SUPPLEMENT A –
TRANSPORTATION ELEMENT WITH AMENDMENTS

Replaces Chapter 6 of Draft Comprehensive Plan.

6.0 TRANSPORTATION

Transportation and the City Vision

Woodinville's Transportation Element is essential to fulfilling the Vision Statement's concept of moving about the community by all modes of travel and supporting compact mixed use districts.

Introduction

The purpose of the Transportation Element is to ensure that the City's transportation infrastructure is managed to provide safe, efficient, and economical local transportation and access to regional transportation facilities and services. The Transportation Element reflects the goals and policies of the City's Transportation Master Plan, which establishes a framework for transportation planning and identifies transportation facility improvements needed to accommodate future population and employment growth in Woodinville. The Transportation Element presents a condensed version of the background and inventory information contained in the City's 2009 Transportation Master Plan, as well an updated list of goals and policies.

The Transportation Master Plan (TMP) is incorporated by reference and will be reviewed and updated periodically to reflect evolving conditions and future needs.

Conditions and Trends

Street Classifications

For street design and operation purposes, engineers classify streets into categories. Each category groups streets according to whether they primarily provide access to properties or are purely for mobility. The differences in function result in different street widths, number of curb cuts/driveways allowed, speed limit, traffic controls, and other similar design and operation features.

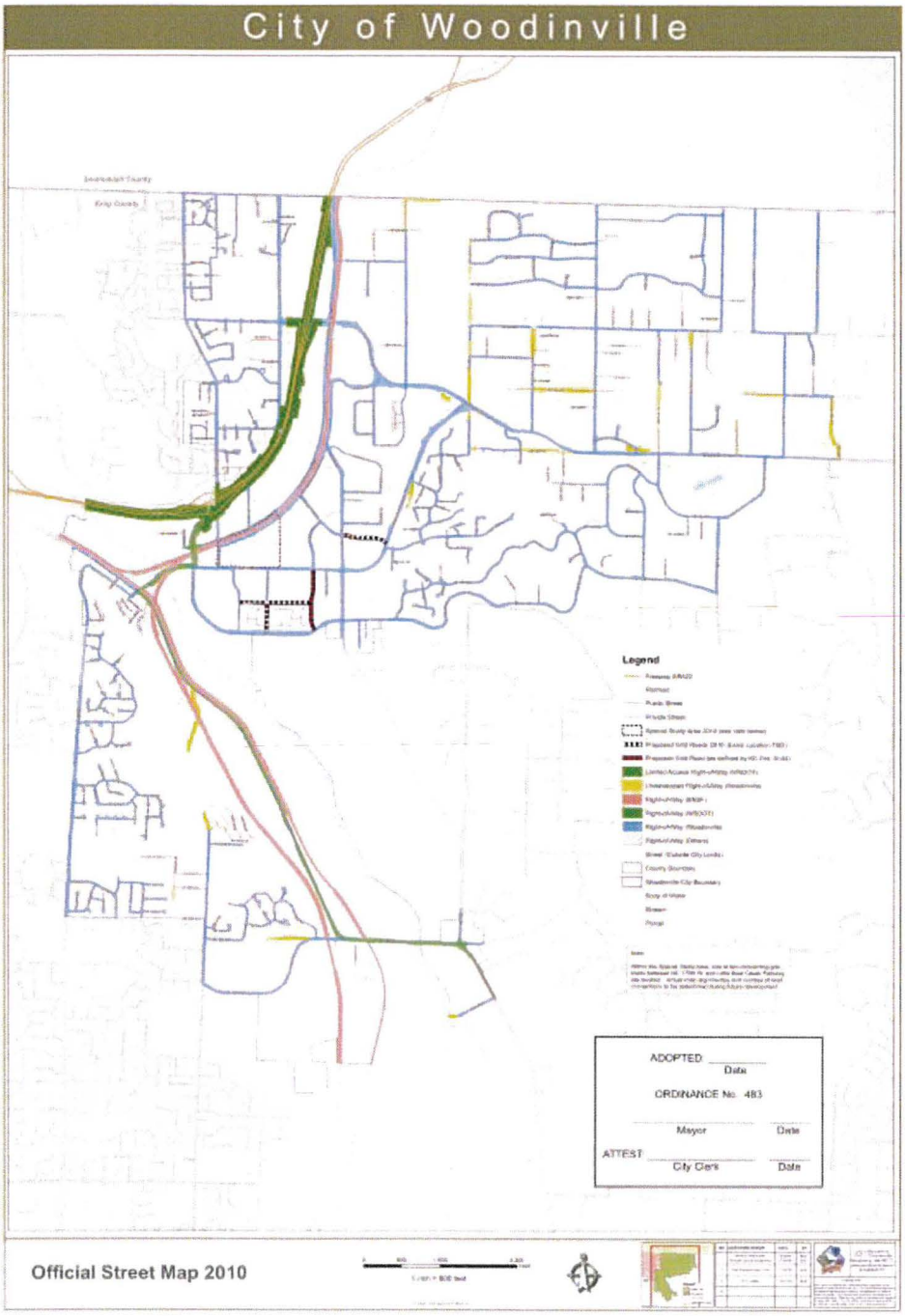
Road Network and Functional Classifications

