



**PLANNING COMMISSION MEETING
AGENDA**

April 9, 2024

6:30 PM

Civic Center

The Granite Falls Planning Commission will hold it's meeting in person. Comments in this meeting are encouraged and may be e-mailed to the city clerk in advance on the meeting or given in person.

	Pages
1. CALL TO ORDER	
2. FLAG SALUTE	
3. ROLL CALL	
4. APPROVAL OF MINUTES	
4.a Approval of March 12, 2024 Minutes	2
5. PUBLIC COMMENTS/RECOGNITION OF VISITORS-NON ACTION ITEMS (Speakers must sign up prior to the meeting. Individual comments will be limited to three minutes. Group comments shall be limited to five minutes).	
6. NEW BUSINESS	
6.a Review of Preliminary Draft Transportation Element	5
6.b Review of Preliminary Utilities Element Chapter	53
7. CURRENT BUSINESS	
8. REPORTS	
8.a 04/04/2024 Community Development Director Report	56
8.b 04/09/2024 Community Development Director Report	57
8.c 03/20/2024 City Clerk Report	58
8.d 04/03/2024 City Clerk Report	60
9. CORRESPONDENCE	
10. ADJOURN	



CITY OF
GRANITE FALLS

PLANNING COMMISSION MEETING MINUTES

March 12, 2024
6:30 PM
Civic Center

City Council	Commissioner Cruger, Commissioner Anderson, Commissioner Marsh, Commissioner Morrison, Commissioner Tonsgard
City Staff	Darla Reese
Consultants	Asher Schoepflin, Planning Intern

1. CALL TO ORDER

Commissioner Cruger called the meeting to order at 6:37 PM.

2. FLAG SALUTE

3. ROLL CALL

4. APPROVAL OF MINUTES

4.a Approval of February 13, 2024 Minutes

Moved to approve the minutes of February 13, 2024.

Moved by: Commissioner Marsh

Seconded by: Commissioner Anderson

Carried

5. PUBLIC COMMENTS/RECOGNITION OF VISITORS-NON ACTION ITEMS

No one from the audience signed up or chose to speak during this portion of the meeting.

6. NEW BUSINESS

6.a Draft Housing Element

Planner Asher Schoepflin presented and explained the difference between Housing Element and the Housing Needs Assessment. The Element chapter is narrative based with some supporting data while the Needs Assessment is where the bulk of the housing data exists and will

ultimately be located in the appendices of the updated Comprehensive Plan.

Asher also discussed the Racially Disparate Impact Assessment process and recognized that the issue will be discussed later in the PC meeting.

The Housing Needs Assessment includes population figures for current levels as well as growth projections for the City's 20-year period 2024-2044. Asher explained all data is sourced from the US Census and County data figures.

Commissioners questioned the housing data for number of units from 2019-2022, and Asher confirmed that the available Census and County data was lagging in numbers from the current condition by up to 5 years. Staff and Planning Commissioners worked through the draft Housing Needs Assessment review comments. Darla shared that she had housing unit data as collected and reported with the OFM in her annual housing reports.

6.b Housing Needs Assessment

Racially Disparate Impact Assessment

The discussion turned back to the RDI Community engagement effort and the Commissioners agreed that it would be more beneficial to utilize an interview-based approach to gather useful and constructive feedback on issues surrounding actual and perceived impacts leading to racial disparity. Asher will work with Commissioners and City staff to identify appropriate community members who may be helpful in considering this work.

7. CURRENT BUSINESS

There are no Current Business items on this agenda.

8. REPORTS

8.a 03/12/2024 Community Development Director Staff Report

The commissioners had no questions regarding the Community Development Director's staff report.

8.b 03/12/2024 City Clerk Staff Reports

The commissioners had no questions regarding the City Clerk's staff report.

9. CORRESPONDENCE

Commissioner Marsh found out that Snohomish County Parks Department had their third meeting to find new locations for mountain bike trails, including O'Reilly Acres. He reached out to the Parks Department and sent a letter recommending O'Reilly Acres as a candidate for such a location. He received a letter back from

Thomas Hartsell at the County indicating that O'Reilly Acres is now considered one of three finalists for this location. A discussion with all Commissioners followed with Commissioner Marsh speaking to the issue as well as motorcycle/motocross facility needs in Snohomish County. General support from other Commissioners was expressed.

10. ADJOURN

Commissioner Cruger adjourned the meeting.

Transportation Element

Introduction

The speed, safety and comfort with which one can reach their destination impacts how the City plans for its transportation system ~~land use and vice versa. (rephrase)~~ Our **The City's** 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. As a result of driving further between residence and employment, the ~~(Speak about impacts of this choice have far reaching effects, including on the~~ **(environment, economy/cost, and reduced quality of life** ~~with reduced time at home/bring with family, etc.) as a result of driving further between residence and employment.)~~

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 transportation ~~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.*

The goals and policies presented in ~~F~~ **this** Transportation Element ~~has been developed in~~ is consistent ~~accordance~~ with RCW 36.70A.070 (the Growth Management Act), the Snohomish Countywide Planning Policies and the Puget Sound- Regional Council's 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.

This ~~The~~ Transportation Element has been developed in accordance with the Puget Sound Regional Council (PSRC) Multi-County Planning Policies and Vision 2050 Plan as well as the Snohomish County-Wide Planning Policies of Snohomish County, and has been integrated with the other **City** 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 **the adopted** Level of Service (LOS) 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. ~~(add more discussion regarding concurrency)~~

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.

Concurrency

One of the goals of GMA is to properly guide development and growth while protecting transportation systems from deteriorating to inadequate levels. To meet this goal, the GMA requires “Concurrency”. As defined, concurrency is an evaluative process to evaluation that requires any new growth is accompanied by appropriate transportation facilities or programs that maintain an acceptable Level of Service.

Appropriate concurrency policies ensure a balance between population and employment growth, land development, and transportation capacity, allowing members of the community to reap the benefits of economic growth without feeling the impacts of its detrimental results. Concurrency rules within this State stipulate that the City to must ensure that growth, transportation system capacity, and the level of service (LOS) of the transportation system are balanced. Residential, Commercial and industrial growth within the City is affected by forces that go

beyond the City's control, such as population trends, the development environment and other market trends. Commonly, necessary funding, environmental limitations and other social, political and cultural pressures often affect the ability to build additional capacity in the system. The City's adopted Level of Service (LOS) seeks to balance these various internal and external pressures, and concurrency is used as a regulatory tool to ensure that new development is matched with adequate transportation infrastructure.

Classification and Levels of Service (LOS) of Existing Facilities

This inventory has identified the **transportation** facilities that are currently in place to meet Granite Falls' existing demands. **This provides a** ~~It is comprehensive~~ **summary of** ~~because it covers~~ all of the existing modes of transportation in the community. **The** ~~This~~ **is** inventory includes a map of the classification of existing roads in the City of Granite Falls as well as **for** the Urban Growth Area ~~including the functional classification of these roadways~~, see Figure TR-1: Street Classifications[EJ1].

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). ~~(update reference)~~

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.

Collector Arterials 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): ~~(update this source)~~

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
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 100 th 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 100 th 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.~~[EJ2]

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.), 100 th St., Jordan Rd., Galena St ^{[EJ3][B4]} , 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. (confirm and update)

Figure-TR-1 – *Street Classification* provides^[EJ5] 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~~^{letter's} "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~~^{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 ~~will be provided through~~ ^{may be in the} ~~assessment 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.1.d.~~

Table TR-3
Intersection Level of Service Definitions

Level of Service [EJ6]	Expected Delay	Intersection Control Delay (Seconds per Vehicle)	
		Unsignalized Intersections	Signalized Intersections
A	Little/No Delay	≤10	≤10
B	Short Delays	>10 and ≤15	>10 and ≤20
C	Average Delays	>15 and ≤25	>20 and ≤35
D	Long Delays	>25 and ≤35	>35 and ≤55
E	Very Long Delays	>35 and ≤50	>55 and ≤80
F	Extreme Delays ² [EJ7]	>50	>80

In June 2023, Granite Falls completed a Level of Service Analysis at key intersections in the City; see Granite Falls LOS Analysis (Kimley-Horn and Associates Inc., June 2023). These intersections are the busiest intersections and are likely to be impacted by new growth within and outside of the City, see Table TR-4 below.

Growth was assumed using a 2 percent annual growth rate from the present through 2044. The growth rate utilized depended upon location and anticipated growth within the City and County.[EJ8][B9]

Table TR-4
Intersection Level of Service

Intersections	Time Period	Existing Conditions		2044 Conditions	
		LOS	Delay	LOS	Delay
1. Mountain Loop Highway at SR-92 (Quarry Road)	PM	A	9.1 sec	B	10.6 sec

¹ **Source:** *Highway Capacity Manual, 6th Edition.*

LOS A: Free-flow traffic conditions, with minimal delay to stopped vehicles (no vehicle is delayed longer than one cycle at signalized intersection).

LOS B: Generally stable traffic flow conditions.

LOS C: Occasional back-ups may develop, but delay to vehicles is short term and still tolerable.

LOS D: During short periods of the peak hour, delays to approaching vehicles may be substantial but are tolerable during times of less demand (~~1.e.1.e.~~ vehicles delayed one cycle or less at signal).

LOS E: Intersections operate at or near capacity, with long queues developing on all approaches and long delays.

LOS F: Jammed conditions on all approaches with excessively long delays and vehicles unable to move at times.

