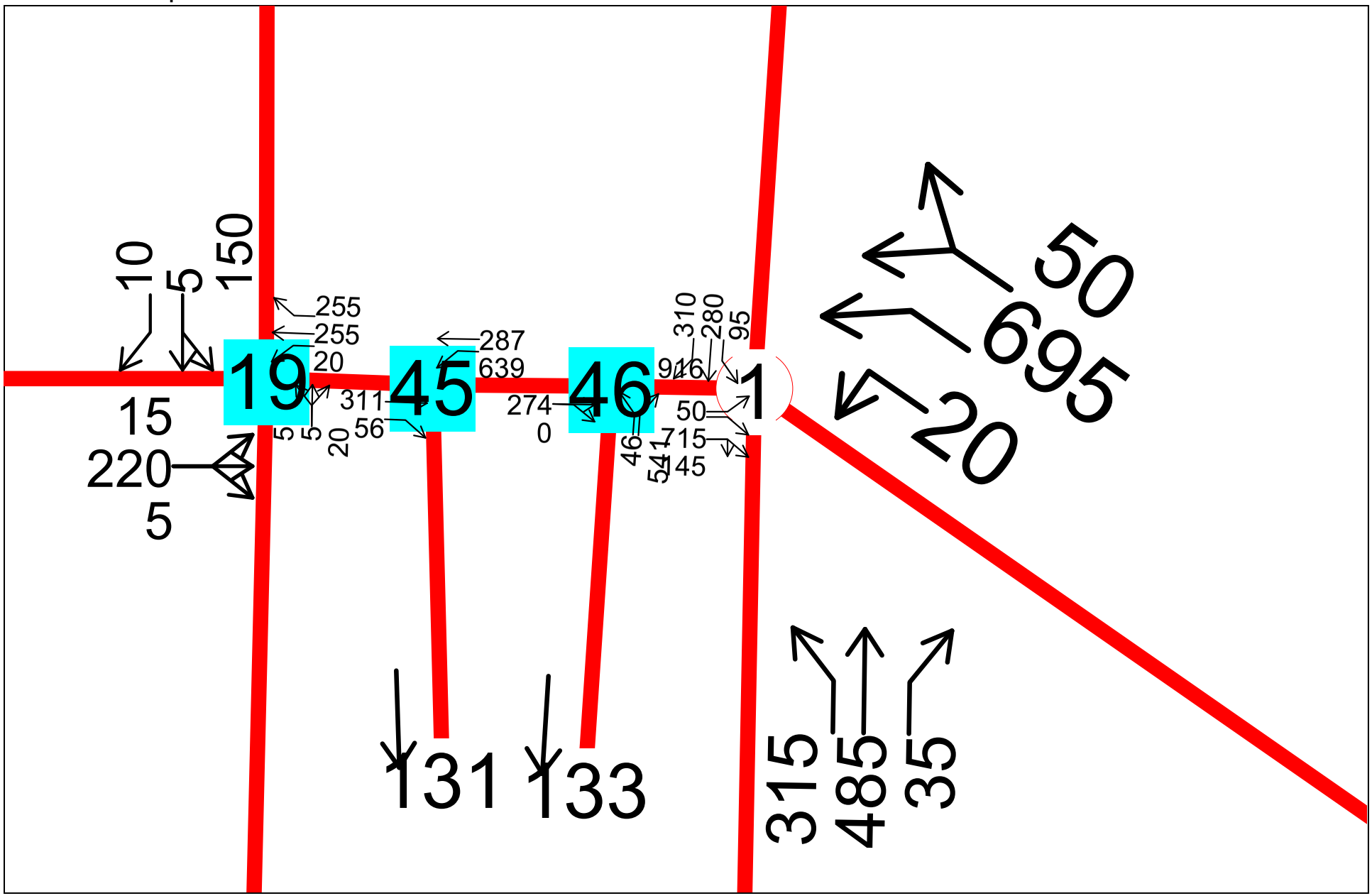

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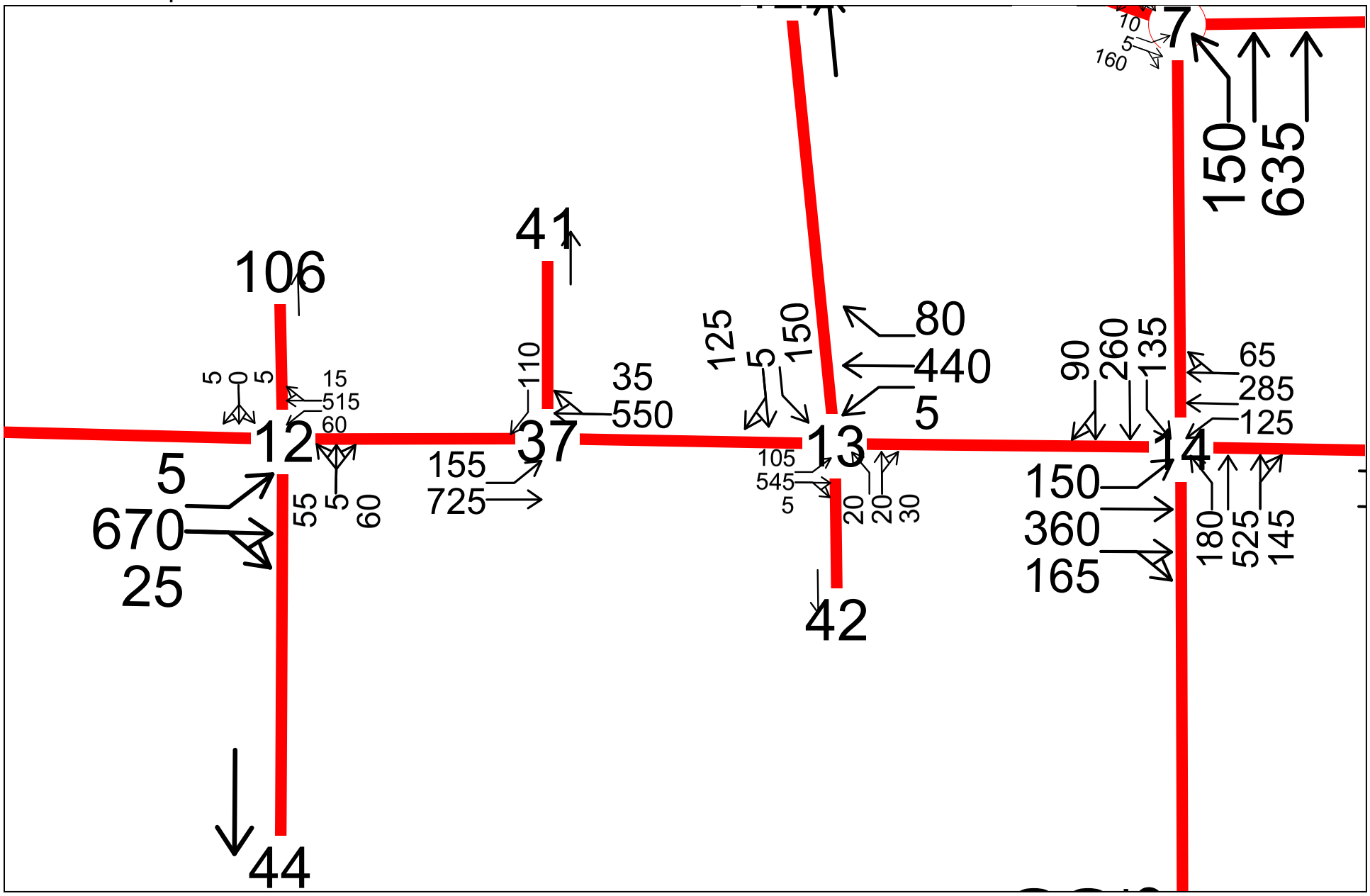

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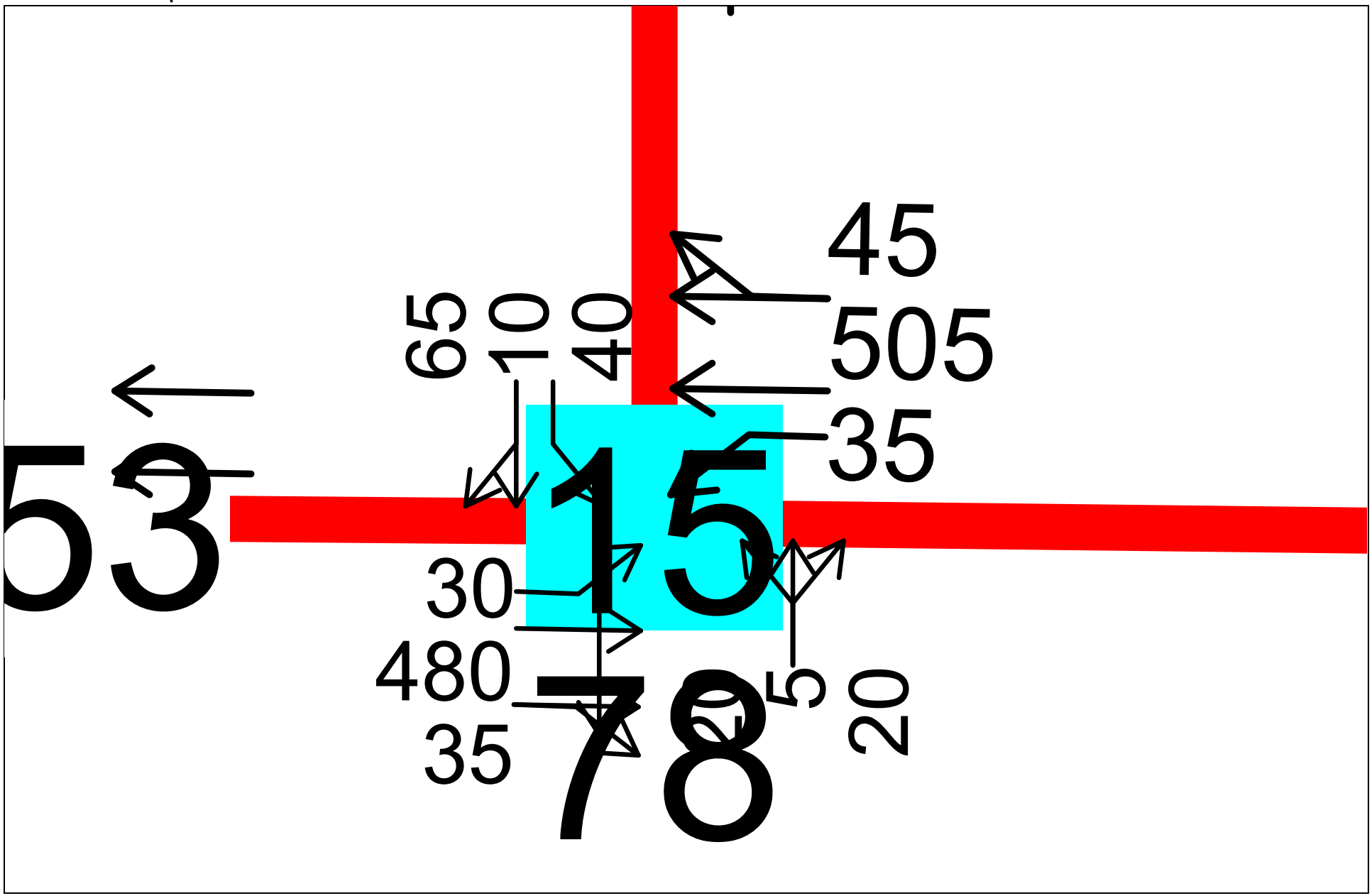

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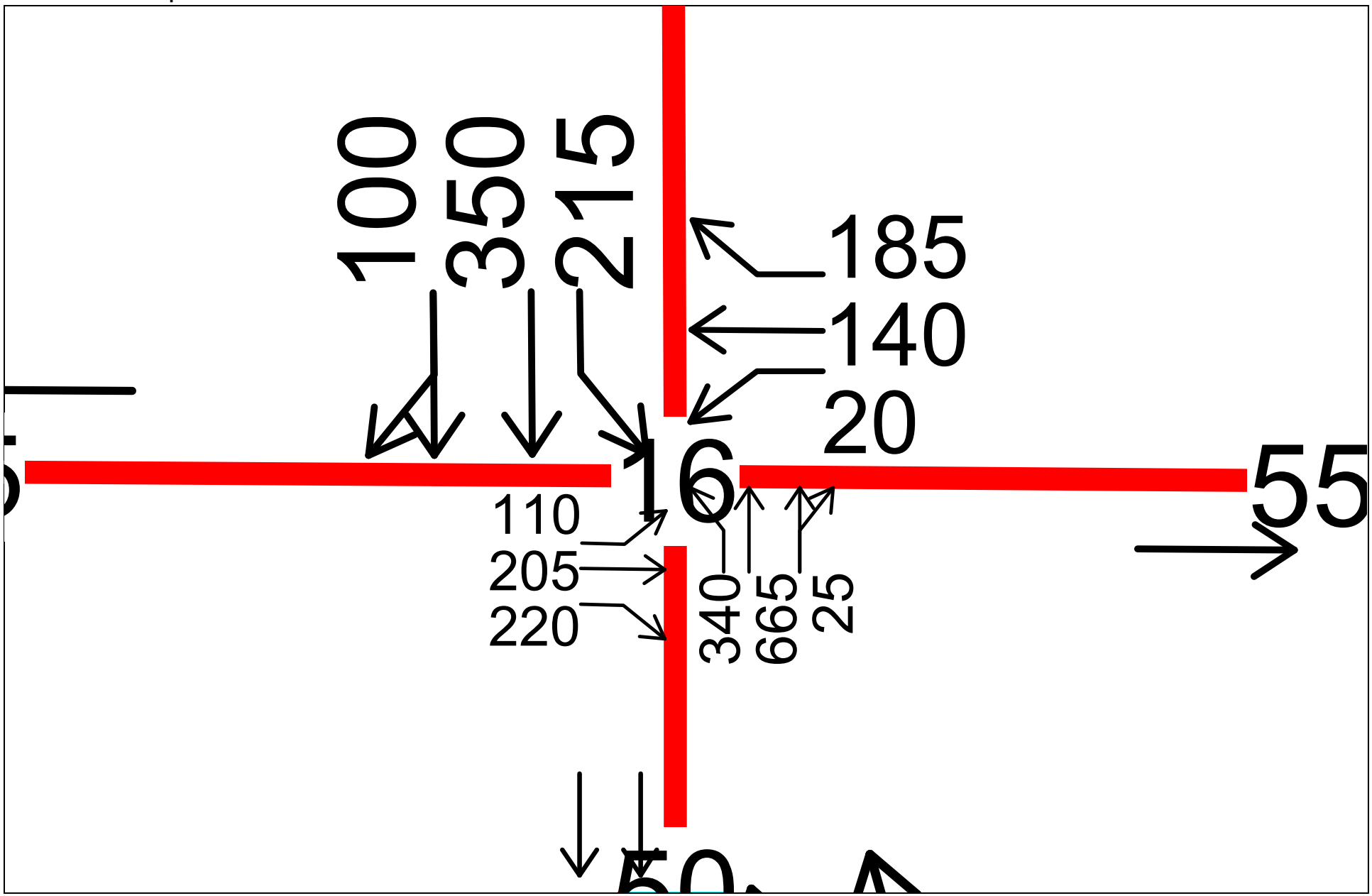

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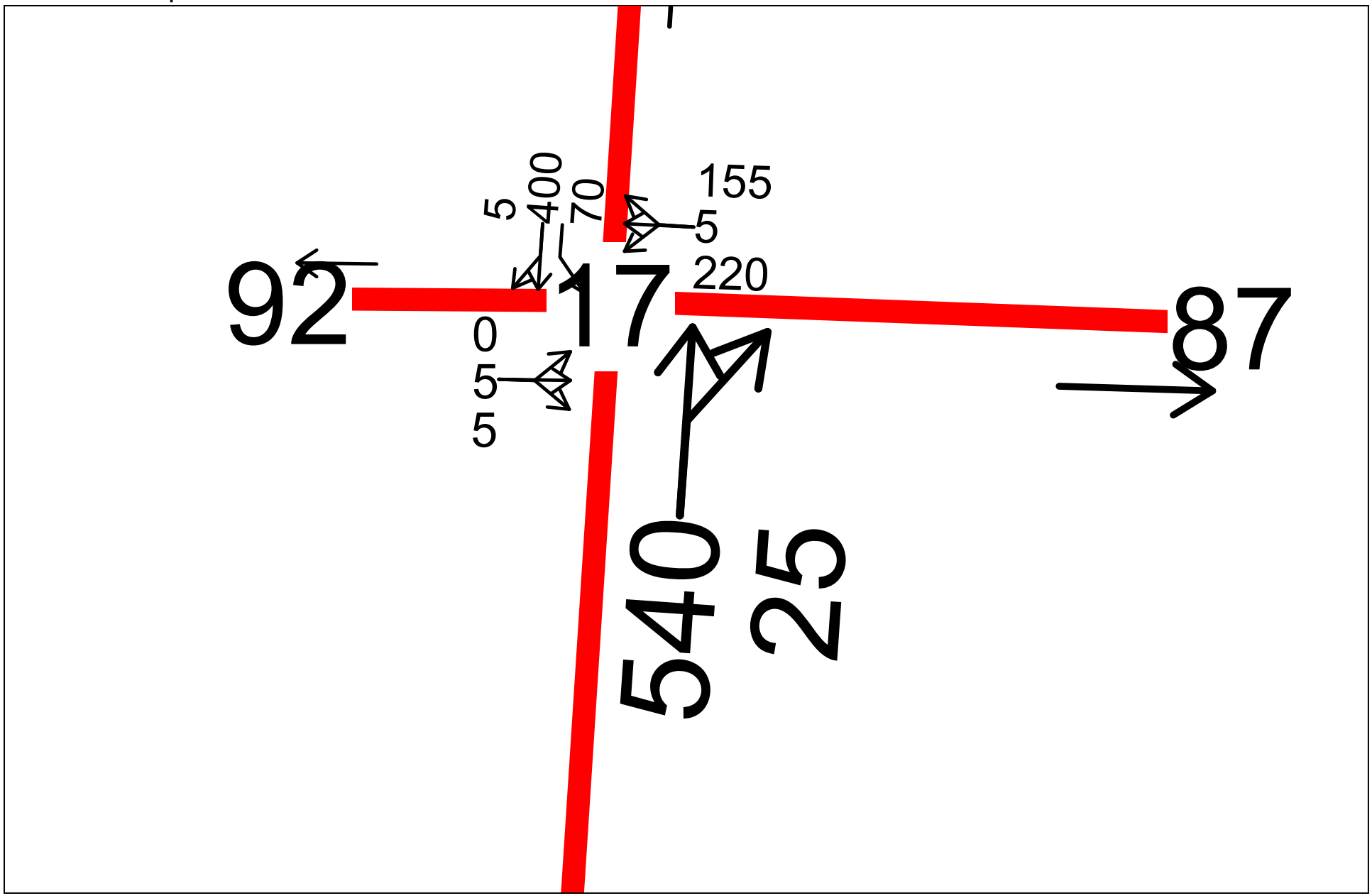

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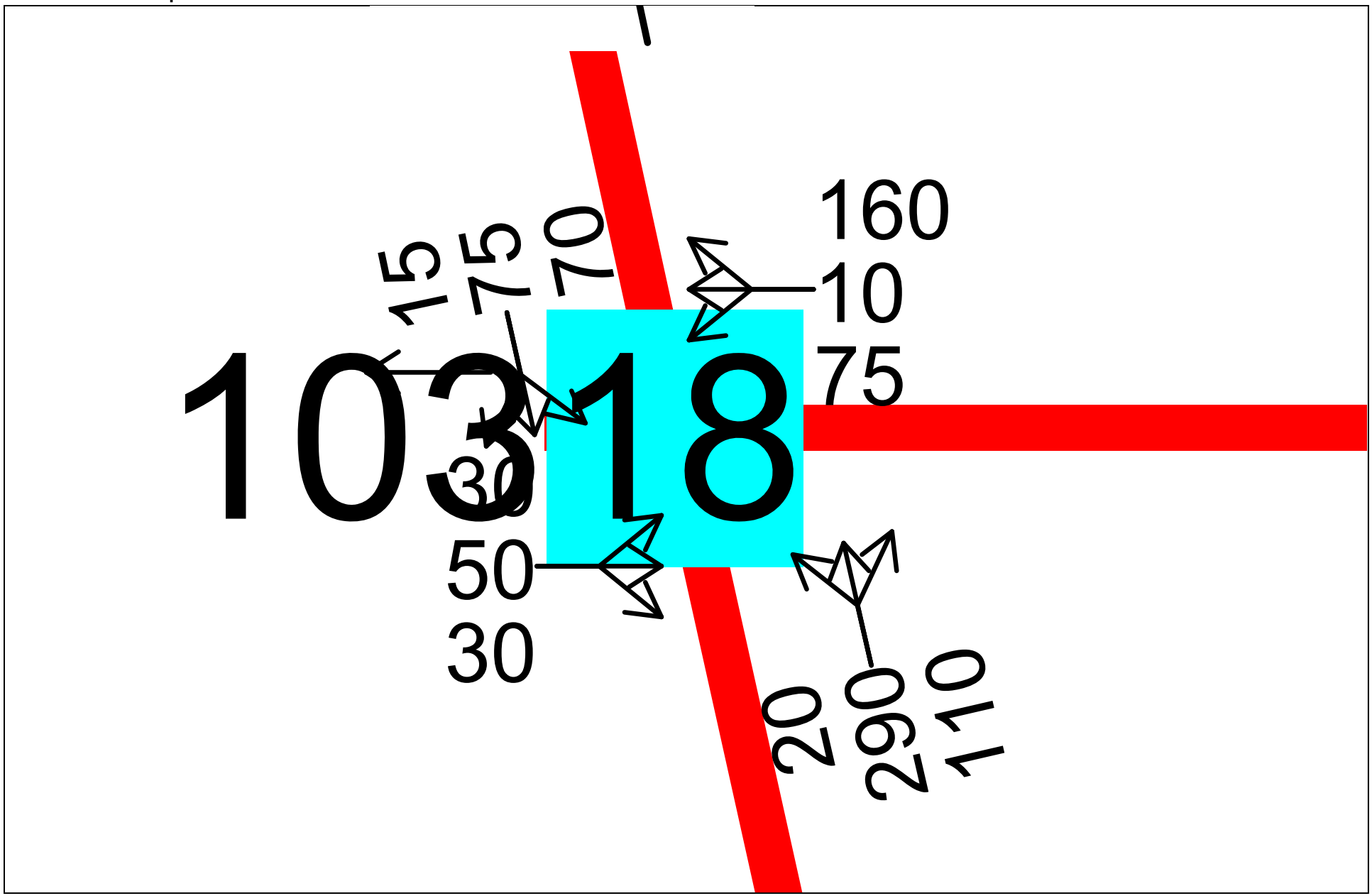

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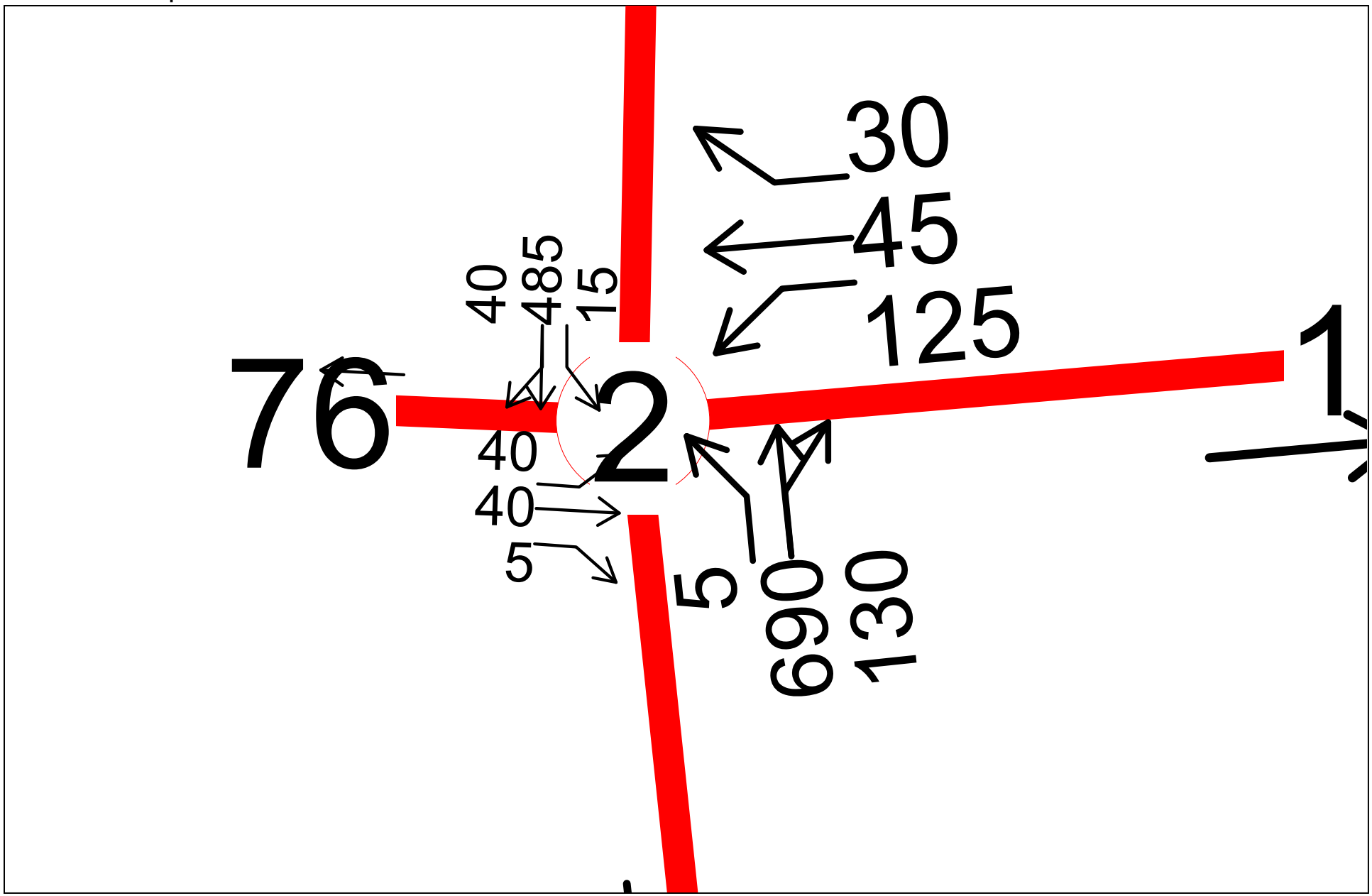

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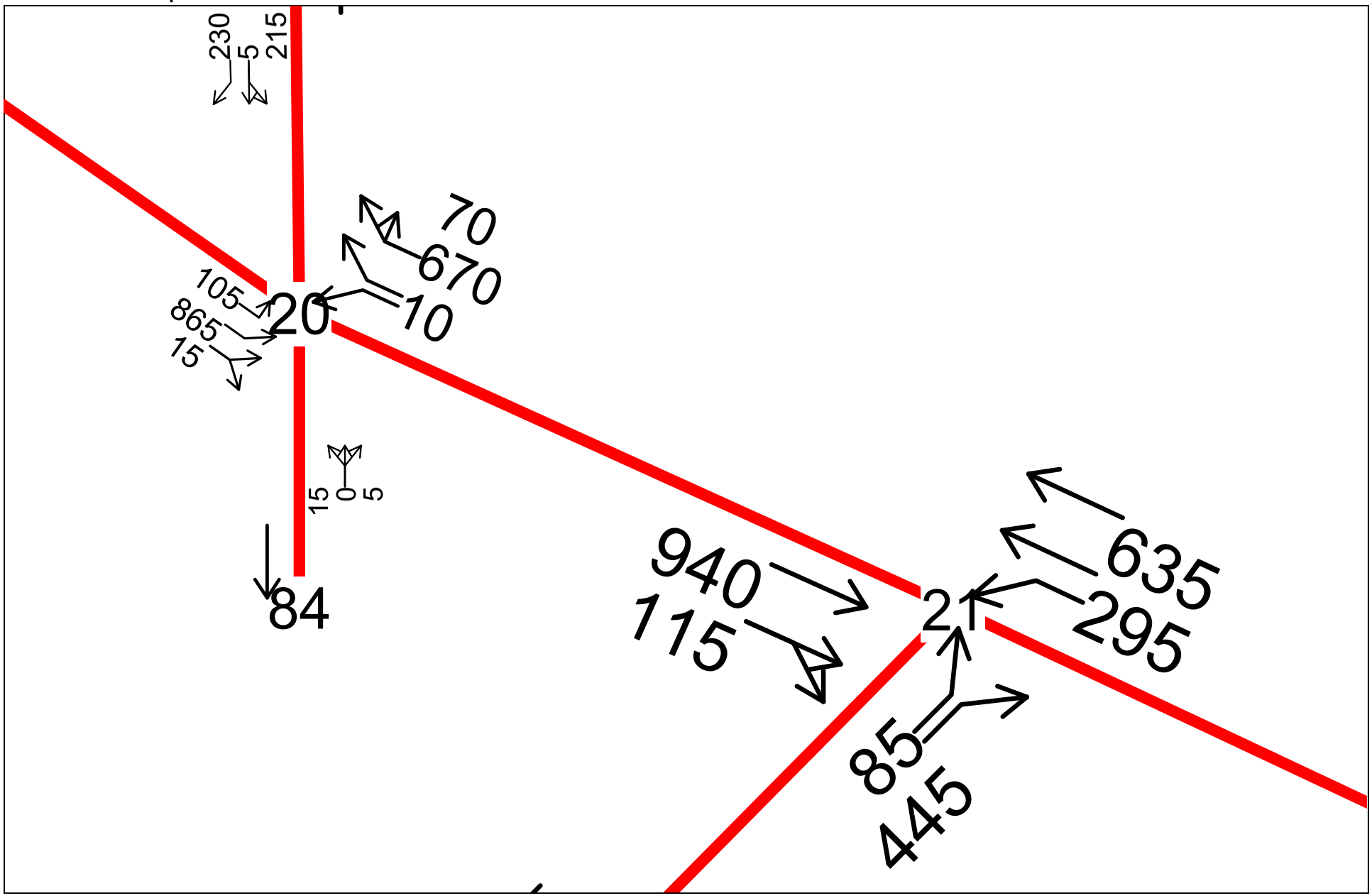

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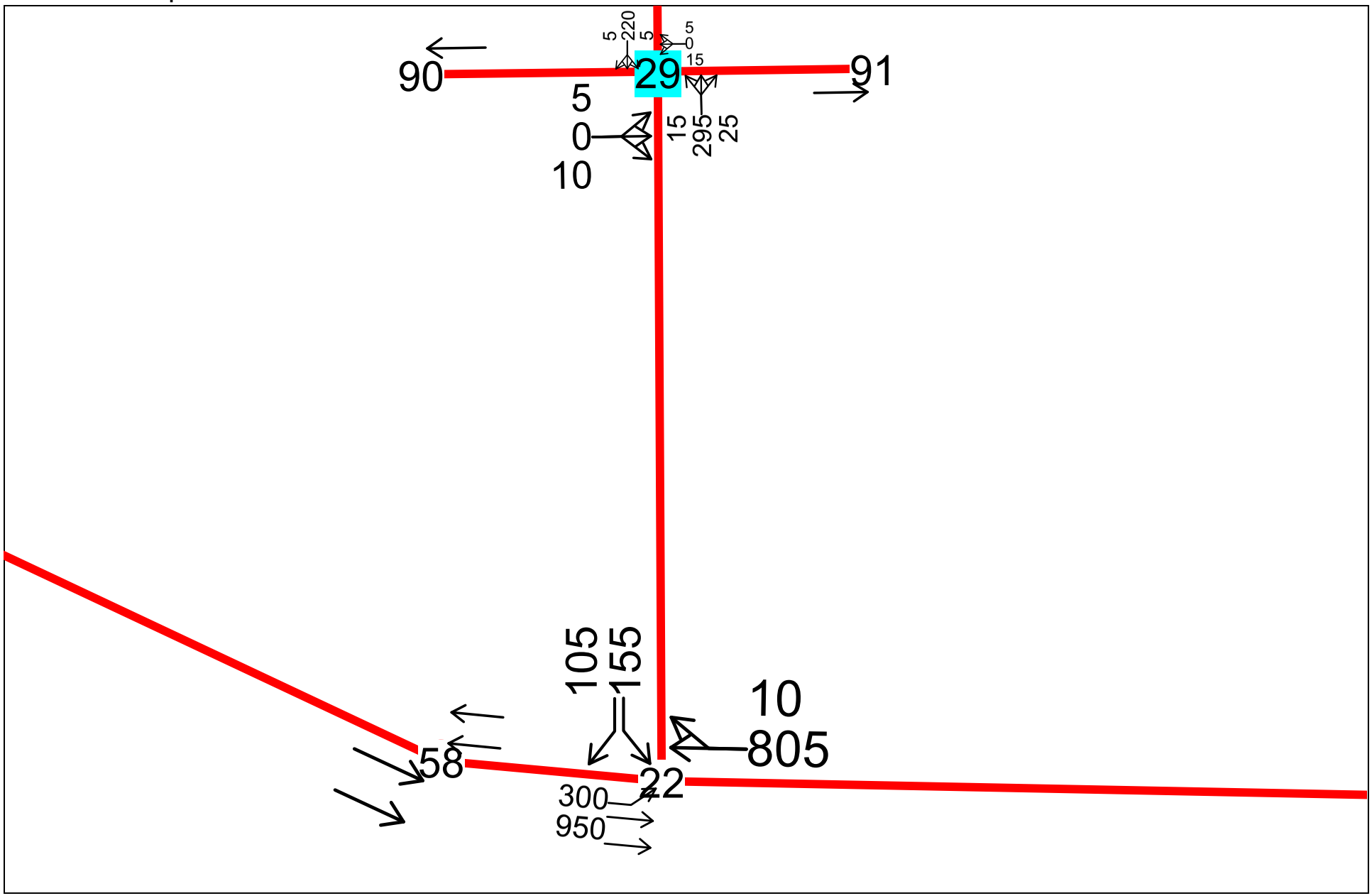

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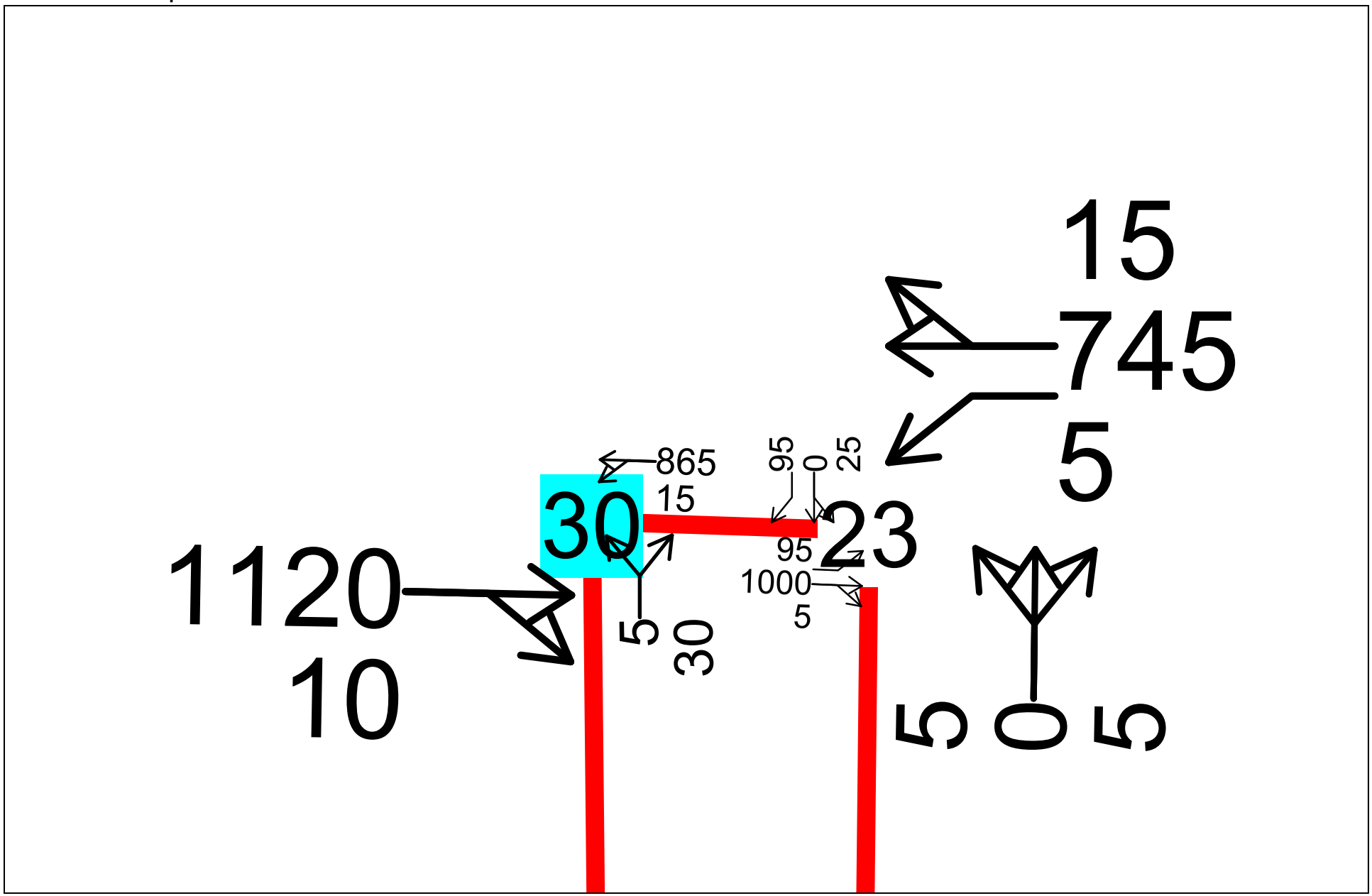

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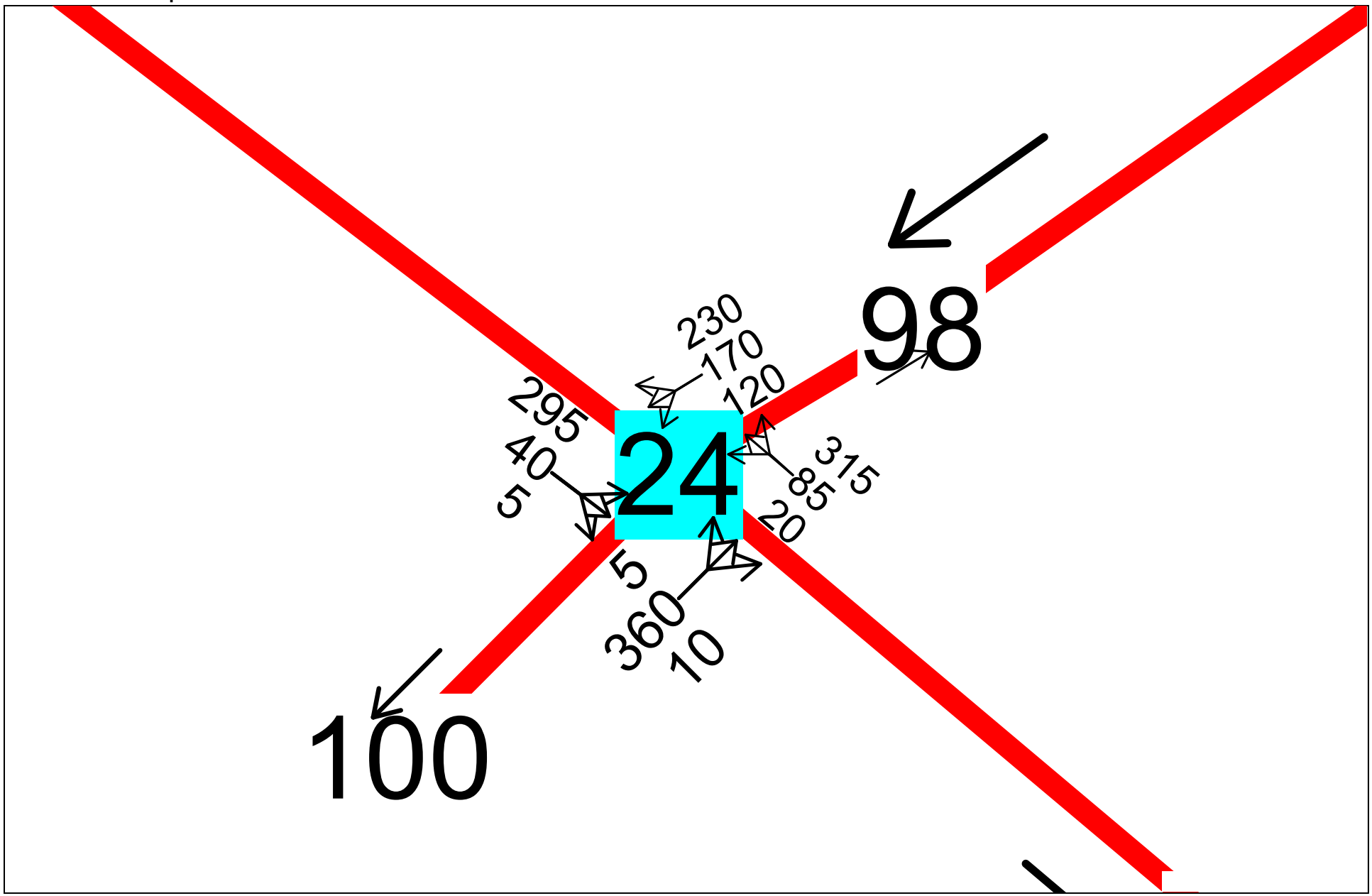

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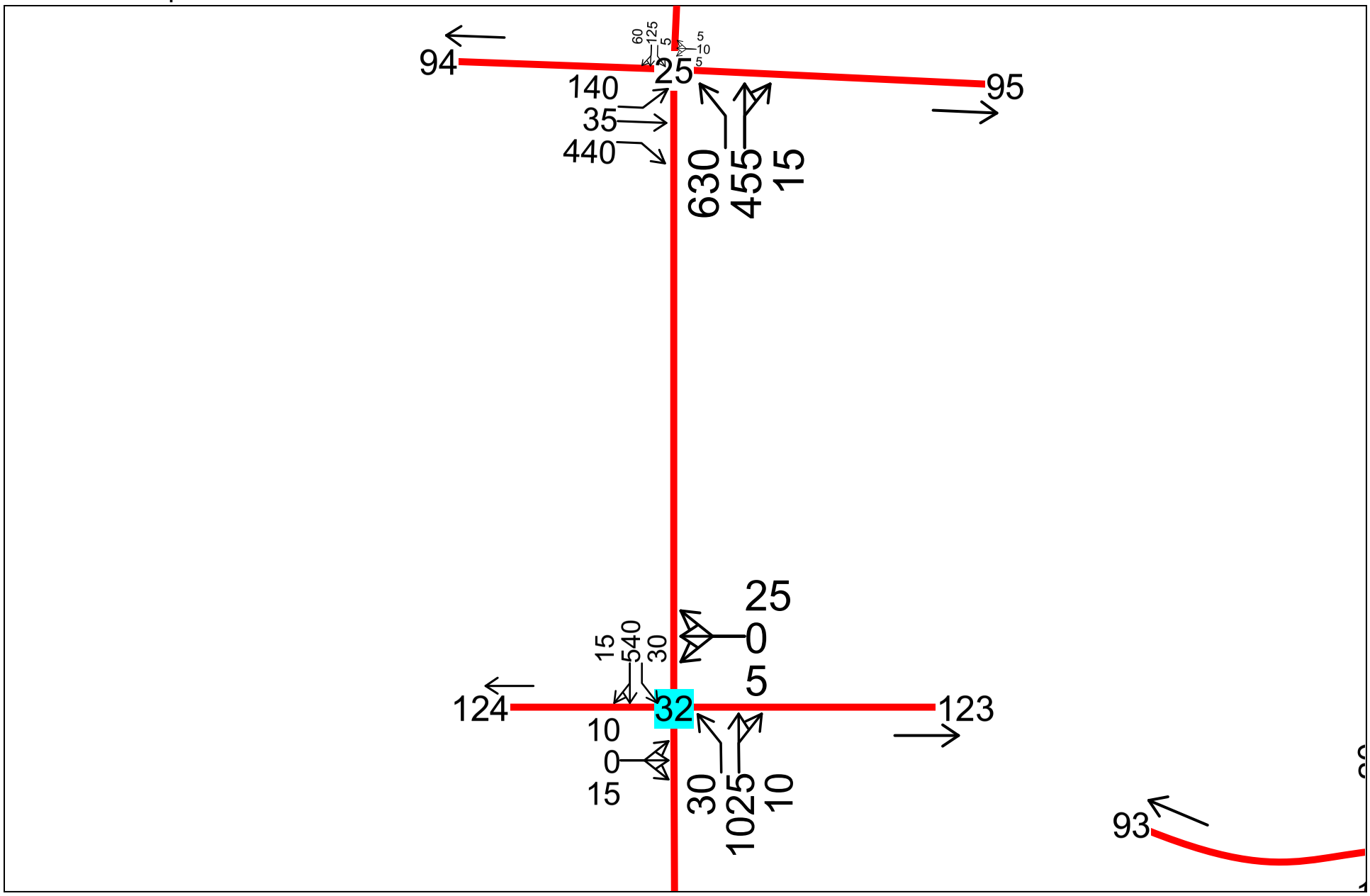

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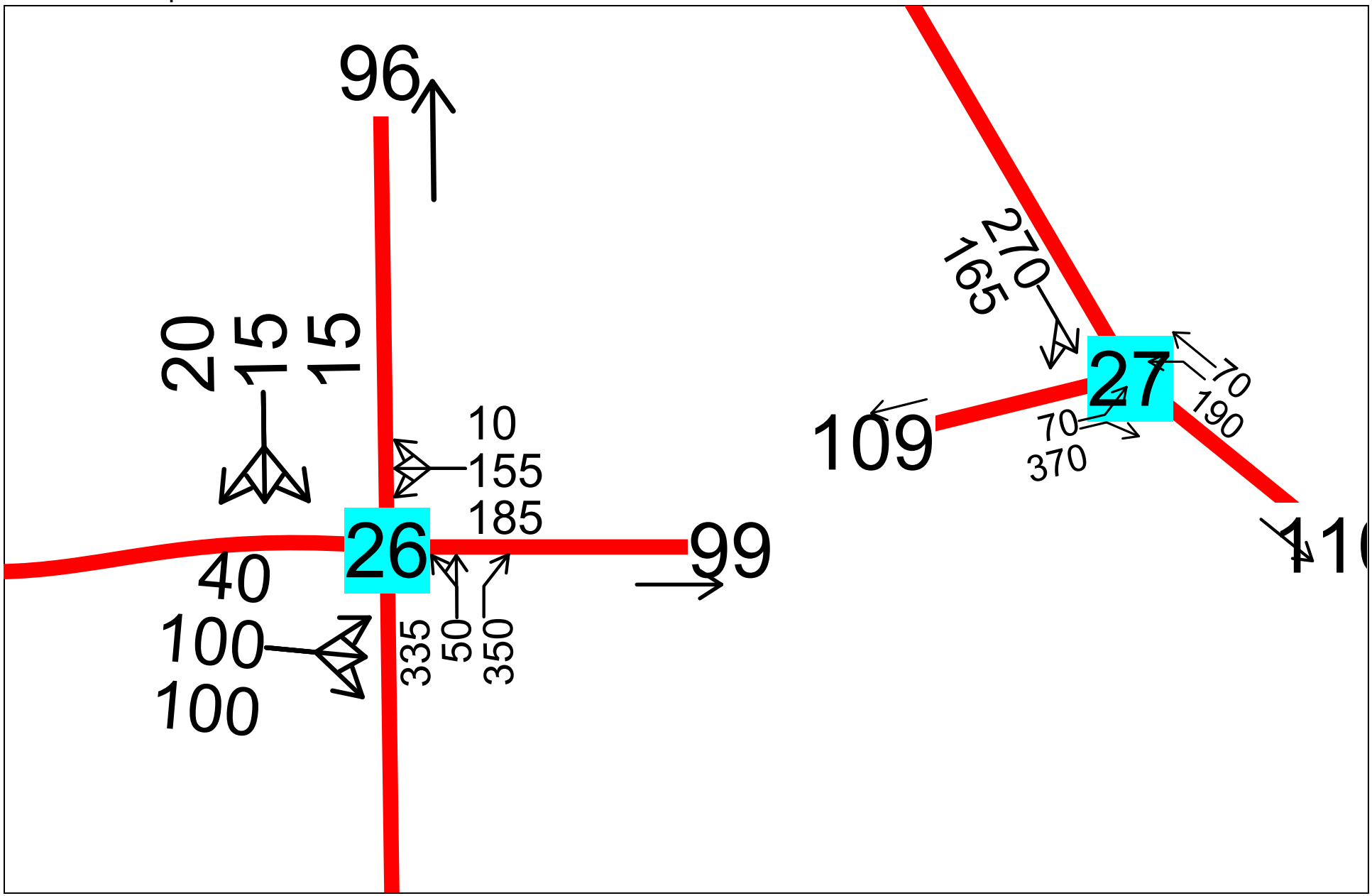

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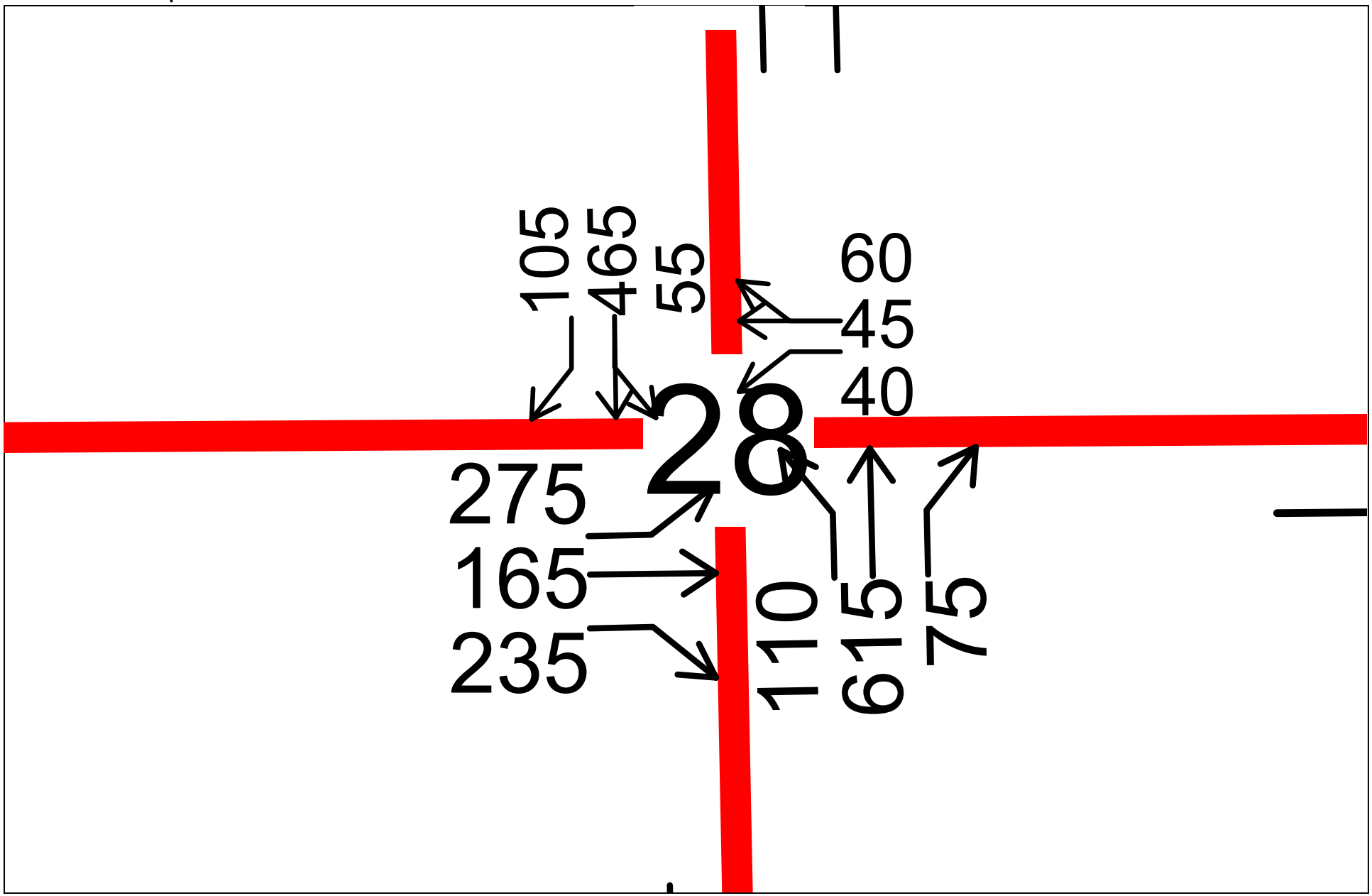

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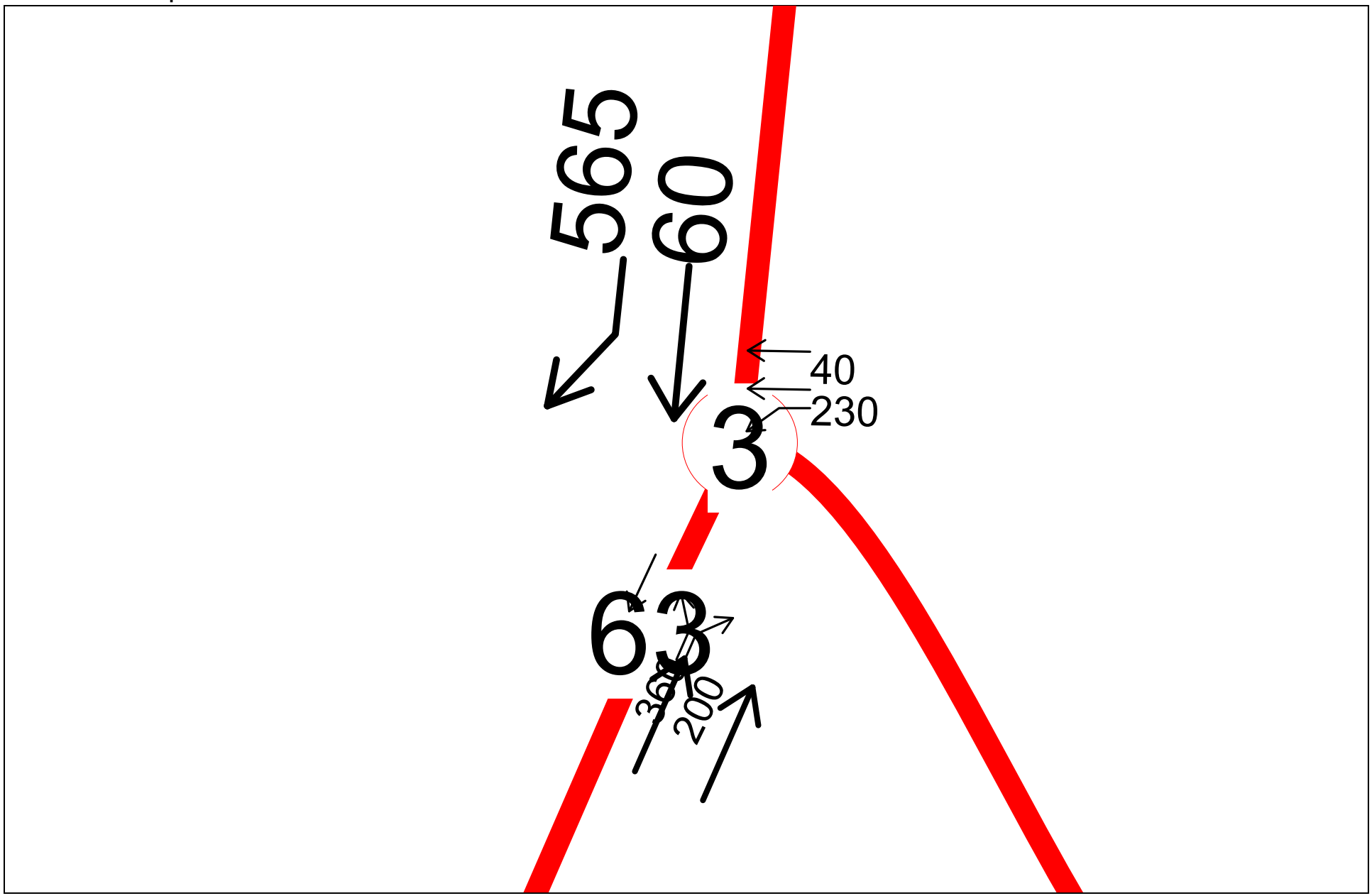

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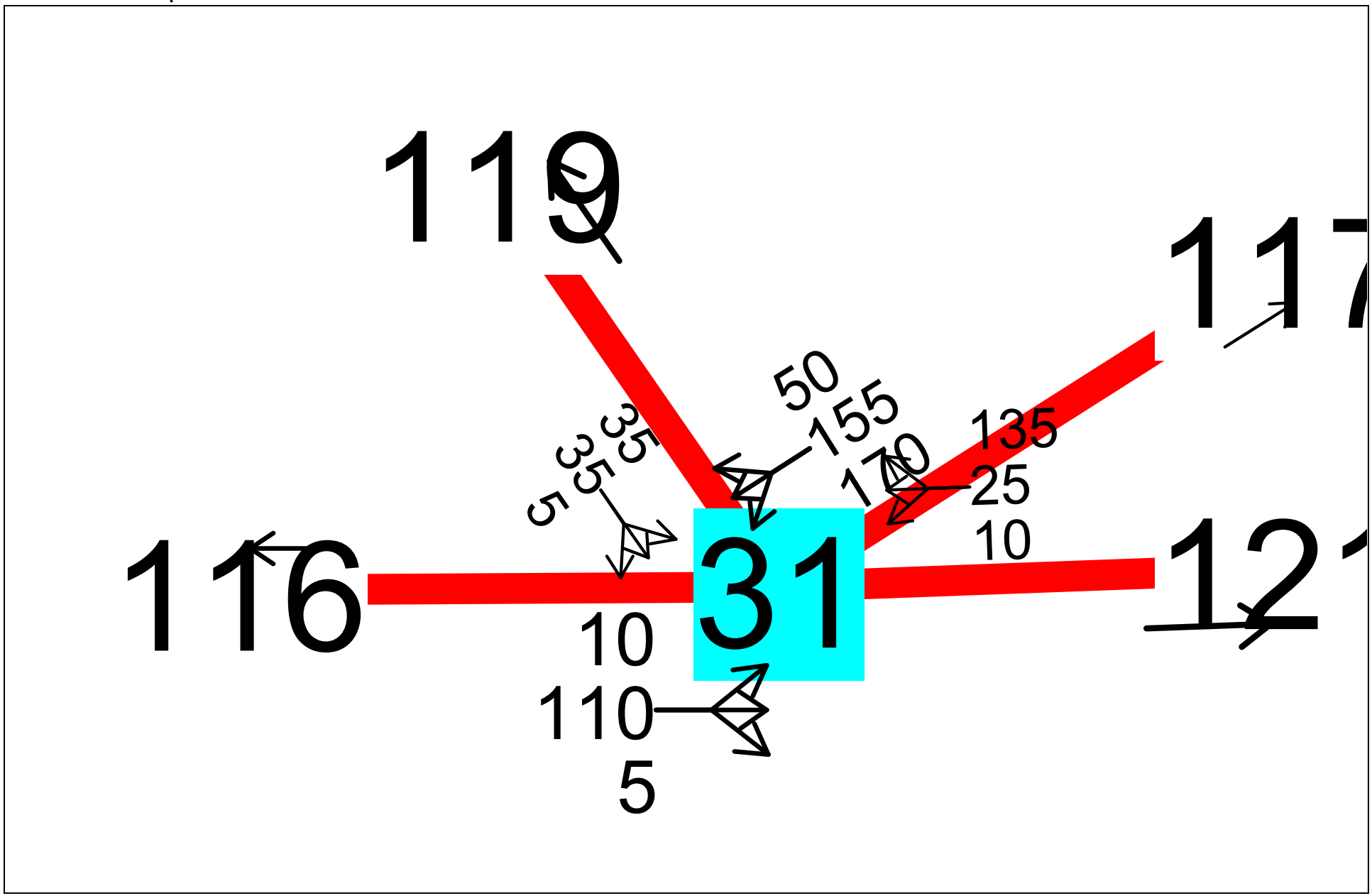

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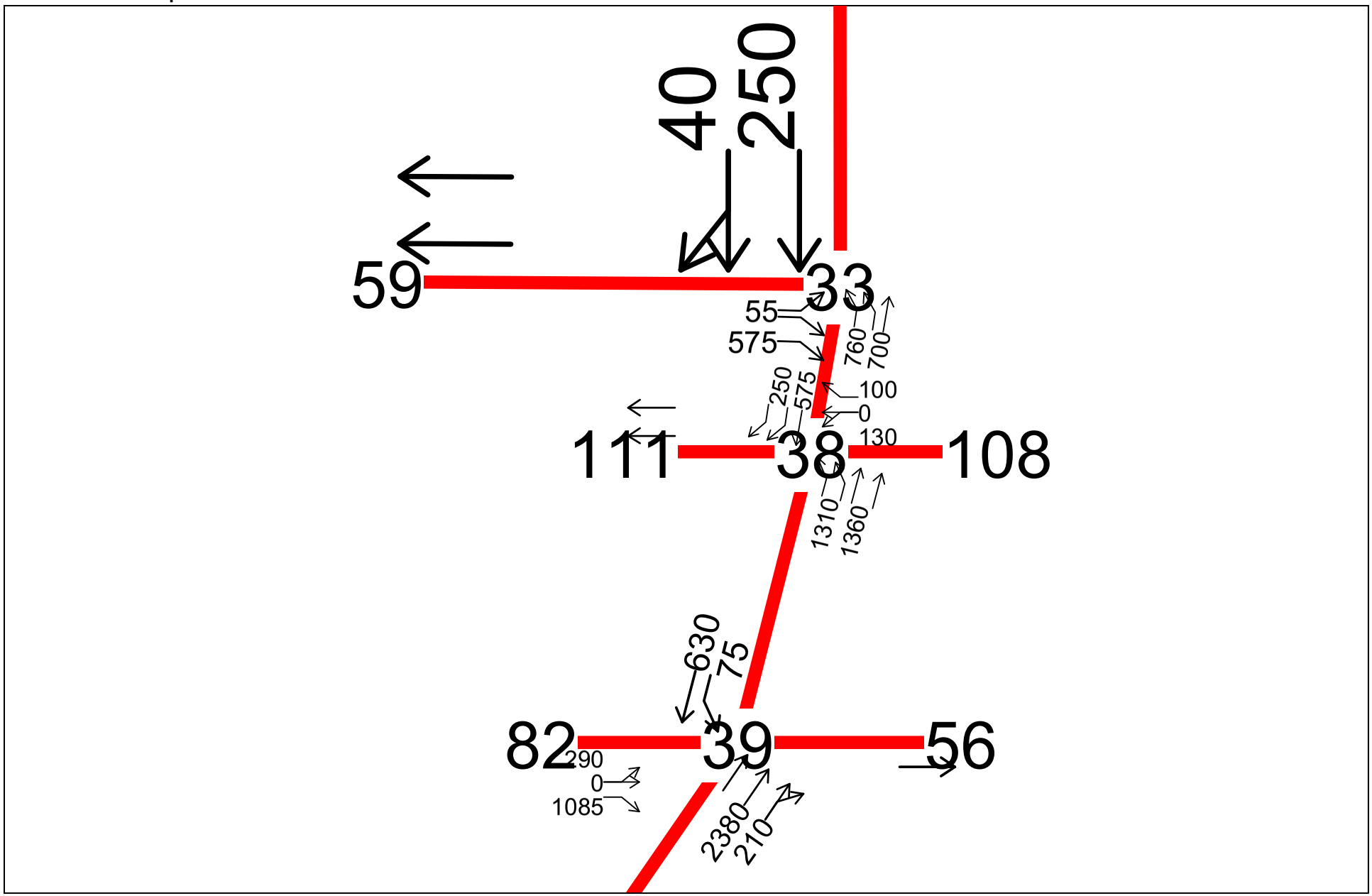

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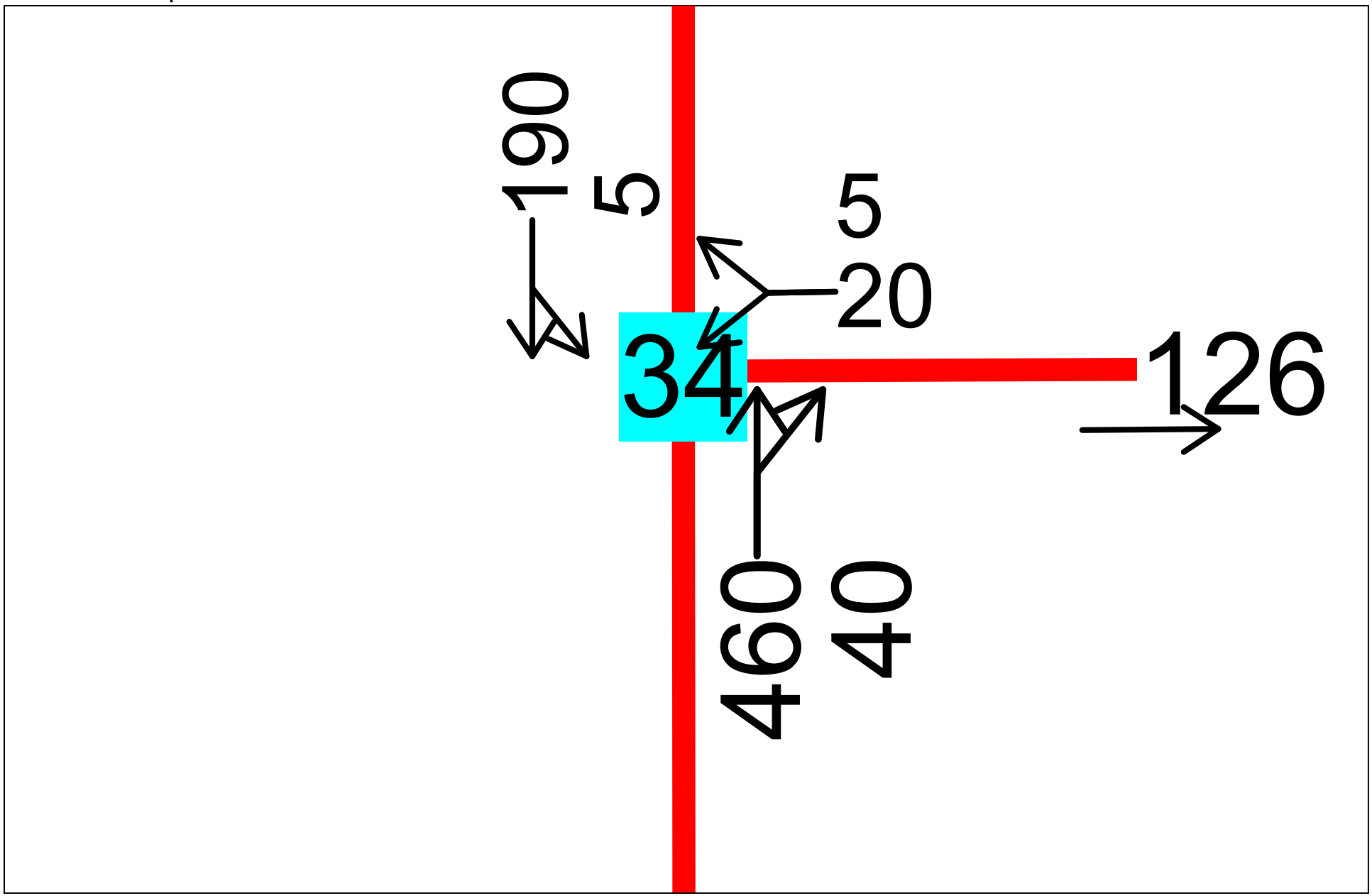

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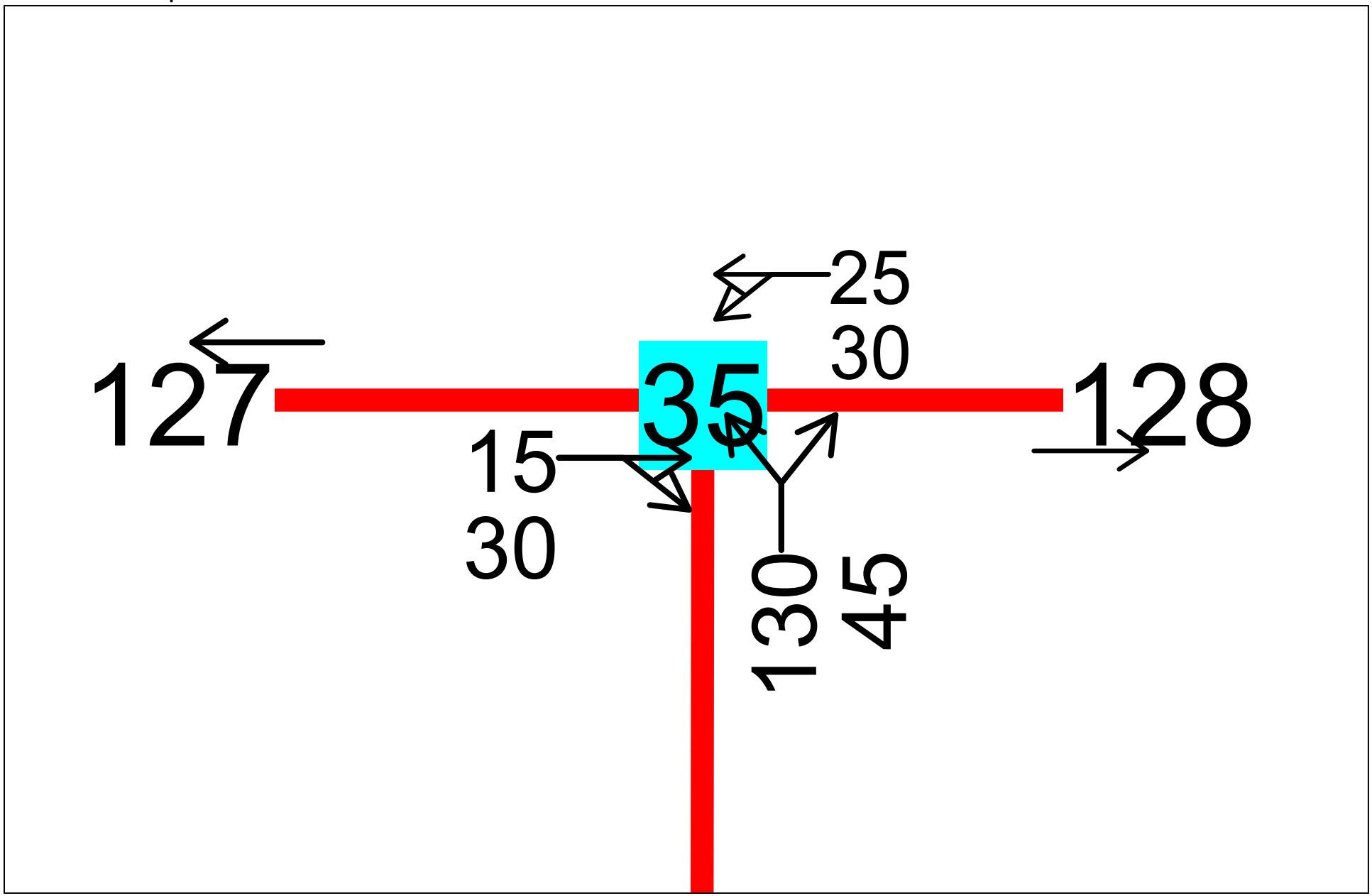

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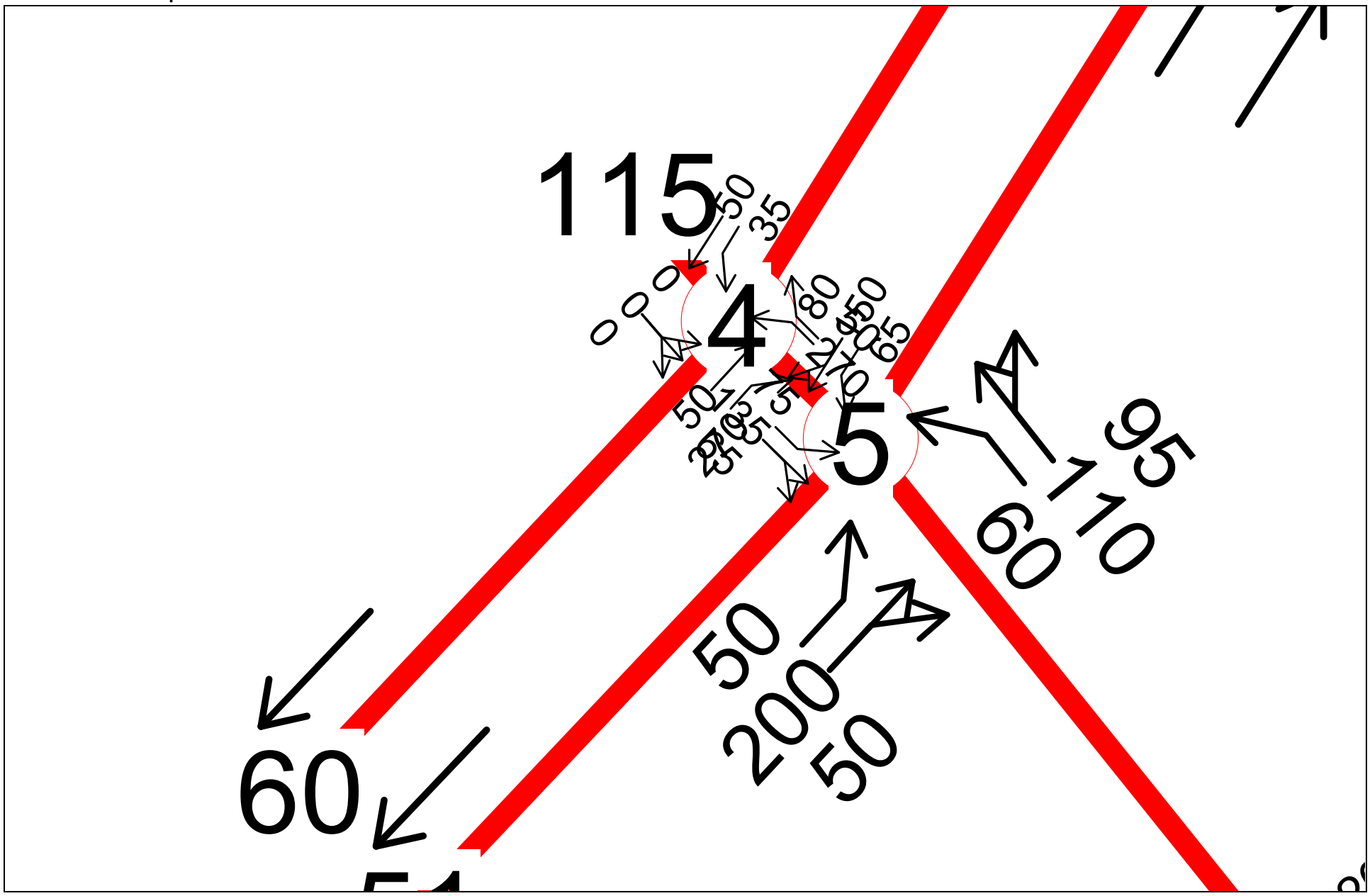

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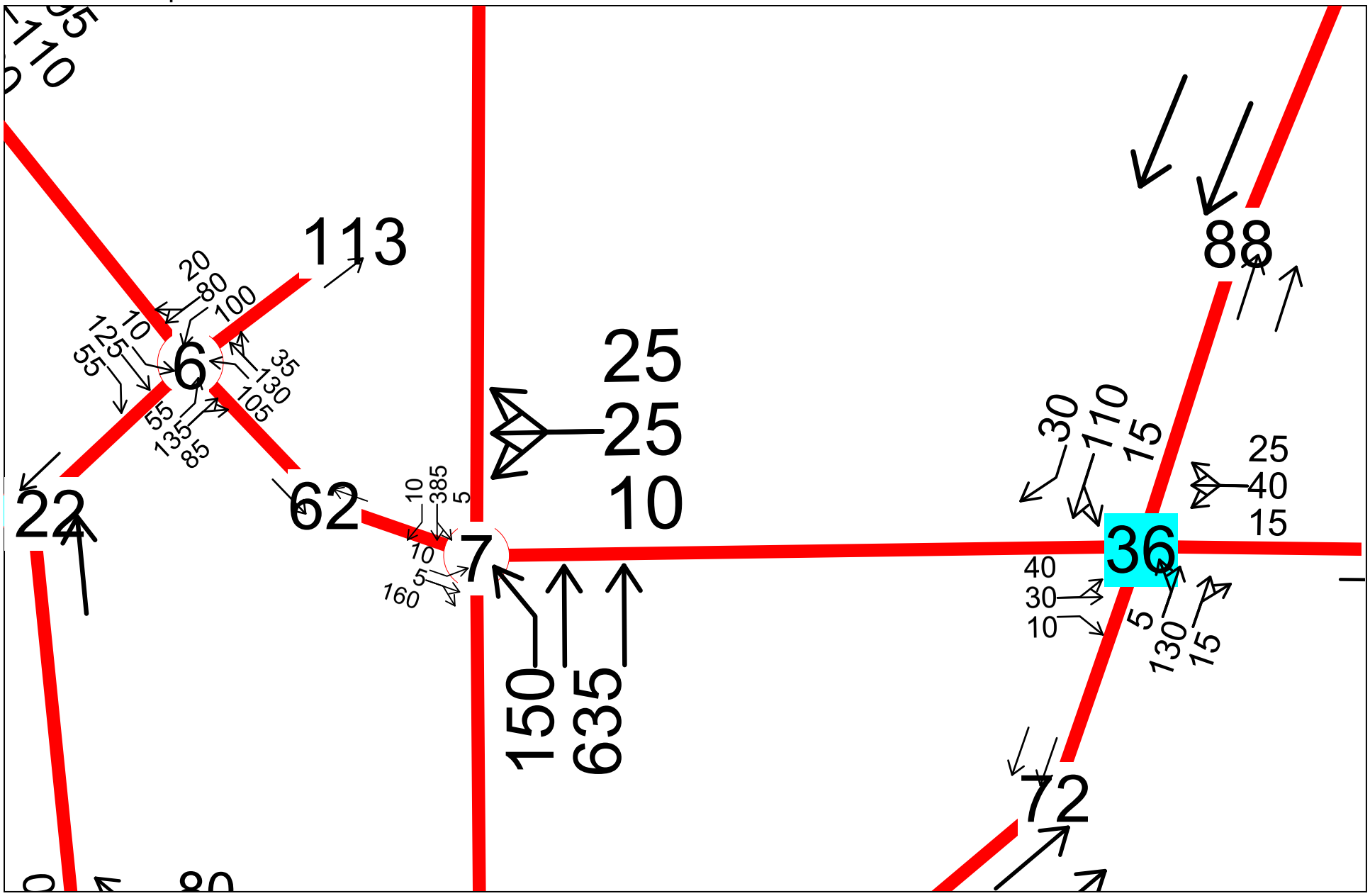

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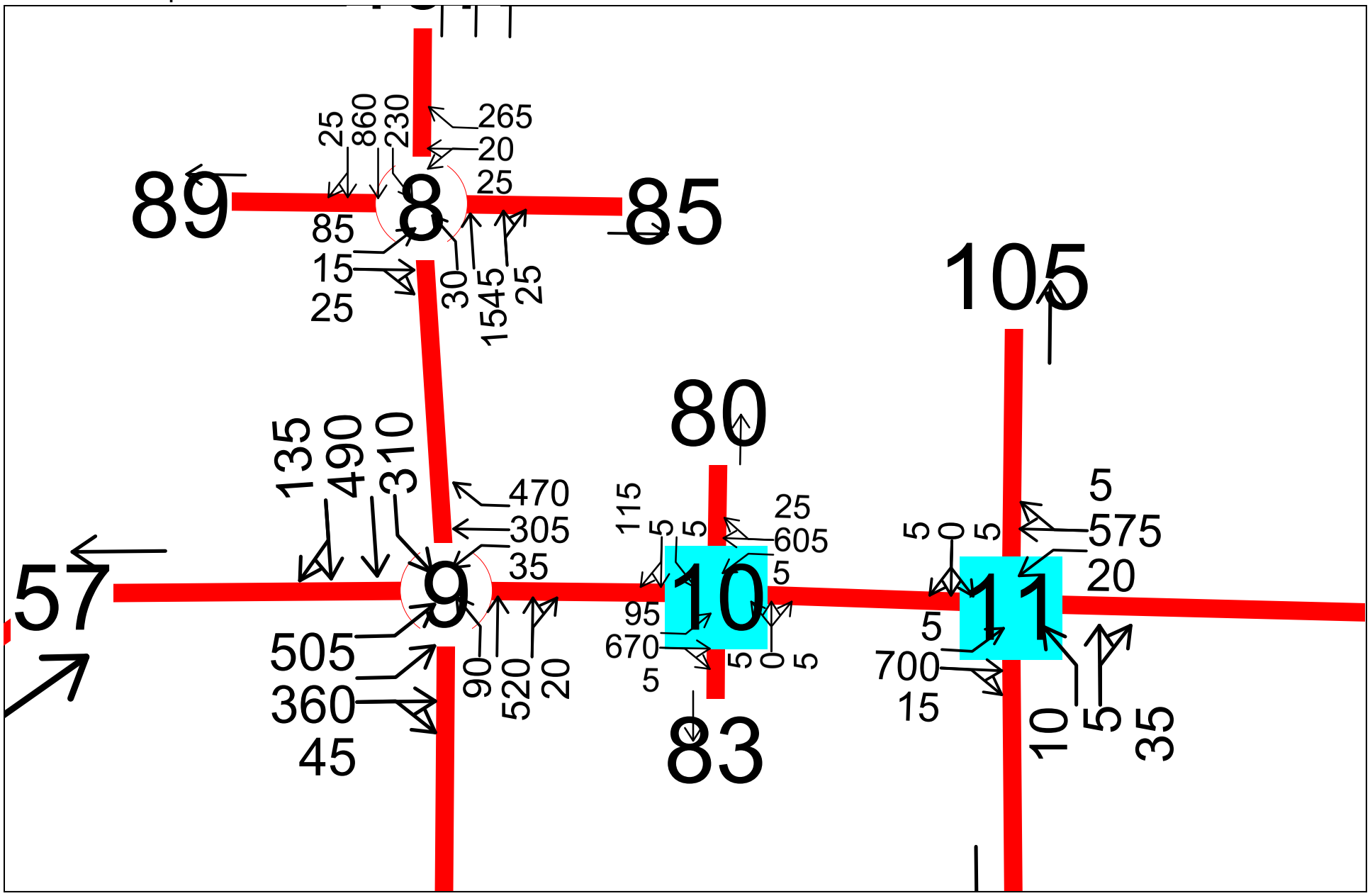

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APPENDIX B

2030 MEDIUM ALT 4 IMPROVEMENTS
2030 LOW BASELINE

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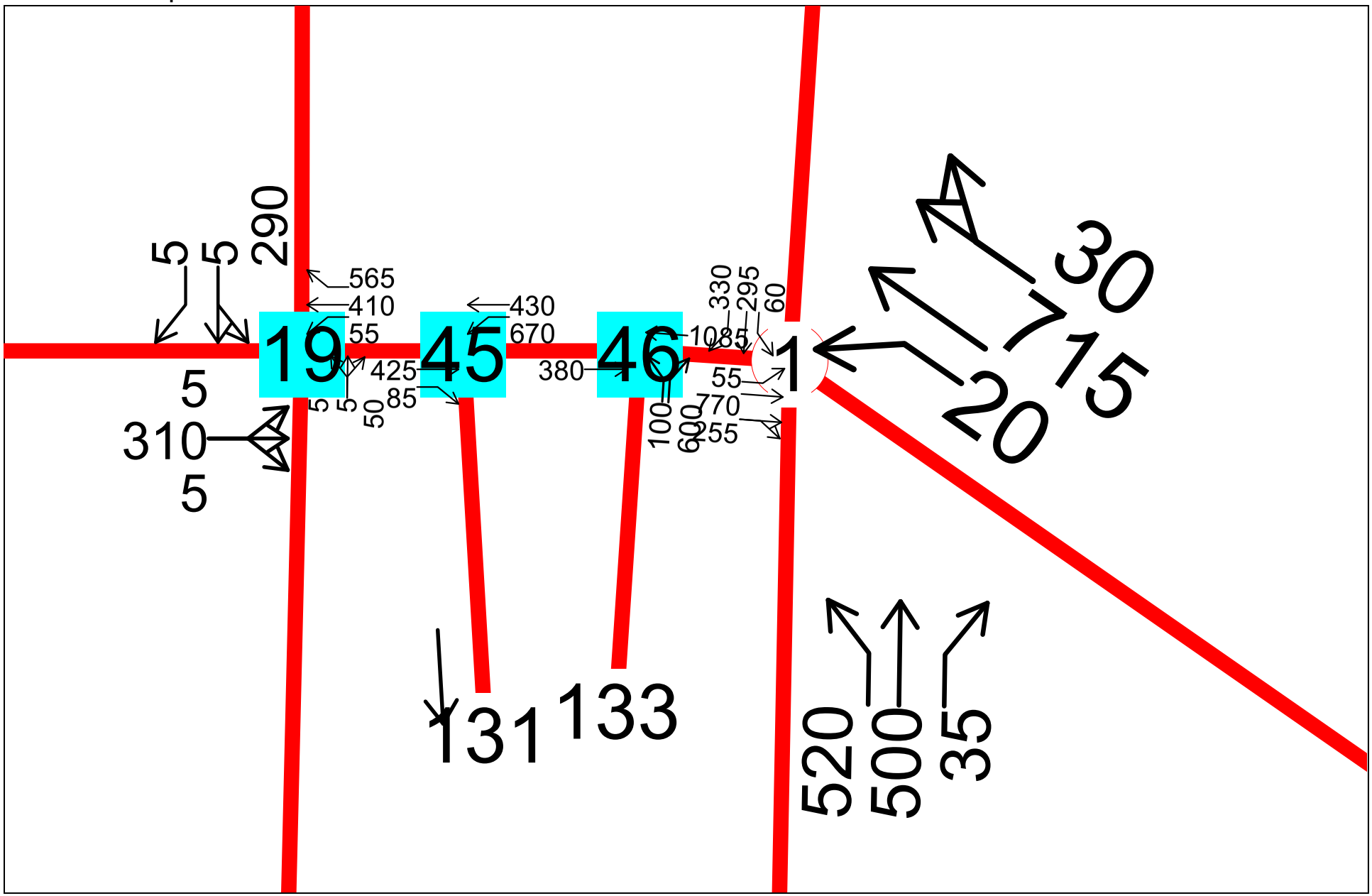

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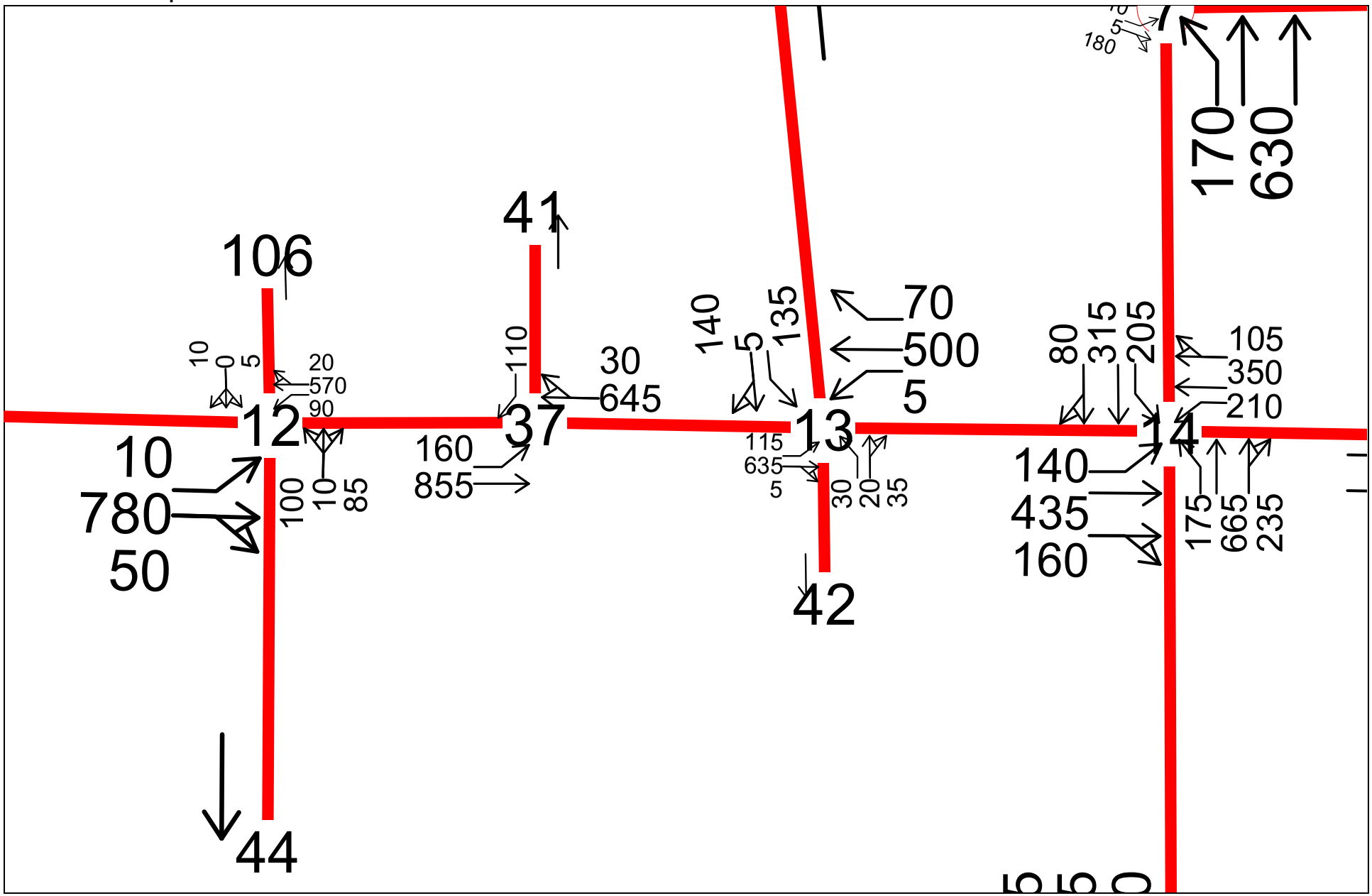

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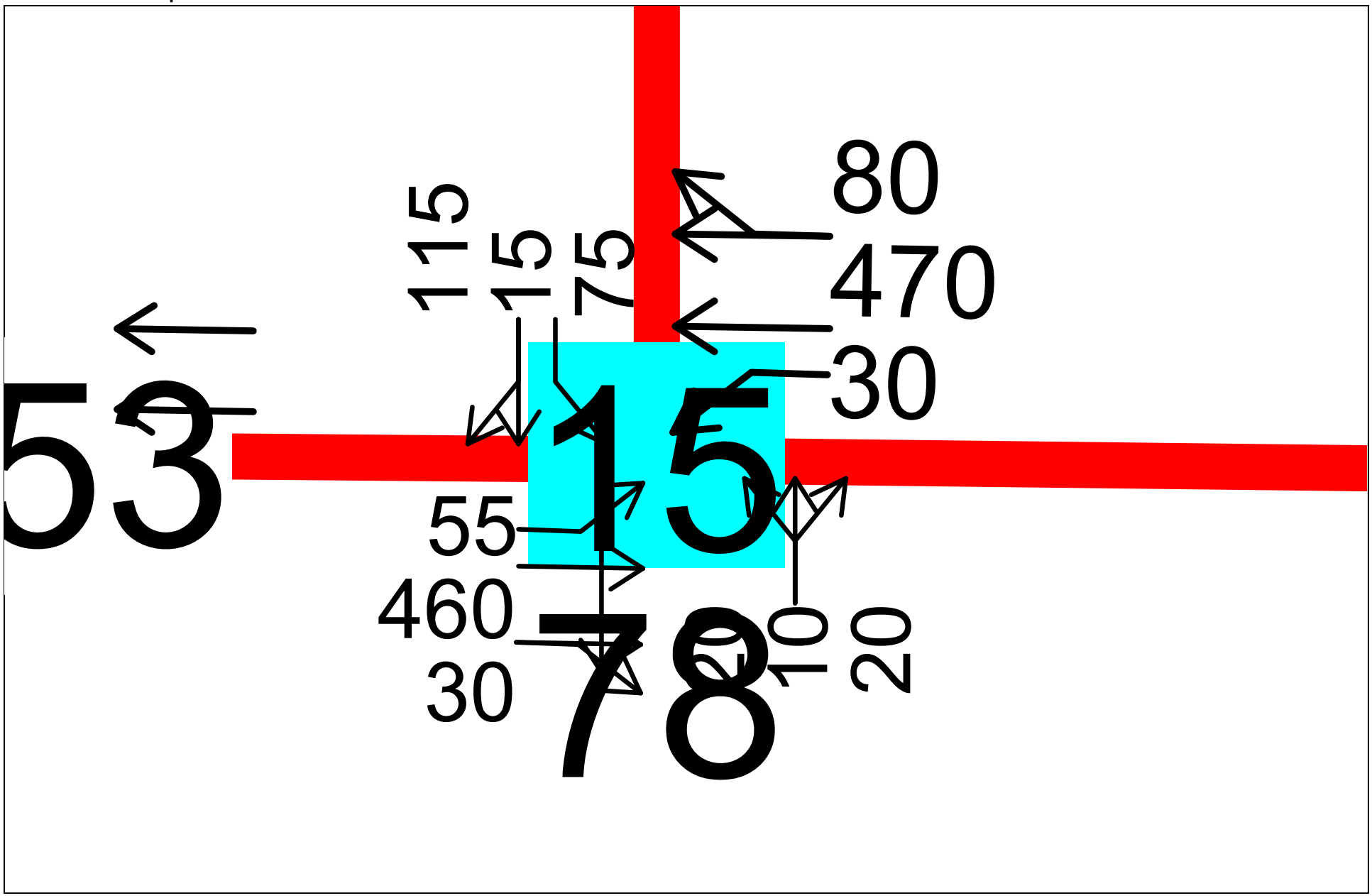

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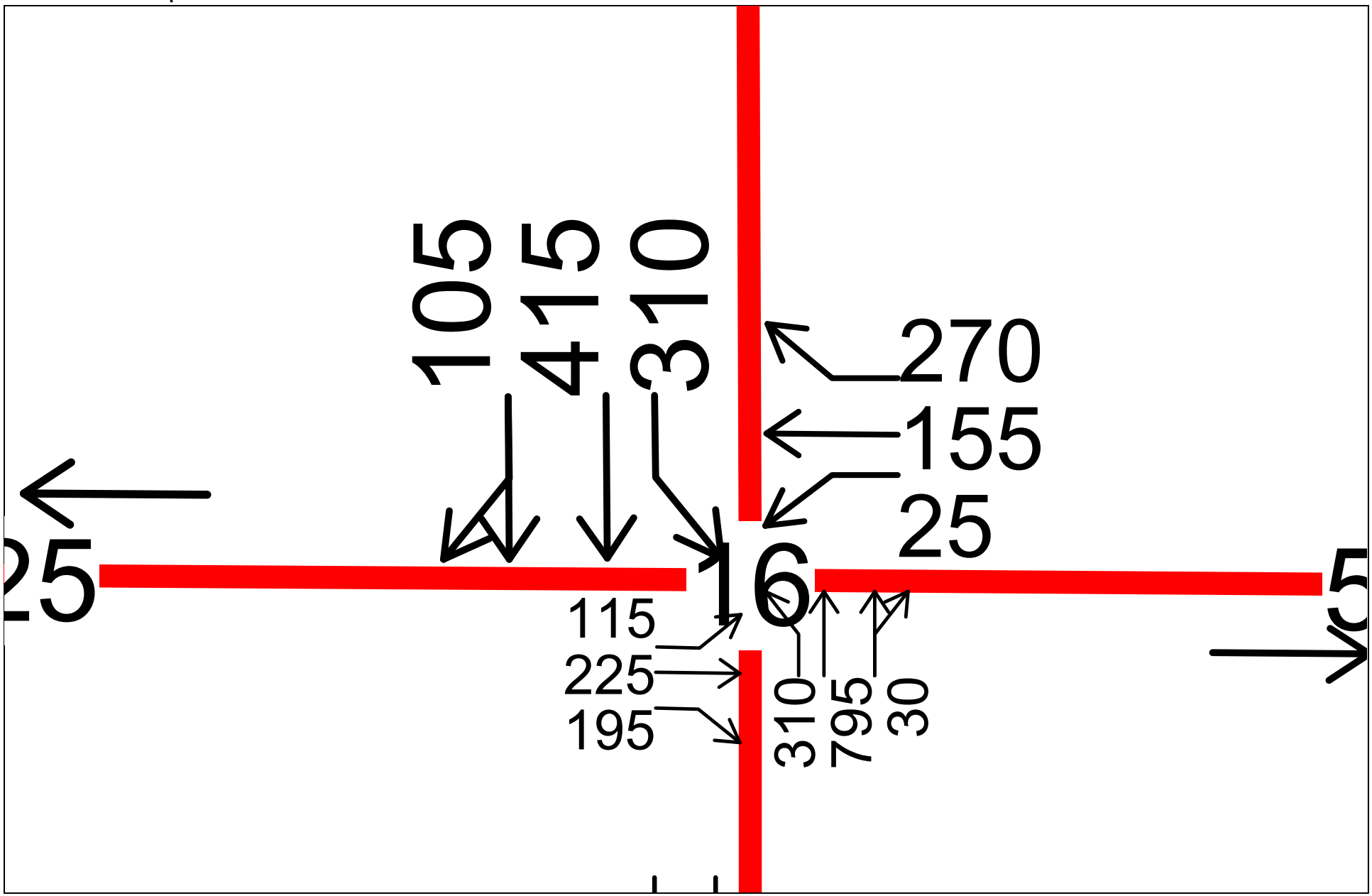

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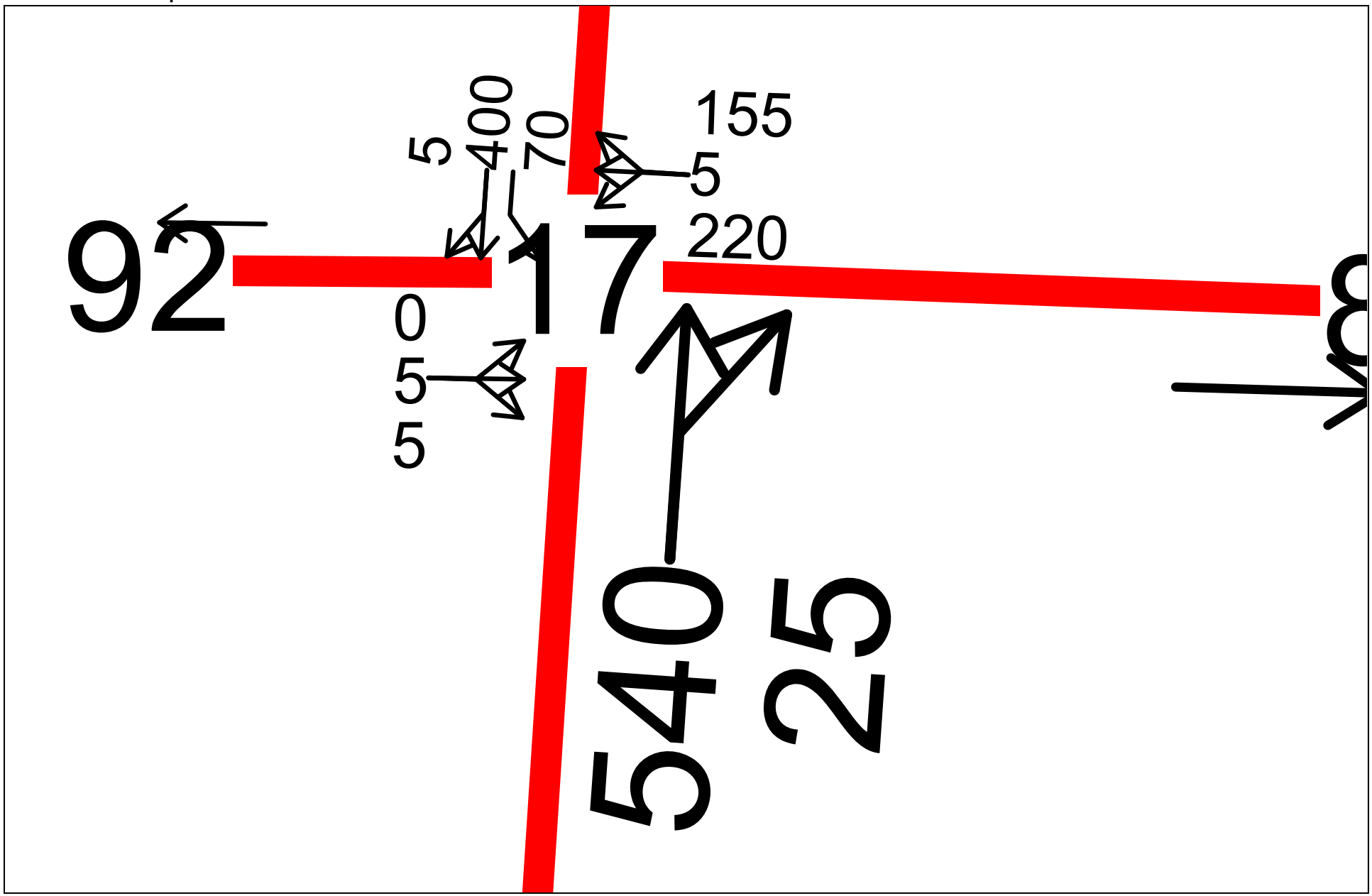

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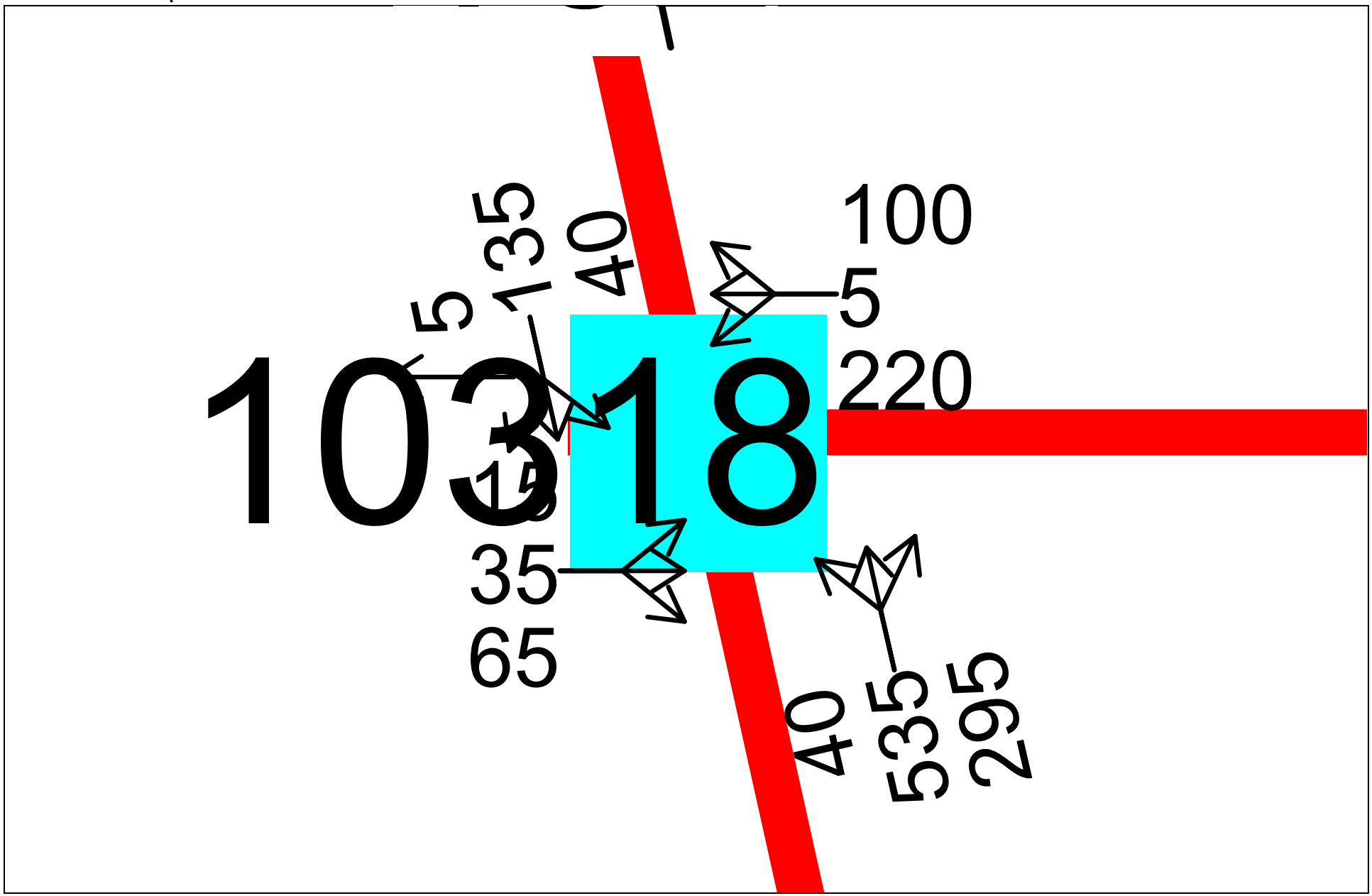

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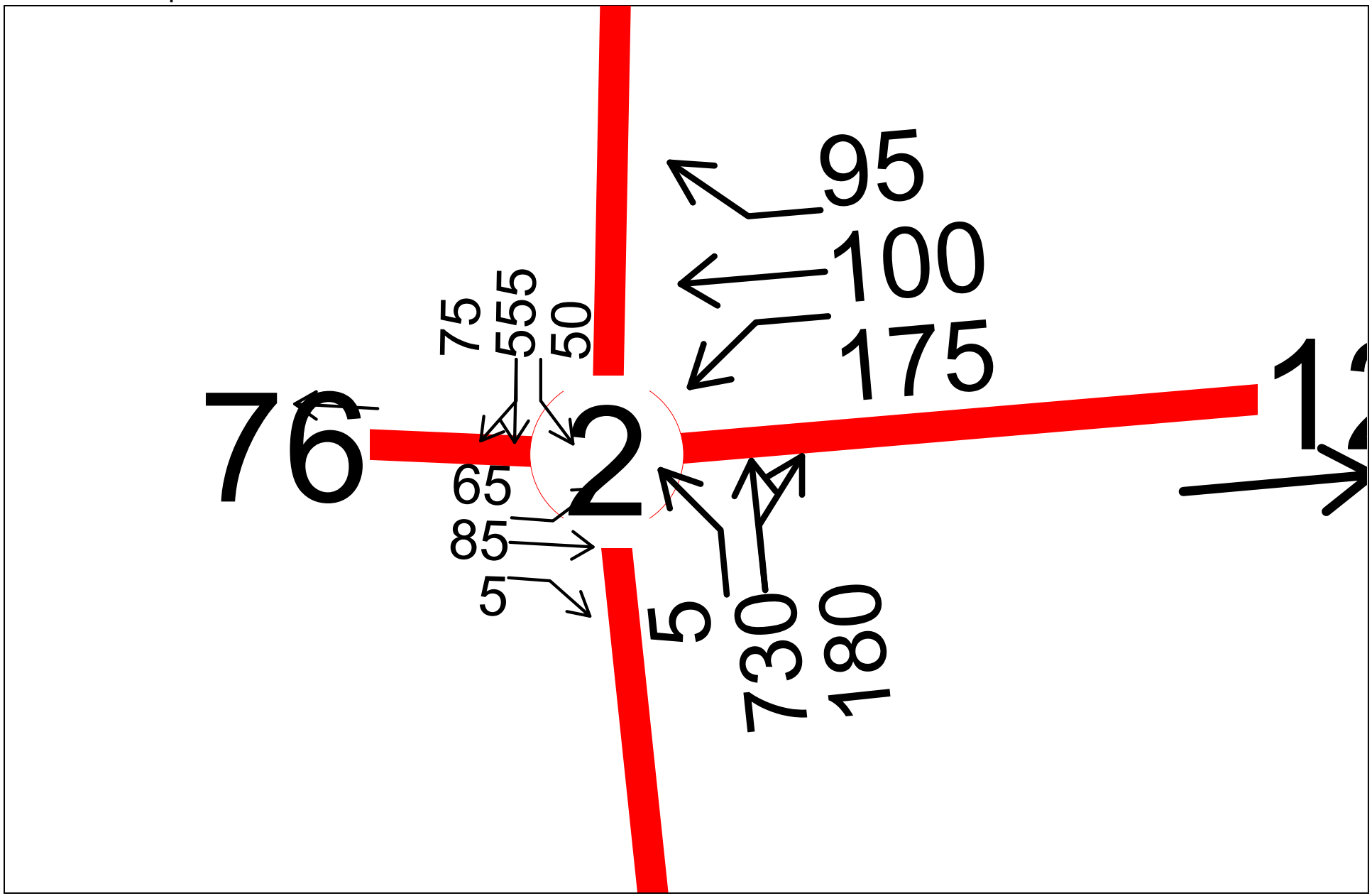

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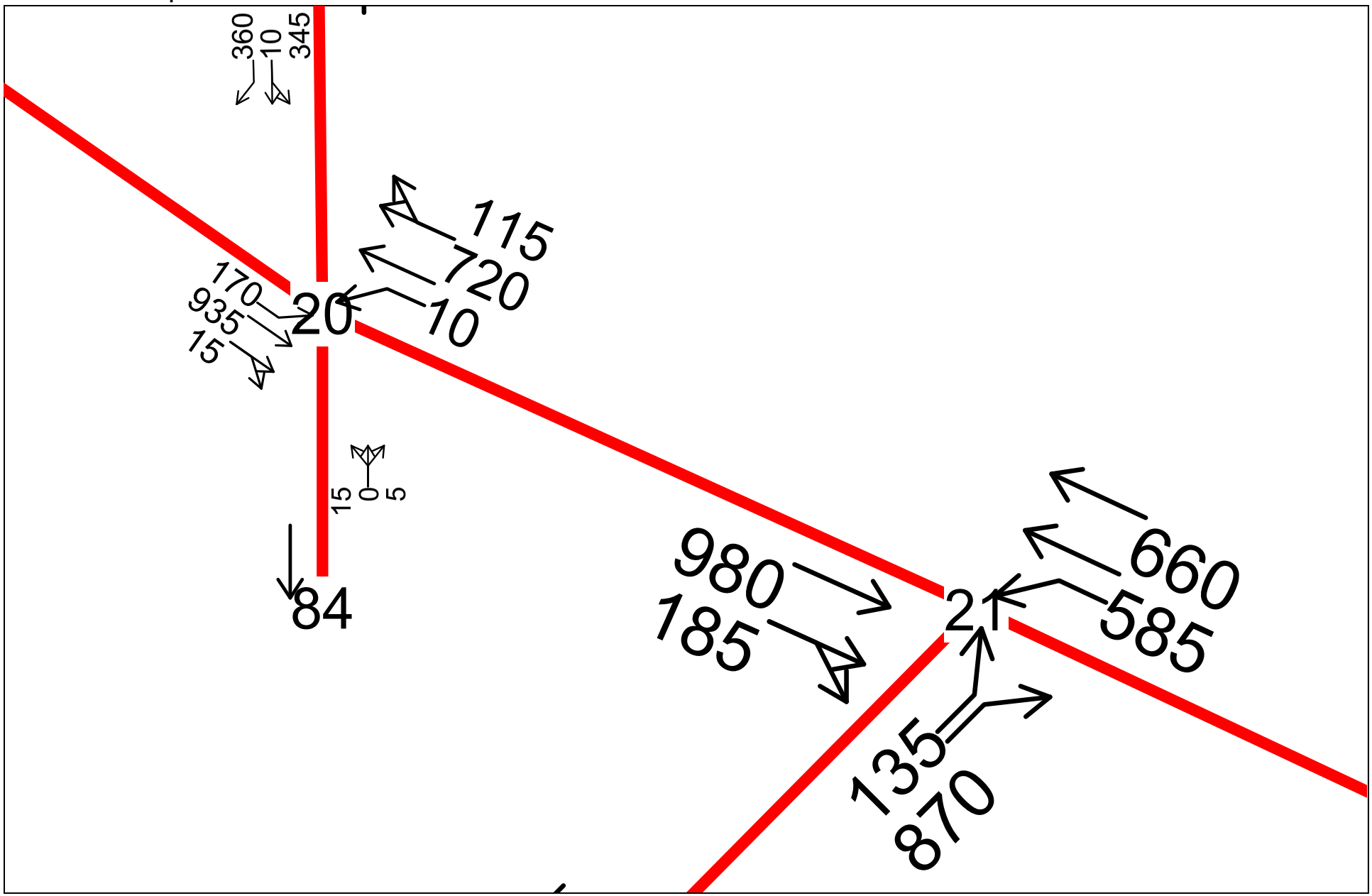

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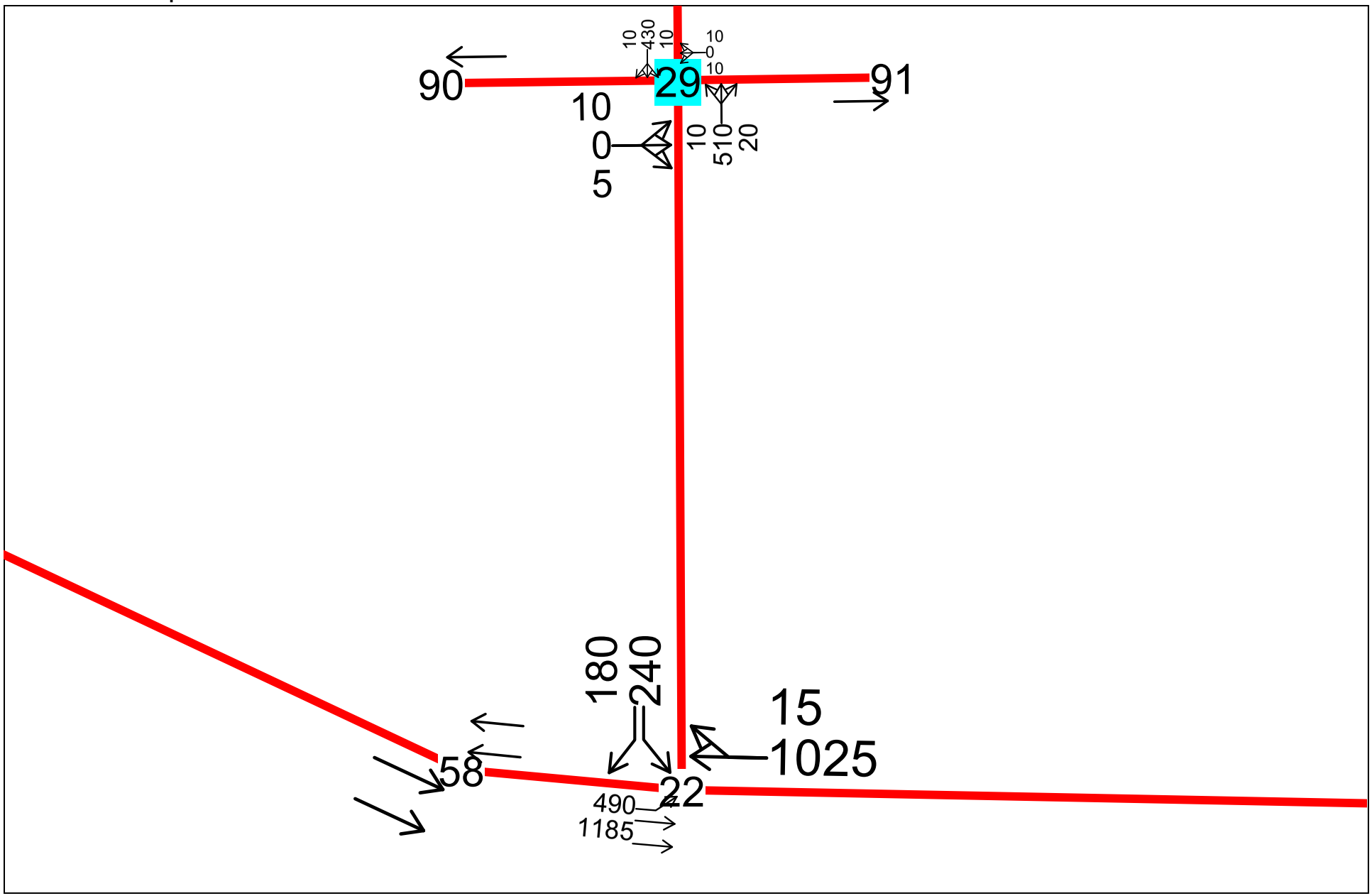

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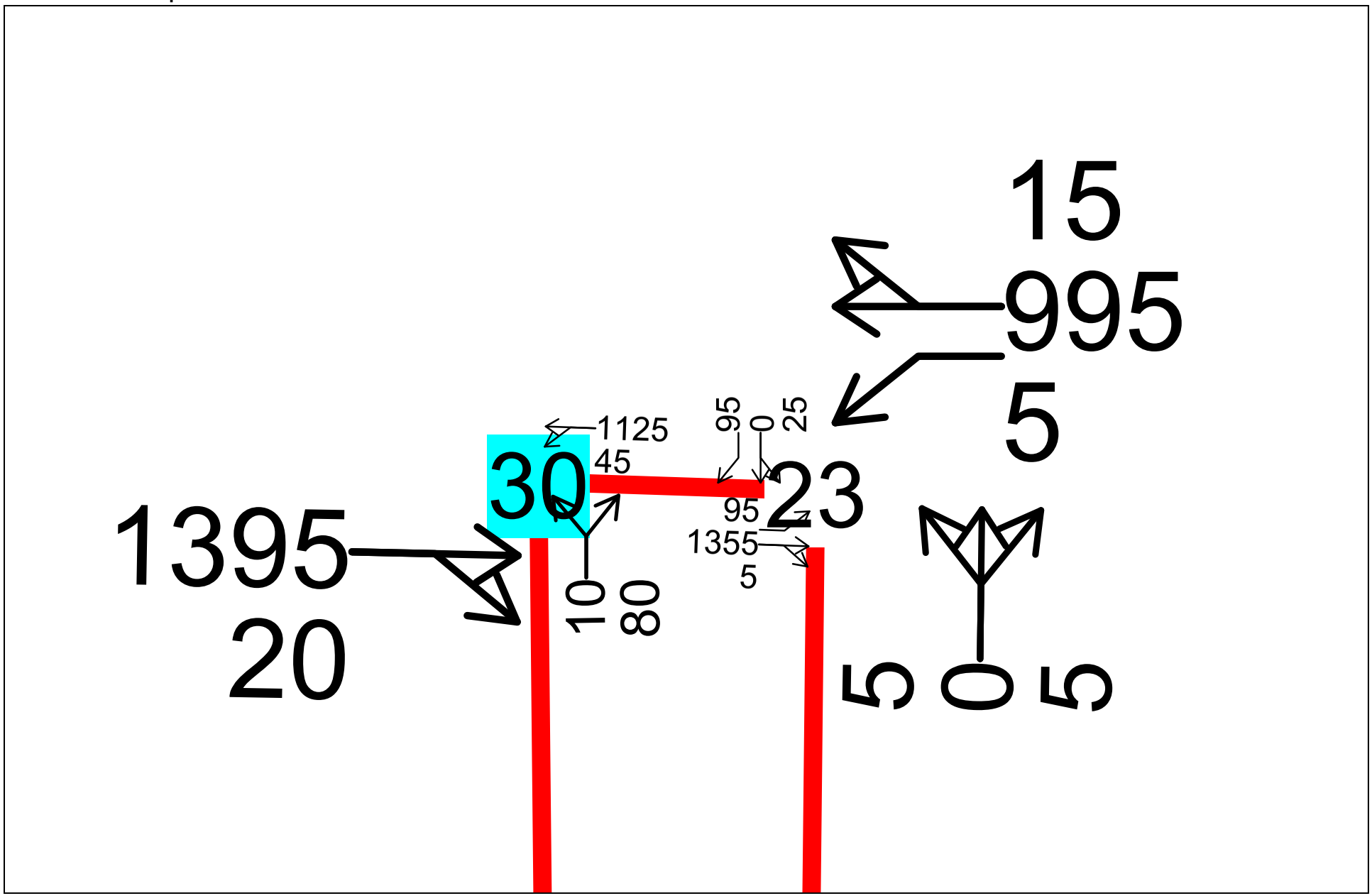

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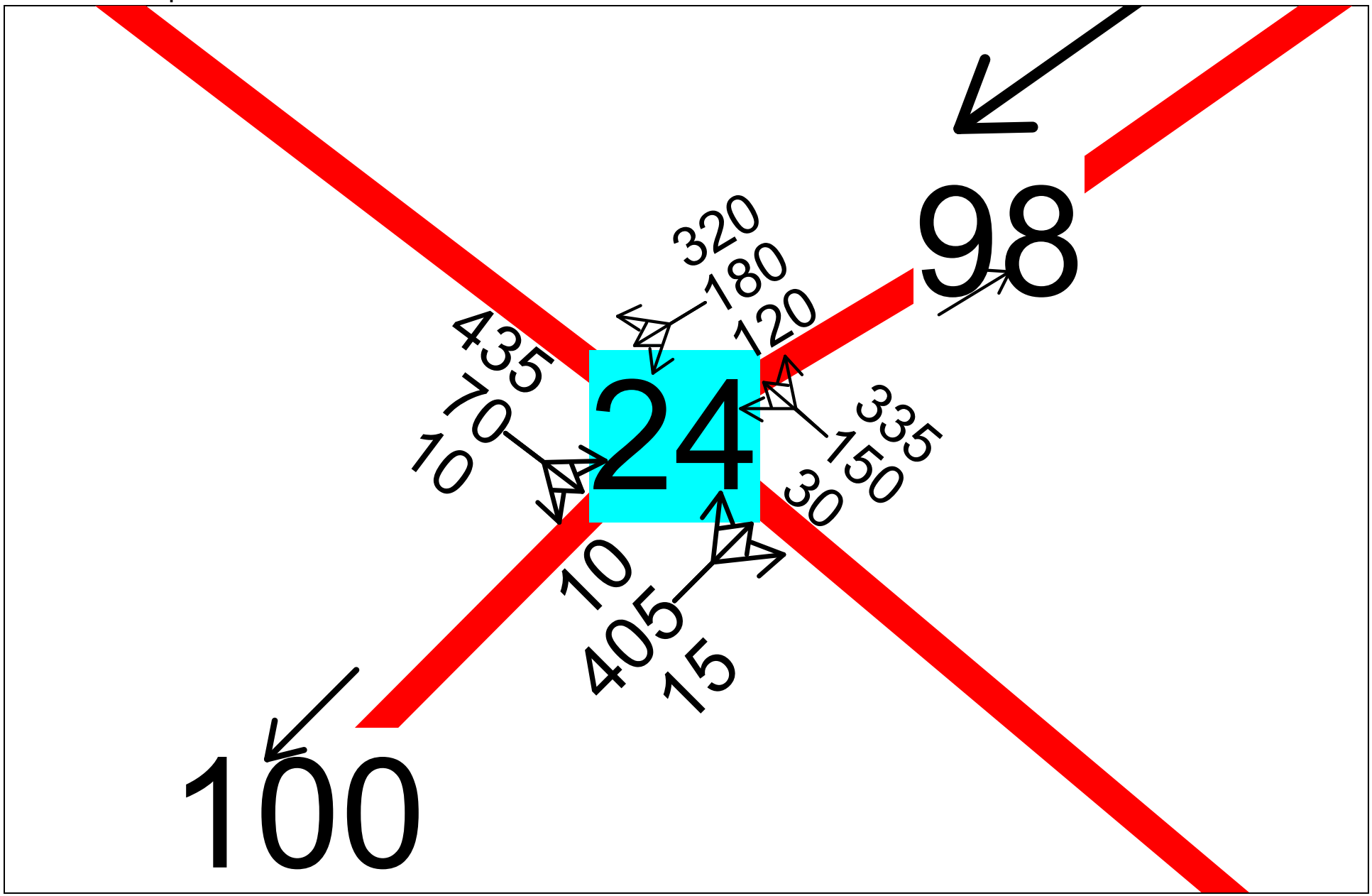

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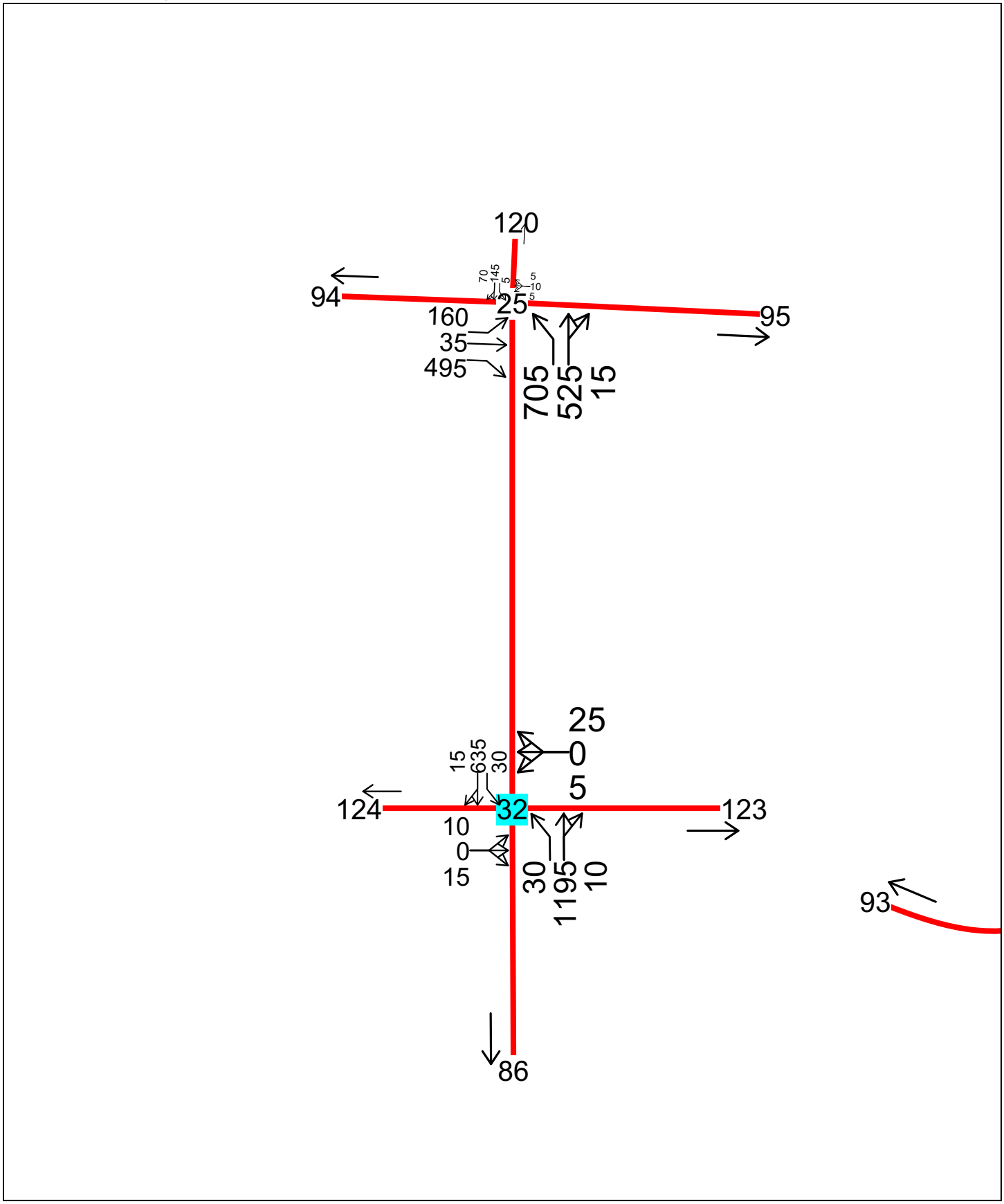

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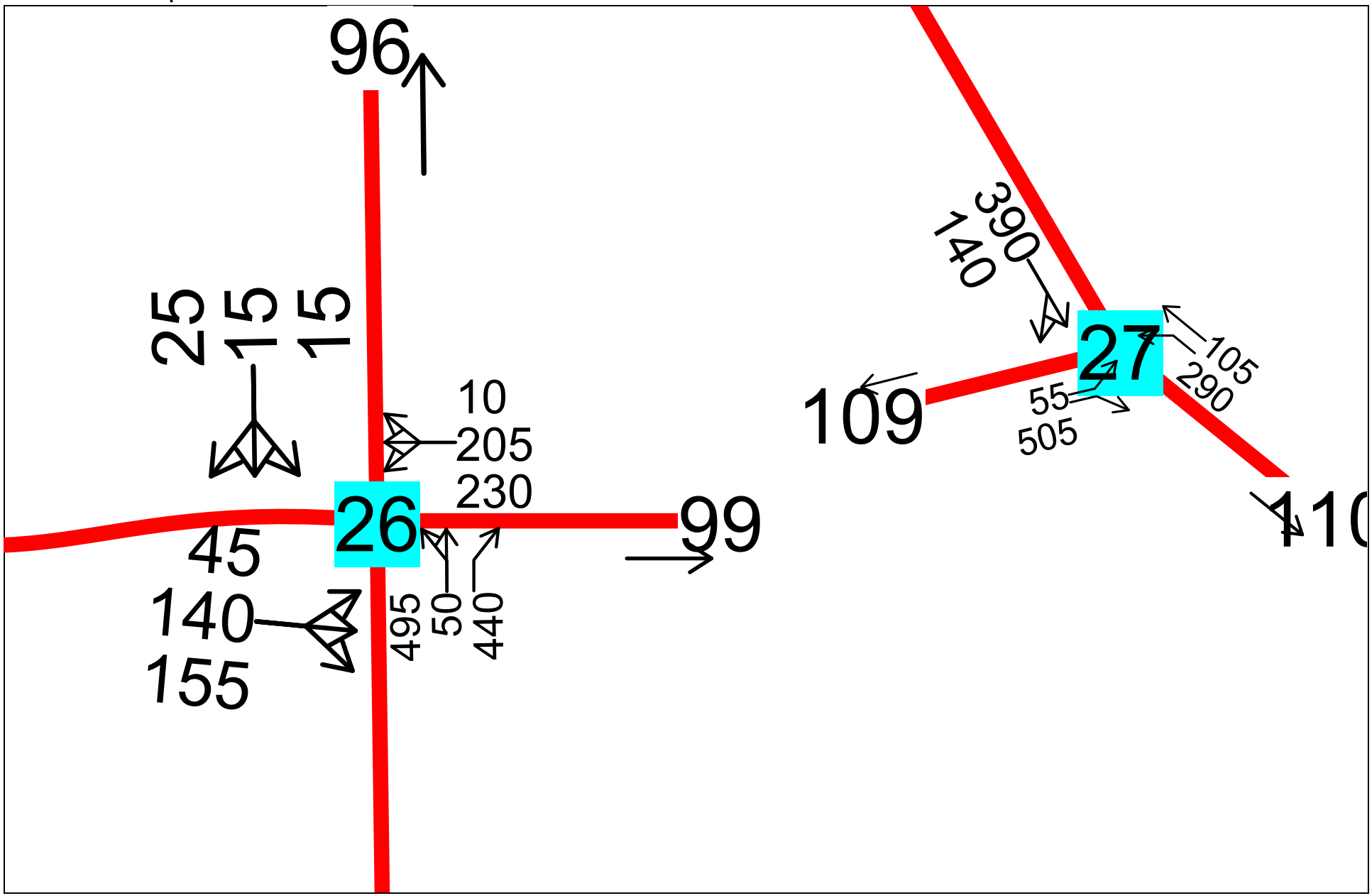

