

# Chapter 5 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 and 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 ~~Town-City~~ and county comprehensive plans. The GMA requires that communities apply the concepts of consistency and concurrency when addressing transportation issues.

Consistency means that no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency allows orderly integration with other elements in a system. Consistent features and elements of the plan are compatible to the extent that they can coexist and not preclude the accomplishment of other features or elements.

Concurrency means that adequate capital facilities are available at the time that the impacts of development occur, or within six years of such development. Within the GMA, concurrency is required for transportation actions, such as development projects, that affect transportation routes that the Washington State Department of Transportation (WSDOT) has functionally classified as arterial streets or transit routes. Municipalities may optionally apply concurrency ordinances to other roadway classifications and to 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 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;
- 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,
- Pedestrian and bicycle planning,

- 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; and
  - 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; and~~
- ~~Demand management strategies.~~
- ~~Pedestrian and bicycle planning~~

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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 Zillah’s Transportation Element must be consistent with the *Yakima Valley Metropolitan and Regional Transportation Plan 2016-2040 (M/RTP)* established by the Yakima Valley Conference of Governments (YVCOG), 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 Countywide Planning Policies and State growth management goals. After review of the City of Zillah 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 ~~July 2, 2015~~ insert date ~~February 3, 2017~~ and reviewed by YVCOG Staff.
- The MPO/RTPO Technical Advisory Committee reviewed the completed Transportation Element Review Checklist on ~~insert date~~ March 9, 2017 ~~August 13, 2015~~ and recommended approval to the Policy Board.
- The MPO/RTPO Policy Board considered the recommendation of the TAC on ~~insert date~~ August 17, 2015 ~~March 20, 2017~~ and approved the ~~Town~~ City of Zillah Transportation Element.
- A formal Transportation Element Consistency Certification Report was signed by YVCOG’s Executive Director on ~~insert date~~ March 20, 2017 ~~August 17, 2015~~.

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~~All documents related to the Transportation Element Certification can be found in Appendix C.~~

**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 is 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.)

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### **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 [cityCity](#) is financially capable of providing urban services and the areas it may ultimately annex. If these areas request annexation, how will the [cityCity](#) bring these areas up to its standards for streets, lighting, sidewalks, etc.?
- What improvements to the transportation network will support the [cityCity](#)'s goals in other areas, especially land use and economic development?

- What are the present and future mobility needs in Zillah, 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 cityCity capitalize on those opportunities? If the cityCity 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?

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## II. EXISTING CONDITIONS – TRANSPORTATION SYSTEMS

### Roads and Streets

~~Figure 5-1 shows the existing transportation network and FFCS classifications. The City of Zillah includes 8.37 miles of functionally classified routes, including the proposed extension of Vintage Valley Parkway. Zillah's UGA includes an additional~~

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The Zillah area is served by a network of roadways and streets. All of these roadways and streets, both within the cityCity of Zillah and in Yakima County, are categorized under the Federal Functional Classification System (FFCS). ~~Figure 5-1 shows the existing transportation network and FFCS classifications.~~

Primary access to Zillah is from Interstate 82 (I-82), which connects Zillah with the cities of Yakima and Union Gap to the north, and the Lower Valley to the south. Other major routes connecting Zillah with other communities are the Yakima Valley Highway and the Toppenish-Zillah Road. The Yakima Valley Highway forms a beltway around the City to the north and east. Other roadways in the area serve agricultural land, wineries, fruit storage facilities, and the Cheyne Landfill in Yakima County.

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Almost all of the City's streets are paved. Associated facilities include sidewalks, street lighting, and curb and gutter. Most of the City's sidewalks are in good condition. All of the City's major streets have street lighting. Existing curbs and gutters are in good condition. Zillah has one traffic light which was installed in 2009 at First Avenue and Vintage Valley Parkway.

Sidewalks are available in the central business district, near the schools, and in a few additional, scattered areas. Newer subdivisions provide sidewalks. Most of the older residential areas do not have sidewalks.

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Angled on-street parking is available in the central business district. ~~On street parking in residential areas is prohibited.~~ Street lighting is adequate throughout the cityCity.

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~~Paratransit services are supplied by People for People, a private nonprofit regional paratransit operator that provides transportation for Medicaid clients. People for People also operates Community Connector, a regional fixed route bus service that connects Yakima to Prosser, with stops along the I-82 corridor. The Community Connector stops in Zillah at Shell Sun Mart, 900 Vintage Valley Parkway. Regional bus service is also provided to Zillah by Greyhound bus lines.~~

Developed areas outside of the City are paved, but typically lack sidewalks, street lighting, and curb and gutter. Undeveloped areas are typically served by gravel roadways. Streets in new developments outside the cityCity are paved.

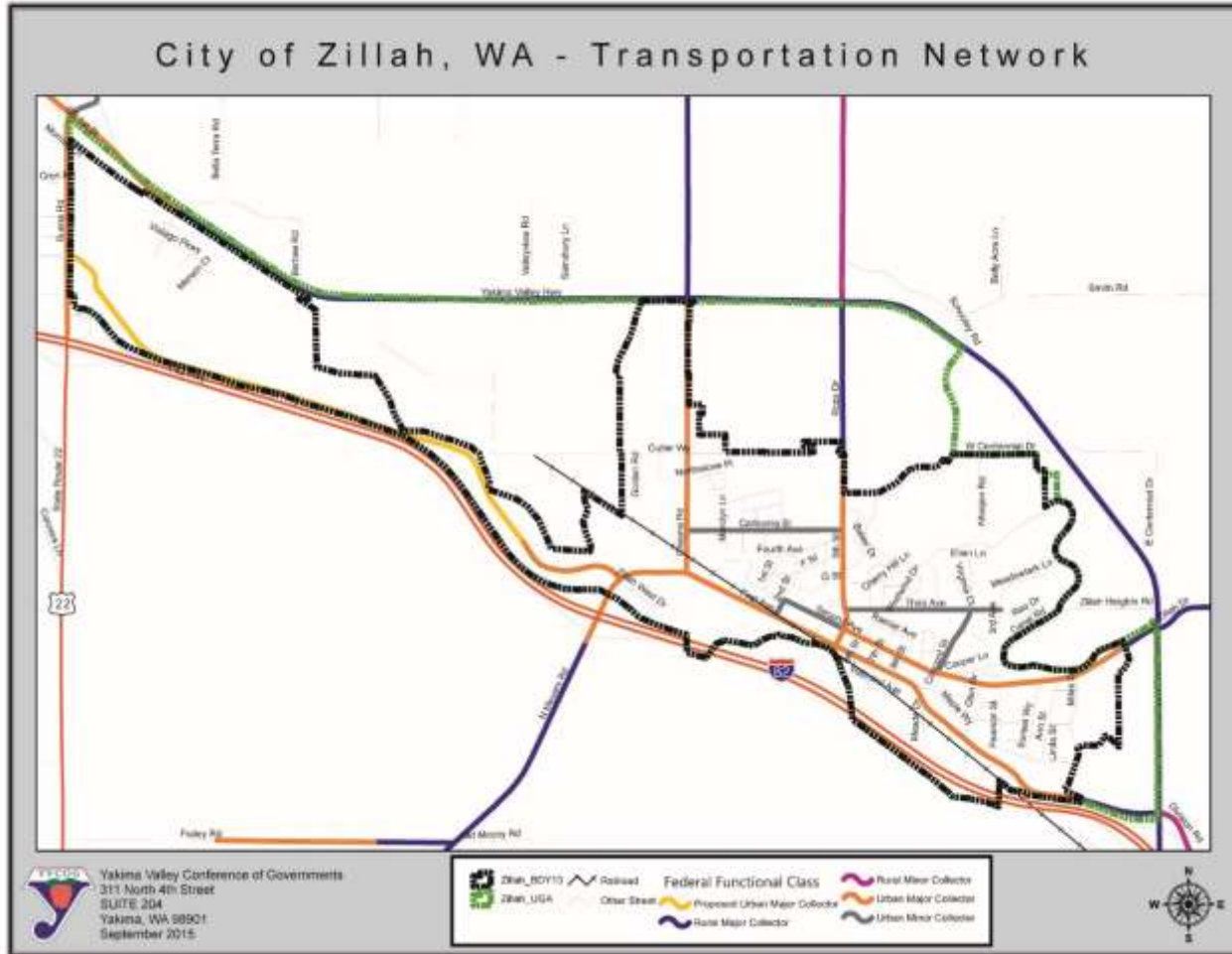
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### Regional Street and Road System

The Yakima Valley Regional Transportation Planning Organization (RTPO) has identified a regional street and road network for the RTPO planning area. As a part of that effort, in cooperation with City of Zillah and Yakima County staff, a regional street and road system for Zillah and the Zillah UGA has been identified.

