



City Council Committee Meeting Agenda

Public Works / Parks Committee

This meeting will be conducted in person at City of Stanwood Public Works Wastewater Treatment Plant located at 26729 98th DR NW, Stanwood WA 98292

Monday, July 10, 2023, 5:30 PM

1. WSDOT SR 532 Corridor Study
2. Draft 2024 Capital Improvement Project List
3. 2024 Transportation Element Goals and Policies



CITY OF STANWOOD
PUBLIC WORKS COMMITTEE

AGENDA STAFF REPORT

MEETING DATES: July 10, 2023

SUBJECT: WSDOT SR 532 Corridor Study
Draft 2024 Capital Improvements Project List
2024 Transportation Element Goals and Policies

CONTACT PERSON: Patricia Love, Community Development Director

WSDOT SR 532 Existing Conditions Study

WSDOT has prepared a SR 532 Existing Conditions Study evaluating traffic flow from Terry's Corner on Camano Island to I-5. The purpose of the study included:

- Identify and determine the type and rate of congestion and crashes within the corridor.
- Measure the travel time on the corridor and between key destination areas.
- Identify existing conditions of other transportation modes such as public transit, pedestrians, bicycles, and other rolling modes using the corridor.

John Shambaugh, WSDOT Planning Manager, will present the study findings.

Draft 2024 Capital Improvements Project List

In June, Community Development staff brought before the Public Works Committee maps showing staff's interpretation of the Capital Improvement Plan Questionnaire results and integration of the 2015 CIP list for:

1. Vehicular Intersections and Road Network (roads and intersection improvements)
2. Pedestrian Network (sidewalks, bike lanes, and trails)
3. Utility Network (water, sewer, stormwater, drainage, flooding)
4. Parks, Recreation, and Open Space Network
5. Building Infrastructure Projects (not shown on maps)

The Public Work Committee members were asked to take these maps to comment on and bring them back to the July meeting for discussion. Your thoughts and comments are welcomed and will be added to the final CIP list.

2024 Transportation Element Goals and Policies

The Transportation Element provides the framework to guide the growth and development of the City's transportation infrastructure. The Transportation Element implements and is consistent with the land use element of the Comprehensive Plan to ensure that the transportation network is planned to serve existing and future developments. The Element should address the development of a balanced, multi-modal

transportation network for the City and also recognizes the regional nature of the transportation network and the need for continuing interagency coordination to improve the system.

The goals and policies of the Transportation Element are required to address the following items pursuant to the Washington State Growth Management Act and the PSRC Vision 2050 in addition to addressing Stanwood's community vision for the transportation system.

- Travel Demand Based on Land Use
- Estimated Traffic Impacts to State-Owned Facilities
- Facility and Service Needs
 - Inventory of Transportation Facilities
 - Level of Service (LOS) Standards
 - Actions to Bring Facilities up to LOS
 - Traffic Forecasts
 - Consistency with Statewide Multi-Modal Plan
- A Multiyear Financing Plan
- Intergovernmental Coordination Efforts
- Demand Management Strategies
- Non-Motorized Access for Pedestrians and Bikes
- Consistency with Transportation Element, 6-year CIP, and 10-year State Investment Plan (RCW 47.05.030)

Attached are the draft Transportation Element Goals and Policies for review and consideration. These goals and policies focused on the following principals:

- TG 1: Roadway Design and Safety – Ensure safe roadway design*
- TG 2: Adopt and Maintain Transportation Level of Service (LOS)*
- TG 3: Provide a Transportation System That Promotes Economic Development and a Healthy Environment*
- TG 4: Maintenance of Transportation Investments*
- TG 5: Reduce Miles Travelled Through Design and Planning*
- TG 6: Hazard Mitigation Planning*
- TG 7: Regional Coordination*
- TG 8: Minimizing Impacts on the Environment and Reducing Greenhouse Emissions*
- TG 9: Financial Planning Policy*
- TG 10: Prioritizing Equity and Inclusion*

Normally the following goals and policies would have been prepared in bold, underlined and strikethrough format to see the differences between the 2015 goals and policies and those proposed for the 2024 plan. Due to the many substantive changes, that format made policies difficult to read. Attached are the proposed 2024 goals and policies along with a copy those adopted in 2015. Amendments to the draft policies generally include:

- Consistency with the Puget Sound Regional Council Vision 2050 and regional travel forecasts
- Simplified text into a reader friendly format
- Adopts a Level of Service for pedestrian and bike users
- Addresses changes in State Law:

- Ensure access for people of all ages
 - Compliance with the Americans with Disabilities Act (ADA)
 - Recognize and prioritize equity and inclusion in the City's transportation system (New Goals 10)
- Prioritize investment in maintenance and safety improvements
- Includes hazard mitigation planning in transportation systems
- Protect the environment and reduce carbon emissions
- Consider impacts to human health
- Update financial policies



CITY OF STANWOOD
2044 COMPREHENSIVE PLAN UPDATE
TRANSPORTATION PLAN ELEMENT
GOALS AND POLICIES

TG-1 – Continue to develop a transportation system that encourages, supports, and enhances the safe, efficient, and reliable movement of people, vehicles, and goods.

