

**GRANDVIEW PLANNING COMMISSION
MEETING AGENDA
WEDNESDAY, JANUARY 27, 2016**



REGULAR MEETING – 6:00 PM

PAGE

1. **CALL TO ORDER & ROLL CALL**
2. **MINUTE APPROVAL**
 - A. Minutes of October 28, 2015 regular meeting 1-2
3. **ACTIVE AGENDA**
 - A. Comprehensive Plan Update
 - Transportation Element – Staff Report 3-4
 - Chapter 4 – Transportation Element (1-27)
4. **UNFINISHED AND NEW BUSINESS**
5. **REPORTS**
6. **ADJOURNMENT**

**GRANDVIEW PLANNING COMMISSION
REGULAR MEETING MINUTES
OCTOBER 28, 2015**

1. CALL TO ORDER

Commissioner Don Olmstead, Jr., called the meeting to order at 6:00 p.m., in the Council Chambers at City Hall.

Planning Commissioners present were: Jan McDonald, Lois Chilton and Don Olmstead Jr. Absent from the meeting were Commissioners Dale Burgeson and Kathy Gonzalez.

Commissioner Chilton was appointed to the Planning Commission by the City Council on August 8, 2015 to replace Commissioner Dennis Byam who resigned from the Commission on June 25, 2015 as he was moving outside City limits and UGA.

Staff present were: City Clerk/Secretary Anita Palacios and Senior Planner Shawn Conrad with the Yakima Valley Conference of Governments.

2. MINUTE APPROVAL – REGULAR MEETING

On motion by Commissioner McDonald, second by Commissioner Chilton, the Commission unanimously approved the August 26, 2015 regular meeting minutes.

3. ACTIVE AGENDA

A. Comprehensive Plan Update – Capital Facilities Element

Background

The Growth Management Act (GMA) required fully planning jurisdictions to review and update their comprehensive plans, development regulations, and critical areas ordinance (CAO), every eight years as established by RCW 36.70A.130(5)(c). Grandview's next GMA periodic update was due June 30, 2017. After this date, without a completed update, Grandview would be unable to access Washington State road and water/wastewater infrastructure grants and loans.

As part of the GMA periodic update process, staff was now reviewing and updating the current Grandview Comprehensive Plan – Capital Facilities Element.

Capital Facilities Element Review

Capital facilities were physical structures owned or operated by a government entity which provided or supported a public service. The Capital Facilities Element sets policy direction for determining capital improvement needs and evaluating proposed capital facilities projects. Because it was the mechanism the City of Grandview used to coordinate its physical and fiscal planning, the Capital Facilities Element served as a check on the practicality of achieving other elements of the Comprehensive Plan. It also established funding priorities and a strategy for using various funding alternatives.

The Capital Facilities Element included:

- An inventory of publicly owned capital facilities, including their locations and capacities;
- A forecast of the future needs for such facilities;
- The proposed locations and capacities of new or expanded capital facilities;

- A six year (minimum) plan for financing such facilities within projected funding capacities, clearly identifying sources of public money for such purposes; and

In addition, in the event that probable capital facilities funding falls short of meeting existing needs, the Land Use Element must be reassessed to ensure that the Capital Facilities Element and the Land Use Element were coordinated and consistent.

The current Capital Facilities Element draft included updated six-year capital facilities improvement plans for water, wastewater, roads, parks, police services, and fire services.

Public Hearing

Notice of hearing and the nature of the proposed change shall be given by publication in the official newspaper of the City at least 10 days prior to the date of the hearing.

The Planning Commission shall hold a public hearing on any such amendments, supplements, or modification of this plan, whether initiated by petition or motion. No decisions shall be made by the City Council on the recommendations for amendment until after the initial sixty (60) day State comment and review period has expired.

Once all Comprehensive Plan elements were recommended to the City Council by the Planning Commission, a public hearing before the City Council would be held on all elements of the Comprehensive Plan together to consider the cumulative effect of the entire Comprehensive Plan.

Findings & Conclusions

1. The proposed Capital Facilities Element of the City of Grandview Comprehensive Plan was in keeping with the requirements of the GMA and the City of Grandview's policies.
2. The public use and interest would be served.
3. State Environmental Policy Act (SEPA) review would be conducted prior to Grandview City Council adoption of Comprehensive Plan updates.

Recommendation

None – review and discussion only.

4. **UNFINISHED AND NEW BUSINESS** – None

5. **REPORTS**

Due to the upcoming holidays, the Commission agreed to cancel the November 25, 2015 and December 30, 2015 Planning Commission regular meetings.

6. **ADJOURNMENT**

The meeting adjourned at 7:05 p.m.

Commissioner Don Olmstead, Jr.

Anita Palacios, City Clerk

STAFF REPORT

TO: Planning Commission, City of Grandview
FROM: Shawn Conrad, Senior Planner, Yakima Valley Conference of Governments
DATE: January 27, 2016
SUBJECT: Comprehensive Plan Update: Draft Transportation Element
ACTION
REQUESTED: None; review and discussion only

Background

The Growth Management Act (GMA) requires fully planning jurisdictions to review and update their comprehensive plans, development regulations, and critical areas ordinance (CAO), every eight years as established by RCW 36.70A.130(5)(c). Grandview's next GMA periodic update is due June 30, 2017. After this date, without a completed update, Grandview will be unable to access Washington State road and water/wastewater infrastructure grants and loans.

As part of the GMA periodic update process, staff is now reviewing and updating the current Grandview Comprehensive Plan – Transportation Element.

Transportation Element Review

The Transportation Element considers the movement of people and goods in relation to existing land use and to the desired future development pattern, as outlined in the Land Use Element.

The Transportation Element includes the following, as required by RCW 36.70A.070:

- Land use assumptions used in estimating travel.
- Facilities and services needs, including:
 - An inventory of air, water, and ground transportation facilities and services.
 - Level of service standards for all locally owned arterials and transit routes to serve as a gauge to judge performance of the system.
 - Specific actions and requirements for bringing into compliance locally-owned transportation facilities or services that are below an established level of service standard.
 - Forecasts of traffic for at least 10 years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth.
 - Identification of state and local system needs to meet current and future demands.
- Finance, including:
 - An analysis of funding capability to judge needs against probable funding resources;
 - A multiyear financing plan based on the needs identified in the comprehensive plan.

- 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.
- Demand-management strategies.
- 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 enhanced community access and promote healthy lifestyles.

Public Hearing

Notice of hearing and the nature of the proposed change shall be given by publication in the official newspaper of the City at least 10 days prior to the date of the hearing.

The Planning Commission shall hold a public hearing on any such amendments, supplements, or modification of this plan, whether initiated by petition or motion. No decisions shall be made by the City Council on the recommendations for amendment until after the initial sixty (60) day State comment and review period has expired.

Once all Comprehensive Plan elements are recommended to the City Council by the Planning Commission, a public hearing before the City Council will be held on all elements of the Comprehensive Plan together to consider the cumulative effect of the entire Comprehensive Plan.

Findings & Conclusions

1. The proposed Transportation Element of the City of Grandview Comprehensive Plan is in keeping with the requirements of the GMA and the City of Grandview's policies.
2. The public use and interest will be served.
3. State Environmental Policy Act (SEPA) review will be conducted prior to Grandview City Council adoption of Comprehensive Plan updates.

Recommendation

The Yakima Valley Conference of Governments, acting as staff for the City of Grandview, recommends that the Grandview Planning Commission recommend approval of the Transportation Element to the Grandview City Council.

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Chapter 4 Transportation Element

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I. INTRODUCTION

Purpose

The Transportation Element considers the movement of people and goods in relation to existing land use and to the desired future development pattern as stated within the Land Use Element. The Transportation Element considers both motorized and non-motorized forms of transportation, as well as private and public means of transportation. The Transportation Element also coordinates the needs of the local transportation system with the transportation network of adjoining jurisdictions and the larger region.

Growth Management Act Requirements

The goal of the Growth Management Act (GMA) is to encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with city and county comprehensive plans. The City of Grandview's Transportation Element must be consistent with the regional transportation plan established by the Regional Transportation Planning Organization (RTPO) for Yakima County. The Transportation Element must also implement, and be consistent with, the City's Land Use Element.

The Growth Management Act requires that communities apply the concepts of consistency and concurrency when discussing transportation issues. Consistency means that no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in a system. Consistent features and elements of the plan are compatible to the extent that they can co-exist and not preclude the accomplishment of other features or elements.

Concurrency means that adequate capital facilities are available when the impacts of development occur or within six years of such development. Within the Growth Management Act, concurrency is required for transportation impacts (it may optionally be applied to other capital facilities).

