

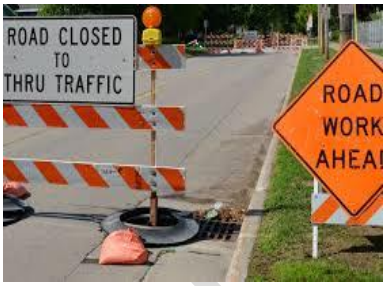

CHAPTER 10. TRANSPORTATION ELEMENT

EDIT NOTE: ***Horizon 2040*** incorporates portions of both Volume 1 and Volume 2 of ***Plan 2015***. To help with your review, the existing language is in black text, blue underlined is new, red strikethrough is deleted, and green text is language moved to or from a different section.

10.1 INTRODUCTION

People and goods are connected to one another via a community's transportation system. These transportation systems consist of facilities that accommodate many modes of transport including cars, trucks, buses, bicycles, pedestrians, railcars, and airplanes. The ability to move goods and people is essential for a healthy community. The Transportation Element describes how Yakima County's transportation system provides for this movement now and how the system will provide for this movement in the future. ~~The primary focus of Yakima County's transportation system is the County-owned facilities that serve motorized vehicles, bicycles, and pedestrians.~~

Yakima County's population and employment will increase ~~significantly~~ over the next 20 years. This anticipated growth will result in an increase in traffic traveling to, from, through, and within the County. Transportation strategies must be developed to maintain acceptable levels of service for the County's transportation system as this growth occurs.

~~The Transportation Element identifies existing transportation system characteristics, establishes Level of Service ratings, identifies existing and future deficiencies, develops improvement projects and strategies to mitigate deficiencies, and analyzes projected revenues to ensure that necessary improvements will be constructed concurrent with demand.~~

~~10.2 Purpose of the Element~~

The Transportation Element of ~~***Plan 2015***~~ ***Horizon 2040*** serves as Yakima County's action plan to provide the transportation strategies necessary to accommodate future growth. The element describes the existing condition of the transportation network, and sets forth policies and objectives, which integrate function of the network with the Land Use Map of the Comprehensive Plan.~~combines technical and financial analyses for the County's transportation system through a methodology that meets the~~

~~requirements of the GMA. It~~ The Transportation Element also identifies existing transportation system characteristics and~~,~~ establishes level of service, or performance standards ~~ratings~~, for county roads which is a major component of the transportation network. ~~identifies existing and future deficiencies based on the established level of service, develops improvement projects and strategies to mitigate deficiencies, and analyzes projected revenues to ensure that necessary improvements will be constructed concurrent with demand.~~

The Transportation Element is one of the six required elements in a GMA Comprehensive Plan for a county required under RCW 36.70A.070(6). Transportation systems in Yakima County form a multi modal network that provides for the movement of people and goods locally. The County system connects to municipal, national, and international systems. Transportation system which comprise the local network are: road, rail, air, transit, and non-motorized (bicycle and 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.

10.2 RELATIONSHIP TO OTHER PLANS

10.2.1 GMA Requirements

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. The requirements of these sub-elements will be addressed throughout the Transportation Element.

a. Land use assumptions used in estimating travel;

b. Estimated traffic impacts to state-owned transportation facilities resulting from land use assumptions to assist the department of transportation in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land-use decisions on state-owned transportation facilities;

c. Facilities and services needs including:

   1. An inventory of air, water, and ground transportation facilities and services, including transit alignments and general aviation airport facilities, to define existing capital facilities and travel levels as a basis for future planning. This inventory must include state-owned transportation facilities within the city or county's jurisdictional boundaries;

   2. Level of service standards for all locally owned arterials and transit routes to serve as a gauge to judge performance of the system. These standards should be regionally coordinated;

   3. For state-owned transportation facilities, level of service standards for highways, as prescribed in chapters 47.06 and 47.80 RCW, to gauge the performance of the system. The purposes of reflecting level of service standards for state highways in the local

comprehensive plan are to monitor the performance of the system, to evaluate improvement strategies, and to facilitate coordination between the county's or city's six-year street, road, or transit program and the office of financial management's ten-year investment program.

4. Specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established level of service standard;

5. Forecasts 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;

6. Identification of state and local system needs to meet current and future demands. Identified needs on state-owned transportation facilities must be consistent with the statewide multimodal transportation plan required under Chapter 47.06 RCW;

d. Finance, including:

1. An analysis of funding capability to judge needs against probable funding resources;

2. A multiyear 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 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems. The multiyear financing plan should be coordinated with the ten-year investment program developed by the office of financial management as required by RCW 47.05.030;

3. 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;

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;

f. Demand-management strategies;

g. Pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhance community access and promote healthy lifestyles.

This comprehensive plan addresses the above requirements throughout this chapter and the Six Year Transportation Improvement Program. Financing analysis and multi-year financing plans are in the Six Year TIP, which is incorporated herein by reference.

10.2.2 GMA Planning Goals

The RCW adopts goals to guide the development and adoption of comprehensive plans and development regulations (RCW 36.70A.020). Regarding transportation, the following RCW goals apply:

- Goal 3 – Transportation. Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plan.
- Goal 6 – Property Rights. Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
- Goal 12 – 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.

~~The Growth Management Act (GMA) requires the County to develop a transportation plan that contains a funding analysis of the recommended transportation projects. This analysis will address transportation funding needs and resources, and will include a six-year finance plan for recommended improvements. The finance plan ensures that ***Plan 2015 Horizon 2040's*** Transportation Element is affordable and achievable. Aspects of this Transportation Element will be included in the County's Comprehensive Transportation Plan to be developed following adoption of ***Plan 2015 Horizon 2040***. RCW 36.70A.020 states in regard to transportation:~~

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

10.2.3 County Wide Planning Policy

The County-Wide Planning Policy (CWPP) represents a composite framework of policies intended to balance each other to create an overall direction for development of individual comprehensive plans. These policies establish the foundation for determining consistency of individual plans with each other and with the tenets of the Growth Management Act (GMA). The following CWPPs address the transportation planning needs for Yakima County:

D.3.1. The transportation plan element for each jurisdiction will be consistent with and support the land use element of it comprehensive plan. [RCW 36.70A.070(6)]

D.3.2. Each transportation plan element will include the following sub-elements:

a. Land use assumptions used in estimating travel;
b. A statement of facilities and service need, including:
i. An inventory of air, land, and water transportation facilities and services to define existing capital facilities and travel levels as a basis for future planning;
ii. Level of service standards for arterials, collectors and transit routes, which will be regionally coordinated;
iii. Specific actions and requirements for bringing into compliance any facilities or services that are below an established level of service standard;
iv. Forecasts of traffic for at least ten years based on the adopted land use plans to provide information on the location, timing and capacity needs of future growths; and,

v. Identification of system expansion needs and transportation system management needs to meet current and future demands. [RCW 36.70A.070(6)(a)(b)]

D.3.3. Comprehensive plans for each jurisdiction will contain a multi-year financing plan which includes an analysis of the jurisdiction's ability to fund existing or future transportation improvements and identifies existing and new revenue sources, which may include impact fees. If identified funding falls short, the jurisdiction will reassess land use assumptions to assure that level of service standards will be met.

D.3.4. Transportation improvements or strategies to accommodate the impacts resulting from new development will be implemented concurrent with new development. "Concurrent with new 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.

D.3.5. Local jurisdictions will coordinate transportation planning efforts through the Yakima Valley Conference of Governments, which is designated as the Regional Transportation Planning Organization (RTPO). This regional coordination will assure that an assessment of the impacts of each transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions is conducted and conflicts prevented.

10.2.4 Master Interlocal Agreement (ILA)

The purpose of the Master Interlocal Agreement (ILA) is to provide a management structure for growth and development occurring in Urban Growth Areas (UGAs) to ensure that coordinated Growth Management Act (GMA) goals will be met.

Yakima County and cities will be responsible for assuring that all streets within the UGA are constructed concurrently with development and that the impacts generated by the development on the transportation facilities within both the unincorporated and incorporated UGA are properly considered and the appropriate mitigation is required.

Yakima County will utilize the provisions of Yakima County Code Title 19 as design standards for urban development of streets, and associated structures, unless otherwise specified in a sub-agreement. It is intended that County design standards will be generally consistent with standards adopted by the City; therefore the County may modify its required design standards when a City identifies the specific standards that may apply and demonstrates that applying the City's development standards are consistent with RCW 36.70A.110(3) and the applicable Capital Facilities Plan.

The establishment of level of service policies for streets within the urban growth area will be done cooperatively to assure that service level thresholds are agreed upon for all transportation facilities. This effort will be coordinated with the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Organization (RTPO) pursuant to RCW 47.80.023.

The Cities and the County will monitor and review transportation LOS policies and their effect in the urban growth area and make adjustments as mutually agreed upon.

10.2.5 Yakima Valley Conference of Governments (YVCOG)

The Yakima Valley Conference of Governments (YVCOG) is an intergovernmental organization composed of local jurisdictions within Yakima County. The YVCOG was established over 50 years ago to coordinate on regional issues, including transportation. The YVCOG is the lead planning agency for both the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Organization (RTPO) on behalf of its members. The MPO include the cities of Selah, Moxee, Naches, Union Gap, Yakima, and the surrounding unincorporated urbanized areas of Yakima County. Federal regulations require MPOs to develop coordinated transportation plans and programs to ensure consistency and efficient use of federal transportation funds. The RTPO encompasses all of Yakima County. The RTPO was developed to comply with RCW 36.70A the Growth Management Act (GMA), and RCW 47.80.20 which authorized creation of regional transportation planning organizations formed through a voluntary association of local governments.

10.2.6 Transportation Improvement Program (TIP)

The Transportation Improvement Program identifies specific projects that are needed to mitigate impacts to the transportation system due to existing system deficiencies and expected future growth. Growth in population, employment, and traffic will create a need to improve some areas of the transportation system where existing facilities are inadequate. The county is required to update and adopt its current Six Year ~~6-year~~ Transportation Improvement Program each year. The Six Year Transportation Improvement Program (TIP) lists all the transportation projects Yakima County plans to pursue over the next six years. The TIP considers the goals and policies in the Comprehensive Plan. It also considers and plans for adequate funding for the current.

10.2.7 DRYVE and TRANS-Action

Driving Rural Yakima Valley's Economy (DRYVE) addresses rural transportation needs in the lower Yakima Valley (south of Union Gap). This nonprofit is comprised of public agencies, local businesses, agricultural and tourism-based industries, elected officials and private citizens. Collectively, DRYVE serve as one voice advocating transportation services and infrastructure in the valley. DRYVE addresses rural transportation needs in the lower Yakima Valley, while TRANS-Action advocates for urban investment in the Greater Yakima metropolitan area. Both committees work together to improve the mobility and quality of life for Yakima County residents.

10.3 ORGANIZATION OF THE ELEMENT

The Transportation Element consists of three sections: Existing Conditions; Analysis of Assets, Needs and Opportunities; and Goals, Objectives, and Policies. Existing Conditions includes data and summarizes existing conditions in Yakima County. It focuses on inventory data which support the policy orientation of growth management. The Analysis of Assets, Needs and Opportunities discusses Level of Service and compares existing transportation system supply with projected future demand and examines ability to meet and finance the future demand. The third section presents a comprehensive set of goals, objectives, and policies to guide the implementation of ***Horizon 2040***.

~~The Transportation Element begins with a description of the existing transportation system within Yakima County. The description includes an inventory of the various transportation modes and an in-depth look at the County's road system.~~

~~Following the inventory, the element analyzes our transportation assets, needs, and opportunities. Included in this analysis is a discussion of how Levels of Service (LOS) ratings were developed for the transportation system. The LOS development process involved an innovative methodology which allowed the County to give more emphasis to areas that are most important to its citizens. Following the LOS discussion, the element sets forth a listing of projects needed to maintain the LOS threshold. The project listing is followed by the discussion of the financial plan.~~

~~The final section of the Transportation Element describes the County's land use alternatives. Population and development implications of these alternatives are analyzed in the Land Use Element. Discussion of land use alternatives within the Transportation Element focuses on their transportation implications.~~

~~This document uses the best available information to determine what improvements need to be made to the transportation system to accommodate the expected growth in Yakima County over the next six years, with a detailed Transportation Improvement Program (TIP) for the improvements needed in the next six years. The TIP will be updated on an annual basis.~~

~~The Transportation Element's goals, policies, and principles will be included in Yakima County's Comprehensive Transportation Plan currently under development. This Comprehensive Transportation Plan will contain additional guidance for areas that are not included in the element, such as access management practices, pavement management strategies, traffic control guidelines, maintenance strategies, and other operational concerns.~~

~~**Challenges**~~

~~Yakima County's population and employment will increase significantly over the next 20 years. This anticipated growth will result in an increase in traffic traveling to, from, through, and within the County. Transportation strategies must be developed to maintain acceptable levels of service for the County's transportation system as this growth occurs. Finding answers to the following key questions is essential to developing these strategies and in meeting the challenge of providing an effective Transportation Element.~~

- ~~How will population growth affect the need for transportation improvements? What about the expected continued growth in the number of vehicle miles driven per person? What are the existing deficiencies in the transportation system? What transportation improvement projects are necessary in the next 20 years? Which ones are most important in the next 6 years? What projects are most important for bicyclists? For pedestrians?~~
- ~~What should the Level of Service be for Yakima County roads? How should Level of Service be measured in rural areas? Should Level of Service be measured differently at major intersections? What measurable factors should be taken into consideration when determining Level of Service?~~
- ~~How will the proposed transportation projects be paid for? What different funding sources are available? What transportation projects are financially feasible to fund in the next six years? In the next 20 years?~~

- ~~What issues are important for those industries especially dependent upon transportation? What issues are important to the general public? What are the values and the goals of the community? What policies should be formulated to meet these goals?~~

- ~~How will the proposed land use scenarios affect the transportation system?~~

- ~~What facilities are there in the existing transportation system? What are the number of miles of roads for each functional classification? For each pavement type? What pathways currently exist and how long are they?~~

~~**Scope**~~

The Transportation Element will serve as Yakima County's action plan to provide the transportation strategies necessary to accommodate future growth. The element combines technical and financial analyses for the County's transportation system through a methodology which meets the requirements of GMA.

~~Yakima County's Transportation Element deals primarily with transportation facilities that are owned and operated by Yakima County, with specific emphasis on the ability of the County's arterial and collector roadways to serve both motorized and non-motorized users. Local access roads and other transportation facilities operated within unincorporated Yakima County are also briefly reviewed.~~

~~Coordination with other ***Plan 2015 Horizon 2040*** elements and the plans of adjacent jurisdictions is important to the success of this Transportation Element. In order to share information and coordinate the element with the Washington State Department of Transportation (WSDOT), cities within the County, and interested citizens, the County convened a Transportation Advisory Group (TAG) to assist in the development of this element. The complete TAG membership and their areas of interest are found in the acknowledgments.~~

~~The Transportation Element looks at six and 20-year planning horizons (i.e., for the years 2002 and 2015). Projects are identified for the six year period to 2002. The element analyzes the current transportation system, identifies improvements, and determines financing. The Transportation Element is consistent with the County's current six-year TIP. In accordance with the GMA, the Transportation Element and TIP will be updated each year, maintaining the six-year planning horizon required to determine transportation concurrency.~~

10.4 Considerations

GMA requires the Transportation Element to include a number of sub-elements, which are outlined in RCW 36.70A.070(6). The following ~~issues~~ themes were identified by the Transportation Advisory Group as major transportation issues during ***Plan 2015*** process. During the Visioning Check-In for ***Horizon 2040*** it was determined that these themes are still relevant.

10.4.1 Safety

The citizens of Yakima County place considerable importance on the safety of the transportation system. Accidents are not only traumatic on a personal level, but are also costly for society. These costs are felt in the form of increased medical costs, lost work time and economic productivity, and loss of property and possessions. Maintaining and improving the safety of the Yakima County transportation system by

reducing or preventing accidents is a top priority. Widening roads, providing or improving pedestrian facilities, providing street lights, correcting high accident locations, and providing road signs are some of the ways safety of the transportation system can be enhanced.

10.4.2 Mobility

Efficient movement of people and goods is very important to the citizens of Yakima County because it enhances the economic vitality and quality of life of the region. Population is projected to continue increasing within Yakima County, which inherently would increase vehicles on the County road system and/or the vehicle miles traveled ~~are projected to increase at a faster rate than the population growth~~. The existing transportation infrastructure represents a significant investment of capital and labor. To protect this investment, the capacity and condition of the system need to be maintained. Mobility also affects the quality of life of the people. Maintaining the mobility of the transportation system will ensure that the quality of life and the economic vitality are not degraded. Widening narrow roads, adding additional lanes, adding pedestrian and bicycle facilities, and improving traffic circulation are some of the ways mobility of the transportation system can be enhanced.

10.4.3 Economic Development

Transportation involves the movement of people and goods. An efficient transportation system contributes to the economic well-being of Yakima County. Commodities movement, especially farm-to-market transport, is critical to Yakima County's agricultural based economy, given the rural and agricultural nature of the county and region. Economic development can be improved or enhanced by careful selection of transportation improvements. Maintaining or improving the economic vitality of Yakima County provides employment opportunities, adds to the quality of life, and improves or maintains Yakima County revenues. Providing adequate lane widths, increased turning radii at intersections, improved road curvature and vertical grades all are ways to enhance truck traffic as well as tourist and recreation traffic.

10.4.4 Alternative Modes

~~For most of this century~~In general, transportation improvements have emphasized the movement of motorized vehicles, especially automobiles. Alternative modes, such as bicycling and walking, ~~have not been stressed~~are considered during the road project planning phase. This emphasis has resulted in a transportation system largely centered ~~around~~on the automobile. It is expected that the automobile will continue to account for the majority of transportation trips in the foreseeable future, both in the number of trips and in the distance traveled. However, there is a recognition that alternative non-motorized modes can play an important role in the transportation system~~, especially for relatively short trips~~. Encouraging these modes can lessen congestion, reduce maintenance of the built infrastructure, and reduce air pollution while providing health benefits to the users. To select these modes, transportation facilities ~~must be provided~~will be considered for alternative modes that are safe for both the non-motorized users and the motorized vehicles.

