

APPENDIX G

TRANSPORTATION PLAN

City of College Place, Comprehensive Plan – Appendix G: Transportation



Walla Walla Valley Metropolitan Planning Organization
and Sub-Regional Transportation Planning Organization (WWVMPO/SRTPO) A
Resolution Certifying the Transportation Element of the
2018 Update to the Comprehensive Plan for the City of College Place

RESOLUTION NO. 11-2018

WHEREAS, the Walla Walla Valley Metropolitan Planning Organization and Sub-Regional Transportation Planning Organization (WWVMPO/SRTPO) as the state-designated Regional Transportation Planning Organization, is required to certify that the transportation element of comprehensive plans adopted by its Washington State member local governments are consistent with the Regional Transportation Plan – commonly referred to as the 2040 Plan; and

WHEREAS, the WWVMPO/SRTPO Policy Board adopted a Comprehensive Plan Review and Certification Manual on November 2, 2016 to define and establish the certification process; and

WHEREAS, the WWVMPO/SRTPO must certify consistency between the Countywide Planning Policies and the 2040 Plan pursuant to RCW 47.80.023 and WAC 468-86-150; and

WHEREAS, each transportation element must reflect guidelines and principles established pursuant to RCW 47.80.026; and

WHEREAS, the City of College Place Comprehensive Plan includes all mandatory elements required under RCW 36.70A.070; and

WHEREAS, the City of College Place Comprehensive Plan satisfies regional consistency for the local level of service methodology; and

WHEREAS, the City of College Place Comprehensive Plan satisfies the transportation planning requirements detailed in WAC 365-196-430; and

WHEREAS, the WWVMPO/SRTPO has provided a written response on findings and potential recommendations for modification to certify consistency; and

WHEREAS, the WWVMPO/SRTPO Policy Board, reviewed the findings and recommendations on September 5, 2018.

NOW, THEREFORE, BE IT RESOLVED by the Walla Walla Valley MPO/SRTPO Policy Board that it hereby certifies the 2018 Update to the Comprehensive Plan for the City of College Place as consistent with the 2040 Plan as well as Washington State comprehensive planning and transportation planning requirements.

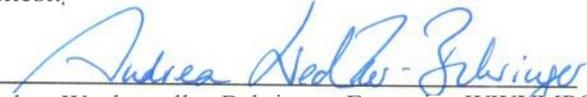
PASSED AND APPROVED this 5th of September, 2018

Signed:



Ronald Dunning, Chair
WWVMPO/SRTPO Policy Board

Attest:



Andrea Weckmueller-Behringer, Executive WWVMPO/SRTPO
Director

Approved as to form:



Jaf el Hawkins, WWVMPO/SRTPO Legal Counsel

City of College Place

TRANSPORTATION PLAN



TRANSPORTATION PLAN

PURPOSE

The purpose of the Transportation Chapter is to establish goals and policies that will guide the development of transportation facilities and services in College Place in a manner consistent with the overall goals of the Comprehensive Plan. The Transportation Element addresses street network and design, street classification, level of service, transit facilities and service, pedestrian and bicycle needs, and facility improvements needed to support future travel needs and potential funding strategies.

WALLA WALLA COUNTY COUNTYWIDE PLANNING POLICIES

As one of the member jurisdictions in Walla Walla County, College Place's Transportation Element must be consistent with the Walla Walla County Countywide Planning Policies. In general, the Countywide Planning Policies directs state, regional, county and local cities to coordinate effectively when planning transportation improvements.

TRANSPORTATION GOALS AND POLICIES

TRANSPORTATION GOAL 1: To provide a safe and efficient transportation and circulation system that reinforces the City's distinct community character, addresses the needs of College Place residents, promotes and supports the desired land use pattern, and is concurrent with new growth.

TRANSPORTATION POLICY 1: The City adopts an LOS standard of "D" for all roadway segments, an LOS of "D" for all signalized intersections, and a LOS "D" for the critical movement of all non-signalized intersections.

TRANSPORTATION POLICY 2: All new streets and street improvements shall be designed and constructed to meet City standards.

- a. New private streets are discouraged, and all new private streets will be constructed to meet City standards.
- b. Encourage standardization of street and transportation standards with the City of Walla Walla and the County of Walla Walla where appropriate.

- c. Implement complete streets practices as guided by the City’s Complete Streets Policy (CPMC 12.14).
- d. When designing new streets and redesigning existing streets, the City shall explore the feasibility of incorporating low impact design storm water features such as bio-swales and rain gardens.

TRANSPORTATION POLICY 3: Development of new neighborhood streets shall be consistent with the following:

- a. New streets should be designed with street trees and amenities, and to encourage use by pedestrians and bicycles;
- b. Traffic should be diffused and balanced and streets should be designed in such a manner so as to discourage truck and heavy through traffic in neighborhoods while maintaining connectivity;
- c. Cul-de-sacs and closed loop streets shall be discouraged. Where allowed, pedestrian connections between cul-de-sacs and through routes shall be included in the design to encourage pedestrian activity.

TRANSPORTATION POLICY 4: Enforce adequate standards for new streets and upgrade existing streets.

- a. Encourage Local Improvement Districts (LIDs) to fund the improvement of existing sub-standard streets to appropriate urban standards, including the provision of sidewalks and right-of-way widths to include bicycles where appropriate, with costs repaid through local tax assessment.
- b. Require mitigation and developer participation in street upgrades or new streets for impacts created by development.
- c. Utilize semi-rural road standards in transitional urban-rural areas where no long-term change in character is anticipated.
- d. Utilize road standards to reduce impermeable area and replacement/maintenance costs where desirable as a cost-saving measure.
- e. Develop “equity contribution” mechanisms for accepting and coordinating development contributions in lieu of improvements towards funding circulation and pedestrian infrastructure.

TRANSPORTATION POLICY 5: Access onto arterial streets shall be controlled in the following manner:

- a. Controlled access to commercial and industrial uses on arterials.
- b. Direct lot access to principal arterials in residential areas shall be prohibited.
- c. Provide for limited access to minor arterials.

TRANSPORTATION POLICY 6: The City may consider on a case by case basis assuming ownership of existing privately-owned streets. Priority consideration shall be given to:

- a. Private streets located in a dedicated right-of-way;
- b. Private streets constructed to meet or that can reasonable comply with City standards;
- c. Private streets that are being maintained by homeowners with adequate reserves that can be transferred to the City to ensure appropriate repair and maintenance; and/or
- d. Neighborhoods committed to establishing an LID to improve private streets to City standards.

TRANSPORTATION POLICY 7: The City should/shall establish and maintain a pavement management system in accordance with State guidelines.