² When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection.

TE-6

2.	Jordan Road at 100 th Street NE (Burn Road)	PM	A	8.4 sec	A	9.6 sec
3.	N Granite Avenue at E/W Alpine Street	PM	A	7.7 sec	A	8.4 sec
4.	N Alder Avenue at E Alpine Street	PM	B	11.6 sec	B	14.4 sec
5.	Jordan Road at W Stanley Street	AM	C	28.0 sec	E	55.6 sec
		PM	D	37.7 sec	F	111.1 sec
	With Galena Extension & Timing	PM	---	---	D	42.8 sec
6.	Cascade Avenue at W Stanley Street	PM	C	15.6 sec	C	24.7 sec
	With Galena Extension	PM	---	---	C	17.8 sec
7.	N/S Granite Avenue at E/W Stanley Street	AM	B	13.2 sec	E	45.5 sec
		PM	C	17.7 sec	F	108.4 sec
	With Galena Extension	PM	---	---	D	32.5 sec
8.	N/S Alder Avenue at E Stanley Street	AM	A	9.9 sec	B	13.1 sec
		PM	A	8.7 sec	B	10.4 sec
	With Galena Extension	PM	---	---	A	9.1 sec
9.	Portage Avenue at W Galena Street	PM	A	7.3 sec	A	7.5 sec
	With Galena Extension	PM	---	---	A	8.8 sec
10.	Cascade Avenue at W Galena Street	PM	B	10.0 sec	B	10.6 sec
	With Galena Extension	PM	---	---	B	14.8 sec
11.	S Granite Avenue at E/W Galena Street	AM	B	10.4 sec	B	11.6 sec
		PM	B	11.7 sec	B	14.9 sec
	With Galena Extension	PM	---	---	C	22.8 sec
12.	S Alder Avenue at E Galena Street	PM	B	10.6 sec	B	12.0 sec
	With Galena Extension	PM	---	---	B	11.8 sec
13.	S Granite Avenue at E/W Pioneer Street	PM	B	11.8 sec	B	14.5 sec
14.	Portage Avenue at W Stanley Street NB RT out only restriction. 66 left turn trips rerouted	AM	C	19.7 sec	F	50.6 sec
		AM	---	---	C	23.1 sec

The delay at the Portage Avenue at W Stanley Street 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 right-turn only which will reduce the delay to acceptable levels. [EJ10][B11]

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 endhas recently completed the construction of the -Galena Street extension immediately south of the Rite Aid Drug Store (608 W. Stanley St.) and connecting which connects to the Jordan Avenue/Stanley Street Intersection. The new construction of the Galena Street

TE-7

Extension will allow for “rerouting” of traffic and thus will relieve pressure on the Stanley Street/Granite Avenue intersection. The City has also installed a dedicated right hand turn lane onto Jordan Rd from the traffic light at the intersection of W Stanley St and Jordan Rd, which should divert traffic currently turning right at the Stanley St/Granite Ave intersection onto Galena St via Jordan Rd entering the City. The level of service analysis shows that the study intersections will operate at an acceptable level of service with the Galena Street Extension allowing vehicles to reroute to the south off of Stanley Street[EJ13][B14].

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)[EJ15]

The City of Granite Falls is considered a very walkable City. [EJ16]Numerous sidewalk projects have been completed in the downtown area over the past two decade and tThe local terrain is conducive for both walking and bicycling[EJ17][B18]. 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 using existing vehicle roadways. 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 recreational trail connections from Lake Gardner to the Pilchuck River. The City’s Non-motorized Plan is provided in Figure TR-2[EJ19]. The Non-motorized Plan provides an inventory of existing sidewalks and trails within the City and UGA. It also designates new sidewalk additions and proposed trails.

Transit Service[EJ20]

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.~~ [BJ21]

Granite Falls is served with one bus route, Community Transit Route 280. Weekday bus service begins just before 5:00 a.m. each day with a bus arriving approximately every hour until 8:40 p.m. On Saturdays, there is hourly bus service scheduled between approximately 7:00 a.m. and 8:00 p.m. Sunday bus service is limited to a bus arriving approximately every other hour between 8:00 a.m. and 8:00 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-3. In addition to a park & ride facility at the northeast corner of S. Granite Avenue and E. Pioneer Street, there are eight inbound and eight outbound bus stops at various locations within the City. Table TR-5 identifies these bus stops and their location.

The City has design complete to relocate the current Park & Ride location (which is a gravel parking lot) on to a City owned lot adjacent to the new Galena St extension on the NW corner of Galena St and Portage Ave. The number of paved parking spaces should provide ample parking for transit commuters for the foreseeable future.

The City has emphasized and continues to emphasize a multimodal transportation system. Many of the City's streets include sidewalks and bicycle lanes, making non-motorized travel a viable alternative to cars. Current standards require non-motorized elements including bike lanes and sidewalks on all new or redeveloped portions of roadway, in order to close any gaps in the existing system and expand its network. Development standards and policies improve the walkability of the transportation network. Additionally, Travel Demand Management (TDM) strategies include provisions for bicycle and pedestrian facilities, as well as long-term efforts to promote multimodal transportation options and implement transit-oriented development. Granite Falls is also committed to encouraging alternative modes of transportation through adoption of the Commute Trip Reduction Plan and implementation of regulations such as bicycle racks with most private development projects.

Table TR-5

Bus Stop	Location
Inbound – No. 3150	Quarry Rd & 100 th St NE
Inbound – No. 3151	100 th St NE & Penny Ave
Inbound – No. 3155	W Stanley St & Jordan Rd
Inbound – No. 543	W Stanley St & Portage Ave
Inbound – No. 544	W Stanley St & Cascade Ave
Inbound – No. 2622	E Stanley St & N Indiana Ave
Inbound – No. 1302	E Stanley St & S Alder Ave
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. 2628	E Stanley St & N Kentucky Ave
Outbound – No. 1904	W Stanley St & Portage Ave
Outbound – No. 3152	100 th St NE & Jordan Rd
Outbound – No. 3153	100 th St NE & Eagle View Dr

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 [EJ22][B23]. TDM program is required from employers having over 100 employees. Only the school district is **meetsmeeting** that **criterion** large in Granite Falls.

[EJ24]

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, the planned construction of the Galena Street Extension, street frontage improvements in new residential neighborhoods, a new high school facility, and a revitalized downtown commercial corridor [EJ25];~~ **While current transportation infrastructure generally meets** 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 [EJ26]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 **much** of the City currently ~~have~~ **has** adequate facilities to accommodate pedestrian travel, the additional proposed sections identified in Figure TR-2 [EJ27]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.[EJ28]

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."~~ [EJ29]Based upon the level of

TE-11

service analysis in Table TR-4 all of the intersections currently operate at an acceptable level of service. 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-6[EJ30]. 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. **These identified projects are presented in - order of priority in the TIP.**

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 ~~20-year~~20-year traffic forecast (Granite Falls LOS Analysis, Kimley-Horn and Associates Inc., June 2023) 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~~ 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 intergovernmental 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.

[EJ31]

Table TR-7^{10/3/21} 6
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 80,000	Annual Pedestrian Improvement Program.

Transportation Goals and Policies

General Goals and Policies *(reconcile Discussion passages with that of implementation strategies/action items)*

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

Policy 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.

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

Policy 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.

Policy 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.

Policy T-1.5 **Require** ~~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.

Policy T-1.6 **Require** ~~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.

Policy 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.

~~Policy~~ 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.

~~Policy~~ 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-~~To2 To~~ combine an accessible, efficient pedestrian and bicycle system with the vehicular system to provide alternate transportation choices.

~~Policy~~ 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-~~To3 To~~ promote pedestrian and bicycle safety as focal points of the transportation planning process.

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

~~Policy~~ T-3.1 **Ensure all new residential and commercial development include the development of non-motorized facilities improvements to** ~~€~~ connect neighboring residential areas with other land uses **and** by **remove** ~~ing~~ barriers that restrict pedestrian and bicycle circulation.

Circulation Goal and Policies

Goal T-4-~~To4 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.

~~Policy~~ 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.

~~Policy~~ 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.

~~Policy~~ 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~~5 To continue improving public transit services as an alternative to the automobile for commuter and regional trips.

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

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

~~Policy~~ 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.

~~Policy~~ 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.

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

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

Parking Goal and Policies

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

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

~~Policy~~ T-6.2 **Where and when feasible, develop municipal off-street parking facilities to support and induce community economic, cultural and social activity in, and around, the City's commercial, recreational, and municipal core area.**

Pedestrian/Bicycle Systems Goal and Policies

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

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

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

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

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

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

~~Policy~~ 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 O'Reilly Acres 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~~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.

~~Policy~~ 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.

~~Policy~~ 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.

~~Policy~~ 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~~11 To improve air quality, reduce greenhouse gas emissions, and improve the transportation system's operating efficiency.

~~Policy~~ 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.

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

Policy 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.

Regional Transportation Goal and Policies

GOAL T-12 To support the establishment of processes and procedures for setting priorities, programming, and financing for countywide, regional and state transportation facilities and services consistent with VISION 2050, the Growth Management Act, and federal transportation legislation.

T-12.1 Develop consistent methodologies to determine transportation needs and their estimated costs in terms of capital, operations, preservation, and maintenance.

