

## **CHAPTER EIGHT - RURAL (RTPO) TRANSPORTATION SYSTEM EVALUATION**

### **INTRODUCTION**

The preceding chapter evaluates the Tri-Cities metropolitan transportation system for deficiencies and needed improvements. This chapter evaluates the rest of the three-county area transportation system for current and future needs. Chapter 9 will address the financial feasibility of the proposed improvement projects.

Examples of the types of facility or service improvements being planned for the future regional system include signalization improvements, reconfiguration of intersections, widening bottlenecks, bridge rehabilitation or replacements, reconstruction of roadways, all-weather surfacing of county roads subject to seasonal weight restrictions, and improvements to the public transportation system.

The future transportation system will need to accommodate increasing travel demand within the region without exceeding adopted level of service standards. Increasing some roadway capacities will be necessary to accommodate traffic flow and safety. In other areas capacity improvements may be accomplished without increasing the number of travel lanes. This can be accomplished through use of transportation system management (TSM) measures that improve traffic flows within existing capacities and also through transportation demand management (TDM) and Commute Trip Reduction (CTR) measures that encourage people to move in fewer vehicles.

The proposed improvements identified in this chapter are a combination of agency six-year TIP and long-range planning projects and those projects determined by the capacity analysis herein. These improvements are intended to guide local and regional jurisdictions and the state in preservation and future development of the regional transportation system throughout Benton, Franklin, and Walla Walla counties.

The improvements must be based on the regional goals and policies, the regional transportation strategy, the identification of regional transportation needs, and the financial plan (Chapter 9). The following recommendations address capacity and service improvements, not maintenance. Projects have been segregated into ten and twenty-year tables to correspond with the urban transportation model horizon years.

### **REGIONAL LEVEL OF SERVICE STANDARDS**

In 1994 the Benton-Franklin Council of Governments set uniform urban and rural area level of service standards for the three-county region. For urban areas over 5,000 population the uniform LOS is "D." For rural areas and small cities under 5,000 population the uniform LOS is "C." Level of service is to be designated for all arterials and collectors on the "Functional Classification" system. The regional cities and counties have adopted the regional LOS "C".

### **LEVEL OF SERVICE CRITERIA**

The following table from the Federal Highway Administration Highway Capacity Manual (HCM 2000) presents estimated maximum average daily traffic for two-lane rural highways as

related to LOS, terrain type, and design hour factor (K). The criteria assume a typical traffic mix of 14 percent trucks, 4 percent RVs, and no buses. A 60-40 directional split is used, along with no passing zone values of 20 percent, 40 percent, and 60 percent for level, rolling, and mountainous terrain, respectively.

**TABLE 8-1, MAXIMUM AADT'S VS. LOS & TERRAIN TYPE FOR TWO-LANE RURAL HIGHWAYS**

K-FACTOR	LEVEL OF SERVICE (LOS)				
	A	B	C	D	E
<b>LEVEL TERRAIN</b>					
0.10	2,400	4,800	7,900	13,500	22,900
0.11	2,200	4,400	7,200	12,200	20,800
0.12	2,000	4,000	6,600	11,200	19,000
0.13	1,900	3,700	6,100	10,400	17,600
0.14	1,700	3,400	5,700	9,600	16,300
0.15	1,600	3,200	5,300	9,000	15,200
<b>ROLLING TERRAIN</b>					
0.10	1,100	2,800	5,200	8,000	14,800
0.11	1,000	2,500	4,700	7,200	13,500
0.12	900	2,300	4,400	6,600	12,300
0.13	900	2,100	4,000	6,100	11,400
0.14	800	2,000	3,700	5,700	10,600
0.15	700	1,800	3,500	5,300	9,900
<b>MOUNTAINOUS TERRAIN</b>					
0.10	500	1,300	2,400	3,700	8,100
0.11	400	1,200	2,200	3,400	7,300
0.12	400	1,100	2,000	3,100	6,700
0.13	400	1,000	1,800	2,900	6,200
0.14	300	900	1,700	2,700	5,800
0.15	300	900	1,600	2,500	5,400

The following tables outline general guidelines for determining level of service based on average weekday traffic for two-lane streets with and without intersection turn lanes and also for stop controlled/unsignalized intersections.

**TABLE 8-2, LOS FOR AVERAGE WEEKDAY TRAFFIC ON TWO LANE STREETS - No Turn Lanes at Intersections**

LEVEL OF SERVICE	NUMBER OF AUTOMOBILES
A	0 to 4,000
B	4,100 to 7,000
C	7,100 to 9,000
D	9,100 to 11,000
E	11,100 to 13,000
F	13,100 plus

Source: Highway Capacity Manual, Transportation Research Board

**TABLE 8-3, LOS FOR AVERAGE WEEKDAY TRAFFIC ON TWO LANE STREETS - With Turn Lanes at Intersections**

LEVEL OF SERVICE	NUMBER OF AUTOMOBILES
A	0 to 9,000
B	9,100 to 13,000
C	13,100 to 14,000
D	14,100 to 15,000
E	15,100 to 16,000
F	16,100 plus

Source: Highway Capacity Manual, Transportation Research Board

**TABLE 8-4, LOS CRITERIA FOR TWO - WAY STOP CONTROLLED INTERSECTIONS**

LEVEL OF SERVICE	NUMBER OF AUTOMOBILES (SECONDS/VEHICLE)
A	$\leq 5.0$
B	$\geq 5$ and $\leq 10$
C	$\geq 10$ and $\leq 20$
D	$\geq 20$ and $\leq 30$
E	$\geq 30$ and $\leq 45$
F	$\geq 45$

Source: Highway Capacity Manual, Transportation Research Board

**TABLE 8-5, LOS CRITERIA FOR UNSIGNALIZED INTERSECTIONS**

RESERVE CAPACITY (RC) (PCPH)	LOS	EXPECTED DELAY TO MINOR STREET TRAFFIC
$\geq 400$	A	Little or no delay
300-399	B	Short traffic delay
200-299	C	Average traffic delay
100-199	D	Long traffic delay
1-99	E	Very long traffic delay
0	F	Gridlock

PCPH: Passenger Car Per Hour. RC: The portion of available hourly capacity that is not used. Note: When demand volume exceeds the capacity of the lane, extreme delays will occur. Queuing (forming waiting lines) may cause severe congestion affecting other traffic movements in the intersection. This condition usually warrants improvement to the intersection.

## LEVEL OF SERVICE ANALYSIS

The need for future roadway improvements was assessed through the use of level of service analysis. This methodology compared anticipated traffic volumes of a roadway against the practical capacity of that typical roadway to determine the level of service (A through F) at which it would operate. That service level was then compared with the regionally adopted LOS “C” to determine any need for capacity improvements.

Traffic volumes were based on the most recent counts and increased at an annual three percent rate to estimate future volumes. Using the preceding tables as applicable, LOS values for 2005, 2015, and 2025 were determined. Those values for rural county roads were based on K-factors of 10 percent, terrain type (level, rolling, mountainous), and projected traffic volumes. LOS values for street segments in the rural cities were determined from Tables 8-2 or 8-3, depending upon the presence or lack of turn lanes at intersections.

Complete inventories of county and city functionally classified road or street systems, including LOS determinations, are filed at the BFCG. Those roadways indicated to have capacity problems are addressed herein, along with those having improvement needs generated by other factors (pavement condition, gravel surfacing, the need for all-weather surfacing, bridge condition, safety, etc.).

### Benton County (Rural)

Benton County’s functionally classified rural roads currently operate at Level of Service A or B with one exception. A segment of Gap Road north of County Route 12 operates at LOS C, the regionally adopted standard. In ten years that Gap Road segment is predicted to operate at LOS D and in twenty years at LOS E, indicating the future need to plan for added capacity. The twenty-year analysis found no other roadways that would operate at less than LOS C.

Traffic congestion is generally not a problem in rural Benton County. The need for road improvements is primarily based on pavement condition; substandard widths; the need for all-weather surfacing on roadways subject to seasonal closures or weight restrictions; the need for hard surfacing of gravel roads; and safety.

**TABLE 8-6, RURAL BENTON COUNTY FINANCIALLY CONSTRAINED PROJECTS & PLANNING PROJECTS**

<b>Benton County Rural 2006-2025 Projects</b>		
<i>Benton County Rural 2006-2015 Projects</i>		
<b>Project Name</b>	<b>Description</b>	<b>Project Cost</b>
Webber Canyon Road - Dennis Rd. to Kiona	Reconstruct two lane collector road	\$3,500,000
Webber Canyon Road @ BNSF R/S	Construct railroad underpass	\$3,375,000
Webber Canyon Road - Kiona to I-82	Construct new two lane collector road	\$1,800,000
Travis Road - Sellards Rd. to Henson Rd.	Reconstruct two lane collector road	\$950,000
Griffin Road Intersection @ Johnson Rd.	Reconstruct two lane intersection	\$300,000
Hanks Road - Crosby Rd. to Aller Rd.	Reconstruct two lane collector road	\$1,500,000
Hess Road - OIEH to French Rd.	Reconstruct two lane access road	\$250,000