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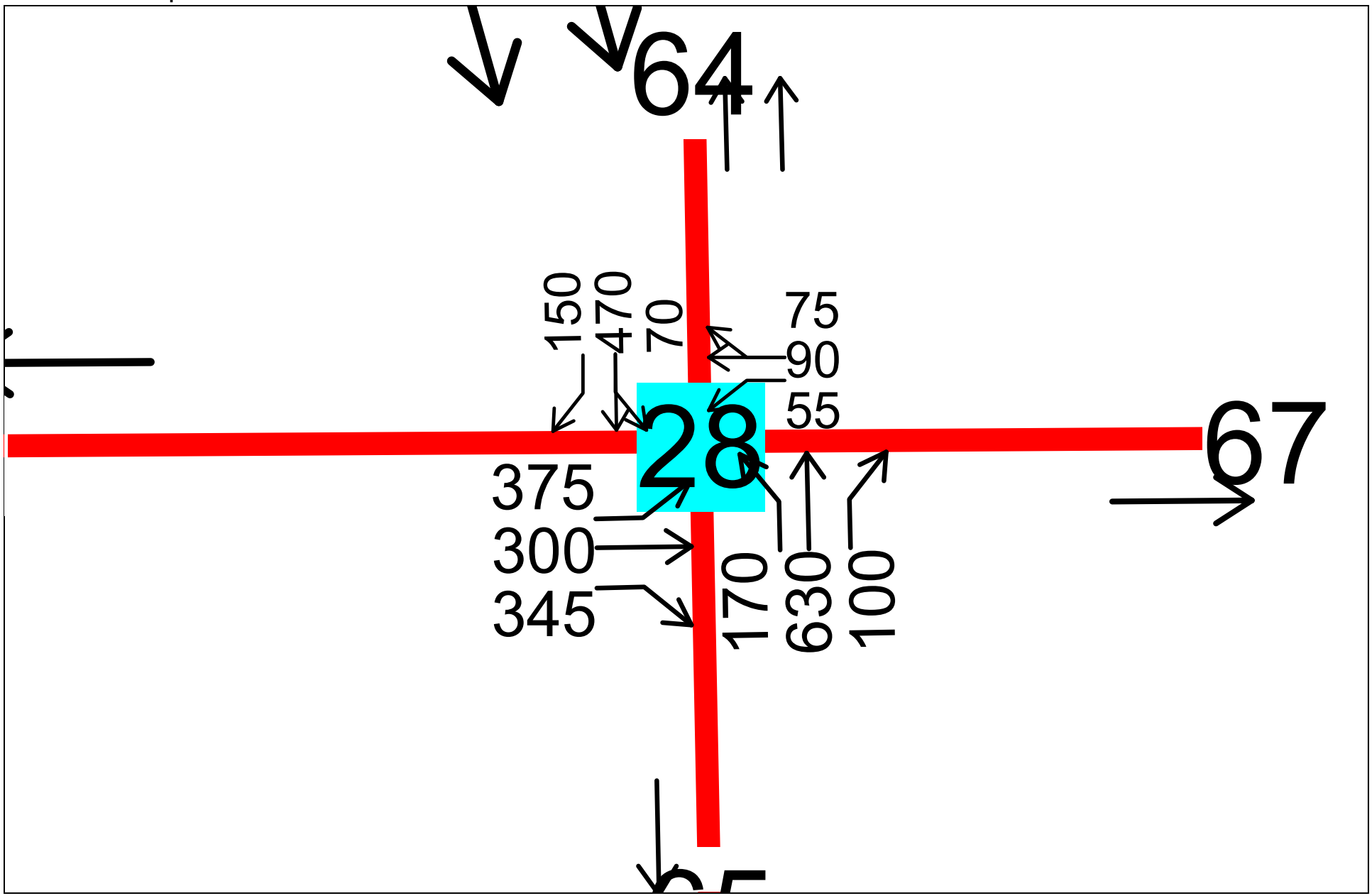

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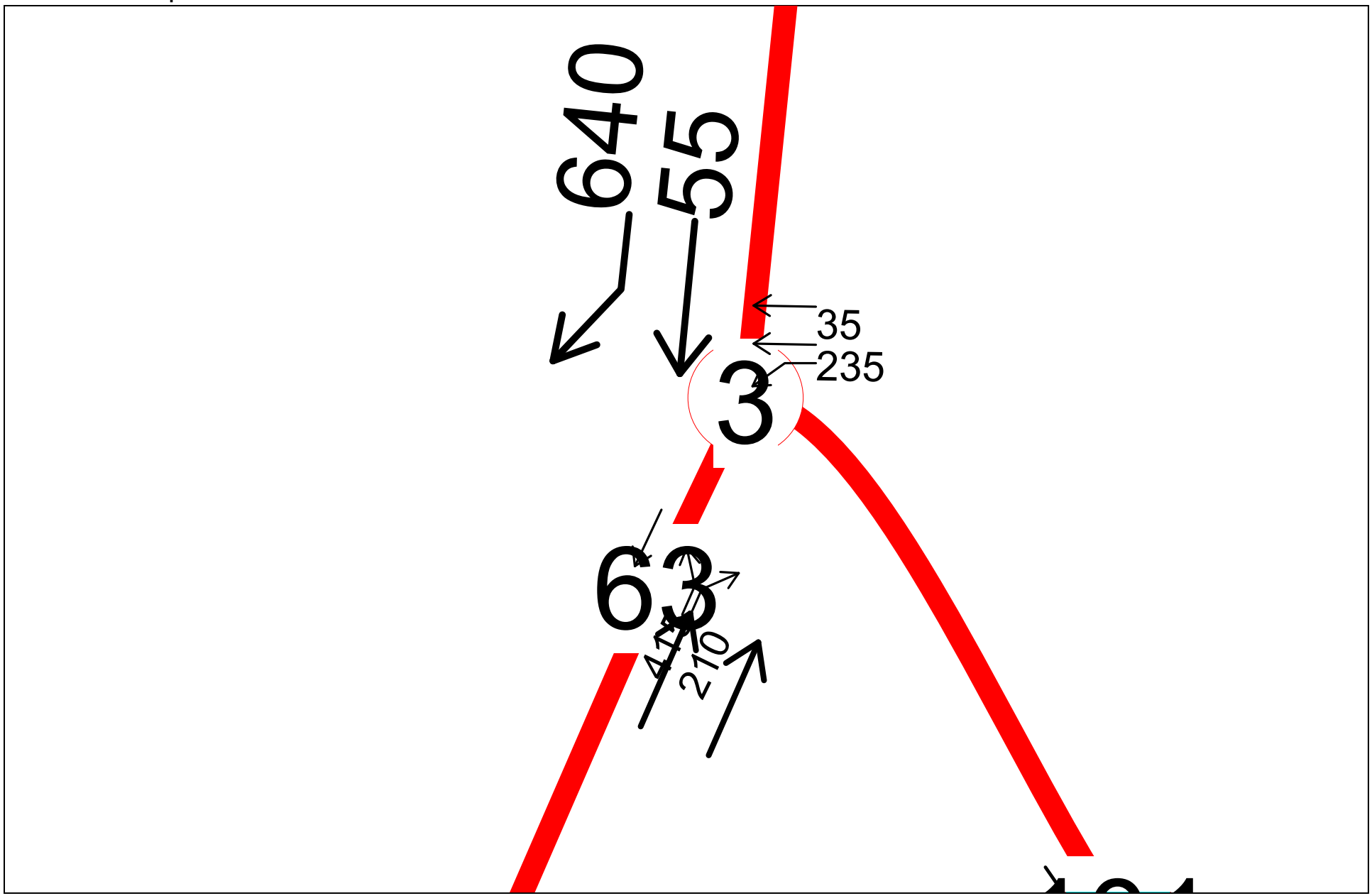

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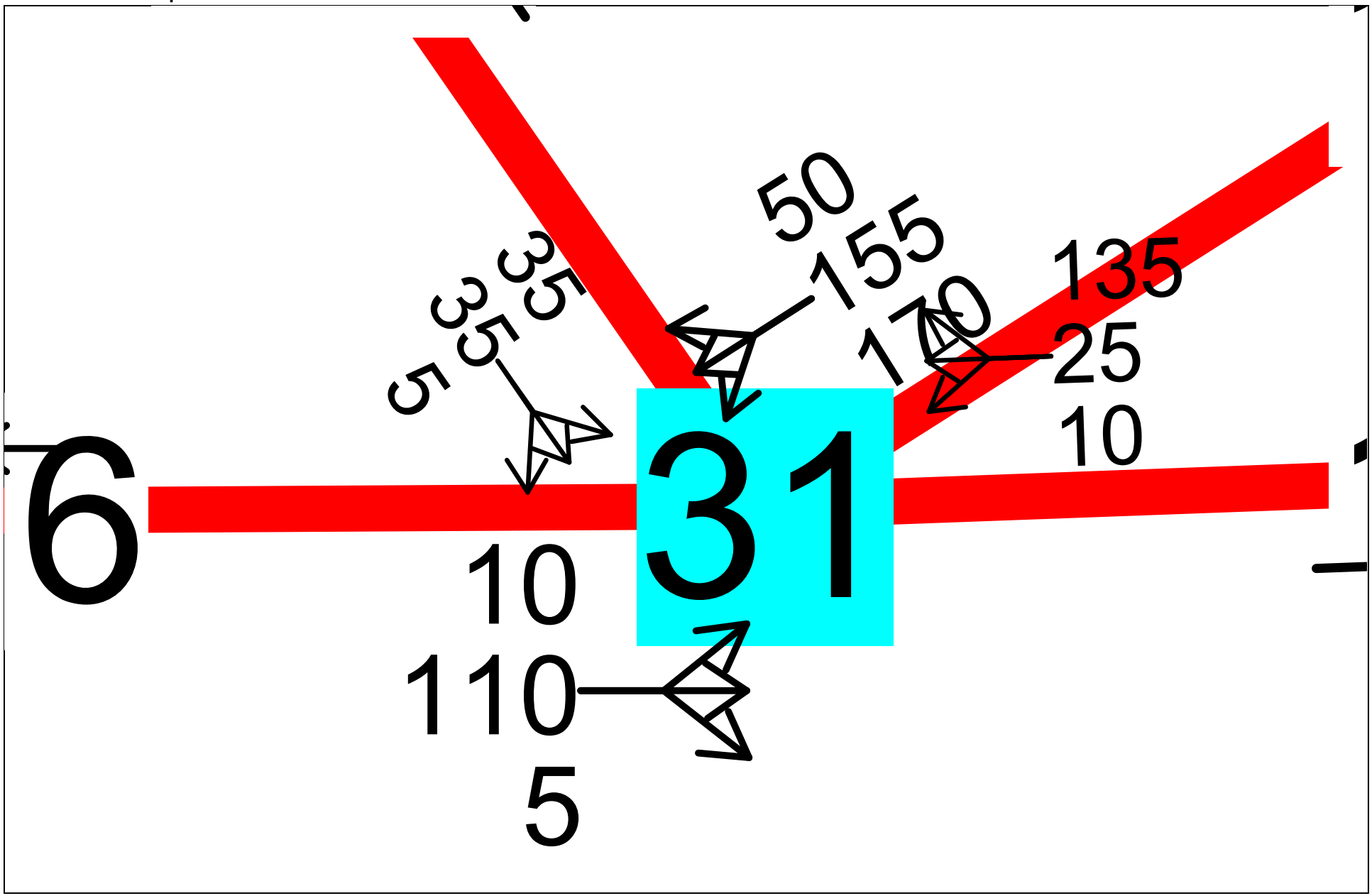

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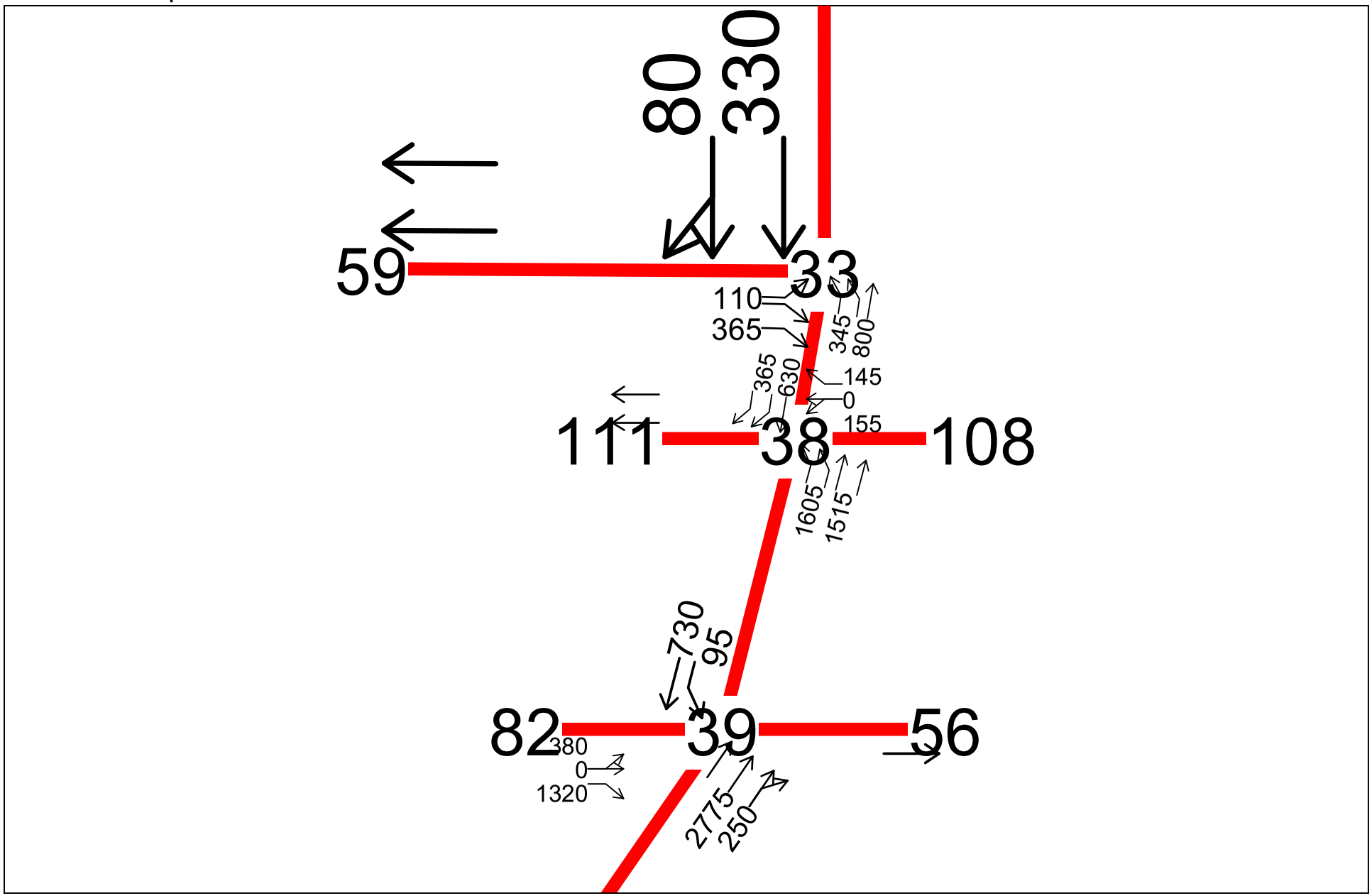

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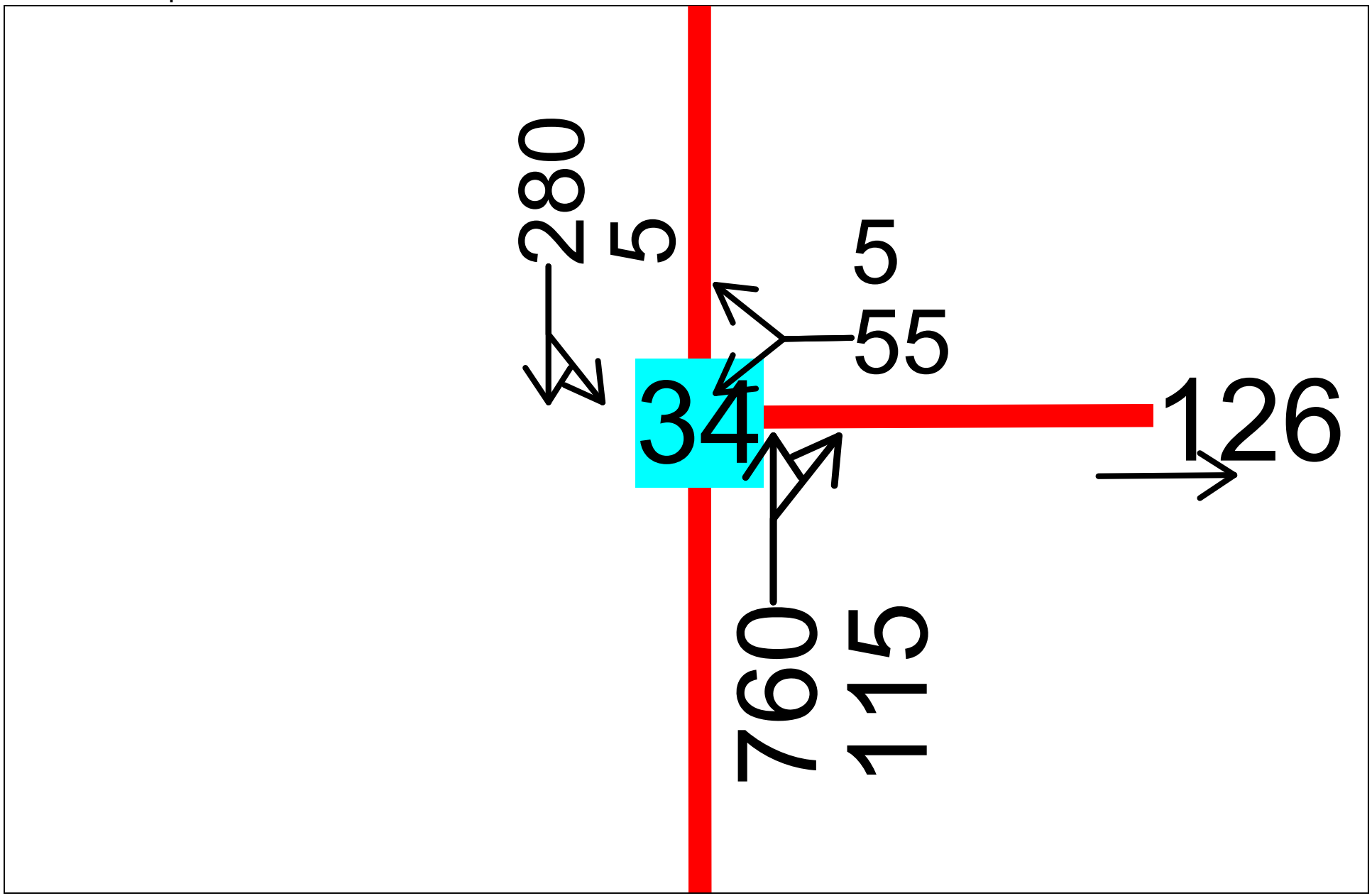

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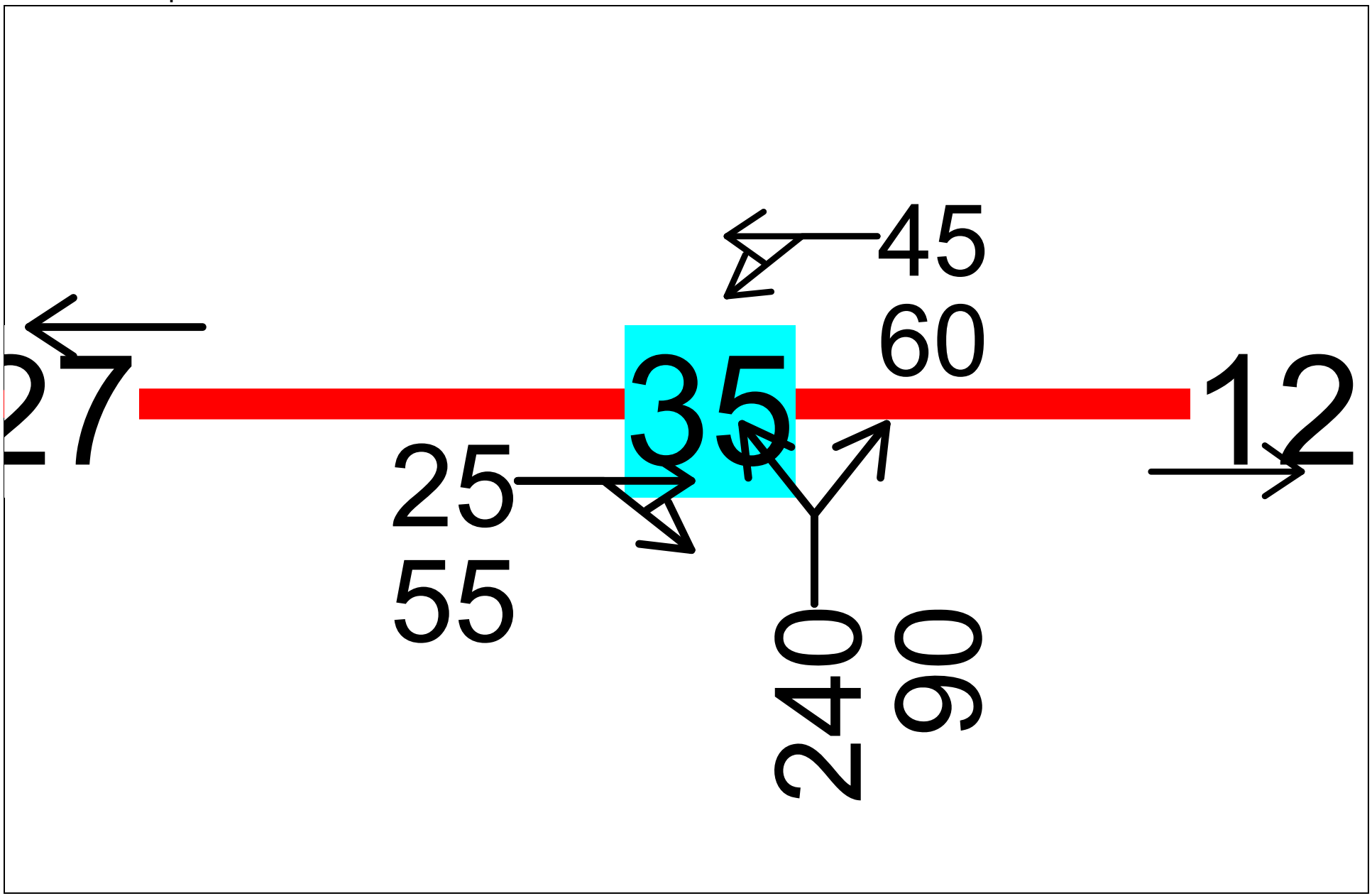

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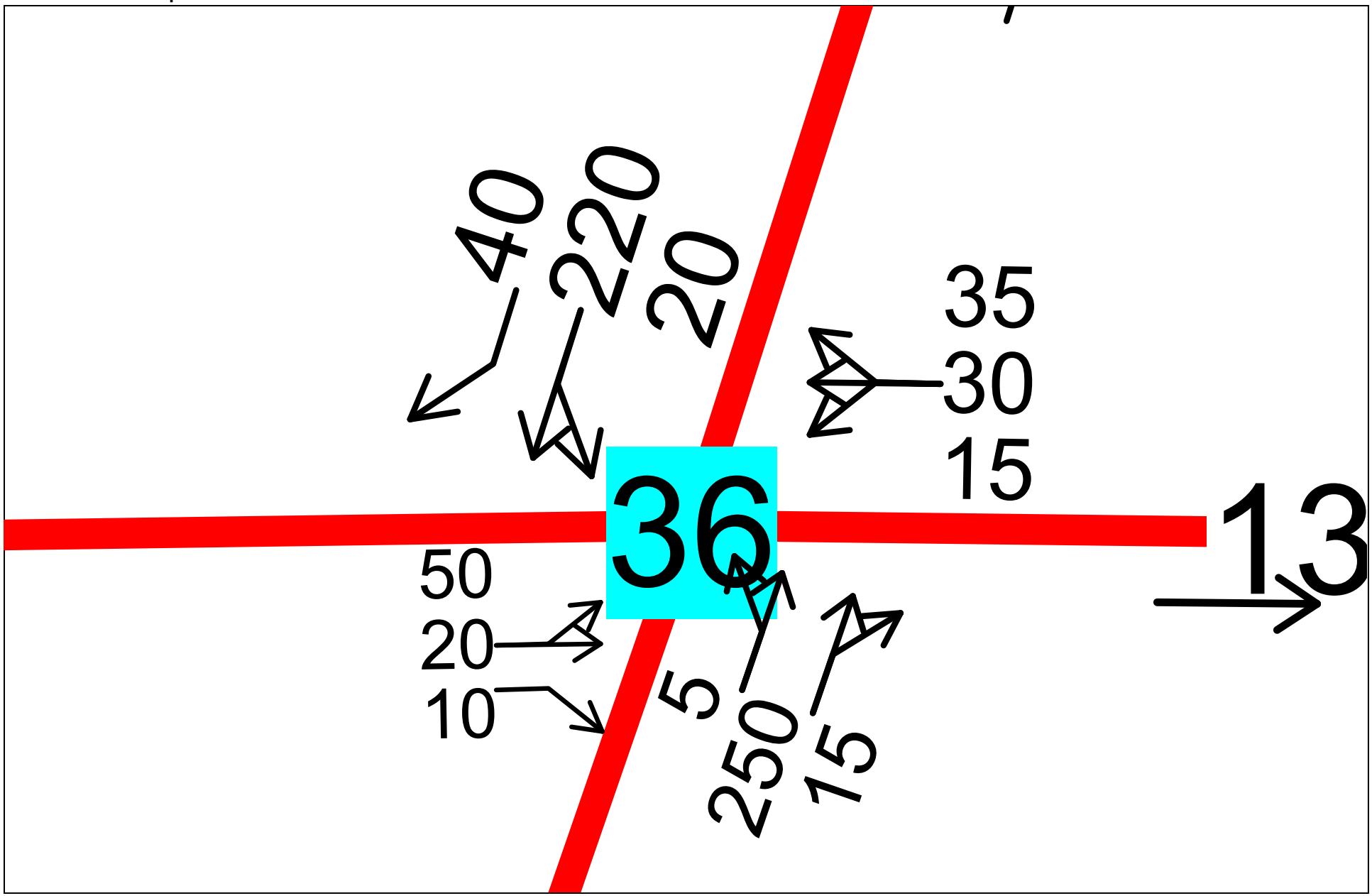

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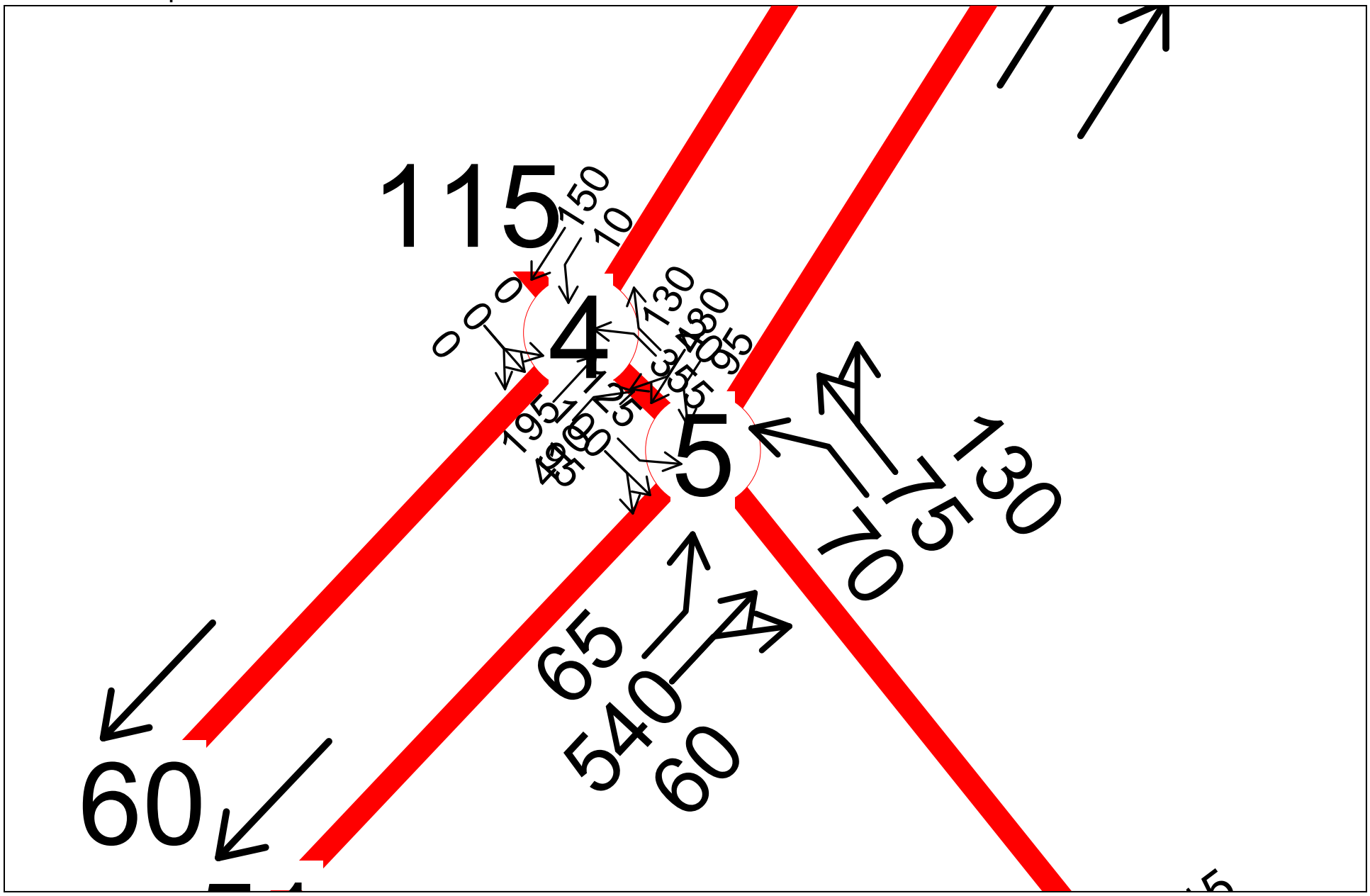

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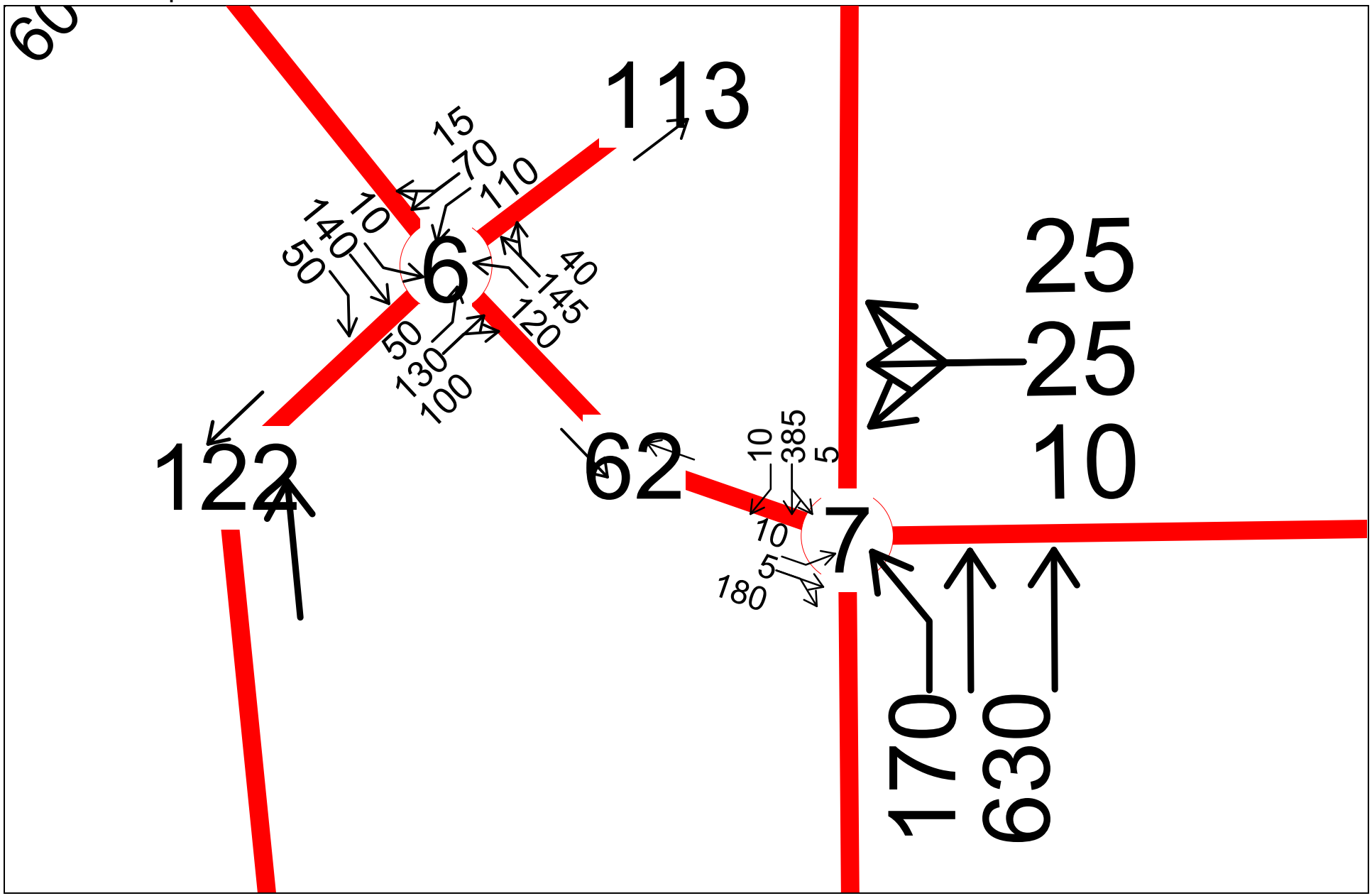

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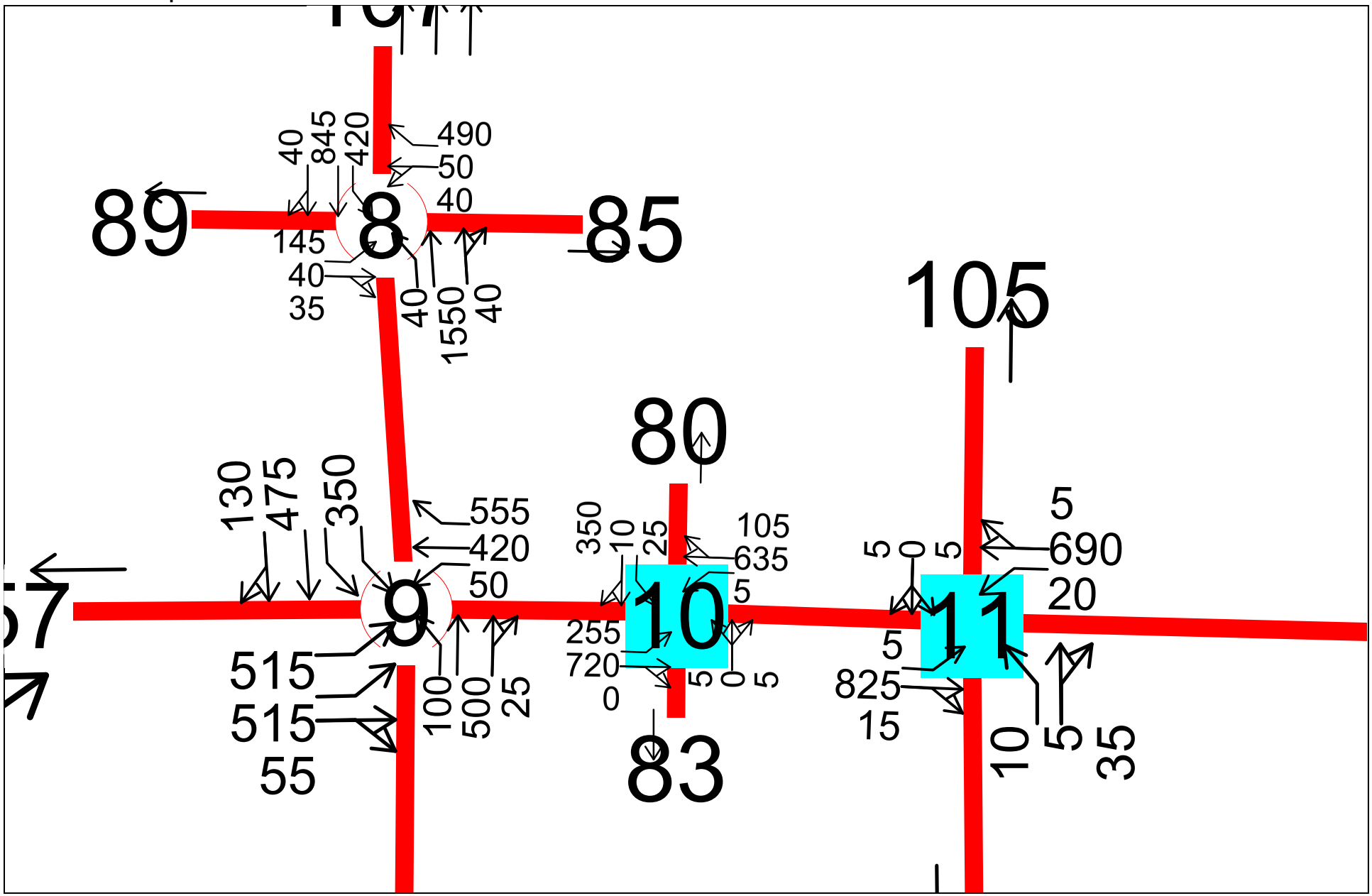

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APPENDIX C

2030 MEDIUM ALT 1 IMPROVEMENTS

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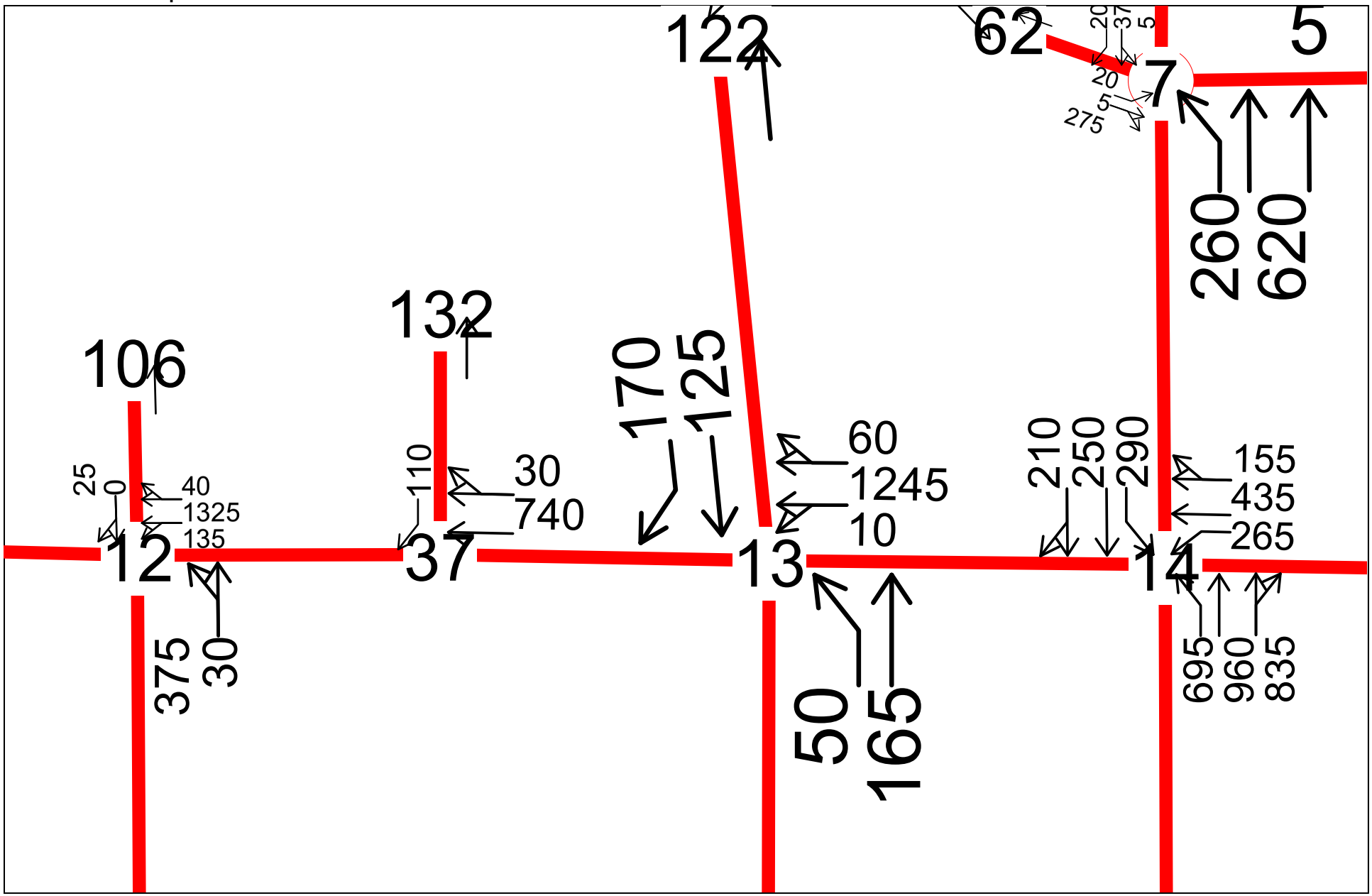

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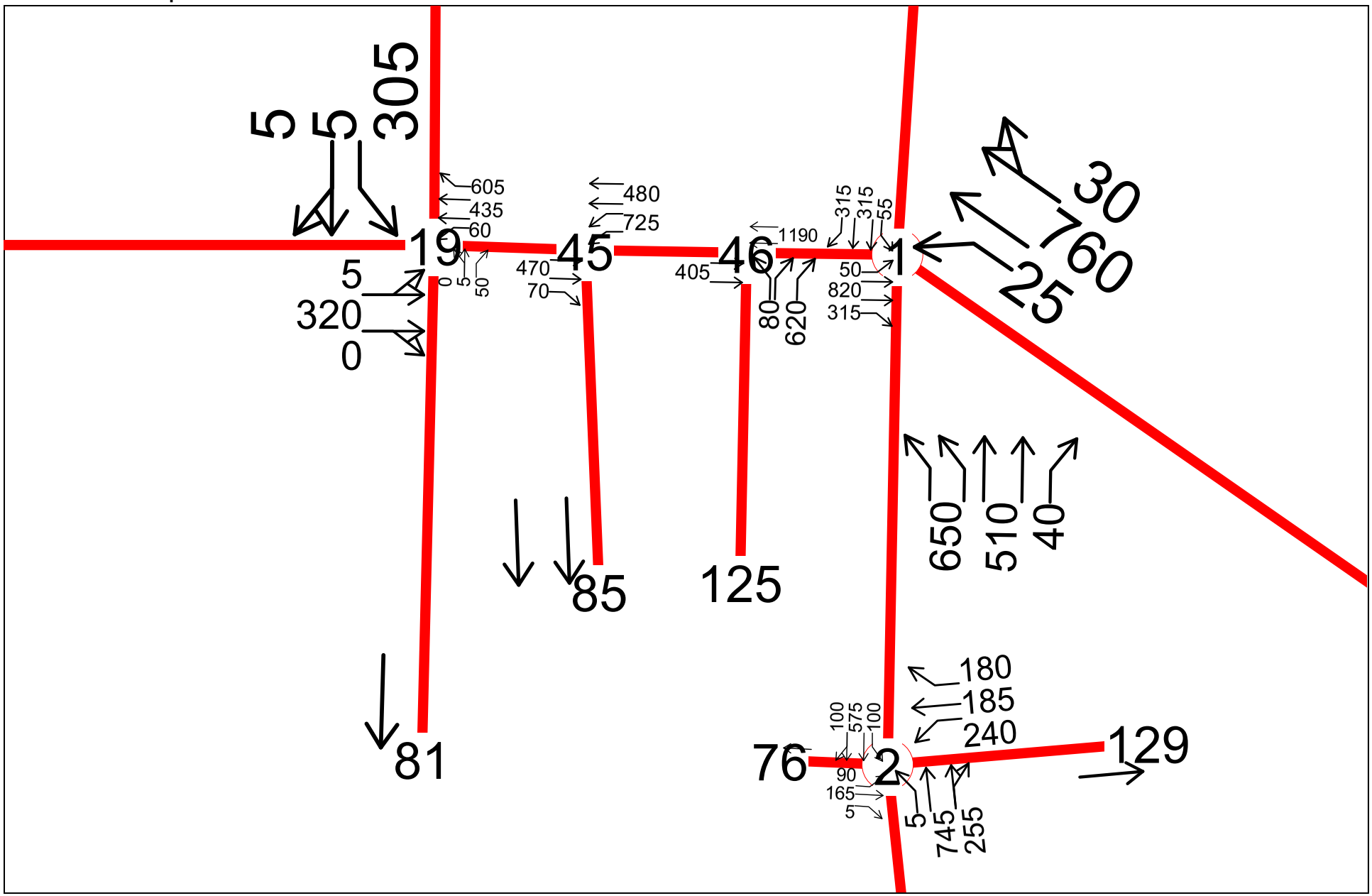

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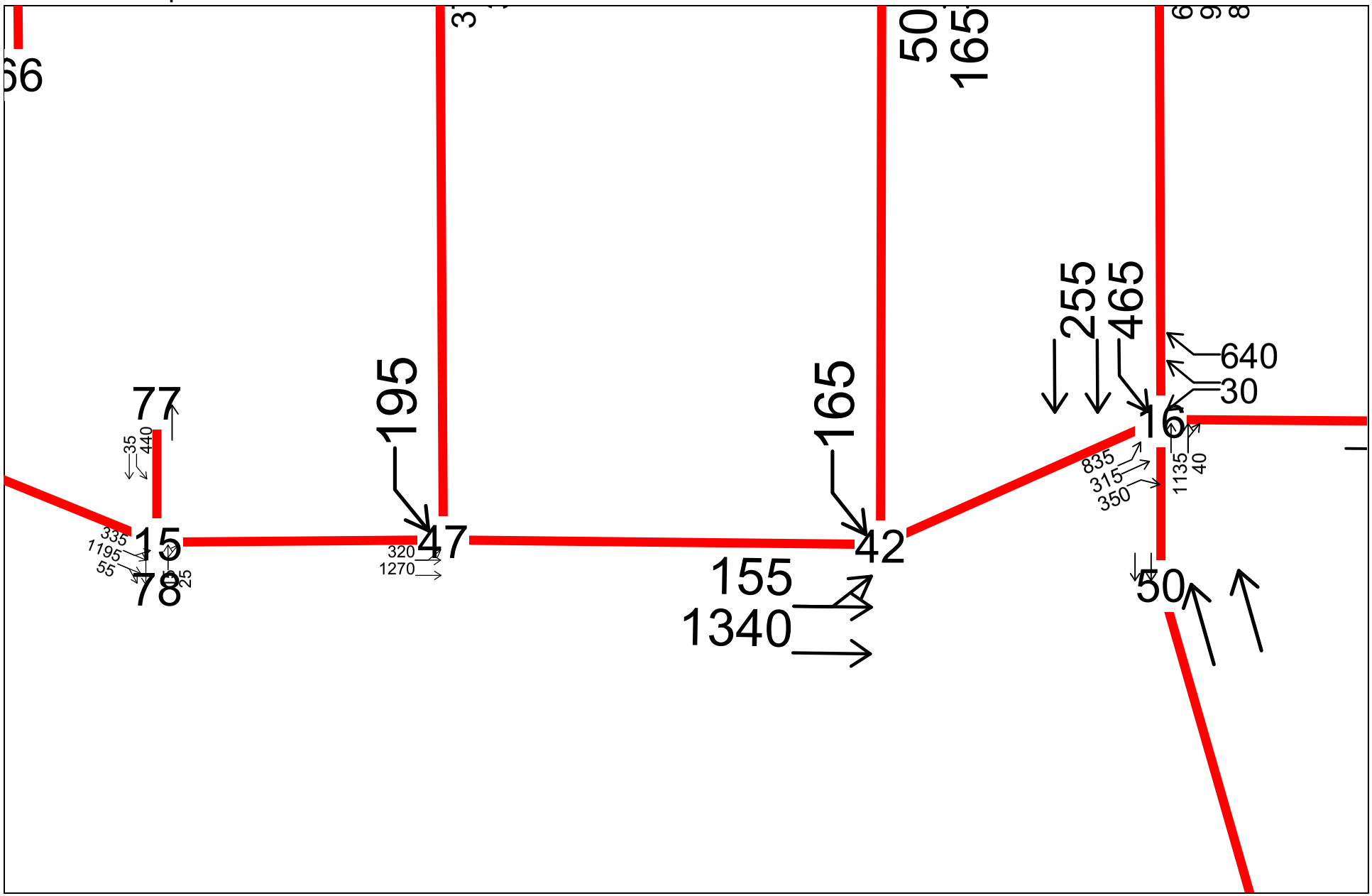

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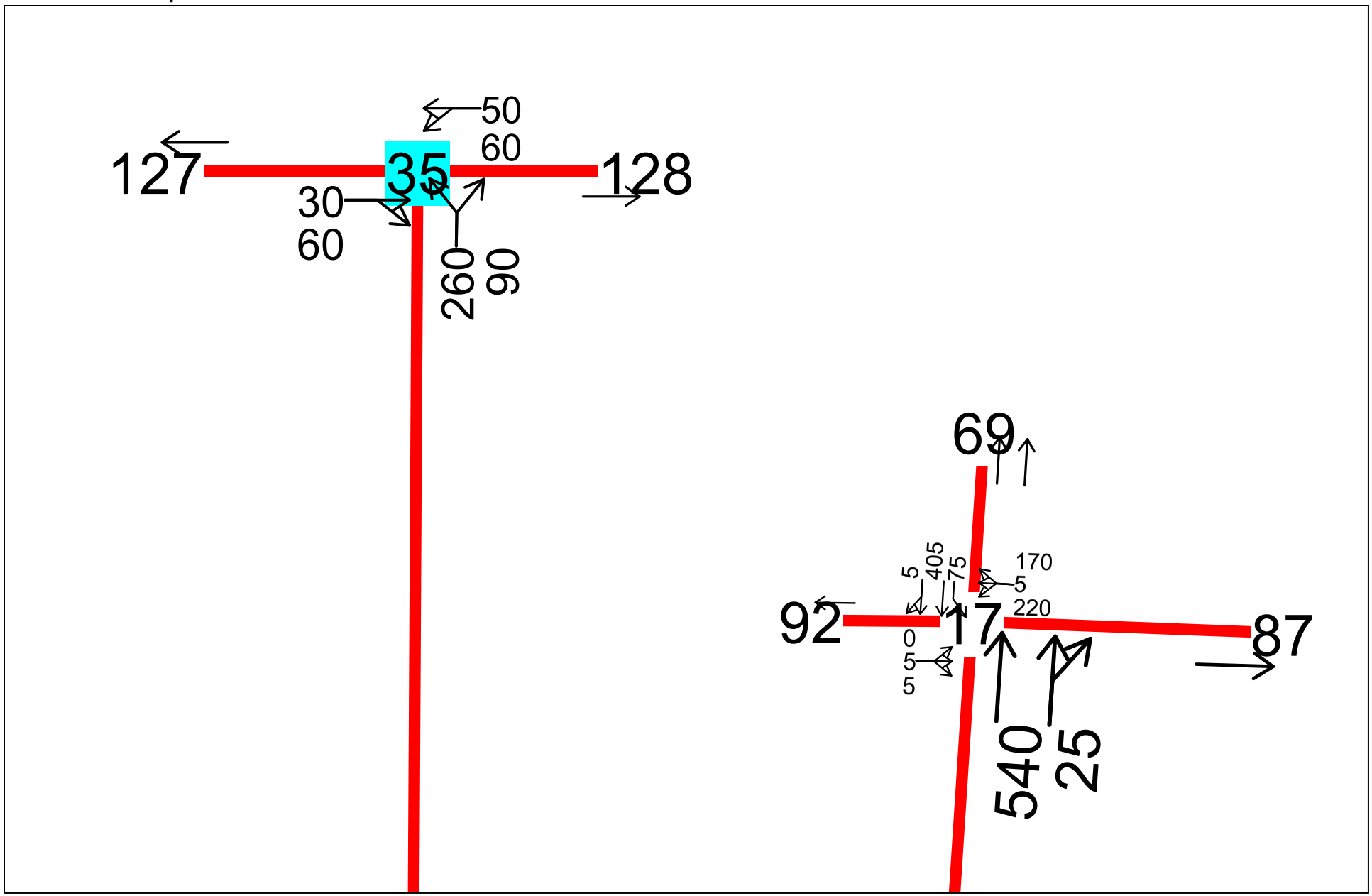

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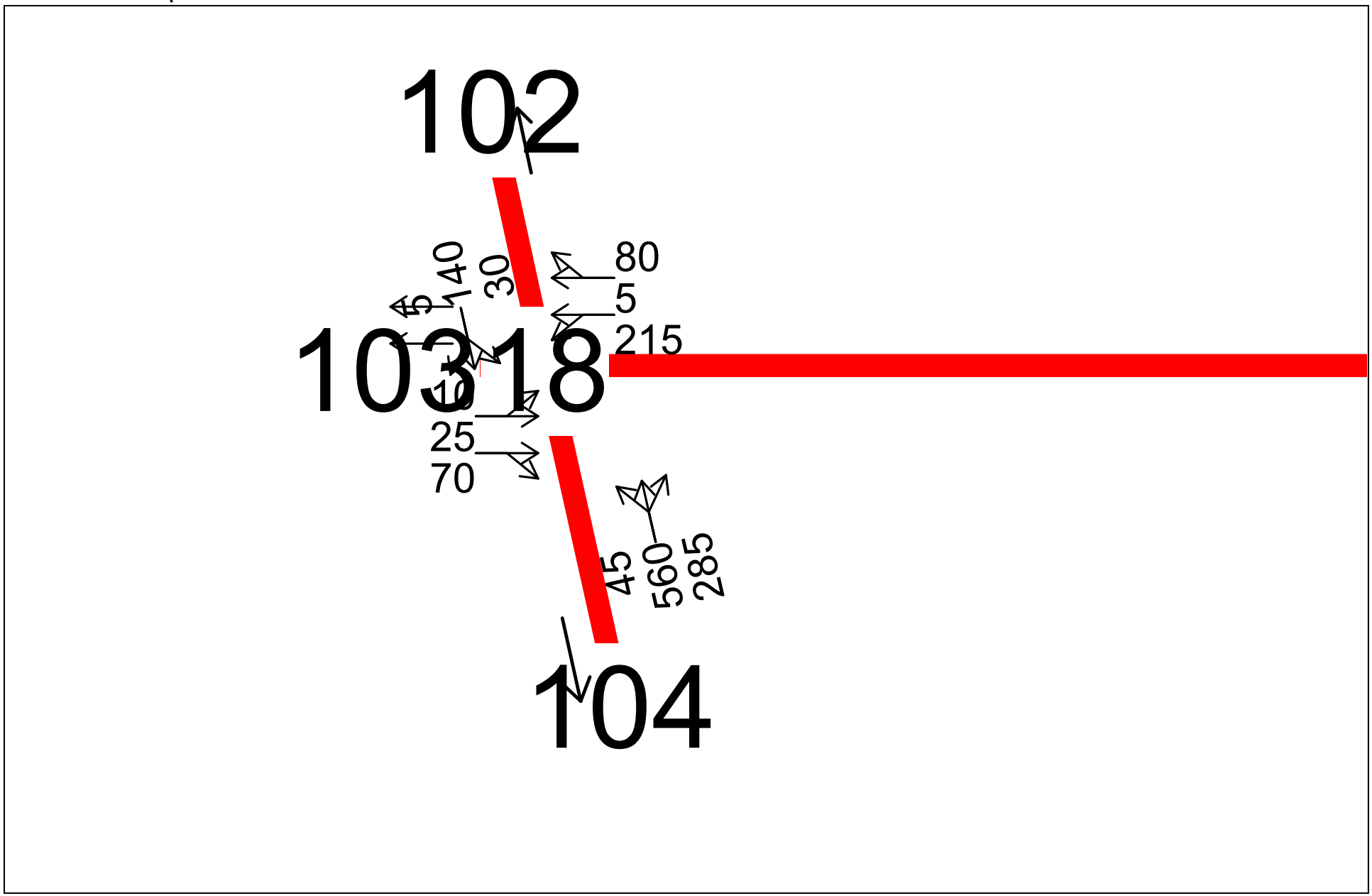

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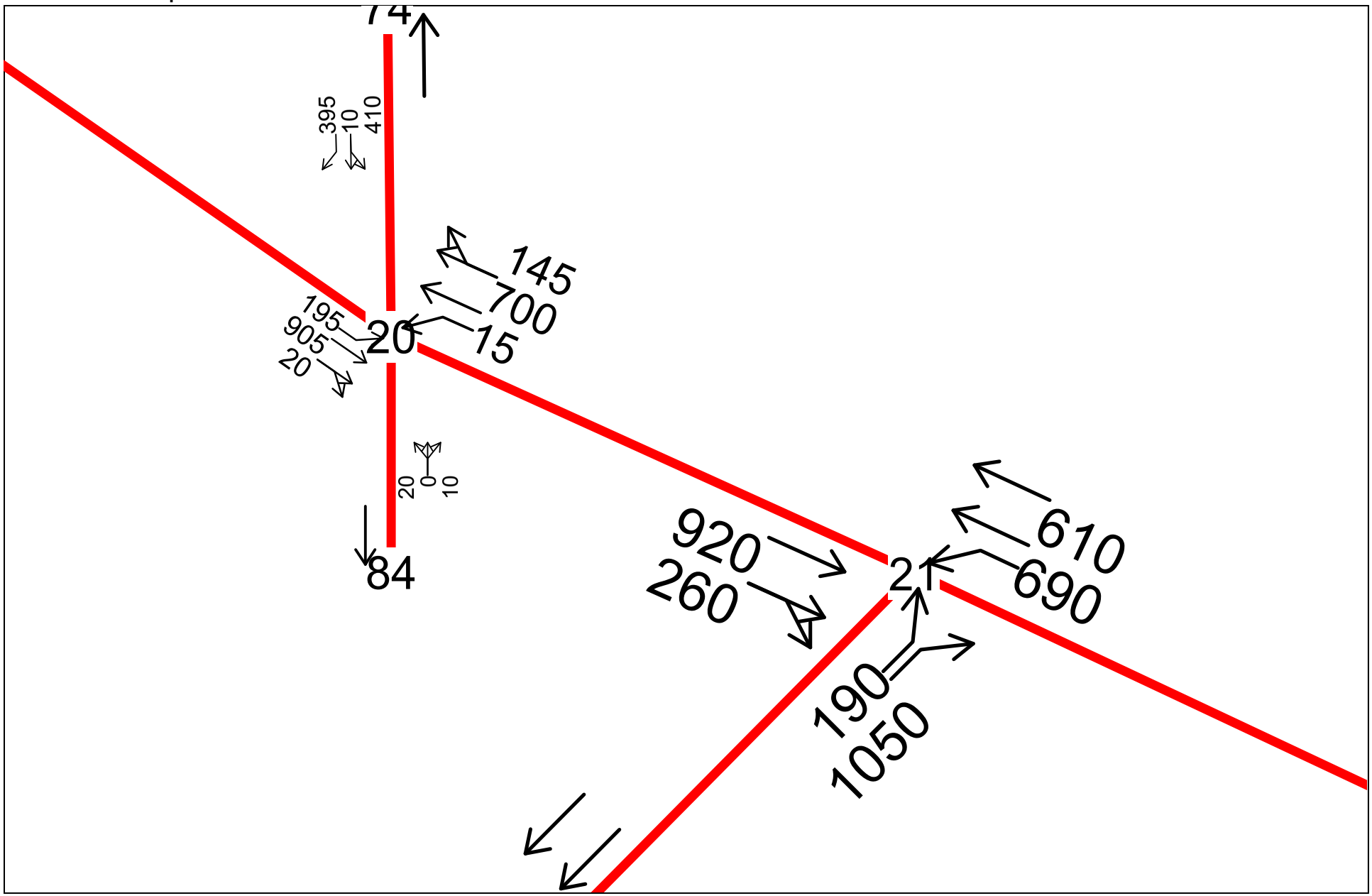

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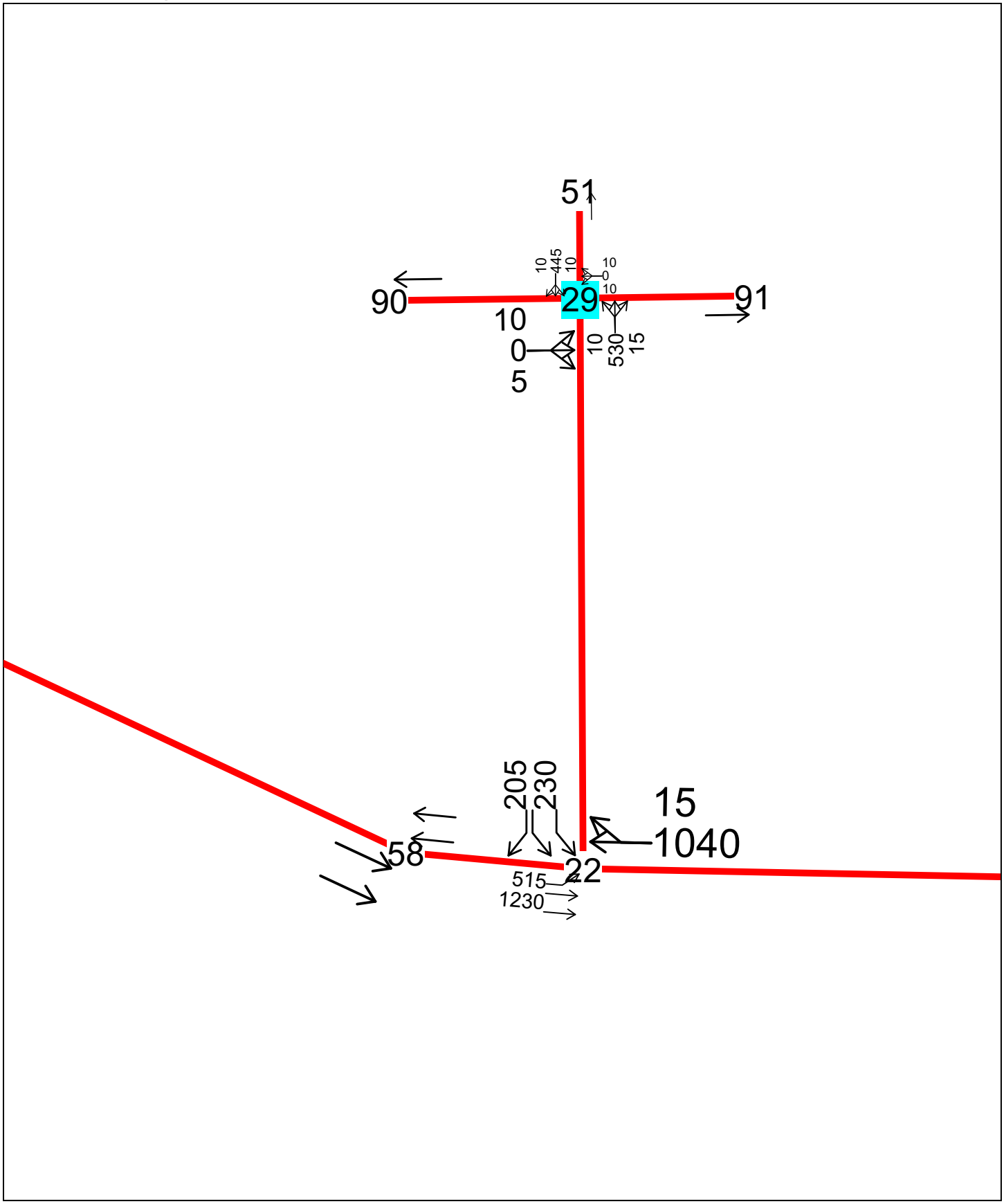

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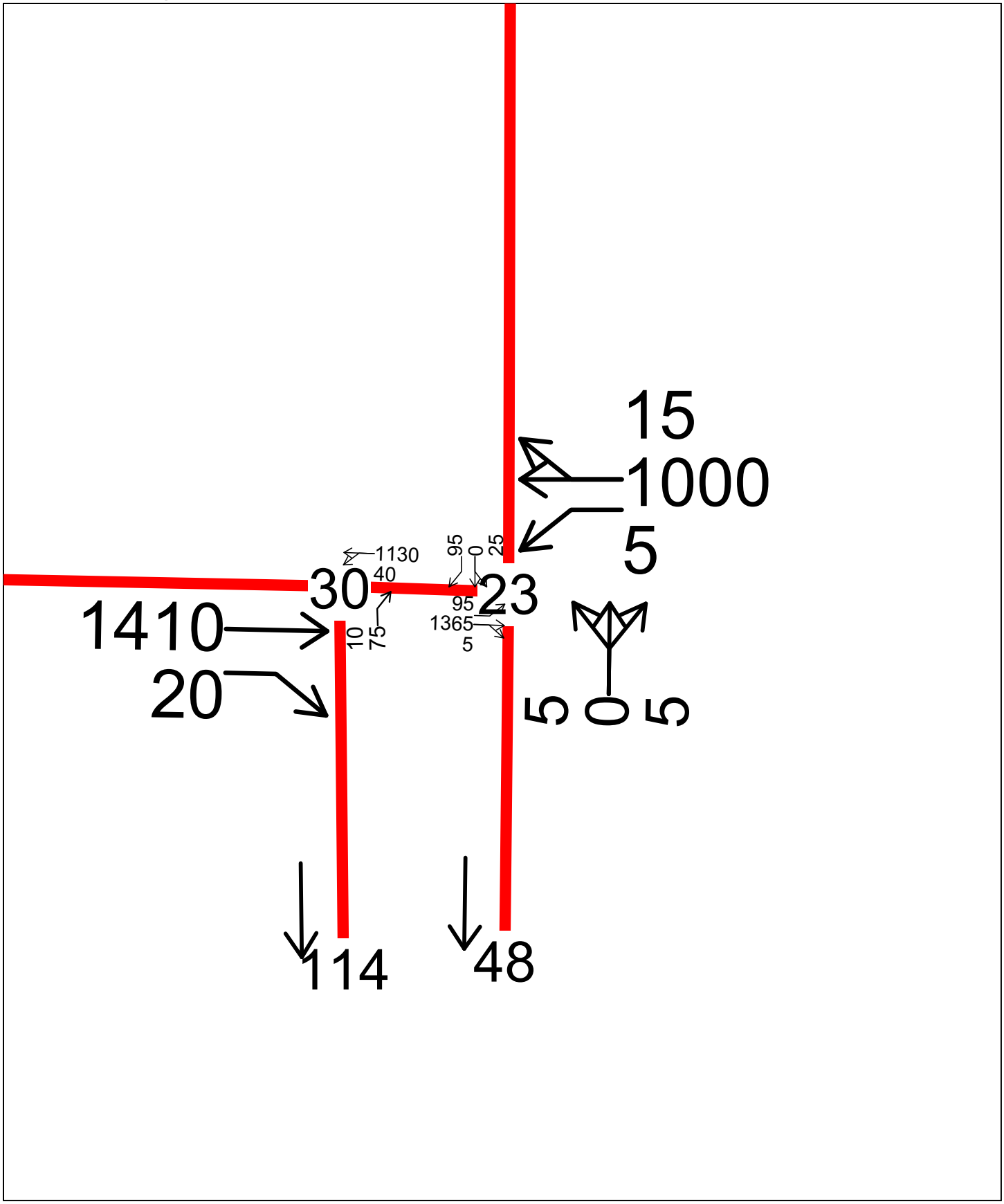

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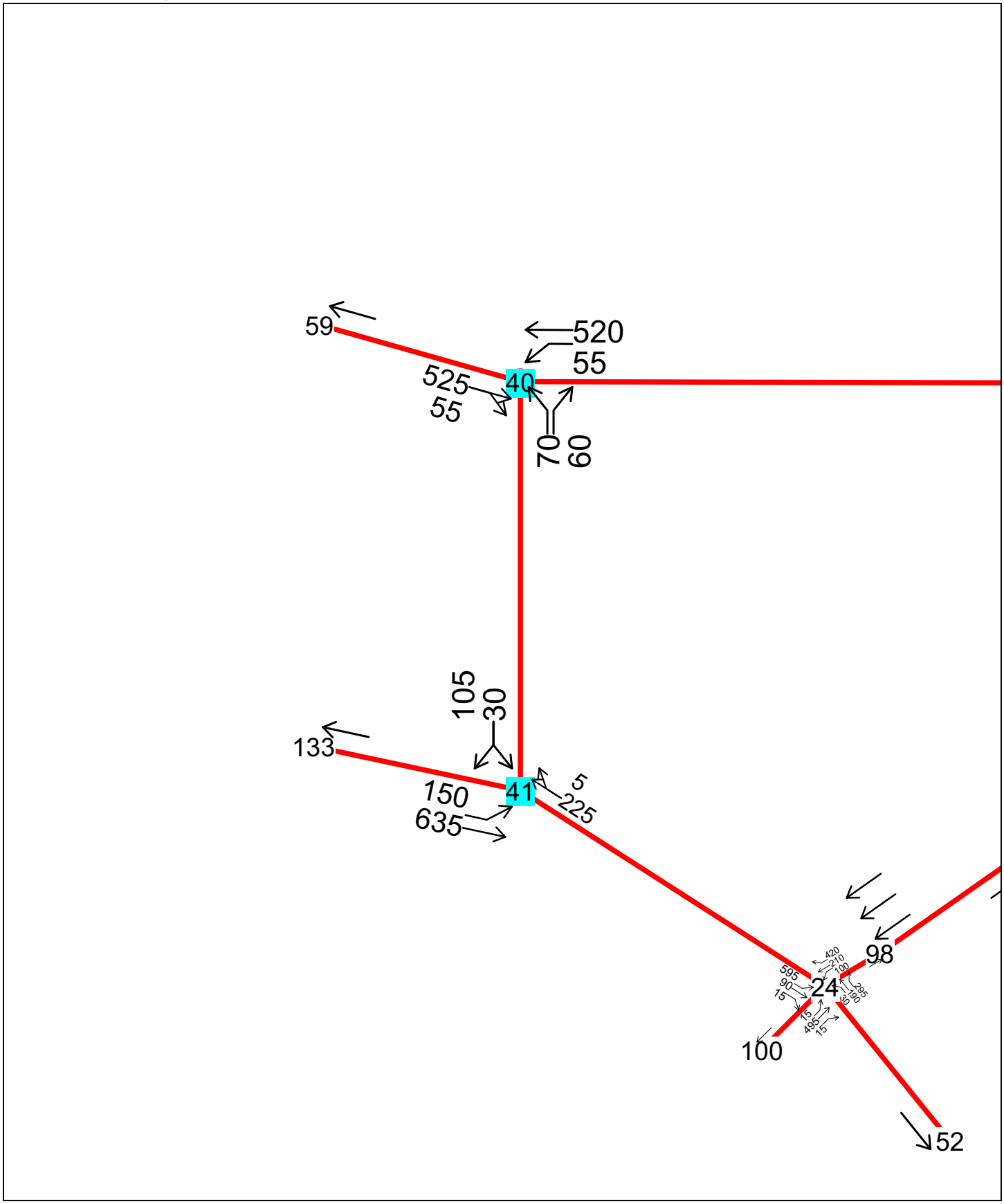

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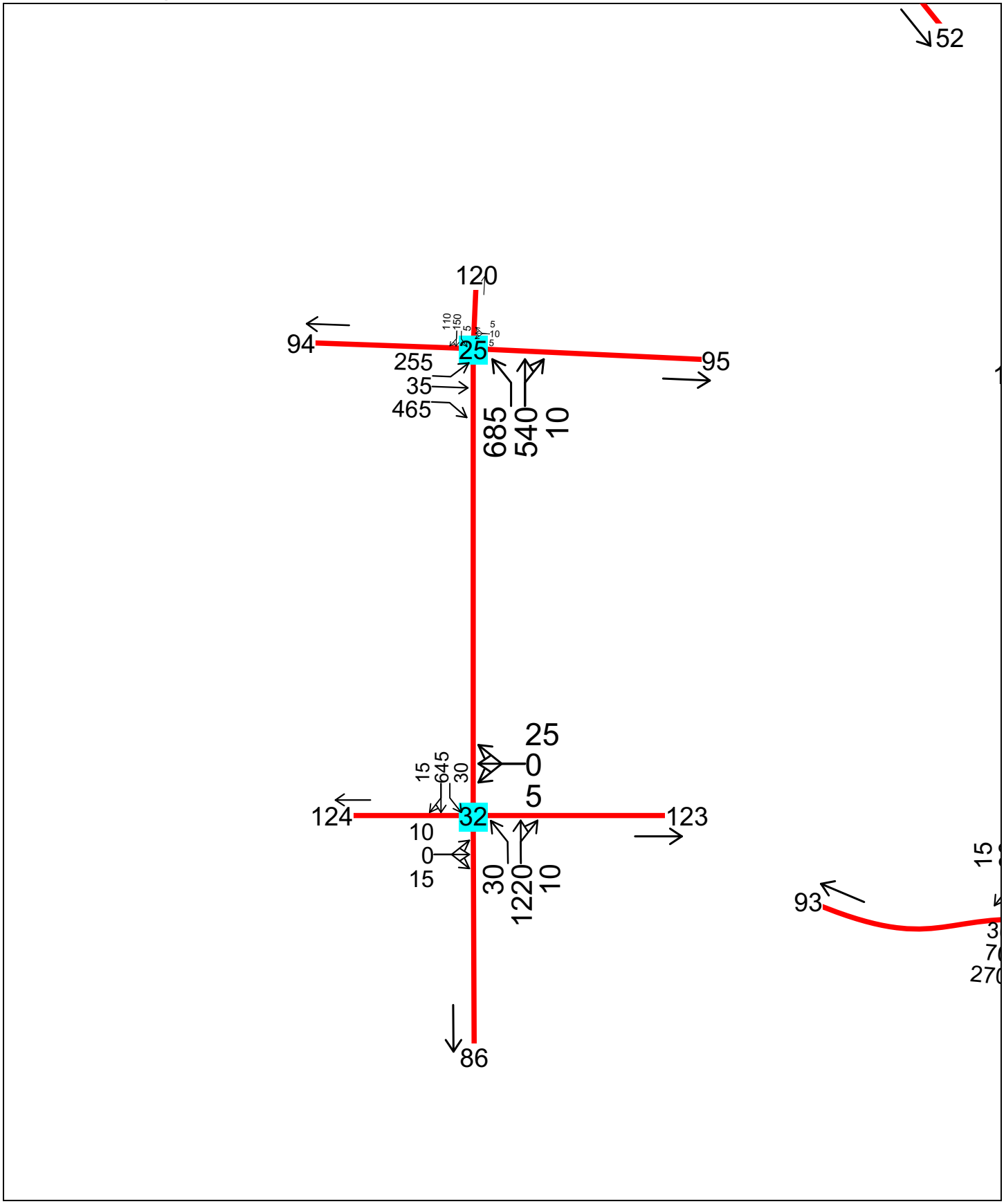
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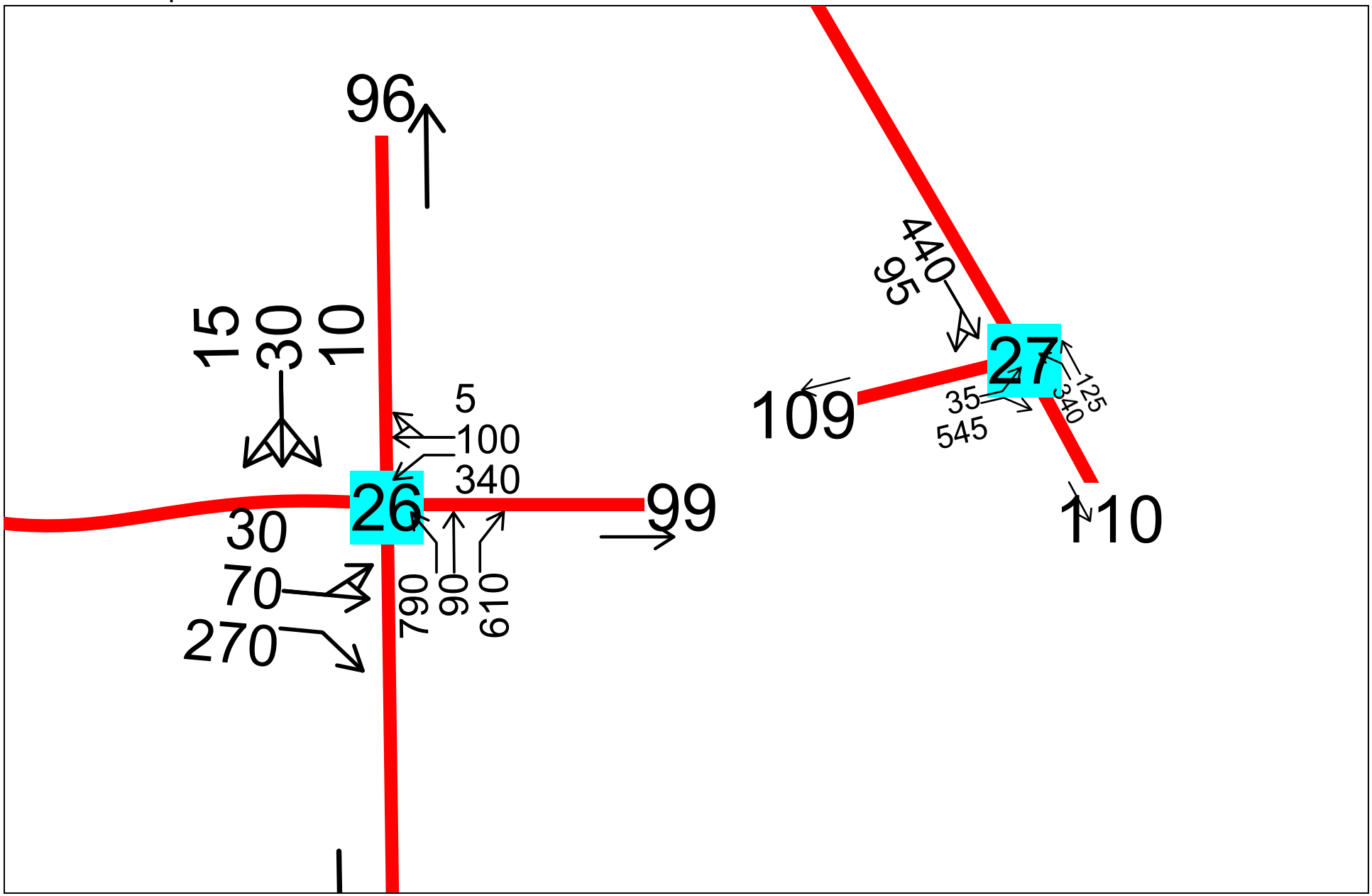

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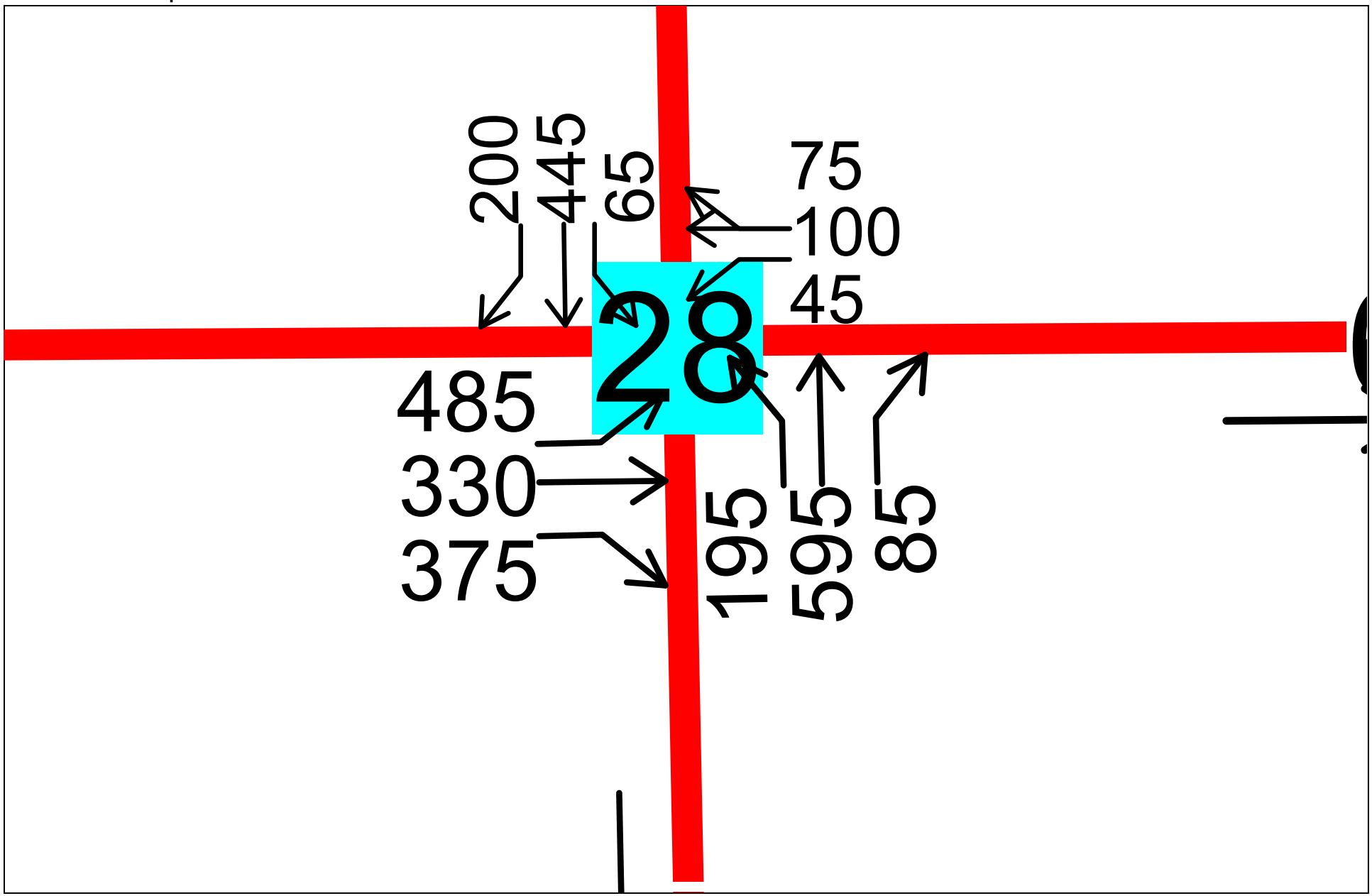

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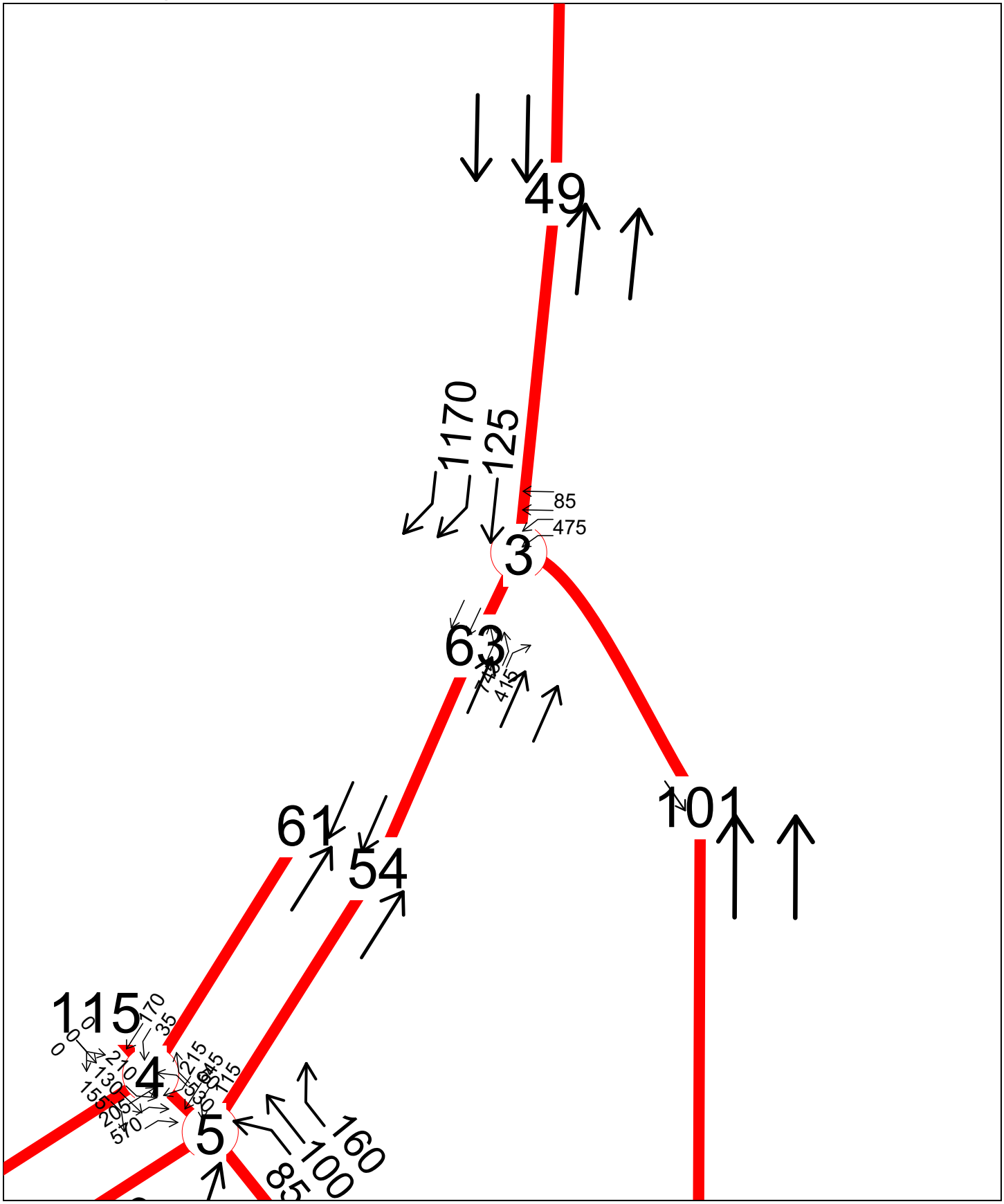

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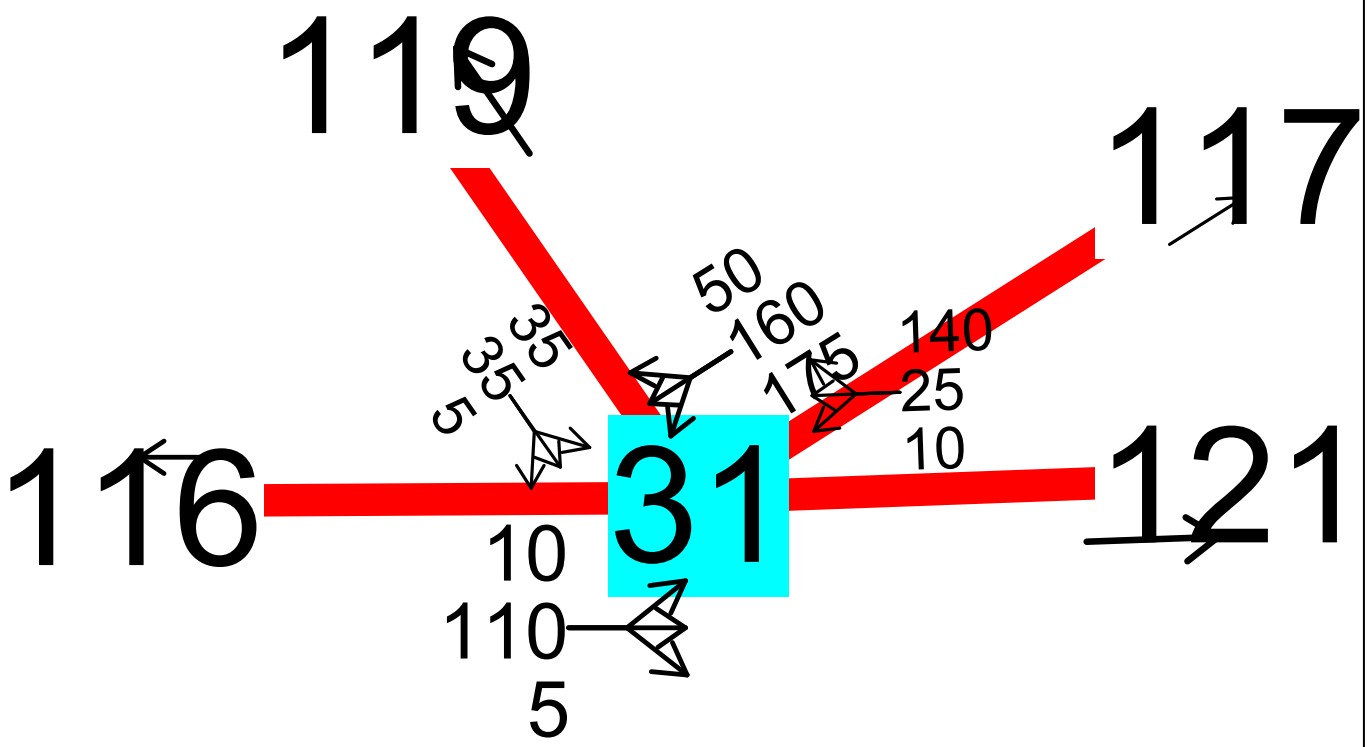

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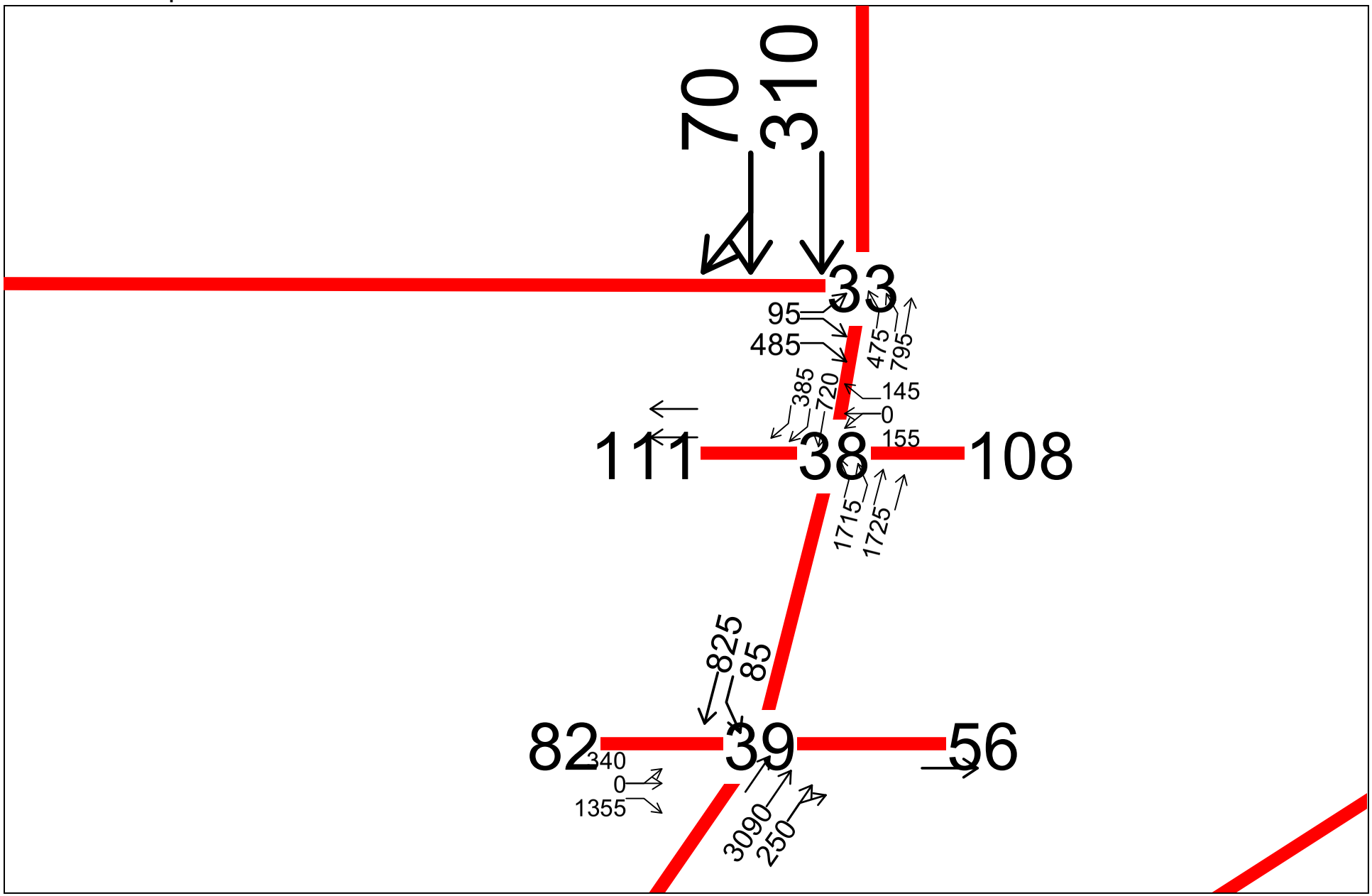

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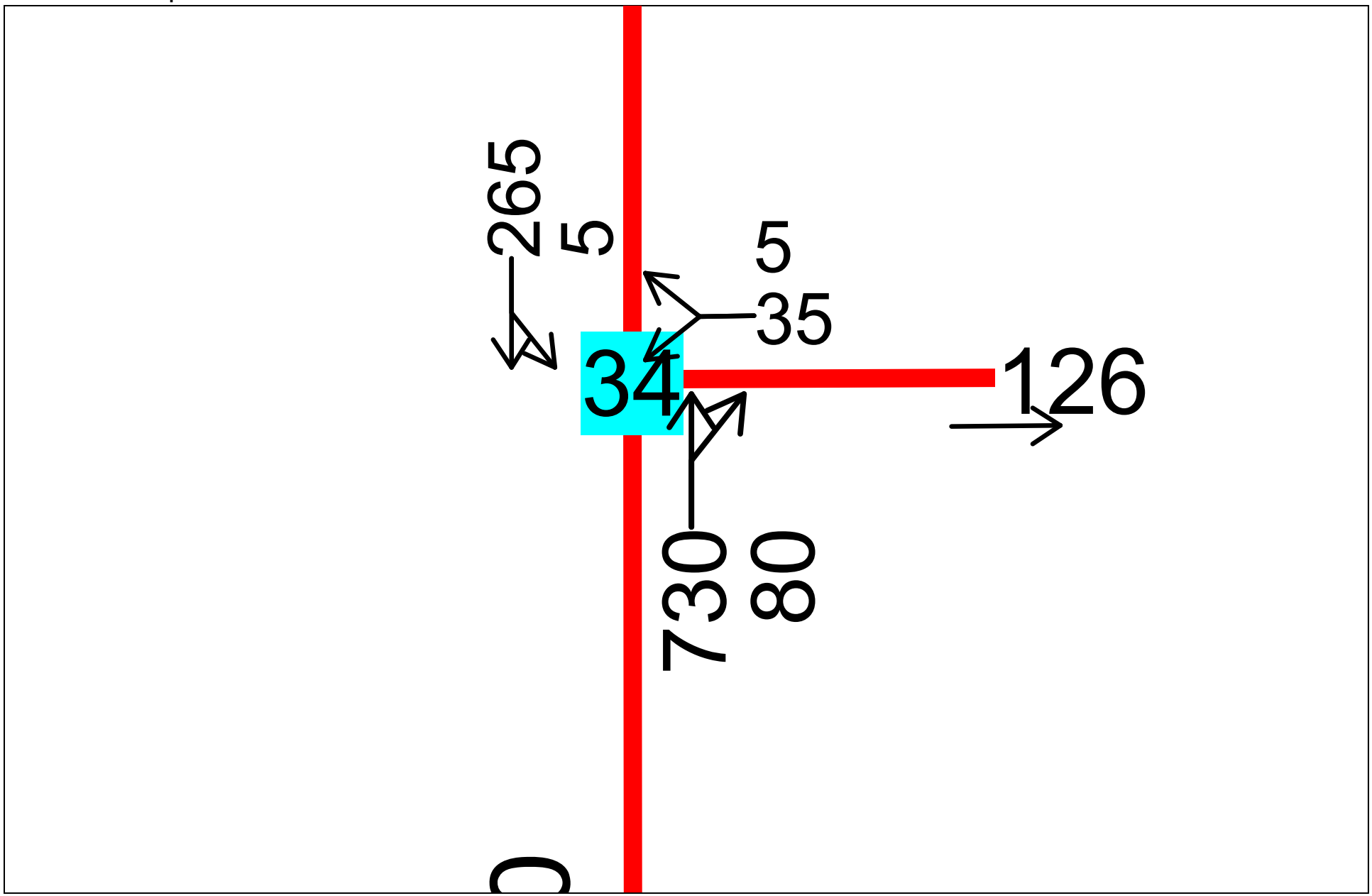

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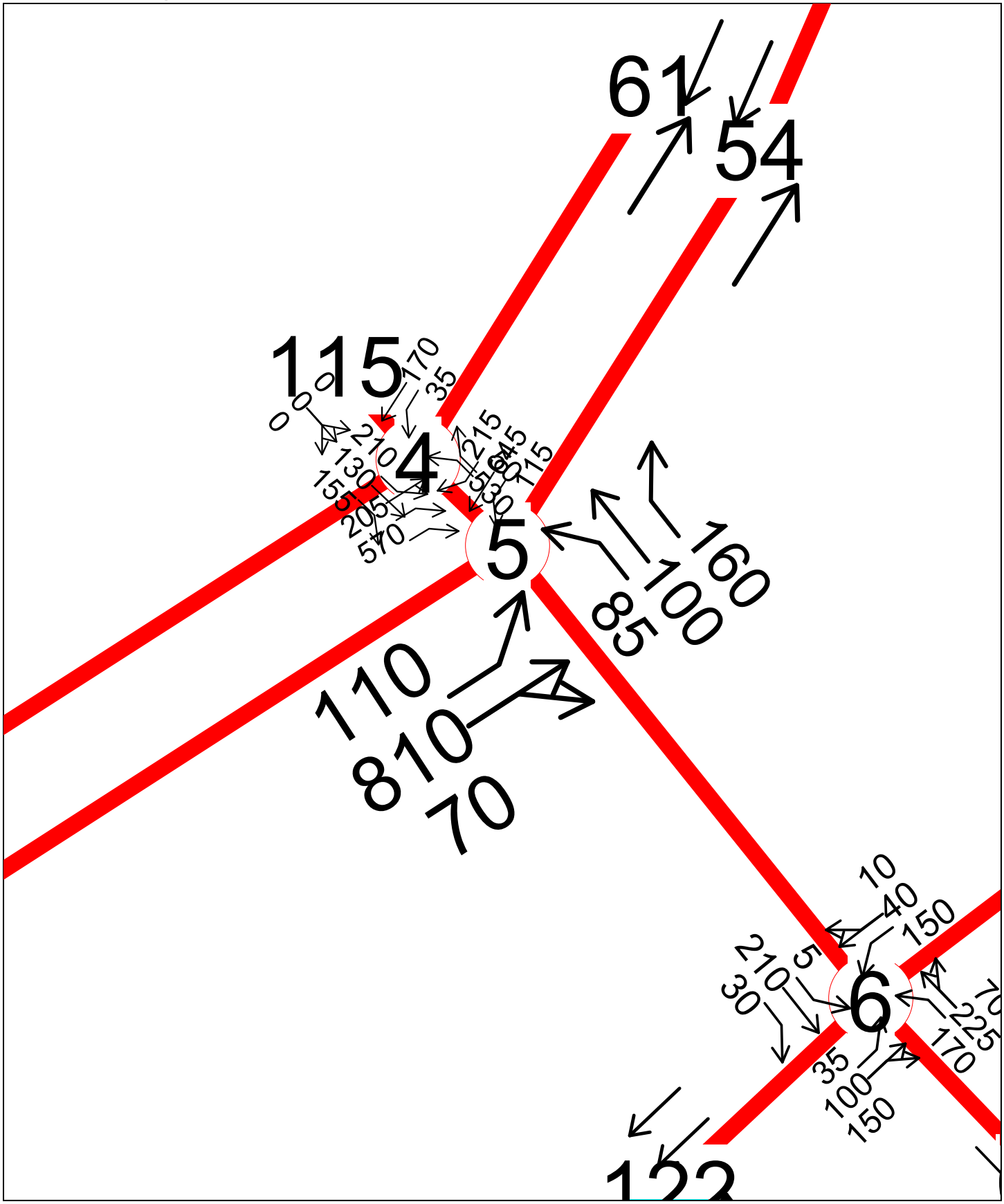

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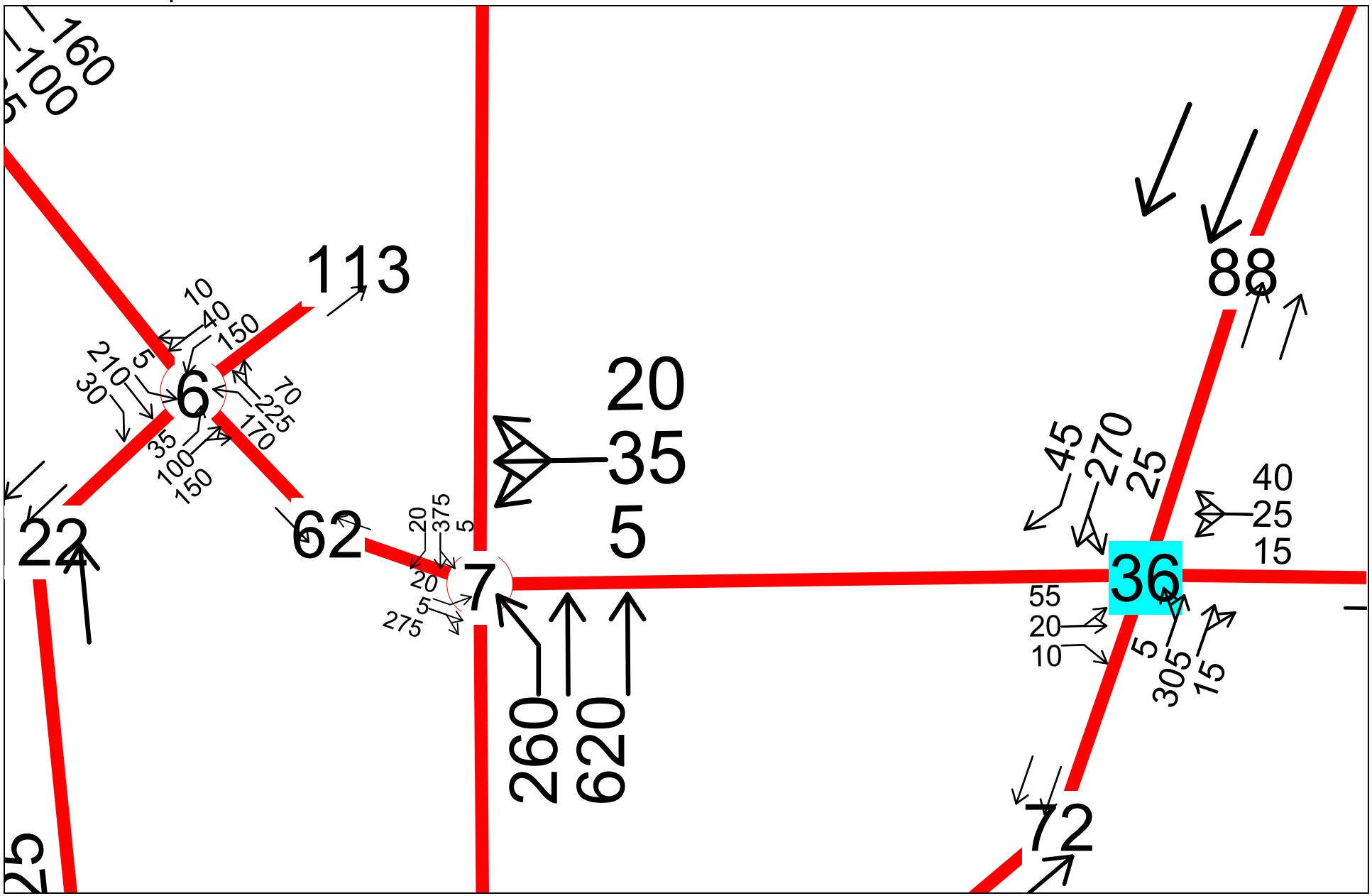

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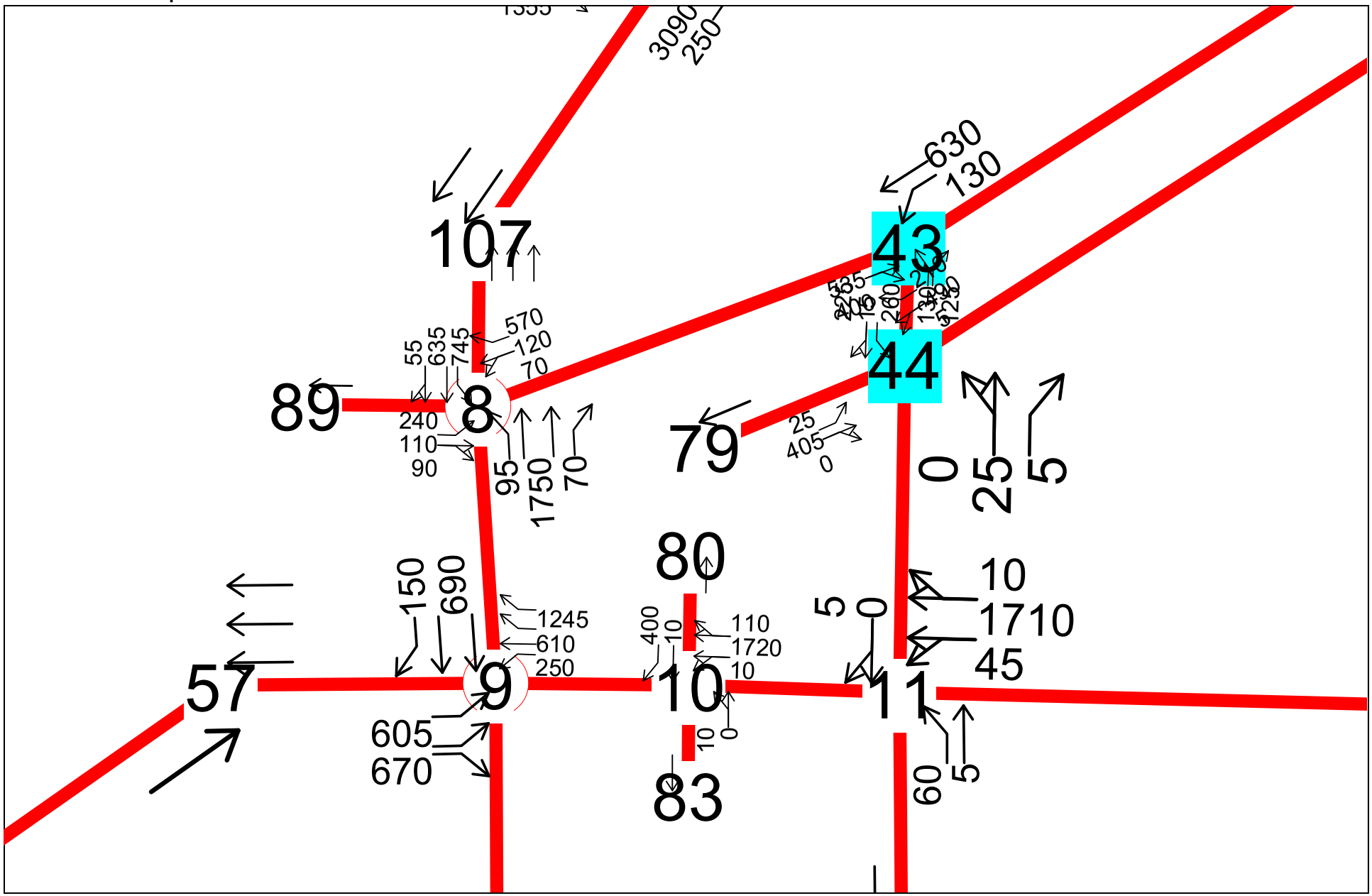

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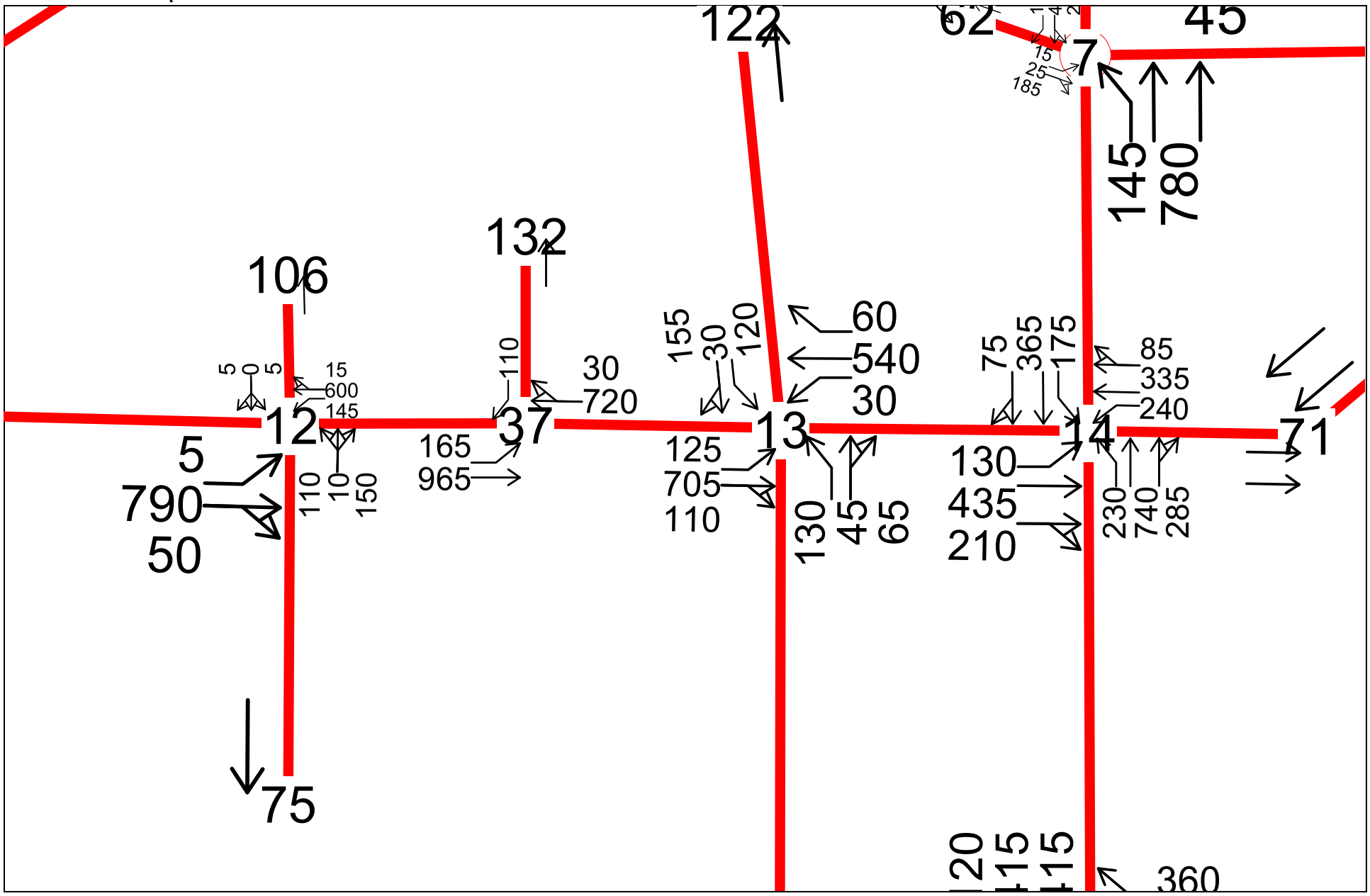

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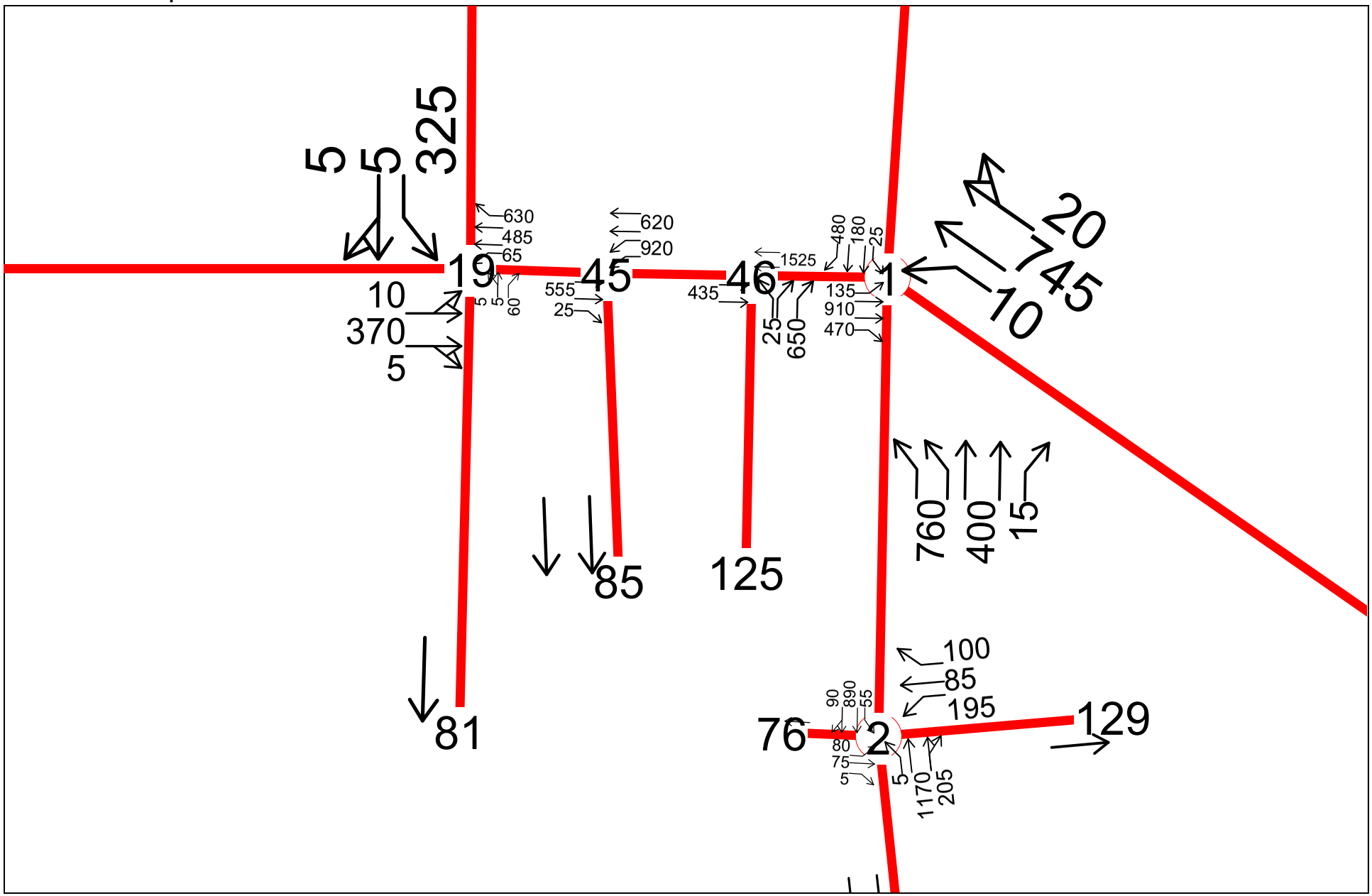

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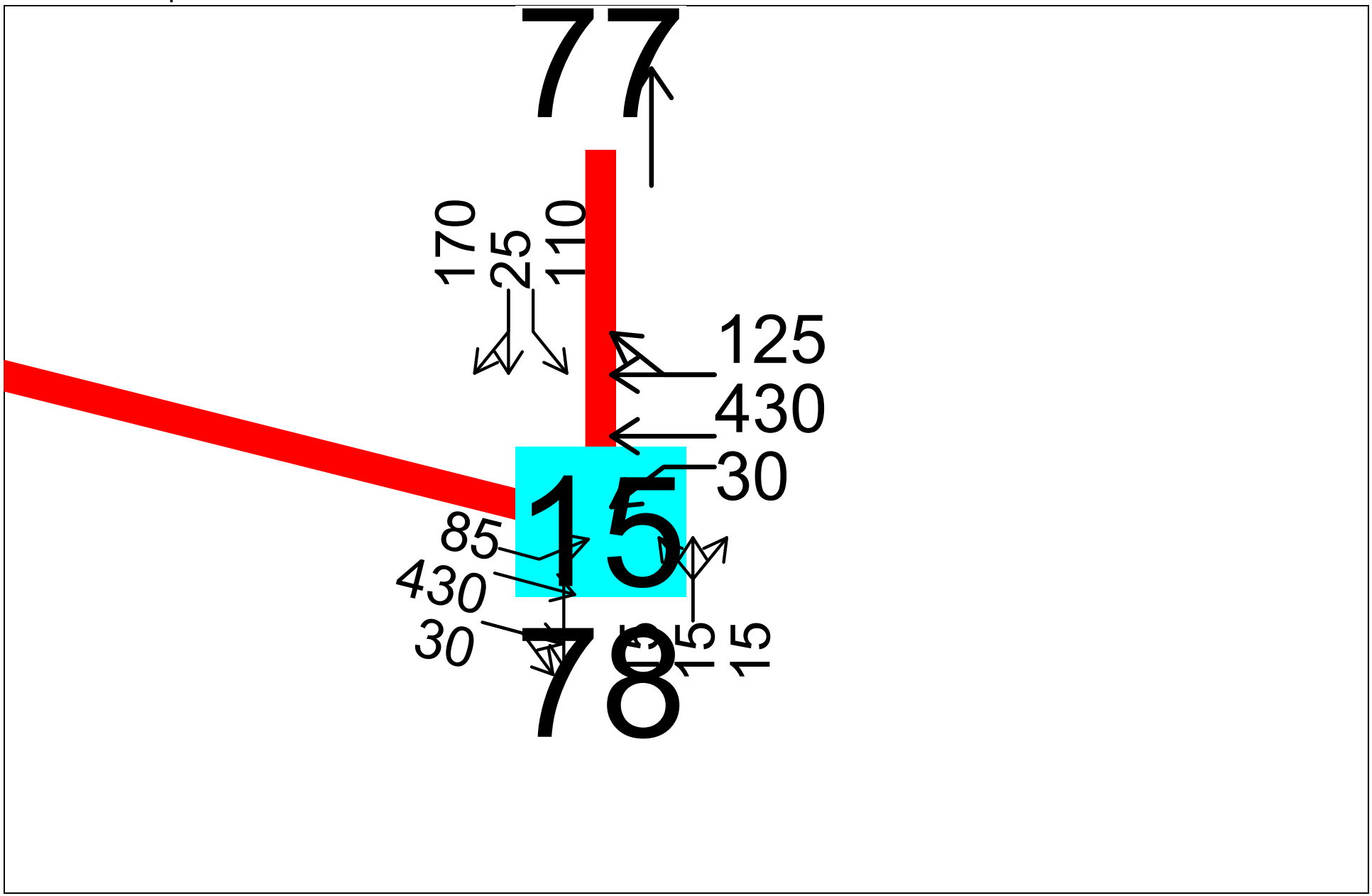

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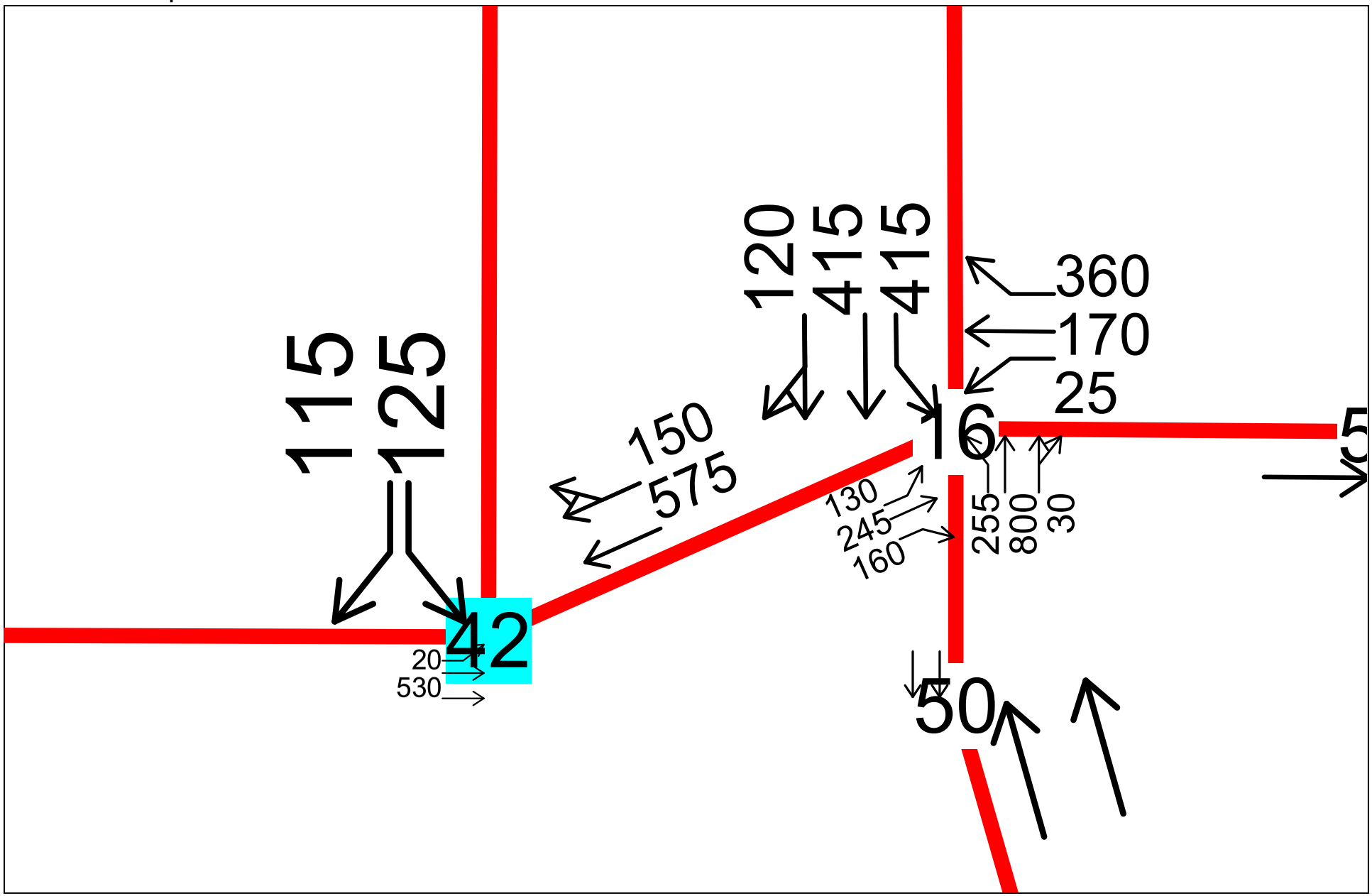

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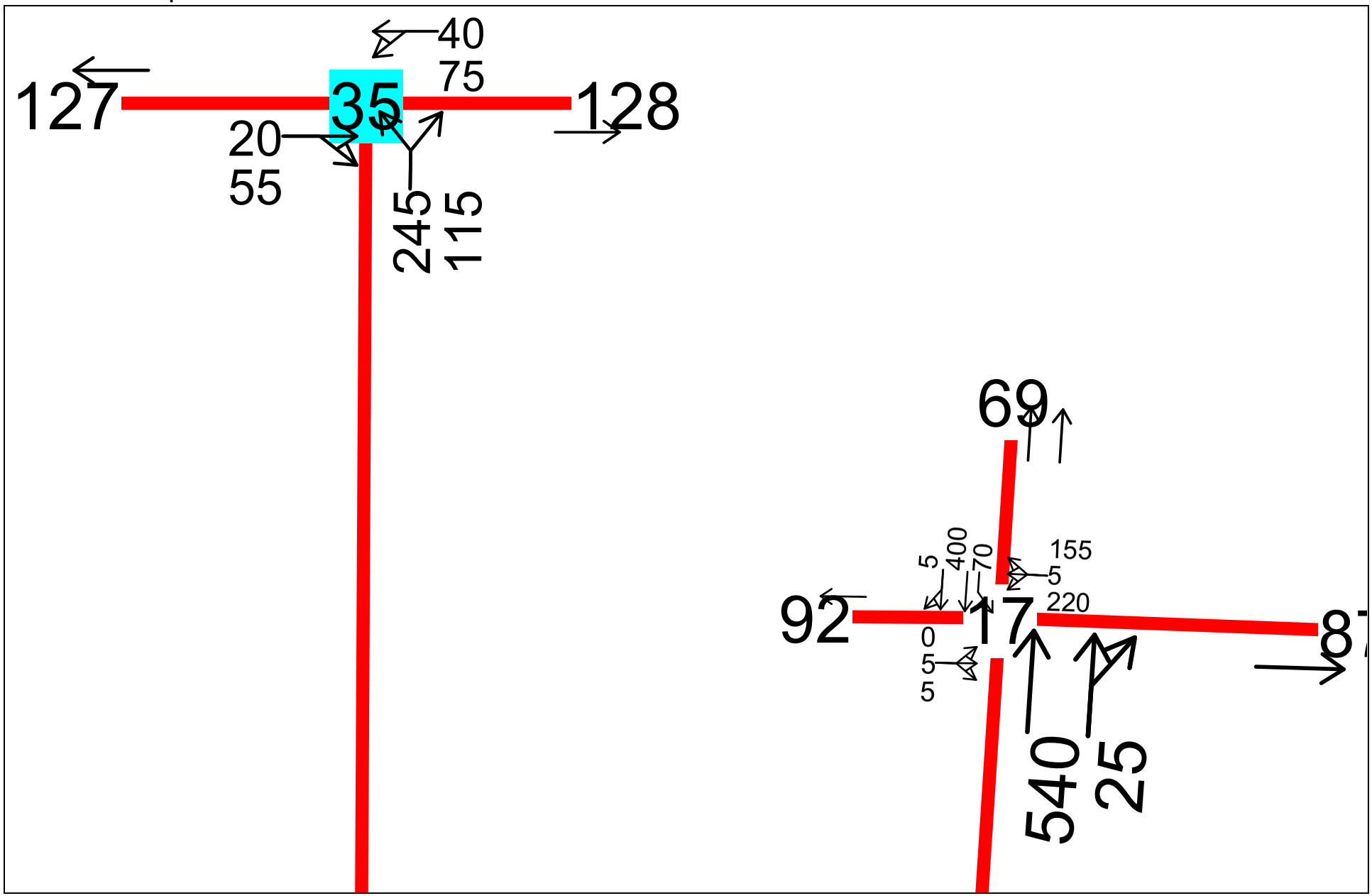

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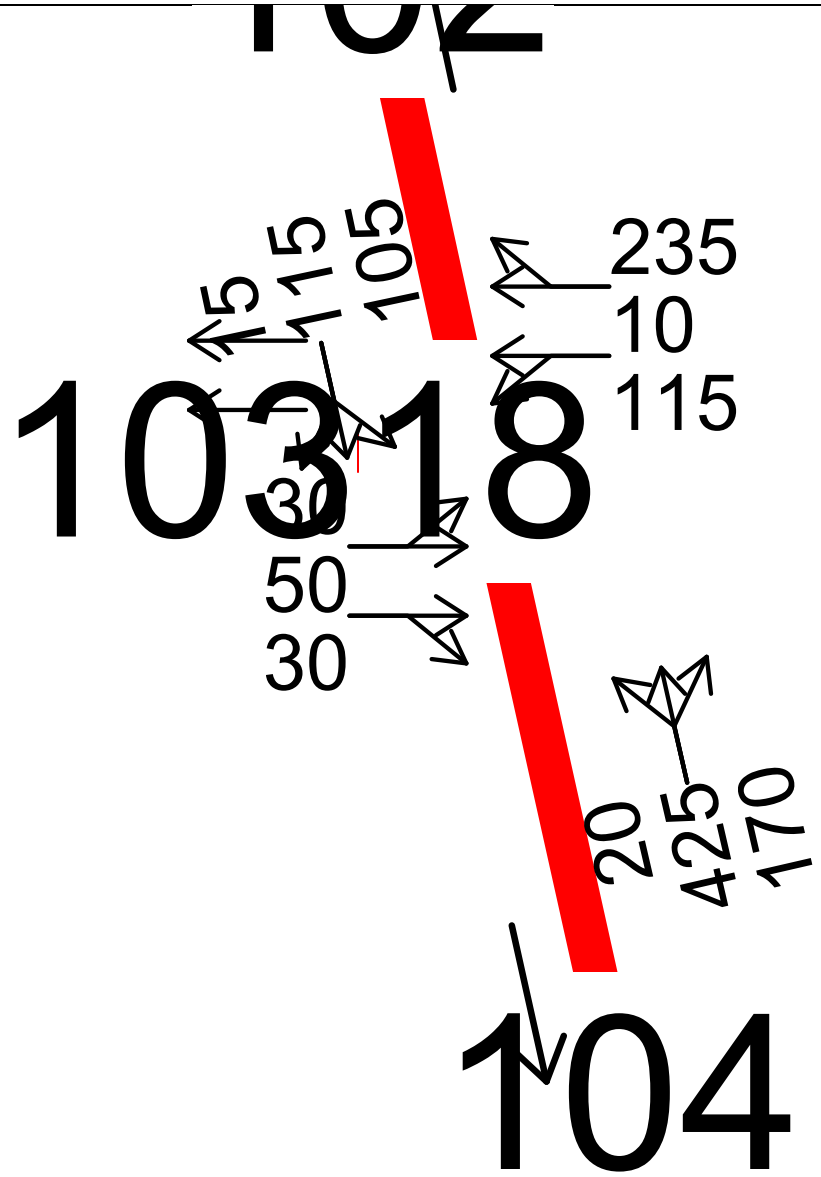

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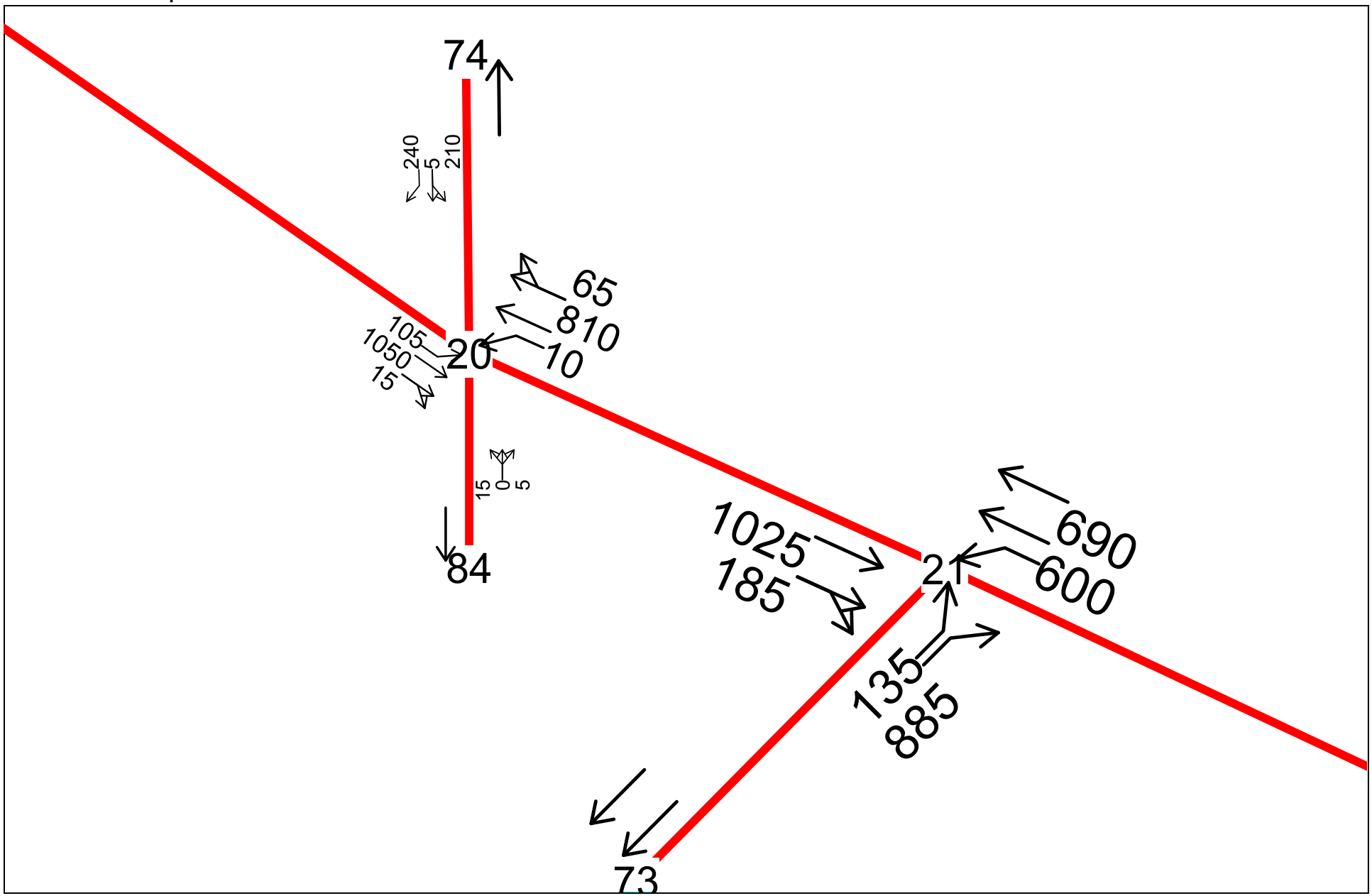

