



Puget Sound Regional Council

Funding Application

Competition	Regional FHWA
Application Type	Manufacturing/Industrial Centers
Status	submitted
Submitted:	April 8th, 2024 11:22 AM
Prepopulated with screening form?	Yes

Project Information

- Project Title**
156th St NE Connector
- Regional Transportation Plan ID**
exempt
- Sponsoring Agency**
Marysville
- Cosponsors**
N/A
- Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
Yes
- If not, which agency will serve as your CA sponsor?**
N/A

Contact Information

- Contact name**
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Project Description

- Project Scope**
The grant request for construction will fund the 5-lane section of 156th St NE from the easterly end of the Marysville Corporate Center (MCC) development to 152nd St. NE and a 3-lane section of 47th Ave NE from 152nd St. NE to the MCC property to the north. MCC completed their segment of 156th St NE in 2023 including a bridge over Hayho Creek.

Improvements for this project will include curb and gutter, landscape strip, sidewalk, stormwater facilities, a roundabout, illumination, signage and pavement markings. There will be a 12' shared used path on the north/east side of 156th St. NE and 5' sidewalk on the

south/west side of 156th St NE.

2. **Project Justification, Need, or Purpose**

The 156th corridor will serve as the primary east-west route within the Cascade Industrial Center (CIC), and within Marysville's jurisdiction. The corridor will connect directly to the planned interchange at I-5/156th St NE (funded under Connecting Washington, \$42M, 2025-2031). An overcrossing at 156th and I-5 was constructed by the City in 2013, funded in part by a Local Improvement District. Developments within the center is currently underway and most portions of 156th are constructed, this project is the last phase that will fully build out the corridor and connect into 152nd St NE.

Project Location

1. **Project Location**

156th St NE

2. **Please identify the county(ies) in which the project is located. (Select all that apply.)**

Snohomish

3. **Crossroad/landmark nearest the beginning of the project**

Marysville Corporate Center Development

4. **Crossroad/landmark nearest the end of the project**

152nd St NE

5. **Map and project graphics**

156th_Connector_Project_Map.pdf, 156th_St_NE_Connector_Prelim_Plans.pdf

Local Plan Consistency

1. **Is the project specifically identified in a local comprehensive plan?**

Yes

2. **If yes, please indicate the (1) plan name(s), (2) relevant section(s), and (3) page number(s) where the relevant information can be found.**

The project is identified in the Transportation Element of the City's 2015 Comprehensive Plan, the 6-year Transportation Improvement Program and the Arlington-Marysville MIC Subarea Plan. It is identified in Figure 10 - Highway and Street System Plan, Figure 14 - Priority Pedestrian System Plan, Figure 15 - Bicycle System Plan and referenced on page 8-62. The referenced attachments from the Transportation Element, the 6-year Transportation Improvement Program and the Arlington-Marysville MIC Subarea Plan have been attached to this application.

3. **If no, please describe how the project is consistent with the applicable local comprehensive plan(s), including specific local policies and provisions the project supports. In addition, for a transit project please describe how the project is consistent with a transit agency plan or state plan.**

N/A

Federal Functional Classification

1. **Functional class name**

16 Urban Minor Arterial

Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).**

The project is located within the Cascade Industrial Center, the designated manufacturing and industrial center located within the City of Marysville and Arlington. The 156th St NE corridor will serve as the primary east-west arterial route within the center and within

Marysville's jurisdiction. The corridor connects directly to the planned and fully funded I-5/156th St Interchange (funded under Connecting Washington, \$42M, 2025-2031). Developments within the center is currently underway, the portion of 156th St NE between Smokey Point and the Marysville Corporate Center will be built out and awaiting this proposed project to complete the connection to 152nd St. NE. Completing this corridor will promote economic growth, improve mobility and accessibility, and optimize safety within the center, meeting the policy criteria for a Manufacturing and Industrial Center.

Identification of Population Groups

- 1. Using the resources provided in the Call for Projects, identify the equity populations (i.e. Equity Focus Areas (EFAs)) to be served by the project with supportive data. PSRC's defined equity populations are: people of color, people with low incomes, older adults, youth, people with disabilities, and people with Limited English Proficiency.**

The multi-modal improvements for the proposed project will serve to benefit the following EFAs: People of Color is 32%, People with Disabilities at 9%, Older Adults at 12%, People with Low Incomes at 16%, People with Disabilities at 9%, People with Limited English Proficiency at 7%, and Youth at 19%.

- 2. Further identify the MOST impacted or marginalized populations within the project area. For example, areas with a higher percentage of both people of color and people with low incomes, and/or other areas of intersectionality across equity populations. These intersections with equity populations may also include areas with low access to opportunity, areas disproportionately impacted by pollution, etc.**

The most impacted or marginalized populations within the project area are the People of Color at 32% (vs Regional Average at 35.9%), Youths at 19% (versus Regional Average at 15.4%), and People with Low Incomes at 16% (versus Regional Average at 20.7%). For all these impacted populations, this project will provide access to job opportunities including creating more jobs and increasing economic growth from new businesses with a complete transportation network. In addition, the project will provide equitable access for all modes of transportation including transit, bicycle and pedestrian facilities. The multi-used path on the north side of the corridor will connect to the Centennial Trail providing access to the regional trail systems with added physical and mental health benefits for the users.

Criteria: Development of Manufacturing/Industrial Center

- 1. Describe how the project will support the existing and planned employment densities in the regional and countywide growth or manufacturing / industrial center.**

Full buildout of the corridor will promote economic and employment growth, improve mobility and accessibility and optimize safety within the Cascade Industrial Center (CIC), meeting the policy criteria for a Manufacturing/Industrial Center. Based on the current development taking shape along 156th Street NE, mainly manufacturing and distribution, incomplete roadway corridors could result in the inability to move freight and goods and at the risk of compromising safety. Federal, State and City funded support within the CIC supports economic and employment growth and adds value in terms of contribution towards development. A commitment in federal funds towards this project and at a regional level will help North Snohomish County to further promote the CIC.

- 2. Describe how the project will support the development/redevelopment plans and activities of the center.**

The Arlington-Marysville MIC Subarea Plan (December 2018) identifies that the transportation system is critical to the vitality of the Cascade Industrial Center (CIC) to support both freight transport and connect workers to their place of employment. Policies within this plan specify key infrastructure improvements to support center development, complete a connected street network and develop a non-motorized network for pedestrians and cyclists. The 156th corridor is the City's, as well as the center's, primary short-term project to accommodate industrial businesses, pedestrians and cyclists. Completion of this final phase including the construction of a multi-use path will ensure continuity in accordance with the Subarea plan and support development plans and activities within the center. Incomplete roadway corridors could result in the inability to move freight and goods and at the risk of compromising safety.

- 3. Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses, including those in the industry**

clusters identified in the adopted regional economic strategy. In addition, describe how the project supports a diversity of business types and sizes within the community.

Full build-out of the corridor will ensure the policies within the City's plans are met to meet adequate transportation facilities for manufacturing and industrial business, pedestrians and cyclists. Development is currently underway within the center and mostly completed adjacent to the 156th St NE corridor within the last few years. Both the City of Arlington and Marysville anticipate growth to continue. Marysville has received recent development applications, for a development east of the proposed connection to 152nd St NE. Ability to accommodate expansion of business within the center, establish new jobs and support economic growth is attributed to the center's build-out of the transportation system. By completing this project, within the schedule and timeline for this grant, the City can be assured that adequate transportation facilities exist to support new jobs and businesses.

4. Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users and the movement of freight.

The Cascade Industrial Center (CIC) is a designated manufacturing and industrial center located within Marysville and Arlington, which is made up of over 4,000 acres of total land area with nearly 1,762 acres of land capacity for additional development. The center will provide up to 20,000 new jobs in manufacturing and industrial over the next 10 years. Current employers or those under development along the corridor includes Web Industries (a composites manufacturer to support Boeing and others), UPS (package delivery), MI-5 Business Park (distribution), Smokey Pt Behavioral Hospital, various vehicle dealerships, and the new Marysville Corporate Center with 4 new industrial buildings. Employees within these job categories rely on reliable transportation infrastructure and multiple modes of transportation to get to work. In addition, the manufacturing and industrial industry requires adequate freight routes in order move product. The project will provide for full build-out of the roadway from Smokey Point Blvd. to 152nd St NE to accommodate freight and commuter traffic. The project will also provide for multi-modal options, to connect bicyclists and pedestrians to bus routes (Community Transit) and community/regional multi-modal networks (Centennial Trail). This will not only serve local residents, but residents to the south and north of Marysville. These residents will benefit by reduced traffic impacts and congestion given the location of the center. For residents living south of Marysville, they are essentially commuting reverse of peak periods. Lastly, the center provides expanded business opportunities with direct links to the BNSF Railway Line, Arlington Municipal Airport, Paine Field and the Port of Everett.

5. Describe how the project will expand access to high, middle and/or living wage jobs for the Equity Focus Areas (EFAs) identified above.

The full buildout of this corridor will provide equitable access for the EFAs to living wage jobs from the multiple car dealerships to numerous manufacturing facilities like the new Marysville Corporate Center and Tesla facility within the CIC. Equitable access is provided through the multi-modal facilities along the corridor that will accommodate transit, cars, bicycle and pedestrian. The project will also construct a shared-use path for bicyclists and pedestrians that is separated from the roadway providing for multimodal commuter options to/from places of employment and with connections to transit.

Criteria: Mobility and Accessibility

1. Describe how the project provides and/or enhances opportunities for freight movement, for example by removing a barrier in the freight and goods system.

Full build-out of the corridor will improve mobility and accessibility and optimize safety within the center, meeting the policy criteria for a Manufacturing and Industrial Center. Incomplete roadway corridors could result in the inability to move freight and goods and at the risk of compromising safety. The project will construct the full build-out of the roadway to five lane and last phase of the corridor and connect into 152nd St NE to accommodate freight and vehicular traffic. The project will also construct a shared-use path for bicyclists and pedestrians that is separated from the roadway providing for multimodal commuter options to/from places of employment and with connections to transit.

2. Describe how the project improves access to major destinations within the center, such as completing a physical gap, providing an essential link in the transportation network for people and/or goods, or providing a range of travel modes or a missing mode.

This project will complete the corridor by connecting into 152nd St NE to the east. The full build-out of the corridor will improve access to businesses to the east along 152nd St NE corridor and the 51st Ave NE corridor including North Point and Tesla. Improvements to the corridor will provide travel modes for all users including freight, cars, transit, bicycle and pedestrians.

3. Describe how the project provides opportunities for active transportation that

can lead to public health benefits.

The project includes a shared-use path and completion of sidewalk to fully build-out the corridor. The 156th corridor is a planned arterial with connection to I-5 and SR 9, with a shared-use path planned along the entire alignment. This shared-use path will have the ability to connect to the regional Centennial Trail, a planned trail network as part of the Lakewood Neighborhood commercial and residential center located west of I-5, as well as planned transportation improvements within the Cascade Industrial Center that focus on multi-modal connections. These improvements have also been coordinated with the City of Arlington to ensure continuity of such facilities. The City's adopted Complete Streets policy as well as its Comprehensive Plan requires roadway improvements inclusive of vehicle, pedestrian and bicycle facilities. While this project only addresses one segment of the ultimate plan, the ability for active transportation as part of this project and its role in future development is critical as development continues.

4. Describe how the project promotes Commute Trip Reduction (CTR) and other TDM opportunities.

The project will complete the corridor connection, increase roadway capacity and circulation with additional lane, and provide a shared-use path for pedestrians and bicyclists, and sidewalks. The shared-use path and sidewalk have direct connection to a bus stop at the intersection of Smokey Pt Blvd and 156th St NE. By providing multi-modal connections to transit alternatives for employees and businesses, there will be a reduction in commuters. Furthermore, employees will have the ability to connect with nearby transit centers. Community Transit also identifies in their long range plan the SWIFT Gold Line route on Smokey Point Blvd. The aforementioned bus stop would be converted to a SWIFT stop.

5. Identify the existing disparities or gaps in the transportation system or services for the Equity Focus Populations (EFAs) identified above that need to be addressed. Describe how the project is addressing those disparities or gaps and will provide benefits or positive impacts to these equity populations by improving their mobility.

This project will complete the 156th corridor by constructing the gap and connection to 152nd St NE. The full build-out will also complete the multimodal facilities with sidewalk and shared-use path to improve mobility and access to jobs, regional trails, and transit options for the equity populations in the area. Other positive impacts include personal and economic growth from job opportunities, and physical and mental health benefits for the users of the shared-use path leading to the trail systems.

Criteria: Outreach and Displacement

1. Describe the public outreach process that led to the development of the project.

This project is part of the transportation network developed from the Arlington-Marysville MIC Subarea Plan (Dec 2018), now the Cascade Industrial Center (CIC). An important part of the subarea planning process is public participation. The public outreach started in April 2018 to a broad range of stakeholders including businesses, property owners, public entities and agencies, developers, residents and other interested parties. The city provided a website to provide project status, meeting dates, published documents, contact information and other relevant information. Outreach also included stakeholder interviews, online community survey, a vision public workshop (more than 80 participants attended the open house), advisory committee meetings, and a public workshop (more than 80 property owners and businesses attended).

2. Describe how this outreach influenced the development of the project.

The public outreach and engagement activities revealed several assets and opportunities in the CIC. These identified assets and opportunities informed the vision, guiding principles, and goals and policies of the Subarea Plan. A policy under Assets was "Easy access to regional transportation routes" for easy truck and freight access to I-5, SR 9, SR 531, and SR 530. A policy under Opportunities was "Improvements to transportation network" with improvements to 172nd St NE, 156th St NE, and access to I-5 as high priority needs.

3. Using PSRC's Housing Opportunities by Place (HOP) tool, identify the typology associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.

Improve Access & Housing Choices (Downtown Marysville): The City has a multifamily housing property tax exemption clause (Chapter 3.103 of the Marysville Municipal Code) that allows for property taxes to be waived for qualifying multifamily projects downtown. It is the purpose of this chapter to encourage increased residential housing, including affordable housing opportunities, in keeping with the goals and mandates of the Growth Management Act (Chapter 36.70A RCW) so as to stimulate the construction of new multifamily housing and the rehabilitation of existing vacant and underutilized buildings for multifamily housing in the city's

urban center of having insufficient housing opportunities.

Promote Investment & Opportunity (Mid to North Marysville): The City is assessing the housing needs for the next 20 years to ensure that there is adequate zoned land to enable housing to be developed at all income levels of city residents and increase residential density along future SWIFT transit lines. To help address this requirement, the City worked with a consultant, ECONorthwest, to prepare a Housing Needs Assessment (HNA) and Housing Action Plan (HAP) which was adopted in late 2023 as a reference document for the Housing Element of the proposed Comprehensive Plan. The Comprehensive Plan will be completed by the end of 2024. See the attached Housing Element. Note that the 156th corridor will provide access to the future SWIFT transit line on Smokey Point Blvd and allow users to commute to affordable housing in the area.

Criteria: Safety and Security

- 1. Describe how the project addresses safety and security. Identify if the project incorporates one or more of [FHWA's Proven Safety Countermeasures](#), and specifically address the following:**

The proposed road section for the 156th corridor is 5 lanes, landscape strips on both sides, sidewalks on south side, and a shared-use path on the north side. See attached road section. Once the corridor is built out, there will be a separated 12' wide shared-use path on the north side for active transportation users, and a separated sidewalk on the south side for pedestrians. Both facilities will improve pedestrian and bike safety along the corridor with the landscape strips providing additional separation from traffic. The proposed roundabout will decrease speeds as the 156th corridor ties into 152nd St.

- 2. Specific to the Equity Focus Areas (EFAs) identified above, describe how the project will improve safety and/or address safety issues currently being experienced by these communities.**

The proposed shared-use path and sidewalk for the corridor will improve access for People of Color, Low Income and Youth to transit (including future SWIFT transit line), to jobs from adjacent businesses and to health care facilities in the area.

- 3. Does your agency have an adopted safety policy? How did the policy/policies inform the development of the project?**

The 2018 Arlington-Marysville MIC Subarea Plan provided safety policies that applied directly to the development of this project. Under "Goals and Policies" on page 23, AMMIC-T-1.5: Develop a non-motorized network throughout the area to allow pedestrians and cyclists to safely access places of employment. Also under AMMIC-T-2.1: Provide for safe and efficient movement of bicycles and pedestrians along streets and highways by constructing sidewalks and other footpath systems as well as bicycle paths. AMMIC-T3.2: Design non-motorized facilities within the AMMIC in a manner that minimizes potential conflicts with trucks and trains to allow for the safe and efficient movement of both freight and people. AMMIC-t-3.3: Ensure safe and comfortable pedestrian connectivity to transit stops in the AMMIC. Provide first-and-last mile connections to transit and destinations within the AMMIC.

In addition, the city has a Complete Streets Policy (Ord. 3031 § 1, 2016) that state: The city of Marysville will plan for, design, and construct all new transportation projects to provide appropriate accommodation for motorists, pedestrians, bicyclists, public transportation, emergency vehicles, and freight and commercial vehicles, and persons of all abilities in comprehensive, integrated and connected networks. All of which were applied to the development of this project.

- 4. (not scored) USDOT is developing a framework for assessing how projects align with the Safe System Approach, and PSRC is developing a Regional Safety Action Plan due in early 2025. Does your agency commit to adhering to the forthcoming guidance and continuing to work towards planning and implementation actions under a Safe System Approach to reduce fatalities and serious injuries?**

Yes, as the USDOT Safe System Approach matures and further develop for local agencies, the city will update the city's Transportation Element of the Comp Plan and Complete Streets Policy to reflect the goals within the Safe System Approach (Safer People, Safer Roads, Safer vehicles, Safer Speeds, Post Crash Care).

Criteria: Air Quality and Climate Change

- 1. Please select one or more elements in the list below that are included in the project's scope of work, and provide the requested information in the pages to follow.**

Air Quality and Climate Change: Bicycle and Pedestrian Facilities

1. Describe the facilities being added or improved

The project will include a 12' shared-use path on the north side and sidewalk on the south side of the corridor.

2. What is the length of the proposed facility?

0.3 Miles

3. Describe the connections to existing bicycle/pedestrian facilities and transit.

Buildout of the corridor will include a shared-use path and sidewalk in order to provide bicycle and pedestrian connectivity to existing and planned facilities. This project will connect directly to a bus stop at the intersection of Smokey Pt Blvd and 156th ST NE. Pedestrian sidewalks exist on Smokey Pt Blvd. Long-term transportation and transit plans identify SWIFT Gold Line on Smokey Pt Blvd, shared-use path connections to regional trails and other planned multimodal network improvements as part of the CIC development to extend west to the Lakewood area and east to Centennial Trail.

4. Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.

The development of the Cascade Industrial Center (CIC) is in very active with new applications and construction. Since this project represents a primary corridor, it is essential that the infrastructure is built out to include all modes of transportation. Current pedestrian usage along the corridor is low since there are gaps even though most development along the corridor are completed. But the gaps will be addressed with the City's project in 2025 between Smokey Point and Hayho Creek. Ability for pedestrians to connect to Smokey Pt Blvd (primary north-south arterial) and transit along the corridor are critical in order to shift from SOV to transit oriented trips. There are currently no bicycle connections along the corridor or via connecting corridors. Long-range plans are intended to provide opportunity for all modes of transportation along the 156th corridor as well as connecting corridors.

5. What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles

By providing multi-modal opportunities along the corridor with direct connection to transit, the City would anticipate a shift from SOV to bicycle/pedestrian use. Since development along the corridor is currently underway and minimal development exists along the corridor to date, this quantity of current users is unknown.

6. What is the average bicycle trip length?

unknown

7. What is the average pedestrian trip length?

unknown

8. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)

Data was provided from prior traffic studies, development traffic impact analysis, 2015 comprehensive plan and data provided from Community Transit.

Total Estimated Project Cost and Schedule

1. Estimated project completion date

Oct 2029

2. Total project cost

\$9,024,308.00

Funding Documentation

1. Documents

2015_TE_156th_Connector.pdf, Marysville_2024_-_2029_TIP_No_47.pdf, 2023-2024_Budget.pdf, SCOP1_Long_Property.pdf, 156th_St_NE_Connector_Prelim_Plans.pdf, 03-Housing_Element.pdf, 156th_Connector_Estimate_Funding_Plan.pdf.

2018_ArlingtonMarysville_Subarea_Plan_Exhibit_4.pdf,
2018_ArlingtonMarysville_Subarea_Plan.pdf, 156th_Corridor_Road_Section.pdf

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

Funding for this project is shown in the attached "Marysville 2024-2029 TIP No. 47" identifying funds for the 156th St NE corridor from State Ave. to 51st Ave. NE that includes the proposed 156th NE Connector. Also attached is the "2023-2024 Budget" identifying funds for the design and right of way for the 156th St NE Improvements project from Smokey Point to Hayho Creek. This project will be constructed in 2025 and shows the City's commitment to investing in this corridor. In addition, the City purchased the Long Property for \$2.7M in 2023 as shown in the attached "SCOPI Long Property" of which 90% of the 156th St NE Connector project will be located on, furthering the City's commitment on completing this corridor.

Since the City is on a biennial budget, the 2025-2026 budget process will begin in July 2024, with the Council adoption of the proposed budget by the end of the year. The 2025-2026 budget for this project will include City revenues generated through developer mitigation fees and real estate excise taxes (REET) to move forward with the design and right of way. The proposed budget for 2025 will be \$500,000 of city funds to begin PE phase. Budget for 2026 will be \$500,000 of city funds to continue PE and preliminary ROW activities. The proposed 2027-2028 budget for this project will include City revenues generated through developer mitigation fees and real estate excise taxes (REET) to move forward finalizing design, complete right of way, and start construction. The proposed budget for 2027 will be \$200,000 to finalize design and start ROW acquisition. The proposed budget for 2028 will be \$1,000,000 to complete ROW acquisition and start construction. The proposed 2029-2030 will include City revenues generated through developer mitigation fees and real estate excise taxes (REET) to move forward complete construction. The proposed budget for 2029 will be \$1,359,307 to complete construction.

See attached 156th Connector Estimate & Funding Plan for a breakdown of project costs.

Phase	Year	Alternate Year	Amount
construction	2028		\$5,465,000.00

Total Request: \$5,465,000.00

Project Readiness: PE

PE

Funding Source	Secured/Unsecured	Amount
Local	Secured	\$1,124,910.00
		<hr/> \$1,124,910.00

Expected year of completion for this phase: 2027

ROW

Funding Source	Secured/Unsecured	Amount
Local	Secured	\$400,000.00
		<hr/> \$400,000.00

Expected year of completion for this phase: 2028

Construction

Funding Source	Secured/Unsecured	Amount
STBG(PSRC)	Unsecured	\$5,465,000.00
Local	Secured	\$2,034,398.00
		<hr/> \$7,499,398.00

Expected year of completion for this phase: 2029

Summary

1. **Are you requesting funds for ONLY a planning study or preliminary engineering?**
No
2. **What is the actual or estimated start date for preliminary engineering/design?**
January 2025
3. **Is preliminary engineering complete?**
No
4. **What was the date of completion (month and year)?**
N/A
5. **Have preliminary plans been submitted to WSDOT for approval?**
No
6. **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.**
30% PS&E completed by September 2025. 60% PS&E completed by September 2026. 90% PS&E completed by June 2027. Final PS&E completed and approved by December 2027. Advertisement Date May 24th, 2028.
7. **When are preliminary plans expected to be complete?**
December 2027

Project Readiness: NEPA

1. Documents

2015_TE_156th_Connector.pdf, Marysville 2024 - 2029 TIP No. 47.pdf, 2023-2024_Budget.pdf, SCOP1 Long_Property.pdf, 156th_St_NE_Connector_Prelim_Plans.pdf, 03-Housing_Element.pdf, 156th_Connector_Estimate_Funding_Plan.pdf, 2018_ArlingtonMarysville_Subarea_Plan_Exhibit 4.pdf, 2018_ArlingtonMarysville_Subarea_Plan.pdf, 156th_Corridor_Road_Section.pdf

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

Funding for this project is shown in the attached "Marysville 2024-2029 TIP No. 47" identifying funds for the 156th St NE corridor from State Ave. to 51st Ave. NE that includes the proposed 156th NE Connector. Also attached is the "2023-2024 Budget" identifying funds for the design and right of way for the 156th St NE Improvements project from Smokey Point to Hayho Creek. This project will be constructed in 2025 and shows the City's commitment to investing in this corridor. In addition, the City purchased the Long Property for \$2.7M in 2023 as shown in the attached "SCOP1 Long Property" of which 90% of the 156th St NE Connector project will be located on, furthering the City's commitment on completing this corridor.

Since the City is on a biennial budget, the 2025-2026 budget process will begin in July 2024, with the Council adoption of the proposed budget by the end of the year. The 2025-2026 budget for this project will include City revenues generated through developer mitigation fees and real estate excise taxes (REET) to move forward with the design and right of way. The proposed budget for 2025 will be \$500,000 of city funds to begin PE phase. Budget for 2026 will be \$500,000 of city funds to continue PE and preliminary ROW activities. The proposed 2027-2028 budget for this project will include City revenues generated through developer mitigation fees and real estate excise taxes (REET) to move forward finalizing design, complete right of way, and start construction. The proposed budget for 2027 will be \$200,000 to finalize design and start ROW acquisition. The proposed budget for 2028 will be \$1,000,000 to complete ROW acquisition and start construction. The proposed 2029-2030 will include City revenues generated through developer mitigation fees and real estate excise taxes (REET) to move forward complete construction. The proposed budget for 2029 will be \$1,359,307 to complete construction.

See attached 156th Connector Estimate & Funding Plan for a breakdown of project costs.

Project Readiness: Right of Way

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

Yes

2. What is the actual or estimated start date for right of way?

June 2027

3. What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?

August 2027

4. Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.

The city purchased the Long Property in February 2023 for \$2.7M. About 90% of the project will be built on the Long property.

The city will need to acquire ROW from the adjacent Vanassche property to the east for the connection into 152nd Ave NE. Note that the Vanassche property recently submitted a pre-application for development and were made aware of this project and the required right-of-way dedication for this project. The city will continue coordination but in case the development is delayed, then the city will proceed with the needed ROW acquisition.

5. What is the zoning in the project area?

Light Industrial Zone

(a) The purpose of the light industrial zone (LI) is to provide for the location and grouping of non-nuisance-generating industrial enterprises and activities involving manufacturing, assembly, fabrication, processing, bulk handling and storage, research facilities, warehousing and limited retail uses. It is also a purpose of this zone to protect the industrial land base for industrial economic development and employment opportunities. These purposes are accomplished by:

(i) Allowing for a wide range of industrial and manufacturing uses;

(ii) Establishing appropriate development standards and public review procedures for industrial activities with the greatest potential for adverse impacts; and

(iii) Limiting residential, institutional, service, office and other nonindustrial uses to those necessary to directly support industrial activities.

(b) Use of this zone is appropriate in light industrial areas designated by the comprehensive plan which are served at the time of development by adequate public sewers, water supply, roads and other needed public facilities and services.

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

ROW acquisition is needed for the connection into 152nd St NE and requires the corner of the adjacent property to the east owned by Vanassche. The Vanassche property recently submitted a pre-application to the city with the proposed development of an industrial/warehouse building named Levin Road 21-acre Project. The city will coordinate with the developer to have them deed the needed right-of-way for this project as required by city code. In the event that the Levin Road 21-acre Project does not deed the necessary ROW, then the city will proceed with ROW acquisition or condemnation. See attached Levin Road 21-acre Project.

NEPA is anticipated to be complete by June 2027. ROW Appraisal will begin in June 2027 and ROW Acquisition/Negotiation will begin in July 2027. If condemnation is needed, the process will begin in January 2028 and the city would file for immediate possession and use of the property so as to keep the project on schedule.

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

Yes

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

N/A

9. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.

Preliminary ROW activities will be concurrent with the NEPA and Design Schedule per the WSDOT LAG Manual. This will include right-of-entries, ROW plan preparation, and title searches and review. After NEPA is completed in June 2027 at the latest and begin ROW phase. True Cost Estimates and Appraisals will start in June 2027 and complete by July 2027. ROW Acquisition/Negotiations to begin July/August 2027 from 1 parcel with proposed

development, Levin Road 21-acre Project described earlier. ROW review and certification is scheduled to be completed in April 2028. Note that the city will also explore Early/Advance Acquisitions dependent on the negotiation with the Levin Road 21-acre Project. This will ensure that project will stay on schedule and federal funding obligated on time. There is no relocation required with the Vanassche property/Levin Road 21-acre Project.

Project Readiness: NEPA

1. **What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**
Categorical Exclusion (CE)
2. **Has the NEPA documentation been approved?**
No
3. **Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**
June 2027

Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**
Yes
2. **What is the actual or estimated start date for right of way?**
June 2027
3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**
August 2027
4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**
The city purchased the Long Property in February 2023 for \$2.7M. About 90% of the project will be built on the Long property.

The city will need to acquire ROW from the adjacent Vanassche property to the east for the connection into 152nd Ave NE. Note that the Vanassche property recently submitted a pre-application for development and were made aware of this project and the required right-of-way dedication for this project. The city will continue coordination but in case the development is delayed, then the city will proceed with the needed ROW acquisition.

5. **What is the zoning in the project area?**
Light Industrial Zone
(a) The purpose of the light industrial zone (LI) is to provide for the location and grouping of non-nuisance-generating industrial enterprises and activities involving manufacturing, assembly, fabrication, processing, bulk handling and storage, research facilities, warehousing and limited retail uses. It is also a purpose of this zone to protect the industrial land base for industrial economic development and employment opportunities. These purposes are accomplished by:

(i) Allowing for a wide range of industrial and manufacturing uses;

(ii) Establishing appropriate development standards and public review procedures for industrial activities with the greatest potential for adverse impacts; and

(iii) Limiting residential, institutional, service, office and other nonindustrial uses to those necessary to directly support industrial activities.

(b) Use of this zone is appropriate in light industrial areas designated by the comprehensive plan which are served at the time of development by adequate public sewers, water supply, roads and other needed public facilities and services.
6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
ROW acquisition is needed for the connection into 152nd St NE and requires the corner of the adjacent property to the east owned by Vanassche. The Vanassche property recently submitted a pre-application to the city with the proposed development of an industrial/warehouse building named Levin Road 21-acre Project. The city will coordinate with

the developer to have them deed the needed right-of-way for this project as required by city code. In the event that the Levin Road 21-acre Project does not deed the necessary ROW, then the city will proceed with ROW acquisition or condemnation. See attached Levin Road 21-acre Project.

NEPA is anticipated to be complete by June 2027. ROW Appraisal will begin in June 2027 and ROW Acquisition/Negotiation will begin in July 2027. If condemnation is needed, the process will begin in January 2028 and the city would file for immediate possession and use of the property so as to keep the project on schedule.

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

Yes

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

N/A

9. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.

Preliminary ROW activities will be concurrent with the NEPA and Design Schedule per the WSDOT LAG Manual. This will include right-of-entries, ROW plan preparation, and title searches and review. After NEPA is completed in June 2027 at the latest and begin ROW phase. True Cost Estimates and Appraisals will start in June 2027 and complete by July 2027. ROW Acquisition/Negotiations to begin July/August 2027 from 1 parcel with proposed development, Levin Road 21-acre Project described earlier. ROW review and certification is scheduled to be completed in April 2028. Note that the city will also explore Early/Advance Acquisitions dependent on the negotiation with the Levin Road 21-acre Project. This will ensure that project will stay on schedule and federal funding obligated on time. There is no relocation required with the Vanassche property/Levin Road 21-acre Project.

Project Readiness: Construction

1. Are funds being requested for construction?

Yes

2. Do you have an engineer's estimate?

Yes

3. Engineers estimate document

156th_Connector_Estimate___Funding_Plan.pdf

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

The NEPA kickoff meeting with WSDOT will start at the beginning of 2025. We anticipate it will take 2 years or less to complete NEPA since stormwater can be design for infiltration and no ESA formal consultation is expected. Per Melanie Vance at WSDOT, if a project can provide stormwater infiltration, which this project will be able to do, then a Biological Assessment and a consult with the NMFS will not be required, therefore the 3-year timeframe for NEPA is reduced significantly, hence the proposed 27 months for NEPA (April 2025 to June 2027) for this project is reasonable. Therefore, the city will submit a Categorical Exclusion (CE) document for NEPA in August 2026. The WSDOT review and approval for the CE is expected to be 3-4 months and be completed with NEPA by December 2026 at the earliest. The schedule has it built out to be conservatively completed in June 2027.

