2016 WSTC Meeting

November 16, 2016

City of Marysville

Transportation Issues, Challenges and Successes

Presented By: Jeff Laycock, PE
City Engineer

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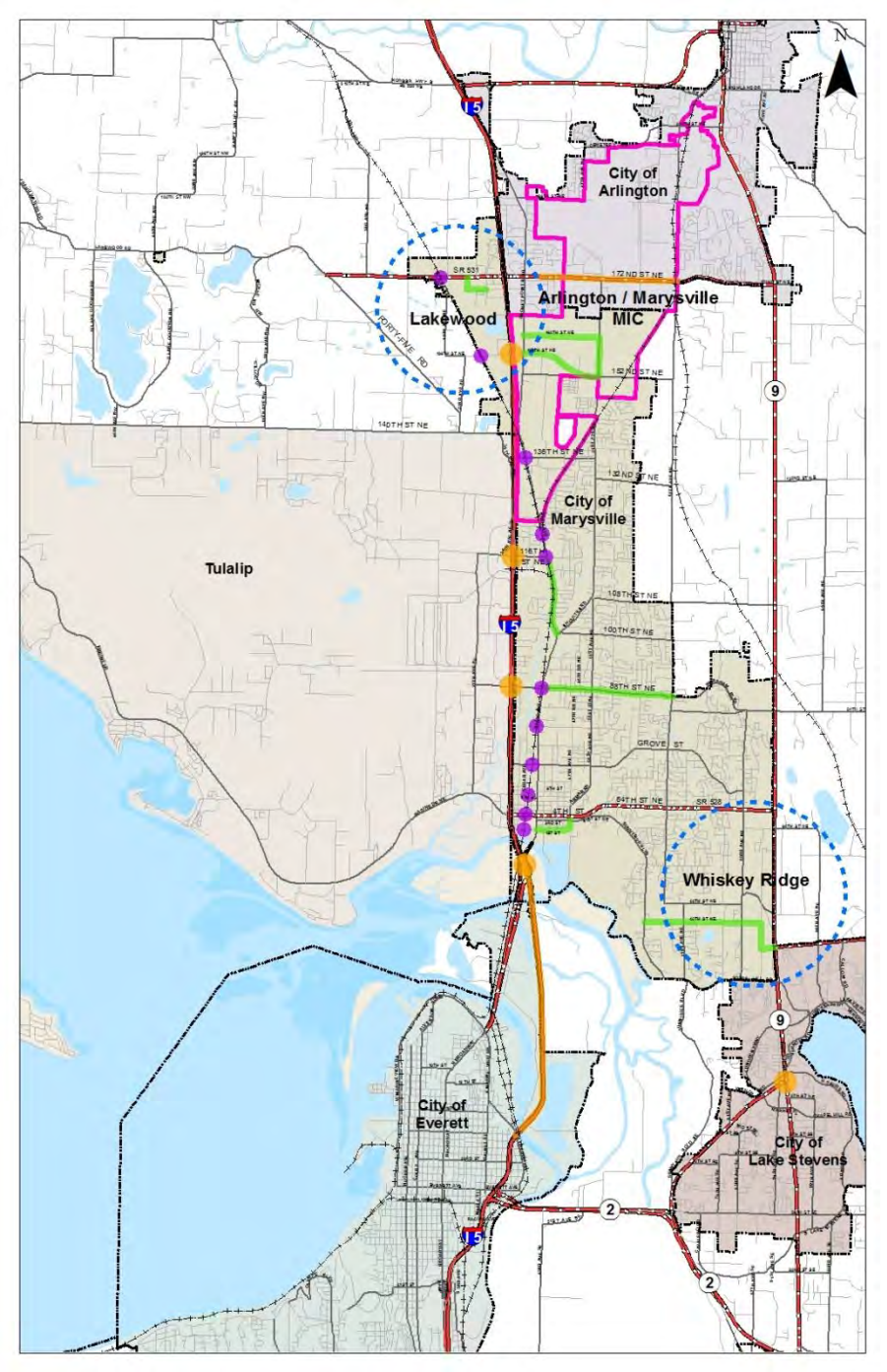
REGIONAL MAP