10.4.5 Neighborhood Needs

The transportation system provides significant benefits to both the general public and to local neighborhoods. Neighborhood transportation projects can be designed to improve pedestrian facilities, traffic flow, and/or neighborhood safety. When transportation improvements are constructed, it is important to address the needs of the general public, individuals, properties, and neighborhoods affected

by the project. Using appropriate funding sources, Yakima County will work with local residents to make local transportation improvements. Improving circulation for vehicles and non-motorized modes of transportation within a neighborhood are ways to reduce traffic impacts and to enhance the sense of community.

10.4.6 Transportation Demand Management

Congested streets and roadways result when too many people drive on the same routes at the same time, particularly during peak commute hours or special events. The term "demand" refers to the amount of street/road use during a given time period. Most solutions to increasing transportation system demands involve increasing the system capacity. This method is appropriate in many circumstances. However, in some cases, the capacity of the system can be "increased" by seeking to reduce the demand on the system. Transportation Demand Management (TDM) programs focus on changing or reducing travel demand, particularly at peak commute hours, instead of increasing roadway supply. Thus, the goal of TDM is to make more efficient use of the current roadway system.

Not all transportation demand measures are appropriate to Yakima County. However, by selecting effective demand management measures, transportation system demand can be reduced and system capacity can be essentially "increased" at a lower cost. Effective demand management measures can have the added benefit of reducing air pollution. In addition, there is a strong connection between land use and its impact on the adjacent transportation system. By proper and effective land use planning, demand placed on the transportation system by the adjacent land uses can be directed to corridors that have excess capacity, or have future improvements planned. The demand on a transportation system can be managed by providing opportunities to reduce the number of vehicles using the roadway system.

Managing both the increases and periods of traffic demand are necessary elements of managing traffic congestion. If traffic demand is not managed, the performance of the transportation system will be adversely affected. Managing traffic demand today is about providing travelers, regardless of whether they drive alone, with the travel choice, such as work location, route, time, and mode.

10.4.7 Funding

Financial resources necessarily constrain the number of transportation projects agencies are able to perform. In order to maximize the number of transportation projects it is important to aggressively search for available funding opportunities. It is also important to utilize the funds available to Yakima County in as efficient a manner as possible exercising fiscal prudence and innovative funding methods. Prioritization of projects permits the most important projects to be constructed first to better utilize limited available funds. Using a combination of these methods will maximize the number of transportation projects Yakima County can construct or enact for its citizens.

~~**Finance Plan**~~

~~The most recently annually updated and adopted TIP shall be considered the adopted strategic portion of the Capital Facilities Plan for transportation, and is incorporated as part of the Yakima County comprehensive plan, ***Plan 2015.***~~ The Growth Management Act requires that the list of projects must be financially feasible. The Finance Plan identifies transportation revenue sources that are available for the maintenance, administration, operation, and improvement of Yakima County's transportation system. The TIP identifies in detail the available funding for current Transportation projects.

~~Included in the plan for 2006-2011 are a review of anticipated revenues, budgeted program expenditures, a listing of transportation improvement projects, and a summary of local, state, and federal resources available to meet the identified transportation needs.~~

~~Local revenue sources include the Motor Vehicle Fuel Tax, County Road Levy, and Federal Forest Payments. Potential federal revenue sources include the Surface Transportation Program (STP) Regional Competitive, STP Statewide Competitive, STP Hazard Elimination, and STP Enhancement grant funds.~~

~~State revenue sources include the Urban Arterial Trust Account, Transportation Improvement Account, a bridge replacement program, County Arterial Preservation Program, and Rural Arterial Program. Additional revenue sources include grants from the Washington State Department of Transportation (WSDOT), payments from cities in Yakima County, and Road Improvement Districts (RIDs).~~

10.4.8 Concurrency

The GMA requires transportation facilities to be concurrent with development. This 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 (RCW 36.70A.070(6)(b)). 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.

10.4.9 Level of Service

~~Level of service (LOS) quantitatively measures the roadway capacity or physical characteristics of roads.~~ Level of service (LOS) standards are measures of the minimum amount of a public facility which must be provided to meet that community's basic needs and expectations. Once a community establishes LOS, they are used to measure whether existing facilities and services are adequate to serve its citizens, or whether there are deficiencies that should be corrected. As the community grows in population, LOS assure that facilities and services will keep pace with that growth. The Transportation Element sets minimum LOS ratings.

The GMA requires jurisdictions to establish LOS for transportation-related facilities [RCW 36.70A.070(60(a)]. The GMA requires denial of a proposed development if its impacts on the local transportation system would result in LOS dropping below adopted standards. Local jurisdictions also must have a program to bring existing facilities up to adopted standards. If meeting adopted LOS is not feasible, local jurisdictions may need to revisit comprehensive plan goals and LOS to consider how they may be adjusted while still implementing the community's vision.

~~The LOS ratings evaluate the current transportation system, and the transportation system as it is expected to be in six years and in 20 years. Roadway LOS is determined using a method unique to Yakima County that analyzes the physical characteristics of the road taking into account safety, mobility, economic development, and alternative modes. The element also sets LOS ratings based upon roadway capacity.~~

~~**Transportation Improvement Program**~~

~~The Transportation Improvement Program identifies specific projects that are needed to mitigate impacts to the transportation system due to existing system deficiencies and expected future growth. Growth in~~

~~population, employment, and traffic will create a need to improve some areas of the transportation system where existing facilities are inadequate.~~

~~**TIP projects are identified for the six-year (2006-2011) and twenty-year (2006-2026) time frames.**~~

10.5 EXISTING CONDITIONS

This section of the Transportation Element describes the existing transportation system in Yakima County. ~~Data from this inventory were used to identify existing and future transportation deficiencies, to analyze the impacts of development upon the transportation system, and to identify transportation improvement projects needed to remedy deficiencies and to mitigate the impacts of development.~~ The transportation system inventory, required by GMA in RCW 36.70A. 070(6), will serve as a baseline for future land use and transportation planning.

~~I~~Information collected in the transportation inventory is the basis for the application of LOS ratings that are described later in the Level of Service section. ~~The inventory provides a baseline from which to analyze the potential impacts that the land use alternatives have on the transportation system.~~

~~**Inventory**~~

An inventory of the existing transportation facilities provides a summary of the different types of facilities, the number of miles, the functional classification, and the different pavement types. Yakima County updates the existing conditions inventory in the yearly TIP update. ~~A few data stand out. The total number of miles of County-maintained roads is 1,689.851. Of this total 1,493.910 miles (88.4%) are rural roads.~~

There are a number of transportation facilities within Yakima County that are not operated or maintained by Yakima County. These facilities include public transit, airports, rail lines, trail systems, transportation demand management facilities (such as park and rides), and taxis~~, and intercity bus service~~. ~~An overview of these facilities is presented in the Transportation Element.~~Although these are not Yakima County owned, operated, and/or maintained, they are often discussed in sections of the this element.

10.5.1 System Description

The County provides a system of roadways, bicycle facilities, and pedestrian facilities within unincorporated Yakima County. State highways, airports, city streets, park-and-ride lots, and an urban transit system are owned and operated by other ~~governmental~~ agencies. Rail services, taxi services, and other bus services are privately and/or publicly owned and operated.

The Transportation Element primarily focuses on facilities that are owned and operated by Yakima County. Other transportation facilities within unincorporated Yakima County owned and operated by other service providers are also briefly reviewed. Data for the Yakima County-operated transportation facilities were obtained from the Yakima County Public Services Division. Data for non-County-operated transportation facilities were obtained from service providers and other documents.

10.5.2 Existing Roadway System

~~**TOTAL ROAD MILES BY JURISDICTION**~~

~~Jurisdiction~~	~~Road Miles~~
~~Yakima County~~	~~1,736.68~~
~~Cities and Towns~~	
~~Grandview~~	~~44.00~~
~~Granger~~	~~16.31~~
~~Harrah~~	~~2.58~~
~~Mabton~~	~~11.10~~
~~Moxee~~	~~9.28~~
~~Naches~~	~~5.87~~
~~Selah~~	~~20.66~~
~~Sunnyside~~	~~42.97~~
~~Tieton~~	~~5.26~~
~~Toppenish~~	~~28.53~~
~~Union Gap~~	~~23.65~~
~~Wapato~~	~~14.78~~
~~Yakima~~	~~254.37~~
~~Zillah~~	~~17.10~~
~~Bureau of Indian Affairs (Yakama Nation)~~	~~64.10~~
~~United States Forest Service~~	~~77.70~~
~~Washington State Department of Transportation~~	~~318.00~~
~~Total Road Miles in County~~	~~2,692.94~~

~~Description~~

The 2014~~6~~ Yakima County roadway system is comprised of 1,644~~1,646.32~~ miles of roads with 307~~307~~ bridges (more than 20 feet long) and 269~~281~~ culverts (a structure between 3 and 20 feet long). Eighty-six percent, or 1,421 ~~1,422.16~~ miles of the roads owned and operated by Yakima County, are classified as rural roads. The remaining roads, totaling ~~224.16~~223 miles or 14 percent, are classified as urban roads. ~~The roadway system is shown in Figure XI-1A and 1B.~~

Of the County road system, ~~1,102~~1,104 miles are hard-surfaced with either asphalt concrete pavement (ACP), ~~multiple layers of a~~ bituminous surface treatment (BST), or Portland cement concrete pavement (PCC). ~~Of t~~The remaining ~~660 miles of roadway, 544~~539 miles are surfaced with gravel. In addition to the roadway system, the County owns/operates a number of other transportation facilities, such as park and ride facilities, short line railroad, etc.

~~Roadway Data~~

~~The County maintains information about its road system in the County Road Information System (CRIS), a computerized database. CRIS catalogs road information by roadway name and milepost number. CRIS is tied to the County's Geographic Information System (GIS). This tie facilitates data analysis and allows for~~

~~the graphical display of roadway data. The roadway attributes contained in CRIS are shown in the transportation appendix.~~

~~The County's roads are divided into segments within CRIS. This allows the data to be more accurately represented and easier to manage. A complete list of these roadway segments is shown in the transportation appendix.~~

~~The Transportation Element is based on analysis of the CRIS database. CRIS data was downloaded in January, 1996 for use in this element. Data analyses reflect system conditions at that time but will be updated on an annual basis.~~

~~In addition, two computerized traffic models will be developed for the County's roadway system, one for the Yakima/Selah/Union Gap/Terrace Heights area and one for the entire County. The models will create a representation of existing traffic conditions, from data that include traffic volumes and surrounding land uses. The models will be used to predict future traffic volumes, identify future system needs, analyze transportation impacts of proposed developments, and plan transportation improvements. The traffic model data will also be tied to the GIS database.~~

10.5.2.1 Functional Classification

Yakima County's roadway system is divided into classes according to the function of each roadway corridor within the system. A classification defines the major role of a road or street within the complete existing and future roadway network. Yakima County's functional classification system is consistent with federal and state standards for roadway systems.

A roadway's functional classification is based on an evaluation of a number of criteria. ~~(WSDOT 1990).~~ These criteria include the type and magnitude of travel generators, route feasibility and directness of travel, traffic characteristics and trip length, and spacing between and continuity of functional classes. Yakima County uses seven different functional classifications' four urban and three rural. Following is a brief description of each.

- Urban principal arterials provide a network of streets and highways which can be identified as unusually significant. They are important both because they provide routes for traffic passing through the area and because they provide routes for movements within the urbanized area. Access to these routes is usually limited to intersections.

- Urban minor arterials connect with and augment principal arterials, serving trips of moderate length. They place more emphasis on access than principal arterials, but still emphasize mobility over access. These streets provide continuity within communities.

- Urban collector arterials provide both access service and traffic circulation within neighborhoods. These streets also collect traffic from local streets in neighborhoods and channel it to arterials.

- Urban local access streets provide direct access to abutting properties and to the higher classification facilities. Service to through traffic is usually discouraged.

- Rural major collectors provide service to larger towns and traffic generators of importance. They link population centers and serve important travel corridors within the County.

- Rural minor collectors collect traffic from local access roads and provide access to major collectors. They link smaller communities and locally important traffic generators.

- Rural local access roads provide access to adjacent land. They are used to travel relatively short distances.

In the Transportation Element, the term "arterials" refers to the collection of all urban principal arterials, urban minor arterials, urban collector arterials, rural major collectors, and rural minor collectors. These roads make up what is sometimes referred to as "the primary system" of County roads and are eligible for state and federal funding. Local access roads are not eligible for state and federal funding.

~~COUNTY ROAD TYPE~~	~~FUNCTIONAL CLASSIFICATION~~									
	~~PRINCIPAL ARTERIAL~~	~~MINOR ARTERIAL~~	~~COLLECTOR ARTERIAL~~	~~URBAN ACCESS~~	~~URBAN TOTALS~~	~~MAJOR COLLECTOR~~	~~MINOR COLLECTOR~~	~~RURAL ACCESS~~	~~RURAL TOTALS~~	~~GRAND TOTALS~~
~~UNIMPROVED~~				~~1.19~~	~~1.19~~				~~0.00~~	~~1.19~~
~~GRAVEL~~				~~31.04~~	~~31.04~~		~~28.11~~	~~599.69~~	~~627.80~~	~~658.84~~
~~LBST~~	~~7.78~~	~~18.94~~	~~19.77~~	~~25.20~~	~~71.69~~	~~288.21~~	~~340.74~~	~~254.69~~	~~883.64~~	~~955.33~~
~~ASPHALT~~	~~1.15~~	~~3.11~~	~~0.79~~	~~26.46~~	~~31.51~~	~~62.67~~	~~9.10~~	~~11.84~~	~~83.61~~	~~115.12~~
~~CONCRETE~~					~~0.00~~	~~6.16~~	~~0.04~~		~~6.20~~	~~6.20~~
~~TOTALS~~	~~8.93~~	~~22.05~~	~~20.56~~	~~83.89~~	~~135.43~~	~~357.04~~	~~377.99~~	~~866.22~~	~~1601.25~~	~~1736.68~~

~~Table~~ Maps 10.5.2-1 -10.5.2-2 ~~XI-1 describes~~ identifies the ~~number of miles in each~~ roadway classification within Yakima County. ~~divided by type of roadway surfacing. It also shows the number of bridges and culverts in each roadway classification, by type (concrete, steel or wood).~~

~~Table XI-1 describes the number of miles in each roadway classification divided by type of roadway surfacing. It also shows the number of bridges and culverts in each roadway classification, by type (concrete, steel or wood).~~

~~**Table XI-1. 1996 Yakima County Road, Bridge and Culvert Inventory**~~

~~**ROAD INVENTORY - MILES OF ROAD: Yakima County Mileage Totals as of March 12, 1996**~~

~~**BRIDGE INVENTORY - NUMBER OF BRIDGES: Yakima County Bridge Totals as of March 12, 1996**~~

~~COUNTY BRIDGE TYPE~~	~~FUNCTIONAL CLASSIFICATION~~

	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR ARTERIAL	URBAN ACCESS	URBAN TOTALS	MAJOR COLLECTOR	MINOR COLLECTOR	RURAL ACCESS	RURAL TOTALS	GRAND TOTALS
CONCRETE	3	5	9	5	22	69	84	102	255	277
STEEL	0	0	0	5	5	6	7	10	23	28
WOOD	0	0	0	2	2	7	8	39	54	56
TOTALS	3	5	9	12	29	82	99	151	332	361

CULVERT INVENTORY – NUMBER OF CULVERTS: Yakima County Culvert Totals as of March 12, 1996

COUNTY CULVERT TYPE	FUNCTIONAL CLASSIFICATION									
	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR ARTERIAL	URBAN ACCESS	URBAN TOTALS	MAJOR COLLECTOR	MINOR COLLECTOR	RURAL ACCESS	RURAL TOTALS	GRAND TOTALS
CONCRETE	2	6	2	0	10	124	137	265	526	536
STEEL	0	1	1	0	2	34	74	152	260	262
WOOD	0	0	0	0	0	4	4	37	45	45
TOTALS	2	7	3	0	12	162	215	454	831	843

- Urban collector arterials provide both access service and traffic circulation within neighborhoods. These streets also collect traffic from local streets in neighborhoods and channel it to arterials.
- Urban local access streets provide direct access to abutting properties and to the higher classification facilities. Service to through traffic is usually discouraged.
- Rural major collectors provide service to larger towns and traffic generators of importance. They link population centers and serve important travel corridors within the County.
- Rural minor collectors collect traffic from local access roads and provide access to major collectors. They link smaller communities and locally important traffic generators.
- Rural local access roads provide access to adjacent land. They are used to travel relatively short distances.

In the Transportation Element, the term "arterials" refers to the collection of all urban principal arterials, urban minor arterials, urban collector arterials, rural major collectors, and rural minor collectors. These roads make up what is sometimes referred to as "the primary system" of County roads.

~~Table XI-1 describes the number of miles in each roadway classification divided by type of roadway surfacing. It also shows the number of bridges and culverts in each roadway classification, by type (concrete, steel or wood).~~

10.5.2.2 Existing Bicycle Facilities

Yakima County does not have specifically designated, off-street bicycle ~~routes~~facilities. Instead, the County provides conditions on County roads that facilitate bicycle use such as bicycle lanes on arterials or paved shoulders on rural collectors. Bicycles are allowed on all County roads.

10.5.2.3 Existing Pedestrian Facilities

Pedestrian facilities are provided in Yakima County as sidewalks, walkways, roadway shoulders, pathways, and, on low traffic volume roads, shared facilities. Sidewalks are typically provided in urban areas. Existing sidewalks are found mostly in newer areas constructed under the County's current standard which may require~~s~~ the construction of sidewalks. Paved shoulders and shared roadways provide effective pedestrian transport in most of the rural County.

