

CITY OF GRANITE FALLS

TRAFFIC IMPACT ANALYSIS GUIDELINES

The following are general guidelines for use in the submittal of a traffic impact analysis to the City of Granite Falls. Specific locations to be included in the analysis, boundaries of the study area, etc., will be determined by the City of Granite Falls as part of the application process. The applicant shall meet with the City Public Works Superintendent or City Engineer to determine the need for a traffic study and items to be included. Modifications to the attached guidelines may be incorporated at such time.

Typically, the threshold for determining whether a traffic impact analysis is required will be 10 peak hour trips (inbound and outbound) and/or 100 daily trips. This would include those developments in the rough range of 10 or more single-family residences, 14 or more apartments, or 4,000 square feet of office space, for example. Additionally, a traffic analysis may be required by the City engineer for a development smaller than threshold above. Trip generation and traffic volumes will be measured in Passenger Car Equivalents (PCE). Vehicles with five (5) or more axles shall be assessed a PCE of four (4). For example twenty daily trips with a six-axle vehicle shall be assumed to contribute eighty daily trips for the purposes of assessing the traffic analysis threshold. Passenger Car Equivalents of other vehicles will be calculated in accordance with the ITE Trip Generation Manual and/or the Highway Capacity Manual and require approval of the City Engineer.

Trip generation shall be based on the current edition of the ITE Trip Generation Manual using the average trip rate. The regression equations will be used when average trip rates are not available. Trip generation for unusual land uses which are not found in the Trip Generation Manual shall be estimated from similar types of uses, field studies of similar uses, or based on number of employees, deliveries, expected clientele, etc., as appropriate. Discussion with the City of Granite Falls with respect to this issue can be included in the application screening process.

Level of service calculations shall be conducted using methodologies presented in the current edition of the Highway Capacity Manual. Level of service for signalized and unsignalized intersections should be expressed in terms of stopped delay per vehicle. Worksheets/computer print-outs of the capacity analyses should be included with the traffic impact analysis.

Level of service calculations will typically be required at the major intersections (signalized locations or major stop sign locations) which will be impacted by 25 or more total peak hour trips from the proposed development.

The City of Granite Falls considers level of service “D” to be acceptable. Appropriate mitigation should be proposed to maintain this level of service upon completion of the

development. Exceptions to level of service “D” will be considered by the City at those locations where the potential mitigation (such as a traffic signal) is not reasonable or desirable. Typically, mitigation will be based on a fair-share or proportionate basis. Exceptions to this will be along the frontage of the development and for any improvements at the development’s access(es) (such as turn storage lanes, channelization, etc.) which will be entirely the responsibility of the development.

Peak hour turning movement counts shall be conducted as part of the analysis for those locations, which will be analyzed with respect to level of service. The Consultant may use counts conducted by or available from the City if less than 12 months old. Appropriate growth factors and/or inclusion of pipeline projects shall be used for projecting future volumes on roadways or at intersections for the project’s horizon year. Special conditions such as project phasing or inclusion of adjacent projects may require additional analysis.

The traffic impact analysis shall be prepared under the direction of an active member of the Institute of Transportation Engineers (ITE).

TRAFFIC IMPACT ANALYSIS OUTLINE

The following describes a general outline for use in the preparation of traffic impact analyses for the City of Granite Falls. This outline is not intended to be all inclusive nor will all items be applicable for all types of development. The City of Granite Falls reserves the right to request additional information for unique or unusual developments.

I. INTRODUCTION/PROJECT DESCRIPTION

Elements to be included as part of narrative or as figure(s).

- Project name and proponent - Location of project
- Vicinity map
- Proposed uses, if known (e.g., names of stores)
- Project magnitude (square footage, number of units, etc.)
- Access locations
- Current and proposed zoning
- Description of current use of property
- Reduced copy of site plan (if available)
- Roadways/intersections to be impacted and reviewed in the analysis
- Horizon year of project (completion and occupancy); state phasing and time-frame if applicable
- Parking (if applicable)

II. INVENTORY OF EXISTING CONDITIONS

Elements to be included as part of narrative or as figure(s).