Woodinville contains approximately 48 miles of public roads, approximately 9.8 miles of private roads, and roughly 4.7 miles of State highways. For roads other than State highways, which are completely or partially controlled by WSDOT, the City classifies streets into four categories:

- **Principal Arterials** serve major activity centers in the city and are the principal connections with the road network outside Woodinville.
- **Minor Arterials** provide for travel within the city, serving trips of moderate length and providing direct property access. Minor arterials connect collector arterials to principal arterials and generally do not enter neighborhood areas directly.
- **Collector Arterials** provide property access and circulation within the community, including providing connections between neighborhoods and smaller community centers. Collectors also serve as a link between local streets and the larger street network. Collector arterials are generally designed to prioritize property access over traffic movement.
- **Local Roads** serve individual neighborhoods and provide direct property access. Through traffic is discouraged on local roads, design controls may be in place to prevent this.

Exhibit 6-1 shows the existing street system in Woodinville~~, as well as.~~ Exhibit 6-2~~6~~ shows the ~~adopted~~ 2009 functional classifications; the City will periodically review and update the map in the future and the most current adopted map will guide the City's implementation of its functional classifications. A complete inventory of transportation facilities is contained in the TMP.

Exhibit 6-16-1. Official Street Map 2010



Source: City of Woodinville, 20082009. [Note: a signed version of the map will be inserted into the final version of the Element]

