

Chapter 5 TRANSPORTATION ELEMENT

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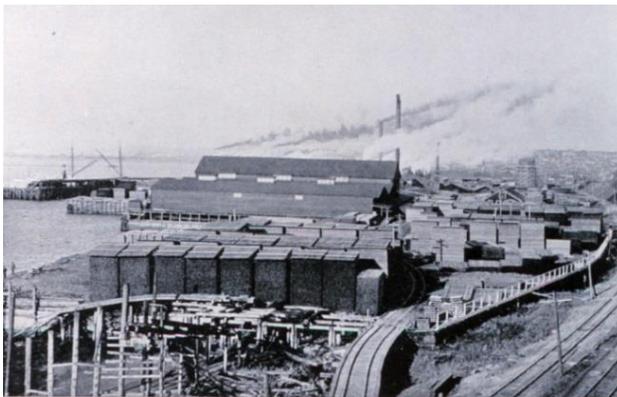
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SECTION 1: INTRODUCTION

Everett was officially incorporated in 1893, the same year the Great Northern Railway entered the City. The rail had a large role in Everett's development and helped to spur the growth of industries like mills and shipbuilding. This industrial growth brought with it new residents and by 1910, there were nearly 25,000 residents in the City. Over time, autos, trucks, and freeways played a stronger role in the City's transportation system and a more suburban development pattern emerged south of the historic area around downtown. Fueled by the growth of the aerospace sector, Everett continues to grow in population and employment, although much of the current growth is infill development along commercial corridors and former industrial sites.

Everett is the largest city in Snohomish County with a population of 105,800. Many employers and attractions call Everett home, including the largest employer in the county, the Boeing assembly plant in Southwest Everett.

This Transportation Element provides a 20-year vision for Everett's transportation system which respects the community's character, supports anticipated growth in the region, and builds on Everett's momentum as an attractive community in which to live, work, and play by supporting safe and comfortable travel by all modes, including autos, transit, bikes and pedestrians, through 2035.



THE WEYERHAEUSER LUMBER MILL, ON THE WATERFRONT AT EVERETT

Source: US National Oceanic and Atmospheric Administration

PURPOSE

The overall vision for Everett's Transportation Element is to provide a safe, balanced, and efficient multi-modal transportation system that is consistent with the City's overall vision and adequately serves anticipated growth. Guidance from community members, City staff, City commissions and City Council helped identify several priorities:

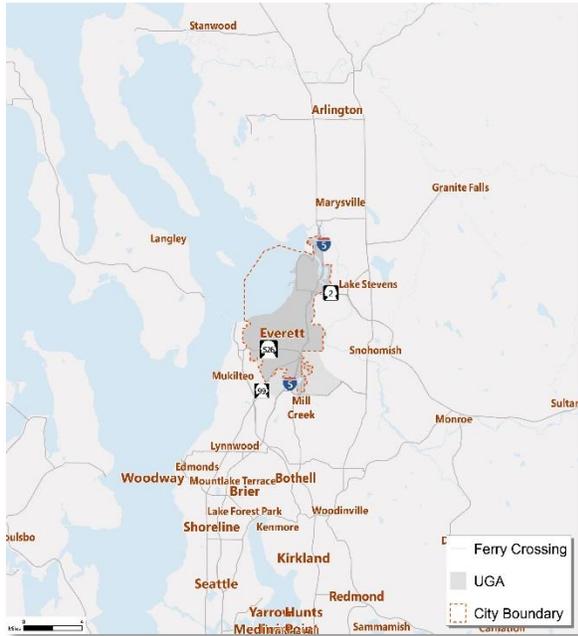
- Improve safety for all road users in Everett through street designs that accommodate all modes (cars, transit, non-motorized)
- Support growth based on the adopted land use plan emphasizing proactive integration with regional transit plans
- Continue to provide a transportation system that supports freight movement

The Transportation Element sets a framework for understanding, prioritizing, and developing a transportation network to help Everett achieve its vision.

PLANNING REQUIREMENTS

Everett's regional setting is important. Located along I-5, several state highways are also located within the City: SR 99, SR 526, SR 527, SR 529, and US2. Given this strategic location, transportation conditions in the City are influenced by pass-through traffic bound for Seattle and other destinations to the south and communities and recreation areas outside of Everett. The City must coordinate its transportation planning with a variety of jurisdictions, including Snohomish County, the Puget Sound Regional Council, neighboring jurisdictions, and the State of Washington as required by the Growth Management Act. **Figure 1** shows the location of Everett in this regional setting.

Figure 1: Regional Map



connecting centers with a highly efficient multimodal transportation network.

- Greater Options, Mobility, and Access – Invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy.

This Transportation Element is consistent with and supports the Vision 2040 priorities.

ROLE OF THE TRANSPORTATION ELEMENT

The Transportation Element serves both as a functional plan to guide the City’s transportation investments and as a required element addressing the overarching framework for transportation in Everett’s Comprehensive Plan. The document also ensures coordination with the other elements of the City’s Comprehensive Plan, including the Land Use and Climate Change Elements, and other major planning efforts, such as the Bicycle Master Plan.

In essence, the Transportation Element guides the development of the City’s transportation project list, the Transportation Improvement Program, by identifying the types of projects the City should undertake to support future travel needs. The plan also evaluates how these projects coincide with the community’s values and financial resources.

GROWTH MANAGEMENT ACT

The State’s Growth Management Act (GMA) requires communities to prepare a transportation plan consistent with the City’s land use plan and financial planning. This Transportation Element update fulfills that mandate.

OTHER PLANS

The Puget Sound Regional Council (PSRC) is the region’s metropolitan planning organization made up of cities, towns, counties, ports, tribes, transit agencies, and state agencies. PSRC has set policy for King, Pierce, Snohomish, and Kitsap Counties through Vision 2040, which lays out long term goals and policies for growth management, economic development, and transportation infrastructure.

Vision 2040 identifies several key goals for transportation in the region:

- Maintenance, Management, and Safety – Maintain, preserve, and operate the existing transportation system in a safe and usable condition.
- Support the Growth Strategy – Support the regional growth strategy by focusing on

REGIONAL COORDINATION

As part of the planning process the City reached out to other agencies and government bodies that have an interest in or influence on transportation in Everett, including:

- Sound Transit
- Community Transit
- Snohomish County
- WSDOT

The goal of these meetings was to ensure that the City's plans were consistent with other goals, including regional mobility and public safety. Coordination will continue throughout implementation of the Transportation Element.

PLAN ORGANIZATION

This document includes five sections in addition to this Introduction (Section 1):

- Section 2 – Conditions and Trends
Describes conditions for all travel modes in the existing transportation system. This section also identifies current challenges and trends that will affect Everett's transportation network in the future.
- Section 3 – Transportation Vision and Goals
Explains Everett's vision for transportation and the goals that serve as the basis for the Transportation Element.
- Section 4 – Future Transportation Vision
Introduces a "layered transportation network" concept that forms the foundation of this plan to accommodate all modes of travel and create a complete transportation network in Everett. This section also details how to accommodate each travel mode and establishes the City's level of service standards.
- Section 5 – Capital Plan
Provides near-term and long-range projects based on the community values expressed in the transportation goals and layered network.

- Section 6 – Implementing the Transportation Element
Evaluates Everett's financial conditions over the next 20 years and provides guidance on plan implementation.
- Section 7 – 2035 and Beyond
Describes how future trends should guide Everett's planning and infrastructure needs.



Hewitt Avenue



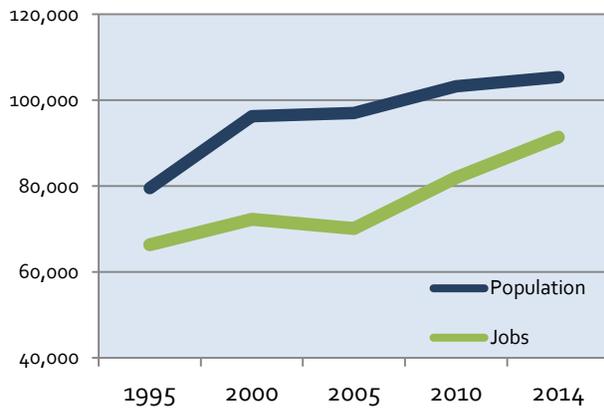
SECTION 2: CONDITIONS AND TRENDS

BACKGROUND

This section describes how people use Everett’s transportation network today, as well as how that may change over the next 20 years as the region grows. The way people travel is influenced by the built environment. The built environment includes land use and travel corridors (roadways, transit routes, bike and pedestrian routes, etc.) and the key destinations people travel to, such as where they live, work, play, shop, and recreate. The study of anticipated travel growth and travel mode data is important for understanding of how people travel and will travel in the future.

In the past twenty years, the City of Everett has grown substantially, with 105,800 residents currently living in the city as compared to 79,180 in 1995. The City has also added approximately 25,000 jobs over that time period with approximately 90,000 people working in Everett as shown in the chart below. This makes Everett the largest city in Snohomish County with one of the highest employment totals for any city in the four county region. Planners often evaluate the “daytime” population of a city, which considers both residents and jobs within a city, but factoring out residents who commute to other locations to work.

Historical Job and Population Growth in Everett



According to the US Census Bureau, the daytime population of Everett is nearly 150,000 people; making it the state’s sixth largest city as measured by that statistic.

EXISTING CONDITIONS

LAND USES AND KEY DESTINATIONS

Understanding how people currently travel to work is important to help accommodate the different modes of transportation in the future. The way people commute to work largely depends on where they live, where they work, and the transportation options available. **Figure 2** and **Figure 3** on the following pages highlight the 2012 population and employment density in the City. Everett’s residents live throughout the community with higher density neighborhoods generally clustered near Downtown Everett and along the Evergreen Way corridor, with the greatest employment density in the Southwest Everett/Paine Field Industrial Area and around downtown.

It is important to consider the differences in the Southwest Everett/Paine Field employment area as compared with Downtown Everett. Boeing is Everett’s largest employer, but is rather isolated with few businesses or housing opportunities available in the immediate area. While there are buses that serve Boeing, there is ample parking on site making driving (alone or in carpools) the commute mode of choice. By contrast, Downtown Everett is a walkable neighborhood served by bus routes and Everett Station. There is on street parking and the area is dense with businesses and households. These key differences lead to very different travel outcomes for employees in each center.

Figure 2: 2012 Population Density

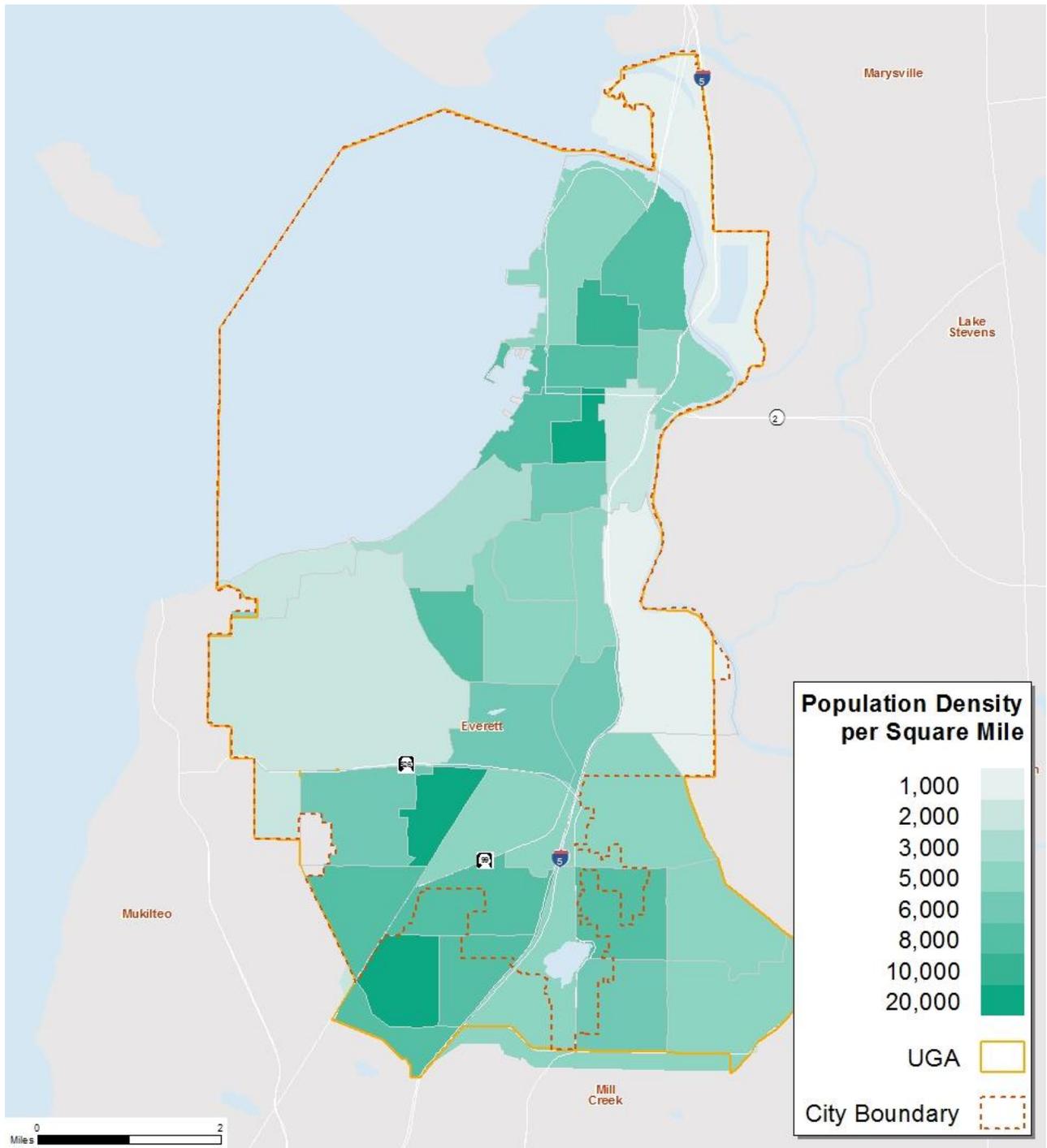
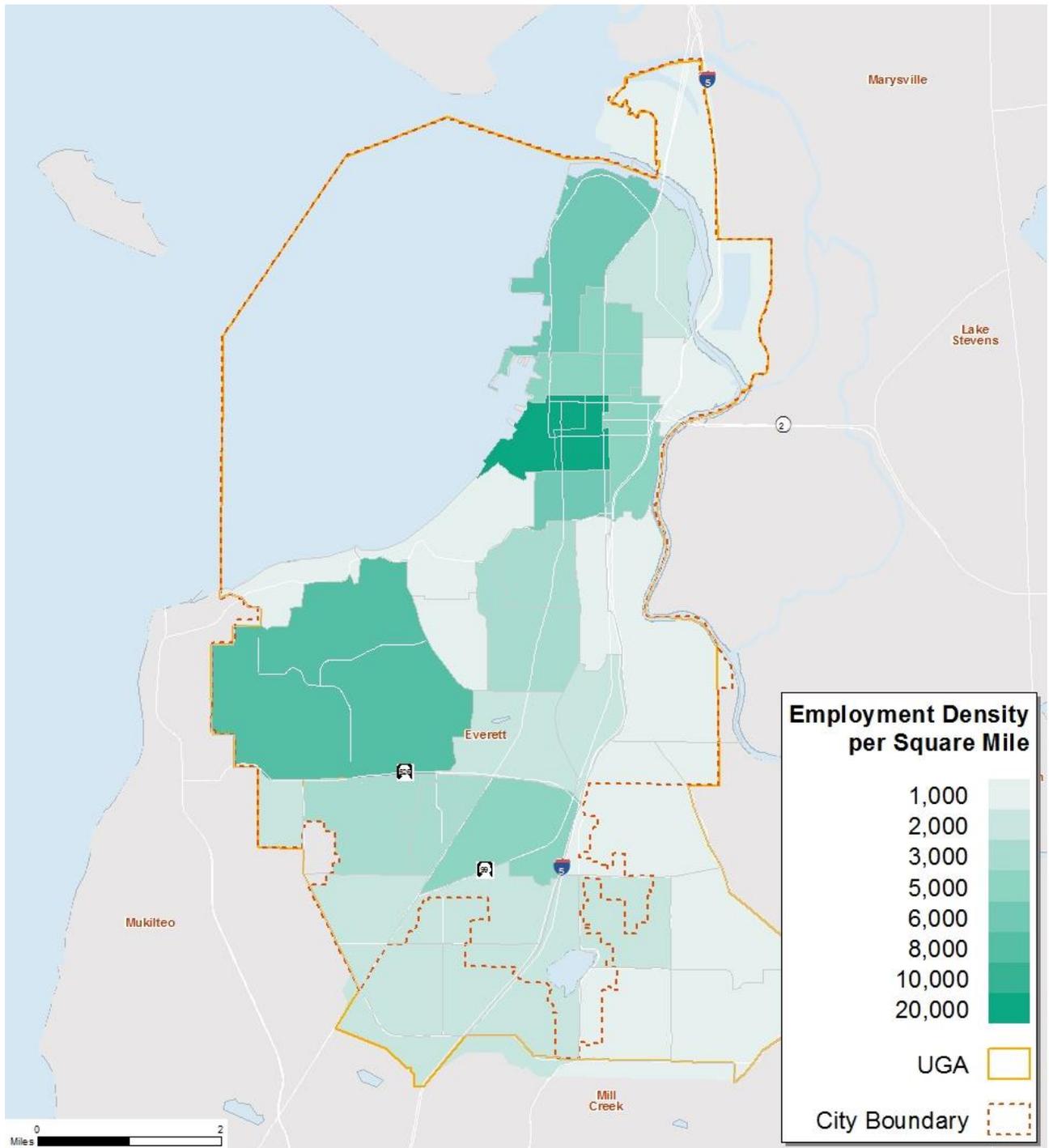


Figure 3: 2012 Employment Density



TRANSPORTATION NETWORK OVERVIEW

Everett’s street system carries a variety of transportation modes that move people and freight throughout the City and the broader region. While driving a car is the primary way that people get around in Everett, the City’s street network accommodates many other modes of travel, including walking, bicycling and public transit.

A gridded network provides improved connectivity for all modes of transportation, particularly walking and biking, by reducing the distance necessary to travel and providing alternative routes. In general, the roadway network in Downtown and North Everett is composed of a gridded pattern of streets, a reflection of the urban form typical during Everett’s early development. Further south, the network is primarily connected via principal and minor arterials, with large gaps between streets.

As shown in **Figure 4**, 75.1% of Everett residents drive to work alone while an additional 13.5% carpool, according to 2011 5 year census data. Compared to other parts of Snohomish County, Everett has a relatively high transit usage of 6.2%. Of the remaining 5.1% of workers who reside in Everett, there was a comparable split between various modes, such as walking, biking, or people who work from home.

When considering how people travel, it is important to recognize that residents and employees in higher density areas are more likely to travel by a mode other than driving alone. As land uses are closer together, travel by transit, walking or biking become viable means to reach destinations. **Figure 5** highlights the percentage of residents that commute to work via means other than single occupancy vehicles (non-SOV), defined as the non-SOV modal split. 24.9% of the entire City commutes by a non-SOV mode. Downtown Everett stands out with a high non-SOV mode split, along with other areas such as the Evergreen Way corridor, Casino Road area, and Everett Mall area.

Figure 4: Commute Mode to Work

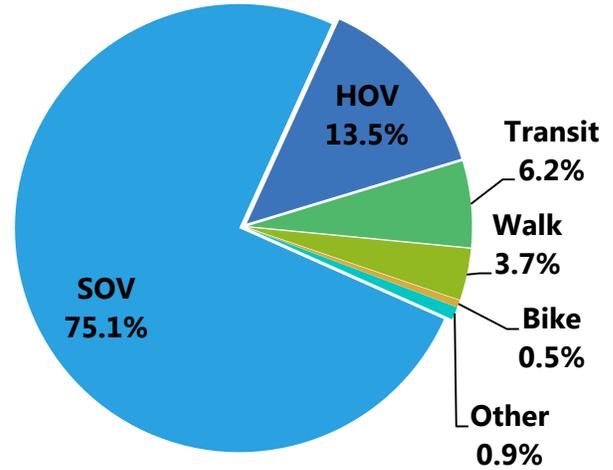
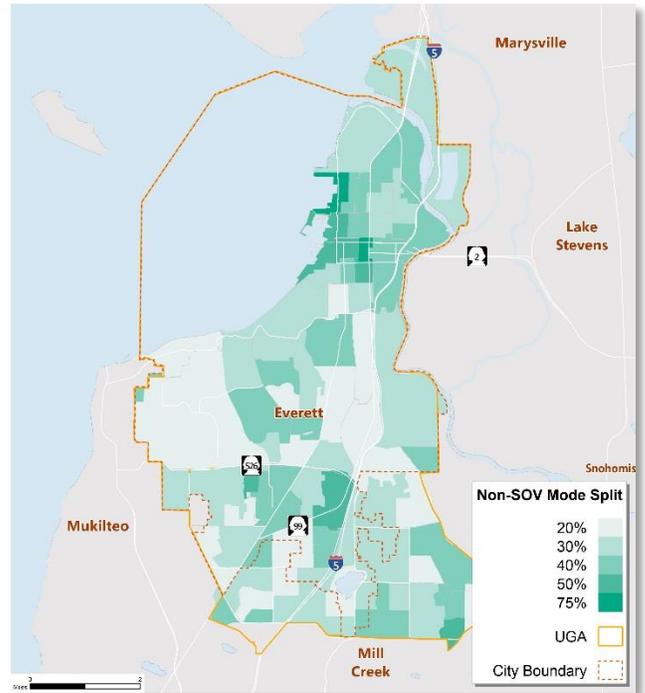


Figure 5: Non-SOV Commute Mode Split



COMMUTE TRIP REDUCTION

The Growth Management Act requires larger employers (those with more than 100 daytime employees at a worksite) to develop Commute Trip Reduction (CTR) plans. The objective of this program is to encourage employees to use other means of travel, such as carpools, vanpools, transit, flex-days and telecommuting, to reduce SOV travel in the peak commute periods.

As of 2015, there are just under 30 CTR employers in Everett. These employers are required to file an annual report on their CTR activities and conduct a commute mode survey every two years. The most recent results were submitted in 2014 as summarized in **Figure 6** and visualized in **Figure 7** on the following page.

