

# PSRC's 2023 Transportation Alternatives Program Application

## Application Type

TAP Project Category - Pedestrian and Bicycle Project

## General Project Information

Project Title	RTP ID#	Sponsor
Interurban Trail Improvements: 167th PI SW to 160 St SW	N/A	Snohomish County
Co-Sponsor	Certification Acceptance?	CA Sponsor
	Yes	

## Project Contact Information

Name	Phone	Email
Ellora Larson	425-312-0603	Ellora.Larson@snoco.org

## Project Description

**Project Scope: Please provide a clear and concise (300 words or less) description of the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.**

The requested grant funds will be used for the Preliminary Engineering (PE) and Right of Way (R/W) acquisitions necessary for the construction of the proposed improvements of the Interurban Trail between 167th PI SW to 160th St. SW. PE has begun, and the county has reached 60% design. The right of way plan has been approved and acquisition will begin once NEPA documentation is complete.

This 0.55-mile-long segment is a missing trail section and consists of nonstandard pedestrian and bike facilities. The proposed improvements will provide a continuous 10 to 12-foot-wide shared use path physically separated from the adjacent roadway by a vertical element such as curb and gutter. This is on the west side of 13th Ave West/Meadow Road and it will integrate with turning automobile traffic at the 164th St. SW intersection.

This project will also provide an improved crossing of 164th Street SW, an important east-west T-2 freight corridor. The improvement to the regional trail incorporates a trail crossing that will accommodate existing and future non-motorized circulation between neighborhoods, shopping areas, activity centers and transit facilities.

**Project Justification, Need or Purpose: Please explain (in 300 words or less) the intent, need or purpose of this project. What is the goal or desired outcome?**

The purpose of this grant is to complete the design to 100% and acquire all the right of way needed for the construction of the trail. Construction will be programmed in the future years as the county secures funding for construction phase.

Completion of PE and R/W phases of this project are necessary steps for this trail improvement project to close

the gap and serve the higher pedestrian and bicycle traffic common in urbanizing areas, as well as to prepare for the planned Sound Transit Light Rail Station, Community Transit's new Swift Orange Line, and the Bus Rapid Transit (BRT) stations that will be built within the vicinity of the trail. Current facilities are also intermittent - segments of sidewalks along parcel frontages as well as striped bike lanes along the two-lane street - and do not meet the Americans with Disabilities Act (ADA) standards. This project will expand access to pedestrians and bicyclists who otherwise might be deterred from using the Interurban Trail due to gap/present lack of facilities. The pathway will also improve accessibility for all by removing barriers for people with disabilities.

The outcome of the project is to provide an all ages and abilities facility for people walking and rolling so they can safely and conveniently access transit and other amenities in the area.

## Project Location

<b>Location</b>	<b>County/Counties</b>
Interurban Trail: 167th PI SW to 160th St SW	Snohomish
<b>Beginning Landmark</b>	<b>Ending Landmark</b>
167th PI SW	160th St SW

### Map and Graphics

f-132-552-18704739\_ZYvLe4JK\_SnoCo\_ProjVicinitMapInterurban167thPISW160thStSW.pdf, f-132-552-18704739\_B8I9aiYa\_SnoCo\_FullVicMapInterurban167thPISW160thStSW.pdf

## Plan Consistency

### Is the project specifically identified in a local comprehensive plan?

No

**If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.**

**If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.**

At present, the Interurban Trail is referenced in the Snohomish County Public Works Transportation Element, amended effective November 29, 2018, on page 49 under Section E. Countywide Nonmotorized Transportation (<https://snohomishcountywa.gov/DocumentCenter/View/6451/Transportation-Element-A-Component-of-the-GMA-Comprehensive-Plan?bidId=>). It is scheduled to be included in the county's TE that will be adopted in 2024. Please see attached document.

The project is consistent with applicable local comprehensive plan policies and provisions. Applicable policies (below) are found on pages 9, 13, and 14 of the Snohomish County Comprehensive Plan (<https://snohomish.county.codes/CompPlan/GPP-TR>). Please see attached document.

TR 2.A.5 - A regionally coordinated system of bikeways and walkways shall be planned to serve the designated centers and transportation centers.

TR 2.B.1 - Access and mobility for transit users and pedestrians without reliance on automobiles shall be enhanced through the design of pedestrian-scale neighborhoods and activity centers.

TR 2.B.2 - High-occupancy vehicle use and alternatives to single-occupancy vehicles shall be promoted in centers through higher density single-family and multi-family developments.

Objective TR 3.A - Plan, design, program, construct, and promote use of nonmotorized transportation facilities in Snohomish County in cooperation with WSDOT and the cities.

TR 3.A.3 - A safe system of bicycle and pedestrian facilities shall be planned for, tying together residential areas, schools, recreation areas, business areas, transit stops and transfer points, and centers.

## Federal Functional Classification

Federal Functional Classification	Rural Functional Classification	Urban Functional Classification
		Minor Collector

## Support for Centers

**Describe how the project will support the existing and planned housing/employment densities in the center.**

The project is located in the county's 164th Street SW UGA countywide center, which is the fastest growing UGA in Snohomish County and the region. This center is a pedestrian and transit-oriented area with a mix of high-density residential, office and retail uses, and community facilities. The Interurban Trail is the major north-south bicycle and pedestrian corridor connecting this urban center with the 128th street urban center and the Lynnwood regional growth center.

Plans for this countywide center are for high density, transit-oriented development. Under the Growth Management Act Comprehensive Plan (GMACP), the SW UGA is expected to absorb growth in Snohomish County by 2044 as follows.

- Population: 45% increase (approximately 225,000 new residents)
- Employment: 55% increase (approximately 120,000 new jobs)
- Housing units\*: 36% increase (approximately 64,000 new units)

\* Based on projections for 2035

To realize this high-density development in this urban center, it is necessary to build out bicycle and pedestrian connectivity required to fulfill the plan.

**Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center**

This Trail Improvement Project is located in the 164th St. SW UGA countywide center which is the fastest growing UGA in Snohomish County and the region. More specifically, the project is located in Township 27 North, Range 4 East, Sections 2 and 11, W.M. in south Snohomish County west of Martha Lake and between the cities of Lynwood and Mill Creek. This trail connects to and crosses 164th Street SW which is a high-capacity transit corridor. It will serve a planned Light Rail Station just east of I-5 which is scheduled to open in 2037. It will also serve Community Transit's Swift Orange Line which is expected to begin service in 2024. The trail will connect residents and commuters to bike facilities on 164th Street SW (to the east of the trail), sidewalks on 164th Street SW over I-5, the Ash Way Park & Ride, the bus routes that serve the Park & Ride as well as the bus stops near the trail crossing. The project is on the Countywide Bicycle Facility System. Please see attached document.

## Category-Specific Criteria: Pedestrian and Bicycle Projects

**Describe how the project extends or completes a regional or local pedestrian and bicycle system, and/or adds facilities to an existing pedestrian and bicycle system or network.**

This trail segment will fill in a gap in the Interurban Trail, one of the longest trails in the region. It connects surrounding communities to park and rides, future bus rapid transit stops, a future light rail station, and green spaces such as McCollum Park, Lake Ballinger, and Martha Lake (which is closest to the proposed improvement). It will benefit a variety of users by providing an alternative form of transportation and integrates both active transportation and transit access by eliminating the gap in the trail and making the north-south route ADA accessible so people of all ages and abilities can access facilities, employment, businesses, residential and recreational areas.

In addition, improvements to create a continuous Interurban Trail are timely given that plans are underway to make North Creek Trail part of a regional system that will connect the Sammamish River and Burke-Gillman trails with the Interurban Trail in Everett.

The Project Vicinity Map, overall Snohomish County Interurban Trail Map, and the Bicycle Facility Map are attached.

**Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.**

Overall, this project fills the gap between 167th PI SW and 160th St. SW of the Interurban Trail, making it a continuous route. It also contains elements that are conducive to residents with disabilities. ADA compliant features include ramp slopes, wide non-motorized travel lanes, surface material favorable to wheelchair and walker use, and others as appropriate as well as consistent with current design standards.

**Describe the connections to transit stops and stations provided by the project, including bus, rail, ferries, etc.**

The project will intersect with the 164th St. SW east-west corridor to provide a connection to the Ash Way Park & Ride located on the west side of I-5 and served by 17 bus routes operated by Community Transit and Sound Transit. There are two existing Community Transit routes that operate on 164th Street SW corridor. Route 115 provides service between the Park & Ride at McCollum Park and Aurora Village; route 116 provides service between Edmonds Station and Silver Firs. The project will improve non-motorized access to the forthcoming Community Transit Swift Orange Line, scheduled to begin service in 2024 and connect with the Lynwood City Center light rail station. The trail will provide access for a future Sound Transit Light Rail station to be located near 164th Street SW and I-5.

**Describe the anticipated level of public usage within the community and how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.**

This project will benefit a variety of users by providing an alternative form of transportation to access facilities, transit stops, park and rides, and employment opportunities; including along the busy 164th Street SW Corridor in the County's fastest growing SW Urban Growth Area. The project integrates both non-motorized mobility and transit access. By making this segment ADA accessible, the benefits are magnified by providing access to potential users who are currently limited from such access. In addition, connecting a variety of centers, including educational and employment opportunities, will contribute to SOV commute trips. The project enhances convenient and healthy options for errands, recreation, and social and medical services which are available in regional and local centers.

**Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.**

Completion of the Interurban Trail is necessary component to ensure successful development and growth of the 164th urban center.

This area is the heart of the county's high density, transit-oriented development. It is highly served by transit and increasingly so once the Orange Line and light rail are in place. In turn, the implementation of these two new transportation options will serve as impetus for more high-density redevelopment.

Given increasing density, bicycle and pedestrian transportation becomes more important as alternatives to congested roadways. At present, 164th St. SW is the most congested roadway in the Snohomish County system. It is at ultimate capacity which means that the county will not widen this roadway further due to environmental and community impacts.

## Category-Specific Criteria: Equity

### Section 1

**Identify the population groups to be served by the project, i.e., people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English Proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations.**

The trail, including the project area, is open to all members of the public, including the populations of focus specifically identified for this question. In terms of Snohomish County residents as potential trail users, the U.S. Census Bureau current quick facts as of 7/18/23 lists Snohomish County's overall population as approximately 840,100. Of this: 21.8% under 18 years; 15.0% 65 years and older; White alone 73.8%; 4.2% Black or African American alone; 1.6% American Indian and Alaska Native alone; 14.2% Asian alone; 0.7% Native Hawaiian and Other Pacific Islander alone; 5.4% Two or More Races; 11.6% Hispanic or Latino; 49,300 veterans; 7.2% Persons in poverty; and 8.1% with a disability under age 65 years.

Within a one-half-mile buffer around the missing trail segment, there are approximately 14,000 people within ten U.S. Census block groups, and 25,500 people within four U.S. Census tracts. More than 60 percent of persons within these four Census tracts identify with a race other than white, and 75.9 percent identifying with a race other than white with one tract. Percentages of populations within a block group that has an income at or below the poverty line range from 2.11% to 17.09%. For limited English proficiency (LEP) populations, only Asian

speaking respondents meet or exceed the Safe Harbor Provision threshold of 5% or 1,000 individuals at the block group level, with Mon-Khmer, Cambodian; Korean; Vietnamese; Chinese; and Tagalog as the most common languages at the tract level available U.S. Census Bureau data. Sources for these findings are based on demographic analysis conducted for core state and federal Title VI of the Civil Rights Act compliance work using U.S. Census Bureau, American Community Survey, and the Washington Office of Superintendent Public Instruction (OSPI) data sets.

The proposed trail segment crosses a T-2 Freight Route at 164th St. SW, and a T-1 Freight Route to the immediate west along I-5 according to PSRC's Interactive Web Map. That same map shows the trail segment in a moderate PSRC Opportunity Index, with low to very high PSRC Opportunity Indexes around it in all directions; and as for PSCAA's Community Air Tool data, it shows the proposed trail segment below 164th St. SW within an Air Quality Focus Community, and the segment north of 164th St. SW outside of any Air Quality Focus Communities.

**Identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.**

On a project vicinity, county, and regional basis, all trail users are subject to more injuries or fatalities by having to get off of the established trail and figure out how they are going to safely get through the 0.55-mile segment that has no established trail, including crossing the T-2 Freight Route at 164th St. SW. With the missing trail segment, potential trail users may also choose not to use the trail at all because of concerns with the missing segment, and this in turn limits their relatively free/low-cost commute and recreational travel options.

**Describe how the project addresses those disparities or gaps and benefits the population groups identified under Step 1.**

This project will provide trail users with a missing link trail connection to accommodate both existing and future non-motorized circulation between shopping areas, activity centers, and transit facilities, and for recreational purposes. It will contribute to low-cost travel options as well as reducing safety risks resulting from gaps in the trail which includes a crossing of a T-2 Freight Route. Completing the trail segment provides a more viable option for people to commute using the completed trail instead of motorized travel. The project also supports physical fitness and exercise. All of this contributes to community resiliency.

## Section 2

**Describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.**

Snohomish County Public Works held a five project Lynnwood area open house on Oct. 12, 2022. This project was among those featured. Documents made available at the meeting included the following:

- Five project FAQ
- Displays
- Mailer
- Provide Feedback survey (closed Oct. 26, 2022)

Approximately 3,000 postcard mailers with information on the project and invitation to a public meeting/open

house. The event was attended by about 50 members from the public, and 1,56 (COMMA?) people signed up for email updates on the project. Additional information was provided, questions were answered, and the event also served as a listening session to the feedback from members of the public. Approximately 29 people respond to the survey at the open house or online.

**Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.**

As noted previously a survey was conducted at the event and online. Overall, the responses were general in nature. Of the 29 responses received, 14 had comments specific to the Interurban Trail Improvement project. These were communicated with the project manager and will be analyzed and taken into consideration during the design phase.

### Section 3

**Is the project in an area of low, medium, or high displacement risk?**

Both low and moderate, depending on location.

**If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks.**

According to PSRC's Displacement Risk Map, the proposed trail segment north of 164th St. SW is a "Lower" displacement risk, and the segment south of 164th St. SW is a "Moderate" displacement risk. Not completing the missing trail segment could potentially contribute to displacement by limiting safe, accessible, and convenient travel options.

### Category-Specific Criteria: Safety and Security

**Describe how the project addresses safety and security.**

This Trail Improvement Project will help address safety by:

- Grade separation of the trail to provide space between pedestrians and bicyclists and the roadway (ie., physically separating trail users from moving traffic with vertical separation such as curb and gutter)
- Upgrading ADA compliant facilities
- Reducing midblock crossings by having facilities on one side of the roadway
- Integrating traffic movement at the 164th St. SW intersection crossing

**Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or adding or improving facilities for pedestrian and bicycle safety and comfort.**

The project will improve non-motorized safety and mobility by providing a continuous, grade-separated trail section for pedestrians and bicyclists. The improvements will allow bicyclists to have easier access to pushbuttons to activate the signal at 164th St SW. As previously described, the project will upgrade ADA

facilities and reduce midblock crossings by having facilities on one side of the roadway.

**Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?**

The county has produced the Snohomish County Road Safety Plan, a blueprint to reduce roadway crashes in an objective and data-driven way that aligns with the Washington State Department of Transportation (WSDOT) Target Zero plan.

The county’s road safety plan encourages a safe system approach to road safety by separating users in time and in space where possible. This project will provide greater separation of bicyclists from motor vehicles by removing bicyclists from the roadway and eliminate several conflict points at the intersection of 164th St SW as well as eliminating unenhanced and informal mid-block crossing locations where bicyclists have to cross over from the trail on the west side of 13 AVE W and Meadow Road to access the bike lanes on the east side of the road. The project will separate bicyclists from motorists in time by allowing them to cross 164th Street SW on a bicycle and pedestrian phase instead of at the same time as motor vehicles during a vehicle phase. The county will be able to better implement a leading interval (advanced phase) for pedestrians and bicyclists which is a proven active transportation safety measure.

**Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.**

The proposed improvements would fill a gap and provide a continuous shared use path that is separated from the roadway by curb and gutter, separating trail users from moving vehicles. By doing this, the project will improve the safety of this non-motorized option to transit-oriented area with high-density residential, office and retail uses, and community facilities.

**PSRC Funding Request**

<b>Has this project received PSRC funds previously?</b>	<b>Please provide the project's PSRC TIP ID.</b>
No	

**PSRC Funding Request (cont.)**

<b>Phase</b>	<b>Year</b>	<b>Amount</b>
PE/Design	2024	\$255000
Right-of-Way	2025	\$1210000
		\$

**Total PSRC Funding Request: \$1465000**

**Total Estimated Project Cost and Schedule**

**Planning Phase**

<b>Fund Type</b>	<b>Fund Source</b>	<b>Funding Status</b>	<b>Amount</b>
			\$
			\$



			\$
			\$
			\$

**Total Planning Phase Cost: \$0**

**Expected year of completion for this phase:**

### Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Secured	\$50000
Federal	TAP(PSRC)	Unsecured	\$255000
			\$
			\$
			\$

**Total Preliminary Engineering/Design Phase Cost: \$305000**

**Expected year of completion for this phase: 2027**

### Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Unsecured	\$1210000
Local	Local	Secured	\$210000
			\$
			\$
			\$

**Total Right of Way Phase Cost: \$1420000**

**Expected year of completion for this phase: 2027**

### Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Other State	Unsecured	\$2300000
			\$
			\$
			\$
			\$

**Total Construction Phase Cost: \$2300000**

**Expected year of completion for this phase: 2029**

### Other Phase

Fund Type	Fund Source	Funding Status	Amount
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			\$
			\$
			\$
			\$
			\$

**Total Other Phase Cost:** \$0

**Expected year of completion for this phase:**

## Project Summary

<b>Total Estimated Project Cost:</b>	<b>Estimated Project Completion Date (month and year):</b>
\$4025000	December, 2030

## Financial Documentation

**Please enter a description of your financial documentation in the text box below.**

For PE and RW

- Secured funding: local funds as identified in the TIP

- Unsecured funds: TAP grant request

For CN

- Unsecured funds: Local funds through application to WSDOT bike/pedestrian program

**Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.**

f-132-346-18704739\_E7mDQG3w\_SnoCo\_Draft2024-

29ProjectedTIPInterurban167thPISW160thStSW\_July2023.pdf, f-132-346-

18704739\_yddtwFc8\_SnoCo\_TIPInterurban167thPISW160thStSW\_Nov2023.pdf

## Project Readiness

### Preliminary Engineering/Design

**Are you requesting funds for ONLY a planning study or preliminary engineering?**

No

**What is the actual or estimated start date for preliminary engineering/design?**

November, 2020

**Is preliminary engineering/design complete?**

No

**What was the date of completion (month and year)?**

March, 2027

**Have preliminary plans been submitted to WSDOT for approval?**

No

**Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**

Project Milestones:

- 30% design complete (Design Report)
- RW plan approved by Council
- RW funding estimate completed

Please note that there is an overlap with both PE and Right of Way (R/W) phases. As context:

- Right of way plans are prepared after the PE has reached 30% design.
- Once the right of way plan is approved by the Snohomish County Council, the appraisal process begins.
- At the same time, the project design moves forward to 60% PS&E and concurrently with the start of the NEPA process.
- Then, R/W acquisition phase begins after approval and review by WSDOT.