Exhibit 6-2. Street Classification

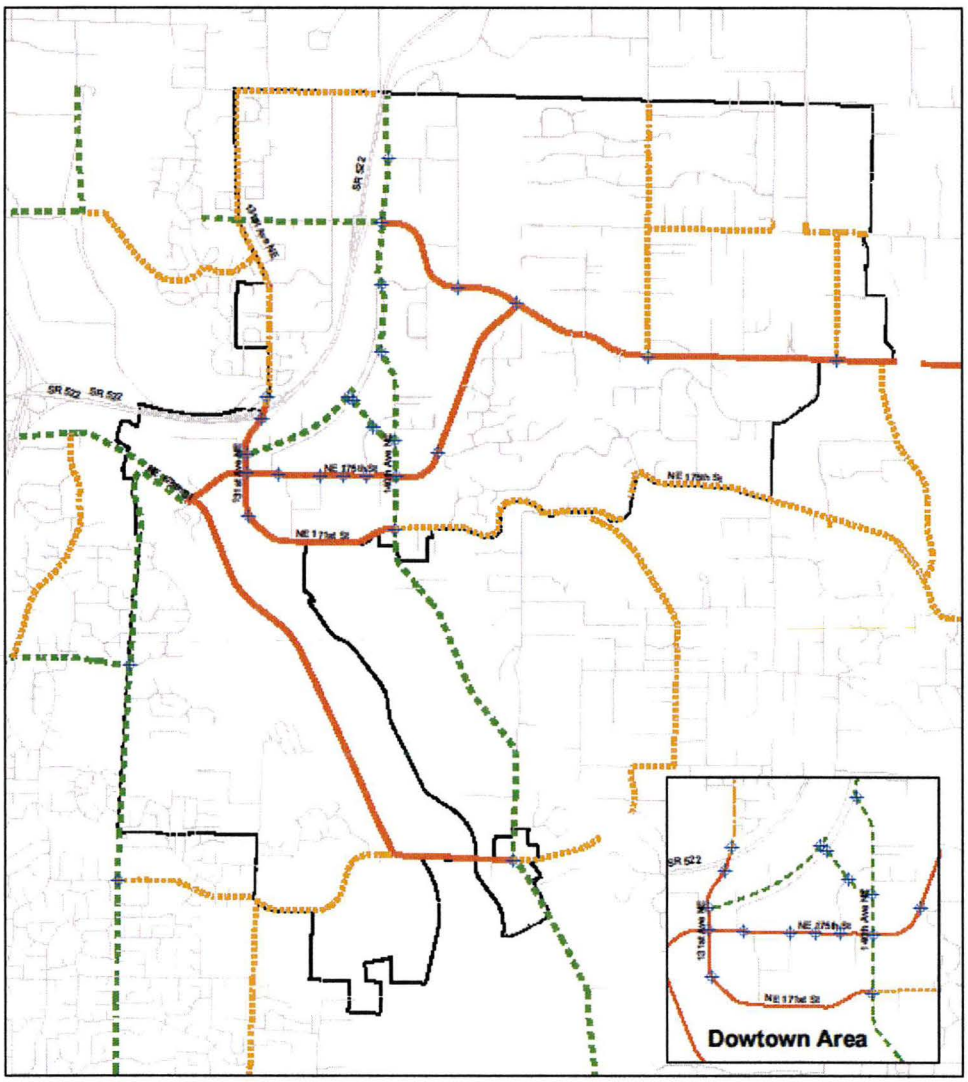


Figure 9-4

Woodinville Arterial Classification System

Per WMC 12.12

Source: City of Woodinville, 2009.

Transit and Non-Motorized Transportation

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, and go to/from the Woodinville Park and Ride. In the Downtown area, NE 171st Street, NE 175th Street, and 140th Avenue NE are served by transit; NE Woodinville-Duvall Road are also served by Transit. Sound Transit has one express route in Woodinville, which is an express route that serves Monroe, 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.

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 from the city limits on the west to the city limits on the east, connecting to the Burke-Gilman Trail system.

Freight

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 Eastside Community Rail. The Port of Seattle acquired the Eastside Railroad Corridor from BNSF on December 21, 2009. The future development of this rail corridor through Woodinville may include freight, an excursion train, commuter rail and a non-motorized trail. The City is purchasing some of the right of way, and King County has purchased both rail corridors, to Redmond and to Bellevue/Kirkland, ~~lines~~ south of the "Y".

Downtown Street Planning

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. The City's Official Street Map in Exhibit 6-1 shows alignments, locations, and needs for future grid roads necessary to provide the required transportation links for the adopted zoning in the Downtown core. The City also adopted new road standards in 2013, as well as a 2013 Downtown Streetscape Plan. The grid roads are being building in conjunction with private development and redevelopment.

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:

- 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. Several two-lane arterial segments carry average weekday traffic volumes of 15,000 to 25,000 vehicles.
- Consequently, Woodinville's unique geographic location and its arterial network reflect the high percentage of cut-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.
- Woodinville-Duvall Road (with NE 175th Street) is the primary rural arterial that connects the City of Woodinville and Eastside urban area to northeast King County and the Town of Duvall, and therefore serves regional pass-through traffic.
- 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.
- 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.
- 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.
- Regional air service in the Puget Sound area is provided by Seattle-Tacoma International Airport.

Level of Service (LOS) Standards

Level of Service (LOS) is a method used to evaluated 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.

