

*The City of Mount Vernon*

# Transportation Element Comprehensive Plan

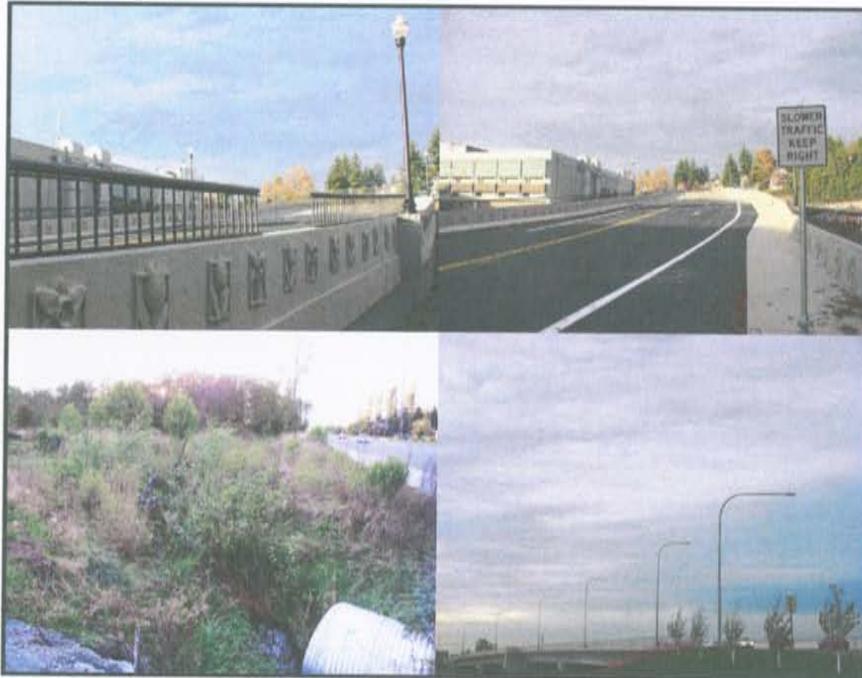
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## OVERVIEW

The City of Mount Vernon is a major commercial center serving Skagit County and is experiencing substantial residential growth. This growth has, and will continue, to place heavy demands on the transportation system. The transportation element of the comprehensive plan is designed to meet the existing and future requirements for transportation services within the City.

The transportation element of the Mount Vernon Comprehensive Plan provides a review of the existing transportation system and identifies issues and recommendations for the future arterial network. The basis for the arterial network is the forecasted population and employment growth in the Mount Vernon urban growth area over the next 20 years.

The transportation element is an integrated element of the City's overall comprehensive plan and meets the requirements of the State of Washington Growth Management Act. There are several key purposes that the plan must accomplish:

- Provide guidance for a future transportation system that is compatible with future growth while maintaining the character and integrity of the community.
- Establish a cost-effective program of street improvements to meet the overall objectives of the City
- Conform to the requirements of the Growth Management Act, which include:
  - The concurrency management plan
  - The transportation improvement plan
  - The financial plan
- Coordination of regional transportation facilities -including Skagit County, Washington State Department of Transportation, Skagit Transit, and the City of Burlington.
- Provide the basis for the traffic mitigation payment system.
- Provide a tool to analyze the traffic impact of proposed development.

# CHAPTER 1. TRANSPORTATION PLANNING

## 1.1 INTRODUCTION

Three key documents are used as planning tools for the transportation system in the City of Mount Vernon. These are the Washington State Growth Management Act (GMA), The City of Mount Vernon Comprehensive Plan – Transportation Element (Transportation Element), and the City of Mount Vernon Municipal Code – Title 14.10 (City Code).

The Transportation Element is one of seven mandatory elements of the Comprehensive Plan required by the GMA. The purpose of the Transportation Element is to establish goals and policies that will guide the development of the transportation system in the City of Mount Vernon. It operates as a decision making tool, providing a framework for making decisions about the transportation system.

The City’s transportation system serves its citizens in traveling to their jobs, schools, social activities, and recreational activities. The transportation system is the backbone of Mount Vernon’s economy and a key component to our economic competitiveness. The transportation system includes highways, arterials, local roads, sidewalks, bike routes, pathways, trails, transit, and rail.

The City of Mount Vernon is rapidly growing and is becoming a major commercial center. The City has been tasked to accommodate almost a seventy percent increase in its population over the next 20 years, as shown in Table 1.1:

**TABLE 1.1: Comprehensive Plan Update Population Allocation**

<b>Jurisdiction</b>	<b>2005 Population</b>	<b>Population Allocation</b>	<b>2025 Population</b>	<b>Percent increase from 2000 population</b>
Mount Vernon	28,210	19,690	47,900	70%

The existing and forecasted residential and commercial growth has and will continue to place heavy demands on the City’s transportation system. The transportation element of the Comprehensive Plan is designed to meet the existing and future requirements for transportation services within the City.

## 1.2 GROWTH MANAGEMENT ACT

The GMA specifies the following minimum requirements that are to be included in the Transportation Element of the Comprehensive Plan:

- 1) Land use assumptions used in estimating travel;
- 2) Facilities and service needs, including:
  - a) An inventory of air, water, and land transportation facilities and services, including transit routing, to define existing capital facilities and travel levels as a basis for future planning;
  - b) Level of service (LOS) standards for the transportation system to serve as a gauge to judge performance of the system. These standards should be regionally coordinated and adopted LOS policy and/or standards for state facilities shall be stated in local transportation plans.
  - c) Specific actions and requirements for bringing into compliance any facilities or services that are below an established LOS standard;

- d) Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth;
  - e) Identification of system expansion needs and transportation system management needs to meet current and future demands;
- 3) Demand Management Strategies
- 4) Finance, including:
- a) An analysis of funding capability to judge needs against probable funding resources;
  - b) A multi-year financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW 35.77.010 for cities;
  - c) If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that LOS standards will be met.
- 5) Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions.

### 1.3 TRANSPORTATION ELEMENT–GOALS OBJECTIVES & POLICIES

Following are the goals, objectives and policies that guide the Transportation Element of the Comprehensive Plan:

**Goal 1:** Contribute to a well designed transportation system through reasonable, planned, economically feasible transportation improvements that support adopted land use plans, protect or improve business access, and protect the City’s neighborhoods.

**Objective T-1** Create a comprehensive street system that provides reasonable vehicular circulation throughout the City while enhancing the safety and function of the local transportation system.

Policy T-1.1.1 Access management, such as restricting left turns and excessive use of driveways, should be coordinated with design standards and land use plans to enhance public safety and preserve traffic carrying capacity.

Policy T-1.1.2 Each street in the City should be assigned a functional classification based on factors including traffic volumes, type of service provided, land use, and preservation of neighborhoods.

Policy T-1.1.3 Streets and pedestrian paths in residential neighborhoods should be arranged as an interconnecting network that serves local traffic and facilitates pedestrian circulation.

Policy T-1.1.4 Provide a balance between protecting neighborhoods from increased through traffic while maintaining access to neighborhoods.

Policy T-1.1.5 Phase implementation of transportation plans concurrently with growth to allow adequate transportation facilities and services to be in place concurrent with development; or, if the transportation network cannot be feasibly expanded to accommodate the adopted land use plan and the adopted level-of-service, for financial, geographic, or other reasons, re-examine land use, level-of-service, and economic inputs to establish a balance.

**Objective T-1.2** Coordinate land use and transportation planning to meet the needs of the City.

Policy T-1.2.1 Land use and transportation plans should be consistent so that land use and adjacent transportation facilities are compatible with each other.

Policy T-1.2.2 Manage access along all principal and minor arterial corridors, and access points to residential, commercial, and industrial development. Utilize adopted Access Management techniques to preserve the flow of traffic on the road system while providing adequate access to adjacent land uses. These could include: limit the number of driveways (usually one per parcel); locate driveways away from intersections; and connect parking lots and consolidate driveways to create more pedestrian-oriented street design and encourage efficiency of both land uses and the adjacent transportation system.

**Objective T-1.3** Strive to reduce traffic congestion that degrades the safety and reasonable functioning of the local transportation system.

Policy T-1.3.1 Develop a system of level-of-service standards which promote growth where appropriate while preserving and maintaining the existing transportation system.

**Objective T-1.5** Design transportation facilities to preserve and to be consistent with the natural and built environments.

Policy T-1.5.1 Landscape transportation facilities to complement neighborhood character and amenities. Where appropriate, incorporate street trees in planting strips to improve air quality and visual aesthetics, and implement traffic calming effects.

Policy T-1.5.2 Arrange streets and pedestrian paths in residential neighborhoods to form a grid or flexible grid network where feasible.

Policy T-1.5.3 Foster connectivity of new development with the surrounding neighborhood, allowing cul-de-sacs only where it can be clearly demonstrated that a future connection will not be necessary.

**Objective T-1.6** Implement demand management techniques.

Policy T-1.6.1 Promote employer strategies and educational efforts that help shift travel demand to off-peak travel periods.

Policy T-1.6.2 Coordinate with public agencies, utilities and developers to minimize activities that impact principal roads during peak traffic hours.

Policy T-1.6.3 Continue to apply mitigation strategies to reduce the traffic impact of new development

**Goal 2:** Coordinate efforts with Skagit Transit to promote transit improvements and services to the City's residents and businesses.

**Objective T-2.1** Work with Skagit Transit and other jurisdictions to increase the efficiency and convenience of inter-modal transportation connections within the regional transportation network.

Policy T-2.1.1 Land use patterns should support transit and non-motorized modes of travel by encouraging higher density in selected residential and employment areas.

Policy T-2.1.2 Consultation with Skagit Transit is encouraged in order to evaluate the need for and location of new transit stops in large scale developments.

Policy T-2.1.4 The City should take an active role in working with the regional transit agencies in planning and locating public transit facilities.

**Goal 3: Maintain, enhance, and increase pedestrian and bicycle travel by providing safe and convenient routes for the commuting and recreating public.**

**Objective T-3.1** Provide a non-motorized transportation system which effectively serves the needs of pedestrian and bicycle users and encourages non-motorized travel and provides a continuous network of attractive sidewalks, footpaths, bike routes, pathways, and trails throughout the City.

Policy T-3.1.1 Encourage pedestrian and bicycle connections between residential developments, neighborhood commercial centers, recreation areas. Use incentives or regulations to encourage new construction to promote pedestrian and bicycle connections to schools, parks, community centers, public transit services and facilities, neighborhoods and other services.

Policy T-3.1.3 Establish a network of bicycle routes within the City to connect those land uses likely to produce significant concentrations of bicycle usage. Work with interested parties in the planning of such a network.

Policy T-3.1.4 Improve the safety of crossings for pedestrians and bicycles where streets intersect with rail facilities, trails, paths and all areas where pedestrians and/or bicycle movements are encouraged.

Policy T-3.1.5 Whenever practical, provide safe access for pedestrians and bicyclists to transit stops.

Policy T-3.1.6 Seek to develop a comprehensive pedestrian and bicycle signage program that provides directional information, identification of on/off street routes, and a printed non-motorized facilities map.

**Goal 4: Maintain and improve truck and freight rail access to industrial areas.**

**Objective T-4.1** Provide adequate infrastructure to facilitate the movement of freight to and from designated commercial and industrial areas.

Policy T-4.1.1 Promote freight mobility projects in and around the Mount Vernon UGA that facilitate the development of economically viable and environmentally sustainable commercial and industrial areas.

**Goal 5: Develop a funding and implementation program for needed transportation improvements that supports adopted land use policies and appropriately distributes transportation costs between public agencies and private development.**

**Objective T-5.1** Effectively pursue adequate funding for transportation improvements from all potential sources.

Policy T-5.1.1 Consider creating funding mechanisms that can be applied across boundaries to address the impact of growth outside the city limits on the City's transportation system.

**Objective T-5.2** Prepare a transportation financing plan that optimizes the use of City funds and leverages other funding sources.

Policy T-5.2.1 Aggressively seek available Federal, State and local government funding opportunities for projects that meet the City's transportation objectives.

Policy T-5.2.2 When appropriate, require new and expanded developments to construct, or participate in the funding to upgrade, roadways to City standards.

Policy T-5.2.3 Allow for funding of growth-related traffic improvements proportionately by impact fees or other mechanisms that apportion costs in relation to impact charged to new development.

**Goal 6:** Develop and maintain relationships between the City and other agencies and local jurisdictions for cooperative planning of common transportation improvements, and discussion of transportation-related interests.

**Objective 6.1** Proactively work with the state and neighboring jurisdictions to provide capacity on regional transportation systems and to reduce regional traffic on local streets.

Policy T-6.1.1 Establish a mechanism to provide multi-jurisdictional cooperation to fund transportation improvements, participate in joint ventures and promote improvement of inter-jurisdictional transportation systems to mitigate transportation impacts that occur beyond the permitting jurisdiction.

Policy T-6.1.2 Continue active participation and leadership in the Regional Transportation Planning Organization (RTPO) and the Metropolitan Planning Organization (MPO).

## CHAPTER 2. ARTERIAL STREET PLAN

The basis for the arterial street plan for the City of Mount Vernon is maximizing the use of the existing system and providing facilities to serve the forecasted population and employment growth over the next 20 years. This chapter provides a description of the arterial street plan. This chapter also describes the transportation model, which was a principle tool used to analyze the future travel needs based on forecasted land use, population, and employment conditions. The area analyzed was the urban growth boundary, coordinated with the Skagit County regional transportation systems. A number of elements constitute the arterial street plan:

- Functional classification of arterial streets
- Standard street sections
- Existing road evaluation
- Future improvements (discussed further in Chapter 4)

The arterial street system in the City of Mount Vernon is substantially impacted by the Washington State highway system. In order to effectively evaluate the future needs of the City's facilities, assumptions have been made with respect to the improvements that will be needed on the Washington State highways. The following factors have been used in evaluating needs and determining improvements within the City:

1. The interchanges serving the City at Kincaid Street and College Way will be improved to provide the capacity needed to serve the local arterial streets.
2. The other highways, SR 536 and SR 538 will be improved jointly with the State. On these routes, the City is responsible for network improvements and the State is responsible for pavement preservation. This will require close schedule coordination between the agencies.
3. The I-5 corridor through the City will be widened to 3 continuous general purpose lanes in each direction by the year 2025. This assumption improves the functionality of the City street network.

### 2.1 ARTERIAL STREET SYSTEM

The backbone of the City's transportation system is the arterial street plan. Based on the anticipated future travel needs, this system has been defined and is shown in Figures 2.1 and 2.2. The streets are classified based on the function that the street provides. The functional classification system is a uniform method used by the State of Washington and the Federal Highway Administration to describe the street's function.

#### **2.1.1 Functional Classification**

Table 2.1 shows the functional classification of the City's transportation system's arterials. Figures 2.1 and 2.2 show the functional classification of the arterial street system in the City of Mount Vernon.

**TABLE 2.1: Functional Classification of Arterials**

<b>Functional Classification</b>	<b>ADT</b>	<b>Right-of-Way (feet)</b>	<b>Number of Lanes</b>	<b>Speed (mph)</b>
Principal Arterial	> 17,500	60 – 80	2 – 5	35 - 45
Minor Arterial	10,000 – 22,950	60 – 80	2 – 4	25 - 35
Urban Collector	2,500 – 15,870	60	2	25 - 35
Neighborhood Street	< 2,500	50 – 60	2	20 - 30

The proposed functional classification for Mount Vernon’s street plan classifies the streets into principal and minor arterials and urban collectors. The following criteria apply to these arterials:

**Principal Arterials:**

Principal arterials primary function is to carry traffic to and from major traffic generators within the community. Some local access is provided, but the primary function is for through trips.

**Minor Arterials:**

Minor arterials serve as connecting roads between neighborhoods, provide for some through trips, with additional provisions for local access. Minor arterials also provide access to major community-wide traffic generators, such as hospitals and high schools.

**Urban Collector:**

Urban collectors serve urban traffic and connect to a higher level (i.e., either principal or minor arterials) of the arterial street system.

**Neighborhood Streets:**

Neighborhood streets provide access to adjacent properties with limited provision for through traffic.

The future travel needs of the City will require the extension or expansion of the arterial street system. Section 4 of this chapter and Figure 2.1 describe the new streets that are recommended for addition to the arterial system as demand dictates. The alignments shown in Figures 2.1 and 2.4 are intended to represent the corridor(s) for the proposed arterial(s). Actual locations may vary depending on developments, topography, or other factors. Table 2.3 correlates to the proposed street network additions mapped in Figure 2.4 and provides the street name, termini, width, length and cost information for each segment.

The new alignments for major arterials are intended to provide continuity in alignment to serve through traffic (longer trips) while minor arterials provide a similar function while also providing local access. The collector street alignments are primarily intended to serve local access. Continuity of alignment on collector streets is not as important, provided they have good connections to the minor and principal arterials.





## 2.1.2 Standard Street Sections

Standard sections for each functional classification listed in Table 2.1 are summarized in Table 2.2. These standard sections apply to all new streets and where an existing street is improved. The standard typical sections are intended to give a general guide as to the lane configuration and possible amenities that may be required for any given functional classification.

The standard street sections are established to provide continuity for the arterial system and assure that adequate facilities are constructed. This includes the roadway as well as pedestrian and bicycle facilities, landscaped areas, parking, and right-of-way width. Having standards for new development allows for the effective and consistent treatment of new areas.

It is recognized that some special circumstances may occur that will require change from the standard street sections. These deviations will be handled on a case-by-case basis and approved by the Public Works Director.

The capacities shown for each street section shall be used for calculating the volume capacity ratios for concurrency determinations.

**TABLE 2.2: City of Mount Vernon Arterial Street Standards**

Conditions and Capacity	Traffic Lanes	Parking	Bike Lane	Street Width	Right of Way
<b>PRINCIPAL ARTERIAL</b>					
5-Lane w/ Bike Lane ADT 43,530 Peak Hr 3,480	2-12', 2-11', 1-12'	N/A	2-5'	68'	80'
5-Lane ADT 37,040 Peak Hr 2,960	2-14', 2-11', 1-12'	N/A	Shared Lane	62'	80'
3-Lane w/ Bike Lane ADT 28,050 Peak Hr 2,240	2-14', 1-12'	N/A	2-5'	44'	60'
2-Lane w/ Parking ADT 20,730 Peak Hr 1,660	2-14'	2-8'	Shared Lane	44'	60'
<b>MINOR ARTERIAL</b>					
3-Lane w/ Bike Lane ADT 22,590 Peak Hr 1,810	1-12', 2-11'	N/A	2-5'	44'	60'
2-Lane w/ Parking ADT 20,730 Peak Hr 1,660	2-14'	2-8'	Shared Lane	44'	60'
<b>URBAN COLLECTOR</b>					
3-Lane w/ Bike Lane ADT 15,870 Peak Hr 1,270	1-12', 2-11'	N/A	2-5'	44'	60'
3-Lane ADT 14,540 Peak Hr 1,160	1-12', 2-14'	N/A	Shared Lane	40'	60'

2-Lane w/ Parking ADT 14,540 Peak Hr 1,160	2-14'	2-8'	Shared Lane	44'	60'
2-Lane w/ Parking ADT 12,900 Peak Hr 1,030	2-12'	2-8'	None	40'	60'

Note: Shared bike lane pavement width is included in 14' traffic lane.

### **2.1.3 Existing Network Evaluation**

One element of this transportation plan is to provide an evaluation of the City's transportation network, based on the City's transportation model. The transportation model utilized for the Mount Vernon Transportation Plan was updated from a previous traffic model developed inclusive of the Mount Vernon and Burlington areas. The existing 2005 model network attempts to replicate the existing roadway infrastructure of both cities and the PM peak hour traffic volumes using the street network. For the future 20-year horizon (Year 2025), the traffic model assumes: 1) various roadway improvements for the Mt Vernon and Burlington area will be made over the next twenty years, 2) land use forecasts within each City's UGA are in conformance with their respective land use plans, and 3) growth rates are primarily based on historical trends for all roadways that provide interaction between the modeled Cities and the outside region. The model also uses various growth assumptions for the external connections points along the UGA that range from a low of 1% on Old Highway 99 to a high of 5.2 percent along SR 534. The model has been updated for current land use conditions and calibrated to traffic counts made in 2005. The model was used as the basis for developing the proposed street expansion projects discussed in Chapter 4. The proposed network expansion projects are intended to provide the City with potential growth opportunities as well as relief from current and future traffic congestion.

The development of the model consisted of the following general elements:

#### **Network Infrastructure**

The model network is a representation of the greater City of Mt Vernon and Burlington areas. The model incorporates all principal, minor and collector arterials as well as WSDOT facilities and some local access streets. All of the existing street characteristics including lane width, speed, direction, and intersection control types (such as signalized, all-way stop, two-way stop) are included in the model.

#### **Zone Structure**

The zone structure for the model consists of 180 zones which cover both Mount Vernon and Burlington; 161 internal zones and 19 external zones. The Mount Vernon area consists of 66 internal traffic analysis zones (TAZ's). In general, an internal TAZ is a specific geographic area that has specific land use data associated with it. The fundamental task a TAZ performs in the model is to generate vehicle trip ends to and from the TAZ. The land use data pertinent to a TAZ determines the number of trips that TAZ either produces to or attracts from all other TAZ's in the model.

There are 19 external zones surrounding the modeled study area. These zones are designed to incorporate trips that are generated to and/or from points outside the network. Although these are labeled as zones, they actually represent links to regions outside the model and do not represent a defined area. These zones do not reflect any land use assumptions, only vehicle trips. Trips to and from each external zone are determined from actual traffic counts and future trips are based on historical growth records. These external zones play a two part role in the model; 1) only a certain portion of the trips in an external zone interact with TAZ's within the model, and 2) the remainder of the trips in any external zone interact with other external zones outlying the study area. These trips are commonly called through trips since they have neither an origin nor destination within the study area yet they pass through the study area impacting the network.

## **Land Use Estimates**

Land use was stratified into two general categories: Population and Employment. Population was based on persons per household and household type, and employment was based on employees and employment type. Population estimates and forecasts were gathered for single-family and multi-family categories based on the defined zone structures. Employment estimates were gathered for employment type and number of employees. Employment type was stratified into nine different employment categories. These categories were obtained from the Washington State Department of Employment Security for five industry sector groupings plus two additional services sectors. The government sector was stratified into three components. These include:

1. Res./Cons./Man.: Agriculture, Forestry, Fishing, Construction & Manufacturing
2. Wholesale/Retail Trade
3. TCU: Transportation, Communication & Utilities
4. FIRES: Finance, Insurance, Real Estate, & Services
5. Health Services
6. Hotels
7. Govt.: Government, School District Headquarters
8. Govt.; Education: Elementary/Junior High School
9. Govt.; Education: High School.

## **Trip End Summaries**

Utilizing the land use estimates above, average weekday PM peak hour trip ends were estimated for each TAZ. The number of trips entering and existing each TAZ were based on established trips rates from the Institute of Transportation Engineer's (ITE).

## **CHAPTER 3. TRANSPORTATION SYSTEM PLAN**

The City of Mount Vernon is committed to providing a viable street network. A viable street network is a fundamental element of a well-planned, demographically and culturally diverse community. A viable street network encourages economic vitality.

An effective street network does the following:

- Grants people more route choices, with minimum travel through residential areas.
- Furnishes more points of access.
- Creates shorter distances to travel.
- Facilitates an effective transit system, including school bus service.
- Lessens congestion on arterials.
- Reduces emergency vehicle response times.
- Improves movement between neighborhoods.
- Improves the efficiency of public service utilities by reducing travel time and creating more efficient routes.
- Reduces noise and air pollution.

New developments shall provide effective street networks by providing for the continuation of existing adjacent street networks. New developments shall provide multiple access points to existing streets and plan for access to future adjacent developments.

### **3.1 TRANSPORTATION DEMAND MANAGEMENT**

Strategies or efficient utilization of existing transportation systems are called transportation demand management (TDM) strategies. These strategies do not involve new road construction, but do reduce demand for new facilities.

TDM strategies can be of two types: (1) employer-based strategies and (2) area-wide strategies. Employer-based strategies are those that are primarily undertaken by the public and private sector and include the following:

- Carpool programs
- Transit support programs
- Compressed work weeks
- Telecommuting
- Vanpool programs
- Preferential parking
- Various work hours

Where large employment concentrations are present, TDM strategies are generally effective. A typical example is Mount Vernon's downtown area where a park and ride facility would encourage carpool/vanpool commuting and the use of transit.

Area-wide TDM strategies have significant impact on overall traffic volume levels because they generally impact all travel markets such as commuting, school, shopping, etc. Area-wide strategies include the following:

1. Transit service
2. Bicycle/pedestrian facilities
3. TDM-friendly land use policies
4. Park-and-ride
5. Commuter rail

### **3.1.1 Transit Service:**

Skagit Transit (SKAT) currently serves the City of Mount Vernon by operating seven bus routes. These routes and their schedules are summarized below:

**Route 204:** Route 204 operates along Second Street, Riverside Drive, College Way, N 18<sup>th</sup> Street, Broad Street, and Kincaid Street. Its key stops are Skagit Station, Skagit Valley College and Skagit Valley Hospital. The round trip takes half an hour. It operates once in every hour from 7am to 8:30pm, Monday to Friday.

**Route 205:** Route 205 operates along Second Street, Riverside Drive, College Way, N 30<sup>th</sup> Street, Fir Street, S 15<sup>th</sup> Street, Broad Street, and Kincaid Street. Its key stops are Skagit Station, Skagit Valley College and Skagit Valley Hospital. The round trip takes half an hour. It operates once in every hour from 7:30am to 9pm, Monday to Friday, and from 8:30am to 6pm on Saturday.

**Route 207:** Route 207 operates along Freeway Drive, Hoag Street, Austin Lane, LaVenture Road, Section Street, and Broad Street. Its key stops are Skagit Station, the intersection of Hoag Road and Continental Place, and the intersection of LaVenture Road and Continental Place. The round trip takes half an hour. It operates once in every hour from 7am to 7pm, Monday to Friday, and from 8am to 5:30pm on Saturday.

**Route 208 North:** Route 208 North operates in a one-way direction from the Skagit Station on Kincaid Street to the Cascade Mall on Burlington Boulevard. Other streets along its route are: S 2<sup>nd</sup> Street, Hazel Street, Cleveland Street, Blackburn Road, S 18<sup>th</sup> Street, Division Street, 6<sup>th</sup> Street, Fir Street, Riverside Drive, and Market Street. Its other key stops are Jefferson Elementary School, and the Wal-Mart on Market Street. The one-way trip takes half an hour. It operates once in every hour from 7:15am to 9pm, Monday to Friday.

**Route 208 South:** Route 208 South operates in a one-way direction from the Cascade Mall on Burlington Boulevard to Skagit Station on Kincaid Street. Other streets along its route are: Market Street, Commercial Street, Riverside Drive and S 2<sup>nd</sup> Street. Its other key stop is the Wal-Mart on Market Street. The one-way trip takes half an hour. It operates once in every hour from 6:45am to 8:45pm, Monday to Friday.

**Route 513:** Route 513 operates between Skagit Station in Mount Vernon and the intersection of 10<sup>th</sup> Street and Q Avenue in Anacortes. Other streets along its route include: Burlington Boulevard, Peterson Road, Avon Allen Road, Highway 20, and March's Point Road. Its other key stops are the March's Point Park and Ride and the Cascade Mall. The round trip takes two hours. It operates four times a day between 7am and 6pm.

**Route 615:** Route 615 operates between Skagit Station in Mount Vernon and Shelter Bay Drive in LaConner. Other streets along its route include: W Division Street, McLean Road, LaConner Whitney Road, Morris Street, Pioneer Parkway, and Snee-oosh Road. Its other key stops are the Washington School, the intersection of McLean Road with Beaver Marsh Road, and the intersection of 2<sup>nd</sup> Street with Washington Street in LaConner. The round trip takes one hour. It operates five times a day from LaConner to Mount Vernon and four times a day from Mount Vernon to LaConner, between 6:30am and 6pm.

Source: <http://www.skagit.org/>, October 2005

An efficient and reliable transit service can capture 6 to 8 percent of PM peak trips for a city the size of Mount Vernon. The transit service should be encouraged in Mount Vernon as population increases. The above transit routes have been adjusted since the opening of the new City of Mount Vernon Multi-modal Center (Skagit Station). Skagit Station also serves commuter trains traveling between Vancouver B.C., Seattle, and Portland.

### **3.1.2 Non-Motorized Facilities System**

Non-motorized facilities weave our communities together, providing safe spaces dedicated to people. Whether bicycling on a regional trail or walking to the neighborhood store, non-motorized facilities enliven our neighborhoods and enrich our lives.

#### ***Bike Routes, Pathways, and Trails***

The proposed bike routes, pathways, and trails system is responsive to a major need identified in the various surveys and community meetings held during the comprehensive planning effort.

The City and County are cooperating to achieve an integrated bike routes, pathways, and trails system. The system in the County relies on both the existing road system, the network of dikes along the Skagit River, and old railroad right-of-way. Their effort with the State in the vicinity of Padilla Bay National Sanctuary will provide a model to be extended to other situations.

The City of Mount Vernon will be the “hub” of the system, providing connections between the radiating County system as well as to the major activities within the City.

**City-wide Bike Routes, Pathways, and Trails:** The City-wide system will utilize selected arterials and collector streets, with separate alignments in some instances. A system of parallel bike routes off the arterials will also be designated for safety. Particular emphasis on sidewalks will be given to those streets connecting to neighborhood schools and parks. In addition to those streets designated for bike routes there is a system of separate pathways, 8 to 12 feet in width, depending on the concentration of population and space available. The major bike routes, pathways, and trails are shown in Figures 3.1 and 3.2. The type of pedestrian or bike facility may vary based on actual conditions and needs. A detailed inventory of existing and proposed bike routes, pathways, and trails is available at the City engineer’s office.

**Financing:** The Capital Facilities Plan in the Parks Element of the Impact Fee Ordinance finances bike routes, pathways, and trails, in conjunction with federal and state transportation enhancement funds. It is expected that additional bike routes, pathways, and trails will be constructed by development projects.

**Design Standards:** Staff shall implement policies and procedures regarding design standards for bike routes, pathways, and trails. ADA standards will be considered, where appropriate.

**TABLE 3.1: Non-Motorized Element Segment Priorities**

Segment #	Designation	Terminus	Length (Ft)	Cost (\$)
1	Lions Park Link	Downtown to Lions Park	2000	50,000
2	Kulshan Corridor	26 <sup>th</sup> to Waugh Rd	4000	330,000
3	Jacqueline Connection	Fir street to Kulshan	1320	33,000
4	Fowler Connection	Laventure to 30th street	2640	66,000
5	30th street	Martin Road to Francis Road	1320	33,000
6	30th street	College Way to Martin Road	1320	33,000
7	Maddox Creek Connection	30 <sup>th</sup> street to Blackburn Road	2640	66,000
8	College Way	Monte Vista to Hwy 9	6000	150,000
9	30th street	Blackburn Road to Fowler Connection	660	16,500
10	Kulshan Corridor	Waugh Road to College Way	3000	200,000
11	Laventure Road link	Fowler street to I-5	5000	125,000
12	River Dike system	Variable locations	20000	500,000
			49,900	1,602,500

***Crosswalk Policy***

The City of Mount Vernon has adopted a crosswalk policy. The crosswalk policy focuses on 6 types of marked crosswalks.

1. Signal-controlled intersections
2. Stop-controlled intersections
3. Uncontrolled intersections
4. Mid block locations
5. School crossings

Extensive study work was completed prior to adoption of the crosswalk policy. The study work involved a review of work and studies already completed in other jurisdictions around the United States, including a review of pertinent regulatory criteria and guidance.

**Crosswalk Policy and Design Guidelines**

The policy includes a **3-step process** to be used as a guideline for determining when to mark a crosswalk

**Step 1 Initial Screening Criteria**

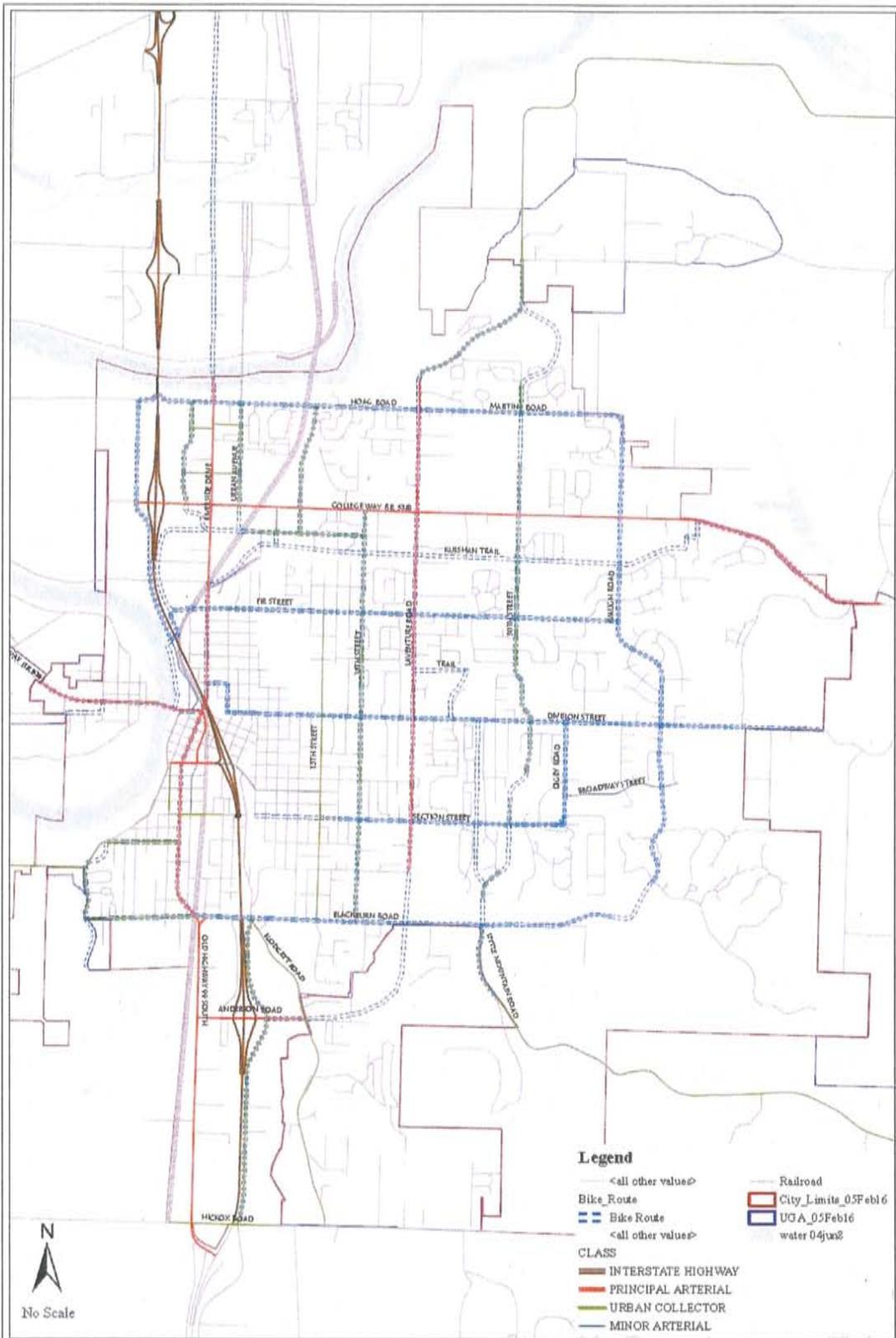
- Signal-controlled intersections
- Stop-controlled intersections
- Uncontrolled intersections and mid block locations
- School crossings
- Non-motorized trails crossings

**Step 2 Site Evaluation Checklist**

- List of factors to be considered when making a determination to mark a crosswalk
- “No substitute for engineering judgment in determining when to install a crosswalk”

**Step 3 Design Guidance Criteria**

- If a determination has been made to mark a crosswalk this section provides specific design criteria, including reference to the standard details, regarding the construction of the crosswalk.