The basis for inclusion in the regional system are the federal functional classification; the freight and goods classification; and community significance of the streets and roads. Streets or roads included in the system have a functional class of rural major collector, urban collector or above, a freight/goods classification of T-4 or above, or be of declared community significance. Figure 5-1 shows a map of the regional street/road system for the Zillah area.

Figure 5-1. City of Zillah Transportation Network



*City of Zillah Comprehensive Plan: DRAFT Transportation Element*

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## Rail Facilities and Locations

There is currently no passenger rail service in Yakima County. The nearest passenger rail terminal is in Pasco, where Amtrak trains stop en route from Portland to Spokane and points east.

Freight rail access in the Zillah area is provided by the BNSF Railroad Company (BNSF) from a spur line which ties into the main line at Prosser. The spur line enters the cityCity from the southeast and ends at Mead Street. The old Burlington Northern/Union Pacific railroad right-of-way that passes through Zillah has been abandoned and is no longer owned by any railroad.

The main line for the BNSF follows the SR-821 corridor through the Yakima River Canyon from Kittitas County and into the Upper Yakima Valley area and the cityCity of Yakima. The line travels south through the Lower Yakima Valley parallel with SR-97 to Toppenish and then parallel with SR-22 out of Yakima County to Prosser and the Tri-Cities.

~~WCRC operates six trains daily, four of which are "on duty" in Yakima. The activities of the WCRC vary from assembly of trains to switching cars to spot service to freight customers from Ellensburg to Pasco to hauling freight back to Yakima.~~

## Airports

Two commercial service airports are located within 90 minutes of the City of Zillah, 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 twenty minutes of the City of Zillah. 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 at approximately 3,800 feet in length and the other at 7,603 feet in length. The Airport Master Plan includes extending the 7,603 foot runway to 8,800 feet. Yakima. The Yakima Regional Airport Air Terminal is located in the City of Yakima, within 50 minutes of the City of Mabton. The 825-acre Yakima Air Terminal airport serves Yakima County and portions of Kittitas, Klickitat and Lewis Counties. The airport is owned by the City of Yakima and Yakima County and is managed and operated by an independent Board of Directors and airport staff. Airport maintenance and operations are funded solely through revenues generated at the airport. The Yakima Regional Airport has two Air Terminal has four runways, ranging from 1,169 feet long to 7,064 feet long; 139 aircraft; and an average of 88 aircraft operations per day. The airport is currently updating its Airport Master Plan, which will address three key issues: potential runway extensions, revisions to the Airport Safety Overlay Zone, potential development of a new turf runway, and planning for a new or improved passenger terminal area. According to the draft Airport Master Plan update, the number of enplaned passengers is expected to grow by approximately 53% between 2015 and 2030. one approximately 7,603 feet in length and the other approximately 3,385 feet in length.

One commercial airport, the 825 acre Yakima Regional Airport, is located in the City of Yakima, within 30 minutes of the Town of Zillah. 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 the 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. A 2001 Terminal renovation increased passenger boarding capability.

One commercial service airport with regularly scheduled airline service is located about 20 miles from the City of Zillah. The Yakima Air Terminal (YAT), or McAllister Field, is located within the City of

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Yakima. The airport is owned by the City of Yakima and Yakima County and is managed and operated by an independent Board of Directors and airport staff in accordance with an Airport Joint Operations Agreement. Maintenance and operation of the airport is funded solely through revenues generated by the airport.

The primary runway, Runway 9/27, is 7,604 feet in length and 150 feet wide. The cross-wind runway, Runway 4/22, is 3,835 feet in length and 150 feet wide. YAT has a number of ground-based (ILS-VOR/DME) and satellite-based (GPS) instrument, all-weather approaches. The primary runway is rated to 160,000 pounds dual wheel weight while the crosswind runway is rated to 80,000 dual wheel weight. The airport does have an operating air traffic control tower manned from 0600-2200 seven days a week.

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The boardings or “enplanements” on commercial aircraft in 2007 were 72,016 passengers. The enplanements in 2008 were 69,835. In 2008, there were 1,046 air carrier operations, 8,751 operations of air taxi aircraft, 37,710 general aviation aircraft operations, 1,957 military operations for a total of 49,464 operations. An operation is one take-off or landing. The downturn of the economy shows continued decline in both commercial passenger enplanements and general aviation operations.

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The Northwest Mountain Regional Airport Plan (2010) published by the Airports District Office (ADO) for the Federal Aviation Administration (FAA) lists the Yakima Air Terminal as a “focus airport” for Washington. Specific emphasis is to be made for the following areas: (1) complete improvement of non-standard Runway Safety Areas (RSAs); (2) rehabilitation and overlay of the primary runway, Runway 9/27, with grooved asphalt; (3) preparation for “Next-Gen” type technologies by upgrading airport design standards; (4) continued emphasis on airfield improvements to prevent runway incursions; and, (5) noise impact reduction included in the overall “green initiatives”/good neighbor concept.

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Forecasting demand is critical in the overall planning for YAT. The 2003 Airport Layout Plan Update (W&H Pacific) forecast enplanements to be 101,800 in 2008. The number of actual enplanements in 2008 was about 69% of this forecasted number.

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Between 1990 and the year 2020, total enplanements per year at the Yakima Air Terminal were estimated to grow at 4.8% per year. This average annual growth rate was forecasted to result in 260,009 total enplanements in the year 2020. However, if interpolated using the 2007-08 numbers above, this would equal about 179,062 enplanements in 2020 which is a more realistic number. Enplanement forecasts by the Washington State Air Transportation Commission ranged from a low of 180,556 enplanements in the year 2020 to a high of 375,734 enplanements in this same year.

The Master Plan for the entire airport is expected to be updated as an open, public process in 2011. This review will chart the course for YAT for the next five, ten and twenty year periods based on updated and revised forecast data.

## Public Transportation

### Regional Bus Service

Regional bus service is provided by Greyhound Bus Lines. Greyhound Bus Lines has terminals in Yakima, Wapato, Toppenish and Sunnyside. Greyhound provides service to Seattle three times per day via I-82, service to the Tri-Cities and Pendleton, Oregon and points south via I-82 twice a day, and service to Portland via Goldendale on I-82 and SR-97 once a day. Additionally, Greyhound Bus Lines operates two busses per day, each direction, between Yakima and Pasco; Zillah is a flag stop off Highway 12.

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People for People operates Community Connector, a regional fixed-route bus service that connects Yakima to Prosser, with stops along the I-82 corridor. The Community Connector stops in Zillah at Shell Sun Mart, 900 Vintage Valley Parkway.

People for People (PFP) is a local non-profit organization that has provided transportation services throughout Yakima County since 1982, including the Zillah area. PFP is also the Medicaid Trip Broker for the Department of Social and Health Services (DSHS). With funding from the Washington State Department of Transportation (WSDOT), the organization provides the following services:

- Paratransit services to individuals with disabilities outside the City of Yakima. People for People requests 24-hour notification. Riders must complete a short telephone survey, but are not required to provide doctor verification.
- The Yakima-Prosser Community Connector provides fare-free weekday fixed-route service between Yakima and Prosser, stopping at Wapato, Toppenish, Zillah, Granger, Sunnyside, and Grandview. The Community Connector stops in Zillah at Shell Sun Mart, 900 Vintage Valley Parkway.
- Job Access-Reverse Commute transportation for recipients of Temporary Assistance for Needy Families and their children. This service provides transportation to job training activities for eligible participants.
- Senior transportation to those 60 years and older and living outside Yakima city limits. The service provides transportation to nutrition or meal sites, necessary shopping, and medical appointments.