The GMA requires that the Transportation Element include discussion of the following topics:

- Land use assumptions used in estimating travel;
- Estimated impacts to state-owned transportation facilities and services;
- Facilities and service needs, including:
 - An inventory of air, water, and land transportation facilities and services, including transit alignments, to define existing capital facilities and travel levels as a basis for future planning;
 - Level of service (LOS) standards for all arterials and transit routes to serve as a gauge to judge performance of the system. These standards should be regionally coordinated;
 - Specific actions and requirements for bringing into compliance any facilities or services that are below established LOS standard;
 - Forecasts of traffic for at least 10 years based on the adopted land use plan to provide information on the location, timing and capacity needs of future growth;
- Identification of system expansion needs and transportation system management needs to meet future demands;
- Finance, including:
 - An analysis of funding capability to judge needs against probable funding resources;
 - A multi-year financing plan based on the needs identified in the Comprehensive Plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems;

- 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 LOS standards will be met;
- Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land assumptions on the transportation systems of adjacent jurisdictions;
- Demand-management strategies; and
- Pedestrian and bicycle planning.

Communities with adopted LOS standards must adopt and enforce ordinances which prohibit development approval if the development causes the LOS on a transportation facility to decline below the standards adopted in the Transportation Element of the Comprehensive Plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride sharing programs, demand management, and other transportation systems management strategies.

Transportation Element Certification

The City of Grandview’s Transportation Element must be consistent with the *Yakima Valley Metropolitan and Regional Transportation Plan 2012-2040 (M/RTP)* established by the Yakima Valley Conference of Governments (YVCOG), the lead agency for the Metropolitan Transportation Organization (MPO) and the Regional Transportation Planning Organization (RTPO) for Yakima County. The Transportation Element must also implement, and be consistent with, the City’s Land Use Element, as well as the Yakima County-Wide Planning Policy and State growth management goals. After review of the City of Grandview’s Transportation Element, it was determined that it is consistent with the M/RTP and the GMA, as follows:

- The plan was submitted for consideration on {insert date} and reviewed by YVCOG Staff.
- The MPO/RTPO Technical Advisory Committee reviewed the completed Transportation Element Review Checklist on {insert date} and recommended approval to the MPO/RTPO Policy Board.
- The Policy Board considered the recommendation of the Technical Advisory Committee on {insert date} and approved the City of Grandview’s Transportation Element.
- A formal Transportation Element Consistency Certification Report was signed by YVCOG’s Executive Director on {insert date}.

Relationship to Other Elements

The Transportation Element must be consistent with other elements of the Comprehensive Plan. It must support the desired development pattern and desired growth rates. In turn, the Transportation Element’s goals and objectives must be consistent with and supported by the Land Use Element, Capital Facilities Element, Housing Element, and other portions of the Comprehensive Plan. The Transportation Element must support the concurrent development of transportation facilities as growth occurs.

Applicable Countywide Planning Policies

Countywide Planning Policies must be considered and incorporated into the Transportation Element for the plan to achieve “interjurisdictional consistency.” The following Countywide Planning Policies apply to discussion of the Transportation Element:

1. The capital facilities, utilities, and transportation elements of each local government’s comprehensive plan will specify the general location and phasing of major infrastructure improvements and anticipated revenue sources. [RCW 36.70A.070(3)(c)(d)] (Countywide Planning Policy: B.3.4.)

2. Major public capital facilities that generate substantial travel demand should be located along or near major transportation corridors and public transportation routes. (C.3.4.)
3. The multiple uses of corridors for major utilities, trails, and transportation rights-of-way is encouraged. (C.3.6.)
4. The transportation element for each jurisdiction will be consistent with and support the land use element of its comprehensive plan. [RCW 36.70A.070(6)] (D.3.1.)
5. 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. [RCW 36.70A.070(6)(e)]
6. Local jurisdictions will coordinate transportation planning efforts through YVCOG, which is designated as the 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 conducted and conflicts prevented. (D.3.5.)
7. Each interlocal agreement will require that common and consistent development and construction standards be applied throughout the UGA. These may include, but not be limited to, standards for streets and roads, utilities, and other infrastructure components. (F.3.5.)

Major Transportation Considerations

- The City has identified several projects on its Six-Year Transportation Improvement Program. If these projects are not funded through state or federal programs, what other funding sources would be available?
- The Urban Growth Area defines where the City is financially capable of providing urban services and the areas it may ultimately annex. If these areas request annexation, how will the City bring these areas up to its standards for streets, lighting, sidewalks, etc.?
- What improvements to the transportation network will support the City’s goals in other areas, especially land use and economic development?
- What are the present and future mobility needs in Grandview, and how can they be met?
- Proximity to I-82 presents additional opportunities for traveler-oriented development. What improvements to the transportation network will help the City capitalize on those opportunities? If the City wishes to maintain the traditional central business district, how can the transportation system be used to further that goal?
- Are additional sidewalks or other pathways needed for public safety, now or in the future? Is a sidewalk improvement program needed?

II. TRANSPORTATION NETWORK CHARACTERISTICS

Roads and Streets

The Grandview area is served by a network of roadways and streets. Roadways and streets within the City of Grandview are categorized under the Federal Functional Classification System. The major streets and roadways serving the City of Grandview are the Wine Country Road, Euclid Road, Old Inland Empire Highway, Grandridge Road, Wilson Highway, and West Fifth Street. Figure 4-2, page 4-20 illustrates the existing transportation network and the FFC designations for roads.

All of Grandview's local streets are paved. Residential streets have paved driving lanes and most have dirt or gravel parking lanes. Retail core area streets are paved curb to curb, most with angle parking on both sides of streets. Street right-of-way varies throughout City from 20 feet to 60 feet in width.

I-82 is the primary access to Grandview. I-82 connects Grandview to the City of Yakima and the City of Ellensburg to the northwest. I-90 intersects with I-82 at Ellensburg. The City of Seattle is approximately three hours from Grandview to the west. The City of Spokane is approximately three hours to the east. I-82 connects Grandview with the Tri-Cities to the southeast and connects with I-84 near Hermiston, Oregon. Portland, Oregon is approximately 3½ hours to the west of Grandview. Boise, Idaho is approximately five hours to the east of the City. Grandview connects with State Route 241 through the eastern edge of the City of Sunnyside. SR-241 travels north to connect with Highway 24 and provides access to the Hanford Nuclear Reservation at the west gate. The Yakima Valley Highway provides an important link between the City of Grandview and the City of Sunnyside, the lower Yakima Valley's two largest cities. Other roadways which connect with Grandview serve the large areas of agricultural land which surround the City.

Rail Facilities and Locations

The Grandview area is served by the Washington Central Railroad which took over the Union Pacific and Burlington Northern rail lines in Yakima County. The former Union Pacific rail line between Sunnyside and Grandview and Grandview and Prosser has been abandoned. That portion of the old Union Pacific rail line within the City of Grandview has been left intact. Access to this remaining line is from the interconnecting Washington Central (former Burlington Northern) spur between Prosser and Zillah. This spur connects with Washington Central's main line at Prosser. The main line of the Washington Central railroad (formerly BN rail line) follows the SR-22 corridor within the Grandview area.

Airports

Two commercial service airports are located within 45 minutes of the City of Grandview, at Tri-Cities/Pasco and Yakima. These airports serve as commercial nodes for passenger and cargo aircraft. Both airports have at least one runway over 7,000 feet long which can accommodate most types of aircraft. They also serve private flying for business or recreation.

The 825-acre Yakima Regional Airport is located in the City of Yakima, within one hour of the City of Grandview. It serves Yakima County and portions of Kittitas, Klickitat, and Lewis Counties. The airport, which has an Airport Advisory Committee, is managed and operated by an Airport Manager and staff. The Yakima Regional Airport has two runways, one approximately 3,800 feet in length and one 7,603 feet in length. The Airport Master Plan includes extending the 7,603 foot runway to 8,800 feet.

Public Transportation

Demand-response transportation services are provided in Grandview for eligible elderly and handicapped citizens by People for People, a private non-profit organization. Demand-response transportation service

allows users of this service to call ahead to arrange for transportation services at an agreed upon day and time. These transportation services are provided to elderly persons for trips involving nutrition, medical attention, and shopping. They are also provided to Medicaid clients for only Medicaid-related travel.

People for People also operates the Community Connector, which connects Yakima, Prosser, and cities along the I-82 corridor. The Community Connector is free for all riders. In Grandview, the Community Connector currently stops at Lucky 7 Mini Mart, 226 Wine Country Road; and Safeway, 610 Wine County Road; three times per day, Monday through Friday.

The only other form of public transportation available in Grandview is private for-hire taxi service.

Discussion of a public transportation system to serve all of Yakima County has been ongoing. The ability for city and county jurisdictions to create a Public Transportation Benefit Area (PTBA) was granted by the Washington State Legislature in 1975. A PTBA operates independently from other government bodies and the only function of a PTBA is to provide public transportation for all citizens within the public transit benefit area. In 1994, a public vote to fund public transportation within the countywide PTBA failed. In response to the failed measure, the PTBA Board of Directors created a smaller, more localized PTBA around the Yakima metropolitan area.

Discussions regarding development of a countywide transportation system are ongoing among the Lower Valley’s Driving Rural Yakima Valley’s Economy (DRYVE) and the Upper Valley’s TRANS-Action organizations. Both of these organizations work to prioritize regional transportation improvements within their respective regions.

