

Public Hearing Comprehensive Plan Transportation Element

Presentation to Planning Commission
January 21, 2015

RCW 36.70a.070 – Comprehensive Plans – Mandatory Elements

Transportation Elements is a required element that implements and is consistent with Land Use Element

- 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

This update builds on the 2009 Transportation Master Plan which is included by reference

Rec'd from Tom Hovner
1-21-15 - Distributed
to PC at public
hearing.

Level of Service Standards

- | | |
|--|--|
| Current | <ul style="list-style-type: none"> • WMC 21.28.070 – City has adopted LOS “E” for operation for all of it’s road system. • Consistent with current Comprehensive Plan |
| Recommended in 2009 Transportation Master Plan | <ul style="list-style-type: none"> • Adopt LOS “C” for local roads and intersections within R-1, R-4, R-6 Land Use Zones. • Retain current LOS Standards (E) for arterials and intersection of arterials and local roads. |
| Included with this Draft Element | <ul style="list-style-type: none"> • LOS Standards for pedestrian, bicycle and transit. • Allow LOS “C” for local roads and intersection within R-1, R-4, R-6 zones • Retain LOS (E) for all other roads and intersections. |

Level of Service Standards cont’d.

- The purpose of the higher level of service standard for local 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.
- 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.

This recommended change language is included in the Draft Comprehensive Plan Transportation Element – Needs to be included if City desires to change LOS Standards for local roads.

Level of Service Standards cont'd.

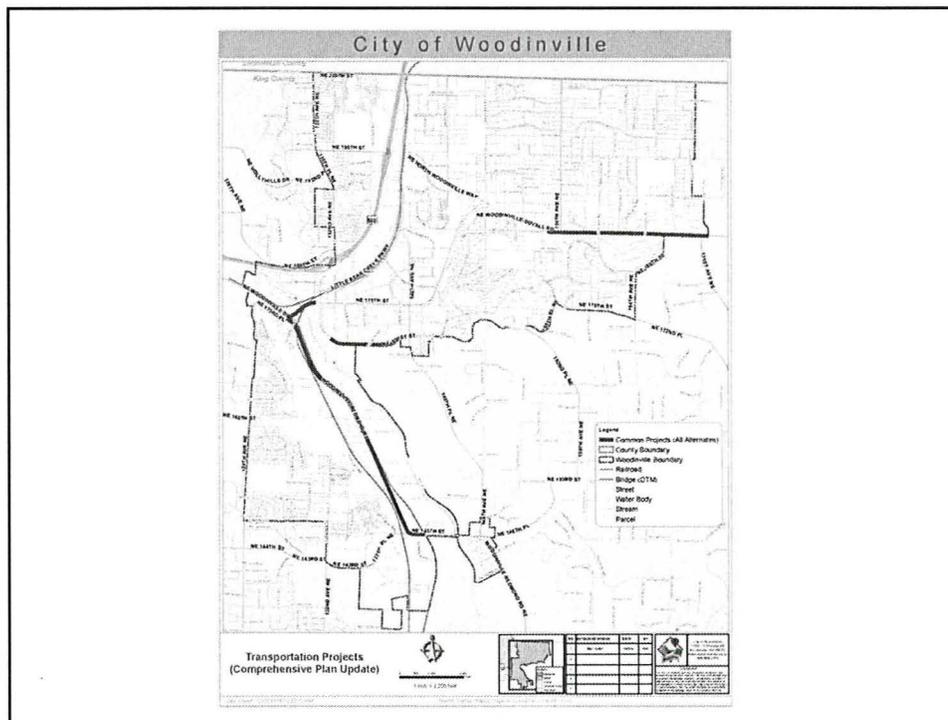
- Impacts on Development if LOS Standards not met –
 - WMC 21.28.090 - a development proposal which will have a direct traffic impact... on a roadway or intersection which results in a calculated LOS F shall not be approved...
 - Net Results - The Transportation Infrastructure needs to provide adequate roadways and intersections for planned land use (acceptable LOS), or **development cannot occur, will not be approved.**
 - Potential moratorium on new development and redevelopment within the City.
 - With the selection of a Land Use/Zoning Alternate comes the selection/commitment to a list of future Capital Projects.

Draft Comprehensive Plan, Exhibit 3-26

	New Housing Units	New Employment (persons)	PM Peak Hour Trips
ALT 1 – No Action Current Plan	2,615	4,476	2,845
ALT 2 – Update with Mixed Use Land Use Changes	2,682 to 3,097	5,028 to 5,433	3,485
ALT 3 – Current Plan with Greater Downtown Growth and City Infill	3,090	12,944	6,032
2009 – TMP	2,136	8,139	3,610