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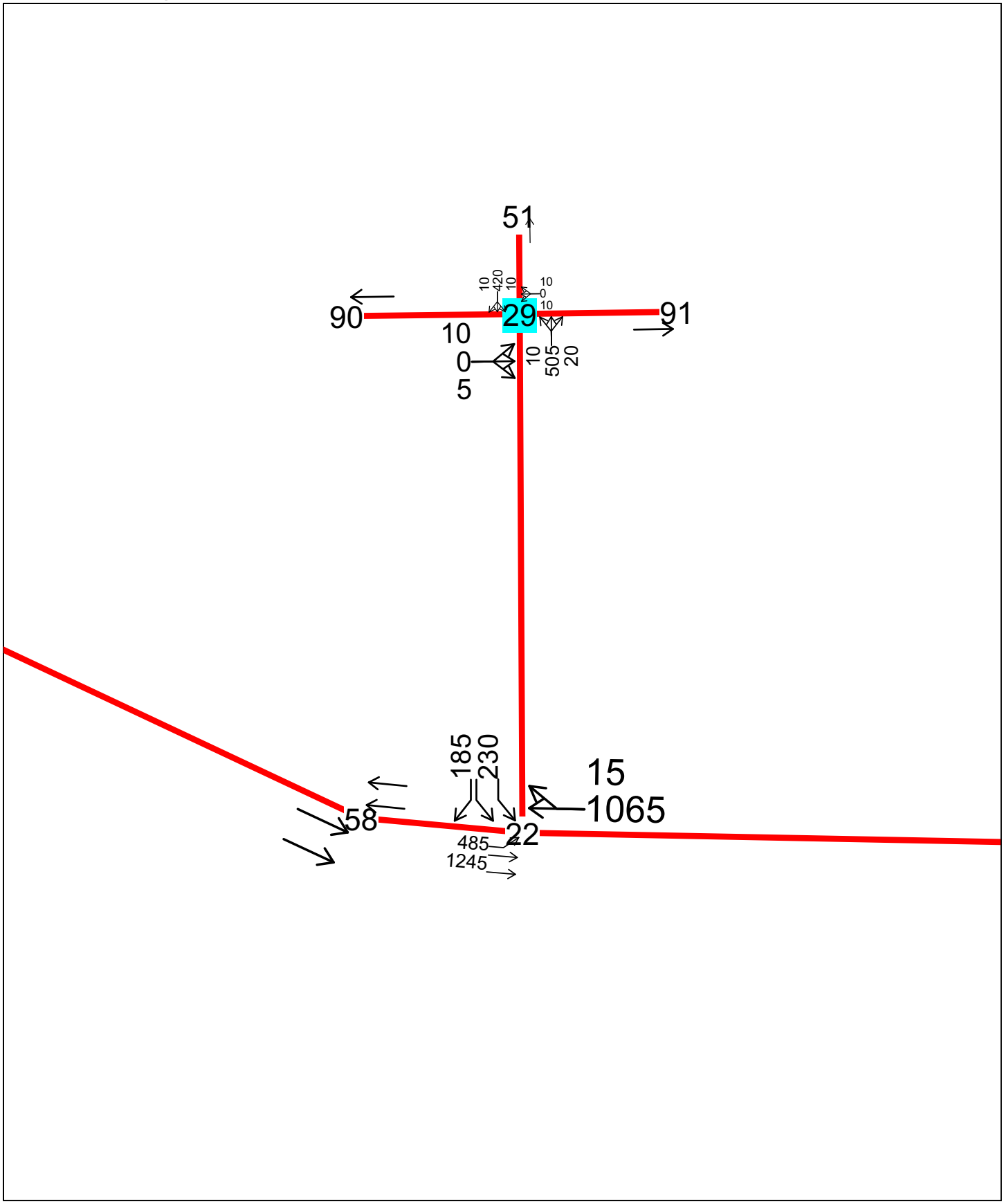

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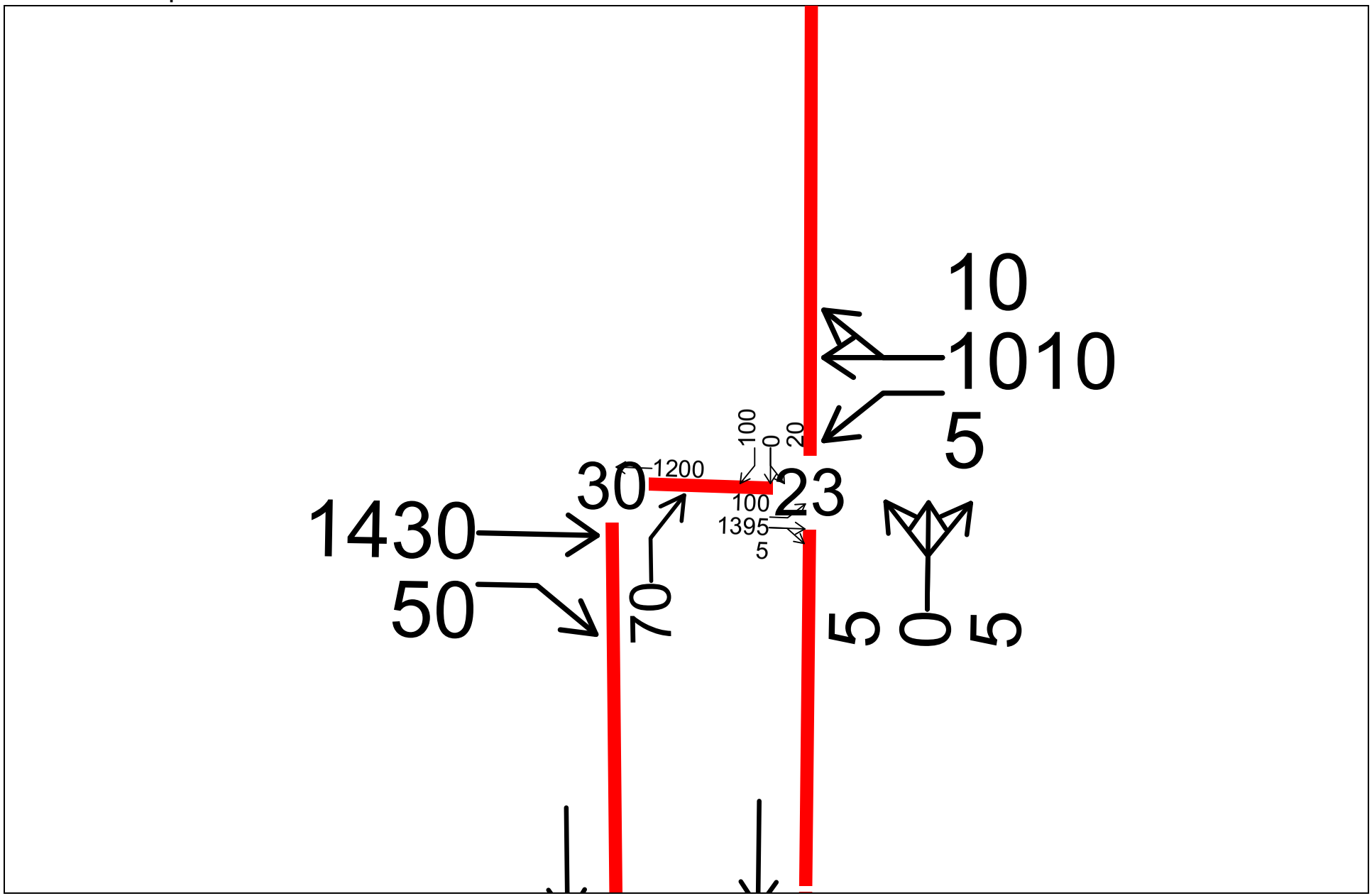

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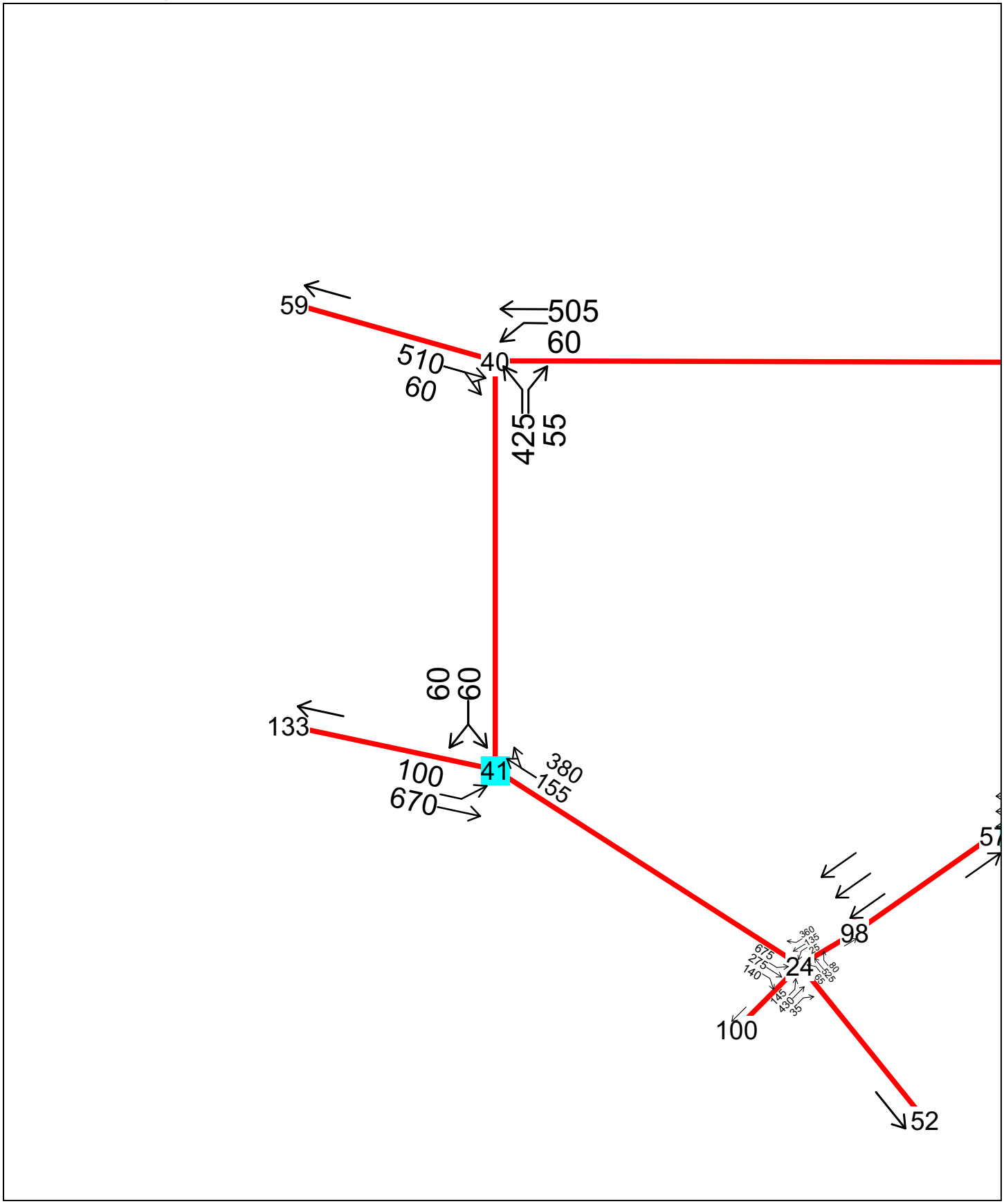

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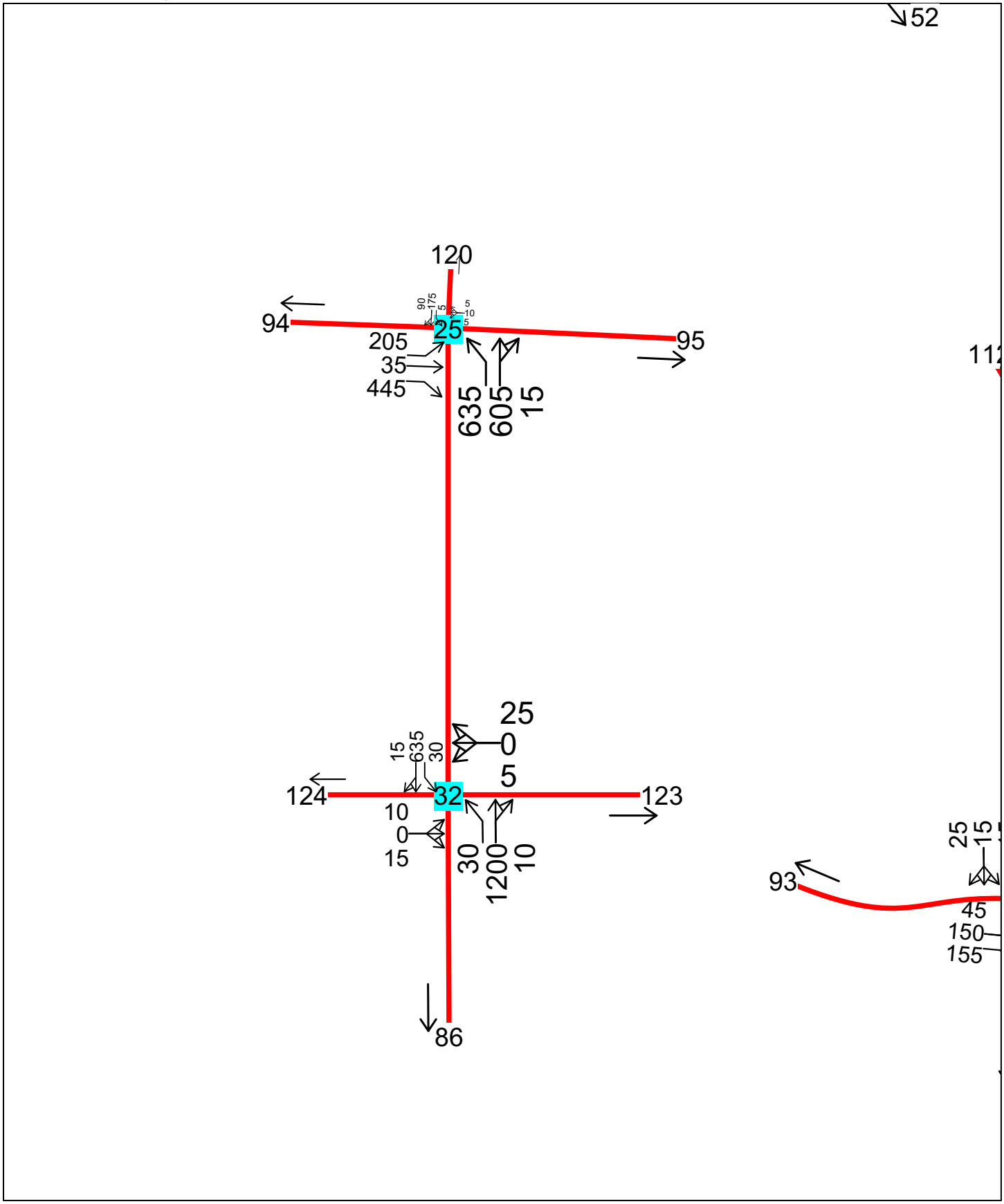

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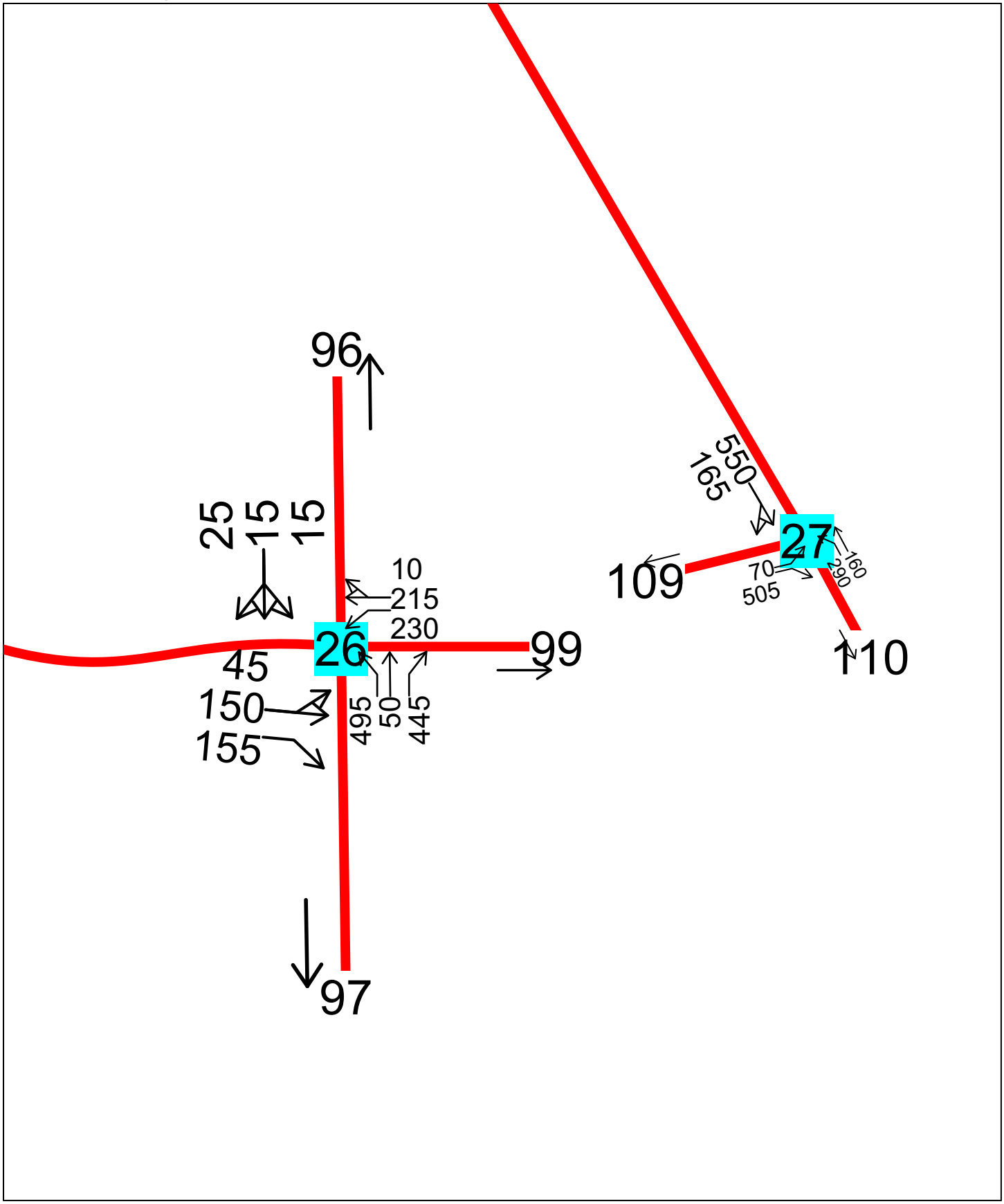

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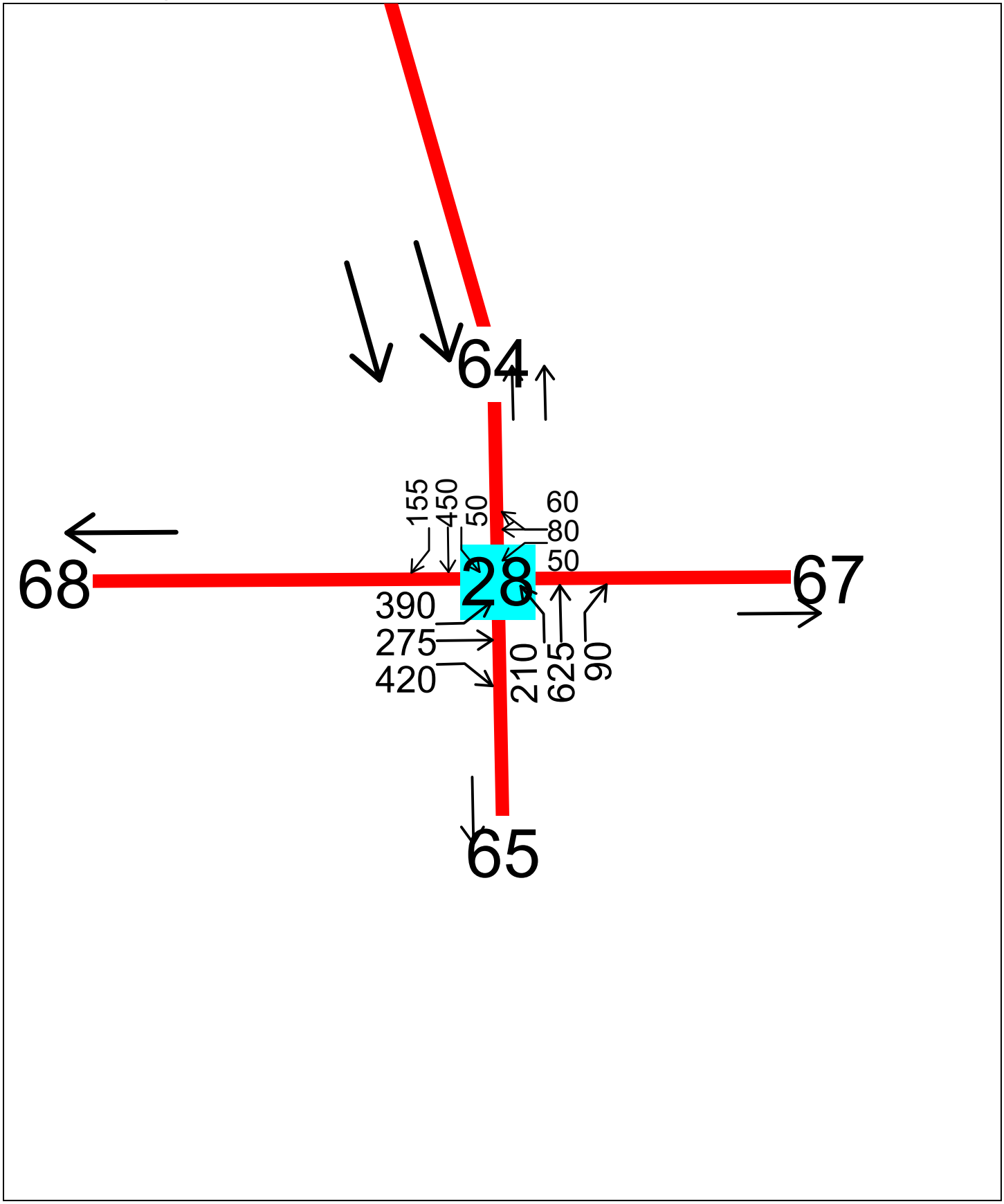

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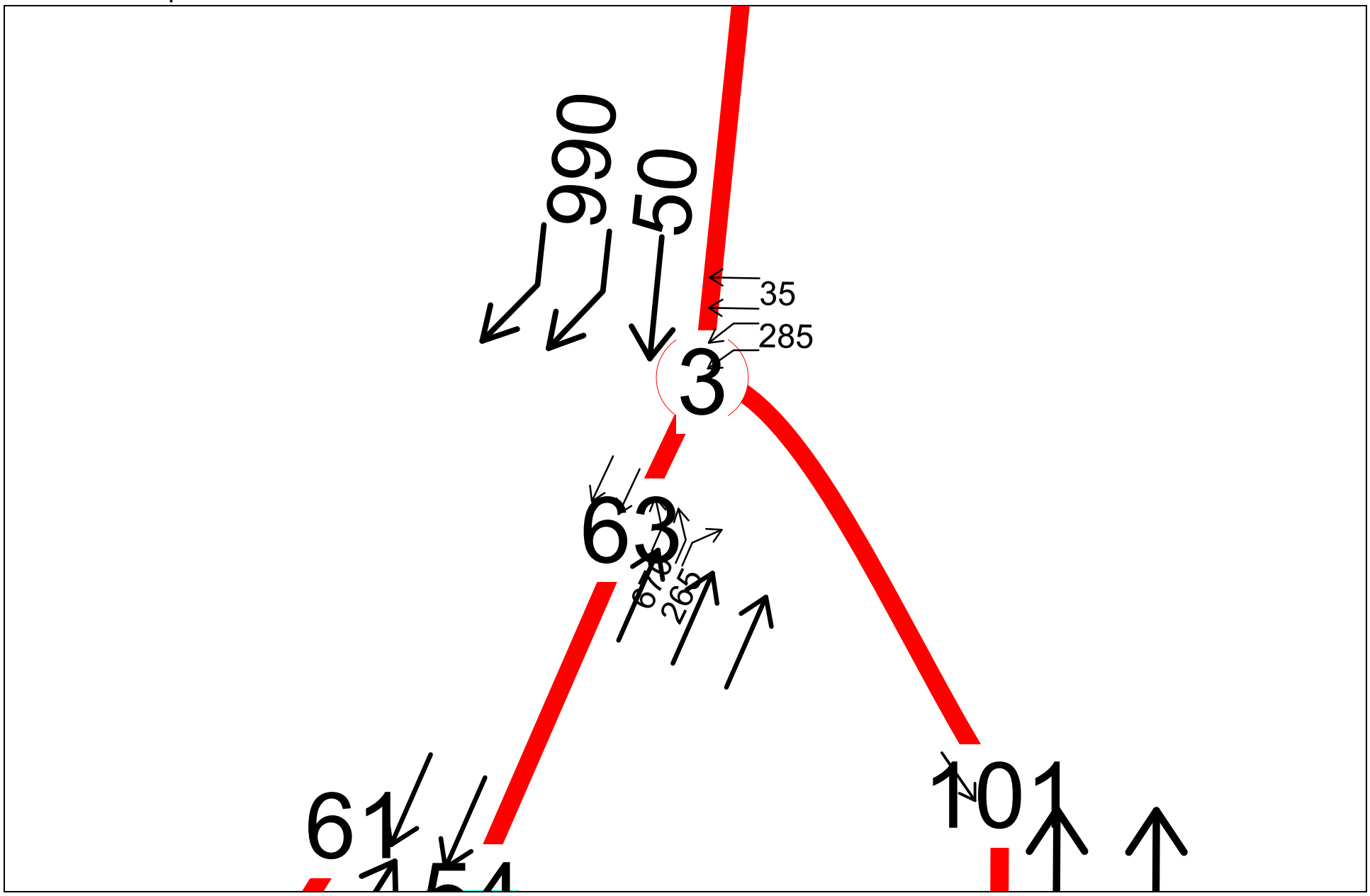

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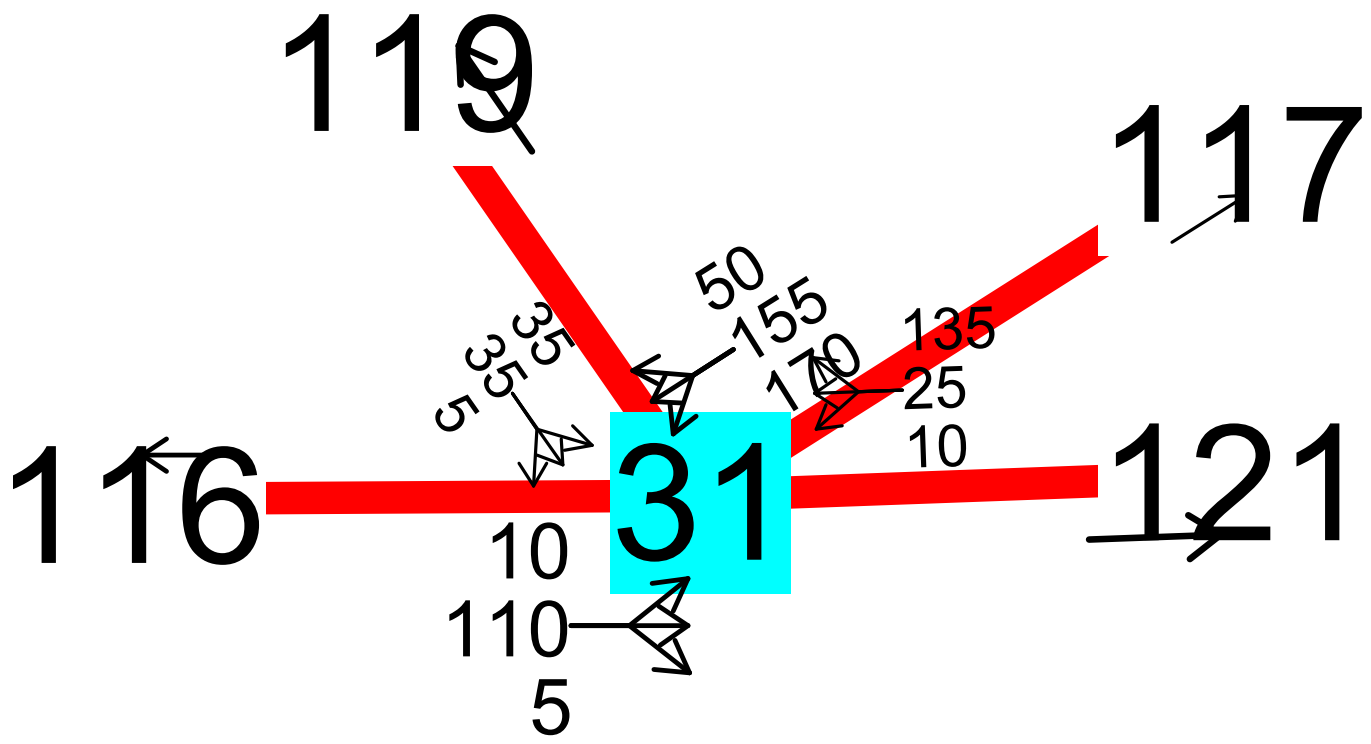

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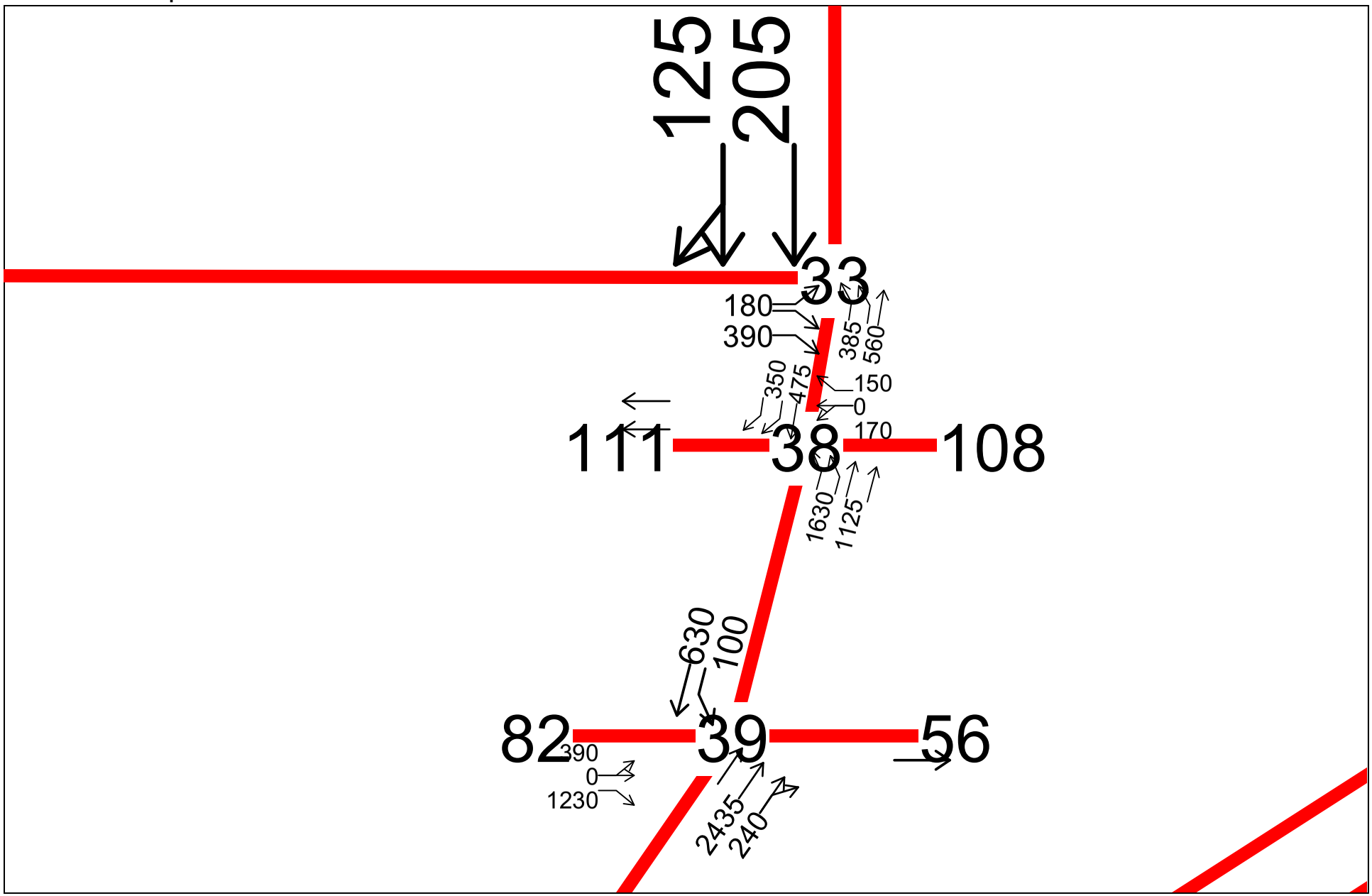

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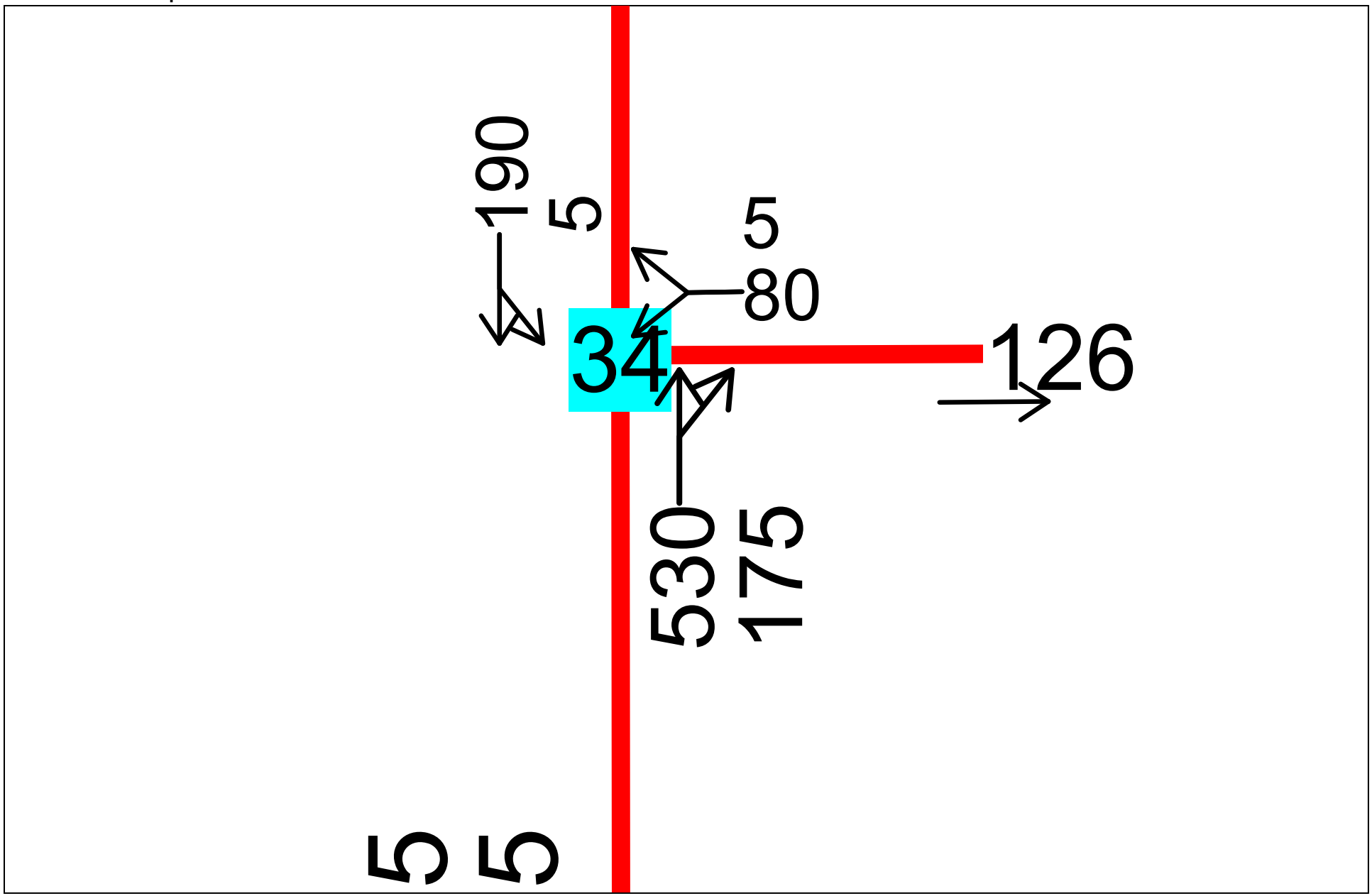
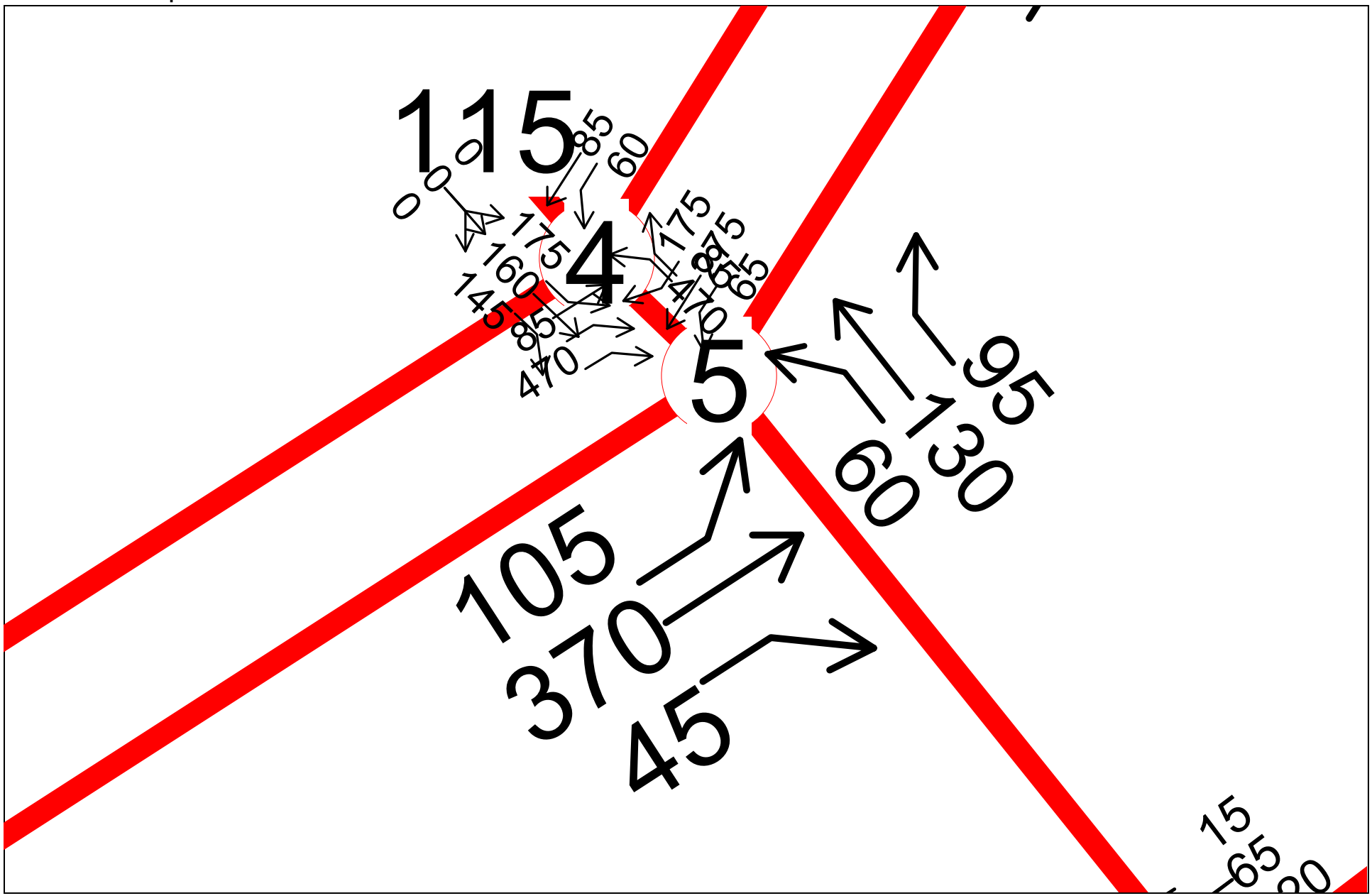
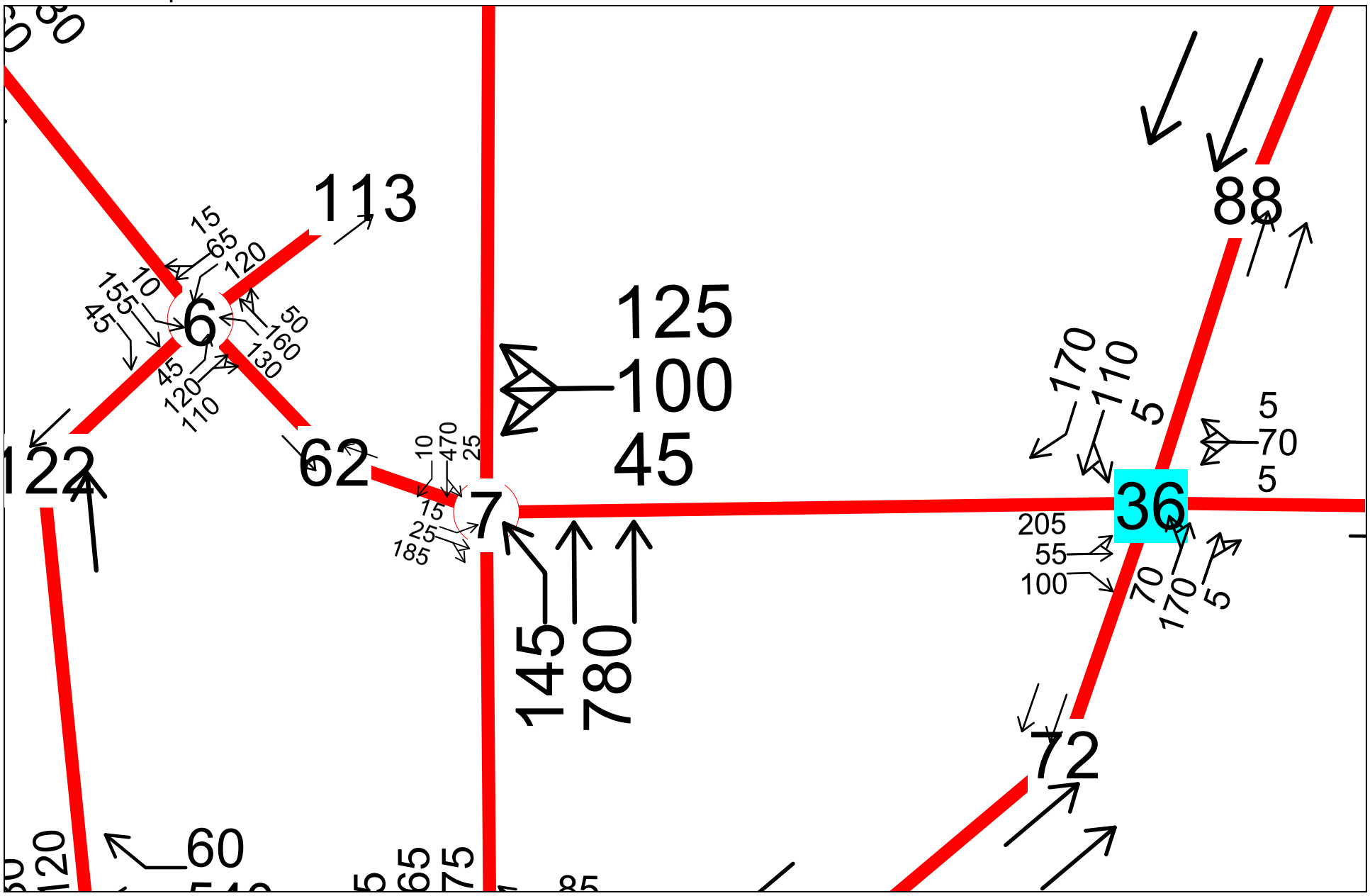
Transportation Engineering Northwest LLC



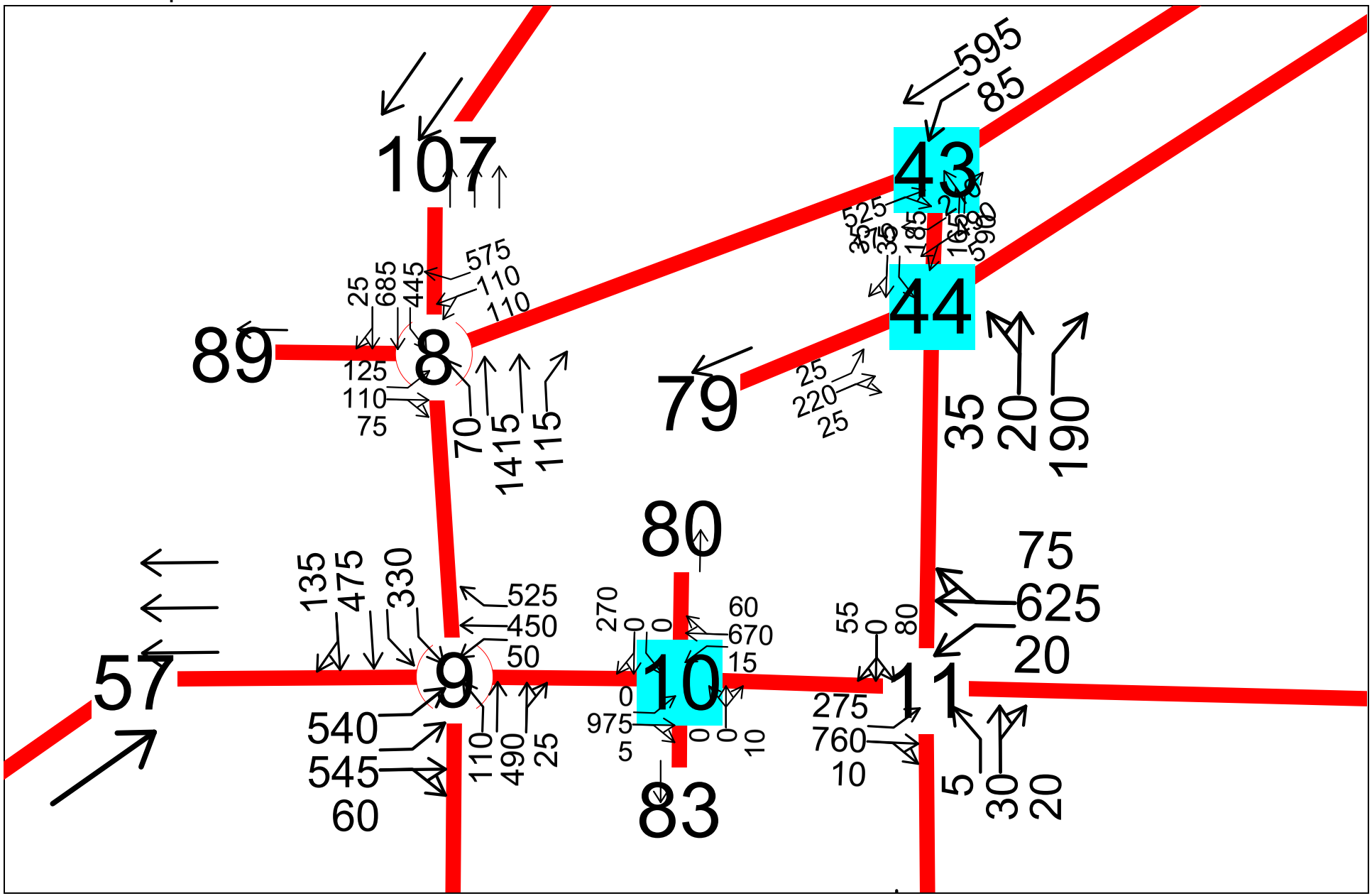
2030 Medium Alt.1 PM Peak Hour Improvements
Transportation Engineering Northwest LLC



2030 Medium Alt.1 PM Peak Hour Improvements
Transportation Engineering Northwest LLC



2030 Medium Alt.1 PM Peak Hour Improvements
Transportation Engineering Northwest LLC



2030 Medium Alt.1 PM Peak Hour Improvements
Transportation Engineering Northwest LLC

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APPENDIX D

2030 Medium Baseline

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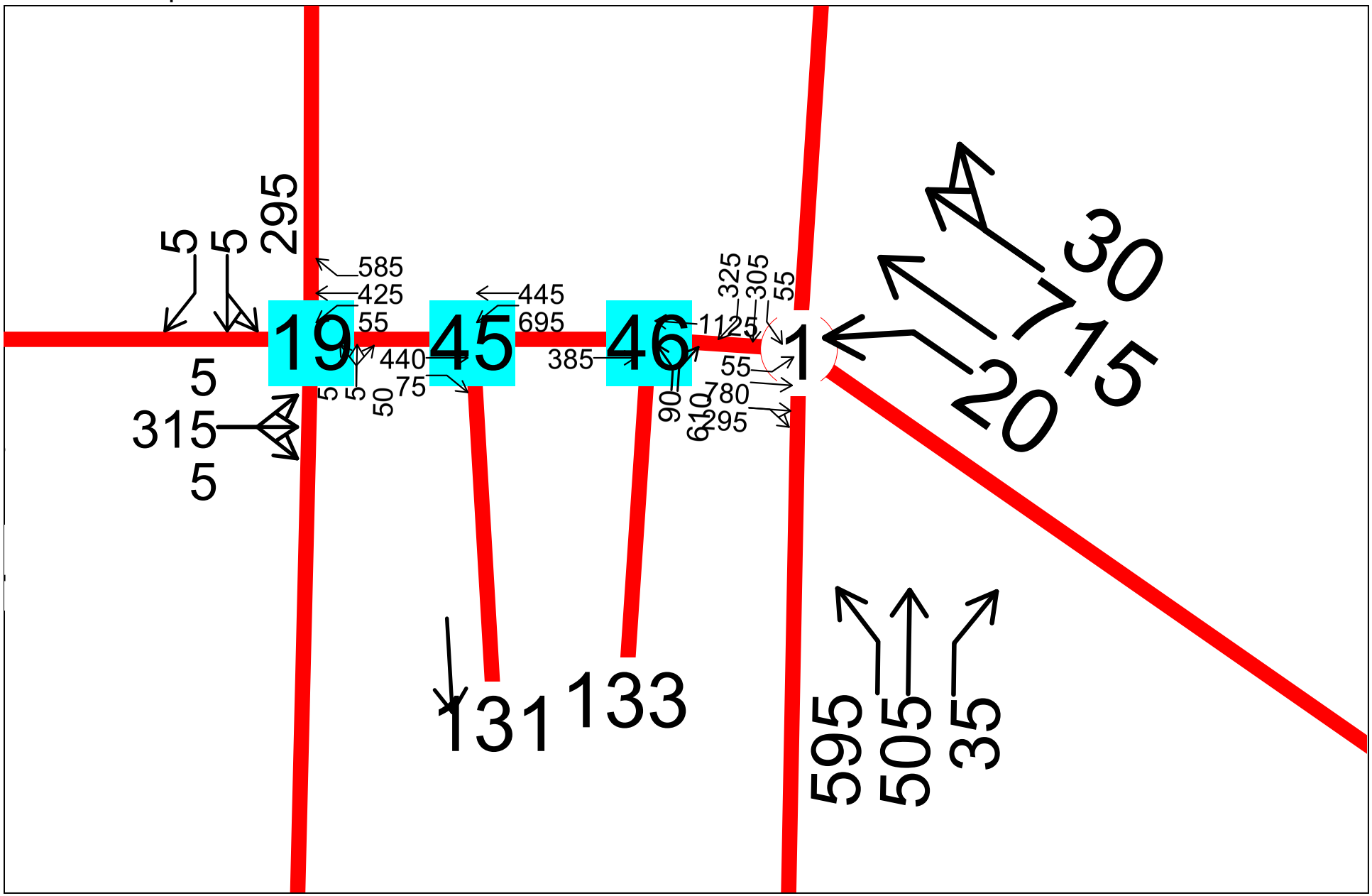
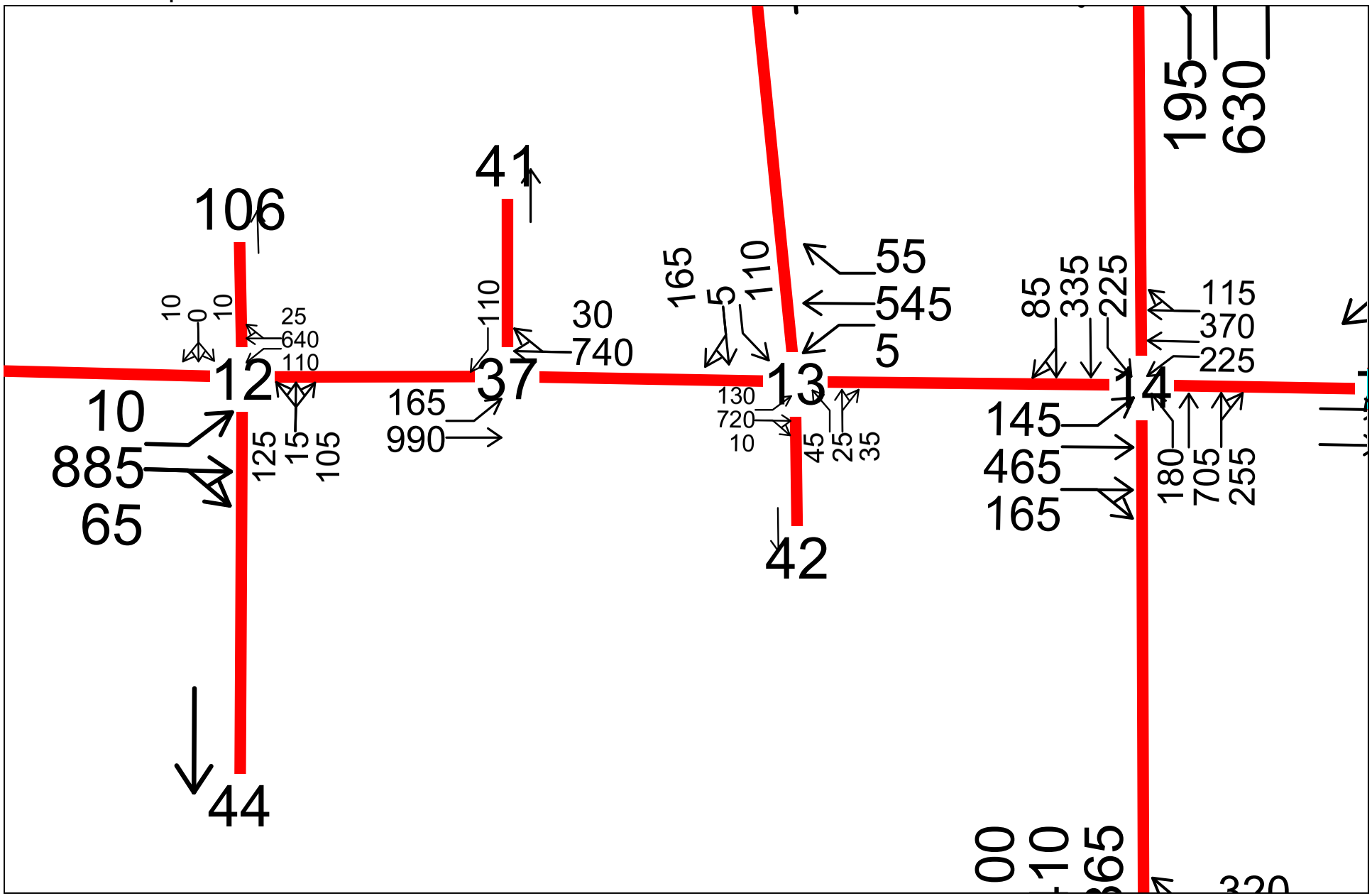


2030 Medium Baseline PM Peak Hour
TENW



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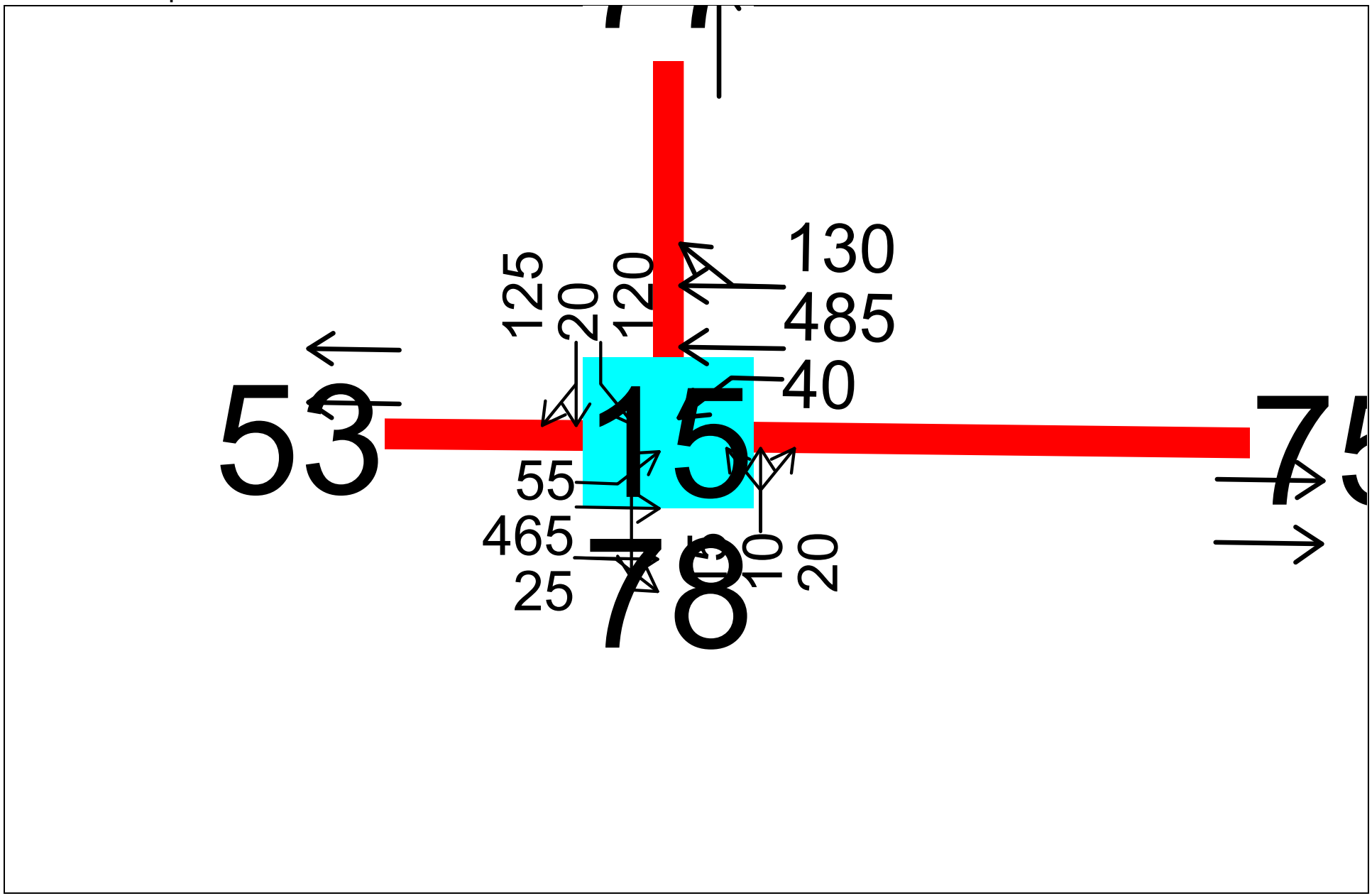

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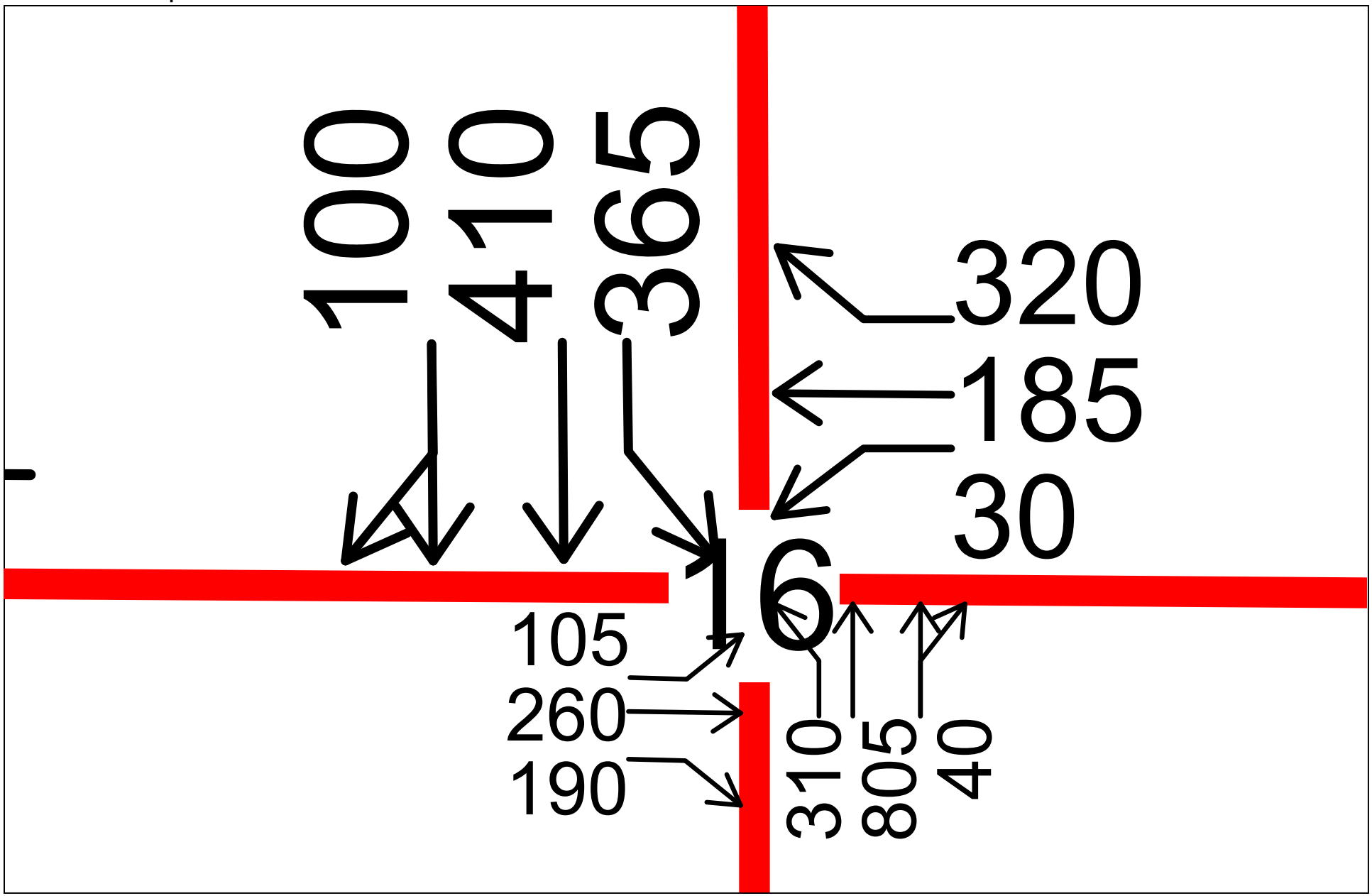

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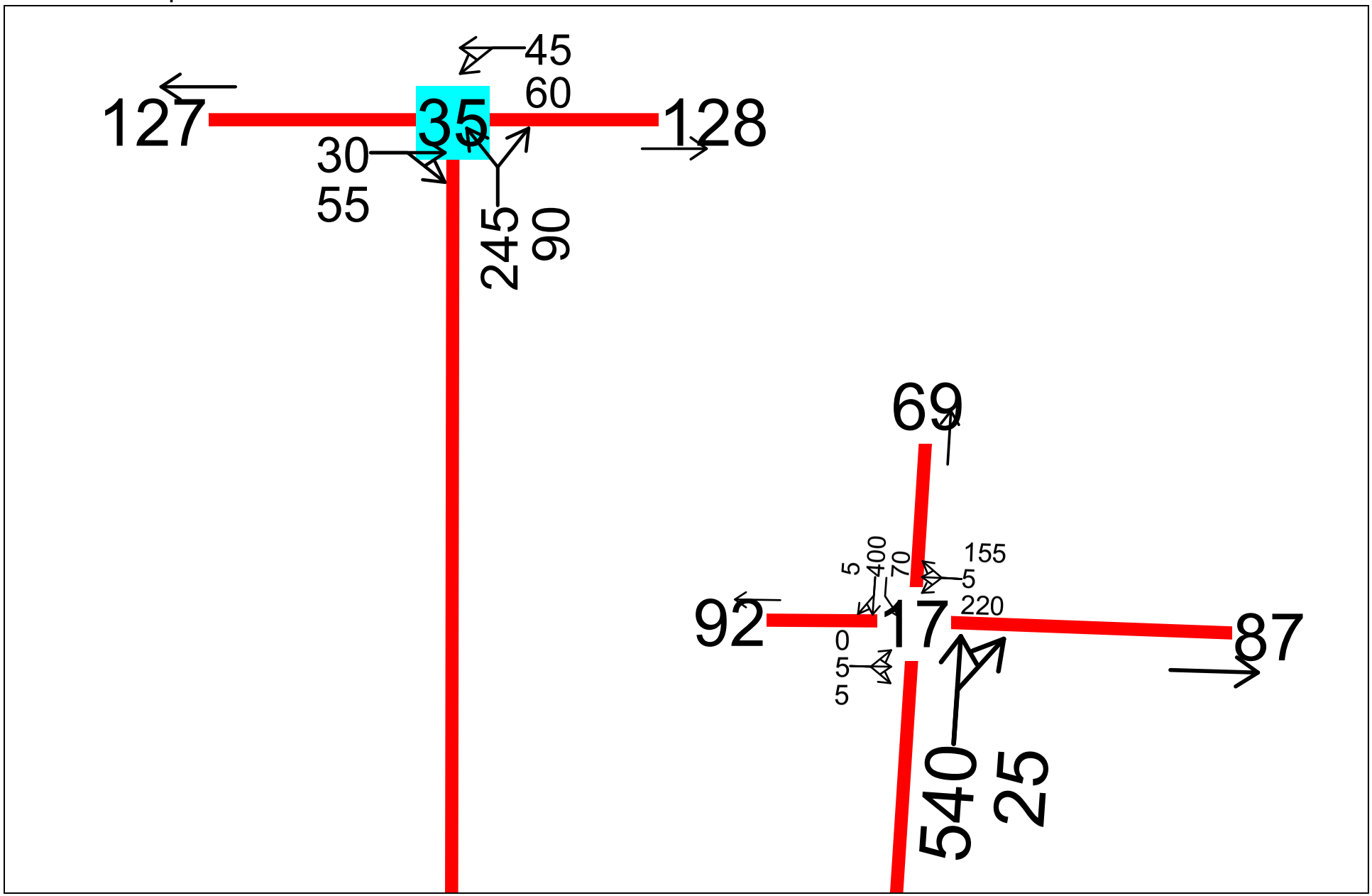
TENW



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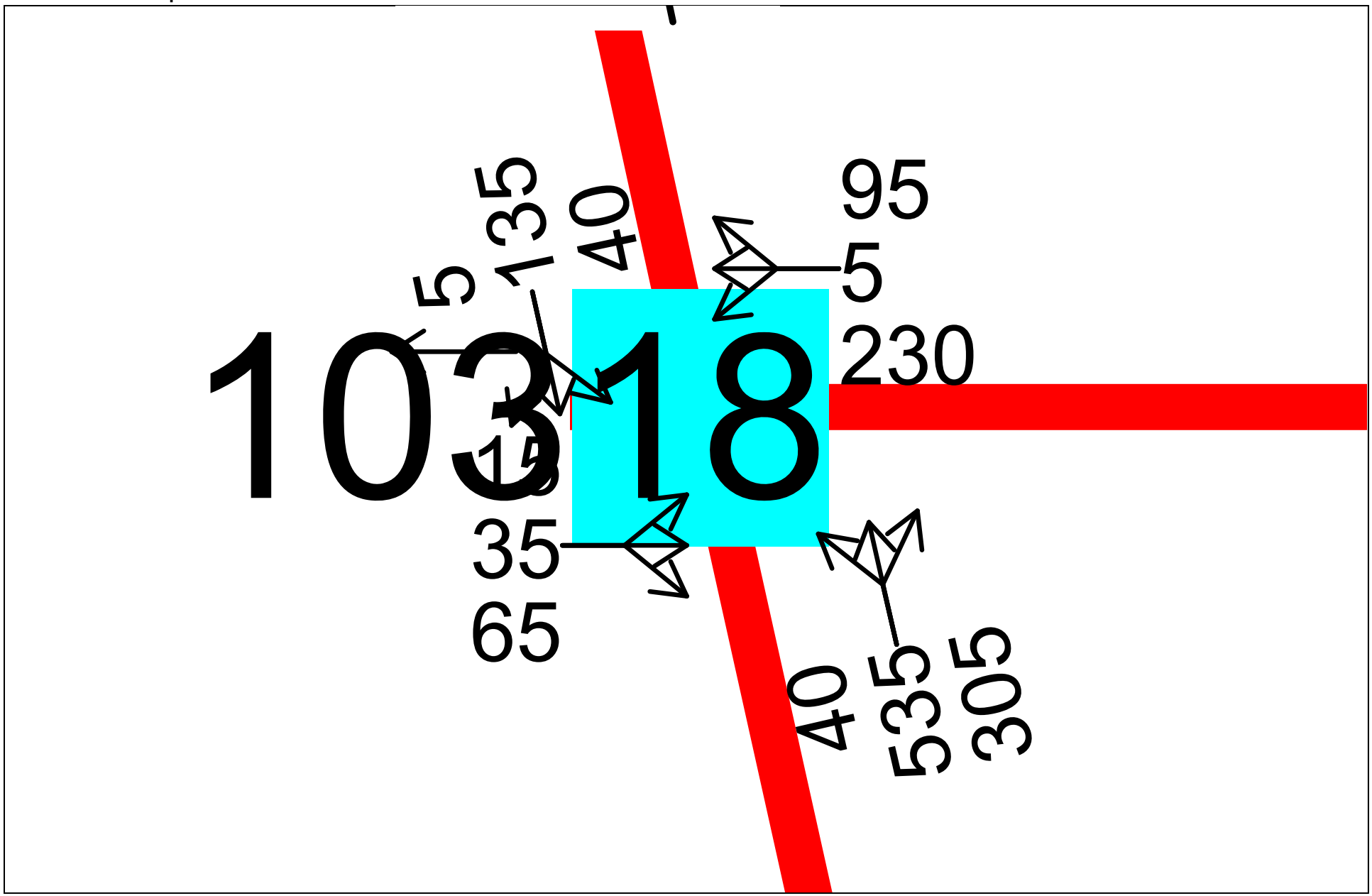

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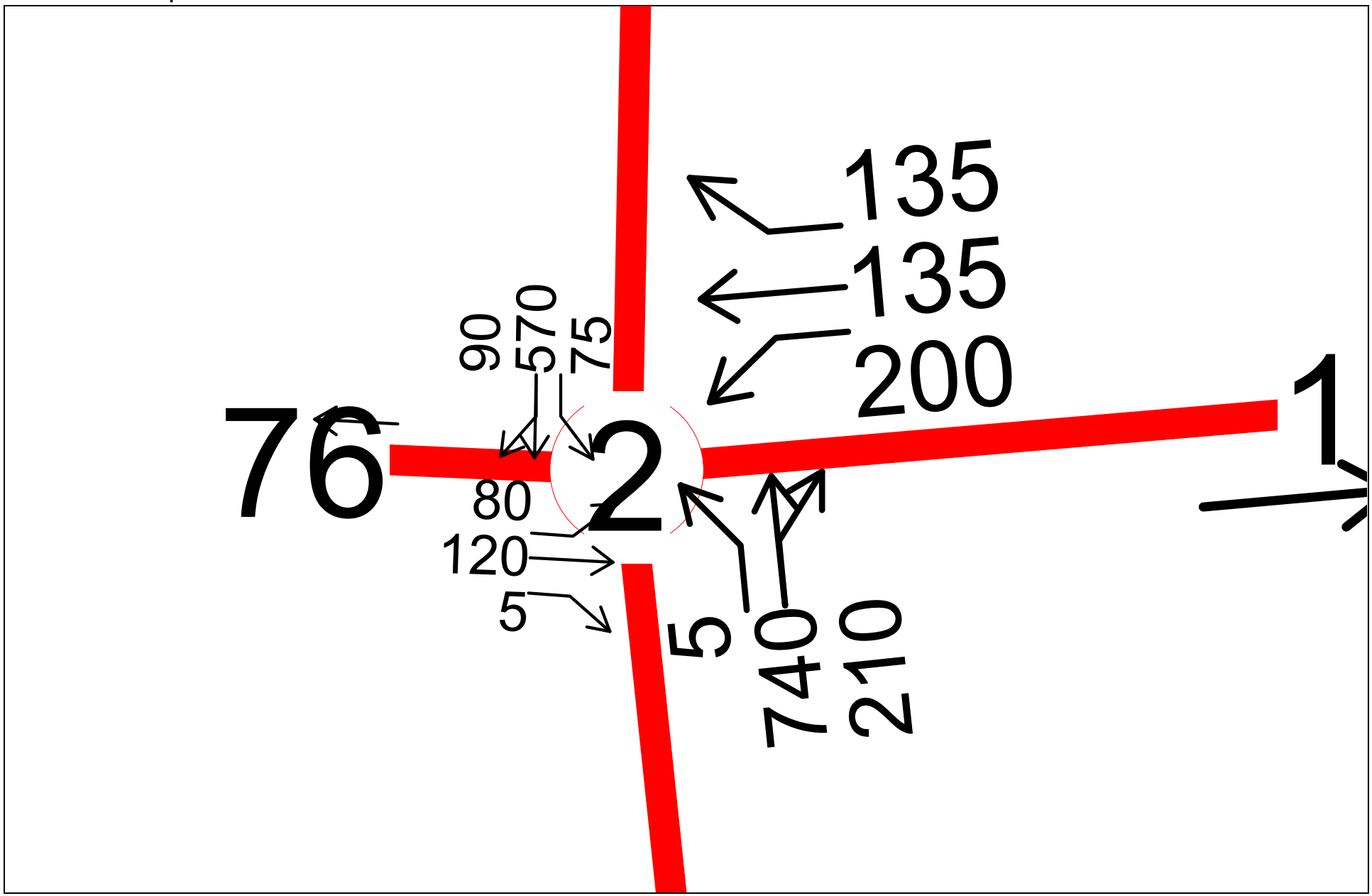
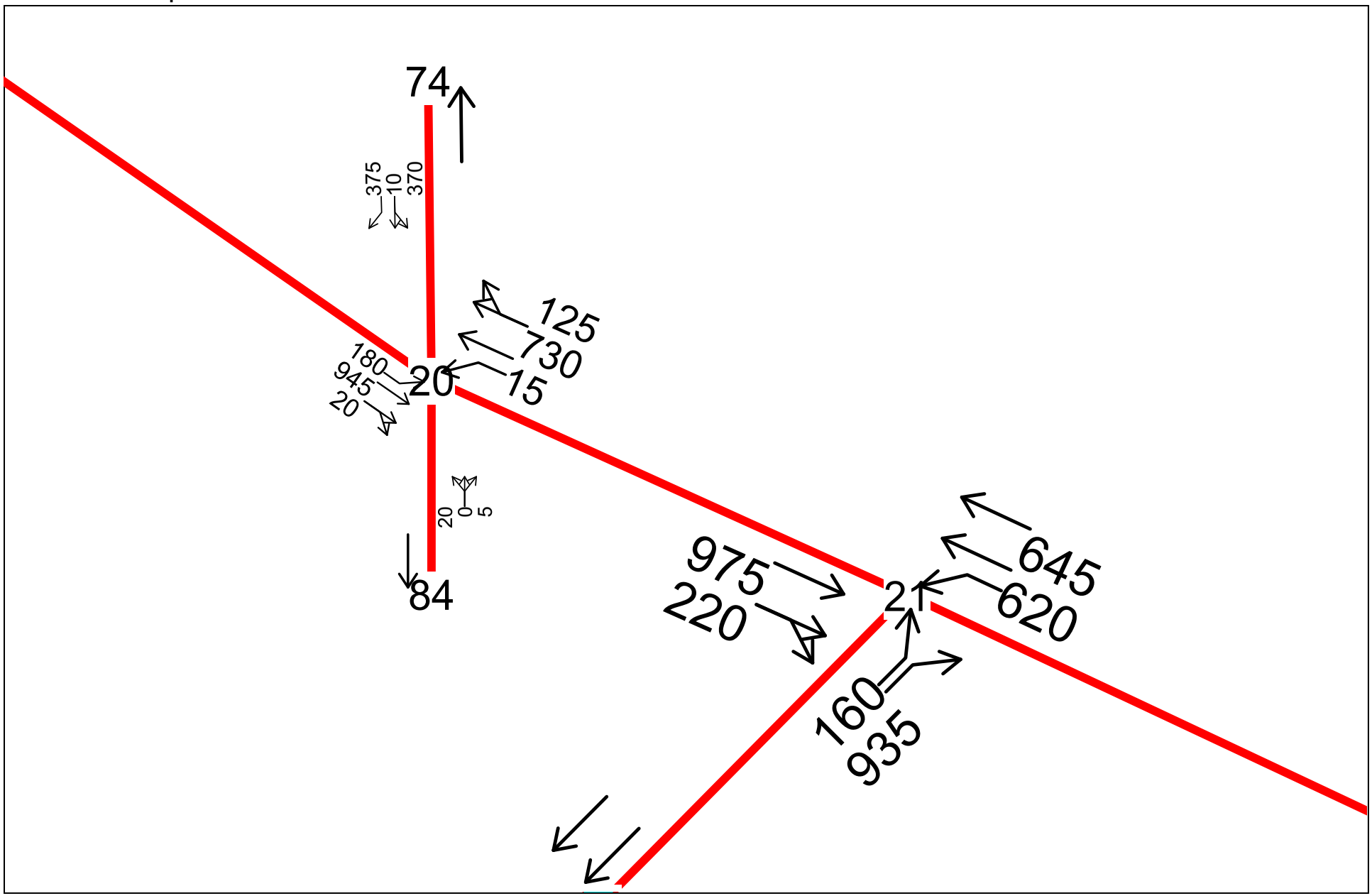


2030 Medium Baseline PM Peak Hour
TENW



2030 Medium Baseline PM Peak Hour
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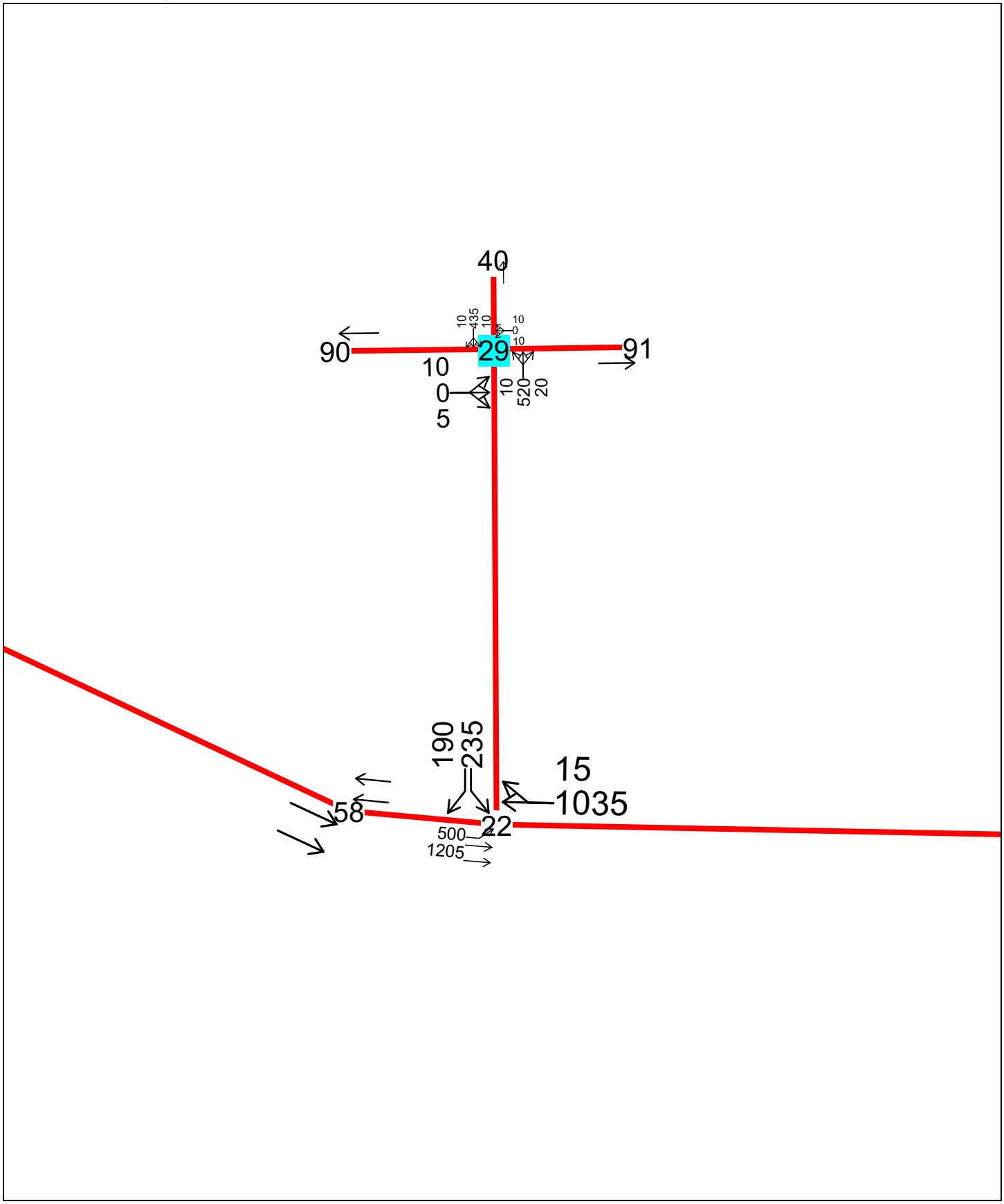

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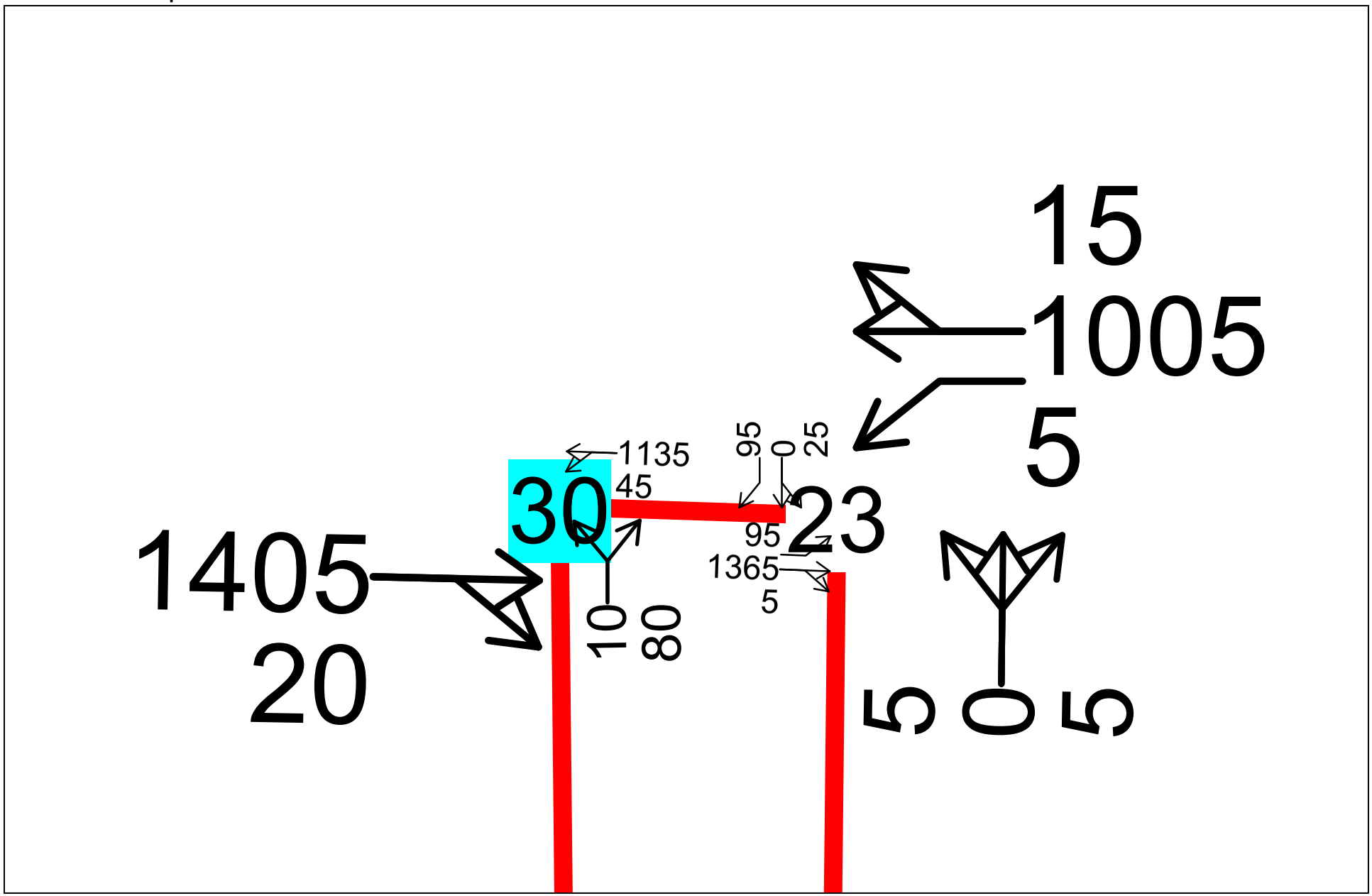

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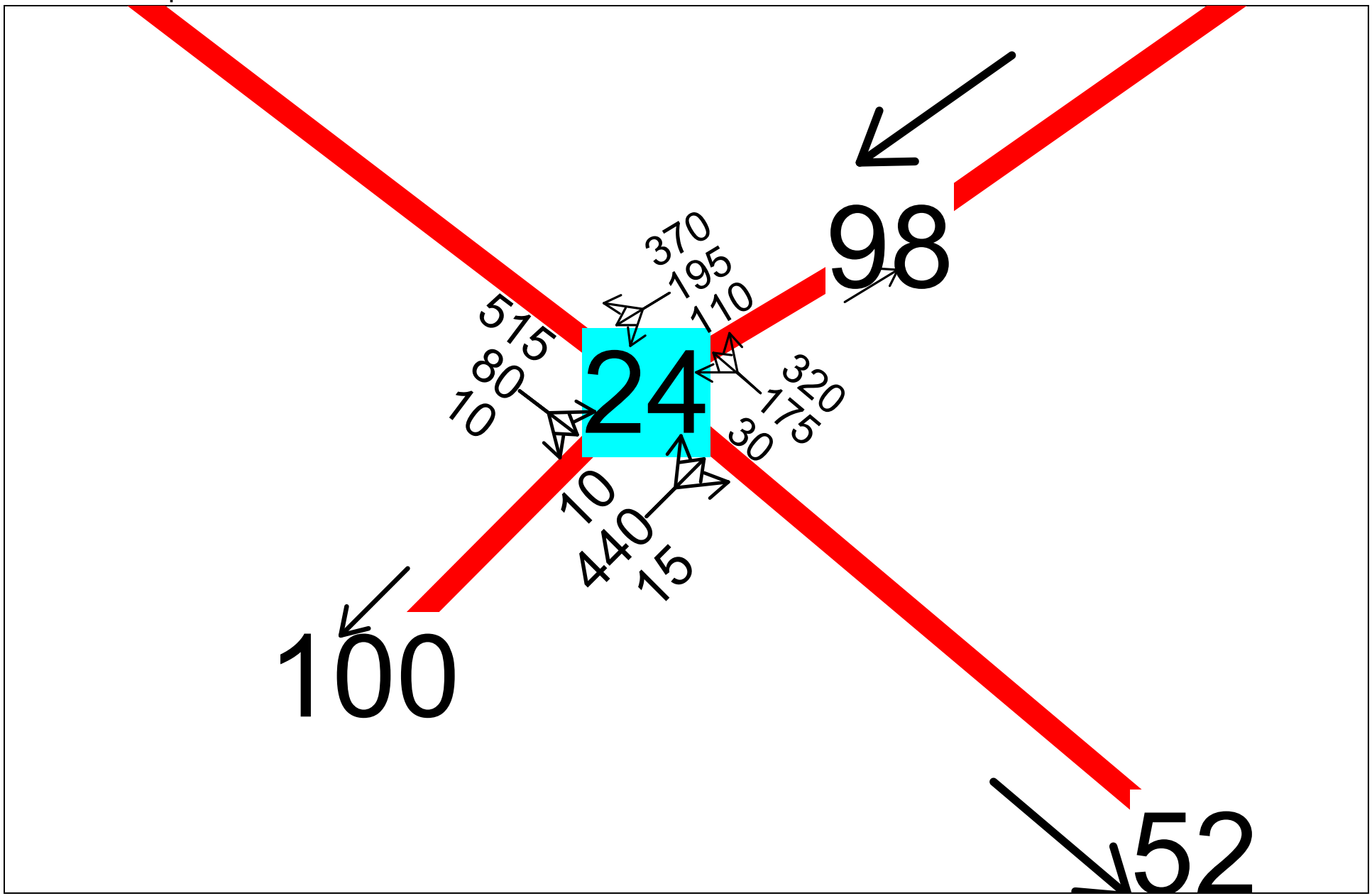

2030 Medium Baseline PM Peak Hour
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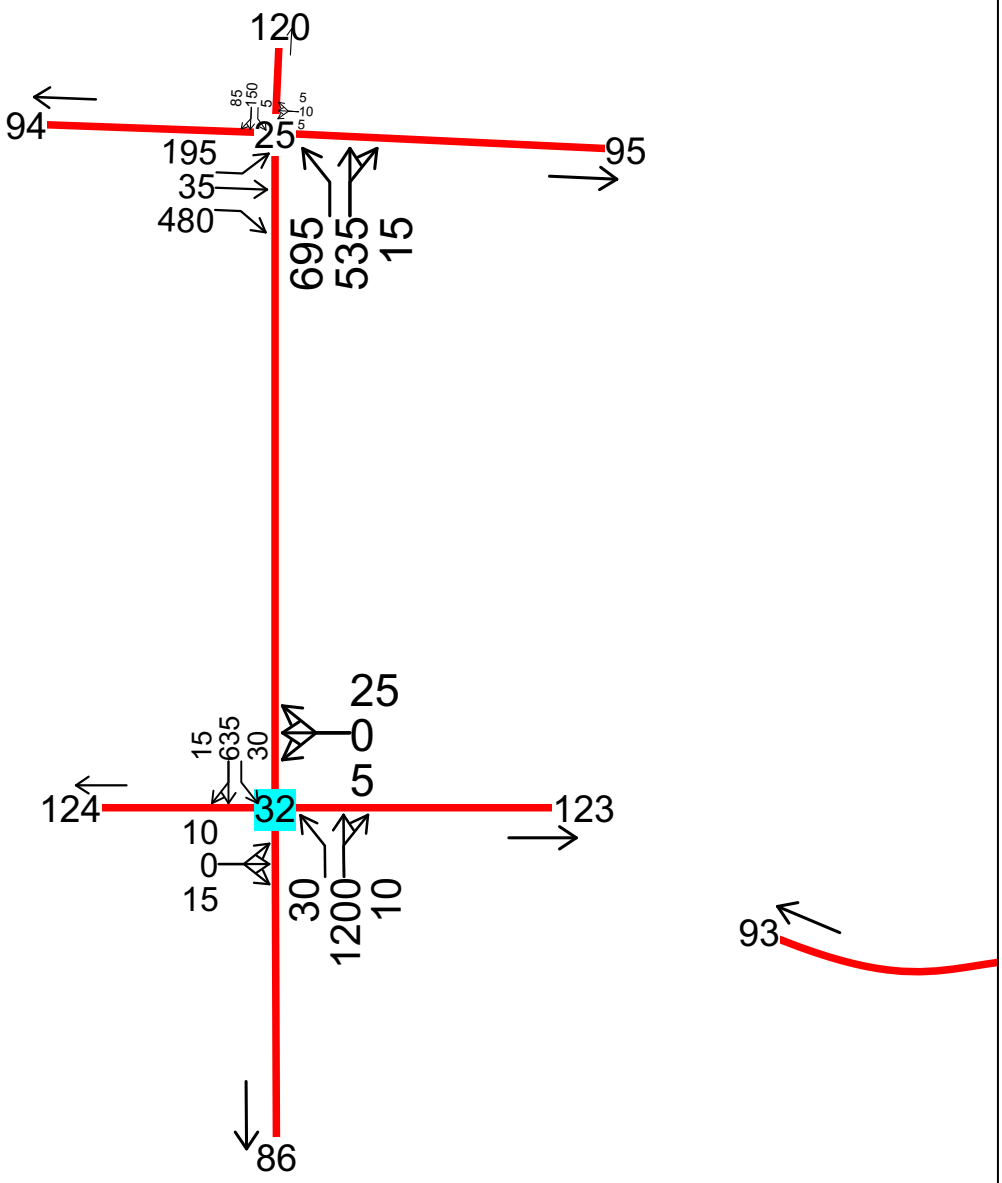
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95
25
195
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85
150
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635
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10
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1200
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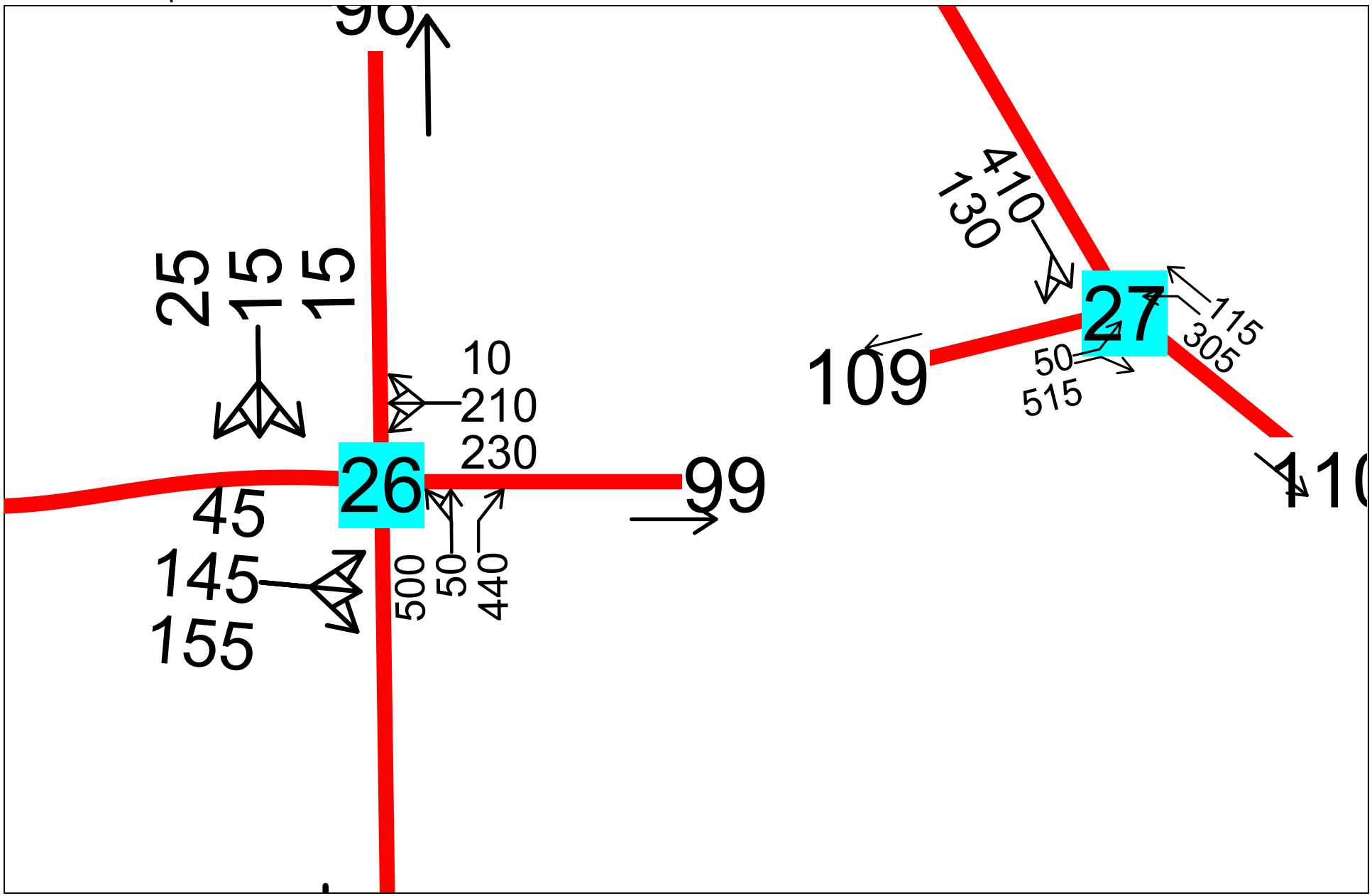
93
86



2030 Medium Baseline PM Peak Hour
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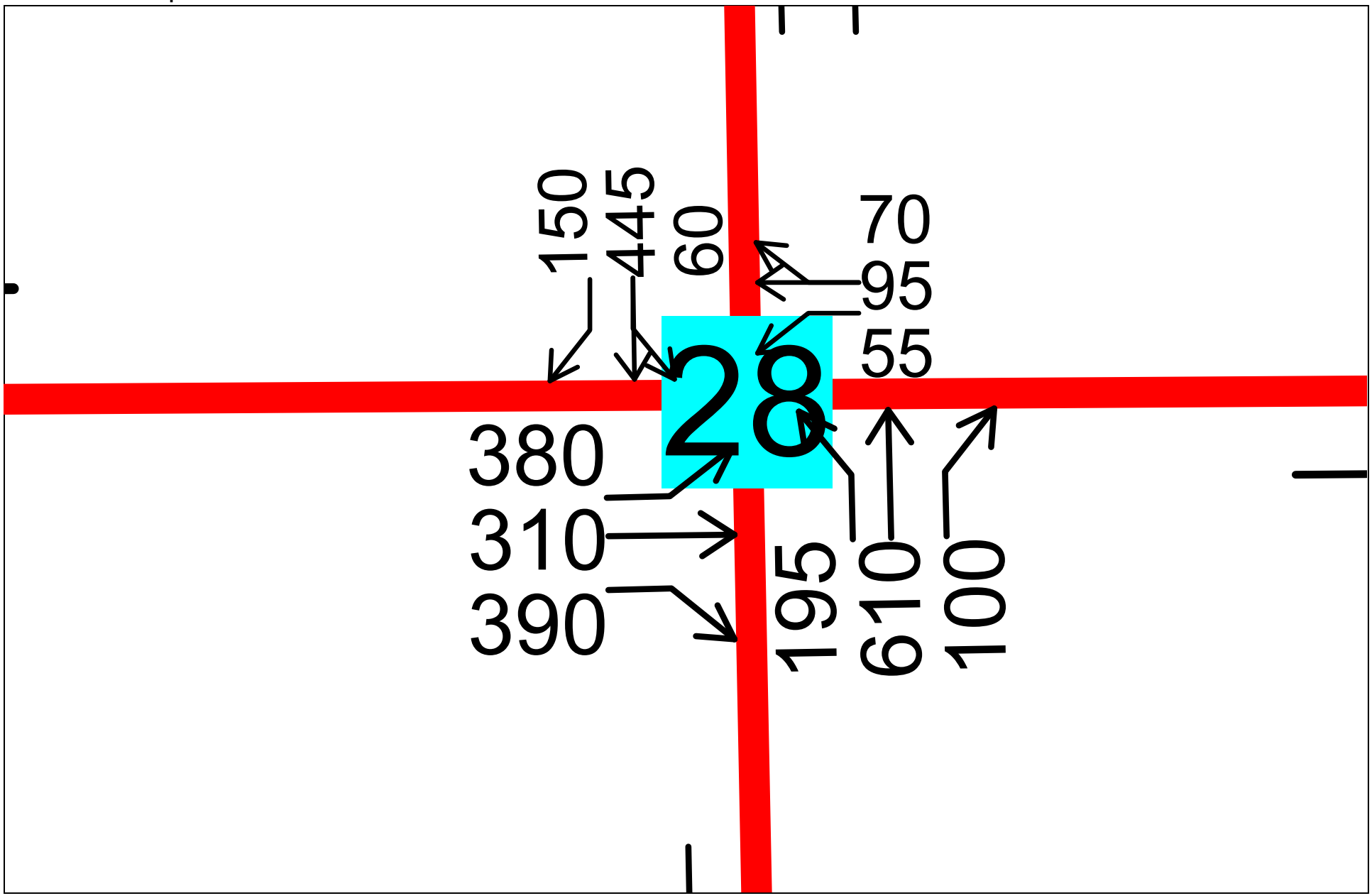
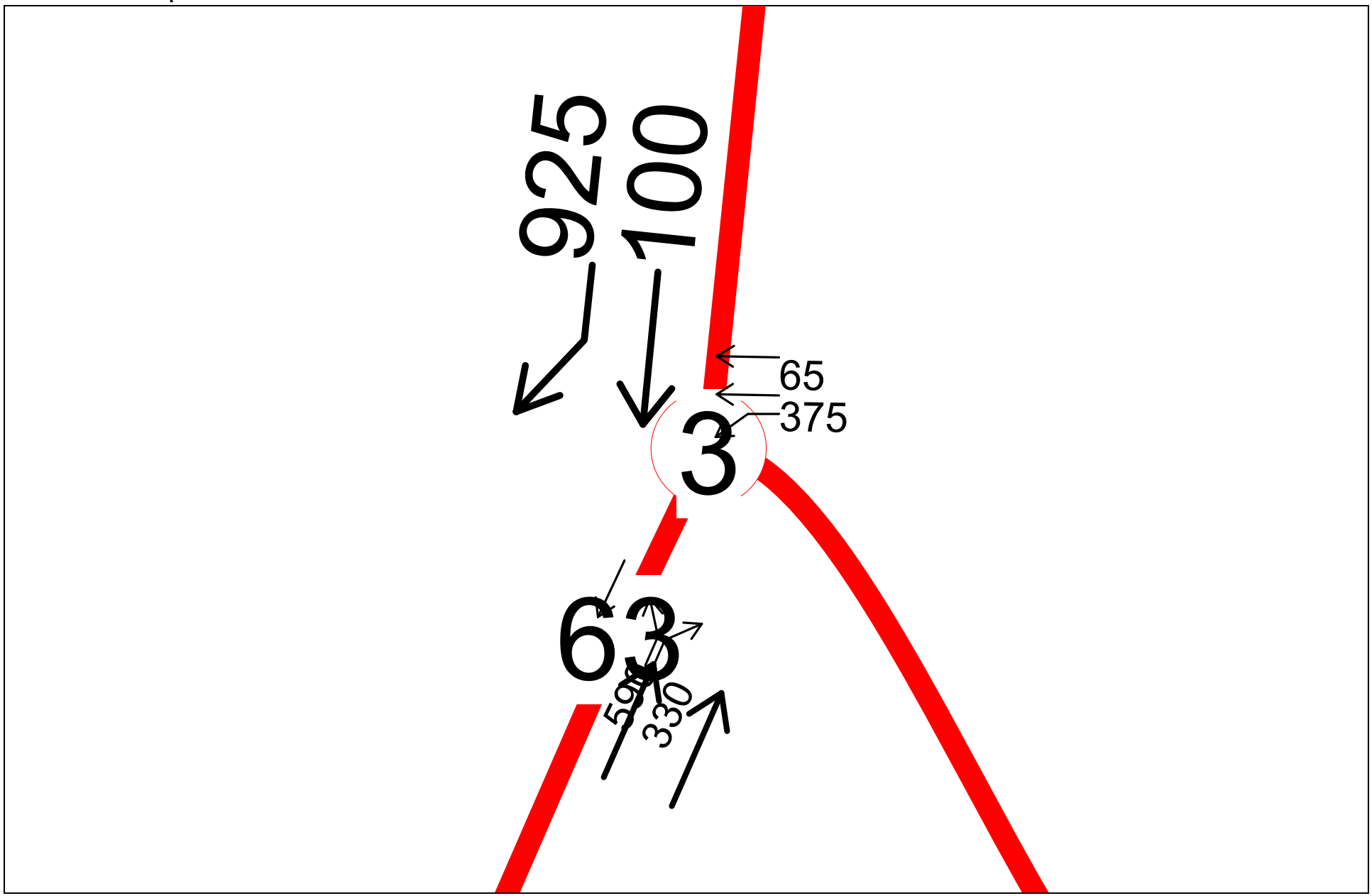


2030 Medium Baseline PM Peak Hour
TENW



2030 Medium Baseline PM Peak Hour
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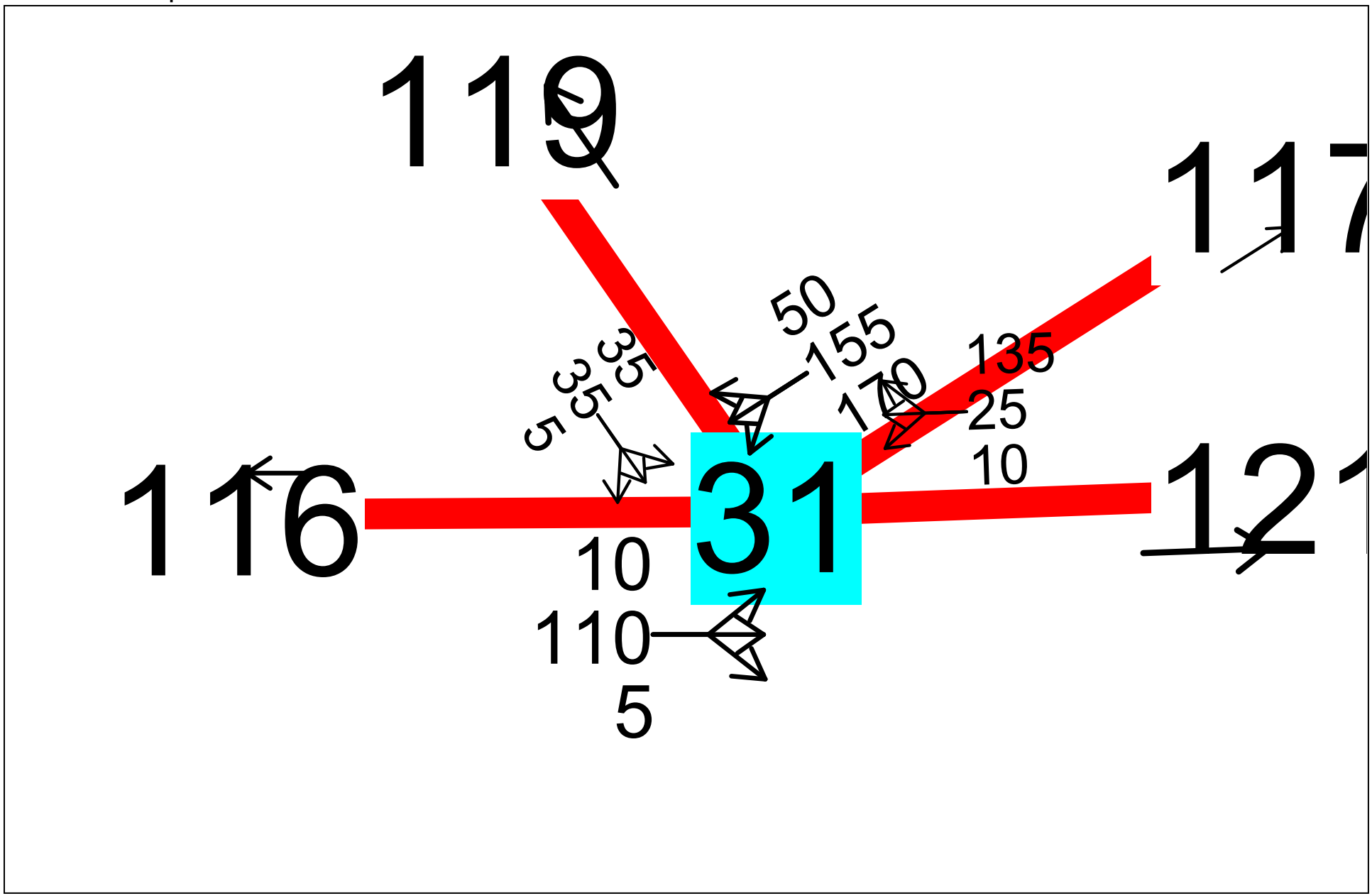

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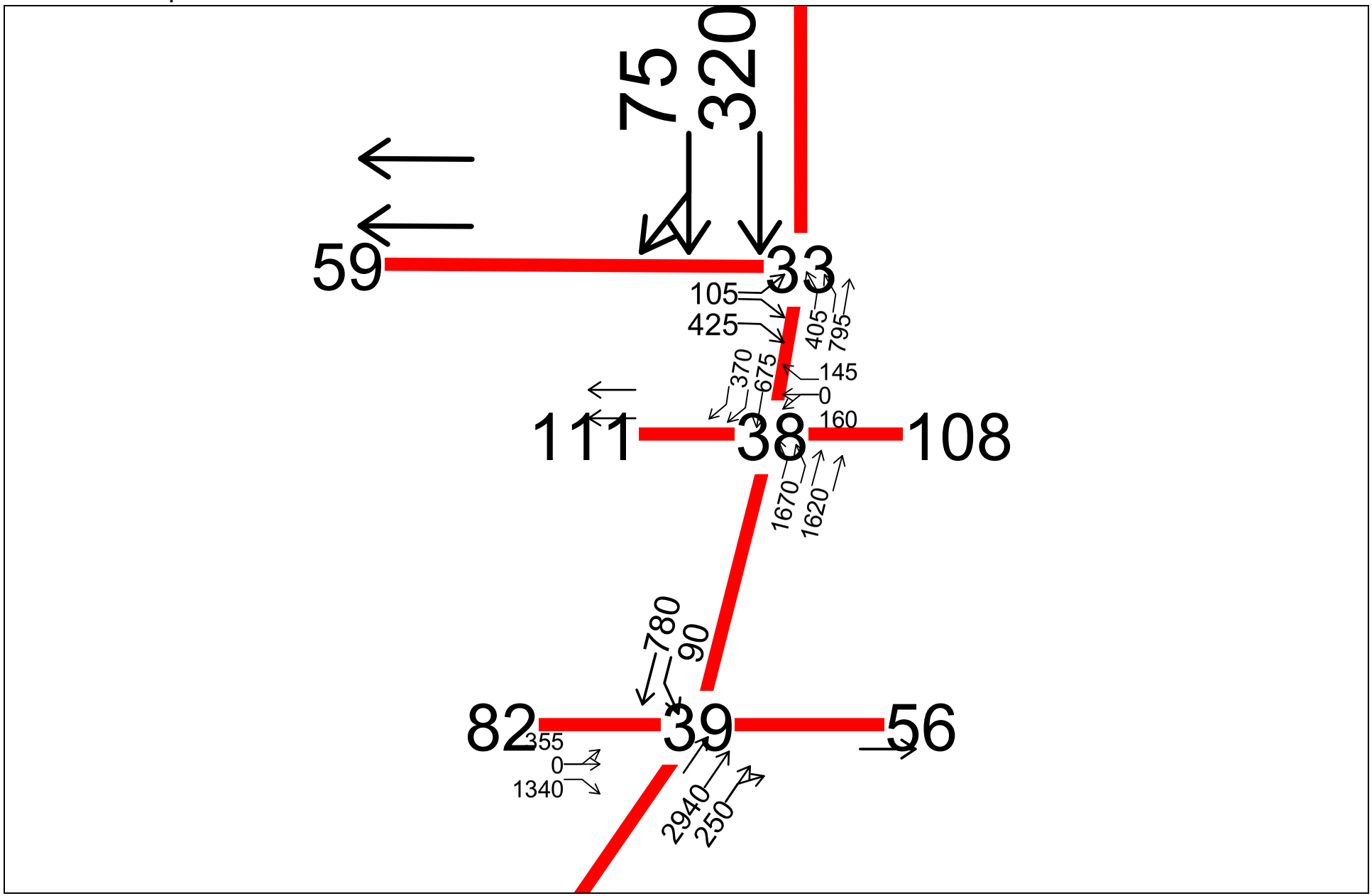

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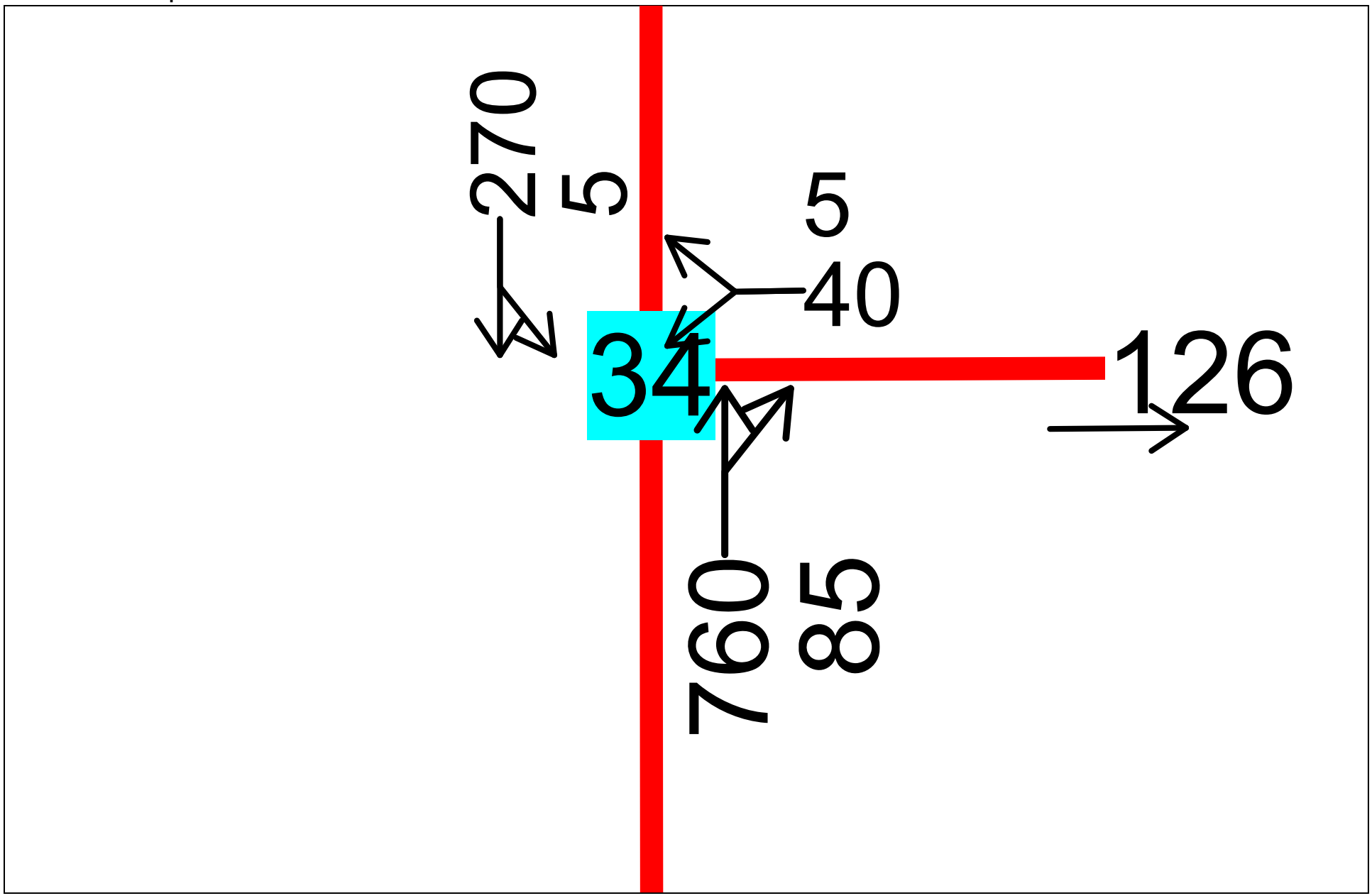

2030 Medium Baseline PM Peak Hour
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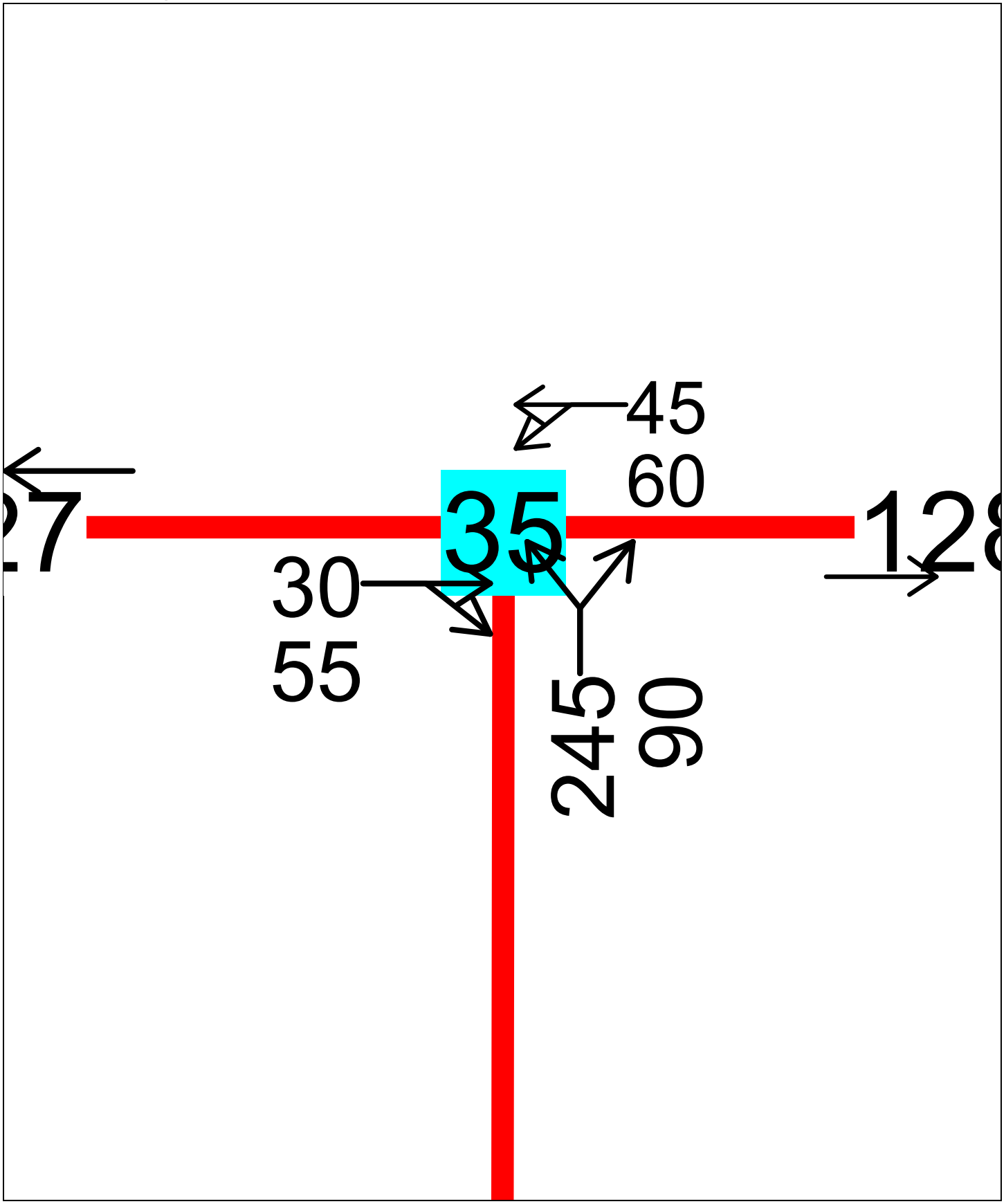

2030 Medium Baseline PM Peak Hour
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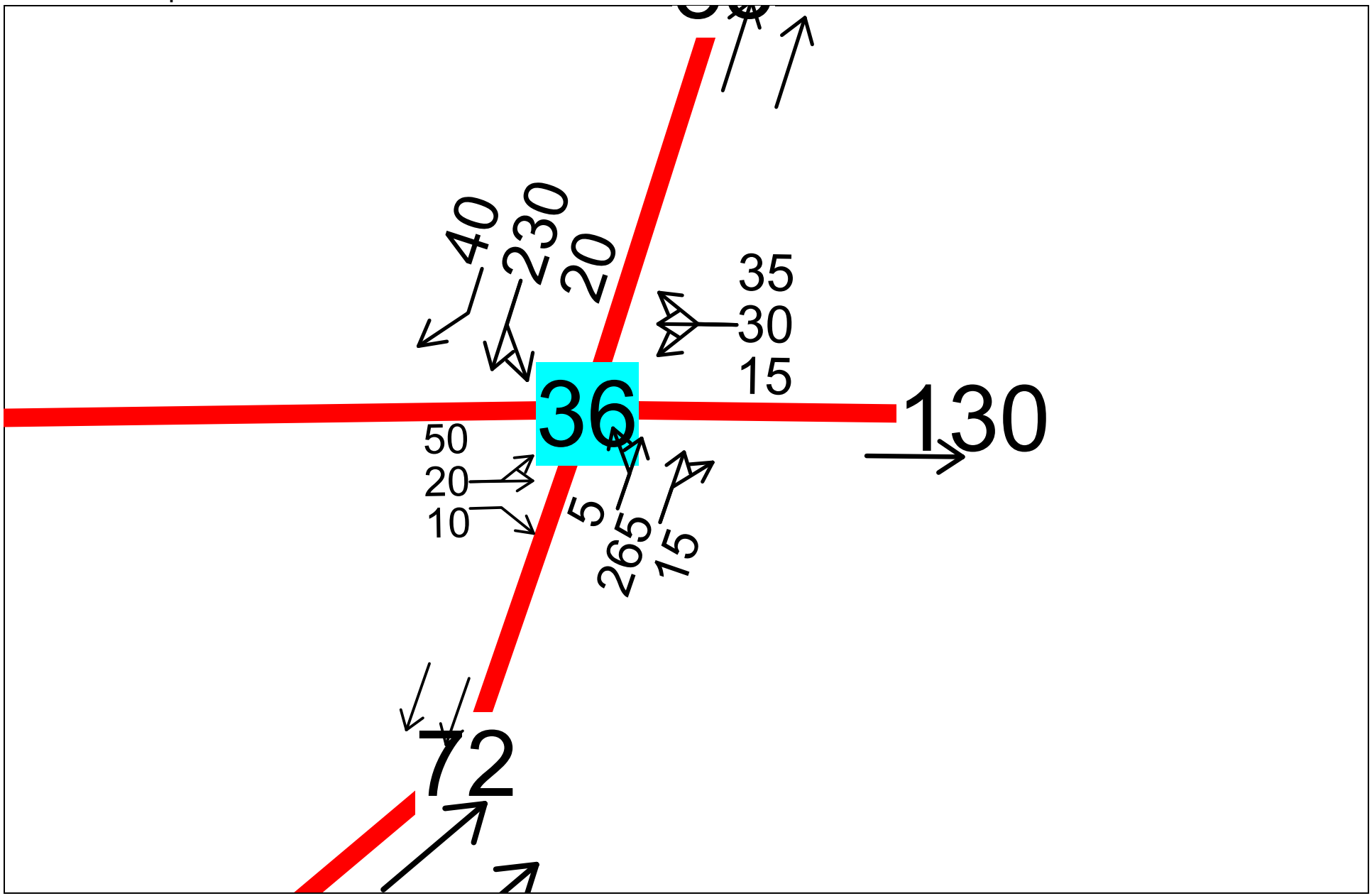

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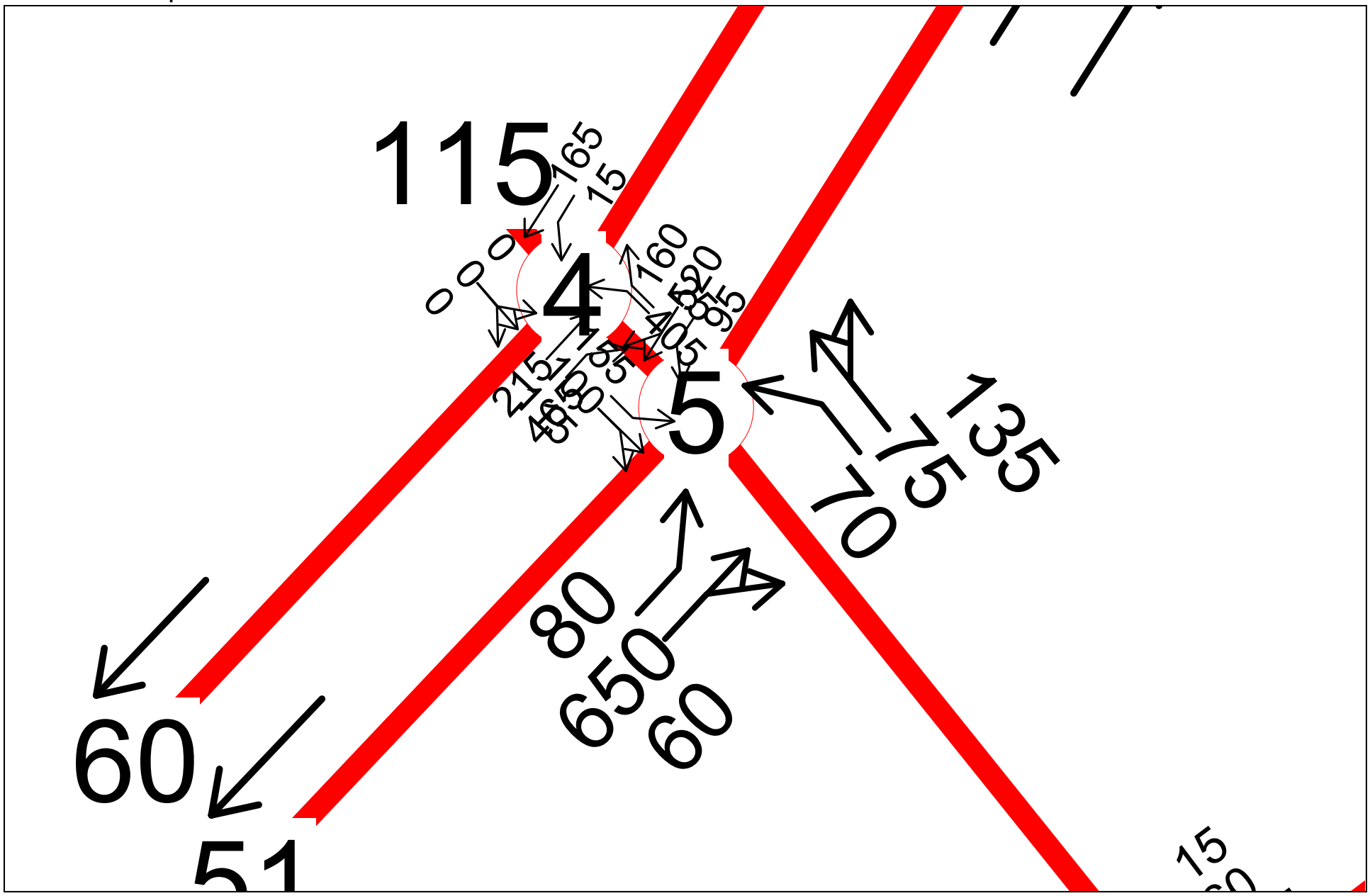

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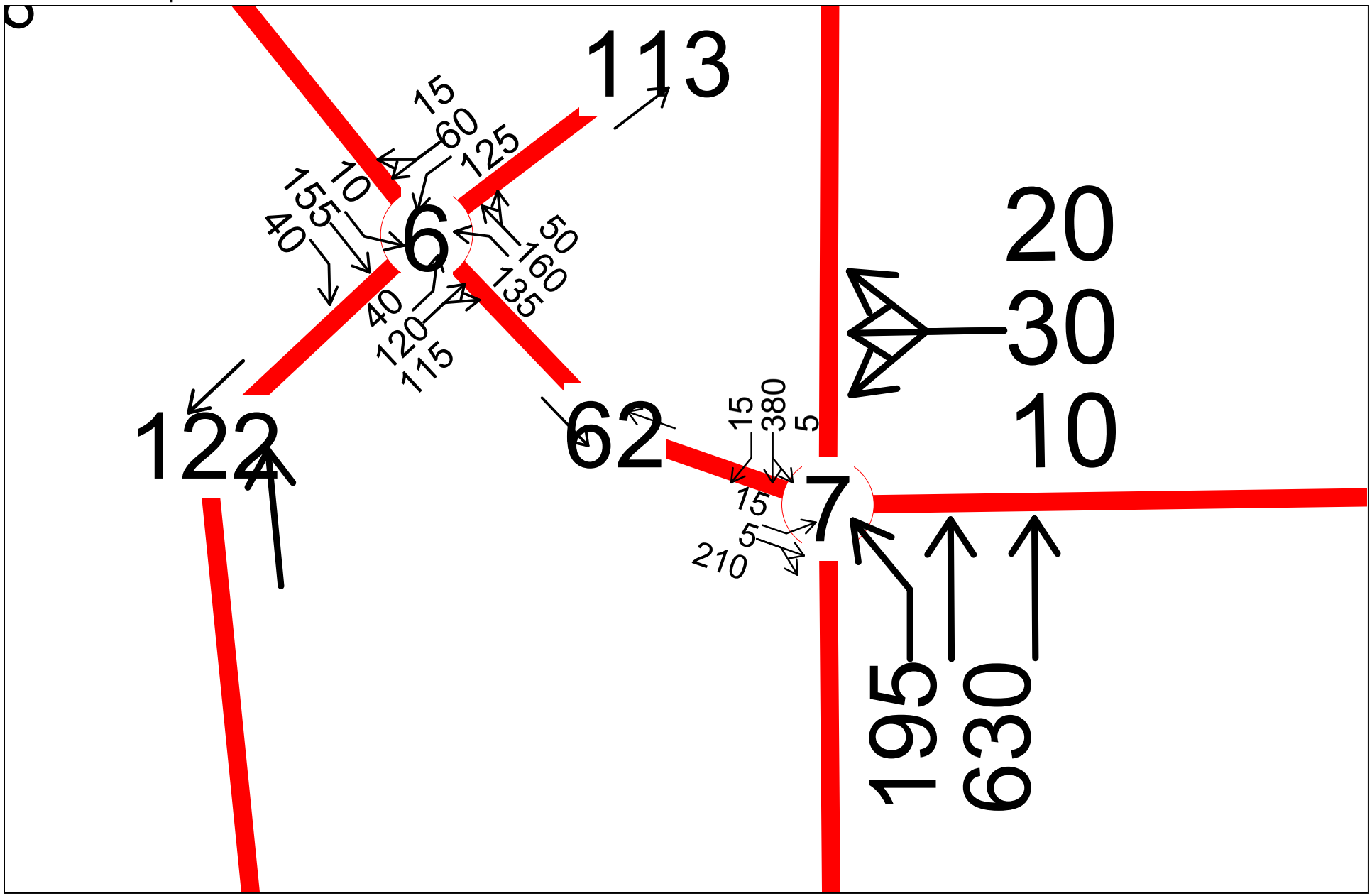

2030 Medium Baseline PM Peak Hour
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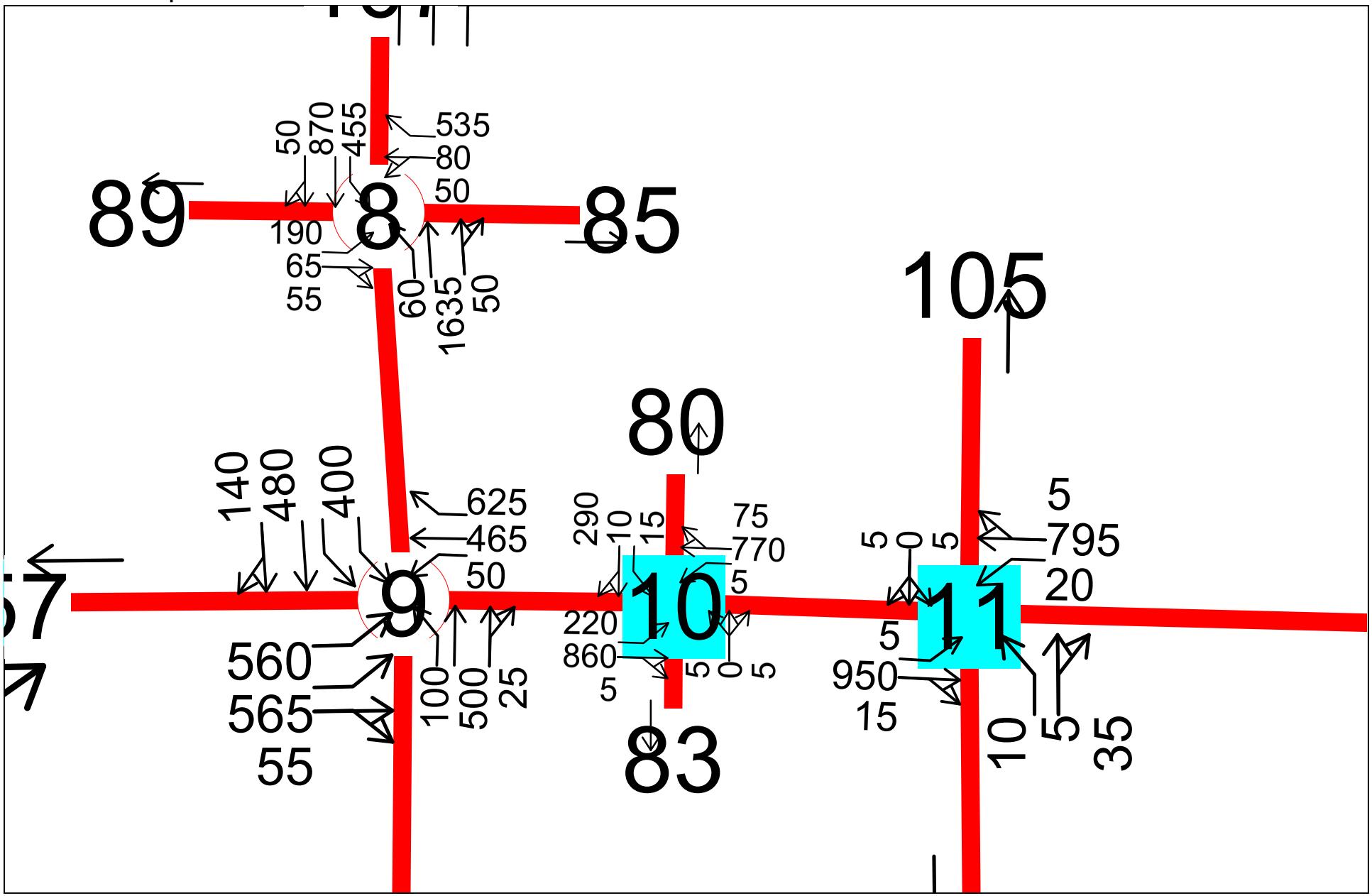