- TP 1.1: Route pass-through traffic to collector roads designed and classified for higher volumes of traffic. Use neighborhood traffic control devices to direct traffic appropriately.
- TP 1.2: Design local access streets to provide safety for pedestrians, bicycles, and automobiles, and meet the requirements of the Americans and Disabilities Act (ADA).
- TP 1.3: The City's transportation system should consist of a grid of through streets, providing a better connection from east to west and north to south.
- TP 1.4: Adopt a "complete streets" ordinance based on the guidelines established by Smart Growth America and the US Department of Transportation.
- TP 1.5: Apply emerging technological solutions to improve the safety and efficiency of the transportation system.
- TP 1.6: Identify and implement strategies to ensure the resilience and future security of the transportation system for the efficient movement of emergency responses.
- TP 1.7: Adopt lighting standards and use lamps that assure safe and effective illumination at minimum cost and energy use.

TG-2 – Maintain transportation levels of service (LOS) consistent with adopted standards and community needs.

- TP 2.1: Ensure adequate transportation facilities are available concurrent with development and maintain levels of service (LOS) that promote mobility for people and goods consistent with adopted standards.
- TP 2.2: The City has established adopts the following levels of service (LOS) standards:
- 1.) For locally owned intersection operations based on methodologies in the latest edition of the Highway Capacity Manual (HCM):
 - i. LOS D for traffic signals, roundabouts, and all-way stop controlled intersections.
 - ii. LOS E for two-way stop-controlled intersections.
 - 2.) Apply Washington State Department of Transportation's level of service standards to intersections of state highways within the Stanwood area:
 - i. LOS D or better within urban areas.
 - ii. LOS C or better within rural areas.
 - ii. LOS C or better within rural areas.
- TP 2.3: Reassess as appropriate level of service standards and other development regulations based on growth and funding levels.

- TP 2.4: Work with Snohomish County to coordinate level of service standards for transportation infrastructure and facilities within the City's unincorporated Urban Growth Area for motorized and non-motorized transportation.
- TP 2.5: Work with PSRC travel demand forecasts to identify state, regional, and local multimodal transportation system improvements deemed necessary to accommodate growth while improving safety and human health.
- TP 2.6: Work cooperatively with Snohomish County and Island County to mitigate transportation impacts of development on Stanwood and adjacent areas.
- TP 2.7 Evaluate and adopt a local bicycle and pedestrian level of service that promote the movement of people.

TG-3 – Provide transportation facilities that promote vibrant commerce, clean air and water, health and recreation.

- TP 3.1: Collaborate with regional and state agencies such as the Puget Sound Clean Air Agency and the Washington State Department of Ecology to implement and achieve regional air quality and environmental quality goals.
- TP 3.2: Adopt Washington State Target Zero strategies as appropriate to Stanwood to reduce traffic-related fatalities and serious injuries.
- TP 3.3: Identify and support major transportation hubs and economic development interests, such as ports, airports, and designated freight trucking routes.
- TP 3.4: Continue to coordinate freight transportation work with WSDOT, Snohomish County, Port authorities, railroads, and commercial aviation interests.
- TP 3.5: Support transportation mobility and access for people of all ages and abilities by providing safe and accessible travel choices for people with physical mobility challenges, special needs, seniors, and young children.
- TP 3.6: Transportation plans, improvements, programs, and services shall include an emphasis on social, racial, and income equity, as well as under-served populations.
- TP 3.7: Consider options to convert vehicle dominated streets, or portions thereof, into pedestrian and bike friendly corridors, car-free zones or time-flex streets to improve pedestrian mobility and connections, implement low-cost transportation solutions, and promote public health.
- TP 3.8: Restrict wide-open, undefined access driveways to minimize and consolidate access points to SR-532 and other major city streets.
- TP 3.9: Consider impacts to human health and safety (noise, exhaust fumes, vibration, etc.), as well as environment impacts when planning and designing transportation facilities.

TG-4 – Maintain and preserve the utility of prior transportation investments.

- TP 4.1: Monitor the operation of the transportation system and identify system maintenance and preservation projects to protect existing investments and ensure a safe and reliable citywide transportation system.
- TP 4.2: Reduce capital improvement needs and extend transportation life-cycle costs through investments in maintenance, preservation, and safety to extend the life and utility of prior transportation investments.

- TP 4.3: Conduct periodic inspections of transportation infrastructure proactively, mindful of the infrastructure life cycle.
- TP 4.4: Maintain the remaining historic brick roads, particularly 270th Street NW, when financially feasible per City Beautification Action Plan and Twin City Mile.
- TP 4.5 Update the Transportation Improvement Plan (TIP) annually to reflect current estimated costs and schedules to ensure priority, cost, and timing of projects are accommodated.

TG-5 – Reduce the number of trips made via the single occupant vehicle by encouraging the use of public transit and non-motorized facilities, and through thoughtful zoning practices.

