



**PLANNING COMMISSION MEETING
TUESDAY, OCTOBER 8, 2024 – 6:30 PM
501 DELTA AVENUE
MARYSVILLE, WA 98270**

AGENDA

The Planning Commission meeting is a hybrid meeting which you are welcome to attend in person or via Zoom. Anyone wishing to provide verbal public comment is encouraged to pre-register by contacting the Staff Contact for the agenda item outlined above the day prior to the meeting. Those providing verbal public comment will need to provide their name, address, e-mail and phone number for the public record.

Join Zoom Meeting:

<https://us06web.zoom.us/j/82807794181?pwd=YZJdf29ZbgUERxOqJO4gKMLO53gx18.1>

Meeting ID: 828 0779 4181

Passcode: 877752

Phone: 253.215.8782

CALL TO ORDER

1. ROLL CALL

2. APPROVAL OF MINUTES

2.1 September 24, 2024 Planning Commission minutes

Motion: I move to approve the September 24, 2024 Planning Commission meeting minutes.

[September 24, 2024 PC minutes](#)

3. AUDIENCE PARTICIPATION *(for topics not on the agenda)*

4. OLD BUSINESS

4.1 DRAFT Transportation Element (short version) - 2024 Comprehensive Plan Update

This item is for discussion purposes only. Action is anticipated with the overall Comprehensive Plan update.

[DRAFT Transportation Element \(short version\)](#)

5. NEW BUSINESS

5.1

DRAFT Capital Facilities Plan – 2024 Comprehensive Plan Update

This item is for discussion purposes only. Action is anticipated with the overall Comprehensive Plan update.

[NEW Draft CFP Element PC 10-8-24 Meeting.pdf](#)

6. DIRECTOR'S COMMENTS

7. ADJOURNMENT

8. NEXT MEETING - [INSERT DATE]

CITY COUNCIL AGENDA ITEMS AND MINUTES

Special Accommodations: The City of Marysville strives to provide accessible meetings for people with disabilities. Please contact the City Clerk's office at (360) 363-8000 or 1-800-833-6384 (Voice Relay), 1-800-833-6388 (TDD Relay) two business days prior to the meeting date if any special accommodations are needed for this meeting.



Agenda Bill

PLANNING COMMISSION AGENDA ITEM REPORT

DATE: October 8, 2024

SUBMITTED BY: Principal Planner Angela Gemmer, Community Development

ITEM TYPE: Discussion Item

AGENDA SECTION: **APPROVAL OF MINUTES**

SUBJECT: September 24, 2024 Planning Commission minutes

SUGGESTED ACTION: Motion: I move to approve the September 24, 2024 Planning Commission meeting minutes.

SUMMARY: See attached minutes.

ATTACHMENTS:
[September 24, 2024 PC minutes](#)

Community
Development



501 Delta Ave
Marysville, WA 98270

**Planning Commission
September 24, 2024**

CALL TO ORDER

Chair Leifer called the meeting to order at 6:30 p.m. and noted the excused absence of Commissioner Zebo Zhu.

1) ROLL CALL

Present:

Commission: Chair Stephen Leifer, Commissioner Gary Kemp, Commissioner Jerry Andes, Commissioner Shanon Jordan, Vice Chair Brandon Whitaker, Commissioner Raymond Miller

Staff: Community Development Director Haylie Miller, Principal Planner Angela Gemmer, Transportation and Parks Maintenance Manager Jesse Birchman, Transportation Engineering Manager Jesse Hannahs

Excused: Commissioner Zebo Zhu

2) APPROVAL OF MINUTES

[September 10, 2024 Planning Commission minutes](#)

Motion to approve the September 10, 2024 Planning Commission minutes as presented moved by Commissioner Gary Kemp seconded by Commissioner Shanon Jordan.

AYES: ALL

[September 10, 2024 PC minutes](#)

3) AUDIENCE PARTICIPATION

None

4) OLD BUSINESS

DRAFT Transportation Element - 2024 Comprehensive Plan Update

DRAFT Transportation Element

Guests: Brent Turley, Senior Project Manager; Jon Pascal, Managing Principal

Principal Planner Gemmer introduced this item.

Brent Turley, Transpo Senior Project Manager, made the presentation regarding the Transportation Element. He reviewed the approach to updating the Plan; goals and policies; Multimodal Networks; the project list, and financing strategies.

Chair Leifer asked when the 156th Street overpass will happen. He also wondered about the flyover over the railroad track and spur going west. Jesse Birchman, Transportation and Parks Maintenance Manager, explained that the interchange is funded through the nickel package which has been delayed by Washington State DOT and is ultimately led by them. It looks like construction is set to begin around 2030. The City is currently pursuing funds for the railroad overcrossing and coordinating with the County. There was some discussion about challenges with the Grove Street overcrossing.

Vice Chair Whitaker referred to 51st Avenue. The map shows this as a primary pedestrian and bicycle route, but large stretches have no shoulder. It is also shown as a primary truck route. He asked about future plans for that road to advance those goals. Mr. Turley noted that there are sections of the road that need improvements, and some portions will need a trail or some separation to address safety issues. This is anticipated to be the spine of the pedestrian/bike system. Mr. Birchman noted there is a multimodal trail identified along 51st.

Vice Chair Whitaker asked when the project to widen 3rd Street/Sunnyside Blvd. as it goes west across Allen Creek is scheduled. Mr. Birchman explained that there is a trail project through there as part of the Ebey Waterfront Trail with a traffic signal planned at the intersection of 61st scheduled to begin construction within a month or so. Vice Chair Whitaker asked if it would include a sidewalk on the east side of the road going up to Jennings Park. Jesse Hannahs, Traffic Engineering Manager, referred to the project on 53rd Avenue between Sunnyside Blvd. and SR 528 that will go to construction soon. It will construct a multiuse trail on the east side of 53rd Avenue to connect to Jennings Park. He added that 51st Avenue has been considered the main bicycle network for commuters from north to south from Arlington to 1st Street.

5) NEW BUSINESS

2024 - 2029 School District Capital Facilities Plans for Lake Stevens and Lakewood School Districts

Principal Planner Gemmer introduced this item regarding Capital Facilities Plan updates for Lake Stevens and Lakewood School Districts. Marysville School District has been experiencing declining enrollment and did not elect to submit a capital facilities plan, but did provide an enrollment forecast memo which explains what is occurring.

Rob Stanton, Lake Stevens School District, discussed enrollment levels, capacity, growth, and an upcoming bond measure. Questions and answers followed regarding new facilities, out-of-district transfers, demographics, expected growth, and the potential impact of affordable housing.

Denise Stiffarm, Pacifica Law Group, reviewed expected enrollment levels, capacity, and a potential bond measure for a new middle school. There are currently no proposed impact fees. Questions and answers followed regarding growth, housing types, and the potential site for a new middle school.

Memo with 2024 - 2029 School District Capital Facilities Plans and exhibits

Motion to set a public hearing date for October 22, 2024 to consider the 2024 - 2029 School District Capital Facilities Plans for the Lake Stevens and Lakewood School Districts moved by Vice Chair Brandon Whitaker seconded by Commissioner Shanon Jordan.

AYES: ALL

6) DIRECTOR'S COMMENTS

Director Miller noted that October 28 would be a volunteer appreciation event for the different boards and commissions from 5:30 to 6:30 p.m. at the community center.

7) ADJOURNMENT

Motion to adjourn the meeting moved by Commissioner Gary Kemp seconded by Commissioner Raymond Miller.

AYES: ALL

The meeting was adjourned at 7:18 p.m.

8) NEXT MEETING - October 8, 2024



Agenda Bill

PLANNING COMMISSION AGENDA ITEM REPORT

DATE: October 8, 2024

SUBMITTED BY: Principal Planner Angela Gemmer, Community Development

ITEM TYPE: Discussion Item

AGENDA SECTION: **OLD BUSINESS**

SUBJECT: DRAFT Transportation Element (short version) - 2024 Comprehensive Plan Update

SUGGESTED ACTION: This item is for discussion purposes only. Action is anticipated with the overall Comprehensive Plan update.

SUMMARY: The Transportation Element (TE) or Transportation Plan is a chapter in the Comprehensive Plan that addresses motorized and non-motorized (i.e. bicycle, pedestrian, etc.) transportation modes and networks. The TE evaluates existing conditions and uses 2044 population and employment projections to evaluate transportation improvements that are needed over the next 20 years to ensure that roads within the City operate at an acceptable level of service (LOS). The full-length version was presented at the September 24th Planning Commission meeting. The attached shortened version will be included in the overall Comprehensive Plan. Staff respectfully requests the Planning Commission's review the short version and provide any feedback at the October 8th Planning Commission meeting.

ATTACHMENTS:
[DRAFT Transportation Element \(short version\)](#)

8.0 TRANSPORTATION ELEMENT



TRANSPORTATION ELEMENT OVERVIEW	EXISTING TRANSPORTATION NETWORK	EXISTING TRANSPORTATION CONDITIONS AND SAFETY	LAND USE FORECASTS AND KEY GROWTH AREAS	MOTORIZED, NON-MOTORIZED, AND TRANSIT SYSTEM PLANS	TRANSPORTATION IMPROVEMENTS PROJECTS AND FINANCING PROGRAM
THE TRANSPORTATION ELEMENT ADDRESSES STREETS AND HIGHWAYS, TRUCK ROUTING, PEDESTRIAN AND BICYCLE SYSTEM NEEDS, TRANSIT, AND TRANSPORTATION DEMAND MANAGEMENT STRATEGIES TO HELP THE CITY MEET EXISTING AND FUTURE TRANSPORTATION DEMANDS. THE CITY OF MARYSVILLE HAS GROWN SIGNIFICANTLY OVER THE PAST DECADE. RECENT AND FORECAST GROWTH WILL CONTINUE TO PRESSURE THE TRANSPORTATION SYSTEM. SINCE THE 2015 UPDATE, THE CITY HAS COMPLETED SEVERAL MAJOR PLANNING EFFORTS AND TRANSPORTATION INFRASTRUCTURE PROJECTS. 	THE CITY'S EXISTING TRANSPORTATION SYSTEM IS COMPRISED OF SIX STATE HIGHWAYS, ARTERIALS, COLLECTORS, LOCAL ROADS, PEDESTRIAN AND BICYCLE FACILITIES, AND TRANSIT. NORTH-SOUTH ARTERIALS DO NOT EXTEND THROUGH THE CITY BUT RATHER PROVIDE CONNECTIVITY TO NORTH-SOUTH ARTERIALS. THE CITY'S PEDESTRIAN AND BICYCLE FACILITIES ARE MOST COMPLETE WITHIN DOWNTOWN; HOWEVER, IMPROVEMENTS OCCUR WITH DEVELOPMENT AND IN KEY LOCATIONS THROUGH CAPITAL IMPROVEMENT PROJECTS. A VARIETY OF PUBLIC TRANSIT IS PROVIDED BY COMMUNITY TRANSIT. RAIL LINES ALSO TRAVEL THROUGH THE CITY. 	THE MARYSVILLE TRAVEL DEMAND MODEL WAS USED TO ESTIMATE CURRENT DAILY VEHICULAR DEMANDS ON ALL CITY ARTERIAL ROADWAYS. WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT) FACILITIES HAVE THE HIGHEST DAILY TRAFFIC VOLUMES, WHILE STATE AVENUE/SMOKEY POINT BOULEVARD HAS THE NEXT HIGHEST DAILY TRAFFIC VOLUME. CURRENTLY ALL CITY INTERSECTIONS OPERATE AT AN ACCEPTABLE LEVEL OF SERVICE (LOS) EXCEPT ONE INTERSECTION, WHICH WILL BE IMPROVED IN THE NEAR TERM. A SAFETY ANALYSIS WAS CONDUCTED WITH THE TRANSPORTATION ELEMENT, WHICH LOOKS AT SAFETY FOR MOTORISTS, PEDESTRIANS, AND BICYCLISTS. 	THE GMA REQUIRES TRANSPORTATION PLANNING FOR AT LEAST 10 YEARS INTO THE FUTURE; HOWEVER, THE CITY IS PLANNING FOR THE NEXT 20 YEARS (THROUGH 2040). THE CITY'S TRAVEL FORECASTING MODEL SUPPORTS THE CITY'S TRANSPORTATION PLANNING EFFORTS. THE TRAVEL DEMAND MODEL PROVIDES A TOOL FOR FORECASTING LONG-RANGE TRAFFIC VOLUMES BASED ON THE PROJECTED GROWTH IN HOUSING AND EMPLOYMENT. FOR TRAFFIC MODELING PURPOSES, MARYSVILLE WAS DIVIDED INTO THREE FUNCTIONAL AREAS: NORTH, CENTRAL, AND SOUTHEAST MARYSVILLE. THE MOST SIGNIFICANT EMPLOYMENT GROWTH IS EXPECTED TO OCCUR IN NORTH MARYSVILLE, WHILE THE MOST RESIDENTIAL GROWTH WILL OCCUR IN THE SOUTHEAST FOLLOWED BY CENTRAL AND NORTH MARYSVILLE.	TRANSPCO CONDUCTED A BASELINE ANALYSIS OF THE MOTORIZED AND NON-MOTORIZED (I.E. PEDESTRIAN AND BICYCLE) TRANSPORTATION NETWORKS. WITH THE ANTICIPATED 2040 LAND USE GROWTH AND BASELINE IMPROVEMENT PROJECTS, MOTORIZED AND NON-MOTORIZED FUTURE TRANSPORTATION NETWORK PLANS WERE PREPARED. LEVEL OF SERVICE (LOS) STANDARDS WERE UPDATED FOR MOTORIZED NETWORKS AND, CONSISTENT WITH NEW STATE REQUIREMENTS, LOS STANDARDS FOR NON-MOTORIZED NETWORKS WERE DEVISED TO ADEQUATELY SERVE FUTURE GROWTH. COORDINATION WITH COMMUNITY TRANSIT IS ONGOING TO ADDRESS TRANSIT NEEDS INCLUDING PLANS FOR SWIFT'S BUS RAPID TRANSIT SERVICE, WHICH IS EXPECTED TO BE DEPLOYED BY 2029. 	THE CITY HAS IDENTIFIED A COMPREHENSIVE LIST OF MULTIMODAL TRANSPORTATION SYSTEM IMPROVEMENT PROJECTS AND PROGRAMS NECESSARY FOR THE PROPER FUNCTIONING OF THE TRANSPORTATION NETWORK. A FINANCING PROGRAM TO SUPPORT IMPLEMENTATION OF THE TRANSPORTATION SYSTEMS IMPROVEMENT PROJECTS AND PROGRAMS IS PRESENTED IN THE FULL 2024 TRANSPORTATION PLAN. A VARIETY OF FUNDING SOURCES ARE PART OF THE FINANCING PROGRAM. 

The public's top four priorities for the Transportation Element are:

- 1) Making it safer and easier to walk in the community
- 2) Reducing traffic congestion
- 3) Increasing traffic safety
- 4) Improving connections among Marysville destinations and to the region

The top four project improvements most desired by the community are:

- 1) Road improvements (e.g. road widening, roundabouts, signals, etc.)
- 2) Pedestrian facility improvements (e.g. crosswalks, sidewalks, trails, etc.)
- 3) Neighborhood traffic improvements
- 4) Improve roadway maintenance

When traveling by transit, the following factors are the most important:

- 1) Overall safety
- 2) Reliability of bus service
- 3) Shelters, lighting, and benches at bus stops

For pedestrians, the four most important priorities for walking within the City are:

- 1) Well-connected sidewalks
- 2) Safe street crossing facilities (e.g. marked crosswalks, ped signals, etc.)
- 3) Sidewalk condition and maintenance
- 4) Street lighting

For bicyclists, the five most important priorities are:

- 1) Separation from traffic
- 2) Street pavement condition
- 3) Connectivity of bike facilities
- 4) Providing dedicated on-street space for bicycles
- 5) Bike lane markings through intersections

Transportation Survey Responses

8.1 Introduction

The Transportation Element addresses streets and highways, truck routing, pedestrian and bicycle system needs, transit, and transportation demand management strategies to help the City meet existing and future transportation demands. The City of Marysville has grown significantly over the past decade. Recent and forecasted growth will continue to pressure the transportation system.

The Transportation Element identifies improvement projects and programs, and policies to guide the development of an integrated, multimodal transportation system. The Transportation Element has a planning horizon of 2044 to provide a



Image 1 Interstate 5 and SR529 are state highways providing vital regional connections.

long-range assessment of facility needs. The long-range evaluation will assist the City and neighboring communities in preserving needed rights-of-way and ensuring that improvements can meet future needs and be efficiently phased over time.

The Transportation Element is based on and complies with the objectives and requirements of the Washington State Growth Management Act (GMA) (RCW 36.70A). It is also consistent and compatible with State, regional, Snohomish County, and adjacent municipal transportation plans.

Major Plan Updates. Since the 2015 Transportation Element update, several major planning efforts and transportation projects have been completed.

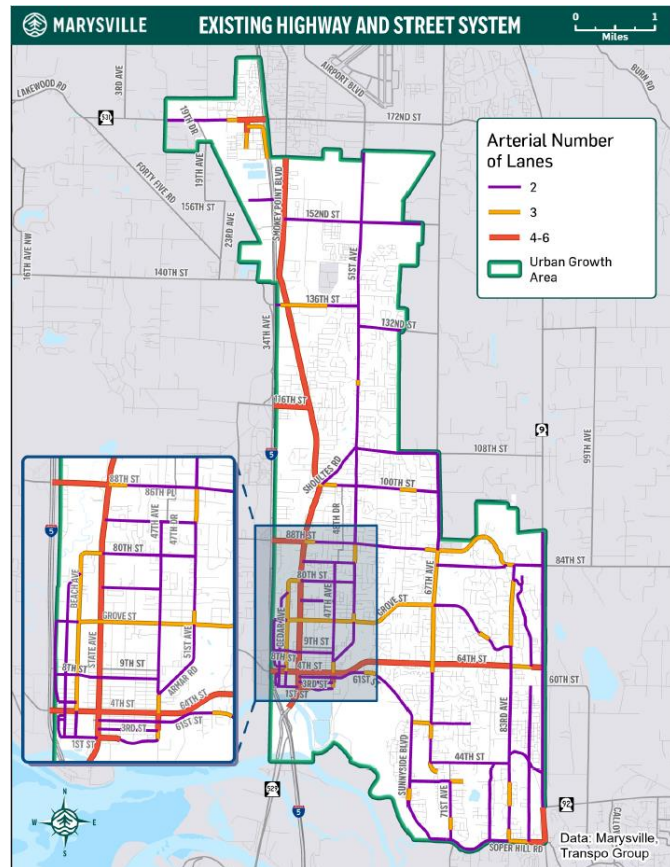
Notable planning efforts include, but are not limited to: adoption of the Lakewood Neighborhood Master Plan, Downtown Master Plan, and the Americans with Disabilities Act (ADA) Self-Evaluation & Transition Plan¹; preliminary planning for

¹ Approved in December 2020, the ADA SETP details the path to achieving ADA compliance. Included in the plan is identification of items throughout Marysville that are not ADA-compliant, the process for making such items ADA-compliant, as well as a schedule for implementing changes.

Community Transit's SWIFT Gold Line ²; and designation of the Cascade Industrial Center as a Regional Center by the Puget Sound Regional Council (PSRC) along with transportation network changes within the Smokey Point Master Plan Area.

Notable infrastructure projects include, but are not limited to, State Avenue Corridor Widening, construction of the First Street Bypass, Cedar Avenue and Second Street Low Impact Design (LID) and Roadway Improvement projects, rebuilding streets and city-wide pavement preservation³, installation of traffic signals and a pedestrian HAWK signal, ADA upgrades, and other transportation and safety improvements.⁴

Figure 1



From 2011 to 2023, Washington has passed several other legislative amendments that require a focus on Complete Streets and multi-modal transportation as detailed in the full 2024 Transportation Plan ([add link](#)).⁵

² The SWIFT Gold Line, offered through Community Transit, is anticipated to arrive in Marysville in 2027-2029. It will connect downtown Everett, downtown Marysville, and Arlington with several other locations of interest in between.

³ The Annual Pavement Preservation Program improves pedestrian facilities to meet ADA requirements, repairs existing pavement, resurfaces streets, and restripes existing streets. These projects are typically funded by Transportation Benefit District (TBD) revenues and other outside funding sources when available.

