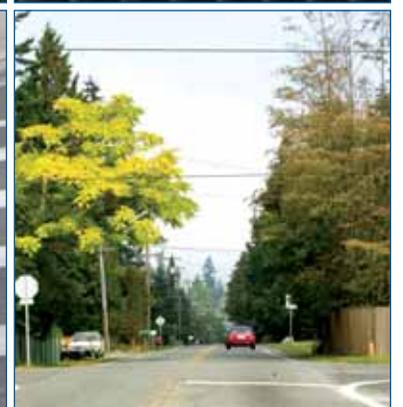
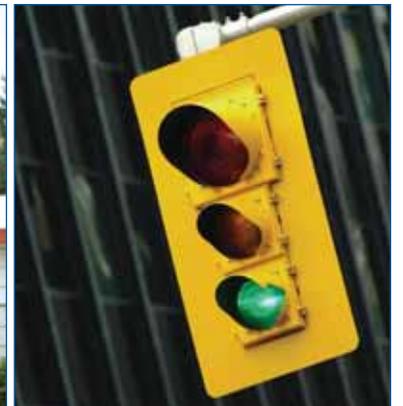




Comprehensive Transportation Plan

November 2009



City of Edmonds Comprehensive Transportation Plan



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Appendix A – Public Participation Materials

Appendix B – Traffic Calming Program

Appendix C – ADA Ramp Inventory and Upgrade Priority

Appendix D– Walkway Projects

Acronyms

ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
BRT	Bus Rapid Transit
CAC	Citizens' Advisory Committee
CIP	Capital Improvement Program
CTR	Commute Trip Reduction
DART	Dial-A-Ride Transit
ECDC	Edmonds Community Development Code
FHWA	Federal Highway Administration
FTE	full time equivalent
GMA	Growth Management Act
LID	Local Improvement District
LOS	level of service
mph	miles per hour
PRSC	Puget Sound Regional Council
RID	Roadway Improvement District
SEPA	State Environmental Policy Act

SP	Sidewalk Program
SR	State Route
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TAZ	transportation analysis zone
TBD	Transportation Benefit District
TIB	Transportation Improvement Board
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TSM	Transportation System Management
UAP	Urban Arterial Program
UCP	Urban Corridor Program
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WSF	Washington State Ferries
WTP	Washington Transportation Plan

Glossary

Access	The ability to enter a freeway or roadway via an on-ramp or other entry point.
Americans with Disabilities Act (ADA)	A federal act that was passed in 1990 and amended in 2008. ADA requires jurisdictions to provide accessible sidewalks primarily through the installation of ADA-compliant sidewalk ramps. The design requirements address various areas of concern such as curb alignment with crosswalks, narrower sidewalk width, obstacles such as utility poles, placement of the sidewalk adjacent to the curb, or the slope of the ramps. Deficiencies in any of these areas could render a sidewalk or sidewalk ramp to be unsafe or inaccessible for the handicapped, or those who generally have difficulty walking.
Arterial	A major street that primarily serves through traffic, but also provides access to abutting properties. Arterials are often divided into principal and minor classifications depending on the number of lanes, connections made, volume of traffic, nature of traffic, speeds, interruptions (access functions), and length.
Average Daily Traffic (ADT)	The average number of vehicles that travel on a roadway on a typical day.
Capacity	The maximum sustained traffic flow of a transportation facility under prevailing traffic and roadway conditions in a specified direction.
Capital Improvement Program (CIP)	A long-range plan established by a city or county that encompasses its vision and future needs for capital facilities, including fire, police, utilities, and transportation. The CIP also establishes the jurisdiction's project priorities and funding methods.
Commute trip reduction (CTR)	Efforts related to reducing the proportion of trips made in single-occupancy vehicles during peak commuting hours. CTR efforts may include carpooling, telecommuting, compressed work weeks, or using alternative modes to get to work (e.g. walking or biking). Washington State's CTR efforts are coordinated through WSDOT and local governments in counties with the highest levels of automobile-related air pollution and traffic congestion. Qualified employers in these counties are required by law to develop a commuter program designed to achieve reductions in vehicle trips.

concurrency

A requirement established by the Washington State Growth Management Act that adequate infrastructure be planned and financed to support a jurisdiction's adopted future land use plan. For transportation, adequacy is measured by the impact on a jurisdiction's roadway and/or intersection LOS. If an impact is anticipated to cause the adopted LOS standard to be exceeded, then the jurisdiction must have a strategy in place to increase capacity or manage demand (or a financial plan to put that strategy in place) within 6 years of the transportation impact.

Federal Highway Administration (FHWA)

A major agency of the United States Department of Transportation responsible for ensuring that America's roads and highways continue to be the safest and most technologically up-to-date.

Functional classification

A roadway category that is based on the types of trips that occur on the roadway, the roadway's basic purpose, and the level of traffic that the roadway carries. The functional classification of a roadway can range from a freeway to principal arterial to minor arterial to collector to local access.

Growth Management Act (GMA)

Adopted by the Washington State Legislature in 1990, and subsequently amended to require all cities and counties in the state to do some long-range comprehensive planning. Requirements are more extensive for the largest and fastest-growing counties and cities in the state. Such comprehensive plans must address several required topics, including but not limited to land use, transportation, capital facilities, utilities, housing, etc. The GMA requirements also include guaranteeing the consistency of transportation and capital facilities plans with land use plans.

Highways of Statewide Significance

Highways identified by the Washington State Transportation Commission that provide significant statewide travel and economic linkages.

Level of service (LOS)

A measure of how well a roadway or local signalized intersection operates. For roadways, LOS is a measure of traffic congestion based on volume-to-capacity ratios. For local intersections, LOS is based on how long it takes a typical vehicle to clear the intersection. Other criteria also may be used to gauge the operating performance of transit, non-motorized, and other transportation modes.

Local Improvement District (LID)

Special assessment district in which infrastructure improvements, such as water, sewer, stormwater, or transportation system improvements, will benefit primarily the property owners in the district.

Traffic calming	The combination of physical measures and educational efforts to alter driver behavior and improve conditions for non-motorized street users. Physical measures may include bulb-out curb extensions, chicanes, or traffic circles, among other things. Educational efforts may include pavement markings or increased police enforcement.
Transportation Analysis Zone (TAZ)	Areas with similar land use characteristics that are used in travel demand models to assess traffic conditions and operations.
Transportation Benefit District (TBD)	A geographic area designated by a jurisdiction that is a means to funding transportation improvement projects; funding sources can include vehicle license fees, property taxes or sales taxes. The City of Edmonds has already enacted a \$20 vehicle license fee.
Transportation Demand Management (TDM)	A set of strategies intended to maximize the efficiency of the transportation network by reducing demand on the system. Examples of TDM strategies are encouraging commuting via bus, rail, bicycle, or walking; managing the available parking supply; or creating a compressed work week.
Transportation Improvement Program (TIP)	A long-range (6 years) plan established by a city or county that results from the Capital Improvement Program (CIP) process. The TIP establishes the jurisdiction's transportation deficiencies, project priorities, and possible funding methods.
Transportation System Management (TSM)	A coordinated approach to the construction, preservation, maintenance, and operations of the transportation network with the goal of maximizing efficiency, safety, and reliability. These activities include making intersection and signal improvements, constructing turn lanes, improving signage and pavement markings, and collecting data to monitor system performance.
Travel Demand Forecasting	Methods for estimating the desire for travel by potential users of the transportation system, including the number of travelers, the time of day, travel mode, and travel routes.
Washington Transportation Plan (WTP)	A long-range (20 years) statewide transportation plan adopted by the Washington Transportation Commission. The WTP describes existing transportation conditions in the state, and outlines future transportation needs.

Chapter 1. Introduction

The purpose of the Comprehensive Transportation Plan (Transportation Plan) is to guide the development of multimodal surface transportation within the City of Edmonds (City) in a manner consistent with the City’s adopted transportation goals, objectives, and policies (presented in Chapter 2). The Transportation Plan serves as the transportation element of the City of Edmonds Comprehensive Plan (Comprehensive Plan). It identifies transportation infrastructure and services needed to support projected land use within the city through the year 2025, in compliance with the State of Washington Growth Management Act (GMA) [RCW 36.70A, 1990, as amended]. Based upon existing and projected future land use and travel patterns, the Transportation Plan describes street, walkway, bikeway, and public transportation infrastructure and services, and provides an assessment of existing and projected future transportation needs. It provides a long-range Capital Improvement Program (CIP) that establishes transportation priorities, addresses transportation deficiencies, and guides the development of the six-year Transportation Improvement Program (TIP). The Transportation Plan identifies safety and mobility improvements for streets, walkways, bikeways, neighborhood traffic control, and public transportation, as well as preservation, maintenance; and provides implementation strategies that include concurrency management and financing. The Transportation Plan establishes direction for development of programs and facilities that address the transportation needs for the city through the year 2025.

Purpose of the Transportation Comprehensive Plan

Based upon the directives of the City’s adopted transportation goals and policies, and the requirements of the GMA, the objectives of the Transportation Plan are as follows:

- Address the total transportation needs of the city through 2025;

- Identify transportation improvements necessary to provide a system that will function safely and efficiently through the year 2025;
- Ensure consistency with the land use defined in the current adopted Comprehensive Plan;
- Contribute to economic growth within the city through an efficient transportation system;
- Provide cost-effective accessibility and mobility for people, goods, and services;
- Provide travel alternatives that are safe and have convenient access to employment, education, and recreational opportunities for urban and suburban residents in the area;
- Identify funding needs for identified transportation improvements and the appropriate contribution by the public and private sectors of the local economy;
- Comply with the requirements of the GMA and State Environmental Policy Act (SEPA); and
- Support improvements to major transportation routes outside the city that will reduce through-traffic in the community.

Plan Background

Reports, Plans and Records

This Transportation Plan integrates the analysis and results of numerous plans and prior reports that have been completed for the City. Information was obtained from the following sources:

- City of Edmonds Transportation Element. 2002. Previous transportation plan that established citywide transportation goals and policies and infrastructure and service needs, which was updated for this Plan.
- City of Edmonds Comprehensive Plan. 2008. Current GMA plan that presents the City's planned future land use through 2025, and plans and policies established by the City to support that land use.
- Snohomish County Buildable Lands Report. 2008. Identifies where capacity exists to accommodate future planned land use within cities and unincorporated areas located within Snohomish County, including the City of Edmonds.
- City of Edmonds Community Development Code (ECDC). December 1980, as amended. Codifies City zoning and other land use regulations.
- SR 99 Traffic and Circulation Study. 2006. Assesses traffic conditions on State Route (SR) 99, and recommends safety and mobility improvements to be included in the City TIP.
- City of Edmonds Walkway Comprehensive Plan. 2002. Evaluates existing sidewalks and pedestrian facilities throughout the City and proposes comprehensive improvements to the walkway system. The updated Walkway Plan is incorporated into Chapter 4 of this Plan.

- City of Edmonds Bikeway Comprehensive Plan. 2000. Evaluates existing bikeways throughout the City, and proposes comprehensive improvements to the bikeway system. The updated Bikeway Plan is incorporated into Chapter 4 of this Plan.
- Olympic View Drive / 176th Street SW: Intersection Traffic Analysis. 2001. Evaluates traffic flow operations and pedestrian safety and access for the intersection, and makes recommendations for operational and safety improvements.

Land Use Review

The Edmonds Comprehensive Plan and ECDC guides development and growth within the city. Future transportation infrastructure and service needs identified in this Transportation Plan were established by evaluating the level and pattern of travel demand generated by planned future land use. Future population and employment projections for the region are established by the Puget Sound Regional Council (PSRC). Snohomish County works with local jurisdictions to determine the expected distribution of population and employment between cities and unincorporated county. The transportation analysis presented in this Transportation Plan is based upon these future population and employment projections. Table 1-1 summarizes the existing and projected future land use growth, based upon these assessments. Within the City, the allocation of future housing and jobs growth was based upon the County’s “buildable lands” assessment (Snohomish County 2008), which estimates available land capacity for future development, according to the amount of vacant and under-developed (based upon zoning) land.

Table 1-1. Land Use Summary

Land Use Type	Unit	Analysis Year		
		Existing (2008)	2015	2025
Single Family	Dwelling Units	11,099	11,312	11,919
Multi-Family	Dwelling Units	6,496	7,059	8,668
Retail	Jobs	2,507	2,748	3,105
Finance, Insurance, Real Estate	Jobs	1,191	1,245	1,321
Services and Government	Jobs	6,244	6,675	7,290
Wholesale, Transportation, Utilities	Jobs	32	34	39
Manufacturing	Jobs	69	75	84
Construction	Jobs	49	51	57
Education	Students	5,755	6,159	6,733
Park	Acres	202	202	202
Marina	Slips	668	668	668
Park-and-Ride	Spaces	484	484	484

Regulatory Framework

Growth Management Act

Transportation planning at the state, county and local levels is governed by the GMA, which contains requirements for the preparation of the transportation element of a Comprehensive Plan. In addition to requiring consistency with the land use element, the GMA requires that the following components be included in transportation elements:

- Inventory of facilities by mode of transport;
- Level of service assessment to aid in determining the existing and future operating conditions of the facilities;
- Proposed actions to bring these deficient facilities into compliance;
- Traffic forecasts, based upon planned future land use;
- Identification of infrastructure needs to meet current and future demands;
- Funding analysis for needed improvements, as well as possible additional funding sources;
- Identification of intergovernmental coordination efforts; and
- Identification of demand management strategies as available.

[RCW 36.70A.070(6)]

In addition to these elements, GMA mandates that development cannot occur unless adequate supporting infrastructure either already exists or is built concurrent with development (the concurrency timeframe is defined as the 6-year period from the time the need for improvement is triggered). In addition to capital facilities, infrastructure may include transit service, Transportation Demand Management (TDM) strategies, or Transportation System Management (TSM) strategies.

Under the GMA, local governments and agencies must annually prepare and adopt six-year TIPs. These programs must be consistent with the transportation element of the local comprehensive plan, and other state and regional plans and policies as outlined below.

Washington Transportation Plan

The Washington Transportation Plan (WTP) presents the State's strategy for developing budgets and implementing improvements over a 20-year planning horizon. The current WTP was adopted by the Transportation Commission in 2006 and covers the period 2007 to 2026. The WTP contains an overview of the current conditions of the statewide transportation system, and an assessment of the State's future transportation investment needs. The WTP policy framework sets the course for meeting those future needs.

The WTP Prioritized Investment Guidelines are:

1. Preservation
2. Safety
3. Economic Vitality
4. Mobility
5. Environmental Quality and Health

PSRC Plans

The PSRC is the Regional Transportation Planning Organization for the area that includes Snohomish, King, Pierce, and Kitsap counties, and is responsible for overseeing six-year TIPs within the region. The PSRC works with local jurisdictions to establish regional transportation guidelines and principles, and certifies that the transportation-related provisions within local jurisdictions' comprehensive plans are consistent with the Regional Transportation Plan and conform to GMA requirements.

VISION 2040

VISION 2040 is comprised of the following four parts, developed to help guide the region as it experiences population and employment growth:

- **Part I: Sustainable environment framework** – Provides the context for planning, development, and environmental management in the region. This framework describes the role that the environment plays – along with the benefits, challenges, and opportunities it provides – and how it affects prosperity and quality of life.
- **Part II: Regional Growth Strategy** – Identifies an approach to promote a focused regional growth pattern. It builds on current growth management plans, and recommits the region to directing future development into the urban growth areas, while focusing new housing and jobs in cities and within a limited number of designated regional growth centers. Focusing growth in urban areas helps to protect natural resources and sensitive environmental areas, encourages a strong economy, provides more housing opportunities for all economic segments of the population, improves regional jobs-housing balance, and minimizes rural residential growth. The Regional Growth Strategy describes the roles of all communities in implementing VISION 2040.
- **Part III: Multicounty planning policies** – Adopted under the GMA, the policies are divided into six major sections: Environment, Development Patterns, Housing, Economy, Transportation, and Public Services. The policies are designed to help achieve the Regional Growth Strategy and address region-wide issues within a collaborative and equitable framework. They provide guidance and direction to regional, county, and local governments on such topics as setting priorities for transportation investment, stimulating economic development, planning for open space, making city and town centers more hospitable for

transit and walking, and improving transportation safety and mobility. Multicounty planning policies lay the foundation for securing the necessary funding for services and facilities, and provide direction for more efficient use of public and private investments. Each policy section contains actions that lay out steps the region will need to take to achieve VISION 2040.

- **Part IV: Implementation** – Describes several programs and processes, including a monitoring program that includes tracking action on agreed-upon steps, measuring progress over time, and determining whether the region is achieving desired results. This section includes specific measures that relate to the multicounty planning policies.

The multicounty planning policies provide direction and guidance for maintenance, safety, clean transportation, supporting the regional growth strategy, and optimizing travel options. Policies are provided that relate to safety and security, reducing pollution and greenhouse gas emissions, increasing energy efficiency and the use of alternative energy, developing roadways as “complete streets” that accommodate different modes of travel, and advancing alternatives to driving alone. (Puget Sound Regional Council 2008)

The City’s next major update to the Comprehensive Plan (due in 2011) will need to demonstrate how it is aligning with the VISION 2040 Regional Growth Strategy, including expanded provisions for addressing health and the built environment, design, and environmental planning (including climate change). The transportation element will be revisited at that time, to ensure consistency with the City’s update to its future land use plan and the VISION 2040 provisions. However, the updates reflected in this Transportation Plan, particularly the increased emphasis on non-motorized elements and alternative transportation modes, are consistent with the policy direction that VISION 2040 provides.

Destination 2030

The central Puget Sound region’s current long-range plan, Destination 2030, addresses long-term transportation strategies and investments in King, Pierce, Snohomish, and Kitsap Counties. Adopted in 2001, Destination 2030 was developed to maintain and expand the regional vision of a growth management strategy, supporting compact urban areas connected by a high capacity transportation system. Destination 2030 focuses on preserving and managing the existing transportation system and ensuring the development of a balanced multi-modal transportation system that includes choices for private vehicles, public transit, ride sharing, walking and bicycling, and freight modes. Destination 2030 coordinates the diverse ambitions of the region’s counties, cities, towns, and neighborhoods, and emphasizes the connection between land use and transportation to reduce long-term infrastructure costs and provide better links between home, work, and other activities. Destination 2030 meets requirements governing Regional Transportation Plans in central Puget Sound.

Destination 2030 was updated in 2007, satisfying new requirements and preparing for more extensive plan updates in 2010. The updates address emerging transportation trends and enhance the safety, security and special needs transportation aspects of Destination 2030. The

improvements also add provisions related to congestion management, commute trip reduction, and environmental mitigation.

Transportation 2040

PSRC is updating the current regional transportation plan, Destination 2030. The new plan, Transportation 2040, will extend the region's long-range transportation vision to the year 2040 and respond to the recently updated regional growth strategy, VISION 2040. The plan is expected to be adopted in 2010. (Puget Sound Regional Council 2009)

Six alternatives—the baseline plus five action alternatives—have been created during the initial planning process and each includes a funding strategy. The alternatives consider two related approaches to transportation investment: improving efficiency and strategic expansion. Improving efficiency means making better use of the system to move people and goods; and reducing the demands on the system during peak hour travel. Efficiency also depends on better use of land to reduce the need to drive and to increase bicycle and pedestrian options. The updated plan will continue to meet federal and state transportation planning requirements. (Puget Sound Regional Council 2009)

Snohomish County Countywide Planning Policies

The Snohomish County Countywide Planning Policies are written policies used to establish a countywide framework from which the county and cities' comprehensive plans are developed. The Countywide Planning Policies were originally adopted in 1994 and were last amended in 2008. Future amendments will be in response to changes in the countywide growth strategy, changes in the GMA, decisions of the Growth Management Hearings Board, and issues involving local plan implementation.

Countywide Planning Policies include the following:

- Policies to implement urban growth areas;
- Policies for the promotion of contiguous and orderly development and provision of urban services;
- Policies for rural land use;
- Policies for housing;
- Policies for the siting of public capital facilities of a countywide or statewide nature;
- Policies for economic development and employment;
- Fiscal impact analysis;
- Policies for transportation.

Transportation policies are intended to guide transportation planning by the county and cities within Snohomish County and to provide the basis for regional coordination with WSDOT and

transportation operating agencies. The policies ensure that the countywide transportation systems are adequate to serve the level of land development that is allowed and forecasted.

Edmonds Comprehensive Plan

The most current update of the City's Comprehensive Plan was adopted in December 2008. The Comprehensive Plan has the following purposes:

- To serve as the basis for municipal policy on development and to provide guiding principles and objectives for the development of regulations.
- To promote the public health, safety, order, convenience, prosperity and the general welfare and values of the community.
- To anticipate and influence the orderly and coordinated development of land and building use of the city and its environs, and conserve and restore natural beauty and other natural resources.
- To encourage coordinated development and discourage piecemeal, spot or strip zoning and inharmonious subdividing.
- To facilitate adequate provisions for public services such as transportation, police and fire protection, water supply, sewage treatment, and parks.

(City of Edmonds 2008)

The Comprehensive Plan serves as the City's primary growth management tool. A community such as Edmonds, with attractive natural features, a pleasant residential atmosphere and proximity to a large urban center, is subject to constant growth pressures. Growth management is intended to provide a long-range strategy guiding how the City will develop and how services will be provided.

GMA requires that jurisdictions plan to accommodate housing and employment forecasts for the next 20 years within Urban Growth Areas. The City of Edmonds' share of regional growth by the year 2025 is 5,420 additional residents (approximately 3,079 residential units) compared to 2000. By 2025, total population is expected to reach 44,880 residents.

An extensive public process was conducted for the 2004 comprehensive plan update. It included numerous public workshops, open houses, and televised work sessions both at the Planning Board and City Council. Three public hearings were held at the Planning Board and two public hearings were held at the City Council.

The Comprehensive Transportation Plan serves as the transportation element of the City's Comprehensive Plan. As discussed in the VISION 2040 discussion above, the City's next major update to the Comprehensive Plan is due in 2011, and will demonstrate alignment with the VISION 2040 Regional Growth Strategy, including expanded provisions for addressing health and the built environment, design, environmental planning and climate change.

Public Participation

The Comprehensive Transportation Plan has included a significant amount of community involvement at all stages of the planning and development process, starting with the original Plan development in 1995, and continuing in the major Plan updates that have been completed in 2002 and 2009.

Original 1995 Transportation Plan

When the Transportation Element was initially created in 1995, citizens were encouraged to participate through completion of questionnaires and involvement in public open houses. In addition, a six-member Citizen Advisory Committee was established to oversee all aspects of the plan as it was developed.

The project was launched with a brochure mailed to each of the approximately 14,000 residences and businesses in the city. The brochure explained the purpose of the Transportation Plan, the planning process, the components of the plan, and public participation opportunities. The brochure also contained a mail-back questionnaire through which respondents could identify problems with congestion, speeding and safety, as well as any other traffic problems that they perceived. Approximately 150 citizens provided input by returning the questionnaires.

2002 Transportation Plan Update

For the 2002 update of the Transportation Plan, the City implemented a community involvement strategy that included public open houses and the participation of the Technical Advisory Committee (TAC) and Citizens' Advisory Committee (CAC).

Two public open houses provided a forum for the citizens to identify high priority transportation issues, and to review and provide comments on various components of the proposed Transportation Plan. Participants in the open houses provided suggestions for improving roadway infrastructure (i.e. signals, pavement marking, roadway width), transit, and pedestrian access; and identified issues related to roadway connectivity, speeding and cut-through traffic (with support for traffic calming), and access issues for disabled citizens.

Two advisory committees, the TAC and CAC, were formed to oversee the 2002 Transportation Element Update. The TAC was made up in part by representatives from various City departments, including Engineering, Planning, Public Works, Parks, Fire, Police, and the School Districts. In addition, the TAC membership included representatives from WSDOT, Snohomish County, Washington State Ferries, Community Transit, Sound Transit, and the neighboring City of Lynnwood. Membership in the CAC included representatives from Bicycle Facilities, Parking, Development, as well as a wide variety of neighborhoods and corridors throughout the city.

In addition to the jurisdictions represented on the TAC, the following agencies reviewed the Transportation Plan: the City of Mountlake Terrace, the City of Shoreline, the Town of Woodway, and PSRC.

2009 Comprehensive Transportation Plan

Feedback obtained from open houses, citizen committee involvement, and intergovernmental coordination was very useful to the initial development and subsequent revision of the Transportation Plan, greatly enhancing its effectiveness. These efforts led to more realistic assessments of existing conditions and impacts of forecasted growth, as well as the identification of appropriate measures to address both current and future conditions.

Public Open Houses

Three public open houses were held at Edmonds City Hall to inform the community about the Comprehensive Transportation Plan and gather comments on transportation improvement priorities.

The first open house was held on June 19, 2008. The purpose of this meeting was to introduce the project to citizens, share the existing transportation inventories and existing conditions analyses that had been completed, and gather input from participants on the transportation issues they felt are most important. The second meeting was held on March 5, 2009. The purpose of this meeting was to share the results of future conditions analyses, present the preliminary list of recommended transportation projects, present that preliminary cost and revenue projections, and solicit citizen input on project funding priorities. The third meeting was held on June 30, 2009. The purpose of this meeting was to share the recommended transportation projects, which had been refined to incorporate the feedback gathered on the preliminary list, and also to discuss the financial outlook for transportation capital projects and solicit citizen input on potential funding strategies. Each meeting began with a presentation by project staff, providing an overview of project objectives, and specifics such as the existing conditions assessment, potential transportation improvement projects, anticipated costs and available revenues, and potential funding opportunities. Following each presentation, participants were invited to view display boards and fact sheets, talk with project staff, and submit comment cards. Citizen comments helped guide the city staff in identifying project priorities and viable funding sources, and finalize the recommended Transportation Plan.

The public open houses were publicized through notice in the City newsletter, City website, advertisement on the local government channel, and meeting notification in the local newspaper.

Public participation materials used for this update process are included in Appendix A.

Citizen Advisory Transportation Committee

The City of Edmonds Citizen Advisory Transportation Committee is comprised of eight citizens who meet monthly with City engineering staff. The purpose of the Committee is to:

- Monitor and make recommendations relating to motorized and non-motorized transportation issues, systems, and funding;
- Contribute input to updates of the City Comprehensive Transportation Plan and monitor the City's efforts to implement the improvements detailed in the Plan; and
- Enhance communication with the public with regard to transportation needs.

The Transportation Committee provided transportation recommendations for updates reflected in this Transportation Plan. City staff worked with Transportation Committee members throughout the Plan development to update the City's transportation goals and policies, discuss Plan elements, and determine how best to produce a balanced multimodal plan.

Walkway Committee

The Edmonds Walkway Committee is comprised of 12 citizen volunteers, who walk frequently and live throughout the city. Their role is to evaluate criteria such as safety and access to schools and parks; prioritize proposed sidewalk project based on the criteria; and to provide feedback and recommendations related to the City Comprehensive Walkway Plan. The Walkway Committee met monthly from March 2008 through September 2008 and provided walkway recommendations presented in Chapter 4 of this Transportation Plan.

Edmonds Bike Group

The long-standing group meets monthly to discuss bicycle transportation issues. Membership includes over 50 residents, with about 10 members who regularly attend monthly group meetings. Members represent Edmonds and Woodway, and are interested in improving citywide bicycle infrastructure and conditions for bicycle travel. The Bike Group helped establish three bicycle loop trails as well as a bike map indicating existing local bicycle lanes and where lanes should be added as part of future roadway improvement projects. The Bike Group's recommendations are also presented in Chapter 4 of this Transportation Plan.

Intergovernmental Coordination

The following agencies reviewed this Comprehensive Transportation Plan: WSDOT, PSRC, Community Transit, Snohomish County, the City of Mountlake Terrace, the City of Shoreline, and the Town of Woodway.

Overview of the Transportation Plan Elements

This Comprehensive Transportation Plan includes the following elements:

- **Chapter 2: Goals, Objectives, and Policies** – Presents the transportation goals, objectives, and policies that guide the assessments of existing and future conditions, and the development of the Recommended Transportation Plan.
- **Chapter 3: Street System** – Provides an inventory of existing streets, existing and projected future traffic volumes, assessment of existing and projected future roadway operations, safety assessment, standards for different street types, and recommended improvements to address safety and mobility needs.
- **Chapter 4: Non-Motorized System** – Provides an inventory of existing walkways and bikeways, assessment of needs, strategy for compliance with the Americans with Disabilities Act (ADA), and recommended improvements to address pedestrian and bicycle mobility and safety.
- **Chapter 5: Transit and Transportation Demand Management** – Provides an inventory of existing transit facilities and service, including buses, rail and ferries; and presents strategies to support transit and commute trip reduction.
- **Chapter 6: Implementation and Financial Plan** – Provides a summary of the projects, project prioritization, total costs, and financial strategies and projected revenue for recommended improvements through 2025.

Chapter 2. Goals, Objectives, and Policies

Assessments of existing and future conditions, as well as development of the Transportation Plan, are guided by transportation goals, objectives, and policies developed by the City. A major update of the goals, objectives, and policies took place as part of the 2002 update of the Transportation Element, under the direction of the Citizen Advisory and Technical Advisory Committees. The goals, objectives, and policies were further refined as part of the 2009 Transportation Plan, under the direction of the Citizen Advisory Transportation Committee.

Goals, objectives and policies are defined under the following major categories:

- State and Regional Context
- Streets and Highways
- Pedestrian and Bicycle Transportation
- Public Transportation
- Streetscape
- Capital Facilities
- Traffic Calming
- Air Quality and Climate Change

Under each category, the following information is provided:

- A. **General** consists of a general discussion of the context, issues and priorities behind the development of the goals, objectives and policies for that category.
- B. **Goals** are generalized statements which broadly relate the physical environment to values, but for which no test for fulfillment can be readily applied.
- C. **Objectives** are specific measurable statements related to the attainment of goals.

- D. Under each objective, **Policies** are listed that provide specific direction for meeting the objectives.

The transportation element of the Comprehensive Plan is guided by the following transportation goals and policies, initially developed for the 1995 Transportation Element and updated in 2002 and 2009. Inevitably, conflict will occasionally arise between a transportation policy and real-world constraints and opportunities, or even between two policies. After the specifics of the situation and the purpose of the policies are fully understood, the conflict will be resolved using the best judgment of the City Council, as advised by City staff and the Citizen Advisory Transportation Committee.

The following sub-sections define each of the Transportation Policies to guide the development of transportation in the city, within the broader framework of the Goals and Objectives.

15.25.000 State and Regional Context

- A. **General:** The combination of an increasing population, demand for transportation, and ever tightening limits on funding has led to a need to plan for future transportation systems that are more efficient movers of people and goods. Public transportation is expected to play an increasing role in the transportation system, and state and regional priorities are being shifted to encourage this goal. For this strategy to work, however, it also requires a commitment to maintaining existing transportation networks and investments, and to providing connections between different modes of travel.
- B. **State Goal:** Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

Regional Goal: Strategically invest in a variety of mobility options and demand management to support the regional system of activity centers.

15.25.010 Streets and Highways

- A. **General.** The street system in Edmonds is established on the Official Street Map and Arterial System Map. New right-of-way additions occur primarily in subdivisions. Within the city, three state highways, rail, and ferry facilities serve regional travel.

A significant challenge facing the City is to bring substandard streets to City standards by providing such facilities as underground utilities, sidewalks, bikeways and landscaping. Key intersections that are operating at or beyond capacity must be improved.

Feedback from citizens who participated in public meetings has clearly indicated concern about the types of potential transportation improvements, and the impact of improvements on existing neighborhoods. By placing an emphasis on providing facilities for bicycles, pedestrians, and buses, streetscapes can become a friendlier environment for all users.

Speed and noise can be problems where arterial streets adjoin residential neighborhoods. Land use changes frequently occur where major arterial streets are improved.

- B. **Goal I:** Develop transportation systems that complement the land use, parks, cultural, and sustainability elements of the Comprehensive Plan.

Goal II: Provide transportation services that enhance the safety of the community, maximize the use of the existing street system, and maintain the unique character of the city and its neighborhoods.

Goal III: Implement transportation improvements in a way that minimizes adverse impacts on the natural environment, air quality, climate change, and energy consumption.

Goal IV: Develop transportation improvements that support commuting in a way that discourages the use of local streets.

Goal V: Prioritize and finance transportation improvements for the greatest public benefit, emphasizing transit, demand management, and maintenance of current facilities.

Goal VI: Take a leadership role in coordinating the transportation actions of both local and non-local agencies. Seek to promote creative, coordinated solutions that do the following:

- Meet transportation service needs;
- Link local transportation networks with regional, state and national transportation systems;
- Increase use of public transit and non-motorized transportation;
- Reduce congestion;
- Reduce energy consumption;
- Provide solutions consistent with the City's land use and cultural goals, and sustainability initiatives.

- C. **Objective 1: Community Standards.** The goals of the Comprehensive Plan, the needs and desires of its citizens, the integrity of its neighborhoods, shopping areas, parks, recreation facilities, schools and other public facilities are the criteria for measuring the effectiveness and success of transportation programs and improvements.

Policy 1.1 Locate and design streets and highways to meet the demands of both existing and projected land uses as provided for in the Comprehensive Plan.

Policy 1.2 Locate and design street and highway improvements to respect the residential character of the community and its quality living environment.

Policy 1.3 Minimize the adverse impact of street and highway improvements on the natural environment.

Policy 1.4 Design streets to minimize environmental impacts on established neighborhoods.

Policy 1.5 Develop roadway design standards with sufficient flexibility to reflect the differences in character and function of different roadways.

Objective 2: Conservation. Streets, sidewalks and bikeways should be located, designed and improved in a manner that will conserve land, materials and energy. New streets must meet minimum City standards and code requirements. Streets and highways should be integrated into the total transportation system to facilitate the development of public transportation and increase mobility while reducing travel time and costs of construction and maintenance, in accordance with the following policies:

Policy 2.1 Design streets with the minimum pavement areas needed, to reduce impervious surfaces.

Policy 2.2 Include pedestrian and bicycle elements in roadway improvements to encourage energy conservation.

Policy 2.3 Utilize innovative materials where feasible to reduce impervious surfaces.

Policy 2.4 Design arterial and collector streets as complete streets that serve automobile, transit, pedestrian and bicycle travel.

Objective 3: Design Standards. Design requirements for streets and alleys should be related to needs and desires of the local community within reasonable guidelines for safety, function, aesthetic appearance and cost. Each new street improvement should be scaled to the density, land use, and overall function that the roadway is designed to serve, in accordance with the following policies:

Policy 3.1 Design local residential streets to prevent or discourage use as shortcuts for vehicle through-traffic. Coordinate local traffic control measures with the affected neighborhood.

Policy 3.2 Periodically review functional classifications of city streets, and adjust the classifications when appropriate.

Policy 3.3 Provide on-street parking as a secondary street function, only in specifically designated areas such as in the downtown business district and in residential areas where onsite parking is limited. Streets should not be designed to provide on-street parking as a primary function, particularly in areas with frequent transit service

Policy 3.4 Encourage parking on one side rather than both sides of streets with narrow rights-of-way.

- Policy 3.5** Design streets to accommodate vehicles that use the street most frequently; rather than large vehicles that may use the street only occasionally.
- Policy 3.6** Relate required street widths to the function and operating standards for the street.
- Policy 3.7** Include analyses of geological, topographical, and hydrological conditions in street design.
- Policy 3.8** Encourage landscaping on residential streets to preserve existing trees and vegetation, increase open spaces, and decrease impervious surfaces. Landscaping may be utilized to provide visual and physical barriers but should be carefully designed not to interfere with motorists' sight distance and traffic, pedestrian, bicycle, and wheel chair safety. Landscaping improvements should take maintenance requirements into consideration.
- Policy 3.9** Encourage underground placements of utilities at the time of extensive street improvement.
- Policy 3.10** Encourage placement of underground conduit for future installation of fiber optic cable at the time of extensive street improvement.
- Policy 3.11** Design street improvements so as not to impair the safe and efficient movement of pedestrians and bicycle traffic.
- Policy 3.12** Restrict access between non-arterial streets and the SR 99 commercial corridor to the extent necessary to prevent nonresidential traffic from entering residential areas, and to maintain efficient traffic flow and turning movements on SR 99.
- Policy 3.13** Design street improvements to encourage downtown traffic circulation to flow in and around commercial blocks, promoting customer convenience and reducing congestion. Separate through-traffic from local traffic circulation to encourage and support customer access.
- Policy 3.14** Carefully review parking requirements for downtown development proposals; to promote the development while still ensuring adequate balance between parking supply and demand.
- Policy 3.15** Provide access between private property and the public street system that is safe and convenient, and incorporates the following considerations:
- a. Limit and provide access to the street network in a manner consistent with the function and purpose of each roadway. Encourage the preparation of comprehensive access plans and consolidation of access points in commercial and residential areas through shared driveways and local access streets.

- b. Require new development to consolidate and minimize access points along all state highways, principal arterials, and minor arterials.
- c. Place a high priority on consolidating existing access points onto all arterial streets in the city. This effort should be coordinated with local business and property owners in conjunction with improvements to the arterial system and redevelopment of adjacent land parcels.
- d. Design the street system so that the majority of direct residential access is provided via local streets.
- e. For access onto state highways, implement Chapter 468-52 of the Washington Administrative Code (WAC), Highway Access Management -- Access Control Classification System and Standards.

Policy 3.16 Encourage underground parking as part of new development.

Objective 4: Circulation. Circulation and connectivity throughout the city should be provided via the system of arterial and collector streets, bikeways and pedestrian paths. Local streets should be utilized for local property access and designed in a manner to discourage cut-through vehicular traffic.

Policy 4.1 Encourage the efficient movement of people and goods through an effective and inter-connected collector and arterial street system.

Policy 4.2 The use of dead end streets and culs-de-sac should be avoided. When unavoidable, the length of a dead end street, including cul-de-sac, should be limited to 600 feet, with a minimum 35-foot radius to back of curb on the cul-de-sac.

Policy 4.3 Complete the arterial sidewalk system according to the following priority list:

- a. Arterial roadways without sidewalks or shoulders on which transit service is provided;
- b. Arterial roadways without sidewalks or shoulders on which transit service is not provided;
- c. Arterial roadways with shoulders too narrow or in or poor walking condition for pedestrians;
- d. Arterial roadways with adequate shoulders for pedestrians but without sidewalks; and
- e. The remainder of the arterial roadway system (e.g. roads with sidewalks along one side, or roads with sidewalks in disrepair).

Policy 4.4 Design streets to accommodate emergency service vehicles.

- Policy 4.5** Coordinate traffic signals located within ½ mile of each other to decrease delay and improve operations.

Objective 5: New Development. Improve traffic safety and reduce congestion through appropriate street design and site layout during the development process.

- Policy 5.1** Require new development to dedicate adequate street rights-of-way for public streets as specified by City Standards.
- Policy 5.2** Use public rights-of-way only for public purposes. The private use of a public right-of-way is prohibited unless expressly granted by the City.
- Policy 5.3** Acquire easements and/or development rights in lieu of rights-of-way for installation of some smaller facilities such as sidewalks and bikeways.
- Policy 5.4** Convert private streets to public streets only when:
- a. The City Council has determined that a public benefit would result.
 - b. The street has been improved to the appropriate City public street standard.
 - c. The City Engineer has determined that conversion will have minimal effect on the City's street maintenance budget.
 - d. In the case that the conversion is initiated by the owner(s) of the road, that the owner(s) finance the survey and legal work required for the conversion.

15.25.020 Pedestrian and Bicycle Transportation

- A. **General.** Walking and bicycling are beneficial forms of recreation, transportation, and a means of maintaining physical fitness, in addition to an excellent means of exploring the community. Carefully targeted investments in the city's non-motorized network have the potential to provide an enhanced level of accessibility and mobility to residents at a relatively low cost. With geographically strategic investments in facilities such as sidewalks, crosswalks, bicycle paths and bicycle lanes, many short trips that are currently taken by car could be shifted to walking or bicycling trips.

Recreational walkways are discussed in the City of Edmonds Comprehensive Walkway Plan (summarized in Chapter 4 of this Transportation Plan) and incorporate existing sidewalks and natural trails. Sidewalks exist on many major streets but some improvements are needed as well as addition of these facilities on several important routes.

Although bicycling has rapidly expanded as a recreational activity in the community, it is also an important means of transportation. For many people, it provides the only available form of local transportation. The Bikeway Comprehensive Plan (summarized in Chapter 4 of this Transportation Plan) provides guidance and prioritizes bicycle improvements throughout the city.

Planning for and implementing a connected system of walkways and bikeways is a way to promote community health, as recognized in the “Community Sustainability Element” of the Comprehensive Plan currently being developed by the City.

- B. **Goal VII:** Improve non-motorized transportation facilities and services.
- C. **Objective 6: Sidewalks.** Provide safe, efficient and attractive pedestrian facilities as an essential element of the city circulation and recreation system. Safe walkways must be an integral part of the City’s street and recreation plans to encourage and promote walking for both transportation and recreational purposes.
 - Policy 6.1** Construct pedestrian facilities on all streets and highways, interconnecting with other modes of transportation.
 - Policy 6.2** Design sidewalks for use by people at all mobility levels. Sidewalks and curb cuts should meet the requirements of the ADA.
 - Policy 6.3** Construct sidewalks with durable materials.
 - Policy 6.4** Construct sidewalks in an ecologically friendly manner, encouraging the use of pervious paving materials where feasible.
 - Policy 6.5** Locate sidewalk amenities, including but not limited to poles, benches, planters, trashcans, bike racks, and awnings, so as to not obstruct non-motorized traffic or transit access.
 - Policy 6.6** Place highest priority on provision of lighting on sidewalks and crosswalks that regularly carry non-motorized traffic at night.
 - Policy 6.7** Locate sidewalks to facilitate community access to parks, schools, neighborhoods, and shopping centers.
 - Policy 6.8** Locate sidewalks along transit routes to provide easy access to transit stops.
 - Policy 6.9** Implement a curb ramp retrofit program to upgrade existing sub-standard pedestrian ramps and curb cuts to meet the requirements of the ADA.
 - Policy 6.10** Maintain existing public sidewalks.
 - Policy 6.11** Place highest priority on pedestrian safety in areas frequented by children, such as near schools, parks, and playgrounds. Provide walkways in these areas at every opportunity.
 - Policy 6.12** Periodically review and update walkway construction priorities in the Transportation Plan.
 - Policy 6.13** Design pedestrian improvements to include curbs, gutters and sidewalks, in accordance with the Edmonds Streetscape Plan (City of Edmonds 2006), including the Street Tree Plan. Provide tree grates between the curb and sidewalk, where appropriate, with adequate levels of

illumination and low water requirements. The landscape buffers must not obstruct minimum sight distances.

- Policy 6.14** Require sidewalk construction along street frontages to complete missing links, increase pedestrian safety, and provide linkages to key destinations, as a condition of development approval in accordance with ECDC 18.90 and Transportation Policies 7.1 through 7.4.
- Policy 6.15** Conduct pedestrian safety studies at locations where regular pedestrian crossings are observed along unstriped stretches of road. Install crosswalks at locations where the study indicates they are warranted, and where a minimum sight distance between pedestrians and drivers are met.
- Policy 6.16** Encourage the use of innovative crosswalk treatments, such as pedestrian actuated flashing signals or pedestrian crossing flags.
- Policy 6.17** Encourage collaboration between the Engineering and Parks departments to develop a network of walkways throughout the city. This network could include but not be limited to signed loop trails in neighborhoods, park-to-park walkways, and theme-related walks.
- Policy 6.18** Encourage separation of walkways from bikeways, where feasible.
- Policy 6.19** Provide a complete sidewalk network in commercial areas, especially downtown, as an element of public open space that supports pedestrian and commercial activity.

Objective 7: Sidewalk Construction Policy. Require sidewalks to be constructed as a condition of development, for those projects that increase the number of residential units, or include commercial development or other uses that generate pedestrian activity.

- Policy 7.1** The City Engineer will determine whether sidewalks are required as a condition of approval for development projects. If they are required, the developer shall construct sidewalks along the street(s) fronted by the project, including new streets constructed as part of the development. If one or a combination of the following criteria is applicable to a project, sidewalks will be required as a condition of approval:
- a. Sidewalks are required by ECDC 18.90.030;
 - b. Any sidewalks presently exist within 1,000 feet of the proposed development project on the street(s) on which the project fronts;
 - c. The current Walkway Plan (chapter 4) indicates sidewalks/walkways are proposed at the project location (see Figure 4.3);

- d. The current Bikeway Plan (chapter 4) indicates a designated or proposed designated bikeway at the project location (see Figure 4-6); and/or
- e. The project is located within 1,000 feet and on a street leading to facilities such as parks, schools, churches, shopping/commercial establishments, etc., that generate pedestrian traffic.

Policy 7.2 Require sidewalks on both sides of the street inside the designated Downtown Sidewalk Area (see Figure 3-9).

Policy 7.3 Sidewalks will not be required as a condition of approval if:

- a. The City Engineer makes an affirmative determination that none of the above criteria apply to the project, and that sidewalks are not necessary and will not be necessary for the foreseeable future; and/or
- b. The City Engineer, with the approval of the Planning Manager, determines that, in accordance with ECDC 18.90.030.B, special circumstances exist related to topography, insufficient right-of-way, or other factors making construction of sidewalks economically unfeasible or physically impossible.

Policy 7.4 When the City Engineer determines that sidewalks are required as a condition of approval, payment-in-lieu of construction will be allowed only if:

- a. The City's six-year Capital Improvement Program (CIP) includes a specifically identified City project for sidewalks at the location of the development project, and
- b. The City Engineer determines that it will be in the best interest of the City to construct sidewalks at the development project location as part of and concurrently with the City's identified capital project.

Objective 8: Bicycle Facilities. Provide safe and efficient bicycle facilities as an essential element of the city circulation and recreation system. Safe bicycle facilities must be an integral part of the City's street and recreation plans to encourage and promote bicycling for both transportation and recreational purposes.

Policy 8.1 Seek opportunities to improve safety for those who bicycle in the city.

Policy 8.2 Place highest priority for improvements to bicycle facilities near schools, commercial districts, and transit facilities.

Policy 8.3 Provide connections to bicycle facilities in adjacent jurisdictions.

Policy 8.4 Provide bicycle lanes on arterial streets, where feasible, to encourage the use of bicycles for transportation and recreation purposes.

Policy 8.5 Identify bicycle routes through signage.

- Policy 8.6** Provide bicycle racks or bicycle lockers in commercial, school, multi-family residences, and recreational areas.
- Policy 8.7** Ensure that existing public bicycle facilities are maintained, and upgraded when feasible.

15.25.030 Public Transportation

- A. **General.** The City is well served by public transportation providers including Community Transit, Sound Transit, Amtrak, Washington State Ferries and the Edmonds School District. Transportation options include bus, van, ferry, and rail.

Public transportation provides a range of benefits for our community:

- Primary mobility for those who cannot drive, including many of our youth, seniors, and citizens with disabilities.
- Mobility options for people who choose not to drive – either to avoid congestion, save money, or support the environment.
- Preserves the quality of our environment by conserving energy, supporting better air quality, and reducing congestion on our roadways.

Community Transit is the primary public transit provider in Edmonds, offering local and commuter bus services, specialized door-to-door transportation for persons with disabilities, commuter vanpools, carpool matching, park-and-ride lots, transportation consulting for employers, training programs for youth, seniors and persons with disabilities, and overall customer assistance. Sound Transit (Commuter Rail Station) provides rail and bus service between Everett, Seattle, and Tacoma. King County Metro does not provide local service within the city, but connections are available between Community Transit and Metro routes at the Aurora Village Transit Center.

Additionally, the Washington State Ferry system provides ferry service between Edmonds and the City of Kingston on the Olympic Peninsula; and Amtrak provides intercity rail service. The Edmonds School District provides bus service to schools. Additionally, some school bus service is provided by Community Transit.

The location of the city along Puget Sound with the convergence of the state ferry terminal, passenger rail service, a highway of statewide significance SR 104, bus service, and a pedestrian and bicycle network, offers unique opportunities for coordinated service as the hub of a public transportation network. The potential for multi-modal transportation facilities should continue to be examined and evaluated.