DNR Road No. 1 - SR224 to Col Solare	Construct new two lane access road	\$600,000
DNR Road No. 2 - Col Solare to Sunset Rd.	Construct new two lane access road	\$900,000
Sagebrush Road - Sagebrush Rd. to Badger Rd.	Construct new two lane access road	\$900,000
Sellards Road - MP 14.1 to Travis Rd.	Reconstruct two lane collector road	\$550,000
Christy Road - Plymouth Rd. to BNSF R/R	Reconstruct two lane collector road	\$850,000
Hanks Road - Aller Rd. to District Line Rd.	Reconstruct two lane collector road	\$2,585,000
Thomas Road - BID Bridge to Kelly Rd.	Reconstruct two lane access road	\$250,000
Knox Road - Truhlicka Rd. to OIEH	Reconstruct two lane collector road	\$1,575,000
Rothrock Road Intersection @ Foisy Rd.	Reconstruct two lane intersection	\$200,000
Johnson Road Intersection @ Hinzerling Rd.	Reconstruct two lane intersection	\$150,000
Sagebrush Road: Cottonwood to Badger Rd	Two lane access, 50 mph	Developer built
DNR Road: Sunset to SR 224	Two lane access, 50 mph	Developer built
<b>Total Project Cost 2006-2015</b>		<b>\$20,235,000</b>

<i>Benton County Rural 2016-2025 Projects</i>		
<b>Project Name</b>	<b>Description</b>	<b>Project Cost</b>
Bert James - Road Sellards to SR221	Reconstruct two lane collector road	\$1,100,000
County Well Road - SR221 to Webber Canyon Rd.	Reconstruct two lane collector road	\$950,000
Goose Gap Road - Goose Gap Rd. to Dallas Rd.	Construct new two lane access road	\$550,000
Christy Road - BNSF R/R to SR14	Reconstruct two lane collector road	\$800,000
Case Road - OIEH to Hanks Rd.	Reconstruct two lane collector road	\$1,575,000
Badger Golf Course Road - Reata Rd. to Dallas Rd.	Construct new two lane access road	\$1,000,000
I-82 Red Mountain Interchange MP ??? (I-82)	Construct new Freeway Interchange	\$13,000,000
Nine Canyon Road - CR397 to MP 8.0	Reconstruct two lane collector road	\$2,645,000
District Line Road - Hanks Rd. to Knox Rd.	Reconstruct two lane collector road	\$445,000
Knox Road - District Line Rd. to Truhlicka Rd.	Reconstruct two lane collector road	\$2,000,000
Nine Canyon Road - MP 8.0 to Coffin Rd.	Reconstruct two lane collector road	\$2,200,000
Old Inland Empire Hwy - Chandler to Rayhill Rd..	Reconstruct two lane collector road	\$1,200,000
Clodfelter Road - C. Williams to MP 9.0	Reconstruct two lane collector road	\$1,850,000
Corral Creek Road - OIEH to SR225	Reconstruct two lane collector road	\$1,450,000
<b>Total Project Cost 2016-2025</b>		<b>\$30,320,445</b>
<b>Total Project Cost 2006-2025</b>		<b>\$51,000,000</b>

<i>Benton County 2006-2025 Rural Planning Projects - No Funds Identified</i>		
<b>Project</b>	<b>Description</b>	<b>Cost</b>
Coffin Road Nine - Canyon Rd. to Meals Rd.	Construct new two lane collector road	\$4,130,000
Meals Road - Coffin Rd. to Piert Rd.	Reconstruct two lane collector road	\$4,900,000
Canoe Ridge Road - Sonova to 100 Circle Farm	Construct new two lane access road	\$910,000
Bert James Road - SR14 to Canoe Ridge Rd.	Construct new two lane access road	\$1,540,000
Canoe Ridge Road - 100 C.F. to Bert James Rd.	Construct new two lane access road	\$2,730,000
Bert James Road - Canoe Ridge Rd. to Horrigan Rd.	Construct new two lane access road	\$7,000,000
<b>Total Cost Planning Projects</b>		<b>\$21,210,000</b>

### City of Prosser

As shown below, Prosser has some serious congestion problems developing. Wine Country Road crossing the Yakima River into the downtown area was recently expanded to four through lanes and currently operates at LOS A to LOS C. The segment from Nunn Road to 6<sup>th</sup> Street is projected to reach LOS E by 2025. The 6<sup>th</sup> Street extension from Wine Country to the downtown area has LOS D to LOS F. The parallel segment of 7<sup>th</sup> Street will degrade to LOS D by 2015 and LOS F by 2025. Bennett Avenue and Meade Avenue west of 6<sup>th</sup> Street currently operate at LOS D and C, respectively, with both projected to LOS F in ten years.

The recent multi-million dollar expansion of Wine County Road from the West Prosser interchange to the East Prosser interchange relieved congestion on that loop route. Other capacity improvements shown in Table 8-7 will relieve congestion on other streets.

SEGMENT	2005 LOS	2010 LOS	2015 LOS	2025 LOS
6 <sup>th</sup> Street: Wine Country to Meade	D	E	F	F
7 <sup>th</sup> Street: Wine Country to Meade	C	C	D	E-F
Bennett: West of 6 <sup>th</sup> St.	D	E	F	F
Meade Ave.: Dudley to 6 <sup>th</sup> Ave.	D	E	F	F
Meade Ave.: 6 <sup>th</sup> Ave. to 7 <sup>th</sup> Ave.	B	B	C-D	D
Wine Country: I-82 (East) to Port	B	B	C	D

**TABLE 8-7, CITY OF PROSSER FINANCIALLY CONSTRAINED PROJECTS & PLANNING PROJECTS**

Table 8-7, Prosser 2006-2025 Projects		
<i>Prosser 2006-2015 Projects</i>		
Project Name	Description	Project Cost
Wamba Rd.: OIEH to Merlot	Reconstruct, widen, curb, gutter, sidewalk, drainage, lighting, bike lane	\$800,000
Kinney Way: Park Ave. to SR22	Curb and sidewalk	\$110,000
Sheridan Ave.: WCR to 3rd Street	Reconstruct, curb, gutter, sidewalk, drainage, lighting, bike lane	\$808,000
<b>Total Project Cost 2006-2015</b>		<b>\$1,718,000</b>
<i>Prosser 2016-2025 Projects</i>		
Project Name	Description	Project Cost
Sister Streets	Reconstruct, widen, curb gutter, sidewalk, drainage	\$1,600,000
OIEH: WCR to Grant	Widen, bike lane, safety improvements	\$950,000
<b>Total Project Cost 2016-2025</b>		<b>\$2,550,000</b>
<b>Total Project Cost 2006-2025</b>		<b>\$4,268,000</b>

<i>Prosser 2006-2025 Planning Projects - No Funds Identified</i>		
WCR/Gap Rd/Merlot Dr/CR12 Intersection Improvements	Reconstruction, signalization	\$1,500,000
OIEH: WCR to west City Limits	Reconstruct, widen, curb, gutter, sidewalk, drainage, lighting, bike lane	\$700,000
Chapman Lane Railroad Crossing	Construct and install safety crossing gates	\$550,000
Byron Rd.: Sheridan to west City Limits	Reconstruct, widen, curb, gutter, sidewalk, drainage, lighting, bike lane	\$827,000
Nunn Rd.: WCR to west City Limits	Reconstruct, widen, curb, gutter, sidewalk, drainage	\$750,000
Concord Way	Curb, sidewalk, transit stop	\$154,000
Market St.: Park Ave. to SR22	Sidewalk (one side)	\$88,000
Prosser Ave.: Market to Memorial	Reconstruct	\$400,000
Alexander Ct.: Highland Dr. to Paterson	Reconstruct, widen	\$298,000
Wamba Rd.: WCR to OIEH	Reconstruct, widen, curb, gutter, sidewalk, drainage, lighting, bike lane	\$400,000
Benson Ave.: Mercer to Alexander	Reconstruct	\$279,000
Meade Avenue: Market to 7th	Widen	\$290,000
6th Street: WCR to Meade	Widen	\$300,000
Guernsey: Park Ave. to Prosser Ave.	Widen	\$341,000
7th Street: Meade to WCR	Widen	\$198,000
Dudley: Meade to Bennett	Widen	\$59,000
Brown: Park to Bennett	Reconstruct, widen, curb, gutter, sidewalk, drainage	\$378,000
Bennett: 6th to Florence	Reconstruct	\$825,000
Benson Ave.: Mercer to Alexander	Reconstruct	\$379,000
Byron Rd.: Sheridan to City Limits	Reconstruct, widen, curb, gutter, sidewalk, drainage, bike lane	\$1,427,000
<b>Total Cost Planning Projects</b>		<b>\$10,143,000</b>

## City of Benton City

All of Benton City's functionally classified streets are predicted to operate at LOS A or B in the Year 2025, with one exception. SR 225 through town and across the Yakima River to its junction with SR 224 near I-82 will operate at LOS E. That issue will be addressed later in this chapter under the WSDOT heading.

**TABLE 8-8, CITY OF BENTON CITY FINANCIALLY CONSTRAINED PROJECTS & PLANNING PROJECTS**

<b>TABLE 8-8, Benton City 2006-2025 Projects</b>		
<i>Benton City 2006-2015 Projects</i>		
<b>Project Name</b>	<b>Description</b>	<b>Project Cost</b>
7th Street Sidewalk Project	Construct sidewalks	\$100,000
Ki Be Road	Construct complete new street	\$400,000
Dale Avenue Reconstruction	Rebuilt & widen	\$445,000
Jonah Place	Pavement Overlay	\$13,000

Cedar Street Overlay	Pavement Overlay	\$15,000
12th Street Overlay	Pavement Overlay	\$44,000
Edith Avenue Overlay	Pavement Overlay	\$10,000
Della Avenue Overlay	Pavement Overlay	\$35,000
6th Street Overlay	Overlay & Striping	\$25,000
Alma Avenue Overlay	Overlay & Cul-de-sac construction	\$30,000
<b>Total Project Cost 2006-2015</b>		<b>\$1,117,000</b>
<b><i>Benton City 2016-2025 Projects</i></b>		
<b>Project Name</b>	<b>Description</b>	<b>Project Cost</b>
12th Street Extension	New street construction	\$409,000
Chris Avenue Reconstruction	Reconstruct curb & sidewalks	\$565,000
<b>Total Project Cost 2006-2015</b>		<b>\$974,000</b>
<b>Total Project Cost 2006-2025</b>		<b>\$2,091,000</b>

### City of West Richland

For the most part, West Richland is in the Tri-Cities urban area. However, the city has annexed a vast area outside the urban boundary that is currently rural in character, minimally populated, and generally under farm cultivation or covered with native steppe vegetation. The city’s comprehensive plan indicates considerable future growth in that area (industrial, commercial, residential). The road network will develop as those land use changes occur. Level of service is not currently an issue.

