Transportation Element

Introduction

The speed, safety and comfort with which one can reach their destination impacts land use and vice-versa. Our present transportation system, with its heavy reliance on the car, has resulted in unparalleled mobility for the majority of American families, allowing them to live and work where they wish. Families have often chosen to live in suburban communities, enjoying a lifestyle and housing costs that meet their needs and budget. However, this mobility has also changed communities over time. Smaller towns have become "bedroom communities" as people commute from them to places of employment in the commercial and industrial centers.

Part of the intent of the State of Washington's Growth Management Act (GMA) is to limit urban sprawl and concentrate growth in identified urban areas. To that end, 13 goals were established for GMA, the most pertinent to this discussion being:

- *Promote growth in existing urban areas where adequate public utilities and services already exist.*
- *Limit the disruption of existing neighborhoods to protect property values.*
- *Reduce sprawl and low-density development.*
- *Connect land use planning to adequate regional transportation systems and cleaner air.*
- *Encourage affordable and available in-city housing.*

This Transportation Element has been developed in accordance with RCW 36.70A.070 (the Growth Management Act) to address the motorized and non-motorized transportation needs of Granite Falls. It represents the community's policy plan regarding the provision of transportation facilities for the next 20 years.

The Transportation Element has been developed in accordance with the County-Wide Planning Policies of Snohomish County, and has been integrated with the other Comprehensive Plan elements to ensure internal consistency. This Element specifically considers the location and condition of the existing transportation circulation system; the cause, scope, and nature of existing transportation problems; the projected needs; and plans for addressing these needs while meeting Level of Service standards. In order to meet concurrency requirements, if funding should fall short of financing the levels of services in this Plan, then the City will reevaluate its land use projections or find additional funding.

The GMA mandates that the Transportation Element of the Comprehensive Plan include:

1. Land use assumptions;
2. An inventory of transportation facilities and services and the impacts to facilities resulting from land use assumptions;
3. Level of Service standards and actions necessary for local transportation facilities and services to meet the standards;
4. Identification of the transportation system needed to meet current and future travel demand;
5. A multi-year finance strategy that balances needs against available funding;
6. Intergovernmental coordination and impact assessment;
7. Strategies for reducing travel demand; and
8. A pedestrian and bicycle component addressing community access and health objectives.

Classification and Levels of Service (LOS) of Existing Facilities

This inventory has identified the facilities that are currently in place to meet Granite Falls' existing demands. It is comprehensive because it covers all of the existing modes of transportation in the community. This inventory includes a map of the classification of existing roads in the City of Granite Falls as well as the Urban Growth Area including the functional classification of these roadways, see Figure ~~TR-1~~ TR-4: Transportation Element Map.

Road Functional Classification

The concept of functional classification defines the role that a particular roadway segment plays in serving flow of traffic through the road network. Roadways are assigned to one of four general functional classifications within a hierarchy according to the character of travel service each roadway provides (FHWA, 2013).

Major Arterials serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel.

Minor Arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system.

Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network.

Local access roads are not intended for use in long distance travel. Local roads are often designed to discourage through traffic. Local roads are often classified by default. In other words, once all Arterial and Collector roadways have been identified, all remaining roadways are classified as Local Roads.

Source: Highway Functional Classification Concepts, Criteria and Procedures (Federal Highway Administration, 2013 Edition):
http://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/

The four road types and the various roads in each category are provided in Table TR-1.

Table TR-1
2005 City Road Classification

Road Type	Road in Classification
Major Arterial	Stanley St. (Granite Ave. to Jordan Rd.) SR92 (west of Jordan Rd.)
Minor Arterial	Alder Ave., Galena St., Granite Ave., Jordan Rd. (Stanley St. to 100th St.), Mt. Loop Highway, Pioneer St./Menzel Lake Rd., Stanley St., (east of Granite Ave.), Union St. (east of Granite Ave.)
Collector Arterial	Alpine St., Anderson Ave., Cascade Ave., Hemming Way, Jordan Rd. (north of 100th St.), Portage Ave.
Local	All roads not included above

The construction of Quarry Road, which opened in November 2010, dramatically changed the traffic patterns within the City. Quarry Road is used to convey in excess of four million tons of quarry aggregate material annually from areas east of the downtown core to points west. Prior to its opening, all of the aggregate was hauled through downtown Granite Falls. Additionally, a substantial amount of passenger vehicle traffic transiting to/from the Mt. Loop Highway to the east also uses Quarry Road. By observation, the traffic in the downtown core was greatly reduced by the opening of Quarry Road. This reduction in traffic, particularly on Stanley Street, has reduced traffic on other downtown streets. Prior to Quarry Road, drivers tried to avoid the downtown traffic on Stanley Street by cutting off onto side streets. That traffic movement is now greatly reduced.

Washington State Department of Transportation (WSDOT) has identified each of the roads in Granite Falls according to their functional classification. *Source: Web based information:*

http://www.wsdot.wa.gov/data/tools/geoportal/?config=functionalclass&layers=Functional+Class

With this Plan, the City adopts the WSDOT classification with the revisions shown in italics in Table TR-2.

Table TR-2
Current City Road Classification

Road Type	Road in Classification
Major Arterial	Quarry Rd., Stanley St. (Quarry Rd. to Granite Ave.)
Minor Arterial	Stanley St. (Granite Ave. to Alder Ave.), 100th St., Jordan Rd., Galena St., Alder Ave., Mt. Loop Highway, South Granite Ave. (north of Pioneer St.)
Collector Arterial	South Granite Ave. (south of Pioneer St.)/Robe Menzel Lake Rd., Hemming Way, Alpine St., Pioneer St./Menzel Lake Rd.
Local	All roads not included above

Note: WSDOT has Stanley Street and Quarry Road as Minor Arterials, and South Alder Avenue and Galena Street as a local access street.