- B. **Goal VIII:** The public transportation system should provide alternatives for transportation that enable all persons to have reasonable access to locations of employment, health care, education, and community business and recreational facilities.

Goal IX: Enhance the movement of people, services and goods. Transportation system improvements should encourage the use of travel alternatives to the single occupancy vehicle.

- C. **Objective 9: Operations.** Enhance public transit options and operations to provide alternatives to the automobile and as a means of reducing air pollution, conserving energy, and relieving traffic congestion in accordance with the following policies:

Policy 9.1 Work with transit providers to ensure that transit service within the city is:

- a. Convenient and flexible to meet community needs;
- b. Dependable, affordable, and maintains regular schedules;
- c. Provides adequate service during evening hours, weekends, and holidays; and
- d. Comfortable and safe for all users.

Policy 9.2 Work with transit providers to ensure that public transit is accessible within reasonable distance of any address in the system area. A desirable maximum distance is 0.25 mile.

Policy 9.3 Work with transit providers to serve designated activity centers with appropriate levels of transit service. Transit stops should be properly located throughout the activity center, and designed to serve local commuting and activity patterns, and significant concentrations of employment.

Policy 9.4 Design new development and redevelopment in activity centers to provide pedestrian access to transit.

Policy 9.5 Works with transit providers to coordinate public transit with school district transportation systems to provide transportation for school children.

Policy 9.6 Integrate existing ferry terminal, urban design and feasibility studies into the City planning process for the planned relocation of the ferry dock to serve future transportation needs while maintaining the community's character.

Policy 9.7 Coordinate and link ferry, rail, bus, auto, and non-motorized travel to form a multi-modal system providing access to regional transportation systems while ensuring the quality, safety, and integrity of local commercial districts and residential neighborhoods.

Policy 9.8 Develop a multi-modal transportation center along the downtown/waterfront of the city that is the focal point for increasing the capacity, interconnectivity, and efficiency of moving people and goods along state and interstate highway routes, intercity passenger and

commuter railroad systems, public transit system, and local and regional bikeways and bike routes.

- Policy 9.9** Locate and design a multi-modal transportation center and terminal to serve the city's needs with the following elements:
- A ferry terminal that meets the operational requirements to accommodate forecast ridership demand and that provides proper separation of automobile, bicycle and walk-on passenger loading;
 - A train station that meets intercity passenger service and commuter rail loading requirements, and provides the requisite amenities such as waiting areas, storage and bicycle lockers;
 - A transit center that meets the local and regional transit system requirements;
 - A linkage between stations/terminals that meets the operational and safety requirements of each mode, including a link between the multi-modal station terminal to the business/commerce center in downtown Edmonds;
 - Safety features that include better separation between train traffic and other modes of travel, particularly vehicle and passenger ferry traffic as well as the general public; and
 - Overall facility design that minimizes the impact to the natural environment, in particular the adjacent marshes.
- Policy 9.10** Encourage joint public/private efforts to participate in transportation demand management and traffic reduction strategies.
- Policy 9.11** Work with other government agencies that cause additional transportation impacts or costs to the City, so that the agencies mitigate the impacts and/or defray the costs.
- Policy 9.12** Explore future funding for a city-based circulator bus that provides local shuttle service between neighborhoods (Firdale Village, Perrinville, Five Corners, Westgate) and downtown.

Objective 10: Coordination. Coordinate with neighboring jurisdictions, state and regional transportation agencies, Community Transit, Washington State Department of Transportation (WSDOT), Washington State Ferries, and Amtrak in the development and location of transportation facilities.

- Policy 10.1** Participate in local and regional forums to coordinate strategies and programs that further the goals of the Comprehensive Plan.
- Policy 10.2** Work with neighboring jurisdictions and regional and state agencies to coordinate transportation system improvements and assure that funding requirements are met.

- Policy 10.3** Encourage public transportation providers within the city to coordinate services to ensure the most effective transportation system possible.
- Policy 10.4** Coordinate with neighboring jurisdictions and regional and state agencies to encourage their support of the City’s policies and planning processes.
- Policy 10.5** Participate on the boards of Community Transit and other public transit providers, and regularly share citizen and business comments regarding transit services to the appropriate provider.

Objective 11: Access. Provide safe and convenient pedestrian access to bus stops, and inter-modal transfer locations, the rail station, and the ferry terminal.

- Policy 11.1** Place priority on coordinating bus routes and bus stop sites in City plans for street lighting improvements.
- Policy 11.2** Place priority on corridors served by transit for sidewalk improvements, especially in locations that connect neighborhoods, parks, schools and businesses to bus stops. Sidewalks should also be a priority on connecting roads within 0.25 mile of a transit corridor.
- Policy 11.3** Include boarding pads at bus stop sites as part of sidewalk construction projects, to allow for shelters.
- Policy 11.4** Work with Community Transit to provide additional passenger shelters and benches at bus stops sites within Edmonds.

Objective 12: Roadway Infrastructure. Provide a roadway network that supports the provision of public transportation within the city.

- Policy 12.1** Design Arterial and Collector roadways to accommodate buses and other modes of public transportation (including the use of high occupancy vehicle priority treatments, transit signal priority, queue bypass lanes, boarding pads and shelter pads, and transit-only lanes where appropriate).
- Policy 12.2** Coordinate with local public transit agencies and private transit providers regarding road closures or other events that may disrupt normal transit operations in order to minimize impacts to transit customers.

15.25.040 Streetscape

- A. **General.** The City is a place with unique character and beauty. The street system has a tremendous impact on the scenic quality of our community and should complement our setting, while supporting our neighborhoods.
- B. **Goal X:** Incorporate streetscape design in the development and redevelopment of city streets to enhance the scenic beauty of, and help preserve, our neighborhoods. The Edmonds

Streetscape Plan (City of Edmonds 2006), including the Street Tree Plan, shall guide the development of these design standards, which need to also recognize the unique neighborhood characteristics.

- C. **Objective 13: Design Standards.** Develop design standards that result in an attractive street system consistent with the character of the city.

Policy 13.1 Crosswalks should be eight feet wide.

Policy 13.2 Streetlights should be the main light source for public streets, with the following minimum standards:

- a. The intersection of arterial and collector streets should have a minimum of two standard street lights with additional street lights placed at a maximum of 250-foot spacing between intersections.
- b. The intersection of residential local streets should have at least one standard street light.
- c. Streetlights and poles should be of a high design quality, with specifications guided by the Edmonds Streetscape Plan.

Policy 13.3 Street trees should be installed at 50-foot intervals or one per lot whichever is greater. Plant materials should be specified by the City Parks Department and maintained in conformance with City policies. Care should be taken in both the selection and placement of landscaping materials to protect existing scenic views and vistas.

15.25.050 Capital Facilities, Transportation

- A. **General.** The following goals, objectives and policies address capital facility planning and financing for projects contained in the transportation element of the Edmonds Comprehensive Plan. These criteria will serve to guide agencies planning public capital facilities and services in Edmonds.

- B. **Goal XI:** Provide adequate transportation facilities concurrent with the impact of new development.

Goal XII: Coordinate the City's transportation element plans with state, county, and local agencies.

Goal XIII: Maintain a six-year TIP as part of the capital facilities plan of the Comprehensive Plan.

Goal XIV: Prepare and maintain a TIP that is financially feasible and financially constrained.

Goal XV: Ensure development pays a proportionate cost of transportation improvements required to mitigate impacts associated with the development.

Goal XVI: Locate and design transportation facilities in keeping with the community character, and to be compatible with surrounding land uses and the environment.

C. **Objective 14: Inventory.** Identify and define the transportation facilities in the city.

Policy 14.1 Maintain an inventory of existing transportation facilities owned or operated by the City and State within Edmonds; include the locations and capacities of such facilities and systems.

Objective 15: Level of Service. Establish level of service (LOS) standards for City owned transportation facilities in Edmonds and coordinate with the State on LOS standards for state owned facilities.

Policy 15.1 The Highway Capacity Manual (Transportation Research Board, Special Report 209) is the City’s recognized source for roadway LOS definition and analysis techniques. The quality of traffic operation is graded into one of six LOS designations, A through F, with LOS A representing the free flow traffic operation and LOS F representing the worst levels of traffic congestion.

Policy 15.2 Establish LOS standards which (1) measure the LOS preferred by city residents, (2) that can be achieved and maintained for existing development and growth anticipated in the land use plan, and (3) are achievable with the TIP and Comprehensive Plan.

Policy 15.3 Minimum LOS standards are established as follows. LOS is measured at intersections during a typical weekday PM peak hour, using analysis methods outlined in the Highway Capacity Manual (Transportation Research Board 2000). For intersections of roads with different functional classifications, the standard for the higher classification shall apply.

Facility	Standard
City Streets	Arterials: LOS D or better (except state routes); Collectors: LOS C or better.
State Routes ¹	SR 99 north of SR 104; SR 524: LOS E or better.

1. State routes for which a standard is designated are Highways of Regional Significance, and are subject to City concurrency requirements. State routes designated as Highways of Statewide Significance (SR 104; and SR 99 south of SR 104) are not subject to concurrency and thus no City standard is defined for these facilities. However, to monitor operations on Highways of Statewide Significance, the City identifies existing or potential future deficiencies if LOS D is exceeded.

Policy 15.4 When a lower order roadway intersects with one of higher order, apply the LOS standard for the higher order roadway (e.g., when a collector and arterial street intersect, the LOS for the arterial street will apply).

Policy 15.5 Use LOS standards to (1) determine the need for transportation facilities, and (2) test the adequacy of such facilities to serve proposed

development. In addition, use LOS standards for City-owned transportation facilities to help develop the City's annual budget and 6-year transportation improvements program.

Policy 15.6 Reassess the TIP annually to ensure that transportation facilities needs, financing, and levels of service are consistent with the City's land use plan. The annual update should be coordinated with the annual budget process, and the annual amendment of the Comprehensive Plan.

Policy 15.7 Work toward development of a multi-modal LOS standard that considers transit and non-motorized operations as well as automobile operations.

Objective 16: Transportation System Efficiency. Implement a variety of strategies that respond to the demands of growth on transportation facilities while maximizing the efficiency of the existing infrastructure.

Policy 16.1 Ensure city transportation facilities and services are provided concurrent with new development or redevelopment to mitigate impacts created from such development. Road improvements may be funded with mitigation fees, and provided at the time of or within six years of development.

Policy 16.2 Maximize efficiencies of existing transportation facilities, using techniques such as:

- Transportation Demand Management
- Encouraging development to use existing facilities
- Other methods of improved efficiency.

Policy 16.3 Provide additional transportation facility capacity when existing facilities are used to their maximum level of efficiency consistent with adopted LOS standards.

Policy 16.4 Encourage development where adequate transportation facilities and services exist or can be provided in an efficient manner. Prioritize location of large trip generators (e.g. community centers, recreation facilities, shopping, entertainment, public facilities, etc.) within 0.25 mile of Transit Emphasis Corridors as identified in Community Transit's Six Year Transit Development Plan and Long Range Transit Plan.

Policy 16.5 Work with Community Transit to encourage ridesharing at employment centers.

Objective 17: Coordination. Coordinate transportation planning and programming with state, regional, county, and local agencies

- Policy 17.1** Coordinate with non-City providers of transportation facilities and services on a joint program for maintaining adopted LOS standards, funding, and construction of capital improvements. Work in partnership with non-City transportation facility providers to prepare functional plans consistent with the City Comprehensive Plan.
- Policy 17.2** Regularly coordinate with WSDOT, Washington State Ferries, Community Transit, King County Metro, Snohomish County, the Town of Woodway, and the Cities of Mountlake Terrace, Lynnwood, Shoreline, and Mukilteo, to ensure levels of service for transportation facilities are compatible.

Objective 18: Financing. Establish mechanisms to ensure that required transportation facilities are financially feasible.

- Policy 18.1** Base the financing plan for transportation facilities on estimates of current local revenues and external revenues that are reasonably anticipated to be received by the City.
- Policy 18.2** Finance the six-year TIP within the City's financial capacity to achieve a balance between available revenue and expenditures related to transportation facilities. If projected funding is inadequate to finance needed transportation facilities, based on adopted LOS standards and forecasted growth, the City should explore one or more of the following options:
- Lower the LOS standard
 - Change the Land Use Plan
 - Increase the amount of revenue from existing sources
 - Adopt new sources of revenue
- Policy 18.3** Encourage Neighborhood planning to afford neighborhoods the opportunity to form Local Improvement Districts (LIDs) to develop locally based improvements that exceed City standards (e.g. for parking, median strips, landscaping, traffic calming, walkways or other locally-determined projects).
- Policy 18.4** Seek to balance funding to support multimodal solutions to transportation needs.

Objective 19: Revenue. Establish mechanisms to ensure that required transportation facilities are fully funded.

- Policy 19.1** Match revenue sources to transportation improvements on the basis of sound fiscal policies.

Policy 19.2 Revise the TIP in the event that revenue sources for transportation improvements, which require voter approval in a local referendum, are not approved.

Policy 19.3 Ensure that ongoing operating and maintenance costs associated with a transportation facility are financially feasible prior to constructing the facility.

Objective 20: Concurrency. Ensure existing and future development pays for the costs of needed transportation improvements.

Policy 20.1 Ensure that existing development pays for transportation improvements that reduce or eliminate existing deficiencies, and pays for some or all of the cost to replace obsolete or worn out facilities. Existing development may also pay a portion of the cost of transportation improvements needed by future development. Existing development's payments may take the form of user fees, charges for services, special assessments, and taxes.

Policy 20.2 Ensure that future development pays a proportionate share of the cost to mitigate impacts associated with new facilities. Future development may also pay a portion of the cost to replace obsolete or worn-out facilities. Future development's payments may take the form of voluntary contributions for the benefit of any transportation facility, impact fees, mitigation payments, capacity fees, dedications of land, provision of transportation facilities, and future payments of users fees, charges for services, special assessments, and taxes.

Objective 21: Partnerships. Seek to mitigate disproportionate financial burdens to the City due to the location of essential transportation facilities.

Policy 21.1 Through joint planning or inter-local agreements, the City should seek to mitigate disproportionate financial burdens that result from the location of essential transportation facilities.

Policy 21.2 Seek amenities or incentives for neighborhoods in which the facilities are located, to compensate for adverse impacts.

15.25.060 Traffic Calming

- A. **General.** Speeding is the single most received complaint regarding traffic. Locations include arterials, local access and commercial access streets, and in residential neighborhoods. Citizens have expressed concern about the safety of children walking along roadways or playing near the street, vehicles entering streets from driveways or at intersections, and cut-through traffic. The City should establish a systematic and consistent way of responding to requests for action, while respecting the City's limited finances and staff resources. The City

must also remain cognizant of the transportation system’s need to carry vehicles efficiently and effectively.

- B. **Goal XVII:** Respond to citizen requests concerning traffic speed and pass through traffic in a consistent, systematic and responsive manner, while maintaining the basic function of the Edmonds street system.
- C. **Objective 22: Traffic Calming.** Maintain a response system to citizen requests concerning traffic calming procedures by implementing the Traffic Calming program described in this Transportation Plan (see Appendix B).

- Policy 22.1** Use a formal written procedure for traffic calming requests, and an acknowledgement procedure for receipt of request.
- Policy 22.2** Use field investigation procedures that include short-term solutions.
- Policy 22.3** Use neighborhood speed watch program.
- Policy 22.4** Publicize the formal procedure for traffic calming requests (Policy 22.1) and neighborhood speed watch program (Policy 22.3).
- Policy 22.5** Use permanent traffic calming request procedures and evaluation procedures.
- Policy 22.6** Use permanent traffic calming design criteria.
- Policy 22.7** Use a permanent traffic calming authorization procedure.
- Policy 22.8** Use a permanent traffic calming implementation procedure.
- Policy 22.9** Traffic calming measures should be located and designed so as not to interfere with bus operation, travel speed, or on-time performance.

15.25.070 Air Quality and Climate Change

- A. **General.** The Washington State Clean Air Conformity Act establishes guidelines and directives for implementing the Federal Clean Air Act Amendments. The Washington Administrative Code requires local transportation plans to include policies that promote the reduction of criteria pollutants that exceed national ambient air quality standards. Environmental quality is recognized as a critical part of what people often describe as the “character” of Edmonds. In the “Community Sustainability Element” of the Comprehensive Plan, the City recognizes that global climate change brings significant risks to the community, and that appropriate transportation policies are required.
- B. **Goal XVIII:** Comply with Federal and State air quality requirements.
Goal XIX: Promote transportation options such as bicycle trails, commute trip reduction programs, incentives for car pooling and public transit, in an effort to meet or exceed Kyoto protocol targets for reducing global warming pollution.

- C. **Objective 22: Air Quality.** Participate in efforts by Puget Sound agencies to improve air quality as it is affected by the movement of people and goods through and around the city.

Policy 23.1 Strive to conform to the Federal and State Clean Air Acts by working to help implement the Metropolitan Transportation Plan of the PSRC and by following the requirements of Chapter 173-420 of the WAC.

Policy 23.2 Support transportation investments that advance alternatives to driving alone, as a measure to reduce greenhouse gas emissions and in turn reduce the effect of citywide transportation on global climate change.

Chapter 3. Street System

This chapter provides an inventory of the existing street system, assessment of existing and projected future roadway operations, safety assessment, design standards for different street types, and recommended projects and programs to address safety and mobility needs.

Roadway Functional Classification

Existing Classifications

All streets in the city have a designated functional classification. The functional classification of a street depends on the types of trips that occur on it, the basic purpose for which it was designed, and the relative level of traffic volume it carries. The different classifications of roadways serve different stages of a trip:

- Traveler accesses roadway system from origin (access),
- Traveler travels through roadway system (mobility), and
- Traveler accesses destination from roadway system (access).

The different types of roads that serve these functions are classified as follows.

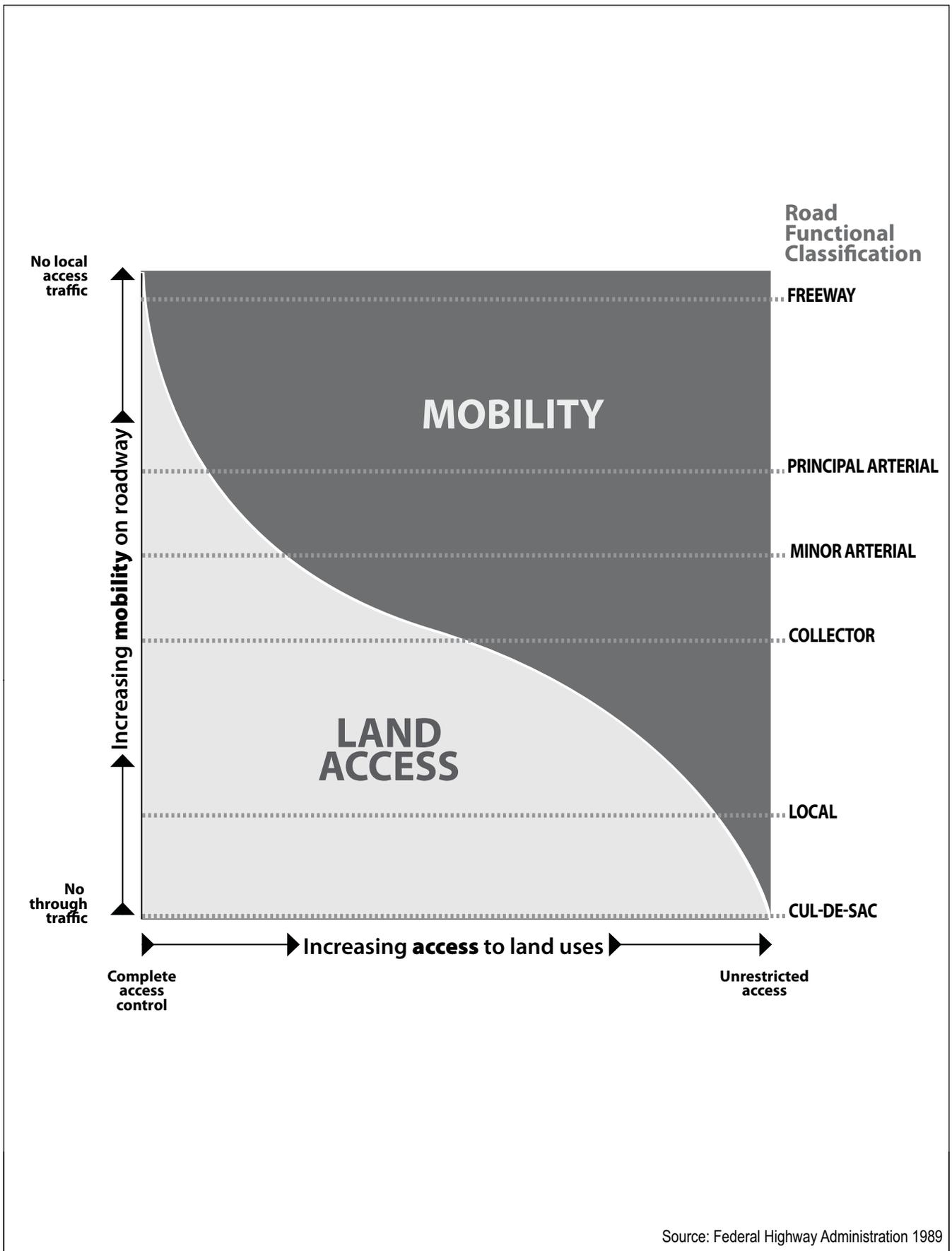
- **Freeway** – Multi-lane, high-speed, high-capacity road intended exclusively for motorized traffic. All access is controlled by interchanges and road crossings are grade-separated. No freeways pass through Edmonds, though Interstate-5 (I-5) runs to the east of the city limits.
- **Principal Arterial** – Road that connects major activity centers and facilities, typically constructed with limited direct access to abutting land uses. The primary function of principal arterials is to provide a high degree of vehicle mobility, but they may provide a minor amount of land access. Principal arterials serve high traffic volume corridors, carrying the greatest portion of through or long-distance traffic within a city, and serving inter-community trips.

On-street parking is often limited to improve capacity for through-traffic. Typically, principal arterials are multi-lane facilities and have traffic signals at intersections with other arterials. Regional bus routes are generally located on principal arterials, as are transfer centers and park-and-ride lots. Principal arterials usually have sidewalks and sometimes have separate bicycle facilities, so that non-motorized traffic is separated from vehicle traffic.

- **Minor Arterial** – Road that connects centers and facilities within the community and serves some through-traffic, while providing a greater level of access to abutting properties. Minor arterials connect with other arterial and collector roads, and serve less concentrated traffic-generating areas, such as neighborhood shopping centers and schools. Provision for on-street parking varies by location. Although the dominant function of minor arterials is the movement of through-traffic, they also provide for considerable local traffic with origins or destinations at points along the corridor. Minor arterials also carry local and commuter bus routes. They usually have sidewalks and sometimes have separate bicycle facilities, so that non-motorized traffic is separated from vehicular traffic.
- **Collector** – Road designed to fulfill both functions of mobility and land access. Collectors typically serve intra-community trips connecting residential neighborhoods with each other or activity centers, while also providing a high degree of property access within a localized area. These roadways “collect” vehicular trips from local access streets and distribute them to higher classification streets. Additionally, collectors provide direct services to residential areas, local parks, churches and areas with similar uses of the land. Typically, right-of-way and paving widths are narrower for collectors than arterials. They may only be two lanes wide and are quite often controlled with stop signs. Local bus routes often run on collectors, and they usually have sidewalks on at least one side of the street.
- **Local Access** – Road with a primary function of providing access to residences. Typically, they are only a few blocks long, are relatively narrow, and have low speeds. Local streets are generally not designed to accommodate buses, and often do not have sidewalks. Culs-de-sac are also considered local access streets. All streets in Edmonds that have not been designated as an arterial or a collector are local access streets. Local access streets make up the majority of the miles of roadway in the city.

Figure 3-1 illustrates the basic tradeoffs that occur between mobility and access among the different functional classifications of roadways. Higher classes (e.g. freeways and arterials) provide a high degree of mobility and have more limited access to adjacent land uses, accommodating higher traffic volumes at higher speeds. Lower classes (e.g., local access streets) provide a high degree of access to adjacent land and are not intended to serve through traffic, carrying lower traffic volumes at lower speeds. Collectors generally provide a more balanced emphasis on traffic mobility and access to land uses.

Cities and counties are required to adopt a street classification system that is consistent with these guidelines (RCW 35.78.010 and RCW 47.26.090). Figure 3-2 shows the existing road functional classifications for city streets.



Source: Federal Highway Administration 1989

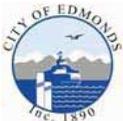
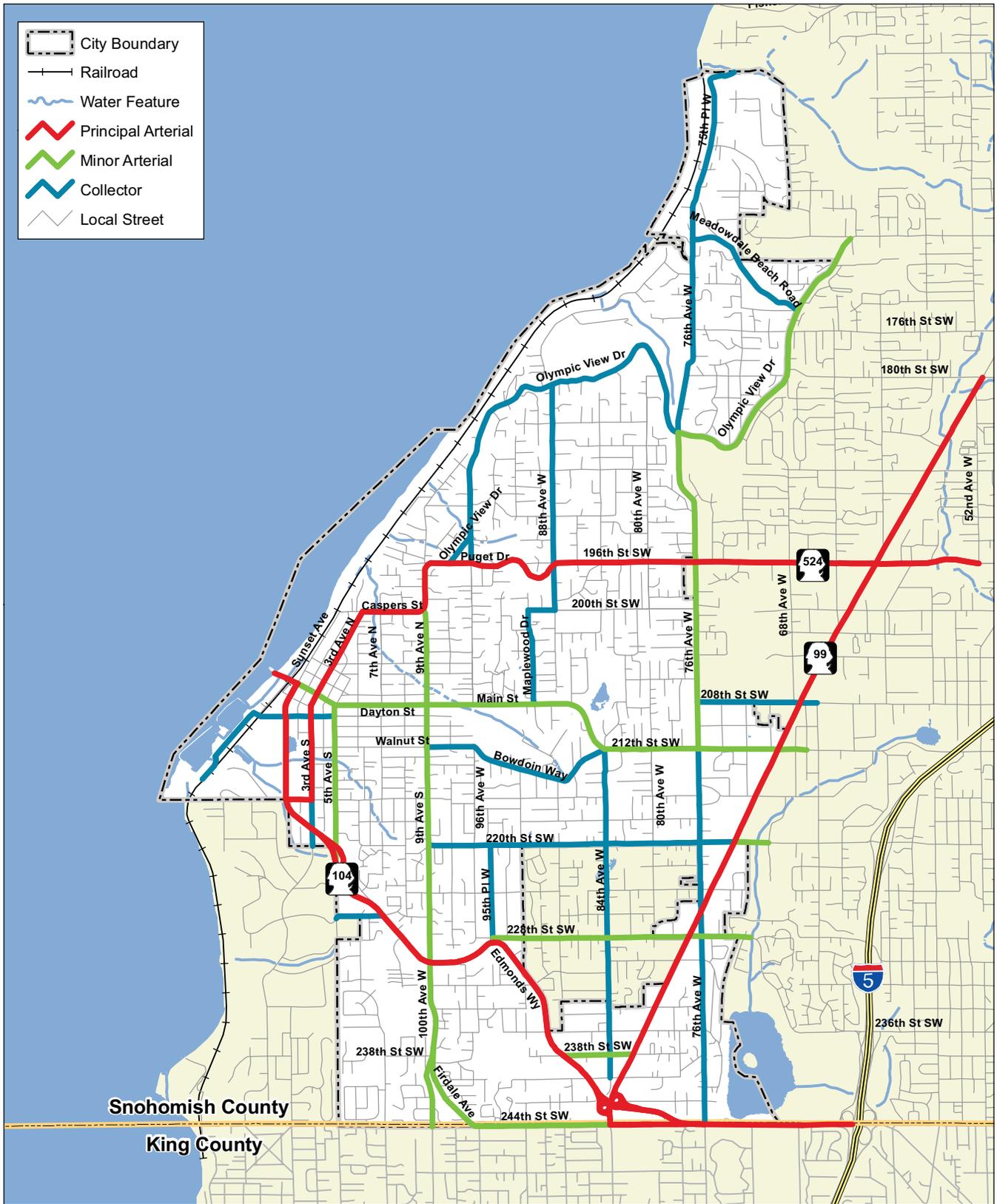


Figure 3-1. Access and Mobility Characteristics of Road Functional Classifications

City of Edmonds Comprehensive Transportation Plan

November 2009



Source: City of Edmonds (2008); WSDOT (2008); Snohomish County (2008)



Figure 3-2. Existing Federal Functional Classifications

Table 3-1 summarizes the total miles of roadway located within the city by existing functional classification. The table compares the miles of roadway to Federal Highway Administration (FHWA) guidelines (FHWA 1989). The table shows that miles of minor arterial are slightly lower than FHWA guidelines, and miles of all other classifications are within guidelines. The total miles of principal and minor arterial are within guidelines for total amount of arterial.

Table 3-1. Miles of Roadway by Existing Federal Functional Classification

Functional Classification	Miles of Roadway in Edmonds	Proportion of Total Roadway	Typical Proportion based on FHWA Guidelines ¹
Principal Arterial	12	7.6%	5% – 10%
Minor Arterial	12	7.6%	10% – 15%
Collector	14	9.0%	5% – 10%
Local Access	119	75.8%	65% – 80%
Total	157		

1. Source: Federal Highway Administration 1989.

Evaluation of Road Functional Classifications

Over time, changes in traffic volumes and shifts in land use and traffic patterns may cause the function of a road to change. Thus, it is important to periodically review the functions city roads serve, and evaluate whether any changes in classification are warranted. The following guidelines are used for evaluating the classifications.

1. **Average Daily Traffic (ADT)** – Roadways with higher functional classifications typically carry higher traffic volumes. On high volume roadways, the demand for traffic mobility is more likely to outweigh the need for access to abutting land. Conversely, where volumes are lower the access function of the street will generally be more important than mobility for traffic. Traffic volumes alone do not provide the basis for classification, but are used in conjunction with the other criteria listed below. However, the following ranges are used as guidelines:
 - Minor Arterial Street: 3,000 to 15,000 ADT
 - Collector Street: 1,000 to 5,000 ADT
2. **Non-motorized use** – The accommodation of non-automobile modes, including walking, bicycling, and transit use is another important measure of a road’s function. Roads with higher classifications tend to serve more modes of travel. The more travel modes that a street accommodates, the greater the number of people that street serves, and the more important that street is to the movement of people, goods, and services throughout the city.
3. **Street length** – A street that is longer in length tends to function at a higher classification. This is due to the fact that longer (continuous) streets allow travelers to move between distant attractions with a limited number of turns, stops, and other distractions that discourage them

from using streets of lower classification. Longer streets generally supply a higher level of mobility, compared to other streets that provide more access.

4. **Street spacing** – Streets of higher classification usually have greater traffic carrying capacity and fewer impediments to travel. Fewer facilities are needed to serve the traffic mobility demands of the community due to their efficiency in moving traffic. This typically means that fewer streets of higher classification are needed, so there will be greater distances between them. The farther the distance of a street from a higher classification street, the more likely it is that the street will function at a similar classification. A greater number of streets of lower classification are needed to provide access to abutting land. Therefore, they must be spaced more closely and there must be many more of them. It is considered most desirable to have a network of multiple lower classification streets feeding into progressively fewer higher classified streets. Based on these guidelines, typical spacing for the different classifications of roadways are as follows:
 - Principal Arterials: 1.0 mile
 - Minor Arterials: 0.3 to 0.7 mile
 - Collectors: 0.25 to 0.5 mile
 - Local Access: 0.1 mile
5. **Street connectivity** – Streets that provide easy connections to other roads of higher classification are likely to function at a similar classification. This can be attributed to the ease of movement perceived by travelers who desire to make that connection. For example, state highways are generally interconnected with one another, to provide a continuous network of high order roadways that can be used to travel into and through urban areas. Urban arterials provide a similar interconnected network at the citywide level. By contrast, collectors often connect local access streets with one or two higher-level arterial streets, thus helping provide connectivity at the neighborhood scale rather than a citywide level. Local streets also provide a high degree of connectivity as a necessary component of property access. However, the street lengths, traffic control, and/or street geometry are usually designed so that anyone but local travelers would consider the route inconvenient.

The Federal-Aid Highway Act of 1973 requires the use of functional highway classification to update and modify the Federal-aid highway systems. Thus, the FHWA and WSDOT have adopted a federal functional classification system for city roadways. Allocation of funds, as well as application of local agency design standards, is based on the federal classification. Federal funds may only be spent on federally classified routes.

Based upon the guidelines provided above, the following changes to functional classifications are recommended:

- Apply for the following federal functional classification upgrade from collector to minor arterial for the following two road segments:
 - 220th Street, 9th Avenue S – SR 99

- 76th Avenue W, 244th Street SW – 212th Street SW
- Apply for the following federal functional classification upgrade from local access to collector for the following six road segments:
 - Dayton Street, 5th Avenue S – 9th Avenue S
 - 200th Street SW, 88th Avenue W – 76th Avenue W
 - 7th Avenue N, Main Street – Caspers Street
 - 80th Avenue W / 180th Street SW, 200th Street – Olympic View Drive
 - 80th Avenue W, 212th Street SW – 220th Street SW
 - 96th Avenue W, 220th Street SW – Walnut Street
- Apply for the following federal functional classification downgrade from collector to local access for the following road segment:
 - Admiral Way, south of W Dayton Street

Table 3-2 summarizes existing and recommended functional classifications for city streets.

Table 3-2. Summary of Existing and Recommended Federal Functional Classifications

Road	Location	Existing	Recommended
No Recommended Changes			
SR 104 (Main Street, Sunset Avenue, Edmonds Way, 244th Street SW)	Edmonds-Kingston Ferry Dock – East City Limits	Principal Arterial	---
244th Street SW	SR 99 – SR 104	Principal Arterial	---
SR 99	244th Street SW – 208th Street SW	Principal Arterial	---
SR 524 (3rd Avenue N, Caspers Street, 9th Avenue N, Puget Drive, 196th Street SW)	Main Street – 76th Avenue W	Principal Arterial	---
3rd Avenue S	Pine Street – Main Street	Principal Arterial	---
Pine Street	Sunset Avenue – 3rd Avenue S	Principal Arterial	---
Main Street	Sunset Avenue – 84th Avenue W	Minor Arterial	---
Olympic View Drive	76th Avenue W – 168th Street SW	Minor Arterial	---
212th Street SW	84th Avenue W – SR 99	Minor Arterial	---
220th Street SW	SR 99 – East City Limits	Minor Arterial	---
228th Street SW	95th Place W – East City Limits	Minor Arterial	---
228th Street SW	SR 99 – East City Limits	Minor Arterial	---
238th Street SW	Edmonds Way – SR 99	Minor Arterial	---
244th Street SW	Firdale Avenue – SR 99	Minor Arterial	---
5th Avenue S	Edmonds Way – Main Street	Minor Arterial	---
100th Avenue W, Firdale Avenue, 9th Avenue S, 9th Avenue N	244th Street SW – Caspers Street	Minor Arterial	---
76th Avenue W	212th Street SW – Olympic View Drive	Minor Arterial	---
Meadowdale Beach Road	76th Avenue W – Olympic View Drive	Collector	---

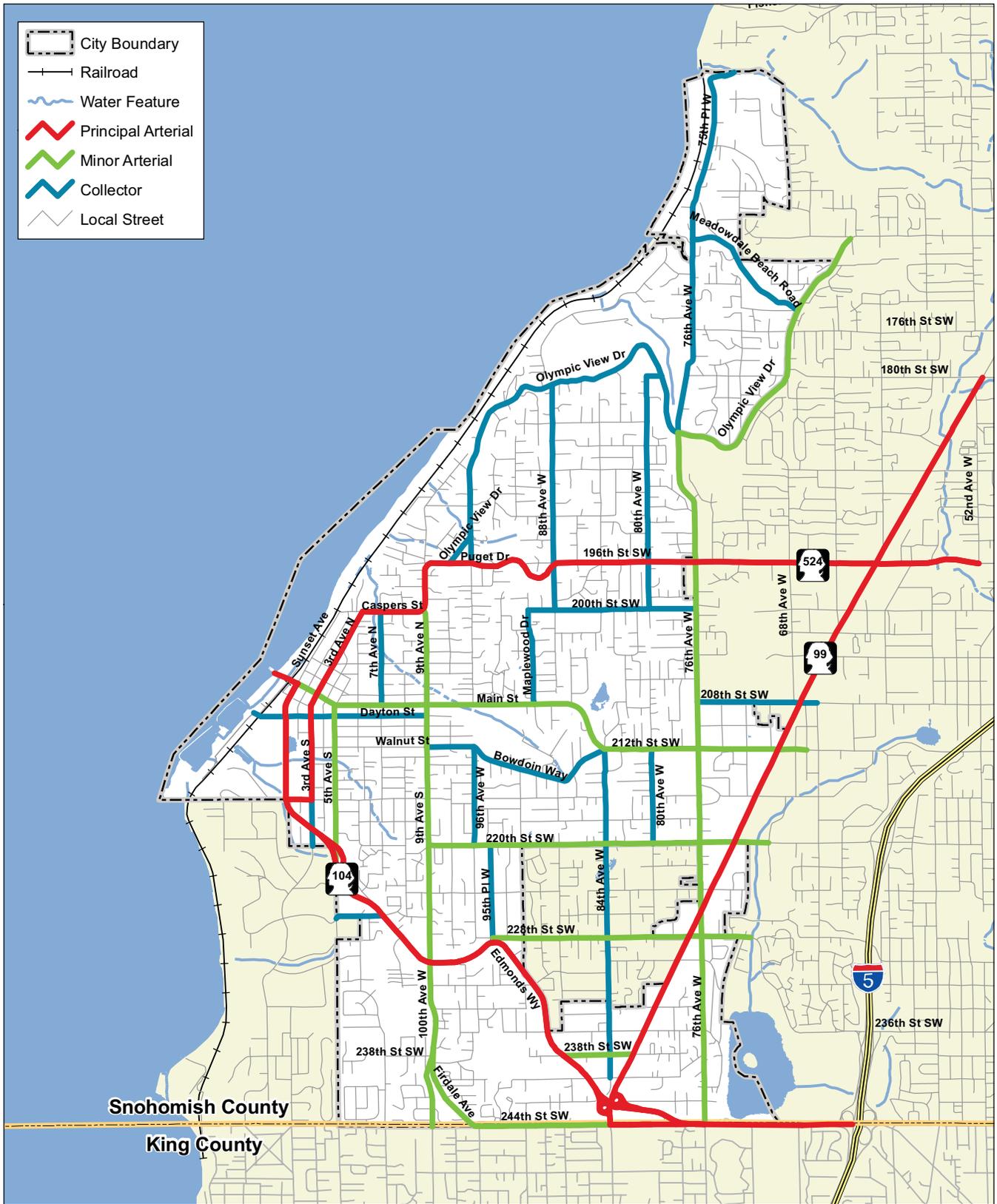
Road	Location	Existing	Recommended
Olympic View Drive	Puget Drive – 76th Avenue W	Collector	---
Walnut Street, Bowdoin Way	9th Avenue S – 84th Avenue W	Collector	---
W Dayton Street, Dayton Street	Admiral Way - 5th Avenue S	Collector	---
208th Street SW	76th Avenue W – SR 99	Collector	---
76th Avenue W, 95th Place W	Olympic View Drive – North City Limits	Collector	---
Olympic Avenue	Puget Drive – Olympic View Drive	Collector	---
Maplewood Drive, 200th Street SW	Main Street – 88th Avenue W	Collector	---
84th Avenue W	212th Street SW – 240th Street SW	Collector	---
88th Avenue W	200th Street SW - Olympic View Drive	Collector	---
95th Place W	Edmonds Way – 220th Street SW	Collector	---
226th Street SW	108th Avenue W – Edmonds Way	Collector	---
3rd Avenue S	Elm Street – Pine Street	Collector	---
Recommended Higher Classification			
220th Street SW	9th Avenue S – SR 99	Collector	Minor Arterial
76th Avenue W	244th Street SW – 212th Street SW	Collector	Minor Arterial
Dayton Street	5th Avenue S – 9th Avenue S	Local Street	Collector
200th Street SW	88th Avenue W – 76th Avenue W	Local Street	Collector
7th Avenue N	Main Street – Caspers Street	Local Street	Collector
80th Avenue W, 180th Street SW	200th Street SW – Olympic View Drive	Local Street	Collector
80th Avenue W	212th Street SW and 220th Street SW	Local Street	Collector
96th Avenue W	220th Street SW – Walnut Street	Local Street	Collector
Recommend Lower Classification			
Admiral Way	South of W Dayton Street	Collector	Local Street

Table 3-3 summarizes the miles of roadway by recommended classification. The table shows that under the recommended classifications, the total proportion of minor arterial would increase slightly, and the proportion of local access street would decrease slightly, compared to existing conditions. Figure 3-3 shows the recommended roadway functional classifications.

Table 3-3. Miles of Roadway by Recommended Federal Functional Classification

Functional Classification	Miles of Roadway in Edmonds	Proportion of Total Roadway	Typical Proportion based on FHWA Guidelines ¹
Principal Arterial	12	7.6%	5% – 10%
Minor Arterial	15	9.6%	10% – 15%
Collector	15	9.6%	5% – 10%
Local Access	115	73.2%	65% – 80%
Total	157		

1. Source: Federal Highway Administration 1989.



Source: City of Edmonds (2008); WSDOT (2008); Snohomish County (2008)



Figure 3-3. Recommended Road Functional Classifications

Street System Inventory

State Highways

There are three Washington state routes located within the city.

- SR 104 (Edmonds Way) runs roughly east-west between the Edmonds-Kingston Ferry dock and I-5.
- SR 524 (Puget Drive/196th Street SW) runs east-west connecting SR 104 to SR 99, I-5, and ultimately SR 522.
- SR 99 runs north-south on the east side of the city, and is the highest traffic-carrying arterial in Edmonds. From Edmonds, it runs north to Everett, and south through Shoreline to Seattle and the Tacoma metropolitan area.

In 1998, the Washington State Legislature passed Highways of Statewide Significance legislation (RCW 47.06.140). Highways of Statewide Significance promote and maintain significant statewide travel and economic linkages. The legislation emphasizes that these significant facilities should be planned from a statewide perspective, and thus they are not subject to local concurrency standards. (WSDOT 2007)

In Edmonds, SR 104 between the Edmonds-Kingston Ferry Dock and I-5, and SR 99 between the south city limits and SR 104 have been designated as Highways of Statewide Significance. The Edmonds-Kingston ferry route is considered to be part of SR 104, and is also identified as a Highway of Statewide Significance. (Washington State Transportation Commission 2006)

City Streets

The city street system is comprised of a grid of principal arterials, minor arterials, collectors, and local streets. Table 3-4 summarizes the city roadways currently classified as principal arterial, minor arterial, or collector. The table shows the existing functional classification, speed limit, number of lanes, and walkway/bikeway characteristics for each of the roadways.

Table 3-4. Inventory of City Streets

Existing City Classification	Street ¹	Location	Speed Limit (mph)	Number of Lanes	Sidewalk	Bikeway
Principal Arterial	Edmonds Way	Pine Street – 244th Street SW	35 – 40	4 – 5	2 sides	None
	SR 99	244th Street SW – 212th Street SW	45	7	2 sides	None
	Sunset Avenue	Pine Street – Dayton Street	40	4 – 5	2 sides	None

Existing City Classification	Street ¹	Location	Speed Limit (mph)	Number of Lanes	Sidewalk	Bikeway
Minor Arterial	Sunset Avenue	Dayton Street – Main Street	25	3	2 sides	None
	Main Street	Sunset Avenue – Ferry Terminal	25	4 – 5	2 sides	None
	244th Street SW	SR 99 – East City Limits	40	4	2 sides	None
	Caspers Street	3rd Avenue N – 9th Avenue N	30	2 – 3	2 sides ²	None
	Firdale Avenue	244th Street SW – 238th Street SW	35	2	2 sides	None
	Main Street	Sunset Avenue – 84th Avenue W	25 – 30	2	2 sides	Bike route
	Olympic View Drive	76th Avenue W – 168th Street SW	30	2-3	2 sides ²	None
	Puget Drive/196th Street SW	9th Avenue N – 76th Avenue W	30 – 35	2 – 4	2 sides mostly ²	None
	3rd Avenue N	Main Street – Caspers Street	25 – 30	2	2 sides	None
	5th Avenue S	Edmonds Way – Main Street	25	2	2 sides	None
	9th Avenue	220th Street SW – Caspers Street	25 – 30	2	2 sides	Bike route
	9th Avenue N	Caspers Street – Puget Drive	30	3	2 sides ²	None
	76th Avenue W	244th Street SW – SR 99	30	2	2 sides	None
	76th Avenue W	SR 99 – 212th Street SW	30	2 – 4	2 sides	None
	76th Avenue W	212th Street SW – Olympic View Drive	30	2	2 sides	None
	100th Avenue W	South City Limits – 238th Street SW	35	2	2 sides	None
	100th Avenue W	238th Street SW – Edmonds Way	30 – 35	4	2 sides	None
	100th Avenue W	Edmonds Way – 220th Street SW	30	2 – 4	2 sides	Bike route
	212th Street SW	84th Avenue W – 76th Avenue W	30	2 – 3	2 sides	Bike route
	212th Street SW	76th Avenue W – SR 99	30	4	2 sides	None
220th Street SW	9th Avenue S – 84th Avenue W	30	2	2 sides	Bike lanes	
220th Street SW	84th Avenue W – SR 99	30	2 – 3	2 sides	None	
228th Street SW	SR 99 – East City Limits	25	2	2 sides	None	

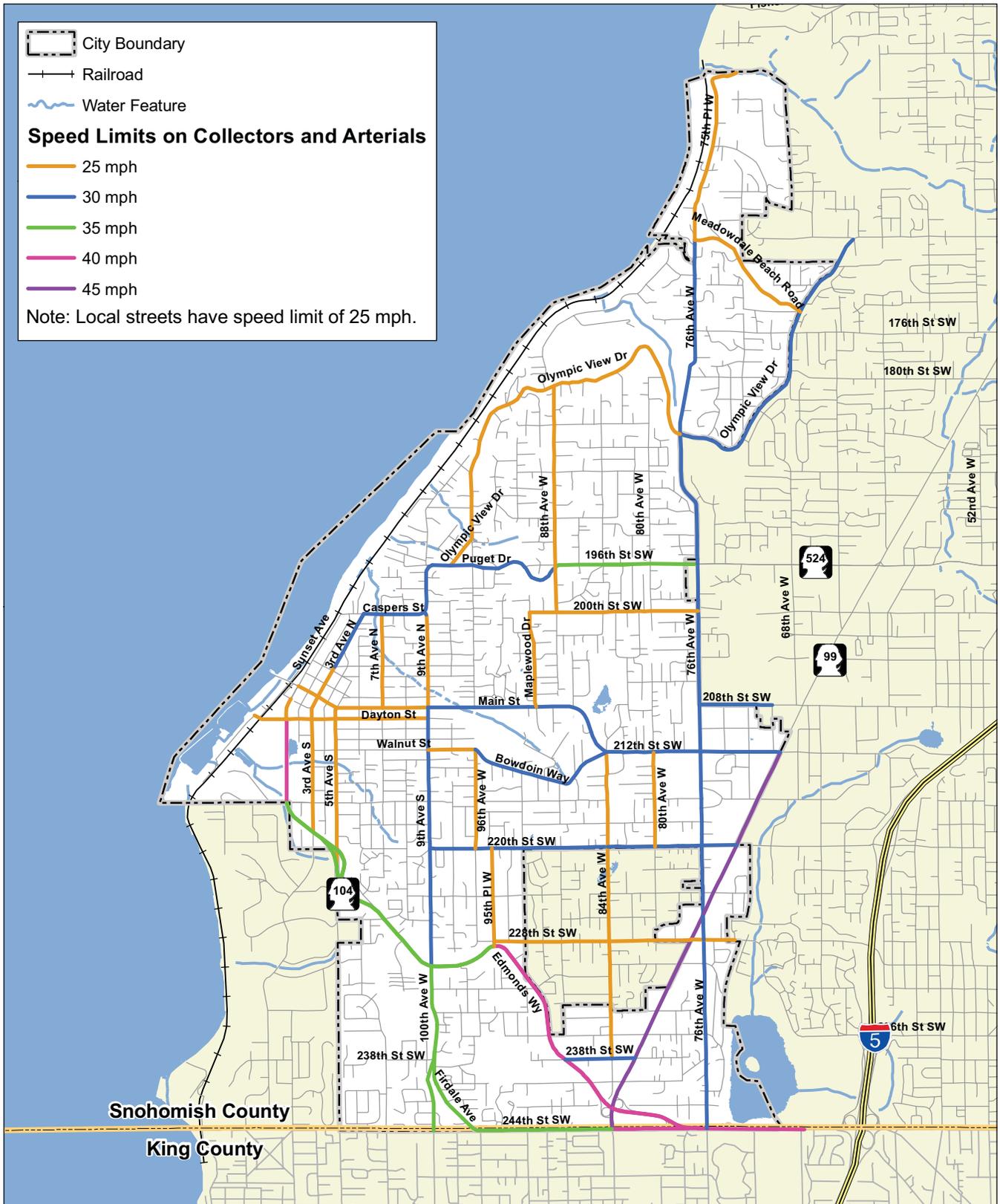
Existing City Classification	Street ¹	Location	Speed Limit (mph)	Number of Lanes	Sidewalk	Bikeway
	238th Street SW	Edmonds Way – SR 99	30	2	2 sides partially	None
	244th Street SW	Firdale Avenue – SR 99	35	2	2 sides	None
Collector	Dayton Street	Admiral Way – 9th Avenue S	25	2	2 sides	Bike route
	Maplewood Drive	Main Street – 200th Street SW	25	2	None	None
	Meadowdale Beach Road	76th Avenue W – Olympic View Drive	25	2	None	None
	Olympic View Drive	Puget Drive – 76th Avenue W	25	2	1 side	None
	Walnut Street, Bowdoin Way	9th Avenue S – 84th Avenue W	25 – 30	2	2 sides	Bike route
	3rd Avenue S	Edmonds Way – Main Street	25	2	2 sides mostly	Bike route
	7th Avenue N	Main Street – Caspers Street	25	2	2 sides mostly	None
	76th Avenue W, 75th Place W	Olympic View Drive – North City Limits	25 – 30	2	1 side ²	None
	80th Avenue W	212th Street SW – 220th Street SW	25	2	1 side	None
	84th Avenue W	238th Street SW – 212th Street SW	25	2	Very short 2 sides	None
	88th Avenue W	200th Street SW - Olympic View Drive	25	2	1 side	None
	95th Place W	Edmonds Way – 220th Street SW	25	2	1 side	None
	96th Avenue W	220th Street SW – Walnut Street	25	2	None	None
	200th Street SW	Maplewood Drive – 76th Avenue W	25	2	1 side	None
	208th Street SW	76th Avenue W – East City Limits	30	2	None	Bike lane
	228th Street SW	95th Place W – SR 99	25	2	Very short 2 sides	None

1. All other city streets not listed in this table are local access streets.

2. Under construction as of summer 2009.

Speed Limits

Figure 3-4 shows speed limits on collectors and arterials in Edmonds. The speed limits range from 25 miles per hour (mph) to 45 mph. The speed limit on local access streets is 25 mph.