The *Coordinated Public Transit-Human Services Transportation Plan* was created by PFP on behalf of the YVCOG. The plan was developed in response to the federal Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act, which required that communities develop a coordinated public transit and human services transportation plan to be eligible for certain Federal Transit Administration funding. The plan calls for the following:

- Preserve and expand transportation services for individuals with disabilities, older adults, youth veterans, and individuals with low incomes.
- Promote safe and accessible transportation services for individuals with special needs by educating and advocating for special needs transportation.
- Coordinate transportation and human services for increased efficiencies and utilization of resources.

The *Yakima Valley Metropolitan and Regional Transportation Plan 2016-2040 (M/RTP)* was updated by YVCOG in 2016, in compliance with MAP-21. The M/RTP includes strategies for expanding transit to meet future travel demands throughout the Yakima Valley region. The M/RTP recognizes a need to expand demand-response service in the South Central area where Zillah is located, and to coordinate with existing and expanded rural transit service to regional services and facilities. Strategies to reduce peak period travel demands also are included. The transit and transportation demand management strategies include:

- Expand and improve existing fixed-route transit service and fleets.
- Add demand-response service for developing areas that cannot support fixed-route service.
- Expand People for People Community Connector service to directly serve medical and educational facilities.

- Coordinate existing fixed-route transit service with existing and expanded rural transit services to community colleges, hospitals, and other regional facilities and attractions.
- Maintain existing paratransit services to provide transportation access for special needs populations.
- Purchase more vehicles for vanpool programs.
- Construct high-priority missing links in the regional non-motorized system.

*Paratransit Services*

Paratransit is specialized, door-to-door transportation for people with disabilities who are not able to ride fixed-route public transportation. People For People is also the provider for demand-response transportation services, a flexible type of paratransit, for elderly and handicapped persons. Demand-response transportation service allows users to call ahead to arrange for transportation services at an agreed-upon day and time.

The Coordinated Public Transit Human Services Transportation Plan was created by PFP on behalf of YVCOG. The plan was developed in response to the federal Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act which required that communities develop a coordinated public transit and human services transportation plan be eligible for certain Federal Transit Administration funding. The plan calls for the following:

- Preserve and expand demand-response paratransit services for special needs populations.
- Preserve and expand intercity connections throughout the Yakima County region.
- Coordinate transportation services for special needs populations.

**Non-motorized Transportation**

Non-motorized transportation, in general, refers to pedestrian and bicycle modes of travel. Walking and bicycling are integral parts of the transportation system. Every trip begins and ends as a pedestrian trip. People use bicycles to commute to work and school, for utilitarian trips such as visiting friends and shopping, and to make connections to transit or other intermodal facilities. A benchmark of making a community a desirable place to live is its pedestrian access and bicycle facilities.

Zillah has a number of non-motorized transportation projects planned as part of the Transportation Improvement Program (Table 5-7), including sidewalks along Second Street, sidewalks along Schoentrup Lane, bike lanes and sidewalks on Cheyne Road, sidewalks on Zillah West Road, City-wide sidewalk improvements, and City-wide transportation alternatives upgrades, including trails. In addition, various planned road reconstruction projects will incorporate sidewalk and ADA improvements. Zillah is also seeking funding from the Washington State Safe Routes to School program for Third Avenue sidewalk improvements from Westwind Drive to Meadowlark Lane.

*Pedestrian Pathways*

A linked system of sidewalks is the most obvious and economical pedestrian pathway network for the city of Zillah. About half of the streets in Zillah have sidewalks, including areas on both sides of the railroad tracks. All of the commercial areas have sidewalks. Some sidewalks are available in the vicinity of parks and schools.

*Bicycle Pathways*

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A standard national classification for bikeways includes categories ranging from: Class I, bike paths, which are a separate trails for the principle use of bicycles; Class II, bike lanes, in which a portion of the street is designated by sign and/or pavement markings for preferential bicycle use; Class III, bike routes, in which a street is designated with signs as a bicycle route and is shared with other transportation modes; and Class IV, shared street with no designation, in which a publicly maintained facility is not designated with signs and/or pavement markings as a bikeway, but is accessible to bicyclists. The opportunity exists for Zillah to develop a Class III bikeway system.

#### Lower Valley Pathways

Public interest and the availability of federal Transportation Alternatives Program funds are combining to improve a pathway system under development in the lower Yakima Valley region.

A Lower Valley pathway is recommended in the 1996 Yakima County Parks and Open Space Plan. The trail would utilize the abandoned Union Pacific Railroad right-of-way adjacent to the I-82 corridor. According to the plan the route would serve "as the basic network of a regional trail system", and local jurisdictions would assume responsibility for additional trails that serve as connectors.

This proposed 40-mile multi-use paved trail would use a combination of abandoned rail right-of-way, street right-of-way, easements and land purchases to connect Lower Valley communities along the I-82 corridor to the Yakima Valley Greenway at Union Gap. A thirteen-mile segment connecting Sunnyside, Grandview, and Prosser with a ten-foot wide asphalt pathway is currently being developed using ISTEA Enhancement funds.

While this trail system is recreationally oriented, it serves transportation purposes as well.  
*Yakima County Trails Plan*

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 ~~Town~~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.

The Plan supports the identification and development of a Granger to Zillah rail corridor, and envisions a trail along the I-82 corridor on the south side of Zillah.

#### Transportation Demand Management

Transportation Demand Management (TDM) consists of strategies that seek to maximize the efficiency of the transportation system by reducing demand on the system. The results of successful TDM can include:

- Travelers switching from driving alone to high-occupancy vehicles modes such as transit, vanpools or carpools.
- Travelers switching from driving to non-motorized modes such as bicycling or walking.
- Travelers changing the time they make trips from more congested to less congested times of day.
- Travelers eliminating trips altogether either through means such as compressed workweeks.

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consolidation of errands, or telecommuting.

### III. ROADWAY CHARACTERISTICS

#### Functional Classification

The streets and roadways in the Zillah area 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) to provide access to parcels of land. The primary purpose of arterial streets is to provide mobility. When planning roads, mobility and access considerations should be embedded in the considerations of context sensitivity and livability. Arterials provide mostly mobility, local streets provide mostly land access, and collectors provide both functions to some degree while linking arterials and local streets.

The types of functionally classified roadways present in Zillah and factors that determine whether roadways are rural or urban are summarized in Table 5-1 below.

**Table 5-1. Characteristics of Functionally Classified Roads Present in City of Zillah**

Major Collectors	
Urban	Rural
Serve both land access and traffic circulation in higher density residential, and commercial/industrial areas	Provide service to any county seat not on an Arterial route, to the larger <del>towns</del> City's not directly served by the higher systems and to other traffic generators of equivalent intra-county importance such as consolidated schools, shipping points, county parks and important mining and agricultural areas
Penetrate residential neighborhoods, often for significant distances	Link these places with nearby larger <del>towns</del> towns and <del>cities</del> -cities or with Arterial routes
Distribute and channel trips between Local Roads and Arterials, usually over a distance of greater than three-quarters of a mile	Serve the most important intra-county travel corridors
Operating characteristics include higher speeds and more signalized intersections	
Minor Collectors	
Urban	Rural
Serve both land access and traffic circulation in lower density residential and commercial/industrial areas	Be spaced at intervals, consistent with population density, to collect traffic from Local Roads and bring all developed areas within reasonable distance of a Collector
Penetrate residential neighborhoods, often only for a short distance	Provide service to smaller communities not served by a higher class facility
Distribute and channel trips between Local Roads and Arterials, usually over a distance of less than three-quarters of a mile	Link locally important traffic generators with their rural hinterlands
Operating characteristics include lower	

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speeds and fewer signalized intersections	
<b>Local Roads</b>	
<b>Urban</b>	<b>Rural</b>
Provide direct access to adjacent land	Serve primarily to provide access to adjacent land
Provide access to higher systems	Provide service to travel over short distances as compared to higher classification categories
Carry no through traffic movement	Constitute the mileage not classified as part of the Arterial and Collector systems
Constitute the mileage not classified as part of the Arterial and Collector systems	

Source: U.S. Department of Transportation Federal Highway Administration, Highway Functional Classification Concepts, Criteria and Procedures, 2013

**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 recommendations in the Highway Capacity Manual developed by the Transportation Research Board. The actual capacity of any specific roadway is affected by the roadway’s speed limit, the number of intersecting roadways, the number of stops or other delays, and other factors. These definitions of capacity by functional class are consistent with those developed by the Yakima Valley Conference of Governments (YVCOG), the RTPO for the Yakima Valley region.