2030 Medium Baseline PM Peak Hour
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APPENDIX E

2030 OPTION 1
WITHOUT GRID ROADS

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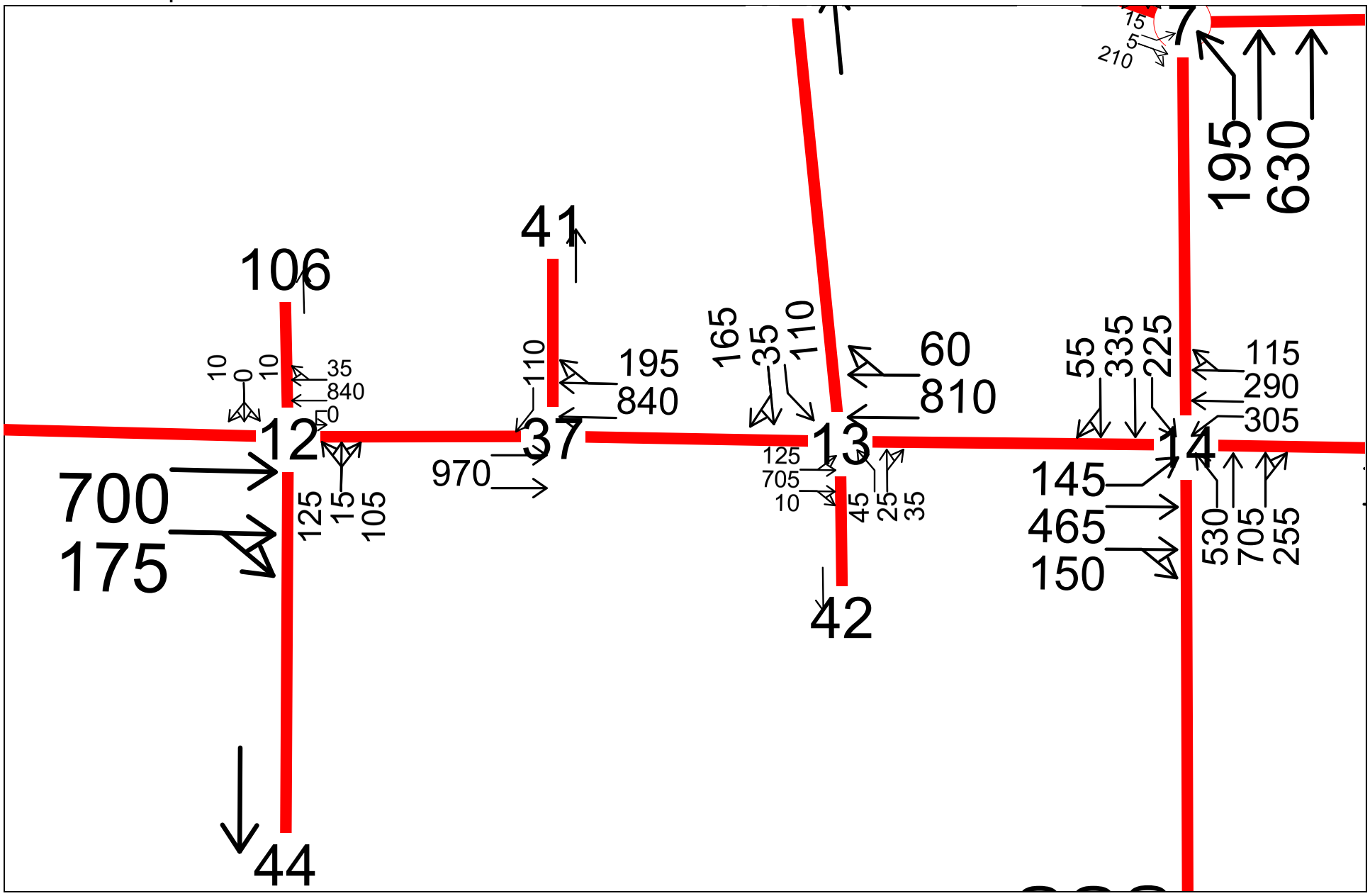
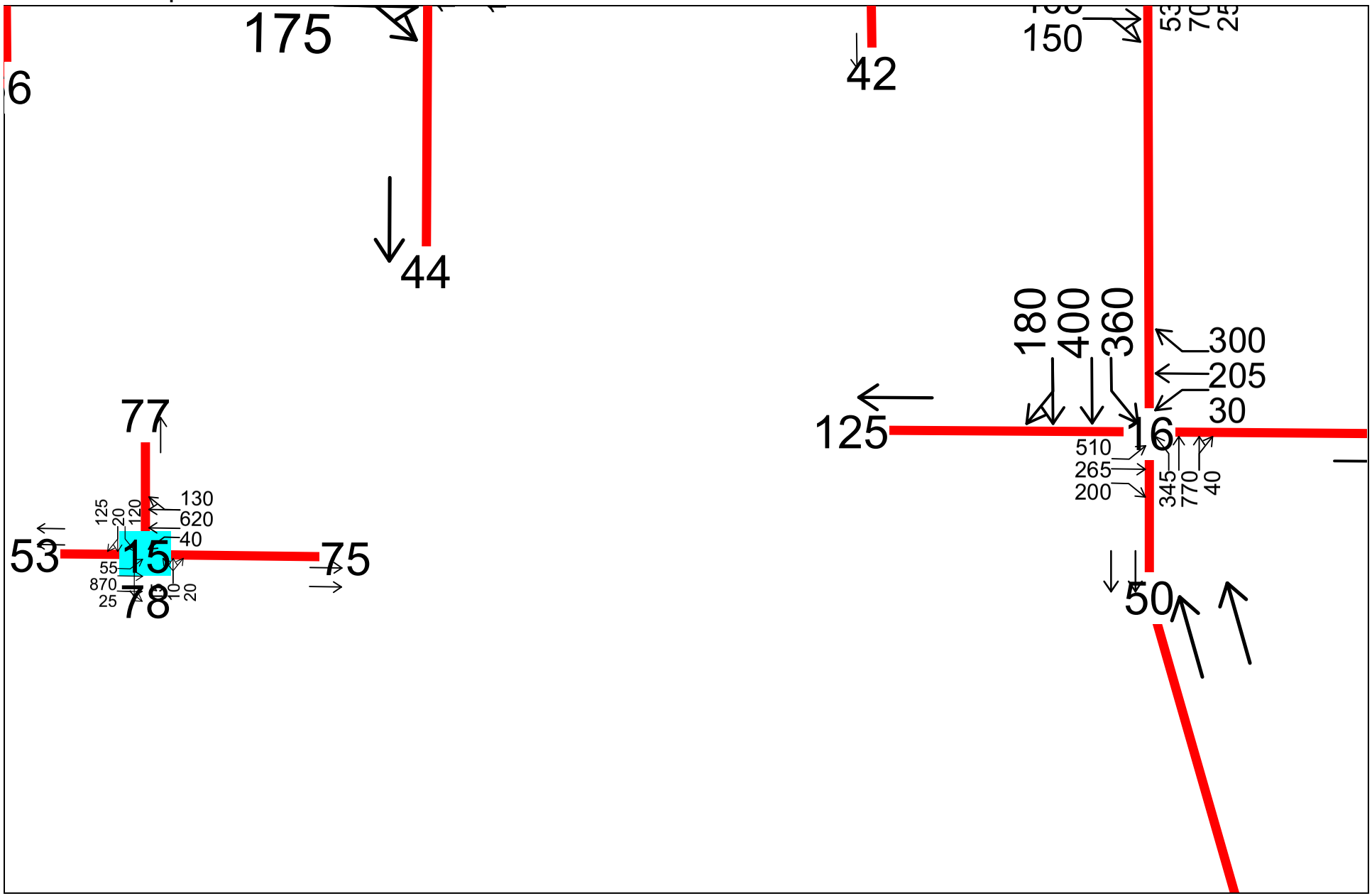


2030 Medium Option 1 Without Grid PM Peak Hour
Transportation Engineering Northwest LLC



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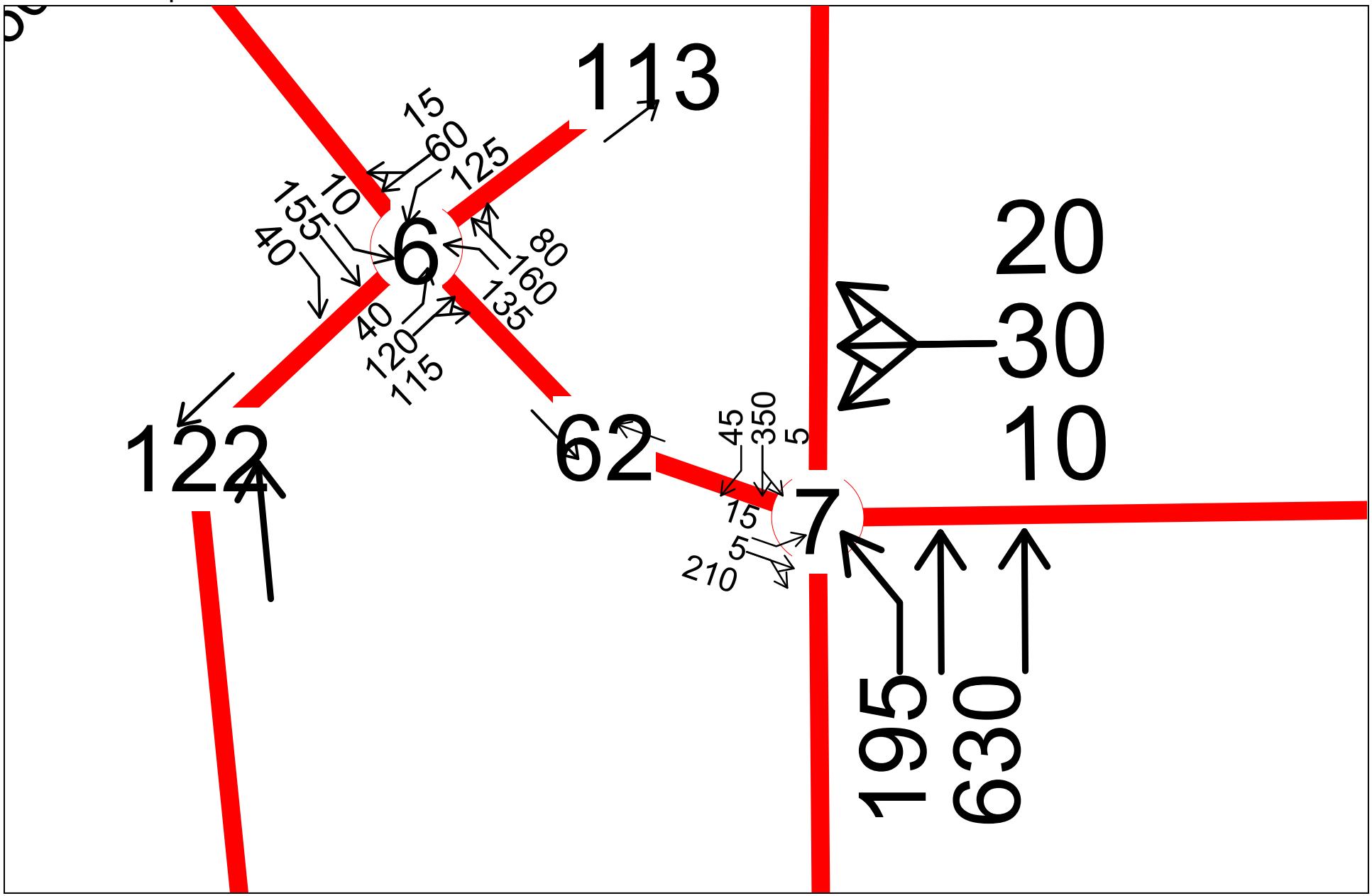
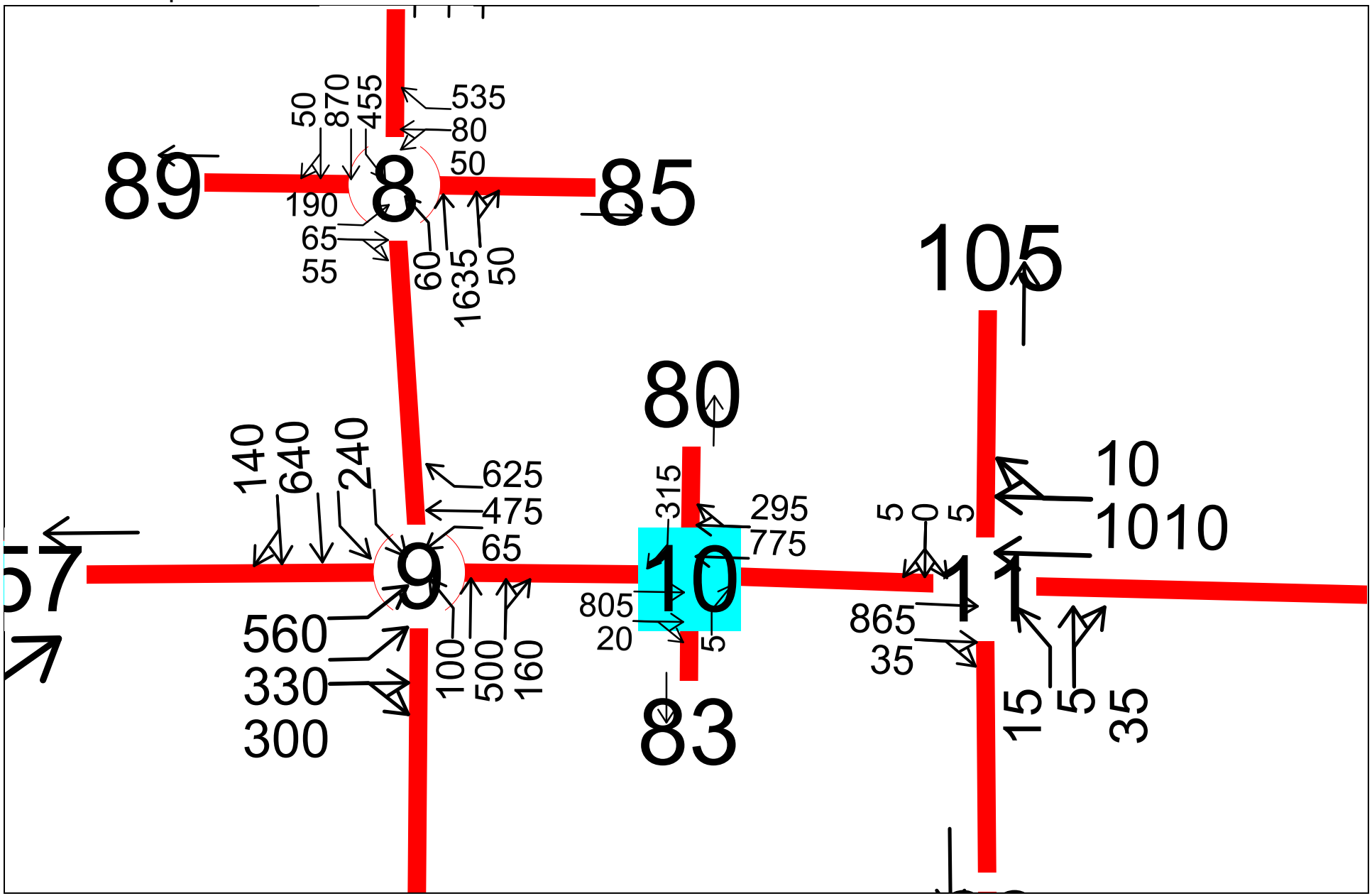
Transportation Engineering Northwest LLC



2030 Medium Option 1 Without Grid PM Peak Hour
Transportation Engineering Northwest LLC



2030 Medium Option 1 Without Grid PM Peak Hour
Transportation Engineering Northwest LLC

APPENDIX F

2030 OPTION 2
WITHOUT GRID ROADS

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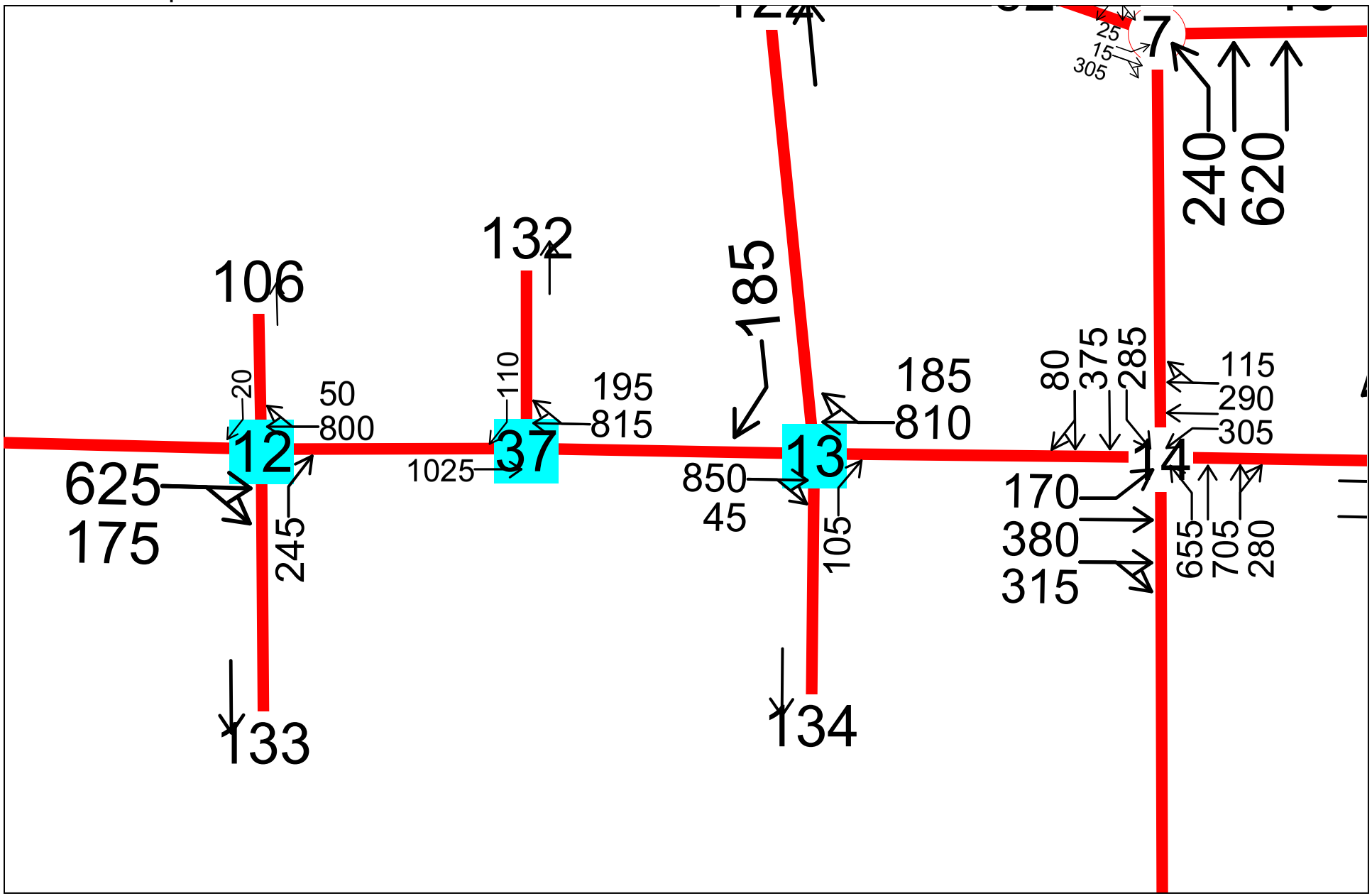

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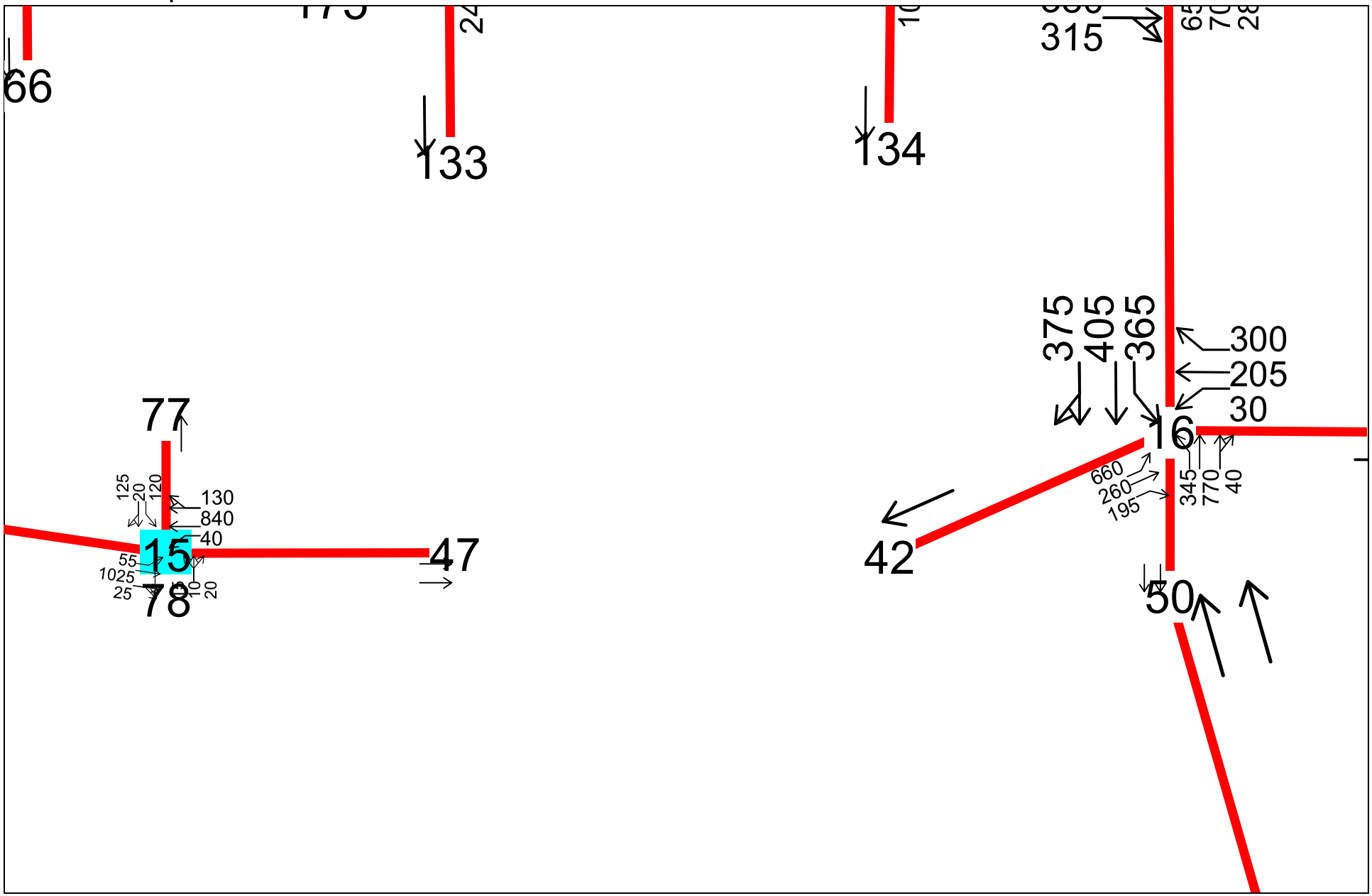
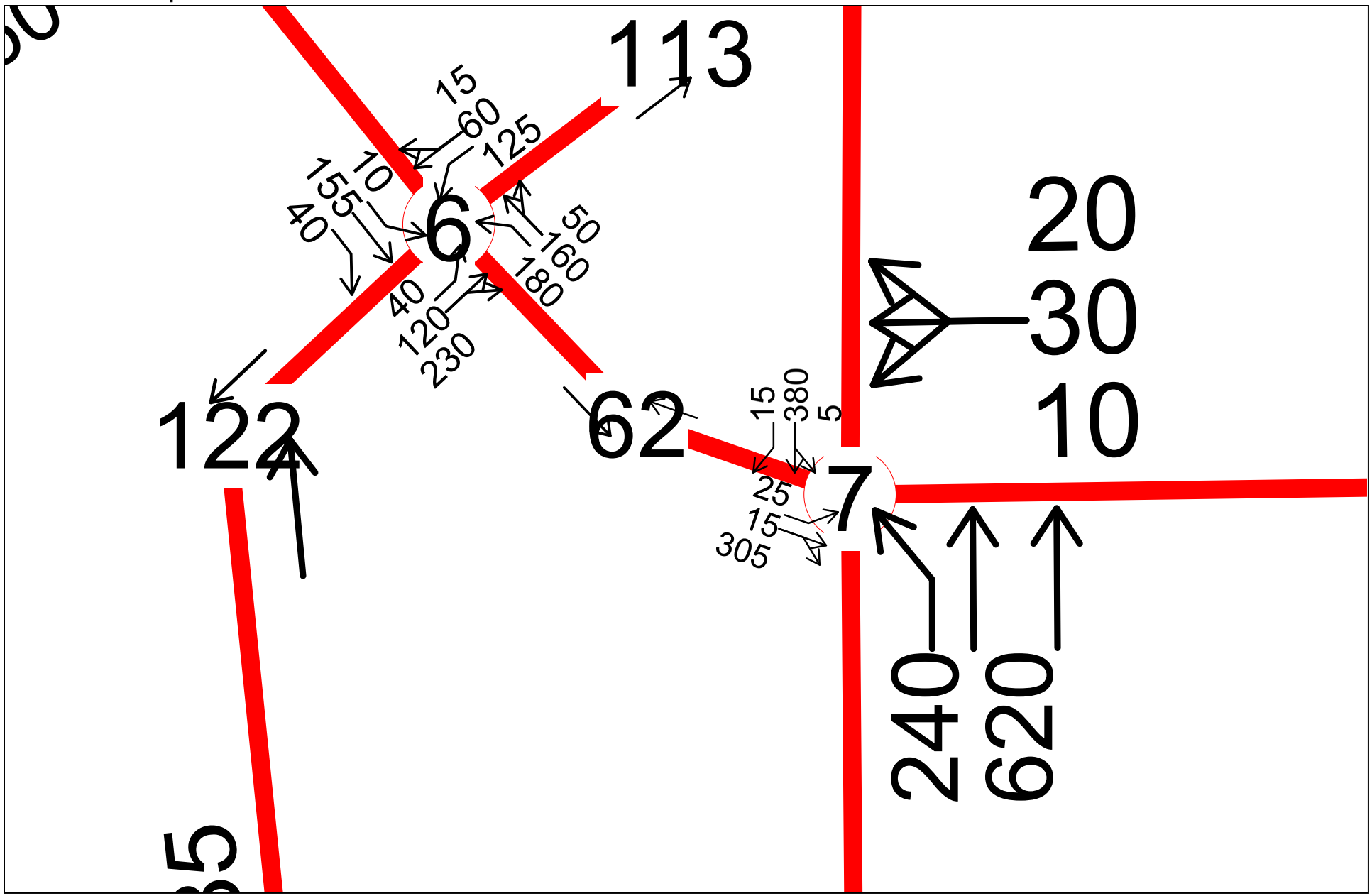
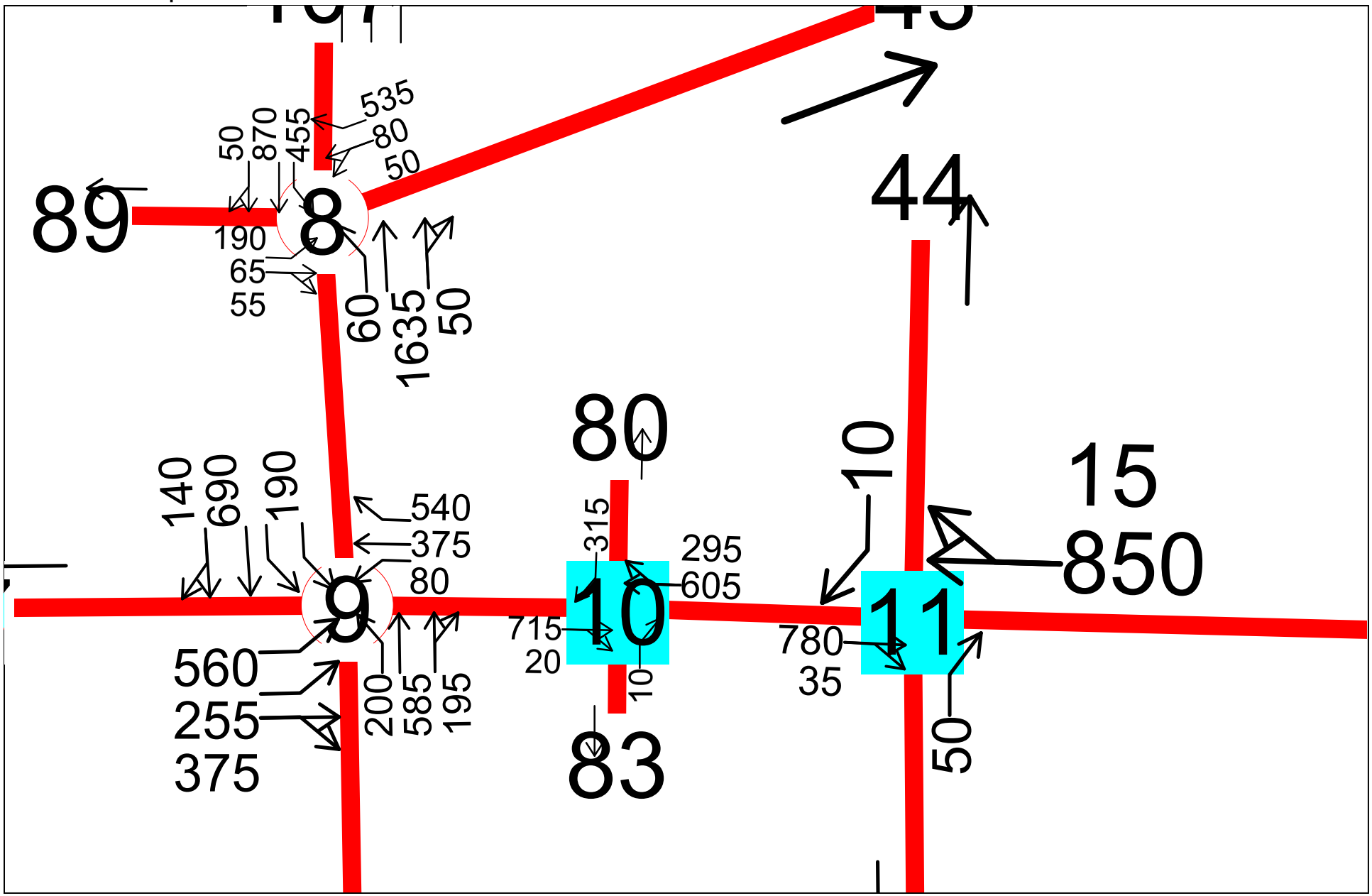
Transportation Engineering Northwest LLC



2030 Medium Option 2 Without Grid PM Peak Hour
Transportation Engineering Northwest LLC



2030 Medium Option 2 Without Grid PM Peak Hour
Transportation Engineering Northwest LLC



2030 Medium Option 2 Without Grid PM Peak Hour
Transportation Engineering Northwest LLC

APPENDIX G

2030 OPTION 3
WITHOUT GRID ROADS

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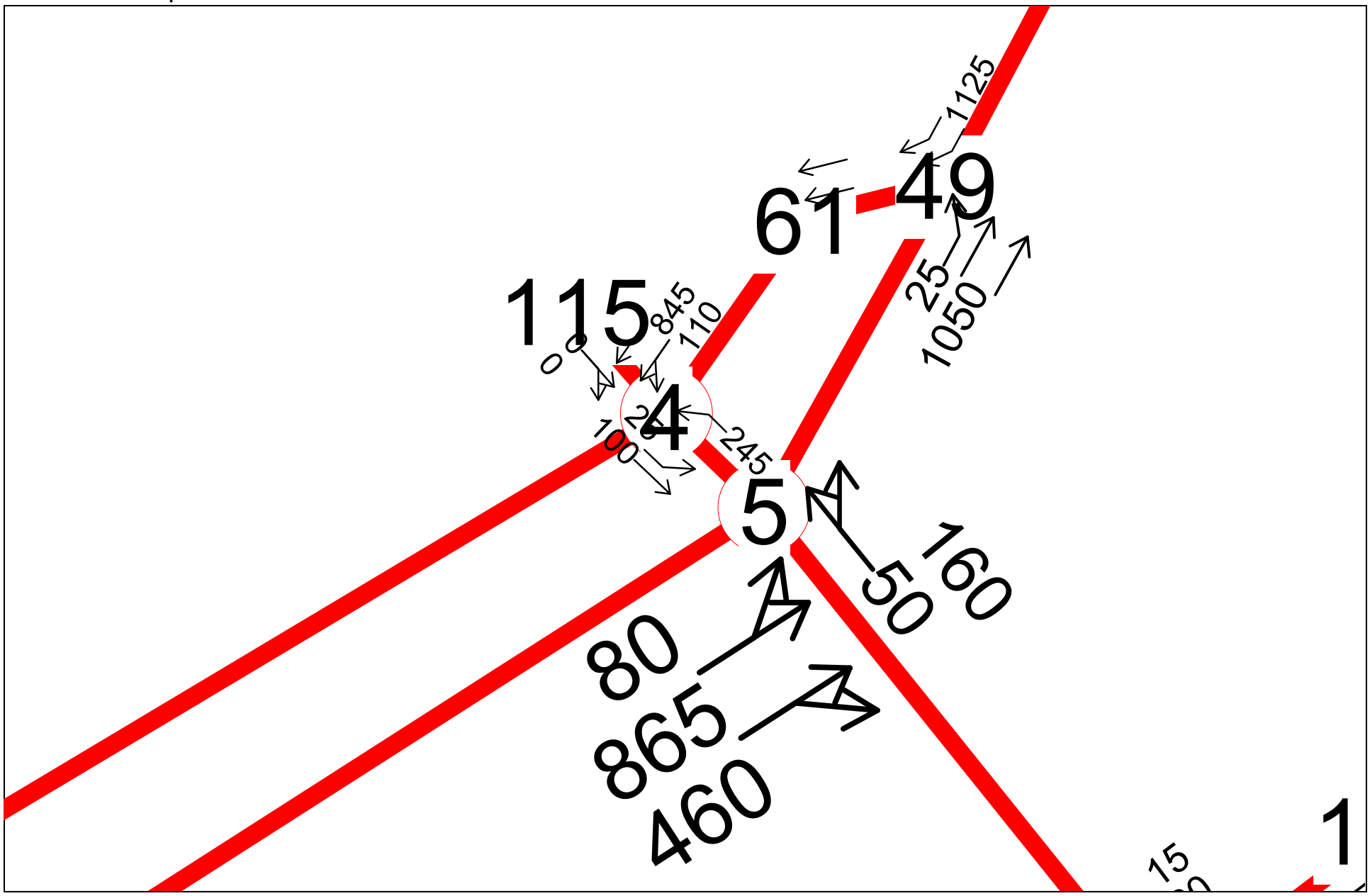

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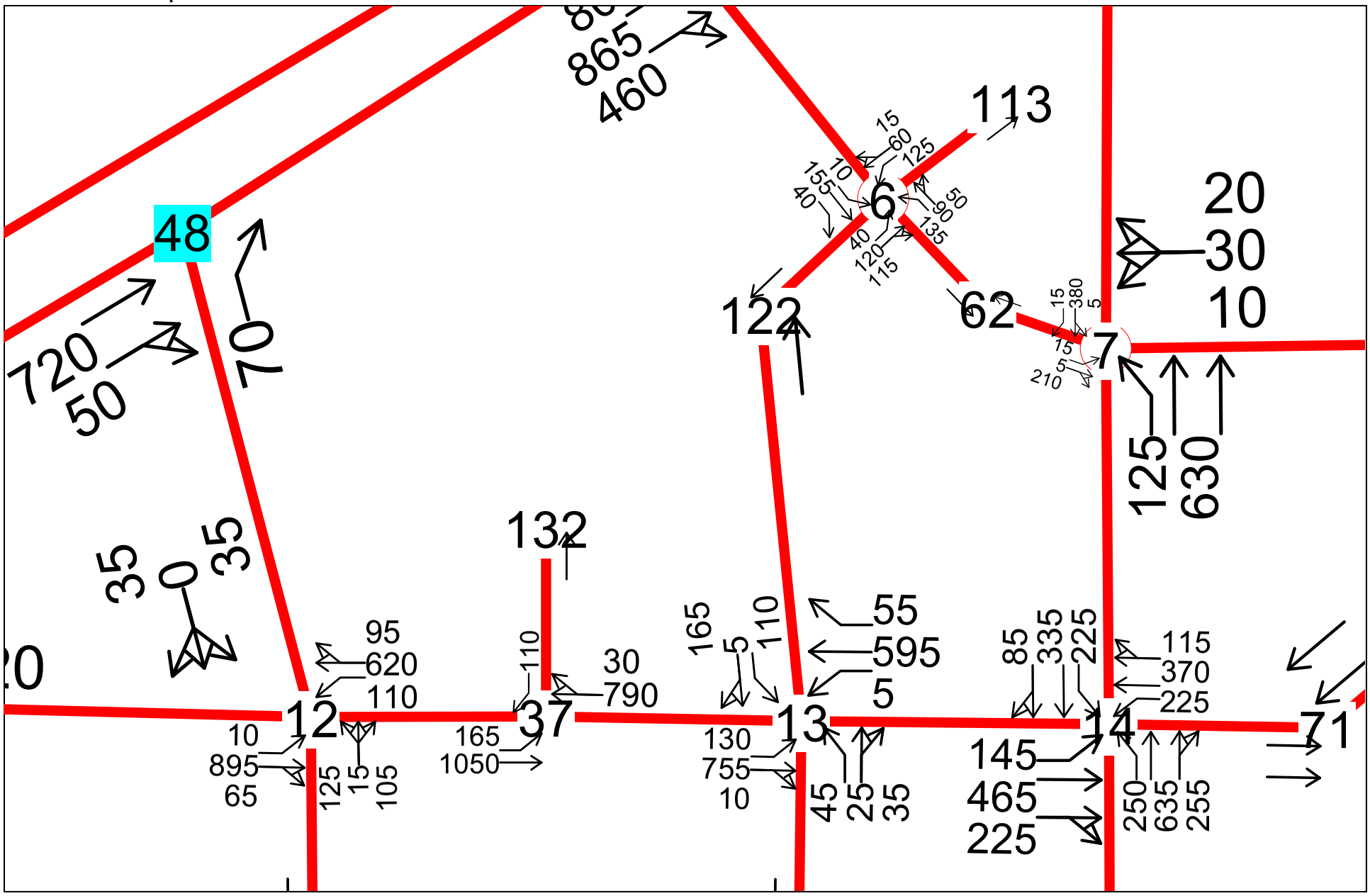
Transportation Engineering Northwest LLC



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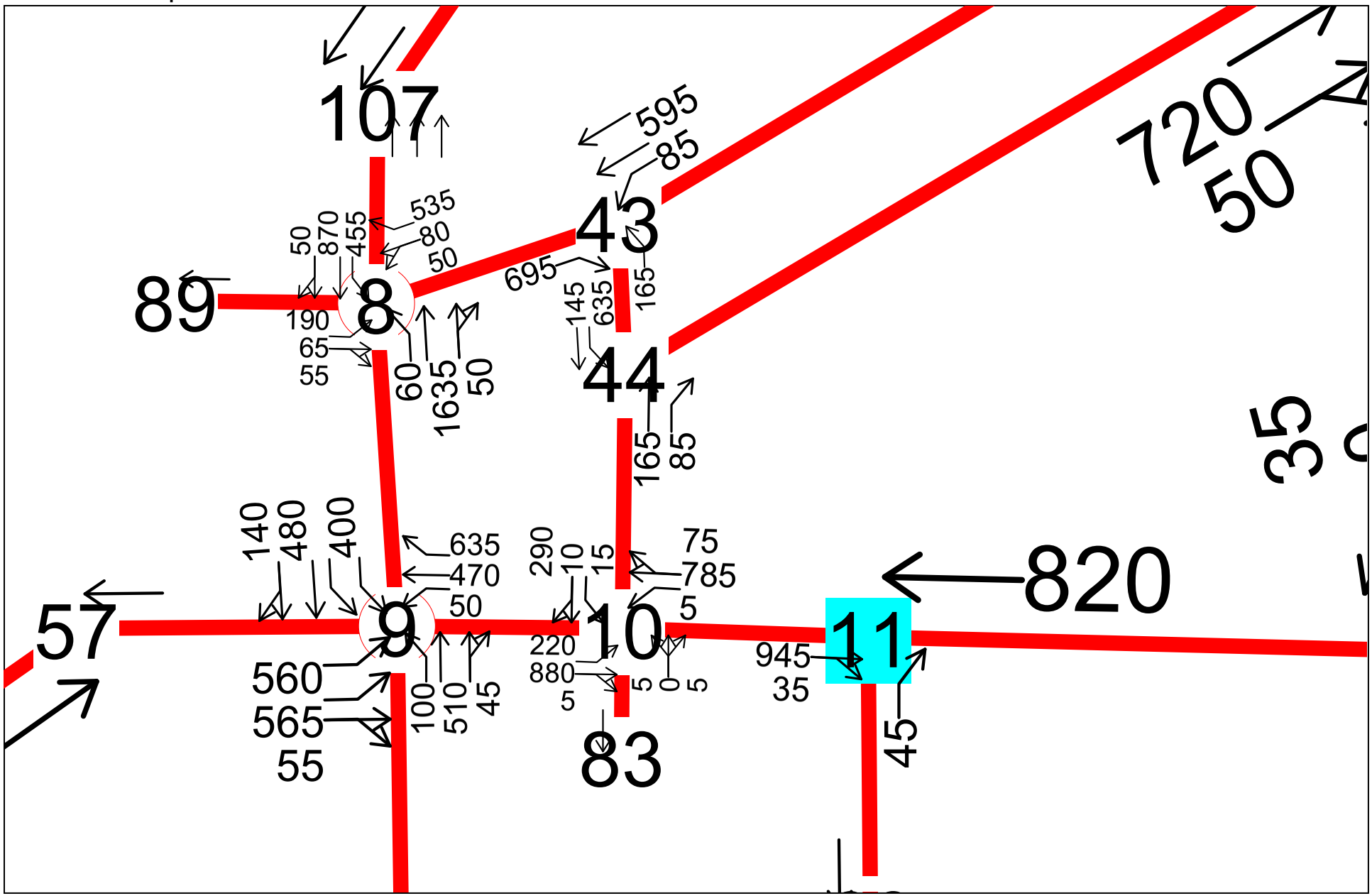
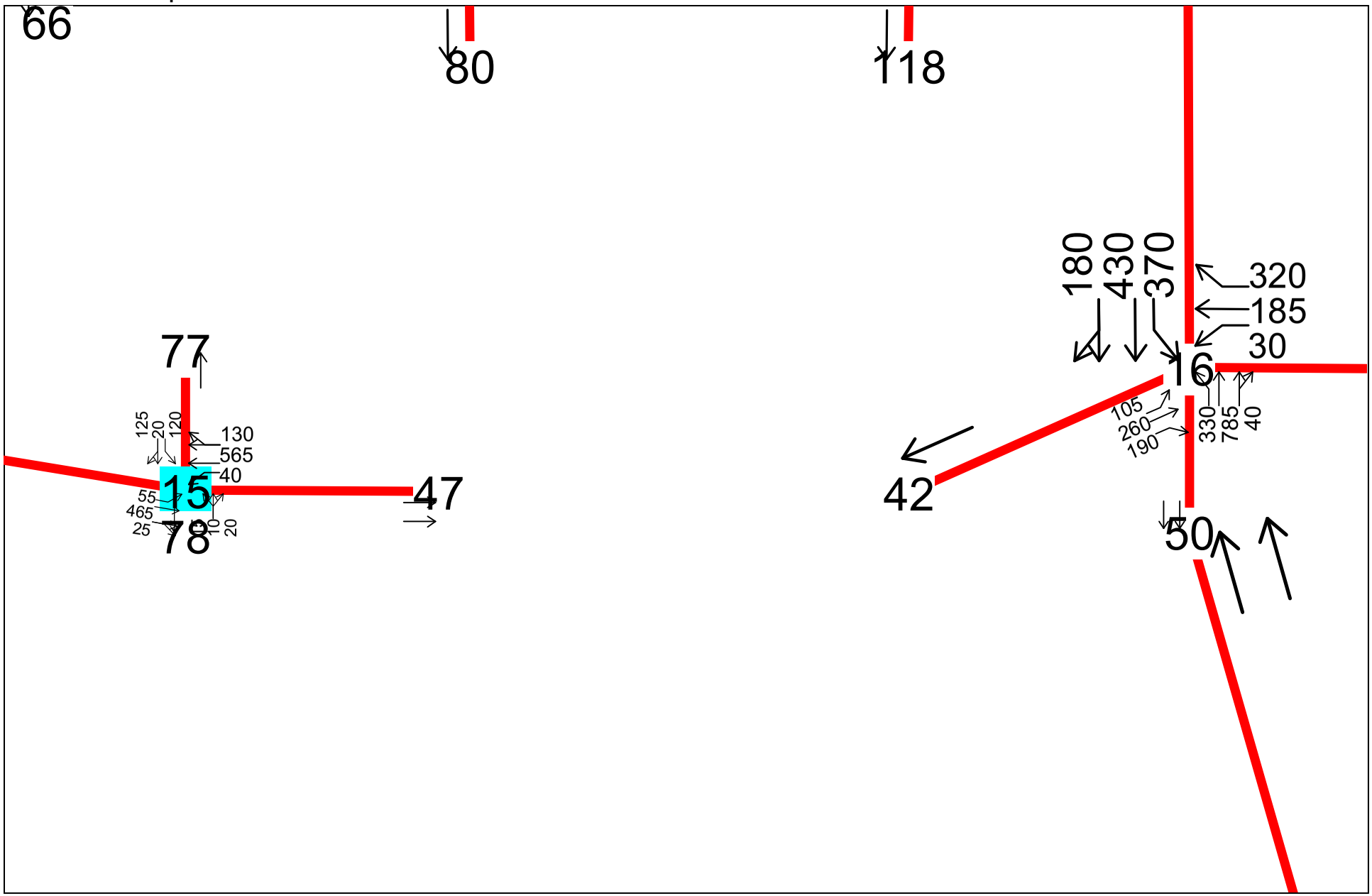
Transportation Engineering Northwest LLC



2030 Medium Option 3 Without Grid PM Peak Hour
Transportation Engineering Northwest LLC



2030 Medium Option 3 Without Grid PM Peak Hour
Transportation Engineering Northwest LLC

APPENDIX H

2030 HIGH ALT 3 IMPROVEMENTS

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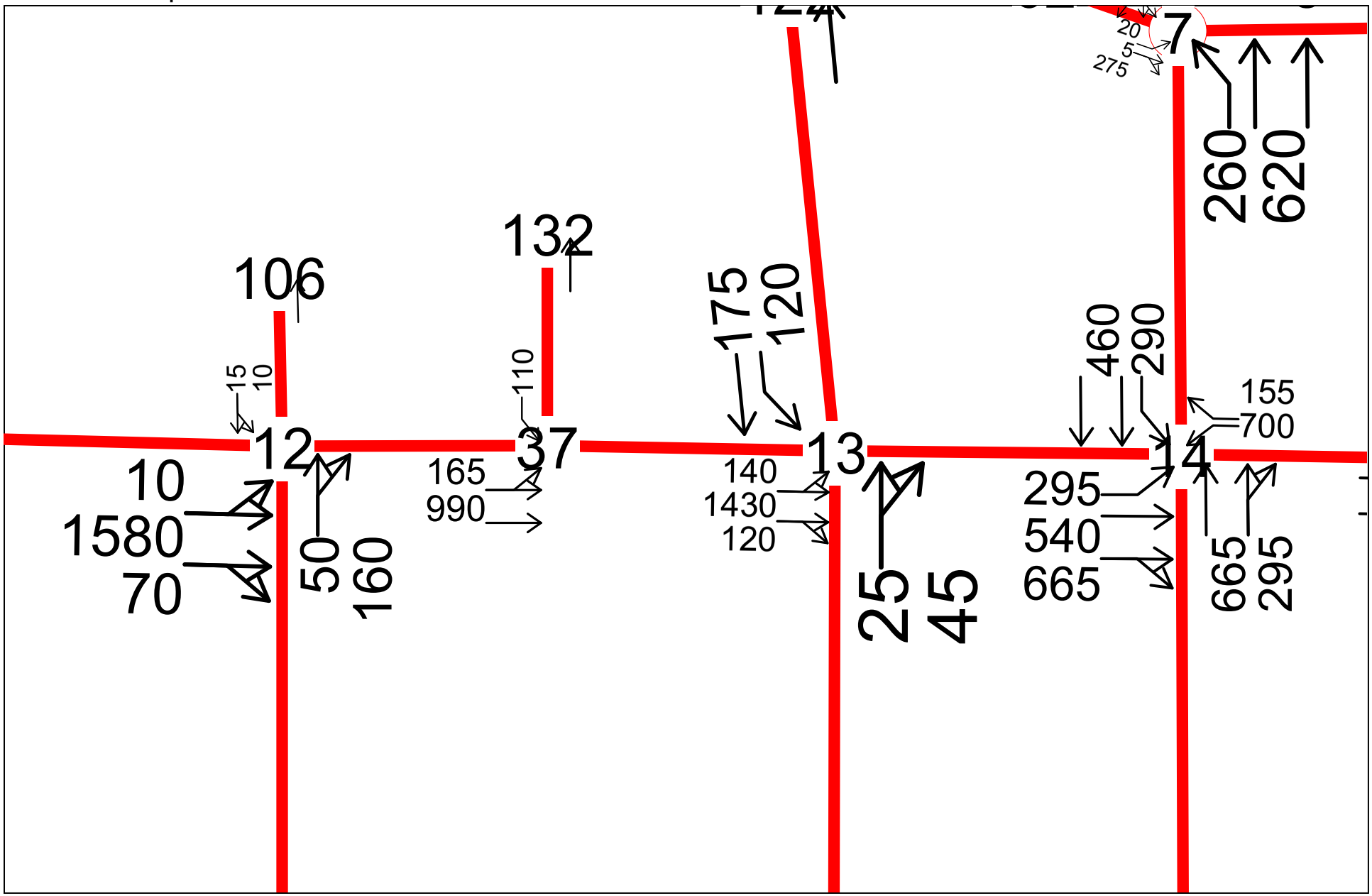
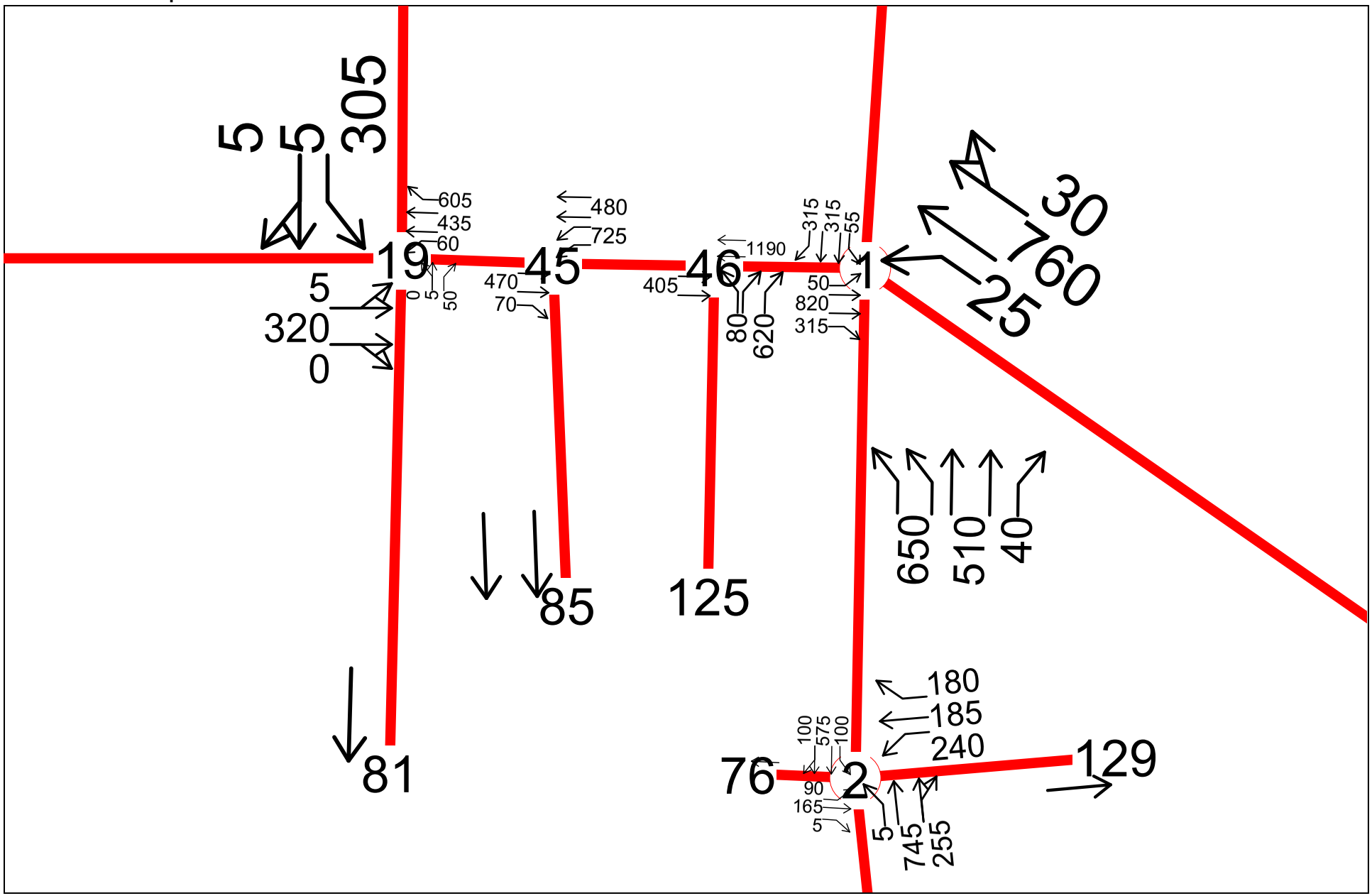


2030 High Alt.3 PM Peak Hour Improvements
Transportation Engineering Northwest LLC



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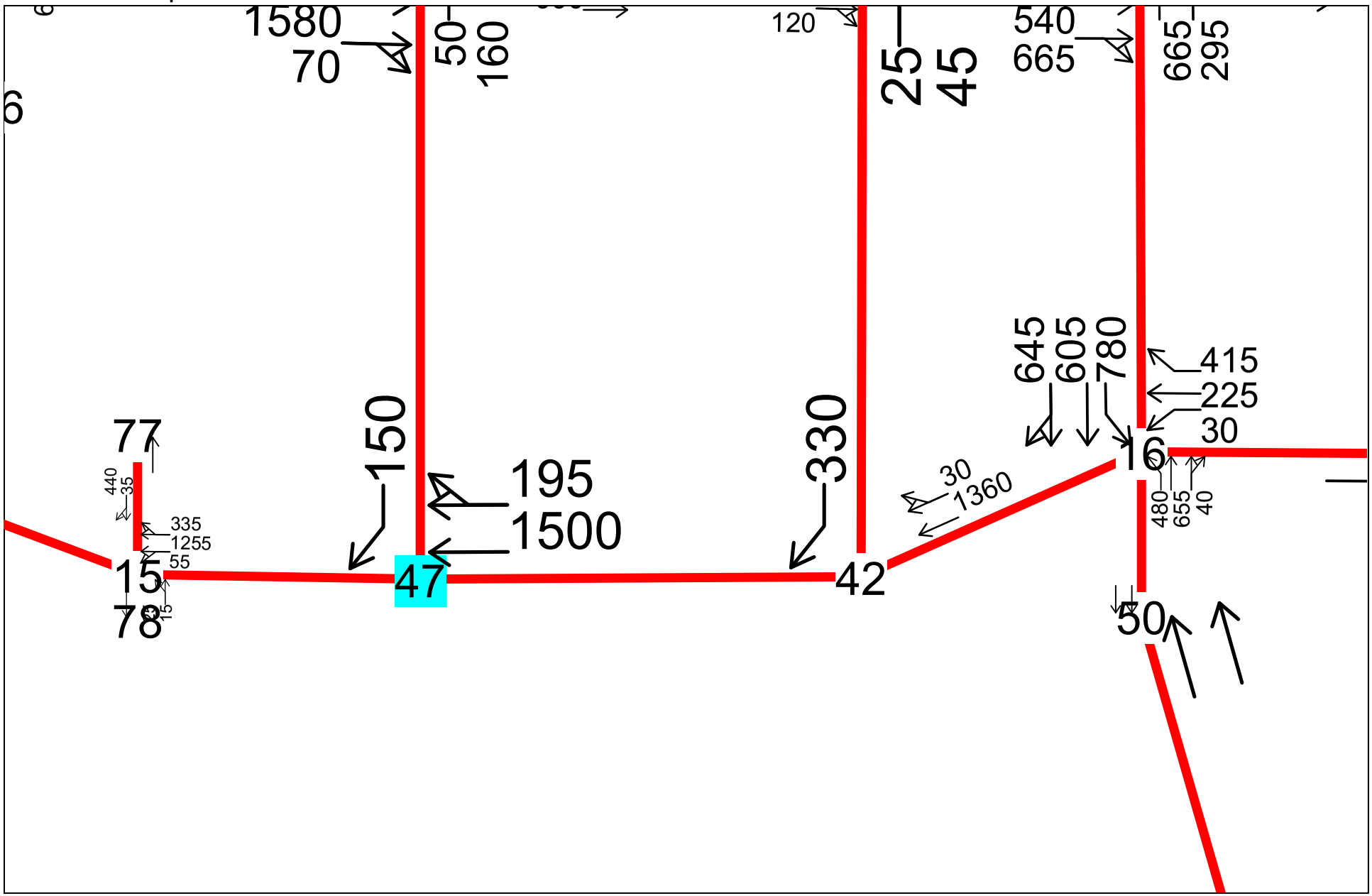
Transportation Engineering Northwest LLC



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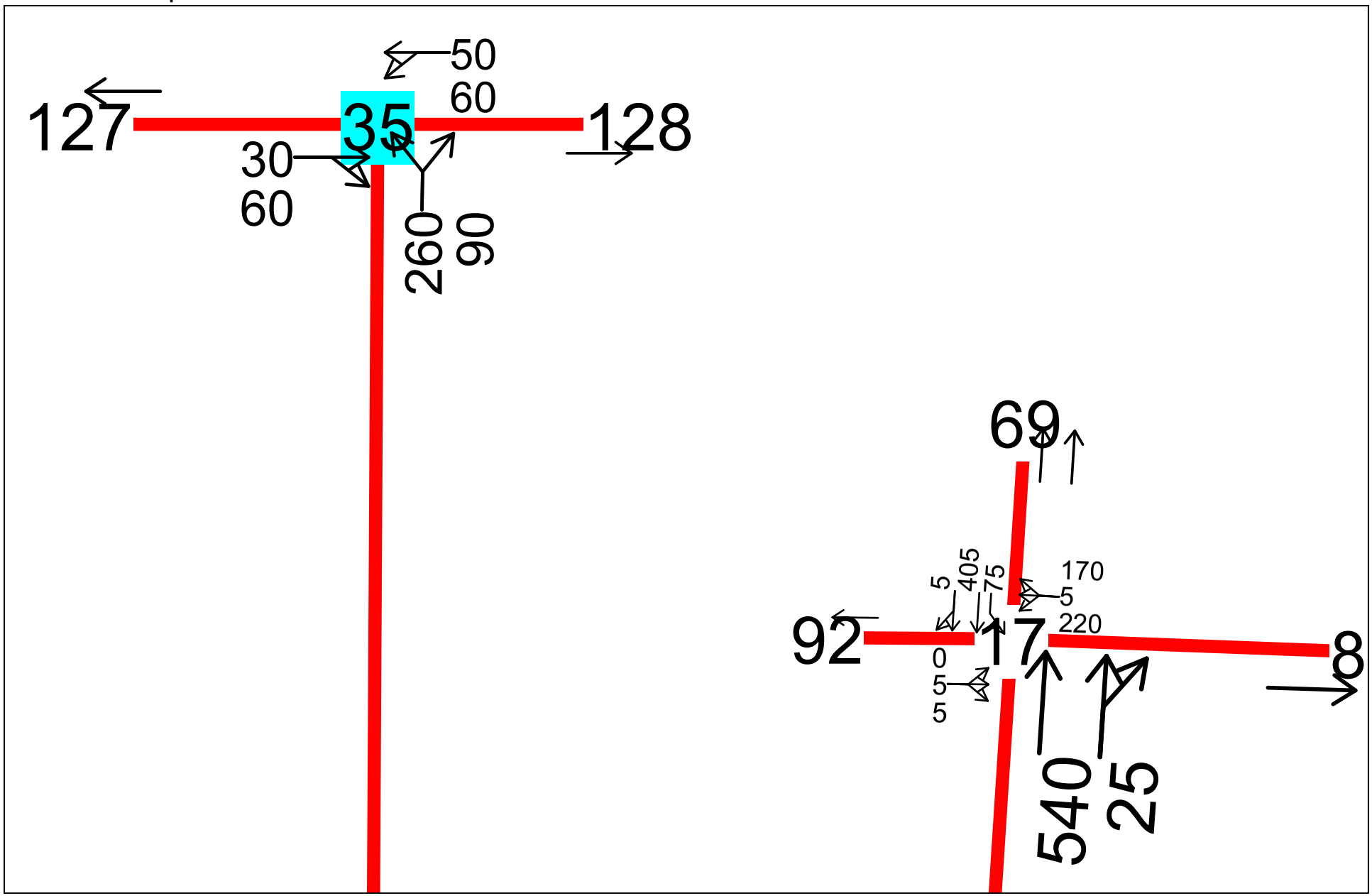
Transportation Engineering Northwest LLC



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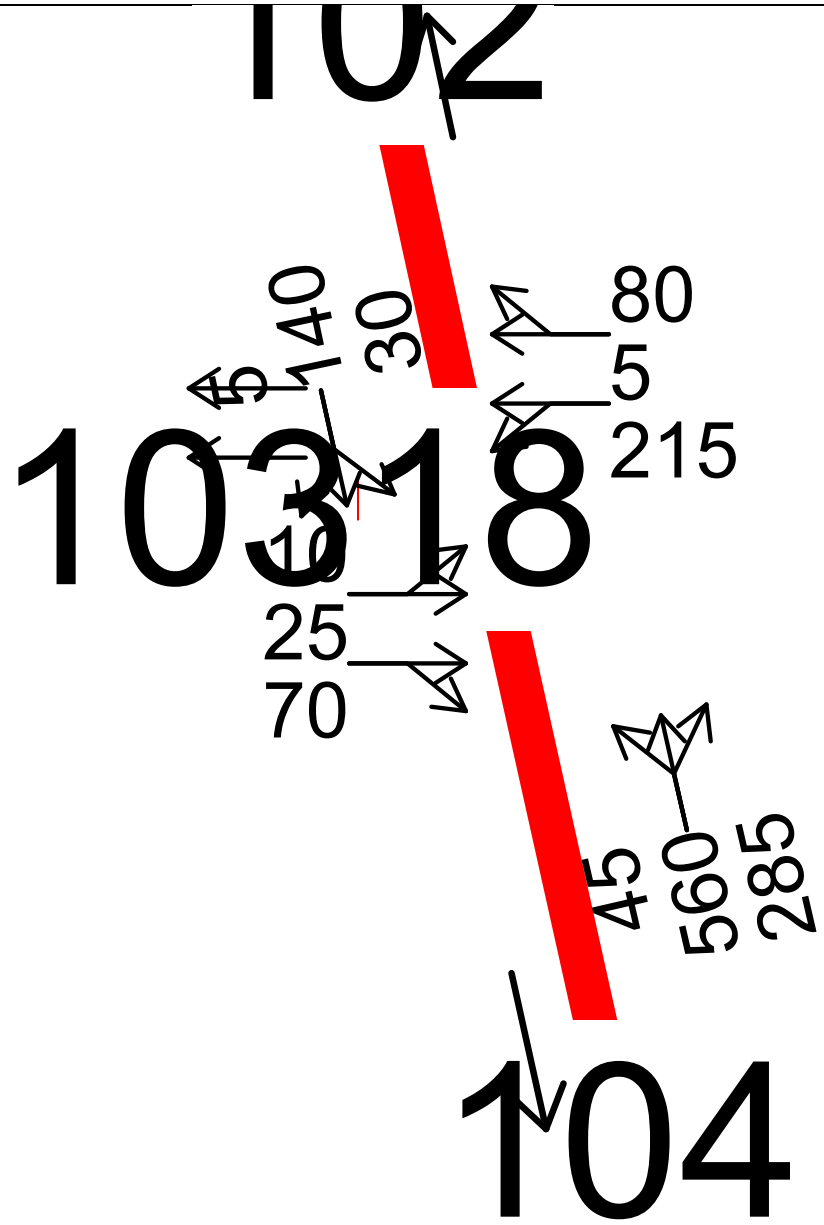
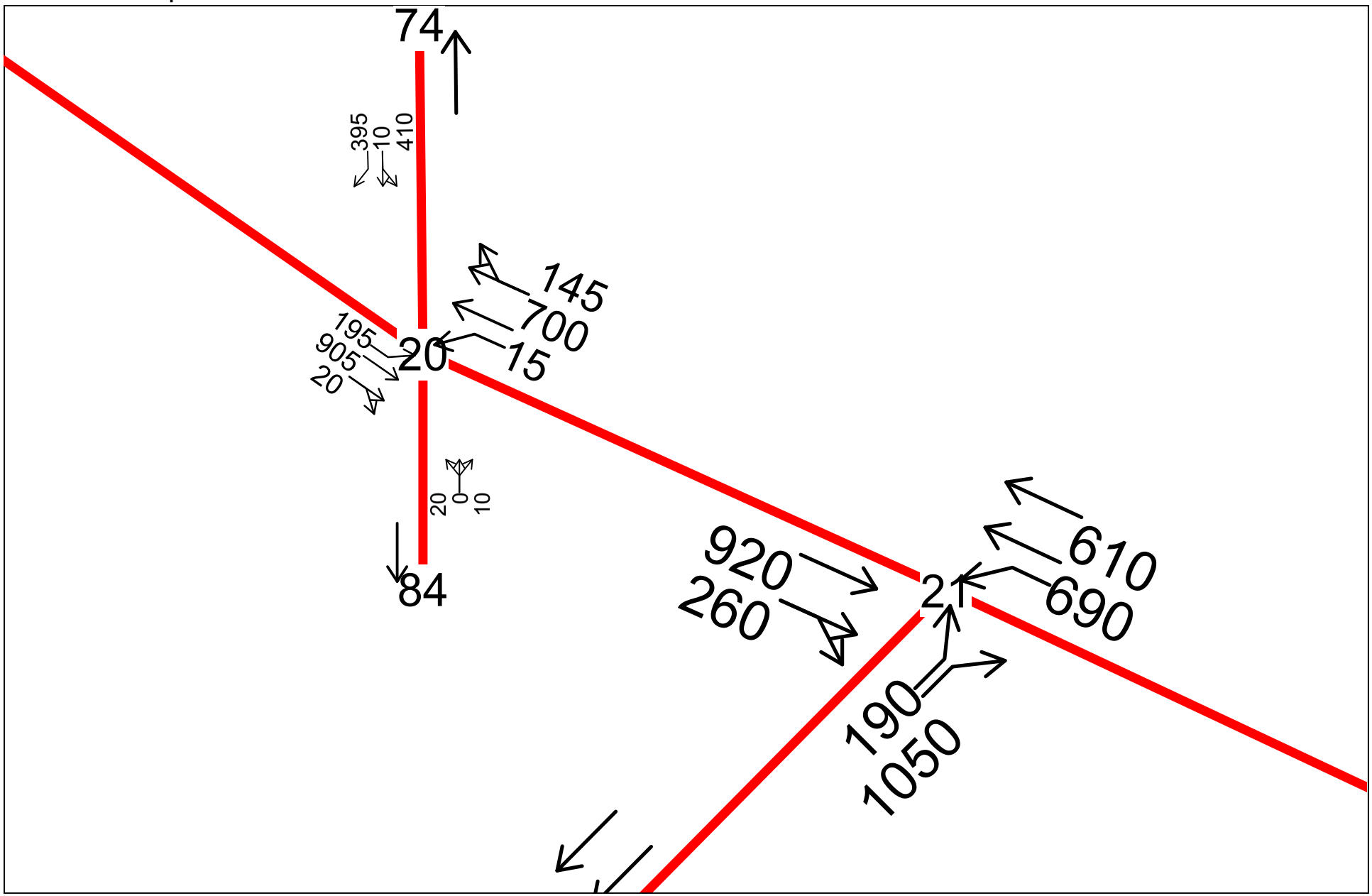
Transportation Engineering Northwest LLC



2030 High Alt.3 PM Peak Hour Improvements
Transportation Engineering Northwest LLC



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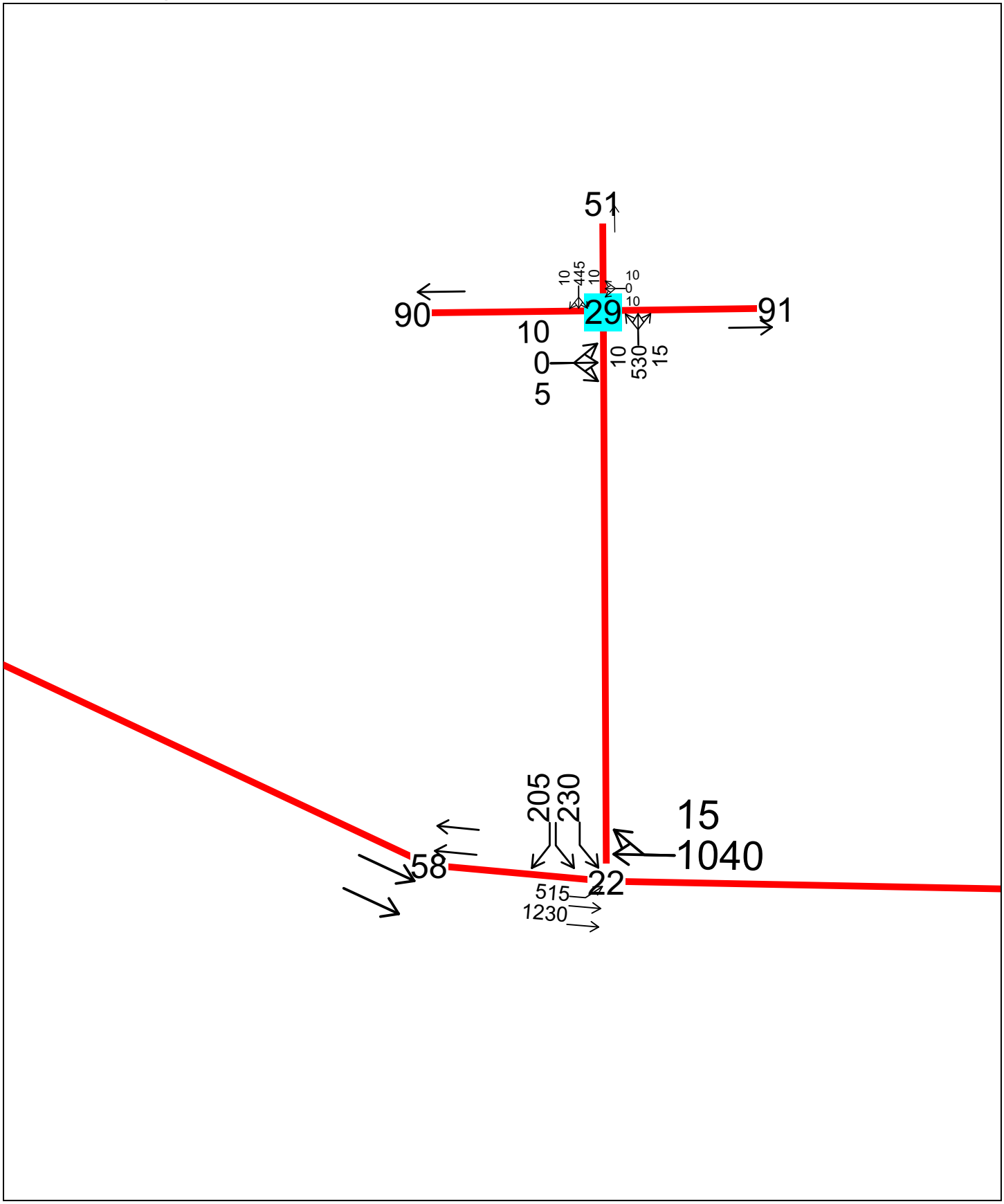
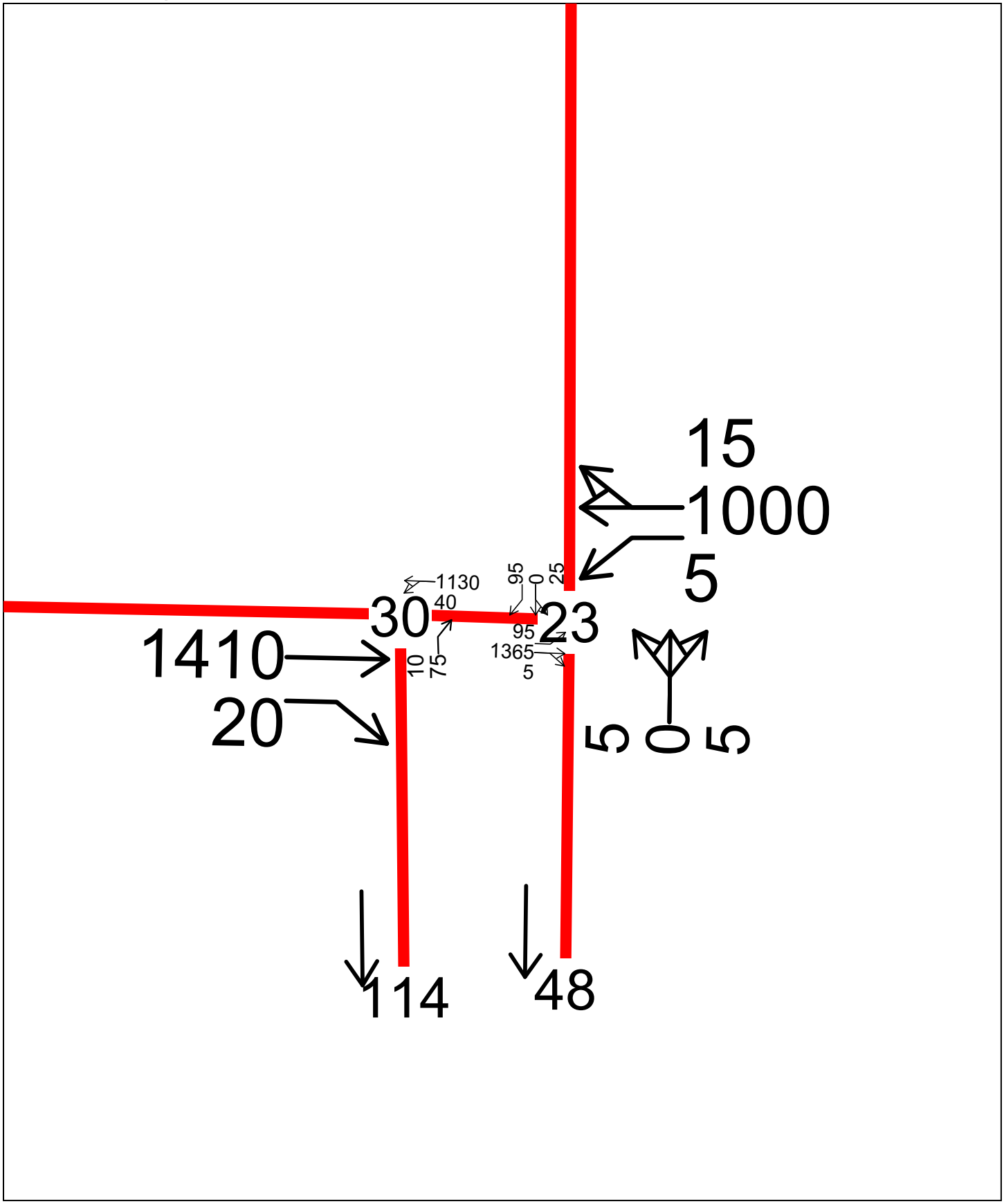
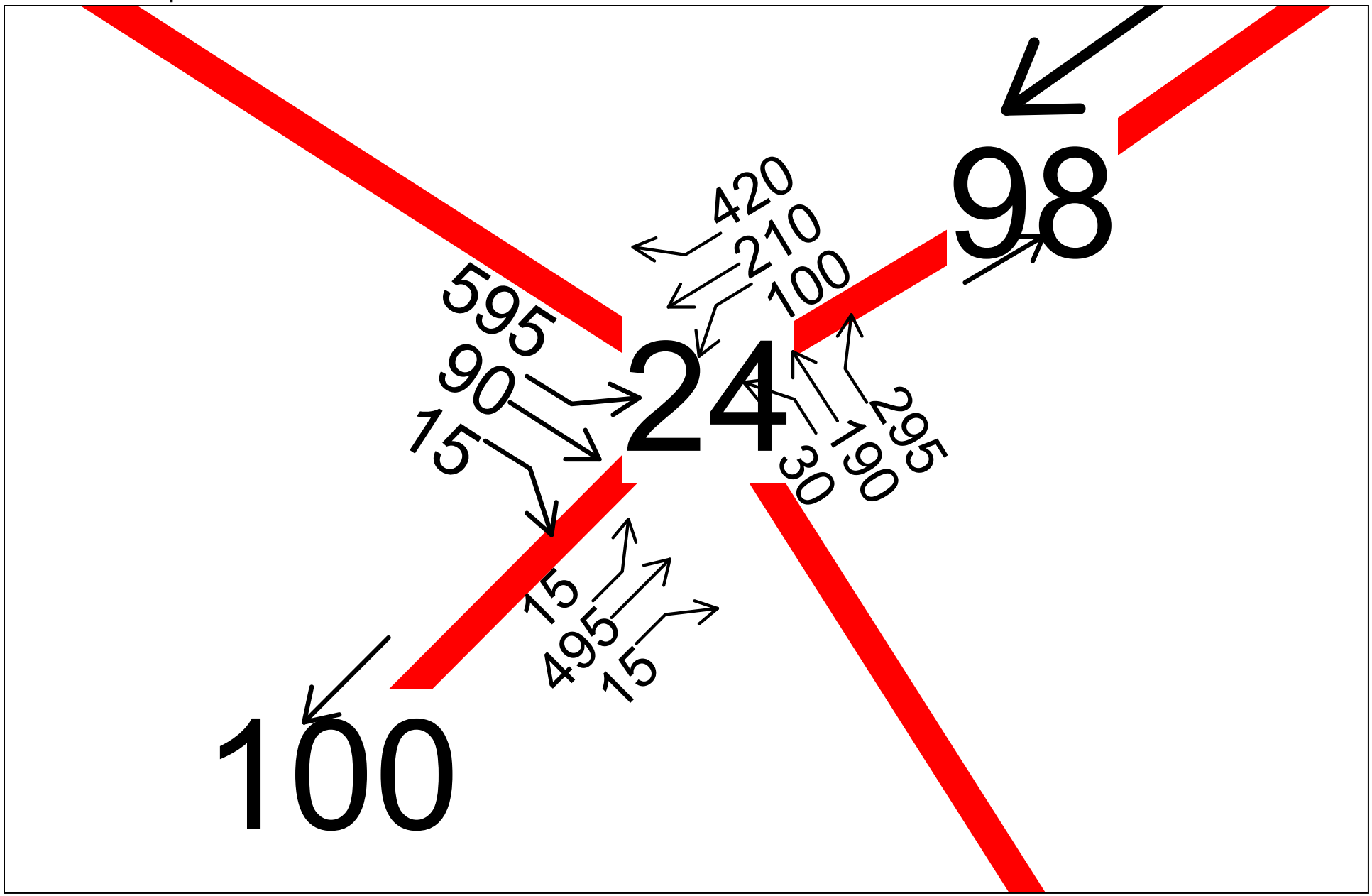
Transportation Engineering Northwest LLC



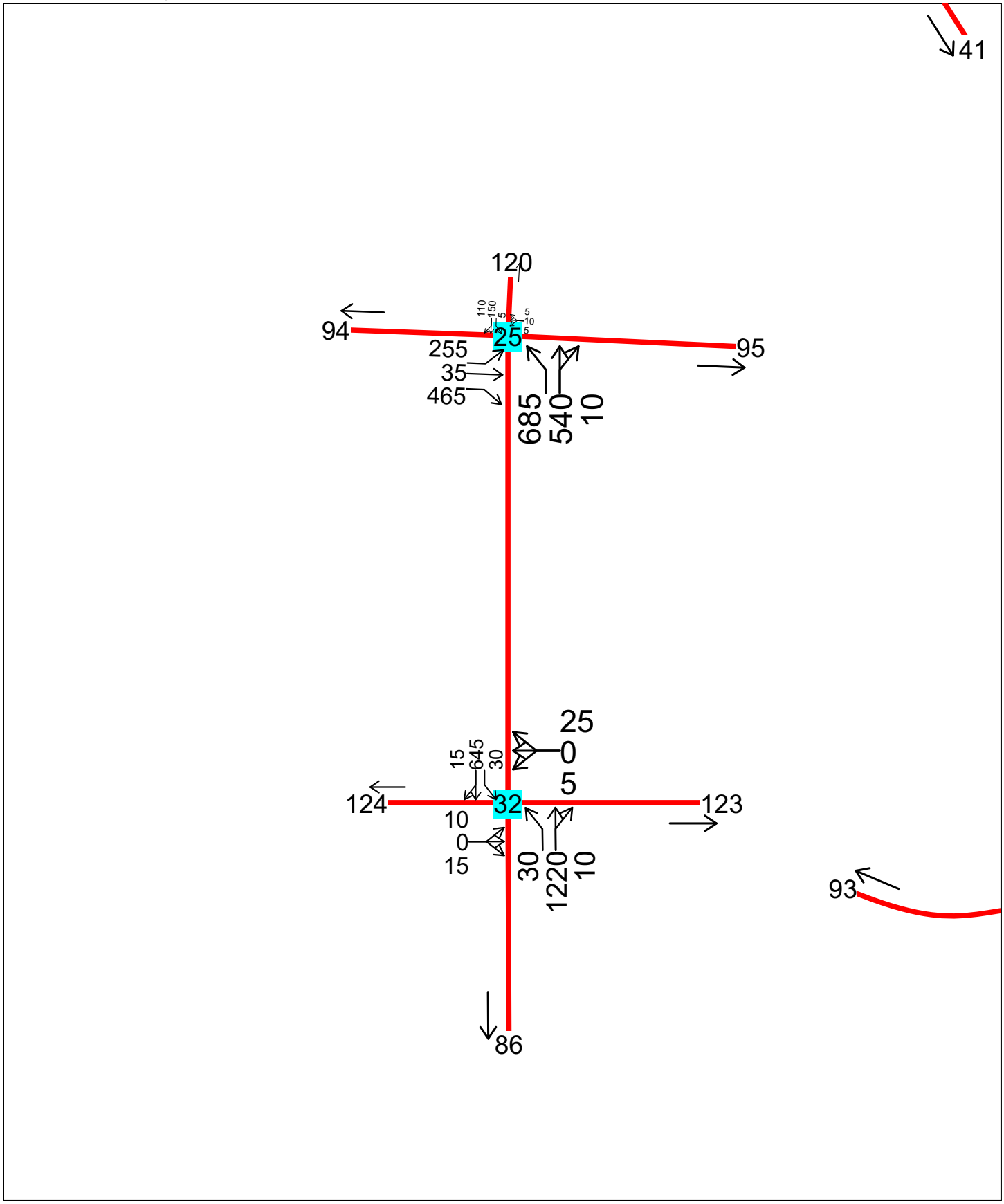
2030 High Alt.3 PM Peak Hour Improvements
Transportation Engineering Northwest LLC



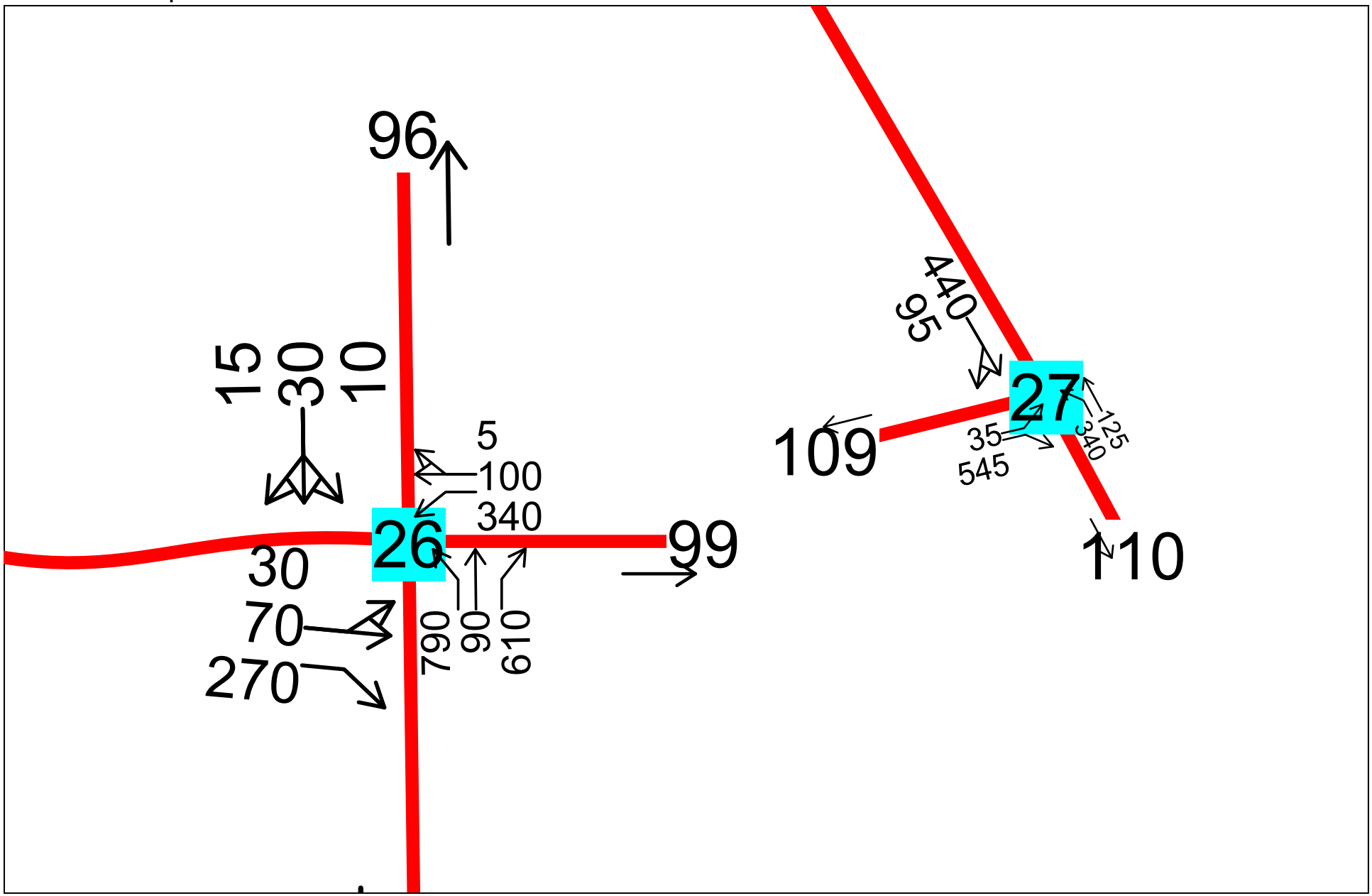
2030 High Alt.3 PM Peak Hour Improvements
Transportation Engineering Northwest LLC



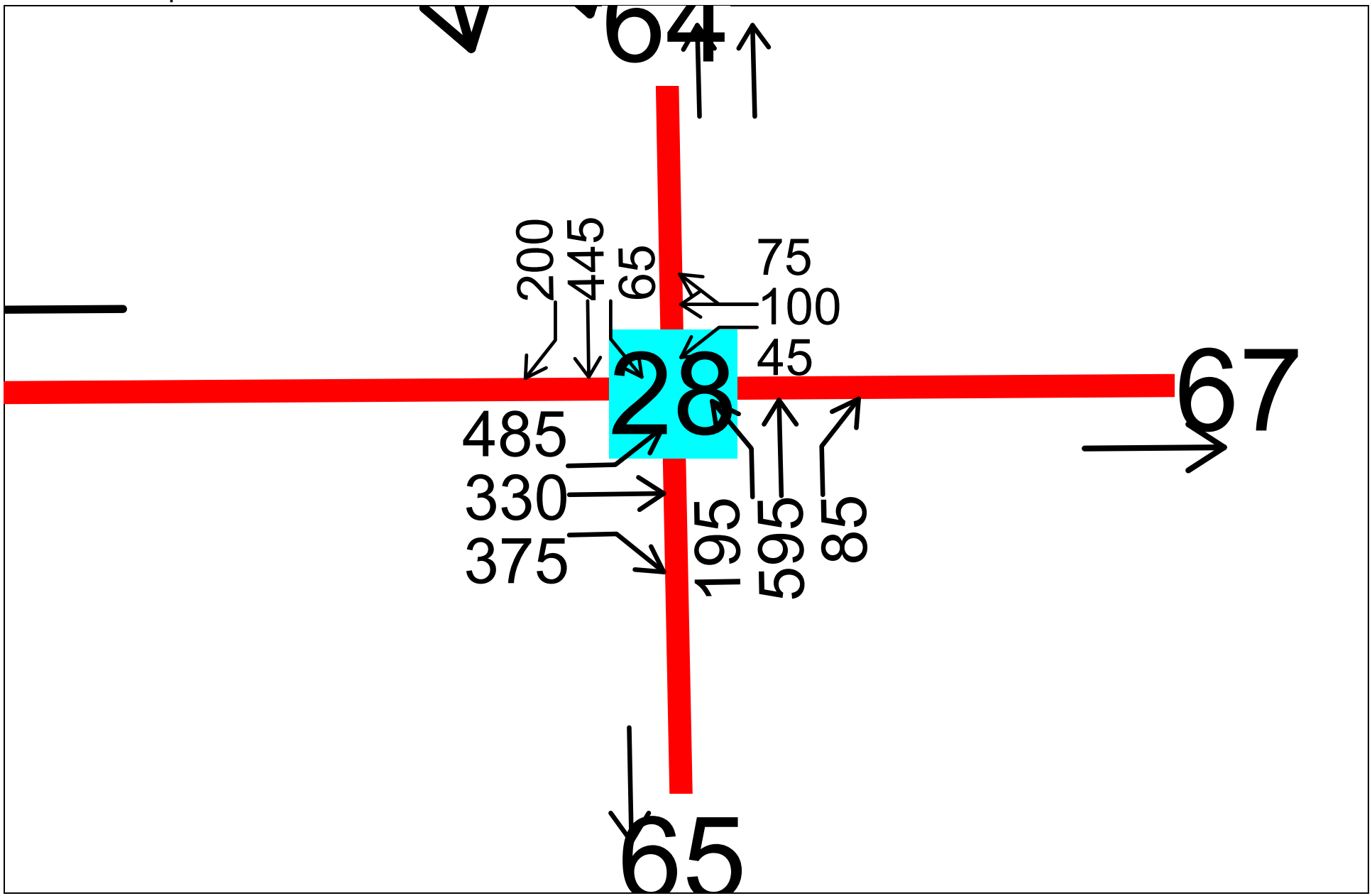
2030 High Alt.3 PM Peak Hour Improvements
Transportation Engineering Northwest LLC



2030 High Alt.3 PM Peak Hour Improvements
Transportation Engineering Northwest LLC



2030 High Alt.3 PM Peak Hour Improvements
Transportation Engineering Northwest LLC



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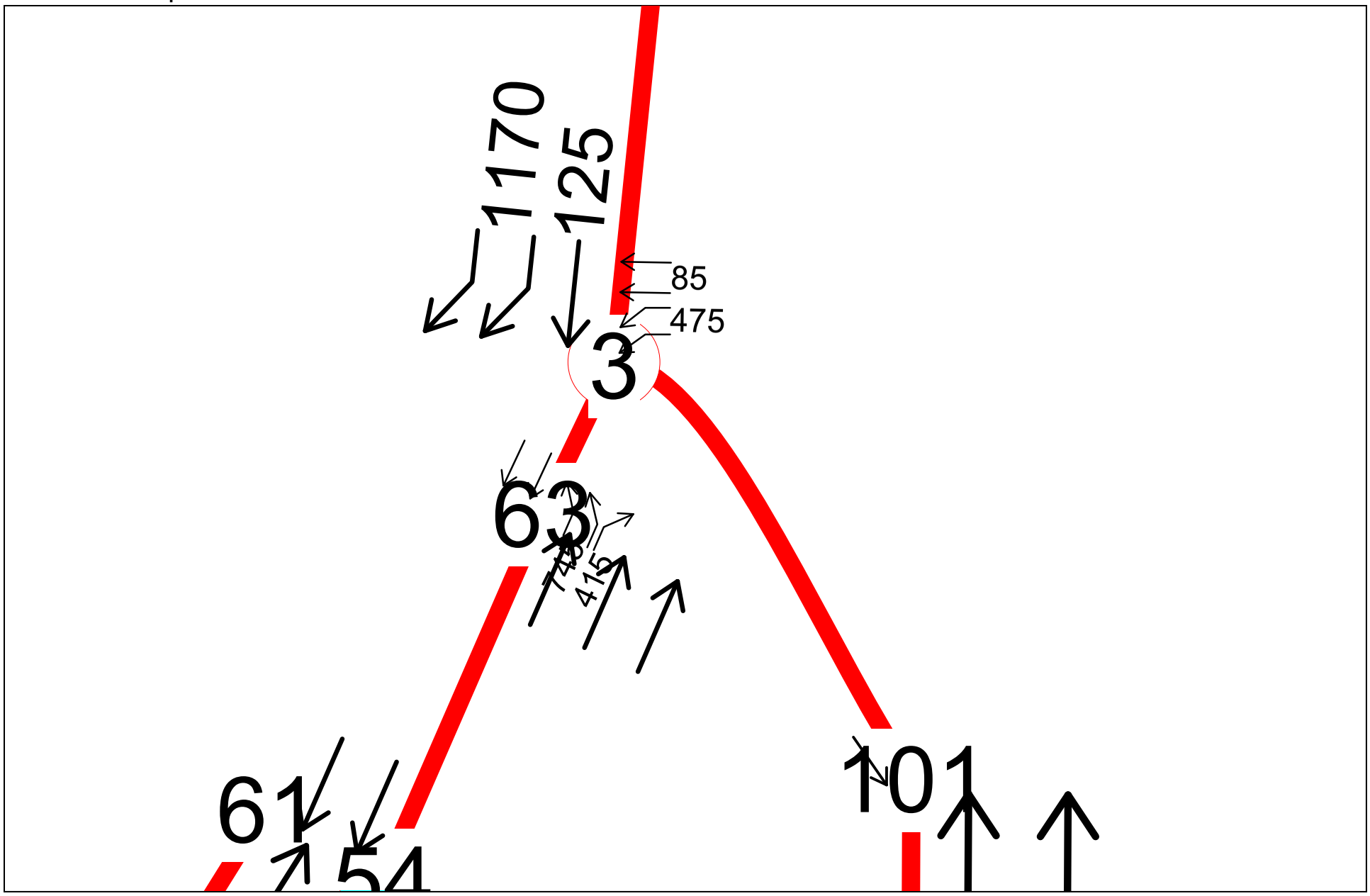
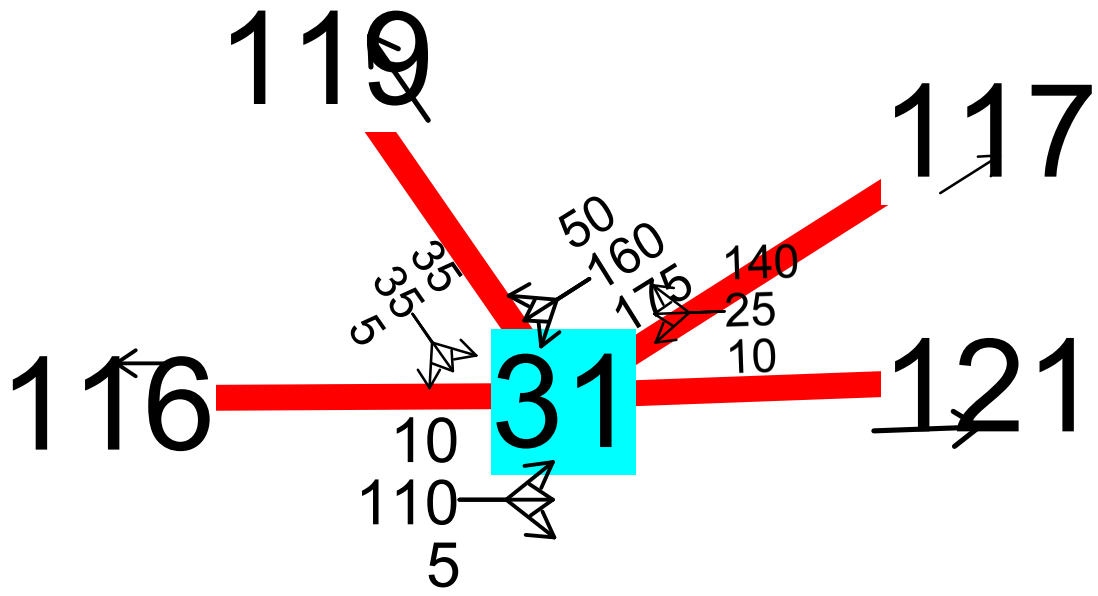
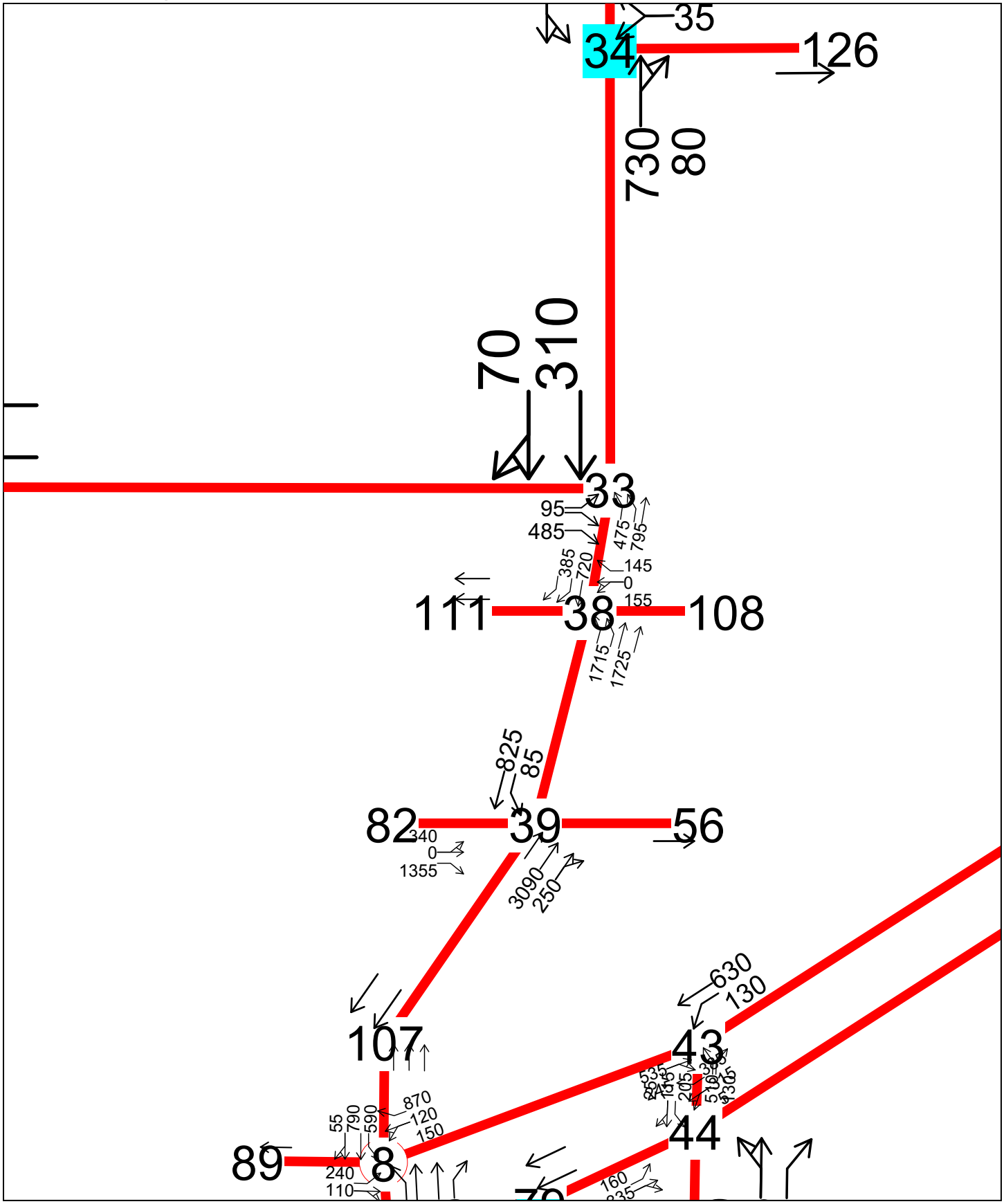
Transportation Engineering Northwest LLC



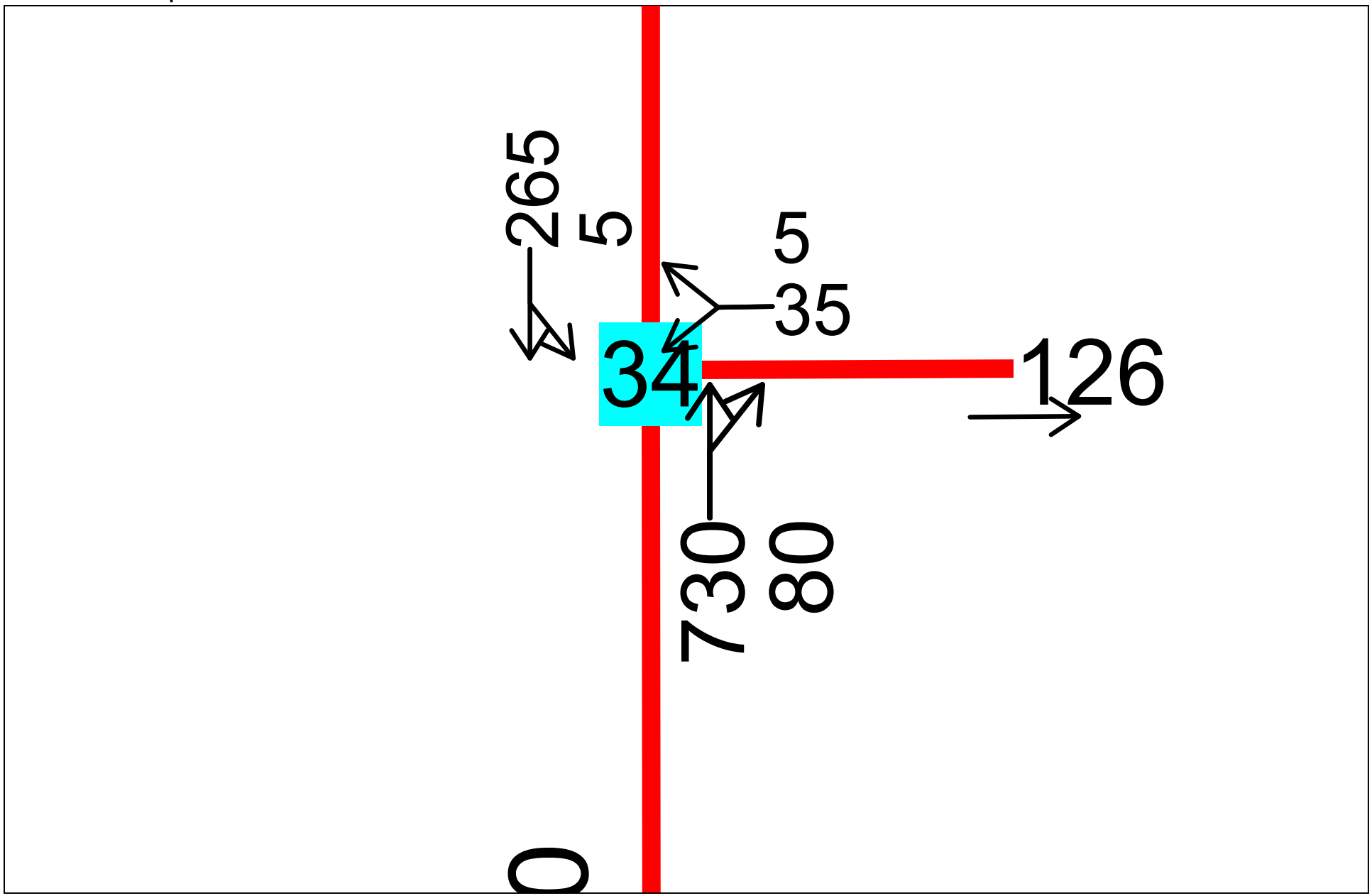
2030 High Alt.3 PM Peak Hour Improvements
Transportation Engineering Northwest LLC



2030 High Alt.3 PM Peak Hour Improvements
Transportation Engineering Northwest LLC



2030 High Alt.3 PM Peak Hour Improvements
Transportation Engineering Northwest LLC



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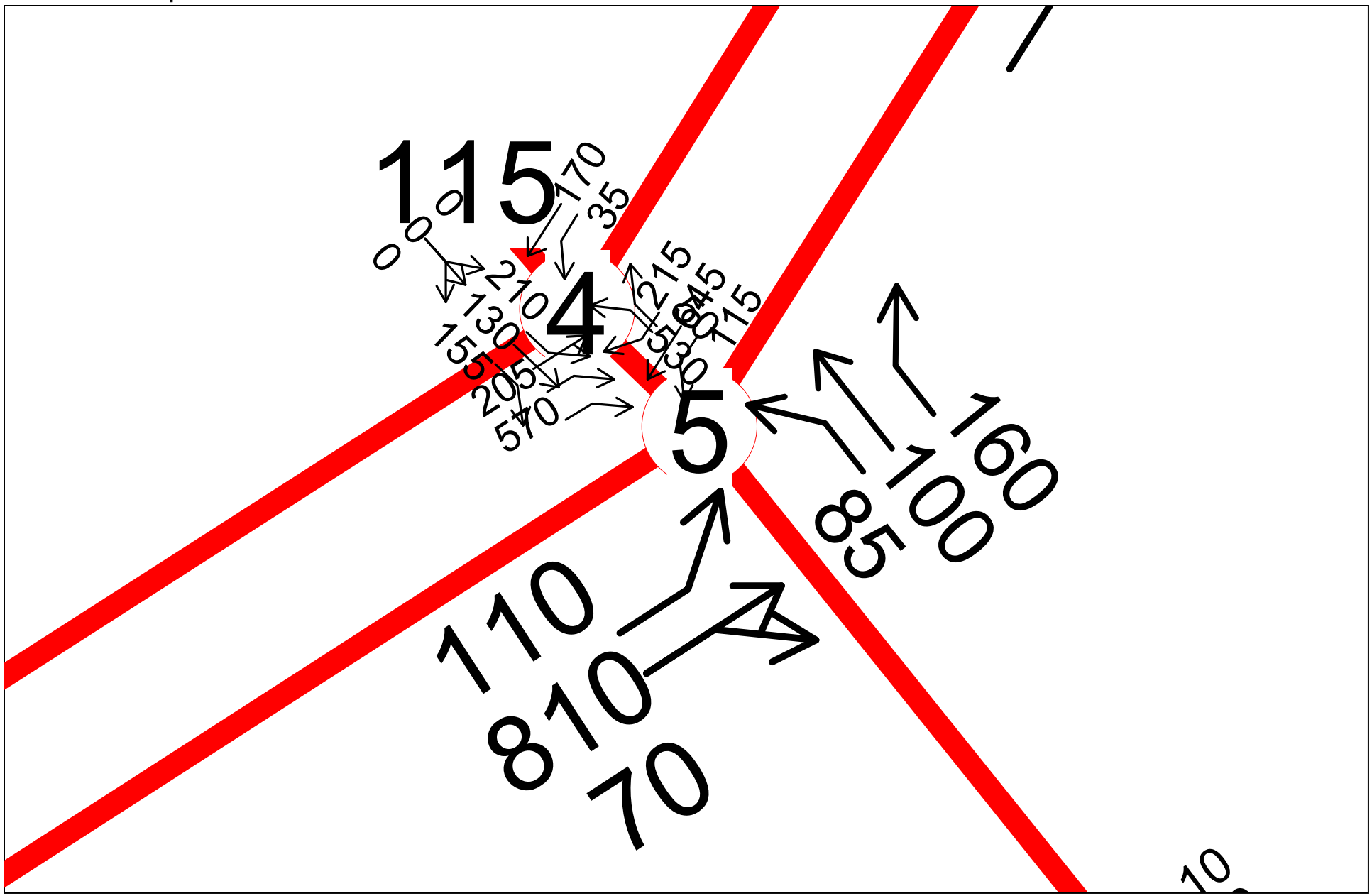

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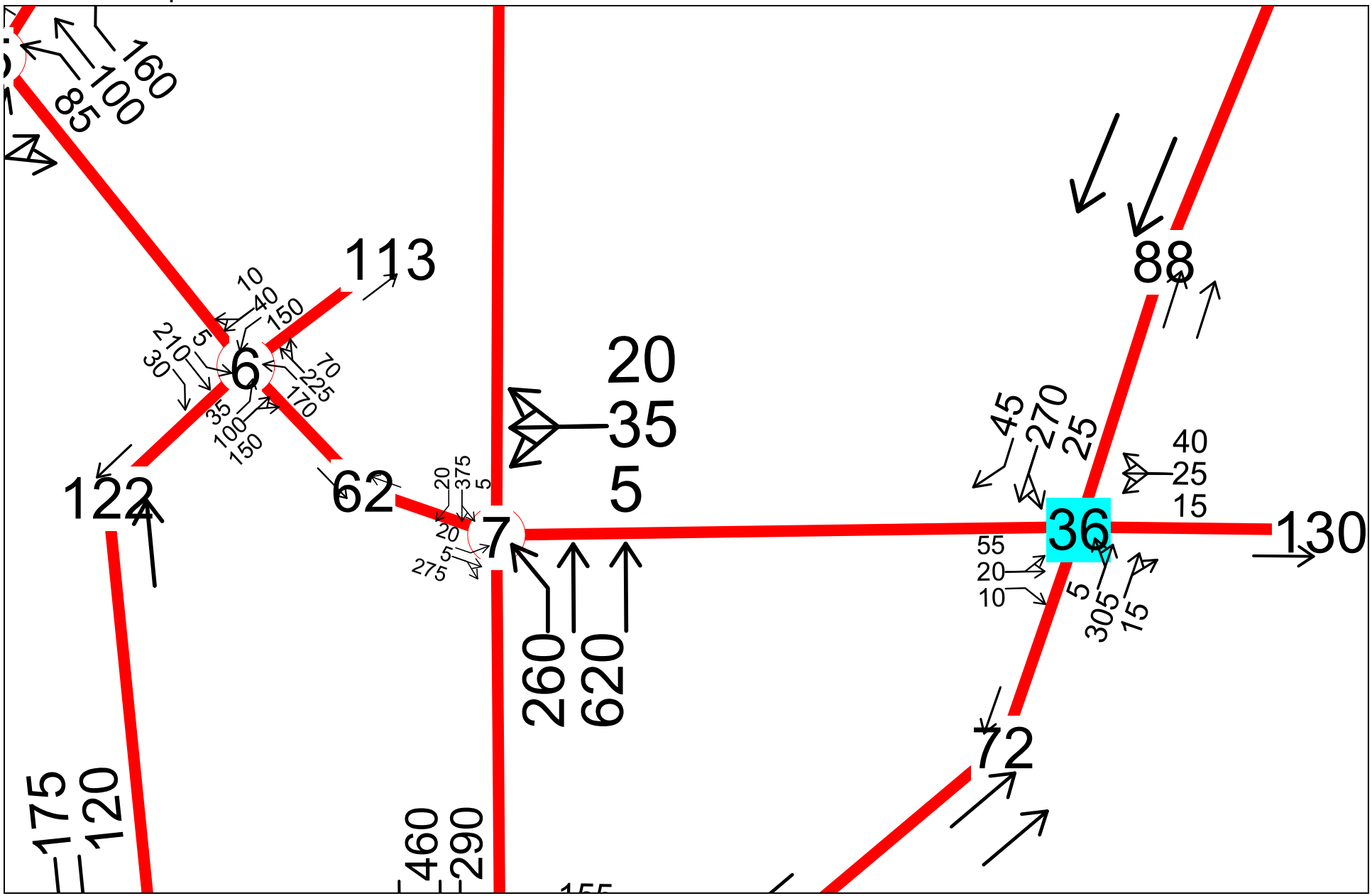

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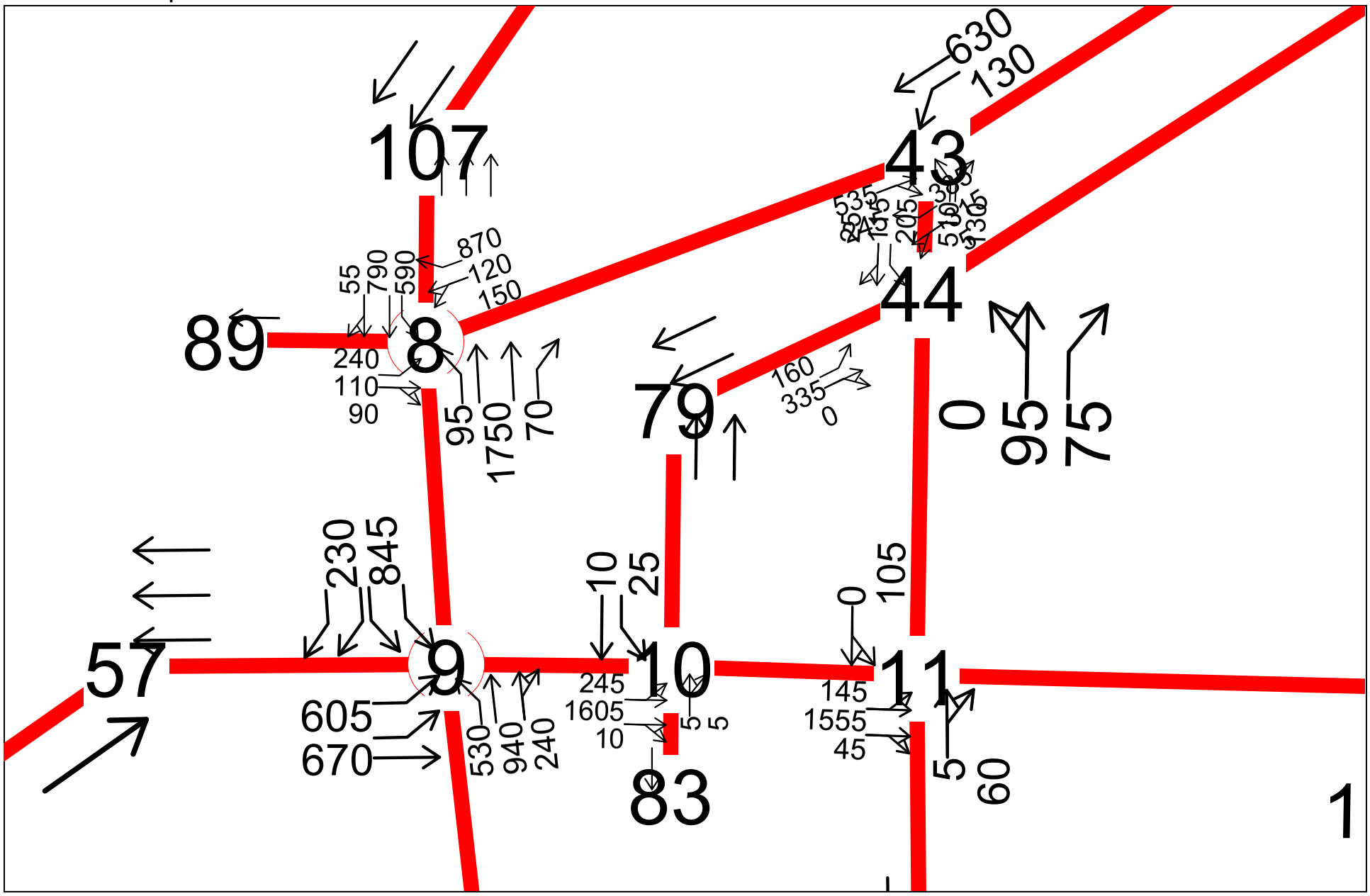

2030 High Alt.3 PM Peak Hour Improvements
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APPENDIX I

2030 HIGH BASELINE

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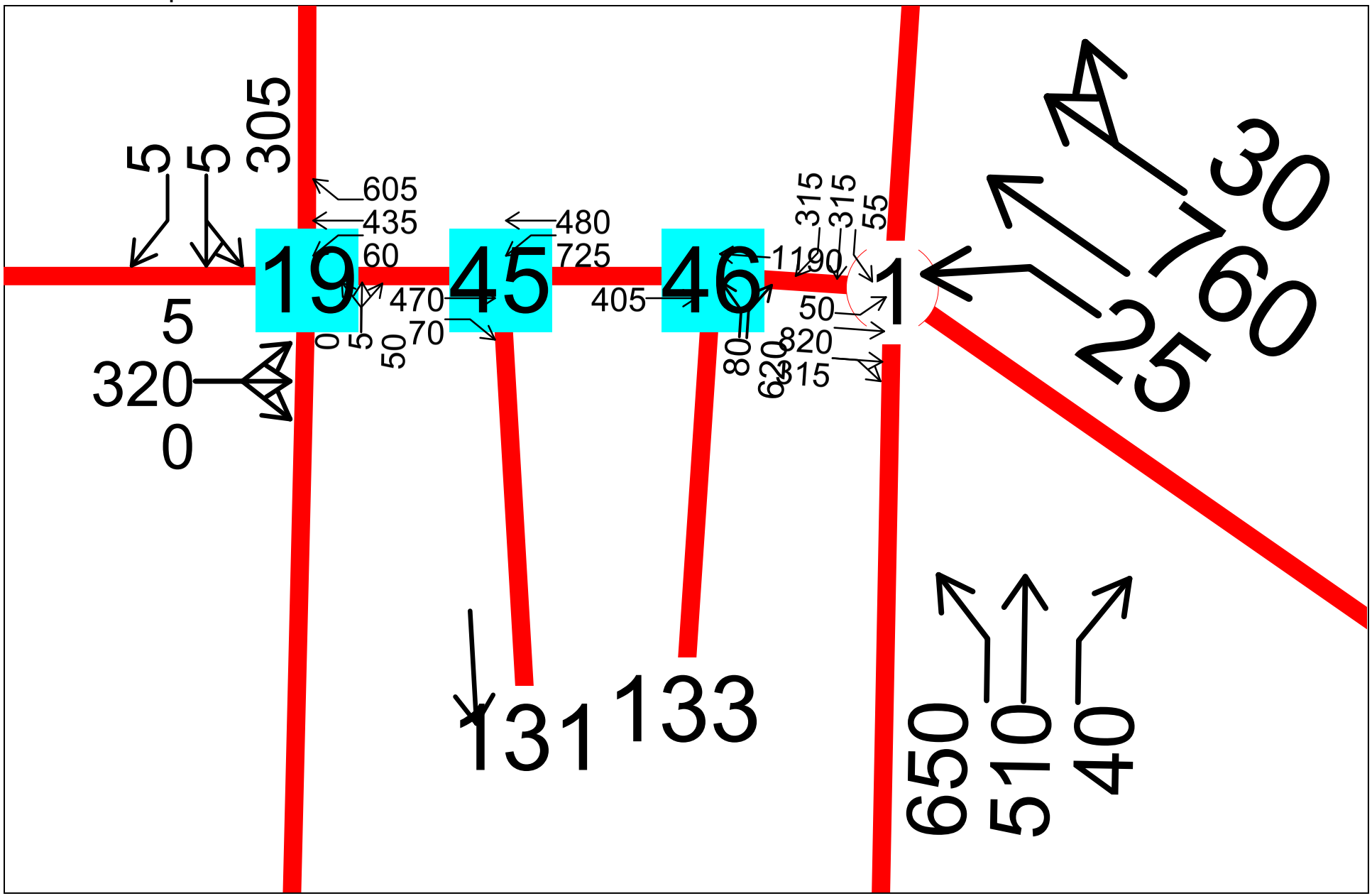

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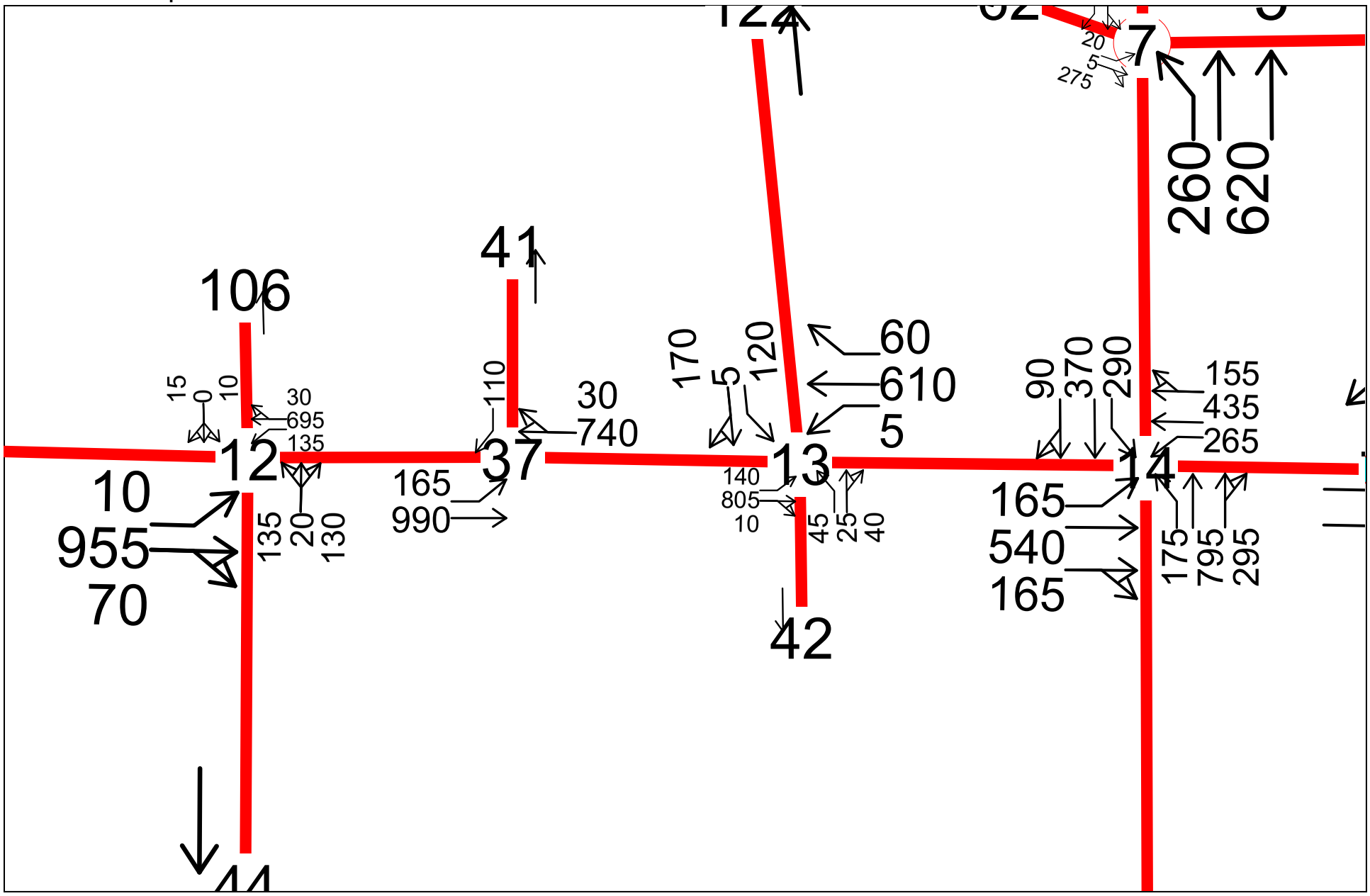

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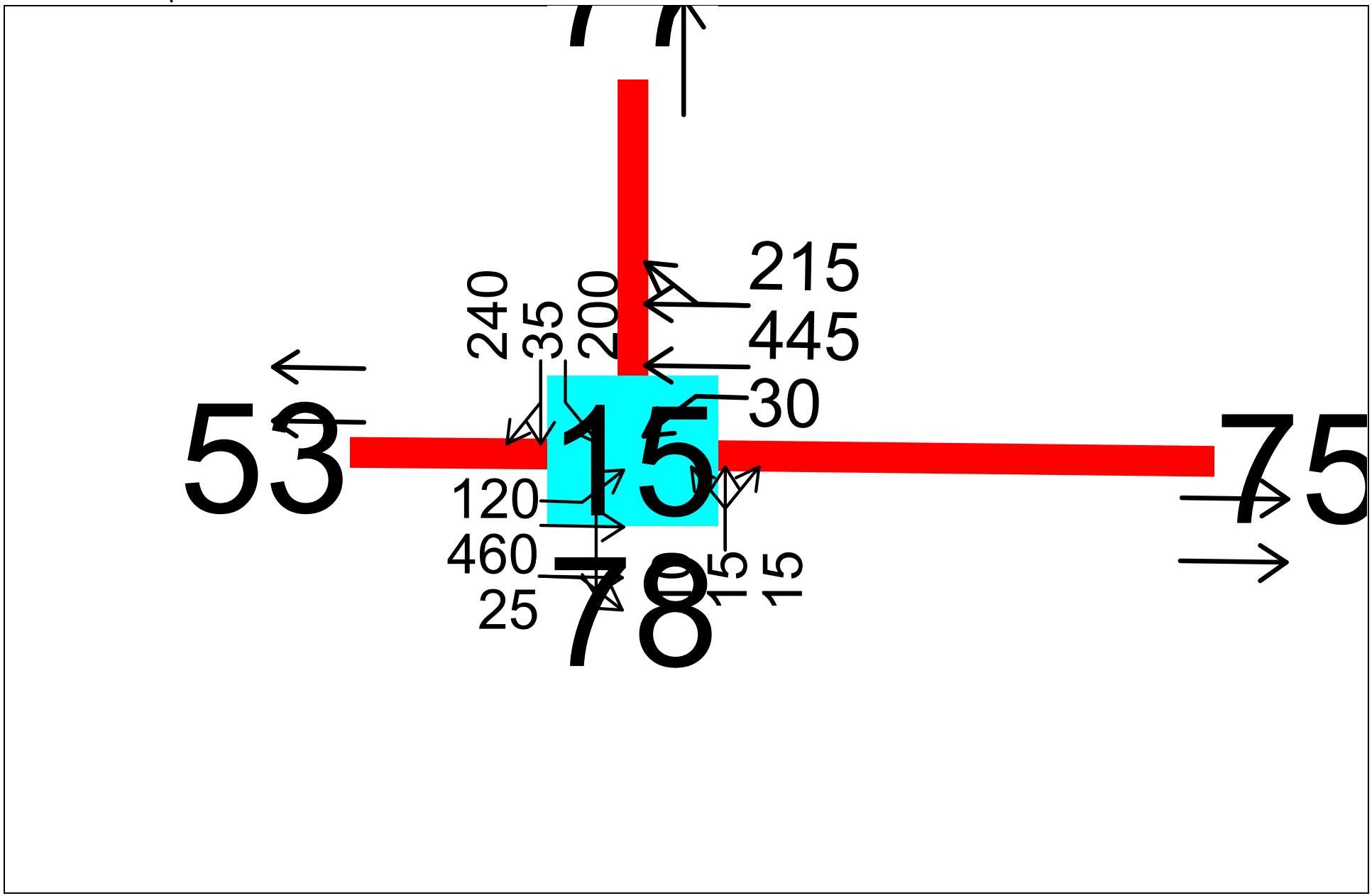

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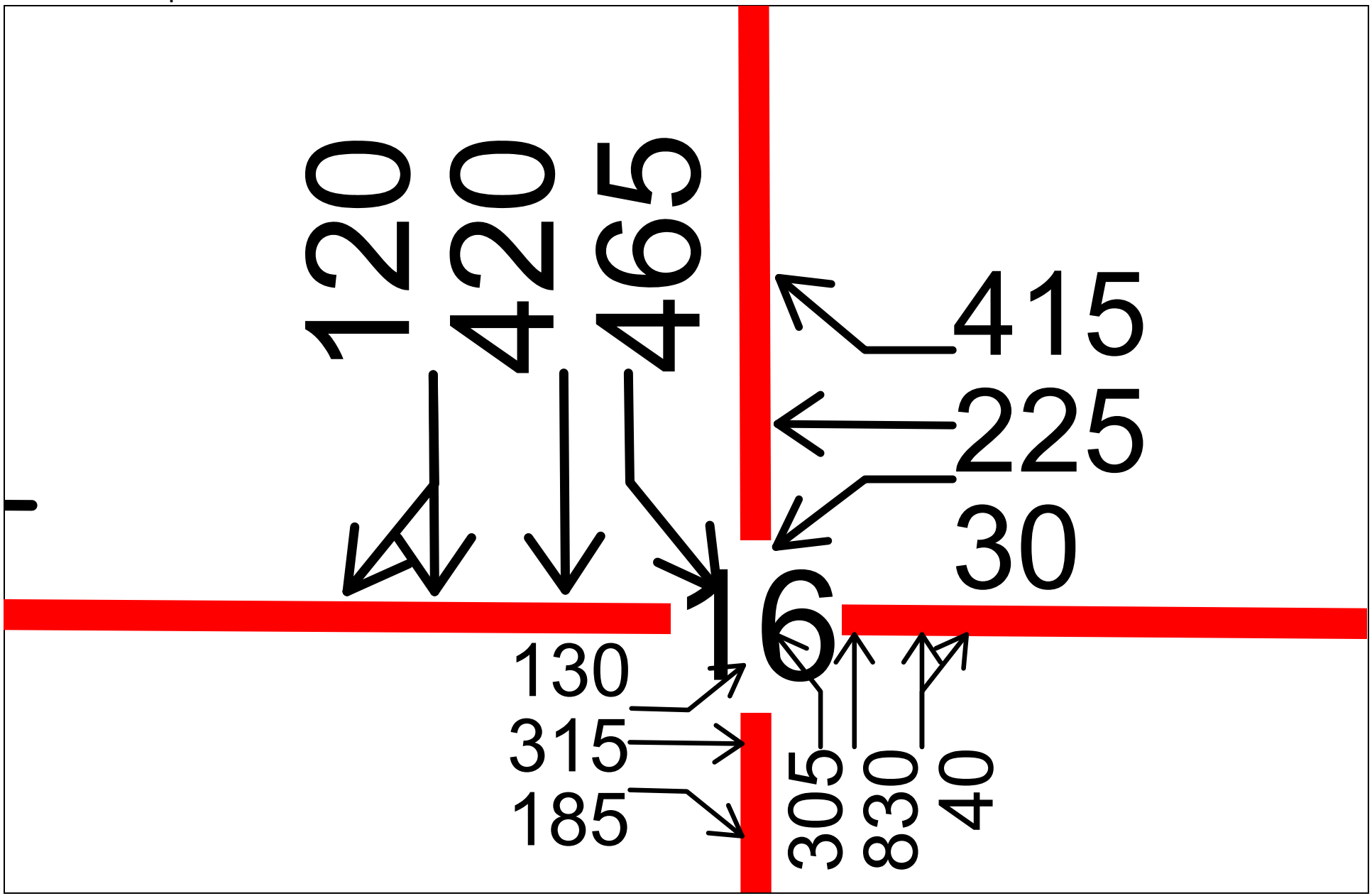