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

No

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

March 2027

7. When is the project scheduled to go to bid (month and year)?

May 2028

156th St NE Connector - Preliminary Cost Estimate

156th St NE extension from Marysville Corporate Center to 152nd St NE: Includes 5-lane road section for 152nd (55'), 3-lane road section for 47th Ave NE (33'), (1) roundabout intersection, (1) 12' and (1) 8' sidewalk, and bioretention cells on each side.

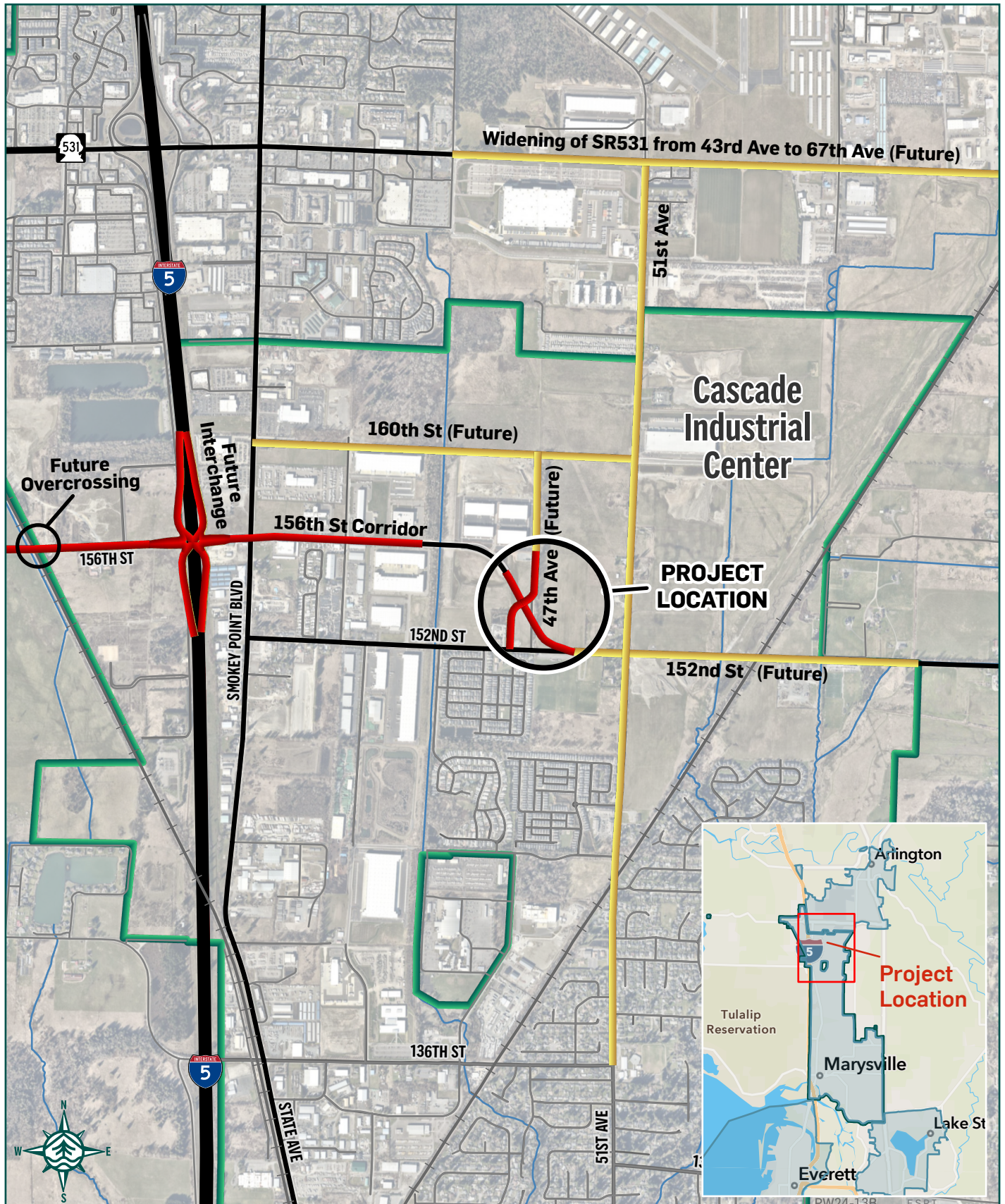
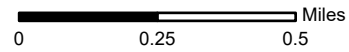
DATE: 2/28/2024

Description	Units	Unit Cost	Est. Quantity	Utility Cost	Transportation Cost	Total Cost
CONSTRUCTION						
PREPARATION						
CLEAR & GRUB	ACRE	\$23,500.00	6.11		\$143,585	\$143,585
TREE REMOVAL	EA	\$1,000.00	30.00		\$30,000	\$30,000
REMOVING ASPHALT CONC. PAVEMENT	SY	\$17.25	6,150.00		\$106,088	\$106,088
REMOVAL STRUCTURES & OBSTRUCTIONS	LS	\$25,000.00	1.00		\$25,000	\$25,000
EARTHWORK						
FILL & COMPACTION - COMMON BORROW	CY	\$30.00	55,170.00		\$1,655,100	\$1,655,100
STORM SEWER						
SWALE	SF	\$10.00	43,704.00		\$437,040	\$437,040
STORMWATER CONVEYANCE		\$73.00	3,642.00		\$265,866	\$265,866
UTILITIES (Paid by Utility Funds)						
WATER MAIN	LF	\$117.00	3,642.00	\$426,114		\$426,114
GATE VALVE 12-INCH	EA	\$2,750.00	8.00	\$22,000		\$22,000
HYDRANT ASSEMBLY	EA	\$5,000.00	16.00	\$80,000		\$80,000
SEWER	LF	\$110.00	3,642.00	\$400,620		\$400,620
SEWER MANHOLES	EA	\$4,000.00	12.00	\$48,000		\$48,000
SURFACING & ROADWAY						
HOT MIX ASPHALT (3")	TON	\$136.00	3,150.00		\$428,400	\$428,400
ASPHALT TREATED BASE (6")	TON	\$80.00	6,500.00		\$520,000	\$520,000
3150	TON	\$30.00	3,150.00		\$94,500	\$94,500
CURB AND GUTTER	LF	\$26.00	7,284.00		\$189,384	\$189,384
CEMENT CONC. SIDEWALK & ROUNDABOUT ISLANDS	SY	\$59.00	6,500.00		\$383,500	\$383,500
CEMENT CONC. SIDEWALK RAMP	EA	\$2,725.00	10.00		\$27,250	\$27,250
DECORATIVE ILLUMINATION SYSTEM COMPLETE	LS	\$650,000.00	1.00		\$650,000	\$650,000
DRIVEWAY	SY	\$45.00	0.00		\$0	\$0
STRIPING AND SIGNING	LS	\$66,000.00	1.00		\$66,000	\$66,000
TRAFFIC CONTROL (5% OF CONSTRUCTION)	LS	\$300,000.00	1.00		\$300,000	\$300,000
MISC						
TEMPORARY WATER POLLUTION & EROSION CONTROL	LS	\$15,000.00	1.00		\$15,000	\$15,000
PROPERTY RESTORATION	LS	\$20,000.00	1.00		\$20,000	\$20,000
SUBTOTAL				\$976,734	\$5,356,713	\$6,333,447
MOBILIZATION	10%			\$97,673	\$535,671	\$633,345
CONTINGENCY	30%			\$293,020	\$1,607,014	\$1,900,034
TOTAL ESTIMATE				\$1,367,428	\$7,499,398	\$8,866,825

Proposed Funding Plan & Schedule

REGIONAL	PHASE	Funding source	Secured Status	Years	Amount
	PE	City - Local	Secured	2025 - 2027	\$ 1,124,910
	RW	City - Local	Secured	2027-2028	\$ 400,000
	CN	City-Local Match 13.5%	Secured	2028	\$ 2,034,398
		FHWA - STBG	Unsecured	2028	\$ 5,465,000
	CN Total				\$ 7,499,398
	TOTAL PROJECT COST				\$ 9,024,307
	Total Expenditures for City-Local				\$ 3,559,307

156TH ST NE CONNECTOR



156th St NE Corridor Road Section

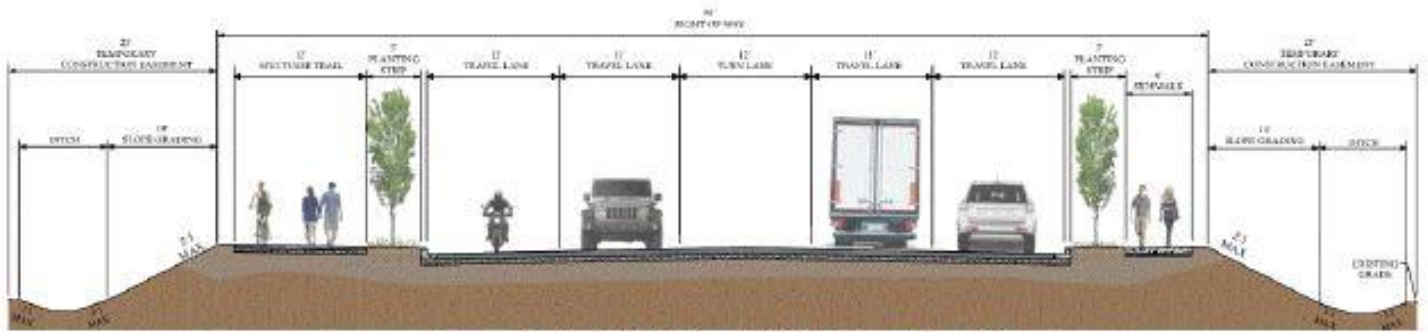


Figure 3.9 – 156th Street NE Options A and B

FUND 305
STREETS CAPITAL IMPROVEMENTS

Function

This fund is used to design and construct capital road construction projects. Revenues are generated through grants, loans, developer mitigation fees and real estate excise taxes (REET). The REET funds are receipted into funds 110 and 111 and then transferred into the 305 fund.

Budget Narrative

Capital projects include:

Project	2023	2024
88th St NE Improvements	\$ 1,500,000	\$ 1,500,000
SR529/Interstate 5	\$ 100,000	\$ -
State Ave 104th to 116th (Phase 2)	\$ 7,000,000	\$ 2,000,000
Grove Street Overcrossing	\$ 750,000	\$ 2,000,000
80th St NE Non-Motorized	\$ 1,650,000	
Sunnyside Blvd & 52nd St NE	\$ 1,000,000	\$ -
53rd Ave NE & 61st Intersection and Shared Use Path I	\$ 1,100,000	\$ 600,000
Quiet Zone Evaluation	\$ 250,000	\$ 250,000
156th St NE Improvements (Smoky Pt-Hayho)	\$ 3,100,000	\$ 1,500,000
Shoultes Safe Routes to School	\$ 250,000	\$ 500,000
Cascade Safe Routes to School	\$ 200,000	\$ 1,250,000
2020 City Safety Program	\$ 100,000	\$ -
State Ave : 1st to Grove NHS	\$ 1,930,000	\$ -
116th St NE: I-5 to State NHS	\$ 870,000	\$ -
Transportation Comprehensive Plan Update	\$ 175,000	\$ 75,000
I-5 Intersection Improvements	\$ 2,500,000	\$ 2,500,000
2023 Pavement Preservation	\$ 2,250,000	\$ -
2024 Pavement Preservation	\$ -	\$ 3,000,000
156th Railroad Overcrossing	\$ 250,000	\$ 750,000
2022 City Safety Program	\$ 120,000	\$ 585,000
67th Ave NE Overlay	\$ -	\$ 85,000
	\$ 25,095,000	\$ 16,595,000

The 305 operating budget also includes a transfer out to fund 206 for the annual debt service payment associated with a number of street construction projects.

CITY OF MARYSVILLE						2024 - 2029 SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM (Thousands of Dollars)												Adopted Resolution No. To be Determined							
PRJNO.	LOCATION	PROJECT NAME AND DESCRIPTION	FUNCTIONAL CLASS	IMPROVEMENT TYPE	UTILITY CATEGORIES	2024			2025			2026			2027-2029			6 YEAR SUMMARY							
						2024 OBLIG & PHASE*	CITY FUNDS	OTHER FUNDS	FUND SOURCE	2025 OBLIG & PHASE	CITY FUNDS	OTHER FUNDS	FUND SOURCE	2026 OBLIG & PHASE	CITY FUNDS	OTHER FUNDS	FUND SOURCE	2027-2029 OBLIG & PHASE	CITY FUNDS	OTHER FUNDS	FUND SOURCE	CITY FUNDS	OTHER FUNDS	6 YR. PROJECT COST	
NON-MOTORIZED PROJECTS						2,840	257	2,583		3,299		0	3,299		6,500	250	6,250		11,631	1,127	10,504		1,634	22,636	24,270
1	CITY	EBEY WATERFRONT TRAIL CONSTRUCT MULTI-USE TRAIL	00	32	ICGPSTW	530			GMA-ST	1,500												0	2,030	2,030	
						PER/RW		500	UNFUNDED	CN		500	UNFUNDED												
								30	DOC			1,000	DOC												
2	CITY	BAYVIEW TRAIL EXTEND THE BAYVIEW MULTI-USE TRAIL BETWEEN 64TH ST AND SOPER HILL RD, EXTENDING INTO THE CITY OF LAKE STEVENS	00	32	ICGPSTW	500			GMA-ST	650				5,000			GMA-ST					0	7,150	7,150	
						PER/RW		500	UNFUNDED	PER/RW		650	UNFUNDED	CN		6,000	UNFUNDED								
3	CITY	SHOULDES ELEMENTARY SAFE ROUTES TO SCHOOL PROJECT CONSTRUCT CURB, GUTTER, AND SIDEWALK FACILITIES	17	32	ICGPSTW	500	106		GMA-ST													106	394	500	
						CN			394	SRTS															
4	CITY	CASCADE ELEMENTARY SAFE ROUTES TO SCHOOL PROJECT CONSTRUCT CURB, GUTTER, SIDEWALK AND BICYCLE FACILITIES ON 100TH ST NE AND 51ST AVE NE. PROJECT IS FUNDED BY TWO SEPARATE SRTS GRANTS.	17	32	ICGPSTW	1,002	151		GMA-ST	540			GMA-ST				731	277		GMA-ST		428	1,845	2,273	
						ALL			851	SRTS	CN		540	SRTS					454	SRTS					
5	CITY	MARYSVILLE MIDDLE SCHOOL SAFE ROUTES TO SCHOOL PROJECT CONSTRUCT SHARED USE PATH ON 49TH DR NE, SOUTH OF GROVE STREET	17	32	ICGPSTW	58			GMA-ST	359			GMA-ST									0	417	417	
						PE		58	SRTS	CN		359	SRTS												
6	CITY	53RD AVE NE PED AND BIKE IMPROVEMENTS CONSTRUCT CURB, GUTTER, SIDEWALK AND BICYCLE FACILITIES SOUTH OF 84TH ST NE	17	32	ICGPSTW									250	250		GMA-ST			850	350		500	1,100	
														PER/RW					ALL						
7	CITY	51ST AVE NE, GROVE ST TO 84TH ST CONSTRUCT BICYCLE AND PEDESTRIAN FACILITIES	16	32	ICGPSTW														5,600			0	5,600	5,600	
																		ALL		5,600	UNFUNDED				
8	CITY	ARMAR ROAD, 47TH ST TO GROVE ST CONSTRUCT SIDEWALKS ON BOTH SIDES OF ROAD	16	32	ICGPSTW														3,200	500		500	3,200	3,700	
																		ALL		3,200	UNFUNDED				
9	CITY	ANNUAL SIDEWALK PROGRAM CONSTRUCT SIDEWALKS, MULTI-USE PATHS AND/OR WIDENED SHOULDERS	00	32	ICGPSTW	250			GMA-ST	250			GMA-ST				750			GMA-ST		0	1,500	1,500	
						ALL			250	UNFUNDED	ALL		250	UNFUNDED	ALL			750	UNFUNDED						
TRAFFIC SAFETY / INTERSECTION IMPROVEMENTS						2,845	250	2,595		2,513		0	2,513		9,323	250	9,073		20,333	500	27,833		1,000	42,014	43,014
10	CITY	2022 CITY SAFETY PROGRAM CONSTRUCT RECTANGULAR RAPID FLASHING BEACONS AT VARIOUS LOCATIONS PER GRANT	14	12	ICGPSTW	705			GMA-ST													0	705	705	
						ALL		705	HSIP																
11	CITY	53RD AVE NE / SUNNYSIDE BLVD CONSTRUCT A TRAFFIC SIGNAL AT THE INTERSECTION INCLUDING MULTI-USE TRAIL ON 53RD FROM SUNNYSIDE BLVD TO SR 528	14	12	ICPT	1,500			GMA-ST													0	1,500	1,500	
						CN		525	TBD																
								655	CMAQ																
								330	TIB																
12	CITY	52ND ST NE / 67TH ST NE CONSTRUCT A TRAFFIC SIGNAL AT THE INTERSECTION	14	12	ICPT	240			GMA-ST	288			GMA-ST				978			GMA-ST		0	1,506	1,506	
						PE		240	CMAQ	RW		288	UNFUNDED	CN		978	UNFUNDED								
13	CITY	51ST AVE NE / 152ND ST NE CONSTRUCT A TRAFFIC SIGNAL AT THE INTERSECTION	16	12	ICPT					1,000			GMA-ST				350			GMA-ST		0	2,600	2,600	
										ALL		1,000	DEVELOPER	PER/RW		350	UNFUNDED	ALL		1,250	UNFUNDED				
14	CITY	SR528 AND DELTA AVE PEDESTRIAN CROSSING CONSTRUCT A PEDESTRIAN CROSSING AT THE INTERSECTION OF SR 528 AND DELTA AVE	2	12	ICGPSTW					75			GMA-ST				125			GMA-ST		0	750	750	
										PE		75	UNFUNDED	PER/RW		125	UNFUNDED	CN		550	UNFUNDED				
15	CITY	71ST AVE NE / SOPER HILL ROAD / SUNNYSIDE BLVD IMPROVE OFFSET INTERSECTION AT 71ST AVE NE, SOPER HILL RD AND SUNNYSIDE BLVD	16	12	ICGPSTW									1,000	250		GMA-ST			5,000	500		750	5,250	6,000
														PER/RW		750	UNFUNDED	ALL		4,500	UNFUNDED				
16	CITY	51ST AVE NE / 132ND ST NE CONSTRUCT A TRAFFIC SIGNAL AT THE INTERSECTION	14	12	ICPT									350			GMA-ST			720		0	1,070	1,070	
													PER/RW		350	UNFUNDED	CN		720	UNFUNDED					
17	CITY	STATE AVENUE / 76TH ST NE REPLACE TRAFFIC SIGNAL AT THE INTERSECTION	14	12	ICPT									112			GMA-ST			250		0	920	920	
													PER/RW		170	UNFUNDED	CN		750	UNFUNDED					
18	CITY	100TH ST NE / 67TH AVE NE CONSTRUCT A TRAFFIC SIGNAL AT THE INTERSECTION	14	12	ICPT									200			GMA-ST			600		0	800	800	
													PER/RW		200	UNFUNDED	CN		600	UNFUNDED					
19	CITY	172ND ST NE / 19TH AVE NE ROUNDABOUT CONSTRUCT MULTI-LANE ROUNDABOUT AT 172ND ST NE AND 19TH AVE NE	16	12	ICGPSTW									2,000			GMA-ST					0	2,000	2,000	
													ALL			2,000	DEVELOPER								
20	CITY	SR 528 / 76TH AVE NE INTERSECTION CONSTRUCT A TRAFFIC SIGNAL AT THE INTERSECTION	16	12	ICPT														800			0	800	800	
																		ALL		800	UNFUNDED				
21	CITY	STATE AVENUE / SR 528 INTERSECTION MODIFY TURN RADIUS AT SE AND NW CORNERS	14	12	ICPT														1,000			0	1,000	1,000	
																		ALL		1,000	UNFUNDED				
22	CITY	STATE AVENUE / 116TH ST NE INTERSECTION MODIFY TRAFFIC SIGNAL, ADD WB THROUGH LANE, EXTEND EB RIGHT-TURN LANE, ADD SB RIGHT-TURN LANE AND OVERLAP PHASE	14	12	ICPT														1,500			0	1,500	1,500	
														ALL			1,500	UNFUNDED							
23	CITY	SR 528 / 67TH AVE NE INTERSECTION	16	12	ICPT														500			0	500	500	

CITY OF MARYSVILLE						2024 - 2029 SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM (Thousands of Dollars)												Adopted Resolution No. To be Determined						
PRJ NO.	LOCATION	PROJECT NAME AND DESCRIPTION	FUNCTIONAL CLASS	IMPROVEMENT TYPE	UTILITY CHANGES	2024				2025				2026				2027-2029				6 YEAR SUMMARY		
						2024 OBLIG & PHASE*	CITY FUNDS	OTHER FUNDS	FUND SOURCE	2025 OBLIG & PHASE	CITY FUNDS	OTHER FUNDS	FUND SOURCE	2026 OBLIG & PHASE	CITY FUNDS	OTHER FUNDS	FUND SOURCE	2027-2029 OBLIG & PHASE	CITY FUNDS	OTHER FUNDS	FUND SOURCE	CITY FUNDS	OTHER FUNDS	6 YR. PROJECT COST
		MODIFY NORTHWEST CORNER OF INTERSECTION FOR IMPROVED TRUCK MOVEMENTS																ALL		500	UNFUNDED			
24	CITY	STATE AVENUE / 84TH ST NE INTERSECTION CONSTRUCT A TRAFFIC SIGNAL AND IMPROVE RAILROAD CROSSING	14	12	CGPSTW													2,213			GMA-ST	0	2,213	2,213
																		ALL		2,213	DEVELOPER			
25	CITY	STATE AVENUE / 100TH ST / SHOULDES RD INTERSECTIONS IMPROVE OPERATIONS AT THESE TIGHTLY SPACED INTERSECTIONS	14	12	CGPSTW													4,500			GMA-ST	0	4,500	4,500
																		ALL		4500	UNFUNDED			
26	CITY	172ND ST NE / 11TH AVE NE ROUNDABOUT CONSTRUCT SINGLE-LANE ROUNDABOUT AT 172ND ST NE AND 11TH AVE NE	14	12	CGPSTW													1,500			GMA-ST	0	1,500	1,500
																		ALL		1,500	DEVELOPER			
27	CITY	QUIET ZONE CONVERT RAILROAD CROSSINGS TO A QUIET ZONE	00	6			250	250	GMA-ST	1,000			GMA-ST	4,000			GMA-ST	7,000			GMA-ST	250	12,000	12,250
						PE				PE, RW		1,000	UNFUNDED	CN		4,000	UNFUNDED	CN		7,000	UNFUNDED			
28	CITY	CITYWIDE INTERSECTION SAFETY IMPROVEMENTS PROGRAM DESIGN AND CONSTRUCT VARIOUS OPERATIONAL IMPROVEMENTS AT INTERSECTIONS TO IMPROVE SAFETY	00	12			100		GMA-ST	100			GMA-ST	100			GMA-ST	300			GMA-ST	0	600	600
						ALL		100	UNFUNDED	ALL		100	UNFUNDED	ALL		100	UNFUNDED	ALL		300	UNFUNDED			
29	CITY	INTELLIGENT TRANSPORTATION SYSTEM IMPLEMENT ITS PROGRAM TO IMPROVE SIGNAL COORDINATION AND MANAGEMENT	00	12			50		GMA-ST	50			GMA-ST	50			GMA-ST	150			GMA-ST	0	300	300
						ALL		50	UNFUNDED	ALL		50	UNFUNDED	ALL		50	UNFUNDED	ALL		150	UNFUNDED			
WIDENING / LANE ADDITION PROJECTS						5,347	197	5,150		3,945	0	3,945		8,723	0	8,723		62,300	0	62,300		197	80,118	80,315
30	CITY	STATE AVENUE: 104TH ST. NE TO 116TH ST. NE WIDEN TO 5 LANE ROADWAY FROM 104TH TO 116TH	14	4, 8	CGPSTW		2,197	197	GMA-ST													197	2,000	2,197
						CN		2,000	TIB															
31	CITY	172ND ST NE: 27TH AVE NE TO 19TH AVE NE WIDEN TO 4.5 LANE ROADWAY WITH PEDESTRIAN AND BICYCLE FACILITIES.	16	4	CGPSTW		1,000		GMA-ST	1,000			GMA-ST	1,000			GMA-ST	4,500			GMA-ST	0	7,500	7,500
						ALL		1,000	DEVELOPER	ALL		1,000	DEVELOPER	ALL		1,000	DEVELOPER	ALL		4,500	DEVELOPER			
32	CITY	172ND ST NE: 11TH AVE NE TO 19TH DR NE WIDEN TO 2.5 LANE ROADWAY WITH PEDESTRIAN AND BICYCLE FACILITIES.	17	5	CGPSTW		250		GMA-ST	250			GMA-ST	500			GMA-ST	2,290			GMA-ST	0	3,290	3,290
						ALL		250	DEVELOPER	ALL		250	DEVELOPER	ALL		500	DEVELOPER	ALL		2,290	DEVELOPER			
33	CITY	51ST AVE NE: 152ND ST NE TO 160TH ST NE WIDEN TO 3 LANE ROADWAY WITH BICYCLE LANES AND SIDEWALKS.	17	5	CGPSTW		550		GMA-ST	750			GMA-ST	1,500			GMA-ST	3,000			GMA-ST	0	5,800	5,800
						PE/RW		550	UNFUNDED	RW		750	UNFUNDED	CN		1,500	UNFUNDED	CN		3,000	UNFUNDED			
34	CITY	83RD AVE NE: SR 528 TO 84TH ST NE WIDEN TO 3 LANE ROADWAY INCLUDING BICYCLE LANES AND SIDEWALKS. INCLUDES IMPROVEMENTS TO INTERSECTION AT SR 528 AND 84TH ST NE	16	5	CGPSTW		350		GMA-ST	800			GMA-ST	1,250			GMA-ST	250			GMA-ST	0	2,450	2,450
						PE		100	DEVELOPER	RW		100	DEVELOPER	CN		250	DEVELOPER	CN		250	DEVELOPER			
								250	UNFUNDED			500	UNFUNDED			1,000	UNFUNDED							
35	CITY	83RD AVE NE: SOPER HILL RD TO SR 528 WIDEN TO 3 LANE ROADWAY INCLUDING BICYCLE LANES AND SIDEWALKS.	16	5	CGPSTW		750		GMA-ST	750			GMA-ST	750			GMA-ST	3,250			GMA-ST	0	5,500	5,500
						ALL		750	DEVELOPER	ALL		750	DEVELOPER	ALL		750	DEVELOPER	ALL		3,250	DEVELOPER			
36	CITY	40TH ST NE: SUNNYSIDE BLVD TO 83RD AVE NE WIDEN TO 3 LANE ROADWAY INCLUDING BICYCLE LANES AND SIDEWALKS. CONSTRUCT MISSING SEGMENTS.	16	5	CGPSTW		250		GMA-ST	250			GMA-ST	250			GMA-ST	12,350			GMA-ST	0	13,100	13,100
						ALL		250	DEVELOPER	ALL		250	DEVELOPER	ALL		250	DEVELOPER	ALL		12,350	UNFUNDED			
37	CITY	172ND ST NE RAILROAD CROSSING IMPROVEMENTS WIDEN TO 2.5 LANE ROADWAY WITH PEDESTRIAN/BICYCLE FACILITIES AND RAILROAD CROSSING IMPROVEMENTS.	16	4	CGPSTW					345			GMA-ST	1,473			GMA-ST					0	1,818	1,818
						PE/RW						345	UNFUNDED	CN		1,473	UNFUNDED							
38	CITY	87TH AVE NE: 35TH ST NE TO 40TH ST NE WIDEN TO 4.5 LANE ROADWAY INCLUDING MULTUSE PATH AND INTERSECTION IMPROVEMENTS.	16	4	CGPSTW									1,000			GMA-ST	5,650			GMA-ST	0	6,650	6,650
						PE/RW							1,000			1,000	DEVELOPER	ALL		5,650	DEVELOPER			
39	CITY	87TH AVE NE: SOPER HILL RD TO 35TH ST NE WIDEN TO 3 LANE ROADWAY INCLUDING MULTUSE PATH.	17	5	CGPSTW									250			GMA-ST	1,750			GMA-ST	0	2,000	2,000
						ALL							250			250	DEVELOPER	ALL		1,750	DEVELOPER			
40	CITY	87TH AVE NE: 40TH ST NE TO SUNNYSIDE SCHOOL RD WIDEN TO 3 LANE ROADWAY INCLUDING MULTUSE PATH	17	5	CGPSTW									500			GMA-ST	3,500			GMA-ST	0	4,000	4,000
						ALL							500			500	DEVELOPER	ALL		3,500	DEVELOPER			
41	CITY	SUNNYSIDE BLVD - 47TH AVE NE TO 52ND ST NE WIDEN TO 5-LANE ROADWAY INCLUDING BICYCLE LANES AND SIDEWALKS.	16	4	CGPSTW									250			GMA-ST	13,000			GMA-ST	0	13,250	13,250
						PE							250			250	UNFUNDED	ALL		13,000	UNFUNDED			
42	CITY	51ST AVE NE: 160TH ST NE TO ARLINGTON CITY LIMITS WIDEN TO 3 LANE ROADWAY WITH BICYCLE LANES AND SIDEWALKS.	17	5	CGPSTW													4,000			GMA-ST	0	4,000	4,000
						ALL												ALL		4,000	DEVELOPER			
43	CITY	84TH ST NE: 83RD AVE NE TO SR 9 WIDEN TO 3 LANE ROADWAY INCLUDING MULTUSE TRAIL	14	5	CGPSTW													2,090			GMA-ST	0	2,090	2,090
						ALL												ALL		2,090	DEVELOPER			
44	CITY	88TH ST NE: 36TH AVE NE TO I-5 CONSTRUCT WESTBOUND RIGHT TURN DROP LANE ON 88TH ST NE FROM 36TH AVE NE TO I-5	14	4	CGPSTW													1,900			GMA-ST	0	1,900	1,900
						ALL												ALL		1,900	DEVELOPER			
45	CITY	152ND ST NE: SMOKEY POINT BLVD TO 43RD VIC WIDEN TO 3 LANE ROADWAY WITH BICYCLE LANES AND SIDEWALKS.	17	5	CGPSTW													4,250			GMA-ST	0	4,250	4,250
						ALL												ALL		4,250	DEVELOPER			

