

SECTION VI – TRANSPORTATION ELEMENT

Introduction

Purpose

The Growth Management Act requires that jurisdictions developing comprehensive plans include a Transportation Element that is extensive and attempts to relate transportation to land use. This Transportation Element is based on the Land Use Element, and the future transportation needs based on growth identified in the Land Use Element until 2035.

Major Transportation Issues

A number of important issues regarding visions of Stanwood’s future and preferences for accommodating growth are explored in the Land Use Element and Housing Element. As Stanwood and areas in close proximity to the City continue to develop, transportation related issues will join the many concerns stemming from this additional development. Increasing volumes of traffic will focus attention on issues that include:

- Stanwood is a small town within a rural environment, yet it is bisected by a state route carrying substantial amounts of fast-moving traffic to Camano Island. SR-532 is the primary access to Stanwood’s city center and commercial areas. Given the increased traffic projections along SR-532 and the need for continued service of Camano Island, how can the City of Stanwood accommodate this through-traffic while maintaining the ability for local traffic to safely and efficiently use the state route?
- The goals/policies for downtown strive to create a pedestrian environment by encouraging people to walk to and within the central business district. In addition, the plan contains goals to encourage people to park their vehicles and walk from shop to shop. Some residents feel there is insufficient parking to support this concept.
- Heavy traffic volumes passing through town on SR-532 decrease mobility and accessibility of local traffic. How can Stanwood and WSDOT manage traffic congestion in town? What are the cumulative effects on Stanwood’s roadways and downtown from development that may occur within adjacent jurisdictions, including Camano Island?
- Stanwood is presently served by Community Transit and Island Transit. While commuter ridership to Everett and Seattle is heavily used, local ridership is low. How should Stanwood address enhancing alternative transportation modes, and assess the adequacy of existing transit service? What should rail transportation’s long-term role be?
- How can Stanwood’s relatively distinct districts – especially West District and East District – be better linked together?

- How can community assets such as the Stillaguamish River and open spaces be made more accessible?
- How can the City achieve an integrated road network for better mobility and accessibility within the city limits and the UGA?

By considering these issues as transportation policies are developed and refined, the City can anticipate problems and resolve them.

The intent of the Growth Management Act is that Stanwood's management and regulations of land uses be supported by policies relating to the provision of transportation networks and facilities. If the link between land use and transportation is achieved; the results will be a vital community served by good transportation facilities and services, efficient use of public funds, strong local, economies, and preservation of the natural environment.

The City of Stanwood has developed a separate 2015 Transportation Plan which is hereby incorporated by reference and is consider the Transportation Element of the City of Stanwood Comprehensive Plan.