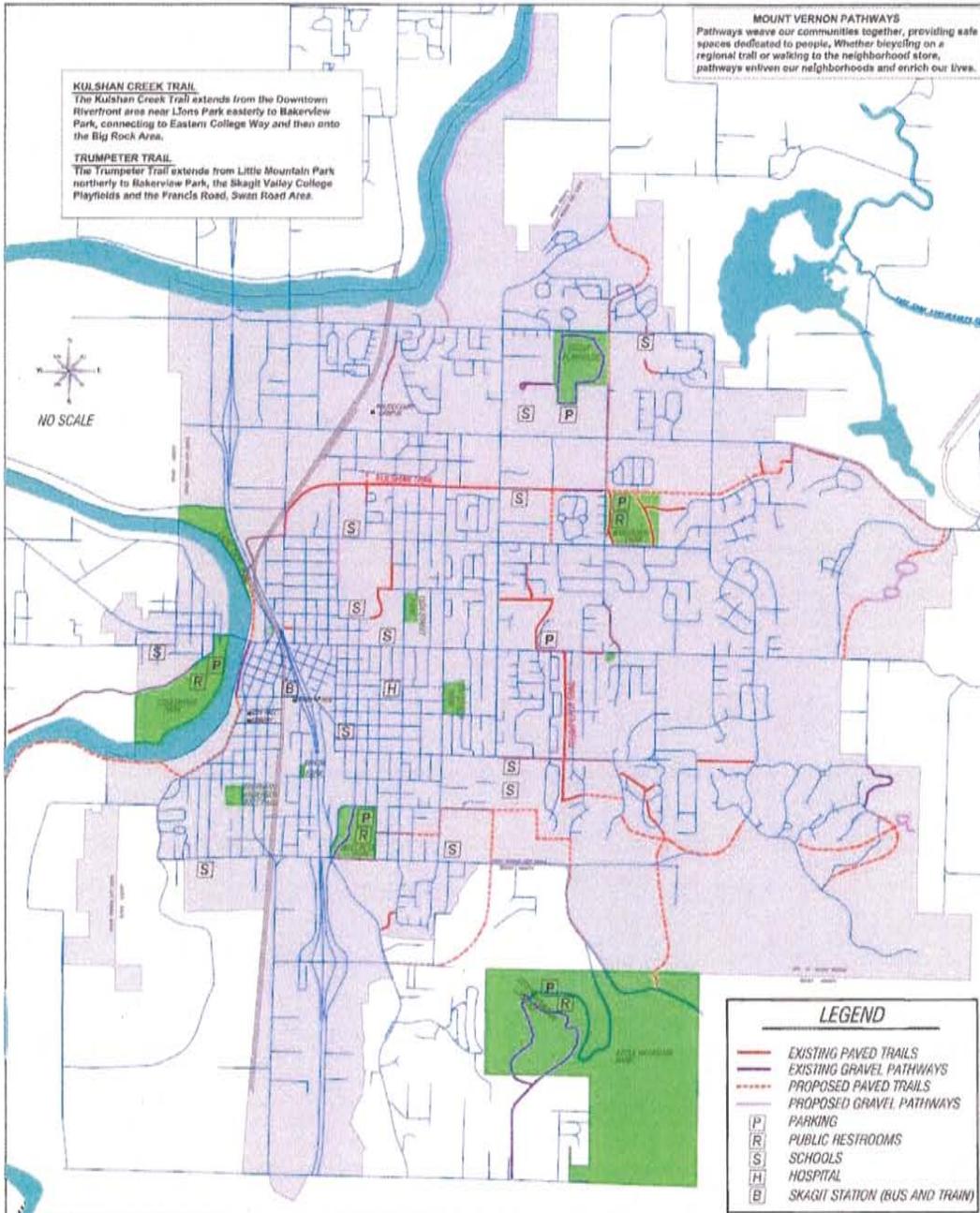


The City of  
Mount Vernon

Transportation Element

Figure 3.1  
Bicycle Route  
Plan 2005 Page 3-5

ES&S CONSULTANTS, INC. 2005



The City of  
Mount Vernon

Transportation Element

Fig 3.2  
Trails and  
Pathways Plan

### **3.1.3 TDM-Friendly Land Use Policies**

Land use is the primary driver of travel. If land use policies allow or are designed to make travel to work, shopping, or other activities convenient with basic trips being short distances, the overall travel in the community will be reduced. As an example, if convenience shopping is close to residential areas, less driving will be required.

When land use policies are made to support TDM strategies, the impact of these strategies alone could reduce vehicle trips by 6 to 7 percent. The potential may be greater in the long run. The most effective TDM-friendly land use policies support bicycle/pedestrian facilities and transit service.

### **3.1.4 Park-and-Ride**

Park-and-ride lots allow transit users beyond the normal 1/4 mile walking distance from a transit stop to drive and park in the lots. Currently there is one park-and-ride lot in the City of Mount Vernon. It is operated by WSDOT south of Kincaid Street, adjacent to I-5. In addition, it is recommended to build two additional park-and-ride facilities. One would be located in the southern area of the City; the location currently under consideration is an area off Anderson Road adjacent to I-5. Another would be a multi level structure located in downtown Mount Vernon.

### **3.1.5 Commuter Rail**

The Mount Vernon multi-modal facility (Skagit Station) was completed in spring 2005 and, as well as operating as a bus terminal, it operates as a station for the passenger rail link between Seattle, Portland, and Vancouver, B.C. Four trains a day currently stop at the station; two south bound trains and two north bound trains (*pers. comm.*, Dale Obrien. SKAT, 11 October, 2005). Commuter rail is not utilized by commuters in Mount Vernon due to the schedule. The passenger rail trip from Seattle to Portland takes approximately 3 hours and 45 minutes and from Seattle to Vancouver, B.C. it takes 3 hours 55 minutes.

## **3.2 TRANSPORTATION SYSTEM MANAGEMENT**

Transportation system management (TSM) actions are intended to improve the operating efficiency of the existing transportation system (facilities, services, and modes). TSM actions may consist of traffic engineering improvements such as channelization, turn lanes, one-way streets, intersection widening, and traffic control improvements such as traffic signal coordination, and optimization of signal timing.

### **3.2.1 Coordinated Traffic Signal System**

The coordination of signal operation between adjacent intersections offers an opportunity for significant benefits to motorists in the City of Mount Vernon. On open highways, traffic flow is characterized as being random in that it is not normally influenced by upstream interruptions. Its arrival point is generally uniform throughout a selected time interval. In contrast, traffic flow on urban streets is generally less uniform because of interruptions and it tends to flow in pulsed groups of vehicles or platoons. Signal coordination simply attempts to recognize this flow characteristic and coordinate signal operation to accommodate platoons with minimal stops. In addition, safety can be enhanced through progressive movement because of reduced stops and delays and increased driver comfort and satisfaction. In fact, a layperson's view of good signal timing is where progression permits continuous movement with no

random stops. Individual motorists understand and are able to observe route continuity, but not optimize system-wide measures of effectiveness.

In Mount Vernon, the following arterials are recommended for a complete traffic signal coordination:

- College Way between Laventure Road and Freeway Drive
- Laventure Road between Blackburn Road and College Way
- Riverside Drive between Hoag Road and Fulton Street

In the downtown area, all signalized intersections bounded by I-5, Cameron Way, South 1st Street, and Blackburn Road must have a centralized traffic control center and should be operated as a network. As these streets are improved, provisions should be made for the future interconnection of these systems. Currently the City has provided conduit and fiber optic cable along College Way, and Riverside Drive. This cable can be used to interconnect traffic lights as well as operate a video camera surveillance system.

### **3.2.2 Intersection Improvements**

As part of the TSM action in Mount Vernon, capacity improvements are recommended using signalized lane additions or channelization as identified by localized intersection capacity studies conducted by the City. Individual signal analyses will need to be performed for each proposed signal to ensure that the appropriate warrants are met. The City has determined that the College Way/Riverside Drive intersection is the most significant intersection problem within the planning area. It is anticipated that College Way will be widened to 7 lanes at the intersection. Based on present development, widening could be accomplished on the south side of College Way. The intersection is currently being studied to determine the best turn lane configurations to better accommodate the traffic movements. The City will regularly monitor the impact of cumulative development at the intersections of classified arterial streets within the City street network to ensure that they meet concurrency code requirements.

### **3.2.3 Traffic Calming for Neighborhood Traffic Control**

Traffic calming generally refers to techniques that can be used to reduce speed or use on neighborhood streets and make the street a friendlier environment for pedestrians and bicyclists. Excessive speeds and / or cut-through traffic compromises neighborhood livability, creating noise and air pollution, causing difficulties for pedestrians and bicyclists, and more importantly jeopardizing the safety of children. When conditions are appropriate, special measures may be taken to control both the volume and speed of traffic in neighborhoods. These are frequently referred to as traffic calming methods. Typical techniques are outlined in Table 3.2.

**TABLE 3.2: Typical Traffic Calming Techniques**

<b>Speed/Volume Reduction</b>	<b>Pedestrian Safety</b>	<b>Reduce Traffic Volume</b>	<b>Local Neighborhood Involvement</b>	<b>Other</b>
Police Enforcement	Pedestrian Refuges/Slow Points	Vehicle Exclusion Lanes	Creative Approaches to Slowing Down Neighborhood Speeders	Roundabouts
Speed Humps	Curb Extensions	Diagonal Diverters	Speed Watch	Stop Signs
Traffic Circles	Raised Crosswalks	Median Barriers		
Chicanes		Cul-de-sacs		
Entrance Treatments		Semi-Diverters		
		Choke Points		

The City can be a supporting partner in designing creative and workable ways to restore and preserve safe and peaceful streets. However, in order not to create unnecessary inconvenience to those using a street appropriately, or potential safety hazards, careful evaluation of the method(s) proposed, including a detailed engineering study, must be done before more permanent restrictive actions are taken.

### ***Speed Reduction***

**Police Enforcement** - Residents and businesses alert police officers to speeding problems in their neighborhoods, by contacting the Police Department. These calls usually bring extra patrols to the trouble spot. In the long run, police observations may lead to traffic engineering solutions to slow traffic. When police enforcement alone isn't solving the problem, the police may recommend that the Transportation Department consider traffic calming solutions.

**Speed Humps** - Speed humps are intended to reduce vehicle speeds, but can also divert traffic to other routes. Speed humps are asphalt mounds constructed on neighborhood and local access streets generally ranging in width between 14 and 22 feet. On residential streets where speeds of 25 mph are desired, speed humps that are 14 feet wide might be used. On streets where speeds of 30 mph are desired, 22-foot speed humps might be used. On streets used by transit vehicles, or are considered primary fire response routes or have exceptionally high volumes, the 22 foot hump may be selected instead of the 14 foot speed humps. Split speed humps may be used to allow for emergency vehicle "by-pass".

**Traffic Circles** - Traffic circles are raised islands placed in an intersection. They are landscaped with ground cover and street trees. Traffic circles require drivers to slow to a speed that allows them to comfortably maneuver around them. The primary benefit of traffic circles is that they reduce the number of angle and turning collisions. An additional benefit is that they slow high-speed traffic. Traffic circles are most effective when constructed in a series on a local service street. However, they can restrict emergency or transit vehicle movement if vehicles are parked illegally near the circle. If well maintained, traffic circles can be very attractive. However, there are also a lot of traffic control signs and pavement markings associated with circles that are not so attractive. Traffic circles are less effective at T-intersections and difficult to design for offset intersections.

**Chicanes** - A chicane is intended to reduce vehicle speeds with less impact on emergency vehicles. A chicane changes a street's path from straight to serpentine. It may be constructed to give the illusion, from a distance that a street no longer continues.

**Entrance Treatments** - Entrance treatments create visual and occasionally audible cues that tell drivers they are entering a local residential area or that the surrounding land uses are changing. The intent is a reduction in speed. Entrance treatments consist of physical and textural changes to streets and are located at key entryways into a neighborhood. Entrance treatments have minimal influence on drivers' routine behavior. Overall speeds and total volumes are not influenced, but it is believed that drivers are made more aware of the environment in which they are driving and are more considerate of pedestrians.

### ***Pedestrian Safety***

**Pedestrian Refuges/Slow Points** - Pedestrian refuges or slow points are small islands in the middle of the street. They serve to narrow the vehicle travel lanes. They can be installed either at intersections or midblock. Slow points are used to enhance pedestrian crossing points and provide a visual narrowing along the roadway. Depending on their location, they may also result in small to moderate traffic speed reductions.

**Curb Extensions** - Curb extensions narrow the street by widening the sidewalk or the landscaped parking strip. These devices are employed to make pedestrian crossings easier and to narrow the roadway. Curb extensions effectively improve pedestrian safety by reducing the street crossing distance and improving sight distance. They may also slightly influence driver behavior by changing the appearance of the street. They can be installed either at intersections or mid block.

**Raised Crosswalks** - Raised cross walks are cross walks constructed 3-4 inches above the elevation of the street. They typically have a profile similar to large speed hump. Raised crosswalks are intended to reduce vehicle speeds specifically where pedestrians will be crossing a street. Raised crosswalks are very effective at reducing vehicle speeds, however, they may generate noise from vehicles decelerating and accelerating. Raised cross walks selected for a street must take into consideration whether or not it is used as an emergency response route. Consideration for visually impaired persons dictates not placing the raised crosswalk at the same elevation as the sidewalk. Though the cross walk is raised from the street surface, a pedestrian should also be able to tell when they are entering an area shared with automobiles.

### ***Traffic Volume Reduction***

**Speed Humps** - While not typically used to reduce traffic volume speed humps have been effective at diverting traffic to other routes.

**Diagonal Diverters** - Diagonal diverters place a barrier diagonally across an intersection, disconnecting the legs of the intersection. Strategically located diagonal diverters reduce traffic volumes on a street. Diagonal diverters prevent through moves at an intersection.

**Semi-Diverters** - Semi-diverters are curb extensions or islands that block one lane of the street. They prevent drivers from entering or exiting certain legs of an intersection. Strategically located, semi-diverters can effectively reduce traffic volumes on a street.

**Median Barriers** - A median barrier is a concrete curb or island that is located on the centerline of a street and continues through the street's intersection with a given cross street. Strategically located median barriers reduce traffic volumes on a street by preventing left turns from the through street and left turns and through movements from the cross street.

**Cul-de-Sacs** - Cul-de-Sacs close one end of a street. Cul-de-sacs are intended to change traffic patterns. Cul-de-sacs will terminate cut-through and significantly reduce general traffic volume. However, the diverted traffic may have an undesirable impact on other facilities.

**Vehicle Exclusion Lanes** - Exclusion lanes are lanes for a particular class of vehicle, excluding all others. The most common examples are the bus-only, bicycle and car pool/diamond lanes. The effectiveness of exclusion lanes varies with the location of their placement. Their effectiveness is greatest when there are clear alternatives that are easier to use than violating the lane restriction.

**Choke Points** - Choke points are curb extensions placed mid block to narrow the roadway to approximately the equivalent of one travel lane. Choke points are intended to reduce traffic volumes by making the roadway narrow so that only one car at a time can pass through it.

### ***Other***

**Roundabouts** - Modern roundabouts differ from traffic circles and have benefits that traditional signalization cannot provide. Roundabouts are especially useful at reducing the number of angle collisions. These types of collisions are usually the most costly in terms of property damage, injury and death. The modern roundabout can offer effective intersection traffic control at a reduced life-cycle cost.

**Stop Signs** - The City does not generally install stop signs as a way to slow traffic. The city installs stop signs where there might be a question about who should have the right-of-way to prevent crashes. When stop signs are installed to slow down speeders, drivers may, in fact, increase their speed between signs to compensate for lost time. This creates an even more dangerous situation. Stop signs in inappropriate places could result in more drivers running stop signs and speeding through neighboring streets.

### ***Local Neighborhood Involvement***

**Speed Watch** - A Speed Watch Program can train residents to use radar in their neighborhoods and would provide free equipment for a week. (This program does not issue speeding tickets.)

### **Creative Approaches to Slowing Down Neighborhood Speeders**

**Banners**- In most cases, speeding results from habit, not from an intentional decision to break the law. Thus, short-term reminders to slow down are effective in getting people to change their driving behavior. Banners alert motorists to check driving speeds.

**Plant trees**- Street trees offer a beautiful alternative to the wide-open speedway feeling of a treeless neighborhood street.

**Leave your car at home**- Encouraging your family and friends to ride their bicycle, walk, or take the bus/light rail, this will reduce the traffic volume and speeding in your neighborhood.

**Neighborhood activities**- Residents and businesses can be creative and enthusiastic about traffic safety. Community members are encouraged to create their own ways to remind people to observe speed limits. Any action that reminds people to watch their speed will affect potential speeders. Some residents walked their neighborhoods to place door hangers on nearby homes. A block party around the theme, "Slow Down" gets people thinking and talking about their driving habits.

## CHAPTER 4. TRANSPORTATION IMPROVEMENT PLAN

This transportation plan has been developed under consideration that the Washington State Highway system will be improved as described in Chapter 2. This means that I-5 will be widened to three continuous lanes in each direction by the year 2025. Improvements to the non-freeway highways will be undertaken as part of a joint City and State program and are part of this transportation improvement plan.

The transportation improvement plan for Mount Vernon consists of all the Capital Facilities Plan (CFP) projects (future improvement projects) described in Table 4.3, those that are new roadways are also listed in Table 4.4 and depicted in Figures 2.1 and 4.4. The LOS deficiencies are described in the following conditions:

1. Existing (2005) LOS deficiencies (this describes the LOS in the current year along streets that make up Mount Vernon's arterial street network).
2. Future (2025) LOS deficiencies without improvement (this describes the LOS in 20 years time, under the assumption that no improvements are made to the existing arterial network).
3. Future (2025) LOS with improvement (this describes the LOS in 20 years time, under the assumption that the improvements discussed in this plan [the CFP projects listed in Table 4.3] are made to the existing arterial network).

As per the City Code, the LOS standards are defined as LOS of C or above for urban collectors, and LOS of D or above for principal and minor arterials. Street LOS is a qualitative measure describing operational conditions within a traffic stream along a roadway, based on service measures such as capacity, speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. The LOS is categorized by six different grades, A through F. The following general statements characterize LOS along an urban street:

LOS A is the highest quality of service a particular class of roadway can provide. It describes primarily free-flow operations at average travel speeds, usually about 90 percent of the free flow speed for the given street class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. The volume to capacity ratio ( $v/c$ ) ranges from 0.00 to 0.59.

LOS B is a zone of stable flow: It describes reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free flow speed for the street class. The ability to maneuver within the traffic stream is only slightly restricted. The  $v/c$  ranges from 0.60 to 0.69.

LOS C is a zone of stable flow but at this volume and density level most drivers are becoming restricted in their freedom to select speed, to maneuver and change lanes in mid-block locations, and heavier volumes, longer queues, and adverse signal coordination may contribute to lower average travel speeds for the street class. The  $v/c$  ranges from 0.70 to 0.79.

LOS D borders on a range in which small increases in flow may cause substantial increases in delay and decreases in travel speed. LOS D approaches unstable flow. Tolerable average operating speeds are maintained but are subject to a considerable and sudden variation. The  $v/c$  ranges from 0.80 to 0.89.

LOS E is characterized by unstable flow, high traffic volumes, significant delays and average travel speeds significantly less than the free flow speed. The  $v/c$  ranges from 0.90 to 0.99

LOS F is characterized by urban street flow at extremely low speeds. This LOS describes forced-flow operations. Speed and rate of flow are below the levels attained in LOS E and may for short time periods drop to zero. The  $v/c$  exceeds 1.0 (ie. the traffic volumes exceed the roadway capacity).

## 4.1 EXISTING (2005) LOS DEFICIENCIES

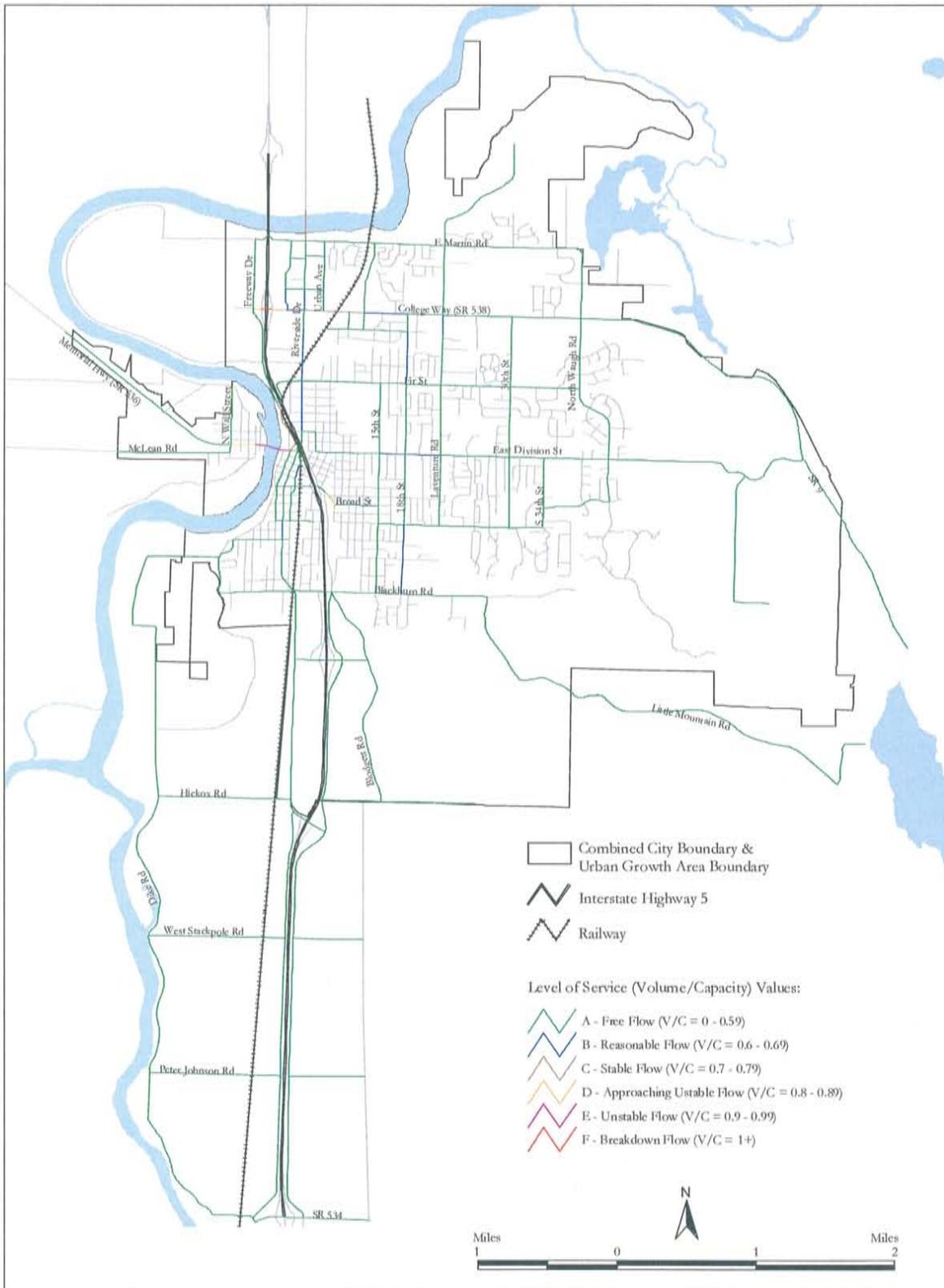
The need to evaluate an existing street network is often related to insufficient street design standards, insufficient access to major highways from the City's street system, failure to encourage/serve new development, or traffic congestion conditions. Mount Vernon's street deficiencies are due to a combination of all of these factors. Most notably, College Way (SR 538), which provides access to I-5 for most of the City's traffic, is congested during peak hours. There is currently no other arterial that provides access to I-5 for development on the eastern side of the City where the majority of traffic is generated. The proposed Anderson/Laventure Road extension would address this issue by providing an additional principal arterial connecting the east side of Mount Vernon to I-5. Many of the arterials are below design standards and do not serve or encourage development. The completion of the Riverside Bridge project has provided some relief to the College Way interchange by providing an alternative route between Mount Vernon and Burlington.

The existing street segment LOS deficiencies for the year 2005 are listed in Table 4.1 and depicted in Figure 4.1. The principal arterials with below standard LOS are Division Street (SR 536), Broad Street, and College Way (SR 538). The College Way congestion is related to insufficient interchange capacity. The College Way corridor has been studied from Laventure Road to Freeway Drive and LOS deficiencies at the intersections have been identified. Projects, discussed in detail in Section 4.3, are being undertaken to address this problem. The Broad Street congestion is also related to insufficient interchange capacity. The remaining LOS deficiencies on Division Street are fixed by the proposed system upgrades outlined in this plan.

**TABLE 4.1: Deficient Segments in 2005**

<b>ID</b>	<b>Name</b>	<b>From</b>	<b>To</b>	<b>Class</b>	<b>LOS</b>
2001	Division St (SR 536)	Freeway Dr.	Ball St.	Arterial	E
3022	College Way (SR 538)	I-5 on/off ramp	I-5 on/off ramp	Arterial	F

Note: Refer to Appendix A for a complete description of all the network segments.



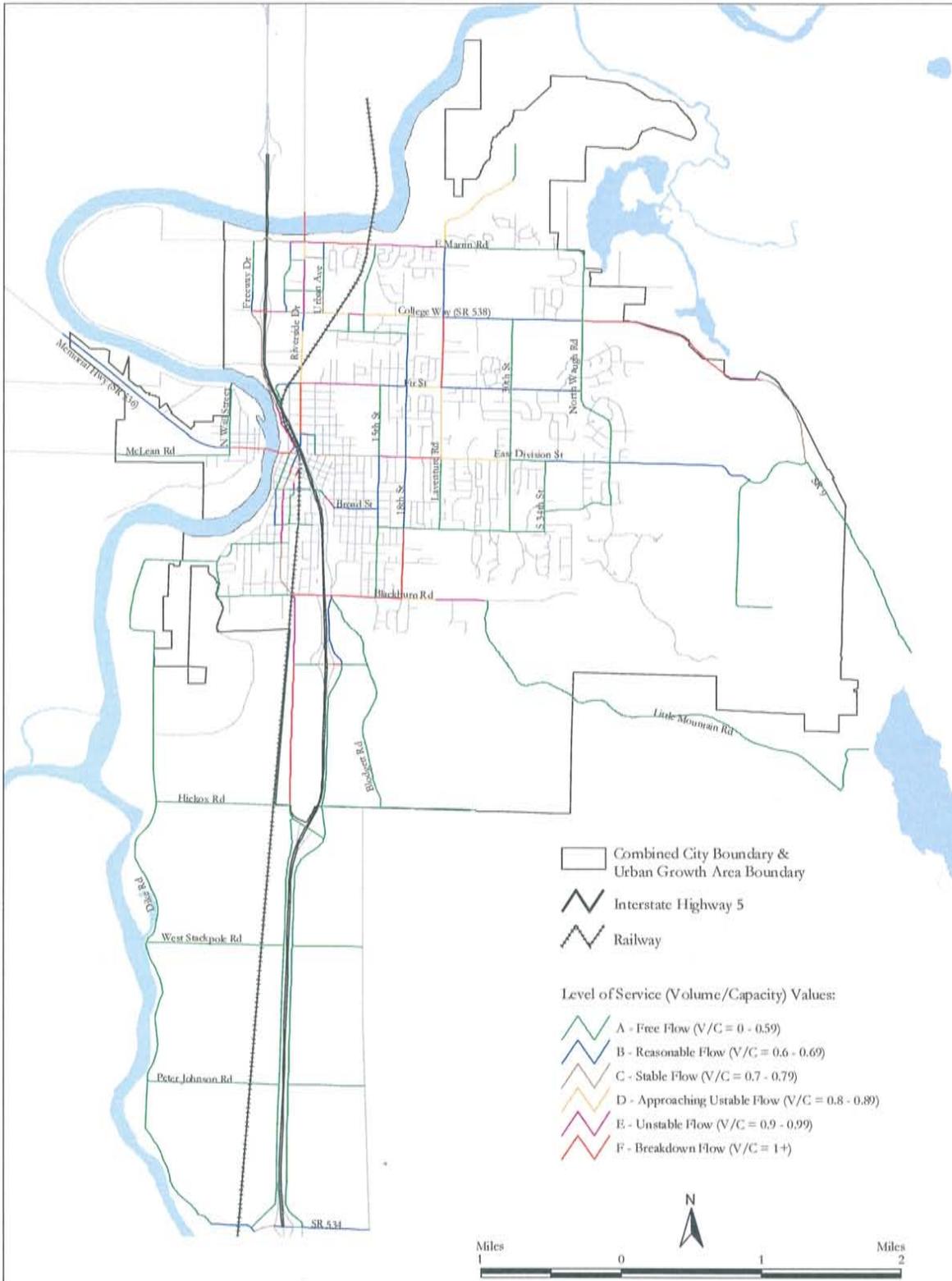
## 4.2 FUTURE (2025) LOS DEFICIENCIES WITHOUT IMPROVEMENT

Based on the transportation model, the roadway segments listed in Table 4.2 will have a LOS deficiency in 2025 if no improvements are made to the existing street network. The LOS deficiencies for the year 2025 if no improvements are made to the roadway system are also depicted in Figures 4.2 and 4.3.

**TABLE 4.2: Deficient Segments in 2025 with Existing System**

ID	Name	From	To	Class	LOS
2001	Division St	Freeway Dr	Ball St	Arterial	F
2002	Division St	Ball St	Wall St	Arterial	F
3004	Old SR 99	Hickox Rd	Anderson Rd	Arterial	F
3005	Old SR 99	Anderson Rd	Blackburn Rd	Arterial	E
3008	2nd St	Hazel St	Section St	Arterial	E
3009	2nd St	Section St	Kincaid St	Arterial	E
3012	2nd St	Gates St	Montgomery	Arterial	F
3014	Riverside Dr	Fulton St	Fir St	Arterial	F
3017	Riverside Dr	College Way	Commercial St	Arterial	E
3018	Riverside Dr	Commercial St	Pacific Pl	Arterial	E
3020	Riverside Dr	Hoag Rd over-crossing	Whitmarsh Rd	Arterial	F
3021	College Way	Freeway Dr	I-5 SB on/off ramp	Arterial	F
3022	College Way	I-5 SB on/off ramp	I-5 NB on/off ramp	Arterial	F
3023	College Way	I-5 NB on/off ramp	Market St	Arterial	E
3027	College Way	Leigh Way	Continental P	Arterial	E
3032	College Way	Waugh Rd	Skagit Highlands Spine Rd	Arterial	F
3033	College Way	Skagit Highlands spine rd	SR 9	Arterial	E
3037	3rd St	Kincaid St	Myrtle St	Arterial	E
3039	3rd St	Gates	Montgomery	Arterial	E
3044	Anderson Rd	I-5 NB on/off ramps	Cedardale Rd	Arterial	F
3051	Laventure Rd	Fir St	Roosevelt Ave	Arterial	F
3052	Laventure Rd	Roosevelt Ave	College Way	Arterial	F
4001	Freeway Dr	SR 536/Division St	Cameron Way	Arterial	E
4006	Stewart Rd	Market St	Riverside off ramp	Arterial	E
4008	Hoag Rd	Riverside on ramp	Urban Ave	Arterial	E
4009	Hoag Rd	Urban Ave	Continental Pl	Arterial	F
4010	Hoag Rd	Continental Pl	Laventure Rd	Arterial	E
4015	Fir St	N 4th St	6th St	Arterial	F
4016	Fir St	6th St	15th St	Arterial	E
4024	E Division St	15th St	18th St	Arterial	E
4025	E Division St	18th St	Laventure Rd	Arterial	F
4038	Blackburn Rd	Old SR 99	Henson Rd	Arterial	F
4039	Blackburn Rd	Henson Rd	Cedardale Rd	Arterial	E
4040	Blackburn Rd	Cedardale Rd	15th St	Arterial	F
4041	Blackburn Rd	15th St	18th St	Arterial	F
4043	Blackburn Rd	Laventure Rd	Little Mountain Rd/30th St	Arterial	E
4059	Broad St	Blodgett	9th St	Arterial	E
5041	18th St	Blackburn Rd	Section St	Collector	F
5078	Blodgett	Cedardale Rd	Blackburn Rd	Collector	E

Note: Refer to Appendix A for a complete description of all the network segments.





### **4.3 FUTURE (2025) IMPROVEMENTS WITH CFP PROJECTS**

The future 2025 LOS with the CFP projects and with capacity improvements discussed in the TSM section of this document was determined using the transportation model. Model results show that investment in the network expansions and other improvements avoid peak hour LOS F over the entire network with the exception of Riverside Bridge, which is on the fringe of the model and would be substantially impacted by the City of Burlington improvements, which are not a subject of this plan.

One of the most significant changes in traffic patterns is likely to occur if the proposal to replace the Division Street (SR 536) Bridge is completed. By reducing congestion of commuter traffic along Kincaid Street in the down town area, the street network will better service the local business traffic. By reducing the traffic congestion created by SR 536 thru traffic, the down town area can become a more attractive designation for local, regional, and out of area commerce.

The analysis of intersections and segments of the arterial system with the CFP network improvements assumes that WSDOT has also made the necessary improvements to the interchanges at Kincaid and College Way to meet capacity requirements. Unless they are reconstructed, the interchanges on I-5 at Kincaid Street and College Way will not have sufficient capacity at the ramp terminals or on the arterial street section under I-5. The configuration of the interchanges will require study to determine the most efficient and economical design.

Note that other projects planned for the long term (beyond 20 years) are shown in Appendix B and listed at the end of Table 4.3.

#### **4.3.1 Capital Facilities Plan**

As discussed at the beginning of Chapter 4, the Transportation Improvement Plan for Mount Vernon consists of all the CFP (future improvement) projects. The CFP provides the basis for financing the needed road improvements on a citywide basis. The projects that make up the CFP involve improvements to the existing street system. These include four network expansion projects (the Laventure Rd Extension, 30<sup>th</sup> Street, the Roosevelt Avenue/Urban Avenue extension, and the Division Street Bridge Replacement and Relocation), which are discussed in greater detail in the Section 4.3.2. The CFP also includes projects to be proposed by other agencies such as WSDOT as well as a list of corridor studies that are intended to help the City with transportation planning that is expected to take longer than twenty years to implement.