Employers in Subarea 5 had the lowest SOV mode split at 78.5%, which was partially achieved by having the highest HOV usage of 13.8%. While CTR employers are required to have a CTR plan, they develop their own programs to achieve the jurisdictional targets established by the state and incorporated in the City's CTR Plan. There are no specific incentives or penalties to the employers if the targets are not achieved

Figure 6: CTR Mode Split

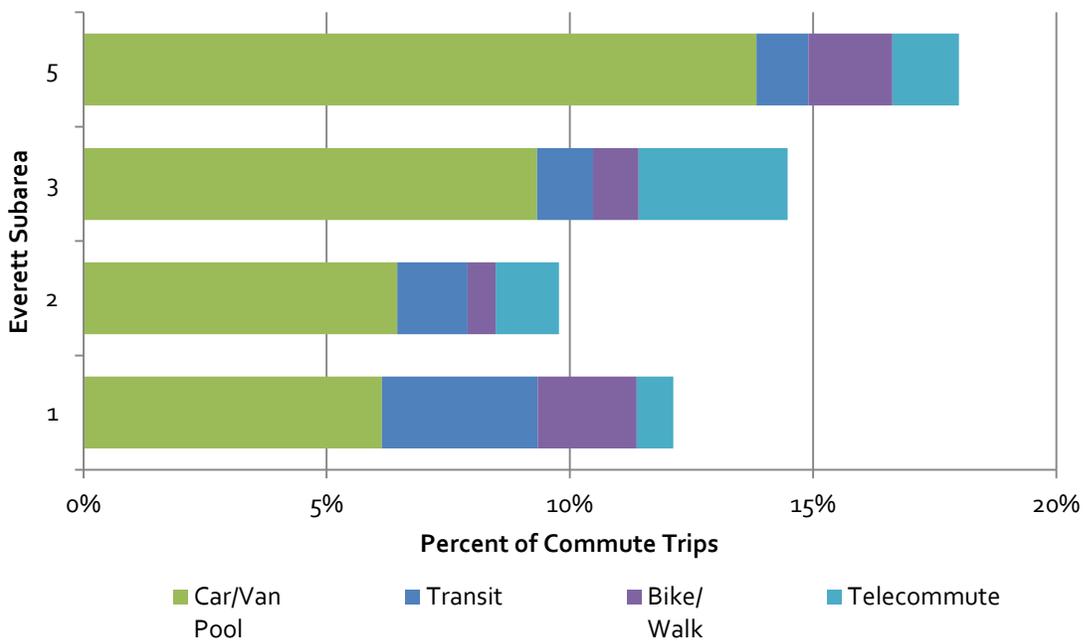
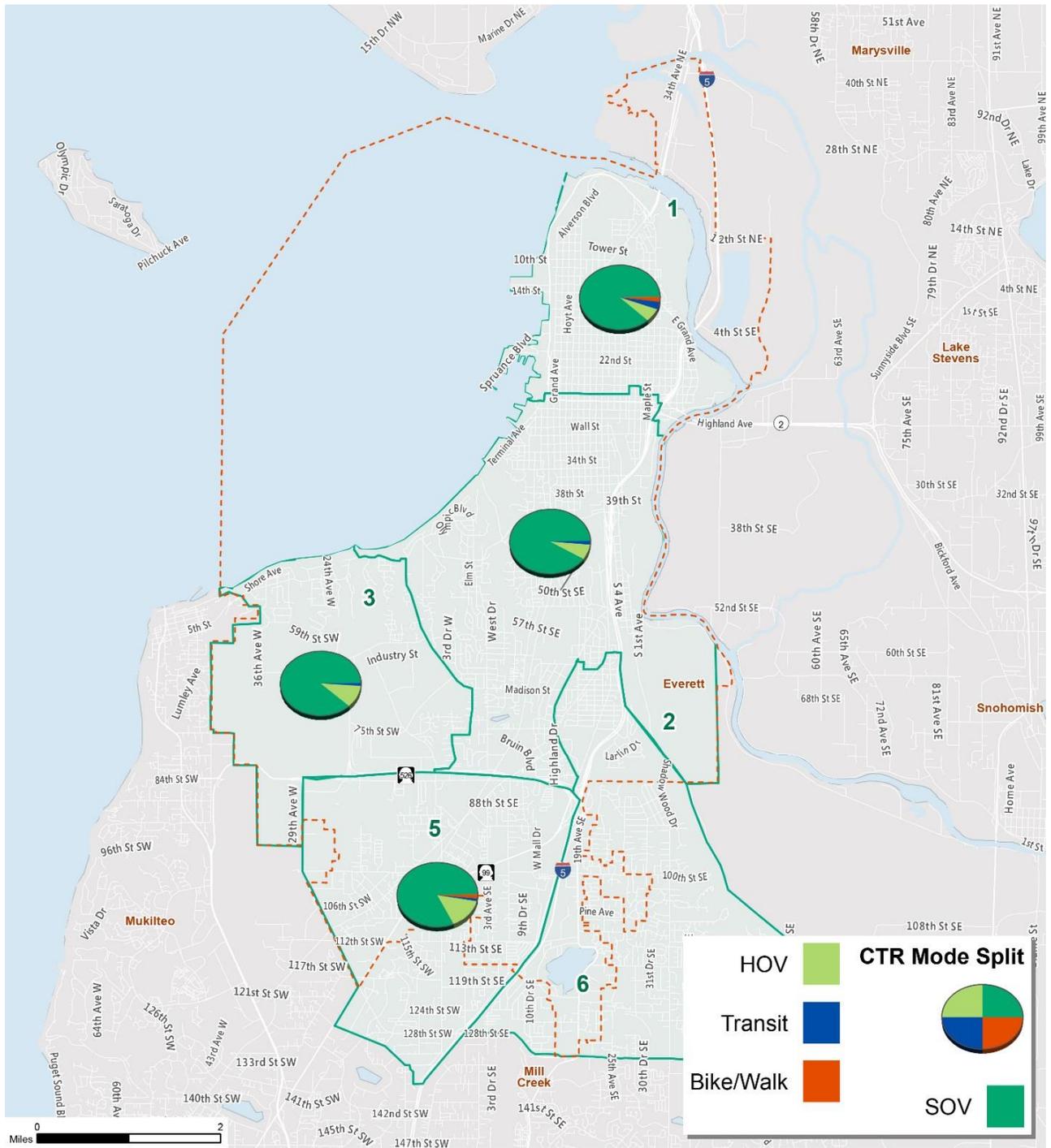


Figure 7: CTR Mode Split by Area



Note: There are no CTR employers located in subarea 6 and subarea 4 is now a part of subarea 5

FUNCTIONAL CLASSIFICATION OF ROADWAYS

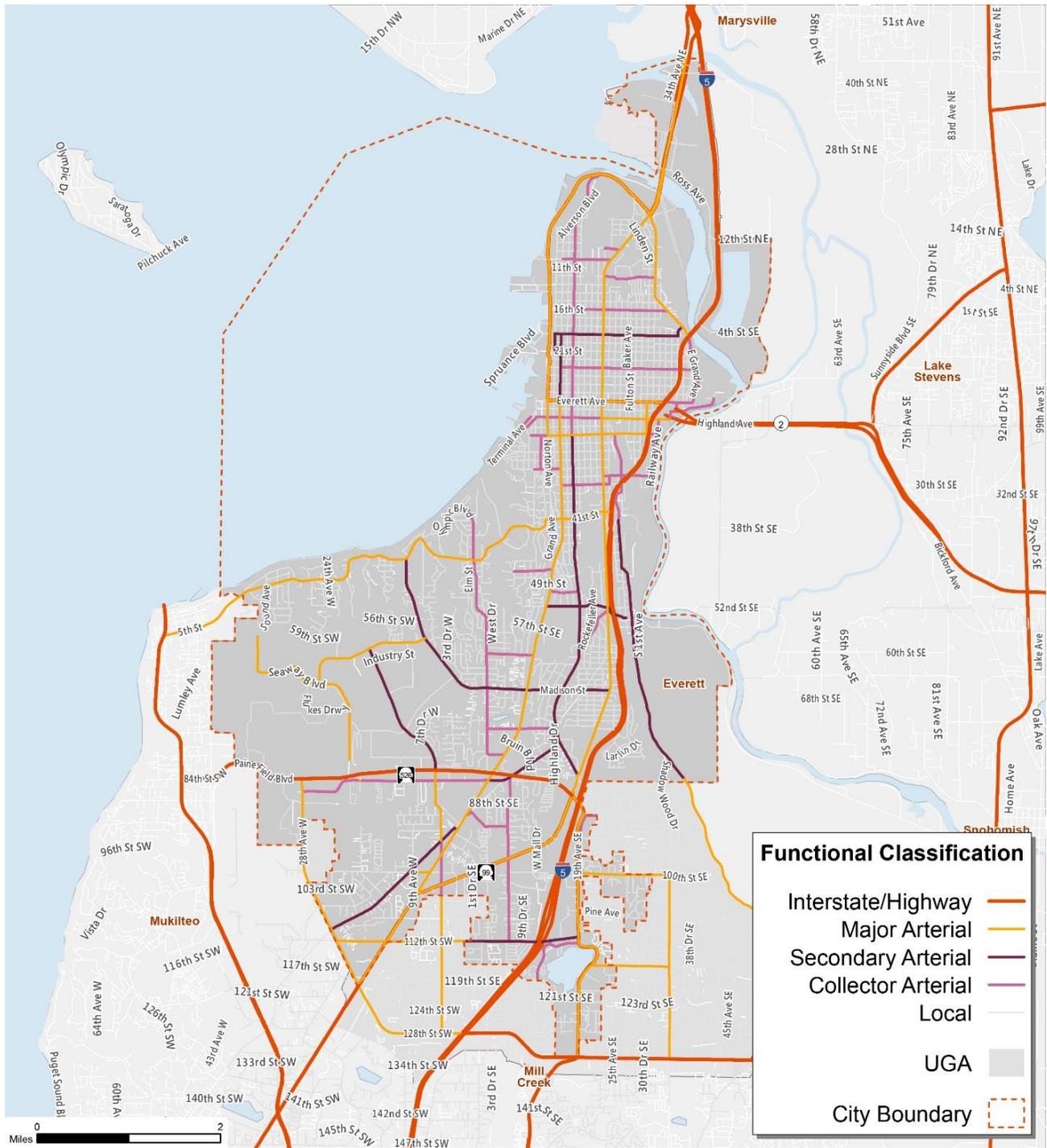
Streets function as a network. The efficiency of a street network system is dependent upon how the streets are able to complement each other to serve different trip types. Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. The proper balance of classes is necessary for an efficient street network.

The City of Everett currently classifies its roadways into major arterials, secondary arterials, collector arterials, and local streets, as shown in **Table 1** and displayed in **Figure 8** on the following page. Additionally, there are state and federal freeways within the City. Examples of each roadway type and their major characteristics are described below.

Table 1: Functional Classification of Roadways

Roadway Type	Description / Purpose	Example
Interstate/ Highway	Provide high speed, free flow travel between regional destinations	I-5 US 2 SR 526
Major Arterial	A roadway that serves through trips and connects Everett with the rest of the area	Broadway Evergreen Way Mukilteo Blvd
Secondary Arterial	Minor arterial streets provide inter-neighborhood connections and serve both local and through trips	Beverly Blvd Hardeson Rd 52 nd St SE
Collectors Arterial	Collectors distribute trips between local streets and arterials and serve as transition roadways to or from residential areas	75 th St SE 23 rd St Smith St
Local Streets	Local streets provide circulation and access within residential neighborhoods.	24 th St Wetmore Ave Fleming St

Figure 8: Roadway Network



EXISTING PEDESTRIAN FACILITIES

Residents and visitors in Everett walk as part of their daily travel for many reasons. Children attending school, commuters taking the bus or connecting with a carpool to get to work, senior citizens making midday trips, or residents walking all require safe pedestrian amenities. Sidewalks, crosswalks, and curb ramps are all key features in creating a safe and welcoming environment for people to walk. Buffers between sidewalks and lanes of traffic, such as landscaping or on-street parking, can also provide some relief from traffic for pedestrians. **Figure 9** shows Everett sidewalks and trails.

In Downtown and North Everett, sidewalks are present on both sides of most streets. Further south, the presence of sidewalks is inconsistent, with sidewalks on some local streets and on major arterials such as SE Everett Mall Way and Evergreen Way as shown in **Figure 10** on the following page. Some arterials still lack sidewalk coverage, such as Broadway south of 41st Street.

There are a variety of shared use trails in Everett. The Interurban Trail provides a dedicated north-south connection along a twelve-foot wide shared-use path. The trail is part of a regional connection from Everett to Seattle while the Mill Town Trail is a key connection along the waterfront in Downtown Everett.

While there is a high density of traffic signals in Downtown Everett that provide frequent safe crossings of major roads, large gaps exist south of downtown, particularly along SE Everett Mall Way and Broadway. Additionally, crossings of major freeways such as I-5 and SR 526 are limited, with only a few roadways and limited pedestrian options available. These gaps in safe crossing locations isolate areas of the City and lead to people driving for short trips that could otherwise be made on foot or bicycle.

Figure 9: Examples of Existing Pedestrian Facilities

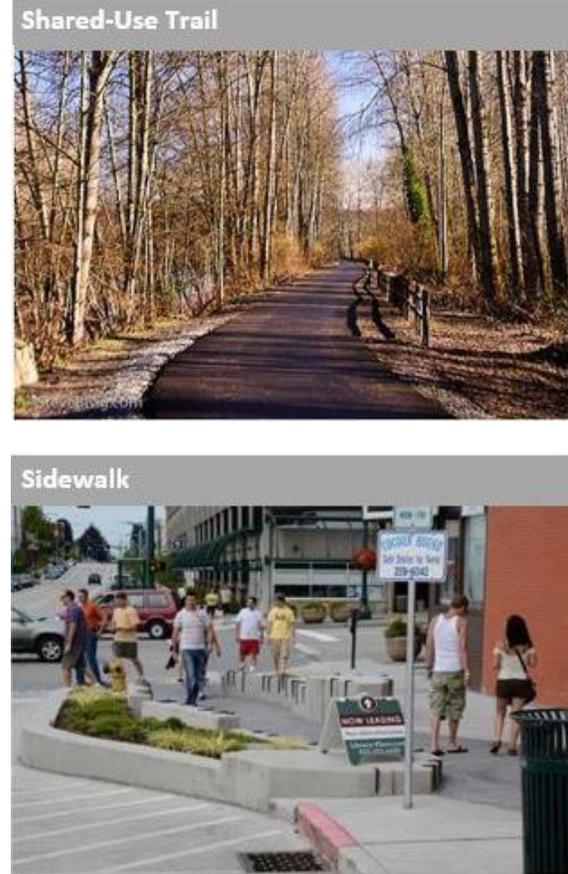
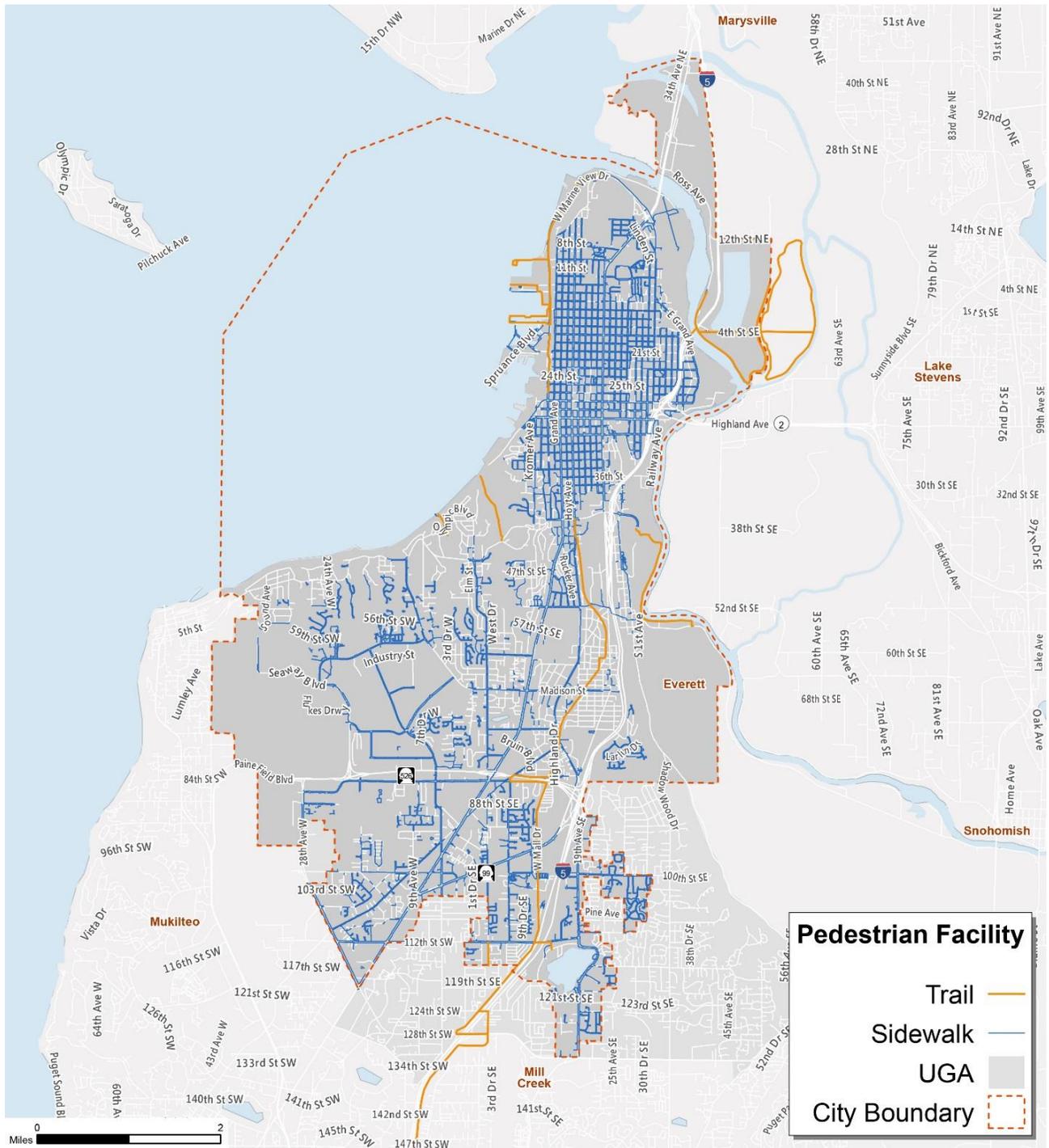


Figure 10: Existing Pedestrian Facilities



EXISTING BICYCLE FACILITIES

Similar to sidewalks, bicycle facilities are an important element in the transportation network that provide a safe and identifiable bicycling environment. Bicyclists in the City of Everett can utilize a variety of facilities, including shared-use trails, bike lanes and signed bike routes to reach their destination as shown in **Figure 12** on the following page. However, gaps in the network create a “high stress” environment in which cyclists must navigate through vehicle traffic or difficult arterial crossings to complete their journey.

While trails and bike lanes connect into Downtown Everett from the south and east, the downtown area lacks continuous bicycle facilities internally. Riding bicycles on sidewalks is prohibited in Downtown Everett. The existing roadway geometry in this area includes wide lanes, angled parking, and a high number of driveways, which discourage riding on the street. Additionally, certain bike lanes alone may not substantially reduce bicycle stress due to the high vehicle speeds and amount of traffic (e.g., bike lanes along Airport Road and SW 112th Street). In these cases, higher levels of separation from traffic such as cycle tracks and trails can alleviate these high stress points and enable a larger percentage of residents to ride their bike. **Figure 11** shows different types of bicycle facilities.

Figure 11: Examples of Bicycle Facilities

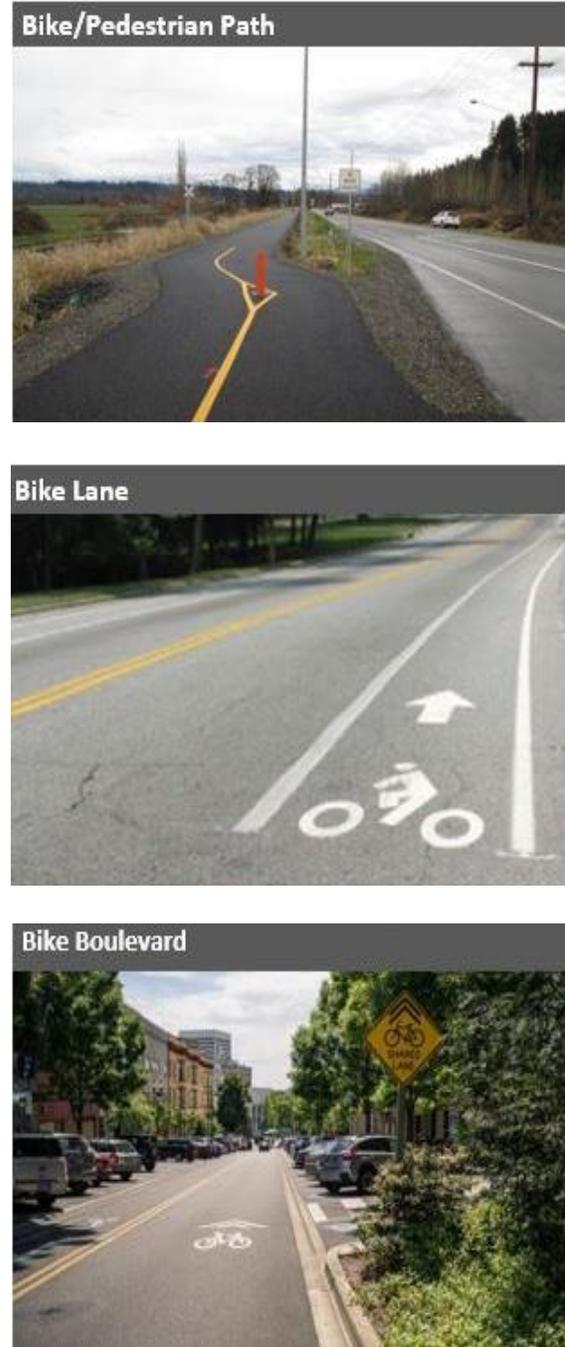
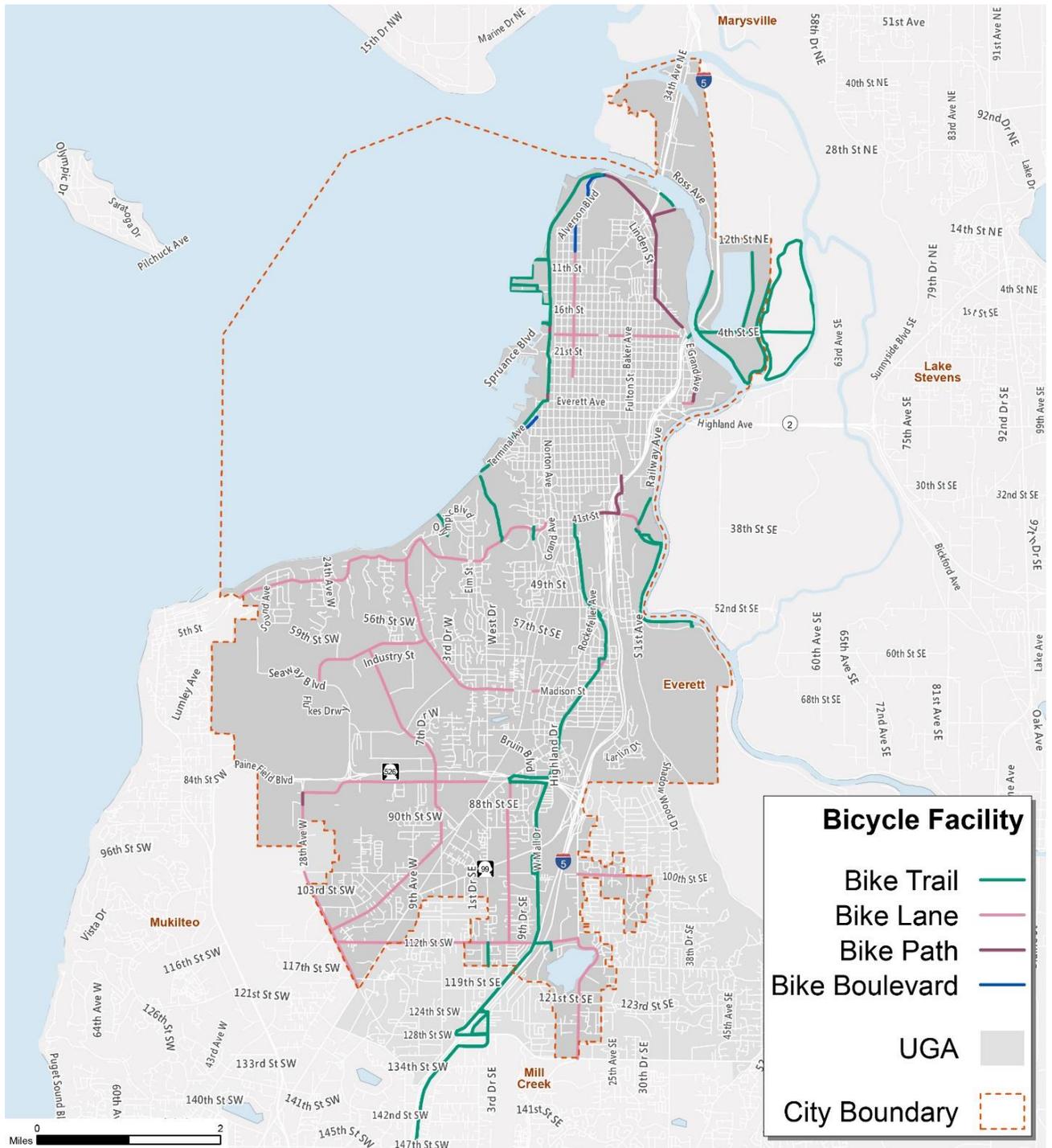


Figure 12: Existing Bicycle Facilities



PUBLIC TRANSIT

Public transit, either through buses, trains, or ferries, serves as a key component of the transportation network that connects residents with employment centers, public places and regional destinations. Many Everett residents and employees use public transit for trips within and outside of the City. Public transit in Everett consists of fixed-route bus and commuter rail service provided by Everett Transit, Sound Transit, Community Transit, and Skagit Transit. **Figure 13** on the following page highlights the route coverage of these four agencies in Everett. Additionally, the map highlights the major transit centers and park-and-rides/transit centers in the area that provide links to the regional transit system.