### Ben Franklin Transit (BFT)

BFT provides general public demand response and dial-a-ride service to the cities of Prosser and Benton City. These services operate during normal BFT days and hours. BFT also has some 15-passenger vans serving primarily Hanford commuters from Prosser and Benton City. Van and bus replacement is anticipated every six to seven years. Those replacements are included in BFT’s urban project list in Chapter 7.

### Franklin County (Rural)

Most of Franklin County’s functionally classified rural roads currently operate at LOS A or B. A few segments operate at LOS C, the regionally adopted standard. In ten years, segments of R-170, Road 68 North, and Taylor Flats Road will degrade to LOS D. Using the regional 3 percent traffic growth trend for the Year 2025 determined the following segments will operate in the upper range of LOS D, indicating the need for future planning to add capacity:

- R-170: MP 6.67 to MP 7.45 - 7,253 ADT, Rolling Terrain, LOS D
- Road 68: UAB to Taylor Flats Road - 11,072 ADT, Level Terrain, LOS D
- Taylor Flats Road: MP 0.43 to Birch Road - 7,076 ADT, Rolling Terrain, LOS D
- Taylor Flats Road: Birch Road to Eltopia West - 7,542 ADT, Rolling Terrain, LOS D

These segments constitute a very small percentage of the classified rural road system. As such, traffic congestion is generally not a problem in rural Franklin County. The need for road improvements, therefore, is primarily based on pavement condition; substandard widths; the need for all-weather surfacing on roadways subject to seasonal closures or weight restrictions; the need for hard surfacing of gravel roads; replacement of obsolete bridges; and safety.

**TABLE 8-9, RURAL FRANKLIN COUNTY FINANCIALLY CONSTRAINED PROJECTS & PLANNING PROJECTS**

<b>TABLE 8-9, Franklin County Rural 2006-2025 Projects</b>		
<i>Franklin County Rural 2006-2015 Projects</i>		
<b>Project Name</b>	<b>Description</b>	<b>Project Cost</b>
East Foster Wells Extention	Construct New All-Weather Road	\$550,000
Road 100/Broadmoor & Dent Rd.	Construct New Road	\$1,000,000
Pasco Kahlotus Road Overlay	Reconstruct to All-Weather Standard	\$950,000
Pasco Kahlotus Road 1	Reconstruct and Resurface	\$1,500,000
County Paving Priority Program	Improve 30 miles of Gravel Roads to Hard Surfaced	\$4,500,000
Road 68	Widen to four lanes	\$500,000
Hendricks Road	Reconstruct to All-Weather Standard	\$600,000
Glade North Overlay III	Reconstruct to All-Weather Standard	\$1,000,000
Frontier/E. Elm Extension	Construct New Road	\$900,000
Access Road to Juniper Dunes	Construct New Access Rd. into Dunes	\$1,000,000
Commerical/Tank Farm Road	Construct New Frontage Road	\$800,000
Pasco Kahlotus Road 2	Reconstruct and Resurface	\$600,000
Powerline Rd./Dent Rd. Extension	Construct New Road	\$400,000
Pasco Kahlotus Road 3	Reconstruct and Resurface	\$1,000,000
County Wide Safety Projects	Bridge Rail Retrofits, Guardrail Improvements & Ditch Line Work	\$500,000
County Wide Illumination Projects	Add Illumination and Signing	\$500,000
County Wide Bridge Replacement	Replace Structures with New Bridges	\$1,000,000
<b>Total Project Cost 2006-2015</b>		<b>\$17,300,000</b>

<i>Franklin County Rural 2016-2025 Projects</i>		
<b>Project Name</b>	<b>Description</b>	<b>Project Cost</b>
Coyan Road	Reconstruct R/R X-ing & Hard Surface	\$1,000,000
Hendricks Road III	Reconstruct to All-Weather Standard	\$600,000
Palouse Falls Road	Improve to Hard Surface Standard	\$400,000
Pasco Kahlotus Road 4	Reconstruct and Resurface	\$1,000,000
Oregon St./Railroad Ave.	Reconstruct to All-Weather Standard	\$725,000
Glade North Overlay IV	Reconstruct to All-Weather Standard	\$600,000
Taylor Flats Bridge	Widen and Improve Existing Structure	\$200,000
Glade North Overlay V	Reconstruct to All-Weather Standard	\$1,000,000
Sagehill Road III	Reconstruct to All-Weather Standard	\$1,000,000

County Wide Safety Projects	Bridge Rail Retrofits, Guardrail Impr. Improvements & Ditch line work	\$500,000
Glade North Widening	Widen to 4 Lanes and Safety Improvs.	\$500,000
Pasco Kahlotus Road 5	Reconstruct to All-Weather Standard	\$1,600,000
Glade North Overlay VI	Reconstruct to All-Weather Standard	\$1,000,000
PH 15	Reconstruct to All-Weather Standard	\$2,000,000
Taylor Flats Road	Construct Truck Climbing Lane	\$750,000
Selph Landing Road	Reconstruct to All-Weather Standard	\$1,000,000
Russell Road	Reconstruct to All-Weather Standard	\$1,200,000
County Wide Illumination Projects	Add Illumination and Signing	\$500,000
County Wide Bridge Replacement	Replace Structures with New Bridges	\$1,000,000
Glade North Widening II	Widen to 4 Lanes and Safety Improvs.	\$5,000,000
<b>Total Project Cost 2016-2025</b>		<b>\$21,575,000</b>
<b>Total Project Cost 2006-2025</b>		<b>\$38,875,000</b>

### City of Mesa

All of Mesa’s functionally classified streets are projected to still operate at LOS A in the Year 2025. Therefore, projects are generally triggered by pavement condition and the need for wider streets with curbs, gutters, and sidewalks.

**TABLE 8-10, CITY OF MESA FINANCIALLY CONSTRAINED PROJECTS & PLANNING PROJECTS**

<b>TABLE 8-10, Mesa 2006-2025 Projects</b>		
<i>Mesa 2006-2015 Projects</i>		
<b>Project Name</b>	<b>Description</b>	<b>Project Cost</b>
Peabody Avenue - May Ave. to Manton Way	Repair, seal coat	\$10,000
Rowell Avenue - Columbia Street to Manton Way	Repair, seal coat	\$20,000
May Avenue - Manton Way to Short Street	Repair, seal coat	\$20,000
Town Road - Pepiot Rd. to SCL	Repair, seal coat	\$39,000
Farrell St. - May Avenue to Caldonga Avenue	Seal coat	\$3,000
Lucille Street - Caldonga Avenue to May Avenue	Seal coat	\$4,000
First Avenue & Manton Way - SR 17 to May Avenue	Repair, seal coat	\$12,000
Caldonga Avenue - Short Street to Manton Way	Seal coat	\$75,000
Third Avenue - Columbia Street to Judson Street	Repair, seal coat	\$10,000
Lewis Court (loop) - E. Manton Way to W. Manton Way	Repair, widen, seal coat	\$6,000
Short Street - Park Avenue to May Avenue	Widen, pave, curb, sidewalk	\$10,000
Columbia Street - Third Avenue to First Avenue	Repair, seal coat	\$5,000
Franklin Street - First Avenue to Third Avenue	Repair, seal coat	\$10,000
Manton Way - Rowell Avenue to First Avenue	Curb, drain, sidewalk	\$10,000
<b>Total Project Cost 2006-2015</b>		<b>\$234,000</b>

<i>Mesa 2016-2025 Projects</i>		
First Avenue & Pepiot Road - Columbia Street to SR 17	Sidewalk on E/N side	\$52,000
Angeline Street - Caldonia Avenue to May Avenue	Reconstruct, widen, coat	\$14,000
First Avenue - Manton Way to north end	Repair, widen, seal coat	\$7,000
Manton Way - First Avenue to Park Avenue	Widen, surfacing, seal coat	\$50,000
Manton Loop - SR 17 to Manton Way	Repair, seat coat	\$5,000
Judson Street - Third Avenue to First Avenue	Curb, sidewalk on one side	\$30,000
Judson Street - Third Avenue to Railroad Avenue	Widen, repair, seat coat	\$15,000
Franklin Street - First Avenue to Third Avenue	Curb, drains, sidewalk	\$60,000
Columbia Street - Third Avenue to First Avenue	Curb, sidewalk N side	\$30,000
<b>Total Project Cost 2016-2025</b>		<b>\$263,000</b>
<b>Total Project Cost 2006-2025</b>		<b>\$497,000</b>
<i>Mesa 2006-2025 Planning Projects - No Funds Identified</i>		
First Avenue - Manton Way - Columbia Street	Widen, curb, drains	\$150,000
Rowell Avenue - Columbia Street to Manton Way	Curb, drains, sidewalk	\$180,000
<b>Total - Planning Projects</b>		

## City of Connell

All of Connell's functionally classified streets are predicted to operate at LOS A through the Year 2025, except for portions of Columbia Avenue. North of Elm Street LOS E-F is forecasted. North of SR 260 LOS B is expected. South of Clark Street will be LOS A. As such, traffic flow, operating speeds, and maneuverability are expected to be at acceptable level's through most of the planning period. The need to expand Columbia Avenue beyond the current three lanes (continuous left turn lane and two through lanes) would be near the end of the 20-year horizon.

