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**WAC 365-196-840
Concurrency.**

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(1) Purpose.

(a) The purpose of concurrency is to assure that those public facilities and services necessary to support development are adequate to serve that development at the time it is available for occupancy and use, without decreasing service levels below locally established minimum standards.

(b) Concurrency describes the situation in which adequate facilities are available when the impacts of development occur, or within a specified time thereafter. Concurrency ensures consistency in land use approval and the development of adequate public facilities as plans are implemented, and it prevents development that is inconsistent with the public facilities necessary to support the development.

(c) With respect to facilities other than transportation facilities counties and cities may fashion their own regulatory responses and are not limited to imposing moratoria on development during periods when concurrency is not maintained.

(2) Determining the public facilities subject to concurrency. Concurrency is required for locally owned transportation facilities and for transportation facilities of statewide significance that serve counties consisting of islands whose only connection to the mainland are state highways or ferry routes. Counties and cities may adopt a concurrency mechanism for other facilities that are deemed necessary for development. See WAC [365-196-415\(5\)](#).

(3) Establishing an appropriate level of service.

(a) The concept of concurrency is based on the maintenance of specified levels of service with respect to each of the public facilities to which concurrency applies. For all such facilities, counties and cities should designate appropriate levels of service.

(b) Level of service is typically set in the capital facilities element or the transportation element of the comprehensive plan. The level of service is used as a basis for developing the transportation and capital facilities plans.

(c) Counties and cities should set level of service to reflect realistic expectations consistent with the achievement of growth aims. Setting levels of service too high could, under some regulatory strategies, result in no growth. As a deliberate policy, this would be contrary to the act.

(d) Counties and cities should coordinate with and reach agreements with other affected purveyors or service providers when establishing level of service standards for facilities or services provided by others.

(e) The level of service standards adopted by the county or city should vary based on the urban or rural character of the surrounding area and should be consistent with the land use plan and policies. The county or city should also balance the desired community character, funding capacity, and traveler expectations when adopting levels of service for transportation facilities. For example a plan that calls for a safe pedestrian environment that promotes walking or one that promotes development of a bike system so that biking trips can be substituted for auto trips may suggest using a level of service that includes measures of the pedestrian environment.

(f) For transportation facilities, level of service standards for locally owned arterials and transit routes should be regionally coordinated. In some cases, this may mean less emphasis

on peak-hour automobile capacity, for example, and more emphasis on other transportation priorities. Levels of service for highways of statewide significance are set by the Washington state department of transportation. For other state highways, levels of service are set in the regional transportation plan developed under RCW 47.80.030. Local levels of service for state highways should conform to the state and regionally adopted standards found in the statewide multimodal transportation plan and regional transportation plans. Other transportation facilities, however, may reflect local priorities.

(4) Measurement methodologies.

(a) Depending on how a county or city balances these factors and the characteristics of travel in their community, a county or city may select different ways to measure travel performance. For example, counties and cities may measure performance at different times of day, week, or month (peak versus off-peak, weekday versus weekend, summer versus winter). A city or county may choose to focus on the total multimodal supply of infrastructure available for use during a peak or off-peak period. Counties and cities may also measure performance at different geographic scales (intersections, road or route segments, travel corridors, or travel zones or measure multimodal mobility within a district).

(b) In urban areas, the department recommends counties and cities adopt methodologies that analyze the transportation system from a comprehensive, multimodal perspective, as authorized by RCW 36.70A.108. Multimodal level of service methodologies and standards should consider the needs of travelers using the four major modes of travel (auto, public transportation, bicycle, and pedestrian), their impacts on each other as they share the street or intersection, and their mode specific requirements for street and intersection design and operation.

(c) Although level of service standards and measurement methodologies are interrelated, changes in methodology, even if they have an incidental effect on the resulting level of service for a particular facility, are not necessarily a change in the level of service standard.

(5) Concurrency regulations.

(a) Each planning jurisdiction should produce a regulation or series of regulations which govern the operation of that jurisdiction's concurrency management system. This regulatory scheme will set forth the procedures and processes to be used to determine whether relevant public facilities have adequate capacity to accommodate a proposed development. In addition, the scheme should identify the responses to be taken when it is determined that capacity is not adequate to accommodate a proposal. Relevant public facilities for these purposes are those to which concurrency applies under the comprehensive plan. Adequate capacity refers to the maintenance of concurrency.

(b) Compliance with applicable environmental requirements, such as ambient air quality standards or water quality standards, should have been built into the determination of the facility capacities needed to accommodate anticipated growth.

(c) The variations possible in designing a concurrency management system are many. However, such a system could include the following features:

(i) Capacity monitoring - a process for collecting and maintaining real world data on use for comparison with evolving public facility capacities in order to show at any moment how much of the capacity of public facilities is being used;

(ii) Capacity allocation procedures - a process for determining whether proposed new development can be accommodated within the existing or programmed capacity of public facilities. This can include preassigning amounts of capacity to specific zones, corridors or areas on the basis of planned growth. For any individual development this may involve:

(A) A determination of anticipated total capacity at the time the impacts of development occur.

(B) Calculation of how much of the total capacity will be used by existing developments and other planned developments at the time the impacts of development occur. If a local government does not require a concurrency certification or exempts small projects from the normal concurrency process, it should still calculate the capacity used and subtract that from the capacity available.

(C) Calculation of the amount of capacity available for the proposed development.

(D) Calculation of the impact on capacity of the proposed development, minus the effects of any mitigation provided by the applicant. (Standardized smaller developments can be analyzed based on predetermined capacity impact values.)

(E) Comparison of available capacity with project impact. For any project that places demands on public facilities, cities and counties must determine if levels of service will fall below locally established minimum standards.

(iii) Provisions for reserving capacity - A process of prioritizing the allocation of capacity to proposed developments. This process might include one of the following alternatives:

(A) Setting aside a block or blocks of available or anticipated capacity for specified types of development fulfilling an identified public interest;

(B) Adopting a first-come, first-served system of allocation, dedicating capacity to applications in the order received; or

(C) Adopting a preference system giving certain categories or specified types of development preference over others in the allocation of available capacity.

(6) Regulatory response to the absence of concurrency. The comprehensive plan should provide a strategy for responding when approval of any particular development would cause levels of service for concurrency to fall below the locally adopted standards. To the extent that any jurisdiction uses denial of development as its regulatory response to the absence of concurrency, consideration should be given to defining this as an emergency for the purposes of the ability to amend or revise the comprehensive plan.

(a) In the case of transportation, an ordinance must prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan unless improvements or strategies to accommodate the impacts of development are made concurrent with the development.

(i) These strategies may include increased public transportation service, ride sharing programs, demand management, and other transportation systems management strategies.

(ii) "Concurrent with development" means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

(b) If the proposed development is consistent with the land use element, relevant levels of service should be reevaluated.

(c) Other responses could include:

(i) Development of a system of deferrals, approving proposed developments in advance but deferring authority to construct until adequate public facilities become available at the location in question. Such a system should conform to and help to implement the growth phasing schedule contemplated in the land use and capital facilities elements of the plan.

(ii) Conditional approval through which the developer agrees to mitigate the impacts.

(iii) Denial of the development, subject to resubmission when adequate public facilities are made available.

(iv) Redesign of the project or implementation of demand management strategies to reduce trip generation to a level that is within the available capacity of the system.

(v) Transportation system management measures to increase the capacity of the transportation system.

(7) Form, timing and duration of concurrency approvals. The system should include provisions for how to show that a project has met the concurrency requirement, whether as part of another approval document (e.g., permit, platting decisions, planned unit development) or as a separate certificate of concurrency, possibly a transferable document. This choice, of necessity, involves determining when in the approval process the concurrency issue is evaluated and decided. Approvals, however made, should specify the length of time

that a concurrency determination will remain effective, including requirements for development progress necessary to maintain approval.

(8) Provisions for interjurisdictional coordination - SEPA consistency. Counties and cities should consider integrating SEPA compliance on the project-specific level with the case-by-case process for concurrency management.

[Statutory Authority: RCW 36.70A.050 and 36.70A.190. 10-03-085, § 365-196-840, filed 1/19/10, effective 2/19/10.]

TRANSPORTATION DEMAND MANAGEMENT (TDM)

TDM programs promote the use of travel modes other than the single-occupant vehicle (SOV), shift trips out of peak travel periods, and enable elimination of certain types of trips. TDM helps solve transportation-related air pollution, energy, and congestion problems by helping move more people in fewer vehicles and reducing vehicle miles traveled. TDM promotes alternatives to SOVs, such as transit, car and vanpools, biking and walking, alternative work schedules, and telecommuting. These alternatives increase transportation system efficiency and can forestall the need for costly capacity improvements.

TDM focuses on work-related commuting because traffic congestion is heaviest on weekdays when people are traveling to and from work. Efforts to change commuter behavior need the participation of employers, who can reach commuters (their employees) with information about alternatives to SOVs.

Employers can help change commuting behavior by offering flex time, ride matching, telecommuting, and alternative work schedule programs; bicycle parking and lockers; and "guaranteed ride home" for family emergencies or times when an employee must work late. Preferential parking and lower parking charges for car and vanpools, and transit pass and other transportation allowances are incentives that employers can offer. Disincentives, such as restricted parking or parking charges, can also be used to influence commuting decisions.

At the present time there is no need for TDM in Franklin County. However, the county will develop a TDM plan at such time travel demands exceed level of service standards.

INTERGOVERNMENTAL COORDINATION

Franklin County and the Cities within the county are member jurisdictions of the Benton-Franklin-Walla Walla Regional Transportation Planning Organization. Therein, there is coordination of routes crossing jurisdictional boundaries as to functional classification, design standards, and proposed improvement projects. Furthermore, countywide planning policies in the comprehensive plan are coordinated with the cities.

TRANSPORTATION GOALS AND POLICIES

Growth Management Act

The Washington Growth Management Act identifies transportation facilities planning, and efficient multi-modal transportation systems based on regional priorities and coordinated with local comprehensive plans, as a planning goal to guide the development and adoption of comprehensive plans and development regulations [RCW 36.70A.020(3)]. In addition, it identifies a transportation element as a mandatory element of a county or city comprehensive plan [RCW 36.70A.070(6)]. The transportation element must include:

- (a) land use assumptions used in estimating travel;
- (b) estimated traffic impacts;
- (c) an inventory of transportation facilities and services needs and LOS;

- (d) finance an analysis of funding capability and a multiyear financing plan based on the needs identified in the comprehensive plan coordinated with the 6-Year TIP;
- (e) intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions; and
- (f) demand-management strategies;
- (g) Pedestrian and bicycle component.

Countywide Transportation Goals and Policies

County-wide planning policies encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with city comprehensive plans; promote county/city participation in the RTPO; and promote coordination across jurisdictional boundaries. Policies also address concurrency of developments with infrastructure improvements; compatibility of land use and transportation facilities; encourage non-motorized facilities; and promote mobility for all people, goods, and services.

These transportation goals and policies, along with those in the Land Use Element, will coordinate and guide orderly growth and infrastructure development for the foreseeable future. They are intended to increase predictability and provide for timely decisions to perpetuate an efficient transportation system as the County and its cities grow. The motorized and non-motorized transportation system will continue to play an integral part in the economic success or failure of downtown areas. These goals and policies are critical to the long-term interests of the county, including livability, economic vitality, and environmental preservation; support the long-range circulation plan; and address managing land use change by developing facilities and services in a manner that directs and controls land use patterns and intensities.

GOAL 1 - *To ensure that transportation facilities and services needed to support development are available concurrent with the impacts of such development, which protects investments in existing transportation facilities and services, maximizes the use of these facilities and services, and promotes orderly compact growth.*

Policies:

1. Adopt and enforce ordinances that prohibit development approval if the development causes the level of service of transportation facilities to decline below LOS "C".
2. Accommodate development only when the required street and road improvements have been made prior to or concurrent with actual development. Concurrency indicates that facilities are available within six years of the development.
 - a. Payment of mitigation fees is considered concurrency.
 - b. Required improvements included and funded in the six-year TIP constitutes concurrency.

3. Maintain concurrency between transportation and development by requiring binding site plans for all commercial and industrial development.
4. Require new subdivision development to be improved to county road standards.
5. Platted but undeveloped right of way should not be permitted to be used for residential access until the roadway has been developed to adopted standards and accepted by the county.
6. Obtain future roadway rights of way or easements prior to or concurrent with developments to facilitate access to adjoining future developments.
7. Require residential, commercial, and industrial developments to facilitate pedestrian, bicycle, and motorized transportation when deemed appropriate.
8. Require developers/project applicants to finance all on-site and necessary off-site transportation improvements required to mitigate project impacts. Level of service must be defined when devising impact fee formulae.

GOAL 2 - *To develop, maintain and operate a balanced, safe, and efficient multi-modal transportation system to serve all persons, special needs populations and activities in the county.*

Policies:

1. Provide appropriate standards for new roadways and upgrade of existing roadways with an emphasis on paving existing gravel roads.
2. Form Local Improvement Districts (LIDs) to improve existing substandard roadways, including provision of sidewalks and bicycle accommodation where appropriate, with costs repaid through local tax assessments.
3. Regularly schedule data collection and analysis, including traffic and accident data, to support studies, planning and operational activities.
4. Maintain a current road system plan for the county and its rural settlement areas that is consistent with the Land Use Element and meets the circulation needs of the residents, businesses, and industry.
 - a. Maintain an annually updated listing of prioritized road improvement needs based on the Transportation Element.
 - b. Annual updates of the six-year Transportation Improvement Program (TIP) shall be consistent with this plan.
5. Connect all transportation modes by coordinating planning of transportation programs, operation of facilities, and project site design.

6. All-Weather surface truck routes to serve existing and future agricultural, commercial, and industrial areas for the orderly and efficient movement of freight and goods.
7. Encourage the improvement and establishment of terminal facilities to enhance agricultural, commercial, and industrial use.
8. Preserve opportunities for industrial development that could be enhanced by accessibility to rail service.
9. Preserve existing rail infrastructure and rail service within the county.
10. Continue to give top priority to maintenance and preservation of existing transportation facilities and services.
11. Provide a safe and efficient transportation and circulation system that addresses the needs of the county residents, promotes and supports the desired land use pattern, and is developed concurrent with new growth.
 - a. The county shall make every effort to provide all segments of the population with safe and convenient access from their homes to places of employment, shopping, recreation, and to public facilities and services.
12. Encourage cooperation between governmental and private enterprises to increase overall safety awareness.
13. Investigate traffic calming measures to reduce automobile speeds in pedestrian areas such as residential neighborhoods and school zones.
14. Provide appropriate traffic control measures.
15. Provide safe crossings at potentially hazardous locations for pedestrians and bicyclists.
16. Upgrade at-grade railroad crossings to provide rubber or concrete crossing materials.
17. Promote energy efficient modes of transportation such as high occupancy vehicles, bicycling, and walking.

GOAL 3 - *To recognize bicycle and pedestrian movement as basic means of circulation and to assure adequate accommodation of bicycle, pedestrian, and physically challenged persons needs in all transportation policies and facilities.*

Policies:

1. Strive to provide a system of bicycle routes and pedestrian walkways that link neighborhoods and public facilities and that enhance the walking and bicycling experience.

- a. Determine where bicycle and pedestrian routes should be designated and encourage their construction and use.
 - b. Link schools, parks, sport and commercial areas, and other public and semi-public facilities with pedestrian and bicycle facilities.
 - c. Provide illumination at potentially hazardous road crossings.
 - d. Sign and delineate designated bike routes.
 - e. Purchase and install bicycle racks at parks, and other high-use areas.
2. Take advantage of corridors such as power lines, surplus rail and road rights of way, buffer zones, and public lands for multiple use trails and pathways.
 3. Require single and multi-family residential development to provide bicycle friendly roads within the development and to the nearest improved roadway.
 4. Develop and/or adopt design standards for bicycle friendly roads, sidewalks, crosswalks, bike racks, and multiple use trails and pathways.
 5. Require new and improved commercial centers to be located and designed to facilitate access and circulation by alternative transportation modes.
 6. Maintain roadways, sidewalks and pathways in a safe condition.
 7. Promote educational programs to enhance the safety and practicality of travel by bicycle.
 8. Promote the enforcement of traffic laws for bicycle transportation.
 9. Identify and include appropriate pedestrian and bicycle elements in major roadway improvement projects to be included in the six-year TIP.
 10. Include stand-alone pedestrian and bicycle projects in the six-year TIP.
 11. Actively seek state and federal grants for non-motorized transportation improvement projects.

GOAL 4 - *To minimize the segmentation, loss, and compromising of agricultural lands and productivity resulting from new road construction.*

Policies:

1. Where terrain permits, new roads shall continue the current grid system of roads and property lines.

GOAL 5 - *To manage, conserve and protect the county's natural resources through a balance of development activities complemented with sound environmental practices.*

Policies:

1. Facilities associated with transportation and circulation should be located and designed with respect to such natural features as topography, soils, geology, floodplains, streams, shorelines, marshes, and aquifer recharge areas.
2. Route new roadways to avoid encroaching on natural preserves, parks and recreation areas and identified critical areas, and to preserve scenic areas and open spaces.
3. Strive to plan, construct, and maintain transportation facilities in such a manner as to promote positive social, economic, and environmental impacts.
4. Provide adequate review procedures to ensure that transportation projects and improvements protect aesthetic values.
5. Ensure the preservation and construction of the natural and built environments through proper management and allocation of land uses and transportation facilities.

GOAL 6 - *To actively influence the future character of the county by managing land use change and by developing facilities and services in a manner that directs and controls land use patterns and intensities.*

Policies:

1. Review development proposals, rezoning and vacating petitions, variance requests, subdivision plats and commercial and industrial construction site plans to ensure coordination with the Transportation Element.
2. Establish procedures to ensure that development does not encroach upon future right-of-way needs.
3. Develop a transportation system that meets the circulation needs of commercial and industrial development.
4. Encourage commercial developments to use joint access points to aid in traffic control and to protect and enhance the carrying capacity of the transportation system.
5. Maintain a current road system plan for the county and its rural settlement areas that is consistent with the Land Use Element and meets the circulation needs of its citizens and businesses, and that will serve to attract future businesses.

6. To the extent feasible, continue the grid system of roads and blocks in new developments.
7. Encourage major traffic generators such as schools, churches, shopping, and industrial areas to locate on or near arterials and collector streets.
8. Coordinate land use and public works planning activities with an on-going program of financial forecasting for needed transportation facilities and services. Utilize the county's long range financial management plan as a guide for:
 - a. Monitoring the overall effectiveness of the Transportation Element; and
 - b. Balancing land use decisions with the county's financial capability to provide transportation facilities and services.
9. Protect and pursue acquisition of land needed to connect existing and planned rights of way.
10. Support the implementation of infrastructure needs adjacent to urban growth areas such as the Lind Road/SR 395 Interchange at Connell and the "A" Street/SR 12 interchange at Pasco.

GOAL 7 - *To provide a comprehensive system of parks and open spaces that responds to the recreational, cultural, environmental and aesthetic needs and desires of the County's residents.*

Policies:

1. Assure provision of adequate transportation infrastructure, including bicycle and pedestrian facilities, to meet access needs to the County's existing and proposed parks, playgrounds, and open spaces.
 - a. Provide vehicle parking, bicycle racks and facilities for the physically impaired.

GOAL 8 - *To provide a local transportation system that is coordinated and consistent with the regional transportation network.*

Policies:

1. Coordinate with the cities, the RTPO, WSDOT, and other affected groups and agencies to establish an integrated planning effort that ensures consistency and compatibility between transportation plans and Goals.
2. Coordinate with the State Department of Transportation in the review of development requests adjacent to or impacting state routes.

- a. Provide an environmental buffer strip between state routes and adjacent uses to minimize disturbance due to noise and other highway impacts.
3. Involve affected neighborhoods and other interested citizens and groups in the planning of road improvement projects.
4. Public awareness and review should be an integral part of any proposed transportation plan, program, or project.

GOAL 9 - *To secure funding through grants, mitigations, and general funds for safety and capacity measures to maintain adopted LOS standards.*

Policies:

1. Pursue federal and state grants.
2. Use an environmental mitigation system that identifies:
 - a. Safety and capacity improvements based on projected LOS deficiencies.
 - b. Costs of improvements needed to mitigate increased traffic reflected in the annual capital improvement plan update.
 - c. Fair share costs determined from the capacity improvement cost and the 20-year increase in traffic. (Update annually for newly added projects and mitigation of fair share costs.)
 - d. Mitigation assessments, determined by the number of development trips and the capacity or safety improvement fair share cost.
 - e. Mitigation assessments that may be used for identified capacity or safety improvements.
3. Update the capital improvement plan annually; adding new projects and deleting completed projects.

GOAL 10 - *To provide public transportation service accessibility for elderly, disabled, low and moderate income, youth, and other mobility disadvantaged people between northern Franklin County communities and the Tri-Cities.*

Policies:

1. Pursue inclusion in Ben Franklin Transit's Public Transportation Benefit Area when need and public sentiment become evident.
 - a. Periodically sample public interest.
2. Consider implementation of shuttle van services to the Tri-Cities, including coordination of interconnecting bus, train, and plane schedules.

- a. Plan for a park and ride lot/transit center, likely at Connell.
3. Support future transit feasibility by encouraging and facilitating high-density residential development in the rural towns and settlement areas.

Transportation Element

Introduction

The Growth Management Act has very specific requirements for comprehensive plan transportation elements. To meet these Transportation Element requirements, the City of Pasco maintains within the Volume 2 transportation element an inventory of existing facilities, land use assumptions, travel forecasts, LOS standards, current and future transportation needs, and a transportation financial plan in addition to other GMA required information. In this chapter, the transportation goals and policies are presented. Together with the information in Volume 2, the goals and policies provide the basis for transportation infrastructure decisions pursuant to the GMA. Since transportation infrastructure and services are also provided by the state, regional government, and the cities and towns, the Transportation Element is intended to complement those other systems and networks.