T-12.2 Prioritize transportation needs based on the extent to which they fulfill the objectives of the adopted Regional Growth Strategy (RGS). Granite Falls Comprehensive Plans, long range transit agency plans, and transportation policies.

T-12.3 Transportation investments should be prioritized that support the achievement of regional greenhouse gas emission reduction goals.

T-12.4 Ensure financing of transportation systems and improvements should reflect the true costs of providing service, reflecting the costs and benefits attributable to those who use the system as well as those who benefit from it. Revenues to finance transportation should come from traditional measures (e.g., fuel taxes, property taxes, and impact mitigation fees), but also from other innovative measures (e.g., user fees, high occupancy tolls, Vehicle Miles Travelled assessments, and private-sector contributions). Importantly, impacts of transportation system choices and funding decisions on climate change should be considered as part of this process.

Goal T-13 To provide transportation facilities and services necessary to support and implement the Regional Growth Strategy and the Land Use element of the City of Granite Falls Comprehensive Plan, including roadway capacities, active transportation options, and public transportation services appropriate to the designated land use types and intensities.

T-13.1 Maintain and improve existing arterials, neighborhood streets, and associated pedestrian, bicycle, and transit infrastructure in order to promote safe and efficient use for all modes.

T-13.2 Provide a network of multimodal roadways based on a consistent classification system and appropriate design standards that will improve connectivity, circulation, and reduce vehicle miles of travel.

T-13.3 Use land use projections based on the Regional Growth Strategy and implemented through the Granite Falls Comprehensive Plan to identify and plan for adequate roadway, pedestrian, bicycle, and transit services to meet travel needs.

T-13.4 Provide adequate access to and circulation for public service and priority for public transportation vehicles as part of land use designations and subsequent development as appropriate.

T-13.5 Improve street connectivity to encourage walking, bicycling, transit use, and physical activity.

T-13.6 Support a regional approach to establish common policies and technical procedures for transportation system management and transportation demand management programs that reduce trip making, total miles traveled, and the climate change and air quality impacts associated with development, and improve the efficiency of the transportation system.

T-13.7 Establish consistent commute trip reduction, vehicle-miles-of-travel and single-occupant vehicles goals and consistent methods of measuring progress to ensure consistency and equity.

Goal T-14 To prepare consistent rules and procedures for locating, designing, and constructing transportation facilities and services to minimize and mitigate their adverse impacts on the natural environment, resource lands, or human health.

T-14.1 Design standards and consistent methods to reduce stormwater pollution, improve fish passages, and minimize other adverse impacts on shorelines, water resources, drainage patterns, and soils.

T-14.2 Utilize location criteria that minimize the disruption to natural habitat, flood plains, wetlands, geologically and other environmentally sensitive areas.

T-14.3 Cooperate with the Puget Sound Clean Air Agency, PSRC, and other public agencies to ensure consistency with the transportation control measure requirements of the 1990 Clean Air Act Amendments.

T-14.4 Develop a transportation system that minimizes negative impacts to and promotes human health.

Travel Demand Management

Goal T-15: Increase overall operating efficiency of the transportation system through the effective use of measures that reduce the need to drive alone.

T-15.1 Promote transportation-efficient development and redevelopment, and site public services and facilities where transit, walking, and biking are now or will be viable alternatives to driving alone.

T-15.2 Encourage use of public transportation, ridesharing, biking, and walking by improving access, convenience, and reliability of those options.

T-15.3 Sustain and expand private and public sector programs and services that encourage employees to commute to work by means other than driving alone, or to change commuting patterns through teleworking, flex-time, or compressed work weeks.

T-15.4 Manage parking to improve consistency with transportation demand management objectives.

T-15.5 Promote technologies that enable people to meet their needs without having to travel.

T-15.6 Use travel demand management techniques to provide alternatives during temporary congestion, such as during major construction.

T-15.7 Work to mainstream telework as a primary transportation demand management strategy among public and private employers.

T-15.8 Strive to meet State Commute Trip Reduction targets for the City.

Transportation Demand Management

Actions* *(expand greatly the number and impact of implementation strategies and action items and move under specific Goals and Policies)*

TA-1 Light sidewalks where nighttime use is desired.

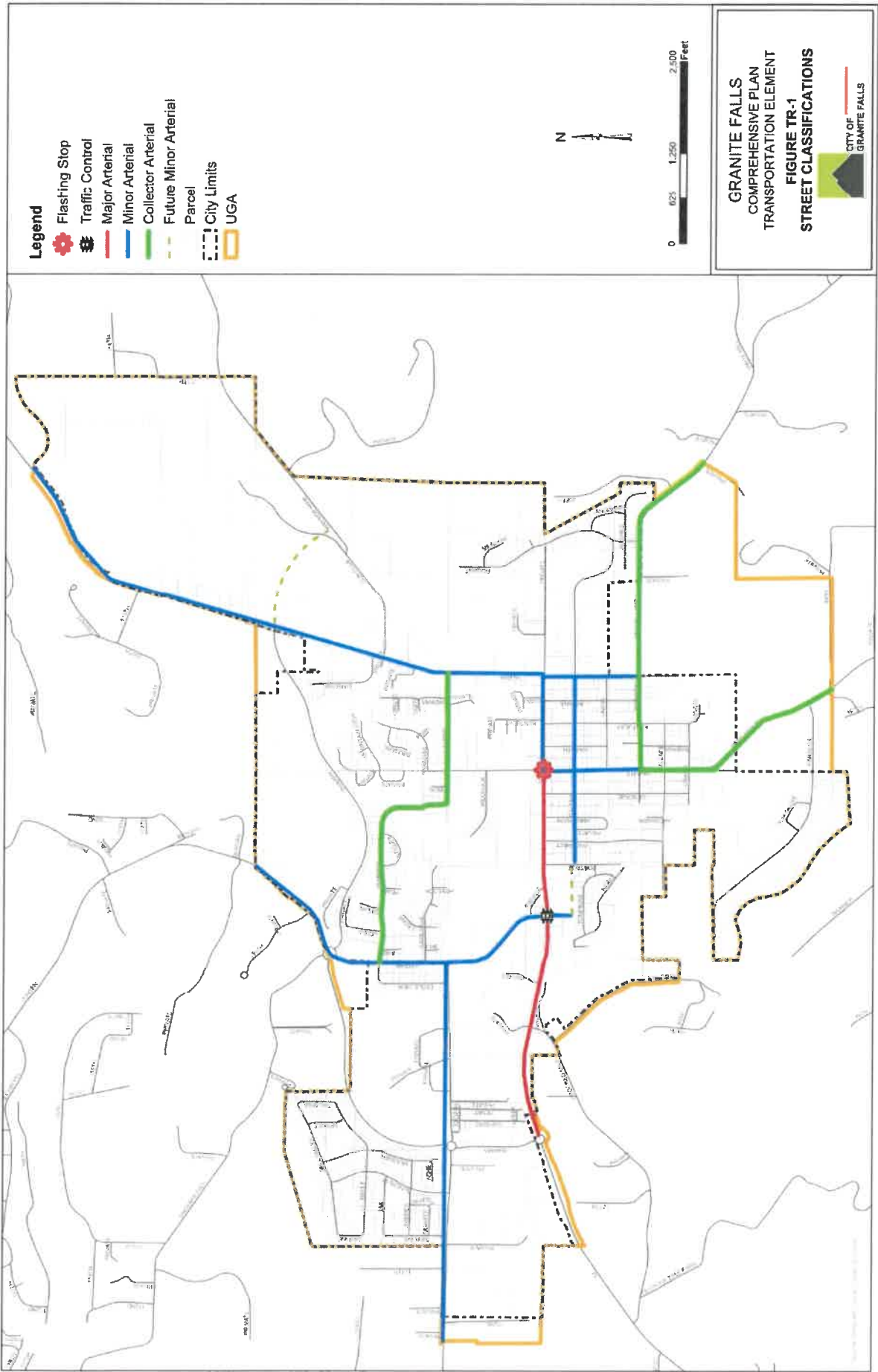
TA-2 Plant street trees in the downtown area.

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. ~~(update and consider whether each of them remains viable action items if they haven't yet been implemented after 29 and 19 years)~~

Figure TR-1



[B33][E134]