- Growth Centers
  - MIC
  - Lakewood
  - Whiskey Ridge
- System Connectivity
  - Connecting WA Projects
  - Arterial Improvements
- Railroad Crossings



GROWTH ISSUES

- 2nd largest city in Snohomish County
- 15th largest city in State
- 45th fastest growing city in the nation (2014)*
  - * source Everett Herald

	Current	2035	Potential Growth
Population	65,087	87,798	24,711
Employment	12,316	28,113	15,797

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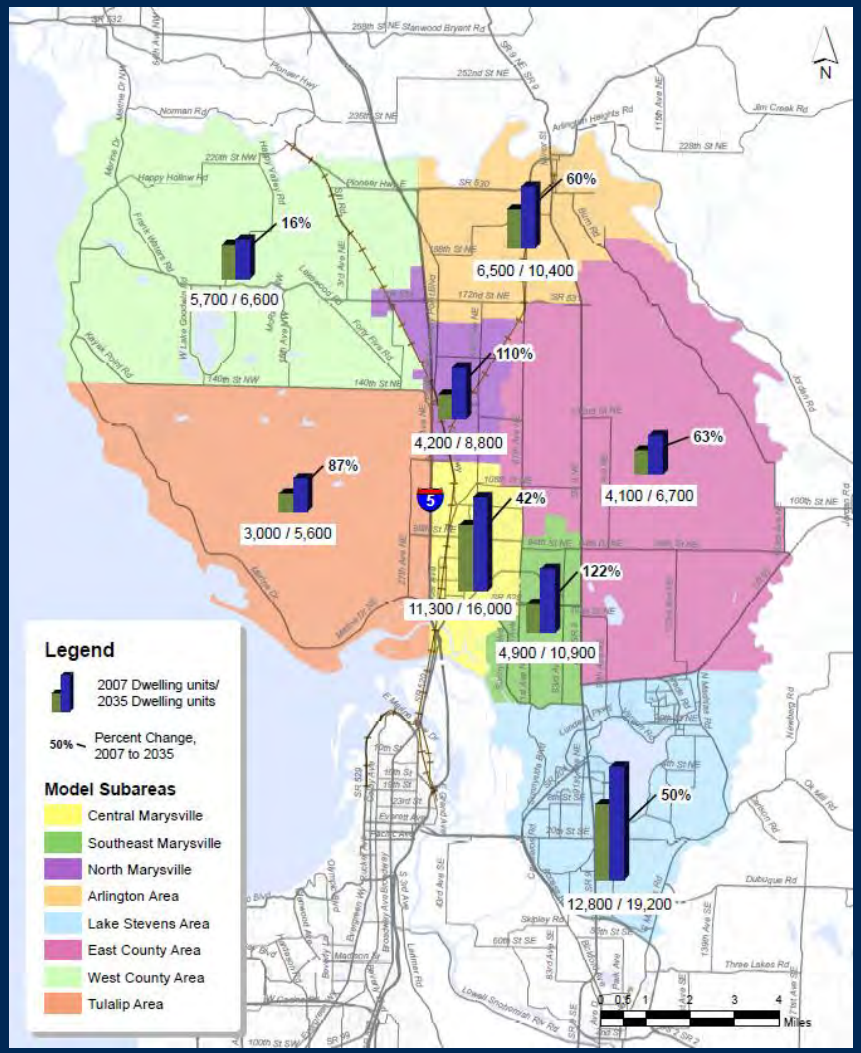
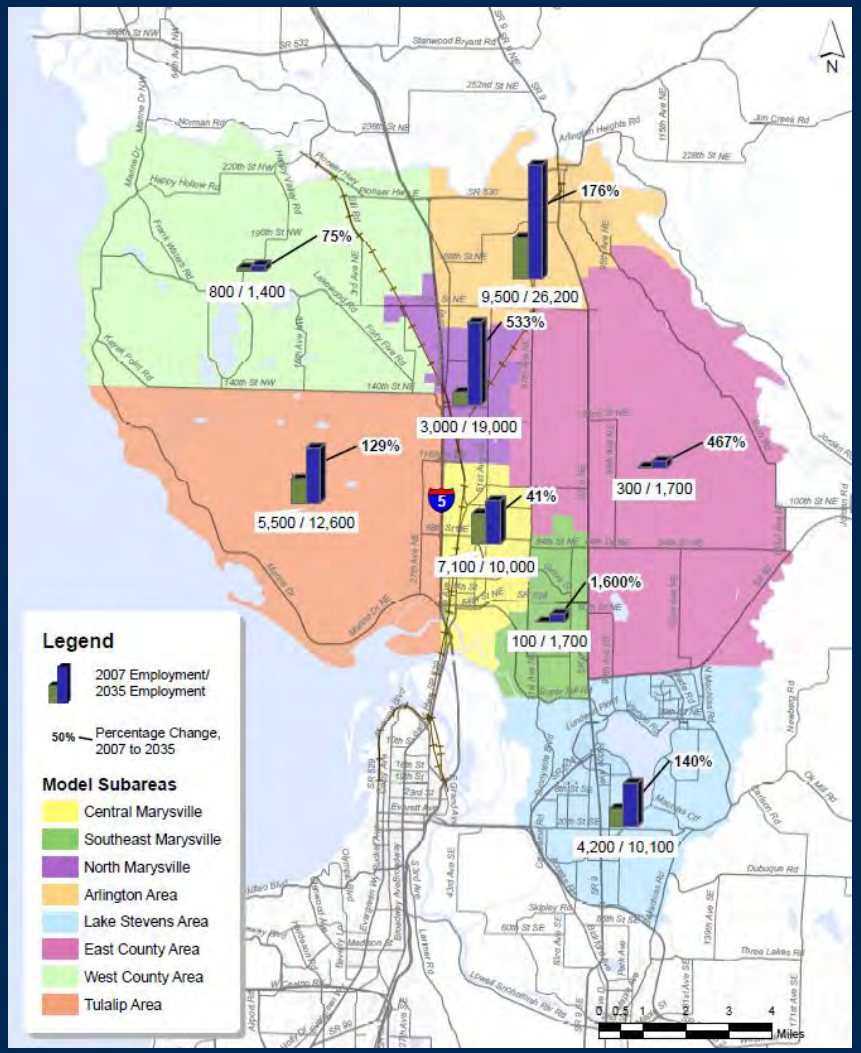
GROWTH CHALLENGES