CITY OF MARYSVILLE						2024 - 2029 SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM (Thousands of Dollars)															Adopted Resolution No. To be Determined			
FUND	LOCATION	PROJECT NAME AND DESCRIPTION	FUNCTIONAL CLASS	IMPROVEMENT TYPE	UTILITY CATEGORIES	2024			2025			2026			2027-2029			6 YEAR SUMMARY						
						2024 OBLIG & PHASE*	CITY FUNDS	OTHER FUNDS	FUND SOURCE	2025 OBLIG & PHASE	CITY FUNDS	OTHER FUNDS	FUND SOURCE	2026 OBLIG & PHASE	CITY FUNDS	OTHER FUNDS	FUND SOURCE	2027-2029 OBLIG & PHASE	CITY FUNDS	OTHER FUNDS	FUND SOURCE	CITY FUNDS	OTHER FUNDS	6 YR. PROJECT COST
46	CITY	156TH ST NE ROUTE IMPROVEMENTS (SMOKEY POINT BLVD AND TWIN LAKES BLVD)	16	5	CGPSTW												520		GMA-ST	0	520	520		
		IMPROVE I-5 OVERCROSSING ACCESS																520	DEVELOPER					
NEW ALIGNMENT PROJECTS																								
						4,325	250	4,075		6,575	1,000	5,575		14,125	0	14,125		38,175	0	38,175	1,250	62,950	64,200	
47	CITY	156TH ST NE: SMOKEY POINT BLVD TO 51ST AVE NE	17	1	CGPSTW	2,250	250		GMA-ST	2,000	1,000		GMA-ST	7,000			12,500			GMA-ST	1,250	22,500	23,750	
		NEW 5 LANE ROADWAY INCLUDING PEDESTRIAN AND BICYCLE FACILITIES. INCLUDES WIDENING FROM SMOKEY PT BLVD TO HAYHO CREEK.				PE, RW		1,000	STP	ALL				1,000	UNFUNDED	ALL		2,500	UNFUNDED					
								1,000	DEVELOPER			1,000	DEVELOPER		6,000	DEVELOPER		10,000	DEVELOPER					
48	CITY	160TH ST NE: SMOKEY POINT BLVD TO 51ST AVE NE	00	1	CGPSTW	2,000			GMA-ST	3,500			GMA-ST	3,500			7,000			GMA-ST	0	16,000	16,000	
		NEW 3 LANE ROADWAY INCLUDING PEDESTRIAN AND BICYCLE FACILITIES.				ALL		1,000	UNFUNDED	ALL		1,000	UNFUNDED	ALL		1,000	UNFUNDED	1,000	UNFUNDED					
								1,000	DEVELOPER			2,500	DEVELOPER		2,500	DEVELOPER		6,000	DEVELOPER					
49	CITY	23RD AVE NE / 16TH ST NE	00	1,4	CGPSTW					1,000			GMA-ST	1,500						GMA-ST	0	2,500	2,500	
		NEW 3 LANE ROADWAY INCLUDING PEDESTRIAN AND BICYCLE FACILITIES.								ALL		1,000	DEVELOPER	ALL		1,500	DEVELOPER							
50	CITY	35TH ST NE: INTERSECTION OF SR 9 AND SR 92 TO 8TH AVE NE	16	1	CGPSTW									550			GMA-ST			GMA-ST	0	4,550	4,550	
		NEW 4/5 LANE ROADWAY INCLUDING PEDESTRIAN AND BICYCLE FACILITIES.												PERW		550	DEVELOPER	ALL		4,000	DEVELOPER			
51	CITY	40TH ST NE: 83RD AVE NE TO 8TH AVE NE	16	1	CGPSTW									1,500			GMA-ST			GMA-ST	0	3,150	3,150	
		NEW 4/5 LANE ROADWAY INCLUDING PEDESTRIAN AND BICYCLE FACILITIES.												PERW		1,500	DEVELOPER	ALL		1,650	DEVELOPER			
52	CITY	16TH AVE NE EXTENSION: 156TH ST NE TO 172ND ST NE	14	1,4	CGPSTW												11,800			GMA-ST	0	11,800	11,800	
		NEW 2.3 LANE ROADWAY INCLUDING PEDESTRIAN AND BICYCLE FACILITIES.															ALL		11,800	DEVELOPER				
53	CITY	8TH AVE NE: 84TH ST NE TO 98TH ST NE	00	1	CGPSTW												2,000			GMA-ST	0	2,000	2,000	
		NEW 2/3 LANE ROADWAY INCLUDING PEDESTRIAN FACILITIES.															ALL		2,000	DEVELOPER				
54	CITY	ARTERIAL IMPROVEMENTS FOR TRANSP COMP PLAN	16, 17	1	CPT	75			GMA-ST	75			GMA-ST	75			225			GMA-ST	0	450	450	
		CREDIT TRAFFIC MT. FEES FOR ARTERIAL CONNECTIONS				CN			75	UNFUNDED	CN			75	UNFUNDED	CN			225	UNFUNDED				
BRIDGES																								
						3,000	1,000	2,000		3,000	0	3,000		4,500	0	4,500		38,500	0	38,500	1,000	48,000	49,000	
55	CITY	GROVE STREET OVERCROSSING	17	8	CGPSTW	2,000	500		GMA-ST	2,500			GMA-ST	4,000			19,000			GMA-ST	500	27,000	27,500	
		CONSTRUCT AN OVERCROSSING AT THE BNSF RAILROAD INTERSECTION WITH GROVE STREET FROM STATE AVENUE TO CEDAR AVENUE.				PE		1,500	WSDOT	PERW		2,500	WSDOT	ALL		4,000	WSDOT	ALL		19,000	UNFUNDED			
56	CITY	156TH ST NE OVERCROSSING	17	8	CGPSTW	1,000	500		GMA-ST	500			GMA-ST	500			19,500			GMA-ST	500	21,000	21,500	
		CONSTRUCT AN OVERCROSSING AT THE BNSF RAILROAD INTERSECTION WITH 156TH ST NE				PE		500	WSDOT	PE		500	UNFUNDED	RW		500	UNFUNDED	CN		19,500	UNFUNDED			
PAVEMENT PRESERVATION																								
						2,177	85	2,092		883	333	550		0	0	0	0	0	0	0	418	2,642	3,060	
57	CITY	ANNUAL PAVEMENT PRESERVATION PROGRAM	7	CGPSTW		2,092			GMA-ST	0			GMA-ST	0			GMA-ST	0		GMA-ST	0	2,092	2,092	
		MISCELLANEOUS LOCATIONS DETERMINED BY PAVEMENT CONDITION				ALL		2,092	TBD	ALL				ALL				ALL						
58	CITY	8TH AVE NE OVERLAY	7	CGPSTW		85	85		GMA-ST	883	333		GMA-ST								418	550	968	
		PAVEMENT OVERLAY ON 8TH AVE NE FROM GROVE ST TO 88TH ST NE				PE				ALL		550	STP											
JOINT AGENCY PROJECTS																								
						106,918	297	106,621		30,365	500	29,865		15,935	1,339	14,597		54,000	5,000	49,000		7,136	200,084	207,220
59	CITY	88TH ST NE: STATE AVE TO 6TH AVE NE	14	4	CGPSTW	1,282	250		GMA-ST	1,800	500		GMA-ST	13,935	1,339		GMA-ST	30,000	5,000		GMA-ST	7,089	39,929	47,018
	COUNTY	WIDEN TO A 3 LANE ROADWAY SECTION PLUS RIGHTTHRU LANE AT STATE AVENUE. IMPROVEMENTS BY INTERLOCAL AGREEMENT				PERW		500	COUNTY	PERW		800	COUNTY	ALL		10,000	UNFUNDED	ALL		25,000	UNFUNDED			
								532	STP							2,597	STP							
60	WS207	I-5 HOV LANE EXTENSION AND 3829 INTERCHANGE IMPROVEMENTS	11, 14	1,4	P	65,595	47		GMA-ST	13,217			GMA-ST								47	78,765	78,812	
		CONSTRUCT NB HOV LANE EXTENSION FROM MARINE VIEW DR TO SR 529 AND INTERCHANGE IMPROVEMENTS AT I-5 AND SR 529				ALL		65,548	WSDOT	ALL		13,217	WSDOT											
61	WS207	I-5 AND 4TH, 88TH INTERCHANGE IMPROVEMENTS	11, 14	4	CGPSTW	39,041			GMA-ST	14,349			GMA-ST								0	53,390	53,390	
	TULALIP	COMPLETE INTERCHANGE IMPROVEMENTS (TULALIP TRIBE SPONSORED PROJECT)				ALL		39,041	WSDOT	ALL		14,349	WSDOT											
62	CITY	156TH ST NE INTERCHANGE	11, 14	3,9	PT					1,000			GMA-ST	2,000			GMA-ST	13,000			GMA-ST	0	16,000	16,000
	WS207	COMPLETE INTERCHANGE IMPROVEMENTS TO THE EXISTING OVERCROSSING								PE		1,000	WSDOT	ALL		2,000	WSDOT	ALL		13,000	WSDOT			
63	CITY	152ND ST NE: 51ST AVE NE TO 8TH AVE NE	16	4	CGPSTW	1,000			GMA-ST											11,000		0	12,000	12,000
	COUNTY	WIDEN TO A 3 LANE ROADWAY SECTION WITH IMPROVEMENTS AT ARTERIAL INTERSECTIONS				ALL		1,000	DEVELOPER									ALL		11,000	UNFUNDED			
DEBT SERVICE																								
						1,464	1,464	0		1,467	1,467	0		1,461	1,461	0		3,273	3,273	0		7,665	0	7,665
64	CITY	LIMITED BOND FOR STREET CONSTRUCTION PROJECTS	N/A	N/A		558	558		GMA-ST	562	562		GMA-ST	557	557		GMA-ST	556	556		GMA-ST	2,233	0	2,233
65	CITY	FIRST STREET BYPASS DEBT SERVICE	N/A	N/A		905	905		GMA-ST	905	905		GMA-ST	904	904		GMA-ST	2,717	2,717		GMA-ST	5,432	0	5,432
SUMMARY																								
		STATE, FEDERAL, OTHER AND UNFUNDED FUNDS.																						
	DEVELOPER	DEVELOPER						5,350	DEVELOPER			7,850	DEVELOPER			18,550	DEVELOPER			73,113	DEVELOPER		104,863	DEVELOPER
	WSDOT	WASH. ST. DEPT OF TRANSPORTATION						106,589	WSDOT			31,066	WSDOT			6,000	WSDOT			13,000	WSDOT		156,655	WSDOT

CITY OF MARYSVILLE						2024 - 2029 SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM (Thousands of Dollars)												Adopted Resolution No. To be Determined						
FUND	LOCATION	PROJECT NAME AND DESCRIPTION	FUNCTIONAL CLASS	IMPROVEMENT TYPE	UTILITY CODES	2024			2025			2026			2027-2029			6 YEAR SUMMARY						
						2024 OBLIG & PHASE	CITY FUNDS	OTHER FUNDS	FUND SOURCE	2025 OBLIG & PHASE	CITY FUNDS	OTHER FUNDS	FUND SOURCE	2026 OBLIG & PHASE	CITY FUNDS	OTHER FUNDS	FUND SOURCE	2027-2029 OBLIG & PHASE	CITY FUNDS	OTHER FUNDS	FUND SOURCE	CITY FUNDS	OTHER FUNDS	6 YR. PROJECT COST
UNFUNDED		CITY UNDETERMINED						3,275	UNFUNDED			6,083	UNFUNDED		30,121	UNFUNDED		140,745	UNFUNDED			180,224	UNFUNDED	
COUNTY		SNOWBUSH COUNTY						500	COUNTY			500	COUNTY		0	COUNTY		0	COUNTY			1,000	COUNTY	
TBD		TRANSPORTATION BENEFIT DISTRICT						2,617	TBD			0	TBD		0	TBD		0	TBD			2,617	TBD	
CT		COMMUNITY TRANSIT						0	CT			0	CT		0	CT		0	CT			0	CT	
TIB		TRANSPORTATION IMPROVEMENT BOARD						2,320	TIB			0	TIB		0	TIB		0	TIB			2,320	TIB	
STP		SURFACE TRANSPORTATION PROGRAM						1,532	STP			1,350	STP		2,597	STP		0	STP			5,479	STP	
CMAQ		CONGESTION MITIGATION AIR QUALITY						895	CMAQ			0	CMAQ		0	CMAQ		0	CMAQ			895	CMAQ	
HSP		HIGHWAY SAFETY IMPROVEMENT PROGRAM						705	HSP			0	HSP		0	HSP		0	HSP			705	HSP	
PED-BIKE		PEDESTRIAN AND BICYCLE PROGRAM						0	PED-BIKE			0	PED-BIKE		0	PED-BIKE		0	PED-BIKE			0	PED-BIKE	
SRTS		SAFE ROUTES TO SCHOOL						1,303	SRTS			899	SRTS		0	SRTS		454	SRTS			2,656	SRTS	
TGER		TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVER						0	BUILD			0	BUILD		0	BUILD		0	BUILD			0	BUILD	
FMSB		FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD						0	FMSB			0	FMSB		0	FMSB		0	FMSB			0	FMSB	
COBG		COMMUNITY DEVELOPMENT BLOCK GRANT						0	COBG			0	COBG		0	COBG		0	COBG			0	COBG	
DOC		DEPARTMENT OF COMMERCE						30	DOC			1,000	DOC		0	DOC		0	DOC			1,030	DOC	
OTHER		BOND OR LOAN						0	OTHER			0	OTHER		0	OTHER		0	OTHER			0	OTHER	
		CITY FUNDS:																						
		ART-ST						0	ART-ST			0	ART-ST		0	ART-ST		0	ART-ST			0	ART-ST	
		GMA-ST						3,800	GMA-ST			3,300	GMA-ST		3,300	GMA-ST		9,800	GMA-ST			20,300	GMA-ST	
		PROJECTED GROWTH MANAGEMENT STREETS REVENUES						2,500	GMA-ST			2,000	GMA-ST		2,000	GMA-ST		6,000	GMA-ST			12,500	GMA-ST	
		TM						1,300	TM			1,300	TM		1,300	TM		3,900	TM			7,800	TM	
		ANNUAL DEFICIT OR SURPLUS						0				0			0			0				0		
		ESTIMATED CARRYOVER SURPLUS OR DEFICIT FROM PREVIOUS YEAR						0				0			0			0				0		
		YEAR TO YEAR ESTIMATED ANNUAL SURPLUS OR DEFICIT						0				0			0			0				0		
														</										

East-West Corridor Improvements

Several east-west corridors will need improvements to meet the forecast 2035 travel demands. The key corridors provide access to/from I-5, across I-5, or to SR 9. In addition to adding travel lanes and turn lanes, the plan includes improvements at arterial intersections.

To serve the growth forecast in the Lakewood and Smokey Point areas, a new principal arterial is planned for 156th Street NE/152nd Street NE corridor. The corridor would ultimately connect west of the BNSF rail line as a grade-separated crossing to serve Snohomish County areas west of the City as well. This preserves the corridor for long-range transportation needs and the potential growth outside of the existing UGA. A five-lane arterial will cross I-5 and provide access to the proposed interchange which is being coordinated with WSDOT. The 156th Street NE alignment for the corridor will extend east of Smokey Point Boulevard and then transition to the 152nd Street NE alignment; the specific alignment has not been established. East of 51st Avenue NE, the corridor could be initially constructed as a two-to-three lane facility, although right-of-way should be preserved to support an ultimate four-to-five lane cross-section. Because there are limited east-west corridors in the greater Marysville area that provide a direct connection between SR 9 and I-5, the City's Transportation Element recommends preserving the right-of-way to allow future extension east of 67th Avenue NE. This needs to be further coordinated with Snohomish County and WSDOT.

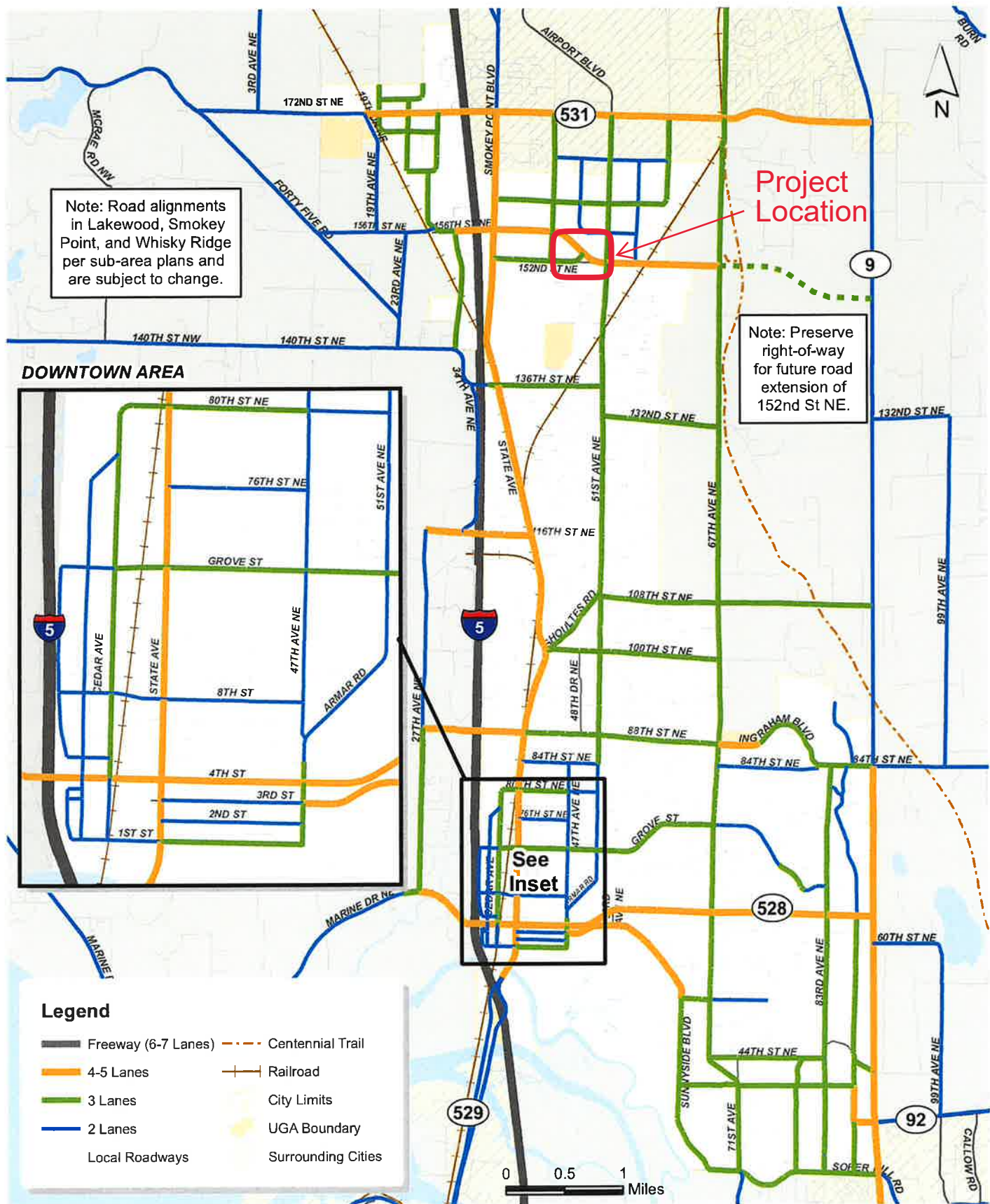
The travel forecasts show a need to widen the 136th Street NE/132nd Street NE corridor to a three-lane capacity. This corridor provides a connection between the UGA in the 51st Avenue NE corridor to State Avenue/Smokey Point Boulevard. It also connects across I-5 to the 140th Street NE corridor in unincorporated Snohomish County.

The recent widening of 116th Street NE between I-5 and State Avenue to five lanes will accommodate future volumes. Some additional spot intersection improvements will still be needed to support planned growth. As discussed under the section on alternatives evaluation, future extension of 116th Street NE east of State Avenue was not included in the recommended plan.

The 108th Street NE and 100th Street NE corridors provide east-west access and circulation in the central part of Marysville. The higher volumes of traffic will increase the need to upgrade the non-motorized facilities to better meet urban standards, such as the installation of sidewalks or other pedestrian facilities. Additional bicycle facilities are also identified for these two corridors.

A key change in the Transportation Element is the widening of 88th Street NE to two to three lanes between State and 67th Avenues. Previously, the corridor was recommended to be improved to four to five lanes. With other recent improvements, the corridor provides a direct connection between SR 9 and the Tulalip developments west of I-5. However, with a widened SR 9 between 84th Street NE and SR 204 in Lake Stevens, more regional and City traffic is able to use this southern option to access I-5 (or other points south) rather than using Marysville streets to access the I-5 corridor. By maintaining 88th Street NE as a two- to three-lane arterial, construction costs and impacts to local neighborhoods will also be greatly reduced.

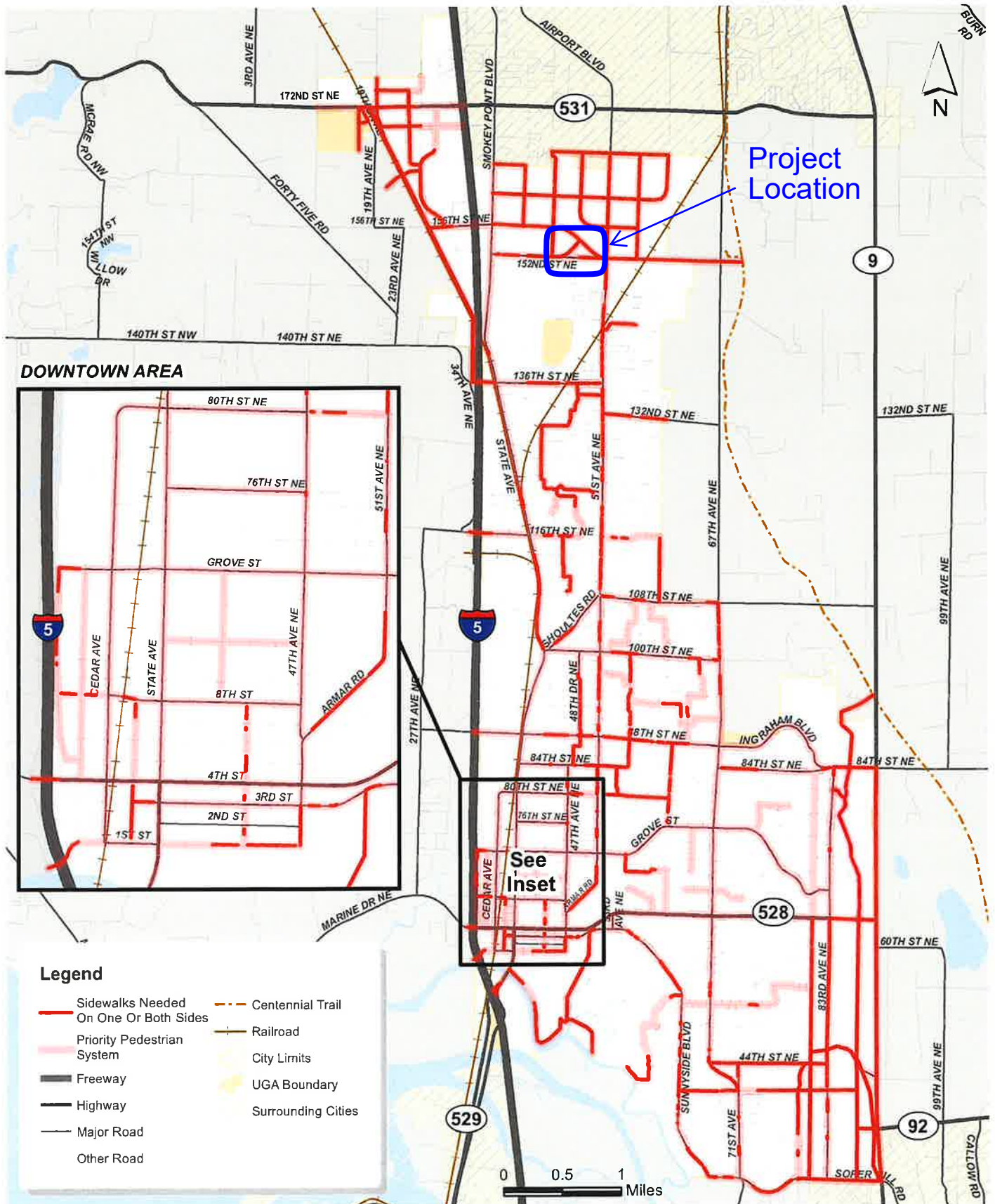
The City has almost completed a four- to five-lane corridor along 4th Street/64th Street NE (SR 528) between I-5 and SR 9. The City has completed the corridor widening between 47th



Highway and Street System Plan

FIGURE

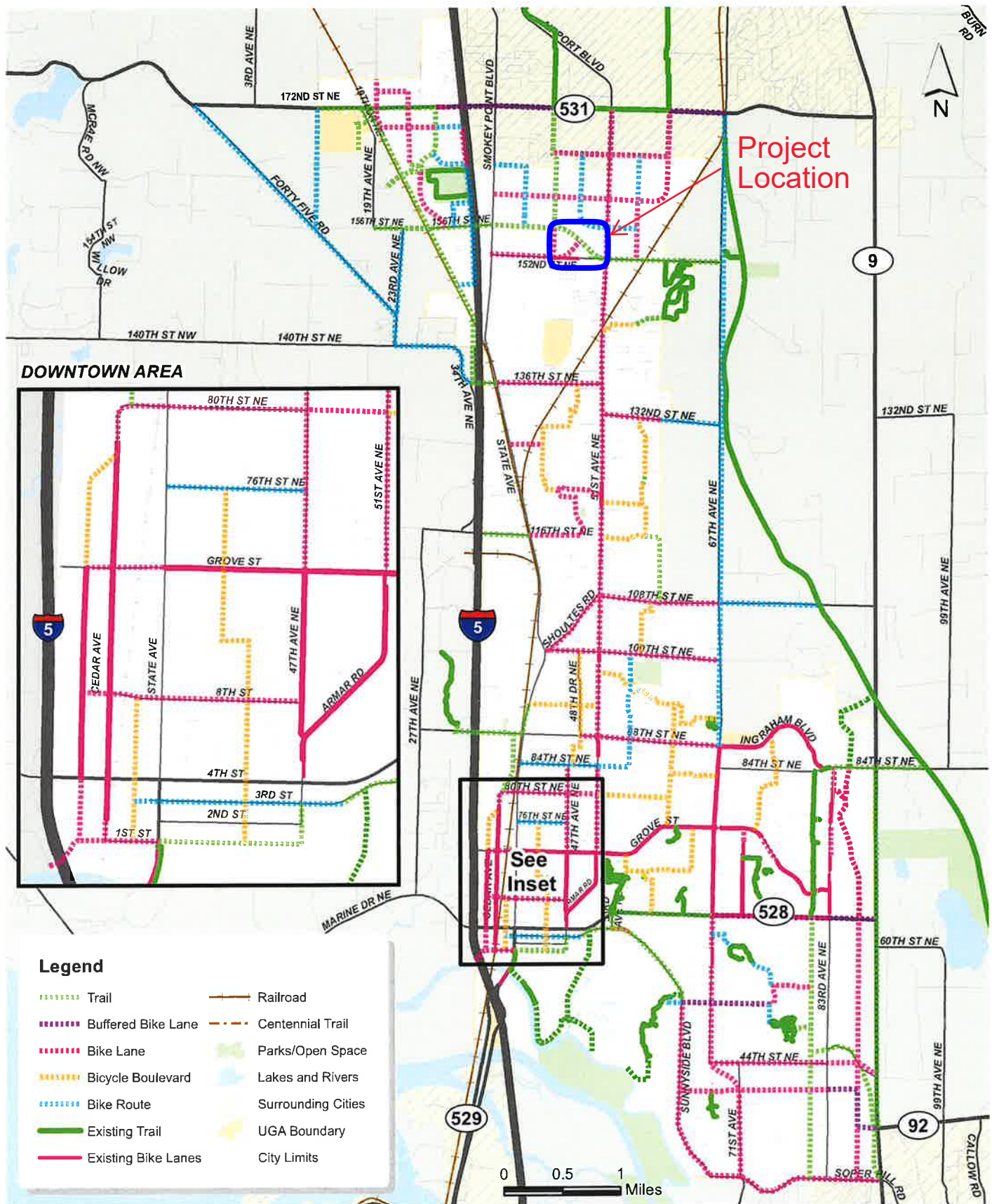
10



Priority Pedestrian System Plan

FIGURE

14



Bicycle System Plan

Table 17. New Roadway Projects (North Marysville – East of I-5)

ID	Project Name (Project Extents)	Project Descriptions	Project Cost
MID-RANGE			
234.1	43rd Ave NE (152nd St NE to City Limits)	Construct 2/3 lane arterial for Smokey Point Master Plan. Including sidewalks, bike lanes, and multiuse trail.	Developer
234.2	43rd Ave NE (City Limits to SR 531)	Construct 2/3 lane arterial for Smokey Point Master Plan. Specific alignments to be determined.	Developer & Other Agency
236	160th St NE (Smokey Point Blvd to 59th Ave NE)	Construct 2/3 lane arterial for Smokey Point Master Plan. Specific alignments to be determined. Includes sidewalks (both sides, project extent) and Bike lanes (both sides, project extent).	Developer
237.1	59th Ave NE (160th St NE to City Limits)	Construct 2/3 lane arterial for Smokey Point Master Plan. Specific alignments to be determined. Includes sidewalks (both sides, project extent) and Bike lanes (both sides, project extent).	Developer
237.2	59th Ave NE (City Limits to SR 531)	Construct 2/3 lane arterial for Smokey Point Master Plan. Specific alignments to be determined.	Developer & Other Agency
239	164th Street NE (43rd Ave NE to 59th Ave NE)	Construct 2/3 lane arterial for Smokey Point Master Plan. Specific alignments to be determined. Includes sidewalks (both sides, project extent) and Bike lanes (both sides, project extent).	Developer
240	54th/55th Ave NE (152nd St NE to 164th NE)	Construct 2/3 lane arterial for Smokey Point Master Plan. Specific alignments to be determined. Includes sidewalks (both sides, project extent), bike route, and bike lanes. See Project #239.	Developer
241	47th Ave NE and 157th St NE (164th St NE to 54/55th Ave NE)	Construct 2/3 lane arterial for Smokey Point Master Plan. Specific alignments to be determined. Includes sidewalks (both sides, project extent) and bike routes (both sides, project extent). See Projects #238 and #240.	Developer
LONG-RANGE			
231	156th/152nd St Connector (Smokey Point Blvd/156th St NE to 51st St NE/152nd St NE)	Construct 4/5 lane arterial including sidewalks (one side, full length) and a multiuse trail (one side, full length). Includes new connector to 152nd St NE to the west at about 47th Ave NE.	\$18,440,000
324	152nd St NE (67th Ave NE to SR 9)	ROW preservation for 3 lane arterial.	Other Agency

Property Account Summary

3/1/2024

Parcel Number	31053300100500	Property Address	4601 152ND ST NE , MARYSVILLE, WA 98271
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General Information

Property Description	SEC 33 TWP 31 RGE 05RT-3) BEG NW COR NW1/4 NE1/4 TH S87*14 35E 950.79FT TPB TH S02*42 38W 1308 .99FT M/L TO N LN CO RD TH E ALG N LN CORD TO E LN SD SUB DIV TH N TO NE COR SD SUB DIV TH W TO TPB LESS E 16.5FTLESS DITCH DD NO 5
Property Category	Land and Improvements
Status	Active, Locally Assessed, Pending Value Change
Tax Code Area	00505

Property Characteristics

Use Code	910 Undeveloped (Vacant) Land
Unit of Measure	Acre(s)
Size (gross)	9.58

Parties

Role	Percent	Name	Address
Taxpayer	100	MARYSVILLE CITY OF	501 DELTA AVE, MARYSVILLE, WA 98270
Owner	100	MARYSVILLE CITY OF	501 DELTA AVE, MARYSVILLE, WA 98270

Related Properties

No Related Properties Found

Property Values

Value Type	Tax Year 2024	Tax Year 2023	Tax Year 2022	Tax Year 2021	Tax Year 2020
Taxable Value Regular	\$2,395,900	\$314,649	\$1,036,600	\$1,087,500	\$984,700
Exemption Amount Regular		\$1,852,351			
Market Total	\$2,395,900	\$2,167,000	\$1,036,600	\$1,087,500	\$984,700
Assessed Value	\$2,395,900	\$2,167,000	\$1,036,600	\$1,087,500	\$984,700
Market Land	\$2,395,900	\$2,167,000	\$1,036,600	\$1,087,500	\$984,700
Market Improvement					
Personal Property					

Active Exemptions

No Exemptions Found

Events

Effective Date	Entry Date-Time	Type	Remarks
08/17/2023	08/17/2023 07:05:00	The situs address has changed	by sascep
07/07/2023	07/07/2023 09:49:00	Tax Bill Recalculation	Entity Tax Exemption for 2023 performed by strbkr
02/27/2023	02/27/2023 16:47:16	Excise Processed	Temporary Excise: T178401 Finalized to: E198786
02/23/2023	04/07/2023 13:59:00	Recording No. Changed	Property Transfer Filing No.: E198786, Statutory Warranty Deed, new Recording No.: 202302277066 02/23/2023 by sasaml
02/23/2023	04/07/2023 13:59:00	Owner Terminated	Property Transfer Filing No.: E198786 02/23/2023 by sasaml
02/23/2023	04/07/2023 13:59:00	Owner Added	Property Transfer Filing No.: E198786 02/23/2023 by sasaml
02/23/2023	02/27/2023 16:47:00	Excise Processed	Property Transfer Filing No.: T178401, submitted by eREET 02/23/2023 by ASCEREET
02/17/2023	07/18/2023 12:10:00	Recording No. Changed	Property Transfer Filing No.: 1310910, Quit Claim Deed, new Recording No.: 202306287013 02/17/2023 by sasaml
02/17/2023	06/27/2023 10:30:00	Excise Processed	Property Transfer Filing No.: 1310910, Quit Claim Deed 02/17/2023 by strejc
07/06/2020	07/06/2020 14:01:00	Value Modification	Type: Appeal, Status: Appeal Completed, Tax Year: 2020 by SASLMS
10/10/2019	10/10/2019 13:48:00	Value Modification	Type: Appeal, Status: Initiated, Tax Year: 2020 by SASLMS
04/01/2019	04/01/2019 12:51:00	Value Modification	Type: Appeal, Status: Appeal Completed, Tax Year: 2019 by SASLMS
09/17/2018	09/17/2018 15:58:00	Value Modification	Type: Appeal, Status: Initiated, Tax Year: 2019 by SASLMS
07/12/2016	07/12/2016 13:21:00	Property Characteristic Changed	2016 Size (gross) changed from 9.81 to 9.58 by sasmjt
04/04/2016	04/14/2016 14:07:00	Owner Terminated	Property Transfer Filing No.: 1099649 04/04/2016 by sasset
04/04/2016	04/14/2016 14:07:00	Owner Added	Property Transfer Filing No.: 1099649 04/04/2016 by sasset
04/04/2016	04/08/2016 10:06:00	Taxpayer Changed	Property Transfer Filing No.: 1099649 04/04/2016 by strndh
04/04/2016	04/08/2016 10:06:00	Excise Processed	Property Transfer Filing No.: 1099649, Bargain and Sale Deed 04/04/2016 by strndh
01/29/2013	03/05/2013 08:04:00	Owner Terminated	Party/Property Relationship by sasmjt
01/29/2013	03/05/2013 08:03:00	Owner Added	Party/Property Relationship by sasmjt
01/29/2013	02/07/2013 09:52:00	Excise Processed	Property Transfer Filing No.: E021373, submitted by eREET 01/29/2013 by ASCEREET
07/24/2006	08/21/2006 16:09:00	Taxpayer Changed	Property Transfer Filing No.: 107981 07/24/2006 by strldd
07/24/2006	08/18/2006 09:25:00	Excise Processed	Property Transfer Filing No.: 107981, Statutory Warranty Deed 07/24/2006 by strnls
06/18/2003	06/18/2003 09:44:00	Taxpayer Changed	Party/Property Relationship by strpcs