10.5.2.4 Pathways

Yakima County adopted an updated Yakima County Trails Plan in 2014. This plan includes trail level of services, facility inventory, and funding and implementation. Pathway facilities are off-street systems that can provide both pedestrian and bicycle routes. In some areas of the County, opportunities for creating an interconnecting system of pathway are provided by former trolley and rail corridors, by canal corridors, and stream sides. Several pathways are available in Yakima County for recreational use, which are identified and updated within the Yakima County Trails Plan. ~~-~~A few of these ~~The~~ pathways are as follows:

- Yakima Valley Greenway (The Naches Trail project), operated by the nonprofit Greenway Foundation, boasts more than 20 miles of paved pathway, as well as parks, fishing lakes, picnic areas, playgrounds, and river access landings, along with protected natural areas.~~encompasses 3,600 acres along the Yakima River corridor in the greater Yakima metropolitan area. In addition to natural and conservation areas, a 7-mile bicycle and pedestrian path has been developed from Myron Lake to Union Gap.~~

- Cowiche Canyon Pathway is operated by the nonprofit Cowiche Canyon Conservancy. The Cowiche Canyon Conservancy owns and manages 5,000 acres and offers close to 30 miles of trails through sage and grasslands, flowering meadows, oak woodlands, and basalt cliffs.
  - ~~It runs through Cowiche Canyon between Weikel Road and Cowiche Canyon Road for approximately three miles. It is not paved and is used by walkers and cyclists.~~

- ~~Sunnyside/Grandview Pathway parallels the Yakima Valley Highway between the cities of Sunnyside and Grandview. It was constructed by Yakima County and was paved in the fall of 1995. Both walkers and cyclists use the five-mile long path.~~

- Lower Yakima Valley Pathway offers trail users the opportunity to experience great wines (produced from grapes grown in the area's rich volcanic-ash soil), interesting shops, and local hospitality and entertainment as they traverse three desert towns along the 14-mile paved route. ~~County Line Pathway will run approximately three-quarters of a mile from Grandview east to the Yakima/Benton County line where it will connect to a pathway constructed by Benton~~

~~County. It is scheduled to be constructed by Yakima County in 1997. It will be paved and is for use by walkers and cyclists.~~

- The William O. Douglas Trial is an 80-mile recreational pathway which courses through the City of Yakima, traverses Yakima County, and reaches portions of Lewis and Pierce Counties, connecting to Mount Rainier National Park. It is named after influential Supreme Court Justice William O. Douglas, who grew up in Yakima and was the longest service Justice in United States history. S

10.5.3 Non-County-Operated Components

Other service providers including the Washington State Department of Transportation, the city of Yakima, and other cities and towns within the County maintain and/or operate transportation facilities within Yakima County. ~~A Public Transportation Benefit Area (PTBA) was recently formed in the County as well, although it is not currently operating a transit system.~~

10.5.3.1 Roadway Systems

Other service providers within the County, including WSDOT and the 14 cities and towns, also maintain and operate public transportation systems. ~~There are 956 miles of public roads within Yakima County in addition to the County's 1,737 miles.~~ The Washington State Department of Transportation (WSDOT) is responsible for a system of freeways and state routes. Fourteen cities and towns (Grandview, Granger, Harrah, Mabton, Moxee, Naches, Selah, Sunnyside, Tieton, Toppenish, Union Gap, Wapato, Yakima, and Zillah) are responsible for their own roadway systems within their city limits.

The Bureau of Indian Affairs and the Yakama Nation also own and operate ~~64 miles of~~ roads within the Yakama reservation boundaries. The United States Forest Service has ~~78 miles of~~ roadways on forest service property in the County. ~~A complete listing of roadway providers and miles of roadways is shown in Table XI-2.~~

The street systems of the 14 cities and towns within the County interface closely with the County's maintained road system in their urban areas. Some of the roads on the County/city limit lines are jointly owned and operated.

State highways maintained and operated by Washington State Department of Transportation (WSDOT) are located within Yakima County. ~~There are ten state highways in the County.~~ Interstate 82 is the major route for travel to destinations within and through the County. Interstate 82, state highways, and additional state routes that serve local destinations are listed below.

- Interstate 82 – Most of the County's population is clustered around this highway, and it serves as the link from Yakima County north to Interstate 90 at Ellensburg and south to the Tri-Cities.
- SR 97 – follows a path parallel to Interstate 82 from Union Gap to Toppenish, where it proceeds south to Goldendale and the Oregon border.
- SR 12 – traverses the County west from Yakima through White Pass to Interstate 5 and the Centralia/Chehalis area.
- SR 24 – heads east from Yakima through Moxee toward Benton County.

- SR 410 – begins west of Naches, then crosses Chinook Pass into Pierce County near Mount Rainier. This highway is closed in the winter. ~~Other state routes mainly serve local destinations.~~

- SR 821 – follows the Yakima River Canyon, intersecting with Interstate 82 north of Selah and with I-82 south of Ellensburg. SR 821 is also known as Canyon Road and Yakima River Canyon Scenic Byway.

- SR 823 – is a junction between Interstate 82 with SR 821, through Selah.

- SR 22 – is an I-82 bypass serving several small communities through Yakima and Benton counties (starting near the community of Buena, through Toppenish, to Prosser).

- SR 223 – is located entirely in Yakima County, connecting SR 22 with I-82 through Granger.

10.5.3.2 Public Transit

Yakima Transit serves the city limits of Yakima, providing fixed-route, paratransit, and vanpool services. Yakima Transit currently provides transit services for the City of Selah through an inter-local agreement. Yakima Transit also participates with Central Washington University and WSDOT in funding the Yakima-Ellensburg Commuter. Transit fixed-route (bus) ridership consistently exceeds one million passenger-boardings annually.

~~The Yakima Valley Public Transportation Benefit Area was formed in 1991 to explore transit service options in Yakima County. A County-wide transit system, known as SunTran, was proposed in the fall of 1994, but it was defeated in a public vote. The SunTran Board has postponed efforts to create a regional transit system in Yakima County at this time. The Board will meet semi-annually to determine if a discussion on regional public transportation services should be revisited.~~

~~Transit service has been provided within the city of Yakima since 1970 by Yakima Transit, operated by the city. Service is provided on ten routes. Stops on several routes serve locations in the County immediately adjacent to the City limits; however, only one route provides stops in the County.~~

Union Gap Transit is a newly created (2008) Transit Division in Union Gap which is fully funded through a 0.2% sales tax. Funding supports free passenger fares for both fixed route and Para transit services. Union Gap Transit provides services within the city of Union Gap.

Quasi-public transit is provided in Yakima County by an organization called People for People, which provides a number of transportation services. People for People provides door-to-door transportation service for qualified individuals in Yakima County, providing access to medical, nutrition, health, shopping and other vital services. This service is for individuals who may not have access to public or private transportation or have a physical cognitive, or other impairment that may require specialized transportation. Community connector is also operated by People for People through a state funded competitive grant program that provides public transit along I-82 and SR 97 with linkages to the Tribal Transit program, Yakima Transit, and Ben Franklin Transit at Prosser. ~~operates a free senior transportation service. They provide transportation for seniors to hot meal sites on Mondays, Tuesdays, Thursdays, and Fridays. They also provide transportation services to the grocery store, bank, and pharmacy. Those seniors with medical coupons are also eligible for free transportation to doctor appointments.~~ If People for People cannot provide transportation to medical visits, they provide Non-Emergency Medical Transportation

(Medicaid) brokering transportation services. ~~refer medical coupon holders to MedStar Cabulance which offers transportation service for a fee. Free transportation service is also provided by the Area Agency on Aging and Longterm Care. Based near the Yakama Nation, this service is available to all County seniors. It offers a program similar to that provided by People for People.~~ These services are available to the general public and are funded in part by WSDOT.

The Yakama Nation Tribal Transit (YNTT) system was created in 2007 under the Economic Development program. Through a partnership that was established with People for People (PFP), the YNTT and PFP were able to set up a strategy to identify the transportation needs on the Yakama Reservation. Pahto Public Passage (PPP) provides service to the cities of Toppenish, Wapato, Harrah and also the communities of White Swan and Brownstown.

~~**Table XI-2. Total Road Miles by Jurisdiction for 1996**~~

10.5.3.3 Airport Services

The Yakima Air Terminal~~International Airport~~ – McAllister Field (Yakima Airport) began operation under the County's jurisdiction in 1928. The airport is owned by the City of Yakima and is managed by current airport staff. ~~city of Yakima and Yakima County jointly own the airport.~~ Maintenance and operations of the airport are funded solely through revenues generated by the airport. ~~It is currently managed by an appointed airport board. Horizon Air and United Express offer commercial air connections with Seattle-Tacoma, Portland, and other destinations in Washington, Oregon, Idaho, Montana, Wyoming, and Canada.~~ The airport serves the commercial (i.e., Alaska Airlines) and freight (FedEx, etc.) air travel needs of residents of Yakima County and the southcentral region of Washington, from as far away north to~~as~~ Ellensburg, west to White Pass, south to Goldendale, and east to Prosser. ~~Approximately 88,000 passengers passed through the gates in 1995.~~

In addition to passenger flights, the ~~four~~airport terminal facilities serve other commercial and military operations. ~~Ameriflight, AirPack, Empire, Methow, and Aeroflight provide commercial freight service to Seattle-Tacoma, Portland and local destinations. In 1995, 24,732 itinerant general aviation operations and 2,961 local military operations were recorded at the airport.~~ Private and charter flights are also accommodated.

Sunnyside Municipal Airport is a general aviation airport operated by the city of Sunnyside. It is a non-instrumented airport that provides service to private passenger and cargo aircraft. It does not serve scheduled commercial flights. ~~Approximately 28 general aircraft were based at this airport in 1990, during which an estimated 21,485 flights took off or landed from this airport.~~ Map 10.5.3-1 shows the location of the major airports within Yakima County.

~~Southeast Yakima County is also served by Prosser Airport near Prosser in Benton County. Approximately 9,700 flights took off or landed from this general aviation airport in 1990. Airport policies are found in the Land Use Element.~~

Tieton Airport is located approximately 6 miles east of White Pass on U.S. Highway 12. The airport is located on the eastern shore of Rimrock Lake. Ground access to the airport is provided via Tieton Reservoir Road which connects to U.S. Highway 12 approximately 3 miles northeast of the airport. The Tieton Airport is an unattended airstrip owned by Washington State Department of Transportation. Firefighting activity is common at this airport.

There are also a number of smaller, privately owned airstrips or helipads within Yakima County. In addition to local airport services, a private charter company operates the Airporter Shuttle. The Airporter Shutter offers frequent round-trip service from Yakima to Sea-Tac Airport and downtown Seattle (Convention Center).

10.5.3.4 Railway System

Yakima County is served by threewo railway systems:, Burlington Northern /Santa Fe, LLC Railroad Union Pacific Railroad, and the Toppenish, Simcoe & Western RailroadYakima Central Railroad. These railroads both provide freight service or have facilities within Yakima County. There is currently no passenger rail service withinto Yakima County.

10.5.3.5 Private Transportation Services

Private intercity bus service is provided to the County by Greyhound Lines. Taxi service is provided by a number of operators in the four operators in the Yakima /Selah/Union Gap/Terrace Heights area or County-wide. and one in the Sunnyside/Grandview area.The number of private operators providing service in the area is subject to change over this planning period.

The Burlington Northern Santa Fe Corporation (BNSF) recently purchased Washington Central Railroad and reopened Stampede Pass to rail traffic. Opening up the pass will permit trains from Puget Sound ports to ship products to the east through Yakima County. BNSF has plans to operate up to ten trains per day on this route. The products carried will include agricultural products and supplies, and general merchandise. Construction of a new rail line from Ellensburg to Lind is being considered. If constructed, at least a portion of the western Washington rail traffic would use that corridor to bypass Yakima County.

The White Swan Branch Line Toppenish, Simcoe & Western Railroad system is a short line that runs from Toppenish to White Swan. The The railroad is owned by Yakima County, and maintained and operated by the Yakima Central RailroadYakima Valley Rail & Steam Museum, a group of volunteers. This railroad primarily hauls agricultural products, supplies, and lumber. Seasonal and charter excursions also run on this line.

The Naches Rail Corridor, now the Naches Trail, was railbanked by the Surface Transportation Board in 2006. Railbanking allows trails to be placed on the rail corridor while leaving the option for return to rail service if needed.

10.5.4 Transportation Demand Management (TDM) Facilities

Transportation demand can be managed by providing opportunities to reduce the number of vehicles using the roadway system. TDM facilities can include park-and-ride or park-and-pool lots, carpool or vanpool programs, subsidized transit, or high-occupancy vehicle lanes. In Yakima County, WSDOT currently operates 17 park-and-ride or park-and-pool lots, mainly for commuting to the Yakima/Selah/Union Gap/Terrace Heights area.

In addition, three major employers in unincorporated Yakima County are subject to the Washington State Commute Trip Reduction Act and provide carpooling and vanpooling opportunities and transportation demand management information to their employees. These employers are Borton and Sons, Washington Beef, and the Yakima Training Center.

Washington States Commute Trip Reduction (CTR) Law was adopted by the 1991 Legislature and incorporated into the Washington Clean Air Act as RCW 70.94.521-555. Its intent is to improve air quality, reduce traffic congestion, and reduce the consumption of petroleum fuels through employer based programs that encourage the use of alternatives to the single-occupant vehicle (SOV) for the commute trip. These strategies are also known as transportation demand management (TDM). The law applies to employers with 100 or more full-time employees at a single worksite who are scheduled to begin workdays between 6:00 and 9:00 a.m. weekdays and that are located in counties with population of over 150,000, which includes Yakima County. The law establishes goals for reducing commute trip vehicle miles traveled (VMT) by the employees of affected employers. Yakima County has a number of employers that participate in the CTR. In Yakima County, the CTR is administered by YVCOG.

~~10.6 Major Issues~~

~~The following issues were identified by the Transportation Advisory Group as major transportation issues:~~

~~MAJOR ISSUES~~

~~The following issues were identified by the Transportation Advisory Group as major transportation issues:~~

~~Safety~~

~~The citizens of Yakima County place considerable importance on the safety of the transportation system. Accidents are not only traumatic on a personal level, but are also costly for society. These costs are felt in the form of increased medical costs, lost work time and economic productivity, and loss of property and possessions. Maintaining and improving the safety of the Yakima County transportation system by reducing or preventing accidents is a top priority.~~

~~Mobility~~

~~Efficient movement of people and goods is very important to the citizens of Yakima County because it enhances the economic vitality and quality of life of the region. Population is projected to continue increasing and the vehicle miles traveled are projected to increase at a faster rate than the population growth. The existing transportation infrastructure represents a significant investment of capital and labor. To protect this investment, the capacity and condition of the system need to be maintained. Mobility also our quality of life. Maintaining the mobility of the transportation system will ensure that the quality of life and the economic vitality are not degraded.~~

~~Economic Development~~

~~Transportation involves the movement of people and goods. An efficient transportation system contributes to the economic well being of Yakima County. Economic development can be improved or enhanced by careful selection of transportation improvements. Maintaining or improving the economic vitality of Yakima County provides employment opportunities, adds to the quality of life, and improves or maintains Yakima County revenues.~~

~~Alternative Modes~~

~~For most of this century, transportation improvements have emphasized the movement of motorized vehicles, especially automobiles. Alternative modes, such as bicycling and walking, have not been~~

~~stressed. This emphasis has resulted in a transportation system largely centered around the automobile. It is expected that the automobile will continue to account for the majority of transportation trips in the foreseeable future, both in the number of trips and in the distance traveled. However, there is a recognition that alternative non-motorized modes can play an important role in the transportation system, especially for relatively short trips. Encouraging these modes can lessen congestion, reduce maintenance of the built infrastructure, and reduce air pollution while providing health benefits to the users. To select these modes, transportation facilities must be provided for alternative modes that are safe for both the non-motorized users and the motorized vehicles.~~

~~Neighborhood Needs~~

~~The transportation system provides significant benefits to both the general public and to local neighborhoods. Neighborhood transportation projects can be designed to improve pedestrian facilities, traffic flow, and /or neighborhood safety. When transportation improvements are constructed, it is important to address the needs of the general public, individuals, properties, and neighborhoods affected by the project. Using appropriate funding sources, Yakima County should work with local residents to make local transportation improvements.~~

~~Transportation Demand Management~~

~~Most solutions to increasing transportation system demands involve increasing the system capacity. This method is appropriate in many circumstances. However, in some cases, the capacity of the system can be "increased" by seeking to reduce the demand on the system. Not all transportation demand measures are appropriate to Yakima County. However, by selecting effective demand management measures, transportation system demand can be reduced and system capacity can be essentially "increased" at a lower cost. Effective demand management measures can have the added benefit of reducing air pollution. In addition, there is a strong connection between land use and its impact on the adjacent transportation system. By proper and effective land use planning, demand placed on the transportation system by the adjacent land uses can be directed to corridors that have excess capacity, or have future improvements planned. The demand on a transportation system can be managed by providing opportunities to reduce the number of vehicles using the roadway system.~~

~~Funding~~

~~Financial resources necessarily constrain the number of transportation projects agencies are able to perform. In order to maximize the number of transportation projects it is important to aggressively search for available funding opportunities. It is also important to utilize the funds available to Yakima County in as efficient a manner as possible exercising fiscal prudence and innovative funding methods. Prioritization of projects permits the most important projects to be constructed first to better utilize limited available funds. Using a combination of these methods will maximize the number of transportation projects Yakima County can construct or enact for its citizens.~~

10.~~7~~6 ANALYSIS OF ASSETS, NEEDS AND OPPORTUNITIES

~~**Introduction**~~

As part of the comprehensive plan update, Yakima County has compiled population projections through the next twenty years as part of the GMA requirement. Yakima County has projected an increase in population in both Yakima County as a whole, and in the unincorporated portion of the County. Based on current population, by 2040 Yakima County's population will increase 24%, while the unincorporated Yakima County will increase 29%. These population projection are provided in more detail in the Land Use Element. The expected growth in population and employment in Yakima County ~~during the~~throughout the next twenty years will cause impacts to the transportation system due to the increased demand on the roadways. To handle the increase in population the Transportation Element outlines criteria to determine if roadways will continue to meet the adopted level of service standards.

This section of the Transportation Element will discuss bicycle and pedestrian facilities and corridors. It will also identify and analyze the County's ~~transportation system to~~ Level of Service standards used to determine what improvement projects will be needed ~~to mitigate those impacts~~or if proposed development will impact the adopted LOS standards.