⁴ Other transportation and safety improvement projects include Transportation Benefit District (TBD) Projects and the 2019 Highway Safety Improvement Program (HSIP). The TBD involved a 0.2 percent sales tax increase with the specific objective of using the revenue for transportation improvements. Projects involved with the HSIP 2019 were completed in 2021 and involved multiple safety improvements at several locations and pedestrian/bicycle facility improvements.

⁵ Complete streets is a design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel access for users of all ages and abilities regardless of their mode of transportation (Source: Wikipedia). Multi-modal transportation is a transportation system that accommodates motor vehicles, pedestrians, transit, and bicycles (Source: Puget Sound Regional Council (PSRC)).

8.2 Inventory of Existing Transportation Facilities

The City's existing transportation system is comprised of state highways, arterials, collectors, local roads, pedestrian and bicycle facilities, and transit. Rail lines also traverse the City impacting other travel modes. The existing roadway network is shown in **Figure 1**.

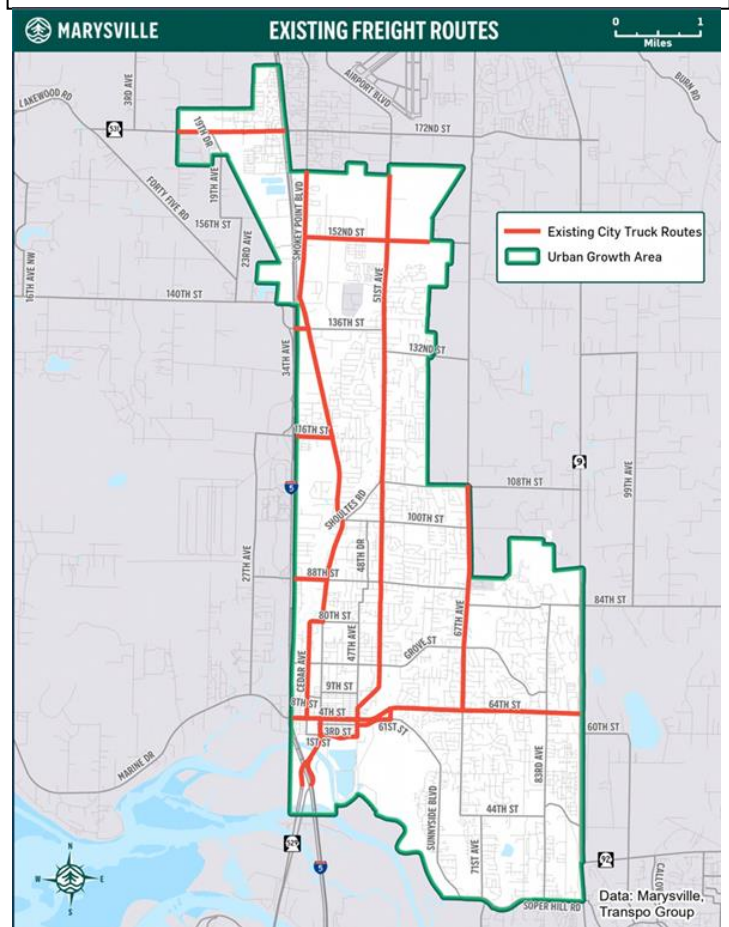
State Highways. Six state highways serve the City. North-south highways are Interstate 5 (I-5), State Route 529 (SR529), and State Route 9 (SR 9). East-west state highways are State Route 531 (SR 531), State Route 528 (SR 528), and State Route 92 (SR 92).

North-South City Arterials. Several City arterials also provide north-south connectivity, serving as the primary connectors for travel within the City and to surrounding communities. These include State Avenue/Smokey Point Boulevard, 51st Avenue NE/Amar Road/47th Avenue NE, and Sunnyside Boulevard.

East-West City Arterials. Few east-west City arterials provide direct connectivity through the City, but instead provide connectivity with major north-south arterials. Besides SR 528 and SR 531, only 88th Street NE/Ingraham Boulevard/84th Street NE directly links I-5 with SR 9. The other main east-west arterials are 1st Street/ 1st Street Bypass/61st Street NE, 116th Street NE, 136th Street NE, and 156th Street NE.

Truck or Freight Routes. The Washington State Freight and Goods Transportation System (FGTS)⁶ classifies state highways, county roads, and city streets according to the average annual gross truck tonnage they carry as directed by RCW 47.05.021. FGTS classifies roadways using five freight tonnage

Figure 2



⁶ The FGTS establishes funding eligibility for the Freight Mobility Strategic Investment Board (FMSIB) grants and supports designations of HSS (Highways of Statewide Significance) corridors, pavement upgrades, traffic congestion management, and other state investment decisions.

classifications, T-1 through T-5. Routes classified as T-1 or T-2 are considered strategic freight corridors and are given priority for funding. There is one T-1 roadway (Interstate 5) in the Marysville area, and several T2 roadways.⁷

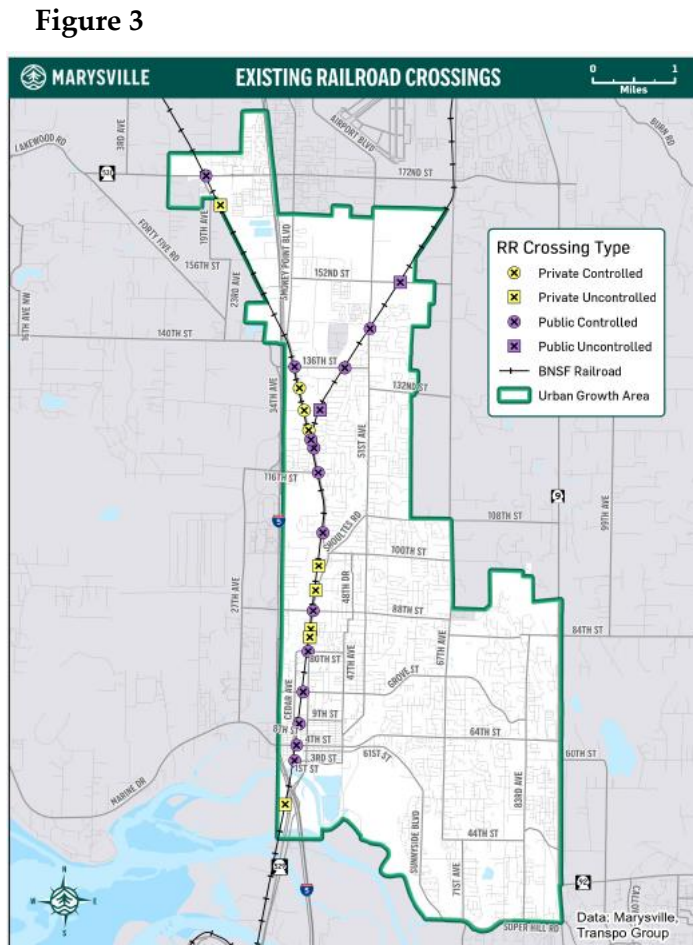
The City has adopted a defined system of truck routes as described in Marysville Municipal Code Chapter 11.62 and shown in **Figure 2**. Due to physical constraints, State Avenue between 4th Street (SR 528) and 80th Street NE is not a designated truck route; instead, Cedar Avenue/80th Street NE serves as the bypass truck route.



Image 2 The railway presents challenges and opportunities for the community.

Rail Crossings. Burlington Northern Santa Fe (BNSF) Railway operates the main rail line through the City of Marysville and a spur that branches off from the main line north of 116th Street NE terminating in Arlington. The BNSF mainline generally parallels State Avenue and Smokey Point Boulevard south of 140th Street NE. Within the City, the BNSF main line has 21 rail crossings while the spur to Arlington has five crossings. The Washington State Rail Plan 2019-2040 reports that approximately 20 trains use the BNSF mainline every day with a daily average of four AMTRAK passenger trains **Figure 3** depicts the location of the rail crossings, whether the crossing is public or private, and whether the crossing is signaled or simply signed.

The rail crossings have been the location of four collisions between 2018 and 2023 with one collision resulting in injuries and one



⁷ T2 truck routes include: SR 9 (south of SR 92); SR 92; 84th Street NE (east of SR 9); SR 531 (between I-5 and 67th Avenue NE); SR 529 from Everett to I-5, State Avenue/Smokey Point Boulevard (between SR 531 and 80th Street NE); 116th Street NE (between 34th Avenue NE and State Avenue); 88th Street NE (between I-5 and State Avenue); and Marine Drive (between 27th Avenue NE and I-5).

Non-Motorized System

Pedestrian and bicycle facilities connect traffic generators, such as major employers, Downtown business, schools, residential areas, parks, and transit stops. Most recently completed pedestrian and bicycle improvement projects have been constructed as part of roadway

MARYSVILLE

EXISTING PEDESTRIAN FACILITIES

0 1 Miles

Legend:

- Sidewalk
- Multi-Use Trail
- Recreational Trail
- Regional Trail
- Urban Growth Area

Map labels include: 3RD AVE, 10TH AVE, 156TH ST, 140TH ST, 136TH ST, 132ND ST, 128TH ST, 100TH ST, 88TH ST, 80TH ST, 64TH ST, 60TH ST, 56TH ST, 52ND ST, 48TH ST, 44TH ST, 40TH ST, 36TH ST, 32ND ST, 28TH ST, 24TH ST, 20TH ST, 16TH ST, 12TH ST, 8TH ST, 4TH ST, 1ST ST, 10TH AVE, 12TH AVE, 14TH AVE, 16TH AVE, 18TH AVE, 20TH AVE, 22ND AVE, 24TH AVE, 26TH AVE, 28TH AVE, 30TH AVE, 32ND AVE, 34TH AVE, 36TH AVE, 38TH AVE, 40TH AVE, 42ND AVE, 44TH AVE, 46TH AVE, 48TH AVE, 50TH AVE, 52ND AVE, 54TH AVE, 56TH AVE, 58TH AVE, 60TH AVE, 62ND AVE, 64TH AVE, 66TH AVE, 68TH AVE, 70TH AVE, 72ND AVE, 74TH AVE, 76TH AVE, 78TH AVE, 80TH AVE, 82ND AVE, 84TH AVE, 86TH AVE, 88TH AVE, 90TH AVE, 92ND AVE, 94TH AVE, 96TH AVE, 98TH AVE, 100TH AVE, 102ND AVE, 104TH AVE, 106TH AVE, 108TH AVE, 110TH AVE, 112ND AVE, 114TH AVE, 116TH AVE, 118TH AVE, 120TH AVE, 122ND AVE, 124TH AVE, 126TH AVE, 128TH AVE, 130TH AVE, 132ND AVE, 134TH AVE, 136TH AVE, 138TH AVE, 140TH AVE, 142ND AVE, 144TH AVE, 146TH AVE, 148TH AVE, 150TH 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expansion projects; however, several major standalone non-motorized projects have also been completed.

Pedestrian Facilities. As shown in **Figure 4**, most existing sidewalks and pedestrian pathways are located Downtown and in the neighborhoods of Getchell Hill, Jennings Park and East Sunnyside. Sidewalks or shoulders that serve as walkways are also provided elsewhere in the City. While many sidewalks have been constructed by the City, other sidewalks have been constructed by developers as new subdivisions or commercial projects were built. While this has resulted in many new sidewalks, a variety of gaps exist in the pedestrian system and pose safety issues, particularly for vulnerable populations like seniors, children and people with limited mobility.

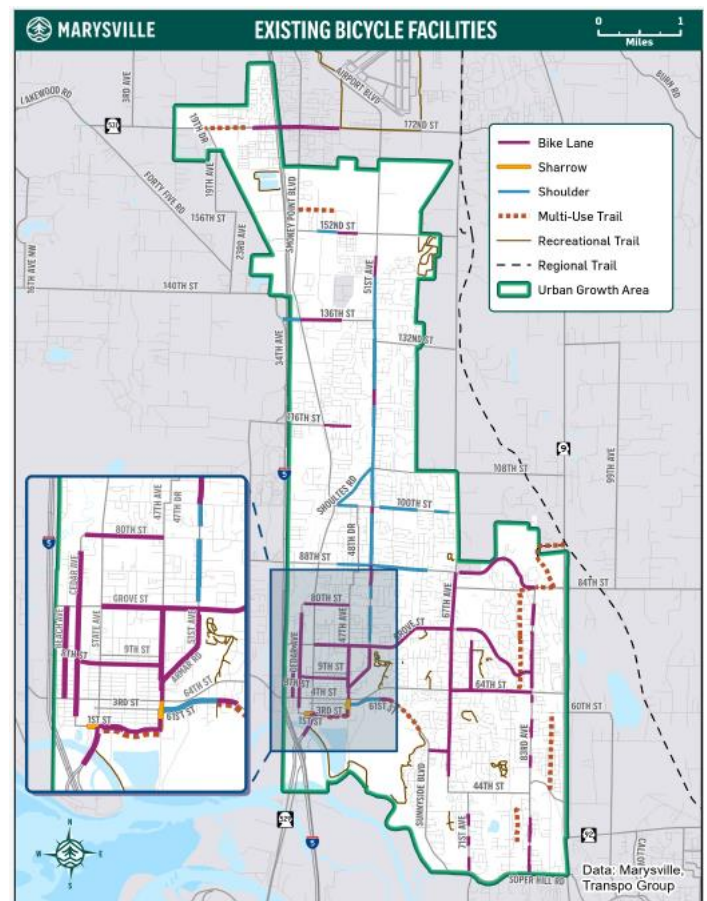


Image 3 Pedestrians stroll in Downtown, a highly walkable area.

Figure 5

The City is also served by several multi-use trails and recreational trails.⁸ The dedicated trails in Marysville are the Bayview-Whiskey Ridge Trail and the Ebey Waterfront Trail. In 2021, the City completed the Centennial Trail Connector which connects the Bayview Trail to the regional Centennial Trail.

Bicycle Facilities. There are several existing bike lanes within Marysville and the surrounding communities as shown in **Figure 5**. Existing bicycle facilities are concentrated along a few select corridors: Beach Avenue, Cedar Avenue and Grove Street. Bike lanes are also found along some other roads although significant gaps still exist. The Centennial Trail Connector provides a connection between the City's bicycle network and regional multi-use trails. Other recent bicycle facility



⁸ Multi-use trails are meant to provide important connections for utilitarian transportation needs. Recreational trails are meant to primarily serve recreational purposes.

improvements include sharrows⁹ along some roadways in the Downtown and an off-street shared-use path along the 1st Street Bypass.

Transit and Transportation Demand Management

Transit is another important component of the City's transportation system.

Community

Transit (CT) provides both fixed-route local and commuter bus service as well as paratransit services within the City.

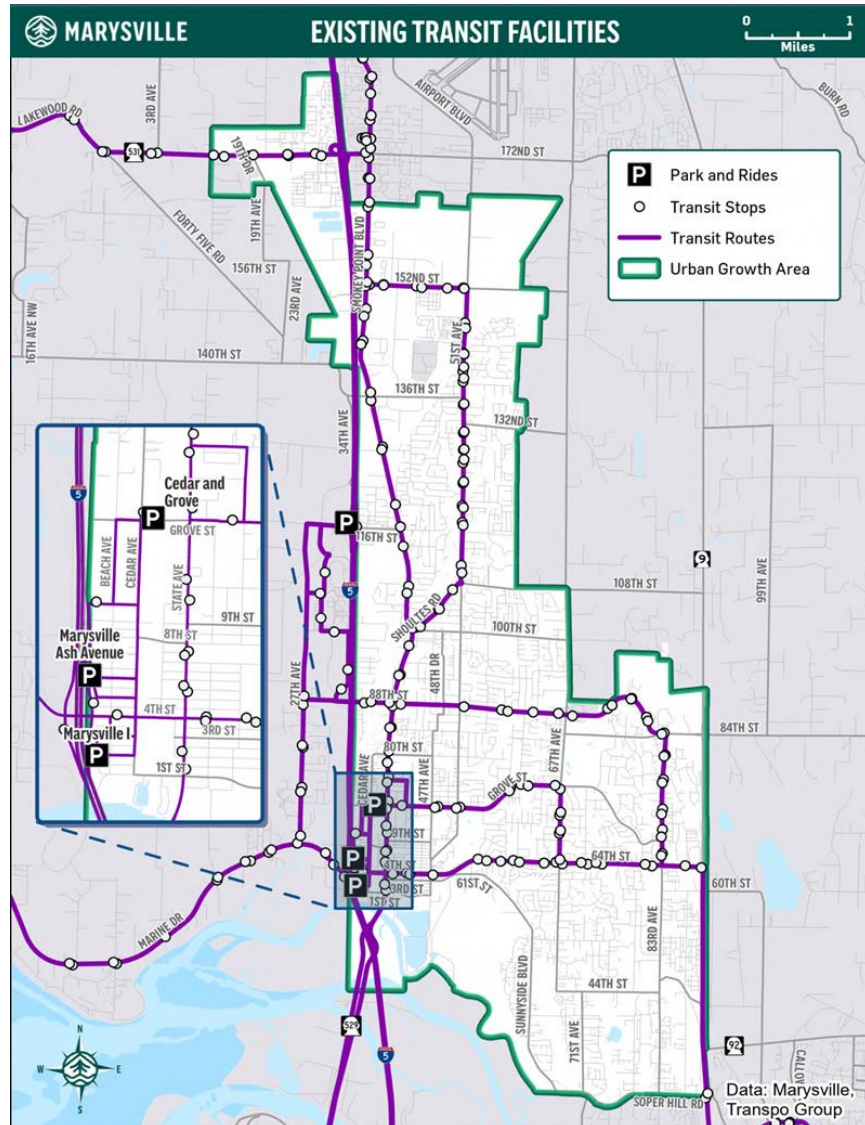
Fixed Route Service

Five local routes and five commuter routes serve Marysville.

Local transit service is focused on core arterial routes like State Avenue and Smokey Point Boulevard with connections to park & ride lots. Other major arterials are also served by local transit service

although at lower frequencies. Commuter service is concentrated along I-5 serving park & rides and connects riders to Downtown Seattle, the Northgate Light Rail Transit Station, and Mukilteo. The City currently is served by four park & ride lots, most of which are located near I-5. **Figure 6** shows the 2023 fixed routes, bus stops, and existing park and ride facilities within the City.

Figure 6



⁹ A sharrows or a shared lane is a lane with marking indicating that both motor vehicle and bicycles may use the lane.

DART Paratransit Service. Dial-A-Ride Transportation (DART)¹⁰ serves those with disabilities and/or the elderly who are unable to access fixed-route services. The Americans with Disabilities Act (ADA) requires that CT offer comparable curb-to-curb paratransit service within 0.75 mile of all local fixed-routes during hours of fixed-route operation.

Vanpool Program and Rideshare Services. CT's vanpool program is one of the nation's largest and includes mobility device lift-equipped vans for those with disabilities. In 2023, vanpool represented five percent of all CT passenger trips, serving commuter groups with an origin or destination in Snohomish County. CT also offers ride-matching services for those interested in carpooling and vanpooling.

Commute Trip Reduction (CTR) Plan. The City's Commute Trip Reduction (CTR) Plan was adopted in 1997 and updated in 2015 (Ord. 3047) to comply with State requirements. The CTR Plan's goal is to reduce single occupancy vehicle (SOV) trips and vehicle-miles-traveled by 10 percent for major employers, which are defined as companies with 100 or more employees arriving between 6 and 9 a.m.

8.3 Existing Transportation Conditions and Safety

Roadway Traffic Volumes

The Marysville travel demand model was used to estimate current daily vehicular demands on all City arterial roadways. Vehicular demands estimated by the model were calibrated and validated using recently collected traffic counts collected at key locations throughout the City.

Washington State Department of Transportation (WSDOT) facilities, including SR 9, 4th Street (SR 528), and 172nd Street NE (SR 531), have the highest average daily trip (ADT) volumes with between 12,000 and 37,000 daily trips. Of the City's roadways, Smokey Point Boulevard/State Avenue has the highest existing daily volumes with between 17,000 and 22,000 daily



Image 4 Traffic volumes on SR 528 decreased after the construction of the First Street Bypass pictured here. Photo Credit: Mark J. Photography

¹⁰ DART is operated under contract with Senior Services of Snohomish County.