Tax Balance

Installments Payable

Tax Year	Installment	Due Date	Principal	Interest, Penalties and Costs	Total Due	Cumulative Due
2024	1	04/30/2024	\$8,214.09	\$0.00	\$8,214.09	\$8,214.09
2024	2	10/31/2024	\$8,214.09	\$0.00	\$8,214.09	\$16,428.18

Distribution of Current Taxes

District	Rate	Amount	Voted Amount	Non-Voted Amount
CITY OF MARYSVILLE	0.83	\$1,997.57	\$0.00	\$1,997.57
MARYSVILLE FIRE DISTRICT RFA	0.50	\$1,197.95	\$1,197.95	\$0.00
MARYSVILLE SCHOOL DIST NO 25	2.44	\$5,852.32	\$5,852.32	\$0.00
SNO-ISLE INTERCOUNTY RURAL LIBRARY	0.32	\$777.00	\$0.00	\$777.00
SNOHOMISH COUNTY-CNT	0.50	\$1,208.79	\$0.00	\$1,208.79
STATE	2.25	\$5,394.55	\$0.00	\$5,394.55
TOTAL	6.86	\$16,428.18	\$7,050.27	\$9,377.91

Levy Rate History

Tax Year	Total Levy Rate
2023	4.937853
2022	8.846271
2021	9.493233

Real Property Structures**Receipts**

Date	Receipt No.	Amount Applied	Amount Due
03/07/2023 12:08:00	12581148	\$1,553.70	\$10,711.29
10/19/2022 00:00:00	12344475	\$4,589.41	\$4,589.41
03/04/2022 00:00:00	12021142	\$4,589.40	\$9,178.81
08/20/2021 00:00:00	11743955	\$5,166.26	\$5,166.26
04/08/2021 00:00:00	11479150	\$5,166.26	\$10,332.52
10/30/2020 00:00:00	11379501	\$4,728.11	\$4,728.11
04/02/2020 00:00:00	10895274	\$4,728.10	\$9,456.21
03/26/2019 00:00:00	10326841	\$8,160.47	\$8,160.47

Sales History

Sale Date	Entry Date	Recording Number	Sale Amount	Excise Number	Deed Type	Transfer Type	Grantor(Seller)	Grantee(Buyer)	Other Parcels
07/24/2006	08/18/2006		\$1,000,000.00	107981	W	S	TERASEN PIPELINES (PUGET SOUND) CORP	GLENMONT WINDWARD MARYSVILLE LLC	No
01/29/2013	02/07/2013		\$783,294.00	E021373	X	S	FIDELITY NATIONAL TITLE INSURANCE CO	UMPQUA BANK	No
04/04/2016	04/08/2016		\$190,000.00	1099649	BS	S	UMPQUA BANK	LONG STEVEN	No
02/17/2023	06/27/2023	202306287013	\$0.00	1310910	QC	S	PACIFIC REALTY ASSOCIATES LP	MARYSVILLE CITY OF	No
02/23/2023	02/27/2023	202302277066	\$2,700,000.00	E198786	W	S	LONG STEVEN	MARYSVILLE CITY OF	No

Property Maps

Neighborhood Code	Township	Range	Section	Quarter	Parcel Map
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5206000	31	05	33	NE	View parcel maps for this Township/Range/Section
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MEMORANDUM

DATE: March 26, 2024
TO: Planning Commission
FROM: Angela Gemmer, Principal Planner
SUBJECT: 2024 Comprehensive Plan – Housing Element DRAFT
ECC: Haylie Miller, Community Development Director
Chris Holland, Planning Manager

EXHIBITS

Exhibit 1 DRAFT Housing Element
Exhibit 2 Puget Sound Regional Council VISION 2050 housing consistency requirements
Exhibit 3 Goals and policies redlines
Exhibit 4 Housing Strategies, Actions, and Goals PowerPoint
Exhibit 5 [Housing Action Plan](#) (reference)
Exhibit 6 [2015 Housing Element](#) (reference)
Exhibit 7 [Where should the growth go? Survey and Results](#)

UPDATE

At the March 12th work session, the DRAFT Housing Element was presented. Various different strategies and actions, adapted from the Housing Action Plan, were presented for consideration. Due to the volume of potential strategies and actions, a PowerPoint (**Exhibit 4**) has been prepared to summarize each action; how the action is proposed to be approached; and to solicit specific feedback on how each action should be addressed. DRAFT goals and policies have also been updated and are incorporated in the Housing Element for review. Staff would like to discuss each of the proposed actions, goals, and policies in the order that they are presented in the PowerPoint to ensure that each item remains distinct and clear direction is received. At the last meeting, Planning Commission also expressed interested in reviewing the public feedback received during our initial survey on where growth should occur and during the preparation of the Housing Action Plan. Public feedback received with the initial survey on where growth should occur is in **Exhibit 7** and feedback obtained during the preparation of the Housing Action Plan is in Appendices C – G of **Exhibit 5**.

SUMMARY

The DRAFT Housing Element (**Exhibit 1**) provides a profile of housing within the City of Marysville and assesses housing needs for the next 20 years. Washington Administrative Code (WAC) 365-196-410 requires the Housing Element to include:

- An inventory and analysis of existing and projected housing needs;
- A statement of the goals, policies, and objectives for the preservation, improvement, and development of housing, including single-family residences;

- Identification of sufficient land for housing including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes and foster care facilities; and
- Adequate provisions for existing and projected housing needs of all economic segments of the community. [House Bill \(HB\) 1220](#) requires Housing Elements to also include the number of housing units necessary to manage projected growth including units for moderate, low, very low, and extremely low income households.

During most of 2023, Community Development staff worked with ECONorthwest on a Housing Action Plan and Housing Needs Assessment which were adopted by City Council as a reference document on December 11, 2023 via [Resolution 2545](#). The Housing Action Plan and Housing Needs Assessment include several of the necessary components for the Housing Element so will serve as most of the foundation for the Housing Element, which has been largely rewritten. Over the past couple of years, Washington State has also adopted or amended various state laws pertaining to housing. While some of these laws are not required to be implemented until six months after the Comprehensive Plan update is adopted, the groundwork for these impending changes are proposed to be reflected in the Housing Element.

The following is a brief summary of the various sections within the Housing Element:

- **Section 5.1** – Provides an introduction to the Housing Element, details required components, and summarizes some of the major changes in state law.
- **Section 5.2** – Summarizes public outreach in preparation of the Housing Action Plan and Housing Element.
- **Section 5.3** – Provides an overview of existing housing conditions and future housing projections (which is largely adapted from the Housing Needs Assessment) including:
 - Demographics,
 - Household characteristics,
 - Income distribution,
 - Existing housing stock,
 - Residential development trends,
 - Where growth is occurring,
 - Housing market trends,
 - Housing affordability and attainability,
 - Socioeconomic vulnerability, displacement risk and racially disparate impacts, and
 - Providing housing for all incomes.
- **Section 5.4** – Covers the four key housing strategies proposed in the Housing Action Plan including the various actions associated with these strategies. The four key housing strategies and associated actions are outlined below. In order to finalize a DRAFT of the Housing Element, specific direction from Planning Commission is sought for the various actions proposed for each of these strategies:
 - **STRATEGY 1 – INCREASE HOUSING DIVERSITY**
 - **HAP Action 1.1 – Increase residential density along future SWIFT transit lines.**
 - Since the ultimate SWIFT alignment has not yet been determined, and it is anticipated that there will be adequate residential capacity without zoning changes along the future SWIFT route, this section contemplates zoning changes if a

catalyst event occurs, and details the types of changes that could be considered. Is this an acceptable approach for this action?

- **HAP Action 1.2 – Create more flexibility for townhome development.**
 - The Housing Element indicates that provisions, such as unit lot subdivision, will be pursued consistent with State law. Should the City focus on compliance with State law only, or pursue further amendments to increase flexibility?
 - **HAP Action 1.3 – Expand and calibrate the existing Multi-family Tax Exemption (MFTE) program to stimulate program participation.**
 - The Housing Element recommends consideration for expanding the MFTE eligible area, reducing the unit threshold from 10 to 4, outreach to developers, and market assessment of existing and potential MFTE areas. Should all or some of these actions be pursued?
 - **HAP Action 1.4 – Consider Middle Housing best practices when complying with HB 1110.** The City will need to implement the required state middle housing provisions, and will carefully consider the best approach to implementing middle housing in coordination with Planning Commission and City Council.
 - **HAP Action 1.5 – Balance housing development among school districts.** Most residential growth within Marysville is occurring within the Lake Stevens and Lakewood school districts. The HAP recommended rebalancing growth between the school districts. Should the City explore promoting more multi-family in the Marysville portion of the Lake Stevens School District? Should incentives be considered to encourage residential development in the Marysville School District part of the City?
 - **HAP Action 1.6 – Pursue Accessory Dwelling Unit (ADU) Code Amendments and Incentives.** The City must adopt the provisions of House Bill (HB) 1337 by June 2025. HB 1337 requires cities to allow at least two ADUs on single family zoned lots, reduces off-street parking requirements, lowers impact fees, increases structure heights, and eliminates the owner occupancy requirement. Should the City only adopt required ADU amendments, or should the City consider incentives such as establishing pre-approved ADU plans?
 - **HAP Action 1.7 – Create more flexibility for Planned Residential Developments (PRDs).** The City's PRD code is frequently pursued for single family residential developments. An audit of the PRD code is proposed to determine if/where amendments are needed.
- **STRATEGY 2 – CREATE MORE HOUSING STABILITY**
 - **HAP Action 2.1 – Conduct targeted outreach to better understand displacement risk.** Should the City pursue targeted outreach to better understand displacement risk?

- **HAP Action 2.2 – Support the preservation of mobile home parks.** The City currently has a mobile home park preservation ordinance which affords some protection to certain residentially zoned mobile home parks. Over the planning period, research is proposed on other mechanisms that can help preserve mobile home parks such as an ordinance allowing tenants opportunities to pursue ownership of their mobile home park.

- **STRATEGY 3 – SUPPORT THE DEVELOPMENT OF HOUSING AT ALL INCOME LEVELS**

- **HAP Action 3.1 – Develop a Land Bank Strategy and partnerships to support both low-income restricted and workforce housing development.** Land banks can help reduce development costs through surplus land to a land bank, or transferring land ownership to affordable housing developers. Should the City research land banking further?
- **HAP Action 3.2 – Coordinate with regional Affordable Housing Partners.** Should the City consider deeper coordination with regional Affordable Housing Partners?

- **STRATEGY 4 – TAKE A PROACTIVE APPROACH TO ADDRESSING HOMELESSNESS**

- **HAP Action 4.1 – Partner with non-profits on permanent supportive housing.** Should the City partner with local non-profits and service providers to develop a plan to deliver permanent supportive housing units within the community?
- **HAP Action 4.2 – Consider emergency shelter needs in Marysville.** Should more outreach occur to better understand the City's emergency shelter needs?

- **Section 5.5** – Outlines housing goals and policies. The goals and policies have now been updated to ensure that they:
 - tie in with the strategies and actions outlined in the Housing Element;
 - reflect current conditions; and
 - respond to Puget Sound Regional Council (PSRC) VISION 2050 requirements (see VISION 2050 Consistency Tool at **Exhibit 2**).

Within the Housing Element, the goals and policies are presented without track changes; however, a track changes version of proposed amendments to goals and policies is provided in **Exhibit 3** for ease of reference.

Community Development staff respectfully requests that the Planning Commission review the DRAFT Housing Element and PowerPoint in advance of the March 26th work session. **Again, staff would like to discuss each of the proposed actions and the PSRC-responsive policies in the order that they are presented in the PowerPoint to ensure that clear direction is received on each so that the Housing Element can be finalized. Note: the questions outlined above are provided below for easy reference.**

Questions:

- Zoning changes along the SWIFT route are not proposed at this time; however, may be pursued with a future catalyst action. Is that an acceptable approach? (HAP Action 1.1)

- When considering townhouse regulations, should the City focus on compliance with State law only, or pursue further amendments to increase flexibility? (HAP Action 1.2)
- The Housing Element recommends consideration for expanding the Multi-family Tax Exemption (MFTE) eligible area, reducing the unit threshold from 10 to 4, outreach to developers, and market assessment of existing and potential MFTE areas. Should all or some of these changes be pursued? (HAP Action 1.3).
- The City will carefully evaluate the best approach to implementing the middle housing provisions of HB 1110 in 2025. Is this an acceptable approach? (HAP Action 1.4).
- Should the City explore promoting more multi-family in the Marysville portion of the Lake Stevens School District? Should incentives be considered to encourage residential development in the Marysville School District part of the City? (HAP Action 1.5)
- To encourage accessory dwelling units (ADUs), should the City consider incentives such as establishing pre-approved ADU plans? (HAP Action 1.6)
- The PRD code will be audited to ensure that it complies with State law and that standards, such as access, open space, housing types, and density allowances, are furthering City housing goals. Is this approach acceptable? (HAP Action 1.7)
- Should the City pursue targeted outreach to better understand displacement risk? (HAP Action 2.1)
- Should the City research land banking further? (HAP Action 3.1)
- Should the City consider deeper coordination with regional Affordable Housing Partners? (HAP Action 3.2)
- Should the City partner with local non-profits and service providers to develop a plan to deliver permanent supportive housing units within the community? (HAP Action 4.1)
- Should further outreach occur to better understand the City's emergency shelter needs? (HAP Action 4.2).

5.0 HOUSING ELEMENT



5.1 INTRODUCTION

The City of Marysville's proximity to employment centers, location along the Interstate 5 and Highway 9 corridors, small town feel, and reasonably priced housing stock have long made the community an attractive place to call home. These attributes, along with large tracts of vacant land, sound land use and development standards, and location in the desirable Puget Sound region, have resulted in tremendous housing unit production within Marysville over the past 20 years. Robust population growth within Marysville and throughout the State have contributed to a significant housing shortage in the Puget Sound region with an estimated state-wide housing construction deficit of 80,000 to 140,000 units¹. In response, Washington State has adopted a whole slew of legislation to tackle this shortfall. Three of the bills with the greatest implications for housing are:

- [E2SHB 1220](#) requiring Housing Elements to include an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth including units for moderate, low, very low, and extremely low income households;
- [E2SHB 1110](#)² requiring jurisdictions to allow "missing middle" housing in residential zones; and
- [EHB 1337](#) requiring jurisdictions to increase the flexibility of their accessory dwelling unit codes.



The Growth Management Act requires that the Housing Element contain the following features detailed in (WAC 365-196-410):

- An inventory and analysis of existing and projected housing needs.

¹ Washington State Office of Financial Management.

² It should be noted that E2SHB 1110 and EHB 1337 are not required to be implemented until six months after the 2024 Comprehensive Plan update, and that more land use and housing related legislation is in the pipeline.

- A statement of the goals, policies, and objectives for the preservation, improvement, and development of housing, including single-family residences.
- Identification of sufficient land for housing including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes and foster care facilities.
- Adequate provisions for existing and projected housing needs of all economic segments of the community.

In order to address the City's housing needs, and respond to evolving statutory requirements particularly HB 1220, a [Housing Action Plan](#) (HAP) and Housing Needs Assessment (HNA) were prepared by ECONorthwest for the City in 2023. The HAP, community surveys on housing needs, and statutory requirements are incorporated into the Housing Element.

The overarching goal of the Housing Element is to honor the vitality and character of established neighborhoods while providing safe, quality housing options accessible to households at all incomes, and promoting land use standards that reduce housing production costs.

5.2 CURRENT CONDITIONS AND FUTURE PROJECTIONS

POPULATION

In 2006, the City's population was approximately 33,821 people. With the 2009 Central Marysville Annexation, the City gained just over 20,000 residents leaping from 39,628 people in 2009 to 60,020 people in 2010. Since 2010, the City has had an average annual population growth rate of 1.59 percent which equates to 1,058 additional residents each year. The City's 2023 population is 73,780, and is expected to continue growing at a 1.44 percent average annual rate approaching nearly 100,000 people by 2044.

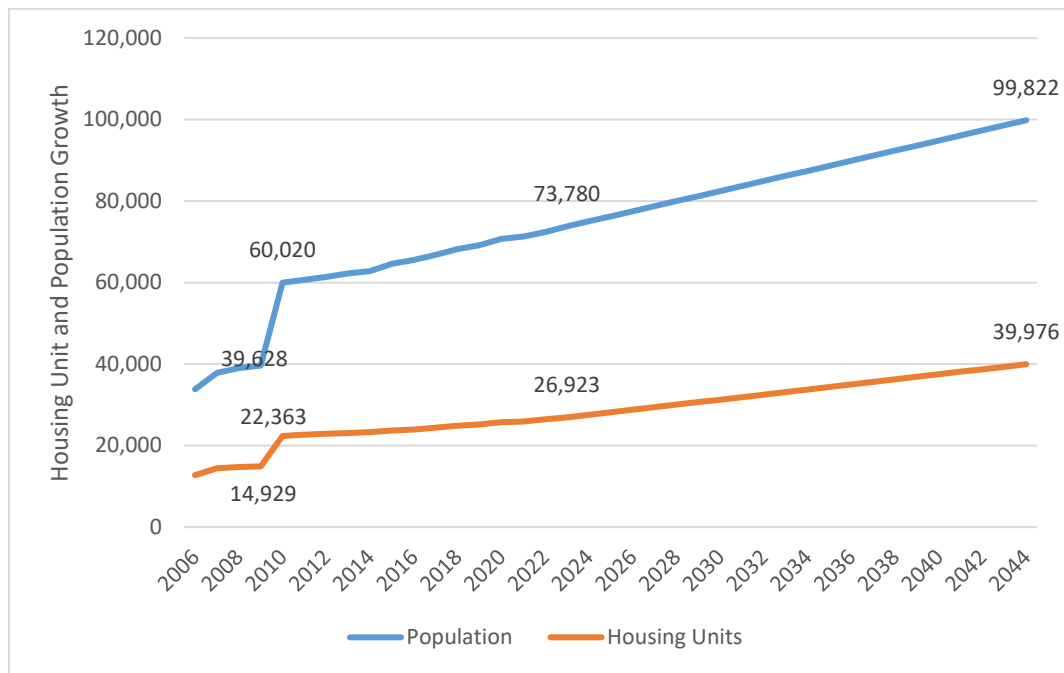
HOUSING

The Central Marysville Annexation resulted in the City's housing stock increasing from 14,929 units in 2009 to 22,363 units in 2010. Since 2010, the housing stock has increased at an average annual growth rate of 1.43 percent arriving at 26,923 units by 2023. By 2044, it is projected that the City's housing stock will need to increase by 13,053 units to 39,976 total housing units to serve the projected 2044 population. This means that about **622** new housing units will need to be built each year which represents a 1.72 percent average annual growth rate.

Through the Snohomish County Tomorrow (SCT) planning process, Marysville was allocated **8.5 percent** of the County's housing growth through 2044. This means that 14,253 new housing units were allocated between 2020 and 2044. Between 2020 and 2023, 1,200 housing units (8.4 percent) were constructed leaving the City with a **13,053 housing unit** allocation from 2023 to 2044.

Figure 5.1: Marysville Housing and Population, Existing (2006 – 2023) and Projected (2024 – 2044)

Source: Washington State Office of Financial Management April 1 Population Projections and Snohomish County 2012 and 2021 Buildable Lands Reports

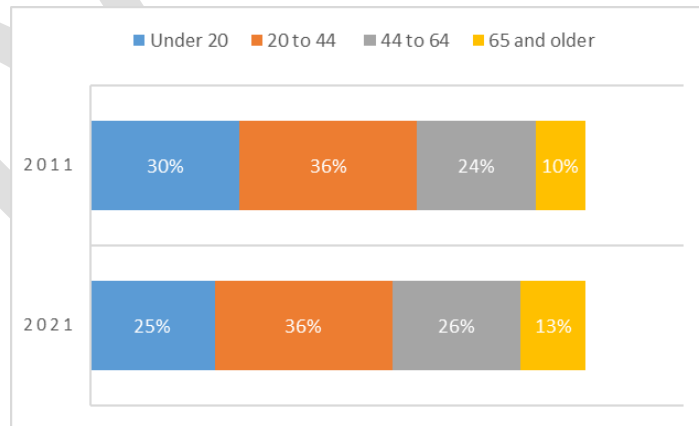


DEMOGRAPHIC SNAPSHOT

Age. The median age of Marysville residents is increasing. From 2011 to 2021, the median age increased from 34 to 37 years. Marysville's 2021 median age of 37 is slightly higher than that of nearby Everett and Lake Stevens. Fewer homebuying opportunities for young families with children may be driving this change as the proportion of residents under 20 has decreased while the proportion of those 44 and older has increased (see Figure 5.2).

Figure 5.2: Age Distribution Marysville 2021

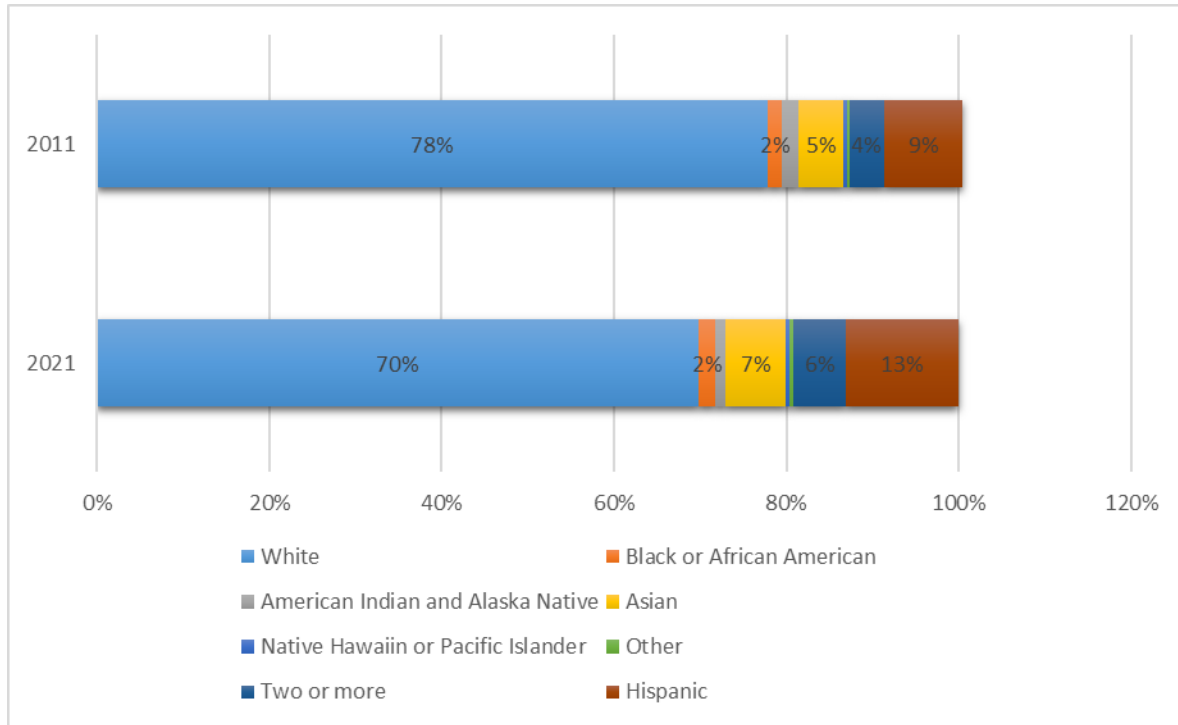
Source: ACS 5-Year Data Tables, 2017 – 2021



Race and Ethnicity. Marysville, like Snohomish County, has a majority White population; however, since 2011 the City has become more racially and ethnically diverse with increases in our Hispanic and Asian populations of 4 and 2 percent respectively (see Figure 5.3). Additional analysis on race and racially disparate incomes is in the 'Socioeconomic Vulnerability, Displacement Risk and Racially Disparate Impacts' section below.

Figure 5.3: Race and Ethnicity, Marysville 2011 & 2021

Source: ACS 5-Year Data Tables, 2011 & 2021

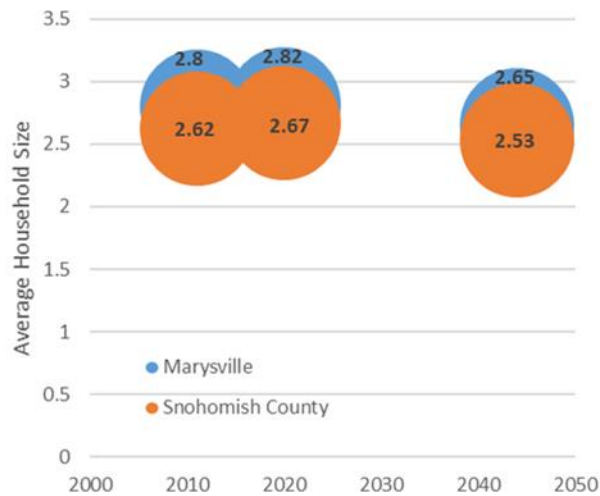


HOUSEHOLD CHARACTERISTICS

Average Household Size. From 2010 to 2020, household sizes in both Marysville and Snohomish County slightly increased. “The Washington State Department of Commerce attributes this increase....to the underbuilding of housing, leading to people living in multigenerational housing or with roommates, not by choice but because of the lack of affordable housing.”³ Over the planning period, a significant decline in household size is projected (see Figure 5.4).

Figure 5.4: Average Household Size, Snohomish County and Marysville

Source: 2023 Snohomish County Buildable Lands Report



Household Size by Tenure. Housing tenure refers to whether a dwelling is owner- or renter-occupied. In 2021, 70 percent of housing in the City was owner-occupied (Figure 5.5) which is

³ 2023 Snohomish County Housing Characteristic and Needs Report, page 5.

on par with Snohomish County where 68 percent of housing was owner-occupied. Owner-occupied units primarily consist of two-person households; the share of these grew by 8 percent from 2011 to 2021. Single person households declined which suggests ownership may be becoming more difficult for them. Renter households were more evenly distributed, but saw an increase in four person households which could indicate a lack of ownership opportunities for larger households (Figure 5.6).

Figure 5.5: Housing by Tenure

Source: ACS 5-Year Data Tables, 2017 – 2021

■ Owner occupied ■ Renter occupied

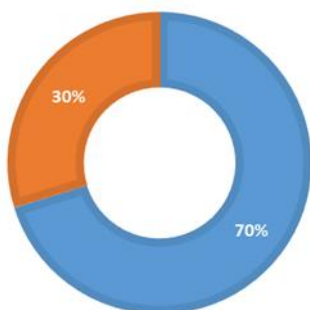
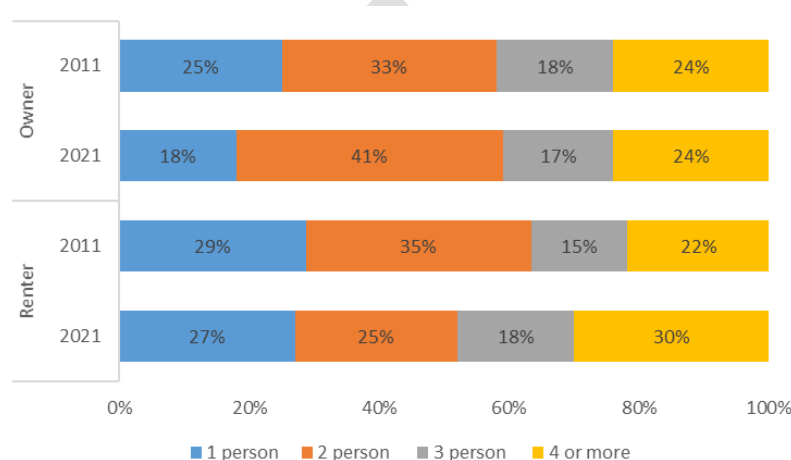


Figure 5.6: Household Size by Tenure, 2011 – 2021

Source: ACS 5 -Year Data Tables, 2007 – 2011, 2017 – 2021



Living Arrangement. Marysville’s distribution of household living arrangements is similar to Snohomish County overall. Marysville has the greatest share of households with no children, and fewer households with children than Lake Stevens and Snohomish County (see Figure 5.7).

Both Marysville and Snohomish County saw a decrease in households with children since 2011, with a more significant decrease in Marysville (7 percent) than the County overall (3 percent). This may be due to more “empty nester” households in Marysville (see Figure 5.8).

Figure 5.7: Living Arrangement Distribution, Marysville and Comparison Jurisdictions, 2021

Source: ACS 5-Year Data Tables, 2017 – 2021

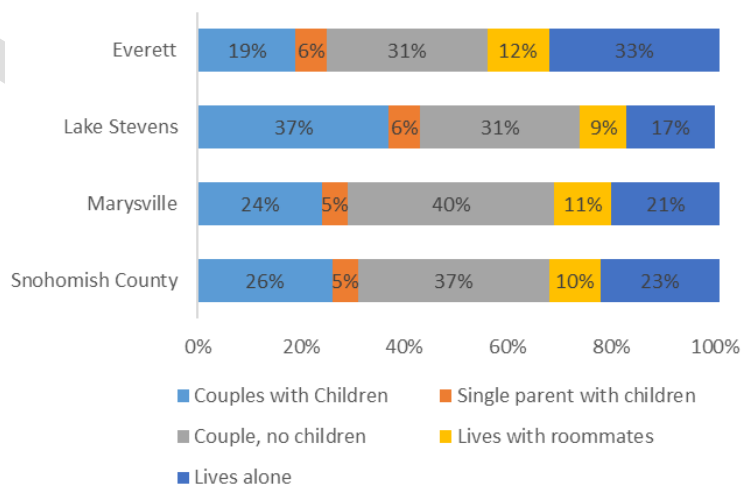
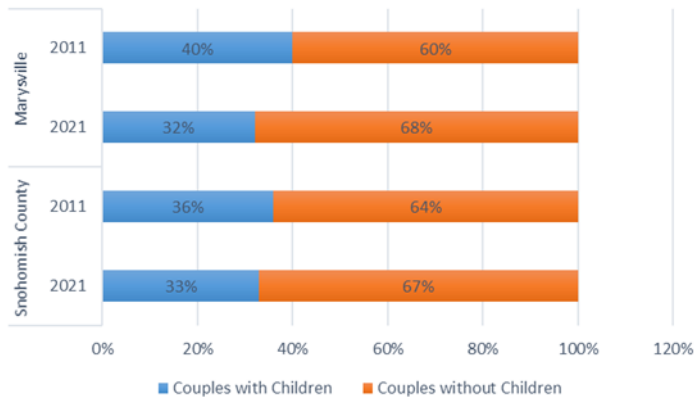


Figure 5.8: Households with Children, Marysville and Snohomish County, 2011 – 2021

Source: ACS 5-Year Data Tables, 2007 – 2011, 2017 – 2021



INCOME DISTRIBUTION

Income is an important determinant of housing choice, influencing both the type of housing a household chooses (e.g. single family detached, duplex, or multi-family residence) and household tenure (i.e. rent or own). Marysville's 2021 median household income was approximately \$89,000, slightly lower than Snohomish County overall. From 2011 to 2021, Marysville household median income increased by 35 percent. This increase is partially driven by wage increases for existing residents as well as in-migration of higher income households. Additional analysis of income distribution, employment and commuting is provided in the Economic Element (*note: link to be provided*) and the [2021 Marysville Housing Action Plan](#).

EXISTING HOUSING STOCK

Seventy-three (73) percent of Marysville's 2021 housing stock was detached single family residences. Apartments with at least five units comprised 12 percent of housing with the balance of housing types roughly evenly split among duplexes, triplexes and fourplexes, and mobile homes as shown in Figure 5.9. Marysville has less diverse housing options than Snohomish County and Everett, but more diverse housing options than Lake Stevens.