~~The analysis uses a specialized method to measure the Level of Service provided by the system. It is based on the goals and policies developed by the Transportation Advisory Group for this study and from public input obtained early in the planning process. This method examines the condition of the roadway system to determine how well the system meets the needs of its users. Improvements are programmed to correct deficiencies where minimum service levels are not met.~~

~~To meet the requirements of the GMA, transportation improvements must be determined and scheduled for six-year and 20-year horizons. The projects contained on the project list must be able to be financed. The last part of this section describes a plan to finance the improvements. The element must be updated yearly to maintain the six-year horizon. At that time, projects, schedules, and projected financing will be reviewed and modified as necessary.~~

10.6.1. Special Route Corridors ~~Designations~~

The County's transportation system must meet the needs of a wide variety of users, including agricultural, commercial, and recreational interests, and a variety of modes including bicycling and~~,~~ walking~~, and trucking~~. ~~Routes that are particularly important for certain groups of users have been given special designations to underscore how they are used.~~

~~**Freight and Goods Routes**~~

~~The movement of freight and goods on the County road system by truck is vitally important to the economic vitality of Yakima County. Agricultural products and other commercial freight and goods must be able to be shipped without regard to weather restrictions on County roads. For this reason, County roads are designed and constructed to a condition that can withstand the heavier truck loads in all seasons and that can accommodate the wider widths and turning movements needed for truck travel.~~

~~The County uses a classification system developed by the WSDOT to classify County roads as truck routes. The classification of a route is based on the amount of freight that is hauled on the route. The classified freight and goods routes receive additional consideration in the County's LOS calculations. Both arterials and access roads may be designated as a freight and goods route. For County roads, the classification criteria are described in Table XI-3, and the classified routes for the arterial system are shown in Figure XI-2A and 2B.~~

~~Rail and Air Routes~~

~~Some kinds of freight use either rail or air transport as they are shipped in and out of Yakima County. This freight normally uses the roadway system as well as the air and rail modes to connect to the origin or destination of the freight. Connections to the airport via roadways are important for airline passengers as well. Connections for rail passengers were not evaluated since there is no passenger rail service in Yakima County at this time. Rail emphasis routes have been identified that connect rail freight to rail loading sites. Air emphasis routes have been identified that connect air freight and passengers to the Yakima International Airport-McAllister Field. Both the air and rail emphasis routes receive additional consideration in the County's LOS calculations. These emphasis routes are shown on Figure XI-2B.~~

~~Table XI-3. Yakima County Truck Route Classifications~~

~~Classification~~	~~Annual Gross Tonnage~~	~~40 ton (Gross) Truck Equivalent~~	~~Yakima County Arterial Miles~~
~~T-1~~	~~Over 10,000,000~~	~~Over 120 trucks/hour*~~	~~0.00 miles~~
~~T-2~~	~~5,000,000 to 10,000,000~~	~~60 to 120 trucks/hour*~~	~~0.00 miles~~
~~T-3~~	~~300,000 to 5,000,000~~	~~3.6 to 60 trucks/hour*~~	~~37.37 miles~~
~~T-4~~	~~100,000 to 300,000~~	~~1.2 to 3.6 trucks/hour*~~	~~164.04 miles~~
~~T-5~~	~~Over 20,000 in 60 days~~	~~Over 1 truck/ hour**~~	~~353.55 miles~~

~~*10 ton trucks with 30 ton payload running 8 hours/day, Monday through Friday~~
~~** 10 ton trucks with 30 ton payload running 8 hours/day, 7 days/week, for 60 days~~

~~Tourist/Recreation Routes~~

~~Yakima County has a wealth of opportunities for recreation and other tourist activities. Consequently, tourism and recreation are important components of the Yakima County economy. Routes that serve important tourist and recreation destinations throughout the County have been identified as tourism/recreation emphasis routes. These routes receive additional consideration in the County's LOS calculations and are shown in Figure XI-3A and 3B.~~

10.6.1.1 Bicycle and Pedestrian ~~Routes~~Corridors

Yakima County has transitioned into reviewing road construction under the Highway Capacity Manual (HCM). Under the HCM, bicycle and pedestrian route development is to be considered during road development, using context sensitive design. The HCM evaluates the operational performance of several modes on the roadway, including pedestrians and bicycles, and their interactions.

When roads are developed (or redeveloped), or when bicycle or pedestrian routes/facilities are constructed, they will be considered under context sensitive design. Context sensitive design is a model for transportation project development. Proposed transportation projects must be planned not only for

its physical aspects as a facility serving specific transportation objectives, but also for its effects on the aesthetic, social, economic and environmental values, needs, constraints and opportunities in a larger community setting (WSDOT). In Yakima County, all roadways are included in the bicycle system. Because the roadways are used for different purposes, each roadway has been given a bicycle classification. These classifications organize the bicycle routes into five categories (B-1, B-2, B-3, B-4, and all other roads) to indicate the level of importance each route has to the overall system. The routes in the B-1 category make up the "backbone" of the system and connect all of the cities and other population centers in the County. These routes will serve the highest volume of bicycle traffic. B-2 routes feed into B-1 routes and serve minor destinations. B-3 and B-4 routes provide further levels of connectivity within the bicycle system and alternate routes to the higher classifications. Figure XI-4A and B shows the County bicycle route classifications. The routes were chosen using the criteria shown in Table XI-4.

The County road standards are designed to accommodate bicycle use by providing appropriate bicycle facilities for the functional classification of road and the amount of vehicular traffic using it. These facilities range from paved shoulders in the rural area to striped bicycle lanes on urban arterials. On low volume urban collectors, bicycles share the road with vehicular traffic. Table XI-5 shows the kind of facility that is provided for each roadway classification.

Yakima County has developed a bicycle route plan as part of this Transportation Element that identifies County road segments for designation as bicycle emphasis routes. The bicycle emphasis routes receive additional consideration in the County's LOS calculations. The bicycle route plan and design standards will be included in the Comprehensive Transportation Plan.

Table XI-4. Yakima County Bicycle Route Classifications and Criteria

Bicycle Route Classification	Criteria
B-1	"Backbone" of system, connects population centers, connects major bicycle destinations.
B-2	Connects minor bicycle destinations, feeds into B-1 routes.
B-3	Serves other destinations, provides alternate route to B-1 or B-2 routes, feeds into B-1 and B-2 routes.
B-4	Other important bicycle routes.
All Others	All other County roads.

Table XI-5. Yakima County Bicycle Facilities for Roadway Classifications

Roadway Classification	Traffic Volume	Bicycle Facility
Urban Principal Arterial	All	5-foot striped lane*
Urban Minor Arterial	All	5-foot striped lane*
Urban Collector Arterial	DHV < 400 DHV > 400	Bicycles share the road 5-foot striped lane*
Rural Major Collector	AADT < 1000	4-foot shoulder

	AADT between 1000 and 2000	5-foot shoulder
	AADT > 2000	8-foot shoulder
Rural Minor Collector	AADT < 1000	4-foot shoulder
	AADT between 1000 and 2000	5-foot shoulder
	AADT > 2000	8 foot shoulder

**For B-1 and B-2 classifications.*
AADT - Average Annual Daily Traffic DHV - Design Hourly Volume

Pedestrian Emphasis Routes

Walking is an important mode of transportation in Yakima County and pedestrians are important users of the County roadway system. Appropriate facilities are needed to accommodate pedestrians because conflicts between vehicles and pedestrians can be serious. The County has identified areas where large numbers of pedestrians are expected and pedestrian safety should be emphasized. All roadways within the densely populated urban areas of the County are considered pedestrian emphasis routes. Routes in the rural area that lead to and from pedestrian generators, such as schools and parks have also been identified as pedestrian emphasis routes. The County's roadway standards are designed to provide appropriate pedestrian facilities, either sidewalks or shoulders. Pedestrians use sidewalks in the urban area and shoulders in the rural area as shown in Table XI-6. . The pedestrian emphasis routes receive additional consideration in the County's LOS calculations.The pedestrian emphasis routes receive additional consideration in the County's LOS calculations. The pedestrian emphasis routes are shown on Figure XI-3A and 3B.

Pedestrian emphasis routes have been identified as part of this Transportation Element. These routes are typically found in locations that experience high pedestrian use such as near schools or parks where pedestrian safety will be emphasized

10.86.2 Level of Service

Defining Level of Service (LOS) ratings for Yakima County's transportation system is critical to the development of both the Comprehensive Transportation Plan and this Transportation Element. LOS ties together the County's recommended goals and policies, land use alternatives, and recommended transportation projects.

Table XI-6. Yakima County Pedestrian Facilities for Roadway Classifications

Roadway Classification	Traffic Volume	Pedestrian Facility
Urban Principal Arterial	All	Sidewalks
Urban Minor Arterial	All	Sidewalks
Urban Collector Arterial	All	Sidewalks
Rural Major Collector	AADT < 1000	4-foot shoulder
	AADT between 1000 and 2000	5-foot shoulder
	AADT > 2000	8-foot shoulder
Rural Minor Collector	AADT < 1000	4-foot shoulder
	AADT between 1000 and 2000	5-foot shoulder
	AADT > 2000	8-foot shoulder

The County has set minimum LOS ratings to be attained by its roadway system. Washington's GMA requires designation of LOS ratings for all arterials and transit routes to serve as a gauge to judge the performance of the transportation system (RCW 36.70A.070(6)(a)(ii)). ~~The LOS ratings developed for this study evaluate the current transportation system and the transportation system as it is expected to be in six years (2002) and 20 years (2015). The evaluation is based upon the comparison of LOS ratings for existing facilities to minimum acceptable threshold levels. Facilities that fail to meet the minimum LOS ratings are considered deficient and in need of improvement.~~

This section of the Transportation Element will describe ~~the~~ LOS ~~development process~~ for transportation system facilities operated by Yakima County. LOS ratings for transportation services provided by other agencies will be determined by the lead agencies.

10.6.2.1 Roadway Level of Service

Traditionally, LOS ratings for roadways have been based on quantitative measures of roadway capacity, as defined in the Highway Capacity Manual (HCM). This method by itself works well in higher-density urban areas where roadway congestion is a problem. However, given the characteristics of the County's traffic patterns, and given that many of the County roads do not demonstrate capacity deficiencies yet are considered deficient in some respects by the public, a capacity based LOS system by itself does not work well in Yakima County. Consequently, additional analysis will be used to measure and quantify other aspects of the transportation system. This analysis, called a condition-based Level of Service, will address the physical condition of the County's roadways and take into account factors relating to the areas of safety, mobility, economic development, and alternative modes identified by the public and emphasized in the goals and policies.

A condition-based analysis supplemented with a capacity-based traffic model unique to Yakima County will yield the most accurate assessment of roadway system deficiencies. This method will allow identification of a full range of system deficiencies when proposing system improvements.

10.6.2.2 Level of Service (LOS) Development

Through the use of LOS ratings, the County seeks to create a comprehensive measure of the quality of service provided by roadways. The goals and policies in this element are intended to capture the desired characteristics in the County's vision of the ideal transportation system. LOS ratings describe how well each of the County's roadways performs as a part of that system.

The County will use a two part system for determining the roadway Level of Service. One part will rate the capacity of each road segment using traditional HCM methods at intersections. The other part rates the physical condition of each road segment. The capacity LOS will be determined using the transportation model. Segments will be rated A through F based on the volume of traffic using the road compared to the available capacity of the road. The condition LOS is determined by evaluating segment characteristics to define deficiencies, then weighting the deficiencies based on traffic volumes and route designations. Segments are given a numerical rating ~~from 0 to 870~~ based on the evaluation and the seriousness of the deficiency. In both cases, a minimum threshold Level of Service is determined, and roads that fall below that level are considered deficient.

~~The element identifies the impacts of planned development on the County's arterial roadway system. The arterial roadway system is comprised of roads and streets having a functional classification of one of the~~

~~following: urban principal arterial, urban minor arterial, urban collector arterial, rural major collector, or rural minor collector. The arterial system has been divided into 570 segments, with an average length of 1.37 miles (see Figure XI-1A and 1B). Information about the segments is queried and displayed using a Geographic Information System (GIS). Condition Level of Service calculations performed for the existing system and the years 2002 and 2015 will become a part of the County's GIS, allowing for evaluation of future development impacts on the transportation system.~~

10.6.2.3 Capacity Level of Service Measurement

Capacity Level of Service will be measured using a computer-based traffic model and the methodology contained in the Highway Capacity Manual. Information about the existing land use and traffic volumes will be used to build a representation of the existing transportation system. This baseline model will then be used to predict future traffic volumes by using future land use projections and growth factors.

A standard scale for measuring capacity Level of Service is defined in the Highway Capacity Manual. The scale ranges from LOS A to LOS F, and represents different levels of congestion or delay. A roadway or intersection with the highest rating, an LOS A, experiences virtually no congestion or delay. LOS C is an average rating and represents moderate congestion or delay. The lowest rating is LOS F which represents severe congestion or long delays.

The threshold LOS is the lowest acceptable level that is allowed for any component of the roadway system. Yakima County has established LOS C as the minimum threshold outside of the Urban Growth Areas (UGA). Within the UGAs, the County roadway LOS will match the City's designated LOS. ~~An analysis of the roadway capacity LOS will be performed after the completion of ***Plan 2015 Horizon 2040*** and the selection of the preferred alternative when the land use information required for the model is available. This analysis will be included in the next update of ***Plan 2015 Horizon 2040.***~~

10.6.2.4 Condition Level of Service Measurement

A point system has been developed to determine the condition LOS provided by each road. Points are assigned to a roadway segment when the road is deficient in meeting a set of desired criteria within four categories (safety, mobility, economic development, and alternative modes). For example, if a road has a high accident rate, the assigned points will reflect this deficiency, and deficiency points will be compiled in the "Safety" category.

The maximum number of deficiency points assigned to each category reflects its importance, or "weight," relative to the other categories. This weight ~~has been~~was determined by averaging the results of a weighted~~ing~~ survey that was given to members of the Transportation Advisory Group, County staff, and members of the public who participated during the ***Plan 2015*** Transportation Element planning.~~attended one of several open houses and other public meetings in winter and spring 1995.~~

The criteria to be considered for each of the four categories are as follows:

- **Safety** identifies hazardous locations and facilities below standards. Criteria include average daily traffic, accidents, roadway width, surface type, surface rating, and pedestrian facilities. ~~Maximum deficiency points: 270.~~

- **Mobility** identifies facilities below standards, structural problems, circulation problems, and surface condition problems. Criteria include average daily traffic, roadway width, surface type, pedestrian and bicycle facilities, structural rating, and surface rating. ~~Maximum deficiency points: 390.~~

- **Economic Development** identifies deficiencies on routes which are integral to the economic development of the County. Criteria include structural rating, average daily traffic, proposed land use, freight and goods routes, and tourist and recreation destinations. ~~Maximum deficiency points: 120.~~

- **Alternative Modes** addresses bicycle, pedestrian, transit, air, and rail needs. Criteria include airport and rail destinations as well as bicycle, pedestrian, and transit facilities. ~~Maximum deficiency points: 90.~~

The deficiency point subtotals for each category are summed to yield the overall LOS for each roadway segment. The minimum threshold LOS rating for condition LOS will be reviewed and established by the Board of County Commissioners in conjunction with the preparation of the six-year TIP each year. ~~For 1997, Yakima County has established a LOS deficiency rating of 400 as the minimum threshold.~~

~~**Condition Level of Service Methodology**~~

~~Each of the four condition Level of Service categories measures several different system characteristics important to that category. These are based on the criteria developed by the TAG and set out in the transportation goals and policies. The characteristics measured in the subcategories are described in this section of the element. A complete description of the methodology used is contained in the transportation appendix.~~

~~**Safety**~~

~~The safety LOS category is divided into five subcategories that consider the components affecting safety for roadway users: *accidents, lane width, roadway width, surface rating, and alignment adequacy*. Safety improvements can be made either for the purpose of reduction (as in reducing the number of accidents) or for prevention (as in correcting potentially unsafe conditions).~~

~~**S-1 Accidents**~~
~~**(90 points)**~~

~~Accident severity rates are a common way to compare safety for roadways. Locations with high accident histories need to be investigated to determine if improvements to the roadway or traffic control can be made to reduce the number of accidents occurring at the location.~~

~~This subcategory assigns deficiency points based on the number and severity of accidents that occur on each segment of the roadway system. A weighted accident severity rate is computed for each roadway segment. The methodology considers a three-year history of the severity of the accidents and normalizes it for the average traffic volumes and segment length. Each accident is weighted to indicate its severity. Property damage accidents are given the least weight, injury accidents are given more weight, and fatal accidents are given a significantly higher weight. The locations that have a high accident severity rate show a higher number of deficiency points. These locations can then be studied further and roadway improvements proposed to correct these deficiencies.~~

~~**S-2 Lane Width**~~
~~**(50 points)**~~

~~Lane widths have been shown to have an affect on roadway safety, with narrower lanes being less safe than wider lanes. It follows that segments constructed to meet County roadway width standards should therefore have lower accident rates than those that are narrower than the standard width, particularly if the road is used by trucks. The number of vehicles using the roadway also has an affect on the severity of the deficiency, with higher volumes creating larger deficiencies.~~

~~For this subcategory, the existing lane width is compared to the standard lane width identified in the County's road standards. Deficiency points are assigned according to the amount of width deficiency and the traffic volume.~~

~~**S-3 Roadway Width**~~
~~**(60 points)**~~

~~Research has shown that accident rates are generally lower as the roadway width increases. Adequate width gives roadway users more leeway when negotiating potentially serious situations and the ability to avoid some situations. This subcategory considers total roadway width, that is lane width plus shoulder width. The shoulder width is particularly important to bicycle and pedestrian roadway users and a rating for each group of users is included in this subcategory.~~

~~The vehicle component of this subcategory compares the existing roadway width, lanes plus shoulders, to the standard roadway width for the road's classification to determine the width deficiency. The deficiency points assigned vary by the traffic volume.~~

~~The bicycle component looks at the paved width available in the shoulder area of the roadway. The traffic volume and the bicycle classification of the roadway are also considered for this component.~~

~~For the pedestrian component, rural and urban areas are looked at differently because pedestrians use different types of facilities in these areas. In the urban area, deficiency points vary with the traffic volume and are assigned based on the availability of sidewalks. The rural area compares the available shoulder with an appropriate shoulder width, again varying by traffic volume.~~

~~**S-4 Surface Rating**~~
~~**(20 points)**~~

~~A roadway segment's safety is affected by its surface condition. Better surface condition enhances roadway safety because it makes stopping easier, enhances maneuverability, and increases skid resistance. The County inspects the pavement condition of its roadways and assigns a pavement condition rating (PCR). This information is maintained in a pavement management database and regularly updated. PCRs are based on a computer analysis of the roadway surface that considers cracking, rutting, spalling and other pavement damage.~~

~~PCRs are used as an indication of the remaining life of the pavement which is directly related to the amount of traffic and number of trucks using the road. A low rating indicates a surface in need of repair. Deficiency points in this category vary by the traffic volume and are scaled according to the PCR.~~

S-5 Alignment Adequacy
(50 points)

Roadway alignment is a measure of the horizontal and vertical curvature of the roadway. Identifying and correcting roadway segments with inadequate alignment can enhance roadway safety. A severe alignment with a high degree of curvature can be a safety hazard due to limited driver sight distance and loss of vehicle control at high speeds.