Figure-TR-1 – *Transportation Element Map* provides an inventory of the existing and proposed roadways by their functional classification in the City of Granite Falls and the Urban Growth Area. Those streets that are depicted on said map, but do not include a specific functional classification designation, have been deemed to be local roads.

Roadway Level of Service Standards

This Transportation Element, in accordance with the Growth Management Act, must establish Level of Service (LOS) standards for all roadways in Granite Falls. A traffic study or other acceptable method is then used to estimate the LOS on city streets. The estimated LOS is then compared to the City-adopted standards measure for the performance of the overall transportation network. The City has the responsibility of prohibiting any development that would result in the LOS on any roadway not being met, unless improvements are undertaken to mitigate these impacts concurrent with the proposed development. Concurrency is defined as at the time of development or the presence of a financial commitment to complete the improvements within six years.

The term "Level of Service" is an estimate of the quality and efficiency of performance of the transportation facilities in a community. For Granite Falls to determine whether or not its roads are achieving proper LOS standards, national criteria have been established by the Institute of Traffic Engineers' Transportation Research Board that are used by the State, Snohomish County, and the local communities. These criteria employ six different levels, designated by the letters "A" through "F." Level of Service "A" represents the best operating conditions and "F" indicates the worst. Each LOS has a “delay time” associated with it (Table TR-3). Generally, LOS "A" is a free flowing condition and LOS "F" means a significant and generally unacceptable delay. The City of Granite Falls has

determined that LOS "D" is the minimum adequate LOS for all roadway intersections and links.

Estimating delay time enables identification of areas with traffic capacity deficiencies. If traffic capacity deficiencies exist, projects to increase traffic capacity are identified. Mitigation for the impacts of development may be in the form of Impact Fees and/or construction of identified projects. Impact fees may include the cost of existing public facilities improvements pursuant to RCW 82.02.060 1.d.

Table TR-3
Roadway Level of Service Definitions

Level of Service	Delay Time (Seconds)
A	< 5
B	> 5.1 and <15
C	15.1 to 25.0
D	25.1 to 40.0
E	40.0 to 60.0
F	>60

The Granite Falls Alternate Route - Transportation Discipline Report (HDR, Feb. 2004) found that the Level of Service at all intersections evaluated on the Stanley Street Corridor were at LOS "F"; failing the City's standard of "D" or better. With the construction of the Granite Falls Alternate Route (Quarry Road), the level of service is greatly improved.

In September of 2015, Granite Falls completed a Level of Service Analysis at key intersections in the City; see Granite Falls Traffic Study (Gibson Traffic Consultants Inc., September 2015). These intersections are the busiest intersections and are likely to be impacted by new growth within and outside of the City, see Table TR-4below.

Growth was assumed using a 1 percent annual growth rate from the present through 2025, and between 2.0 percent and 3.5 percent for the years 2025 through 2035. The growth rate utilized depended upon location and anticipated growth within the City and County.

Table TR-4
Intersection Level of Service

Intersection	Existing Conditions		2025 Future Conditions		2035 Future Conditions	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Burn Rd. at Jordan Rd.	A	8.4	A	8.6	A	9.2
Alpine St. at Mt. Loop Hwy.	B	11.9	B	12.5	C	15.0
Stanley St. at Portage Ave.	C	22.5	D	28.1	E	45.2
Stanley St. at Cascade Ave.	C	17.0	C	19.3	D	26.6
Stanley St. at Granite Ave.	C	15.9	C	22.3	E	38.8
Stanley St. at Alder Ave.	A	8.7	A	9.1	A	10.0
Pioneer St. at Granite Ave.	B	11.5	B	12.0	B	14.1

The delay at the Stanley Street/Portage Avenue intersection is largely based upon the northbound lane on Portage Avenue. In particular, the left turn (northbound to westbound) is the longest delay. Portage Avenue may be restriped to allow for a free right turn which will reduce the delay to acceptable levels.

The Stanley Street/Granite Avenue intersection cannot be reconfigured to allow for free right turns. The City has purchased the majority of the right-of-way from the end of Galena Street immediately south of the Rite Aid Drug Store (608 W. Stanley St.) and connecting to the Jordan Avenue/Stanley Street Intersection. Construction of roads on this alignment will allow for "offloading" of traffic and thus relieve pressure on the Stanley Street/Granite Avenue intersection. A Predesign Report was completed by the City to study this alignment in 2007. Though the immediate need for this extension has been reduced due to the construction of Quarry Road, this project remains on the City's list of road projects to improve circulation.

Existing Traffic Volumes
Figures TR-1 – TR-3 show the traffic volumes on selected City streets.