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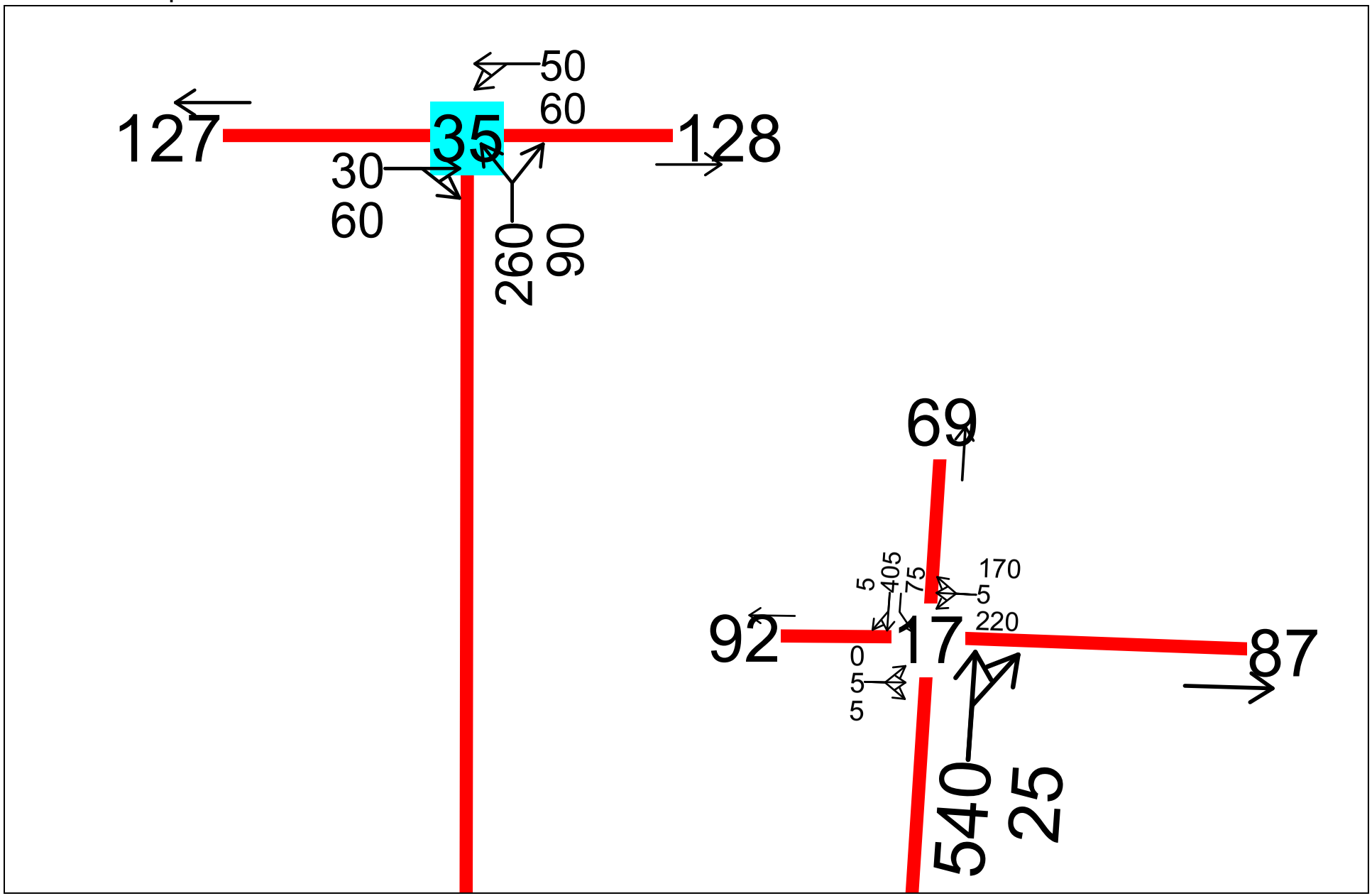

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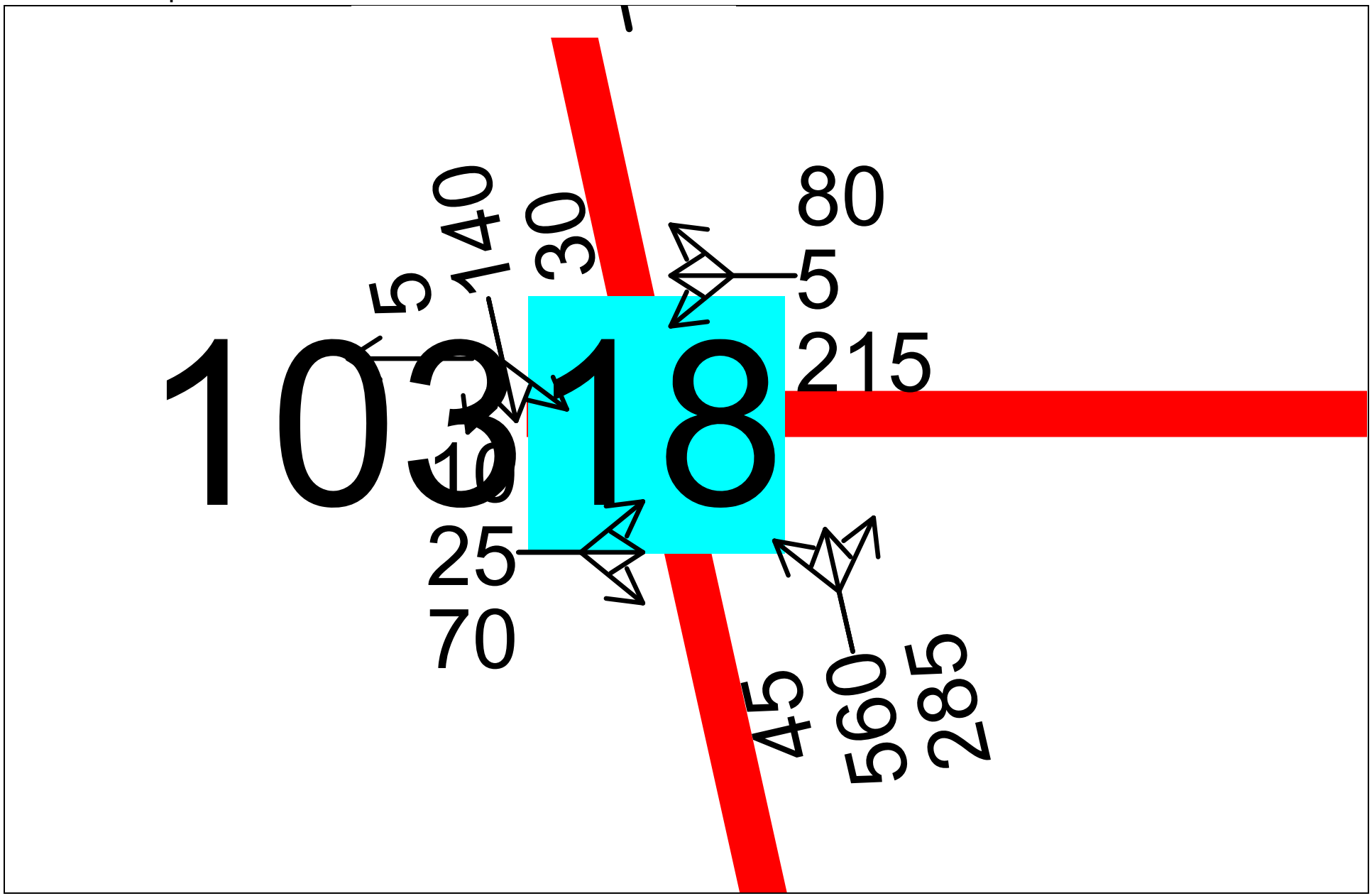

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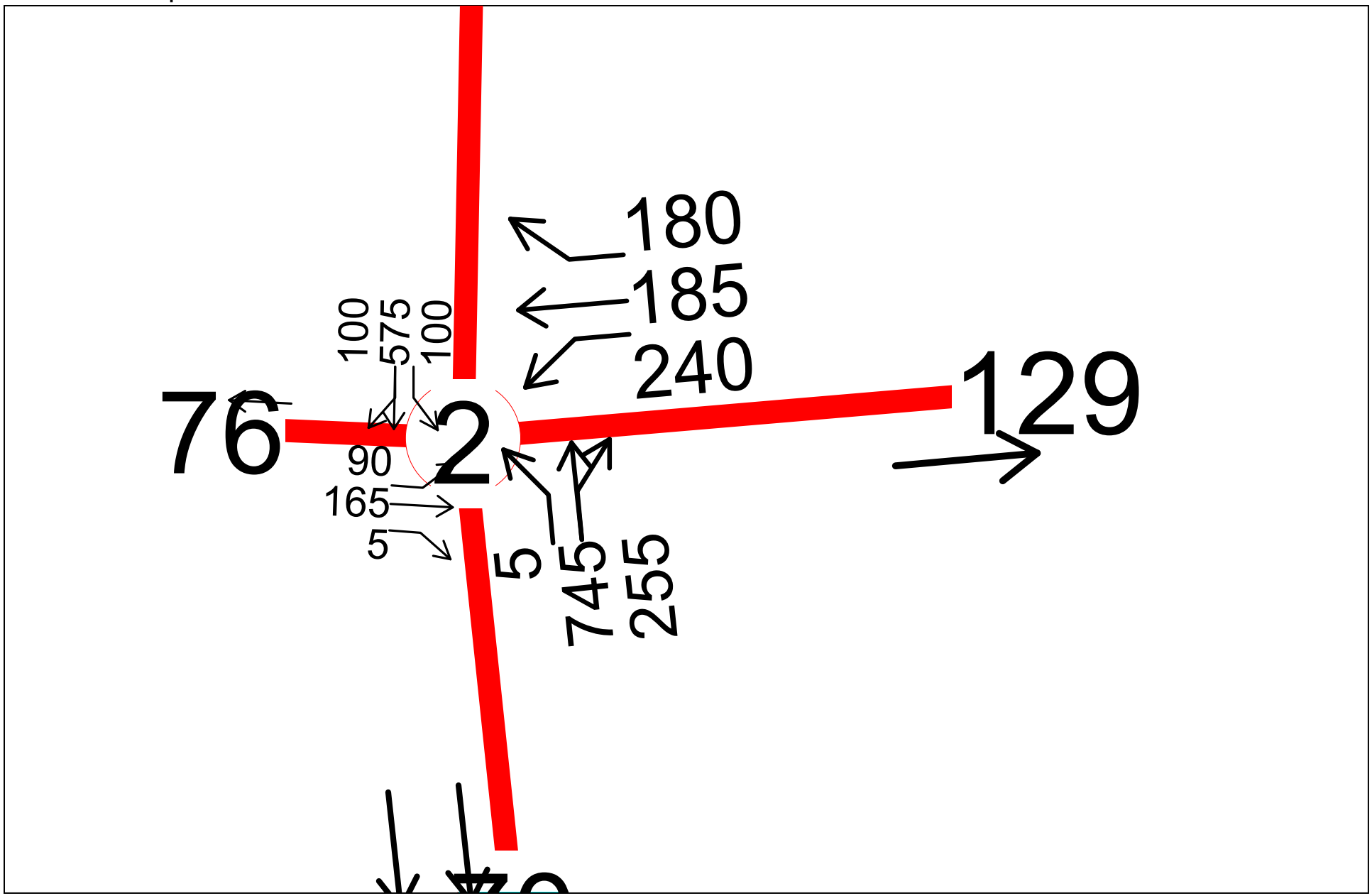

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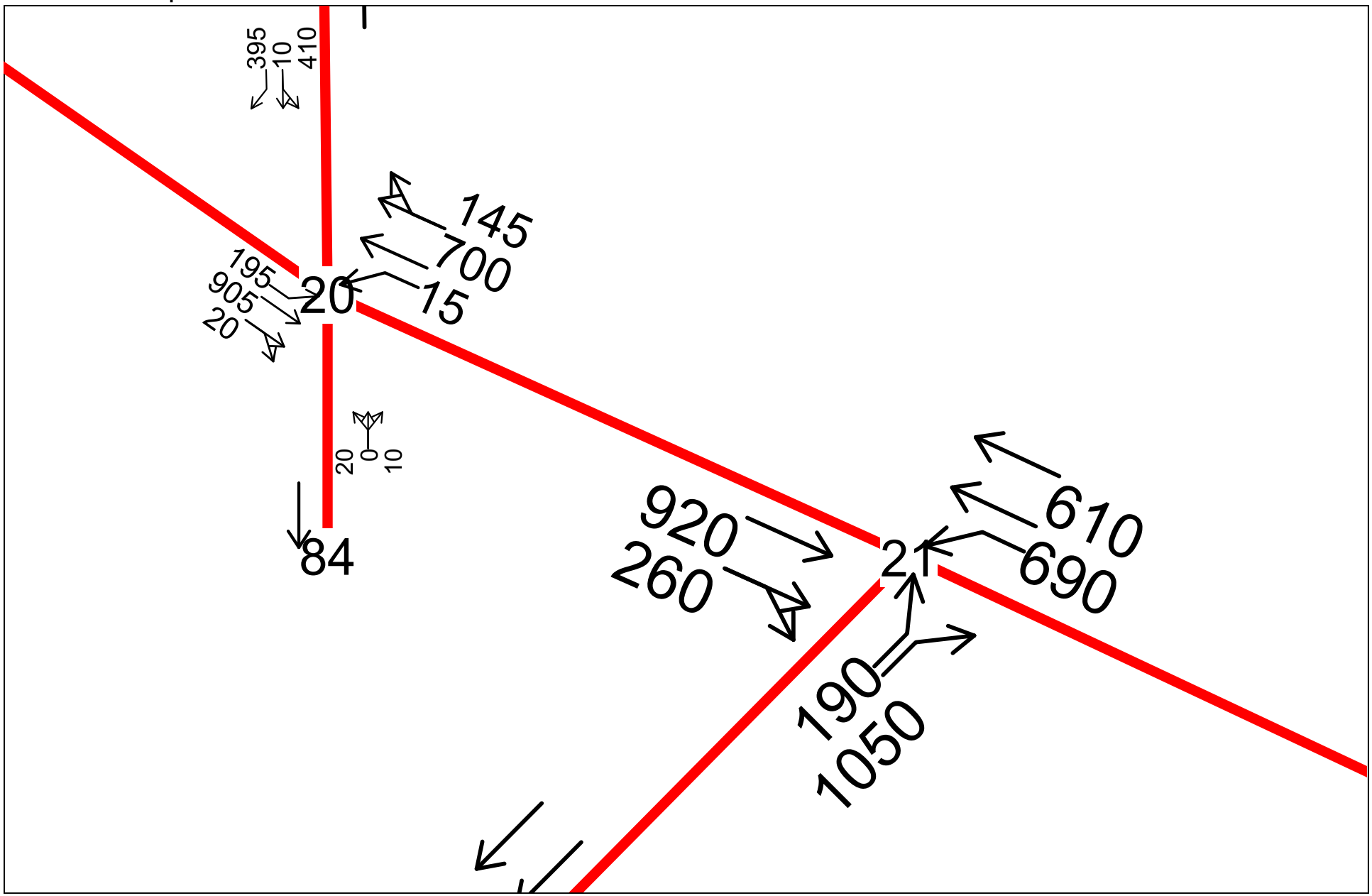

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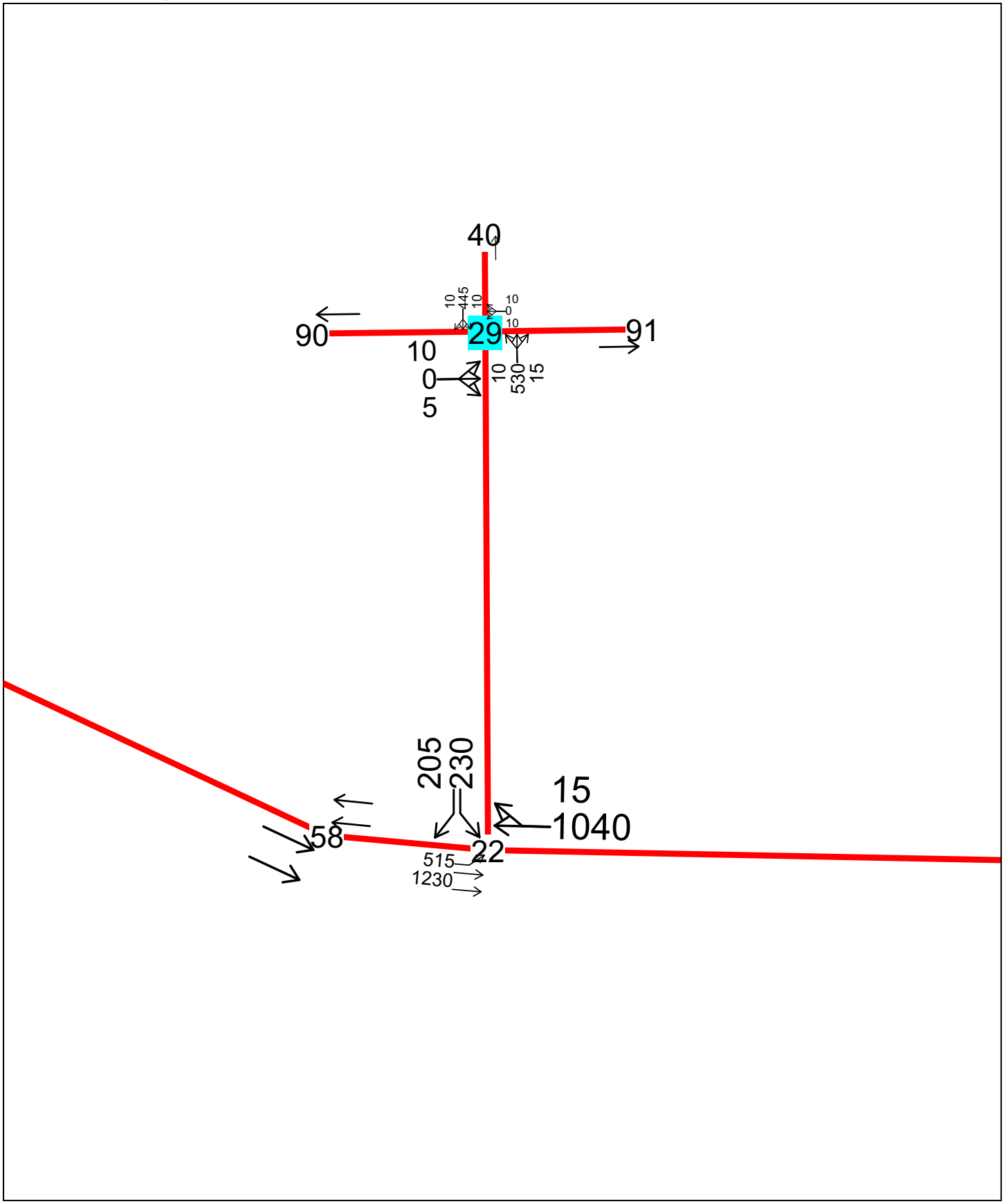

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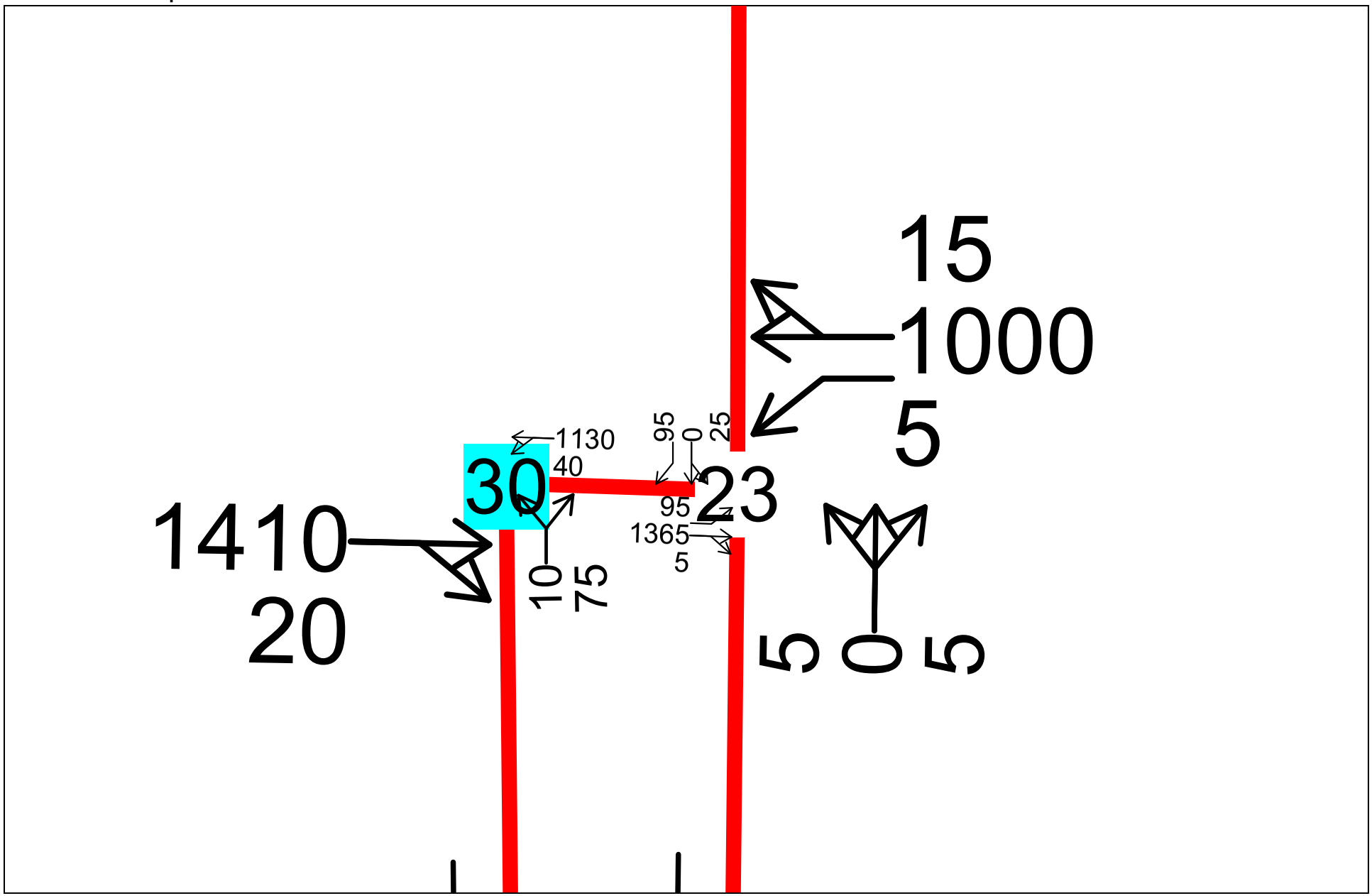

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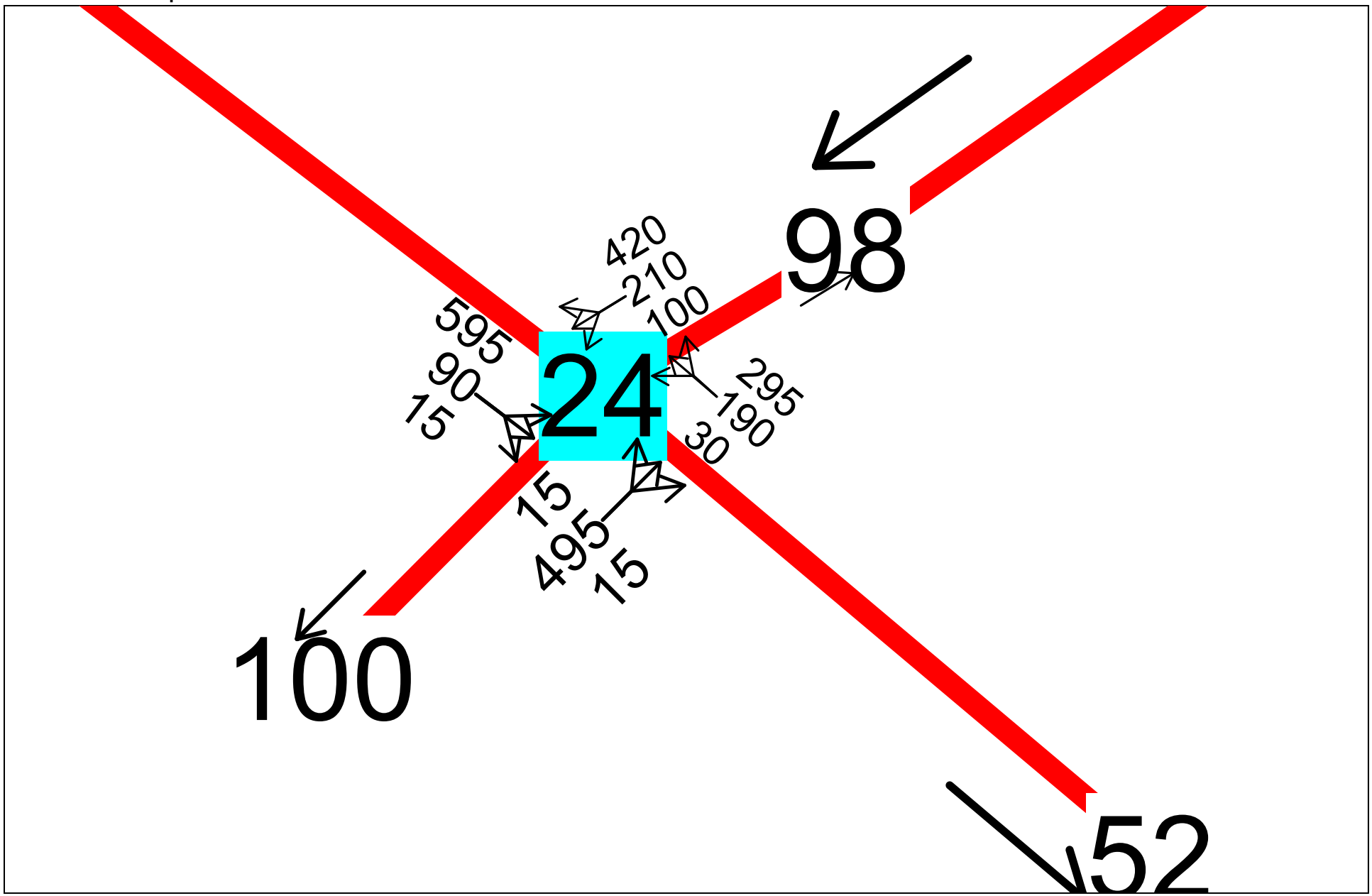

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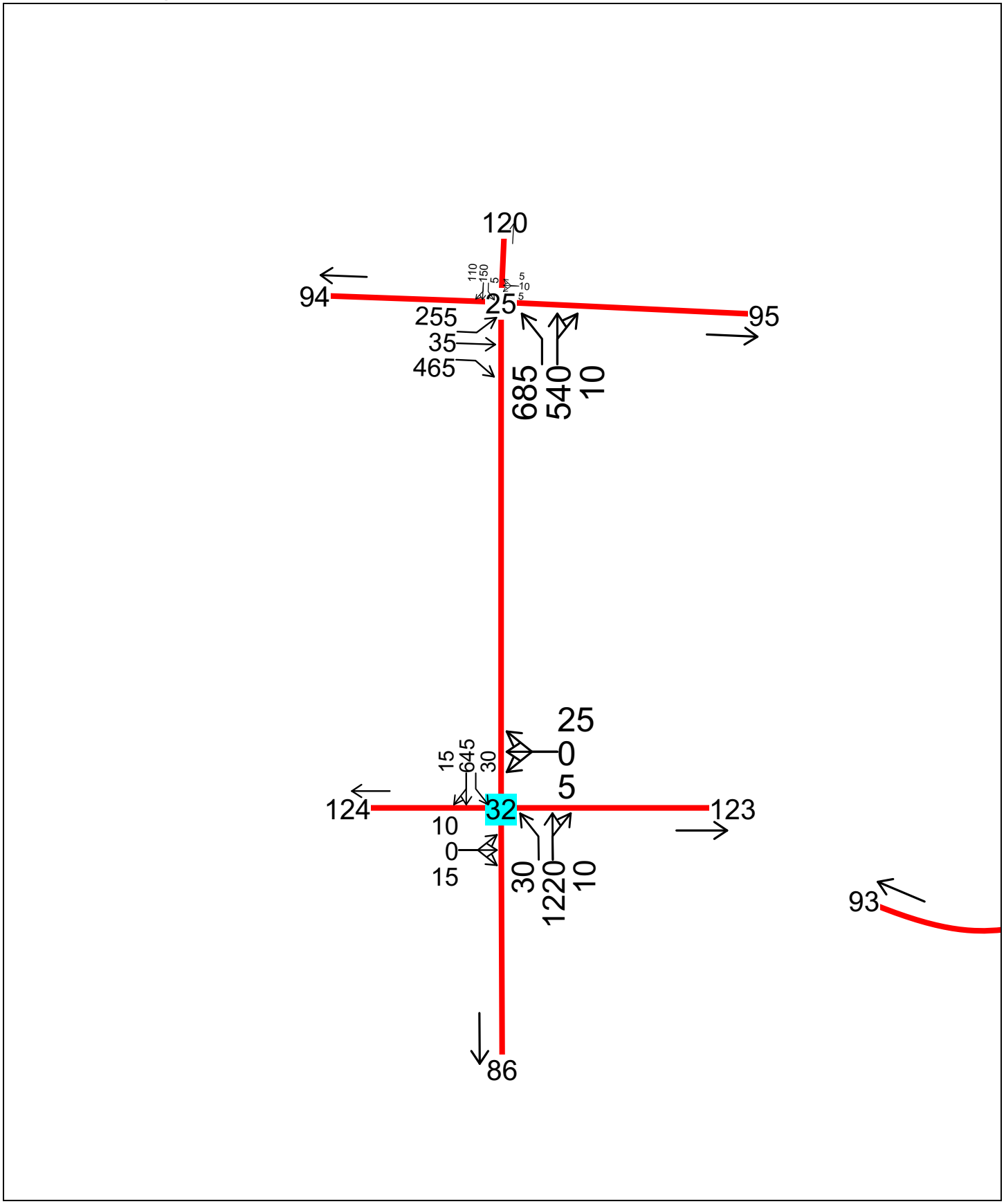
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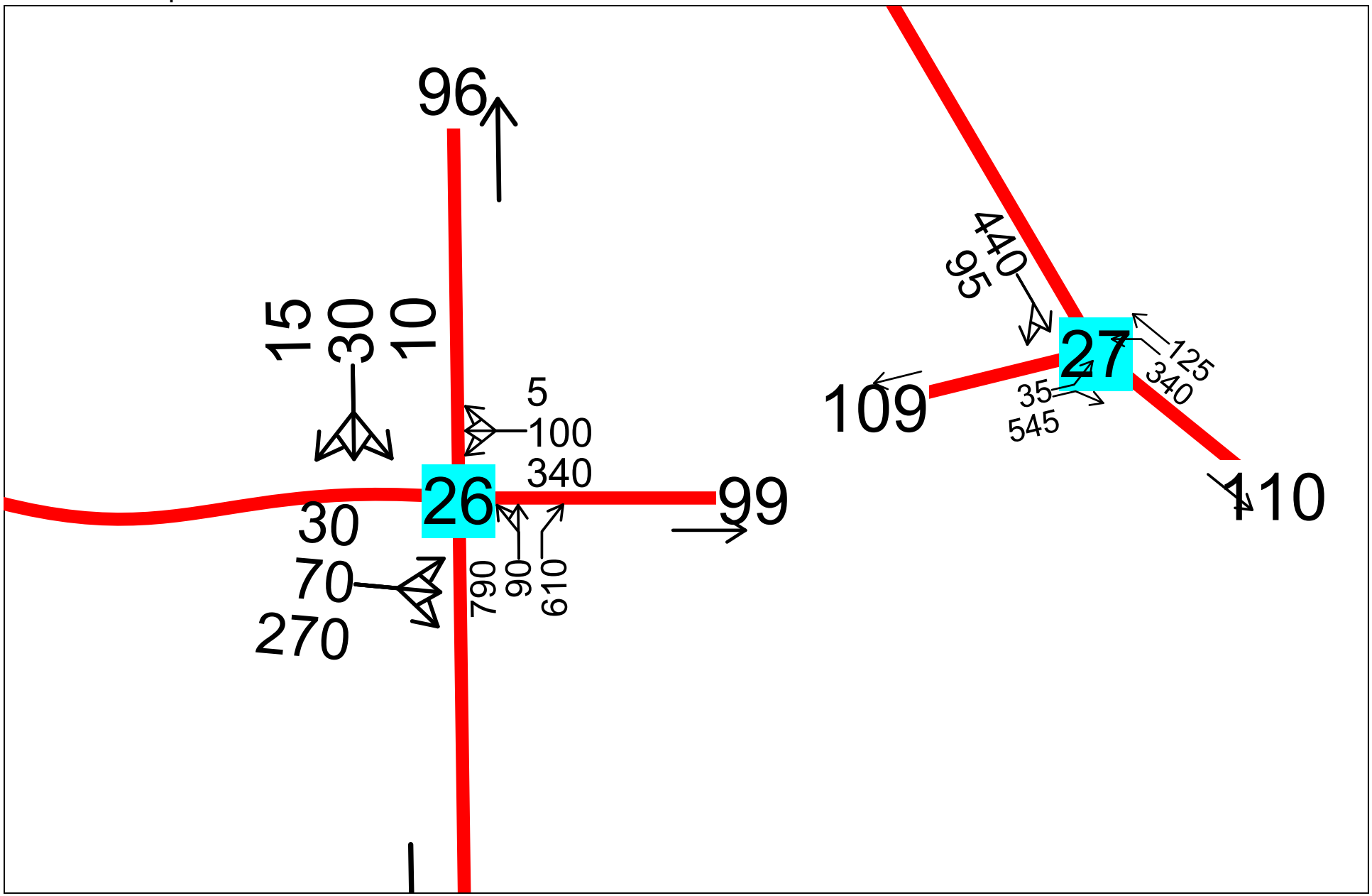

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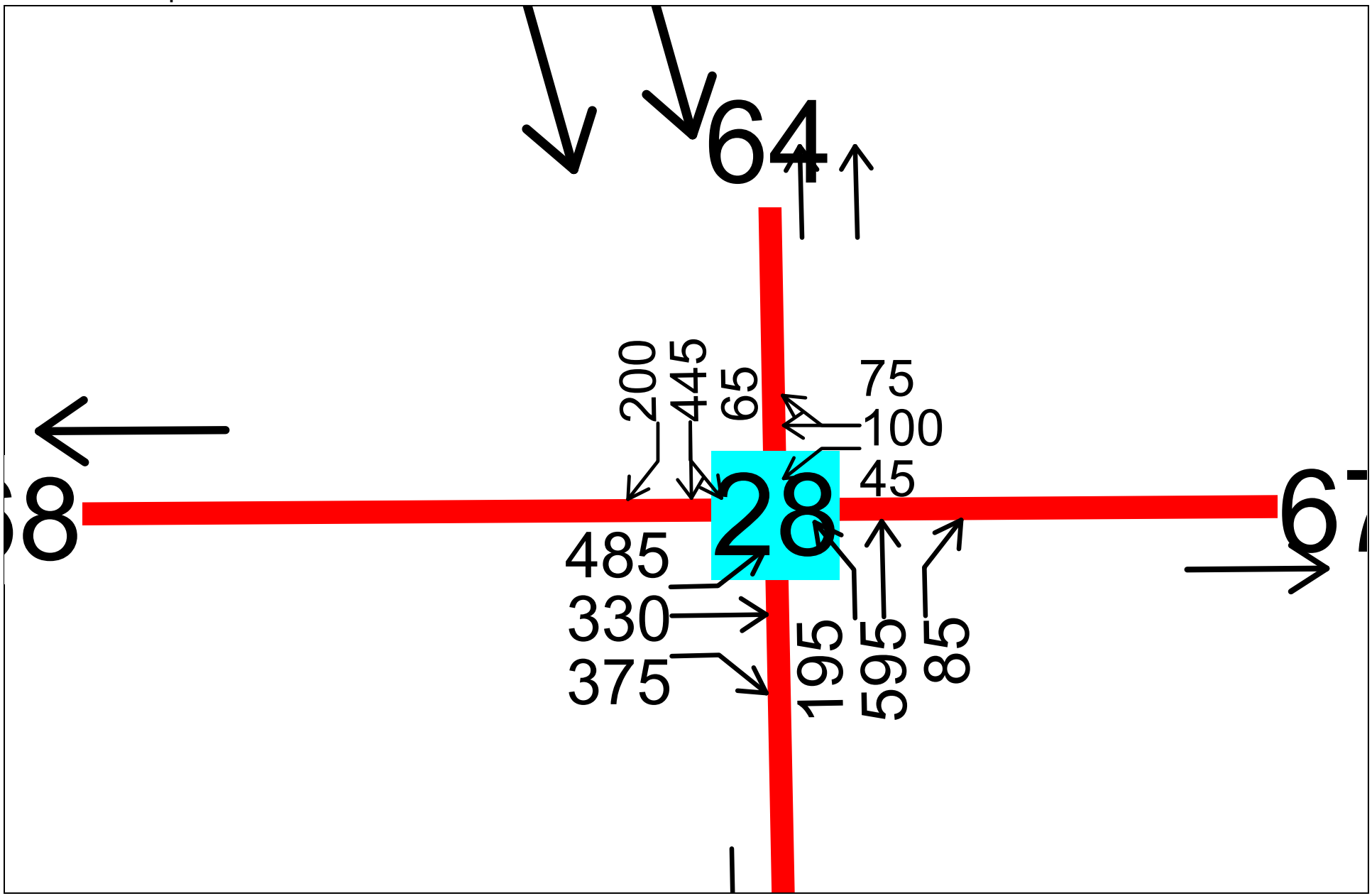

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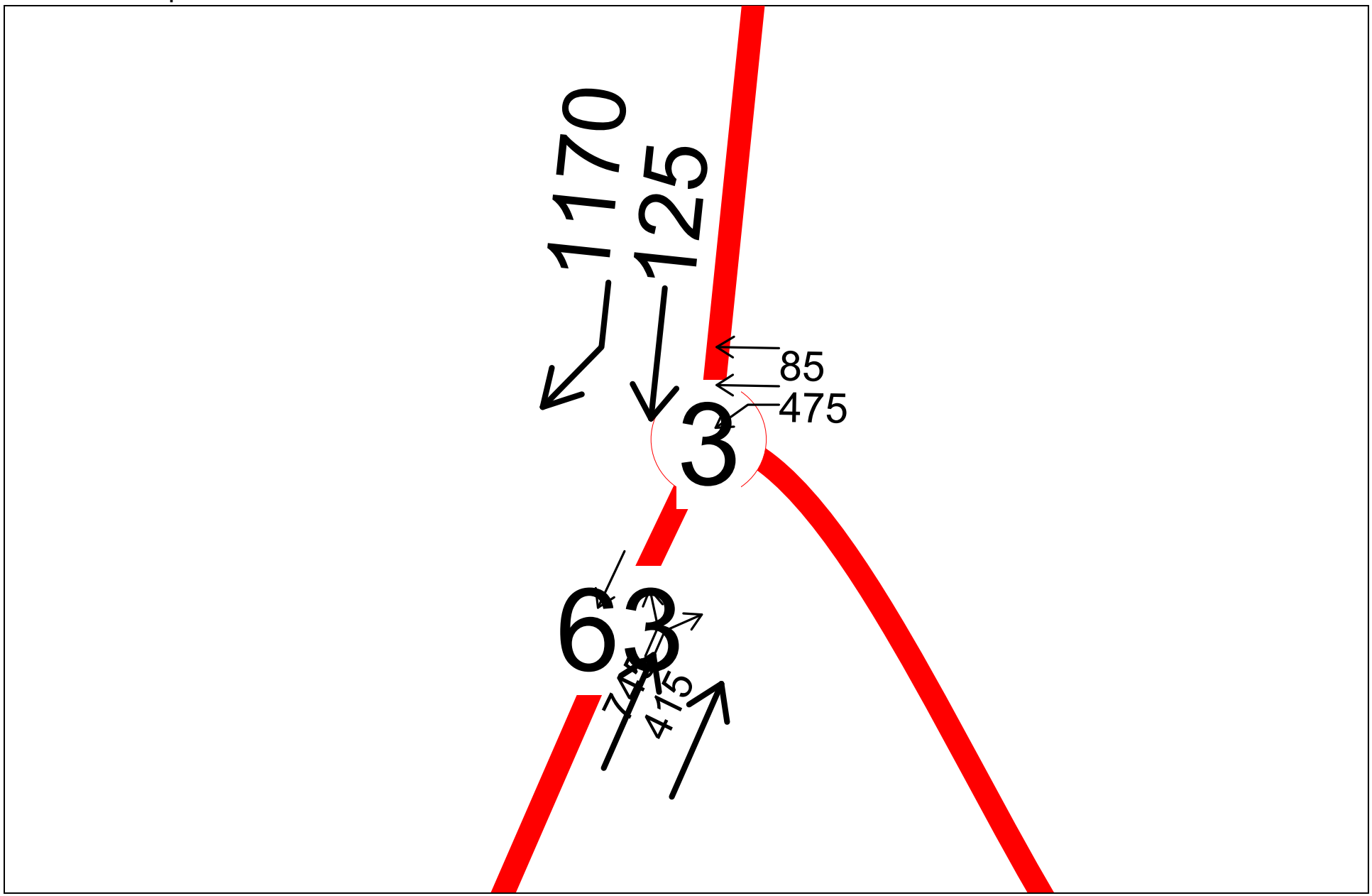

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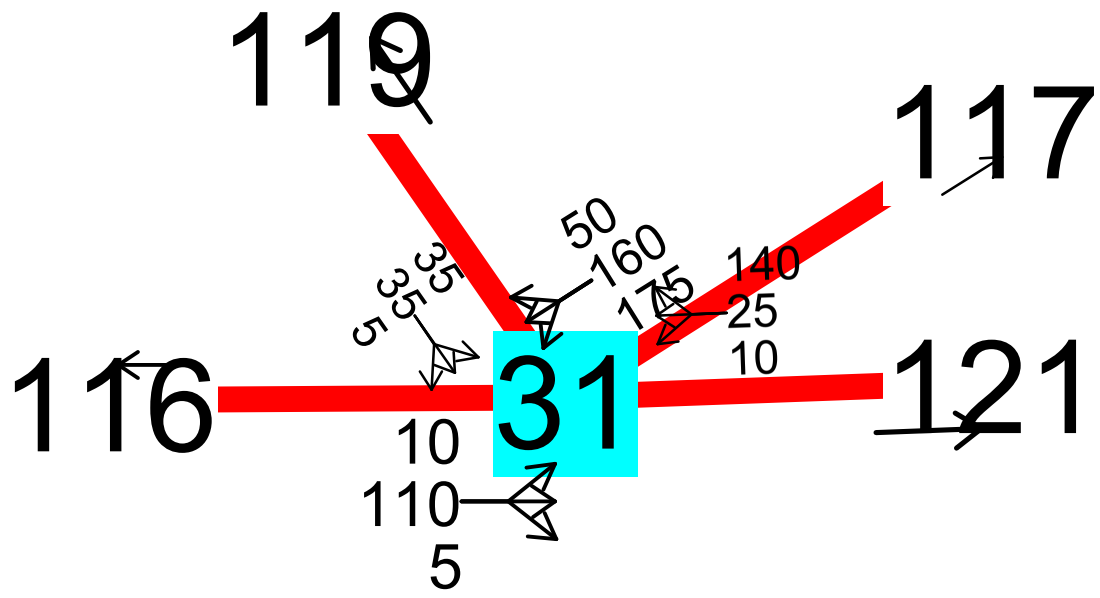

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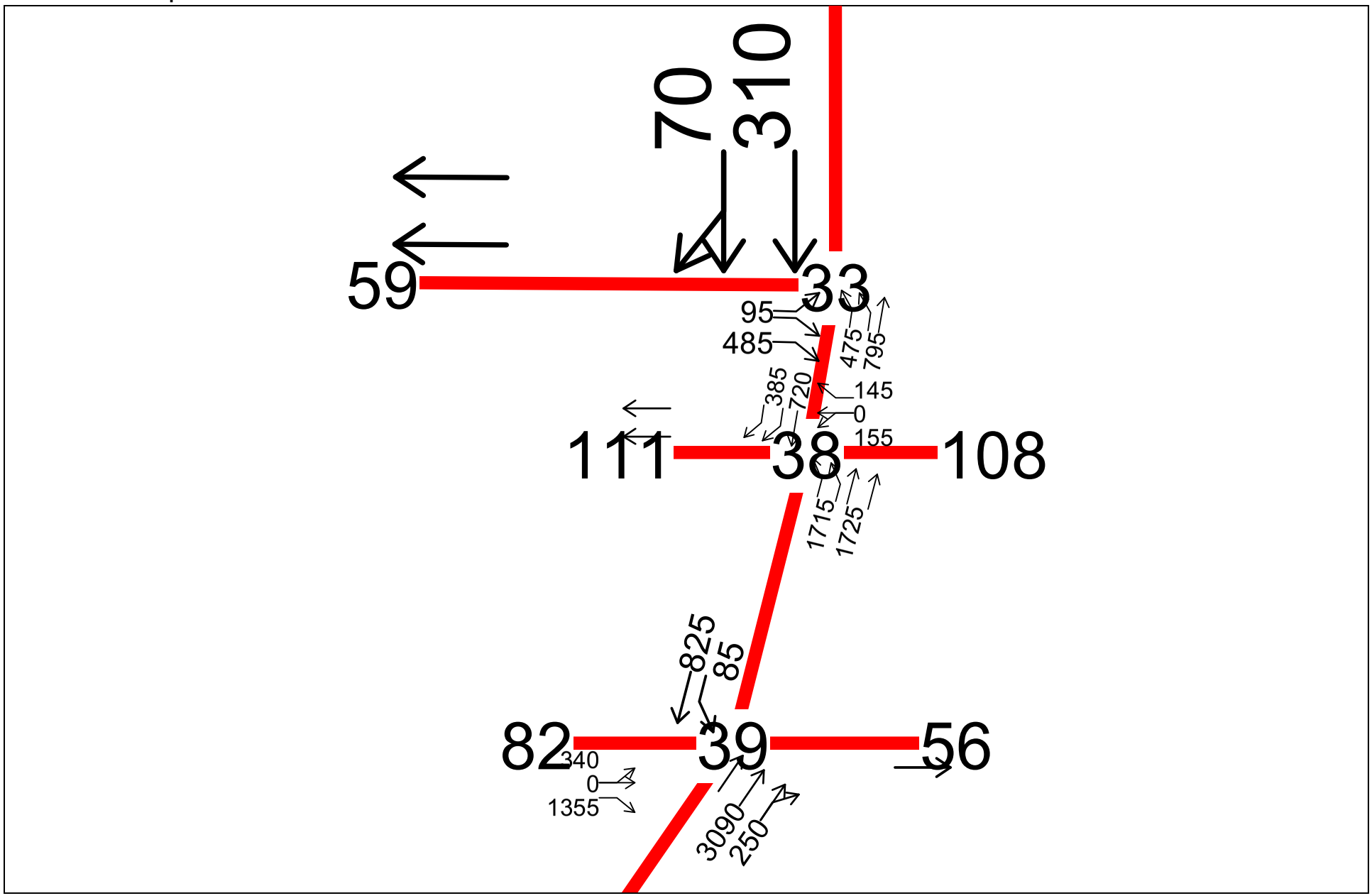

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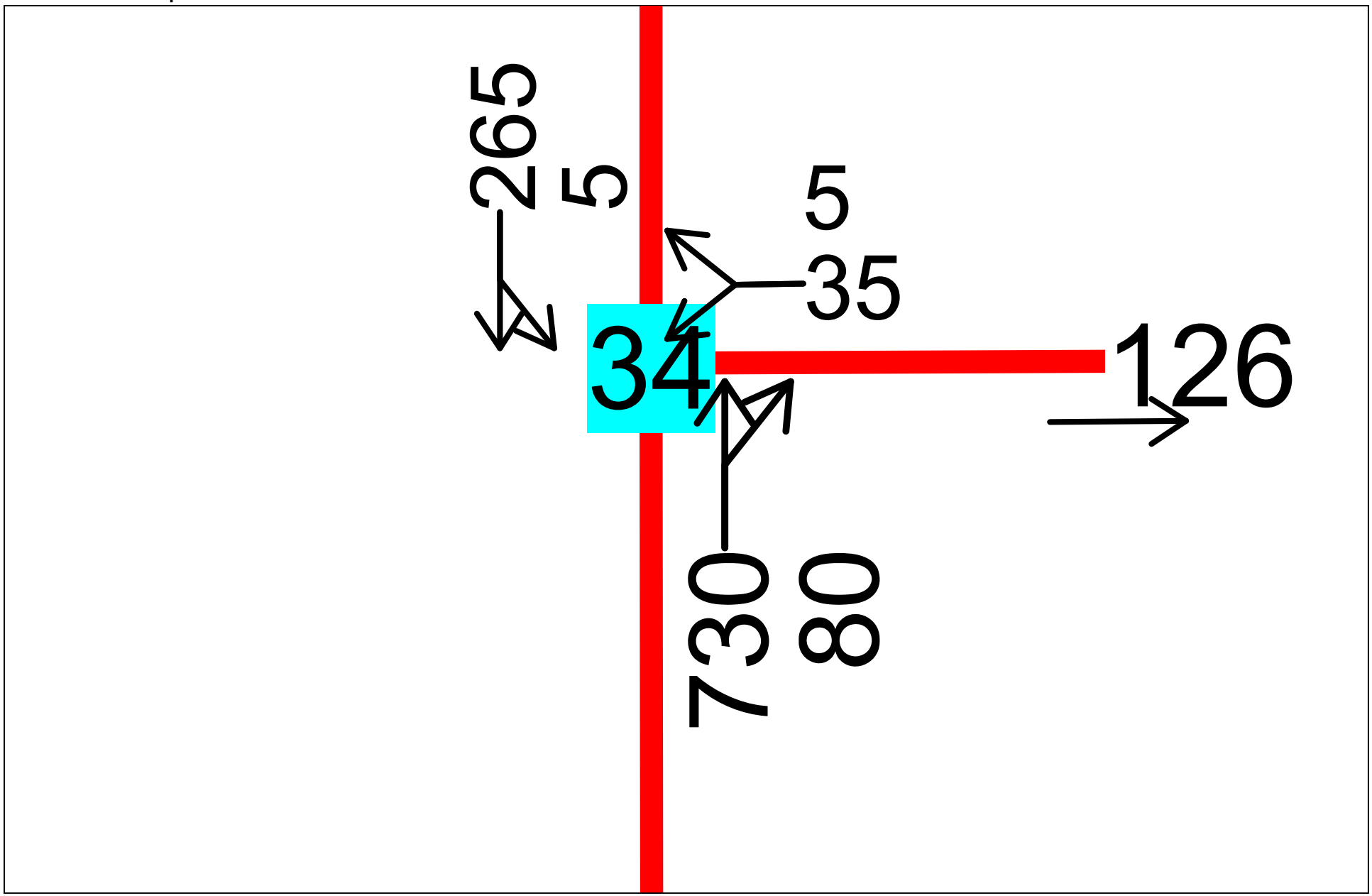

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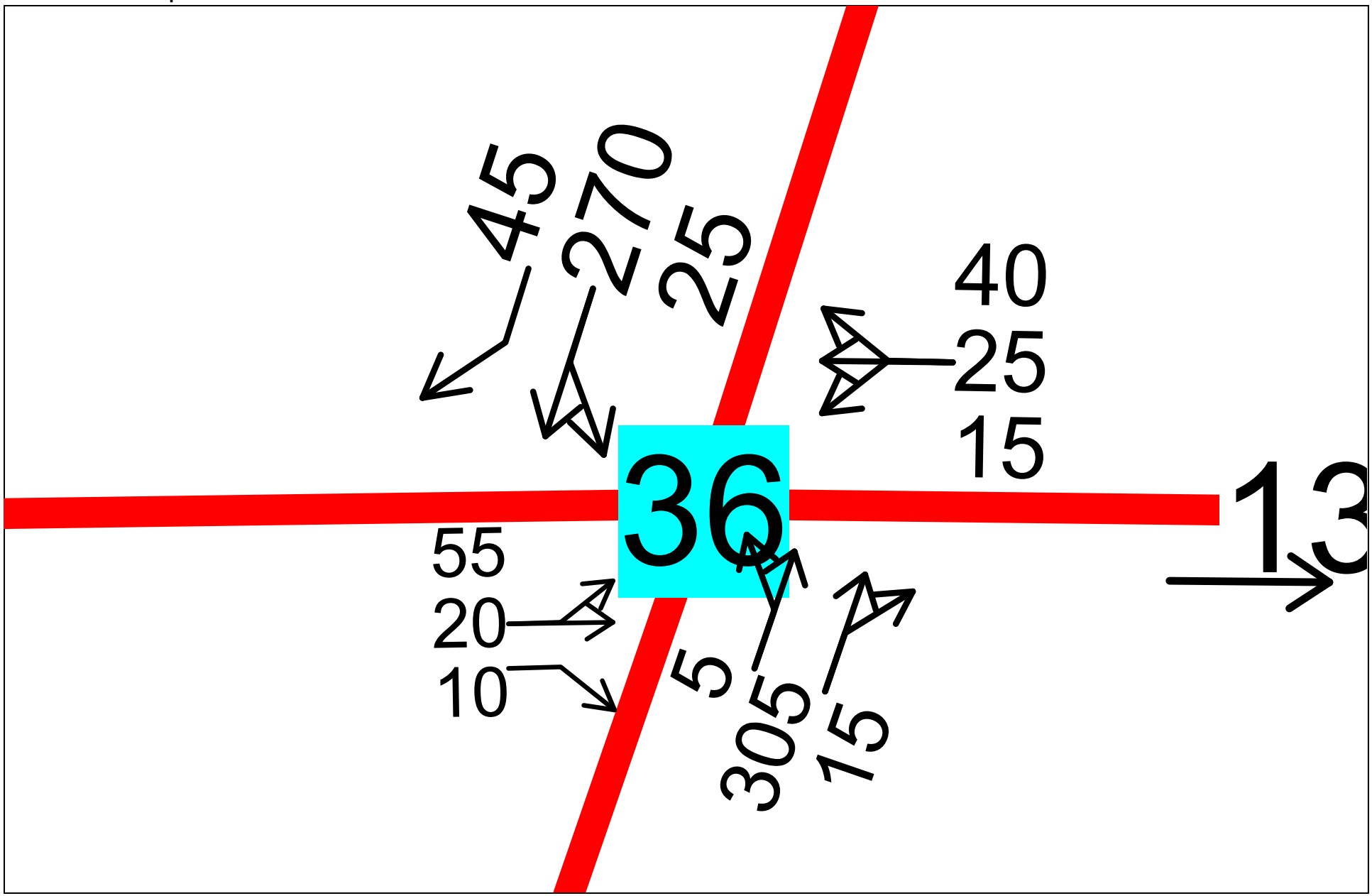

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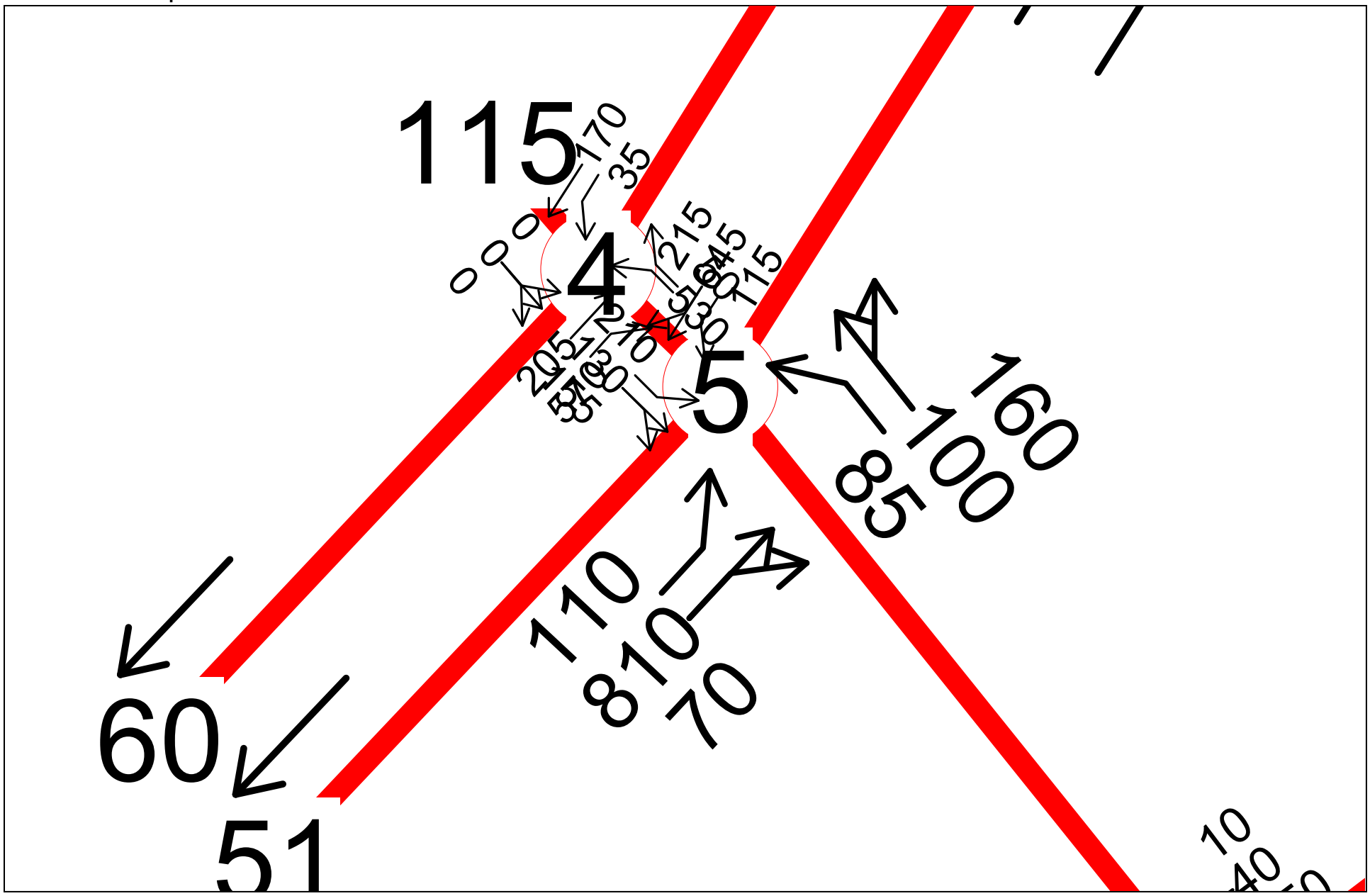

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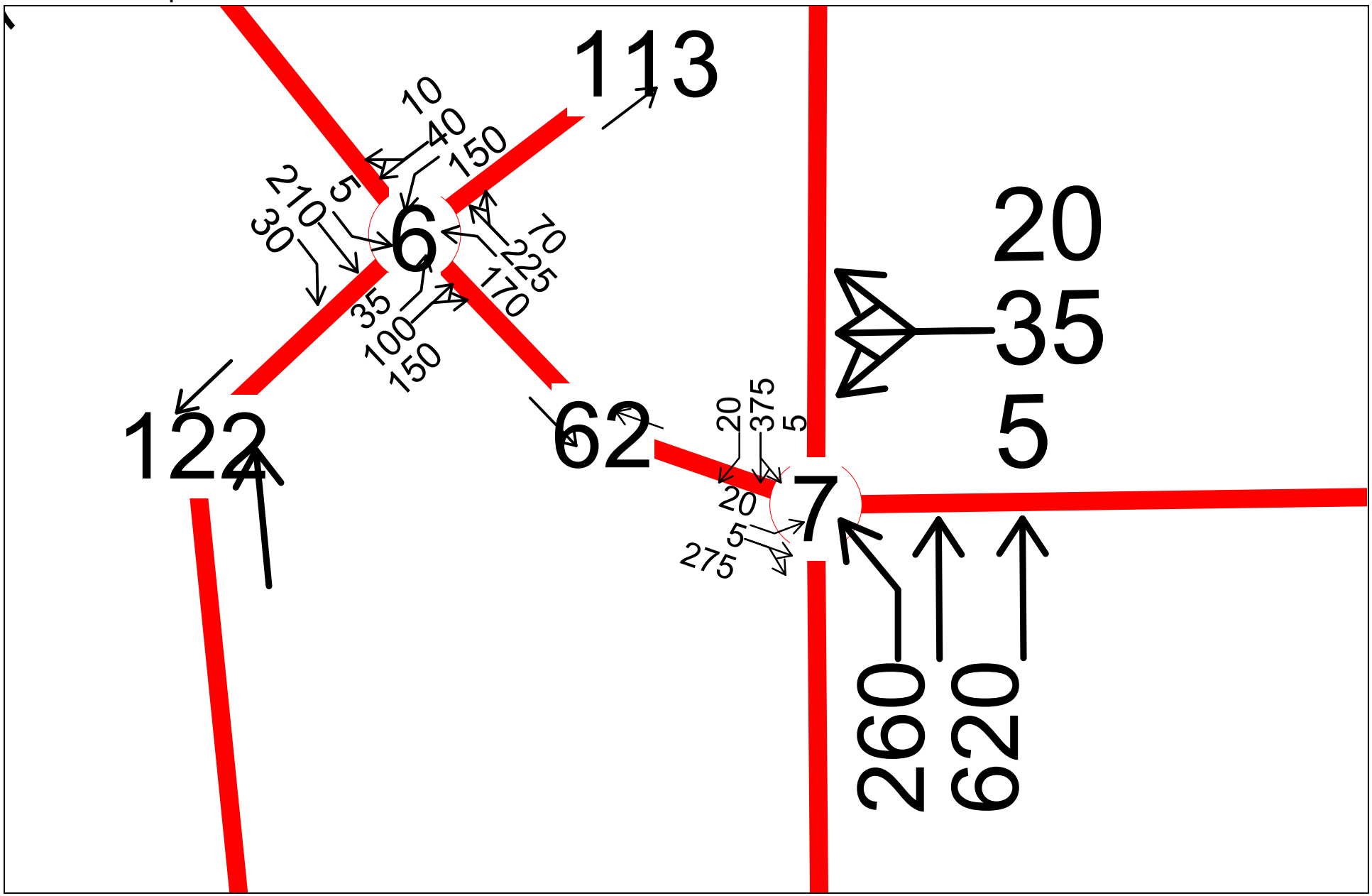

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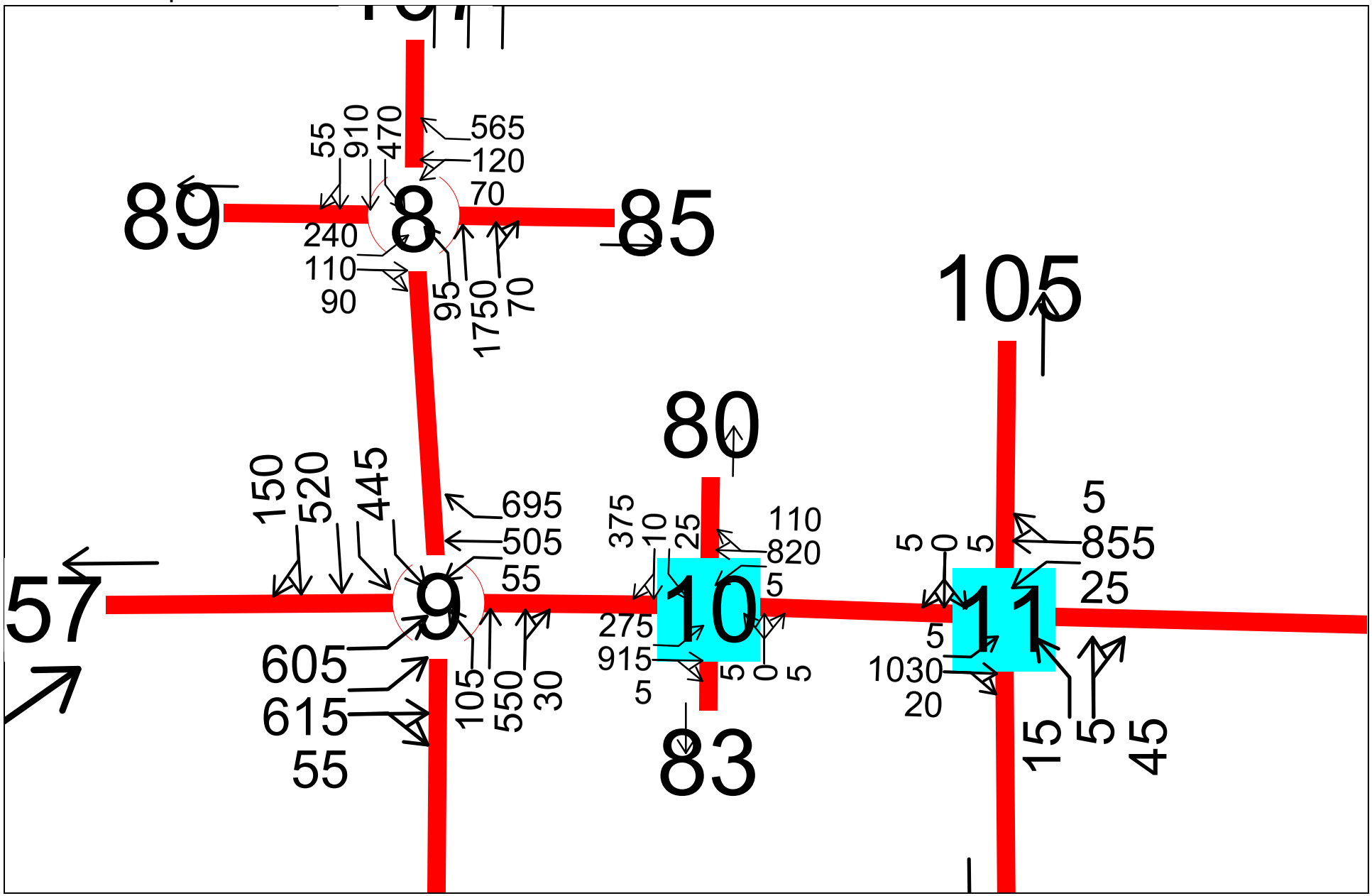

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Transportation Engineering Northwest LLC

APPENDIX J

2030 MEDIUM ALT 1

(see page 35 of report body for intersection numbering)

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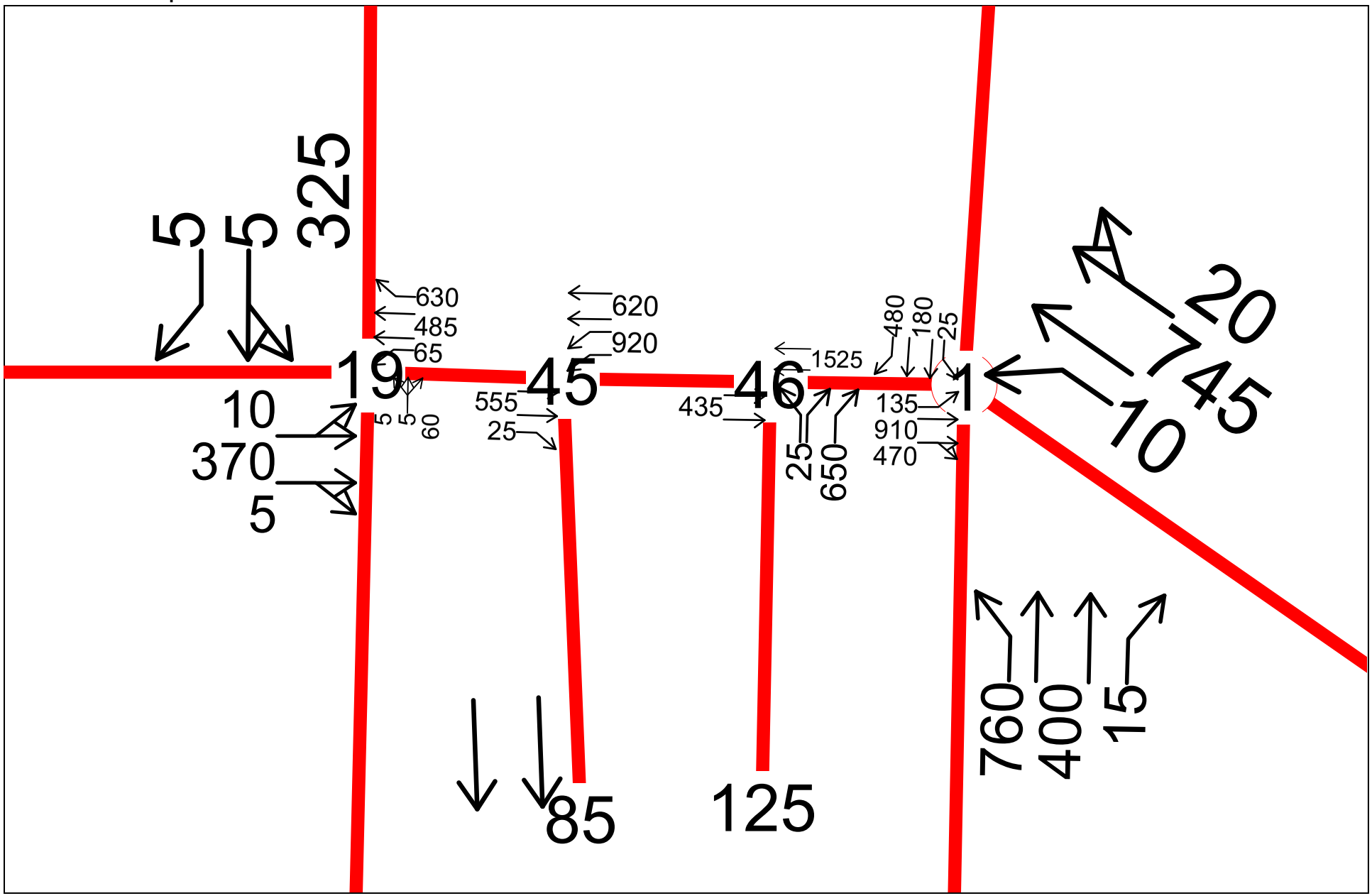

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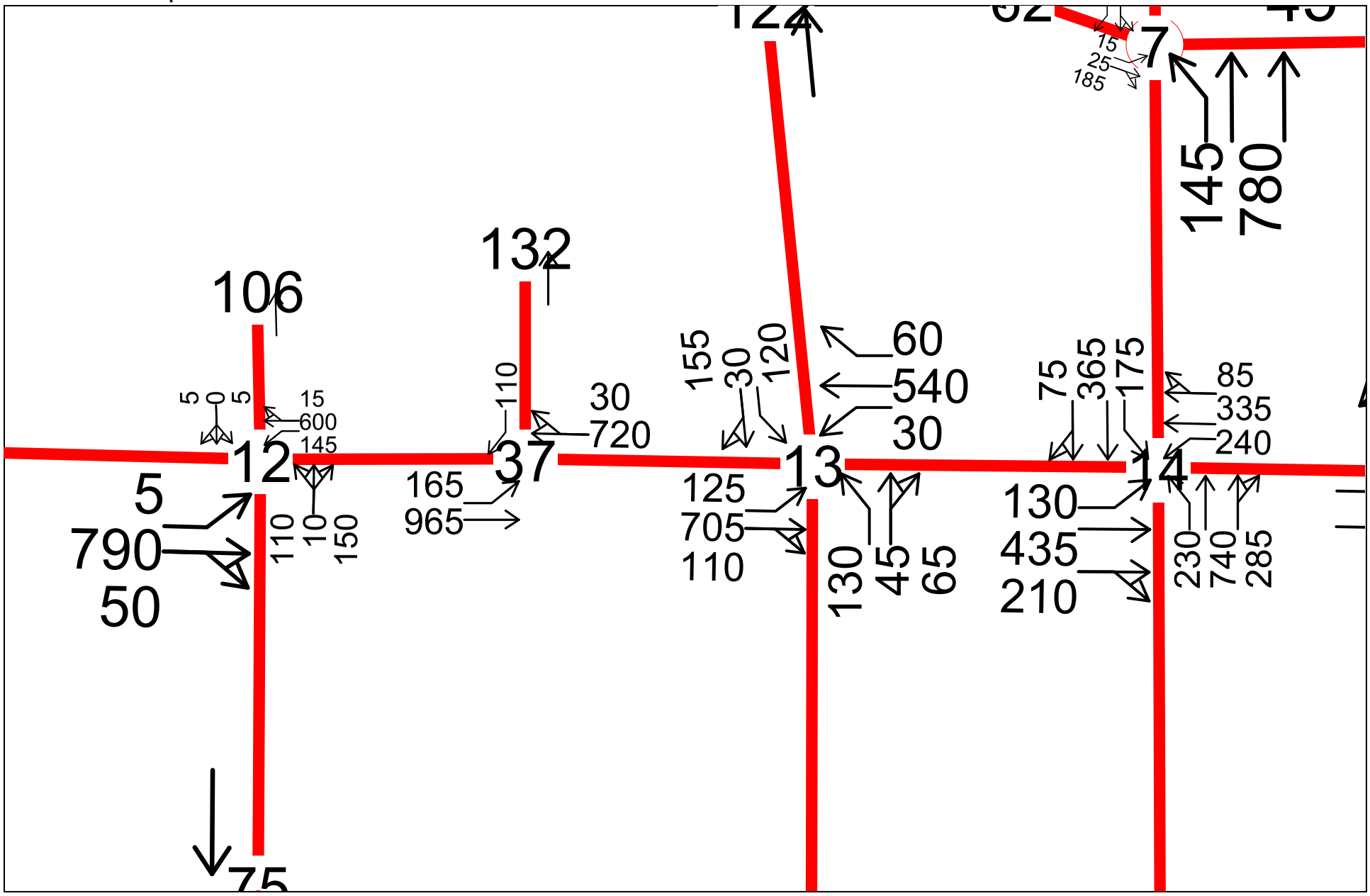

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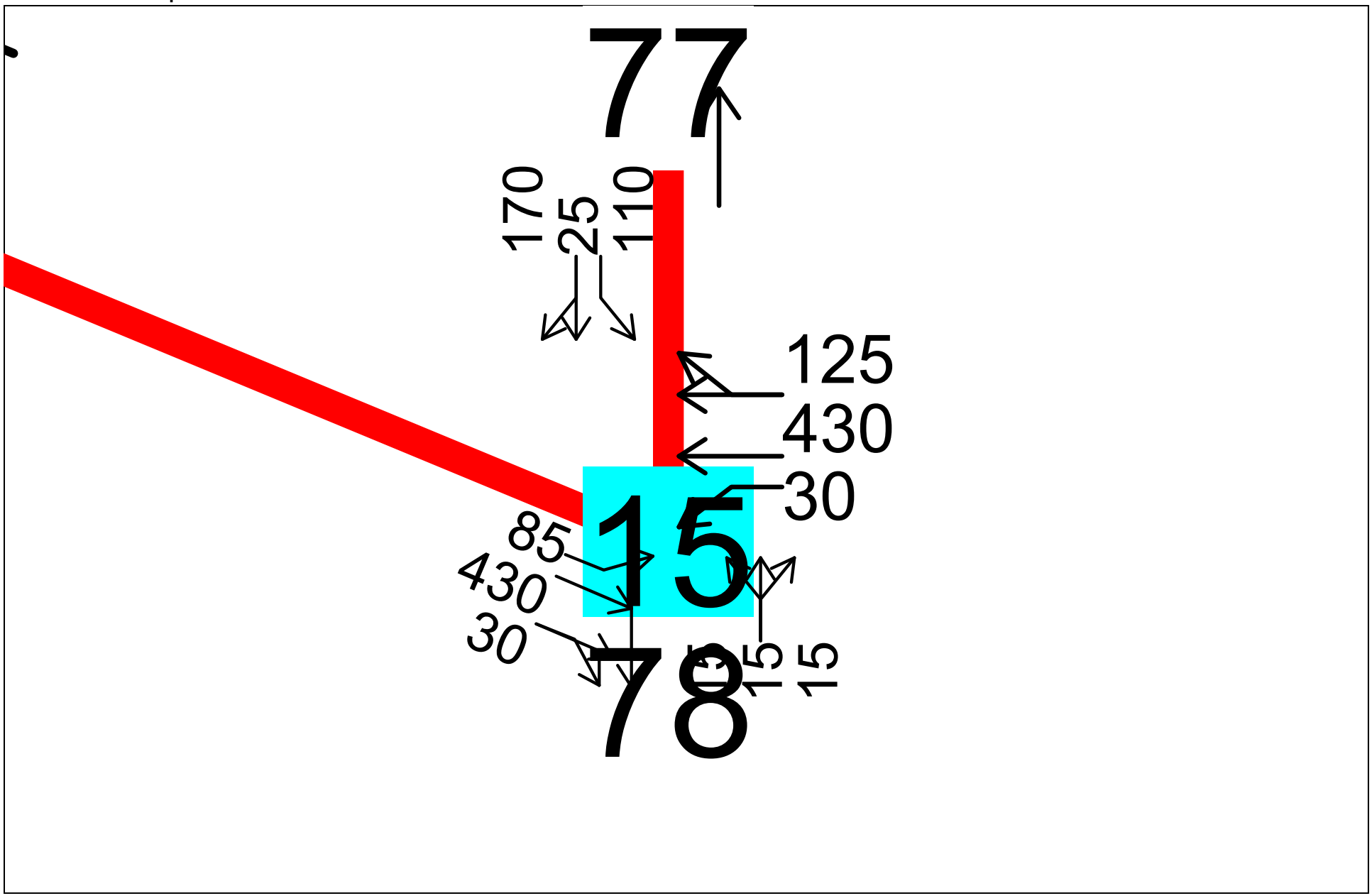

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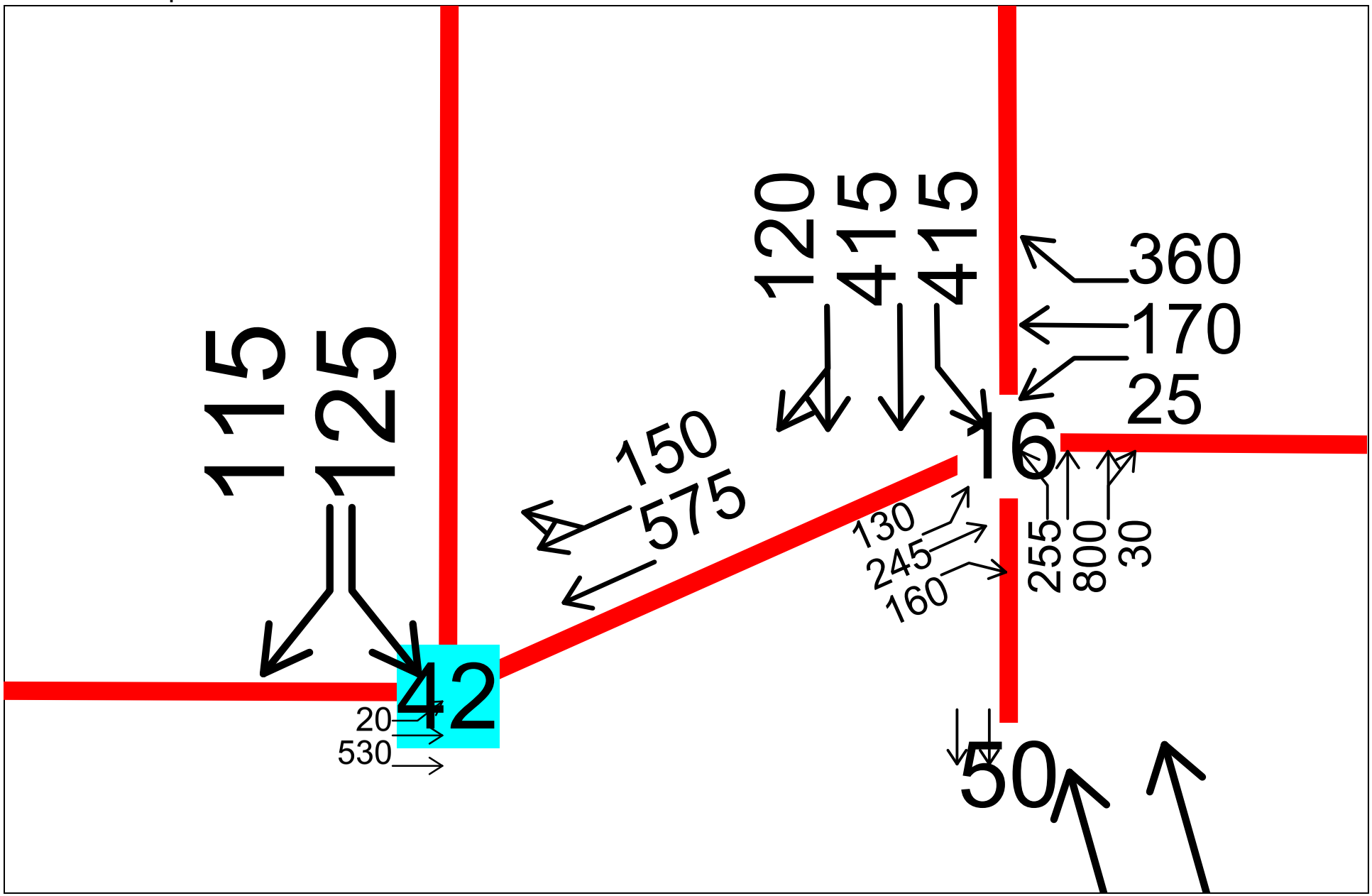

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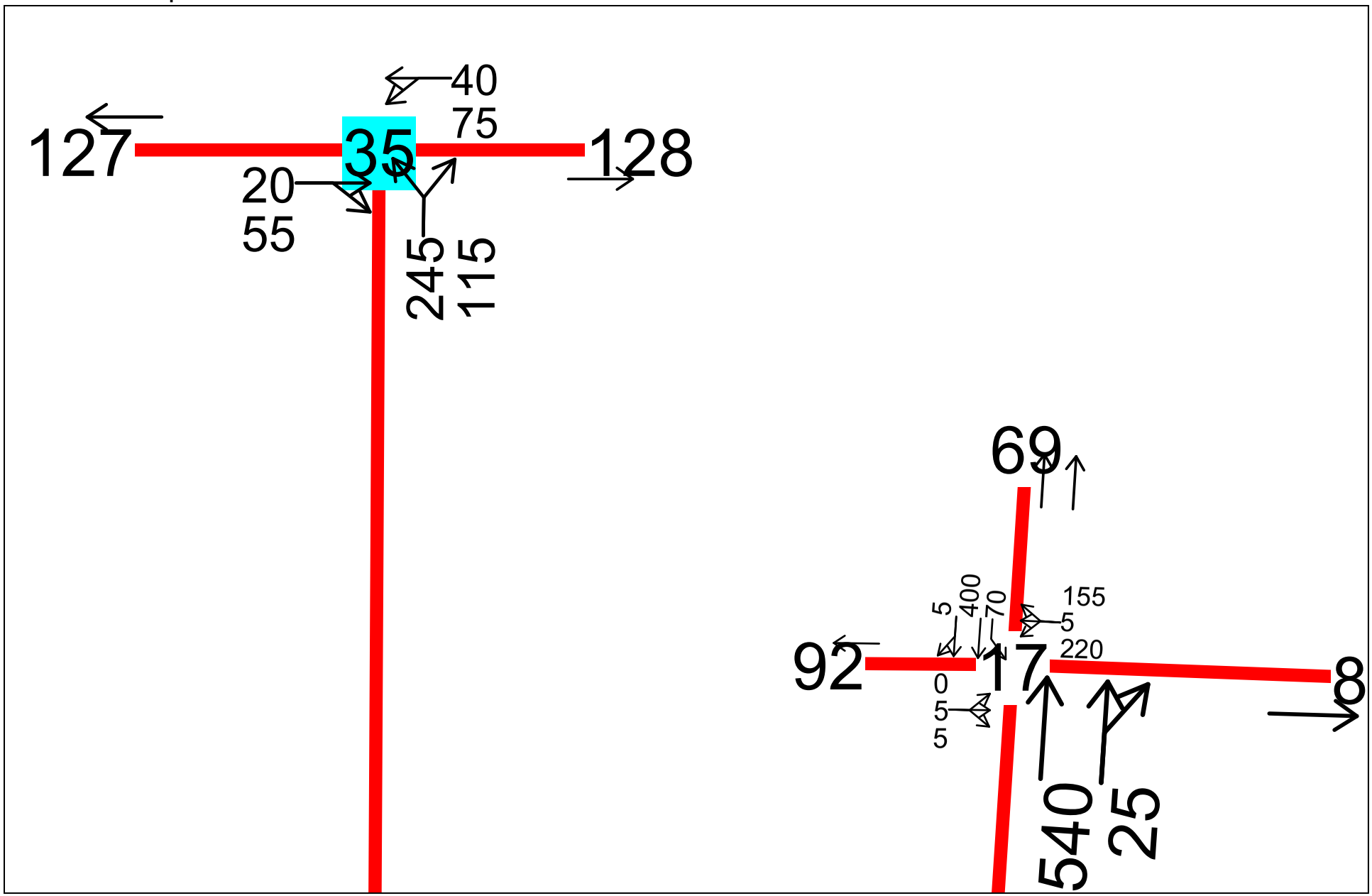

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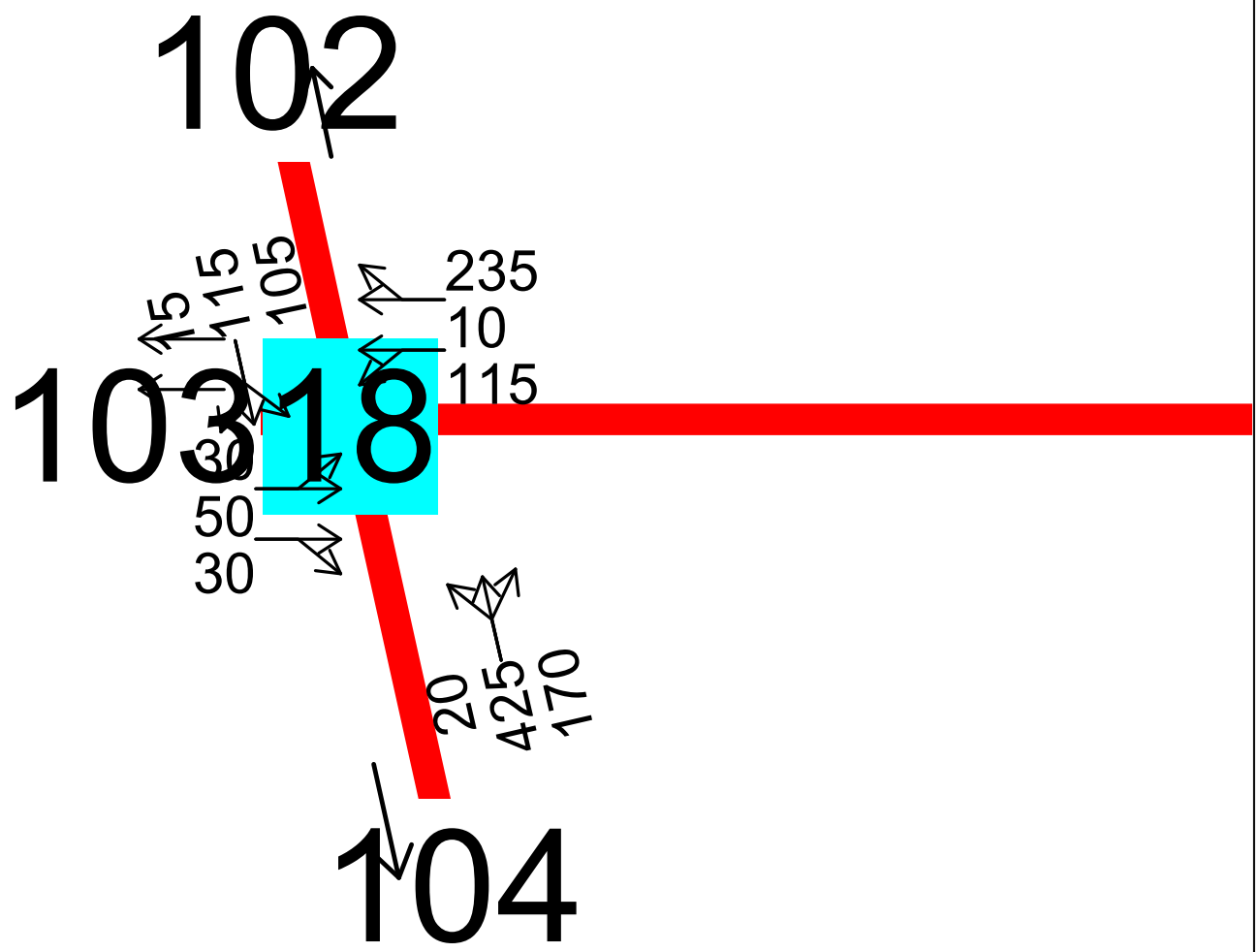

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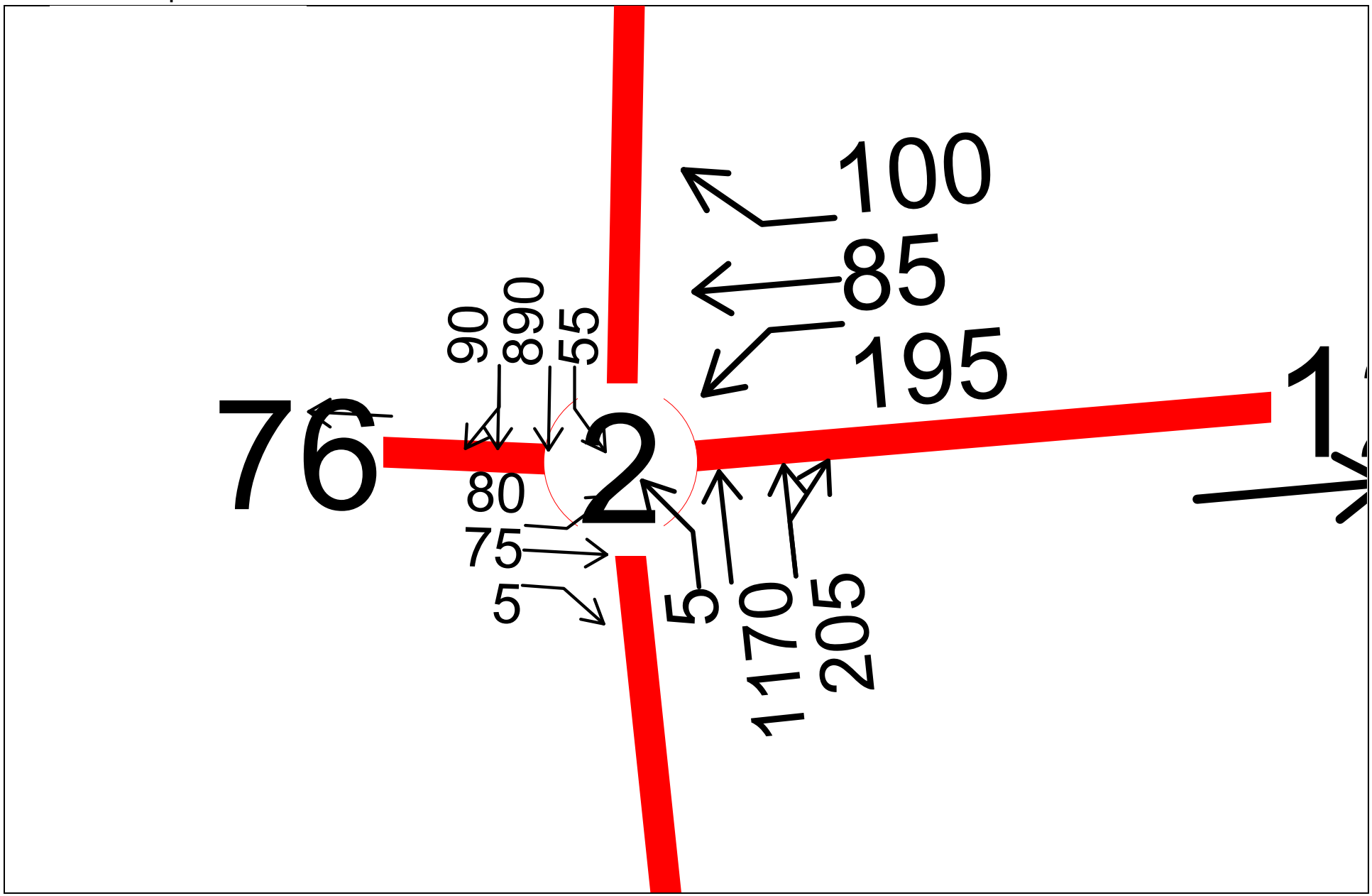

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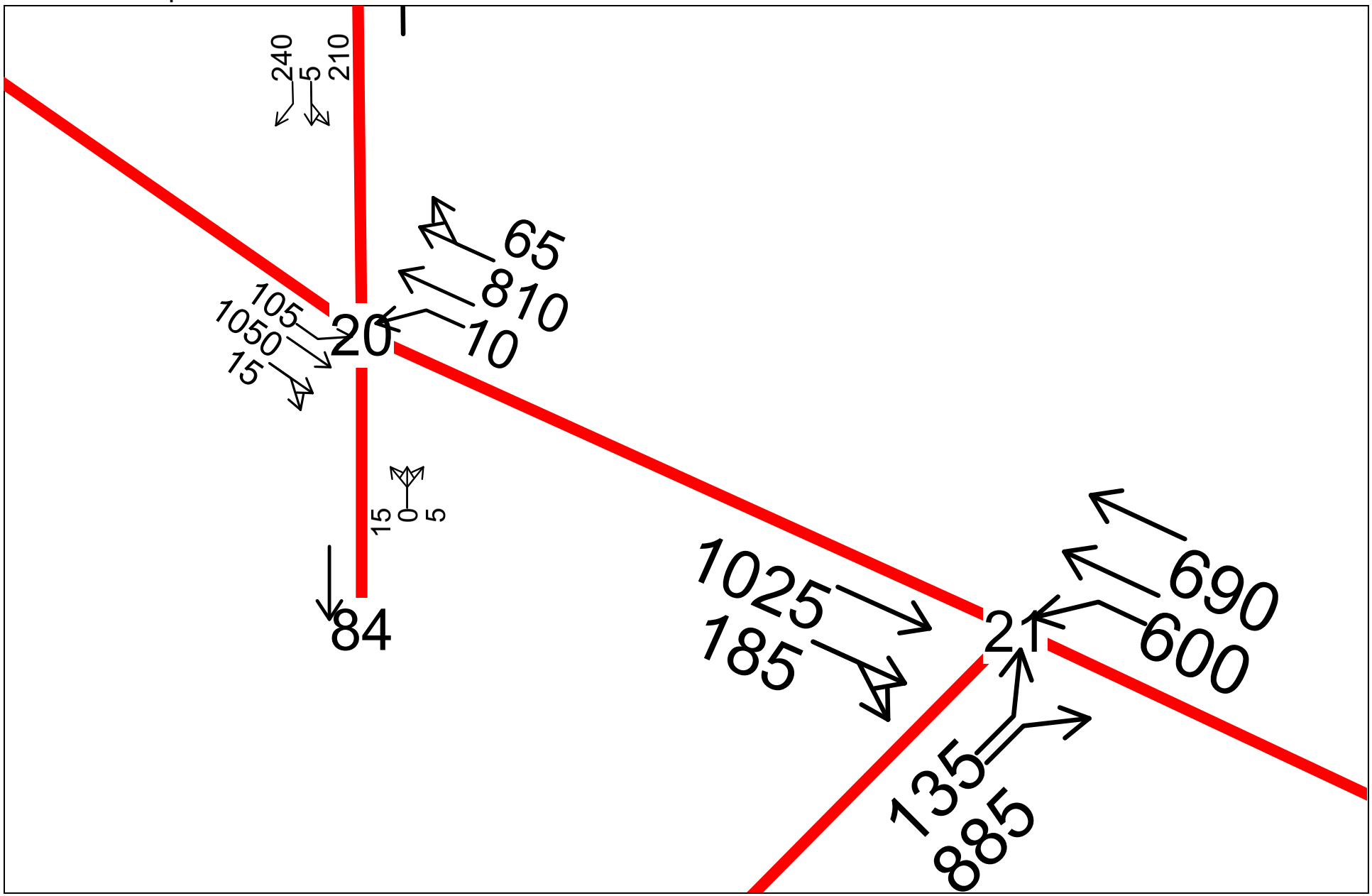

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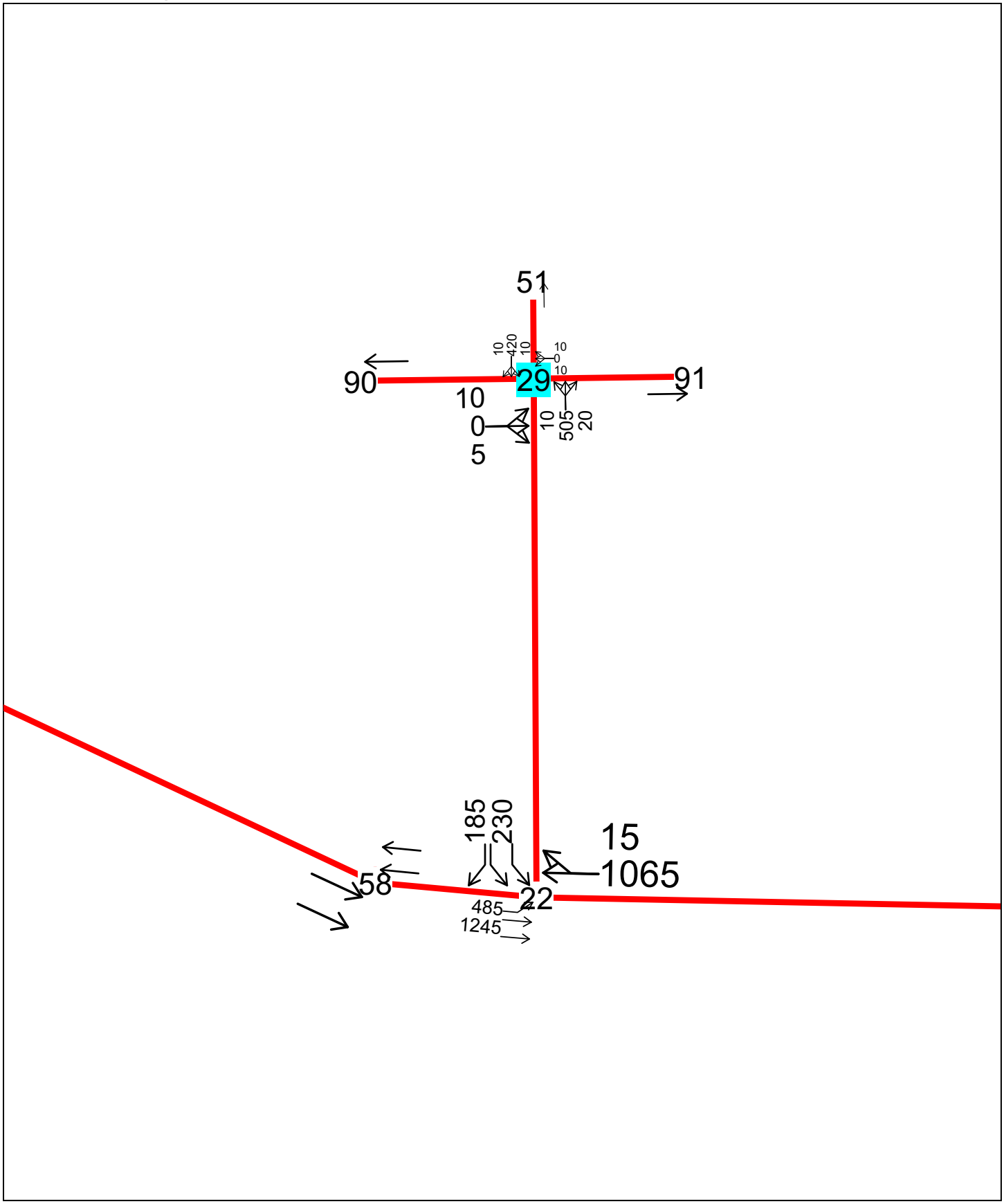

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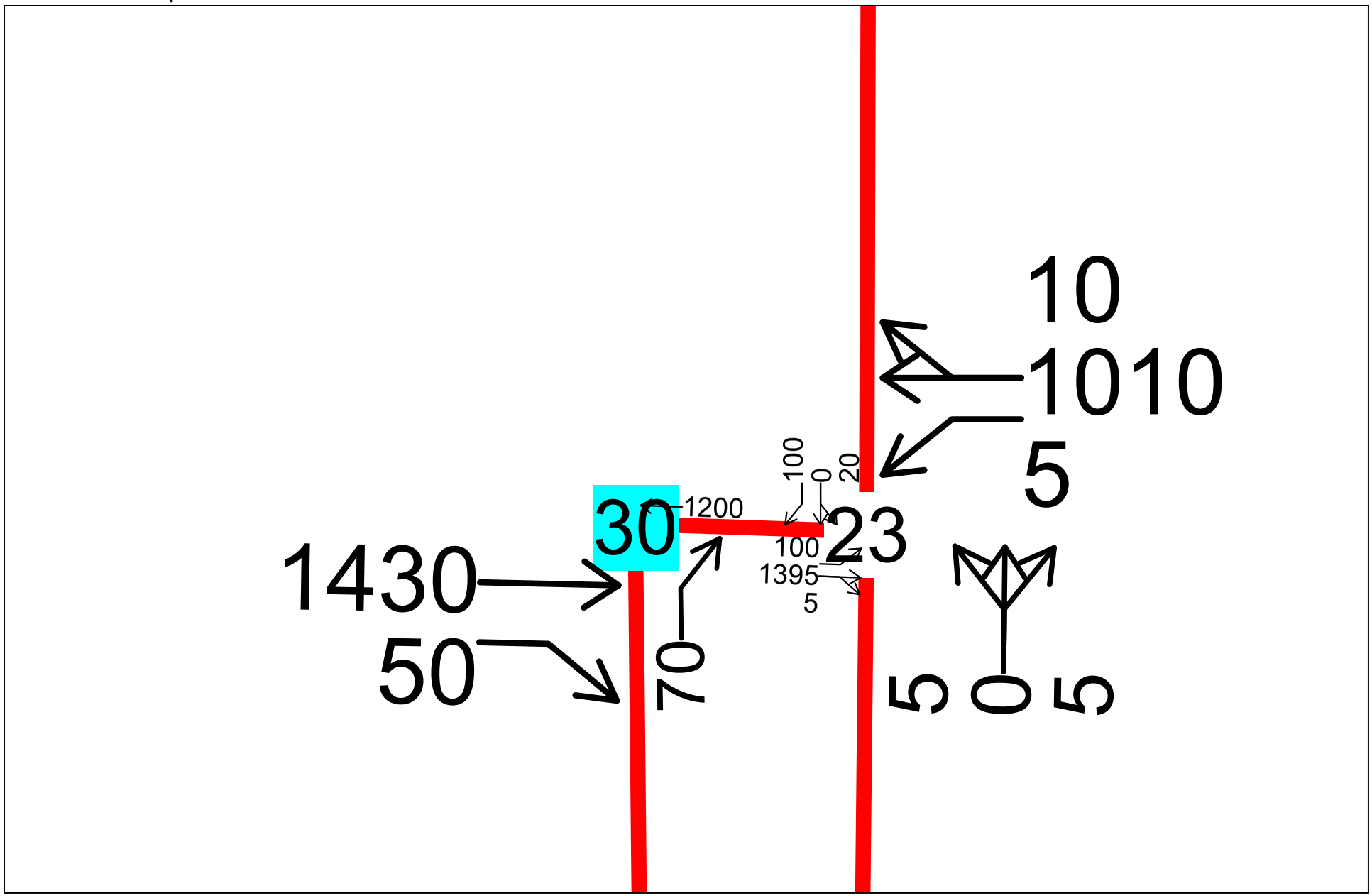

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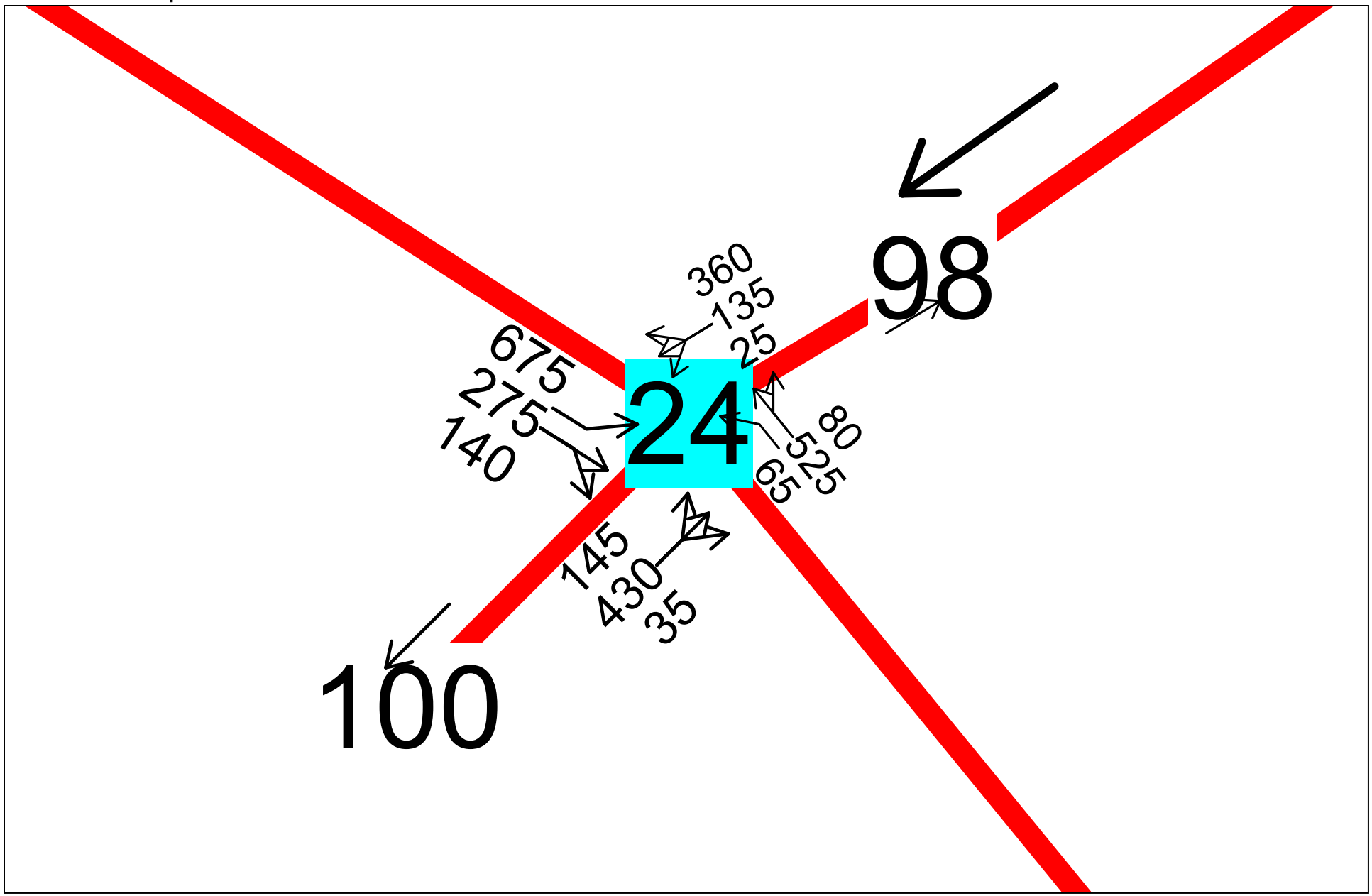

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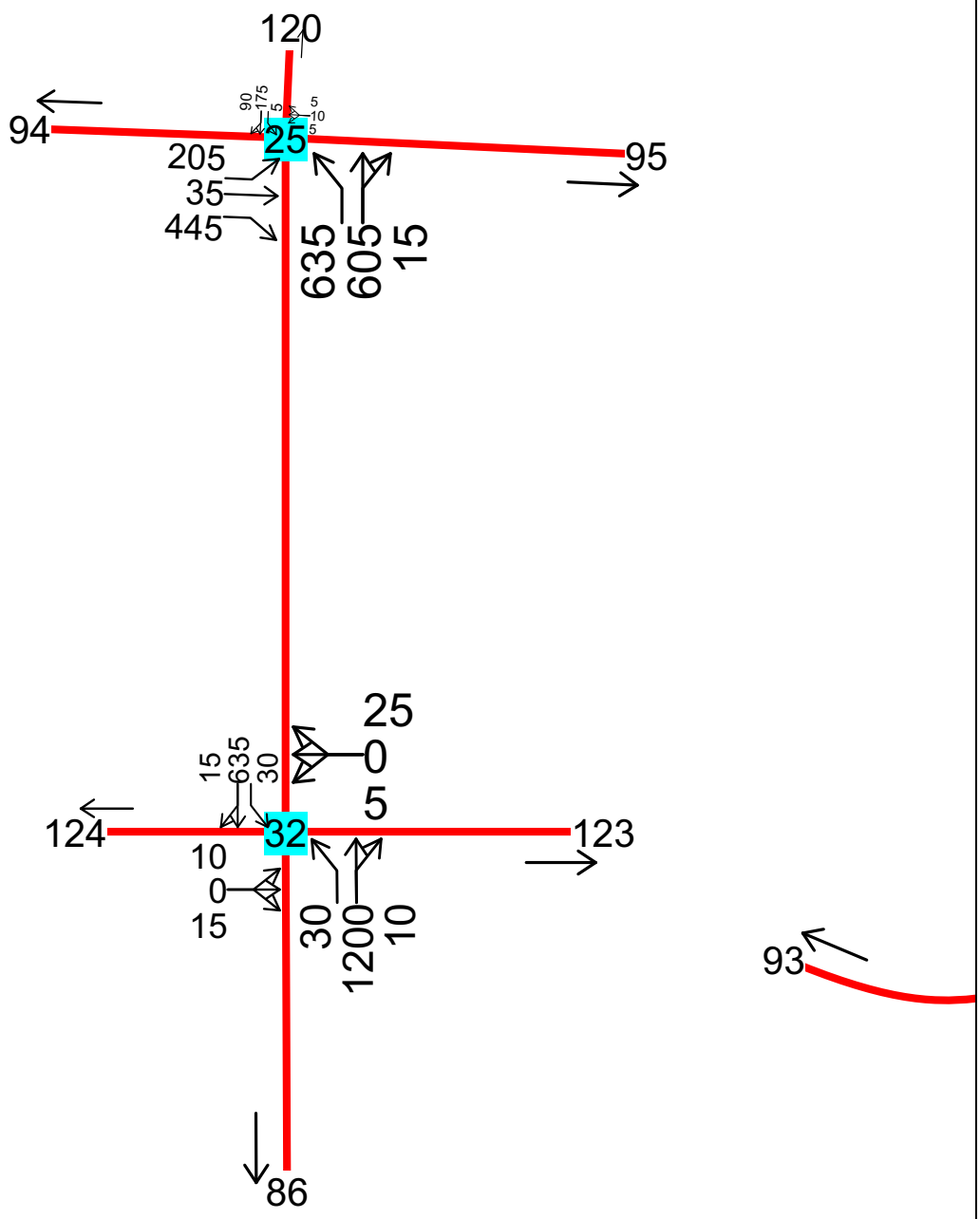
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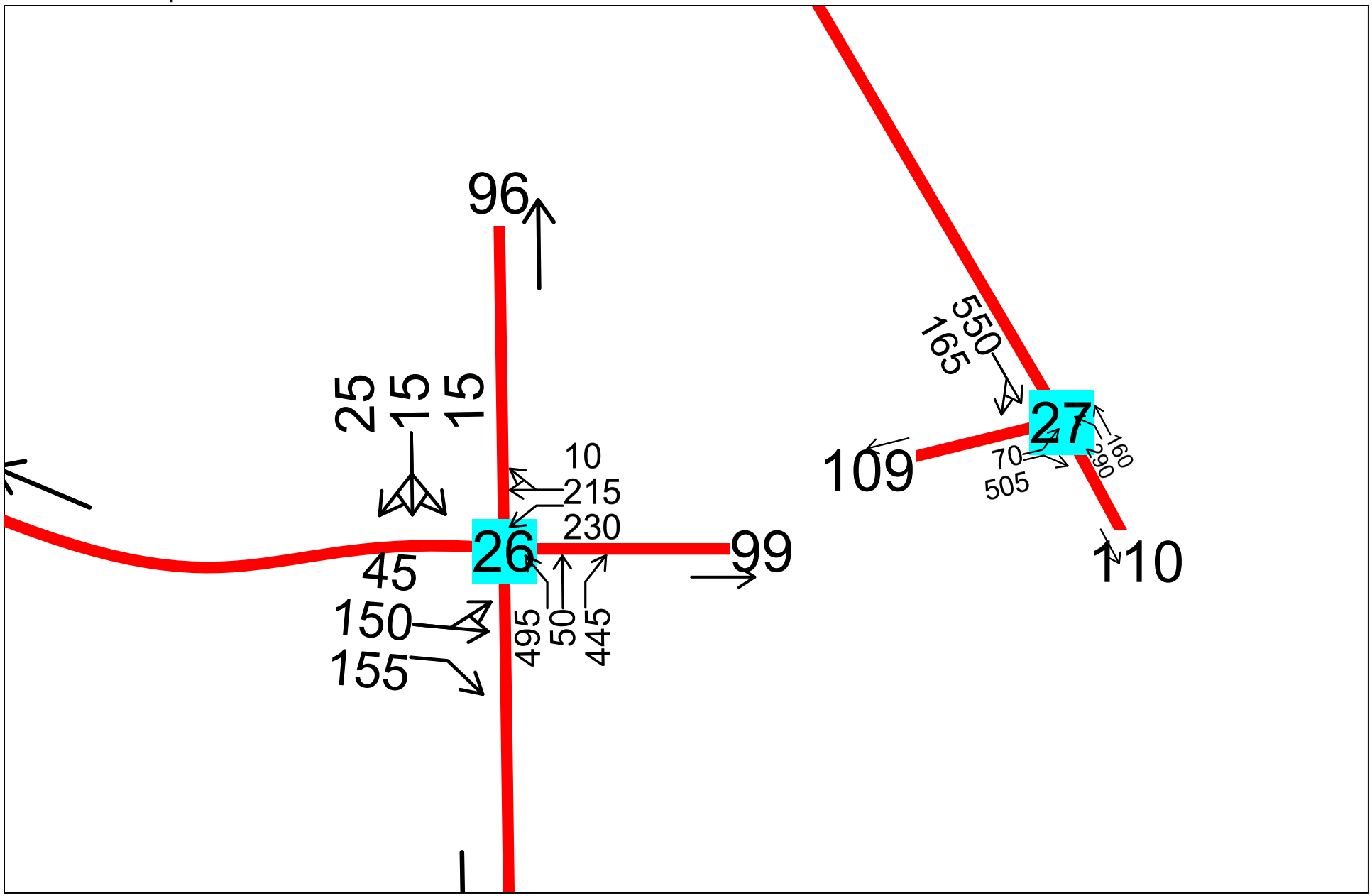

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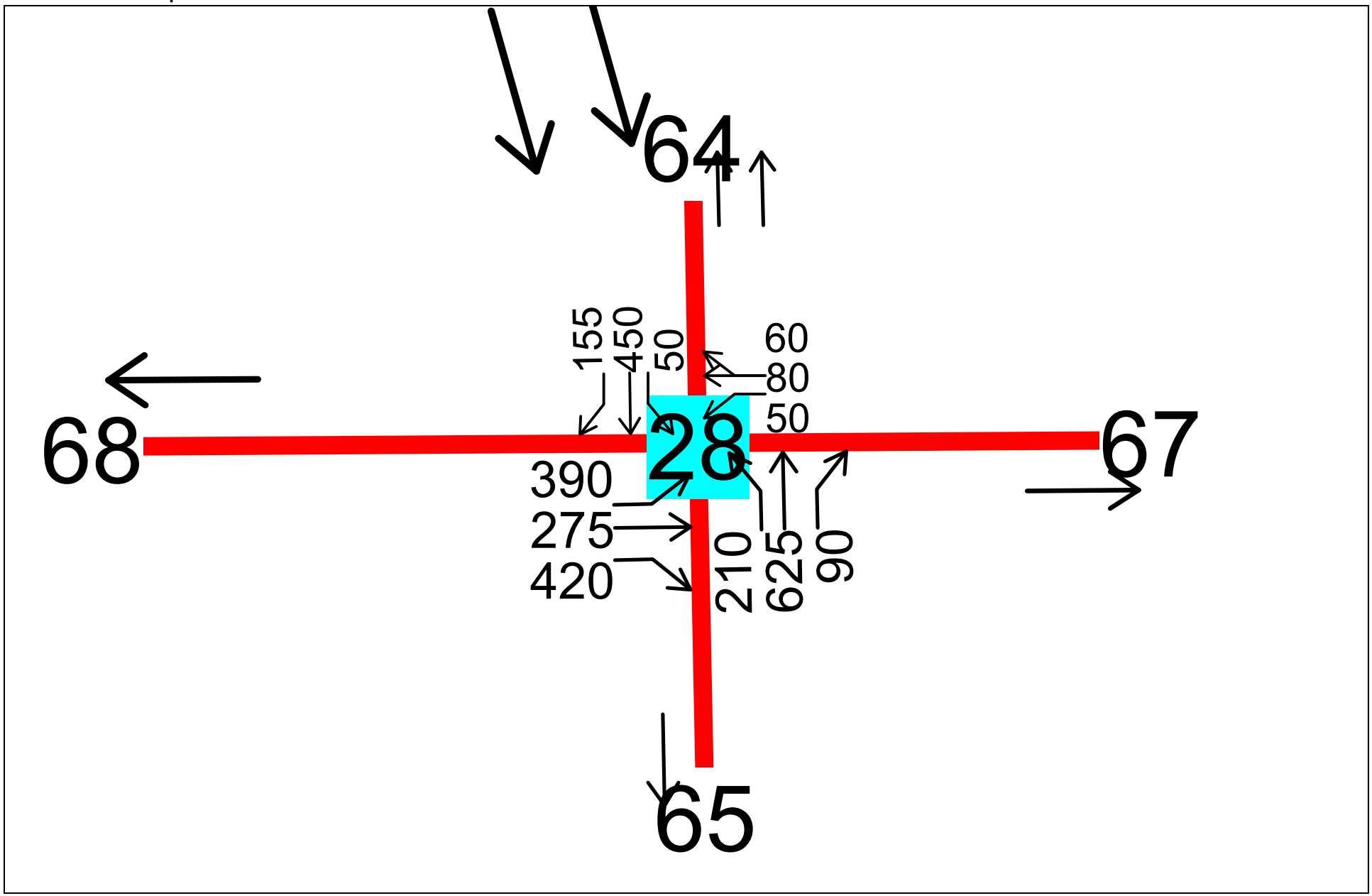

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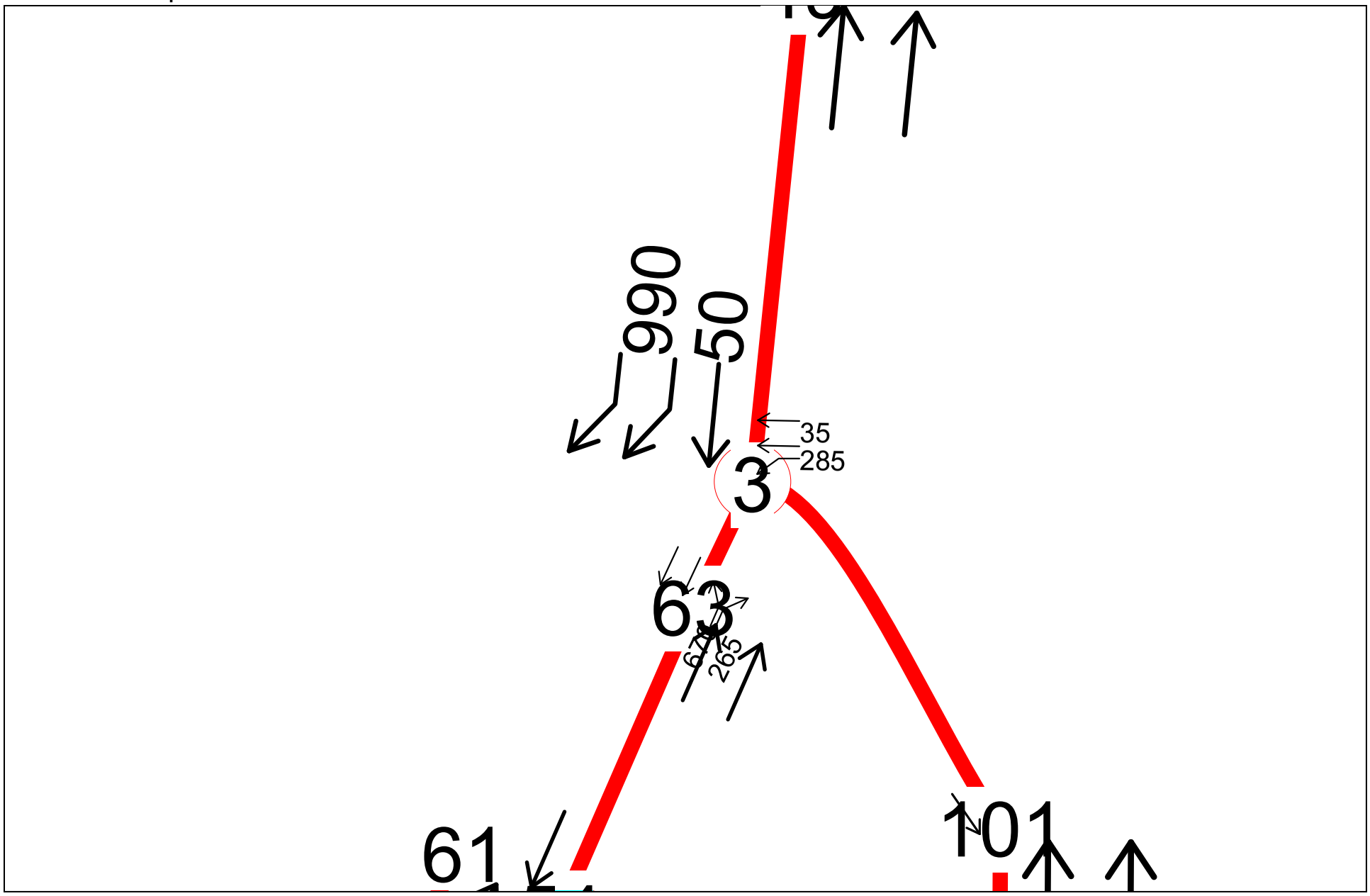

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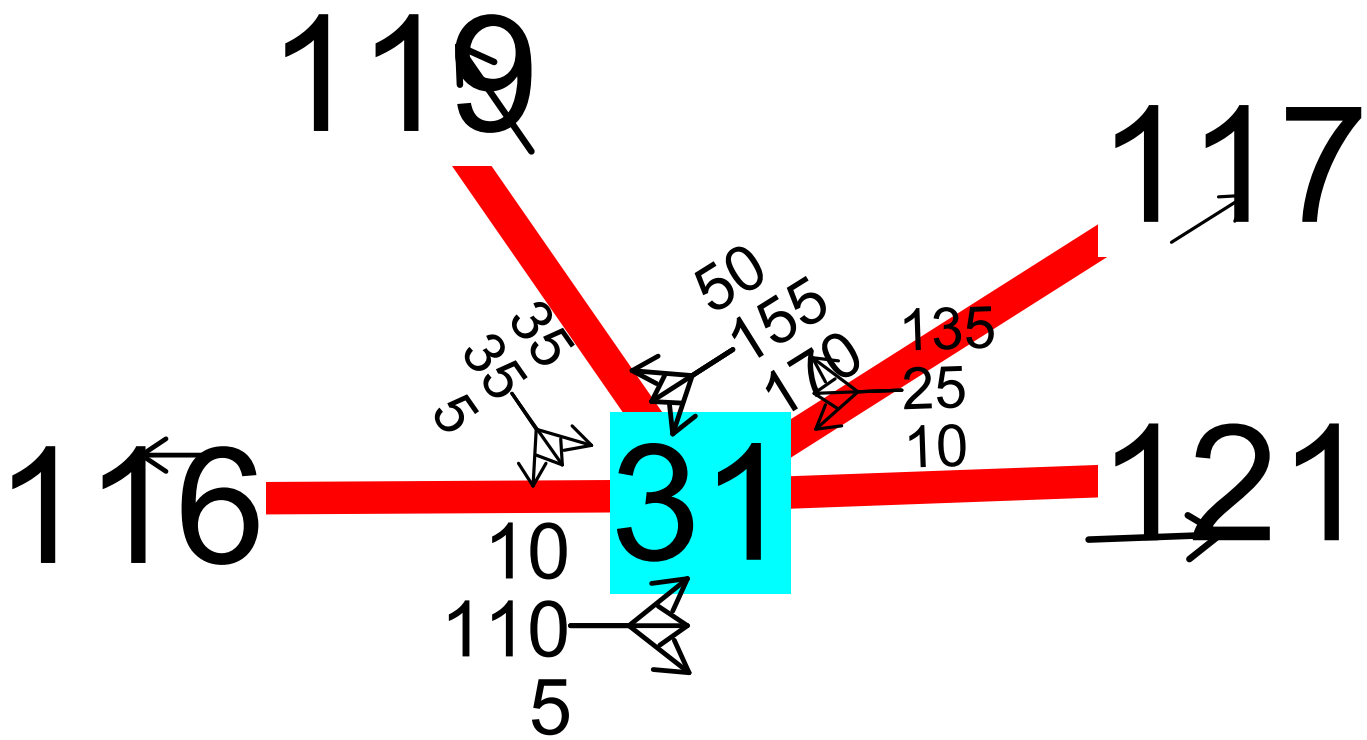

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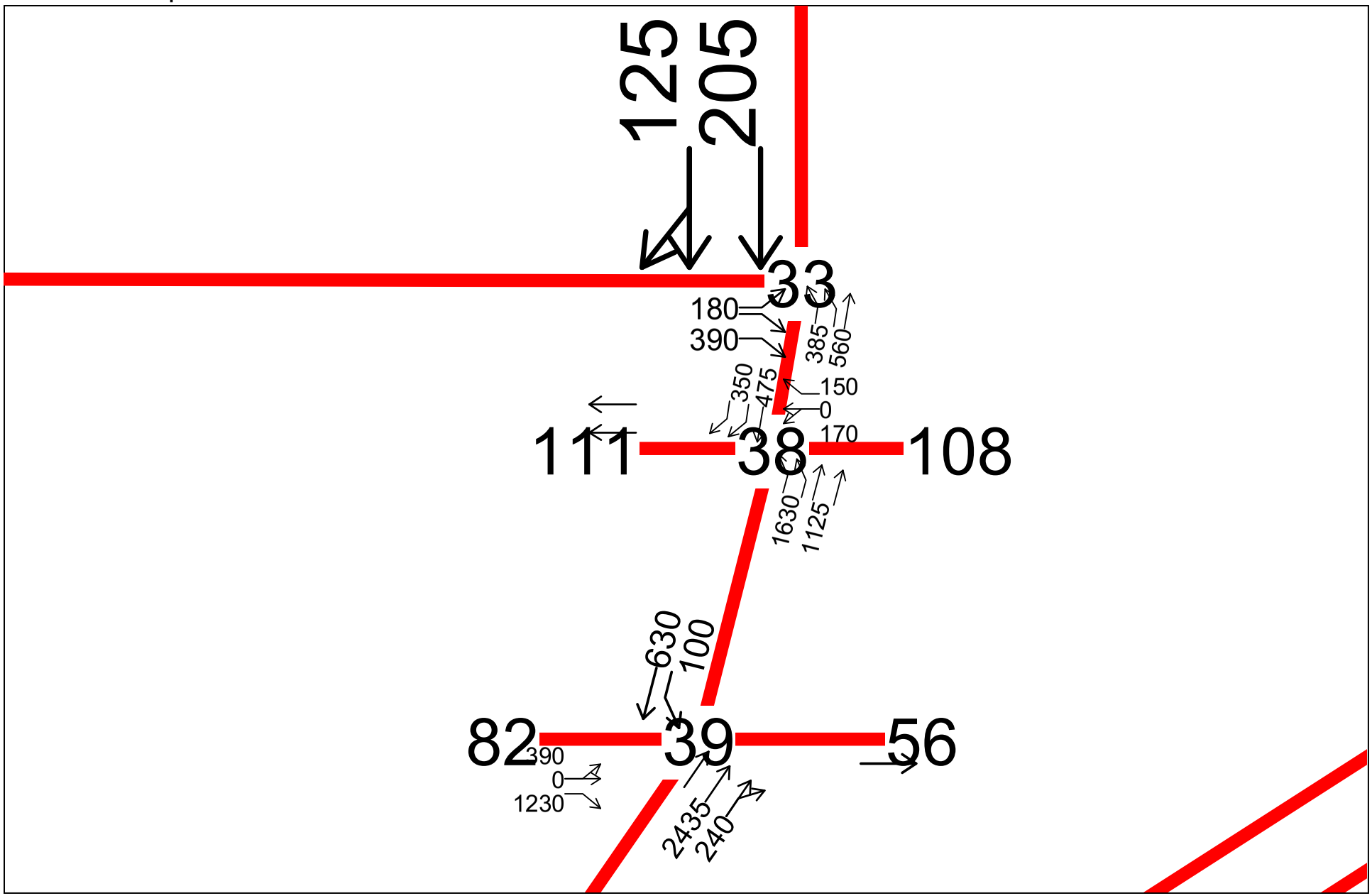

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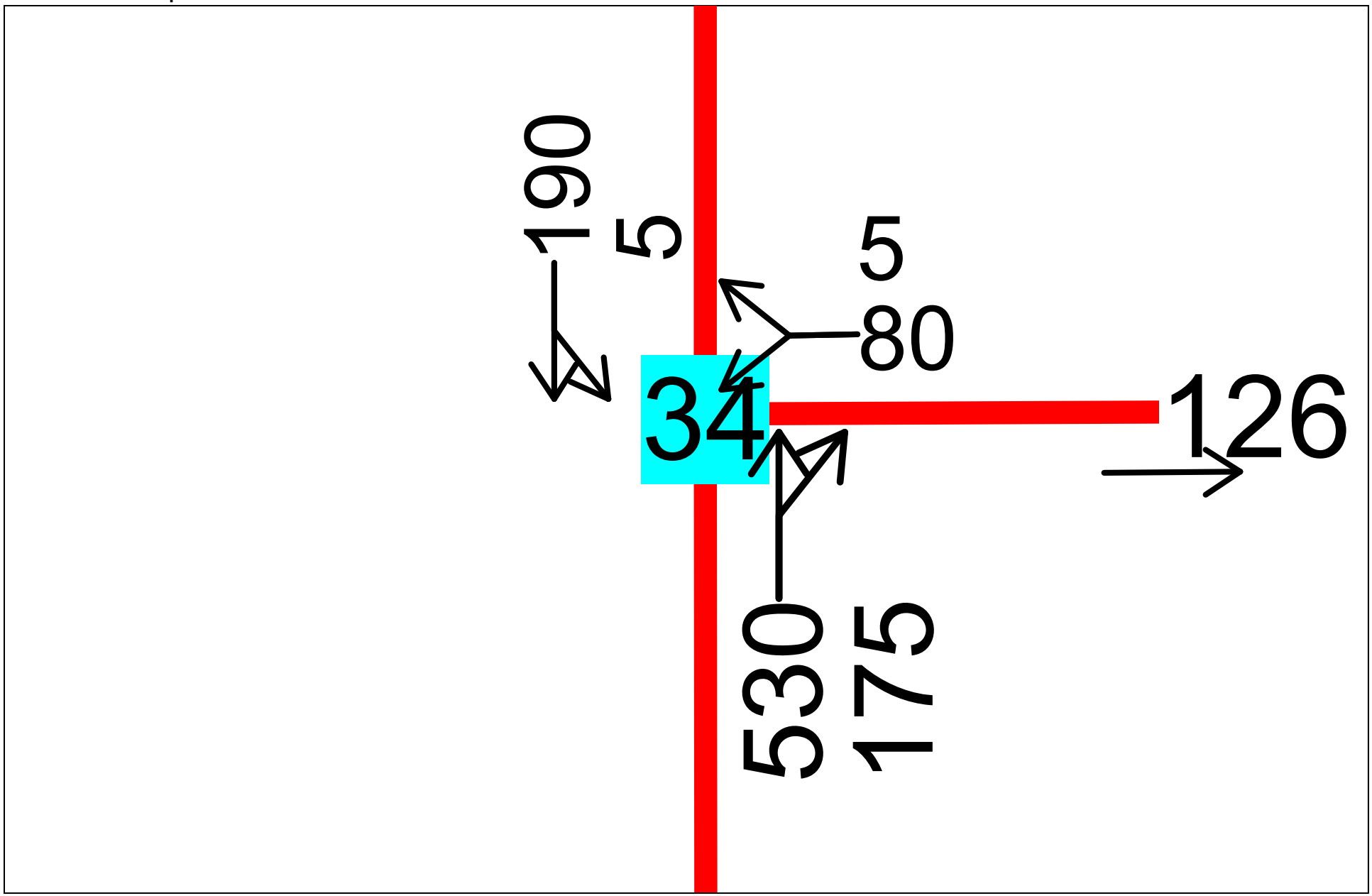