This subcategory combines the vertical and horizontal ratings to calculate the deficiency points for each roadway segment.

Mobility

Mobility is a measure of how well vehicles and other roadway users are able to move throughout the roadway system. Good mobility is characterized by low congestion and high operating speeds. There are six mobility LOS rating categories: *pavement width, pedestrian facilities, bicycle facilities, freight and goods mobility, alignment adequacy, and surface rating*. These categories each consider a different aspect of mobility for the range of system users.

M-1 Pavement Width
(150 points)

The most significant component of mobility is pavement width. Adequate width enhances the ability of vehicles to travel through the system at higher speeds and with greater ease and comfort, and reduces traffic congestion. Highway capacity studies that measure congestion also show that the traffic volume is very influential in determining the adequacy of the roadway width. The County roadway standards have been developed to provide an optimum lane and shoulder width for the functional classification of each roadway.

This subcategory compares the existing pavement width with the standard pavement width for the roadway classification, and assigns deficiency points varying by traffic volume. In the rural area where all of the roadways have one lane in each direction, this calculation is made using a ratio. In the urban area, a specialized chart is used that is based on Highway Capacity Manual studies on congestion, volume, and capacity.

M-2 Pedestrian Facilities
(50 points)

Pedestrians must have facilities designed for their use if they are to achieve an acceptable level of mobility. They cannot travel throughout the system if a convenient, accessible method is not available. In the urban area pedestrians use sidewalks and in the rural areas they use the road shoulders to provide mobility. The County roadway standards prescribe sidewalk and shoulder widths for each roadway functional classification.

This subcategory makes use of the pedestrian emphasis routes in the rural area when assigning deficiency points. Points also vary by the width of the shoulder compared to the standard and by the traffic volume.

M-3 Bicycle Facilities
(50 points)

~~As with pedestrians, bicyclists need facilities for their use to achieve mobility throughout the system. Bicycles are able to reach an acceptable level of mobility in some cases by sharing the road with motor vehicles. When there is too much traffic, or a narrower lane area, bicycles can have better mobility by using the paved roadway shoulders or a separate striped lane. The County road standards show the types of bicycle facilities that are appropriate for each roadway classification.~~

~~The weighted pavement width is compared to the roadway standard in this subcategory to determine if adequate paved area exists for bicycle use. Deficiency points vary by traffic volume, pavement width, and bicycle route classification.~~

~~M-4 Freight and Goods Mobility~~
~~(50 points)~~
~~The ability to move freight and goods is another critical aspect of mobility. The most common type of freight and goods vehicle using the County's roadway system is a semi-truck. These trucks are very large which results in special considerations for the roads upon which they travel. Adequate lane width and roadway alignments with generous vertical curves can enhance truck mobility.~~

~~This subcategory considers the vertical alignment adequacy and the lane width for each roadway segment. The deficiency points vary by the truck class factor.~~

~~M-5 Alignment Adequacy~~
~~(50 points)~~
~~Mobility is affected by the adequacy of the horizontal and vertical alignment of the roadway. Excessive curvature reduces sight distance and the speed of vehicles, which in turn reduces the amount of vehicles that can be accommodated by a roadway.~~

~~For this subcategory, the vertical and horizontal ratings are considered for each roadway segment.~~

~~M-6 Surface Rating~~
~~(40 points)~~
~~Mobility is impaired when a roadway's surface condition is inadequate. Poor surface condition, characterized by cracking, rutting, spalling, and other pavement damage, affects vehicular speed on a roadway, reducing mobility.~~

~~Deficiency points in this subcategory vary by the PCR (discussed in S-4 Surface Rating) and the traffic volume.~~

~~Economic Development~~
~~Economic development is enhanced when the roadway system is operating smoothly and is conducive to commercial activity. The economic development category considers two subcategories: *freight and goods use* and *tourist/recreation use*.~~

E-1 Freight and Goods Use
(90 points)
Freight and goods use is facilitated when mobility and safety levels of service are high. The deficiency points for a roadway segment in all of the Safety and Mobility categories are considered to determine the deficiency points for this category. Points vary by the truck route classification.

E-2 Tourist/Recreation Use
(30 points)
Mobility and safety levels of service influence tourist/recreation use. This subcategory also considers the deficiency points from all of the subcategories in the previous two categories to determine deficiencies.

Alternative Modes
This category examines the effect of deficiencies on Level of Service for transportation modes other than passenger vehicles. There are five subcategories: *pedestrian facilities, bicycle facilities, transit routes, airport destination routes*, and *rail freight destination routes*.

A-1 Pedestrian Facilities
(20 points)
This subcategory is determined by examining related Level of Service measurements from previous categories that are related to pedestrian use. Subcategories S-1 through S-5, M-1, M-2, M-5, and M-6 are used to determine deficiency points.

A-2 Bicycle Facilities
(20 points)
This subcategory also uses the previously computed deficiencies in the areas relating to bicycle use to determine deficiency. Subcategories S-1 through S-5, M-1, M-3, M-5, and M-6 are used to determine deficiency points.

A-3 Transit Routes
(20 points)
This category is reserved for future use in the event that transit facilities are provided in the County.

A-4 Airport Destination Routes
(15 points)
As with the previous subcategories, this subcategory is determined using the Level of Service deficiencies in the related Safety and Mobility subcategories. Subcategories S-1 through S-5, M-1, M-3, M-4, M-5, and M-6 are used to determine deficiency points.

A-5 Rail Freight Destination Routes
(15 points)
Rail freight route deficiencies are also determined by considering the deficiencies computed in the previous categories. Subcategories S-1 through S-5, M-1, M-3, M-4, M-5, and M-6 are used to determine deficiency points.

10.8.10 Transportation System Analysis

~~**Level of Service Analysis**~~

~~The condition Level of Service analysis of the transportation system is performed using the LOS database computer model. This model uses the information compiled in the CRIS database to determine deficiency points for each roadway segment. The roadway segments with the fewest deficiency points provide the best Level of Service, and those with the most deficiency points have the worst Level of Service.~~

~~The model examines the characteristics of each roadway segment and assigns deficiency points in each of the subcategories according to the methodology previously described. The points for each category are totaled to determine the LOS of each roadway segment. Figure XI-5A and 5B shows the LOS ratings for the County roadway system. A summary table of the LOS ratings is contained in the transportation appendix.~~

10.6.3 Identification of Transportation System Improvement Projects

The types of improvement projects that are included in this element can be divided into several major categories:

- **New Construction** refers to construction of new roadways on new alignments or reconstruction of existing roadways where more than 50 percent of the project length involves significant shifts in horizontal or vertical alignment. This type of project generally provides for construction to existing standards. New roadways are added to the County's roadway system, and additional right-of-way is usually required.

- **Reconstruction** generally refers to projects that provide for the reconstruction of roadways and appurtenances to existing standards. Improvements to the horizontal and vertical alignments may be made but affect less than 50 percent of the project length. The construction of additional lanes may be included, and additional right-of-way may be required.

- **Resurfacing, Restoration, and Rehabilitation** refers to projects that restore the existing roadway surface. This type of project generally provides for resurfacing of the roadway to provide structural adequacy, restoration of the roadway surface condition, and minor safety improvements. The work may include minor widening to provide roadway continuity. Additional right-of-way is not usually required.

- **Paths, Trails, and Sidewalks** are projects that establish, construct, reconstruct, or rehabilitate bicycle and/or pedestrian facilities.

- **Bridge Replacement/ Rehabilitation** refers to projects that reconstruct or rehabilitate existing bridges.

- **Safety** refers to projects that upgrade existing substandard roadway design elements, improve existing operational features, or reduce potential hazards of existing roadside features.

- **Planning/Study** refers to projects that identify and/or design future roadway corridors or projects in advance of capital improvement funding.

Most of the projects are divided into two phases. The first phase is design and right-of-way acquisition, during which detailed plans and specifications are prepared and additional right of way procured if necessary. The final phase is construction.

10.6.4 Six-Year Transportation Improvement Program (TIP)

Each year, ~~V~~various County road segments are expected to fall below the acceptable Level of Service ~~by 2002~~ due to increased traffic demand and safety, mobility, economic development, and alternative mode considerations.

The improvements ~~that have been~~are identified on the TIP to improve the Level of Service. ~~-~~The TIP is approved annually by the Board of County Commissioners. ~~are shown in Figure XI-6A and 6B and in Table XI-7. The improvement project list is the same for each land use alternative.~~

~~Major transportation improvement projects located in the greater Yakima area include Terrace Heights Drive, 72nd Avenue, Keys Road, South 33rd Street, Roza Hill Drive, Summitview Road, Tieton Drive, North Wenas Road, Ahtanum Road, Naches-Tieton Road, Wide Hollow Road, Beaudry Road, South Naches Road, and South 96th Avenue. Major projects located in the Mid and Lower Valley include Grandview Pavement Road, Glade Road, North Track Road, Scoon Road, Houghton Road, Highland Road, Outlook Road, Midvale Road, Yakima Valley Highway, North Meyers Road, and Chaffee Road.~~

Countywide programmatic improvements will be made at various locations throughout the County~~, in addition to the major transportation projects listed above~~. These programmatic projects include new construction, reconstruction, rehabilitation, structural overlays, minor safety improvements, bridge and culvert replacements, drainage improvements, access road improvements, major maintenance projects, and hazard reduction projects.

Yakima County ~~This element~~ uses the Level of Service analysis previously described to create the County's six-year Transportation Improvement Program. The analysis is representative of the transportation system impacts that are expected. ~~for any of the three alternatives.~~ As such, the projects included in the TIP are intended to ~~will~~ support improving the conditional and/or capacity LOS~~each of the alternative growth scenarios described in ***Plan 2015***~~. The TIP includes the current planned projects, to include the funding sources, ~~current~~ for a six-years. ~~-~~All projects on the TIP are financially constrained, meaning there has to be an identified funding source within the six year period. ~~TIP targets improvements to the County's roadway system for the years 1997 through 2002. It~~The TIP is updated on an annual basis.

~~**20-Year Transportation Improvement Program**~~

~~Continued increases in population, employment, and miles driven per person will drive the need for additional transportation improvements beyond those identified for the first six-year period. Improvements planned between the six- and 20-year study horizons will be identified once the traffic model is completed. The 20-year project listing will be included in the next update of ***Horizon 2040***.~~

~~**Table XI-7. Yakima County Transportation Improvement Plan 1997-2002**~~

~~Year~~	~~Road Name and/or Bridge Number~~	~~Location~~	~~Project Description~~	~~Total Cost (x 1,000)~~
~~Principal Arterials (Functional Class Code 14)~~				

1997	Terrace Heights Dr.	Bridge #213 to Roza Hill Dr.	Grind and overlay existing roadway.	$275
Minor Arterials (Functional Class Code 16)				
1997	72nd Ave., N. & S.	Summitview Ave. to Nob Hill Blvd., W.	Reconstruct to 4 lanes with curbs, gutters, sidewalks, lighting, channelization, and signalization at Summitview Ave.	$1,434
1997	72nd Ave., S.	Mead Ave., W. to Washington Ave., W.	Reconstruct to 4 lanes with curbs, gutters, sidewalks, lighting, and channelization.	$893
1997-1998	Keys Rd.	SR 24 to Gun Club Rd.	Reconstruct to 4 lanes with curbs, gutters, sidewalks, lighting, and channelization. Widen SR 24.	$2,990
1997	Keys Rd.	Gun Club Rd. to MP 1.31	Reconstruct to 3 & 4 lanes with curbs, gutters, sidewalks, lighting, and channelization. Signalize railroad crossings.	$1,312
1997	33rd St., S.	Keys Rd. to Terrace Heights Dr.	Construct a new 4 lane road with curbs, gutters, sidewalks, lighting, and channelization. Signalize Terrace Heights Dr. intersection.	$2,985
TABLE XI-7. Transportation Improvement Plan 1997-2002 Continued				
Year	**Road Name and/or Bridge Number**	**Location**	**Project Description**	**Total Cost (x 1,000)**
1998	Scoon Rd.	Sunnyside city limits to Scoon Van Belle Y Rd.	Reconstruct to County standard 34-foot road (12-foot lanes, 5-foot shoulders).	$450
1998-1999	Selah Loop Rd.	Goodlander Rd. to Gore Rd.	Reconstruct to 4 lanes with curbs, gutters, sidewalks, lighting, and channelization.	$1,550
Collector Arterials (Functional Class Code 17)				
1997	Roza Hill Dr.	Bridge #159 to 57th St., N.	Reconstruct to 4 lanes with curbs, gutters, sidewalks, lighting, and channelization.	$1,105
1997	41st St., S. & N.	Kroum Rd. to Mountainview Ave.	Construct sidewalk along east side of roadway.	$71
Major Collectors (Functional Class Code 07)				
1997	Grandview Pavement Rd.	Mabton Sunnyside Hwy. to Appleway Rd.	Reconstruct PCC road to County standard 30-foot ACP roadway.	$815
1997	Beaudry Rd.	SR 24 to 0.10 miles south of SR 24	Joint project with WSDOT. Reconstruct existing roadway. Install traffic signal at SR 24 intersection.	$400
1997	Track Rd., S.	Meyers Rd., N. Intersection	Construct signalization at existing intersection with minor widening.	$105
1997	Summitview Rd.		Reconstruct to County standard 40-foot road (12-foot lanes, 8-foot shoulders).	$1,115

		Summitview Extension Rd. to Marble Rd.		
1997	Scoon Rd.	Van Belle Rd. Intersection	Remove Scoon Van Belle "Y" Rd. Widen Scoon Rd. and Van Belle Rd. at intersection.	$155
1997	Beaudry Rd.	Bittner Rd. Connection - Design Study	Design Study: Beaudry Rd. connection with Bittner Rd.	$25
1997	Wenas Rd., N.	Harrison Rd. Connection - Design Study	Design Study: New road from Wenas Rd., N. to SR 823.	$25

TABLE XI-7. Transportation Improvement Plan 1997-2002 Continued

Year	Road Name and/or Bridge Number	Location	Project Description	Total Cost (x 1,000)
1997-1998	Wenas Rd., N.	Nagler Rd. to Hexon Rd.	Reconstruct to County standard 40-foot road (12-foot lanes, 8-foot shoulders).	$1,090
1997-1999	96th Ave., S.	Tieton Dr. to Zier Rd.	Reconstruct to County standard 40-foot road (12-foot lanes, 8-foot shoulders).	$1,140
1997-1999	Tieton Dr.	96th Ave., S. to Mize Rd.	Reconstruct to County standard 40-foot road (12-foot lanes, 8-foot shoulders).	$1,550
1998	Glade Rd.	Structure #550 to MP 15.60	Reconstruct ACP road to County standard 28-foot ACP roadway.	$950
1999-2000	Summitview Rd.	Apple Way Rd. vicinity to Forney Rd.	Reconstruct to County standard 40-foot road (12-foot lanes, 8-foot shoulders). Improve horizontal and vertical alignment.	$1,720
1999	Naches Rd., S.	0.29 miles south of Naches-Tieton Rd. to Naches city limits	Reconstruct to County standard 34-foot road (12-foot lanes, 5-foot shoulders). Improve horizontal alignment.	$650
2000-2002	Ahtanum Rd.	66th Ave., S. vicinity to 90th Ave., S. vicinity	Widen existing roadway to 40 feet wide and overlay existing roadway.	$855
2000-2002	Yakima Valley Hwy.	Donald-Wapato Rd. to Konnowac Pass Rd.	Widen existing roadway to 40 feet wide and overlay existing roadway.	$490
2000-2002	Yakima Valley Hwy.	Konnowac Pass Rd. to Buena Rd.	Widen existing roadway to 40 feet wide and overlay existing roadway.	$1,130

2000-2002	Meyers Rd., N.	Lincoln Ave. to Interstate 82	When existing roadway to 34 feet wide and overlay existing roadway.	$845
2000-2002	Naches-Tieton Rd.	Naches Heights Rd. to Naches Rd., S.	Widen existing roadway to 30 feet wide and overlay existing roadway.	$400
2000-2002	Wide Hollow Rd.	80th Ave., S. to 96th Ave., S.	Widen existing roadway to 40 feet wide and overlay existing roadway.	$575
Minor Collectors (Functional Class Code 08)				
1997	Houghton Rd.	Edge of BST to Highland Dr.	Reconstruct gravel road to standard 30-foot BST roadway.	$166
1997	Highland Dr.	Houghton Rd. to Lucy Lane	Reconstruct gravel road to standard 30-foot BST roadway.	$162
1997	Outlook Rd.	Maple Grove Rd. Intersection	Construct signalization at existing intersection with minor widening.	$40
1997	72nd Ave., S.	Washington Ave., W. to Ahtanum Rd.	Design Study: 72nd Ave., S. connection with Ahtanum Rd.	$25
1998	Chaffee Rd.	Maple Grove Rd. to Scoon Rd.	Reconstruct gravel road to standard 30-foot BST roadway.	$415
1999-2000	Midvale Rd.	Bishop Rd. to Sunnyside city limits	Reconstruct to County standard 34-foot road (12-foot lanes, 5-foot shoulders).	$1,050
Non Motorized Improvements				
1997	Yakima County Line-Grandview Pathway	Benton County Line to Grandview city limits	Construct pedestrian and bicycle pathway.	$58
Progammatic Improvements				
1997-2002	Minor Safety Projects	To be determined by priority array	Construct spot safety improvements.	$1,500

1997-2002	Overlay Various Roads	To be determined by Pavement Management System	Construct structural overlays on arterial roadways.	$4,940
1997-2002	Access Roads	R.I.D. participation/ contingency	Participate in Road Improvement Districts to upgrade existing County roadways.	$1,500
Urban and Rural Access Roads (Functional Class Codes 19 and 09)				
1997-2002	Urban and Rural Access Roads	Countywide	Reconstruct roadways; safety improvements.	$10,685
			Total 6-Year Improvement Costs:	$48,221