Freight and Goods Transportation System

The Washington State Freight and Goods Transportation System (FGTS) is a classification system for roadways, railways, and waterways based on freight volume. The FGTS is used to establish funding eligibility for Freight Mobility Strategic Investment Board grants, fulfill federal reporting requirements, support transportation planning process, and plan for pavement needs and upgrades. WSDOT has used this data to designate freight economic corridors in the Washington State Freight Mobility Plan (FMP). The FMP is the first step in identifying and developing a year-round, all-weather system of routes serving truck travel and the economic needs of communities Statewide.

The FMP was last updated in 2014. WSDOT is currently updating the FGTS and expects to publish a new FGTS report and online maps in early 2016.

WSDOT used criteria based on the level of annual freight tonnage carried by a particular segment of road to identify road segments which play a significant role in the movement of freight and other goods throughout the state (Table 4-1). Through the FMP, WSDOT estimates truck traffic on highways and roads used most heavily by trucks. Truck traffic count data is converted into average weights by truck type. The five truck route classes based on annual tonnage are listed below. Category T-5 accounts for roads subject to heavy use on a seasonal basis.

Table 4-1. Truck Route Classes Based on Annual Tonnage

Truck Route Class	Annual Tonnage (Millions)
T-1	10,000,000 +
T-2	4,000,000 - 10,000,000

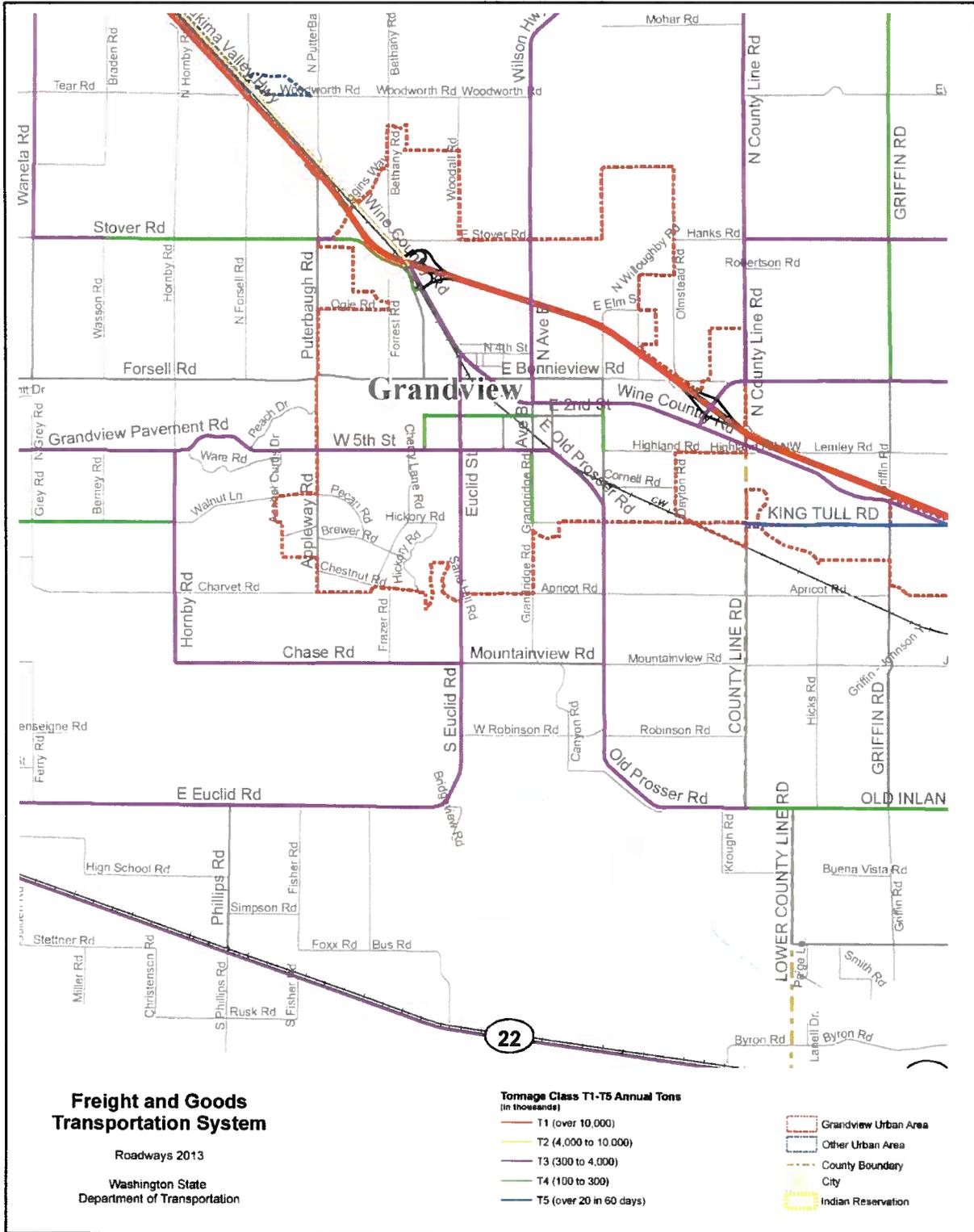
Truck Route Class	Annual Tonnage (Millions)
T-3	300,000 - 4,000,000
T-4	100,000 - 300,000
T-5	At least 20,000 tons in 60 days

Table 4-2 lists the City of Grandview UGA FGTS streets and roads. Figure 4.3 illustrates the FGTS streets and roads for the City of Grandview UGA.

Table 4-2. Grandview UGA - Freight and Goods Transportation System Classified Roads

Route Name	Start Location	End Location	FGTS Class
Wine Country Road/Yakima Valley Highway	North City Limits	I-82	T-2
Euclid Road	Groom Lane	Stassen Way	T-3
Euclid Road	Second Street	Wine County Road	T-3
Euclid Road	South City Limits	Groom Lane	T-3
Euclid Road	Stassen Way	Second Street	T-3
W. Fifth Street	At Appleway Road	West City Limits	T-3
W. Fifth Street	Larson Street	Division Street/Old Prosser Highway	T-3
W. Fifth Street	West City Limits	Larson Street	T-3
Wine Country Road/Yakima Valley Highway	Avenue B	Cedar Street	T-3
Wine Country Road/Yakima Valley Highway	Cedar Street	Fir Avenue	T-3
Wine Country Road/Yakima Valley Highway	Euclid Road	Avenue B	T-3
Wine Country Road/Yakima Valley Highway	Fir Avenue	County Line Road	T-3
Wine Country Road/Yakima Valley Highway	I-82	Euclid Road	T-3
Avenue B	Main Street	Bonnieview	T-4
Elm Avenue	Fifth Street	Main Street	T-4
Grandridge Road	Fifth Street	South City Limits	T-4
Hillcrest Road	Fifth Street	Second Street	T-4
Second Street	Hillcrest Road	Avenue B	T-4
Stover Road	West Urban Boundary	Wine Country Road/Yakima Valley Highway	T-4

Figure 4-1. Grandview UGA – Roadways by Truck Tonnage Class



III. ROADWAY CHARACTERISTICS

This section examines Grandview area roadways more closely. The City of Grandview has 42 miles of roadway within the City limits. Many additional miles of roadway exist within the adjacent Urban Growth Area (UGA).

Functional Classification

Figure 4-2, page 4-20 illustrates the Federal Functional Classification (FFC) of roads in the Grandview UGA. Table 4-4, page 4-11 lists the FFC of roads within the City of Grandview; Table 4-5, page 4-13 lists the same for the unincorporated portion of the Grandview UGA. FFC is the grouping of highways, roads and streets by the character of service they provide for transportation planning purposes. Individual streets and roadways do not function independently, but rather form a network through which traffic flows. Roads within the network serve two primary functions: 1) mobility to move traffic, goods, and people from one location to another quickly and efficiently; and 2) access to parcels of land. The primary purpose of arterial streets is to provide mobility. Land access from arterial streets is secondary and numerous access points along an arterial may serve to impede its mobility function. A local street's primary purpose is to provide access to surrounding parcels of land. Mobility is secondary. Collector streets provide both land access and mobility and link arterial and local streets.

Roadways are classified as either rural or urban; this classification determines what type of funding roads are eligible for and what types of standards they must meet upon new construction. When roads fall within an urbanized area as determined by the Census, they are considered urban; roads outside urbanized areas are considered rural. Areas may be added to the urbanized area upon City request during an urban area adjustment process that is required by federal law after each decennial Census. Following the 2010 Census, this adjustment process took place for Yakima County in 2013.

The City's functional street classification is defined below. It is based on standards followed by the Washington State Department of Transportation.

Freeway: A high speed, high capacity roadway intended exclusively for motorized traffic with private automobile.

Principal Arterial: A highway connecting major community centers and facilities, often constructed with partial limitations on access through intersections and common driveways. Principal arterials generally carry the highest amount of traffic volumes and provide the best mobility in the roadway network. Since most principal arterials are intra-county, they serve both urban and rural areas. Regional and inter-county bus routes are generally located on principal arterials as well as transfer centers and park-and-ride lots.