- Description of impacted streets in the area (number of lanes, width, pedestrian facilities, speed limit, lighting, etc.)
- Daily traffic volumes (if available), or estimated from peak hour counts
- Peak hour counts (as appropriate)
- Accident history (when required by the City)
- Capacity analyses at critical intersections
- Transit service

III. DEVELOPMENT IMPACTS

Elements to be included as part of narrative or as figure(s).

- Trip generation
- Trip distribution/assignment
- Capacity analyses (with and without the project) at critical locations for the horizon year
- Projected daily traffic volumes and peak hour volumes (with and without the project) for the horizon year

- Need for turn storage lanes at access(es) (if appropriate)
- Other concerns (if applicable, such as cut-through traffic in residential areas)

IV. CONCLUSIONS/RECOMMENDATIONS

- Brief summary of above analyses with recommendations

V. MITIGATION

- Mitigation shall be in accordance with Granite Falls Municipal Code, Granite Falls Comprehensive Plan, State Law and interlocal agreements.

VI. OTHER

- Unusual developments may require analysis of off- peak hours, the AM peak hour, weekends, or ability to serve large trucks, for example, if deemed necessary by the City of Granite Falls. Studies performed as part of an EIS document may also require additional analysis.

Three copies of the traffic impact analysis shall be submitted to the City of Granite Falls.

The following two forms related to traffic impact analysis and mitigation offers are available on the web at the following address:

<http://www.snohomishcountywa.gov/917/Reciprocal-Agreements>

1. County Traffic Study Requirements for Developments in Granite Falls.pdf
2. City of Granite Falls Traffic Study Requirements for Development in County.pdf

Snohomish County Traffic Worksheet and Traffic Study Requirements for Developments in the City of Granite Falls

Snohomish County government, through an interlocal agreement (ILA) with the City of Granite Falls, may request traffic mitigation measures from any new development in the city that impacts roads in the unincorporated county. The City will impose the requested mitigation to the extent that the City determines that the mitigation is reasonably related to the impacts of the development. To determine the impacts, and to determine reasonable mitigation measures, the City of Granite Falls requires a traffic study from any development in the city that may have impacts on county roads. This 'traffic study' may be as simple as completing sections one and two of the county traffic worksheet below, or having a professional traffic engineer conduct a formal traffic study consistent with the requirements in section three below.

- If a development generates less than ten peak-hour trips and the applicant chooses Option A for mitigation payment (standard payment by percent of county impact fee), then the applicant will generally only have to fill out the first two sections of this traffic worksheet and complete a mitigation offer (see section four).
- However, if a development generates more than ten peak-hour trips, or if the applicant chooses Option B for mitigation payment (comprehensive impact analysis), then the applicant will have to fill out the first section of this worksheet, complete a separate traffic study consistent with the requirements in section three, and complete a mitigation offer (see Section Four).
- Applicants should submit all documents *to the City* as part of their initial submittal.
- Traffic study requirements for impacts on county roads are based on the County's traffic mitigation ordinance (Chapter 30.66B) and the city/county ILA. At the end of this document find references to the county contacts and county web site (sources for many of the documents related to traffic mitigation).
- Following review of the documents submitted, the County may request supplemental information and analysis as necessary to determine the impacts of the development in accordance with the city/county ILA. The City will require the proposed development to submit the supplemental information and analysis to the extent that the City determines that it is necessary to determine the impacts of the development.

Section One (1) Worksheet General Information

1. Name of Proposed Development _____
City Development File Number (if known) _____
2. Name, Address and Phone Number of Applicant _____

3. Development Site Address _____

4. Is it a residential or commercial development? _____
5. Description of Development (size and specific type) _____

6. How many new vehicle trips are expected to be generated by the proposed development? (For many common types of developments this information can be provided by the city or the county. For more complex developments trip generation may have to be determined under section three below)
_____ AM Peak Hour _____ PM Peak Hour _____ Average Daily Trips (ADT)
7. Proportionate Share Impact Mitigation: All applicants have two options in determining the amount of their traffic mitigation payment:
_____ For determining the amount based on a percentage of the county fee go to section two.
_____ For determining the amount based on a comprehensive traffic study go to section three.