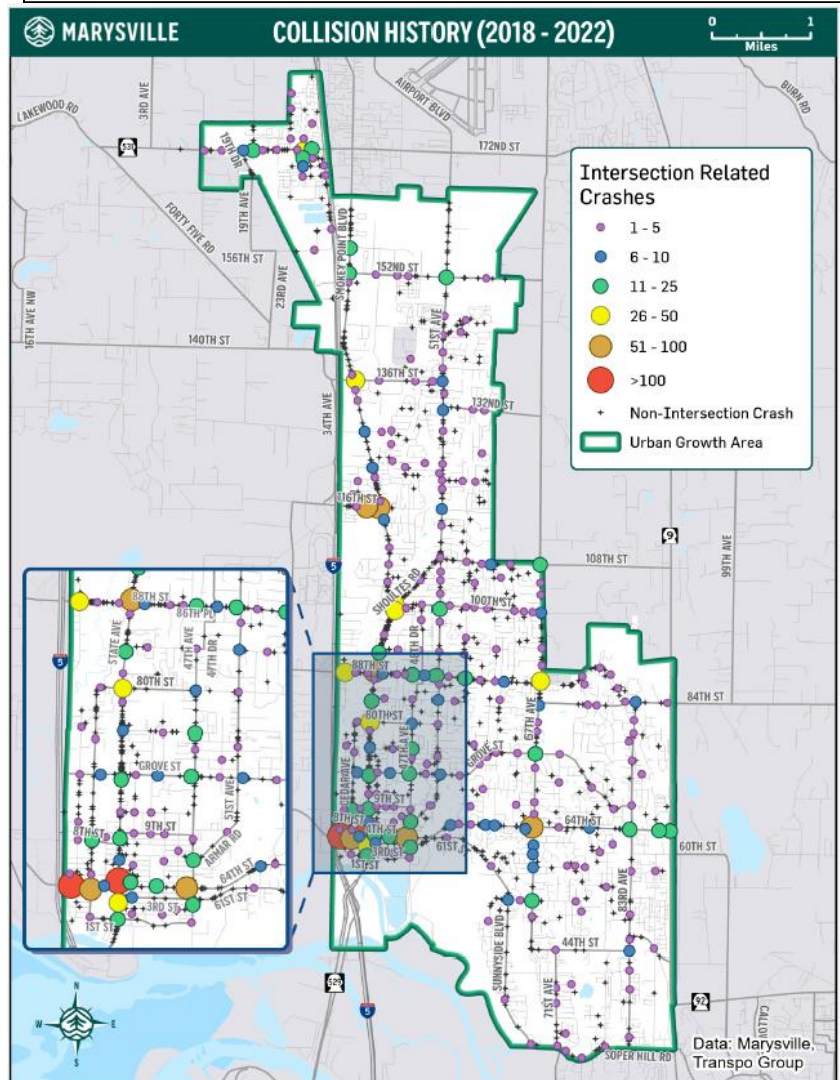
trips. Most other minor arterial roadways within the City have daily traffic volumes between 6,000 and 10,000, while collector roadways have ADT volumes of approximately 5,000 vehicles. Since 2014, the roadways with the largest ADT growth are in areas that have had the most development, which are primarily in the southeastern part of the City. Volumes along SR 528 have decreased due to the completion of the 1st Street Bypass.

Roadway Traffic Operations

Traffic operations analyses provide a quantitative method to evaluate the transportation system's existing and forecast performance to assist in identifying problems and improvement options.

Levels of Service (LOS) are typically evaluated based on methodologies documented in the *Highway Capacity Manual* (HCM), Transportation Research Board, 6th Edition.¹¹ LOS ranges from LOS A, indicating free-flow conditions with minimal vehicular delays, to LOS F, indicating extreme congestion and significant delays. LOS at intersections is measured in terms of the average vehicular delay. The City, and other agencies with transportation systems impacting Marysville, have adopted LOS standards to evaluate how their intersections or roads function, which are discussed further in [Section 8.5](#). Currently, City intersections operate within the established LOS standards except for the intersection of 53rd Avenue NE/61st Street NE which operates at LOS F. A signalization project for this intersection is currently out to bid with construction forthcoming.

Figure 7



¹¹ The HCM is a nationally recognized and locally accepted method of measuring traffic operations.

Roadway Traffic Safety. A traffic safety analysis was conducted at intersections within the City. WSDOT data from 2018 to 2022 shows a total of 3,740 collisions occurred on roads in the City. As shown in **Figure 7**, high-collision corridors are typically those with high traffic volumes (State Avenue/Smokey Point Boulevard, 4th Street/64th Street NE (SR 528), 88th Street NE/Ingraham Boulevard/84th Street NE). The most prevalent types of collision are rear-end (27.8%), angle (22.8%), and approach turn (12.3%).¹² Incidents involving pedestrians and bicyclists constitute 3.26% of the total crashes. Most (73.0%) crashes result in property damage only, while 26.8% cause injuries and only 0.2% result in fatalities.

Intersection Safety Analysis. Typically, intersections with a collision rate greater than one collision per million entering vehicles (MEV) should be monitored to determine if safety improvements are needed. Between 2018 and 2022, five state highway intersections in the City, and 10 Marysville intersections had a collision rate of more than one collision per MEV. The state highway intersections with the most collisions per year are the I-5 Northbound ramps/4th Street with 23.8 and the I-5 ramps/116th Street NE with 17. Among the Marysville intersections, the ones with the most collisions per year are State Avenue/88th Street NE with 20.4 and State Avenue/4th Street with 18.4.

Pedestrian/Bicycle Safety.

As pedestrians and bicyclists have fewer protections from impacts during collisions, they are often the party injured or killed in collisions.

Therefore, identifying and evaluating the **cause of** pedestrian and bicycle collisions is key to

ensuring the transportation network is safe for all users. Between 2018 and 2022, there were 79 collisions involving pedestrians and 49 collisions involving bicyclists



Image 5 The HAWK signal or high-intensity activated crosswalk beacon on 4th Street enhances safety for pedestrians and bicyclists crossing this busy roadway.

¹² Typically, a main cause for a rear-end collision is traffic congestion (vehicles following too closely). Approach turn and angle collisions relate to conflicts within the intersection itself.

in Marysville. The largest concentration (34) of these types of collisions occurred along the State Avenue corridor.

8.4 Land Use Forecasts and Key Growth Areas

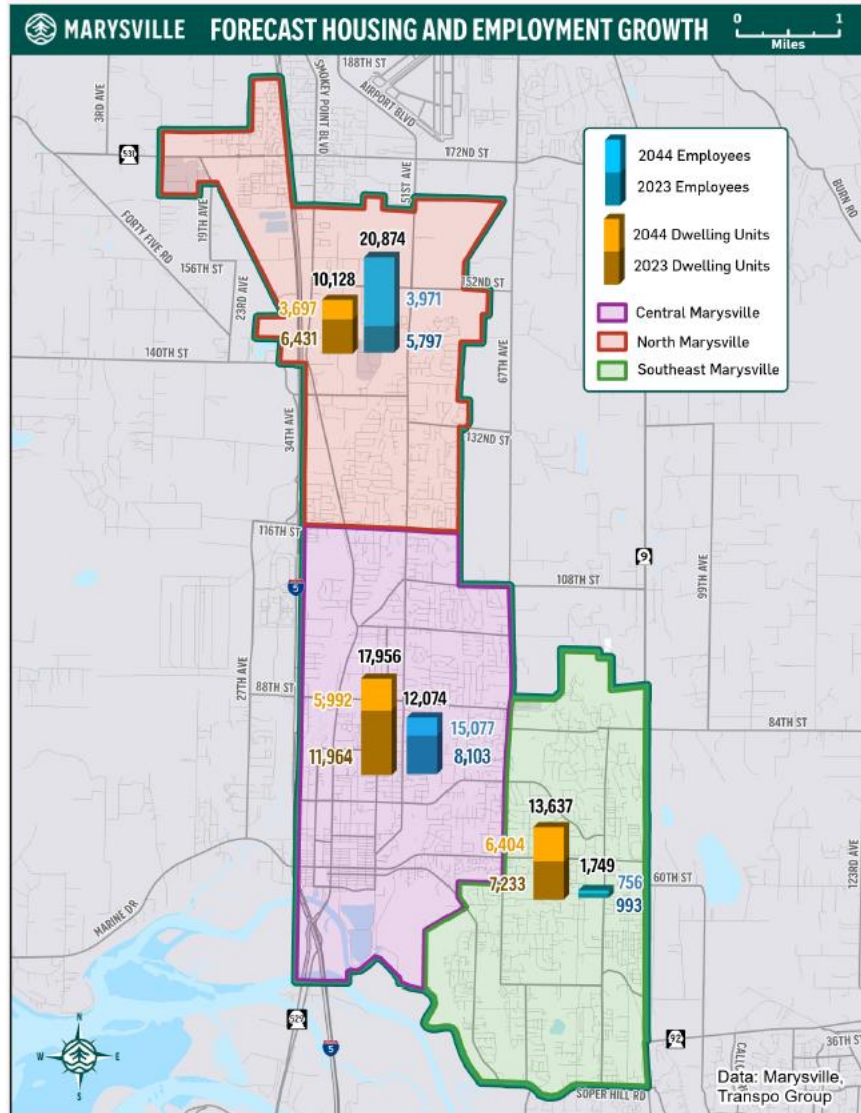
The GMA requires that the transportation planning horizon be at least ten years in the future; however, the City is planning for the next 20 years with a horizon year of 2044. The City's travel forecasting model was updated to support the City's transportation planning efforts. The travel demand model provides a

tool for forecasting long-range traffic volumes based on the projected growth in housing and employment. The model also evaluates transportation system alternatives.

Land Use Forecasts

Travel forecasts are largely derived based on anticipated changes in households and employment within the study area. In addition, the travel forecasts must incorporate growth in the volume of traffic entering and exiting the greater Marysville area. The Citywide land use targets for 2044 were based on PSRC land use assumptions for 2044, which is consistent with patterns of growth assumed in PSRC's VISION 2050.

Figure 8



The following summarizes the overall projected growth in residential dwelling units and employment that were used in forecasting the 2044 travel demands, which is shown in **Figure 8**. Key growth areas are also summarized.

Residential Growth. Within the City, the number of housing units is projected to grow by about 16,100, representing a 63 percent increase between 2023 and 2044 which is a 2.3 percent annual growth rate. The southeast parts of Marysville, which includes the East Sunnyside-Whiskey Ridge Subarea, is projected to grow the most, accommodating nearly 40 percent of the housing growth or about 6,400 dwelling units by 2044. The central area of Marysville is expected to add about 6,000 units or 37 percent of City growth. The northern area of the City is expected to add about 3,700 new units or 23 percent of City growth.

Employment Growth. Employment is projected to grow by about 19,800 jobs, representing a 133 percent increase over 2023 which is a 4.1 percent annual growth rate. Employment in the northern parts of Marysville, which includes the Cascade Industrial Center (CIC), is projected to grow the most, accommodating nearly 76 percent of commercial growth or about 15,100 employees by 2044. The central area of Marysville is expected to add about 4,000 employees or 20 percent of City growth. The southeast area of the City is expected to add about 750 new employees (4 percent of new City growth).

Lakewood Neighborhood. The Lakewood Neighborhood has grown significantly over the past 20 years. The 172nd Street NE corridor has primarily served this growth; however, the City is proactively building alternate access to the south with a network of planned roadways and a connection to the 156th Street NE overpass, which will ultimately be an I-5 interchange. In addition, Marysville and Snohomish County plan to extend 156th Street NE to the Forty-Five Road with a BNSF railroad overcrossing



Cascade Industrial Center (CIC). The CIC is a major focus area of the cities of Marysville and Arlington and has been experiencing significant industrial and

Image 6 Within the CIC, a robust road network is planned to support industrial traffic and freight.

commercial development during the past several years. The proposed 156th Street NE – I-5 Interchange will be a crucial access for the CIC. The 156th Street NE corridor will be built and expanded to funnel new regional traffic to I-5, while internal circulation roads will support traffic within the CIC. North-south road improvements that connect new jobs to City residents to the south are also needed.

88th Street Corridor. The 88th Street corridor is a major east-west arterial for the City and Snohomish County to the east. The 88th Street – I-5 Interchange will be upgraded in coordination with the Tulalip Tribe and WSDOT. The 88th Street NE/State Avenue intersection is problematic due to high traffic demands in an area that is constrained by Quilceda Creek, the BNSF railroad, and two cemeteries. Between State Avenue and 51st Avenue NE, the corridor has over a mile of residential frontages with driveways, which—coupled with the cemeteries—make road widening very difficult. The City is evaluating creative solutions to maximize capacity in this limited space.

Downtown. The Downtown has had new improvements with the Marysville Civic Center and the 1st Street Bypass. The planned interchange improvements at SR 529/I-5 and 4th Street/I-5 will improve vehicle access to the Downtown. The City envisions more commercial and residential redevelopment activity Downtown, increasing the need for multi-modal infrastructure that promotes overall safety and mobility.



Image 7 The Third Street Retrofit project enhanced pedestrian safety and water quality while beautifying the Downtown.

Sunnyside Boulevard. Sunnyside Boulevard is one of the few connections between Downtown and southeast Marysville. Sunnyside Boulevard is expected to be widened to two lanes in each direction to accommodate additional traffic; however, south of 52nd Street NE, traffic levels should be low enough to remain one lane each direction. The full corridor needs upgrades to meet urban standards that include sidewalks or trails.

Southeast City/Whiskey Ridge Area. The entire southeast area of the City is experiencing rapid growth. Various proposed road and trail connections will address connectivity and circulation. The 83rd Avenue NE and 87th Avenue corridors are being upgraded to urban standards. A new east-west corridor at 40th Street NE will provide

a key connection between Sunnyside Boulevard and SR 9, including a new west leg at the SR 9/SR 92 intersection. Major trail facilities are also proposed for the area.

8.5 Motorized Roadway System: 2044 Baseline, Alternatives Analysis, and System Plan

The updated travel forecasting model was used to convert the 2023 and forecast (2044) land use data into travel demands. The 2023 data were used to calibrate and validate the model. The 2044 forecast model was used to forecast traffic volumes and travel patterns. The 2044 model was initially set up assuming currently committed and planned transportation improvement projects would be constructed by 2044, which provides a baseline for identifying potential alternative transportation improvement needs. The results of the alternatives evaluation were used to establish a framework for the motorized Transportation Systems Plan also discussed in this section.

2044 Baseline Evaluation. The 2044 baseline model was developed based on capacity improvement projects identified in prior plans and project lists prepared by WSDOT, Snohomish County, the City of Marysville, the other adjacent cities, and the Tulalip Tribe. Some of these improvements are funded or are expected to be funded in the next few years. Other improvements were considered long-term commitments based on plans and, therefore, were assumed complete by 2044 for the baseline analyses. Projects assumed in the City's 2044 baseline scenario include¹³:

- Three interchange projects (i.e. I-5 and 4th Street (SR528), I-5 and 88th Street, and I-5 and 156th Street)
- Eight intersection projects
- Three major widening projects (i.e. 172nd Street NE from 19th Avenue NE to 27th Avenue NE, the 156th Street NE Extension, and 87th Avenue NE from 35th Street NE to 40th Street NE).
- Six reconstruction/minor widening projects
- New roadways to serve as access roads to new development
- Improvements to SR 531 from 43rd Avenue NE to Highway 9



Image 8 The 156th Street Overpass will be converted into a full I-5 Interchange in the future.

With the anticipated 2044 land use growth and baseline improvement projects, the Marysville Travel Demand Model was run to forecast 2044 traffic volumes on area roadways. Consistent with the existing traffic operations analysis, intersection level of

¹³ The baseline travel demand model also included major projects assumed in Arlington, Lake Stevens, and Snohomish County. Note SR 9 was not assumed widened north of SR 92 in the baseline scenario.

service analysis was performed at study intersections. Based on this analysis, only six intersections do not operate within acceptable LOS standards as shown in **Figure 11**.

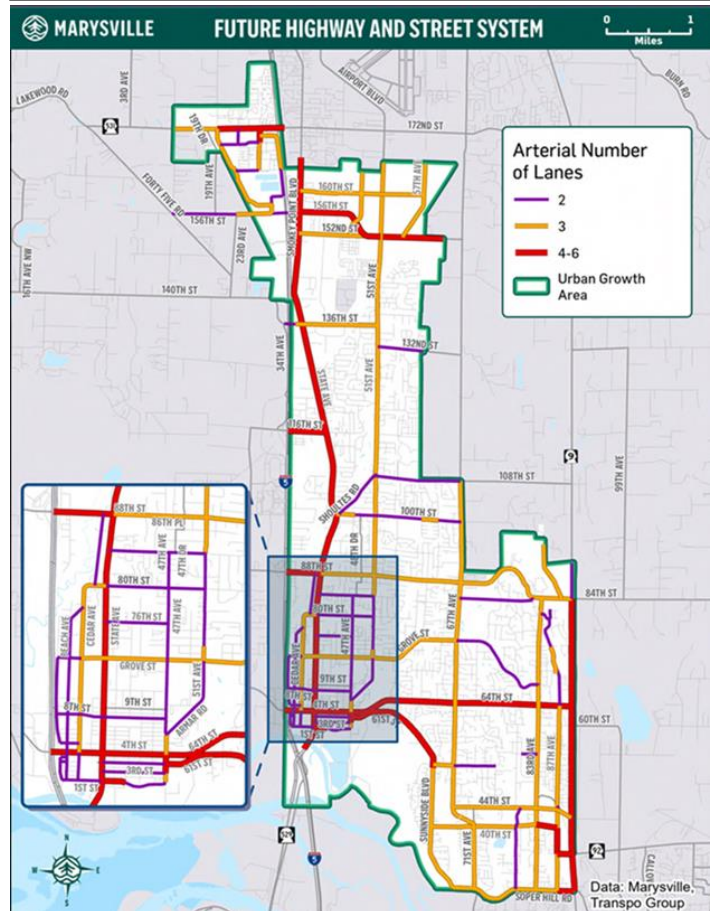
Need Evaluation and Project Identification. While the 2044 Baseline analysis showed some corridors or intersections over capacity, in some cases the solution may not be to expand capacity on that specific corridor. Providing additional capacity along parallel routes may also reduce the traffic demands on the problematic corridors. With the proposed Transportation System Plan improvement projects described in this section, all roadways are expected to meet LOS standards.

Streets and Highways. The core of the street and highway system includes arterials and collectors. The City also has designated specific corridors as truck routes, which can affect the design features of specific improvement projects. The arterial system is supported by future connector roads to provide circulation and connectivity of the overall system. **Figure 9** highlights the highway and street system envisioned for the City based on the size (number of lanes) and connectivity of arterials.

Arterial and Collector Classifications. Roadways within a network are typically classified based on their desired

purpose, design, and function. **Figure 10** shows the functional classification for streets within the City and its UGA. The general hierarchy of functional classification is based on the relationship between the function of the roadway and the surrounding land uses and mobility and access.¹⁴ For example, commercial developments generally

Figure 9



¹⁴ Roadways within this plan fall under five functional classifications: freeways, principal arterials, minor arterials, collectors, and local streets.