In keeping with guidance from Puget Sound Regional Council (PSRC), the City of Woodinville ~~has adopted~~should consider a multimodal LOS standard that incorporates the needs of vehicular traffic, transit, and non-motorized modes of travel. A description of the standard for each category is presented below. [Note: Once the Planning Commission and City Council review the proposed LOS and provide

Impact Fees

To help recover the costs incurred by providing public infrastructure to support new development, State law allows cities to charge impact fees. Impact fees charged must be proportionate to a development's share of the cost of the new public facilities that benefit it, and impact fees may not be used to correct existing infrastructure deficiencies.

Under GMA, impact fees may only be collected for the following types of public facilities:

- Public streets
- Public parks, open space, and recreation facilities
- Schools
- Fire protection facilities

direction, then the City's desired multimodal LOS can be included in an "adopted" version as part of the Comprehensive Plan Update.]

Roadway LOS

The City's adopted minimum Level of Service (LOS) for all streets, per WMC 21.28.070, is LOS E, though LOS D or better is considered desirable, except for local roads in certain residential zones. The TMP also recommends LOS C for local roads and intersections, contained within the R-1, R-4, and R-6 zones; this does not apply to designated arterial roads or intersections with an arterial road. A detailed description of the criteria for each LOS category is contained in the TMP.

Pedestrian LOS

- Establish the Central Business District Woodinville as a "pedestrian priority district."
- Within the pedestrian priority district, prioritize sidewalk and trail projects, as listed in the latest six-year Transportation Improvement Plan.
- Implement TMP connections from neighborhoods to Downtown.

Bicycle LOS

- Provide bicycle facilities links throughout Woodinville in accordance with the Non-Motorized Transportation Plan, including consideration of roadway restriping to accommodate bicycle lanes.
- Prioritize bicycle safety features, such as arterial crossings, especially at locations where major bicycle routes (Sammamish Trail, etc.) cross arterial roadways.

Transit LOS

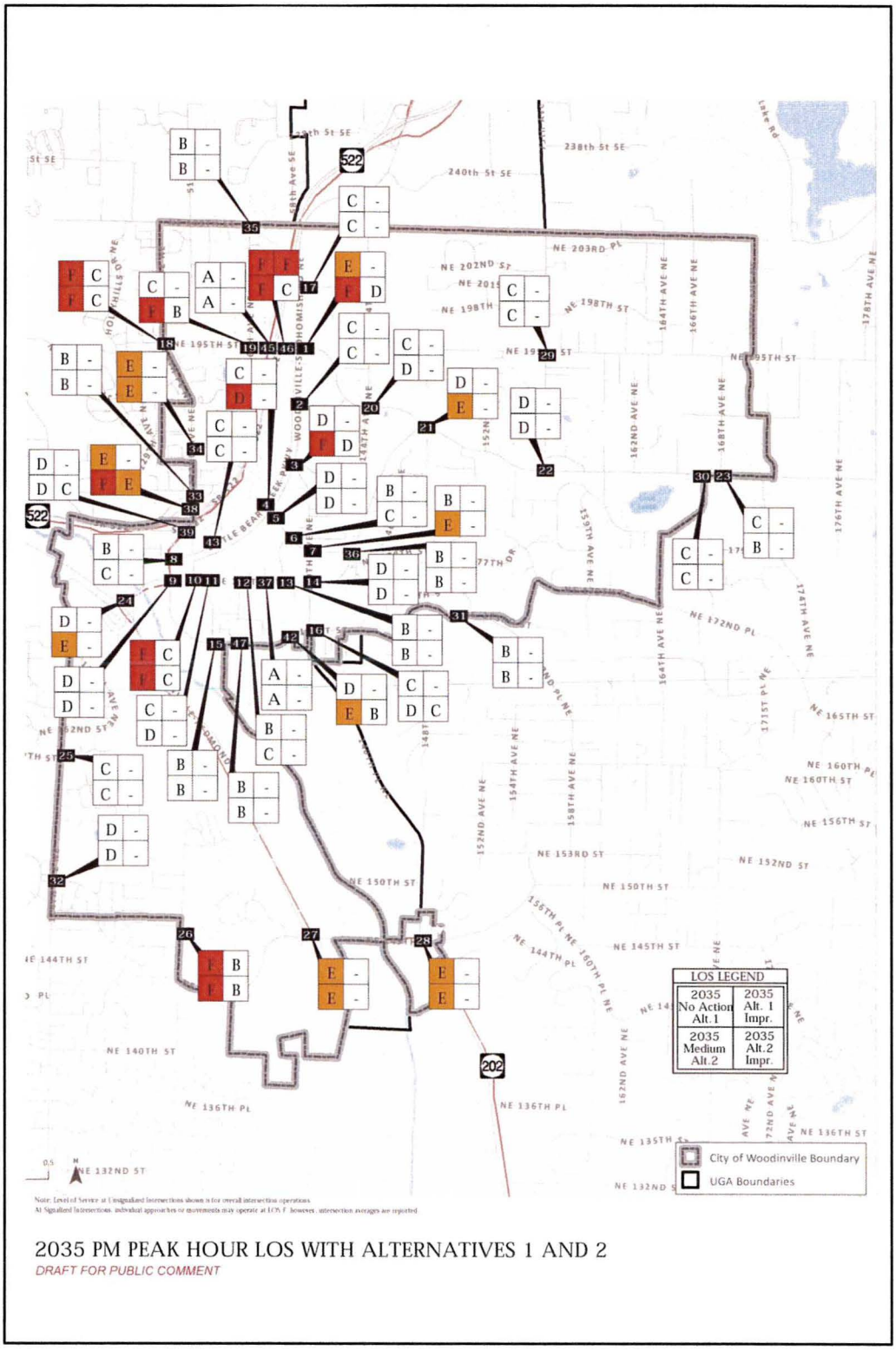
- Define hubs within Woodinville where transit use will be most efficient and useful (Downtown, Tourist District, etc.)
- Pursue the following actions for transit hubs:
    - Work cooperatively with local transit providers (King County Metro, Sound Transit, and Community Transit) to increase transit service to Woodinville, with a focus on these hubs.
    - Work with local transit providers to increase amenities at transit stops.
    - Encourage new development in transit hubs to provide convenient pedestrian connections to transit stops.