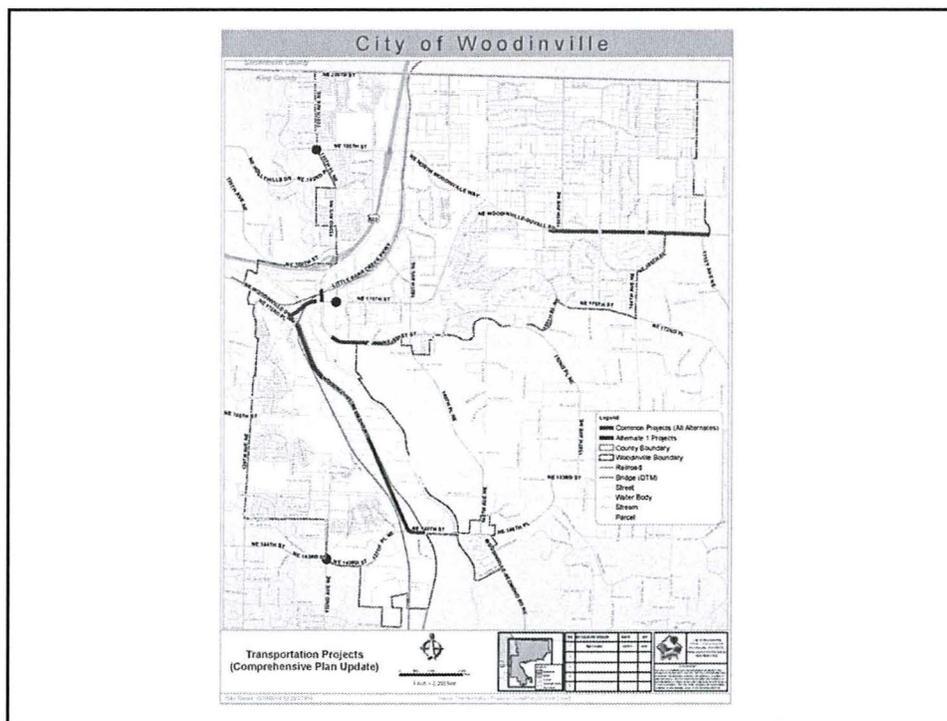
Project Common to All Alternatives

- Woodinville-Duvall Road Widening – 156th Avenue NE to 171st Avenue NE — under Construction
- NE 171st Street Urban Parkway Improvements — in Design
- Sammamish River Bridge Widening — in Design
- SR 202 Widening – NE 145th Street to NE 175th Street



Additional Projects needed for ALT-1

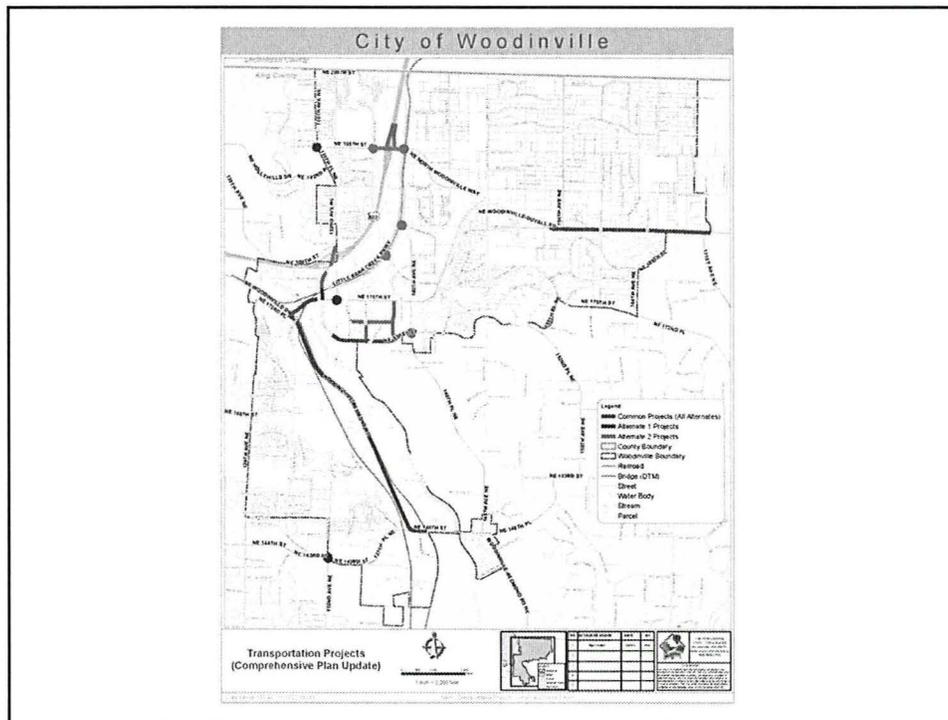
- Intersection of 132nd Avenue NE / 133rd Avenue NE and NE 175th Street Traffic Signal
- Intersection on 130th Avenue NE and NE 195th Street
New traffic signal (with City of Bothell)
- Roundabout at 132nd Avenue NE / NE 143rd Street intersection
- SR 202 Trestle Replacement Project
Lengthen railroad bridge and widen SR 202 (131st Avenue NE) to 8 lanes



Additional Projects needed for ALT-2

(In addition to Alt-1 Projects)

- Woodinville-Snohomish Road / 140th Avenue NE Intersection Improvements
- Downtown Grid Roads – 135th Avenue NE, 138th Avenue NE, NE 173rd Street
- 140th Avenue NE / NE 171st Street Intersection Improvements
- 136th Avenue NE / NE 195th Street – New traffic signal and/or intersection improvements
- SR 522 / SR 202 / 131st Avenue NE – Overcrossing widening, road widening, and intersection improvements
- Mill Avenue / Woodinville-Snohomish Road / Little Bear Creek Parkway – Remove signals and construct roundabout
- SR 522 / NE 195th Street Interchange – Complete interchange by constructing eastbound on and westbound off ramps



Additional Projects needed for ALT-3

(In addition to Alt-1 and Alt-2 Projects)

- CCRP – Crossing from Home Depot area in Bothell over SR 522 to Woodinville Drive with other intersections and access points.
- One way couplets on NE 171st Street and NE 175th Street.

These projects are cost prohibitive for the City to undertake (over \$100 Million) – *refer to earlier information on meeting Adopted LOS Standards.*

Any Questions?