<i>Functional Class</i>	<i>Capacity of Two Lane Roadway (Vehicles/Hour)</i>
Interstate	3,600 (4 lane)
Principal Arterial (Urban/Rural)	2,200
Minor Arterial (Urban/Rural)	2,000
Collector Arterial (Urban)	1,800
Major Collector (Rural)	2,400
Minor Collector (Rural)	2,000
Access/Local (Urban)	1,600
Access/Local (Rural)	1,600
Principal Arterial	2,800
Minor Arterial	2,400
Major Collector	2,400
Minor Collector	2,000
Access/Local	1,600

**Traffic Volume History**

Traffic volumes in the Zillah area tend to be much lower than the capacities noted above. Table 5-2 shows the peak hour traffic volume and LOS for selected street segments within the City of Zillah, while Table 5-3 shows the same for the unincorporated UGA.

The measure of traffic volumes is “Average Annualized Daily Traffic” (AADT), which is the average daily traffic that can be expected throughout the year on each road segment. The AADTs were calculated using the “Average Weekday Traffic” (AWDT) gained from traffic counts. The AWDT is normalized for

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the month the count occurred using a “Monthly Normalization Factor” (MNF) provided by WSDOT to determine AADT, regardless of when the count occurs. The calculation is:  $AWDT * MNF = AADT$ . Traffic volumes can either be expressed in terms of “Average Annualized Daily Traffic” (AADT), which is the volume of traffic for a year divided by 365 days; 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 within the Zillah area are in the form of AADT. Available historical records on traffic flows within the Zillah area are limited to a periodic counting of vehicular traffic.

YVCOG conducted traffic counts within the City of Zillah in May 2016. In addition, the Yakima County Public Works Department maintains a series of street and roadway locations from which counts are conducted every three to four years.

**Table 5-2. Peak Hour Volumes and Levels of Service within Zillah’s City Limits**

Functional Class	Roadway	Start	End	Number of Lanes	AADT (2016)	Estimated Peak Hour Volume [AADT * 10%]	Idealized Roadway Capacity (vph)	Peak Volume as a Ratio of Roadway Capacity	Level of Service
Interstate	I-82	Section Line at <del>Cheyne-Chevne</del> Rd	0.09 mi E of section line at Cheyne Rd	4	23,929	2392.9	3,600	0.66	B
		City Limits south of northern corner of Loge's Park	City Limits south of Pearson St	4	21,848	2184.8	3,600	0.61	A
Major Collector	Fifth St	First Avenue	N of Second Avenue	2	4,792	479.2	<del>2,400</del> 2,400	<del>0.20</del> 0.20	A
		N of Second Avenue	Schooley Rd	2	2,571	257.1	<del>2,400</del> 2,400	<del>0.11</del> 0.11	A
	Toppenish-Zillah Rd	I-82	Cheyne Rd	2	11,053	1105.3	<del>2,400</del> 2,400	<del>0.46</del> 0.46	A
	First Avenue	Cheyne Rd	Fifth St	2	8,812	881.2	<del>2,400</del> 2,400	<del>0.37</del> 0.37	A
		Fifth St	East City Limits	2	2,601	260.1	<del>2,400</del> 2,400	<del>0.11</del> 0.11	A
	Second Avenue	East City Limits	Concord St	2	2,653	265.3	<del>2,400</del> 2,400	<del>0.11</del> 0.11	A
		Concord St	5th St	2	2,314	231.4	<del>2,400</del> 2,400	<del>0.10</del> 0.10	A
	Vintage Valley Parkway	Toppenish-Zillah Rd	End of Road	2	0	0	<del>2,400</del> 2,400	<del>0.00</del> 0.00	A
Cheyne Rd	First Avenue	North City Limits	2	2,674	267.4	<del>2,400</del> 2,400	<del>0.11</del> 0.11	A	
Minor Collector	Second Avenue	Fifth St	Second St	2	741	74.1	<del>2,000</del> 2,000	<del>0.04</del> 0.04	A
	Second St	First Avenue	Second Avenue	2	805	80.5	<del>2,000</del> 2,000	<del>0.04</del> 0.04	A
	Third Avenue	5th St	Concord St	2	1005	100.5	<del>2,000</del> 2,000	<del>0.05</del> 0.05	A
	Concord St	Second Avenue	Third Avenue	2	654	65.4	<del>2,000</del> 2,000	<del>0.03</del> 0.03	A
	<u>Carlsonia Ave.</u>	<u>Cheyne Rd</u>	<u>5th St</u>	<u>2</u>	<u>700</u>	<u>70.0</u>	<u>2,000</u>	<u>0.04</u>	<u>A</u>

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**Table 5-3. Peak Hour Volumes and Levels of Service within Zillah’s UGA**

Functional Class	Roadway	Start	End	Number of Lanes	AADT (2016)	Estimated Peak Hour Volume [AADT * 10%]	Idealized Roadway Capacity (vph)	Peak Volume as a Ratio of Roadway Capacity	Level of Service
Interstate	I-82	South of western city limits	Section line at Cheyne Rd	4	23,929	2,393	3,600	0.66	B
		0.09 mi E of section line at Cheyne Rd	City limits south of northern corner of Loge's Park	4	21,848	2,185	3,600	0.61	B
Major Collector	Yakima Valley Highway	Cutler Way	Cheyne Rd	2	2,482	248	<del>2,400</del> 3,600	<del>0.10</del> 0.07	A
		Cheyne Rd	Roza Dr	2	2,373	237	<del>2,400</del> 3,600	<del>0.10</del> 0.07	A
		Roza Dr	Schooley Rd	2	1,819	182	<del>2,400</del> 3,600	<del>0.08</del> 0.05	A
		Schooley Rd	Zillah Hts Rd	2	1,790	179	<del>2,400</del> 3,600	<del>0.07</del> 0.05	A
		Zillah Hts Rd	E. Zillah Dr	2	1,794	179	<del>2,400</del> 3,600	<del>0.07</del> 0.05	A
		E Zillah Dr	1st Ave/ Division Rd	2	3,628	363	<del>2,400</del> 3,600	<del>0.15</del> 0.10	A
		Division Rd	I-82	2	6,799	680	<del>2,400</del> 3,600	<del>0.28</del> 0.19	A
	Roza Dr	Schooley Rd	Cutler Way	2	1,929	193	<del>2,400</del> 3,600	<del>0.08</del> 0.05	A
		Cutler Way	Yakima Valley Highway	2	2,133	213	<del>2,400</del> 3,600	<del>0.09</del> 0.06	A

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### **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 recommendations in the Highway Capacity Manual developed by the Transportation Research Board. The actual capacity of any specific roadway is affected by the roadway's speed limit, the number of intersecting roadways, the number of stops or other delays, and other factors. These definitions of capacity by functional class are consistent with those developed by the Yakima Valley Conference of Governments (YVCOG), the RTPO for the Yakima Valley region.

<i>Functional Class</i>	<i>Capacity of Two Lane Roadway (Vehicles/Hour)</i>
Interstate	3,600 (4 lane)
Principal Arterial	2,800
Minor Arterial	2,400
Major Collector	2,400
Minor Collector	2,000
Access/Local	1,600

### **Traffic Volume History**

Traffic volumes in the Zillah area tend to be much lower than the capacities noted above. Traffic volumes can either be expressed in terms of "Average Annualized Daily Traffic" (AADT), which is the volume of traffic for a year divided by 365 days; 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 within the Zillah area are in the form of AADT. Available historical records on traffic flows within the Zillah area are limited to a periodic counting of vehicular traffic.

YVCOG conducted traffic counts within the City of Zillah in May 2016. In addition, the Yakima County Public Works Department maintains a series of street and roadway locations from which counts are conducted every three to four years.

## Level of Service

The ease of traffic movement along a roadway is a function of the roadway's vehicular capacity, the number of vehicles 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), which measures the effectiveness of service on transportation infrastructure. Level of service standards, as described in [Table 5-4](#), are taken from the [2010 Highway Capacity Manual](#) developed by the Transportation Research Board.