TABLE XI-8 Yakima County Revenue Sources and Anticipated Expenditures 1997-2002

REVENUE SOURCE	1997 ESTIMATE	1998 ESTIMATE	1999 ESTIMATE	2000, 2002 ESTIMATE	1997-2002 ESTIMATE
Motor Vehicle Fuel Tax	$4,680,000	$4,725,000	$4,800,000	$14,610,000	$28,815,000
County Road Levy and Miscellaneous Tax	$6,330,000	$6,360,000	$6,395,000	$19,380,000	$38,465,000
Federal Forest	$1,100,000	$1,100,000	$1,100,000	$3,300,000	$6,600,000
Miscellaneous Revenue (Reimbursables, etc.)	$665,000	$665,000	$665,000	$1,995,000	$3,990,000
SUBTOTAL, "Local Revenue"	**$12,775,000**	**$12,850,000**	**$12,960,000**	**$39,285,000**	**$77,870,000**
Federal Aid (Statewide Competitive)	$43,000	$0	$0	$0	$43,000
Federal Aid (Regional Competitive)	$1,922,000	$300,000		$647,000	$2,869,000
Federal Aid (Regional Allocation)	$587,000	$587,000		$1,174,000	$2,348,000
Federal Aid (STP Hazard Elimination)	$433,000	$0	$0	$0	$433,000
Federal Aid (STP Enhancement)	$46,000	$0	$0	$0	$46,000
State Funds (Competitive UATA &TIA)	$2,485,000	$1,785,000	$0	$0	$4,270,000
State Funds (Bridge Replacement)	$0	$0	$0	$0	$0
County Arterial Preservation Program (CAPP)	$975,000	$700,000	$700,000	$2,100,000	$4,475,000
Rural Arterial Program (RAP)	$1,617,000	$1,688,000	$1,926,000	$2,448,000	$7,679,000
Other Funds (WSDOT, City, RID)	$3,315,000	$400,000	$0	$0	$3,715,000
SUBTOTAL, "Grant Revenue"	**$11,423,000**	**$5,460,000**	**$2,626,000**	**$6,369,000**	**$25,878,000**
TOTAL REVENUE	**$24,198,000**	**$18,310,000**	**$15,586,000**	**$45,654,000**	**$103,748,000**
REVENUE AVAILABLE FOR CONSTRUCTION					
Total Revenue Available	$24,198,000	$18,210,000	$15,586,000	$45,654,000	$103,748,000
Estimated Maintenance Expenses	($7,040,000)	($7,110,000)	($7,180,000)	($21,980,000)	($43,310,000)
Estimated Administration Expenses	($1,878,000)	($1,905,000)	($1,935,000)	($5,980,000)	($11,698,000)
Estimated Miscellaneous Expenses	($715,000)	($715,000)	($715,000)	($2,145,000)	($4,290,000)
Estimated Cash Carry Over - In	$5,200,000	$3,204,000	$2,904,000	$1,920,000	$5,200,000
Estimated Cash Carry Over - Out	($3,204,000)	($2,904,000)	($1,920,000)	($1,429,000)	($1,584,000)
BALANCE AVAILABLE FOR CONSTRUCTION	**$16,561,000**	**$8,880,000**	**$6,740,000**	**$16,040,000**	**$48,221,000**

10.6.5 West Valley Neighborhood Plan (WVNP)

The West Valley Neighborhood Plan (WVNP) is a comprehensive neighborhood plan that covers the West Valley Planning Area, which is the area of Yakima's Urban Growth Area west and southwest of the City of Yakima that were not included in the Yakima Urban Area Comprehensive Plan (YUACP). The West Valley Planning Area is depicted in Map 10.6.5-1. Starting in 2000, a Task Force (consisting primarily of West

Valley residents) and Yakima County staff developed the WVNP for that portion of the UGA not covered in the YUACP. The WVNP wasn't adopted until 2011 due to numerous obstacles and challenges.

The WVNP endeavored to apply the goals and policies of both the YUACP and ***Plan 2015*** to provide policy direction for the future development of the Planning Area. Where gaps and potential inconsistencies between ***Plan 2015*** and the YUACP 2025 might exist, the WVNP attempted to bridge the difference after considering both plans. The goals and policies in the WVNP were established to provide more specific policy direction to address the particular issues identified by the planning process.

Portions of the WVNP are being included in the Transportation Element because the work of the neighborhood members and staff to identify the vision of their community is valid and important; especially because the planning efforts were done so recently. The WVNP is also being mentioned because their maps and goals and policies developed during the planning process have been included in the Transportation Element. These consist of: Map 10.6.5.1 – WVNP Planning Area and Map 10.6.5-2 – WVNP Street Connections Plan. The goals and policies that were relevant to the West Valley Planning Area are included below under the Goals and Policies section.

An item in the WVNP to be included in the Transportation Element is the planning of future street connectivity, which is shown in the Map 10.6.5-2 – WVNP Street Connections Plan. Few road and streets run the length and breadth of the West valley Planning Area, which results in many jogs and turns while traveling in and through the area. To promote connectivity, safety and reduce response time for emergency vehicle access, a number of existing main streets are recommended to be extended, as shown on Map 10.6.5-2. It was determined the Street Connections Plan map should be included, even though the roads are just planned proposed street connections, because we didn't want the work in planning of the West Valley Planning Area to be lost and because the proposed street connections give an idea of how the area could function with more connectivity.

10.7 FINANCE PLAN

Yakima County is required by the Growth Management Act to prepare and adopt a comprehensive transportation program ~~plan~~ for the ensuing six calendar years, to include financing the transportation improvements identified in the six year plan (RCW 36.81.121).~~Transportation Element (WAC 365-195-325). The finance plan for the Transportation Element must include an analysis of the County's anticipated revenue over a six-year planning horizon?1997 through 2002.~~ The County must annually update and file its Six-Year Transportation Improvement Program (TIP) with the Washington State department of Transportation (WSDOT)~~Secretary of Transportation~~. The TIP includes ~~a~~the detailed, multi-year finance plan~~.~~, which is addressed by reference in the Transportation Element.

~~The finance plan prepared for Yakima County's 1997-2002 TIP has also been used for this Transportation Element.~~ The finance plan in the TIP identifies transportation revenue sources that are available for undertaking the maintenance, administration, operation, and improvement of the County's transportation system. ~~Included in t~~The Transportation Element includes ~~plan are a~~ review of ~~anticipated~~ revenue sources; budgeted program expenditures; ~~a listing of transportation improvements projects;~~ and a summary of local, state, and federal resources available to meet the identified transportation needs. Since the Transportation Improvement Plan is required to be updated yearly, to include a financial plan,

the Transportation Element will be referencing the detailed financial plan to ensure the most up-to-date information is available to the public.

~~**Budget Forecast**~~

~~Table XI-8 presents revenue sources and anticipated expenditures for Yakima County transportation services from 1997 to 2002. The revenue and expense projections in the table are based on research conducted by the County in preparation of the 1997-2002 TIP.~~

10.7.1 Budgeted Funding Sources

A variety of funding sources will be used by Yakima County to fund the Transportation Improvement Projects in the TIP. The majority of funding is provided through federal, state, and local funding programs. Several types of funds are used, with grants, loans, levies, and taxes providing the majority of available revenue. Most revenue sources have specific requirements regarding the kinds of projects that may be funded.

Grants and loans for transportation improvements are awarded through local, state, and federal programs using competitive ~~an~~ application processes, direct appropriation, or ~~and~~ other selection criteria. The programs usually fund projects up to a maximum percentage of the total cost of the project. The County ~~then~~ may be required to provide~~s~~ matching funds for the remainder of the project cost. Grants are awarded directly to the County and do not have to be repaid. Loans must be repaid; however, loans made through state programs usually have favorable repayment terms including an interest rate below market. Matching funds from the County are not always required for loans.

Levies and taxes provide local funding for transportation purposes. Revenues from these sources are not tied to specific transportation projects. Other sources of funding include mitigation payments collected to relieve adverse impacts on the transportation system.

Financing options that the County expects to use to meet its transportation needs ~~over the next six years~~ are described in the following sections. ~~Funding levels listed in Table XI-8 are derived from the TIP. They have been adjusted to reflect revenues available for arterial, collector, and non-motorized projects.~~

10.7.2 Local Revenues

Local revenues are those revenues that are either collected locally by the County or collected by others, such as the state, and distributed locally. The sources of local funding used by the County to finance the TIP are the Motor Vehicle Fuel Tax, the county road levy, federal forest payments, and miscellaneous revenue.

10.7.2.1 Motor Vehicle Fuel Tax

The Motor Vehicle Fuel Tax (MVFT) is assessed throughout the state to fund transportation projects. It is collected and distributed by state government. The revenues must be used for transportation purposes such as construction, maintenance, and operation of County roads and state highways (RCW 82.36). ~~This source will generate around $4.80 million per year to Yakima County over the next six years. Revenue from the MVFT is expected to grow by about 1 percent a year on the basis of recent trends in fuel tax receipts.~~

10.7.2.2 County Road Levy

Yakima County assesses a road levy on real property located within the unincorporated County for use in developing and maintaining the County's road system. ~~Road levy property tax receipts will average more than $6.40 million per year for the next six years. The maximum levy rate allowed is $2.25 per $1,000 in property valuation. However, there are statutory requirements that restrict raising the total amount collected from the road levy to no more than 106% of the total levy collected the previous year.~~ This source of transportation revenue is dependent upon property values within the unincorporated portions of the County.

10.7.2.3 Federal Forest Payments

Much of western Yakima County is federally owned forest property that is not assessed for the County's road levy or property taxes. The federal government makes Federal Forest payments to the County for use in funding transportation improvements to compensate for this loss of revenue and to account for the impact that forest management activities have on the County's road system. ~~Approximately $1.1 million is collected each year. This source is expected to remain constant over the planning period.~~

10.7.2.4 Miscellaneous Local Revenue

Yakima County receives local revenues from miscellaneous sources. These include mitigation payments and transfers of funds from other jurisdictions for reimbursable work. ~~This miscellaneous revenue totals approximately $665,000 per year and remains steady throughout the planning period.~~

10.7.3 Federal Revenues

Federal funds are collected and distributed nationwide to fund transportation improvements. Federal funds allocated to Washington State pass through the Washington State Department of Transportation to cities and counties within the state. The County receives funds from ~~the~~ a variety of ~~Intermodal Surface Transportation Efficiency Act (ISTEA)~~ Surface Transportation Program (STP) grant funding programs. ~~known as STP Regional Competitive, STP Statewide Competitive, STP Safety, and STP Enhancement.~~

~~**STP Regional Competitive** STP Regional Competitive grant funds are collected to finance projects within the region that are determined to best meet the program criteria established by the region. Applications are accepted annually from jurisdictions within the County.~~ The funds are distributed through the Regional Transportation Planning Organization, which determines how they are to be used to fund eligible projects within the County. The program is administered by the Yakima Valley Conference of Governments. In most cases~~T~~ the County is required to provide a minimum 13.5 percent match of the grant amount requested.

~~About $2.9 million is anticipated from this source in the next six years.~~

~~**STP Statewide Competitive**~~

~~A portion of the Statewide STP Competitive grant funds are reserved for distribution through a statewide competition. Applications are taken for this source annually. Projects eligible to compete for this grant funding must meet program criteria that are established by the state. These funds are also distributed through the WSD OT. The County is required to provide a minimum 13.5 percent match of the grant amount requested. Because decisions regarding eligibility for funding from these sources is discretionary and competitive, no funding allocation is shown from ISTEA sources beyond $43,000 in 1997.~~

~~**STP Hazard Elimination**~~

~~Grant funding in the STP Hazard Elimination program is used to correct identified hazardous locations. This source is competitive and must be applied for annually. Yakima County estimates that this funding source will contribute $433,000 in 1997 to County road administration. Because these moneys are allocated statewide annually, no funding level is shown for this source beyond the first year.~~

~~**STP Enhancement**~~
~~The STP Enhancement program is a competitive source for grant funding that is designated for non-traditional transportation projects, such as trails or paths, historic preservation of routes, or experimental programs. This funding source will contribute $46,000 in 1997. Revenue from this source is difficult to predict beyond the first year.~~

10.7.4. State Funds

State funds are collected and distributed statewide to finance transportation improvement projects. These are administered through the Transportation Improvement Board (TIB) for urban areas and the County Road Administration Board (CRAB) for rural projects. State sources include Urban Arterial Trust Account (UATA), Transportation Improvement Account (TIA), Bridge Replacement (BR), County Arterial Preservation Program (CAPP), and Rural Arterial Program (RAP).

10.7.4.1 Urban Arterial Trust Account (UATA) and Transportation Improvement Account (TIA)

The UATA and TIA programs managed by the TIB provides grant funds that can be used to alleviate and prevent traffic congestion caused by economic development or growth. Eligible projects should be multi-agency, multi-modal, congestion-related, and support economic development activity~~. The TIB annually distributes about $40 million in grants for qualified projects. Matching requirements vary and will range from 20 to 60 percent for Yakima County over the planning period. The County is anticipating that funds from TIB grants will finance $4.27 million in transportation improvements identified in the TIP.~~

10.7.4.2 Bridge Replacement

The Washington Department of Transportation (WSDOT) administers a bridge replacement program that provides funds to local agencies to replace aging and~~-~~/or load limited bridges. ~~Funding levels from this source are unknown.~~

10.7.4.3 County Arterial Preservation Program (CAPP)

The County Road Administration Board (CRAB) distributes CAPP funds to counties for pavement preservation of County arterials. CAPP funds must be used on arterial roadways. ~~Yakima County anticipates $4.48 million from this source during the 6-year planning period.~~

10.7.4.4 Rural Arterial Program (RAP)

CRAB distributes RAP funds to counties for reconstruction ~~&~~and/or major rehabilitation of County rural arterials. Eligible roads must be classified as major or minor collectors to be eligible for funding. Funds are apportioned biennially to five regions with projects funded on a priority formula basis within each region. ~~This program requires a 10 percent match from the County. Yakima County expects to obtain roughly $7.68 million from this source over the next 6 years.~~

10.7.5 Other Funding Sources

Yakima County will rely on other funding sources to generate additional ~~$3.72 million in road~~ revenues ~~over the first two years (1997-1998) of the 6-year TIP~~. These sources include additional grants from

WSDOT and payments from Yakima County cities and Road Improvement Districts (RIDs). These funds are also valuable funding resources if other funding falls short of meeting identified needs.

10.7.5.1 Road Improvement Districts

RIDs can be used to finance a wide range of public improvements, such as upgrading substandard residential streets. RIDs involve the issuance of special assessment bonds with a pledge of repayment by the benefited property owners or developers. The County can partially offset the cost of RIDs by contributing a staff person to help organize and promote the RIDs and by paying some of the preliminary engineering design work for determining the types and cost of improvements needed. RIDs are typically not a funding source for general transportation improvements.

10.7.5.2 ~~Local Option Vehicle License Fee~~ Transportation Benefit District

Establishment of the Local Option Vehicle License Fee, aka Transportation Benefit District, for general transportation purposes could generate additional revenue to be used for targeted areas such as the focused public investment areas, safety projects, paving gravel roads, & alternative mode improvements.

10.~~10~~8 GOALS AND POLICIES

~~**Policy Development**~~

~~The goals and policies were developed by the Yakima County Transportation Advisory Group, a group of transportation professionals and interested citizens who were brought together to support the development of a transportation plan. The group members represent the interests of land developers, agriculture, the trucking industry, bicyclists, and transit and other governmental agencies whose systems interface with the County's.~~

~~The TAG met between January and May 1995 in a series of work sessions to develop the goals and policies. Using a consensus process, the TAG developed a mission statement for the plan development, a set of goals that relate to plan development and apply to all projects, and a set of goals for each of six focus areas. The TAG also gathered and incorporated public opinion into the process.~~

~~The Transportation goals and policies (see Volume 1, Chapter 1) are consistent with and further existing County planning framework tools. They reflect the commitment of the Transportation Advisory Group to create a relevant, County-wide transportation plan that will help guide growth and development for the next 20 years.~~

~~The foundation for the Transportation Element is the transportation goals and policies developed by Yakima County in conjunction with the Transportation Advisory Group (TAG). The TAG is composed of transportation professionals and citizens with transportation interests. The group members represented the interests of homebuilders, agriculture, the trucking industry, bicyclists, transit, and other governmental agencies whose transportation systems interconnect with Yakima County's.~~

~~The overall mission statement developed by the TAG for the Transportation Element is:~~

~~**MISSION**: Produce an economically viable, Comprehensive Transportation Plan that will guide the development of a responsive, coordinated transportation system.~~

~~**Critical Concepts**~~

~~The following section provides definitions of some of the critical concepts used by the TAG in the development of goals and policies.~~

Goals convey the "big picture" of the County's transportation planning philosophy and~~.~~ ~~T~~they tell us "where" we are going. Goals~~They~~ present a vision of the transportation system's future.

Policies serve as mechanisms for the implementation of goals. In other words, they tell us "how" we will reach our goals. They are the bridge between the goals, which address issues on a large scale, and the reality of planning tasks. Policies address individual issues and direct everyday activities. The following discussion presents a series of policies that outline specific implementation actions to help the County achieve a goal.