TRANSPORTATION POLICY 8: Assess opportunities and strategies for reducing transportation demand (transportation demand management) and incorporate them within zoning, planning and development action, decisions, and requirements when feasible.

TRANSPORTATION POLICY 9: New major traffic generators such as secondary schools, institutions of higher learning, churches, shopping and industrial areas should be located on or near streets with adequate capacity.

TRANSPORTATION POLICY 10: Establish and maintain truck routes that are clearly signed to serve designated commercial and industrial areas.

TRANSPORTATION POLICY 11: Coordinate with the State Department of Transportation in the review of development requests adjacent to or impacting SR-125.

- a. Consider providing a sound barrier/wall between the highway and adjacent residential uses as a means to minimize highway impacts.

TRANSPORTATION POLICY 12: Recognize Myra Road as a future connector between SR-125 and SR-12.

- a. Require that future subdivisions be designed so that there is a minimum of local streets intersecting Myra Road.
- b. Ensure that future subdivisions have alternate lot access and front on interior streets, rather than Myra Road.
- c. Provide for reasonable commercial property access to Myra Road where mitigations supported by transportation impact studies will minimize impacts to traffic flow on Myra Road.
- d. Cooperate with the County and City of Walla Walla in the planning and development of Myra Road and ensure the fair and equitable treatment of all parties.

TRANSPORTATION POLICY 13: Recognize SW 4th Street and SW Davis Avenue as key elements to the utility and transportation infrastructure on the west side of the City.

TRANSPORTATION POLICY 14: Identify and implement north-south transportation corridors as part of development requirements for westernmost portions of the city to connect to Highway 125.

TRANSPORTATION POLICY 15: As the City continues to grow and develop, identify, evaluate and as needed implement alternative north-south transportation routes to relieve reliance on College Avenue.

TRANSPORTATION POLICY 16: Recognize the “C” Street/Larch Avenue, Whitman Drive/Larch Avenue and 12th Street/Larch Avenue intersections as significant intersections with potential for improved traffic flow.

TRANSPORTATION POLICY 17: Support the installation of electric vehicle charging stations and the utilization of alternative fuel sources.

TRANSPORTATION POLICY 18: Develop and implement a parking strategy for the College Avenue corridor.

- a. This may include the establishment of public parking lots to serve College Avenue and other designated commercial areas with limited on-street parking.

TRANSPORTATION POLICY 19: Coordinate with Walla Walla University and implement and enforce permitting standards to reduce reliance on public parking facilities and construct facilities adequate to serve the University’s full parking needs.

TRANSPORTATION POLICY 20: Establish and maintain a system of bicycle and pedestrian trails and routes that link neighborhoods and public facilities and that enhance the walking and bicycling experience. This should include:

- a. Designated bike routes;
- b. Way finding signs;
- c. Priority consideration to those streets that provide access to schools and parks, or where there is concern for pedestrian safety;
- d. Consultation with local schools and the Parks Board;
- e. Enforcement of safety laws;
- f. Priority consideration shall be given to non-motorized improvements that are consistent with the Blue Mountain Regional Trail Plan;
- g. Acquire property or easements to fill in gaps in the pedestrian/bicycle trail along the East Whitman extension between Larch Avenue and Myra Road;

- h.** Encourage extension of bicycle routes within and outside of city limits to connect Fort Walla Walla and Whitman Mission facilities;
- i.** Encourage new bicycle routes to be established outside of vehicular travel ways; and
- j.** Continue to evaluate where bicycle and pedestrian routes should be designated and encourage their construction and use.

TRANSPORTATION POLICY 21: The City shall, in consultation with local schools, social service providers, businesses, property owners, and residents, establish and maintain an inventory of sidewalks with a priority list of repair and maintenance activities, missing links, and new service areas.

- a.** This shall also include safety zones, crosswalks, lighting, parking regulations, etc., and other safety features to protect the public and pedestrian and vehicular traffic.
- b.** This may include the adoption of innovative approaches or flexible standards in developed areas with limited rights-of-way, including such measures as installing sidewalks on only one side of the street, narrowing travel lanes, restricting on-street parking, and/or establishing one way streets.

TRANSPORTATION POLICY 22: Work with Valley Transit to establish bus amenities and/or shelters at selected bus stops in the City to be based on level of use and surrounding development.

- a.** Encourage transit facilities be provided in “large” commercial developments.

TRANSPORTATION POLICY 23: Aggressively pursue outside grant funding sources as a priority.

- a.** Support efforts to obtain state and Federal level recognition and funding of local road systems.

TRANSPORTATION POLICY 24: Explore opportunities to reduce long-term maintenance liabilities by reducing overall paved surfaces where not in conflict with city policies.

- a.** This may include, but is not limited to the elimination of public, on-street parking on new and reconstructed roads where warranted as a measure to mitigate long-term maintenance cost and stormwater run-off impacts by decreasing overall public road surface area.

TRANSPORTATION POLICY 25: Work on establishing an equitable funding mechanism to implement the College Place Transportation Benefit District.

TRANSPORTATION POLICY 26: Foster cooperation between the County, City of Walla Walla; Port of Walla Walla, and Valley Transit in all transportation planning.

TRANSPORTATION POLICY 27: Actively participate in local, state, and regional transportation planning forums.

TRANSPORTATION APPENDIX

This appendix is intended to update and supplement observations and recommendations of the Walla Walla Valley Metropolitan and Regional Transportation 2040 Plan (2040 Plan) developed jointly by the members of the Walla Walla Valley Metropolitan Planning Organization (WWVMPO) and adopted March 2, 2016.

EXISTING CONDITIONS

STREET SYSTEM

The City of College Place has approximately 33 miles of arterials, collectors, and local streets, connecting the various parts of town and providing access to and from the rural and agricultural areas surrounding the City. The street network is owned and operated by the City.

The majority of the City has been developed based on a regular grid of streets and blocks. Several newer subdivisions vary from this pattern, reflecting topographical features and a change in the grid between College Place and the City of Walla Walla. With the exception of SR-125, Myra Road, Larch Avenue, and the eastern portion of E. Whitman Drive (under construction) all streets consist of two lanes. Portions of College Ave and most of Rose Street also have a third middle turn lane.

The College Avenue and Rose Street (CARS) project was issued physical completion on February 26, 2018. The CARS project involved the complete reconstruction of College Avenue and Rose Street from the intersection of Carey Court and Rose Street to the intersection of College Avenue and Lamperti Street. College Avenue received widened 10-foot sidewalks, ornamental street lights and street trees. Rose Street received a new 10-foot multi-use path separated on the south side by a planting strip with street trees. In addition, the Rose Street/College Avenue intersection was reconstructed and reconfigured to allow an east-bound turning movement from the north (not previously possible) and the Whitman Drive/College Avenue intersection was signalized. The project also signalized the intersections at 12th Street/College Ave. and Lamperti Street/College Avenue.