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 and the presence of controls at an intersection. Level of service can be calculated in several ways. A simple measure, and the one used in this analysis, relates traffic volume to roadway capacity, by dividing the observed traffic volume by the idealized roadway capacity. The resulting number is assigned one of six different LOS from "A" to "F."

Level of service "A" allows the maximum amount of freedom to select desired speeds and to maneuver within the traffic stream. Level of service "B" describes stable flow, but the selection of speed is now affected by the presence of others. In LOS, "C" there is stable flow, but speed and maneuverability within the traffic stream are reduced somewhat, and require vigilance on the part of the driver. In LOS "D," stable flow may be affected by operating conditions, and maneuverability may be restricted. LOS "E" represents operating conditions at or near the capacity of the highway, and is characterized by low speeds and serious difficulty maneuvering within the traffic stream. Any incident can be expected to produce extensive delays and lines of vehicles. Level of service "F" describes operations characterized by stop-and-go traffic. Vehicles may progress at reasonable speeds for several hundred feet or more, and must stop and start again, in a cyclical fashion.

~~Per the Concurency Ordinance to be adopted by the City of Zillah, the City must maintain LOS C conditions or better on Town streets.~~ Zillah views adopts LOS C for roadways, but views "Levels of Service" LOS for roadways other than arterial streets as advisory within its City limits. The Washington State Department of Transportation has adopted level of service "C" for rural highways.

This standard is consistent with the LOS methodologies and thresholds established by YVCOG, the RTPPO for the Yakima Valley region. Regional transportation planning organizations statewide are tasked with ensuring LOS methodologies are coordinated with surrounding jurisdictions to ensure a consistent regional evaluation of transportation facilities and corridors.

Per the Zillah's Concurency Review ordinance, ZMC Chapter 17.10, the City requires concurency review for all projects or development activities generating more than 90 trips per day. Zillah's Concurency Review ordinance also sets criteria for evaluating mitigations that are proposed when it is determined that a proposed project will not pass level of service standards.

**Table 5-44. 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

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Level of Service	Description	Volume/Capacity Ratio
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

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Zillah views "Levels of Service" for roadways other than arterial streets as advisory within its City limits. The Washington State Department of Transportation has adopted level of service "C" for rural highways.

### 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, support transportation planning process, and plan for future pavement needs. The data is used to designate freight economic corridors in the Freight Mobility Plan (FMP), which was last updated in 2014/2015.

WSDOT is currently in the process of updating the FMP and is expected to complete the update 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 5-4 Table 5-5). 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.

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 5-45. Truck Route Classes Based on Annual Tonnage

Truck Route Class	Annual Tonnage
T-1	10,000,000 +
T-2	4,000,000 - 10,000,000
T-3	300,000 - 4,000,000
T-4	100,000 - 300,000
T-5	At least 20,000 in 60 Days

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Table 5-566 lists the City of Zillah and UGA FMP streets and roads. Figure 5-2 illustrates the FGTS streets and roads for the City of Zillah and UGA. One FMP-classified road, Cheyne Road, pass through Zillah. Zillah is classified as tonnage class T3, which indicates that the trucks passing through Zillah carry a moderately heavy load. Due to the stress placed on these roads from additional tonnage, Zillah will need to pay close attention to this road when planning for maintenance. Yakima Valley Highway is also a T3 road, and surrounds Zillah to the north and east.

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**Table 5-566. City of Zillah and UGA - Freight and Goods Transportation System Classified Roads**

Route Name	Start Location	End Location	FGTS Class
Cheyne Road	South City Limits/UGA Boundary	North City Limits/UGA Boundary	T3
Yakima Valley Highway	West City Limits/UGA Boundary	East UGA Boundary	T3

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Figure 5-222. City of Zillah and UGA, Roadways by Truck Tonnage Class



#### IV. TRAFFIC FORECASTS

##### Population and Demographic Projections

In June 2015, the Washington State Office of Financial Management (OFM) estimated the population for Zillah as 3,140 persons. Zillah anticipates a year 2040 population 5,016 persons. This number is based on the “Preferred Alternative Medium Projection” provided by the Yakima County Public Services Department, and is consistent with the population figure used in the Land Use Element and in the development of the City of Zillah UGA.

The 2010 Census indicated that 34.6% of Zillah’s population was age 19 or younger. An additional 3.9% were age 65 or older. As of the 2013 American Community Survey (ACS), 19.1% of Zillah’s households had an income of \$24,999 or less. 6.8% of all families in Zillah were considered below the poverty level, and 9.8% have some type of disability. These populations all are particularly in need of transportation options in Zillah.

##### Land Use Patterns and Population Distribution

The area surrounding the Zillah UGA is expected to remain agricultural in nature over the 20 year forecast period. Additional small divisions of land (short plats) will continue to slowly increase the level of scattered very low density residential use interspersed with agricultural uses beyond Zillah’s UGA boundary. Within the UGA, additional annexations will gradually increase the size of the community. Some agricultural uses within the UGA and within Zillah will be converted to residential uses either through new short plat or small subdivision developments. The most likely areas for more intensive residential development are those areas which have or can be more easily provided with the necessary infrastructure at the lowest development cost to the landowner or developer.

In general, the areas outside the existing [cityCity](#) limits to the east and northeast have been developing as residential, while those to the northwest have been developing as industrial. The gooseneck-shaped area of the [cityCity](#) to the west and the land immediately to the north of the [cityCity](#)’s western I-82 interchange have been developing as commercial. The Vintage Valley commercial area, located at the [cityCity](#)’s western I-82 interchange, developed rapidly during the early 1990s. At this writing, construction is under way north of Vintage Valley.

##### Forecasted Traffic Volumes

Traffic forecasts for Zillah area roadways are being developed as part of the Countywide YVCOG Travel Demand Model set. The model set is using 2015 as the base year, includes a 2020 forecast for Metropolitan and Regional Transportation Improvement Program evaluation, and includes a 2040 forecast to align with the Regional Transportation Plan and the local comprehensive plan updates. The Countywide YVCOG Travel Demand Model set covers the metropolitan and regional planning areas and is administered by YVCOG. When development of the model set is completed, travel forecasts will predict growth in traffic volume on the basis of anticipated regional changes in land use and employment patterns.

To develop the land use assumptions, YVCOG worked in an iterative process with each jurisdiction to best represent the household inventory by type, employee information by business type and location, student and employee information for schools, and amount of available agricultural land. Zillah and each jurisdiction was asked to provide actual land use information for the year 2015 and forecasts for each of the described land use inputs for 2020 and 2040 according to their comprehensive planning assumptions.

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In this way, not only could YVCOG provide forecasted traffic volumes for Zillah, transportation system changes could be evaluated for potential impacts before they are ever constructed or implemented.

Traffic forecasts for Zillah area 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. The forecast period for this model is 2010, the base year through the year 2030.

Currently, the 2010 base year traffic model has been developed and is being refined to update the model with 2014 network and land use assumptions. The future year 2040 model will be developed in the next few months following adoption of the latest 2017-2020 regional TIPs. To provide an estimation of future traffic demand the observed traffic counts have been compounded annually with a 2% flat rate growth. **Error! Reference source not found.** Table 5-3 and 4.6 Tables 5-7 and 5-8 reflect estimated volumes for the 2040 timeframe on the roadway segments previously identified. This section may be amended when the MTP/RTP is updated with volumes produced by the 2040 VISUM travel demand model.