Figure TR-2

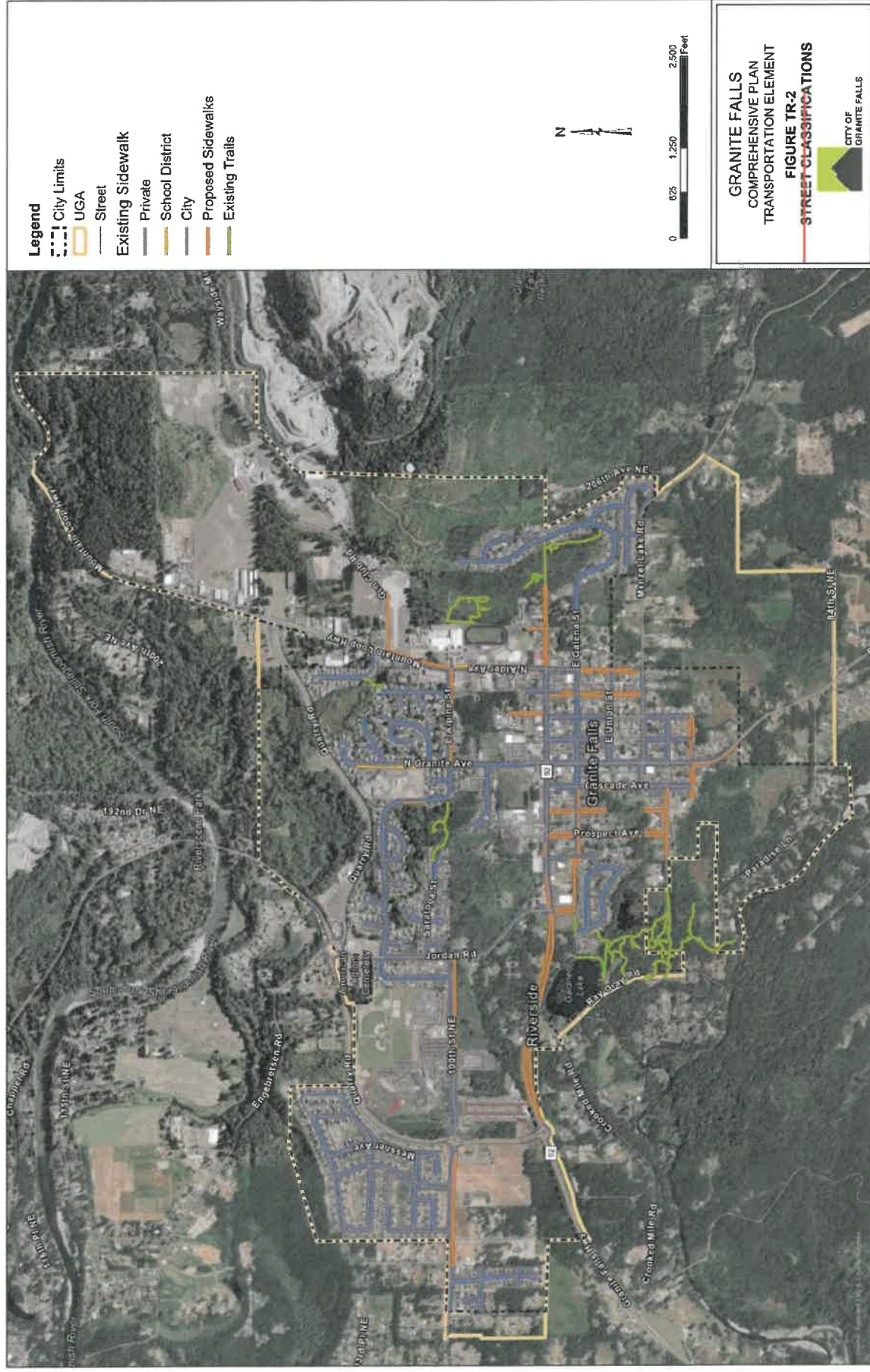
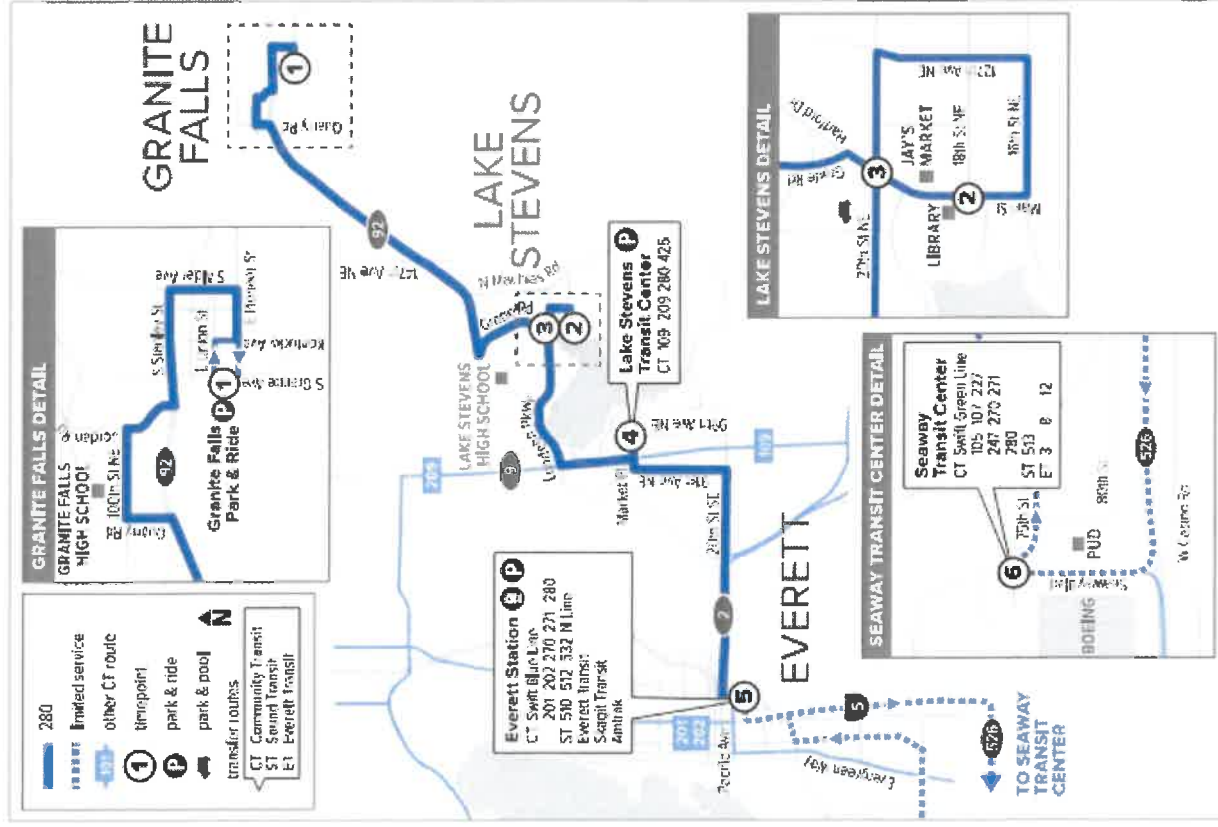


Figure TR-3



Transportation Element

Introduction

The speed, safety and comfort with which one can reach their destination impacts how the City plans for its transportation system ~~land use and vice versa. (rephrase)~~ Our ~~The City's~~ 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. As a result of driving further between residence and employment, the ~~(Speak about impacts of this choice have far reaching effects, including on the (environment, economy/cost, and reduced quality of life with reduced time at home/bring with family, etc.) as a result of driving further between residence and employment.)~~

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 transportation ~~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.*

The goals and policies as presented in T ~~this~~ Transportation Element ~~has been developed in~~ is are consistent ~~accordance~~ with RCW 36.70A.070 (the Growth Management Act), the Snohomish Countywide Planning Policies and the Puget Sound Regional Council's Policy/need/desire/demand? ~~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.~~

This ~~The Transportation~~ Element has been developed in accordance with the Puget Sound Regional Council (PSRC) Multi-County Planning Policies and Vision 2050 Plan as well as the Snohomish County-Wide Planning Policies of Snohomish County, and has been integrated with the other City 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 **the adopted** Level of Service (**LOS**) 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. ~~(add more discussion regarding concurrency)~~

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.

Concurrency

One of the goals of GMA is to properly guide development and growth while protecting transportation systems from deteriorating to inadequate levels. To meet this goal, the GMA requires “Concurrency”. As defined, concurrency is an evaluative process to evaluation that requires any new growth is accompanied by appropriate transportation facilities or programs that maintain an acceptable Level of Service.

Appropriate concurrency policies ensure a balance between population and employment growth, land development, and transportation capacity, allowing members of the community to reap the benefits of economic growth without feeling the impacts of its detrimental results. Concurrency rules within this State stipulate that the City **to** must ensure that growth, transportation system capacity, and the level of service (LOS) of the transportation system are balanced. Residential, **C**ommercial and industrial growth within the City is affected by forces that **go**

extend beyond the City's control, such as population trends, the development environment and other market trends. Commonly, necessary funding, environmental limitations and other social, political and cultural pressures often affect the ability to build additional capacity in the system. The City's adopted Level of Service (LOS) seeks to balance these various internal and external pressures, and concurrency is used as a regulatory tool to ensure that new development is matched with adequate transportation infrastructure.

Classification and Levels of Service (LOS) of Existing Facilities

This inventory has identified the **transportation** facilities that are currently in place to meet Granite Falls' existing demands. **This provides a** It is comprehensive **summary of** ~~because it covers~~ all of the existing modes of transportation in the community. **The** This is inventory includes a map of the classification of existing roads in the City of Granite Falls as well as **for** the Urban Growth Area ~~including the functional classification of these roadways,~~ see Figure TR-1: Street Classifications[EJ1][Ma2].

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). *(update reference)*

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.

Collector Arterials 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): *(update this source)**

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
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 100 th 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 100 th 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.~~[EJ3][Ma4]

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.), 100 th St., Jordan Rd., Galena St[EJ5][B6][Ma7]., 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. (confirm and update)

Figure-TR-1 – *Street Classification* provides[EJ8][Ma9] 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~~letter's "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~~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 **will be provided through** ~~may be in the~~ **assessment** ~~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.1.d.~~

Table TR-3
Intersection Level of Service Definitions

Level of Service 1.d.1.d. [Ma11]	Expected Delay	Intersection Control Delay (Seconds per Vehicle)	
		Unsignalized Intersections	Signalized Intersections
A	Little/No Delay	<10	<10
B	Short Delays	>10 and ≤15	>10 and ≤20
C	Average Delays	>15 and ≤25	>20 and ≤35
D	Long Delays	>25 and ≤35	>35 and ≤55
E	Very Long Delays	>35 and ≤50	>55 and ≤80
F	Extreme Delays ² [EJ12] [Ma13]	>50	>80

In June 2023, Granite Falls completed a Level of Service Analysis at key intersections in the City; see Granite Falls LOS Analysis (Kimley-Horn and Associates Inc., June 2023). These intersections are the busiest intersections and are likely to be impacted by new growth within and outside of the City, see Table TR-4 below.