Figure TR-1
Stanley Street Traffic Volume
September 17, 2015

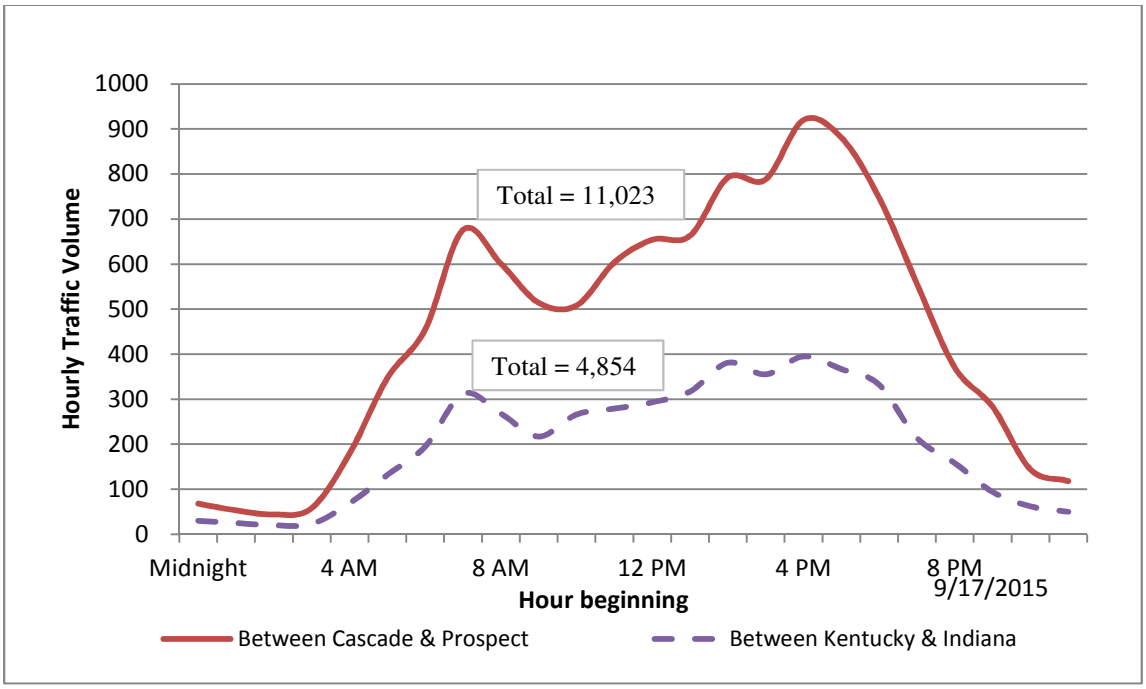


Figure TR-2
Mt. Loop Highway Traffic Volume
September 17, 2015

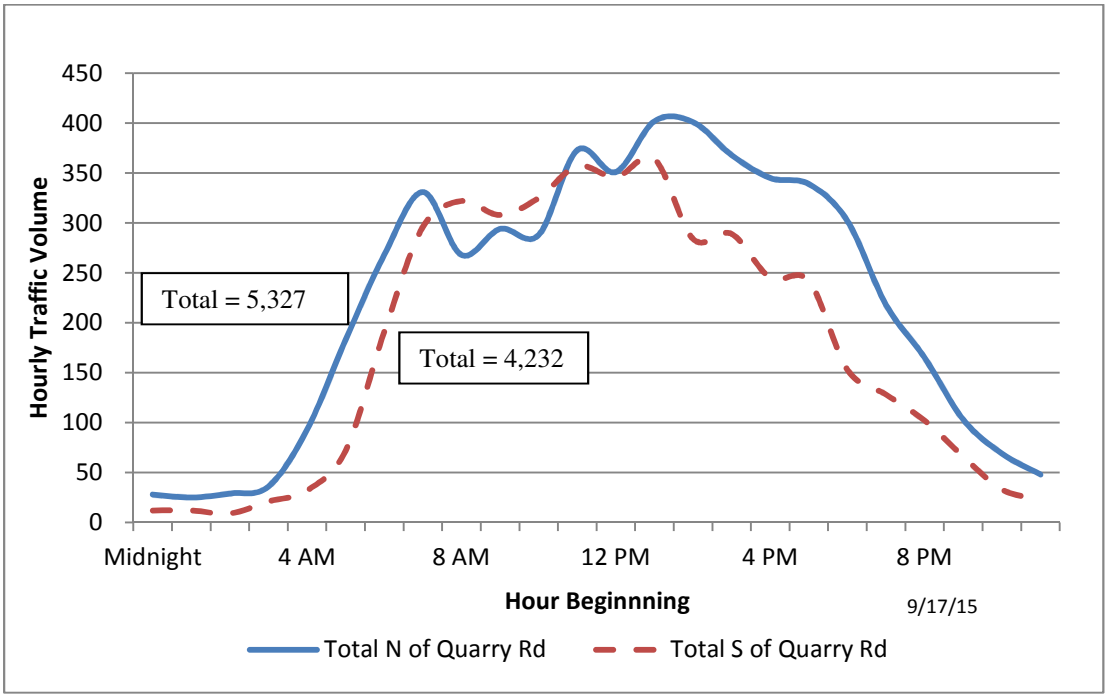
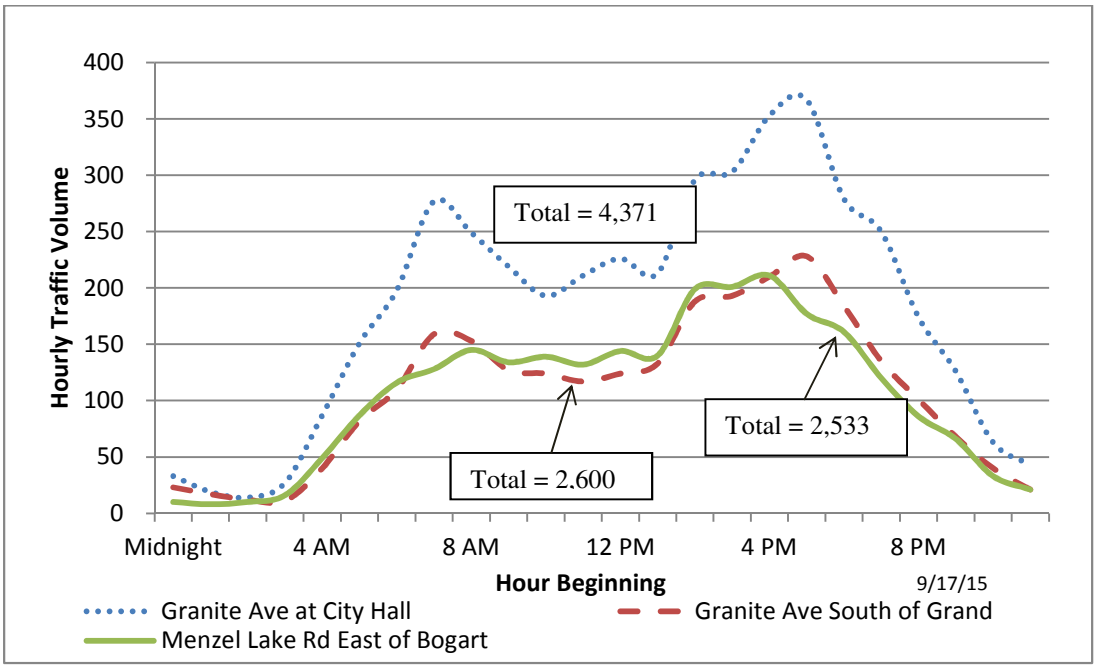