~~The term County Roads refers to the roadway system owned and operated by Yakima County. Unless specifically stated otherwise, the term refers to roads within the currently unincorporated County, including those within Urban Growth Areas (UGAs).~~

~~Urban areas fall within adopted UGAs in Yakima County. Within these areas, Yakima County has made a commitment to provide urban levels of service on the roadway system within the planning horizon of the Yakima County Comprehensive Transportation Plan. Rural areas lie outside of established and adopted UGAs in Yakima County. These areas are typically characterized by low density residential development, open space, or agriculture. The goal of providing service in these areas is to support existing and proposed agriculture and open space land uses.~~

~~The term multi-modal refers to transportation facilities designed primarily to support alternative passenger modes to single occupant vehicles. The term intermodal refers to facilities designed to support alternative freight and goods transportation modes.~~

~~Two terms are used to define impacts: system impacts and project impacts. System impacts affect a system of facilities or services. They are usually cumulative impacts caused by multiple developments. Mitigation of system impacts can often be delayed until several projects are completed and the cumulative effect is felt. Project impacts are caused by a specific development project and affect facilities in the immediate vicinity of the project. Project impacts must be mitigated concurrently with development occupancy in order to maintain adopted levels of service.~~

Land Use Implications for Transportation

Land use development patterns have a substantial impact on the County's transportation system. In general, growth spread over a larger development area will have a greater impact than growth spread over a smaller area. Many transportation impacts related to development tend to be local, that is they have a more specific effect on the local system that is proximate to the particular development proposal and a general effect on the transportation system as a whole. Each land use alternative that is being considered will not specifically prescribe where new growth and development will occur, or the specific timetable for that growth. Therefore, it is difficult to predict specific transportation system impacts. Although difficult to predict, there are some land use impacts that could be assumed based on zoning. For instance, areas of high density residential development will have greater transportation impact than areas

of low density residential development. Also, vacant land zoned for industrial uses may at some point have heavy truck traffic associated with its use. Traffic impacts associated with land use assumptions should be considered within the comprehensive plan, and with zoning or UGA changes.
~~The transportation system analysis evaluates growth patterns for each alternative to determine the sufficiency of the existing roadway system. The analysis also assumes that new roadways will be constructed as development occurs according to the needs determined in detailed studies for each development proposal.~~

~~If specific project-related transportation impacts are removed from the scope of the analysis, each of the alternatives is expected to have similar system-wide impacts. These system impacts can be predicted to be similar to impacts traditionally experienced with past growth and development in the County. Therefore, this analysis will assume that the transportation system impacts of each land use alternative will follow the patterns established by current trends in development.~~

~~TRANSPORTATION: GOALS AND POLICIES~~

The goals and policies listed in this element may pertain to a number of different areas within Yakima County, such as: Yakima County as a whole, Rural Areas, Resource Areas, Urban Growth Areas, City of Yakima's UGA including West Valley and Terrace Heights. The goals and policies are identified as follows:

County-wide Transportation Goals and Policies – T X.X
Yakima UGA Urban Transportation Goals and Policies – YKT X.X
West Valley Neighborhood Plan Transportation Goals and Policies – WVT X.X
Terrace Heights Neighborhood Plan Transportation Goals and Policies – THT X.X

~~TRANSPORTATION PLAN DEVELOPMENT~~

PURPOSE STATEMENT T1 – CONSISTENT

*The Growth Management Act requires consistency with other parts of ~~Plan 2015~~**Horizon 2040** and coordination with other jurisdictions. Goal T1 includes this requirement of GMA, and seeks to ensure that the Transportation Element is consistent within itself and with other elements of ~~Plan 2015~~**Horizon 2040**. Goals and policies can be complementary or balance one another, but should not contradict one another or other elements of ~~Plan 2015~~**Horizon 2040**. It is also important to coordinate the element with other agencies since the County transportation system is linked with the state highway system and the systems of the cities within the County. Transportation affects many agencies, industries, and citizen groups. It is important that the Transportation Element be coordinated with these various interest groups, and that their input be sought. This can help in the selection of transportation projects, and allow them to proceed more quickly with fewer delays and greater benefits to the citizens of Yakima County.*

GOAL T 1: Produce a consistent, coordinated Comprehensive Transportation ~~Plan~~Element.	
POLICIES:	
T 1.1	Maintain consistency between the Transportation Element and other ***Horizon 2040*** ~~and the Yakima County Comprehensive Transportation Plan~~Elements.
T 1.2	Collaborate with and obtain participation and commitment from Yakima County departments, cities, the Regional Transportation Planning Organization (RTPO), and the

	Washington State Department of Transportation (WSDOT), consistent with the requirements of RCW 47.80 as early as possible in the formulation of the Transportation Improvement Program.
T 1.3	Ensure compliance with RCW 36.70A.1036, requiring the WSDOT, or any other state agency, to comply with the Yakima County Comprehensive Plan ~~Comprehensive~~ Transportation ~~Plan~~Element.
~~**T 1.4**~~	~~Review and update the Comprehensive Transportation Plan every five years.~~
T 1.4	Coordinate the development of the ~~Comprehensive~~ Transportation Element~~Plan~~ with other jurisdictions in Yakima County.
T 1.5	Provide Yakima County input into the development of the WSDOT Transportation Plan.
T 1.6	Develop consistent standards with cities in Urban Growth Areas (UGA's).
T 1.7	Consult and collaborate with neighboring counties in addressing consistent level of service goals and regional transportation needs.
T 1.8	Coordinate with WSDOT when reviewing impacts and actions of transportation projects regarding their consistency with the Washington Transportation Plan (WTP).
T 1.9	Require adequate transportation facilities, capable of sustaining the adopted levels of service, to be in place concurrent with proposed new development.

PURPOSE STATEMENT T2 – PUBLIC INVOLVEMENT

Yakima County is here to serve the transportation needs of its citizens. ~~By identifying the needs of the citizens of Yakima County, t~~Transportation projects should~~can~~ be chosen that most specifically meet the needs of our citizens. This is accomplished by seeking citizen input through an advisory group, public meetings and hearings, receiving verbal and written comments, and/or through the exercise of professional judgment. Professional judgment recognizes fundamental principles of transportation planning and engineering which benefit the users and the general public.

GOAL T 2: Identify the transportation needs of the citizens of Yakima County through public involvement.	
POLICIES:	
T 2.1	Encourage and facilitate meaningful public involvement throughout plan development and implementation.
T 2.2	Recognize citizen input as critical material for plan content.
T 2.3	Exercise the commitment to public involvement in transportation planning by developing a procedure for handling public information requests and comments.
T 2.4	Encourage and facilitate meaningful public involvement at the project level.
T 2.5	Encourage~~Maintain~~ and foster the continued development of t~~T~~ransportation advisory~~Action~~ ~~C~~committees, to promote Yakima County's transportation needs to local, state, and federal policy makers.
T 2.6	Support efforts to preserve and maintain transportation corridors as a public asset for future transportation uses.

PURPOSE STATEMENT T3 – FINANCE

Financial resources necessarily constrain the number of projects agencies are able to perform. In order to maximize the number of transportation projects able to be accomplished for the citizens of Yakima County, it is important to aggressively search for available funding opportunities. It is also important to utilize the funds available to Yakima County in as efficient a manner as possible, exercising fiscal prudence and innovative funding methods. Prioritization of projects permits the most important projects to be constructed first to better utilize limited available funds. Using a combination of these methods will maximize the number of transportation projects Yakima County can construct or enact for its citizens.

GOAL T 3: Maximize the use of financial resources.	
POLICIES:	
T 3.1	Identify and employ intergovernmental funding resources for transportation improvements whenever possible.
T 3.2	Aggressively seek funding opportunities for safety, mobility, inter-modal, bicycle, pedestrian, neighborhood, and transportation demand management improvements.
T 3.3	Employ innovative transportation financing solutions (e.g., Road Improvement Districts, Transportation Benefit Districts, Focused Public Investment Areas).
T 3.4	Maximize the use of public-private partnerships to finance transportation improvements.
T 3.5	Ensure that future development contributes a proportionate share of costs for transportation improvements needed to maintain adopted level of service standards.
T 3.6	Evaluate transportation concurrency requirements using existing financial resources and realistic revenue projections.
T 3.7	Prioritize projects to ensure that funds are allocated to areas that meet the goals and policies of this plan.
T 3.8	Adjust project schedules to maximize resources.
T 3.9	Streamline the process for evaluating the transportation component of development applications.
T 3.10	Avoid diverting transportation funds to non-transportation functions.
T 3.11	Exercise the County's authority to apply local tax options to transportation improvements.
T 3.12	Pursue interlocal agreements with cities that reimburse the County for locally funded transportation improvements that are annexed into cities within ten years of their completion.
T 3.13	Maximize revenue available for transportation improvement projects by reducing escalating expenditures on short-term maintenance activities and implementing long term improvement strategies.
T 3.14	Support efforts of Transportation Action Committees in seeking state and federal support on regionally significant transportation project and programs.

PURPOSE STATEMENT T4 – ENVIRONMENTAL

*Protecting the environment is a priority in Yakima County. One important way to protect the environment is avoid or minimize development of environmentally sensitive areas. However, there are times when development of these and other areas is necessary to address other needs of the citizenry. When development occurs, the adverse effects caused by development need to be minimized, and strategies need to be employed which lessen the impacts.~~ Also, motor vehicles contribute to air pollution. The~~

~~*impacts tend to be most acute in the more densely settled areas. To address this concern and to be consistent with the federal Clean Air Act, only those transportation improvement projects that maintain or improve air quality will be implemented. In the past, the Yakima Metropolitan Area has exceeded acceptable levels for carbon monoxide and small particulate pollutants.*~~

GOAL T 4: Balance environmental impacts and system needs when planning transportation improvements.	
POLICIES:	
T 4.1	Analyze and consider alternatives to transportation improvement projects where significant adverse environmental impacts have been identified.
T 4.2	Employ mitigation strategies to minimize unavoidable adverse environmental impacts of transportation improvements.
T 4.3	Implement transportation improvement projects that maintain or improve air quality.
T 4.4	Consider low impact development and other appropriate "green" building standards and guidelines to comprehensively address design elements such as transportation, storm water management, and utility infrastructure, in order to reduce costs and retain natural hydrology and processes, using appropriate techniques such as limiting impervious surfaces, clustering, and preserving open spaces and forests.

PURPOSE STATEMENT T5 – SAFETY

The citizens of Yakima County place considerable importance on the safety of the transportation system. ~~*Accidents are not only traumatic on a personal level, but are also costly for society. These costs are felt in the form of increased medical costs, lost work time and economic productivity, and loss of property and possessions.*~~ *Maintaining and improving the safety of the Yakima County transportation system by reducing or preventing accidents is a top priority.*

GOAL T5: Promote safety through effective transportation improvements and maintenance operations.	
POLICIES:	
T 5.1	Include safety enhancements in transportation projects.
T 5.2	Include pedestrian enhancements in transportation projects.
T 5.3	Include street lighting enhancements in accordance with this plan.
T 5.4	Monitor and maintain County road signs.
T 5.5	Emphasize enforcement of speed limits in areas where speeding is identified as a significant safety hazard.
T 5.6	Evaluate~~Set~~ speed limits based on an engineering study as required by RCW 46.61.415 and in accordance with the Manual on Uniform Traffic Control Devices.
T 5.7	Construct transportation improvement projects in accordance with the design standards included in this plan.
T 5.8	Develop and implement a road access management plan that maintains or enhances safety.
T 5.9	Seek outside agency funding for safety-related transportation improvement projects.
T 5.10	Include work zone safety requirements on all County road permits and all transportation improvement projects.
T 5.11	Maintain a work force trained in work zone safety procedures.

T 5.12	The installation of traffic control devices will be according to the Manual on Uniform Traffic Control Devices.
T 5.13	Provide road striping on County roadways according to the striping standards ~~in the Comprehensive Transportation Plan.~~as developed by the County Engineer.
T 5.14	Implement a Safety Management System (SMS) to monitor accident history on County roads to determine high accident locations.
T 5.15	Promote development of basic transit facilities near high volume (traffic generating) public and business generators.

PURPOSE STATEMENT T6 – MOBILITY

Efficient movement of people and goods is very important to the citizens of Yakima County because it enhances the economic vitality and quality of life of the region. ~~*Population is projected to continue increasing and the vehicle miles traveled are projected to increase at a faster rate than the population growth.*~~ *The existing transportation infrastructure represents a significant investment of capital and labor. To protect this investment, the capacity and condition of the system need to be maintained. Mobility also affects the quality of life of the people. Maintaining the transportation system will ensure that the quality of life and the economic vitality are not degraded.*

GOAL T6: Improve and maintain the capacity and condition of the County transportation system.	
POLICIES:	
T 6.1	Make preservation of the transportation system the first priority when planning transportation improvements.
T 6.2	Use a pavement management system to program pavement maintenance.
T 6.3	~~Develop~~ Maintain~~a~~ programs and procedures developed for maintenance management.
T 6.4	Maintain adopted level of service standards concurrent with development. Concurrency shall be defined for system impacts as it appears in RCW 36.70A.070(6). For project impacts, concurrency shall be required at occupancy or completion of substantial project phases.
T 6.5	Maintain~~Establish~~ level of service thresholds in the ~~Comprehensive~~ Transportation Element~~Plan~~.
T 6.6	Identify and improve deficient transportation facilities based on a priority system defined in this plan.
T 6.7	Maintain~~Adopt~~ by reference Yakima County's street design standards.
T 6.8	~~Develop~~Maintain the ~~a~~ program prioritizing paving of gravel roads.
T 6.9	Improve connectivity of County roads to provide more efficient travel.
T 6.10	Maintain~~Develop and implement~~ a road access management plan that maintains or enhances mobility.
T 6.11	Require adequate off-street parking for all developments in accordance with County zoning regulations.
T 6.12	Continue ~~U~~upgrading~~e~~ County bridges to eliminate load limitations as the need arises.
T 6.13	Construct all County roads to a structural standard that supports legal loads.
T 6.14	Program traffic signals for optimal traffic flow.
T 6.15	Require the construction of a public road meeting County standards for development projects that generate 160 or more daily vehicle trips.

T 6.16	Plan for basic transit facilities near high traffic generating public and private facilities when improving roadway systems.
T 6.17	Consult and collaborate with neighboring counties in addressing consistent level of service goals and regional transportation needs.
T 6.18	Allow for the siting of essential trans-loading facilities within any zone with the appropriate level of review.

PURPOSE STATEMENT T7 – ECONOMIC DEVELOPMENT

~~*Transportation involves the movement of people and goods. An efficient transportation system contributes to the economic well-being of Yakima County.*~~ *Economic development can be improved or enhanced by careful selection of transportation improvements. An efficient transportation system contributes to the economic well-being of Yakima County. Maintaining or improving the economic vitality of Yakima County provides employment opportunities, adds to the quality of life, and improves or maintains Yakima County revenues.*

GOAL T7: Enhance economic development through transportation improvements.	
POLICIES:	
T 7.1	Use transportation improvements to support ~~*Plan 2015*~~***Horizon 2040*** land use policies.
T 7.2	Include an economic development component in the level of service criteria that considers freight and goods mobility, inter-modal connections, etc. (tourism, recreation).
T 7.3	Implement transportation improvement projects that enhance economic development.
T 7.4	Create "truck-friendly" corridors to facilitate the movement of freight and goods in Yakima County.
T 7.5	Ensure that adequate access is provided to business and employment centers.
T 7.6	Develop an inter-modal freight and goods mobility strategy.
T 7.7	Collaborate with other service providers to improve facilities for air cargo transport. Identify needs for additional air cargo facilities as they arise.
T 7.8	Collaborate with other service providers to improve facilities for rail cargo transport. Identify needs for additional rail cargo facilities as they arise.
T 7.9	Prioritize improvements to facilities that are critical components of inter-modal transportation systems (e.g. roads leading to the airport, rail transfer facilities, etc.).
T 7.10	Collaborate with other service providers to improve facilities for tourism transportation needs. Identify needs for tourism improvements as they arise.

PURPOSE STATEMENT T8 – ALTERNATIVE MODES

For most of this century, transportation improvements have emphasized the movement of motorized vehicles, especially automobiles. Alternative modes, such as bicycling and walking, have not been stressed. This emphasis has resulted in a transportation system largely centered around the automobile. It is expected that the automobile will continue to account for the majority of transportation trips in the foreseeable future, both in the number of trips and in the distance traveled. However, there is a recognition that alternative non-motorized modes can play an important role in the transportation system, especially for relatively short trips. Encouraging these modes can lessen congestion, reduce maintenance of the built infrastructure, and reduce air pollution while providing health benefits to the users. To select

these modes, transportation facilities must be provided for alternative modes that are safe for both the non-motorized users and the motorized vehicles.

GOAL T8: Encourage alternative transportation modes.	
POLICIES:	
T 8.1	Establish level of service thresholds for alternative modes in the Comprehensive Transportation Plan.
T 8.2	Identify ~~Implement~~ projects ~~identified in this transportation plan~~ that improve alternative modes.
T 8.3	Consider the needs of future transit service when planning transportation projects.
T 8.4	Develop a coordinated system for bikeways, walkways and trails, emphasizing route connectivity in conjunction with other jurisdictions.
T 8.5	Adopt and apply consistent design standards for bicycle and pedestrian facilities constructed and maintained within Yakima County.
T 8.6	Collaborate with other service providers to improve facilities for air passenger transportation. Identify opportunities for additional air passenger facilities as they arise.
T 8.7	Collaborate with other service providers to improve facilities for rail passenger transport. Identify opportunities for ~~additional~~ rail passenger facilities as they arise.
T 8.8	Collaborate with other service providers to improve transit facilities. Identify opportunities for additional transit facilities as they arise.
T 8.9	Consider joint use of appropriate utility corridors as bicycle and pedestrian corridors.
T 8.10	Support education programs that focus on safe bicycle use of the transportation system for both recreational and transportation purposes.
T 8.11	Support alternative transportation education for County residents.
T 8.12	Support land use strategies and site design methods that improve and encourage alternative transportation modes.
T 8.13	Support efforts to preserve transportation corridors as a public asset for future transportation uses.

PURPOSE STATEMENT T9 – NEIGHBORHOOD NEEDS

The transportation system provides significant benefits to both the general public and to local neighborhoods. Neighborhood transportation projects can be designed to improve pedestrian facilities, traffic flow, and/or neighborhood safety. When transportation improvements are constructed, it is important to address the needs of the general public, individuals, properties, and neighborhoods affected by the project. Using appropriate funding sources, Yakima County will work with local residents to make local transportation improvements.

GOAL T9: Consider neighborhood needs in the development of transportation improvements.	
POLICIES:	
T 9.1	Encourage pedestrian mobility in neighborhoods by providing pedestrian facilities in accordance with this plan.
T 9.2	Develop and implement traffic calming strategies to reduce traffic impacts on urban access roads where appropriate.
T 9.3	Require street lighting in urban neighborhoods.