With the project now complete, the City will be assessing the operation of College Avenue and looking at possible refinements to further improve its function (sight visibility triangles, speed limits, striping, parking, bicycle access, etc.)

State Route 125, located on the south end of town, connects the Walla Walla Urban area with Milton-Freewater several miles to the south in Oregon. Access off of SR-125 to College Place occurs at Myra Road, SE Meadowbrook and College Avenue.

Myra Road, Larch Avenue and College Avenue are the major north-south routes through town. Myra Road, a four lane road coincident with the corporate boundary between the Cities of College Place and Walla Walla, connects State Route 125 with Rose Street and Highway 12 to the north. Larch Avenue runs from SE Lamperti Street to ‘C’ Street, which connects to the east at Myra Rd. College Avenue runs from SR- 125 to Rose Street and functions as the City’s main street through downtown.

Rose Street, ‘C’ Street, Whitman Drive, SE 4th Street, SE 12th and SE Lamperti Street provide the primary east-west routes through the City. 12th Street connects College Avenue with Larch Avenue. SE 12th Street becomes the Dalles-Military Road at Myra Road. Rose Street and Dalles-Military Road connect on into the City of Walla Walla.

CONCURRENCY - WALLA WALLA VALLEY METROPOLITAN PLANNING ORGANIZATION

The City of College Place assesses new development in the context of meeting transportation concurrency requirements. Projects that result in 20 vehicle trip ends in any hour of the day or over 100 vehicle trips in a day, or that are expected to detract from the safety of the transportation network are routinely required to conduct a transportation impact analysis that includes the impacts of other projects in the planning stage. Both on-site and off-site impacts are considered when determining project requirements. The City also coordinates with the WWVMPO which reviews and approves the transportation component of the City’s comprehensive plan and updates.

In addition, the City of College Place is pursuing opportunities with the City of Walla Walla to assist in identifying and addressing any outstanding concurrency issues consistent with locally adopted levels of service (LOS). Most recently, both cities are working to partner on improvements to the “C” Street/Poplar Street corridor.

TRANSIT

Valley Transit operates the bus system that serves the City of College Place. In March 1980, voters approved transit system funding of three tenths of one percent sales tax. The system began route service as of January 5, 1981 as Valley Transit. Eighty percent of the homes within College Place are within three blocks of a Valley Transit bus route.

There are three bus routes through College Place providing weekday service between 6:20 am and 5:30 pm with connections every half-hour to the entire urban area via the Valley Transit Transfer Center in downtown Walla Walla.

Valley Transit also provides Dial-A-Ride service for persons aged 70 years or older and persons with disabilities who cannot use fixed route service as well as an evening and Saturday “West Loop” connector route with 15-minute connections on weekday evenings and 45-minute connections on Saturdays.

Valley transit also offers residents a “Job Access” program that provides rides to and from work and the City of College Place’s Fire Department operates an “Appointment Keepers” transport service that assists citizens with special transportation needs.

PEDESTRIANS and BICYCLES

The size and scale of the City of College Place make it an enjoyable place to bike and walk. Sidewalks are an obvious way to maintain and enhance the ‘walkability’ of a community. College Avenue, Rose Street, Whitman Drive, SE 12th Street and Larch Avenue are the main areas of the City with continuous pedestrian facilities. Development in the City that occurred before 1980 did not require sidewalks to be installed. Consequently, the majority of the established neighborhoods in College Place do not have sidewalks. The City is aggressively pursuing sources of funding to address gaps in the pedestrian network.

Bicycles are another important mode of transportation in College Place. In 2018, the City was a partner along with local jurisdictions and regional entities in developing the Blue Mountain Region Trails Plan (Trails Plan). The City is currently working to sign the bicycle routes noted in the Trails Plan. With the exception of the Whitman Drive and Rose Street multi-use paths, the bicycles share the City’s streets with the much more dominant auto and truck traffic. A cycle track on 4th Street from SE Davis Street to SE Academy Way and on Academy Way from SE Davis Street to W Whitman Drive will be constructed in 2018.

AVIATION

The Walla Walla Regional Airport, located directly northeast of Walla Walla, has been an active aviation center since before World War II. It is run by the Port of Walla Walla and provides passenger and cargo services.

The privately owned, public use Martin Airfield located just west of the City of College Place on Whitman Drive has been an active airport since the early 1940s. Originally, the airfield provided flight training for World War II aviators.

The airport’s elevation is 750’, allowing the field to be used as an alternative landing site when the Walla Walla Airport at 1250’ elevation is below minimums. Martin Field has a paved runway length of 3,840’, 60’ wide, with pilot controlled lighting. There is also a parallel 2600’ grass runway. The airport provides VOR and GPS instrument approach.

Based on a Washington State Department of Transportation (WSDOT) study, it is estimated that Martin Field produces an economic benefit to Walla Walla County of more than \$1,000,000 annually.

Currently, approximately 54 privately owned airplanes are based at the airfield. Maintenance, fuel and inflight instruction are also provided onsite. The owners have instituted various noise abatement procedures to help minimize aircraft noise over housing areas.

The City has requested the airfield be removed from the College Place Urban Growth Area as a part of this plan update; however, the City continues to recognize the value of the facility and will cooperate with the County in assisting with helping the airport develop its potential while protecting land uses within the City of College Place . Further development in the area will include protection from incompatible development.

RAIL

The Blue Mountain Rail Road provides rail service for shipment of goods to and from the College Place/ Walla Walla area. In 2006, the Port of Walla Walla completed the Railex produce distribution center at the Port's Dodd Road Industrial Park.

WATER

Transportation by water is available approximately 30 miles to the west on the Columbia River. Large amounts of grain and other commodities are shipped to and from Portland, 200 miles to the west, via the Columbia River. Passenger cruise ship traffic has increased on the Columbia/Snake Rivers with service from Portland, OR to Lewiston, ID.

EXISTING FUNCTIONAL CLASSIFICATIONS

Transportation systems have a hierarchy of streets that provide through-movement and land access functions. Streets are classified based on these functions. All streets in College Place are classified according to the functions they serve.

State law requires that cities and counties classify their streets based on federal and state guidelines (the legal basis for the classification of streets is found in RCW 35.78.10 and RCW 47.26.180). A functional classification system establishes a hierarchy of streets that reflects the type, amount, and speed of traffic in conjunction with surrounding development. The following classifications are based on Federal Highway Administration and Washington State Department of Transportation guidelines and criteria.

