

CHAPTER 1

Introduction

THE CITY OF PASCO HAS PREPARED A MASTER PLAN TO GUIDE DECISIONS AND INVESTMENTS IN THEIR TRANSPORTATION FACILITIES AND SERVICES.

For years, Pasco has been among the fastest growing cities in Washington, and it is expected to add over 40,000 new residents by 2040 when Pasco's population will exceed 120,000, surpassing the neighboring Tri-Cities. Rapid population growth of this scale has a corresponding major impact in transportation demands for a community. As the city's first transportation system master plan, this represents a foundational study that will establish a host of policies and programs that will guide the City of Pasco to a safer and more vibrant city. The challenge ahead for city leaders is to take steps to address existing system needs identified through this process and to make strategic investments with partner transportation agencies to prepare for substantial growth in the decades to come.

This transportation system master plan lays out a multimodal transportation system to better serve built parts of the community and provides a framework for growth in undeveloped areas. In addition to the specific capital improvement projects for walking, bicycling, and driving, this plan identifies a more robust street design concept for arterial and collector roadways to better serve all travel modes. The plan also includes a priority network for quality bicycle routes, and safety enhancements for mid-block crossings on arterial roadways.

The master plan also recommends new street spacing and accessibility guidelines to be applied for new portions of the community that will be built in the coming years. Significant growth is expected north of Interstate 182 in the Broadmoor Boulevard area, which includes hundreds of acres of developable residential and commercially zoned vacant land. Better street connectivity can balance travel demand across many routes and makes it easier for residents to walk or bike within the neighborhood or to access transit. This approach recognizes that the layout and design of the local transportation system is foundational to neighborhood livability. It better serves the full spectrum of community travel needs which can vary over time based on household size, income, age, physical abilities, and personal preferences.

Plan Purpose

The Pasco Transportation System Master Plan (TSMP) is a guide for future transportation investments to ensure that they align with our community's goals, values, and vision for the future. The TSMP is a key resource for implementing transportation system improvements that address current deficiencies and that serve expected local and regional growth. As the first TSMP in Pasco, this plan represents the first step towards a series of new guidelines and standards that will shape the city as it grows and re-builds. Transportation planning in Washington is required under the Growth Management Act which governs each city's transportation element of a comprehensive plan.

Under the Growth Management Act, each transportation plan must contain:

- A set of goals, policies, and evaluation criteria that define a vision for a city's transportation future
- An inventory of a city's existing, multimodal transportation system and how well this system currently serves users
- An assessment of future travel demand and the impact of this growth on the existing transportation system
- A review of bicycle and pedestrian needs and opportunities
- An understanding of available funding for transportation system improvements

The Pasco TSMP documents the operational and safety performance of the City's existing and future transportation system and provides strategies that will support growth in and around the community through the year 2040.

This TSMP will act as a supplement to the transportation element in Pasco's 2018-2038 Comprehensive Plan to further envision Pasco's transportation future.

ADA COMPLIANCE AND TRANSITION PLAN

The Americans with Disabilities Act (ADA) governs how we serve people with hearing, vision, and ambulatory disabilities. In 2013, the City of Pasco adopted the Sidewalk Transition Plan. The Sidewalk Transition Plan was intended to remove barriers to mobility of people with disabilities and improving safety for all pedestrians in Pasco. The results of that plan highlighted the needs to improve infrastructure based on area needs, including Downtown, West Court Street (between Road 48 and N 4th Avenue), Road 68 and the area around Columbia Basin College and the Tri-Cities Airport. In 2018, the Pasco City Council adopted its first Complete Streets Policy, which is aimed at maximizing the safety of the community and all users of public streets.

The implementation of the plan has been left arising opportunities, such as inclusion in the scope of capital projects or repair of sidewalks and non-compliant ADA ramps by city crews. This approach

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has provided certain level of success. Additionally, the City has a designated ADA coordinator, a formal process for notices and grievances.

While incremental improvement has been accomplished, a more systematic implementation plan for the ADA transition plan is recommended. This plan would establish clear parameters, schedules, and completion targets on:

1. Documentation of Existing Conditions and Compliance (Catalogue or inventory)
2. Evaluation of Internal Design Standards, Specifications and Details (Scheduled recurrent reviews, as standards and regulations are updated)
3. Implementation Schedule (Targets)
4. Progress Monitoring (Tracking progress and expenditures associated with the formal program)



Planning and Transportation Funding Framework

The TSMP was developed consistent with the state and regional transportation planning framework as required by the GMA. The chart at right illustrates how the state’s Growth Management Act provides overall policy and regulatory guidance for all governmental agencies within Washington State. In addition to state guidance, the City of Pasco must also coordinate their planning with local Metropolitan Planning Organization (MPO), which is represented by the Benton-Franklin Council of Governments (BFCG). The BFCG develops and maintains the region’s transportation plan (RTP) and they are responsible for oversight on regional population and

employment forecasts of local city and county agencies to maintain consistency with statewide planning efforts. Land use growth assumptions are vital inputs to the transportation planning process. As noted previously, the TSMP supplements the transportation element of its Comprehensive Plan, and it provides the basis for Pasco’s on-going six-year transportation improvement plan and the bicycle and pedestrian master plan.