Growth was assumed using a 2 percent annual growth rate from the present through 2044. The growth rate utilized depended upon location and anticipated growth within the City and County. [EJ14] [B15]

Table TR-4
Intersection Level of Service

Intersections	Time Period	Existing Conditions		2044 Conditions	
		LOS	Delay	LOS	Delay
1. Mountain Loop Highway at	PM	A	9.1 sec	B	10.6 sec

¹ **Source:** *Highway Capacity Manual, 6th Edition.*

LOS A: Free-flow traffic conditions, with minimal delay to stopped vehicles (no vehicle is delayed longer than one cycle at signalized intersection).

LOS B: Generally stable traffic flow conditions.

LOS C: Occasional back-ups may develop, but delay to vehicles is short term and still tolerable.

LOS D: During short periods of the peak hour, delays to approaching vehicles may be substantial but are tolerable during times of less demand (~~1.e.1.e.~~ vehicles delayed one cycle or less at signal).

LOS E: Intersections operate at or near capacity, with long queues developing on all approaches and long delays.

LOS F: Jammed conditions on all approaches with excessively long delays and vehicles unable to move at times.

² When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection.

TE-6

SR-92 (Quarry Road)						
2.	Jordan Road at 100 th Street NE (Burn Road)	PM	A	8.4 sec	A	9.6 sec
3.	N Granite Avenue at E/W Alpine Street	PM	A	7.7 sec	A	8.4 sec
4.	N Alder Avenue at E Alpine Street	PM	B	11.6 sec	B	14.4 sec
5.	Jordan Road at W Stanley Street	AM	C	28.0 sec	E	55.6 sec
		PM	D	37.7 sec	F	111.1 sec
	With Galena Extension & Timing	PM	---	---	D	42.8 sec
6.	Cascade Avenue at W Stanley Street	PM	C	15.6 sec	C	24.7 sec
	With Galena Extension	PM	---	---	C	17.8 sec
7.	N/S Granite Avenue at E/W Stanley Street	AM	B	13.2 sec	E	45.5 sec
		PM	C	17.7 sec	F	108.4 sec
	With Galena Extension	PM	---	---	D	32.5 sec
8.	N/S Alder Avenue at E Stanley Street	AM	A	9.9 sec	B	13.1 sec
		PM	A	8.7 sec	B	10.4 sec
	With Galena Extension	PM	---	---	A	9.1 sec
9.	Portage Avenue at W Galena Street	PM	A	7.3 sec	A	7.5 sec
	With Galena Extension	PM	---	---	A	8.8 sec
10.	Cascade Avenue at W Galena Street	PM	B	10.0 sec	B	10.6 sec
	With Galena Extension	PM	---	---	B	14.8 sec
11.	S Granite Avenue at E/W Galena Street	AM	B	10.4 sec	B	11.6 sec
		PM	B	11.7 sec	B	14.9 sec
	With Galena Extension	PM	---	---	C	22.8 sec
12.	S Alder Avenue at E Galena Street	PM	B	10.6 sec	B	12.0 sec
	With Galena Extension	PM	---	---	B	11.8 sec
13.	S Granite Avenue at E/W Pioneer Street	PM	B	11.8 sec	B	14.5 sec
14.	Portage Avenue at W Stanley Street	AM	C	19.7 sec	F	50.6 sec
	NB RT out only restriction. 66 left turn trips rerouted	AM	---	---	C	23.1 sec

The delay at the Portage Avenue at W Stanley Street 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 right-turn only which will reduce the delay to acceptable levels. [EJ16][B17][Ma18]

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~~has recently completed the construction of the -Galena Street extension immediately south of the Rite Aid Drug Store (608 W. Stanley St.) ~~and connecting~~which connects to the Jordan

Avenue/Stanley Street Intersection. The new construction of the Galena Street Extension will allow for “rerouting” of traffic and thus will relieve pressure on the Stanley Street/Granite Avenue intersection. The City has also installed a dedicated right hand turn lane onto Jordan Rd from the traffic light at the intersection of W Stanley St and Jordan Rd, which should divert traffic currently turning right at the Stanley St/Granite Ave intersection onto Galena St via Jordan Rd entering the City. The level of service analysis shows that the study intersections will operate at an acceptable level of service with the Galena Street Extension allowing vehicles to reroute to the south off of Stanley Street.

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. Numerous sidewalk projects have been completed in the downtown area over the past two decades and 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 using existing vehicle roadways. 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 recreational trail connections from Lake Gardner to the Pilchuck River. The City’s Non-motorized Plan is provided in Figure TR-2. The Non-motorized Plan provides an inventory of existing sidewalks and trails within the City and UGA. It also designates new sidewalk additions and proposed trails.

Transit Service^[EJ29]

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.~~ ^[EJ30]

Granite Falls is served with one bus route, Community Transit Route 280. Weekday bus service begins just before 5:00 a.m. each day with a bus arriving approximately every hour until 8:40 p.m. On Saturdays, there is hourly bus service scheduled between approximately 7:00 a.m. and 8:00 p.m. Sunday bus service is limited to a bus arriving approximately every ~~other hour~~ **two hours** between 8:00 a.m. and 8:00 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-3. In addition to a park & ride facility at the northeast corner of S. Granite Avenue and E. Pioneer Street, there are eight inbound and eight outbound bus stops at various locations within the City. Table TR-5 identifies these bus stops and their location.

The City has design complete to relocate the current Park & Ride location (which is a gravel parking lot) ~~on to~~ **onto** a City owned lot adjacent to the new Galena St extension on the NW corner of Galena St and Portage Ave. The number of paved parking spaces should provide ample parking for transit commuters for the foreseeable future.

The City has emphasized and continues to emphasize a multimodal transportation system. Many of the City's streets include sidewalks and bicycle lanes **??**, making non-motorized travel a viable alternative to cars. Current standards require non-motorized elements including bike lanes and sidewalks on all new or redeveloped portions of roadway, in order to close any gaps in the existing system and expand its network. Development standards and policies improve the walkability of the transportation network. Additionally, Travel Demand Management (TDM) strategies include provisions for bicycle and pedestrian facilities, as well as long-term efforts to promote multimodal transportation options and implement transit-oriented development. Granite Falls is also committed to encouraging alternative modes of transportation through adoption of the Commute Trip Reduction Plan

and implementation of regulations such as bicycle racks with most private development projects.

Table TR-5

Bus Stop	Location
Inbound – No. 3150	Quarry Rd & 100 th St NE
Inbound – No. 3151	100 th St NE & Penny Ave
Inbound – No. 3155	W Stanley St & Jordan Rd
Inbound – No. 543	W Stanley St & Portage Ave
Inbound – No. 544	W Stanley St & Cascade Ave
Inbound – No. 2622	E Stanley St & N Indiana Ave
Inbound – No. 1302	E Stanley St & S Alder Ave
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. 2628	E Stanley St & N Kentucky Ave
Outbound – No. 1904	W Stanley St & Portage Ave

Outbound – No. 3152	100 th St NE & Jordan Rd
Outbound – No. 3153	100 th St NE & Eagle View Dr
Outbound – No. 3154	100 th St NE & Granite Falls High

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[EJ31][B32]. TDM program is required from employers having over 100 employees. Only the school district is **meetsmeetsing** that **criterion** large in Granite Falls.

[EJ33]

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, the planned construction of the Galena Street Extension, street frontage improvements in new residential neighborhoods, a new high school facility, and a revitalized downtown commercial corridor~~[EJ34]; **While current transportation infrastructure generally meets** 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 [EJ35]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~~ **much** of the City currently ~~have~~ **has** adequate facilities to accommodate pedestrian travel, the additional proposed sections identified in Figure TR-2 [EJ36]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.**[EJ37][Ma38]

Summary of Six-Year Transportation Improvement Costs

TE-11

City of Granite Falls Comprehensive Plan

~~Prior to the construction of Quarry Road, intersections within the downtown core, notably Stanley Street and Granite Avenue, were at LOS "F."~~ [EJ39] Based upon the level of service analysis in Table TR-4 all of the intersections currently operate at an acceptable level of service. 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-6[EJ40]. 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. **These identified projects are presented in - order of priority in the TIP.**

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 ~~20-year~~20-year traffic forecast (Granite Falls LOS Analysis, Kimley-Horn and Associates Inc., June 2023) 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 ~~develop~~ersments 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 reviewed 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 intergovernmental 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.

[EJ41]

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 80,000	Annual Pedestrian Improvement Program.

Transportation Goals and Policies

General Goals and Policies ~~(reconcile Discussion passages with that of implementation strategies/action items)~~

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

~~Policy~~ 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.

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

~~Policy~~ 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.

~~Policy~~ 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.

~~Policy~~ T-1.5 **Require** ~~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.

~~Policy~~ T-1.6 **Require** ~~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.

~~Policy~~ 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.

Policy 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.