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**Table 5-7. Traffic Forecasts for Road Segments within Zillah City Limits.**

Functional Class	Roadway	Start	End	AADT (2016)	AADT (2020)	AADT (2025)	AADT (2030)	AADT (2035)	AADT (2040)
Interstate	I-82	Section Line at <del>Cheyne</del> Cheyne Rd	0.09 mi E of section line at Cheyne Rd	23,929	25,902	28,597	31,574	34,860	38,488
		City Limits south of northern corner of Loge's Park	City Limits south of Pearson St	21,848	23,649	26,110	28,828	31,828	35,141
Major Collector	Fifth St	First Avenue	N of Second Avenue	4,792	5,290	5,840	6,448	7,119	7,860
		N of Second Avenue	Schooley Rd	2,571	2,838	3,134	3,460	3,820	4,217
	Toppenish-Zillah Rd	I-82	Cheyne Rd	11,053	12,203	13,473	14,876	16,424	18,134
	First Avenue	Cheyne Rd	Fifth St	8,812	9,729	10,741	11,859	13,094	14,457
		Fifth St	East City Limits	2,601	2,872	3,171	3,501	3,865	4,267
	Second Avenue	East City Limits	Concord St	2,653	2,929	3,234	3,571	3,942	4,352
		Concord St	5th St	2,314	5,803	6,407	7,074	7,810	8,623
	Cheyne Rd	First Avenue	North City Limits	2,674	2,952	3,259	3,598	3,973	4,386
Minor Collector	Second Avenue	Fifth St	Second St	741	817	902	996	1,100	1,214
	Second St	First Avenue	Second Avenue	805	889	981	1,083	1,196	1,321
	Third Avenue	5th St	Concord St	1,005	1,109	1,225	1,352	1,493	1,649
	Concord St	Second Avenue	Third Avenue	654	722	797	880	972	1,073

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**Table 5-8. Traffic Forecasts for Road Segments within and near the City of Zillah’s Unincorporated UGA.**

Functional Class	Roadway	Start	End	AADT (2016)	AADT (2020)	AADT (2025)	AADT (2030)	AADT (2035)	AADT (2040)
Interstate	I-82	South of western city limits	Section line at Cheyne Rd	23,929	26,420	29,169	32,205	34,860	39,258
		0.09 mi E of section line at Cheyne Rd	City limits south of northern corner of Loge's Park	21,848	24,122	26,633	29,405	31,828	35,844
Major Collector	Yakima Valley Highway	Cutler Way	Cheyne Rd	2,482	2,740	3,026	3,340	3,616	4,072
		Cheyne Rd	Roza Dr	2,373	2,620	2,893	3,194	3,457	3,893
		Roza Dr	Schooley Rd	1,819	2,008	2,217	2,448	2,650	2,984
		Schooley Rd	Zillah Hts Rd	1,790	1,976	2,182	2,409	2,608	2,937
		Zillah Hts Rd	E. Zillah Dr	1,794	1,981	2,187	2,414	2,614	2,943
		E Zillah Dr	1st Ave/ Division Rd	3,628	4,006	4,423	4,883	5,285	5,952
		Division Rd	I-82	6,799	7,507	8,288	9,151	9,905	11,154
	Roza Dr	Schooley Rd	Cutler Way	1,929	2,130	2,351	2,596	2,810	3,165
		Cutler Way	Yakima Valley Highway	2,133	2,355	2,600	2,871	3,107	3,499

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**V. EXISTING DEFICIENCIES, FUTURE NEEDS AND ALTERNATIVES**

As the majority of the City of Zillah’s roadways are well below capacity, the existing deficiencies of the road network for the most part reflect maintenance, safety and design concerns rather than capacity problems. This situation is reflected in the City of Zillah ~~2016-2021~~ Transportation Improvement Program (TIP) which identifies improvements such as resurfacing of roadways, roadway widening, sidewalk, illumination, and drainage improvements. ~~The TIP prioritizes roadway improvements during this six-year time period.~~ The TIP, adopted annually and by reference within this document, Table 5-7 on the next several pages identifies these roadway needs within the City of Zillah.

Within the unincorporated portion of Zillah’s UGA, Yakima County is responsible for the identification and scheduling of roadway improvements. Identified needs and improvements will be reflected in Yakima County’s ~~2017 to 2022~~ Transportation Improvement Program (TIP). The types of improvements are expected to be similar to those identified in the City of Zillah.

**Table 5-9. Transportation Improvement Program, City of Zillah, 2017 to 2022**

<u>Priority Number</u>	<u>Project Title</u>	<u>Street</u>	<u>Functional Class</u>	<u>Length (miles)</u>	<u>Start Year</u>	<u>Improvements Needed</u>	<u>Estimated Cost</u>	<u>Funding Source</u>
1	<u>Vintage Valley Road Reconstruction-short</u>	<u>Vintage Valley Road</u>	<u>Urban Collector</u>	0.5	2019	<u>Resurfacing of approx. 2,700 LF of roadway, barrier curb and gutter, sidewalks with ADA ramps (where needed), and storm drainage improvements</u>	\$ 484,750	TIB
2	<u>Vintage Valley Parkway Extension</u>	<u>Vintage Valley Parkway</u>	<u>Urban Collector</u>	1.900	2020	<u>Construction of new roadway, barrier curb and gutter, sidewalks with ADA ramps (where needed), Storm drainage improvements, and Street lighting. Widening of Buena-Toppenish Road for right turn lane.</u>	\$ 5,704,532	SFP

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<u>Priority Number</u>	<u>Project Title</u>	<u>Street</u>	<u>Functional Class</u>	<u>Length (miles)</u>	<u>Start Year</u>	<u>Improvements Needed</u>	<u>Estimated Cost</u>	<u>Funding Source</u>
6	First Avenue Resurfacing Improvements	First Avenue	Urban Collector	0.60	2017	Resurfacing of approx. 3,200 LF of roadway, install barrier curb and gutter, and storm drainage improvements	\$ 1,036,245	T&B

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**Table 5\_7. City of Zillah Six Year Transportation Improvement Program 2017-2022**

Priority Number	Project Name	Street	Start Location	End Location	Functional Class	Length (miles)	Anticipated Construction Start Date	Improvements Needed	Funding Status	Funding Source
1	Vintage Valley Road Reconstruction -short	Vintage Valley Road	W. First Avenue	End Road	17	0.5	2019	Resurface approx. 2,700 LF of roadway, barrier curb and gutter, sidewalks with ADA ramps (where needed), and storm drainage improvements	Secured (PE) Planned (CN)	TIB, Local Funds
2	Vintage Valley Parkway Extension	Vintage Valley Parkway Road	End Road	SR 22 Buena-Toppenish Road	17	1.9	2019	Construction of new roadway, barrier curb and gutter, sidewalks with ADA ramps (where needed). Storm drainage improvements, and Street lighting. Widening of Buena-Toppenish Road for right turn lane	Secured (RW) Planned (CN)	STP, Local funds
3	Merelyn Lane Overlay	Merelyn Lane	Edison	End Road	19	0.140	2017	Roadway surfacing overlay	Planned	Local funds
4	Third Avenue Resurfacing	Third Avenue	Reo Drive	Fifth Street	17	0.550	2019	Resurfacing of approx. 2,950 LF of roadway, install ADA where needed	Planned	TIB, Local funds
5	Second Street Sidewalks	Second Street	First Avenue	Second Avenue	17	0.050	2020	Construct 6 foot sidewalks along west and east side of street	Planned	TIB, Local funds

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Priority Number	Project Name	Street	Start Location	End Location	Functional Class	Length (miles)	Anticipated Construction Start Date	Improvements Needed	Funding Status	Funding Source
6	First Avenue Resurfacing Improvements	First Avenue	Meade Street	East City Limits	17	0.60	2018	Resurfacing of approx. 3,200 LF of roadway, install barrier curb and gutter, and storm drainage improvements	Planned	TIB, Local Funds
7	Schoentrup Lane Drainage Control	Schoentrup Lane	Concord Street	End Road	19	0.150	2019	The construction of 1,600 LF of sidewalk and barrier curb along Schoentrup Lane	Planned	TIB, Local Funds
8	Cutler Way Construction	Cutler Way	Chenye Road	Fifth Street	19	0.510	2017	Construction of 2,700 LF of roadway, install utilities, sidewalk with ADA ramps (where needed), install barrier curb and gutter, Streetlighting, and storm drainage	Planned	TIB, Local Funds
9	Dean Street Resurfacing and Improvements	Dean Street	Carlsonia Avenue	Fourth Avenue	19	0.30	2017	Resurfacing of approx. 500 LF of roadway, sidewalks on westside of roadway	Planned	TIB, Local Funds
10	Eighth Street Resurfacing	Eighth Street	First Avenue	Second Avenue	19	0.150	2017	Resurfacing of 1,000 LF of roadway, stormwater improvements, and sidewalks	Planned	TIB, Local Funds