Traffic Volumes and Future Projections

Land use and transportation are fundamentally linked. Development generates trips that place demands on local and regional transportation systems, and the ability of the transportation system to provide a range of mobility alternatives is likewise reliant on these land use patterns. To ensure that transportation infrastructure is adequate to accommodate future growth, Woodinville's transportation planning efforts are based on the same land use and population growth assumptions that underpin the Land Use, Economic Development, and Housing Elements of the Comprehensive Plan.

Exhibit 6-2 illustrates the effect of growth in terms of Levels of Service on the planning area transportation system with and without planned improvements.

Exhibit 6-~~36-2~~. Level of Service: Land Use Plan Current and Proposed (Alternatives 1 and 2)



2035 PM PEAK HOUR LOS WITH ALTERNATIVES 1 AND 2

DRAFT FOR PUBLIC COMMENT

Transportation Project Funding

The City of Woodinville endeavors to fund the development and construction of transportation projects to provide continued mobility and maintain adopted LOS. The City utilizes grant programs at the state and federal level, as well as public/private partnerships that are available to supplement City-generated revenue. In addition to public funding, the City collects impact and/or mitigation fees to offset LOS reduction and land use needs. Requirements for transportation impact fees are established in Chapter 3.39 of the Woodinville Municipal Code.

The proposed improvements associated with planned growth are found in the TMP as well as the Comprehensive Plan EIS. Improvements scheduled in the next 6 and 20 years and funding sources are addressed in the Capital Facilities Element.

State and Regional Planning Requirements

Growth Management Act

The Growth Management Act (GMA) requires all Comprehensive Plans to include a Transportation Element that provides goals and policies to guide the development of the City's transportation system. Transportation elements are required to provide an inventory of facilities, including transit services and State-owned facilities. Transportation elements must also provide Level of Service (LOS) standards for all arterials and transit routes consistent with regional standards, describe transportation demand management strategies, and provide an inventory of non-motorized transportation infrastructure.