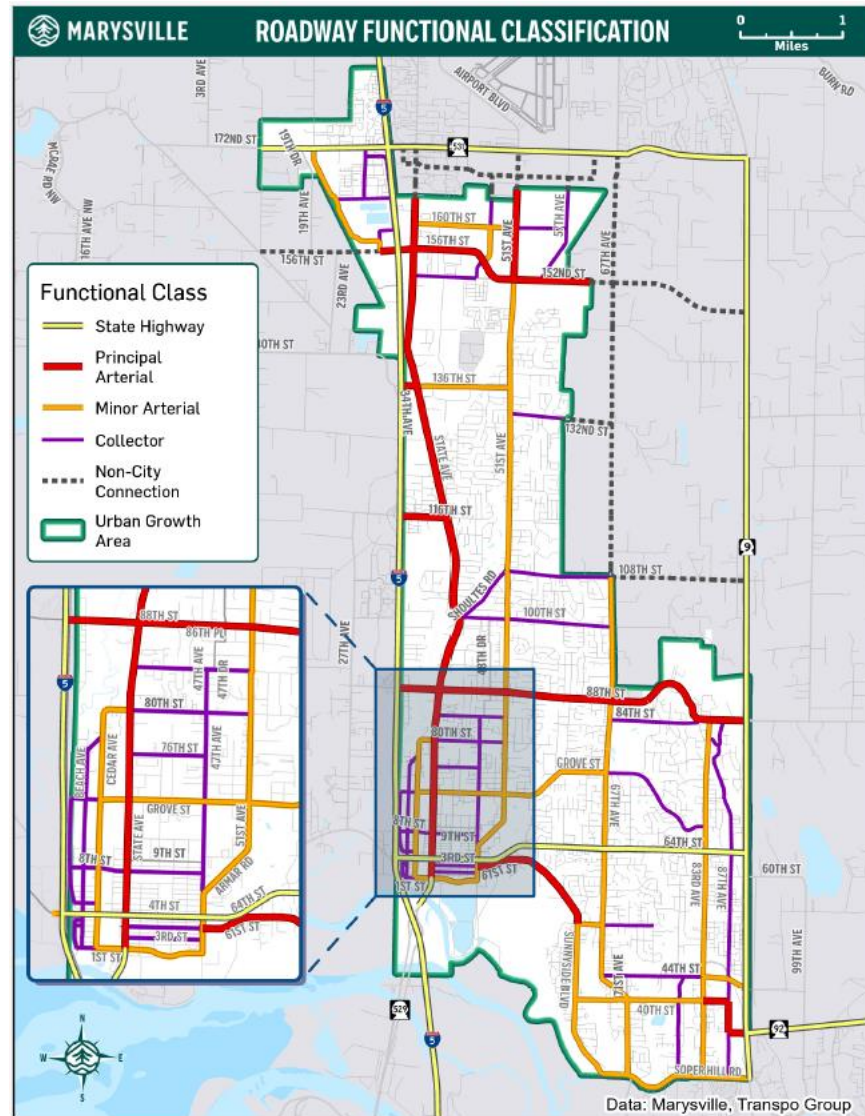
· Freeways are multi-lane, high-speed, high-capacity roadway generally exclusively for motorized traffic. Freeways have controlled access and are intended to serve longer, regional intra-state or interstate travel.

prefer to locate along arterials or collectors due to the great mobility and visibility. Likewise, parks, schools, and residential homes are preferred along collector or local streets due to lower traffic volumes and good access.

Figure 10

National Highway System. The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility as defined by the Federal Highway Administration (FHWA).

Highways of Statewide Significance. Washington State Department of Transportation (WSDOT) designates interstate highways, such as I-5 and SR9 and other principal arterials that are



- Principal arterials connect focal points of traffic generation throughout the City and adjacent areas. They are used to provide access to the regional highway system, connect major community centers, and connect to adjacent cities. These streets are intended to primarily serve “through” traffic with limited access to abutting land use. Principal arterials typically carry the highest traffic volumes.
- Minor arterials are inter-community roadways that connect community centers with each other or to principal arterials or freeways. Minor arterials serve lesser points of traffic generation and provide greater land access than principal arterials. Generally, minor arterials have moderate to high traffic volumes and may include some restrictions of traffic movements and limitations on spacing of driveways and local streets.
- Collectors distribute traffic between the local street system and the arterial street system. They provide land access as well as connection between neighborhoods and smaller community centers. Collectors typically have low to moderate traffic volumes and limited regulation of access control. On-street parking is usually limited.
- Local streets primarily provide direct lane access and generally discourage through traffic. These streets typically have low to moderate traffic volumes and few access controls. On-street parking is generally allowed.

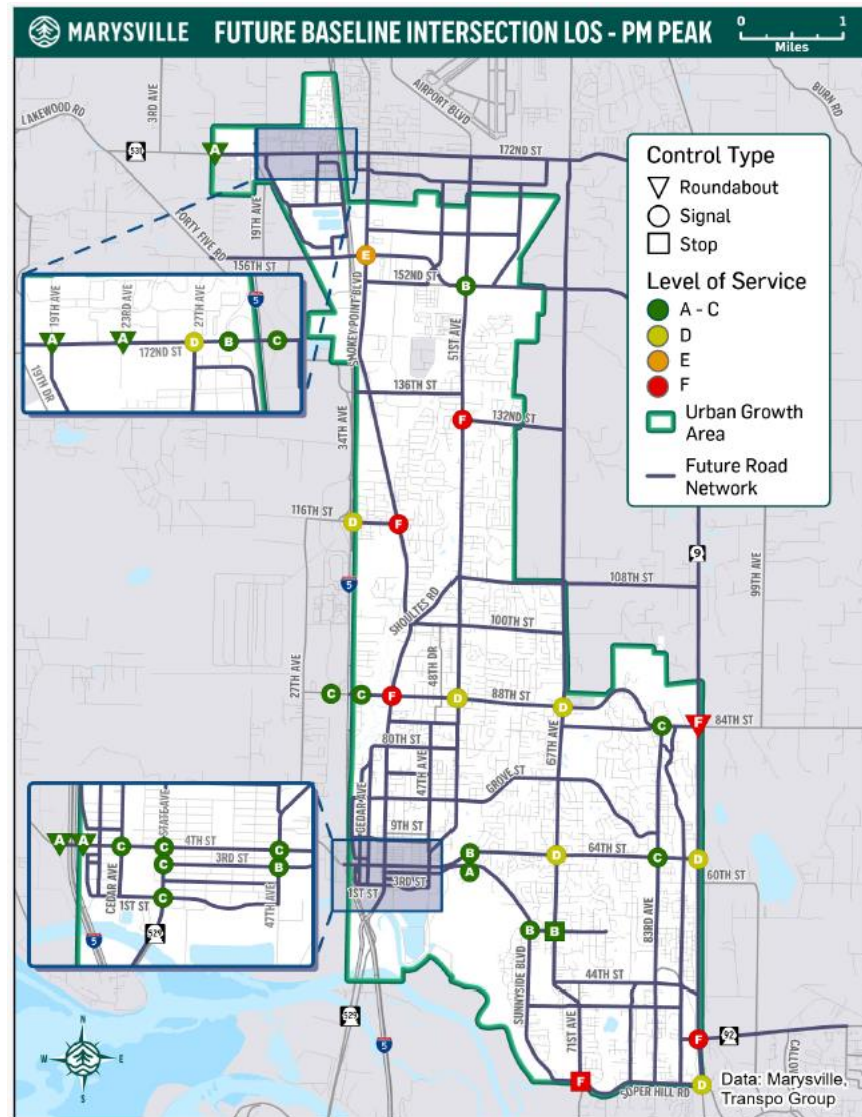
needed to connect major communities in the state as Highways of Statewide Significance (HSS). This designation assists with the allocation of some state and federal funding. These roads are typically used for corridor movements with significant statewide and interstate travel characteristics.

Federal Functional Classification. The Federal Functional Classification (FFC) system provides a hierarchy of roadways as

Figure 11

defined by the Federal Highway Administration (FHWA). This system defines the role of travel through a network of roads, rather than focusing on individual roads. Consequently, the FFC differs in several ways from the City's Functional Classification. Changes to the FFC are submitted through WSDOT.

Vehicle LOS Standard. Vehicle level of service (LOS) is both a qualitative and quantitative measure of roadway and intersection

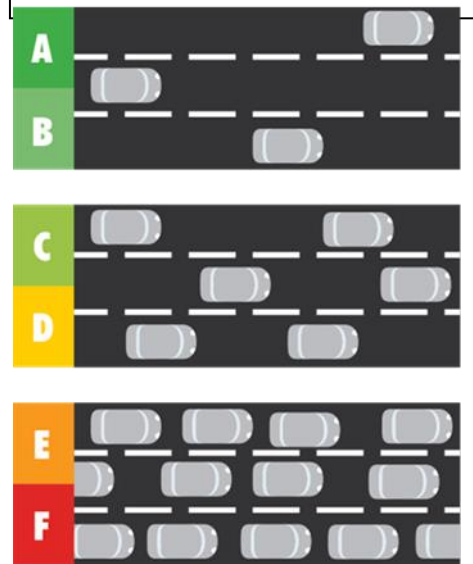


operations. Vehicle level of service uses an “A” to “F” scale to define the operation of

roadways and intersections depicted in **Figure 12**.^{15 16}For the City of Marysville, the vehicle LOS standard is set for signalized intersections and roundabouts as follows:

- Vehicular LOS E mitigated for
 - SR 529/State Avenue/Smokey Point Boulevard within the City;
 - 4th Street/64th Street NE (SR 528) within the City; and
 - 88th Street NE (east of I-5 to 67th Avenue NE).
- Vehicular LOS D for all other intersections of two or more arterials or collectors within the City.

Figure 12



8.6 Non-Motorized System: 2044 Baseline, Alternatives Analysis, and System Plan

The Marysville non-motorized transportation system facilitates mobility without the aid of motorized vehicles. The pedestrian and bicycle LOS standards are based on the presence of facilities along designated routes (primary or secondary classifications). Non-motorized corridors identified as primary or secondary routes are not indicative of an implementation strategy, but rather they are used to make a distinction between routes that are more citywide or that extend completely through the community (primary), and those that serve to make the second leg of the journey to connect to destinations, extend into neighborhoods, or complete a loop (secondary).

¹⁵ The following is a summary of the different LOS levels:

- LOS A: Primarily free flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delays at intersections are minimal.
- LOS B: Reasonably unimpeded traffic flow operations at average travel speeds.
- LOS C: Stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted.
- LOS D: Small increases in traffic flow may cause substantial increases in approach delays and decreases in speed.
- LOS E: Significant delays in traffic flow operations and lower operating speeds.
- LOS F: Traffic flows at extremely low speeds. Intersection congestion is likely, with high delays and extensive vehicle queuing.

¹⁶ State highways and Snohomish County roads have different LOS standards:

- **State Highway.** Two of the six highways serving Marysville, I-5 and SR 9, are Highways of Statewide Significance (HSS) and have an LOS D standard. The other four are Highways of Regional Significance (HRS). LOS standards for state highways of regional significance are adopted by the Puget Sound Regional Council (PSRC) in coordination with WSDOT. The LOS standard for Tier 1 highways (SR 528 and SR 529) is LOS E “Mitigated” meaning that mitigation must be provided during the PM peak hour if the level of service is under LOS E. The standard for Tier 2 highways (SR 531 and SR 92) is LOS D.
- **Snohomish County.** Snohomish County’s LOS standards are based on arterial operations and not intersection LOS. The LOS along key arterials is measured by calculating corridor travel speeds, with LOS E being acceptable.

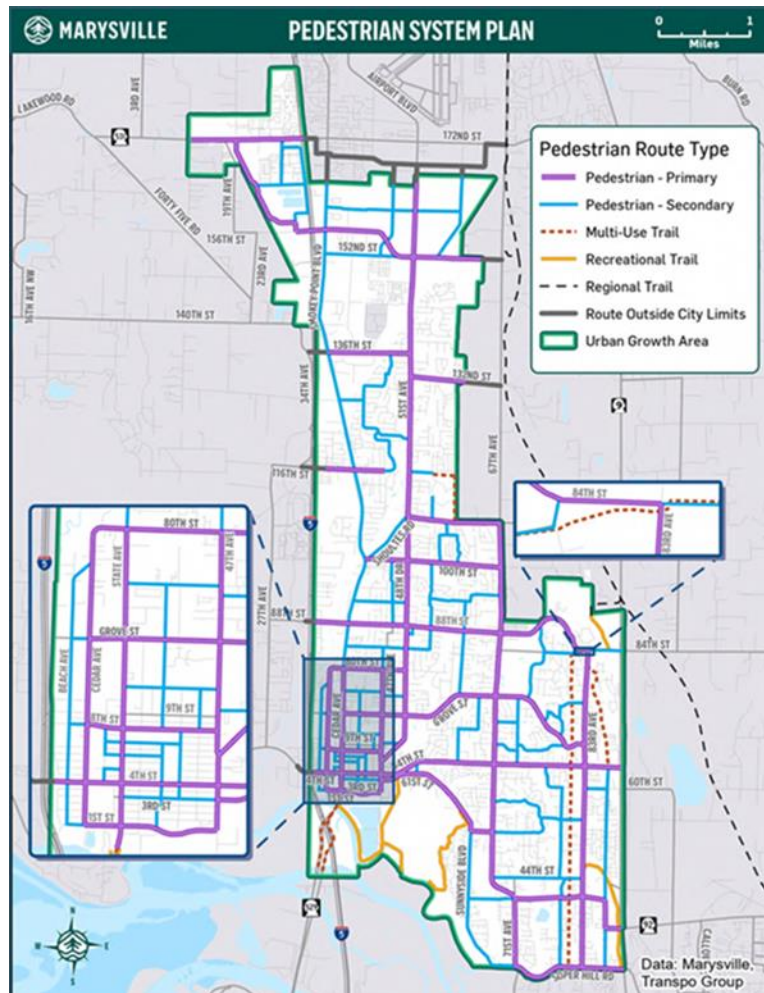
Pedestrian System Evaluation. The pedestrian system meets LOS standards are depicted in **Figure 15**. As development occurs, construction of these roads will improve pedestrian LOS. The 51st Avenue NE corridor will be a key part of the City's overall pedestrian system; however, gaps remain on this road. The long-term project list identifies projects to improve the pedestrian network LOS and ensure the City's standard of green or orange LOS is met.

Pedestrian System Plan.

The future pedestrian system plan shown in **Figure 13** aims to create a comprehensive network of sidewalks, walkways, and multi-use trails. The pedestrian system plan reduces vehicle demand, promotes health, and enhances safety. It is designed to facilitate travel to residential areas, recreational facilities, schools, and employment.

The City requires sidewalks on both sides of roads, unless it's physically or financially prohibitive. Most of the additional pedestrian facilities identified within the City will be constructed as part of associated roadway projects, which may be constructed as part of developer frontage requirements or a capital project by the City or another agency. New developments build sidewalks on internal roads and along their frontages

Figure 13



The pedestrian system plan contains a series of primary or secondary sidewalk routes.¹⁷ Corridors that extend completely through the community are designated as primary, while those that make the second leg of the journey to connect to destinations, extend into neighborhoods, or complete a loop are secondary. These networks are shown in **Figure 15**.

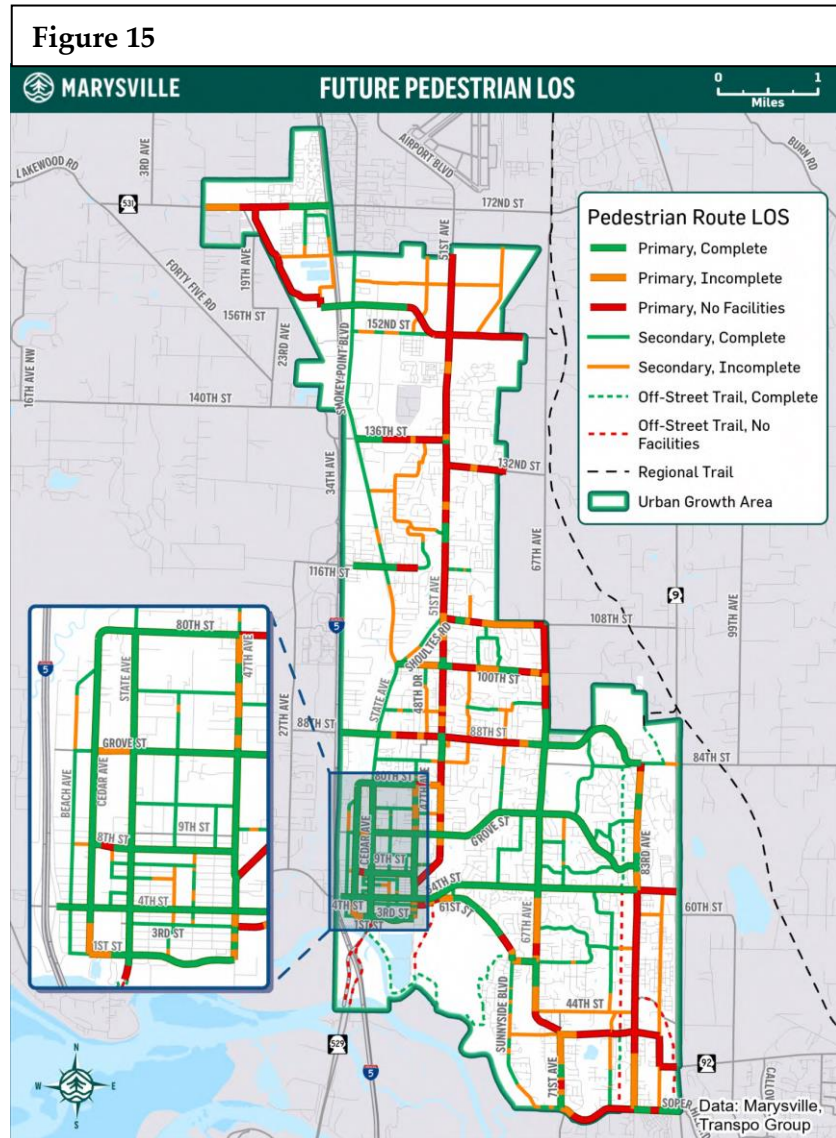
In December 2020, Marysville developed an ADA Transition Plan to prioritize improvements in pedestrian facilities, aiming to create a more accessible environment for all roadway users. The plan will guide infrastructure projects, with the City working with neighboring property owners for sidewalk construction and maintenance. Sidewalk funding programs help the City maintain the sidewalks.

Pedestrian LOS Standards. Pedestrian LOS standards were developed based on the future primary and secondary pedestrian networks. The pedestrian LOS standards are described in **Figure 14** and emphasize the systems completion of sidewalks, pathways, or multi-use trails on arterial and collector roadways. The LOS designations are shown in green, orange, and red.

Figure 14 Pedestrian LOS Overview		
LOS	Primary Route	Secondary Route
 P2	Meets City standards with facilities on both sides	Meets City standards with facilities on one or both sides
 P1	Facilities exist, but only on one side	N/A
 NF	No facilities exist, does not meet standards	No facilities exist, does not meet standards

¹⁷ The primary network is the backbone of the system, offering direct connections to majority of important community destinations, usually on arterials or collectors. Primary Network routes are often the most attractive route in terms of convenience in urban areas. The secondary network is supportive of the primary network, often providing system continuity by connecting segments of the primary network with on-street or off-street facilities. Secondary Network routes sometimes offer more comfortable routes on quieter streets, although the route may not be as direct as the Primary network. Other streets encompass the majority of streets within the City (including residential neighborhood streets). While not specifically identified within the pedestrian system plan, many of these roadways provide pedestrian facilities in line with roadway design standards. Other Streets provide access to the Primary and Secondary Networks.

The City utilizes these standards to prioritize investments in the pedestrian transportation network and identify where significant gaps in the system need to be addressed. The long-term project list identified in the Transportation Element would implement a Pedestrian LOS P1 or better for primary routes and Pedestrian LOS P2 for secondary routes. The evaluation of future pedestrian LOS of the City's facilities is shown in [Error! Reference source not found. 15](#).



Bicycle System Evaluation

The bicycle system is beginning to take shape but still has major gaps in the primary and secondary roadways as shown in [Figure 16](#). Many of the gaps are on roadways yet to be constructed.

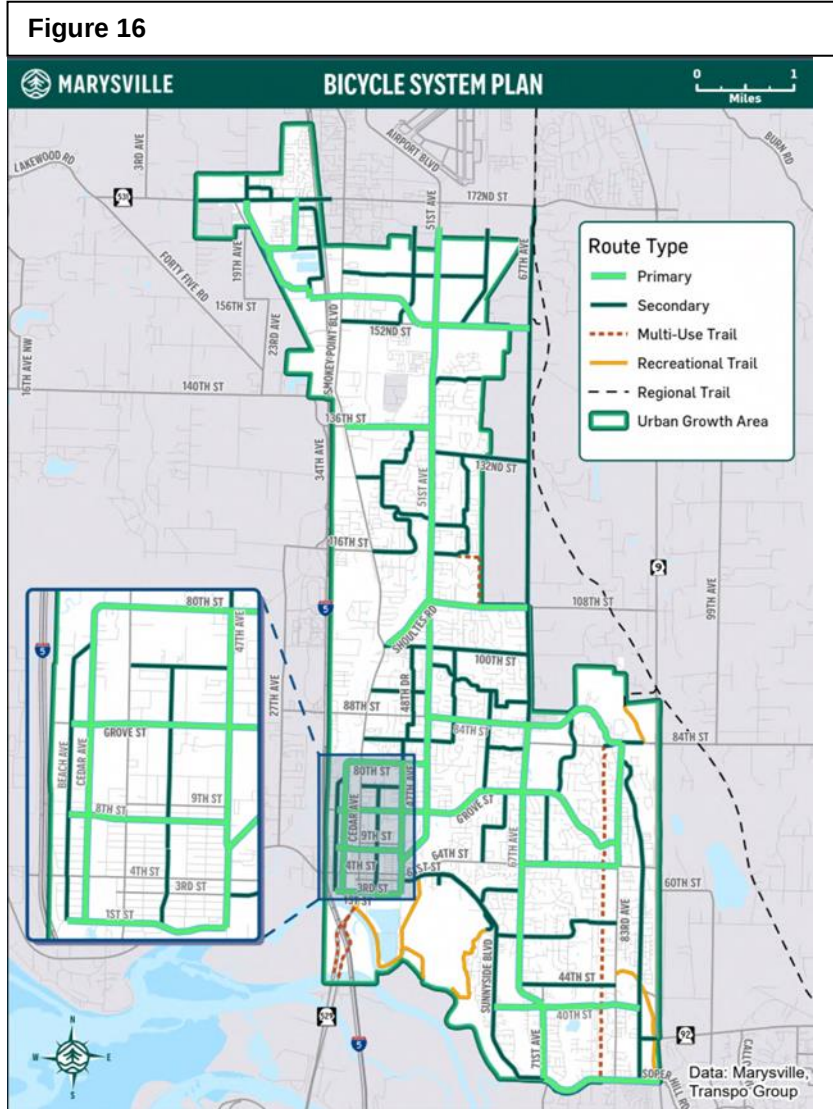
Bicycle System Plan

The City's bicycle system plan is comprised of facilities that promote bicycle mobility, containing a series of primary or secondary bicycle facilities.¹⁸ Corridors identified as

¹⁸ The primary network is located along roadways providing direct connectivity throughout the City. These roadways are intended to provide a safe and comfortable biking environment for all users. Thus, these roadways will often provide dedicated bicycle facilities with additional safety enhancements, as appropriate, based on the

primary or secondary routes are used to make a distinction between routes that are more regional and those that serve the second leg of the journey, respectively.