Three aspects of the Transportation Element have a direct bearing on transportation project programming and funding through the Six-Year Transportation Improvement Program (Six-Year TIP). These are: (1) transportation policies; (2) existing and future transportation needs (based on LOS); and (3) the transportation financial plan. The transportation policies are used to give general direction for transportation improvement investments. Along with the near-term prioritized improvement projects, the LOS based transportation needs are used to select potential future projects. The transportation financial plan is used to produce a financially feasible six-year plan. Thus, the Transportation Element provides a framework for use in transportation investment decisions.

Growth Management Mandate

Development of this chapter was guided in particular by the following GMA Planning Goal:

Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with County and City Comprehensive Plans.

The state goals, in turn, led to the following Countywide Planning Policies (CPP) that provide specific guidance to the analysis and policies developed in this Element (note that only those policies or portions pertaining to infrastructure are included here):

POLICY NO. 1

Policies to Implement RCW 36.70A.020. The Comprehensive Plans of Franklin County and each of its cities therein shall be prepared and adopted with the objective to facilitate economic prosperity by accommodating growth consistent with the following:

- 3. **Transportation:** Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.*

POLICY NO. 3

Policies for promotion of contiguous and orderly development and the provision of urban services to such development. RCW 36.70A.210(3)b.

A) Joint county/city standards shall be established for development within each individual urban growth boundaries, but beyond corporate limits of cities. It is in the public interest that joint standards be developed to preclude the creation of substandard infrastructure and property division that would burden the public with unnecessary costs to correct. These standards should include:

- 1) Street locations, both major and secondary;*
- 2) Street right-of-way widths;*
- 3) Street improvement widths;*
- 4) Street improvement standards;*
- 6) Curbs and gutters;*
- 7) Sidewalks for secondary streets;*
- 8) Road construction standards;*
- 9) Cul-de-sac, location and dimensions;*
- 11) Street lights, conduit, fixtures, locations;*
- 16) Collection and use of development impact fees as appropriate;*

POLICY NO. 5

Policies for county-wide transportation facilities and strategies. RCW 36.70A.210(3)d.

A) Maintain active county-city participation in the Regional Transportation Policy Organization in order to facilitate city, county, and state coordination in planning regional transportation facilities and infrastructure improvements to serve essential public facilities including Port District facilities and properties.

POLICY NO. 9

Policies for the analysis of fiscal impacts: RCW 36.70.210(3)p.

A) Construction design and placement standards for roads, intersections and streets (with provisions for storm water conveyance), sewer, water and lighting infrastructure, should be determined based upon an analysis which identifies the most appropriate public expenditure over extended periods of time. Utilities should be incorporated into such analysis.

B) If communities consider the imposition of impact fees said fees should be established on the basis of identifiable development impacts.

Regional Transportation Policies

To assure consistency between local and regional planning efforts, the GMA (RCW 47.80.023) requires all transportation elements of local comprehensive plans to undergo a consistency review and certification process to ensure that they conform with the requirements of GMA and are consistent with the Regional Transportation Plan (RTP). The GMA states that this process is to be developed and administered by Regional Transportation Planning Organizations (RTPOs). The Benton-Franklin Council of Governments is the designated RTPO for our region.

The adopted Regional Transportation Goals and Policies of the RTP articulate the policy perspective on regional consistency. These policies are a requirement of the GMA and are intended to further the coordinated development of comprehensive plans. The GMA emphasizes coordination and consistency in planning efforts among jurisdictions and agencies. The following regional transportation goals and policies are further described and detailed with data, analysis, and action strategies in the RTP.

GOALS OF THE RTP:

- *The preparation and implementation of a long range plan which identifies transportation related deficiencies and problems, provides clear direction, and seeks comprehensive least-cost solutions for maintaining the integrity of and adding capacity to the transportation system in Benton, Franklin, and Walla Walla Counties;*
- *A transportation system that is integrated with local land use policies;*
- *A transportation system that provides lower cost solutions in the form of transit, vanpool/carpool, bicycling, and walking, in lieu of expanding capacity;*
- *A transportation system that gives access for goods, services, and people while minimizing total system costs;*

- *A transportation system that provides access and mobility for all citizens regardless of age, race, or handicap;*
- *A transportation system that gives access while minimizing energy consumption and environmental impacts;*
- *A transportation system that meets the needs of sustained economic growth;*
- *A transportation system that is consistent with local, regional, state and federal policies; and*
- *A transportation system that assures improvements will be consistent with and support the values of communities and neighborhood structures.*

RTP POLICIES

Policy 1 - Access

It is the policy of the Benton-Franklin Council of Governments to support a regional transportation system that emphasizes access for goods, services, and people.

Policy 2 – Access Management

It is the policy of the BFCG to encourage access management among the member jurisdictions by adopting policies and incorporating access management into their construction projects and project prioritization processes.

Policy 3 - Efficiency

It is the policy of the BFCG to support a regional transportation system that 1) Maintains the greatest efficiency of movement in terms of travel time and distance and 2) Requires transportation investment decisions to maximize the full net benefits of the system.

Policy 4 - Balance

It is the policy of the BFCG to support a regional transportation system that 1) Stresses multimodalism with minimum service standards, 2) Provides transportation options, 3) Avoids dependence on any particular mode, especially single occupancy vehicles, and 4) Optimizes the efficiency of each mode.

Policy 5 – Safety & Security

It is the policy of the BFCG to provide a transportation system that maintains and improves safety and security in all aspects of the transportation network, including both users and nonusers of the system.

Policy 6 – Safety Conscious Planning (SCP)

It is the policy of the BFCG to promote integration of urban land use and transportation planning efforts through implementation of safety conscious planning.

Policy 7 - Environmental Responsibility

It is the policy of the BFCG to provide a regional transportation system that limits and mitigates adverse and harmful impacts on the environment.

Policy 8 - Transportation Financing

It is the policy of the BFCG to promote funding strategies that ensure regional financial stability for the transportation network.

Policy 9 - Intergovernmental Cooperation

It is the policy of the BFCG to provide a regional transportation planning process that 1) Coordinates federal, state, regional, and local comprehensive plans, policies and legislation and 2) Emphasizes cooperation among jurisdictions.

Policy 10 - Citizen Involvement and Public Education

The BFCG in July 1994 adopted "Public Involvement Procedures for Transportation Planning" (last updated in 2003). The BFCG develops and maintains on-going programs that include citizen participation in all transportation related decisions.

Policy 11 - Livability

It is the policy of the BFCG to encourage transportation related decisions that maintain and enhance livability for all citizens and communities within Benton, Franklin, and Walla Walla counties.

Policy 12 - Aesthetics

It is the policy of the BFCG to support the protection and enhancement of aesthetic values associated with the transportation network in order to support the economic well being and livability for the region.

Policy 13 - Pedestrians and Bicycles

It is the policy of the BFCG to promote pedestrian and bicycle travel as essential modes of transportation both within existing communities and new development and to provide opportunities for the safe and efficient use of pedestrian and bicycle facilities as a legitimate alternative to motorized travel and for improved health.

Policy 14 - Transit Element

It is the policy of the BFCG to 1) Support Ben Franklin Transit and Valley Transit and their goals and policies; 2) Promote a transit system which offers alternatives to the single occupancy vehicle; 3) Promote land use patterns that support the use of transit; and 4) Support WSDOT's efforts

to reestablish intercity bus service between Walla Walla and the Tri-Cities.

Policy 15 - Streets and Highways

It is the policy of the BFCG to encourage a network of streets and highways that 1) Supports a balanced and efficient multi-modal transportation network; 2) Is accessible for a variety of users; 3) Meets the needs for safely moving people, goods, and services throughout the region; 4) Contributes to the livability of both urban and rural communities; and 5) Promotes tourism.

Policy 16 - Land Use & Urban Design Strategies

It is the policy of the BFCG to support integrated land uses and urban design strategies which create livable communities, compact urban development, and allow a multi-modal transportation system, including pedestrians, bicycles and transit, to operate efficiently while decreasing dependency on single occupancy vehicles and promoting health and fitness.

Policy 17 - Air/Waterways/Rail

It is the policy of the BFCG to encourage air and rail passenger facilities and services and river and rail freight facilities and services that enhance regional economic competitiveness.

Policy 18 - Freight Movement

It is the policy of the BFCG to encourage safe and efficient freight movement; support intermodal freight facilities; and ensure that any harmful effects of freight movement are mitigated with the users of the system.

Policy 19 - Intermodalism

It is the policy of the BFCG to encourage and maintain an accessible intermodal passenger and freight network with transportation hubs to facilitate access to urban, rural, and other destinations while maintaining an efficient and balanced transportation system.

Policy 20 - Regional Consistency and Certification

In compliance with the Growth Management Act (GMA) the BFCG certifies the transportation elements of city and county comprehensive plans.

Goals and Policies

TR-1. GOAL: PROVIDE FOR AND MAINTAIN AN EFFECTIVE TRANSPORTATION SYSTEM CENTERED ON A CONVENIENT AND INTEGRATED STREET NETWORK.

TR-1-A Policy: participate in the transportation related activities of the Benton-Franklin Council of Governments.

TR-1-B Policy: work with other jurisdictions to plan, fund, and implement multi-jurisdictional projects necessary to meet shared transportation needs including right-of-way acquisition.

TR-1-C Policy: make transportation decisions consistent with the land use and objectives of this plan.

TR-1-D Policy: minimize traffic conflicts on the arterial street system by minimizing the number and location of driveways.

TR-1-E Policy: discourage cross city traffic and high speed vehicular movement on local access streets in single-family residential neighborhoods.

TR-1-F Policy: provide inter-neighborhood travel connections for public safety as well as providing for transportation disbursement.

TR-1-G Policy: develop an interconnected network of streets, trails and other public ways while preserving neighborhood identity.

TR-1-H Policy: adopt and maintain a functional street classification system consistent with regional and state guidance.

TR-1-I Policy: maintain level-of-service (LOS) "D" on all urban arterials.

TR-2. GOAL: ENCOURAGE EFFICIENT, ALTERNATE AND MULTI-MODAL TRANSPORTATION SYSTEMS.

TR-2-A Policy: maintain the multi-model passenger terminal.

TR-2-B Policy: cooperate with the Transit Authority in programming transit routes, transit stops, and supporting facilities which optimize user acceptance.

TR-2-C Policy: encourage van/car pooling.

TR-2-D Policy: encourage greater use of bicycles and walking by providing safe and purposeful bicycle and pedestrian routes.

TR-2-E Policy: encourage park-and-ride lots for bicycles and/or automobiles.

TR-3. GOAL: BEAUTIFY THE MAJOR STREETS OF THE CITY.

TR-3-A Policy: incorporate extensive tree and landscape planting into all major arterial and collector streets as they are constructed.

TR-3-B Policy: institute retrofit projects that include significant landscaping on major arterial streets.

TR-4. GOAL: MAINTAIN A TRUCK ROUTE SYSTEM TO PROVIDE ACCESS TO COMMERCIAL AND INDUSTRIAL LAND USES AND REDUCE THE IMPACTS TO NEIGHBORHOODS AND LOCAL STREETS.

TR-3-A Policy: promote the safe and efficient movement of freight through the city.

TR-3-A Policy: support the development of facilities that are critical components of the movement of freight (e.g. roads and rail lines leading to the airport, port, planned industrial centers, rail transfer facilities, etc.).

TRANSPORTATION ELEMENT CHAPTER 8

INTRODUCTION

The Transportation Element of the Comprehensive Plan describes the existing condition of the transportation network, and sets forth policies and objectives, which integrate the network functionally with the Land Use Map of the Comprehensive Plan. The Chapter also sets forth performance standards (levels of service) for county roads which play a major role within the transportation network.

This Element includes those items required under R.C.W. 36.70A.070 (6), which describes a Transportation Element as one of six required elements in a GMA Comprehensive Plan for a county.

Transportation systems in Benton County form a multi modal network that provides for the movement of people and goods locally. The systems connect to regional, national and international systems. Transportation systems which comprise the local network are: road, rail, air, water-borne, transit, and non-motorized (bicycle, pedestrian).

Efficient transportation links to regional, national, and global markets are essential to the maintenance and growth of the county's economic base. Additionally, the ease with which people can move throughout the county is an important factor in its desirability as a place to live.

GMA Planning Goals

RCW 36.70A.020 provides goals to guide local governments in the preparation and adoption of comprehensive plans. Below are two of those goals which relate directly to the Transportation Element:

Transportation - Encourage an efficient multi-modal transportation network that is based on regional priorities and coordinated with county and city comprehensive plans.

Public Facilities and Services - Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

Minimum GMA Requirements for the Transportation Element

RCW 36.70A.070 (6) states that planning jurisdictions must have a transportation element that implements and is consistent with the land use element. The transportation element shall include the following sub-elements:

a) Land use assumptions used in estimating travel (county land uses are primarily rural and agricultural, such uses generate new traffic

demands only gradually; major increases in traffic generators from new localized sources are unknown; future volume estimates are accomplished by projecting percentage increases over time -see LOS Table 8-1 in the appendix).

b) Facilities and service needs, including;

(i) Inventory of air, water and land transportation facilities and services, including transit alignments, to define existing capital facilities and travel levels as a basis for future planning.

(ii) Regionally coordinated level of service standards for all arterial and transit routes to serve as a gauge to judge performance of the system.

(iii) Identification of specific actions and requirements for bringing into compliance any facilities and services that are below an established level of service standard (*currently all roadways with designated Levels Of Service are operating within that level*).

(iv) Forecast of traffic for a least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth (see a above).

(v) Identification of system expansion needs and transportation system management needs to meet current and future demands (see *Transportation Plan Maps for each Planning Region, this chapter*);

c) Finance -

(i) Analysis of funding capability to judge needs against probable

funding resources (see *current Six Year Road Program*);

(ii) Multi-year financing plan based on the needs identified in the comprehensive plan; the appropriate parts of which shall serve as the basis for the six-year street, road or transit program required by RCW 35.77.010 for cities, and RCW 35.81.121 for counties and RCW 35.58.2795 for public transportation systems;

(iii) If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met;

d) Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions (see *Benton Franklin Regional Council Metropolitan Transportation Plan*).

e) Demand management strategies (*not applicable to the County Plan*).

f) State Transportation Level of Service Mandates -

(i) Estimate traffic impacts to state owned transportation facilities resulting from land use assumptions in order to assist the Washington State Department of Transportation (WSDOT) in monitoring the performance of state facilities, planning for improvements, and assessing the impact of local land use decisions on state-owned facilities.

(ii) State-owned transportation

facilities (highways of statewide significance) inventory must be included in the plan.

REGIONAL TRANSPORTATION PLANS

The Benton-Franklin Council of Governments (BFCG) is the lead agency for both the Tri-Cities Metropolitan Planning Organization (MPO) and the Benton Franklin-Walla Walla Regional Transportation Planning Organization (RTPO). As lead agency for the RTPO, the BFCG reviews each local jurisdiction's land use and transportation elements of their comprehensive plans to certify each plan is in conformity with the transportation provisions of the GMA and consistent with the regional transportation plan, in accordance with GMA transportation planning requirements.

The Regional Transportation Plan (RTP) 2006-2025, was adopted in November 2006. The RTP is a comprehensive transportation plan that combines the review of urban and rural areas; provides a comprehensive vision of the entire region; and meets both the planning requirements of the Growth Management Act (GMA) and the federal requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and other state and federal programs. The RTP coordinates the region's diverse transportation systems to support anticipated growth; identify and document system deficiencies and provide regional strategies for the

maintenance and preservation of those systems; and prioritizes and identifies funding for existing and future projects and needs.

The RTP guides multi-modal transportation planning and programming decisions for the future of the region. The Plan establishes consistency with jurisdictional six-year Transportation Improvement Programs (TIPs) and the MPO/RTPO six year TIP; the land use and transportation elements of city and county comprehensive plans; and the Washington Transportation Plan. The RTP includes a 20-year list of projected improvements to the county road system and a financial analysis based on county road revenues over the past ten-year period.

The "Regional Bicycle and Pedestrian Transportation Plan for Benton, Franklin, and Walla Walla Counties and the Tri-Cities Urban Area" was adopted by the BFRC in November 2005. This document contains bicycle and pedestrian policies and regulations, system maps with preferred routes, facility design and standards, state, federal, and local funding sources, jurisdiction project lists, and a discussion of bicycle and pedestrian safety.

In addition to these regional plans the Benton County Comprehensive Plan includes goals, policies, and actions relevant to the development of bicycle and pedestrian facilities within the County in Chapter Three, Plan

Goals and Policies and Chapter Six, the Parks and Recreation Element. These goals and policies endorse the development of bicycle and pedestrian facilities and provide a public participation program for public involvement in the process. Chapter Six, the Parks and Recreation Element also contains a map of existing and proposed trails.

Levels Of Service (LOS)

"LOS" is the standard of operating efficiency which the local government identifies as appropriate for a service system. As a tool, "LOS" standards can be applied to all public service systems; e.g., municipal water systems, sewer collection and processing systems, students per classroom, acres of park land per unit of population, etc. GMA requires the use of LOS only for road transportation systems. In Benton County, LOSs are applied to roadways designated as "major collectors, and arterials".

The county can apply Levels of Service for its public roads ranging from "A" (free-flow traffic without delays), through "F" (congestion and gridlock). Level "C" represents an efficient flow of traffic without delays related to volume and congestion.

Determinants Of The LOS At Which A Roadway Is Operating

On any section of roadway, the actual volume of traffic measured against the roadway's capacity to carry that volume (i.e., volume over capacity, or V/C) at a defined level of

efficiency (rate of flow), is its LOS.

Traffic volume is measured as "Average Daily Traffic" (ADT) and "Peak Hour Traffic" (PHT). PHT is measured during the "peak (volume) hours" of each daily commuter period, which occur between 7:00 and 8:00 a.m. and 4:30 to 6:00 p.m.). PHT is usually about 10 percent of ADT, except during the Christmas shopping season, or special events (e.g., the Columbia Cup Boat Race) when the LOS of a roadway is typically exceeded.

There are numerous ways to measure the efficiency of a roadway's rate of flow. On urban roadways, which carry heavy traffic volumes, the rate of flow may be measured by the jurisdiction as the "travel time" between points on a roadway; or the standard of measurement may be related to "delay times" at signalized intersection; or simply whether or not traffic actually moves at the posted rate of speed.

For any volume of traffic, the LOS is invariably a function of roadway geometrics including the width and number of travel lanes; the nature of road shoulders; the quality of the roadway surface; the number of stops and two and four way inter-sections, and access entry points onto the roadway, whether passing is allowed (i.e., solid or dashed median line) etc.

On rural roads with relatively light traffic volumes, where flow is

uncomplicated by frequent entry points and signalized intersections, sophisticated methodologies to measure LOS are not necessary.

Available Roadway Capacity

The difference between the current volume of traffic on a roadway and its capacity at the designated LOS is the remaining or **available capacity** for that section of roadway. When new demands on the service system "use up" the available capacity, new capacity must be created in order to maintain the designated LOS. Typically this is done by modifying the geometrics of the roadway. Examples of modifications are: adding a new traffic lane, turning lanes at intersections, widening shoulders, reducing the linear mileage of "no passing" zones, or eliminating points along the roadway that interrupt what would normally be good traffic flow.

Transportation Demand Management (TDM)

New capital projects are not the only way to expand the capacity of a system. Additional capacity can be obtained through "transportation demand management" strategies. Such strategies often, but not always, include incentives and/or disincentives.

Examples of TDM strategies include:

- staggered work shifts which diffuse peak traffic volume over a longer time period, which "decongests" the peak hour;
- the addition of a new bus route,

which may entice some commuters to leave their car at home or at a park and ride lot;

- designating strategically located parking their commute, or, area as "park and ride" lots;
- paying commuters to carry co-workers on their commute; or,
- charging for parking at the work site.

All these serve to either "spread" peak traffic demand over a greater number of hours, or increase the overall "vehicle occupancy rate." Both outcomes improve the V/C ratio.

LOS on State-owned Facilities

The LOS for regional highways will be set through a coordinated process through the County's RTPO, along with state, regional, and local input. The LOS for state highways of statewide significance will be set by the state in consultation with local jurisdictions, with the state having final authority to establish LOS.

In determining impacts to state owned facilities the impact portion is a calculation by the county of the future Annual Average Daily Trips or AADT's based on the land use assumptions through the build-out of the 1998 Comprehensive Plan. The State Highway Inventory Matrix shown in the Chapter 8 Appendix 8-1 a, provides an inventory of state owned facilities and the 2018 AADT calculations using the land use assumptions in the Plan.

Concurrency - Pay As We Go

Under GMA, service capacity for a

new project is supposed to be available "concurrent" with the approval of a new project, or when the project is occupied. This requirement for **concurrency** is intended to prevent past situations statewide, where existing residents of communities were saddled with expensive new capital projects necessary to serve new development, but where significant portions of the expense were actually used to erase long deferred existing deficits in a service capacity. Too often, where this occurred, adverse public reaction jeopardized both the service upgrade and the proposed development.

Concurrency is supposed to prevent large deficits in capacity, thereby enabling the costs of providing new public service capacity for new development to be incremental, smaller, more precisely identified, and easier to pay for. This also enables the costs of serving new development to be borne equitably between the community and the developer according to an accounting of the benefits accruing to each from the development.

Under GMA, if the county were to designate an LOS which is actually higher (better) than that which exists under the current volume of traffic, the county would have to arrange for the completion of the capital improvement projects necessary to bring the roadway up to the designated LOS before it approves other land uses which would add to

the traffic volumes on that section of roadway. The costs of undertaking capital projects in order to erase existing deficits are not supposed to be charged against a new development; rather the existing revenue stream pays for existing service capacity deficits, while sponsors of new developments must contribute only to capital projects necessary to meet their project demands.