A key provision addressed in the Element is a land use reassessment requirement: If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met;

Transportation Concurrency

GMA requires the timely provision of necessary public facilities and service relative to demand, a concept known as concurrency. GMA defines "concurrent with development" to mean that any necessary improvements are in place at the time of development or that a funding commitment is in place to construct the necessary improvements within six years. With regard to transportation infrastructure, this means that any development that would cause the LOS of any street intersection to fall below LOS E through the generation of additional traffic will not be approved until the necessary improvements are made, or if they will be made within the six-year concurrency timeframe. The City addresses concurrency for transportation in WMC Chapter 21.28.

Transportation Demand Management

Transportation 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 has five affected worksites as of 2009 that currently participate in the City's Commute Trip Reduction program, which is a

What is Transportation Concurrency?

GMA requires the City to ensure that transportation projects and programs needed to serve future growth are in place either when new development occurs or within six years. This is done to make sure the City can maintain its adopted standards of service and so that conditions do not degrade with the addition of the new population and workers.

TDM program. Several agencies support TDM activities, including the State Department of Transportation and King County Metro Transit.

PSRC VISION 2040

In addition to the Growth Management Act, the City's Transportation Element of the Comprehensive Plan, as supported by the TMP, must meet the requirements of the Puget Sound Regional Council's (PSRC) Vision 2040 and Transportation 2040 plans. Vision 2040 establishes a regional strategy for accommodating future growth and overarching regional goals regarding the environment, development patterns, housing, the economy, transportation, and public services. Transportation 2040 identifies regional transportation investments to support future growth and establishes goals and policies for reducing the environmental impacts of transportation systems. PSRC reviews the transportation elements of updated comprehensive plans for consistency with established regional planning guidelines and principles and provides certification for those that comply. This certification is required before a local jurisdiction can apply for PSRC funding.

King County Countywide Planning Policies

King County's Countywide Planning Policies are a series of policies that address growth management in King County. The Countywide Planning Policies provide a countywide vision and create a framework each jurisdiction can use when developing its own comprehensive plan. The Countywide policies for transportation encourage cooperation between the County and cities, as well as between neighboring jurisdictions. The policies also encourage cities to create policies that encourage greater uses of transit, non-motorized transportation, and other transportation modes that reduce single-occupant vehicle trips, as well as promoting environmentally conscious and context-sensitive design of transportation infrastructure.

Outcomes and Objectives

Below are desired outcomes and indicators for the Transportation Element.

~~Exhibit 6-2.~~ Exhibit 6-4. Transportation Outcomes and Indicators

Outcomes	Indicators	Example Tools
A transportation system that is safe and efficient.	Maintain or improve Level of Service (LOS) performance and reduce peak-hour congestion.	Commute Trip Reduction Program Concurrency Policies and Ordinance Construct Capacity Increasing Projects
A diverse and flexible transportation system that provides the ability to travel by a variety of modes.	Continue improvements to non-motorized transportation system. Increase transit usage.	Non-Motorized Transportation Plan Multimodal Level of Service Standard Six-Year Transportation Improvement Program

Outcomes	Indicators	Example Tools
An environmentally sound transportation system that promotes and enhances livability in Woodinville.	Incorporate natural stormwater treatment and native vegetation plantings into transportation infrastructure where appropriate.	Critical Areas Regulations Six-Year Transportation Improvement Program Capital Facilities Plan Surface Water Management Runoff Regulations
A transportation system that supports local quality of life enhances economic viability.	Reduce reliance on major routes for local circulation. Improve pedestrian and bicycle connections, both locally and to larger regional systems.	Six-Year Transportation Improvement Program Downtown Little Bear Creek Corridor Master Plan Non-Motorized Transportation Plan

Goals and Policies

The following goals and policies are adapted from the 2009 TMP and reflect updates to ensure compliance with State regulatory requirements.

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

Policy T-1.1. Work 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 witi8n Woodinville and adjoining jurisdictions.

Policy 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 and Northshore planning areas (for the Regional Arterial Network corridors, Snohomish County, and neighboring cities.