Figure 5.9: Marysville Housing Stock, 2021

Source: ACS 5-Year Data Tables, 2017 – 2021

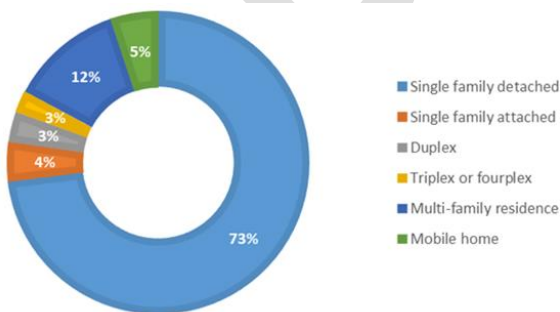
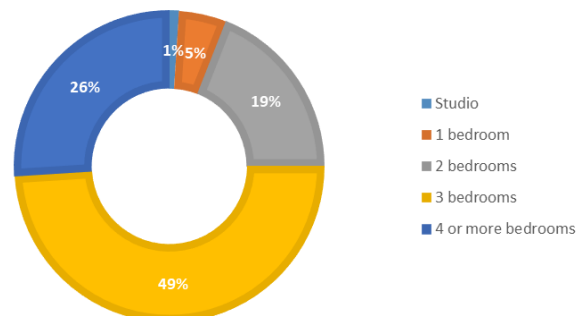


Figure 5.10: Marysville Housing Stock by Bedroom, 2021

Source: ACS 5-Year Data Tables, 2017 – 2021



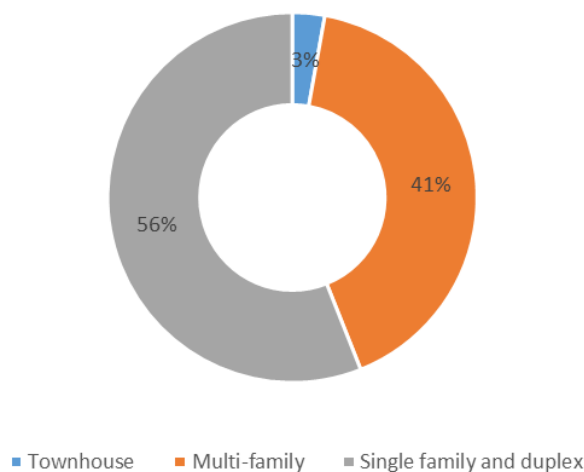
The majority of Marysville's housing stock is comprised of three bedroom (49 percent) and four bedroom (26 percent) units (Figure 5.10). With the growing number of two-person households, and the trend towards smaller household sizes, incentivizing the production of more one- to two-bedroom units to meet the needs of smaller households should be considered.

RESIDENTIAL DEVELOPMENT TRENDS

From 2010 to 2023, Marysville's housing stock increased by 4,560 units. Historically, single family residences have been the dominant housing type in Marysville. However, since 2011, the City has experienced a significant shift from this historic pattern with 41 percent of new housing stock comprised of multi-family residences (see Figure 5.11). With large, vacant tracts of land being steadily developed, and new Washington state statutes increasing the flexibility for middle housing types, a shift from single family housing construction to more multi-family and townhouse infill construction is anticipated over the planning period. If the ratio of owner-occupied to rental units continues through 2044, approximately 9,137 new owner-occupied units and 3,916 new rental units will be needed; however, in order to meet the housing based on income band needs, the proportion of rental units will need to be greater (approximately 4,760 units or 36 percent of housing).

Figure 5.11: Marysville Housing Production, 2011 - 2023

Source: Marysville TrakIt permit data



WHERE IS THE GROWTH OCCURRING?

The City of Marysville is comprised of 11 neighborhoods as detailed in the Land Use Element. In 2019, the well-established neighborhoods of Kellogg Marsh, Getchell, and Jennings Park had the most housing (see Figure 5.12). Over the past several years, the East Sunnyside-Whiskey Ridge and Lakewood neighborhoods have experienced a residential construction boom. Given the substantial and sustained growth in those neighborhoods, it is anticipated that in 2044 East Sunnyside-Whiskey Ridge will have the most housing followed by the Kellogg Marsh, Downtown and Lakewood neighborhoods as shown in Figure 5.13. Master or subarea plans are in place in the Downtown, Lakewood and East Sunnyside-Whiskey Ridge neighborhoods to help shape their development.

Figure 5.12: Marysville Neighborhoods Share of Housing Stock, 2019

Source: 2019 Snohomish County Buildable Lands Report and Marysville GIS data

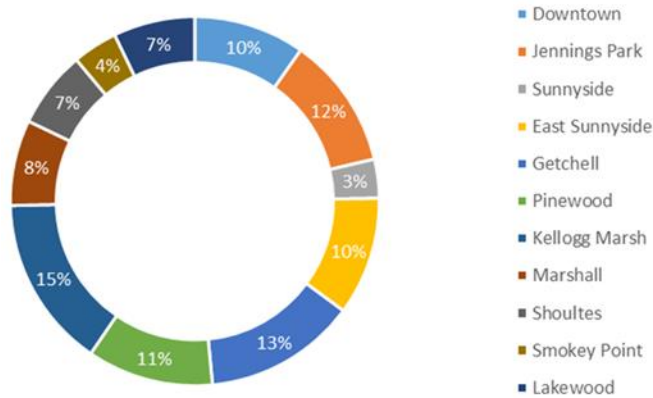
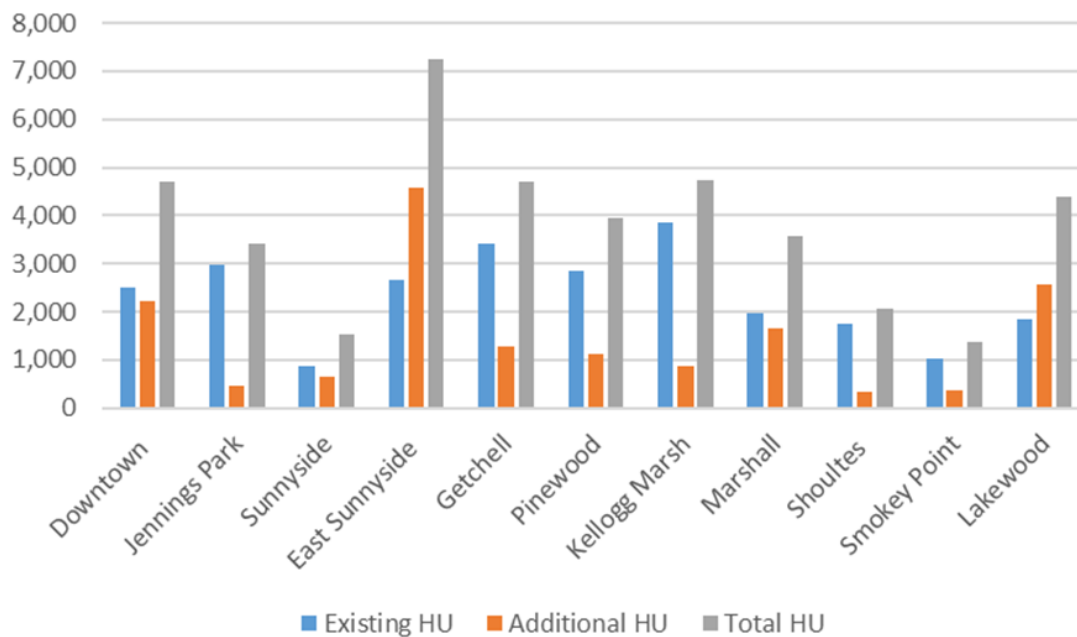


Figure 5.13: Marysville Neighborhoods Share of Housing Stock, 2019

Source: 2019 Snohomish County Buildable Lands Report and Marysville GIS data



HOUSING MARKET TRENDS

In the past decade, housing costs in Western Washington have risen dramatically, buoyed by the strong economy, low housing production, and high demand for housing throughout the region. Like other regional jurisdictions, housing costs for both ownership and rental housing in Marysville have increased substantially.

Figure 5.14: Median Home Sales Price, Marysville and Surrounding Jurisdictions 2022

Source: Redfin



Ownership Housing. Marysville is still relatively affordable compared to Snohomish County overall and Lake Stevens, but has higher home sales prices than Everett as shown in Figure 5.14. The median home sale price in Marysville rose 223 percent from 2012 to 2022, a higher pace than Everett, Lake Stevens and Snohomish County overall. Home sales prices peaked in each of these jurisdictions in 2022; however, Marysville saw the smallest decline at two percent.

Rental Housing. In 2021, Marysville’s median rental rate of \$1,548 was lower than nearby Lake Stevens and Snohomish County overall. Marysville has seen a 53 percent increase in rents over the past decade plus with rates rising from \$1,113 per unit in 2012 to \$1,685 per unit in 2023 (see Figure 5.15).

HOUSING AFFORDABILITY

Housing costs are usually the largest portion of a household budget, and typically include mortgage or rent payment, utilities, interest, and insurance.

The Department of Housing and Urban Development’s guidelines indicate that households paying more than 30 percent of their income on housing experience “cost burden” and households paying more than 50 percent of their income on housing experience “severe cost burden.”

Housing cost burden can put low-income households in vulnerable situations and force them to make trade-offs between housing costs and other essentials like food, medicine, or transportation. This unstable condition can also lead to rental evictions, job instability, school instability for children, and homelessness. Cost burdening for owner-occupied households is less common because mortgage lenders typically ensure that a household can pay its debt obligations before signing off on a loan. In addition, mortgage costs generally remain fixed, protecting ownership households from unexpected housing costs (such as rent increases).

Figure 5.15: Median Rent Rates, Marysville and Surrounding Jurisdictions 2021



Figure 5.16: Overall Cost Burden in Marysville 2021

Source: ACS 5-Year Data Tables, 2017 – 2021

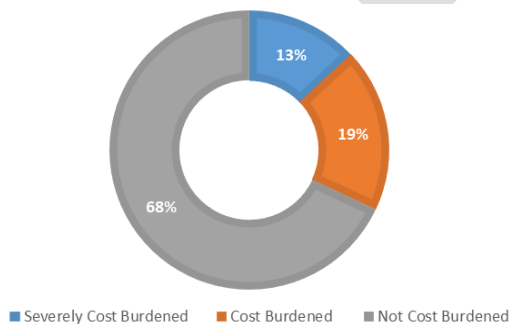
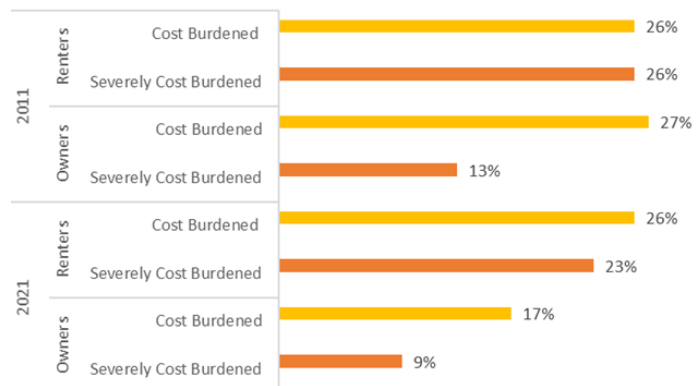


Figure 5.17: Cost Burden by Tenure, Marysville 2011 – 2021

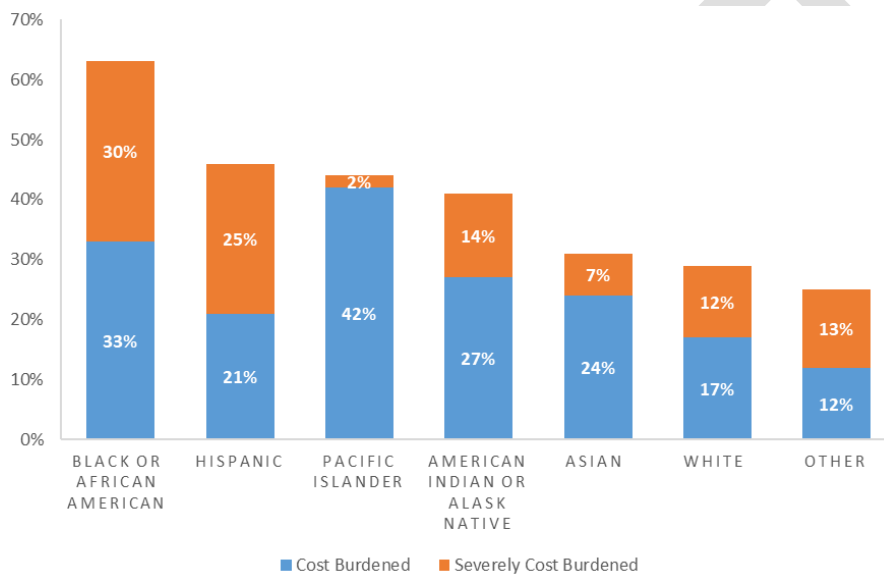
Source: ACS 5-Year Data Tables, 2007 – 2011, 2017 – 2021



Cost Burdened Households. In 2022, 32 percent of Marysville residents were cost burdened (see Figure 5.16). The level of cost burden in Marysville largely mirrors the cost burden in Snohomish County overall. Renters are more likely to be cost burdened than homeowners (see Figure 5.17). Rates of cost burden for both owners and renters have declined since 2011 with homeowners seeing a 14 percent decrease while renters saw a 3 percent decrease. Cost burden varies considerably by race or ethnicity as illustrated in Figure 5.18. Within Marysville, black or African American households experience the greatest cost burden followed by Hispanic, Pacific Islander, and American Indian or Alaska Native which each have comparable levels of cost burden as shown.

Figure 5.18: Cost Burden by Race, Marysville 2015 – 2019

Source: CHAS 2015 – 2019



HOUSING ATTAINABILITY

The Department of Housing and Urban Development (HUD) defines an area's Median Family Income (MFI) for counties and metro areas. Snohomish County is included in HUD's Seattle-Bellevue metro area MFI which is \$134,600; however, Marysville's MFI is substantially lower at \$92,347. Figure 5.19 shows what a family of two could afford to rent or purchase in the Seattle-Bellevue metro area without being cost-burdened. It's important to note that home sales prices may vary with mortgage interest rate fluctuations and utility and other fees.

With Marysville's 2022 median household price being \$605,000, a household would need to earn roughly \$200,000 or about 149 percent of the area MFI to afford the median house price. Since only 19 percent of households in Marysville have an income greater than \$150,00 per year in 2021, this suggest that less than 19 percent of current Marysville households can afford the current median home sales price.

Figure 5.19: Median Family Income (MFI) Needed for a Family of Two to Afford Rental or Ownership Housing in Seattle-Bellevue Metro Area in 2022

Source: US Department of Housing and Urban Development, Seattle-Bellevue Metro Area, 2022

If your household earns...				
30% of MFI	50% of MFI	80% of MFI	100% of MFI	120% of MFI
\$38,800	\$64,700	\$95,300	\$134,600	\$161,500
Then you can afford...				
Monthly rent				
\$1,100	\$1,800	\$2,600	\$3,700	\$4,500
Homes sales price				
\$116,000 – \$136,000	\$194,000 – \$226,000	\$286,000 – \$334,000	\$404,000 – \$471,000	\$485,000 – \$565,000

SOCIOECONOMIC VULNERABILITY, DISPLACEMENT RISK AND RACIALLY DISPARATE IMPACTS

House Bill (HB) 1220 requires local governments to assess displacement risk and establish policies to prevent or reduce displacement and related hardships. It also requires governments to review their policies, programs and zoning to identify and address any that may have racially disparate or exclusionary effects. With the City's 2021 Housing Action Plan (HAP), analyses were conducted on Gentrification Risk and Racially Disparate Impacts. The Gentrification Risk Analysis identifies areas within the City with greater socioeconomic vulnerability and risks of displacement, while the Racially Disparate Impact Analysis shows where ethnic groups are concentrated and provides household income distribution by ethnicity. This section provides a brief summary of these analyses.⁴

Socioeconomic Vulnerability refers to social and economic factors, such as educational attainment, English language proficiency, disabilities, ethnicity, or income, that may leave individuals and households exposed to harm or damage, such as homelessness.

Displacement risk describes when pressures in the real estate market force households to relocate due to rising housing costs or increased redevelopment potential.

Racially disparate impacts are disproportionate effects on one or more racial group that occurs due to policies, practices, rules or other systems.

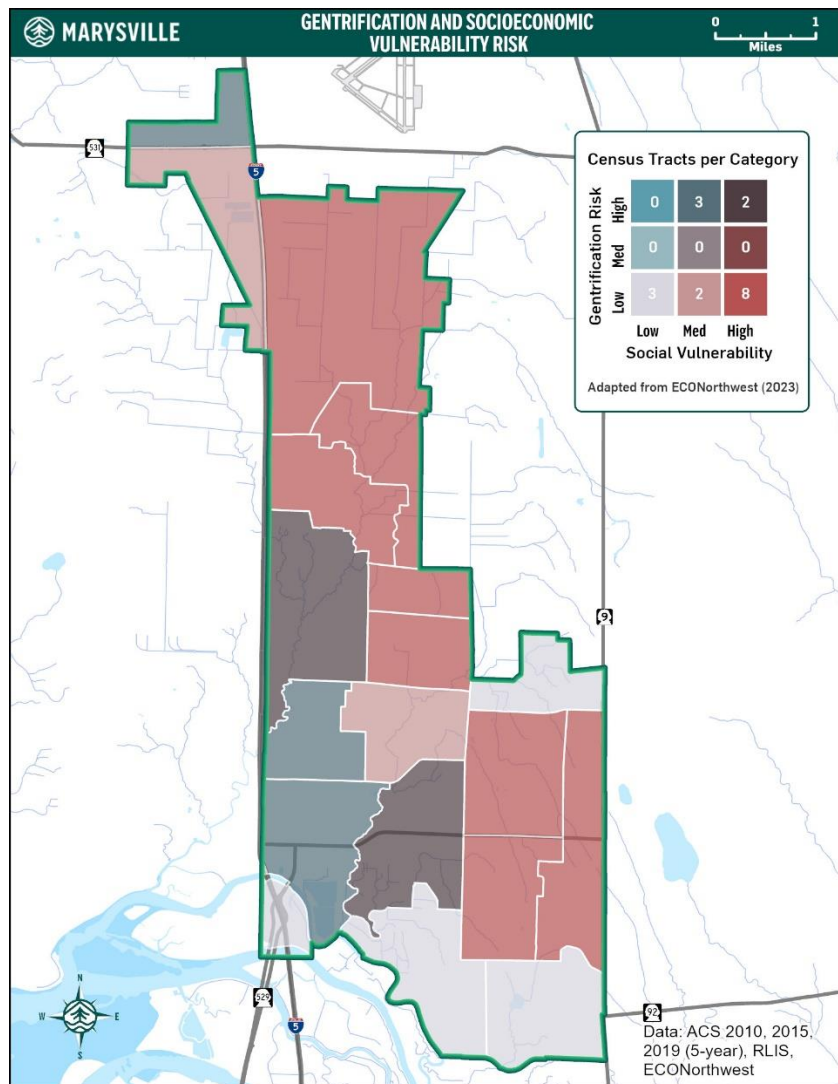
Socioeconomic Vulnerability and Displacement Risk. Approximately 56 percent of Marysville households live in Census tracts that are not currently at risk of gentrification while 44 percent of households live in tracts that are at risk of gentrification. Socioeconomic vulnerability is not always concentrated in areas at risk of displacement/gentrification. While 37 percent of households live in Census tracts that display high rates of socioeconomic vulnerability, only 18 percent of households are at high risk for gentrification and have high social vulnerability.

⁴ An in depth analysis of Gentrification Risk and Displacement is provided in Appendix B of the HAP while Racially Disparate Impacts are in the overall HAP.

Figure 5.20 below provides a composite map of gentrification susceptibility and socioeconomic vulnerability.

Figure 5.20: Composite Gentrification and Socioeconomic Vulnerability Risk by Tract

Source: ACS 2010, 2015, 2019 (5-year), RLIS, ECONorthwest

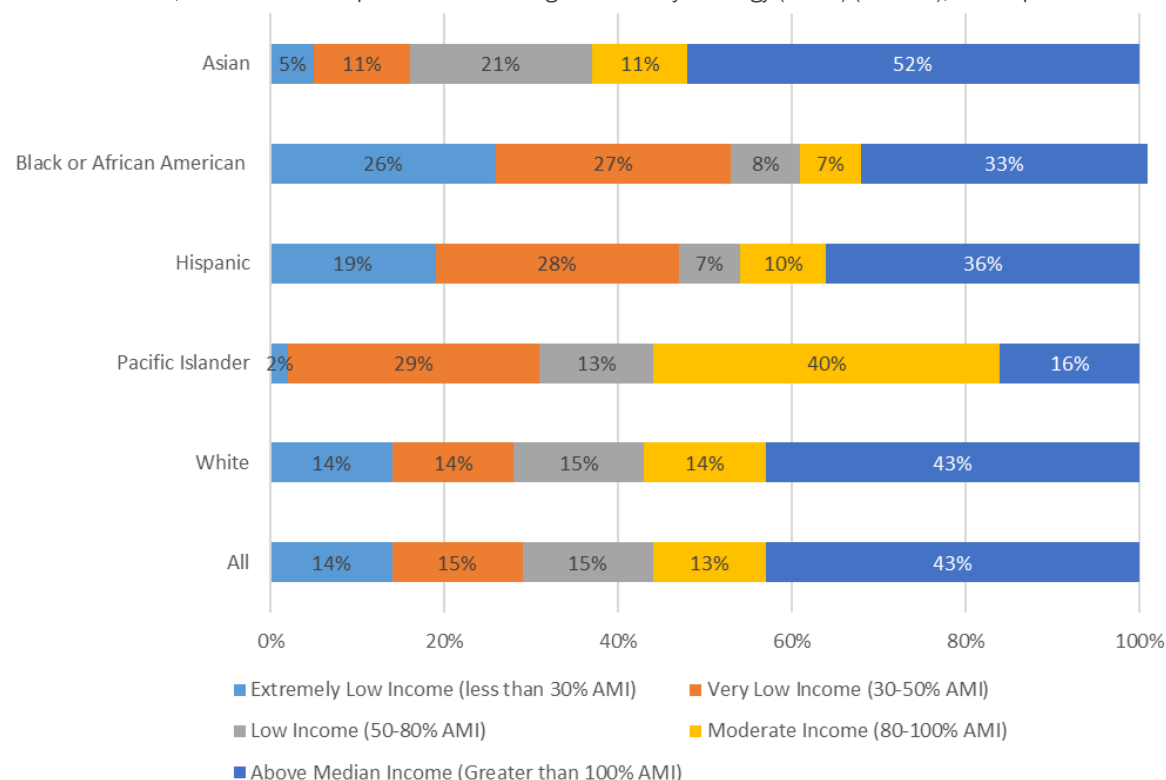


Racially Disparate Impacts. In 2021, the majority of Marysville’s population was White; however, the City became more racially and ethnically diverse from 2011 to 2021, with a four percent increase in its Hispanic population. Within the City, homeownership is lowest among Hispanic, Black, Pacific Islander, and Indian or Alaska Native households which all have homeownership rates under 50 percent (*Figure to be added*). About 69 percent of White households and 89 percent of Asian households own their homes. Black households are the demographic with the greatest cost-burdening by race, with about 63 percent being cost-burdened. Households that identify as Black make up the largest group of low-income earners in the City (61 percent), followed by households that identify as Hispanic or Latino (54 percent) (see Figure 5.21).

The City will use this information to inform potential mitigation measures that can be taken to protect vulnerable populations from displacement.

Figure 5.21: Distribution of Households by Income and Race or Ethnicity, 2019

Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 1); WA Dept. of Commerce



HOUSING FOR ALL INCOMES

Washington state has pursued significant legislation to help tackle the regional housing shortage. Planning for adequate housing units to serve moderate, low, very low, and extremely low income households is a new Growth Management Act (GMA) requirement for this update. As detailed in the Land Use Element, the City has adequate, appropriately zoned land available to allow for construction of housing at each of the income levels shown in Figure 5.22 below.

Figure 5.22: Marysville Existing Housing and 2044 Housing Need by Income Level

Source: 2021 Snohomish County Housing Characteristics and Needs (HO-5) Report Combined Appendices

Income Level (Percent of Area Median Income or AMI)	Income Range	2020 Housing Units	Additional Housing Units Needed (2020 - 2044)	2044 Total Housing Units Needed
Extremely low (0-30% PSH)	\$0 - 38,800	653	2,403	3,056
Extremely low (0-30%)	\$0 - 38,800	73	1,281	1,354
Very low (30-50%)	\$38,800 - 64,700	4,313	1,076	5,389
Low (50-80%)	\$64,700 - 95,300	7,958	0	7,958
Moderate (80-100%)	\$95,300 - 134,600	6,289	0	6,289

High (100-120%)	\$134,600 - 161,500	2,830	2,403	5,233
Very high (120% or more)	\$161,500+	3,607	7,090	10,697
Total	-	25,723	14,253	39,976

Historically, Marysville’s housing stock has primarily consisted of single family residences that have been largely affordable. As illustrated in Figure 5.22, the City has a good supply of housing for Low and Moderate income households and does not require any additional housing production at these levels during the planning period. A significant amount of new housing is needed though for Extremely Low to Very Low incomes, as well as High and Very High income levels. The City’s Housing Action Plan indicates that the mismatch between household income and housing supply for the income level may suggest “that lower-income households are cost burdened by paying more than 30 percent of their income on housing or a higher-income household is “down renting” by paying less than they can afford in rental housing.”

5.3 KEY HOUSING STRATEGIES

In order to address the City’s existing and future housing needs, and respond to new State-wide regulations, the City prepared a Housing Action Plan that was adopted as a reference document in late 2023. The Housing Action Plan outlines three overarching goals:

- Expand housing choice;
- Deliver workforce housing; and
- Stabilize households.

Four main strategies were proposed to further these goals as shown in the infographic to the right. Certain aspects of each of these strategies are proposed to be pursued over the next 20 years as detailed below.

INCREASE HOUSING DIVERSITY (STRATEGY 1)

Increasing housing diversity to expand rental and homeownership opportunities for a wider range of households is the first housing strategy. Housing needs differ based on income, household composition, and stage of life. Increasing the variety of housing options at different price points, locations, size and preferences for both rental and ownership should be pursued.

The need for greater housing diversity is driven by the following factors:

- The City is currently aging faster than Lake Stevens, Everett and Snohomish County overall, so will need more housing options for empty nesters, seniors, and aging-in-place;



- The average household size has decreased over the last decade while one and two person households have increased. Homeownership has also declined for one person households. The City's housing stock primarily consists of single family detached homes with three to four bedrooms. More housing options, including more middle housing such as townhouses, may result in more affordable homeownership options – particularly for four person households which are the largest share of renter households; and
- House Bill (HB) 1110, known as the Middle Housing Bill, must be implemented by the end of June 2025. The City will need to allow middle housing as provided in Figure 5.23.

Figure 5.23: House Bill 1110 Unit Requirements

Minimum Middle Housing Unit Requirement			
Tier ¹	Residential Zones	Within a Quarter Mile of Major Transit Stop	With Affordable Housing
Tier 2 (25,000 – 75,000)	2 units per lot	4 units per lot	4 units per lot (1 unit must be affordable)
Tier 1 (Over 75,000)	4 units per lot	6 units per lot	6 units per lot (2 units must be affordable)

¹ Marysville will be a Tier 2 City until 2030 at which time it will become a Tier 1 City.

Seven different actions were proposed in the Housing Action Plan to address the strategy of increasing housing diversity. The top priority actions, and ones which will be pursued at a future time at the discretion of City Council, are detailed below:

Expand and Calibrate Existing MFTE Program to Stimulate Program Participation (HAP Action 1.3)

The City adopted a Multi-family Tax Exemption (MFTE) program in 2009 to encourage increased residential housing, including affordable housing opportunities, and redevelopment with the Downtown. In 2021, the target area for the MFTE program was expanded to coincide with the expanded Downtown Master Plan boundaries (see Figure 5.24); however, the program still has not been utilized to-date. Consideration should be given to potentially:

- Expand the eligible areas;
- Reduce the unit threshold from 10 to 4;
- Reach out to local and regional developers to enhance awareness of the program; and
- Conduct a market assessment of the existing and potential MFTE areas.

Figure 5.24: Downtown Multi-family Tax Exemption Target Area



Create more Flexibility for Townhome Development (HAP Action 1.2)

The Housing Action Plan suggests creating more flexibility for townhome development. Townhomes offer a homeownership opportunity that is typically more affordable than detached single family residences. Currently townhome developments within the City can either be developed with multiple townhomes on an overall site or can be subdivided into fee simple lots using the City's Planned Residential Development (PRD) standards. When developed through the PRD process, townhomes are required to construct a public street and meet minimum unit/lot width

requirements, which deters some developers. While individual ownership of units can be achieved via condominium, there are significant legal and financial risks that deter developers from pursuing condominiums.



In 2023, Washington state adopted Senate Bill 5258 which allows for unit lot subdivisions that allow divisions of a parent lot into separately owned unit lots. The City will need to amend the code to allow for unit lot subdivisions which is anticipated to result in more individually owned townhomes. Some associated standards may be required to be amended as well to ensure compliance with State law.

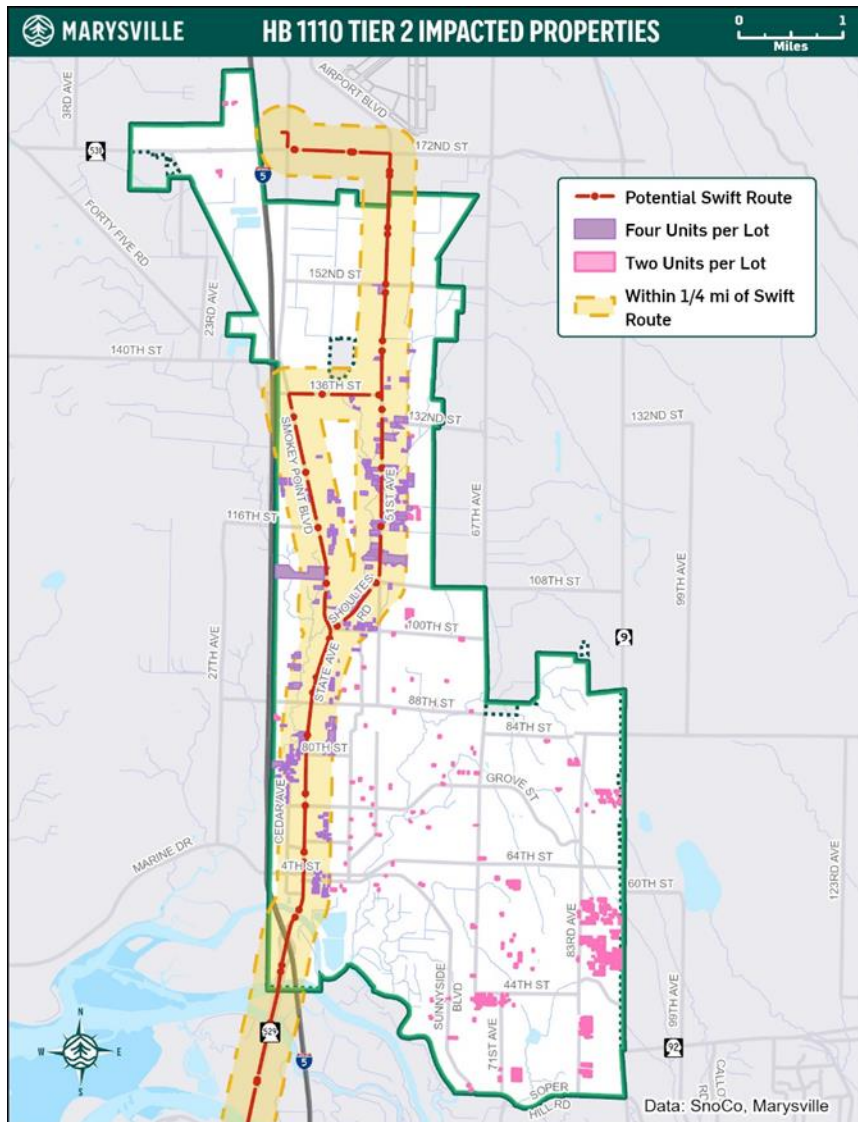
Increase Residential Density along Future Transit Lines (HAP Action 1.1)

Increasing density along proposed transit lines to accommodate more multi-family development is a suggested action contemplated by the Housing Action Plan. Community Transit's SWIFT Bus Rapid Transit service, specifically the 'Gold Line', is anticipated to be extended to Marysville and Arlington in 2027 – 2029. Bus Rapid Transit is designed to move people quickly between destinations and is most successful when it is surrounded by higher residential densities, robust job centers, and other destinations such as retail and services. A couple different SWIFT route alternatives are currently being considered by Community Transit.