Regional Housing Growth
Increase 40% by 2035



Regional Employment Growth
Increase 128% by 2035

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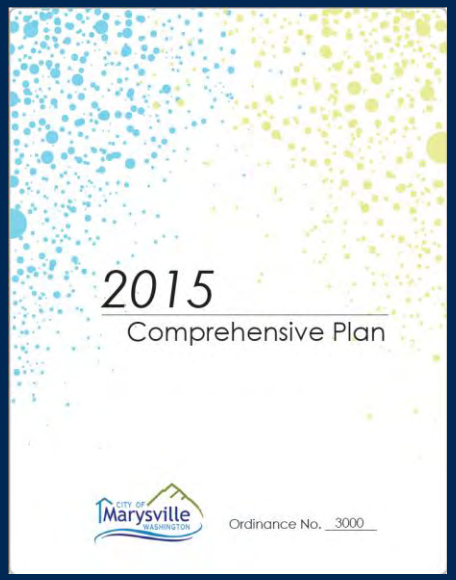
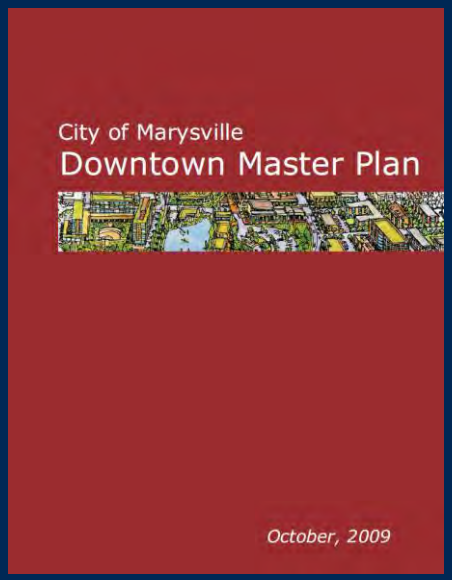
Increase in Population and Employment creates added strain on the transportation system