Bicycle facilities for each roadway (either within the Primary or Secondary Networks) were determined based on the context of roadway. The bicycle network will be composed of a variety of bicycle facility types (e.g., bike lanes, bike routes, trails, multi-use paths, and recreational trails). **Figure 16** shows the planned bicycle system plan for Marysville and the surrounding areas. The completed bicycle system will provide a comprehensive network of attractive bicycle facilities between the City's residential neighborhoods, the transit system, employment areas, schools, and parks.



context of the roadway. The secondary network provides connectivity through neighborhoods and connects to the primary network. Vehicles and bicycles may share the roadway on some low-volume, low-speed roadways within this network.



Image 9 Bike lanes are an integral part of the City's current and future bicycle network.

Bicycle LOS Standard.

Bicycle LOS standards were developed based on the presence of bike facilities on key corridors within the City's future primary and secondary pedestrian networks. The LOS standards are described in **Figure 17**, and shown in **Figure 18** in green, orange, and red. They provide flexibility for the types of facilities along each roadway. The City utilizes these standards to prioritize investments in the bicycle transportation network and identify where significant gaps must be addressed. The long-term project list identified in this plan would implement the Bicycle LOS B1 or better for primary routes and Bicycle LOS B2 for secondary routes.

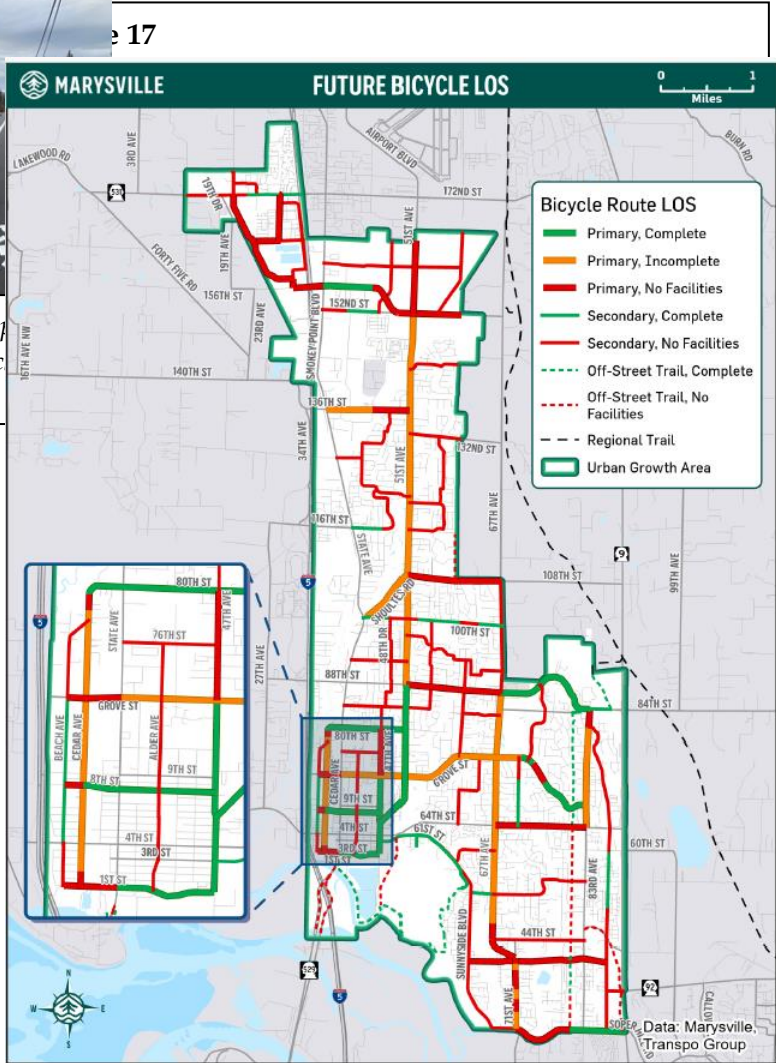


Figure 18 Bicycle LOS Overview		
LOS	Primary Route	Secondary Route
 B2	Facilities exist including at major crossings, at acceptable stress level	Facilities exist, but higher stress level allowed

 B1	Facilities exist, but higher stress level	N/A
 NF	No facilities exist	No facilities exist

8.7 Transit System Plans Transit and transportation demand management (TDM) programs are an important part of a comprehensive traffic system. In general, these programs build on regional programs with some refinements to reflect the specific needs of the City.

Community Transit Long Range Plan. Journey 2050 is the long-range plan for Community Transit (CT). Journey 2050 details the service expansion and capital investments necessary to meet growing population and employment demands, while also providing a system that is equitable, efficient, and environmentally friendly. CT envisions expanding bus service by 2050, providing riders with more convenient and quicker transit options. Journey 2050 envisions the implementation of bus rapid transit (BRT) service throughout Snohomish County, supported by regular bus service with headways of 30 minutes or less along all lines as part of the long-range 2050 network.

Transit Development Plan. The Transportation Element has been coordinated with CT's 2024-2029 Transit Development Plan (TDP). Within the City, currently transit service is provided along several key corridors: State Avenue, 51st Avenue NE, 88th Street NE, and SR 528. The TDP identifies several changes to local bus service in the City, including a new route between Marysville and the Tulalip Tribe's Quil Ceda Village.

A key initiative in the TDP implementing the SWIFT Gold Line in 2029, which will provide bus rapid transit (BRT) service between downtown Everett and the Smokey Point Transit Center in Arlington. This line will also serve the Cascade Industrial Center and the Cedar & Grove Park and Ride. Planned alignments and station locations within Marysville are being



Image 10 SWIFT Bus Rapid Transit Service is expected to begin serving Marysville in 2029. Photo Credit: Community Transit

identified. Potential roads for this line include State Avenue/Smokey Point Boulevard, Shoultes Road, and 51st Avenue NE. CT plans to redistribute routes within the City with the opening of the SWIFT Gold Line.

Regional Transit Routes. Fixed route bus service should continue to be enhanced to provide more frequent regional transit services between Marysville, Everett, and Seattle and the future SWIFT Gold Line. Future route changes should align with Journey 2050 and the City's needs.

Carpooling and Vanpooling. CT should continue to offer tools to encourage carpooling and vanpooling by City residents. The City will work with CT to increase awareness of carpooling and vanpooling programs and resources.

Transit Accessibility. The City and CT will continue to collaborate on public transportation accessibility, prioritizing sidewalk and active transportation projects to connect to key arterials used by transit buses.

Transportation Demand Management Program. Expansion of Transportation Demand Management (TDM) programs is recommended to reduce single-occupancy vehicle (SOV) trips. TDM programs are coordinated with agencies such as Snohomish County, CT, and PSRC. The City's Commute Trip Reduction (CTR) Plan establishes goals consistent with RCW 70.94.521 and aims to decrease major employers' SOV trips by promoting transit, ridesharing, telecommuting, and flexible work schedules.

Technology Considerations

Technology advancements are affecting transportation systems and users in Marysville and the region. Three emerging technologies are Transportation System Management and Operations (TSMO), electric vehicles (EVs), and e-bikes (electricity-assisted bikes). TSMO deploys integrated strategies that improve roadway capacity management, enhancing reliability and efficiency. Increased EV use requires more charging infrastructure; however, currently public EV infrastructure is only at the Civic Center. Similarly, greater e-bike use will require more bike infrastructure.

8.8 Transportation Improvement Projects and Financing Program

Transportation Improvement Projects and Programs. The City has identified a comprehensive list of multimodal transportation system improvement projects and programs as shown in **Figure 19**. The multimodal improvement projects address transportation needs within the existing City limits. It also identifies improvement projects within the City's unincorporated UGA needed to serve future growth within the area as it is annexed. Improvements under other jurisdictions include ongoing or previously identified projects as well as potential improvements identified by the City of Marysville. The City will continue to coordinate with the other agencies in their transportation planning efforts to facilitate development of a comprehensive transportation system for the City and surrounding communities.



Image 11 Public Works crews working on a road improvement project.

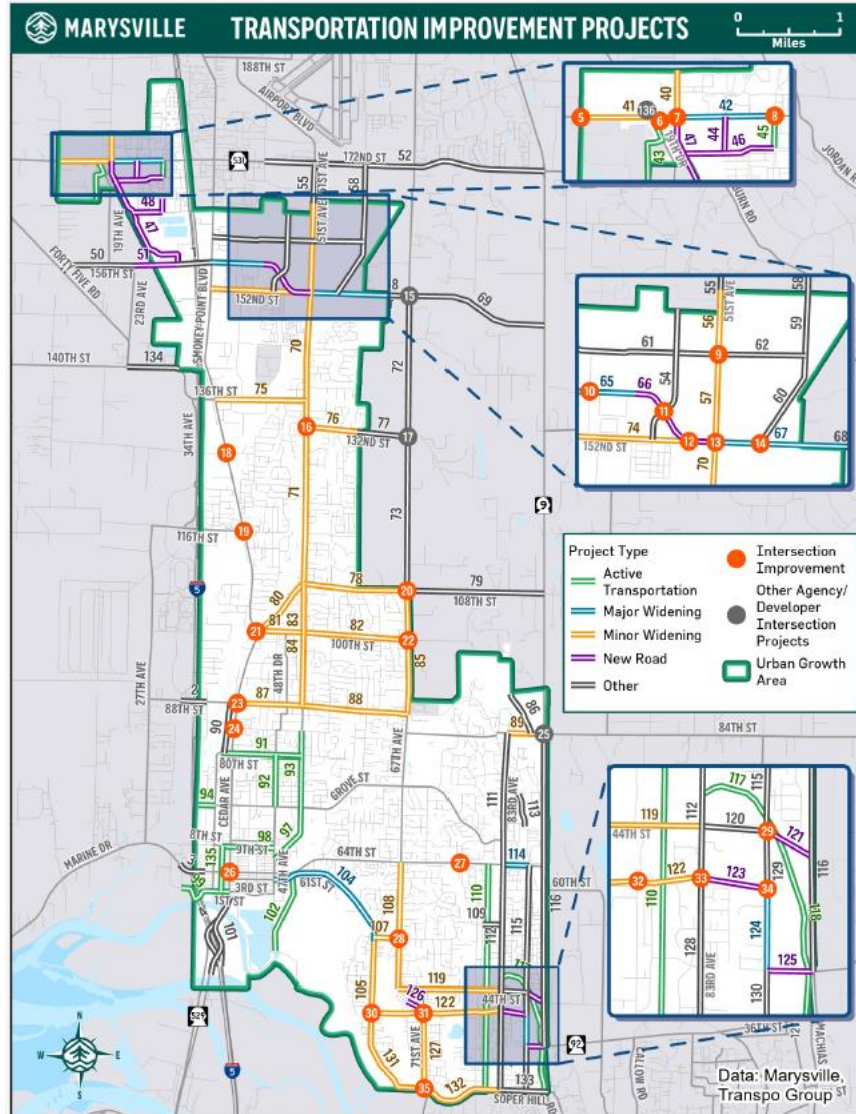
Planning level cost estimates were prepared for each project under the City's jurisdiction and are reported in 2024 dollars. The planning level cost estimates are based on typical unit costs for different project types, which account for potential right-of-way acquisition and engineering design. Costs of specific needs such as a bridge or major power lines are also incorporated, at a planning level.

Financing Program. The financing program is presented in the full 2024 *Transportation Plan* and provides a framework for decisions on which projects and programs are funded and when they are projected to be built. The full 2024 *Transportation Plan* includes a summary of the estimated costs of the transportation projects and programs, which is compared to estimated revenues for implementing the projects and programs. The financing program also includes a discussion of options for additional funding to implement the projects and programs over the life of the plan. A variety of sources fund the implementation of the transportation system projects including the Real Estate Excise Tax (REET), Motor Vehicle Fuel Tax (MVFT), Transportation Benefit District (TBD) funds, Traffic Impact Fees, grants, developer construction, and other sources. Like most communities, the costs of the desired transportation system improvements and programs will exceed the available revenues.



Image 12. A new I-5 interchange is currently being constructed south of Ebey Slough, which will tie into the SR529 bridge shown here.

Figure 19 ¹⁹



¹⁹ The projects shown in Figure 19 are categorized as follows:

- **Intersection Improvement** – upgrading an intersection by adding turn lanes and/or modifying traffic controls (e.g., traffic signal, stop signs, etc.).
- **Other Agency Intersection Projects** – intersection improvements led by another agency (e.g., WSDOT, adjacent jurisdiction, private developer, etc.)
- **Major Widening Improvements** – projects to widen an existing corridor to add more through travel lanes and turn lanes to increase capacity. Appropriate active transportation facilities would be incorporated.
- **Minor Widening Improvements** – reconstructing and/or upgrading roadways to serve anticipated traffic volumes and active transportation needs. May include addition of turn lanes, or center, two-way left-turn lanes.
- **New Road** – constructing a new arterial or collector road, including appropriate active transportation facilities.
- **Active Transportation** – projects that upgrade or complete bicycle and/or pedestrian facilities including trails.
- **Other Agency Projects** – roadway improvement projects led by another agency.
- **Programs** – The City’s extensive maintenance and operations (M&O) program preserves transportation system components including, but not limited to, roadways, sidewalks, storm systems, street lighting, traffic signals, signs, street cleaning, and safety programs. It also enhances traffic signal operations through an Intelligent Transportation System (ITS) program.

8.9 Goals and Policies

Overarching goal

The City will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the City land use plan and regional growth strategy and promotes economic and environmental vitality and improves public health.

- T1 Implement Transportation Plan – Support the development and implementation of a citywide transportation plan that balances both local and regional priorities for growth and helps to achieve regional mobility goals.**
- T1.1 The City will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the City land use plan and regional growth strategy and promotes economic and environmental vitality and improves public health.
 - T1.2 Maintain and operate the transportation system to provide safe, efficient, and reliable movement of people, goods, and services using a variety of travel modes.
 - T1.3 Reduce the need for new capital improvements through investments in operations, demand management strategies, and system management activities that improve the efficiency of the current system.
 - T1.4 Prioritize investments in transportation facilities and services that support compact, pedestrian- and transit-oriented densities and development.
 - T1.5 Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and from, and within the City and its urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.
 - T1.6 Support Community Transit, WSDOT, and other stakeholders to locate, construct and operate transit centers, Park & Ride and park-and-pool lots.
 - T1.7 Plan for increased resilience to protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses. Develop and coordinate prevention and recovery strategies and disaster response plans with state, regional, and local agencies to protect against major disruptions to the transportation system.
 - T1.8 Implement an Intelligent Transportation System (ITS) along the City's principal arterials and accesses to the regional highway system to enhance the efficiency of the City's transportation system. The City's

ITS should be coordinated with other agencies to assure compatibility, and reduce operational costs, and prepare for emerging trends and technologies (Electric charging stations, automated and connected vehicles, on-demand smart signals, etc.)

T2 Support Regional Planning Policies – Participate in land use and transportation planning with Puget Sound Regional Council, Snohomish County, and surrounding jurisdictions to support and promote the Regional Growth Strategy in Vision 2050.

- T2.1 Give funding priority to transportation improvements that serve growth centers and manufacturing and industrial centers, as allocated by the Regional Growth Strategy.
- T2.2 Work with Community Transit to expand transit and paratransit service to/from and within the City, prioritizing multimodal investments to activity centers and transit stations.
- T2.3 Apply livable urban design principles for growth centers and transit areas.
- T2.4 Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.
- T2.5 Continue to upgrade and enhance the non-motorized system based on appropriate design criteria to encourage walking and bicycling as a safe and efficient mobility option for all-ages.
- T2.6 Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, accessibility, connectivity, and physical activity.
- T2.7 Encourage the connection of streets when considering subdivision or street improvement proposals, unless topographic or environmental constraints would prevent it. Limit the use of cul-de-sacs, dead-end streets, loops, and other designs that form barriers in the community. Recognize that increasing roadway and non-motorized connections can reduce traffic congestion and increase neighborhood unity.

T3 Accessible, Equitable, and Inclusive Participation – Ensure that public outreach and participation is accessible, equitable, and inclusive in the planning, design, and implementation of the citywide multimodal transportation system.

- T3.1 Incorporate racial and social equity in planning for transportation improvements, programs, and services in historically underserved neighborhoods and vulnerable populations.
- T3.2 Implement transportation programs and projects in ways that prevent or minimize negative impacts to low income, minority, and special needs populations.

- T3.3 Adopt a Complete Streets approach to ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.
- T3.4 Maintain and improve the safety of the transportation system for all travel modes.
- T3.5 Coordinate with Community Transit and other jurisdictions on Commute Trip Reduction programs for major employers in Marysville and the region. Monitor and expand on program to meet the goals and requirements of the Commute Trip Reduction Act.
- T3.6 Support pedestrian and bicyclist education and safety programs such as Safe Routes to Schools and Healthy Communities.
- T3.7 Apply access management practices to arterials to improve the safety and operational efficiency of the system.

- T4 Economy, Freight, and Goods Transport – Balance the needs of economic development, as well as freight and goods movement, in the development of the citywide multimodal transportation system.**
 - T4.1 Ensure the freight system meets the needs of regional and local distribution and make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.
 - T4.2 Maintain and improve the existing freight transportation system to increase reliability and efficiency and to prevent degradation of freight mobility.
 - T4.3 Coordinate with the railroads and trucking industry to improve the safety and efficiency of freight movement and reduce the impacts on other travel modes. Coordinate planning with railroad capacity expansion plans and support capacity expansion that is compatible with local plans.
 - T4.4 Land use development shall comply with FAA regulations for spacing, height, and activity near Paine Field commercial airport in Everett, regional air service at Arlington Airport, and local air service at Harvey Field in Snohomish.

- T5 Natural Environment – Plan and develop transportation facilities and services to minimize adverse impacts on the natural environment.**
 - T5.1 Support implementation of transportation modes and technologies that reduce pollution and greenhouse gas emissions and improve system performance.
 - T5.2 Design streets with minimum pavement needed and utilize innovative and sustainable materials, where feasible, to reduce

impervious surfaces and storm water pollution. Wherever feasible, reconstruct culverts under streets to improve fish passage.

- T5.3 Develop a system that encourages active transportation and minimizes negative impacts to human health and promotes a healthy community.
- T5.4 Design transportation facilities to fit within the context of the built or natural environments in which they are located.

T6 Level of Service Standards and Concurrency – Maintain an inventory of the multimodal transportation network and provide an annual status report to inform transportation investment decisions in the development of the six-year transportation improvement program (TIP).