Section Two (2) Proportionate Share Determined by Percentage of County Impact Fee

2(a) Calculation of Payment Amount

1. Standard default estimated percentage of trips impacting county roads 60 %
 - or
 2. Other Percentage: (Note: See author's qualifications in section three below.) Estimated percentage of trips impacting county roads from attached trip distribution: _____ %
 3. Development New Average Daily Trip Generation (ADT) _____
 4. Type of Development (Residential or Commercial) _____
 5. County Commercial Fee Rate \$ _____
 6. County Residential Fee Rate \$ _____
- (Note: Consistent with county code and the ILA, developments pay the rate in effect at the time of their submittal. As of 2/1/06 the rates were \$309 for commercial developments and \$364 for residential developments. Through ordinance, the County Council can change these rates at any time, so consult with the County or look at Snohomish County Code 30.66B.330 to find the latest fee rates.)
7. Calculation of Proportionate Share Impact Mitigation

$$\frac{\text{\#1 or \#2 above:}}{\text{\% of trips}} \times \frac{\text{\#3 above:}}{\text{ADT}} \times \frac{\text{\#5 or \#6 above:}}{\text{Fee Rate}} = \$ \frac{\text{proportionate share}}{\text{mitigating payment}}$$

2(b) Determining whether or not an additional traffic study is necessary

Will the development generate more than 10 peak-hour trips *or* are there other impacts that need to be addressed (e.g., level of service, safety, or access and circulation)

_____ No. Skip section three and go to section four.

_____ Yes. Read the introduction to section three and skip to section 3(b).

Section Three (3) Traffic Study Requirements

Introduction: This section outlines requirements for traffic studies for impacts on County roads. If an applicant chooses (or is required) to complete a traffic study, then it should be submitted along with this worksheet and a mitigation offer. (Note on Author's Qualifications: A traffic study under this section must be conducted by an engineer licensed to practice in the state of Washington with special training and experience in traffic engineering and, preferably, membership in the institute of transportation engineers. For individuals/firms not on the City's approved list, the developer will provide, with the traffic study, the credentials of the individual or firm performing the traffic study certifying compliance with these qualifications.)

3(a) Proportionate share impact mitigation based on comprehensive traffic study

1. Development's Trip Generation and Distribution. Determine the PM peak-hour trip generation and distribution for the development consistent with Section 3(b) below.
2. Impacted Improvements. Determine which of the road sections with planned improvements in the county's impact fee cost basis (Transportation Needs Report Appendix D) are impacted by three or more development-generated *directional* PM peak hour trips (PM PHT).
3. Current Counts. For each impacted improvement, provide current traffic counts to determine the PM PHT.
4. Reserve Capacity. Determine "reserve capacity" for each impacted improvement by subtracting the current PM PHT from the maximum service volume (MSV) for the existing facility. Reserve capacity is set to zero if current PM PHT exceeds the MSV. For MSVs see County DPW Rule 4224.
5. New Capacity. New capacity is the incremental increase in PHT that could be accommodated with the planned improvement. Determine the new capacity of each impacted improvement by subtracting the current MSV from the future MSV after the improvement.
6. Chargeable Capacity. For each impacted improvement, add the reserve capacity to the new capacity.
7. Final Adjusted Cost. Find the cost of each impacted improvement and make any adjustments used by the County for tax credits (see Transportation Needs Report Appendix D).
8. Capacity Cost per Peak-Hour Trip. For each impacted improvement, determine the capacity cost per PM PHT by dividing the final adjusted improvement cost by the chargeable capacity.
9. Traffic Impacts. From step one above, take the *total* number of PM PHT (in both directions) impacting each planned improvement.
10. Proportionate Share. For each impacted improvement, determine the proportionate share impact mitigation by multiplying the capacity cost per peak-hour trip by the number of PM PHT impacting the improvement.