Snohomish County will be ready to obligate PE funds by 6/1/2024 or sooner once the project is added to the STIP. After the project is federalized, the county can move forward with NEPA documentation for obligating R/W by 6/1/2025.

**When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.**

March, 2027

## Environmental Documentation

**What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project? For more information on NEPA requirements, please refer to WSDOT's [Local Agency Guidelines Manual](#).**

Categorical Exclusion (CE)

**Has NEPA documentation been approved?**

No

**Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**

January, 2025

## Right of Way

**Will Right of Way be required for this project?**

Yes

**What is the actual or estimated start date for right of way (month and year)?**

June, 2022

**What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)? If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.**

June, 2023

**Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits. Refer to [Chapter 25 of WSDOT's Local Agency Guidelines Manual](#) for more information.**

RW acquisition is required from 8 parcels. Temporary construction easements (TCEs) are needed from 15 parcels.

Both TCE and RW acquisitions are expected to begin after NEPA approval in 2025.

County has completed right of way and has been approved by the Council. An initial funding estimate has also been completed. R/W acquisition will begin once the NEPA approval is completed.

**What is the zoning in the project area?**

The west side of 13th Ave W (from 167th Pl SW to 164th St SW) has a zone classification of Urban Center (UC).

The west side of Meadow Rd (from 164th St SW to 160th St SW) has a zone classification of Urban center (UC), Multiple Residential (MR), and R-7, 200 (Residential Development)

**Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**

Snohomish County regularly acquires property due to its emphasis on Growth Management Act (GMA) compliance, Complete Streets policies, and requirements for federal funded projects. In addition, a minimum of 12-18 months is typically added to the RW schedule to allow time for possible condemnations. Time is also factored in for the certification process by WSDOT/FHWA.

For this project, the property acquisitions will be completed, adhering to the Uniform Act (UA) for the fair and equitable compensation of property owners and tenants. No business or residential relocations are required on this project.

**Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**

Yes

**If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**

**In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if applicable. Sponsors should assume a minimum of one year to**

**complete the ROW process, longer if there are significant or complex property purchases.**

- Approved: R/W plan by County Engineer and Council
- Completed: true cost estimate of right of way
- Not required: relocation plan
- Right of way acquisition: September 2026
- Right of way certification: December 2026

## Construction

**Are funds being requested for construction?**

No

**Do you have an engineer's estimate?**

**Please attach the engineer's estimate.**

**Identify the environmental permits needed for the project and when they are scheduled to be acquired.**

**Are Plans, Specifications & Estimates (PS&E) approved?**

**Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?**

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**When is the project scheduled to go to ad (month and year)?**

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## Other Considerations

**Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.**

The unincorporated Lynnwood area is one of the most densely populated areas of Snohomish County, and one that is a significant retail engine in the county. Given the significance of this area, Snohomish County has taken a comprehensive and strategic approach to meet traffic and pedestrian demands in the surrounding unincorporated area. This project was one of five featured at the Oct. 12, 2022, open house in Lynnwood. The four others included Alderwood Mall Parkway Corridor, Ash Way Corridor, 36th/35th Ave W Improvements, and 164th St SW Overlay. The Interurban Trail Improvements project is an integral component of this and for the success of this multi-pronged approach.

In addition, this is one of the only three remaining on-street gaps left on the interurban trail in unincorporated Snohomish County. The Cities of Everett, Lynnwood, Edmonds and Mountlake Terrace have made significant improvements to the trail - mostly through grant funded projects - over the last ten years. Experience from these projects, anecdotally and otherwise, indicates that this type of trail improvement contributes to sense of community and by association, community safety given that it encourages residents to be out and about, using the trail for recreational and other purposes.

This aligns with a recommended policy and program countermeasures within the county road safety plan to implement placemaking in traffic safety initiatives:

“Launch a countywide initiative to treat streets as places by incorporating permanent placemaking efforts (public art, green infrastructure, and neighborhood amenities) into traffic safety initiatives. Prioritize the HIN (expand) and areas with high numbers of vulnerable users. Placemaking initiatives can include active streets, reduced speeds and other features that encourage safe driving and increase visibility of pedestrian and bicycle roadway users.”

- Policy/program #5, pg. 41 of the December 2021 Snohomish County Safety Plan

The project also contributes to preservation of the area's history of the area. From 1910 to 1939, a Seattle-to Everett interurban trolley operated on the route generally followed by the Interurban Trail today.

**Describe the public review process for the project and actions taken to involve stakeholders in the project's development.**

As noted previously, Snohomish County Public Works held a five project Lynnwood area open house on Oct. 12, 2022, to engage the public and other interested parties. This project was one of the five highlighted at this event.

A survey was conducted at the event and online. Of the 29 responses received, 14 had comments specific to the Interurban Trail Improvement project:

-Thanks for the bike lane

- Like that you are providing a better connection in this gap portion of the trail. Can someone please clean up the existing trail of garbage and the homeless encampments?

- Yes! I like taking walks along the trails.

- Yes! Please continue to improve the Interurban Trail! The safer and more complete this trail becomes, the more it will be used.

- The project will provide better access for those with shopping carts to their urban campgrounds.

- A connection to the west side of I-5 is needed.

- Yes please.

- The trail on this side on the mall has always been really sad in terms of continuity. Streamlining the way-finding process and creating full blown planter box protected bike lanes will make the trail a far more appealing route for new, casual and seasoned cyclists alike as a connection between the mall, Martha Lake and Mill Creek.

- This should be seen in the context of an overall plan to provide continuity of the Interurban trail from where it ends at the back of Target. The county should be working to develop a plan to provide a segregated crossing of I-5. The existing Maple Road over-crossing of I-5 has the following issues a) no shoulder (b) high curb (c) high volume of traffic (d) is uphill. The county should explore alternative crossings of I-5 to connect to the trail on the east side of the Interstate. The present arrangement on Maple is dangerous and unappealing to all but the most experienced cyclists.

- YES! Please add auto detection for bike users like Seattle is doing that show you have activated the signal and give more priority to non-motorized users. Hopefully minimum 12' width?

- This would provide clarity to bicycle riders unfamiliar with this portion of the trail. I recently escorted an unfamiliar rider through this section. Traffic volume and speed necessitate improvements for this section so both drivers and bicycle riders can be more confident they are being safe and following the proper routes.

- IU Trail: this bypass would be SO nice. IU is often interrupted by street crossings. This is true in Seattle as well as SnoCo. 164th is a nightmare (more on that in another tweet) and crossing it requires transitioning between crosswalk and bike lane, inc. risk.

- Again, this safety improvement for cyclists is overdue and much appreciated.
- Please prioritize this.

In addition, for these five projects, there has been ongoing communication and collaboration with cities and tribes, the state, PSRC, and interested stakeholder groups - including schools, Parks and Recreation, and utilities - as appropriate to develop planned improvements for bicycle and pedestrian facilities that connect with adjacent jurisdictions, residential and employment areas, community and regional destinations, schools, and public transit services.

