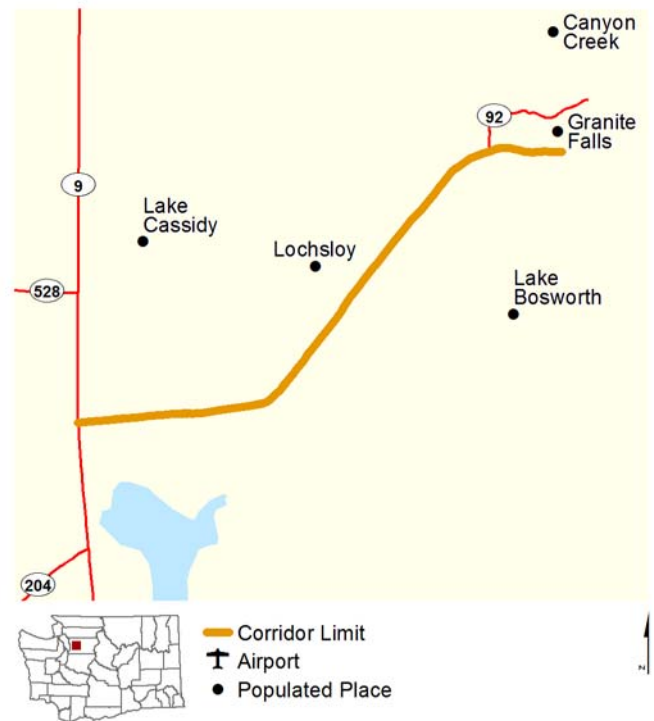


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User Guide for Corridor Sketch Summaries prior to using information on this corridor:

SR 92: SR 9 Jct to Granite Falls

This eight-mile east-west corridor, also known as Granite Falls Highway, runs between the State Route 9 intersection and the roundabout intersection with Quarry Road within the city of Granite Falls. The corridor runs the entire length of SR 92, passing through the city of Lake Stevens, the census designated area of Lochsloy in Snohomish County, and the city of Granite Falls. Land uses along the corridor are primarily aligned with small town and rural development. The corridor has multi-family residential and suburban, single-family residential development in Lake Stevens before moving outside of the Urban Growth Area. Land use then becomes rural, with low-density development throughout Lochsloy and Snohomish County. Land use outside of the two cities is primarily agricultural. The terrain along a majority of the corridor is generally flat. Near Granite Falls, the terrain transitions to rolling hills. Vegetation along the corridor is a combination of deciduous and conifer trees and open farmland.



Current Function

SR 92 is located in Snohomish County, linking Lake Stevens and Granite Falls. The corridor is made up entirely of SR 92, and connects SR 9 to the Mountain Loop Highway in Granite Falls, serving as the primary connector to Granite Falls and the surrounding rural area. SR 92 provides an east-west connection from Lake Stevens to more rural areas moving to the northeast. The corridor functions as a commuter and recreational corridor, providing connections to local recreational and employment facilities in the surrounding cities of Marysville and Arlington, and the Mt Pilchuck State Park. The segment provides direct access to Lake Stevens, Lochsloy, and Granite Falls. This route is a freight corridor and moves goods to local and regional locations along the highway. Community Transit provides service for the entire corridor and one park and ride is easily accessible off of the segment in Granite Falls. Pedestrian and bicyclist use of the corridor is not permitted, and there are no trails available near the corridor.

Future Function

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same.

Highlights and Performance

SR 92 is a four-lane, undivided, unsignalized highway at the SR 9 junction, and quickly narrows to two lanes for the rest of its length. The corridor has two signalized and multiple stop-controlled intersections. It also occasionally includes a center turn lane. The annual average daily traffic on this corridor is highest at the SR 9 junction and lowest at the Mountain Loop Highway in Granite Falls.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- The corridor has a low climate change vulnerability rating.
- The corridor has no habitat connectivity or environmental deficiency sites.

What needs to change?