3(b) Trip Generation and AM and PM Peak Hour Trip Distribution and Assignment

Calculate AM, PM and Daily trip generation consistent with the ITE Trip Generation Handbook and Snohomish County Public Works Rule 4220. Determine the trip distribution and assignments consistent with the County's document titled "Format for Trip Distributions"(available at County web site, see below).

- Within the developments transportation service area (TSA) the distributions will be carried out to each key intersection at which the approach or departure volumes on any leg have three (3) or more peak hour trips. Get the most current list of key intersections on the web site described below. Trips should be distributed onto the road system as it is expected to be in six years.
- The distribution should be a schematic map showing the broad distributions of trips in terms of percentages on different roads. Show all City boundaries.
- The assignment should be a schematic map with the impacted key intersections identified by ID# and turning movements for each shown in separate diagrams on the same page or on different pages. The assignment should also be presented in tabular form listing each intersection by intersection ID#, and the number of trips at each movement.

3(c) Additional Analysis for Developments Generating More Than Fifty (50) Peak Hour Trips

For large developments (i.e., those generating more than 50 peak-hour trips), the County may request mitigation for impacts on the level of service of County roads, documented safety locations (the County calls such locations "inadequate road conditions" or "IRCs"), and access or circulation. The traffic study requirements below are intended to disclose impacts. Based on this information the County may request through the City that the applicant provide additional information showing possible mitigation measures. If any off-site improvements were needed for mitigation the County would work with the applicant to determine requirements for right-of-way, construction plans, right-of-way use permits, construction/maintenance bonds, and other issues.

Impacts on Level of Service (LOS) of County Arterials

Contact Snohomish County Public Works for the most current list of arterial units in arrears and critical arterial units. Identify any arterial units in arrears or critical arterial units impacted by three or more directional peak-hour trips.

Impacts on Inadequate Road Conditions

Contact Snohomish County Public Works for a list of the current IRCs. Identify any IRCs impacted by three or more peak-hour trips. Note: Unlike LOS impacts in which at least three or more peak hour trips have to be added in one direction to require disclosure (e.g., 3 westbound), for IRCs, any three peak hour trips added to IRC locations are considered an impact for which disclosure is necessary (e.g., 2 westbound plus 1 eastbound).

Impacts on Access or Circulation

The County may request improvements to existing roads to provide safe and efficient access and/or circulation. In some instances, the County may request provisions for future County roads identified in the Comprehensive Plan or in Small Area Transportation Studies. If so, the County will request specific additional information through the City.

Section Four (4) Traffic Mitigation Offer to Snohomish County

The applicant should complete a traffic mitigation offer to Snohomish County that summarizes the mitigation identified in the county traffic worksheet and any additional traffic study. This will facilitate timely review of the development and processing of the application. The form to use for the mitigation offer is titled "Traffic Mitigation Offer to Snohomish County." This form is typically provided to all applicants along with this traffic study checklist. In addition, copies are available from the county contacts or the Snohomish County web site shown below.

Additional Information

County Web Site

Snohomish County Public Works has a web site with many documents related to traffic studies and mitigation requirements for developers. From the Snohomish County Home Page go to:

Departments/Public Works/Divisions/TES/ProgramPlanning/3066B

County Contacts

- Elbert Esparza, Snohomish County DPW Traffic, 3000 Rockefeller M/S 607, Everett WA 98201, (425) 388-3184, elbert.esparza@snoco.org
- Erik Olson, Snohomish County DPW Traffic, 3000 Rockefeller M/S 607, Everett WA 98201, (425) 388-3099, erik.olson@snoco.org

The City of Granite Falls Traffic Worksheet and Traffic Study Requirements for Developments in Snohomish County

The City of Granite Falls, through an interlocal agreement (ILA) with Snohomish County, may request traffic mitigation measures from any new development in the unincorporated County that impacts the City's streets. The County will impose the requested mitigation measures to the extent that the County determines that the mitigation is reasonably related to the impacts of the development. To determine the impacts, and to determine reasonable mitigation measures, Snohomish County requires a traffic study from any development in the County that may have impacts on the City's streets. This 'traffic study' may be as simple as completing sections one and two of the City traffic worksheet below, or having a professional traffic engineer conduct a formal traffic study consistent with the requirements in section three below.