- T6.1 The City shall provide data and map inventories of all major transportation modal networks, including automobile, transit and freight vehicles; sidewalks, bikeways, and multiuse trails; and airports, railroads, shipping terminals, and vehicle and passenger ferry routes.
- T6.2 Construct transportation improvements based on adopted design standards, by roadway function, to meet the multimodal needs of the City. Allow variances to the standards when it is not practical or cost-effective to meet the standards, as determined by the Director of Public Works.
- T6.3 Establish concurrency standards for the City based on the vehicular LOS of intersecting arterials and signal or roundabout-controlled intersections during weekday PM peak hour per the latest version of the Highway Capacity Manual (HCM), Transportation Research Board. Set the acceptable LOS for signalized intersections and intersections of two (or more) arterial as follows:
 - Vehicular LOS E mitigated for
 - SR 529/State Avenue/Smokey Point Boulevard within the City of Marysville;
 - 4th Street/64th Street NE (SR 528) within the City;
 - 88th Street NE (east of I-5 to 67th Avenue NE)
 - Vehicular LOS D for all other intersections of two or more arterials within the City."
- T6.4 Set the acceptable vehicular level of service (LOS) for unsignalized intersections as follows:
 - LOS D. However, on a case-by-case basis the City may allow the level of service for traffic movements from the minor street at a two-way, stop controlled intersection to operate below the adopted standard if the Public Works Director (or designee)

determines that no significant safety or operational impact will result. "

- T6.5 Pedestrian Network Level of Service (LOS) Standards
 - Green = Complete Network Facility; Meets City Street Standards
 - Yellow = Partial/Incomplete Network Facility; Does Not Meet City Street Standard
 - Red = Missing Network Facility; Does Not Meet City Street Standard
- T6.6 Bicycle Network Level of Service (LOS) Standards
 - Green = Complete Network Facility; Meets City Street Standards
 - Yellow = Partial/Incomplete Network Facility; Does Not Meet City Street Standard
 - Red = Missing Network Facility; Does Not Meet City Street Standard
- T6.7 Adopt and implement multimodal level of service (LOS) standards and a transportation concurrency management program consistent with the six (6) year horizons of GMA and the City TIP to ensure adequate transportation facilities are concurrent with development.
- T6.8 Work with PSRC travel demand forecasts to identify state, regional, and local multimodal transportation system improvements deemed necessary to accommodate growth while improving safety and human health.
- T6.9 Ensure that the transportation system provides for the safe, efficient, and reliable movement of people, goods, and services by prioritizing funding to maintain, rehabilitate, or replace roadways.
- T6.10 Identify a timeline and secure funding for completion of an Americans with Disabilities Act (ADA) Title II Self-Assessment and Transition Plan.
- T6.11 Work with WSDOT, Community Transit, and other agencies to ensure compatibility of traffic signal timing to improve efficiency of travel.
- T6.12 Identify and preserve rights-of-way for future transportation system needs.

T7 Financing and Implementation – Coordinate infrastructure planning and financing with City departments and other agencies to ensure that these plans are consistent with both local and regional mobility goals and land use plans.

- T7.1 Develop the annual Six-Year Transportation Improvement Program (TIP) so it is financially feasible, leverages available City funding, and is consistent with the Comprehensive Plan. Pursue grants for funding a range of multimodal transportation improvements in the TIP.

- T7.2 Pursue and implement alternative and innovative transportation financing methods to support ongoing maintenance, preservation, and operation of the City's transportation system.
- T7.3 Develop a 20-year finance plan that balances transportation improvement needs, costs, and revenues available for all modes to assist in updating the Transportation Impact Fee (TIF) program and the annual adoption of the Six-Year Transportation Improvement Program (TIP).
- T7.4 If projected funding is inadequate to finance needed transportation facilities, based on adopted level of service (LOS) standards and forecasted growth, the City will follow the reassessment strategy identified in the Transportation Element.
- T7.5 Coordinate the planning, implementation, and operation of a safe and efficient multimodal transportation system with stakeholders including WSDOT, PSRC, Snohomish County, neighboring cities and counties, the Tulalip Tribes, and transit providers. Partner with other agencies to fund regional transportation improvement projects needed to serve the City.
- T7.6 Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.
- T7.7 Ensure growth mitigates its impacts through payment of transportation impact fees, State Environmental Policy Act (SEPA) conditions, concurrency, and other development regulations.
- T7.8 Work with adjoining agencies to mitigate development traffic impacts that cross jurisdictional boundaries.
- T7.9 Consider supporting the use of Local Improvement Districts (LID) or other public/private funding for upgrading existing transportation facilities.



Image 13. Public Works staff work diligently to maintain and improve the City's transportation network. Part of the crew takes a moment to memorialize the naming of Sir Stripes-a-Lot, a road striping truck.



Agenda Bill

PLANNING COMMISSION AGENDA ITEM REPORT

DATE: October 8, 2024

SUBMITTED BY: CD Director Haylie Miller, Community Development

ITEM TYPE: Discussion Item

AGENDA SECTION: **NEW BUSINESS**

SUBJECT: DRAFT Capital Facilities Plan – 2024 Comprehensive Plan Update

SUGGESTED ACTION: This item is for discussion purposes only. Action is anticipated with the overall Comprehensive Plan update.

SUMMARY: The Capital Facilities Plan (CFP) is the document that communicates the City's plan for capital construction and purchases for a six-year period as required by the Growth Management Act. The CFP contains the following components, consistent with WAC 365-195-415: an inventory (including location and capacities) of existing or planned publicly owned capital facilities (also referred to as public facilities); a forecast outlining future needs of capital facilities, consistent with the Land Use Element; and a six-year plan to finance capital facilities. Capital facilities are designed, built, and operated for the general public.

ATTACHMENTS:

[NEW Draft CFP Element PC 10-8-24 Meeting.pdf](#)

10.0 CAPITAL FACILITIES ELEMENT



10.1 INTRODUCTION

The Capital Facilities Plan (CFP) is the document that communicates the City's plan for capital construction and purchases for a six-year period as required by the Growth Management Act.

This CFP contains the following components, consistent with WAC 365-195-415: an inventory (including location and capacities) of existing or planned publicly owned capital facilities (also referred to as public facilities); a forecast outlining future needs of capital facilities, consistent with the Land Use Element; and a six-year plan to finance capital facilities. Capital facilities are designed, built, and operated for the general public.

Goals and policies associated with Capital Facilities are located within Section 5.7 of the Public & Human Services Element [\(add link\)](#) and Section 10.11 of the Utilities Element [\(add link\)](#).

10.2 PLANNING AND FUNDING FOR CAPITAL FACILITIES

Capital Facilities planning and funding for the City of Marysville is separated between General Government Funds and Enterprise Funds (business-like). General Government Funds provide for general capital needs for streets, buildings, parks and other improvements, while enterprise funds serve specific fee-paying customers.

General Government Funds. The City organizes General Government Fund needs into three distinct funds:

1. The Street Capital Fund is for transportation and street improvements and includes new and



Image 1 Marysville's Wastewater Treatment Plant ensures that wastewater is properly treated prior to discharge.

roadway widening improvements, asphalt overlays and pavement preservation, curbs and gutters, sidewalks and multi-use paths, traffic signal and illumination, pavement markings and signage, bridges and other traffic safety improvements. Funding sources primarily include grants, mitigation fees, motor vehicle tax, transportation benefit district, and other taxes.

2. The Parks Capital Fund is for acquisition and development of land for parks and recreational facilities. This includes the planning and engineering costs associated with the projects. Funding comes from grants, real estate excise tax, mitigation fees, and other taxes.
3. The Facilities Capital Fund is for the acquisition and development of land for general government facilities. This includes the planning, engineering and construction of facilities. This fund is also designated for other capital projects not provided elsewhere. Primary funding is grants, contributions, bonded debt, loans, and taxes.

Enterprise Funds. Enterprise Funds include fees received in exchange for specific goods and services. Enterprise funds are used by public agencies to account for operations that are financed and operated in a manner similar to a private business enterprise. Enterprise funds are established as fully self-supporting operators with revenues generated primarily from fees, or contracted services. They require periodic determination of revenues earned, expenses incurred, and net income for capital maintenance, public policy, management control, and accountability. Enterprise Funds include the Water, Sewer, and Stormwater Capital Fund; the Water, Sewer, Stormwater, and Solid Waste Fund, and the Cedarcrest Golf Course.

Water, Sewer, Stormwater and Solid Waste Fund. The Water, Sewer and Storm Drainage Capital Fund is supported by user fees and charges, which supplement capital needs. In order to provide for the short-term and long-term operating and capital needs of the water, sewer, stormwater and solid waste utilities, the City evaluates and utilizes a combination of revenue sources such as utility rates, bonds, loans, grants and developer contributions.

Water, Sewer, and Stormwater Construction Fund. The Water, Sewer and Stormwater Construction Fund supports the capital needs of the following services:

- **Water and Sewer:** Available revenue resources include bonds, loans, utility rates and developer contributions to support water and sewer capital projects.

- **Stormwater:** Stormwater capital projects are required to correct deficiencies and to meet Federal, State and local regulatory requirements. The largest revenue contribution comes from the utility's ratepayers. The remaining revenue resources include developer contributions and grants. Stormwater charges only apply to properties within the City.
- **Solid Waste:** This fund accounts for operations and capital improvements for the management of the City's Solid Waste utility. The City provides garbage collection services and contracts with Waste Management to provide recycling and yard waste collection services. Solid Waste user fees cover operations and capital expenditures. Solid Waste charges only apply to customers within the City.

Cedarcrest Golf Course. This is a publicly owned facility managed by Premier Golf on behalf of the City and is funded by user fees. An enterprise fund may be used to report any activity for which a fee is charged to users for goods or services. The City has chosen to use the enterprise fund structure to provide transparent accounting of user fee revenues and operation, maintenance and capital improvement costs of the municipal golf facilities. The Cedarcrest Golf Course is different from the other enterprise funds in that the golf fund serves voluntary customers as opposed to users of water, sewer, storm drainage, and solid waste, who do not have a choice in service providers. The golf course is attaining a more stable financial position and is meeting ongoing operational needs.

WATER, SEWER AND STORMWATER EXPENSE AND REVENUE PROJECTIONS

Figures 10.1 and 10.2 provide the revenue and expense projections for the Water, Sewer and Stormwater Capital Improvement Plans provided in Figures 10.23 (Water), Figure 10.25 (Sewer) and Figure 10.27 (Stormwater).

Figure 10.1 Expense and Revenue Projections by Year - Water, Sewer and Stormwater

	2024	2025	2026	2027	2028	2029	2030
Expenses by Year	\$10,645,000	\$ 10,199,246	\$ 9,550,000	\$ 8,080,000	\$ 7,930,000	\$ 7,930,000	\$ 7,930,000
Revenue by Year	\$14,710,725	\$ 10,222,426	\$ 9,580,000	\$ 8,080,000	\$ 7,930,000	\$ 7,930,000	\$ 7,930,000
Est. Difference	\$ 4,065,725	\$ 23,180	\$ 30,000	\$ -	\$ -	\$ -	\$ -

Figure 10.2 Non-Project Specific Revenue Forecast - Water, Sewer and Stormwater

	2022	2023	2024	2025	2026	2027	2028	2029	2030
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Interest	\$197,370	\$613,709	596,584	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000
Water Capital Charge	\$1,943,219	\$3,895,197	\$6,083,047	\$3,900,000	\$3,900,000	\$3,900,000	\$3,900,000	\$3,900,000	\$3,900,000
Stormwater Connection	\$47,289	\$93,464	\$99,220	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000
Stormwater Recovery	\$72,268	\$1,654,405	\$399,000	\$150,000	\$150,000	\$150,000	\$0	\$0	\$0
Sewer Capital Charge	\$1,884,429	\$3,723,678	\$5,782,874	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000
Grants	\$ -	\$ -	\$1,750,000	\$2,142,426	\$1,500,000	\$ -	\$ -	\$ -	\$ -
Totals	\$4,144,574	\$9,980,453	\$14,710,725	\$10,222,426	\$9,580,000	\$8,080,000	\$7,930,000	\$7,930,000	\$7,930,000

10.3 CAPITAL FACILITIES AND SERVICES

Capital projects included in the six-year CFP include: Water, Sewer, Stormwater, Solid Waste, Transportation, Parks, City Facilities, Police, Fire, and Schools. Additionally, the City of Marysville has adopted the Capital Facilities Plans for the Marysville, Lake Stevens and Lakewood School Districts, and the Fire District as referenced herein.

Each area of the CFP below will provide a description of the area, an inventory, level of service standards, forecasted needs and six-year funding plan.

10.4 WATER

The City's water supply is currently provided by four wells, a spring, a Ranney well, and an intertie connection with the City of Everett, which support the City's approximate maximum day demand of 20 million gallons of municipal water use. These water sources will meet the City's long-term peak day demands identified in the most recent Water System Plan; however, additional storage reservoirs, source improvements, and improvements within the water system will be needed to deliver this water to customers. Please refer to chapter 9 in the [2016 Water System Plan](#) for additional information.

WATER INVENTORY

The City of Marysville water facility inventory is detailed in Figure 10.3 below.

Figure 10.3 Current Facility Inventory - Water (2016)

Facility	Location/Parcel Number(s)
560 Zone Booster Pump Station	0119120009980
Cedarcrest Reservoir and Pump House	30052600101700
Comeford Park Reservoir	00528701000000
Edwards Springs Screen Well House, Booster Pump Station, Water Reservoir, and Treatment Plant	31042300402300, 31053500302300, 31042400300600, 31042600100100



Image 2 The 560 Zone Booster Pump Station enhances the water pressure and flow in the City's water distribution system.

Getchell Reservoir	30051400400200
Highway 9 Pumphouse and Well Site	30052500302400
Kellogg Marsh Property	30051500101900
Lake Goodwin Pump House, Well Site, and Standpipe	31042200303400
Stillaguamish Well and Filtration Site	31050500300700
Sunnyside Well & Pumphouse #1 And #2	29050200206500
Wade Road Reservoir	31053500302300

WATER LEVEL OF SERVICE (LOS) STANDARD AND CAPACITY ANALYSIS

The level of service and capacity information for the City water sources are summarized in Figures 10.4 – 10.21 below.

Figure 10.4 Water Source Capacity Evaluation

Required Supply in Gallons Per Minute (GPM ¹)				
Description	Existing 2015	2022 (+6 years)	2026 (+10 years)	2036 (+20 years)
System-wide Maximum Day Demand	9,904	11,056	11,775	13,785
Snohomish PUD ² Demand	(785)	(1,034)	(1,181)	(1,573)
Total Required Supply	9,119	10,022	10,594	12,212
¹ GPM: Gallons Per Minute ² PUD: Public Utility District				

Figure 10.5 Available Supply (GPM¹)

Description	Existing 2015	2022 (+6 years)	2026 (+10 years)	2036 (+20 years)
Edward Springs Spring Source	760	760	760	760
Edward Springs Well No. 1R	300	300	300	300

Edward Springs Well No. 2	225	225	225	225
Edward Springs Well No. 3	300	300	300	300
Lake Goodwin Well	350	350	350	350
JOA Supply Line	9,132	9,132	9,132	9,132
JOA Supply Line – Transfer to Tulalip	1,130	1,149	1,168	1,235
Stillaguamish River WTP ³ BPS ⁴	2,200	2,200	2,200	2,200
Sunnyside Well No. 1R	-	1,000	1,000	1,000
Sunnyside Well No. 2	-	1,000	1,000	1,000
Total Available Supply	14,397	16,416	16,435	16,502
¹ GPM: Gallons Per Minute ² JOA: Joint Operating Agreement WTP ³ Water Treatment Plant BPS ⁴ Booster Pump Station				

Figure 10.6 Surplus or Deficient Supply (qpm)

Description	Existing 2015	2022 (+6 years)	2026 (+10 years)	2036 (+20 years)
Surplus or Deficient Amount	5,278	6,394	5,841	4,290

EXISTING SYSTEM CAPACITY ANALYSIS – WATER

The sections below provide an analysis related to the capacity of the existing system using the metrics Gallons per Day (gal/day) and Equivalent Residential Units (ERUs).

Figure 10.7 Demands Per Equivalent Residential Unit (ERU) Basis

Average Day Demand Per ERU (gal/day)	162
Maximum Day Demand Per ERU (gal/day)	346
Peak Hour Demand Per ERU (gal/day)	503

Figure 10.8 Source Capacity – Supply Sources

Supply Source Capacity (gal/day)	21,861,734
Average Day Demand Per ERU (gal/day)	346
Maximum Annual Water Right Capacity (ERUs)	63,264

Figure 10.9 Source Capacity – Annual Water Rights

Annual Water Right Capacity (gal/day)	23,375,309
Maximum Day Demand Per ERU (gal/day)	162
Maximum Annual Water Right Capacity (ERUs)	144,576

Figure 10.10 Source Capacity – Instantaneous Water Rights

Instantaneous Water Right Capacity (gal/day)	27,785,894
Maximum Day Demand Per ERU (gal/day)	346
Maximum Instantaneous Capacity (ERUs)	80,407

Figure 10.11 Storage Capacity

Maximum Equalizing and Standby Storage Capacity (gal)	11,706,001
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Equalizing and Standby Storage Requirement Per ERU (gal)	213
Maximum Storage Capacity (ERUs)	55,013

Figure 10.12 Transmission Capacity

Transmission Capacity in Gallons per Day (gal/day)	25,169,300
Maximum Day Demand Per ERU (gal/day)	346
Maximum Transmission Capacity (ERUs)	72,835

Figure 10.13 Maximum System Capacity (ERU)

Based on Limiting Facility - Storage 55,246

2016 WATER ANALYSIS

Figure 10.14 Demands Per ERU Basis

Average Day Demand Per ERU (gal/day)	162
Maximum Day Demand Per ERU (gal/day)	346
Peak Hour Demand Per ERU (gal/day)	503

Figure 10.15 Storage Capacity – Supply Sources

Supply Source Capacity (gal/day)	26,027,657
Maximum Day Demand Per ERU (gal/day)	346
Maximum Supply Capacity (ERUs)	75,319

Figure 10.16 Source Capacity – Annual Water Rights

Annual Water Right Capacity (gal/day)	24,661,232
Average Day Demand Per ERU (gal/day)	162

Maximum Annual Water Right Capacity (ERUs)	152,529
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Figure 10.17 Source Capacity – Instantaneous Water Rights

Instantaneous Water Right Capacity (gal/day)	29,071,817
Maximum Day Demand Per ERU (gal/day)	346
Maximum Instantaneous Capacity (ERUs)	84,128

Figure 10.18 Storage Capacity

Maximum Equalizing and Standby Storage Capacity (gal)	19,118,268
2036 Equalizing & Standby Storage Requirement (gal)	10,177,842
Equalizing & Standby Storage Requirement Per ERU (gal)	177
Maximum Storage Capacity (ERUs)	107,902

Figure 10.19 Transmission Capacity

Transmission Capacity (gal/day)	25,169,300
Maximum Day Demand Per ERU (gal/day)	346
Maximum Transmission Capacity (ERUs)	72,835

Figure 10.20 Maximum System Capacity (ERUs)

Based on Limiting Facility - Transmission	72,835
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Figure 10.21 Unused Available System Capacity

Maximum System Capacity (ERUs)	72,835
Projected 2036 ERUs	57,443
Surplus Capacity (ERUs)	15,392

FUTURE NEEDS - WATER

The [2016 Water System Plan](#) estimates water demands through 2036. To estimate future water demand, historic consumption, land use, and population forecasts were used. The analysis provided shows the City's sources are sufficient to meet the projected demands. Assumptions were made in this analysis that improvements were being made to the city-owned water sources. The Water Plan is currently being updated for 2025 – 2026 adoption.

FIRE FLOW

Fire flow demand is the amount of water required during firefighting as defined by applicable codes. Fire flow requirements are established for individual buildings and expressed in terms of flow rate (gpm) and flow durations (hours). Fire flows put the greatest demand on the water system because a high rate of water must be supplied over a short period of time, requiring each component of the system to be properly sized and configured to operate at its optimal condition. When fire flow is provided, WAC 246-290-230(6) requires the water distribution system to provide a maximum day demand (MDD) plus the required fire flow at a pressure of at least 20 psi at all points throughout the distribution system, and under the condition where the designated volume of fire suppression and equalizing storage has been completed.

Figure 10.22 shows the minimum fire flow rates and duration for various uses within the City. The [2016 Water System Plan](#) included modeling based on the land use types in the service area with the demand projections as presented and used in the development of the plan. Fire flow analysis resulted in improvements being required in storage as well as the expansion of the 560 Zone.

Figure 10.22 City of Marysville Minimum Fire Flow Rates and Duration - Water

Classification	Rate and Duration
Single Family Residence	1,000 gpm for 1 hour
Multi-family Residential/Commercial/Other	2,500 gpm for 2 hours

WATER CAPITAL IMPROVEMENT PLAN

The capital improvement plan for water projects is provided below in Figure 10.23.