GROWTH SUCCESSES

- Proper Planning
  - 2015 Comprehensive Plan
  - Master Planning Areas – Lakewood, Whiskey Ridge, Smokey Point, Downtown
  - Arlington-Marysville MIC
- Identifying Infrastructure Needs
- Improving Existing Infrastructure
- Supporting Economic Development





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SYSTEM CONNECTIVITY ISSUES

- I-5, SR 9 and US 2 Capacity
- Lack of Arterial Connections or Arterials at or over Capacity

- Bottlenecks at Interchanges

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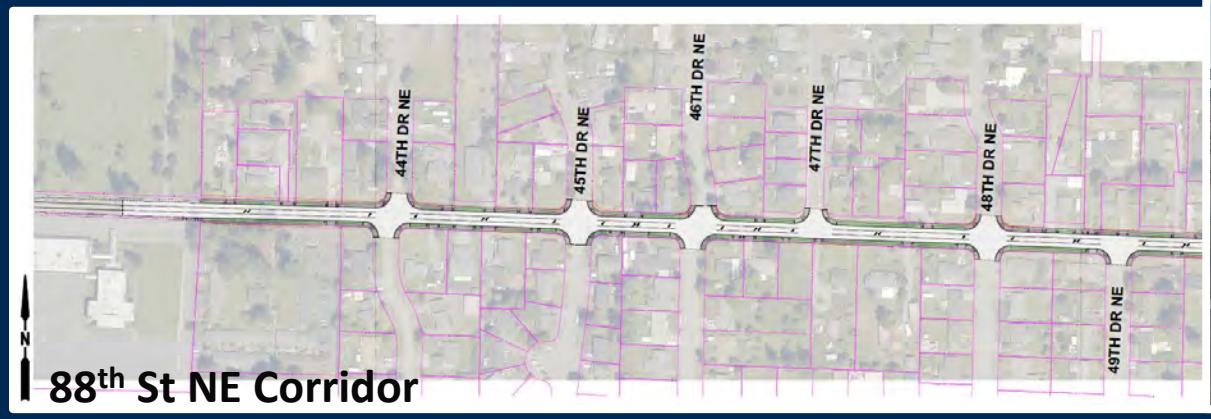
SYSTEM CONNECTIVITY CHALLENGES

- Limitations on existing corridors due to existing conditions



- Phased improvements through development
- Funding
  - Need greater than funds available
  - Lack of dedicated City, State or Federal Funds
  - Challenges with administering Federal Funds
  - Competition for Federal Funds – Regional Centers
  - Design or Construction alternatives to reduce costs
  - Resources for new infrastructure and maintenance of existing