- TP 5.1: Encourage land use patterns that facilitate multi-purpose trips and reduce the quantity and length of trips by single-occupancy vehicles in association with Commute Trip Reduction Act goals and policies.
- TP 5.2: Work with the Stanwood-Camano Island School District to encourage greater ridership on school buses by collaborating on efficient, inclusive, and effective bus routes.
- TP 5.3: Invest in and encourage the use of public transit bus, commuter rail, park and ride, and bicycle and pedestrian facilities connecting local and regional employment and shopping centers.
- TP 5.4: Develop a comprehensive network of safe, convenient, and accessible sidewalks and bicycle lanes, trails and/or separated paths to provide alternative routes to employment centers and shopping areas in alignment with PSRC's Regional Growth Strategy and Regional Transportation Plan.
- TP 5.5: Give priority to transportation projects that will contribute to a reduction in vehicle miles traveled per capita, while maintaining economic vitality and sustainability.
- TP 5.6: Adopt street standards that require sidewalks on both sides of all new and reconstructed public streets.
- TP 5.7: Develop a multi-purpose trail and sidewalk system that connects Stanwood's neighborhoods, schools, parks and business districts via a non-motorized transportation network.
- TP 5.8: Periodically update city standards with current best practices, resources, and guidelines for the development of non-motorized facilities such as: multi-use paths, bicycle lanes, sidewalks, accessibility, crosswalks, widened roadway shoulders, and landscape buffers.
- TP 5.9: Preserve unimproved public rights-of-way when reasonable to create an interconnected network of pedestrian and bicycle trails.
- TP 5.10: Pursue options to convert the Railroad rights of way in downtown Stanwood to a trail network when continued rail service is not practical.
- TP 5.11: Work with transportation agencies such as Amtrak, Community Transit, Island Transit, and Snow Goose Transit to establish public education programs to encourage public transportation usage.
- TP 5.12: Create pedestrian friendly and inviting connections between downtown and uptown Stanwood through the implementation of the City Beautification project, the Twin City Mile revitalization, and potentially a complete streets policy.
- TP 5.13: Identify the needs of drivers, public transportation vehicles and patrons, bicyclists, and pedestrians of all ages and abilities in the planning, programming, design, construction,

reconstruction, retrofit, operations, and maintenance of the City's transportation system.

TG 6 – Coordinate with regional officials on hazard mitigation planning efforts to improve the city's emergency management response and recovery efforts during and after major disasters to save lives, protect community investments, and restore critical transportation assets and services quickly after a disaster.

TP 6.1: Adopt and implement a Hazard Mitigation Plan that advances the resilience of the transportation system by incorporating redundancies, preparing for disasters and other impacts.

TP 6.2: Coordinate with Snohomish County, Island County, and WSDOT to prepare a local and regional response for system recovery for the Hazard Mitigation Plan.

TG 7 – Support the development of a balanced regional transportation system by working cooperatively with federal, state, regional and local agencies to develop the City's transportation system, financing strategy, and land use plan that helps achieve regional mobility goals.

TP 7.1: Coordinate with WSDOT, Island County, and Snohomish County to implement the SR-532 Route Development Plan, including the adoption of an impact fee ordinance addressing immediate and long-term improvements on SR-532.

TP 7.2: Encourage rail providers such as Amtrak or Sound Transit's Sounder to expand light rail passenger rail service to better connect Stanwood to regional centers, such as Everett, Lynnwood or Seattle.

TP 7.3: Partner with WSDOT to implement access management solutions on SR 532 ensuring a coordinated system of traffic flow by adding roundabouts or signals, restricting left turning movements, and/or by amending traffic signal timing to allow efficient progression of vehicles, bicycles, and pedestrians.

TP 7.4: Promote a working relationship with regional planning agencies, particularly with Puget Sound Regional Council (PSRC), to ensure the City's Comprehensive Plan is consistent and complementary with the Regional Transportation Plans, Growth Strategies, including VISION 2050 and the multi-county planning policies that are reviewed and approved by PSRC.

TP 7.5: Work with Island County and Snohomish County to ensure the City's transportation plan is consistent with Island and Snohomish Counties Transportation Element and Six Year Transportation Improvement Plans.

TP 7.6: Integrate and focus transportation system improvements with land use plans to connect local and regional development centers.

TP 7.7: The City should actively coordinate with local transit agencies, such as Community Transit, Island Transit, Skagit Transit and Snow Goose Transit, to promote and expand bus service and connections to improve access to regional transportation systems.

TG-8 – Minimize negative environmental impacts for the benefit of the City’s natural resources and the reduction of greenhouse gas emissions.