**Please upload any relevant documents here, if they have not been uploaded previously in this application.**

f-132-480-18704739\_nOi3Z77l\_SnoCo\_BicycleFacMapInterurban167thPISW160thStSW.pdf, f-132-480-18704739\_F4tZpLv6\_SnoCo\_BicycleFacMapZoomInterurban167thPISW160thStSW.jpg, f-132-480-18704739\_VI2RUCke\_SnoCo\_SafetyPlanPolicyInterurban167thPI160thPISW\_Dec2021.pdf

## End of the Application

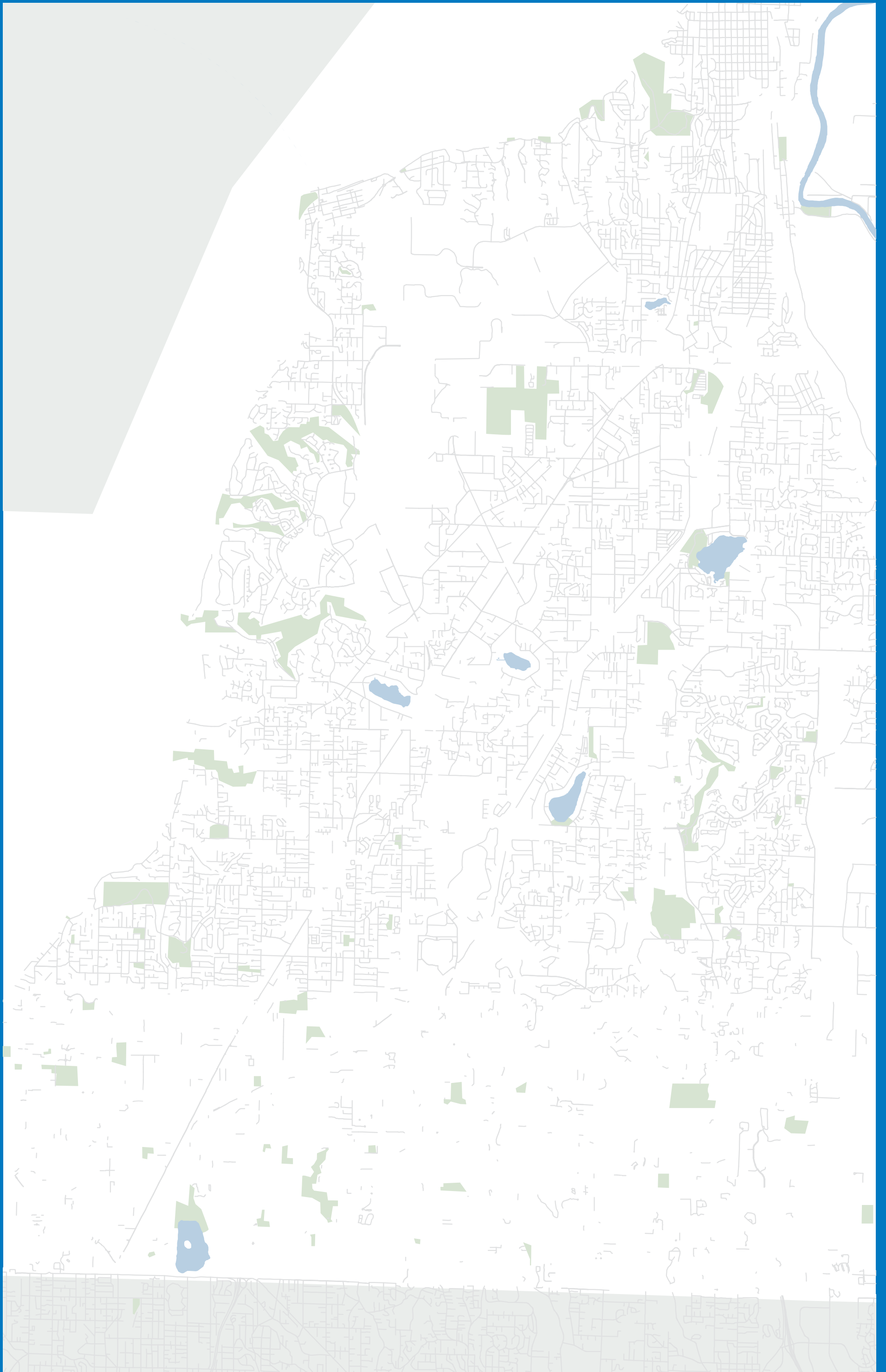
NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Nick Johnson at [njohnson@psrc.org](mailto:njohnson@psrc.org) to have it returned to you.











# INTERURBAN TRAIL

**LEGEND**

**Bicycle/Pedestrian Trail**

- Paved Trail
- On Street Bike Lane
- Unpaved Trail

**Trailhead**

**Bike/Pedestrian Under or Overpass**

**Ferry Terminal**

**Park & Ride / Transit Center**

**Transit Center (no parking available)**

**Swift Bus Rapid Transit Line**

**Swift Station**

**Bus Route 270**

**Train Station**

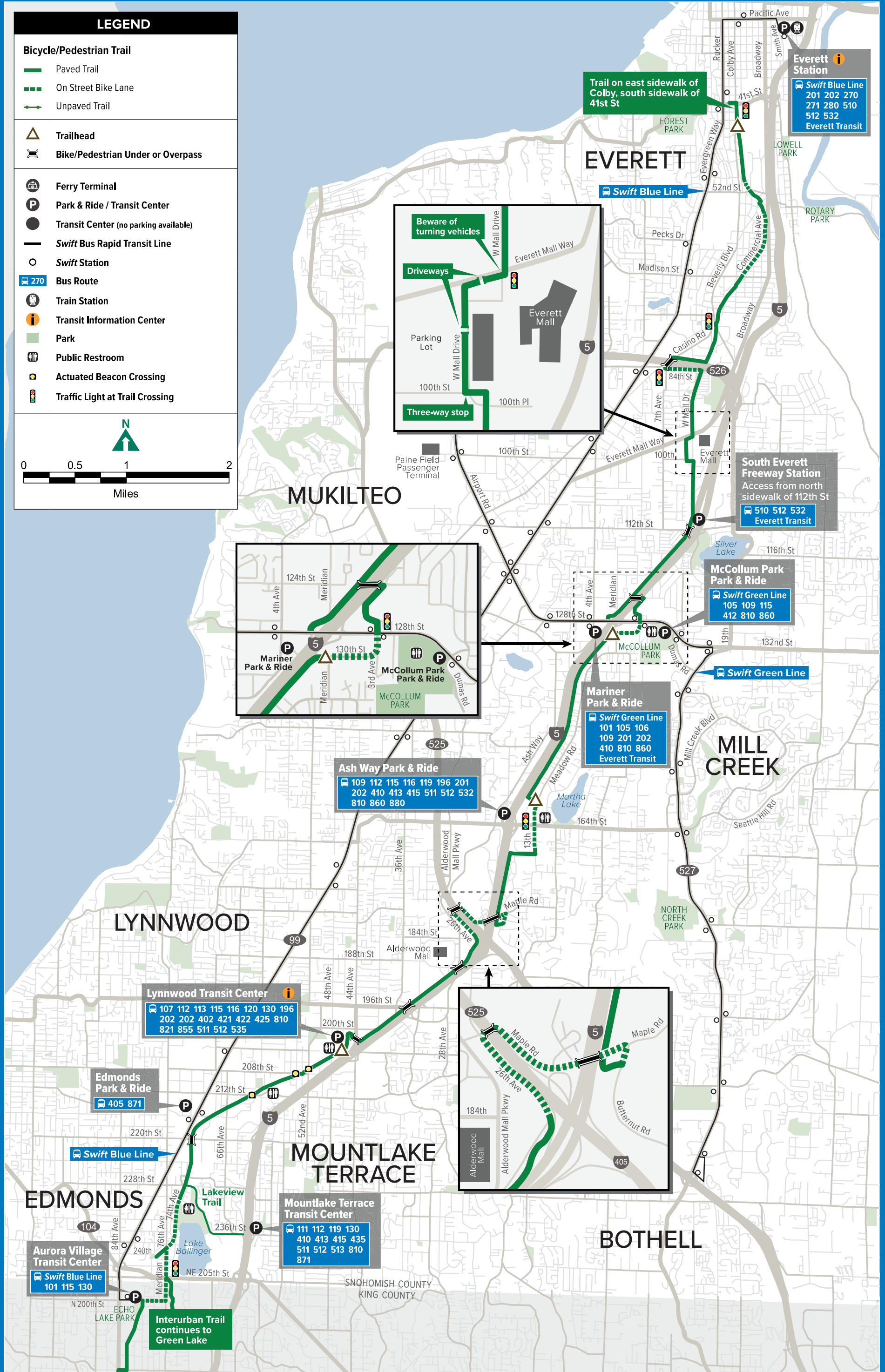
**Transit Information Center**

**Park**

**Public Restroom**

**Actuated Beacon Crossing**

**Traffic Light at Trail Crossing**



# Frequently Asked Questions

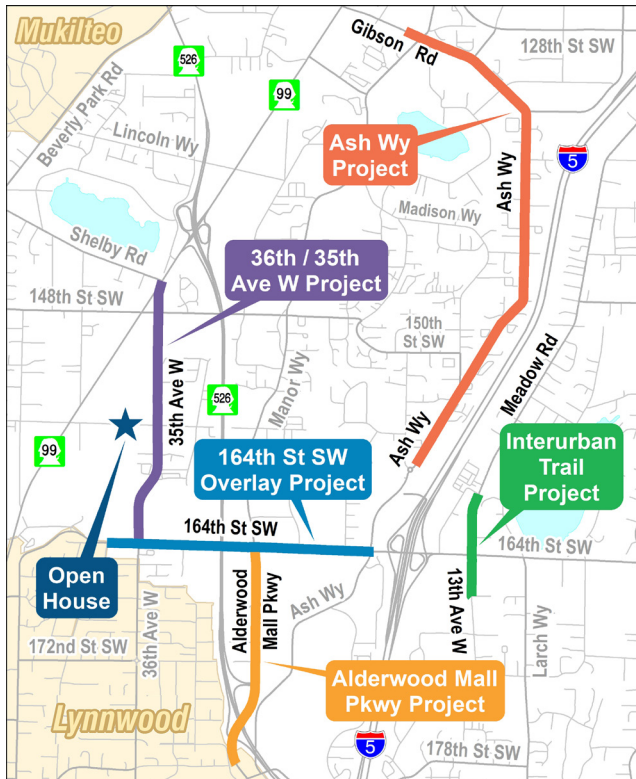
Road & Trail Improvement Projects Coming to the Lynnwood Area | Open House October 12, 2022