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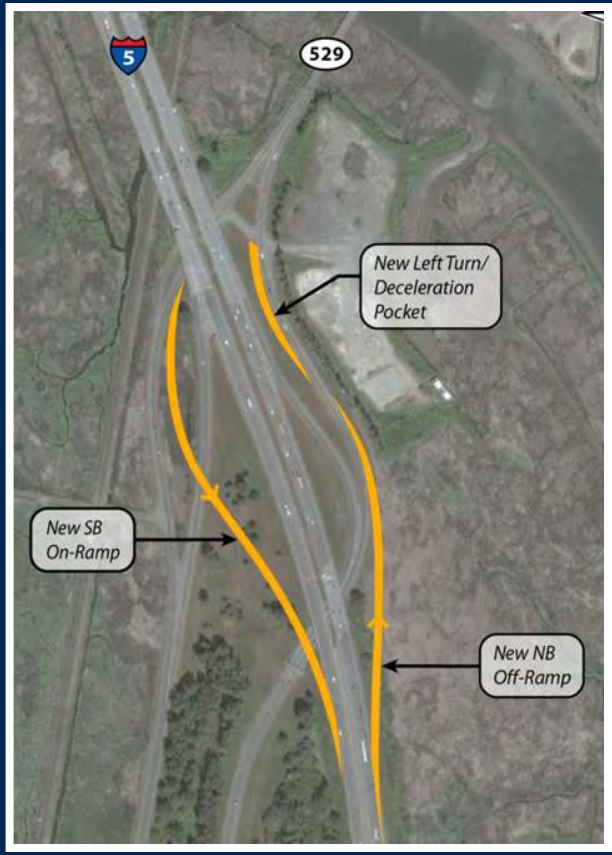
SYSTEM CONNECTIVITY SUCCESS

- Connecting Washington - Significant Investment in Transportation Projects over 16-years
  - I-5 Northbound Peak Use Shoulder Lane
  - I-5/SR529 Interchange
  - I-5/88th St NE Interchange
  - I-5/116th St NE Interchange
  - I-5/156th St NE Interchange
  - SR531 Corridor
  - SR9/204 Interchange

- Planned City projects to address congestion, improve safety and promote economic development
  - First Street Bypass
  - 88th St NE Corridor Improvements
  - 156th St NE, 160th St NE, 51St Ave NE
  - State Avenue Corridor (100th St NE to 116th St NE)
  - 40th St NE

- Agency Partnerships – I-5/SR529 Interchange, 88th St NE Corridor, US 2, etc…



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RAILROAD CROSSINGS ISSUES

- 17 Public At-Grade Railroad Crossings
- 9 Private At-Grade Railroad Crossings
- 18 trains per day capacity – 70 minutes of gate down time
- Added Congestion and Safety Concerns