Source: City of Edmonds (2008); WSDOT (2008);
 Snohomish County (2008)

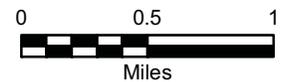


Figure 3-4. Speed Limits on City Streets
 City of Edmonds Comprehensive Transportation Plan
 November 2009

Traffic Control

Traffic signals and stop signs are used to provide traffic controls at intersections with high traffic volume. These devices aid in control of traffic flow. In addition, these devices help to minimize accidents at intersections. Figure 3-5 shows the city intersections controlled by traffic signals and those controlled by all-way stop signs. There are 29 signalized intersections, two emergency signals, and 43 all-way stop controlled intersections in the city. Intersections located on Highways of Statewide Significance are maintained by WSDOT while others are maintained by the City.

Traffic Calming Devices

Traffic calming devices are physical devices installed on neighborhood residential streets, to discourage speeding, reduce cut-through traffic, and/or improve safety. Traffic calming devices are currently in place at many locations throughout Edmonds. These measures have been installed as part of capital improvement projects, as opportunities were presented, and occasionally in response to citizen requests.

The following types of traffic calming devices are currently present within the city:

- **Bulb-outs** – curb extensions that are used to narrow the roadway either at an intersection or at mid-block along a street corridor. Their primary purpose is to make intersections more pedestrian friendly by shortening the roadway crossing distance and drawing attention to pedestrians via raised peninsula. Additionally, a bulb-out often tightens the curb radius at the corner, which reduces the speeds of turning vehicles.
- **Chicane** – series of curb extensions that alternate from one side of the street to the other, which narrows the roadway and requires drivers to slow down to travel through the chicane. Typically, a series of at least three curb extensions is used.
- **Partial closure** – involves closing down one lane of a two-lane roadway along with a “Do Not Enter” or “One Way” sign, in order to reduce cut-through traffic.
- **Raised pavement markers** – 4-inch diameter raised buttons placed in design sequence across a road, causing a vehicle to vibrate and alert the motorist to an upcoming situation. Raised pavement markers may be used in conjunction with curves, crosswalks, pavement legends and speed limit signs. They are most effective when used to alert motorists to unusual conditions ahead, and are most commonly used on approaches to stop signs, often in situations where the visibility of a stop sign is limited.
- **Speed hump** – rounded raised area placed across the roadway that is approximately 3 to 4 inches high and 12 to 22 feet long. This treatment is used to slow vehicles by forcing them to decelerate in order to pass over them comfortably. The design speeds for speed humps are 20 to 25 mph.
- **Traffic circle** – raised island placed in the center of an intersection which forces traffic into circular maneuvers. Motorists yield to vehicles already in the intersection and only need to consider traffic approaching in one direction. Traffic circles prevent drivers from speeding through intersections by impeding straight-through movement.

Table 3-5 summarizes traffic calming devices located throughout the city. Figure 3-6 shows the locations of these traffic calming devices.

Table 3-5. Inventory of Existing Traffic Calming Devices

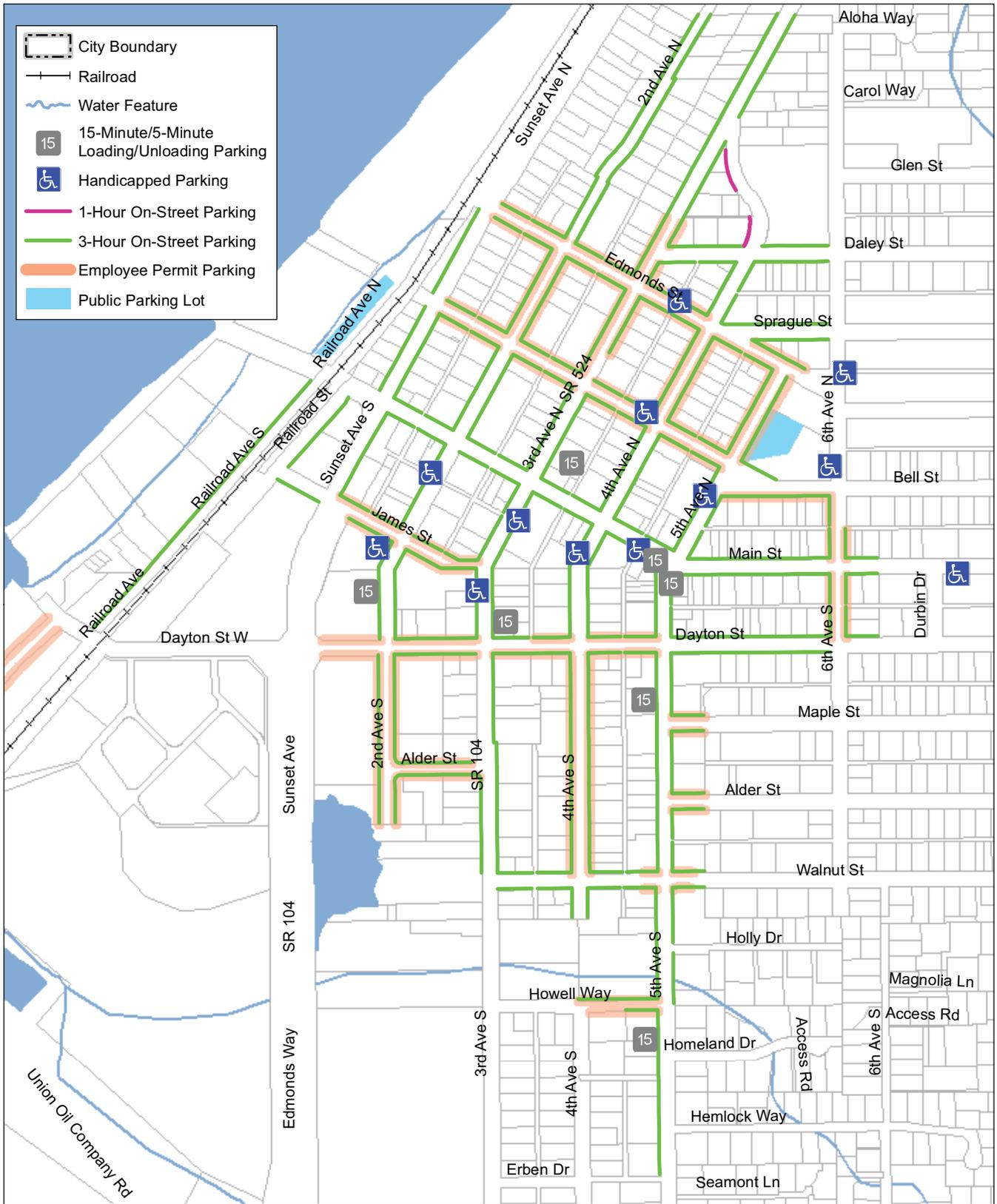
Location	Traffic Calming Device
Dayton Street, between 2nd Avenue S and 7th Avenue S	Bulb-Out
Main Street, between 2nd Avenue and 5th Avenue	Bulb-Out
Main Street, between 6th Avenue and 8th Avenue	Raised Pavement Markers
5th Avenue S, between Main Street and Walnut Street	Bulb-Out
238th Street SW, between SR 99 and 78th Avenue W	Chicane; Speed Hump
240th Street SW, between SR 99 and 78th Avenue W	Chicane; Speed Hump
Caspers Street and 2nd Avenue N	Partial Closure (one-way outlet)
76th Avenue W, approaching 216th Street SW	Raised Pavement Markers
City Park Access Roads	Speed Hump
7th Avenue S, between Birch Street and Elm Street	Speed Hump
78th Avenue W, between 238th Street SW and 236th Street SW	Speed Hump
166th Place SW, between 74th Place W and 72nd Avenue W	Speed Hump
191st Street SW, between 80th Avenue W and 76th Avenue W	Speed Hump
215th Street SW, between 76th Avenue W and 73rd Place W	Speed Hump
238th Place SW, between 78th Avenue W and 76th Avenue W	Speed Hump
Dayton Street and 8th Avenue S	Traffic Circle
Main Street and 5th Avenue	Traffic Circle

Parking

On-street parking is available throughout most of the city. Parking is accommodated on the street and in private parking lots associated with existing development. Public parking is provided throughout the city at no charge to drivers. In the downtown area, parking is limited to three hours along most of the downtown streets, with certain stalls designated for handicapped parking, one-hour parking, and loading/unloading.

The City has established an employee permit parking program to provide more parking to the general public in high demand parking areas by encouraging Edmonds' business owners and employees to park in lower demand parking areas. The permit authorizes permit employees to park for more than three hours in three-hour parking areas if the parking is part of a commute to work.

A three-hour public parking lot is provided at the Edmonds Police Department/Fire Department. Supply is currently adequate to accommodate parking demand. The City will continue to monitor parking demand and supply and make adjustments as needed. Figure 3-7 shows the downtown streets on which three hour parking, one hour parking, and handicapped parking are located.



Source: City of Edmonds (2008); WSDOT (2008); Snohomish County (2008)

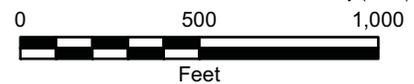


Figure 3-7. Downtown Parking
 City of Edmonds Comprehensive Transportation Plan
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Street Standards

The City has adopted street design standards for residential, business and commercial access roads, and follows established design guidelines for other streets. The Goals and Objectives of the Transportation Plan relate street design to the desires of the local community, and advise that design be at a scale commensurate with the function that the street serves. Guidelines are therefore important to provide designers with essential elements of street design as desired by the community. Essential functions of streets in Edmonds include vehicle mobility, pedestrian access, bicycle access and aesthetics.

Street design guidelines for the City are based on the State of Washington Local Agency Guidelines for roadway design (WSDOT 2008) and ECDC Title 18. These guidelines specify that lane widths should be 11 to 12 feet depending on the location of curbs and percentage of truck traffic. Left-turn lanes increase capacity, reduce vehicular accidents, and improve access to adjacent property. Bicycle lanes should be provided along major traffic corridors, and when striped, should be a minimum of 5 feet in width. Sidewalk widths should be a minimum of 5 feet in low pedestrian volume areas, and a minimum of 7 feet in high pedestrian volume areas. Landscaped medians are especially important to soften wide expanses of pavement, to provide a haven for crossing pedestrians, and to provide aesthetic treatment to streets.

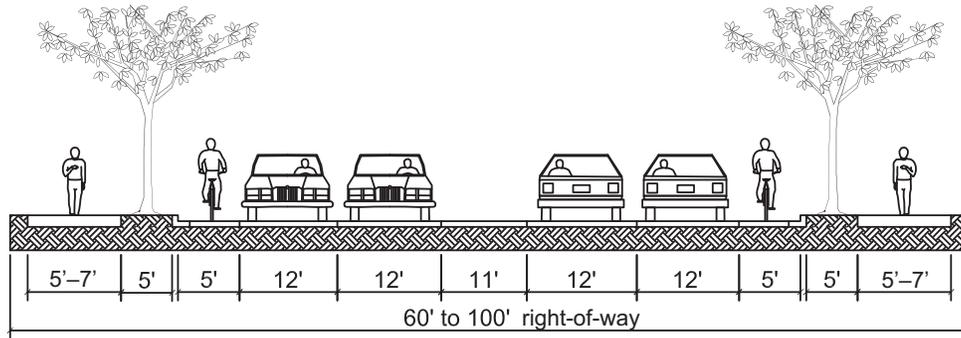
The adoption of design guidelines is advantageous over the adoption of standards in that it allows a needed flexibility in design that may not be permitted by strict standards. Often when designing streets obstacles are encountered that require modification in design approach. Impediments might include topographic features that make road construction difficult or very expensive; inadequate available right-of-way to allow for all desired features; or environmentally sensitive areas that require modification to avoid adverse impacts. Additionally, funding or grant sources may require specific features or dimensions.

Table 3-6 summarizes typical guidelines applied to the design of different types of roads in Edmonds. Figure 3-8 illustrates typical cross sections for each functional classification of road. Figure 3-9 illustrates the downtown area which sidewalks are required on both sides of the street.

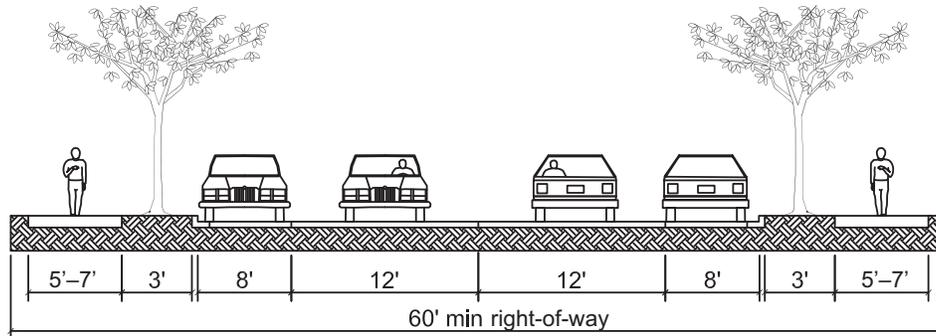
Table 3-6. Typical Roadway Cross Sections

Item	Principal Arterial	Minor Arterial	Collector	Local Street
Access Control	Controlled	Partial	Partial	Partial
Posted Speed (mph)	35 – 50	30 – 35	25 – 30	15 – 25
Number of Lanes	4 – 7	2 – 4	2 – 3	2
Lane Width Interior (feet)	11	11	11	8 – 11 ¹
Lane Width Exterior (feet)	12	12	12	N/A
Minimum right of way (feet)	60	60	55	33
Curb and Gutter	Yes, vertical	Yes, vertical	Yes, vertical	Yes, vertical
Sidewalk Width (feet)	5 – 7	5 – 7	5 – 7	5 – 7
Right-of-Way Width (feet)	60 – 100	60 min.	60 min.	20 min.
Parking Lane	None	8-foot lanes, when required	8-foot lanes, when required	8-foot lanes, when required
Pavement Type	By design	By design	By design	By design
Design Vehicle	City Bus	City Bus	City Bus	City Bus
Bike Lane	5-foot lanes, when required			
Landscaping Strip ²	5	3	As required	As required
Drainage	By design	By design	By design	By design

1. Local roads that are 16-feet wide are not striped as two lanes.
2. Can be fully planted strip or full-width sidewalks with tree grates.

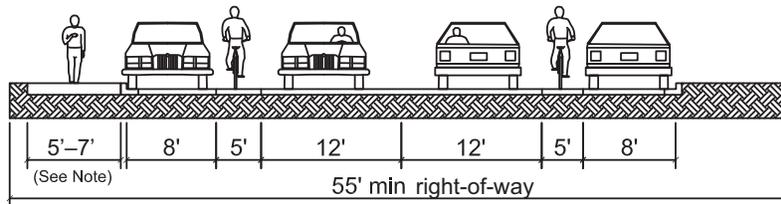


Principal Arterial - 4 to 7 Lanes



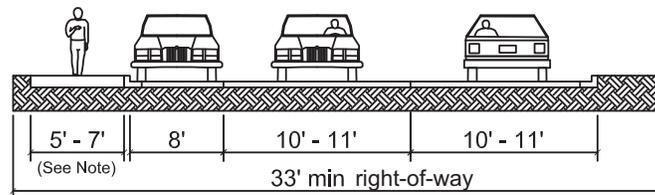
Minor Arterial - 2 to 4 Lanes

Cross section may be re-configured to incorporate any of the following:
 - 5' wide bike lanes, 11' wide two - way left turn lane, and/or two 12' wide lanes per approach.



Collector - 2 to 3 Lanes

Cross section may be re-configured to incorporate an 11' wide two - way left turn lane
 Note: a) Sidewalks required on both sides of the street as shown on Figure 3-9
 b) 7' wide sidewalk required if street is designated on Street Tree Plan.



Local Street - 2 Lanes

Note: a) Sidewalks required on both sides of the street as shown on Figure 3-9
 b) 7' wide sidewalk required if street is designated on Street Tree Plan.

Typical cross sections may be modified to include low impact development design features.



Figure 3-8. Typical Roadway Cross Sections

Road Conditions

Existing Operating Conditions

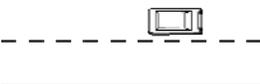
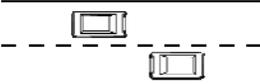
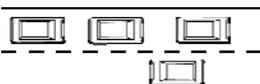
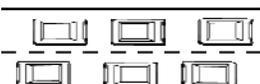
Traffic volumes

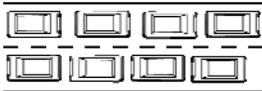
Daily traffic counts and PM peak hour traffic counts were taken at numerous locations throughout the city in April 2008. The analysis of existing operating conditions on city roadways is based on this data.

Level of Service

LOS is the primary measurement used to determine the operating quality of a roadway segment or intersection. The quality of traffic conditions is graded into one of six LOS designations: A, B, C, D, E, or F. Table 3-7 presents typical characteristics of the different LOS designations. LOS A and B represent the fewest traffic slow-downs, and LOS C and D represent intermediate traffic congestion. LOS E indicates that traffic conditions are at or approaching urban congestion; and LOS F indicates that traffic volumes are at a high level of congestion and unstable traffic flow.

Table 3-7. Typical Roadway Level of Service Characteristics

Level of Service	Characteristic Traffic Flow
<p>A</p> 	<p>Free flow – Describes a condition of free flow with low volumes and high speeds. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. Stopped delay at intersections is minimal.</p>
<p>B</p> 	<p>Stable flow – Represents reasonable unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tensions.</p>
<p>C</p> 	<p>Stable flow – In the range of stable flow, but speeds and maneuverability are more closely controlled by the higher volumes. The selection of speed is now significantly affected by interactions with others in the traffic stream, and maneuvering within the traffic stream required substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.</p>
<p>D</p> 	<p>Stable flow – Represents high-density, but stable flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience- Small increases in traffic flow will generally cause operational problems at this level.</p>

Level of Service	Characteristic Traffic Flow
E	 <p>Unstable flow – Represents operating conditions at or near the maximum capacity level. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor disturbances within the traffic stream will cause breakdowns</p>
F	 <p>Forced flow – Describes forced or breakdown flow, where volumes are above theoretical capacity. This condition exists wherever the amount of traffic approaching a point exceeds the amount that can traverse the point. Queues form behind such locations, and operations within the queue are characterized by stop-and-go waves that are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclical fashion.</p>

Source: Transportation Research Board 2000

Level of Service Criteria

Methods described in the Highway Capacity Manual (Transportation Research Board 2000) are used to calculate the LOS for signalized and stop-controlled intersections. Table 3-8 summarizes the LOS criteria for signalized and stop-controlled intersections. LOS for intersections is determined by the average amount of delay experienced by vehicles at the intersection. For stop-controlled intersections, LOS depends on the average delay experienced by drivers on the stop-controlled approaches. Thus, for two-way or T-intersections, LOS is based on the average delay experienced by vehicles entering the intersection on the minor (stop-controlled) approaches. For all-way stop controlled intersections, LOS is determined by the average delay for all movements through the intersection. The LOS criteria for stop-controlled intersections have different threshold values than those for signalized intersections, primarily because drivers expect different levels of performance from distinct types of transportation facilities. In general, stop-controlled intersections are expected to carry lower volumes of traffic than signalized intersections. Thus, for the same LOS, a lower level of delay is acceptable at stop-controlled intersections than it is for signalized intersections.

Table 3-8. Level of Service Criteria for Intersections

LOS Designation	Average Delay per Vehicle (seconds/vehicle)	
	Signalized Intersections	Stop-Controlled Intersections
A	≤ 10	≤ 10
B	> 10 – 20	> 10 – 15
C	> 20 – 35	> 15 – 25
D	> 35 – 55	> 25 – 35
E	> 55 – 80	> 35 – 50
F	> 80	> 50

Source: Transportation Research Board 2000

The Highway Capacity Manual methodology does not provide methods for analyzing delay, queues, or LOS of roundabouts. Therefore, LOS analysis for roundabouts is calculated using methods presented in a FHWA report that provides an approach for estimating the average vehicle delay at each entry point along the rotary (FHWA 2000). Utilizing this method, the LOS of the rotary is based upon the average vehicle delay at its most congested entry point. Because LOS thresholds for roundabouts are not provided in the FHWA report, the Highway Capacity Manual criteria for stop-controlled intersections (see Table 3-8) is applied, because drivers’ expectations for delay at a roundabout more closely resemble expectations at a stop sign than at a signal (e.g. a lower level of delay is considered acceptable).

Concurrency and Level of Service Standard

Under GMA, concurrency is the requirement that adequate infrastructure be planned and financed to support the City’s adopted future land use plan. LOS standards are used to evaluate the transportation impacts of long-term growth and concurrency. In order to monitor concurrency, the jurisdictions adopt acceptable roadway operating conditions that are then used to measure existing or proposed traffic conditions and identify deficiencies. The City has adopted LOS standards for city streets and state routes in the city that are subject to concurrency. Table 3-9 shows the City LOS standards.

Table 3-9. Level of Service Standards

Facility	Standard
City Streets	Arterials: LOS D or better (except state routes); Collectors: LOS C or better.
State Routes ¹	SR 99 north of SR 104; SR 524: LOS E or better.

1. State routes for which a standard is designated are Highways of Regional Significance, and are subject to City concurrency requirements. State routes designated as Highways of Statewide Significance (SR 104; and SR 99 south of SR 104) are not subject to concurrency and thus no City standard is defined for these facilities. However, to monitor operations on Highways of Statewide Significance, the City identifies existing or potential future deficiencies if the WSDOT standard of LOS D is exceeded.

LOS is measured at intersections during a typical weekday PM peak hour, using analysis methods outlined in the Highway Capacity Manual (Transportation Research Board 2000) and discussed in the previous section. For intersections of roads with different functional classifications, the standard for the higher classification shall apply.

Intersections that operate below these standards are considered deficient under concurrency. Deficiencies are identified either as existing deficiencies, meaning they are occurring under existing conditions and not as the result of future development, or as projected future deficiencies, meaning that they are expected to occur under future projected conditions. Concurrency management ensures that development, in conformance with the adopted land use element of the Comprehensive Plan, will not cause a transportation facility’s operations to drop below the adopted standard. Transportation capacity expansion or demand management strategies must be in place or financially planned to be in place within six years of development use.

Transportation concurrency is a term that describes whether a roadway is operating at its adopted LOS standard. The adopted standard indicates a jurisdiction's intent to maintain transportation service at that level, which has budgetary implications. If a city adopts a high LOS standard, it will have to spend more money to maintain the roadways than if it adopts a low LOS standard. On the other hand, a standard that is too low may lead to an unacceptable service level and reduce livability for the community or neighborhood. Under the GMA, if a development would cause the LOS to fall below the jurisdiction's adopted standard, it must be denied unless adequate improvements or demand management strategies can be provided concurrent with the development. The key is to select a balanced standard—not so high as to be unreasonable to maintain, and not so low as to allow an unacceptable level of traffic congestion.

Highways of Statewide Significance (in Edmonds, SR 104, and SR 99 south of SR 104) are not subject to local concurrency standards. However, WSDOT has established a standard of LOS D for these facilities. The City monitors Highways of Statewide Significance, and coordinates with WSDOT to address any deficiencies that are identified.

Existing Level of Service

Table 3-10 presents existing PM peak hour LOS for 24 intersections throughout the city. Existing intersection LOS is also shown in Figure 3-10. The analysis indicates that the following four stop-controlled intersections are currently operating below the City's adopted LOS standard:

- Puget Drive and 88th Avenue W
- 212th Street SW and 84th Avenue W
- Main Street and 9th Avenue N
- Walnut Street and 9th Avenue S

The intersection of 238th Street SW and Edmonds Way is operating at LOS F during the PM peak hour. It is located on SR 104, which is a Highway of Statewide Significance, and thus is under WSDOT jurisdiction and is not subject to City concurrency standards. However, the City still considers exceeding LOS E to be an operational deficiency, and will work with WSDOT to address issues at this location.

Table 3-10. Existing PM Peak Hour Intersection LOS

	Intersection	Traffic Control	Existing LOS	Average Delay (sec/veh)	LOS Standard	Jurisdiction
1	174th Street SW and Olympic View Drive	Eastbound Stop-Control	C	21	D	Edmonds
2	Olympic View Drive and 76th Avenue W	All-Way Stop-Control	D	27	D	Edmonds
3	196th Street SW and 76th Avenue W	Signal	D	37	D	Edmonds
4	Puget Drive (SR 524) and 88th Avenue W	Northbound/Southbound Stop-Control	C/F ^{1,2}	24/52	E	Edmonds
5	Puget Drive and Olympic View Drive	Signal	B	16	D	Edmonds
6	Caspers Street and 9th Avenue N (SR 524)	Northbound Stop-Control	C	24	E	Edmonds
7	208th Street SW and 76th Avenue W	Signal	B	11	D	Edmonds
8	212th Street SW and SR 99	Signal	D	51	E	Edmonds
9	212th Street SW and 76th Avenue W	Signal	D	50	D	Edmonds
10	212th Street SW and 84th Avenue W	All-Way Stop-Control	F ²	110	D	Edmonds
11	Main Street and 9th Avenue N	All-Way Stop-Control	E ²	48	D	Edmonds
12	Walnut Street and 9th Avenue S	All-Way Stop-Control	E ²	44	D	Edmonds
13	Main Street and 3rd Avenue N (SR 5524)	Signal	A	7	E	Edmonds
14	220th Street SW and SR 99	Signal	D	45	E	Edmonds
15	220th Street SW and 76th Avenue W	Signal	D	48	D	Edmonds
16	220th Street SW and 84th Avenue W	Signal	A	7	D	Edmonds
17	220th Street SW and 9th Avenue S	Signal	B	13	D	Edmonds
18	Edmonds Way (SR 104) and 100th Avenue W	Signal	C	31	⁽³⁾	Edmonds/WSDOT
19	238th Street SW and SR 99	Signal	B	18	E	Edmonds
20	238th Street SW and Edmonds Way (SR 104)	Eastbound/Westbound Stop-Control	F/D ¹	80/31	⁽³⁾	Edmonds/WSDOT
21	244th Street SW (SR 104) and 76th Avenue W	Signal	D	48	⁽³⁾	Edmonds/WSDOT
22	244th Street SW (SR 104) and SR 99	Signal	D	42	⁽³⁾	Shoreline/Edmonds/WSDOT
23	238th Street SW and 100th Avenue W	Signal	B	12	D	Edmonds
24	238th Street SW and Firdale Avenue	Signal	B	16	D	Edmonds

1. For two-way stop controlled intersections, the LOS and average delay is presented for each stop-controlled movement.

2. LOS exceeds standard.

3. State routes designated as Highways of Statewide Significance are not subject to concurrency and thus no City standard is defined for these facilities. However, to monitor operations on Highways of Statewide Significance (SR 104, and SR 99 south of SR 104), the City identifies existing or potential future deficiencies if LOS D is exceeded.

Future Operations

This section presents the methodology used to forecast roadway operating conditions through 2025, and provides an assessment of those future traffic conditions if no additional improvements are made to the transportation system.

Travel Demand Forecasting Model

For this Transportation Plan, a travel demand forecasting model was developed to analyze future travel demand and traffic patterns for the weekday PM peak hour, which is typically the hour in which the highest level of traffic occurs, and is the time period in which concurrency assessment is based. The major elements of the model include:

- Transportation network and zone development
- Existing land use inventory
- Trip generation
- Trip distribution
- Network assignment
- Model calibration
- Model of future traffic conditions

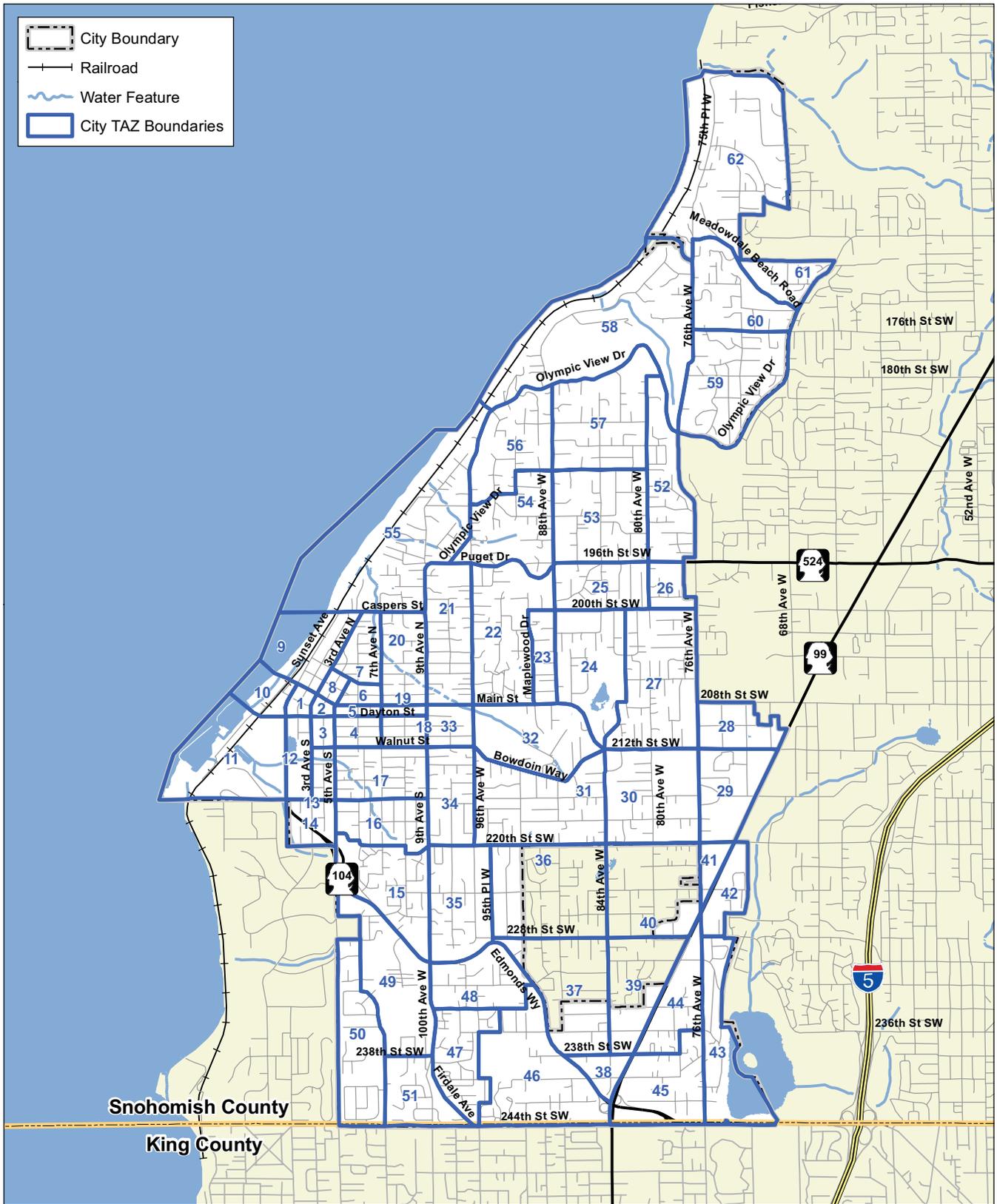
These elements are described in the following sections.

Transportation Network and Zone Development

The analysis roadway network is represented as a series of links (roadway segments) and nodes (intersections). Road characteristics such as capacity, length, speed, and turning restrictions at intersections are coded into the network. The geographic area covered by the model is divided into transportation analysis zones (TAZs) that have similar land use characteristics. Figure 3-11 shows the TAZs that were developed for the Edmonds model. The PSRC regional transportation model was used as the basis for both transportation network and TAZ definitions. For the more detailed Edmonds model, some larger TAZs from the regional model were subdivided into smaller TAZs, and the roadway network was analyzed in greater detail. Consistency with the regional model allows land use and roadway information that was updated in the development of the Edmonds model to be easily transferred to PSRC for the next update of the regional model.

Existing Land Use Inventory

Existing land use was based on a citywide land use inventory completed for this project in 2008. In order to establish an accurate base map of existing land use, land use was confirmed using assessor records, supplemental aerial photos, and field verification. For the model area outside the city limits, land use was based on regional population and employment inventory provided by the PSRC. The land use is summarized by TAZ, as shown in Figure 3-11.



Source: City of Edmonds (2008); WSDOT (2008); Snohomish County (2008)

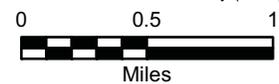


Figure 3-11. Transportation Analysis Zones

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Trip Generation

The trip generation step estimates the total number of trips produced by and attracted to each TAZ in the model area. The trips are estimated using statistical data on population and household characteristics, employment, economic output, and land uses. Trips are categorized by their general purpose, including:

- Home-based-work, or any trip with home as one end and work as the other end;
- Home-based-other, or any non-work trip with home as one end;
- Non-home-based, or any trip that does not have home at either end.

The trip generation model estimates the number of trips generated per household and employee during the analysis period for each of these purposes. The output is expressed as the total number of trips produced in each TAZ and the total number of trips attracted to each TAZ, categorized by trip purpose.

Trip Distribution

The trip distribution step allocates the trips estimated by the trip generation model to create a specific zonal origin and destination for each trip. This is accomplished using the gravity model, which distributes trips according to two basic assumptions: (1) more trips will be attracted to larger zones (the size of a zone is defined by the number of attractions estimated in the trip generation phase, not the geographical size), and (2) more trip interchanges will take place between zones that are closer together than the number that will take place between zones that are farther apart. The result is a trip matrix for each of the trip purposes specified in trip generation. This matrix estimates how many trips are taken from each zone (origin) to every other zone (destination). The trips are often referred to as trip interchanges.

Network Assignment

The roadway network is represented as a series of links (roadway segments) and nodes (intersections). Each roadway link and intersection node is assigned a functional classification, with associated characteristics of length, capacity, and speed. This information is used to determine the optimum path between all the zones based on travel time and distance.

The trips are distributed from each of the zones to the roadway network using an assignment process that takes into account the effect of increasing traffic on travel times. The result is a roadway network with traffic volumes calculated for each segment of roadway. The model reflects the effects of traffic congestion on the roadway network.

Model Calibration

A crucial step in the modeling process is the calibration of the model. The modeling process can generally be described as defining the existing roadway system as a model network and applying trip patterns based on existing land use. The model output, which consists of estimated traffic volumes on each roadway segment, is compared to existing traffic counts. Adjustments are made to the model inputs until the modeled existing conditions replicate actual existing conditions,

within accepted parameters. Once the model is calibrated for existing conditions, it can be used as the basis for analyzing future traffic conditions and the impacts of potential improvements to the roadway network.

Model of Future Traffic Conditions

Future travel demand is based on projections of future land use patterns and community growth. Based on population and employment forecasts, the City provided these growth assumptions for the next 20 years. The growth assumptions represent the higher end of possible ranges, resulting in a more conservative assessment of the impact of future land use on traffic conditions. For the model area outside the city limits, future land use projections were based on PSRC forecasts.

Using the same general process described for modeling existing conditions, the forecasted land use data is used to estimate the number of trips that will be generated in future travel. These trips are then distributed among the TAZs, and assigned to the roadway network. The result is a model of projected future traffic conditions, under the projected future land use scenario.

For future analysis under 2015 conditions, a straight-line growth between existing and projected 2025 traffic volumes was assumed. This is based on the assumption that steady growth between existing and planned 2025 land uses will occur.

2015 Conditions without Improvements

Table 3-11 presents projected PM peak hour LOS for city intersections by 2015, with existing transportation infrastructure in place. Projected 2015 LOS at the analysis intersections is also shown in Figure 3-12. The following locations are projected to operate below the City's adopted LOS standards under the 2015 conditions, if no additional improvements are made to the transportation system:

- Olympic View Drive and 76th Avenue W
- Puget Drive and 88th Avenue W (deficient under existing conditions)
- 212th Street SW and 76th Avenue W
- 212th Street SW and 84th Avenue W (deficient under existing conditions)
- Main Street and 9th Avenue N (deficient under existing conditions)
- Walnut Street and 9th Avenue S (deficient under existing conditions)
- 220th Street SW and 76th Avenue W

Analysis indicates that the intersection of 238th Street SW and Edmonds Way will operate at LOS F in 2015. As it is located along a Highway of Statewide Significance, this intersection is not subject to City concurrency standards. However, the City still considers exceeding LOS D to be an operational deficiency, and will work with WSDOT to address it.

Table 3-11. 2015 Intersection Level of Service – without Improvements

	Intersection	Existing Traffic Control	2015 LOS	Average Delay (sec/veh)	LOS Standard	Juris-diction
1	174th Street SW and Olympic View Drive	Westbound Stop-Control	D	33	D	Edmonds
2	Olympic View Drive and 76th Avenue W	All-Way Stop-Control	F ²	93	D	Edmonds
3	196th Street SW and 76th Avenue W	Signal	D	42	D	Edmonds
4	Puget Drive (SR 524) and 88th Avenue W	Northbound/Southbound Stop-Control	F/F ^{1,2}	55/236	E	Edmonds
5	Puget Drive and Olympic View Drive	Signal	B	16	D	Edmonds
6	Caspers Street and 9th Avenue N (SR 524)	Northbound Stop-Control	E	37	E	Edmonds
7	208th Street SW and 76th Avenue W	Signal	B	15	D	Edmonds
8	212th Street SW and SR 99	Signal	E	77	E	Edmonds
9	212th Street SW and 76th Avenue W	Signal	F ²	81	D	Edmonds
10	212th Street SW and 84th Avenue W	All-Way Stop-Control	F ²	172	D	Edmonds
11	Main Street and 9th Avenue N	All-Way Stop-Control	F ²	89	D	Edmonds
12	Walnut Street and 9th Avenue S	All-Way Stop-Control	F ²	80	D	Edmonds
13	Main Street and 3rd Avenue N (SR 524)	Signal	A	8	E	Edmonds
14	220th Street SW and SR 99	Signal	E	72	E	Edmonds
15	220th Street SW and 76th Avenue W	Signal	E ²	55	D	Edmonds
16	220th Street SW and 84th Avenue W	Signal	A	9	D	Edmonds
17	220th Street SW and 9th Avenue S	Signal	B	13	D	Edmonds
18	Edmonds Way (SR 104) and 100th Avenue W	Signal	D	36	(³)	Edmonds/WSDOT
19	238th Street SW and SR 99	Signal	C	24	E	Edmonds
20	238th Street SW and Edmonds Way (SR 104)	Eastbound/Westbound Stop-Control	F/F ¹	371/56	(³)	Edmonds/WSDOT
21	244th Street SW (SR 104) and 76th Avenue W	Signal	E	57	(³)	Edmonds/WSDOT
22	244th Street SW (SR 104) and SR 99	Signal	D	50	(³)	Shoreline/Edmonds/WSDOT
23	238th Street SW and 100th Avenue W	Signal	B	15	D	Edmonds
24	238th Street SW and Firdale Avenue	Signal	C	21	D	Edmonds

1. For two-way stop controlled intersections, the LOS and average delay is presented for each stop-controlled movement.

2. LOS exceeds standard.

3. State routes designated as Highways of Statewide Significance are not subject to concurrency and thus no City standard is defined for these facilities. However, to monitor operations on Highways of Statewide Significance (SR 104, and SR 99 south of SR 104), the City identifies existing or potential future deficiencies if LOS D is exceeded.

2025 Conditions without Improvements

Table 3-12 presents projected PM peak hour LOS for city intersections by 2025, with existing transportation infrastructure in place. Projected 2025 LOS at the analysis intersections is also shown in Figure 3-13. The following locations are projected to operate below the City's adopted LOS standards under the 2025 conditions, if no additional improvements are made to the transportation system:

- 174th Street SW and Olympic View Drive
- Olympic View Drive and 76th Avenue W (deficient under 2015 conditions)
- Puget Drive and 88th Avenue W (deficient under existing conditions)
- Caspers Street and 9th Avenue N
- 212th Street SW and SR 99
- 212th Street SW and 76th Avenue W (deficient under 2015 conditions)
- 212th Street SW and 84th Avenue W (deficient under existing conditions)
- Main Street and 9th Avenue N (deficient under existing conditions)
- Walnut Street and 9th Avenue S (deficient under existing conditions)
- 220th Street SW and SR 99 (deficient under 2015 conditions)
- 220th Street SW and 76th Avenue W

Analysis indicates that the intersections of 238th Street SW / Edmonds Way and 244th Street SW / 76th Avenue W will operate at LOS F by 2025. As they are located along a Highway of Statewide Significance, these intersections are not subject to City concurrency standards. However, the City still considers exceeding LOS D to be operational deficiencies, and will work with WSDOT to address them.

Table 3-12. 2025 Intersection Level of Service – without Improvements

	Intersection	Traffic Control	2025 LOS	Avg Delay (sec/veh)	LOS Standard	Jurisdiction
1	174th Street SW and Olympic View Drive	Westbound Stop-Control	F ²	75	D	Edmonds
2	Olympic View Drive and 76th Avenue W	All-Way Stop-Control	F ²	180	D	Edmonds
3	196th Street SW and 76th Avenue W	Signal	D	47	D	Edmonds
4	Puget Drive (SR 524) and 88th Avenue W	Northbound/Southbound Stop-Control	F/F ^{1,2}	ECL ³	E	Edmonds
5	Puget Drive and Olympic View Drive	Signal	B	20	D	Edmonds
6	Caspers Street and 9th Avenue N (SR 524)	Northbound Stop-Control	F ²	74	E	Edmonds
7	208th Street SW and 76th Avenue W	Signal	B	19	D	Edmonds
8	212th Street SW and SR 99	Signal	F ²	129	E	Edmonds
9	212th Street SW and 76th Avenue W	Signal	F ²	136	D	Edmonds
10	212th Street SW and 84th Avenue W	All-Way Stop-Control	F ²	204	D	Edmonds
11	Main Street and 9th Avenue N	All-Way Stop-Control	F ²	132	D	Edmonds
12	Walnut Street and 9th Avenue S	All-Way Stop-Control	F ²	131	D	Edmonds
13	Main Street and 3rd Avenue N (SR 524)	Signal	A	9	E	Edmonds
14	220th Street SW and SR 99	Signal	F ²	120	E	Edmonds
15	220th Street SW and 76th Avenue W	Signal	E ²	68	D	Edmonds
16	220th Street SW and 84th Avenue W	Signal	B	11	D	Edmonds
17	220th Street SW and 9th Avenue S	Signal	B	14	D	Edmonds
18	Edmonds Way (SR 104) and 100th Avenue W	Signal	D	44	(4)	Edmonds/WSDOT
19	238th Street SW and SR 99	Signal	C	33	E	Edmonds
20	238th Street SW and Edmonds Way (SR 104)	Eastbound/Westbound Stop-Control	F/F ¹	ECL ³ /142	(4)	Edmonds/WSDOT
21	244th Street SW (SR 104) and 76th Avenue W	Signal	F	90	(4)	Edmonds/WSDOT
22	244th Street SW (SR 104) and SR 99	Signal	D	55	(4)	Shoreline/Edmonds/WSDOT
23	238th Street SW and 100th Avenue W	Signal	B	18	D	Edmonds
24	238th Street SW and Firdale Avenue	Signal	C	27	D	Edmonds

1. For two-way stop controlled intersections, the LOS and average delay is presented for each stop-controlled movement.

2. LOS exceeds standard.

3. ECL = Exceeds calculable limits

4. State routes designated as Highways of Statewide Significance are not subject to concurrency and thus no City standard is defined for these facilities. However, to monitor operations on Highways of Statewide Significance (SR 104, and SR 99 south of SR 104), the City identifies existing or potential future deficiencies if LOS D is exceeded.

Safety Assessment

Citywide efforts to provide safe transportation include enforcement of traffic regulations, provision of crosswalks and sidewalks for pedestrians, and provision of well-designed streets for safe driving. Safety also involves ongoing coordination with emergency service providers to ensure access for their emergency equipment. Recommendations to address safety issues are based on assessment of historical collision data, focused sub-area or corridor safety studies, or on citizen feedback. These assessments are described in the following sections.

Collision History

For this Transportation Plan update, historical collision data provided by WSDOT for the years 2005 through 2007 was compiled and evaluated (WSDOT 2008).

All locations at which an average of five or greater collisions occurred per year were evaluated more closely. Table 3-13 presents the three most recent years of collision data for locations at which collision incidents averaged more than five per year (WSDOT 2008). The table shows that the five highest collision intersections are all located along SR 99, with the highest number occurring near the intersection of 220th Street SW and SR 99.