Question	Alderwood Mall Pkway Corridor	Ash Way Corridor	Interurban Trail Impr.	36th/35th Ave W Impr.	164th Ave SE Overlay
Where is the project located? (See map on back for details.)	Road improvements will extend from the 16800 block to the SR 525 northbound ramps.	Road improvements will extend from Admiralty Way/ Gibson Rd to the roundabout at 18th Ave W.	The new section of trail will extend from 160th St SW to 167th Pl SW on the west side of Meadow Rd/ 13th Ave W.	Road improvements will be between 164th St SW to Hwy 99.	The overlay will extend from Spruce Way to Ash Way.
Why are you doing this project?	The unincorporated Lynnwood area is one of the most densely populated areas of Snohomish County. Lynnwood is also a significant retail engine in the county and is expecting the arrival of light rail service in 2024. To meet traffic and pedestrian demands in the surrounding unincorporated area, Snohomish County Public Works is planning these projects.				Overlay will extend the useful life of the roadway and provide a smoother drive for vehicles.
What are the project improvements?	The project would widen the road to five lanes, including a center turn lane, raised bike lanes, sidewalks, gutters, curbs, drainage facilities, three fish passage culverts, and new traffic signals at the SR 525 northbound ramps intersection. Snohomish County is also planning to overlay Alderwood Mall Parkway from 164th St SW south to the Lynnwood city limits.	Improvements include widening the road to three lanes, adding pedestrian and bike facilities, improving intersections, and adding stormwater treatment facilities.	This project will construct trail improvements for approximately 0.5 mile on the west side of Meadow Rd/ 13th Ave W.	Planned improvements include adding a two-way center turn lane, sidewalks, bike lanes, bus pullouts, streetlights, landscape features, and stormwater drainage facilities.	Improvements include overlaying asphalt, upgrading curb ramps to ADA standards and installing conduit for future Accessible Pedestrian Signals (APS) installation.
How much is the estimated construction cost?	\$13 million	Phase 1 & 3: \$28 million; Phase 2: \$14 million	\$2.7 million	\$9 million	\$2.6 million

(continued on back)

Question	Alderwood Mall Pkwy Corridor	Ash Way Corridor	Interurban Trail Impr.	36th/35th Ave W Impr.	164th Ave SE Overlay
Will right of way need to be acquired for this project?	Yes. The right-of-way plan is not yet approved by Snohomish County Council.	Yes. The right-of-way plan is not yet approved by Snohomish County Council.	Yes. The right-of-way plan is not yet approved by Snohomish County Council.	Right-of-way for this project is in the process of being acquired.	No right of way is needed for this project.
What is the timeline for this project?	This project is in the design phase and construction is scheduled to begin in 2024.	Construction for Phase 2 is tentatively scheduled for 2027-2028, contingent upon permit approval and funding availability. Construction for Phase 1 and 3 will be determined based on funding availability.	This project is in the design phase and is scheduled to go to construction in 2025, pending funding availability.	Construction is scheduled to begin in spring 2023.	Construction is scheduled to begin in spring 2023.



### Learn More!

More information about each project is available on the project webpages. To be notified of project updates, sign up under “Stay Informed” in the right sidebar on each page.



**Alderwood Mall Parkway Corridor:**  
[snohomishcountywa.gov/5494](https://snohomishcountywa.gov/5494)



**Ash Way Corridor:**  
[snohomishcountywa.gov/2694](https://snohomishcountywa.gov/2694)



**Interurban Trail Improvements:**  
[snohomishcountywa.gov/5872](https://snohomishcountywa.gov/5872)



**36th/35th Ave W Improvements:**  
[snohomishcountywa.gov/659](https://snohomishcountywa.gov/659)



**164th St SW Overlay:**  
[snohomishcountywa.gov/6123](https://snohomishcountywa.gov/6123)

### Questions?

Email [ROAD@snoco.org](mailto:ROAD@snoco.org)

Call 425-388-ROAD (7623)

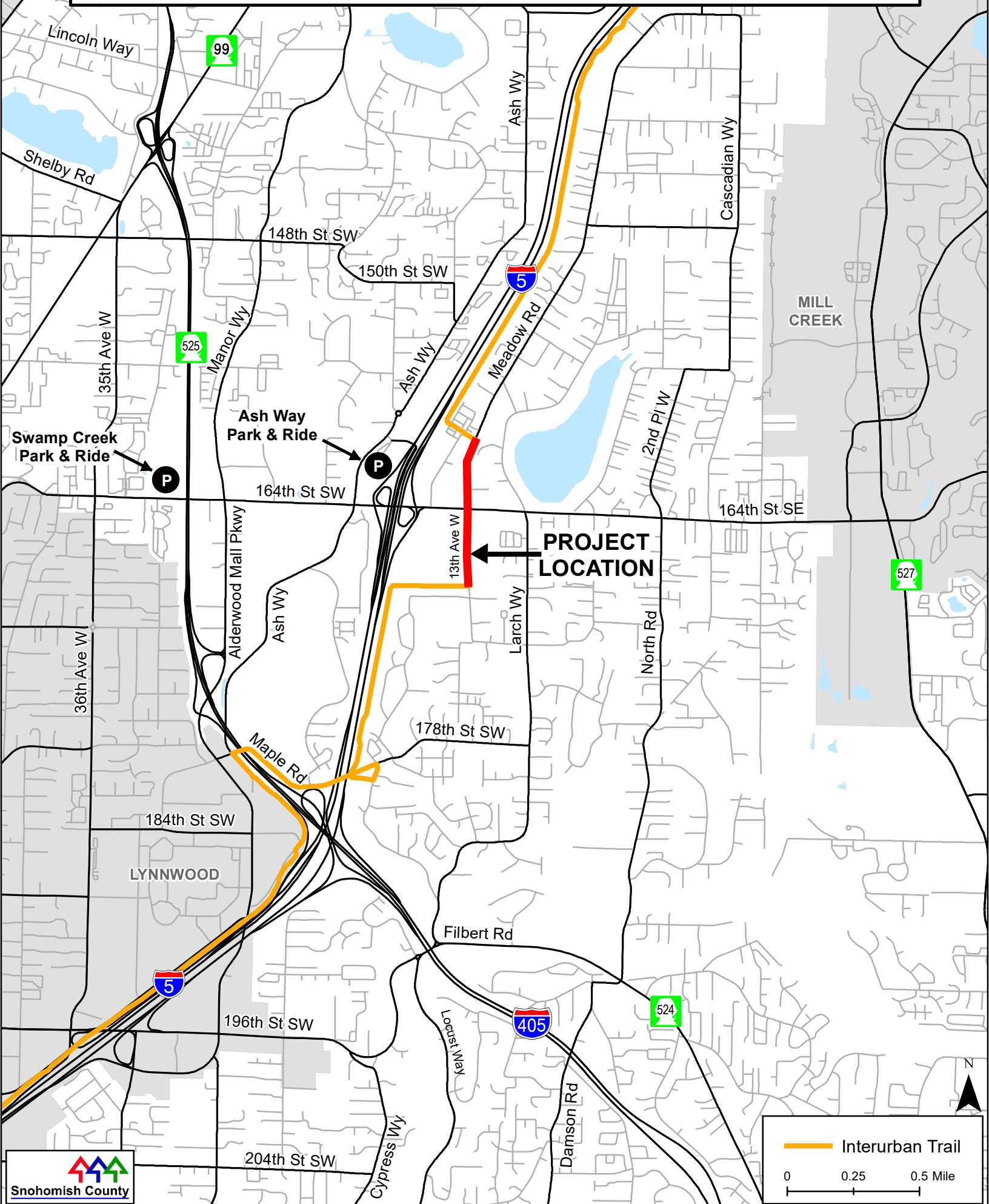
### Provide Feedback

Use the online form to provide us with your comments on these projects:

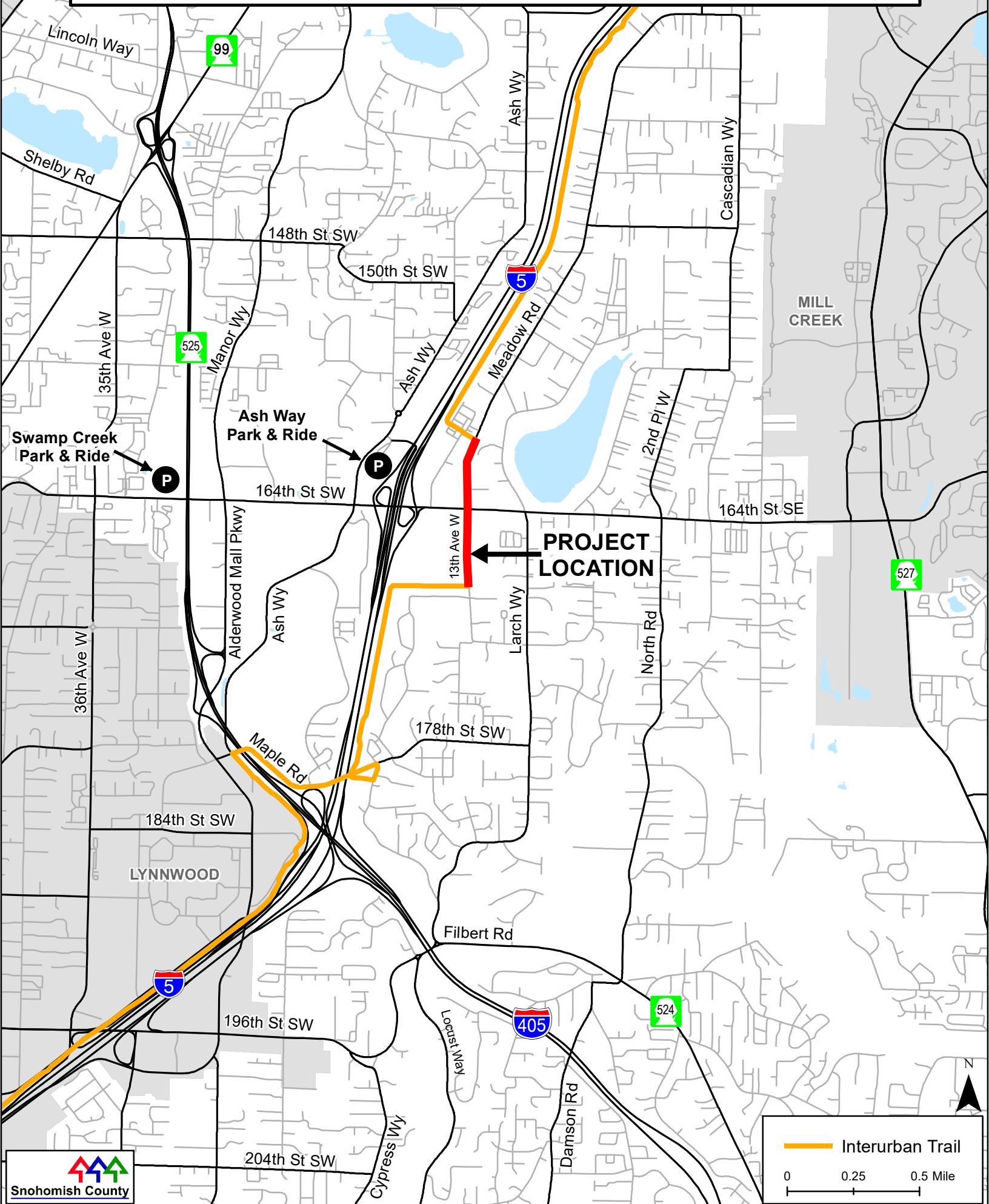


[bit.ly/LynnwoodSurvey2022](https://bit.ly/LynnwoodSurvey2022)

# Interurban Trail Improvements: 160th St SW to 167th PI SW



# Interurban Trail Improvements: 160th St SW to 167th PI SW





The cover features a dark blue background with two large, semi-transparent, golden-yellow circular images. The left image shows a road curving through a forest. The right image shows a bus on a city street. White dashed lines with arrowheads are overlaid on these images, suggesting movement or direction.

# Snohomish County Road Safety Plan

December 2021

**Snohomish County**

3000 Rockefeller Ave  
Everett, WA 98201

FEHR & PEERS

# Placemaking in Traffic Safety Initiatives

Timeline: Ongoing | Context: Countywide

Applied to vulnerable areas, including the HIN corridors

05

Launch a countywide initiative to treat streets as places by incorporating permanent placemaking efforts (public art, green infrastructure, and neighborhood amenities) into traffic safety initiatives. Prioritize the HIN and areas with high numbers of vulnerable users. Placemaking initiatives can include active streets, reduced speeds and other features that encourage safe driving and increase visibility of pedestrian and bicycle roadway users.

## Lead Agencies

- Public Works
- County Planning and Development Services

## Partner Agencies

- Local City Departments (Mayor's office, City Councils, etc.)
- Chambers of Commerce
- Community-Based Organizations
- Private Mobility Providers
- Community Transit
- Washington State Traffic Safety Commission

## Best Practices Resources

- Behavior Change Campaigns to Improve Traffic Safety Toolkit [🔗](#)
- Countermeasures that Work, 9th Edition [🔗](#)

## CRF/Effectiveness

### CTW (Countermeasures that Work)

#### Rating:



- Conspicuity Enhancement

## Safe System Element

Safe Roads Safe Road Users Safe Speeds Safe Vehicles

## Crash Type

Fixed Object Pedestrian Roadway Departure Entering at Angle  
Vehicle Overturned Left Turn Head On All Other Rear End  
Bicyclist Sideswipe Parking Related Right Turn

## Crash Profile

01 02 03 04 05 06 07 08 09 10

## Special Considerations

Education Emerging Technology Equity

## Funding Sources

- General Funds
- Public/Private Partnerships; User Fees

## Pair with

- 01 Education & Public Awareness Campaigns
- 02 DUI Deterrence
- 03 DUI Prevention
- 04 State Policy on Enforcement Cameras
- 05 Placemaking in Traffic Safety Initiatives
- 06 Safe Speeds Education Campaign
- 07 Neighborhood Slow Zones
- 08 Education Campaign for Youth
- 09 Educate Businesses on HIN
- 10 Driver Re-Education Course
- 11 Safe Routes to School
- 12 Enforcement Priorities Mandate



<b>C.00.79</b> XC0079	<b>39 Ave SE Sidewalk: 228 St SE to 226 St SE</b>	TSA E	Cncl Dist 4	Type 32	LFC 16	FFC 16	Mgr SG	Construct 900 LF sidewalk on the west side of 39th Ave from 228th St to 226th St.
	<b>2023-2028</b>		<b>2023</b>	<b>2024</b>		<b>2025</b>		<b>2026-2028</b> PE CE CN
	County	139						139
	TDM/EE	12						12
		151						151
<b>C.00.80</b> XC0080	<b>Damson Rd Sidewalk at 213 St SW</b>	TSA F	Cncl Dist 4	Type 32	LFC 17	FFC 17	Mgr SG	Construct 300 LF sidewalk on the east side of Damson Rd from 214th St to 213th St.
	<b>2023-2028</b>		<b>2023</b>	<b>2024</b>		<b>2025</b>		<b>2026-2028</b> PE PE CE CN
	County	490						490
		490						490
<b>C.01.01</b> 1502	<b>Pedestrian Facility Feasibility Studies</b>	TSA N/A	Cncl Dist All	Type 32	LFC All	FFC All	Mgr SG	Preliminary pedestrian facility feasibility studies.
	<b>2023-2028</b>		<b>2023</b> PE	<b>2024</b> PE		<b>2025</b> PE		<b>2026-2028</b> PE PE PE
	County	180	30	30		30		90
		180	30	30		30		90
<b>C.09.03.02</b> 1595	<b>Transportation Demand Management on Regional Corridors</b>	TSA D/F	Cncl Dist 2,3,4,5	Type 24	LFC N/A	FFC N/A	Mgr NH	Corridor TDM on 5 corridors to reduce trips, reduce emissions, and improve mobility.
	<b>2023-2028</b>		<b>2023</b> CN	<b>2024</b>		<b>2025</b>		<b>2026-2028</b>
	CMAQ	88	88					
	TDM/DD	7	7					
	TDM/FF	7	7					
		102	102					
<b>C.41</b> 1778	<b>Interurban Trail Improvements: 167 PI SW to 160 St SW</b>	TSA N/A	Cncl Dist 4	Type 32	LFC 17	FFC 17	Mgr OF	Construct missing links in Interurban Trail along Meadow Rd and 13 Ave W, between 160 St SW and 167 PI SW.
	<b>2023-2028</b>		<b>2023</b> PE RW	<b>2024</b> PE RW		<b>2025</b> CE CN		<b>2026-2028</b>
	County	600	260	340				
	PED/BIKE SAFETY?	1,799				1,799		
		2,399	260	340		1,799		

**2.A.5**

A regionally coordinated system of bikeways and walkways shall be planned to serve the designated centers and transportation centers.

Objective TR 2.B

**In cooperation with the cities, promote a variety of convenient transportation services to compact and attractively designed centers.**

**TR Policies****2.B.1**

Access and mobility for transit users and pedestrians without reliance on automobiles shall be enhanced through the design of pedestrian-scale neighborhoods and activity centers.

**2.B.2**

High-occupancy vehicle use and alternatives to single-occupancy vehicles shall be promoted in centers through higher density single-family and multi-family developments.

