

Appendix C

Transportation Service Areas (TSAs)

The 1995 Transportation Needs Report established six "Transportation Service Areas" (TSAs) for the purpose of calculating, imposing, and administering traffic impact fees. (TSAs are also used in making concurrency determinations and identifying inadequate road condition impacts.) The 1995 revisions to Title 26B of the Snohomish County Code require new development to pay GMA-based traffic impact fees as authorized by the Revised Code of Washington (RCW) 82.020.050-060. Among other requirements, RCW 82.020.060 states that the local ordinance imposing impact fees shall establish one or more reasonable service areas within which to implement the fees.

Establishing service areas assures that the fees imposed on new developments are collected only for arterial improvements that are reasonably related to the new developments and revenues collected from the fees are only spent on improvements that will reasonably benefit the new developments. The six TSAs established in this report meet the requirements of the state statute and provide a reasonable basis for the County's imposition of the traffic impact fees.

Establishing the TSAs

The boundaries of the TSAs were determined utilizing the following criteria: adjacent TSAs should have a minimal number of road connections; neighborhoods and their traffic flow patterns should remain intact; naturally occurring geographic barriers should be used as TSA boundaries; major regional arterials such as freeways should also be used as TSA boundaries; and city limits do not necessarily constitute TSA boundaries. TSAs were also revised to conform more closely to the Urban Growth Areas.

The state highway system in Snohomish County, along with the county roads classified as principal and minor arterials, provide for the major movement of regional traffic between TSAs. Interstates 5 and 405 carry most of the regional traffic to and from the urban areas of Seattle and the Eastside, with Interstate 5 functioning as the central backbone of the road system in Snohomish County. The State and County arterials link to the freeway system at controlled access points and these have become the focal points of land use activity in the County.

Each of the Transportation Service Areas is considered a road network unto itself. Development within the TSA will have impacts on many of the roads in the TSA and will, therefore, benefit from road improvements made within the TSA. While it is recognized that traffic will flow between TSAs, the intent is to minimize the number of arterials crossing boundaries. Those that do are largely state highways. It is also assumed that the cross flow will "balance" between the TSAs and therefore this report does not address the specific impacts caused by cross flow. Overall, the comprehensive nature of the identified road improvement needs within each TSA will balance the potential impacts between adjacent TSAs.

It is realized that as new development occurs near city limits, there will be cross traffic between roads located in unincorporated Snohomish County and roads within cities. Under the provisions of Title 26B SCC, interlocal agreements are encouraged which delineate reciprocal impact mitigation policy between adjacent jurisdictions.

TSA Boundaries

TSA A: North Snohomish County Including Marysville and Arlington

TSA A comprises the northern portions of Snohomish County. The area is primarily rural but contains four small cities, Marysville, Arlington, Stanwood, and Darrington. The area also includes the Tulalip Indian Reservation.

Boundary Description: Beginning at the mouth of Steamboat Slough, east and south on Steamboat Slough to Ebey Slough, north on Ebey Slough to Sunnyside Creek, east on Sunnyside Creek to the section line between Section 10 and Section 11 in Township 29 Range 5 East, approximately northeast on a straight imaginary line to the intersection of Sunnyside Boulevard and 71st AV NE, east on Soper Hill Road to SR 9, north on SR 9 to an imaginary line extending from the west end of 116th ST NE, east on this imaginary line to the west end of 116th ST NE, east on 116th ST NE to 99th AV NE, north on 99th AV NE to 132nd ST NE, east on 132nd ST NE to 107th AV NE (McElroy Road), north on 107th AV NE (McElroy Road) to 156th ST NE, east on 156th ST NE to Service Road, north and east on Service Road to Burn Road, south and east on Burn Road to Jordan Trails Road, east on Jordan Trails Road to the South Fork of the Stillaguamish River, south on the Stillaguamish River to the section line between Section 27 and Section 34 in Township 31 North, Range 6 East, east on this section line and continuing due east following section lines to Chelan County Line, north on the Chelan County Line to the Skagit County Line, west on the Skagit County Line to Skagit Bay, south along the coast to the Island County Line, south on the Island County Line to the Port Susan bay, south along the coast to Possession Sound, continue south along the coastline to the mouth of Steamboat Slough.

TSA B: East Central Snohomish County Including Lake Stevens and Granite Falls

TSA B comprises the central and east portions of Snohomish County. The area is primarily rural but contains the small cities of Lake Stevens and Granite Falls.

Boundary Description: Beginning at the line between Sections 9 and 16 in Township 29 Range 7E where it crosses Lake Roesiger Road, south on Lake Roesiger Road to Dubuque Road, west on Dubuque Road to Storm Lake Road, south on Storm Lake road to Spada Road, west on Spada Road to Iverson Road, north on Iverson Road to Three Lakes Road, west on Three Lakes Road to SR 2, north and west on SR 2 to the Everett City Line, north on the Everett City Line to Steamboat Slough, east and north on Steamboat slough to Ebey Slough , north on Ebey Slough to Sunnyside Creek, and east on Sunnyside Creek to the section line between Section 10 and Section 11 in Township 29 Range 5 East, approximately northeast on a straight imaginary line to the intersection of Sunnyside Boulevard and 71st AV NE, east on Soper Hill Road to SR 9, north on SR 9 to an imaginary line extending from the west end of 116th ST NE, east on this line to the west end of 116th ST NE, east on 116th ST NE to 99th AV NE, north on 99th AV NE to 132nd ST NE, east on 132nd ST NE to 107th AV NE (McElroy Road), north on 107th AV NE (McElroy Road) to 156th ST NE, east on 156th ST NE to Service Road, north and east on Service Road to Burn Road, south and east on Burn Road to Jordan Trails Road, east on Jordan Trails Road to the South Fork of the Stillaguamish River, south on the Stillaguamish River to the section line between Section 27 and Section 34 in Township 31 North Range 6 East, east on this section line and continuing due east following section lines to Chelan County Line, south on the Chelan County Line to a line extending east from the line between sections 9 and 16 in Township 29 Range 7E, west on that line to Lake Roesiger Road.