- If a development generates less than ten peak-hour trips and the applicant chooses Option A for mitigation payment (standard payment by percent of the City impact fee), then the applicant will generally only have to fill out the first two sections of this traffic worksheet and complete a mitigation offer (see section four).
- However, if a development generates more than ten peak-hour trips, or if the applicant chooses Option B for mitigation payment (comprehensive impact analysis), then the applicant will have to fill out the first section of this worksheet, complete a separate traffic study consistent with the requirements in section three, and complete a mitigation offer (see Section Four).
- Applicants should submit all documents *to the County* as part of their initial submittal.
- Traffic study requirements for impacts on City streets are based on the City's traffic mitigation ordinance and the County/City ILA. At the end of this document the address of the County web site is shown at which copies of the ILA are available.
- Following review of the documents submitted, the City may request supplemental information and analysis as necessary to determine the impacts of the development in accordance with the County/City ILA. The County will require the proposed development to submit the supplemental information and analysis to the extent that the County determines that it is necessary to determine the impacts of the development.

Section One (1) Worksheet General Information

1. Name of Proposed Development _____
County Development File Number (if known) _____
2. Name, Address and Phone Number of Applicant _____

3. Development Site Address _____

4. Does this development have frontage on a City street? _____
5. Description of Development (size and specific type) _____

6. How many new vehicle trips are expected to be generated by the proposed development? (For many common types of developments this information can be provided by the County or the City. For more complex developments trip generation may have to be determined under section three below)
_____ AM Peak Hour _____ PM Peak Hour _____ Average Daily Trips (ADT)
7. Passenger Car Equivalents (PCE) of ADT _____ [Trucks with 5+ axles = 4 PCEs and Trucks or Buses with 3 or 4 axles = 2 PCEs]
8. Proportionate Share Impact Mitigation: Choose option A or B.
_____ Option A based on standard payments by percent: go to section two
_____ Option B based on comprehensive impact analysis: go to section three

Section Two (2) Proportionate Share Determined by Percentage of the City Impact Fee

2(a) Calculation of Payment Amount

1. Standard default estimated percentage of trips impacting the City streets based on subareas (See below) _____ 0% or 2. Other Percentage: (Note: See author's qualifications in section three below.) Estimated percentage of trips impacting the City streets from attached trip distribution: _____ 0%

Sub-Area ID#	* County Traffic Shed	Percentage for Developments that Extract Natural Resources	# Percentage for All Other Types of Developments
CO-GF-1	Parcels taking access directly or indirectly from the Mountain Loop Highway	98%	90%
CO-GF-2	Parcels taking access directly or indirectly from Menzel Lake Road	70%	70% ≤ 1 miles 50% ≤ 3 miles 25% > 3 miles
CO-GF-3	Parcels taking access directly or indirectly from Robe Menzel Road	70%	70% ≤ 1 miles 50% ≤ 3 miles 25% > 3 miles
CO-GF-4	Parcels taking access directly or indirectly from Jordan Road or Engebretson Road	70%	70% ≤ 2 miles 50% > 2 miles
CO-GF-5	Parcels taking access directly or indirectly from Burn Road or 100 th ST NE	20%	30%
CO-GF-6	Parcels taking access directly or indirectly from 84 th ST NE	2%	10%
CO-GF-7	Parcels taking access directly or indirectly from 163 rd AV NE	2%	10%
CO-GF-8	Parcels taking access directly or indirectly from SR-92	2%	10%

*Note: Defines traffic sheds in terms of major arterials. In each case, the traffic shed includes all of the parcels of property that obtain access either directly or indirectly from the major arterial. If a parcel is located in such a spot as to be able to access more than one of the major arterials, then the traffic shed for that parcel will be determined by a trip distribution which will show which major arterial will be used by the majority of the vehicles accessing the parcel.