Principal arterials serve the highest volumes of traffic and provide routes going into, out of, and through the City.

Minor arterials connect to principal arterials and serve traffic within the city and some through traffic. Traffic is predominantly controlled with stop signs along abutting streets. Parking is allowed along most sections of minor arterials within the City limits.

Collector streets serve internal circulation, connect to arterials, and provide property access. Most of the collector streets are two-lane undivided streets with stop sign control along abutting streets.

Local streets provide access to individual properties and may connect to an arterial. Curb and gutter sections exist within some areas of the City and are

bordered by planting strips and sidewalks. Where a local access street joins an arterial there is usually stop sign control. Traffic control signs are generally not needed at low volume intersections of local streets.

Table TR-1 below lists current Federal functional city street classifications. This listing includes roads anticipated to be included within City limits within the 6-year planning period.

**TABLE TR-1
EXISTING FUNCTIONAL CLASSIFICATIONS**

Street	WSDOT ID	Functional Class	Direction of Travel	Parking	Function
East-West					
<i>4th, Larch to Davis</i>	7196	<i>urban major collector</i>	<i>both ways</i>	<i>parallel</i>	<i>local</i>
<i>4th St. Davis to Academy</i>	7196	<i>urban major collector</i>	<i>both ways</i>	<i>restricted</i>	<i>local</i>
<i>4th St. Academy to Homestead</i>	7196	<i>proposed urban major collector</i>	<i>both ways</i>	<i>TBD</i>	<i>local</i>
<i>12th, College to Davis Extension</i>	7160	<i>urban major collector</i>	<i>both ways</i>	<i>parallel</i>	<i>local</i>
<i>12th, Davis Extension to Grandview</i>	7160	<i>proposed urban collector</i>	<i>both ways</i>	<i>TBD</i>	<i>local</i>
<i>12th, Myra to College</i>	7160	<i>urban minor arterial</i>	<i>both ways</i>	<i>parallel</i>	<i>thru</i>
<i>C Street, Myra to Larch</i>	7165	<i>urban minor arterial</i>	<i>both ways</i>	<i>parallel</i>	<i>local</i>
<i>C Street, Larch to College</i>	7182	<i>urban major collector</i>	<i>both ways</i>	<i>parallel</i>	<i>local</i>
<i>Lamperti St, College to Larch</i>	7152	<i>urban minor arterial</i>	<i>both ways</i>	<i>none</i>	<i>local</i>
<i>Mojonnier Road</i>	7152	<i>urban minor arterial</i>	<i>both ways</i>	<i>none</i>	<i>local</i>
<i>Meadowbrook Blvd.</i>	7165	<i>urban minor arterial</i>	<i>both ways</i>	<i>none</i>	<i>local</i>
<i>Rose</i>	7190	<i>urban principal arterial</i>	<i>both ways</i>	<i>none</i> <i>**</i>	<i>thru</i>
<i>Taumarson</i>	7154	<i>urban minor arterial</i>	<i>both ways</i>	<i>none</i>	<i>local</i>
<i>Whitman, W of College</i>	7166	<i>urban major collector</i>	<i>both ways</i>	<i>parallel</i>	<i>thru</i>
<i>Whitman, E of College</i>	7166	<i>urban minor arterial</i>	<i>both ways</i>	<i>parallel</i>	<i>thru</i>
<i>SR- 125</i>		<i>freeway</i>	<i>both ways</i>	<i>none</i>	<i>thru</i>
North-South Streets					
<i>Academy Way, Whitman to 4th</i>	7155	<i>urban major collector</i>	<i>both ways</i>	<i>None</i>	<i>local</i>
<i>Ash Ave between C and 4th</i>	7181	<i>urban major collector</i>	<i>both ways</i>	<i>parallel</i>	<i>local</i>
<i>College Ave</i>	7153	<i>urban principal arterial</i>	<i>both ways</i>	<i>parallel/none</i>	<i>local</i>
<i>Date Ave</i>	7159	<i>urban major collector</i>	<i>both ways</i>	<i>parallel</i>	<i>local</i>
<i>Davis, Whitman to 4th</i>	7164	<i>urban major collector</i>	<i>both ways</i>	<i>restricted</i>	<i>local</i>
<i>Davis Ave, 4th to 8th</i>	7206	<i>urban major collector</i>	<i>both ways</i>	<i>parallel</i>	<i>local</i>
<i>Davis Ave, 8th to College</i>	7206	<i>proposed urban minor collector</i>	<i>both ways</i>	<i>TBD</i>	<i>local</i>
<i>Doans Ave, Whitman to Carver</i>	7197	<i>urban minor collector</i>	<i>both ways</i>	<i>parallel</i>	<i>local</i>
<i>Doans Ave, Carver to Clarence</i>	7197	<i>proposed urban minor collector</i>	<i>both ways</i>	<i>TBD</i>	<i>thru</i>
<i>Larch Ave</i>	7165	<i>urban minor arterial</i>	<i>both ways</i>	<i>limited parallel</i>	<i>thru</i>
<i>Lambert Ave</i>	7192	<i>urban major collector</i>	<i>South</i>	<i>None</i>	<i>local</i>
<i>All Other Streets</i>		<i>local access</i>	<i>both ways</i>	<i>parallel</i>	<i>local</i>

FUNCTIONAL CLASSIFICATION CANDIDATES

In order to address future deficiencies and anticipate future transportation needs, the City will be pursuing functional reclassification of the following City streets consistent with land use requirements:

**TABLE TR-2
FUNCTIONAL CLASSIFICATION CANDIDATES**

Street	Functional Class	Direction of Travel	Parking	Function
East-West Streets				
<i>Southside Development East-West Corridor</i>	<i>Major Collector</i>	<i>both ways</i>	<i>parallel</i>	<i>thru</i>
<i>Peppers Bridge</i>	<i>Minor Collector</i>	<i>both ways</i>	<i>parallel</i>	<i>thru</i>
North-South Streets				
<i>Southside Development Clarence Extension</i>	<i>Major Collector</i>	<i>both ways</i>	<i>parallel</i>	<i>thru</i>
<i>McMinn Road</i>	<i>Minor Collector</i>	<i>both ways</i>	<i>parallel</i>	<i>connection</i>