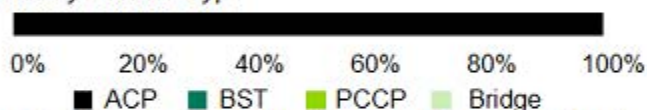
- Approximately 16% of surveyed pavements on the corridor are in poor to very poor condition.
- There are no pedestrian or bicyclist facilities on the corridor.
- There are fish passage barriers present on the corridor.

WSDOT monitors the state system in ongoing efforts to track asset performance. For this corridor, WSDOT finds:

High	Low	
17,065	4,930	Annual Average Daily Traffic (AADT)
14.2%	10.8%	Bus/Truck Percent
16.81		Number of Lane Miles
7		# of Signalized/Stop Controlled Intersections
\$18,033,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

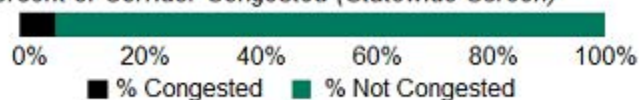


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	33.3% Passable	66.7% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	100% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	1 High Priority Miles
Stormwater Treatment	29 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
2	Wetland Mitigation Locations	
None	Historical Bridges	

1) 2015 data unless otherwise noted. 2) For more information see the User Guide for Corridor Sketch Summaries at <http://bit.ly/WSDOTcorridorsketch>

What we heard from our partners

WSDOT collected feedback from agency partners. Key themes included:

- Desire for intersection control at SR 92 and Grade Rd.
- Desire for bicyclist and pedestrian infrastructure for first and last mile connections to transit.

Strategies

WSDOT identified the following strategies and associated actions to keep the corridor working well and address performance gaps. Regional partners collaborated on high-level mobility strategies. The identified strategies are not meant to be all-inclusive, nor an established list of priorities. Further evaluation is needed before any strategy can be recommended as a solution to address performance. Project funding decisions will take place at the programming phase, and are subject to statewide prioritization. For more strategy information, visit the Corridor Sketch Summary User Guide.

Policy Goals / Strategies Description and Near-Term Actions

Economic Vitality

Under Development	<i>WSDOT will continue to work with partners in developing strategies to address economic vitality.</i>
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Environment

Protect and Maintain	<i>Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).</i>
Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
Fish Barrier Retrofit	<i>WSDOT has prioritized the removal of state-owned culverts that block habitat for salmon and steelhead. See interactive map of uncorrected fish barriers at http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.</i>

Mobility

Assessment	<i>Further information about the proposed strategies can be found attached at the end of this document.</i>
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Preservation

Maintenance	<i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance on snow and ice control, clean stormwater, and pavement repair.</i>
Pavement	<i>WSDOT has identified two Pavement actions in the next six years encompassing 84% of the corridor.</i>

Stewardship

Planning	<i>Under Practical Solutions, the Corridor Sketch Initiative identifies corridor performance, and assesses alternative strategies to improve the quality, effectiveness, and efficiency of the transportation system.</i>
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For more information

To find out more information about this corridor or how to get involved, please contact:

Nazmul Alam

Corridor Planning Manager
WSDOT Management of Mobility Division
206-464-1267
alamn@wsdot.wa.gov

Washington State Department of Transportation's Corridor Sketch Initiative is a set of planning activities that engage our partners to define the context and performance information for all of the state's 304 highway corridors. The Corridor Sketch complements and supports regional planning processes in Washington. It is not intended to duplicate, substitute or compete with other planning efforts; nor is it intended to generate lists of projects.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the event sponsor (enter name of event sponsor and phone number), by (insert date-usually two weeks advance notice). Persons who are deaf or hard of hearing may contact the event sponsor through the Washington Relay Service at 7-1-1.

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Este material se puede hacer disponible en un formato alternativo por correo electrónico al equipo de Asuntos de diversidad/ADA WSDOT en wsdotada@wsdot.wa.gov o llamando gratis, 855-362-4ADA (4232). Personas sordas o con problemas de audición pueden solicitar llamando el relé de estado de Washington al 711.

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