Figure TR-3
Granite Avenue and Menzel Lake Road Traffic Volume
September 17, 2015



The hourly distribution of traffic is distinctly different for the Mt. Loop Highway relative to Stanley Street or Granite Avenue. The data shows that the traffic is accessing this road earlier in the day relative to the other locations. This reflects the relatively high volume of heavy trucks utilizing Quarry Road.

Table TR-5 presents data from comparative locations collected prior to the construction of Quarry Road and in September 2015. The table confirms the observation that along the Mt. Loop/Alder Avenue/Stanley Street corridor, there has been a large change in traffic volumes due to the construction of Quarry Road. Particularly noticeable is the shift of truck volume to Quarry Road. Virtually all of the 4-axle and greater vehicles observed on Quarry Road east of Jordan Road would have had to traverse Stanley Street if Quarry Road were not constructed.

Table TR-5
Comparative Traffic Count Data

	9/2002 [1]	6/2011 [3]	9/2015
Mt. Loop – North Of Quarry Rd.	N.A. [2]	4,312	5,327
Mt. Loop - South of Quarry Rd.	6,014	3,267	4,232
Stanley St. – West of Granite Ave.	13,151	7,605	11,023
Stanley St. – East of Granite Ave.	6,346	5,069	4,854

1. *Granite Falls Alternate Route – Traffic Discipline Report.*
2. *Quarry Road not constructed.*
3. *Snohomish County Traffic Count Data.*

Additional parameters which are used in the development of roadway capital improvements are safety and roadway condition.

1. **Safety** - Each roadway should be assessed to identify hazardous conditions such as lack of visibility, inadequate shoulders, or hazardous driveways. Prioritizing of improvements should rank roadways with the highest number of accidents ahead of these projects having low numbers of accidents.

2. **Roadway Condition** - Several of Granite Falls' roadways do not meet minimum geometric standards. Others have deteriorated to the extent that reconstruction, rather than maintenance repairs, is necessary to provide an acceptable level of service. Prioritizing improvements should rank roadways in the worst condition ahead of those in better condition. However, if the rate of deterioration of a roadway can be significantly reduced by the application of an asphalt overlay, such action may be considered for prioritization above reconstruction of a roadway.

Non-Motorized Transportation Facilities (Pedestrian/Bicycle)

The City of Granite Falls is considered a very walkable City. The local terrain is conducive for both walking and bicycling. Most streets have a sidewalk on at least one side, if not both. The relatively low traffic volumes and speed limits make for a safe and enjoyable walk or bike ride. A system of sidewalks and pathways link all the school grounds and parks located within the City. It also provides access to local businesses. Planned expansion of Frank Mason Park on the southwest edge of the City will provide trail connections from Lake Gardner to the Pilchuck River. The City's Non-motorized Plan is provided in Figure ~~TR-2~~ TR-5. The Non-motorized Plan provides an inventory of existing sidewalks and trails within the City and UGA as well as identifies which sidewalk sections need to be rehabilitated. It also designates new sidewalk additions and proposed trails.

Transit Service

Community Transit provides bus service to the City of Granite Falls. Over the past three decades, Community Transit has grown from a small, local bus service to a regional transportation provider. Since starting in just seven Snohomish County communities, citizens in every city in the county except Everett have voted to join the agency: Monroe and Lake Stevens in 1977; Stanwood, Granite Falls, Mukilteo and Sultan in 1979; Arlington in 1980; Gold Bar, Index and Startup in 1981; Oso and Darrington in 1982; Mill Creek in 1983; Bothell in 1992; and Silver Firs and Tulalip in 1997.

Granite Falls is served with one bus route, Community Transit Route 280. Week day bus service begins just before 7:00 a.m. each day with a bus arriving approximately every hour until 9:40 p.m. On Saturdays, there is hourly bus service scheduled between 8:50 a.m. and 8:50 p.m. Sunday bus service is limited to a bus arriving approximately every other hour between 9:50 a.m. and 7:50 p.m. Route 280 provides access to the Lake Stevens Transit Center and Everett Station where riders can access Everett Transit, Skagit Transit, and Amtrak. During the week, Route 280 also extends to the Boeing campus at Paine Field. A map of Route 280 is provided in Figure TR-6. In addition to a park & ride facility at the northeast corner of S. Granite Avenue and E. Pioneer Street, there are four inbound and six outbound bus stops at various locations within the City. Table TR-6 identifies these bus stops and their location.