- TP 8.1: Reduce greenhouse gas emissions and pollutants from transportation activities through the electrification of the transportation system, use of cleaner fuels and vehicles, and developing of infrastructure needed to support clean fuel vehicles such as electric vehicle chargers.
- TP 8.2: Prioritize transportation projects that reduce vehicle miles traveled per capita and maintains economic vitality and sustainability.
- TP 8.3: Promote and incentivize transportation trip reduction programs and actions to reduce air pollution and greenhouse gas emission, including but not limited to:
- a.) Land use plans and zoning for compact, higher-density, mixed use development to reduce vehicle mile traveled;
 - b.) Employer-based incentives for ridesharing, vanpooling, flextime, and telecommuting work schedules;
 - c.) Adopting policies or regulations proportionally reducing traffic impact fees or reduced parking requirements;
 - d.) Support building codes and other efforts to promote conservation efforts and the use of clean alternative energy sources, renewable energy, electric or hybrid vehicles, and electric vehicle charging stations; and
 - e.) Convert incandescent streetlights to L.E.D.
- TP 8.4: Work with local, state, and regional agencies to achieve regional goals to improve air quality, water quality, fish passage, and environmental pollution goals by minimizing and mitigating adverse impacts of transportation services on designated critical areas and resource lands.
- TP 8.5: The City should consider purchasing hybrid or electric vehicles when purchasing fleet vehicles.
- TP 8.6: Establish compact, pedestrian, transit-oriented development, and reductions to greenhouse gas emissions as metrics for prioritizing transportation investments.
- TP 8.7: Adopt and apply stormwater retrofit designs in transportation projects to provide flow control and/or treatment benefits to protect fish habitat and water resources.

TG-9 – Establish a stable, financially sustainable, long term financial foundation for continuously improving the quality, effectiveness, and efficiency of the transportation system.

- TP 9.1: Actively pursue grants individually or with other agencies to help fund transportation projects to support the maintenance, operations, and upgrading of the transportation system.
- TP 9.2: Pursue and implement transportation financing methods, such as transportation benefit districts or user fees (as allowed by state law per RCW 36.73), to support ongoing maintenance, preservation, and operation of the City’s transportation system.

- TP 9.3: Ensure that new development pays a proportionate share of the costs of transportation facilities needed to support growth through: traffic impact fees, frontage improvements, local improvement districts, off-site mitigation improvements and other means allowed by State and local laws.
- TP 9.4: Partner with WSDOT, Snohomish County, Island County, Community Transit, Island Transit, Tribes and other state or local agencies to define and adopt broad based funding approaches that leverages city revenues against other funding opportunities to implement transportation projects and programs.
- TP 9.5: Evaluate project design strategies that can reduce costs of transportation improvements or provide for phasing of improvements to spread the costs over time.
- TP 9.6: Periodically review longer range transportation funding options and consider changes in the level of service standard or land use element if sufficient funding is not available. Consider options for alternative funding mechanisms if local fundings is not available for critical/high priority projects.
- TP 9.7: Prioritize funding transportation safety improvement projects during the annual adoption process of the Transportation Improvement Plan (TIP) and city budget.
- TP 9.8: Develop a 20-year plan that balances transportation improvement needs, costs, and revenues available for all modes to assist in updating the Transportation Impact Fee (TIF) program and the annual adoption of the Six-Year Transportation Improvement Program (TIP).

TG-10 Ensure and prioritize equity, inclusion, and access to opportunities in the development and maintenance of transportation systems.

- TP 10.1: Consider current and past inequities in infrastructure development when planning and programming new investments using PSRC's Opportunity Index, the Countywide Equity Index, and other regional/state guidance documents. Consider consolidating findings into a transportation equity report.
- TP 10.2: Conduct public engagement with marginalized or underrepresented communities to understand multimodal transportation needs and barriers to access.
- TP 10.3: Prioritize active transportation and transit investments in historically underserved communities of color and areas with higher concentrations of low-income, non-English speaking, seniors, youth, and disabled populations to improve affordable and convenient access to employment, education, health care, social services, recreation, and culture.
- TP 10.4: Mitigate the negative impacts of the transportation system on historically underserved communities when developing plans and programs by incorporating equity and inclusion into the Capital Improvement Plan and Transportation Improvement Plan's proposed infrastructure projects.

A. Goals and Policies

The goals and policies provide a framework for decision making related to transportation issues. They will be used in implementing transportation projects and programs, reviewing new land use development applications, and supporting other City planning processes.

TG-1 – Continue to develop a transportation system that encourages, supports, and enhances the safe, efficient and reliable movement of people, vehicles, and goods.

TP-1.1 – Plan improvements to existing street networks to evenly distribute through-traffic to collectors that meet design standards and reduce the amount of through traffic on neighborhood streets that are not classified as collectors.

TP-1.2 – Design roadways, sidewalks, trails, bicycle facilities, and other public circulation improvements to meet safety standards.

TP-1.3 – Design local access streets to provide safety for pedestrians, bicycles, and automobiles, and meet the requirements of the Americans with Disabilities Act (ADA).

TP-1.4 – Use neighborhood traffic control devices where necessary to direct through traffic to streets classified and designed for that purpose.

TP-1.5 – Prioritize existing safety hazards during transportation decision making process.

TP-1.6 – Adopt Public Works Development Guidelines and Construction Standards for design of roadways.