The city recognizes the need for improvements in the form of street widening to meet standards; installation of curbs, gutters, storm drains, and sidewalks; resurfacing to improve comfort or restore structural integrity; spot safety improvements; installation of illumination; parking improvements; access to schools, parks, and the community center; and improving truck routes.

The city provided the following list of projects, including planning projects with no identified funding source.

**TABLE 8-11, CITY OF CONNELL FINANCIALLY CONSTRAINED PROJECTS & PLANNING PROJECTS**

TABLE 8-11, Connell 2006-2025 Projects		
<i>Connell 2006-2015 Projects</i>		
Project Name	Description	Project Cost
W. Adams Street	Reconstruction	\$708,000
<b>Total Project Cost 2006-2015</b>		<b>\$708,000</b>

<i>Connell 2016-2025 Projects</i>		
Project Name	Description	Project Cost
E. Birch Street	Reconstruction	\$598,000
<b>Total Project Cost 2016-2025</b>		<b>\$598,000</b>
<b>Total Project Cost 2006-2025</b>		<b>\$1,306,000</b>
<i>Connell 2006-2025 Planning Projects - No Funds Identified</i>		
Connell Interchange	Construction	\$15,000,000
Hwy 260 Pedestrian Crossing	New Construction	\$360,000
<b>Total Cost - Planning Projects</b>		<b>\$15,360,000</b>

### City of Kahlotus

All of Kahlotus’ functionally classified streets, including State Routes 21, 260, and 263, are projected to still operate at LOS A in the Year 2025. Project needs are triggered by pavement condition and the need for wider streets with curbs, gutters, and sidewalks.

**TABLE 8-12, CITY OF KAHLOTUS FINANCIALLY CONSTRAINED PROJECTS & PLANNING PROJECTS**

<b>TABLE 8-12, Kahlotus 2006-2025 Projects</b>		
<i>Kahlotus 2006-2015 Projects</i>		
Project Name	Description	Project Cost
Violet, Weston & West Martin: HWY 260 to Durrum	Curb,Gutter, Sidewalk and Drainage	\$250,000
<b>Total Project Cost 2006-2015</b>		<b>\$250,000</b>
<i>Kahlotus 2016-2025 Projects</i>		
Project Name	Description	Project Cost
Courtwright & Maryland: Durrum to Washington	Water, Curb,Gutter, Sidewalk and Drainage	\$250,000
<b>Total Project Cost 2016-2025</b>		<b>\$250,000</b>
<b>Total Project Cost 2006-2025</b>		<b>\$500,000</b>
<i>Kahlotus 2006-2025 Planning Projects - No Funds Identified</i>		
West Martin: Violet to Mobile Home Park	Curb,Gutter, Sidewalk and Drainage	\$80,000
Washington: Maryland to Spokane	Curb,Gutter, Sidewalk and Drainage	\$65,000
Lake Road: HWY 260 to 1,000 feet south of HWY 260	Construction of Lake Road	\$250,000
<b>Total Cost Planning Projects</b>		<b>\$395,000</b>

## Walla Walla County

All of Walla Walla County's rural roads currently operate at LOS A or B. Using the regional 3 percent traffic growth trend for the Year 2015 determined the first mile of Dodd Road east of SR 12 will operate at LOS C. Extending the growth rate to the Year 2025 found Dodd Road still within LOS C, the adopted rural standard.

The Railex facility currently under construction is accessed off Dodd Road. When they begin operation in the fall of 2006, there will be 100 employees and an influx of 200 truck shipments of fruit and produce per week. A dedicated train will make weekly shipments to the east coast. Projections indicate two trains per week (400 truck receipts). This increased truck movement may trigger the need to repave the westerly portion of Dodd Road.

Overall, traffic congestion is not a problem on Walla Walla County's rural roads. The need for road improvements is primarily based on pavement condition; substandard widths; the need for all-weather surfacing of roadways subject to seasonal closures or weight restrictions; the need for hard surfacing of gravel roads; replacement of obsolete bridges; and safety.

**TABLE 8-13, WALLA WALLA COUNTY FINANCIALLY CONSTRAINED PROJECTS & PLANNING PROJECTS**

TABLE 8-13, Walla Walla County 2006-2025 Projects		
<i>Walla Walla County 2006-2015 Projects</i>		
Project Name	Description	Project Cost
JOHNSON BRIDGE	REPLACE BRIDGE	\$1,100,000
MYRA ROAD	NEW ROAD	\$16,000,000
OLD MILTON HIGHWAY	REALIGN ROAD	\$2,100,000
HOOD SCHOOL BRIDGE	REPLACE BRIDGE	\$525,000
McCOWN BRIDGE	REPLACE BRIDGE	\$825,000
LOWDEN BRIDGE	REPLACE BRIDGE	\$2,100,000
COTTONWOOD RD	REBUILD ROAD	\$3,500,000
BERNEY #2 BRIDGE	REPLACE BRIDGE	\$350,000
PROSPECT ROAD AND 3RD AVE INTERSECTION	REALIGN	\$2,000,000
GOBLE BRIDGE	REPLACE BRIDGE	\$850,000
GANGUET BRIDGE	REPLACE BRIDGE	\$600,000
McDONALD RD	REPLACE BRIDGE	\$1,000,000
RESER ROAD	REBUILD ROAD	\$2,300,000
MIDDLE WAITSBURG RD	REBUILD ROAD	\$4,000,000
BRYANT AVENUE	REBUILD ROAD	\$1,200,000
PROSPECT ROAD	REBUILD ROAD	\$1,400,000
ISAACS AVENUE	REBUILD ROAD	\$1,400,000
LAKE ROAD @ SLOUGH	REBUILD ROAD	\$1,000,000
SOUTH WILBUR	NEW ROAD	\$1,200,000
3RD AVENUE SOUTH	REBUILD ROAD	\$500,000
WILBUR AVENUE	REBUILD ROAD	\$2,000,000

Regional Transportation Plan

GRAVEL ROAD CONVERSIONS	HARD SURFACE	\$1,500,000
<b>Total Project Cost 2006-2015</b>		<b>\$47,450,000</b>
<b>Walla Walla County 2016-2025 Projects</b>		
<b>Project Name</b>	<b>Description</b>	<b>Project Cost</b>
SHEFFLER ROAD @ FOUR CORNERS	REBUILD ROAD	\$2,500,000
PLAZA WAY	REBUILD ROAD	\$1,000,000
GARDENA BRIDGE	REPLACE BRIDGE	\$1,400,000
WALLULA BRIDGE	REPLACE BRIDGE	\$800,000
EUREKA NORTH ROAD	REBUILD ROAD	\$1,300,000
LYONS FERRY RD @ TOMPKINS RD	REALIGN ROAD	\$1,000,000
LUCKENBILL RD @ LUCKENBILL #2	REALIGN ROAD	\$1,000,000
TOUCHET NORTH ROAD	REBUILD ROAD	\$2,000,000
McDONALD RD @ FROG HOLLOW RD	REBUILD ROAD	\$800,000
LOWER MONUMENTAL ROAD	REALIGN ROAD	\$5,000,000
STATELINE ROAD (3) & (4)	REBUILD ROAD	\$3,000,000
SCHOOL AVENUE	REBUILD ROAD	\$1,250,000
MIDDLE WAITSBURG @ HARRIS CORNER	REALIGN ROAD	\$1,000,000
DODD RD - CENTRAL	REBUILD ROAD	\$3,000,000
LOWER DRY CREEK ROAD	REBUILD ROAD	\$1,000,000
DODD RD - EAST	REALIGN ROAD	\$3,500,000
LUCKENBILL RD @ MARBACK CORNER BRIDGE	REALIGN ROAD	\$600,000
SPRING VALLEY RD @ HADLEY STATION BRIDGE	REALIGN ROAD	\$800,000
BLANCHARD RD	REBUILD ROAD	\$400,000
LOWER WAITBURG ROAD	REBUILD ROAD	\$2,000,000
SMITH SPRINGS ROAD	REBUILD ROAD	\$3,000,000
COPPEI RD 2 RR OVERPASS	REALIGN ROAD	\$200,000
CHASE RD	REBUILD ROAD	\$500,000
GRAVEL ROAD CONVERSIONS	HARD SURFACE	\$1,500,000
<b>Total Project Cost 2016-2025</b>		<b>\$38,550,000</b>
<b>Total Project Cost 2006-2025</b>		<b>\$39,050,000</b>

<b>Walla Walla County 2006-2025 Planning Projects - No Funding Source Identified</b>		
DISTRICT 3 & 4 MAINTENANCE FACILITIES	NEW FACILITIES	\$5,000,000
BRIDGES UNDER 20 FEET	REPLACE BRIDGE	\$5,000,000
BRIDGES OVER 20 FEET	REPLACE BRIDGE	\$6,000,000
<b>Total Cost Planning Projects</b>		<b>\$11,000,000</b>

**City of Prescott**

All of Prescott's streets, including SR 124, are predicted to operate at LOS A or B throughout the 20-year planning period. Therefore, projects are generally triggered by pavement condition and the need for wider streets with curbs and sidewalks. The city's ability to finance such improvements relies upon securing state and/or federal funding.