An intersection that carries higher traffic volumes is more likely to experience a higher level of collisions. To account for this, and to allow collision data to be more accurately compared, the rate of collisions per million entering vehicles was calculated for all locations that had averaged five or greater collisions per year. Typically, a collision rate at or greater than 1.0 collision per million entering vehicles raises indicates that further evaluation may be warranted. Table 3-13 presents the collision rate per million entering vehicles at high collision locations. The locations with the rates at or above 1.0 collision per million entering vehicles are as follows (from the highest rate to the lowest rate):

- 220th Street SW and SR 99
- Main Street and 3rd Avenue
- 244th Street SW and SR 99
- 238th Street SW and 84th Avenue W
- 76th Avenue W and SR 99
- 212th Street SW and SR 99
- SR 104 and 100th Avenue W
- 220th Street SW and 84th Avenue W
- 216th Street SW and SR 99
- 212th Street SW and 76th Avenue W

These locations are shown in Figure 3-14.

Table 3-13. High Collision Locations

Intersection	Total Collisions in 3-Year Analysis Period¹	Average Number of Collisions per Year²	Average Collisions per Million Entering Vehicles³
220th Street SW and SR 99	90	30	1.8
244th Street SW and SR 99	70	23	1.6
212th Street SW and SR 99	55	18	1.3
SR 99 and 76th Avenue W	54	18	1.5
216th Street SW and SR 99	40	13	1.1⁽⁴⁾
Edmonds Way and 100th Avenue W	39	13	1.2
224th Street SW and SR 99	32	11	0.9 ⁽⁴⁾
212th Street SW and 76th Avenue W	26	9	1.0
238th Street SW and SR 99	26	9	0.7
244th Street SW and Edmonds Way	20	7	⁽⁵⁾
Main Street and 3rd Avenue	20	7	1.7
236th St SW and Edmonds Way	18	6	0.7 ⁽⁶⁾
Edmonds Way and SR 99 Ramps	18	6	⁽⁵⁾
220th Street SW and 84th Avenue W	17	6	1.2
244th Street SW and 76th Avenue W	17	6	0.4
238th Street SW and 84th Avenue W	16	5	1.6⁽⁷⁾
220th Street SW and 76th Avenue W	15	5	0.7
236th Street SW and SR 99	14	5	0.4 ⁽⁴⁾
240th Street SW and SR 99	14	5	0.4 ⁽⁴⁾
Dayton Street and Sunset Avenue	14	5	0.9

1. Based on data collected from January 2005 through December 2007.

2. Totals that are equal or greater than average 5 collisions per year are included in the table.

3. Totals that exceed threshold of 1.0 collision per million entering vehicles are indicated in bold.

4. Data not available. Intersection entering volume is assumed the same as the intersection of 238th Street SW and SR 99.

5. Data not available.

6. Data not available. Intersection entering volume is assumed the same as the intersection of 238th Street SW and Edmonds Way.

7. Data not available. Use traffic volume along 238th Street SW and 84th Avenue W.

Source: WSDOT 2008.

At high collision locations that are also concurrency locations, capacity improvement projects designed to address operational deficiencies should also serve to improve safety conditions.



City Boundary
 Railroad
 Water Feature
Collisions per Million Entering Vehicles
 1.00 - 1.49
 1.5 or Higher

Source: City of Edmonds (2008); WSDOT (2008);
 Snohomish County (2008)
 0 0.5 1
 Miles



Figure 3-14. High Collision Locations
 City of Edmonds Comprehensive Transportation Plan
 November 2009

SR 99 Traffic and Circulation Study

The City conducted a focused assessment of the SR 99 corridor in 2006. (Perteet 2006) Collaborating with community, business, and agency stakeholders, the study sought to evaluate current and future transportation needs along the corridor, identify multi-modal solutions, and identify high priority projects for incorporation into the City's TIP. Two high priority improvement projects were identified, that are incorporated into this Plan:

- SR 99 at 228th Street SW and 76th Avenue W – Construct connection of 228th Street SW between SR 99 and 76th Avenue W (three lanes with curb, gutter, bike lanes and sidewalk). Install traffic signals at 228th Street SW/SR 99 and 228th Street SW/76th Avenue W. Install median on SR 99 to prohibit left turn movements at 76th Avenue W.
- SR 99 at 216th Street SW – Widen to allow one left turn lane and one through lane in eastbound and westbound directions, with 100-foot storage length for turn lanes.

Residential Neighborhood Issues

Residents periodically express concerns about speeding or a high level of cut-through traffic on residential streets.

- **Cut-Through Traffic** – Over time, drivers will tend to find the most efficient route between their origin and destination. When congestion occurs on arterials and collector routes motorists begin to use local access streets as cut-through routes. Maintaining the efficiency of arterial and collector routes is the most effective way to avoid or reduce cut-through traffic. However, even with optimally designed and managed road networks, there are times when drivers will use residential streets as shortcuts.
- **Speeding Traffic** – Vehicles traveling well above the speed limit on residential streets reduces safety and is of concern to residents. Although some motorists will typically drive above the posted speed limit, the deviation above the limit is typically 5 to 10 mph. This deviation is anticipated and routinely reflected in the safety design of streets and posted speed limits. Speeding more than 10 mph over the speed limit sometimes occurs on older residential streets that have wide travel lanes and an abundance of vehicle parking, which can encourage speeding because the motorist perceives the street is safe and intended for higher speeds.

When cut-through traffic becomes a significant portion of the overall volume on a residential street, traffic calming measures may be effective in directing traffic to another route. The speed of motorists along residential streets can also be addressed by traffic calming. Traffic calming devices are physical devices installed on neighborhood residential streets, to reduce cut-through traffic, and/or discourage speeding. Traffic calming devices are currently in place at many locations throughout Edmonds (see Figure 3-5). These measures have been installed as part of capital improvement projects, as opportunities were presented, and occasionally in response to citizen requests. However, the City does not currently have a formal traffic calming program.

Recommended Road Projects and Programs

Capital Improvement Projects

Proposed improvements are presented in Table 3-14, and illustrated in Figure 3-15. Projects are categorized as concurrency projects, state highway projects, or safety projects.

Concurrency Projects

Capital roadway improvement projects were developed to address intersection deficiencies under existing conditions and under 2015 and 2025 projected conditions. These projects are needed to improve operation and capacity at intersections that currently operate or are projected to operate at levels below the City's LOS standards. Concurrency projects applied to the 2015 conditions are those needed to address existing and 2015 deficiencies. Under the 2025 conditions, all recommended concurrency projects are applied to intersections that are expected to exceed the LOS standards.

State Highway Projects

Intersections located on SR 104 are not subject to City's LOS standards; however, capital roadway improvement projects were developed to address intersections operations at the following locations:

- 238th Street SW / Edmonds Way
- 244th Street SW / 76th Avenue W

The City will work with WSDOT for implementation of these improvements, or alternative projects to meet the same mobility objectives.

Safety and Other Projects

Capital roadway improvement projects were also developed to address vehicular and pedestrian safety on city streets. The City has conducted the circulation and safety analysis for SR 99.

According to the study, improvement projects were recommended at the following locations, which are expected to improve the vehicular and pedestrian safety at these locations.

- 228th Street SW / SR 99 / 76th Avenue W
- SR 99 / 216th Street SW

Improvements are also recommended on the following streets to improve the vehicle and pedestrian safety.

- 238th Street SW, between Edmonds Way and 84th Avenue W
- 84th Avenue W, between 212th Street S and 238th Street SW
- SR 99 illumination

- Shell Valley
- Main Street and 3rd Avenue

In addition, the City considers improvement to all modes (bicycle, pedestrian, and transit) in the design of road projects; so all proposed road improvements, even those that are listed primarily as concurrency improvements, will also include elements to support and promote alternative mode operations and safety.

Table 3-14. Recommended Capital Roadway Improvements through 2025

Location	Trigger Year ¹	Improvement	Jurisdiction
Concurrency Projects by 2015			
4 Puget Drive and 88th Avenue W	2009	Install traffic signal. ²	Edmonds
10 212th Street SW and 84th Avenue W	2009	Install a single-lane roundabout.	Edmonds
11 Main Street and 9th Avenue N	2009	Install traffic signal. ³	Edmonds
12 Walnut Street and 9th Avenue S	2009	Install traffic signal. ³	Edmonds
2 Olympic View Drive and 76th Avenue W	2015	Install traffic signal. Widen 76th to add a westbound left turn lane for 175-foot storage length.	Edmonds
9 212th Street SW and 76th Avenue W	2015	Widen 76th to add a northbound left turn lane for 250-foot storage length and a southbound left turn lane for 125-foot storage length. Provide protected left turn phase for northbound and southbound movements. Widen 212th to add a westbound right turn lane for 50-foot storage length.	Edmonds
15 220th Street SW and 76th Avenue W	2015	Reconfigure eastbound lanes to a left turn lane and a through-right lane. Change eastbound and westbound phase to provide protected-permitted phase for eastbound left turn. Provide right turn phase for westbound movement during southbound left turn phase.	Edmonds
Concurrency Projects by 2025			
1 174th Street SW and Olympic View Drive	2025	Widen Olympic View Dr to add a northbound left turn lane for 50-foot storage length. Shift the northbound lanes to the east to provide an acceleration lane for eastbound left turns.	Edmonds
6 Caspers Street and 9th Avenue N	2015	Install traffic signal.	Edmonds
8 212th Street SW and SR 99	2025	Widen 212th to add a westbound left turn lane for 200-foot storage length and an eastbound left turn lane for 300-foot storage length. Provide protected left turn phase for eastbound and westbound movements.	Edmonds
14 220th Street SW and SR 99	2025	Widen 220th to add westbound right turn lane for 325-foot storage length. Widen SR 99 add second southbound left turn lane for 275-foot storage length.	Edmonds

Location	Trigger Year ¹	Improvement	Jurisdiction
State Highway Improvement Projects			
20 238th Street SW and Edmonds Way	2008	Install a signal and provide protected left turn phase for northbound and southbound.	Edmonds/ WSDOT
21 244th Street SW and 76th Avenue W	2025	Widen 244th to add second westbound left turn lane for 325-foot storage length. Provide right turn phase for northbound movement during westbound left turn phase.	Edmonds/ WSDOT
Safety Projects			
228th Street SW, at SR 99 and 76th Avenue W		Construct connection of 228th Street SW between SR 99 and 76th Avenue W (three lanes with curb, gutter, bike lanes and sidewalk). Install traffic signals at 228th Street SW / SR 99 and 228th Street SW / 76th Avenue W. Install median on SR 99 to prohibit southbound left turn movements at 76th Avenue W.	Edmonds
SR 99 at 216th Street SW		Widen to allow one left turn lane and one through lane in eastbound and westbound directions, with 100-foot storage length for turn lanes.	Edmonds
238th Street SW, between Edmonds Way and 84th Avenue W		Widen to three lanes with curb, gutter, bike lanes, and sidewalk.	Edmonds
84th Avenue W, between 212th Street S and 238th Street SW		Widen to three lanes with curb, gutter, bike lanes and sidewalk.	Edmonds/ Snohomish County
SR 99 illumination		Improve roadway safety with illumination.	Edmonds
Shell Valley		New road to improve emergency vehicle access and non-motorized access.	Edmonds
Main Street and 3rd Avenue		Upgrade signal to reduce conflicts with trucks.	Edmonds

1. Trigger year is the year by which travel demand forecasts indicates that the location will operate below adopted LOS standards, and thus be in violation of concurrency. Under the GMA, improvements must be in place within six years of the year that a concurrency violation is triggered.
2. Analysis indicates that restricting northbound and southbound traffic to right-turn-only (prohibiting left-turn and through movements) would also address the deficiency identified at this location through 2025. This could be implemented as an alternate solution, or as an interim solution until traffic signal warrants are met.
3. Analysis indicates that identified deficiencies could also be addressed by removal of parking along the entire length of 9th Avenue between the northbound approach of Walnut and the southbound approach of Main, and restriping and signing so that this section of 9th would be 4 lanes wide. This would result in two lanes of traffic at the northbound and southbound stop-controlled approaches of both intersections. This could be implemented as an alternate solution, or as an interim solution until traffic signal warrants are met.

2015 Operating Conditions with Improvements

Projected intersection LOS under 2015 conditions, with recommended improvements in place, is summarized in Table 3-15 and illustrated in Figure 3-16. The table shows that recommended projects are expected to address deficiencies identified through 2015.

Table 3-15. 2015 Level of Service – with Recommended Improvements

	Intersection	Traffic Control	2015 LOS	Average Delay (sec/veh)	LOS Standard	Jurisdiction
1	174th Street SW and Olympic View Drive	Westbound Stop-Control	D	33	D	Edmonds
2	Olympic View Drive and 76th Avenue W	Signal	B	12	D	Edmonds
3	196th Street SW and 76th Avenue W	Signal	D	42	D	Edmonds
4	Puget Drive (SR 524) and 88th Avenue W	Signal	A	7	E	Edmonds
5	Puget Drive and Olympic View Drive	Signal	B	16	D	Edmonds
6	Caspers Street and 9th Avenue N (SR 524)	Signal	A	9	E	Edmonds
7	208th Street SW and 76th Avenue W	Signal	B	15	D	Edmonds
8	212th Street SW and SR 99	Signal	E	77	E	Edmonds
9	212th Street SW and 76th Avenue W	Signal	D	38	D	Edmonds
10	212th Street SW and 84th Avenue W	Single-lane Roundabout	B	12	D	Edmonds
11	Main Street and 9th Avenue N (SR 524)	Signal	B	13	E	Edmonds
12	Walnut Street and 9th Avenue S	Signal	A	8	D	Edmonds
13	Main Street and 3rd Avenue N	Signal	A	8	D	Edmonds
14	220th Street SW and SR 99	Signal	E	72	E	Edmonds
15	220th Street SW and 76th Avenue W	Signal	C	35	D	Edmonds
16	220th Street SW and 84th Avenue W	Signal	A	9	D	Edmonds
17	220th Street SW and 9th Avenue S	Signal	B	13	D	Edmonds
18	Edmonds Way (SR 104) and 100th Avenue W	Signal	D	36	(1)	Edmonds/ WSDOT
19	238th Street SW and SR 99	Signal	C	24	E	Edmonds
20	238th Street SW and Edmonds Way (SR 104)	Signal	B	10	(1)	Edmonds/ WSDOT
21	244th Street SW (SR 104) and 76th Avenue W	Signal	D	43	(1)	Edmonds/ WSDOT
22	244th Street SW (SR 104) and SR 99	Signal	D	50	(1)	Shoreline/ Edmonds/ WSDOT
23	238th Street SW and 100th Avenue W	Signal	B	15	D	Edmonds
24	238th Street SW and Firdale Avenue	Signal	C	21	D	Edmonds

1. State routes designated as Highways of Statewide Significance are not subject to concurrency and thus no City standard is defined for these facilities. However, to monitor operations on Highways of Statewide Significance (SR 104, and SR 99 south of SR 104), the City identifies existing or potential future deficiencies if LOS D is exceeded.

2025 Operating Conditions with Improvements

Projected intersection LOS under 2025 conditions, with recommended improvements in place, is summarized in Table 3-16 and illustrated in Figure 3-17. The table shows that recommended projects are expected to address deficiencies identified through 2025.

Table 3-16. 2025 Level of Service – with Recommended Improvements

	Intersection	Traffic Control	2025 LOS	Average Delay (sec/veh)	LOS Standard	Jurisdiction
1	174th Street SW and Olympic View Drive	Westbound Stop-Control	D	33	D	Edmonds
2	Olympic View Drive and 76th Avenue W	Signal	B	12	D	Edmonds
3	196th Street SW and 76th Avenue W	Signal	D	47	D	Edmonds
4	Puget Drive (SR 524) and 88th Avenue W	Signal	A	8	E	Edmonds
5	Puget Drive and Olympic View Drive	Signal	B	20	D	Edmonds
6	Caspers Street and 9th Avenue N (SR 524)	Signal	B	13	E	Edmonds
7	208th Street SW and 76th Avenue W	Signal	B	19	D	Edmonds
8	212th Street SW and SR 99	Signal	E	80	E	Edmonds
9	212th Street SW and 76th Avenue W	Signal	D	54	D	Edmonds
10	212th Street SW and 84th Avenue W	Single-lane Roundabout	B	12	D	Edmonds
11	Main Street and 9th Avenue N	Signal	B	16	D	Edmonds
12	Walnut Street and 9th Avenue S	Signal	A	9	D	Edmonds
13	Main Street and 3rd Avenue N (SR 524)	Signal	A	9	E	Edmonds
14	220th Street SW and SR 99	Signal	E	62	E	Edmonds
15	220th Street SW and 76th Avenue W	Signal	D	52	D	Edmonds
16	220th Street SW and 84th Avenue W	Signal	B	11	D	Edmonds
17	220th Street SW and 9th Avenue S	Signal	B	14	D	Edmonds
18	Edmonds Way (SR 104) and 100th Avenue W	Signal	D	44	(1)	Edmonds/ WSDOT
19	238th Street SW and SR 99	Signal	C	33	E	Edmonds
20	238th Street SW and Edmonds Way (SR 104)	Signal	B	11	(1)	Edmonds/ WSDOT
21	244th Street SW (SR 104) and 76th Avenue W	Signal	D	52	(1)	Edmonds/ WSDOT
22	244th Street SW (SR 104) and SR 99	Signal	D	55	(1)	Shoreline/ Edmonds/ WSDOT
23	238th Street SW and 100th Avenue W	Signal	B	18	D	Edmonds
24	238th Street SW and Firdale Avenue	Signal	C	27	D	Edmonds

1. State routes designated as Highways of Statewide Significance are not subject to concurrency and thus no City standard is defined for these facilities. However, to monitor operations on Highways of Statewide Significance (SR 104, and SR 99 south of SR 104), the City identifies existing or potential future deficiencies if LOS D is exceeded.

Road Project Priority

The road improvement projects presented in this Transportation Plan were identified to address a variety of mobility and safety issues. The projects were prioritized according to five criteria presented in Table 3-17.

Table 3-17. Prioritization Criteria for Roadway Projects

Criteria	Weight	Description	Points
Concurrency	3	Is the project required to meet concurrency?	3 Existing concurrency deficiency
			2 Concurrency deficiency identified by 2015
			1 Concurrency deficiency identified by 2025
			0 Does not address a concurrency deficiency
Safety	3	Does the project address identified safety issues?	3 High collision location ≥ 1.5 collisions per million entering vehicles
			2 High collision location 1.0 - 1.5 collisions per million entering vehicles
			1 <1.0 collisions per million entering vehicles
			0 No historical vehicle safety issues identified
Grant Eligibility	2	Does the project include elements, such as strong safety and/or non-motorized components, which would make it more attractive for state or federal grant funding?	3 High eligibility
			2 Medium eligibility
			1 Low eligibility
			0 No eligibility
Magnitude of Improvement	2	At how many locations will the project improve travel conditions?	3 Improve LOS at 2 or more intersections
			2 Improve LOS in all directions at an intersection; and/or significantly improve pedestrian safety
			1 Improve LOS in 1 or 2 directions at an intersection
Multimodal Elements	1	Does the project include elements that improve safety or mobility for pedestrians, bicyclists, and/or transit?	3 Improves transit and non-motorized travel
			2 Improves non-motorized travel
			1 Improves transit mobility
			0 Does not include multimodal elements

Table 3-18 lists the roadway projects in ranked order, based upon the criteria described in Table 3-17. Projected costs of the recommended roadway projects are provided in Chapter 6 (Implementation and Financial Plan) of this Transportation Plan.

Table 3-18. Roadway Project Priority

Rank	Project	Criteria		Concurrency		Safety		Grant Eligibility		Magnitude		Multimodal Elements		Weighted Total
		Weight	3		3		2		2		1			
			Raw	Wtd	Raw	Wtd	Raw	Wtd	Raw	Wtd	Raw	Wtd		
1	228th Street SW, SR99 - 76th Avenue W	0	0	3	9	3	6	3	6	3	3	3	3	24
2	Main Street / 9th Avenue N	3	9	1	3	2	4	2	4	3	3	3	3	23
3	212th Street SW / 76th Avenue W	2	6	2	6	2	4	2	4	1	1	1	1	21
4	Main St / 3rd Ave signal upgrade	0	0	3	9	3	6	2	4	2	2	2	2	21
5	84th Avenue W, 212th Street SW - 238th Street SW	0	0	3	9	2	4	2	4	3	3	3	3	20
6	212th Street SW / 84th Avenue W	3	9	1	3	1	2	2	4	1	1	1	1	19
7	Walnut Street / 9th Avenue S	3	9	1	3	1	2	1	2	3	3	3	3	19
8	Puget Drive / 196th St SW / 88th Avenue W	3	9	1	3	1	2	1	2	2	2	2	2	18
9	Olympic View Drive / 76th Avenue W	2	6	1	3	1	2	2	4	2	2	2	2	17
10	220th Street SW / SR 99	1	3	3	9	1	2	1	2	1	1	1	1	17
11	80th Avenue Sight Distance	0	3	3	9	2	4	1	2	2	2	2	2	17
11	220th Street SW / 76th Avenue W	2	6	1	3	1	2	2	4	1	1	1	1	16
12	Caspers Street / 9th Avenue N	2	6	1	3	1	2	1	2	3	3	3	3	16
13	212th Street SW / SR 99	1	3	2	6	2	4	1	2	1	1	1	1	16
14	SR 99 Illumination	0	0	3	9	1	2	1	2	3	3	3	3	16
15	238th Street SW / Edmonds Way (SR 104)	0	0	1	3	1	2	2	4	3	3	3	3	12
16	216th Street / SR 99	0	0	2	6	1	2	1	2	2	2	2	2	12
17	174th Street SW / Olympic View Drive	1	3	1	3	1	2	1	2	0	0	0	0	10
18	238th Street SW, SR104 - 84th Avenue W	0	0	1	3	1	2	1	2	3	3	3	3	10
19	Shell Valley	0	0	1	3	1	2	1	2	2	2	2	2	9
20	244th Street SW (SR 104) / 76th Avenue W	0	0	1	3	1	2	1	2	1	1	1	1	8

Wtd = Weighted = raw score X criterion weight

Traffic Calming Program

The recommended Edmonds Neighborhood Traffic Calming program is described in detail in Appendix B of this Transportation Plan. The program is designed to assist residents and the City staff in responding to neighborhood traffic issues related to speeding, cut-through traffic, and safety. Implementation of a traffic calming program allows traffic concerns to be addressed consistently and traffic calming measures to be efficiently developed and put into operation.

In establishing a neighborhood traffic calming program, the City must take into account the restriction that no deviation from WSDOT design standards is permitted on principal arterials, minor arterials and collector streets without express approval of the WSDOT local programs engineer (RCW 35.78). This limitation does not apply to local access streets, which are defined by RCW 35.78.010 as streets "...generally limited to providing access to abutting property... tributary to major and secondary thoroughfares... generally discouraging through traffic..." Therefore, only local access streets are generally eligible for traffic calming programs.

The two main purposes of traffic calming techniques are to:

- Reduce the use of residential streets for cut-through traffic, and
- Reduce overall speeds along residential roadways.

A key component of any successful traffic calming program is citizen initiation and ongoing resident involvement. The traffic calming process begins when residents gather eight or more signatures on a petition, requesting that the City initiate a study. The City then undertakes a comprehensive traffic study, gathering data on vehicle speeds, traffic volumes, collision history, and nighttime lighting conditions. If the study reveals a need for traffic calming per the criteria set forth in the Edmonds Traffic Calming program (Appendix B), a three-phase approach to remediate traffic issues is used. Phase 1 is the start of the process, with the residents filing a petition and the City reviewing whether or not the application qualifies. Phase 2 focuses on solutions that can be quickly deployed, including education, signage, striping modifications, and more police enforcement. If a follow up study indicates that these solutions are not sufficiently effective, Phase 3 traffic calming measures are considered. Phase 3 measures, which are generally more costly and require more time to deploy, might include physical devices such as curb bulbs, chicanes, and traffic circles. The need for citizen involvement greatly increases in Phase 3, because each potential solution requires resident approval prior to implementation.

Preservation and Maintenance Programs and Projects

The City's transportation infrastructure is comprised primarily of streets with pavements, sidewalks, illumination, and traffic control, including traffic signals, signs, and pavement marking. Transportation infrastructure requires maintenance, repair, rehabilitation, updating, and replacement to maintain serviceability, reliability, and safety, and to protect the public's investment. Maintenance of existing infrastructure enables efficiency of transportation operations, and reduces the need for more expensive capital improvements.

Maintenance of the City’s transportation infrastructure is provided primarily by the City’s Public Works Department. Activities include the following.

- **Annual Street Overlays** – The projects include spot repairs of failed pavement, full surface and taper grinding of pavement, curbing and sidewalk repairs, and minor storm water system modifications. The projects also incorporate traffic calming measures. In coordination with this transportation plan, future projects will include retrofit of curb ramps for ADA compliance, and may include delineating bike lanes and other bike route improvements (see Chapter 4 for a more detailed discussion). Selection of projects includes reviewing the capital improvement plans for water, sewer, and storm to determine if utility improvements are programmed within the roadway segment under consideration. If there are, the projects schedules will be coordinated.

The Principal Arterial, Minor Arterials, and Collectors are all rated once every 2 years as part of the WSDOT Pavement Condition Survey. Those streets are assigned a Pavement Condition Index (PCI) ranging from 0-100:

- **71 – 100: Excellent** (only routine maintenance necessary: activities are performed to maintain a safe traffic condition and include pothole patching, patching around utility structures, and crack sealing).
- **50 – 70: Fair** (Repair activities are done within the initial 10 year life of a new pavement helps to prevent potholes from occurring. These activities may mean placing a new surface (2 inches or less) on an existing road way to provide a better all weather surfaces, a better riding surface, and to extend or renew the pavement life).
- **25 – 49: Poor** (Rehabilitation work generally consists of the preparatory work activities and either thin or thick overlay. Preparatory work may involve digging out defective asphalt, base and sub base. A rehab project typically extends the roadway life between 10 –15 years).
- **Less than 25: Fail** (Reconstruction is required as a majority of the pavement or underlying base course has failed and can no longer serve as competent foundation for flexible pavements like asphalt).

Under existing conditions, 70% of city arterials and collectors are in Excellent to Fair condition, based upon these guidelines. The remaining 30% are in Poor to Fail condition. Under the ideal cycle, roads with functional classification of collector or above receive an overlay once every 20 years; and local roads receive an overlay once every 25 years.

- **Citywide Street Improvements** – The City implements minor maintenance projects to increase roadway life. Projects may include spot repairs of failed pavement, curbing and sidewalk repairs, and minor storm water system modifications.
- **Citywide Signal Improvements** – As traffic signals age, their functionality becomes more limited and they become more difficult to maintain. The City regularly upgrades traffic signals to maintain functionality, and to incorporate new technology.

- **Citywide Cabinet and Controller Upgrades** – A signal controller is located in a controller cabinet at each traffic signal, and determines phases and cycle length for the signal it operates. Signal controllers are comprised of many types and many manufacturers, and as they age, their functionality becomes more limited and they become more difficult to maintain. The City regularly upgrades signal controllers to maintain functionality, and to accommodate modern traffic control equipment.
- **Arterial Street Signal Coordination Improvements** – Coordinate traffic signals located within 1/2 –mile of each other, to maximize the operating efficiency of the overall roadway system.
- The following specific maintenance projects are also currently planned:
 - **Puget Drive/Olympic View Drive Signal Upgrades** – Rebuild signal
 - **238th Street SW/100th Avenue W Signal Upgrades** – Rebuild complete signal system and install video detection

Chapter 4. Non-Motorized System

This chapter provides an inventory of existing pedestrian and bicycle facilities and an assessment of existing deficiencies and improvement needs. The chapter also highlights strategies for compliance with ADA, and provides recommendations for other improvements to address pedestrian and bicycle mobility and safety.

Comprehensive Walkway Plan

In 2002, the City of Edmonds completed its Comprehensive Walkway Plan. The plan included goals and objectives for non-motorized transportation in the city, in addition to a walkway inventory, a review of facility standards, and recommendations for walkway projects. The goals and objectives include:

- **Goal:** Improve non-motorized transportation facilities and services.
- **Objective:** Sidewalks. Safe and attractive pedestrian facilities should be provided as an essential element of the City's circulation and recreation system, as established in the City of Edmonds Comprehensive Walkway Plan.
- **Objective:** Sidewalk Construction Policy. Clarify when sidewalks should be constructed as a condition of development.

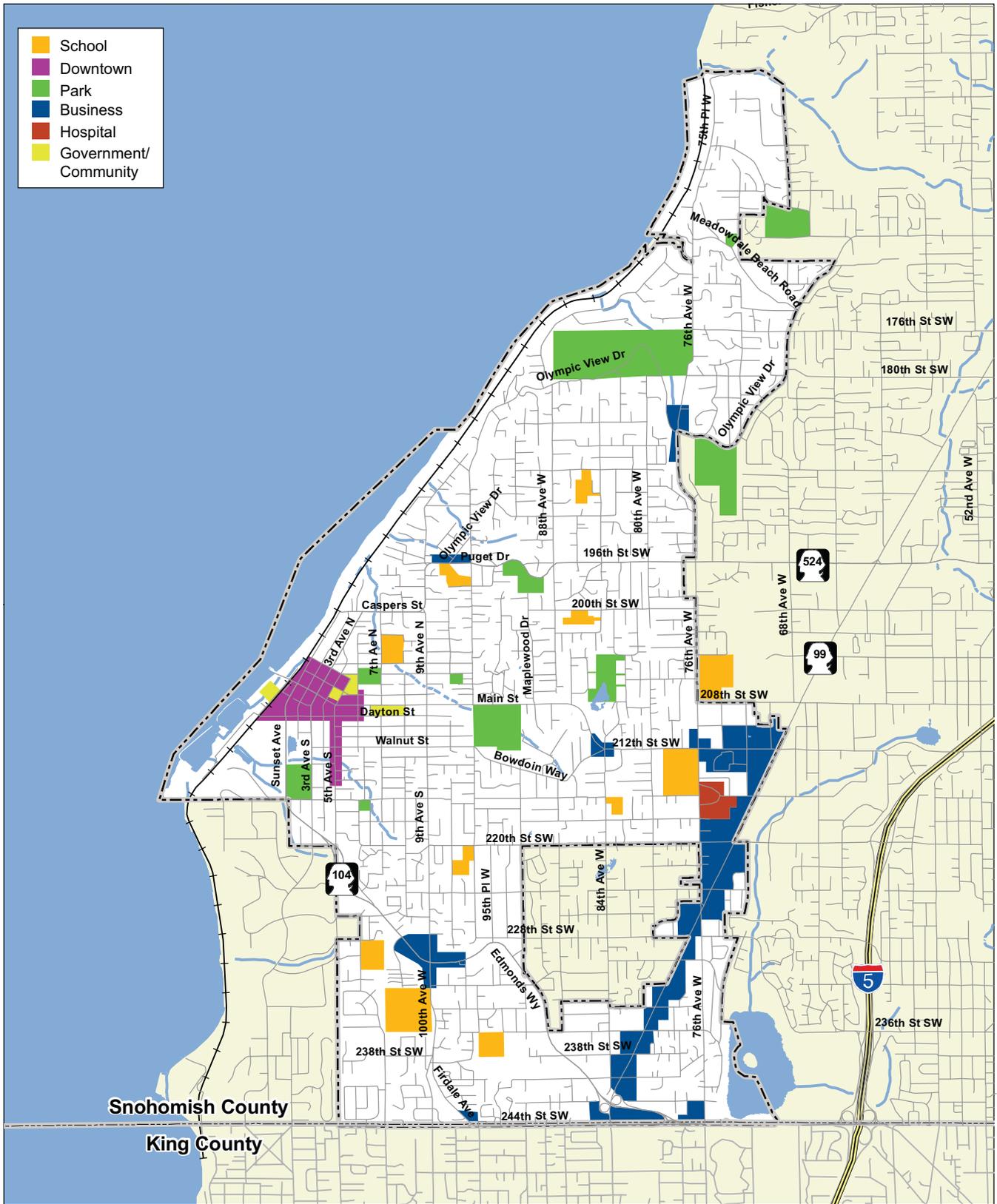
The following inventory has been updated from the 2002 Walkway Plan, and the existing facilities have been evaluated for ADA compliance.

Walkway Inventory

Pedestrian facilities within the city include sidewalks, walkways, roadway shoulders, and off-road trails. Those facilities are typically more concentrated in areas with high pedestrian activity, such as the downtown area, commercial and business centers, near schools and other public facilities. Figure 4-1 illustrates the locations within Edmonds that have pedestrian-intensive land uses.

Figure 4-2 illustrates the existing sidewalks and walkways within the city. The figure shows that the sidewalk system is most complete inside the core area bounded by SR 104, 92nd Avenue W, and SR 524. Outside of this area, sidewalks are primarily located along roads classified as collectors or arterials. Raised and striped walkways are generally associated with schools and provide safe walking routes.

The federal ADA was passed in 1990 and amended in 2008. ADA requires jurisdictions to provide accessible sidewalks primarily through the installation of ADA-compliant sidewalk ramps. The design requirements address various areas of concern such as curb alignment with crosswalks, narrower sidewalk width, obstacles such as utility poles, placement of the sidewalk adjacent to the curb, or the slope of the ramps. Most of the city's sidewalk ramps were constructed in the 1980s or later. As pedestrian improvements are made along roadway corridors, the City has upgraded sidewalk ramps or installed new ones in accordance with current standards.



- School
- Downtown
- Park
- Business
- Hospital
- Government/
Community

Source: City of Edmonds (2008); WSDOT (2008);
Snohomish County (2008)

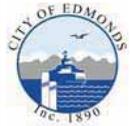
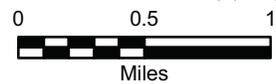
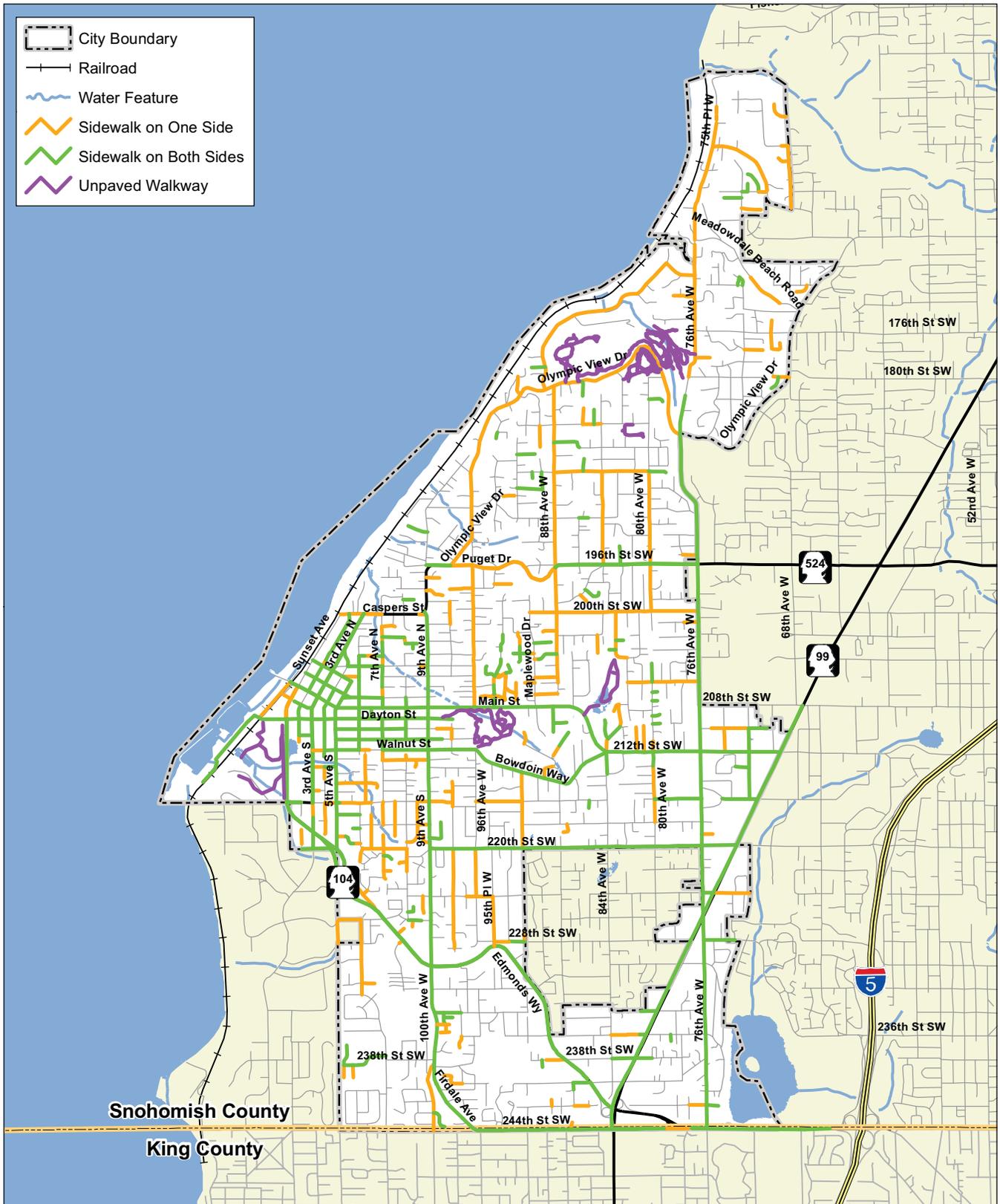


Figure 4-1. Pedestrian Intensive Land Uses
City of Edmonds Comprehensive Transportation Plan
November 2009



Source: City of Edmonds (2008); WSDOT (2008);
Snohomish County (2008)

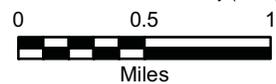


Figure 4-2. Existing Walkways
City of Edmonds Comprehensive Transportation Plan
November 2009

All city intersections where sidewalks exist were inventoried to document where sidewalk ramps are present. Sidewalk ramps were assessed to determine if landing areas and detection warning meet current ADA guidelines. The curb ramp inventory is provided in Appendix D. Of approximately 350 intersections in Edmonds, 42 intersections were found to fully meet ADA standards, and 24 intersections partially met ADA standards.

Recommended Walkway Improvements

This section presents recommended walkway improvements, which consist of new sidewalk connections to improve pedestrian mobility and safety, and upgrades of curb ramps to conform to ADA standards.

Walkway Prioritization Process

Major gaps in the city walkway system were identified by the Walkway Committee. To address those gaps, the Committee developed criteria to evaluate and prioritize walkway improvement projects. These criteria were used to prioritize improvements to walkway sections that were identified based on input from public meetings, Walkway Committee meetings, and deficiencies determined from a review of the existing city walkway inventory.

The criteria were weighted according to their importance. A system of points was developed to evaluate each proposed project against each criterion. The result was a weighted average score that helps to compare and prioritize proposed projects. Table 4-1 describes the walkway prioritization criteria and their relative weights and point systems.

Table 4-1. Prioritization Criteria for Walkway Projects

Criteria	Weight	Description	Points
Pedestrian Safety	5	How safe is the route for pedestrians? Does this improvement:	3 Strong concerns for pedestrian safety along this route
		▪ Separate pedestrians from vehicular traffic, especially in high traffic areas?	2 Some concerns for pedestrian safety along this route
		▪ Improve width of walkway and surface conditions?	1 This route is very similar to other routes in Edmonds
		▪ Address potential conflicts at road crossings?	0 Not a safety concern
Connectivity to Services and Facilities	4	Does this route connect to facilities or services such as schools, parks, churches, community centers, businesses or transit routes?	3 Route provides significant access to 3 or more services and facilities
		Does this improvement:	2 Route provides access to services and facilities
		▪ Provide direct access to facilities or services?	1 Route provides access to 1 service or facility
		▪ Ensure that the route links to a safe direct access to facilities or services?	0 Route does not provide access to services or facilities

Criteria	Weight	Description	Points
Continuity to Other Walkway Links	3	Does this route complete gaps in the city's walkway system?	3 Location is a missing link in a very important pedestrian route
		Does this improvement:	2 Location is a missing link in a pedestrian route
		<ul style="list-style-type: none"> ▪ Complete important pedestrian routes? ▪ Make important destinations more accessible to users? ▪ Ultimately develop a web of walkways? 	1 Location is one of several missing links in a route and important
			0 Not a missing link in the city walkway system
Pedestrian Level of Activity	3	Is this a well-traveled route, or would it be, if improved?	3 Route is utilized by a significant number of pedestrians
		Level of activity may be determined by:	2 Route is utilized consistently by pedestrians
		<ul style="list-style-type: none"> ▪ Measured counts ▪ Identification by the public and staff, through observation and experience 	1 Route is occasionally used by pedestrians
			0 Route is not utilized by pedestrians
Public Support	2	Does the public support the development of this route?	3 A support petition has been filed with a large number of signatures from abutting and nearby property owners and the general public
			2 Route has been the subject of a number of citizen letters along with testimony at public meetings in support of walkways
			1 Route has been the subject of some negative concern, expressed at public meetings
			0 Route has been the subject of major negative concern, expressed at public meetings
Compatibility with Goals and Policies	1	Is this route consistent with the City of Edmonds Comprehensive Plan Goals, Policies, and Objectives?	3 Route would enhance the nearby properties and complete a portion of the City's Walkway Plan
		Is this route compatible with the surrounding land uses?	2 Route would enhance the nearby properties
			1 Route is in a rural area which serves pedestrians well
			0 Surrounding land uses do not generate pedestrian traffic
Environmental Impacts	1	Will the development of the route have any impacts on the environment?	3 Route has no negative environmental impact and aesthetically improves the area
		Environmental impacts include:	2 Route has some negative environmental impact but aesthetically improves the area
		<ul style="list-style-type: none"> ▪ Wetlands ▪ Shorelines ▪ Wildlife habitat ▪ Aesthetics 	1 Route has some negative environmental impact
			0 Route will have major negative impact on the environment

Criteria	Weight	Description	Points	
Distance from Schools	1	Is this route within a mile of a public school?	3	Route is an Elementary school route or close proximity to school
			2	Route provides access to High school students
			1	Route is within 0.5 mile of school
Connectivity with Transit Services	1	Is this route also a route for transit or provide access to transit?	3	This route is on a public transit route with transit stops
			2	This route is within 650 feet from a public transit route with transit stops
			1	This route provides a principal pedestrian access corridor to public transit where sidewalks do not exist on adjacent pedestrian routes. (Beyond 650 feet from a public transit route.)
Availability of Existing Infrastructure	1	Is there existing infrastructure along this route that will significantly reduce project costs?	3	There is existing curb and gutter
			2	There is partial curb and gutter
			1	There is no curb and gutter

Walkway sections were analyzed separately depending on the section length. Walkway sections longer than 1,000 feet are defined as “long walkways” and walkway sections shorter than 1,000 feet are defined as “short walkways”.

Using the weighted and scoring criteria, projects with more than 50 points were designated as Priority 1, and projects with 50 points or less were designated as Priority 2. Table 4-2 summarizes the walkways that were considered for walkway improvements by the type of projects (i.e., short walkway or long walkway). The projects are listed in ranked order by the total points and by priority level. Figure 4-3 shows the locations of the walkway projects. Projected costs of the recommended walkway projects are provided in Chapter 6 (Implementation and Financial Plan) of this Transportation Plan. A more detailed summary of each project’s limits, existing conditions, and point tally is provided in Appendix D.

Table 4-2. Recommended Walkway Projects

ID	Street Name	From	To	Street Side ¹	Total Points	Priority
Short Walkway Projects						
S1	2nd Avenue	Main Street	James Street	East	63	1
S2	Dayton Street	7th Avenue S	8th Avenue S	South	63	1
S3	Maple Street	West of 6th Avenue S	8th Avenue S	South	62	1
S4	Walnut Street	6th Avenue S	7th Avenue S	Either	54	1
S5	Walnut Street	3rd Avenue S	4th Avenue S	South	53	1
S6	226th Street SW	106th Avenue S	SR 104	South	50	1

ID	Street Name	From	To	Street Side ¹	Total Points	Priority
S7	189th Place SW	80th Avenue W	78th Avenue W	Either	45	2
S8	8th Avenue	Walnut Avenue	South of Walnut	Stairway or trail	43	2
S9	84th Avenue W	188th Street SW	186th Street SW	East	43	2
S10	190th Place SW	94th Avenue W	Olympic View Drive	Either	42	2

Long Walkway Projects

L1	236th Street SW/ 234th Street SW	SR 104	97th Place W	South	65	1
L2	Maplewood Drive	Main Street	200th Street SW	West	64	1
L3	Olympic Avenue	Puget Drive	Main Street	East	62	1
L4	Meadowdale Beach Road	Olympic View Drive	76th Avenue W	North	60	1
L5	Pine Street	9th Avenue W	SR 104	South	59	1
L6	80th Avenue W/ 180th Street SW	188th Street SW	Olympic View Drive	West	58	1
L7	80th Avenue W	206th Street SW	212th Street SW	Either	58	1
L8	238 th Street SW	104th Avenue W	100th Avenue W	North	57	1
L9	238th Street SW	Highway 99	76th Avenue W	North	56	1
L10	232nd Street W	100th Avenue W	97th Avenue W	South	54	1
L11	84th Avenue W	238th Street SW	234th Street SW	East	54	1
L12	176th Street SW	72nd Avenue W	Olympic View Drive	Either	53	1
L13	188th Street SW	92nd Avenue W	88th Avenue W	South	49	2
L14	Andover Street/ 184th Street SW	184th Street SW/ 88th Avenue W	Olympic View Drive/ Andover Street	Either/ North ²	49	2
L15	72nd Avenue W	Olympic View Drive	176th Street SW	Either	47	2
L16	236th Street SW	SR 104	East of 84th Avenue W	North	47	2
L17	92nd Avenue W	189th Place SW	186th Place SW	Either	47	2
L18	191st Street SW	80th Avenue W	76th Avenue W	Either	47	2
L19	218th Street SW	80th Avenue W	84th Avenue W	Either	44	2
L20	192nd Street SW	88th Avenue W	84th Avenue W	Either	42	2
L21	104th Street SW/ Robin Hood Drive	238th Street SW	106th Avenue W	West	42	2
L22	186th Street SW	Seaview Park/ 80th Avenue W	8608 185th Place SW	North	37	2

ID	Street Name	From	To	Street Side¹	Total Points	Priority
L23	216th Avenue SW	86th Avenue W	92nd Avenue W	South	31	2
L24	92nd Avenue W	Bowdoin Way	220th Street SW	Either	26	2

1. Indicates where proposed walkway improvement is located
2. Project L12 is an L-shaped project in which sidewalks are proposed on either side of Andover Street (the north-south leg), and on the north side of 184th Street SW (the east-west leg).

Pedestrian access to transit stops is a critical element of the walkway improvement program. The City will continue to work with Community Transit to ensure that access to transit stops is as convenient and safe as possible. Community Transit offers its support in securing funds related to improving access to the existing transit system and transit facilities.

In addition to the projects listed in Table 4-2, a variety of non-motorized enhancements are scheduled as part of the 4th Avenue Corridor Enhancement project. The City also plans to make improvements to pedestrian lighting throughout the city, with a project currently planned on Main Street between 5th Avenue and 6th Avenue. Additionally, the City is planning to update all pedestrian signals to the “countdown” signals, in accordance with the standards set forth in the Manual on Uniform Traffic Control Devices (FHWA 2001) by 2013.

Curb Ramp Upgrade Program

In an effort to upgrade the sidewalk ramps and meet ADA requirements, the City has developed a Curb Ramp Upgrade Program that prioritizes future sidewalk ramp improvements at sub-standard locations.

Citizen request for curb ramps should be addressed as they occur, and should be accommodated close to the time of the request unless there are circumstances which would cause them to be deferred, such as a pending construction project that would provide the ramps in a short time frame. Priorities for future sidewalk new ramp installations or ramp upgrades are determined based on the following priority order:

1. Downtown intersections receive priority over other locations;
2. Arterial streets receive priority over local access streets;
3. Intersections receive higher priority if they are near:
 - a. Community centers, senior centers, or health facilities
 - b. Transit stops, schools, or public buildings
 - c. Commercial areas and parks.