There are more than 31,000 transit trips taken in the comprehensive planning area every weekday. Everett Transit carries about one fifth of these trips within the City limits. Many transit trips involve travel on more than one route with transfers at Everett Station or other locations. Paratransit services are also provided in conjunction with the fixed-route local service.

Figure 14 on page 18 shows the daily boardings and alightings of all stops in the area, highlighting the major transit nodes such as Everett Station, Mariner Park-and-Ride, Everett Community College, and the South Everett Freeway Station.

Everett Station is the largest multi-modal transportation hub in Snohomish County, and it is owned and managed by the City's Transportation Services Department/Everett Transit. Over 9,000 trips begin, end, or connect through Everett Station daily.

Everett Transit operates local service within incorporated Everett on 13 fixed routes. Route 7 is the most frequent and most used transit route in Everett Transit's system as it provides a connection between major points within the City, including the Everett Community College, Downtown Everett, and Everett Mall. The route currently has 95 daily trips and over 3,000 daily boardings.

Sound Transit operates commuter rail service along BNSF lines, with four southbound trips during the AM commute period and four northbound trips during the PM commute. Sound Transit also

provides service via four regional express routes to Seattle and Bellevue, with routes 510 and 512 providing all-day service to and from Downtown Seattle. With just over 6,000 daily boardings in Everett, these routes are two of Sound Transit's highest ridership routes.

Community Transit operates a number of regional routes in the City, including the Swift Bus Rapid Transit (BRT) route primarily along SR 99. It is the most frequent and busiest of all routes in the area, with over 4,000 daily boardings on 156 daily trips.

Skagit Transit operates one express route that connects Everett to communities to the north such as Mount Vernon and Burlington. The route provides all-day service between these communities, with 22 trips operated daily. It is approaching 300 daily boardings to and from stops within Everett city limits.

Passenger and vehicular ferry service is provided by Washington State Ferries from Mukilteo to Whidbey Island outside of the City. A privately operated ferry runs from 10th Street Boat Launch to Gedney (Hat) Island for residents and invited guests only. Everett Parks and Recreation provides a passenger only ferry to Jetty Island for recreational activities during the summer.

Travel across the Pacific Northwest and to other parts of the United States are available from Everett through Amtrak train and Greyhound bus services. Amtrak serves Everett through two routes: the Amtrak Cascades which travels from Vancouver to Eugene, Oregon, stopping in Seattle and Portland, and the Empire Builder, providing service to Chicago, with stops in Spokane, the Twin Cities, and Milwaukee. Both Greyhound and Amtrak leave from Everett Station.

In 2015, Paine Field was approved for a commercial flight passenger terminal. The terminal has capacity for 23 flights per day. There is currently no schedule for when passenger service might start from Paine Field.

Figure 13: Existing Transit Facilities

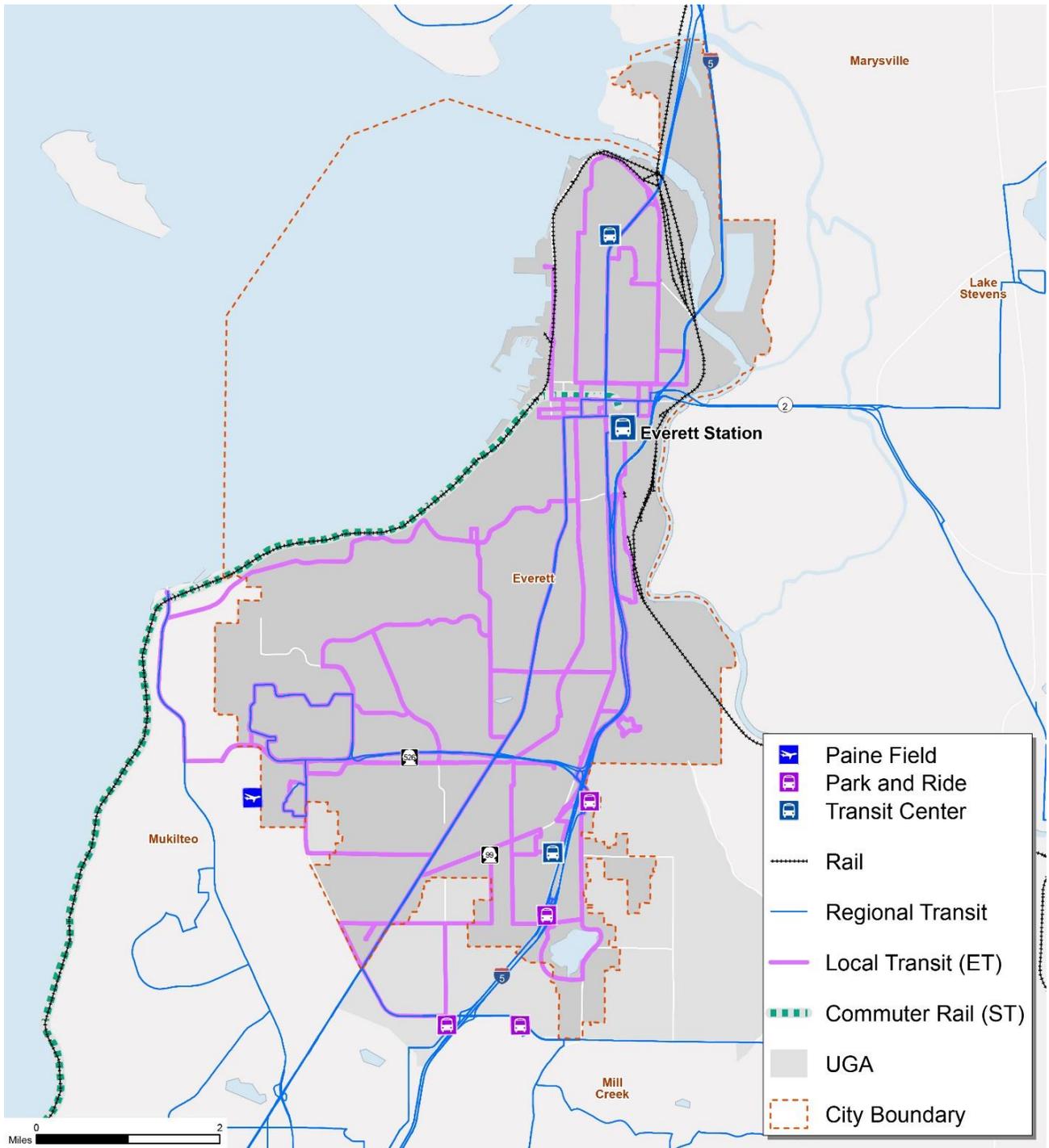
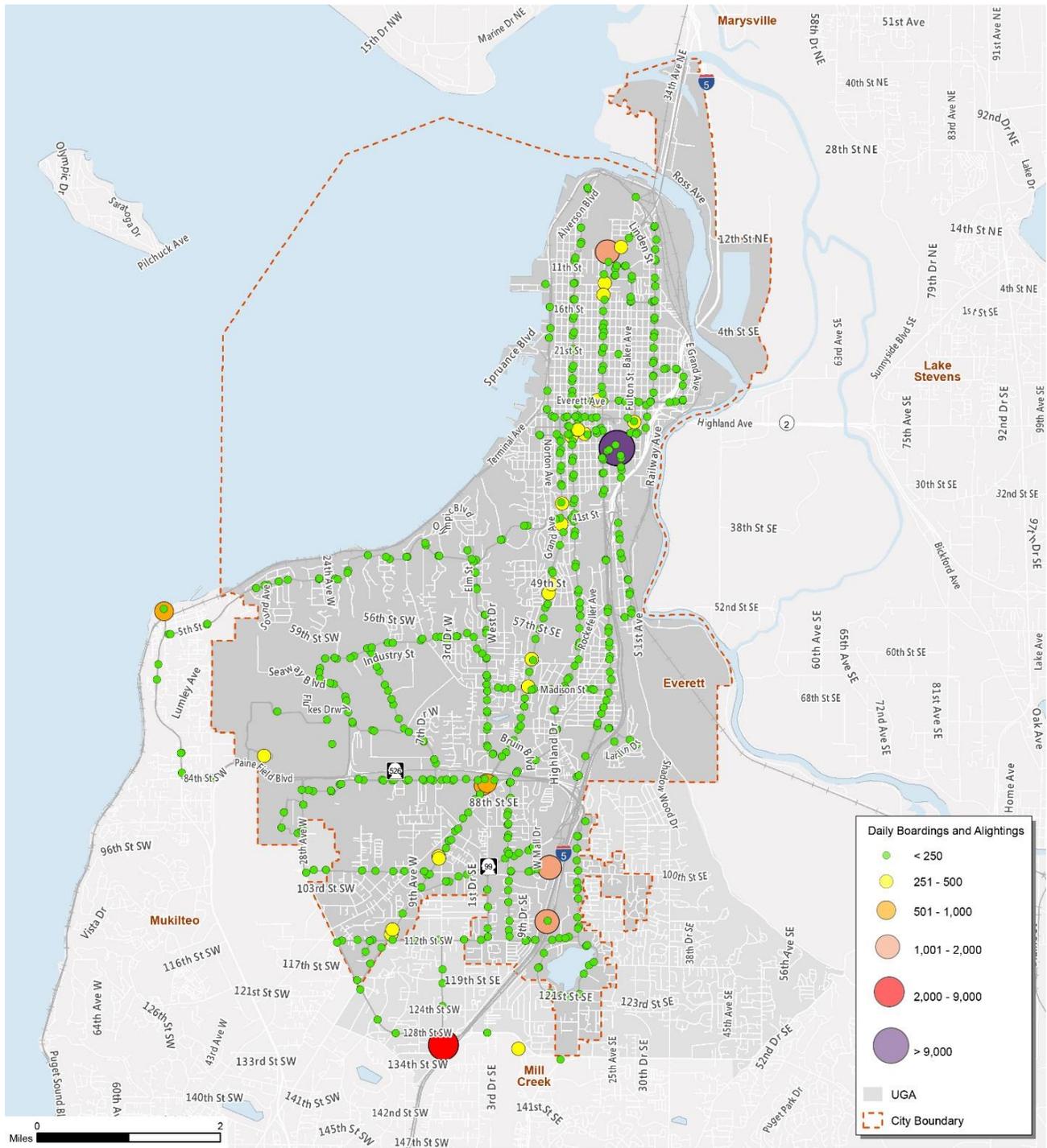


Figure 14: Existing Daily Transit Ridership



FREIGHT MOVEMENT

Freight and goods movement is a vital and often underappreciated element of the transportation network. Everyone is directly impacted by how goods are delivered to ports, distribution centers, stores and their homes. The City of Everett is a key regional player in the movement of goods with ports, waterways, railroads, an airport, and major freeway and arterial connections to distribution facilities. I-5 and SR 526 are the most heavily-traveled roadway facilities, with almost 50 million tons of freight carried annually along those two segments as shown in **Figure 15** on the following page. In addition, 41st Street, Evergreen Way, SR 529/Marine View Drive, and Rucker Avenue are key freight arterials that provide connections to the regional facilities.

BNSF operates the primary rail lines within the City of Everett. The north-south line connects all major West Coast cities while the east-west line connects to the mainline that travels to Chicago via Stevens Pass.

Besides highways and railroads, marine and air facilities are key elements in freight distribution. As shown in **Figure 16** page 21, the Port of Everett includes three main terminals that are linked to the BNSF rail system, handling a variety of imports and exports. Paine Field Airport is operated by Snohomish County and provides access for jets manufactured by the Boeing Company as well as access for aircraft maintenance and modifications by several other businesses. Paine Field also provides facilities for private and business aircraft.

Figure 15: Existing Truck Routes

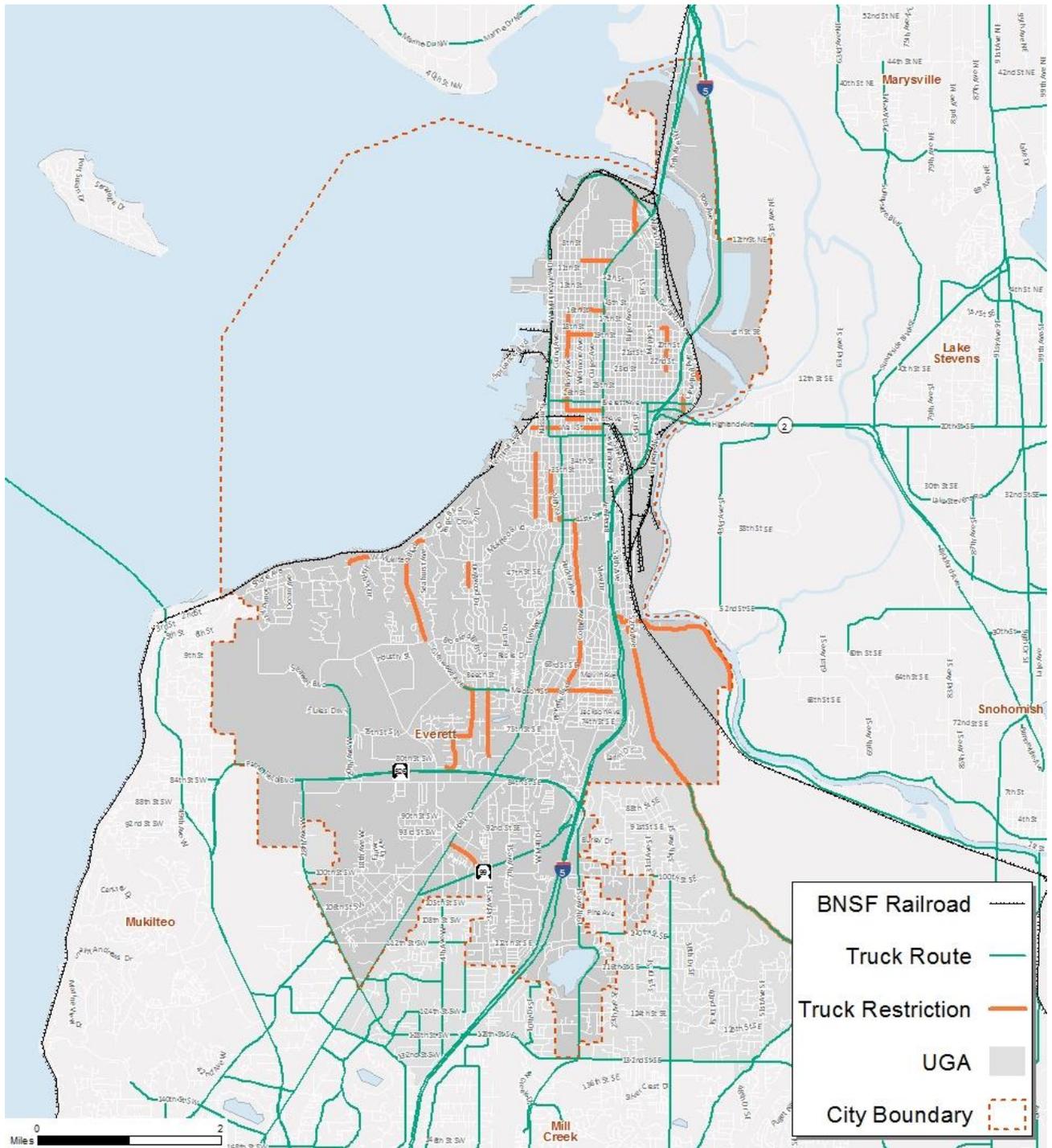
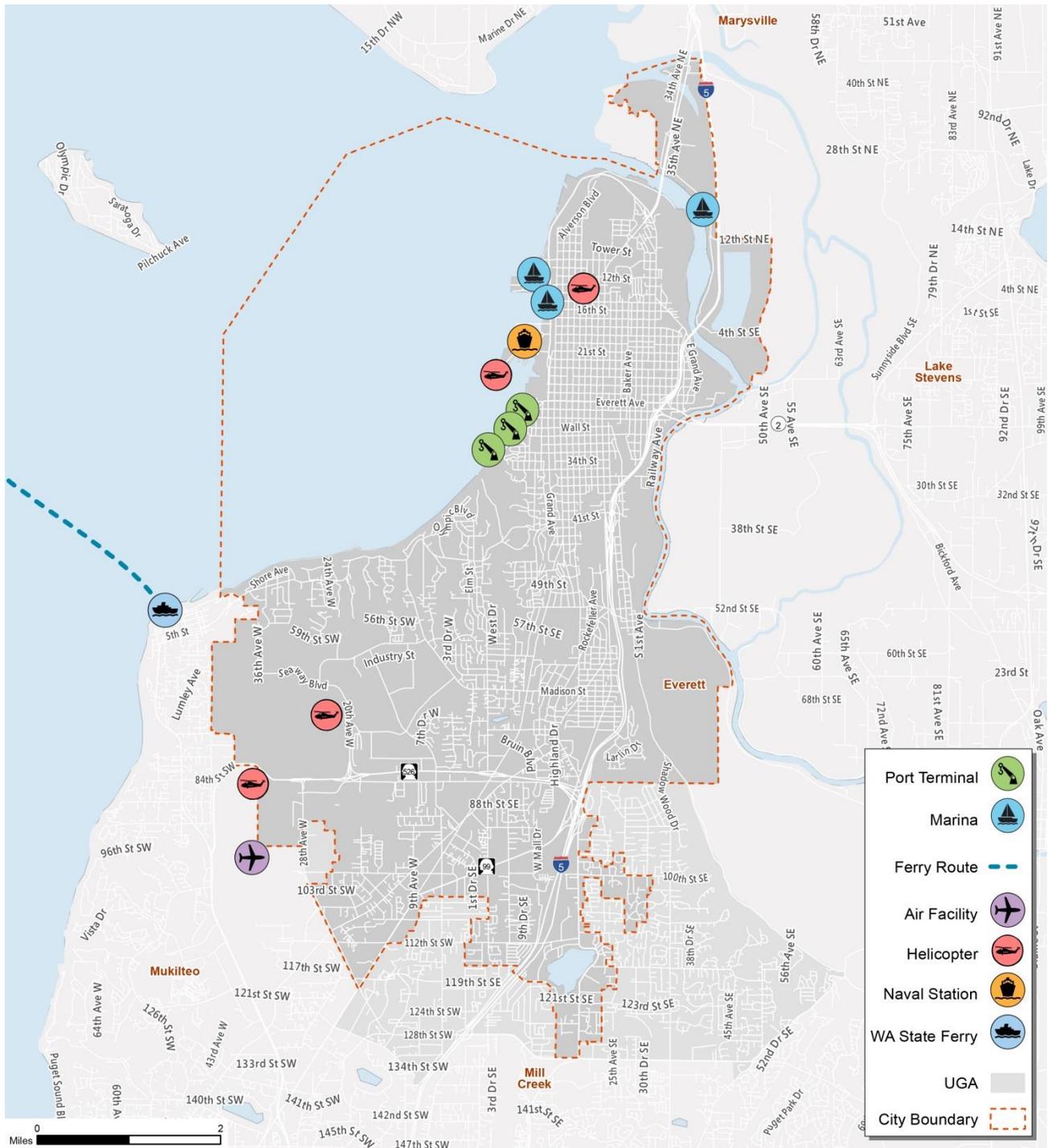


Figure 16: Existing Marine and Air Facilities



MOTOR VEHICLES

Most Everett residents (about 75%) use motor vehicles as their primary mode of transportation to work. Moreover, many non-resident travelers pass through the City via I-5 or park at Everett Station and take public transit into Seattle. There is peak hour congestion on some City roadways, including Airport Road and North Broadway.

Analysis of Everett’s congestion for motorists is based on traffic counts collected in 2013 and 2014. Each of the major roadways in Everett was evaluated based on their ability to accommodate PM peak hour demand in their existing configuration (number of lanes, traffic control, etc.).