Since the ultimate SWIFT route is still being determined, and the City anticipates having adequate residential capacity over the planning period without rezoning land, zoning changes are not proposed with this Plan with the exception of where it is required in order to comply with the increased density provisions of HB 1110. However, changing circumstances, which include but are not limited to the following, may serve as a catalyst for zoning changes in the future:

- The establishment of the ultimate SWIFT route;
- Residential growth occurring at a faster than anticipated rate and an associated need for more housing; and

Figure 5.25: Tier 2 Likely Impacted Properties



Direction from the City Council to rezone to catalyze redevelopment.

Should there be a need or desire to rezone along the SWIFT route or State Avenue/Smokey Point Boulevard in the future, changes that may help facilitate additional residential development include, but are not limited to:

- Modifying setbacks, impervious surface coverage, or parking requirements;
- Allowing stand-alone residential in commercial zones when located behind a commercial use and/or not along an arterial; and
- Increasing the allowed density or residential density incentives.

Consider Middle Housing Best Practices when Complying with HB 1110 (HAP Action 1.4)

Considering Middle Housing best practices when complying with HB 1110 is a recommended HAP action item. Middle housing describes housing that is “compatible in scale, form, and character with single family houses and contain two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, fiveplexes, townhouses, stacked flats,

courtyard apartments and cottage housing. The City must allow six out of nine of the referenced middle housing types and the units per lot described in Figure 5.23. The City will carefully evaluate the best approach to implementing the middle housing provisions of HB 1110 in 2025.

Balance Housing Development among School Districts (HAP Action 1.5)

The City of Marysville is served by three school districts – Marysville, Lakewood and Lake Stevens. Since 1997, the majority of new residential growth has occurred within the Lakewood and Lake Stevens School Districts largely due to the large tracts of undeveloped land (see Figure 5.26). The Lakewood and Lake Stevens School Districts are also both well rated which serves as a pull factor for households with children. The bulk of Downtown and central Marysville experienced much of its residential growth in 1996 or prior. Household sizes in these areas tend to be smaller implying older residents many of whom no longer have children at home and in Marysville School District schools.

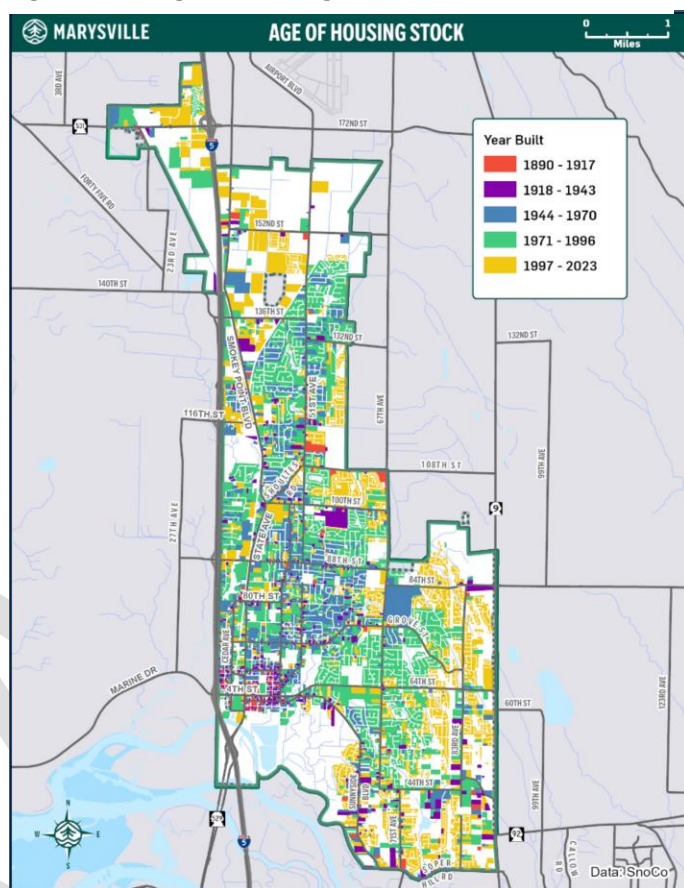
Disinvestment in the school district and declining enrollment are significant challenges facing the Marysville School District.

Policy actions that the City of Marysville could consider in the future to help reduce declining enrollment include:

- Exploring the promotion of multi-family housing in high-opportunity areas in the Lake Stevens School District. This would diversify the range of incomes in these neighborhoods, providing better access to the school district for a variety of residents, including renters; and
- Incentivizing housing development within the Marysville School District.

Encouraging opportunities for young families to live in the Marysville School District is a way the City can help increase enrollment and foster support for the District, and contribute to greater balance between the districts.

Figure 5.26: Age of Housing Stock



Accessory Dwelling Unit Code Amendments and Incentives (HAP Action 1.6)

Accessory dwelling units (ADUs) are an affordable way to contribute to the housing supply while providing options for renters and smaller households. The State of Washington, through House Bill (HB) 1337, requires cities to allow at least two ADUs on all lots within an Urban Growth Area that allow for single family homes. Off-street parking reductions, lower impact fees, increased structure height, and elimination of the owner occupancy condition are also required. The City anticipates adopting these regulations within six months of the Comprehensive Plan update deadline. Incentives such as providing pre-approved house plans may also be considered in order to eliminate the cost of hiring an architect and to streamline permitting.

Create More Flexibility for Planned Residential Developments (PRDs) (HAP Action 1.7)

Marysville's Planned Residential Development (PRD) code is broadly used for single family residential developments in order to achieve greater density than the underlying residential zone allows. The PRD code also allows duplexes, townhouses and similar housing types to be pursued. Some of the approval criteria are vague or restrictive. Recently adopted Washington state statutes may require that certain provisions be revisited. The PRD code will be audited to ensure that it complies with State law and that standards, such as access, open space, housing types, and density allowances, are furthering City housing goals.

CREATE MORE HOUSING STABILITY (STRATEGY 2)

Creating more housing stability for those at risk of displacement is the second housing strategy. As described in the 'Socioeconomic Vulnerability, Displacement Risk and Racially Disparate Impacts' section, 44 percent of Marysville households reside in Census tracts with high gentrification/displacement risk; of these, 18 percent are also considered highly socially vulnerable. While Marysville has a lower median income than Snohomish County overall, median income has increased sharply over the last decade. The large increase may be a result of a large influx of higher income households, particularly those earning over \$150,000. Mitigating displacement is important for preserving community diversity, preventing forced displacement of low-income individuals, and promoting a dynamic local economy. Maintaining housing options for lower-income households within the community can help prevent homelessness, and reduce commute times, traffic congestion, and associated environmental impacts caused by households being pushed to the outskirts. As the City makes zoning changes and investments that attract new development and increase property values, it is important to evaluate the impacts on susceptible areas, and adopt policies and programs to protect vulnerable populations.

Conduct Targeted Outreach to Better Understand Displacement Risk (HAP Action 2.1)

Within Marysville, Census tracts susceptible to displacement are largely concentrated Downtown and in west, central Marysville. A significant expansion of the Downtown Master Plan Area and associated zoning changes occurred in 2021. These rezones and zoning amendments, and others that the City may adopt over the planning period Downtown and

elsewhere, may lead to intense redevelopment and displacement of tenants in unregulated affordable housing.

To better understand and proactively address displacement risk as housing market conditions change and development increases, monitoring of these areas should occur. Before pursuing zoning changes in susceptible areas, a risk assessment should be conducted to identify properties that are at risk, such as:

- unregulated rental properties in areas where private investors are potentially considering buying properties and increasing rents or leases; and
- properties that have low rents, deferred maintenance, under 20 units, non-institutional owners (i.e. mom-and-pop owners), or locations likely to redevelop.

Community engagement should also occur with residents living in susceptible tracts, where zoning or infrastructure changes are contemplated, and where unregulated affordable housing may leave residents vulnerable to rent increases. After conducting a risk assessment and community engagement, an anti-displacement strategy for the impacted areas could be pursued at the direction of City Council.

Support the Preservation of Manufactured Home Parks (HAP Action 2.2)

Mobile home parks provide housing that is naturally affordable; however, they are also vulnerable to redevelopment as evidenced by several mobile home park closures within Washington state over the past couple of years. In 2010, the City adopted a mobile home park preservation ordinance which established a protective overlay on five of the City's thirteen mobile home parks which are all located in stable residential areas. Over the planning period, research on the following mechanisms to preserve mobile home parks is proposed:

- The City can assist housing authorities, non-profits, and resident-owned communities with guidance on acquiring a mobile home park;
- A Tenant Opportunity to Purchase ordinance can be pursued which would require property owners to inform residents of the intent to sell the MHP and provide a timeframe within which residents can organize and offer to purchase the property.
- A Resident-Owned Community is an operational structure that functions as a co-op, where a board handles day-to-day issues (instead of a property manager) and households pay rent each month to cover taxes, insurance, trash collection, the ROC's mortgage payments, and co-op membership payment.

SUPPORT THE DEVELOPMENT OF HOUSING AT ALL INCOME LEVELS (STRATEGY 3)

The City's growth targets call for 4,800 housing units for households earning at or below 50% AMI of which 2,400 will need to be permanent supportive housing (see Figure 5.22). The City has adequate land capacity and appropriate zoning for housing affordable to all income levels; however, the private housing market cannot deliver affordable housing at the low and very low income range without public assistance.

With 32 percent of Marysville's households cost burdened, more affordable housing options are needed. There is a particular need for housing for employees, young families, one person households, and seniors with fixed incomes. Some employers, such as service industries and public agencies, benefit from having workers nearby. Employer assisted housing, and partnerships between the City and the employer, can help to furnish workforce housing.

Develop a Land Bank Strategy and Partnerships to Support Both Income-Restricted and Workforce Housing Development (Action 3.1)

Control of land is critical to affordable housing development as land is a substantial portion of development costs and can make the difference between a project being financially feasible or not. Control of land also allows the owner to determine how the land is developed. In order to address the City's low and very low income housing needs, the City may consider participation in land banking as a mechanism to reduce development costs in order to increase affordable housing development feasibility and production. Land banking allows the City to provide a pipeline of land for future development and control the type of development that can occur on the land. There are a few mechanisms through which the City can pursue land banking:

- Designating city-owned land as surplus would allow the City to contribute surplus land to the land bank, then eventually to affordable housing developers or local employers to build housing at an agreed-upon level of affordability.
- Purchasing properties and transferring to affordable housing developers or local employers who then produce housing either at an agreed-upon level of affordability or to meet the income range of their workforce.
- Providing funds to another organization that would facilitate land banking for the purpose of producing affordable housing.

Land banks can support residential development of either rental housing or ownership housing. Partnerships could occur with either non-profits for the purpose of building housing at or below 50% AMI, or with local employers struggling to retain employees due to local housing costs. The City could have multiple roles, which may vary on different projects, for land banking or partnering to ensure housing that maintains long-term affordability.

Coordinate with Regional Affordable Housing Partners (Action 3.2)

Providing housing for the City's low and very low income households will require coordination with regional affordable housing partners as private developers do not produce low-income housing, particularly at 80% AMI. Affordable housing projects often experience financing gaps despite use of Federal or State programs since they must charge below market rate rents. Coordinating with the Housing Authority of Snohomish County (HASCO) or other regional affordable housing providers to leverage Low-Income Housing Tax Credits (LIHTC) could help deliver more affordable units as LIHTC are difficult to obtain. City partnerships on LIHTC proposals can make them more competitive as City backing, either through direct financial

support or through the donation or discounting of land⁵, lowers the perception of risk and alleviates concerns about the development review process.

Technical support from the City and supportive zoning laws can help further successful partnerships with affordable housing providers.

TAKE A PROACTIVE APPROACH TO ADDRESSING HOMELESSNESS (STRATEGY 4)

Each year Snohomish County conducts Point-in-Time count to better understand homelessness within the County. In 2023, 1,285 people experiencing homelessness were identified including people in shelters, transitional housing, vehicles, abandoned buildings, and outdoors. Of those that agreed to participate in the Point-in-Time survey, 37 indicated that they had slept in Marysville the previous night and that the City was also their last permanent residence.

Homelessness is the lack of stable housing which exposes people to harsh weather, health risks, violence, and other safety concerns. Within the community, there is a need to both address existing homelessness and to prevent others from falling into homelessness, especially given the ongoing affordability challenges within the region. Beyond the need to provide care and dignity for all community members, taking a proactive approach to homelessness confers many benefits including:

- Providing stable housing and appropriate support services to those experiencing homelessness, can decrease reliance on emergency shelters, hospitals, and other costly public services.
- Targeting efforts to address the root causes of homelessness, such as lack of affordable housing, unemployment, mental health issues, and substance abuse can help prevent it.
- Proactive approaches often involve implementing sustainable, long-term solutions that can include: developing affordable housing, providing access to mental health and addiction services, and offering job training programs.

Partner with Nonprofits on Permanent Supportive Housing (Action 4.1)

Transitional and supportive housing serves individuals who are vulnerable to homelessness. The City's growth allocation through 2044 includes 2,400 permanent supportive housing units. Washington State's House Bill 1220 requires communities to "plan for and accommodate housing affordable to all economic segments of the population of the state" and explicitly includes supportive housing with the lowest economic segment.

The City's Housing Action Plan recommends partnering with local nonprofit and service providers, including HASCO, to develop a plan to deliver PSH units to both prevent and remove people from homelessness and into stable housing. Various steps could be pursued to further this objective including:

⁵ RCW 39.33.015 allows public agencies to discount, transfer, lease, or gift public-owned land (otherwise known as surplus property) to public, private, and nongovernmental bodies that can help the agency meet its affordable housing goals. Cities can also partner non-profits under this law.

- Outreach to housing and service providers and partnering with Snohomish County to understand needs and funding resources;
- Ensuring that fees, zoning and standards enable efficient and cost-effective projects; and
- Allowing PSH to benefit from land banking proposals, if pursued.

Consider Emergency Shelter Needs in Marysville (Action 4.2)

Marysville does not currently have a year-round emergency shelter outside of ad hoc cold-weather shelters that open during extreme weather events. Emergency shelters provide a safe and secure environment for those experiencing homelessness.⁶ The City may wish to pursue emergency shelters for those experiencing homelessness in Marysville. An initial step would be to better understand shelter needs within the City so that appropriate services are provided. Coordinating with Snohomish County and other service providers on the demographics of those experiencing homelessness would be important in this effort.

5.4 GOALS AND POLICIES

HS1 Ensure that all City residents have the opportunity to obtain safe, sanitary and affordable housing.

- HS1.1 Maintain an adequate supply of appropriately zoned residential land in the City.
- HS1.2 Provide increased flexibility, encourage creative approaches, and consider best practices for housing development and design.
- HS1.3 Provide for a wide range of ownership and rental housing opportunities for the various household types and income levels within the community including, but not limited to, families, senior citizens, smaller households, first time buyers, those with special needs, and lower incomes. Recognize historic inequities in access to homeownership opportunities for communities of color. *Note: the last statement is to address PSRC's MPP-H-5.*
- HS1.4 Provide for a wide range of housing choices in residential and commercial zones, including, but not limited to single family residences, Planned Residential Developments, apartments, and moderate density or middle housing types such as cottages, townhouses, triplexes, fourplexes, and accessory dwelling units.
- HS1.5 Support the development and preservation of manufactured homes on individual lots, and residentially zoned mobile home parks. Explore different options for mobile home park preservation such as tenant opportunities to purchase their manufactured home park and resident-owned community operational structures.
- HS1.6 Continue to promote and recalibrate existing housing incentives (e.g. Downtown Multi-family Tax Exemption, Residential Density Incentives, etc.) and pursue new ones while giving consideration to inclusionary and incentive zoning to increase housing capacity and affordable housing. *Note: this is amended to address PSRC H-Action-5.*

⁶ RCW 36.70A.030(10) defined "emergency shelter" as a facility that provides a temporary shelter for individuals or families who are currently homeless. Emergency shelter may not require occupants to enter into a lease or an occupancy agreement. Emergency shelter facilities may include day and warming centers that do not provide overnight accommodations

- HS1.7 The City will coordinate and partner with agencies and nonprofits, such as the Housing Authority of Snohomish County, Housing Hope, Habitat for Humanity, and others to maintain and increase the supply of housing for all income levels. This could include expedited permitting, site selection assistance, exploration of a land bank strategy, and addressing homelessness through the provision of permanent supportive housing and evaluation of emergency shelter needs.
- HS1.8 Support inter-jurisdictional cooperative efforts to foster the development and preservation of an adequate supply of affordable housing.
- HS1.9 Encourage efficient infill development in the urban growth area.
- HS1.10 Encourage the preservation, renovation, and production of housing within the region that is affordable to all populations including for households earning less than 50% of AMI.
- HS1.11 Ensure that affordable and special needs housing opportunities are dispersed throughout the City, not concentrated.
- HS1.12 Provide affordable housing opportunities and evaluate potential density increases close to places of employment and near future high-capacity transit. *Note: this is amended to address PSRC MPP-H-8, H-Action-1.*
- HS1.14 Use the analysis within the Housing Action Plan to understand the potential physical, economic, and cultural displacement risks of low-income households and marginalized populations, and work with communities to develop anti-displacement strategies when planning for growth. *Note: this is amended to address PSRC MP-H-12, H-Action-6.*

HS2 Create quality places and livable neighborhoods.

- HS2.1 Encourage higher quality developments that create a sense of place and enhance community image and identity.
- HS2.2 Encourage the development of middle and upper middle income housing to ensure a healthier and more diverse mix of housing choices within the community.
- HS2.3 Provide connectivity between housing, public places, places of interest, and commercial areas to create a more interactive community.
- HS2.4 Encourage and facilitate housing developments that provide quality residential living environments for families and seniors with housing needs.
- HS2.5 Encourage the use of innovative urban design techniques and development guidelines to foster broad community acceptance of a variety of housing types affordable to all economic segments of the population.
- HS2.6 Promote greater balance in the amount and type of housing development among the school districts that serve Marysville.

HS3 Respect the character of existing residential neighborhoods.

- HS3.1 Encourage and facilitate the participation of neighborhood groups in the land use and community development planning process.

- HS3.2 Distribute affordable and special needs housing equitably among jurisdictions and planning areas to ensure that no jurisdiction or planning area has more than its fair share of affordable and special needs housing.
- HS3.3 Assure that site and building design guidelines create an effective transition between substantially different land uses and densities.
- HS3.4 Encourage the integration of a variety of dwelling types and intensities in residential neighborhoods.
- HS3.5 Encourage infill development that enhances the existing community character.
- HS3.6 Preserve and enhance the character of existing neighborhoods.
- HS3.7 Ensure that mixed use development and middle housing complements and enhances the character of the surrounding residential and commercial areas.
- HS3.8 Encourage the concept of strong, traditional neighborhood planning to improve neighborhood quality and reduce automobile dependency.


HS4 Work with the other elements of the Comprehensive Plan to understand and enhance the relationship of housing to them.

- HS4.1 Consider the location of traffic routes, transit, bike, and pedestrian trails in locating new housing, and maximize the public investment in infrastructure by supporting a compact land use strategy to increase residential density.
- HS4.2 Coordinate with Community Transit to identify and adopt appropriate densities for priority transit corridors, and to develop transit connecting dispersed housing and employment centers. Ensure that development standards for priority transit corridors are transit and pedestrian friendly.
- HS4.3 Prioritize the funding of parks, and other civic improvements that respond to the needs of neighborhoods where over 20 percent of the total housing stock is rental housing, or where housing density exceeds 10 dwelling units per acre.
- HS4.4 Promote jobs to housing balance by providing housing choices that are accessible and attainable to workers. Include jobs to housing balance in housing and land use needs assessment to better support job centers with the needed housing supply.
Note: this is amended to address PSRC H-Action-5.

HS5 Encourage land use practices, development standards, and building permit requirements that minimize, or if possible reduce, housing production costs.

- HS5.1 Periodically review land use regulations to assure that regulations and permit processing requirements are reasonable.
- HS5.2 Consult the City's Housing Needs Assessment and Housing Action Plan to evaluate the effectiveness and relevance of housing policies and strategies for achieving housing targets and affordability goals. *Note: this is a new policy intended to address PSRC H-Action-4.*
- HS5.3 Evaluate the housing cost and supply implications of proposed regulations.
- HS5.4 Pursue opportunities to modify land use regulations and permit processes that make project approval timelines, achievable densities, and mitigation costs more predictable.

Exhibit 2



Conserve and enhance important uses	Page/Policy Reference
<p>✓ As applicable, limit incompatible uses adjacent to:</p> <ul style="list-style-type: none"> • Military lands (MPP-DP-49) • Manufacturing/industrial centers (MICs) and industrial zoning (MPP-DP-50) •  Tribal reservation lands (MPP-DP-51) 	






Additional comments on Land Use/Development Patterns or additional documents to share [optional]: _____

Housing

The plan guides the **preservation, improvement, and expansion of the housing stock** to provide a range of **affordable, accessible, healthy, and safe housing choices** to every resident. It continues to **promote fair and equal access to housing for all people**.

Policies and programs should:

Assess housing needs	Page/Policy Reference
 Address affordable housing needs by developing a housing needs assessment and evaluating the effectiveness of housing policies and strategies to achieve housing targets and affordability goals (H-Action-4)	
Increase housing supply and choices	Page/Policy Reference
<p>✓ Increase housing supply and densities to meet the region's current and projected needs consistent with the Regional Growth Strategy (MPP-H-1)</p>	
<p>✓ Expand the diversity of housing types for all income levels and demographic groups (MPP-H-2-6, H-9)</p>	
<p> Expand housing capacity for moderate density housing, i.e., "missing middle" (MPP-H-9)</p>	

 Promote jobs-housing balance by providing housing choices that are accessible and attainable to workers. Include jobs-housing balance in housing needs assessments to better support job centers with the needed housing supply (MPP-H-1, H-6, H-Action-4)	
✓ Promote housing in centers and near transit (MPP-H-7-8)	
✓ Promote flexible standards and innovative techniques (MPP-H-10)	
Support the development and preservation of affordable housing	Page/Policy Reference
 Consider inclusionary and incentive zoning to provide more affordable housing when creating additional housing capacity (H-Action-5)	
 Jurisdictions planning for high-capacity transit stations: Promote affordable housing near high-capacity transit ⁴ (MPP-H-8, H-Action-1)	
Address inequities in access to housing	Page/Policy Reference
 Identify potential physical, economic, and cultural displacement of low-income households and marginalized populations and work with communities to develop anti-displacement strategies in when planning for growth (MPP-H-12, H-Action-6)	
 Promote homeownership opportunities while recognizing historic inequities in access to homeownership opportunities for communities of color (MPP-H-5)	

Additional comments on Housing or additional documents to share [optional]: _____

⁴ Transit-oriented development near stations located in or near manufacturing/industrial centers need to function differently with different uses than other centers to maintain a focus on protecting industrial zoning, jobs, and the region's overall economic vitality.

HS1 Ensure that all City residents have the opportunity to obtain safe, sanitary and affordable housing.

HS1.1 Maintain an adequate supply of appropriately zoned land within the City.

~~HS1.2 Provide increased flexibility and, encourage creative approaches, and consider best practices for housing development and design, in the use of new and existing housing development and design subject to specific development, design, and in some cases owner occupancy standards.~~

~~HS1.32 The City shall Provide for a wide range of ownership and rental housing opportunities for the various household types and income levels within the community including, but not limited to, families, senior citizens, smaller households, first time buyers, those with special needs, and lower incomes. encourage housing types that are attractive and affordable to first time and moderate income home buyers. Recognize historic inequities in access to homeownership opportunities for communities of color. Note: the last statement is amended to address PSRC's MPP-H-5.~~

~~HS1.4 Provide for a wide range of housing choices in residential and commercial zones, including, but not limited to single family residences, Planned Residential Developments, apartments, and moderate density or middle housing types such as cottages, townhouses, triplexes, fourplexes, and accessory dwelling units.~~

~~HS1.3 Encourage a broad range of rental housing opportunities, especially those serving families, senior citizens, and special needs groups.~~

~~HS1.4 Promote housing alternatives to the large lot single family detached dwelling and large apartment complex.~~

~~HS1.55 Support the development and preservation of manufactured homes on individual lots, and residentially zoned mobile home parks, within residential zones and subdivisions. Explore different options for mobile home park preservation such as tenant opportunities to purchase their manufactured home park and resident-owned community operational structures.~~

~~HS1.6 Support the development and preservation of manufactured homes on individual lots.~~

~~HS1.76 Continue to promote and recalibrate existing housing incentives (e.g. Downtown Multi-family Tax Exemption, Residential Density Incentives, etc.) and pursue new ones while giving consideration to inclusionary and incentive zoning to increase housing capacity and affordable housing. Note: this is amended to address PSRC H-Action-5. Provide opportunities and incentives for a variety of housing types and site planning techniques utilizing the Planned Residential Development (PRD) regulations.~~

~~HS1.8 Provide for a wide range of housing choices in residential and commercial zones, including, but not limited to cottages, townhouses, planned unit developments and apartments.~~

~~HS1.9 Consider accessory housing a substitute for some multi-family housing. Permit them in single family houses subject to specific development and design standards.~~

HS1.107 The City will ~~work-coordinate and partner~~ with agencies and nonprofits, such as the Housing Authority of Snohomish County, Housing Hope, Habitat for Humanity, and others to maintain and increase the supply of ~~low-and-moderate income-housing~~ housing for all income levels. This could include ~~fast tracking~~ expedited permitting, ~~and assistance with~~ site selection assistance, exploration of a land bank strategy, and addressing homelessness through the provision of permanent supportive housing and evaluation of emergency shelter needs.

~~HS1.11 Improve coordination and responsiveness of providers of housing and community needs to improve the quality and quantity of housing.~~

~~HS1.12 Maintain an adequate supply of appropriately zoned developable land within the UGA.~~

~~HS1.13 Allocate the housing mix goals in the Land Use Element and zoning to ensure best use of both vacant and redevelopable land to meet housing needs for both owner and rental households.~~

HS1.149 Support inter-jurisdictional cooperative efforts to foster the development and preservation of an adequate supply of affordable housing.

HS1.1510 Encourage efficient infill development in the urban growth area.

HS1.1611 Encourage the preservation, renovation, and production of housing within the region that is affordable to all populations including for households earning less than 50% of AMI.

HS1.1712 Ensure that affordable and special needs housing opportunities are dispersed throughout the City, not concentrated.

HS1.1813 Provide affordable housing opportunities and evaluate potential density increases close to places of employment and near future high-capacity transit. *Note: this is amended to address PSRC MPP-H-8, H-Action-1.*

~~HS1.19 Consider the location of traffic routes, transit, bike and pedestrian trails, in locating new housing.~~

HS1.14 Use the analysis within the Housing Action Plan to understand the potential physical, economic, and cultural displacement risks of low-income households and marginalized populations and work with communities to develop anti-displacement strategies when planning for growth. Note: this is amended to address PSRC MP-H-12, H-Action-6.

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HS2.2 Encourage the development of middle and upper middle income housing to ensure a healthier and more diverse mix of housing choices within the community.

HS2.3 Provide connectivity between housing, public places, places of interest, and commercial areas to create a more interactive community.

HS2.4 Encourage and facilitate housing developments that provide quality residential living environments for families and seniors with housing needs.

HS2.5 Encourage the use of innovative urban design techniques and development guidelines to foster broad community acceptance of a variety of housing types affordable to all economic segments of the population.

HS2.6 Promote greater balance in the amount and type of housing development among the school districts that serve Marysville.

HS3 Respect the character of existing residential neighborhoods.

HS3.1 Encourage and facilitate the participation of neighborhood groups in the land use and community development planning process.

HS3.2 Distribute affordable and special needs housing equitably among jurisdictions and planning areas to ensure that no jurisdiction or planning area has more than its fair share of affordable and special needs housing.

HS3.3 Assure that site and building design guidelines create an effective transition between substantially different land uses and densities.

HS3.4 Encourage the integration of a variety of dwelling types and intensities in residential neighborhoods.

HS3.5 Encourage infill development that enhances the existing community character.

HS3.6 Preserve and enhance the character of existing neighborhoods.

HS3.7 Ensure that mixed use development and middle housing complements and enhances the character of the surrounding residential and commercial areas.

HS3.8 Encourage the concept of strong, traditional neighborhood planning to improve neighborhood quality and reduce automobile dependency.

HS4 Work with the other elements of the Comprehensive Plan to understand and enhance the relationship of housing to them.

~~HS4.1 Work with Community Transit to develop transit connecting dispersed housing and employment centers.~~

HS4.1 Consider the location of traffic routes, transit, bike, and pedestrian trails in locating new housing, and maximize the public investment in infrastructure by supporting a compact land use strategy to increase residential density.

HS4.2 Coordinate with Community Transit to identify and adopt appropriate densities for priority transit corridors, and to develop transit connecting dispersed housing and employment centers. Ensure that ~~the~~ development standards for priority transit corridors ~~these~~ are transit and pedestrian friendly.

HS4.3 Prioritize the funding of parks, and other civic improvements that respond to the needs of neighborhoods where over 20 percent of the total housing stock is rental housing, or where housing density exceeds 10 dwelling units per acre.

HS4.4 Promote ~~a housing policy and land use pattern that balances the ratio of housing units to jobs~~ jobs to housing balance by providing housing choices that are accessible and attainable to workers. Include jobs to housing balance in housing

and land use needs assessment to better support job centers with the needed housing supply. Note: this is amended to address PSRC H-Action-5.

~~HS4.5 Maximize the public investment in public infrastructure by supporting a compact land use strategy to increase residential density.~~

~~HS4.6 The City's economic development strategy should prioritize higher paying jobs that pay a living wage.~~

HS5 Encourage land use practices, development standards, and building permit requirements that minimize, or if possible reduce, housing production costs.

HS5.1 Periodically review land use regulations to assure that regulations and permit processing requirements are reasonable.

HS5.2 Consult the City's Housing Needs Assessment and Housing Action Plan to evaluate the effectiveness and relevance of housing policies and strategies for achieving housing targets and affordability goals. Note: this is a new policy intended to address PSRC H-Action-4.

HS5.32 Evaluate the housing cost and supply implications of proposed regulations and procedures.

HS5.34 ~~The City shall seek~~Pursue opportunities to modify land use regulations and permit processes that make project approval timelines, achievable densities, and mitigation costs more predictable.