Implementation of the curb ramp upgrade program will need to occur over time, due to the costs of those upgrades. As part of asphalt overlay projects, all ramps adjacent to the paving work must be upgraded to meet ADA standards and new ramps installed where none exist. Sidewalk ramps will also be installed as part of street reconstruction and sidewalk construction projects. Private redevelopment will also fund some ramp upgrades as part of required frontage improvements. Appendix C provides a complete list of the intersection locations and the prioritization criteria.

Bikeway Comprehensive Plan

The City updated its comprehensive Bikeway Plan in 2009. The Bikeway Plan outlines a list of improvement projects for the bikeway system; and prioritizes bikeway projects, bicycle parking, and bikeway signage. Before signing the routes, problem catch basin grates are replaced, sight distance problems are addressed, and potholes and other safety hazards are corrected.

Additionally, the Bikeway Plan includes maintenance of bicycle facilities. Per RCW 35.75.060 and 36.82.145, all bicycle facilities must comply with Chapter 1020 of the WSDOT Design Manual (WSDOT 2009) which is consistent with the Guide for the Development of Bicycle Facilities (AASHTO 1999).

In addition to making project recommendations, the Bikeway Plan states several goals for the bicycle network in Edmonds. These goals are:

- **Goal 1:** To promote more bicycling.
- **Goal 2:** To provide safer streets and paths for those who bicycle in Edmonds.

- **Goal 3:** To provide better access to recreational opportunities for those who bicycle.
- **Goal 4:** To provide better access to schools for those who bicycle.
- **Goal 5:** To provide better access to businesses for those who bicycle.
- **Goal 6:** To provide better access to transit for those who bicycle.
- **Goal 7:** To provide access to bicycling opportunities in other jurisdictions.
- **Goal 8:** To consider bicycle facilities and program in all City transportation programs and funding.
- **Goal 9:** To provide enhanced parking facilities for those who bicycle, making the mode more convenient.
- **Goal 10:** To provide maintenance provisions for City bicycle facilities.

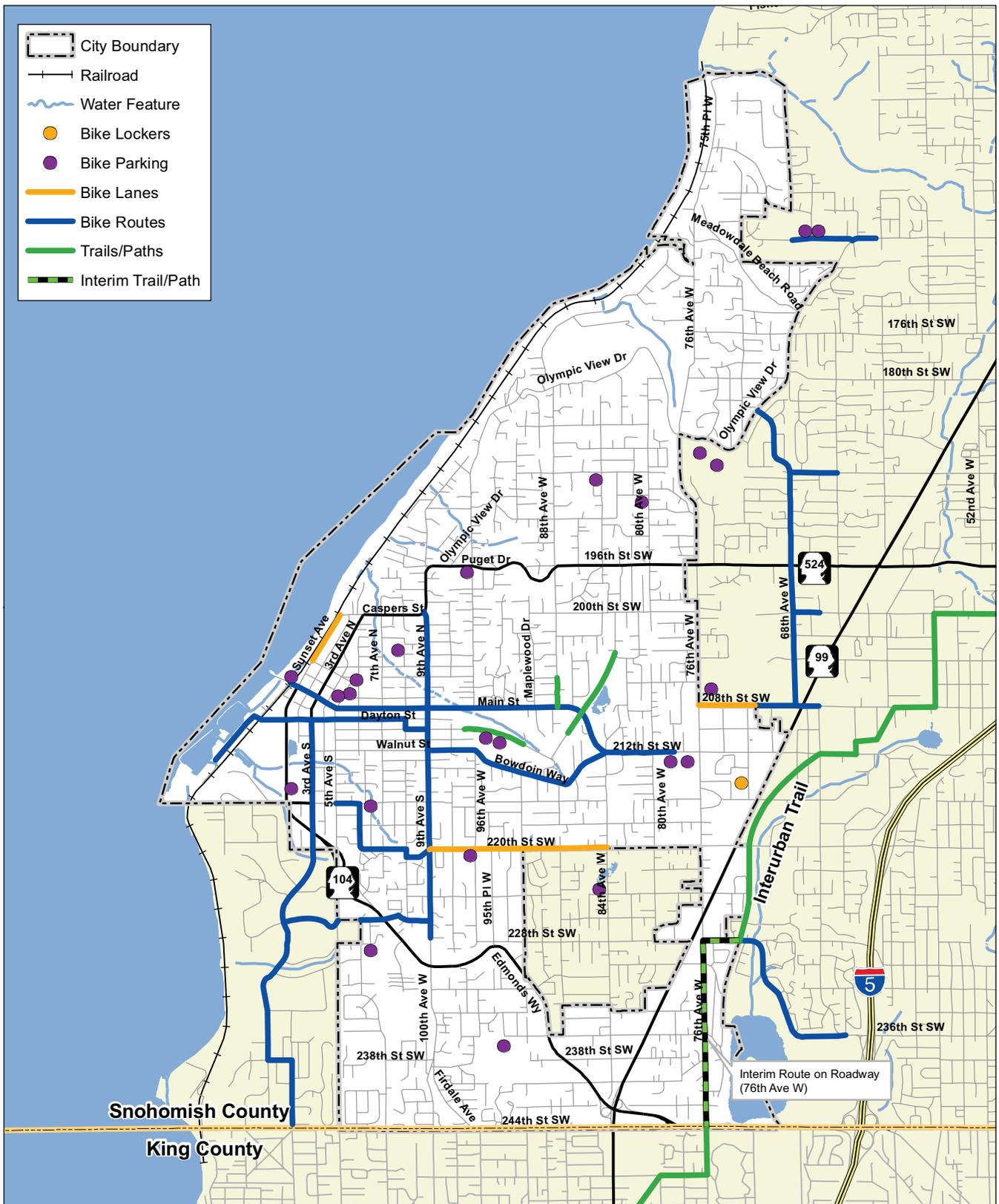
The following inventory and recommended bicycle network improvements may be considered as complements to the Bikeway Comprehensive Plan.

Bicycle Facility Inventory

Figure 4-4 shows existing bicycle facilities within the city, which include bicycle routes, bicycle lanes, trails, and bicycle parking facilities. Bicycle routes are designated along vehicle travel lanes that are shared between bicycles and motor vehicles with signing. Bicycle lanes are dedicated lanes within the traveled roadway that are reserved solely for bicyclists and distinguished through the use of pavement markings. Bicycle lanes may be located adjacent to the curbs or parking lanes. Trails are physically separated from vehicular traffic, and are shared with pedestrians and other non-motorized users.

The Interurban Trail, which links the cities of Seattle, Shoreline, Edmonds, Mountlake Terrace, Lynnwood, and Everett, runs through the southeastern portion of Edmonds. Upgrades to the trail are included in the City's capital improvement program. Trails are also located along the city's beaches and within city parks.

There are also easy connections for cyclists to ferries, Sound Transit's Sounder service, and Community Transit. Bicycles are allowed on all of these systems; WSF provides a reduced fare (relative to motorized vehicle fares) for bicycles, Sound Transit provides bike racks, and all Community Transit vehicles have bike racks.



Source: City of Edmonds (2008); WSDOT (2008); Snohomish County (2008); King County (2009)



Figure 4-4. Existing Bicycle Facilities
 City of Edmonds Comprehensive Transportation Plan
 November 2009

Recommended Bikeway Improvements

The 2009 Bikeway Comprehensive Plan outlines a list of improvement projects for the bikeway system. The Bikeway Plan prioritizes bikeway projects, bicycle parking, and bikeway signage. The types of bikeway facilities that are recommended projects range from shared-use paths to bike lanes to bicycle parking. Shared-use or multiuse paths are physically separated from motorized vehicular traffic. They are designed and built primarily for use by bicycles, but are also used by pedestrians, joggers, skaters, wheelchair users (both non-motorized and motorized), equestrians, and other non-motorized users. The desirable width of a shared-use path is 12 feet; the minimum width is 10 feet.

Bike lanes are established along streets in corridors where there is current or anticipated bicycle demand and where it would be unsafe for bicyclists to ride in the travel lane. Bike lanes delineate the rights of way assigned to bicyclists and motorists and provide for movements that are more predictable by each. The minimum width for a bike lane is 4 feet. However, when parking is permitted along the bike lane, an additional width of 1 to 2 feet is recommended if parking is substantial or the turnover of parked cars is high. With curb, guardrail, or barrier, the minimum bike lane width is 5 feet.

Signed shared roadways are shared roadways that have been identified as preferred bike routes by posting bike route signs. A signed shared roadway bike route is established by placing the Bicycle Route signs or markers along the roadways according to guidelines set forth in the Manual of Uniform Traffic Control Devices. (FHWA 2001)

The Bikeway Plan categorizes bikeway projects into small bikeway projects and large bikeway projects. The distinction between these two categories is the funding sources. The small bikeway projects can be funded entirely through dedicated City funding; large bikeway projects will require grant funding and may be tied to a major roadway transportation project. Projected costs of the recommended bikeway projects are provided in Chapter 6 (Implementation and Financial Plan) of this Transportation Plan.

Small Bikeway Projects

Bicycle Loops

Figure 4-5 shows three bicycle loops of various difficulties and lengths that are recommended along roads that have low speeds and low vehicle volumes. The Edmonds Bike Group helped establish these three bicycle loops.

- The **short bicycle loop** has an easy level of difficulty and a distance of 5 miles.
- The **medium bicycle loop** is a medium level of difficulty route; it follows a similar route as the short bicycle loop, but has an additional 2 miles for a total length of 7 miles.

- The **long bicycle loop** is a scenic route designed for experienced cyclists. The total distance for the long bicycle loop is 20 miles with a portion located in the Town of Woodway.

Shared Use Lanes

Shared use lanes, or “sharrows,” are commonly used to indicate where on the roadway a cyclist should ride, and also to remind motorists to share the lane with bicycles when present. Sharrows consist of a roadway striping treatment, with chevron arrows and a bicycle symbol placed on the outside portion of the travel lane. Approved by FHWA as an experimental treatment (Pedestrian and Bicycle Information Center 2009) and expected to be included in the next edition of the Manual of Uniform Traffic Control Devices, sharrows are a way for jurisdictions to create low-cost and safe bicycle facilities. The City intends to install sharrows as necessary as it completes roadway projects.

Bicycle Parking

In planning for bicycle parking, both public and private property needs must be considered. The recommended standard for new commercial developments is one bicycle rack for every 12 vehicle spaces provided. The City considers the following criteria when reviewing the suitability of new bicycle racks:

- The bicycle racks shall be as convenient as the majority of automobile parking spaces provided.
- All racks shall be securely anchored to the ground or building structures.
- Bicycle racks shall be in a visible location, close to the building entrances.
- Bicycle racks must be designed to accommodate U-shaped locks. (U-shaped locks are designed to allow the lock both wheels and the bicycle frame to a stationary object.)

Figure 4-6 shows the proposed bicycle parking locations identified in the City’s Bikeway Plan.

Large Bicycle Projects

Figure 4-6 shows the locations of the proposed bicycle routes and bicycle lanes. The large bikeway projects include bicycle lanes or bicycle routes that can be added as part of future roadway improvement projects. The large bikeway projects are concentrated around two major efforts: creating a north-south bicycle connection between downtown Edmonds and the Interurban Trail, and creating an east-west bicycle connection between the northern and southern portions of Edmonds.

The north-south bicycle projects include:

- 84th Avenue W, 238th Street SW - 212th Street SW
- 80th Avenue W, 220th Street SW - 206th Street SW
- 76th Avenue W, 224th Street SW - N Meadowdale Beach Drive

The east-west bicycle projects include:

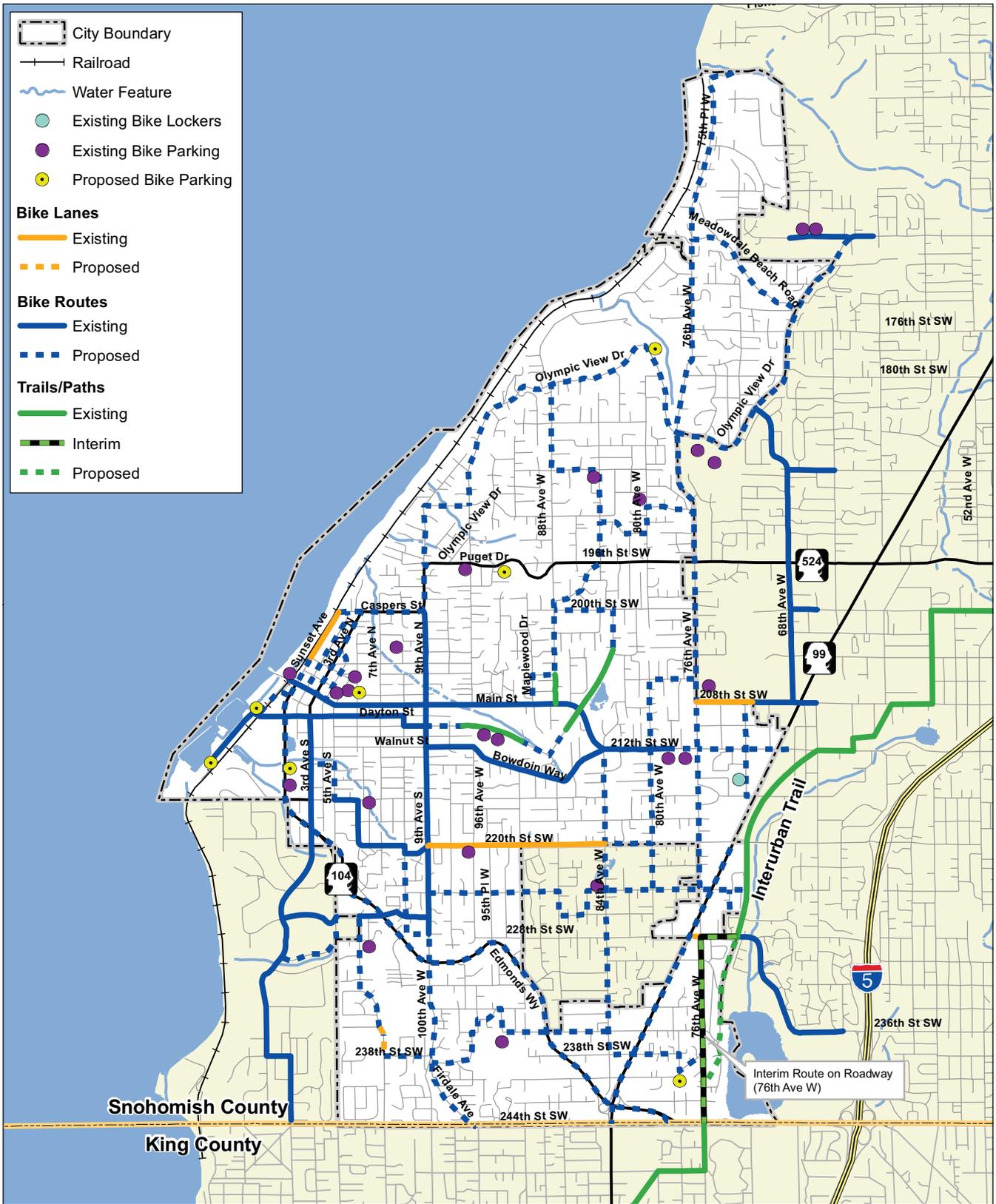
- Edmonds Way/Sunset Avenue, Edmonds Street - city limits
- 224th Street SW, 100th Avenue W - the Interurban Trail

Other large bikeway projects include:

- Olympic View Drive, Puget Drive - 76th Avenue W (less steep route)
- 3rd Avenue N, Main Street - Caspers Street
- Caspers Street, 3rd Avenue N - 9th Avenue N
- 9th Avenue N, Caspers Street - Puget Drive

Interurban Trail

The City is planning to complete the 1.4-mile link of the Interurban Trail between the cities of Shoreline and Mountlake Terrace. The planned alignment runs roughly parallel to 76th Avenue W, south of 228th Street SW. The “interurban corridor” is a former inter-city rail line, part of a nationwide system of similar lines that operated from the 1890’s to the 1930’s. This vital project is significant because it is the “missing link” north and beyond to Everett and south through the recently completed Shoreline Interurban Trail to Seattle and beyond. Locally and regionally this community supported trail will provide safe passage and a healthy alternative to connect homes, work, services, recreation sites and other modes of transportation. The trail lies along view corridors of Lake Ballinger with waterfront access and a respite stop with shelter and information kiosk at 76th Ave and McAleer Way. For consistency in style, the City’s proposed design follows the lead of surrounding communities matching them in 12-foot width, design, historical elements, signage and landscaping. Shared road portions along busy 76th Avenue West and the quieter residential 74th Avenue West will be reconfigured and improved to add dedicated bicycle lanes. Traffic calming techniques will be installed at road crossings as well as appropriate signage.



Source: City of Edmonds (2008); WSDOT (2008); Snohomish County (2008)

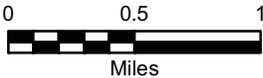


Figure 4-6. Recommended Bicycle Facilities

City of Edmonds Comprehensive Transportation Plan
November 2009

Chapter 5. Transit and Transportation Demand Management

This chapter provides an inventory of existing transit facilities and services, including buses, rail and ferries. Strategies to increase transit use including Transportation Demand Management and other transit improvements are then presented.

Existing Transit Service

Community Transit

Community Transit, the major provider of public transit for Snohomish County, operates three types of transit service in the city:

- Fixed bus route service
- Rideshare services
- Dial-A-Ride Transit (DART) paratransit service

Fixed Route Bus Service

Fixed bus routes are local or commuter services that operate on a standardized schedule. Figure 5-1 shows the bus routes that serve the city.

Table 5-1 summarizes local bus routes serving the city, which provide two-way service between destinations in the city and surrounding areas, from morning through evening.

Table 5-2 summarizes commuter bus routes serving the city, which provide service to major employment destinations in Snohomish and King Counties. Commuter routes typically operate only during the weekday morning and evening peak commute periods. Every Community Transit bus is equipped to accommodate wheelchairs. All buses are also equipped with bicycle racks.



Source: City of Edmonds (2008); WSDOT (2008);
Snohomish County (2008)

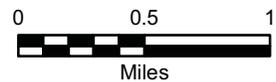


Figure 5-1. Fixed Route Bus Service
City of Edmonds Comprehensive Transportation Plan
November 2009

Table 5-1. Community Transit Local Bus Routes

Route Number	Route Description	Days of Operation	Hours of Operation (approximate)	2008 Average Weekday Daily Boardings
101	Aurora Village (Shoreline) to Everett	Daily	5:00 am – 1:30 am (Weekdays); 5:00 am -12:30 am (Saturdays); 6:00 am- 12:30 am (Sundays)	4,007
110	Lynnwood Transit Center to Edmonds Senior Center	Daily	5:40 am- 9:40 pm (Weekdays); 6:45 am- 8:40 pm (Weekends)	525
112	Lynnwood Transit Center to Edmonds Community College	Daily	5:20 am-11:40 pm (Weekdays); 6:40 am-10:40 pm (Saturdays); 6:40 am-8:40 am (Sundays)	1,225
114	Mill Creek/Silver Firs to Edmonds Senior Center	Daily	5:00 am-10:30 pm (Weekdays); 6:30 am-11:00 pm (Saturdays); 6:30 am-9:00 pm (Sundays)	729
115	Mays Pond/Mill Creek to Edmonds Senior Center	Weekdays and Saturdays	5:20 am- 12:00 am (Weekdays); 8:00 am-7:30 pm (Saturdays)	1,698
116	Mill Creek/Silver Firs to Edmonds Senior Center	Weekdays	5:00 am-11:30 pm (Weekdays)	726
118	Aurora Village (Shoreline) to Ash Way Park-and-Ride (Lynnwood)	Daily	5:30 am-11:45 pm (Weekdays); 6:45 am-10:40 pm (Saturdays); 6:45 am-8:40 pm (Sundays)	1,849
131	Aurora Village (Shoreline) to Edmonds Community College Transit Center	Daily	5:00 am-10:00 pm (Weekdays); 6:00 am-9:00 pm (Weekends)	702

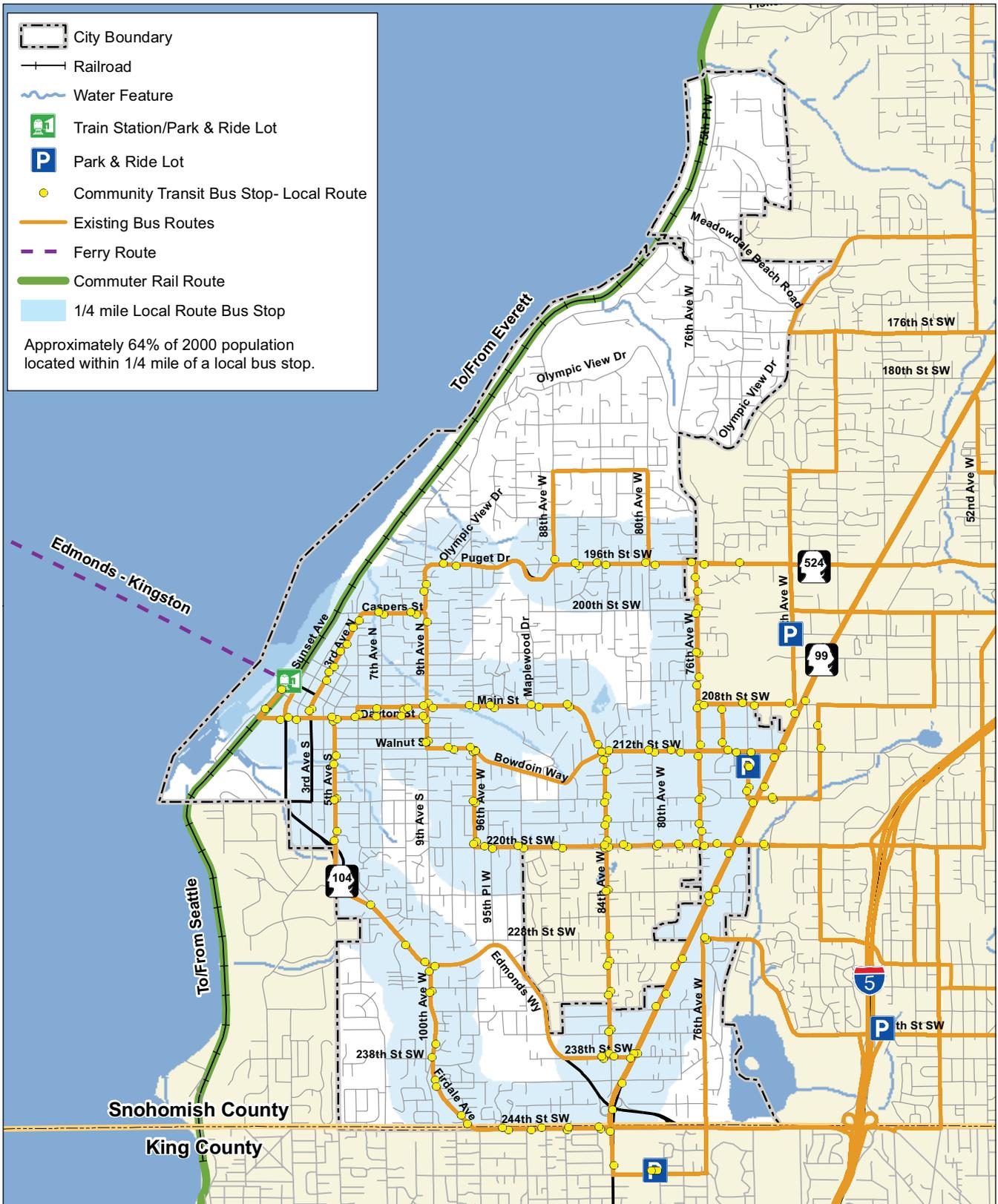
Source: Community Transit 2009

Table 5-2. Community Transit Commuter Bus Routes

Route Number	Route Description	Days of Operation	Hours of Operation (approximate)	2008 Average Weekday Daily Boardings
100	Shoreline to Everett	Weekdays	5:00 am- 8:45 am (northbound only) and 3:00 pm-7:00 pm (southbound only)	515
190	Edmonds Community College to Mukilteo	Weekdays	6:30 am-10:00 am (southbound only) and 11:30 am-8:20 pm (northbound only)	221
404/405	Edmonds to Downtown Seattle	Weekdays	5:15 am-8:45 am (southbound only) and 3:15 pm-7:30 pm (northbound only)	383
406	Seaview (Edmonds) to Downtown Seattle	Weekdays	6:00 am-9:00 am (southbound only) and 3:30 pm-7:00 pm (northbound only)	244
416	Edmonds to Downtown Seattle	Weekdays	5:30 am-8:45 am (southbound only) and 3:30 pm-7:15 pm (northbound only)	352
441	Edmonds Park-and-Ride to Redmond	Weekdays	6:15 am-8:00 am (southeast bound only) and 4:30 pm-6:20 pm (northwest bound only)	99
810	Everett to University District (Seattle)	Weekdays	9:15 am-1:20 pm (both directions) and 6:30 pm-10:45 pm (northbound only)	296
870/871	Edmonds to University District (Seattle)	Weekdays	6:00 am-10:20 am (southbound only) and 12:30 pm-6:40 pm (northbound only)	415

Source: Community Transit 2009

Accessibility to fixed route transit is considered to be ideal when transit stops are located within 0.25 mile of residents. Figure 5-2 shows the proportion of Edmonds within 0.25 mile of a fixed-route local or commuter transit service; and Figure 5-3 shows the proportion of Edmonds within 0.25 mile of fixed-route local bus service. The figures show that approximately 64% of the Edmonds population lives within 0.25 mile of local bus service; and approximately 81% of the Edmonds population lives within 0.25 mile of either local or commuter service.



Source: City of Edmonds (2008); WSDOT (2008); Snohomish County (2008)



Figure 5-3. Access to Local Transit
City of Edmonds Comprehensive Transportation Plan
November 2009

Rideshare Services

For citizens who are disinclined or unable to use fixed-route bus service, the following rideshare services are available:

- Commuter Vanpools – Community Transit provides vehicles, driver orientation, vehicle maintenance, and assistance in forming vanpool groups. Community Transit currently manages nine vanpools originating in Edmonds that serve the following employment destinations:
 - Amgen in Seattle
 - Bangor (2 vans)
 - Boeing Everett (2 vans)
 - Department of Defense in Keyport
 - Federal Aviation Administration (FAA) in Renton
 - Holmes Electric in Bellevue
 - Raytheon in Keyport
- Carpools – Community Transit provides ride-matching services for people seeking carpool partners.

DART Paratransit

DART is a specialized bus service provided by Community Transit for those who are unable to use regular bus service due to a disability. Service is available to all origins and destinations within 0.75 mile of local, non-commuter bus routes.

King County Metro Transit

King County Metro does not provide local service within Edmonds, but connections are available between Community Transit and Metro routes at the Aurora Village Transit Center just south of the city.

Sound Transit Express Bus

Sound Transit provides regional bus service to the urban portions of Snohomish, King, and Pierce counties, but does not have an established express bus stop in Edmonds. Sound Transit express bus service is available at transit centers and park-and-ride lots in the vicinity of Edmonds (Swamp Creek, Lynnwood Transit Center, Mountlake Terrace Transit Center) and can be accessed by Community Transit.

Park-and-Ride Facilities

The primary commuter parking facility in the city is the Edmonds park-and-ride lot located at 72nd Avenue West and 213th Place SW. This facility, which has a capacity for 255 cars, is owned by WSDOT and operated by Community Transit. This facility offers bus service to Lynnwood, downtown Seattle, Redmond, Everett, Shoreline and Seattle’s University District. The average utilization rate of this facility is 71%. (Community Transit 2008)

Many routes also serve the Edmonds Senior Center, Edmonds Station and Edmonds Ferry Terminal. Parking available in the vicinity of these facilities includes a total of 220 spaces near the ferry terminal and 179 spaces at the Edmonds Station. Edmonds Community College also serves as a transit hub, but no public parking is available at this location. Table 5-3 summarizes the park-and-ride lots that serve Edmonds.

Table 5-3. Park-and-Ride Facilities Serving Edmonds

Lot Name	Location	Routes	Parking Capacity
Edgewood Baptist Church	20406 76th Avenue W	112, 406	10
Edmonds Lutheran Church	8330 212th Street SW	118, 131, 404, 870	10
Westgate Chapel	22901 Edmonds Way	416	9
Edmonds Lutheran Church	23525 84th Avenue W	118	21
Korean United Presbyterian Church	8506 238th Street SW	416	64
Edmonds Park-and-Ride	21300 72nd Avenue W	110, 404, 405, 406, 441, 810, 870, 871	255
Mountlake Terrace Transit Center	236th Street SW and I-5 Northbound Ramp	130, 408, 414, 810, 851, 871, King County Metro	880
Edmonds Ferry Terminal	SR 104	WSF	220
Edmonds Station	210 Railroad Avenue	Sounder, Amtrak	179

Source: Community Transit, Sound Transit and WSF

Outside of the city, the Lynnwood Transit Center and Aurora Village Transit Center are the major hubs for transferring between Community Transit local routes. Other transfer hubs include Edmonds Community College and Mountlake Terrace Transit Center. These Community Transit routes connect with King County Metro service at Aurora Village, Mountlake Terrace, and Bothell; Everett Transit in the City of Everett; the Washington State Ferry at the Edmonds and Mukilteo Terminals; with Sound Transit at various park-and-ride lots in the south Snohomish County; and Island Transit in the City of Stanwood.

Rail Service

Passenger rail service in Edmonds is provided by Sound Transit’s Sounder commuter rail and Amtrak’s intercity rail. The rail station is located at 211 Railroad Avenue and can be accessed by Community Transit.

Sounder Commuter Rail

Operated by Sound Transit, the Sounder commuter rail line operates between Seattle and Everett, with stops in Edmonds and Mukilteo. Through a partnership with Amtrak, Amtrak trains are also available for commuters along this route. Sounder operates four southbound trains during the morning commute period and four northbound trains during the evening commute period. Amtrak operates one additional train in each direction during both the morning commute period and the evening commute period.

Amtrak Service

Amtrak operates two routes with stops in Edmonds: the Amtrak Cascades and the Empire Builder.

Amtrak Cascades

Edmonds serves as a stop along the Seattle – Vancouver route. Service is daily, with two northbound trains (8:07 am and 7:07 pm) and two southbound trains (10:21 am and 9:19 pm) stopping in Edmonds per day. From Edmonds, one of the two northbound trains terminates in Bellingham while the other terminates in Vancouver, British Columbia. One southbound Cascades train originates in Bellingham while the other begins in Vancouver, BC.

The Cascades route's northbound service provides connections to Everett, Mount Vernon, and Bellingham in Washington State, and Surrey, Richmond, and Vancouver in British Columbia. Southbound service terminates in Seattle. Travelers who wish to take rail south to destinations between Seattle and Portland are best served by traveling to Seattle to take the Seattle–Portland route.

Empire Builder

The Empire Builder provides cross-country service between Seattle and Chicago. Its route traverses the states of Washington, Idaho, Montana, North Dakota, Minnesota, Wisconsin, and Illinois. Service is daily, with one eastbound train departing from Edmonds each evening (5:17 pm). One westbound train arrives in Edmonds each morning (9:05 am).

Washington State Ferries

The Edmonds-Kingston ferry route connects the northern portion of the Kitsap Peninsula and the Olympic Peninsula with northern King and southern Snohomish Counties. The route is 4.5 nautical miles long, and takes approximately 30 minutes to traverse. The Edmonds-Kingston route operates seven days per week year round, with average headways ranging between 35 and 75 minutes.

In 2006, the Edmonds-Kingston route carried 4.3 million people, at an average of 12,200 passengers per day. A 2006 survey indicates that in-vehicle boardings were the most prevalent,

with about 87 percent of passengers boarding in this manner on the average weekday. Walk-on passengers constituted 13 percent of all passengers on an average weekday. The survey indicates that during the PM peak period (3 PM to 7 PM), approximately two-thirds of the total passengers on the Edmonds-Kingston route are traveling west to the Kitsap / Olympic Peninsulas from Edmonds, and about one-third are traveling eastbound to Edmonds from the west. (Washington State Ferries 2006)

Transportation Demand Management

TDM consists of strategies that seek to maximize the efficiency of the transportation system by reducing demand on the system. The results of successful TDM can include the following benefits:

- Travelers switch from driving alone to high-occupancy vehicle modes such as transit, vanpools, or carpools.
- Travelers switch from driving to non-motorized modes such as bicycling or walking.
- Travelers change the time they make trips from more congested to less congested times of day.
- Travelers eliminate trips altogether either through means such as compressed work weeks, consolidation of errands, or use of telecommunications.

Within the State of Washington, alternative transportation solutions are necessitated by the objectives of the Commute Trip Reduction (CTR) Law. Passed in 1991 as a section of the Washington Clean Air Act (RCW 70.94), the CTR Law seeks to reduce workplace commute trips. The purpose of CTR is to help maintain air quality in metropolitan areas by reducing congestion and air pollution. This law requires Edmonds to adopt a CTR plan requiring private and public employers with 100 or more employees to implement TDM programs. Programs provide various incentives or disincentives to encourage use of alternative transportation modes other than the single-occupant vehicle.

The City promotes TDM through policy and/or investments that may include, but are not limited to, the following:

- Parking management;
- Trip reduction ordinances;
- Restricted access to facilities and activity centers; and
- Transit-oriented and pedestrian-friendly design.

The City can support the CTR Law and regional vehicle trip reduction strategies by working with employers to encourage the reduction of commuter single-occupant vehicle use. Community Transit assists employers in developing plans that meet specific trip reduction needs as required by the CTR Law. Flex time, parking management, vanpooling, and carpooling are some of the

available options. Community Transit offers free Employee Transportation Coordinator Training Workshops for employers affected by CTR. Transportation consulting services are also available to interested employers not affected by CTR. Community Transit also conducts community outreach programs that fall within the realm of TDM.

There are three employers in Edmonds that participate in the CTR program: the City of Edmonds, Stevens Hospital, and Edmonds Family Medicine Clinic. Each employer measures its progress toward its goal of reducing single-occupant vehicle trips by conducting an employee survey every other year. Community Transit assists in this effort, and reviews the results to see if the employers are in compliance with CTR goals.

Future Transit Improvements

Chapter 2 of this Transportation Plan identifies a number of specific goals, objectives and policies aiming at enhancing transit options and operations in the City. One of the City’s goals is to “prioritize and finance improvements for the greatest public benefit, emphasizing transit, demand management, and maintenance of current facilities”.

Bus Shelters and Benches

Providing additional shelters and benches at bus stops has been identified as a high priority for the City. At all appropriate locations, sidewalk improvement or construction projects will include the creation of boarding pads to allow for shelters. The City will continue to work with Community Transit to ensure that bus stops and shelters fit in with the local street design. Community Transit is also committed to expanding the number of locations with stop shelters, adding 25 new locations each year (on the entire system) in addition to maintaining and replacing existing shelters. Table 5-4 lists the top priority locations identified by the City for bus shelters and seating.

Table 5-4. Top Priority Locations for Bus Shelters and Seating

Ranking	Location	Shelter	Bench	Simme Seat ¹	Comments
1	7901 212th Street SW	X	X		Located across from Edmonds High School fence right behind back sidewalk. Additional right of way needed.
2	123 3rd Avenue S	X			
3	1675 220th Street SW	X	X		
4	126 3rd Avenue S	X	X		
5	3rd Avenue N at Edmonds Street (NB)	X	X		

Ranking	Location	Shelter	Bench	Simme Seat ¹	Comments
8	Dayton Street (in front of Old Milltown)	X	X		Additional right of way needed.
7	220th Street SW in front Top Foods	X	X		Additional right of way needed.
9	7805 220th Street SW			X	
10	8330 212th Street SW			X	
11	7407 212th Street SW			X	
12	12810 76th Avenue W			X	
13	12827 76th Avenue W			X	
14	Dayton Street at 5th Avenue N (WB)			X	Existing shelter with bank roofing
15	233 3rd Avenue N			X	Existing shelter with complex roofing
16	533 5th Avenue S			X	Limited space for bus shelter because building structure
17	1054 Bowdoin Way			X	
18	1051 Walnut Street			X	
19	8415 238th Street SW			X	

1. A Simme-Seat is a double seat that is attached to a bus stop pole.

Transit Emphasis Corridors

Community Transit’s Six Year Transit Development Plan and 20 Year Long Range Plan describe a network of Transit Emphasis Corridors on arterial streets and highways connecting urban centers in Snohomish County. SR 99 and 196th Street SW are Transit Emphasis Corridors in Edmonds. The long-term vision for these corridors is coordinated land use, infrastructure, and transit planning that will encourage transit market development and will enable effective service by Community Transit. The Transit Development Plan calls for increasing the frequency and span of local service providing east-west connections across south Snohomish County between Mill Creek, Lynnwood and Edmonds including the 164th St SW and 196th St SW transit emphasis corridors.

Swift Bus Rapid Transit

A Transit Emphasis Corridor is moving forward on SR 99 with the implementation of Swift Bus Rapid Transit (BRT), which will begin service in fall 2009. Swift will operate throughout the day, seven days a week, providing service between Shoreline and Everett. Swift will operate with 10-minute frequency from 5:00 am to 7:00 pm, and with 20-minute frequency from 7:00 pm to midnight and on weekends. Swift BRT will serve landmark stations located at approximately one

mile intervals along the route. The City worked closely with Community Transit on the Swift BRT alignment and station locations. There are two stations located along SR 99 in Edmonds: at 238th St SW and at 216th St SW. Local service on Route 101 will continue to operate in the corridor.

Additional Fixed Route Transit Service

The City will continue to coordinate with Community Transit regarding additional bus transit service on Olympic View Drive or east of 76th Avenue N.

In addition, the City has adopted a policy (see Policy 8.12 in Chapter 2) to explore future funding for a city-based circulator bus that provides local shuttle service between neighborhoods (Firdale Village, Perrinville, Five Corners, Westgate) and downtown.

Edmonds Crossing Multimodal Facility

The City is also a partner in the Edmonds Crossing multimodal ferry, bus, and rail facility. Sound Transit is planning to relocate Edmonds station as part of the larger Edmonds Crossing Multimodal project being led by WSDOT. The location of the preferred alternative for the multimodal project in the Final Environmental Impact Statement would relocate the station south of Edmonds marina, near Point Edwards. The project would also improve traffic circulation in downtown Edmonds by eliminating at-grade railroad crossings. The Washington legislature approved \$4 million for the project during the 2007-2009 biennium. However, funding for the remaining \$122 million is not secured.

Chapter 6. Implementation and Financial Plan

This chapter provides a summary of the projects, project prioritization, total costs, projected revenue, and implementation strategies for recommended improvements through 2025.

Project Costs

Preliminary costs for proposed transportation projects were estimated at a planning level, based on 2009 dollars. Estimates were based on typical unit costs, as applied to each type of improvement, and are not the result of preliminary engineering. Annual programs such as asphalt street overlay show projected expenditures beginning in 2010. These planning-level estimates of probable cost were the basis for the financial plan.

Table 6-1 summarizes the estimated costs for the recommended transportation projects and programs through 2025. The table shows that the cost of fully funding all operations, safety, and maintenance projects and programs through 2025, as presented in this Transportation Plan, is \$103,046,300.

Table 6-1. Costs of Transportation Projects

ID	Location	Improvement	Cost
Concurrency Projects - by 2015			
2	Olympic View Drive / 76th Avenue W	Install traffic signal. Widen 76th to add a westbound left turn lane for 175-foot storage length.	\$1,146,800
4	Puget Drive / 196th St SW / 88th Avenue W	Install traffic signal. ¹	\$879,000
9	212th Street SW / 76th Avenue W	Widen 76th to add a northbound left turn lane for 250-foot storage length and a southbound left turn lane for 125-foot storage length. Provide protected left turn phase for northbound and southbound movements. Widen 212th to add a westbound right turn lane for 50-foot storage length.	\$2,313,800
10	212th Street SW / 84th Avenue W	Install a single-lane roundabout.	\$1,910,100
11	Main Street / 9th Avenue N	Install traffic signal. ²	\$874,400
12	Walnut Street / 9th Avenue S	Install traffic signal. ²	\$874,400
15	220th Street SW / 76th Avenue W	Reconfigure eastbound lanes to a left turn lane and a through-right lane. Change eastbound and westbound phase to provide protected-permitted phase for eastbound and westbound left turns. Provide right turn phase for westbound movement during southbound left turn phase.	\$138,300
Sub Total			\$8,136,800
Concurrency Projects - by 2025			
1	174th Street SW / Olympic View Drive	Widen Olympic View Dr to add a northbound left turn lane for 50-foot storage length. Shift the northbound lanes to the east to provide an acceleration lane for eastbound left turns.	\$724,200
6	Caspers Street / 9th Avenue N	Install traffic signal.	\$818,000

ID	Location	Improvement	Cost
8	212th Street SW / SR 99	Widen 212th to add a westbound left turn lane for 200-foot storage length and an eastbound left turn lane for 300-foot storage length. Provide protected left turn phase for eastbound and westbound movements.	\$3,265,500
14	220th Street SW / SR 99	Widen 220th to add westbound right turn lane for 325-foot storage length. Widen SR 99 add second southbound left turn lane for 275-foot storage length.	\$3,147,300
Sub Total			\$7,995,000
Highway of Statewide Significance (HSS) Operation Improvement Projects			
20	238th Street SW / Edmonds Way (SR 104)	Install a traffic signal and provide protected left turn phase for northbound and southbound movements. Cost assumes correction of minor street skew.	\$5,444,600
21	244th Street SW (SR 104) / 76th Avenue W	Widen 244th to add second westbound left turn lane for 325-foot storage length. Provide right turn phase for northbound movement during westbound left turn phase.	\$3,321,600
Sub Total			\$8,766,200
Safety Projects			
25	228th Street SW, SR99 - 76th Avenue W	Construct connection of 228th Street SW between SR 99 and 76th Avenue W (three lanes with curb, gutter, and sidewalk). Install traffic signal at 228th Street SW and SR 99. Install median on SR 99 to prohibit southbound left turn movements at 76th Avenue W.	\$3,948,200
26	216th Street / SR 99	Widen to allow one left turn lane and one through lanes in eastbound and westbound directions, with 100-foot storage length for turn lanes.	\$719,800
27	238th Street SW, SR104 - 84th Avenue W	Widen to three lanes with curb, gutter, and sidewalk (as per Pine Street Ferry Access Study)	\$2,519,700
28	84th Avenue W, 212th Street SW - 238th Street SW	Widen to three lanes with curb, gutter, bike lanes, and sidewalk.	\$16,355,500
	80th Avenue	Sight distance improvements for vehicles, bicycles, and pedestrians	292,000
	SR 99 Illumination	Improve roadway safety with illumination	\$400,000

ID	Location	Improvement	Cost
	Main St / 3rd Ave signal upgrade	Upgrade signal to reduce conflicts with trucks	\$138,000
Sub Total			\$24,373,200
Non-Motorized Projects			
	Interurban Trail		\$1,535,000
	Citywide Walkway Projects		\$14,699,000
	ADA Transition Plan		\$4,189,500
	Citywide Pedestrian Lighting		\$80,000
	Bike Route Signing		\$25,000
	Citywide Bikeway Projects		\$120,000
	Citywide Upgrade to Countdown Pedestrian Signals		\$43,000
	Main Street Pedestrian Improvements		\$533,000
Sub Total			\$21,224,500
Preservation and Maintenance Programs and Projects			
	Annual Street Overlays	2010-2015 2016-2025	Grind pavement, overlay \$9,000,000 \$15,000,000
	Citywide Street Improvements	2010-2015 2016-2025	Maintenance to increase roadway life \$90,000 \$150,000
	Citywide Signal Improvements	2010-2015 2016-2025	Upgrades to existing signals, for maintenance and technology \$30,000 \$50,000

ID	Location	Improvement	Cost
	Citywide Cabinet and Controller Upgrades	Upgrades to existing traffic signal cabinets elements for maintenance and technology	\$30,000 \$50,000
	Puget & Olympic View Drive	Signal rebuild	\$198,000
	Downtown Bicycle Parking	Add bicycle parking at different locations citywide	\$60,000
	238th / 100th Ave Signal Upgrades	Rebuild complete signal system and install video detection	\$236,000
	Sub Total		\$24,894,000
Other Projects			
	Citywide Traffic Calming Program		\$160,000
	Operational Enhancements		\$240,000
	Future Transportation Plan Updates		\$600,000
	Debt Service on 220th Street SW Project		\$616,600
	4th Avenue Corridor Enhancement		\$5,500,000
	Shell Valley Access Road		\$530,000
	Arterial Street Signal Coordination		\$50,000
	Sub Total		\$7,696,600
GRAND TOTAL, 2010 - 2025			\$103,046,300

1. Analysis indicates that restricting northbound and southbound traffic to right-turn-only (prohibiting left-turn and through movements) would also address the deficiency identified at this location through 2025. This could be implemented as an alternate solution, or as an interim solution until traffic signal warrants are met.

2. Analysis indicates that identified deficiencies could also be addressed by removal of parking along the entire length of 9th Avenue between the northbound approach of Walnut and the southbound approach of Main, and restriping and signing so that this section of 9th would be 4 lanes wide. This would result in two lanes of traffic at the northbound and southbound stop-controlled approaches of both intersections. This could be implemented as an alternate solution, or as an interim solution until traffic signal warrants are met.

Revenue Sources

Current Sources of Revenue

Revenue sources available to the City for financing the transportation improvements are listed below.

- **Grants** – State and federal grants may be obtained through a competitive application process. Grant sources include the following:
 - **FHWA** – The federal government has funds that are made available to the State of Washington and local agencies from federal gas taxes. The allocations are based on the competitive evaluation of specific projects against other projects within the State and region. To be eligible for funding, a project must be located on a route designated as arterial or collector in the federal classification (see Figures 3-2 and 3-3). Grant programs include Congestion Mitigation Air Quality, Intersection and Corridor Safety, Surface Transportation Program (STP) Regional, Transportation Enhancement Program (statewide), and direct allocations.
 - **Federal Department of Housing and Urban Development** – Federal funds are distributed as Community Development Block Grants through Snohomish County. Grants are competitive based on the merits of the projects and are targeted to benefit low income areas. Typically, a project must be located in a census tract or block with a majority of residents with low to moderate income. Through the grant amounts are relatively small they can be used on local streets in residential areas for sidewalk and sidewalk ramp construction.
 - **Transportation Improvement Board (TIB)** – The Transportation Improvement Board provides grants using the State’s portion of the gas tax. Projects are selected on a competitive basis and programs vary from sidewalks to corridor improvements. To be eligible a project must be located on an arterial or collector. The TIB is an independent state agency that distributes grant funding, which comes from the revenue generated by three cents of the statewide gas tax, to cities and counties for funding transportation projects. The TIB provides funding to its urban customers through three state-funded grant programs:
 - **Urban Arterial Program (UAP)** – best suited for roadway projects that improve safety and mobility.
 - **Urban Corridor Program (UCP)** – best suited for roadway projects with multiple funding partners that expand capacity.
 - **Sidewalk Program (SP)** – best suited for sidewalk projects that improve safety and connectivity.
 - **Additional State Grants** – Other grants available at the state level include, but are not excluded to, Pedestrian and Bicycle Safety and Safe Routes to Schools.

- **Traffic Impact / Mitigation Fees** – Impact fees were recently instituted within the City and are paid by developers to mitigate the impacts on the transportation system.
- **Real Estate Excise Tax** – This is a tax on all sales of real estate, measured by the full selling price, including the amount of any liens, mortgages and other debts given to secure the purchase at a rate of 1.28 percent. The City is eligible to receive proceeds from the tax if they have planned under the Growth Management Act. The funds must be used for capital improvements. The State and Counties receive 0.78 percent and the City 0.5 percent.
- **Motor Vehicle Fuel Tax** – The motor vehicle fuel tax is collected by the State and 2.4 cents per gallon are distributed to cities for roadway construction purposes. The money is distributed based on the population of each city.
- **General Fund** – The General Fund includes a broad range of taxes and fees such as sales tax and building permit fees. These revenue sources may be used for all City activities.
- **Joint Agency Funding** – Edmonds adjoins unincorporated Snohomish County and several other cities. When projects are located in two more jurisdictions, resources are combined to fund them.
- **General Obligation Bonds** – These are bonds issued by the City that are financed through future anticipated tax revenues.
- **Parks Funding** – Funding provided through the City Parks Department, to be used jointly with transportation funding for pedestrian and bicycle projects.