Concurrency Management System

The principal mechanism for review of new development impacts on designated LOS is the County's SEPA process review ordinance. Under the Benton County Code, Chapter 6.35, those projects that are not "categorically exempt" from SEPA review will address traffic generation in the SEPA Checklist, wherein project related trip generation is identified. Under the ordinance, projects that are categorically exempt are generally diminimus relative to traffic generation.

In order for the county to insure that there is available road capacity for new developments, it must coordinate with adjacent jurisdictions to make sure that traffic demands of all Land Use Maps are accurately projected, and it must design and implement a "monitoring program" which provides an ongoing assessment of the volume over capacity (V/C) conditions on individual sections of road. In this way, planning and funding of capital projects necessary to meet projected

demands can occur in advance, or "concurrently" with the demands.

The **County Public Works Department** and the **Benton-Franklin Regional Council (BFRC)** cooperatively conduct traffic counts on the road network to record traffic volumes over time. The data from these recordings is factored into the annual update of the Six Year Road Program, which identifies capital projects to be carried out in the near term.

The "condition" of roadways is also monitored to assess their surface and bed condition, and to indicate where the condition of a road is not sufficient to carry existing and projected volumes, as well as the volumes that would occur at the designated LOS. This data is also factored into the Six Year Road Program.

The LOS For A Roadway Should Reflect The Projected Demands Of The Land Use Map

GMA requires that LOS for circulation systems be adopted within the Transportation Element, and that the traffic volumes and flows generated from the aggregate of the land uses and densities of the Land Use Map be supported within that LOS.

Planning jurisdictions must show in the Transportation Element how they intend to fund and construct the capital projects necessary to maintain the LOS as the land uses and densities on the Land Use Map become a reality on the ground.

If LOS Cannot Be Maintained, The Land Use Map Should Be Amended To Affect Lower Transportation Demands

If the LOS cannot be maintained in the face of increasing demands, the land uses and densities on the Land Use Map of the comprehensive plan must be revisited to assess whether they are realistic in light of the ability to capitalize the construction of improvements needed to serve them at the designated LOS. An alternative to amending land uses or densities would be to lower the LOS.

There Are Consequences Associated With the Selected LOS

Designating appropriate LOS(s) is of fundamental importance for numerous reasons, including the following:

- Inherent within the selection of an LOS is the establishment of qualitative values; i.e., when the LOS on a particular section of roadway is reached, the conditions along that roadway will be tangible and observable. For example, there will be a rate of flow and level of convenience experienced by the driver, who depending upon how efficiently he/she moves along the road, will be either pleased or irritated. For residents or businesses occupying the lands adjacent to the roadway, there will be a quality of living and/or working environment influenced in large measure by the traffic volume and its rate of flow;

- Inherent within the selection of an LOS are quantitative commitments; e.g., designating a section of roadway which serves a growth area with a LOS of "A" for qualitative reasons (e.g., to protect a residential environment), will require a greater expenditure of capital funds over time, than would a LOS of "C."
- Selecting and maintaining a LOS requires citizens and decision-makers to deliberate over density, land use, and design considerations. For example, selecting a LOS of "C" on a travel corridor intended as a major arterial requires considerations such as frequency of intersection, use of frontage roads, maximum densities, and types of land uses.

On Major Collectors And Minor Arterials Outside of The UGA, The County Designates A LOS "C" At A specified "Average Rate Of Speed" (C/xxmph)

Only "major collectors" and "minor arterials" in unincorporated Benton County have designated LOSs.

The designated LOS is "C." LOS "C" is defined as: a condition where the "average rate of speed" between any two points on the roadway which are one mile apart, is equal to the posted speed limit. The intent of this standard is that the streams of traffic flow remain uninterrupted, even at peak hours, by congestion or delays related to traffic volume and road

configuration.

Unless specified otherwise in Table 8-1 of the Appendix, the average rate of speed for LOS "C" on major collectors is a minimum of 50 miles per hour (mph).

LOS "C" must be maintained except where the following circumstances occur:

- special events temporarily raise traffic levels to levels exceeding the designated LOS.
- wherever a major collector is a travel corridor through an Urban Growth Area or City Boundary, or connects with a state Arterial, and the LOS of the travel corridor (on the urban side), or the Arterial is lower than "C", then the LOS on the Collector for a distance of one mile in any direction is the same as the lower LOS.
- within Urban Growth Areas which are not unincorporated islands, the LOS of the appropriate municipality prevails, if it is lower than level "C."
- in unincorporated islands the LOS(s) is that of the surrounding jurisdiction.

Current LOS On County Roads

Outside of unincorporated islands the current LOS on major collectors is higher than "C." This being the case, all major collectors currently have available capacity.

Table 8-1, in the Appendix, shows the current volumes of traffic over major

collectors, the designated LOS, and the ten-year projected traffic volumes for each collector.

Roads: Existing Conditions

Within and around its Metropolitan Planning Area (Kennewick, Richland, West Richland), the road system within Benton County is well developed with interstates, state highways, collectors, and local access routes. The system "thins out" and may be considered to provide less than convenient access to some of the outlying rural areas, such as Finley and in areas in the south county. However in large measure, road access for rural and agricultural areas is good and improving.

Peak hour congestion problems do exist within the urban areas, notably on routes such as SR-240 and George Washington Way used by Hanford Site commuters, and on Columbia Center Boulevard related to the Columbia Center Commercial Retail complex in Kennewick.

However congestion problems are absent on county roads serving rural or agricultural areas; existing LOS is "B" or higher. Generally, principle road concerns in rural areas are "all weather" access for agricultural product transport, and more direct "farm to market" routes for agricultural products.

Functional Classifications For The Road System Of Benton County

At its beginning and end, the essential function of any road system is to serve

land uses: people or goods use the system to go from one land use to another. Within the local system, roads can generally be classified as having one of three principle functions, depending upon their location and design. These functional systems are described below. Combined, the three functional classifications constitute a complete road system.

Functional Level 3 (local access roads)

Local roads - Their primary function is to provide direct access to individual land holdings and uses, whether they be residential, industrial or agricultural. Local roads generally lead to collectors which collect or merge the traffic from the local roads. Local roads do not have designated Levels of Service.

Minor Collectors - Their primary function is to conduct traffic "intra-county" from local roads to the major collectors and arterials. This function is often divided between movement and access to land uses. Minor collectors do not handle long thru-trips and are not continuous for any great length. Minor collectors do not have a designated LOS.

Major Collectors - Their primary function is to provide service to any county seat not on an arterial, or to towns or rural centers not served by an arterial, or to other traffic generators such as schools, shipping points, parks, important agricultural areas, etc. They

collect large volumes of traffic from access roads and minor collectors and move it to major and minor arterials and between major activity centers and traffic generators.

Access to individual holdings along the right-of-way is a secondary function to the primary purpose, and to the extent that significant access is provided, the primary function of movement is compromised. Design speed is generally 50-60 mph with a 50-mph average travelling speeds intended. Major collectors serve the volumes of traffic within areas that are not served by arterials. Major Collectors have a designated LOS of "C" in the unincorporated county outside of UGAs.

Functional Level 2 (Arterials)

State Highways/Routes and a few local routes - are minor arterials. Their primary function is as major carriers. They are woven through and fully integrated with local collectors and roads that reach beyond the local network to act as regional links, and to bridge the distances between interstate corridors, to which they provide major connections for interstate travel. They are typically all weather two lane roads with travel speeds ranging from 45 to 55mph in rural areas, but as low as 25mph through developed areas.

Depending upon circumstances, access is provided in various configurations including at-grade intersections to local access roads

and even private ingress and egress (with state granted encroachment permits). Levels Of Service (LOS) are designated by the State Department of Transportation.

Functional Level 1 (Interstate Highways)

Interstate Highways -Their primary function is to serve large volumes of high-speed traffic for long distances, often of an interstate nature. They typically have design speeds of 80 miles per hour, with enforced speed limits of 70 mph in Washington State. Access is generally provided only at spaced, grade-separated interchanges. Freeways are usually multi-lane, divided highways. They are the component of the road system which connects the regions of the nation e.g., the interstate gets a traveler or product from the local collector street in Prosser, Washington, to a residential, business, or industrial land use on a local collector street in Lincoln, Nebraska.

Map 8.0, depicts the major collectors, arterials and interstate highways in Benton County. Maps 8.1 thru 8.4 present the road and rail systems, including local public roads in each Planning Region.

CURRENT TRENDS

Under conditions of economic growth of the local farm and non-farm economies, the current trend to convert raw land for agriculture, residential, commercial and industrial land uses will continue. These

conversions engender new land uses which drive maintenance and expansion of road capacity for commuter, "farm to market," leisure, recreation, business and other vehicle trips. Transportation related land use demands ultimately manifest themselves as capital projects in the County's Six Year Road Program.

Notable current projects are a good example of how and where such demands occur, e.g., safety and capacity demands require a project to replace the Twin Bridges crossing over the Yakima River just north of West Richland, and the construction of a new rural arterial connecting the south Finley industrial area to SR-395; and to accommodate increased agricultural production a new "farm to market" connection is necessary in the southwest Horse Heaven Hills Planning Region.

An additional trend, perhaps given added impetus by population/demographic changes in the Tri-Cities and the county over the past 6-8 years, is a growing interest in non-motorized travel routes for both commuting and recreation. There is growing citizen interest in bicycle, running and equestrian trails which connect activity centers.

FUTURE CONSIDERATIONS

Future considerations regarding the maintenance and expansion of the road circulation system within the county are numerous. They range from the relatively immediate need to accomplish the projects outlined in

the County's Six Year Road Program, to the need for consistent application of transportation policy, to addressing specific needs which can be seen emerging, or have been identified by Planning Advisory Committees involved in The Plan preparation.

County Six Year Road Program

The Six-Year Road Program is the county's principal directive for "near term" capital expenditures to carry out the adopted Transportation Element as it relates to the construction of new facilities. The Program is updated annually by the County Public Works Department with each update approved by the Board of Commissioners. The purpose of the Six Year Road Program is to correlate funding sources to needed improvements and identify projects for dedicated revenues. It enables long range decision-making and helps assure the continuity of Commissioner goals and objectives, it helps to identify the impacts in future years of decisions made currently. It also identifies existing and future revenues, revenue sources, maintenance and operating costs, expenditure categories and improvements for the transportation system. The Program is coordinated with the transportation project planning of other jurisdictions through the Benton Franklin Regional Council, which is responsible for coordinating and preparing the Regional Transportation Plan.

The Benton County Public Works Department is responsible for

accomplishing the projects in its Six Year Road Program. Many projects are accomplished in phases including planning, right-of-way acquisition, and new construction of roads, trails, parking etc., and maintenance or improvement of existing facilities.

Projects included within the Six Year Program must have identified sources of funding. Under GMA, projects necessary to maintain designated LOS are a priority.

Because the Six Year Program is amended annually, it is not included as a part of this document, but it is incorporated by reference. A direct link from the Transportation Element to the Six Year Program is that any project for the construction of a new road or trail alignment which appears in the Six Year Program must be in the adopted Transportation Element.

Coordinating Land & Use Transportation At The Planning And Project Level

Policy need - as a matter of policy, capital project planning, design and construction for roads should be consistent with, and driven by, the land use designations on the 20 year Land Use Map and community design preferences as expressed in the Rural Element (e.g., in rural southwest Finley, where low density residential and agriculture are likely to be long term uses, citizens want "rural" roads with trails alongside).

However, acquisition of right-of-way should look beyond the 20 year

horizon in areas where it is logical that the long term outlook for land uses and densities is one of greater intensity than is shown on the current Land Use Map (e.g., to the south of Kennewick in the Locust Grove interchange area and in northeast Finley north of SR-397 where the attractions of the river for residential and recreation use encourage intensification of land uses).

Considerations - GMA recognizes that in order to "sustain" development and community, the land use designations over the entire landscape emanating out from an urban area have to be more than just "interim" designations awaiting conversion to low density residential and other related more intense uses. Rather, an underlying principle is that certain land use designations on the Land Use Map, e.g., Rural, Agricultural, Recreation, and Open space/Wildlife, have enduring importance and value to the local and regional socio-economic fabric. Accordingly, public projects, such as road planning and construction, should deliberately consider, protect and nurture those values in order to minimize the tensions which exist between them.

Actions - There is a need for the Planning, Public Works, and where appropriate, Facilities Departments within the county to become cooperatively pro-active and "target," for the Board of Commissioners a selection of capital projects to serve the community. Where appropriate,

port districts should be involved in planning and funding of projects. Potential targets include:

- construction and improvement of "farm to market" roads as agriculture continues to expand within the county;
- anticipation and/or promotion of increased industrialization in specific Planning Areas, with transportation facilities planned to accommodate-facilitate;
- development of the Horn Rapids Park Master Plan, beginning with basic transportation related infrastructure such as access/parking, trails, boat launch, power, water, and sanitary improvements (park should first be surveyed for historical and archaeological constraints);
- participation in acquisitions and construction of Tapteal Greenway project elements as well as trails planning and construction as per the Bikeway/trails system as adopted herein as part of the Element;
- initiation of discussions with federal and state agencies regarding increased recreational access on public lands and waters including the Hanford Site;
- exploration of the need and potential sites for a county land fill or transfer station to reduce illegal dumping along county

roads;

- refinement of the transportation plan (including all modes of transport) for the Finley Rural community as an adjunct to the current "intertie" project planning, and including trail/bike path and rail line considerations;

Regional Rail System

Existing conditions

Freight rail service to the Tri-Cities and Benton County, as well as surrounding counties is provided by Union Pacific and Burlington Northern & Santa Fe Railroads as shown on Map 8-0.

The Tri-Cities area is one of the few areas between the Rockies and the Cascade Range to be linked by as many carriers. Through this area moves vast tonnages of export and import products associated with seaports on both the Pacific and Atlantic coasts. Major quantities of agricultural products from the mid-west and the Pacific Northwest are transported to the Puget Sound and Portland area for transshipment to Pacific Rim countries.

Passenger Rail Service: Rail passenger service is at Amtrak facilities at Pasco in Franklin County. Connections from Pasco are Spokane and Portland.

Hanford Rail Line: A short rail line operated by the U.S. Department of Energy runs off the Union Pacific tracks southeast of the Richland "Wye" and

extends into the Hanford Site, where it services the various Hanford facilities spread across the site. Portions of this line are no longer in service, nor are they maintained. However, the old right-of-way does extend through the site to exit at its northwest corner.

Current Trends

The current trend is for the expansion of rail transport service through the Tri-Cities and Benton County area. There is a proposal from Burlington Northern & Santa Fe to add a new line into the Finley area where an expanding light and heavy industrial base exists.

The expansion of rail service and capacity is in response to major changes including technical innovations relating to the amount of freight which can be carried on rail (double decker cars), changes in the economics of truck versus rail transport as well as transcontinental shipments overland versus by ship through the Panama canal; and major expansions of the export and import markets in response to trade agreements and emerging national economies in Asia.

Future Considerations

Expansions of rail traffic and facilities are a mixed blessing, and will challenge the local jurisdictions' ability to land use plan and maintain the often delicately balanced operating efficiencies of their transportation systems. On the plus side, such expansion is an adjunct to the expansion of regional, national and global economic conditions, which

foster local and regional economic growth.

On the minus side, expanding rail facilities/use causes adverse land use, transportation and aesthetic impacts. Land use and aesthetic impacts derive from the impacts of noise, dust, and vibration, on lands along rail lines, the need for new rail related industrial sites may arise to the detriment of values on adjacent lands. Transportation impacts derive from interference with the operation of the urban and suburban road system as increased train crossings of major urban commuter and arterial routes cause delay and congestion, whereupon drivers begin to alter travel patterns, creating unanticipated demands elsewhere in the circulation system.

There is little that local jurisdictions can do to alter the flow of globally and nationally driven commerce over existing transportation systems. The effort must be to factor such expansions into land use planning and local transportation planning. New road projects must anticipate auto/rail conflicts.

Relative to the potential conflicts between rail and local auto traffic in the Tri-Cities area, there is a potential alternative route through the Hanford site upon which regional freight traffic could move, thereby avoiding potential adverse impacts to the efficiency of the road transportation

system in the Tri-Cities area. Transportation Policies in Chapter Three, Goal 27-1, policies A, B, and E, page 3-8, enable this alternative.

Air Transportation

Existing Conditions

Benton County (and the Tri-Cities) is served by four public airports as shown in TABLE 8.0.

TABLE 8.0 PUBLIC AIRPORTS SERVING BENTON COUNTY AND THE TRI-CITIES

NAME OF AIRPORT	LOCATION	CLASSIFICATION (FAA)	OWNER
Tri-Cities Airport	City of Pasco	"Air Carrier" (regional)	Port of Pasco
Richland Airport	City of Richland	"Commuter Service"	Port of Benton
Vista Field	City of Kennewick	"General Aviation"	Port of Kennewick
Prosser Airport	City of Prosser	"General Aviation"	Port of Benton

The **Tri-Cities Airport** in Pasco serves as the major air carrier airport for both Benton and Franklin Counties and is in fact a regional air facility-serving portions of seven counties in Washington and Oregon. It is one of four air carrier airports in the state, the other three being Seattle-Tacoma International Airport, Spokane International Airport and Yakima Air Terminal.

most general aviation activities including recreation flying, flight training, charter flights, air taxi service, business flying, glider operations, and skydiving activities. Activities at **Vista Field** include recreational flying, flight training, and charter service. Activities at the **Prosser Airport** included recreational flying, flight training, air charter, and agricultural application operations.

The total annual commercial passenger boardings at the Tri-Cities Airport since 1985 have fluctuated significantly from year to year, however, the trend is for steady growth. In 1985 there were 142,911 boardings, a number which has been exceeded in every subsequent year. There were 168,245 boardings in 1995, and over 240,000 boardings in 2006. The **Richland Airport** has provided

Current Trends

The current trend is for expansion of service at all four public airports as population and economic growth continues in the area.

Future Considerations

Since all four public airports are within municipal boundaries, there are few future considerations which can be directly influenced by county planning. However, if the county

pursues the realization of a major resort destination land use in the unincorporated area, the adequacy of air passenger service will be a relevant planning consideration. Cities may be first to the issue for projects such as conference centers, which are currently being discussed.

New sites for airports and heliports must be appropriately planned to assure that areas impacted by airport/heliport operations are compatible and the regulations to protect life and property, and to prevent the establishment of airspace obstructions and other hazards which may interfere with safe airport operations.

Water Transportation/The Columbia-Snake System

Existing Conditions

The Columbia and Snake Rivers provide an inland commercial waterway consisting of navigational locks in eight dams over a length of 465 miles, extending from Astoria, Oregon, at the mouth to Lewiston, Idaho. Within the system a navigational channel of 14 feet deep (minimum) is maintained for bulk commodity transportation by ocean-going barge. This inland waterway which links the Pacific Ocean with the state's agricultural "Inland Empire" forms Benton County's eastern and southern boundaries. In addition to the Port of Benton facilities at Richland, barges can be loaded and unloaded at facilities in Kennewick and Finley. This capability

is especially important to the industrial land use designations in the South Finley area, where rail and overland road access complete a true "multi-modal" freight transportation resource.

Commodities Shipped: the principal commodities shipped out of Benton County by barge are wheat and fertilizer products. Wheat moving downstream comprised 5.15 million tons (171,482,550 bushels) or seventy-seven percent of the overall downstream tonnage. Wheat is not alone on the river. Over 25,000 containers of goods move on the river including "refrigerated" moves, of value added, processed agricultural products.

Agricultural products are shipped from privately owned docking facilities located at grain storage and industrial sites. The principal commodity brought into the County by barge is anhydrous ammonia, which is used in the manufacture of fertilizer. Occasionally, special shipments of items used for the construction projects at Hanford are barged to the Port of Benton dock at Richland.

Amount of Tonnage: U.S. Corps of Engineers tonnage figures show 9.05 million tons (short tons) of freight moved through the John Day lock (both up stream and downstream) in 1996, including a wide array of products from food and manufactured goods to numerous wood related products. Bonneville Dam had 9.7 million tons traverse its

lock. A recent publication by the Merchants Exchange in Portland pegged total volume of all cargo moved on the entire river system at 54 million tons in 2004, with an import/export value of waterborne trade of Columbia River Ports totaling over \$13.9 billion.

Efficiency of Movement: For perspective on the relative efficiency of barge transport: 5.15 million tons of wheat moved by 1,715 barges on the river would require 514,500 farm trucks, or 147,069 semi-trucks (based on 1,100 bushels per truck), or 51,964 rail cars or 1,000 (fifty-two-car) unit trains. Overland transport of this magnitude would further congest road and rail systems and have significantly higher energy costs with proportional emissions of air pollutants.

The efficiency of barge use can be shown by comparing barge transport to alternative forms of transportation. One barge can transport one ton of commodity 514 miles on one gallon of fuel. By comparison, rail transport can move the same ton only 202 miles and trucks move the ton just 59.2 miles on a gallon of fuel.

Port Districts: the Port of Kennewick owns properties along a twelve mile stretch of the Columbia River at various locations south of Kennewick, and also a site at Plymouth. The Port of Benton is currently in the process of acquiring land immediately west of Plymouth, with the intention of locating a docking facility in the area

once the land is acquired. All of the Port of Kennewick lands on the Columbia have the potential for development of facilities to accommodate barge traffic.

Current Trends

A mainstay of commerce: the demand for waterborne transport fluctuates with markets, commodity supply and in relationship to the economics of transport by rail and overland truck. However, over the long term, because of its inherent efficiencies, waterborne transport will likely remain an integral part of the Inland Empire transportation system and will continue to play a vital and expanding role as global trade expands.