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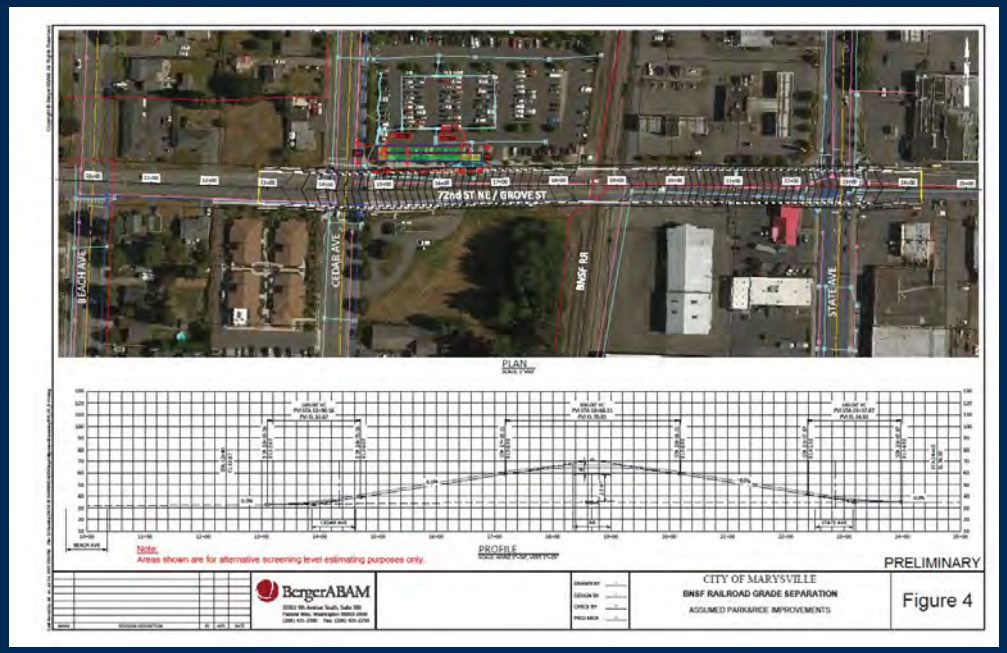
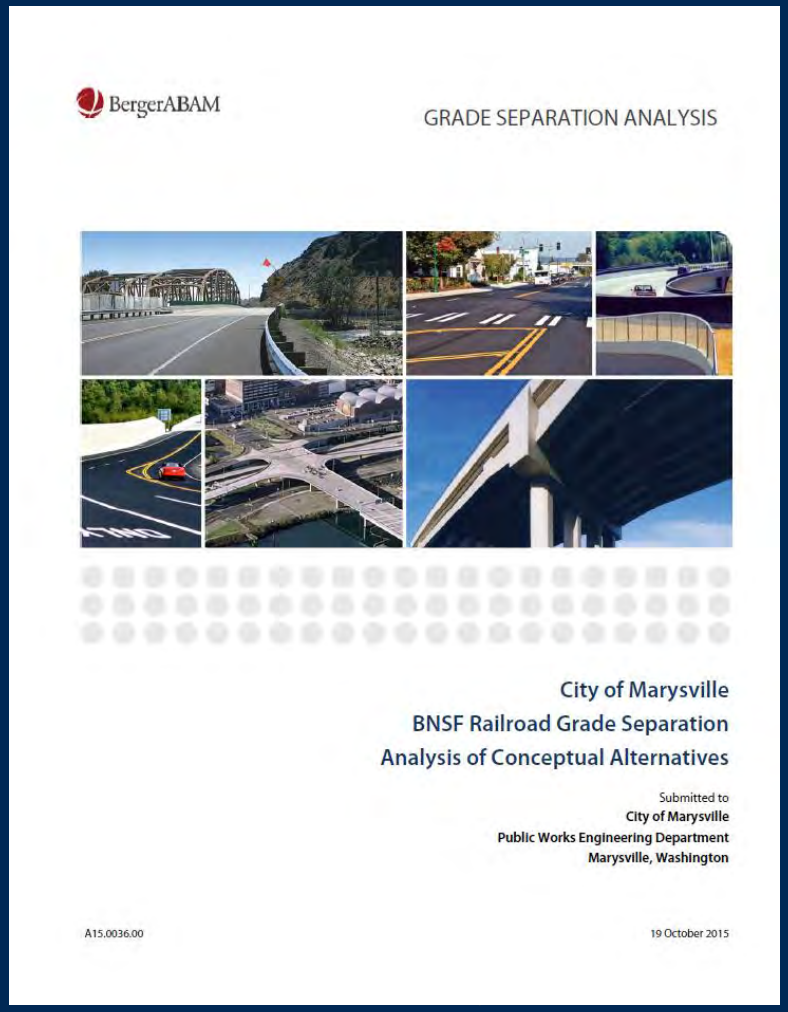
RAILROAD CROSSINGS CHALLENGES