Table 6-2 summarizes potential revenue projected through 2025, based upon current sources and funding history.

Table 6-2. Potential Revenue

Source	Amount
Grants (unsecured)	\$12,080,650
Traffic Impact / Mitigation Fees	6,353,485
Real Estate Excise Tax	4,000,000
Motor Vehicle Fuel Tax	2,000,000
Transfers from Other Funds	2,062,650
Utility Resurfacing	1,795,488
Joint Agency ¹	8,000,000
Interest Income	511,331
Development Sidewalks	23,021
Parks Funding – Interurban Trail	1,326,000
Parks Funding - 4th Ave Enhancement	2,365,000
Miscellaneous	193,306
TOTAL	\$40,710,931

1. Assumes joint funding with Snohomish County for the recommended 84th Avenue improvement.

Based upon the total costs of recommended projects summarized in Table 6-1, and the potential revenue based upon current sources and funding history, the estimated total revenue shortfall through 2025 is \$62,335,369.

Other Potential Financing Options

The City will continue to explore new options to fund transportation projects and programs that are important to citizens. Options that could be considered include the following:

- Transportation Benefit District** – A Transportation Benefit District (TBD) can fund any transportation improvement contained in any existing state or regional transportation plan that is necessitated by existing or reasonably foreseeable congestion levels. The legislative authority of a city to create a TBD by ordinance is set forth in RCW 36.73. Projects covered by a TBD can include maintenance and improvements to city streets, county roads, state highways, investments in high capacity transportation, public transportation, transportation demand management and other transportation projects identified in a regional transportation planning organization plan or state plan. A variety of revenue options are available. An annual vehicle license fee of up to \$20 per license can be passed by the City of Edmonds TBD, and is not subject to voter approval. The legislation also allows a TBD the ability to collect additional annual vehicle license fees up to a total of \$100 per license per year in addition to sales and property taxes, subject to voter approval.

The City has already enacted the \$20 per year vehicle license fee, which is slated to fund City Street Operations only. Additional TBD funding above the amount of the TBD in Edmonds would be subject to voter approval.

If additional TBD funding were implemented, the City would work with PSRC to incorporate projects into the regional transportation so that they would be eligible for funding. The regional and state plans have already identified a broad range of local transportation improvements as priorities, and the multi-modal mobility and safety projects presented in this Transportation Plan are consistent with those priorities.

- Local Improvement District/Roadway Improvement District** –LIDs, enabled under RCW 35.43, are a means of assisting benefitting properties in financing needed capital improvements. A special type of LID is a Roadway Improvement District (RID). LIDs may be applied to water, sewer and storm sewer facilities, as well as roads; but RIDs may only be applied to street improvements. LIDs and RIDs are special assessment districts in which improvements will specially benefit primarily the property owners in the district. They are created under the sponsorship of a municipal government and are not self governing special purpose districts. To the extent and in the manner noted in the enabling statutes, they must be approved by both the local government and benefited property owners.
- Additional Grants** – Revenue projections summarized in Table 6-2 assume that the City will be able obtain future grant funding at levels consistent with what has been obtained historically. It may be possible for the City to obtain higher levels of grant funding than what has been historically obtained. However, state and federal grants are obtained through a

highly competitive process, and other municipalities are also likely to increase their requests for grant funding to address their own revenue shortfalls, so it is likely that only a small portion of the City’s revenue shortfall could be covered through additional grant funding.

- **Business License Fee for Transportation** – Cities have the option of including a fee to fund transportation projects, as part of business license fees. This is typically an annual fee that is charged per full time equivalent (FTE) employee. In order for this type of fee to be successful, cities typically collaborate very closely with business owners, to identify projects and programs for funding that would be of most benefit to local businesses.

Table 6-3 summarizes potential levels of revenue that could be obtained by these additional sources, if they were approved by the City Council and by citizens. The table shows that the transportation funding shortfall could be covered by a combination of these optional revenue sources.

Table 6-3. Potential Revenue from Additional Optional Sources

Source	Amount
TBD license fee at \$80 per license per year ¹	\$ 46,592,000
Local Improvement District / Roadway Improvement District ²	15,743,369
Additional grants ³	
Additional joint agency funding ⁴	
Business license fee for transportation	
	\$62,335,369

1. Assumes 36,000 vehicles (40,000 population x 0.91 vehicles per capita) for 16 years. The total amount shown is that portion above the \$20 portion that has already been passed and committed to fund transportation operations.

2. Enacted to pay for specific projects with the district that is defined. Any funding obtained through an LID or RID would lower the fees needed from the other optional sources.

3. Obtained through application process for specific projects. Any funding obtained through additional grants would lower the fees needed from the other optional sources.

4. Obtained from adjacent jurisdictions in which specific projects are co-located. Several recommended projects are located in areas also under the jurisdiction of the cities of Mountlake Terrace, Lynnwood, Shoreline, Snohomish County, and/or WSDOT.

Project Prioritization

Program Priority

Although all projects and programs presented in this Transportation Plan are important to the City, they can only be implemented as funding becomes available. Guided by feedback from citizens, and also by state laws, the following priority order has been established.

1. **Maintenance and Preservation** – The City is committed to maintaining existing transportation facilities in which substantial public investment have been made, and which are critical to maintaining transportation mobility and safety. This has also been identified as the top priority by citizens.

2. **Safety Improvements on City Streets** – Road safety projects are also identified as a high priority by citizens. Some concurrency projects also address safety issues; however, additional safety projects will be a high priority if additional funding is obtained from alternative sources.
3. **Concurrency** – GMA requires that projects needed to maintain concurrency must be in place within six years of the time that they are triggered by development. If concurrency projects are not implemented, new development that those projects would support cannot be approved. Thus, concurrency projects must be implemented to support planned land use identified in the Comprehensive Plan.
4. **Walkway Connections** – Completion of walkway connections is consistent with the City’s policies to support a strong pedestrian network, and has also been identified as a high priority by citizens. Completing walkway connections will be a high priority if additional funding is obtained from alternative sources.
5. **Curb Ramp Upgrades** – ADA requires that the City have a program in place to retrofit curb ramps that do not meet ADA standards. The City will continue to implement curb ramp upgrades in conjunction with street construction and maintenance projects, but completion of the Curb Ramp Upgrade Program by 2025 will require additional funding over current projections.
6. **Bicycle Route Signing and Facility Upgrade** – The City will continue to incorporate bikeways into street improvement and maintenance projects where feasible, whether they consist of separate bicycle lanes, or marking for shared bicycle/vehicle lanes. However, completion of the Bike Plan, including signing and provision of bicycle parking, will require additional funding over current projections.
7. **Improvements on SR 104 (Edmonds Way)** – Operational deficiencies have been projected for SR 104. As a Highway of Statewide significance, this road is not subject to local concurrency rules. The City will continue to coordinate with WSDOT to address problems as they are identified, but will not be able to fund improvements on this road unless additional sources of funds over current projections are obtained.
8. **Traffic Calming Program** – The City will continue to address neighborhood traffic safety issues on a case by case basis as they are identified; however, implementation of the full Traffic Calming Program will require additional funding over current projections to be obtained.

Implementation Plan

Transportation Improvement Plan 2010-2025

The Comprehensive Transportation Plan serves to guide the development of surface transportation within the City, based upon evaluation of existing conditions, projection and

evaluation of future conditions that result from the City's adopted future land use plan, and priorities stated by Edmonds citizens.

A six-year Transportation Improvement Program (TIP) is prepared each year, which identifies transportation projects needed to respond to planned growth of the community, and to meet safety and mobility objectives. The TIP integrates City transportation improvement projects and resources with other agencies in order to maximize financing opportunities such as grants, bonds, city funds, donations, impact fees, and other available funding.

The TIP is maintained as follows:

1. Provide for annual review by the City Council as part of the Capital Improvement Plan (CIP) contained in the Comprehensive Plan capital facilities element.
2. Ensure that the TIP:
 - Is consistent with the Comprehensive Plan;
 - Defines a project's need, and links it to LOS and facility plans;
 - Includes construction costs, timing, and funding sources; and considers operations and maintenance impacts where appropriate; and
 - Establishes project development priorities.

Table 6-4 summarizes the recommended Transportation Improvement Plan, 2010 through 2025, which is a comprehensive multimodal plan that is based on extensive public input and reflects a major update of the 2003 Plan. The table also identifies which projects are recommended for inclusion in the 2010-2015 TIP.

Table 6-4. Transportation Improvement Plan 2010–2025

Project	2010 – 2015	2016 – 2025	Total
Annual Street Overlays	\$ 9,000,000	\$ 15,000,000	\$ 24,000,000
Citywide Street Improvements	90,000	150,000	240,000
Citywide Signal Improvements	30,000	50,000	80,000
Citywide Cabinet and Controller Upgrades	30,000	50,000	80,000
Puget & Olympic View Drive	198,000		198,000
Downtown Bicycle Parking	22,500	37,500	60,000
238th / 100th Ave Signal Upgrades	236,000		236,000
Puget Drive / 196th St SW / 88th Avenue W	879,000		879,000
Main Street / 9th Avenue N	874,400		874,400
Walnut Street / 9th Avenue S	874,400		874,400
212th Street SW / 84th Avenue W	1,910,100		1,910,100

Project	2010 – 2015	2016 – 2025	Total
Caspers Street / 9th Avenue N		818,000	818,000
212th Street SW / 76th Avenue W	2,313,800		2,313,800
Olympic View Drive / 76th Avenue W		1,146,800	1,146,800
220th Street SW / SR 99		3,147,300	3,147,300
220th Street SW / 76th Avenue W		138,300	138,300
228th Street SW, SR99 - 76th Avenue W	3,948,200		3,948,200
84th Avenue W, 212th Street SW - 238th Street SW		16,355,500	16,355,500
80th Avenue Sight Distance	292,000		292,000
SR 99 Illumination		400,000	400,000
Main St / 3rd Ave signal upgrade	138,000		138,000
Shell Valley Access Road		530,000	530,000
212th Street SW / SR 99		3,265,500	3,265,500
216th Street / SR 99		719,800	719,800
174th Street SW / Olympic View Drive		724,200	724,200
238th Street SW / Edmonds Way (SR 104)		5,444,600	5,444,600
238th Street SW, SR104 - 84th Avenue W		2,519,700	2,519,700
244th Street SW (SR 104) / 76th Avenue W		3,321,600	3,321,600
Interurban Trail	1,535,000		1,535,000
Citywide Upgrade to Countdown Pedestrian Signals	43,000		43,000
Citywide Walkway Projects	5,512,125	9,186,875	14,699,000
ADA Transition Plan	1,571,063	2,618,438	4,189,500
Citywide Pedestrian Lighting	30,000	50,000	80,000
Bike Route Signing	25,000		25,000
Citywide Bikeway Projects	45,000	75,000	120,000
Citywide Traffic Calming Program	60,000	100,000	160,000
Operational Enhancements	90,000	150,000	240,000
Future Transportation Plan Updates	225,000	375,000	600,000
Debt Service on 220th Street SW Project	231,225	385,375	616,600
4th Avenue Corridor Enhancement		5,500,000	5,500,000
Main Street Pedestrian Lighting	533,000		533,000
Arterial Street Signal Coordination		50,000	50,000
TOTAL	\$30,541,812	\$72,504,488	\$103,046,300
Projected Revenue	\$15,266,599	\$25,444,332	\$40,710,931
Shortfall, unless alternative funding identified	15,275,213	47,060,156	\$62,335,369

Interjurisdictional Coordination

The City will coordinate with the following agencies to implement projects and strategies presented in this Transportation Plan:

- Apply to the FHWA to implement recommended updates to the federal functional classification of some city streets, as summarized in Table 3-2.
- Coordinate with WSDOT on projects to address future operational deficiencies on SR 104.
- Coordinate with Snohomish County for joint agency funding of the proposed 84th Avenue improvement.
- If a higher funding level of TBD is put forward and approved by voters, coordinate with PSRC to include projects in the regional transportation plan so that they will be eligible for funding.
- Coordinate with WSDOT and the FHWA to move forward with the Edmonds Crossing Multimodal Project.
- Coordinate with Community Transit to implement transit investments that are consistent with the City's priorities; including construction of additional bus shelters and benches, and new transit routes.

Contingency Plan in Case of Revenue Shortfall

Some revenue sources are very secure and highly reliable. However, other revenue sources are volatile, and therefore difficult to predict with confidence. To cover the shortfall identified in the previous section, or in the event that revenue from one or more of these sources is not forthcoming in the amounts forecasted in this Transportation Plan, the City has several options:

- Change the LOS standard, and therefore reduce the need for road capacity improvement projects.
- Increase the amount of revenue from existing sources.
- Find new sources of revenue which could include additional federal and state grants, additional TBD funding, business license fee for transportation, and/or LID/RIDs.
- Require developers to provide such facilities at their own expense.
- Change the Land Use Element in the Comprehensive Plan to reduce the amount of development, and thus reduce the need for additional public facilities; or to further concentrate growth along higher capacity roads that are served by transit.

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Appendix A

Public Participation Materials

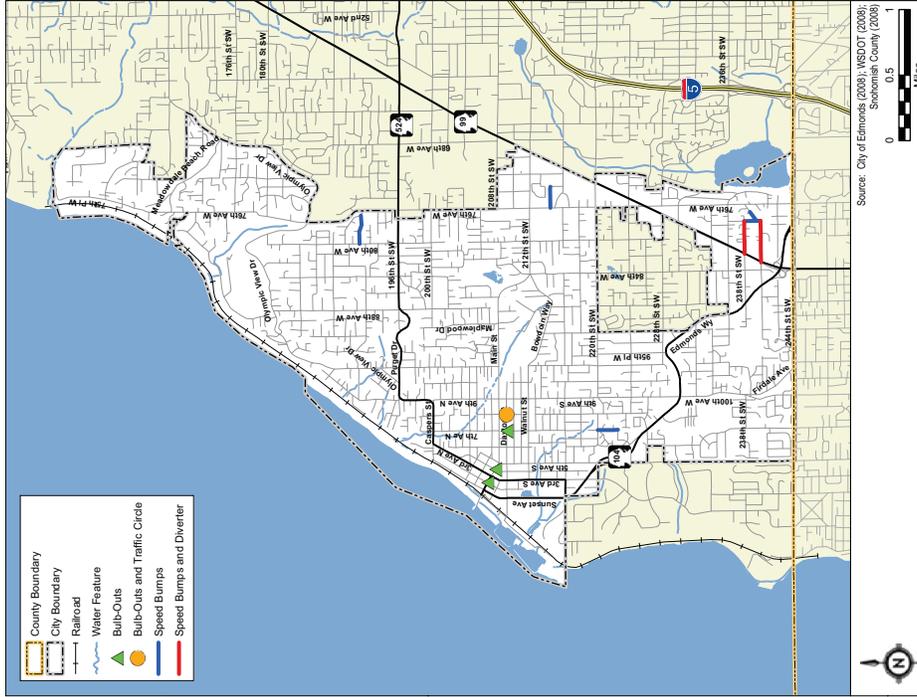
City of Edmonds Comprehensive Transportation Plan Update

Open House #1

June 19, 2008
Edmonds City Hall

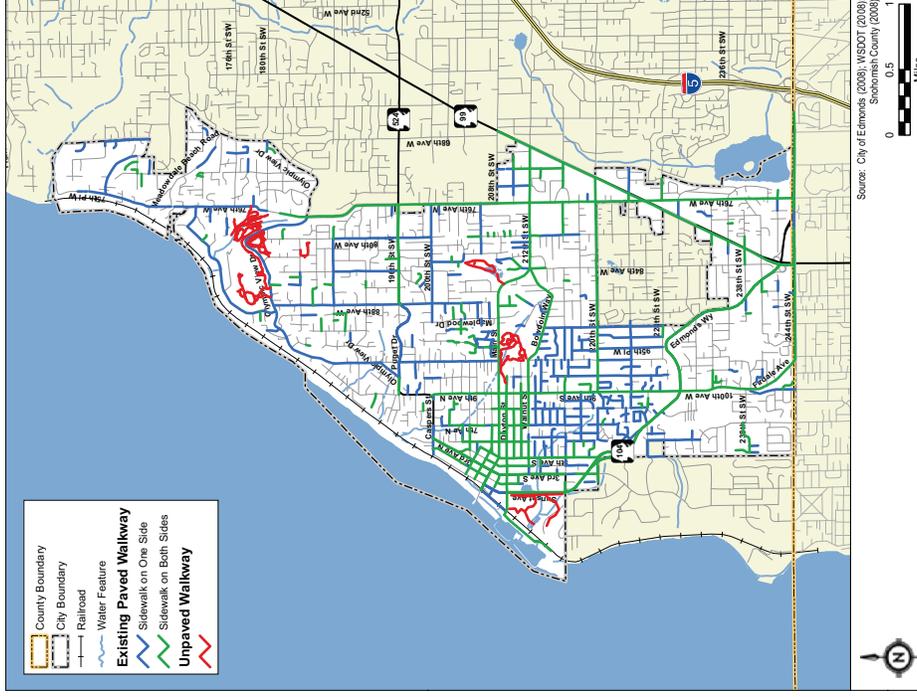
Existing Traffic Calming Devices

City of Edmonds ■ Comprehensive Transportation Plan Update



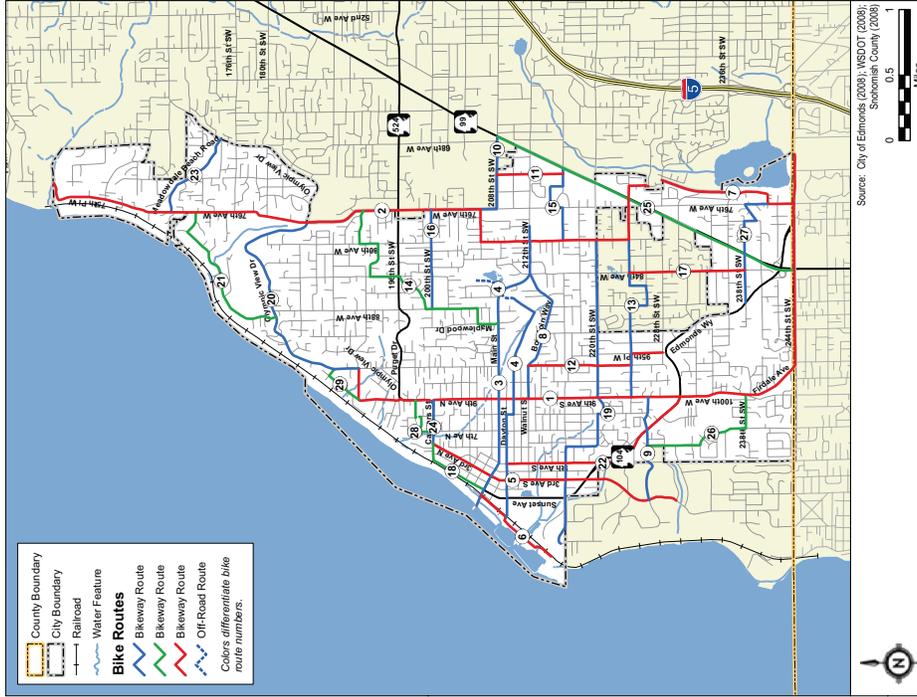
Existing Sidewalk and Walkway System

City of Edmonds ■ Comprehensive Transportation Plan Update



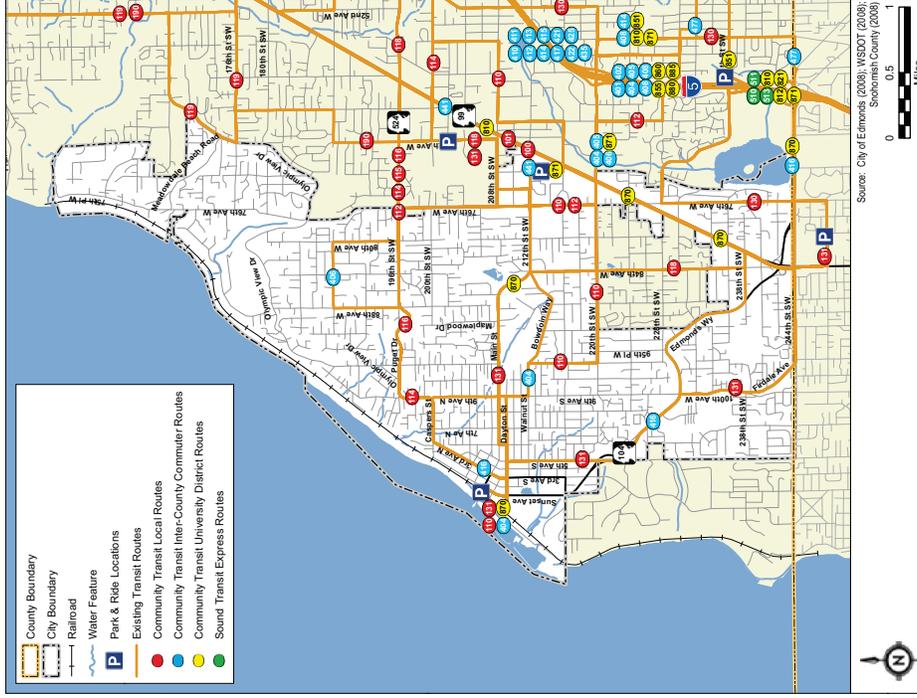
Existing Bikeway Network

City of Edmonds ■ Comprehensive Transportation Plan Update



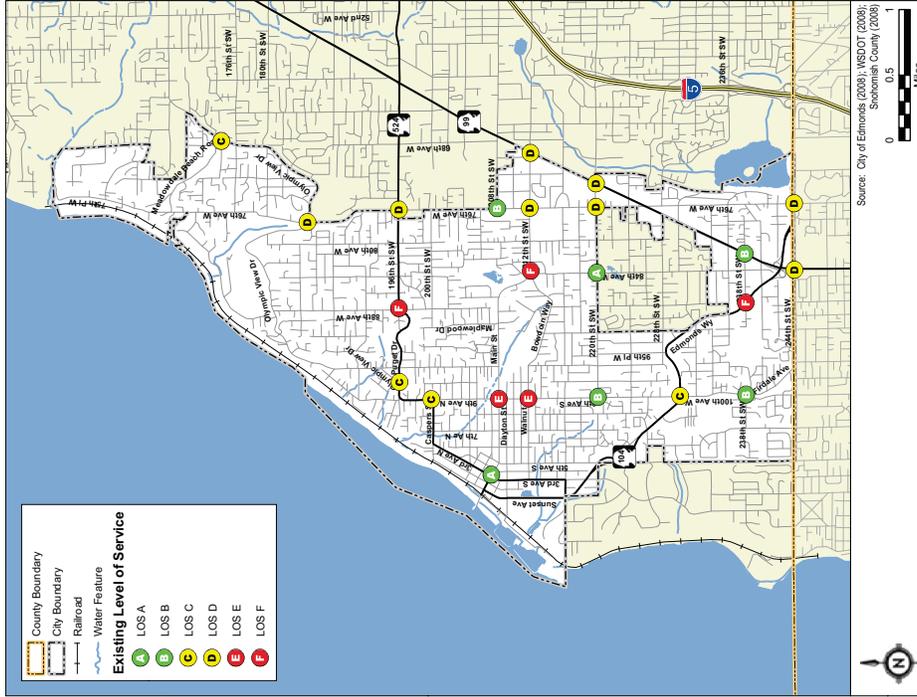
Existing Transit Service

City of Edmonds ■ Comprehensive Transportation Plan Update



Existing Level of Service

City of Edmonds ■ Comprehensive Transportation Plan Update



Source: City of Edmonds (2008); WSDOT (2008); Snohomish County (2008)



Level of Service

City of Edmonds ■ Comprehensive Transportation Plan Update

Level of Service (LOS), graded A through F, is the primary measurement used to determine the operating quality of a roadway segment or intersection

LOS	Characteristic Traffic Flow
A	Free flow, little or no restriction on speed or maneuverability caused by the presence of other vehicles.
B	Stable flow, operating speed is beginning to be restricted by other traffic.
C	Stable flow, volume and density levels are beginning to restrict drivers in their maneuverability.
D	Stable flow, speeds and maneuverability closely controlled due to higher volumes.
E	Approaching unstable flow, low speeds, freedom to maneuver is difficult.
F	Forced traffic flow, very low speeds, long delays with stop and go traffic.

The City of Edmonds has adopted the following LOS Standards for intersections within the city:

- Arterials: LOS D
- Collectors: LOS C
- Locals: LOS E

Intersections that do not meet these standards are considered deficient.



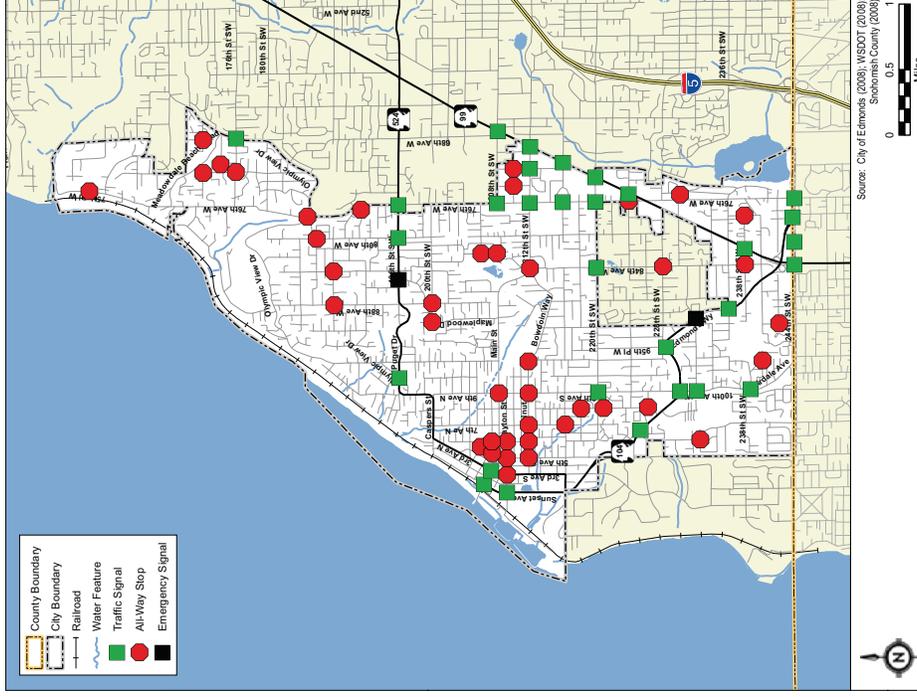
Existing Roadway Functional Classifications

City of Edmonds ■ Comprehensive Transportation Plan Update



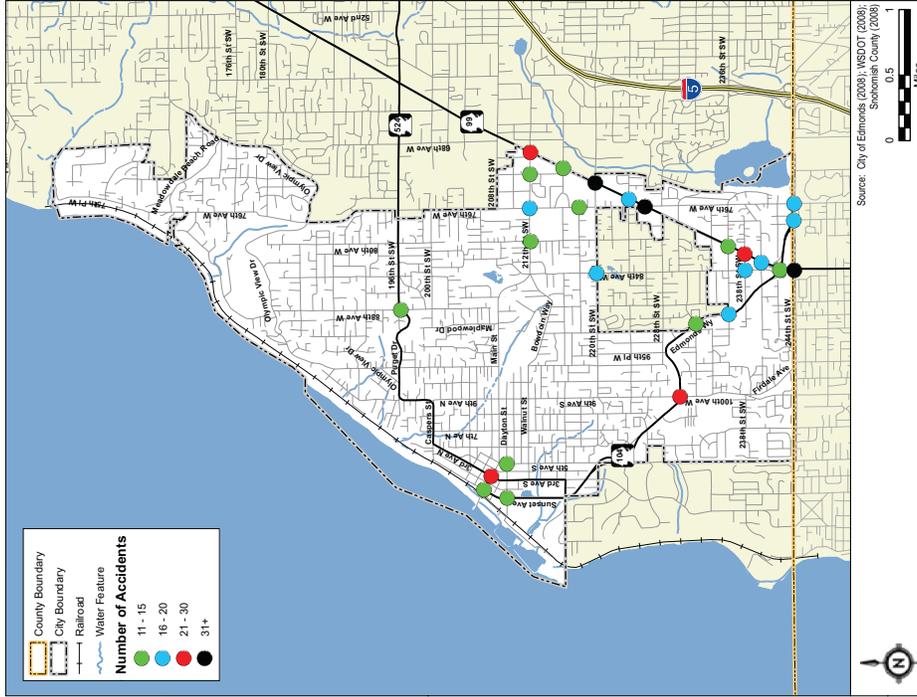
Existing Traffic Control Devices

City of Edmonds ■ Comprehensive Transportation Plan Update



2005 - 2007 High Collision Locations

City of Edmonds ■ Comprehensive Transportation Plan Update



City of Edmonds Transportation Plan Update

What is a Transportation Plan?

The Transportation Plan establishes direction for development of programs and facilities that address the transportation needs for the City of Edmonds both now and across a 20-year future-planning horizon. Based upon existing and projected future land use and travel patterns, the Transportation Plan:

- describes existing roadway facilities and operating conditions; and existing walkway, bikeway, and transit facilities and services;
- describes the methods used to forecast and analyze future transportation conditions, based upon future land use;
- identifies existing and future transportation needs, and projects to address those needs;
- provides cost estimates for identified projects, and identifies available funding and revenue sources;
- identifies intergovernmental coordination priorities and efforts;
- presents policies and prioritization criteria by which project funding and project tradeoff decisions are made; and
- presents a financially constrained 20-year System Plan, designed to address identified transportation needs. The System Plan includes street improvements, bicycle and walkway plans, transportation demand management, neighborhood traffic control, public transportation, and implementation strategies.

What are the objectives of the Transportation Plan?

Based upon the City's adopted transportation goals and policies, the objectives for the Transportation Plan are as follows:

- Address the total transportation needs of the City.
- Identify transportation improvements necessary to provide a system that will function safely and efficiently through the year 2025.
- Ensure consistency with the land use of local comprehensive plans.
- Provide an efficient transportation system.
- Contribute to economic growth.
- Provide cost-effective accessibility for people, goods, and services.
- Provide travel alternatives that are safe and have convenient access to employment, education, and recreational opportunities for urban and suburban residents in the area.
- Identify funding needs for identified transportation improvements and the appropriate participation by both the public and private sectors of the local economy.
- Comply with the requirements of Washington State Environmental Policy Act (SEPA) and Growth Management Act.
- Support improvements to major transportation routes outside the City that will reduce through-traffic in the community.

What information can I provide that would be most helpful to the Transportation Plan update?

Please consider the following questions:

- Do you find maintenance of the City's street pavements adequate?
- Are there streets or intersections within the City where you feel traffic congestion is at an unacceptable level?
- Are there locations within the City where sidewalks should be constructed?
- Are there streets or intersections where you have traffic safety concerns?
- What additional transit measures should the City pursue, new transit routes, additional service along existing routes, transit shelters for users waiting at transit stops?
- Are you aware of residential streets where the City should consider implementing traffic calming measures?
- Do you have a vision for the City's transportation system that you would like to share?

Please provide your input on these questions to the City by **Thursday, July 3, 2008, at 5pm**. Your feedback can be dropped off, mailed, or emailed to the addresses provided at the bottom of this page.

What are the next steps in the Transportation Plan development?

Activity	Date
Public Meeting to review potential projects	August – September 2008
Complete Draft Transportation Plan	January 2009
Public Meeting to review Draft Plan	January 2009
Planning Commission meetings to review Draft Plan	February – March 2009
City Council Review of Draft Plan	April – May 2009
City Council consideration of revised traffic impact fees	May 2009

How do I contact the City if I have feedback or questions regarding the Transportation Plan?

Bertrand Hauss, Project Manager
City of Edmonds
121 5th Avenue N
Edmonds, WA 98020

Phone: (425) 771-0220

Email: Hauss@ci.edmonds.wa.us

City of Edmonds Comprehensive Transportation Plan Update

Open House #2

March 5, 2009
Edmonds City Hall

Welcome

Please sign in here.

Meeting Objectives

- Review Draft Transportation Plan
 - Potential projects and programs
 - Costs and revenue projections
- Provide input on project priorities for Transportation Plan
- Review and comment on preliminary design of SR-99 / W 76th Avenue Intersection Improvement

Meeting Agenda

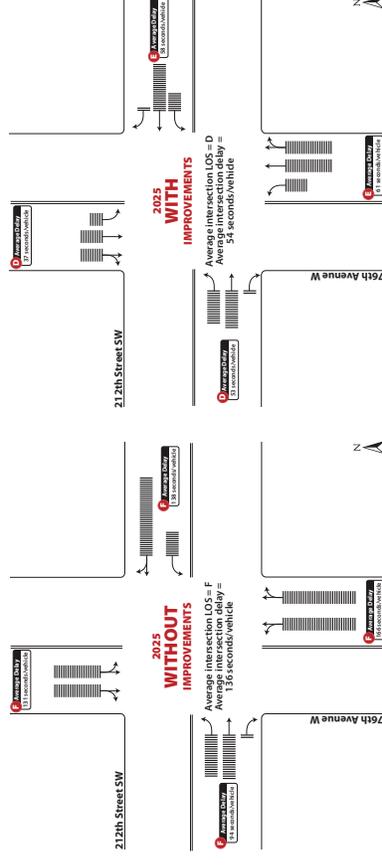
- 5:00–5:30 p.m. Sign in.
- 5:30–5:45 p.m. Presentation
- 5:45–6:30 p.m. Visit stations, talk to project team members
Provide comments
- 6:30–6:45 p.m. Presentation
- 6:45–7:30 p.m. Visit stations, talk to project team members
Provide comments
- 7:30 p.m. End of meeting

Level of Service

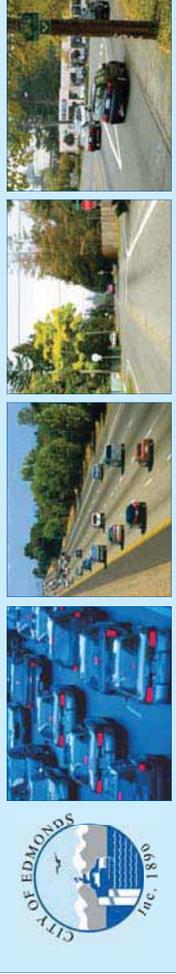
Level of Service (LOS) measures the operating quality of a road. LOS is graded A (free flow) through F (grid lock).

LOS	Characteristic Traffic Flow	Average Delay (seconds per vehicle)	
		Signalized	Stop Controlled
A	Free flow, little or no restriction on speed or maneuverability caused by the presence of other vehicles.	≤ 10	≤ 10
B	Stable flow, operating speed is beginning to be restricted by other traffic.	> 10–20	> 10–15
C	Stable flow, volume and density levels are beginning to restrict drivers in their maneuverability.	> 20–35	> 15–25
D	Stable flow, speeds and maneuverability closely controlled due to higher volumes.	> 35–55	> 25–35
E	Approaching unstable flow, low speeds, freedom to maneuver is difficult.	> 55–80	> 35–50
F	Forced traffic flow, very low speeds, long delays with stop-and-go traffic.	> 80	> 50

Intersection Operation at 212th Street SW and 76th Avenue W

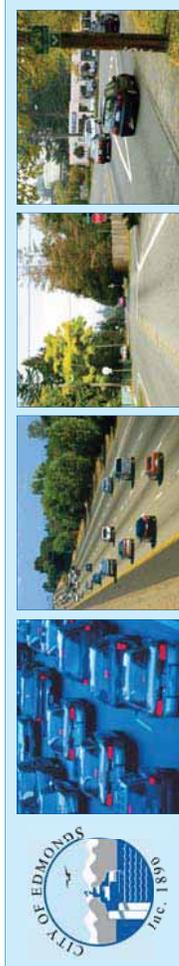
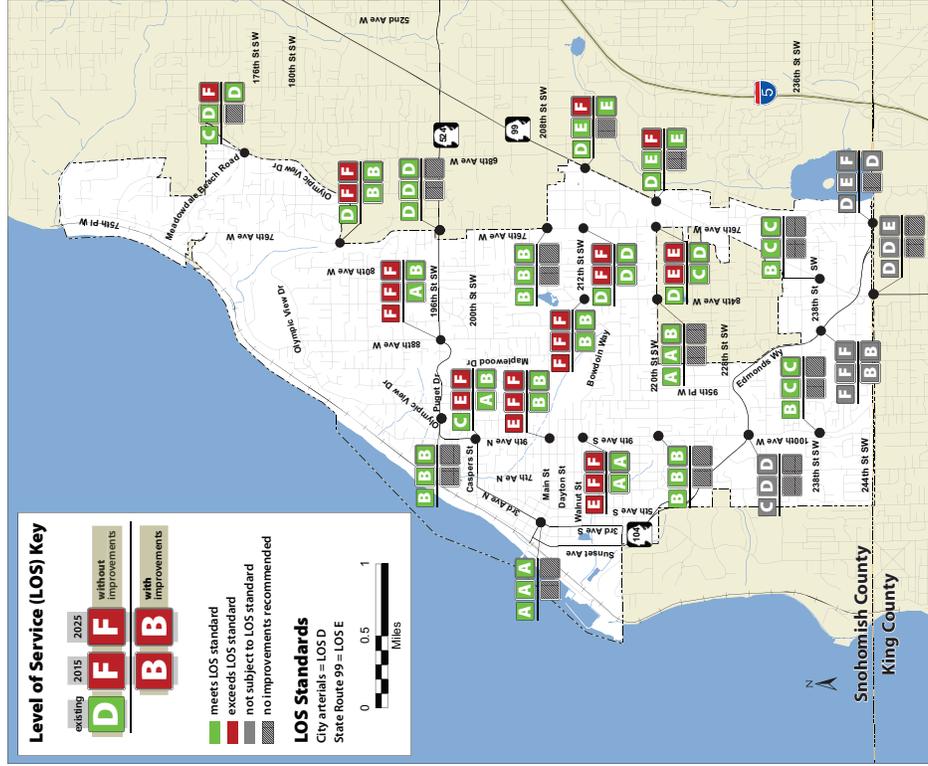


Note: Operations are similar at 212th Street SW/State Route 99 and 220th Street SW/76th Avenue W.



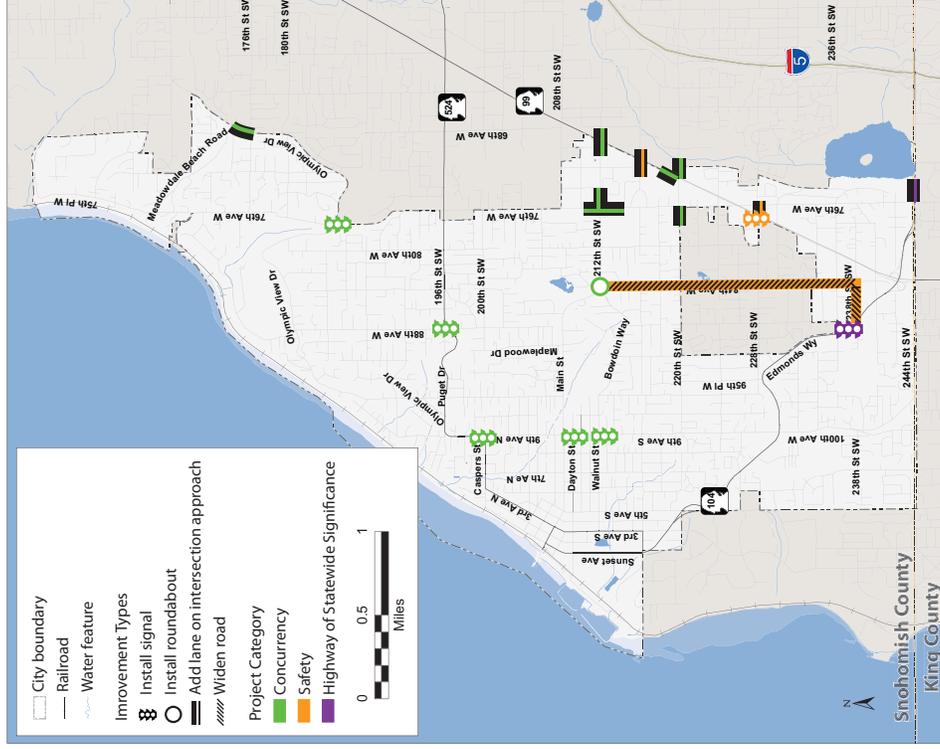
Level of Service with and without Improvements

City of Edmonds ■ Comprehensive Transportation Plan Update



Recommended Roadway Projects

City of Edmonds ■ Comprehensive Transportation Plan Update

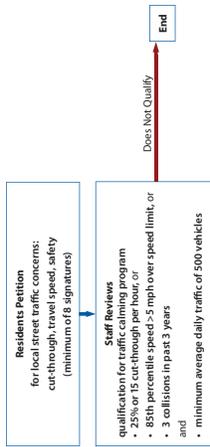


Draft Traffic Calming Program

City of Edmonds ■ Comprehensive Transportation Plan Update

This program applies to neighborhood residential through-streets.

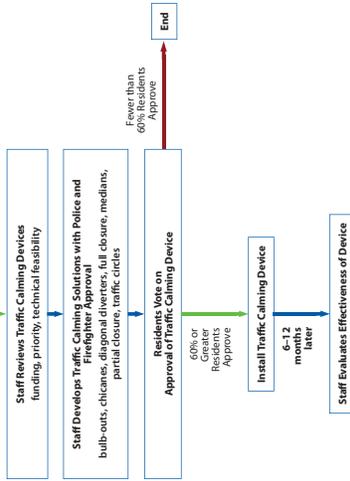
Phase 1 (2-3 months)



Phase 2 (8-14 months)



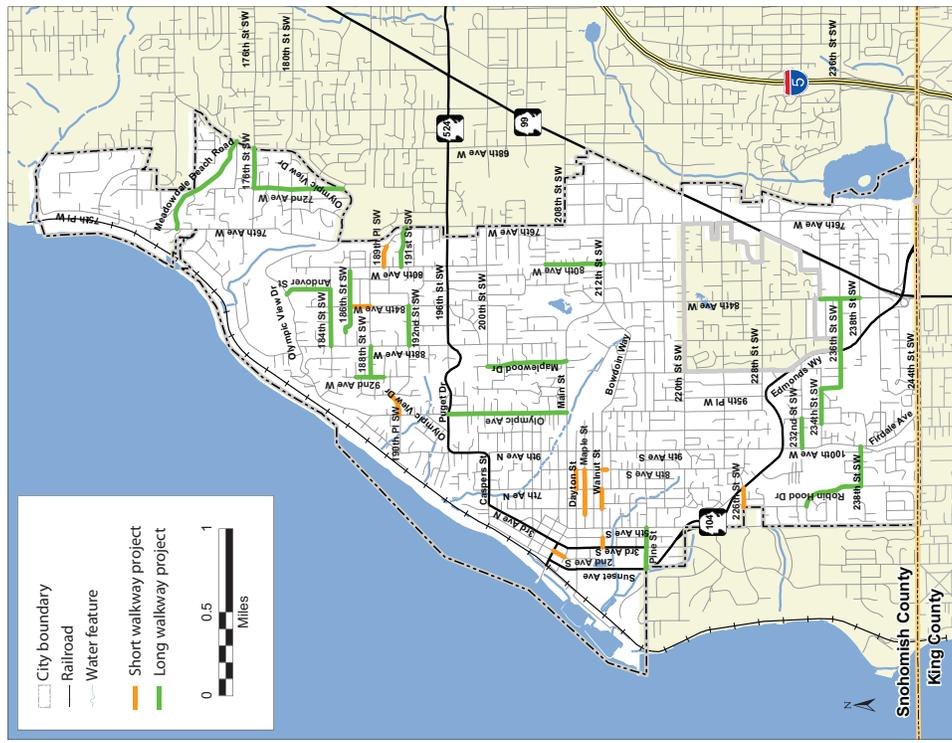
Phase 3 (14-24 months)



Note: This is a recommended future program. No funding is currently available.

Recommended Walkway Projects

City of Edmonds ■ Comprehensive Transportation Plan Update



Draft Curb Ramp Program

City of Edmonds ■ Comprehensive Transportation Plan Update

This program consists of upgrades of intersection curb ramps to meet the requirements of the Americans with Disabilities Act (ADA).

Of approximately 350 intersections in Edmonds:

- 42 fully meet ADA standards
- 24 partially meet ADA standards

Priority for upgrades of curb ramps at sub-standard locations:

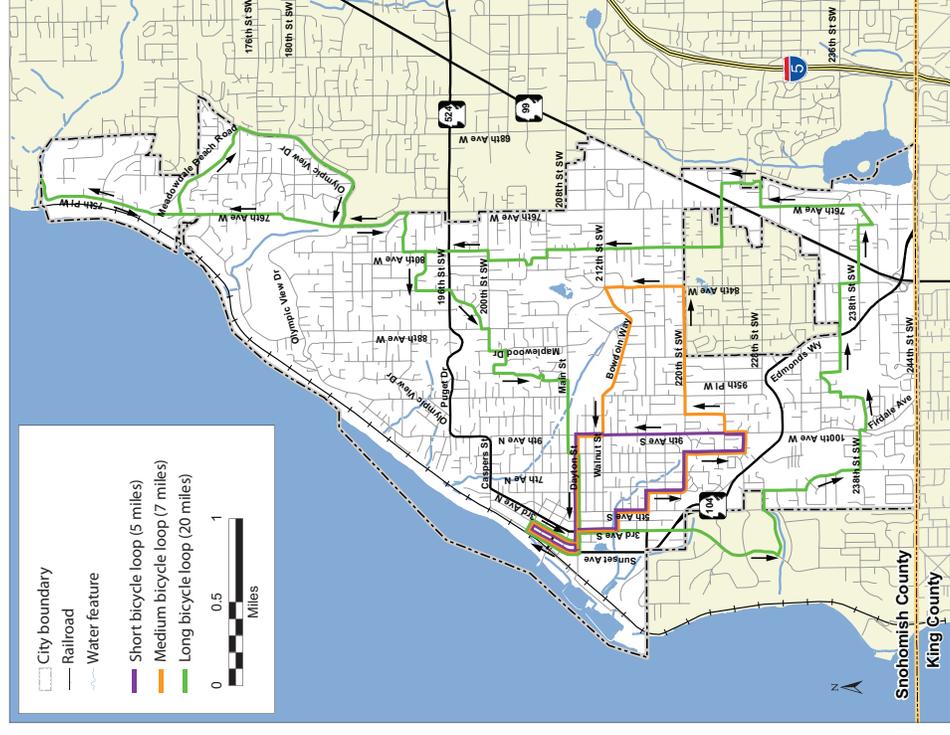
1. Downtown receives priority over locations outside of downtown
2. Arterial streets receive priority over local access streets
3. Intersections receive higher priority if they are near:
 - a. Community Centers / Senior Center / Health Facilities
 - b. Transit stops / Schools / Public Buildings
 - c. Commercial areas and parks

Note: This is a future recommended program and is currently unfunded.