**TABLE 8-14, CITY OF PRESCOTT FINANCIALLY CONSTRAINED PROJECTS & PLANNING PROJECTS**

Table 8-14, Prescott 2006-2025 Projects		
<i>Prescott 2006-2015 Projects</i>		
Project Name	Description	Project Cost
A Street: 2 <sup>nd</sup> to 4 <sup>th</sup>	Widen, Resurf., Storm Drains	\$75,000
<b>Total Project Cost 2006-2015</b>		<b>\$75,000</b>
<i>Prescott 2016-2025 Projects</i>		
Project Name	Description	Project Cost
A Street: 2 <sup>nd</sup> to RR	Widen, Resurf., Storm Drains	\$80,000
<b>Total Project Cost 2016-2025</b>		<b>\$80,000</b>
<b>Total Project Cost 2006-2025</b>		<b>\$155,000</b>
<i>Prescott 2006-2025 Planning Projects - No Funding Source Identified</i>		
First St.: A St. to E St.	Resurf/Gutter/Drains/S'walk	\$110,000
Railroad Ave: A to C & F to G	Widen, Resurf., Storm Drains	\$110,000
4 <sup>th</sup> St.: A St. to F St.	Widen, Resurf., Storm Drains	\$150,000
<b>Total Cost Planning Projects</b>		<b>\$370,000</b>

### City of Waitsburg

All of Waitsburg's streets are predicted to operate at LOS A through the Year 2025. SR 124 in town will be at LOS C in 20 years. SR 12 south of SR 124 is at LOS B and will be reduced to LOS E by 2025. East of SR 124, SR 12 currently operates at LOS C, but will degenerate to LOS E by 2025. This predicted LOS indicates the need to plan for the SR 12 bypass of Waitsburg by about 2020. Rights of way for that bypass were acquired many years ago.

**TABLE 8-15, CITY OF WAITSBURG FINANCIALLY CONSTRAINED PROJECTS & PLANNING PROJECTS**

Table 8-15, Waitsburg 2006-2025 Projects		
<i>Waitsburg 2006-2015 Projects</i>		
Project Name	Description	Project Cost
School Sidewalks: High School to Athletic Facility		\$71,000
Bolles Rd.: Main to WCL (Reconstruct & Widen)		\$561,000
<b>Total Project Cost 2006-2015</b>		<b>\$632,000</b>
<i>Waitsburg 2016-2025 Projects</i>		
Project Name	Description	Project Cost
W. Seventh St.: Main to WCL (Reconstruction & S. Sidewalk)		\$439,000
Taggart Rd.: NCL to SR 12 (Extend & Straighten)		\$250,000
<b>Total Project Cost 2016-2025</b>		<b>\$689,000</b>

Total Project Cost 2006-2025		\$1,321,000
<i>Waitsburg 2006-2025 Planning Projects - No Funding Source Identified</i>		
Preston Ave: Pedestrian Safety Enhance. to Coppei Ave.*		\$500,000
Main St. Bridge.: Bridge Rehabilitation		\$2,000,000
Citywide Stormwater		\$225,000
Preston Ave: Bridge Rehabilitation*		\$3,500,000
<b>Total Cost Planning Projects</b>		<b>\$6,225,000</b>

\*DOT Project identified by the City of Waitsburg

### The Walla Walla/College Place Traffic Circulation Study

In May 2004, the BFCG completed a traffic circulation study for the Walla Walla/College Place urban area and its periphery. A computerized traffic model (Tmodel) was used to input traffic volumes, population and employment statistics, and street capacity improvements estimated to be fundable within anticipated resources. The outcome defined 2003, 2013, and 2023 traffic volumes, Levels of Service (LOS), and system deficiencies on the urban arterial and collector systems during the p.m. peak hour.

In view of the detailed planning effort put into that study and the broad range of traffic volumes at each of LOS A through LOS F, a logical assumption was made for this regional plan update. The study analysis years 2003, 2013 and 2023 and their resultant outcomes could be readily assumed to represent years 2005, 2015 and 2025 with a reasonable degree of accuracy. Those 2004 study findings are, therefore, reflected here.

Table 8-16 summarizes those current and projected p.m. LOS determinations for the Walla Walla/College Place area, including 10 and 20-year build and no-build scenarios. Since LOS D is the regional standard for urban areas, urban capacity deficiencies are defined as LOS E and LOS F.

There are some locations in the model area that have capacity problems during other times of the day than the p.m. peak hour. Schools, special event facilities, and other uses can have effects on the street network at various times. Where capacity deficiencies exist in the p.m. hour, there are likely congestion issues in the reverse direction during the a.m. peak. Furthermore, there invariably are locations in any traffic model that don't reflect the LOS problems that may exist in real life.

Location	2005	2015 No Build	2015 Build	2025 No Build	2025 10 Yr. Build	2025 Build
Wallula Ave. @ Rose St - W. Approach	E	E	D	E	D	D
Pine St. @ 13th Ave.	E	F	D-E	F	E-F	D-F
9th Ave. @ Rose St - N. Approach	E	E	E	F	E	E
9th Ave. @ Poplar St - N. Approach	F	F	F	F	F	F
9th Ave. @ Poplar St - S. Approach	E	F	E	F	F	F
Dalles Military Rd. @ 9th - W. Approach	F	F	F	F	F	F
Plaza Way @ 9th - E. Approach	F	F	F	F	F	F
Plaza Way @ Tietan - N. Approach	F	F	E	F	E	E
Roosevelt St. @ Alder - N. Approach	E	E	E	E	E	E
College Ave. @ SR 125 - N. Approach	D	E	E	F	F	F
9th Ave., Main St. to Rose - Northbound	D	E	D	E	E	E
9th Ave. @ Chestnut St.- S. Approach	D	E	E	F	E	E
2nd Ave. @ Main St. - S. Approach	D	E	D	E	E	E
Rose St. @ Colville St. - E. Approach	D	E	D	E	E	E
Myra Rd @ SR 12	-	-	D	-	D	A/B
C St. @ Myra Rd. - W. Approach	C	D	E	E	F	F
Myra Rd., C St. to Whitman Dr. - Southbound	A	B	C	B	D	D
Dalles Military Rd. @ Myra Rd. - E. Approach	B	D	E	E	F	F
Myra Rd. @ SR 125 - S. Approach	-	-	E	-	F	F
9th Ave. @ Dalles Military/Plaza - N. Approach	C	D	E	E	F	F
Rose St., 11th Ave. to 9th Ave. - Eastbound	C	D	C	E	D	D
9th Ave. @ Alder St. - S. Approach	D	D	D	E	D	E
9th Ave. @ Chestnut St. - N. Approach	D	D	D	E	E	E
Chestnut St., Sprague to 9th Ave. - Westbound	D	D	D	E	D	E
Plaza Way, Village to Tietan St. - Northbound	C	D	C	E	C	C
SR 125 @ College Ave. - S. Approach	B	C	C	F	F	F
SR 125 @ Old Milton Hwy. - N. Approach	B	C	C	F	F	F
SR 125 @ State Line Rd. - N. Approach	A	B	B	E	E	E
Meadowbrook @ SR 125 - N. Approach	C	D	D	E	E	E
Taumarson @ SR 125 - S. Approach	C	D	D	E	D	D
College Ave., 2nd Ave. to 4th Ave. - Southbound	C	D	C	E	D	D
4th St., Birch to College Ave. - Westbound	C	D	C	E	D	D
Rees Ave. @ 13th Ave. - E. Approach	C	C	C	E	E	D
2nd Ave., Moore to SR 12 - Southbound	C	D	D	E	D	E
2nd Ave., Pine St. to SR 12 - Northbound	C	D	C	E	D	D
2nd Ave. @ Rose - N. Approach	D	D	D	E	D	D

Location	2005	2015 No Build	2015 Build	2025 No Build	2025 10 Yr. Build	2025 Build
2nd Ave., Main St. to Rose St. - Northbound	D	D	D	E	D	D
Rose St., 3rd Ave. to 2nd Ave. - Eastbound	D	D	D	E	D	D
Chestnut St., 3rd Ave to 2nd Ave. - Eastbound	D	D	D	E	E	E
Chestnut St., 1st to 2nd Ave. - Westbound	D	D	D	E	E	E
3rd Ave., Donald to Tietan St. - Southbound	C	D	D	E	D	D
Tietan @ 2nd Ave. - E. Approach	C	D	D	E	D	D
Wilbur Ave., Lark to Melrose St. - Southbound	C	D	D	E	E	E
Wilbur Ave., Walla Walla to Melrose - Northbound	D	D	D	E	E	E
Myra Rd., Spitzenberg to C St. - Southbound	B	C	D	D	E	E
Myra Rd., Whitman Dr. to C St. - Northbound	A	B	D	B	D	D
Myra Rd. @ Rose St. - S. Approach	B	B	D	C	D	D
Myra Rd., Garrison V. Way to Dalles - Southbound	B	B	D	D	E	E
Rees Ave. @ SR 12 - W. Approach	D	D	D	D	E	E
Cottonwood Rd., Ransom to Prospect - Northbound	C	D	C	D	D	D
Wilbur Ave., Granville to Alder St. - Southbound	D	D	D	D	E	D
Myra Rd., SR 125 to Dalles Military - Northbound	B	C	D	D	E	E

### Walla Walla County (Urban)

Some of the ten and twenty-year LOS deficiencies shown above are currently under county jurisdiction. However, city growth and corporate limits expansion will likely encompass those areas within that time frame.