TP-1.7 – Develop an integrated road network throughout the city, particularly in downtown and the UGA (as it is annexed).

TP-1.8 – Encourage or require where appropriate a grid of through-streets to create a transportation system with east-west and north-south connections.

TP-1.9 – Work toward completing an integrated street network for automobiles, bicycles, and pedestrians by using complete streets program provisions as a guideline.

TG-2 – Maintain levels of service (LOS) that promote mobility for people and goods consistent with adopted standards.

TP-2.1 – Ensure adequate transportation facilities are available concurrent with development.

TP-2.2 – Reassess as appropriate level of service standards and other development regulations based on growth and funding levels.

TP-2.3 – The City has established the following levels of service (LOS) standards for intersection operations based on methodologies in the latest edition of the *Highway Capacity Manual (HCM)*.

- i. LOS D for traffic signals, roundabouts, and all-way stop controlled intersections.
- ii. LOS E for two-way stop controlled intersections.

TP-2.4 – Apply Washington State Department of Transportation's level of service standards to intersections of state highways within the Stanwood area:

- i. LOS D or better within urban areas.
- ii. LOS C or better within rural areas.

TP-2.5 – Work with Snohomish County to coordinate level of service standards for roadways and intersections within the City's unincorporated Urban Growth Area.

TP-2.6 – Consider establishing level of service standards for bicycle, pedestrian and other transportation facilities that promote the movement of people.

TG-3 – Provide transportation facilities that promote vibrant commerce, clean air and water, health and recreation.

TP-3.1 – Help minimize and mitigate adverse impacts of transportation services on designated critical areas, and resource lands.

TP-3.2 – Work with local, state, and regional agencies to achieve regional air quality and environmental pollution goals.

TP-3.3 – Create an inviting and functional connection between east and west Stanwood roadway.

TP-3.4 – Design intersection areas using landscaping elements, gateway signage and treatments, channelization, and other features to distinguish major intersections within corridors.

TP-3.5 – Establish coordinated gateway and signing programs to establish a sense of community, guide unfamiliar visitors to primary destinations, and revive the downtown area’s historic past and original street names.

TG-4 – Maintain, preserve, and extend the life and utility of prior transportation investments.

TP-4.1 – Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system.

TP-4.2 – Maintain and preserve the transportation system mindful of lifecycle costs associated with delayed maintenance.

TP-4.3 – Maintain existing brick roads, particularly 270th Street NW, in brick when financially feasible.

TG-5 – Reduce the number of trips made via the single occupant vehicle.

TP-5.1 – Encourage land use patterns that facilitate multi-purpose trips and reduce the quantity and length of trips by single-occupancy vehicles in association with Commute Trip Reduction Act goals and policies.

TP-5.2 – Encourage use of public transit and bicycle and pedestrian facilities.

TP-5.3 – Work with the School District to encourage ridership on school buses.

TP-5.4 – Encourage commuter rail, bus, park and ride, and bicycle use.

TP-5.5 – Develop a comprehensive network of sidewalks connecting with bicycle trails and paths to provide alternative routes to employment centers and shopping areas in association with

the goals and policies of PSRC’s Regional Growth Strategy.

TP-5.6 – Where feasible, provide sidewalks and bike lanes on both sides of all new and reconstructed public streets.

TP-5.7 – Develop a trail system to connect Stanwood’s business district with other regional trails and centers.

TP-5.8 – Include standards for development of non-motorized facilities in the Public Works Standards. These should include, but are not limited to:

- bicycle parking facilities,
- sidewalks and paths,
- location and accessibility of crosswalks,
- landscaping to buffer facilities from automobile traffic, and
- recreational trails for pedestrians and bicycles.

TP-5.9 – Preserve unimproved public rights-of-way when reasonable to assure they are available in the future for development of an interconnected network of pedestrian and bicycle trails.

TP-5.10 – Support the preservation of railroad rights-of-way for trails when continued rail service is not practical.

TP-5.11 – Adopt building site design criteria such as reduced setback requirements for through easements (short cuts with sidewalks) for pedestrian and bicycle use to provide direct paths to schools, shopping centers, transit facilities, and recreational facilities.

TP-5.12 – Adopt design guidelines for non-motorized facilities for walking and bicycling

facilities that include sidewalks, bike lanes, roadway shoulders, and multiuse paths.

TP-5.13 – Implement non-motorized transportation facilities and services consistent with policies and strategies Comprehensive Plan, Road Standards, and Design Review Guidelines.

TP-5.14 – Provide corridors for pedestrian and small watercraft access to the Stillaguamish River.

TG-6 – Apply technological solutions to improve the efficiency of the transportation system

TP-6.1 – Identify and implement strategies for the efficient movement of emergency responses.

TG 7 – Support the development of a balanced regional transportation system and work with federal, state, regional and local agencies to develop the City’s transportation system, financing strategy, and land use plan that helps achieve regional mobility goals.

TP-7.1 – Coordinate with WSDOT and with Puget Sound Regional Council (PSRC) to ensure consistency with state and regional transportation plans and requirements.