Salmon issues: potential threats to the viability of this transport mode do arise from federal efforts to manage Columbia and Snake River system flows in response to salmon preservation efforts. Draw-downs of water levels in the system to improve salmonid survival rates could adversely impact the water-borne transport system. At this point, whether or not drawdowns of the pools behind dams will occur in order to enhance salmonid survival is an open question. The county must assure that deliberations on this matter include the importance of the existing flow management regime for hydroelectric power generation, farm irrigation, and barge transportation.

North Richland barge access: the Port

of Benton operates a barge landing facility on its property in north Richland. Principal use of the facility is the transport of spent U.S. Naval reactors to the 200 Plateau Areas of the Hanford Site for disposal by burial.

Recent construction of buildings and other facilities on the Port property are rendering the barge landing, in its current location on the river, potentially in conflict with newer land uses. Full development of the Port property to conventional land uses is hindered by the presence of the barge site. The Port would like to move the landing further up-river onto the Hanford Site north of the 300 Area.

Future Considerations

Shoreland sites suitable for barge facilities and with access to rail and overland road transport infrastructure should be reviewed for their growth potential and ramifications to on-site and off-site transportation/land use needs.

The South Finley industrial area: is a good example of this consideration. Significant expansion of heavy industrial uses and freight transport facilities here is a certainty. The area may also be suitable for agricultural storage and processing facilities inland of the shoreland sites. The success of the area for these uses may in significant part be dependent upon the development of an efficient circulation system, including as a component barge/water borne transport facilities.

Pipeline Transport

Existing Conditions

Benton County has within it two interstate natural gas pipelines: Pacific Gas and Transmission Company (PGT) and Northwest Pipeline Company. The PGT line crosses the southeast corner of the county as it extends from Walla Walla County, into Oregon.

The Northwest Pipeline Corporation line runs up the Columbia River Gorge from Vancouver Washington, to Plymouth. There it branches into two lines, one to the Yakima Valley and Wenatchee, the other serves the Tri-Cities and Spokane. The system distributes natural gas to Washington's seven utility companies. The maximum pipe size is 30 inches.

Future Considerations

Gas energy from this distribution system directly serves the Plymouth and south Finley area industrial land use designations. Substantial undeveloped industrial designated lands exist within these two areas. The presence of large acreages with gas energy, and road, rail and barge transport opportunities provides economic opportunities which should not be prejudiced by piece-meal developments. Proactive advanced planning should occur in these areas to preserve their future industrial/commerce values.

Public Transit Service, Park and Ride Lots, Bicycle Transport

Existing Conditions

Ben Franklin Transit (BFT) operates over

20 fixed routes throughout the Tri-Cities urban area. The routes are within the Transit District's Public Transit Benefit Area (PTBA), which is a taxing district.

In the fall of 1997, the PTBA was expanded to include areas of Prosser and Benton City, establishing a transit route that links the two areas to the Tri Cities. Item 8-2 in the Appendix, shows the recently approved boundaries of the PTBA.

Rideshare/Vanpool Program: BFT currently has one hundred and ten passenger vans (each carrying 15 passengers) operating throughout the region. About 80 of these commute to the Hanford Site daily from the cities of Pasco, Richland and Kennewick, to the 3000, 1100, 300 and 400 areas, and the Washington Public Power Supply System (WNP) Site. The Headstart Program (pre-school) uses 17 vans.

Prosser Rural Transit: Since the recent inclusion of the Prosser Rural Transit (PRT) into the PTBA of Ben Franklin Transit, the City of Prosser has entered into an interim agreement with BFT to provide both administrative and transit services. The PRT currently serves the area within the City of Prosser with scheduled routes, dial-a-ride service, and medical transportation through the People for People program.

Park and Ride Lots: there are currently nine park and ride lots in the Tri-Cities area including one at the intersection of SR- 225 and I-82 at Benton City. An

additional lot is located at Prosser. WSDOT is owner and/or operator of several of the lots, BFT operates others, and the City of Kennewick has two lots. BFT buses serve six of the sites in the urban area.

Bicycle System/Plans: at the present time, with the exception of a bike path in Columbia Park, which is essentially an urban park, and a short section north of Prosser, there are no bicycle facilities available in unincorporated Benton County, though the cities of Richland and Pasco have in recent years begun to construct paths and support facilities along the Columbia River.

There are several bicycle plans prepared by various jurisdictions in the County:

- The Benton-Franklin Regional Bikeway System Plan includes proposed bicycle routes for MPO in the two-county area.
- The Cities of Kennewick and Richland have adopted Bikeway Plans.
- The Taptal Greenway Foundation has prepared a Greenway Plan which includes a multi-modal "non-motorized" trail system extending up the lower Yakima River from Columbia Point in Richland to the bridge crossing of the Yakima River at Benton City.

Current Bikeway Projects: Benton County has purchased a two-mile section of abandoned railroad right-

of-way which it intends to convert to a bikeway connecting Prosser to the City of Grandview in Yakima County to the west. The state has constructed a bicycle lane on SR-225 from its intersection with I-82 into Benton City.

Demand and Usage: within both the cities and the unincorporated areas of the county, bicycling as means of recreation and commute has increased in popularity over the past decade. Residents have discovered the area as especially favorable to recreational bicycling. There are many bicycle commuters to Hanford from Richland. Out of town visitors are attracted for the specific purpose of recreational bicycling. However, local governing bodies in general have not met the increase in bicycle use with planning and capital expenditures to serve the use.

Funding Sources: R.C.W. 47.30 requires cities and counties to allocate one-half of one percent of the amount of funds received from the motor vehicle fund for trails and paths. In order to spend these funds on the construction of a trail or path, the trail or path must be included in a comprehensive trail plan adopted by the governing body.

Additional planning and construction funds are available through various grants, most notably from the Federal Intermodal Surface Transportation Enhancement Act (ISTEA).

Current Trends

The significant increases in population growth, commercial transport and

farming activities in eastern Washington generally and within Benton County over the past decade will continue into the near and medium term. This has and will continue to drive the need to expand all system components of the transportation network, i.e., roads, transit, rail, water borne, air, non-motorized and motorized support facilities. At all levels, i.e., commerce, daily commuter, rural planning area and neighborhood, the demands for expansion and increasingly, cost effectiveness, will require integration of relevant transportation system components.

Intermodal Connections: the increasing interdependence of rail, overland road and water borne transport systems for interstate and global commerce has been identified as a major planning issue within this document.

At the very local level, outside the context of commerce, continued population growth and demographic changes as a result of the improving economy and diversifying life styles within the Tri-Cities area and the county are changing residents' demands and expectations of the local transportation network. There is an emerging demand for a local network that offers more "modal" options than the current automobile dedicated system, and more utility than for just business, shopping and commuter trips (see pie charts and recreational survey results in Chapter

6).

Demands for public transit, for increased opportunities to integrate the auto, transit, and non-motorized modes, and for the provision of interconnecting non-motorized routes which double as recreational and commuter facilities will likely increase. Such demands should grow at a pace related to that of the successful diversification of the local non-farm economy, and the local farm economy's cultivation of tourism attractions (vineyards, farmers markets, and specialty crops).

Planning decisions under the GMA which effect the concentration of a significant portion of new population growth into the Urban Growth Areas of the Metropolitan area as well as the small cities such as Benton City and Prosser, should increase the demand, viability and usage of public transit as well as other non-motorized modes.

Emerging Opportunities: opportunities to provide connecting non-motorized transportation links between activity centers within the county do occur. In 1993, Washington Central Railroad (WCRR) abandoned 60 miles of rail track and right-of-way, which connected Columbia Center in Kennewick to the Yakima County line. This section of rail provided "off-road" connectivity between Kennewick, Richland, West Richland, Benton City, and Prosser along what is essentially the Yakima River corridor. However only minor disconnected sections of the rail right-of-way were acquired by

local governments. The concept of a connecting trail was not of interest at the time, the major pieces of the right-of-way were sold to various interests.

Opportunities similar to the WCRR example in using existing public or quasi-public rights-of-way for augmentation of bikeway/trail network will likely occur in the future. As an example, irrigation districts throughout the Yakima Valley are converting open canal rights-of-way to piped systems buried beneath the old canal right-of-way, which could function as trail sections.

Future Considerations

Improve The Utility Of The Transportation Network: the utility and adaptability of an area's transportation network is one of the primary characteristics upon which the "quality of life" is based.

By in large, the road transportation network within the county and the Tri-Cities is an excellent and efficient one, consisting of interstate highways, state routes and local arterials, collectors and local access routes; it has a well defined and institutionalized mechanisms for eliminating its deficiencies and maintaining its high level of performance.

However, the existing transportation network is almost singularly dedicated to the personal automobile. This is not a fault, but rather a limitation to the larger community's realization of other land uses, commercial enterprises, human activity and socioeconomic

diversity.

A truly multi-modal transportation system invites increased personal mobility (via pedestrian, bicycle, equestrian and transit modes); it energizes existing, and fosters the creation of new activity centers; it melds business, casual, tourism, and recreational activities into a richer and more resilient community fabric.

policy needs - there should be a bicycle/pedestrian, equestrian trail(s) which connects the major urban and rural activity centers of the county.

action- the county should initiate a cooperative effort with adjacent jurisdictions, relevant state agencies, business and private interest groups, and citizens, to pull together the various bikeway and trails plans of each jurisdiction, into an integrated plan.

The plan should use open space corridors, public lands, special district rights-of-way, existing public roads, and new acquisitions, to connect urban and rural residential, business, governmental, visitor, and recreational activity centers and amenities via a network of non-motorized travel corridors. The Plan should integrate with existing transit and automobile system components.

There should be an adopted implementation program and construction schedules for plan components.

Agreement should be sought from participating jurisdictions to annually fund, either jointly or unilaterally, depending upon the nature of the project component, the construction of a component of the plan. Where feasible, the funding should be targeted so that it integrates functionally with other parks and recreational facilities or trails construction projects in the County, or in other jurisdictions.

Capital Facilities and Regional Transportation Planning

For Benton, Franklin and Walla Walla Counties, the Benton Franklin Regional Council functions as the Regional Transportation Planning Organization (RTPO) that melds the Transportation Elements of local government's Comprehensive Plans into an integrated and internally consistent Regional Transportation Plan for certification as consistent with the State Transportation Plan and system requirements. One tool that the Regional Council and the local jurisdictions use for transportation planning is to operate a feedback loop wherein the regional transportation system for the Metropolitan Planning Area is divided into Transportation Analysis Zones (TAZs). Within each of their jurisdictions local land use planners supply current and future density and growth information for the TAZs. The Regional Council enters the information into a predictive Transportation Model that produces forecasted traffic

demand/capacity analyses from which future transportation improvement planning and projects are identified for planning and funding. Local governments use the model results to assess LOS impacts/needs, to inform their six year road programs, and where practical, to plan municipal infrastructure extensions and upgrades in conjunction with transportation projects.

Richland Urban Growth Area Expansion

In 2006 the Board of County Commissioners approved the "Badger Mountain UGA Addition" expanding the City of Richland's UGA by approximately 2100 acres on the south flank of Badger Mountain and northeast of the I-82 travel corridor. The addition of this area to the Richland UGA means that over the next 20 years, the area will develop to urban uses, most likely residential, general and highway commercial, and light industrial. Also approved as a part of the UGA expansion was a Capital Facilities Plan titled the Badger Mountain Valley View Urban Growth Area Expansion Capability Analysis that includes, in Chapters II, III, IV, V, VI, and VII respectively, an inventory and analysis of the existing transportation service levels in the UGA expansion area (Chapters II and III); a projection of land use demands from build-out of the UGA expansion area to urban uses; identification of the improvements to the transportation system that would be

needed to service build-out at specific Levels of Service over time; and projections of the costs of making those improvements and an identification of the various funding sources that would be available for accomplishing the improvements.

The Badger Mountain Valley View Urban Growth Area Expansion Capability Analysis is not included in this document but is incorporated by reference. The transportation and road projects identified in Chapter V of the Badger Mountain Valley View Urban Growth Area Expansion Capability Analysis that will be necessary to serve the Badger Mountain area, both as a consequence of the UGA expansion and of the general population and traffic growth within the larger area, and that are the responsibility of the County in whole or part, will appear first in the County's annual update of its Six Year Road Plan (page 8-9) which is the principal directive for "near term" capital expenditures for road projects by the County.

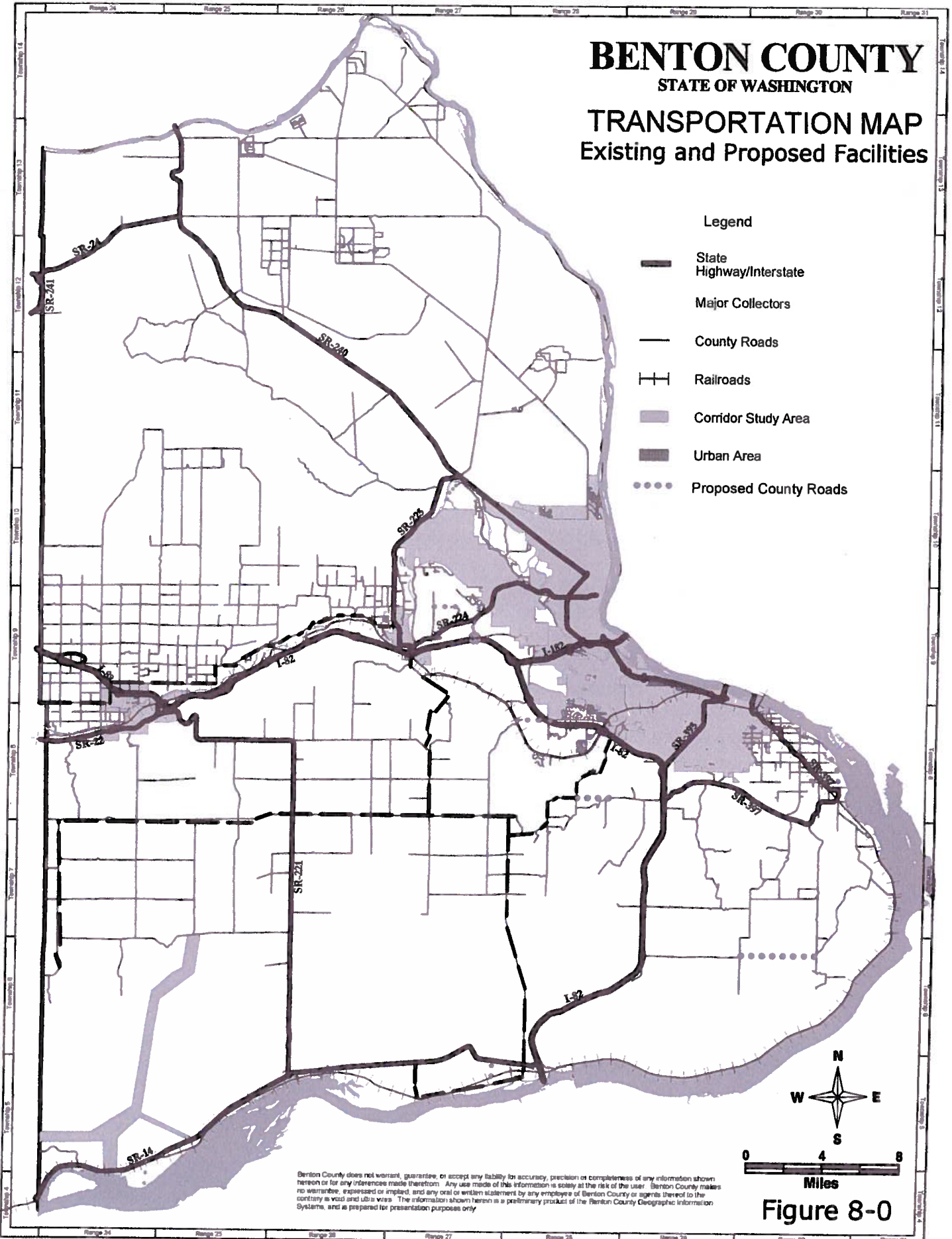
BENTON COUNTY

STATE OF WASHINGTON

TRANSPORTATION MAP

Existing and Proposed Facilities

- Legend
-  State Highway/Interstate
 -  Major Collectors
 -  County Roads
 -  Railroads
 -  Corridor Study Area
 -  Urban Area
 -  Proposed County Roads



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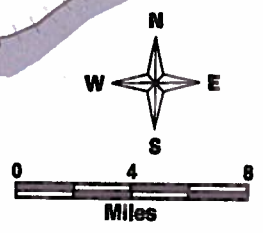


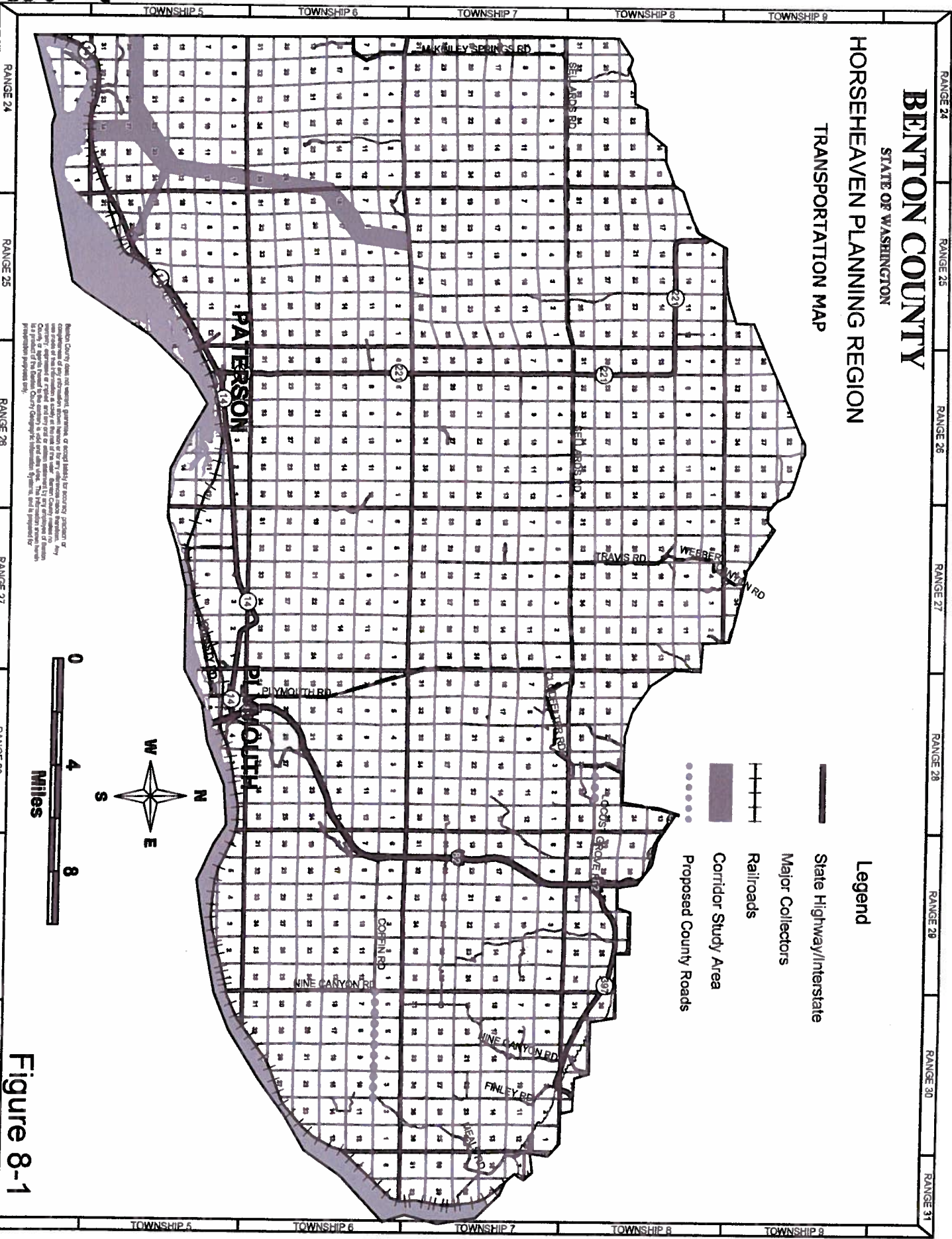
Figure 8-0

BENTON COUNTY

STATE OF WASHINGTON

HORSEHEAVEN PLANNING REGION

TRANSPORTATION MAP



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Figure 8-1

R.27E.

R.28E.