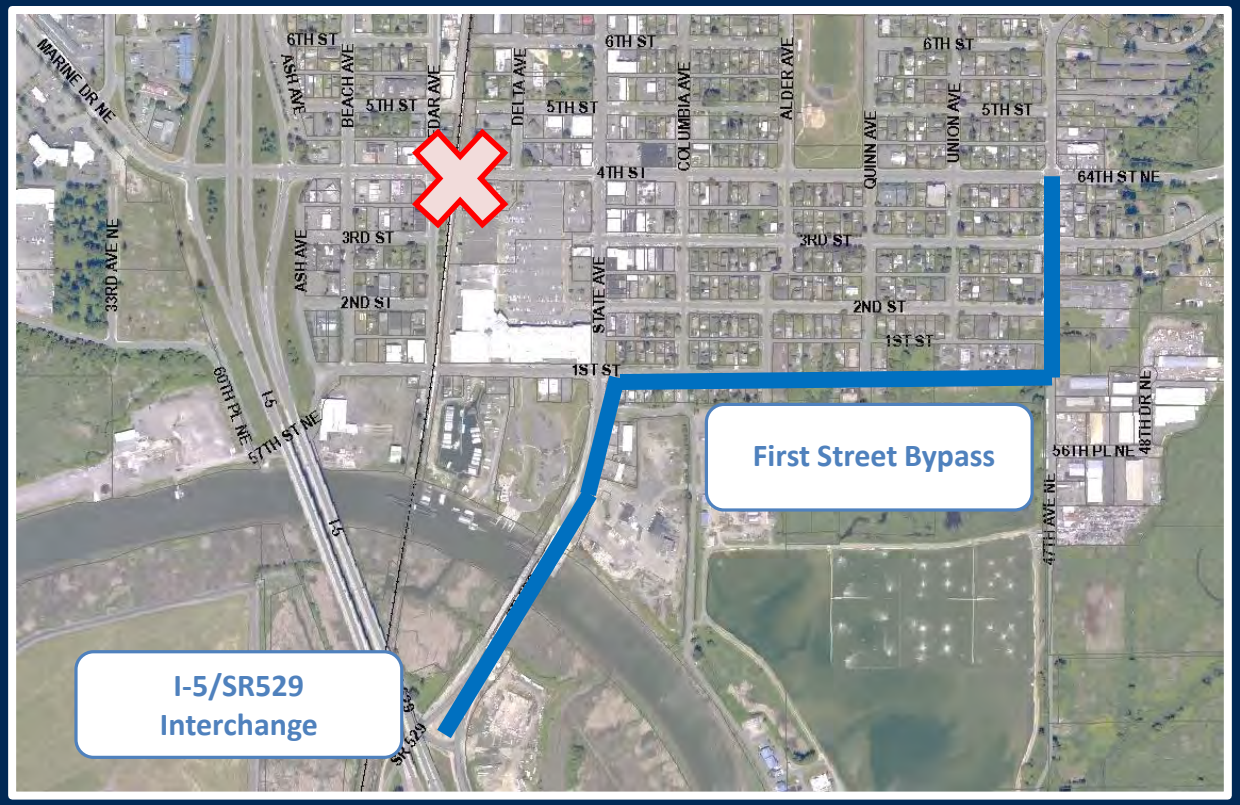
- Up to 43 trains per day by 2035 - 145 minutes of gate down time (18 trains per day – 70 minutes of gate down time)
- No grade separated crossings
- Expensive – $25M Grove St





RAILROAD CROSSING SUCCESSES

- Alternative Routes to Avoid Rail Crossings
  - I-5/SR 529 Interchange – Alternative Route to SR528
  - 156th St NE Overcrossing – Alternative Route to SR531
- Funding Opportunities – FASTLANE Grants



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RELIABLE INFRASTRUCTURE

- Maintenance and Preservation of Existing Roadways
  - Transportation Benefit District
- Aging Traffic Control Systems
- Structurally Sound Bridges