Policy T-1.3. Encourage State improvements to the regional highway system, especially to SR 522 and SR 202 within the corporate limits of the City.

Policy T-1.4. Cooperate with these and other jurisdictions on regional transportation solutions addressing the significant pass-through traffic originating outside the City of Woodinville. Require improvements and mitigation by adjacent jurisdictions to offset the impacts of the additional motorized or non-motorized traffic that is caused by their land use changes, current zoning regulations, and Land Use/Transportation policies..

Policy T-1.5. Develop transportation systems that support the quality of life for the residents of Woodinville while enhancing the economic viability of the City of Woodinville.

Policy T-1.6. 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.

Goal T-2. To ensure development is consistent with the transportation goals and policies.

Policy T-2.1. Ensure development in the City of Woodinville pays 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.

Policy 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.

Policy T-2.3. Encourage parking facilities to be designed to facilitate pedestrian access.

Policy T-2.4. Require pedestrian amenities as part of all new public and private development in the City of Woodinville.

Policy T-2.5. 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.

Policy T-2.6. Develop a transportation network that supports the City's Land Use goals.

Goal T-3. To establish a transportation system planning, development, and management process.

Policy T-3.1. Improve the City of Woodinville's local transportation system by:

A) Emphasizing the improvement of existing corridors to improve traffic circulation within those areas that are already experiencing circulation or congestion problems;

B) Providing new transportation corridors to provide alternate routes and means to meet current or future demands;

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

D) 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.

E) Designing transportation infrastructure in a manner that is compatible with the natural environment by incorporating features ~~such as natural drainage and native plantings as appropriate~~ based on science and low impact development approaches.

F) Promoting regional solutions to regional transportation system congestion that affect Woodinville.

Policy T-3.2. Update the Capital Facilities Plan, as required, to identify in detail needed transportation improvements and their funding for the current six-year planning period and a conceptual plan for the long-term 20-year planning period.

Policy T-3.3. Allocate resources in the City's transportation capital investment program to:

A) Ensure public health and safety concerns, including emergency response, disaster planning, and exposure to vehicle emissions;

B) Ensure adequate maintenance of existing facilities throughout the City;

C) Relieve circulation and congestion problems;

D) Provide other growth-supporting improvements serving Downtown;

E) Give priority to community development improvements not within the downtown, which contribute to the City's economic vitality.

Policy T-3.4. Integrate and achieve consistency between the short-range and long-range transportation plans and improvement programs of the City.

Policy T-3.5. Coordinate transportation plans so they are consistent with the Capital Facilities Plan, and all Elements of the Comprehensive Plan.

Policy T-3.6. Establish funding strategies for transportation infrastructure that, consistent with the Capital Facilities Plan, address potential funding shortfalls. Include contingencies for amending level of service standards or land use plans as necessary if sufficient funding is not available to planned levels of growth.

Policy T-3.7. Continue membership in the Emergency Services Coordinating Agency (ESCA), or other coordinating agency, and ensure that future transportation planning efforts are consistent with regional hazard mitigation plans.

Goal T-4. To establish LOS standards to ensure development meets Growth Management Act transportation concurrency requirements.

Policy T-4.1. The City of Woodinville should only approve development that would be consistent with the LOS standards established in the WMC 21.28.070 or its successor code. Minimum Level of Service (LOS) for all streets, per WMC 21.28.070, is LOS E, ~~,~~ except for local roads in certain residential zones.

Policy T-4.2. LOS "C" ~~is~~ should be 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:

A) This applies to local roads and intersections (residential) only.

B) This does not apply to designated arterial roads within or adjacent to these zones.

C) 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.

Policy T-4.3. 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.

Policy T-4.4. Consider other modes of transportation, in addition to single occupancy vehicles, in making concurrency determinations.

Policy T-4.5. 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.

Policy T-4.6. Consider developing interlocal agreements with neighboring jurisdictions that require development within Woodinville and the neighboring jurisdictions to mitigate 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 City's policies under Goal T-4.