Minor Arterial: A highway connecting centers and facilities within the community and providing some access to abutting properties. The facility stresses mobility and circulation needs over providing specific access to properties. Minor arterials allow densely populated areas easy access to principal arterials and adjacent land uses (i.e. shopping, schools, etc.), and have lower traffic rates than principal arterials.

Collector Street: A highway connecting two or more neighborhoods as well as carrying traffic within neighborhoods. Collectors also channel traffic onto the minor and principal arterials. Typically, they carry moderate traffic volumes, have relatively shorter trip than arterials, and carry very little through traffic. Urban collectors and rural major collectors are the lowest class of urban roadway classifications eligible for federal funding.

Local Access Street: This category comprises all roadways and streets not otherwise classified. Their main function is providing direct access to abutting properties, sometimes at the expense of traffic movement. Traffic generally moves slowly on these streets and delays are caused by turning vehicles.

Idealized Urban and Rural Roadway Capacities

For each of the functional classifications of roadway noted above, a corresponding idealized capacity is shown below. These idealized capacities are based on roadway capacities as used in the traffic analysis and forecast model. The actual capacity of any specific roadway is affected by the roadway’s speed limit, number of intersecting roadways, number of stops or other delays, and other factors.

<u>Functional Class</u>	<u>Capacity of Roadway</u> (Vehicles/Hour)
Freeway	3,600
Freeway Ramps	1,200
State Highways	2,200
Principal Arterial (Urban/Rural)	2,200
Minor Arterial (Urban)	2,000
Collector Arterial (Urban)	1,800
Access/Local (Urban)	1,600
Major Collector (Rural)	2,400
Minor Collector (Rural)	2,000
Access/Local (Rural)	1,600
Other	1,600

Traffic Volume History

Traffic volumes in the Grandview area tend to be lower than the capacities noted above. This is displayed in Table 4-4, page 4-11 and Table 4-5, page 4-13, with all roadways maintaining a level of service “A” ranking. However, while the Grandview transportation system tends to be relatively free from congestion, traffic volumes on every minor arterial and collector throughout the City have increased since the last Comprehensive Plan update in 2006. The City of Grandview anticipates traffic volumes to continue to grow into the future, with the City population anticipated to reach 13,558 by 2040.

The City of Grandview collects traffic data for a number of purposes, including long-range planning, reviewing development proposals, and to support competitive applications for roadway improvements. Traffic volumes can either be expressed in terms of “Average Annualized Daily Traffic” (AADT), which is the volume of traffic over a 24-hour time period; or in terms of “peak hour” traffic volume, which is the highest single-hour traffic volume within a 24 hour period. Most of the recorded historical traffic volumes are in the form of AADT. In 2015, the City of Grandview collected traffic counts using computerized traffic counters. These traffic counters plot traffic volume against time and thus can be used to determine peak hour flow.

Yakima County Public Services maintains a series of set street and roadway locations from which counts are conducted every three to four years. Almost all of the counts reviewed were conducted in 2013, with some additional counts from 2009, 2012, and 2014. Major collectors in unincorporated Yakima County were examined to see if traffic volumes on Grandview area roads had noticeably increased over this period of time. With the exception of Yakima Valley Highway/Wine Country Road, which appears to have gained steadily in volume over these years, discernable patterns are not obvious.

Level of Service

The ease of traffic movement along a roadway is a function of the roadway’s vehicular capacity, the number of vehicles actually using the roadway, the number of stops along the roadway, and the time spent waiting at each stop. To characterize the ease of movement of traffic, transportation engineers have developed the concept of “level of service” (LOS). LOS has been categorized in a range from “A” to “F.” LOS standards, as described in the table below, are taken from the 1985 federal Highway Capacity Manual.

LOS can be calculated in several ways. One of the simplest measures and the one used in this analysis, is a ratio of traffic volume to roadway capacity. Other more complex measures include interruptions to traffic flow such as signals, stop signs, turning traffic, and other factors.

Roadway capacity refers to the maximum amount of traffic that can be accommodated by a given roadway facility. Roadway capacity is based on an analysis of roadway conditions, including the number and width of lanes, pavement and shoulder types, the presence of controls at an intersection, and whether the roadway is in an urban or rural area.

The LOS can be calculated by dividing the observed traffic volume by the idealized roadway capacity. The ratio which results relates to one of the five different LOS categories. Table 4-3 summarizes LOS categories for roads.

The minimum acceptable LOS on Grandview streets is a LOS “C” (e.g., a volume-to-capacity ratio of between 0.71 and 0.80). This expectation results in a maximum traffic volume of 900 vehicles per hour per lane on City streets (minor arterial). In instances when the traffic volumes exceed this threshold, capacity-related improvements are necessary before additional land use development can occur.

Table 4-3. Level of Service Categories

Level of Service	Description	Volume/Capacity Ratio
A	Free flow. Low volumes and no delays.	Less than 0.60
B	Stable flow. Speeds restricted by travel conditions, minor delays. Presence of other users in the traffic stream.	0.61 to 0.70
C	Stable flow. Speeds and maneuverability reduced somewhat by higher volumes.	0.71 to 0.80
D	Stable flow. Speeds considerably affected by change in operating conditions. High density traffic restricts maneuverability.	0.81 to 0.90
E	Unstable flow. Low speeds, considerable delay, volume at or near capacity. Freedom to maneuver is extremely difficult.	0.91 to 1.00
F	Forced flow. Very low speeds, volumes exceed capacity, long delays and queues with stop-and-go traffic.	Over 1.00

Table 4-4. City of Grandview Roads – Functional Classification, Peak Hour Volume, and Level of Service

Functional Class	Roadway Name	Start Location	End Location	No. of Lanes	AADT (2015)	Estimated Peak Hour Volume (vph) [AADT 10%]	Idealized Roadway Capacity (vph)	Peak Volume as a Ratio of Roadway Capacity	Level of Service
Interstate	I-82	Mile 072.51	Mile 07304	4	12,980 ¹	1,298	3,600	0.361	A
		Mile 073.84	Mile 074.28	4	11,089 ¹	1,109	3,600	0.308	A
Principal Arterial	None								
Minor Arterial	Grandridge Road	Fifth Street	Wine Country Rd	2 into 4	7,597 ²	759.7	2,000	0.380	A
		Wine Country Rd	Bonnieview Road	2	2,340 ²	234	2,000	0.117	A
	Wilson Hwy	Bonnieview Road	North City Limits	2	2,616 ¹	261.6	2,000	0.131	A
		South City Limits	Groom Lane	2	3,315 ¹	331.5	2,000	0.166	A
	Euclid Road	Groom Lane	Stassen Way	2	4,472 ¹	447.2	2,000	0.224	A
		Stassen Way	Second Street	2	5,431 ²	543.1	2,000	0.272	A
		Second Street	Wine Country Rd	2	7,367 ²	736.7	2,000	0.368	A
		Division Street	South City Limits	2	1,486 ²	148.6	2,000	0.074	A
	W. Fifth Street	West City Limits	Larson Street	2	5,176 ¹	517.6	2,000	0.259	A
		Larson Street	Division Street	2	4,968 ²	496.8	2,000	0.248	A
	Wine Country Rd	North City Limits	Euclid Road	2	10,536	1053.6	2,000	0.527	A
		Euclid Road	Grandridge Road	2	9,351 ²	935.1	2,000	0.468	A
Wine Country Rd	Grandridge Road	Cedar Street	4	9,875 ¹	987.5	2,000	0.494	A	
	Cedar Street	Fir Avenue	4	7,734 ²	773.4	2,000	0.387	A	
Wine Country Rd	Fir Avenue	East City Limits	2	9,454 ¹	945.4	2,000	0.473	A	
	Second Street	Fifth Street	2	762 ¹	76.2	1,800	0.042	A	
Collector	Avenue "E"								

Functional Class	Roadway Name	Start Location	End Location	No. of Lanes	AADT (2015)	Estimated Peak Hour Volume (vph) [AADT 10%]	Idealized Roadway Capacity (vph)	Peak Volume as a Ratio of Roadway Capacity	Level of Service
	Bonniewiew Road	Elm Avenue	Wilson Hwy	2	2,715 ²	271.5	1,800	0.151	A
		Wilson Hwy	Euclid Road	2	1,905 ²	190.5	1,800	0.106	A
	Forsell Road	Euclid Road	West City Limits	2	2,919 ²	291.9	1,800	0.162	A
	Division Street	Fifth Street	Fourth Street	2	1,824 ²	182.4	1,800	0.101	A
		Fourth Street	Wine Country Rd	2	4,183 ²	418.3	1,800	0.232	A
	Elm Avenue	South City Limits	Fifth Street	2	4,067 ¹	406.7	1,800	0.226	A
		Fifth Street	Wine Country Rd	2	2,066 ¹	206.6	1,800	0.115	A
	Elm Street	Wine Country Rd	Bonniewiew Rd	2	2,246 ²	224.6	1,800	0.125	A
	Hillcrest Road	Second Street	Fifth Street	2	2,066 ¹	206.6	1,800	0.115	A
	Second Street	Elm Avenue	Cedar Avenue	2	1,955 ¹	195.5	1,800	0.109	A
		Cedar Avenue	Grandridge Rd	2	4,766 ¹	476.6	1,800	0.265	A
		Grandridge Road	Hillcrest Road	2	3,478 ²	347.8	1,800	0.193	A
	Stover Road	West U.A.B.	Wine Country Rd	2	1,560 ²	156	1,800	0.087	A
	Wallace Way	Forsell Road	North City Limits	2	1,814 ²	181.4	1,800	0.101	A
Local Road	All streets and roadways not listed above								