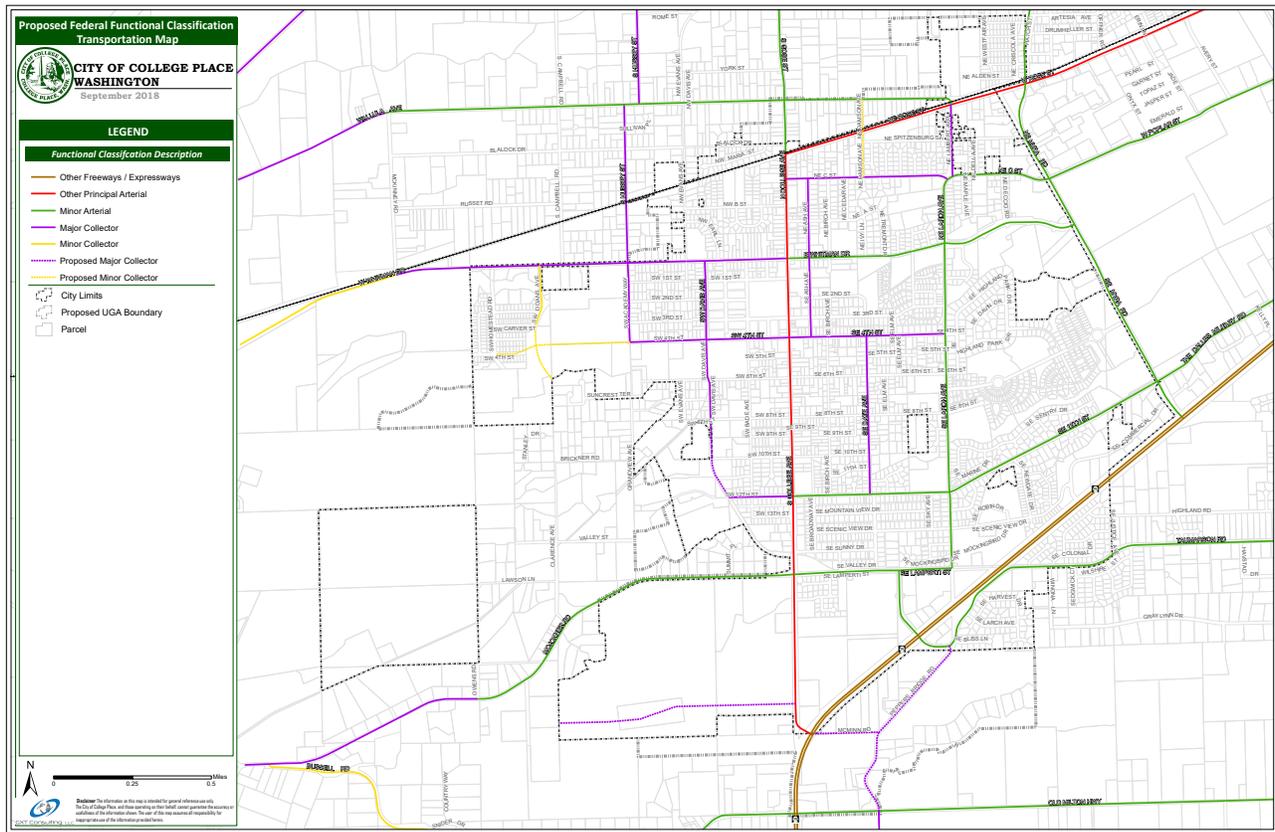
OUT-OF-CITY FUNCTIONAL CLASSIFICATIONS

Several important arterials either enter or are aligned adjacent to City of College Place city limits. These are noted in the table below.

**TABLE TR-3
STREETS OUTSIDE ENTERING/ADJACENT TO CITY LIMITS**

OUTSIDE CITY LIMITS				
East-West Streets	Classification	Direction	Parking	Type
<i>Wallula</i>	<i>minor arterial</i>	<i>both ways</i>	<i>parallel</i>	<i>thru</i>
North-South Streets				
<i>Myra Road</i>	<i>minor arterial</i>	<i>both ways</i>	<i>none</i>	<i>thru</i>

Federally-classified roads within and in the vicinity of College Place are shown in Exhibit 1.



LEVEL OF SERVICE

Level of Service (LOS) is a qualitative measure of traffic flow, generally in terms of speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Six levels of service are defined. Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst. More specifically, LOS A describes free-flow conditions where drivers experience minimal or no delay. LOS F describes stop-and-go conditions where long delays are experienced by most drivers in the traffic stream.

The LOS for intersections is based on a calculated average vehicle delay incurred by vehicles entering the intersection during the peak hour. A capacity deficiency for signalized intersections is defined as intersections operating below LOS D. Minimum arterial (principal and minor) and collector standards are also set a minimum LOS of D. There are currently no signalized intersections operating below this level.

For unsignalized intersections a capacity deficiency occurs at a LOS F. There are no unsignalized intersections operating at this level. The unsignalized intersections in the City appear to be operating at a LOS C or better.

It should be noted that this system of measuring the functioning of a roadway is a transportation industry standard. It is employed by the State Department of Transportation (DOT) and the majority of jurisdictions in the state. This system is used here to provide consistency of measurement between the City, DOT, the County and the City of Walla Walla. Consistency in approach and standards between adjacent jurisdictions is a goal of GMA.

TRAVEL VOLUMES AND SYSTEM DEFICIENCIES

City of College Place travel volumes have been collected and incorporated into the WWVMO regional travel demand model. A full treatment along with regionally-identified deficiencies and recommended improvements can be found in the WWVMO 2040 Plan. Model projections were based on 2014 travel data and projected forward to the year 2040 with “No-build” and “Build” scenarios evaluated for identified improvements.

**TABLE TR-4
WWVMO BUILD/NO-BUILD SCENARIOS**

	No-Build Scenario			Build Scenario		
	Control Type	Average Delay Seconds	Average LOS	Control Type	Average Delay	Average LOS
NE C Street & West Poplar Street	Signalized	24.97	C	Signalized	22.81	C
South College Avenue & WA 125	Signalized	17.72	B	Signalized	16.57	B
Gose Street & Wallula Avenue	TWSC	8.51	A	TWSC	6.10	A
SE 12th Street & SE Larch Avenue	TWSC	41.92	E	Signalized	12.99	B
Meadowbrook & WA 125	Signalized	33.80	C	Signalized	22.81	C

AWSC – All-Way Stop Control; TWSC – Two-Way Stop Control

The study found that federally-classified streets in College Place currently operate at acceptable levels of service and will continue to do so through 2040 under both the No Build and Build scenarios with the exception of the SE 12th Street/SE Larch Avenue intersection dropping to a LOS of E in 2040 under the no-build scenario (rising to LOS B under the “build” scenario). This intersection is the only elements identified in Table TR-4 that is wholly within the City’s jurisdiction. The SE12th Street/SE Larch Intersection Improvement project is scheduled for 2019 and, based on the 2040 Plan modeling, is expected to provide a LOS of B through 2040.