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

Policy 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~~3 ~~To~~ promote pedestrian and bicycle safety as focal points of the transportation planning process.

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

Policy T-3.1 **Ensure all new residential and commercial development include the development of non-motorized facilities improvements to** ~~€~~ connect neighboring residential areas with other land uses **and** by **remove** ~~ing~~ barriers that restrict pedestrian and bicycle circulation.

Circulation Goal and Policies

Goal T-~~4~~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.

Policy 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.

Policy 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.

Policy 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.

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

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

~~Policy~~ 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.

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

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

~~Policy~~ 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.

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

~~Policy~~ T-6.2 **Where and when feasible, develop municipal off-street parking facilities to support and induce community economic, cultural and social activity in, and around, the City's commercial, recreational, and municipal core area.**

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.

~~Policy~~ 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.

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

~~Policy~~ 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~~Te9 To connect a walking/biking system to parks, ball fields, and places of interest in and around Granite Falls.

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

~~Policy~~ 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 O'Reilly Acres 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~~Te10 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.

~~Policy~~ 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.

~~Policy~~ 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.

~~Policy~~ 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~~Te11 To improve air quality, reduce greenhouse gas emissions, and improve the transportation system's operating efficiency.

~~Policy~~ 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.

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

Policy 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.

Regional Transportation Goal and Policies

GOAL T-12 To support the establishment of processes and procedures for setting priorities, programming, and financing for countywide, regional and state transportation facilities and services consistent with VISION 2050, the Growth Management Act, and federal transportation legislation.

T-12.1 Develop consistent methodologies to determine transportation needs and their estimated costs in terms of capital, operations, preservation, and maintenance.

T-12.2 Prioritize transportation needs based on the extent to which they fulfill the objectives of the adopted Regional Growth Strategy (RGS), Granite Falls Comprehensive Plans, long range transit agency plans, and transportation policies.

T-12.3 Transportation investments should be prioritized that support the achievement of regional greenhouse gas emission reduction goals.

T-12.4 Ensure financing of transportation systems and improvements should reflect the true costs of providing service, reflecting the costs and benefits attributable to those who use the system as well as those who benefit from it. Revenues to finance transportation should come from traditional measures (e.g., fuel taxes, property taxes, and impact mitigation fees), but also from other innovative measures (e.g., user fees, high occupancy tolls, Vehicle Miles Travelled assessments, and private-sector contributions). Importantly, impacts of transportation system choices and funding decisions on climate change should be considered as part of this process.

Goal T-13 To provide transportation facilities and services necessary to support and implement the Regional Growth Strategy and the Land Use element of the City of Granite Falls Comprehensive Plan, including roadway capacities, active transportation options, and public transportation services appropriate to the designated land use types and intensities.

T-13.1 Maintain and improve existing arterials, neighborhood streets, and associated pedestrian, bicycle, and transit infrastructure in order to promote safe and efficient use for all modes.

T-13.2 Provide a network of multimodal roadways based on a consistent classification system and appropriate design standards that will improve connectivity, circulation, and reduce vehicle miles of travel.

T-13.3 Use land use projections based on the Regional Growth Strategy and implemented through the Granite Falls Comprehensive Plan to identify and plan for adequate roadway, pedestrian, bicycle, and transit services to meet travel needs.

T-13.4 Provide adequate access to and circulation for public service and priority for public transportation vehicles as part of land use designations and subsequent development as appropriate.

T-13.5 Improve street connectivity to encourage walking, bicycling, transit use, and physical activity.

T-13.6 Support a regional approach to establish common policies and technical procedures for transportation system management and transportation demand management programs that reduce trip making, total miles traveled, and the climate change and air quality impacts associated with development, and improve the efficiency of the transportation system.

T-13.7 Establish consistent commute trip reduction, vehicle-miles-of-travel and single-occupant vehicles goals and consistent methods of measuring progress to ensure consistency and equity.

Goal T-14 To prepare consistent rules and procedures for locating, designing, and constructing transportation facilities and services to minimize and mitigate their adverse impacts on the natural environment, resource lands, or human health.

T-14.1 Design standards and consistent methods to reduce stormwater pollution, improve fish passages, and minimize other adverse impacts on shorelines, water resources, drainage patterns, and soils.

T-14.2 Utilize location criteria that minimize the disruption to natural habitat, flood plains, wetlands, geologically and other environmentally sensitive areas.

T-14.3 Cooperate with the Puget Sound Clean Air Agency, PSRC, and other public agencies to ensure consistency with the transportation control measure requirements of the 1990 Clean Air Act Amendments.

T-14.4 Develop a transportation system that minimizes negative impacts to and promotes human health.

Travel Demand Management

Goal T-15: Increase overall operating efficiency of the transportation system through the effective use of measures that reduce the need to drive alone.

T-15.1 Promote transportation-efficient development and redevelopment, and site public services and facilities where transit, walking, and biking are now or will be viable alternatives to driving alone.

T-15.2 Encourage use of public transportation, ridesharing, biking, and walking by improving access, convenience, and reliability of those options.

T-15.3 Sustain and expand private and public sector programs and services that encourage employees to commute to work by means other than driving alone, or to change commuting patterns through teleworking, flex-time, or compressed work weeks.

T-15.4 Manage parking to improve consistency with transportation demand management objectives.

T-15.5 Promote technologies that enable people to meet their needs without having to travel.

T-15.6 Use travel demand management techniques to provide alternatives during temporary congestion, such as during major construction.

T-15.7 Work to mainstream telework^[Ma43] as a primary transportation demand management strategy among public and private employers.

T-15.8 Strive to meet State Commute Trip Reduction targets for the City.

Actions* *(expand greatly the number and impact of implementation strategies and action items and move under specific Goals and Policies)*

TA-1 Light sidewalks where nighttime use is desired.

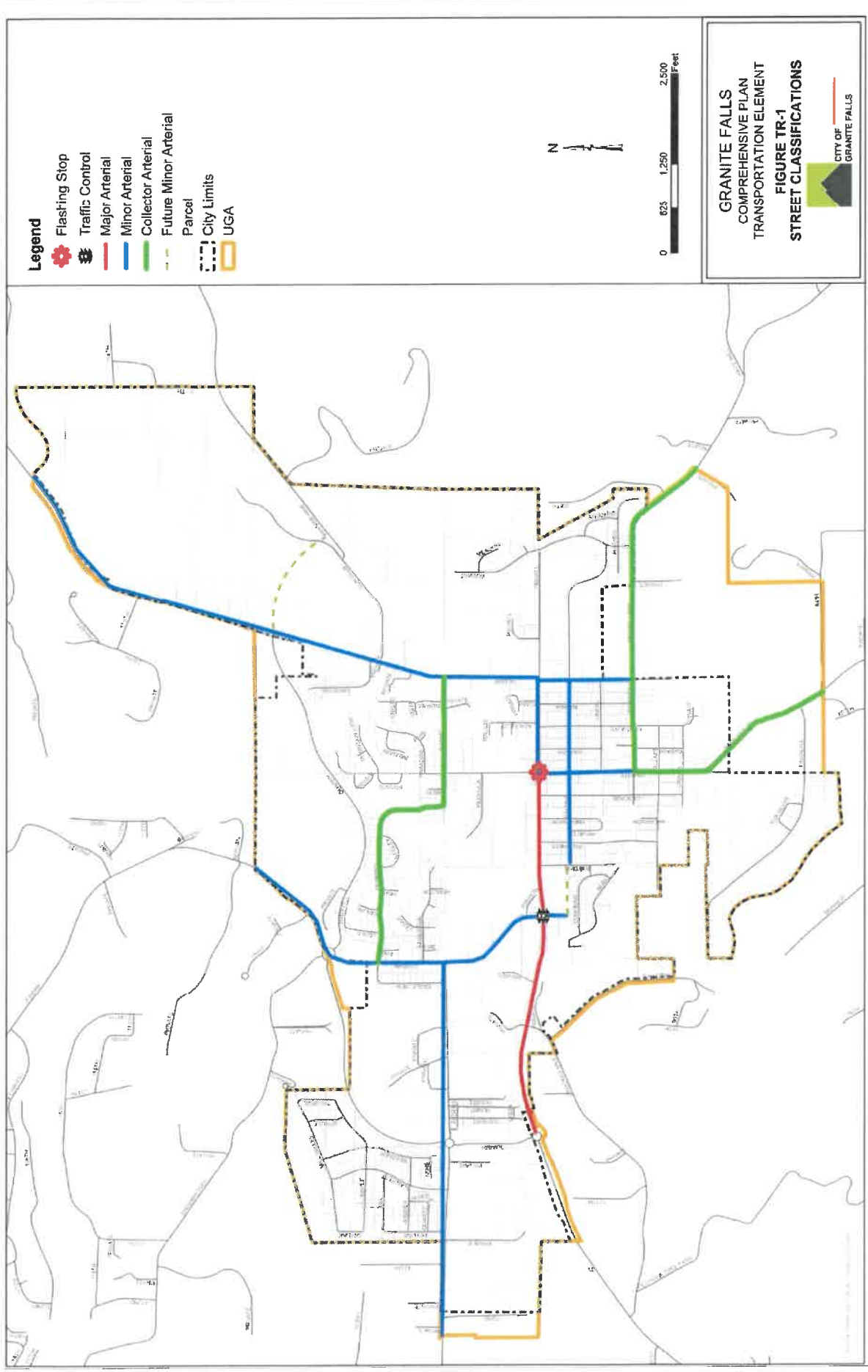
TA-2 Plant street trees in the downtown area.