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Priority Number	Project Name	Street	Start Location	End Location	Functional Class	Length (miles)	Anticipated Construction Start Date	Improvements Needed	Funding Status	Funding Source
11	Pearson Street Reconstruction	Pearson Street	First Avenue	Second Avenue	19	0.250	2018	Reconstruction of approx. 1,300 LF, barrier curb and gutter, storm drainage improvements, sidewalks with ADA ramps (where needed), and street lighting	Planned	TIB, Local Funds
12	Fifth Street Resurfacing	Fifth Street	Second Avenue	Glenwood Drive	17	0.160	2017	Reconstruction, street lighting, storm drainage	Planned	STP, Local Funds
13	Edson Street Reconstruction	Edson Street (North)	Carlsonia Avenue	End Road	19	0.10	2019	Reconstruction of 1,000 LF of roadway and storm drainage improvements	Planned	TIB, Local Funds
14	Cheyne Road Improvements	Cheyne Road	Cutler Way	Yakima Valley Hwy	17	0.30	2019	Reconstruct and widen approx. 1,600 LF of roadway. Add storm drainage, street light, bike lanes, and sidewalks.	Planned	TIB, Local Funds
15	Chenaur Drive Resurfacing	Chenaur Drive	Glen Street	Sunset Way	19	0.50	2018	Resurfacing of approx. 2,500 LF of roadway	Planned	TIB, Local Funds

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Priority Number	Project Name	Street	Start Location	End Location	Functional Class	Length (miles)	Anticipated Construction Start Date	Improvements Needed	Funding Status	Funding Source
16	Second Avenue Reconstruction	Second Avenue	Begin Street	Second Street	19	0.150	2020	Reconstruction of approx. 1,000 LF of existing 2 lane roadway, barrier curb and gutter, sidewalk with ADA ramps (where needed), storm drainage improvements	Planned	TIB, Local Funds
17	Second Street Reconstruction	Second Street	First Avenue	Second Avenue	17	0.20	2019	Resurfacing of approx. 1,200 LF of roadway, barrier curb and gutter, sidewalks with ADA, Storm drainage improvements	Planned	STP, Local Funds
18	Zillah West Road Sidewalks	Zillah West Road	W. First Avenue	End Road	19	0.160	2020	Install sidewalks on north and south side of road	Planned	TIB, Local Funds
19	Zillah West Resurfacing	Zillah West Road	W. First Avenue	End Road	19	0.160	2020	Resurface approx. 900 LF of roadway	Planned	TIB, Local Funds
20	City Wide Sidewalk Improvements	Various	N/A	N/A	N/A	5.00	2017-2022	Reconstruct Sidewalk, curb and gutter, vegetation removal/replace	Planned	TIB, Local Funds
21	City Wide Pavement Rehabilitation	Various	N/A	N/A	19	14.00	2017-2022	Resurfacing, grind, and overlay	Planned	TIB, Local Funds

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Priority Number	Project Name	Street	Start Location	End Location	Functional Class	Length (miles)	Anticipated Construction Start Date	Improvements Needed	Funding Status	Funding Source
22	City-Wide Surfacing Improvements	Various	N/A	N/A	19	6.00	2017-2022	Seal-Coat, fog-seal	Planned	TIB, Local Funds
23	City-Wide ADA Improvements	Various	N/A	N/A	19	3.00	2017-2022	ADA upgrades	Planned	TIB, Local Funds
24	City-Wide Illumination Improvements	Various	N/A	N/A	N/A	3.00	2017-2022	Illumination upgrades/installation	Planned	TIB, Local Funds
25	City-Wide Safety Improvements	Various	N/A	N/A	19	6.00	2017-2022	Safety upgrades to roadway and sidewalk network, including traffic calming	Planned	TIB, Local Funds
26	City-Wide Transportation Alternatives	Various	N/A	N/A	N/A	3.00	2017-2022	Transportation alternatives upgrades including trails	Planned	TAP*
27	City-Wide Stormwater Improvements	Various	N/A	N/A	19	5.00	2017-2022	Stormwater upgrades	Planned	TIB, Local Funds
28	City Equipment Acquisition	N/A	N/A	N/A	N/A	N/A	2017-2022	Equipment Acquisition	Planned	Local Funds, State Funds

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## VI. RECOMMENDATIONS

- 1) Street maintenance in Zillah 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~~City's street standards where possible.
- 3) All the streets in Zillah need seal coating on a regular basis in order to maintain their good quality. A five-year maintenance schedule should be developed for this purpose and should be followed.

### Finance Sources

#### State and Federal 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. The major state tax sources to fund transportation improvements are the gas tax and vehicle registration fees. For larger projects, ~~Naches-Zillah~~ may seek 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 Town can pursue through TIB; As a federally-designated rural area, there are three state-funded grant programs that the City can pursue through TIB, including the Small City Arterial Program (SCAP), the Small City Preservation Program (SCPP) and the Small City Sidewalk Program (SCSP). Urban Arterial Program (UAP), Urban Arterial Preservation Program (APP), and the Sidewalk Program (SP).~~ The Washington State Routes to School Program and Bicycle and Safety Pedestrian Program can also fund some non-motorized transportation projects. There are also federal grant programs that the City can pursue through the authorization of FAST Act, the federal transportation legislation. Surface Transportation ~~Program-Block Grant (STBGP)~~ regional funds are distributed by YVCOG, the RTPO, on a prioritized competitive basis.

~~The gas tax is imposed at the federal and state level and is devoted primarily to highway purposes. The Washington State gas tax rate is \$0.494 cents per gallon (2016). The collected tax is distributed in accordance with RCW 46.68.090.~~

#### Local Funding Sources

In 1987, the Legislature created Transportation Benefit Districts (TBD) as an option for local governments to fund transportation improvements. Since 2005, the Legislature has amended the TBD statute to expand its uses and revenue authority. Most recently in 2015, the Legislature amended the TBD statute to authorize TBDs to impose vehicle license fees of up to \$50 without a public vote, and also made it possible for cities to absorb the TBD in cases where the TBD has the same boundaries as the city.

A TBD is a quasi-municipal corporation and independent taxing district created for the sole purpose of constructing, improving and funding transportation improvements within the district. The legislative authority of a county or city may create a TBD by ordinance following the procedures set forth in RCW 36.73. The county or city proposing to create the TBD may include other counties, cities, or transit districts through interlocal agreements.

A TBD can fund any transportation improvement contained in any existing state or regional transportation plan that is necessitated by existing or reasonably foreseeable congestion levels. TBD funds can be used for maintenance, preservation and reconstruction improvements to city streets and county roads. Funds

can also be used for public transportation and transportation demand management strategies. TBDs have several revenue options that are subject to voter approval, and other revenue options that can be imposed without voter approval. However, to impose fees ~~those~~ that are not subject to voter approval, the TBD boundaries must be countywide or citywide, or if applicable, unincorporated countywide.

In 2009, the City of Zillah formed a Transportation Benefit District within the city limits and has collected \$20.00 per car license renewal.

~~**Local Improvement District** In 1987, the Legislature created Transportation Benefit Districts (TBD) as an option for local governments to fund transportation improvements. Since 2005, the Legislature has amended the TBD statute to expand its uses and revenue authority. Most recently in 2007, the Legislature amended the TBD statute to authorize TBDs to impose vehicle and transportation impact fees without a public vote.~~

~~A TBD is a quasi-municipal corporation and independent taxing district created for the sole purpose of constructing, improving and funding transportation improvements within the district. The legislative authority of a county or city may create a TBD by ordinance following the procedures set forth in RCW 36.73. The county or city proposing to create the TBD may include other counties, cities, or transit districts through interlocal agreements.~~

~~A TBD can fund any transportation improvement contained in any existing state or regional transportation plan that is necessitated by existing or reasonably foreseeable congestion levels. TBD funds can be used for maintenance, preservation and reconstruction improvements to city streets and county roads. Funds can also be used for public transportation and transportation demand management strategies. TBDs have several revenue options that are subject to voter approval, and other revenue options that can be imposed without voter approval. However, to impose fees those are not subject to voter approval, the TBD boundaries must be countywide or citywide, or if applicable, unincorporated countywide.~~

Property owners in a particular area in need of infrastructure upgrades can also create a Local Improvement District (LID). A LID is a financial instrument that allows the property owners to share the costs of infrastructure improvements, including improving streets and constructing sidewalks.