Housing Element – Strategy and Policy Discussion

2024 COMPREHENSIVE PLAN UPDATE

PC WORK SESSION 3.26.2024



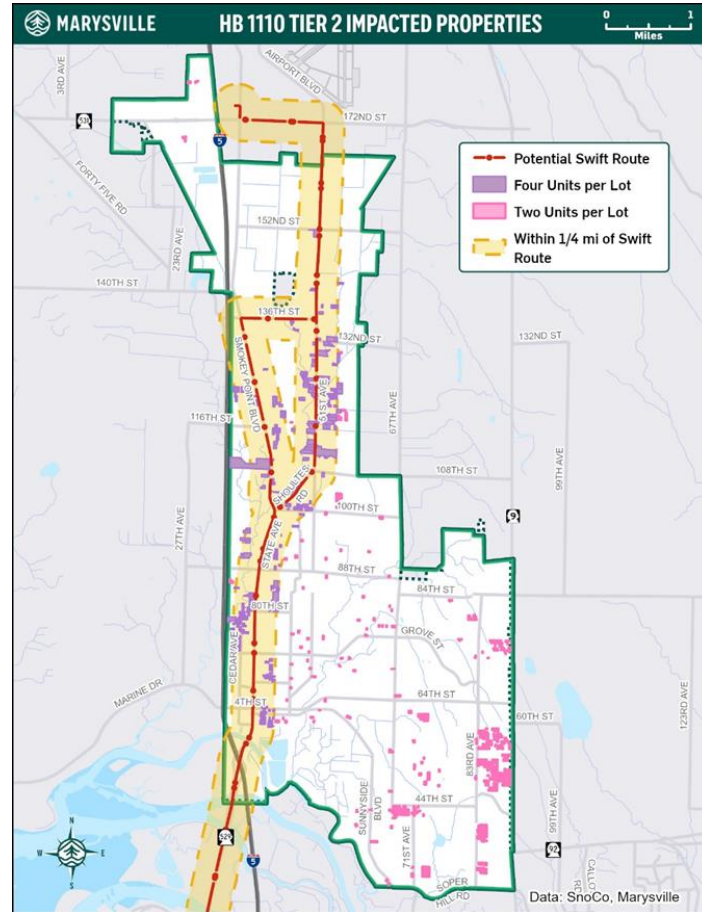
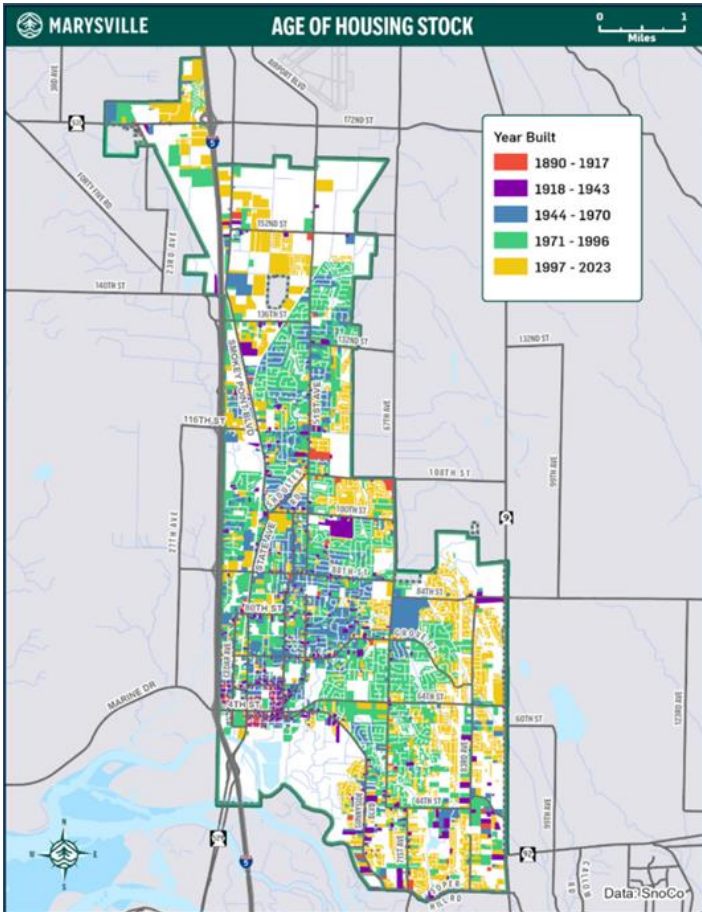
Key Housing Strategies – Section 5.4



Income Level (Percent of Area Median Income or AMI)	Income Range	2020 Housing Units	Additional Housing Units Needed (2020 - 2044)	2044 Total Housing Units Needed
Extremely low (0-30% PSH)	\$0 - 38,800	653	2,403	3,056
Extremely low (0-30%)	\$0 - 38,800	73	1,281	1,354
Very low (30-50%)	\$38,800 - 64,700	4,313	1,076	5,389
Low (50-80%)	\$64,700 - 95,300	7,958	0	7,958
Moderate (80-100%)	\$95,300 - 134,600	6,289	0	6,289
High (100-120%)	\$134,600 - 161,500	2,830	2,403	5,233
Very high (120% or more)	\$161,500+	3,607	7,090	10,697
Total	-	25,723	14,253	39,976

Housing Strategy 1 – Section 5.4

Increase Housing Diversity



Strategy 1, Action 1.1 – Increase residential density along future SWIFT transit lines

- **Summary:** Zoning changes along future State Avenue/FUTURE SWIFT route previously discussed as a way to leverage benefits of Bus Rapid Transit and increase housing capacity.
- **Additional context:** Mixed perspectives on pursuing these changes.
- **Proposed Approach:** Since the ultimate SWIFT alignment has not yet been determined, and there should be adequate residential capacity without zoning changes along the future SWIFT route, zoning changes are not contemplated at this time, but could be pursued if a catalyst event occurs.
- **Question:** Is the proposed approach acceptable for this action?

Strategy 1, Action 1.2 – Create more flexibility for townhome development

- **Summary:** Townhouses provide a more affordable ownership option than detached single family residences. Currently, if individual fee simple ownership for townhouses is desired, a Planned Residential Development must be pursued which has stricter access and townhouse unit width standards than if the townhouses were developed on an overall lot like multi-family.
- **Additional context:** Past City concerns regarding allowing unit lot subdivisions due to inadequate access and quality of development; however, State law (SB 5258) requires unit lot subdivisions to be allowed after Comp. Plan update.
- **Proposed Approach:** Amend the code to allow unit lot subdivisions as required by State law and associated standards, where required.
- **Question:** Should the City focus on compliance with State law only, or pursue further amendments to increase flexibility?

Strategy 1, Action 1.3 – Expand and recalibrate existing Multi-family Tax Exemption (MFTE) Program

- **Summary:** The City adopted an MFTE program in 2009 to encourage housing development Downtown. In 2021, the target area for the MFTE was expanded to coincide with the expanded Downtown Master Plan boundaries, but it has not been used to-date.
- **Additional Context:** The revised boundaries have only been in place for a couple years. We are receiving more interest in redevelopment Downtown but it is slow going.
- **Proposed Approach:** Over the planning period, consideration should be given to potentially: expanding the MFTE area, reducing the unit threshold from 10 to 4, reaching out to developers to increase program awareness, and conducting a market assessment.
- **Question:** Should all or some of these actions be considered over the next 20 years?



Strategy 1, Action 1.4 – Consider Middle Housing best practices when complying with HB 1110

- **Summary:** House Bill 1110 requires cities to allow six types of middle housing (e.g. duplexes, triplexes, townhouses, cottage housing, etc.) and allow at least 2 units in zones that are primarily residential and 4 units within a quarter mile of transit or when one affordable unit is provided.
- **Additional Context:** There is some concern regarding middle housing as this is new to the City.
- **Proposed Approach:** The City will carefully evaluate the best approach to implementing the middle housing provisions of HB 1110 in 2025.
- **Question:** Is the proposed approach acceptable for this action?

Strategy 1, Action 1.5 – Balance housing development among school districts

- **Summary:** Most residential growth within Marysville is occurring within the Lake Stevens and Lakewood school districts. The HAP recommended rebalancing growth between the school districts.
- **Additional Context:** Large, vacant tracts of land and desirable school districts have resulted in growth significant growth in the Lake Stevens and Lakewood School Districts. There is appropriately zoned land for both single family and multi-family development; however, single family has often been more attractive – even in multi-family zones.
- **Proposed Approach:** Consider promoting multi-family zoning in the Lake Stevens School District portion of Marysville, and incentivizing housing development in the Marysville School District.
- **Question:** Should the City explore promoting more multi-family in the Marysville portion of the Lake Stevens School District? Should incentives be considered to encourage residential development in the Marysville School District part of the City?

Strategy 1, Action 1.6 – Pursue Accessory Dwelling Unit Code Amendments and Incentives

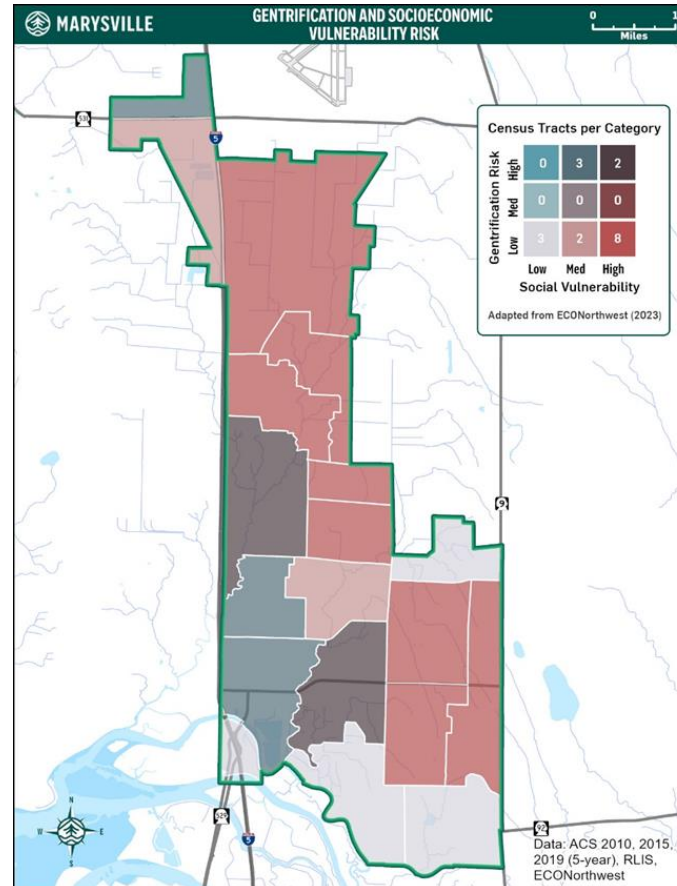
- **Summary:** The City must adopt the provisions of House Bill (HB) 1337 by June 2025. HB 1337 requires cities to allow at least two ADUs on single family zoned lots, reduces off-street parking requirements, lowers impact fees, increases structure heights, and eliminates the owner occupancy requirement.
- **Additional Context:** Currently the City requires owner occupancy of ADUs, one off-street parking space for the ADU, has a height limitation, and requires one unit to be owner occupied. ADUs provide an affordable housing, and a good option for small households such as college students and empty-nesters.
- **Proposed Approach:** Adopt the required State ADU amendments, and potentially consider incentives such as providing pre-approved house plans.
- **Question:** Should the City only adopt required ADU amendments, or should the City consider incentives such as establishing pre-approved ADU plans?

Strategy 1, Action 1.7 – Create more flexibility for Planned Residential Developments (PRDs)

- **Action Summary:** Marysville's Planned Residential Development (PRD) code is broadly used for single family residential developments in order to achieve greater density than the underlying residential zone allows. The PRD code also allows duplexes, townhouses and similar housing types to be pursued. Some of the approval criteria are vague or restrictive. Recently adopted Washington state statutes may require that certain provisions be revisited.
- **Proposed Approach:** The PRD code will be audited to ensure that it complies with State law and that standards, such as access, open space, housing types, and density allowances, are furthering City housing goals.
- **Question:** Is the proposed approach acceptable?

Housing Strategy 2 – Section 5.4

Create more Housing Stability



Strategy 2, Action 2.1 – Conduct targeted research to better understand displacement risk

- **Summary:** Within Marysville, certain Census tracts, primarily those Downtown and in west, central Marysville, are susceptible to displacement as development or redevelopment occurs.
- **Proposed Approach:** Monitoring of areas at risk of displacement should occur. Before pursuing zoning changes in susceptible areas, a risk assessment should be conducted. Community engagement should also occur. After conducting a risk assessment and community engagement, an anti-displacement strategy for impacted areas could be pursued at the direction of City Council.
- **Question:** Should the City pursue targeted outreach to better understand displacement risk? Is the proposed approach acceptable?

Strategy 2, Action 2.2 – Support the preservation of mobile home parks

- **Summary:** The City currently has a mobile home park preservation ordinance which affords some protection to certain residentially zoned mobile home parks. Tenant Opportunity to Purchase Ordinance, a Resident-Owned Community operational structures, and technical assistance for those interested in acquiring a mobile home parks are other methods that can help preserve mobile home parks.
- **Proposed Approach:** Over the planning period, research is proposed on other mechanisms that can help preserve mobile home parks such as an ordinance allowing tenants opportunities to pursue ownership of their mobile home park.
- **Question:** Is the proposed approach to research other methods to preserve mobile home parks acceptable?

Housing Strategy 3 – Section 5.4

Support Housing at All Income Levels

Income Level (Percent of Area Median Income or AMI)	Income Range	2020 Housing Units	Additional Housing Units Needed (2020 - 2044)	2044 Total Housing Units Needed
Extremely low (0-30% PSH)	\$0 - 38,800	653	2,403	3,056
Extremely low (0-30%)	\$0 - 38,800	73	1,281	1,354
Very low (30-50%)	\$38,800 - 64,700	4,313	1,076	5,389
Low (50-80%)	\$64,700 - 95,300	7,958	0	7,958
Moderate (80-100%)	\$95,300 - 134,600	6,289	0	6,289
High (100-120%)	\$134,600 - 161,500	2,830	2,403	5,233
Very high (120% or more)	\$161,500+	3,607	7,090	10,697
Total	-	25,723	14,253	39,976

Strategy 3, Action 3.1 – Develop a Land Bank Strategy and partnerships to support low-income and workforce housing

- **Summary:** Land banks can help reduce development costs through surplus land to a land bank, or transferring land ownership to affordable housing developers.
- **Proposed Approach:** The City may elect to consider participation in a land banking strategy.
- **Question:** Should the City research land banking further?

Strategy 3, Action 3.2 – Coordinate with regional Affordable Housing Partners

- **Summary:** Providing housing for the City's low and very low income households will require coordination with regional affordable housing partners as private developers do not produce low-income housing, particularly at 80% AMI.
- **Proposed Approach:** Currently this section is drafted as things that the City could do to better coordinate with Affordable Housing Partners, but does not commit the City to any action.
- **Question:** Is the proposed approach okay? Should the City consider deeper coordination with regional Affordable Housing Partners?

Housing Strategy 4 – Section 5.4

Take a Proactive Approach to Homelessness



Strategy 4, Action 4.1 – Partner with non-profits on permanent supportive housing (PSH)

- **Summary:** The City's growth allocation through 2044 includes 2,400 permanent supportive housing units consistent with HB 1220.
- **Proposed Approach:** The Housing Element (HE) indicates that various steps could be pursued to develop a plan to deliver PSH including: outreach to housing and service providers; ensuring that fees and zoning promotes efficient and cost-effective projects; and allowing PSH to benefit from land banking, if pursued. The HE does not commit to an approach – it currently provides these actions as suggestions.
- **Question:** Is the proposed approach acceptable? Should the City partner with local non-profits and service providers to develop a plan to deliver permanent supportive housing units within the community?

Strategy 4, Action 4.2 – Consider emergency shelter needs

- **Summary:** Marysville does not currently have a year-round emergency shelter outside of ad hoc cold-weather shelters that open during extreme weather events.
- **Proposed Approach:** The City may wish to pursue emergency shelters for those experiencing homelessness in Marysville. An initial step would be to better understand shelter needs within the City so that appropriate services are provided. Coordinating with Snohomish County and other service providers on the demographics of those experiencing homelessness would be important to this effort.
- **Question:** Is the proposed approach acceptable? Should more outreach occur to better understand the City's emergency shelter needs?

Goals & Policies – Section 5.5

Housing

The plan guides the **preservation, improvement, and expansion of the housing stock** to provide a range of **affordable, accessible, healthy, and safe housing choices** to every resident. It continues to **promote fair and equal access to housing for all people**.

Policies and programs should:

Assess housing needs	Page/Policy Reference
⊖ Address affordable housing needs by developing a housing needs assessment and evaluating the effectiveness of housing policies and strategies to achieve housing targets and affordability goals (H-Action-4)	⊖ Promote jobs-housing balance by providing housing choices that are accessible and attainable to workers. Include jobs-housing balance in housing needs assessments to better support job centers with the needed housing supply (MPP-H-1, H-6, H-Action-4)
Increase housing supply and choices	✓ Promote housing in centers and near transit (MPP-H-7-8)
✓ Increase housing supply and densities to meet the region's current and projected needs consistent with the Regional Growth Strategy (MPP-H-1)	✓ Promote flexible standards and innovative techniques (MPP-H-10)
✓ Expand the diversity of housing types for all income levels and demographic groups (MPP-H-2-6, H-9)	Support the development and preservation of affordable housing
⊖ Expand housing capacity for moderate density housing, i.e., "missing middle" (MPP-H-9)	Page/Policy Reference
	⊖ Consider inclusionary and incentive zoning to provide more affordable housing when creating additional housing capacity (H-Action-5)
	⊖ Jurisdictions planning for high-capacity transit stations: Promote affordable housing near high-capacity transit ⁴ (MPP-H-8, H-Action-1)
	Address inequities in access to housing
	Page/Policy Reference
	⊖ Identify potential physical, economic, and cultural displacement of low-income households and marginalized populations and work with communities to develop anti-displacement strategies in when planning for growth (MPP-H-12, H-Action-6)
	⊖ Promote homeownership opportunities while recognizing historic inequities in access to homeownership opportunities for communities of color (MPP-H-5)

Policies Responsive to PSRC Requirements

HS1.3 Provide for a wide range of ownership and rental housing opportunities for the various household types and income levels within the community including, but not limited to, families, senior citizens, smaller households, first time buyers, those with special needs, and lower incomes. Recognize historic inequities in access to homeownership opportunities for communities of color. Note: the last statement is to address PSRC's MPP-H-5.

HS1.6 Continue to promote and recalibrate existing housing incentives (e.g. Downtown Multi-family Tax Exemption, Residential Density Incentives, etc.) and pursue new ones while giving consideration to inclusionary and incentive zoning to increase housing capacity and affordable housing. Note: this is amended to address PSRC H-Action-5.

HS1.12 Provide affordable housing opportunities and evaluate potential density increases close to places of employment and near future high-capacity transit. Note: this is amended to address PSRC MPP-H-8, H-Action-1.

Policies Responsive to PSRC Requirements

HS1.14 Use the analysis within the Housing Action Plan to understand the potential physical, economic, and cultural displacement risks of low-income households and marginalized populations, and work with communities to develop anti-displacement strategies when planning for growth. Note: this is amended to address PSRC MP-H-12, H-Action-6.

HS4.4 Promote jobs to housing balance by providing housing choices that are accessible and attainable to workers. Include jobs to housing balance in housing and land use needs assessment to better support job centers with the needed housing supply. Note: this is amended to address PSRC H-Action-5.

HS5.2 Consult the City's Housing Needs Assessment and Housing Action Plan to evaluate the effectiveness and relevance of housing policies and strategies for achieving housing targets and affordability goals. Note: this is a new policy intended to address PSRC H-Action-4.

City of Marysville
Local Road Safety Plan



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Chapter 1 - Introduction

The City of Marysville has prepared this Local Road Safety Plan in alignment with the Target Zero: Washington State Strategic Highway Safety Plan and the Systemic Safety Project Selection Tool from Federal Highway Administration and consistent with the City Comprehensive Plan goals and policies addressing roadway safety.

The process utilized attempts to identify similar types of collisions on a system-wide basis, identify locations with similar risk factors, prioritize the most cost-effective countermeasures for those risks, and apply them systemically. In other words, rather than identify a \$1 million dollar project to address a specific location with a historically high collision rate, this process might identify a \$1 million project addressing similar risks in 10 locations. Consistent with Target Zero goals, prioritization is based on serious injury and fatal collisions only, although collisions with lesser severities are included in the calculation of benefit/cost ratios.

This plan can also be updated periodically, which will allow an assessment on the effectiveness of this strategy as well as the particular countermeasures chosen.

History of Safety Projects:

The City of Marysville has a strong history over the past decade of successful grant awards and traffic safety construction projects through the Highway Safety Improvement Project (HSIP) grant funding including those utilizing the Local Road Safety Plan (LRSP) methodology. The City has received HSIP grants in every cycle except the 2016 call for projects with awards including the following project types:

- Flashing Yellow Arrow Left Turn Signal Phasing
- Flashing Yellow Arrow Right Turn Signal Phasing
- Rectangular Rapid Flashing Beacon (RRFB) Pedestrian Actuated Crosswalk Systems
- Signalized Intersection ADA System Upgrades (Curb Ramps, Pushbuttons and Countdown Pedestrian Signal Heads)
- Signalized Intersection Reconstruction
- High Friction Pavement Surfacing
- Curve Warning Systems
- Advanced Flashing Signal Ahead Signs
- Speed Radar Signs

The City currently has two (2) HSIP Grant funded projects in design with construction planned within the next year including:

- 2020 HSIP Award – Construction of two (2) RRFB crosswalks. Design is nearly complete with bidding anticipated in February 2024 and construction completed during spring/summer of 2024.
- 2022 HSIP Award – Construction of twelve (12) RRFB crosswalks. Design is scheduled to begin in March 2024 with bidding anticipated in fall of 2024 and construction complete by end of spring 2025.

The City of Marysville, in addition, routinely incorporates traffic safety components into the scopes of capital and maintenance projects with the goal of continually providing for a safer public infrastructure environment for citizens and all roadway users.

Chapter 2 – Data Analysis

Crash Data Summary:

Primary Collision Types for fatal and serious injury collisions in Marysville consist of (in rank order):

Crash Type (F/S)	2018-2022 Total Collisions	2018-2022 Percent of total collisions	Percent difference relative to all Rds	Percent difference relative to West City Str
Hit Pedestrian	14	19.72%	+3.49%	-7.31%
Angle (Left Turn)	13	18.31%	+10.93%	+9.20%
Hit Fixed Object	10	14.08%	-13.71%	-4.54%
Hit Cyclist	8	11.27%	+6.46%	+1.42%
Angle (T)	7	9.86%	-2.67%	-4.91%
Rear End	6	8.45%	+0.72%	+4.47%
Head-On	3	4.23%	-0.81%	+0.56%
Hit Parked Car	3	4.23%	+2.40%	+1.01%
Railway	3	4.23%	+4.14%	+4.02%
Other	2	2.82%	-1.83%	-0.72%
Overturn	1	1.41%	-5.17%	-1.81%
Sideswipe (Same Direction)	1	1.41%	-1.02%	+0.15%
Total	71			

Highlighted collision types are those where the percentage of occurrences is higher than the statewide average.

Highlighted collision types are those where the percentage of occurrences is higher than the Western Washington City average.

This analysis will focus on the collision types:

- Angle (Left Turn)
- Hit Pedestrian
- Hit Cyclist

These collision types account for half of the City's fatal and serious injury collisions.

It may also be noted that the City of Marysville is significantly more affected by Rail than many jurisdictions. The City is in the process of a citywide evaluation of the safety of rail crossings as part of an effort to establish Quiet Zones through the City. To establish Quiet Zones, significant safety measures are likely to be required at all at-grade rail crossings within City limits.

Crash Data Analysis – Angle (Left Turns)

Three Hundred Eighty (380) Angle (Left Turns) collisions were reported from 2016 to 2020 as summarized below:

Collision Location	Total Collisions	% of Collisions	# of Fatal/Serious Collisions
Signal	263	69%	5
Driveway	44	12%	1
Stop Sign – 2 Way	36	9%	0
Stop Sign – 1 Way	21	6%	2
Stop Sign – 3 Way	9	2%	0
All-way Stop	6	1%	0
Roundabout	2	1%	0
Total	380		8

Due to a data-processing error from WSDOT, the figures above are from 2016-2020

Currently, 44 of the more than 4300 intersections in the City are signalized. Thus 69% of angle (left turn) collisions occurred at 1% of the intersections.

Angle (Left Turns) - Signalized Intersections

From 2016 to 2020, 45 of the more than 136 (52%) of these collisions occurred at intersections with 5 approach lanes and 3/4 approach lanes, 68 (26%) occurred at intersections with 5 approach lanes and 5 approach lanes, 26 (10%) occurred at intersections with 3 approach lanes and 3 approach lanes, 22 (8%) occurred at intersections with 4 approach lanes and 4 approach lanes and the remaining 11 (4%) occurred at various other intersection approach types.

151 (57%) of angle (left turn) collisions occurred at intersections with a 2035 anticipated PM Peak Hour traffic volumes between 3,000 and 4,000, 91 (34%) occurred at intersections with a 2035 anticipated PM Peak Hour traffic volumes between 2,000 and 3,000 the remaining 22 (9%) occurred at intersections with anticipated PM Peak traffic volumes greater than 4,000 or less than 2,000.

Crash Data Analysis – Pedestrian Collisions:

Seventy two (72) pedestrian collisions were reported from 2018 to 2022 as summarized below:

Collision Location	Total Collisions	% of Collisions	# of Fatal/Serious Collisions
Mid-Block	28	39%	9
Signal	18	25%	3
2-way Stop Controlled Intersection	5	7%	1
Sidewalk/Driveway	10	14%	0
1-way Stop Controlled Intersection	9	12%	0
All-way Stop	1	1%	0
Roundabout	1	1%	0
Total	72		13

(Below table's data based upon 2016-2020 data as there was a significant delay in the City Police Department providing pedestrian collisions due to staffing issues.)

Collision Location	Total Collisions	% of Collisions	# of Fatal/Serious Collisions
Mid-Block	22	27%	8
Signal	23	28%	2
2-way Stop Controlled Intersection	13	16%	2
Sidewalk/Driveway	10	12%	1
Shoulder	3	4%	0
All-way Stop	3	4%	0
Roundabout	2	2%	0
Other	7	8%	0
Total	83		13

Pedestrian Collisions - Signalized Intersection

From 2016 to 2020 data, 44 of the more than 4300 intersections in the City are signalized. Thus 25% of pedestrian collisions occurred at 1% of the intersections. Of the 23 signalized intersection pedestrian collisions, seventeen (74%) occurred when the driver was at fault. Of these, seven occurred when the driver was turning left during a permissive left-turn phase and ten occurred when the driver was turning right and failed to yield to a pedestrian using the pedestrian phase of that crosswalk.

(Above paragraph's data based upon 2016-2020 data as there was a significant delay in the City Police Department providing pedestrian collisions due to staffing issues.)

Pedestrian Collisions - Mid-block Crossings

Of the 22 mid-block crossing pedestrian collisions, 21 occurred where no legal crosswalk existed, and one was at a location with a marked crosswalk installed with rectangular rapid flashing beacons.

Of the 22, the pedestrian was reported at fault at 19 (84%) of these locations.

In 21 (75%) cases, a pedestrian actuated crosswalk existed within 600 feet of the collision location.

(Above 3 paragraphs data based upon 2016-2020 data as there was a significant delay in the City Police Department providing pedestrian collisions due to staffing issues.)

All, except three, occurred on an arterial roadway.

Of the twenty five arterial pedestrian collisions, fifteen (60%) occurred on two or three lane roadways and ten (40%) occurred on 5 lane roadways.

Arterial Speed	Mid-block pedestrian collisions	% of collisions
45	1	4%
40	1	4%
35	9	36%
30	9	36%
25	5	20%

Pedestrian Collisions - 2-way Stop Controlled Intersections

In 2016 to 2020, of the thirteen 2-way stop controlled intersection pedestrian collisions, 9 (70%) occurred within marked crosswalks.

Of these 13, the pedestrian was at fault in two (15%) of these locations with the driver at fault in eleven (85%) of collisions.

Eight (62%) occurred on an arterial roadway approach and seven (54%) occurred on the stop-controlled side street approach.

Five (38%) occurred on 35 mph speed limit roadway approach, and three (15%) on a 30 mph speed limit approach and five (38%) on a 25 mph speed limit approach.

Six (46%) occurred as a result of mainline left turning vehicles failure to yield to pedestrians within side street crossings, five (38%) occurred when a driver failed to stop upon a stop controlled approach for a pedestrian in the crossing and six (46%) as a result of arterial drivers failure to yield to pedestrians crossing the arterial.

Crash Data Analysis – Bicyclist Collisions:

Forty Six (46) bicyclist collisions were reported from 2018 to 2022 as summarized below:

Collision Location	Total Collisions	% of Collisions	# of Fatal/Serious Collisions
Sidewalk/Driveway	10	22%	0
2-Way Stop Controlled Intersection	8	17%	2
1-Way Stop Controlled Intersection	8	17	1
Signal	11	24%	2
Mid-block/Roadway	4	9%	2
Shoulder	2	4%	1
Roundabout	1	2%	0
All-way Stop	2	4%	0
Total	46		8

Bicyclist Collisions - Sidewalk/Driveway/Shoulder

The plurality of bicyclist collisions occurred where a vehicle collided with a bicyclist after failing to properly see them. Of the 12 sidewalk/driveway bicyclist collisions, all 12 (100%) occurred when the driver was at fault. Of these, all but three occurred upon an arterial.

Bicyclist Collisions - Stop Controlled Intersections

Of the 18 stop controlled intersection bicyclist collisions, 8 occurred within marked crosswalks.

Of the 18, the bicyclist was at fault in five (28%) of these locations with the driver at fault in thirteen (72%) of the collisions.

All eighteen (100%) occurred on an arterial roadway intersection with fourteen (78%) occurring on the stop-controlled side street approach.

Nine (50%) occurred when a driver or bicyclist failed to obey the traffic control, four (22%) occurred when a driver or bicyclist failed to properly yield where turning was inconsequential, three (17%) occurred when a driver failed to appropriately yield while turning left at a stop-controlled intersection, seven (39%) occurred where a driver failed to yield to a bicyclist already crossing, and three (17%) occurred where a bicyclist was going the wrong way.

Bicyclist Collisions - Signalized Intersections

Currently, 44 of the more than 4300 intersections in the City are signalized. Thus 24% of all bicyclist collisions and 25% of the fatal or serious bicyclist collisions occurred at 1% of the intersections.

Of the 11 signalized intersection bicyclist collisions, eight (73%) occurred when the bicyclist was at fault.

Of these, six (55%) occurred when the bicyclist was crossing the intersection against the signal or traffic control and seven occurred at a marked crosswalk or a driveway with a sidewalk.

Bicyclist Collisions - Mid-block Crossings/Roadway

Of the 4 mid-block crossing/roadway bicycle collisions, one occurred due to wrong way cycling, and one was a vehicle attempting a U-turn.

Of the 4, the bicyclist was reported at fault in three (75%) of these collisions. Two (50%) occurred during the day and two (50%) occurred during night.

In one (25%) case, a pedestrian actuated crosswalk existed within 600 feet of the collision location. Three occurred on an arterial roadway.

Of the three arterial bicyclist collisions, all three (100%) occurred on a 5 lane roadway. Of these three arterial bicyclist collisions, one (33%) occurred on a 55 mph speed limit roadway, one (33%) occurred on a 40 mph speed limit roadway, and one (33%) occurred on a 30 mph speed limit roadway.

Chapter 3 - Risk Factors:

Identification of Risk Factors - Angle (Left Turns) Collisions

Angle (Left Turns) Collisions - Signalized Intersections

The City currently has 44 traffic signals with the vast majority having permitted/protected or permitted only left turn signal phasing. Risk factors identified that are overrepresented in the City's inventory include:

- 86% of left turn collisions at signalized intersections occurred at an intersection with at least one 4 lane approach.
- 91% of left turn collisions at signalized intersections occurred at locations with anticipated 2035 PM Peak Hour intersection volumes between 2,000 to 4,000 vehicles.

Identification of Risk Factors - Pedestrian Collisions

Pedestrian Collisions - Signalized Intersections

The City – from 2016 to 2020 – has traffic signals with pedestrian actuated crossings upon a vast majority of signalized intersection legs. Risk factors identified that are overrepresented in the City's inventory in this time period include:

- 30% of collisions occurred with permitted phase left-turn movements.
- 43% of collisions occurred with permitted phase right-turn movements.
- 26% occurred with pedestrians crossing against the pedestrian signal phase.

Pedestrian Collisions - Mid-block Crossings

Risk factors identified that are overrepresented in the City's 2018 to 2022 inventory include:

- 65% of collisions occurred upon roadways with 30 mph & 35 mph speed limits.
- 75% of collisions occurred within 600' of an existing pedestrian actuated signal or crosswalk.

Pedestrian Collisions - 2-way Stop Controlled Intersections

Risk factors identified that are overrepresented in the City's 2018 to 2022 inventory include:

- Legal marked mid-block crosswalks were not present at 20% of collision locations.
- Drivers were at fault in 85% of the collisions. *(based upon 2016-2020 data)*

Identification of Risk Factors - Bicyclist Collisions

Bicyclist Collisions - Signalized Intersections

Of the bicyclist collisions at signals, 3 (27%) occurred due to drivers failure to yield to an oncoming cyclist, 2 (18%) occurred due to a bicyclists failure to yield to a driver, 6 (55%) were due to a bicyclist failing to wait for the pedestrian phase of the signal.

Three (27%) were the fault of vehicle drivers versus eight (73%) being the fault of the bicyclist.

7 (64%) were daytime collisions versus four (36%) being at night.

Bicyclist Collisions - 2-Way Stop Control

Of the 8 bicyclist collisions at 2-way stop controlled intersections, 7 (88%) occurred due to drivers failure to yield to an oncoming cyclist, 1 (12%) occurred due to a bicyclists failure to yield to a driver.

All ten (100%) were daytime collisions versus zero (0%) being at night.

Bicyclist Collisions – Sidewalk/Driveway/Shoulder

Of the 12 bicyclist collisions upon sidewalks/driveways/shoulders, 10 (83%) occurred due to drivers failure to yield to an oncoming cyclist, 2 (17%) occurred due to a driver driving on the shoulder.

Twelve (100%) were the fault of the vehicle driver.

Nine (75%) were daytime collisions versus three (25%) being at night.