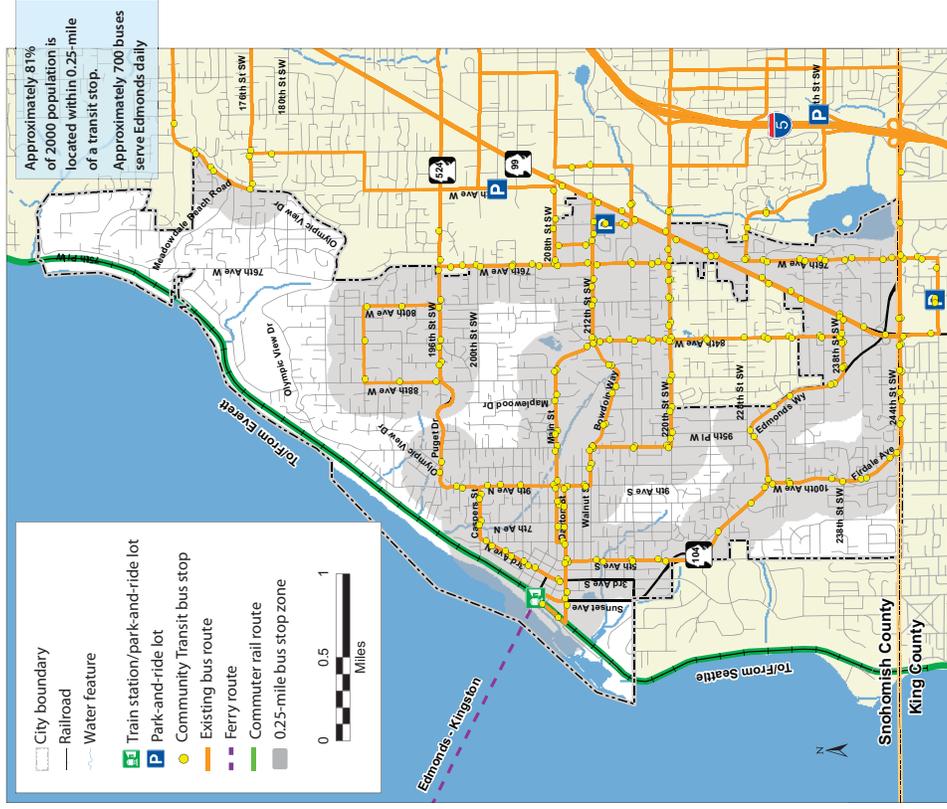
Proposed Bicycle Routes

City of Edmonds ■ Comprehensive Transportation Plan Update



Access to Transit

City of Edmonds ■ Comprehensive Transportation Plan Update



Other Transportation Projects

City of Edmonds ■ Comprehensive Transportation Plan Update

Edmonds Crossing Project

Construct new multimodal facility at ferry terminal, connecting ferry, automobile, transit, bicycle, and pedestrian traffic in downtown Edmonds.

Pavement Maintenance Program

Provide improvements to maintain pavement on city streets, such as asphalt overlays and filling of potholes.

Spot Improvements on City Streets

Provide lower cost improvements such as signal timing upgrades or localized street improvements to improve vehicle safety and mobility.

Spot Improvements for Walkways and Bikeways

Provide lower cost improvements such as pedestrian lighting and bicycle parking to improve non-motorized safety and mobility.



City of Edmonds Comprehensive Transportation Plan
Open House #2, March 5, 2009
Summary of Preliminary Costs 2010 - 2025

Concurrency Projects - by 2015			Cost
ID	Location	Improvement	
2	Olympic View Drive / 76th Avenue W	Install traffic signal. Widen 76th to add a westbound left turn lane for 175-foot storage length.	\$ 1,146,800
4	Puget Drive / 196th St SW / 88th Avenue W	Install traffic signal.	\$ 879,000
6	Caspers Street / 9th Avenue N	Install traffic signal.	\$ 818,000
9	212th Street SW / 76th Avenue W	Widen 76th to add a northbound left turn lane for 250-foot storage length and a southbound left turn lane for 125-foot storage length. Provide protected left turn phase for northbound and southbound movements. Widen 212th to add a westbound right turn lane for 50-foot storage length.	\$ 2,313,800
10	212th Street SW / 84th Avenue W	Install a single-lane roundabout.	\$ 1,910,100
11	Main Street / 9th Avenue N	Install traffic signal.	\$ 874,400
12	Walnut Street / 9th Avenue S	Install traffic signal.	\$ 874,400
15	220th Street SW / 76th Avenue W	Reconfigure eastbound lanes to a left turn lane and a through-right lane. Change eastbound and westbound phase to provide protected-permitted phase for eastbound left turn. Provide right turn phase for westbound movement during southbound left turn phase.	\$ 138,300
Sub Total \$			8,954,800
Concurrency Projects - by 2025			
1	174th Street SW / Olympic View Drive	Widen Olympic View Dr to add a northbound left turn lane for 50-foot storage length. Shift the northbound lanes to the east to provide an acceleration lane for eastbound left turns.	\$ 724,200
8	212th Street SW / SR 99	Widen 212th to add a westbound left turn lane for 200-foot storage length and a eastbound left turn lane for 300-foot storage length. Provide protected left turn phase for eastbound and westbound movements.	\$ 3,265,500
14	220th Street SW / SR 99	Widen 220th to add westbound right turn lane for 325-foot storage length. Widen SR 99 add second southbound left turn lane for 275-foot storage length.	\$ 3,147,300
Sub Total \$			7,137,000
Highway of Statewide Significance (HSS) Operation Improvement Projects			
20	238th Street SW / Edmonds Way (SR 104)	Install a traffic signal and provide protected left turn phase for northbound and southbound movements. Cost assumes correction of minor street skew.	\$ 5,444,600
21	244th Street SW (SR 104) / 76th Avenue W	Widen 244th to add second westbound left turn lane for 325-foot storage length. Provide right turn phase for northbound movement during westbound left turn phase.	\$ 3,321,600
22	244th Street SW / SR 99	Widen 244th Street SW to add westbound right turn lane for a 300-foot storage length.	\$ 940,200
Sub Total \$			9,706,400
Safety Projects			
25	228th Street SW, SR99 - 76th Avenue W	Construct connection of 228th Street SW between SR 99 and 76th Avenue W (three lanes with curb, gutter, and sidewalk). Install traffic signal at 228th Street SW and SR 99. Install median on SR 99 to prohibit left turn movements at 76th Avenue W.	\$ 3,948,200
26	216th Street / SR 99	Widen to allow one left turn lane and one through lanes in eastbound and westbound directions, with 100-foot storage length for turn lanes .	\$ 719,800
27	238th Street SW, SR104 - 84th Avenue W	Widen to three lanes with curb, gutter, and sidewalk (as per Pine Street Ferry Access Study)	\$ 2,519,700
28	84th Avenue W, 212th Street SW - 238th Street SW	Widen to three lanes with curb, gutter, and sidewalk.	\$ 16,355,500
	SR 99 Illumination	Improve roadway safety with illumination	\$ 400,000
	Main St / 3rd Ave signal upgrade	Upgrade signal to reduce conflicts with trucks	\$ 138,000
Sub Total \$			24,081,200

City of Edmonds Comprehensive Transportation Plan
 Open House #2, March 5, 2009
 Summary of Preliminary Costs 2010 - 2025

Non-Motorized Projects		
Citywide Walkway Projects		\$ 13,355,000
ADA Transition Plan		\$ 4,189,500
Citywide Pedestrian Lighting		\$ 80,000
Bike Route Signing		\$ 25,000
Citywide Bikeway Projects		\$ 120,000
	Sub Total	\$ 17,769,500
Preservation and Maintenance Programs and Projects		
Annual Street Overlays	2010-2015 2016-2025	\$ 6,000,000 \$ 10,000,000
Citywide Street Improvements	2010-2015 2016-2025	\$ 90,000 \$ 150,000
Citywide Signal Improvements	2010-2015 2016-2025	\$ 30,000 \$ 30,000
Citywide Cabinet and Controller Upgrades	2010-2015 2016-2025	\$ 30,000 \$ 50,000
Puget & Olympic View Drive		\$ 198,000
Downtown Bicycle Parking		\$ 60,000
238th / 100th Ave Signal Upgrades		\$ 118,000
	Sub Total	\$ 16,776,000
Other Projects		
Edmonds Crossing Project		\$ 17,500,000
Citywide Traffic Calming Program		\$ 160,000
Operational Enhancements		\$ 240,000
Future Transportation Plan Updates		\$ 600,000
Debt Service on 220th Street SW Project		\$ 616,600
4th Avenue Corridor Enhancement		\$ 5,500,000
Mini Transportation Management Center		\$ 3,000
	Sub Total	\$ 24,619,600
	GRAND TOTAL, 2010 - 2025	\$ 109,044,500



Transportation Plan Update – Open House #2

Project Priority Questionnaire

From the list below, please identify **five** project types that you feel should have highest funding priority. Of the five project types you choose, please rank them 1 through 5, with 1 as highest priority and 5 as lowest. Please assign only one ranked value per project type, and choose no more than five.

Top 5 Funding Priority (Rank 1 through 5)	Project Type
	Bicycle Route Signing <i>Provide signing for bicycle routes within the city.</i>
	Capacity Improvements on City Streets <i>Add lanes or improve traffic control at congested intersections.</i>
	Capacity/Safety Improvements on SR 104 (Edmonds Way) <i>Improve vehicle channelization and/or traffic control at congested intersections – requires close coordination with the Washington State Department of Transportation.</i>
	Curb Ramp Upgrades <i>Build or rebuild curb ramps so that intersection crossings meet the requirements of the Americans with Disabilities Act.</i>
	Multimodal Facility - Edmonds Crossing Project <i>Construct new multimodal facility at ferry terminal, connecting ferry, automobile, transit, bicycle, and pedestrian traffic in downtown Edmonds.</i>
	Pavement Maintenance <i>Provide improvements to maintain pavement on city streets, such as asphalt overlays and filling of potholes.</i>
	Safety Improvements on City Streets <i>Add lanes or improve traffic control at locations where safety issues have been identified.</i>
	Spot Improvements on City Streets <i>Provide lower cost improvements such as signal timing upgrades or localized street improvements to improve vehicle safety and mobility.</i>
	Spot Improvements for Walkways and Bikeways <i>Provide lower cost improvements such as pedestrian lighting and bicycle parking to improve non-motorized safety and mobility.</i>
	Traffic Calming Program <i>Implement measures to slow down traffic and/or discourage cut-through traffic in neighborhoods, at the neighborhood residents' request.</i>
	Transit – Bus Shelters <i>Provide additional bus shelters and/or improvements at existing shelters – requires close coordination with Community Transit.</i>
	Walkway Connections <i>Construct new walkways and walkway connections.</i>

Are there any specific projects presented at this open house that should be of highest priority for funding?

Are there any specific projects presented at this open house that should not be implemented?

Are there any specific projects or project types that should be funded, but are not on this list?

Any other comments or suggestions?

Name (optional)	Address (optional)
Phone (optional)	Email (optional)

Please drop this form in the comment box or mail your comments by **Friday, March 20, 2009** to:

Bertrand Hauss, City of Edmonds

121 5th Avenue North

Edmonds, WA 98020

Phone: (425) 771-0220

Fax: (425) 672-5750

Thank you for your participation!

City of Edmonds Comprehensive Transportation Plan Update

Open House #3

June 30, 2009
Edmonds City Hall

Welcome

City of Edmonds ■ Comprehensive Transportation Plan Update

Please sign in here.

Meeting Objectives

- Review Recommended Transportation Plan
 - Potential projects and programs
 - Costs and revenue projections
- Provide input on potential funding strategies for Transportation Plan

Meeting Agenda

- 5:30–6:00 p.m. Sign in
- 6:00–6:30 p.m. Presentation
- 6:30–7:30 p.m. Visit stations, talk to project team members
Provide comments
- 7:30 p.m. End of meeting

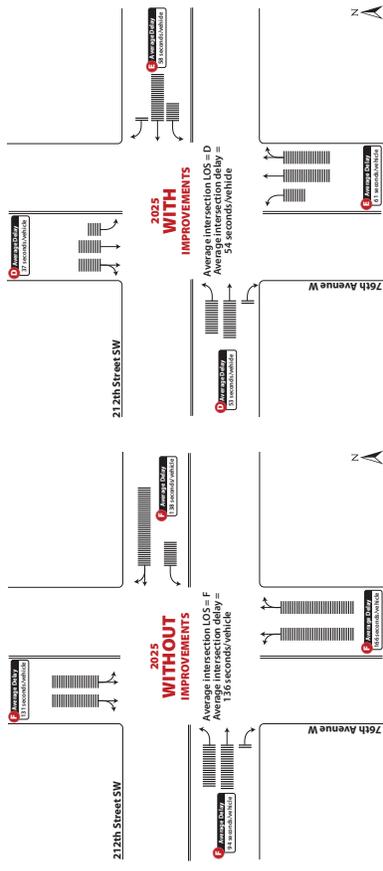
Level of Service

City of Edmonds ■ Comprehensive Transportation Plan Update

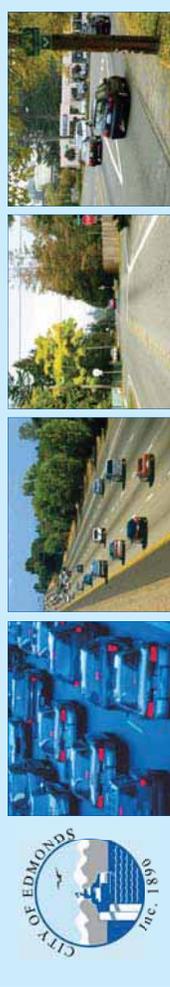
Level of Service (LOS) measures the operating quality of a road. LOS is graded A (free flow) through F (grid lock).

LOS	Characteristic Traffic Flow	Average Delay (seconds per vehicle)	
		Signalized	Stop Controlled
A	Free flow, little or no restriction on speed or maneuverability caused by the presence of other vehicles.	≤ 10	≤ 10
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C	Stable flow, volume and density levels are beginning to restrict drivers in their maneuverability.	> 20–35	> 15–25
D	Stable flow, speeds and maneuverability closely controlled due to higher volumes.	> 35–55	> 25–35
E	Approaching unstable flow, low speeds, freedom to maneuver is difficult.	> 55–80	> 35–50
F	Forced traffic flow, very low speeds, long delays with stop-and-go traffic.	> 80	> 50

Intersection Operation at 212th Street SW and 76th Avenue W

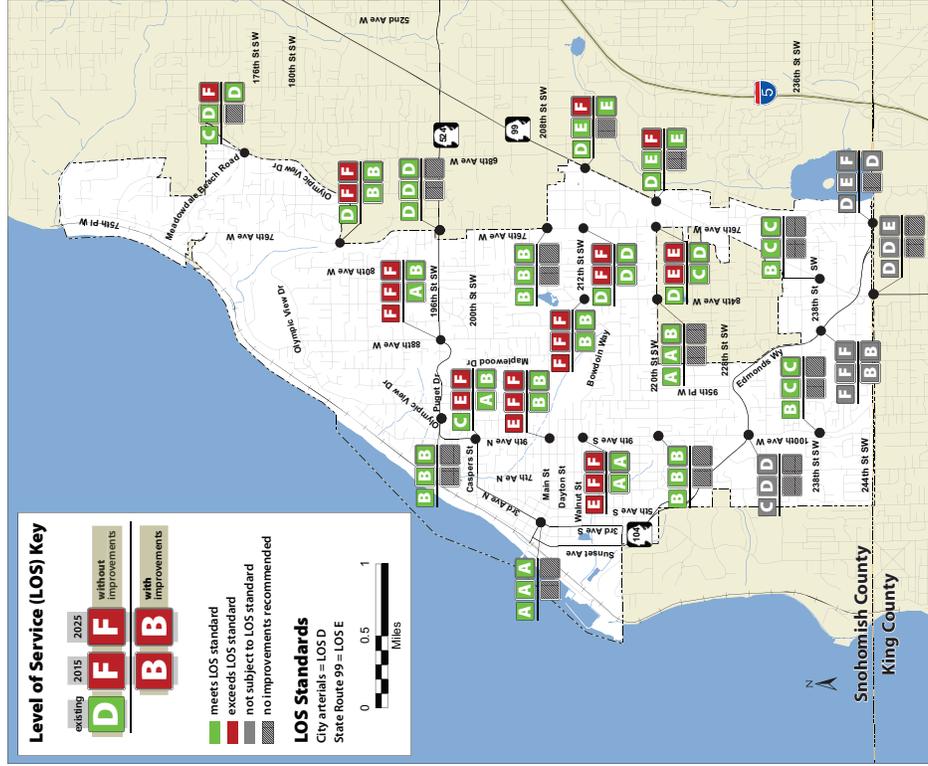


Note: Operations are similar at 212th Street SW/State Route 99 and 220th Street SW/76th Avenue W.



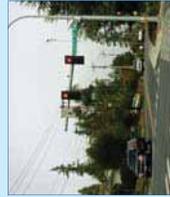
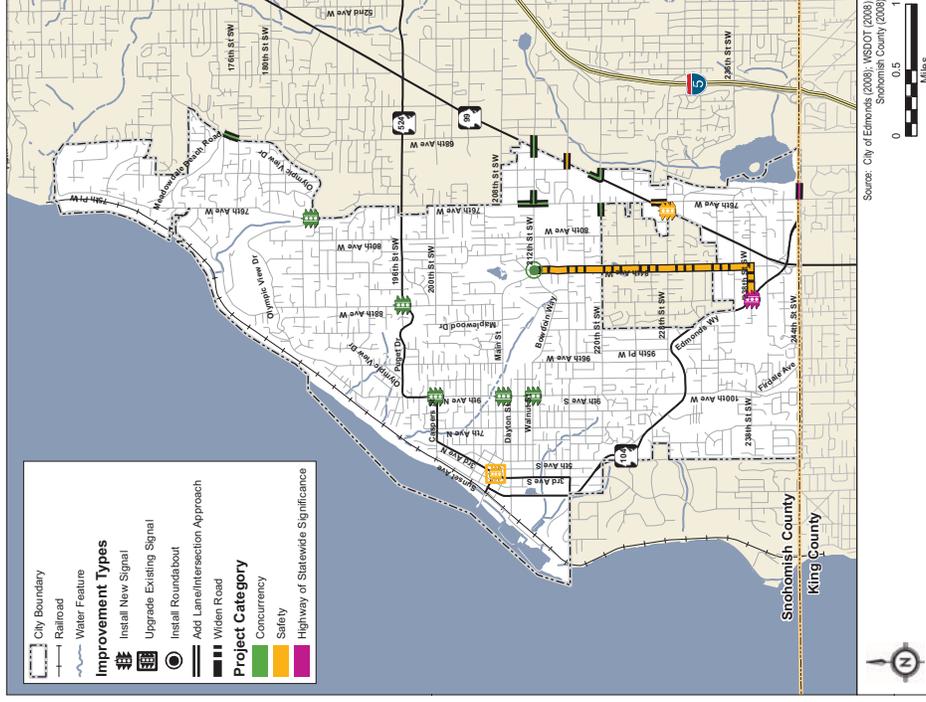
Level of Service with and without Improvements

City of Edmonds ■ Comprehensive Transportation Plan Update



Street Improvement Plan

City of Edmonds ■ Comprehensive Transportation Plan Update

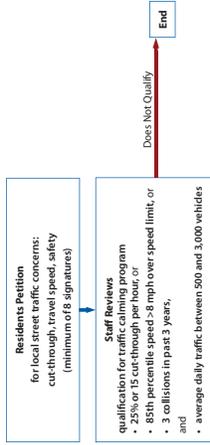


Traffic Calming Program

City of Edmonds ■ Comprehensive Transportation Plan Update

This program applies to neighborhood residential through-streets.

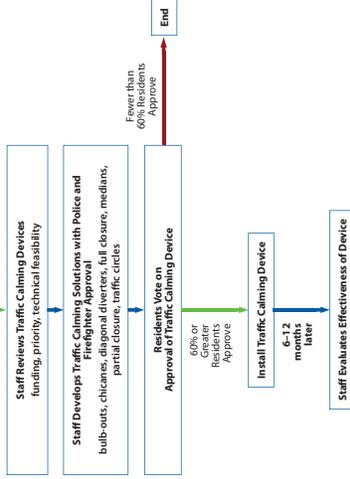
Phase 1 (2–3 months)



Phase 2 (8–14 months)



Phase 3 (14–24 months)

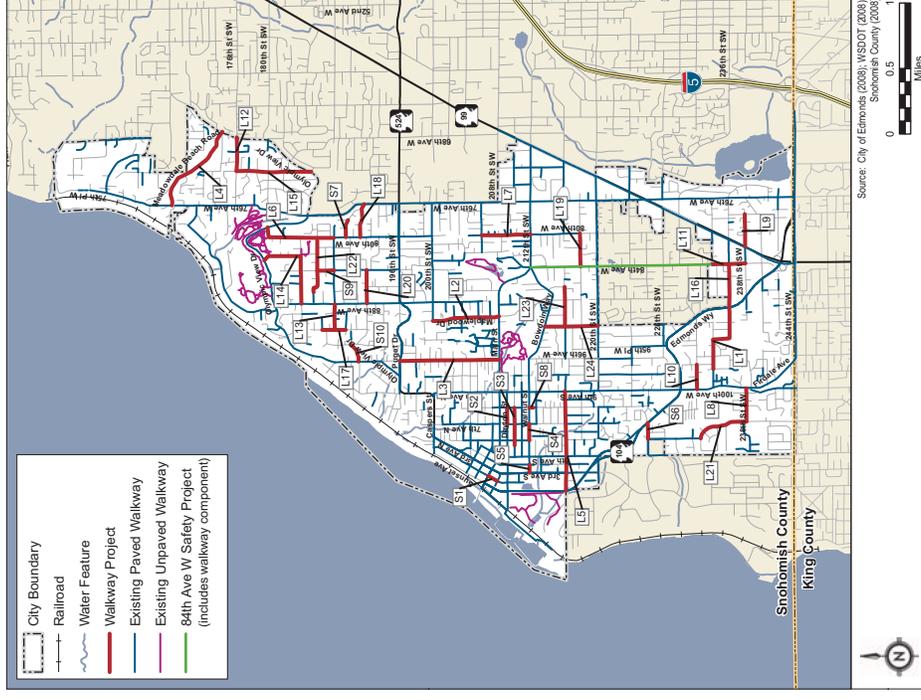


Note: This is a recommended future program. No funding is currently available.



Walkway Plan

City of Edmonds ■ Comprehensive Transportation Plan Update



Curb Ramp Retrofit Program

City of Edmonds ■ Comprehensive Transportation Plan Update

This program consists of upgrades of intersection curb ramps to meet the requirements of the Americans with Disabilities Act (ADA).

Of approximately 350 intersections in Edmonds:

- 42 fully meet ADA standards
- 24 partially meet ADA standards

Priority for upgrades of curb ramps at sub-standard locations:

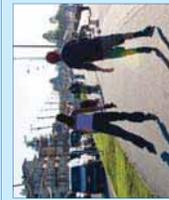
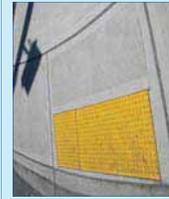
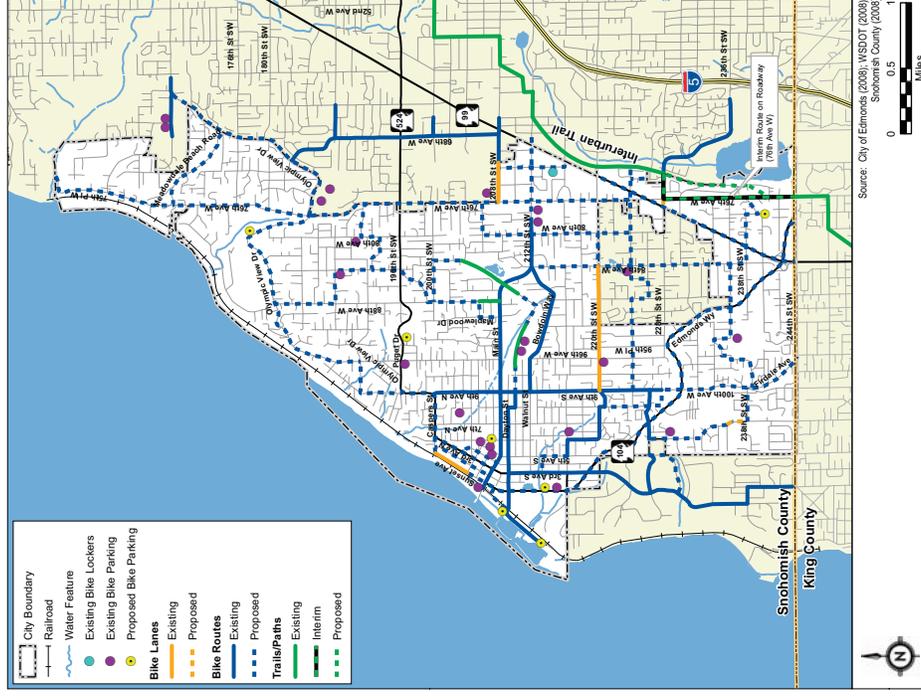
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 - b. Transit stops / Schools / Public Buildings
 - c. Commercial areas and parks

Note: This is a future recommended program and is currently unfunded.



Bicycle Plan

City of Edmonds ■ Comprehensive Transportation Plan Update



Access to Transit



Other Transportation Projects

Edmonds Crossing Project

Construct new multimodal facility at ferry terminal, connecting ferry, automobile, transit, bicycle, and pedestrian traffic in downtown Edmonds. **This project is not included in the City's financial plan (no planned City expenditures) but is still planned as a long-range project.**

Pavement Maintenance Program

Provide improvements to maintain pavement on city streets, such as asphalt overlays and filling of potholes.

Spot Improvements on City Streets

Provide lower cost improvements such as signal timing upgrades or localized street improvements to improve vehicle safety and mobility.

Spot Improvements for Walkways and Bikeways

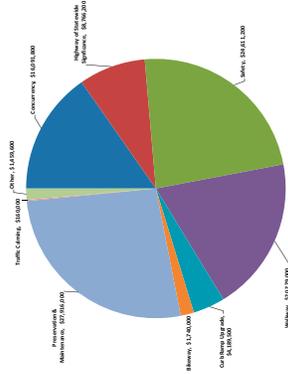
Provide lower cost improvements such as pedestrian lighting and



Costs and Revenue

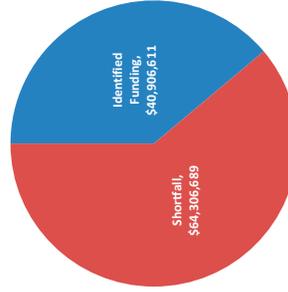
City of Edmonds ■ Comprehensive Transportation Plan Update

Summary of Project Costs through 2025



Total Costs through 2025 = \$105,213,300

Costs Verses Projected Revenue through 2025



Example Funding Scenarios

City of Edmonds ■ Comprehensive Transportation Plan Update

Projected total revenue 2010 through 2025

	Current	+	\$20 TBD	+	\$40 TBD	+	\$60 TBD	+	\$80 TBD
Projected Revenue	\$40.9M		\$52.6M		\$64.2M		\$75.9M		\$87.5M
Avg. Revenue/Year	\$2.6M		\$3.3M		\$4.0M		\$4.7M		\$5.5M
% of Plan Funded	23%		40%		57%		71%		83%
Road Projects	22%		33%		57%		66%		77%
Non-Motorized	21%		52%		59%		67%		78%
Street Overlays	80-yr		50-yr		40-yr		27-yr		22-yr
ADA Transition	75-yr		38-yr		30-yr		20-yr		19-yr
Traffic Calming	0%		50%		100%		100%		100%
Left on Table	\$16.6M		\$10.9M		\$3.6M		\$1.6M		\$0

Transportation Benefit District (TBD)

- Additional vehicle license fee up to \$80 (for a total of \$100) allowed under law, with voter approval (to explore in 2010)
- Appropriate funding level, and specific projects to be funded, would be developed as part of a total funding package, prior to putting to vote

Total Revenue Identified through 2025 = \$40,906,611

Sources of Identified Revenue:

- Grants (unsecured)
- Motor Vehicle Fuel Tax
- Traffic Impact/Mitigation Fees*
- Transfers from Other Funds
- Utility Resurfacing
- Joint Agency Funding
- Interest Income
- Real Estate Excise Tax

* Updated impact fee = \$1,071 per trip



City of Edmonds Comprehensive Transportation Plan
Open House #3 - June 30, 2009
Summary of Preliminary Projects and Costs 2010 - 2025

Concurrency Projects - by 2015			Cost
ID	Location	Improvement	\$
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4	Puget Drive / 196th St SW / 88th Avenue W	Install traffic signal.	\$ 879,000
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Sub Total			\$ 8,954,800
Concurrency Projects - by 2025			Cost
1	174th Street SW / Olympic View Drive	Widen Olympic View Dr to add a northbound left turn lane for 50-foot storage length. Shift the northbound lanes to the east to provide an acceleration lane for eastbound left turns.	\$ 724,200
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Sub Total			\$ 7,137,000
Highway of Statewide Significance (HSS) Operation Improvement Projects			Cost
20	238th Street SW / Edmonds Way (SR 104)	Install a traffic signal and provide protected left turn phase for northbound and southbound movements. Cost assumes correction of minor street skew.	\$ 5,444,600
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22	244th Street SW / SR 99	Widen 244th Street SW to add westbound right turn lane for a 300-foot storage length.	\$
Sub Total			\$ 8,766,200
Safety Projects			Cost
25	228th Street SW, SR99 - 76th Avenue W	Construct connection of 228th Street SW between SR 99 and 76th Avenue W (three lanes with curb, gutter, and sidewalk). Install traffic signal at 228th Street SW and SR 99. Install median on SR 99 to prohibit left turn movements at 76th Avenue W.	\$ 3,948,200
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	SR 99 Illumination	Improve roadway safety with illumination	\$ 400,000
	Main St / 3rd Ave signal upgrade	Upgrade signal to reduce conflicts with trucks	\$ 138,000
Sub Total			\$ 24,081,200

City of Edmonds Comprehensive Transportation Plan
 Open House #3 - June 30, 2009
 Summary of Preliminary Projects and Costs 2010 - 2025

Non-Motorized Projects		
Citywide Walkway Projects		\$ 14,699,000
ADA Transition Plan		\$ 4,189,500
Citywide Pedestrian Lighting		\$ 80,000
Interurban Trail		\$ 1,535,000
Bike Route Signing		\$ 25,000
Citywide Bikeway Projects		\$ 120,000
Sub Total		\$ 20,648,500
Preservation and Maintenance Programs and Projects		
Annual Street Overlays	2010-2015	\$ 10,200,000
	2016-2025	\$ 17,000,000
Citywide Street Improvements	2010-2015	\$ 90,000
	2016-2025	\$ 150,000
Citywide Signal Improvements	2010-2015	\$ 30,000
	2016-2025	\$ 50,000
Citywide Cabinet and Controller Upgrades	2010-2015	\$ 30,000
	2016-2025	\$ 50,000
Puget & Olympic View Drive		\$ 198,000
Downtown Bicycle Parking		\$ 60,000
238th / 100th Ave Signal Upgrades		\$ 118,000
Sub Total		\$ 27,976,000
Other Projects		
Citywide Traffic Calming Program		\$ 160,000
Operational Enhancements		\$ 240,000
Future Transportation Plan Updates		\$ 600,000
Debt Service on 220th Street SW Project		\$ 616,600
4th Avenue Corridor Enhancement		\$ 5,500,000
Shell Valley Access Improvement		\$ 530,000
Mini Transportation Management Center		\$ 3,000
Sub Total		\$ 7,649,600
GRAND TOTAL, 2010 - 2025		\$ 105,213,300

**City of Edmonds Comprehensive Transportation Plan
Open House #3 - June 30, 2009
Summary of Citywide Walkway Projects**

ID	Street Name	From	To	Length (feet)	Width (feet)
Short Walkway Projects					
SW 1	2nd Avenue S	James Street	Main Street	100	8
SW 2	Dayton Street	7th Avenue S	8th Avenue S	250	5
SW 3	Maple Street	West of 6th Avenue S	8th Avenue S	250	5
SW 4	Walnut Street	6th Avenue S	7th Avenue S	700	5
SW 5	Walnut Street	3rd Avenue S	4th Avenue S	350	8
SW 6	226th Street SW	106th Avenue W	SR 104	700	5
SW 7	189th Place SW	80th Avenue W	78th Avenue W	700	5
SW 8	8th Avenue S	Walnut Street	south of Walnut Street	150	5
SW 9	84th Avenue W	188th Street SW	186th Street SW	700	5
SW10	190th Place SW	Olympic View Drive	94th Avenue W	800	5
Long Walkway Projects					
LW 1	234th Street SW / 236th St SW	97th Place W	SR 104	3,100	5
LW 2	Maplewood Drive	Main Street	200th Street SW	2,700	5
LW 3	Olympic Avenue	Main Street	Puget Drive	4,000	5
LW 4	Meadowdale Beach Road	76th Avenue W	Olympic View Drive	3,800	5
LW 5	Pine Street	SR 104	9th Avenue W	4,000	5
LW 6	80th Avenue W / 180th Street SW	188th Street SW	Olympic View Drive	3,000	5
LW 7	80th Avenue W	212nd Street SW	206th Street SW	2,000	5
LW 8	238th Street SW	104th Avenue W	100th Avenue W	1,400	5
LW 9	238th Street SW	SR 99	76th Avenue W	2,600	5
LW10	232nd Street W	100th Avenue W	97th Avenue W	1,000	5
LW11	84th Avenue W	238th Street SW	234th Street SW	1,300	5
LW12	176th Street SW	72nd Avenue W	Olympic View Drive	1,400	5
LW13	188th Street SW	92nd Avenue W	88th Avenue W	1,000	5
LW14	184th Street SW / Andover Street	184th Street SW / 88th Avenue W	Olympic View Drive / Andover Street	3,500	5
LW15	72nd Avenue W	Olympic View Drive	176th Street SW	2,900	5
LW16	236th Street SW	SR 104	East of 84th Avenue W	2,100	5
LW17	92nd Avenue W	189th Place SW	186th Place SW	1,000	5
LW18	191st Street SW	80th Avenue W	76th Avenue W	1,400	5
LW19	218th Street SW	80th Avenue W	84th Avenue W	1,400	5
LW20	192nd Street SW	88th Avenue W	84th Avenue W	1,300	5
LW21	104th Avenue W / Robin Hood	238th Street SW	106th Avenue W	2,200	5
LW22	186th Street SW	8608 185th Place SW	Seaview Park / 80th Avenue W	1,700	5
LW23	216th Street SW	86th Avenue W	92nd Avenue W	2,450	5
LW24	92nd Avenue W	Bowdoin Way	220th Street SW	2,250	5

Appendix B

Traffic Calming Program

Traffic Calming Program

The City of Edmonds Traffic Calming Program is designed to assist residents and City staff in responding to neighborhood traffic issues related to speeding, cut-through traffic, and safety. Implementation of a traffic calming program allows local traffic concerns to be addressed consistently, and traffic calming measures to be efficiently developed and put into operation.

In establishing a neighborhood traffic calming program, the City must take into account the restriction that no deviation from Washington State Department of Transportation (WSDOT) design standards is permitted on principal arterials, minor arterials and collector streets without express approval of the WSDOT local programs engineer (RCW 35.78). This limitation does not apply to local access streets, which are defined by RCW 35.78.010 as streets "...generally limited to providing access to abutting property... tributary to major and secondary thoroughfares... generally discouraging through traffic..." Therefore, the City's traffic calming program focuses on local access streets.

The Traffic Calming Program consists of a three-phase process:

- **Phase 1 – Petition and Review for Qualification:** To begin the process, residents submit a petition for local street traffic concerns, and the City reviews the application and investigates the site to determine if the application qualifies for the Traffic Calming Program.
- **Phase 2 – Education and Enforcement:** Focuses on education and enforcement solutions that could include educational flyers, police enforcement, a neighborhood speed watch, signing, and/or striping modifications. If those solutions are not effective in reducing speed or cut-through traffic, then the process moves on to Phase 3.
- **Phase 3 – Installation of Traffic Calming Device:** Consists of working with residents to identify the appropriate traffic calming device to be installed. If approved by residents in the affected area, the device is planned for installation.

Exhibit A illustrates the three-phase process. Each phase of the Traffic Calming Program is summarized in the following sections.

Due to economic considerations, city streets that are ineligible for the Traffic Calming Program include:

1. Streets classified other than local streets, including dead-end streets.
2. Streets scheduled for resurfacing within the next two years.
3. Streets with grades, curvatures or other physical conditions where addition of any device would create unsafe conditions.
4. Streets not meeting average daily traffic requirements (see Phase 1 Qualification section).

Program applies to neighborhood residential through streets.

Phase 1

Petition and Review for Qualification (2-3 months)

Residents petition for local street traffic concerns
(minimum of 8 signatures)

Staff reviews and collects data
Qualification for traffic calming program

- average daily traffic between 500 and 3,000 vehicles
- and**
- 25% and 15 cut-through per hour, **or**
- 85th percentile speed > 8 mph over speed limit

Does not qualify

End with notice letter

Qualifies

Phase 2

Education and Enforcement (8-14 months)

Staff and residents develop education and enforcement solutions

Implement education and enforcement solutions

3-6 months later

Staff evaluates effectiveness of solutions

Review other solutions

8 mph < 85th percentile ≤ 10 mph

85th percentile speed ≤ 8 mph over speed limit

End with notice letter stating program objectives have been met

85th percentile speed > 10 mph over speed limit **or** Cut-through traffic per hour < 25% and 15 vehicles

Qualifies

Phase 3

Installation of Traffic Calming Device (14-24 months)

Staff reviews traffic calming devices for funding, priority, technical feasibility

Staff develops traffic calming solutions with police and fire departments' approval

Residents vote on approval of traffic calming device

< 60% of residents approve

End with notice letter.

≥ 60% of residents who return ballots approve

Design and install traffic calming device

6-12 months later

Staff evaluates effectiveness of device



Phase 2 – Education and Enforcement

Phase 2 of the program focuses on solutions that include education of drivers of existing traffic regulations, and a focus on enforcement of those regulations. During this phase, neighborhood concerns are addressed by informing drivers of safety issues by applying traffic enforcement techniques, or by adding signs or pavement markings to change driver behavior. These solutions can be an effective way to address speeding within neighborhoods by residents themselves. The City can implement these less restrictive solutions more easily and quickly than physical traffic calming devices. It is recognized, however, that these solutions may produce benefits that are only temporary, and that conditions need to be monitored. Phase 2 consists of the following steps.

Development of Education and Enforcement Strategies

If the application is qualified for the program, then City staff will use the baseline traffic data, along with insights and suggestions from area residents, to determine which solutions will be used to improve the traffic issues.

Table 1 provides a summary of potential education and enforcement strategies, and a comparison of their advantages, disadvantages, and potential effectiveness.

Implementation

Once appropriate education and enforcement strategies are identified, they will be implemented with the assistance of the neighborhood residents. The solutions will be implemented for at least six months to provide a traffic adjustment period and to allow adequate time to evaluate the effectiveness.

Evaluation

Six to 12 months after the Phase 2 strategies have been implemented, City staff will re-evaluate conditions. The results will be compared with the previous data to measure the effectiveness of these traffic calming solutions, with three possible outcomes:

- If the daily 85th percentile speed is ≤ 8 mph over the posted limit; or if peak hour (AM or PM) cut-through traffic is $\leq 25\%$ of the total traffic or < 15 cut-through vehicles, no further action will be taken.
- If the daily 85th percentile speed is 8 – 10 mph over the posted limit, or cut-through traffic very close but still over the threshold, another Phase 2 solution may be considered for implementation. The City staff will meet with the requestor and neighborhood residents to review if other solutions might be more effective.
- The application will move to Phase 3 if it meets the following conditions:
 - The daily 85th percentile is ≥ 10 mph over the posted limit; or
 - The peak hour (AM or PM) cut-through traffic is $>25\%$ of the total traffic and >15 vehicles per hour.

- The average daily traffic volume on the subject street must be between 500 and 3,000 vehicles per day; AND
- One of the following three conditions is present:
 - If the traffic concern is related to **cut-through traffic**, the peak hour (AM or PM, whatever is higher) cut-through traffic is >25% of total traffic and >15 vehicles per hour; or
 - If the traffic concern is related to **speeding**, the daily 85th percentile speed (the speed that 85% of the cars are traveling at or below, as determined through a speed study) is >8 mph over the posted speed limit.

If the baseline traffic data show that these criteria are not met, process will not move on to Phase 2. The City will notify the requestor by letter that the street does not qualify for the Traffic Calming Program. If the criteria are met, the process will move on to Phase 2.

Exhibit B. Citizen Action Request Form for the Traffic Calming Program

Citizen Action Request Form - Traffic Calming Program

Contact Name: _____ **Day Phone:** _____

E-mail Address: _____

Address: _____

Location of Concern: _____

Neighborhood Traffic Concern (Check applicable concerns):

Speeding **Cut-Through Traffic** **Pedestrian/Bicycle/Traffic Safety**

Other: _____

What, in your opinion, is the root cause of the problem?

**Thank you for taking the time to complete the Citizen Action Request Form.
Please send the completed form with the Neighborhood Petition Form to:**

**City of Edmonds
Attn: Public Works Engineering Department
121 5th Avenue N
Edmonds, WA 98020**

Once we receive the form, the Public Works Engineering Department will investigate your request. If you have questions or comments, please call Public Works Engineering Department at (425)771-0220.

Exhibit C. Neighborhood Petition Form for the Traffic Calming Program

Neighborhood Petition Form - Traffic Calming Program

Contact Name: _____

Location of Concern: _____

Eight (8) neighbor signatures, one per household, are required prior to initiate the Traffic Calming Program in our neighborhood. If you agree that the issues stated in the Citizen Action Request Form exist on our residential street, please sign below with your address and phone number.

The Traffic Calming Program involves active participation of our community. The decision making process may require us to set and attend neighborhood meetings and conduct further petition campaigns.

Name	Address	Phone	Signature
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Please make additional copies as needed.

Phase 2 – Education and Enforcement

Phase 2 of the program focuses on solutions that include education of drivers of existing traffic regulations, and a focus on enforcement of those regulations. During this phase, neighborhood concerns are addressed by informing drivers of safety issues by applying traffic enforcement techniques, or by adding signs or pavement markings to change driver behavior. These solutions can be an effective way to address speeding within neighborhoods by residents themselves. The City can implement these less restrictive solutions more easily and quickly than physical traffic calming devices. It is recognized, however, that these solutions may produce benefits that are only temporary, and that conditions need to be monitored. Phase 2 consists of the following steps.

Development of Education and Enforcement Strategies

If the application is qualified for the program, then City staff will use the baseline traffic data, along with insights and suggestions from area residents, to determine which solutions will be used to improve the traffic issues.

Table 1 provides a summary of potential education and enforcement strategies, and a comparison of their advantages, disadvantages, and potential effectiveness.

Implementation

Once appropriate education and enforcement strategies are identified, they will be implemented with the assistance of the neighborhood residents. The solutions will be implemented for at least six months to provide a traffic adjustment period and to allow adequate time to evaluate the effectiveness.

Evaluation

Six to 12 months after the Phase 2 strategies have been implemented, City staff will re-evaluate conditions. The results will be compared with the previous data to measure the effectiveness of these traffic calming solutions, with three possible outcomes:

- If the daily 85th percentile speed is ≤ 8 mph over the posted limit; or if peak hour (AM or PM) cut-through traffic is $\leq 25\%$ of the total traffic or < 15 cut-through vehicles, no further action will be taken.
- If the daily 85th percentile speed is 8 – 10 mph over the posted limit, or cut-through traffic very close but still over the threshold, another Phase 2 solution may be considered for implementation. The City staff will meet with the requestor and neighborhood residents to review if other solutions might be more effective.
- The application will move to Phase 3 if it meets the following conditions:
 - The daily 85th percentile is ≥ 10 mph over the posted limit; or
 - The peak hour (AM or PM) cut-through traffic is $>25\%$ of the total traffic and >15 vehicles per hour.

Table 1. Potential Education and Enforcement (Phase 2) Traffic Calming Strategies

Possible Solution	Advantage	Disadvantage	Safety Improvement	Speed Reduction	Volume Reduction	Cut-through Traffic Reduction	Cost	Emergency Service
Educational Campaign	<ul style="list-style-type: none"> ▪ Low cost. ▪ Can be relatively effective. ▪ Involves and empowers citizens. 	<ul style="list-style-type: none"> ▪ May take time to be effective. ▪ Effectiveness may decrease over time. ▪ Not likely to be as effective on non-local traffic. ▪ Can be time consuming. 	(1)	(1)	No Effect	Potential	Low	No Effect
Pavement Markings	<ul style="list-style-type: none"> ▪ Remains effective on occasional users. ▪ Delineation of the parking area and bicycle lane creates the impression of a narrowed roadway, reducing speed. ▪ Discourages vehicles from driving in or along the parking lane. ▪ Fewer lane conflicts. ▪ More defined driving patterns, reduced potential for accidents of the pedestrian, passing on the right, sideswipe, and parked vehicle variety. ▪ Positive community reaction. 	<ul style="list-style-type: none"> ▪ Effectiveness may decrease over time. ▪ May result in less parking due to driveway and intersection sight distances. ▪ The use of raised buttons as striping may interfere with snow removal activities. ▪ Increased maintenance costs for striping inspection and re-striping requirements. 	(2)	(2)	No	Not Likely	Low	No Effect
Police Enforcement	<ul style="list-style-type: none"> ▪ Good temporary public relations tool. ▪ Serves to inform public that speeding is undesirable behavior for which there are consequences. 	<ul style="list-style-type: none"> ▪ Effect is not permanent. ▪ Potentially expensive. ▪ Budget and manpower constraints. 	Yes, Temporarily	Yes, Temporarily	Not Likely	Yes, Temporarily	Medium to High	No Effect
Portable Radar Trailer	<ul style="list-style-type: none"> ▪ Heightens motorists' awareness of driving behavior and its impact on the residents. ▪ Potentially reduce vehicle speed by 1 to 6 mph in the vicinity of the sign. 	<ul style="list-style-type: none"> ▪ May take time to be effective. ▪ Effectiveness may decrease over time. ▪ Stationary radar signs must be near power source. 	Yes, Temporarily	Yes, Temporarily	No	Yes, Temporarily	Low to Medium	No Effect
Raised Pavement Markers	<ul style="list-style-type: none"> ▪ Relatively inexpensive to install. ▪ Creates driver awareness. ▪ May reduce speeds. 	<ul style="list-style-type: none"> ▪ May adversely impact bicyclists. ▪ Raised pavement markers are noisy by design, therefore placement in front of residences should be carefully 	(3)	(3)	Not Likely	Not Likely	Medium to High	No Effect

Possible Solution	Advantage	Disadvantage	Safety Improvement	Speed Reduction	Volume Reduction	Cut-through Traffic Reduction	Cost	Emergency Service
Signing	<ul style="list-style-type: none"> May provide needed information to the driver that was not provided already on the street. Typically safety improves in the long run when unwarranted signs are removed. 	<ul style="list-style-type: none"> considered. <ul style="list-style-type: none"> May interfere with snow removal activities. Removal of temporary stop signs is often very difficult to accept for residents used to having them there, even when the signs are unwarranted. Over-signing an area can create a loss of effectiveness. Increased maintenance costs. 	Potential	Potential	Not Likely	Not Likely	Low	No Effect
Speed Watch Program	<ul style="list-style-type: none"> Promotes neighborhood involvement to address traffic issues (excessive speed as well as other community concerns). Heightens motorists' awareness of driving behavior and its impact on the residents. Provides the Police Department with specific times for selective enforcement. Determines if traffic is cut-through. 	<ul style="list-style-type: none"> Time consuming for neighborhood residents. May take time to be effective. Effectiveness may decrease over time. 	(4)	(4)	No	Yes, Temporarily	Low	No Effect

(1) Temporary improvements will occur if the majority of speeders in the neighborhood are neighborhood residents.

(2) Improvement will depend on the existing road and the type of striping. This will have to be determined on a case-by-case basis.

(3) Improvement will depend on how device is used.

(4) Temporary improvements are possible when all of the speeders receive letters from the Police Department.