Table TR-6

Bus Stop	Location
Inbound – No. 545	W. Stanley St. & Portage Ave.
Inbound – No. 544	W. Stanley St. & Cascade Ave.
Inbound – No. 1320	S. Alder Ave. & E. Stanley St.
Inbound – No. 1839	E. Pioneer St. & S. Alder Ave.
Inbound/Outbound No. 890	Granite Falls Park & Ride
Outbound – No. 1932	S. Kentucky Ave. & E. Pioneer St.
Outbound – No. 1933	S. Alder Ave. & E. Pioneer St.
Outbound – No. 1934	S. Alder Ave. & E. Stanley St.
Outbound – No. 2622	E. Stanley St. & N. Indiana Ave.
Outbound – No. 2628	E. Stanley St. & N. Kentucky Ave.
Outbound – No. 1904	W. Stanley St. & Portage Ave.

Transportation Demand Management

Transportation Demand management (TDM) promotes transportation choices such as carpooling, vanpooling, transit, walking, biking, teleworking and flexible work hours. It emphasizes the movement of people and goods, rather than vehicles, by providing convenient transportation options to driving alone. Various TDM activities focus on employers, employees, property manager, residents, and visitors. The benefits to the community include maximizing the efficiency of existing infrastructure and limiting the impacts of traffic on neighborhoods. In addition, reducing trips limits pollution to air and water and serves to reduce greenhouse gases. A TDM program is required from employers having over 100 employees. Only the school district is that large in Granite Falls.

Future Transportation Needs

While future plans must deal with correcting identified deficiencies, it should also address how the community can meet the transportation demand that will necessarily follow the population increases that are projected to occur over the next 20 years.

As a result of the construction of Quarry Road, street frontage improvements in new residential neighborhoods, a new high school facility, and a revitalized downtown commercial corridor, the transportation capacity needs of the community for the next 20 years have been addressed. However, there are transportation needs in regards to pedestrian connectivity. This includes provisions for walking trails, infill of sidewalk areas, new sidewalk extensions, and rehabilitation of existing sidewalks within the City that do not meet current standards for safety and walkability. Although many areas of the City currently have adequate facilities to accommodate pedestrian travel, the additional proposed sections identified in Figure ~~TR-2~~ TR-5 will provide additional connectivity and rehabilitate aging substandard walkways promoting healthy lifestyles and reducing environmental impacts within the community through a comprehensive network of alternative transportation.

Summary of Six-Year Transportation Improvement Costs

Prior to the construction of Quarry Road, intersections within the downtown core, notably Stanley Street and Granite Avenue, were at LOS "F." Based upon the Suncrest Farms Traffic Analysis Report (2013), the construction of Quarry Road has resulted in an adequate LOS on all roads and intersections analyzed. The analysis included the busiest intersections within the City.

The 6-Year Transportation Improvement Plan (TIP) balances the goals and policies of all of the Comprehensive Plan elements, see Table TR-7. The projects listed in this table address safety and structural deficiencies, and includes one capacity driven project.

Placement of a project on the 6-Year TIP allows the community to pursue various funding sources to address the projects.

It is the intention of the City with the aid of this Plan to identify developer-driven as well as public-funded improvements to the City's transportation system. When a permit is requested, the City shall consult this Plan and determine the width of the right-of-way and the nature of the improvements and require the appropriate frontage improvements. Right-of-way width requirements are established in the City's Public Works Standards based upon the road classification.

Financing for transportation projects identified as necessary to accommodate projected growth based on the City's 10 year traffic forecast (Granite Falls Traffic Study, Gibson Traffic Consultants, Inc., September 2015) will come from a variety of funding sources including revenue from the City's annual gas tax allocation, revenue from the City's Transportation Benefit District, Real Estate Excise Tax revenue, and grant funding from various state and federal sources.

In the event of a funding shortfall related to identified projects, the City will look to the developments facilitating the growth to pay for a portion of the traffic improvements triggered by their projects. If it becomes necessary to reassess land use assumptions in order to address a funding short fall, the reassessment will be done through the City's Annual Docket process involving the general public and review by Snohomish County and regional and state governmental agencies.

Projects that impact State Highway 92 and/or County roadways will include intergovernmental coordination efforts. The City will also work with the County on intergovemental coordination to take advantage of cost efficiencies inherent in the County's annual asphalt overlay program as it relates to the construction of transportation projects within the City.

Table TR-7
City of Granite Falls
Summary of Year 2015 Six-Year Transportation Improvement Plan

Project	Begin Termini	End Termini	Total Estimated Cost of Project (2014 $)	Project Description
South Granite Ave.	Stanley St.	Galena Street	$ 474,000	Install curb, gutter, and sidewalk. Road reconstruction.
Alder Ave./Alpine St. Intersection	N. Alder Ave./ Mtn. Loop Hwy.	E. Alpine St.	$ 316,000	Install traffic signal, turn lanes, and other intersection improvements.
Stanley St./Portage Ave. Intersection	W. Stanley St.	Portage Ave.	$ 400,000	Install turn lanes, and other intersection improvements.
North Alder Ave.	Stanley St.	Alpine St.	$ 610,000	Road reconstruction.
North Granite Ave./Alpine St. Intersection	North Granite Ave.	Alpine St.	$ 617,000	Install curb, gutter, and sidewalk on Alpine St. intersection reconstruction.
South Alder Ave.	Stanley St.	Pioneer St.	$ 656,000	Install curb, gutter, and sidewalk. Road reconstruction.
Galena St. Extension	Portage Ave.	Jordan Rd. Extension	$ 1,472,000	Roadway extension. New alignment approximately 500' connecting new plat road.
Annual Overlay	TBD		$ 100,000	Overlay Program.
Miscellaneous Pedestrian Improvements	TBD		$ 80,000	Annual Pedestrian Improvement Program.