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. ~~(update and consider whether each of them remains viable action items if they haven't yet been implemented after 29 and 19 years)~~

Figure TR-1



[B44][EJ45]

Figure TR-2

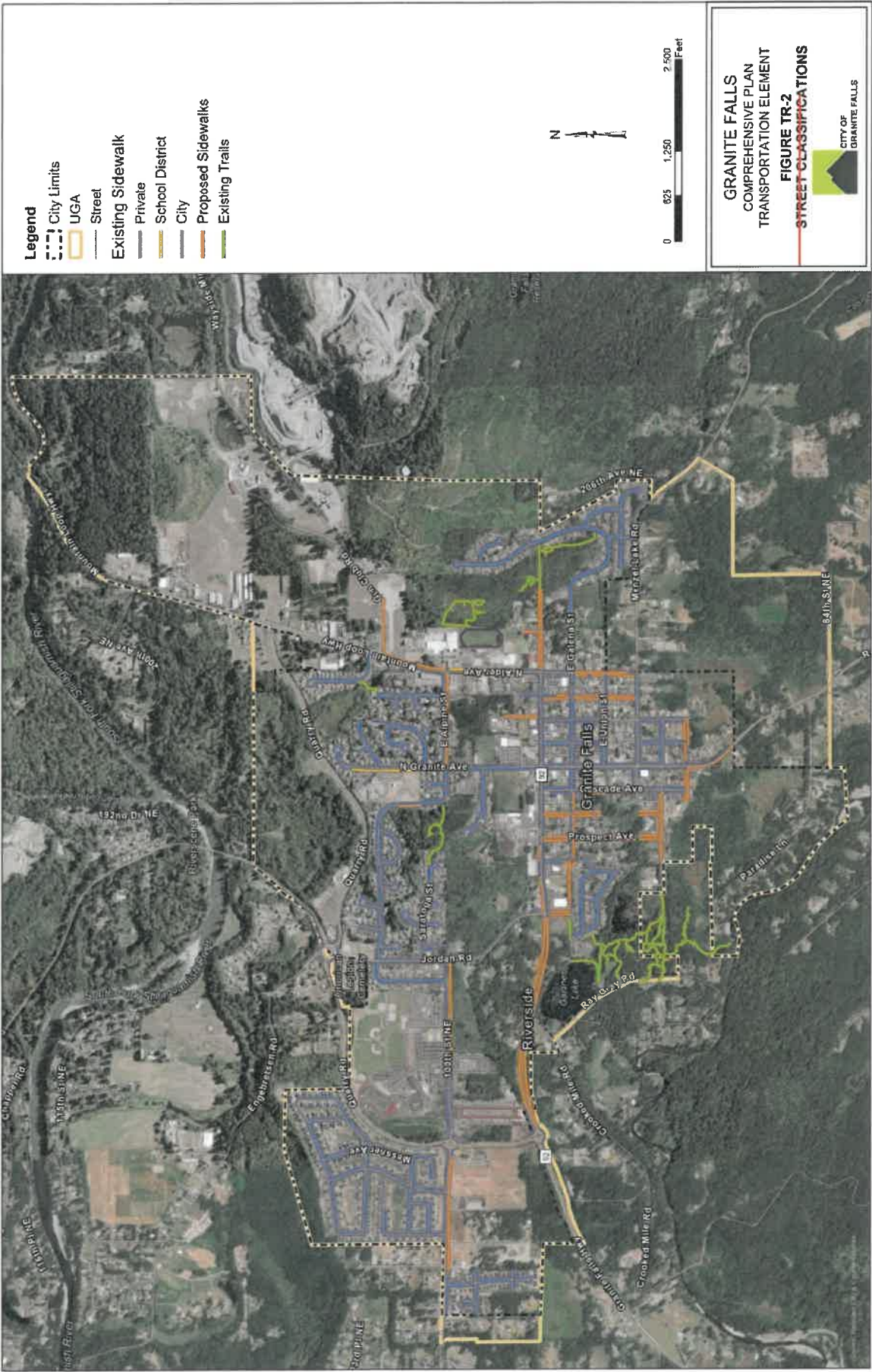
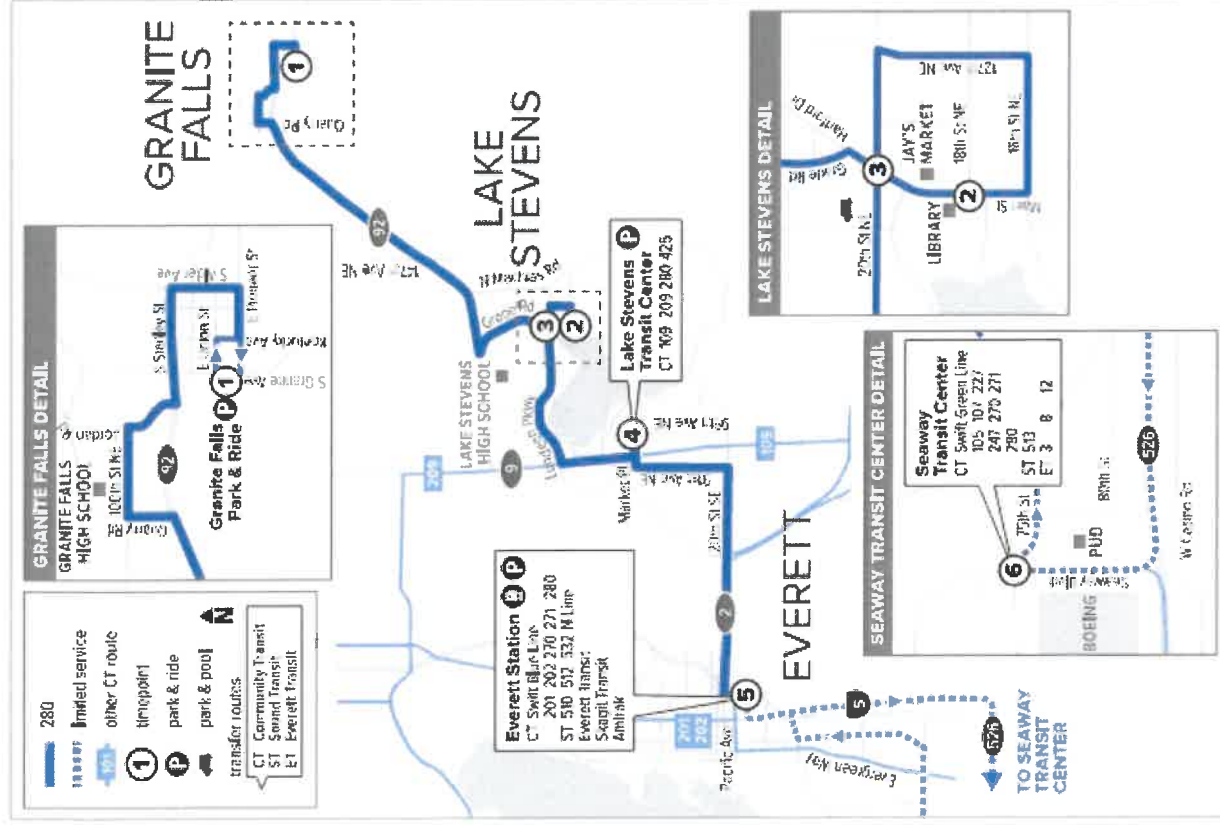


Figure TR-3



Utilities Element

Purpose and Relationship to GMA

The Washington State Growth Management ACT (GMA) requires cities to prepare a Utilities Element consisting of:

- a. An inventory of current capital facilities owned by public entities showing the location and capacities of those public utilities;
- b. A forecast of the future needs for such utilities;
- c. The proposed capacities of expanded or new capital facilities and utilities;
- d. At least a six-year plan that will finance capital facilities within the projected funding capacities and clearly identify sources of public money for such purposes; and
- e. A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities element, and finance plan within the capital facilities plan element are coordinated and consistent.

Under the GMA, a utilities element is required to address all public utilities.

Organization of Utilities Element

This element is presented in three parts:

1. Utilities inventories and needs projections.
2. Utilities revenue sources and amounts.
3. Goals, policies, and actions to provide overall direction for utilities decisions in accordance with the Growth Management Act.

Inventories and Needs Projections

Electrical and Water - Snohomish County PUD provides water and electrical utilities for the City of Granite Falls. As part of this planning process, PUD reviewed this amendment and the agency's comments were addressed. There appears to be no critical level of service issues with water and electrical utilities. The PUD has a Utility Plan for the area that incorporates county growth projections for the next 20 years.

The City of Granite Falls is served by the Snohomish County Public Utility District No. 1 (PUD). State law authorizes PUD and their powers are exercised through an elected Board of Commissioners. The Federal Energy Regulatory Commission directs some basic accounting practices and generation guidelines.

The PUD obtains approximately 80% of its power from Bonneville Power Administration (BPA). The remaining power is supplied from the PUD Jackson Hydro Project and other long-term power contracts with various suppliers. The PUD services all of Snohomish County and Camano Island, including the communities of Arlington, Everett, Granite Falls, Lake Stevens, Lynnwood, Marysville, Mill Creek, Edmonds, Monroe, Snohomish, Stanwood and Woodway.