**2.B.3**

Single-occupant vehicle use shall be discouraged through parking management (e.g., preferential parking for high-occupancy vehicles, limiting maximum allowable parking for employment-intensive land uses, or shared parking requirements).

**2.B.4**

Site design criteria shall be used to ensure land development supportive of high-capacity vehicle use.

**2.B.5**

**Regional Transit District (RTD) to urban growth areas beyond the current boundaries.**

**TR Policies**

2.F.1

Revenues that will be generated from expanded areas should be calculated thoughtfully using professionally accepted methods.

2.F.2

Transit service improvements and benefits to the community should be determined prior to considering expansion of the PTBA and RTD.

2.F.3

Roles of countywide and regional transit agencies should also be determined in providing transit services and facilities.

2.F.4

Consistency with local comprehensive plans, related transportation elements, and regional growth and transportation plans should be maintained.

GOAL TR 3

**Improve nonmotorized transportation facilities and services.**

**Objective TR 3.A**

**Plan, design, program, construct, and promote use of nonmotorized transportation facilities in Snohomish County in cooperation with WSDOT and the cities.**

**TR Policies**

3.A.1

Compatible bikeway and walkway standards shall be developed jointly with other jurisdictions in Snohomish County.

3.A.2

Continuous and/or direct bicycle routes shall be coordinated as part of comprehensive plans among all jurisdictions and major centers in Snohomish County and the region.

3.A.3

A safe system of bicycle and pedestrian facilities shall be planned for, tying together residential areas, schools, recreation areas, business areas, transit stops and transfer points, and centers.

Objective TR 3.B

**Ensure that new development accommodates nonmotorized transportation facilities in its site planning.**

**TR Policies**

3.B.1

Adequate nonmotorized transportation access to and circulation within all developments shall be designed and maintained.

3.B.2

Convenient and secure bicycle parking shall be provided within centers, at major destinations, and at transportation centers to accommodate inter-modal connections.

3.B.3

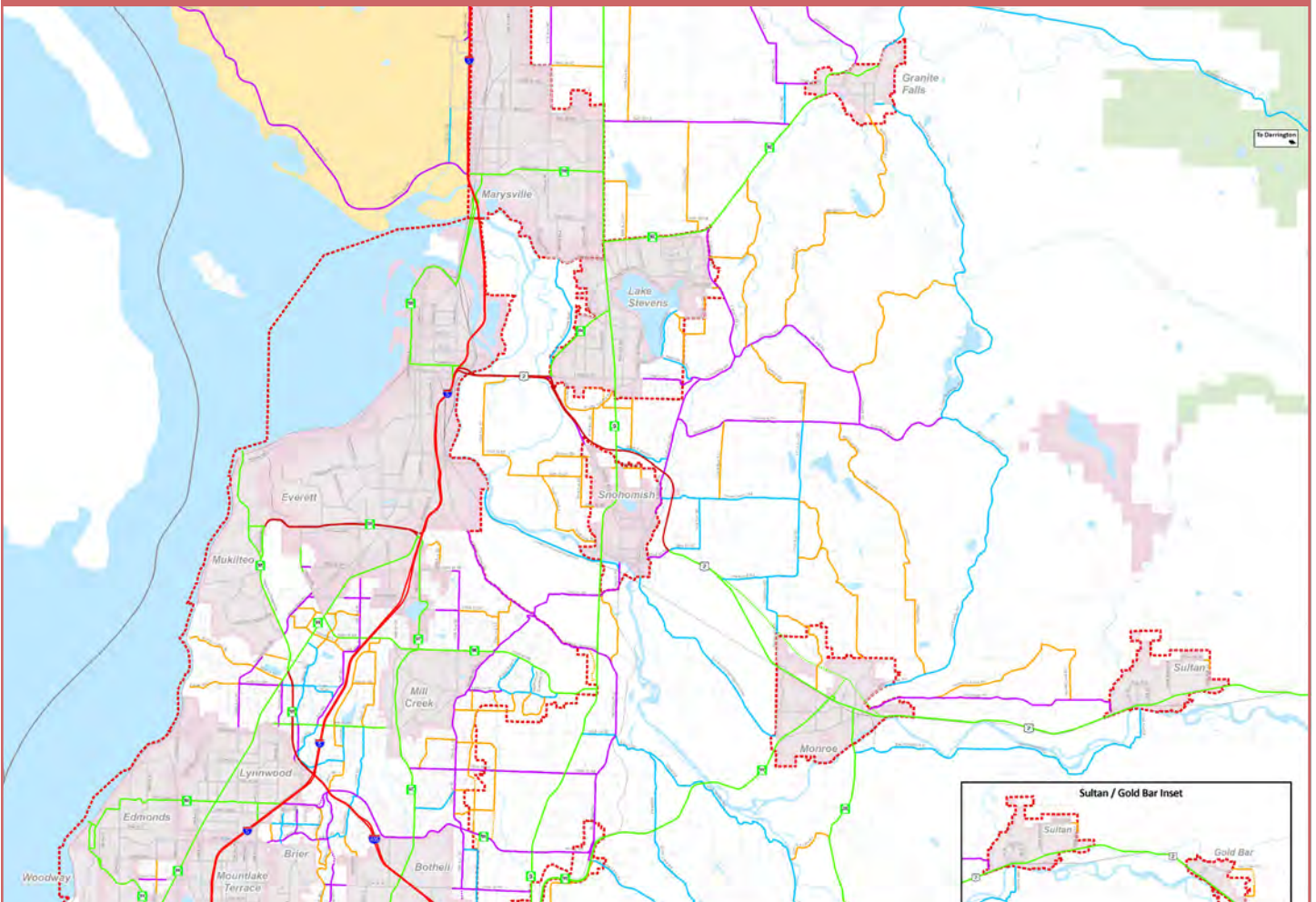
Bicycle paths and trails shall be designed in a way that promotes the security and safety of adjacent residences and businesses.

GOAL TR 4



# Transportation Element

A Component of the  
GMA Comprehensive Plan



- b. Funding The county would continue to aggressively pursue grants for pedestrian and transit improvements.

### 5. Process

Transit supportive actions are typically applied through routine county program administration, public works documents such as the six-year TIP, and interagency coordination and planning efforts. These actions are nonregulatory and have only indirect application to land development regulation since they mainly affect public works operations.

Transit compatibility actions, generally viewed as regulatory, are applied through the land development review process administered by the department of planning and development services. Transit compatible actions may affect approval decisions for permits and agreements as to the types and costs of development impact mitigation. The approval process involves an application for development permits, staff review and, in some cases, quasi-judicial hearings conducted by the Hearing Examiner.

Overall, these transit-supportive and compatible actions will provide support for public transportation through a full range of actions, from land use regulations such as minimum dwelling units per acre to implementation programs such as walkways within a quarter-mile of transit routes. By relating all of these measures to support transit, the county is building relationships between roadway and site design, land use, route planning, capital facility implementation programs and impact mitigation.

## **E. Countywide Nonmotorized Transportation**

*Participate with WSDOT, cities and tribes within Snohomish County, Bicycle Pedestrian Advisory Committee (BPAC), Puget Sound Regional Council (PSRC), and interested stakeholder groups to plan and develop a countywide system of bike and pedestrian facilities for nonmotorized transportation consistent with the countywide bicycle and pedestrian facilities map.*

### 1. Background

The continuous development and growth of the nonmotorized network in Snohomish County will reduce impacts to the environment (reduce greenhouse gases and vehicle demand), encourage enhanced community access, and promote healthy lifestyles and exercise. A countywide network of bicycle and pedestrian facilities is needed to allow bicycling and walking for people of all ages and incomes as a practical alternative to automobile travel in some cases. It will also make the broader community more accessible, enjoyable and safer.

It has been Snohomish County policy and practice that future urban roadways and improvements to existing urban roadways will be designed as “complete streets” to enhance the safety and mobility of all users, including pedestrians and bicyclists, consistent with the adopted design standards. Since the original 1995 transportation element was adopted, Snohomish County has included both bicycle and pedestrian facilities on all completed full corridor arterial widening projects, new arterials in urban areas, as well as completing a number of trail projects. Some examples of completed bicycle and pedestrian facility arterial/trail improvement projects include the following:



## SNOHOMISH COUNTY TRANSPORTATION ELEMENT

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### Corridors

- 112<sup>th</sup> St SW
- 148<sup>th</sup> St SW
- 164<sup>th</sup> St SW
- 52<sup>nd</sup> Ave West
- Beverly Park Rd/112<sup>th</sup> St SW
- Cathcart/132<sup>nd</sup>/128<sup>th</sup> St SW/Airport Rd

### Trails

- Centennial Trail
- Interurban Trail

In addition, the County requires that roadway frontage improvements be provided as properties are developed or redeveloped, including pedestrian and bicycle facilities as is appropriate.