Transportation Goals and Policies

General Goals and Policies

Goal T-1 To plan, develop, and maintain a safe, adequate transportation system to enhance mobility of people, goods, and services.

T-1.1 Create a transportation system that supports proposed land use changes and anticipated new development.

Discussion: The Growth Management Act requires that land use and transportation planning be concurrent. This is necessary for transportation improvements to keep pace with land use changes and new development.

T-1.2 Place the highest priority for capital improvements on the existing roadway systems in already developed commercial and residential areas.

T-1.3 Discourage street development on slopes greater than 15 percent and in other identified environmentally sensitive areas.

Discussion: Excessive gradients are difficult to negotiate in inclement weather, especially snow. In addition, steep slopes are difficult to maintain. On steep hillsides, surface modifications could also induce excessive erosion, undermine the support of nearby land, or unnecessarily scar the landscape.

T-1.4 Whenever possible, when installing new or improving existing roadways, retain existing trees and vegetation to provide green ways and to preserve open space in residential areas and in the business district.

T-1.5 Encourage placing utilities underground at the time of extensive street improvements.

Discussion: City utilities are replaced to coincide with street construction as budgeting allows. The City works with the gas companies to encourage them to do the same. Power and communications agencies will not expend any extra funds to place aerial utilities underground.

T-1.6 Encourage developers to use traditional street grids in new developments to connect with other neighborhoods and to be compatible with the existing street patterns of Granite Falls.

T-1.7 The formal approval of a plat shall be subject to the City Engineer first certifying that proposed streets comply with the adopted street design specifications.

T-1.8 Participate in intergovernmental coordination efforts, including an assessment of the impacts of the planned transportation improvements and land use assumptions on the transportation systems of adjacent jurisdictions.

T-1.9 Use the framework established in the county-wide planning policies, and where applicable, multicounty planning policies to ensure proposed amendments to the Transportation Elements are consistent with the comprehensive plans of Snohomish County and adjacent cities sharing related regional issues.

Goal T-2 To combine an accessible, efficient pedestrian and bicycle system with the vehicular system to provide alternate transportation choices.

T-2.1 Coordinate alternative transportation choices such as transit, ridesharing, and non-vehicular use to reduce single occupancy vehicle use among commuters.

Goal T-3 To promote pedestrian and bicycle safety as focal points of the transportation planning process.

T-3.1 Connect neighboring residential areas with other land uses by removing barriers that restrict pedestrian and bicycle circulation.

Circulation Goal and Policies

Goal T-4 To retain and maintain the circulation system in the City to facilitate access to residential neighborhoods, to reduce pass-through traffic, and to enhance tourist activity.

T-4.1 Develop and implement a city-wide Way Finding Sign Program to facilitate vehicle and pedestrian access to services and recreation facilities within the community.

T-4.2 Coordinate subdivision street grids with connecting streets to assure effective and safe circulation.

Discussion: When subdivision streets are designed to meet only the needs of the subdivision, effective area-wide circulation remains uncoordinated, inefficient and costly.

T-4.3 Develop a comprehensive downtown street design plan to integrate needs of traffic, parking, transit and commercial land uses.

Transit Goal and Policies

Goal T-5 To continue improving public transit services as an alternative to the automobile for commuter and regional trips.

T-5.1 Encourage using local and regional public transportations systems to relieve traffic congestion, promote energy conservation, and enhance mobility for the community.

T-5.2 Coordinate land use decisions with existing and planned public transportation services.

T-5.3 Encourage transit use by providing disabled-accessible pedestrian walkways to the bus stop and by constructing a passenger shelter at the bus stop.

T-5.4 Encourage ridesharing and other transportation demand management (TDM) measures designed to reduce demand for roadways space and reduce peak-period vehicular traffic.

T-5.5 Ensure that new development is compatible with public transportation uses and facilities.

T-5.6 Encourage land use patterns that direct higher density uses toward transit stops and routes.

Parking Goal and Policies

Goal T-6 To provide an adequate supply of parking for both local and tourist needs.

T-6.1 Consider on-street/off-street parking facilities to induce commercial activity.

Pedestrian/Bicycle Systems Goal and Policies

Goal T-7 To provide a safe pedestrian and bicycle system as an integral part of the City roadway system and recreation plan.

T-7.1 Improve the safety of the roadway system to enhance bicycle and pedestrian use.

Goal T-8 To encourage greater use of walking and biking as transportation alternatives.

T-8.1 Connect sidewalks to complete the pedestrian circulation system throughout the City.

T-8.2 Use local revenues designated for sidewalk improvements according to the following priorities:

- To facilitate movement by elderly and disabled people among residences, work, shops, and social activity centers;
- To facilitate movement by children to and from school facilities and other community facilities.

Goal T-9 To connect a walking/biking system to parks, ball fields, and places of interest in and around Granite Falls.

T-9.1 Connect bike paths throughout the City for easy access to residential neighborhoods, schools, activity centers, parks, and other places of interest.