### City of Walla Walla

Most streets in Walla Walla currently operate at acceptable levels of service. The primary exceptions are either on the SR 125 corridor (9<sup>th</sup> Avenue, Pine Street) or major streets (Dalles Military Road, Plaza Way) that connect to that corridor.

The extension of Myra Road from Rose Street to SR 12 will open up an alternate route that will attract traffic away from the SR 125/9<sup>th</sup> Avenue/Pine Street corridor. However, due to the pervasiveness of commercial activities there, congestion is likely to continue at levels E and F. At present, antiquated signals preclude efficient coordination to better move traffic.

The Pine Street/13<sup>th</sup> Avenue intersection has an offset tee, complicating traffic movement. Intersection reconfiguration and signalization will provide some relief; however, capacity deficiencies will emerge soon after.

The 9<sup>th</sup> Avenue intersection with Dalles Military Road and Plaza Way has the most severe capacity deficiency (F) in spite of major improvements in recent years. Further improvements are planned; however, high traffic volumes and some congestion problems will prevail.

Roosevelt Street at Alder (north approach) is indicated to operate at LOS E at present and throughout the 20 year period.

Other LOS E deficiencies are predicted by 2015 and some LOS E to F deficiencies by 2025 at other major intersections in Walla Walla, including the Myra Road/SR 125 intersection. Some of these deficiencies will be alleviated by the proposed, financially constrained projects. Other deficiencies will be in mind for ongoing long range planning.

**TABLE 8-17, CITY OF WALLA WALLA FINANCIALLY CONSTRAINED PROJECTS & PLANNING PROJECTS**

Table 8-17, Walla Walla 2006-2025 Projects		
<i>Walla Walla 2006-2015 Projects</i>		
Project Name	Description	Project Cost
Isaacs Ave:Wilbur to Airport Rd.	Replace the old concrete pavement and construct a new, wider street with sidewalks, curbs, street lights and bike lanes.	\$3,500,000
Palouse Street/Mill Creek Bridge	Replace this structurally deficient bridge to an acceptable standard.	\$910,000
SR 125/9th Ave./Plaza Way	Up grade the traffic signal, improve the left turning movements, provide pedestrian crossing facilities and increase traffic capacity.	
Sportsplex Pedestrian Bridge	Construct a Pedestrian Bridge across Mill Creek to new Sports Complex.	\$250,000
13th Ave., Pine St to City limits.	Improve 13th to minor arterial standards (City Share) with curbs, gutters, sidewalks, street lights & Bike lanes.	\$200,000
Third Ave. and Tietan Street Sig.	This project install a traffic signal at this busy intersection per warrants.	\$250,000
Myra Road, SR125 to Taumaron	Construct new road as part of a south side Arterial street system	\$1,500,000
Myra Road at Dalles Military	Reduce hill on Myra Rd. at intersection to improve freight mobility and improve intersection capacity.	\$2,000,000
Thirteenth Ave: Rose to Pine St.	Widen 13th. Ave. to enhance development in this industrial area. Includes traffic signals at Rose & Pine, sidewalks, bike lanes and RR Xings.	\$850,000
Alder/ Division Traffic Signal	Install a new pedestrian and traffic actuated signal adjacent to Pioneer Park.	\$250,000
Melrose St: Wilbur to Airport Rd.	Reconstruct	\$667,000
Third /Alder Signal replacement		\$200,000
Opticom System Upgrade	Replace receivers and add 6 new	\$125,000
First Ave/ Alder St. Traffic Signal	Upgrade the signal.	\$250,000
Pedestrian Audible Signals		\$120,000
Chestnut/ Howard St. Signal	Pedestrian actuated signal.	\$250,000
Chestnut/Howard St. Realignment	Buy ROW and realign	\$1,000,000
Third Ave/Rose St. Traffic Signal	Improve access to Rose St.	\$250,000
9th Ave Corr. Signal Interconnect	Interconnect signals on 9th Ave.	\$75,000
Ninth Ave. and Alder St.	Traffic Signal Improvements.	\$250,000
Isaacs/Wellington St. Signal	Install a new signal	\$250,000
Alder/Roosevelt Signal Improve.	Install an upgraded signal	\$200,000

Regional Transportation Plan

Railroad Crossing Safety Study	Study rail service needs	\$100,000
Rose/Avery St. Signal installation		\$250,000
Alder St.: Palouse Ave. to 7th Ave.	Reconstruct street	\$1,000,000
<b>Total Project Cost 2006-2015</b>		<b>\$14,697,000</b>
<b>Walla Walla 2016-2025 Projects</b>		
<b>Project Name</b>	<b>Description</b>	<b>Project Cost</b>
Pedestrian ADA Improvements		\$125,000
Pedestrian Audible Signals		\$120,000
Ninth: Rose to Pine	Widen to arterial standards.	\$750,000
Wilbur: Whitman to Bryant	improve to Arterial standards.	\$2,500,000
Tietan: Plaza Way to 4th	Add sidewalks/bike lanes	\$600,000
Ninth Ave.Sidewalk	Garrison to Dalles Military.	\$82,000
Plaza Way:Tietan to Taumarson	Widen, curb, gutter, s'walk, lights	\$1,700,000
Myra Road at Dalles Military	Reconstruct	\$2,000,000
Chestnut: 9th to VA Hospital	Widen to Standards.	\$250,000
Cherokee: 3rd to 2nd	Reconstruct to standards	\$535,000
Prospect: Plaza to Cottonwood	Improve to Art. Standards	\$750,000
North Trail Improvements	North side of SR 12	\$35,000
Ninth/Main St. Signal Improve.	Upgrade the signal	\$250,000
Alder/Colville Signal	Upgrade the signal	\$250,000
CBD Signal Upgrade	Controllers, future interconnect	\$740,000
Connect Trails	North Side to Mill Creek	\$200,000
CBD Signal interconnect	Interconnect all CBD sigs.	\$300,000
Main St: 2nd to 9th	Reconstruct	\$1,125,000
School: Pleasant to Bryant	Reconstruct, s'walks, lights	\$675,000
Mill Creek Trail Improvements		\$35,000
Mill Cr. Bike/Ped Trail	Upgrade	\$200,000
Taumarson: Myra to Plaza Way	Improve to Art. standards.	\$160,000
Fort Walla Walla Bicycle Links	From Dalles Mil, Myra, & Chestnut.	\$150,000
Clinton: Isaacs to Alder	Reconstruct to standards	\$1,000,000
Orchard: 9th to 3rd	Reconstruct/signal @ 9th	\$800,000
Pedestrian ADA Improvements	Sidewalks/wheelchair ramps	\$125,000
Howard/Abbott Signal		\$250,000
<b>Total Project Cost 2016-2025</b>		<b>\$15,707,000</b>
<b>Total Project Cost 2006-2025</b>		<b>\$30,404,000</b>

<b>Walla Walla 2006-2025 Planning Projects- No Funds Identified</b>		
<b>Project Name</b>	<b>Description</b>	<b>Project Cost</b>
Isaacs Ave: Rose to Clinton	Reconstruct with center island and bike lanes	\$600,000
Washington Park Bike Trail	Bike trail: 9th Ave. to 13th Ave.	\$105,000

Bike Lanes on Berney Dr.	Fills gap in bike lanes	\$30,000
Wilbur Ave: Bryant to Reser	New street across Yellowhawk Creek.	\$3,500,000
Myra Rd. Bike Lanes	Dalles Military to Poplar	\$60,000
4th Ave: SR 12 to Rees	Improve to std, sidewalks, RR Xing.	\$385,000
Sturm Ave/Yellowhawk Cr. Br.	Bridge rehabilitation	\$400,000
Railroad Xing Impr./Elim.	Citywide	\$636,000
Bike Lockers/Racks	Downtown and at transit stops.	\$25,000
Sidewalk Construction	Fill gaps near schools & shopping centers.	\$125,000
Bike Lanes on Chestnut St.	9th Ave to Howard St.	\$275,000
Bike Lanes on Rose St.	Myra Rd. to 9th Ave.	\$300,000
Bike Lanes on Rose St.	9th Ave. to Isaacs	\$400,000
Bike Lanes on Isaacs Ave.	Rose St. to Wilbur Ave.	\$1,000,000
Bike Lanes on Isaacs Ave.	Wilbur Ave. to Link St.	\$750,000
Bike Lanes on Poplar St.	Myra Rd. to 9th Ave.	\$1,000,000
Bike Lanes on Poplar St.	9th Ave. to 2nd Ave.	\$500,000
Bike Lanes on Poplar St.	2nd Ave. to Alder St.	\$400,000
Parking Facilities	Acquisition and Construction	\$2,000,000
Wilbur/Melrose Signal	Install actuated traffic signal.	\$250,000
Howard/Reser Signal	Near Prospect Point Elem. School.	\$250,000
Rees Ave: SR 12 to Park St.	Incl. overpass for SR12	\$1,500,000
Reser: Cottonwood to School	Improve to Arterial standards.	\$1,500,000
School: Reser to Alder St.	Improve to Arterial standards.	\$4,000,000
Bryant/Howard Signal	Install an actuated signal	\$250,000
US Hwy 12 at Clinton St.	Safety/capacity improvements	\$10,000
<b>Total Cost Planning Projects</b>		<b>\$20,251,000</b>

## City of College Place

Most federally classified streets in College Place currently operate at acceptable levels of service. The Wallula Avenue stop controlled approach to Rose Street currently operates at deficiency level E. However, the Myra Road extension to SR 12 will attract traffic away from Wallula Avenue, thus reducing its congestion level to D.