Policy T-4.7. Evaluate and ensure the adequacy of the transportation system by establishing and monitoring transportation service standards. Service standards shall:

A) Give priority to overall transportation system performance over individual locations.

B) Reflect development patterns and objectives for different land uses.

C) Account for the availability of alternative means of transportation.

D) Reflect community goals in other areas such as land use, environmental protection, congestion management, and economic development.

Policy T-4.8. 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.

Policy T-5.1. Cooperate with transit providers, adjacent jurisdictions, and private development to:

A) Encourage commuters to use car/vanpool programs, public transit, and non-motorized transportation as alternatives to the single-occupancy vehicle.

B) 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.

Policy T-5.2. Work 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.

Policy T-5.3. Work 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 and/or consolidate 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.

Policy T-5.4. Actively participate in the regional transportation forums to implement high capacity transit recommendations.

Policy T-5.5. Coordinate with transit agencies to plan and construct transit friendly road treatments along primary corridors and selected transit routes.

Policy T-5.6. Coordinate with transit agencies to plan for public transportation modes that are time-coordinated and interconnected (signal interconnect) to increase LOS and ridership.

Policy T-5.7. 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).

Policy T-5.8. Encourage and support cooperation among neighboring cities, transit agencies, and King and Snohomish Counties to establish compatible schedules and terminal locations.

Policy T-5.9. 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.

Policy T-6.1. ~~Promote~~ Allow for the use of bicycle and pedestrian transportation as viable alternatives to motorized transportation.

Policy T-6.2. Develop a community-wide trail system as priorities and funding allow 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, Trail on rail corridor, and other trails, residential neighborhoods, and community amenities.

Policy T-6.3. 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.

Policy T-6.4. Enhance access to the trail system through the provision of increased parking at key access points.

Policy T-6.5. Require that development addresses non-motorized transportation in its site planning.

Policy T-6.6. 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.

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

Policy T-7.1. Utilize Transportation Demand Management techniques to:

A) Help increase the person-carrying capacity of the transportation system.

B) Reduce peak period traffic congestion.

C) Encourage the use of high-occupancy vehicles.

D) Increase use of public transportation.

Policy T-7.2. Implement the requirements of the Commute Trip Reduction Act and meet mandated deadlines.

Policy T-7.3. Encourage smaller employers not mandated to meet the Commute Trip Reduction Act requirements to offer trip reduction programs for employees.

Policy T-7.4. Encourage the development of coordinated traffic demand management in areas where employers are clustered within the same vicinity.

Policy T-7.5. Encourage development to provide physical features supportive of convenience, comfort, and safety in the use of alternative modes of travel.

Policy T-7.6. 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.

Policy T-7.7. 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.

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

Policy 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.

Policy T-8.3. Design residential neighborhoods to discourage cut through traffic movements.

Policy T-8.4. Encourage traffic calming (speed reduction) features in residential neighborhoods; however, the City discourages the use of barriers across access points for subdivisions.

Policy T-8.5. Site residential driveways off of neighborhood collectors and onto internal access roads whenever feasible.

Policy T-8.6. Design the arterial street system to accommodate regional trips and minimize the potential for external traffic to use residential streets for through access.

Policy T-8.7. Encourage public involvement when considering improvements to residential streets.

Policy T-8.8. Design new residential streets to avoid creating roadways that are conducive to high speeds.

Goal T-9. To provide transportation facilities and services that enhance the health, safety, welfare, and mobility of all citizens regardless of age, disability, or income.

Policy T-9.1. Use generally accepted state, national, and other applicable standards and guidelines for design and operation of new and improved transportation facilities.

Policy T-9.2. Develop programs in cooperation with the Washington State Department of Transportation, transit operations, and neighboring cities to identify and mitigate any roadway hazards that may result in accident 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.

Action Plan

This Element is implemented through a series of plans and codes, including, but not limited to:

- Transportation Master Plan (TMP) 2009
- Capital Facilities Element
- Capital Improvement Program/Transportation Improvement Program
- City street standards and guidelines

Optimal implementation of the Transportation Element and TMP will help the City achieve its broader Vision, Land Use, Housing, and Economic Development Goals.