TSA C: Southeast Snohomish County Including Snohomish and Monroe

TSA C comprises the southeast portions of Snohomish County. The area is primarily rural but contains the small cities of Snohomish, Monroe, Sultan, Goldbar, and Index.

Boundary Description: Beginning at the intersection of SR 2 and the Everett City Line, the line follows south on the Everett City Line, to Lowell Larimer Road, east on Lowell-Larimer Road to SR-9, south on SR-9 to 164th ST SE, east on 164th ST SE (and continuing on an imaginary line running through 164th ST SE) to the Snohomish River, southeast on the Snohomish River to the Snoqualmie River, southeast on the Snoqualmie River to the King County Line, east on the King County Line to the Chelan County Line, north on the Chelan County Line to a line extending east from the line between Sections 9 and 16 in Township 29 Range 7E, west on that line to Lake Roesiger Road, south on Lake Roesiger Road to Dubuque Road, west on Dubuque Road to Storm Lake Road, south on Storm Lake road to Spada Road, west on Spada Road to Iverson Road, north on Iverson Road to Three Lakes Road, west on Three Lakes Road to SR 2, north and west on SR 2 to the Everett City Line.

TSA D: Everett/Southwest County Urban Area

TSA D comprises the northern portions of the Southwest urban growth area. It includes the cities of Everett, Mukilteo, and Mill Creek, and unincorporated county areas around these cities that lie primarily within the urban growth area.

Boundary Description: Beginning at the mouth of Steamboat Slough the line follows Steamboat Slough east and then south and then southwest to the Snohomish River, across the Snohomish River to the Everett City Line, generally south along the east edge of the Everett City Line to Lowell-Larimer Road, east on Lowell-Larimer Road to SR-9, south on SR-9 to 164th ST SE, west on 164th ST SE (and following an imaginary line through parcels in which 164th ST SE does not exist) to 35th AV SE, south on 35th AV SE to Grannis Road, west on Grannis Road and 196th ST SE to SR-527, north on SR-527 to 192nd ST SE, west on 192nd ST SE to Waxon Road, northwest on Waxon Road, due west on an imaginary line to Jonathan Road, west on Jonathan Road to North Road, north on North Road to 176th PL SW, west on 176th PL SW to 6th AV W, south on 6th AV W to 7th AV W, west on an imaginary line to 178th ST SW, west on 178th ST SW to I-5, south on I-5 to the Swamp Creek Interchange, west on an imaginary line to the Lynnwood City Line, northwest on the Lynnwood City Line to the Edmonds City Line, northwest on the Edmonds City Line to Puget Sound, north along the coast to the mouth of Steamboat Slough.

TSA E: South Central Unincorporated County

TSA E comprises an area of south central Snohomish County. The area is primarily rural and contains no small cities.

Boundary Description: Beginning at the intersection of SR-9 and 164th ST SE the line follows west on 164th ST SE (and following an extension of the alignment through parcels in which 164th ST SE does not exist) to 35th AV SE, south on 35th AV SE to York Road, south on York Road to SR-524, east on SR-524 to 39th AV SE, south on 39th AV SE to 228th ST SE, south following the 39th AV SE alignment to the Bothell City Limits, south along the east edge of the Bothell City limits to the King County Line, east on the King County Line to the Snoqualmie River, northwest on the Snoqualmie River to the Snohomish River, northwest on the Snohomish River to an imaginary line running through 164th ST SE, west on this imaginary line to 164th ST SE, west on 164th ST SE to SR-9.

TSA F: Lynnwood/Edmonds/Southwest Urban Area

TSA F comprises the southern portion of the Southwest Urban growth area including the cities of Lynnwood, Edmonds, Woodway, Brier, and Bothell, and the unincorporated county parcels surrounding them.

Boundary Description: Beginning at the point where 35th AV SE intersects with Grannis road, the line follows west on Grannis Road and 196th ST SE to SR-527, north on SR-527 to 192nd ST SE, west on 192nd ST SE to Waxon Road, northwest on Waxon Road, due west on an imaginary line to Jonathan Road, west on Jonathan Road to North Road, north on North Road to 176th PL SW, west on 176th PL SW to 6th AV W, south on 6th AV W to 7th AV W, west on an imaginary line to 178th ST SW, west on 178th ST SW to I-5, south on I-5 to the Swamp Creek Interchange, west on an imaginary line to the Lynnwood City Line, northwest on the Lynnwood City Line to the Edmonds City Line, northwest on the Edmonds City Line to Puget Sound, south along the coast to the King County Line, east along the King County Line to the City of Bothell's eastern city line, north and then west along the city line to an imaginary line extending 39 AV SE, north on this line to 39th AV SE, north on 39th AV SE to 240th ST SE, west on 240th ST SE to 35th AV SE, north on 35th AV SE to 228th ST SE, east on 228th ST SE to 39th AV SE, north on 39th AV SE to SR-524, west on SR-524 to York Road, north on York Road to 35th AV SE, and north on 35th AV SE to Grannis Road.