### Finance Plan

In the past, Zillah has relied upon personal property taxes, real estate taxes, and motor vehicle fuel taxes to finance minor street maintenance and improvement projects. Proposed funding of the recommended roadway projects is the continued use of a combination of tax monies, the State TIB programs, federal FAST Act, and other sources. The street budget should be reviewed annually and adjustments made to optimize the use of available funds and ensure competitiveness when competing for funds.

Zillah's Six Year Transportation Improvement Program (TIP) (~~Table 5.7~~) shows the ~~city~~City of Zillah roadway projects and their associated financing. Potential funding sources for each improvement project are identified in the Capital Facilities Element.

## VIII. GOALS AND POLICIES

This section presents the transportation goals and policies for the City of Zillah. These goals and policies are consistent with the Revised Code of Washington (RCW), Yakima County-wide Planning Policy (CWPP), and the Metropolitan and Regional Transportation Plan (M RTP).

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**GOAL 1:** To ensure that transportation facilities and services needed to support development are available concurrent with 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 its rural and small townCity character, Zillah adopts a level of service standard “C” for its roadway facilities and services. It also concurs with the state's level of service standard “C” for state highways passing through its urban growth area. The City will not have an adopted level of service standard for transit until such time that a PTBA facility is implemented (county-wide) and transit level of service definitions have been adopted by that agency.

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 ~~Improvements~~Facilities Element demonstrating its ability to achieve and maintain adopted levels of service.

Policy 1.4: The design and improvements to Zillah'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 if transportation facilities will be established and improved by the developer to the extent that public safety and capacity needs are met.

Policy 1.6: Existing streets should be programmed for improvements through the six-year street improvement program.

- (a) Use traffic counts and accident counts to prioritize street improvements.
- (b) Coordinate street improvements with other public improvements. —Shifting of priorities may be necessary in order to time improvements so that they may be done at the same time.
- (c) Continue spot repair and basic maintenance of all existing local streets until major improvements can be funded.

Policy 1.7: 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 level of service standards adopted in Zillah.

Policy 1.8: 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.

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Policy 1.9: Coordinate land use and public works planning activities with an ongoing program of long range financial planning, in order to conserve fiscal resources available to implement the Transportation Improvement Program (TIP).

Policy 1.10: The timing of implementing actions under the comprehensive plans and elements shall be based in part on the financial resources available to fund the necessary public facilities.

Policy 1.11: High priority for funding shall be accorded projects which are consistent with goals and objectives adopted by the City Council.

Policy 1.12: Projects shall be funded only when incorporated into the City budget, as adopted by the City Council.

Policy 1.13: Encourage the maintenance and safety improvements of Zillah'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, including special needs populations, and provide access to all types of community activities.**

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, the PTBA authority, and other local jurisdictions in adequately siting park-and-ride lots in the Zillah 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.

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

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

Policy 3.2: Zillah 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.

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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: Zillah 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; aggressive promotion of an LID to finance the sidewalk portion of the work; and including sidewalks as an "alternate" in construction bid documents.

Policy 3.7: The City should work with Yakima County in developing standards for new development in the urban growth area that are similar to the City's policies for streets and sidewalks.

**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: Zillah 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.
- (c) Separating short (< 2 hrs), intermediate (2-5 hrs) and long term (> 5 hrs) parking uses, with on-street parking reserved for short term, and long term parking provided in lots on the periphery on the ~~downtown downtown~~ commercial area.
- (d) Adding public parking as part of the ~~downtown downtown~~ development, which will serve both shoppers and visitors to ~~downtowndowntown~~.

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**GOAL 5: To manage, conserve and protect Zillah'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 Zillah'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 areas, special attention should be given to minimizing noise, light and glare impacts.

Policy 5.5: Adopt a "theme" for the ~~downtown downtown~~ area which will include designing appropriate entry ways into the City.

**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 require 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:

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- (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.

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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.

Policy 6.6: Establish new arterials only when a need has been established. A street should be designated an arterial only when:

- (a) An arterial is more appropriate than a local street to serve the desired land use pattern.
- (b) It will link with the existing arterial system.
- (c) It will maintain a desirable circulation pattern, and
- (d) It intercepts or connects with an existing county road, and it has been coordinated with Yakima County.

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

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

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

~~*Goal 1: 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.*~~

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~~*Policy 1.1: Develop a future transportation system which encourages flexible, adaptive and multiple uses of transportation facilities and services.*~~

~~*Policy 1.2: Implement measures that will relieve pressures on the existing transportation infrastructure by approaches that include, but are not limited to:*~~

- ~~*1) Multimodal transportation alternatives; Land use coordination; and Prioritized improvements.*~~

~~Policy 1.3 — Integrate, coordinate and link the connections and transfer points between all modes of transportation.~~

~~Policy 1.4 — Work with the Washington State Department of Transportation, Yakima County, and other local jurisdictions in adequately siting park and ride lots in the Zillah area.~~

~~Policy 1.5 — Minimize potential conflicts between bicycle and automobile traffic by providing signage at intersections of bike trails with roadways.~~

~~Policy 1.6 — Encourage the location of bicycle racks at appropriate destination points, such as outside of downtown commercial businesses, parks, and schools.~~

~~Policy 1.7 — Provide and promote the development of pedestrian and bicycle paths to schools, parks, and activity centers, as well as linkages between these paths.~~

~~Policy 1.8 — The City shall include the need to accommodate bicycles safely in its management and design of the City street network.~~

~~**Goal 2: — 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 2.1 — To maintain its rural and small city character, Zillah adopts a level of service standard C for arterials within its jurisdiction.~~

~~Policy 2.2 — For all other roadways within the City, level of service standards shall be strictly advisory and shall only be used as guidelines.~~

~~Policy 2.3 — 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 2.4 — The City shall produce a financially feasible plan for capital improvements which are needed to maintain adequate levels of service.~~

~~Policy 2.5 — The design and improvements to Zillah'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 2.6 — 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 2.7 — 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 level of service standards adopted in Zillah.~~

~~Policy 2.8 — 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 vanpooling, carpooling, public transit use and other alternatives and strategies to reduce single-occupant vehicle travel.~~

~~Policy 2.9 — The City should coordinate land use and public works planning activities with an ongoing program of long-range financial planning, in order to conserve fiscal resources available to implement the Transportation Improvement Program (TIP).~~

~~Policy 2.10 — The timing of implementing actions under the Comprehensive Plan and elements shall be based in part on the financial resources available to fund the necessary public facilities.~~

~~Policy 2.11 — High priority for funding shall be granted to projects which are consistent with goals and objectives adopted by the City Council.~~

~~Policy 2.12 — Projects shall be funded only when incorporated into the City budget, as adopted by the City Council.~~

~~Policy 2.13 — The City will encourage the maintenance and safety improvements of existing roads as a priority over the creation of new roads, wherever such use is consistent with other objectives.~~

~~**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 will require developers to include sidewalks in new plats.~~

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

- ~~1) Creating an environment where development of pedestrian facilities is encouraged and automobile use is optional;~~
- ~~2) Modifying the placement of new buildings in ways that encourage pedestrian activities by making streets more attractive routes for walking.~~

~~Policy 3.3 — Zillah will work to develop mechanisms to increase public safety and enhance local mobility, yet maintain ease of movement of traffic through the City.~~

~~Policy 3.4 — 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 rights-of-way should be encouraged.~~

~~Policy 3.5 — 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; aggressive 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, thereby supporting economic growth and consistency 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.~~

~~Goal 5: To manage, conserve and protect Zillah'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 Zillah's consumption of nonrenewable 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 areas, 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:~~

- ~~1) 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;~~
- ~~2) Ensure protection of important natural resources;~~
- ~~3) Avoid unnecessary duplication of services; and~~

~~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.~~

~~Policy 6.6 — Work closely with the Washington State Department of Transportation to remedy land use conflicts in regard to Interstate 82.~~

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

~~Policy 7.1 — Recognize the important recreational transportation roles played by regional bicycle/trail systems, and support efforts to develop trails through Zillah as part of a regional trail system.~~

~~Policy 7.2 — Support the development of paths and marked roadways which link the bicycle trail with Zillah's other resources.~~