The corridors were scored into one of six level of service (LOS) categories based on aspects of traffic flow such as speed, travel time, delay, and freedom to maneuver. Levels from LOS A to LOS F correspond to a range of completely uncongested to oversaturated operational conditions. **Table 2** describes the LOS definitions from Chapter 16 of the *Highway Capacity Manual (HCM)* (Transportation Research Board, 2010), which is the methodology applied to Everett’s transportation network.

Table 2: Level of Service Definitions

Level of Service	Description
A	Free-flowing conditions.
B	Stable operating conditions.
C	Stable operating conditions, but individual motorists are affected by the interaction with other motorists.
D	High density of motorists, but stable flow.
E	Near-capacity operations, with speeds reduced to a low but uniform speed.
F	Over capacity, with delays.

Source: 2010 Highway Capacity Manual.

For the purpose of this analysis, LOS was calculated by corridor instead of by individual intersection. Though a single intersection on these corridors may experience longer delays, the overall concern for residents and travelers on these roadways is to get

through multiple intersections in a reasonable amount of time. For this reason, average delay along the corridor is a more meaningful level of service measure than the experience at a single intersection.

The LOS standards adopted by the City of Everett are as follows:

- LOS D in general
- LOS E/F if approved by city engineer

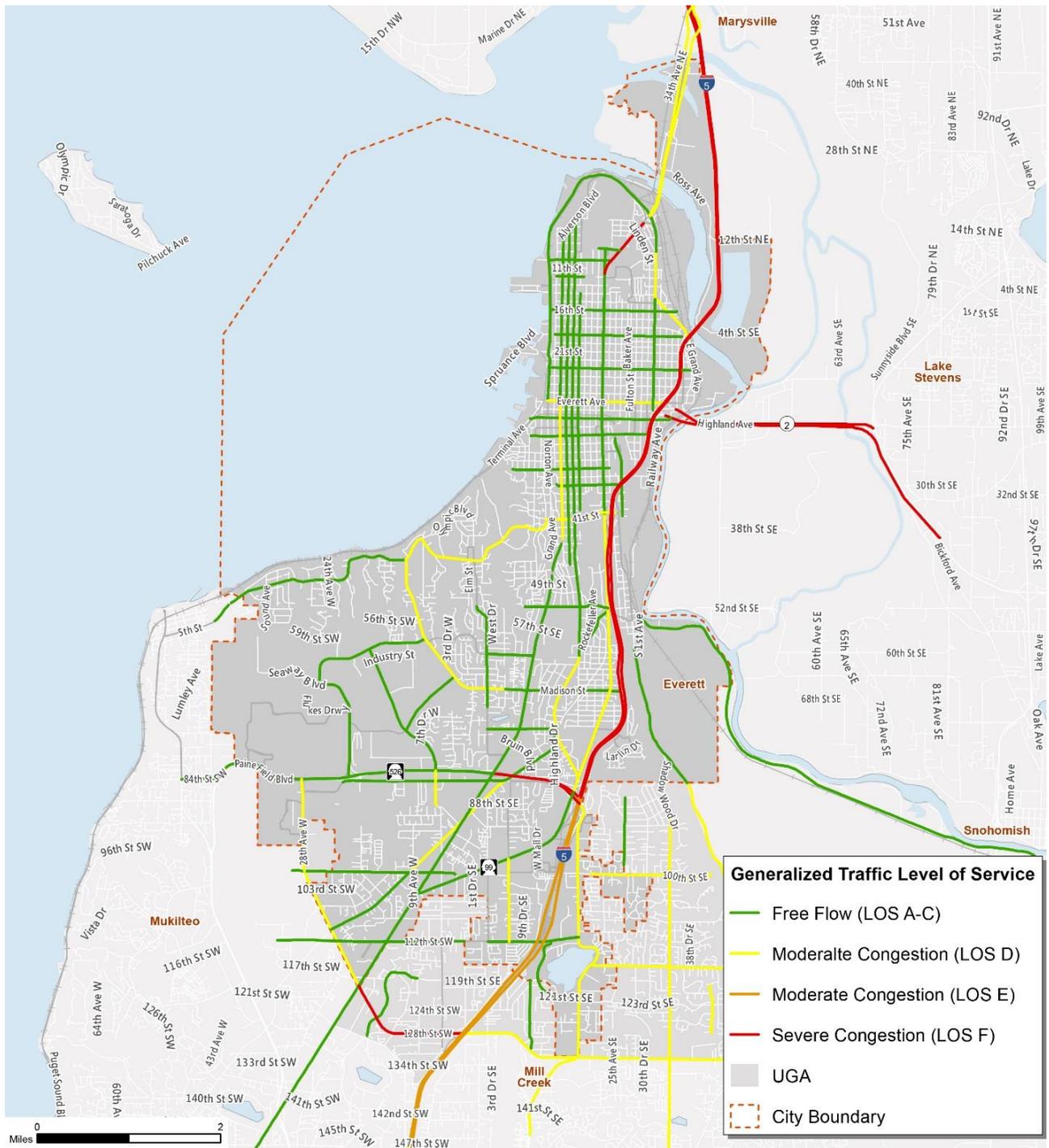
It should be noted that I-5, SR 526, US 2, and portions of SR 529, as Highways of Statewide Significance (HSS), are exempt from the City’s LOS standards. However, HSS do have specific LOS goals that are defined by WSDOT and PSRC. I-5, SR 526, and US 2 have a LOS D standard. SR 529 has a LOS E standard. Furthermore, managed access state routes within the City (e.g. SR 527 and SR 99) are not exempt and Everett’s concurrency standards apply to these roadways.

Figure 17 shows the calculated LOS on Everett’s major roadways. As the figures show, the City-owned roadways are mostly free flow with moderate congestion on some arterials mostly south of downtown. The northbound lane-drop that narrows Broadway at East Marine View Drive causes PM peak hour congestion and the 128th Street corridor between Evergreen Way and I-5 is also very congested. I-5 is congested throughout much of Everett, and some motorists may choose to take city streets instead of I-5 to avoid the congestion.



EVERETT COMPREHENSIVE PLAN

Figure 17: Auto LOS



TRENDS AND GROWTH

Proactive transportation planning is needed to keep the City moving both today and in the future. A large part of the planning process involves understanding what options exist today and evaluating the opportunities and challenges expected in the future. The following section highlights growth expected in the City over the next 20 years. Sections 3 through 7 address how the City can accommodate expected growth in population, employment, and transportation needs.

POPULATION AND EMPLOYMENT

Over the next 20 years, Everett is projected to add as many as 60,000 new residents and 55,000 new jobs within the city limits.¹ In general, the growth is expected to occur where dense population and employment already exist.

Figure 18 on the following page shows the population growth from 2015 to 2035 in Everett. In general, the growth is centered in downtown Everett and the Evergreen corridor. **Figure 19** on page 26 shows the growth in jobs in Everett from 2015 to 2035. The Southwest Everett/Paine Field area is expected to add many jobs over the next 20 years. The remainder of the growth is centered downtown and along the Evergreen corridor.

¹ This level of population and housing growth is consistent with the “High Growth” alternative evaluated by the Comprehensive Plan Environmental Impact Statement (EIS). This more aggressive growth target is being used for the transportation analysis to ensure that adequate transportation facilities are identified for the future. If growth is slower (as considered in the other two growth alternatives in the EIS), then the planned transportation system will still be sufficient, although some projects may not be needed in the 20 year planning horizon. Everett routinely monitors transportation needs and updates the Transportation Improvement Plan to ensure adequate transportation facilities are being planned.

Figure 18: Growth in Households 2015 to 2035

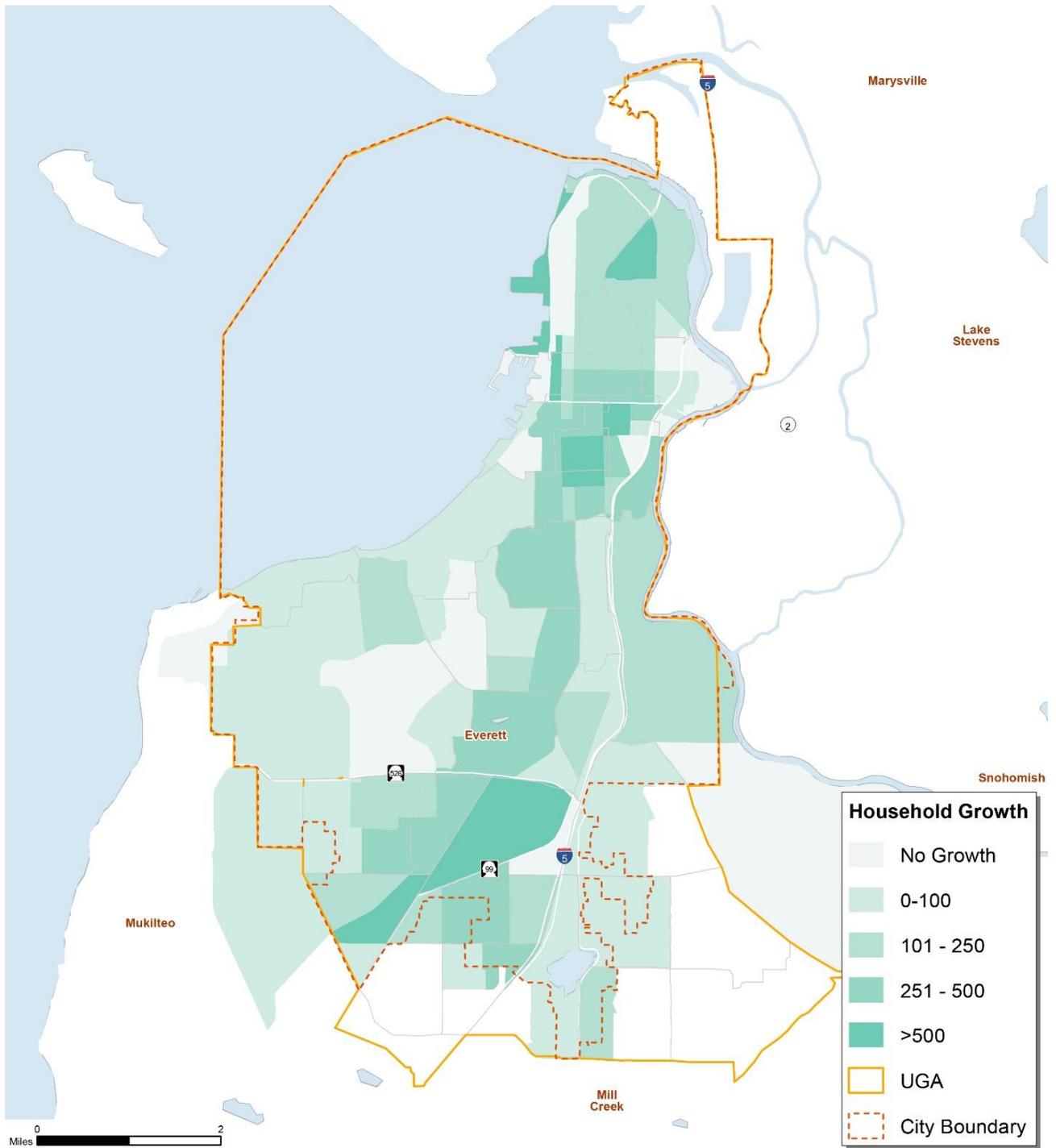
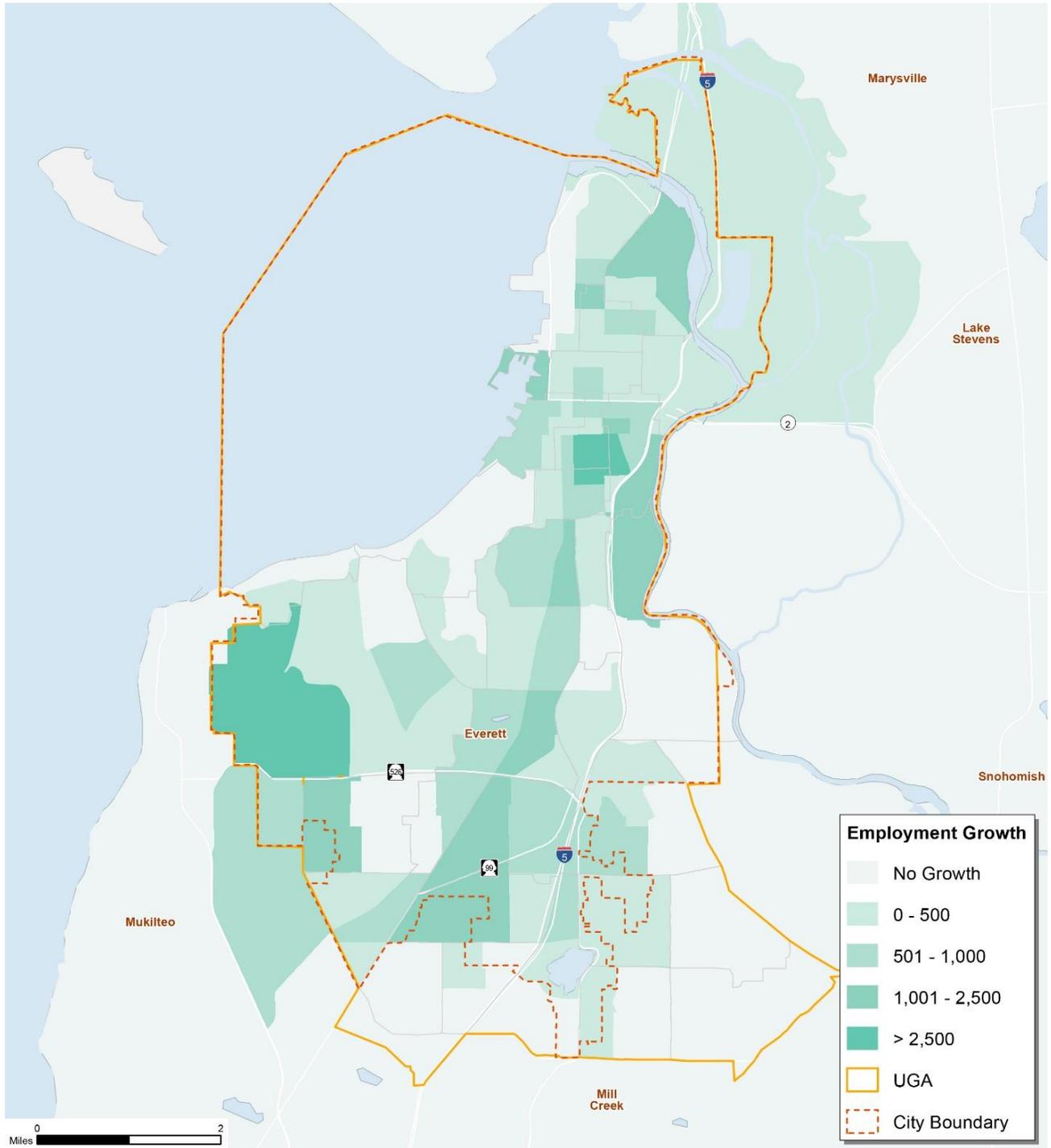


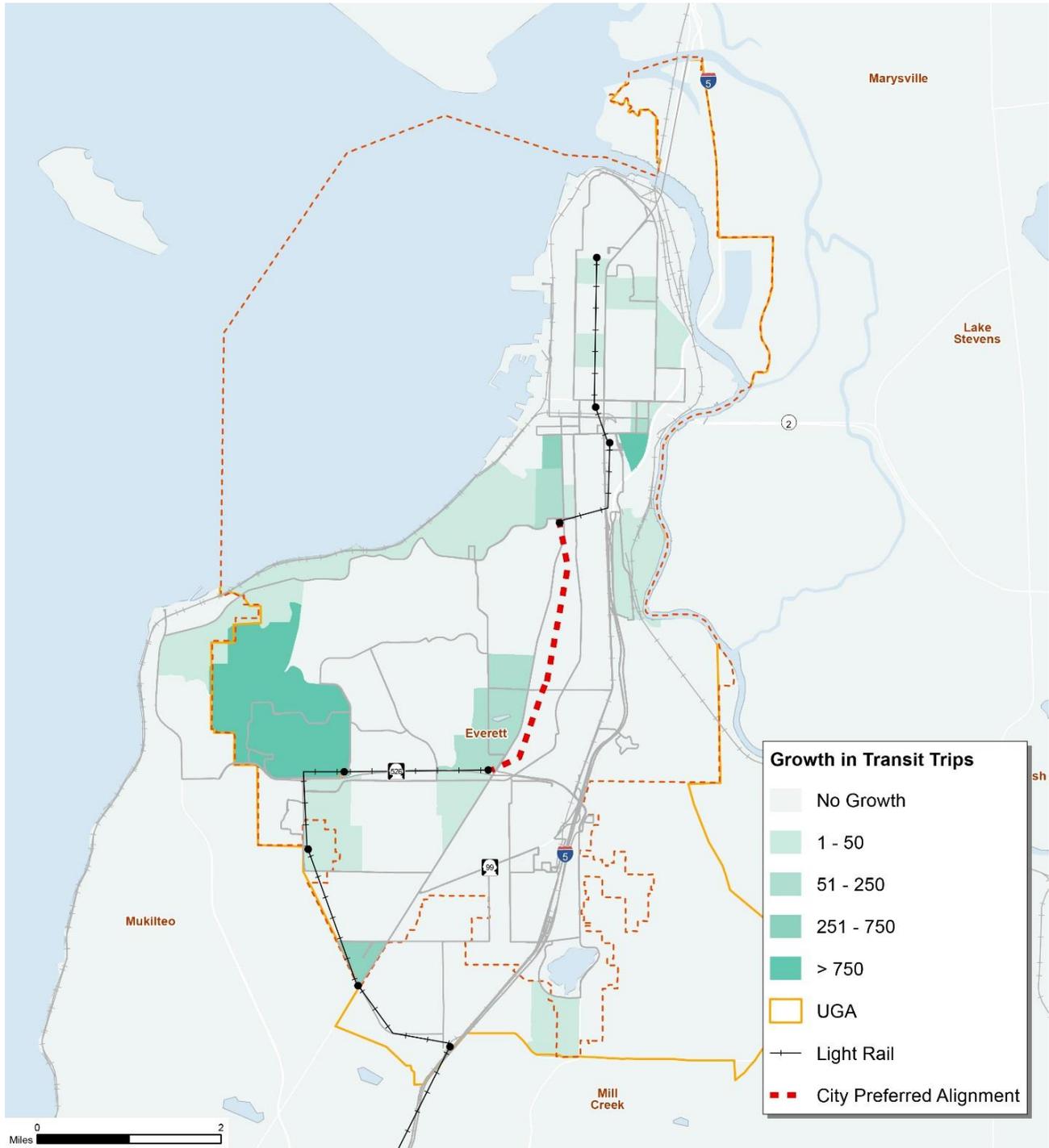
Figure 19: Growth in Employment 2015 to 2035



TRANSIT

As a result of population and employment increase, transit trips are expected to grow. **Figure 20** shows the forecast growth in transit trips from 2015 to 2035. Much of the growth will be centered around the light rail corridor. With this major investment in regional transit infrastructure, transit trips will grow at a faster rate than population, employment, or auto trips. More information about planned improvements to the transit network can be found in the transit section of Section 4.

Figure 20: Growth in AM Peak Hour Transit Trips 2015 to 2035

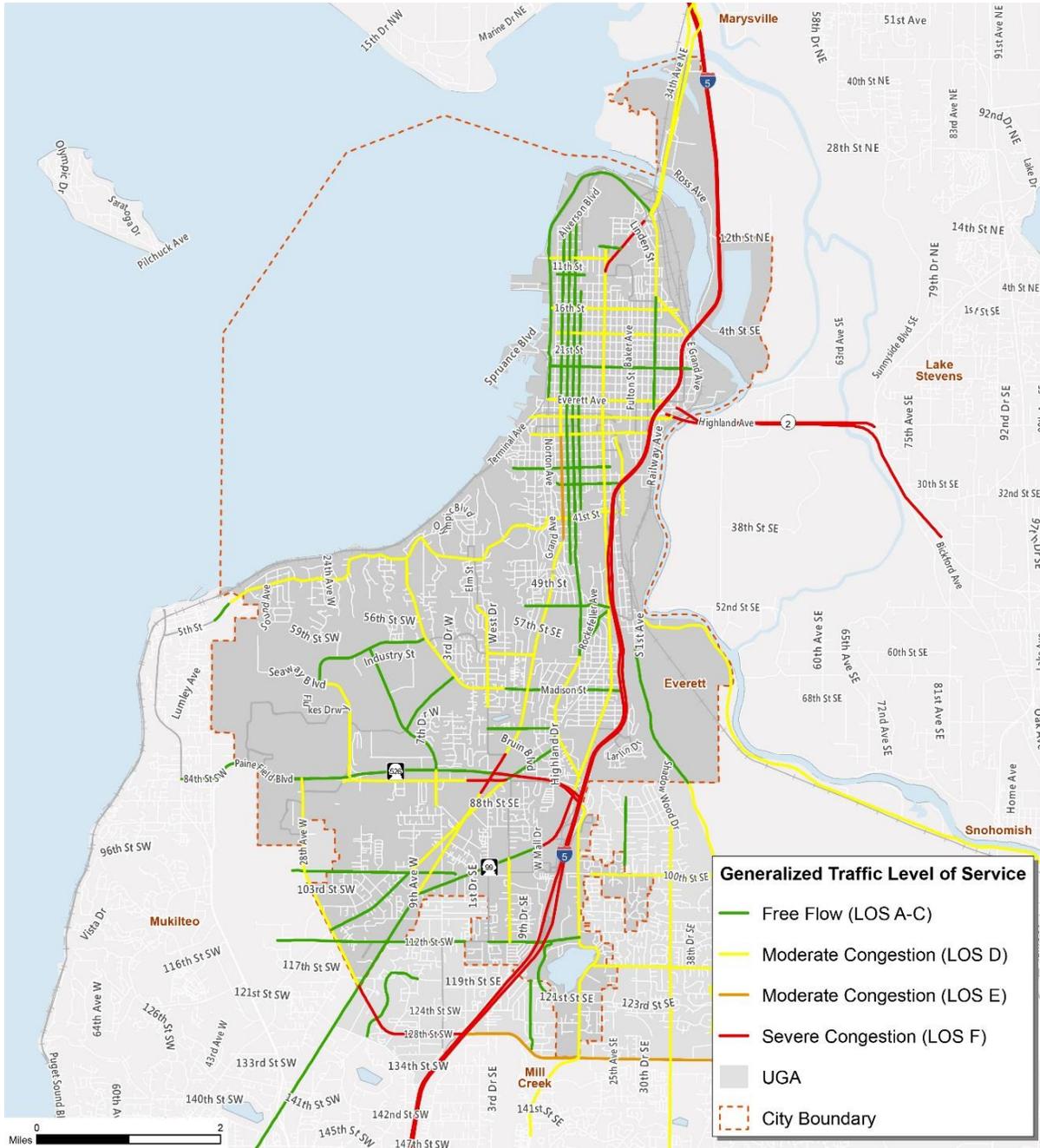


AUTO

The number of cars on the road is expected to increase in Everett over the next 20 years. The increase will result in additional congestion on the roads. The 2035 Auto LOS map is shown in **Figure 21**. The figure assumes land use growth in Everett and around the region, but that no changes have been made to the City's existing roadway

network.² It can be seen that congestion on some roadways increases, but in general, the roadways are operating within Everett’s existing LOS standards.

