

**Transcription Excerpt re Transportation LOS
During March 5, 2008 Jt. PB/Council Comp Plan Workshop**

P.B. Member George Schultz Could we go over how the level of service relates to \$7,000? Is that LOS D?

Eric Irelan, Perteet Eng. That's at a level of service standard D.

P.B. Member George Schultz When you said that that will go down, will be recalculated. What's the change, what element is changed?

Eric Irelan, Perteet Eng. It's a computation of the additional vehicular trips that are forecasted between 2007 and 2025 based on growth and land use. That the housing growth, we calculated the trips per single family, per multi-family. For the employment, we didn't have a correct starting figure. It's just a simple error that was published in the Comprehensive Plan in 2004. It was corrected by the county in their last buildable lands analysis.

City Admin. D. Knight So because we're increasing the number of employees, then you have more trips to divide by that number there. So we decreased the number.

Eric Irelan, Perteet Eng. Yes.

City Admin. D. Knight That's how that's working.

Eric Irelan, Perteet Eng. And again, because you'll have a better – the way the model functions, a better jobs-housing balance, you'll actually have less trips leaving the system, less vehicle miles traveled; it will be a more efficient transportation system, so I'm not anticipating any changes in the transportation improvements that are recommended through the increased trips.

City Admin. D. Knight And when will that be back in front of us?

Eric Irelan, Perteet Eng. April.

City Admin. D. Knight April?

Eric Irelan, Perteet Eng. So definitely some tough policy decisions. What I wanted to lay out tonight was how policy and goals that the city has already adopted in your comprehensive plan have influenced the development of the plan for a multimodal system, for arterial functional classification system are calling out, requiring design guidelines for arterial standards, etc., etc. Your goals and policies at the triangle pyramid, why the foundation lead up to ultimately the types of improvements that are needed and ultimately, the costs and how those costs will be paid for. So I hope I've answered some questions or provided some more information on the policy implications of the transportation plan as is proposed.

City Admin. D. Knight Could we get back to those policy questions that we had at the beginning and let's – I'd like to talk just a few minutes more about those. So the question is, revise the city's future arterial function on the classification system. And we talked just briefly that it's that—it's those functional classifications – which one of those roadways have you identified as arterials? So we need to—to – at our next meeting, review that arterial map and say, "Have we made good decisions about which one of these roads we've identified as arterials?" So that's going to be the policy question that's going to be in front of you at the next meeting: Review that map and say, "Yes, we agree that this is what we think the arterial system looks like." So those are the ones that are in the green. Major arterials, minor arterials and collector arterials, so that's green, blue and gold. So those are all the roadways now that we're saying, "These are all going to be our arterials." And on these roadways, the size of these roadways is going to be built to cost, and then on that cost is going to be built the traffic impact fee, based upon the Level of Service that you adopt.

[unintelligible comment]

City Admin. D. Knight Right. And Councilmember Blair just added that you can only get grants for certain types of arterials. So federal grants, especially are both under functional classification for arterial.

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City Admin. D. Knight So new arterial street design guidelines. And again, this is how wide the roadways are going to be. Are they going to include sidewalks on both sides? Are they going to be separated by a planter strip? Because again, the wider that you have those roads and the more amenities that you have, again, that jacks up the cost. And so we divide then, in order to determine what the—what the traffic impact fee is going to be. **So we need, again, a review of those arterial street design guidelines and say, "Is this what you want your arterials to look like?"** So when you start to drive around the community in the next couple of weeks, begin to look around and say, "What kind of roadway system do I like to see? What do I see now in Sultan, and what do I want – and what do I see in other communities that I really like? What do those designs look like? Do I want bike paths on both sides of the roadway? Or do I want bike paths just on one side?" And remember, from a developer's perspective, the wider those roadways are, the more difficult it is, then, for them to get the number of lots that they need on each one of their plats. **Because roadways take up a lot of space in a plat. So the more roadway system that you require developers to do, the less that they can—they can plat, the less lots that they get to have.** And I think we've had a number of these conversations recently. So really, again, take a look and say, "Do we really need bike paths on both sides of the road?" Or is one side good enough? Do we need sidewalks on both sides? Or is one side good enough? And then keep in mind those—those fundamental policy, or uh, policies in there, in the comprehensive plan and say, "Do these match up with those policies that are in the comprehensive plan?"

[end of excerpt]