*Average Annualized Daily Traffic. ¹ 2007 counts grown at 2% per year to achieve 2015 estimate. ² 2015 counts

Table 4-5. City of Grandview Unincorporated UGA Roads – Functional Classification, Peak Hour Volume, and Level of Service

Functional Class	Roadway Name	Start Location	End Location	No. of Lanes	AADT* (2015)	Estimated Peak Hour Volume (vph) [AADT 10%]	Idealized Roadway Capacity (vph)	Peak Volume as a Ratio of Roadway Capacity	Level of Service
Interstate	I-82	Mile 073.04	Mile 073.84	4	12,003 ¹	1,200.3	3,600	0.333	A
		Mile 074.28	Mile 075.37	4	12,003 ¹	1,200.3	3,600	0.333	A
Principal	None								
Minor Arterial	None								
Major	Euclid Road E.	Fischer Road	Yakima River	2	2,508 ³	250.8	2,400	0.105	A
		Yakima River	Robinson Road	2	2,656 ³	265.6	2,400	0.111	A
		Robinson Road	Chase/Mt. View	2	2,149 ³	214.9	2,400	0.090	A
	Euclid Road S.	Chase/Mt. View	Apricot Road	2	1,599 ³	159.9	2,400	0.067	A
		Apricot Road	City Limits	2	2,389 ¹	238.9	2,400	0.100	A
		Asahel Curtis	Puterbaugh	2	968 ³	96.8	2,400	0.040	A
	Grandview Pavement Road	Puterbaugh	City Limits	2	1,420 ³	142	2,400	0.059	A
		Olmstead Road	N. of I-82	2	1,961 ³	196.1	2,400	0.082	A
		N. of I-82	Wine Country	2	3,844 ³	384.4	2,400	0.160	A
	OIE Hwy.	Apricot Road	Pleasant Avenue	2	2,345 ³	234.5	2,400	0.098	A
		Pleasant	Elm Street	2	3,028 ³	302.8	2,400	0.126	A
		Woodworth	Stover Road	2	883 ²	88.3	2,400	0.037	A
	Wilson Highway	Ray Road	Ray Road	2	9,362 ¹	936.2	2,400	0.390	A
Yakima Valley Hwy.		Tear Road	Puterbaugh	2	6,744 ³	674.4	2,400	0.281	A
County Line		McCreadie Road	McCreadie Road	2	2913 ¹	291.3	2,400	0.121	A
Major Collector	Appleway Road	McCreadie	City Limits	2	4287 ¹	428.7	2,400	0.179	A
		Chestnut Road	Tuttle Road	2	227 ³	22.7	2,000	0.011	A

Functional Class	Roadway Name	Start Location	End Location	No. of Lanes	AADT* (2015)	Estimated Peak Hour Volume (vph) [AADT 10%]	Idealized Roadway Capacity (vph)	Peak Volume as a Ratio of Roadway Capacity	Level of Service	
Minor Collector	Tuttle Road	Pecan Road	Pecan Road	2	519 ¹	51.9	2,000	0.026	A	
		Pecan Road	Grandview	2	556 ³	55.6	2,000	0.028	A	
	Puterbaugh Road	Grandview	Forsell Road	2	572 ³	57.2	2,000	0.029	A	
		Forsell Road	Ogle Road	2	1833 ³	183.3	2,000	0.092	A	
		Ogle Road	Stover Road	2	616 ³	61.6	2,000	0.031	A	
	County-Line Road N.	Hanks Road	Robertson Road	2	781 ¹	78.1	2,000	0.039	A	
		Robertson Road	McCreadie Road	2	1086 ⁴	108.6	2,000	0.054	A	
	Forsell Road	Hornby Road	N. Forsell	2	1,759 ³	175.9	2,000	0.088	A	
		N. Forsell	Puterbaugh	2	1,639 ³	163.9	2,000	0.082	A	
	Stover Road	Puterbaugh	Yakima Valley	2	1423 ²	142.3	2,000	0.071	A	
	Local Road	All streets and roadways not listed above								

*Average Annualized Daily Traffic. ¹ 2003 counts grown at 2% per year to achieve 2015 estimate. ² 2012 counts grown at 2% per year to achieve 2015 estimate.

³ 2013 counts grown at 2% per year to achieve 2015 estimate. ⁴ 2014 counts grown at 2% per year to achieve 2015 estimate.

Non-motorized Transportation

Sidewalks

Downtown Grandview and the older residential neighborhoods within the City contain the majority of sidewalks within the community. New residential developments are required to have sidewalks on at least one side of the street. However, industrial areas outside of downtown generally do not contain sidewalks.

Bicycle and Pedestrian Pathways

Few formally designated pathways exist within the City of Grandview UGA and the surrounding areas within Yakima County and Benton County. The two most notable pathways have been developed along the abandoned Burlington Northern rail line. The Lower Valley Pathway extends from the northwestern part of Grandview to Sunnyside following the route of Yakima Valley Highway. The Benton County/Prosser Pathway extends from near the Yakima/Benton County Line to Prosser.

In 2014, Yakima County updated the *Yakima County Trails Plan*, which calls for development of a regional bicycle/pedestrian network that would function as a viable transportation option. One portion of the trail system, the Lower Yakima Trail, would be a multi-use, paved, 40-mile long trail connecting Benton County to the City of Yakima. Some portions of the trail system are completed. In the Sunnyside area, a completed segment of the Lower Yakima Trail uses an abandoned rail corridor for a bicycle/pedestrian pathway between Sunnyside and the northwestern part of Grandview, following the route of Yakima Valley Highway. Farther south, a completed segment called the Benton County/Prosser Pathway extends from near the Yakima/Benton County Line to Prosser.

IV. TRAFFIC FORECASTS

Population and Demographic Projections

According to Yakima County population projections, the City of Grandview anticipates a preferred alternative medium 2040 population projection of 13,558 persons.

Land Use Patterns and Population Distribution

To support this population growth, new residential areas will be needed to provide housing for new families and individuals, new commercial areas will be needed to provide goods and services to these persons, and new industrial/manufacturing areas will be needed to provide employment opportunities. In addition, land area will be needed to support growth in public and institutional facilities, parks, and other related activities.

The portion of the UGA south and southwest of the present City limits is envisioned as future residential. Presently, this area is composed of orchard tracts and scattered residential housing.

The area north of the City, northeast of the Wine Country Road between Olmstead Road and Woodworth Road, has been under discussion for some time as likely for new industrially zoned development. A recent proposal which targeted certain properties within this area serves to emphasize the likelihood of this area developing at a greater intensity. North of Woodworth Road includes the Black Rock Creek golf course area, a traditional part of Grandview's utility service. Presently, this area is primarily in agricultural usage, although scattered commercial development occurs adjacent to the Yakima Valley Highway.

In the western portion of the City, industrial/manufacturing development is occurring and appropriate zoning is in place. Beyond the City limits in this area, future industrial/manufacturing or other intensive uses have been proposed.

The portion of the UGA east of Grandview's City limits would include area surrounding the I-82 interchange at exit 75 and extend into Benton County. The City sees this area as promising for future commercial/industrial development that naturally takes advantage of the interchange and other existing transportation facilities in this area. Again, the present usage of much of this area is agricultural in nature.

The portion of the existing City south of the Yakima River is currently used for the City's wastewater treatment facility and sprayfields. A portion of this area also once contained Grandview's landfill, which has since been closed. The inclusion of additional area within the UGA south of the Yakima River allows for the potential expansion of the sprayfield area, if and when needed.

Forecasted Traffic Volumes

Traffic forecasts for Grandview roadways are being updated as part of the VISUM Yakima County Regional Model RTP update. These forecasts will predict growth in traffic volume on the basis of anticipated regional changes in land use and employment patterns.

To provide an estimate of future traffic demand, existing traffic counts have been compounded annually with a 2% flat growth rate. Table 4-6 summarizes traffic volumes for road segments in the City of Grandview, and Table 4-7 summarizes traffic volumes for road segments in the unincorporated portion of the Grandview UGA.