Figure 21: 2035 Level of Service Map



² This analysis does assume regional transportation improvements, including US 2 widening and planned roadway widening projects in Snohomish County and neighboring cities.

MODE SHARE TARGETS

For its regional centers, the City of Everett is required to develop mode share targets that align with the policy goals of planning these areas to be more compact and accessible for walking, biking, and transit modes. **Table 3** provides existing and envisioned future mode split targets for commute trips within Everett’s Downtown and Paine Field centers.

Table 3. Mode Split Targets for Regional Centers in Everett

Mode	Downtown		Paine Field	
	2010 ¹	2035	2010 ¹	2035
Drive alone	68%	54%	86%	81%
Carpool	10%	10%	8%	8%
Transit	14%	20%	4%	8%
Walk/Bike	8%	16%	2%	3%

¹ Puget Sound Regional Council, “Growth Targets and Mode Split Goals for Regional Centers,” July 2014.

If commuters take more than one mode, the dominant mode is reflected in the target. The increase in non-SOV mode shares reflects the City’s goal of accommodating travel by all modes and prioritizing transportation investments within the regional centers.

The 2035 mode share goals were set by reviewing the future travel model results and identifying an aggressive, yet achievable level of future non-SOV travel. For example, the 20% transit mode share for downtown Everett is similar to today’s transit mode share in South Lake Union and Capitol Hill/First Hill in Seattle. A doubling of transit mode share in the Southwest Everett/Paine Field area is also aggressive, but with Light Rail, Swift BRT, and continued Everett Transit service, this should be achievable.



OPPORTUNITIES AND CHALLENGES

The City of Everett has several important challenges and opportunities as it positions for the future. As the largest City in Snohomish County, Everett houses a diverse mix of land uses: government offices, port/marina, Naval Station Everett, medical institutions, educational institutions, and primary employment centers. Everett has historically been a hub of different modes of transportation linking with a port, major highways, including I-5/SR-99 to US-2, as well as the State's main north-south and secondary east-west rail lines. Planning for growth on top of this already complex transportation and land use context poses a variety of challenges and opportunities.

TRANSIT ACCESSIBILITY

The City of Everett is one of the only cities in the State to run its own transit agency. Everett Station is a central hub for Amtrak, Everett Transit, Swift Bus Rapid Transit, Greyhound, Skagit Transit, Community Transit, and Sound Transit commuter rail/buses. As an operator of transit, the City has the opportunity to influence transit service levels and provide a level of local transit connections that other communities cannot provide. Through its transportation and land use planning, the City can establish and maintain a welcoming environment for transit by enhancing pedestrian access to transit stops, providing stop amenities such as benches and shelters, and helping link service through partnerships with other transit providers.

As Sound Transit looks to expand Link Light Rail service into Everett, the City has a major opportunity to ensure that the ultimate investments fit within Everett's land use and transportation vision. This plan provides guidance into how the City imagines transit investments interfacing with its overall transportation system.

BICYCLE AND PEDESTRIAN CONNECTIVITY

Everett has made great strides to improve the walkability of its downtown and completed several important multi use trails, such as the Interurban Trail. Many signalized intersections have been upgraded to include pedestrian push buttons and countdown indicators. Moreover, unsignalized pedestrian crossings have been enhanced to include flags and rectangular rapid flashing beacons (RRFBs) to enhance safety. Many signalized intersections

have also been adjusted to improve the signals' responsiveness to bicycles. While new infrastructure projects throughout Everett have helped improve the safety of pedestrians and bicyclists, additional improvements are identified in the City's Bicycle Master Plan, parks trail plan, and Shoreline Public Access Plan.

FUNDING

Funding maintenance of Everett's existing system and obtaining the necessary funding for future transportation projects are major obstacles. Strong foresight and decisions have resulted in a relatively healthy maintenance program despite the fiscal impact of the recession of 2007 to 2009. A successful record of grant and regional funding has allowed certain critical projects to move forward. However, the existing Transportation Improvement Program (TIP) has over \$300 million of identified needs. Strong decision making and prioritization of projects will be required to make the most of available funds. The City should also consider other sources of additional funding.

PARKING

As the city continues to grow, parking will continue to be a major issue. An updated downtown parking plan is currently underway to address parking issues, but other areas will likely experience parking shortages. Additional parking zones for neighborhoods may be needed as medical, educational, and government institutions expand. Expected infill development throughout downtown and along major transit corridors could also further increase demand for parking within adjacent residential areas. As the cost of providing private parking increases, there will likely be increasing demands for public on-street parking which may impact recommendations for roadway improvements, such as improved streetscape, sidewalks and bicycle facilities.

CITYWIDE CONNECTIVITY

North Everett was developed as a grid network where complete streets provided multiple options for cars, transit, pedestrian and bikes to easily circulate throughout the grid. Many parts of South Everett (subareas 2 through 6) lack connectivity and funnel traffic onto a few arterials, and provide unappealing routes for bikes and pedestrians. This plan provides the opportunity to reconsider this roadway network and identify ways to improve overall connectivity in the City.

FREIGHT ACCOMODATION

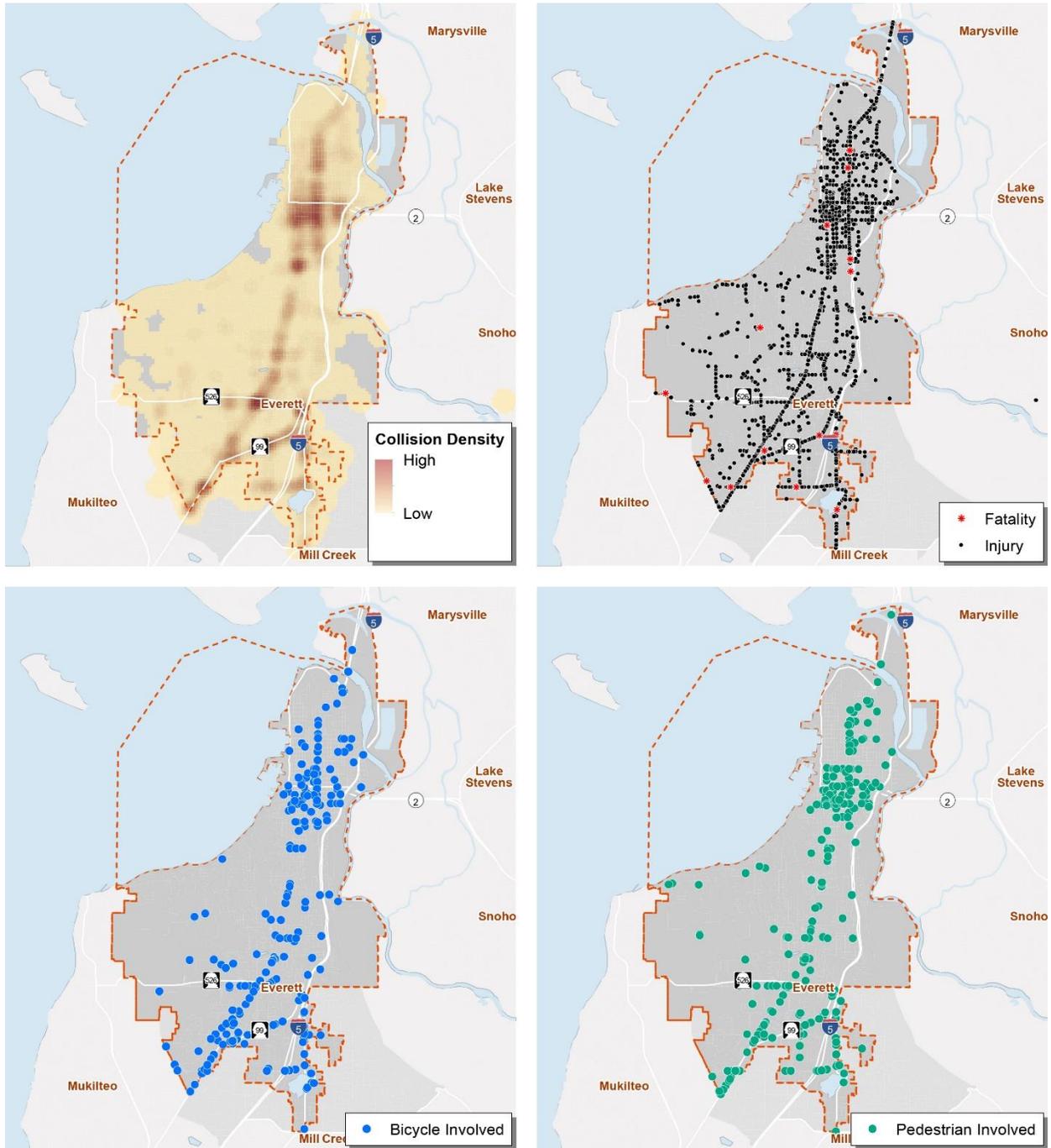
As home to Paine Field, the Port of Everett, and other major commercial generators, maintaining and improving freight mobility is critical to elements of Everett’s economy. As this plan looks to improve conditions for all travelers, freight accommodations deserve equal consideration. This plan identifies ways to maintain freight mobility in tandem with transportation system improvements designed for other modes as the city grows.

SAFE ROUTES FOR ALL, ESPECIALLY PEDESTRIANS AND BICYCLES

Figure 22 on the following page displays traffic collisions around the City from 2009-2013. The figure highlights areas where there are a high number of collisions, including the Evergreen Way corridor and downtown, especially along Broadway. As an effort to increase pedestrian safety, Everett has made strides in improving pedestrian facilities in the downtown core. Sidewalk and crosswalk improvements have created a better environment for pedestrians throughout downtown. Everett will continue to invest in safety projects.



Figure 22: Collision Maps 2009 - 2013



EVERETT TRAVEL DEMAND FORECASTING

The Growth Management Act (GMA) requires that the Transportation Element supports land uses envisioned in the Comprehensive Plan. An important component of this plan was forecasting how future land uses envisioned in the City, as well as regional growth, would influence demand on Everett’s transportation network.

- **The Tool.** A customized version of the Puget Sound Regional Council (PSRC) Regional Travel Demand Forecasting model was developed for Everett that includes much more detail in Everett and the surrounding communities. This model forecasted traffic volumes during the evening commute period (3-6pm) along many of Everett’s key streets and intersections. This tool provides a foundation for developing year 2035 forecasts, as the underlying land use assumptions have been updated to match the land use forecasts for the current Comprehensive Plan.
- **Estimate Land Use Growth in the City.** As a part of the Comprehensive Plan update, the City is planning for expected growth in population and employment over the next 20 years through 2035. The city of Everett is expected to have significant growth over the next 20 years, adding up to 60,000 more people and 55,000 more jobs. The City allocates this growth throughout Everett based on adopted zoning, observed development patterns, the 2012 Snohomish County Buildable Lands Report, and other city policies.
- **Capture Regional Growth Patterns.** Other communities throughout the region are going through this very same process, based on travel data and forecasts from the PSRC. Since travel does not stop at a jurisdiction’s borders, it is important to identify how regional growth may influence travel patterns in Everett. In addition to the PSRC regional growth estimates, output from the recently updated Snohomish County Travel Demand Model informs the regional growth component of the Everett model.
- **Translating Land Uses into Trips.** The next step is evaluating how the City and regional growth assumptions described above translate into walking, biking, transit, and auto trips. The travel model represents the number of housing units (population) and employees in spatial units called traffic analysis zones (TAZs). TAZs can be as small as a few street blocks to as large as an entire neighborhood. They provide a simplified means to represent trip making rather than modeling individual parcels. The travel model estimates trips generated from each TAZ (both inside and outside of the City) using established relationships between different land use types with trip making. These trips are then assigned to the roadway network to estimate traffic volumes on each street during the evening commute period.
- **Model Refinements.** The final step is refining the forecasts based on reality checks that the travel model may not capture. For example, because the model cannot account for turn-lane access restrictions, manual adjustments are made to ensure the final forecasts reflect logical traffic patterns.

SECTION 3: TRANSPORTATION GOALS, POLICIES, AND ACTIONS

Everett has established six goals to accomplish its overall vision for transportation in the future. The goals establish overarching priorities that serve the vision of this Transportation Element while policies are derived from those goals to define specific actions. The consolidated set of goals and policies is included in this section in no particular order.

- **Goal 1: Multi-Modal Connections.** Expand multi-modal connections.

As population and employment increase, multi-modal trips should increase as well. In order to encourage walking, biking, and transit use, Everett should ensure multi-modal options are available. By expanding multi-modal connections, Everett can support vibrant regional growth centers that are accessible in several ways.

- **Goal 2: Quality Facilities.** Ensure design standards and maintenance procedures reflect current best practices.

Design standards and maintenance procedures are adopted to encourage sustainable design, good access management, and reliable standards. The standards should be regularly updated to meet local objectives and state and federal guidelines.

- **Goal 3: Link Transportation to Land Use.** Develop a transportation system that accommodates the adopted land use vision.

The Land Use vision defines where employment and population growth will occur within the city over the next twenty years. The Transportation Element builds a transportation system that accommodates the City's future land use vision.

- **Goal 4: Reduce Impacts.** Reduce transportation-related environmental and community impacts.

The City of Everett is committed to building environmentally and economically sustainable transportation infrastructure. The City will continue to actively engage the public in design and development of transportation infrastructure.

- **Goal 5: Tie In with the Region.** Partner with other jurisdictions to serve all users of the regional transportation system.

Everett's proximity to other jurisdictions is important to consider when planning any transportation improvement project. It is important to consider how changes within

Everett impact other communities and the larger regional transportation system. Everett will partner with other communities in the Puget Sound area including Marysville, Mukilteo, Mill Creek, Snohomish County, and other communities.

- **Goal 6: Guide Transit Investments.** Proactively partner with regional transit agencies to guide investment decisions.

Everett residents use local and regional transit to travel. Everett Transit should continue to work with the regional transit agencies to ensure that Everett residents have transit connections throughout the region. Everett Transit will continue to focus on local transit service within the City.

GOAL 1

Multi-Modal Connections. Expand multi-modal connections.

Policy 1.1: Promote the development and continued implementation of safe, well-lighted pedestrian and bicycle routes and connections to and from schools and bus stops, neighborhood parks and activity centers, transit hubs, industrial and recreational areas of the marine waterfront, and other places of community and public interest to minimize travel distances within and between development, adjoining residential areas, transit, and activity centers.

Policy 1.2: Encourage accessibility for bicyclists on the transit system.

- Policy 1.3: Encourage private and public institutions, such as hospitals, colleges, school districts and others, to develop projects that implement the Transportation element goals and policies.
- Policy 1.4: Participate in the development of the regional system of high-occupancy vehicle (HOV) improvements linking designated activity centers to the HOV system and providing time and ease of travel advantages for HOV users over single occupancy vehicle (SOV) users
- Policy 1.5: Assist in providing a limited system of park-and-ride and park-and-pool lots to serve designated activity centers in the city, county and region in order to intercept trips by SOVs closer to their trip origins, thereby reducing traffic congestion to and from trip destinations and reducing total miles traveled.
- Policy 1.6: Actively seek local, state, and federal funding and other grants for the development and enhancement of bicycle and pedestrian facilities and amenities, freeway and arterial facilities, and traffic control systems.
- Policy 1.7: Continue to support and encourage joint public-private investment initiatives in expanding the use of rail transportation and facilities for freight and passenger services to and from Everett.
- Policy 1.8: New residential development shall be served by interconnected local streets with bicycle and pedestrian routes to the extent feasible.
- Policy 1.9: Provide multi-modal connections between local and regional transportation services.
- Policy 1.10: Plan specific transit routes for Sound Transit, Community Transit, and Everett Transit, consistent with city land use and transit plans.

- Policy 1.11: Develop a Pedestrian System Plan to be used in the planning, design, designation and construction of pedestrian facilities and routes in the city to promote non-motorized travel. These plans should be fully integrated into overall transportation planning, programming, and construction activities.
- Policy 1.12: Plan specific city roadways to accommodate bicycle routes, consistent with the Bicycle System Plan. These plans should be fully integrated into overall transportation planning, programming, and construction activities.
- Policy 1.13: Require major transit stations and park-and-ride lots to provide secure bicycle parking and related amenities to encourage cycling in the City.
- Policy 1.14: Develop an integrated Highway and Arterial Street System Plan to be used in the planning, design, and construction of freeways, arterial streets, and traffic control systems to promote efficient travel by public and private vehicles.
- Policy 1.15: Encourage the preservation of existing and abandoned rail and other rights-of-way for potential future transportation-related uses.
- Policy 1.16: Seek control of parcels of land that may be needed in the future for any transportation purpose when the opportunity arises.
- Policy 1.17: Prioritize funding for multi-modal infrastructure in centers and in areas that support access to centers.

GOAL 2

Quality Facilities. Ensure design standards and maintenance procedures reflect current best practices.

- Policy 2.1: Require new and redeveloped properties to incorporate design

- features that are transit, bicycle and pedestrian-friendly.
- Policy 2.2: Amend codes to require that new developments and redevelopments incorporate physical features designed to promote and enhance alternatives to the single-occupant vehicle.
- Policy 2.3: Emphasize ease and safety of pedestrian and bicycle circulation and orientation to transit routes in the design and mix of land uses around designated transit centers/stations.
- Policy 2.4: Require that the design of park and ride facilities not obstruct ease and safety of pedestrian and bicycle access to transit centers from other land uses.
- Policy 2.5: Develop plans to manage traffic on neighborhood streets in accordance with classifications, design characteristics and other Comprehensive Plan policies.
- Policy 2.6: Design transportation facilities that reflect the character of affected neighborhoods and accommodate a range of needs of the community that are broader than strict transportation requirements without compromising those requirements.
- Policy 2.7: Develop and implement a comprehensive parking management program for all areas that generate high demand for both on-street and off-street parking, including provisions for pricing and enforcement of on-street parking, supply of off-street parking, and strategies to reduce the demand for parking within those areas to support a balance of travel modes consistent with the Comprehensive Plan.
- Policy 2.8: Parking in the right-of-way, in general, shall serve land uses in the immediate area.
- Policy 2.9: Continue to maintain existing on-street parking in residential neighborhoods
- and protect parking first for residents and second for customers and visitors.
- Policy 2.10: Ensure that off-street parking continues to be the primary source of parking supply for new development within the city.
- Policy 2.11: Design of transportation facilities shall be consistent with the other pertinent policies of the City's Comprehensive Growth Management Plan, with strong emphasis on making such transportation facilities and the travel experience as safe and enjoyable as possible while minimizing long-term maintenance costs.
- Policy 2.12: Transportation facilities in the city shall be planned, designed, and constructed to be barrier-free and easily accessible to disabled persons consistent with the requirements of the Americans with Disabilities Act.
- Policy 2.13: Establish and adopt design standards to ensure that implementation of bicycle and pedestrian system projects are coordinated and consistent in design and construction with other transportation system improvements.
- Policy 2.14: Work cooperatively with the Washington State Department of Transportation to develop access management agreements for State routes within the city.
- Policy 2.15: Promote access management to maintain arterial capacity by reducing the number of curb cuts, increasing driveway spacing for new and redeveloped properties, and providing for median treatment where appropriate to provide for local access to the arterials while minimizing conflicts with through traffic.
- Policy 2.16: Provide good access to regional arterials and highways for commercial traffic to and from manufacturing and industrial sites.

Policy 2.17: Support maintenance of existing rail and water corridors and the expansion of the capacity of those corridors consistent with the City's economic development goals.

Policy 2.18: Include emergency service providers in review of roadway designs to ensure emergency vehicle passage. Design considerations include dead-end street lengths, turn-arounds, travel lane widths, maximum road grades, and parking location.

Policy 2.19: Design neighborhood streets to be compatible with abutting land uses.

Policy 2.20: Consider reduced parking requirements for complementary land uses, innovative parking management strategies, or non-motorized amenities that exceed the minimum requirements for a development based on an approved traffic and parking analysis.

Policy 2.21: Reduce disaster related impacts to transportation systems by coordinating response planning and developing strategies for prevention, mitigation and recovery.

GOAL 3

Link Transportation to Land Use. Develop a transportation system that accommodates the adopted land use plan.

Policy 3.1: Integrate land use and transportation planning to ensure that the transportation system supports the City's land use vision and that planned land use supports the preferred transportation system.

Policy 3.2: Develop a Concurrency Management Strategy for the city that facilitates the full integration for the programming and administration of transportation improvements, services and programs with implements the Comprehensive Plan.

Policy 3.3: Provide appropriate transportation infrastructure to support public and private transit-oriented development.

Policy 3.4: Develop a transportation system that achieves Level of Service (LOS) standards for all road users as follows: LOS D for PM peak hour vehicular traffic except at designated locations, and yellow or green standard for Pedestrian, Bicycle, and Transit LOS, as described in the Transportation Element Update.

Policy 3.5: Coordinate with state and regional entities to ensure continued mobility on state routes (including I-5, SR 526, and US 2), including improvements to achieve the stated level of service standards for these facilities.

GOAL 4

Reduce Impacts. Reduce transportation-related environmental and community impacts.

Policy 4.1: Encourage the use of travel modes that minimize the impacts of transportation systems on the environment, neighborhoods and quality of life and that contribute to clean air and energy efficiency.

Policy 4.2: Develop transportation projects, programs, and investment strategies that are consistent with noise minimization and water quality objectives.

Policy 4.3: Identify, evaluate and adequately mitigate environmental and community impacts of transportation improvements and operational decisions.

Policy 4.4: In order to meet requirements of Federal air quality regulations, the Clean Air Washington Act and other relevant legislation, the City will work with the PSRC, WSDOT, transit agencies, and other jurisdictions in development of transportation control measures and other transportation and air quality programs.

Policy 4.5: Work cooperatively with employers to implement programs that will reduce the use of single-occupant vehicles and vehicle-miles traveled to and within the city through a coordinated program of policy initiatives, public education, and provision of alternative travel modes.

Policy 4.6: Promote carpooling, vanpooling, walking, bicycling, flexible working hours, subsidized transit passes and other programs that encourage non-SOV modes, and continue to evaluate Transportation Management Associations (TMA) and Growth and Transportation Efficiency Centers (GTEC) to help comply with the Washington State Commute Trip Reduction (CTR) objectives for reducing vehicle-miles traveled to and within the city.