Figure 10.23 Water Capital Improvement Plan 2024-2030

Project Title	Capacity Project	Grant Sources	Remaining	2024	2025	2026	2027	2028	2029	2030
88th St NE Water Main Replacement (Phase 1)	✓		\$ -	\$ -	\$150,000	\$1,500,000	\$1,523,891	\$ -	\$ -	\$ -
88th St NE Water Main Replacement (Phase 2)	✓		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$150,000	\$1,196,106
156th St NE Connector Water Main Installation	✓		\$ -	\$ -	\$ -	\$ -	\$ -	\$500,000	\$ -	\$ -
Edward Springs Treatment Plant Design	✓		\$ -	\$ -	\$ -	\$ -	\$ -	\$500,000	\$500,000	\$ -
Hwy 9 Evaluation	✓		\$ -	\$ -	\$ -	\$ -	\$130,000	\$ -	\$ -	\$ -
JOA ¹ Cathodic Protection Replacement Design			\$ -	\$25,000	\$300,000	\$ -	\$ -	\$ -	\$ -	\$ -
Lake Goodwin Manganese Treatment	✓		\$ -	\$ -	\$ -	\$ -	\$ -	\$500,000	\$500,000	\$ -

Plant Design										
Lake Goodwin Standpipe Replacement			\$ -	\$250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LCRR ² Inventory and Outreach			\$ -	\$1,018,931	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LCRI ³ Inventory Validation/ Replacement			\$ -	\$ -	\$ -	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
Reservoir Cathodic Protection Addition			\$ -	\$120,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sr 528 Water Main Replacement (67th Ave NE to 83rd Ave NE)	✓		\$ -	\$1,500,000	\$1,635,556	\$ -	\$ -	\$ -	\$ -	\$ -
Stillaguamish Filtration Cassette Replacement			\$ -	\$1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Water Plan Update	✓		\$ -	\$150,000	\$120,000	\$ -	\$ -	\$ -	\$ -	\$ -
Water Main Replacement (Associated With 4th/88th Interchange)	✓		\$ -	\$ -	\$900,000	\$ -	\$ -	\$ -	\$ -	\$ -
Water Renewals and			\$ -	\$ -	\$ -	\$ -	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000

Replacements										
Water Reservoir Design	✓		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$250,000	\$980,000
Total				\$5,000,931	\$2,805,556	\$1,700,000	\$2,990,641	\$3,567,500	\$2,600,000	\$3,376,106
¹ JOA: Joint Operating Agreement ² LCRR Lead and Copper Rule Revisions ³ Lead and Copper Rule Improvements										

10.5 SEWER AND CAPACITY INFORMATION

The City of Marysville sanitary sewer service area encompasses approximately 23 square miles and includes most of the incorporated City, as well as areas within the City of Arlington, Tulalip Reservation, and unincorporated Snohomish County. Since the existing collection system already serves most of the City's service area, expansion of this system will occur almost entirely by infill development, which will be accomplished primarily through developer extensions or capital projects into areas with historic septic systems. The City has seventeen sanitary sewer pump stations located throughout the City to pump wastewater into the collection system that takes the wastewater to the City's Wastewater Treatment Plant (WWTP).

The City owns, operates, and maintains the WWTP located at 20 Columbia Avenue. The WWTP is permitted to discharge to Port Gardner Bay via an outfall owned by the City of Everett and also through a separate outfall to Steamboat Slough, in accordance with the facility's National Pollutant Discharge Elimination System (NPDES) permit number WA0022497, effective on December 1, 2017.

The WWTP system consists of aerated lagoon cells and facultative lagoon cells. A major upgrade to the WWTP was completed in 2004. Improvements included the addition of four complete-mixed aerated lagoon cells, hydraulic curtains, effluent filter expansion, UV disinfection facilities, effluent pump upsizing, and a new pipeline to Everett for seasonal disposal of treated effluent in Port Gardner Bay. This upgrade increased the plant capacity from 6.1 mgd (maximum month design) to 12.7 mgd. In addition, the plant loading capacity, as measured by Biological Oxygen Demand (BOD) increased from 10,200 lbs/day to 20,143 lbs/day.

SEWER INVENTORY

Major components of the City of Marysville sewer system are provided in Figure 10.24 below.

Figure 10.24 Current Facility Inventory - Sewer (2016)

Facility	Location/Parcel Number(s)
51 st Street Sewer Lift Station	30051000202900
88 th Street Lift Station	30052001025000
Allen Creek Lift Station	30052800400800
Carroll's Creek Pump Station	31052000200900
Cedarcrest Vista Sewer Lift Station	30052600101700
Reagan Sewer Lift Station	30053300100500
Wastewater Treatment Plant with associated lift stations, pump stations, and buildings.	30053300100500, 30053300200100, 30053300400600, 30053400300800, 30053300400200, 30053300401000 30053300400400, 30053300400500
Westside Pump Station and Treatment Facility	30052900300700

SEWER CAPITAL IMPROVEMENT PLAN

The capital improvement plan for sewer projects is provided below in Figure 10.25. Note, the revenue and expense projection for the Sewer CIP are shown in Figures 10.1 and 10.2.

Figure 10.25 Capital Improvement Plan - Sewer

Project Title	Capacity Project	Grant Sources	Remaining	2024	2025	2026	2027	2028	2029	2030
88th St NE Sewer Replacement (Phase 1)	✓	None	N/A	\$ -	\$100,000	\$1,500,000	\$510,000	\$ -	\$ -	\$ -
88th St NE Sewer Replacement (Phase 2)	✓			\$ -	\$ -	\$ -	\$ -	\$ -	\$90,000	\$1,500,000
Biosolids Removal				\$600,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Cedar Crest lift station generator				\$ -	\$ -	\$ -	\$ -	\$250,000	\$ -	\$ -
Kellogg Lift Station generator				\$ -	\$ -	\$ -	\$ -	\$ -	\$250,000	\$ -
Eagle Bay Lift station generator				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$250,000
Effluent Flow Splitting				\$25,000	\$700,000	\$ -	\$ -	\$ -	\$ -	\$ -
WWTP Chemical Tank Replacement				\$35,000	\$650,000					
Marysville West Lift Station Replacement	✓			\$ -	\$ -	\$500,000	\$1,500,000	\$ -	\$ -	\$ -
Sewer Comprehensive Plan Update	✓			\$100,000	\$150,000	\$ -	\$ -	\$ -	\$ -	\$ -
Sewer Renewals and Replacements				\$ -	\$ -	\$ -	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
WWTP Filter Rehab				\$200,000	\$200,000	\$200,000	\$ -	\$ -	\$ -	\$ -
WWTP Near Term Improvements				\$2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WWTP Plant Upgrade Design	✓			\$ -	\$ -	\$ -	\$ -	\$1,670,000	\$1,330,000	\$700,000
TOTAL				\$2,96,000	\$3,300,000	\$3,700,000	\$3,010,000	\$4,420,000	\$4,170,000	\$4,950,000

SEWER LEVEL OF SERVICE (LOS) STANDARD AND FUTURE NEEDS

The level of service for the maintenance of the sewer collection system and wastewater treatment plant is measured by meeting continued uninterrupted demand of current customers, and providing sufficient capacity for future growth while meeting the requirements of the individual WWTP NPDES permit and Nutrient General Permit. The City is currently meeting this level of service.

10.6 STORMWATER

The stormwater system is comprised of a 321-mile network of ditches, pipes and stormwater quantity and quality control facilities which connect individual parcels with the City's surface water system. The City also owns, operates and maintains several regional quantity and quality control facilities. The City will be establishing a replacement program starting in 2027 to repair or replace segments of stormwater pipes each year. Segments also may be targeted for improvements before the end of the service life, usually due to inadequate capacity after increases in development. An analysis of the existing storm drainage pipes will be completed in 2025 – 2026 to meet the minimum requirements for passing a 25-year storm event.

Land development activities requiring approval from the City must meet the requirements of the Department of Ecology's Stormwater Management Manual for Western Washington (SMMWW). When discharging to streams or open channels, runoff rates from development sites are required to meet certain water quality and flow control standards. Details of design criteria and core requirements can be found in the current SMMWW. The City ensures development activities meet the requirements of this manual.



Image 3 The Marysville Decant Facility ensures that stormwater waste can be processed, treated, and disposed of in an environmentally sensitive manner.

STORMWATER LEVEL OF SERVICE (LOS) STANDARD

The level of service for the maintenance of the stormwater system is measured by meeting requirements of the National Pollution Discharge Elimination System Phase II permit for Western Washington, issued by the Washington State Department of Ecology. The City is currently meeting this level of service

STORMWATER INVENTORY

The City of Marysville stormwater inventory is provided below in Figure 10.26.

Figure 10.26 Current Facility Inventory - Stormwater

Facility	Location/Parcel Number(s)
Bayview Ridge Detention Pond	00777100099900
Decant Facility and Storage	30053300200100
Munson Creek Detention Pond	00770600002700
Regional Detention Pond #1	31053300300200
Regional Detention Pond #2	31053300300100
Fish & Wildlife	31052800300200
Smokey Point Detention Pond	31053300400300
Stormwater Pump House	30053300200100

STORMWATER CAPITAL IMPROVEMENT PLAN

Figure 10.27 Capital Improvement Plan Stormwater



Image 4 Marysville's Downtown Stormwater Treatment Facility has the capacity to treat runoff from much of the Downtown.

Project Title	Capacity Project	Grant Sources	Remaining	2024	2025	2026	2027	2028	2029	2030
51st and 136th St Culvert Design	✓		\$ -	\$ -	\$ -	\$ -	\$750,000	\$750,000	\$ -	\$ -
103rd and Shoultes LID ¹		DOE	\$363,180	\$327,271	\$100,000	\$ -	\$ -	\$ -	\$ -	\$ -
Cascade & Shoultes Elementary SRTS ² Improvements		DOE	\$778,163	\$150,000	\$1,257,764	\$ -	\$ -	\$ -	\$ -	\$ -
Downtown Stormwater Treatment Facility	✓	DOE	\$ -	\$360,328	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Flood Control Grant		Snohomish County	\$250,000	\$50,000	\$200,000	\$ -	\$ -	\$ -	\$ -	\$ -
Geddes Marina Remediation			\$ -	\$75,000	\$125,000	\$1,500,000	\$2,000,000	\$1,300,000	\$ -	\$ -
Jennings Park Stormwater Retrofit	✓	DOE	\$520,728		\$250,000	\$350,000	\$ -	\$60,000	\$1,000,000	\$ -
Surface Water Comprehensive Plan Update	✓		\$ -	\$50,000	\$200,000	\$ -	\$ -	\$ -	\$ -	\$ -
Stormwater Renewals			\$ -	\$ -	\$ -	\$ -	\$500,000	\$500,000	\$500,000	\$500,000

and Replaceme nts										
Total			\$1,912,071	\$1,012,599	\$2,132,764	\$1,850,000	\$3,250,000	\$2,610,000	\$1,500,000	\$500,000
¹ LID: Low Impact Development ² SRTS: Safe Routes to School										

10.6 TRANSPORTATION

The City of Marysville and surrounding communities have continued to grow significantly over the past decade. This recent and forecasted growth continues to add pressure to the transportation system serving these communities. In addition, the future City street network and non-motorized system must address the needs of existing and growth areas. The Transportation Element [\(link\)](#) addresses streets and highways, truck routing, pedestrian needs, bicycle system needs, transit, and transportation demand management strategies to help the City meet these existing and future transportation demands.

TRANSPORTATION INVENTORY

Travel needs within the City are met by a range of transportation facilities and services. These facilities and services provide for travel within the City and also connect Marysville with the rest of the region. The City's existing transportation system is comprised of state highways, arterials, collectors, and local roads, as well as facilities for pedestrians, bicycles, and transit. Rail lines also traverse the City and affect other travel modes. The key elements of the existing transportation system serving the City are outlined in Section 8.2 Transportation Element [\(Link\)](#) and Chapter 2 of the full Transportation Plan

TRANSPORTATION CAPACITY

Information related to the existing capacity and proposed improvements to the network are within Section 8.5 Transportation Element [\(Link\)](#).

TRANSPORTATION REVENUE AND EXPENSE PROJECTIONS

Figures 10.29 and 10.30 provide the revenue and expense projections for the Streets Capital Improvement Plans provided in Figure 10.31.

Figure 10.29 Expense and Revenue Projections by Year Transportation

	2024	2025	2026	2027	2028	2029	2030
Expenses by Year	\$8,997,500	\$17,850,000	\$ 18,177,000	\$11,240,000	\$11,935,000	\$9,000,000	\$9,150,000
Revenue by Year	\$9,470,580	\$ 17,692,313	\$ 15,811,365	\$12,380,953	\$ 12,681,126	\$9,056,731	\$9,147,265
Est. Difference	\$473,080	\$(157,687)	\$(2,365,635)	\$1,140,953	\$746,126	\$56,731	\$(2,734)

Figure 10.30 Non-Project Specific Revenue Forecast Transportation

	2022	2023	2024	2025	2026	2027	2028	2029	2030
Transportation Mitigation Fees	\$1,639,058	\$3,946,731	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
REET I & II	\$5,626,552	\$4,200,746	\$2,972,580	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
TBD Interest	\$90,214	\$313,424	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
TBD Sales Tax	\$3,991,224	\$4,468,320	\$4,100,000	\$4,182,000	\$4,265,640	\$4,350,953	\$4,437,972	\$4,526,731	\$4,617,266
Grants	\$ -	\$ -	\$868,000	\$8,980,313	\$7,015,725	\$3,500,000	\$3,713,154	\$ -	\$ -
Totals	\$11,347,048	\$12,929,221	\$9,470,580	\$17,692,313	\$15,811,365	\$12,380,953	\$12,681,126	\$9,056,731	\$9,147,266

TRANSPORTATION CAPITAL IMPROVEMENT PLAN

Figure 10.31 Capital Improvement Plan - Streets

Project Title	Capacity Project	Grant Sources	Grant Remaining	2024 Bids	2024	2025	2026	2027	2028	2029	2030
4th, 88th Interchange	✓	WSDOT/Tulalip/ RAISE ¹	\$ -	\$ -	\$ -	\$1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
53rd Ave Ne and 61st Intersection	✓	CMAQ ² & TIB ³	\$1,990,515	\$1,833,727	\$300,000	\$1,850,000	\$ -	\$ -	\$ -	\$ -	\$ -
67th Ave Ne (Grove St to 88th St) Overlay			\$550,000	\$ -	\$30,000	\$1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -

67th Ave Ne and 52nd St Ne Intersection	✓	FHWA ⁴ -STP ⁵ Design	\$240,000	\$ -	\$ -	\$300,000	\$500,000	\$ -	\$ -	\$ -	\$ -
88th St NE	✓	WSDOT ⁶ and Sno County ILA ⁷ , DOE ⁸	\$8,614,764	\$ -	\$1,500,000	\$3,000,000	\$7,000,000	\$7,000,000	\$1,435,000	\$5,000,000	\$6,150,000
88th St NE and State Ave Intersection CFI ⁹	✓		\$ -	\$ -	\$ -	\$250,000	\$500,000	\$ -	\$1,000,000	\$ -	\$ -
116th NHS ¹⁰		WSDOT ⁶ NHS ¹⁰	\$ -	\$ -	\$765,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
156th St NE Connector (Long Property)	✓	STBG ¹¹ Construction	\$2,967,500	\$ -	\$ -	\$750,000	\$500,000	\$340,000	\$6,500,000	\$1,000,000	\$ -
156th ST NE Interchange Improvements	✓	WSDOT ⁶ - CW ¹²	\$ -	\$ -	\$ -	\$50,000	\$50,000	\$ -	\$ -	\$ -	\$ -
156th St NE Overcrossing	✓	State Design	\$500,000	\$ -	\$500,000	\$500,000	\$750,000	\$ -	\$ -	\$ -	\$ -
156th St NE (Smokey PT BLVD to Hayho Creek)		TIB ¹³ Construction	\$1,440,000	\$ -	\$500,000	\$2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
2020 City Safety Program		WSDOT ⁶ HSIP ¹⁴	\$95,800	\$ -	\$ -	\$100,000	\$ -	\$ -	\$ -	\$ -	\$ -
2022 Citywide Ped Safety Improvements		WSDOT ⁶ HSIP ¹⁴	\$705,000	\$ -	\$120,000	\$700,000	\$ -	\$ -	\$ -	\$ -	\$ -
Cascade Elementary Safe Routes to School (SRTS ¹⁶)	✓	WSDOT ⁶ SRTS ¹⁵ , DOE ⁸	\$599,089	\$ -	\$ -	\$600,000	\$ -	\$ -	\$ -	\$ -	\$ -
Cascade Safe Routes to School - 100th St NE		WSDOT ⁶ SRTS ¹⁵	\$783,321	\$ -	\$ -	\$300,000	\$700,000	\$ -	\$ -	\$ -	\$ -
Cascade Safe Routes to School - 51st Ave Ne		WSDOT ⁶ Construction	\$474,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$300,000	\$600,000
Comeford Park Sidewalk and Lighting		CDBG ¹⁷ Construction	\$150,000	\$ -	\$ -	\$250,000	\$ -	\$ -	\$ -	\$ -	\$ -
Ingraham Blvd And 84th NHS ¹¹		WSDOT ⁶ NHS ¹¹	\$3,602,000	\$ -	\$ -	\$500,000	\$3,102,000	\$ -	\$ -	\$ -	\$ -
MMS Safe Routes to School - 49th Dr NE		WSDOT ⁶ SRTS ¹⁷	\$412,740	\$ -	\$ -	\$75,000	\$375,000	\$ -	\$ -	\$ -	\$ -

To Be Determined Pavement Preservation			\$ -	\$ -	\$3,500,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
Pavement Management System			\$ -	\$ -	\$ -	\$150,000	\$ -	\$ -	\$ -	\$ -	\$ -
Quiet Zones			\$ -	\$ -	\$200,000	\$500,000	\$1,000,000	\$ -	\$ -	\$ -	\$ -
Shoultes Elementary Safe Routes to School	✓	WSDOT ⁶ Construction	\$394,073	\$ -	\$82,500	\$550,000	\$ -	\$ -	\$ -	\$ -	\$ -
State Route (SR)529/I-5	✓		\$ -	\$ -	\$ -	\$100,000	\$ -	\$ -	\$ -	\$ -	\$ -
State Ave NHS ²		WSDOT ⁶ NHS ¹¹	\$ -	\$ -	\$1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Ave Preservation (116th to Spur Track)		STBG ¹¹ Preservation	\$744,281	\$ -	\$ -		\$100,000	\$900,000	\$ -	\$ -	\$ -
Transportation Comprehensive Plan Update			\$ -	\$ -	\$ -	\$25,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total					\$8,997,500	\$17,850,000	\$18,177,000	\$11,240,000	\$11,935,000	\$ 9,000,000	\$9,150,000

¹RAISE: Rebuilding American Infrastructure with Sustainability and Equity ²CMAQ: Congestion Mitigation Air Quality ³TIB: Transportation Improvement Board ⁴FHWA: Federal Highways Administration ⁵STP: Surface Transportation Program ⁶WSDOT: Washington State Department of Transportation ⁷ILA: Interlocal ⁸DOE: Department of Ecology ⁹CFI:Need ¹⁰NHS: National Highway System ¹¹STBG: Surface Transportation Block Grant ¹²CW: Connecting Washington ¹³TIB: Transportation Improvement Board ¹⁴HSIP: Highway Safety Improvement Program ¹⁵SRTS: Safe Route to Schools ¹⁶CDBG: Community Development Block Grant

10.7 SOLID WASTE

The City of Marysville provides solid waste for the entire UGA. The City has entered into an Interlocal Agreement (ILA) with Snohomish County Solid Waste, which is in effect until December 31, 2038 and provides an effective and efficient system for managing solid waste generated in the City. As a partner to the ILA, the City has adopted the Snohomish County Comprehensive Solid and Hazardous Waste Management Plan and disposes of all Solid Waste generated within the city limits at a Snohomish County Solid Waste disposal location. At the present time, Snohomish County exports solid waste by rail to the Roosevelt Regional Landfill located in Klickitat County.

Marysville is a municipal hauler, meaning that the City maintains an enterprise fund to provide for residential curbside and commercial/multi-family garbage collections. Single stream



Image 5 Sanitation trucks have technology enabling them to pick up any size waste receptacle.

recycling and organic material collection is provided by way of contract with the City's contractor for these services. Co-mingled recycling is processed at the Cascade Recycling Center and organics are processed through local composting facilities.