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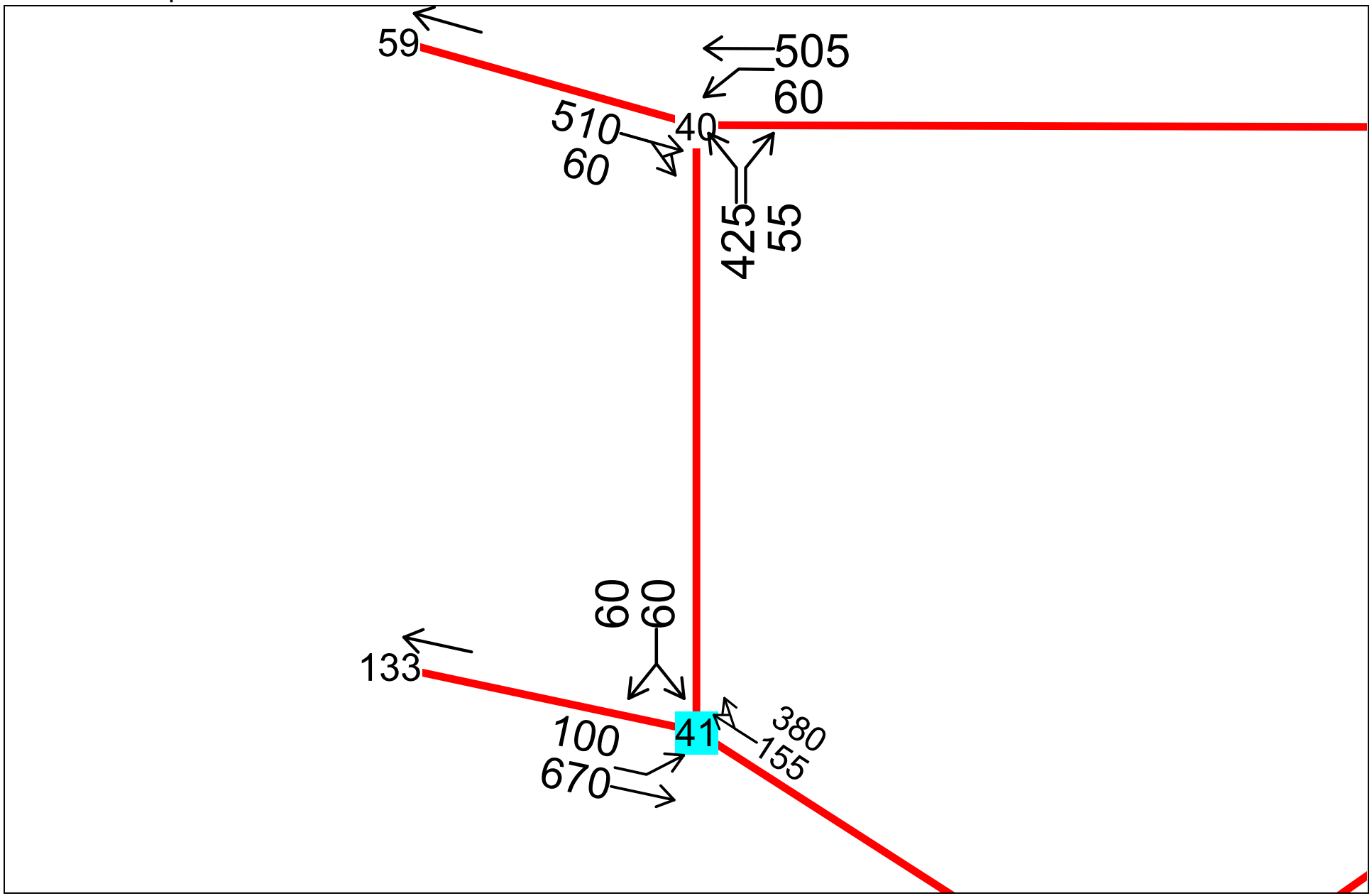

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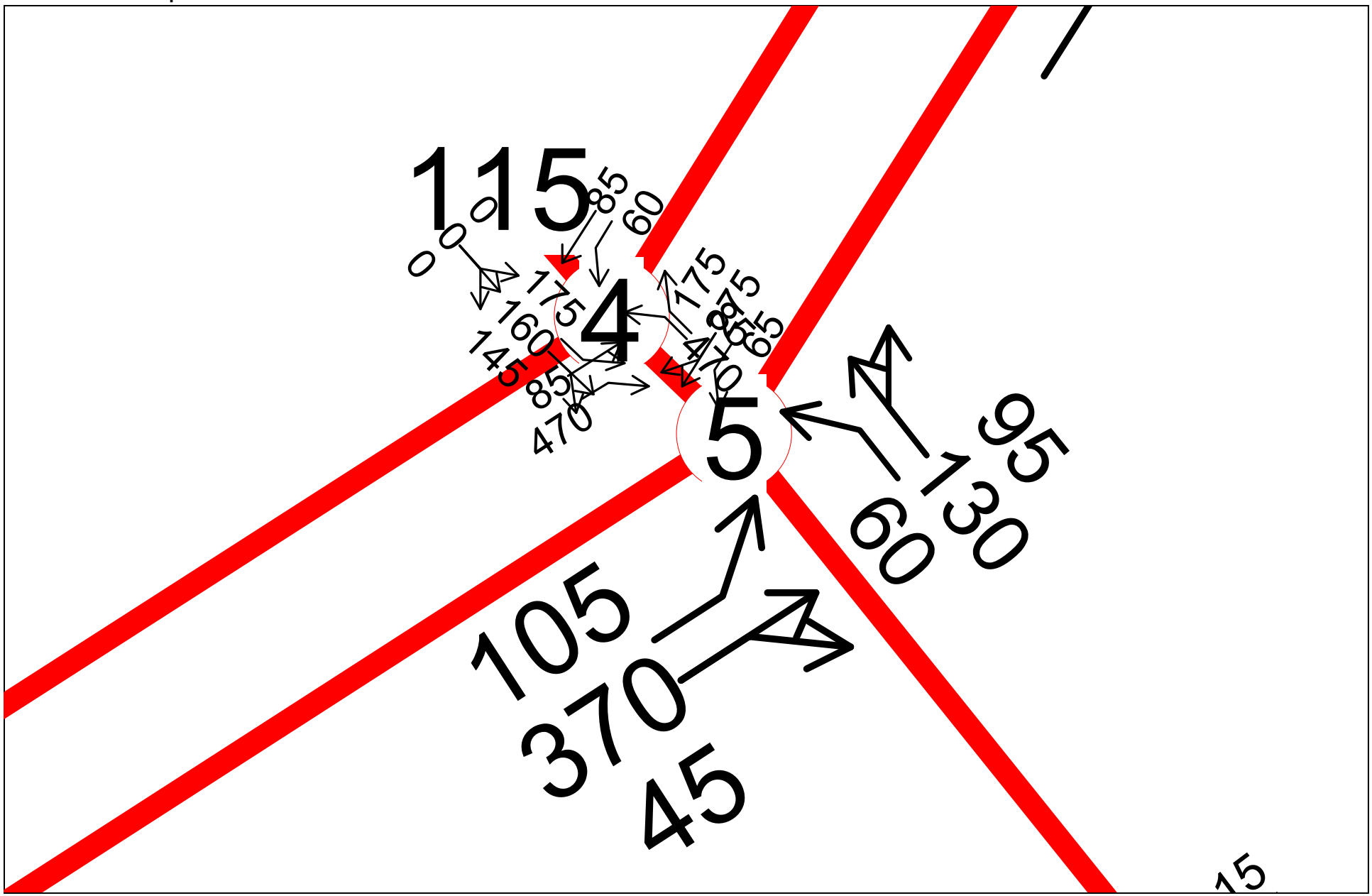

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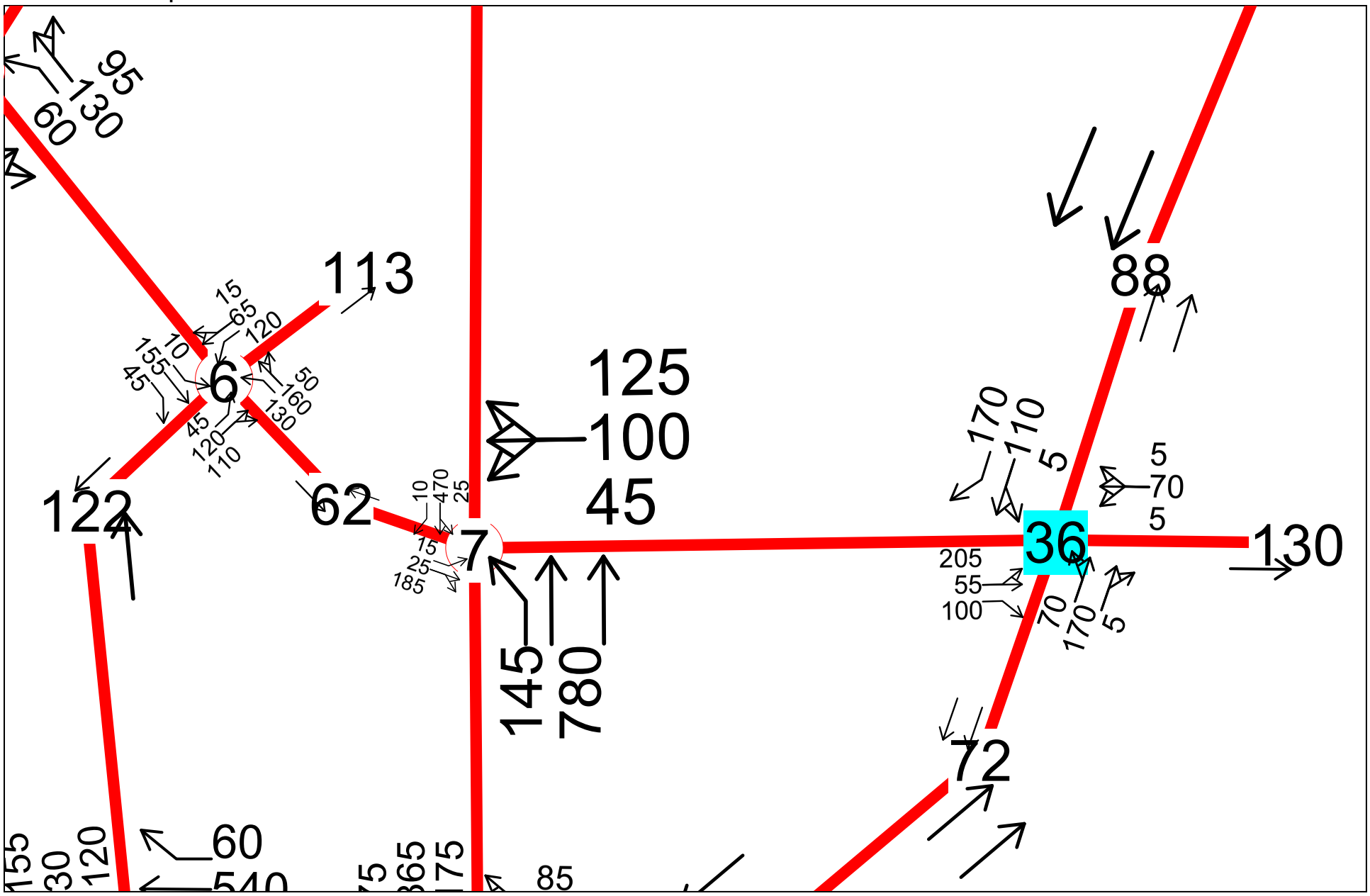

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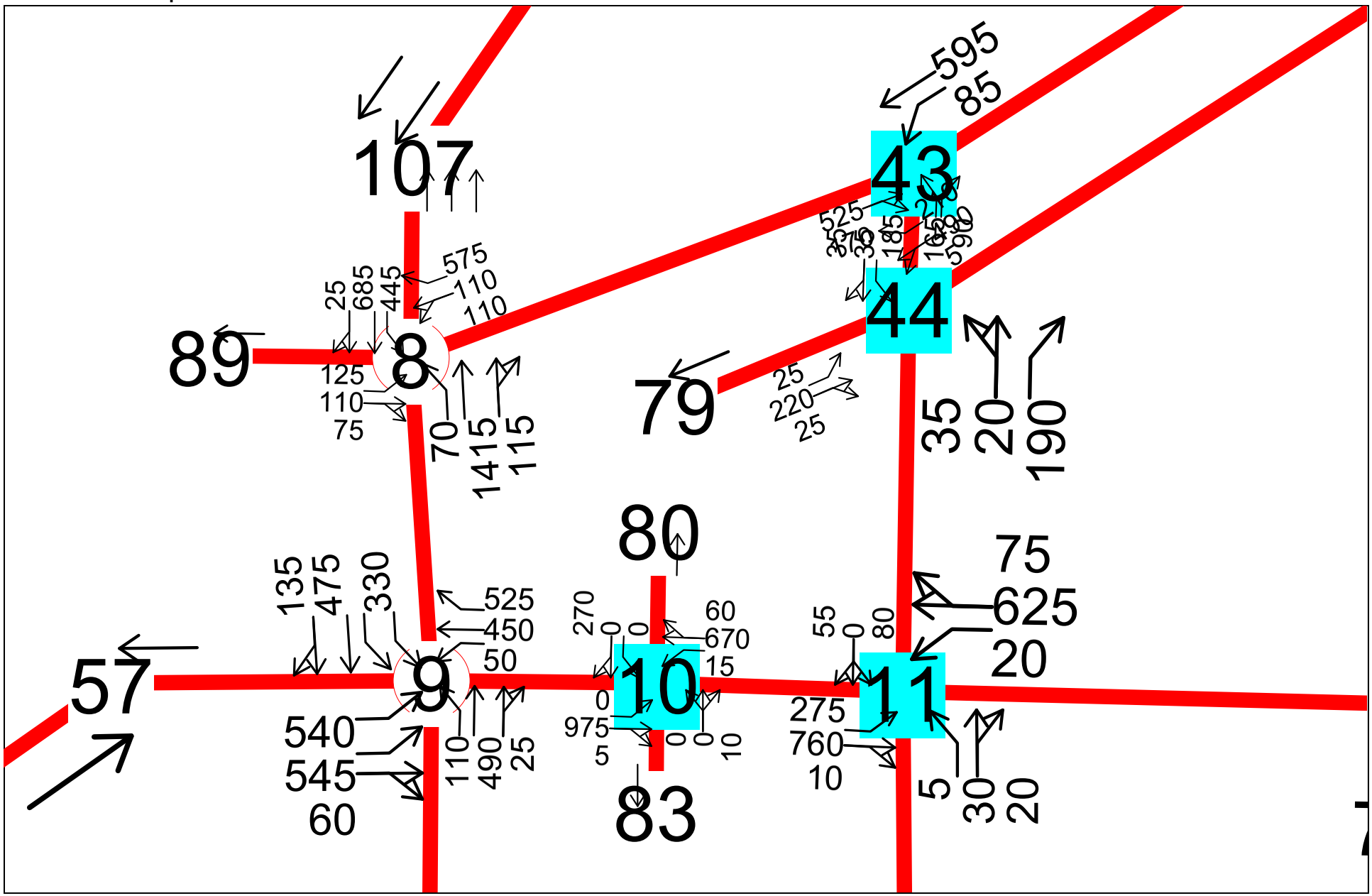

2030 Medium Alt.1 PM Peak Hour
Transportation Engineering Northwest LLC

APPENDIX K

2030 MEDIUM ALT 2 IMPROVEMENTS

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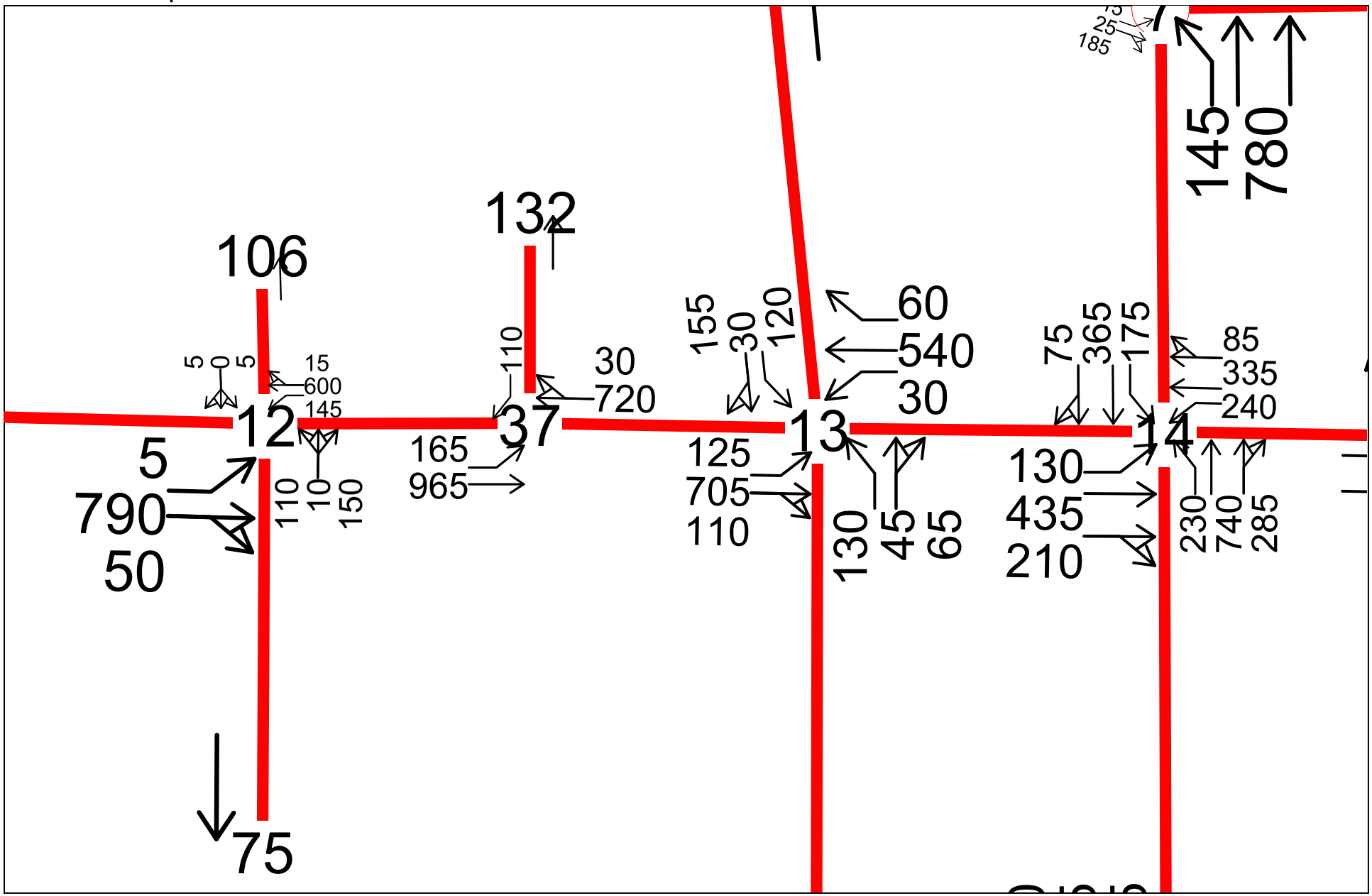

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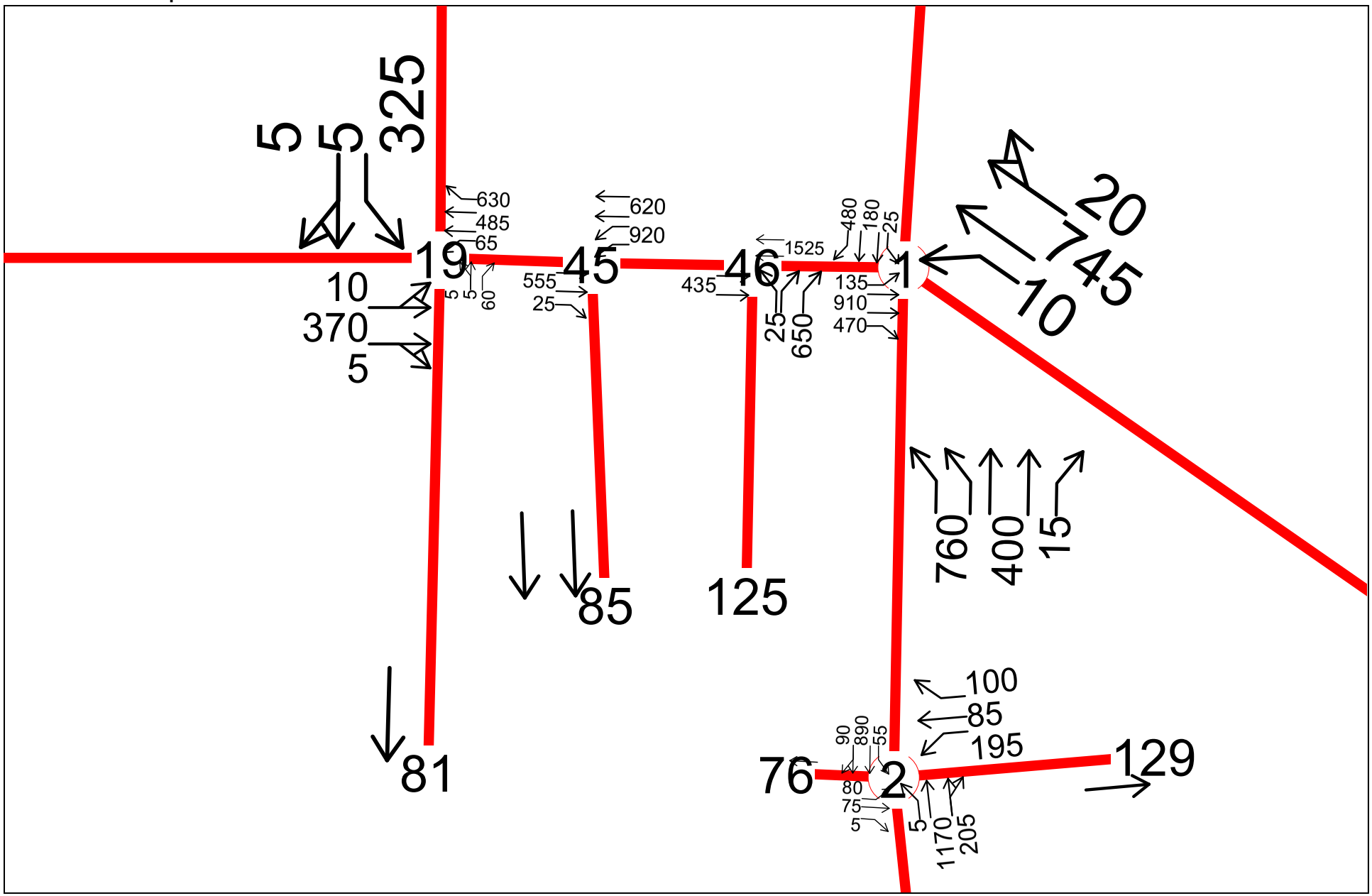

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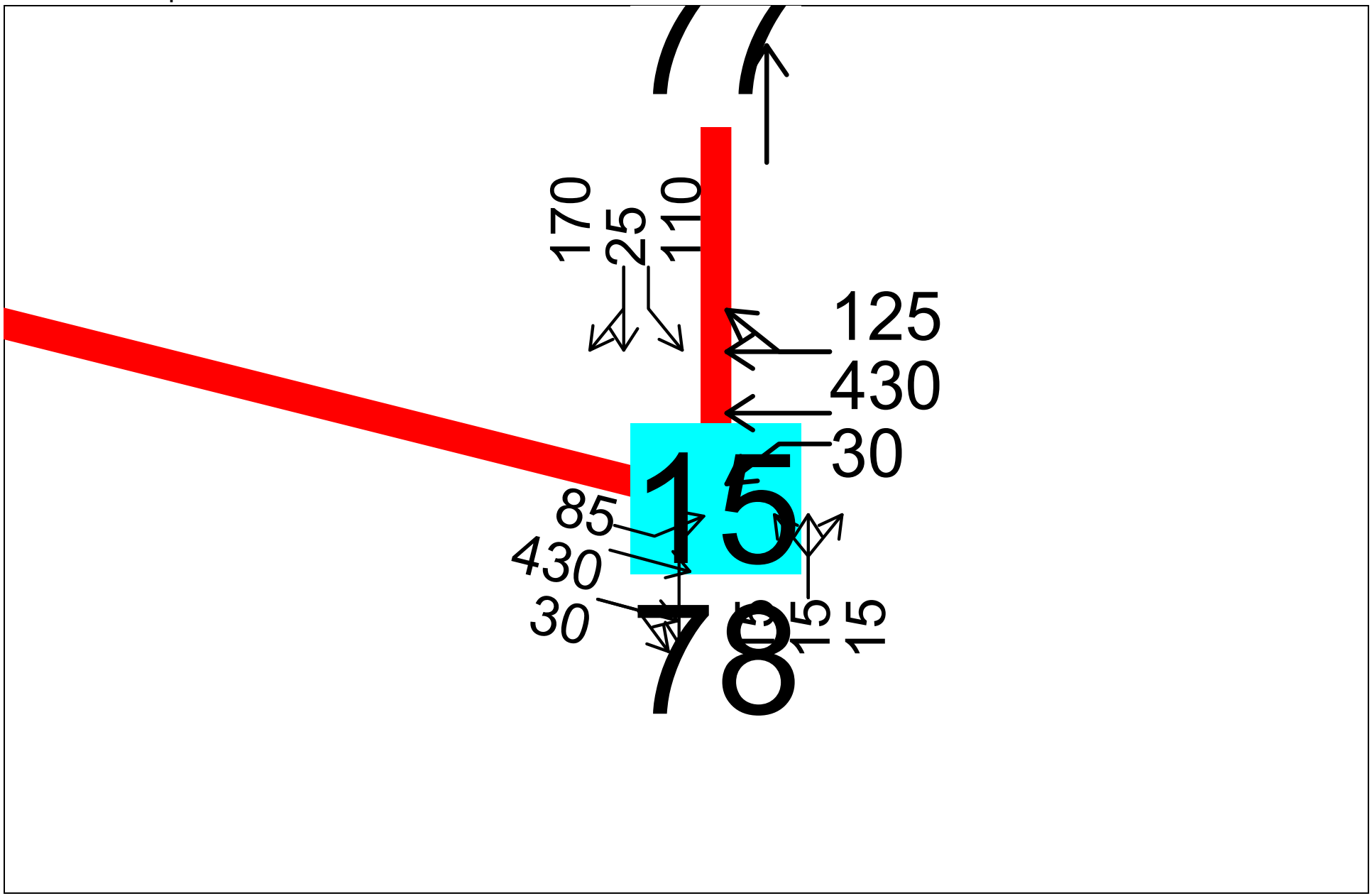

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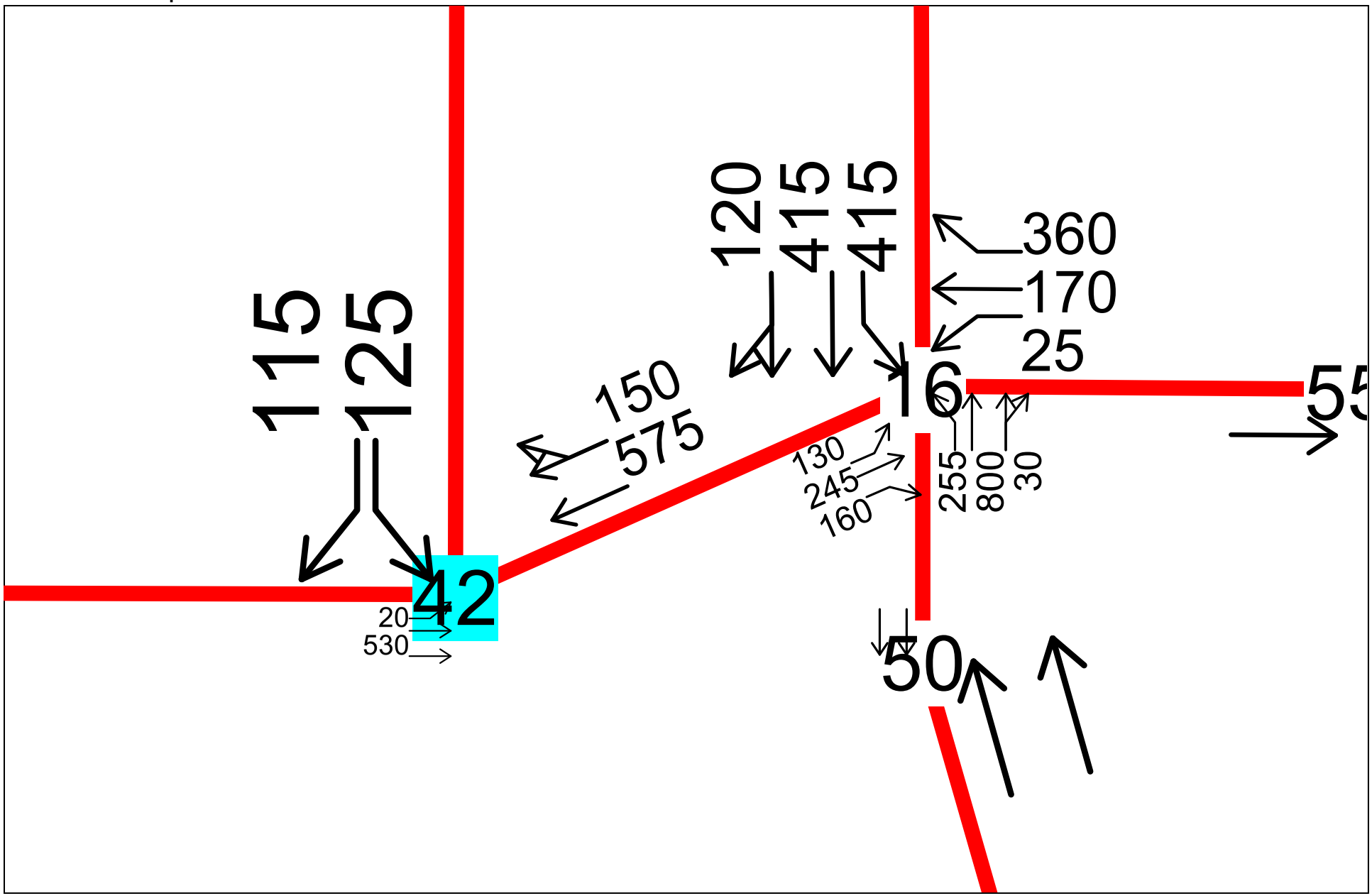
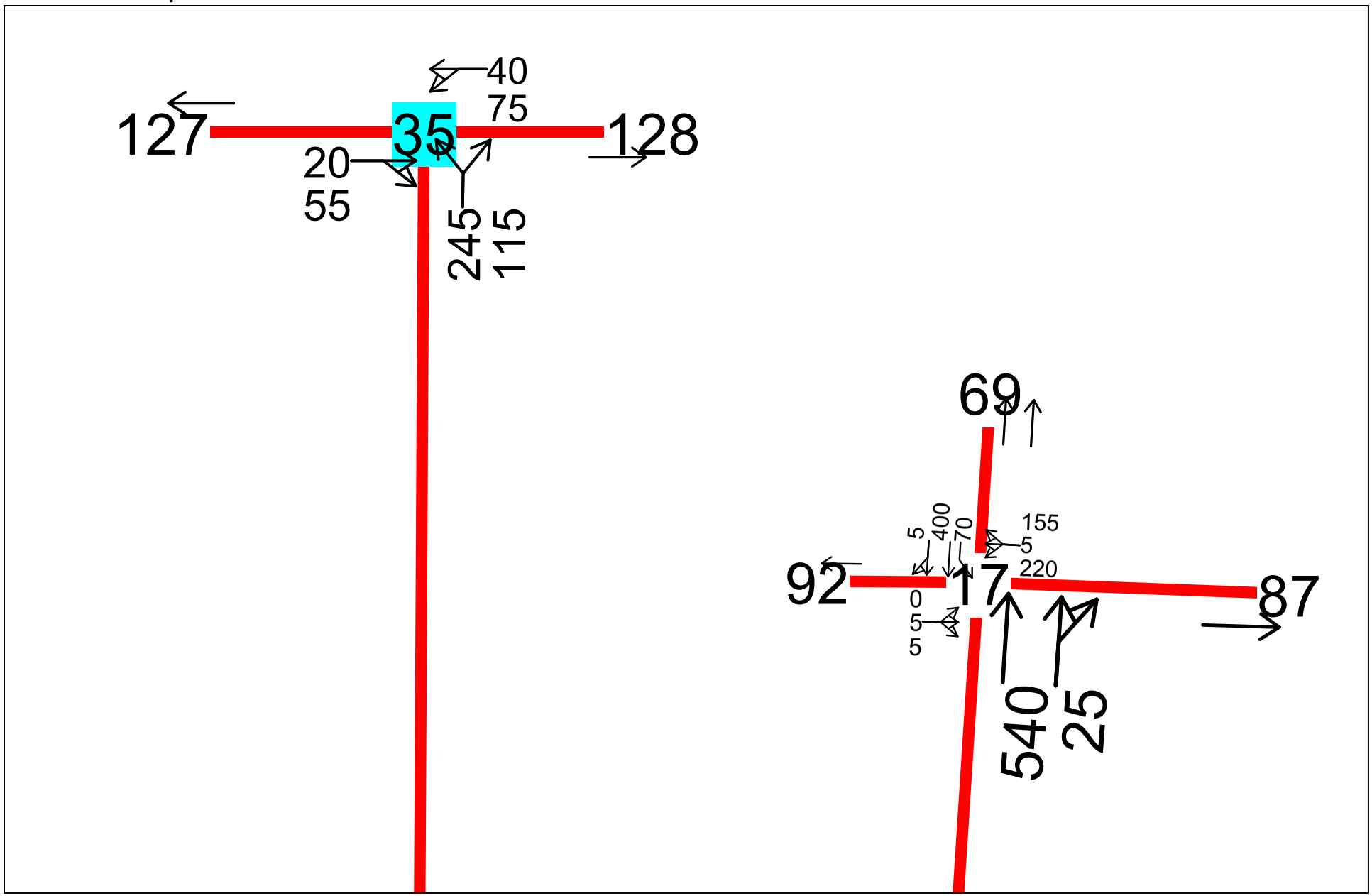
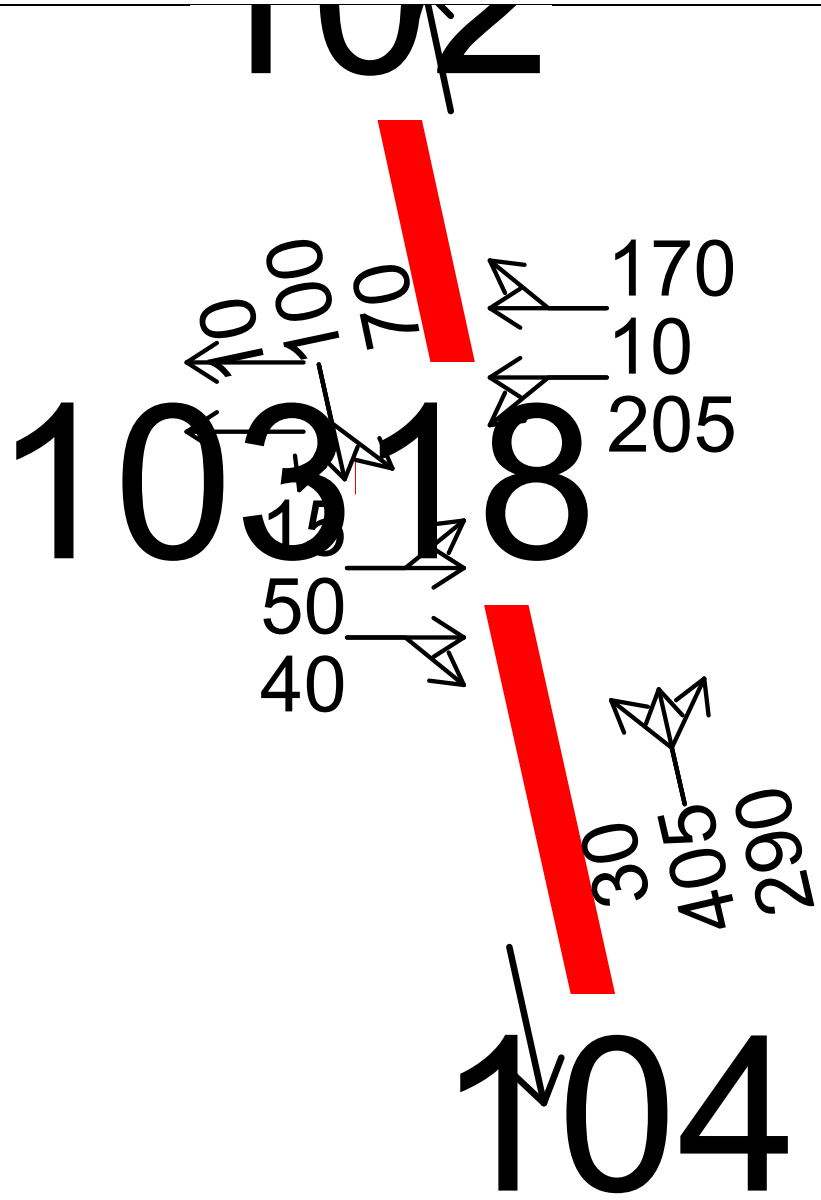


2030 Medium Alt.2 PM Peak Hour Improvements
Transportation Engineering Northwest LLC



2030 Medium Alt.2 PM Peak Hour Improvements
Transportation Engineering Northwest LLC



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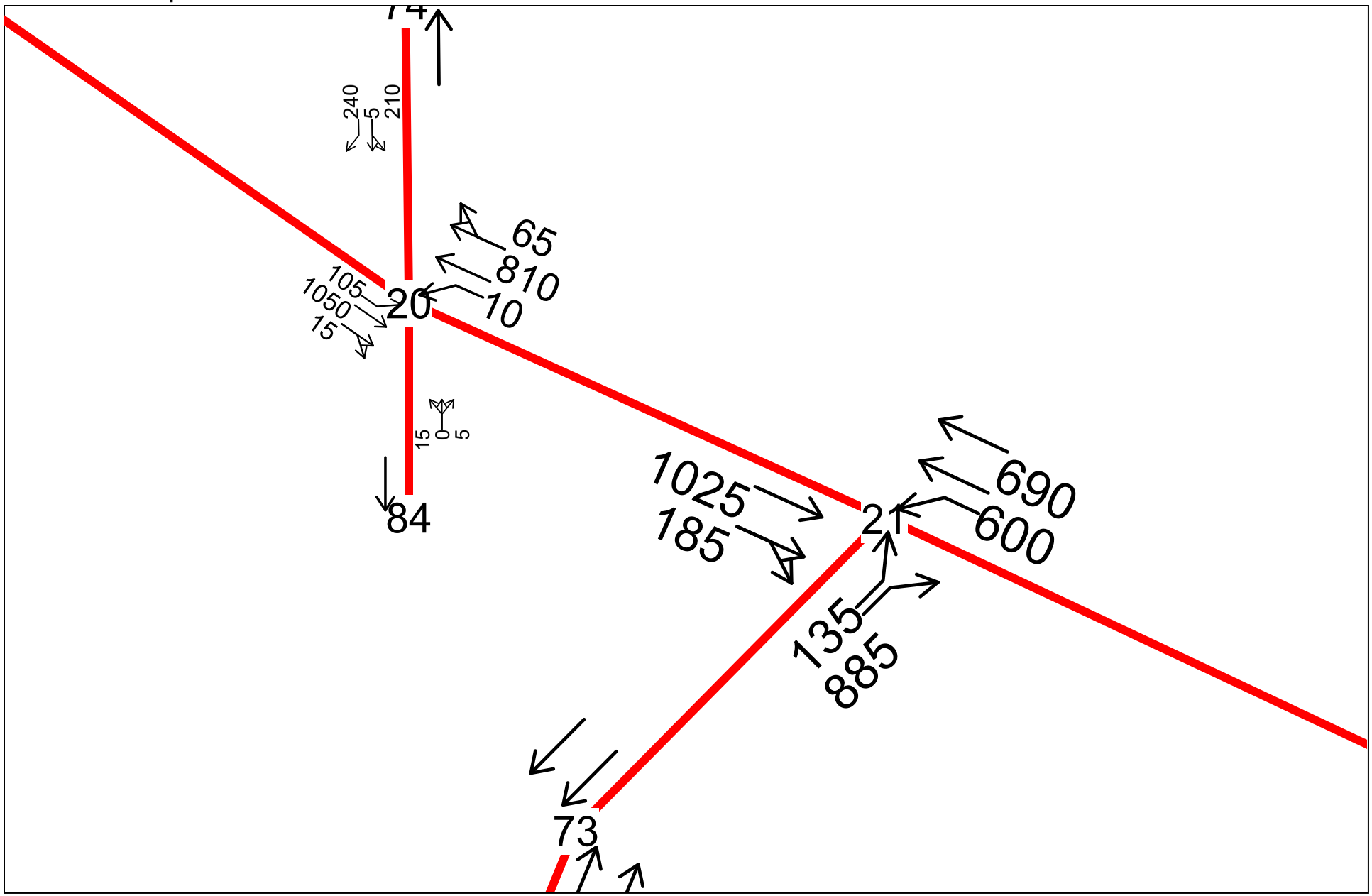
Transportation Engineering Northwest LLC



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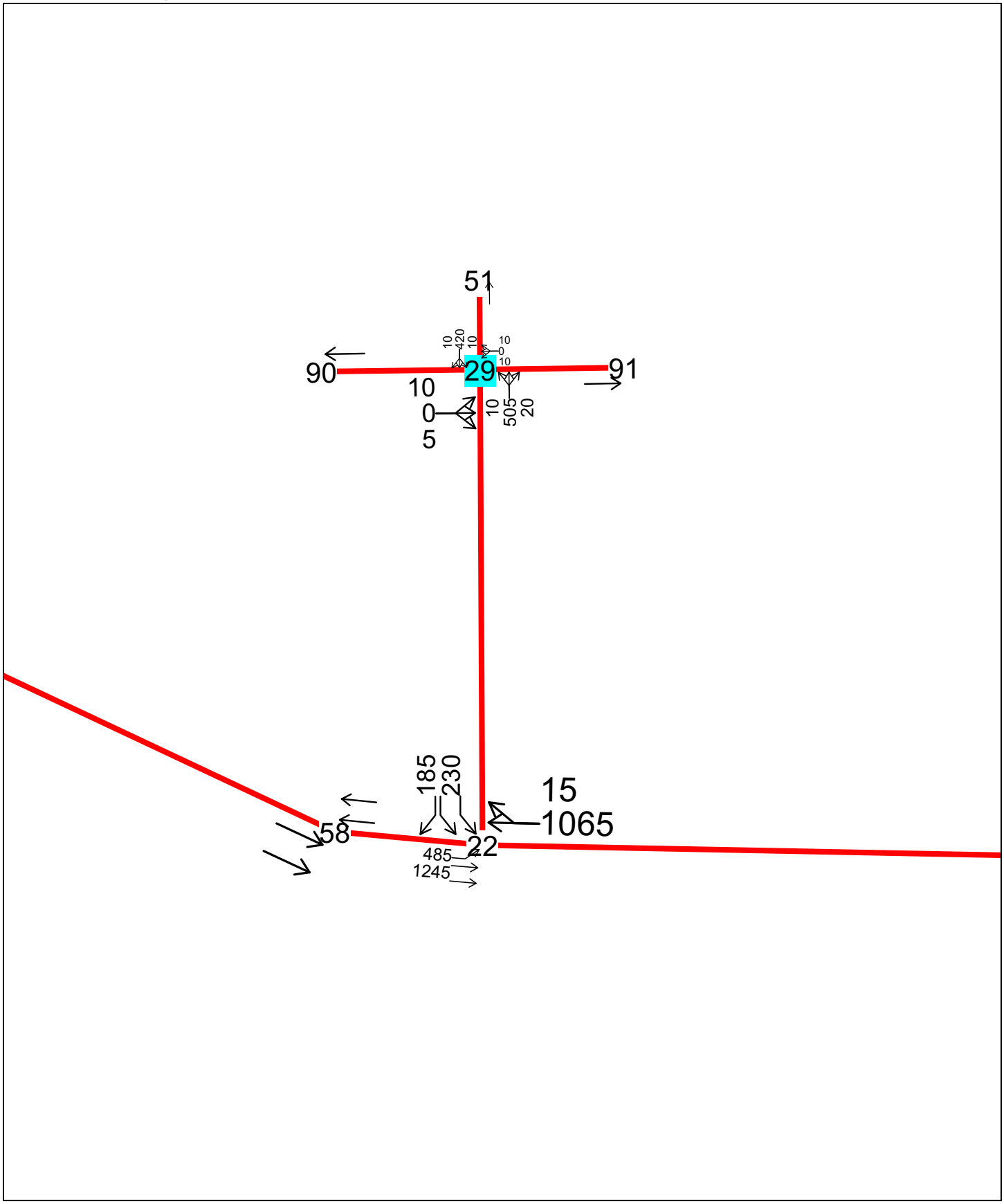

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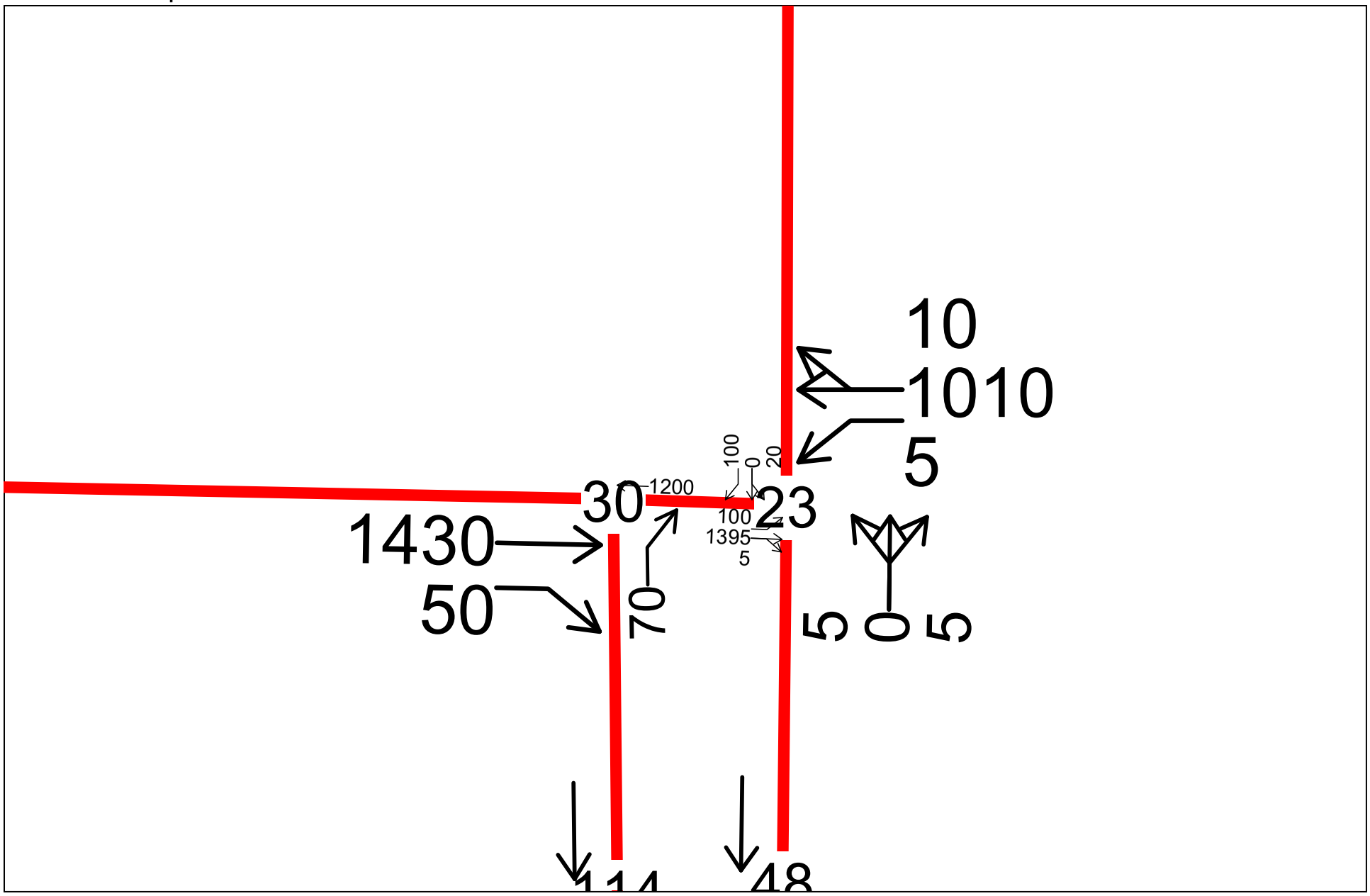

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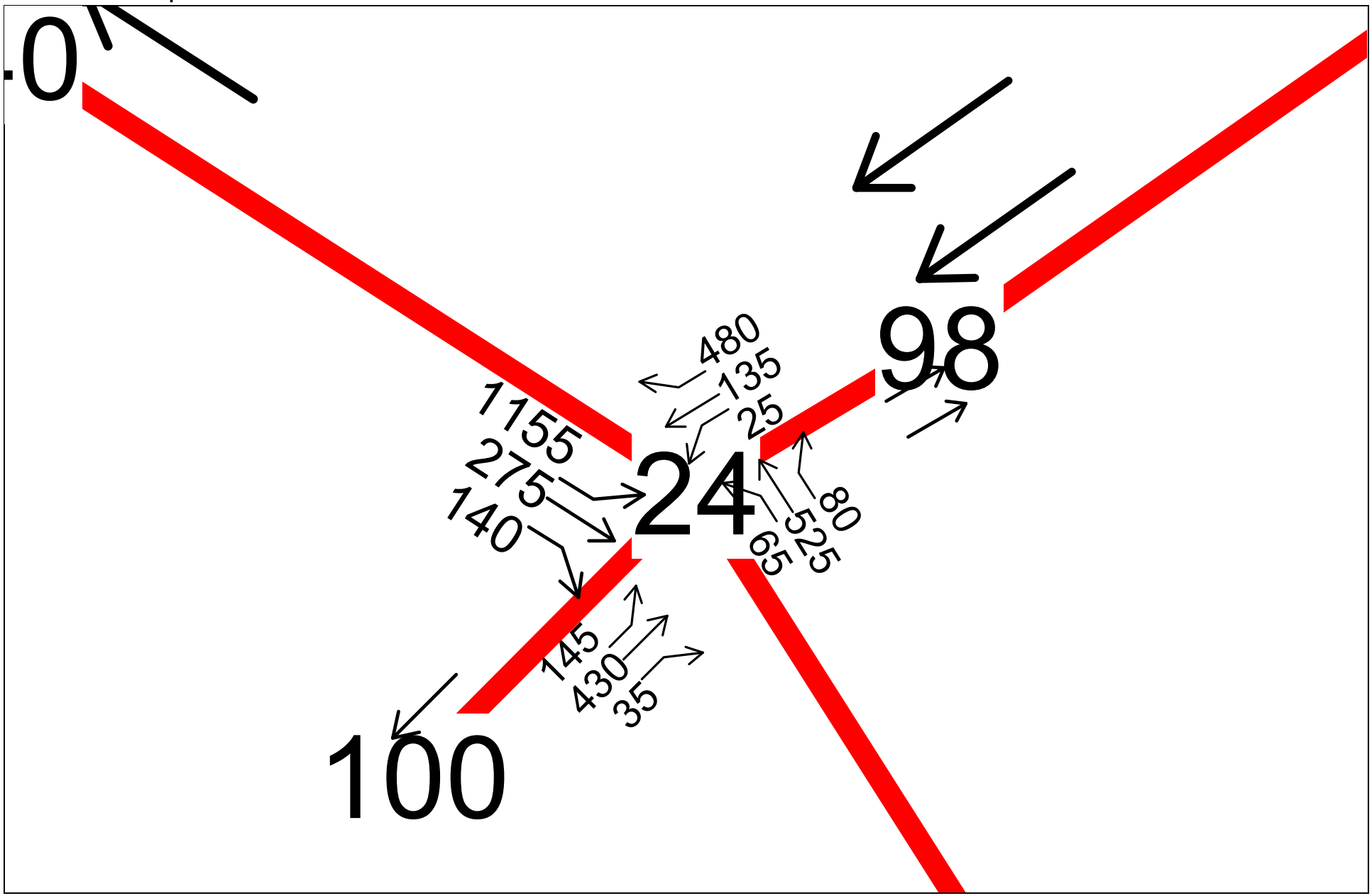

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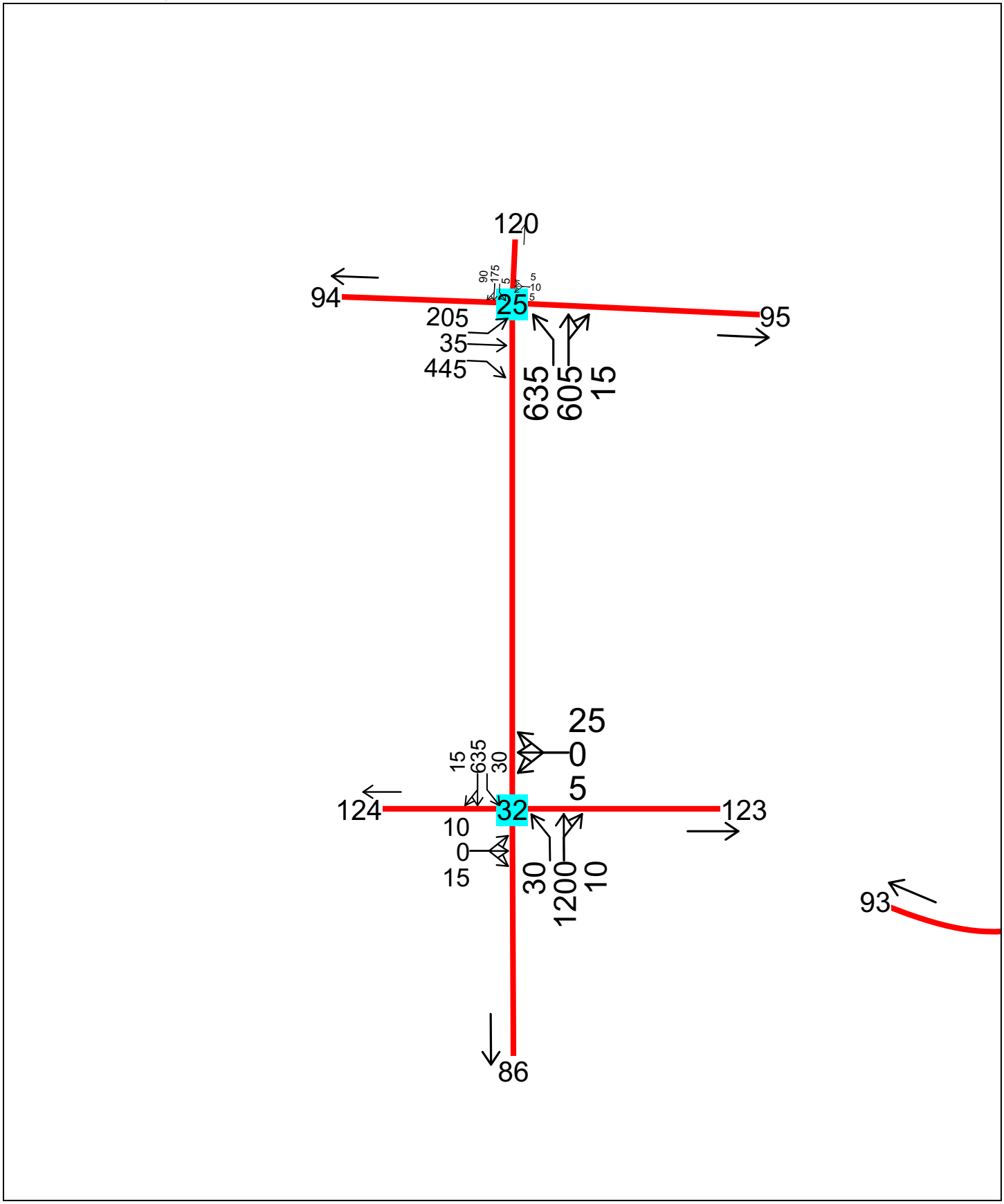
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205
35
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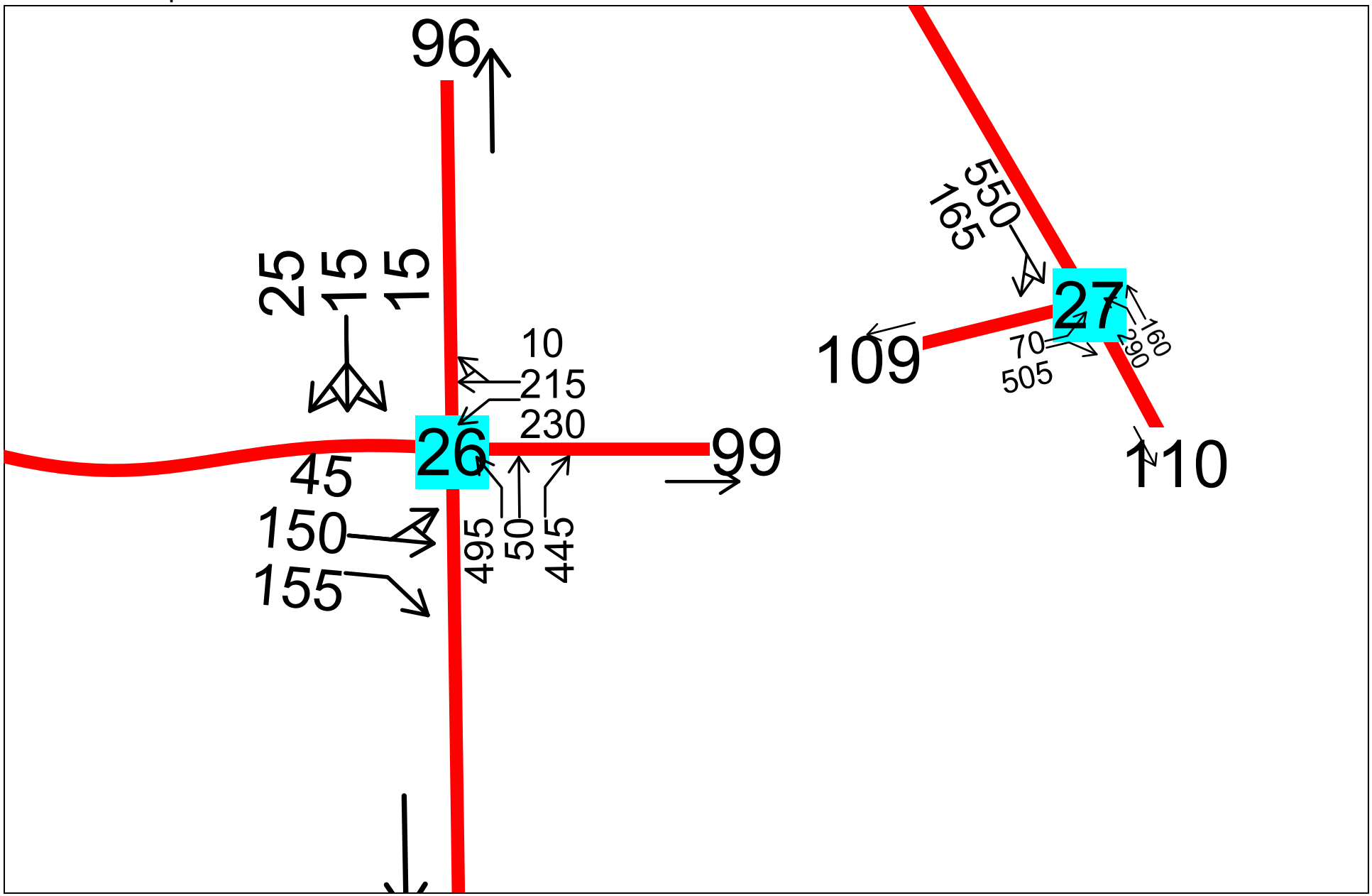

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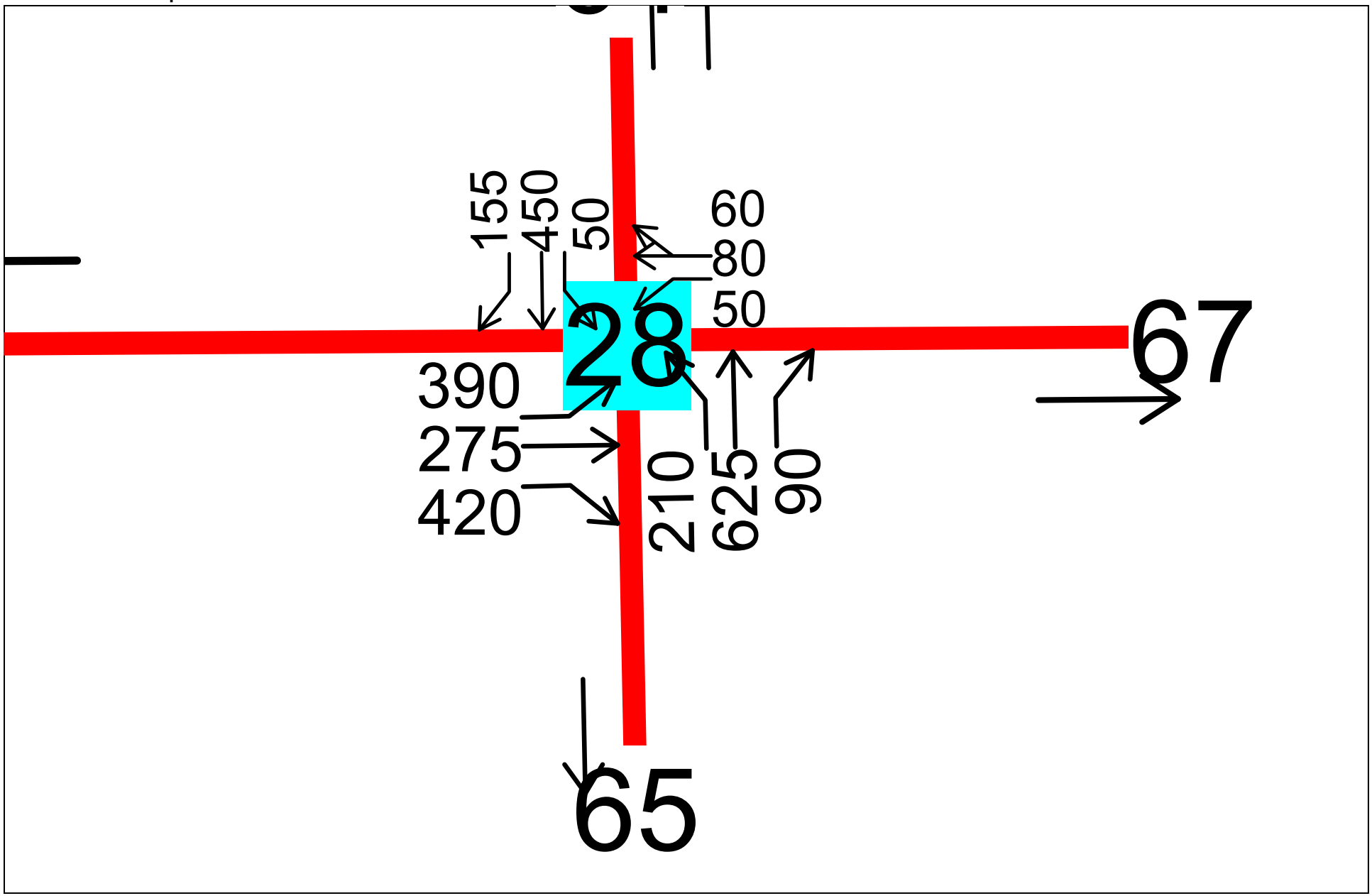

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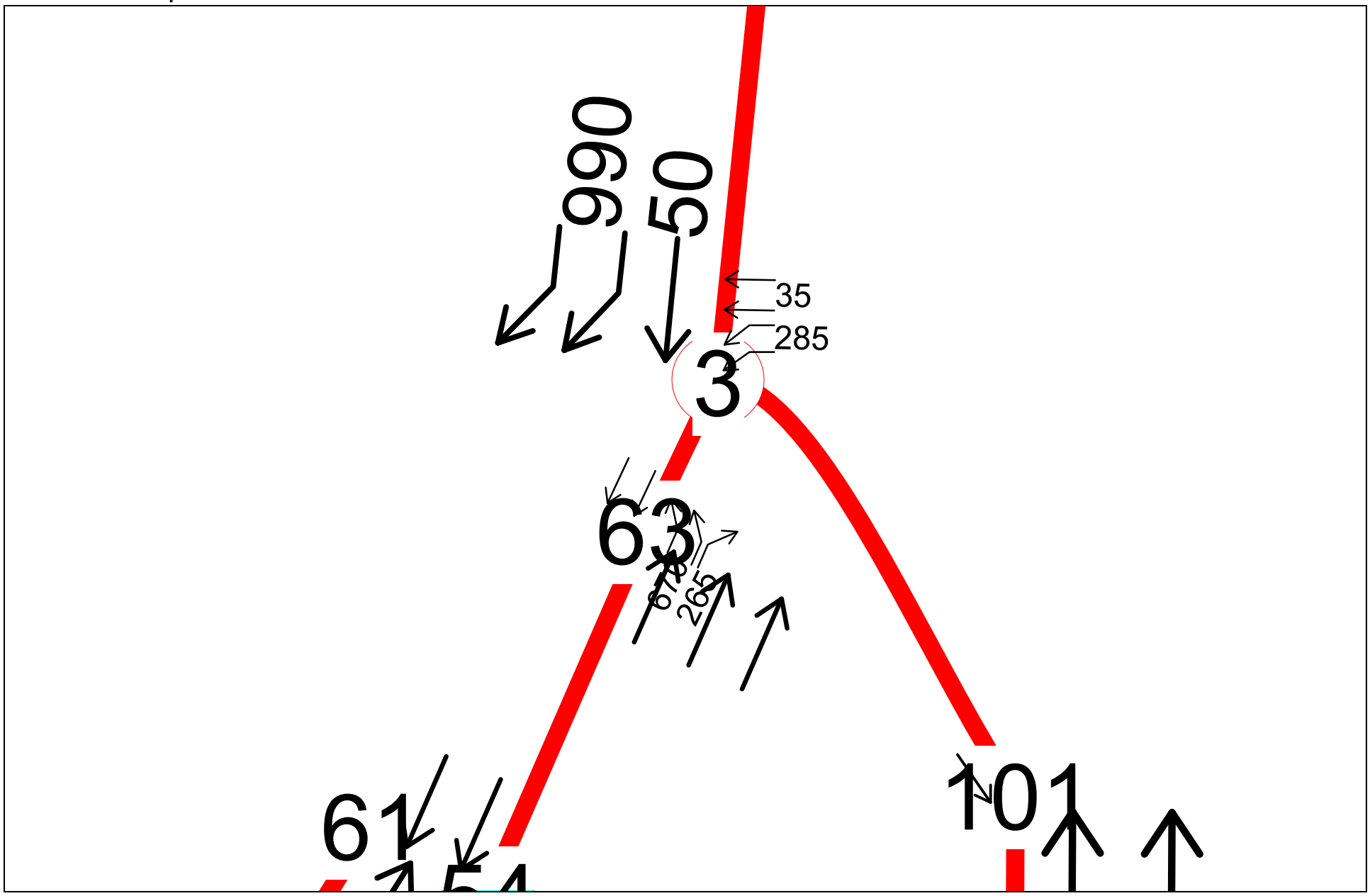
Transportation Engineering Northwest LLC



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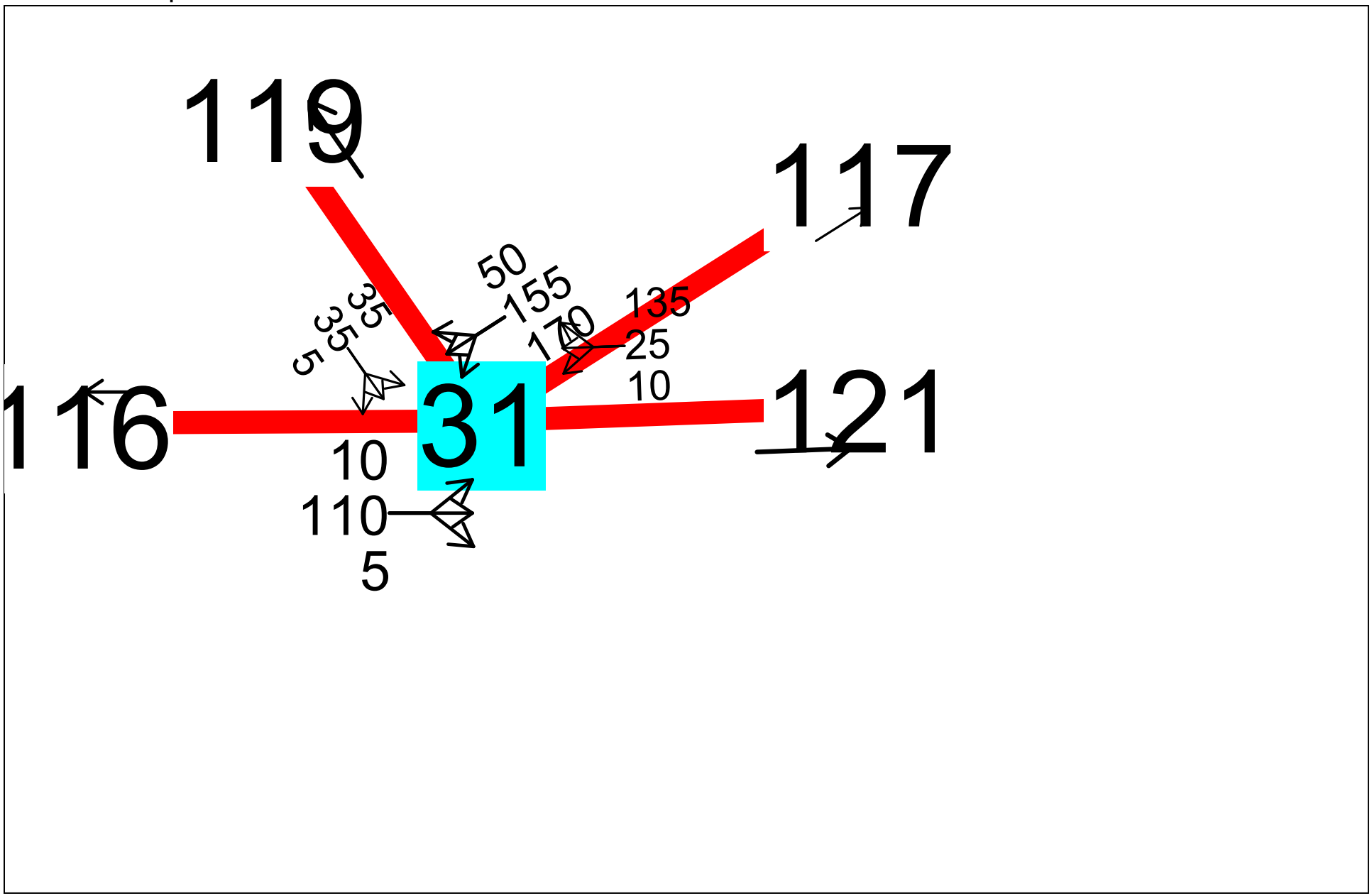
Transportation Engineering Northwest LLC



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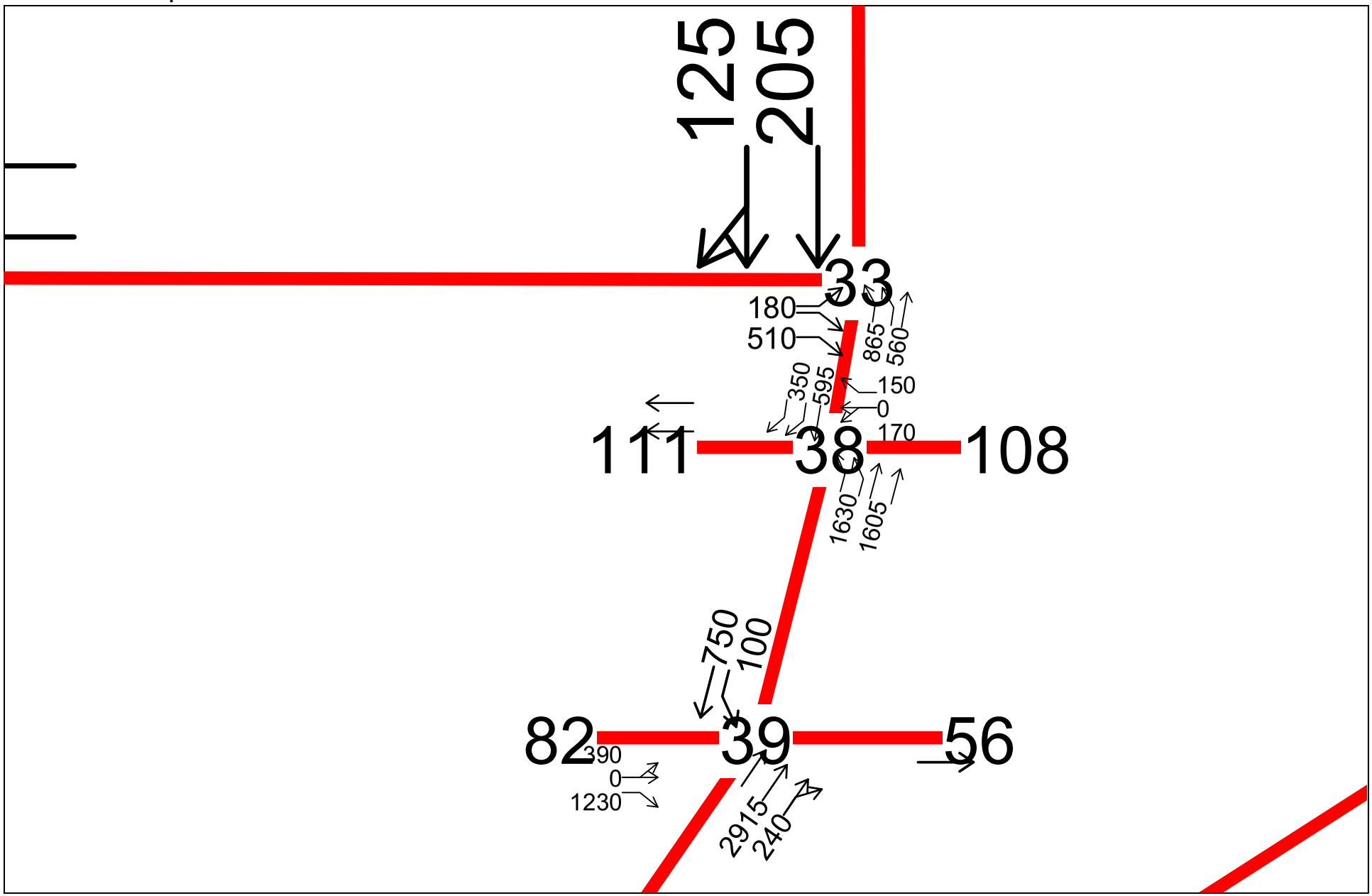
Transportation Engineering Northwest LLC



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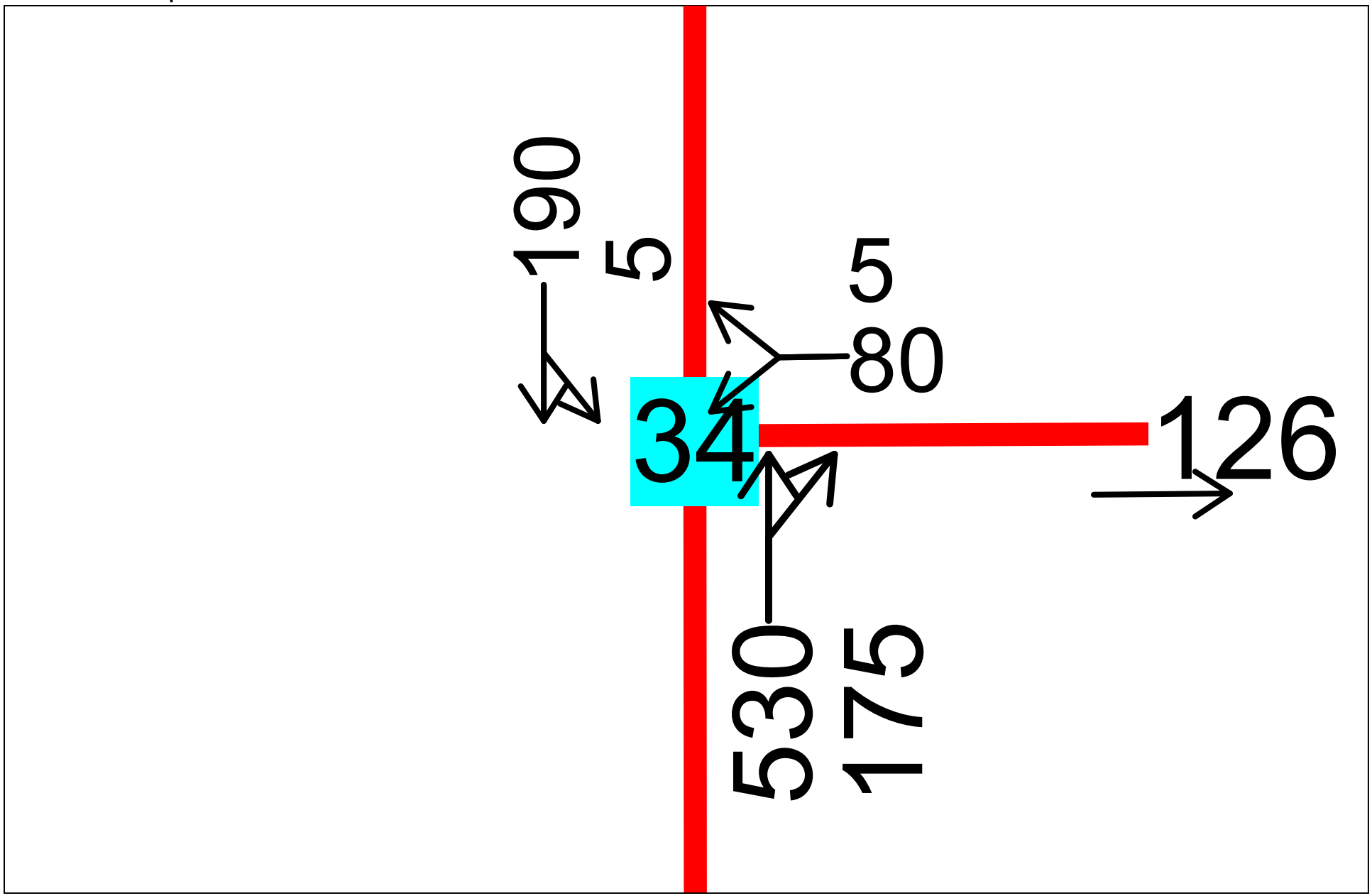
Transportation Engineering Northwest LLC



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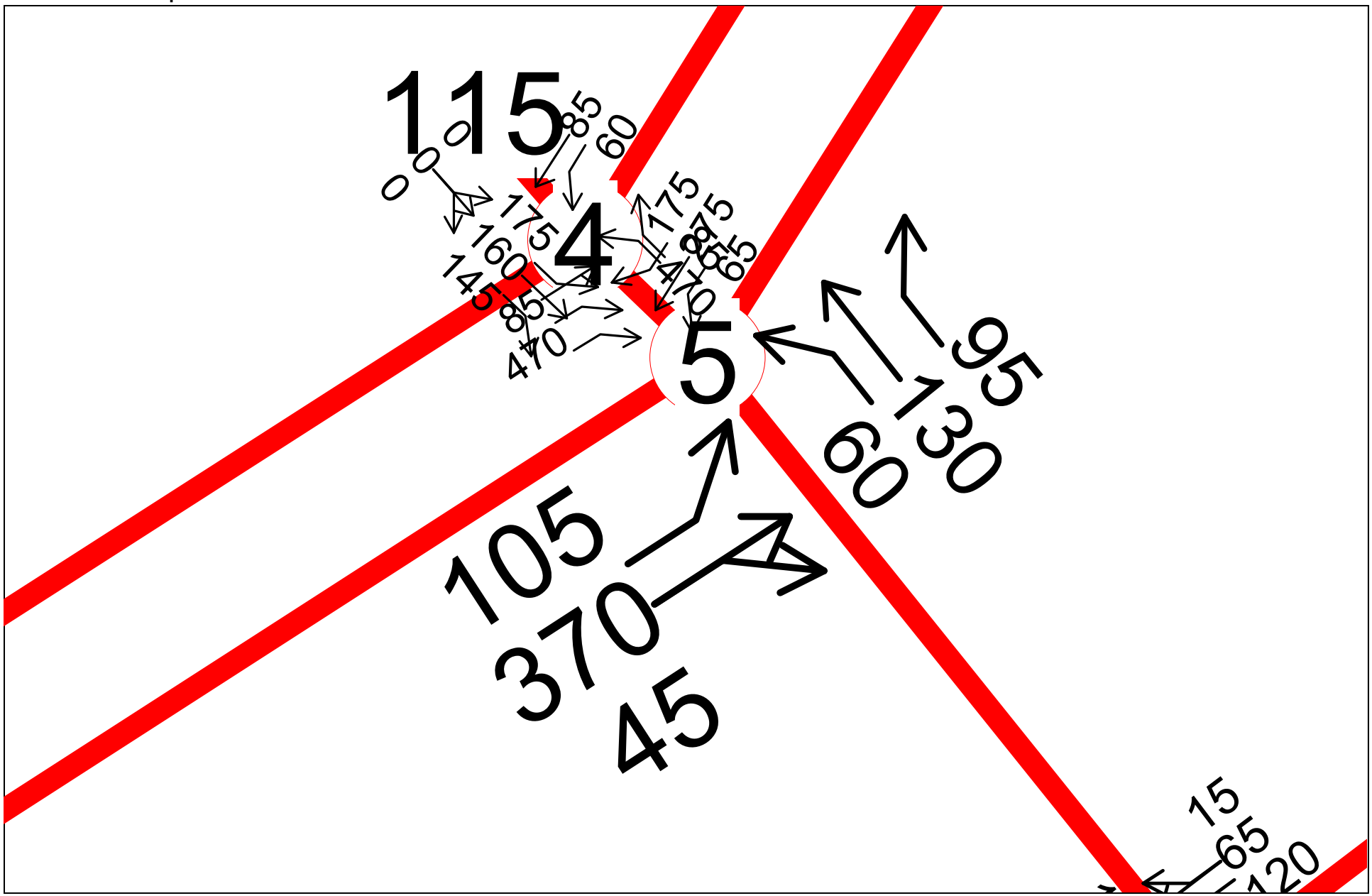
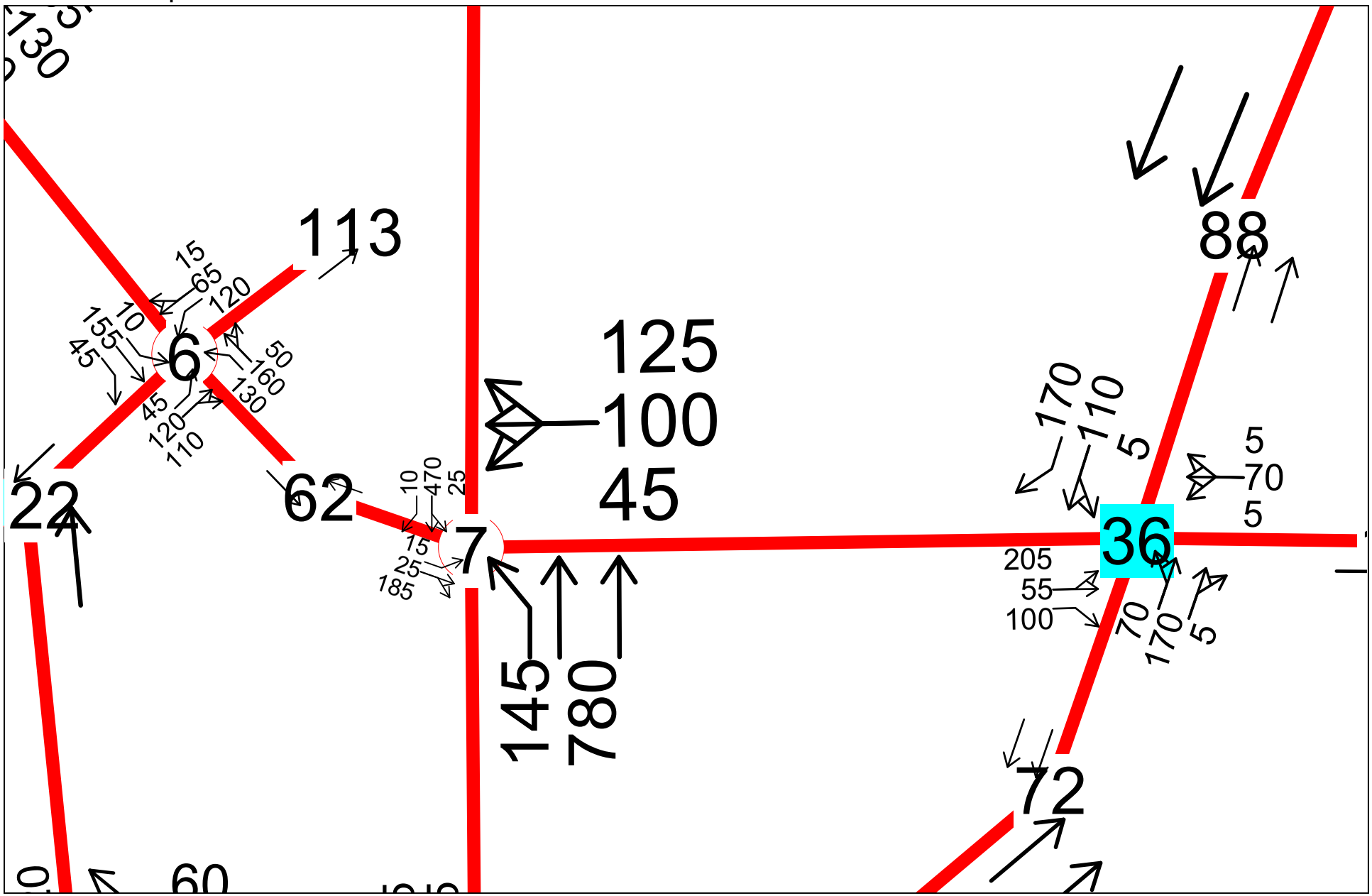


2030 Medium Alt.2 PM Peak Hour Improvements
Transportation Engineering Northwest LLC



2030 Medium Alt.2 PM Peak Hour Improvements
Transportation Engineering Northwest LLC

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APPENDIX L

2030 OPTION 1 WITH GRID ROADS
2030 OPTION 2 WITH GRID ROADS

(see page 35 of report body for intersection numbering)

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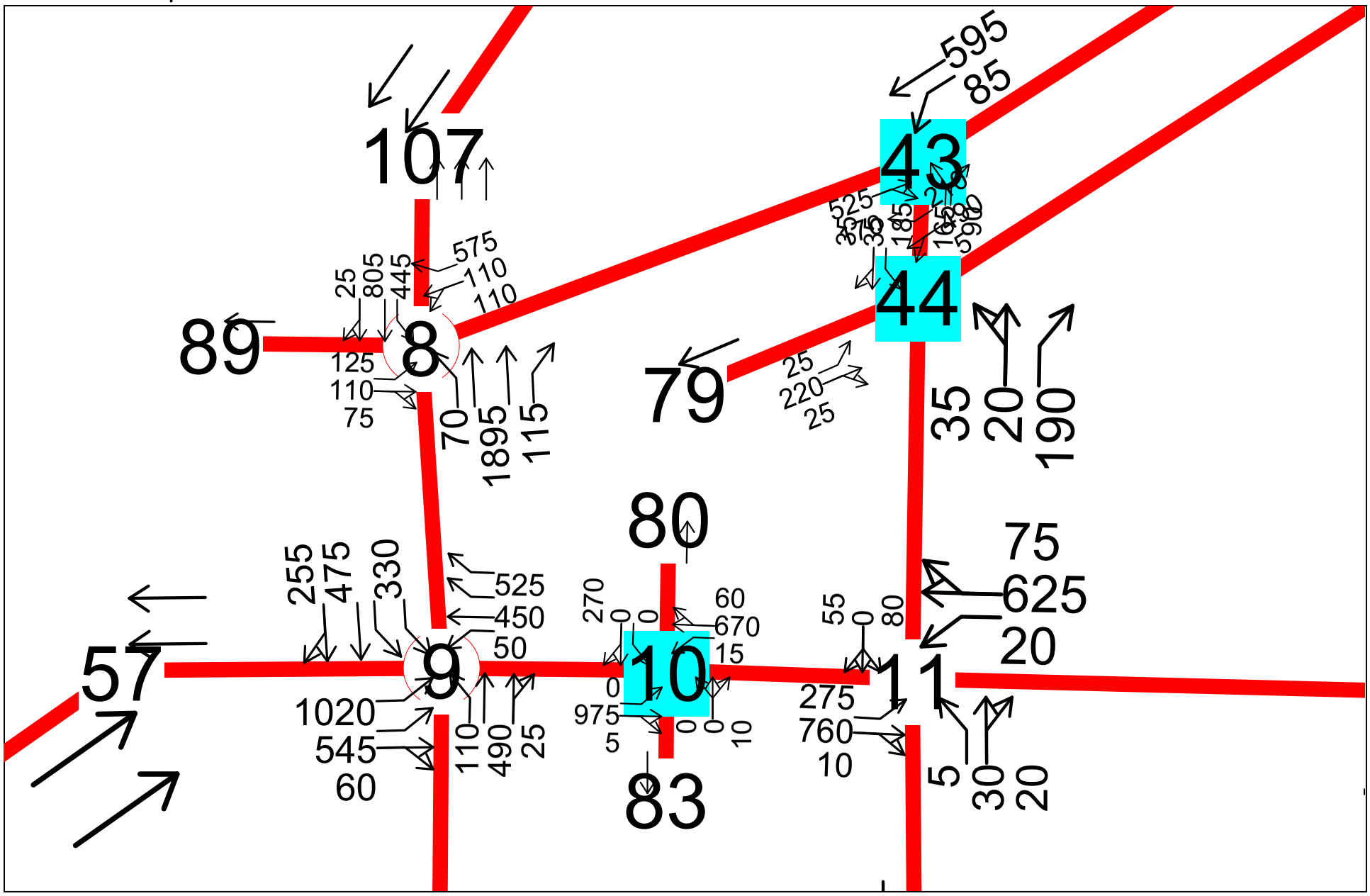
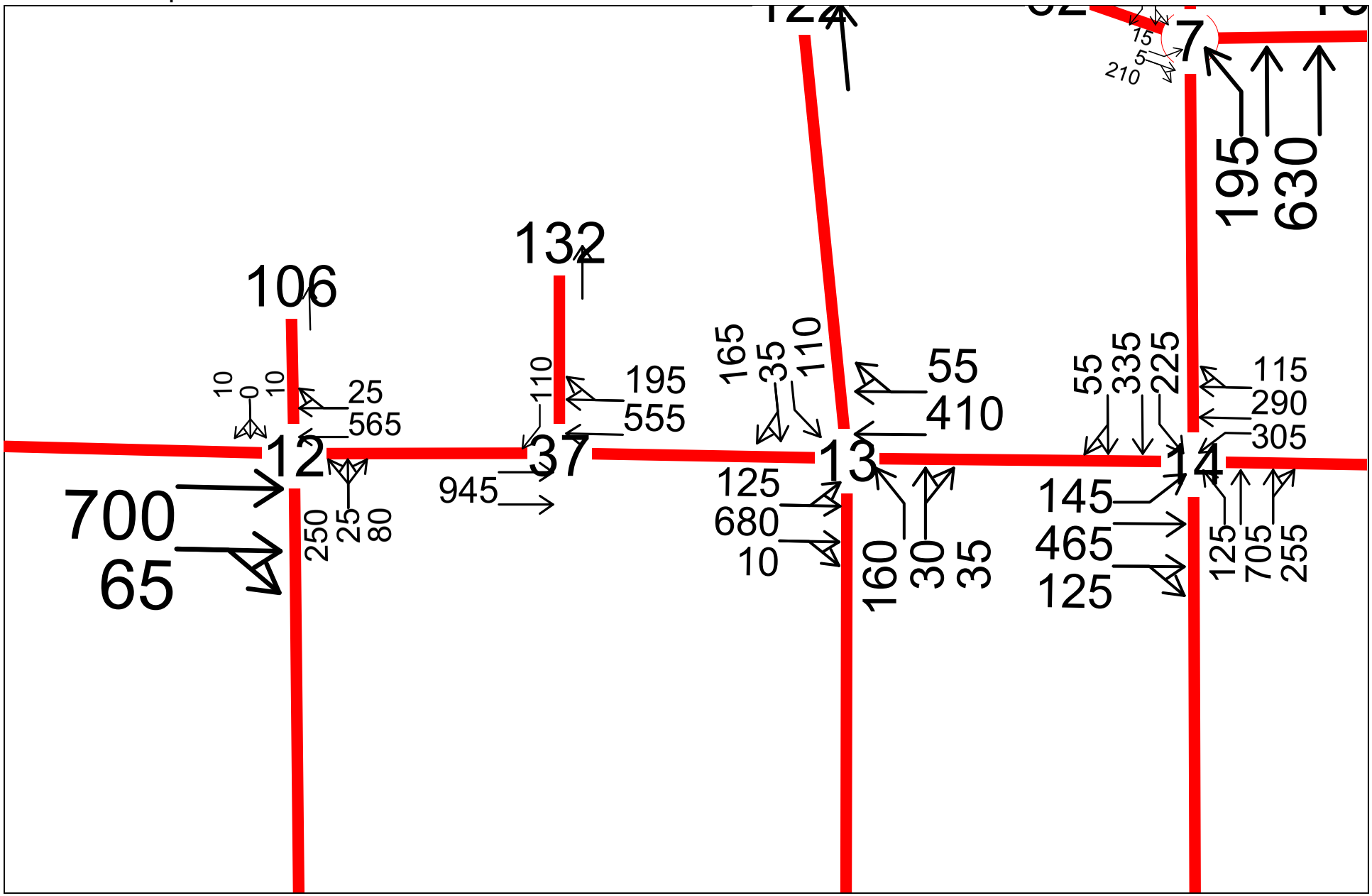


2030 Medium Alt.2 PM Peak Hour Improvements
Transportation Engineering Northwest LLC



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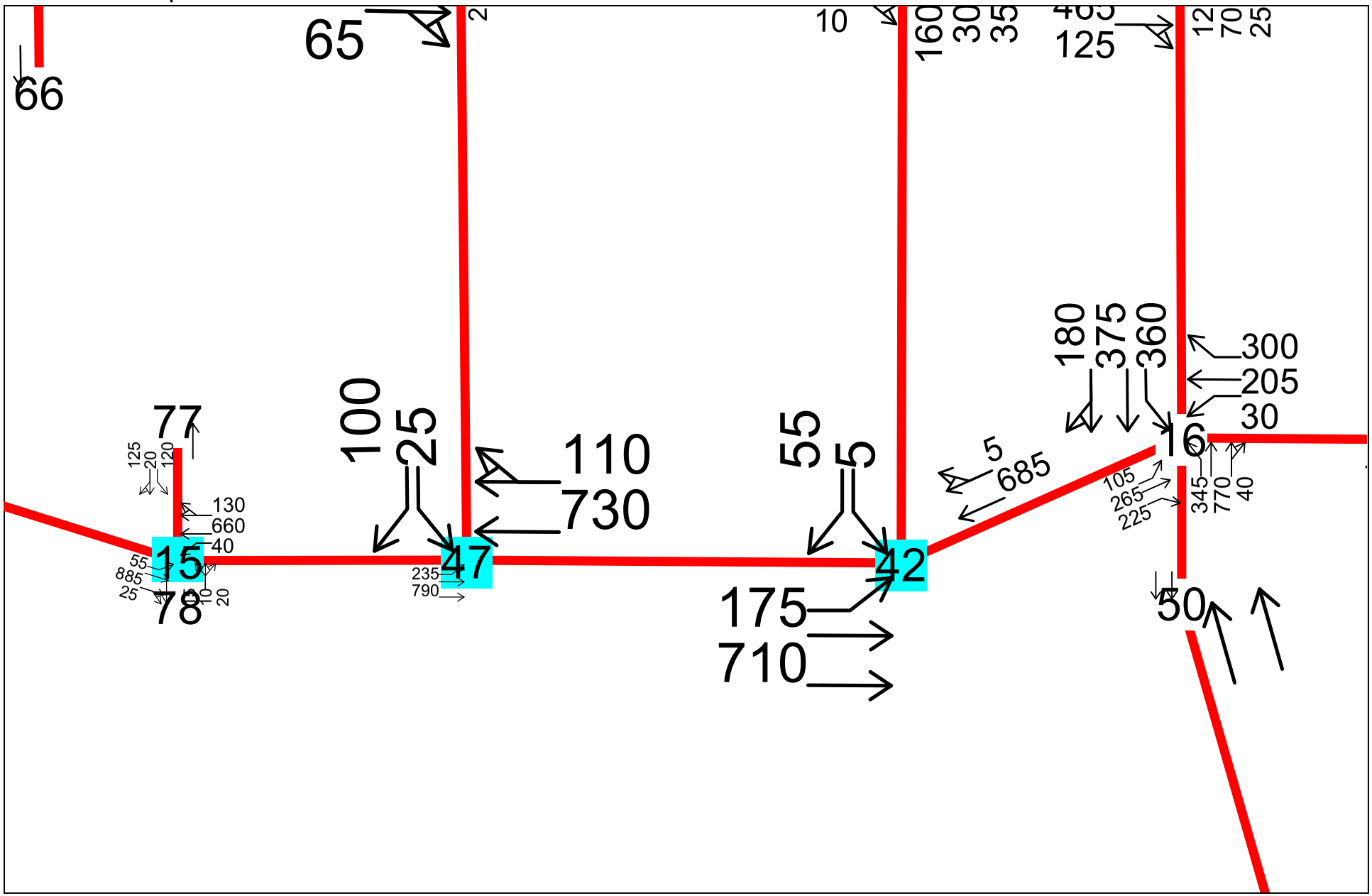
Transportation Engineering Northwest LLC



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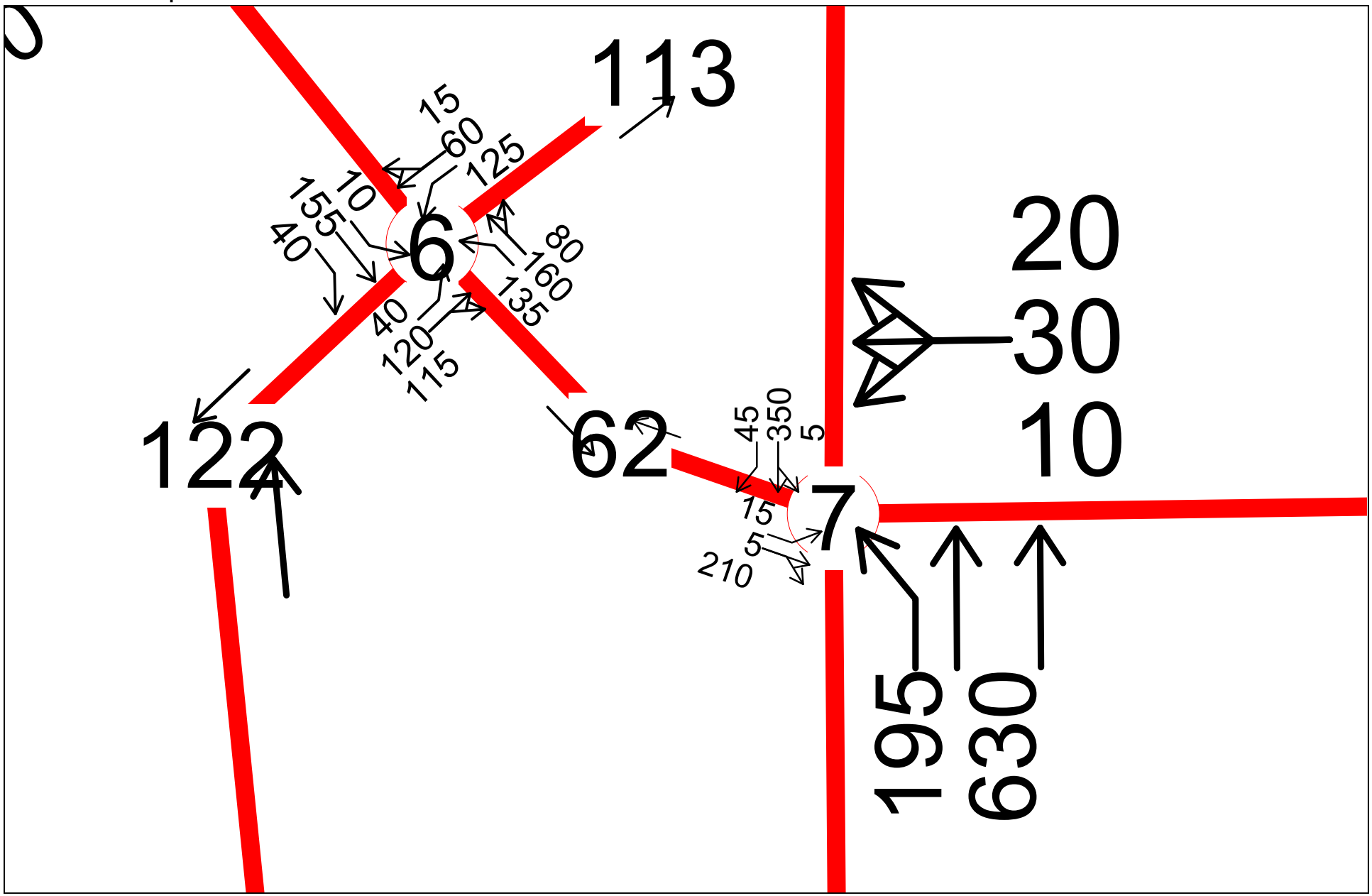
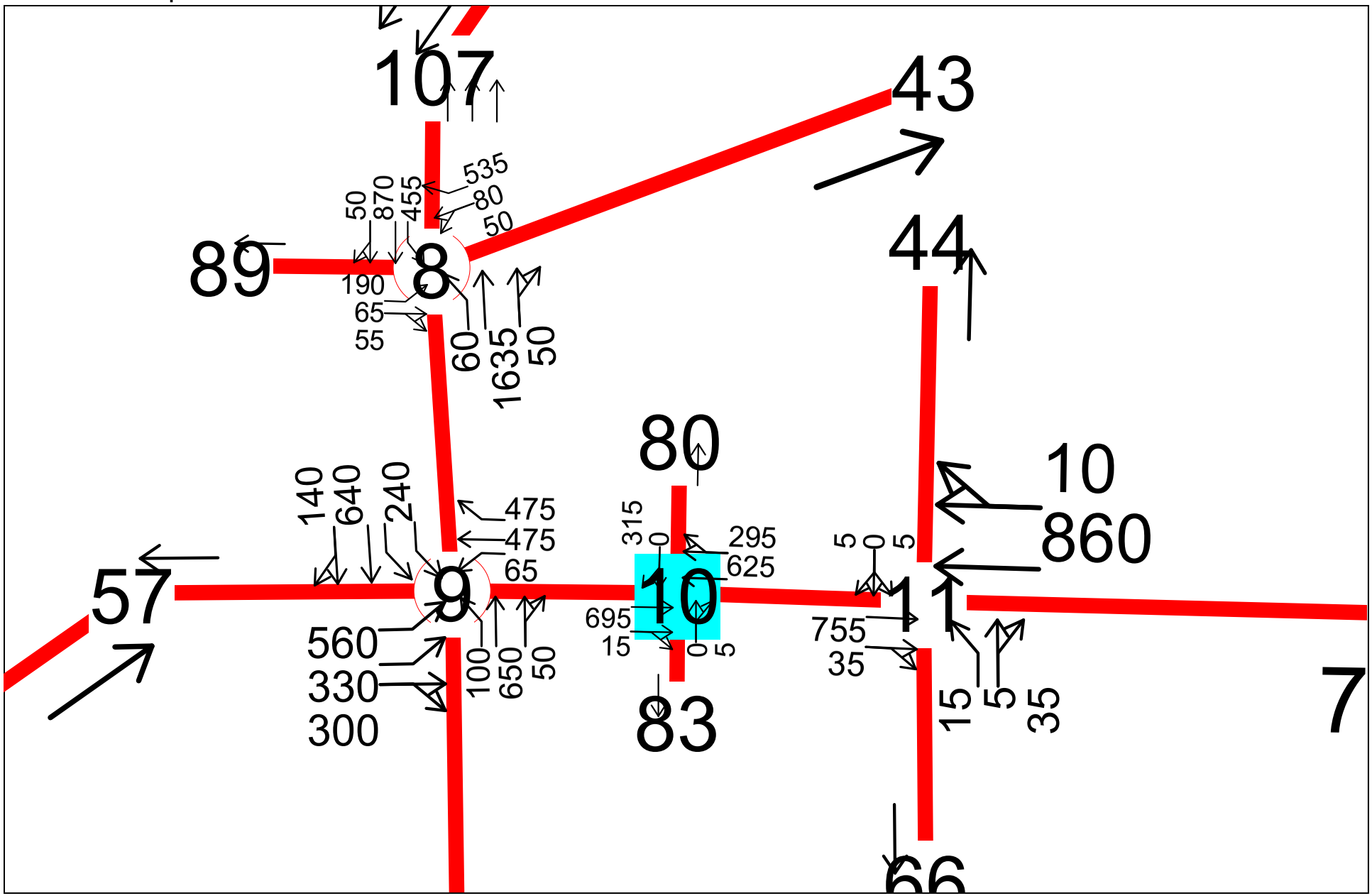
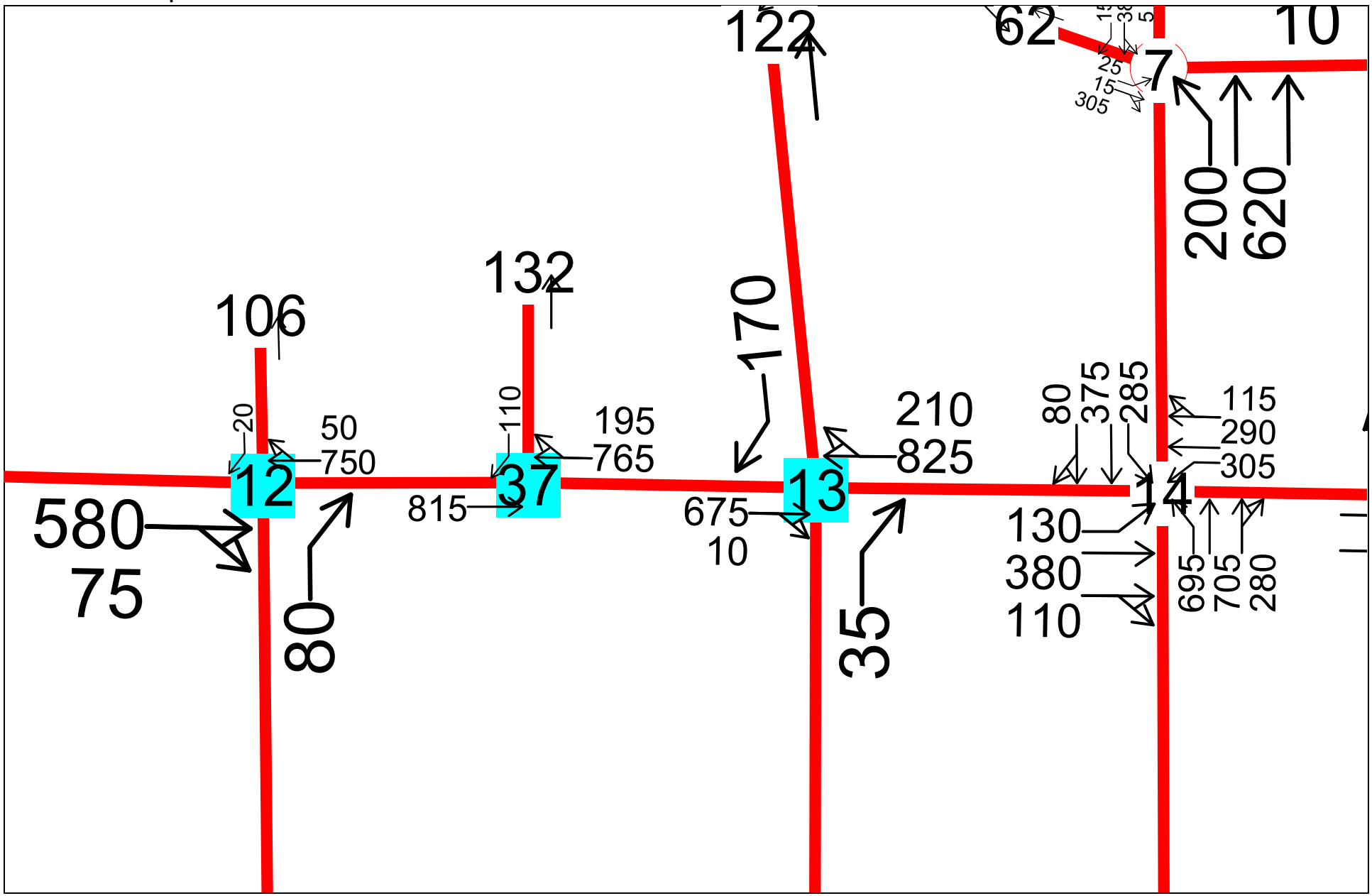
Transportation Engineering Northwest LLC



2030 Medium Option 1 With Grid PM Peak Hour
Transportation Engineering Northwest LLC



2030 Medium Option 1 With Grid PM Peak Hour
Transportation Engineering Northwest LLC



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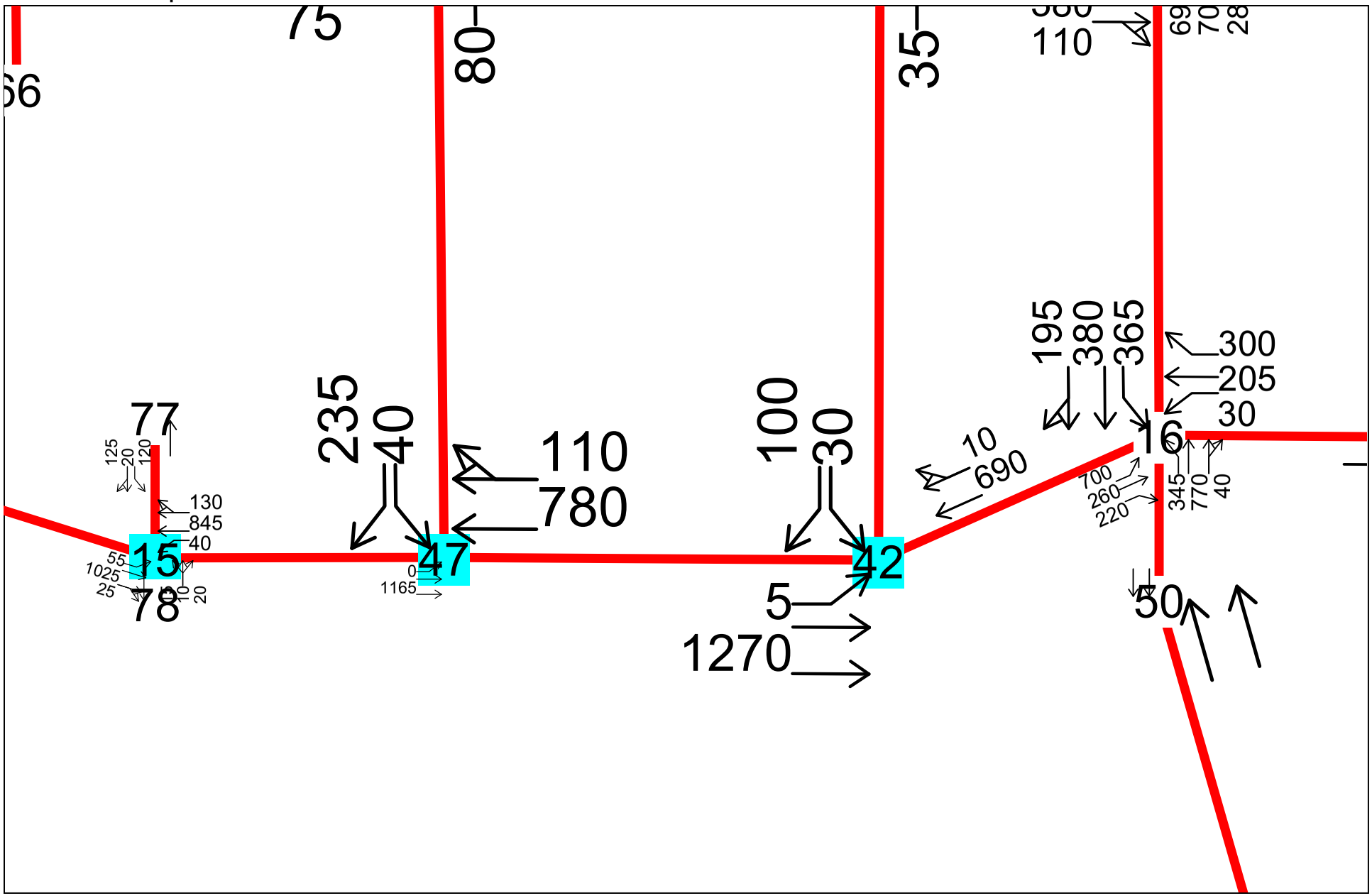
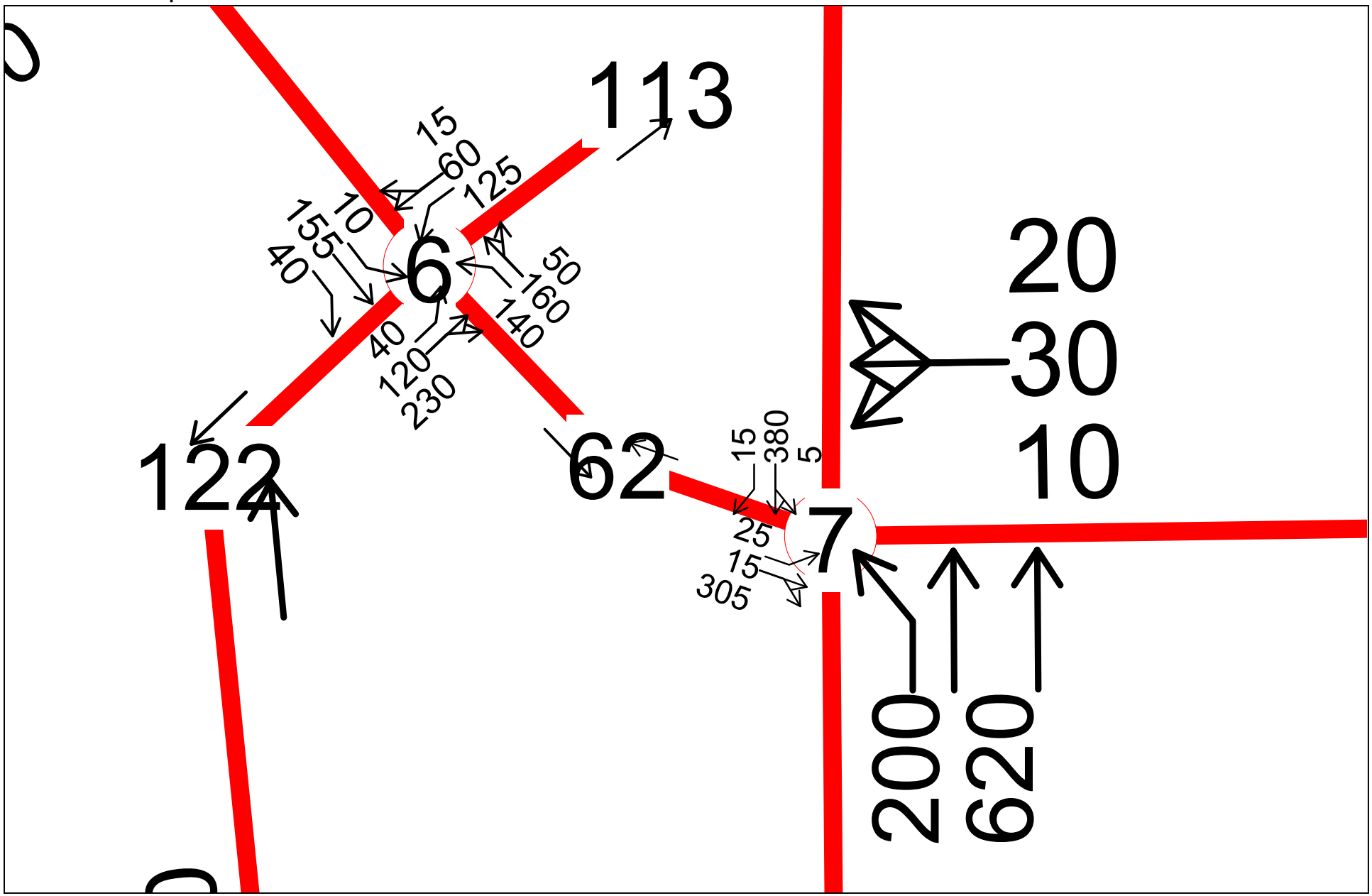
Transportation Engineering Northwest LLC



2030 Medium Option 2 With Grid PM Peak Hour
Transportation Engineering Northwest LLC



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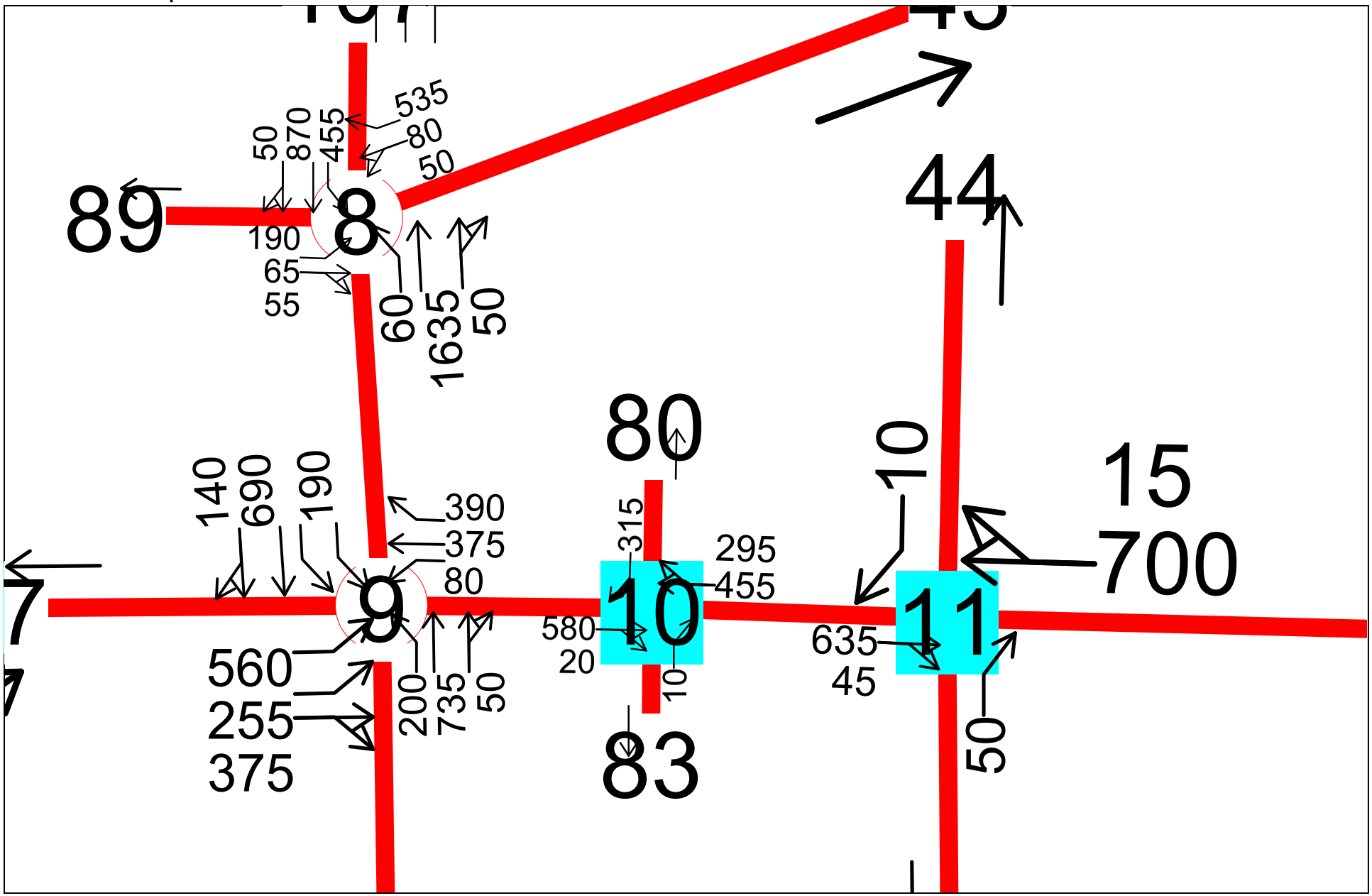
Transportation Engineering Northwest LLC



2030 Medium Option 2 With Grid PM Peak Hour
Transportation Engineering Northwest LLC

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APPENDIX M

2030 OPTION 3 WITH GRID ROADS

(see page 35 of report body for intersection numbering)

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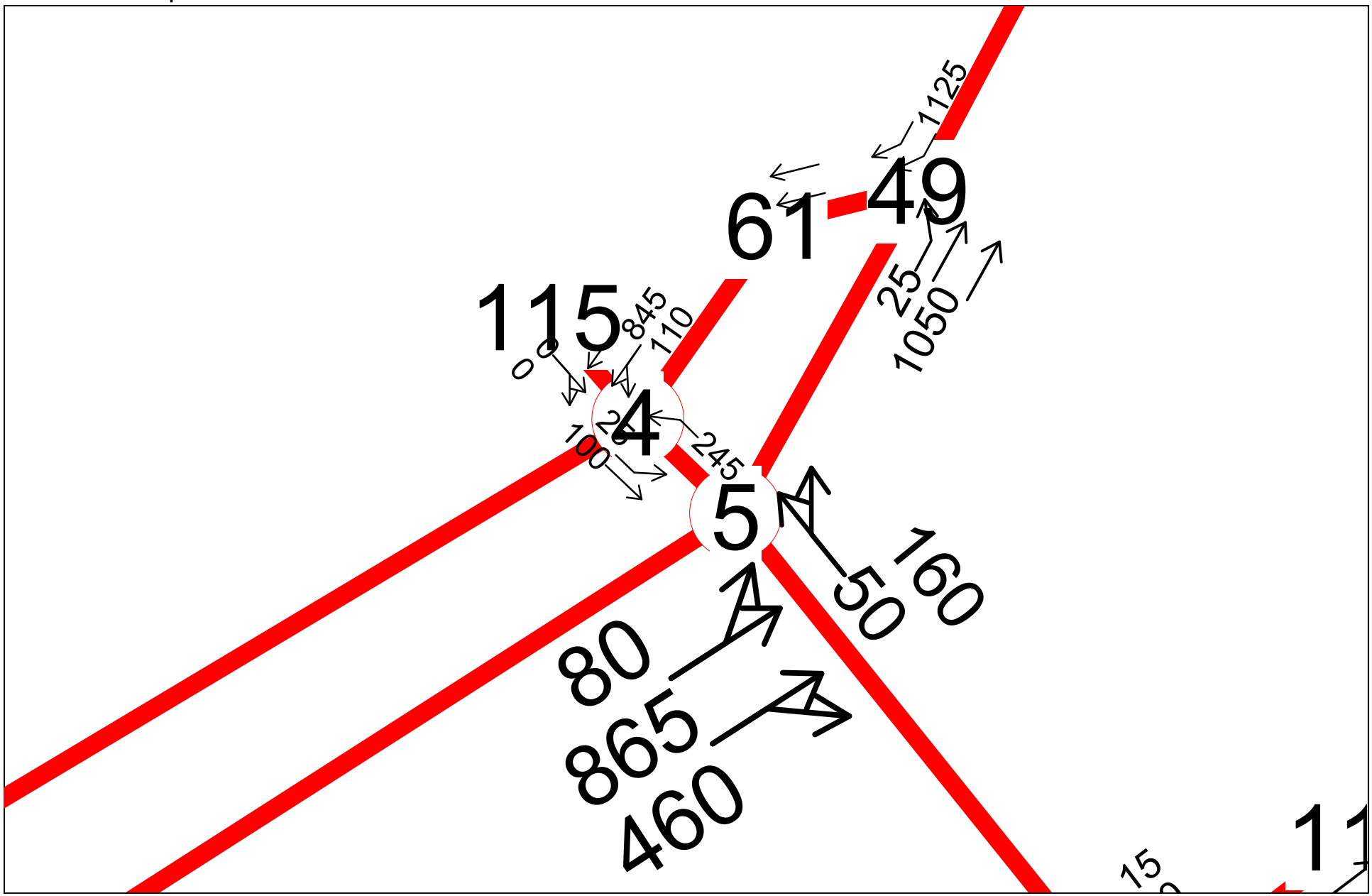

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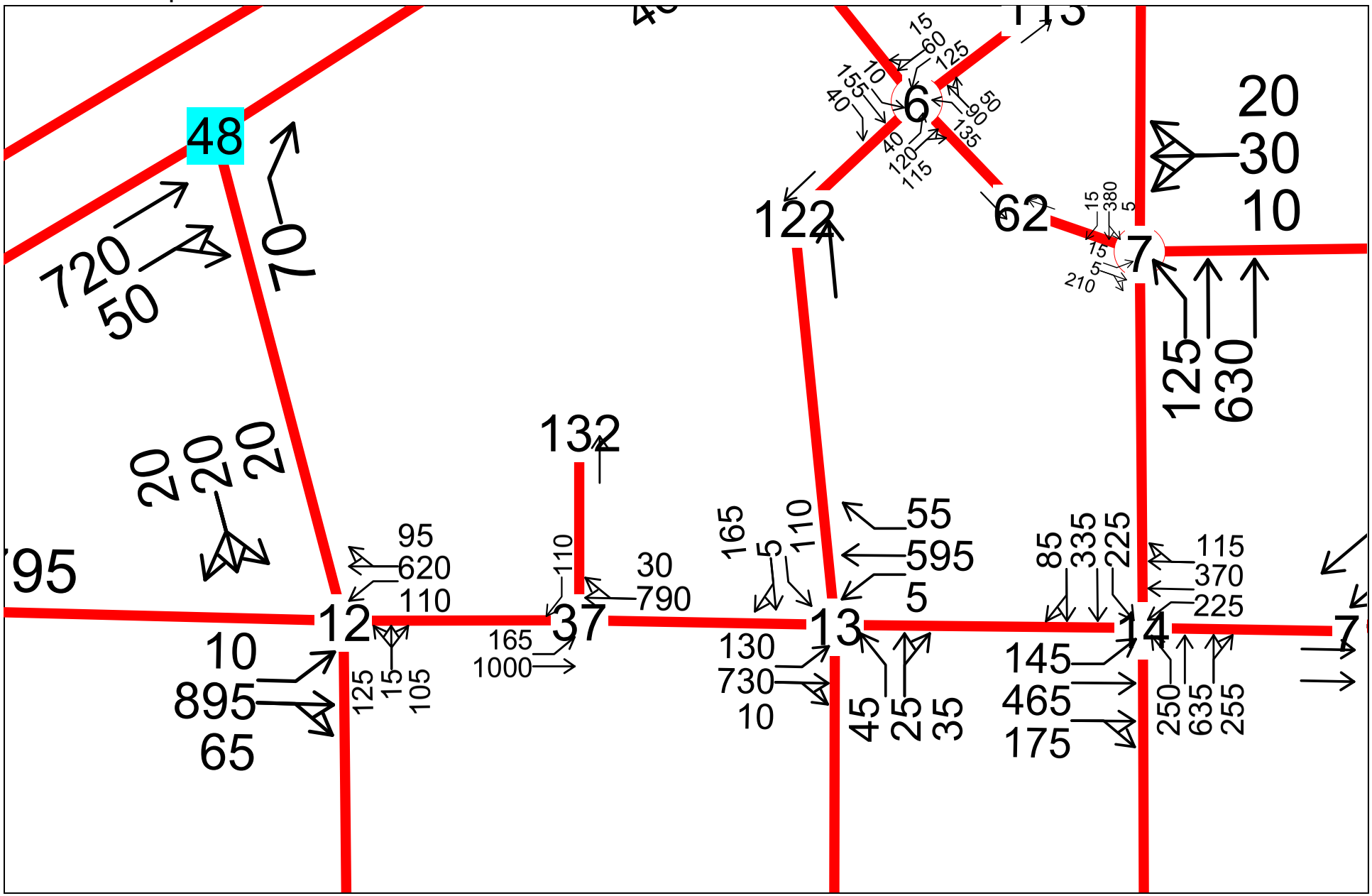
Transportation Engineering Northwest LLC



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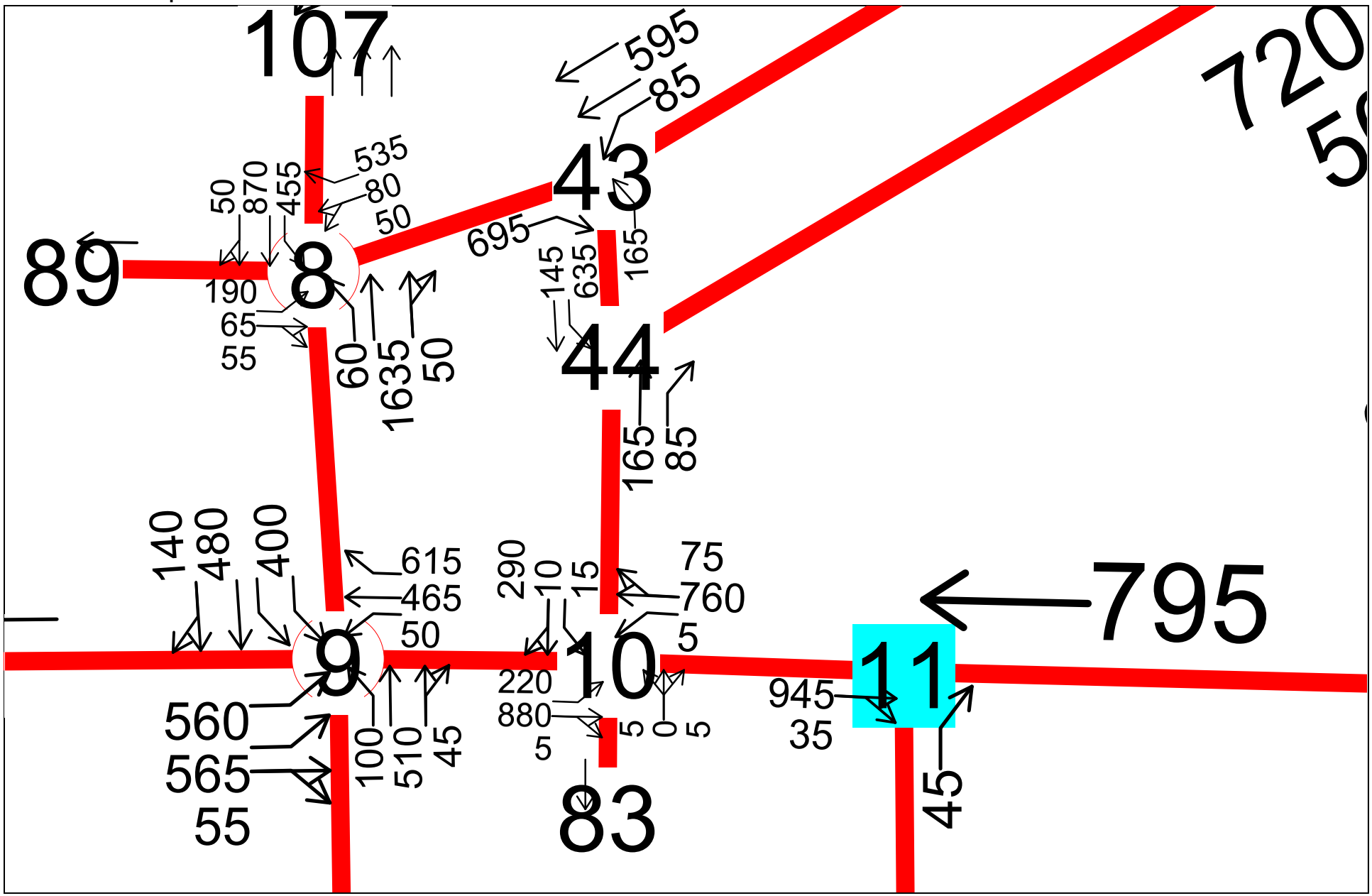