Distances measured from closest City limit boundary.

3. Passenger Car Equivalents PCEs (#7 above) _____

4. Impact Fee Rate for Single Family Rate (SFR) \$ _____

(Note: Consistent with the ILA, developments pay the rate in effect at the time of their submittal. As of 2003 the rates were \$2,500 per SFR. Through ordinance, the City Council can change these rates at any time, so consult with the City to find the latest fee rates.)

5. Calculation of Proportionate Share Impact Mitigation

$$\begin{array}{ccccccc} \text{SFR Rate} & & \text{PCEs} & & \text{\% of Trips} & & \\ \$ \text{_____} & \times & \text{_____} & \div & \text{_____} & \times & \text{_____} \\ \text{\#4 above} & & \text{\#3 above} & & \text{ADT per SFR} & & \text{\#1 or 2 above} \\ & & & & 9.57 & & \\ & & & & & & = \$ \text{_____} \\ & & & & & & \text{Mitigation payment} \end{array}$$

2(b) Determining whether or not an additional traffic study is necessary

Will the development generate more than 10 peak-hour trips *or* are there other impacts that need to be addressed (e.g., level of service, safety, or access and circulation)

_____ No. Skip section three and go to section four.

_____ Yes. Read the introduction to section three and skip to section 3(b).

Section Three (3) Traffic Study Requirements

Introduction: This section outlines requirements for traffic studies for impacts on City streets. If an applicant chooses (or is required) to complete a traffic study, then it should be submitted along with this worksheet and a mitigation offer. (Note on Author's Qualifications: A traffic study under this section must be conducted by an engineer licensed to practice in the state of Washington with special training and experience in traffic engineering and, preferably, membership in the institute of transportation engineers. For individuals/firms not on the County's approved list, the developer will provide, with the traffic study, the credentials of the individual or firm performing the traffic study certifying compliance with these qualifications.)

3(a) Proportionate share impact mitigation based on comprehensive impact analysis:

General Requirements for Traffic Studies to Determine Proportionate Share Obligations of The following describes a general outline for use in the preparation of traffic impact analyses for the City of Granite Falls. This outline is not intended to be all inclusive nor will all items be applicable for all types of development. The City of Granite Falls reserves the right to request additional information for unique or unusual developments.

1) INTRODUCTION/PROJECT DESCRIPTION

Elements to be included as part of narrative or as figure(s).

- Project name and proponent - Location of project
- Vicinity map
- Proposed uses, if known (e.g., names of stores)
- Project magnitude (square footage, number of units, etc.)
- Access locations
- Current and proposed zoning
- Description of current use of property
- Copy of site plan
- Roadways/intersections to be impacted and reviewed in the analysis
- Horizon year of project (completion and occupancy); state phasing and time-frame if applicable
- Parking (if applicable)

2) INVENTORY OF EXISTING CONDITIONS

- Elements to be included as part of narrative or as figure(s).
- Description of impacted streets in the area (number of lanes, width, pedestrian facilities, speed limit, lighting, etc.)
- Daily traffic volumes (if available), or estimated from peak hour counts
- Noon and PM Peak hour counts (as appropriate)
- Accident history (when required by the City)
- CapaCity analyses at critical intersections
- Transit service

3) DEVELOPMENT IMPACTS

Elements to be included as part of narrative or as figure(s).

- Trip generation
- Trip distribution/assignment
- CapaCity analyses (with and without the project) at critical locations for the horizon year
- Projected daily traffic volumes and peak hour volumes (with and without the project) for the horizon year and describing the characteristics of the traffic volumes (i.e., passenger vehicles, trucks, truck/trailer combinations, hours of operations, etc.).
- Need for turn storage lanes at access(es) (if appropriate)
- Other concerns (if applicable, such as cut-through traffic in residential areas)

4) CONCLUSIONS/RECOMMENDATIONS

Brief summary of above analyses with recommendations

5) MITIGATION

Mitigation shall be in accordance with Granite Falls Municipal Code, Granite Falls Comprehensive Plan, State Law and interlocal agreements.