10.8 PARKS

The City has 45 parklands totaling 522 acres, 24 miles of trails, and 38,000 square feet of facility space which serve both our 73,780 citizens and visitors. Marysville Parks, Culture and Recreation (MPCR) staff manage a diversified menu of exceptional recreational, cultural and athletic programming.

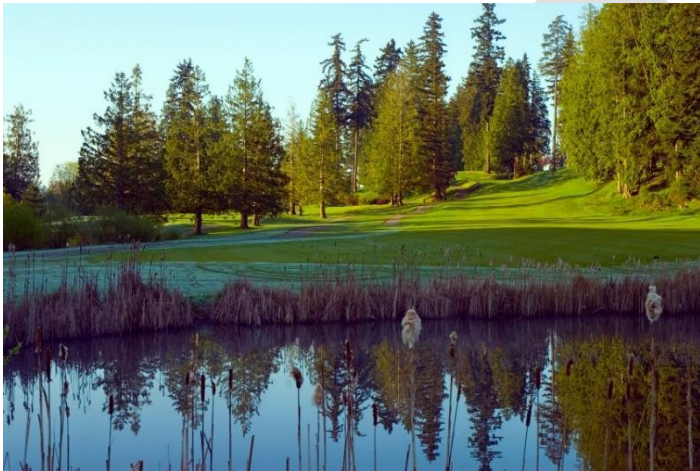


Image 7 A pond at Cedarcrest Golf Course reflects the evergreen trees which grace the course.



Image 6 The pickleball courts at Jennings Park are a well-utilized new recreational amenity.

PARKS INVENTORY

Figure 10.32 provides an inventory of Marysville Parks Facilities.

For more information related to Existing Park Facilities, Future Needs, and Level of Service see the Marysville [Parks, Recreation and Open Space Comprehensive Plan 2020 – 2025](#), which will be updated in 2025.

Figure 10.32 Parks Inventory

Description	Parcel	Location
1221 3rd Street	00510700201100	1221 3rd Street
Bayview Ridge: Gibbs Property Land/Row, Hoekendo Land/Row, Tract 100, Land/Easement	00758600001300, 00758600001400, 00756800010000, 30052600100100	Row Bayview Rdg, Hoekendorf Row Bayview Rg, Bayview Ridge, Long Easement Bayview Rdg
Bay Ridge Trail: Land/Easement P0708	00756800000800 Portion	General Parks
Brookwood Park/67th Place: Land	00779300010000	Brookwood Park
Cedarcrest Vista Park: Land	00861600099400	Cedarcrest Vista Park
Cedar Field 10th St School: Field Wright/Cedar Field and Land	00585600200100, 00585600200100	Wright/Cedar Field, 1010 Beach Ave
Centennial Trail: Land	30051300300700	Between Sr9 & 83rd Ave NE
City Hall & Comeford Park: Land	00528701000000	Comeford Park Yard
Cloverdale Div. 1: Land	00797300099900	Cloverdale
Crane Property: Land	30052700303800/4600/8200	Crane Property
Crystal Heights Blk 000: Land	00790300099900	Crystal Heights
Crystal Terrace Tract A: Land	00782900099900	Crystal Terrace
Deering Sunnyside WWU: Land	00590700011000, 00590700013100, 00590700013200, 00590700013400, 00590700015500, 00590700015800	Dearing Acre Tracks Park
Doleshel Tree Farm Park: Land	30052200103300	Doleshel Tree Farm Park
Foothills Park	00877900099900	58th St NE
Harbor View Park – Vanoverbek and Ross: Land	30053400301100, 30053400300600	Harbor View Park
Holman Property Par: A-D: Land	30052700400300	Holman Property

Jennings Park: Nature Park, South Park Yard, North Park Yard	30052700205300, 00408900000702, 00797600050100, 30052700302300	
King Property Park	29050200302400	King Property Park
Mother's Nature Window Caretaker Residence	30051500300500	55th Ave and 100th St
Mother's Nature Window Park	30051500300-100,700,800,500	55th Ave Ne / 100th St
Municipal Golf Course: Land	30052300300300	Golf Course Yard
Munson Creek Div.4 Tract 999: Land	00782600099900	Munson Creek
Munson Creek Div. 5 & 6: Land	00783100099800	Munson Creek
Northpointe East Park	00864800099900	Bayview
Northpointe Park Tract D: Land	00828200099800	Northpointe Park
Oberg Sunnyside Nature Trail: Land	29050200205600	Sunnyside Nature Trails
Olympic View Park	29050300108400, 29050300108500	Olympic View Park
Opera House	00510700201200	1225 3rd St/Opera House
Parkside Way Park	01016100099800	Situs 7729 64th Pl Ne
Peace Park (64th & Grove): Land	00405500099900	Peace Park
Portion Vista Green: Land	30052800405700	Portion Vista Green
Quilane Blk 000 Tr 999: Land	00773900099900	Quilane Blk 000
Qwuloolt Trail: Land	30052800406000, 30052700307700, 30052700303700	Qwuloolt Trail
Qwuloolt Wetlands: Roberts Land G0701, Hendrickson Land G0701, Rose Land G0701	29050300108500, 2905030010840, 30052700306000/30053400200600	Qwuloolt Interlocal
Rose Property (House)	30052700306000	General Parks
Serenity Park 72nd Dr Ne	00865600010300	Serenity Park
Shasta Ridge Park	01115100099600	83rd Avenue
Sherwood Forest	00629200005100	Unimp HCA With Stream Cor
Skateboard Park: Land	30052800219500	Skateboard Park
Strawberry Fields Future Athletic Complex: Land	3105340010050, 31053400400500	Strawberry Fields
Strawberry Fields Caretakers House/Garage/Landreth: Land	31053400100400	Strawberry Fields
Suncrest Tr/Hickock Park: Land	00723000011000	Hickock Park
Sunnyside Blvd Tract: Land	30053400102100	Sunnyside Blvd Tract

Timberbrook / Heather Glen	00548300004900/004067000067000	Stream Corridor Near Stw
Tuscany Park: Land	00857000099700	Tuscany Park
Verda Ridge Park Tract 99a: Land	00835600099800	Verda Ridge Park
Walter's Manor	00671600005000	41st Ave NE
Waterfront-McCollum Property: Land	00551100900100	Waterfront Park Prop
Welco Lumber Property Boat Launch: Land	30053300200800	Misc-Future Waterfront Pk

PARKS REVENUE AND EXPENSE PROJECTIONS

Figures 10.33 and 10.34 provide the revenue and expense projections for the Parks Capital Improvement Plans provided in Figure 10.35.

Figure 10.33 Expense and Revenue Projections by Year Transportation

	2024	2025	2026	2027	2028	2029	2030
Expenses by Year	\$1,850,000	\$2,400,000	\$ 3,360,000	\$2,000,000	\$2,000,000	\$2,050,000	\$2,090,000
Revenue by Year	\$2,519,575	\$2,423,082	\$2,617,769	\$1,996,802	\$2,026,706	\$2,057,508	\$2,089,233
Est. Difference	\$669,575	\$23,082	\$ (742,231)	\$(3,198)	\$26,706	\$7,508	\$(767)

Figure 10.34 Non-Project Specific Revenue Forecast Transportation

	2022	2023	2024	2025	2026	2027	2028	2029	2030
REET I & II	\$5,626,552	\$4,200,746	\$990,860	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Transfer in - GF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Park Mitigation	\$476,277	\$1,261,276	\$912,215	\$939,582	\$967,769	\$996,802	\$1,026,706	\$1,057,508	\$1,089,233
Grants	\$ -	\$ -	\$616,500	\$483,500	\$650,000	\$ -	\$ -	\$ -	\$ -
Totals	\$6,102,829	\$5,462,022	\$2,519,575	\$2,423,082	\$2,617,769	\$1,996,802	\$2,026,706	\$2,057,508	\$2,089,233

Figure 10.35 Capital Improvement Plan – Parks and Recreation

PROJECT TITLE	Capacity Project	2024 Bids	2024 Contracts	2024	2025	2026	2027	2028	2029	2030
Bayview Trail	✓	\$ -	\$ -	\$500,000	\$500,000	\$200,000	\$750,000	\$1,500,000	\$500,000	\$500,000
Cedarcrest Golf Course - Cart storage & paths		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$600,000	\$ -
Cedarcrest Golf Course - 67th Ave netting		\$ -	\$ -	\$ -	\$ -	\$500,000	\$ -	\$ -	\$ -	\$ -
Cedarcrest Vista Park - landscaping, irrigation		\$ -	\$ -	\$ -	\$ -	\$ -	\$50,000	\$ -	\$ -	\$ -
Community Center Bathroom Remodel		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$50,000	\$ -
Community Center Pocket Park	✓	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$75,000	\$ -
Deering Wildflower Acres - pavilion & paved parking	✓	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$140,000
Ebey Waterfront Park	✓	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$500,000
Ebey Waterfront Park Boat Launch Pilings										
Ebey Waterfront Trail Phase 4	✓	\$402,508	\$442,759	\$500,000	\$500,000	\$1,500,000	\$ -	\$ -	\$ -	\$ -
Harborview Park - irrigation & furnishings	✓	\$ -	\$ -	\$ -	\$ -	\$ -	\$50,000	\$ -	\$ -	\$ -
Hickok Park - retaining wall, landscaping, fencing		\$ -	\$ -	\$ -	\$ -	\$ -	\$100,000	\$ -	\$ -	\$ -
Jennings Memorial Park	✓	\$ -	\$ -	\$250,000	\$ -	\$ -	\$300,000	\$ -	\$ -	\$ -
Jennings Memorial Park - pickleball restrooms; pave trail	✓	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$450,000
Mother Nature's Window Park	✓	\$ -	\$ -	\$250,000	\$1,000,000	\$750,000	\$ -	\$ -	\$ -	\$ -
Park Comprehensive Plan Update		\$ -	\$ -	\$ -	\$150,000	\$ -	\$ -	\$ -	\$ -	\$ -
Playground Replacements		\$ -	\$ -	\$350,000	\$ -	\$ -	\$500,000	\$500,000	\$500,000	\$500,000
South End Dog Park	✓	\$ -	\$ -	\$ -	\$ -	\$ -	\$200,000	\$ -		\$ -

Strawberry Fields Fish Barrier Removal and Dog Park Vehicle Lot	✓	\$ -	\$ -	\$ -	\$ -	\$350,000	\$ -	\$ -	\$ -	\$ -
Twin Lakes Park Improvements	✓	\$ -	\$ -	\$ -	\$250,000	\$ -	\$ -	\$ -	\$ -	\$ -
Twin Lakes Park Master Plan		\$ -	\$ -	\$ -	\$ -	\$ 60,000	\$ -	\$ -	\$ -	\$ -
Youth Peace Park - furnishings	✓	\$ -	\$ -	\$ -	\$ -	\$ -	\$50,000	\$ -	\$ -	\$ -
Total				\$1,850,000	\$2,400,000	\$3,360,000	\$2,000,000	\$2,000,000	\$2,050,000	\$2,090,000

10.9 CITY FACILITIES

General Public Works and City properties, facilities and buildings that do not fall under, Water, Sewer, Stormwater, Transportation, or Parks are provided in this section.

LEVEL OF SERVICE (LOS) STANDARD AND FUTURE NEEDS – CITY FACILITIES

City Hall: Located on Delta Avenue between 5th and 7th Streets, the new Marysville Civic Center, occupied in October 2022, consolidates most city services into one modern, energy-efficient public facility to help meet the current and future needs of our growing city. This offers residents and visitors a one-stop shop for city customer service functions and an attractive new public landmark in Marysville's downtown core.

Public Works: The City of Marysville Public Works Department is currently located at 80 Columbia



Image 8 The Marysville Civic Center offers a wide-array of city services in one convenient, modern facility.

Avenue and intends to relocate its public works and administration operations to the current Marysville School District (MSD) administrative offices at 4220 80th Street NE. The move entails a property exchange with the Marysville School District where the City would move to the school district property at 4220 80th Street NE, and the school district administrative offices would move to the City's former City Hall building at 1049 State Avenue.

The current Public Works facility is located in the floodplain. Since the City's Public Works operation must be dependable during flood events, the proposed new site would enable City to fulfill its duty to render community aid during disasters and will also reduce the risk of damage to City equipment and facilities. The City values the ability to reuse the existing structures on the MSD site and avoid reconstruction costs. Construction costs for a brand new Public Works facility could be as high as \$76 million according to a study recently commissioned by the City. The City's future waterfront redevelopment and site fill is also dependent on the relocation of the Public Works facilities. Since the prior City Hall is no longer in use, the City supports accommodating the MSD's needs by constructing an addition to facilitate the exchange.

CITY FACILITIES INVENTORY

Figure 10.36 provides the City facility inventory.

Figure 10.36 City Current Facility Inventory

Description	Parcel	Location Memo
1094 Cedar Ave	585600301000	1094 Cedar Ave
1095 Alder Ave	30052800214700	1095 Alder St
1311 4 th St	00576200600400, 00576200700502	1311 4 th St/Seaver Prop
1321 5 th St	576200600200	1321 5 th St/Christle Prop
1328 8 th Street	518500100100	1328 8 th St/Duborko Prop
1331 7 th Street	518500101800	1331 7 th St/Furrer Prop
1404 5 th Street	528700900600	1404 5 th St/Winn Property
1926 4 th St	551201000300	1926 4 th St
Allstate Building-Old City Hall	30052800215600	City Hall
Allstate-Old City Hall: Land	30052800215600	City Hall - State Street
Chamber of Commerce: Land	510700100600	Chamber Of Commerce

Civic Center		501 Delta Ave
Coca Cola Property	30052100412700	
Courthouse Property State Ave: Building	30052800211900	
Courthouse Property State Ave: Land	00300528002119	
Delta Ave Property Peak Building and Land	00576200100100, 00576200100300	601 Delta Avenue
Densmore Property	00590700030402	Densmore Property
Frontier Property	31052800300100	
Geddes Marina Property	30053300203100	
Jacobson Property	30021000203900	
Keele Property	30052800400500	4822 61st St Ne
Keiso Property: Land	00551100900500/900300 & 900400	1408 1st St
Maza Property: Land	518500200100	7th & Delta
Mill Property 60 State Ave: Land	30053300201200	60 State Ave
Miller Property	518500200400	Miller Property
Pankiewica Property: Land	576200601501	1326 6th St
Pavish Property	00510700900100/00510700901000/	101 & 117 Beach Ave
Police Department Evidence Building	30051600203900	10118 Smokey Point Blvd
Public Works Operations Buildings and Facilities (Various)	30053300200100	
Seaver/Russell Property	005185001-003,01400,01700	Seaver/Russel Property
Skippers Property: Land	30052800215700	
Welco Property	30053300202400	
Williams Property: Land	576200600100	Williams Property

GENERAL FACILITIES CAPITAL IMPROVEMENT PLAN

The general facilities capital improvement plan is provided below in Figure 10.37.

Figure 10.37 Capital Improvement Plan – Public Works

PROJECT TITLE	CAPACITY PROJECT	2024	2025	2026	2027	2028	2029	2030
Public Works Operations Relocation	✓		\$ 500,000.00	\$ 9,500,000.00				

10.10 POLICE

The City of Marysville Police Department (MPD) provides law enforcement, policing, crime prevention, public safety, and corrections services within the City.

POLICE FACILITIES

The Department provides quality policing in partnership with the community through long-term problem-solving, crime prevention, and law enforcement. All police operational and support functions are based out of the City-owned and maintained Marysville Civic Center (MCC) at 501 Delta Avenue. The MCC, a voter-funded public safety project to build a new police station and jail, opened in 2022. An auxiliary evidence storage and processing facility is being constructed with expected occupancy during the first quarter of 2024. This location includes garage storage for impounded vehicles pending search warrants, evidence processing of those vehicles, and long-term evidentiary storage of bulk evidence and property.



Image 9 The Marysville Police Department actively recruits new personnel to ensure adequate staffing.



POLICE FACILITY INVENTORY

Figure 10.38 Facility Inventory – Police

Facility	Location	Size/Capacity
Auxiliary Evidence Buildings	10118 State Avenue	Building A 5,322 SF Building B 2,176 SF
Marysville Municipal Jail and Medical Area	601 Delta Avenue	Houses 96 residents
Police Department	501 Delta Avenue	80,369 SF
Smokey Point Substation	15526 Smokey Point	2,160 SF

POLICE LEVEL OF SERVICE

Service Standards and Level of Service details are outlined in the Public and Human Services Element (add link), and on page 41 of the *MPD Functional Plan for 2024-2044* [\(link\)](#)

10.11 FIRE

The Marysville Fire District provides fire prevention and suppression services, emergency medical services, special operations, and other preparedness/emergency management services for an approximately 55 square mile area. The District encompasses the City's entire UGA and some adjacent areas to the east and south of the UGA that are located in unincorporated Snohomish County together with the Seven Lakes area, and a portion of the Tulalip Indian Reservation. More information related to the Marysville Fire District may be found in Section 11.3 Fire of the Public Services Element [\(link\)](#).

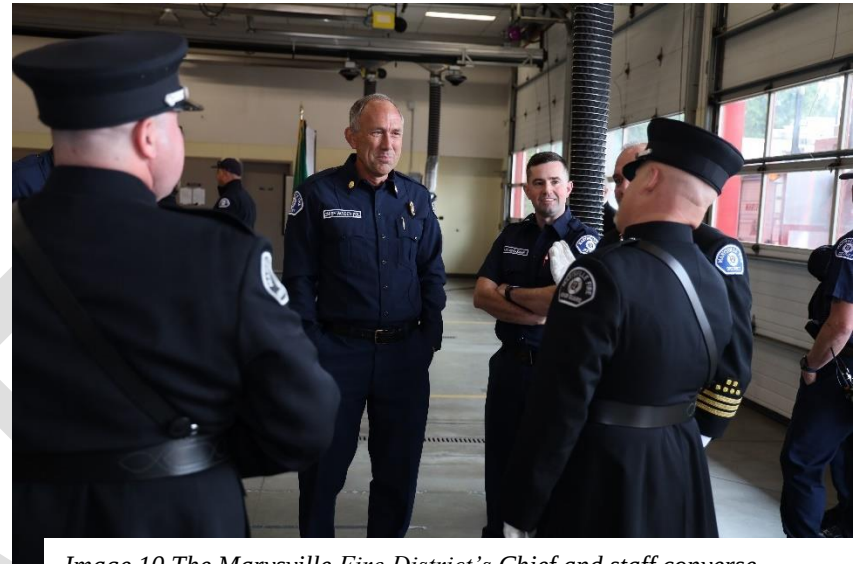


Image 10 The Marysville Fire District's Chief and staff converse.

FIRE INVENTORY

Apparatus and other vehicles, trained personnel, firefighting and emergency medical equipment, and fire stations are the essential capital resources necessary for the MFD to carry out its mission. See the Marysville Fire District Capital Facilities & Apparatus Inventory Fire District Inventory [\(link\)](#).



Image 11 Marysville Fire District Rescue provides aid to those in emergency situations.

FIRE CAPITAL FACILITIES PLAN

The capital facilities plan for the Fire District is provided in Figure 10.39 below.

Figure 10.39 Capital Facilities Plan

Project	Cost (\$)	Revenue Source	2024	2025	2026	2027	2028	2029	2030-2044
Administration office									\$8,000,000
Ambulance				\$352,000					
Ambulance				\$352,000					
Ambulance				\$352,000					
Ambulance				\$352,000					
Fire engine			\$880,000						
Fire engine					\$1,430,000				
Fire engine					\$1,430,000				\$15,400,000
Ladder truck			\$1,540,000						
Maintenance facility		Levy					\$5,000,000		
Station 61	\$14M	Levy							
Station 62									
Station 63	\$10M	Capital			\$13,000,000				
Station 65	\$8M	Levy					\$10,000,000		
Station 66									
Total									
Training center		Levy				\$3,000,000			

10.12 SCHOOLS

The City of Marysville is served by four school districts: Marysville, Arlington, Lake Stevens, and Lakewood; however, the portion of the Arlington School District within the City is very limited and coincides with industrial-zoned lands within the City. Please reference Chapter 5, Public Facilities and Services Element, Section 5.4 [\(link\)](#) for details related to schools



Image 12 Marysville Getchell High School is the newest high school serving the Marysville School District.