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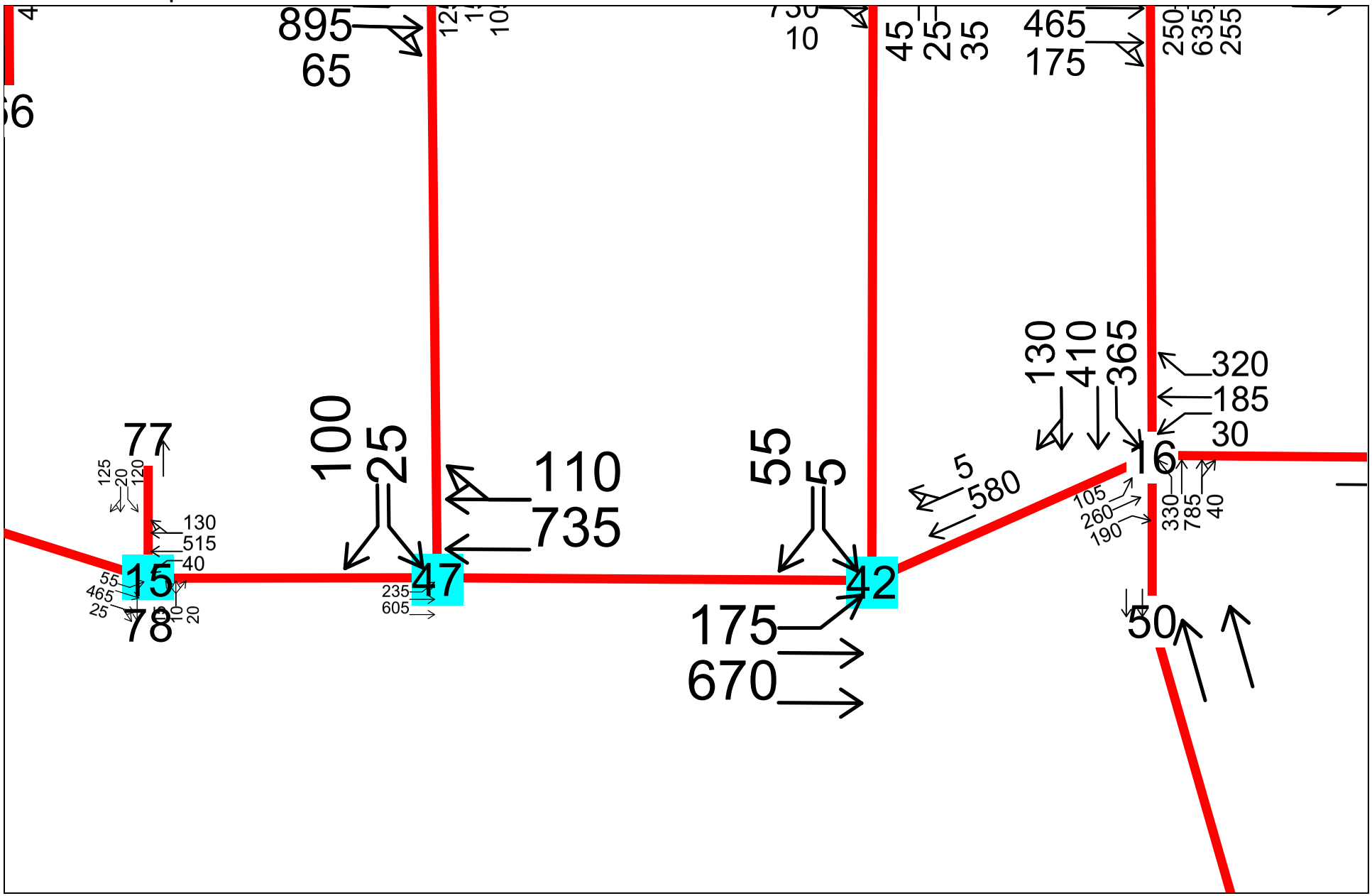
Transportation Engineering Northwest LLC



2030 Medium Option 3 With Grid PM Peak Hour
Transportation Engineering Northwest LLC

APPENDIX N

2030 OPTION 4 WITH GRID ROADS

(see page 35 of report body for intersection numbering)

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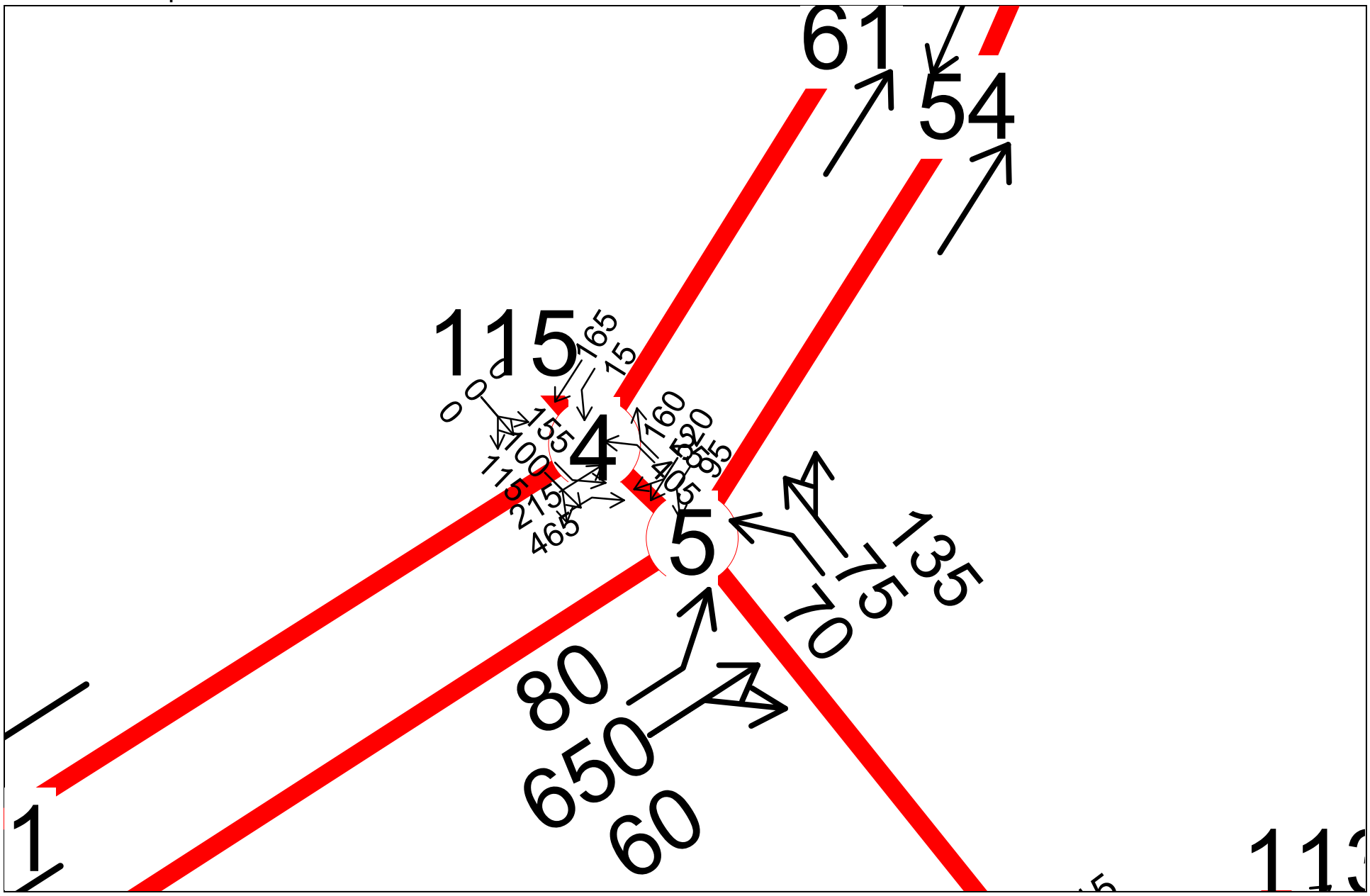

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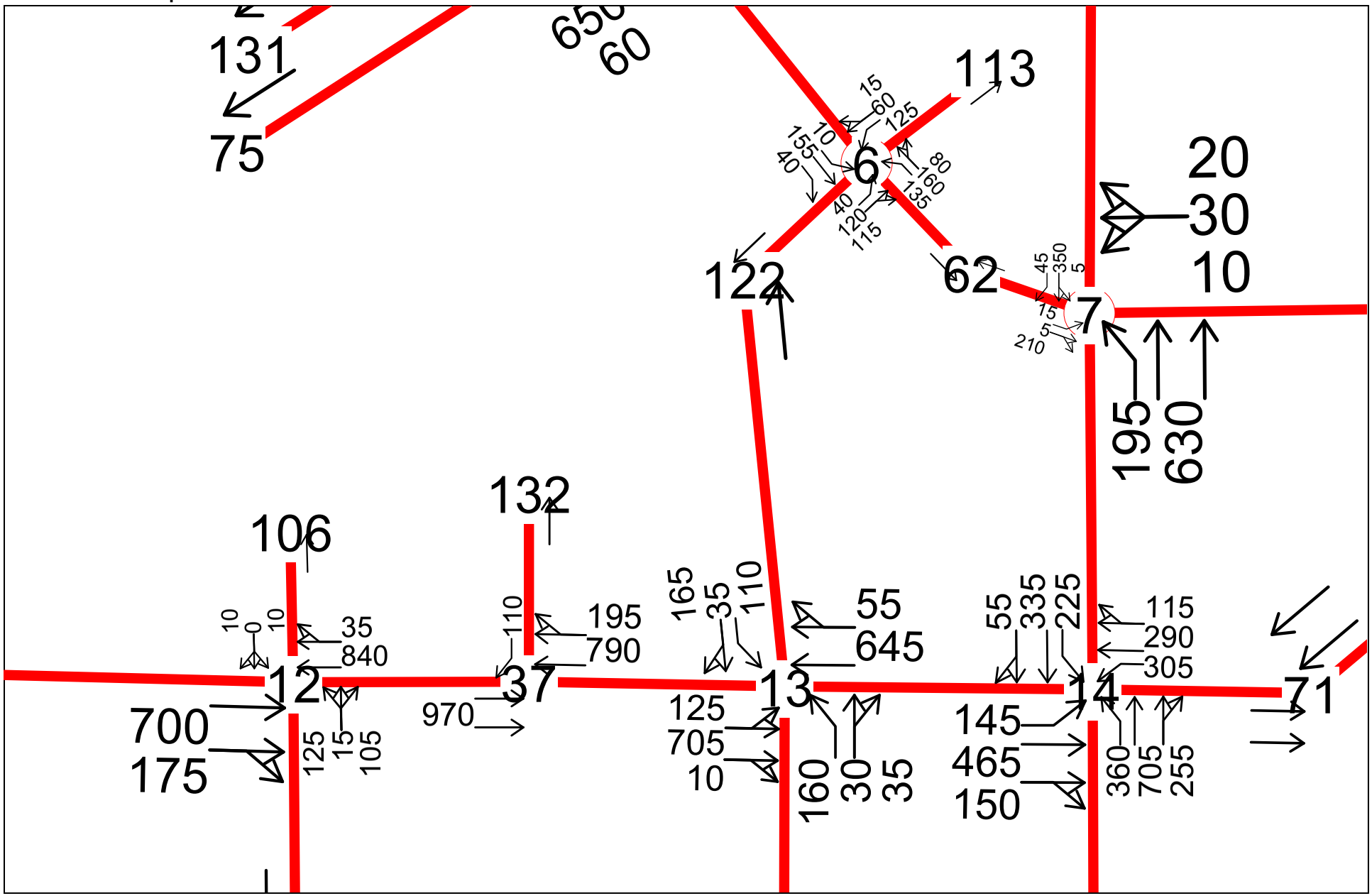
Transportation Engineering Northwest LLC



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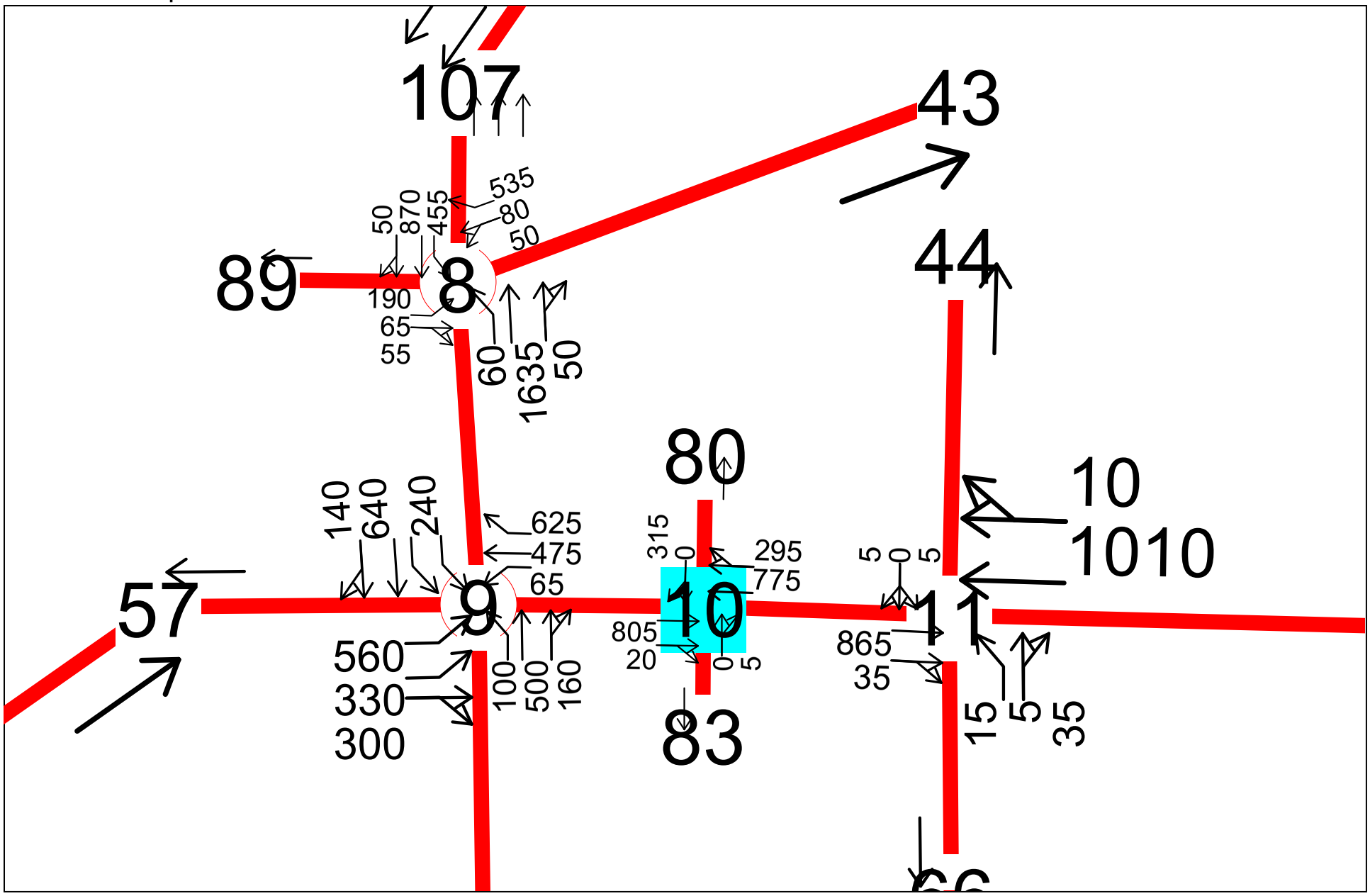
Transportation Engineering Northwest LLC



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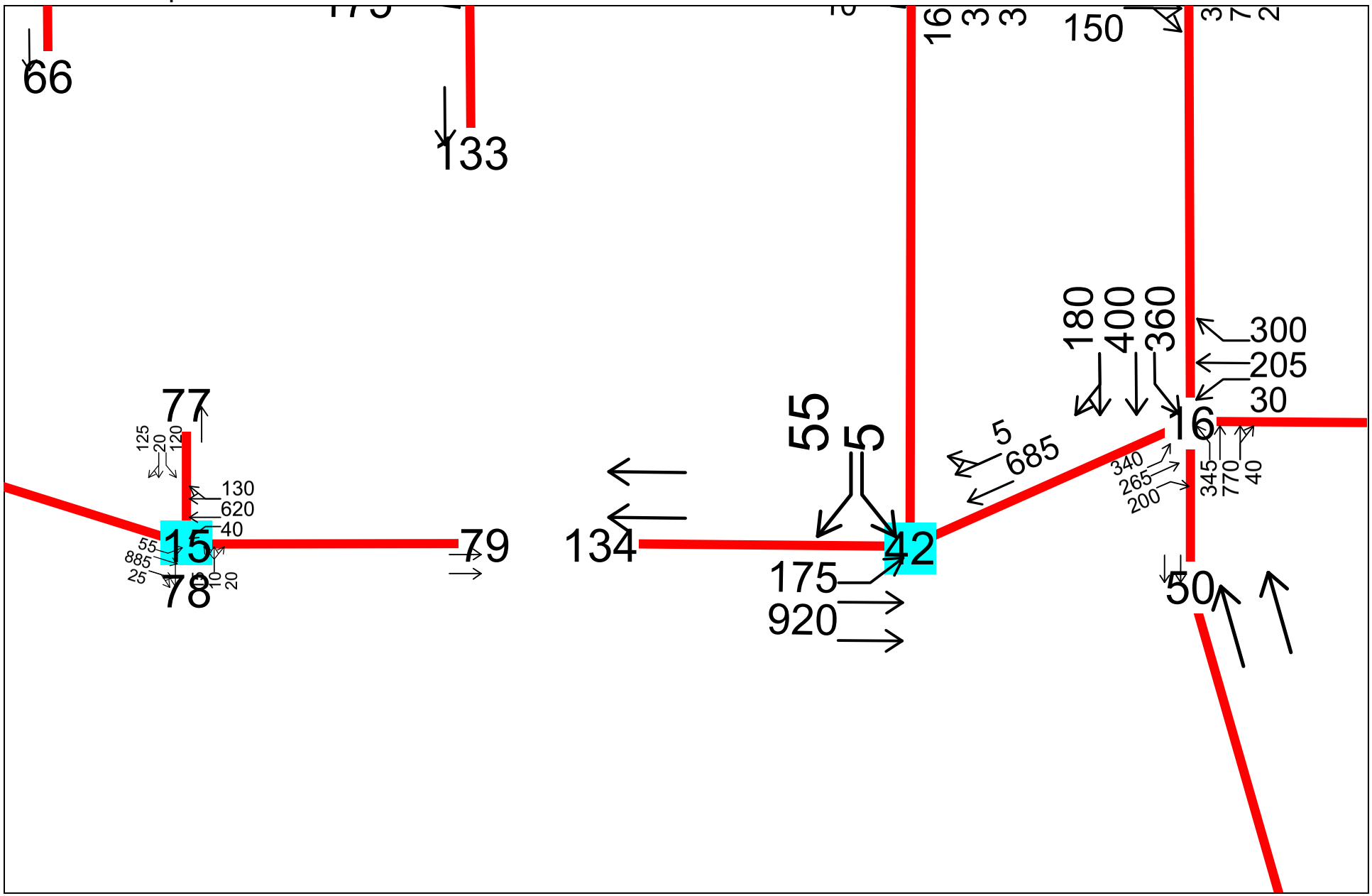
Transportation Engineering Northwest LLC



2030 Medium Option 4 With Grid PM Peak Hour
Transportation Engineering Northwest LLC

APPENDIX O

PLANNING COMMISSION/COUNCIL PRESENTATIONS

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2009 Docket
Transportation Master Plan

Presentation to
Planning Commission
May 6, 2009

Transportation Master Plan

- Legal Basis – Why?
- Process
- Public Involvement
- Components
- Schedule

Legal Basis

Required element of the City's Comprehensive Plan (RCW 36.70.070)

- Land Use Assumptions
- Estimated Traffic Impacts / Local & State Roads
- Facilities & Service Needs
  - Inventory
  - Level of Service (LOS) Standards
  - Required Actions to meet LOS
  - Traffic Forecast
  - Transportation (Multi-Modal) needs list
- Finance
- Intergovernmental Coordination
- Demand Management Strategies
- Pedestrian & Bicycle Component

Process

- Land Use Assumptions - Low, Medium, High Growth
  - Coordination with PSRC
- Traffic System Modeling - 41 Intersections
- Collecting Inventory
- Proposed Project Lists: System Improvements, Capacity, Safety, Pedestrian Facilities, Bicycle Facilities, Surrounding Jurisdictions
- Planning Commission Meetings
  - May 6 - Introduction and Process
  - May 20 - Existing System(s) and Land Use
  - June 3 - Modeling Results and Proposed Projects
- Draft Transportation Master Plan Issued
- Public Hearing in front of Planning Commission
- Recommendation to City Council
- Adoption by City Council

Public Involvement

- Open House – May 13th Carol Edwards Center
  Evergreen Room / 4:00pm to 8:00pm
- Survey – mail to all Woodinville City households
  – available on City website
- Coffee with the Commissioners
- Review by PSRC, King County, WSDOT, Snohomish County, Cities, School District

Components

- Introduction
- Inventory
  - Streets
  - Sidewalks / Walkways
  - Signals
  - Traffic Accidents
  - Bus Routes / Bus Stops
  - Traffic Volumes / Existing LOS
  - Rail
- Forecasts – Low, Medium, High
- Level of Service Analysis
- Proposed Project Lists
  - Capacity Improvements
  - System Improvements
  - Pedestrian Improvements
  - Safety Improvements
  - Surrounding Jurisdictions
- Demand Management
- Intergovernmental Coordination
- Concurrency Coordination

Schedule

- Planning Commission
  - May 6th - Introduction and Process
  - May 20th - Existing System and Land Use
  - June 3rd - Modeling Results and Proposed Projects
- Open House - May 13th
- Draft Transportation Master Plan - June 2009
- Public Hearing - Planning Commission – June/July 2009
  - Possible Actions:
    - Recommendation to City Council
    - Remand back to staff for further work
- Adoption by City Council August / September 2009

Transportation Master Plan

Presentation to Planning Commission May 20, 2009

Presentation Schedule to Planning Commission

May 6th	Introduction and Process
May 20th	Existing System and Land Use
June 3rd	Modeling Results and Planned Projects

Existing System: Streets

Arterials: (WMC 12.12)

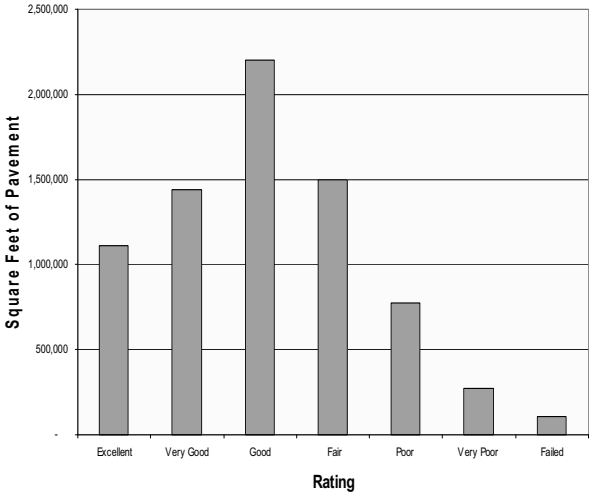
Principal:
NE 173rd St.
NE 175th St.
Wood-Duvall Rd.
NE 195th St., NE 190th St.
SR 202
131st Ave. NE

Minor:
NE 195th St.
148th Ave. NE
140th PL. NE
Wood-Snohomish Rd.
124th Ave. NE
NE 173rd St.
131st Ave. NE
NE 171st St.

Collector:
132nd Ave. NE
130th Ave. NE
168th Ave. NE
NE 171st St.
NE 172nd St.
155th PL. NE
NE 172nd St.
NE 143rd St.
NE 145th St.
130th PL. NE
156th Ave. NE
NE 195th St.
146th Pl NE
NE 173rd St.
NE 175th St.
NE 145th St.
137th PL. NE

Existing System: Streets

City Streets: Conditions Rating



48.5 Centerline Miles
116.4 Lane Miles

8.3 Miles - Principal Arterial
2.1 Miles - Minor Arterial
6.1 Miles - Collector
32.0 Miles - Residential

22 Traffic Signals
7 WSDOT Signals

Existing System: Traffic Volumes

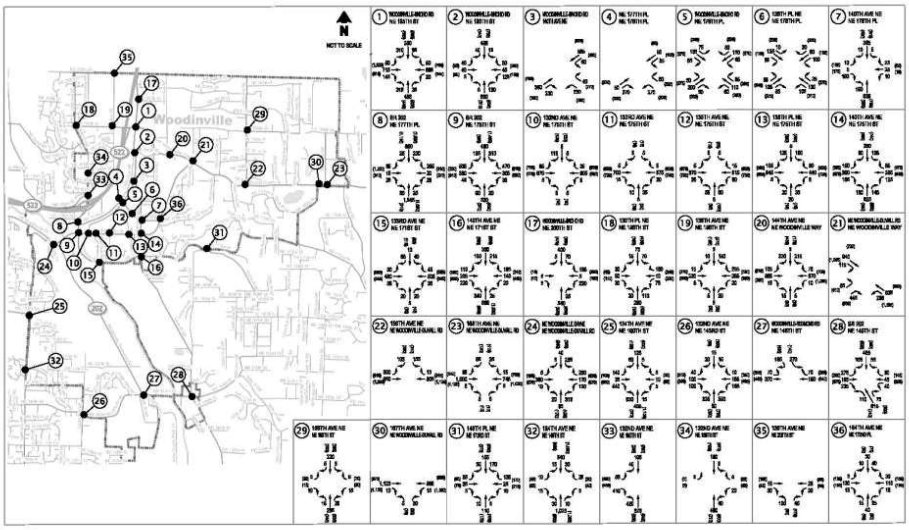
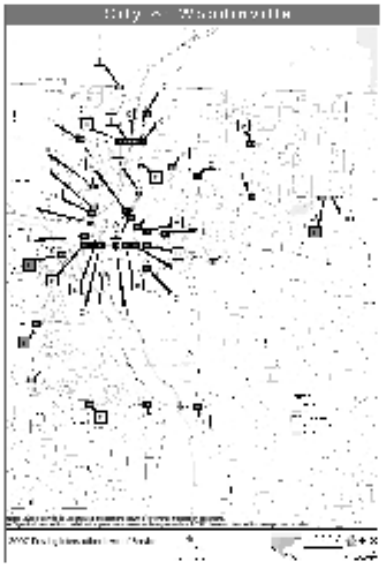


Figure 1
Existing (2007) PM Peak Hour Traffic Volumes
City of Woodinville

Existing System: Streets



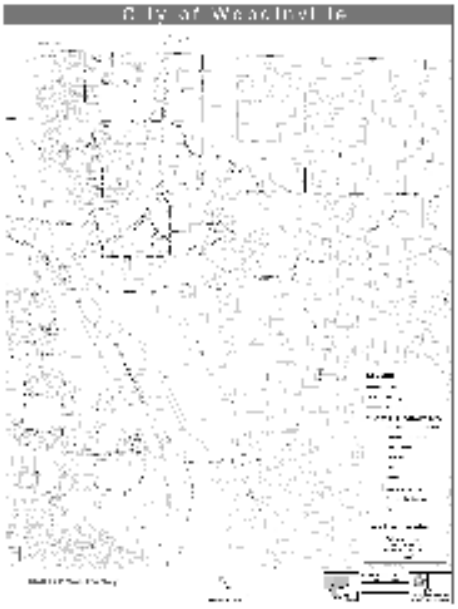
LOS Definitions
(Signalized Intersections)

Measured in Average Delay
Per Vehicle (seconds)

A	Less than 10
B	10 to 20
C	20 to 35
D	35 to 55
E	55 to 80
F	Greater than 80

Adopted LOS is E
(WMC 21.28.090
21.28.070)

Existing System: Sidewalks, Walkways and Paths

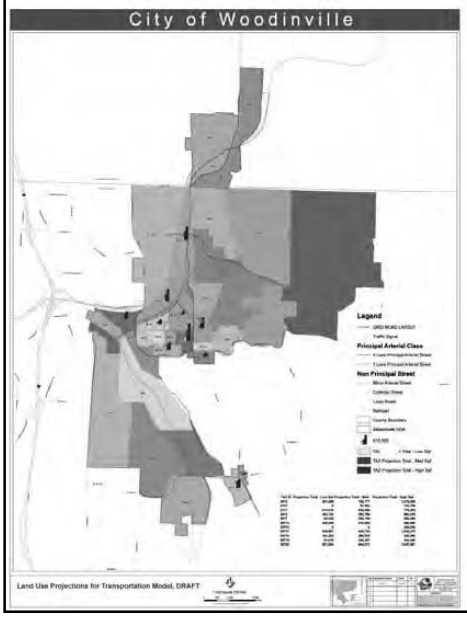


Sidewalks	36.1 Miles
Pathways	1.8 Miles
Trails	0.2 Miles

Existing System: School Zones and Bus Routes

Existing System: Non Motorized Plan- 2005

Land Use



Transportation Analysis Zone (TAZ)

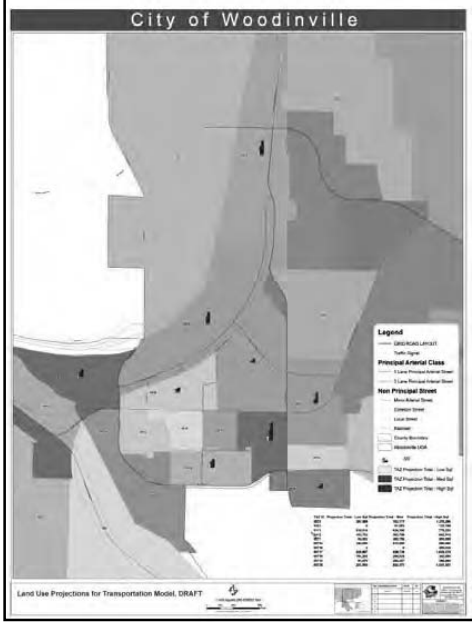
From PSRC Traffic Model

38 TAZ's

4 Outside City in UGA

34 Inside City

Land Use: Growth Areas



TAZ #	AREA (Developable (AC))
5072	37.4
5077	28.5
50717	17.3
5111	30.4
5121	1.7
50714	18.1
50716	43.6
50718	18.0
50719	16.5
50720	27.6
2412	20.1

Land Use - Growth – Consists of Residential, Office, Retail

TAZ	Low	Medium	High
5072	381	762	1270
5077	94	361	991
50717	426	929	1625
5111	511	639	770
5121	-0-	61	122
50,714	340	510	680
50,716	-0-	-0-	280
50,718	191	287	383
50,719	92	206	367
50,720	282	604	1047
2412	184	394	683
Total	2,501	4,753	8,218

** Measured in 1,000 sq. ft.*

Land Use - Growth Projections

	New Construction (1,000 Sq Ft)	Residential Units	Employment
PRSC		1,887	5,120
Low	2,501	1,393	4,160
Medium	4,753	2,136	8,292
High	8,218	3,307	14,415

Land Use - Growth

- Sensitivity Analysis
  - Add one story of the following uses, adds x PM peak hour trips (per Acre)
    - Residential (Condo, Apt, Townhomes): 10 Trips/AC
    - Retail : 60 Trips/AC
    - Office: 50 Trips/AC

Questions?

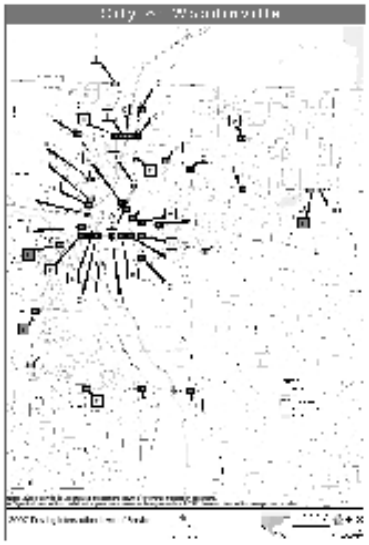
Transportation Master Plan

Presentation to Planning Commission
June 3, 2009

Presentation Schedule to Planning Commission

May 6th	Introduction and Process
May 20th	Existing System and Land Use
⇨ **June 3rd**	**Modeling Results and Planned Projects**

Existing System: Streets



LOS Definitions
(Signalized Intersections)

Measured in Average Delay
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A	Less than 10
B	10 to 20
C	20 to 35
D	35 to 55
E	55 to 80
F	Greater than 80

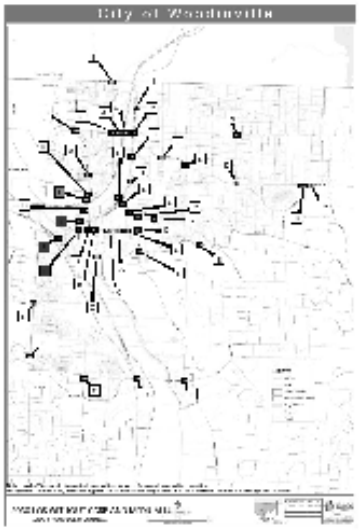
Adopted LOS is E
(WMC 21.28.090
21.28.070)

Land Use - Growth Projections

	New Construction (1,000 Sq Ft)	Residential Units	Employment
PRSC		1,887	5,120
Low	2,501	1,393	4,160
Medium	4,753	2,136	8,292
High	8,218	3,307	14,415

LOS Map
2030 Projections – Low, Medium, High with No Improvements

2030 LOS Map with Capacity Improvements
– Medium Growth
– Without CCRP (C4)



2030 LOS Map with Capacity Improvements, CCRP and One-Way Couplets on 171st – 175th - High Growth

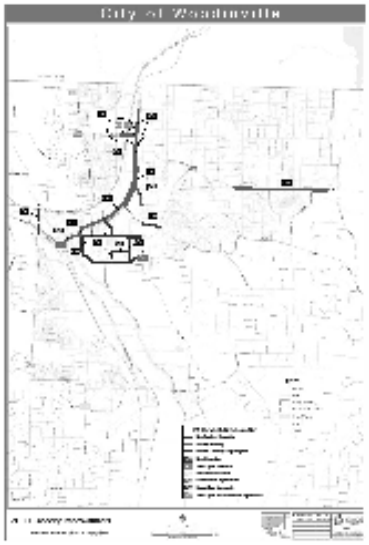
One Way Couplets:

Eastbound - 171st Ave NE

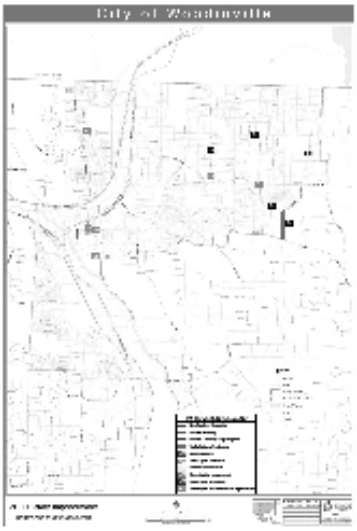
Westbound - 175th Ave NE

CCRP - SR202 to Bothell Connection

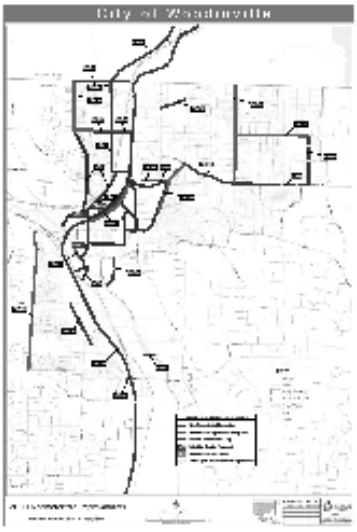
Capacity Improvements



Safety Projects



Non-Motorized (Bike - Ped) Projects



System Improvements

Any Questions?

Transportation Master Plan

Presentation to Planning Commission July 1, 2009

Background

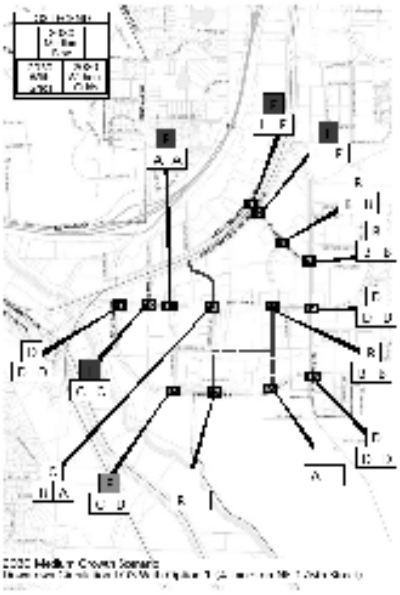
- **June 3rd Meeting:**

  Commission asked that the following options be analyzed: (medium growth scenario)

  1) Cars win on 175th
  2) Pedestrians win on 175th
  3) Little Bear Creek/Woodinville-Snohomish Road Couplet - Boulevard
  4) Minimal Improvements with low growth scenario
  5) Grid roads sensitivity test (one removed)

- **June 17th - Memo to Commission concerning options**
- **Each analyzed with and without grid roads (except #5)**

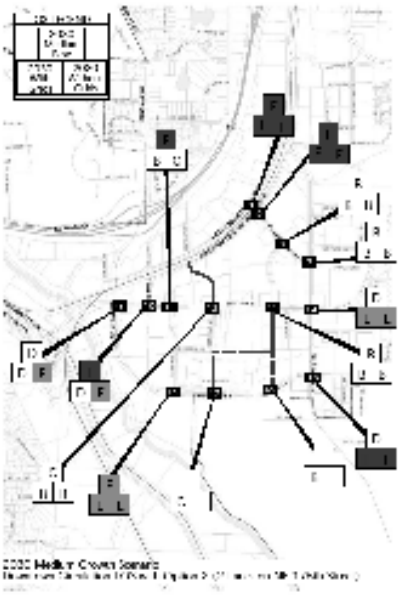
Results



Option 1
Cars win on 175th

- LOS for cars on road network is improved or equal at all intersections
- Elimination of left turns at driveways and intersections (132nd, 133rd, 135th, 138th, 139th) may impact access to businesses
- Minimal room for pedestrian improvements
- Eliminates bike lanes

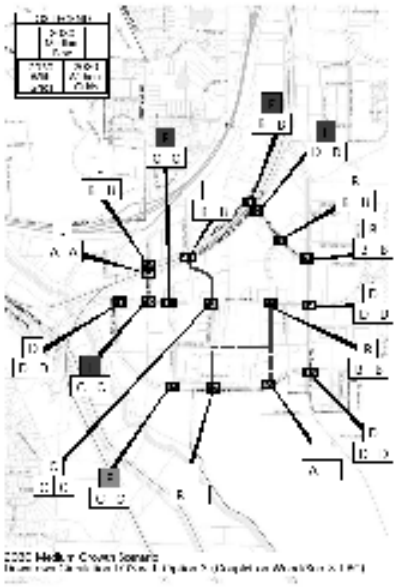
Results



Option 2
Pedestrians win on 175th

- LOS for cars on road network is decreased at key intersections
- Elimination of left turns at driveways and intersections may impact access to businesses
- Allows for bicycle and pedestrian facility improvements
- Not recommended

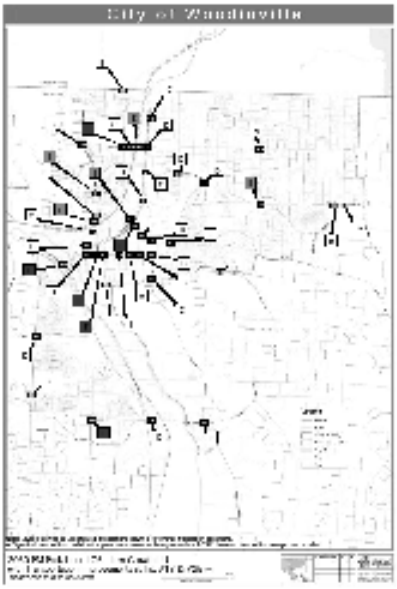
Results



Option 3
Little Bear Creek Parkway

- Improves functions of intersections at Mill Place and railroad crossing
- Minimal affect to road network
- Can affect access to adjoining properties

Results



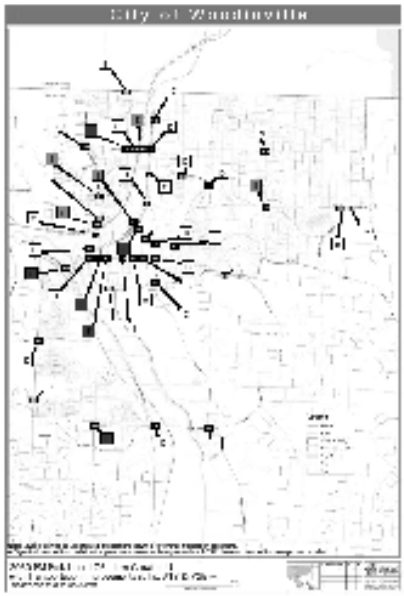
Option 4
Low Growth Scenario with Limited Improvements

- Five City Intersections - LOS F

  132nd / 175th Left turn SB to EB
  133rd / 175th Left turn NB to WB
  136th / 195th
  132nd / 143rd (Winery Hill)
  Wood-Sno / Mill Place

- One WSDOT Intersection
  SR202 – 127th

Results



Option 5
Grid Road Sensitivity

- Even one north-south grid road provides some congestion relief

Schedule

July 1st	Direction and input from Planning Commission
July 8th (if needed)	Direction and input from Planning Commission
Early August	Draft Transportation Master Plan circulated for public and agency review and comment
September	Public Hearing in front of Planning Commission with a recommendation
October	Adoption by City Council

Any Questions?

2009 Docket
Transportation Master Plan
Public Hearing

Presentation to
City Council
February 2, 2010

Transportation Master Plan

- Legal Basis – Why?
- Process
- Public Involvement
- Components

Legal Basis

Required element of the City's Comprehensive Plan (RCW 36.70A.070)

- Land Use Assumptions
- Estimated Traffic Impacts / Local & State Roads
- Facilities & Service Needs
  - Inventory
  - Level of Service (LOS) Standards / Concurrency
  - Required Actions to meet LOS
  - Traffic Forecast
  - Transportation (Multi-Modal) needs list
- Finance
- Intergovernmental Coordination
- Demand Management Strategies
- Pedestrian & Bicycle Component

Transportation Plan Process

• Draft Plan issued for review	November 10th
• SEPA DNS (Non Project Action)	November 9th
• SEPA comment period ended	November 23th
• Planning Commission	
– Open Public Meetings	May 6th
	May 20th
	June 3rd
	July 1st
• Public Hearing Notice	October 15th
• Public Hearing Open & Continued	November 4th
• Public Hearing - Planning	November 23rd
• Planning Commission	
– Recommends Council Approval	November 23rd

Public Involvement

- Open House – May 13th Carol Edwards Center
  Evergreen Room / 4:00 pm to 8:00 pm
- Survey – Mail to all Woodinville City households
  – Available on City website
- Coffee with the Commissioners
- Review by PSRC, King County, WSDOT, Snohomish County, Bothell, Redmond, Kirkland, CTED

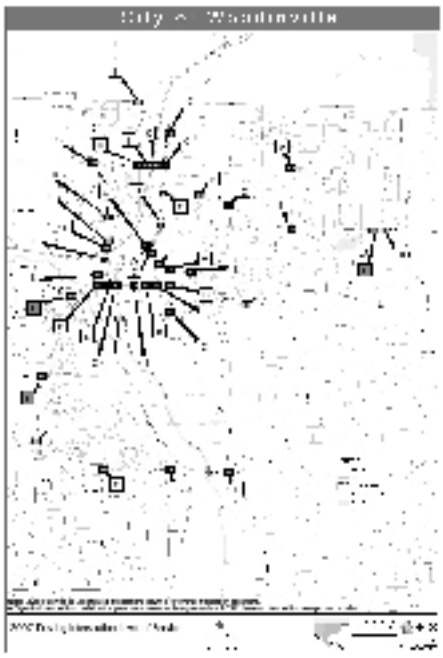
Components

- Introduction
- Inventory
  - Streets
  - Sidewalks / Walkways
  - Signals
  - Traffic Accidents
  - Bus Routes / Bus Stops
  - Traffic Volumes / Existing LOS
  - Rail
- Forecasts – Low, Medium, High
- Level of Service Analysis
- Proposed Project Lists
  - Capacity Improvements
  - System Improvements
  - Pedestrian & Bike Improvements
  - Safety Improvements
  - Surrounding Jurisdictions
- Demand Management
- Intergovernmental Coordination

Existing System: Streets

Arterials: (WMC 12.12)

Principal:	NE 173rd St	NE 175th St
	NE 195th St	NE 190th St
	131st Ave NE	SR 202
	Wood-Duvall Rd	
Minor:	NE 195th St	148th Ave NE
	140th PL NE	124th Ave NE
	NE 173rd St	131st Ave NE
	NE 171st St	Wood-Sno Rd
Collector:	132nd Ave NE	130th PL NE
	130th Ave NE	156th Ave NE
	168th Ave NE	NE 195th St
	NE 171st St	146th PL NE
	NE 172nd St	NE 173rd St
	155th PL NE	NE 175th St
	NE 172nd St	NE 145th St
	NE 143rd St	137th PL NE
	NE 145th St	



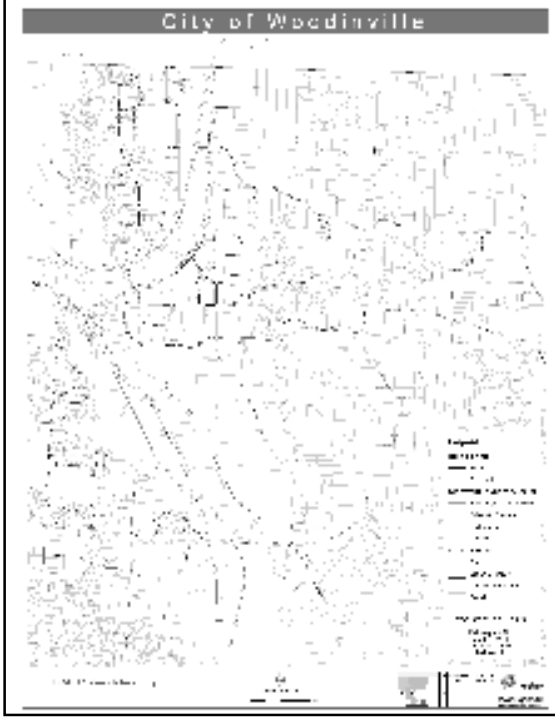
Existing System: Streets

LOS Definitions
(Signalized Intersections)

Measured in Average Delay
Per Vehicle (seconds)

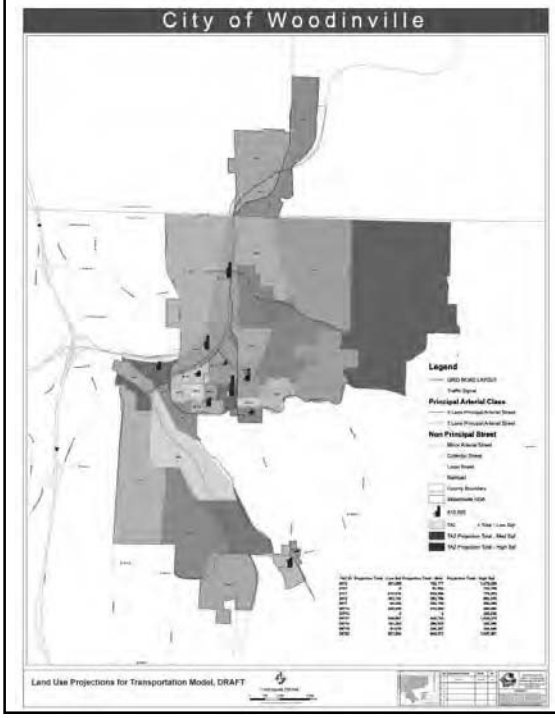
A	Less than 10
B	10 to 20
C	20 to 35
D	35 to 55
E	55 to 80
F	Greater than 80

Adopted LOS is E
(WMC 21.28.070)



Existing System: Sidewalks, Walkways and Paths

Sidewalks	36.1 Miles
Pathways	1.8 Miles
Trails	0.2 Miles



Land Use

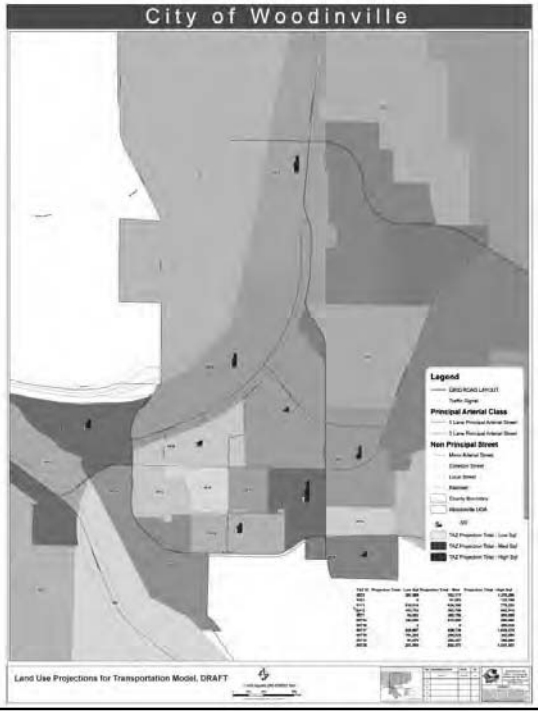
Transportation Analysis Zone (TAZ)

From PSRC Traffic Model

38 TAZ's

4 Outside City in UGA

34 Inside City



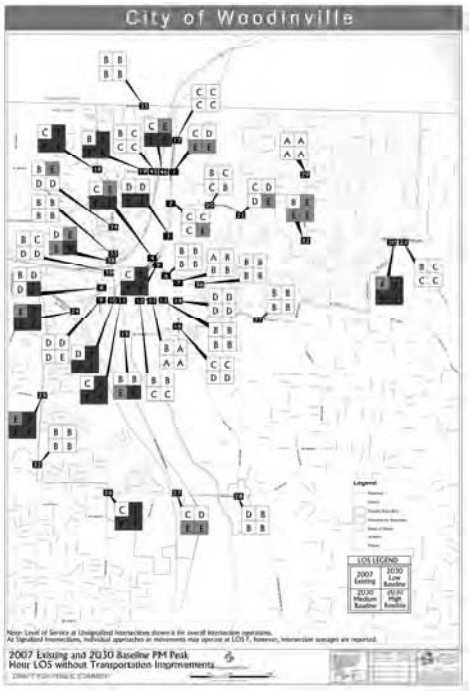
Land Use: Growth Areas

TAZ #	AREA (AC) (Developable)
5072	37.4
5077	28.5
50717	17.3
5111	30.4
5121	1.7
50714	18.1
50716	43.6
50718	18.0
50719	16.5
50720	27.6
2412	20.1

Land Use - Growth Projections

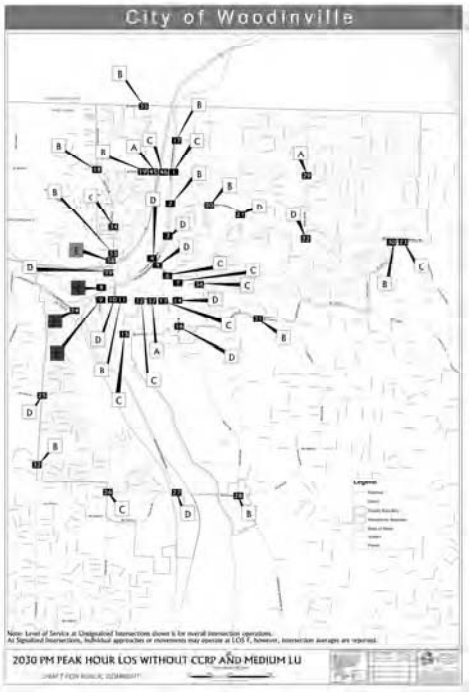
	New Construction (1,000 Sq Ft)	Residential Units*	Employment
PRSC		1,887	5,120
Low	2,501	1,393	4,160
Medium	4,753	2,136	8,292
High	8,218	3,307	14,415

*Includes approximately 430 remaining residential infill lots throughout the City



LOS Map
2030 Projections –
Low, Medium, High with No Improvements

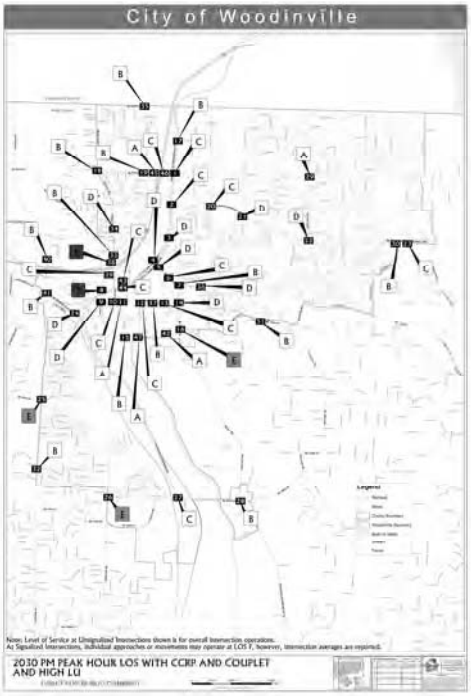
(page 73 plan)



2030 LOS Map with Capacity Improvements

- Medium Growth
- Without CCRP (SP10)

(page 101 plan)



2030 LOS Map with Capacity Improvements, CCRP and One-Way Couplets on 171st – 175th - High Growth

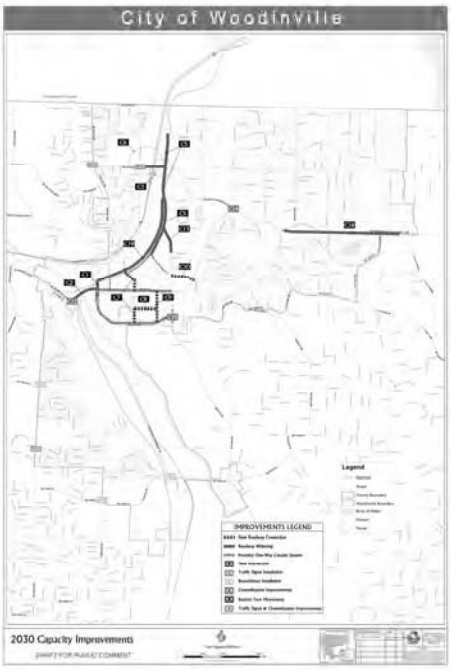
One Way Couplets:

Eastbound - 171st Ave NE

Westbound - 175th Ave NE

CCRP - SR202 to Bothell Connection

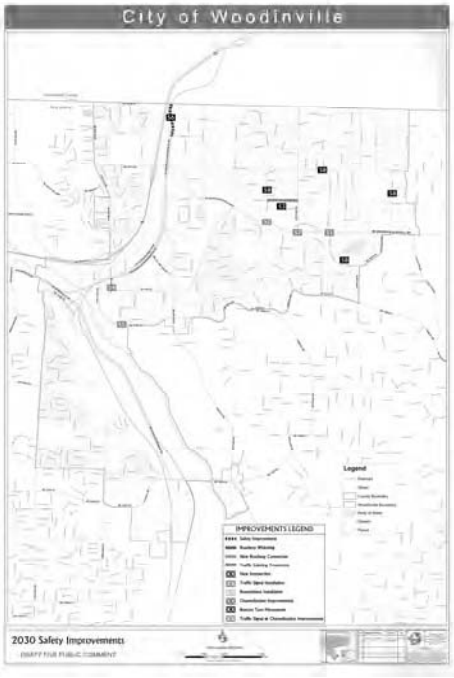
(page 105 plan)



(page 85 plan)

Capacity Improvements

C1	Trestle Replacement
C2	Sammamish Bridge Replacement
C3	SR 522/195th I/C (Interim)
C5	Woodinville Snohomish Widening
C6	SR 522/195th I/C half diamond (Full Improvement 195th)
C7	Grid Roads: NE 135th St
C8	Grid Roads: 173rd Ave NE
C9	Grid Roads: NE 138th St (Garden Way)
C10	Grid Road NE 178th St (Park and Ride)
C12	SR 202 Improvements
C13	140th Ave NE Widen to 5 lanes
C14	Wood-Duvall /Woodinville Way Intersection dual left
C15	171st 140th Double Left Turn Lane
C16	160th/124th Roundabout
C17	SR 202 Winery Hill Roundabout
C18	Woodinville-Duvall Road widening
C19	Little Bear Creek Rd Widening
C20	NE 195th/130th Ave traffic signal
C21	132nd/143rd Roundabout
C22	124th/149th traffic signal
C23	136th Ave NE / NE 195th St Traffic Signal



(page 93 plan)

Safety Projects

S1 160th Avenue NE / Wood-Duvall Signal

S2 152nd Avenue NE / Wood-Duvall Signal

S3 Future Road 190th

S4 175th / 132nd Signal

S5 171st /1 33rd Signal

S6 Guard Rail on Woodinville-Snohomish Road

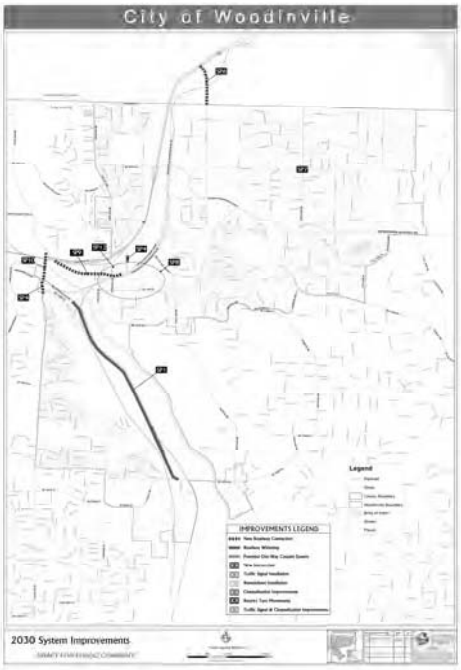
S7 156th Re-grade

S8 Traffic Calming (warranted)

(page 121 plan)

Non-Motorized
(Bike-Ped) Projects

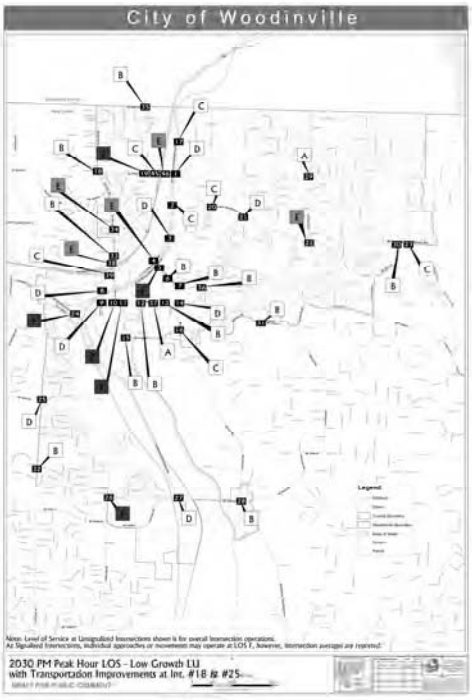
SZ -1	195th School Sidewalks
SZ -2	168th Ave - School Sidewalk Project
NM -1	Sidewalks East side of 156th
XW -1	Pedestrian Crosswalk Lights 156th and 195th
T -1	South Power line Trail
NM-2	Winery Hill Road
T-2	Downtown Master Plan Ped Bike Trail
T-3	Rails / Trails Project
B-1	134th Ave NE
NM-3	Wellington to N. Industrial Area
NM-4	NE 180th 164th Ave NE Ped Bike Facility
NM-5	NE 173rd Ped Bike Project Southern Border
NM-6	Greenbrier / Wood-Duvall Road Trail
T-4	Non Motorized Boat Launch
XW-2	Existing crosswalk at 140th and north of 138th Place converted to a flashing Pedestrian Crossing Lights
XW-3	Existing mid-block crosswalk on Mill Place in TRF converted to a flashing Pedestrian Crossing Lights
NM-7	Sidewalk Gap Project NE 124th
NM-8	Sidewalk to connect W. Ridge to downtown via NE 173rd
SZ-3	Wedge School Zone Sidewalk Gaps NE 130th, 132nd
NM-9	136th Ave to Future Brightwater
SZ-4	School Zone Sidewalk Project NE 195th - Wedge
SZ-5	School Zone Sidewalk Gap Project 205th - Wedge
B-2	Bridge over SR 522 connecting Wedge neighborhood to Downtown
NM-10	Woodinville-Duvall Road Gap
SZ-4	School Zone Sidewalk Gap Project 132nd Ave NE
SZ-6	School Zone side 132nd Ave NE
R-5	Woodinville-Duvall Road Gap



System Improvements

SP1	SR 202 3 lanes, pedestrian improvement, bus pull outs
SP4	Extension of NE 124th to Bothell
SP5	134th Bridge
SP6	144th Extension
SP7	195th /156th Intersection
SP8	Downtown Multimodal Transit / Parking Facility
SP9	SR522 Off Ramp to Northwest Gateway Area
SP10	CCRP - SR522 / SR 202 Access
SP12	132nd Ave NE - Culvert Removal

(page 89 plan)



Results

Option 4
Low Growth Scenario with Limited Improvements

- Five City Intersections - LOS F
  - 132nd / 175th Left turn SB to EB
  - 133rd / 175th Left turn NB to WB
  - 136th / 195th
  - 132nd / 143rd (Winery Hill)
  - Wood-Sno / Mill Place
- One WSDOT Intersection
  SR202 – 127th

(page 97 plan)

Summation of Alternatives Evaluated – Downtown Core

- Reconfiguration of lanes on 175th - Not recommended
- Wider sidewalks (15 ft +/- wide) - Recommended
- One-way couplets – Not Recommended
  Little Bear Creek - may cause confusion.
  Identified need for added crossing of tracks
- Few projects needed to accommodate low growth
- One North-South Grid Road needed for capacity from 171st Avenue NE to Little Bear Creek Parkway

Comments Received

PSRC
- Clarify discussion of VISION 2040
- Future work may be required

CITIZEN
- Correct limits of principal arterial designation on SR 202
- Make traffic impact fee determination process simpler
- Expressed concern about amount

CTED
- Met procedural requirements

Next Steps:

- Identify financing of projects – Capital Facilities Plan
- Insure compliance with Clean Air Act
- Review goals and policies
- Revise City Arterial Designations
- Revise Traffic Impact Fee and Ordinance
- Adopt Transportation Element in 2010
- Compliance with Transportation 2040 / Vision 2040 (Puget Sound Regional Council)
- Adopt Official Street Map

Recommended Action:

That the City Council Approve Ordinance No. 497 adopting the Transportation Master Plan

Any Questions?

Transportation Master Plan Supplemental Information

Presentation to City Council February 16, 2010

Projects supporting growth Downtown / Little Bear Creek areas

Capacity Projects

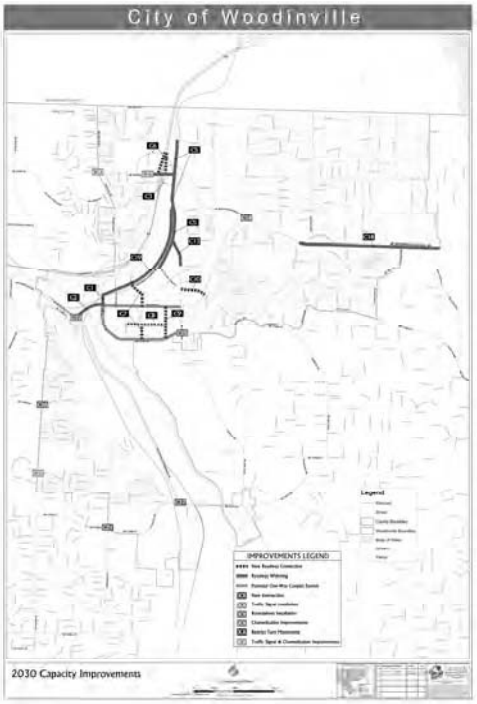
C1	Trestle Replacement
C2	Sammamish Bridge Replacement
C3	SR522/195th I/C (Interim)
C5	Wood-Sno Widening
C6	SR 522/195th I/C half diamond (Full Improvement 195th)
C7	135th Ave NE Grid Road
C8	NE 173rd St Grid Road
C9	138th Ave NE Grid Road (Garden Way)
C10	NE 178th St Grid Road (Park and Ride)
C12	SR 202 Improvements
C13	140th Ave NE Widen to 5 lanes
C15	171st 140th Double Left Turn Lane
C19	Little Bear Creek Rd Widening

System Projects

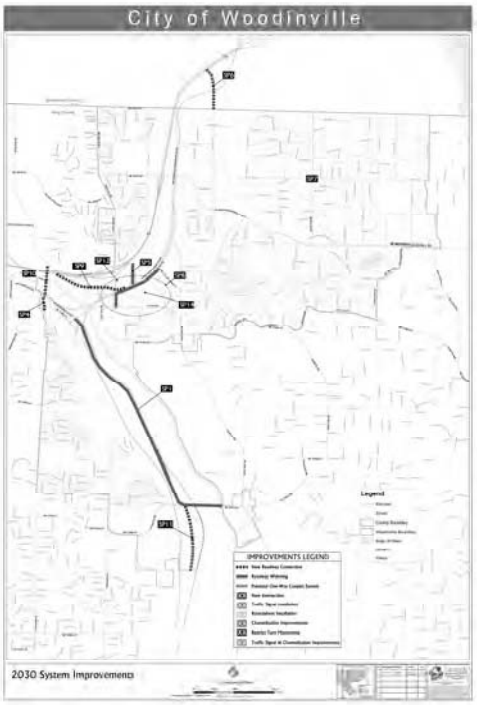
SP4	Extension of NE 124th to Bothell
SP8	Downtown Multimodal Transit/Parking Facility
SP9	SR522 Off Ramp to Northwest Gateway Area
SP10	CCRP - SR522 / SR202 Access
SP14	Wood-Sno Rd

Non-Motorized Projects

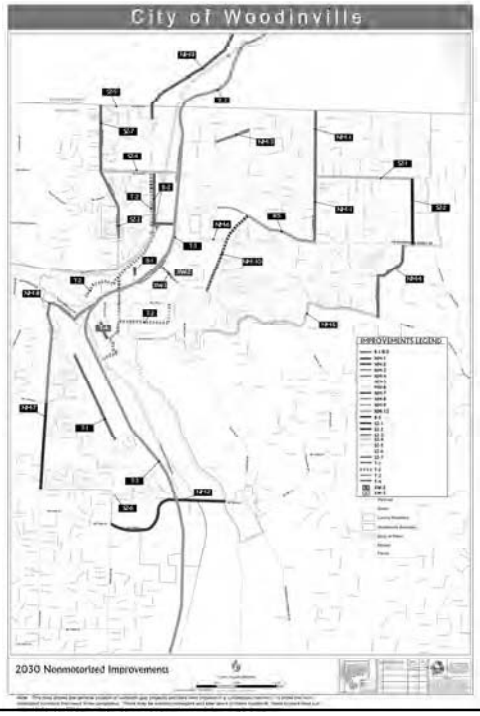
B-1	134th Ave NE
B-2	Bridge over SR 522 connecting Wedge neighborhood to Downtown
T-2	Downtown Master Plan Ped Bike Trail
T-3	Rails/Trails Project
XW-2	Existing crosswalk at 140th and north of 138th Place converted to a flashing Pedestrian Crossing Lights
XW-3	Existing mid-block crosswalk on Mill Place in TRF converted to a flashing Pedestrian Crossing Lights



Current Capacity Map



Current System Map



Current Non-Motorized Map

Projects needed for each Growth Scenarios

LOW

C7	135th Ave NE Grid Road
C8	NE 173rd St Grid Road
C9	138thAve NE Grid Road (Garden Way)
C10	NE 178th St Grid Road (Park and Ride)
C16	160th/124th Roundabout
C20	NE 195th/130th Ave Traffic Signal
C21	132nd/143rd roundabout
C23	136th Ave NE/NE 195th St Traffic Signal
S4	175th/132nd Traffic Signal
S5	171st /133rd Traffic Signal

MEDIUM
(Add. Projects)

C1	Trestle Replacement
C2	Sammamish Bridge Replacement
C3	SR 522/195th I/C (Interim)
C5	Woodinville-Snohomish Widening
C6	SR 522/195th I/C half diamond (Full Improvement 195th
C12	SR 202 Improvements
C13	140th Ave NE Widen to 5 lanes
C14	Wood-Duvall /Woodinville Way Intersection dual left
C15	171st 140th Double Left Turn Lane
C17	SR 202 Winery Hill Roundabout
C18	Woodinville-Duvall Rd widening
C19	Little Bear Creek Rd Widening
C22	124th/149th traffic signal

HIGH
(Add. Projects)

SP-10	CCRP
One-Way Couplets	171st , 175th

Changes incorporated into Plan as of 2/9/10

1) Added three system improvement projects
   - Willows Road Extension (SCL to SR202)
   - Woodinville-Snohomish Rd Widening (NE 175th St to 140th Ave NE)
   - Annual Pavement Overlay Program

2) Corrected project lists and maps

3) Added to Appendix
   - CCRP Graphic
   - Prioritized Non-Motorized Project List from Parks Commission (03/08)

4) Created list of projects that support growth in Downtown and Little Bear Creek areas.

5) Check on status of Willows Rd / CCRP / 35th / 39th with adjoining jurisdictions – placeholder or still in long range plans of all affected jurisdictions.

Transportation Master Plan Supplemental Information

Presentation to City Council March 16, 2010

Recommended changes to Plan requested by City Council

- Revised Project lists and maps to insure that they matched.
- Added pedestrian component to scope of Project C1, Trestle Replacement.
- Revised project limits for Project C8, NE 173 Street Grid road so it begins at 133rd Avenue NE.
- Included Willows Road Extension Project, South city limits to SR 202, to System Improvement Project list and map.
- Included the graphic of the CCRP project in the appendix. Checked with all adjoining and affected jurisdictions to insure that this project is still included in their adopted transportation plans (King County, Snohomish County, City's of Bothell and Redmond).
- Include in the appendix is a copy of the minutes of the March 6, 2008, Parks and Recreation Commission meeting at which the Commissioners identified their top priority non-motorized projects. Checked to insure that projects on this priority list were included in the project lists of the Transportation Master Plan.
- Created a list of projects that if constructed, would support growth in the area of the Downtown/Little Bear Creek Master Plan. Included this list in the appendix.

Recommended changes to Plan requested by Staff

- Added Annual Street Overlay Project to System Improvement project list.
- Added Woodinville-Snohomish Road from NE 175th to 140th Avenue NE project, widening the road to a three lane section with curb and gutter, sidewalks, bike lanes, landscaping and traffic signals, to System Improvement list and map.
- Extend Non-Motorized Project, NM-4 NE 180th, 164th Avenue NE Pedestrian Bike Facility to include west half of loop road around Lake Leota.

Projects supporting growth Downtown / Little Bear Creek areas

Capacity Projects

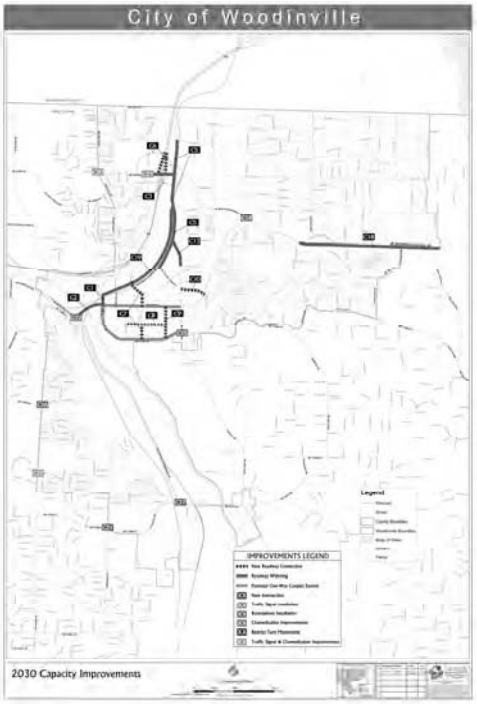
C1	Trestle Replacement
C2	Sammamish Bridge Replacement
C3	SR522/195th I/C (Interim)
C5	Wood-Sno Widening
C6	SR 522/195th I/C half diamond (Full Improvement 195th)
C7	135th Ave NE Grid Road
C8	NE 173rd St Grid Road
C9	138th Ave NE Grid Road (Garden Way)
C10	NE 178th St Grid Road (Park and Ride)
C12	SR 202 Improvements
C13	140th Ave NE Widen to 5 lanes
C15	171st 140th Double Left Turn Lane
C19	Little Bear Creek Rd Widening

System Projects

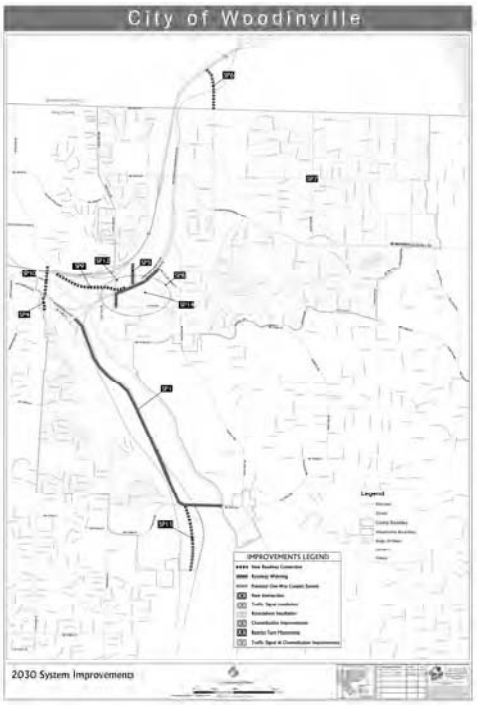
SP4	Extension of NE 124th to Bothell
SP8	Downtown Multimodal Transit/Parking Facility
SP9	SR522 Off Ramp to Northwest Gateway Area
SP10	CCRP - SR522 / SR202 Access
SP14	Wood-Sno Rd

Non-Motorized Projects

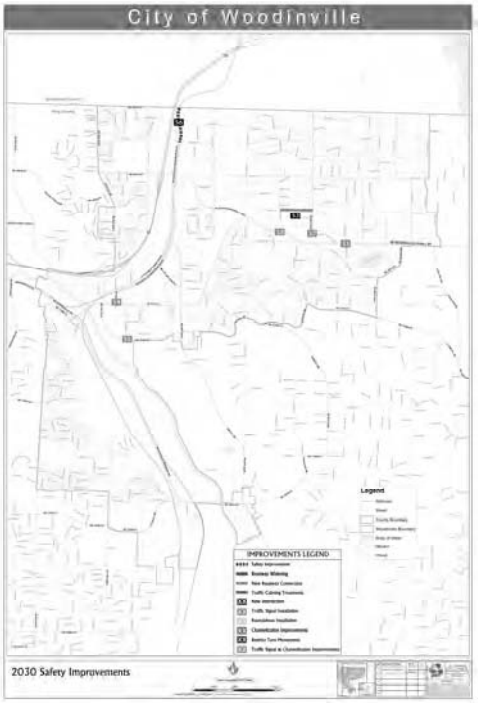
B-1	134th Ave NE
B-2	Bridge over SR 522 connecting Wedge neighborhood to Downtown
T-2	Downtown Master Plan Ped Bike Trail
T-3	Rails/Trails Project
XW-2	Existing crosswalk at 140th and north of 138th Place converted to a flashing Pedestrian Crossing Lights
XW-3	Existing mid-block crosswalk on Mill Place in TRF converted to a flashing Pedestrian Crossing Lights



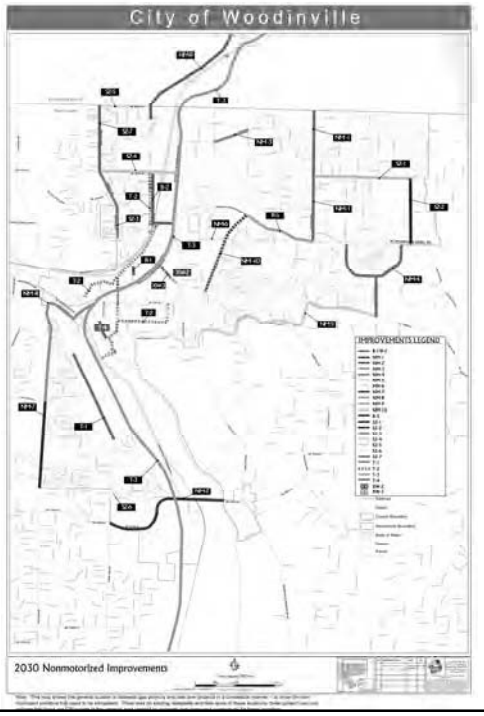
Current Capacity Project Map



Current System Project Map



Current Safety Project Map



Current Non-Motorized Project Map

Projects needed for each Growth Scenarios

LOW

C7	135th Ave NE Grid Road
C8	NE 173rd St Grid Road
C9	138thAve NE Grid Road (Garden Way)
C10	NE 178th St Grid Road (Park and Ride)
C16	160th/124th Roundabout
C20	NE 195th/130th Ave Traffic Signal
C21	132nd/143rd roundabout
C23	136th Ave NE/NE 195th St Traffic Signal
S4	175th/132nd Traffic Signal
S5	171st /133rd Traffic Signal

MEDIUM
(Add. Projects)

C1	Trestle Replacement
C2	Sammamish Bridge Replacement
C3	SR 522/195th I/C (Interim)
C5	Woodinville-Snohomish Widening
C6	SR 522/195th I/C half diamond (Full Improvement 195th
C12	SR 202 Improvements
C13	140th Ave NE Widen to 5 lanes
C14	Wood-Duvall /Woodinville Way Intersection dual left
C15	171st 140th Double Left Turn Lane
C17	SR 202 Winery Hill Roundabout
C18	Woodinville-Duvall Rd widening
C19	Little Bear Creek Rd Widening
C22	124th/149th traffic signal

HIGH
(Add. Projects)

SP-10	CCRP
One-Way Couplets	171st , 175th

Additional Council Requests

- Change Level of Service (raise) for Residential Streets / Intersections
- Provide Bus Off-Ramp to connect SR 522 to the Downtown Core

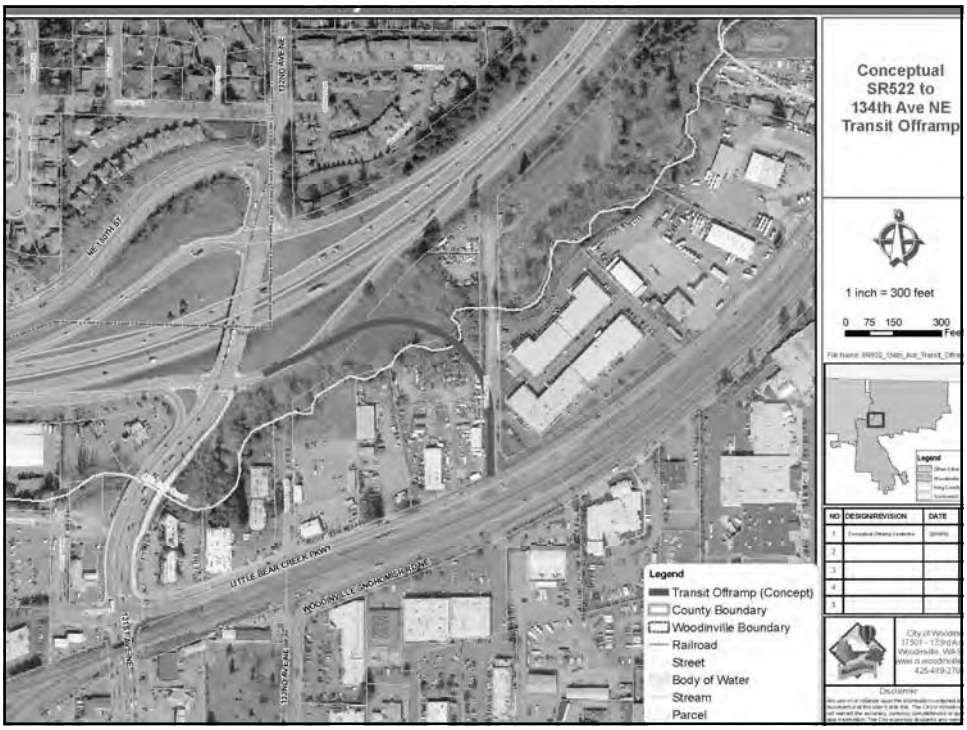
Level of Service (LOS) for Residential Streets / Intersections

RECOMMENDATION: Raise to LOS C for Residential Streets/Intersections

SUBJECT TO: Only streets within R-1, R-4, R-6 zones

Residential Streets/Intersections only

Does not apply to intersection of a residential street and arterial street



Recommended Action:

That the City Council Pass First Reading of Ordinance No. 497 and place it on a future Agenda for additional discussion prior to second reading and adoption of the Transportation Master Plan.

2009 Docket
Transportation Master Plan
Public Hearing

Presentation to
City Council
May 4, 2010

Transportation Master Plan

- Legal Basis – Why?
- Process
- Public Involvement
- Components

Legal Basis

Required element of the City's Comprehensive Plan (RCW 36.70A.070)

- Land Use Assumptions
- Estimated Traffic Impacts / Local & State Roads
- Facilities & Service Needs
  - Inventory
  - Level of Service (LOS) Standards / Concurrency
  - Required Actions to meet LOS
  - Traffic Forecast
  - Transportation (Multi-Modal) needs list
- Finance
- Intergovernmental Coordination
- Demand Management Strategies
- Pedestrian & Bicycle Component

Transportation Plan Process 2009-2010

• Draft Plan issued for review	November 10th
• SEPA DNS (Non Project Action)	November 9th
• SEPA comment period ended	November 23th
• Planning Commission	
– Open Public Meetings	May 6th May 20th June 3rd July 1st
• Public Hearing by Planning Commission	
– Recommends Council Approval	November 23rd
• Presentations to Council	February 2nd February 16th March 16th
• Public Hearing by Council	May 4th

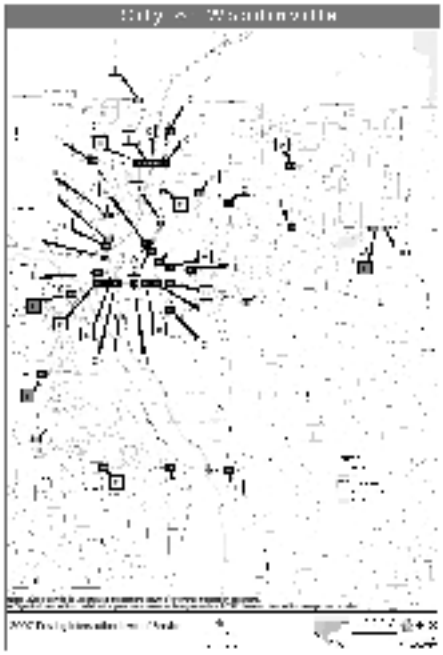
Public Involvement

- Open House – May 13th Carol Edwards Center
  Evergreen Room / 4:00 pm to 8:00 pm
- Survey – Mail to all Woodinville City households
  – Available on City website
- Coffee with the Commissioners
- Review by PSRC, King County, WSDOT, Snohomish County, Bothell, Redmond, Kirkland, CTED

Existing System: Streets

Arterials: (WMC 12.12)

Principal:	NE 173rd St	NE 175th St
	NE 195th St	NE 190th St
	131st Ave NE	SR 202
	Wood-Duvall Rd	
Minor:	NE 195th St	148th Ave NE
	140th PL NE	124th Ave NE
	NE 173rd St	131st Ave NE
	NE 171st St	Wood-Sno Rd
Collector:	132nd Ave NE	130th PL NE
	130th Ave NE	156th Ave NE
	168th Ave NE	NE 195th St
	NE 171st St	146th PL NE
	NE 172nd St	NE 173rd St
	155th PL NE	NE 175th St
	NE 172nd St	NE 145th St
	NE 143rd St	137th PL NE
	NE 145th St	



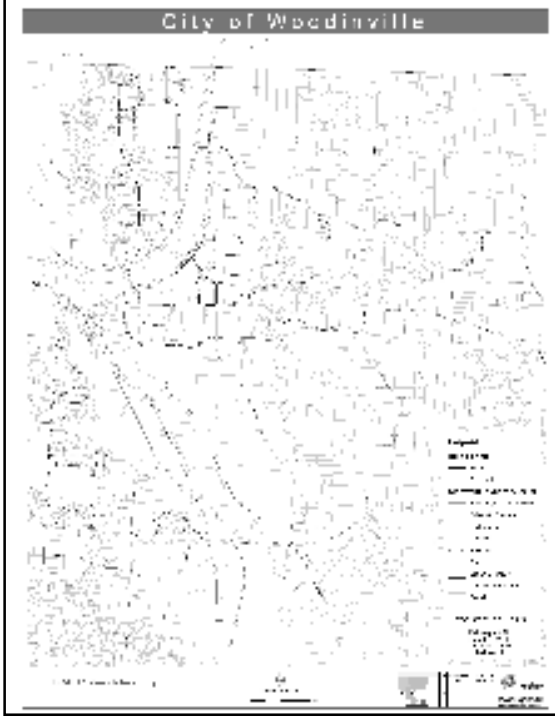
Existing System: Streets

LOS Definitions
(Signalized Intersections)

Measured in Average Delay Per Vehicle (seconds)

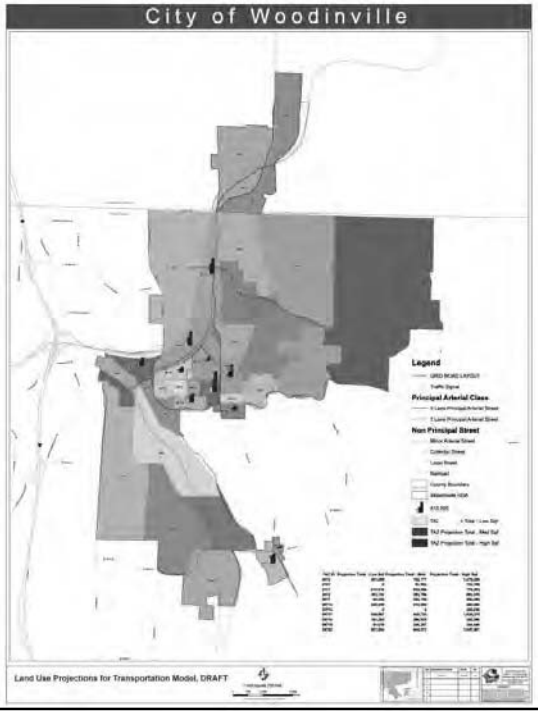
A	Less than 10
B	10 to 20
C	20 to 35
D	35 to 55
E	55 to 80
F	Greater than 80

Adopted LOS is E
(WMC 21.28.070)



Existing System: Sidewalks, Walkways and Paths

Sidewalks	36.1 Miles
Pathways	1.8 Miles
Trails	0.2 Miles



Land Use

Transportation Analysis Zone (TAZ)

From PSRC Traffic Model

38 TAZ's

4 Outside City in UGA

34 Inside City

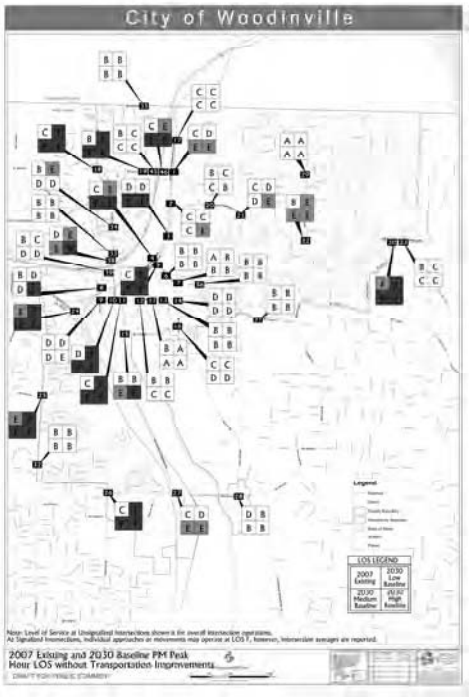
(Page 67)

Land Use - Growth Projections

	New Construction (1,000 Sq Ft)	Residential Units*	Employment
PRSC		1,887	5,120
Low	2,501	1,393	4,160
Medium	4,753	2,136	8,292
High	8,218	3,307	14,415

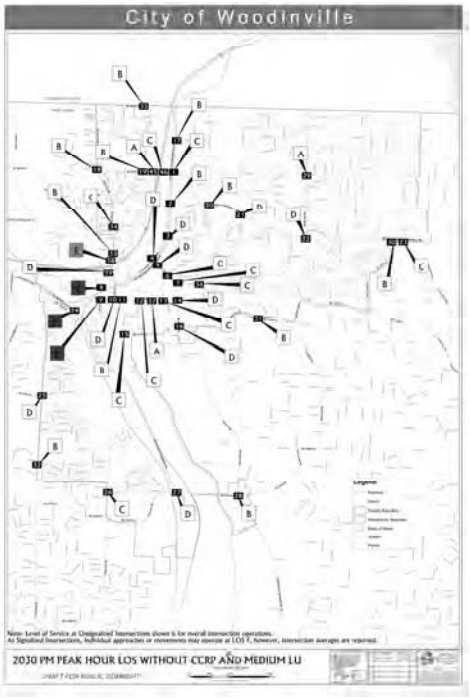
*Includes approximately 430 remaining residential infill lots throughout the City

(Page 65)



LOS Map
2030 Projections –
Low, Medium, High with No Improvements

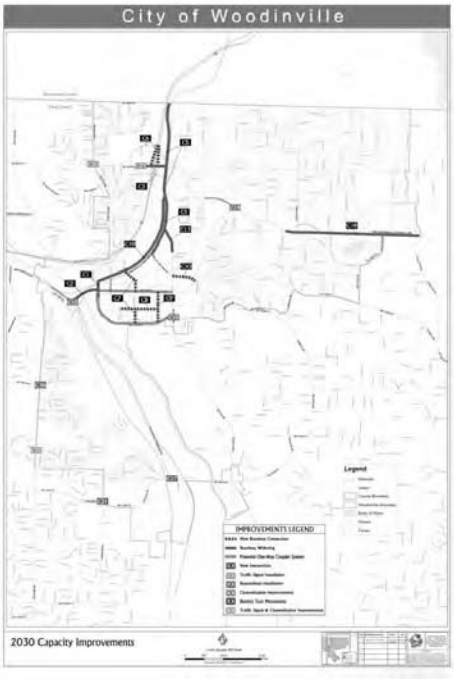
(page 73)



2030 LOS Map with Capacity Improvements

- Medium Growth
- Without CCRP (SP10)

(page 101 plan)



(page 85 plan)

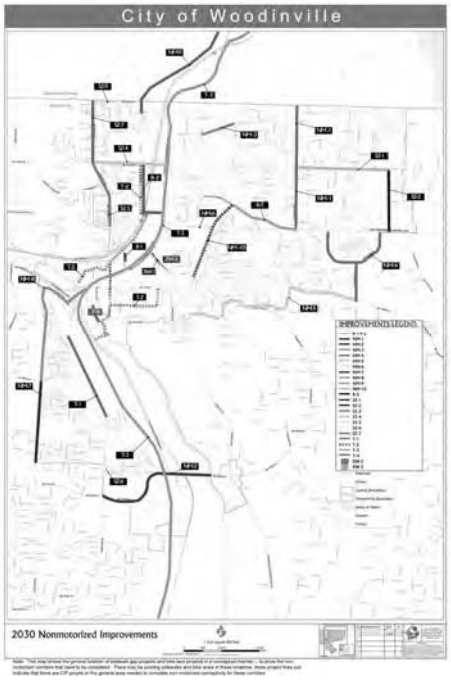
Capacity Improvements

C1	Trestle Replacement
C2	Sammamish Bridge Replacement
C3	SR 522/195th I/C (Interim)
C5	Woodinville Snohomish Widening
C6	SR 522/195th I/C half diamond (Full Improvement 195th)
C7	Grid Roads: NE 135th St
C8	Grid Roads: 173rd Ave NE
C9	Grid Roads: NE 138th St (Garden Way)
C10	Grid Road NE 178th St (Park and Ride)
C12	SR 202 Improvements
C13	140th Ave NE Widen to 5 lanes
C14	Wood-Duvall /Woodinville Way Intersection dual left
C15	171st 140th Double Left Turn Lane
C16	160th/124th Roundabout
C17	SR 202 Winery Hill Roundabout
C18	Woodinville-Duvall Road Widening
C19	Little Bear Creek Road Widening
C20	NE 195th/130th Ave Traffic Signal
C21	132nd/143rd Roundabout
C22	124th/149th Traffic Signal
C23	136th Ave NE / NE 195th St Traffic Signal

(page 93 plan)

Safety Projects

S1	160th Avenue NE / Wood-Duvall Signal
S2	152nd Avenue NE / Wood-Duvall Signal
S3	Future Road 190th
S4	175th / 132nd Signal
S5	171st / 133rd Signal
S6	Guard Rail on Woodinville-Snohomish Road
S7	156th Re-grade
S8	Traffic Calming (warranted)



(page 121 plan)

Non-Motorized
(Bike-Ped) Projects

SZ -1	195th School Sidewalks
SZ -2	168th Ave - School Sidewalk Project
NM -1	Sidewalks East side of 156th
T -1	South Power line Trail
NM-2	Winery Hill Road
T-2	Downtown Master Plan Ped Bike Trail
T-3	Rails / Trails Project
B-1	134th Ave NE
NM-3	Wellington to N. Industrial Area
NM-4	NE 180th 164th Ave NE, 160th Pl NE Ped Bike Facility
NM-5	NE 173rd Ped Bike Project Southern Border
NM-6	Greenbrier / Wood-Duvall Road Trail
T-4	Non-Motorized Boat Launch
XW-2	Existing crosswalk at 140th and north of 138th Place converted to a flashing Pedestrian Crossing Lights
XW-3	Existing mid-block crosswalk on Mill Place in TRF converted to a flashing Pedestrian Crossing Lights
NM-7	Sidewalk Gap Project NE 124th
NM-8	Sidewalk to connect West Ridge to downtown via NE 173rd
SZ-3	Wedge School Zone Sidewalk Gaps NE 130th, 132nd
NM-9	136th Ave to Future Brightwater
SZ-4	School Zone Sidewalk Project NE 195th - Wedge
SZ-5	School Zone Sidewalk Gap Project 205th - Wedge
B-2	Bridge over SR 522 connecting Wedge neighborhood to Downtown
NM-10	Woodinville-Duvall Road Gap
SZ-7	School Zone Sidewalk Gap Project 132nd Ave NE
SZ-6	School Zone side 132nd Ave NE
R-5	Woodinville-Duvall Road

(page 89 plan)

System Improvements

SP1	SR 202 3 lanes, pedestrian improvement, bus pull outs
SP4	Extension of NE 124th to Bothell
SP5	134th Bridge
SP6	144th Extension
SP7	195th /156th Intersection
SP8	Downtown Multimodal Transit / Parking Facility
SP9	SR522 Off Ramp to Northwest Gateway Area
SP10	CCRP - SR522 / SR 202 Access
SP11	Willows Road Extension
SP12	132nd Ave NE - Culvert Removal
SP14	Woodinville-Snohomish Road
SP15	SR522 Bus Off Ramp
SP16	Annual Pavement Overlay Program

Comments Received

PSRC
- Clarify discussion of VISION 2040
- Future work may be required

CITIZENS
- Correct limits of principal arterial designation on SR 202
- Make traffic impact fee determination process simpler
- Expressed concern about project costs
- Requested specific projects

CTED
- Met procedural requirements

WSDOT
- Stronger connection with CTR Plan
- Coordination required on projects

BUSINESSES
- Object to inclusion of Willows Road Extension Project (SP11)

Changes to Plan since Planning Commission Public Hearing (Staff & Council)

Added Projects (Lists and Maps)
- 156th Ave NE, Safety, S7
- Woodinville-Snohomish Road, System, SP14
- Willows Road Extension, System, SP11
- Annual Street Overlay
- SR 522 Bus Off Ramp, System, SP15

Revised Projects / Project Limits (Lists and Maps)
- Revised Projects Lists and Maps so they match
- Added pedestrian component to scope of Trestle Project (C1)
- Extended Bike/Ped Facility to include west side of Lake Leota (NM4)
- Extended NE 173rd St Grid Road to 133rd Ave NE (C8)
- Removed duplicated projects from project lists

Changes to Plan since Planning Commission Public Hearing (Staff & Council) - continued

Additions and / or Revisions to Plan

- Added paragraph on Financing
- Added paragraph summarizing Downtown Transportation Options
- Listed Future Recommended Actions
- Made 49 Minor Corrections and Scribner revisions
- Included graphic of CCRP (SP10) in Appendix
- Copy of minutes, Park and Recreation Commission meeting of March 6, 2008 – prioritized Non-Motorized Projects
- Included list of Projects that support growth in Downtown / Little Bear Creek Area
- Added Recommendation to raise LOS of local roads in Single Family Residential Zones to "C"

Next Steps:

- Identify financing of projects – Capital Facilities Plan
- Insure compliance with Clean Air Act
- Review goals and policies
- Revise City Arterial Designations
- Revise Traffic Impact Fee and Ordinance
- Adopt Transportation Element in 2010-2011
- Compliance with Transportation 2040 / Vision 2040 (Puget Sound Regional Council)
- Adopt Official Street Map

Any Questions?

APPENDIX P

PUGET SOUND REGIONAL COUNCIL
GROWTH TABLES

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Appendix Tables: Growth Comparisons between PSRC growth projections and Woodinville Growth Scenarios

2006 to 2030 growth in Woodinville, Puget Sound Regional Council Projections						
PSRC TAZ	Residential		Employment			
	Single Family Household	Multi-Family Household	Retail	Service Industry	Wholesale, transportation services, communication, utilities	Manufacturing
241	57	190	112	102	10	(72)
243	296	263	130	448	46	(84)
246	1	1	-	-	-	24
507	38	856	315	1,870	1,280	174
508	162	5	2	96	24	-
511	14	3	115	26	-	42
512	-	-	14	70	-	-
607	-	0	70	38	143	(24)
609	0	0	32	16	19	83
Total Units	187		Total Full Time Employees (FTE)	5,120		

2008 to 2030 growth in Woodinville (City of Woodinville – Low Density Scenario)						
PSRC TAZ	Residential		Employment			
	Single Family Household	Multi-Family Household	Retail	Service Industry	Wholesale, transportation services, communication, utilities	Manufacturing
241	92	-	150	339	-	-
243	135	-	-	-	-	-
246	147	-	-	-	-	-
507	99	679	1,790	1,310	-	-
508	24	-	-	-	-	-
511	217	-	339	63	-	25
512	-	-	-	-	-	-
607	-	-	-	-	-	35
609	0	-	-	-	49	70
Total Units	1,393		Total full time employees (FTE)	4,160		
Total Units 26% less than PSRC Projections				Total FTE 19% less than PSRC Projections		

2008 to 2030 growth in Woodinville (City of Woodinville – Medium Density Scenario						
PSRC TAZ	Residential		Employment			
	Single Family Household	Multi-Family Household	Retail	Service Industry	Wholesale, transportation services, communication, utilities	Manufacturing
241	92	-	267	762	-	-
243	135	-	-	-	-	-
246	147	-	-	-	-	-
507	99	2,593	3,289	2,730	-	-
508	24	-	-	-	-	-
511	217	-	444	467	-	27
512	-	-	26	127	-	-
607	-	-	-	-	-	35
609	-	-	-	-	49	70
Total Units	2,136		Total Full Time Employees (FTE)	8,292		
	Total Units 13% more than PSRC Projections			Total FTE is 62% more than Puget Sound Regional Council Projections		

2008 to 2030 growth in Woodinville (City of Woodinville – High Density Scenario)

	2008 to 2030 growth in Woodinville City of Woodinville – High Density Scenario	
PSRC TAZ	Residential	Employment

	Single Family Household	Multi-Family Household	Retail	Service Industry	Wholesale, transportation services, communication, utilities	Manufacturing
241	92	-	411	1,355	-	-
243	135	-	-	-	-	-
246	147	-	-	-	-	-
507	99	2,593	5,607	5,111	-	-
508	24	-	-	-	-	-
511	217	-	562	880	-	29
512	-	-	52	253	-	-
607	-	-	-	-	-	35
609	-	-	-	-	49	70
Total Units	Total Units 3,307		Total Full Time Employees	14,415		
	Total Units 75% more than PSRC Projections			Total FTE 182% higher than PSRC Projections		

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APPENDIX Q

GROWTH PROJECTIONS

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Land Use Projections in each TAZ

TAZ ID	Projection Total – Low Sqft	Projection Total- Medium Sqft	Projection Total- High Sqft
2412	183,752	393,756	682,510
50714	340,000	510,000	680,000
50716	0	0	280,036
50717	425,667	928,730	1,625,275
50718	191,283	286,925	382,566
50719	91,670	206,257	366,680
5072	381,089	762,177	1,270,296
50720	281,994	604,273	1,047,407
5077	94,482	360,750	990,898
5111	510,516	639,390	770,253
5121	0	61,093	122,189
Total SqFt Projections	2,500,453	4,753,351	8,218,110

Amount of residential infill in TAZ

Total Residential Infill	
TAZ	**Additional Residential Infill**
5078	29
2434	107
2431	28
5081	24
5071	70
2461	147
2411	92
Total	**497**
*Note this does not include any units in the CBD as mixed use or any other form of residential units	

List of Land Use Projection TAZ Categories

TAZ with significant Change
5011
50718
5072
50714
2412
50720
50717
50719
5077

TAZ with no significant change
2433
2432
2435
5121
2436
50722
5079
5074
5075
5073

Residential Infill in these TAZ
2431
2434
2461
5081
5071
5078
2411

TAZ 5077 High Scenario (Includes Park and Ride)

Total Sqft that has a potential for redevelopment		**705,361**
Assumptions for all scenarios	**Sqft**	
Environmental Property Reductions due to Critical Areas in TAZ		222,072
Property Reductions due to Public Infrastructure (15%)		105,804
Total Area for Redevelopment		377,485
100 Mixed Use: 25% Retail, 25% Commercial, 50% Resid.		
Retail - Mixed Use		94,371
Commercial - Mixed Use		94,371
Industrial		0
Residential- Mixed Use		188,742
Lot Size is 50% of property development		
Retail		47,186
Commercial		47,186
Industrial		0
Residential		188,742

TAZ 5077

	% of Prop to Flip	% Flip Sq Ft Retail	% Flip Sq Ft Commercial	Floor/Lot Ratio	Sqft Retail Projections	Floor/Lot Ratio Commercial	Sqft Projection Commercial	% Flip Residential Mixed Use	Floor/Lot Ratio Mixed Use	Sqft Projection Residential
High Scenario	100%	47,186	47,186	1 to 1	47,186	4 to 1	188,742	188,742	4 to 1	754,970

Total Sqft that has a potential for redevelopment **422,942**

TAZ 5077

	% of Prop to Flip	% Flip Sq Ft Retail	% Flip Sq Ft Commercial	Floor/Lot Ratio	Sqft Retail Projections	Floor/Lot Ratio Commercial	Sqft Projection Commercial	% Flip Residential Mixed Use	Floor/Lot Ratio Mixed Use	Sqft Projection Residential Mixed Use
Low Scenario	50%	8,589	8,589	1 to 1	8,589	2 to 1	17,179	34,357	2 to 1	68,714
Med Scenario	100%	17,179	17,179	1 to 1	17,179	4 to 1	68,714	68,714	4 to 1	274,857

Assumptions	**Sqft**
Environmental Property Reductions due to Critical Areas in TAZ	222,072
Property Reductions due to Public Infrastructure (15%)	63,441
Total Area for Redevelopment	137,429
100 Mixed Use: 25% Retail, 25% Commercial, 50% Resid.	
Retail - Mixed Use	34,357
Commercial - Mixed Use	34,357
Industrial	0
Residential- Mixed Use	68,714

	Sqft Retail Projections	**SQFT Projection Commercial**	**SQFT Projection Residential**
Low	8,589	17,179	68,714
Medium	17179	68,714	274,857
High	47,186	188,742	754,970

Lot Size is 50% of property development	
Retail	17,179
Commercial	17,179
Industrial	0
Residential	68,714

TAZ 50717

Total Sqft that has a potential for redevelopment		**839,802**
Assumptions for all scenarios	**Sqft**	
Environmental Property Reductions due to Critical Areas in TAZ		94,679
Property Reduction for public improvements (15%)		125,970
Total Area for Redevelopment		619,153
100 Mixed Use		
Retail - Mixed Use		154,788
Commercial - Mixed Use		154,788
Industrial		0
Residential- Mixed Use		309,576
Lot Size is 50% of property development		
Retail		77,394
Commercial		77,394
Industrial		0
Residentail/Mixed Use		309,576

	% of Prop to Flip	% Flip Sq Ft Retail	% Flip Sq Ft Commercial	Floor/Lot Ratio Sqft Retail	Sqft Retail Projections	Floor/Lot Ratio Commercial	Sqft Projection Commercial	% Flip Residential Mixed Use	Floor/Lot Ratio Mixed Use	Sqft Projection Residential Mixed Use
Low Scenario	50%	38,697	38,697	1 to 1	38,697	2 to 1	77,394	154,788	2 to 1	309,576
Med Scenario	75%	58,046	58,046	1 to 1	58,046	3 to 1	174,137	232,182	3 to 1	696,547
High Scenario	100%	77,394	77,394	1 to 1	77,394	4 to 1	309,576	309,576	4 to 1	1,238,305

	Sqft Retail Projections	Sqft Projection Commercial	Sqft Projection Residential Mixed Use
Low Scenario	38,697	77,394	309,576
Med Scenario	58,046	174,137	696,547
High Scenario	77,394	309,576	1,238,305

FID	SHAPE	PIN_1	SITE_A	SITE_C	SITE_Z	PRESENTUSE	TAZ 2434 OWNERNAME	SQFTLOT
25	4E+05	2226059(				Vacant(Single-family)	WERTHEIMER M J	394222
26	63575	2226059(				Vacant(Single-family)	WERTHEIMER M J	64033
27	2E+05	2226059(				Vacant(Single-family)	WERTHEIMER M J	228690
32	2E+05	1526059(				Vacant(Single-family)	HOWELL KEITH C+DORIS P	189921
35	42841	1526059(				Vacant(Single-family)	TAME TRUST	43560
36	6E+05	1526059'				Vacant(Single-family)	DEININGER JOHN	632055
38	46176	1526059'				Vacant(Single-family)	REPMAN DOUGLAS B	45738
148	55824	1626059(				Vacant(Single-family)	GUNDERSEN EINAR & HEDDY	55321
152	90669	1626059'				Vacant(Single-family)	TEUFEL WILLIAM G TRUSTEE	91040
158	88049	1626059	115	WOODI	WA	Vacant(Single-family)	UDRIS MAIJA	87991
160	82264	1626059'				Vacant(Single-family)	QUINDT ROBERT C & LAURA M	81021
							Total SQFT	1,913,592
							Total Acreage of Vacant Parcels	43.93
							Critical Area on Vacant Parcles (acres)	25.69
							Less Critical Areas on vacant parcels	18.24
							Density Assumption 5.89 (R-4), Additional Units	107

PIN_1	SITE_ADD	SITE_CITY	SITE_ZIP	PRESENTUSE	OWNERNAME	SQFTLOT	TAZ
0326059067	19518 136	WOODINV	WA	Vacant(Single-family)	SIMPSON HAWLEY LLC	796437	2411
0326059090				Vacant(Single-family)	GONZALES FREDERICK L+DONALD	43314	2411
0426059059				Vacant(Single-family)	DICKINSON STEVEN J+SHELLEY	3302	2411
0622100060				Vacant(Single-family)	DONOVAN-SEALS PATRICIA A	67082	2411
0622100090				Vacant(Single-family)	SLOCUM JEANNE H	197326	2411
0622100106				Vacant(Single-family)	BENRUD JAMES A	21783	2411
7859960230	13092 NE			Vacant(Single-family)	VELLEK MARGARET	12058	2411
9516500310				Vacant(Single-family)	BUTTERFIELD KERRY LEE+PATRI	71914	2411
					Total Vacant Land	1,213,216	
					Total Acres Vacant Land	27.85	
					Critical Areas in Vacant Lots	14.56	
					Total Buildable Land	13.29	
					Assumed Density (R-6) Additional Units	92	

TAZ 2431

PIN_1	PRESENTUSE	OWNERNAME	SQFTLOT	TAZ
162605909	Vacant(Single-family)	MCCALL PAULYNE	66646	2431
162605902	Vacant(Single-family)	BOCURETSION SIMON	66646	2431
162605908	Vacant(Single-family)	LINARELLI DOROTHY M	10500	2431
092605912	Vacant(Single-family)	TAYLOR MILTON L	60548	2431
092605913	Vacant(Single-family)	PREVIS STEPHEN	84525	2431
		Total Sqft of Vacant Lots	288,865	
		Acres of Vacant Lots	6.63	
		Acres of Critical Area on Vacant Lots	2.64	
		Acres of developable Land	3.99	
		Assumed Density R-6, Additonal Units Infill	28	

TAZ 5071

PIN_1	PRESENTUSE	OWNERNAME	SQFTLOT	TAZ
022605918	Vacant(Single-family)	MUDROVICH DAVID M&JANINE H	43851	5071
324450007	Vacant(Single-family)	OSTROM LARRY & ET AL	134600	5071
324450016	Vacant(Single-family)	BENDER JOHN F JR	84070	5071
324450008	Vacant(Single-family)	WETTER DOUGLAS G	146564	5071
324450006	Vacant(Single-family)	K & J INVESTMENTS	42255	5071
032605904	Vacant(Single-family)	PHOENIX DEVELOPMENT INC	222591	5071
032605903	Vacant(Single-family)	PHOENIX DEVELOPMENT	156763	5071
032605904	Vacant(Single-family)	PHOENIX DEVELOPMENT	500091	5071
032605904	Vacant(Single-family)	PHOENIX DEVELOPMENT	222156	5071
032605911	Vacant(Single-family)	G&S SUNDQUIST MANAGEMENT LLC	875556	5071
032605903	Vacant(Single-family)	PHOENIX DEVELOPMENT INC	223027	5071
923850011	Vacant(Single-family)	KIRCHMEIER STEWART+CHERYL	2800	5071
112605919	Vacant(Single-family)	SAULNESS ARTHUR K+MARY FREA	37616	5071
112605915	Vacant(Single-family)	BRICKYARD PROPERTIES LLC	114856	5071
		Total SQFT Vacant Properties	**2,806,796**	

Total Acreage of Vacant Lots	**64.44**
Critical Areas on Vacant Lots	**63.49**
(1.1 Units Per acre) Additional Units	**70**

Westwood

Proposed Use	**Low (sqft)**	**Medium (sqft)**	**High (sqft)**
Retail	15,000	22,500	30,000
Quality Restaurant	5,000	7,500	10,000
Office	10,000	15,000	20,000
Medical-Dental Office	10,000	15,000	20,000
	40,000	60,000	80,000
	Low Units	**Medium Units**	**High Units**
	150 townhouse	225 townhouse	300 townhouse
	150 apartments	225 apartments	300 apartments
	300 units	450 units	600 units

* Per May 9, 2008 Traffic Scoping Memo, Transportation Enginnering NorthWest

Total- Low	Total Medium	Total High
40,000	60,000	80,000
300000	450000	600000
340,000	510,000	680,000

Total Sqft that has a potential for redevelopment		**164,727**
Assumptions for all scenarios	**Sqft**	
Environmental Property Reductions due to Critical Areas in TAZ		0
Property Reductions for Public Improvvements (15%)		24,709
Total Area for Redevelopment		140,018
Mixed Use - 25% Retail, 25% Office, 50% Residential		
Retail		35,004
Commercial (Office)		35,004
Industrial		0
Residential/Mixed Use		70,009
Total Mixed Use		**140,018**

Lot Size is 50% of property development

Residentail/Mixed Use	70,009

	% of Prop to Flip	Redevelopment SQFT	Floor/Lot Ratio Mixed Use	Total Mixed Use
Low (None)				
Medium (None)				
High Scenario	100%	70,009	4 to 1	280,036

Assumption for Mixed Use is 25% Retail, 25% Office, 50% Residential

Total Sqft that has a potential for redevelopment		**225,039**
Assumptions for all scenarios	**Sqft**	
Environmental Property Reductions due to Critical Areas in TAZ		0
Property Reductions for Public Improvvements (15%)		33,756
Total Area for Redevelopment		191,283
Mixed Use - 25% Retail, 25% Office, 50% Residential		
Retail		47,821
Commercial (Office)		47,821
Industrial		0
Residential/Mixed Use		95,642
Total Mixed Use		**191,283**

	% of Prop to Flip	Redevelopment SQFT	Floor/Lot Ratio Mixed Use	Total Mixed Use
Low Scenario	50%	47,821	4 to 1	191,283
Medium Scenario	75%	71,731	4 to 1	286,925
High Scenario	100%	95,642	4 to 1	382,566

Assumption for Mixed Use is 25% Retail, 25% Office, 50% Residential

Lot Size is 50% of property development

Residentail/Mixed Use	95,642

	Total Mixed Use
Low Scenario	191,283
Medium Scenario	286,925
High Scenario	382,566

TAZ 50719

Total Sqft that has a potential for redevelopment	**107,847**
Assumptions for all scenarios	**Sqft**
Environmental Property Reductions due to Critical Areas in TAZ- none	0
Property Reduction due to Public Improvements (15%)	16,177
Total Area for Redevelopment	91,670
100 Commercial: Medical and other Office Buildings	
Retail	
Commercial	91,670
Industrial	0
Residential/Mixed Use	0
Lot Size is 50% of property development	
Retail	0
Commercial	91,670
Industrial	0
Residentail/Mixed Use	0

TAZ 50719

	% of Prop to Flip	% Flip Sq Ft Retail	% Flip Sq Ft Commercial	Floor/Lot Ratio Sqft Retail	Sqft Retail Projections	Floor/Lot Ratio Commercial	Sqft Projection Commercial
Low Scenario	50%	0	45,835	1 to 1	0	2 to 1	91,670
Medium Scenario	75%	0	68,752	1 to 1	0	3 to 1	206,257
High Scenario	100%	0	91,670	1 to 1	0	4 to 1	366,680

	Sqft Projection Commercial
Low Scenario	91,670
Med Scenario	206,257
High Scenario	366,680

* No land for critical areas was deducted because the vacant properties that were predicted to redevelop did not contain critical areas

FID	SHAPE_ar	PIN_1	SITE_ADD	SITE_CITY	PRESENTUSE	OWNERNAME	SQFTLOT	TAZ
2	19786.65	856470029			Vacant(Single-family)	HALSEY JAMES RANDALL	19787	5078
18	19701.8	856470028	18475 151	WOODINV	Vacant(Single-family)	HALSEY MICHAEL J+PATRICIA	19701	5078
22	7180.513	856470027			Vacant(Single-family)	HALSEY MICHAEL J+PATRICIA	7181	5078
34	55932.47	324450011			Vacant(Single-family)	MCKILLOP DONALD P+GLORIA M	57686	5078
36	79938.59	324450012			Vacant(Single-family)	SEAWEST PROPERTY HOLDINGS	78843	5078
38	1079.945	324450013			Vacant(Single-family)	BRICKYARD PROPERTIES LLC	967	5078
						Total SQFT of vacant lots	**184,165**	

Total Acreage of Vacant Lots	4.23
Assumed Density R-6	29

TAZ 5081

FID	SHAPE_ar	PIN_1	SITE_ADD	PRESENTUSE	OWNERNAME	SQFTLOT	BLDGDESCR	BLDGGRC	TAZ
20	87718.34	012605914		Vacant(Single-family)	BAUMAN CAROLYN H	87120			5081
22	11751.67	012605911		Vacant(Single-family)	HARDER DAVE R+HELEN DIANE	12390			5081
23	24550.38	012605913		Vacant(Single-family)	AUSTIN DOUGLAS D	24451			5081
25	22020.96	012605917	18919 166	Vacant(Single-family)	HARDER DAVE R+HELEN DIANE	22500			5081
60	52218.94	012605919		Vacant(Single-family)	HENKE JUDITH M	52272			5081
67	63738.39	012605928		Vacant(Single-family)	ESKIL LYNNE D+HILL WESLEY	63304			5081
96	55640.36	012605910		Vacant(Single-family)	ZIELINSKI RICHARD	54885			5081
164	44658.17	022605912		Vacant(Single-family)	KENT HAROLD	44431			5081
166	99728.79	022605914		Vacant(Single-family)	CULPEPPER JANICE L+PAULSON	100614			5081
180	44579.62	022605913		Vacant(Single-family)	GRISHAM CAROLE J+JOHN F ASL	43560			5081
181	49581.75	022605914		Vacant(Single-family)	LAMOREE MYRON & FAITH	49658			5081
191	43785.91	022605908		Vacant(Single-family)	ROTHSCHILD PETER	43995			5081
220	42717.31	022605916	16014 WO	Vacant(Single-family)	TRACY J J	42863	Storage Bldg SFR	2000	5081
225	72486	022605916		Vacant(Single-family)	PONTI TODD S	60147			5081
245	7833.725	022605908		Vacant(Single-family)	HERGERT SAMUEL	7750			5081
271	29860.59	404590013	16243 WO	Vacant(Single-family)	STRAND RICHARD	36000			5081
279	2177.952	404590004		Vacant(Single-family)	STERN JEFFREY H	2250			5081
281	28210.03	404590010	16029 WO	Vacant(Single-family)	CASABLANCA LAURA M+SLATER J	28450			5081
286	17734.65	404590006		Vacant(Single-family)	TOOMBS ROBERT I+MYRNA M	17693			5081
313	34164.97	404590012		Vacant(Single-family)	BRENTON PENELOPE B	47916			5081
510	51866.98	112605905		Vacant(Single-family)	HOFSTETTER ROBERT	46074			5081
530	41847.01	112605922		Vacant(Single-family)	GENERAUX GUY & PAMELA	42670			5081
535	35022.82	112605916		Vacant(Single-family)	GENERAUX GUY & PAMELA	35146			5081
					Total Vacant Land	**966,139**			

Total Acreage of Vacant Lots	22.18
Critical Areas on vacant Land	0.65
Total Acres for redevelopment	21.53
Total Units (table 4B-1 for density assumptions. 1.1 units/acre)	24

Woodinville Village

Proposed Use	Low (sqft)	Medium (sqft)	High (sqft)
Grocery	50,070	25,350	0
Retail	64,831	94,343	123,855
Restaurant	39,881	42,133	44,385
Manufacturing	25,285	26,971	28,657
Office	14,627	128,341	242,055
Residential	307,322	307,322	307,322
307,322 sqft=217 units	502,016	624,460	746,274

* WV Numbers Per TraffEx June 2005 Traffic Report and August 2008 Site Plan

Apple Farm

Proposed Use	Low (sqft)	Medium (sqft)	High (sqft)
Retail	8,500	13,130	22,179
Restaurant	0	1,800	1,800
B&B Inn (Rooms)	0	4	8

* Per SEPA Submittal Apple Farm

Total Low Retail	Total Med Retail	High Retail
50,070	25,350	0
64,831	94,343	123,855
39,881	42,133	44,385
8,500	13,130	22,179
163,282	1,800	1,800
	176,756	192,219

Total Low Com	Total Med Com	High Com
25,285	26,971	28,657
14,627	128,341	242,055
39,912	155,312	270,712

Total Sqft that has a potential for redevelopment		**193,194**
Assumptions for all scenarios	**Sqft**	
Environmental Property Reductions due to Critical Areas in TAZ		42,024
Property Reductions for Public Improvvements (15%)		28,979
Total Area for Redevelopment		122,191
Mixed Use - 25% Retail, 25% Office, 50% Residential		
Retail		30,548
Commercial (Office)		30,548
Industrial		0
Residential/Mixed Use		61,095
Total Mixed Use		**122,191**

Lot Size is 50% of property development

Residentail/Mixed Use	61,095

	% of Prop to Flip	Redevelopment SQFT	Floor/Lot Ratio Mixed Use	Total Mixed Use
	0%			0
	25%	15,274	4 to 1	61,095
	50%	30,548	4 to 1	122,191

Assumption for Mixed Use is 25% Retail, 25% Office, 50% Residential

	Total Mixed Use
Low Scenario	0
Medium Scenario	61,095
High Scenario	122,191

TAZ 50720

Total Sqft that has a potential for redevelopment		**1,635,333**
or change to more intense use		
Assumptions for all scenarios	**Sqft**	
Environmental Property Reductions due to Critical Areas in TAZ		990,775
Property Reductions for Public Improvements (5%)		81,767
Total Area for Redevelopment		644,558
Retail 25% Commercial 75%		
Retail		161,140
Commercial		483,419
Industrial		0
Residential/Mixed Use		0
Lot Size is 50% of property development		
Retail		80,570
Commercial		241,709
Industrial		0
Residentail/Mixed Use		0

	% of Prop to Flip	% Flip Sq Ft Retail	% Flip Sq Ft Commercial	Floor/Lot Ratio Sqft Retail	Sqft Retail Projections	Floor/Lot Ratio Commercial	Sqft Projection Commercial
Low Scenario	50%	40,285	120,855	1 to 1	40,285	2 to 1	241,709
Med Scenario	75%	60,427	181,282	1 to 1	60,427	3 to 1	543,846
High Scenario	100%	80,570	241,709	1 to 1	80,570	4 to 1	966,837

	Sqft Retail Projections	**Sqft Projection Commercial**
Low Scenario	40,285	241,709
Med Scenario	60,427	543,846
High Scenario	80,570	966,837

Total Sqft that has a potential for redevelopment **913,582**

Assumptions for all scenarios	**Sqft**
Environmental Property Reductions due to Critical Areas in TAZ	356,539
Property reductions for public use (15%)	137,037
Total Area for Redevelopment	420,006
Redevelopment: Retail 25%, Office 75%	
Retail	105,001
Commercial (Office)	315,004
Industrial	0
Residential/Mixed Use	0

	% of Prop to Flip	% Flip Sq Ft Retail	% Flip Sq Ft Commercial	Floor/Lot Ratio Sqft Retail	Sqft Retail Projections	Floor/Lot Ratio Commercial	Sqft Projection Commercial
Low Scenario	50%	26,250	78,751	1 to 1	26,250	2 to 1	157,502
Med Scenario	75%	39,376	118,127	1 to 1	39,376	3 to 1	354,380
High Scenario	100%	52,501	157,502	1 to 1	52,501	4 to 1	630,009

Lot Size is 50% of property development

Retail	52,501
Commercial	157,502
Industrial	0
Residentail/Mixed Use	0

TAZ 2461

FID	SHAPE_ar	PIN_1	PRESENTUSE	OWNERNAME	SQFTLOT	TAZ
1	132610.3	2226059081	Vacant(Single-family)	STIMSON LANE WINE & SPIRITS	130680	2461
2	439909.5	2226059044	Vacant(Single-family)	STIMSON LANE WINE & SPIRITS	438205	2461
5	135809.3	2226059064	Vacant(Single-family)	MUELLER MICHAEL J	135753	2461
7	746363.3	2226059087	Vacant(Single-family)	STIMSON LANE WINE & SPIRITS	744876	2461
13	503524.9	2226059076	Vacant(Single-family)	STIMSON LANE WINE & SPIRITS	510958	2461
				Total Vacant Buildable Land	**1,960,472**	

1 acre= 43,560 sqft

Total Acreage of Vacant Lots	45.01
Critical Areas in Vacant Lots	20.03
Acreage for development	24.98
(Assumed Density R4 Per Table 5B-1*) **Total Units**	147

* Table can be found in sustainable development Report 2007

Total Sqft that has a potential for redevelopment		**1,452,195**
Assumptions for all scenarios	**Sqft**	
Environmental Property Reductions due to Critical Areas in TAZ		363,348
Property deductions for ROW and Public Uses (5%)		72,610
Total Area for Redevelopment		1,016,237
50/50 Retail Commercial Split		
Retail		508,119
Commercial		508,119
Industrial		0
Residential/Mixed Use		0
Lot Size is 50% of property development		
Retail		254,059
Commercial		254,059
Industrial		0
Residentail/Mixed Use		0

	% of Prop to Flip	% Flip Sq Ft Retail	% Flip Sq Ft Commercial	Floor/Lot Ratio Sqft Retail	Sq Ft Retail Projected	Floor/Lot Ratio Commercial	Sqft Commercial Projected
Low Scenario	50%	127,030	127,030	1 to 1	127,030	2 to 1	254,059
Medium Scenario	75%	190,544	190,544	1 to 1	190,544	3 to 1	571,633
High Scenario	100%	254,059	254,059	1 to 1	254,059	4 to 1	1,016,237

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APPENDIX R

ACCIDENT DATA

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JURISDICTION	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DISTANCE FROM REFERENCE POINT	FT OR MP	COMPASS DIR FROM REF POINT	REFERENCE POINT NAME	MILE POST	REPORT NUMBER	DATE	TYPE OF DAMAGE	I N J	JUNCTION	ACCIDENT TYPE		Ped / Bike	PDO	Inj	Fat
2006																			
City Street	NE WOODINVILLE-DUVALL RD	14900	NE WOODINVILLE WY						2108066	01/02/06	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 180 PL		TARGET	100	F	W	140 AVE NE		2108080	01/03/06	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL			300	F	E	156 AVE NE		1562296	01/04/06	INJ	1	ROADWAY	REAR END	1	0	0	1	0
City Street	WOODINVILLE-DUVALL RD			50	F	W	156 AVE NE		C663048	01/06/06	INJ	1	DRIVEWAY	DRIVEWAY INGRESS	1	0	0	1	0
City Street	NE 195 ST	14900		35	F	W	WOODINVILLE-SNOHOMISH RD		2108068	01/09/06	PDO	0	ROADWAY	SIDESWIPE	1	0	1	0	0
City Street	WOODINVILLE SNO RD			200	F	N	NE 195 ST		2243801	01/10/06	INJ	1	DRIVEWAY	DRIVEWAY INGRESS	1	0	0	1	0
City Street	NE 175 ST			100	F	W	135 AVE NE		2108082	01/12/06	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
State Route	202							0.31	2243852	01/12/06	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	SNO WOOD RD		NE 190 ST						2108081	01/12/06	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
State Route	202							0.31	2002657	01/14/06	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
City Street	NE WOODINVILLE-DUVALL RD		NE WOODINVILLE WY						2108131	01/15/06	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
State Route	202							0.31	2243688	01/16/06	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD		DENNYS	1500	F	E	140 AVE NE		2108132	01/17/06	INJ	1	DRIVEWAY	DRIVEWAY EGRESS	1	0	0	1	0
State Route	202							2.74	1992383	01/18/06	PDO	0	DRIVEWAY	DRIVEWAY INGRESS	1	0	1	0	0
State Route	202							0.31	2108069	01/19/06	PDO	0	INTERSECTION	DRIVEWAY EGRESS	1	0	1	0	0
City Street	140 AVE NE		GAS STATION	0	F	N	NE 175 ST		2108084	01/23/06	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	NE 175 ST		TACO TIME						2108133	01/23/06	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
State Route	202							0.15	2108083	01/23/06	PDO	0	ROADWAY	SIDESWIPE	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD	14000		200	F	E	140 AVE NE		2108070	01/25/06	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
State Route	202							0.31	1168679	01/25/06	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD	140		230	F	E	140 AVE NE		2108071	01/26/06	INJ	1	DRIVEWAY	DRIVEWAY EGRESS	1	0	0	1	0
City Street	156 AVE NE		AM PM	0	F	N	NE 185 ST		2108085	01/26/06	PDO	0	DRIVEWAY	DRIVEWAY INGRESS	1	0	1	0	0
City Street	140 AVE NE			100	F	N	NE 171 ST		2108086	01/27/06	PDO	0	DRIVEWAY	DRIVEWAY INGRESS	1	0	1	0	0
State Route	202							0.07	2108072	01/27/06	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	144 AVE NE	19400		200	F	N	NE 193 PL		1563664	01/28/06	PDO	0	DRIVEWAY	DRIVEWAY INGRESS	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD			500	F	E	NE 175 ST		2108134	01/28/06	INJ	1	ROADWAY	FIXED OBJECT	1	0	0	1	0
City Street	NE WOODINVILLE-DUVALL		NE 175 ST						2108230	01/30/06	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
City Street	NE WOODINVILLE-DUVALL	16000		100	F	E	160 AVE NE		2243606	01/31/06	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	NE 185 ST		168 AVE NE						2108087	02/02/06	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
State Route	522							11.73	2338104	02/08/06	INJ	1	DRIVEWAY	REAR END	1	0	0	1	0
City Street	140 AVE NE			0.25	F	S	NE 175 ST		2108136	02/09/06	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD		156 AVE						2108135	02/09/06	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD		NE N WOODINVILLE WY						2243877	02/10/06	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
City Street	140 AVE NE			350	F	N	NE 171 ST		2108138	02/12/06	PDO	0	DRIVEWAY	SIDESWIPE	1	0	1	0	0
City Street	NE 175 ST	13300		200	F	E	133 AVE NE		2243879	02/16/06	PDO	0	ROADWAY	REAR END	1	0	1	0	0
State Route	202							2.67	2243689	02/23/06	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	NE 175 ST		159 AVE NE						2243881	02/24/06	INJ	1	INTERSECTION	ENTER AT ANGLE	1	0	0	1	0
City Street	NE WOODINVILLE-DUVALL		168 AVE						2243883	02/25/06	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
City Street	NE 149 ST		124 AVE NE						1563852	03/01/06	INJ	1	INTERSECTION	PEDESTRIAN	1	1	0	0	0
City Street	NE WOODINVILLE-DUVALL RD			100	F	W	167 AVE NE		2108089	03/03/06	INJ	1	ROADWAY	MOTORCYCLE	1	0	0	1	0
City Street	NE N WOODINVILLE WY	14000		100	F	E	SNOHOMISH-WOODINVILLE RD		2243884	03/03/06	INJ	1	INTERSECTION	SIDESWIPE	1	0	0	1	0
City Street	NE 171 ST			0	F	W	143 PL NE		2243886	03/06/06	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	124 AVE NE		NE 154 ST						1563853	03/07/06	PDO	0	INTERSECTION	SIDESWIPE	1	0	1	0	0
City Street	124 AVE NE	15300		0.25	M	S	NE 160 ST		2243887	03/09/06	INJ	1	ROADWAY	REAR END	1	0	0	1	0
State Route	202							0.31	2273151	03/13/06	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL	15600		300	F	E	156 AVE NE		1992673	03/14/06	INJ	1	ROADWAY	REAR END	1	0	0	1	0
City Street	NE WOODINVILLE-DUVALL RD	14309							C673678	03/15/06	INJ	1	DRIVEWAY	DRIVEWAY EGRESS	1	0	0	1	0
City Street	NE WOODINVILLE-DUVALL RD			500	F	E	140 AVE NE		2108090	03/16/06	INJ	1	DRIVEWAY	DRIVEWAY INGRESS	1	0	0	1	0
State Route	202							0.31	2243890	03/21/06	INJ	1	INTERSECTION	ENTER AT ANGLE	1	0	0	1	0
City Street	NE 175 ST		139 AVE NE						2108093	03/21/06	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	148 AVE NE			800	F	W	WOODINVILLE-REDMOND RD		C666018	03/22/06	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD NE		NE 178 PL						2108141	03/23/06	PDO	0	INTERSECTION	DRIVEWAY INGRESS	1	0	1	0	0
City Street	NE 175 ST			100	F	E	133 AVE NE		2108094	03/24/06	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	166 AVE SE			0.75	M	N	NE 195 ST		2017476	03/25/06	INJ	1	ROADWAY	OVERTURNED	1	0	0	1	0
City Street	NE 171			200	F	E	140 AVE NE		2243756	03/25/06	PDO	0	DRIVEWAY	REAR END	1	0	1	0	0
City Street	NE N WOODINVILLE WY			800	F	E	WOODINVILLE-SNOHOMISH RD		2108096	03/27/06	INJ	1	ROADWAY	REAR END	1	0	0	1	0
City Street	151 AVE NE	18665							2273152	03/31/06	INJ	1	DRIVEWAY	PEDESTRIAN	1	1	0	0	0

JURISDICTION	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DISTANCE FROM REFERENCE POINT	FT OR MP	COMPASS DIR FROM REF POINT	REFERENCE POINT NAME	MILE POST	REPORT NUMBER	DATE	TYPE OF DAMAGE	I N J	JUNCTION	ACCIDENT TYPE		Ped / Bike	PDO	Inj	Fat
City Street	NE WOODINVILLE-DUVALL RD	14000		200	F	E	140 AVE NE		585004	04/01/06	INJ	1	DRIVEWAY	DRIVEWAY EGRESS	1	0	0	1	0
State Route	202							1.43	1563855	04/01/06	INJ	1	DRIVEWAY	DRIVEWAY INGRESS	1	0	0	1	0
State Route	202							0.31	2243893	04/03/06	INJ	1	INTERSECTION	DRIVEWAY EGRESS	1	0	0	1	0
City Street	136 AVE NE		NE 195 ST						C668657	04/04/06	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
State Route	202							0.31	C666993	04/04/06	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH		NE 178 ST						C666742	04/05/06	PDO	0	INTERSECTION	DRIVEWAY EGRESS	1	0	1	0	0
State Route	202							0.31	1563857	04/06/06	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
City Street	NE 160		124 AVE NE						2248403	04/07/06	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
State Route	202							0.24	2017379	04/17/06	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	WOODINVILLE-DUVALL RD		167 AVE NE						2017502	04/17/06	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
State Route	202							0.31	2342535	04/18/06	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	N WOODINVILLE WY		NE 195 ST						2017380	04/21/06	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	140 AVE NE		NE 178 PL						C667732	04/21/06	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	WOODINVILLE-SNOHOMISH RD		NE 190 ST						2108144	04/22/06	INJ	1	INTERSECTION	ENTER AT ANGLE	1	0	0	1	0
City Street	140 AVE NE		NE 171 ST						2108145	04/22/06	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
City Street	NE WOODINVILLE-DUVALL	16826							2017504	04/23/06	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	140 AVE NE			100	F	N	NE 175 ST		2017381	04/28/06	INJ	1	ROADWAY	PEDESTRIAN	1	1	0	0	0
City Street	132 AVE NE		WOODINVILLE-SNOHOMISH RD						2108146	04/29/06	PDO	0	ROADWAY	PARKED CAR	1	0	1	0	0
City Street	124 AVE NE	15500	NE 155 PL						2107943	05/04/06	INJ	1	ROADWAY	REAR END	1	0	0	1	0
City Street	124 AVE NE		NE 160 ST						1563889	05/05/06	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
State Route	202							0.24	605292	05/06/06	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	NE WOODINVILLE-DUVALL		NE N WOODINVILLE WY						2017653	05/07/06	INJ	1	INTERSECTION	FIXED OBJECT	1	0	0	1	0
State Route	202							0.48	2017652	05/07/06	PDO	0	ROADWAY	REAR END	1	0	1	0	0
State Route	202							0.31	C668735	05/07/06	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	WOODINVILLE-DUVALL		168 NE						C668402	05/08/06	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 205 ST		136 AVE NE						2243894	05/11/06	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL	14300		300	F	S	NE 182ND		2248410	05/11/06	PDO	0	DRIVEWAY	REAR END	1	0	1	0	0
City Street	NE 180TH	16502							2002637	05/12/06	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	124 AVE NE	15700	NE 157 ST						2108169	05/12/06	PDO	0	ROADWAY	REAR END	1	0	1	0	0
State Route	202							0.31	2108097	05/17/06	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
State Route	202							0.13	C668835	05/18/06	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	140TH AVE NE		138TH AVE NE						2108099	05/18/06	PDO	0	INTERSECTION	DRIVEWAY EGRESS	1	0	1	0	0
City Street	124 AVE NE		NE 162 ST						2244011	05/18/06	PDO	0	INTERSECTION	FIXED OBJECT	1	0	1	0	0
State Route	202							0.16	2243694	05/23/06	PDO	0	ROADWAY	OVERTURNED	1	0	1	0	0
City Street	131 AVE NE			175	F	S	NE 175 ST		2108338	05/26/06	PDO	0	ROADWAY	SIDESWIPE	1	0	1	0	0
City Street	NE 177 PL	13600		75	F	SW	NE 178 PL		2108173	05/27/06	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
State Route	522							12.81	2129300	05/31/06	PDO	0	ROADWAY	MOTORCYCLE	1	0	1	0	0
State Route	202							0.31	2248413	06/01/06	PDO	0	INTERSECTION	DRIVEWAY EGRESS	1	0	1	0	0
City Street	WOODINVILLE SNO RD	198		250	F	S	NE 200 ST		2243896	06/03/06	INJ	1	ROADWAY	REAR END	1	0	0	1	0
City Street	NE 175 ST		140 AVE NE						2002641	06/04/06	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE 171 ST			250	F	W	133 AVE NE		2108341	06/07/06	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
State Route	202							0.27	1562461	06/09/06	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 175		GARDEN WAY NE						2273156	06/12/06	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
State Route	202							2.76	2243897	06/15/06	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD NE	19500		100	F	N	NE 195 ST		1992286	06/17/06	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	WOODINVILLE-DUVALL		NE WOODINVILLE-DUVALL RD						C672042	06/20/06	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD	19501		100	F	N	NE 195 ST		2289891	06/21/06	PDO	0	DRIVEWAY	DRIVEWAY INGRESS	1	0	1	0	0
State Route	202							0.38	2108174	06/21/06	PDO	0	ROADWAY	SIDESWIPE	1	0	1	0	0
State Route	202							0.31	2243898	06/23/06	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 174 ST	14520							2017383	06/27/06	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	NE 178 PL		130 PL NE						2017382	06/27/06	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0