TP-7.2 – Coordinate with WSDOT, Island County, and Snohomish County to implement the SR-532 Route Development Plan, including the collection of impact fees for improvements on SR-532.

TP-7.3 – Encourage rail providers to expand passenger rail service.

TP-7.4 – Coordinate with WSDOT for long-term and near-term improvements to SR-532 as identified in the Route Development Plan.

TP-7.5 – Support WSDOT with level of service

requirements and growth related impacts for SR-532.

TP-7.6 – Work with WSDOT to establish well-orchestrated traffic signal timing plans and a coordinated system of traffic progression between traffic signals on SR-532. Ensure that future traffic signals are designed, operated, and located appropriately to allow efficient progression of vehicle platoons.

TP-7.7 – Restrict wide-open, undefined access drives to comply with City driveway standards. Work to minimize and consolidate access points to SR-532. Encourage shared parking on adjacent properties with credits for complimentary uses.

TP-7.8 – Promote a working relationship with regional planning agencies, particularly the Puget Sound Regional Council (PSRC), to assure regional transportation plans are consistent and complementary to the Stanwood Comprehensive Plan.

TP-7.9 – Work with Puget Sound Regional Council (PSRC) to ensure the City's Comprehensive Plan is consistent with the *Regional Growth Strategy*, including VISION 2040 and the Multicounty Planning Policies, reviewed, and approved by PSRC.

TP-7.10 – Work with Island County and Snohomish County to ensure consistency of transportation plans.

TP-7.11 – Work with transportation agencies to establish public education programs to encourage public transportation usage.

TG-8 – Minimize negative environmental impacts for

the benefit of the City's natural resources and the reduction of greenhouse gas emissions.

TP-8.1 – Encourage ride-sharing, van-pooling and the use of flex-time schedules by employees.

TP-8.2 – Support voluntary, employer-based trip reduction programs

TP-8.3 – Encourage telecommuting options with new and existing employers, through project review and incentives, as appropriate.

TP-8.4 – Reduce greenhouse gases by expanding the use of conservation and alternative energy sources and by reducing vehicle miles traveled.

TP-8.5 – Reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles.

TP-8.6 – Manage street lighting needs by encouraging lighting standards and using lamps that will assure safe and effective illumination at minimum cost and energy use

TP-8.7 – Give priority to transportation projects that will contribute to a reduction in vehicle miles traveled per capita, while maintaining economic vitality and sustainability.

TP-8.8 – Provide safe and convenient access for pedestrians and bicyclists.

TG-9 – Establish a stable, long term financial foundation for continuously improving the quality, effectiveness, and efficiency of the transportation system.

TP-9.1 – Pursue and implement transportation financing methods, such as transportation benefit districts or user fees (as allowed by state law), to

support ongoing maintenance, preservation, and operation of the City's transportation system.

TP-9.2 – Ensure that new development pays a proportionate share of the costs of transportation facilities needed to support growth. New development may contribute to the costs of needed improvements through SEPA based mitigation, traffic impact fees, frontage improvements, local improvement districts, and other means allowed by State and local laws.

TP-9.3 – Structure developer impact fees to ensure that new development contributes its fair share of the resources needed to mitigate the impact on transportation facilities, as allowed under State law.

TP-9.4 – Continue to work with Snohomish County and Island County to mitigate transportation impacts of development on Stanwood and vice versa.

TP-9.5 – Continue to develop partnerships with WSDOT, Snohomish County, Community Transit, and local agencies to define and fund improvement projects and programs.

TP-9.6 – Actively pursue grants individually or with other agencies to help fund transportation projects to support the maintenance, operations, and upgrading of the transportation system.

TP-9.7 – Use other City revenues to leverage against other funding opportunities.

TP-9.8 – Evaluate project design strategies that can reduce costs of transportation improvements or provide for phasing of improvements to spread the costs over time.

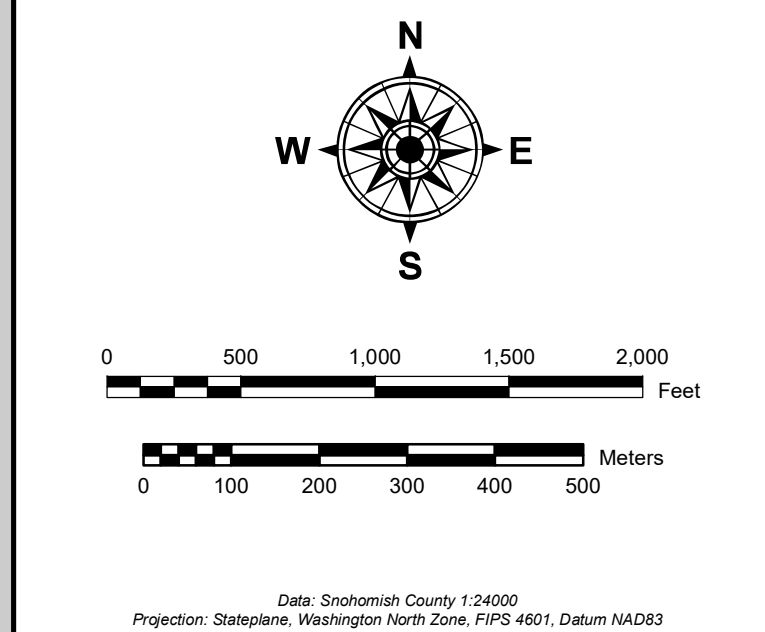
TP-9.9 – Balance the estimated expenditures in the City's annual Six-Year Transportation



Improvement Program (TIP) with available revenues.