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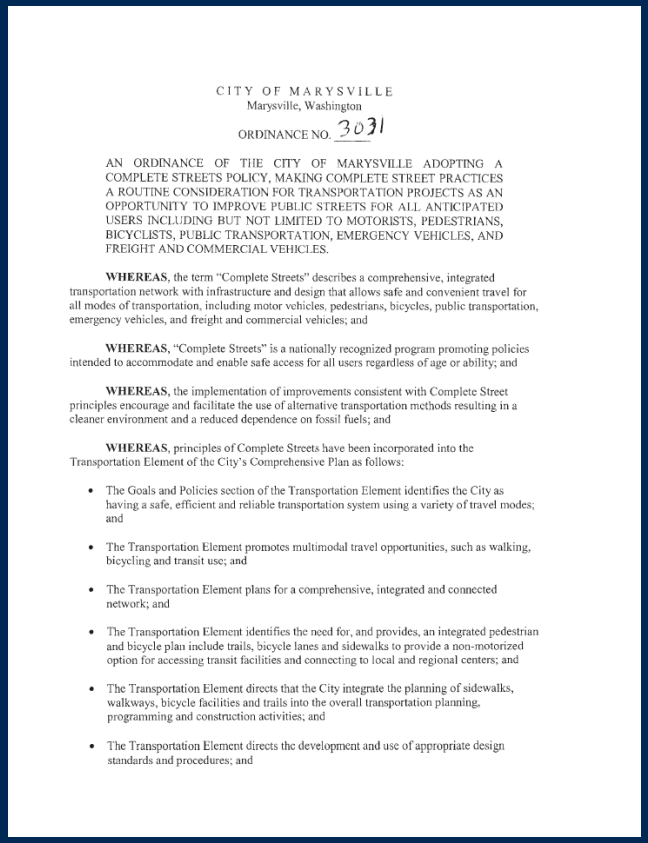
ALTERNATIVE MODES OF TRANSPORTATION

- Adopted Complete Streets Ordinance
- Coordinated Bicycle and Pedestrian System Plans
- Transit - Community Transit Long Range Transit Plan, Sound Transit



CITY OF MARYSVILLE
Marysville, Washington

ORDINANCE NO. 3031

AN ORDINANCE OF THE CITY OF MARYSVILLE ADOPTING A COMPLETE STREETS POLICY, MAKING COMPLETE STREET PRACTICES A ROUTINE CONSIDERATION FOR TRANSPORTATION PROJECTS AS AN OPPORTUNITY TO IMPROVE PUBLIC STREETS FOR ALL ANTICIPATED USERS INCLUDING BUT NOT LIMITED TO MOTORISTS, PEDESTRIANS, BICYCLISTS, PUBLIC TRANSPORTATION, EMERGENCY VEHICLES, AND FREIGHT AND COMMERCIAL VEHICLES.

WHEREAS, the term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel for all modes of transportation, including motor vehicles, pedestrians, bicycles, public transportation, emergency vehicles, and freight and commercial vehicles; and

WHEREAS, "Complete Streets" is a nationally recognized program promoting policies intended to accommodate and enable safe access for all users regardless of age or ability; and

WHEREAS, the implementation of improvements consistent with Complete Street principles encourage and facilitate the use of alternative transportation methods resulting in a cleaner environment and a reduced dependence on fossil fuels; and

WHEREAS, principles of Complete Streets have been incorporated into the Transportation Element of the City's Comprehensive Plan as follows:

- The Goals and Policies section of the Transportation Element identifies the City as having a safe, efficient and reliable transportation system using a variety of travel modes; and
- The Transportation Element promotes multimodal travel opportunities, such as walking, bicycling and transit use; and
- The Transportation Element plans for a comprehensive, integrated and connected network; and
- The Transportation Element identifies the need for, and provides, an integrated pedestrian and bicycle plan include trails, bicycle lanes and sidewalks to provide a non-motorized option for accessing transit facilities and connecting to local and regional centers; and
- The Transportation Element directs that the City integrate the planning of sidewalks, walkways, bicycle facilities and trails into the overall transportation planning, programming and construction activities; and
- The Transportation Element directs the development and use of appropriate design standards and procedures; and

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