T-9.2 Develop a bike and trail system for the enjoyment of tourists by connecting places of interest such as the fish ladder park, the Snohomish County park across the Pilchuck River, and the commercial district of Granite Falls.

Discussion: Land use and energy policies encourage concentrating commercial activities close to residential neighborhoods to facilitate shorter travel distances. In a small town, this can promote walking and bicycling to work and to shop. However, walkways and bike paths seldom are separated from vehicular routes. For this reason, they must be clearly marked, safe, and attractive to users. Motorists need constant reminders that they must share the road with pedestrians and bicyclists.

Concurrency Goal and Policies

GOAL T-10 To establish and maintain a concurrency program and regulations in accordance with RCW 36.70A.070(6)(b) and Snohomish County county-wide planning policies.

T-10.1 Ensure that if funding falls short of maintaining the LOS specified in this Plan, the City will reevaluate the land use assumptions, financial resources and modify this plan so that LOS of service can be maintained.

T-10.2 In order to maintain concurrency, the City shall consider finding additional funding sources, reducing levels of service, increasing efficiency of public transportation and multi-modal alternatives, and modifying the land use assumptions.

T-10.3 The necessary improvements required for concurrency shall be installed at the time or within six years of the impact.

Air Quality and Climate Change Goal and Policies

GOAL T-11 To improve air quality, reduce greenhouse gas emissions, and improve the transportation system's operating efficiency.

T-11.1 Identify and promote strategies to: (1) expand the use of transit, carpools, vanpool, electric vehicles and alternatives to the single-occupant vehicles; and (2) improve air quality through the reduction of vehicular greenhouse gas emissions.

T-11.2 Identify implementable actions that reduce air pollutants and promote clean transportation technologies.

T-11.3 Promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments.

Actions*

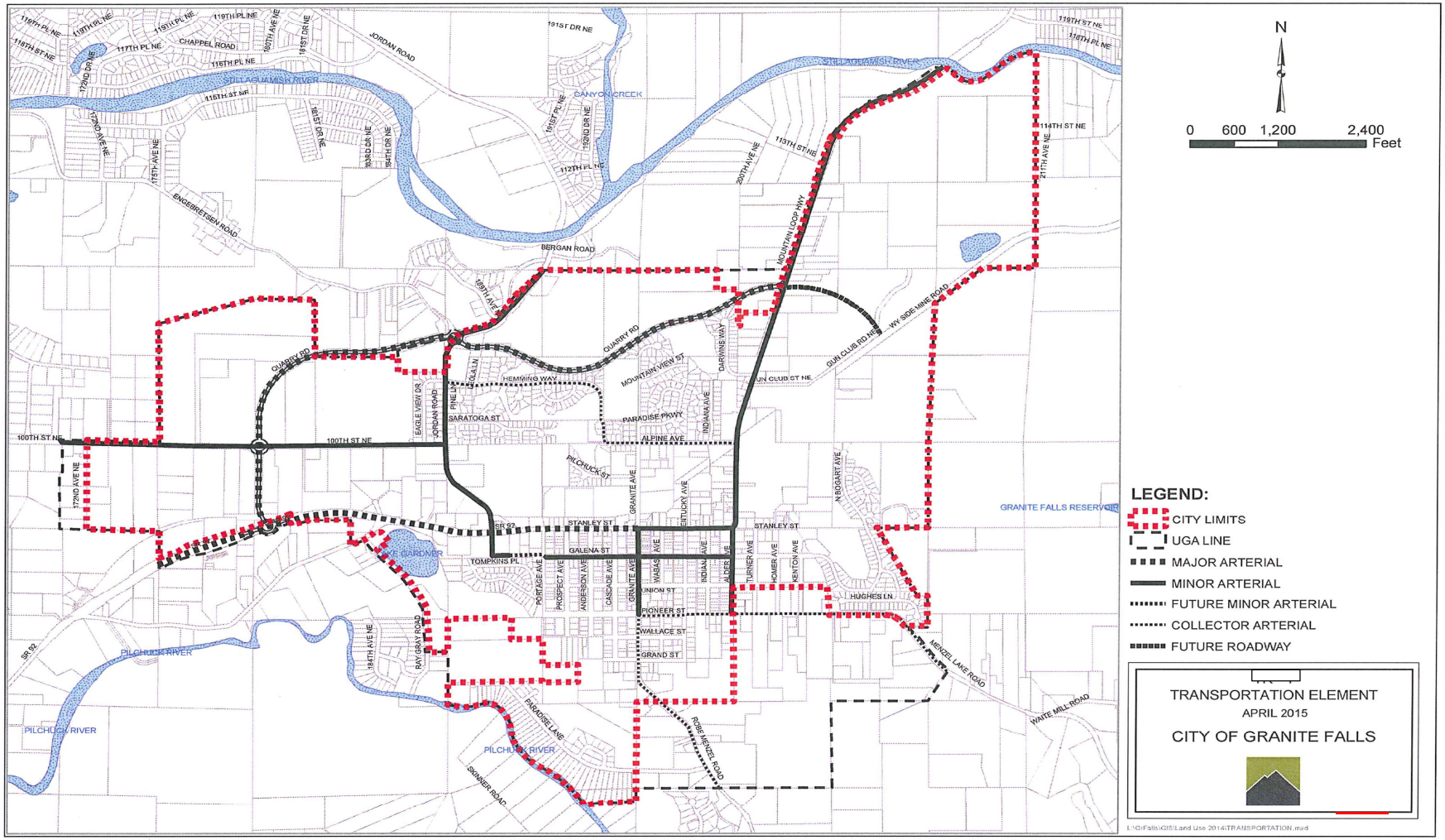
TA-1 Light sidewalks where nighttime use is desired.