However, since publication of the 2040 Plan, the City of College Place has conducted a traffic study (PBS College Place Planning Study, June 13, 2018) to reflect in-process development activity and found that, though both the Larch Avenue/Whitman Drive and the Larch Avenue/12th Street intersections are currently meeting the minimum LOS D, by 2023, in process project trip increases will mean both intersections as currently configured drop to LOS F. As an intermediate measure, the City is installing four-way stops at both intersections. This is expected to improve the operation of the Larch Avenue/12th Street Intersection to LOS D through 2023; however, the study shows that both intersections will need significant improvements (signalization or roundabouts) in order to maintain minimum LOS at both intersections through 2040. Both intersection improvements have been incorporated into the City’s Six-year Transportation Improvement Plan (TIP).

Another intersection of concern, the Poplar (“C” Street)/Myra Road intersection is currently being reevaluated as part of the City of Walla Walla’s 2018 Poplar Street Corridor Study. College Place will also be working alongside the City of Walla Walla

in studying the intersection operation with results to be factored into improvements on the College Place side of the intersection to complement the City of Walla Walla's efforts to the east. This intersection has also been included in the TIP.

IMPACTS TO STATE-OWNED/CONTROLLED TRANSPORTATION FACILITIES

HB 1487 (the "Level of Service Bill") was passed in the 1998 Legislative session. This bill requires the City of College Place to inventory state-owned transportation facilities within the City and determine impacts to these facilities from the growth assumptions made in the land use element of the City's plan.

Nearly 1.5 miles of State Route 125 runs through the southern boundary of the City from mile post 1.63 to 3.15. The WWVMO 2040 Plan does not currently project needed traffic-volume related improvements for SR125 within College Place jurisdiction.

The City of College Place is working with the City of Walla Walla and WSDOT to explore the possibility of reassigning the SR125 connection to Highway 12 from 9th Street (City of Walla Walla) to Myra Road.

The City will also be approaching WSDOT to consider, as a safety measure, whether it would be appropriate to reduce the speed limit on SR125 from Old Milton Highway to Myra Road.

FREIGHT AND GOODS TRANSPORTATION SYSTEM (FGTS)

The City of College Place transportation system overlaps and is impacted by a wider network of FGTS classified routes. The FGTS routes include State Route 125 as well as a number of urban and county routes. High-use FGTS routes, their tonnage, and their daily truck trip volumes can be found in the WWVMO 2040 Plan.

It is expected that Myra Road will also be classified as a FGTS route once the connection to US Highway 12 is complete.

**TABLE TR-5
FGTS ROUTES OF INTEREST**

<i>State FGTS Routes</i>	
<i>Name</i>	<i>Classification</i>
<i>US Highway 12</i>	<i>T2 (4 – 10 million tons annually)</i>
<i>State Route 125</i>	<i>T2</i>
<i>County FGTS Routes</i>	
<i>Name</i>	<i>Classification</i>
<i>Heritage Road (Old US Highway 12)</i>	<i>T3 (300,000 to 4 million tons annually)</i>
<i>Gose Street</i>	<i>T3</i>

<i>Last Chance Road</i>	<i>T4 (100,000 to 300,000 tons annually)</i>
<i>Mojonnier Road (west of College Avenue)</i>	<i>T4</i>
<i>Plaza Way</i>	<i>T4</i>
<i>Wallula Avenue</i>	<i>T4</i>

***Urban FGTS
Routes***

<i>Name</i>	<i>Classification</i>
<i>North College Avenue</i>	<i>T4</i>
<i>Wallula Avenue</i>	<i>T4</i>
<i>Whitman Drive</i>	<i>T4</i>
<i>Evans Avenue</i>	<i>T4</i>
<i>Hussey Street</i>	<i>T4</i>

TRANSPORTATION FACILITY PLAN

Each year the City is required to adopt a six-year transportation improvement plan (TIP). The City has made significant progress in upgrading existing transportation infrastructure and adding new roads. Table TR-6 lists significant projects completed (or currently under construction) in the previous six-year plan cycle. Table TR-8 lists longer term, ten-year projects.

In addition to the six and ten-year transportation plans, the City continues to identify long-term transportation projects (Table TR-9) that may be placed on either of the plans for funding depending upon available funding and transportation pressures that develop. All projects include a pedestrian facility component and optional bicycle facility component.

Adoption of this plan and this appendix recognizes that projects on the ten-year and long-term transportation lists are candidates for construction as six-year plan projects where funding becomes available and/or where transportation pressures increase these projects' priority over one or more of those projects currently on the list.

TABLE TR-6
2014-2018 SIX-YEAR TRANSPORTATION IMPROVEMENT PLAN-COMPLETED
PROJECTS

Current Projects

Street	Federal Classification	Length (miles)	Year Constructed	Road Estimate
Taumaron Road Reconstruction	Major Collector	0.6	2015	\$3,540,000
CARS (College Ave./Rose Street Reconstruction) Project	Principal Arterial	2.1	2018	\$12,870,519
SW 4th (Davis to Academy)	Major Collector	0.24	2018	\$631,623
SW Academy Way (4th to Whitman Drive)	Major Collector	0.24	2018	\$631,623
TOTALS:		3.18		\$17,673,765

TABLE TR-7
2019-2024 SIX-YEAR TRANSPORTATION IMPROVEMENT PLAN

Six-Year Road Rehab/Reconstruction Projects

Street	Federal Classification	Length (miles)	Scheduled Construction Year	Road Estimate
NE "C" St (College to Larch)	Major Collector	0.52	2019	\$1,871,316
NE Damson Ave ("C" to Rose)	Local	0.14	2019	\$516,294
NE Cedar Ave (A to C)	Local	0.13	2019	\$459,642
Southside Development East-West Corridor	Major Collector Candidate	0.76	2019	\$4,421,664