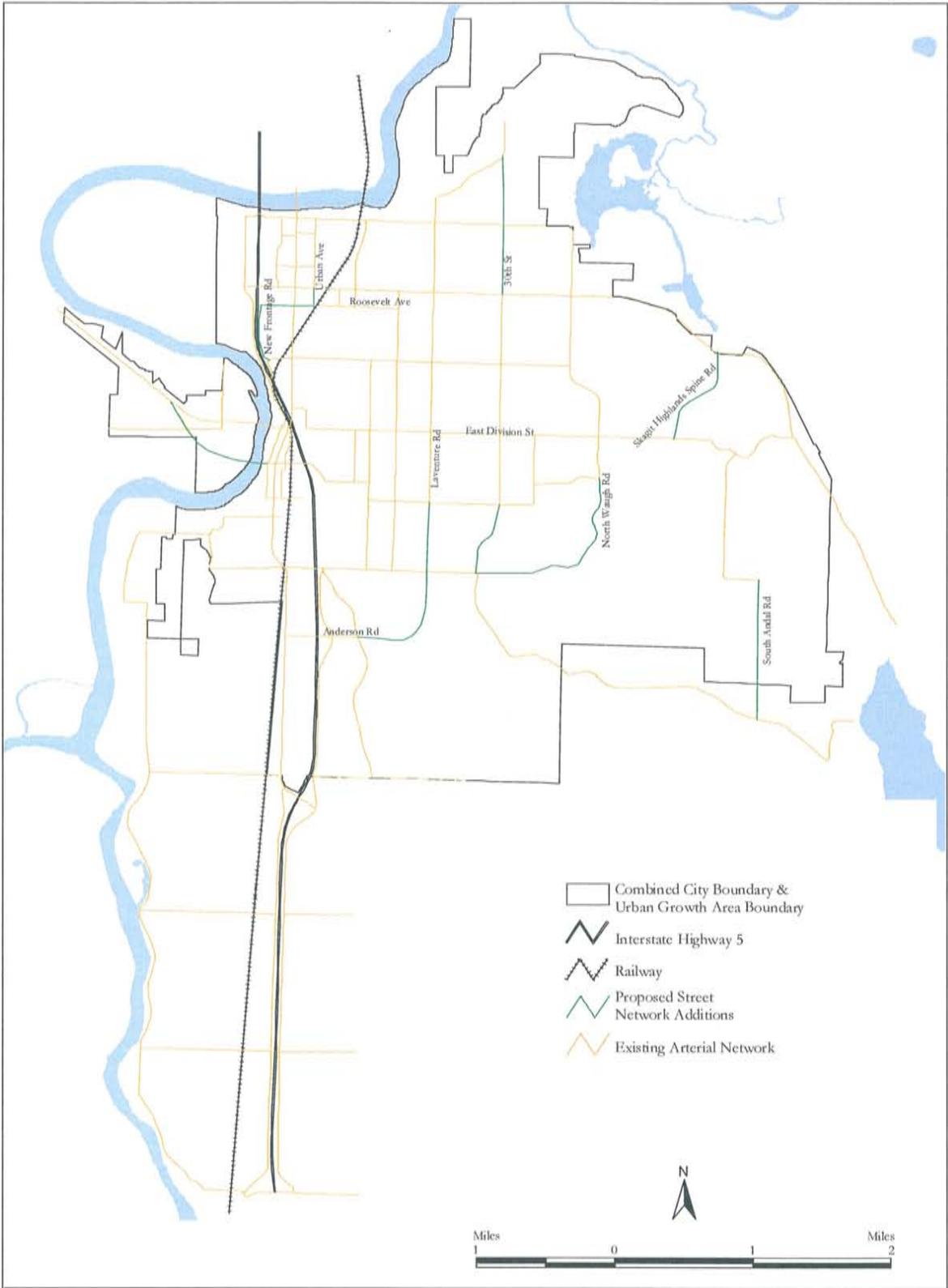
A complete list of the CFP projects is provided in Table 4.3. Projects that are new roadways are also listed in Table 4.4 and depicted in Figures 2.1 and 4.4. Based on the transportation model, the roadway segments listed in Table 4.5 will have a LOS deficiency in 2025 once improvements have been made to the existing street network. Figures 4.5 and 4.6 depict the LOS throughout the City network, with the improvements. Table 4.6 addresses all the segments that are deficient in the 2025-without improvement condition and describes how they meet standards under the 2025-with improvement condition.

**TABLE 4.3: Capital Facilities Plan**

No	ID	Name	Limits - To / From	Approx. Length (ft)	# of Lanes / Lt Turn lane(s)	Est. Cost (\$) <sup>1</sup>	Proposed enhancement
1	2001	Division St	Freeway Dr / 1st St to Ball St / Wall St	3,800	4 / Y	*20,000,000	new 4 lane bridge (old 2 lane bridge to be removed)
2	3021	College Way	Freeway Dr to I-5 SB on/off ramp	305	4 / Y	103,000	widen to 5 lanes from 4 lanes
3	3022	College Way	I-5 SB on/off ramp to I-5 NB on/off ramp	400	4 / Y	*5,000,000	widen to 5 lanes from 4 lanes
4	3023	College Way	I-5 NB on/off ramp to Market St	580	6 / Y	254,800	widen to 6 lanes from 5 lanes
5	3026	College Way	Urban Ave to Leigh Way	1000	4 / Y	*0	Rail / road grade separation This project deleted
6	3032	College Way	Waugh Rd to Skagit Highlands Spine Rd	6,250	4 / Y	4,110,600	widen to 5 lanes from 2 lanes
7	3042	Anderson Rd	Henson Rd to I-5 SB on/off ramps	310	2 / Y	68,900	add left turn lane
8	3043	Anderson Rd	I-5 SB on/off ramps to I-5 NB on/off ramps	580	4 / Y	*13,635,700	widen to 5 lanes from 2 lanes
9	3044	Anderson Rd	I-5 NB on/off ramps to Cedardale Rd	280	4 / Y	389,400	widen to 5 lanes from 2 lanes; plus assume exclusive WBRT Lane
10	3045	Anderson Rd	Cedardale Rd to Blodgett Rd	980	4 / Y	1,362,900	widen to 5 lanes from 2 lanes
11	3046	Anderson Rd	Blodgett Rd to Laventure Rd extension	1,850	2 / Y	2,574,000	new 3 lane roadway
12	3047	Laventure Rd	Laventure Rd extension to Blackburn Rd	2,850	2 / Y	2,402,000	new 3 lane roadway
13	3048	Laventure Rd	Blackburn Rd to Fowler St	2,650	2 / Y	2,234,000	new 3 lane roadway
14	3049	Laventure Rd	Section St to E Division St	2,680	2 / Y	452,000	Full 3 lane standard with bike lane
15	3050	Laventure Rd	E Division St to Fir St	2,690	2 / Y	453,500	Full 3 lane standard with bike lane
16	3051	Laventure Rd	Fir St to Roosevelt Ave	2,000	2 / Y	337,500	Full 3 lane standard with bike lane
17	3052	Laventure Rd	Roosevelt Ave to College Way	660	2 / Y	111,500	Full 3 lane standard with bike lane
18	4025	E Division St	18th St to Laventure Rd	1,340	2 / Y	226,000	Full 3 lane standard with bike lane
19	4042	Blackburn Rd	18th St to Laventure Rd	1,330	2 / Y	874,900	add left turn lane
20	4043	Blackburn Rd	Laventure Rd to Little Mtn Rd/30th St	1,180	2 / Y	776,100	widen to 3 lanes with bike lanes from 2 lanes
21	4044	Blackburn Rd extension	Little Mtn Rd/30th St to Waugh Rd extension	4,100	2 / Y	2,074,000	new 3 lane road
22	4063	Waugh Rd extension	Eaglemont Dr to Blackburn Rd extension	3,500	2 / N	1,534,000	new 2 lane road
23	5010	Kincaid St	Cleveland St to 2 <sup>nd</sup> St	280	4 / Y	306,800	widen to 5 lanes from 3 lanes; reclassify roadway from Collector to Principal Arterial
24	5011	1st St	Kincaid St to Myrtle St	520	2 / Y	114,400	add left turn lane

<sup>1</sup> Costs are calculated based on a rate of \$890,000 per lane, per mile, other than those denoted by ‘\*’ for which bridge costs have also been incorporated. Costs increased to reflect 2007 estimates.

Source: [http://www.fhwa.dot.gov/hfl/hfl\\_62801.cfm](http://www.fhwa.dot.gov/hfl/hfl_62801.cfm), October 2005



**TABLE 4.3: Capital Facilities Plan**

No	ID	Name	Limits - To / From	Approx. Length (ft)	# of Lanes / Lt Turn lane(s)	Est. Cost (\$) <sup>1</sup>	Proposed enhancement
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2	3021	College Way	Freeway Dr to I-5 SB on/off ramp	305	4 / Y	103,000	widen to 5 lanes from 4 lanes
3	3022	College Way	I-5 SB on/off ramp to I-5 NB on/off ramp	400	4 / Y	*5,000,000	widen to 5 lanes from 4 lanes
4	3023	College Way	I-5 NB on/off ramp to Market St	580	6 / Y	254,800	widen to 6 lanes from 5 lanes
5	3026	College Way	Urban Ave to Leigh Way	1000	4 / Y	*0	Rail / road grade separation This project deleted
6	3032	College Way	Waugh Rd to Skagit Highlands Spine Rd	6,250	4 / Y	4,110,600	widen to 5 lanes from 2 lanes
7	3042	Anderson Rd	Henson Rd to I-5 SB on/off ramps	310	2 / Y	68,900	add left turn lane
8	3043	Anderson Rd	I-5 SB on/off ramps to I-5 NB on/off ramps	580	4 / Y	*13,635,700	widen to 5 lanes from 2 lanes
9	3044	Anderson Rd	I-5 NB on/off ramps to Cedardale Rd	280	4 / Y	389,400	widen to 5 lanes from 2 lanes; plus assume exclusive WBRT Lane
10	3045	Anderson Rd	Cedardale Rd to Blodgett Rd	980	4 / Y	1,362,900	widen to 5 lanes from 2 lanes
11	3046	Anderson Rd	Blodgett Rd to Laventure Rd extension	1,850	2 / Y	2,574,000	new 3 lane roadway
12	3047	Laventure Rd	Laventure Rd extension to Blackburn Rd	2,850	2 / Y	2,402,000	new 3 lane roadway
13	3048	Laventure Rd	Blackburn Rd to Fowler St	2,650	2 / Y	2,234,000	new 3 lane roadway
14	3049	Laventure Rd	Section St to E Division St	2,680	2 / Y	452,000	Full 3 lane standard with bike lane
15	3050	Laventure Rd	E Division St to Fir St	2,690	2 / Y	453,500	Full 3 lane standard with bike lane
16	3051	Laventure Rd	Fir St to Roosevelt Ave	2,000	2 / Y	337,500	Full 3 lane standard with bike lane
17	3052	Laventure Rd	Roosevelt Ave to College Way	660	2 / Y	111,500	Full 3 lane standard with bike lane
18	4025	E Division St	18th St to Laventure Rd	1,340	2 / Y	226,000	Full 3 lane standard with bike lane
19	4042	Blackburn Rd	18th St to Laventure Rd	1,330	2 / Y	874,900	add left turn lane
20	4043	Blackburn Rd	Laventure Rd to Little Mtn Rd/30th St	1,180	2 / Y	776,100	widen to 3 lanes with bike lanes from 2 lanes
21	4044	Blackburn Rd extension	Little Mtn Rd/30th St to Waugh Rd extension	4,100	2 / Y	2,074,000	new 3 lane road
22	4063	Waugh Rd extension	Eaglemont Dr to Blackburn Rd extension	3,500	2 / N	1,534,000	new 2 lane road
23	5010	Kincaid St	Cleveland St to 2 <sup>nd</sup> St	280	4 / Y	306,800	widen to 5 lanes from 3 lanes; reclassify roadway from Collector to Principal Arterial
24	5011	1st St	Kincaid St to Myrtle St	520	2 / Y	114,400	add left turn lane

<sup>1</sup> Costs are calculated based on a rate of \$890,000 per lane, per mile, other than those denoted by ‘\*’ for which bridge costs have also been incorporated. Costs increased to reflect 2007 estimates.

Source: [http://www.fhwa.dot.gov/hfl/hfl\\_62801.cfm](http://www.fhwa.dot.gov/hfl/hfl_62801.cfm), October 2005

No	ID	Name	Limits - To / From	Approx. Length (ft)	# of Lanes / Lt Turn lane(s)	Est. Cost (\$) <sup>1</sup>	Proposed enhancement
25	5024	Urban Ave	Roosevelt Ave to College Way	660	2 / Y	1,169,000	new 3 lane road
26	5032	Roosevelt Ave	Riverside Dr to Urban Ave	760	2 / Y	1,347,500	new 3 lane road
27	5047	30th St	Blackburn Rd to Section St	2,860	2 / N	1,254,500	new 2 lane road
28	5051	30th St	College Way to Martin Rd	2,640	2 / N	1,157,000	new 2 lane road
29	5052	30th St	Martin Rd to Francis Rd	2,640	2 / N	1,157,000	new 2 lane road
30	5079	Roosevelt Ave	Riverside Dr to new frontage rd	1,250	2 / N	2,215,500	new 3 lane road
31	5080	new frontage rd	Roosevelt Ave to Cameron Way	2,270	2 / N	4,018,000	new 3 lane road
32	5081	South Andal Rd	Mountain View Rd to Little Mtn Rd	5,300	2 / N	2,232,100	new 2 lane road
33	5082	Skagit Highlands Spine Rd	Burlingame & Division St to College Way	4,100	2 / N	1,797,900	new 2 lane road
34		College Way	Riverside Intersection	N/A	N/A	6,000,000	Intersection Improvements
35		Freeway Drive	Stewart to College Way	2,700	2 / Y	3,500,000	Widen to 3 lanes from 2 lanes
36		Martin Road	McLaughlin to Trumpeter	2,100	2 / Y	2,000,000	Widen to 3 lanes from 2 lanes
37		Broad Street	13 <sup>th</sup> to 15 <sup>th</sup>	500	2 / Y	500,000	Widen to 3 lanes from 2 lanes
38		College Way	26 <sup>th</sup> Intersection	N/A	N/A	500,000	Intersection Improvements
39		Stewart Road	Urban to RR	560	2 / Y	500,000	Complete Street Improvements
40		Fir Street	Bakerview Park to Apache	500	2 / N	500,000	Complete Street Improvements
41		New Signals (15)	Various by TIP	N/A	N/A	7,500,000	Intersection Improvements
42		Kincaid Street	Interchange Improvements	N/A	N/A	5,000,000	New Frontage Road
43		Broadway Extension	Montgomery to Burlingame	2,640		1,157,000	new 2 lane road
					<b>TOTAL CFP</b>	<b>102,992,5000</b>	
<b>PROJECTS PROPOSED BY OTHERS</b>							
35		Annual Pavement Overlay	Citywide			165,000	\$165,000 per Year @ 3.0% Growth per year
36		College Way	Freeway Drive to I-5	WSDOT			New Single Point Interchange
37		Memorial Highway	Curtis Street to W.C.L.	WSDOT		300,000	Widen and Overlay (at 3% growth per year)
38		Division Street Bridge	Skagit River	WSDOT			New Bridge
					<b>TOTAL</b>		
<b>PROJECTS BEYOND 20 YEARS</b>							
40		South Mount Vernon	Skyrdge Connections	2,640			New Construction
41		Cleveland Avenue	Blackburn to Hickox	10,500			New Construction
42		Hickox Road Extension	From the eastern extreme of Hickox Road to Little Mountain Road	8,500			New Construction

**TABLE 4.4: Proposed Street Network Additions**

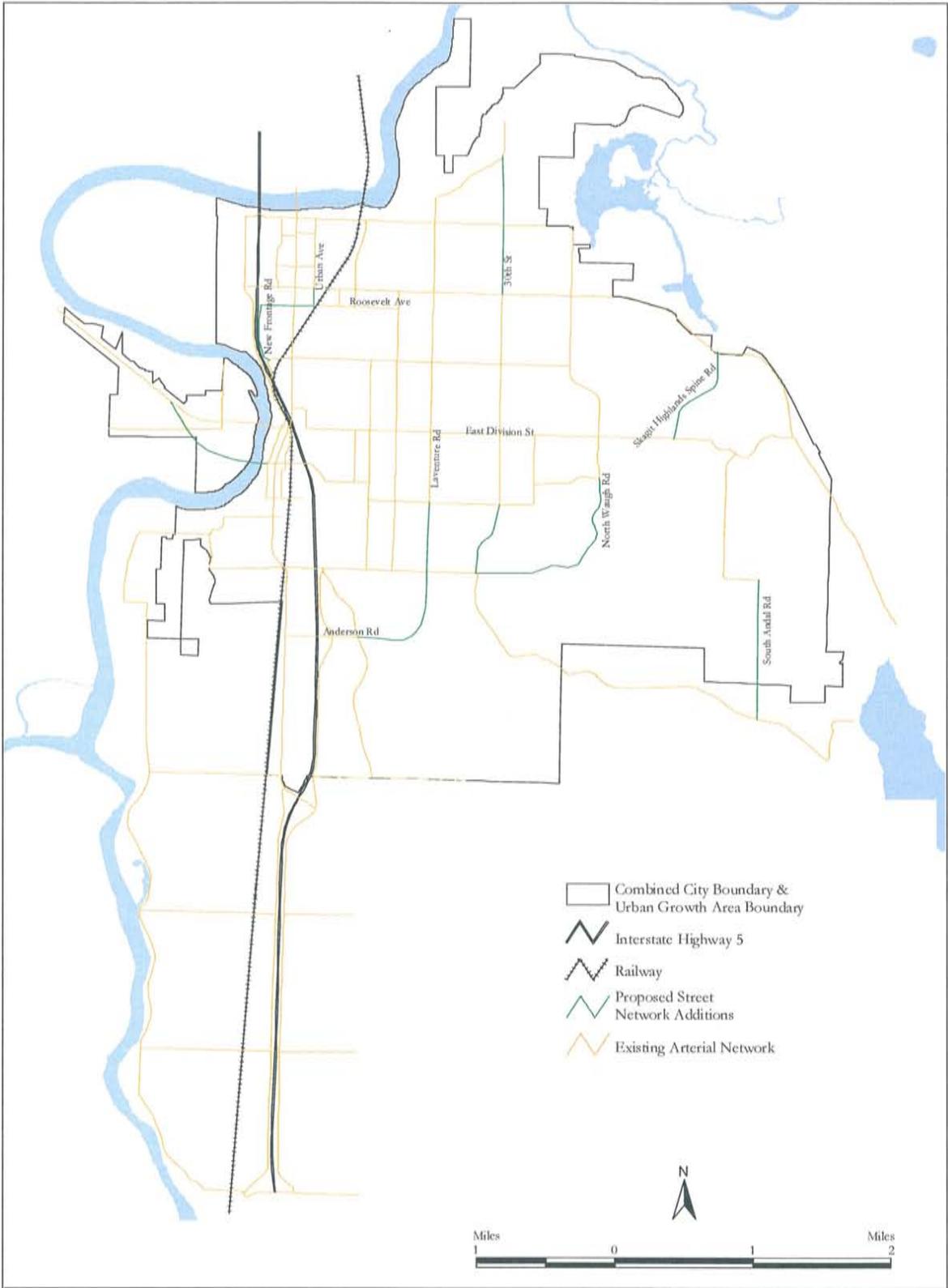
ID	Name	From	To	Improvement Type	Approx. Length (ft)
2001	Division St	First St	Wall St	new 4 lane bridge on new alignment (old 2 lane bridge to be removed)	2,580
3046	Anderson Rd	Blodgett Rd	Laventure Rd extension	new 3 lane roadway	1,850
3047	Laventure Rd	Laventure Rd extension	Blackburn Rd	new 3 lane roadway	2,850
3048	Laventure Rd	Blackburn Rd	Fowler St	new 3 lane roadway	2,650
4044	Blackburn Rd extension	Little Mtn Rd/30th S	Waugh Rd extension	new 3 lane road	4,100
4063	Waugh Rd extension	Eaglemont Dr	Blackburn Rd extension	new 3 lane road	3,500
5024	Urban Ave	Roosevelt Ave	College Way	new 3 lane road	660
5032	Roosevelt Ave	Riverside Dr	Urban Ave	new 3 lane road	760
5047	30th St	Blackburn Rd	Section St	new 2 lane road	2,860
5051	30th St	College Way	Martin Rd	new 2 lane road	2,640
5052	30th St	Martin Rd	Francis Rd	new 2 lane road	2,640
5079	Roosevelt Ave	Riverside Dr	new frontage rd	new 2 lane road	1,250
5080	new frontage rd	Roosevelt Ave	Cameron Way	new 2 lane road	2,270
5081	South Andal Rd	Mountain View Rd	Little Mtn Rd	new 2 lane road	5,300
5082	Skagit Highlands Spine Rd	Burlingame & Division St	College Way	new 2 lane road	4,100

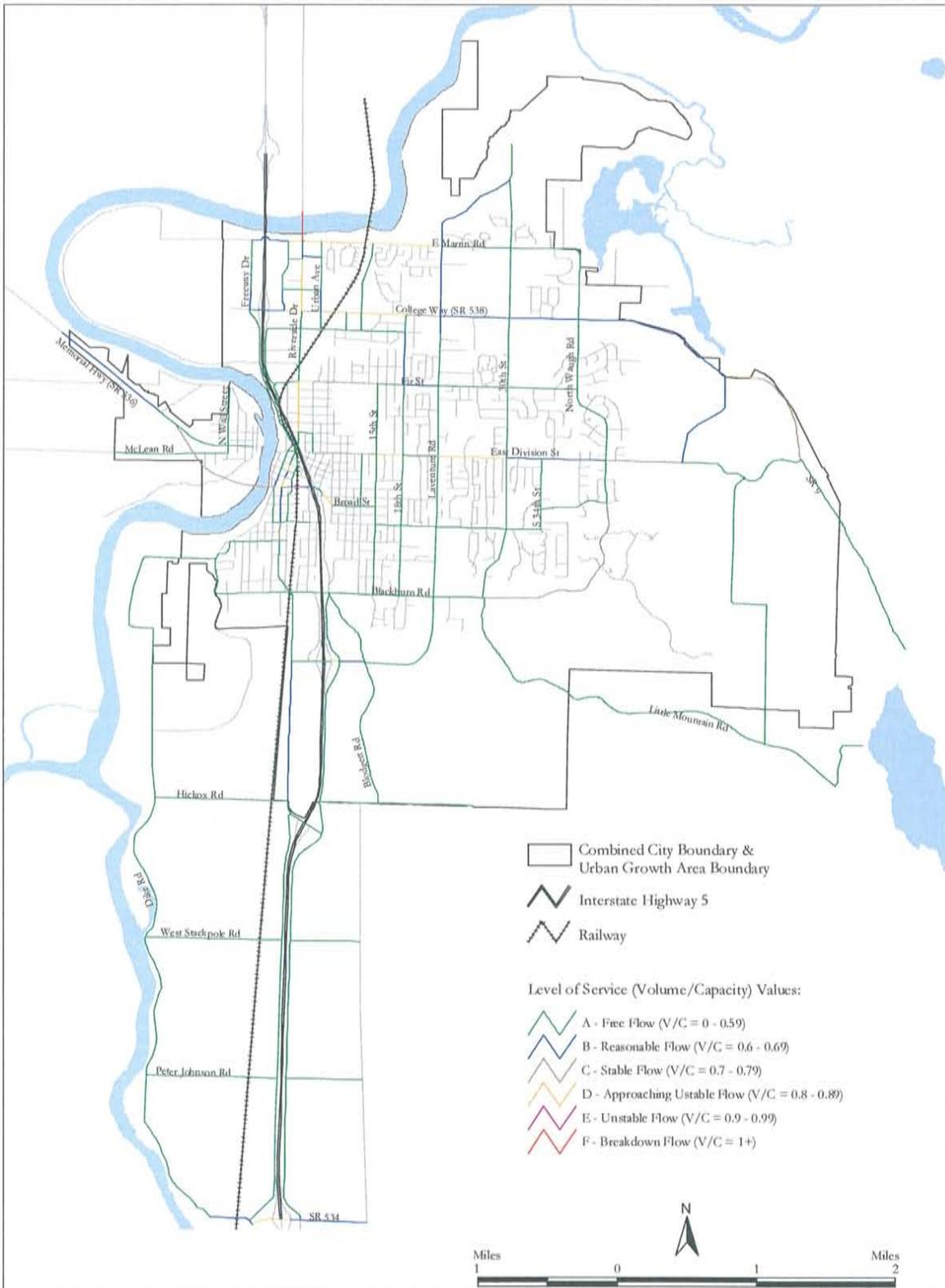
**TABLE 4.5: Deficient Segments in 2025-With Improvement**

ID	Name	From	To	Class	LOS
3020	Riverside Dr	Hoag Rd	Whitmarsh Rd	Arterial	F
3035	Kincaid St	S 3 <sup>rd</sup> St (SR 536)	I-5 on/off ramp	Arterial	E

Note: Refer to Appendix A for a complete description of all the network segments.

Under the Mount Vernon Municipal Code, Section 14.10.060 (C), these two roadway segments, Kincaid St between S 3<sup>rd</sup> St and the I-5 interchange (#4) and Riverside Drive Bridge and approaches (#9), are subject to modified LOS standards.







**TABLE 4.6: Comparison between 2025 With and Without Improvement Conditions**

<u>Location</u>	<u>Improvement Type</u>	<u>Road Class</u>	<u>2025 LOS without CFP</u>	<u>2025 LOS with CFP</u>	<u>Stds Met (with CFP)</u>
Division St between Freeway Dr and Wall St (ID: 2001, 2002)	Replacement of the existing 2-lane bridge with a new 4-lane bridge on a new alignment, which ties into First St. and SR 536	Principal Arterial	F	C	Yes
Division St between N 15 <sup>th</sup> St and Laventure Rd (ID: 4024, 4025)	Improvements to other parts of the network, and widening to 3-lanes with bike lanes between Laventure and 30 <sup>th</sup> will alleviate congestion by approximately 10% to 15%.	Minor Arterial	E/F	D/D	Yes
S 2 <sup>nd</sup> St between Kincaid St and Hazel St (ID: 3008, 3009)	Improvements to other parts of the network (primarily I-5 widening) will alleviate congestion by approximately 25%.	Principal Arterial	E/F	B/C	Yes
S 2 <sup>nd</sup> St between Gates St and Montgomery St (ID: 3012)	Improvements to other parts of the network, including I-5 widening and SR 536 relocation, will alleviate congestion by approximately 10% to 15%.	Principal Arterial	F	D	Yes
Riverside Dr between Stewart Rd-Hoag Rd and College Way (ID: 3017 – 3019)	Improvements to other parts of the network (primarily I-5 widening) will alleviate congestion by approximately 15%.	Principal Arterial	D/E	B/D	Yes
Riverside Dr between Stewart Rd-Hoag Rd and Whitmarsh Rd (ID: 3020)	Exempt under the Mount Vernon Municipal Code, Section 14.10.060 (C)	Principal Arterial	F	F	No
Riverside Dr between Fulton St and Fir St (ID: 3014)	I-5 widening is estimated to alleviate congestion by approximately 15% to 20%.	Principal Arterial	F	D	Yes
College Way (SR 538) between Freeway Drive and Market St. (ID: 3021 – 3023)	Widening by one lane along this section will bring the LOS up to standard. LOS E to B.	Principal Arterial	E	B	Yes
College Way (SR 538) between Leigh Way and Continental Pl. (ID: 3027)	Improvements to other parts of the network are estimated to reduce congestion by < 5%.	Principal Arterial	E	D	Yes
College Way (SR 538) between N Waugh Rd and SR 9 (ID: 3032, 3033)	Widening from 2-lanes to 5-lanes between Waugh and the Skagit Highlands new access and a minor decrease in volume east of Skagit Highlands is expected to reduce congestion on this segment.	Principal Arterial	F/E	B/D	Yes
Fir St between 4 <sup>th</sup> St and N 15 <sup>th</sup> St (ID: 4015, 4016)	Improvements to other parts of the network are expected to reduce traffic volumes by approximately 20%.	Minor Arterial	E/F	C/D	Yes
South Third St (SR 536) between Kincaid St and Montgomery St (ID: 3037, 3039)	Improvements, including I-5 widening and SR 536 bridge relocation, are expected to reduce traffic on this segment by approximately 40%.	Principal Arterial	E	A/B	Yes

Freeway Dr between Division St and Fir St / Cameron Way (ID: 4001)	Improvements, including I-5 widening and SR 536 bridge relocation, are expected to reduce traffic volumes on this segment by approximately 55%.	Minor Arterial	E	A	Yes
Hoag Rd between Riverside Dr and Laventure Rd (ID: 4008 – 4010)	Improvements to other parts of the network are expected to reduce traffic volumes by approximately 10%. Note: Section 4009 was reclassified from a Minor to Principal Arterial.	Minor Arterial / Principal Arterial	E/F	D	Yes
E Stewart Rd between Market St and Riverside Dr (ID: 4006)	I-5 widening is expected to result in a minor (5%) decrease in traffic on this segment.	Minor Arterial	E	D	Yes
Broad St between Blodgett Rd and S 9 <sup>th</sup> St (ID: 4059)	Improvements to other parts of the network are expected to reduce traffic volumes by approximately 10%.	Minor Arterial	E	D	Yes
S 18 <sup>th</sup> St between Blackburn Rd and E Section St (ID: 5041)	The Anderson / Laventure Rd extension is expected to have a significant impact on this segment. Traffic volumes are expected to decrease by 75%.	Collector	F	A	Yes
N Laventure Rd between College Way and E Fir St (ID: 3051, 3052)	Widening to 3 lanes with bike lanes is expected to improve LOS on this segment	Principal Arterial	F	C/D	Yes
Anderson Rd between I-5 NB ramps and Cedardale Rd (ID 3044)	Widening from 2 lanes to 5 lanes plus the installation of right turn pockets is expected to improve LOS on this segment.	Principal Arterial	F	D	Yes
Blackburn Rd between Old Hwy 99 and S 18 <sup>th</sup> St. (ID: 4038 – 4041)	With the Anderson Road / Laventure Rd extension, the average volume on this segment is expected to decrease by 50%.	Minor Arterial	E/F	A	Yes
Blackburn Rd between Laventure Rd and Little Mtn Rd (ID: 4043)	Widening from 2 lanes to 3 lanes is expected to improve LOS on this segment.	Minor Arterial	E	D	Yes
Old Hwy 99 between Blackburn Rd and Hickox Rd (ID: 3004, 3005)	Improvements to other parts of the network, including I-5 and the Anderson Rd / Laventure Rd extension, are expected to reduce traffic volumes on this segment by 40%.	Princiapl Arterial	E/F	A/B	Yes
Blodgett Rd between Cedardale Rd and Blackburn Rd (ID: 5078)	Improvements to other parts of the network, including I-5 and the Anderson Rd / Laventure Rd extension, are expected to reduce traffic volumes on this segment by 50%.	Collector	E	A	Yes

Note: This table addresses all segments deficient under the ‘2025 – With Existing System’ condition.

### 4.3.2 Proposed Street Network Expansion Projects

#### *Laventure Road Extension (Anderson Rd to Blackburn Rd)*



College Way is the only principal arterial by which the majority of Mount Vernon's traffic can access I-5. Other major roadways serving east Mt Vernon include Blackburn Rd, Broad St and Fir St. The I-5/College Way and I-5/Kincaid St interchanges are estimated to be at or near capacity. With significant development occurring in the east and southeast areas of Mt Vernon, it is estimated that a significant amount of this traffic will utilize Blackburn Rd and the I-5/Anderson interchange. A north-south principal arterial to the east of I-5 would assist in alleviating several deficiencies: access, arterial capacity, system continuity, and development. A four/five-lane Laventure Road extension from I-5 to Blackburn Road to College Way will serve as a principal arterial in the north-south direction and connect into I-5, with benefits to the City of Mount Vernon and WSDOT.

The transportation model analysis with Laventure Road extension showed that the new connection would carry 2,020 vehicles in the PM peak hour by the year 2025. It is estimated that approximately 1,130 vehicles would divert from Blackburn Rd east of Blodgett Rd, and 310 vehicles are estimated to divert from Broad St east of the I-5/Kincaid St interchange. In addition, it is estimated that the traffic volume on Fir St east of Riverside Dr would be approximately 120 vehicles less, and on College Way east of I-5 the traffic volume is estimated to decrease by some 170 vehicles. Development on the east side of I-5 will be significantly benefited due to this new extension.

*30th Street (Section St to Francis Rd)*



This new street from Section St to Francis Road will serve as a north-south collector street for neighborhood traffic to the east of Laventure Road. The street will collect traffic from residential neighborhoods and feed minor and principal arterials, including Section Street, Division Street, Fir Street, College Way, and Hoag Road. The new street is estimated to carry between 100 and 300 vehicles in the PM peak hour. It is intended primarily for residential traffic and, therefore, is mainly development related.

*30th Street (Section St to Francis Rd)*



This new street from Section St to Francis Road will serve as a north-south collector street for neighborhood traffic to the east of Laventure Road. The street will collect traffic from residential neighborhoods and feed minor and principal arterials, including Section Street, Division Street, Fir Street, College Way, and Hoag Road. The new street is estimated to carry between 100 and 300 vehicles in the PM peak hour. It is intended primarily for residential traffic and, therefore, is mainly development related.

## *Roosevelt Avenue/Urban Avenue Extension*



This new street extension will extend north from Cameron Way parallel to the east side of I-5 and then turn east at Roosevelt Avenue and extend across Riverside Drive and then turn north, ultimately aligning with Urban St at College Way. It is aimed at primarily reducing congestion at the College Way/Riverside Dr intersection, while serving development needs and providing system continuity. Various alternatives were evaluated with the intent to reduce traffic along College Way. These alternatives included the extension of Commercial Street east to Continental Place and the connection of Urban Avenue into Roosevelt Avenue. The preferred alternative of extending both Urban Avenue and Roosevelt Avenue could reduce the PM peak trips on College Way between Riverside Dr and Urban Ave by as much as 220 vehicles as well as reducing traffic on Riverside Dr south of College Way by a similar amount. This reduction of traffic on both roadway segments is expected to improve the LOS at the College Way/Riverside Drive intersection. In addition to the benefits to the College Way/Riverside Drive intersection, this project is also estimated to reduce traffic on Riverside Drive between Roosevelt and Fir St by approximately 170 vehicles during the PM peak hour.