Snohomish County has made significant progress on its bicycle and walkway facility network; however, improvements are still needed to complete the County system. Snohomish County has collaborated with cities and tribes, the state, PSRC, and interested stakeholder groups to designate bikeways and develop planned improvements for bicycle facilities. By reviewing both the planning documents and communicating with the various stakeholders, the county continues to maintain consistency with bicycle and pedestrian facilities that connect with adjacent jurisdictions, residential and employment areas, community and regional destinations, schools, and public transit services. The county has mapped existing pedestrian facilities to better identify gaps in the system. Planning for facilities and improvements to increase safety has been done by reviewing pedestrian and bicycle collision data. Snohomish County has, in collaboration with Community Transit and the Cities of Everett and Mukilteo, identified bicycle and pedestrian access needs in the *Swift* bus rapid transit (BRT) station areas. (ref. 20)

Over the next 20 years Snohomish County will be working to fill identified pedestrian and bicycle connectivity gaps to major transit routes and school facilities. For example, the County is working with school districts to build pedestrian facilities with dedicated funding through the Safe Kids Improved Pathways (SKIP) program. (ref. 21) This funding will also be leveraged as grant match and or bonding to increase program funding. The County will continue to build nonmotorized facilities as part of arterial system improvement projects and require these facilities as part of development as is appropriate.

### Bicycle Facilities

Generally speaking there are four types of bicycle facilities and five types of pedestrian facilities.

- Shared Use Paths: Located on exclusive right-of-way and physically separated from motorized traffic, these paths serve multiple users including pedestrians, bicyclists, and possibly equestrians. Shared use paths include the Centennial Trail and the Interurban Trail.
- Bicycle (Bike) Lanes: Bicycle lanes are designated for exclusive use by bicyclists and are delineated from traffic lanes by a painted or thermoplastic stripe. They are distinguished from the off-road paths in that they are not separated from motorized traffic. Bicycle lanes can be present with or without walkways. Walkways can be traditional raised sidewalks or extensions of the paved roadway surface and its shoulders with a painted or thermoplastic line serving as delineation.

## SNOHOMISH COUNTY TRANSPORTATION ELEMENT

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- Signed Shared Roadway: Shared roadways are roadways with appropriate widening and striping that have been designated by signs as a suggested route for bicyclists. Roadway shoulders, may also serve as pedestrian facilities. Roadway shoulders are generally suitable for a mix of pedestrian and bicycle use where the volume of pedestrians and bicyclists is low.
- Shared Roadway: All roadways open to both bicycle and motor vehicle traffic. Delineated bicycle facilities are not provided.

### Pedestrian Facilities

- Sidewalk separated by curb, gutter, and planter strip  
A dedicated concrete or asphalt facility constructed between the curb line, in the lateral line of a roadway, and adjacent property.
- Walkway separated by ditch, gravel, or planter strip  
Walkways are designated for pedestrian and nonmotorized traffic and typically constructed of asphalt and built over existing ground without being raised. Separation from vehicle traffic may be provided by, a ditch, gravel shoulder, planter strip, or open space.
- Raised walkway separated by extruded curb  
Same as "Walkway" described above except raised in elevation.
- At-grade paved shoulder adjacent to travel way  
Paved roadway shoulder typically separated from traffic by striping.
- Shared Use Paths  
See "Shared Use Paths" definition above under Bike Facilities.

Considering the different skill level and preferences of pedestrians and bicyclists, a countywide nonmotorized network that contains a balance of these facility types coordinated between jurisdictions is the most practical philosophy. Relying only on exclusive, non-shared facilities would do little to assist the experienced cyclist who desires a safer but still direct transportation route along existing roadways. Exclusive facilities are rather expensive in terms of right-of-way and development costs; thus a network based solely on these facilities would be very limited in geographic coverage. Conversely, providing too few miles of exclusive or separated facilities would limit the riding opportunities of the less experienced bicyclist.

As part of the pedestrian and bicycle component of the transportation element, Snohomish County has created both bicycle and pedestrian maps to identify designated bikeways for bicycle facilities and corridors and existing facilities for pedestrians. The bicycle facilities system map displays both existing and proposed county bikeways lanes, shared use paths, regional trails, and paved road shoulders. In addition, the map shows the bicycle facilities of the state and local jurisdictions to show how the county's facilities link to those in adjacent jurisdictions. It is also used as a regulatory document indicating where bicycle lanes must be built as capital projects are constructed or developer frontage improvements are required. Planned bicycle facility improvements can be found in Table 14 "Recommended County Arterial Improvement Projects" listed under project description.

## **SNOHOMISH COUNTY TRANSPORTATION ELEMENT**

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The pedestrian facilities map displays existing county sidewalks, pedestrian connectors, and other facilities in areas of high pedestrian use such as designated centers, major transit routes, and school walk routes. The map also shows state and local jurisdiction pedestrian facilities. It can be found in the Inventory of Transportation Facilities and Services. Planned pedestrian facility improvements can be found in Table 14, "Recommended County Arterial Improvement Projects", listed under project description.

### **2. Regulatory Actions**

Snohomish County regulates bicycle facility requirements, design, plans, and programs via the county's land development codes and the Engineering Design & Development Standards (EDDS) (ref. 22). The Countywide Bicycle Facility System map is used to determine where bike lanes are required in urban areas. Also per EDDS, rural arterials are required to be built with a minimum shoulder width that can be used by bicycles. Snohomish County Unified Development Code regulates pedestrian and nonmotorized facility requirements and EDDS provides design standards for urban and rural pedestrian facilities. Sidewalks are required on both sides in urban areas while rural areas must have either separated walkways or widened shoulders that can be used by pedestrians.

#### **a. Design Standards**

The County, WSDOT, and the cities work to maintain and use compatible bicycle and pedestrian facility design standards. The County has instituted a set of bicycle and pedestrian facilities standards that include sensitivity to the needs and abilities of the different users and consistency with the countywide bicycle facility system map. The rural and urban standards for bicycle and pedestrian facilities included in the County's EDDS are consistent with state and national design guidelines. Design standard issues include:

- drainage grates that are safe for bicyclists and flush to the roadway surface;
- at-grade railroad crossings at right angle to the rails;
- pavement structure and surfaces free of irregularities;
- sight-distance;
- signing and marking;
- geometrics (width, clearance, design speed, grades sight-distance);
- traffic control devices (including signal actuation devices sensitive enough to detect bicycles); and
- intersection design treatments that allow safe bicycle turning.

#### **b. Collaboration on Grants and Funding**

The public works and parks departments, along with cities, tribes, and the state, will collaborate in the pursuit of grants from both the public and private sectors to fund the development of bicycle and pedestrian facilities. Such funds could be used for physical facilities or used for realignment. Any principal or minor arterial should include consideration of bicycle safety or other bicycle operational problems that could not be feasibly mitigated.

### **3. Process**

Bicycle and pedestrian facility design standards can be refined as needed through routine administrative updates of existing design manuals and programming documents by public works. This measure has indirect application to land development regulation since they affect county facility design, operations, and review of the county's CIPs. See Map 2: Countywide Bicycle Facility System for the coverage and type of existing and proposed bikeways. See the Southwest Area Pedestrian Facility System Map in the Inventory of Transportation Facilities and Services for the coverage and type of existing pedestrian facilities.

The process of how nonmotorized projects are prioritized and funded is covered in Chapter VI: County Project Prioritization and Programming Process in the transportation element. This section describes how countywide arterial improvement projects are programmed and funded, which is the same method used for nonmotorized projects.

As stated above in the bicycle and pedestrian component and as per EDDS, road construction, reconstruction, or frontage improvement projects within urban areas are required to have sidewalks and also striped bike lanes if designated as a county bikeway on the Countywide Bicycle Facility System Map. Snohomish County will continue to build pedestrian and bicycle projects as part of arterial widenings and to require full frontage improvements as development occurs.

### F. Air Quality Conformity and Climate Change

*In order to meet the requirements of the federal Clean Air Act, the air quality provisions of the Federal Transportation Acts, the Clean Air Washington Act, and other relevant legislation, Snohomish County will commit to work with Puget Sound Regional Council, Puget Sound Clean Air Agency, WSDOT, transit agencies, and other jurisdictions in the development of transportation control measures and other transportation and air quality programs where warranted.*

#### 1. Air Quality Conformity

The federal Clean Air Act requires states to have State Implementation Plans (SIPs) to achieve established air quality standards for several different pollutants.

The United States Environmental Protection Agency (EPA) has set National Ambient Air Quality Standards (NAAQS) for the following six common air pollutants (criteria pollutants): Ozone (O<sub>3</sub>), Particulate Matter (PM<sub>2.5</sub>, PM<sub>10</sub>), Carbon Monoxide (CO), Nitrogen Oxides (NO<sub>2</sub>), Sulfur Dioxide (SO<sub>2</sub>) and Lead (Pb). These pollutants can harm health and the environment.

Table 12 presents the National ambient air quality standards (NAAQS) in parts per million as adopted by the EPA and the Washington State Department of Ecology (Ecology). The NAAQS consist of primary standards designed to protect public health and secondary standards designed to protect public welfare (e.g. preventing air pollution damage to vegetation). The more stringent secondary standards are used to regulate air quality.

Based on measured ambient air quality data, EPA and Ecology designate all portions of the state as attainment (meeting a NAAQS standard), nonattainment (not meeting a NAAQS standard), or unclassifiable (not enough information to designate). If, as is the case of most of