SE Meadowbrook	Minor Arterial	0.21	2019	\$246,482
SE Lamperti St	Minor Arterial	0.50	2019	\$591,556
SW 4th (College Ave. to Davis)	Major Collector	0.26	2020	\$843,414
College/Southside Development Intersection #1	Principal Arterial	0.00	2020	\$350,958
College/Southside Development Intersection #2	Principal Arterial	0.00	2020	\$350,958
Mojonnier Road	Minor Arterial	0.64	2021	\$3,382,748
SE Ash Ave (Whitman to 4th)	Major Collector	0.25	2021	\$181,709
SE 11th (Birch to Date)	Local	0.13	2021	\$547,683
College Ave/SR125 Intersection	Principal Arterial	0.00	2021	\$1,000,000
Taumarson/Peppersbridge Intersection	Minor Arterial	0.00	2021	\$292,465
SE Dewey Dr	Local	0.15	2022	\$652,387
SE Sky Ave (12th to Scenic)	Local	0.11	2022	\$483,250
SE Birch Ave (Whitman to C)	Local	0.25	2022	\$1,063,149
SE 12th St (College to Date)	Minor Arterial	0.25	2023	\$488,704
SE 12th St & Larch Avenue Intersection	Minor Arterial	0.00	2023	\$292,465
Whitman Drive & Larch Avenue Intersection (new signal)	Minor Arterial	0.00	2023	\$292,465
SE 12th St (Date to Myra)	Minor Arterial	0.99	2023	\$5,213,411
"C" Street & Myra Road Intersection	Minor Arterial	0.00	2024	\$292,465
Southside Development Clarence Extension	Major Collector	0.19	2024	\$1,105,416
Peppers Bridge (Taumarson to McMinn Road)	Major Collector Candidate	0.36	2024	\$1,530,291
McMinn Rd (SE125 to Peppers Bridge)	Minor Collector Candidate	0.20	2024	\$837,633
Lambert (Rose to "C" St)	Major Collector	0.23	2024	\$1,370,716
TOTALS:		6.28		\$28,679,236

**TABLE TR-8
TEN-YEAR TRANSPORTATION IMPROVEMENT PLAN**

Ten-Year Road Rehab/Reconstruction Projects

Street	Federal Classification	Length (miles)	Scheduled Construction Year	Road Estimate
Myra Road & Garrison Village Way Intersection	Minor Arterial	0.00	Ten-year Plan	\$292,465
SW Davis Extension (4th to 8th)	Major Collector	0.25	Ten-year Plan	\$1,481,258
SW Davis Extension (8th to 12th)	Minor Collector	0.26	Ten-year Plan	\$1,799,947
TOTALS:		0.52		\$3,573,669

**TABLE TR-9
LONG-TERM TRANSPORTATION PROJECTS**

Long-term Road Rehab/Reconstruction Projects

Street	Federal Classification	Length (miles)	Scheduled Construction Year	Road Estimate
SW Doans/Clarence Ave (south City Limits to Monjonner)	Minor Collector	0.64	Long-term Plan	\$3,382,748
SW 12th St (College to proposed SW Davis Ext)	Major Collector	0.20	Long-term Plan	\$849,714
SW 4th (Academy to Hayden Home Ownership)	Minor Collector	0.25	Long-term Plan	\$1,544,302
Peppers Bridge (McMinn Rd to Old Milton Hwy)	Minor Collector Candidate	0.27	Long-term Plan	\$1,167,853
"C" Street & Larch Avenue Intersection	Minor Arterial	0.00	Long-term Plan	\$292,465
TOTALS:		2.15		\$7,237,081

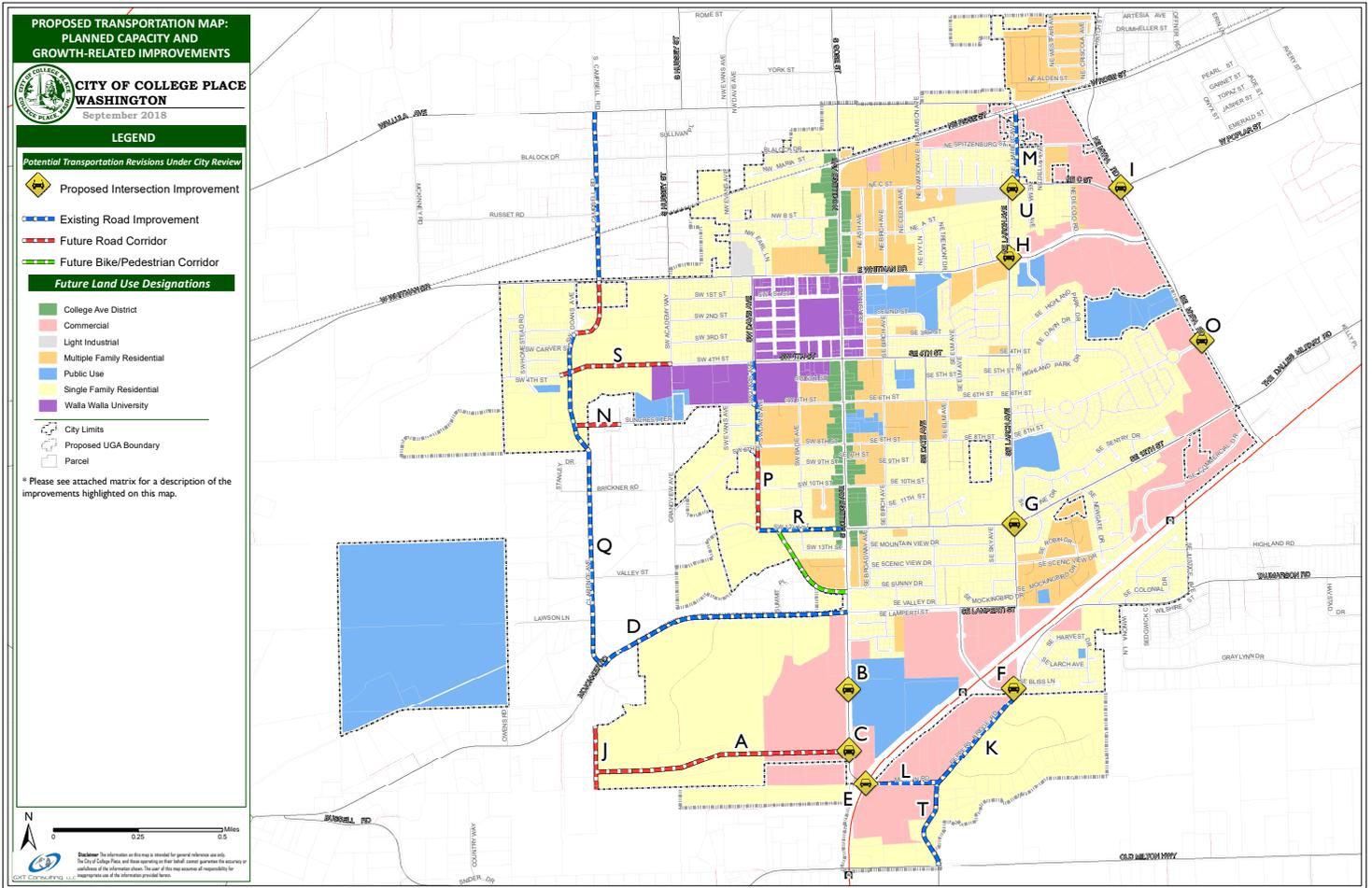
GROWTH AND CAPACITY-RELATED TRANSPORTATION IMPROVEMENTS

A number of the City’s planned transportation projects are growth-related improvements necessary to increase capacity and to extend the transportation network. Most of these improvements have already been incorporated into the 2019-2024 TIP. Table TR-10 lists growth and capacity-related improvements. with the improvements identified in Exhibit 2.