## *Division Street Bridge Replacement and Relocation*



This project replaces and relocates the Division Street Bridge, which crosses the Skagit River and connects downtown Mount Vernon with West Mount Vernon. The existing two-lane bridge ties into Freeway Drive on the east side of the river and Ball Street on the west side of the river. The proposed replacement bridge would be a continuation of Memorial Highway (SR 536) on the west side of the river and would tie into Second St on the east side of the river. Second St turns into Kincaid St which connects directly to I-5. The new alignment would intersect at grade with McLean Road on the west side but would pass over the top of Cleveland Ave. / First St. on the east side. The replacement bridge would have greater capacity with two travel lanes in each direction. This project is expected to improve the LOS on the bridge, changing it from LOS F under the 2025 no build condition to LOS C under the 2025 build condition. This project is also expected to improve mobility in the downtown area by providing a more direct route between I-5 and West Mt Vernon.

## CHAPTER 5. FINANCIAL PLAN

A financial plan is the basis for establishing a mitigation payment system.

The financial plan includes four elements: (1) cost estimates of CFP projects, (2) revenue sources, (3) mitigation payment system, and (4) future trip generation.

### 5.1 COST ESTIMATES OF CFP PROJECTS

Cost estimates for each of the CFP projects were prepared based on a cost of \$890,000 per mile per lane. This cost figure was obtained from the FHWA website ([http://www.fhwa.dot.gov/hfl/hfl\\_62801.cfm](http://www.fhwa.dot.gov/hfl/hfl_62801.cfm), October 2005). When the CFP is reviewed and impact fee adjustments made, future inflation should be part of that adjustment. The cost estimates included all necessary elements to complete the projects. This includes engineering, right-of-way, contract construction costs, and construction engineering. Refer to Table 4.4.

Costs were reviewed in November 2007 and revised upward to reflect cost escalation in public works contracts since the original plan adoption of 2005

### 5.2 REVENUE SOURCES

A forecast of anticipated revenues that consider the City's past history, ability to obtain state and federal grants, and the amount of local revenue available from the gas tax, sales tax, and other sources is given below.

#### **SAFETEA-LU**

**(Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users)**

This is the federal transportation program that provides funds for local arterial systems on a competitive basis. The SAFETEA-LU is updated legislation designed to replace the TEA-21 (Transportation Equity Act for the 21<sup>st</sup> Century). The funds are administered through the WSDOT and the local transportation-planning agency. The City is a member of the WSDOT's Certification Acceptance Program, thereby allowing them to receive SAFETEA-LU funds with oversight of the WSDOT. Funds are available through various programs associated with the SAFETEA-LU including the Surface Transportation Program, Highway Bridge Program, Transportation Enhancement Program, Highway Safety Improvement Program, Recreational Trails Program, and the Transportation, Community and System Preservation Program. Following is a brief description of each of these programs.

#### Surface Transportation Program

The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. A portion of the funds reserved for rural areas may be spent on rural minor collectors. Eligible activities include the following:

- Programs to reduce extreme cold starts.
- Sodium acetate / formate, or other environmentally acceptable, minimally corrosive anti-icing and de-icing compositions.
- Environmental restoration and pollution abatement projects, including retrofit or construction of storm water treatment facilities (limited to 20% of total cost of 3R or 4R -type transportation project).

- Natural habitat mitigation, but specify that if wetland or natural habitat mitigation is within the service area of a mitigation bank, preference will be given to use of the bank.
- Privately owned vehicles and facilities that are used to provide intercity passenger service by bus.
- Modifications of existing public sidewalks (regardless of whether or not the sidewalk is on a Federal-aid highway right of way), to comply with the requirements of the Americans with Disabilities Act.
- Infrastructure based intelligent transportation system capital improvements.
- Advanced truck stop electrification systems.
- Projects relating to intersections that: have disproportionately high accident rates; have high congestion; and are located on a Federal-aid highway.
- Control of terrestrial and aquatic noxious weeds and establishment of native species.

#### Highway Bridge Program

The Highway Bridge Program (HBP) provides funding to enable States to improve the condition of their highway bridges through replacement, rehabilitation, and systematic preventive maintenance. Eligible activities include systematic preventative maintenance on Federal-aid and non-Federal-aid highway systems. States may carry out projects for the installation of scour countermeasures or systematic preventative maintenance without regard to whether the bridge is eligible for rehabilitation or replacement.

#### Transportation Enhancement Program

Transportation Enhancements (TE) are transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system. The transportation enhancement program provides for the implementation of a variety of non-traditional projects, with examples ranging from the restoration of historic transportation facilities, to bike and pedestrian facilities, to landscaping and scenic beautification, and to the mitigation of water pollution from highway runoff.

#### Recreational Trails Program

The Recreational Trails Program provides funds to develop and maintain recreational trails for motorized and non-motorized recreational trail users. Eligible projects categories include:

- Maintenance and restoration of trails;
- Development and rehabilitation of trailside and trailhead facilities;
- Purchase and lease of trail construction and maintenance equipment;
- Construction of new trails (with some limits on Federal lands)
- Acquisition of easements and fee simple title to property;
- State administrative costs related to program administration (up to 7% of the annual apportionment);
- Assessment of trail conditions for accessibility and maintenance; and
- Development and dissemination of publications and operation of trail safety and trail environmental protection programs (including non-law enforcement monitoring and patrol programs and trail-related training), not to exceed 5% of the annual apportionment

Source: FHWA website: <http://www.fhwa.dot.gov/safetealu/index.htm>, October 2005

#### **Transportation Improvement Board Program**

The Washington State Transportation Improvement Board (TIB) provides funding to urban centers through several programs. Urban projects require financial participation by the local agency. Minimum local match requirements range from ten to twenty percent depending on the assessed value of the local agency. Local match is typically a mixture of private and public funds.

Projects are selected annually using a rating system based on criteria developed by the Board. Applications are rated by TIB staff and reviewed in the field. The highest rated projects within the funding range are presented to the Board for selection. TIB awards approximately \$70 million to new projects each year. The TIB programs are as follows:

Arterial Improvement Program (AIP)

The AIP program is best suited for roadway projects that improve safety and mobility.

Transportation Partnership Program (TPP)

The TPP is best suited for roadway projects that expand capacity and have with multiple funding partners.

Pedestrian Safety and Mobility Program (PSMP)

The PSMP is best suited for sidewalk projects that improve safety and connectivity.

City Hardship Assistance Program (CHAP)

The CHAP provides state funding to offset extraordinary costs associated with the transfer of state highways to cities.

Route Jurisdiction Transfer (RJT)

Under the RJT program, the TIB reviews petitions from cities, counties or WSDOT for additions or deletions from the state highway system.

De-TEA Program

Under the De-TEA Program, federal money is removed from the project, and 100% state TIB funding is provided in its place.

Source: TIB website: <http://www.tib.wa.gov/Urban/Urban.htm>, October 2005

**Real-estate Excise Tax (REET II)**

One fourth of one cent is used for street maintenance (overlays).

**Local Taxes**

Local taxes are allocated to a transportation system by the city council and their annual budget.

**Gas Tax**

The major portion of these funds comes from the gas tax revenue distributed by the state.

**General Fund**

At the discretion of the City Council, general tax income is allocated for transportation improvements. The largest portion of general taxes is from property and sales taxes.

**5.3 MITIGATION PAYMENT SYSTEM**

**Urban Growth Zones**

In order to define growth and travel demand for analysis purposes, the Mount Vernon area was divided into two zones. The first zone consisted of the original urban growth boundary defined in the comprehensive plan. It was assumed in this area that 100 percent development would occur in a 20-year period. The second zone was the area between the original urban growth boundary and the proposed revised urban growth boundary to the east to SR 9. Because the majority of this area is outside the City limits, it would be necessary to have an interlocal agreement with Skagit County for the collection of fees.

### **New Development Travel**

The costs for transportation improvements were calculated based on both the need to correct existing arterial system deficiencies and to serve future development. Funding existing deficiency improvements would be provided by revenue collected from the existing population and a portion of the grant program. Traffic impact fees and grant programs would provide the revenue necessary for future development improvements.

To determine a method of assessing future development costs, a system based on the amount of traffic generated by future development was considered the most equitable. A transportation forecasting model was used to quantify this future travel. The model was run to determine number of existing trips in the Mount Vernon area. The model was then rerun based on land use forecasts for the 20-year period. The difference in total trips was the basis for allocating future development costs.

The forecasted future trips were divided into two groups according to residential or commercial uses. The trips were further divided by location in the original or revised urban growth areas. The basis for this distribution was population located in residential zones and employment for commercial zones. The commercial designation was broadly defined and included all land use types that were considered employment areas (i.e., land use zones for office, general business, commercial, manufacturing, and industrial).

### **Impact Fee Determination**

The determination of traffic impact fees for new development was developed considering costs associated with implementation of the Capital Facilities Plan, anticipated revenue, and allocation of costs based on future trip generation characteristics of each area.

The traffic impact fees provided the basis for the mitigation payment system necessary for transportation improvements. The following assumptions were made:

- The revised urban growth boundary was considered.
- Total growth trips estimated for the planning period were 15,263 PM peak trips
- Residential trips were estimated at 6,268 PM peak trips
- Commercial trips were estimated at 9,005 PM peak trips
- Residential trips were estimated at 71% of the total vehicle miles of travel generated by growth to reflect the location of residential uses and the typically longer trip lengths on city streets associated with residential trips
- Commercial trips were estimated to be 29% of the total vehicle miles of travel generated by growth to reflect the location of commercial activities and the typically shorter trip lengths on city streets associated with commercial trips

The calculations of traffic impact fees in the original urban growth boundary are shown in Table 5.1.

## 5.4 FUTURE TRIP GENERATION

### Determining Future Trip Generation

The *Institute of Transportation Engineers Trip Generation Manual*, 7th Edition, will be the basis for determining the number of trips generated during the PM peak hour by new development. The manual will be used, unless the developers provide a project specific study to indicate the unique characteristics of trip generation by their proposed facility. The study shall be prepared by a traffic engineer licensed by the State of Washington and familiar with travel characteristics. The study will be submitted to the City of Mount Vernon's City Engineer for his review and acceptance. If to the satisfaction of the City Engineer the study justifies changes in trip generation characteristics, the impact fees will be applied to these new rates. The City Engineer has the sole discretion to raise or lower the trip generation rates. The *Institute of Transportation Engineers Trip Generation Manual* is periodically updated and new editions are published. The latest edition of the manual shall be the basis for determining trip generation.

**TABLE 5.1: Mitigation Payment System**

<b>REVENUE</b>				
	<u>Annual (\$)</u>	<u>18 year</u>	<u>Amount (\$)</u>	
<b>Estimated Future Grant Program Funds (Based on 1996 to 2004 past funding)</b>				
FHWA (STP-E, STP-H, REV, Discretionary)	220,000	18	3,960,000	
FHWA (Regional STP funding)	220,000	18	3,960,000	
TIB	420000	18	7,560,000	
WSDOT	40,000	18	720,000	
Skagit County	40,000	18	720,000	
		<b>Subtotal</b>	<b>16,920,000</b>	
<b>Committed Grant Funds</b>				
FHWA (All Programs)			887,000	
Skagit County (Distressed County Facility Fund)			500,000	
TIB			3,250,000	
WSDOT				
		<b>Subtotal</b>	<b>4,637,000</b>	
<b>Annual City Funding</b>				
	<u>Annual</u>	<u>18 year</u>		
314 Fund - REET II Streets Fund	325,000	18	5,850,000	
102 Fund - Arterial Street Fund	275,000	18	4,950,000	
		<b>Subtotal</b>	<b>10,800,000</b>	
<b>Previously Collected Impact Fees</b>				
			227,661	
		<b>TOTAL REVENUE</b>	<b>32,584,661</b>	
<b>CAPITAL FACILITIES PLAN (CFP) COST OF IMPROVEMENTS</b>				
Existing City Limits/Services Areas			<b>CFP TOTAL</b>	102,992,500
Less Future Discretionary Funds				17,000,000
Less Existing Deficiencies				4,464,200
		<b>Subtotal</b>		81,528,300
Less Revenue				(32,584,661)
		<b>TOTAL UNFUNDED</b>		<b>48,953,639</b>
<b>Existing City Limits/Service Area</b>				
<b>Type</b>	<b>Trips</b>	<b>Percent VMT</b>	<b>Share of CFP</b>	<b>Rate/Trip</b>
Residential	6,268	71	\$34,757,084	\$5,545.00
Commercial	9,005	29	\$14,196,555	\$1,577
				**
<b>Total New Trips</b>	15,263			

\*\* Traffic impacts fees to be determined by City Council

## CHAPTER 6. TRANSPORTATION CONCURRENCY MANAGEMENT

The 1990 Washington State Growth Management Act mandated that local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the LOS on a transportation facility to decline below the standards adopted in the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. [General Overview of MVMC 14.10]

- The City of Mount Vernon has adopted an ordinance that complies with that mandate.
- All developments that generate the minimum threshold vehicle peak hour trips specified in the code or require pedestrian safety are subject to concurrency.
- Generally speaking, the more traffic that is generated, the more improvements will be required.

### Level of service standards.\*

The standards for determining compliance with concurrency requirements within each LOS category shall be as follows:

**A. Pedestrian Safety LOS.** Developments will provide for pedestrian safety, including adequate connections to existing pedestrian facilities. Proximity to pedestrian oriented establishments, such as, but not limited to, schools, parks, and commercial establishments shall be considered when evaluating pedestrian safety. Particular attention shall be given to school walk routes.

1. Ultimate Pedestrian LOS. The ultimate pedestrian facility design includes a sidewalk, curb and gutter section or other approved nonmotorized vehicle facility. Specific requirements may identify the need for additional safety precautions.

2. Minimum Pedestrian LOS. A minimum pedestrian facility shall include one of the following:

- a. A six-foot wide paved path separated from the paved roadway surface by either an unpaved ditch or swale, three feet wide;
- b. An eight-foot wide paved path constructed integral with paved roadway surface and including adequate delineation for safety;
- c. Other conditions may be considered equivalent to the minimum pedestrian safety facility at the sole discretion of the city engineer.

**B. Traffic Capacity LOS.** Capacity LOS is defined in the 1994 Highway Capacity Manual or latest edition and is based on peak hour traffic during the most critical or highest volume times of the day.

1. The arterial street system, including segments and intersections, shall meet the following standards for LOS:

- a. Principal arterials – LOS D;
- b. Minor arterials – LOS D;
- c. Collector arterials – LOS C.

2. Exemptions to Capacity LOS. The city council upon recommendation of the city engineer may determine as follows:

- a. That it is not practical to improve specific intersections to achieve higher LOS standards;
- b. That other improvements may be considered as equivalent mitigation in lieu of achieving the capacity LOS standard stated in this section;
- c. Exempt specific intersections or street segments from the LOS standards set forth in this section for a specific period of time.

### **C. Street Design Standard LOS.**

1. Ultimate Design LOS. The street system will meet the geometric, right-of-way width, and street section standards for the classification defined in the arterial street plan, the subdivision code, the comprehensive plan, the 1994 Highway Capacity Manual or latest edition, or other site specific project requirements. This will include, but not be limited to, traffic control, drainage, other utilities, pedestrian facilities, transportation facility design, construction, right-of-way, and easement dedications, for all transportation facilities, including frontage improvements and arterial connections in conformance with criteria set forth in the ultimate design LOS. Other utilities and appurtenances shall be constructed to meet city standards and comprehensive plans, concurrent with the street construction. The city engineer shall evaluate the pavement condition LOS when recommending requirements for development.

2. Three-Quarter Street LOS. The street system shall consist of sidewalk, curb, gutter, all utilities, and appurtenances, and one-half of the ultimate pavement width on the development side of the right-of-way, plus a minimum 14-foot pavement width on the opposite side of the street. The total width shall not exceed the ultimate design width. This will include, but not be limited to, traffic control, drainage and other utilities, pedestrian facilities, transportation facility design, construction, right-of-way, and easement dedications, for all transportation facilities, including frontage improvements and arterial connections in conformance with criteria set forth in the ultimate design LOS. Other utilities and appurtenances shall be constructed to meet city standards and comprehensive plans concurrent with the street construction as stated in project requirements. The city engineer shall evaluate the pavement condition LOS when recommending requirements for development.

3. Minimum Street LOS. A minimum 30-foot wide paved street section centered on ultimate design cross section with sufficient traffic capacity to serve existing and project generated traffic. Curb, gutter, and sidewalk will not be required; however, pedestrian safety facilities would normally be required. Drainage may be in surface ditches or a subsurface conveyance. This will include, but not be limited to, traffic control, drainage and other utilities, pedestrian facilities, transportation facility design, construction, right-of-way, and easement dedications, for all transportation facilities, including frontage improvements and arterial connections in conformance with criteria set forth in the ultimate design LOS. Other utilities and appurtenances shall be constructed to meet city standards and comprehensive plans, concurrent with street construction, as stated in project requirements. The city engineer shall evaluate the pavement condition LOS when recommending requirements for development.

**D. On-Site LOS.** Within the boundaries of the proposed development, the development shall include mitigation for all on-site transportation impacts. Mitigation shall be based on compliance with city regulations, comprehensive plans, design standards, and all other project requirements. This mitigation shall include, but not be limited to, transportation facility design and construction, right-of-way, and easement dedications for all transportation facilities, including frontage improvements and arterial connections through the site, as well as improvements to the interior of the site.

**E. Transit LOS.** All transit routes are monitored and reviewed monthly by SKAT for ridership and productivity. Action to delete service or significantly alter routes and schedules are approved on a case by case basis by the SKAT board after input from the community and citizen advisory committee. New service requests and changes within the community are regularly assessed based on new housing developments and/or citizen petition or requests.

**F. Nonmotorized Transportation LOS.** Development proposals shall be evaluated for compliance with a comprehensive trail plan. Development proposals shall be evaluated for continuity with the system and may be required to provide off-site improvements. Development proposals may be required to expand the plan in some locations to provide for nonmotorized circulation to neighboring properties or areas. The

emphasis shall be on off-street paths, but shall also include selected arterials and collectors and school walk routes which may require separated bike/pedestrian paths, lanes, or other improvements to ensure access continuity and safety for trips generated in the development.

**G. Pavement Condition LOS.** The city engineer shall evaluate the existing pavement condition when recommending requirements for development. Pavement overlays and/or pavement reconstruction may be required to provide an adequate pavement condition LOS.

### **Sub Areas**

Mount Vernon Concurrency Code establishes several **Sub Areas** that have unique characteristics. Sub areas include:

1. South Mount Vernon
2. Freeway Drive
3. West Mount Vernon

Specific concurrency requirements for each sub area will be identified to reflect the transportation needs of each sub area. Concurrency requirements may also vary by project size based on trip generation.

**Modified Level of Service Standards.** The following intersections, street segments, and interstate highway ramp terminals may operate below adopted city LOS standards:

1. SR 536 Skagit River Bridge and approaches;
2. McLean Road/Wall Street/Memorial Highway/West Division intersection;
3. 2nd Street/Montgomery Street intersection;
4. Kincaid Street/I-5 freeway ramps;
5. College Way/I-5 freeway ramps;
6. Kincaid Street from I-5 to S. 3rd;
7. College Way/Riverside Drive intersection;
8. Freeway Drive/Cameron Way intersection;
9. Riverside Drive Bridge and approaches;
10. 4th Street/Fulton Street intersection.

Improvements to these facilities that improve LOS, even if the LOS remains below the city's adopted standards shall be eligible for inclusion in the city's impact fee program, if the improvement increases the traffic capacity of the facility and the facility is impacted by growth related traffic.

**APPENDIX A – SUMMARY OF ALL NETWORK SEGMENTS**

2005 PM PEAK VOLUMES (TWO-WAY) WITH 2005 NETWORK												
ID	LINKSEG	CROSSSTA	CROSSSTB	Vol	# of Lns	PM Peak Hour (Two-way)				Roadway Classification		
						Lefts?	Capacity	V/C	LOS		Avg	Daily Vol
1001	I-5 NB	SR 530/534	Mt Vernon Rd/Old SR 99	2490	3	N	6000	0.42	A	51	27,700	FREEWAY
1002	I-5 NB	Mt Vernon Rd	Anderson Rd	2360	2	N	4000	0.59	A	39	26,200	FREEWAY
1003	I-5 NB	Anderson Rd	Kincaid St	2700	2	N	4000	0.68	B	37	30,000	FREEWAY
1004	I-5 NB	Kincaid St	College Way	3210	2	N	4000	0.80	D	35	35,700	FREEWAY
1005	I-5 NB	College Way	George Hopper	3830	2	N	4000	0.96	E	24	42,600	FREEWAY
1006	I-5 SB	George Hopper	College Way	3400	2	N	4000	0.85	D	28	37,800	FREEWAY
1007	I-5 SB	College Way	Kincaid St	2960	2	N	4000	0.74	C	32	32,900	FREEWAY
1008	I-5 SB	Kincaid St	Anderson Rd	2670	2	N	4000	0.67	B	38	29,700	FREEWAY
1009	I-5 SB	Anderson Rd	Mt Vernon Rd	2450	2	N	4000	0.61	B	37	27,200	FREEWAY
1010	I-5 SB	Mt Vernon Rd/Old SR 99	SR 530/534	2700	3	N	6000	0.45	A	50	30,000	FREEWAY
2001	Division St	Freeway Dr	Ball St	1950	2	N	2100	0.93	E	19	21,700	2 LANE HIGHWAY
2002	Division St	Ball St	Wall St	1950	2	Y	2400	0.81	D	19	21,700	2 LANE HIGHWAY
2003	Division St	Wall St	Moore's Garden	1340	2	Y	2400	0.56	A	35	14,900	2 LANE HIGHWAY
2004	Division St	Moore's Garden	west model boundary	1190	2	N	2100	0.57	A	32	13,200	2 LANE HIGHWAY
2005	SR 9	SR 538	Mt Vernon Big Lake Rd	640	2	N	2100	0.30	A	43	7,100	2 LANE HIGHWAY
2006	SR 9	Mt Vernon Big Lake Rd	Lakeview Dr	230	2	N	2100	0.11	A	45	2,600	2 LANE HIGHWAY
3001	Mt Vernon Rd	Cedarvale Rd	I-5 NB off-ramp	130	2	N	1656	0.08	A	32	1,400	PRINCIPAL ARTERIAL
3002	Mt Vernon Rd	I-5 NB off-ramp	I-5 SB on-ramp	140	2	N	1656	0.08	A	23	1,600	PRINCIPAL ARTERIAL
3003	Mt Vernon Rd	I-5 SB on-ramp	Old SR 99/Hickox Rd	180	2	N	1656	0.11	A	30	2,000	PRINCIPAL ARTERIAL
3004	Old SR 99	Hickox Rd	Anderson Rd	870	2	N	1656	0.53	A	49	9,700	PRINCIPAL ARTERIAL
3005	Old SR 99	Anderson Rd	Blackburn Rd	690	2	Y	1956	0.35	A	41	7,700	PRINCIPAL ARTERIAL
3006	2nd St	Blackburn Rd	3rd St	690	2	Y	1956	0.35	A	21	7,700	PRINCIPAL ARTERIAL
3007	2nd St	3rd St	Hazel St	780	2	Y	1956	0.40	A	21	8,700	PRINCIPAL ARTERIAL
3008	2nd St	Hazel St	Section St	1030	2	N	1656	0.62	B	24	11,400	PRINCIPAL ARTERIAL
3009	2nd St	Section St	Kincaid St	930	2	Y	1677	0.55	A	22	10,300	PRINCIPAL ARTERIAL
3010	2nd St	Kincaid St	Myrtle	750	2	Y	1587	0.47	A	14	8,300	PRINCIPAL ARTERIAL
3011	2nd St	Myrtle	Gates	380	2	Y	1587	0.24	A	12	4,200	PRINCIPAL ARTERIAL
3012	2nd St	Gates	Montgomery	810	2	Y	1587	0.51	A	17	9,000	PRINCIPAL ARTERIAL
3013	2nd St	Montgomery	Fulton St	950	2	Y	1677	0.57	A	21	10,600	PRINCIPAL ARTERIAL
3014	4th St	Fulton St	Fir St	1020	2	Y	1587	0.64	B	19	11,300	PRINCIPAL ARTERIAL
3015	Riverside Dr	Fir St	Roosevelt Ave	1600	4	Y	2649	0.60	B	25	17,800	PRINCIPAL ARTERIAL
3016	Riverside Dr	Roosevelt Ave	College Way	1560	4	Y	2649	0.59	A	19	17,300	PRINCIPAL ARTERIAL
3017	Riverside Dr	College Way	Commercial St	1650	4	Y	2649	0.62	B	19	18,300	PRINCIPAL ARTERIAL
3018	Riverside Dr	Commercial St	Pacific Pl	1580	4	Y	2649	0.60	A	15	17,600	PRINCIPAL ARTERIAL
3019	Riverside Dr	Pacific Pl	Hoag Rd overxing	1990	6	Y	4638	0.43	A	17	22,100	PRINCIPAL ARTERIAL
3020	Riverside Dr	Hoag Rd overxing	Whitmarsh Rd	2570	4	Y	3639	0.71	C	20	28,600	PRINCIPAL ARTERIAL
3021	College Way	Freeway Dr	I-5 SB on/off-ramp	1160	2	Y	1371	0.85	D	8	12,900	PRINCIPAL ARTERIAL
3022	College Way	I-5 SB on/off-ramp	I-5 NB on/off-ramp	1600	2	Y	1371	1.17	F	11	17,800	PRINCIPAL ARTERIAL

3023	College Way	I-5 NB on/off ramp	Market St	2230	4	Y	2649	0.84	D	10	24,800	PRINCIPAL ARTERIAL
3024	College Way	Market St	Riverside Dr	1830	4	Y	2649	0.69	B	12	20,300	PRINCIPAL ARTERIAL
3025	College Way	Riverside Dr	Urban Ave	2060	4	Y	2649	0.78	C	26	22,900	PRINCIPAL ARTERIAL
3026	College Way	Urban Ave	Leigh Way	2260	4	Y	3018	0.75	C	22	25,100	PRINCIPAL ARTERIAL
3027	College Way	Leigh Way	Continental P	2230	4	Y	3153	0.71	C	20	24,800	PRINCIPAL ARTERIAL
3028	College Way	Continental P	18th St	1970	4	Y	3153	0.62	B	22	21,900	PRINCIPAL ARTERIAL
3029	College Way	18th St	Laventure Rd	1720	4	Y	3153	0.55	A	21	19,100	PRINCIPAL ARTERIAL
3030	College Way	Laventure Rd	30th St	1270	4	Y	3153	0.40	A	27	14,100	PRINCIPAL ARTERIAL
3031	College Way	30th St	Waugh Rd	960	4	Y	3639	0.26	A	35	10,700	PRINCIPAL ARTERIAL
3032	College Way	Waugh Rd	Skagit Highlands spine rd	880	2	Y	1956	0.45	A	41	9,800	PRINCIPAL ARTERIAL
3033	College Way	Skagit Highlands spine rd	SR 9	590	2	Y	1956	0.30	A	41	6,600	PRINCIPAL ARTERIAL
3034	Kincaid St	2nd St	3rd St	700	4	N	2718	0.26	A	12	7,800	PRINCIPAL ARTERIAL
3035	Kincaid St	3rd St	I-5 SB on/off ramps	1660	4	Y	3018	0.55	A	13	18,400	PRINCIPAL ARTERIAL
3036	Kincaid St	I-5 SB on/off ramps	I-5 NB on/off ramps	1530	4	Y	3018	0.51	A	11	17,000	PRINCIPAL ARTERIAL
3037	3rd St	Kincaid St	Myrtle	860	2	N	1656	0.52	A	17	9,600	PRINCIPAL ARTERIAL
3038	3rd St	Myrtle	Gates	1060	2	N	1656	0.64	B	24	11,800	PRINCIPAL ARTERIAL
3039	3rd St	Gates	Montgomery	1090	2	N	1656	0.66	B	24	12,100	PRINCIPAL ARTERIAL
3040	3rd St	Montgomery	Freeway Dr	760	2	Y	1677	0.45	A	18	8,400	PRINCIPAL ARTERIAL
3041	Anderson Rd	Old SR 99	Henson Rd	380	2	Y	1677	0.23	A	23	4,200	PRINCIPAL ARTERIAL
3042	Anderson Rd	Henson Rd	I-5 SB on/off ramps	550	2	N	1656	0.33	A	36	6,100	PRINCIPAL ARTERIAL
3043	Anderson Rd	I-5 SB on/off ramps	I-5 NB on/off ramps	560	2	N	1656	0.34	A	34	6,200	PRINCIPAL ARTERIAL
3044	Anderson Rd	I-5 NB on/off ramps	Cedardale Rd	650	2	N	1656	0.39	A	40	7,200	PRINCIPAL ARTERIAL
3045	Anderson Rd	Cedardale Rd	Blodgett	160	2	N	1656	0.10	A	32	1,800	PRINCIPAL ARTERIAL
3046	Anderson Rd	Blodgett	Laventure Rd extension	0	0	0	#N/A	#N/A	#N/A	32	-	#N/A
3047	Laventure Rd	Laventure Rd extension	Blackburn Rd	0	0	0	#N/A	#N/A	#N/A	30	-	#N/A
3048	Laventure Rd	Blackburn Rd	Section St	0	0	0	#N/A	#N/A	#N/A	28	-	#N/A
3049	Laventure Rd	Section St	E Division St	440	2	Y	1677	0.26	A	24	4,900	PRINCIPAL ARTERIAL
3050	Laventure Rd	E Division St	Fir St	760	2	Y	1677	0.45	A	23	8,400	PRINCIPAL ARTERIAL
3051	Laventure Rd	Fir St	Roosevelt Ave	760	2	Y	1677	0.45	A	23	8,400	PRINCIPAL ARTERIAL
3052	Laventure Rd	Roosevelt Ave	College Way	1060	2	Y	1677	0.63	B	18	11,800	PRINCIPAL ARTERIAL
3053	Laventure Rd	College Way	Hoag Rd	900	2	Y	1677	0.54	A	19	10,000	PRINCIPAL ARTERIAL
3054	blank	blank	blank		0	0	#N/A					#N/A
4001	Freeway Dr	SR 536/Division St	Cameron Way	1090	2	Y	1479	0.74	C	17	12,100	MINOR ARTERIAL
4002	Freeway Dr	Cameron Way	College Way	840	2	Y	1479	0.57	A	25	9,300	MINOR ARTERIAL
4003	Freeway Dr	College Way	Commercial St	760	2	Y	1479	0.51	A	21	8,400	MINOR ARTERIAL
4004	Freeway Dr	Commercial St	Stewart Rd	340	2	Y	1479	0.23	A	21	3,800	MINOR ARTERIAL
4005	Stewart Rd	Freeway Dr	Market St	380	2	N	1179	0.32	A	25	4,200	MINOR ARTERIAL
4006	Stewart Rd	Market St	Riverside off	510	2	N	1179	0.43	A	25	5,700	MINOR ARTERIAL
4007	Stewart Rd	Riverside off	Riverside on	180	2	N	1179	0.15	A	26	2,000	MINOR ARTERIAL
4008	Hoag Rd	Riverside on	Urban Ave	710	2	Y	1479	0.48	A	25	7,900	MINOR ARTERIAL
4009	Hoag Rd	Urban Ave	Continental Pl	890	2	Y	1758	0.51	A	24	9,900	MINOR ARTERIAL
4010	Hoag Rd	Continental Pl	Laventure Rd	850	2	Y	1758	0.48	A	23	9,400	MINOR ARTERIAL

4011	E Martin Rd	Laventure Rd	30th St		350	2	N	1458	0.24	A	23	3,900	MINOR ARTERIAL
4012	E Martin Rd	30th St	E Martin Rd		80	2	N	1458	0.05	A	24	900	MINOR ARTERIAL
4013	Cameron Way	Freeway Dr	Market St extension		580	2	Y	1479	0.39	A	16	6,400	MINOR ARTERIAL
4014	Fir St	Market St extension	N 4th St		670	2	Y	1479	0.45	A	18	7,400	MINOR ARTERIAL
4015	Fir St	N 4th St	6th St		830	2	Y	1479	0.56	A	19	9,200	MINOR ARTERIAL
4016	Fir St	6th St	15th St		930	2	Y	1758	0.53	A	24	10,300	MINOR ARTERIAL
4017	Fir St	15th St	18th St		690	2	Y	1758	0.39	A	22	7,700	MINOR ARTERIAL
4018	Fir St	18th St	Laventure Rd		600	2	Y	1479	0.41	A	22	6,700	MINOR ARTERIAL
4019	Fir St	Laventure Rd	30th St		420	2	Y	1758	0.24	A	23	4,700	MINOR ARTERIAL
4020	Fir St	30th St	Waugh Rd		370	2	N	1458	0.25	A	24	4,100	MINOR ARTERIAL
4021	Fulton St	N 4th St	6th St		540	2	Y	1479	0.37	A	19	6,000	MINOR ARTERIAL
4022	6th St	Fulton St	E Division St		450	2	N	1458	0.31	A	19	5,000	MINOR ARTERIAL
4023	E Division St	6th St	15th St		670	2	N	1458	0.46	A	23	7,400	MINOR ARTERIAL
4024	E Division St	15th St	18th St		950	2	Y	1479	0.64	B	22	10,600	MINOR ARTERIAL
4025	E Division St	18th St	Laventure Rd		930	2	Y	1479	0.63	B	22	10,300	MINOR ARTERIAL
4026	E Division St	Laventure Rd	30th St		720	2	Y	1479	0.49	A	23	8,000	MINOR ARTERIAL
4027	E Division St	30th St	Digby Rd		460	2	Y	1758	0.26	A	25	5,100	MINOR ARTERIAL
4028	E Division St	Digby Rd	Waugh Rd		360	2	N	1458	0.25	A	25	4,000	MINOR ARTERIAL
4029	E Division St	Waugh Rd	Burlingame Rd		250	2	N	1458	0.17	A	25	2,800	MINOR ARTERIAL
4030	Mt Vernon Big Lake Rd	Burlingame Rd	Mountain View Rd		160	2	N	1458	0.11	A	25	1,800	MINOR ARTERIAL
4031	Mt Vernon Big Lake Rd	Mountain View Rd	SR 9		30	2	N	1458	0.02	A	24	300	MINOR ARTERIAL
4032	Broad St	1-5 NB on/off-ramp	Blodgett		1390	4	N	2952	0.47	A	17	15,400	MINOR ARTERIAL
4033	Broad St	9th St	15th St		790	2	N	1458	0.54	A	17	8,800	MINOR ARTERIAL
4034	Section St	15th St	18th St		300	2	N	1458	0.21	A	22	3,300	MINOR ARTERIAL
4035	Section St	18th St	Laventure Rd		610	2	N	1179	0.00	A	0	6,800	MINOR ARTERIAL
4036	Section St	Laventure Rd	30th St		530	2	N	1179	0.45	A	23	5,900	MINOR ARTERIAL
4037	Section St	30th St	Digby Rd		70	2	N	1458	0.05	A	25	800	MINOR ARTERIAL
4038	Blackburn Rd	Old SR 99	Henson Rd		560	2	N	1458	0.38	A	21	6,200	MINOR ARTERIAL
4039	Blackburn Rd	Henson Rd	Cedardale Rd		470	2	N	1458	0.32	A	25	5,200	MINOR ARTERIAL
4040	Blackburn Rd	Cedardale Rd	15th St		800	2	N	1458	0.55	A	24	8,900	MINOR ARTERIAL
4041	Blackburn Rd	15th St	18th St		670	2	N	1458	0.46	A	25	7,400	MINOR ARTERIAL
4042	Blackburn Rd	18th St	Laventure Rd		280	2	N	1458	0.19	A	35	3,100	MINOR ARTERIAL
4043	Blackburn Rd	Laventure Rd	Little Mtn Rd/30th St		100	2	N	1458	0.07	A	33	1,100	MINOR ARTERIAL
4044	Blackburn Rd extension	Little Mtn Rd/30th St	Waugh Rd extension		0	0	0	#N/A	#N/A	#N/A	32	-	#N/A
4045	Waugh Rd	Division St	Broadway		130	2	N	1458	0.09	A	24	1,400	MINOR ARTERIAL
4046	Waugh Rd	Fir St	Fir St		300	2	N	1458	0.21	A	24	3,300	MINOR ARTERIAL
4047	Waugh Rd	Fir St	College Way		320	2	N	1458	0.22	A	22	3,600	MINOR ARTERIAL
4048	E Martin Rd (n-s section)	College Way	E Martin Rd (e-w)		150	2	N	1458	0.10	A	24	1,700	MINOR ARTERIAL
4049	Wall St	SR 536 (Memorial Hwy)	McLean Rd		370	2	Y	1758	0.21	A	14	4,100	MINOR ARTERIAL
4050	Conway Rd	Hickox Rd/Old SR 99	West Stackpole		490	2	N	1458	0.34	A	48	5,400	MINOR ARTERIAL
4051	Conway Rd	West Stackpole	Peter Johnson		490	2	N	1458	0.34	A	50	5,400	MINOR ARTERIAL
4052	Conway Rd	Peter Johnson	Fir Island Rd		480	2	N	1458	0.33	A	48	5,300	MINOR ARTERIAL