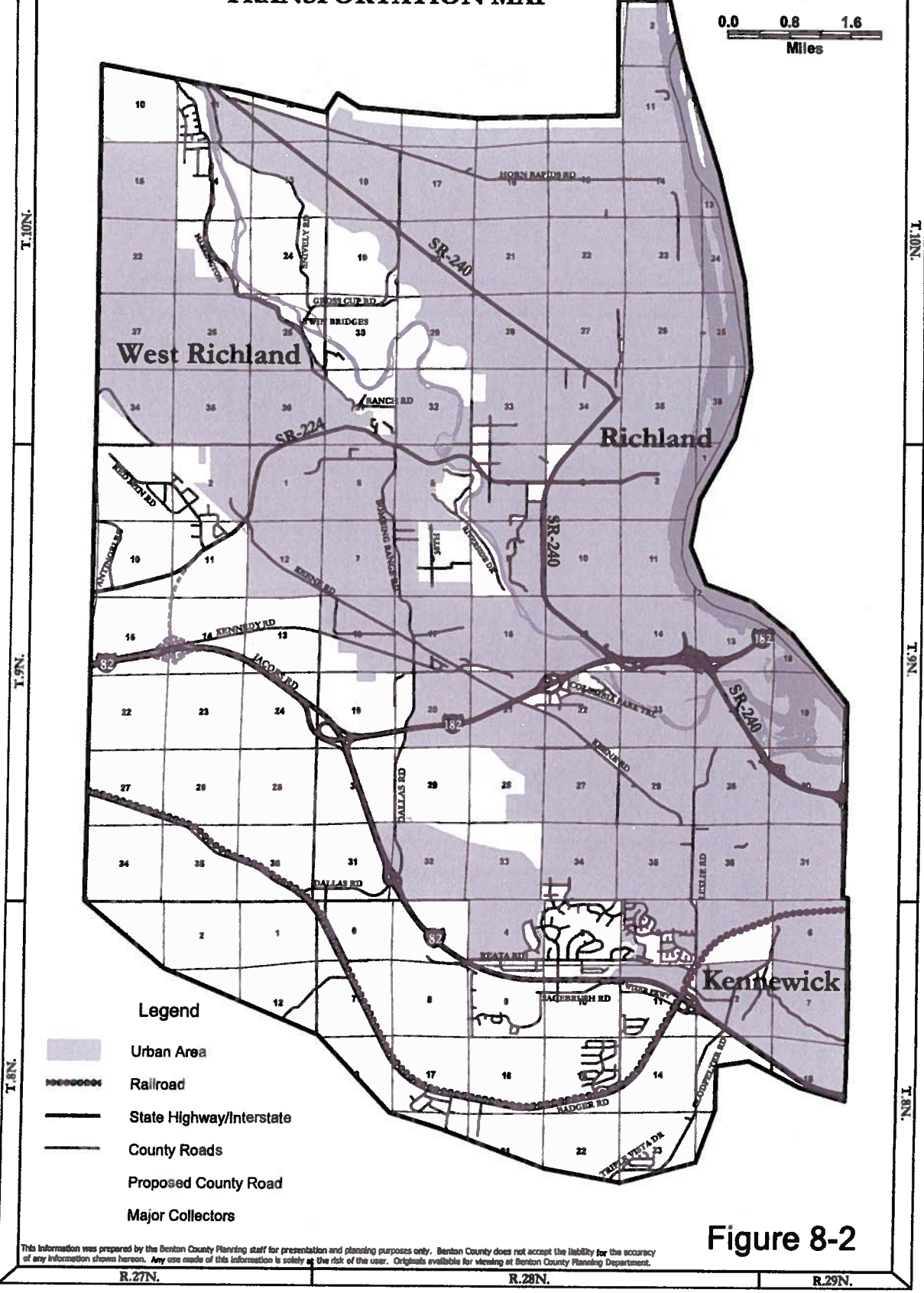
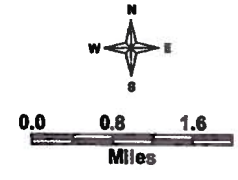
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BENTON COUNTY

STATE OF WASHINGTON

RED MOUNTAIN PLANNING REGION

TRANSPORTATION MAP



- Legend**
- Urban Area
 - Railroad
 - State Highway/Interstate
 - County Roads
 - Proposed County Road
 - Major Collectors

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Figure 8-2

BENTON COUNTY

STATE OF WASHINGTON

FINLEY PLANNING REGION

TRANSPORTATION MAP

- | | | | |
|------------|----------------------------|------------|---------------|
| (Existing) | | (Proposed) | |
| ————— | State Highways/Interstates | ----- | |
| ————— | County Roads | | |
| ----- | Major Collectors | | |
| +++++ | Railroads | | |
| | | ⊠ | Barge Portage |

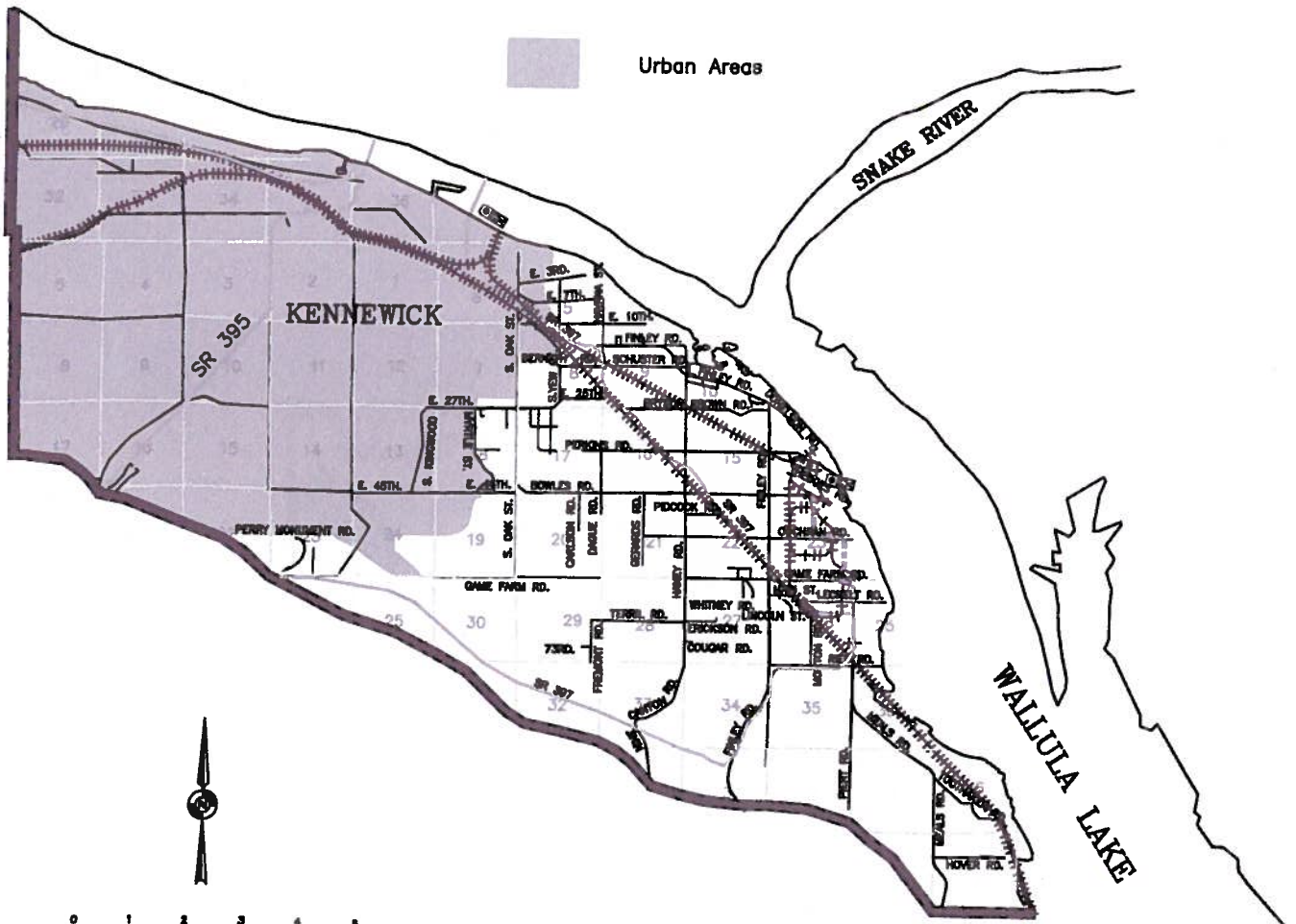


Figure 8-3

BENTON COUNTY COMPREHENSIVE PLAN

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BENTON COUNTY

STATE OF WASHINGTON

RATTLESNAKE MT. PLANNING REGION

TRANSPORTATION MAP

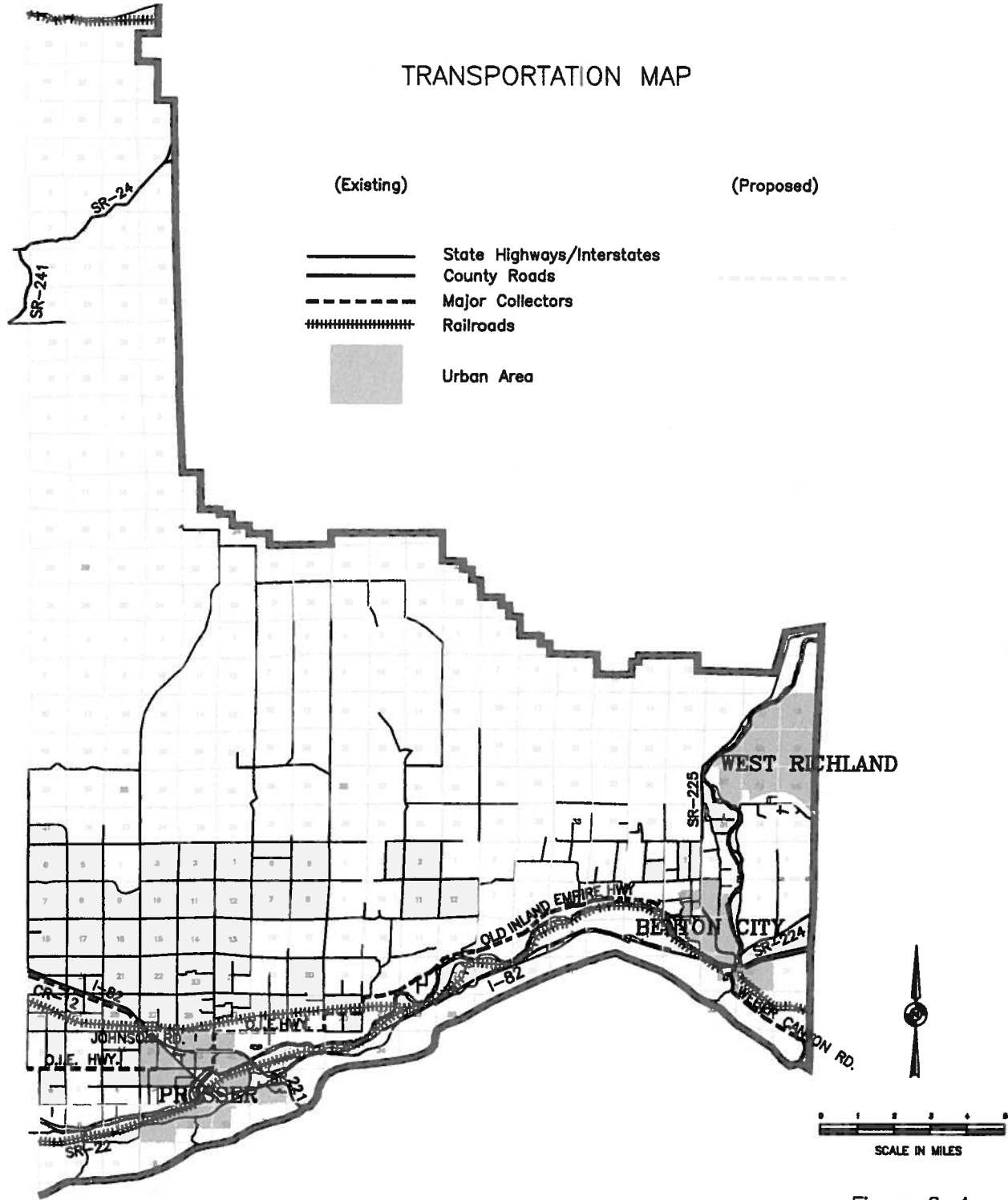


Figure 8-4

BENTON COUNTY COMPREHENSIVE PLAN

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TRANSPORTATION

Private automobiles are the predominant users of the roadways, but a complete transportation system must also consider the needs of other modes of travel. Bicycles, public transit, school busses, commercial vehicles, emergency vehicles, air, water, and rail services are also part of our region's transportation system.

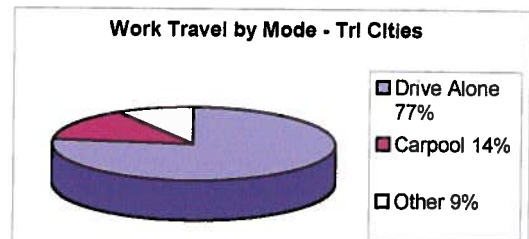
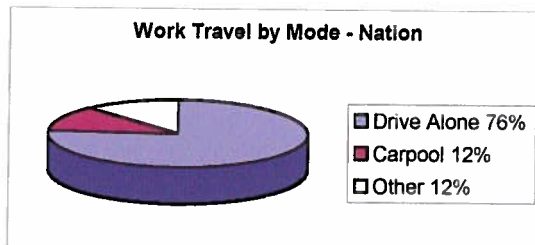


Transit station – Vista Field

Land uses determine street design and classification. Generally street right-of-ways are obtained during new residential platting, or in commercial and industrial areas, during development review. Street linkages between established areas and proposed new ones are critical for mobility, access, and rapid response by emergency services.



Determining future land uses will significantly affect the ability to forecast traffic volumes and required transportation projects. Projects and funding fit together into a multi-year financing plan for the Capital Improvement Plan (CIP) and the Transportation Improvement Plan (TIP).



GOALS

GOALS

Goal 1: Develop a transportation system to serve the planned land use of the urban growth area and is coordinated with other jurisdictions and providers.

Goal 2: Develop air, water, rail, pedestrian and bicycle systems to coordinate with the roadway system.

Goal 3: Coordinate transportation system improvements and level of service standards with other jurisdictions and providers.

Goal 4: Create and maintain a roadway system that promotes function, safety and aesthetics with minimum adverse environmental impacts.



POLICIES

POLICIES

- 1) Support the Benton County-Wide Planning Policies applicable to transportation.
- 2) Obtain adequate streets in conjunction with subdivisions and development to promote street connectivity between neighborhoods
- 3) Use best management practices for transportation systems.
- 4) Design multi-modal transportation systems based on regional priorities.
- 5) Deny land use proposals that would reduce the LOS of the adjacent streets and cannot meet concurrency or establish a strategy to follow in the absence of concurrency.
- 6) Maintain LOS standards & design that are regionally coordinated.
- 7) Link pedestrian and bicycle paths to open space corridors, park and recreation facilities and to systems of adjacent jurisdictions.
- 8) Encourage Homeowners Associations, citizen, and civic groups to develop and maintain neighborhood and citywide pedestrian and bicycle facilities.
- 9) Integrate standards for handicap accessibility into pedestrian and bicycle facilities.
- 10) Encourage traffic reduction plans such as "park and ride" facilities, use of public transit, ride-sharing and staggered work hours for employees.
- 11) Encourage safe aviation facilities that benefit local commerce.
- 12) Encourage railroad infrastructure to support current & future economic activities.
- 13) Increase aesthetics of the street environment through landscaping and streetscaping design.
- 14) Encourage sidewalks, streets, and streetscapes to be pedestrian-friendly.
- 15) Maintain a minimum of a 10-year projection of the future traffic volumes and arterial street capacity.

IMPLEMENTATION

IMPLEMENTATION

Design Standards & Safety

- KMC 5.56 Public Works Construction Standards

- KMC 13.12. Traffic Obstructions
- KMC 17.20 Design & Construction

- KMC 18.21 Landscaping
- KMC 18.27.060 View Obstruction Prohibited
- KMC 18.75 and KMC 18.78 Design Standards
- KAC 13.08 Traffic Impact Study
- KAC 13.40 Neighborhood Traffic Calming
- KAC 13.46 Highway Access Management

Maps

- BFCOG – Tri-Cities Bike Routes
- Kennewick Comprehensive Plan Land Use Map

Sub-Area and Other Plans

- Southridge Sub-Area Plan
- Hansen Park Sub-Area Plan

- Kennewick Comprehensive Park and Recreation Plan
- Vista Entertainment District Plan
- Clearwater Master Plan

Public Investment

- Capital Improvement Program 2006-2011
- Transportation Improvement Plan 2006-2011

Regional Transportation

- BFCOG – Regional Transportation Plan 2001-2020

New Streets

- KMC 17.13.070 Roads and Rights of Way
- KMC 17.20.010 Design and Construction

Other Modes of Transportation

Truck Routes

SR 221 and SR 22 are truck routes through Prosser, although neither goes through downtown Prosser. There are 40 motor freight carriers located between Yakima and Tri-Cities area.

Transit

Prosser is served by Ben-Franklin Transit. Services include flexible routes and Dial-A-Ride. The Dial-A-Ride operates throughout the City and surrounding area on a demand/response basis. Those wishing to ride call in to the transit center to make arrangements. The system uses special scheduling for community activities and events. Ben-Franklin Transit has a vanpool consisting of two vans commuting to Hanford worksites. The charge for using the Transit system is nominal, with senior citizens receiving a special fare.

Airports

The Port of Benton owns and operates an airport in Prosser. The Prosser Airport has one paved runway and no instrumentation. Residents of Prosser have access to the Tri-Cities Airport in Pasco for commercial flights to national and international destinations. The Tri-Cities Airport has three paved runways, a full instrumentation landing system, and regularly scheduled passenger services. Residents have access to the Richland Airport for business and small-plane flights. The Richland Airport is also owned and operated by the Port of Benton. It has two paved runways with a localizer instrument system. Finally, Prosser residents can use Vista Field in Kennewick. Vista Field is owned by the City of Kennewick. It is classified as a basic utility stage-2 facility serving single- and twin-engine propeller-driven general aviation type-aircraft typically weighing less than 8,000 pounds. The airport has two runways that are 150 wide and 3,500 feet long. The main runway has a partial taxiway, and is fully lighted.

Railroads

Prosser is served by the Washington Central Railroad. The Washington Central Railroad operates 12 tracks (including spurs) in the Prosser area. Industries wishing to ship via rail are advised to contact the railroad for service arrangements.

Barge

Barge service is available after truck transport to the Cargo Container facilities at the Port of Pasco. This cargo-container barge facility services Pacific Rim and United States ports through connections to deep-water vessels at the Port of Portland, OR.

7: TRANSIT

This chapter summarizes existing and future transit needs in the City of Richland. The following sections outline the criteria used to evaluate needs, strategies for implementing a transit plan and the recommended transit plan for the City of Richland. The needs, criteria and strategies were identified in working with the City's Technical Advisory and Steering Committees for the transportation plan. These committees provided input regarding the transportation system in Richland, specifically exploring transit needs. The method used to develop the transit plan combined citizen and staff input.

Needs

Fixed route transit service operates in Richland, and the routes cover most of the major streets in the central and southern developed areas. The exception is west of Leslie Road along Keene Road that has no fixed route services. In general, the buses arrive every 30 minutes during weekdays and on Saturdays, with no service on Sundays. A dial-a-ride service is available by appointment for patrons with disabilities. A transit taxi service is also available for areas not served by regular fixed routes bus service. Average ridership during weekdays on the fixed-route buses is about 1,500 patrons.

The most notable needs for transit service in Richland are the expansion of fixed route services in the southwest quadrant of the city, more frequent bus services during commute hours, and commute options for Hanford Site workers.

Criteria

The city's vision statement has a set of goals and policies to guide transportation system development in Richland (see Chapter 2). Several of these policies pertain specifically to transit needs:

- Goal 1:** The City will provide an efficient transportation network including road, rail, water and air, to serve existing needs and to accommodate new development.
- Policy 1 – The City will coordinate planning and operation of transportation facilities with programs to optimize multi-modal transportation programs.
- Goal 2:** The City will maximize the operating efficiency of its transportation system.
- Policy 3 – The City will actively coordinate the planning, construction, and operation of transportation facilities and programs that may affect the City with local, regional and state jurisdictions.
- Goal 6:** The City will encourage the use of transportation modes that maximize energy conservation, circulation efficiency and economy.
- Policy 1 – The City will support increased use of multi-modal transportation. This

includes, but is not limited to, high occupancy vehicle lanes, bicycle trails, park-and-ride facilities, carpools, vanpools, buses and mass transit.

- Policy 2 – The City will coordinate planning efforts for non-motorized modes of travel with other jurisdictions and develop an integrated area-wide plan for non-motorized travel modes that ensures continuity of routes.
- Policy 4 – The City will encourage new development to be pedestrian friendly and compatible with the public transportation system.

Strategies

Ben Franklin Transit is responsible for any changes in routes through their annual transit service plan process. In order for the City to have its transit needs assessed, the City can provide input to Ben Franklin Transit (BFT) through this process.

Several strategies were developed for the implementation of future transit facilities in Richland. These strategies were developed to provide the City with priorities in providing guidance to BFT since it is likely that the available funding will be insufficient to address all of the projects identified in the Transit Master Plan.

Strategy 1 - "Provide More Frequent Service in Peak Commute Periods"

This strategy focuses on decreasing the headways between buses during peak morning and evening commute periods. This action would increase operating costs for BFT. Without increased ridership (or potential for more ridership), BFT would not upgrade services. The most recent study¹ done for BFT does not recommended increased bus services on routes in Richland.

Strategy 2 - "Provide Express Routes to Regional Employment Centers"

This strategy is aimed at providing service directly from Tri-City transit centers to regional employment centers. This might include a few local stops followed by express service to a central transit shelter in the Hanford Site facilities (one or two stops at park & ride lots along the way).

Strategy 3 - "Provide Commuter Rail"

This strategy focuses on providing Commuter Rail through Richland along the Tri-City Railroad alignment. This allows greater connectivity to the regional transit network and to other nearby Cities such as Kennewick, Benton County, and the Hanford Site. Stations in the Richland area could be located near the Columbia Park Trail interchange, near Van Giesen Street or near Horn Rapids Road.

BFT conducted a regional study of alternative transit service options such as express bus and commuter rail as suggested above. The findings of their study² showed that the cost

¹ *Ben Franklin Transit Comprehensive Service Plan, Interim Report: Service Proposals*, Abrams-Cherwony & Associates, September 2003. No additional routes or changes in weekday bus headway were recommended for BFT in the City of Richland. The BFT Board has yet to act on these proposed recommendations.

² *Ben Franklin Transit Comprehensive Service Plan, Hanford Reservation Public Transportation Review*, Abrams-Cherwony & Associates, May 2003. Capital cost estimates for the Commuter Rail service included \$3.2 million per train station, plus \$17 to \$42 million in rail cars, depending on the frequency of operation.

associated with providing these new services would not be adequately supported by expected transit ridership increases. Other metropolitan areas with viable commuter rail services included Seattle-Tacoma, San Francisco, Chicago, New Jersey-New York – all areas much larger than the Tri-Cities area. The general recommendation of this study was to continue operations of the vanpool system and increase the fleet of vans as demand requires.