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State Route	202							0.13	2289893	06/28/06	PDO	0	DRIVEWAY	DRIVEWAY INGRESS	1	0	1	0	0
State Route	202							2.67	2243899	07/02/06	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
City Street	NE 175 ST	13300		150	F	W	135 AVE NE		2243900	07/03/06	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD			0	F	W	162 AVE NE		2549202	07/04/06	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD		NE N WOODINVILLE WY						2549401	07/05/06	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
City Street	NE 186 ST		136 AVE NE						2542627	07/14/06	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	164 AVE NE		NE 180 ST						2273160	07/17/06	PDO	0	INTERSECTION	FIXED OBJECT	1	0	1	0	0
City Street	SNO WOOD RD NE	17730	TOP FOODS	96	F	E			2542676	07/18/06	INJ	1	DRIVEWAY	BICYCLE	1	1	0	0	0
State Route	202							0.07	2546207	07/19/06	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	WOODINVILLE-DUVALL RD				F	W	151 AVE NE		C671801	07/20/06	PDO	0	ROADWAY	SIDESWIPE	1	0	1	0	0
State Route	202							2.67	C672159	07/21/06	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	NE 175 ST	13300		200	F	E	133 AVE NE		2549055	07/22/06	INJ	1	DRIVEWAY	DRIVEWAY INGRESS	1	0	0	1	0
State Route	202							0.14	1856760	07/23/06	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	NE 131 ST		ARCO	100	F	S	NE 175 ST		C671831	07/31/06	PDO	0	DRIVEWAY	DRIVEWAY INGRESS	1	0	1	0	0
City Street	NE 175 ST		132 AVE						2549352	08/01/06	INJ	1	INTERSECTION	BICYCLE	1	1	0	0	0
City Street	131 AVE NE	17300		100	F	S	NE 175 ST		2543229	08/01/06	PDO	0	DRIVEWAY	REAR END	1	0	1	0	0
City Street	WOODINVILLE-DUVALL RD	18500		800	F	S	NE WOODINVILLE WY		2549354	08/02/06	PDO	0	ROADWAY	SIDESWIPE	1	0	1	0	0
State Route	202							0.31	2549353	08/02/06	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
City Street	NE 173 ST		155 PL NE						2549206	08/04/06	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	144 AVE NE	18800	NE 188 ST						2546127	08/07/06	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE 205 ST		130 AVE NE						2549402	08/07/06	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	136 AVE NE	20100		500	F	N	195 ST		2546301	08/07/06	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	130 NE		NE 203						2546501	08/09/06	PDO	0	INTERSECTION	OTHER	1	0	1	0	0
City Street	124 AVE NE	160	NE 160 ST						2549355	08/09/06	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
State Route	202							0.56	2542656	08/10/06	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	140 AVE NE			100	F	S	NE 175 ST		2542657	08/11/06	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	156 AVE NE		NE 195 ST						2549356	08/14/06	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE 175 ST	13300		30	F	E	133 AVE NE		2549403	08/14/06	PDO	0	ROADWAY	SIDESWIPE	1	0	1	0	0
City Street	NE 200 ST	140		50	F	E	140 AVE NE		2549358	08/16/06	PDO	0	DRIVEWAY	PARKED CAR	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD	15500		50	F	W	156 AVE NE		2422209	08/17/06	INJ	1	DRIVEWAY	DRIVEWAY INGRESS	1	0	0	1	0
City Street	NE 201 ST	14908							2549552	08/17/06	INJ	1	ROADWAY	FIXED OBJECT	1	0	0	1	0
State Route	202							0.24	C673006	08/21/06	PDO	0	INTERSECTION	DRIVEWAY EGRESS	1	0	1	0	0
City Street	WOODINVILLE SNO RD		139 AVE NE						2546209	08/21/06	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD	19221		0.02	M	S	NE 195		2546212	08/22/06	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	NE 185 ST	17200		50	F	E	171 AVE NE		2546131	08/23/06	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	140 AVE NE			200	F	S	NE 171 ST		2542637	08/24/06	PDO	0	DRIVEWAY	DRIVEWAY INGRESS	1	0	1	0	0
City Street	156 AVE NE	19600		75	F	S	NE 197 PL		2549056	08/25/06	INJ	1	ROADWAY	FIXED OBJECT	1	0	0	1	0
State Route	202							0.56	2543258	08/27/06	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	NE 175 ST	13400		150	F	W	135 AVE NE		2549404	08/29/06	INJ	1	DRIVEWAY	BICYCLE	1	1	0	0	0
City Street	THRU WAY PARKING LOT			200	F	S	NE 175 ST		2549405	08/29/06	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	140 AVE NE	17400		300	F	S	NE 175 ST		2549407	08/30/06	PDO	0	DRIVEWAY	DRIVEWAY INGRESS	1	0	1	0	0
City Street	142 AVE NE		NE N WOODINVILLE WY						C673449	09/01/06	PDO	0	INTERSECTION	OTHER	1	0	1	0	0
City Street	142 AVE NE		NE N WOODINVILLE						2543108	09/01/06	PDO	0	INTERSECTION	OTHER	1	0	1	0	0
City Street	NE N WOODINVILLE WY	14300		100	F	W	144 AVE NE		2549408	09/05/06	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD			50	F	S	NE 178 ST		2542638	09/06/06	INJ	1	ROADWAY	SIDESWIPE	1	0	0	1	0
City Street	NE 171 ST	13100		0.25	M	W	138 AVE NE		2549409	09/07/06	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 175 ST	14000		80	F	SE	140 AVE		2543110	09/08/06	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD		NE 195 ST						2542639	09/12/06	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	140 AVE NE	17300		200	F	S	NE 175 ST		2549361	09/15/06	INJ	1	DRIVEWAY	DRIVEWAY EGRESS	1	0	0	1	0
City Street	NE 154 DR		132 NE						2546218	09/16/06	PDO	0	ROADWAY	PARKED CAR	1	0	1	0	0
City Street	NE 175 ST	13100	SHELL STATION						2546135	09/17/06	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0

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City Street	134 PL NE	15400		60	F	N	NE 154 DR		2546217	09/17/06	PDO	0	DRIVEWAY	PARKED CAR	1	0	1	0	0
State Route	202							0.31	2542640	09/20/06	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE 195 ST	13600		75	F	E	136 AVE NE		2549362	09/20/06	INJ	1	INTERSECTION	FIXED OBJECT	1	0	0	1	0
City Street	NE 180		140 AVE NE						2546382	09/21/06	INJ	1	INTERSECTION	ENTER AT ANGLE	1	0	0	1	0
City Street	NE N WOODINVILLE WY		142 AVE NE						2549058	09/21/06	INJ	1	INTERSECTION	ENTER AT ANGLE	1	0	0	1	0
City Street	NE WOODINVILLE-DUVALL RD		168 PL NE						2542641	09/21/06	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE WOODINVILLE WAY		144 AVE NE						2549364	09/21/06	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
State Route	202							0.31	2549363	09/21/06	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
State Route	202							0.31	2547651	09/24/06	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	130 PL NE		NE 195 ST						2549411	09/25/06	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
State Route	202							0.31	2542642	09/26/06	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 175 ST	13100		175	F	E	131 AVE NE		2549413	09/27/06	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	NE 175 ST	13415		200	F	S	135 AVE NE		C674858	09/27/06	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	NE 175 ST		132 AVE NE						2549412	09/27/06	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
State Route	202							0.24	2543115	09/29/06	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 175 ST	13500	135 AVE NE						2542658	10/03/06	PDO	0	ROADWAY	REAR END	1	0	1	0	0
State Route	202							0.13	2549215	10/04/06	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	NE 195 ST		WOODINVILLE-SNOHOMISH RD						2289900	10/04/06	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	140 AVE NE	17500		100	F	N	NE 175 ST		2549365	10/06/06	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	NE WOODINVILLE DR		126 PL NE						2547653	10/06/06	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 175					E	131 AVE NE		C675553	10/07/06	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD	15100	152 AVE NE						2549367	10/09/06	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 175 ST			100	F	E	131 AVE NE		2542643	10/10/06	INJ	1	DRIVEWAY	DRIVEWAY INGRESS	1	0	0	1	0
State Route	202							0.56	2549414	10/12/06	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	140 AVE NE			200	F	S	NE 171 ST		2549190	10/16/06	INJ	1	DRIVEWAY	DRIVEWAY EGRESS	1	0	0	1	0
City Street	NE 186 ST	13500		40	F	W	136 AVE NE		2549368	10/16/06	PDO	0	ROADWAY	HEAD ON	1	0	1	0	0
City Street	140 AVE NE	17200	KFC	300	F	N	171 AVE NE		2549415	10/18/06	INJ	1	DRIVEWAY	DRIVEWAY EGRESS	1	0	0	1	0
City Street	WOODINVILLE-DUVALL RD			0	F	SE	156 AVE NE		C675609	10/18/06	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	NE WOODINVILLE-DUVALL RD	17000		40	F	W	171 AVE NE		2787827	10/18/06	PDO	0	ROADWAY	REAR END	1	0	1	0	0
State Route	202							0.56	2550351	10/19/06	INJ	1	INTERSECTION	LEFT/RIGHT TURN COLLISION	1	0	0	1	0
City Street	140 AVE NE		ALBERTSON'S	200	F	S	NE 175 ST		2553833	10/20/06	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	140 AVE NE		NE 171 ST						2553832	10/20/06	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
State Route	202							2.67	2547752	10/24/06	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 200 ST	14300		300	F	W	144 AVE NE		2549417	10/25/06	PDO	0	ROADWAY	PARKED CAR	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD NE	19300		600	F	S	NE 199 ST		2549418	10/25/06	INJ	1	ROADWAY	REAR END	1	0	0	1	0
City Street	175		140						C682375	10/27/06	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
State Route	202							2.67	2550679	10/30/06	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
State Route	202							2.80	2787831	10/31/06	PDO	0	ROADWAY	OTHER	1	0	1	0	0
City Street	130 AVE NE		NE 200 PL						2546728	11/03/06	PDO	0	INTERSECTION	PARKED CAR	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD		NE 195						2549193	11/03/06	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
State Route	202							0.31	2547726	11/04/06	PDO	0	INTERSECTION	DRIVEWAY EGRESS	1	0	1	0	0
City Street	NE 175 ST		136 PL NE						2542644	11/04/06	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	132 AVE NE			30	F	N	187		C677046	11/06/06	INJ	1	ROADWAY	REAR END	1	0	0	1	0
City Street	130 AVE NE		NE 195						2549533	11/09/06	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	140 AVE NE	17400	ALBERTSONS						2549534	11/10/06	PDO	0	DRIVEWAY	DRIVEWAY INGRESS	1	0	1	0	0
State Route	202							0.31	2549421	11/10/06	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
State Route	202							0.31	1648725	11/10/06	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	140 AVE NE			300	F	S	NE 178 ST		2542659	11/14/06	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
State Route	202							0.56	2787835	11/15/06	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
State Route	202							0.31	2549373	11/15/06	PDO	0	INTERSECTION	SIDESWIPE	1	0	1	0	0
State Route	202							0.31	2549374	11/16/06	PDO	0	INTERSECTION	DRIVEWAY INGRESS	1	0	1	0	0
City Street	124 AVE NE		NE 146 PL						2273173	11/16/06	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	148 PL NE	14600		300	F	N	NE 145 ST		2549422	11/18/06	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	WOODINVILLE-SNOHOMISH RD NE	19600		300	F	N	NE 195 ST		2549423	11/18/06	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	NE 171 ST	14100		300	F	E	140 AVE NE		2549375	11/19/06	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD NE	19800		300	F	S	NE 200 ST		2548002	11/20/06	PDO	0	ROADWAY	PARKED CAR	1	0	1	0	0
State Route	202							0.24	2547628	11/20/06	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	NE 175 ST		132 AVE NE						2547952	11/21/06	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	140 AVE NE	18100		25	F	S	NE 181 PL		2547629	11/21/06	PDO	0	ROADWAY	REAR END	1	0	1	0	0

JURISDICTION	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DISTANCE FROM REFERENCE POINT	FT OR MP	COMPASS DIR FROM REF POINT	REFERENCE POINT NAME	MILE POST	REPORT NUMBER	DATE	TYPE OF DAMAGE	I N J	JUNCTION	ACCIDENT TYPE		Ped / Bike	PDO	Inj	Fat
City Street	131 CT NE	18400	NE 182 PL						2549218	11/21/06	PDO	0	INTERSECTION	SIDESWIPE	1	0	1	0	0
State Route	202							0.31	2550578	11/21/06	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
City Street	144 AVE NE			200	F	N	NE 193 ST		2547953	11/22/06	PDO	0	DRIVEWAY	DRIVEWAY INGRESS	1	0	1	0	0
City Street	140 AVE NE		NE 175 ST						2548026	11/22/06	INJ	1	ROADWAY	FIXED OBJECT	1	0	0	1	0
State Route	202							0.56	2548003	11/25/06	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	124 AVE NE		NE 157						2546245	11/27/06	PDO	0	INTERSECTION	OTHER	1	0	1	0	0
City Street	WOODINVILLE-DUVALL					S	NE 195 ST		C682948	11/27/06	PDO	0	ROADWAY	PARKED CAR	1	0	1	0	0
City Street	NE 175 ST		140 AVE NE						C677893	11/27/06	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD	14800		100	F	E	NE N WOODINVILLE WY		2787837	11/27/06	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	119 PL NE			91	F	N	NE 144 PL		C678403	11/27/06	PDO	0	ROADWAY	SIDESWIPE	1	0	1	0	0
City Street	GARDEN WY		NE 175 ST						2547955	12/05/06	PDO	0	INTERSECTION	OTHER	1	0	1	0	0
City Street	NE 175 ST			1000	F	E	132 AVE NE		2547956	12/05/06	INJ	1	ROADWAY	REAR END	1	0	0	1	0
State Route	202							0.59	2549538	12/06/06	INJ	1	ROADWAY	REAR END	1	0	0	1	0
City Street	NE 175 ST		133 AVE NE						2549539	12/06/06	INJ	1	ROADWAY	REAR END	1	0	0	1	0
City Street	NE WOODINVILLE-DUVALL RD	15600		50	F	E	156 AVE NE		2549541	12/07/06	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD		168 AVE NE						2547632	12/08/06	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
City Street	NE WOODINVILLE-DUVALL RD			300	F	E	140 AVE NE		C678616	12/09/06	INJ	1	DRIVEWAY	DRIVEWAY EGRESS	1	0	0	1	0
City Street	156 AVE NE	15600		300	F	N	NE WOODINVILLE-DUVALL		2342537	12/09/06	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	144 AVE NE		NE 188 PL						2548029	12/09/06	PDO	0	ROADWAY	PARKED CAR	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD	14100		300	F	E	140 AVE NE		2547979	12/11/06	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
State Route	202							2.67	2549542	12/14/06	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	140 AVE NE	181		50	F	S	NE 181 ST		2549543	12/14/06	INJ	1	ROADWAY	REAR END	1	0	0	1	0
City Street	WOODINVILLE-SNOHOMISH RD			1000	F	S	NE 195 ST		2546428	12/14/06	INJ	1	INTERSECTION	SIDESWIPE	1	0	0	1	0
City Street	NE 175 ST	13800	138 PL NE						2542702	12/14/06	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	NE 160 ST		124 AVE NE						2547633	12/15/06	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	WOODINVILLE-DUVALL RD			300	F	E	156 AVE NE		2547958	12/15/06	INJ	1	ROADWAY	REAR END	1	0	0	1	0
City Street	NE 171 ST		140 AVE NE						2547634	12/15/06	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	NE 171 ST		140 AVE NE						2542662	12/18/06	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	NE 175 57	13900	NAPA	50	F	W	140 AVE NE		2548005	12/19/06	PDO	0	DRIVEWAY	DRIVEWAY INGRESS	1	0	1	0	0
State Route	202							0.00	2547635	12/20/06	PDO	0	INTERSECTION	OTHER	1	0	1	0	0
City Street	NE 162 ST	12306		200	F	W	124 AVE NE		2554692	12/21/06	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	140 AVE NE	16509							2549544	12/21/06	INJ	1	ROADWAY	OTHER	1	0	0	1	0
City Street	NE 160 ST		124 AVE NE						2550768	12/22/06	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	NE 145 ST		137 PL NE						2273175	12/23/06	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	140 AVE NE		NE 171 ST						2757527	12/23/06	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	WOODINVILLE-DUVALL RD			400	F	E	140 AVE NE		C679472	12/24/06	PDO	0	DRIVEWAY	DRIVEWAY INGRESS	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD		168 ST NE						C679482	12/27/06	PDO	0	ROADWAY	OTHER	1	0	1	0	0
State Route	202							0.31	2342539	12/27/06	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	NE 203 ST	144		75	F	N	144 AVE NE		2549545	12/29/06	PDO	0	ROADWAY	PARKED CAR	1	0	1	0	0
																6	181	70	0
2007																			
City Street	WOODINVILLE-SNOHOMISH RD	190	NE 190 ST						2549546	01/02/07	INJ	1	ROADWAY	REAR END	1	0	0	1	0
City Street	WOODINVILLE-DUVALL RD	16500		30	F	W	165 PL NE		2547637	01/04/07	INJ	1	ROADWAY	REAR END	1	0	0	1	0
State Route	202							0.31	2549547	01/05/07	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE N WOODINVILLE WY		BIO RAD PLOT						C680181	01/10/07	INJ	1	ROADWAY	REAR END	1	0	0	1	0
City Street	NE 175 ST		155 PL NE						C680434	01/10/07	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 172 PL		164 AVE NE						2554694	01/11/07	PDO	0	INTERSECTION	FIXED OBJECT	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD NE	18500		100	F	N	140 AVE NE		2757826	01/12/07	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
State Route	202							0.85	2548006	01/12/07	PDO	0	ROADWAY	HEAD ON	1	0	1	0	0
City Street	NE N WOODINVILLE WY		144 AVE NE						2542663	01/12/07	PDO	0	ROADWAY	OTHER	1	0	1	0	0
City Street	NE 181 PL	14100		225	F	E	140 AVE NE		2342543	01/12/07	PDO	0	ROADWAY	PARKED CAR	1	0	1	0	0
City Street	NE WOODINVILLE DR		126 PL NE						2549060	01/13/07	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	GARDEN WAY NE	17500	NE 175 ST						2547640	01/13/07	PDO	0	INTERSECTION	OTHER	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD	16800		30	F	E	168 AVE NE		2555114	01/13/07	PDO	0	ROADWAY	OVERTURNED	1	0	1	0	0
City Street	132 AVE NE		NE 175 ST						C680443	01/13/07	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 175 ST		140 AVE NE						2549266	01/13/07	PDO	0	INTERSECTION	REAR END	1	0	1	0	0

JURISDICTION	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DISTANCE FROM REFERENCE POINT	FT OR MP	COMPASS DIR FROM REF POINT	REFERENCE POINT NAME	MILE POST	REPORT NUMBER	DATE	TYPE OF DAMAGE	I N J	JUNCTION	ACCIDENT TYPE		Ped / Bike	PDO	Inj	Fat
State Route	202							0.07	2637613	01/14/07	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE 171 ST			100	F	W	131 AVE NE		2542664	01/14/07	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD	16700	167 AVE NE						2757532	01/14/07	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 178 ST	14300		200	F	E	143 PL NE		2548007	01/16/07	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
State Route	202							0.24	2758078	01/17/07	PDO	0	INTERSECTION	SIDESWIPE	1	0	1	0	0
City Street	NE 195		WOODINVILLE-SNOHOMISH RD NE						2757576	01/19/07	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
State Route	202							1.67	2594619	01/20/07	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
State Route	202							0.31	2548008	01/20/07	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD		NE 178 PL						2547642	01/21/07	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	140 AVE NE		NE 171 ST						2547643	01/29/07	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
City Street	NE WOODINVILLE-DUVALL RD		NE N WOODINVILLE WY						C684439	01/31/07	PDO	0	INTERSECTION	SIDESWIPE	1	0	1	0	0
City Street	NE WOODINVILLE WY			150	F	W	WOODINVILLE-SNOHOMISH RD		C681325	02/01/07	PDO	0	ROADWAY	OTHER	1	0	1	0	0
City Street	NE 171 ST	14300		0.2	M	E	143 AVE NE		2542668	02/05/07	INJ	1	ROADWAY	FIXED OBJECT	1	0	0	1	0
State Route	202							0.24	2758083	02/07/07	PDO	0	INTERSECTION	DRIVEWAY EGRESS	1	0	1	0	0
City Street	140 AVE NE		NE 171 ST						2758082	02/07/07	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 195 ST	13600	136 AVE NE						2547645	02/12/07	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 177 PL	13248		50	F	W	134 AVE NE		2757876	02/15/07	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	132 AVE NE	17900		0.1	F	S	NE 180		2758084	02/15/07	INJ	1	ROADWAY	SIDESWIPE	1	0	0	1	0
City Street	NE WOODINVILLE-DUVALL RD	15700		150	F	E	156 AVE NE		2757879	02/16/07	PDO	0	ROADWAY	SIDESWIPE	1	0	1	0	0
City Street	GARDEN WY NE	17600		300	F	N	NE 175 ST		2752001	02/18/07	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	NE 132 ST		180 AVE NE						2758085	02/22/07	PDO	0	INTERSECTION	SIDESWIPE	1	0	1	0	0
State Route	522LX01292							0.05	2758086	02/22/07	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
State Route	202							2.67	2752126	02/25/07	PDO	0	INTERSECTION	FIXED OBJECT	1	0	1	0	0
City Street	124 AVE NE	14600		250	F	S	NE 146 PL		2757602	02/25/07	PDO	0	INTERSECTION	FIXED OBJECT	1	0	1	0	0
City Street	NE 143 ST AT 137 PL NE								2787660	02/28/07	INJ	1	ROADWAY	OTHER	1	0	0	1	0
State Route	202							2.20	2547647	02/28/07	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	204 AVE NE			100	F	S	NE 186 ST		2757603	03/03/07	PDO	0	ROADWAY	SIDESWIPE	1	0	1	0	0
State Route	202							0.31	2752053	03/04/07	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	NE 175 ST	13500	JIFFY LUBE	90	F	E	135 AVE NE		2548009	03/05/07	PDO	0	ROADWAY	DRIVEWAY INGRESS	1	0	1	0	0
City Street	146 PL NE	17200		0.5	M	E	NE 171 ST		2549220	03/06/07	INJ	1	ROADWAY	FIXED OBJECT	1	0	0	1	0
State Route	202							0.07	2757852	03/07/07	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
State Route	202							0.31	2546432	03/07/07	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
City Street	156 AVE NE	19100	NE 191 ST						2757853	03/08/07	INJ	1	INTERSECTION	BICYCLE	1	1	0	0	0
City Street	NE 177 PL	13600							2757710	03/15/07	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	NE 195			0	F	Not Appli	WOODINVILLE-SNOHOMISH RD		1856730	03/15/07	PDO	0	INTERSECTION	SIDESWIPE	1	0	1	0	0
State Route	202							0.31	2549222	03/15/07	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	NE 178 PL	13900		300	F	E	WOODINVILLE-SNOHOMISH RD NE		2752056	03/18/07	INJ	1	DRIVEWAY	PEDESTRIAN	1	1	0	0	0
State Route	202							0.31	2757830	03/18/07	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
State Route	202							0.31	2757880	03/21/07	INJ	1	INTERSECTION	DRIVEWAY INGRESS	1	0	0	1	0
State Route	202							0.31	2757881	03/22/07	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	156 AVE NE	19700	NE 198 ST						2752060	03/23/07	PDO	0	INTERSECTION	FIXED OBJECT	1	0	1	0	0
City Street	SNO WOOD RD								2660617	03/23/07	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	NE WOODINVILLE DR	12300		666	F	W	126 PL NE		2752058	03/23/07	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	136 AVE NE		NE 195 ST						2757882	03/29/07	PDO	0	INTERSECTION	SIDESWIPE	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD NE	17700		87	F	S	NE 178 PL		2752062	03/30/07	PDO	0	DRIVEWAY	DRIVEWAY INGRESS	1	0	1	0	0
City Street	124 AVE NE	157	NE 157 ST						2751983	04/02/07	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	140 PLACE NE			13	M	S	NE 171		2757856	04/03/07	PDO	0	DRIVEWAY	DRIVEWAY INGRESS	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD	197		0.1	M	E	NE 195 ST		2758088	04/03/07	PDO	0	ROADWAY	REAR END	1	0	1	0	0
State Route	522							11.62	2639891	04/04/07	INJ	1	ROADWAY	PARKED CAR	1	0	0	1	0
City Street	140 AVE NE		NE 171 ST						2758089	04/05/07	INJ	1	INTERSECTION	DRIVEWAY INGRESS	1	0	0	1	0
State Route	202							0.24	2757752	04/07/07	PDO	0	INTERSECTION	REAR END	1	0	1	0	0

JURISDICTION	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DISTANCE FROM REFERENCE POINT	FT OR MP	COMPASS DIR FROM REF POINT	REFERENCE POINT NAME	MILE POST	REPORT NUMBER	DATE	TYPE OF DAMAGE	I N J	JUNCTION	ACCIDENT TYPE		Ped / Bike	PDO	Inj	Fat
State Route	202							0.24	2757884	04/07/07	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD	157		40	F	E	156 AVE NE		2550844	04/08/07	PDO	0	ROADWAY	OVERTURNED	1	0	1	0	0
City Street	GARDEN WY NE	17641	STARBUCKS						C684651	04/09/07	INJ	1	DRIVEWAY	DRIVEWAY INGRESS	1	0	0	1	0
State Route	202							0.06	2546433	04/10/07	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 171 ST	13500		200	F	E	133 AVE NE		2758057	04/11/07	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	140 AVE NE		NE 180 PL						2757756	04/13/07	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE 171 ST	14500		800	F	E	143 PL NE		2757757	04/13/07	INJ	1	ROADWAY	REAR END	1	0	0	1	0
City Street	WOODINVILLE-SNOHOMISH RD NE		NE 190 ST						2757758	04/13/07	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	MINK RD	20612	WOODINVILLE-DUVALL RD						2547816	04/15/07	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
State Route	202							1.03	2548011	04/16/07	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	140 AVE NE			100	F	S	WOODINVILLE-SNOHOMISH RD		C685113	04/17/07	PDO	0	ROADWAY	REAR END	1	0	1	0	0
State Route	202							2.67	C685173	04/17/07	PDO	0	INTERSECTION	SIDESWIPE	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD	19500	NE 195 ST						2549223	04/18/07	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
State Route	202							0.24	2758091	04/18/07	PDO	0	ROADWAY	SIDESWIPE	1	0	1	0	0
City Street	140 AVE NE		NE 175 ST						2555116	04/20/07	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE 200 ST	14200		50	F	E	142 AVE NE		2757831	04/23/07	PDO	0	ROADWAY	REAR END	1	0	1	0	0
State Route	522							13.05	2690272	04/24/07	PDO	0	ROADWAY	SIDESWIPE	1	0	1	0	0
City Street	NE 175 ST	13800		0	F	W	138 AVE NE		2757832	04/25/07	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	NE 175 ST	13200		50	F	W	133 AVE NE		2758092	04/25/07	INJ	1	ROADWAY	REAR END	1	0	0	1	0
State Route	522							11.90	C685185	04/25/07	PDO	0	ROADWAY	SIDESWIPE	1	0	1	0	0
City Street	NE 175 ST	13900		50	F	W	139 AVE NE		2757760	04/27/07	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	NE 155 ST		1 AVE NE						2757887	04/27/07	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	143 PL SE	202		100	F	N	SE 204 PL		2545142	04/27/07	PDO	0	INTERSECTION	PARKED CAR	1	0	1	0	0
State Route	522P101266							0.29	2543059	05/01/07	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	148 AVE NE		NE 147 PL						2757585	05/02/07	INJ	1	ROADWAY	REAR END	1	0	0	1	0
City Street	NE 175 ST	13300	NE 133 ST						2546435	05/03/07	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	NE 195 ST	13400		50	F	S	133 CT NE		2758094	05/04/07	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	NE 180 PL		140 AVE NE						2752352	05/04/07	INJ	1	INTERSECTION	ENTER AT ANGLE	1	0	0	1	0
City Street	NE WOODINVILLE-DUVALL RD	15200		100	F	W	152 AVE NE		2758058	05/06/07	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	140 AVE NE	17300		200	F	S	NE 175 ST		2757833	05/08/07	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	NE 175 ST	13600		50	F	W	136 AVE NE		2758095	05/10/07	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	137 PL NE	14400		0.5	M	E	132 AVE NE		2550368	05/11/07	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	WOODINVILLE-DUVALL RD								C687579	05/14/07	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD		NE 195 ST						2546436	05/16/07	PDO	0	INTERSECTION	SIDESWIPE	1	0	1	0	0
City Street	NE N WOODINVILE WY		NE WOODINVILLE-DUVALL RD						2757834	05/16/07	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
State Route	202							0.24	2542986	05/21/07	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
State Route	202							0.14	2542987	05/21/07	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
State Route	202							0.31	2758096	05/22/07	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
City Street	148 AVE NE	14600		300	F	N	NE 145 ST		2548012	05/24/07	INJ	1	ROADWAY	REAR END	1	0	0	1	0
State Route	202							2.20	2752454	05/24/07	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
State Route	522LX01292							0.12	2548013	05/25/07	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	156 AVE NE	18836		120	F	N	NE 188 PL		2555120	05/27/07	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD NE		NE 190 ST						2757804	05/27/07	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	146 NE					N	NE 178 ST		2555121	05/29/07	PDO	0	ROADWAY	PARKED CAR	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD		171 PL NE						2548076	05/29/07	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	NE 175 ST		140 AVE NE						2543062	05/30/07	PDO	0	INTERSECTION	FIXED OBJECT	1	0	1	0	0
City Street	WOODINVILLE-DUVALL RD			1000	F	E	WOODINVILLE-SNOHOMISH RD		C687484	05/30/07	INJ	1	ROADWAY	REAR END	1	0	0	1	0
State Route	202							0.31	2543060	05/30/07	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
State Route	202							0.31	2548014	05/31/07	PDO	0	INTERSECTION	DRIVEWAY EGRESS	1	0	1	0	0
State Route	522P101266							0.25	C687412	05/31/07	INJ	1	ROADWAY	REAR END	1	0	0	1	0

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City Street	WOODINVILLE-SNOHOMISH RD NE	18600		300	F	S	NE 190 ST		2757836	06/01/07	INJ	1	DRIVEWAY	DRIVEWAY EGRESS	1	0	0	1	0
City Street	NW 188 ST	1450		30	F	E	15 AVE NW		2757896	06/01/07	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD		160 AVE NE						2548077	06/02/07	INJ	1	INTERSECTION	ENTER AT ANGLE	1	0	0	1	0
City Street	NE NORTH WOODINVILLE WY		144 AVE NE						2752017	06/08/07	PDO	0	INTERSECTION	OTHER	1	0	1	0	0
City Street	124 AVE NE		NE 160 ST						2757837	06/10/07	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE N WOODINVILLE WAY	13900		300	F	E	WOODINVILLE-SNOHOMISH RD		2757902	06/13/07	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
State Route	522LX01292							0.05	2880135	06/13/07	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	NE 171 ST			0	F	W	146 PL NE		2543063	06/15/07	PDO	0	ROADWAY	OTHER	1	0	1	0	0
State Route	202							0.31	2542988	06/15/07	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
State Route	202							0.31	2548015	06/16/07	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	NE 203 ST AND 142 AVE NE	1420							2758097	06/18/07	PDO	0	ROADWAY	HEAD ON	1	0	1	0	0
City Street	NE 195 ST	14000	140 AVE NE						2548016	06/18/07	PDO	0	ROADWAY	REAR END	1	0	1	0	0
State Route	202							0.31	2547824	06/19/07	PDO	0	INTERSECTION	DRIVEWAY EGRESS	1	0	1	0	0
State Route	522							11.68	2638835	06/19/07	PDO	0	ROADWAY	SIDESWIPE	1	0	1	0	0
City Street	160 AVE NE	184			F	Unknown or Not Appli	NE 184 PL		2757805	06/20/07	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD NE		NE 195 ST						2548103	06/20/07	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
State Route	202							0.31	2543064	06/21/07	INJ	1	INTERSECTION	DRIVEWAY INGRESS	1	0	0	1	0
City Street	134 PL NE	18500		200	F	S	NE 186 ST		2757838	06/23/07	INJ	1	ROADWAY	PARKED CAR	1	0	0	1	0
State Route	202							0.42	2638582	06/25/07	PDO	0	ROADWAY	OVERTURNED	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD	20103							2758099	06/26/07	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
State Route	202							0.31	2555122	06/28/07	INJ	1	INTERSECTION	ENTER AT ANGLE	1	0	0	1	0
City Street	140 AVE NE	14000	NE 175 ST						2548079	06/28/07	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	NE 175 ST	135	135 AVE NE						2758100	06/28/07	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	144 AVE NE	19300		100	F	N	NE 193 PL		2548084	06/29/07	PDO	0	DRIVEWAY	ENTER AT ANGLE	1	0	1	0	0
City Street	NE 175 ST	13200		75	F	E	132 AVE NE		2548083	06/29/07	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD	15600	156TH AVE NE						2548085	06/29/07	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	131 AVE NE			75	F	S	NE 175		2546756	07/05/07	INJ	1	DRIVEWAY	MOTORCYCLE	1	0	0	1	0
State Route	202							0.31	C689876	07/05/07	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	140 AVE NE		NE 178 PL						2757840	07/08/07	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
City Street	124 AVE NE			50	F	N	NE 155 PL		2752140	07/09/07	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	NE 200 ST			26	F	W	141 PL		2550846	07/10/07	PDO	0	ROADWAY	PARKED CAR	1	0	1	0	0
City Street	NE 175 ST	13106	SHELL						2752142	07/11/07	PDO	0	DRIVEWAY	DRIVEWAY INGRESS	1	0	1	0	0
State Route	202							0.24	2342547	07/12/07	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 171	13300	133 AVE NE						2342548	07/13/07	INJ	1	INTERSECTION	DRIVEWAY EGRESS	1	0	0	1	0
State Route	202							0.24	C689914	07/17/07	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	NE 175 ST	13500	135 AVE NE						2548091	07/19/07	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	NE WOODINVILLE-DUVALL RD		NE N WOODINVILLE WY						2549012	07/20/07	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
State Route	202							2.20	2555124	07/20/07	INJ	1	ROADWAY	FIXED OBJECT	1	0	0	1	0
City Street	WOODINVILLE-SNOHOMISH RD NE			100	F	S	NE 190 ST		2543928	07/20/07	INJ	1	ROADWAY	REAR END	1	0	0	1	0
State Route	522S101188							0.05	2850528	07/21/07	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	140 AVE NE	17000	WOODINVILLE MEDICAL CTR	150	F	S	NE 171 ST		2550375	07/23/07	PDO	0	DRIVEWAY	FIXED OBJECT	1	0	1	0	0
State Route	202							0.24	2548093	07/25/07	PDO	0	INTERSECTION	SIDESWIPE	1	0	1	0	0
State Route	202							0.24	3094733	07/27/07	INJ	1	ROADWAY	REAR END	1	0	0	1	0
State Route	522S101188							0.03	2639745	07/28/07	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	156 AVE NE		NE 201 ST						3094735	07/29/07	INJ	1	INTERSECTION	REAR END	1	0	0	1	0

JURISDICTION	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DISTANCE FROM REFERENCE POINT	FT OR MP	COMPASS DIR FROM REF POINT	REFERENCE POINT NAME	MILE POST	REPORT NUMBER	DATE	TYPE OF DAMAGE	I N J	JUNCTION	ACCIDENT TYPE		Ped / Bike	PDO	Inj	Fat
State Route	202							0.31	2752381	07/30/07	PDO	0	INTERSECTION	DRIVEWAY EGRESS	1	0	1	0	0
State Route	202							0.56	2757841	07/30/07	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 175 ST	13400		100	F	W	135 AVE NE		2546437	08/03/07	PDO	0	ROADWAY	REAR END	1	0	1	0	0
State Route	522							13.24	2690068	08/06/07	INJ	1	ROADWAY	ANIMAL	1	0	0	1	0
City Street	140 AVE NE			30	F	S	NE 175 ST		2757845	08/06/07	PDO	0	DRIVEWAY	DRIVEWAY INGRESS	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD			21	F	W	162 AVE NE		2757846	08/07/07	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	NE 175 ST		MLK RD NE						2552670	08/08/07	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE 175 ST		164 AVE NE						2546821	08/09/07	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD	18700		300	F	SW	NE N WOODINVILLE WY		2757763	08/13/07	INJ	1	ROADWAY	FIXED OBJECT	1	0	0	1	0
City Street	NE 200 ST	14300		100	F	N	144 AVE NE		2342549	08/14/07	PDO	0	ROADWAY	PARKED CAR	1	0	1	0	0
City Street	131 AVE NE	17400	JACK IN THE BOX	150	F	S	NE 175 ST		2548018	08/17/07	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
State Route	202							0.24	2757765	08/18/07	INJ	1	INTERSECTION	BICYCLE	1	1	0	0	0
State Route	202							0.31	2546440	08/19/07	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
State Route	202							2.75	2592466	08/20/07	PDO	0	DRIVEWAY	REAR END	1	0	1	0	0
City Street	NE N WOODINVILLE WY	14400	144 AVE NE						3093751	08/22/07	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 179 PL		GARDEN WY						2549342	08/24/07	PDO	0	INTERSECTION	SIDESWIPE	1	0	1	0	0
State Route	202							0.56	C692230	08/24/07	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
City Street	140 PL NE		NE 171 ST						2548106	08/24/07	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
State Route	202							0.31	2549344	08/25/07	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	NE N WOODINVILLE WAY		142 AVE NE						3093627	08/28/07	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	156 AVE NE		NE WOODINVILLE-DUVALL RD						2546823	08/28/07	PDO	0	INTERSECTION	FIXED OBJECT	1	0	1	0	0
State Route	202							0.31	2546441	08/29/07	PDO	0	INTERSECTION	DRIVEWAY EGRESS	1	0	1	0	0
State Route	202							0.60	2548111	08/30/07	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD NE		140 AVE NE						2548110	08/31/07	INJ	1	INTERSECTION	ENTER AT ANGLE	1	0	0	1	0
City Street	NE 175 ST	13600		300	F	S	140 AVE NE		3094229	08/31/07	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	144 AVE NE	19400		150	F	N	NE 193		2548112	09/04/07	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	124 AVE NE		NE 146 PL						2752582	09/04/07	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
State Route	202							0.20	3093776	09/06/07	PDO	0	DRIVEWAY	DRIVEWAY INGRESS	1	0	1	0	0
City Street	NE 173 PL AT 127 PL NE								3093777	09/06/07	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD			100	F	E	171 AVE NE		2751322	09/07/07	INJ	1	ROADWAY	REAR END	1	0	0	1	0
City Street	NE WOODINVILLE-DUVALL RD	16900		200		E	168 AVE NE		2757849	09/07/07	PDO	0	ROADWAY	REAR END	1	0	1	0	0
State Route	202							0.06	2862159	09/08/07	INJ	1	INTERSECTION	SIDESWIPE	1	0	0	1	0
City Street	NE 195 ST		WOODINVILLE-SNOHOMISH RD NE						2757861	09/09/07	INJ	1	INTERSECTION	BICYCLE	1	1	0	0	0
City Street	NE WOODINVILLE-DUVALL RD		NE N WOODINVILLE WY						2548113	09/10/07	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD	14000		400	F	E	140 AVE NE		2546444	09/12/07	INJ	1	ROADWAY	REAR END	1	0	0	1	0
City Street	NE 175 ST	13300		500	F	W	135 AVE NE		2757862	09/13/07	INJ	1	ROADWAY	REAR END	1	0	0	1	0
City Street	124 AVE NE		NE 160 ST						3093545	09/14/07	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	168 AVE NE			60	F	N	167 AVE NE		C694449	09/14/07	INJ	1	ROADWAY	REAR END	1	0	0	1	0
City Street	WOODINVILLE-DUVALL RD			50	F	E	WOODINVILLE-SNOHOMISH RD		C694041	09/15/07	INJ	1	ROADWAY	OTHER	1	0	0	1	0
City Street	NE 171 ST		133 NE						2546445	09/17/07	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE 177 PL	13440							2548970	09/19/07	PDO	0	DRIVEWAY	DRIVEWAY INGRESS	1	0	1	0	0
City Street	NE 175 ST	132		30	F	E	132 AVE NE		2751323	09/20/07	PDO	0	ROADWAY	REAR END	1	0	1	0	0
State Route	202							2.67	2550849	09/21/07	INJ	1	ROADWAY	MOTORCYCLE	1	0	0	1	0
State Route	202							2.74	2752364	09/22/07	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	NE 175 ST	13500		25	F	E	133 AVE NE		2548114	09/24/07	INJ	1	ROADWAY	REAR END	1	0	0	1	0

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City Street	NE WOODINVILLE-DUVALL RD	17200		300	F	E	171 AVE NE		2786256	09/26/07	INJ	1	ROADWAY	REAR END	1	0	0	1	0
State Route	202							0.24	2548115	09/26/07	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
State Route	202							0.24	2548116	09/26/07	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD		156 AVE NE						2757863	09/28/07	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE 175 ST	13200	132 AVE NE						2757864	09/28/07	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	NE 171 ST		133 AVE NE						2752093	10/04/07	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE 176 ST		GARDEN WY NE						C693249	10/05/07	INJ	1	INTERSECTION	OTHER	1	0	0	1	0
City Street	WOODINVILLE-SNOHOMISH RD	19500		300	F	N	NE 195 ST		2548021	10/06/07	PDO	0	DRIVEWAY	DRIVEWAY INGRESS	1	0	1	0	0
City Street	NE 192 ST	13000		100	F	E	130 PL NE		2752094	10/06/07	PDO	0	ROADWAY	PARKED CAR	1	0	1	0	0
City Street	131 AVE NE	17400		100	F	S	NE 175 ST		2757865	10/08/07	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD	19600		250	F	N	NE 195 ST		2757808	10/10/07	INJ	1	ROADWAY	REAR END	1	0	0	1	0
City Street	124 AVE NE		NE 155 PL						3093636	10/11/07	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	131 AVE NE	17300		300	F	S	NE 175 ST		2757809	10/12/07	INJ	1	ROADWAY	OTHER	1	0	0	1	0
State Route	202							0.24	2752097	10/14/07	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	144 AVE NE	19400				S	NE 195 ST		2752098	10/17/07	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	SNOHOMISH WOODINVILLE RD		NE 195 ST						2786257	10/18/07	PDO	0	ROADWAY	REAR END	1	0	1	0	0
State Route	202							0.24	2758061	10/20/07	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	175 ST			100	F	W	135		C693903	10/20/07	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
State Route	202							0.29	2757867	10/21/07	INJ	1	ROADWAY	SIDESWIPE	1	0	0	1	0
City Street	NE 175 ST	14100	WOODINVILLE PLAZA						2758062	10/22/07	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
State Route	202							0.31	2757869	10/22/07	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE 175 ST	13300		75	F	E	133 AVE NE		2757768	10/23/07	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD		NE NORTH WOODINVILLE WY						2786259	10/27/07	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	140 AVE NE	17400		200	F	S	NE 175		2546446	10/29/07	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	NE 175		140 NE						2758228	10/31/07	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	NE 205 ST		134 AVE NE						2548023	11/01/07	INJ	1	INTERSECTION	ENTER AT ANGLE	1	0	0	1	0
City Street	124 AVE NE	15600		150	F	S	NE 157 ST		2757771	11/01/07	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	WOODINVILLE-DUVALL RD NE	16700		50	F	E	167 AVE NE		2757773	11/02/07	INJ	1	ROADWAY	REAR END	1	0	0	1	0
City Street	NE WOODINVILLE-DUVALL RD		156 AVE NE						2758064	11/02/07	PDO	0	INTERSECTION	SIDESWIPE	1	0	1	0	0
State Route	202							2.67	C694888	11/06/07	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
State Route	202							2.20	2843852	11/07/07	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
State Route	202							0.07	2757872	11/12/07	PDO	0	INTERSECTION	SIDESWIPE	1	0	1	0	0
City Street	140 AVE NE	17400		200	F	S	NE 175 ST		2751487	11/13/07	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	NE 195 ST		WOODINVILLE-SNOHOMISH RD						2759538	11/13/07	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD	15800		25	F	E	NE WOODINVILL-DUVALL PL		2757873	11/14/07	INJ	1	ROADWAY	REAR END	1	0	0	1	0
City Street	WOODINVILLE-SNOHOMISH RD NE		NE 190 ST						2757874	11/15/07	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	NE 171			100	F	W	143 PL NE		2543300	11/16/07	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD		167 NE						2543299	11/16/07	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	127 PL NE	15400		50	F	E	NE 154 ST		2844054	11/18/07	PDO	0	ROADWAY	PARKED CAR	1	0	1	0	0
City Street	132 AVE NE	17600				S	WOODINVILLE-SNOHOMISH RD		2548024	11/20/07	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	140		181 NE						C695762	11/20/07	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 190 ST		WOODINVILLE-SNOHOMISH RD NE						2844101	11/20/07	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
State Route	522							11.59	2645837	11/21/07	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	NE 185 ST		168 AVE NE						2548025	11/26/07	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
State Route	202							0.31	2844102	11/28/07	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
State Route	522P101266							0.29	C695926	11/30/07	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 178 PL		WOODONVILLE-SNOHOMISH RD						C697029	12/03/07	PDO	0	INTERSECTION	SIDESWIPE	1	0	1	0	0
City Street	144 AVE NE	19560		500	F	S	NE 200 ST		2844103	12/05/07	INJ	1	DRIVEWAY	DRIVEWAY INGRESS	1	0	0	1	0
City Street	132 AVE NE	17600		300	F	N	NE 175 ST		2844002	12/06/07	PDO	0	ROADWAY	PARKED CAR	1	0	1	0	0
City Street	NE 178 PL		NE 180 PL GARDEN WY						C696771	12/11/07	INJ	1	INTERSECTION	ENTER AT ANGLE	1	0	0	1	0
City Street	NE 178 PL		GARDEN WY NE						2550818	12/11/07	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	175	13808							C696633	12/13/07	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0

JURISDICTION	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DISTANCE FROM REFERENCE POINT	FT OR MP	COMPASS DIR FROM REF POINT	REFERENCE POINT NAME	MILE POST	REPORT NUMBER	DATE	TYPE OF DAMAGE	I N J	JUNCTION	ACCIDENT TYPE		Ped / Bike	PDO	Inj	Fat
City Street	THRU WAY PARKING LOT		NE WOODINVILLE-DUVALL RD						C696485	12/13/07	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	NE 160 ST	11600	116 AVE NE						2758122	12/13/07	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE 203 PL					E	131 PL NE		2546447	12/13/07	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD NE	19500	NE 195 ST						2844004	12/13/07	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 155 ST	13822		350	F	E	136 AVE NE		2844003	12/13/07	PDO	0	ROADWAY	REAR END	1	0	1	0	0
State Route	202							0.31	2844076	12/13/07	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	144 AVE NE	18800		75	F	S	NE 188 PL		2844056	12/14/07	PDO	0	ROADWAY	PARKED CAR	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD			21	F	S	200 NE ST		C697567	12/14/07	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	148 AVE NE			300	F	N	NE 145 ST		2843756	12/15/07	PDO	0	ROADWAY	REAR END	1	0	1	0	0
State Route	202							0.31	2844105	12/15/07	PDO	0	INTERSECTION	SIDESWIPE	1	0	1	0	0
City Street	NE N WOODINVILLE WY			0	F	W	NE WOODINVILLE-DUVALL RD		3093648	12/17/07	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	WOODINVILLE-DUVALL RD								C697381	12/18/07	INJ	1	DRIVEWAY	DRIVEWAY EGRESS	1	0	0	1	0
City Street	131 AVE NE		AM PM	120	F	S	NE 175 ST		C696679	12/18/07	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	140 AVE NE	17400		100	F	S	NE 175 ST		2844107	12/19/07	INJ	1	DRIVEWAY	DRIVEWAY INGRESS	1	0	0	1	0
City Street	WOODINVILLE-DUVALL RD		WOODINVILLE-SNOHOMISH						C700497	12/19/07	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 176 PL		155 PL NE						2751578	12/20/07	PDO	0	INTERSECTION	FIXED OBJECT	1	0	1	0	0
State Route	202							0.31	2844109	12/21/07	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD NE	19500	NE 195 ST						2786263	12/22/07	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 162 ST		124 AVE NE						2844202	12/27/07	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	140 AVE NE		178 PL						C697183	12/27/07	PDO	0	INTERSECTION	OTHER	1	0	1	0	0
State Route	202							0.31	2758230	12/27/07	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
City Street	156 AVE NE	18800		0.04	M	N	WOODINVILLE-DUVALL RD		3093752	12/29/07	INJ	1	ROADWAY	FIXED OBJECT	1	0	0	1	0
City Street	NE 180 ST	16200		50	F	W	163 AVE NE		3093753	12/30/07	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
																4	201	76	0
2008																			
State Route	202							0.31	3094101	01/02/08	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
State Route	202							0.31	C697784	01/04/08	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE 195 ST	13500		100	F	W	136 AVE NE		2548122	01/06/08	INJ	1	ROADWAY	FIXED OBJECT	1	0	0	1	0
City Street	NE WOODINVILLE-DUVALL RD		160 AVE SE						2844059	01/07/08	INJ	1	INTERSECTION	ENTER AT ANGLE	1	0	0	1	0
City Street	200			60	F	E	SNOHOMISH RD		C699032	01/08/08	PDO	0	INTERSECTION	OTHER	1	0	1	0	0
City Street	132 AVE NE			25	F	S	NE 180 ST		C698044	01/08/08	PDO	0	ROADWAY	REAR END	1	0	1	0	0
State Route	202							2.67	2844060	01/08/08	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
State Route	202							2.20	2844062	01/09/08	INJ	1	INTERSECTION	ENTER AT ANGLE	1	0	0	1	0
State Route	202							0.56	2752165	01/09/08	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD		WOODINVILLE WY						C698353	01/11/08	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
State Route	202							0.31	2548124	01/11/08	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
City Street	WOODINVILLE-SNOHOMISH RD NE		NE 190						3095196	01/12/08	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
State Route	202						12302.4	2.33	2844007	01/15/08	INJ	1	ROADWAY	FIXED OBJECT	1	0	0	1	0
State Route	202						10507.2	1.99	2844006	01/15/08	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
State Route	202							2.20	3094230	01/15/08	PDO	0	INTERSECTION	SIDESWIPE	1	0	1	0	0
City Street	140 AVE NE		NE 171 ST						2752166	01/17/08	PDO	0	INTERSECTION	FIXED OBJECT	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD	16700		30	F	W	168 AVE NE		2757813	01/24/08	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD NE	18800		30	F	S	NE 190		2758353	01/26/08	PDO	0	DRIVEWAY	REAR END	1	0	1	0	0
State Route	202							0.31	C699147	01/28/08	PDO	0	INTERSECTION	DRIVEWAY EGRESS	1	0	1	0	0
State Route	202							2.67	C713182	01/28/08	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	NE 171 ST		133 AVE NE						C699241	01/31/08	INJ	1	INTERSECTION	DRIVEWAY EGRESS	1	0	0	1	0
City Street	124 AVE NE		NE 160 ST						2757815	01/31/08	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	NE 178 PL	15806							2752367	02/02/08	PDO	0	ROADWAY	OVERTURNED	1	0	1	0	0
State Route	202							0.56	3093916	02/08/08	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE 143 PL		132 ST NE						3093915	02/08/08	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
State Route	202							2.67	2844064	02/12/08	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	132 AVE NE	18400		75	F	S	NE 184 PL		2844067	02/13/08	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	NE 160 ST			300	F	E	124 AVE NE		3095199	02/14/08	INJ	1	DRIVEWAY	PEDESTRIAN	1	1	0	0	0
City Street	140 AVE NE	17000	NE 171 ST						2991378	02/14/08	INJ	1	ROADWAY	SIDESWIPE	1	0	0	1	0
City Street	NE 195 ST		WOODINVILLE-SNOHOMISH RD NE						3093661	02/17/08	INJ	1	INTERSECTION	FIXED OBJECT	1	0	0	1	0
City Street	140 AVE NE		NE 171 ST						2844117	02/19/08	INJ	1	INTERSECTION	DRIVEWAY EGRESS	1	0	0	1	0
City Street	NE 175 ST		140 AVE NE						2752369	02/22/08	INJ	1	INTERSECTION	DRIVEWAY EGRESS	1	0	0	1	0
City Street	NE WOODINVILLE-DUVALL RD	14100		500	F	E	140 AVE NE		3093917	02/25/08	PDO	0	DRIVEWAY	REAR END	1	0	1	0	0

JURISDICTION	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DISTANCE FROM REFERENCE POINT	FT OR MP	COMPASS DIR FROM REF POINT	REFERENCE POINT NAME	MILE POST	REPORT NUMBER	DATE	TYPE OF DAMAGE	I N J	JUNCTION	ACCIDENT TYPE		Ped / Bike	PDO	Inj	Fat
City Street	NE 195 ST		136 AVE NE						3094231	02/27/08	PDO	0	INTERSECTION	FIXED OBJECT	1	0	1	0	0
State Route	202							0.31	2991383	02/28/08	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	140 AVE NE	18900		30	F	S	NE 190 ST		2844010	02/28/08	PDO	0	ROADWAY	REAR END	1	0	1	0	0
State Route	202						14625.6	2.77	2592878	02/28/08	PDO	0	ROADWAY	SIDESWIPE	1	0	1	0	0
City Street	NE 171 ST	14200	WOODLAND HILLS CONDOS	350	F	E	140 AVE NE		3093666	02/29/08	PDO	0	DRIVEWAY	DRIVEWAY INGRESS	1	0	1	0	0
State Route	202							0.56	C700532	03/01/08	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	NE 171 ST		140 AVE NE						2844119	03/04/08	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
State Route	202							2.67	3093755	03/07/08	INJ	1	INTERSECTION	FIXED OBJECT	1	0	0	1	0
City Street	NE 177 PL	13600	NE MILL PL						2546449	03/07/08	PDO	0	INTERSECTION	FIXED OBJECT	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD	15600		150	F	E	156 AVE NE		2757816	03/08/08	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
State Route	202							0.31	2844081	03/09/08	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD NE	180		0.5	M	W	140 AVE NE		2844084	03/13/08	PDO	0	DRIVEWAY	OTHER	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD NE	18900		300	F	S	NE 190 ST		2844082	03/13/08	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	NE N WOODINVILLE WY		142 AVE NE						2844086	03/14/08	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
State Route	202						1636.8	0.31	3093756	03/15/08	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	148 AVE NE	14700		50	F	S	NE 147 PL		2757817	03/15/08	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD	1550		150	F	E	WOODINVILLE-DUVALL RD NE		2844087	03/16/08	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	144 AVE NE						203		C702085	03/20/08	PDO	0	DRIVEWAY	OTHER	1	0	1	0	0
State Route	202						14784	2.80	C702195	03/21/08	PDO	0	ROADWAY	REAR END	1	0	1	0	0
State Route	202							0.24	2844121	03/23/08	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
State Route	202							0.31	2844120	03/23/08	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
City Street	GARDEN WY	17600	JAMBA JUICE	21	F	N	NE 175 ST		3093667	03/24/08	INJ	1	ROADWAY	PEDESTRIAN	1	1	0	0	0
City Street	NE WOODINVILLE-DUVALL RD		AM PM						2844012	03/27/08	PDO	0	DRIVEWAY	DRIVEWAY INGRESS	1	0	1	0	0
City Street	NE 175 ST		132 AVE NE						3093918	03/28/08	INJ	1	INTERSECTION	ENTER AT ANGLE	1	0	0	1	0
City Street	WOODINVILLE-SNOHOMISH RD NE		NE 190 ST						2844013	03/28/08	PDO	0	INTERSECTION	FIXED OBJECT	1	0	1	0	0
State Route	202						1636.8	0.31	3093668	03/28/08	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	124 AVE NE			100	F	N	NE 149 ST		2752337	03/28/08	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD NE	20300		500	F	N	NE 200 ST		2844123	04/01/08	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	135 PL NE		NE 154 DR						3093670	04/09/08	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
State Route	202							0.57	C703153	04/09/08	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	124 AVE NE	15600		30	F	S	NE 157		2758364	04/09/08	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	NE 173	15410							C703261	04/12/08	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	125 AVE NE AT NE 146 PL	14616	NE 146 PL						3093758	04/14/08	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	WOODINVILLE-DUVALL RD			20	F	E	171 PL NE		2758067	04/15/08	INJ	1	ROADWAY	REAR END	1	0	0	1	0
City Street	NE WOODINVILLE-DUVALL RD			100	F	SE	156 AVE NE		2844125	04/16/08	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	NE 180 ST	14520		50	F	E	145 AVE NE		3093757	04/18/08	PDO	0	ROADWAY	PARKED CAR	1	0	1	0	0
City Street	NE 185 ST		WOODINVILLE-DUVALL PL						2844016	04/19/08	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 175		155 PL NE						2757818	04/22/08	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	124 AVE NE			300	F	S	NE 149 ST		3094918	04/23/08	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
State Route	202							0.27	3094233	04/24/08	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	NE WOODINVILLE-DUVALL RD	15200		40	F	E	152 AVE NE		2991403	05/01/08	INJ	1	ROADWAY	PEDESTRIAN	1	1	0	0	0
State Route	202							2.67	2991408	05/04/08	INJ	1	INTERSECTION	DRIVEWAY EGRESS	1	0	0	1	0
City Street	NE 145 ST	13800		150	F	W	WOODINVILLE-REDMOND RD NE		2991426	05/06/08	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	WOODINVILLE-DUVALL RD NE		NE N WOODVILLE WY						2991409	05/06/08	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	145 AVE NE		RED HOOK BREWERY						3093920	05/08/08	INJ	1	DRIVEWAY	BICYCLE	1	1	0	0	0
City Street	WOODINVILLE-SNOHOMISH RD NE	19200		250	F	N	NE 195 ST		2991410	05/08/08	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	NE 175 ST	13317		100	F	W	135 AVE NE		2991411	05/12/08	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	NW N WOODINVILLE WY		WOODINVILLE-DUVALL RD						3094234	05/13/08	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	124 AVE NE	15400							2844092	05/13/08	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
State Route	202							0.31	2991414	05/14/08	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
State Route	202						2481.6	0.47	3093761	05/17/08	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	156 AVE NE	19414		200	F	S	NE 195 ST		2843929	05/20/08	FAT	FAT	DRIVEWAY	DRIVEWAY INGRESS	1	0	0	0	1
City Street	NE 171 ST		133 AVE NE						3094235	05/20/08	INJ	1	INTERSECTION	DRIVEWAY INGRESS	1	0	0	1	0
City Street	148 AVE NE	14525		100	F	N	NE 145 ST		2991416	05/20/08	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 175 ST		140 AVE NE						2545701	05/22/08	INJ	1	INTERSECTION	ENTER AT ANGLE	1	0	0	1	0
City Street	124 AVE NE		NE 149 ST						2843930	05/29/08	INJ	1	ROADWAY	HEAD ON	1	0	0	1	0
City Street	NE 177 PL		131 AVE NE						2991503	05/30/08	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0

JURISDICTION	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DISTANCE FROM REFERENCE POINT	FT OR MP	COMPASS DIR FROM REF POINT	REFERENCE POINT NAME	MILE POST	REPORT NUMBER	DATE	TYPE OF DAMAGE	I N J	JUNCTION	ACCIDENT TYPE		Ped / Bike	PDO	Inj	Fat
City Street	NE 178 PL	13700		250	F	W	138 PL NE		2757821	05/31/08	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	NE 171 ST	13300	133 AVE NE						2991417	06/02/08	PDO	0	INTERSECTION	DRIVEWAY EGRESS	1	0	1	0	0
State Route	202						4276.8	0.81	3093762	06/04/08	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	131 AVE NE	17400	AM PM	200	F	S	NE 175 ST		2844019	06/05/08	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	136 AVE NE								C705274	06/06/08	PDO	0	ROADWAY	OTHER	1	0	1	0	0
City Street	NE 160 ST		124 AVE NE						2991555	06/06/08	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 175 ST	13200		70	F	E	132 AVE NE		2757824	06/06/08	PDO	0	DRIVEWAY	SIDESWIPE	1	0	1	0	0
State Route	202						1795.2	0.34	3094353	06/06/08	PDO	0	ROADWAY	SIDESWIPE	1	0	1	0	0
City Street	140 AVE NE	17300		300	F	S	NE 175 ST		2757823	06/06/08	PDO	0	ROADWAY	SIDESWIPE	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD			0.1	M	E	156 AVE NE		3094352	06/06/08	PDO	0	ROADWAY	SIDESWIPE	1	0	1	0	0
State Route	202						5121.6	0.97	2860581	06/09/08	INJ	1	ROADWAY	OTHER	1	0	0	1	0
City Street	NE WOODINVILLE-DUVALL RD	16700		0	F	W	167 AVE NE		2991418	06/09/08	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	136 NE		NE 195						2758232	06/10/08	PDO	0	INTERSECTION	LEFT/RIGHT TURN COLLISION	1	0	1	0	0
City Street	NE N WOODINVILLE WY	14200	142 AVE NE						2844020	06/10/08	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD	15600		60	F	E	156 AVE NE		3000029	06/10/08	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	130 PL NE		NE 192 ST						3094237	06/11/08	INJ	1	INTERSECTION	ENTER AT ANGLE	1	0	0	1	0
City Street	140 AVE NE	17100		50	F	N	NE 171 ST		2991421	06/13/08	PDO	0	DRIVEWAY	DRIVEWAY INGRESS	1	0	1	0	0
City Street	NE 175 ST		159 AVE NE						3094239	06/15/08	INJ	1	INTERSECTION	ENTER AT ANGLE	1	0	0	1	0
City Street	NE 173 ST	15400		1500	F	E	155 PL NE		3093921	06/15/08	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	NE 175 ST	13400		200	F	W	135 AVE NE		2991423	06/16/08	INJ	1	DRIVEWAY	BICYCLE	1	1	0	0	0
City Street	140 AVE NE	17900	NE 180 PL						2991424	06/17/08	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE 171 ST	13100		100	F	W	132 AVE NE		2546450	06/17/08	PDO	0	DRIVEWAY	FIXED OBJECT	1	0	1	0	0
State Route	202							2.67	2758237	06/17/08	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
State Route	202						1267.2	0.24	2991425	06/20/08	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	NE 171 ST		140 AVE NE						2757825	06/20/08	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
City Street	140 AVE NE	17400	NE 175 ST				711		3094240	06/23/08	PDO	0	INTERSECTION	DRIVEWAY INGRESS	1	0	1	0	0
City Street	NE 202 ST	15367		25	F	W	156 AVE NE		2758240	06/24/08	PDO	0	INTERSECTION	PARKED CAR	1	0	1	0	0
State Route	202							0.31	2758239	06/24/08	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
State Route	202							0.31	C706041	06/26/08	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 175 ST		140 AVE NE						3093922	07/04/08	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	136 AVE NE	19600		300	F	N	NE 195 ST		2998081	07/06/08	INJ	1	ROADWAY	OTHER	1	0	0	1	0
City Street	WOODINVILLE-SNOHOMISH RD NE	19600		200	F	N	NE 195 ST		3095355	07/10/08	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	NE 200 ST	14300		100	F	W	144 AVE NE		2991901	07/10/08	PDO	0	ROADWAY	PARKED CAR	1	0	1	0	0
City Street	NE 175 ST	134	135 AVE NE						2998083	07/11/08	INJ	1	INTERSECTION	BICYCLE	1	1	0	0	0
City Street	NE WOODINVILLE-DUVALL RD		NE WOODINVILLE WY						2998082	07/11/08	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
State Route	202							0.31	2844021	07/11/08	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
State Route	202							1.44	2998089	07/15/08	INJ	1	DRIVEWAY	DRIVEWAY EGRESS	1	0	0	1	0
City Street	NE WOODINVILLE-DUVALL RD	16200		300	F	E	61 AVE NE		2991902	07/16/08	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
State Route	202							0.56	3111552	07/17/08	PDO	0	INTERSECTION	FIXED OBJECT	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD		171 PL NE						2549147	07/19/08	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD NE	195	NE 195 ST						2998091	07/21/08	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
State Route	202						1636.8	0.31	2998090	07/21/08	PDO	0	ROADWAY	SIDESWIPE	1	0	1	0	0
State Route	202						9609.6	1.82	3094243	07/23/08	INJ	1	ROADWAY	FIXED OBJECT	1	0	0	1	0
State Route	202						13516.8	2.56	2844023	07/24/08	PDO	0	ROADWAY	OTHER	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD			200	F	E	168 AVE NE		2543033	07/24/08	PDO	0	DRIVEWAY	REAR END	1	0	1	0	0
City Street	NE 171 ST		143 PL NE						2991508	07/24/08	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
City Street	NE 175 ST	13600		200	F	W	138 PL NE		2844024	07/25/08	INJ	1	DRIVEWAY	BICYCLE	1	1	0	0	0
State Route	202						13728	2.60	2991559	07/25/08	PDO	0	ROADWAY	OTHER	1	0	1	0	0
State Route	202							0.24	3111451	07/28/08	INJ	1	INTERSECTION	ENTER AT ANGLE	1	0	0	1	0
City Street	WOODINVILLE-SNOHOMISH RD NE		NE 195 ST						C708252	07/31/08	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
State Route	202							0.31	2751744	07/31/08	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	148 AVE NE	14600	GRANGE	100	F	S	NE 147 PL		3094245	08/06/08	INJ	1	DRIVEWAY	DRIVEWAY EGRESS	1	0	0	1	0
City Street	NE 185 ST		160 AVE NE						3094701	08/09/08	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	NE 175 ST	13900	140 AVE NE						3094702	08/09/08	PDO	0	INTERSECTION	SIDESWIPE	1	0	1	0	0
State Route	202							0.51	2991952	08/11/08	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	132 AVE NE		NE 180 ST						2991951	08/11/08	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	140 AVE NE		NE 183 PL						3111531	08/12/08	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD NE		NE 190 ST						2991509	08/13/08	INJ	1	INTERSECTION	REAR END	1	0	0	1	0

JURISDICTION	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DISTANCE FROM REFERENCE POINT	FT OR MP	COMPASS DIR FROM REF POINT	REFERENCE POINT NAME	MILE POST	REPORT NUMBER	DATE	TYPE OF DAMAGE	I N J	JUNCTION	ACCIDENT TYPE		Ped / Bike	PDO	Inj	Fat
City Street	140 NE								C708385	08/14/08	INJ	1	ROADWAY	REAR END	1	0	0	1	0
City Street	NE 157 ST		124 PL NE						3111533	08/15/08	PDO	0	INTERSECTION	FIXED OBJECT	1	0	1	0	0
State Route	202							0.31	3094246	08/19/08	INJ	1	INTERSECTION	BICYCLE	1	1	0	0	0
City Street	NE 145 ST	13800		200	F	W	SR 202		2548994	08/19/08	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	140 AVE NE	17300		300	F	S	NE 175 ST		2991955	08/20/08	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	NE 175 ST	13780							2751525	08/20/08	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	NE 190 ST		WOODINVILLE-SNOHOMISH RD NE 2 RR CROSSING						3111426	08/21/08	PDO	0	INTERSECTION	FIXED OBJECT	1	0	1	0	0
State Route	202							1.84	2751592	08/24/08	INJ	1	DRIVEWAY	PEDESTRIAN	1	1	0	0	0
City Street	142 AVE NE	2000		150	F	N	NE 200 ST		2991926	08/25/08	PDO	0	ROADWAY	PARKED CAR	1	0	1	0	0
City Street	124 AVE NE		NE 162						C709152	08/28/08	INJ	1	INTERSECTION	BICYCLE	1	1	0	0	0
City Street	NE 175 ST	13923		25	F	W	140 NE		3111556	08/28/08	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	156 AVE NE		NE 195 ST						2751882	08/28/08	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
City Street	124 AVE NE		NE 160 ST						2991396	08/30/08	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE 195 ST	13800		500	F	W	WOODINVILLE-SNOHOMISH RD NE		2543931	08/31/08	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	132 AVE NE	15400	132 PL NE						3111701	09/02/08	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	NE N WOODINVILLE WY	14700		150	F	W	148 AVE NE		2991927	09/02/08	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD	16500		125	F	E	165 AVE NE		2548996	09/02/08	PDO	0	ROADWAY	REAR END	1	0	1	0	0
State Route	202						2745.6	0.52	2991956	09/06/08	INJ	1	ROADWAY	OTHER	1	0	0	1	0
City Street	140 AVE NE		NE 175 ST						2991957	09/06/08	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
State Route	202							0.31	2998092	09/06/08	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	140 AVE NE	17100	NE 171 ST						2548998	09/08/08	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
State Route	202							0.24	2549000	09/12/08	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE 171 ST	14000	140 AVE NE						3111454	09/15/08	INJ	1	INTERSECTION	PEDESTRIAN	1	1	0	0	0
City Street	WOODINVILLE-SNOHOMISH RD NE		190 ST						C710252	09/16/08	INJ	1	INTERSECTION	PEDESTRIAN	1	1	0	0	0
City Street	NE 172 ST		NE 173 ST						2549047	09/17/08	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	124 AVE NE		NE 157 ST						C709888	09/18/08	PDO	0	INTERSECTION	HEAD ON	1	0	1	0	0
City Street	NE 171 ST		140 AVE NE						2991903	09/20/08	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	157 AVE NE		NE 179 ST						2991959	09/20/08	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	144 AVE NE			50	F	S	NE 189 PL		2991960	09/21/08	PDO	0	ROADWAY	PARKED CAR	1	0	1	0	0
City Street	NE 175 ST	13200	132 AVE NE						3111455	09/25/08	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
State Route	202							1.70	2991783	09/27/08	20	0	DRIVEWAY	REAR END	1	0	0	0	0
State Route	202						11563.2	2.19	3111535	09/28/08	INJ	1	ROADWAY	FIXED OBJECT	1	0	0	1	0
City Street	132 PL NE	15500		100	F	N	NE 154 DR		2991513	09/28/08	PDO	0	ROADWAY	PARKED CAR	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD NE		NE 200						C710998	09/29/08	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	WOODINVILLE-SNOHOMISH RD NE	20000	NE 200 ST						2991929	10/01/08	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
State Route	202							2.26	C710705	10/04/08	INJ	1	DRIVEWAY	DRIVEWAY EGRESS	1	0	0	1	0
City Street	NE 190 ST		WOODINVILLE-SNOHOMISH RD NE						2991961	10/05/08	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
State Route	202							0.24	2991514	10/09/08	PDO	0	INTERSECTION	OTHER	1	0	1	0	0
City Street	132 AVE NE		NE 186 ST						2751686	10/11/08	PDO	0	INTERSECTION	OTHER	1	0	1	0	0
City Street	144 AVE NE	20109	ALLEY						2991962	10/21/08	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE 177 PL	13600		200	F	E	134 AVE NE		3093763	10/23/08	INJ	1	DRIVEWAY	DRIVEWAY EGRESS	1	0	0	1	0
City Street	124 AVE NE		NE 157 ST						C711572	10/24/08	PDO	0	ROADWAY	REAR END	1	0	1	0	0
State Route	202							0.31	2991964	10/26/08	PDO	0	INTERSECTION	DRIVEWAY EGRESS	1	0	1	0	0
State Route	202						11616	2.20	2991967	10/28/08	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
State Route	202							0.54	3111479	10/30/08	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	NE WOODINVILLE-DUVALL RD	14200	QFC	0.1	M	S	NE 178 ST		2992001	10/31/08	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD			25	F	S	181 ST		C711895	10/31/08	INJ	1	ROADWAY	REAR END	1	0	0	1	0
City Street	WOODINVILLE-SNOHOMISH RD NE	19400		0.1	M	S	NE 195 ST		2991473	10/31/08	INJ	1	ROADWAY	REAR END	1	0	0	1	0
City Street	NE 175 ST	13500		40	F	E	135 AVE NE		2842301	10/31/08	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
State Route	202						2587.2	0.49	3093764	11/01/08	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	NE 171 ST		14 AVE NE						3094247	11/01/08	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	NE 145 ST	13800				E	138 PL NE		2992002	11/02/08	INJ	1	ROADWAY	OVERTURNED	1	0	0	1	0
City Street	NE 186 ST AT 136 AVE NE		136 AVE NE						2991968	11/02/08	INJ	1	ROADWAY	SIDESWIPE	1	0	0	1	0

JURISDICTION	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DISTANCE FROM REFERENCE POINT	FT OR MP	COMPASS DIR FROM REF POINT	REFERENCE POINT NAME	MILE POST	REPORT NUMBER	DATE	TYPE OF DAMAGE	I N J	JUNCTION	ACCIDENT TYPE		Ped / Bike	PDO	Inj	Fat
City Street	WOODINVILLE-SNOHOMISH RD NE		NE195 ST						2991354	11/02/08	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	140 AVE NE		GARDEN WY NE						3111456	11/03/08	PDO	0	INTERSECTION	DRIVEWAY EGRESS	1	0	1	0	0
City Street	131 AVE NE		NE 195 ST						3093767	11/03/08	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	146 PL NE			100	F	E	NE 171 ST		3111480	11/06/08	PDO	0	ROADWAY	SIDESWIPE	1	0	1	0	0
City Street	124 AVE NE	15500		150	F	S	NE 157 ST		2991572	11/08/08	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD NE		NE 195 ST						3094248	11/09/08	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	NE 175 ST	13600		300	F	E	135 AVE NE		2991930	11/13/08	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	140 AVE NE	17400		80	F	S	NE 175 ST		3111457	11/14/08	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD			30	F	W	167 AVE NE		3111459	11/14/08	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD NE	17900							3093572	11/15/08	INJ	1	DRIVEWAY	BICYCLE	1	1	0	0	0
State Route	202							0.31	3094250	11/17/08	INJ	1	INTERSECTION	DRIVEWAY INGRESS	1	0	0	1	0
City Street	138 AVE NE	17500	NE 175 ST						3111462	11/19/08	INJ	1	INTERSECTION	PEDESTRIAN	1	1	0	0	0
City Street	NE 143 ST	13100		50	F	W	132 AVE NE		2991400	11/20/08	PDO	0	INTERSECTION	FIXED OBJECT	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD		156 AVE NE						3111481	11/21/08	PDO	0	INTERSECTION	DRIVEWAY EGRESS	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD	14100							3111482	11/25/08	INJ	1	DRIVEWAY	FIXED OBJECT	1	0	0	1	0
State Route	202							0.31	2991970	11/26/08	PDO	0	INTERSECTION	SIDESWIPE	1	0	1	0	0
City Street	NE N WOODINVILLE WY		NE WOODINVILLE-DUVALL RD						2991971	11/28/08	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
State Route	202							2.20	2751885	11/29/08	INJ	1	INTERSECTION	OVERTURNED	1	0	0	1	0
City Street	140 AVE NE		NE 171 ST						C713210	12/01/08	PDO	0	INTERSECTION	LEFT/RIGHT TURN COLLISION	1	0	1	0	0
City Street	NE 175 ST	13400	MI TIERRA RESTAURANT						3111464	12/03/08	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD NE	19400	NE 195 ST						3093770	12/04/08	PDO	0	INTERSECTION	SIDESWIPE	1	0	1	0	0
State Route	202							0.24	2991518	12/09/08	PDO	0	INTERSECTION	SIDESWIPE	1	0	1	0	0
City Street	NE 173 PL AT 127 PL NE	12600		100	F	W	NE WOODINVILLE DR		3093772	12/10/08	PDO	0	DRIVEWAY	DRIVEWAY EGRESS	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD NE	200000		100	F	N	NE 200 ST		3111466	12/10/08	PDO	0	DRIVEWAY	REAR END	1	0	1	0	0
City Street	140 AVE NE	17000	WOODINVILLE MEDICAL CENTER						3093774	12/11/08	INJ	1	DRIVEWAY	DRIVEWAY EGRESS	1	0	0	1	0
City Street	148 AVE NE			1000	F	N	NE 145 ST		C714773	12/16/08	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	NE 175 ST	13840	TACO TIME						C716723	12/18/08	PDO	0	DRIVEWAY	DRIVEWAY INGRESS	1	0	1	0	0
City Street	168 AVE NE	19100		400	F	S	NE 195		3111558	12/18/08	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
State Route	202						4382.4	0.83	2991972	12/19/08	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	124 AVE NE	14900	NE 149 ST						3111710	12/20/08	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	140 AVE NE		NE 181 PL						2842503	12/20/08	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	146 AVE NE			200	F	N	NE 184 PL		3111467	12/22/08	PDO	0	ROADWAY	PARKED CAR	1	0	1	0	0
																14	154	63	1
2009																			
City Street	NE WOODINVILLE WAY	14600		250	F	W	NE WOODINVILLE-DUVALL RD		2991973	01/02/09	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	NE 175 ST	130		100	F	W	131 AVE NE		3111540	01/09/09	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	132 NE		NE 180						3111559	01/09/09	PDO	0	INTERSECTION	SIDESWIPE	1	0	1	0	0
City Street	140 AVE NE	17450	MCDONALDS	250	F	N	NE 171 ST		2842507	01/10/09	PDO	0	DRIVEWAY	ENTER AT ANGLE	1	0	1	0	0
City Street	NE 195 ST		WOODINVILLE-SNOHOMISH RD						C715999	01/10/09	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	NE 180 ST AT 167 PL NE	18200							2842508	01/11/09	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD NE	19600		300	F	N	NE 195 ST		2991517	01/12/09	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	WOODINVILLE DR		127 PL NE						3111483	01/13/09	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD NE		NE 195 ST						3111541	01/16/09	PDO	0	INTERSECTION	FIXED OBJECT	1	0	1	0	0
State Route	202							2.67	3111542	01/17/09	PDO	0	INTERSECTION	FIXED OBJECT	1	0	1	0	0
City Street	140 AVE NE		NE 178 PL						2991974	01/17/09	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
City Street	GARDEN WY NE	13800	NE 175 ST						3111468	01/23/09	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	140 AVE NE	17400		100	F	S	NE 175 ST		2842509	01/23/09	PDO	0	DRIVEWAY	TEE-BONE	1	0	1	0	0
City Street	NE WOODINVILLE WY		144						C716219	01/26/09	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
City Street	124 AVE NE	14900	NE 149 ST						2846539	01/27/09	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 190 ST		SNOW WOOD RD NE						3111484	01/27/09	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	NE 205 ST		136 AVE NE						2842551	01/31/09	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0

JURISDICTION	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DISTANCE FROM REFERENCE POINT	FT OR MP	COMPASS DIR FROM REF POINT	REFERENCE POINT NAME	MILE POST	REPORT NUMBER	DATE	TYPE OF DAMAGE	I N J	JUNCTION	ACCIDENT TYPE		Ped / Bike	PDO	Inj	Fat
City Street	NE 143 ST		132 AVE						3111544	02/01/09	PDO	0	INTERSECTION	FIXED OBJECT	1	0	1	0	0
City Street	NE N WOODINVILLE WY	14660		300	F	W	NE WOODINVILLE-DUVALL RD		3111470	02/03/09	INJ	1	DRIVEWAY	BICYCLE	1	1	0	0	0
State Route	202							0.31	3111471	02/03/09	INJ	1	INTERSECTION	ENTER AT ANGLE	1	0	0	1	0
City Street	NE 178 PL	13900	WOODINVILLE-SNOHOMISH RD NE						2991933	02/08/09	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 162 ST			100	F	E	12438 124 AVE NE		2991521	02/11/09	PDO	0	ROADWAY	PARKED CAR	1	0	1	0	0
City Street	124 AVE NE	15700		600	F	S	NE 160 ST		2757074	02/11/09	INJ	1	ROADWAY	REAR END	1	0	0	1	0
City Street	NE WOODINVILLE-DUVALL RD		162 AVE NE						2991519	02/11/09	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 175 ST			50	F	W	133 AVE NE		2991522	02/13/09	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	124 AVE NE	17300		20	F	S	NE 173 PL		3111473	02/13/09	PDO	0	ROADWAY	SIDESWIPE	1	0	1	0	0
State Route	202							2.07	2842510	02/14/09	INJ	1	DRIVEWAY	REAR END	1	0	0	1	0
City Street	137 PL NE	14400		500	F	W	SR 202		2991523	02/15/09	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	139 AVE NE	17317		390	F	S	NE 175 ST		3111474	02/17/09	PDO	0	DRIVEWAY	ENTER AT ANGLE	1	0	1	0	0
City Street	NE 173 PL			50	F	N	126 PL NE		3111485	02/21/09	INJ	1	ROADWAY	REAR END	1	0	0	1	0
City Street	NE 195 ST		WOODINVILLE-SNOHOMISH RD						2842553	02/23/09	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE 175 ST		135 PL NE						2842452	02/24/09	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	124 AVE NE		NE 160						2842413	02/24/09	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	NE 195 ST		WOODINVILLE-SNOHOMISH RD						2842554	02/24/09	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD NE	19900		30	F	S	NE 200 ST		3111545	03/02/09	INJ	1	ROADWAY	FIXED OBJECT	1	0	0	1	0
City Street	146 PL NE			1000	F	E	143 PL NE		2545088	03/03/09	INJ	1	ROADWAY	OVERTURNED	1	0	0	1	0
City Street	GARDEN WY NE		NE 175 ST						C718259	03/04/09	PDO	0	INTERSECTION	OTHER	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD	15500		150	F	W	156 AVE NE		2842478	03/08/09	INJ	1	ROADWAY	FIXED OBJECT	1	0	0	1	0
City Street	NE WOODINVILLE-DUVALL RD		160 AVE NE						2991936	03/09/09	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD	15900		75	F	W	160 AVE NE		2842479	03/09/09	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	140 AVE NE		NE 171 PL						2842480	03/10/09	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 175 ST		136 AVE NE						3111506	03/13/09	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
State Route	202							2.59	3111487	03/15/09	PDO	0	DRIVEWAY	FIXED OBJECT	1	0	1	0	0
City Street	156 AVE NE		NE 195 ST						2842458	03/18/09	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD	16900							2842606	03/18/09	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	NE 175 ST		140 AVE NE						2842459	03/19/09	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	140 AVE NE	18200		200	F	S	NE 183 ST		2787013	03/20/09	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD	18900		100	F	S	NE 190 ST		2842461	03/20/09	PDO	0	DRIVEWAY	SIDESWIPE	1	0	1	0	0
City Street	NE 160 ST		124 AVE NE						2549578	03/20/09	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL RD	15200		800	F	W	156 NE		3111955	03/21/09	INJ	1	ROADWAY	FIXED OBJECT	1	0	0	1	0
City Street	NE 175 ST			300	F	W	164 AVE NE		2843731	03/21/09	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	NE 172 PL		164 AVE NE						3111488	03/23/09	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE 190 ST		WOODINVILLE-SNOHOMISH RD						2842463	03/24/09	INJ	1	INTERSECTION	ENTER AT ANGLE	1	0	0	1	0
State Route	202							0.42	3111547	03/27/09	PDO	0	ROADWAY	REAR END	1	0	1	0	0
City Street	NE 175 ST			100	F	E	136 AVE NE		3111489	03/29/09	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 175 ST		140 AVE NE						2752373	04/01/09	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
City Street	NE 186 ST	13515		50	F	E	134 PL NE		3111548	04/03/09	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	WOODINVILLE-SNOHOMISH RD NE	19500	NE 195 ST						2842464	04/03/09	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
City Street	140TH AVE NE		NE 181 ST						2758247	04/06/09	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	124 AVE NE		NE 157						2842329	04/07/09	PDO	0	ROADWAY	SIDESWIPE	1	0	1	0	0
City Street	NE 175 ST		138 PL NE						2752374	04/07/09	INJ	1	INTERSECTION	TEE-BONE	1	0	0	1	0
State Route	202							0.07	2991937	04/08/09	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	130 AVE NE	17700		200	F	N	NE 175 ST		3194205	04/09/09	PDO	0	ROADWAY	REAR END	1	0	1	0	0
State Route	202							0.07	2878013	04/10/09	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 175 ST			40	F	W	135TH AVE NE		C720036	04/10/09	PDO	0	INTERSECTION	REAR END	1	0	1	0	0
City Street	NE 175 ST	13200		75	F	W	133 AVE NE		2842556	04/11/09	PDO	0	INTERSECTION	REAR END	1	0	1	0	0

JURISDICTION	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DISTANCE FROM REFERENCE POINT	FT OR MP	COMPASS DIR FROM REF POINT	REFERENCE POINT NAME	MILE POST	REPORT NUMBER	DATE	TYPE OF DAMAGE	I N J	JUNCTION	ACCIDENT TYPE		Ped / Bike	PDO	Inj	Fat
City Street	WOODINVILLE-SNOHOMISH RD NE		139 AVE NE						3194209	04/16/09	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
City Street	NE 171 ST		143 PL NE						3194210	04/17/09	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	WOODINVILLE-SNOHOMISH RD NE	19900		100	F	S	NE 200 ST		3194212	04/19/09	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	140 AVE NE		MCDONALDS						C720164	04/20/09	PDO	0	DRIVEWAY	TEE-BONE	1	0	1	0	0
City Street	WOODINVILLE-DUVALL		156 AVE NE						C719916	04/21/09	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	WOODINVILLE-SNOHOMISH RD	19500		400	F	N	NE 195 ST		2842558	04/22/09	PDO	0	ROADWAY	REAR END	1	0	1	0	0
State Route	202							1.43	2842559	04/23/09	PDO	0	DRIVEWAY	REAR END	1	0	1	0	0
City Street	140 AVE NE		ALLEY				NAPA AUTOPARTS		2842465	04/24/09	PDO	0	DRIVEWAY	ENTER AT ANGLE	1	0	1	0	0
City Street	WOODINVILLE-DUVALL RD			100	F	E	156 AVE NE		C720425	04/25/09	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	NE 175 ST	13500	JIFFY LUBE	100	F	E	135 AVE NE		2842466	04/28/09	PDO	0	DRIVEWAY	ENTER AT ANGLE	1	0	1	0	0
City Street	139 AVE NE	18800	WOODINVILLE-SNOHOMISH RD NE						2842468	05/01/09	PDO	0	INTERSECTION	SIDESWIPE	1	0	1	0	0
City Street	NE WOODINVILLE-DUVALL		156 AVE NE						2758249	05/05/09	INJ	1	INTERSECTION	REAR END	1	0	0	1	0
City Street	NE 175 ST			25	F	E	133 AVE NE		3111515	05/05/09	INJ	1	ROADWAY	REAR END	1	0	0	1	0
City Street	132 AVE NE		NE 181 ST						3111491	05/05/09	PDO	0	INTERSECTION	SIDESWIPE	1	0	1	0	0
State Route	202							1.78	3194214	05/06/09	INJ	1	ROADWAY	FIXED OBJECT	1	0	0	1	0
City Street	130 AVE NE	20400		40	F	S	NE 205 ST		3095468	05/20/09	PDO	0	INTERSECTION	OTHER	1	0	1	0	0
City Street	132 AVE NE	18715		150	F	N	NE 187 PL		2991938	05/27/09	INJ	1	ROADWAY	FIXED OBJECT	1	0	0	1	0
City Street	WOODINVILLE-SNOHOMISH RD NE		NE 190 ST						C721348	05/31/09	PDO	0	INTERSECTION	TEE-BONE	1	0	1	0	0
State Route	202							0.15	2991940	06/04/09	PDO	0	ROADWAY	SIDESWIPE	1	0	1	0	0
State Route	202							0.31	2842561	06/07/09	PDO	0	INTERSECTION	ENTER AT ANGLE	1	0	1	0	0
State Route	202							0.31	2842473	06/09/09	INJ	1	ROADWAY	REAR END	1	0	0	1	0
City Street	142 AVE NE	18250		500	F	N	NE 181 PL		2842621	06/17/09	PDO	0	ROADWAY	FIXED OBJECT	1	0	1	0	0
City Street	140 AVE NE	17200		400	F	N	NE 171 ST		2842474	06/17/09	PDO	0	DRIVEWAY	OTHER	1	0	1	0	0
City Street	NE 175 ST	13600		300	F	E	135 AVE NE		2846837	06/18/09	INJ	1	ROADWAY	FIXED OBJECT	1	0	0	1	0
														TOTAL		1	65	24	0

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APPENDIX S

SQUARE FEET AND ACRES OF TRANSPORTATION ANALYSIS ZONES

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Table of Citywide Transportation Analysis Zones Area

TAZ ID	Area Sqft	Area Acres
5072	4,062,084	93.3
5121	408,283	9.4
5111	1,559,605	35.8
2412	1,576,202	36.2
5077	1,635,570	37.5
50714	1,003,689	23.0
50716	2,261,078	51.9
50717	945,316	21.7
50718	1,101,627	25.3
50719	907,700	20.8
50720	3,384,469	77.7
2431	12,289,173	282.1
5081	32,347,533	742.6
5071	22,369,364	513.5
2411	13,233,995	303.8
2432	8,534,293	195.9
2433	4,727,364	108.5
2461	6,576,119	151.0
2434	9,433,357	216.6
2435	936,079	21.5
2436	1,501,568	34.5
5073	5,771,342	132.5
5074	3,276,992	75.2
5075	1,574,701	36.2
5076	2,387,073	54.8
5078	6,181,715	141.9
5079	1,934,389	44.4
50710	440,176	10.1
50711	1,719,931	39.5
50712	690,105	15.8
50713	530,606	12.2
50715	441,678	10.1
50721	168,452	3.9
50722	495,371	11.4

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APPENDIX T

TRAFFIC IMPACT FEES

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Traffic Impact Fee

(Assumes the City changes to one zone system)

Today

To	8,359	10,808
From	6,901	8,626
	15,260	19,434

Difference:

19,434-15,260 =4,174 PM Peak Hour Trips
Or
27.4% increase in PM Peak Hour Trips

Cost of Capacity Project (recommended) from plan = $120,657,000

Assume 50% of funding from outside sources
$120,657,000/2 = $60,323,500

Percent of new traffic using project is 27.4% (from above)

Recommended impact fee (would need to be codified by an ordinance)

($60,328,500) (27.4%)/ 4,174 PM Peak hour trips

= $3,960 per PM peak hour trip

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APPENDIX U

BIBLIOGRAPHY

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3. "Roadside Design Guide", January 2006, Third Edition
   American Association of State Highway and Transportation Officials (AASHTO)

4. Final Report "Development of a City-Wide Pavement Management System: for the City of Woodinville, Northwest Management Systems, Tacoma Washington. September 2008

5. "Trip Generation", 8th Edition, Institute of Transportation Engineers, Washington, DC, 2008

6. "Washington Transportation Plan 2007-2026", Washington State Department of Transportation, November 2006

7. "Puget Sound Regional Council Transportation 2040: Growth and Transportation in the Central Puget Sound Region," March 2009 Update

8. "King County Comprehensive Plan" 2008 Update

9. Snohomish County "Transportation Element of the Comprehensive Plan," June 20, 2008

10. "Puget Sound Regional Council Technical Memorandum on Commute Trip Reduction," 2007 Report as part of the 2030 update.

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APPENDIX V

COMMENTS FROM OUTSIDE AGENCIES

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Hello,

Thank you for the opportunity to comment on your The Washington State Department of Transportation Public Transportation Office has reviewed your Draft Transportation Master Plan and offers these comments for your consideration.

Specific to your plan:

1. With Woodinville's makeup containing many major arterial intersections, automobile dependence is almost guaranteed for local trips. Recommend emphasizing and concentrating on non-motorized connectivity efforts and capital improvements, such as crosswalks, pedestrian overpass, pedestrian underpass, pathways, bike/pedestrian paths, trails, encouraging neighborhood path stewardship, and bike paths and routes. Walkability leads to improved health, downtown vibrancy, livability, and economic development.
2. In conjunction w/#1, consider public/political support for a Complete Streets policy.
3. Downtown parking should be priced, even if modestly. Consider PBIA to assist w/business case for downtown business owners.
4. Pedestrians should win on 175th (and in other instances). If cars win (as in the scenario for 175th), people keep driving them, and the City will have to keep building more capacity (at increasing costs) to keep up w/population growth. New residents will have little choice but auto dependence, because the city is not dis-incentivizing auto trips (it's incentivizing them), therefore not creating the climate for a better mode-split and the corresponding (and much cheaper) investments in non-motorized modes.
5. Consider teleworking, and/or possibly a teleworking center (satellite office) for residents whose jobs are compatible and would otherwise commute long distances to an office.
6. CTR employers that don't offer subsidies (fiscal incentives) may be open to supporting teleworking and/or flexible work schedules, which have many benefits (and are viewed as benefits by employees), such as allowing organizations to cut payroll costs without large-scale staff reductions, boost employee morale, and retain top talent so the firm can quickly gear up for economic recovery.

In general, we would like you to consider a stronger connection between your CTR Plan and your Transportation Plan. Your existing CTR Plan is fairly generic and could benefit from a review of strategies in relation to performance. Although there is clearly a lack of transit service, strategies and policies that emphasize and encourage carpool, vanpool, bike/walk modes, flexible schedules, and telework can be very effective in such an environment. However, these strategies and policies must be supported by accessible and connected infrastructure, which can be addressed in your transportation plan. You might consider parking management strategies that can help incentivize a robust CTR program.

Our office is in the process of reviewing jurisdictional progress towards CTR goals and we will be meeting with local and regional governments to discuss their performance and offer suggestions for a mid-course correction if necessary. I do not know at this time how much progress Woodinville is making toward the reduction in drive-alone rate and vehicle miles traveled goals, but we are available to discuss that with you in the coming weeks. It is important to note that the next CTR survey cycle will be in 2011, and CTR

Plan updates will follow that. We would like to work with you directly as you develop and implement your CTR Plan.

Many of your community goals are connected, and the more you can connect housing, transportation, and land use, the better you can achieve your growth and economic development objectives. Our goal is to help you achieve your goals. We understand that funding is a scarce commodity, but communities that are connecting their smart growth and sustainability work will be poised to take advantage of the funding that is becoming available though the Livable Communities Initiative which is a federal partnership of EPA, HUD, and USDOT.

Thanks again for giving us the opportunity to comment on your transportation plan. We remain available to provide you guidance, technical assistance, potential funding, and support. Please feel free to contact me any time. I look forward to working with you soon.

Thanks,
Kathy Johnston
360-705-7925

Dear Sarah:

Thank you for the opportunity to comment on your Draft Transportation Master Plan. The City of Kirkland has no comments at this time. I would appreciate it if you could please let me know when the plan is approved by your Council. Thank you.

David Godfrey, P.E.
Transportation Engineering Manager
City of Kirkland Public Works Department
(425) 587-3865

Caring for your infrastructure to keep Kirkland healthy, safe and vibrant.

Thanks Hal - I'll try to have a look at it over the weekend. Appreciate the opp to review.
Roger

From: Hal Hart [mailto:halh@ci.woodinville.wa.us]
Sent: Friday, December 04, 2009 11:32 AM
To: Roger and Jill Mason
Cc: Sarah Ruether
Subject: Transportation Master Plan Update

FYI If you have any comments on the City's Draft Transportation Plan pass them either to me or to Sarah Ruether.

The plan answers some of the key issues:

(1) What will 175th (the City's main route) be designed to do?
(2) What are the City's future grid roads?

What you will not be able to see by reading the plan alone at this point...

(1) How the Plan relates to the Adopted Downtown Master Plan...since the implementation (zoning changes including additional height recommendations) are still at the Planning Commission
(2) How the City intends to Park the downtown. The draft Parking Master Plan is still at the Planning Commission.
(3) We are developing recommendations to clearly convey where and how the Downtown streets will address small store convenience shopping with parallel or angle parking. What grid road parking patterns will be remains to be seen. The plan recommends that the private sector accommodate parking within their designs. It discusses parking as a function of a successful downtown – so as the downtown develops new steps may be taken to address parking needs in both the public and the private realms.

http://www.ci.woodinville.wa.us/Documents/Work/MasterPlans/Six_Year_Transportation_Plan_Draft.pdf

Reference the Transportation Master Plan - Draft

Comments:

Wish I'd have had more time available to study your plan. From my scan it looks good.

Three questions: (Comments)

#1. Figure 9-4 Woodinville Arterial Classification System - Should not the arterial fron the South into the Central Trip Roundabout
be classified a Pricipal Arterial Street?

#2 See page 125 & 125 of TMP-Draft. "What is the economic and administrative effect of the **Existing & Future** paragraphs,
or it yet to de determined? Especially for minor or small projects. Say minor is to $200,000 dollars estimated cost &
small is up to $1,500,000 is this fee still to require a traffic engineering analysis and be tied to project function.

Can a simplification of building fees be provided & published? Or can multiple project types calculations be provided?
Or is thier an easy way to determine all fees related to a project?

Best Regards, Jim Gorman 4

Tom:

The owner of Check Ride, Jeff (13632 NE 177th PL Woodinville, WA 98072 or phone 425 402-8200) was in our office this afternoon discussing the a previous discussion he had had with Mick Monken about a left hand turn lane at the intersection of Mill Plane and Little Bear Creek Parkway.

Also he was reporting some interesting truck accident data at the intersection of 140th and the Little Bear Creek Parkway.

He hopes that the intersection improvement of the left hand turn lane into his property will eventually occur.

Hal

From: Madeline Eyer [mailto:maddyblaze@comcast.net]
Sent: Wednesday, October 14, 2009 10:22 AM
To: Thomas Hansen
Cc: Mark Eyer; Hal Hart
Subject: Pedestrian Safety along 171st Street

Dear Mr. Hansen,

I am writing to you at the suggestion of Hal Hart, Development Services Director, regarding a proposed item for the 2010 CIP and budget.

There is a great need for improving the safety of pedestrians walking along 171st Street between the Hollywood Hill School and downtown. My husband and I walk along this road almost daily and it can be quite a challenge, especially when larger vehicles come barreling up the hill and encroach upon the very limited space that currently exists between the traffic and the ditch in several places. Also, in some areas, the walking/jogging surface is rocky, pitted, sharply angled, or uneven.

Attached is a slideshow that we presented at last week's Planning Commission meeting which further illustrates this need.

Since there appears to be a desire on the part of local government to improve the downtown area, safe accessibility to those improvements is key. I know many people walk along that road and I am confident that many more would do so if it was a safe option.

My husband, Mark, and I would like to meet with you to discuss the need for this improvement and the possibilities of what this could look like. We may be reached by responding to this e-mail or by calling 425-481-4874.

Thank you for your consideration.

Respectfully,

Madeline Eyer

From: Dale [mailto:Daleknapinski@comcast.net]
Sent: Thursday, November 12, 2009 4:10 PM
To: Thomas Hansen
Subject: RE: Signs on 156th

Hello, Tom:
What about the left turns into and out of the lawyer's office?
The idea of using more signs is OK, but people just ignore them.
At the council meeting this week, the dangerous road conditions at the blind hill were brought up again during public comment time. (By someone other than myself or Dave Henry, I might add) For at least the last 7 years citizens have been complaining about this issue. Speed limit enforcement on 156th has been increased to no avail. We have a new set of council members coming on board that I believe are going to focus more on public safety issues like this. I am encouraged by the overwhelming support that the candidates elect received this time. But it will take a while for the new council to reorganize the priorities in this city. In the meantime, everything that can be done to improve this situation is worthwhile and appreciated. I'm sure that you and Mr. Leahy are going to be an important part of the effort to focus more on the issues that taxpayers have been requesting. I must say that I agree with the new council members that you and Richard have been doing a tremendous job especially given the current economy and some of the other "Challenges" you have had to endure in this city. Keep the faith. Things are going to change for the better in Woodinville.
Thank you for the update.
Dale Knapinski

From: Thomas Hansen [mailto:tomh@ci.woodinville.wa.us]
Sent: Thursday, November 12, 2009 11:06 AM
To: Dale
Subject: Signs on 156th

Dale-

We have been looking at options for additional signing on 156th at the on the crest hill in the 18600 block. I am planning to have the crews install an another 25 mph speed limit sign for northbound traffic on 156th north of the intersection of the old Woodinville-Duvall Road and 156th. For your concern about driveways, sight distance, and cars heading southbound on 156th, it appears to us the best solution is to install a black on yellow warning sign stating "hidden driveways" with a suggested speed limit sign of 20 mph, also back on yellow, just below it. This will be installed after the southbound posted limit sign of 25 mph and before the crest of the hill. It will be to the north of the warning sign for the traffic signal ahead.

I am planning to have the signs ordered this week and installed shortly after they arrive assuming that we are not in the midst of a winter weather situation. Any questions, please call me at 425-877-2291

Tom Hansen
Public Works Director
City of Woodinville

From: Paul Tobiasen [mailto:paul_tobiasen@hotmail.com]
Sent: Tuesday, September 01, 2009 4:28 PM
To: Council
Subject: Sidewalk needed on 130th Ave NE

Council members,

Another school year is upon us and I want to bring your attention to the dangerous walk to school for the children living in the Woodlark Green neighborhood (130th Ave NE and NE 203 St) and the other subdivisions located on the west side of 130th.

The Woodlark Green subdivision consists of 52 homes, many of them with school aged children. Many of these children make the half mile walk along from NE 203rd St. along 130th to Woodin Elementary School. The lack of a continuous sidewalk forces the children to cross busy 130th street twice in order to get to school.

As you know many commuters use this section of 130th to connect to HWY 202 in Woodinville which causes this section of residential road get much more traffic than the other streets in the area. As a parent I find it frightening to think of all these children walking exposed to the traffic on such a "pedestrian unfriendly" street.

The addition of a continuous sidewalk along the west side of 130th is necessary for the children of the area to safely get to and from school.

Best regards,

Paul Tobiasen
12926 NE 203 CT
Woodinville, WA 98072

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7 December 2009

Mr. Thomas E. Hansen
Public Works Director, City of Woodinville
17301 – 133rd Avenue NE
Woodinville, WA 98072-8534

Dear Mr. Hansen:

Thank you for providing an opportunity for the Regional Council to review a draft of your Transportation Master Plan. We want to commend the thoughtful work that is reflected in the draft. We would like to share the following comments.

Clarify the discussion of VISION 2040 and recognize that additional work on the transportation plan will likely be needed in conjunction with the comprehensive plan work in 2011.

Additional work on the transportation plan will likely need to be done in the relatively near future. The additional work will flow from the Growth Management Act (GMA) requirement for the comprehensive plan to be updated in 2011 to address new GMA requirements, new countywide planning policies (adopted in 2010), and new VISION 2040 requirements. Please note that the transportation element must show that it is based on the land use assumptions in the comprehensive plan. The transportation work you are doing will have to show consistency with the comprehensive plan's land use element.

The Multicounty Planning Policies (adopted as part of VISION 2040 in April 2008) provide an integrated framework for addressing environmental, growth management, economic development, and transportation issues. Work is now underway in each of the counties to update the Countywide Planning Policies by December 2010. PSRC is also updating the regional transportation plan (Transportation 2040) and that work will be completed by Spring 2010. Your current Transportation Master Plan draft and ultimately the City's Comprehensive Plan update will need to demonstrate consistency with both multicounty and countywide policies, as well as Transportation 2040.

At this point, you should address the adopted Multicounty Planning Policies in your Transportation Plan update. There is policy direction and guidance for maintenance and safety, clean transportation, supporting the regional growth strategy (also adopted as part of VISION 2040), and optimizing travel options. Among the new directives are policies relating to transportation safety and security, reducing pollution and greenhouse gas emissions, increasing energy efficiency and the use of alternative energy, developing roadways as "complete streets" and "green streets," and advancing alternatives to driving alone.

Your comprehensive plan update in 2011 will need to demonstrate how it is aligning with VISION 2040's Regional Growth Strategy, which allocates 2000-2040 population and employment growth across different "regional geography" categories in the 4-county region. There are expanded provisions in VISION 2040 for addressing health and the built environment, design, and environmental planning – including planning for climate change.

The Regional Council has developed a new Plan Review Manual that is available on-line at *www.psrc.org/growth/planreview*. The Manual includes expanded introduction and background material, as well as separate checklists and reporting tools for countywide planning policies, local comprehensive plans, center plans (for regionally designated centers), and transit agency plans. In addition, resource materials on the adopted process,

VISION 2040 expectations, Growth Management Act requirements, and guidance on specific plan issues and topics, is included in a series of appendices. The Manual should be helpful as you work on your Transportation Plan and your 2011 Comprehensive Plan update.

If you have any questions or comments, please contact me at rpiro@psrc.org or 206.464.6360.

Sincerely,

Rocky Piro, Ph.D., AICP
Program Manager, Growth Management Planning

Thomas Hansen

From: Bolotin, Leah [BolotiL@wsdot.wa.gov]
Sent: Wednesday, January 27, 2010 1:31 PM
To: Thomas Hansen
Subject: Draft Transportation Master Plan

Mr. Hansen,

Would you please forward me a copy of the draft Woodinville Transportation Master Plan. For some reason it is not loaded onto the Dept. of Commerce Plan View Growth Management System, and I am unable to locate it on your website.

Thank you for your assistance,

Leah Bolotin, AICP
Senior Transportation Planner
Urban Planning Office
Washington State Department of Transportation
401 - 2nd Avenue S., #300
Seattle, WA 98104-3850
p. 206-464-1264
f. 206-464-1286

Thomas Hansen

From: Jim Gorman IV, PE [jegorman4@gmail.com]
Sent: Tuesday, November 24, 2009 6:21 PM
To: Sarah Ruether; Thomas Hansen
Subject: Comments of Transportation Master Plan

Reference the Transportation Master Plan - Draft

Comments:

Wish I'd have had more time available to study your plan. From my scan it looks good.

Three questions: (Comments)

#1. Figure 9-4 Woodinville Arterial Classification System - Should not the arterial fron the South into the Central Trip Roundabout
be classified a Pricipal Arterial Street?

#2 See page 125 & 125 of TMP-Draft. "What is the economic and administrative effect of the **Existing & Future** paragraphs,
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Can a simplification of building fees be provided & published? Or can multiple project types calculations be provided?
Or is thier an easy way to determine all fees related to a project?

Best Regards, Jim Gorman 4

Please clarify

Puget Sound Regional Council
PSRC

7 December 2009

Mr. Thomas E. Hansen
Public Works Director, City of Woodinville
17301 – 133rd Avenue NE
Woodinville, WA 98072-8534

Dear Mr. Hansen:

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Clarify the discussion of VISION 2040 and recognize that additional work on the transportation plan will likely be needed in conjunction with the comprehensive plan work in 2011.

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If you have any questions or comments, please contact me at rpiro@psrc.org or 206.464.6360.

Sincerely,

Rocky Piro, Ph.D., AICP
Program Manager, Growth Management Planning

Thomas Hansen

From: Sarah Ruether
Sent: Thursday, February 18, 2010 10:14 AM
To: Thomas Hansen
Subject: FW: Woodinville Transportation Master Plan

From: David Godfrey [mailto:DGodfrey@ci.kirkland.wa.us]
Sent: Thursday, February 18, 2010 7:22 AM
To: Sarah Ruether
Cc: Ray Steiger
Subject: Woodinville Transportation Master Plan

Dear Sarah:

Thank you for the opportunity to comment on your Draft Transportation Master Plan. The City of Kirkland has no comments at this time. I would appreciate it if you could please let me know when the plan is approved by your Council. Thank you.

David Godfrey, P.E.
Transportation Engineering Manager
City of Kirkland Public Works Department
(425) 587-3865

Caring for your infrastructure to keep Kirkland healthy, safe and vibrant.

Thomas Hansen

From: Johnston, Kathy [JohnstK@wsdot.wa.gov]
Sent: Tuesday, March 02, 2010 4:39 PM
To: Sarah Ruether; Thomas Hansen
Cc: Aiken, Christopher; Cotton, Keith
Subject: Comments on Draft Woodinville Transportation Master Plan

Hello,

Thank you for the opportunity to comment on your The Washington State Department of Transportation Public Transportation Office has reviewed your Draft Transportation Master Plan and offers these comments for your consideration.

Specific to your plan:

1. With Woodinville's makeup containing many major arterial intersections, automobile dependence is almost guaranteed for local trips. Recommend emphasizing and concentrating on non-motorized connectivity efforts and capital improvements, such as crosswalks, pedestrian overpass, pedestrian underpass, pathways, bike/pedestrian paths, trails, encouraging neighborhood path stewardship, and bike paths and routes. Walkability leads to improved health, downtown vibrancy, livability, and economic development.
2. In conjunction w/#1, consider public/political support for a Complete Streets policy.
3. Downtown parking should be priced, even if modestly. Consider PBIA to assist w/business case for downtown business owners.
4. Pedestrians should win on 175th (and in other instances). If cars win (as in the scenario for 175th), people keep driving them, and the City will have to keep building more capacity (at increasing costs) to keep up w/population growth. New residents will have little choice but auto dependence, because the city is not dis-incentivizing auto trips (it's incentivizing them), therefore not creating the climate for a better mode-split and the corresponding (and much cheaper) investments in non-motorized modes.
5. Consider teleworking, and/or possibly a teleworking center (satellite office) for residents whose jobs are compatible and would otherwise commute long distances to an office.
6. CTR employers that don't offer subsidies (fiscal incentives) may be open to supporting teleworking and/or flexible work schedules, which have many benefits (and are viewed as benefits by employees), such as allowing organizations to cut payroll costs without large-scale staff reductions, boost employee morale, and retain top talent so the firm can quickly gear up for economic recovery.

In general, we would like you to consider a stronger connection between your CTR Plan and your Transportation Plan. Your existing CTR Plan is fairly generic and could benefit from a review of strategies in relation to performance. Although there is clearly a lack of transit service, strategies and policies that emphasize and encourage carpool, vanpool, bike/walk modes, flexible schedules, and telework can be very effective in such an environment. However, these strategies and policies must be supported by accessible and connected infrastructure, which can be addressed in your transportation plan. You might consider parking management strategies that can help incentivize a robust CTR program.

Our office is in the process of reviewing jurisdictional progress towards CTR goals and we will be meeting with local and regional governments to discuss their performance and offer suggestions for a mid-course correction if necessary. I do not know at this time how much progress Woodinville is making toward the reduction in drive-alone rate and vehicle miles traveled goals, but we are available

to discuss that with you in the coming weeks. It is important to note that the next CTR survey cycle will be in 2011, and CTR Plan updates will follow that. We would like to work with you directly as you develop and implement your CTR Plan.

Many of your community goals are connected, and the more you can connect housing, transportation, and land use, the better you can achieve your growth and economic development objectives. Our goal is to help you achieve your goals. We understand that funding is a scarce commodity, but communities that are connecting their smart growth and sustainability work will be poised to take advantage of the funding that is becoming available though the Livable Communities Initiative which is a federal partnership of EPA, HUD, and USDOT.

Thanks again for giving us the opportunity to comment on your transportation plan. We remain available to provide you guidance, technical assistance, potential funding, and support. Please feel free to contact me any time. I look forward to working with you soon.

Thanks,
Kathy Johnston
360-705-7925

Thomas Hansen

From: Sarah Ruether

Sent: Wednesday, March 10, 2010 4:41 PM

To: Thomas Hansen

Subject: Phone Call from Joel Phund, of Redmond

Tom,

FYI, got a call today from Redmond. They basically had no comments on the plan (no news is good news type of thing). Just wanted to know how the council felt about willows road and CCRP. Also said that Redmond is going through the RJT process for SR 908 to transfer it from the state jurisdiction to Redmond's jurisdiction.

Sarah

Thomas Hansen

From: Bolotin, Leah [BolotiL@wsdot.wa.gov]
Sent: Monday, March 15, 2010 11:59 AM
To: Thomas Hansen
Cc: Roberts, Rick; Warren, Richard; Hunter, Carol
Subject: Woodinville TMP

Hi Tom,

I ran what I saw as the main big projects by Rick Roberts in NWR Traffic and his response is below. I also checked with Richard Warren in the Urban Planning Office because he is in the process of finishing up a corridor study on SR 9. Nothing earth-shattering for your council meeting this evening.

I will prepare a more conventional letter response for the record – which will probably be mostly about coordination and funding issues – and try to get that out to you within the next few weeks. Hopefully the letter will be helpful to you in preparing the next update.

Thank you for your patience and flexibility, I appreciate it.

Good luck tonight.
Regards,

Leah Bolotin, AICP
Senior Transportation Planner
Urban Planning Office
Washington State Department of Transportation
401 - 2nd Avenue S., #300
Seattle, WA 98104-3850
p. 206-464-1264
f. 206-464-1286

From: Roberts, Rick
Sent: Monday, March 15, 2010 11:29 AM
To: Bolotin, Leah
Cc: Hunter, Carol; Swires, Mike
Subject: RE: woodinville TMP

Leah,

To my knowledge nothing in here conflicts with any of our plans. There appears to be some redundancy in the plan (vicinity of 202/175th to 127th). The 202/127th to NE 180th one doesn't really interact with our system (except maybe the north leg of the 202/127th intersection but pretty unclear where it would actually begin).

I do have some concern over the new ramp they're proposing for access to the Gateway Area. This one diverges between the on ramp from NB 405 to EB 522 and the off ramp from 522 to 202. Kind of a mixing zone there now; this one would require a bit of thought to make sure that this location makes sense and doesn't

compromise the mainline. It would shorten the weave that exists here already. No big surprise, but further study would be required for this one.

Rick

From: Bolotin, Leah
Sent: Monday, March 15, 2010 10:08 AM
To: Roberts, Rick
Cc: Hunter, Carol
Subject: woodinville TMP
Importance: High

Hi Rick,

Here are the bigger things I noticed in the TP that may be of some concern (hold on to your hat):

The biggest one (I think):

- Build a new roadway from SR 202/127th to NE 180th Street in Bothell --over the Sammamish River and SR 522 ($85M)

SR 202

- Replace the RR O'xing over SR 202 with a RR bridge that allows for 8 lanes on SR 202 @ NE 175th ($8M)
- Widen SR 202/127th intersection ($6M)
- Construct one-lane roundabout SR 202 and NE 145th ($2M)
- Widen SR 202 to three lanes from the Sammamish Bridge to 127th
- Re-align SR 202/Little Bear Creek Parkway intersection
- Ped and bike improves on SR 202 between 145th and Woodinville Dr

SR 522

- Install traffic sigs/channelization @ SR 522/195th – interim until next bullet point can be completed...
- Construct WB off- and EB on-ramps at SR 522/195th ($32M) (this one is in the HSP, Tier III)
- SR 522 offramp to Northwest Gateway area
- Ped bridge over SR 522, 136th to Little Bear Creek Trail

There are also three vague biggies thrown in under "Other Agency Projects":

1. SR 9 widening "from Woodinville to Arlington" –I am checking w/Richard Warren to see if there is anything about this in the SR 9 RDP.
2. SR 522 widening from "from King/Sno border to Monroe"
3. I-405 widening "for capacity and safety" (in HSP, Tier III, also covered by some

of current projects)

Well, that's all!! I doubt they have money for much of this but please just look at it from a big-picture perspective – are any of these show-stoppers from wsdot's perspective? We can send a more formal letter afterwards. I would say the usual comments like "need to coordinate w/wsdot" or "this is great but there's no funding" can wait for the letter. Things he would need to know before 3 pm would be more like things that absolutely shouldn't be in their master transportation plan because it directly conflicts with something we're going to be doing or would negatively impact our facilities.

Don't forget that Tom Hansen asked for anything crucial by 3 pm today (mar 15) – so if you want him to get any of your comments before he goes before the council with this and they adopt it as-is, then you can either call/email him yourself or let me know by 1 pm if possible so that I can pull something together. Or, if you feel like there are just too many big items here and that it would be better to not comment at all until we can put something careful together, we can go with that instead and simply have it be an "after-comment" letter. He used to work here so perhaps you know him? --you may just want to pick up the phone and say "don't put this one item in because xxx." I'll leave it up to you if you'd like to do a mini now and maxi later, or just go with the full monty later.

I may step out for a brief lunch but otherwise will be here x1264
Tom's contact info is 425.489.2700 or TomH@ci.woodinville.wa.us

THANK YOU brazilians --L

April 2, 2010

VIA E-MAIL (Council@ci.woodinville.wa.us) AND US MAIL

Mr. Chuck Price
Mr. Bernie Talmas
Mr. Jeff Glickman
Ms. Paulette Bauman
Mr. Scott Hageman
Ms. Susan Boundy-Sanders
Ms. Liz Aspen
Woodinville City Council
17301 133rd Avenue NE
Woodinville, WA 98072

Re: Draft 2009 Transportation Master Plan

Dear City Council Members:

We are writing to request that the City Council defer the second reading and adoption of the proposed Transportation Master Plan (Ordinance No. 497) to allow the business community and other stakeholders in the Tourist District an opportunity to review and comment on the proposed extension of Willows Road through the Tourist District.

We just recently learned that the Council has amended the draft 2009 Transportation Master Plan to include an extension of Willows Road running from Redmond through the Tourist District to SR 202. We believe that the proposed extension would cause serious and irreparable harm to the District, which – as the Tourist District Master Plan aptly describes – is a "jewel of a destination" that draws visitors from throughout the state and provides the community with a unique blend of commercial, recreational and environmental resources.

The notable success of the Tourist District reflects a carefully crafted Master Plan that has been thoughtfully implemented over many years and at considerable public expense as well as private investment premised on both the vision and the promise of the Plan. The proposed routing of substantial arterial traffic from Willows Road along a corridor connector through the Tourist District would seriously undermine the public and private investment that has been made in creating "an aesthetically pleasing and attractive atmosphere" reflecting the District's agricultural heritage as well as the goal of "economic development … that fits the character of the District and furthers its goals," including the protection of sensitive rural landscape. The

14111 N.E. 145TH STREET, PO BOX 1976 WOODINVILLE, WA 98072 425-488-1133 FAX 425-415-3657, www.smwe.com

Producers of, CHATEAU STE. MICHELLE, COLUMBIA CREST, DOMAINE STE. MICHELLE, RED DIAMOND, SNOQUALMIE, 14 HANDS, STAG'S LEAP WINE CELLARS, HAWK CREST, CONN CREEK, VILLA MT. EDEN, COL SOLARE, NORTHSTAR, SPRING VALLEY VINEYARD, ERATH
Importers of, ANTINORI: SANTA CRISTINA, TORMARESCA, MONTENISA, HARAS, ANTICA NAPA VALLEY | CHAMPAGNE NICOLAS FEUILLATTE: PALMES D'OR

Master Plan's call for "direct[ing] through-traffic to bypass the District" leaves no doubt that the proposed Willows Road extension directing arterial through-traffic into the District is flatly inconsistent with the goals and policies of the Master Plan.

This is a matter of vital importance to the future of the Tourist District. We strongly urge that no further action be taken toward including the proposed Willows Road in the Transportation Master Plan until there has been a full and fair opportunity for those most affected to consider the issues and present their views.

Enclosed is a list of other business organizations that have joined in our request for postponement of a second reading of Ordinance No. 497.

Thank you for your consideration.

Sincerely,

Ste. Michelle Wines Estates

Ted Baseler

By Ted Baseler, President

cc: Tom Hansen (w/enc)

PETITION IN SUPPORT OF POSTPONEMENT OF SECOND READING OF ORDINANCE 497

We respectfully request that the Woodinville City Council defer a second reading and adoption of the Ordinance 497 (Transportation Master Plan) until such time as we and other members of the public have had a reasonable opportunity to review and comment upon the inclusion in the Transportation Master Plan of the Willows Road Extension Project connecting Willows Road to SR 202 through the Woodinville Tourist District.

Ste. Michelle Wine Estates

Ascentia Wine Estates, Columbia Winery

Januik/Novelty Hill

Willows Lodge

Betz Family Winery

De Lille Cellars

Woodinville Wine Country (representing 50 Woodinville Wineries)

APPENDIX W

GRAPHIC OF CCRP PROJECT

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LEGEND

- PROJECT REVISIONS
- AREAS NOT INCLUDED IN THIS PROJECT
- POWER LINES
- STREET NAMES
- SR 405 RAMP 2 ALT-1 ROADWAY
- SR 405 RAMP 2 ALT-1 NONROADWAY
- REVISED ROADWAY
- REVISED NONROADWAY AREAS
- REVISED LANDSCAPE
- (NOT IN THIS PROJECT) ROADWAY
- (NOT IN THIS PROJECT) NONROADWAY
- SR 405 RAMP 2 ALT-2 ROADWAY
- SR 405 RAMP 2 ALT-2 NONROADWAY

CITY OF BOTHELL WASHINGTON

WOODINVILLE

Washington State Department of Transportation

WOODINVILLE - BOTHELL
SR 202 / SR 522 INTERCHANGE
CONCEPTUAL PLAN VIEW

SCALE:	DATE:	DRAWING FILE NAME:	SHEET
1"=200'	3/21/01	Exhibit-planview.dwg	2 of 11

WHPACIFIC

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APPENDIX X

COPY OF PARKS AND RECREATION MEETING MINUTES OF MARCH 6, 2008

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CITY OF WOODINVILLE
PARKS & RECREATION COMMISSION
Regular Meeting

Thursday **6:30 p.m.**
March 6, 2008 **City Hall, Council Chambers**

1. CALL TO ORDER

The meeting was called to order at 6:34 p.m. by Chair Maddex.

2. ROLL CALL

PRESENT: Chair Norm Maddex, Vice Chair Bernard Talmas (arrived 6:40 p.m.), Commissioners Linda Sarpy, Helen Gottschalk, Paulette Bauman, and Tiffany Bond (arrived 7:10 p.m.).

ABSENT: Commissioner Randy Ransom and Teen Representative McKenzie Olson.

Commissioner Sarpy moved to excuse TeenRep Olson and Commissioner Ransom. Commissioner Bauman seconded the motion.

On vote the motion carried, 4-0

Also present were Lane Youngblood, Director of Parks & Recreation and Brian Meyer, Parks Maintenance Supervisor. Other guests included Councilmember Liz Aspen, Council Liaison to the Parks & Recreation Commission.

3. FLAG SALUTE

The flag salute was led by Chair Maddex.

4. APPROVE AGENDA IN CONTENT AND ORDER

Commissioner Sarpy moved to approve the agenda in content and order. Commissioner Bauman seconded the motion.

On vote the motion carried, 4-0

5. COMMUNICATIONS FROM THE PUBLIC - None

6. SPECIAL PRESENTATIONS - None

7. APPROVAL OF MINUTES

(a) February 7, 2008

Commissioner Sarpy moved to approve the minutes of February 7, 2008 as amended. Commissioner Gottschalk seconded the motion.

On vote the motion carried, 4-0.

8. PUBLIC HEARING(S) - None

9. PARK & RECREATION DIRECTOR/STAFF REPORTS

(a) Capital Campaign Update

Ms. Youngblood reported Tom Quigley, Olympic Nursery, had generously offered to provide all the deciduous trees for the sports fields as an in-kind contribution worth approximately $20,000. Mead Gilman has offered to provide staking as an in-kind contribution. She described how the quality of an in-kind contribution was monitored differently than a contract.

(b) Council Retreat Recap

Ms. Youngblood reported the Council held their retreat last Thursday. Councilmember Aspen reported one of the issues that arose at the retreat was having Commissioners present at a Council meeting when there was an agenda item pertaining to the Commission. She recognized the Commission for their past attendance at Council meetings when a Parks & Recreation item was scheduled on the agenda. She described an exercise at the retreat to prioritize projects, advising the sports fields were identified as a high priority. She noted there appeared to be interest in the community in acquiring open space with funding provided via a bond issue. Also at the retreat, the City Manager was directed to contact King County to determine if the Brightwater mitigation funds, originally designated for Little Bear Creek Linear Park, could be reallocated to field restoration.

(c) OWS/Attic School Proposal Update

Ms. Youngblood reported the Council was interested in the Attic's proposal for renovating the OWS subject to resolving significant issues including parking, impact on operations, and validating their construction costs. Staff prepared a checklist of information that was needed for the next level of investigation including a calendar of their operations on the site. Chair Maddex noted Attic's revised proposal was to lease the building versus their original proposal to purchase the building. Discussion followed regarding timing that did not allow the Attic's revised proposal to be referred to the OWS Task Force and/or the Parks & Recreation Commission, Attic's proposed 30-year lease, and Attic's ability to maintain the building. Ms. Youngblood offered to provide Commissioners a copy of the Attic's revised proposal.

(d) Celebrate Woodinville Update

Ms. Youngblood advised City activities would be at the CEC this year and not at City Hall.

Ms. Youngblood reported she would the guest speaker at the Concerned Neighbors of Wellington at the CEC on Thursday, March 13. Vice Chair Talmas and Commissioner Gottschalk indicated they planned to attend. A brief discussion followed regarding topics the neighborhood would be interested in hearing about including neighborhood parks and park deficiencies in that area.

10. REPORTS FROM COMMISSION MEMBERS

(a) Reports from Special Committees

Carol Edwards Loop
Commissioner Sarpy reported the group had not met.

Public Arts Advisory Committee
Commissioner Sarpy reported this month's meeting was cancelled. She advised the mural for the CEC would be presented to the Council at their March 11 meeting which she planned to attend.

(b) Reports from Commission Members

Vice Chair Talmas reported on the tour of non-motorized facilities, requesting consideration be given to project costs during the Non-Motorized Project discussion. He toured the YMCA and Gold Gym pools, noting both had programs for adults and children.

Commissioner Bond relayed a question from new Greenbrier residents regarding a dog park. She also inquired about progress on Little Bear Creek Linear Park. Ms. Youngblood advised of conversations with the property owners regarding easements, public access and stewardship opportunities and staff's plans to apply for Conservation Futures grants next year for that area as well as open space throughout the City. She anticipated the next acquisitions would be open space.

Commissioner Gottschalk reported on the parks tour, commenting on the poor quality of some of the neighborhood parks provided by the developer including a substandard play structure in one park. Ms. Youngblood responded one of the reasons the Parks & Recreation Commission recommended Park Impact Fees was the parcels that developers dedicated to the City were often inadequate for recreation and difficult to maintain. Discussion followed regarding City-created neighborhood parks, neighborhood parks usage, and the process for determining whether a developer would provide park land or contribute Park Impact Fees.

Chair Maddex expressed his appreciation to Mr. Meyer for his immediate response to his comments at the last meeting regarding Rotary Community Park. He also reported on the tours of parks and non-motorized projects.

11. UNFINISHED BUSINESS

(a) Non-Motorized Project Discussion

Staff offered to schedule another tour of the non-motorized projects for Commissioners unable to attend the tour.

Ms. Youngblood reviewed and described the criteria on the non-motorized matrix and Commissioners briefly discussed the weighting.

Commissioner Bond moved to discuss this item informally. Commissioner Sarpy seconded the motion.

On vote the motion carried, 6-0.

Commissioners reviewed the priority of the projects on the matrix and identified the following as their top priorities including two new projects (not in priority order):

NM-06	136th Avenue to future Brightwater site
PK-23	Downtown Bike/Pedestrian Loop
NM-02	South Power Line Trail to Quail Ridge
NM-12	Sammamish River Trail to King County Property
NM-10	Greenbrier to 140th Avenue NE
NM-09	Greenbrier to Woodinville-Duvall Road
NM-11	Woodinville-Duvall Road (from Woodinville Way to 178th Street)
NM-16	Woodinville-Duvall Road NE city limits to NE North Woodinville Way. Ms. Youngblood will confer with Public Works staff whether they plan to include this on the CIP as a road project with pedestrian improvements.
NM-01	195th Street (156th Ave to Wellington Elementary)
RO-1	168th Avenue NE (Woodinville-Duvall Road to NE 195th Street)
NM-14	North 132nd Avenue Non-Motorized Facility
NEW	Tolt Crossing at 148th pedestrian activated signal
NEW	Participate in planning for future rail-trail as part of BNRP purchase

Ms. Youngblood suggested scheduling a Commission tour of what has been done to date on the Brightwater site.

Commissioner Sarpy moved to extend the meeting until 9:30 p.m. Vice Chair Talmas seconded the motion.

On vote the motion carried, 5-1, Commissioner Bond opposed.

Commissioners identified the following as criteria by which these projects were selected: underserved areas, population density, school walking routes and safety of children, connectivity to other facilities and to downtown, cost, and potential development partnerships.

Commissioner Sarpy moved to return to formal discussion. Commissioner Bond seconded the motion.

On vote the motion carried, 6-0.

12. NEW BUSINESS

(a) Emergency Generator for CEC

Ms. Youngblood advised continued discussion regarding an emergency power generator for CEC was scheduled on the City Council's March 18 agenda; it was originally presented to the Council in January and staff was returning with information the Council requested. She explained the purpose of an emergency generator for Building D of the CEC was to increase the City's capacity to provide emergency shelter services. This was a discretionary expenditure; there were no FEMA or State requirements for a generator that the City's shelter have a generator.

Discussion followed regarding the cost of the generator, the number of times the emergency shelter had been activated, number of people served, whether that large a generator was necessary, the Emergency Preparedness Commission's recommendation, and sheltering pets.

13. PRELIMINARY AGENDAS

A tour of Perrigo and Marymoor fields was scheduled for the April 3 meeting. The Attic School was tentatively added to the June agenda as well as a discussion/prioritization of open space projects.

14. COMMUNICATIONS FROM THE PUBLIC - None

15. ADJOURN

Commissioner Bond moved to adjourn the meeting. Commissioner Sarpy seconded the motion.

On vote the motion carried, 6-0. The meeting was adjourned at 9:28 p.m.

Respectfully submitted,

Lane Youngblood
Parks & Recreation Director

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APPENDIX Y

PROJECTS SUPPORTING GROWTH IN THE AREA OF THE DOWNTOWN/LITTLE BEAR CREEK MASTER PLAN

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Projects supporting growth
Downtown / Little Bear Creek areas

Capacity Projects

C1	Trestle Replacement
C2	Sammamish Bridge Replacement
C3	SR522/195th I/C (Interim)
C5	Wood-Sno Widening
C6	SR 522/195th I/C half diamond (Full Improvement 195th)
C7	135th Ave NE Grid Road
C8	NE 173rd St Grid Road
C9	138th Ave NE Grid Road (Garden Way)
C10	NE 178th St Grid Road (Park and Ride)
C12	SR 202 Improvements
C13	140th Ave NE Widen to 5 lanes
C15	171st 140th Double Left Turn Lane
C19	Little Bear Creek Rd Widening

System Projects

SP4	Extension of NE 124th to Bothell
SP8	Downtown Multimodal Transit/Parking Facility
SP9	SR522 Off Ramp to Northwest Gateway Area
SP10	CCRP - SR522 / SR202 Access
SP14	Wood-Sno Rd

Non-Motorized Projects

B-1	134th Ave NE
B-2	Bridge over SR 522 connecting Wedge neighborhood to Downtown
T-2	Downtown Master Plan Ped Bike Trail
T-3	Rails/Trails Project
XW-2	Existing crosswalk at 140th and north of 138th Place converted to a flashing Pedestrian Crossing Lights
XW-3	Existing mid-block crosswalk on Mill Place in TRF converted to a flashing Pedestrian Crossing Lights

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STATE OF WASHINGTON
DEPARTMENT OF COMMERCE
128 - 10th Avenue SW • PO Box 42525 • Olympia, Washington 98504-2525 • (360) 725-4000

June 29, 2010

Jennifer Kuhn
City Clerk
City of Woodinville
17301 - 133rd Avenue Northeast
Woodinville, Washington 98072

Dear Ms. Kuhn:

Thank you for sending the Washington State Department of Commerce (Commerce) the following materials as required under RCW 36.70A.106. Please keep this letter as documentation that you have met this procedural requirement.

City of Woodinville - Adopted Ordinance 497, which amended the city comprehensive plan. Adopting the 2009 Transportation Master Plan. These materials were received on June 23, 2010 and processed with the Material ID # 15840.

We have forwarded a copy of this notice to other state agencies.

If this submitted material is an adopted amendment, then please keep this letter as documentation that you have met the procedural requirement under RCW 36.70A.106.

If you have submitted this material as a draft amendment, then final adoption may occur no earlier than sixty days following the date of receipt by Commerce. Please remember to submit the final adopted amendment to Commerce within ten days of adoption.

If you have any questions, please call me at 360.725.3056.

Sincerely,

Linda Weyl
for

Ike Nwankwo
Technical & Financial Assistance Manager
Growth Management Services