TA-2 Plant street trees in the downtown area.

Discussion: Landscaping can enhance the attractiveness of streets and provide visual and physical barriers, but should be carefully designated not to interfere with visibility and traffic safety.

*These Action items are carried over from the 1995 and 2005 Comprehensive Plans. They are still viable and appropriate for implementation as transportation improvements are funded.

Figure TR-4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MAJOR ARTERIAL
MINOR ARTERIAL
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ENGEBRETSEN ROAD
BERGAN ROAD
QUARRY RD
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GUN CLUB RD NE
GUN CLUB ST NE
MOUNTAIN VIEW ST
HEMMING WAY
PARADISE PKWY
ALPINE AVE
SARATOGA ST
100TH ST NE
STANLEY ST
GALENA ST
TOMPKINS PL
PILCHUCK ST
HUGHES LN
WALLACE ST
GRAND ST
PIONEER ST
UNION ST
MENZEL LAKE ROAD
WAITE MILL ROAD
ROBE MENZEL ROAD
PARADISE LANE
SKINNER ROAD
RAY GRAY ROAD
PILCHUCK RIVER
SNOQUALMIE RIVER
CANYON CREEK
GRANITE FALLS RESERVOIR
E GARDNER

Figure TR-5

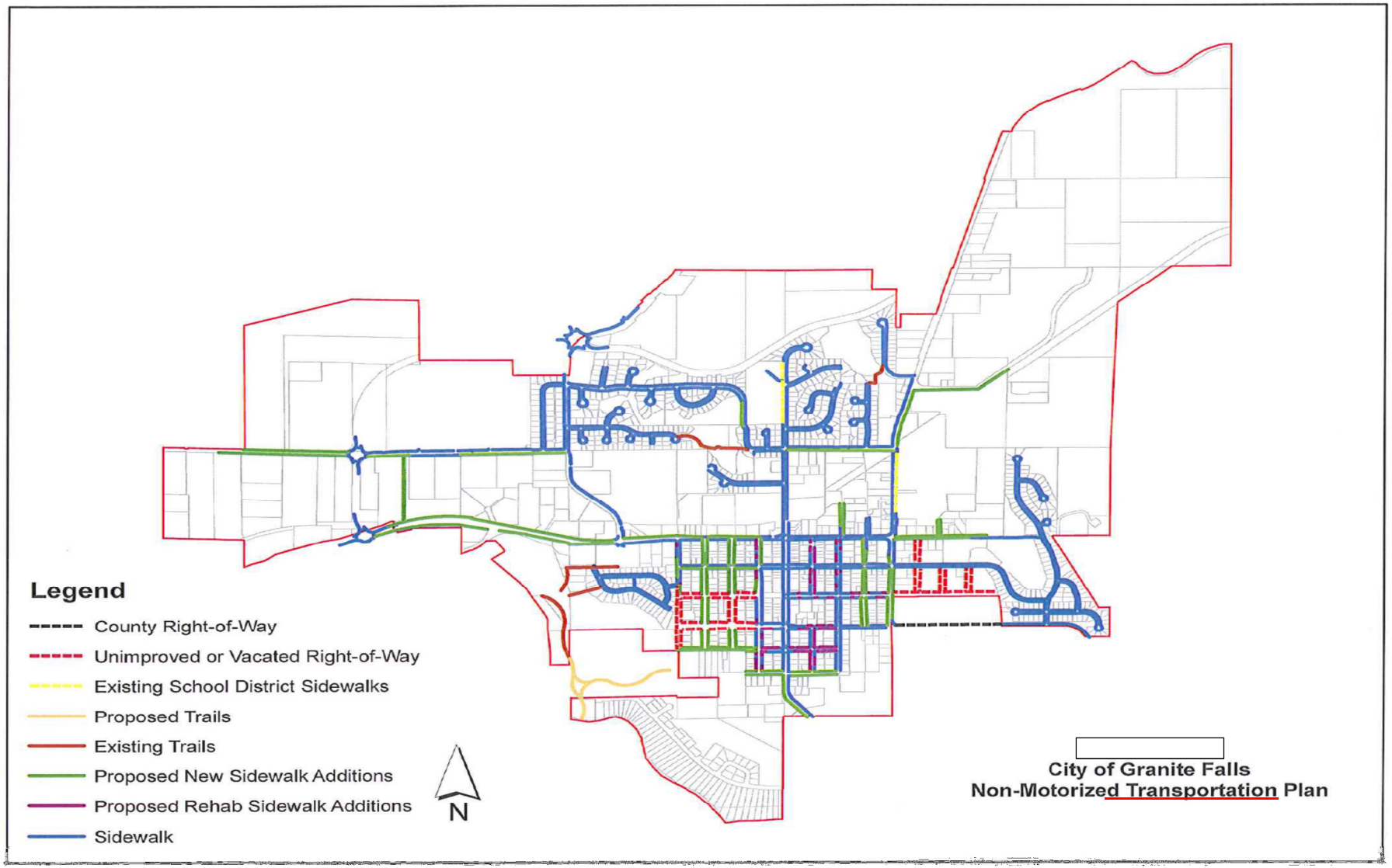
Legend
County Right-of-Way
Unimproved or Vacated Right-of-Way
Existing School District Sidewalks
Proposed Trails
Existing Trails
Proposed New Sidewalk Additions
Proposed Rehab Sidewalk Additions
Sidewalk
N
City of Granite Falls
Non-Motorized Transportation Plan

Figure TR-6
Community Transit Route 280