TP-9.10 – Periodically review longer range transportation funding options and consider changes in the level of service standard or land use element if sufficient funding is not available.

	State Route
	Major Road
	Street
	Dirt Road, Private Road, Driveway, etc.
	Railroad
	River, Stream, Shoreline
	City Boundary
	UGA
	Parcels
	Park
	Water Feature
	School
	Fire Station
	Police Station
	TIP (2015 or 2023) Intersection Project
	Community Survey Intersection Project
	TIP (2015 or 2023) Widening or Reconstruction Project
	Community Survey Widening or Reconstruction Project
	TIP (2015 or 2023) New Roadway Construction Project




Snohomish County

Information Technology

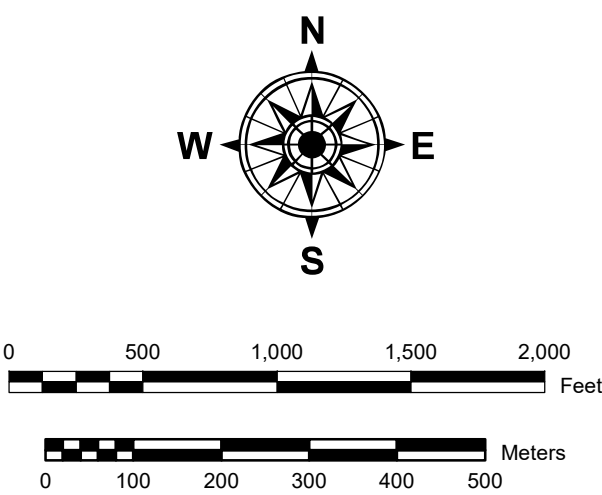
Geographic Information System

April 2022

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	State Route
	Major Road
	Street
	Dirt Road, Private Road, Driveway, etc.
	Railroad
	River, Stream, Shoreline
	City Boundary
	UGA
	Parcels
	Park
	Water Feature
	School
	Fire Station
	Police Station

-  TIP (2015 or 2023) Pedestrian Intersection Project
-  Community Survey Pedestrian Intersection Project
-  TIP (2015 or 2023) Sidewalk Project
-  Community Survey Sidewalk Project
-  TIP (2015 or 2023) Bicycle Lane Project
-  Community Survey Bicycle Lane Project



Data: Snohomish County 1:24000
Projection: Stateplane, Washington North Zone, FIPS 4601, Datum NAD83



Snohomish County
Information Technology
Geographic Information System
April 2022

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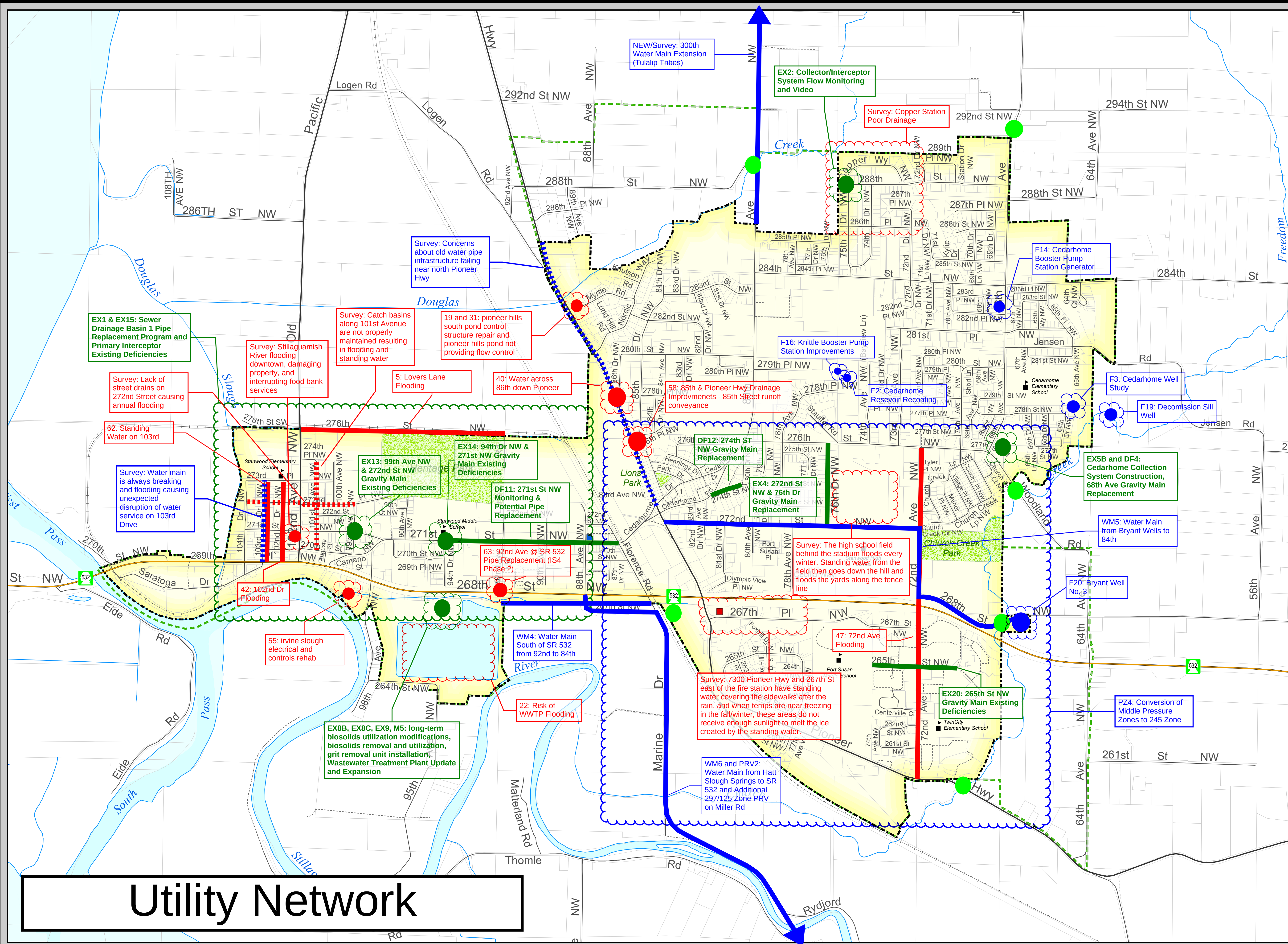
Pedestrian Network