Policy 4.7: Encourage public and private institutions, civic organizations, clubs and other interest groups to provide educational programs for safe riding skills.

Policy 4.8: Encourage efficient use of navigable waters for moving passengers and goods to and from Everett, consistent with environmental protection objectives and measures.

Policy 4.9: Develop a neighborhood traffic management program to address problems and concerns on neighborhood streets.

Policy 4.10: Consider neighborhood traffic impacts when designing arterial improvements.

Policy 4.11: Continue to actively engage citizens during the planning and design of transportation facilities proposed by the City and other agencies to identify and reduce community impacts

Policy 4.12: Minimize spill-over parking from commercial areas, parks and other facilities adjacent to residential neighborhoods.

Policy 4.13: Work with private property owners to manage supply, operations, and demand for on-street parking in the public right-of-way to encourage economic vitality, improve traffic safety, and enhance the livability of residential neighborhoods.

Policy 4.14: Develop a strategy to help institutions, private businesses and property owners to manage their parking facilities to provide short-term parking for customers while minimizing the amount of parking required by their employees to minimize SOV commuters.

Policy 4.15: Encourage and promote the use of alternative fuel vehicles as they are developed and encourage the safe use of such vehicles in a way that does not impede traffic flow. Provide for a broad range of charging and/or fueling opportunities at public and private parking venues throughout the city, including minimum standards for new developments that provide parking facilities.

GOAL 5

Connect with the Region. Partner with other jurisdictions to develop an efficient and effective regional transportation system.

Policy 5.1: Coordinate planning, design and financing of transportation systems with other jurisdictions to identify opportunities to maximize benefits with limited financial resources.

Policy 5.2: Integrate future high capacity transit systems with transportation modes serving the city, including inter-city rail and bus, feeder-bus and rideshare, as well as pedestrian and bicycle.

Policy 5.3: Actively seek an equitable share of any regional high capacity transit service at least proportional to the City's role within the Regional Growth Strategy.

Policy 5.4: City arterials should not be designed or managed to serve primarily as

alternative routes for regional through trips.

benefits that enhance the City's land use and transportation plans.

GOAL 6

Guide Transit Investments. Proactively partner with regional transit agencies to guide investment decisions

Policy 6.1: Develop an integrated Transit System Plan to be used in planning, design, designation and construction of bus, rail and station facilities and routes in the city to promote travel by public transportation services.

Policy 6.2: Maintain transit service as a preferred mode-of-travel for all trip purposes to and from downtown and other designated activity centers within the city and region.

Policy 6.3: Support commuting alternatives by bus, rail and new transit technologies.

Policy 6.4: Identify and preserve necessary rights-of-way for high capacity transit alignments and station locations at the earliest opportunity.

Policy 6.5: Support expansion of passenger rail services to Everett.

Policy 6.6: Plan alignment for a future regional high capacity transit system based on criteria that are guided by the City's preferred land use vision, population and employment distribution and opportunities and potential for redevelopment.

Policy 6.7: Participate in planning, design, funding, and development of a regional high capacity transit system as a travel option for regional passenger travel and to reduce reliance on the single occupant vehicle.

Policy 6.8: Work with regional jurisdictions to coordinate decisions on regional, high capacity transit rights-of-way and their connections to other local and regional facilities to maximize transit investment

Policy 6.9: Designate and promote primary alternative routes for regional transit trips to minimize traffic impacts to City arterials.

Policy 6.10: Partner with regional transit agencies to provide direct service to trip generating sites in Everett, in order to optimize passenger travel times and increase efficiency of service.

SECTION 4: FUTURE TRANSPORTATION VISION

Everett envisions a future transportation system that serves all users and modes of travel by offering a safe and robust network of walkways, bicycle facilities, transit services, intersections, roadways, and freight corridors. This section describes Everett’s vision for its future transportation network and the infrastructure improvements that will get the City there.

As identified in this plan, most of the improvements are focused on the development of a “layered” transportation network which balances providing vehicular capacity with accommodating all modes of travel. The capital improvements recommended in this plan include a mix of projects needed to meet the City’s vehicular level of service (LOS) standards as well as provide safer and more complete facilities for pedestrians, bicyclists, and transit riders to improve access and mobility for all road users.

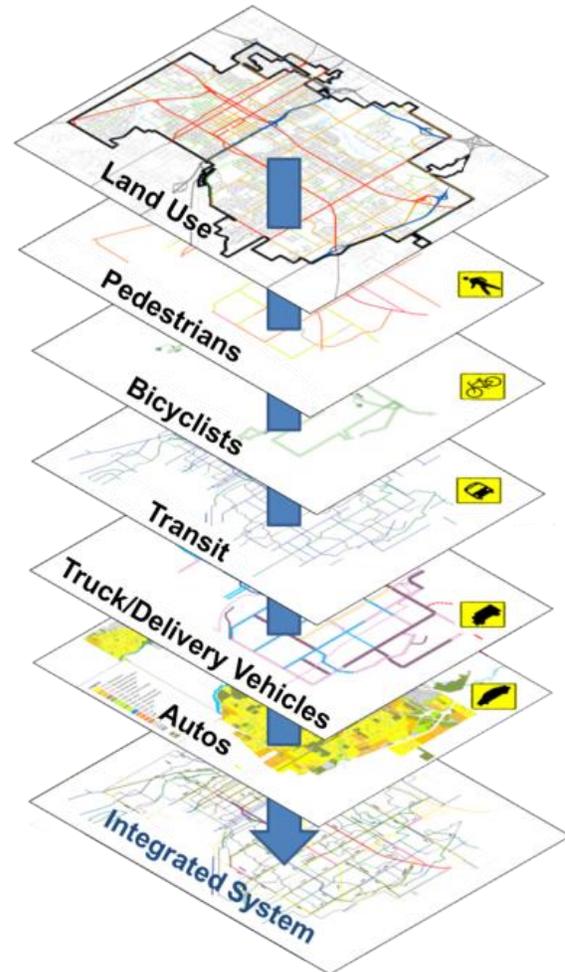
INTRODUCTION TO THE LAYERED NETWORK

It can be a challenge for a single roadway to meet the demands and expectations of all modes at any given time. This is also not desirable from a user or a planning perspective.

In response to this challenge, this plan follows a layered network approach that focuses on how the City’s transportation network can function as a system to meet the needs of all users. In such a system, individual travel modes are prioritized on different facilities throughout the overall network.

Figure 23 illustrates the concept of a layered network. The following sections review the priority networks for each mode and establish their level of service standards.

Figure 23: Layered Network Concept



MODAL NETWORKS

Streets in Everett serve different travel purposes, and the modal networks therefore prioritize a different balance of users on each corridor. Determining how the entire transportation network fits together in Everett requires identifying desirable streets for each mode, combining them to locate overlaps, and then assigning priority to certain modes. The following sections review the priority networks for each mode and establish their level of service standards.

PEDESTRIAN

The Americans with Disabilities Act (ADA) requires all streets within the City of Everett to have pedestrian accommodations such as sidewalks or paths to ensure access for all users. Densely developed commercial areas and streets that serve schools are particularly important for safe walking, as they support more pedestrians and may have a larger portion of vulnerable users than other streets, and provide a network that connects residential neighborhoods with destinations.

Figure 24 on the following page highlights the *Pedestrian Priority Network*, which specifies where pedestrian improvements should be provided in the long term. Most of the priority network has sufficient sidewalks, but some key areas are lacking the appropriate facilities. Providing additional sidewalks encourages walking by closing gaps that exist on major routes. The *Pedestrian Priority Network* highlights 8.9 miles of roadways lacking sidewalks, equating to about \$16.4 million in construction costs for sidewalks on just one side of the street.

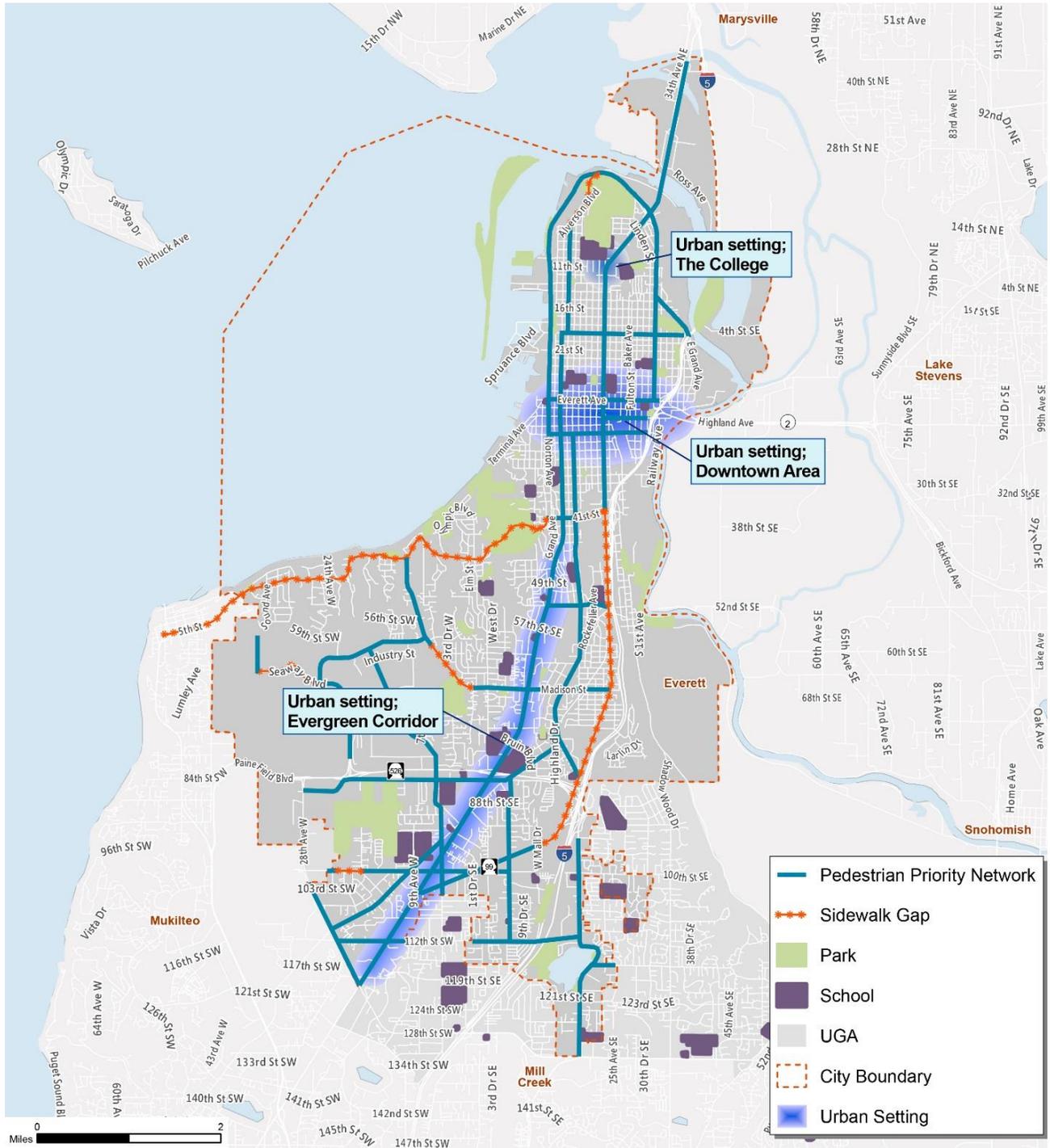
Building on the *Pedestrian Priority Network*, **Table 4** establishes guidance in terms of the level of accommodation the City wishes to provide for pedestrians around the City over the next 20 years. The highest level of accommodation for walking, indicated in the green row, would provide buffered walkways on both sides of the street within the *Pedestrian Priority Network*. The yellow level of accommodation would make strong progress in building out the *Pedestrian Priority Network* by providing sidewalks on at least one side of the street. Incomplete or missing pedestrian facilities would fall into the red category and not satisfy the City’s goals for accommodating pedestrians.

In addition to the presence of pedestrian facilities along a corridor, the City also emphasizes the importance of safe pedestrian crossings. The City plans to enhance crossings at regular intervals, particularly downtown, near Everett Community College/WSU, and along the Evergreen Way corridor.

Table 4: Pedestrian LOS – Sidewalk Requirements

LOS	Within Priority Network
	Pedestrian facility consistent with the pedestrian plan provided along both sides of the street.
	Pedestrian facility only provided on one side of the street that may or may not be consistent with pedestrian plan
	No pedestrian facility

Figure 24: Walking Priority Network



BIKING

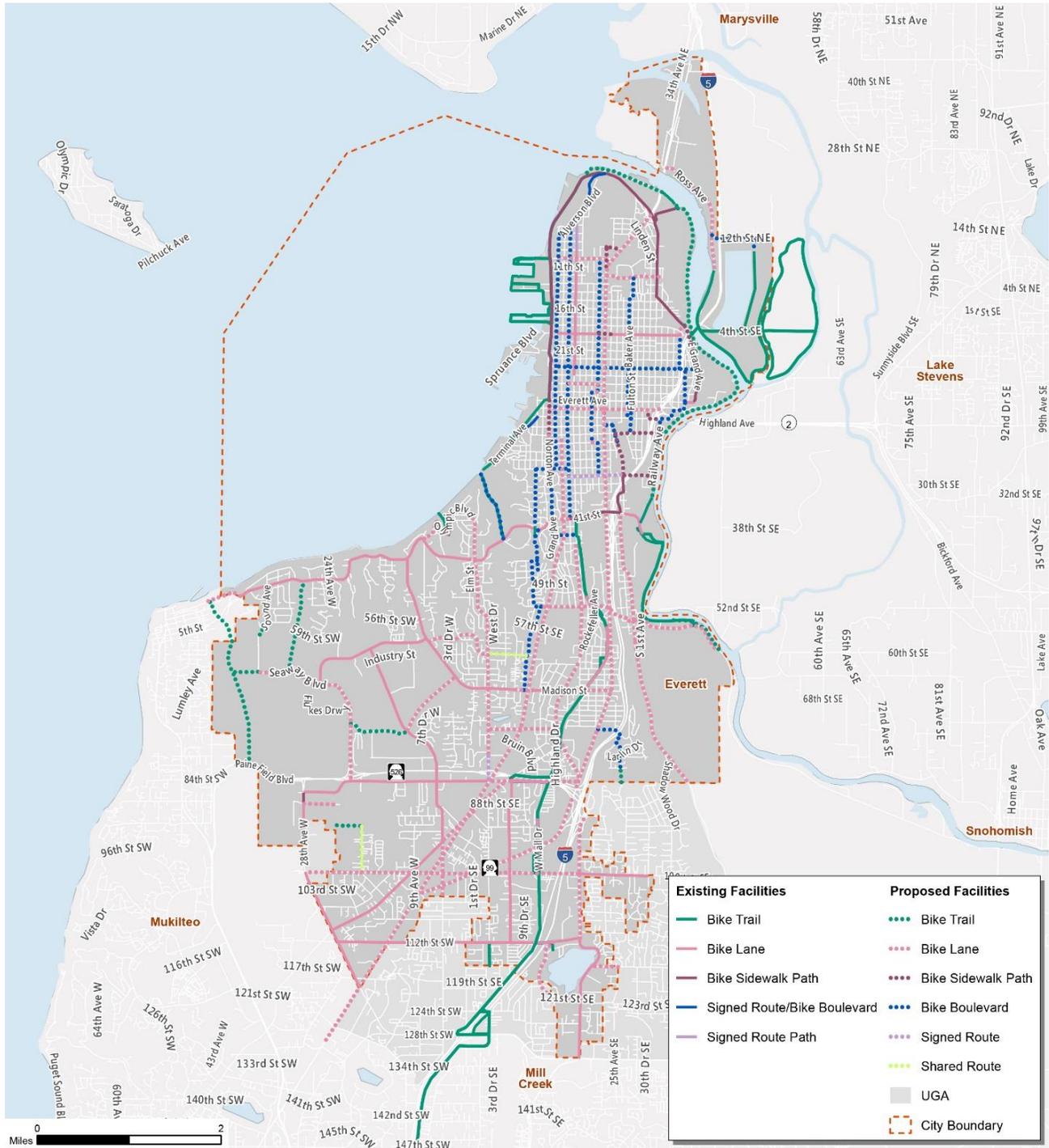
The bicycle priority network is shown in **Figure 25** on the following page. The figure is based on the Everett Bicycle Master Plan from March 2011. The City of Everett is committed to providing bicycle infrastructure to encourage biking as a viable mode of transportation, not just as a leisure activity. The city is working to provide the infrastructure shown in the figure, including bike lanes, bike paths, and bike boulevards.

Similar to Pedestrian LOS, Everett can achieve the green level of service for bicycling by installing the bicycle facilities depicted in the *Biking Priority Network* or a comparable bicycle facility that offers more separation from vehicle traffic. The Bicycle LOS Requirements are displayed in **Table 5**. At a minimum, the City plans to provide the yellow LOS on 50 percent of the proposed bicycle network by 2035 by installing some sort of bicycle infrastructure on the identified routes. Incomplete or missing bicycle facilities would fall into the red standard and not meet the City’s LOS for bicycling.

Table 5: Bicycle LOS – Facility Requirements

LOS	Within Priority Network
	Provides minimum treatment recommendation, as shown within Walking and Biking Priority Network / Bicycle Master Plan
	Provides a lower-level facility than recommended in the Walking and Biking Priority Network
	No biking facility or signage

Figure 25: Bicycle Priority Network



TRANSIT

The Transit Priority Network includes corridors that serve an important role in accommodating transit service. As shown in **Figure 26** on page 47, the network includes three tiers which vary in the type of transit service they are envisioned to support:

- Tier 1: High Ridership Corridors that offer high frequency service (15 minutes or better from 8 AM to 6 PM) or are planned to provide high frequency service in the future. These corridors include the City's preferred light rail alignment, major arterials like Broadway, Evergreen Way, 19th Ave (SR 527), Airport Road, and 128th Street.
- Tier 2: Steady Service Corridors that offer all day service, but not at the frequencies of Tier 1 corridors (16-30 minutes). Example corridors include portions of Marine View Drive, Beverly Lane, Madison Street, Hardeson Street, 112th Avenue, and new service to the Riverfront and Waterfront areas.
- Tier 3: Basic Coverage Citywide serves as a lifeline connecting people throughout the City to schools, jobs, retail, and essential services. Most of these routes do not see high ridership (and thus cannot support high frequency transit), but provide a basic level of fixed route service with minimum 60 minute headways.

Paratransit service is independent of the tiered system above, with service provided on an as-needed basis for those who qualify within the system regardless of the level of nearby fixed route service.

LEVEL OF SERVICE STANDARDS

Table 6 on the following page summarizes how level of service is measured on Tier 1 and Tier 2 transit priority corridors. Investments in these corridors should focus on achieving a green or high LOS over time, but yellow LOS will be considered acceptable accommodation.

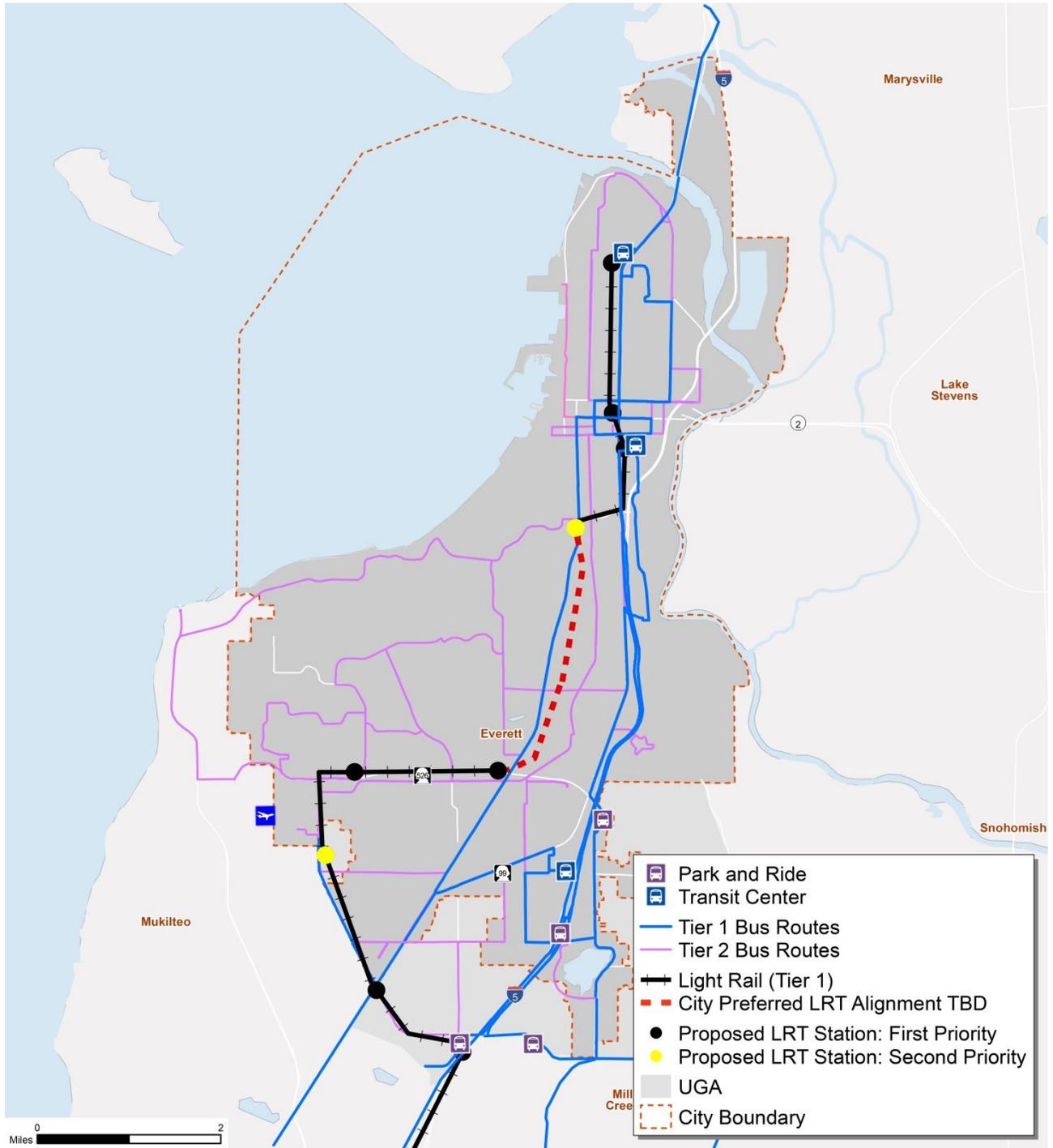
All areas outside of Tier 1 and 2 priority corridors are considered to be Tier 3 (Basic Coverage) areas. In these areas, streets can be designed to accommodate a modest level of transit service, including provision of Americans with Disabilities Act (ADA)-compliant treatments.