Strategy 4 - “Provide Bus Shelters/Improved User Amenities”

This strategy focuses on installation of bus shelters and other user amenities along bus routes in Richland. The need for bus shelters at bus stops, as well as other user amenities, should be evaluated in conjunction with any new commercial or residential development adjacent to a transit street. Typical daily boarding thresholds of 35 patrons or more could be used to support installation of a covered bus shelter and bench. One highly valued user amenity is “real time” bus schedule information at major bus stops, indicating how long it would be before the next bus arrives at a particular stop. This type of tracking system requires on-board bus GPS units, and a centralized control process.

Strategy 5 - “Provide More Local Transit Service”

This strategy focuses on providing more transit service on local routes (typically near where people live), rather than primarily on arterials and collectors. An assessment of existing transit route coverage in Richland was done comparing current and future placement of transit services in relationship to land use densities that would be supportive of transit use. The land use data from the travel demand forecast model was utilized in this assessment. A one-quarter mile “buffer” was established around each transit stop and compared to the adjacent land use. The existing conditions indicate that about 86 percent of the land area in Richland with density supportive of transit use would be within one-quarter mile of a transit stop (Figure 7-1). Future transit coverage would remain the same as existing, and the same transit supportive land area in Richland would be served (Figure 7-2). This does not specifically address the frequency of some of the transit services or the destinations (which would require coordination with BFT for this strategy to be effectively implemented).

Strategy 6 - “Provide Access to Commercial Areas”

This strategy focuses on providing access to locations where people choose to do their shopping. Commercial areas in the greater Richland area might include Columbia Center Shopping Mall, shopping centers along George Washington Way, and the shopping centers along Gage Boulevard.

Strategy 7 - “Provide Park & Ride Lots”

This strategy provides park & ride lots at locations where concentrated transit demand exists or where it is desirable for BFT to stop.

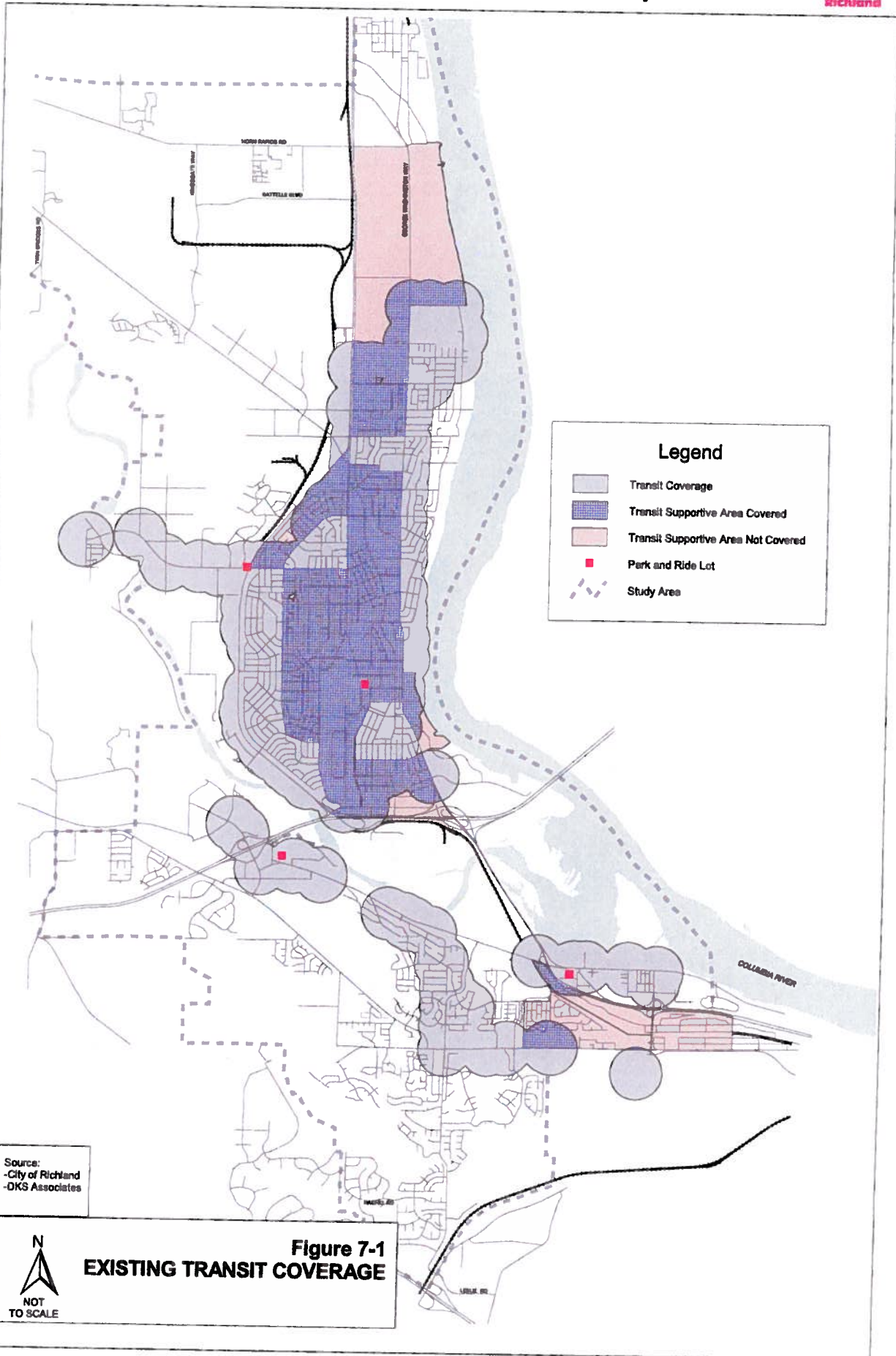
Strategy 8 - “Provide Access to Activity & Service Centers”

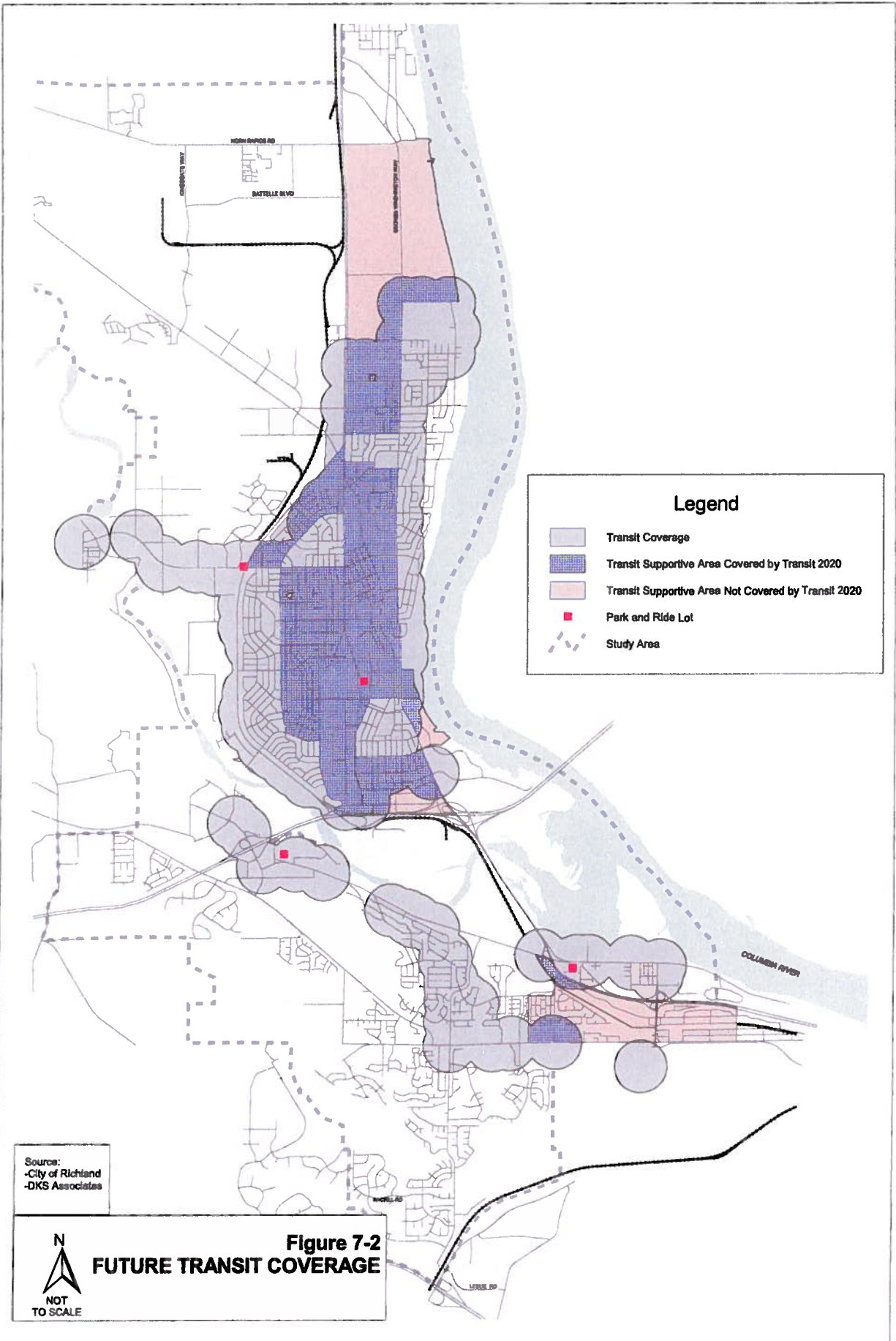
This strategy focuses on providing transit access to destinations such as community centers, hospitals, schools, churches, etc. Table 7-1 summarizes the strategies in terms of meeting the transportation goals and policies of Richland.

In addition, operating costs were estimated from \$1.8 to \$6.4 million annually. Ridership targets assumed 80,000 to 380,000 annually, depending on quality and frequency of services.

Table 7-1: Transit Facility Strategies Comparisons

Strategy	Policies				
	1-1	2-3	6-1	6-2	6-4
1. Provide More Frequent Service in Peak Commute Periods	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Provide Express Routes to Regional Employment Centers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Provide Commuter Rail	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Provide Bus Shelters/Improved User Amenities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Provide More Local Transit Service	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Provide Access to Commercial Areas	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Provide Park & Ride Lots	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Provide Access to Activity & Service Centers	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fully meets criteria <input type="checkbox"/> Mostly meets criteria <input checked="" type="checkbox"/> Partially meets criteria <input type="checkbox"/> Does not meet criteria 					





Recommended Transit Plan

Public Transit

Proposed transit projects are summarized in Table 7-2. Transit projects were determined based on strategies listed above and project feasibility.

Table 7-2: Potential Transit Projects

Rank	Project	Description
1	Provide Transit Amenities at Major Transit Stops	Provide shelters, information kiosks, etc along key transit routes in Richland with land use development. Focus on development of "SMART" bus stops. Expand park and ride lots where demand exceeds existing capacity.
2	Improve Pedestrian Connections to Transit Facilities	Construct sidewalks, crosswalks, etc. adjacent to transit routes and facilities (i.e. park-and-ride lots, bus stops, etc.). Within one-quarter mile of bus stops, focus on enhancing pedestrian access. Give priority to improvements within the designated Pedestrian District.
3	Decrease Headways	Provide more frequent transit service during peak commute periods.
4	Provide More Local Service	Provide services along Keene Road and in the southwestern part of the City (i.e. Leslie Road south of Gage, Kennedy Road) and the Stevens Drive area north of SR 240. Expand fixed-route services, as development requires. Time additional transit service to coordinate with major road extensions or street improvements.
5	Signal Priority/Preemption	Equip signals throughout the City of Richland with priority/pre-emption capabilities. This system could increase adherence to transit schedules as buses that are behind schedule receive "priority" at signalized intersections. Currently the City of Kennewick has a signal priority/pre-emption system in place.

Complementing Land Use Actions

Consider requirements in the City of Richland Development Code that provides approval criteria related to public transit. The following provisions are recommended:

- a. Provisions within the plan shall be included for providing for transit if the development proposal is adjacent to existing or proposed transit route;
- b. The requirements for transit facilities shall be based on:
 - The location of other transit facilities in the area; and
 - The size and type of the proposal.
- c. The following facilities may be required after City and BFT review:
 - Bus stop shelters;
 - Turnouts for buses; and
 - Connecting paths to the shelters.

The code provision should define adjacent as having a bus stop within 500 feet of the property.

Chapter V

Transportation

This Transportation and Circulation Element establishes West Richland's transportation goals and policies for a 10-year planning period. It provides guidance for transportation decisions regarding annual plan updates (including the six-year Transportation Improvement Plan, the Six-Year Capital Improvement Plan, and the annual budget). It also provides guidance for development review and approval, land use and zoning decisions, and continuing transportation programs. Road improvements planned are based on the land use expectations from the land use section of this plan. Details of this analysis can be found in the "City of West Richland Transportation Impact Fee Update" dated March 5, 2004 and "Regional Transportation Plan for the Tri-Cities Metropolitan area and the Benton-Franklin-Walla Walla RTPO 2001-2020". The safe and efficient movement of people and goods is the fundamental goal of the Transportation Element.

The purpose of the Transportation Element is to:

- Provide a long-range forecast of future transportation facilities and services to adequately support the land uses established on the City's Land Use Plan and historical trend data;
- Provide an inventory of the City's existing motorized and non-motorized transportation facilities;
- Establish Level of Service Standards and Guidelines to measure the adequacy of those facilities;
- Evaluate the capacity of existing motorized and non-motorized transportation facilities;
- Provide an implementation strategy identifying specific projects needed to address existing and future transportation needs, including a six-year Capital Improvement Plan illustrating a multi-year finance strategy and the City's commitment and ability to provide those facilities; and
- Include policies to ensure that adequate transportation facilities are available to meet anticipated demand.

Growth Management Act Transportation Element Requirements

The Growth Management Act (GMA) includes mandates as to what must be included within the Transportation Element. In addition to requiring that this element be consistent with the Land Use Element of the Comprehensive Plan, GMA requires that this element include the following:

- Land use assumptions used in estimating travel;
- An inventory of state and local transportation facilities and services;

- Level of Service standards and actions necessary for local transportation facilities and services to meet standards;
- Identification of the local and state transportation system needed to meet current and future travel demands;
- A multi-year finance strategy that balances needs against available funding;
- Intergovernmental coordination and impact assessment; and
- Strategies for reducing travel demand.

The Washington Administrative Code (WAC 365-195-325) also provides guidance on two GMA requirements:

- Consistency between the elements of the county's GMA comprehensive plan and the comprehensive plans of the cities within its borders; and
- Consistency between the land uses established in the Land Use Plan and the transportation improvements identified in the Transportation Element needed to serve the land uses.

The City of West Richland's Transportation Element contains all of the GMA required elements.

Land Use Assumptions

Land use assumptions for the Transportation Element include information contained in other elements of the Comprehensive Plan. Key assumptions include:

- West Richland is predominately a bedroom community within the larger urban area of Benton County.
- West Richland and the surrounding unincorporated Benton County area will continue to grow at approximately the same rate throughout the planning period.
- The traffic volumes on the City's roadway system will increase at a relatively constant rate that parallels the land development activity.
- The City's population and employment growth will continue to take place in accordance with the 2025 population projections.
- Areas zoned as residential, commercial, industrial and public reserve in the Land Use Element will continue to develop at the prescribed densities and be the primary land use in those areas.
- West Richland's established level of service (LOS) standard for all arterial streets is "D" or better under average daily traffic conditions.

Level of Service Standards and Guidelines

To determine the existing and projected capacity of transportation facilities, two different means or tools have been established, Level of Service Standards and Level of Service Guidelines.

Level of Service Standards

The Growth Management Act requires the City to establish Level of Service Standards for all arterial streets. Level of Service Standards are binding requirements subject to the concept of concurrency under the Growth Management Act. Briefly summarized, the Act prohibits jurisdictions from approving a development if the development causes the Level of Service to decline below the minimum standard adopted for a specific transportation facility, unless improvements or strategies to accommodate the impacts of development are made concurrent with development. Further, the Act defines "concurrent with development" as the required improvements or strategies in place at the time of development, or a financial commitment to complete the improvements or strategy within six years.

A six-year Capital Improvement Plan that illustrates the City's commitment and ability to achieve the established Level of Service Standards is discussed in the Capital Facilities Element of the City's Comprehensive Plan.

Level of Service Guidelines

Although not required by the Growth Management Act, Level of Service Guidelines are established for other transportation facilities provided by the City. These include sidewalks, trails, bicycle lanes and transit. Level of Service Guidelines, in contrast to Level of Service Standards, are not subject to concurrency and are used as general recommendations for guiding the design and development of the remaining transportation facilities. Several transportation facilities subject to the Level of Service Guidelines are funded within the six-year Capital Improvement Plan.

Inventory and Capacity Analysis

Transportation facilities addressed in the Transportation Element include the following:

- Streets
- Sidewalks
- Bicycle lanes
- Pathways / Trails
- Transit

Presented below is an inventory of the existing transportation facilities located within the City and an analysis of their current capacity in relation to established Level of Service Standards / Guidelines.

Street System

All public streets within the City are identified using the Washington State Department of Transportation (WSDOT) and Federal Highway Administration Roadway Functional Classification System. The WSDOT and the Federal Highway Administration define four functional street classification categories applicable to urbanized areas. The four classes of streets are principal arterials, minor arterial, collector arterials, and local access streets. The City of West Richland further splits the collector arterial functional classification into arterial collectors and neighborhood collectors. Functional classification is the process by which streets are grouped according to the character of the service they are intended to provide. Functional classification defines the nature of vehicular movement through a network of streets in a safe, logical and efficient manner.

Principal arterials are intercommunity area streets that are primarily used for traffic movement. Service to abutting land is subordinate to the provision of travel service for major traffic movements. General characteristics of principal arterials include moderate to high speeds that are generally thirty-five (35) mph to fifty (50) mph, high traffic volumes (greater than 16,000 vehicles per day), designated as limited access facility per WRMC 10.24 and street parking is prohibited. The spacing of principal arterials is usually about one (1) mile.

Minor arterials are intercommunity area streets that provide primarily for traffic movement and secondarily for land access. General characteristics of minor arterials include moderate speeds that are generally thirty (30) mph to forty (40) mph, moderate to high traffic volumes (approximate range of 4,000 to 16,000 vehicles per day), some restriction on traffic movements and driveway spacing, typically designated limited access facility per WRMC 10.24 and street parking is generally prohibited. The spacing of minor arterials is usually less than one (1) mile.

Arterial collector streets primarily function to collect and distribute traffic between principal arterial streets and minor arterial streets. Arterial collector provide for both land access and traffic mobility. General characteristics of arterial collector streets include low speeds that are generally twenty-five (25) mph to thirty-five (35) mph, low to moderate traffic volumes (approximate range of 1,500 to 6,000 vehicles per day), some restrictions on traffic movements, driveway spacing, and limited on street parking. The spacing of arterial collectors is approximately ¼ mile.

Neighborhood collector streets serve as primary access between residential developments/subdivisions and the arterial/arterial collector streets. Neighborhood collector streets provide for both land access and traffic mobility, collects traffic from local streets in residential neighborhoods and distributes it into arterial system, directly serves traffic generators within a neighborhood such as a church or school, and serves little or no through traffic generated outside of the residential area. General characteristics of neighborhood collector streets include low speeds that are generally twenty-five (25) mph to thirty (30) mph, low to moderate traffic volumes (approximate range of 1,500 to 4,500 vehicles per day), few access controls and parking is generally permitted. The spacing of neighborhood collectors is approximately ¼ mile.

All streets or parts of streets not designated as principal arterial, minor arterial, arterial collector, or neighborhood collector are classified as local streets. Local streets primary function is to provide land access with a secondary function of traffic movement; service to through traffic generated outside of the neighborhood is deliberately discouraged. General characteristics of

local streets include low speed (25 mph), low traffic volumes (typically under 1,500 vehicles per day), few access controls and parking is generally permitted.

The City in the interest of public safety and for the preservation of the public's investment in the City's roadway system has designated certain streets within the City as being limited access. A "limited access street" is designed for through traffic, and over, from, or to which the owners or occupants of abutting land or other persons have no right or easement of access to said roadway.

Inventory of Existing Street System Facilities:

As of July 2010, the City owned and/or maintained approximately 81 lane miles of local streets, 6.6 lane miles of neighborhood collectors, 1.4 lane miles of arterial collectors, 30 lane miles of minor arterials, 19 lane miles of principal arterials and state highways for a total of 138 lane miles of roadway. The Roadway Map included in this element illustrates the location and layout of dedicated public streets within the City. A detailed breakdown of this roadway inventory can be found below in Table 2 – Existing Street Inventory.

