



# City of Woodinville

## 2009 Transportation Master Plan Final



Adopted: May 18, 2010



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# Acknowledgements

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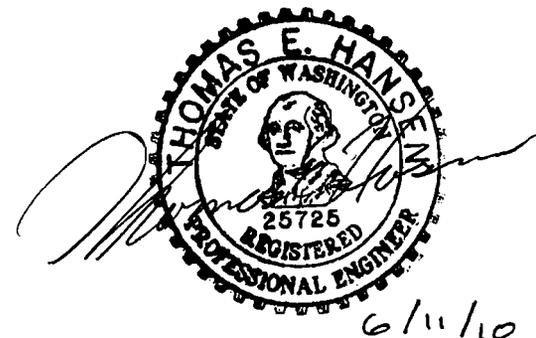
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## Executive Summary

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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 202/131<sup>st</sup> corridor, which includes adding a second southbound left turn lane and receiving lane increasing intersection capacity; a new traffic signal for the SR 202/127<sup>th</sup> Place intersection; a new roundabout at the NE 145<sup>th</sup>/NE 148<sup>th</sup> 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.