Table 4-6. City of Grandview – Traffic Forecasts for Road Segments

Functional Class	Roadway Name	Start Location	End Location	AAADT (2015)	AAADT (2020)	AAADT (2025)	AAADT (2030)	AAADT (2035)	AAADT (2040)
Interstate	I-82	Mile 072.51	Mile 07304	12,980	14,331	15,823	17,469	19,288	21,295
		Mile 073.84	Mile 074.28	11,089	12,243	13,517	14,924	16,478	18,193
Principal Arterial	None			-	-	-	-	-	-
Minor Arterial	Grandridge Road	Fifth Street	Wine Country Rd	7,597	8,388	9,261	10,225	11,289	12,464
	Wilson Hwy	Wine Country Rd	Bonnieview Road	2,340	2,584	2,852	3,149	3,477	3,839
	Wilson Hwy	Bonnieview Road	North City Limits	2,616	2,888	3,189	3,521	3,887	4,292
	Euclid Road	South City Limits	Groom Lane	3,315	3,660	4,041	4,462	4,926	5,439
		Groom Lane	Stassen Way	4,472	4,937	5,451	6,019	6,645	7,337
		Stassen Way	Second Street	5,431	5,996	6,620	7,309	8,070	8,910
		Second Street	Wine Country Rd	7,367	8,134	8,980	9,915	10,947	12,086
		Division Street	South City Limits	1,486	1,641	1,811	2,000	2,208	2,438
	Old Prosser Hwy	West City Limits	Larson Street	5,176	5,715	6,310	6,966	7,691	8,492
	W. Fifth Street	Larson Street	Division Street	4,968	5,485	6,056	6,686	7,382	8,151
Wine Country Rd	Wine Country Rd	North City Limits	10,536	11,633	12,843	14,180	15,656	17,285	
		Euclid Road	Grandridge Road	9,351	10,324	11,399	12,585	13,895	15,341
		Grandridge Road	Cedar Street	9,875	10,903	12,038	13,290	14,674	16,201
		Cedar Street	Fir Avenue	7,734	8,539	9,428	10,409	11,492	12,688
Collector	Wine Country Rd	Fir Avenue	East City Limits	9,454	10,438	11,524	12,724	14,048	15,510
	Avenue "E"	Second Street	Fifth Street	762	841	929	1,026	1,132	1,250
	Bonnieview Road	Elm Avenue	Wilson Hwy	2,715	2,998	3,310	3,654	4,034	4,454
	Forsell Road	Wilson Hwy	Euclid Road	1,905	2,103	2,322	2,564	2,831	3,125
	Division Street	Euclid Road	West City Limits	2,919	3,223	3,558	3,929	4,337	4,789
		Fifth Street	Fourth Street	1,824	2,014	2,223	2,455	2,710	2,992
		Fourth Street	Wine Country Rd	4,183	4,618	5,099	5,630	6,216	6,863
	Elm Avenue	South City Limits	Fifth Street	4,067	4,490	4,958	5,474	6,043	6,672

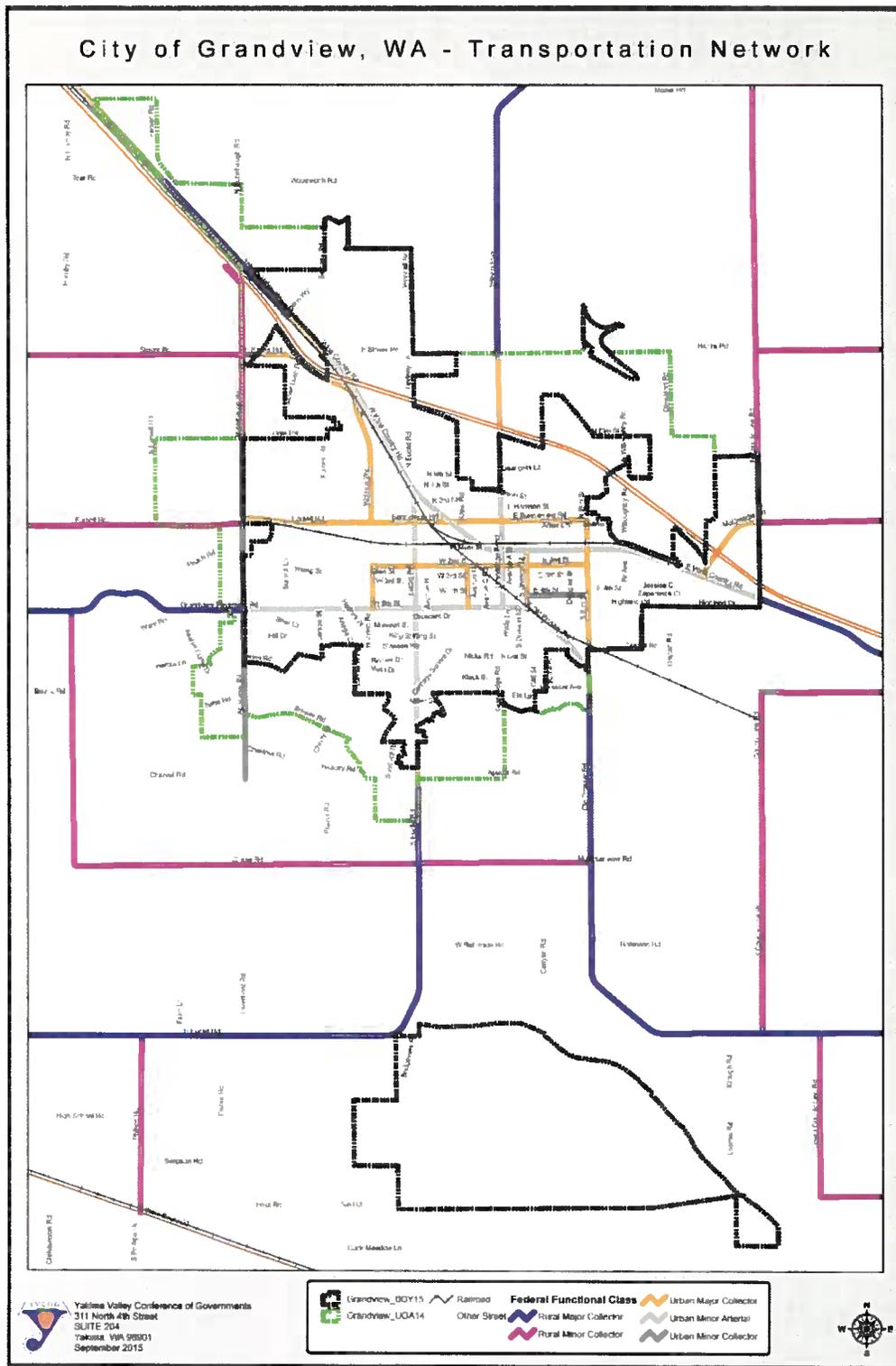
Functional Class	Roadway Name	Start Location	End Location	AAADT (2015)	AAADT (2020)	AAADT (2025)	AAADT (2030)	AAADT (2035)	AAADT (2040)
		Fifth Street	Wine Country Rd	2,066	2,281	2,518	2,781	3,070	3,389
	Elm Street	Wine Country Rd	Bonnieview Rd	2,246	2,480	2,738	3,023	3,337	3,685
	Hillcrest Road	Second Street	Fifth Street	2,066	2,281	2,518	2,781	3,070	3,389
	Second Street	Elm Avenue	Cedar Avenue	1,955	2,158	2,383	2,631	2,905	3,207
		Cedar Avenue	Grandridge Rd	4,766	5,262	5,810	6,414	7,082	7,819
		Grandridge Road	Hillcrest Road	3,478	3,840	4,240	4,681	5,168	5,706
	Stover Road	West U.A.B.	Wine Country Rd	1,560	1,722	1,902	2,100	2,318	2,559
	Wallace Way	Forsell Road	North City Limits	1,814	2,003	2,211	2,441	2,696	2,976
Local Road	All streets and roadways not listed above								

Table 4-7. Grandview Unincorporated UGA – Traffic Forecasts for Road Segments

Functional Class	Roadway Name	Start Location	End Location	AAADT (2015)	AAADT (2020)	AAADT (2025)	AAADT (2030)	AAADT (2035)	AAADT (2040)
Interstate	I-82	Mile 073.04	Mile 073.84	12,003	13,252	14,632	16,154	17,836	19,692
Principal Arterial	None		Mile 074.28	12,003	13,252	14,632	16,154	17,836	19,692
Minor Arterial	None								
Major Collector	Euclid Road E.	Fischer Road	Yakima River	2,508	2,769	3,057	3,375	3,727	4,115
	Euclid Road S.	Yakima River	Robinson Road	2,656	2,932	3,238	3,575	3,947	4,357
		Robinson Road	Chase/Mt. View	2,149	2,373	2,620	2,892	3,193	3,526
		Chase/Mt. View	Apricot Road	1,599	1,765	1,949	2,152	2,376	2,623
		Apricot Road	City Limits	2,389	2,638	2,912	3,215	3,550	3,919
	Grandview Pavement Road	Asahel Curtis Dr.	Puterbaugh Road	968	1,069	1,180	1,303	1,438	1,588
		Puterbaugh Road	City Limits	1,420	1,568	1,731	1,911	2,110	2,330