The College Avenue approach to SR 125 is currently at LOS D, but, will develop LOS E deficiencies by 2015 and LOS F deficiencies by 2025, indicating the need to plan for improvements. College Avenue between 2<sup>nd</sup> Avenue and 4<sup>th</sup> Avenue is predicted to have LOS E by 2025 under the no-build scenario; however, the build scenario only predicts LOS D. Similar 20-year LOS E deficiencies alleviated under the build scenario are shown for the Taumarson approach to SR 125 and for 4<sup>th</sup> Street between Birch and College Avenue.

The full build out of Myra Road to SR 12 to the north and to Taumarson Road south of SR 125 will include new signalized street intersections at Whitman Drive and Garrison. The inherent disruption of through traffic on Myra Road to facilitate cross movements at intersections will result in some future LOS E and F capacity deficiencies. The C Street approach to Myra Road

will operate at LOS E by 2015 and LOS F by 2025. The Meadowbrook approach to SR 125 is predicted to operate at LOS E by 2025 under both the build and no-build scenarios.

**TABLE 8-18, CITY OF COLLEGE PLACE FINANCIALLY CONSTRAINED PROJECTS**

Table 8-18, College Place 2006-2025 Projects		
<i>College Place 2006-2015 Projects</i>		
Project Name	Description	Project Cost
E. Whitman Drive Extension	Larch to Myra	\$100,000
Commercial Drive Extension	Scenic View to Myra	\$60,000
College Avenue Phase 1	Reconstruct: 10th to 12th	\$500,000
College Avenue & Whitman Intersection	Reconfigure & Signal	\$300,000
College Avenue & 12th Intersection	Reconfigure & Signal	\$300,000
<b>Total Project Cost 2006-2015</b>		<b>\$1,260,000</b>
<i>College Place 2016-2025 Projects</i>		
Project Name	Description	Project Cost
College Avenue Phase 2	Reconstruct: 4th to Whitman	\$500,000
College Avenue Phase 3	Reconstruct: 10th to 4th	\$760,000
<b>Total Project Cost 2016-2025</b>		<b>\$1,260,000</b>
<b>Total Project Cost 2006-2025</b>		<b>\$2,520,000</b>

### Valley Transit

Valley Transit provides bus and dial-a-ride service in the Walla Walla-College Place area. Perpetuation and expansion of service to meet the demand requires equipment replacements and expansion as reflected in their 20-year vehicle replacement plan.

**TABLE 8-19, VALLEY TRANSIT VEHICLE REPLACEMENT PLAN**

Table 8-19, Valley Transit 2006-2025 Vehicle Replacement Plan		
<i>Valley Transit 2006-2015 Vehicle Replacement Plan</i>		
Project Name	Description	Project Cost
2006 Three Low-Floor Trolley Buses	(3) Replacement Buses with Trolley Conversion	\$990,000
2007 Three Dial-a-Ride Mini-Buses	(2) Replacement and (1) Expansion Mini-Buses	\$330,000
2007 One Low-Floor Trolley Bus	(1) Replacement Bus with Trolley Conversion	\$330,000
2007 One Emergency Power Generator	Install (1) Main Facility Emergency Power Generator	\$194,000
2007 Isaacs Avenue Mini Transfer Center	Construct Isaacs Ave. (K-Mart) Mini Transfer Center	\$50,000
2007 Rose Street Traffic Signal	Partnership with City of Walla Walla	\$20,000
2007 Mesch Radio Communications System	Partnership with Walla Walla Agencies	\$12,000
2007 One Maintenance Service Truck	Replace Maintenance Department Service Truck	\$37,000
2008 Myra Road Park & Ride	Partnership with Walla Walla Co.	\$50,000
2008 Construct Downtown Multi Modal Center	At 4th and Rose Street	\$2,000,000

2008 One Operations Support Van	Replace (1) Operations Support Van	\$85,000
2008 One Administrative Support Van	Replace (1) Administrative Support Van	\$28,000
2009 One Tractor	Replace (1) Maintenance Tractor Used for Snow Removal	\$18,000
2011 Three Dial-a-Ride Mini-Buses	(3) Replacement Dial-A-Ride Mini-Buses	\$330,000
2011 Two 35-foot Low-Floor Buses	(2) Replacement 35-foot Low-Floor Transit Buses	\$700,000
2012 One Operations Support Van	Replace (1) Operations Support Van	\$85,000
2014 Three Low-Floor Trolley Buses	(3) Replacement Buses with Trolley Conversion	\$990,000
2014 Three Dial-a-Ride Mini-Buses	(3) Replacement Dial-A-Ride Mini-Buses	\$330,000
2014 One Maintenance Fork Lift	Replace (1) Maintenance Fork Lift	\$20,000
<b>Total Project Cost 2006-2015</b>		<b>\$6,599,000</b>

<i>Valley Transit 2016-2025 Vehicle Replacement Plan</i>		
<b>Project Name</b>	<b>Description</b>	<b>Project Cost</b>
2017 Five Low-Floor Trolley Buses	(5) Replacement Buses with Trolley Conversion	\$1,650,000
2018 Two Low-Floor Trolley Buses	(2) Replacement Buses with Trolley Conversion	\$660,000
2018 Three Dial-a-Ride Mini-Buses	(3) Replacement Dial-A-Ride Mini-Buses	\$330,000
2019 Two Low-Floor Trolley Buses	(2) Replacement Buses with Trolley Conversion	\$660,000
2020 One 40-foot Low-Floor Bus	(1) Replacement 40-foot Low-Floor Transit Bus	\$330,000
2021 Three Dial-a-Ride Mini-Buses	(3) Replacement Dial-A-Ride Mini-Buses	\$330,000
2023 Two 35-foot Low-Floor Buses	(2) Replacement Buses with Trolley Conversion	\$660,000
2025 Three Dial-a-Ride Mini-Buses	(3) Replacement Dial-A-Ride Mini-Buses	\$330,000
<b>Total Project Cost 2016-2025</b>		<b>\$4,950,000</b>

## WSDOT (RTPO)

Level of Service analysis for state routes in the region has determined the following 20-year deficiencies. LOS standards were determined from the WSDOT Highway Systems Plan which specifies LOS C for rural and LOS D for urban areas. (Identical to regional standard.)

The Washington Transportation Plan, soon to be adopted by WSDOT, only uses LOS for highways of non-statewide significance. For the Highways of Statewide Significance (SR 12, SR 17, SR 125, SR 395) an ACR value is determined by dividing the average 24-hour traffic count by the calculated capacity of the roadway segment. That value, compared to a threshold value, determines any deficient roadway segments. As shown on the following Table 8-20, WSDOT's ACR evaluations confirm some of the LOS deficiencies on HSS routes and indicate no deficiencies on other segments.

Table 8-20, WSDOT Rural Highway LOS Determinations								
State Route	Description	Total Capacity	2005 AADT	2015 AADT	2025 AADT	2005 LOS	2015 LOS	2025 LOS
14	County Line to SR 221	1860	2300	3036	3772	B	B	B
14	SR 221 to Plymouth Industrial Rd	1860	3100	4092	5084	B	C	C
14	Plymouth Industrial Rd to SR 82	1860	3100	4092	5084	B	C	C
22	Byron Rd to Surrey Ln	2118	1300	1716	2132	A	A	B
22	Surrey Ln to Highland Dr	2118	5250	6930	8610	C	D	D
24	County line to SR 24 Wye Conn	1994	3100	4092	5084	B	B	C
24	SR 24 Wye Conn to Priest Rapids Dam Rd	1994	3300	4356	5412	B	C	C
24	Priest Rapids Dam Rd to County Line	1994	3500	4620	5740	B	C	C
124	N Lake Rd to Ash Rd	2002	5400	7128	8856	C	D	D
124	Ash Rd to W lamar Rd	1976	2300	3036	3772	B	B	B
124	W lamar Rd to Piper Canyon Rd	1976	1400	1848	2296	A	A	B
124	Piper Canyon Rd to Prescott	2040	1300	1716	2132	A	A	B
124	Prescott to 2nd St	2086	1600	2112	2624	B	B	C
124	2nd St to 7th St	2040	1600	2112	2624	A	B	B
124	7th St to Coppei Creek	2076	1400	1848	2296	B	B	B
124	Coppei Creek to Waitsburg	2364	1400	1848	2296	A	A	A
124	Waitsburg to SR 12	898	2000	2640	3280	B	C	C
125	Oregon St to College Ave	3182	15000	19800	24600	A	B	B
125	Walla Walla to Valley Grove Rd	2078	1200	1548	1932	A	A	A
221	SR 14 to Prior Rd	1776	2300	3036	3772	B	B	B
221	Prior Rd to Columbia Crest Dr	1776	2300	3036	3772	B	B	B
221	Columbia Crest Dr to Sellards Rd	1776	2300	3036	3772	B	B	B
221	Sellards Rd to Bert James Rd	1776	1900	2508	3116	B	B	B
221	Bert James Rd to SR 22	2018	1900	2508	3116	A	A	A
224	SR 82/Kiona to Kennedy Rd	2150	5600	7634	9184	C	D	D
224	Kennedy Rd to West Richland	2150	3220	4250	5281	B	B	C
225	SR 224 to River Rd	2160	4817	6358	7900	C	D	D
225	River Rd to Horn St	2160	1600	2112	2624	A	B	B
240	SR 24 to Horn Rd	1984	1500	1980	2460	A	B	B
260	SR 17 to S Columbia Ave	2078	1700	2244	2788	A	B	B
260	S Columbia Ave to Connell	2078	1800	2376	2952	B	C	C
260	Connell to Blanton Rd	1958	2100	2712	3444	B	B	B
260	Blanton Rd to Hoon Rd	1958	1000	1320	1640	A	A	A
260	Hoon Rd to Kahlotus	2012	610	805	1000	A	A	A
730	Stateline to SR 12	1852	2600	3432	4264	B	B	C

The above listed deficiencies are for state route segments and do not address intersections. The Walla Walla/College Place Traffic Circulation Study pointed out some intersection deficiencies on SR 125. The south approach to College Avenue and the north approach to Old Milton Highway are both predicted to have LOS F deficiencies by 2025. Also the north approach to State Line Road is projected to experience LOS E by 2025.