Phase 3 – Installation of Traffic Calming Devices

Phase 3 of the program involves modifying the physical geometry of the roadway by installing a traffic calming device. Traffic calming devices are more expensive and more restrictive to local traffic than the Phase 2 education and enforcement strategies. Because of this, traffic calming devices require a much greater level of resident involvement and agreement for implementation. Phase 3 consists of the following steps.

City Staff Review

City staff will define the study area to ensure it includes all residents who could be affected by a traffic calming device. Staff will conduct a preliminary review and complete the following tasks:

- Staff will score the petition by using the Scoring Criteria shown in Table 2. Because traffic calming devices are more expensive to implement than Phase 2 solutions, the City will use the score to decide the priority to fund a traffic calming device. Applications will be processed in order of priority, in accordance with available funding.
 - Staff will identify the technical feasibility and constraints of potential traffic calming devices. The following are technical aspects that will be considered when reviewing the proposed placement of a traffic calming device:
 - Traffic rerouting. It must be assured that the problem will not shift to adjacent streets.
 - Adequate provisions should be made for school buses, garbage collection, moving vans, construction equipment, pedestrians, and bicyclists, where traffic calming devices are installed.
 - Emergency response times and access for emergency vehicles must be considered. Staff will coordinate with emergency service providers to ensure that a device does not interfere with adequate access and response times, either by itself or cumulatively with other devices.
 - Drainage. It must be assured that a device will allow adequate drainage.
 - If curbs and gutters are not present, the design of an individual device may need to be modified to restrict drivers from using the shoulders to avoid the device.
 - Proximity to other traffic calming devices and intersections.
 - Roadway surface conditions. Traffic calming devices should be installed on paved roadways with good surface conditions.
 - Roadway grade. Some traffic calming devices should not be used on grades exceeding 8%.
 - Effect of the devices on street sweeping and other maintenance activities.
 - Potential loss of on-street parking.
 - Potential changes to community character.
 - Sight distance obstructions related to landscaping, fences, roadway alignment, grade, etc.
 - Potential impact to residential driveways.
-

Table 2. Scoring Criteria for Traffic Calming Devices

Criterion	Points
Average Weekday Daily Traffic (AWDT)	
500 – 1,000 vehicles/day	1
1,001 – 2,000 vehicles/day	2
2,001 – 3,000 vehicles/day	3
Traffic Speed (85th Percentile)	
5.1 – 8.0 mph above posted limit	2
8.1 – 10.0 mph above posted limit	4
More than 10 mph above posted limit	6
Cut-Through Traffic	
25% - 49% of AWDT	1
50% - 74% of AWDT	2
More than 74% of AWDT	3
Accident History of Past 3 Years	
1 accident/year	3
2 accidents/year	4
3 accidents/year	5
More than 3 accidents/year	7
Parks / Schools	
Greater than 6 blocks	1
Between 3 and 6 blocks	2
Within 3 blocks	3
Street Conditions	
Sidewalks on both sides of street	1
Sidewalks on one side of street	2
No Sidewalks	3

Development of Traffic Calming Solutions

The City will hold a public meeting for all residents within the study area. In conjunction with neighborhood volunteers, staff will organize the meeting and ensure the neighborhood residents are notified of the meeting. The meeting may include following discussions.

- Review the effectiveness of Phase 2 strategies.

- Discuss the funding and priority of the application among other traffic calming applications within the City.
- Discuss possible traffic calming devices and advantages, disadvantages, and special concerns related to them.
- Discuss the entire process for Phase 3 implementation.
- Establish workgroups to allow residents to work out the solutions with the help of City staff.

The workgroups will discuss the problems and alternative solutions with their neighbors and report their findings to the rest of the group and City staff. The City staff will evaluate technical feasibility of the traffic calming devices that are selected by the neighborhood workgroups. The City staff will then determine the preferred traffic calming device with the approval from the Fire and Police Departments.

Table 3 provides a summary of traffic calming devices that could be considered, and a comparison of their advantages, disadvantages, and potential effectiveness.

Approval for Preferred Device

When a preferred traffic calming device is selected, the City staff will send out a voting sheet to each of the affected residents. For a traffic calming device to be implemented, 60% of the households, based on returned ballots, must approve the installation of the proposed traffic calming device.

Installation of Traffic Calming Device

Once funding is available for the application, the City will begin the design and construction of the approved traffic calming device. This step includes the following elements.

Baseline Data Collection

Before the installation of the device, City staff will collect baseline traffic data within the study area for future comparison and effectiveness evaluation. This traffic data will be used to evaluate whether traffic shifted from the subject street to adjacent streets and to what extent the traffic shifted after a device was installed. The baseline data will also be used to evaluate the effectiveness of a device by comparison to future traffic data.

Possible Installation of Temporary Device

A temporary device may be installed for traffic calming measures, such as diverter, full closure, and partial closure. If appropriate, the City will install a temporary device for up to 6 months to provide a trial period.

Staff will evaluate the effectiveness of the device and examine whether it results in a shift in traffic from the subject street to adjacent local streets. If it is determined that the device results in a shift of the problem to another street, the City will modify the traffic calming strategy to address this issue before installing a permanent device.

Maintenance of Landscaping

Landscaping can be included in the installation of some traffic calming devices. However, neighborhood volunteers must sign up to maintain the landscaping. Otherwise, decorative paving will be used. In some areas of the City, landscaping is provided through the flower program.

Evaluation

If proposed by the City, 6 to 12 months after the traffic calming device has been installed, City staff will collect traffic data on surrounding streets to ensure the device did not shift traffic from the subject street to adjacent local access streets.

Table 3. Comparison of Potential Phase 3 Traffic Calming Devices

Possible Solution	Advantage	Disadvantage	Safety Improvement	Speed Reduction	Volume Reduction	Cut-through Traffic Reduction	Cost	Emergency Service
Bulb-Outs	<ul style="list-style-type: none"> Reduces pedestrians' crossing distance. Narrowed lanes can slow vehicles. May increase sight distance at intersections. 	<ul style="list-style-type: none"> May require removal of some on-street parking. May limit marked bicycle lanes. Increased maintenance for landscaping, street sweeping, and curb repair. May limit possible new transit routing options. 	Yes	Yes	Potential	Potential	Medium to High	No Effect
Diverter	<ul style="list-style-type: none"> Eliminates cut-through traffic. Reduce conflicts at intersections. Provides area for landscaping. Increases pedestrian safety. Pedestrian and bike access can be maintained. 	<ul style="list-style-type: none"> May redirect traffic onto other local streets. Increased travel time for local residents. Reduction in volume may increase speeds. Reduces emergency vehicles' access unless specially designed. Increased maintenance costs for landscaping. 	Yes	Potential	Yes	Yes	Medium to High	Possible Problems
Full Closure	<ul style="list-style-type: none"> Eliminates cut-through traffic. Effective volume control measure. Improves aesthetic quality of the street. Pedestrian and bike access can be maintained. Improves safety for all the street users. 	<ul style="list-style-type: none"> May redirect traffic to other streets. May increase trip length for local drivers. Not applicable for designated emergency response vehicle routes. May result in difficult turn around conditions. Increased maintenance costs for landscaping. 	Yes	Yes	Yes	Yes	Low to Medium	Possible Problems
Medians	<ul style="list-style-type: none"> Narrowed lanes can slow vehicles. Prevents passing. Opportunity for landscaping and visual enhancement. Separates opposing traffic. 	<ul style="list-style-type: none"> May reduce sight lines if over-landscaped. May require removal of some on-street parking. May prohibit or limit driveway access. May affect emergency response during inclement weather, if installed on a grade. May limit marked bicycle lanes. Increased maintenance for landscaping, street sweeping, and curb repair. 	Slight	Potential	Slight	Slight	Medium to High	Possible Problems

Possible Solution	Advantage	Disadvantage	Safety Improvement	Speed Reduction	Volume Reduction	Cut-through Traffic Reduction	Cost	Emergency Service
Partial Closure	<ul style="list-style-type: none"> ▪ Reduces cut through traffic. ▪ Pedestrian crossing distance reduced. ▪ Landscaping opportunity. 	<ul style="list-style-type: none"> ▪ May affect emergency response. ▪ May redirect traffic onto other local streets. ▪ May increase trip length for local drivers. ▪ Maintenance responsibility if landscaped. 	Yes	Potential	Yes	Yes	Low to Medium	Possible Problems
Speed Cushions	<ul style="list-style-type: none"> ▪ Reduces vehicle speeds in the vicinity of speed cushion.. ▪ Self-enforcing. ▪ Relatively inexpensive. ▪ May divert traffic if adjacent arterial street exists. 	<ul style="list-style-type: none"> ▪ May create noise. ▪ Increases sign maintenance costs. ▪ May cause diversion of traffic to adjacent local streets. 	Potential	Yes	Yes	Potential	Low to Medium	Less Effect
Traffic Circles	<ul style="list-style-type: none"> ▪ Speed reduction near intersection. ▪ May divert traffic if adjacent an arterial street exists. ▪ Opportunity for landscaping and beautification. ▪ May reduce collisions at the intersection. 	<ul style="list-style-type: none"> ▪ May affect emergency response. ▪ May cause diversion of traffic to adjacent local streets. ▪ May affect transit service. ▪ Some potential loss of on-street parking at corners. ▪ Increased maintenance for landscaping, street sweeping, and curb repair. 	Yes	Yes	Potential	Potential	Low to High	Minor Constraints

Note: Speed humps and chicanes are excluded from the program, because the City has determined that they are often detrimental to emergency vehicle access and response times.

Removal of a Traffic Calming Device

An installed device may be removed by the City at no cost to residents if:

- It is determined to result in a safety issue,
- It is determined to be ineffective, or
- It interferes with the installation of future traffic control devices.

However, if residents wish to remove a traffic calming device after it is installed, without any of these conditions in place, they must provide a petition that indicates 60% agreement with a removal decision, and pay for the removal.

Appendix C

ADA Ramp Inventory and Upgrade Priority

City of Edmonds, Comprehensive Transportation Plan ADA Ramp Inventory

ID No.	INTERSECTION	CORNER(S)	Criteria 2		Criteria 3			Criteria 4			Criteria 5			Criteria 6								
			Street A Class ¹	Street B Class ¹	Comm. Center & Library	Senior Center	Stevens Hospital	BRT/Rail/Ferry	Transit Route	Adjacent School	School Nearby	City Hall/Police Department	Comm. Zone	Adjacent Park	Park Nearby	No Ramp	Sub-Standard Ramp	Sub-Standard Asphalt Ramp	New Ramp, Asphalt Ramp	New Ramp, Without Domes	Asphalt Ramp, No Domes	New Ramp, With Domes
ADA 305	SR-99 & 244th	NW, NE	1	1				X			X											X
ADA 283	SR-104 & 9th Ave / 100th	ALL	1	2				X		X						X						
ADA 294	SR-99 & 212nd	NW, SW	1	2				X			X					X						
ADA 297	SR-99 & 220th	NW, NE	1	2				X			X					X						
ADA 296	SR-99 & 220th	SW	1	2				X			X					X						X
ADA 303	SR-99 & 238th	ALL	1	2				X			X					X						X
ADA 293	SR-99 & 76th Ave W ²	ALL	1	2				X			X					X						X
ADA 71	76th & 196th	ALL	1	2				X			X					X						
ADA 288	SR-104 & 238th	ALL	1	2				X			X					X						
ADA 299	SR-99 & 228th	ALL	1	3				X			X					X						
ADA 284	SR-104 & 95th	NW, NE	1	3				X			X					X						
ADA 287	SR-104 & 236th	ALL	1	4				X			X					X						
ADA 282	SR-104 & 102nd	ALL	1	4				X			X					X						X
ADA 281	SR-104 & 226th	ALL	1	4				X			X					X						
ADA 285	SR-104 & 97th	SW, SW	1	4				X			X					X						
ADA 295	SR-99 & 216th	NW, SW	1	4				X			X					X						
ADA 298	SR-99 & 224th	ALL	1	4				X			X					X						
ADA 302	SR-99 & 236th	ALL	1	4				X			X					X						
ADA 304	SR-99 & 240th	NW, NE	1	4				X			X					X						
ADA 300	SR-99 & 232nd	NW, NE, SW	1	4				X			X					X						
ADA 301	SR-99 & 232nd	SE	1	4				X			X					X						X
ADA 280	SR-104 & Paradise Lane	NW, NE	1	4				X			X					X						
ADA 286	SR-104 & 232nd	ALL	1	4				X			X					X						
ADA 290	SR-104 & 240th	NW, SW	1	4				X			X					X						
ADA 289	SR-104 & 240th	NE, SE	1	4				X			X					X						X

PRINCIPAL ARTERIALS

City of Edmonds, Comprehensive Transportation Plan ADA Ramp Inventory

ID No.	INTERSECTION	CORNER(S)	Street A Class ¹	Street B Class ¹	Criteria 2		Criteria 3		Criteria 4			Criteria 5			Criteria 6						
					Comm. Center & Library	Senior Center	Stevens Hospital	BRT/Rail/Ferry	Transit Route	Adjacent School	School Nearby	City Hall/Police Department	Comm. Zone	Adjacent Park	Park Nearby	No Ramp	Sub-Standard Ramp	Sub-Standard Asphalt Ramp	New Ramp, Asphalt Ramp	New Ramp, Without Domes	Asphalt Ramp, No Domes
ADA 165	212th & 76th	ALL	2	2					X	X											
ADA 57	212th & 76th	DUPLICATE	2	2					X	X											
ADA 49	76th & 228th	NE, SE	2	2					X												
ADA 95	196th & Olympic ⁴	SE, SW	2	2					X												
ADA 94	196th & Olympic ²	NE, NW	2	2					X												X
ADA 36	220th & 76th	SE, SW	2	2					X												
ADA 35	220th & 76th	NE, NW	2	2					X												X
ADA 179	Main & 9th	ALL	2	2					X												X
ADA 101	3rd & Caspers ²	NW, SW	2	2					X												X
ADA 17	220th & 9th	ALL	2	2					X												X
ADA 134	220th & 9th	DUPLICATE	2	2					X												X
ADA 77	76th & Olympic View Dr	NW, SE	2	2						X											
ADA 78	76th & Olympic View Dr	SW	2	2					X												
ADA 79	76th & Olympic View Dr	NE	2	2					X												
ADA 182	Main & 7th	SW, NW, NE	2	3					X												
ADA 181	Main & 7th	SE	2	3					X												
ADA 96	196th & Olympic View Dr ²	SW, NE, NW	2	3					X												X
ADA 60	76th & 208th	SW, NW, NE	2	3					X												
ADA 21	220th & 98th	ALL	2	3					X												X
ADA 97	196th & 9th ²	ALL	2	3					X												X
ADA 68	76th & 200th	ALL	2	3					X												X
ADA 22	220th & 95th	ALL	2	3					X												X
ADA 29	220th & 84th	ALL	2	3					X												X
ADA 90	196th & 88th	NW, SE	2	3					X												X
ADA 171	5 Corners	ALL	2	3					X												
ADA 196	Dayton & 9th	ALL	2	3					X												
ADA 176	Main & Maplewood	ALL	2	3					X												
ADA 91	196th & 88th	NE	2	3					X												
ADA 118	9th & Dayton	ALL	2	3					X												X
ADA 121	9th & Walnut	ALL	2	3					X												X
ADA 85	196th & 80th	ALL	2	3					X												X
ADA 180	Main & 8th	ALL	2	4					X												X
ADA 55	76th & 216th	ALL	2	4					X												X
ADA 54	76th & 218th	ALL	2	4					X												X
ADA 61	76th & 206th	NE, NW	2	4					X												
ADA 62	76th & 204th	ALL	2	4					X												
ADA 144	100th & 232nd	NE, SE	2	4					X												
ADA 145	100th & 234th	ALL	2	4					X												
ADA 166	212th & 77th	ALL	2	4					X												

MINOR ARTERIALS

City of Edmonds, Comprehensive Transportation Plan ADA Ramp Inventory

ID No.	INTERSECTION	CORNER(S)	Street A Class ¹	Street B Class ¹	Criteria 3			Criteria 4			Criteria 5			Criteria 6						
					Comm. Center & Library	Senior Center	Stevens Hospital	BRT/Rail/Ferry	Transit Route	Adjacent School	School Nearby	City Hall/Police Department	Comm. Zone	Adjacent Park	Park Nearby	No Ramp	Sub-Standard Ramp	Sub-Standard Asphalt Ramp	New Ramp, Without Domes	Asphalt Ramp, No Domes
ADA 167	212th & 78th	NW, NE	2	4				X	X	X					X					X
ADA 56	76th & 214th	NE, SE	2	4				X	X											
ADA 163	212th & 72nd	ALL	2	4				X	X											
ADA 164	212th & 74th	NW, NE	2	4				X	X											
ADA 92	196th & 12th	SW, SE	2	4				X	X											
ADA 93	196th & 11th	SW, SE	2	4				X	X											
ADA 19	220th & 98th Place W	SW, SW	2	4				X	X											X
ADA 20	220th & 98th Ave W	ALL	2	4				X	X											X
ADA 141	9th & Puget Way ²	ALL	2	4				X	X											X
ADA 146	100th & 235th	NE, SE	2	4				X	X											
ADA 63	76th & 203rd	NW, SW	2	4				X	X											
ADA 65	76th & 202nd	NE, SE	2	4				X	X											
ADA 64	76th & 202nd	NW, SW	2	4				X	X											X
ADA 59	76th & 210th	SE	2	4				X	X											
ADA 58	76th & 210th	NE	2	4				X	X											X
ADA 67	76th & 201st	NE, SE	2	4				X	X											
ADA 66	76th & 201st	NW, SW	2	4				X	X											X
ADA 168	212th & 80th	ALL	2	4				X	X											
ADA 169	212th & 81st	NW, NE	2	4				X	X											
ADA 23	220th & 93rd	ALL	2	4				X	X											X
ADA 147	100th & 237th	NE, SE	2	4				X	X											
ADA 39	76th & 242nd	NE	2	4				X	X											
ADA 38	76th & 242nd	SE	2	4				X	X											X
ADA 37	76th & 242nd	NW, SW	2	4				X	X											
ADA 177	Main & 12th	ALL	2	4				X	X											
ADA 178	Main & Olympic	ALL	2	4				X	X											
ADA 11	5th & Homeland	ALL	2	4				X	X											
ADA 52	76th & 222th	NW, SW	2	4				X	X											
ADA 53	76th & 221st	NE, SE	2	4				X	X											
ADA 40	76th & 241st	ALL	2	4				X	X											
ADA 42	76th & McAleer	NE, SE	2	4				X	X											
ADA 3	5th & Maple	NE, SE, NW	2	4				X	X											
ADA 4	5th & Alder	NE, SE	2	4				X	X											
ADA 10	5th & Howell Way	ALL	2	4				X	X											
ADA 12	5th & Hemlock Way	ALL	2	4				X	X											
ADA 50	76th & 224th	ALL	2	4				X	X											
ADA 51	76th & 223rd	NW, SW	2	4				X	X											
ADA 104	3rd & 4th	NE, SE	2	4				X	X											

MINOR ARTERIALS

City of Edmonds, Comprehensive Transportation Plan ADA Ramp Inventory

ID No.	INTERSECTION	CORNER(S)	Crit. 2		Criteria 3			Criteria 4				Criteria 5			Criteria 6					
			Street A Class ¹	Street B Class ¹	Comm. Center & Library	Senior Center	Stevens Hospital	BRT/Rail/ Ferry	Transit Route	Adjacent School	School Nearby	City Hall/Police Department	Comm. Zone	Adjacent Park	Park Nearby	No Ramp	Sub-Standard Ramp	Sub-Standard Asphalt Ramp	New Ramp, Without Domes	Asphalt Ramp, No Domes
ADA 161	244th & 87th	DUPLICATE	2	4											X					
ADA 158	244th & 89th	NE, NW	2	4											X					
ADA 132	9th & Carol	NE	2	4											X					
ADA 131	9th & Carol	SE	2	4											X					
ADA 126	9th & Sea Vista	NE, SE	2	4											X					
ADA 127	9th & Sea Vista	NW, SW	2	4																
ADA 149	Firdale & 240th	NE, SE	2	4																
ADA 80	Olympic View Dr. & Kairez	ALL	2	4																
ADA 86	196th & 81st	SW, SE	2	4																
ADA 133	9th & Caspers ²	SE, SW	2	4																
ADA 142	9th & Hindley ²	ALL	2	4																
ADA 143	Mid-block X-walk 9th south of Hindley ²	SE, SW	2	4																

MINOR ARTERIALS

City of Edmonds, Comprehensive Transportation Plan ADA Ramp Inventory

ID No.	INTERSECTION	CORNER(S)	Street A Class ¹	Street B Class ¹	Criteria 3			Criteria 4			Criteria 5			Criteria 6						
					Comm. Center & Library	Senior Center	Stevens Hospital	BRT/Rail/Ferry	Transit Route	Adjacent School	School Nearby	City Hall/Police Department	Comm. Zone	Adjacent Park	Park Nearby	No Ramp	Sub-Standard Ramp	Sub-Standard Asphalt Ramp	New Ramp, Asphalt Ramp	New Ramp, Without Domes
ADA 328	Bowdoin & 96th	SW, SE	3	3				X				X	X		X					
ADA 335	200th & Maplewood	SE	3	3					X						X					
ADA 339	200th & 80th	SE, SW	3	3					X						X					
ADA 366	88th & Olympic View Dr	SE	3	3									X							
ADA 330	88th & 200th	SE, SW	3	3										X						
ADA 387	76th & Meadowdale Beach ²	SE, NE	3	3																X
ADA 248	7th & Dayton	NW, SE	3	4	X			X					X							
ADA 247	7th & Dayton	SW	3	4	X			X					X							
ADA 220	8th & Dayton	ALL	3	4	X								X							
ADA 314	208th & 74th	SE	3	4				X	X	X					X					
ADA 313	208th & 74th	NW, SW	3	4				X	X	X										
ADA 83	84th & 214th	SW, NW	3	4				X	X	X					X					
ADA 84	84th & 214th	NE, SE	3	4				X	X	X										
ADA 81	84th & 218th	NE, SE	3	4				X	X	X										
ADA 82	84th & 215th	NE, SE	3	4				X	X	X										
ADA 312	208th & 72nd	NW, SW, SE	3	4				X	X	X					X					
ADA 336	200th & 84th	SE, SW	3	4					X	X					X					
ADA 237	7th & Aloha	ALL	3	4					X	X					X					
ADA 238	7th & Glen	ALL	3	4					X	X					X					
ADA 368	188th & 88th	NE, SE	3	4					X	X										
ADA 368	88th & 189th	NE, SE	3	4					X	X										
ADA 217	10th & Walnut	ALL	3	4					X	X										
ADA 276	Walnut & 95th	ALL	3	4					X	X										
ADA 329	Walnut & 10th Ave S	ALL	3	4					X	X										
ADA 242	7th & Edmonds	ALL	3	4						X										
ADA 243	7th & Sprague	ALL	3	4						X										
ADA 244	7th & Daley	ALL	3	4						X										
ADA 320	Bowdoin Way & 89th	SW, SE	3	4						X										
ADA 322	Bowdoin & 90th	SW, SE	3	4					X	X										
ADA 323	Bowdoin & 92nd Ave	SW, SE	3	4					X	X										
ADA 325	Bowdoin & 92nd Place	ALL	3	4					X	X										
ADA 327	Bowdoin & 93rd Ave	SW, SE	3	4					X	X										
ADA 352	80th & 188th	SW	3	4					X	X										
ADA 318	Bowdoin & 86th Place W	NW, NE	3	4					X	X										
ADA 321	Bowdoin & Pioneer Way	NW, NE	3	4					X	X										
ADA 324	Bowdoin & Park Rd	NW, NE	3	4					X	X										

COLLECTORS

City of Edmonds, Comprehensive Transportation Plan ADA Ramp Inventory

ID No.	INTERSECTION	CORNER(S)	Criteria 1		Criteria 2		Criteria 3		Criteria 4			Criteria 5			Criteria 6							
			Street A Class ¹	Street B Class ¹	Comm. Center & Library	Senior Center	Stevens Hospital	BRT/Rail/Ferry	Transit Route	Adjacent School	School Nearby	City Hall/Police Department	Comm. Zone	Adjacent Park	Park Nearby	No Ramp	Sub-Standard Ramp	Sub-Standard Asphalt Ramp	New Ramp, Asphalt Ramp	New Ramp, Without Domes	Asphalt Ramp, No Domes	New Ramp, With Domes
ADA 347	72nd & 216th	NW, NSW	4	4			X	X				X				X						
ADA 356	188th & 85th	NE	4	4				X														
ADA 306	216th & 78th	SW, SE	4	4				X							X							
ADA 354	188th & 83rd	SE, SW	4	4				X								X						
ADA 355	188th & 84th	SE, SW	4	4				X								X						
ADA 357	188th & 86th	NE	4	4				X								X						
ADA 205	228th & 106th	NE, SE	4	4					X													
ADA 206	229th & 106th	SE	4	4					X													
ADA 310	210th & 74th	NE, NW	4	4				X														
ADA 346	72nd & 213th	NW, SW	4	4				X														
ADA 353	188th & 81st	SE, SW	4	4				X														
ADA 214	97th & 239th	SE, SW	4	4					X													
ADA 215	239th & 238th	SE, SW	4	4					X													
ADA 307	216th & 80th	ALL	4	4					X													
ADA 308	214th & 80th	NW, SW	4	4					X													
ADA 309	213th & 80th	ALL	4	4					X													
ADA 333	88th & 204th	SE, SW	4	4					X													
ADA 334	88th & 202nd	NE, SE	4	4					X													
ADA 340	206th & 77th	NE, NW	4	4					X													
ADA 341	206th & 78th	NW, NE	4	4					X													
ADA 342	206th & 79th	NW, NE	4	4					X													
ADA 363	84th & 192nd	NE, SE	4	4					X													
ADA 364	84th & 187th	NE, SE	4	4					X													
ADA 365	84th & 186th	NE, SE	4	4					X													
ADA 370	Olympic Ave & Viewland Way	NE, SE	4	4												X						
ADA 212	96th & 240th	ALL	4	4					X									X				
ADA 213	97th & 240th	NE, NW	4	4					X									X				
ADA 203	226th & 105th Place W	SW	4	4					X											X		
ADA 204	226th & 106th Ave W	SE	4	4					X											X		
ADA 207	231st & 106th	SW	4	4					X												X	
ADA 262	6th & Pine	ALL	4	4																X		
ADA 345	206th & 82nd	NE	4	4																X		
ADA 266	4th & Daley	ALL	4	4																X		
ADA 270	2nd & Alder	NE, SE, SW	4	4																X		

LOCAL STREETS

City of Edmonds, Comprehensive Transportation Plan ADA Ramp Inventory

ID No.	INTERSECTION	CORNER(S)	Criteria 2			Criteria 3			Criteria 4			Criteria 5			Criteria 6							
			Street A Class ¹	Street B Class ¹	Comm. Center & Library	Senior Center	Stevens Hospital	BRT/Rail/Ferry	Transit Route	Adjacent School	School Nearby	City Hall/Police Department	Comm. Zone	Adjacent Park	Park Nearby	No Ramp	Sub-Standard Ramp	Sub-Standard Asphalt Ramp	New Ramp, Asphalt Ramp	New Ramp, Without Domes	Asphalt Ramp, No Domes	New Ramp, With Domes
ADA 311	210th & 72nd	NW, SW, SE	4	4																		
ADA 316	N. Meadowdale & 75th	SE, SW	4	4																		
ADA 218	8th & Maple	SW, NE	4	4																		
ADA 219	8th & Maple	SE, NW	4	4																		
ADA 252	7th & Maple	NW, SW, NE	4	4																		
ADA 253	7th & Maple	SE	4	4																		
ADA 259	6th & Daley	ALL	4	4																		
ADA 278	Fir & A Ave	ALL	4	4																		
ADA 344	206th & 81st	NW, NE	4	4																		
ADA 268	4th & Howell	NE, SE, NW	4	4																		
ADA 269	4th & Howell	SW	4	4																		
ADA 373	Olympic Ave & Edmonds St	NE, SE	4	4																		
ADA 241	7th & Elm Place W	ALL	4	4																		
ADA 257	6th & Maple	ALL	4	4																		
ADA 227	8th & 14th Way	NE, SE	4	4																		
ADA 249	7th & Alder	ALL	4	4																		
ADA 250	7th & Walnut	NE, SE	4	4																		
ADA 251	7th & Cedar	NE	4	4																		
ADA 229	8th & Cedar	SE	4	4																		
ADA 230	8th & Spruce	NW	4	4																		
ADA 231	8th & Laurel	SW	4	4																		
ADA 232	8th & Elm	NW, SW	4	4																		
ADA 233	8th & Fir	NW, SE	4	4																		
ADA 221	8th & Alder	NE, NW	4	4																		
ADA 261	6th & Walnut	SW	4	4																		
ADA 260	6th & Walnut	ALL	4	4																		
ADA 239	7th & Elm St.	SE	4	4																		
ADA 240	7th & Elm St.	SW	4	4																		
ADA 255	6th & Alder	NW	4	4																		
ADA 254	6th & Alder	SE, NE	4	4																		
ADA 256	6th & Alder	SW	4	4																		
ADA 235	8th & Pine St.	NW	4	4																		
ADA 234	8th & Pine St.	NE	4	4																		
ADA 223	8th & Pine St.	DUPLICATE	4	4																		
ADA 222	8th & Pine St.	DUPLICATE	4	4																		
ADA 228	8th & 14th St.	SE	4	4																		
ADA 236	7th Place & 13th Way	NE	4	4																		

LOCAL STREETS

City of Edmonds, Comprehensive Transportation Plan ADA Ramp Inventory

ID No.	INTERSECTION	CORNER(S)	Crit. 2		Criteria 3			Criteria 4			Criteria 5			Criteria 6							
			Street A Class ¹	Street B Class ¹	Com. Center & Library	Senior Center	Stevens Hospital	BRT/Rail/Ferry	Transit Route	Adjacent School	School Nearby	City Hall/Police Department	Comm. Zone	Adjacent Park	Park Nearby	No Ramp	Sub-Standard Ramp	Sub-Standard Asphalt Ramp	New Ramp, Asphalt Ramp	New Ramp, Without Domes	Asphalt Ramp, No Domes
ADA 245	7th & Birch	ALL	4	4											X						
ADA 258	6th & Elm St.	ALL	4	4											X						
ADA 267	4th & Walnut	ALL	4	4											X						
ADA 277	Pine St. & C Ave	SE, SW	4	4											X						
ADA 210	237th & 106th	ALL	4	4											X						
ADA 211	237th & 107th	ALL	4	4											X						
ADA 216	Robin Hood & 106th	NE, SE	4	4											X						
ADA 224	8th Place & 15th	SE, SW	4	4											X						
ADA 331	88th & 205th	NW	4	4											X						
ADA 332	88th & 205th	SW	4	4											X						
ADA 343	206th & 80th	NW, NE	4	4											X						
ADA 362	84th & 194th	NE, SE	4	4											X						
ADA 226	8th Ave & 15th	SE	4	4											X						
ADA 225	8th Ave & 15th	NE	4	4											X						
ADA 209	237th & 104th	SW	4	4											X						
ADA 208	237th & 104th	NW	4	4											X						
ADA 379	237th & 104th	SW	4	4											X						X
ADA 380	237th & 106th	ALL	4	4											X						
ADA 381	237th & 107th	ALL	4	4											X						
ADA 372	Olympic Ave & Daley Place	NE, SE	4	4											X						
ADA 371	Olympic Ave & Sierra Place	NE, SE	4	4											X					X	
ADA 315	N. Meadowdale & 164th	SW, NW	4	4																	X

LOCAL STREETS

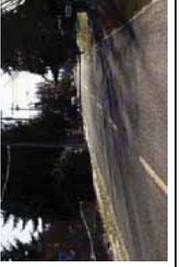
Note 1: "1"=Principal Arterial, "2"=Minor Arterial, "3"=Collector, "4"=Local Street
 Note 2: Note "4" indicates ramps that will be upgraded to new ADA standards as part of a future City projects currently working on
 Note 3: Criteria Number 1 is the location within Downtown Edmonds.

Appendix D

Walkway Projects

ID	Street Name	From	To	Length (feet)	Existing Conditions			Recommended Improvements			Project Cost Estimate	
					Description	Gutter/ Drainage/ Ditch	Photo	Description	Walkway Type			
Short Walkway Projects												
S1	2nd Ave S	James St	Main St	100	Concrete sidewalks on west side with discontinued sidewalks on east side.	Yes, drainage.		Install 8 ft wide concrete sidewalks on east side of street to connect existing sidewalks.	8 ft wide concrete sidewalks with curbs and gutters.		\$25,000	
S2	Dayton St	7th Ave S	8th Ave S	250	Concrete sidewalks on north side with discontinued sidewalks on south side.	Yes, drainage.		Install 5 ft wide concrete sidewalks on south side of street to connect existing sidewalks.	5 ft wide concrete sidewalks with curbs and gutters.		\$63,000	
S3	Maple St	West of 8th Ave S	8th Ave S	250	Narrow concrete sidewalks (3-4 ft) with discontinued sidewalks on south side between 7th and 8th Ave.	No		Install new 5 ft wide concrete sidewalks on south side of street to meet standard width.	5 ft wide concrete sidewalks with curbs and gutters.		\$50,000	
S4	Walnut St	6th Ave S	7th Ave S	700	Concrete sidewalks on south side on the west end. No sidewalks or striped shoulders for the rest of segment.	Yes, drainage.		Install 5 ft wide concrete sidewalks on either side of street to connect existing sidewalks.	5 ft wide concrete sidewalks with curbs and gutters.		\$175,000	
S5	Walnut St	3rd Ave S	4th Ave S	350	Concrete sidewalks on north side. No sidewalks/shoulders on south side.	Yes, drainage.		Install 8 ft wide concrete sidewalks on south side of street to connect existing sidewalks to the east.	8 ft wide concrete sidewalks with curbs and gutters.		\$88,000	

Existing Conditions				Recommended Improvements			Project Cost Estimate			
ID	Street Name	From	To	Length (feet)	Description	Gutter/Drainage/Ditch	Photo	Description	Walkway Type	Project Cost Estimate
S6	226th St SW	106th Ave W	SR 104	700	Narrow unpaved shoulders on both sides with some sidewalks on south side.	Yes, drainage on north side.		Install 5 ft wide concrete sidewalks on south side of street to connect existing sidewalks. Applied for federal safety grant in August 2008.	5 ft wide concrete sidewalks with curbs and gutters.	\$175,000
S7	189th Pl SW	80th Ave W	78th Ave W	700	Narrow, discontinued asphalt shoulders mix with unpaved shoulders.	No		Construct 5 ft wide concrete sidewalks on either side of street.	5 ft wide concrete sidewalks with curbs and gutters.	\$140,000
S8	18th Ave S	South of Walnut St	Walnut St	25	No road connection between 8th Ave and Walnut St	No		Construct pedestrian stairway or trail between two roads.	Stairway or Asphalt trail.	\$140,000
S9	84th Ave W	188th St SW	186th St SW	700	Unpaved, unstriped shoulders on both sides with various widths.	No		Install 5 ft wide concrete sidewalks on east side of street to connect existing sidewalks to the south. Add edge lines on both sides of street.	5 ft wide concrete sidewalks with curbs and gutters.	\$5,000
S10	190th Pl SW	Olympic View Dr	94th Ave W	800	Unpaved, unstriped shoulders on both sides with narrow widths. Road is narrow.	No		Construct 5 ft wide concrete sidewalks on either side of street. Add edge lines on both sides of street.	5 ft wide concrete sidewalks with curbs and gutters.	\$140,000
Long Walkway Projects										
										\$160,000

Existing Conditions				Recommended Improvements			Project Cost Estimate			
ID	Street Name	From	To	Length (feet)	Description	Gutter/Drainage/Ditch	Photo	Description	Walkway Type	Project Cost Estimate
L6	80th Ave W/ 180th St W	188th St SW	OVD	3,000	Unpaved shoulders on both sides with sight distance issues.	No		Install 5 ft wide concrete sidewalks on west side of street.	5 ft wide concrete sidewalks with curbs and gutters.	\$750,000
L7	80th Ave W	212nd St SW	206th St SW	2,000	Unpaved shoulders on both sides with various widths.	Yes, drainage.		Install 5 ft wide concrete sidewalks on either side of street to connect existing sidewalks to the north and south	5 ft wide concrete sidewalks with curbs and gutters.	\$500,000
L8	238th St SW	104th Ave W	100th Ave W	1,400	Unpaved asphalt shoulders on both sides with various widths.	No		Install 5 ft wide concrete sidewalks on north side of street (consistent with project L18).	5 ft wide concrete sidewalks with curbs and gutters.	\$840,000
L9	238th St SW	Hwy 99	76th Ave W	2,600	Intermittent sidewalk on one side, with unpaved shoulder on one side	Yes, ditch on south side		Install 5 ft wide concrete sidewalk on north side of street.	5 ft wide concrete sidewalks with curbs and gutters.	\$650,000
L10	232nd St W	100th Ave W	97th Ave W	1,000	Wider unpaved shoulders on south side, and narrow unpaved shoulders on north side.	No		Construct 5 ft wide concrete sidewalks on south side of street.	5 ft wide concrete sidewalks with curbs and gutters.	\$200,000

			Existing Conditions			Recommended Improvements			Project Cost Estimate	
ID	Street Name	From	To	Length (feet)	Description	Gutter/ Drainage/ Ditch	Photo	Description	Walkway Type	Project Cost Estimate
L11	84th Ave W	238th St SW	234th St SW	1,300	Unpaved shoulders on both sides with some sidewalks for new developments on east side on the south end.	No		Install 5 ft wide concrete sidewalks on east side of street to connect existing sidewalks to the south.	5 ft wide concrete sidewalks with curbs and gutters.	\$260,000
L12	176th St SW	72nd Ave W	Olympic View Dr	1,400	Unpaved, unstriped shoulders on both sides with various widths. No shoulders toward east end.	Yes, drainage.		Install 5 ft wide concrete sidewalks on either side of street to connect existing sidewalks to the east.	5 ft wide concrete sidewalks with curbs and gutters.	\$350,000
L13	188th St SW	92nd Ave W	88th Ave W	1,000	Unpaved shoulders on both sides with various widths.	Yes, ditch on north side.		Install 5 ft wide concrete sidewalks on south side of street to connect existing sidewalks to the east.	5 ft wide concrete sidewalks with curbs and gutters.	\$200,000
L14	184th St SW / Andover St	184th St SW / 88th Ave W	Olympic View Dr / Andover St	3,500	184th St SW - Unpaved shoulders on both sides with various widths. Some sidewalks on north side of 184th St between 85th Pl W and 84th St W. Andover St - Narrow, unstriped, unpaved shoulders on both sides.	Yes, drainage.		184th St SW - Install 5 ft wide concrete sidewalks on north side of street. Andover St - Construct 5 ft wide concrete sidewalks on either side of street. Add edge lines on both sides of street.	5 ft wide concrete sidewalks with curbs and gutters.	\$875,000
L15	72nd Ave W	Olympic View Dr	176th St SW	2,900	Unpaved, unstriped shoulders on both sides with various widths.	Yes, drainage on west side		Construct 5 ft wide concrete sidewalks on either side of street. Add edge lines on both sides of street.	5 ft wide concrete sidewalks with curbs and gutters.	\$725,000

Existing Conditions				Recommended Improvements			Project Cost Estimate			
ID	Street Name	From	To	Length (feet)	Description	Gutter/Drainage/Ditch	Photo	Description	Walkway Type	Project Cost Estimate
L16	236th St. SW	SR T04	East of 84th Ave W	2,100	Unpaved and asphalt shoulders on both sides with various widths.	Yes, drainage.		Install 5 ft wide concrete sidewalks on north side of street (consistent with project L1).	5 ft wide concrete sidewalks with curbs and gutters.	\$525,000
L17	92nd Ave W	189th Pl SW	186th Pl SW	1,000	Unpaved, unstriped shoulders on both sides with various widths.	Yes, ditch on east side.		Construct 5 ft wide concrete sidewalks on either side of street. Add edge lines on both sides of street.	5 ft wide concrete sidewalks with curbs and gutters.	\$200,000
L18	191st St SW	80th Ave W	76th Ave W	1,400	Unpaved, unstriped shoulders on both sides.	No		Construct 5 ft wide concrete sidewalks on either side of street. Add edge lines on both sides of street.	5 ft wide concrete sidewalks with curbs and gutters.	\$280,000
L19	218th St SW	80th Ave W	84th Ave W	1,400	Unpaved, unstriped shoulders on both sides with sight distance issues.	Yes, ditch on north side		Install 5 ft wide concrete sidewalks on either side of the street.	5 ft wide concrete sidewalks with curbs and gutters.	\$350,000
L20	192nd St SW	88th Ave W	84th Ave W	1,300	Unpaved and asphalt shoulder mix with sidewalks from new developments, but shoulders do not line up to sidewalks. Road is unstriped.	Yes, ditch.		Construct or realign 5 ft wide concrete sidewalks on either side of street to connect existing sidewalks.	5 ft wide concrete sidewalks with curbs and gutters.	\$260,000

		Existing Conditions				Recommended Improvements			Project Cost Estimate	
ID	Street Name	From	To	Length (feet)	Description	Gutter/Drainage/Ditch	Photo	Description	Walkway Type	Project Cost Estimate
L21	104th Ave W / Robin Hood Dr	238th St SW	106th Ave W	2,200	Asphalt shoulders on west side, and narrow unpaved shoulders on east side.	No		Install 5 ft wide concrete sidewalks on west side of street to connect existing sidewalks to the park (consistent with project L7).	5 ft wide concrete sidewalks with curbs and gutters.	\$440,000
L22	186th St SW	8608 185th Pl SW	Seaview Park / 80th Ave W	1,700	Unpaved, unstriped shoulders on both sides with various widths. Sidewalks on north side in front of Seaview park on the east end.	Yes, drainage.		Install 5 ft wide concrete sidewalks on north side of street to connect existing sidewalks to the west and east. Add edge lines on both sides of street.	5 ft wide concrete sidewalks with curbs and gutters.	\$425,000
L23	216th St SW	86th Ave W	92nd Ave W	2,450	Curb on both sides of street	No		Install 5 ft concrete sidewalks on south side of street.	5 ft wide concrete sidewalks with curbs and gutters.	\$613,000
L24	92nd Ave W	Bowdoin Way	220th St SW	2,250	Unmarked and unpaved shoulder.	No		Install 5 ft concrete sidewalk on either side of street.	5 ft wide concrete sidewalks with curbs and gutters.	\$563,000

City of Edmonds
Walkway Route Selection Matrix

Walkway Selection Criteria:	Weighting Factor (WF)
Pedestrian Safety (PS)	5
Connectivity-Services and Facilities (CS&F)	4
Connectivity-Link (CL)	3
Activity (ATC)	3
Public Support (PS)	2
Compatibility (COM)	1
Environmental Impacts (EI)	1
Distance from School (DS)	1
Connectivity to transit routes and facilities (CT)	1
Existing Infrastructure (EI)	1

Ranking	Street Name	From	To	PS		CS&F		CL		ATC		PS		COM		EI		DS		CT		EI		Approximate Length	TOTAL POINTS	PRIORITY	
				Pts.	Rating = WF X Pts.				Pts.																		
1	236th St. SW / 234th St. SW	SR-104	97th Pl. W	3	15	3	12	3	9	3	9	3	6	3	3	3	3	3	3	3	2	2	3	3	3100'	65	1
2	Maplewood Dr.	Main St.	200th St. SW	3	15	3	12	3	9	3	9	3	6	3	3	3	3	3	2	2	2	2	3	3	2700'	64	1
3	Olympic Av.	Puget Dr.	Main St.	3	15	3	12	3	9	3	9	3	6	3	3	2	2	3	3	2	2	2	1	1	4000'	62	1
4	Meadowdale Beach Rd	OVD	76th Av. W	3	15	3	12	3	9	3	9	3	6	3	3	2	2	2	2	2	1	1	1	1	3800'	60	1
5	Pine St.	9th Av. W	SR 104	3	15	3	12	3	9	3	9	2	4	3	3	3	3	1	1	1	1	2	2	4000'	59	1	
6	80th Av. W / 180th St. SW	188th St. SW	OVD	3	15	3	12	3	9	2	6	2	4	3	3	3	3	3	3	3	1	1	2	2	3,000'	58	1
7	80th Av. W	206th St. SW	212nd St. SW	3	15	2	8	3	9	3	9	2	4	3	3	3	3	3	3	3	3	3	1	1	2000'	58	1
8	238th St. SW	100th Av. W	104th Av. W	3	15	3	12	3	9	2	6	3	6	2	2	3	3	1	1	2	2	1	1	1	1400'	57	1
9	238th St. SW	Hwy. 99	76th Av. W	3	15	3	12	3	9	3	9	1	2	2	2	3	3	1	1	2	2	1	1	2,600'	56	1	
10	232nd St. W	100th Av. W	97th Av. W	2	10	3	12	2	6	3	9	1	2	3	3	3	3	3	3	3	3	3	3	1000'	54	2	
11	84th Av. W	238th St. SW	234th St. SW	3	15	3	12	1	3	3	9	2	4	2	2	3	3	1	1	3	3	2	2	1300'	54	2	
12	176th St. SW	72nd Av. W	OVD	2	10	3	12	3	9	2	6	2	4	3	3	3	3	3	3	3	1	1	2	2	1400'	53	2

City of Edmonds
Walkway Route Selection Matrix

Walkway Selection Criteria:	Weighting Factor (WF)
Pedestrian Safety (PS)	5
Connectivity-Services and Facilities (CS&F)	4
Connectivity-Link (CL)	3
Activity (ATC)	3
Public Support (PS)	2
Compatibility (COM)	1
Environmental Impacts (EI)	1
Distance from School (DS)	1
Connectivity to transit routes and facilities (CT)	1
Existing Infrastructure (EI)	1

Ranking	Street Name	From	To	PS		ATC		PS		COM		EI		DS		CT		EI		Approximate Length	TOTAL POINTS	PRIORITY
				Pts.	RATING = WF X Pts.																	
13	188th St. SW	88th Av. W	92nd Av. W	3	15	2	6	2	4	2	2	3	3	3	1	1	1	1	1	1000'	49	2
14	Andover St. / 184th St. SW	184th St. SW / 88th Av. W	OVD / Andover St.	3	15	3	6	2	6	2	2	2	2	2	2	1	1	1	1	3500'	49	2
15	72nd Av. W	OVD	176th St. SW	2	10	3	6	2	4	2	2	2	2	1	1	3	3	1	1	2900'	47	2
16	236th St. SW	SR-104	East of 84th Av. W	2	10	3	6	2	4	2	2	2	2	2	2	2	1	1	1	2100'	47	2
17	92nd Av. W	189th Pl. SW	186th Pl. SW	2	10	3	6	2	4	3	3	3	3	1	1	1	1	1	1	1000'	47	2
18	191st. St SW	80th Av. W	76th Av. W	2	10	3	6	2	6	1	2	3	3	3	3	1	1	1	1	1400'	47	2
19	218th St. SW	80th Av. W	84th Av. W	3	15	2	6	1	2	2	2	3	3	2	2	2	1	1	1	1400'	44	2
20	192nd St. SW	84th Av. W	88th Av. W	1	5	2	6	1	2	3	3	3	3	3	3	1	1	2	2	1300'	42	2
21	104th St. SW / Robin Hood	238th St. SW	106th Av. W	2	10	2	6	1	4	2	2	3	3	1	1	1	1	1	1	2200'	42	2
22	186th St. SW	Seaview Park	8608 185th Pl SW	1	5	2	6	2	6	1	2	2	3	3	3	1	1	1	1	1700'	37	2
23	216th St. SW	86th Av. W	92nd Av. W	1	5	2	6	0	0	1	1	3	3	3	3	1	1	1	1	2,450'	31	2
24	92nd Av. W	Bowdoin St.	220th St. SW	1	5	2	6	1	3	0	1	1	3	3	1	1	1	1	1	2,250'	26	2