Table 2 – Inventory of Existing Streets

Street	Terminus	Lane Miles	CLASSIFICATION
Van Giesen (SR 224)	West City Limits to East City Limits	11.1	Principal Arterial (Limited Access)
Keene Road	Harrington Road to East City Limits	8.0	Principal Arterial (Limited Access)
Bombing Range Road	Van Giesen to Kennedy Road	6.2	Minor Arterial (Limited Access)
Dallas Road	Kennedy Road to South City Limits	0.2	Minor Arterial (Limited Access)
Kennedy Road	West City Limits to East City Limits	3.6	Minor Arterial (Limited Access)
Belmont Blvd	Paradise Way to Keene Road	2.7	Minor Arterial (Limited Access)
Paradise Way	Ruppert Road to Bombing Range Road	3.3	Minor Arterial (Limited Access)
S. 38 th Ave	Van Giesen to South City Limits	1.6	Minor Arterial
Grosscup Blvd	N. 62 nd Ave to Van Giesen	2.4	Minor Arterial
Harrington Drive	West City Limits to N. 62 nd Ave	3.4	Minor Arterial
Ruppert Road	West City Limits to Van Giesen	5.6	Minor Arterial
Mt. Adams View	Bombing Range Road to East City Limits	0.6	Minor Arterial
Fallon Drive	Van Giesen to S. 39 th Ave	1.0	Arterial Collector
S. 38 th Ave	Fallon Drive to Van Giesen	0.4	Arterial Collector
Watkins Way	Keene Road to Kennedy Road	0.2	Arterial Collector
Belmont Blvd	Van Giesen to Paradise Way	0	Arterial Collector
S. Highlands Blvd	Paradise Way to Keene Road	2.6	Neighborhood Collector
Holly Way	S. Highlands Blvd to Bombing	1.0	Neighborhood

	Range Road		Collector
S. 38 th Ave	North City Limits to Northlake Drive	0.4	Neighborhood Collector
Kona Drive	Belmont Blvd to S. Highlands Blvd	1.0	Neighborhood Collector
N. 62 nd Ave	Grosscup Blvd to Van Giesen	1.6	Neighborhood Collector
All other roadways		81	Local

In the areas known as Willamette Heights Section 6 and Section 8, travel occurs primarily on unimproved "access easements" rather than on "local roads". The City does not maintain roadways that are not improved to City Standards.

SR 224 / Van Giesen is part of the State of Washington's freight/goods transportation system and according to the BFCOG experiences between 300,000 and 5,000,000 tons of freight traffic annually through the City of West Richland.

Capacity of Existing Street System Facilities:

The existing capacity of the City's street system can be measured by comparing the current Level of Service to the established minimum Level of Service Standard.

Finding:

The City's roadway system meets or exceeds the adopted Level of Service Standard D. As future development impacts the Level of Service of the City's roadway system, transportation system improvements and/or strategies to maintain the Level of Service will be necessary over the 20-year planning period. The Growth Management Act (GMA) requires that LOS standards be regionally coordinated. This coordination will continue to occur through the BFCOG; the Regional Transportation Planning Organization (RTPO) for the area.

Sidewalk System

Sidewalk System Inventory:

As of July 2010, the City's pedestrian sidewalk system consists of approximately 62 miles of public sidewalks.

Adequacy of Existing Sidewalk System:

The adequacy of the sidewalk system can be measured by comparing the inventory of facilities with the adopted Level of Service Guidelines.

Level of Service Guideline for Sidewalk Facilities:

The following Level of Service Guidelines is established to assess the adequacy of the City's sidewalk facilities:

- Local, collector, minor arterial and principal arterial streets and state highways should

have sidewalks along both sides, where practical and appropriate. Sidewalks on local streets within a residential low density zone or sidewalks on local streets with less than 50' of road right-of-way are considered not practical. Installing a separated pathway or sidewalk on only one side of a principal and minor arterials designated limited access is considered appropriate.

- All sidewalks shall comply with the Federal American with Disabilities Act (ADA) requirements.
- Sidewalks shall be “transit oriented” (i.e., located to connect neighborhoods to transit stops and include pedestrian boarding shelters where appropriate).

Finding:

The City’s sidewalk system has been evaluated in relationship to the established Level of Service Guidelines and has been found to be generally in compliance with the guidelines; however, the following street sections currently lack adequate sidewalk facilities:

LIST OF STREETS WITHOUT SIDEWALKS:

Kennedy Road	(Keene Road to Milky Way)
S. 47 th Ave	(Kennedy Road to Truss Factory)
Arena Road	(Kennedy Road to Dallas Road)
Dallas Road	(Kennedy Road to Arena Road)
Fallon Drive	(N. 39 th Ave to SR 224 / Van Giesen)
Harrington Road	(N. 62 nd Ave to City Limits)
Ruppert Road	(SR 224 / Van Giesen to City Limits)
N. 46 th Ave	(SR 224 / Van Giesen to City Limits)
S. 42 Place	
Butte Court	
S. 38 th Ave	(Grant Street to City Limits)
King Drive	(S. 45 th Ave to Maple Lane)
Paradise Way	(S. 54 th Ave to Belmont Blvd)
SR 224 / Van Giesen	(Bombing Range Road to Keene Road)
Keene Road	(Bombing Range Road to SR 224 / Van Giesen)
Bombing Range Road	(Keene Road to Kennedy Road)

New developments and road improvement projects have facilitated the construction of sidewalks in areas where none had existed prior. Sidewalk facilities for the street sections listed above are necessary to meet the established Level of Service Guidelines. As new development, redevelopment, local improvement district (LID) and city roadway projects occur, sidewalks or separated pathways should be constructed to meet the Level of Service Guidelines.

Bicycle Lane System

Bicycle Lane Inventory:

The City’s Bicycle Lane System consists of approximately 6 miles of bicycle lanes. These bicycle lanes are typically located on principal and minor arterials, but maybe located on arterial or neighborhood collector streets. Bicycle lanes provide adequate space for bicycle travel separate from motor vehicle lanes.

INVENTORY OF BICYCLE LANES:

Bombing Range Road (SR 224 / Van Giesen to Keene Road)
Keene Road (Kennedy Road to Bombing Range Road)
Keene Road (SR 224 / Van Giesen to Pacific Rim Winery)

Adequacy of Existing Bicycle Lane System:

The adequacy of the bicycle lane system can be measured by comparing the inventory of facilities with the adopted Level of Service Guidelines.

Level of Service Guidelines for Bicycle Lane Facilities:

The following Level of Service Guidelines is established to assess the adequacy of the City's bicycle lane facilities:

- Bicycle lanes should be located along both sides of all state highways, principal arterials and minor arterials, where practical.
- Bicycle lanes should be provided where possible to interconnect with adjoining jurisdictions' existing or planned bicycle lanes.

Finding:

The City's bicycle lane system has been evaluated in relationship to the established Level of Service Guidelines and has been found to be generally in compliance with the guidelines; however, the following street sections currently lack adequate bicycle lane facilities:

LIST OF PRINCIPAL & MINOR ARTERIAL STREETS WITHOUT BICYCLE LANES:

SR 224 / Van Giesen	(Yakima River Bridge to Keene Road)
Keene Road	(Bombing Range Road to SR 224 / Van Giesen)
Dallas Road	(Kennedy Road to Arena Road)
Kennedy Road	(Keene Road to Milky Way)
S. 38 th Ave	(SR 224 / Van Giesen to Orchard Street)
Grosscup Blvd	(SR 224 / Van Giesen to N. 62 nd Ave)
Harrington Drive	(N. 62 nd Ave to City Limits)
Ruppert Road	(SR 224 / Van Giesen to City Limits)
Mt Adams View Drive	(Bombing Range Road to City Limits)

City road improvement projects have facilitated the construction of bicycle lanes in areas where none had existed prior. Bicycle lane facilities for the street sections listed above are necessary to meet the established Level of Service Guidelines. As city roadway projects occur, bicycle lanes should be constructed to meet the Level of Service Guidelines.

Pathways and Trail System:

Existing Pathway and Trail System Inventory:

The City's Pathway and Trail System consists of approximately 5 miles of improved pathway

and trail facilities. These facilities are typically located within road right-of-way, open spaces, parks, utility corridors and pathway easements. These facilities are intended to be used by both pedestrians and bicyclists. The pathways and trails act as alternative transportation corridors connecting users to destination points such as parks, commercial developments, residential developments, Yakima River, transit centers, medical facilities, library, etc.

INVENTORY OF PATHWAY AND TRAIL SYSTEM:

Keene Road	(Kennedy Road to S. Highlands Blvd.)
Keene Road	(SR 224 / Van Giesen to Pacific Rim Winery)
Belmont Blvd.	(Keene Road to Paradise Way)
Harrington Drive	(N. 62 nd Ave to Twin Bridges)
Park at the Lakes	
Coyote Park	
Paradise Park	
Melinda Park	
Paul Keith Park	

Adequacy of Existing Pathway and Trail System:

The adequacy of the City's pathway and trail system can be measured by comparing the inventory of facilities with the adopted Level of Service Guidelines.

Level of Service Guidelines for Pathway and Trail Facilities:

The following Level of Service Guidelines is established to assess the adequacy of the City's pathway and trail facilities:

- Pathways and trails should connect to destination points such as sidewalks, bicycle lanes, public facilities, parks, open space, Yakima River, residential developments, commercial development, abutting jurisdictions planned or existing pathways and trails, etc.
- Pathways and trails shall comply with the Federal Americans with Disabilities Act (ADA).
- Pathways and trails should be designed to accommodate pedestrian and bicycle use.
- Pathways and trails located within the road right-of-way should be separated from vehicular traffic.

Finding:

The City's pathway and trail system has been evaluated in relationship to the established Level of Service Guidelines and has been found to be generally in compliance with the guidelines. The Bicycle Map, Resolution 18-08 adopted by City Council on August 18, 2008, shows existing and planned pathways, bicycle lanes and trails within the City of West Richland.

City road improvement projects and new residential development have facilitated the construction of pathways and trails in areas where none had existed prior. Pathway and trail facilities for the areas listed above are necessary to meet the established Level of Service

Guidelines. As city roadway projects and residential development occurs, pathway and trails should be constructed to meet the Level of Service Guidelines.

Transit System

Transit System Inventory:

The City does not own or operate transit vehicles or facilities. The City is served by Ben Franklin Transit Authority. Since transit routes and schedules are subject to change to meet demands, information regarding specific routes is not included in this element. Located within Flat Top Park is a transit transfer station and park and ride facility.

Adequacy of Existing Transit System:

The adequacy of the transit system can be measured by comparing the existing service with the adopted Level of Service Guidelines.

Level of Service Guidelines for Transit Service:

The following Level of Service Guidelines is established to assess the adequacy of transit service:

- Sidewalks should be provided for easy and safe access to transit bus stops sites.
- Transit bus stops should be properly located for convenience and to encourage ridership.
- Areas of higher ridership should be provided with protective shelters for the comfort of transit users.
- New developments should be designed to be transit oriented.
- Park and ride facilities should be located on principal or minor arterials and near transit centers to encourage carpools, vanpools, and transit use.

Finding:

The transit system has been evaluated in relationship to the established Level of Service Guidelines and has been found to be generally in compliance with the guidelines. Bus stops are located along principal, minor arterials and some collector street. These stops generally meet the adopted Level of Service Guidelines. Adequate transit service exists within the City. City roadway project, new developments and redevelopment projects should be designed to encourage the use of public transit facilities. The City should continue to coordinate with Ben Franklin Transit to provide increased service and facilities where appropriate.

Future Needs for New and/or Expanded Facilities

Based on the findings of the inventory and adequacy analysis section, this section discusses the transportation facilities needed to maintain and/or meet the adopted Level of Service Standards/Guidelines as the City grows.

Street System

As stated previously, the City currently meets or exceeds the adopted Level of Service Standards; however, traffic generated by growth from both within and outside the of the City's UGA over the next several years will impact the Level of Service.

To maintain at or above the adopted Level of Service Standards as the City and region grow, transportation facility improvements such as intersection control, signal coordination, road widening, traffic calming, pedestrian safety facilities, transit treatment and alternative modes of travel will be necessary. With the "build" alternative as reviewed by the Benton-Franklin Council of Governments based on West Richland's population growth figures and planned road improvements no deficiencies were found in the 2029 transportation system for West Richland.

To address the traffic impacts from development on the City's Transportation System, the City in 1993 implemented a traffic mitigation program; program revised in 2010 with the adoption of Ordinance 02-10. The traffic mitigation program requires a fee to be paid for each new pm peak trip generated on the City's Transportation System. The funds collected with the traffic mitigation program are used to fund various projects that will improve the capacity and safety of the City's Transportation System.

To address those portions of the City's Transportation System anticipated to exceed capacity within the 20-year planning period, the City has indentified several roadway and intersection projects in the Capital Improvement Plan, which is shown in Table 3. The project list will be revised, as necessary, as part of the annual Capital Improvement Plan update process. The timeline for project construction maybe undetermined since the need is driven by development impacts.

Table 3 – Planned Roadway & Intersection Improvements

Project Name	Estimated Cost
2010 - 2029	
Keene Road Phase 6 (Pacific Rim Winery to Ruppert Road)	\$2,800,000
Keene Road Phase 7 (Ruppert Road to Twin Bridges)	\$2,500,000
Keene Road Widening (Bombing Range Road to SR 224)	\$2,800,000
Belmont Blvd Extension (Paradise Way to SR 224)	\$1,970,000
Belmont Blvd. Widening (Paradise Way to Blackwood Street)	\$225,000
Kennedy Road Improvements (Keene Road to West City Limits)	\$2,300,000
Bombing Range Rd. Phase 8 (Keene Road to Arena Road)	\$510,000
Bombing Range Rd. Widening (Collins Road to Norma Street)	\$1,200,000
Paradise Way Widening (S. 54 th Ave to Belmont Blvd)	\$425,000
Paradise Way Extension (Well #6 to SR 224)	\$1,560,000
Paradise Way Extension Phase 2 (SR 224 to Ruppert Road)	\$2,650,000
S. 38 th Ave. Widening (Grant St to South City Limits)	\$2,400,000
Watkins Way Extension (West Lattin Road to Hazelwood Drive)	\$200,000
Ruppert Road Widening (Well #9 to SR 224)	\$3,400,000
Mt. Adams View Drive Improvements (Bombing Range Road to City Limits)	\$400,000
SR 224 / S. 38 th Ave Traffic Signal	\$250,000
SR 224 / Grosscup Blvd. Traffic Signal	\$250,000
SR 224 / Ruppert Road Traffic Signal	\$250,000

SR 224 / Paradise Way Traffic Signal	\$250,000
SR 224 / Keene Road Traffic Signal	\$250,000
Keene Road / Kennedy Road Traffic Signal	\$200,000
Keene Road / Belmont Blvd Traffic Signal	\$200,000
West Richland Downtown Redevelopment (Various locations on Van Giesen)	\$2,200,000
Red Mountain Interchange (WSDOT project – excluded from total)	\$25,000,000
SR 224 (Van Giesen) Widening (Bombing Range Road to Keene Road) WSDOT project – excluded from total)	\$9,500,000
Pavement Management Program: Overlays, Chip Seals & Crack Seals (City wide)	\$3,300,000
Street Light Program (City wide)	\$400,000
Storm Drainage Repair/ Replacement Program	\$800,000
2010 – 2029 Total	\$33,690,000

FINANCING PLAN:

All transportation projects that require funding through the City are, or will be, identified in the City's Six-Year Transportation Improvement Program (TIP) as well as the Capital Improvement Program (CIP) in the City's Comprehensive Plan.

Each year all jurisdictions within the State of Washington are required to complete a Six-Year TIP before July 1st. The TIP is a planning document for both the City and the State of Washington. The document assists in the programming for Federal and State monies for various grants and funding programs. If any Federal or State monies are to be used on a roadway project, the project must appear on the TIP. Typically projects that have secured funding are placed in the first three years and unfunded or planned projects in the last three years of the program. If circumstances change, the TIP can be amended following a public hearing as long as the changes are consistent with the Transportation Element of City's adopted Comprehensive Plan.

Typically funding sources used to finance transportation projects in the CIP include federal and state grants, state loans, developer mitigation, state fuel tax and partnerships with other agencies. Based on the City's past experience of obtaining state and federal funds along with a proven ability to broker partnerships with other agencies, West Richland is well positioned to meet the financial demands of constructing an anticipated \$33.69 million worth of road improvements over the next 20 years.

- Federal STP-U funds and STP-E funds, allocated by the Benton Franklin Council of Government (BFCOG). These funds can only be used on Federally Classified roadways. This is a competitive grant process that pays between 86.5% to 100% of a project's cost. Since 1993, the City has been successful in obtaining approximately \$2,854,000 in Federal STP-U and STP-E funds.
- Washington State Transportation Improvement Board (TIB) Grants are another funding source used by the City. These state funds are from the state's gas tax revenue and can only be used on Federally Classified roadways. This is a competitive grant process that pays up to 85% of a project's cost. Since 1991, the City has been successful in

obtaining approximately \$8,016,000 in state TIB funds.

- Washington State Public Works Trust Fund Board (PWTF) Loans are another funding source used by the City. This is a competitive loan process that provides low-interest loans (interest rates as low as 0.5% over 20 years) to finance up to 85% of a project's cost. Since 2005, the City has been successful in obtaining a \$1,500,000 PWTF Loan for the construction of Keene Road (Bombing Range Road to SR 224 / Van Giesen).
- Since 1993, the City has been collecting Transportation Impact Fees from new development to mitigate the development's impact on the City's Transportation System. These funds are typically used as local match with the aforementioned federal and state grants. Since 2000, the City has collected nearly \$912,900 in Transportation Impact Fees.
- The City receives a real estate excise tax of ½ of 1 percent, ½ of those funds are deposited into the 302 Street Overlay Fund to be used for overlay, chip seal and crack-seal projects. Approximately \$165,000 per year is deposited into the 302 Street Overlay Fund. Since 2000, the City has collected nearly \$1,457,100 from the ½ of 1% real estate excise tax.
- Revenue from the State Motor Vehicle Fuel Tax varies as it is allocated by population and based on the amount of fuel sold in the state. These funds are used for operation and maintenance of transportation system including street lights, traffic signals, street repairs and snow removal activities. In 2009, the City received \$243,215 from the State Motor Vehicle Fuel Tax.
- A 1% internal tax on the City's water and sewer utilities is used to partially fund the operation and maintenance of the transportation system. In 2009, the City collected \$42,500 from the 1% water and sewer tax.
- Additional revenue is obtained from permits issued for work done in the City road rights of way. These funds include street cut permits providing approximately \$9,000 per year. These funds are used for road operation and maintenance.
- The City works to establish funding partnerships with other agencies including Ben Franklin Transit, Port of Kennewick, City of Richland, Benton County, Richland School District, Benton Rural Electric Association (BREA), Fire District #4, WSDOT, developers, etc. Since 2003, the City has been successful in obtaining approximately \$421,000 in funding partnerships with other agencies.

20 Year Financial Analysis (in dollars)					
YEAR	ESTIMATED O & M REVENUE	ESTIMATED O & M COST	ESTIMATED CAPITAL REVENUE	ESTIMATED CAPITAL COST	ENDING BALANCE
2010- 2029	\$5,890,000	\$5,890,000	20,258,000	\$33,690,000	-13,432,000
TOTAL	\$5,890,000	\$5,890,000	20,258,000	\$33,690,000	-13,432,000

Although the TIP and CIP identify anticipated funding sources, some of these funding sources

are subject to competitive processes and are dependent upon circumstances out of the City's control (i.e. level of construction activity or State Legislature funding grant programs such as the Transportation Improvement Board (TIB)). In the event of a short fall in the anticipated revenues necessary for the City to maintain the established Level of Service Standard and or anticipated maintenance costs are not lower than the BFCOG estimates, the City will be required to consider one, or a combination of the following alternatives:

- Reevaluate the land use designations within the Land Use Element to determine if a change in land use may be necessary to meet the Level of Service Standards.
- Reevaluate the established Level of Service Standards to determine how they might be adjusted to reflect what can realistically be done with available funding.
- Seek other methods of funding.
- Explore other methods to obtain the Level of Service Standards other than by means of the identified project. This could include public transit and or transportation demand management.

Table 4 – Non-motorized Pathway, Bicycle Lane & Trail Improvements

Project	Project Termini	Cost
Keene Road (Pathway & Bicycle Lane)	S. Highlands Blvd to SR 224	\$850,000
Keene Road (Pathway & Bicycle Lane)	Pacific Rim Winery to Twin Bridges	\$1,100,000
Paradise Way (Bicycle Lane)	S. 54 th Ave to Keene Road	\$600,000
Section 6 Pathway (Pathway)	Belmont / Paradise Way to Flat Top Park	\$350,000
Fallon Drive Pathway (Pathway)	Flat Top Park to Yakima River	\$300,000
Bombing Range Road (Bicycle Lane)	Keene Road to Arena Road	\$350,000
SR 224 / Van Giesen (Pathway & Bicycle Lane)	Flat Top Park to Keene Road	\$1,650,000
Ruppert Road (Bicycle Lane)	SR 224 to Well #9	\$510,000
Kennedy Road (Bicycle Lane)	Keene Road to West City Limits	\$450,000

Transportation Goals and Policies

GOAL 1: Plan and maintain a safe and efficient transportation system to serve the planned land uses of the urban growth area.

The safe and efficient movement of people and goods is the fundamental goal of the Transportation Element. To accomplish this, the system must be internally consistent, coordinated between modes, and link appropriately with neighboring jurisdictions and the region. Roadways should be designed to serve the adjacent planned land use, and where appropriate, provide through-traffic facilities.

These land use assumptions should be the basis for estimating travel volumes, establishing

appropriate roadway levels of service and subsequent improvements within the roadways.

Policies:

1a) Maintain an arterial street system plan.

Roadways are designed differently to accomplish different purposes. Where residential streets handle low traffic volumes, the arterial system is designed to accommodate large volumes of traffic. Arterial streets serve commuters by linking residential areas with employment centers. By providing stacking lanes at intersections or two-way center turn lanes, arterials can also provide access to business properties, while allowing relatively efficient through traffic.

1b) Consider Transportation Demand Management (TDM) commute trip reduction methods to decrease traffic congestion especially if traffic exceeds the City's LOS standard.

Peak traffic volumes normally occur each morning and evening during the typical work week. The daily commute to and from work provides traffic volume counts and visual evidence of locations where the street system is operating efficiently, as well as where it is not. New commuter routes, new or altered transit availability, and staggered employee work hours are some of the techniques that help get commuters to and from the work place more efficiently. Depending on the circumstances, each technique can be applied independently or in concert with others.

1c) Support access and circulation by pedestrians, bicycles, transit buses and other roadway users.