4053	Fir Island Rd	Dike Rd	SR 530 (Pioneer Hwy)	650	2	N	1458	0.45	A	25	7,200	MINOR ARTERIAL
4054	SR 530 (Pioneer Hwy)	Fir Island Rd	I-5 SB on/off-ramps	760	2	Y	1758	0.43	A	21	8,400	MINOR ARTERIAL
4055	SR 530 / SR 534	I-5 SB on/off-ramps	I-5 NB on/off-ramps	770	2	Y	1758	0.44	A	24	8,600	MINOR ARTERIAL
4056	SR 534	I-5 NB on/off-ramps	Cedardale Rd	690	2	Y	1758	0.39	A	25	7,700	MINOR ARTERIAL
4057	SR 534	Cedardale Rd	Conway Hill Rd	600	2	N	1458	0.41	A	24	6,700	MINOR ARTERIAL
4058	Section/9th St	Broad St	15th St	120	0	0	#N/A	#N/A	#N/A	9	1,300	#N/A
4059	Broad St	Blodgett	9th St	1300	2	N	1458	0.89	D	20	14,400	MINOR ARTERIAL
4060	McLean	Wall St	west growth boundary	330	2	N	1458	0.23	A	29	3,700	MINOR ARTERIAL
4061	Broadway	Digby Rd	Waugh Rd	60	2	N	1458	0.04	A	24	700	MINOR ARTERIAL
4062	Digby Rd	Section St	Division St	40	2	N	1458	0.03	A	24	400	MINOR ARTERIAL
4063	Waugh Rd extension	Broadway	Blackburn Rd extension	150	0	0	#N/A	#N/A	#N/A	24	1,700	#N/A
5001	Blackburn Rd	Old SR 99	Britt Rd	160	2	N	999	0.16	A	24	1,800	COLLECTOR
5002	Britt Rd	Blackburn Rd	N to Hazel Rd	160	2	N	999	0.16	A	25	1,800	COLLECTOR
5003	Hazel St / Rd / 1st St	Britt Rd	2nd St	390	2	N	999	0.39	A	23	4,300	COLLECTOR
5004	Hazel St	2nd St	3rd St	170	2	N	999	0.17	A	13	1,900	COLLECTOR
5005	Section St	Cleveland	2nd St	110	2	N	999	0.11	A	13	1,200	COLLECTOR
5006	Section St	2nd St	3rd St	70	2	N	999	0.07	A	17	800	COLLECTOR
5007	Section St	3rd St	6th St	160	2	N	999	0.16	A	20	1,800	COLLECTOR
5008	3rd St	Section St	Kincaid St	320	2	Y	1299	0.25	A	19	3,600	COLLECTOR
5009	Cleveland	Section St	Kincaid St	480	2	N	999	0.48	A	23	5,300	COLLECTOR
5010	Kincaid St	Cleveland	2nd St	640	2	Y	1299	0.49	A	14	7,100	COLLECTOR
5011	1st St	Kincaid St	Myrtle	440	2	N	819	0.54	A	20	4,900	COLLECTOR
5012	1st St	Myrtle	Gates	470	2	N	819	0.57	A	19	5,200	COLLECTOR
5013	1st St	Gates	Montgomery	420	2	N	819	0.51	A	20	4,700	COLLECTOR
5014	1st St	Montgomery	SR 536/Division St	600	2	Y	1119	0.54	A	17	6,700	COLLECTOR
5015	N Wall St	SR 536/Division St	N to Dunbar Rd	360	2	N	999	0.36	A	12	4,000	COLLECTOR
5016	Market St	College Way	Commercial St	660	2	Y	1067	0.62	B	16	7,300	COLLECTOR
5017	Market St	Commercial St	Pacific Pl	460	2	Y	1299	0.35	A	0	5,100	COLLECTOR
5018	Market St	Pacific Pl	Stewart Rd	360	2	N	819	0.44	A	0	4,000	COLLECTOR
5019	Pacific Pl	Market St	Riverside Dr	260	2	Y	1119	0.23	A	0	2,900	COLLECTOR
5020	Pacific Pl	Riverside Dr	Urban Ave	310	2	Y	1119	0.28	A	0	3,400	COLLECTOR
5021	Commercial St	Market St	Riverside Dr	160	2	Y	1119	0.14	A	12	1,800	COLLECTOR
5022	Commercial St	Riverside Dr	Urban Ave	210	2	Y	1299	0.16	A	11	2,300	COLLECTOR
5023	Commercial St	Urban Ave	Continental Pl	0	0	0	#N/A	#N/A	#N/A	1	-	#N/A
5024	Urban Ave	Roosevelt Ave	College Way	0	0	0	#N/A	#N/A	#N/A	1	-	#N/A
5025	Urban Ave	College Way	Commercial St	300	2	N	999	0.30	A	10	3,300	COLLECTOR
5026	Urban Ave	Commercial St	Pacific Pl	120	2	N	999	0.12	A	0	1,300	COLLECTOR
5027	Urban Ave	Pacific Pl	Hoag Rd	570	2	Y	1299	0.44	A	0	6,300	COLLECTOR
5028	Leigh Way	Roosevelt Ave	College Way	170	2	Y	1119	0.15	A	0	1,900	COLLECTOR
5029	Continental Pl	Roosevelt Ave	College Way	310	2	Y	1119	0.28	A	13	3,400	COLLECTOR
5030	Continental Pl	College Way	Commercial St	270	2	Y	1119	0.24	A	12	3,000	COLLECTOR
5031	Continental Pl	Commercial St	Hoag Rd	220	2	Y	1119	0.20	A	14	2,400	COLLECTOR

	Roosevelt Ave	Riverside Dr	Urban Ave	0	0	0	#N/A	#N/A	#N/A	#N/A	1	-	#N/A
5032	Roosevelt Ave	Riverside Dr	Urban Ave	0	0	0	#N/A	1299	0.34	A	14	4,900	COLLECTOR
5033	Roosevelt Ave	Urban Ave	Leigh Way	440	2	Y	1299	0.21	A	25	3,000	COLLECTOR	
5034	Roosevelt Ave	Leigh Way	Continental P	270	2	Y	1299	0.23	A	20	3,300	COLLECTOR	
5035	Roosevelt Ave	Continental P	18th St	300	2	Y	#N/A	#N/A	#N/A	1	-	#N/A	
5036	Roosevelt Ave	18th St	Laventure Rd	0	0	0	819	0.05	A	12	400	COLLECTOR	
5037	15th St	Blackburn Rd	Section St	40	2	N	819	0.57	A	18	5,200	COLLECTOR	
5038	15th St	Section St	Broad St	470	2	N	1119	0.51	A	20	6,300	COLLECTOR	
5039	15th St	Broad St	E Division St	570	2	Y	819	0.31	A	21	2,800	COLLECTOR	
5040	15th St	E Division St	Fir St	250	2	N	999	0.69	B	19	7,700	COLLECTOR	
5041	18th St	Blackburn Rd	Section St	690	2	N	1299	0.34	A	19	4,900	COLLECTOR	
5042	18th St	Section St	E Division St	440	2	Y	1119	0.52	A	18	6,400	COLLECTOR	
5043	18th St	E Division St	Fir St	580	2	Y	999	0.66	B	23	7,300	COLLECTOR	
5044	18th St	Fir St	Roosevelt Ave	660	2	N	1119	0.56	A	19	7,000	COLLECTOR	
5045	18th St	Roosevelt Ave	College Way	630	2	Y	1299	0.51	A	25	7,300	COLLECTOR	
5046	N Laventure Rd	Hoag Rd	30th St extension	660	2	Y	#N/A	#N/A	#N/A	1	-	#N/A	
5047	30th St	Blackburn Rd	Section St	0	0	0	999	0.06	A	14	700	COLLECTOR	
5048	30th St	Section St	Division St	60	2	N	999	0.16	A	18	1,800	COLLECTOR	
5049	30th St	Division St	Fir St	160	2	N	999	0.30	A	18	3,300	COLLECTOR	
5050	30th St	Fir St	College Way	300	2	N	#N/A	#N/A	#N/A	12	600	#N/A	
5051	30th St	College Way	Martin Rd	50	0	0	#N/A	#N/A	#N/A	1	-	#N/A	
5052	30th St	Martin Rd	Francis Rd	0	0	0	999	0.12	A	29	1,300	COLLECTOR	
5053	Francis Rd	30th St	Swan Rd	120	2	N	999	0.06	A	29	700	COLLECTOR	
5054	Little Mtn Rd	West Big Lk R	Andal Rd extension	60	2	N	999	0.10	A	30	1,100	COLLECTOR	
5055	Little Mtn Rd	Andal Rd extension	E Hickox Rd Ext	100	2	N	999	0.10	A	29	1,100	COLLECTOR	
5056	Little Mtn Rd	E Hickox Rd Ext	Blackburn Rd	100	2	N	999	0.08	A	30	900	COLLECTOR	
5057	Mountain View	Andal Rd	Mt Vernon Big Lake Rd	80	2	N	999	0.06	A	45	700	COLLECTOR	
5058	Cedardale Rd	Mt Vernon Rd	Hickox Rd	60	2	N	999	0.12	A	35	1,300	COLLECTOR	
5059	Cedardale Rd	Hickox Rd	Anderson Rd	120	2	N	999	0.40	A	32	4,400	COLLECTOR	
5060	Cedardale Rd	Anderson Rd	Blodgett	400	2	N	999	0.09	A	34	1,000	COLLECTOR	
5061	E Hickox Rd	Cedardale Rd	Burkland Rd	90	2	N	999	0.04	A	32	400	COLLECTOR	
5062	E Hickox Rd	Burkland Rd	Blodgett	40	2	N	999	0.02	A	34	200	COLLECTOR	
5063	E Hickox Rd	Blodgett	East Stackpole	20	2	N	#N/A	#N/A	#N/A	5	-	#N/A	
5064	E Hickox Rd Ext	East Stackpole	Little Mtn Rd	0	0	0	999	0.10	A	34	1,100	COLLECTOR	
5065	Blodgett	E Hickox Rd	Anderson Rd	100	2	N	999	0.16	A	14	1,800	COLLECTOR	
5066	Blodgett	Anderson Rd	Cedardale Rd	160	2	N	999	0.02	A	32	200	COLLECTOR	
5067	Hickox Rd	Dike Rd	Old SR 99	20	2	N	999	0.01	A	33	100	COLLECTOR	
5068	West Stackpole	Dike Rd	Conway Rd	10	2	N	999	0.01	A	33	100	COLLECTOR	
5069	Peter Johnson	Dike Rd	Conway Rd	10	2	N	999	0.01	A	33	100	COLLECTOR	
5070	East Stackpole	Cedardale Rd	Burkland Rd	0	2	N	999	0.00	A	33	-	COLLECTOR	
5071	East Johnson	Cedardale Rd	Burkland Rd	40	2	N	999	0.04	A	33	400	COLLECTOR	
5072	Dike Rd	Britt Rd (north end)	Hickox Rd	40	2	N	999	0.04	A	33	400	COLLECTOR	
5073	Dike Rd	Hickox Rd	West Stackpole	10	2	N	999	0.01	A	33	100	COLLECTOR	

5074	Dike Rd	West Stackpole	Peter Johnson	10	2	N	999	0.01	A	33	100	COLLECTOR
5075	Cedardale Rd	Mt Vernon Rd	East Stackpole	30	2	N	999	0.03	A	33	300	COLLECTOR
5076	Cedardale Rd	East Stackpole	East Johnson	30	2	N	999	0.03	A	33	300	COLLECTOR
5077	Cedardale Rd	East Johnson	SR 534	60	2	N	999	0.06	A	33	700	COLLECTOR
5078	Bloodgett	Cedardale Rd	Blackburn Rd	400	2	N	999	0.40	A	33	4,400	COLLECTOR
5079	Roosevelt Ave	Riverside Dr	new frontage rd	400	0	0	#N/A	#N/A	#N/A	33	4,400	#N/A
5080	new frontage rd	Roosevelt Ave	Cameron Way	0	0	0	#N/A	#N/A	#N/A	33	-	#N/A
5081	South Andral Rd	Mountain View Rd	Little Mtn Rd	40	0	0	#N/A	#N/A	#N/A	33	400	#N/A
5082	Skagit Highlands Spine Rd	Burlingame & Division	College Way	0	0	0	#N/A	#N/A	#N/A	33	-	#N/A
5083	Dike Rd	Peter Johnson Rd	Fir Island Rd	20	2	N	999	0.02	A	33	200	COLLECTOR

2025 PM PEAK VOLUMES (TWO-WAY) WITH 2005 NETWORK												
ID	LINKSEG	CROSSSTA	CROSSSTB	Vol	# of Lns	PM Peak Hour (Two-way)			LOS	Avg MPH	Daily Vol	Roadway Classification
						Left Turn Lane?	Capacity	V/C				
1001	I-5 NB	SR 530/534	Mt Vernon Rd/Old SR 99	4090	3	N	6000	0.68	B	50	45,400	FREEWAY
1002	I-5 NB	Mt Vernon Rd	Anderson Rd	3500	2	N	4000	0.88	D	31	38,900	FREEWAY
1003	I-5 NB	Anderson Rd	Kincaid St	4100	2	N	4000	1.03	F	27	45,600	FREEWAY
1004	I-5 NB	Kincaid St	College Way	4500	2	N	4000	1.13	F	25	50,000	FREEWAY
1005	I-5 NB	College Way	George Hopper	5090	2	N	4000	1.27	F	17	56,600	FREEWAY
1006	I-5 SB	College Way	College Way	5160	2	N	4000	1.29	F	16	57,300	FREEWAY
1007	I-5 SB	College Way	Kincaid St	4400	2	N	4000	1.10	F	22	48,900	FREEWAY
1008	I-5 SB	Kincaid St	Anderson Rd	4050	2	N	4000	1.01	F	28	45,000	FREEWAY
1009	I-5 SB	Anderson Rd	Mt Vernon Rd	3590	2	N	4000	0.90	D	30	39,900	FREEWAY
1010	I-5 SB	Mt Vernon Rd/Old SR 99	SR 530/534	4290	3	N	6000	0.72	C	46	47,700	FREEWAY
2001	Division St	Freeway Dr	Ball St	2590	2	N	2100	1.23	F	18	28,800	2 LANE HIGHWAY
2002	Division St	Ball St	Wall St	2590	2	Y	2400	1.08	F	17	28,800	2 LANE HIGHWAY
2003	Division St	Wall St	Moore's Garden	1600	2	Y	2400	0.67	B	34	17,800	2 LANE HIGHWAY
2004	Division St	Moore's Garden	west model boundary	1420	2	N	2100	0.68	B	31	15,800	2 LANE HIGHWAY
2005	SR 9	SR 538	Mt Vernon Big Lake Rd	1630	2	N	2100	0.78	C	39	18,100	2 LANE HIGHWAY
2006	SR 9	Mt Vernon Big Lake Rd	Lakeview Dr	830	2	N	2100	0.40	A	45	9,200	2 LANE HIGHWAY
3001	Mt Vernon Rd	Cedarvale Rd	I-5 NB off ramp	370	2	N	1656	0.22	A	30	4,100	PRINCIPAL
3002	Mt Vernon Rd	I-5 NB off ramp	I-5 SB on-ramp	670	2	N	1656	0.40	A	20	7,400	PRINCIPAL
3003	Mt Vernon Rd	I-5 SB on-ramp	Old SR 99/Hickox Rd	920	2	N	1656	0.56	A	25	10,200	PRINCIPAL
3004	Old SR 99	Hickox Rd	Anderson Rd	1820	2	N	1656	1.10	F	41	20,200	PRINCIPAL
3005	Old SR 99	Anderson Rd	Blackburn Rd	1870	2	Y	1956	0.96	E	26	20,800	PRINCIPAL
3006	2nd St	Blackburn Rd	3rd St	1540	2	Y	1956	0.79	C	15	17,100	PRINCIPAL
3007	2nd St	3rd St	Hazel St	1470	2	Y	1956	0.75	C	16	16,300	PRINCIPAL
3008	2nd St	Hazel St	Section St	1620	2	N	1656	0.98	E	20	18,000	PRINCIPAL
3009	2nd St	Section St	Kincaid St	1510	2	Y	1677	0.90	E	18	16,800	PRINCIPAL
3010	2nd St	Kincaid St	Myrtle	1260	2	Y	1587	0.79	C	11	14,000	PRINCIPAL
3011	2nd St	Myrtle	Gates	840	2	Y	1587	0.53	A	8	9,300	PRINCIPAL
3012	2nd St	Gates	Montgomery	1590	2	Y	1587	1.00	F	11	17,700	PRINCIPAL
3013	2nd St	Montgomery	Fulton St	1930	4	Y	3153	0.61	B	21	21,400	PRINCIPAL
3014	Riverside Dr	Fulton St	Fir St	1750	2	Y	1587	1.10	F	20	19,400	PRINCIPAL
3015	Riverside Dr	Fir St	Roosevelt Ave	2170	4	Y	2649	0.82	D	20	24,100	PRINCIPAL
3016	Riverside Dr	Roosevelt Ave	College Way	1800	4	Y	2649	0.68	B	14	20,000	PRINCIPAL
3017	Riverside Dr	College Way	Commercial St	2560	4	Y	2649	0.97	E	16	28,400	PRINCIPAL
3018	Riverside Dr	Commercial St	Pacific Pl	2640	4	Y	2649	1.00	E	11	29,300	PRINCIPAL
3019	Riverside Dr	Pacific Pl	Hoag Rd overxing	3870	6	Y	4638	0.83	D	9	43,000	PRINCIPAL
3020	Riverside Dr	Hoag Rd overxing	Whitmarsh Rd	5310	4	Y	3639	1.46	F	18	59,000	PRINCIPAL
3021	College Way	Freeway Dr	I-5 SB on/off ramp	1450	2	Y	1371	1.06	F	6	16,100	PRINCIPAL

3022	College Way	I-5 SB on/off ramp	I-5 NB on/off ramp	1760	2	Y	1371	1.28	F	9	19,600	PRINCIPAL
3023	College Way	I-5 NB on/off ramp	Market St	2620	4	Y	2649	0.99	E	8	29,100	PRINCIPAL
3024	College Way	Market St	Riverside Dr	2110	4	Y	2649	0.80	C	11	23,400	PRINCIPAL
3025	College Way	Riverside Dr	Urban Ave	2040	4	Y	2649	0.77	C	18	22,700	PRINCIPAL
3026	College Way	Urban Ave	Leigh Way	2800	4	Y	3153	0.89	D	12	31,100	PRINCIPAL
3027	College Way	Leigh Way	Continental P	2860	4	Y	3153	0.91	E	19	31,800	PRINCIPAL
3028	College Way	Continental P	18th St	2670	4	Y	3153	0.85	D	19	29,700	PRINCIPAL
3029	College Way	18th St	Laventure Rd	2270	4	Y	3153	0.72	C	19	25,200	PRINCIPAL
3030	College Way	Laventure Rd	30th St	2190	4	Y	3153	0.69	B	21	24,300	PRINCIPAL
3031	College Way	30th St	Waugh Rd	2390	4	Y	3639	0.66	B	25	26,600	PRINCIPAL
3032	College Way	Waugh Rd	Skagit Highlands spine rd	2210	2	Y	1956	1.13	F	27	24,600	PRINCIPAL
3033	College Way	Skagit Highlands spine rd	SR 9	1770	2	Y	1956	0.90	E	34	19,700	PRINCIPAL
3034	Kincaid St	2nd St	3rd St	450	4	N	2718	0.17	A	10	5,000	PRINCIPAL
3035	Kincaid St	3rd St	I-5 SB on/off ramps	1900	4	Y	3018	0.63	B	11	21,100	PRINCIPAL
3036	Kincaid St	I-5 SB on/off ramps	I-5 NB on/off ramps	1720	4	Y	3018	0.57	A	10	19,100	PRINCIPAL
3037	3rd St	Kincaid St	Myrtle	1510	2	N	1656	0.91	E	14	16,800	PRINCIPAL
3038	3rd St	Myrtle	Gates	1440	2	N	1656	0.87	D	23	16,000	PRINCIPAL
3039	3rd St	Gates	Montgomery	1640	2	N	1656	0.99	E	20	18,200	PRINCIPAL
3040	3rd St	Montgomery	Freeway Dr	1210	2	Y	1677	0.72	C	16	13,400	PRINCIPAL
3041	Anderson Rd	Old SR 99	Henson Rd	510	2	Y	1677	0.30	A	19	5,700	PRINCIPAL
3042	Anderson Rd	Henson Rd	I-5 SB on/off ramps	710	2	N	1656	0.43	A	36	7,900	PRINCIPAL
3043	Anderson Rd	I-5 SB on/off ramps	I-5 NB on/off ramps	1160	2	N	1656	0.70	C	32	12,900	PRINCIPAL
3044	Anderson Rd	I-5 NB on/off ramps	Cedardale Rd	1680	2	N	1656	1.01	F	30	18,700	PRINCIPAL
3045	Anderson Rd	Cedardale Rd	Blodgett	410	2	N	1656	0.25	A	24	4,600	PRINCIPAL
3046	Anderson Rd	Blodgett	Laventure Rd extension	0	0	0	#N/A	#N/A	#N/A	24	-	#N/A
3047	Laventure Rd	Laventure Rd extension	Blackburn Rd	0	0	0	#N/A	#N/A	#N/A	1	-	#N/A
3048	Laventure Rd	Blackburn Rd	Section St	0	0	0	#N/A	#N/A	#N/A	1	-	#N/A
3049	Laventure Rd	Section St	E Division St	850	2	Y	1677	0.51	A	27	9,400	PRINCIPAL
3050	Laventure Rd	E Division St	Fir St	1480	2	Y	1677	0.88	D	25	16,400	PRINCIPAL
3051	Laventure Rd	Fir St	Roosevelt Ave	1790	2	Y	1677	1.07	F	24	19,900	PRINCIPAL
3052	Laventure Rd	Roosevelt Ave	College Way	2040	2	Y	1677	1.22	F	21	22,700	PRINCIPAL
3053	Laventure Rd	College Way	Hoag Rd	1120	2	Y	1677	0.67	B	18	12,400	PRINCIPAL
3054	blank	blank	blank	0	0	0	#N/A	#N/A	#N/A	18	-	#N/A
4001	Freeway Dr	SR 536/Division St	Cameron Way	1430	2	Y	1479	0.97	E	15	15,900	MINOR ARTERIAL
4002	Freeway Dr	Cameron Way	College Way	1170	2	Y	1479	0.79	C	22	13,000	MINOR ARTERIAL
4003	Freeway Dr	College Way	Commercial St	980	2	Y	1479	0.66	B	20	10,900	MINOR ARTERIAL
4004	Freeway Dr	Commercial St	Stewart Rd	810	2	Y	1479	0.55	A	16	9,000	MINOR ARTERIAL
4005	Stewart Rd	Freeway Dr	Market St	840	2	N	1179	0.71	C	24	9,300	MINOR ARTERIAL
4006	Stewart Rd	Market St	Riverside off	1100	2	N	1179	0.93	E	22	12,200	MINOR ARTERIAL
4007	Stewart Rd	Riverside off	Riverside on	260	2	N	1179	0.22	A	25	2,900	MINOR ARTERIAL
4008	Hoag Rd	Riverside on	Urban Ave	1440	2	Y	1479	0.97	E	22	16,000	MINOR ARTERIAL
4009	Hoag Rd	Urban Ave	Continental Pl	1830	2	Y	1758	1.04	F	19	20,300	MINOR ARTERIAL

4010	Hoag Rd	Continental Pl	Laventure Rd	1630	2	Y	1758	0.93	E	19	18,100	MINOR ARTERIAL
4011	E Martin Rd	Laventure Rd	30th St	670	2	N	1458	0.46	A	20	7,400	MINOR ARTERIAL
4012	E Martin Rd	30th St	E Martin Rd	440	2	N	1458	0.30	A	25	4,900	MINOR ARTERIAL
4013	Cameron Way	Freeway Dr	Market St extension	870	2	Y	1479	0.59	A	14	9,700	MINOR ARTERIAL
4014	Fir St	Market St extension	N 4th St	960	2	Y	1479	0.65	B	13	10,700	MINOR ARTERIAL
4015	Fir St	N 4th St	6th St	1580	2	Y	1479	1.07	F	15	17,600	MINOR ARTERIAL
4016	Fir St	6th St	15th St	1670	2	Y	1758	0.95	E	20	18,600	MINOR ARTERIAL
4017	Fir St	15th St	18th St	1220	2	Y	1758	0.69	B	16	13,600	MINOR ARTERIAL
4018	Fir St	18th St	Laventure Rd	1290	2	Y	1479	0.87	D	20	14,300	MINOR ARTERIAL
4019	Fir St	Laventure Rd	30th St	1110	2	Y	1758	0.63	B	20	12,300	MINOR ARTERIAL
4020	Fir St	30th St	Waugh Rd	910	2	N	1458	0.62	B	25	10,100	MINOR ARTERIAL
4021	Fulton St	N 4th St	6th St	900	2	Y	1479	0.61	B	19	10,000	MINOR ARTERIAL
4022	6th St	Fulton St	E Division St	820	2	N	1458	0.56	A	15	9,100	MINOR ARTERIAL
4023	E Division St	6th St	15th St	1030	2	N	1458	0.71	C	22	11,400	MINOR ARTERIAL
4024	E Division St	15th St	18th St	1460	2	Y	1479	0.99	E	20	16,200	MINOR ARTERIAL
4025	E Division St	18th St	Laventure Rd	1630	2	Y	1479	1.10	F	18	18,100	MINOR ARTERIAL
4026	E Division St	Laventure Rd	30th St	1270	2	Y	1479	0.86	D	24	14,100	MINOR ARTERIAL
4027	E Division St	30th St	Digby Rd	1010	2	Y	1758	0.57	A	25	11,200	MINOR ARTERIAL
4028	E Division St	Digby Rd	Waugh Rd	900	2	N	1458	0.62	B	25	10,000	MINOR ARTERIAL
4029	E Division St	Waugh Rd	Burlingame Rd	1000	2	N	1458	0.69	B	24	11,100	MINOR ARTERIAL
4030	Mt Vernon Big Lake Rd	Burlingame Rd	Mountain View Rd	940	2	N	1458	0.64	B	24	10,400	MINOR ARTERIAL
4031	Mt Vernon Big Lake Rd	Mountain View Rd	SR 9	160	2	N	1458	0.11	A	24	1,800	MINOR ARTERIAL
4032	Broad St	I-5 NB on/off-ramp	Blodgett	1540	4	N	2952	0.52	A	12	17,100	MINOR ARTERIAL
4033	Broad St	9th St	15th St	950	2	N	1458	0.65	B	13	10,600	MINOR ARTERIAL
4034	Section St	15th St	18th St	430	2	N	1458	0.29	A	18	4,800	MINOR ARTERIAL
4035	Section St	18th St	Laventure Rd	1130	2	N	1179	0.00	A	20	12,600	MINOR ARTERIAL
4036	Section St	Laventure Rd	30th St	640	2	N	1179	0.54	A	23	7,100	MINOR ARTERIAL
4037	Section St	30th St	Digby Rd	180	2	N	1458	0.12	A	23	2,000	MINOR ARTERIAL
4038	Blackburn Rd	Old SR 99	Henson Rd	1510	2	N	1458	1.04	F	13	16,800	MINOR ARTERIAL
4039	Blackburn Rd	Henson Rd	Cedardale Rd	1430	2	N	1458	0.98	E	21	15,900	MINOR ARTERIAL
4040	Blackburn Rd	Cedardale Rd	15th St	2010	2	N	1458	1.38	F	19	22,300	MINOR ARTERIAL
4041	Blackburn Rd	15th St	18th St	1870	2	N	1458	1.28	F	19	20,800	MINOR ARTERIAL
4042	Blackburn Rd	18th St	Laventure Rd	1250	2	N	1458	0.86	D	21	13,900	MINOR ARTERIAL
4043	Blackburn Rd	Laventure Rd	Little Mtn Rd/30th St	1400	2	N	1458	0.96	E	21	15,600	MINOR ARTERIAL
4044	Blackburn Rd extension	Little Mtn Rd/30th St	Waugh Rd extension	0	0	0	#N/A	#N/A	#N/A	1	-	#N/A
4045	Waugh Rd	Division St	Broadway	760	2	N	1458	0.52	A	20	8,400	MINOR ARTERIAL
4046	Waugh Rd	Division St	Fir St	660	2	N	1458	0.45	A	20	7,300	MINOR ARTERIAL
4047	Waugh Rd	Fir St	College Way	590	2	N	1458	0.40	A	20	6,600	MINOR ARTERIAL
4048	E Martin Rd (n-s)	College Way	E Martin Rd (e-w section)	500	2	N	1458	0.34	A	24	5,600	MINOR ARTERIAL
4049	Wall St	SR 536 (Memorial Hwy)	McLean Rd	580	2	Y	1758	0.33	A	13	6,400	MINOR ARTERIAL
4050	Conway Rd	Hickox Rd/Old SR 99	West Stackpole	760	2	N	1458	0.52	A	48	8,400	MINOR ARTERIAL
4051	Conway Rd	West Stackpole	Peter Johnson	760	2	N	1458	0.52	A	50	8,400	MINOR ARTERIAL



5031	Continental Pl	Commercial St	Hoag Rd	360	2	Y	1119	0.32	A	16	4,000	COLLECTOR
5032	Roosevelt Ave	Riverside Dr	Urban Ave	270	0	0	#N/A	#N/A	#N/A	15	3,000	#N/A
5033	Roosevelt Ave	Urban Ave	Leigh Way	410	2	Y	1299	0.32	A	18	4,600	COLLECTOR
5034	Roosevelt Ave	Leigh Way	Continental P	270	2	Y	1299	0.21	A	20	3,000	COLLECTOR
5035	Roosevelt Ave	Continental P	18th St	280	2	Y	1299	0.22	A	17	3,100	COLLECTOR
5036	Roosevelt Ave	18th St	Laventure Rd	140	0	0	#N/A	#N/A	#N/A	14	1,600	#N/A
5037	15th St	Blackburn Rd	Section St	70	2	N	819	0.09	A	9	800	COLLECTOR
5038	15th St	Section St	Broad St	530	2	N	819	0.65	B	17	5,900	COLLECTOR
5039	15th St	Broad St	E Division St	700	2	Y	1119	0.63	B	19	7,800	COLLECTOR
5040	15th St	E Division St	Fir St	280	2	N	819	0.34	A	21	3,100	COLLECTOR
5041	18th St	Blackburn Rd	Section St	1590	2	N	999	1.59	F	13	17,700	COLLECTOR
5042	18th St	Section St	E Division St	890	2	Y	1299	0.69	B	21	9,900	COLLECTOR
5043	18th St	E Division St	Fir St	750	2	Y	1119	0.67	B	20	8,300	COLLECTOR
5044	18th St	Fir St	Roosevelt Ave	660	2	N	999	0.66	B	21	7,300	COLLECTOR
5045	18th St	Roosevelt Ave	College Way	640	2	Y	1119	0.57	A	18	7,100	COLLECTOR
5046	N Laventure Rd	Hoag Rd	30th St extension	1110	2	Y	1299	0.85	D	21	12,300	COLLECTOR
5047	30th St	Blackburn Rd	Section St	0	0	0	#N/A	#N/A	#N/A	1	-	#N/A
5048	30th St	Section St	Division St	10	2	N	999	0.01	A	23	100	COLLECTOR
5049	30th St	Division St	Fir St	230	2	N	999	0.23	A	22	2,600	COLLECTOR
5050	30th St	Fir St	College Way	280	2	N	999	0.28	A	21	3,100	COLLECTOR
5051	30th St	College Way	Martin Rd	360	0	0	#N/A	#N/A	#N/A	22	4,000	#N/A
5052	30th St	Martin Rd	Francis Rd	290	0	0	#N/A	#N/A	#N/A	20	3,200	#N/A
5053	Francis Rd	30th St	Swan Rd	180	2	N	999	0.18	A	30	2,000	COLLECTOR
5054	Little Mtn Rd	West Big Lk R	Andal Rd extension	410	2	N	999	0.41	A	29	4,600	COLLECTOR
5055	Little Mtn Rd	Andal Rd extension	E Hickox Rd Ext	390	2	N	999	0.39	A	30	4,300	COLLECTOR
5056	Little Mtn Rd	E Hickox Rd Ext	Blackburn Rd	390	2	N	999	0.39	A	29	4,300	COLLECTOR
5057	Mountain View	Andal Rd	Mt Vernon Big Lake Rd	560	2	N	999	0.56	A	29	6,200	COLLECTOR
5058	Cedardale Rd	Mt Vernon Rd	Hickox Rd	340	2	N	999	0.34	A	45	3,800	COLLECTOR
5059	Cedardale Rd	Hickox Rd	Anderson Rd	500	2	N	999	0.50	A	35	5,600	COLLECTOR
5060	Cedardale Rd	Anderson Rd	Blodgett	690	2	N	999	0.69	B	17	7,700	COLLECTOR
5061	E Hickox Rd	Cedardale Rd	Burkland Rd	190	2	N	999	0.19	A	32	2,100	COLLECTOR
5062	E Hickox Rd	Burkland Rd	Blodgett	180	2	N	999	0.18	A	29	2,000	COLLECTOR
5063	E Hickox Rd	Blodgett	East Stackpole	210	2	N	999	0.21	A	34	2,300	COLLECTOR
5064	E Hickox Rd Ext	East Stackpole	Little Mtn Rd	0	0	0	#N/A	#N/A	#N/A	1	-	#N/A
5065	Blodgett	E Hickox Rd	Anderson Rd	520	2	N	999	0.52	A	33	5,800	COLLECTOR
5066	Blodgett	Anderson Rd	Cedardale Rd	390	2	N	999	0.39	A	35	4,300	COLLECTOR
5067	Hickox Rd	Dike Rd	Old SR 99	50	2	N	999	0.05	A	28	600	COLLECTOR
5068	West Stackpol	Dike Rd	Conway Rd	10	2	N	999	0.01	A	31	100	COLLECTOR
5069	Peter Johnson	Dike Rd	Conway Rd	20	2	N	999	0.02	A	32	200	COLLECTOR
5070	East Stackpol	Cedardale Rd	Burkland Rd	0	2	N	999	0.00	A	33	-	COLLECTOR
5071	East Johnson	Cedardale Rd	Burkland Rd	110	2	N	999	0.11	A	34	1,200	COLLECTOR
5072	Dike Rd	Britt Rd (north end)	Hickox Rd	130	2	N	999	0.13	A	28	1,400	COLLECTOR