6) OTHER

Unusual developments may require analysis of off-peak hours, the AM peak hour, weekends, or ability to serve large trucks, for example, if deemed necessary by the City of Granite Falls. Studies performed as part of an EIS document may also require additional analysis.

3(b) Trip Generation and AM and PM Peak Hour Trip Distribution and Assignment

Calculate AM, PM and Daily trip generation consistent with the ITE Trip Generation Handbook and the Snohomish County Public Works Rules. Determine the trip distribution and assignments consistent with the County's document titled "Format for Trip Distributions"(available at the County web site, see below).

- The distributions will be carried out to each key intersection in the City at which the approach or departure volumes on any leg have three (3) or more peak hour trips. Trips should be distributed onto the street system as it is expected to be in six years.

- The distribution should be a schematic map showing the broad distributions of trips in terms of percentages on different streets. Show all County boundaries.
- The assignment should be a schematic map with the impacted key intersections identified and turning movements for each shown in separate diagrams on the same page or on different pages. The assignment should also be presented in tabular form listing each intersection and the number of trips at each movement.

3(c) Additional Analysis

The City may request mitigation for impacts on the level of service of City streets, documented safety locations, frontage improvements and access or circulation. The traffic study requirements below are intended to disclose impacts. Based on this information the City may request through the County that the applicant provide additional information showing possible mitigation measures. If any off-site improvements are needed for mitigation the City would work with the applicant to determine requirements for right-of-way, construction plans, right-of-way use permits, construction/maintenance bonds, and other issues.

Impacts on Level of Service (LOS) of City Intersections for Developments Adding More Than 100 trips per day to City Streets

Contact City of Granite Falls Public Works for the most current list of intersections with failing level of service. Identify any of these intersections impacted by three or more directional peak-hour trips.

Impacts on Documented Safety Problem Locations

Contact the City of Granite Falls Public Works for a list of current locations with documented safety problems. Identify any of these locations impacted by thirty or more daily trips. Note: unlike LOS impacts in which at least three or more peak hour trips have to be added in one direction to require disclosure (e.g., 3 westbound), for documented safety problems, any thirty daily trips added to a documented safety problems location is considered an impact for which disclosure is necessary. (e.g., 20 westbound plus 10 eastbound).

Impacts on Access or Circulation

The City may request improvements to existing streets to provide safe and efficient access and/or circulation. In some instances, the City might request provisions for future City streets identified in the Comprehensive Plan or in the City's adopted map of conceptual linkages and approximate corridors (See Exhibit 3 of the ILA). If so, the City will request specific additional information through the County.

Frontage Improvements, Right of Way, and Access Point Requirements

Any County development which takes access from a City street or fronts on the right-of-way of the City may also be required to provide frontage improvements, dedicate or deed right-of-way, and meet access-point requirements consistent with City standards. If this may be the case, provide appropriate analysis and documentation to enable a determination by the City and the County as to what standards and requirements to apply.

Section Four (4) Traffic Mitigation Offer to the City of Granite Falls

The applicant should complete a traffic mitigation offer to the City of Granite Falls that summarizes the mitigation identified in the City traffic worksheet and any additional traffic study. This will facilitate timely review of the development and processing of the application. The form to use for the mitigation offer is titled "Traffic Mitigation Offer to a City by a Development in the Unincorporated County." This form is typically provided to all applicants along with this traffic study checklist. In addition, copies are available from the City contacts or the County web site shown below.

City Contact Darla Reese, City Clerk, City of Granite Falls, 215 South Granite Ave, Granite Falls, WA 98252, (360) 691-6441

Additional Information

County Web Site

Snohomish County Public Works has a web site with many of the documents related to traffic studies and mitigation requirements for developers. From the Snohomish County home page go to:

Departments/Public Works/Divisions/TES/ProgramPlanning/3066B