Table 6: Transit LOS – Facility Requirements

Tier 1 Transit Priority Corridors				
LOS	Transit Stop Amenities	Transit Travel Speeds	Pedestrian Access	Frequency of Service
	High level (shelters, next bus signs, benches)	Implement transit speed improvement projects (TSIP) ³ at major bottlenecks corridor-wide	Sidewalks and marked crosswalks serving stops	All day weekday service. Peak service 15 minutes or less, 60 minutes or less off peak and weekends
	Some amenities (benches)	TSIP implemented at spot locations	Sidewalks and marked crosswalks serving some stops	All day weekday service. Peak services 30 minutes or less, weekend service provided
	Little or no amenities	No TSIP	General lack of sidewalks and marked crosswalks	Hourly service
Tier 2 Transit Priority Corridors				
LOS	Transit Stop Amenities	Transit Travel Speeds	Pedestrian Access	Frequency of Service
	High level	TSIP implemented at spot locations	Sidewalks and marked crosswalks serving stops	All day weekday service. Peak services 30 minutes or less, weekend service provided
	Some amenities	Actuated signals in place for major intersections/ turning movements	Sidewalks and marked crosswalks serving some stops	All day service. Peak services 60 minutes or less, midday service provided
	Little or no amenities	No signal actuation	General lack of sidewalks and marked crosswalks	No or peak only service

³ TSIP improvements could include queue jump lanes, bus stop bulb-outs, transit signal priority or other similar treatments.

Figure 26: Transit Priority



SOUND TRANSIT INTEGRATION

As stated earlier, one of the City’s top priorities in this plan is effective coordination with regional transportation providers and agencies to ensure that the local and regional transportation systems complement one another. A key element of this strategy is proactively partnering with Sound Transit to ensure that the future light rail alignment is consistent with Everett’s future land use vision, efficiently integrates with Everett Transit operations, and aligns with existing and planned infrastructure for walking and bicycling.

Land Use

The proximity of transit to jobs and housing is a major determinant in whether people use transit, as well as how they access it. The City of Everett is planning to concentrate new jobs and housing in key districts downtown and along the Evergreen Way corridor such that the new residents and employees have viable alternatives to driving. Locations of Sound Transit stations will have a major impact on the City’s success in giving people options. Should future transit investments occur in a way that does not complement growth in Everett or connect to major employment centers, it is likely that transit will be less attractive than driving, and people using transit will be less likely to walk, bike, or bus to stations. It would also reduce the City’s ability to accommodate regional growth expectations.

Everett is the largest single employer in Snohomish County with one of the highest employment totals for any city in the four county region. It is critical for the planned light rail system to support the SW Everett Industrial Area where the Boeing Assembly Plant and the future Paine Field commercial airline operations are located. The City strongly promotes providing the light rail alignment to support existing and projected land use growth as opposed to locating it along a corridor where no stations can support planned growth areas.

In addition, the City promotes light rail service to the College/University/Hospital district in North Everett.

Everett Transit Operations

Everett Transit serves a vital role in providing local transit service in the City. Once light rail arrives in Everett, a new role for Everett Transit will be connecting homes and businesses with stations. The location of light rail facilities will make a

difference in how efficiently Everett Transit can connect potential light rail riders with the stations. The City’s preferred alignment would maximize Everett Transit’s efficiency in providing this connecting service since the regional transit system could carry large loads of travelers (e.g., between the College/University/Hospital district through Everett Station and to Boeing and Paine Field), freeing Everett Transit to provide effective first and last-mile connections.

The overall purpose of the Transportation Element is to look ahead 20 years and establish how the overall transportation system can support Everett’s land use plan. This element considers all modes of transportation: cars, freight, transit, walking, and biking irrespective of jurisdiction or operator. The City’s preferred light rail alignment considers how the region’s investment can best align with Everett’s overall transportation network to provide transportation options and seamless connections among modes.

What Happens if Light Rail Does Not Come to Everett?

The aim of the Comprehensive Plan is to be a forward-looking, visionary document, and as such, this Transportation Element has assumed that Sound Transit will build light rail to Everett by 2035. However, should light rail beyond Lynnwood be delayed or not constructed, there will be significant impacts to Everett. While an extensive analysis of this scenario was not conducted, a run of the regional travel model without light rail was prepared. Below is a summary of the findings:

- Approximately 25,000 daily boardings and alightings of the light rail system in Everett would need to find alternative means of travel
- Bus boardings on Community Transit and Everett Transit would increase substantially, increasing the need for these agencies to reallocate resources to serve transit riders or increase spending for additional service
- Many travelers who would have used light rail continue to use autos, increasing traffic congestion on I-5, SR 526, Evergreen Way, Airport Road, and 128th Street

AUTO AND FREIGHT

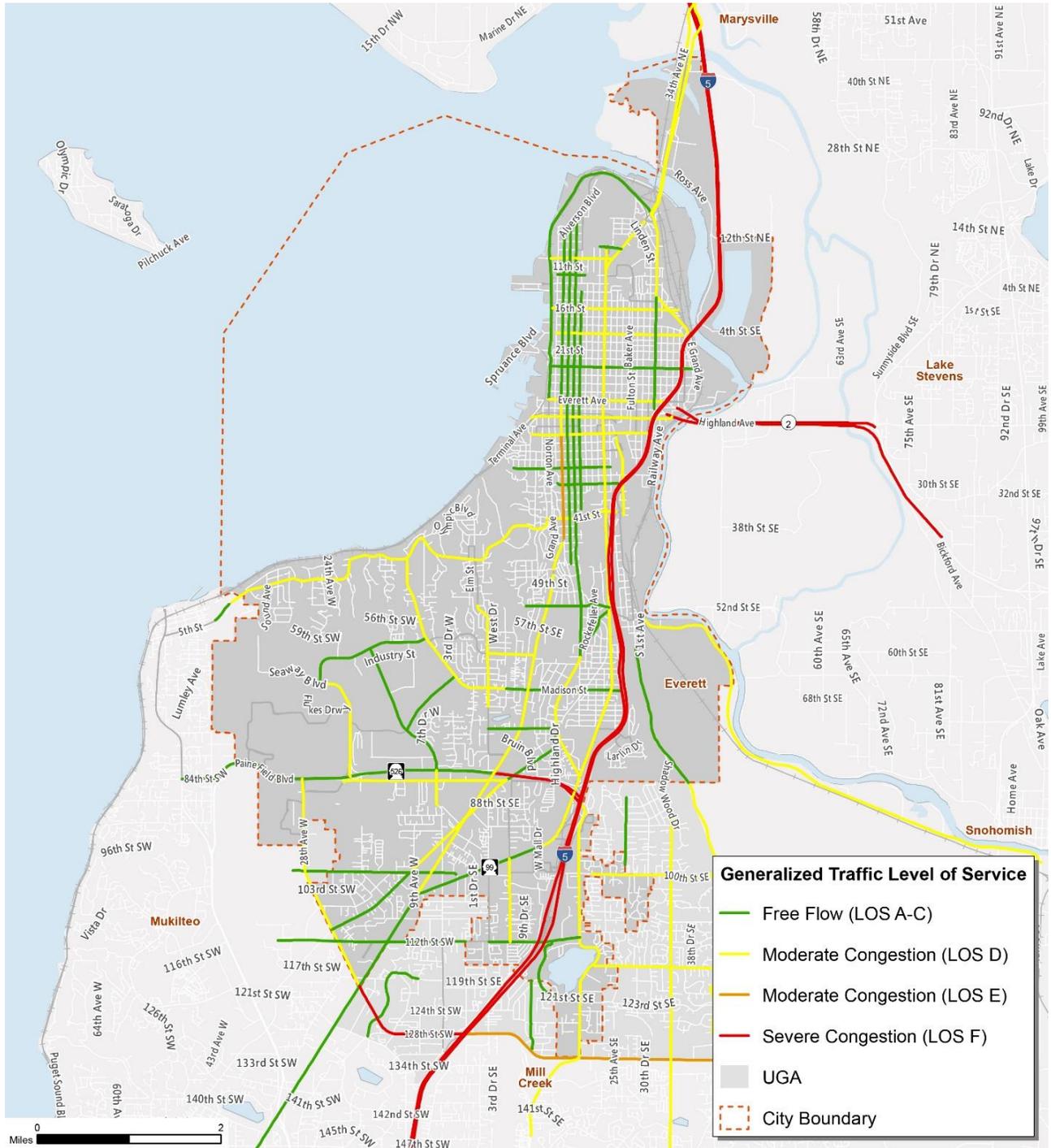
Most residents and workers in Everett use the roadway network at some point each day to access their homes, jobs, and other destinations. Many of these streets are local streets and do not see significant traffic volumes throughout the day. Similarly, goods movement and delivery vehicles use some corridors frequently while other streets see only the occasional local delivery.

Everett will maintain its current LOS D standard for allowable PM peak hour delay on corridors except at locations where the City Engineer allows for higher levels of delay in recognition of the need to balance driver experience with other considerations, such as cost, right of way, and other modes. The City Engineer will maintain a list of intersections and roadway segments where LOS E or F conditions are acceptable.

Figure 27 on the following page shows the expected roadway LOS with the project list (discussed in the next section) largely implemented. One notable project that was not assumed to be completed was the extension of SR 526 between I-5 and US 2. While this project would reduce traffic congestion levels on I-5 north of SR 526 and US 2 across the trestle, it is a complex and costly project. While the City of Everett supports this major investment in the regional highway network, it is not included in WSDOT's long-range plan for the area's highways.

Appendix A-1 of this element summarizes existing and future forecast delays at selected "hot spot" intersections in the City. The capital list provided in next section includes future roadway projects that would maintain the City's intersection LOS standard through 2035.

Figure 27: 2035 LOS with Project List Implemented



WHY NOT REQUIRE LOS D OR BETTER OPERATIONS EVERYWHERE?

A key question that often comes up is why the City's Transportation Element would reduce the LOS standard in some places. The answers aren't simple. While the City is committed to mobility for all, there are practical considerations related to:

- **Cost:** Maintaining LOS D operations would require tens of millions of dollars in additional capital investment along busy corridors. Recognizing that this plan's project list is already at the limits the city can reasonably afford over the next 20 years, achieving LOS D in these locations would be unaffordable.
- **Right of way:** Even if the City could find the funds to improve all corridors and intersections to LOS D standards, there would be substantial right of way impacts. This would require widening projects that would take property frontage, eliminate tree coverage, and require significant modifications to intersections in downtown.
- **Other modes:** Similar to the right of way discussion, building the roadway network to provide LOS D conditions during the peak hour would require substantial widening, which would impact how people experience walking and biking in Everett. Additional traffic lanes mean longer pedestrian crossing distances, less tree cover, and a higher stress bicycle network.

Growth Management Act requirements: The State's concurrency requirement means that the City must be able to maintain its stated LOS policy in order to allow for development. Setting an LOS standard that is unrealistic for the above reasons puts Everett in jeopardy of being able to permit development, even within the its growth centers, which are intended to provide a more walkable, bike-able, transit accessible option for living and working in Snohomish County.



IMPLEMENTING THE LOS STANDARDS AND TRANSPORTATION CONCURRENCY REQUIREMENTS

This update to the Transportation Element includes new LOS standards for the pedestrian, bicycle, and transit priority networks in addition to the City's long-standing LOS standard for roadways. From the perspective of the GMA's transportation concurrency requirement, this Transportation Element proposes no changes to how concurrency is evaluated. Namely, the auto and freight LOS standard described on page 41 will continue to serve as the measure for the performance of the overall transportation system. This concurrency standard remains relevant for Everett since the majority of travel in the city is done either by car or bus, both of which use the arterial network.

The benefit of the pedestrian, bicycle, and transit LOS standards is that they provide an opportunity to compare the conditions of all modes of the transportation system on an "even footing" with auto LOS. For example, when looking at a multimodal corridor like Evergreen Way, there will now be LOS results for all modes, as opposed to simply focusing on traffic congestion. This additional level of transparency will allow for more informed decision making about future projects and a more open discussion about balancing multimodal mobility.

In addition, the City has the option to include an evaluation of multimodal LOS when evaluating frontage improvements for new development. Currently, the City requires that all new development bring the street frontage up to City standard designs. By expanding the frontage improvement requirements to meet "green"

LOS standards for all measures that the developer can control along the frontage (sidewalks, bike lanes, transit stop amenities), Everett can further ensure that new development is doing its part to implement the City's transportation vision.



SECTION 5: 20-YEAR CAPITAL PLAN

The capital program forms the basis for implementation of the Transportation Element. Collectively, this program adds up to \$422 million in transportation projects to be constructed over the next few decades. Recognizing that the City leverages outside funding sources such as grants for its projects, the expected City contribution to this list is \$83-88 million. Since the City's ability to attract outside funding sources is unknown and growth may occur slower than is assumed in this plan, this project list may reach beyond the 20 year time horizon.

The capital plans were developed to create a transportation system that realizes Everett's ultimate transportation vision:

- Multi-Modal Connections. Expand multi-modal connections.
- Quality Facilities. Ensure design standards and maintenance procedures reflect current best practices.
- Link Transportation to Land Use. Develop a transportation system that accommodates the adopted land use vision.
- Reduce Impacts. Reduce transportation-related environmental and community impacts.
- Tie In with the Region. Partner with other jurisdictions to serve all users of the regional transportation system.
- Guide Transit Investments. Proactively partner with regional transit agencies to guide investment decisions.

The project list was developed with these goals in mind, as well as completing the layered networks described in the previous section. **Table 7** describes the recommended projects which represent a balance of safety, maintenance, and operational improvements for all modes. The detailed list of all projects, benefits, total cost, and city cost is provided in Appendix A-2 to the Transportation Element.

When funds become available, the City will implement projects that meet community priorities. These projects provide a starting point for the City in developing its financially constrained Six-Year Transportation Improvement Program, which is updated every year and is developed based on knowledge related to project feasibility and funding availability.

While the scope of the 20-year project list exceeds revenues from exclusively city sources over the next few decades, it has been sized to fit within reasonable assumptions for grants and other outside funding sources.



Table 7: Twenty Year Project List Example Projects

Project	Benefit to Everett	Total Cost	Cost to Everett	Goal Met
Freeway				
Example Projects <ul style="list-style-type: none"> • I-5 Downtown interchange improvements • I-5/100th Street SE HOV Access/Undercrossing • NB Everett Mall Way to SB I-5 Onramp 	Upgrades to improve safety and reduce congestion	\$193-198M	\$36-41M	2, 3, 5
City Arterials				
Example Projects <ul style="list-style-type: none"> • W. Marine View Dr./Rucker Ave./41st St. Freight • Broadway Bridge Replacement (#529/5a) • Broadway Corridor Improvements 	Upgrades to improve safety and reduce congestion, bridge replacement	\$125-135M	\$87-92M	2, 3
Safety/Maintenance				
Example Projects <ul style="list-style-type: none"> • BNSF RR safety improvements • Local Roadway Safety Projects • Safe Routes to Schools 	Safety improvements	\$9-12M	\$7-9M	2
Local Access				
Example Projects: <ul style="list-style-type: none"> • 106th Place SE Improvements • 3rd Avenue SE Street Improvements • Local Street Improvements 	Upgrades to improve safety and reduce congestion	\$18-22M	\$18-22M	2, 3
Pedestrian/Bicycle				
Example Projects: <ul style="list-style-type: none"> • Interurban Trail Bike/Ped Path Improvements • Bicycle Detection Signals • ADA Signals 	Improve safety and connectivity for cyclists, pedestrians, and those with disabilities	\$28-32M	\$28-32M	1, 2, 4
Transit				
Example Projects: <ul style="list-style-type: none"> • Bus Replacements 2015 - Approx. 6 HD Buses • Implementation of State CTR Law • Broadway Corridor Improvements 	Transit vehicle upgrades and reduced maintenance costs reduce SOV trips, safety and connectivity improvements	\$50-55M	\$26-30M	1, 2, 4, 6

NON-CITY PROJECTS

As stated earlier, one of the City's top priorities is effective coordination with regional players to ensure that the local and regional transportation systems complement one another. A key element of this will be proactive partnering with neighboring cities, Snohomish County, WSDOT, Community Transit and Sound Transit.

ROADWAY FACILITIES

There are projects outside of Everett's purview that will affect travel in and around the City. Among the most important projects are continued improvements to the state highway system. This plan assumes interchange access improvements along I-5 in downtown Everett, high occupancy vehicle (HOV) lanes on I-5 north of US 2, and US 2 westbound trestle replacement and widening. This plan also highly supports extending SR 526 between I-5 and US 2.

TRANSIT FACILITIES

Sound Transit's plans to bring light rail to Everett are central to how people travel in 2035. The City is working cooperatively with Sound Transit to identify an alignment that fits within Everett's existing land use and transportation framework and which interfaces efficiently with existing transit services. The City will also work with Everett Transit and Community Transit to identify how local transit services can better integrate with regional services and serve Everett's growth centers.



SECTION 6: IMPLEMENTING THE TRANSPORTATION ELEMENT

The Transportation Element of the Comprehensive Plan is a living document and serves as the blueprint for transportation planning in Everett over the next several years. The Goals and Policies section of the Transportation Element should be considered as other City transportation plans, standards and codes are developed. Implementing the Transportation Element will require close coordination among City departments, citizens, businesses, and other agencies within the region. The Transportation Element should also be reevaluated as Sound Transit’s ST3 system plan is developed, is approved or rejected by voters, and future light rail to Everett is implemented.

This section summarizes the recommended plan and documents the criteria used to prioritize projects. As a living document the Transportation Element should be updated on a regular basis to insure it reflects current transportation needs and practices.

OVERVIEW OF COSTS AND REVENUES

A key GMA planning requirement is the concept of fiscal restraint in transportation planning. A fiscally constrained Transportation Element must first allow for operation and maintenance of existing facilities followed by capital improvements. To introduce fiscal constraint into the plan, an inventory of revenues and costs was undertaken to identify funds that are likely to be available for capital construction and operations.

The Transportation Element proposes \$425-456 million in transportation investments over the next 20 years. The investments focus on capital projects that will complete the layered network plan, as well as ongoing pavement maintenance to ensure the roadway network is kept in good condition. **Table 8** summarizes how this overall investment would be broken down by transportation improvement category and the share of costs that would likely be borne by the City.

Table 8: Costs of Everett Transportation Element (20+ years)

<i>Project Needs</i>	<i>Description</i>	<i>Total Cost</i>	<i>Expected City Cost</i>
Freeway Projects	Interchange/ramp upgrades, HOV lanes, Extension studies	\$193-198M	\$36-41M
City Arterials	Traffic signals, intersection channelization, roadway extensions on Arterials	\$125-135M	\$87-92M
Local Access	Traffic signals, intersection channelization, roadway extensions on Local Streets	\$18-22M	\$18-22M
Safety/ Maintenance	Bridge replacements, overlay, pavement markings	\$9-12M	\$7-9M
Pedestrian/Bicycle	Bike boulevards, bike lanes, trails, sidewalks, ADA Access	\$28-32M	\$28-32M
Transit Capital	Bus replacements, station upgrades	\$50-55M	\$26-30M
	Total	\$423-454M	\$202-226M

*Costs denoted in millions

Based on the City's 2015 operating budget and Everett Transit's 2014-2019 Transit Development Plan, average revenues over the next 20 years are forecast at \$18 million annually. This compares to revenues of about \$13.1 million in 2014, and thus the forecast assumes some growth in revenues including the amortization of some revenues related to large infrequent costs like bus fleet replacement and major maintenance facility upgrades.

The revenue sources assumed by the City include outside sources (e.g., WSDOT funding) and grants, and City sources, including general city funds, impact fees, transit fares, and gas tax receipts. If Everett were able to maintain this level of revenue, the City could afford around \$360 million in transportation projects over the next 20 years, which is less than the total project costs identified.

The comparison of revenues to costs indicates that the city will need to carefully prioritize its projects since not all of the transportation needs may be affordable with existing revenue sources during the 20-year period. If this occurs, Everett has several options:

- Increase the amount of revenue from existing sources, including impact fees, transportation benefit district, or increased general fund revenues
- Adopt new sources of revenue
- Lower the level of service standard, and therefore reduce the need for some transportation improvements

What Are Potential New Revenue Sources?

- Proceeds from General Obligation Bonds
- Creation of Local Improvement Districts
- Mitigation fees for pedestrian and bicycle facilities
- Reciprocal impact fees with adjacent jurisdictions
- Property tax levy for transportation
- Business license fee per employee

The city can explore the feasibility and likely revenue amounts from these or other sources as the plan is implemented over the next several years.

Note that this analysis is based on the alternative with the highest growth rate identified by PSRC and it is possible that slower growth could mean that not all of the projects identified in this document will need implementation in the next 20 years. The city could also consider revising the land use element to reduce the amount of development planned (and thus reduce the need for additional public facilities). However, in a community such as Everett, that serves travelers from unincorporated Snohomish County and surrounding cities, land use changes would not likely result in substantially reduced facility needs.

SETTING PRIORITIES

Project prioritization is needed to help identify when best to fund and implement the projects since funding is limited. Criteria were established to help prioritize the projects and implementation. These criteria, not listed in any priority order, are based on the Transportation Element goals.

Criteria for Project Prioritization

1. Meets City's transportation goals:
 - **Multi-Modal Connections.** Expand multi-modal connections.
 - **Quality Facilities.** Ensure design standards and maintenance procedures reflect current best practices.
 - **Link Transportation to Land Use.** Develop a transportation system that accommodates the adopted land use vision.
 - **Reduce Impacts.** Reduce transportation-related environmental and community impacts.
 - **Tie In with the Region.** Partner with other jurisdictions to serve all users of the regional transportation system.
 - **Guide Transit Investments.** Proactively partner with regional transit agencies to guide investment decisions.
2. Maintains/improves safety of traveling in Everett
3. Provides tangible benefits to Everett residents
4. Leverages non-city (federal, state, private) funds freeing up city revenues for additional projects

Using these criteria, recommended projects will need to be evaluated and ranked based on how well each could meet the criteria. Since one of the criteria relates to funding availability, priorities may shift over time as funding sources change.

High priority projects for Everett are those that meet multiple criteria in terms of effectiveness, benefit to the community, and ability to be implemented. These attributes will allow the City to take advantage of a variety of public and private funding sources to complete key projects

MONITORING AND EVALUATION

The Transportation Element is a long-range plan that enables the City to plan for its current and future transportation needs. Nonetheless, the transportation network is dynamic, constantly changing due to circumstances beyond the scope and influence of this plan. Regular updates will be necessary to ensure the plan remains current and relevant. The Transportation Element includes the following actions to monitor and evaluate the progress of implementing the plan.

BI-ANNUAL MOBILITY REPORT CARD

A bi-annual mobility report card will be developed to document progress towards plan implementation and to monitor the transportation system performance. This report card satisfies new federal requirements for performance monitoring and reporting as a condition for receiving federal grants. The City will use this information to inform the public regarding the City's actions, and results, related to the Transportation Element. The report card will also provide a basis for future updates of the Transportation Element.