Risk Factors - Conclusions

Pedestrian Collisions - Signalized Intersections

Risk factors in these collisions are conflicting right-turn and left-turn movements on permitted phases, traffic volumes and number of approach lanes. Additionally, as many countermeasures also have positive effects on many other types of collisions, total societal cost of all collisions at each signalized intersection was also utilized. Each signalized intersection will be evaluated based upon an average of the ranking of societal cost of documented pedestrian and total intersection collisions.

Pedestrian Collisions - Mid-block Crossings

Prioritization is based upon ten criteria including Roadway Classification, Roadway Speed Limit, Roadway Crossing Distance, Average Daily Traffic (ADT) per lane, Schools, Recreation, Land Use, Transit, Adjacent Crosswalks and Collision History including fatalities.

Pedestrian Collisions - 2-way Stop Controlled Intersections

Prioritization is based upon ten criteria including Roadway Classification, Roadway Speed Limit, Roadway Crossing Distance, Average Daily Traffic (ADT) per lane, Schools, Recreation, Land Use, Transit, Adjacent Crosswalks and Collision History including fatalities.

Angle (Left Turns) Collisions - Signalized Intersections

Risk factors in these collisions are conflicting right-turn and left-turn movements on permitted phases, traffic volumes and number of approach lanes. Additionally, as many countermeasures also have positive effects on many other types of collisions, total societal cost of all collisions at each signalized intersection was also utilized. Each signalized intersection will be evaluated based upon an average of the ranking of societal cost of documented pedestrian and total intersection collisions.

Bicyclist Collisions - Signalized Intersections

Of these bicyclist collisions, three (30%) occurred due to driver failure to yield while making a right turn and 6 (55%) occurred when bicyclists crossed against the pedestrian signal phase.

Eight (73%) were the fault of bicyclist versus three (27%) being the fault of the driver.

Seven (64%) were daytime collisions versus four (36%) being at night.

Chapter 4 – Transportation System Improvements

Countermeasures

Countermeasures were assembled from the Highway Safety Manual. Where Collision Modification Factors were not available in the HSM, the CFM Clearinghouse was used.

Evaluation and Screening of Countermeasures - Angle (Left Turns) Collisions

Angle (Left Turns) Collisions - Signalized Intersections

Potential countermeasures are listed below:

Countermeasure	Effectiveness	Evaluation
Install Red Light Cameras	Reduces All collisions. CMF 0.916	This is not politically feasible at this time.
Install Red-Light Indicator Lights	Reduces All collisions. CMF 0.939	All City intersections already have red-light indicator lights installed.
Install Flashing Yellow Arrow Right or Left Turn signal phasing	Reduces All collisions. City of Federal Way Study – All Collisions Permitted to FYA = 19% Reduction Permitted/Protected to FYA = 37% Reduction Protected to FYA = 23% Reduction	While many City intersections, especially newly installed or modified traffic signals, have FYA indications, upgrades are needed at several intersections.
Introduce zero or positive offset left-turn lane on crossing roadway.	Reduces Angle collisions. CMF 0.74	Evaluation can occur, however some locations would necessitate significant roadway widening to accommodate and high cost.
Increase All Red Clearance Interval	Reduces All collisions. CMF 0.798	All City intersections currently have All Red Intervals of 1 second which is greater than ITE recommended practice. Any further increase could result in less compliance with signals.
Increase total change interval (greater than ITE recommended practice)	Reduces All collisions. CMF 0.922 Reduces rear end collisions. CMF 0.643	This can be evaluated, however, due to past practices, our clearance times are already longer than ITE recommended practice.
Install Adaptive Traffic Signal Control	Reduces All collisions. CMF 0.96	The City currently does not have the staffing levels necessary to implement and maintain an adaptive system.

Evaluation and Screening of Countermeasures - Pedestrian Collisions

Pedestrian Collisions - Signalized Intersections

Potential countermeasures are listed below:

Countermeasure	Effectiveness	Evaluation
Implement Barnes Dance	Reduces vehicle/pedestrian collisions. CMF 0.49	This may be feasible at smaller intersections with adequate capacity. However, it is doubtful that there are any intersections in the City that have pedestrian volumes this high.
Increase cycle length for pedestrian crossing	Reduces vehicle/pedestrian collisions. CMF 0.50 Reduces Angle, Head On, Left Turn, Rear end, Rear to rear, Right Turn and Sideswipe collisions. CMF 0.55	Increasing pedestrian crossing timing above MUTCD recommendations at low pedestrian volume locations could result in less attentive and/or impatient drivers negating pedestrian crosswalk safety. At some school locations near traffic signals, the City has implemented time of day programs for longer pedestrian crossing times.
Omit Flashing Yellow Arrow (FYA) during Pedestrian actuated clearance phase.	Reduces vehicle/pedestrian collisions. No CMF	Evaluation necessary on case by case basis of whether best practice would be to eliminate FYA during only Walk indication or during full pedestrian clearance time with traffic volume/capacity and pedestrian volumes as key criteria.
Install High-Visibility Crosswalk	Reduces vehicle/pedestrian collisions. CMF 0.60 Reduces Angle, Head On, Left Turn, Rear end, Rear to rear, Right Turn and Sideswipe collisions. CMF 0.81	The City of Marysville utilizes, at most locations, a thermoplastic crosswalk of greater design than MUTCD standard. Where thermoplastic is not utilized, stamped colored concrete/asphalt or pavers are installed that provide for great crosswalk visibility.
Install Pedestrian Countdown Timer	Reduces vehicle/pedestrian collisions. CMF 0.30 Reduces All collisions. CMF 0.912	This action also requires fully upgrading all pedestrian control components including pushbuttons and curb ramps.
Modify signal phasing (implement a leading pedestrian interval)	Reduces vehicle/pedestrian collisions. CMF 0.81 Reduces All collisions. CMF 0.86	This may be feasible where capacity is adequate. This can be implemented with no capital cost. Some City intersections already have leading pedestrian intervals programmed.
Install Crosswalk on One Minor Approach	Reduces All collisions. CMF 0.35	This is feasible at some signalized intersections and at many stop controlled intersections. Care should be taken to evaluate non-signalized locations for installation only where adequate pedestrian volumes would be anticipated.
Install Red-Light Indicator Lights	Reduces All collisions. CMF 0.939	All City intersections already have red-light indicator lights installed.
Narrow roadway at pedestrian crossings.	No CMF	Few major streets have on-street parking, so the number of locations

		where this may be applicable is quite limited.
Prohibit left-turns and U-turns.	Reduces left turn collisions. CMF 0.23 Reduces All collisions. CMF 0.28	This may be an option where there is a location that has adequate capacity to accommodate the displaced volumes, however few locations are likely.
Prohibit left-turns.	Reduces left turn collisions. CMF 0.36 Reduces All collisions. CMF 0.32	This may be an option where there is a location that has adequate capacity to accommodate the displaced volumes, however few locations are likely.
Provide pedestrian overpasses and underpasses.	No CMF	Costing at least \$2 million, this is not a cost-effective solution.
Increase total change interval (greater than ITE recommended practice)	Reduces All collisions. CMF 0.922 Reduces rear end collisions. CMF 0.643	This can be evaluated, however, due to past practices, our clearance times are already longer than ITE recommended practice.
Install Flashing Yellow Arrow Right or Left Turn signal phasing	Reduces All collisions. City of Federal Way Study – All Collisions Permitted to FYA = 19% Reduction Permitted/Protected to FYA = 37% Reduction Protected to FYA = 23% Reduction	While many City intersections, especially newly installed or modified traffic signals, have FYA indications, upgrades are needed at several intersections.
Install Red Light Cameras	Reduces All collisions. CMF 0.916	This is not politically feasible at this time.

Pedestrian Collisions - Mid-block Crossings

Potential countermeasures are listed below:

Countermeasure	Effectiveness	Evaluation
Install raised pedestrian crosswalks.	Reduces injury collisions on urban 2-lane roadways. CMF 0.64	Installation of raised pedestrian crosswalks upon arterial roadways would not be recommended based upon concerns of delayed emergency vehicle response.
Install Raised Median with Marked Crosswalk	Reduces vehicle/pedestrian collisions. CMF 0.54	Evaluation would be necessary to determine if median treatment would unnecessarily restrict turning vehicle access to properties.
Install a Pedestrian Hybrid Beacon (HAWK)	Reduces vehicle/pedestrian collisions. CMF 0.453 Reduces All collisions. CMF 0.712	City policy allows for HAWK signals only on 4 lane or greater arterial roadways.
Provide pedestrian overpasses and underpasses	Reduces pedestrian collisions on urban arterials, if used. No CMF	At \$2 million or more, this is not cost-effective.
Install High-Visibility Crosswalk	Reduces vehicle/pedestrian collisions. CMF 0.60 Reduces Angle, Head On, Left Turn, Rear end, Rear to rear, Right Turn and Sideswipe collisions. CMF 0.81	The City of Marysville utilizes, at most locations, a thermoplastic crosswalk of greater design than MUTCD standard. Where thermoplastic is not utilized, stamped colored concrete/asphalt or pavers are installed that provide for great crosswalk visibility.
Install Rectangular Rapid Flashing Beacon (RRFB)	Reduces vehicle/pedestrian collisions. CMF 0.31	City policy allows for RRFB installations on 3 lane or less arterial roadways.

Median Treatment for Ped/Bike Safety	Reduces All collisions. CMF 0.86	This includes installation of pedestrian median refuge islands.
Narrow roadway at pedestrian crossings.	No CMF	Few major streets have on-street parking, so the number of locations where this may be applicable is quite limited.
Install Lighting	Reduces All collisions. CMF 0.68	Evaluation of each location would be necessary as significant cost and installation differences may be present depending on whether power is overhead, underground or not present at a given location. Additionally, site should be evaluated to determine if PUD street lighting or City owned decorative street lighting is adopted standard at location.

Pedestrian Collisions - 2-way Stop Controlled Intersections

Potential countermeasures are listed below:

Countermeasure	Effectiveness	Evaluation
Install raised pedestrian crosswalks.	Reduces injury collisions on urban 2-lane roadways. CMF 0.64	Installation of raised pedestrian crosswalks upon arterial roadways would not be recommended based upon concerns of delayed emergency vehicle response. Additionally, such devices at intersection locations could provide challenges for large turning vehicles.
Install Raised Median with Marked Crosswalk	Reduces vehicle/pedestrian collisions. CMF 0.54	Evaluation would be necessary to determine if median treatment would unnecessarily restrict turning vehicle access to properties.
Install a Pedestrian Hybrid Beacon (HAWK)	Reduces vehicle/pedestrian collisions. CMF 0.567 Reduces All collisions. CMF 0.883	City policy allows for HAWK signals only on 4 lane or greater arterial roadways.
Provide pedestrian overpasses and underpasses	Reduces pedestrian collisions on urban arterials, if used. No CMF	At \$2 million or more, this is not cost-effective.
Install High-Visibility Crosswalk	Reduces vehicle/pedestrian collisions. CMF 0.60 Reduces Angle, Head On, Left Turn, Rear end, Rear to rear, Right Turn and Sideswipe collisions. CMF 0.81	The City of Marysville utilizes, at most locations, a thermoplastic crosswalk of greater design than MUTCD standard. Where thermoplastic is not utilized, stamped colored concrete/asphalt or pavers are installed that provide for great crosswalk visibility.
Install Rectangular Rapid Flashing Beacon (RRFB)	Reduces vehicle/pedestrian collisions. CMF 0.31	City policy allows for RRFB installations on 3 lane or less arterial roadways.
Median Treatment for Ped/Bike Safety	Reduces All collisions. CMF 0.86	This includes installation of pedestrian median refuge islands.
Narrow roadway at pedestrian crossings.	No CMF	Few major streets have on-street parking, so the number of locations where this may be applicable is quite limited.

Install Lighting	Reduces All collisions. CMF 0.68	Evaluation of each location would be necessary as significant cost and installation differences may be present depending on whether power is overhead, underground or not present at a given location. Additionally, site should be evaluated to determine if PUD street lighting or City owned decorative street lighting is adopted standard at location.
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Evaluation and Screening of Countermeasures - Bicycle Collisions

Bicyclist Collisions - Signalized Intersections

Potential countermeasures are listed below:

Countermeasure	Effectiveness	Evaluation
Presence of bus stops (bike crashes)	Reduces vehicle/bicycle collisions. CMF 0.18	
Provide protected left-turn phase	Reduces vehicle/bicycle collisions on urban roadways. CMF 0.69	
Install bicycle lane and/or bicycle slot at intersection	Increases vehicle/bicycle collisions on urban roadways. CMF 1.27 Increases F/S vehicle/bicycle collisions on urban roadways. CMF 1.71	
Installation of colored bicycle lanes at signalized intersections	Reduces vehicle/bicycle collisions on urban and suburban roadways. CMF 0.61	
Presence of speed restriction devices (bike crashes). Includes red light cameras, speed humps, and other related measures.	Reduces vehicle/bicycle collisions. CMF 0.28	
Presence of median	Reduces vehicle/bicycle collisions on urban and suburban roadways. CMF 0.97	

Bicyclist Collisions - Mid-block Crossings

Potential countermeasures are listed below:

Countermeasure	Effectiveness	Evaluation
Presence of bus stops (bike crashes)	Reduces vehicle/bicycle collisions. CMF 0.18	
Convert from paved shoulder to other	Reduces vehicle/bicycle collisions on urban roadways. CMF 0.48	
Increase lane width by 1 ft	Reduces vehicle/bicycle collisions on urban roadways. CMF 0.77	

Increase median width by 1 ft	Reduces vehicle/bicycle collisions on urban roadways. CMF 0.99	
Change paved median to raised traffic separator	Increases vehicle/bicycle collisions on urban roadways. CMF 1.27	
Change median from paved to grass	Reduces vehicle/bicycle collisions on urban roadways. CMF 0.72	
Install lighting	Reduces vehicle/bicycle nighttime serious/minor/possible collisions on rural roadways. CMF 0.4	
Installation of raised bicycle crossing or other speed reducing measure for vehicles entering or leaving the side road	Reduces vehicle/bicycle collisions on urban and suburban roadways. CMF 0.49	
Install shared path	Reduces vehicle/bicycle collisions on urban roadways. CMF 0.75	
Convert Traditional Bike Lane to SBL with Flexi-posts	Reduces vehicle/bicycle collisions on urban roadways. CMF 0.498	

Bicyclist Collisions - 2-way Stop Controlled Intersections

Potential countermeasures are listed below:

Countermeasure	Effectiveness	Evaluation
Install Lighting	Reduces All collisions. CMF 0.68	
Convert minor-road stop control to all-way stop control	Increases vehicle/bicycle collisions on urban roadways. CMF 1.29	
Install bicycle lane and/or bicycle slot at intersection	Increases vehicle/bicycle collisions on urban roadways. CMF 1.27 Increases fatal vehicle/bicycle collisions on urban roadways. CMF 1.71	
Median Treatment for Ped/Bike Safety	Reduces All collisions. CMF 0.86	

Transportation System Improvements - Angle (Left Turns) Collisions

Angle (Left Turns) Collisions - Signalized Intersections

Locations where left-turning traffic has a permitted or permitted/protected phase and improvement projects are not currently funded or were not recently constructed include the following:

- State Ave (SR 529) & 3rd ST – All Legs
- 64th ST NE (SR 528) & 83rd Ave NE – NB & SB Legs
- Grove ST & 51st Ave NE – All Legs
- Grove ST & Alder Ave – All Legs
- State Ave & 6th ST – All Legs
- State Ave & 76th ST NE – All Legs
- Grove ST & 67th Ave NE – All Legs
- 84th ST NE & 67th Ave NE – SB & WB Legs
- 88th ST NE/Ingraham Blvd. & 67th Ave NE – WB, NB & SB Legs
- 83rd Ave NE & Ingraham Blvd./84th St NE – All Legs
- State Ave & 92nd ST NE – All Legs
- State Ave & 99th PL NE – All Legs
- 108th ST NE & 55th Ave NE – All Legs
- 116th ST NE & 38th DR NE – EB & WB Legs
- State Ave/Smokey Point Blvd. & 136th ST NE – All Legs
- Smokey Point Blvd. & 152nd ST NE – All Legs

It shall also be noted that flashing yellow arrow (FYA) signal displays enable the establishment of a variety of special signal operations based upon “time of day”, detector setting, pushbutton activation, etc. and can thus operate as fully protected, protected/permitted (FYA) or permitted based upon conditions. Many of these special operations enable greater notification to drivers of the presence of pedestrians and therefore when established can greatly aid pedestrian safety. Therefore, intersections with established protected only phasing should also be considered for FYA signal displays for left turn signal phases such as at:

- 116th ST NE & State Ave
- 88th ST NE & State Ave
- 4th ST (SR 528) & Cedar Ave
- 88th ST NE/Ingraham Blvd. & 67th Ave NE

Based upon the data, prioritization of FYA left turn signal displays should be considered at signalized intersections having at least one 4 lane approach, anticipated 2035 PM Peak Hour intersection volumes between 2,000 to 4,000 vehicles and where improvement projects are not currently funded or were not recently constructed include the following:

- 116th ST NE & 38th DR NE
- 88th St NE/Ingraham Blvd. & 67th Ave NE
- State Ave/Smokey Point Blvd. & 136th ST NE
- 64th St NE (SR 528) & 83rd Ave NE
- 67th Ave NE & Grove ST
- State Ave (SR 529) & 3rd ST
- Smokey Point Blvd. & 152nd ST NE
- State Ave & 76th ST NE

- Grove ST & 51st Ave NE
- State Ave & 6th ST

Transportation System Improvements - Pedestrian Collisions

Pedestrian Collisions - Signalized Intersections

It shall be noted that flashing yellow arrow (FYA) signal displays enable the establishment of a variety of special signal operations based upon “time of day”, detector setting, pushbutton activation, etc. and can thus operate as fully protected, protected/permitted (FYA) or permitted based upon conditions. Many of these special operations can provide for greater pedestrian safety by providing notification to drivers of the presence of pedestrians and/or designating exclusive time for pedestrians. Therefore, intersections with FYA signal displays for left turn signal phases should also be considered as pedestrian safety improvements such as at:

- State Ave (SR 529) & 3rd ST – All Legs
- 64th ST NE (SR 528) & 83rd Ave NE – NB & SB Legs
- Grove ST & 51st Ave NE – All Legs
- Grove ST & Alder Ave – All Legs
- State Ave & 6th ST – All Legs
- State Ave & 76th ST NE – All Legs
- Grove ST & 67th Ave NE – All Legs
- 84th ST NE & 67th Ave NE – SB & WB Legs
- 88th ST NE/Ingraham Blvd. & 67th Ave NE – WB, NB & SB Legs
- 83rd Ave NE & Ingraham Blvd./84th St NE – All Legs
- State Ave & 92nd ST NE – All Legs
- State Ave & 99th PL NE – All Legs
- 108th ST NE & 55th Ave NE – All Legs
- 116th ST NE & 38th DR NE – EB & WB Legs
- State Ave/Smokey Point Blvd. & 136th ST NE – All Legs
- Smokey Point Blvd. & 152nd ST NE – All Legs
- 116th ST NE & State Ave
- 88th ST NE & State Ave
- 4th ST (SR 528) & Cedar Ave

Flashing Yellow Arrow (FYA) right turn signal displays, similar to FYA for left turn signal displays can enable the establishment of a variety of special signal operations based upon “time of day”, detector setting, pushbutton activation, etc. and can thus operate as fully protected, protected/permitted (FYA) or permitted based upon conditions. Many of these special operations can provide for greater pedestrian safety by providing notification to drivers of the presence of pedestrians and/or designating exclusive time for pedestrians. Locations where right turning traffic has a dedicated right turn lane with permitted phasing, right turn movement not over BNSF Railway tracks and improvement projects are not currently funded or were not recently constructed include the following:

- 4th ST (SR 528) & Cedar Ave – SB Leg
- 64th ST NE (SR 528) & 83rd Ave NE – SB Leg
- 64th ST NE (SR 528) & 87th Ave NE – SB & WB Legs
- Ingraham Blvd./84th St NE & 83rd Ave NE – SB Leg
- Grove ST & 51st Ave NE – NB Leg

- Grove ST & 67th Ave NE – SB & EB Legs
- State Ave & 99th PL NE – WB Leg
- State Ave & 76th ST NE – WB Leg
- 88th St NE/Ingraham Blvd. & 67th Ave NE – EB, WB & SB Legs
- 27th Ave NE & 169th PL NE – SB Leg

Pedestrian Collisions - Mid-block Crossings

The City of Marysville has an existing pedestrian improvement prioritization process by which improvements such as Rectangular Rapid Flashing Beacon pedestrian crosswalk systems are evaluated for installation on a yearly basis. Prioritization is based upon ten criteria including Roadway Classification, Roadway Speed Limit, Roadway Crossing Distance, Average Daily Traffic (ADT) per lane, Schools, Recreation, Land Use, Transit, Adjacent Crosswalks and Collision History including fatalities. This prioritization methodology will be utilized for the following locations:

- 172nd ST NE (SR 531) @ 1400 Block
- 51st Ave NE & Jennings Park
- State Ave north or south of 10th ST NE
- Cedar Ave south of Short ST
- 51st Ave NE north of 92nd ST NE
- 51st Ave NE south of 121st ST NE
- 51st Ave NE north or south of 126th PL NE
- 132nd St NE west of 57th Ave NE
- 169th PL NE east of 27th Ave NE
- Sunnyside Blvd. north of 60th DR NE

Pedestrian Collisions - 2-way Stop Controlled Intersections

The City of Marysville has an existing pedestrian improvement prioritization process by which improvements such as Rectangular Rapid Flashing Beacon pedestrian crosswalk systems are evaluated for installation on a yearly basis. Prioritization is based upon ten criteria including Roadway Classification, Roadway Speed Limit, Roadway Crossing Distance, Average Daily Traffic (ADT) per lane, Schools, Recreation, Land Use, Transit, Adjacent Crosswalks and Collision History including fatalities. This prioritization methodology will be utilized for the following locations:

- 100th St NE & 55th Ave NE
- 51st Ave NE & 139th PL NE
- 51st Ave NE & 130th PL NE
- Sunnyside Blvd. & 37th PL NE
- 83rd Ave NE & 35th ST NE
- 76th ST NE & 44th DR NE
- 51st ST NE & 101st PL NE
- 51st ST NE & 86th PL NE
- 27th Ave NE & 168th PL NE
- 132nd ST NE & 54th DR NE
- 132nd St NE & 56th Ave NE
- 47th Ave NE & 67th ST NE
- 82nd Ave NE & 84th ST NE

- Sunnyside Blvd. & 46th ST NE

The City of Marysville has some historical all-way stop controlled intersections that do not likely meet today's warrants for all-way stop control. Some of these locations exhibit a higher than normal rear-end collision history and undesirable major street traffic delays which negate the feeling of safety for pedestrians. At these locations, consideration should be given to removal of the all-way stop control with side street stop control only and installation of a marked crosswalk with RRFB pedestrian actuated system across the major roadway. Intersections for consideration include:

- 100th St NE & 48th DR NE
- Grove ST & 71st Ave NE
- 65th Ave NE & 71st ST NE
- 80th ST NE & 47th Ave NE

Transportation System Improvements - Bicycle Collisions

Bicycle Collisions - Signalized Intersections

Many of the same countermeasures effective for safety of pedestrians would also benefit bicyclists.

Prioritization of Projects

Decision Process for Countermeasure Selection

The viable countermeasures were evaluated based upon feasibility of construction/completion, applicability of action and planning level cost estimation. Based on this evaluation a ranking of countermeasures to be considered was developed.

Angle (Left Turns) Collisions - Signalized Intersections

Based on a ranking of the feasibility of construction/completion, applicability of action and planning level cost estimation, the following countermeasures should be considered in the following order:

1. If not already provided, install Flashing Yellow Arrow (FYA) indications for left and/or right turn lane signal phasing.
2. Restripe or widening roadway to install zero or positive offset left turn lanes on side street approaches at signalized intersections.

Pedestrian Collisions - Signalized Intersections

Based on a ranking of the feasibility of construction/completion, applicability of action and planning level cost estimation, the following countermeasures should be considered in the following order:

1. Where adequate capacity exists, provide a leading pedestrian interval.
2. Where adequate capacity exists, provide a longer pedestrian interval either 24/7/365 or via time of day programming during predictable periods with increased pedestrian traffic.
3. Where left and/or right turns have a permitted phase provided by flashing yellow arrow (FYA) signal displays, delay or omit the permitted phase when a conflicting pedestrian phase is being serviced.
4. If not already provided, install Flashing Yellow Arrow (FYA) indications for left and/or right turn lane signal phasing.

5. Where adequate capacity exists for diverted traffic, prohibit conflicting left- and U-turn movements.
6. If not already provided, install countdown pedestrian signal heads.

Pedestrian Collisions - Mid-Block Crossings

Based on a ranking of the feasibility of construction/completion, applicability of action and planning level cost estimation, the following countermeasures should be considered in the following order:

1. Install a Rectangular Rapid Flashing Beacon (RRFB) upon arterial roadways of 3 lanes or less.
2. If street lighting is not already provided, install street lighting.
3. Install a pedestrian refuge island at existing marked crosswalk location.
4. Install a pedestrian refuge island and marked crosswalk, if none currently exists.
5. Install a pedestrian curb-side bulb-outs at marked crosswalk, if none currently exists and roadway width allows.
6. Install a Rectangular Rapid Flashing Beacon (RRFB), Pedestrian Hybrid Beacon (HAWK) or Pedestrian Traffic Signal upon arterial roadways of 4 lanes or greater.

Pedestrian Collisions - 2-way Stop Controlled Intersections

Based on a ranking of the feasibility of construction/completion, applicability of action and planning level cost estimation, the following countermeasures should be considered in the following order:

1. Install a Rectangular Rapid Flashing Beacon (RRFB) upon arterial roadways of 3 lanes or less.
2. If street lighting is not already provided, install street lighting.
3. Install a Rectangular Rapid Flashing Beacon (RRFB), Pedestrian Hybrid Beacon (HAWK) or Pedestrian Hybrid beacon (HAWK) upon arterial roadways of 4 lanes or greater.

Bicyclist Collisions - Signalized Intersections

Based on a ranking of the feasibility of construction/completion, applicability of action and planning level cost estimation, the following countermeasures should be considered in the following order:

1. Install dedicated bike facilities such as bike lanes and/or multi-use paths.
2. Install intersection bicycle slots to provide for designated locations for bicyclists to queue.
3. Install colored bike lanes upon signalized intersection approaches.

Bicyclist Collisions - Mid-block Crossings

Based on a ranking of the feasibility of construction/completion, applicability of action and planning level cost estimation, the following countermeasures should be considered in the following order:

1. Install street lighting.
2. Install median refuge island at existing marked crosswalk location.
3. Install median refuge island and marked crosswalk, if none currently exists.
4. Install dedicated bike facilities such as bike lanes and/or multi-use paths.
5. Installed widened shoulders for bicyclist use.

Bicyclist Collisions - 2-way Stop Controlled Intersections

Based on a ranking of the feasibility of construction/completion, applicability of action and planning level cost estimation, the following countermeasures should be considered in the following order:

1. Install street lighting.
2. Install median refuge island at existing marked crosswalk location.
3. Install median refuge island and marked crosswalk, if none currently exists.
4. Install dedicated bike facilities such as bike lanes and/or multi-use paths.
5. Install intersection bicycle slots to provide for designated locations for bicyclists to queue.
6. Install colored bike lanes upon intersection approaches.

Development of Safety Projects

Angle (Left Turns) Collisions - Signalized Intersections

A capital project can be identified to install Flashing Yellow Arrow (FYA) left turn signal displays at prioritized locations.

A capital project can be identified to install zero or positive offset side street left turn lanes at prioritized locations.

Pedestrian Collisions - Signalized Intersections

Implementation of leading pedestrian intervals, longer pedestrian intervals and omitting the flashing yellow arrow display when conflicting pedestrian phases are served can be evaluated and implemented during preventative maintenance checks where indicated. No capital project is necessary to implement these improvements.

A capital project can be identified to install Flashing Yellow Arrow (FYA) right and/or left turn signal displays at prioritized locations.

Evaluation can occur to investigation locations where adequate capacity exists and will continue to exist and where pedestrian conflicts/collisions could significantly benefit from elimination of permitted left-turn and U-turn movements. A capital project would be necessary for implementation.

A capital project can be identified to install countdown pedestrian heads and implement triggered ADA requirements in accordance with the City's ADA Transition Plan completed in 2020.

Pedestrian Collisions - Mid-Block Crossings

Installation of pedestrian refuge islands and/or marked crosswalks will be conducted under the City's Public Works Department Pedestrian Safety and/or Neighborhood Traffic Safety (NTS) programs.

Installation of Rectangular Rapid Flashing Beacons (RRFB) will be conducted under the City's Public Works Department Pedestrian Safety program based upon the existing City prioritization process. Capital projects may need to be established.

Installation of street lighting will be conducted under the City Public Works Engineering Traffic Division streetlight prioritization process.

A capital project can be identified to install Pedestrian Hybrid Beacons (HAWK) and/or Pedestrian Traffic Signals at prioritized locations.

Pedestrian Collisions - 2-way Stop Controlled Intersections

Installation of Rectangular Rapid Flashing Beacons (RRFB) will be conducted under the City's Public Works Department Pedestrian Safety program based upon the existing City prioritization process. Capital projects may need to be established.

Installation of street lighting will be conducted under the City Public Works Engineering Traffic Division streetlight prioritization process.

A capital project can be identified to install Pedestrian Hybrid Beacons (HAWK) and/or Pedestrian Traffic Signals at prioritized locations.

Bicyclist Collisions - Signalized Intersections

A capital project can be identified to install bike lanes and multi-use paths at prioritized locations.

Bicyclist Collisions - Mid-block Crossings

Installation of median refuge islands and/or marked crosswalks will be conducted under the City's Public Works Department Pedestrian Safety and/or Neighborhood Traffic Safety (NTS) programs.

Installation of Rectangular Rapid Flashing Beacons (RRFB) will be conducted under the City's Public Works Department Pedestrian Safety program based upon the existing City prioritization process. Capital projects may need to be established.

Installation of street lighting will be conducted under the City Public Works Engineering Traffic Division streetlight prioritization process.

A capital project can be identified to install bike lanes and multi-use paths at prioritized locations.

Bicyclist Collisions - 2-way Stop Controlled Intersections

Installation of median refuge islands and/or marked crosswalks will be conducted under the City's Public Works Department Pedestrian Safety and/or Neighborhood Traffic Safety (NTS) programs.

Installation of Rectangular Rapid Flashing Beacons (RRFB) will be conducted under the City's Public Works Department Pedestrian Safety program based upon the existing City prioritization process. Capital projects may need to be established.

Installation of street lighting will be conducted under the City Public Works Engineering Traffic Division streetlight prioritization process.

A capital project can be identified to install bike lanes and multi-use paths at prioritized locations.

Conclusions

Half of the fatal and serious injury collisions in the City of Marysville involve pedestrians, bicyclists or angle (left turns). FHWA's System Safety Project Selection Tool processes were used to identify risk factors, identify and screen potential countermeasures, and identify potential projects. Periodic review of the collision data and research of potential countermeasures should assist in delivering the most cost-effective safety measures to reduce the risk of fatal and serious injury collisions.

Highway Safety Improvement Program (HSIP) Grant – Conclusions

The HSIP grant program's goal is to provide for the greatest societal benefit through the design and construction of traffic safety improvements that are cost effective to reduce traffic collisions at specific locations with a history of serious/fatal collisions or on a systemic bases to reduce the likelihood of traffic collisions. Based upon the Local Road Safety Plan process, the type of projects that have been determined to provide the greatest benefit versus cost to alleviate the collisions types occurring within the City of Marysville are the following:

- Flashing Yellow Arrow (FYA) left turn signal displays to reduce Angle (Left Turn) Collisions at Signalized Intersections.
- Flashing Yellow Arrow (FYA) left turn signal displays to reduce Angle (Left Turn) Collisions at Signalized Intersections and Pedestrian Collisions at Signalized Intersections.
- Rectangular Rapid Flashing Beacons (RRFB) pedestrian actuated crosswalk systems to reduce Pedestrian and Bicycle collisions at Mid-Block Crossings and 2-way Stop Controlled Intersections.

Given that the City of Marysville has a much greater occurrence of Angle (Left Turn) Collisions than the State Average and Western Washington Cities, and given that the majority of such collisions occur at signalized intersections, the greatest benefit type projects have been determined to be the installation of Flashing Yellow Arrow (FYA) left and right turn signal displays throughout the City.

It should also be noted that the City currently has two active HSIP projects that will install fourteen additional Rectangular Rapid Flashing Beacon (RRFB) systems throughout the City within the next 2 years. These RRFB installations should play a significant role in further reducing the likelihood of pedestrian collisions within the City.