**TABLE 8-21, WSDOT FINANCIALLY CONSTRAINED RTPO PROJECT LIST**

TABLE 8-21, WSDOT 2006-2025 (Rural) Projects		
WSDOT 2006-2015 RTPO( Rural) Projects		
Project Name	Description	Project Cost
US 12/Attalia Vic. - Add Lanes	Constructs two additional GP lanes making this a four lane divided facility.	\$15,021,000
US 12/Attalia Vic. To US 730 - Add Lanes	Constructs two additional GP lanes making this a four lane divided facility.	\$5,737,000
Wall Walla to Wallula Planning Study	Studies alignment alternatives and prepares environmental documentation.	\$9,465,000
US 12 McDonald Road to Walla Walla - Add Lanes	Reconstruct and realign this section to a four lane section.	\$50,473,000
US 12/Coppei Creek Bridge at Waitsburg	Constructs a new bridge.	\$1,945,000
US 12/ East Waitsburg Sidewalk	Constructs a new sidewalk on the north side of US 12 from the Touchet River Bridge to the east end of town.	\$156,000
US 12/Waitsburg to Tucannon River - Roadside Safety	Removes fixed objects and installs guardrail.	\$166,000
SR 14/Benton County Roadside Safety Improvements	Remove fixed objects, install guardrail and flatten slopes along SR 14.	\$1,710,000
Guardrail Upgrade - Benton, Franklin and Walla Walla Counties	Update nonstandard guardrail west of Paterson on SR 14.	\$320,000
Guardrail Upgrade - Benton, Franklin and Walla Walla Counties	Update nonstandard guardrail north of Mesa on SR 17.	\$114,000
SR 22/SR 223 to Prosser - Paving	Apply a bituminous surface treatment west of Prosser.	\$1,631,000
SR 24/SR 241 to Cold Creek Rd - Add Lanes	Add a new eastbound lane on SR 24 between SR 241 and Cold Creek Road.	\$4,268,000
SR 24/SR 240 Intersection Improvement	Constructing left turn pockets at SR 24/SR 240 intersection at the Hanford Gate.	\$226,000
SR 24/SR 240 Vicinity - Paving	Apply bituminous surface treatment east of Moxee. Project will restore signing, striping and safety features.	\$157,000
SR 24/Vernita Bridge Rail Retrofit	The existing bridge rail at Vernita will be brought up to current standards.	\$402,000
I-82 Yakima to Prosser - Weather and Radio Stations	Will install four environmental sensor stations with snap shot cameras on the I-82 corridor from Union Gap to Prosser.	\$624,000
I-82/Prosser Vic.-WIM	Prepare the Prosser Vicinity for weigh in motion (WIM) equipment.	\$385,000
I-82/Yakitat Road I/C-Paving (Exit 93)	This project will resurface existing pavement, restore signing, striping and other safety features of the Yakitat Interchange east of Prosser.	\$148,000
I-82/Red Mountain Road Interchange	Preliminary Engineering for construction of a new interchange on I-82 between Benton City and the I-82/I-182 interchange.	\$90,000
Guardrail Upgrade - Benton, Franklin and Walla Walla Counties	The nonstandard guardrail along SR 124 east of Pasco needs updated. By updating the guardrail this project will maintain the safe operation of the highway.	\$494,000
SR 125/Walla Walla to SR 124-Paving	Will apply a bituminous surface treatment to the roadway, restore signing, striping, and other safety features.	\$731,000

SR 224/Benton City to W. Richland-Paving	Will apply a bituminous surface treatment to the roadway, restore signing, striping, and other safety features.	\$419,000
SR 225/Benton City Vicinity-Paving	Resurface 2.6 miles of existing roadway pavement and restore signing, striping and other safety features in the Benton City vicinity.	\$631,000
SR 241/Sunnyside to SR 24 - Roadside Safety	Install a guardrail and remove fixed objects, improving the safety of the highway.	\$1,665,000
SR 260/SR 17 to Kahlotus-Paving	Will apply a bituminous surface treatment to the roadway, restore signing, striping, and other safety features.	\$1,042,000
Guardrail Upgrade - Benton, Franklin and Walla Walla Counties	Updates the nonstandard guardrail on SR 260 from the vicinity of Connell to Kahlotus.	\$642,000
US 395/Nordhein Road Vicinity Guardrail	Updates the nonstandard guardrail on US 395/Nordhein Road vicinity.	\$50,000
Guardrail Upgrade - Benton, Franklin and Walla Walla Counties	Upgrades nonstandard guardrail on SR 730 south of Wallula.	\$91,000
SR 240/14 Miles South of SR 24 to Snively Rd- Added Lanes	Constructs passing lanes in both directions.	\$16,540,000
Unnamed Projects	These projects have not been identified. They will be determined through the regular selection process.	\$106,957,000
<b>Total Project Cost 2006-2015</b>		<b>\$222,300,000</b>
<b>WSDOT 2016-2025 RTPO ( Rural) Projects</b>		
<b>Project Name</b>	<b>Description</b>	<b>Project Cost</b>
Unnamed Projects	These projects have not been identified. They will be determined through the regular selection process.	\$100,000,000
<b>Total Project Cost 2006-2015</b>		<b>\$100,000,000</b>
<b>Total Project Cost 2006-2025</b>		<b>\$322,300,000</b>

**TABLE 8-22, WSDOT RTPO PLANNING PROJECT LIST**

<i>Table 8-22, WSDOT RTPO (Rural) 2006-2025 Planning Projects - No Funds Identified</i>		
Project	Description	Cost
US 12 - US 730 to Walla Walla MP 307.66	Widen to 4 lanes, channelize major I/S	74,150,000
US 12 - US 730 to Walla Walla MP 307.67	Construct 5 interchanges	75,750,000
US 12 - Nine Mile Creek vicinity MP 314.45	Flatten slopes through rock cut	690,000
US 12 - Vicinity SR 125 Spur MP 335.04	Realign roadway to standards	460,000
US 12 - Lower Waitsburg Rd./Clinton St. MP 337.69	Construct grade separation	1,440,000
US 12 - Wilbur Ave or G Street MP 338.72 to MP 340.53	Construct interchange with frontage roads.	11,500,000
US 12 - Milepost 316 to Milepost 318	Widen shoulder to 4' minimum for bicycle touring route	280,000
US 12 - Waitsburg Vicinity MP 357.05 to MP 357.71	Widen shoulder to 4' minimum for bicycle touring route	170,000
US 12 - Vicinity Wallula (Milepost 304) MP 294 to MP 330	Develop Safety rest Area	2,390,000
SR 14 - Plymouth Road/McNary Court I/S South MP 179.95to MP 180.17	Construct intersection improvements	2,130,000
SR 125 - Pine St to North City Limits MP 5.77 to MP 6.76	Widen to 4 lanes	2,400,000
SR 225 - I-82 to Benton City MP 2.49 to MP 5.00	Widen shoulders for bike/ped	1,000,000
US 395 - Vineyard Drive MP 27.67	Construct interchange and frontage roads	10,000,000
US 395 - Crest Loch/Selph Landing Road MP 30.18	Construct interchange and frontage roads	10,350,000
US 395 - Sagemoor Road MP 32.31	Construct interchange and frontage roads	9,200,000

US 395 - Eltopia Blanton Road MP 37.37	Construct interchange and frontage roads	9,200,000
US 395 - Lind Road intersection MP 56.66	Construct interchange	12,020,000
US 730 - Oregon State Line to US 12 MP 0.00 to MP 6.08	Widen to four lanes (in the event of the Snake River Drawdown)	22,000,000
I-82 - I-82 to Red Mountain Road MP 99.8	Construct Red Mountain Interchange on I-82 and 4 lane roadway connecting to existing US 224 to 4 lanes to Red Mountain Vicinity	14,300,000
<b>Total Cost Planning Projects</b>		<b>\$259,430,000</b>

WSDOT has financially constrained projects to complete the widening of SR 12 to four lanes from Jct. SR 124 to Jct. SR 730, including the SR 12/SR 124 interchange. Another constrained project will build the SR 12 four lanes from McDonald Road to Walla Walla. The balance of SR 12 from Jct. SR 730 easterly to McDonald Road is currently involved in an alternative alignment study. Unfunded planning projects will then widen that segment to four lanes. Further planning projects will construct interchanges throughout SR 12 from east of Jct. SR 124 to Walla Walla. Other financially constrained and unfounded planning projects will alleviate deficiencies on the balance of the state highway system in the three-county RTP.

## CHAPTER EIGHT

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