The report card is expected to report on the following topics:

- Land Use and Transportation Trends – This data will describe general land use and transportation trends within Everett. Information will include:
 - Current population and employment levels and growth rates,
 - Summary of yearly development activity, and
 - Summary of growth in traffic volumes, transit service and other trends

- Transportation Performance – This data will focus on documenting the current performance of the transportation system by mode. Information will include:
 - Transit route ridership (from Everett Transit, Community Transit, and Sound Transit)
 - Park-and-ride lot utilization
 - On-street parking utilization in downtown and nearby park-and-ride locations
 - Traffic volumes
 - Collisions
 - Traffic level of service (auto/truck priority corridors)
 - Pedestrian and bicycle volumes
 - Pavement Maintenance Ratings
- Project Implementation Status – This data will summarize the city's progress towards implementing the priority network improvements recommended in the Transportation Element. Information is expected to include:
 - Auto/truck facilities constructed
 - Pedestrian facilities constructed
 - Bicycle facilities constructed
 - Transit stop improvements implemented
 - Miles of Pavement overlays

The report card will provide the necessary information to help the city adjust transportation priorities and to facilitate updates to the Transportation Element every few years.

SECTION 7: 2035 AND BEYOND

BROADER ECONOMIC TRENDS

Driving in the U.S. began to decline three years before the severe recession of 2007 to 2009. After 50 years of steady growth, total national vehicle miles traveled (VMT) leveled off in 2004 and declined 8 percent between 2004 and 2012. Understanding the factors that drove this decline and estimating their trends for the future are vital to Everett’s long range transportation planning. The societal, environmental, and financial impacts associated with transportation infrastructure policies all relate directly to vehicle travel trends. The City should explore the following questions to understand future travel trends:

- What are the travel patterns of Millennials (those born between 1982 and 2000), and will their behavior continue as they age?
- What are the travel patterns of the aging Baby Boomers as they leave the work force, and how will their changes affect transportation?
- As the number of people per household declines, how will this change travel demand?
- What impacts will new technology such as autonomous vehicles and ride-sharing applications have on the transportation environment?
- How will land use patterns change as cities continue to develop?

Three major trends with significant implications for Everett’s future transportation system needs are described below.

REGIONAL GROWTH AND REGIONAL ROADWAY OPERATIONS

Significant regional growth is expected to occur over the next 20 years and beyond. Regional growth will particularly affect state-owned routes. **Table 9** shows the planned improvements to state-owned routes in order to support the growth.

Table 9: Planned Improvements to State-Owned Routes

Route	Location	Improvement
US2	I-5 to 20 th Street in Lake Stevens	HOV Lanes
I-5	US2 to Marysville	HOV Lanes
I-5	Downtown	Interchange Improvements
I-5	128 th Street SW	Interchange Improvements
SR96 (128 th Street)	I-5 to Seattle Hill Rd	Transit- HOV enhancements

Despite these improvements, it is still anticipated that these facilities would continue to operate at LOS F conditions during the PM peak period. While Everett’s future growth contributes somewhat to the poor operations, much of the increase in traffic and resulting LOS degradation is caused by regional growth compounding already heavy traffic on these state facilities. It is assumed that WSDOT will continue to work on improving regional mobility while balancing issues such as costs, right-of-way impacts, air/noise pollution impacts, and impediments to other modes of transportation.



ECONOMIC

Historical trends have clearly linked economic growth with growth in vehicle travel. That began to change in the early 2000's as VMT began to decline even while national gross domestic product was still increasing before the recession. Factors such as labor force participation and median household income, which showed strong growth historically, are still linked to changes in VMT.

Looking into the future, it is unlikely that the income growth seen over the past years can be sustained. Moreover, labor force participation has likely peaked, given saturation of women in the workforce and the aging population.



Trend for VMT and need for auto-oriented infrastructure: DECREASING

DEMOGRAPHIC

Predicting future travel trends requires understanding how future generations will travel. Millennials have purchased vehicles and obtained licenses at a lower rate than previous generations. Millennials are attracted to communities with a full array of transportation mode choices, although some still prefer driving.

Even as Millennials age, their preference for urban living should continue to be at higher levels than previous generations and their relative VMT will be less. A potential counter to this decrease is the fact that the Baby Boomer generation will remain active longer than previous generations and thus will have a higher demand for travel.



Trend for VMT and need for auto-oriented infrastructure: DECREASING

TECHNOLOGICAL

One of the largest factors that will impact travel patterns is the changing technology that shapes how we travel. Technology surrounding autonomous vehicles, such as braking assistance, lane guidance, and blind-spot recognition, is already beginning to emerge in the market. When fully autonomous, this technology provides the ability to

substantially increase capacity due to shorter following distances and a reduction in accidents. Additionally, the inclusion of previous non-driving populations such as the disabled and the elderly will increase the number of vehicles on the road. VMT could also increase if people choose to send their cars home while at work to avoid parking fees. On the other hand, VMT could decrease if fewer people own cars and autonomous vehicles are more effectively shared in large car-share fleets. While fully autonomous vehicles are expected to be available by 2020, there will still be decades until a majority of the vehicles on the road are fully autonomous.

This is due to a number of factors, including how quickly vehicles are bought and sold, the affordability of the technology, and the ability for the legal and insurance systems to adapt to these changes.



Trend for VMT and need for auto-oriented infrastructure: UNCLEAR

WHAT DOES THIS MEAN FOR EVERETT?

In planning for the future, the City of Everett should understand the uncertainties surrounding travel forecasting and should provide a transportation system that can adapt to a variety of potential futures. Over time, the City should monitor shifts in demographics, where people are choosing to live and the availability of alternative forms of transportation to ensure that its infrastructure is accommodating changing needs, in whatever form that is.

In the mid-term, the City should seek to foster the adoption of certain vehicle technologies, such as electric vehicles and fuel cell vehicles, as they can reduce the environmental costs of driving. This Transportation Element Update includes a new policy to direct that electric vehicles be accommodated as appropriate on City streets and that electric and fuel cell vehicle fueling is convenient across the City.

**Transportation Element Appendix A-1
PM Peak-Hour Level of Service Summary**

Intersection		2015 Existing Conditions		2035 Baseline Conditions		2035 Future with Mitigation	
		LOS	Delay	LOS	Delay	LOS	Delay
1	Hewitt Avenue at Maple Street	C	24.0 sec	E	75.8 sec	D	42.4 sec
2	Pacific Avenue at Maple Street	C	20.1 sec	F	299.8sec	F	187.5 sec
	Additional EBLT lane	---	---	---	---	F	91.0 sec
3	Rucker Avenue at Pacific Avenue	C	27.6 sec	D	39.6 sec	---	---
4	41 st Street at Rucker Avenue	D	46.1 sec	E	65.3 sec	D	51.0 sec
	Simultaneous EB and WB left turns and additional WBRT lane	---	---	---	---	D	45.2 sec
5	41 st Street at Colby Avenue	D	44.9 sec	E	58.0 sec	E	62.9 sec
	Additional SBLT lane	---	---	---	---	D	49.0 sec
6	SR 526 WB at Evergreen Way	C	19.9 sec	C	20.0 sec	---	---
7	SR 526 EB at Evergreen Way	B	19.7 sec	C	19.7 sec	---	---
8	E Casino Road at Evergreen Way	D	51.9 sec	E	66.4 sec	E	67.6 sec
9	SE Everett Mall Way at SR 526	F	117.5 sec	F	128.2 sec	F	111.4 sec
	Additional SBT and protected NB and SB LT instead of Split	---	---	---	---	F	88.1 sec
10	Airport Road at Evergreen Way	F	107.2 sec	F	156.5 sec	F	113.9 sec
	Additional NB through lane	---	---	---	---	E	79.9 sec

- The level of service calculations are included in the attachments.
- No changes were made to 2035 Baseline Condition intersections that are projected to perform at or better than LOS D.
- All PHFs for failing intersections for both 2035 Baseline and 2035 Mitigation are 1.0
- For optimization on intersection 10 (Airport road at Evergreen Way) There is not enough space to simply add a road lane.
- Intersection ID 321: Everett Mall Way at SR-526 – Lane Conflict in City Network.
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EVERETT COMPREHENSIVE PLAN

Transportation Element Appendix A-2
Project List

Project	Benefit to Everett	Primary Benefit	Total Cost	Cost to Everett	Goal Met
Freeway			\$194,750,000	\$38,950,000	
I-5 Downtown interchange improvements	Upgrades to improve safety and reduce congestion	Local	\$28,500,000	\$5,700,000	2, 3, 5
I-5/100th Street SE HOV Access/Undercrossing	Upgrades to improve safety and reduce congestion	Local	\$68,500,000	\$13,700,000	2, 3, 5
NB Everett Mall Way to SB I-5 Onramp	Upgrades to improve safety and reduce congestion	Regional	\$3,500,000	\$700,000	2, 3, 5
I-5 / Smith Island interchange	Upgrades to improve safety and reduce congestion	Local	\$10,000,000	\$2,000,000	2, 3, 5
I-5 / East Marine View Drive Interchange	Upgrades to improve safety and reduce congestion	Local	\$16,000,000	\$3,200,000	2, 3, 5
I-5 HOV Lanes	Upgrades to reduce congestion	Regional	\$5,000,000	\$1,000,000	2, 3, 5
I-5 / 128th Street Interchange	Upgrades to improve safety and reduce congestion	Regional	\$2,000,000	\$400,000	2, 3, 5
I-5 / 128th Street HOV Ramps (Mariner PNR)	Upgrades to improve safety and reduce congestion	Regional	\$6,000,000	\$1,200,000	2, 3, 5
I-5 / 112th Street Interchange Study	Study to improve safety and reduce congestion	Regional	\$3,000,000	\$600,000	2, 3, 5
US 2 Improvements	Upgrades to improve safety and reduce congestion	Regional	\$3,000,000	\$600,000	2, 3, 5
SR 526/Hardeson Road Interchange	Upgrades to improve safety and reduce congestion	Regional	\$2,000,000	\$400,000	2, 3, 5
SR 526 Extension Study	Upgrades to improve connectivity and reduce congestion	Regional	\$8,500,000	\$1,700,000	2, 3, 5
SR 526/Evergreen Way Interchange	Upgrades to improve safety and reduce congestion	Regional	\$38,000,000	\$7,600,000	2, 3, 5
SR 526/40th Avenue West Intersection	Upgrades to improve safety and reduce congestion	Local	\$500,000	\$100,000	2, 3, 5
SR 529/Smith Island Ramps	Upgrades to improve safety and reduce congestion	Regional	\$250,000	\$50,000	2, 3, 5
City Arterials			\$129,050,000	\$88,970,000	
W. Marine View Dr./Rucker Ave./41st St. Freight	Upgrades to improve safety and reduce congestion	Local	\$42,800,000	\$8,560,000	2, 3
Broadway Bridge Replacement (#529/5a)	Bridge Replacement	Local	\$7,300,000	\$1,460,000	2, 3
Broadway Corridor Improvements	Upgrades to improve safety and reduce congestion	Local	\$4,000,000	\$4,000,000	2, 3
SE Everett Mall Way	Upgrades to improve safety and reduce congestion	Local	\$1,000,000	\$1,000,000	2, 3
Arterial Safety Projects (Forest Pk entrances; I-5)	Safety improvements	Local	\$900,000	\$900,000	2, 3
Evergreen Way Improvements, 41st to Airport Road	Upgrades to improve safety and reduce congestion	Local	\$1,000,000	\$1,000,000	2, 3
Evergreen Way Streetscape Improvements	Upgrades to improve safety and reduce congestion	Local	\$20,000,000	\$20,000,000	2, 3
Interstate 5 to Port of Everett Truck Route Plan	Upgrades to improve safety and reduce congestion	Local	\$200,000	\$200,000	2, 3

EVERETT COMPREHENSIVE PLAN

Project	Benefit to Everett	Primary Benefit	Total Cost	Cost to Everett	Goal Met
Mukilteo Blvd. Safety Improvements	Safety improvements	Local	\$3,300,000	\$3,300,000	2, 3
Arterial Needs Study	Study to improve safety and reduce congestion	Local	\$200,000	\$200,000	2, 3
116th Street SE Improvements	Upgrades to improve safety and reduce congestion	Local	\$3,800,000	\$3,800,000	2, 3
100th Street SW Improvements	Upgrades to improve safety and reduce congestion	Local	\$3,600,000	\$3,600,000	2, 3
Casino Road at 5th Ave. W. Road Intersection Im	Upgrades to improve safety and reduce congestion	Local	\$500,000	\$500,000	2, 3
4th Avenue West Widening and Improvement	Upgrades to improve safety and reduce congestion	Regional	\$9,000,000	\$9,000,000	2, 3
100th Street SE Improvements	Upgrades to improve safety and reduce congestion	Local	\$1,000,000	\$1,000,000	2, 3
100th Street SE Improvements	Upgrades to improve safety and reduce congestion	Local	\$1,000,000	\$1,000,000	2, 3
110th Street SE Improvements	Upgrades to improve safety and reduce congestion	Local	\$2,000,000	\$2,000,000	2, 3
Lenora St./BNSF Rail Line Overcrossing	Upgrades to improve safety and reduce congestion	Local	\$1,800,000	\$1,800,000	2, 3
Minor Arterial Expansions and Streetscaping	Upgrades to improve safety and reduce congestion	Local	\$400,000	\$400,000	2, 3
East Everett Ave./ BNSF Overcrossing	Upgrades to improve safety and reduce congestion	Local	\$7,000,000	\$7,000,000	2, 3
Chestnut St./Eclipse Mill Rd. Improvements	Upgrades to improve safety and reduce congestion	Local	\$3,350,000	\$3,350,000	2, 3
37th Street improvements and traffic signal	Upgrades to improve safety and reduce congestion	Local	\$500,000	\$500,000	2, 3
Collector Arterial Streetscape Improvements	Upgrades to improve safety and reduce congestion	Local	\$400,000	\$400,000	2, 3
Broadway at Marine View Drive	Upgrades to improve safety and reduce congestion	Local	\$2,000,000	\$2,000,000	2, 3
Pacific Ave at Maple St	Upgrades to improve safety and reduce congestion	Local	\$3,000,000	\$3,000,000	2, 3
41st St at Colby Ave	Upgrades to improve safety and reduce congestion	Local	\$3,000,000	\$3,000,000	2, 3
Everett Mall Way at SR 526	Upgrades to improve safety and reduce congestion	Local	\$3,000,000	\$3,000,000	2, 3
Airport Road at Evergreen Way	Upgrades to improve safety and reduce congestion	Local	\$3,000,000	\$3,000,000	2, 3
Safety/Maintenance			\$10,890,000	\$8,490,000	
BNSF RR safety improvements	Safety improvements	Local	\$600,000	\$600,000	2
Local Roadway Safety Projects	Safety improvements	Local	\$120,000	\$120,000	2
Safe Routes to Schools	Safety improvements	Local	\$600,000	\$600,000	2
Bridge Rehabilitation Program	Safety improvements	Local	\$3,000,000	\$600,000	2
Annual Street Overlay Program	Safety improvements	Local	\$6,000,000	\$6,000,000	2
Sidewalk repair and replacement	Safety improvements	Local	\$360,000	\$360,000	2
Pavement Marking Project	Safety improvements	Local	\$210,000	\$210,000	2
Local Access			\$19,605,000	\$19,605,000	
106th Place SE Improvements	Upgrades to improve safety and reduce congestion	Local	\$650,000	\$650,000	2, 3

EVERETT COMPREHENSIVE PLAN

Project	Benefit to Everett	Primary Benefit	Total Cost	Cost to Everett	Goal Met
3rd Avenue SE Street Improvements	Upgrades to improve safety and reduce congestion	Local	\$675,000	\$675,000	2, 3
Local Street Improvements	Upgrades to improve safety and reduce congestion	Local	\$580,000	\$580,000	2, 3
Upper & Lower Ridge Rd. Str. Improve.	Upgrades to improve safety and reduce congestion	Local	\$300,000	\$300,000	2, 3
Simpson Site Access Improvements	Upgrades to improve safety and reduce congestion	Local	\$2,000,000	\$2,000,000	2, 3
Downtown Streetscape Improvements	Upgrades to improve safety and reduce congestion	Local	\$8,000,000	\$8,000,000	2, 3
Traffic Signal Central Controller Replacement	Upgrades to improve safety and reduce congestion	Local	\$600,000	\$600,000	2, 3
Traffic Signal Interconnect	Upgrades to improve safety and reduce congestion	Local	\$240,000	\$240,000	2, 3
Traffic Signal Improvement	Upgrades to improve safety and reduce congestion	Local	\$900,000	\$900,000	2, 3
Traffic Sign Improvements	Upgrades to improve safety and reduce congestion	Local	\$500,000	\$500,000	2, 3
Neighborhood Block Grants	Upgrades to improve safety and reduce congestion	Local	\$360,000	\$360,000	2, 3
Neighborhood. Traffic Mitigation Studies & Projects	Upgrades to improve safety and reduce congestion	Local	\$2,400,000	\$2,400,000	2, 3
Residential Sidewalks	Upgrades to improve safety and reduce congestion	Local	\$2,400,000	\$2,400,000	2, 3
Pedestrian/Bicycle			\$29,185,000	\$29,185,000	
Silver Lake Road-121st St. SE Ped. Improv.	Improve safety and connectivity for pedestrians	Local	\$1,600,000	\$1,600,000	1, 2, 4
Bond Street Ped/Bike Improvements	Improve safety and connectivity for pedestrians and cyclists	Local	\$100,000	\$100,000	1, 2, 4
East Grand Walkway Connection	Improve safety and connectivity for pedestrians	Local	\$850,000	\$850,000	1, 2, 4
Henry Jackson Park Ped Bridge	Improve safety and connectivity for pedestrians	Local	\$2,700,000	\$2,700,000	1, 2, 4
36th Street/BNSF Rail Line Ped/Bike Crossing	Improve safety and connectivity for pedestrians and cyclists	Local	\$2,800,000	\$2,800,000	1, 2, 4
Smith Island Bike/Ped improvements	Improve safety and connectivity for pedestrians and cyclists	Local	\$1,000,000	\$1,000,000	1, 2, 4
Bicycle Master Plan Implementation	Improve safety and connectivity for Cyclists	Local	\$200,000	\$200,000	1, 2, 4
Riverside Business Park Ped trail	Improve safety and connectivity for pedestrians	Local	\$700,000	\$700,000	1, 2, 4
West/East Marine View Drive Bike-Ped Improvements	Improve safety and connectivity for pedestrians and cyclists	Local	\$500,000	\$500,000	1, 2, 4
47th Street Pedestrian Improvements	Improve safety and connectivity for pedestrians	Local	\$500,000	\$500,000	1, 2, 4
Pigeon Creek No. 1/BNSF Crossing	Improve safety and connectivity for pedestrians	Local	\$925,000	\$925,000	1, 2, 4
Grand Ave./N. Marina Ped-Bike Connection	Improve safety and connectivity for pedestrians and cyclists	Local	\$1,050,000	\$1,050,000	1, 2, 4
Shoreline Access Improvements	Improve safety and connectivity for pedestrians and cyclists	Local	\$2,400,000	\$2,400,000	1, 2, 4

EVERETT COMPREHENSIVE PLAN

Project	Benefit to Everett	Primary Benefit	Total Cost	Cost to Everett	Goal Met
Snohomish River Bike and Ped. Bridge	Improve safety and connectivity for pedestrians	Local	\$9,000,000	\$9,000,000	1, 2, 4
Pigeon Creek Road No. 1 Improvements	Improve safety and connectivity for pedestrians and cyclists	Local	\$1,000,000	\$1,000,000	1, 2, 4
Lowell Snohomish River Rd. Bike/Ped Connection	Improve safety and connectivity for pedestrians and cyclists	Local	\$1,500,000	\$1,500,000	1, 2, 4
Everett Non-Motorized Projects	Improve safety and connectivity for pedestrians and cyclists	Local	\$760,000	\$760,000	1, 2, 4
Riverfront District Bike/Ped Paths	Improve safety and connectivity for pedestrians and cyclists	Local	\$500,000	\$500,000	1, 2, 4
Interurban Trail Bike/Ped Path Improvements	Improve safety and connectivity for pedestrians and cyclists	Local	\$500,000	\$500,000	1, 2, 4
Bicycle Detection Signals	Improve safety and connectivity for cyclists	Local	\$200,000	\$200,000	1, 2, 4
ADA Signals	Improve safety and connectivity for pedestrians with disabilities	Local	\$200,000	\$200,000	1, 2, 4
ADA Ramps	Improve safety and connectivity for pedestrians with disabilities	Local	\$200,000	\$200,000	1, 2, 4
Transit			\$52,750,000	\$28,750,000	
Bus Replacements 2015 - Approx. 6 HD Buses	Transit vehicle upgrades	Local	\$4,200,000	\$4,200,000	1, 2, 4, 6
Bus Replacements 2016 - Approx. 4 HD Buses	Transit vehicle upgrades	Local	\$2,800,000	\$2,800,000	1, 2, 4, 6
Bus Replacements 2016 - Approx. 4 PT Buses	Transit vehicle upgrades	Local	\$600,000	\$600,000	1, 2, 4, 6
Bus Replacements 2017 - Approx. 3 HD Buses	Transit vehicle upgrades	Local	\$2,100,000	\$2,100,000	1, 2, 4, 6
Bus Replacements 2017 - Approx. 8 PT Buses	Transit vehicle upgrades	Local	\$1,200,000	\$1,200,000	1, 2, 4, 6
Bus Replacements 2018 - Approx. 5 HD Buses	Transit vehicle upgrades	Local	\$3,500,000	\$3,500,000	1, 2, 4, 6
Bus Replacements 2018 - Approx. 5 PT Buses	Transit vehicle upgrades	Local	\$750,000	\$750,000	1, 2, 4, 6
Bus Replacements 2019 - Approx. 4 HD Buses	Transit vehicle upgrades	Local	\$2,800,000	\$2,800,000	1, 2, 4, 6
Implementation of State CTR Law	Reduce SOV trips	Local	\$300,000	\$300,000	1, 2, 4, 6
Everett Station Repair and Updates	Station update	Local	\$1,000,000	\$1,000,000	1, 2, 4, 6
Operations Base Relocation and Construction	Provides new and improved operations base	Local	\$30,000,000	\$6,000,000	1, 2, 4, 6
Broadway Corridor Improvements	Safety and connectivity improvements	Local	\$2,000,000	\$2,000,000	1, 2, 4, 6
Safety and Security Enhancements	Safety improvements	Local	\$500,000	\$500,000	1, 2, 4, 6
Corridor Pedestrian Access and Transit Improvements	Improve accessibility for pedestrians to transit	Local	\$1,000,000	\$1,000,000	1, 2, 4, 6