Functional Class	Roadway Name	Start Location	End Location	AAAT (2015)	AAAT (2020)	AAAT (2025)	AAAT (2030)	AAAT (2035)	AAAT (2040)
	McCreadie Road	Olmstead Road	N. of I-82	1,961	2,165	2,390	2,639	2,914	3,217
		N. of I-82	Wine Country Rd	3,844	4,244	4,686	5,174	5,712	6,306
	Old Inland Empire Hwy.	Apricot Road	Pleasant Avenue	2,345	2,589	2,859	3,156	3,485	3,847
	Wilson Highway	Pleasant Avenue	Elm Street	3,028	3,343	3,691	4,075	4,499	4,968
		Woodworth Road	Stover Road	883	975	1,076	1,188	1,312	1,449
	Yakima Valley Hwy.	Ray Road	Tear Road	9,362	10,336	11,412	12,600	13,911	15,359
Major Collector	Yakima Valley Hwy.	Tear Road	Puterbaugh Road	6,744	7,446	8,221	9,077	10,021	11,064
		County Line	McCreadie Road	2,913	3,216	3,551	3,921	4,329	4,779
		McCreadie Road	City Limits	4,287	4,733	5,226	5,770	6,370	7,033
	Appleway Road	Chestnut Road	Tuttle Road	227	251	277	306	337	372
Minor Collector		Tuttle Road	Pecan Road	519	573	633	699	771	851
		Pecan Road	Grandview Pavement	556	614	678	748	826	912
	Puterbaugh Road	Grandview	Forsell Road	572	632	697	770	850	938
		Forsell Road	Ogle Road	1,833	2,024	2,234	2,467	2,724	3,007
		Ogle Road	Stover Road	616	680	751	829	915	1,011
	County-Line Road N.	Hanks Road	Robertson Road	781	862	952	1,051	1,161	1,281
		Robertson Road	McCreadie Road	1,086	1,199	1,324	1,462	1,614	1,782
	Forsell Road	Hornby Road	N. Forsell	1,759	1,942	2,144	2,367	2,614	2,886
		N. Forsell	Puterbaugh Road	1,639	1,810	1,998	2,206	2,435	2,689
	Stover Road	Puterbaugh Road	Yakima Valley Hwy.	1,423	1,571	1,735	1,915	2,115	2,335
Local Road	All streets and roadways not listed above								

Figure 4-2. City of Grandview Transportation Network and Federal Functional Classification Designations.



V. EXISTING DEFICIENCIES, FUTURE NEEDS AND ALTERNATIVES

Because many roadways within the City of Grandview operate well below design capacity, most of the existing deficiencies of the road network reflect maintenance, safety and design concerns rather than capacity problems. However, while many roads have capacity available, Grandview has experienced, and expects continued increases in, traffic volumes. Continued increases in traffic volumes require cost effective investments in the existing transportation network to ensure traffic continues to circulate efficiently and the quality of life in Grandview is preserved.

The City of Grandview's 2016-2021 Transportation Improvement Program (TIP) displayed in Table 4-8 identifies major roadway improvements, including capacity-related widening projects. The TIP prioritizes roadway improvements during this six year time period. While the City of Grandview is required to develop and adopt a TIP annually (RCW 35.77.010), it does not identify all of the smaller, less expensive roadway maintenance and preservation projects that are needed. There are currently 42 miles of classified and unclassified roadways within the City of Grandview that are in need of maintenance and preservation projects to ensure the optimal performance of the street system.

In addition to those projects associated with roadway improvements, the City of Grandview also has implemented a program for the repair, restoration, and construction of sidewalks within the community. Table 4-9 identifies sidewalk needs within the City.

Adequate parking must also be provided throughout the community to ensure an adequate and efficient transportation system. A need for additional parking in or near the downtown area is very important to the functioning and vitality of this part of the community. In 2010, as part of the Alive Downtown Improvements, a public parking lot was constructed on Avenue A and additional public parking was added on East Fourth Street and Division. Provision of additional parking for ride sharing and similar purposes should also be considered, as needed.

Table 4-8. Grandview Six-Year Transportation Improvement Program, 2016-2021

Priority	Project Title	2016	2017	2018	2019	2020	2021	TOTAL
1	Old Inland Empire Highway Improvements	\$0	\$0	\$0	\$0	\$0	\$2,193,900	\$2,193,900
2	Wine Country Road Pavement Preservation – Elm St. to Fir St.	\$28,000	\$215,000	\$0	\$0	\$0	\$0	\$243,000.00
3	Wine Country Road Improvements – Ash Ave. to Fir St.	\$0	\$3,914,000	\$0	\$0	\$0	\$0	\$3,914,000
4	Wine Country Rd. & McCreddie Rd. Signalization	\$0	\$0	\$395,000	\$0	\$0	\$0	\$395,000
5	Larson St. Improvements – W. Fifth St. to Queen St.	\$0	\$0	\$0	\$400,000	\$0	\$0	\$400,000
6	Stassen St. Improvements – Hillcrest to Velma Ave.	\$0	\$0	\$0	\$342,000	\$0	\$0	\$342,000

Priority	Project Title	2016	2017	2018	2019	2020	2021	TOTAL
7	Birch Ave. Improvements – Wine Country Road to E. Third St.	\$0	\$0	\$0	\$0	\$475,000	\$0	\$475,000
8	Highland Rd. Improvements – Elm St. to E. City Limits	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000

Source: 2016-2021 Six-Year Transportation Improvement Program

Table 4-9. Grandview Sidewalk Needs

Functional Class	Roadway Name	Start Location	End Location	Side of Street	Sidewalk Needs
Collector	East Second Street	Cedar Avenue	157' west of Cedar	North	Removal and reconstruction
Local Access	Ash Avenue	Second Street	Fourth Street	Both	Removal and reconstruction
	Birch Avenue	Second Street	Third Street	Both	Removal and reconstruction
	Cedar Avenue	97' south of Wine Country Road	Second Street	West	Removal and reconstruction
		Wine Country Road	Second Street	East	Removal and reconstruction
		Second Street	Third Street	Both	Removal and reconstruction
		Third Street	Fourth Street	West	Removal and reconstruction

VI. RECOMMENDATIONS

1. Street maintenance in Grandview has been and will continue to be based upon the greatest need. Budget constraints limit available funding for these projects, and maintenance needs should be identified and prioritized on a continual basis.
2. All new streets and existing streets needing reconstruction shall be built to the City's street standards.
3. All the streets in the City need seal coating on a regular basis in order to maintain their good quality. A maintenance schedule should continue to be followed.
4. The City should seek an interlocal agreement with Yakima County that outlines the design standards that development would be required to follow in the unincorporated portion of the UGA. These design standards should be similar to the standards in the City's subdivision ordinance to allow for future annexation by the City. For existing subdivisions in the UGA that do not meet the City's standards, the agreement should specify how needed improvements would be accomplished.
5. The City should actively pursue new funding for roadway maintenance and preservation as needs are identified.

6. Additional parking should be developed in or near to the downtown core to ensure the availability of adequate parking for this area of the City.
7. The City should support development of bike and pedestrian pathways as identified in the 2014 Comprehensive Parks, Recreation & Open Space Plan.

VII. FINANCING

State Funding Sources

Transportation is typically funded by some type of “user fees.” Initially, that funding came from a dedicated portion of the property tax, because property owners were the prime beneficiaries of the transportation system. Over time, other fees and taxes were imposed to supplement the revenues. Today, the major state tax sources to fund transportation improvements are the gas tax, vehicle registration fees and fare box revenues.

The gas tax is imposed at the federal and state level and is devoted primarily to highway purposes. As of August 1, 2015, the Washington State gas tax rate is \$0.445 cents per gallon. The collected tax is distributed in accordance with RCW 46.68.090.

Local Funding Sources

A six-year Transportation Improvement Program (TIP) is reviewed and adopted by the City on an annual basis. The most recent program was adopted on June 23, 2015, and covers the years 2016-2021. In the past, Grandview has relied upon personal property taxes, real estate taxes, and motor vehicle fuel taxes to finance minor street maintenance and improvement projects. Larger projects have received funding assistance from the Washington State Transportation Improvement Board (TIB), as well as some other sources. As a federally designated urban area, there are three state-funded grant programs that the City can pursue through TIB: Urban Arterial Program (UAP), Urban Arterial Preservation Program (APP), and the Sidewalk Program (SP). TIB has also taken on implementation of the newly-funded Washington State Complete Streets Program, and expects to issue the first call for projects in 2016. The City of Grandview adopted a Complete Streets Ordinance in 2011, which made the City eligible for the Complete Streets Grant Program. There are also federal grant programs that the City can pursue through the authorization of the federal transportation bill, FAST Act.