T 9.4	Accept private roads into the County road system when the roads have been improved to the County road standards and right-of-way has been dedicated to the County.
~~**T 9.5**~~	~~Promote a sense of community in neighborhoods by improving circulation.~~

PURPOSE STATEMENT T10 – TRANSPORTATION DEMAND MANAGEMENT

Most solutions to increasing transportation system demands involve increasing the system capacity. This method is appropriate in many circumstances. However, in some cases, the capacity of the system can be "increased" by seeking to reduce the demand on the system. Not all transportation demand measures are appropriate to Yakima County. However, by selecting effective demand management measures, transportation system demand can be reduced and system capacity can be essentially "increased" at a lower cost. Effective demand management measures can have the added benefit of reducing air pollution. In addition, there is a strong connection between land use and its impact on the adjacent transportation system. By proper and effective land use planning, demand placed on the transportation system by the adjacent land uses can be directed to areas that have excess capacity, or have future improvements planned.

GOAL T10: Reduce transportation demand through land use planning and effective demand management programs.	
POLICIES:	
T 10.1	Develop a Transportation Demand Management plan to increase and support the capacity and efficiency of the transportation system.
T 10.2	Investigate the use of transportation demand management techniques to provide interim relief in areas awaiting concurrency improvements.
T 10.3	Evaluate the success of transportation demand management techniques, in order to develop a list of preferred strategies for mitigation measures.
T 10.4	Allow transportation demand management techniques to be used as a portion of mitigation measures for development (e.g. promote TDM and earn credits toward impact fees).
T 10.5	Administer Commute Trip Reduction laws in unincorporated Yakima County in accordance with RCW 70.94.527.
T 10.6	Encourage private-sector development of telecommuting centers in rural and urban areas of Yakima County.
T 10.7	Control residential street development and residential street access to reduce roadway congestion.

- ***Yakima Urban Growth Area Transportation Goals and Policies***

Local Street Goals and Policies

GOAL YKT-1: Develop streets that encourage neighborhood safety and livability.	
POLICIES	
YKT 1.1	Ensure that neighborhood streets have good connectivity with the Collector Street System to allow traffic to flow and disperse without concentrating through trips. Where possible, grid pattern streets should be encouraged.
YKT 1.2	Encourage ~~Require~~ sidewalks on the local streets associated with all new developments.

YKT 1.3	Enforce intersection clear-view standards and other spot safety improvement projects. Actively seek funding to address issues at locations with hazardous conditions.

Pedestrian and Walking Environment

GOAL YKT 2: Develop and improve the pedestrian network in the Yakima urban areas.	
YKT 2.1	Encourage ~~Require~~ sidewalks on both sides of all streets with all new development.
YKT 2.2	Encourage sidewalk or pathway construction on existing streets using public and private funding sources.
YKT 2.3	For infill or redevelopment projects, a sidewalk should~~all~~ be constructed along the street frontage, if curb and gutter currently exist. If no curb and gutter is present, a pathway, paved shoulder or other alternative walkway may be acceptable as an interim measure.
~~**YKT 2.4**~~	~~Continue to improve the Sidewalk Inventory for location and condition of existing sidewalks.~~
YKT 2.4	Prioritize improvement projects and seek funding to implement repair and construction projects.
YKT 2.5	Work closely with public and private schools in the Yakima Urban Areas to create safe "Walk to School Routes". Highest priority should be given to projects that support elementary school routes.
YKT 2.6	Improve pathway linkages to the Yakima Greenway, Canal Pathway and other off-street trail systems.
YKT 2.7	Support efforts such as grant applications to provide amenities at trail-head locations to support safe, clean and efficient trail use. Such amenities include parking and lighting, ADA accessible pedestrian facilities, or restrooms where feasible.

Bicycle

GOAL YKT 3: Create a street network that encourages safe bicycle connections and routes.	
~~**YKT 3.1**~~	~~Develop and maintain a map of planned bicycle route improvements including selected Arterial Street Bicycle Lanes, Arterial Street Shared Bike Lanes, and Local Access Streets designated as Bicycle Routes.~~
~~**YKT 3.2**~~	~~Assign high priority to bicycle improvements that address safety or hazardous conditions, provide access to activity centers, provide linkages to transit and school facilities, and complete planned facilities/trails.~~
YKT 3.1	Seek funding to implement the development of a bicycle friendly street system.
YKT 3.2	Improve connections between ~~City streets~~ urban areas and the Yakima Greenway and other pathways systems.
YKT 3.3	Educate cyclists as well as drivers regarding safety, sharing the road with bicyclists and Rules of the Road.
YKT 3.4	Encourage conversion of 4-lane streets to 3-lane streets with bicycle facilities on Minor Arterial or Collector Arterial streets, where appropriate, with consideration of safety and future traffic volumes.
YKT 3.5	New or rebuilt Arterial Street projects require either dedicated bike lanes or shared lanes.

Goal YKT 4: Consider bicycle needs at street intersections.	
YKT 4.1	Include needs of bicyclists with vehicle circulation at traffic signals.

Goal YKT 5: Promote bicycle use for recreation, health and economic development benefit.	
YKT 5.1	Integrate bicycle facilities into the Yakima ~~Downtown Futures Initiative~~ County Projects and other special design projects when possible.
YKT 5.2	Promote and support special events that encourage bicycling and safety, such as the ~~Gap-to-Gap~~ County events, races, or bicycle rodeos for children.
YKT 5.3	Work with local agencies and private organizations to promote and support hosting bicycle races and events in the Yakima Valley.
YKT 5.4	~~Include~~ Encourage bike rack installation as a requirement of new commercial development approvals.

Arterial and Collector Street System

GOAL YKT 6: Address street segments that are projected to have future capacity constraints.	
YKT 6.1	Maximize existing infrastructure investment by reducing travel demand through increased use of the Transit system, and other Commute Reduction strategies.

Goal YKT 7: Revise development standards and guidelines to improve the quality of streets.	
YKT 7.1	Clarify bicycle and sidewalk standards for all streets. Provide low volume residential street options.

Signalized and other major intersections

GOAL YKT 8: Identify street intersection capacity and operation deficiencies.	
YKT 8.1	Reduce unnecessary vehicle delay at signalized street intersections to improve traffic flow, improve air quality, and reduce congestion.
YKT 8.2	Seek funding to upgrade traffic signal systems to optimize efficiency and safety needs.
YKT 8.3	Balance needs of pedestrians and cyclists with vehicular mobility at signalized intersections.

GOAL YKT 9: Promote safety improvements at signalized street intersections.	
YKT 9.1	Continue a routine program of monitoring and analyzing signalized intersections for vehicle collision patterns and severity of injuries.
YKT 9.2	Prioritize improvements based upon safety needs and ability to implement necessary changes.

Freight Transport

GOAL YKT 10: Identify critical freight routes and plan for necessary improvements to accommodate the efficient and economical transport of goods through the community.	
YKT 10.1	Support regional street improvements that improve circulation to and around ~~the~~ airports and planned expansion efforts.
YKT 10.2	Support increased services at the Yakima Regional Airport.
YKT 10.3	Continue to work with rail interests to ensure future service needs are accommodated.
YKT 10.4	Implement grade separation of arterial street crossings with rail lines for traffic safety, improved traffic flow efficiency and improved air quality.

GOAL YKT 11: Support infrastructure improvements that contribute to viable existing and future airport operations, facility needs or improve deficiencies.

YKT 11.1	Promote inter-modal connections to the Yakima Air Terminal – McAllister Field ~~Airport~~ and vicinity.

Public Transit

GOAL YKT 12: Promote transit ridership to help reduce future street capacity constraints.	
YKT 12.1	Evaluate alternative solutions to future capacity constraints such as increased transit use to minimize negative impacts and expense of street expansion.
YKT 12.2	Identify areas of future route expansion based on residential growth and destination generators.
YKT 12.3	Maximize existing infrastructure investment through strategies to reduce demand on system, such as increased use of the Transit system, and other Commute Reduction strategies.
YKT 12.4	Coordinate with new development in order to plan for the inclusion of new transit stops in their design plans. This could incorporate bus signage, benches, shelters, and bus pull-outs.

GOAL YKT 13: Consider special population needs with transit stop improvement projects.	
YKT 13.1	Determine the need for accommodating special population groups at the Transit Stop Improvement Project level such as accessibility and ADA requirements, concentration of school age or elderly residents or other unique land use issues,
YKT 13.2	Coordinate Transit Stops and other facilities at the Project level, including the need for additional or relocated Transit Stops, Bus Pull-outs, Shelters or other special improvements.

State and Regional Street System

GOALYKT 14: Support regionally important transportation projects.	
YKT 14.1	Plan and support the Arterial Street System in collaboration ~~with Yakima County, the City of Union Gap, the~~ Washington State Department of Transportation~~,~~ and other neighboring jurisdictions.
YKT 14.2	Support projects that benefit the entire region and do not have negative impacts on the State Highway System.
YKT 14.3	Support projects identified in the WSDOT TRANS-Action Plan.

GOAL YKT 15: Consider impacts of development upon state and regional facilities.	
YKT 15.1	Coordinate with WSDOT and neighboring jurisdictions regarding level of service definitions, concurrency requirements, and other impacts.

Plan Finance

GOAL YKT 16: Address street segments that are projected to have future capacity constraints.	
YKT 16.1	Evaluate a variety of funding solutions to address future capacity constraints to minimize overall economic impact to the community while providing opportunity for growth.
YKT 16.2	Develop a dedicated funding source to provide local match funds in order to secure State or federal funding for capacity constraint projects.

YKT 16.3	Seek dedicated funding for intersection projects to address capacity constraints and optimize efficiency. Local dedicated funds may be used as local match or supply funds for annual programmed improvements that address capacity issues.

GOAL YKT 17: Provide a balanced funding source for all infrastructure components of street maintenance and operations program.	
YKT 17.1	Provide funding to preserve, re-construct and maintain the existing street system, including street surfaces, drainage, sidewalk repairs, street lighting, traffic signals and bridges.
YKT 17.2	Require developers to repair/reconstruct street frontage improvements such as sidewalks that are in poor or failed condition as a condition of their approval.

GOAL YKT 18: Provide for a multi-modal transportation system that includes transit, bicycles, pedestrians and individuals with special needs.	
YKT 18.1	Seek funding sources to expand Yakima Transit service into neighboring communities.
YKT 18.2	Maintain a dedicated funding source for capital, operation and maintenance of the City's Transit System.
YKT 18.3	Provide a dedicated funding source for system improvements that assist individuals with special needs, such as audible signals, ramps, and infill of missing sidewalk linkages.

Implementation

GOAL YKT 19: Provide for broad public participation in the development and implementation of the tasks identified in the transportation plan update.	
YKT 19.1	Conduct information meetings and workshops to receive comments and educate the public on the implementation measures of the Transportation Plan. ~~Involve the Regional Planning Commission in Urban Area coordination.~~
YKT 19.2	Coordinate with ~~Yakima County,~~ Washington State Department of Transportation, Yakima Valley Conference of Governments, towns and cities ~~the City of Union Gap and other communities~~ within the Yakima County~~Valley~~ in achieving the goals programs of the Transportation Plan Update and broad regional goals.
YKT 19.3	Consider future amendments to the Transportation Plan as additional regions are added to the Urban Area or as necessary as policy or directions are modified

~~**GOAL YKT 20: Promote internal consistency through the updating and amending of development regulations, funding programs and policy documents to implement the recommendations of the transportation plan.**~~	
~~**YKT 20.1**~~	~~Update street standards for the Yakima Urban Area to reflect the policies and projects recommended in the Transportation Plan.~~
~~**YKT 20.2**~~	~~Update the Transportation Concurrency Program to include project level coordination with SEPA mitigation and other off-site improvements, as identified in the 6-Year Transportation Improvement Program.~~
~~**YKT 20.3**~~	~~Require developers to repair/reconstruct street frontage improvements such as sidewalks that are in poor or failed condition as a condition of their approval.~~
~~**YKT 20.4**~~	~~Develop a cost sharing program for property owners and City to systematically repair/replace hazardous sidewalk sections.~~

~~**YKT 20.5**~~	~~Include multi-modal transportation facilities such as sidewalks/paths in future capacity and system projects.~~
~~**YKT 20.6**~~	~~Require development to review their frontages to establish that obstacles do not exist for multi-modal or individuals covered under the Americans with Disabilities Act.~~

- ***Terrace Heights Transportation Goals and Policies***

GOAL THT 1: Ensure that convenient access continues to downtown Yakima and the freeways, and minimize traffic congestion.	
THT 1.1	Identify future north/south and east/west arterials.

GOAL THT 2: Ensure views and vistas remain unobstructed.	
THT 2.1	Establish view corridors along arterials.

GOAL THT 3: Provide opportunities for street trees and other civic landscaping.	
THT 3.1	Plant and maintain street trees along selected roadways in Terrace Heights.
THT 3.2	Provide opportunities for civic landscaping such as benches, sculpture, artwork, or botanical displays.

THT 4: Ensure residents' safety and "defensible space"	
THT 4.1	Provide street lighting along designated arterials.
THT 4.2	Design parks, trails, landscaping, and public facilities to maximize visibility and minimize hidden places.

THT 5: Provide residents with a network of on - and off- street non-motorized multi-use paths throughout Terrace Heights	
THT 5.1	Off-street path design features typically include: separation from vehicle traffic, lighting standards, benches, and landscaping which is low maintenance and does not hinder visibility to the path.
THT 5.2	Develop a pathway system utilizing existing canal backs, subject to agreement with respective agencies.
THT 5.3	Utilize the guidance of the Transportation Element of ~~Plan 2015~~***Horizon 2040*** in describing on-street bicycle facilities. ~~Routes identified in the element are described on page 51 of this plan~~.

GOAL THT 6: Provide access to safe and reliable transit service.	
THT 6.1	Encourage expansion of bus service to include Terrace Heights.
THT 6.2	Require bus turn-outs or set-asides of land in right-of-way for logical stops.

- ***West Valley Transportation Goals and Policies***

Goal WVT 1: Ensure that West Valley's street system is designed to provide multiple connections to reduce traffic congestion on major arterials and improve mobility.

WVT 1.1	Designate east-west and north-south through-connections to reserve corridors for the future improvement of local access and classified streets as indicated on Map 10.6.5-2~~6~~ (Street Connections Plan). The several connections shown between Nob Hill Blvd. and Wide Hollow Road indicate possible options rather than the determined connections.
WVT 1.2	Ensure the continuation of the street grid network as new developments are approved and roads are constructed, except where flooding makes this undesirable.
WVT 1.3	Design new streets and street improvements to avoid increased flooding by accommodating flooding channels, both mapped and unmapped by FEMA.
WVT 1.4	Ensure consistency of road standards between the City and County.
WVT 1.5	Provide road connections between new subdivisions.
WVT 1.6	Review new development to ensure adequate street connectivity that provides for multiple means of ingress and egress where feasible.
WVT 1.7	Provide for multiple residential street design options that allow for flexibility in new development.
WVT 1.8	Establish a collaborative city/county Transportation Improvement Program process through the Intergovernmental Committee.

Goal WVT 2: Ensure that west valley is pedestrian and bicycle friendly.	
~~**WVT 2.1**~~	~~Designate a system of streets with bicycle lanes or wide curb lanes on arterials that is coordinated with the trail and road system of adjacent jurisdictions. See Map 9 (Bicycle Facilities Plan).~~
WVT 2.1	Consider use of floodplains to facilitate east-west trail connectivity. Some north-south connectivity can be provided by use of irrigation canals.
WVT 2.2	Develop new residential street design standards that increase walkability by utilizing traffic calming techniques to help maintain a close-knit feel to the community.
WVT 2.3	Introduce traffic calming designs in new subdivisions when they are initially planned and constructed.
WVT 2.4	As an interim measure prior to completion of the sidewalk system, stripe wide shoulders where appropriate to increase pedestrian and bicycle safety.

Goal WVT 3: Provide for street and parking standards in commercial and retail areas that maximize safety and provide a more pleasing environment.	
WVT 3.1	Provide incentives for establishing shared parking lots and access to them.
WVT 3.2	Establish minimum parking standards for commercial and retail uses.
WVT 3.3	Develop a road access management plan to minimize new driveways onto collector and arterial streets.

10.9 Visioning "Check In"

Yakima County took part in a "Visioning check in" process in 2014 and 2015. This effort used online surveys to gain feedback from Yakima County residents on whether they feel the original Visioning Goals that influenced Yakima County's comprehensive plan – ***Plan 2015*** – are still relevant today or should be

updated or discarded. *The resulting Visioning Goals related to Transportation are included in the inset below.*

Horizon 2040 Visioning Goals

Transportation:

A. Provide for economic movement of goods from farm to market.
B. Develop a safe multi-modal transportation system that provides for the efficient flow of goods, services and people.
C. Promote better coordination for an integrated system and uniform construction and maintenance standards between local, county, state, federal and tribal governments.
D. Develop a transportation system and appropriate signage which accommodates and promotes the tourist industry.
E. Ensure that costs to increase levels of service are allocated equitably through time among all potential benefactors.

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Transportation Plan Element

HORIZON 2040

YAKIMA COUNTY

Map10.5.2-1
Existing Functional Classification
North Yakima County

Functional Class - County Roads

Rural

- Freeways
- Highways
- City Limits
- Minor Arterial
- Major Collector
- Minor Collector
- Local Access

Urban

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Access

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March 2017

Yakima County GIS

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Transportation Plan Element

HORIZON 2040

YAKIMA COUNTY

Map 10.5.2-2
Existing Functional Classification
South Yakima County

Functional Class - County Roads

Rural

- Freeways
- Highways
- City Limits
- Minor Arterial
- Major Collector
- Minor Collector
- Local Access

Urban

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Access

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Transportation Plan Element

HORIZON 2040

YAKIMA COUNTY

Map 10.5.3-1
Airports

Yakima Air Terminal
McAllister Field

Sunnyside Municipal Airport

- Airports
- Heliport
- City Limits

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Transportation Plan Element

HORIZON 2040

YAKIMA COUNTY

Map 10.6.5-1
West Valley Neighborhood Plan Planning Area

- Urban Growth Boundary
- City Limits
- West Valley Neighborhood Planning Area
- Perennial Stream
- Freeways
- Highways
- Major Roads
- Other

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Transportation Plan Element

HORIZON 2040

YAKIMA COUNTY

Map 10.6.5-2
West Valley Neighborhood Plan
Street Connections Plan

- Proposed Streets
- Existing Major Streets
- All Roads
- Urban Growth Boundary
- West Valley Neighborhood Planning Area
- City Limits
- Tax Lots

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March 2017

Yakima County GIS

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