	State Route
	Major Road
	Street
	Dirt Road, Private Road, Driveway, etc.
	Railroad
	River, Stream, Shoreline
	City Boundary
	UGA
	Parcels
	Park
	Water Feature
	School

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April 2022

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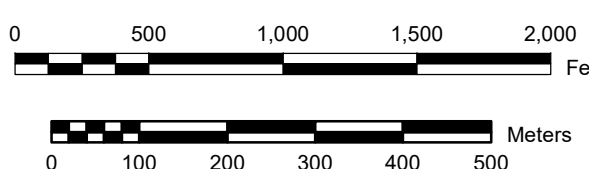
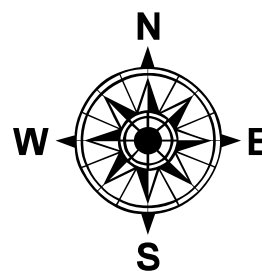


City of
Stanwood
Snohomish County, WA

- State Route
- Major Road
- Street
- Dirt Road, Private Road, Driveway, etc.
- Railroad
- River, Stream, Shoreline
- City Boundary
- UGA
- Parcels
- Park
- Water Feature
- School
- Fire Station
- Police Station

2015 6-Year Action Item and 20-Year Parks Plan

Community Survey Parks Project



Date: Snohomish County 1.24000
Projection: Stateplane, Washington North Zone, FIPS 4601, Datum NAD83



Snohomish County
Information Technology
Geographic Information System
April 2022

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Parks, Recreation, and Open Space Network

Survey (city-wide):
Parks need more play equipment and restroom facilities.
Lack of sidewalk connectivity and accessible pedestrian paths from residential neighborhoods to parks. Pedestrian amenities such as benches should be placed along paths to parks.
Consider alternative funding sources such as community donations to get a bench dedicated, etc.
Parks should offer more than active recreational activities. Passive activities are lacking in Stanwood's parks. Examples of desired passive activities include water features, trails, pavilions and shade structures, central gathering spaces, community garden, public art, and an amphitheater or sloped lawn for concerts.

Survey: Ovenell Park
should provide an opportunity for marine science-based education activities and events

Survey: City Hall Park
needs improvements

6-Year:
Interim restroom, utilities and parking
Tours and approved programs and events
Park Design and engineering

20-Year:
Complete park construction including water access and waterfront trail (east on south side of SR-532).

6-Year:
Motorized boat launch
restroom and parking
park design and construction

20-Year:
Complete park construction including non-motorized boat launch

6-Year:
Four-field lighted facility capable of hosting regional baseball and other sport tournaments
New playground and loop trail
Additional parking and potential RV parking

20-Year:
RV Hook-Ups

Survey: More Parking
needed for sport games, Heritage Park trail abruptly transitions from grass to concrete and ends at 92nd Ave with nowhere to go

Survey: Church Creek Park
needs more parking and a pedestrian crossing across 72nd

6-Year:
Trail information kiosk installed near the train station

Survey: A new public park
is needed in Uptown

6-Year:
New trail to the creek
better drainage
improved ball field