City of College Place

PLANNED CAPACITY AND GROWTH-RELATED IMPROVEMENTS

Map ID	Improvement	Federal Classification	Length (miles)	Scheduled Construction Year	Program/Project Name	Road Estimate
A	Southside Development East-West Corridor	Major Collector Candidate	0.76	2019	Southside Development East-West Corridor	\$4,421,664
B	College/Southside Development Intersection #1	Principal Arterial	0.00	2020	College/Southside Development Intersection #1	\$350,958
C	College/Southside Development Intersection #2	Principal Arterial	0.00	2020	College/Southside Development Intersection #2	\$350,958
D	Mojonnier Road	Minor Arterial	0.64	2021	Monjonner Road Project	\$3,382,748
E	College Ave/SR125 Intersection	Principal Arterial	0.00	2021	College Ave/SR125 Intersection	\$1,000,000
F	Taumarson/Peppersbridge Intersection	Minor Arterial	0.00	2021	Taumarson/Peppersbridge Intersection	\$292,465
G	SE 12th St & Larch Avenue Intersection	Minor Arterial	0.00	2023	Larch/12th St Signal	\$292,465
H	Whitman Drive & Larch Avenue Intersection	Minor Arterial	0.00	2023	Whitman/Larch Signal	\$292,465
I	"C" Street & Myra Road Intersection	Minor Arterial	0.00	2024	C Street/Myra Road Intersection Improvement	\$292,465
J	Southside Development Clarence Extension	Major Collector	0.19	2024	Southside Development Clarence Extension	\$1,105,416
K	Peppers Bridge Road (Taumarson to McMinn Rd)	Major Collector Candidate	0.36	2024	Peppers Bridge Project/McMinn Project	\$1,530,291
L	McMinn Rd (SE125 to Peppers Bridge)	Minor Collector Candidate	0.20	2024	Peppers Bridge Project/McMinn Project	\$837,633
M	Lambert (Rose to "C" St)	Major Collector	0.23	2024	Lambert Extension	\$1,370,716
N	Virginia Street-Suncrest Terrace Connection	Local	0.14	Future	Virginia/Suncrest Terrace Extension	\$798,110
O	Myra Road & Garrison Village Way Intersection	Minor Arterial	0.00	Future	Myra/Garrison Village Way Signal	\$292,465
P	SW Davis Extension (4th to 12th)	Minor Collector	0.52	Future	Davis Extension	\$1,799,947
Q	SW Doans/Clarence Ave (south City Limits to Mojonnier)	Minor Collector	0.64	Future	Doans Extension	\$3,382,748
R	SW 12th St (College to proposed SW Davis Ext)	Major Collector	0.20	Future	12th Street Extension	\$849,714
S	SW 4th (Academy to Hayden Home Ownership)	Minor Collector	0.25	Future	4th Street Extension	\$1,544,302
T	Peppers Bridge (McMinn Rd to Old Milton Hwy)	Minor Collector Candidate	0.27	Future	Peppers Bridge Extension Project	\$1,167,853
U	"C" Street & Larch Avenue Intersection	Minor Arterial	0.00	Future	NE "C" Street & Cedar Avenue Reconstruction	\$292,465
TOTALS:			4.40			\$25,647,844



CITY OF COLLEGE PLACE 20-YEAR FINANCIAL ANALYSIS

Like many communities across Washington, the City of College Place is challenged with the cost of both maintaining current transportation infrastructure and making new improvements to accommodate growth. In general, construction of new roads, both Federally-classified and local roads, is driven by new development with the developer paying the cost for the road networks improvements supporting the new development. As such, the financial obligation for new roads generally does not accrue to the City.

The same is not true for existing infrastructure. Given that Federally-classified roads account for over 40% of the City's transportation infrastructure, the City's basic strategy has been to aggressively court Federal and state grant funding for the reconstruction of Federally-

classified roads (arterials and collectors) with local match funding authorized by Council on a case-by-case basis as grants are awarded. As evidenced by Table TR-6 above, this approach has been reasonably successful over the past few years. The City's project matches generally run between 15-25%. Based on this approach, a 20% overall match, after development contributions, and assuming all projects were completed as planned, would see the City authorize between to \$8 - \$10 million in project matches over the next 6 years.

State and Federal funding is typically not available for non-Federally classified roads (local roads) and local road maintenance is currently being managed by utilizing an annual chip seal program. The City of College Place has regularly sets aside \$200,000 for transportation-related maintenance and improvements, and these funds are typically used to fund the chip seal program. The chip seal program is considered a maintenance component of the City's TIP.

In addition to the chip seal program, the City is continuing to explore options for funding the maintenance of local roads. In June 2017, the City implemented a transportation benefit district as a possible future funding source to supplement transportation funding. The district is expected to be able to generate up to \$100,000+ annually in additional funding.

The City is also in the process of implementing a stormwater utility. Since transportation stormwater improvements are a part of transportation projects. The City may utilize some portion of stormwater utilities to help defray some of the costs of transportation infrastructure that has been traditionally borne by transportation funding sources. Stormwater concerns may also impact City standard road sections with an eye to decreasing overall impermeable pavement areas which would also decrease on-going maintenance costs.

TRANSPORTATION DEMAND AND MANAGEMENT

The City of College Place is a small community located in a rural environment in proximity to the City of Walla Walla. The City is pursuing the extension and connection of pedestrian and bicycle routes as the most appropriate transportation demand management strategies given that the longest commonly taken routes are only several miles in distance. Examples of this include the introduction extension of multi-use paths to the east and west along Whitman Drive as well on-going requirements that new developments provide pedestrian access.

In addition, the City of College Place cooperates with Valley Transit, a separate taxing authority providing bus and dial-a-rides services. In addition to regular bus services, Valley Transit also offers services to disabled customers and those with certain fixed incomes.

For regular commuters to the Tri-cities area, a park-and-ride facility is available adjacent to the City of College Place city limits at the intersection of Rose Street and Myra Road. A second park-and-ride facility served by a private shuttle to the Tri-cities area is also available in the private parking of the commercial facility located at the intersection of College Ave. and Blalock Ave. in College Place.