5073	Dike Rd	Hickox Rd	West Stackpole	30	2	N	999	0.03	A	34	300	COLLECTOR
5074	Dike Rd	West Stackpole	Peter Johnson	10	2	N	999	0.01	A	34	100	COLLECTOR
5075	Cedardale Rd	Mt Vernon Rd	East Stackpole	60	2	N	999	0.06	A	44	700	COLLECTOR
5076	Cedardale Rd	East Stackpole	East Johnson	60	2	N	999	0.06	A	35	700	COLLECTOR
5077	Cedardale Rd	East Johnson	SR 534	170	2	N	999	0.17	A	34	1,900	COLLECTOR
5078	Blodgett	Cedardale Rd	Blackburn Rd	920	2	N	999	0.92	E	20	10,200	COLLECTOR
5079	Roosevelt Ave	Riverside Dr	new frontage rd	410	0	0	#N/A	#N/A	#N/A	17	4,600	#N/A
5080	new frontage rd	Roosevelt Ave	Cameron Way	0	0	0	#N/A	#N/A	#N/A	1	-	#N/A
5081	South Andai Rd	Mountain View Rd	Little Mtn Rd	50	0	0	#N/A	#N/A	#N/A	10	600	#N/A
5082	Skagit Highlands Spine	Burlingame & Division	College Way	260	0	0	#N/A	#N/A	#N/A	13	2,900	#N/A
5083	Dike Rd	Peter Johnson Rd	Fir Island Rd	30	2	N	999	0.03	A	33	300	COLLECTOR

2025 PM PEAK VOLUMES (TWO-WAY) WITH BUILD NETWORK											
ID	LINKSEG	CROSSSTA	CROSSSTB	Vol	# of Lns	Left Turn Lane?	PM Peak Hour (Two-way)				Roadway Classification
							Capacity	V/C	LOS	Avg MPH	
1001	I-5 NB	SR 530/534	Mt Vernon Rd/Old SR 99	4240	3	n/a	6000	0.71	C	49	FREEWAY
1002	I-5 NB	Mt Vernon Rd	Anderson Rd	4030	3	n/a	6000	0.67	B	39	FREEWAY
1003	I-5 NB	Anderson Rd	Kincaid St	4080	3	n/a	6000	0.68	B	41	FREEWAY
1004	I-5 NB	Kincaid St	College Way	5000	3	n/a	6000	0.83	D	37	FREEWAY
1005	I-5 NB	College Way	George Hopper	5700	3	n/a	6000	0.95	E	28	FREEWAY
1006	I-5 SB	George Hopper	College Way	5770	3	n/a	6000	0.96	E	27	FREEWAY
1007	I-5 SB	College Way	Kincaid St	5010	3	n/a	6000	0.84	D	32	FREEWAY
1008	I-5 SB	Kincaid St	Anderson Rd	4440	3	n/a	6000	0.74	C	39	FREEWAY
1009	I-5 SB	Anderson Rd	Mt Vernon Rd	3950	3	n/a	6000	0.66	B	44	FREEWAY
1010	I-5 SB	Mt Vernon Rd/Old SR 99	SR 530/534	4360	3	n/a	6000	0.73	C	46	FREEWAY
2001	Division St, SR 536 (new bridge)	1st St	Wall St	2600	4	N	3339	0.78	C	32	PRINCIPAL
2002	Division St (minor road)	Bail St	Wall St	-30	2	Y	2400	-0.01	A	30	2 LANE HIGHWAY
2003	Division St, SR 536	Wall St	Moore's Garden	1090	2	Y	2400	0.45	A	34	2 LANE HIGHWAY
2004	Division St, SR 536	Moore's Garden	west model boundary	1410	2	N	2100	0.67	B	31	2 LANE HIGHWAY
2005	SR 9	SR 538	Mt Vernon Big Lake Rd	1500	2	N	2100	0.71	C	40	2 LANE HIGHWAY
2006	SR 9	Mt Vernon Big Lake Rd	Lakeview Dr	730	2	N	2100	0.35	A	45	2 LANE HIGHWAY
3001	Mt Vernon Rd	Cedardale Rd	I-5 NB off ramp	360	2	N	1656	0.22	A	30	PRINCIPAL
3002	Mt Vernon Rd	I-5 NB off ramp	I-5 SB on-ramp	310	2	N	1656	0.19	A	22	PRINCIPAL
3003	Mt Vernon Rd	I-5 SB on-ramp	Old SR 99/Hickox Rd	280	2	N	1656	0.17	A	29	PRINCIPAL
3004	Old SR 99	Hickox Rd	Anderson Rd	1010	2	N	1656	0.61	B	48	PRINCIPAL
3005	Old SR 99	Anderson Rd	Blackburn Rd	910	2	Y	1956	0.47	A	36	PRINCIPAL
3006	2nd St	Blackburn Rd	3rd St	1100	2	Y	1956	0.56	A	18	PRINCIPAL
3007	2nd St	3rd St	Hazel St	1110	2	Y	1956	0.57	A	19	PRINCIPAL
3008	2nd St	Hazel St	Section St	1210	2	N	1656	0.73	C	23	PRINCIPAL
3009	2nd St	Section St	Kincaid St	1150	2	Y	1677	0.69	B	19	PRINCIPAL
3010	2nd St	Kincaid St	Myrtle	1410	2	Y	1587	0.89	D	8	PRINCIPAL
3011	2nd St	Myrtle	Gates	1060	2	Y	1587	0.67	B	7	PRINCIPAL
3012	2nd St	Grates	Montgomery	1390	2	Y	1587	0.88	D	12	PRINCIPAL
3013	2nd St	Montgomery	Fulton St	1530	4	Y	3153	0.49	A	22	PRINCIPAL
3014	4th St	Fulton St	Fir St	1350	2	Y	1587	0.85	D	21	PRINCIPAL
3015	Riverside Dr	Fir St	Roosevelt Ave	1570	4	Y	2649	0.59	A	21	PRINCIPAL
3016	Riverside Dr	Roosevelt Ave	College Way	1400	4	Y	2649	0.53	A	16	PRINCIPAL
3017	Riverside Dr	College Way	Commercial St	2180	4	Y	2649	0.82	D	17	PRINCIPAL
3018	Riverside Dr	Commercial St	Pacific Pl	2200	4	Y	2649	0.83	D	13	PRINCIPAL
3019	Riverside Dr	Pacific Pl	Hoag Rd overxing	3140	6	Y	4638	0.68	B	11	PRINCIPAL
3020	Riverside Dr	Hoag Rd overxing	Whitmarsh Rd	4410	4	Y	3639	1.21	F	24	PRINCIPAL

3021	College Way	Freeway Dr	I-5 SB on/off ramp	1230	4	Y	2649	0.46	A	7	PRINCIPAL
3022	College Way	I-5 SB on/off ramp	I-5 NB on/off ramp	1820	4	Y	2649	0.69	B	9	PRINCIPAL
3023	College Way	I-5 NB on/off ramp	Market St	2860	6	Y	4476	0.64	B	8	PRINCIPAL
3024	College Way	Market St	Riverside Dr	2310	4	Y	2649	0.87	D	11	PRINCIPAL
3025	College Way	Riverside Dr	Urban Ave	2100	4	Y	2649	0.79	C	18	PRINCIPAL
3026	College Way	Urban Ave	Leigh Way	2720	4	Y	3153	0.86	D	12	PRINCIPAL
3027	College Way	Leigh Way	Continental P	2820	4	Y	3153	0.89	D	19	PRINCIPAL
3028	College Way	Continental P	18th St	2550	4	Y	3153	0.81	D	20	PRINCIPAL
3029	College Way	18th St	Laventure Rd	2210	4	Y	3153	0.70	C	19	PRINCIPAL
3030	College Way	Laventure Rd	30th St	2160	4	Y	3153	0.69	B	21	PRINCIPAL
3031	College Way	30th St	Waugh Rd	2340	4	Y	3639	0.64	B	26	PRINCIPAL
3032	College Way	Waugh Rd	Skagit Highlands spine rd	2360	4	Y	3639	0.65	B	27	PRINCIPAL
3033	College Way	Skagit Highlands spine rd	SR 9	1640	2	Y	1956	0.84	D	25	PRINCIPAL
3034	Kincaid St	2nd St	3rd St	1530	4	N	2718	0.56	A	7	PRINCIPAL
3035	Kincaid St	3rd St	I-5 SB on/off ramps	2730	4	Y	3018	0.90	E	9	PRINCIPAL
3036	Kincaid St	I-5 SB on/off ramps	I-5 NB on/off ramps	2020	4	Y	3018	0.67	B	8	PRINCIPAL
3037	3rd St	Kincaid St	Myrtle	1030	2	N	1656	0.62	B	15	PRINCIPAL
3038	3rd St	Myrtle	Gates	870	2	N	1656	0.53	A	24	PRINCIPAL
3039	3rd St	Gates	Montgomery	850	2	N	1656	0.51	A	24	PRINCIPAL
3040	3rd St	Montgomery	Freeway Dr	450	2	Y	1677	0.27	A	22	PRINCIPAL
3041	Anderson Rd	Old SR 99	Henson Rd	630	2	Y	1677	0.38	A	21	PRINCIPAL
3042	Anderson Rd	Henson Rd	I-5 SB on/off ramps	810	2	Y	1677	0.48	A	21	PRINCIPAL
3043	Anderson Rd	I-5 SB on/off ramps	I-5 NB on/off ramps	1750	4	Y	3153	0.56	A	9	PRINCIPAL
3044	Anderson Rd	I-5 NB on/off ramps	Cedardale Rd	2930	4	Y	3453	0.85	D	4	PRINCIPAL
3045	Anderson Rd	Cedardale Rd	Blodgett	2000	4	Y	3153	0.63	B	27	PRINCIPAL
3046	Anderson Rd	Blodgett	Laventure Rd extension	2030	4	Y	3639	0.56	A	34	PRINCIPAL
3047	Laventure Rd	Laventure Rd extension	Blackburn Rd	2030	4	Y	3639	0.56	A	31	PRINCIPAL
3048	Laventure Rd	Blackburn Rd	Section St	1110	4	Y	3153	0.35	A	26	PRINCIPAL
3049	Laventure Rd	Section St	E Division St	1150	4	Y	3153	0.36	A	27	PRINCIPAL
3050	Laventure Rd	E Division St	Fir St	1450	4	Y	3153	0.46	A	26	PRINCIPAL
3051	Laventure Rd	Fir St	Roosevelt Ave	1740	4	Y	3153	0.55	A	25	PRINCIPAL
3052	Laventure Rd	Roosevelt Ave	College Way	2040	4	Y	3153	0.65	B	21	PRINCIPAL
3053	Laventure Rd	College Way	Hoag Rd	1140	2	Y	1677	0.68	B	18	PRINCIPAL
3054	blank	blank	blank	1140	0	0	#N/A			18	#N/A
4001	Freeway Dr	SR 536/Division St	Cameron Way	610	2	Y	1479	0.41	A	26	MINOR ARTERIAL
4002	Freeway Dr	Cameron Way	College Way	780	2	Y	1479	0.53	A	26	MINOR ARTERIAL
4003	Freeway Dr	College Way	Commercial St	1020	2	Y	1479	0.69	B	20	MINOR ARTERIAL
4004	Freeway Dr	Commercial St	Stewart Rd	750	2	Y	1479	0.51	A	17	MINOR ARTERIAL
4005	Stewart Rd	Freeway Dr	Market St	780	2	N	1179	0.66	B	24	MINOR ARTERIAL
4006	Stewart Rd	Market St	Riverside off	1030	2	N	1179	0.87	D	23	MINOR ARTERIAL
4007	Stewart Rd	Riverside off	Riverside on	290	2	N	1179	0.25	A	25	MINOR ARTERIAL
4008	Hoag Rd	Riverside on	Urban Ave	1310	2	Y	1479	0.89	D	23	MINOR ARTERIAL

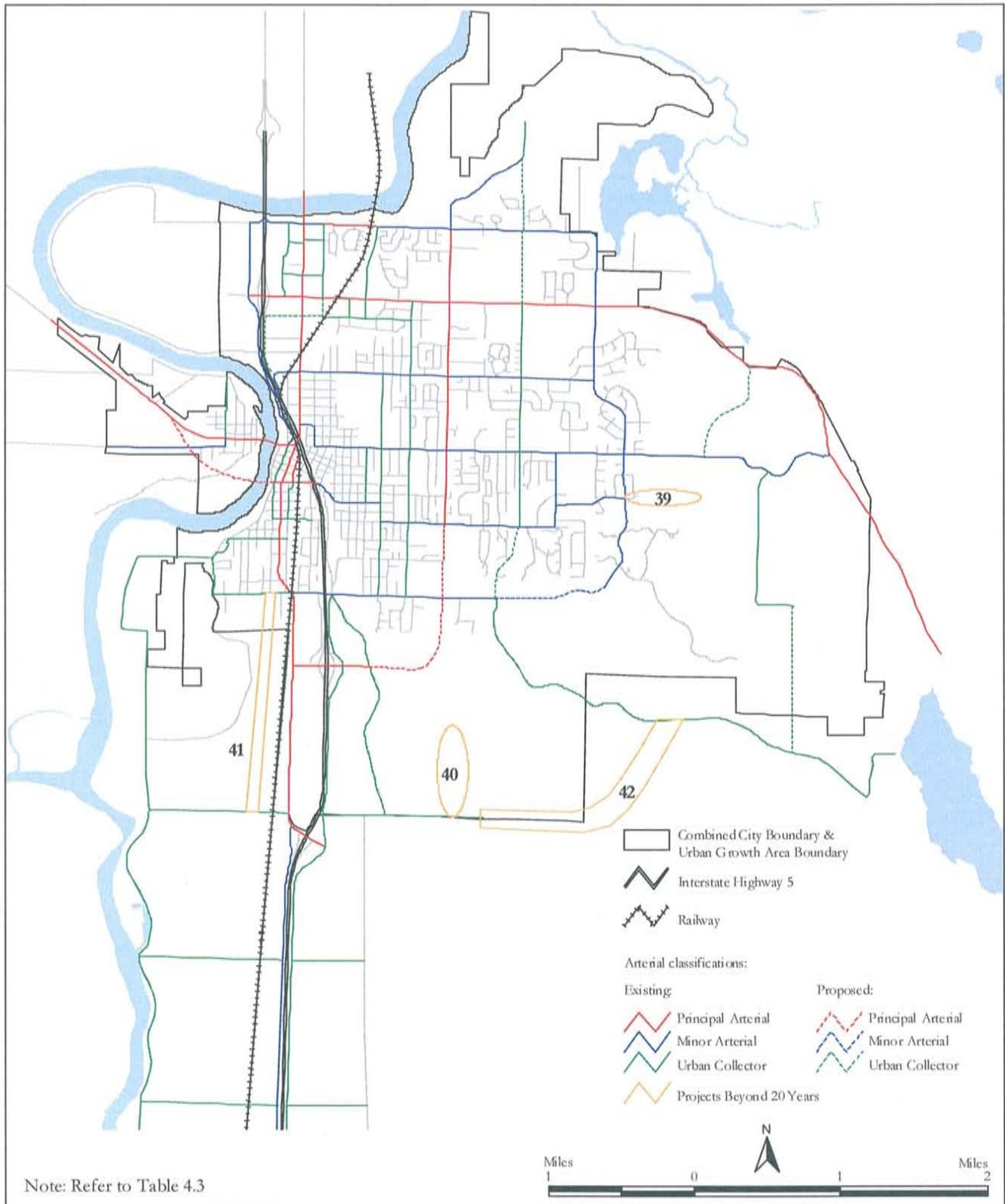
	Hoag Rd	Urban Ave	Continental Pl	1650	2	Y	1956	0.84	D	20	PRINCIPAL
4009	Hoag Rd	Urban Ave	Continental Pl	1650	2	Y	1956	0.84	D	20	PRINCIPAL
4010	Hoag Rd	Continental Pl	Laventure Rd	1490	2	Y	1758	0.85	D	20	MINOR ARTERIAL
4011	E Martin Rd	Laventure Rd	30th St	550	2	N	1458	0.38	A	20	MINOR ARTERIAL
4012	E Martin Rd	30th St	E Martin Rd	400	2	N	1458	0.27	A	25	MINOR ARTERIAL
4013	Cameron Way	Freeway Dr	Market St extension	510	2	Y	1479	0.34	A	18	MINOR ARTERIAL
4014	Fir St	Market St extension	N 4th St	390	2	Y	1479	0.26	A	15	MINOR ARTERIAL
4015	Fir St	N 4th St	6th St	1280	2	Y	1479	0.87	D	18	MINOR ARTERIAL
4016	Fir St	6th St	15th St	1360	2	Y	1758	0.77	C	22	MINOR ARTERIAL
4017	Fir St	15th St	18th St	910	2	Y	1758	0.52	A	18	MINOR ARTERIAL
4018	Fir St	18th St	Laventure Rd	920	2	Y	1479	0.62	B	21	MINOR ARTERIAL
4019	Fir St	Laventure Rd	30th St	610	2	Y	1758	0.35	A	22	MINOR ARTERIAL
4020	Fir St	30th St	Waugh Rd	330	2	N	1458	0.23	A	25	MINOR ARTERIAL
4021	Fulton St	N 4th St	6th St	840	2	Y	1479	0.57	A	20	MINOR ARTERIAL
4022	6th St	Fulton St	E Division St	760	2	N	1458	0.52	A	16	MINOR ARTERIAL
4023	E Division St	6th St	15th St	1040	2	N	1458	0.71	C	24	MINOR ARTERIAL
4024	E Division St	15th St	18th St	1230	2	Y	1479	0.83	D	21	MINOR ARTERIAL
4025	E Division St	18th St	Laventure Rd	1520	4	Y	2766	0.55	A	19	MINOR ARTERIAL
4026	E Division St	Laventure Rd	30th St	1280	2	Y	1479	0.87	D	24	MINOR ARTERIAL
4027	E Division St	30th St	Digby Rd	1070	2	Y	1758	0.61	B	25	MINOR ARTERIAL
4028	E Division St	Digby Rd	Waugh Rd	960	2	N	1458	0.66	B	23	MINOR ARTERIAL
4029	E Division St	Waugh Rd	Burlingame Rd	1090	2	N	1458	0.75	C	22	MINOR ARTERIAL
4030	Mt Vernon Big Lake Rd	Burlingame Rd	Mountain View Rd	560	2	N	1458	0.38	A	25	MINOR ARTERIAL
4031	Mt Vernon Big Lake Rd	Mountain View Rd	SR 9	130	2	N	1458	0.09	A	24	MINOR ARTERIAL
4032	Broad St	I-5 NB on/off-ramp	Bloodgett	1400	4	N	2952	0.47	A	12	MINOR ARTERIAL
4033	Broad St	9th St	15th St	780	2	N	1458	0.53	A	14	MINOR ARTERIAL
4034	Section St	15th St	18th St	260	2	N	1458	0.18	A	21	MINOR ARTERIAL
4035	Section St	18th St	Laventure Rd	530	2	N	1179	0.00	A	22	MINOR ARTERIAL
4036	Section St	Laventure Rd	30th St	550	2	N	1179	0.47	A	23	MINOR ARTERIAL
4037	Section St	30th St	Digby Rd	50	2	N	1458	0.03	A	23	MINOR ARTERIAL
4038	Blackburn Rd	Old SR 99	Henson Rd	850	2	N	1458	0.58	A	19	MINOR ARTERIAL
4039	Blackburn Rd	Henson Rd	Cedardale Rd	780	2	N	1458	0.53	A	24	MINOR ARTERIAL
4040	Blackburn Rd	Cedardale Rd	15th St	860	2	N	1458	0.59	A	25	MINOR ARTERIAL
4041	Blackburn Rd	15th St	18th St	740	2	N	1458	0.51	A	25	MINOR ARTERIAL
4042	Blackburn Rd	18th St	Laventure Rd	250	2	Y	1758	0.14	A	22	MINOR ARTERIAL
4043	Blackburn Rd	Laventure Rd	Little Mtn Rd/30th St	1750	4	Y	3252	0.54	A	17	MINOR ARTERIAL
4044	Blackburn Rd extension	Little Mtn Rd/30th St	Waugh Rd extension	1370	2	Y	1758	0.78	C	20	MINOR ARTERIAL
4045	Waugh Rd	Division St	Broadway	750	2	N	1458	0.51	A	23	MINOR ARTERIAL
4046	Waugh Rd	Division St	Fir St	710	2	N	1458	0.49	A	23	MINOR ARTERIAL
4047	Waugh Rd	Fir St	College Way	380	2	N	1458	0.26	A	22	MINOR ARTERIAL
4048	E Martin Rd (n-s section)	College Way	E Martin Rd (e-w section)	460	2	N	1458	0.32	A	24	MINOR ARTERIAL
4049	Wall St	SR 536 (Memorial Hwy)	McLean Rd	150	2	Y	1758	0.09	A	21	MINOR ARTERIAL
4050	Conway Rd	Hickox Rd/Old SR 99	West Stackpole	570	2	N	1458	0.39	A	48	MINOR ARTERIAL

4051	Conway Rd	West Stackpole	Peter Johnson	570	2	N	1458	0.39	A	50	MINOR ARTERIAL
4052	Conway Rd	Peter Johnson	Fir Island Rd	550	2	N	1458	0.38	A	49	MINOR ARTERIAL
4053	Fir Island Rd	Dike Rd	SR 530 (Pioneer Hwy)	1020	2	N	1458	0.70	B	17	MINOR ARTERIAL
4054	SR 530 (Pioneer Hwy)	Fir Island Rd	I-5 SB on/off-ramps	1540	2	Y	1758	0.88	D	22	MINOR ARTERIAL
4055	SR 530 / SR 534	I-5 SB on/off-ramps	I-5 NB on/off-ramps	1410	2	Y	1758	0.80	D	22	MINOR ARTERIAL
4056	SR 534	I-5 NB on/off-ramps	Cedardale Rd	1080	2	Y	1758	0.61	B	24	MINOR ARTERIAL
4057	SR 534	Cedardale Rd	Conway Hill Rd	990	2	N	1458	0.68	B	24	MINOR ARTERIAL
4058	Section/9th St	Broad St	15th St	0	2	N	1458	0.00	A	14	MINOR ARTERIAL
4059	Broad St	Blodgett	9th St	1210	2	N	1458	0.83	D	24	MINOR ARTERIAL
4060	McLean	Wall St	west growth boundary	290	2	N	1458	0.20	A	28	MINOR ARTERIAL
4061	Broadway	Digby Rd	Waugh Rd	50	2	N	1458	0.03	A	18	MINOR ARTERIAL
4062	Digby Rd	Section St	Division St	20	2	N	1458	0.01	A	22	MINOR ARTERIAL
4063	Waugh Rd extension	Broadway	Blackburn Rd extension	1120	2	N	1458	0.77	C	24	MINOR ARTERIAL
5001	Blackburn Rd	Old SR 99	Britt Rd	300	2	N	999	0.30	A	22	COLLECTOR
5002	Britt Rd	Blackburn Rd	N to Hazel Rd	310	2	N	999	0.31	A	25	COLLECTOR
5003	Hazel St / Rd / 1st St	Britt Rd	2nd St	490	2	N	999	0.49	A	23	COLLECTOR
5004	Hazel St	2nd St	3rd St	290	2	N	999	0.29	A	11	COLLECTOR
5005	Section St	Cleveland	2nd St	290	2	N	999	0.29	A	10	COLLECTOR
5006	Section St	2nd St	3rd St	160	2	N	999	0.16	A	16	COLLECTOR
5007	Section St	3rd St	6th St	180	2	N	999	0.18	A	20	COLLECTOR
5008	3rd St	Section St	Kincaid St	390	2	Y	1299	0.30	A	17	COLLECTOR
5009	Cleveland	Section St	Kincaid St	550	2	N	999	0.55	A	21	COLLECTOR
5010	Kincaid St	Cleveland	2nd St	2940	4	Y	3639	0.81	D	13	PRINCIPAL
5011	1st St	Kincaid St	Myrtle	710	2	Y	1119	0.63	B	18	COLLECTOR
5012	1st St	Myrtle	Gates	290	2	N	819	0.35	A	15	COLLECTOR
5013	1st St	Gates	Montgomery	410	2	N	819	0.50	A	16	COLLECTOR
5014	1st St	Montgomery	SR 536/Division St	400	2	Y	1119	0.36	A	18	COLLECTOR
5015	N Wall St	SR 536/Division St	N to Dunbar Rd	500	2	N	999	0.50	A	14	COLLECTOR
5016	Market St	College Way	Commercial St	670	2	Y	1067	0.63	B	15	COLLECTOR
5017	Market St	Commercial St	Pacific Pl	450	2	Y	1299	0.35	A	19	COLLECTOR
5018	Market St	Pacific Pl	Stewart Rd	650	2	Y	1119	0.58	A	12	COLLECTOR
5019	Pacific Pl	Market St	Riverside Dr	400	2	Y	1119	0.36	A	10	COLLECTOR
5020	Pacific Pl	Riverside Dr	Urban Ave	680	2	Y	1119	0.61	B	13	COLLECTOR
5021	Commercial St	Market St	Riverside Dr	400	2	Y	1119	0.36	A	14	COLLECTOR
5022	Commercial St	Riverside Dr	Urban Ave	350	2	Y	1299	0.27	A	12	COLLECTOR
5023	Commercial St	Urban Ave	Continental Pl	0	0	0	#N/A	#N/A	#N/A	1	#N/A
5024	Urban Ave	Roosevelt Ave	College Way	230	2	Y	1299	0.18	A	11	COLLECTOR
5025	Urban Ave	College Way	Commercial St	610	2	N	999	0.61	B	16	COLLECTOR
5026	Urban Ave	Commercial St	Pacific Pl	420	2	N	999	0.42	A	17	COLLECTOR
5027	Urban Ave	Pacific Pl	Hoag Rd	760	2	Y	1299	0.59	A	7	COLLECTOR
5028	Leigh Way	Roosevelt Ave	College Way	80	2	Y	1119	0.07	A	8	COLLECTOR
5029	Continental Pl	Roosevelt Ave	College Way	390	2	Y	1119	0.35	A	11	COLLECTOR

5030	Continental Pl	College Way	Commercial St	290	2	Y	1119	0.26	A	11	COLLECTOR
5031	Continental Pl	Commercial St	Hoag Rd	340	2	Y	1119	0.30	A	16	COLLECTOR
5032	Roosevelt Ave	Riverside Dr	Urban Ave	230	2	Y	1119	0.21	A	16	COLLECTOR
5033	Roosevelt Ave	Urban Ave	Leigh Way	430	2	Y	1299	0.33	A	18	COLLECTOR
5034	Roosevelt Ave	Leigh Way	Continental P	220	2	Y	1299	0.17	A	20	COLLECTOR
5035	Roosevelt Ave	Continental P	18th St	290	2	Y	1299	0.22	A	17	COLLECTOR
5036	Roosevelt Ave	18th St	Laventure Rd	150	0	0	#N/A	#N/A	#N/A	14	#N/A
5037	15th St	Blackburn Rd	Section St	40	2	N	819	0.05	A	12	COLLECTOR
5038	15th St	Section St	Broad St	390	2	N	819	0.48	A	19	COLLECTOR
5039	15th St	Broad St	E Division St	460	2	Y	1119	0.41	A	21	COLLECTOR
5040	15th St	E Division St	Fir St	250	2	N	819	0.31	A	22	COLLECTOR
5041	18th St	Blackburn Rd	Section St	410	2	N	999	0.41	A	20	COLLECTOR
5042	18th St	Section St	E Division St	700	2	Y	1299	0.54	A	23	COLLECTOR
5043	18th St	E Division St	Fir St	660	2	Y	1119	0.59	A	20	COLLECTOR
5044	18th St	Fir St	Roosevelt Ave	620	2	N	999	0.62	B	22	COLLECTOR
5045	18th St	Roosevelt Ave	College Way	610	2	Y	1119	0.55	A	19	COLLECTOR
5046	N Laventure Rd	Hoag Rd	30th St extension	1090	2	Y	1758	0.62	B	21	MINOR ARTERIAL
5047	30th St	Blackburn Rd	Section St	0	2	N	999	0.00	A	1	COLLECTOR
5048	30th St	Section St	Division St	20	2	N	999	0.02	A	23	COLLECTOR
5049	30th St	Division St	Fir St	190	2	N	999	0.19	A	22	COLLECTOR
5050	30th St	Fir St	College Way	310	2	N	999	0.31	A	23	COLLECTOR
5051	30th St	College Way	Martin Rd	300	2	N	999	0.30	A	22	COLLECTOR
5052	30th St	Martin Rd	Francis Rd	300	2	N	999	0.30	A	20	COLLECTOR
5053	Francis Rd	30th St	Swan Rd	190	2	N	999	0.19	A	30	COLLECTOR
5054	Little Mtn Rd	West Big Lk R	Andal Rd extension	240	2	N	999	0.24	A	29	COLLECTOR
5055	Little Mtn Rd	Andal Rd extension	E Hickox Rd Ext	290	2	N	999	0.29	A	30	COLLECTOR
5056	Little Mtn Rd	E Hickox Rd Ext	Blackburn Rd	380	2	N	999	0.38	A	29	COLLECTOR
5057	Mountain View	Andal Rd	Mt Vernon Big Lake Rd	550	2	N	999	0.55	A	29	COLLECTOR
5058	Cedardale Rd	Mt Vernon Rd	Hickox Rd	310	2	N	999	0.31	A	45	COLLECTOR
5059	Cedardale Rd	Hickox Rd	Anderson Rd	500	2	N	999	0.50	A	35	COLLECTOR
5060	Cedardale Rd	Anderson Rd	Blodgett	510	2	N	999	0.51	A	18	COLLECTOR
5061	E Hickox Rd	Cedardale Rd	Burkland Rd	200	2	N	999	0.20	A	33	COLLECTOR
5062	E Hickox Rd	Burkland Rd	Blodgett	190	2	N	999	0.19	A	29	COLLECTOR
5063	E Hickox Rd	Blodgett	East Stackpole	220	2	N	999	0.22	A	34	COLLECTOR
5064	E Hickox Rd Ext	East Stackpole	Little Mtn Rd	0	0	0	#N/A	#N/A	#N/A	1	#N/A
5065	Blodgett	E Hickox Rd	Anderson Rd	530	2	N	999	0.53	A	33	COLLECTOR
5066	Blodgett	Anderson Rd	Cedardale Rd	210	2	N	999	0.21	A	19	COLLECTOR
5067	Hickox Rd	Dike Rd	Old SR 99	40	2	N	999	0.04	A	32	COLLECTOR
5068	West Stackpole	Dike Rd	Conway Rd	20	2	N	999	0.02	A	32	COLLECTOR
5069	Peter Johnson	Dike Rd	Conway Rd	20	2	N	999	0.02	A	33	COLLECTOR
5070	East Stackpole	Cedardale Rd	Burkland Rd	10	2	N	999	0.01	A	33	COLLECTOR
5071	East Johnson	Cedardale Rd	Burkland Rd	100	2	N	999	0.10	A	34	COLLECTOR

5072	Dike Rd	Britt Rd (north end)	Hickox Rd	120	2	N	999	0.12	A	28	COLLECTOR
5073	Dike Rd	Hickox Rd	West Stackpole	20	2	N	999	0.02	A	34	COLLECTOR
5074	Dike Rd	West Stackpole	Peter Johnson	10	2	N	999	0.01	A	34	COLLECTOR
5075	Cedardale Rd	Mt Vernon Rd	East Stackpole	50	2	N	999	0.05	A	44	COLLECTOR
5076	Cedardale Rd	East Stackpole	East Johnson	50	2	N	999	0.05	A	35	COLLECTOR
5077	Cedardale Rd	East Johnson	SR 534	150	2	N	999	0.15	A	34	COLLECTOR
5078	Blodgett	Cedardale Rd	Blackburn Rd	470	2	N	999	0.47	A	21	COLLECTOR
5079	Roosevelt Ave	Riverside Dr	new frontage rd	280	2	N	819	0.34	A	17	COLLECTOR
5080	new frontage rd	Roosevelt Ave	Cameron Way	210	2	N	819	0.26	A	19	COLLECTOR
5081	South Andal Rd	Mountain View Rd	Little Mtn Rd	60	2	N	999	0.06	A	10	COLLECTOR
5082	Skagit Highlands Spine Rd	Burlingame & Division	College Way	800	2	Y	1299	0.62	B	16	COLLECTOR
5083	Dike Rd	Peter Johnson Rd	Fir Island Rd	20	2	N	999	0.02	A	33	COLLECTOR
5084	13th St S	Division St	Broad St	200	2	N	999	0.20	A	33	COLLECTOR

# APPENDIX B – PROJECTS BEYOND THE 20 YEAR PLAN



The City of  
Mount Vernon

Transportation Element

Appendix B  
Projects Beyond 20 Years

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# Six-Year Transit Development Plan

2005 - 2010

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Public Hearing Date – April 20, 2005  
15400 Airport Drive  
Burlington, WA 98233

**Skagit Transit**  
Burlington,  
Skagit County, Washington



# *Skagit Transit Development Plan*

**2005-2010**

## **Board of Directors**

Kenneth Dahlstedt, Chair  
Skagit County Commissioner

Dean Maxwell  
Mayor, Anacortes

Roger Tjeerdsma  
Mayor, Burlington

Don Munks  
Skagit County Commissioner

Bud Norris  
Mayor, Mount Vernon

Ted Anderson  
Skagit County Commissioner

Sharon Dillon  
Mayor, Sedro-Woolley

Glenn Ash  
Mount Vernon City Council

Joanne Valentine  
Burlington City Council

## **Executive Director**

Dale S. O'Brien

## **Managers**

Crystil Collins  
Finance & Administration

Ben Haigh  
Maintenance

Wade Mahala  
Operations

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## Section I – Executive Summary

### Introduction

Skagit Transit's 2005 Six-Year Transit Development Plan establishes the agency's direction over the next six years and provides tools necessary to guide future transit service in the Skagit County Public Transit Benefit Area. The Plan conforms to the State Public Transportation Policy Objectives and supports local comprehensive planning and economic objectives within Skagit County.