While the private automobile is the predominant roadway user, transit, school and charter buses, tractor/trailers, taxi-cabs, and a wide assortment of other cargo-carrying trucks all comprise "other" users of the roadway system. Curbside parking or turnouts and less severe intersection turn radii are examples of how the needs of these other users can be built into the design of the roadway system.

1d) Assist citizen groups and organizations in planning pedestrian, equestrian, and bicycle trails.

Citizen groups often have an impressive aggregate knowledge, and when focused properly, can be an effective tool in planning for urban population needs. Both as technical resources and catalysts for policy and budget design, citizen groups can be beneficial in pedestrian, equestrian, and bicycle trail planning.

1e) Obtain adequate streets in conjunction with subdivisions and development and promote a policy of street connectivity between neighborhoods.

The width and orientation of street right-of-way should be based upon the adjacent planned land use pattern and linkage to the overall street network. Most residential street right-of-way is acquired during the land subdivision process. Commercial and industrial street right-of-way is usually determined during development design review, and dedicated by the developer as part of the development process. In largely vacant or undeveloped areas, the City may establish arterial "corridors" to depict plans for arterial

extensions and linkage to the roadway network.

- 1f) Deny land use proposals which would reduce the level of service on the adjacent street(s) and will not meet concurrency (provisions to correct the level of service cannot be put into place within six year).**

Level of service is a qualitative measure of the traffic stream conditions on a roadway, as perceived by motorists. It considers such factors as speed, freedom to maneuver, interruptions and convenience. When a land use proposal would reduce the levels of service on the adjacent street to a level below that established by the public, and provisions to correct the level of service within six years cannot be put in place, then state law says the proposal cannot be approved.

- 1g) Develop an equitable means to pay for the planning, development, and maintenance of transportation systems.**

The demand for transportation facilities should be borne by everyone. Developers, abutting property owners, businesses, agencies and the public as a whole use and/or benefit from the transportation systems. The planning, development, and maintenance of these systems costs money. An equitable strategy for sharing in these costs should be developed and implemented.

State and federal sources of funds should be identified and their probability as a funding source assessed. Finally, projects and funding sources should be fitted together into a multi-year financing plan as a basis for Capital Improvement Program (CIP) and a Transportation Improvement Program (TIP) development.

- 1h) Maintain the capacity to forecast traffic volumes in at least 10-year time increments.**

The ability to predict how land use growth will affect the movement of people and goods throughout West Richland is fundamental to good transportation planning. Modeling provides insight into the effects of both type and timing of transportation system improvements.

- 1i) Annually update the Six-Year Transportation Improvement Plan to identify and plan for transportation needs.**

- 1j) Maintain and enhance the existing transportation system ensuring roads are kept in a safe condition.**

- 1k) Maintain traffic data.**

GOAL 2: Coordinate transportation system improvements and service level standards with other jurisdictions and providers.

The feral government, Washington State, Benton and Franklin Counties, Kennewick, Richland Pasco, and West Richland, local public transit, utilities, the railroad, recreational clubs and others all contribute to or directly provide improvements within the road right-of-way. In order for roadway users to move safely and efficiently, the level of

service standards should be uniform among providers. The improvements alongside traveled roadways may vary, but should not detract from the movement of people and goods.

Policies

2a) Seek highway signage which directs motorist to major destinations.

Highways signs help visitors find specific destinations, such as the West Richland Golf Course, Red Mountain Business and Industrial Center, West Richland Senior Center, Kennedy Retail Center, to name a few. Without them, tourist dollars, economic opportunities, and even lives can be lost. Needless delays and confusion can occur in the movements of people and goods along state and interstate roadways. Proper informational; signage assists everyone.

2b) Provide opportunity for comment on proposed transportation system improvements both from the public and from governmental agencies.

Along with the City of West Richland, public and private utilities and public transit also provide facilities within the public right-of-way. Financing and public inconvenience can both be saved by coordinating the improvement schedules of right-of-way users so work can occur at the same time. Consultation with other agencies and the public during development of utility extension or street improvement plans, though a standardized system of notification and meeting, can help avoid problems during construction.

Similarly, proposed land use changes could result in one or more changes to the transportation system plan. In some cases, such change could affect the plan of a neighboring jurisdiction. The regional forum for intergovernmental coordination in transportation planning is already in place through the local Regional Transportation Organization (RTPO). Coordination through the RTPO will help avoid conflict once improvements are made.

2c) Adopt level of service standards and design which are regionally coordinated. Coordination should occur in part through the BFCOG, the RTPO for this area.

West Richland's roadways interconnect with those of Richland, Benton County, Port of Kennewick, and Washington State. In order to ensure traffic is transitioned to the next without congestion or hazard, it is important and required to coordinate levels of service among jurisdictions. This coordination occurred through a combined effort of affected jurisdictions and the Benton-Franklin Regional Council (BFCOG). The arterial /highway intersection level of service has been designated as "D". This process of interjurisdictional coordination was initiated through County Planning Policy #14.

2d) Work to ensure multiple transportation methods such as pedestrian, equestrian, bicycles, and automobiles are safe for all travelers.

Pedestrians, equestrians, bicycles and trains are examples of alternate modes of transportation whose routes cross the City's roadway system. A dangerous type of conflict occurs where such crossings are unsafe. A congestive type of conflict occurs when roadway traffic is delayed for long periods of time, such as at railroad crossings.

Resolution of existing conflict points is beneficial to all involved. Better coordination in the route planning stages will help reduce the incidence of mode conflict.

2e) Vacate unnecessary rights-of-way.

Public right-of-way is acquired for street or utility purposes. Acquisition can occur at the time of subdivision or in conjunction with development. In some cases, changes in development plans or the public perception of where growth should occur results in unused and unnecessary right-of-way. Once it has become unnecessary for a public purpose, it should be transferred to private ownership as provided by law.

2f) Work with other public entities in the siting of any needed public facilities owned by the State or other government entities.

2g) Work with the State on improvements or changes needed for Van Giesen Street (SR 224).

GOAL 3: Build features into the roadway systems that promote function, safety, and aesthetics for the user.

The street system is primarily intended to move people and goods throughout the City. It must accommodate the privately-owned automobile, private charter buses, cab companies, and trucks in a functional and safe manner. However, roadways can also be designed to provide an aesthetically pleasing experience, thereby adding to the quality of life considerations.

Policies

3a) Provide adequate turn movement capacity within the street system to allow traffic flow and safely move traffic on and off the road system.

Whether turning into a commercial driveway or at an intersection, under-designed or overused facilities for turn movement create traffic delays and potential hazard. When normal traffic flow is restricted by spots of turn movements congestion, a slowdown "ripple effect" can be felt along longer lengths of the roadway. Such delays fuel driver impatience, and may reduce the level of service to an unacceptable level. Turn movement congestion is most prevalent along arterials experiencing strip commercial development.

3b) Maintain adequate vertical and horizontal sight distance at all intersections.

Many traffic intersection accidents are caused by driver inattention. However, all of us have "creeped out" because overgrown vegetation or fencing has impeded our sight distance. Similarly, intersections should not be placed too close to the crests of hills or other sight restrictions. Sight distance considerations should be made a part of applicable development regulations.

3c) Integrate special lane design to accommodate passenger carriers into new and redesigned roads when possible to accommodate transit.

Public transit buses, taxi-cabs and school system buses block traffic when they stop in the roadway to load or unload passengers. This can be congestive and even dangerous where following automobiles can be stranded in the intersection during light changes. Properly located turnouts or parking lanes within the road system can preserve a smooth traffic flow and subsequent driver safety.

- 3d) Work to ensure all new roads and development provide for adequate parking.**
In most residential areas, available off-street parking is not sufficient to meet the demand for visitor parking. On-street parking should be provided on one or both sides of residential streets, depending on neighborhood housing density. Cul- de-sac parking bays, alley access to rear yard parking and visitor parking lots can all help meet residential parking needs.

- 3e) Design stronger roadway surfaces where heavy vehicles traffic is anticipated.**

Roadway surfaces wear faster in areas where heavy vehicle traffic is frequent. Sturdier roadway design in these places lengthens roadway life and reduces the potential public inconvenience and safety concerns associated with poor road surface conditions.

- 3f) Coordinate "Park and Ride" facilities and transportation demand management strategies, such as staggered work hours and ride sharing, with the location and development of major employment areas.**

Major employment centers can generate large volumes of traffic. In some cases, to maintain the designated level of service standard on the adjacent streets, it may be necessary to implement one or more traffic reduction plan(s). Strategies such as ride sharing and staggered employee work hours, or facilities such as park and ride, can help to mitigate potential level of service continuity concerns.

- 3g) Synchronize traffic lights where feasible to assure efficient flow of traffic.**

As new development generates additional employee and shopper traffic along our streets, some roadway segments and intersections can become more congested than others. In many of these cases, adjustments to traffic light cycles can restore efficient traffic flow over long street segments.

- 3h) Encourage shared access easements in high-density residential, commercial, and industrial area.**

GOAL 4 Develop a coordinated, multi-modal transportation system.

Leisure time is an important component of society. There is often a strong urge to spend this time "outdoors", enjoying nature and exercising – both passively and actively. Facilities for walking, running, bicycling and horseback riding allow people to enjoy their leisure time in a variety of ways, promoting both individual well-being and opportunity for social interaction. In addition, these facilities/opportunities can become an important means of alternate transportation as the community develops and approaches build out.

Policies

4a) Integrate standards for ADA accessibility into all Pedestrian, Equestrian, and Bicycle (PEB) facilities.

Handicapped access is a civil right. All existing PEB facilities should be retrofitted at the earliest feasible opportunity to enable access to and use by handicapped individuals. Similarly, all new facilities should incorporate handicapped access and use into their respective design standards.

4b) Link PEB trails to park and recreation facilities and to the systems of neighboring jurisdictions.

PEB trails provide a means of getting from one park or recreation facility in West Richland to another in a manner which is alternate to the use of an automobile. Increased public benefit accrues when PEB trails in West Richland can be linked to those of neighboring jurisdictions. Special linkage opportunities such as the use of abandoned railroad lines or covered irrigation canals should be explored.

4c) Create combined PEB facilities where feasible.

Considerable cost saving may occur when PEB facilities are combined into a multi-use trail. Shared facilities use less land area and require fewer resources for maintenance. Care should be taken in the design phase to make sure facilities are useable to each PEB mode.

4d) Support an equitable system of financing PEB development and maintenance.

Pedestrian and bicycle facilities are common to the leisure needs of the urban population. Since most everyone uses these facilities at one time or another, their costs can be equitably shared by everyone. Equestrian facilities, by contrast, are used by only a small portion of the population. Such users should shoulder the bulk of the cost building and maintaining horse trails.

4e) Require well-maintained walkways.

4f) Develop a transportation system that facilitates mass transit, equestrian use, cycling, and walking, as well as driving.

Strategy 1

Design and develop bicycle paths to encourage increased use of bicycles within the Urban Growth Area.

Strategy 2

Give priority to public transportation in the design of all major public and private projects.

Strategy 3

Require design and development of single and multi-family residential areas facilitate the access and circulation of automobiles, transit, car/van pools, pedestrians, and bicyclists.

Strategy 4

Require new and improved commercial centers to be designed and located to facilitate access and circulation by alternative transportation modes.

- 4g Obtain right-of-ways and easements prior to or concurrent with development and retain options for alternative transportation modes, bicycle, pedestrian, and equestrian use.**
- 4h Promote public transportation service accessibility for elderly, disabled, low, and moderate income, youth, and other mobility disadvantaged people.**

Strategy 1

Facilitate the location of daycare facilities adjacent to bus stops, transit transfer centers, and park-and-ride lots, as appropriate.

GOAL 5: Maintain transportation facilities to maximize the life of the public investment and to afford safety.

The roadway system is a substantial public investment. Large sums of money are required to buy right-of-ways, design, build and maintain the roadway surfaces. Since this system is essential to the movement of people and goods throughout the urban area, it is vital that it is maintained in good operating condition.

5a) Maintain roadway surfaces by methods such as sealing cracks on a regular basis.

Sealing roadway cracks and overlays are common ways of maintaining street surfaces in good working order. Providing this maintenance on a schedule extends service life and maximizes the public investment. The Six-Year Transportation Improvement Plan is the City's document which schedules street work.

5b) Provide spot repairs and maintenance within street right-of-ways at the earliest feasible opportunity.

Chuckholes and vegetation obscuring traffic signs or vision at intersections can be hazardous to drivers and public safety. Finding these situations and correcting them as soon as possible is integral to good roadway management and the public welfare.

5c) Coordinate repair and service schedules with the schedules of other utility users utilizing the rights-of-way.

Cable television, telephone, electrical, natural gas, irrigation, public transit and the like, are users of street right-of-way systems. Each of these providers maintain their respective facilities. A fair amount of public inconvenience can be avoided if these providers can coordinate their service schedules so work can be accomplished at the same time.

5d) Provide and coordinate litter control activities.

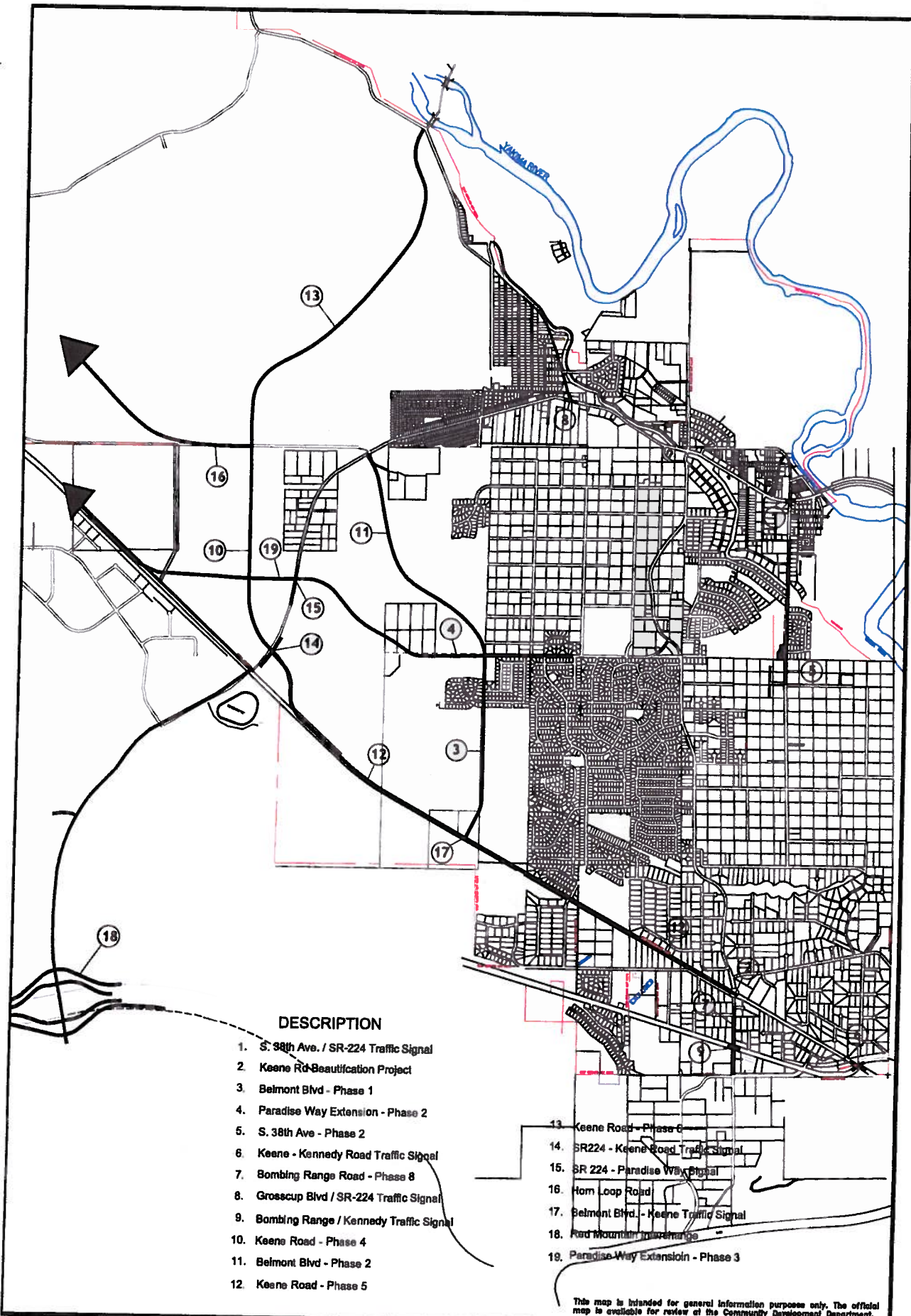
Trash and junk along highways and roads, and upon public or private property is unsightly and can be hazardous. Filth and junk can be a good medium for pest breeding. Junk can also be an attractive nuisance to youth who want to explore something new. A variety of litter control and nuisance abatement activities should be in place to prevent accumulation of litter.

- 5e) Maintain concurrency between transportation and development by requiring binding site plans for all multi-family, commercial, and industrial development.**
- 5f) Identify and enforce truck routes to allow truck movement through the City without impeding other traffic.**
- 5g) Provide sufficient equipment and materials to abate winter road hazards.**

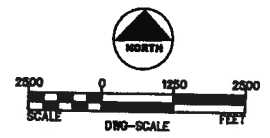
Snow and ice present slippery roadway surfaces and dangerous driving situations. Winter storm frequency is unpredictable and makes budgeting difficult. Yet, resources for roadway sanding and scarping are essential to wintertime public safety, and should be effectively provided within the City's budget.

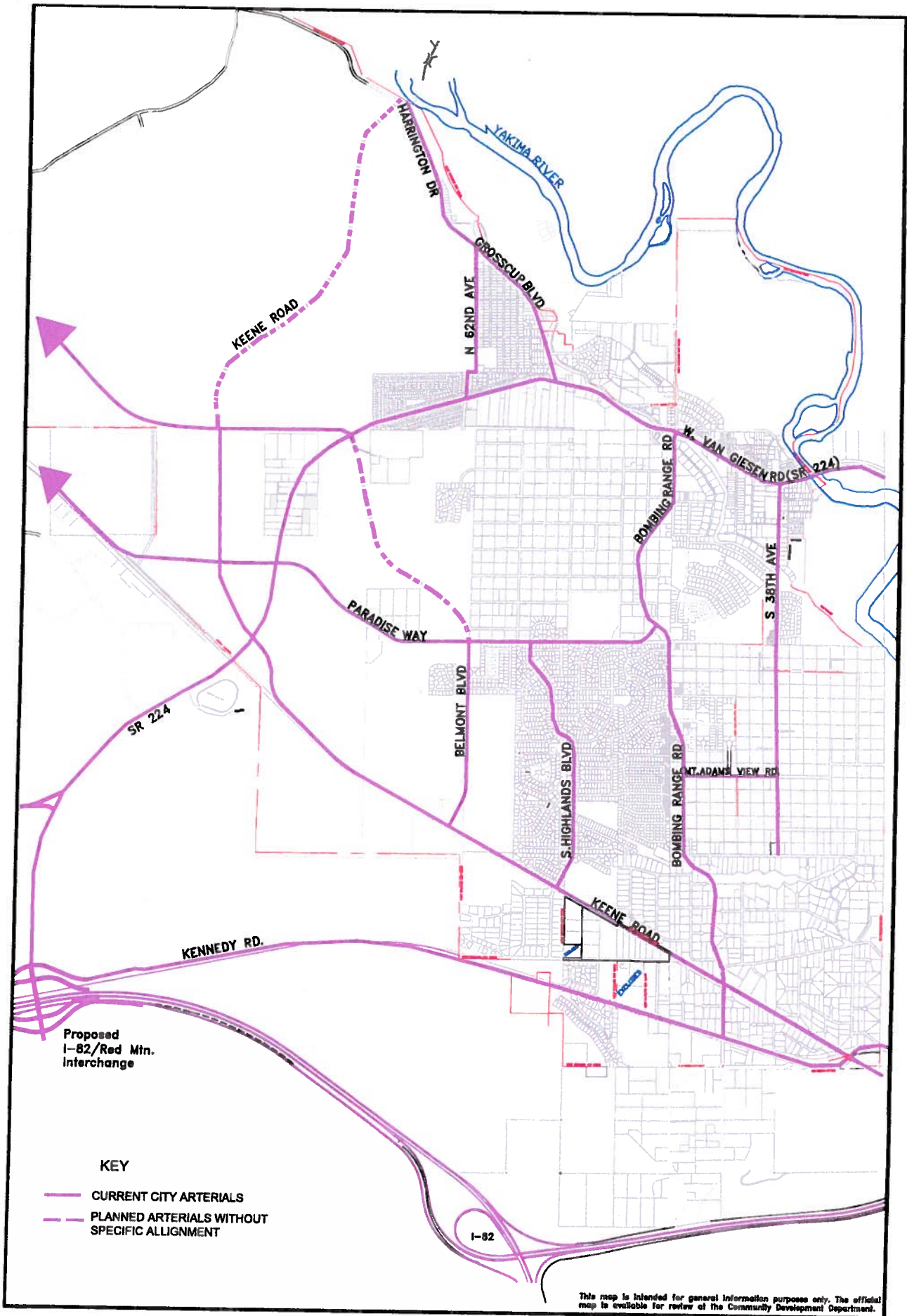
GOAL 6: Provide a transportation system that minimizes adverse environmental impacts.

- 6a) Minimize adverse effects on sensitive natural features by using natural contours in designing and locating streets and highways.**
- 6b) Route new roads to avoid encroaching on natural preserves, publicly owned parks and recreation areas, and areas identified as critical areas.**
- 6c) Encourage public transportation to improve air and water quality.**
- 6d) Consider Transportation Demand Management (TDM) strategies where applicable.**



**City of West Richland
2006 Comprehensive Plan Update
10 Yr. Rd. Improvements**





**City of West Richland
 2006 Comprehensive Plan Update
 City Arterials**