The PUD uses three major BPA delivery points in Snohomish County as the source for the 115,000-volt transmission system. From these points, the power is delivered via the PUD's transmission system to the District's substations. The PUD electrical transmission system within the Granite Falls area consists of above ground power lines, which are located along 100th Street NE and Jordan Road. The transmission facilities extend along 100th St. and Jordan Road where they terminate at the PUD "Granite Falls Substation."

The PUD "Granite Falls Substation" is located on Jordan Road, to the north of SR 92 and just south of 100th St. NE intersection. At the PUD Granite Falls Substation, the 115,000-volt transmission system voltage is transformed down to a 12,470-volt (12.47kV) *distribution system* voltage. PUD residential, commercial and public customers in the Granite Falls area are served by the 12.47kV distribution system. The PUD electrical distribution system within Granite Falls consists of above and below ground power lines. These distribution system power lines are typically located within the road right-of-way.

The PUD will continue to analyze the electric system and either upgrade and/or extend the electric system facilities as needed to handle the growth. The PUD will continue to provide reliable and safe electric service to the Granite Falls area.

State of Washington law regulates all public utility districts. The Federal Energy Regulatory Commission governs accounting practices of the utility. All rate decisions are the responsibility of the elected PUD commissions. The Snohomish County PUD District No. 1 is also a member of the Western Electricity Coordinating Council.

Natural Gas - Natural gas service is provided by Puget Sound Energy (PSE). Puget Sound Energy (PSE) is a private utility provider of electric and natural gas service to homes and businesses in Puget Sound. With a 6,000 square mile service territory encompassing 10 counties, PSE provides power to more than 1.2 million electric customers and 900,000 natural gas customers. PSE creates 46% of electricity from its own hydro, thermal, solar and wind facilities; the company has 3,500 megawatts of power-generating capacity, and purchases the rest of its power supply from other utilities, independent power producers, and energy marketers across the United States and Canada. In 2022, PSE provided 3,794,770 MWh of renewable energy produced from wind and hydropower facilities. Electric and natural gas planning efforts are integrated and centered on providing safe, reliable, and efficient energy service.

It is a demand-driven utility, meaning that no service is initiated until requested by a specific customer. As natural gas is a competitive energy source, it can be assumed that the demand for it will continue to grow, particularly if substantial savings over other fuels can be effectively demonstrated (Acme, 1993).

Telecommunications - There are several companies providing satellite and fiber optic internet and telephone services in Granite Falls. The primary companies are Zipler Fiber, Comcast Corporation, and DirecTV. The following information was obtained from their respective web sites and other internet sources.

Zipler Fiber, is a telecommunications company based in Kirkland, Washington and is a subsidiary of WaveDivision Capital, a private investment company. The company started operations on May 1, 2020, when it completed its acquisition of Frontier Communications Northwest operations. Zipler Fiber's footprint covers the Pacific Northwest region. Its key offerings include fiber internet and phone for residential customers, Business Fiber Internet, and Zipler Voice services for small businesses; and a variety of internet, networking and voice solutions for enterprise customers. As of June 2020, approximately 30% have access to fiber. Zipler Fiber serves approximately 350,000 customers across four states.

Comcast Corporation (also known as Xfinity) is an American mass media company. It is the largest cable company and home Internet service provider in the United States, and the nation's third largest home telephone service provider. Comcast services U.S. residential and commercial customers in 40 states, including Washington State, and the District of Columbia.

DirecTV provides television and audio services to subscribers through satellite transmissions. Services include the equivalent of many local television stations, broadcast television networks, subscription television services, satellite radio services, and private video services. Subscribers have access to hundreds of channels, so its competitors are cable television service and other satellite-based services.

Utility Goals and Policies

GOAL U-1 To provide adequate, environmentally sensitive, and cost-effective service to all utility customers.

- U-1.1 Promote voluntary conservation of water and other resources.
- U-1.2 Support the conversion of cost effective and environmentally sensitive technologies and energy sources.
- U-1.3 Work with Snohomish County PUD #1 and other utility providers to assure City utility users adequate, cost effective service provisions.
- U-1.4 Whenever appropriate, co-locate utility facilities to maximize land use and cost efficiencies and to minimize construction-related disruption.
- U-1.5 Develop a plan for utility provisions and extensions to accompany annexation proposals.
- U-1.6 Encourage locating power substations in non-residential areas due to low-frequency noise and reception interference.
- U-1.7 Encourage screening and landscaping of power substations to make them compatible with surrounding areas.
- U-1.8 Design, construct, and maintain utility lines in a manner that minimizes environmental impacts.
- U-1.9 Ensure that maintenance, repair, installation, and replacement activities by utility providers are consistent with the City's critical area ordinance.
- U-1.10 Encourage developers to site buildings on lots orienting houses and buildings to maximize solar access.

<ATTACH UTILITIES MAPPING>



Memo

To: City Commission
From: Eric Jensen, Community Development Director
CC: City Manager Brent Kirk
Date: April 4, 2024
Re: **Community Development Report to Planning Commission**

Here is a summary of some recent activity in Community Development:

- A few permits and other planning-related applications were recently reviewed including site plan review, reasonable use exceptions for residential construction near a wetland, business licenses (for Planning review purposes), accessory structures and a home occupation proposal for a dog obedience school.
- Planning review approval was given for the new proposed Fire Station on Gun Club Road. This review also included approval for an alternative landscape plan.
- The proponents of the Miller Properties Comprehensive Plan Amendment and Zoning Map Amendment proposal have recently resubmitted their revised application material. The next step is to place the proposal through environmental review and schedule a Public Hearing before the Planning Commission at their May meeting.
- City staff met with, and approved, a Snohomish Conservation District tree planting mitigation project for new trees to be planted at Jim Hom Park and within the curb bulbs on E. Union Street. The planting will occur on April 8th.
- Staff is working with the officials of American Legion Post 125 on a proposed annexation of the American Legion Cemetery to bring the cemetery into the city limits.

Memo

To: Planning Commission
From: Eric Jensen, Community Development Director
CC: City Manager Brent Kirk
Date: April 4, 2024
Re: **Comp Plan memo to Planning Commission**

Here is a summary of comp plan activity and next week's meeting:

- Work continues on preparing draft chapter updates for all Comp Plan elements. We will next work on reviewing the draft Transportation Element at your meeting on Tuesday.
- Final review of all of the Comp Plan's Housing Element chapter material will occur at the May Planning Commission meeting. Also, we are working on preparing for a community engagement approach utilizing interviews with select folks in affected communities and/or those working with subject individuals or groups as we address Racially Disparate Impact issues.
- The next draft comp plan element chapter is Utilities which I recently sent out to you folks. If there is reasonable time left on Tuesday night after discussing the Transportation draft, you may choose to continue the meeting and discuss the Utilities draft... or to hold it over to the May meeting.
- I endeavor to get the draft Capital Facilities chapter to you soon, but I am still trying to make some final tweaks to the data and collecting further important information. Regardless, you will receive it well in advance of when it will be reviewed at an upcoming PC meeting.

City Clerk Staff Report March 20, 2024

Business Licenses (outside City):

Snohomish County Dumpster Rentals LLC
11729-81st Ave. NE
Marysville, WA 98271
Equipment rental, solid waste disposal

Prime Septic LLC
844 Panorama Ridge
Mount Vernon, WA 98273
Septic tank pumping, septic tank services

Incredibars (Desynadinos, Tasha Anna)
21013 Menzel Lake Road
Granite Falls, WA 98252
Bakery, retail & wholesale

McDowell Northwest Pile King, Inc.
18905-84th Ave. S.
Kent, WA 98032
Piling contractor

Overhead Innovations, LLC
16537 Vail Loop SE
Rainier, WA 98576
Overhead door-install, repair

Building Permits Issued:

<i>ABCMCDANIEL, LLC</i> 9504 Jordan Rd. Installation of HVAC per plans including (8) rooftop package units with economizers, (2) exhaust fans	<i>Building Permit #2024-006</i>
---	----------------------------------

<i>Charlene Webb</i> 316 S. Kentucky Ave. Residential Forced Air Furnace	<i>Building Permit #2024-013</i>
--	----------------------------------

<i>ABCMCDANIEL, LLC</i> 9504 Jordan Rd. Installation of 9-foot-high monument sign	<i>Building Permit #2024-015</i>
---	----------------------------------

City Clerk Absence:

I am off to the Washington Municipal Clerk's Conference in Yakima, WA along with Becky the week of March 18th.

City Clerk Staff Report April 3, 2024

Business Licenses (inside City):

Divine Creations (Jirak, Darci Laine)
805 E. Stanley St.
Granite Falls, WA 98252
Handmade bath salts

Caremma Professionals LLC
9613 Hawkins Ave
Granite Falls, WA 98252
Teaching work skills

Business Licenses (outside City):

Select Automotive Center (Lake Stevens Automotive LLC)
9015 Vernon Rd., Ste. 8
Lake Stevens, WA 98258
Auto parts sales and repair services

Heath Northwest (JJ & D Signs Inc)
12830 Interurban Ave. S.
Tukwila, WA 98168
Service and installation of signs

Greenworks Electric LLC
112 N 168th St.
Shoreline, WA 98133
Electrical contractor

Cascade Fence, Inc.
1209 Ferguson Park Rd.
Snohomish, WA 98290
Fence construction

Building Permits Issued:

Cathy Luedert
308 S. Kentucky Ave.
New 484 SF Residential Garage

Building Permit #2024-016