Skagit Transit is a public transportation benefit area (PTBA), authorized by Chapter 36.57A Revised Code of Washington (RCW) and located in Skagit County, Washington. Skagit Transit began providing public transportation services in November 1993. Our system map appears in the Appendix, showing the extent of our service area.

From the outset, the transit plan has been designed to provide a means to conserve energy and improve access to employment centers, shopping areas, health facilities, housing areas, educational facilities, and other existing bus, rail, and ferry systems for all persons irrespective of age, income or physical challenges.

After the revenue cuts due to I-695 in 2000, the Board's directions have been to maintain a "basic" level of service throughout the PTBA and to improve the service to our ADA community. An additional 0.2% increase in sales tax was presented to the local community in September 2002, but was turned down. As a result, the Board of Directors authorized SKAT to reduce service levels to enable it to live within its revenue sources. This necessitated a 52% reduction in service and the layoff of 28 employees.

Service since the reduction has been concentrated in the core service area of Mount Vernon, Burlington, and Sedro-Woolley with reduced service to the LaConner, Anacortes, and East County routes. This reduced service began on November 1, 2002.

During FY 2003, SKAT was able to obtain grant funding for expansion of Dial-a-Ride services and to subsidy services to east county residents.

### Historical Plan Goals

The PTBA was formed in 1980. SKAT's goals remain:

Goal I:

**Improve the opportunities for personal mobility within Skagit County for all persons, irrespective of age, income or physical challenge.**

Objective A: Provide access to employment opportunities, shopping areas, health facilities, housing areas, educational facilities, recreational areas and cultural facilities in the service area to resident of the county.

Objective B: Provide improved availability of transportation services to the senior citizens, disabled persons and those who may be limited in travel opportunities by virtue of their financial status.

Objective C: Provide transportation alternatives to the youth of Skagit County, who by circumstances of age or automobile availability, are limited in their personal mobility.

Goal II:

**Establishment of mass transportation facilities in Skagit County must complement existing transport modes giving both users and public policy makers increased latitude in finding solutions to transport demand.**

Objective A: Provide a system of transportation facilities that compliment existing modes of mass transportation in the county to assure ease of access and use of the overall system.

Objective B: Provide a basic mass transportation frame-work which can be used by public policy makers as an alternative transportation resource in situations where congestion, traffic conditions and/or public policy objectives require public intervention and solutions.

Objective C: Provide the basic mass transportation facilities that can be utilized in public policy decisions concerning the coordination of service to achieve an increased level of service at a lower cost to the community as a whole.

Goal III:

**Maintain equitable and effective allocation of costs and services in the provision of mass transportation services.**

Objective A: Provide a mass transportation system that will provide, from both fare box and non-fare box revenue sources, sufficient income to assure operations do not require general fund subsidy from either the cities or County of Skagit.

Objective B: Provide mass transportation facilities to “fit the situation and demand” to assure that costs are supportable from the standpoint of both need and public policy.

Objective C: Provide mass transportation facilities that offer the means to conserve energy in the transport of people in Skagit County.

Current plan priorities are:

Plan Priorities:

Priority 1:

**Provision to county residents of a “basic” level of public mass transportation service that serves the most proximate urban center.**

Priority 2:

**Provision to county residents of an “intra-county” level of public mass transportation service that interconnects major urban and activity centers with one another and with the “basic” service.**

Priority 3:

**Provision of the means to augment and/or facilitate improved mass transportation services to the elderly, disabled, and those otherwise totally dependent on public transportation for mobility.**

Priority 4:

**Provision of mass transportation service to major employment destinations commensurate with the (a) requirement for relief of traffic congestion and (b) employer/employee interest and support of the system.**

Priority 5:

**Provision of an administrative and management capability within the transit organization to support the development of car pool and remote parking arrangements in those areas where traffic congestion and conditions warrant.**

At present, residents of Skagit County find themselves in the process of coping with unprecedented cycle of population growth and urbanization. In May 2002, as a result of the Census 2000 findings, the Mount Vernon Urbanized Area was officially declared by the Federal government. At the same time the real issues of increasing energy costs, and perhaps its availability are affecting public choices for personal mobility. There are those whose mobility is being limited by necessity: the elderly who do not or cannot afford to drive; low income families who can least afford increased travel costs; students and other young people who cannot drive by virtue of age or the economic costs associated with driving. These are the ones who use transit by necessity. They do not have a choice.

### **Current Goals & Objectives**

SKAT’s Six-Year Plan addresses future issues and challenges that SKAT must address through service plans, financial goals and capital investment strategies designed to meet the needs of a growing population that is increasingly concerned about mobility. As our blueprint for the near future, the Plan has four primary objectives.

**1. Improve Existing Service**

Strengthen high productivity routes through service routing efficiency improvements, increased Dial-a-Ride service and energized public information delivery.

**2. Increased Mobility**

Increase service to the elderly and ADA population.

**3. Advance Innovative Services**

Effectively serve our diverse area with cost effective community based services within constrained funds.

**4. Secure Necessary Funding**

Continue to aggressively seek funding from all available sources in order to meet Plan strategies.

This Plan will be implemented within the context of a constrained and problematic financial environment over which SKAT has little or no control. With the loss of Motor Vehicle Excise Tax revenues as a result of the passage of voter Initiative 695 in November 1999, SKAT has been relying on sales tax revenue as our primary revenue source. This source is expected to increase at a rate consistent with countywide population and economic growth. With the national economy beginning to recover, it is hoped that economic growth will soon return to our state. SKAT is making every effort to expand its search for additional funding.

Expanded performance monitoring objectives are key for the provision of effective and efficient service delivery outlined in the Plan. Increased agency planning may be required and is outlined to develop and implement expanded performance objectives as well as to position SKAT to secure operating and capital funding.

**In Summary**

The intent of the Plan is to provide a framework to guide SKAT's service delivery through the next six years within the achievable funding levels. The main goal of SKAT remains to maintain an efficient and effective fixed route service structure, while increasing Dial-a-Ride service hours. The plan is on an annual review schedule and will be adjusted to reflect significant changes in any portion of it.

## Section II - Current System Operations

### Organization

Skagit Transit System was established under RCW 36.57A. The authority was established in 1993 by voter approval of 2/10 of 1% local sales tax to support transit service in the Mount Vernon/Burlington area.

Since initial voter approval in 1993, expansion of the SKAT Public Transit Benefit Area (PTBA) or service area has occurred quickly through public vote in Anacortes, La Conner, Sedro-Woolley, Lyman, Hamilton, and Concrete. Voters in rural unincorporated areas of Dewey Beach and North and Northwest Skagit County approved SKAT expansion into their areas also. The SKAT service area now covers more than 75% of Skagit County, an estimated 760 square miles with a population of approximately 108,800.

SKAT's governing body is our Board of Directors and consists of nine-members:

Three Skagit County commissioners,  
Mayor of Mount Vernon,  
Mayor of Burlington,  
Mayor of Sedro Woolley,  
Mayor of Anacortes,  
(1) Councilperson from Mount Vernon, and  
(1) Councilperson from Burlington.

The Board of Directors holds monthly public meetings on the 3<sup>rd</sup> Wednesday of each month at the Port of Skagit County Hearing Room, 15400 Airport Drive, Burlington, WA.

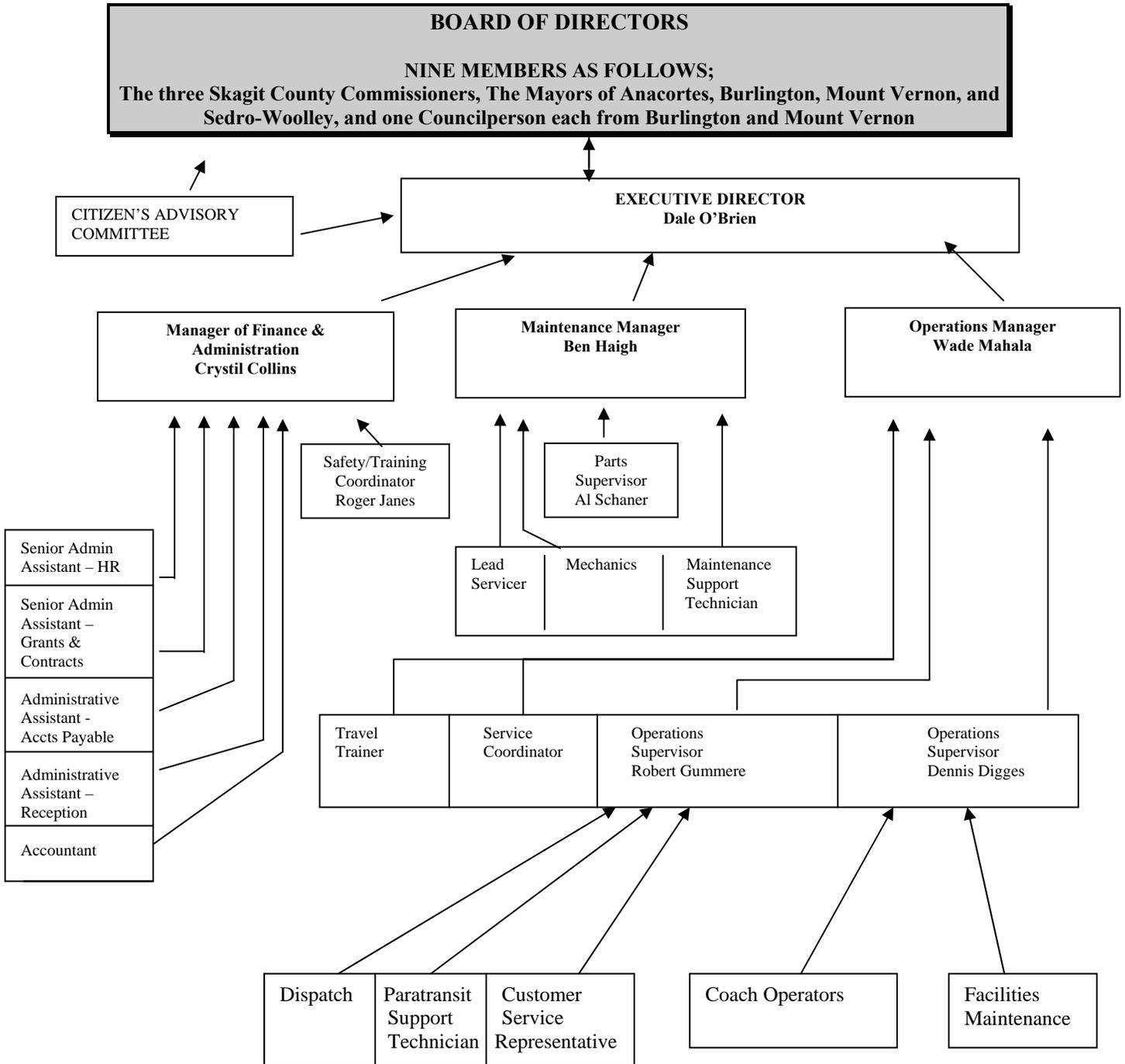
SKAT's organizational chart is shown on the next page. The total number of SKAT employees as of December 31, 2004 was 63 with full time equivalents (FTE's) of 56.34.

Skagit Transit employed:

41.34 full-time equivalents in the Operations Department consisting of:  
14.60 Fixed Route drivers;  
12.66 Dial-a-Ride drivers, and  
14.08 Dispatch/management staff.  
7 full-time equivalents in the Maintenance Department  
7 full-time equivalents in the Administration Department  
1 full-time equivalent in the Executive Department

# Skagit Transit Organizational Chart

## Effective January 1, 2005



## Section III - Facilities

Skagit Transit's administrative, operational, and maintenance activities are conducted at 600 County Shop Lane, Burlington, Washington. The offices are located in Skagit Transit's maintenance and operations facility (MOA).

### Passenger Facilities

- Skagit Station, located in downtown Mount Vernon, serves as the main transfer station. An office is located in the main building for purchasing passes, getting picture ID and housing security. The bus island includes parking for eight buses, shelters for passengers, and a fare kiosk machine.
- Anacortes Transfer Center: SKAT buses use this on-street area on 10<sup>th</sup> Street to pick up and transfer Anacortes riders. One bus services this facility.
- Marches Point Park & Ride lot: This facility is located on W. Marches Point Road just off SR 20 approximately three miles east of Anacortes, and is on property leased from Equilon. It includes two covered shelters and a driver washroom. This facility provides parking for customers using SKAT shuttle service to the Washington State Ferry's Anacortes Terminal. Three buses and two routes utilize this facility.
- Bus Stops: There are 491 bus stops with marked signs. Currently, there are 25 shelters installed at key bus stops. Benches are installed at 31 stops. Installation of additional shelters and benches is underway. Improvements to bus stops will be done during the planning period.
- George Hopper Park & Ride: Located at George Hopper Road and Burlington Blvd. This lot has 88 parking stalls and provides a Park & Ride lot for commuters.

There are four other Park & Ride lots in Skagit County that are not owned or maintained by SKAT. Appendix A displays the SKAT service area (PTBA), bus routes, transfer facilities and a complete list of Park & Ride lots.

Appendix "B" contains the completed forms for the State's public transportation management system for our owned and contracted revenue vehicles and facilities.

## Section IV - Service Characteristics

In 2004, Skagit Transit (SKAT) provided Fixed Route service, Dial-a-Ride accessible service and a vanpool program. SKAT also operated pocket service (demand response service) that effectively provided transit service on designated days to areas of the SKAT PTBA not currently serviced by Fixed Route buses. Skagit Transit's system map in the Appendix shows where fixed routes operate.

Fixed Route service is the most well known of bus services. It is offered along a pattern of streets or routes, operating on a set schedule of hours. Special approved deviation of the routes may be requested from time to time. SKAT's Fixed Route service is provided along 9 routes using over 195 miles of streets, roads, and highways throughout Skagit County. SKAT buses are accessible to persons with ADA requirements. All Fixed Route buses have bike racks. Fixed Route bus service is structured around the transit centers and Park & Ride lots. This type of system provides for optimum convenience for riders while maximizing operation efficiencies. Most of the transit centers are located in high pedestrian traffic areas in or near shopping and high-density residential areas.

Dial-a-Ride is an ADA service. It provides those in our community whom, due to a disability or a physical condition, are unable to use our Fixed Route service. It has eligibility standards and service characteristics designed to meet the complementary requirements of the Americans with Disabilities Act (ADA). Using lift-equipped minibuses, curb-to-curb service is provided to most areas within the SKAT service area. Users access the system with a phone call. A vehicle is dispatched to pick them up and carry them to their destinations. While somewhat like a taxi company, a rider shares the vehicle and is required to wait while other passengers are picked up and dropped off on the way to the rider's destination. The Dial-a-Ride service offered by SKAT is a programmed demand service in that users are required to call a dispatcher a certain number of hours/days in advance of the trip and inform the service provider of the origin, destination and time of the trip.

SKAT provided vanpool services to Seattle City Light in Newhalem. This service provided commuters to this location an option to driving individual cars. SKAT currently contracts for three 15-passenger vanpools. This service highlights the ability of SKAT to provide transportation to Skagit County residents through cooperation with private employers.

Pocket Service effectively provides transit service on designated days to areas of the SKAT's PTBA not currently serviced by Fixed Route buses. Travelers are picked up and transported to the nearest SKAT bus stop or transfer point to make connection with another SKAT bus. Pocket Service is meant to provide effective transit service to residents in areas without Fixed Route service. In doing so, SKAT provides an essential transportation service to those who are unable or who choose not to drive.

SKAT continued its Vanpool service. Vans are leased through the State and drivers are provided from within the Vanpool itself. This service has the potential of providing service to major employers in and out of the county.

Skagit Transit operates 9 Fixed Routes and 10 Dial-a-Ride routes, Mondays through Fridays, 7:00 a.m. - 7:00 p.m. with three Fixed Routes continuing until 9 p.m. Dial-a-Ride operates three routes on Saturday and two routes on Sunday.

On May 1, 2001, SKAT began charging a \$.50 (fifty cents) fare for a one-way ride with the right to transfer within 90 minutes. In October 2002, the Board approved SKAT participating with the Puget Sound Regional Council in offering Regional Reduced Fares to disabled and elderly persons. For \$3.00, a person is able to obtain an identification card enabling them to buy reduced fares throughout Puget Sound. For persons who did not want the identification card, but still desire to purchase reduced fares, SKAT has developed a local SKAT reduced fare database that enables our customers to qualify and be able to purchase reduced fares at SKAT offices or through the mail.

In addition, Skagit Transit operates special annual event services to the following events at a \$100.00 per hour fee: Mount Vernon Highland Games, Anacortes Waterfront Festival, Mount Vernon and Skagit County Haunted Trolley, Puget Sound Energy Derby, Sedro Woolley Wood Fest, and the Skagit County Emergency Services Sand Bag Competition.

SKAT is also part of the Skagit County Emergency Management System. In the event of an emergency situation, SKAT is prepared and has been called out to assist with evacuations and transporting volunteers helping with sandbagging efforts.

## **Section V - Service Connections**

Skagit Transit provides services to the following public transportation facilities.

Amtrak Depot, Mount Vernon

Greyhound Bus Depot, Mount Vernon

Washington State Ferry Terminal, Anacortes

March's Point Park and Ride, Anacortes

George Hopper Park and Ride, Burlington

SKAT provides services convenient to most of the public schools within our service area including Skagit Valley College's Mount Vernon Campus. Service is also provided to the hospitals in Anacortes, Mount Vernon and Sedro-Woolley as well as to important government centers such as the Skagit County Courthouse and city and town halls.

There is also an Island Transit Connection in place.

## Section VI – 2004 in Review

In 2004, we addressed the Washington State Department of Transportation's Transportation Objectives (System Preservation, System Efficiencies, Safety, Transportation Access, Bottlenecks and Chokepoints, Contributing to a Strong Economy and Good Jobs, Moving Freight, Building Future Visions, and Health and Environment) through the following actions strategies:

- Inter-county connections continued to link SKAT to Island County via the March Point parking & ride transfer point.
- Throughout the year, SKATimes was published in an effort to educate the public on uses of transit and how the system works.
- SKAT operated a direct shuttle from March's Point Park and Ride to the Washington State Ferry Terminal in Anacortes. This was an extremely successful program.
- SKAT was awarded several grants that allowed for funding of Dial-a-Ride service in expanded areas and on Saturdays.
- SKAT continued its participation in the Puget Sound Regional Council, and is offering Regional Reduced Fare Permits through it.
- Ridership increased 8% for Fixed Route and 24% for Dial-a-Ride during 2004. The year closed with Ridership at:

2004 Fixed Route ridership = 234,015

2004 Dial-a-Ride ridership = 43,204

- SKAT participated in local parades and events.
- SKAT was granted a state grant to expand vanpools, which included incentives and 4 new vans.
- SKAT adjusted vanpool rates to cover operating costs as part of our cooperation with the WA State Expansion Grant.
- Reduction in safety events from 80 to 50 in 2004.
- Washington State Special Needs grant helped SKAT provide a Developmental Disability Travel Trainer.
- Continued Ultra-Low Sulfur Fuel project.

## **Section VII - Proposed Action Strategies, 2005 - 2010**

The purpose of this Transit Development Plan is to examine Skagit Transit and to determine how the agency can capitalize on its past successes and meet its future challenges. The proposed changes in Section VII, below, are action strategies that reflect upon the following state Transportation Services Objectives.

### **Preserve and improve existing SKAT public transportation service levels.**

We will continue to use our local and federal revenue resources efficiently to continue public transportation services.

Due to revenue reductions experienced over the past few years, SKAT implemented fares effective May 1, 2001. The introduction of fares to the system resulted in a 39% decrease in ridership. These fares are returning only a very small portion of the pre-I-695 Motor Vehicle Excise Tax (MVET) funding. Service was reduced in November, 2002, to allow SKAT to operate within its revenue stream. The total overall reduction in Ridership due to this series of reductions amounts to 72% decrease in Fixed Route passengers and 19% reduction in Dial-a-Ride passengers since 1999. This plan reflects a low-growth pattern for the Fixed Route and the Dial-a-Ride services during the 2005-2010 period. During FY 2003, several grants were obtained for the Dial-a-Ride services and a subsidy for existing services in the Fixed Route #717 service. These grants will end in FY 2005. We have applied for grants that would extend these services to FY 2007 if awarded.

It is the intent of SKAT to include other local jurisdictions, private agencies and business, and citizens of Skagit County in the development of SKAT's Transit Development Plans in order to coordinate transportation services throughout the county.

2005 – Partner with Whatcom and Island County on connecting the three counties by providing bus rapid transit.

### **Preserve existing public transportation facilities and equipment.**

We will continue to maintain and preserve our equipment and facilities.

2006 – Continuing partnership with WSDOT to build a northern transfer station. Attempts are also being made to work with developers in the area to provide for future bus turnouts.

Monitor upcoming federal regulations on emission control standards and related costs.

## **Marketing & Promotion – Public Education**

SKAT will continue to conduct marketing and public relations activities to promote ridership growth and support new and expanded services envisioned in this Plan. Marketing and education efforts will focus on:

- Increasing the public awareness of SKAT services;
- Reaching out to key target markets including new residents, employees at major work sites, seniors and youth with promotional activities and materials;
- Being visible and accessible to the general public through involvement in local fairs and parades, including partnering with local government agencies and service groups to promote and improve accessibility to transit.
- Providing special services to improve public access to major Skagit County events;
- Continue with public outreach in an effort to educate the public on transit issues.
- Offer fare free promotional programs to encourage the public to use transit.
- Sponsor an Annual Transportation Open House at Skagit Station (multimodal center) through partnership with the Mount Vernon Chamber of Commerce.

## **Financial Responsibility**

In July 1999, the SKAT Board of Directors approved Resolution 99-9 adopting an Operating Reserve Account. The account was initially funded with \$800,000, and has been accruing interest since that time. The intent of the Operating Reserve Account is to maintain an equivalent of approximately two months operating expenses to offset unanticipated and unforeseen revenue shortfalls. This is in line with the recent recommendations of the Government Finance Officers Association and the Governmental Accounting Standards Board.

A Capital Replacement Account was authorized by the Board of Directors to allow for a setting aside of revenues for the future purchase of capital equipment. This account is funded each year from the usual budget process.

It is the goal to fully fund reserve accounts. With the awarding of various grants, SKAT plans to work within the constraints of the current revenue flow.

## **Transit Centers**

SKAT will continue to work with the City of Mount Vernon and the Federal Transportation Authority to transfer ownership of Skagit Station (multimodal center) to Skagit Transit.

## **Park & Ride Lots**

SKAT plans to work with the local tribes, the Cities of Mount Vernon and Burlington, WSDOT, and Skagit County to partner in the improvement and construction of Park and Ride lots.

As the population increases in Skagit County and the region, and greater numbers of commuters travel out-of-city and out-of-county for work, Park & Ride lots become increasingly important in providing commuters with convenient access to transit and ridesharing opportunities.

## **Improved Interagency Coordination**

Interagency coordination is the act of informing local governments within the SKAT service area and WSDOT of planned SKAT activities and being informed by them of their activities that could impact SKAT services. This strategy provides an essential link to support many of the other strategies listed in this Plan. Providing review and input into local jurisdictions' comprehensive plan development, land use development review and permitting, public works projects, special event planning, and Regional transportation planning are critical to maximizing transportation infrastructure and service opportunities within the SKAT service area. SKAT plans to work closely with the newly formed Metropolitan Planning Organization (MPO), the North Sound Connecting Communities Project (The Farmhouse Gang) and Regional Transportation Planning Organization (RTPO) to further coordinate planning goals.

Partner with Mount Vernon and Skagit County on a multi-level parking garage in the City of Mount Vernon with a pedestrian crossing to Skagit Station.

## **Improved Agency Image**

The Board of Directors and SKAT management have been concerned regarding the perceived image of SKAT and attempts are being made to return to basics. During its formative years, SKAT participated in highly visible and positive events, such as the various parades and fairs that occur in Skagit County throughout the year. These events provide SKAT the opportunity to participate in festive activities that are shared by large numbers of residents under favorable conditions. These events also provide information exchange with participants

who have questions or would like additional information regarding SKAT services and the impacts of public transportation.

SKAT management is further working with all staff to improve the customer service that our clients receive whether riding a bus, buying a fare card, or contacting SKAT regarding problems or concerns.

Staff is encouraging participation of the Citizens' Advisory Committee in helping to educate the public and become the "listening" ear for public comment.

### **Financial Plan Tables:**

Tables are included in this Plan that detail the expected operating revenues and expenditures during the period under the assumption of that there will be a 2/10 of 1% tax increase in 2007.

### **In Summary**

The overall driving desire of the SKAT Board of Directors and management that at the end of this plan period, SKAT would be provided and meeting most of the transportation needs of the citizens. Every attempt will be made to do this with integrity and financial responsibility.

**Section VIII**

**Summary of SKAT's Maintenance, Preservation, & Improvement Plan**

Proposed changes in SKAT services, facilities, and equipment are identified below:

**FY 2005**

Type	Preservation	Expansion
Services	No Change	Enhance Dial-A-Ride service and Deviated Demand Response service system wide, increase vanpool, work on connectability to Whatcom, Island, and North Snohomish Counties, increase Fixed Route level of service in MPO during peak hours
Facilities	No Change	Take over ownership of Skagit Station, install security system for MOA, add 6 benches and 2 shelters
Equipment	Replace 3 DAR (717 - 719) vehicles, 2 service vehicles (602 & 851) and 2 vanpool vans (854 & 855)	Purchase new server, 1 DAR vehicle (grant funded), and 4 vanpool vans (grant funded)

**FY 2006**

Type	Preservation	Expansion
Services	No Change	Enhance DAR service 1 route and hire marketing consultant
Facilities	Maintain Skagit Station	Partner with WSDOT to establish north end transfer station/Park& Ride lots.
Equipment	Replace DAR vehicles (720 - 722)	2 shelters, 6 benches, 4 fixed route coaches (grant funded), and implement new fare system

**FY 2007**

Type	Preservation	Expansion
Services	No Change	Increase service to include weekends and connect to Everett Station.
Facilities	No Change	Build Northend Park & Ride.
Equipment	Replace 1 service vehicle (911) and replace 5 fixed route coaches, (951 - 955)	Add 2 vanpool vans (grant funded) and 1 route maintenance truck,

**FY 2008**

Type	Preservation	Expansion
Services	No Change	Enhance fixed route and DAR services system wide
Facilities	No Change	Build Park & Ride in Alger (grant funded) and expand MOA
Equipment	Replace 1 service vehicle (912)	2 DAR vehicles (grant funded) and 4 fixed route coaches (grant funded)

**FY 2009**

Type	Preservation	Expansion
Services	No Change	No Change
Facilities	No Change	Partner with WSDOT for Park & Ride in South Skagit County, add 4 shelters and 6 benches.
Equipment	Replace 2 service vehicles (913 & 914) and replace 6 DAR vehicles (723 - 728)	Add 2 vanpool vans (grant funded).
Employees	No Change	Maint. - 1 FTE

**FY 2010**

Type	Preservation	Expansion
Services	No Change	Increase service to Everett Station
Facilities	No Change	Add 2 maintenance bays to MOA
Equipment	Replace Fixed Route coaches 975, 976, and 981	

**SECTION IX: Capital Improvement Program, 2005 - 2010**  
 (All figures in thousands of units)

<b><u>Preservation</u></b>	<b><u>2005</u></b>	<b><u>2006</u></b>	<b><u>2007</u></b>	<b><u>2008</u></b>	<b><u>2009</u></b>	<b><u>2010</u></b>
Maintenance equipment	10	-	-	-	-	-
Dial-a-ride vehicles	267	275	-	-	619	-
Service vehicles	44	-	23	24	50	-
Transit Centers	61	-	-	-	-	-
Transit shelters	-	-	-	-	-	-
Transit buses	94	-	1,591	-	-	1,043
Vanpool vans	62	-	-	-	-	-
Subtotals	\$ 538	\$ 275	\$ 1,614	\$ 24	\$ 669	\$ 1,043
<b><u>Expansion</u></b>	<b><u>2005</u></b>	<b><u>2006</u></b>	<b><u>2007</u></b>	<b><u>2008</u></b>	<b><u>2009</u></b>	<b><u>2010</u></b>
Maintenance equipment				-	-	-
Dial-a-ride vehicles	89	92		195		-
Transit Centers		-	265	1,600	450	
Transit shelters	10	10		-		
Transit buses	-	1,236		1,311		
Vanpool vans	104	-	110		117	
Subtotals	\$ 203	\$ 1,338	\$ 375	\$ 3,106	\$ 567	\$ -
<b>Total Capital</b>	<b>\$ 741</b>	<b>\$ 1,613</b>	<b>\$ 1,989</b>	<b>\$ 3,130</b>	<b>\$ 1,236</b>	<b>\$ 1,043</b>

**Section X: Operating Data, 2004 - 2010**  
**(All figures, except 2004, in thousands of units)**

<b><u>Fixed Route</u></b>	<b><u>2004</u></b>	<b><u>2005</u></b>	<b><u>2006</u></b>	<b><u>2007</u></b>	<b><u>2008</u></b>	<b><u>2009</u></b>	<b><u>2010</u></b>
Vehicle hours	25,587	27	27	42	43	43	45
Vehicle revenue hours	22,985	24	24	37	38	38	40
Vehicle miles	398,411	416	416	641	658	658	693
Vehicle revenue miles	376,092	392	392	604	621	621	653
Passenger trips	234,015	244	244	376	386	386	407
Fatalities	-						
Reportable injuries	4						
Collisions	7						
Diesel fuel consumed	64,972						
<b><u>Dial a Ride</u></b>	<b><u>2004</u></b>	<b><u>2005</u></b>	<b><u>2006</u></b>	<b><u>2007</u></b>	<b><u>2008</u></b>	<b><u>2009</u></b>	<b><u>2010</u></b>
Vehicle hours	21,902	24	26	29	31	31	31
Vehicle revenue hours	19,728	21	23	25	27	27	27
Vehicle miles	269,083	333	365	397	429	429	429
Vehicle revenue miles	269,083	333	365	397	429	429	429
Passenger trips	43,204	53	58	63	68	68	68
Fatalities	-						
Reportable injuries	3						
Collisions	1						
Diesel fuel consumed	27,501						
Gasoline consumed	2,610						
<b><u>Vanpools</u></b>	<b><u>2004</u></b>	<b><u>2005</u></b>	<b><u>2006</u></b>	<b><u>2007</u></b>	<b><u>2008</u></b>	<b><u>2009</u></b>	<b><u>2010</u></b>
Vehicle miles	188,377	271	325	379	433	433	433
Vehicle revenue miles	188,377	258	310	361	413	413	413
Passenger trips	21,121	29	35	41	46	46	46
Fatalities	-						
Reportable injuries	-						
Collisions	1						
Gasoline consumed	11,996						

**APPENDIX A**

**SKAGIT TRANSIT SYSTEM MAPS**

**Pocket Service  
Locations/Day of Service**

- Monday:**                   **Reservation Road area of LaConner,  
South Fidalgo Island, North end of March  
Point, Bayview and Samish Island.**
- Tuesday:**                   **Day Creek to Potts Road, Little  
Mount, East of Hwy 9 to Fruitdale and  
Clear Lake.**
- Wednesday:**                   **Prairie, Alger, West of Hwy 9 to Prairie  
Road and Hoogdal.**
- Thursday:**                   **Blanchard, Bow, Edison (Bradley Road)  
and Avon Allen.**
- Friday:**                   **Concrete, Lyman, Hamilton, South Skagit,  
Cape Horn area.**
- Note:**                   **No Service East of Concrete.**