In 2011, Grandview formed a Transportation Benefit District (TBD) to begin to replace transportation grant funding that has declined in recent years, and to better preserve, maintain or expand the City’s transportation infrastructure. The TBD was created for the sole purpose of acquiring, constructing, improving, providing, and funding transportation improvements within the district. The boundaries of the TBD are identical with the City limits. On behalf of the Grandview TBD, the Washington State Department of Licensing is collecting a \$20 fee at the time a registered vehicle is renewed within the City of Grandview.

Proposed funding of the recommended roadway projects is the continued use of a combination of tax monies and TBD revenue, the State TIB programs, federal FAST Act, and other sources. Over the past several years, the TIB has been an attractive source of funds, but this attractiveness has increased competition for funding. The street budget should be reviewed annually and adjustments made to optimize the use of available funds and ensure competitiveness when competing for funds.

Finance Plan

Grandview's Six Year Transportation Improvement Program (TIP) shows City of Grandview roadway projects and their associated financing. The current Six Year TIP for 2016-2021 is shown in Table, page 4-21. Potential funding sources for each improvement project are identified in Table 2-16 of the Capital Facilities Element.

VIII. GOALS AND POLICIES

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

- Policy 1.1 To maintain the City's character, Grandview adopts a level of service standard C for its arterial roadway facilities and services. Adoption of a level of service for transit will not occur until such time that a Public Transit Benefit Area (PTBA) is implemented and transit level of service definitions have been adopted.
- Policy 1.2 The City shall not issue development permits where the project requires transportation improvements that exceed the City's ability to provide these in accordance with the adopted level of service standards. However, these necessary improvements in transportation facilities and services, or development of strategies to accommodate the impacts of development may be provided by the developer.
- Policy 1.3 The City shall produce a financially feasible plan in the Capital Facilities Element demonstrating its ability to achieve and maintain adopted levels of service.
- Policy 1.4 The design and improvements to Grandview's transportation system should accommodate not only existing conditions, but projected growth based on realistic evaluation of the impact of national, state, regional, and local planning policies.
- Policy 1.5 New development shall be allowed only when and where all transportation facilities are adequate at the time of development, or unless a financial commitment is in place to complete the necessary improvements or strategies which will accommodate the impacts within six years; and only when and where such development can be adequately served by essential transportation facilities without reducing level of service elsewhere.
- Policy 1.6 The City should actively solicit action by the State and Yakima County to program and construct those improvements to State and County arterial systems which are needed to maintain the adopted level of service for arterials within Grandview.
- Policy 1.7 The City shall require developers to construct streets directly serving new development, and pay a fair-share fee for specific off-site improvements needed to mitigate the impacts of development. The City shall also explore with developers ways that new development can encourage van pooling, carpooling, public transit use and other alternatives and strategies to reduce single-occupant vehicle travel.
- Policy 1.8 Coordinate land use and public works planning activities with an ongoing program of long-range financial planning, to conserve fiscal resources available to implement the Transportation Improvement Program (TIP).

Policy 1.9 Encourage the maintenance and safety improvements of Grandview’s existing roads as a priority over the creation of new roads, wherever such use is consistent with other objectives.

GOAL 2: *To develop, maintain, and operate a balanced, safe, and efficient multimodal transportation system to serve all persons, special needs populations and activities in the community.*

Policy 2.1 Develop a future transportation system which encourages flexible, adaptive and multiple uses of transportation facilities and services.

Policy 2.2 Implement measures that will relieve pressures on the existing transportation infrastructure by approaches that include, but are not limited to:

- a. Multimodal transportation alternatives
- b. Land use coordination
- c. Prioritized improvements

Policy 2.3 Integrate, coordinate and link the connections and transfer points between all modes of transportation.

Policy 2.4 Work with the Washington State Department of Transportation, Yakima County, and other local jurisdictions in adequately siting park-and-ride lots in the Grandview area.

Policy 2.5 Minimize potential conflicts between bicycle and automobile traffic by providing signage at intersections of bike trails with roadways.

Policy 2.6 Encourage the location of bicycle racks at appropriate destination points, such as outside of downtown commercial businesses, parks, and schools.

Policy 2.7 Provide and promote the development of pedestrian and bicycle paths to schools, parks, and activity centers, as well as linkages between these paths.

Policy 2.8 The City shall include the need to accommodate bicycles safely in its management and design of the City street network, including designating bicycle routes throughout the City.

GOAL 3: *To recognize pedestrian movement as a basic means of circulation and to assure adequate accommodation of pedestrian and handicapped persons needs in all transportation policies and facilities.*

Policy 3.1 The City shall require developers to include sidewalks in new plats.

Policy 3.2 Grandview will promote the creation of a pedestrian-oriented downtown commercial area by:

- a. Creating an environment where development of pedestrian facilities is encouraged and automobile use is optional.
- b. Modifying the placement of new buildings in ways that encourage pedestrian activities by making streets more attractive routes for walking.
- c. Encouraging side and rear yard parking areas by restricting parking lots in front of commercial businesses.

- Policy 3.3 The City will improve pedestrian access through public improvements, sign regulations, and development standards. The maintenance of public and private improvements should be given priority commensurate with downtown's role as the focal point of the community.
- Policy 3.4 Grandview will work to develop mechanisms to increase public safety and enhance local mobility, yet maintain ease of movement of traffic through the City.
- Policy 3.5 The design and management of the street network shall seek to improve the appearance of existing street corridors and shall incorporate high standards of design when developing new streets, including construction of sidewalks. Where appropriate landscaping measures should be implemented to enhance the appearance of City street corridors. To the extent feasible without impairing street capacity, safety, or structural integrity, trees along street right-of-way should be encouraged.
- Policy 3.6 Whenever the City contemplates reconstruction or major maintenance work on a City street not having sidewalks, the ability to provide sidewalks at that time should be fully explored. This may include the identification of potential funding sources; promotion of a local improvement district (LID) to finance the sidewalk portion of the work; and including sidewalks as an "alternate" in construction bid documents.
- GOAL 4: *To ensure adequate parking in the downtown commercial area which supports economic growth, and is consistent with downtown design and pedestrian circulation goals.***
- Policy 4.1 On-street parking should be allowed in the downtown area to form a buffer between pedestrians and street traffic, reduce the speed of traffic, and provide for short-term parking needs.
- Policy 4.2 Grandview will explore alternative methods of ensuring the adequate provision of parking for new and existing commercial and residential development in the downtown commercial area, while reducing the amount of parking provided by individual developments and influencing the location and type of parking in ways that promote pedestrian mobility and minimize pedestrian/vehicular conflicts. This includes, but is not limited to:
- a. Installing directional signage to public parking areas.
 - b. Encouraging the use of joint-use parking opportunities utilizing existing parking for churches, public buildings and stores. Separating short (< 2 hrs), intermediate (2-5 hrs) and long-term (> 5 hrs) parking uses; on street parking reserved for short-term, and long-term parking provided in lots on the periphery on the downtown commercial area.
 - c. Adding public parking as part of the downtown development, which will serve both shoppers and visitors to downtown.
- GOAL 5: *To manage, conserve and protect Grandview's natural resources through a balance of development activities complemented with sound environmental practices.***
- Policy 5.1 New transportation facilities should be designed in a manner which minimizes impacts on natural drainage patterns and soil profiles.
- Policy 5.2 Promote the use and development of routes and methods of alternative modes of transportation, such as transit, bicycling and walking, which reduce Grandview's consumption of non-renewable energy sources.

Policy 5.3 Based on current federal and state policies aimed at reducing auto-related air pollution, employers affected by these policies must implement programs to reduce the number of employees commuting by single occupancy vehicles through such transportation demand strategies as preferential parking for carpools/vanpools, alternative work hours, bicycle parking, and distribution of transit and ridesharing information.

Policy 5.4 Transportation facilities and services should be sited, designed, and buffered (through screening and/or landscaping) to fit in harmoniously with their surroundings. When sited within or adjacent to residential area, special attention should be given to minimizing noise, light and glare impacts.

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

Policy 6.1 Coordinate land use planning with the facility/utility planning activities of agencies and utilities identified in this comprehensive plan element. Adopt procedures that encourage providers of public services and private utilities to utilize the Land Use Element of this Plan in planning future facilities.

Policy 6.2 The cities and counties in the region should coordinate transportation planning and infrastructure development in order to:

- a. Ensure a supply of buildable land sufficient in area and services to meet the region's housing, commercial and employment needs; located so as to be efficiently provided with public facilities and services.
- b. Ensure protection of important natural resources;
- c. Avoid unnecessary duplication of services.
- d. Avoid overbuilding of public infrastructure in relation to future needs.

Policy 6.3 Recognize the important role that public facilities and programs such as sidewalks and street lights play in providing a healthy family environment within the community.

Policy 6.4 Work with local, regional and state jurisdictions to develop land use development strategies that will support public transportation.

Policy 6.5 Consider the impacts of land use decisions on adjacent roads. Likewise, road improvements should be consistent with proposed land use densities.

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

Policy 7.1 Recognize the important recreational transportation roles played by regional bicycle/trail systems, and support efforts to develop a regional trail system through Grandview.

Policy 7.2 Support the development of paths and marked roadways which link bicycle trails with Grandview's other resources.