## **Park & Ride Lots**

### **Anacortes**

**SR 20 & March Point Road**

### **Mount Vernon**

**I-5 & Kincaid, SW corner**

### **Sedro-Woolley**

**SR 9 & State Street**

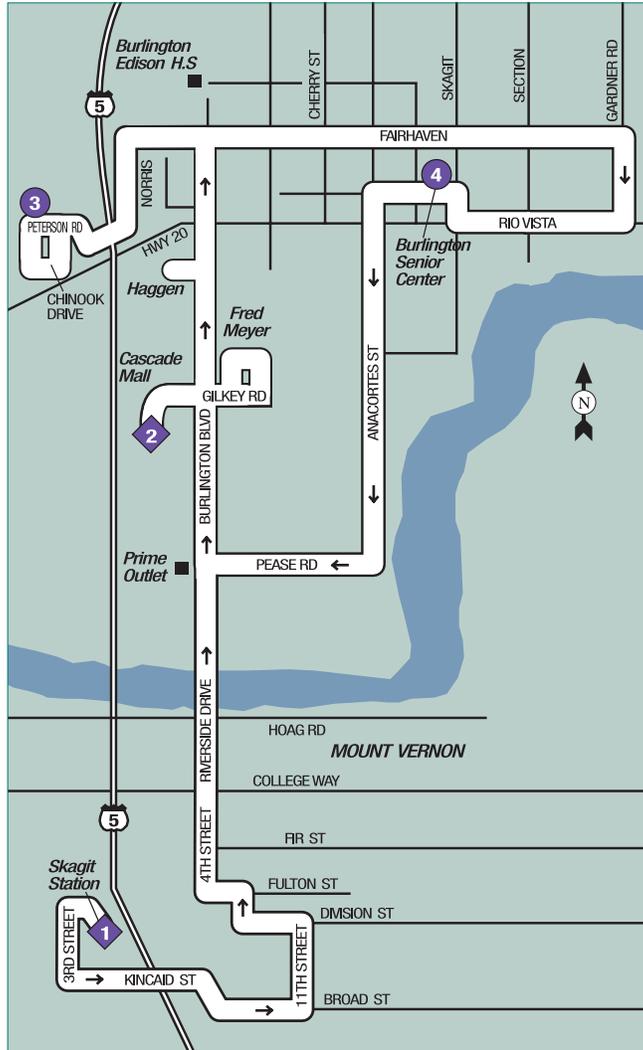
**SR 20 & F-S Grade Road, NE corner**

**W of SR 20, just S of Skagit River**

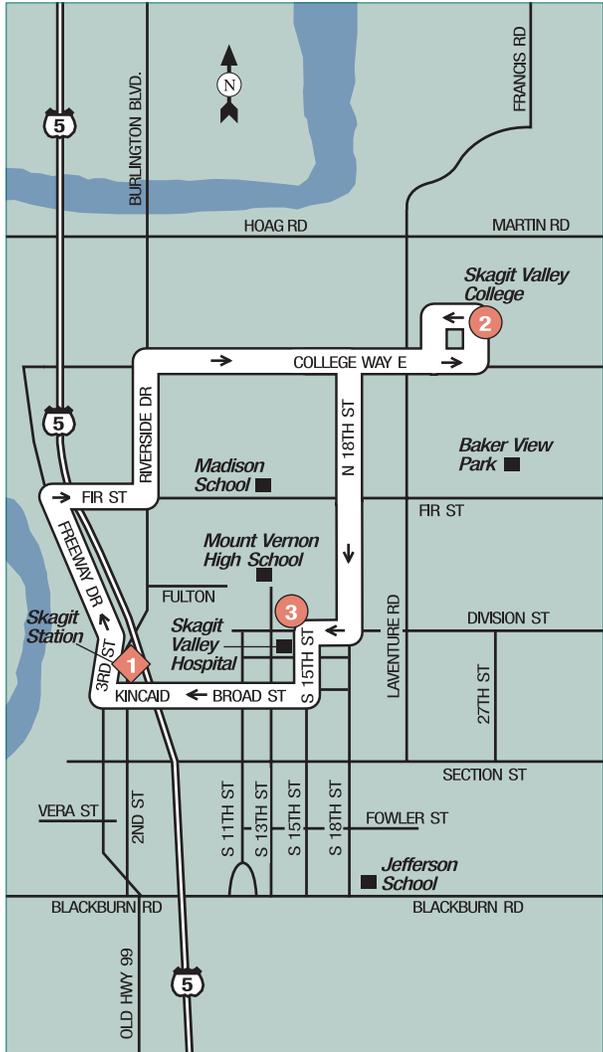
### **Burlington**

**Burlington Blvd. & George Hopper Blvd.**

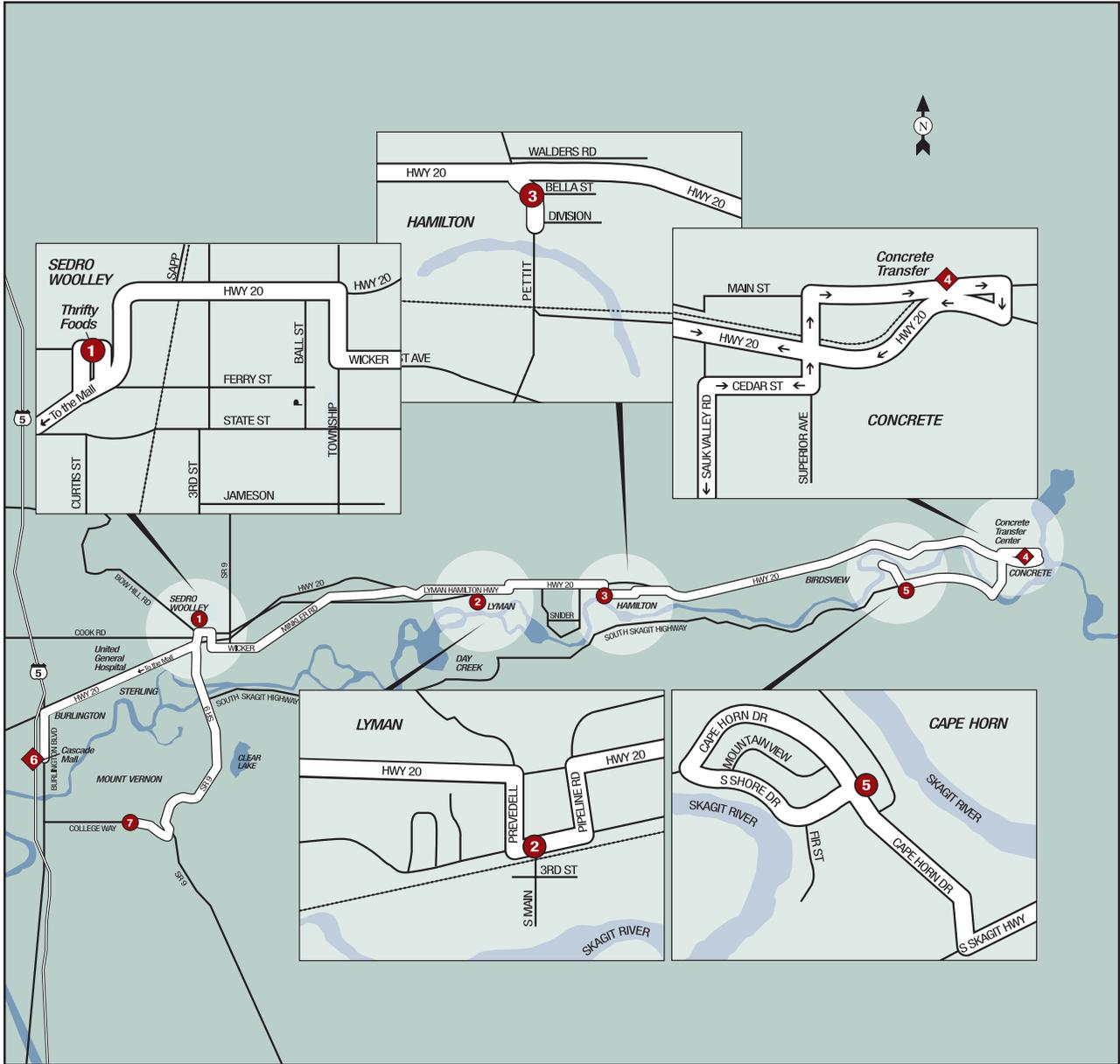
# ROUTE 101



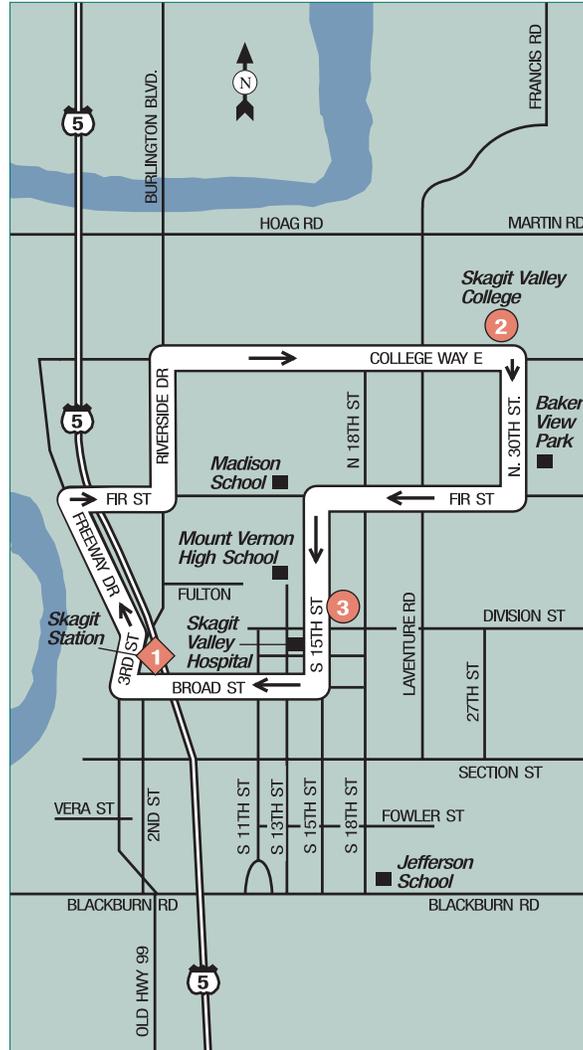
# ROUTE 204



# ROUTE 717



# ROUTE 205



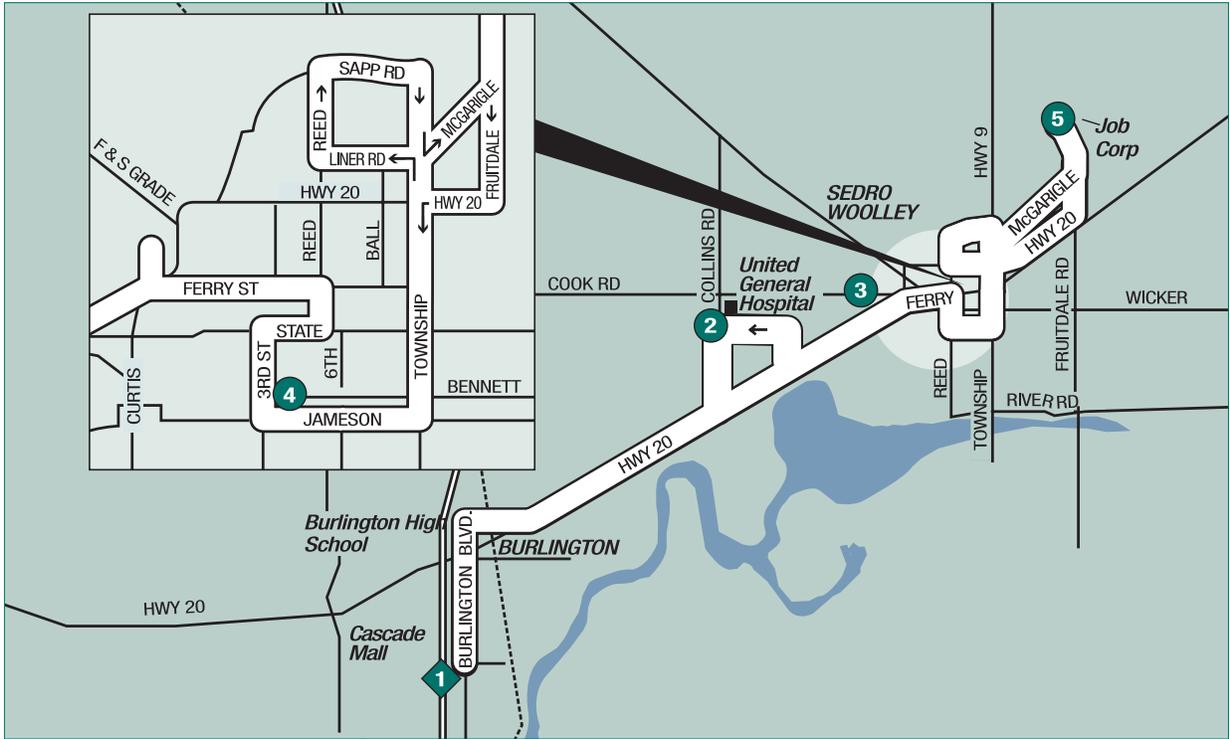




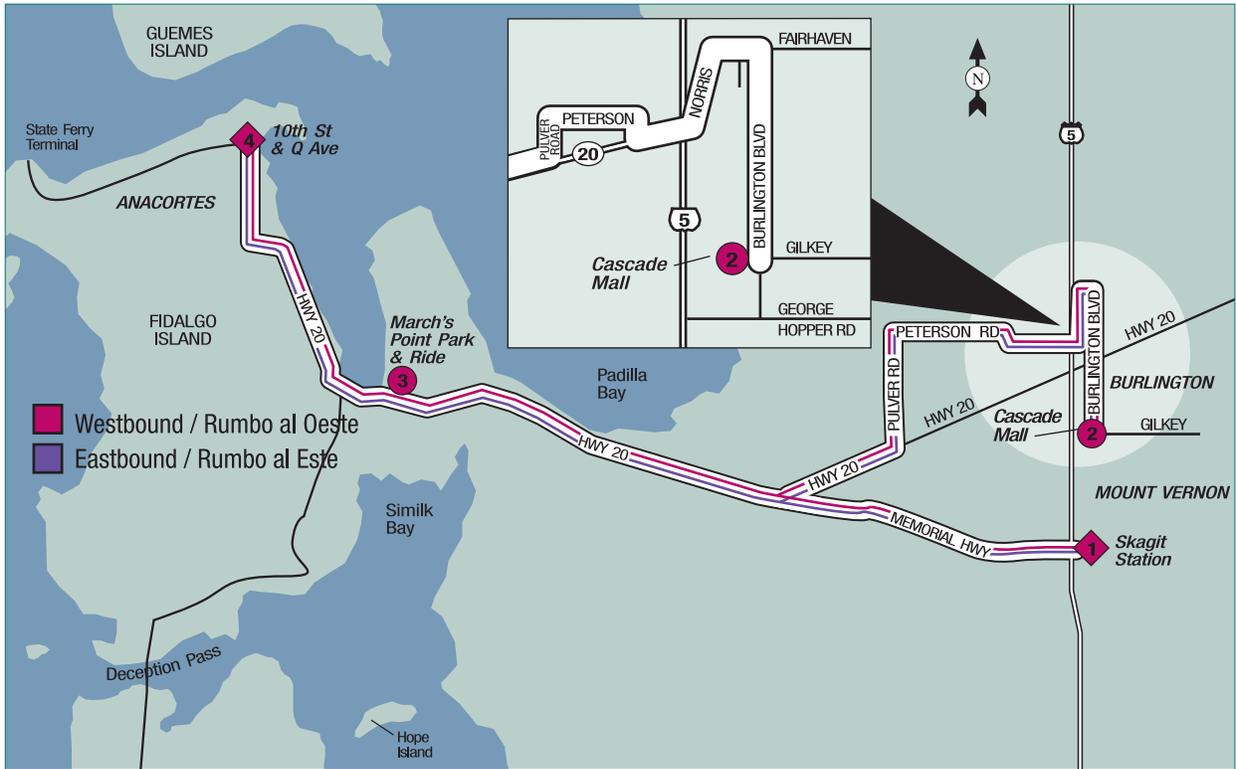
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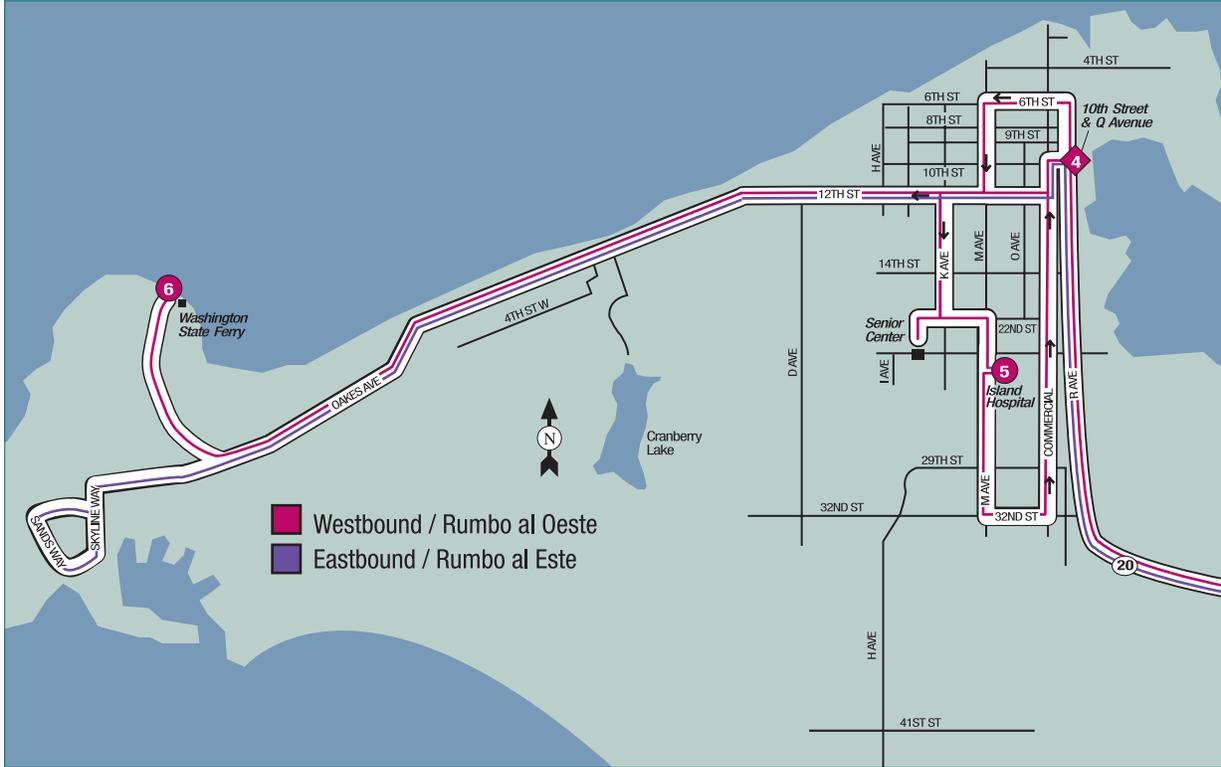
# ROUTE 300



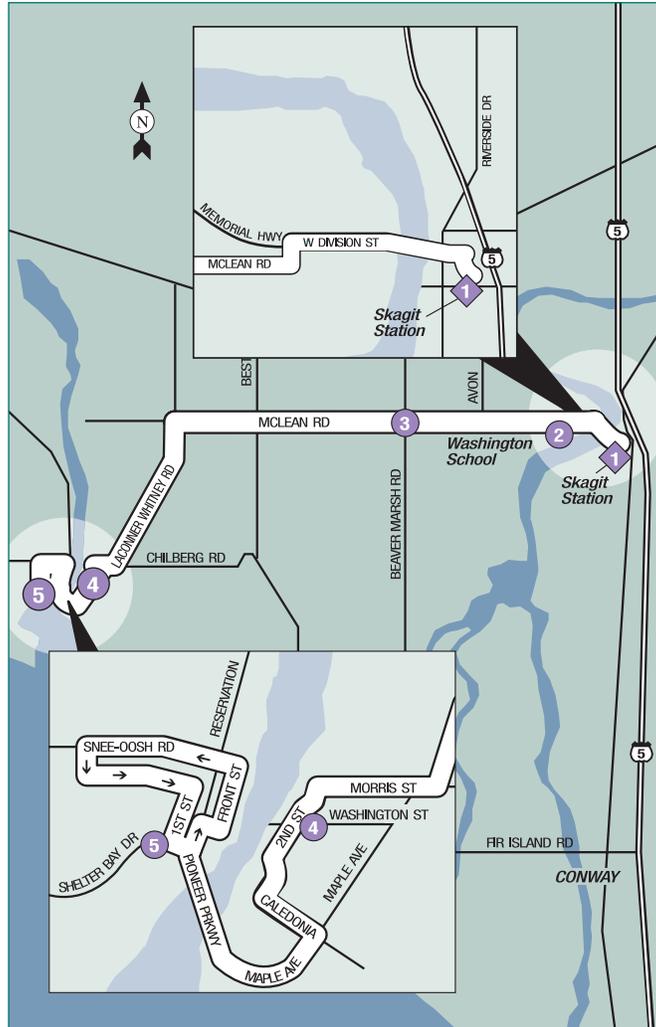
# ROUTE 410 EAST



# ROUTE 410 WEST



# ROUTE 615



## **Public Transportation Management System Instructions for Asset Inventories**

In 2004, the Washington state Department of Transportation collected transit system data electronically and created a new database to maintain the information. This change in data collection improved the accuracy of transit statistics, simplified the preparation of data intensive reports and allowed state and local agencies an opportunity to access transit information from a common data library. To expand on the efficiencies of collecting and reporting transit numbers, the Public Transportation and Commute Options Office has prepared new public transportation asset inventory forms. This document will satisfy the state and federal requirements for submitting inventory information including the Federal Transit Administration's Public Transportation Management System and the state's Asset Management Inventory component.

### **Rolling Stock Form**

Every vehicle used primarily for the transportation of passengers shall be reported on the Owned Rolling Stock Inventory. For the purposes of establishing a base year inventory, the information required will include: year/make/model; vehicle code; vehicle identification number (VIN); agency vehicle number; current odometer; condition; age; remaining useful life; replacement cost; ADA access; seating capacity; fuel type; and WSDOT title. A more complete definition of these inventory categories is provided below.

### **Facility Form**

Every facility which has a replacement value of \$25,000 or greater shall be reported on the Owned Facilities Inventory. Facilities of a lesser value may be reported at the agency's discretion. For the purposes of establishing a base year inventory, the information required will include: facility code, facility name (or address); condition; age; remaining useful life; replacement cost; detailed facility description; and any comments about the facility which the reporting agency wishes to have noted. A more complete definition of these inventory categories is provided below.

### **Equipment Form**

Every piece of equipment which has a replacement value of \$100,000 or greater shall be reported on the Owned Equipment Inventory. Equipment with a value less than \$100,000 may be reported at the discretion of the reporting agency. Equipment is considered to be anything that is not permanently installed or an integral part of a facility, exclusive of rolling stock utilized in transporting the public. For the purposes of establishing a base year inventory, the information required will include: equipment code or type; condition; age; remaining useful life; replacement cost; and, any additional description or comments about the equipment which the reporting agency wishes to have noted. A more complete definition of these inventory categories is provided below.

## Inventory Definitions

Year/Make/Model	<p>Year: Year of vehicle manufacture.</p> <p>Make: The name of the manufacturer of the vehicle.</p> <p>Model: Name or number of vehicle model.</p>
Vehicle Code or Equipment Code	<p>A table of rolling stock categories provided below assigns a code for each vehicle type. A list of examples of equipment types and code number is shown below.</p>
Vehicle Identification Number (VIN)	<p>The serial number assigned by the manufacturer.</p>
Agency Vehicle Number	<p>The internal tracking number assigned to this vehicle by your agency.</p>
Condition	<p>The point rating that best describes the condition of the asset. Maintenance staff should be involved in establishing the condition score. If there are any issues related to the asset that are considered significant enough to be noted, please provide a comment in the appropriate column or attach an additional comment page. Example might be plans for rehabilitation or identification of "lemons".</p>
Age	<p>Years since the facility was completed and opened for use or years since the manufacture of equipment or vehicle.</p>
Remaining Useful Life	<p>The estimated number of years that the asset will be able to carry out its intended purpose before being replaced.</p>
Replacement Cost	<p>The current year estimated purchase price for a new vehicle or equipment of this type. The current year estimated replacement cost for a new facility on the same site. Do not include costs for replacement of the land on which the facility is located.</p>
Seating Capacity	<p>Number of seats available to the public (includes driver for rideshare vehicles). Indicate the number of positions for wheelchairs as '+' and indicate that number (example: 30+2).</p>
Fuel Type	<p>Indicate the fuel type by listing the appropriate letter: diesel (D), gasoline (G), biodiesel (BD), electric (E), diesel/electric (DE), compressed natural gas (CNG).</p>
WSDOT Title	<p>Is the title to this vehicle currently held by WSDOT?</p>
Comments	<p>If there are any issues related to the asset that are considered significant, they should be noted. If your comments exceed two lines, please attach a separate comment page.</p> <p>Examples of comments regarding equipment or rolling stock might be plans for rehabilitation, elimination, or anticipated replacement due to changes in technology or other requirements.</p> <p>Examples for facility comments might be plans for rehabilitation, elimination, or anticipated relocation of some functions from this site to another. Problems with specific subsystems or issues regarding ability to address regulatory requirements might be noted here.</p>

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## Vehicle Codes

01	Bus - 40 ft.	15	Rail Cars - LRT
02	Bus - 35 ft.	16	Rail Cars - Rapid
03	Bus - 30 ft.	17	Rail Cars - Commuter Self-Propelled
04	Bus - <30 ft.	18	Rail Cars - Commuter Trailer
05	Bus - articulated	19	Rail Cars - Trolley
06	Bus - Intercity	20	Rail Cars - Intercity
07	Bus - Trolley	21	Locomotive
08	Bus - Trolley Articulated	22	Cable Car
09	Bus - Double Deck	23	People Mover
10	Bus - Dual Propulsion	24	Car - Incline Railway
11	Cutaway (under 30 ft.)	25	Fixed Guideway Cars (e.g., Monorail)
12	Body-on-Chassis (under 30 ft.)	26	Ferry Boats
13	Van - Vanpool	27	Streetcar Replicas
14	Van - Special Service	28	Other

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## Facility Codes

01	Power Distribution Substations	13	Incline Railway
02	Tunnels	14	Track System
03	Bridges	15	Overhead Power Distribution System
04	Elevated Right of Way/Track	16	Passenger Amenities (Shelters, Restrooms, etc.)
05	People Mover	17	Terminals, Intermodal
06	Transit Center	18	Toll Booths
07	Boarding Platforms/Stations/Floors	19	Uncovered Bus Storage
08	Pedestrian Access Facilities	20	Covered Bus Storage
09	Park and Ride Lots	21	Wash Islands/Fuel Islands
10	Administration Building	22	Warehouse/Storage
11	Maintenance Building	23	Multifunctional (Ops. And Maint.; Ops, and Admin.)
12	Rail Yards/Shop	24	Other

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## Equipment Codes

01	Line Equipment/Structures	09	Shop equipment (Other than permanently installed; e.g. port hoist)
02	Fare Collection Equipment (Stationary)	10	Signage systems
03	Surveillance/Security System	11	Navigational Devices (ex. Dolphins & wingwalls)
04	Automated Data Processing or Computer Hardware/Software Systems	12	Life Safety Equipment
05	Support Vehicles/Vessels	13	Bicycle Locker/Racks (Stationary)
06	Work Trains	14	Accessibility Devices
07	Train Control/Signal Systems	15	Power Distribution Control and Monitoring System
08	Radio System (Stationary)	16	Other (Be sure to include complete description)

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## Condition - Point Score Definitions\*

100	Requires routine preventive maintenance.
80 - 90	In good working order, requiring only nominal or infrequent minor repairs.
50 - 70	Requires frequent minor repairs or infrequent major repairs.
20 - 40	Requires frequent major repairs.
10	Continued use presents excessive repair costs and/or potential service interruption.

- *Frequent means less than 6 months between repairs.*
- *Infrequent means more than 6 months between repairs.*

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### \* The following subsystems should be considered in assigning the point score for each vehicle:

Engine	Body - Interior
Drive-Train	Body - Exterior
Electrical	A/C, Heating
Suspension/Steering	Brake System
Structure	Wheelchair Lift (0 score for non-lift equipped)

### \* The following subsystems should be evaluated as a part of the facility if it exists within the facility:

Heating, ventilation, and air conditioning systems (HVAC)	Functional capacity (does the current use exceed design capacity)
Roof	Safety (alarms, detector, security, sprinkler, extinguishers, etc.)
Structure (walls, floors, windows, and foundation)	Communications (including signage)
Electrical/lighting	Accessibility (ADA)
Parking/driving surfaces (include tract system in rail yard)	Mechanical (fixed or built-in) (examples include vehicle hoists, elevators, cranes, delivery systems for fuel island)
Pedestrian access	Fuel, Fluid, or chemical storage
Water/sewer	

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## APPENDIX B

### Public Transportation Management System Owned Rolling Stock Inventory

Agency/Organization: SKAGIT TRANSIT

Date: 08-Mar-05

	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type
1.	1993 Gillig Phantom	03	15GCA1815P1085069	931	286,438	50-70	12	4	\$300,000	YES	29+2	D
2.	1993 Gillig Phantom	03	15GCA1815P1085072	934	272,720	50-70	12	4	\$300,000	YES	29+2	D
3.	1995 Gillig Phantom	03	15GCA181XS1086131	951	338,347	50-70	10	6	\$300,000	YES	29+2	D
4.	1995 Gillig Phantom	03	15GCA1811S1086132	952	326,079	50-70	10	6	\$300,000	YES	29+2	D
5.	1995 Gillig Phantom	03	15GCA1813S1086133	953	317,718	50-70	10	6	\$300,000	YES	29+2	D
6.	1995 Gillig Phantom	03	15GCA1815S1086134	954	309,814	50-70	10	6	\$300,000	YES	29+2	D
7.	1996 Gillig Phantom	03	15GCA181XT1087118	962	317,987	50-70	9	7	\$300,000	YES	29+2	D
8.	1999 Gillig Phantom	02	15GCB2118X110155	992	257,391	80-90	6	10	\$300,000	YES	35+2	D
9.	1999 Gillig Phantom	02	15GCB211XX110156	993	226,156	80-90	6	10	\$300,000	YES	35+2	D
10.	2001 Gillig Phantom	02	15GCB271611111139	011	92,923	80-90	4	12	\$300,000	YES	35+2	D
11.	1994 Oshkosh Trolley	07	4CSK59N25R2107409	974	84,896	20-40	11	0	\$200,000	YES	24+2	D
12.	1998 Int Aerolite	04	1HVBEABM4WH522666	981	196,731	50-70	7	3	\$100,000	YES	29+2	D
13.	1998 Int Aerolite	04	1HVBEABM7VH480444	975	206,304	50-70	7	3	\$100,000	YES	29+2	D
14.	1998 Int Aerolite	04	1HVBEABM9VH480445	976	223,047	50-70	7	3	\$100,000	YES	29+2	D
15.	1998 Ford Aerotech	11	1FDLE40F1VHB78613	717	167,563	50-70	7	3	\$90,000	YES	13+3	D
16.	1998 Ford Aerotech	11	1FDLE40F3VHB78614	718	182,916	50-70	7	3	\$90,000	YES	13+3	D

## APPENDIX B

### Public Transportation Management System

### Owned Rolling Stock Inventory

**Agency/Organization:** SKAGIT TRANSIT

**Date:** 08-Mar-05

	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type
17	1998 Ford Aerotech	11	1FDXE40F3WHB64053	719	206,852	50-70	7	3	\$90,000	YES	21+2	D
18	1999 Ford Aerotech	11	1FDXE40F2XHC34935	720	145,920	80-90	6	4	\$90,000	YES	13+3	D
19	1999 Ford Aerotech	11	1FDXE40F0XHC34934	721	153,469	80-90	6	4	\$90,000	YES	13+3	D
20	1999 Ford Aerotech	11	1FDXE40F4XHC34936	722	133,000	80-90	6	4	\$90,000	YES	13+3	D
21	2000 Ford Aerotech	11	1FDXE45FX1HA50262	723	94,650	80-90	5	5	\$90,000	YES	21+2	D
22	2000 Ford Aerotech	11	1FDXE45F11HA50263	724	95,289	80-90	5	5	\$90,000	YES	21+2	D
23	2001 Ford Aerotech	11	1FDXE45F31HA50264	725	89,043	80-90	4	5	\$90,000	YES	21+2	D
24	2001 Ford Aerotech	11	1FDXE45F51HA50265	726	107,714	80-90	4	5	\$90,000	YES	21+2	D
25	2001 Ford Aerotech	11	1FDXE45F61HB35602	727	114,180	80-90	4	5	\$90,000	YES	21+2	D
26	2001 Ford Aerotech	11	1FDXE45F21HB38464	728	102,874	80-90	4	5	\$90,000	YES	21+2	D
27	2004 Ford Aerotech	11	1FDXE45F73HB94614	729	25,372	80-90	1	9	\$90,000	YES	12+3	D
28	2004 Ford Aerotech	11	1FDXE45F93HB94615	730	25,958	80-90	1	9	\$90,000	YES	12+3	D
29	2004 Ford Aerotech	11	1FDXE45F93HB94616	731	24,124	80-90	1	9	\$90,000	YES	12+3	D
30	2004 Ford Aerotech	11	1FDXE45F93HB94617	732	23,051	80-90	1	9	\$90,000	YES	12+3	D
31	2004 Dodge Caravan	13	2D8GP44L65R184042	807	2,769	100	1	5	\$25,000	NO	7	G

## APPENDIX B

### Public Transportation Management System

### Owned Rolling Stock Inventory

**Agency/Organization:** SKAGIT TRANSIT

**Date:** 08-Mar-05

	Year/Make/Model	Vehicle Code	Vehicle Identification Number (VIN)	Agency Vehicle Number	Current Odometer	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost \$	ADA Access (yes/no)	Seating Capacity	Fuel Type
32	2004 Dodge Caravan	13	2D8GP44L85R184043	808	2,142	100	1	5	\$25,000	NO	7	G
33	2005 Chevy Express	13	1GAHG39U151167340	856	2,591	100	0	6	\$30,000	NO	15	G
34	2005 Chevy Express	13	1GAHG39U051167846	857	787	100	0	6	\$30,000	NO	15	G
35	2005 Chevy Express	13	1GAHG39U151168813	858	267	100	0	6	\$30,000	NO	15	G
36	2005 Chevy Express	13	1GAHG39U851168940	859	265	100	0	6	\$30,000	NO	15	G

# APPENDIX B

WSDOT  
Title  
(yes/no)

Yes
No
No
No
No
Yes
No

# APPENDIX B

WSDOT  
Title  
(yes/no)

Yes
No
No
No
Yes
No
No
No
No

# APPENDIX B

WSDOT  
Title  
(yes/no)

No
Yes
Yes
Yes
Yes

**Public Transportation Management System  
Owned Equipment Inventory**

**Agency/Organization:** \_\_\_\_\_

**Date:** \_\_\_\_\_

	<b>Equipment Code and Description</b>	<b>Condition (points)</b>	<b>Age (years)</b>	<b>Remaining Useful Life (years)</b>	<b>Replacement Cost (\$)</b>	<b>Comments <i>(If more than two lines, please attach a separate comment page)</i></b>
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
13.						
14.						
15.						
16.						

# Appendix B

## Public Transportation Management System Owned Facility Inventory

**Agency/Organization:** SKAGIT TRANSIT

**Date:** 08-Mar-05

	Facility Code	Facility Name	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	Comments <i>(If more than two lines, please attach a separate comment page)</i>
1.	23	Maintenance, Operations, Administration Base	90	5	25	\$2,400,000	Land is leased from Skagit County
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							
13.							
14.							
15.							

16.			<b>Appendix B</b>			
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## APPENDIX C

### Washington's Transportation Plan Service Objectives

- Increase the efficiency of operating the existing systems and facilities.
- Maintain the effective and predictable operations of the transportation system to meet customer's expectations.
- Preserve transportation infrastructure to achieve the lowest life cycle cost and prevent failure.
- Meet all basic transportation needs for special needs population.  
(Basic transportation needs = health and work related essential travel)
- Reduce person and freight delay on WTP Corridors.
- Improve existing travel options.  
("Travel Options" = new options and better quality of existing options based on market demand. Viable options = 1. basic access; 2. quality; and 3. number of options. Quality/viability = customer service, frequency, ease of use, price comparability, demand responsiveness.)
- Create links and remove barriers between transportation facilities and services.
- Reduce and prevent deaths and the frequency and severity of disabling injuries, and societal costs of accidents.
- Improve transportation facilities with state-of-the-art safety features.
- Reduce impact on communities and their resources with the development and implementation of transportation projects.
- Increase integration of state and local interests in the development and implementation of transportation services and facilities.
- Balance state and local needs in the development and implementation of multi-modal transportation projects.
- Increase stakeholder and partner satisfaction with the level of involvement in decision-making in the development and implementation of transportation projects.
- Support statewide economic development through targeted transportation investments.
- Improve the quality of tourists' related travel experiences in Washington.
- Reduce the impact of transportation facilities and services on air quality in conformance with the State Implementation Plan for Air Quality.
- Reduce water quality impacts caused by transportation facilities and services to comply with federal and state water quality requirements.
- Reduce the impacts of past projects and avoid or minimize impacts to watershed and habitat from current and future transportation.