By coordinating the city’s TSMP with their regional and statewide partner agencies, the city can strengthen its position to more effectively

compete for various state and federal transportation funding opportunities. The city desires to continue its record in securing state and federal grants to expedite local transportation improvement projects. A recent example is the grant that advanced the Lewis Street Overcrossing project in the downtown to began construction in 2021. New federal legislation in 2022 enabled additional grant opportunities such as the RAISE (Rebuilding American Infrastructure with Sustainability and Equity).

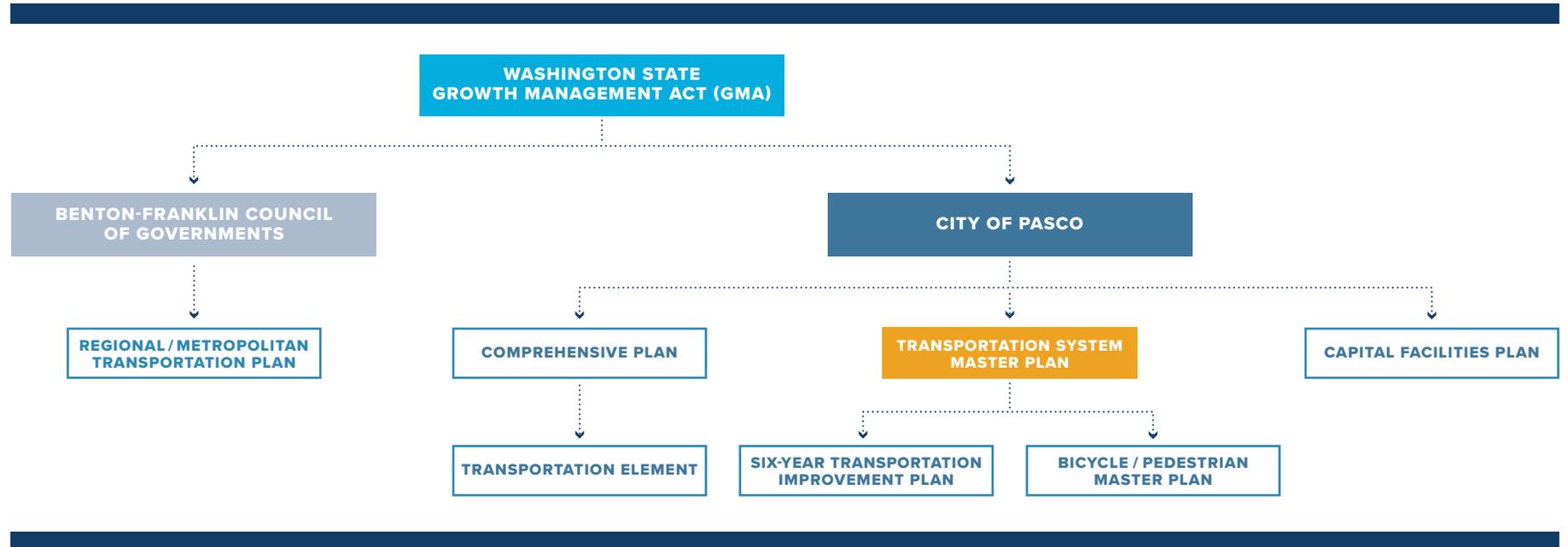


FIGURE 1. STATE, REGIONAL, AND CITY PLANNING FRAMEWORK

The Planning Process

The TSMP project team, which included city staff members and the consultant team, worked closely with a Technical Advisory Committee (TAC) comprised of local partners to develop and review interim work products and address major issues collaboratively. The TAC roster included representatives from Washington State Department of Transportation (WSDOT), Franklin County, Ben Franklin Transit (BFT), Benton-Franklin Council of Government (BFCG), and Bike Tri-Cities. The TAC met three times to review how the system works today, expected changes with growth to 2040, and proposed transportation improvements recommended within Pasco. During each meeting, initial technical findings were presented and discussed with TAC members to collect feedback on draft concepts and to align long-range plans among the various partner agencies.

In addition, two online public open house events were conducted during the development of the TSMP. Given the restricted conditions of the ongoing COVID pandemic, these events were limited to being conducted online only.

- The first event (June 2020) identified community concerns and issues related to walking, bicycling, and driving within Pasco today through an online survey. Refer to Appendix A for a summary of the public responses to the survey.
- The second online event (May/June 2021) collected public feedback on the proposed projects and programs that the TSMP process identified to address current and expected future transportation system issues.

PERFORMANCE-BASED PLANNING ELEMENTS

The Pasco TSMP differs from prior transportation planning processes in that this update applied a performance-based approach. As described below, that begins with the community's vision for its transportation system, which is distilled into measurable goals and supporting policies. These goals and policies are then used to develop performance measures that are used to identify gaps and challenges in the system today, to evaluate potential projects, and to measure

long-term alignment between Pasco's transportation system and the community's vision of this system. The plan process is illustrated in Figure 2, along with the key questions that are considered at each stage of the planning work. The advantage of a performance-based planning process is that it demonstrates how strategic investments directly benefit and address essential community goals regarding multimodal transportation services for all of the community's residents, workers, and visitors.



FIGURE 2. PERFORMANCE-BASED PLANNING PROCESS

Pasco's Transportation Vision

The first stage of the planning process involves defining the City's vision for their transportation system and developing goals and policies to guide it. Pasco's comprehensive plan defines a vision for Pasco in 2038 which includes their idealized future transportation system; this concept was used to develop the following vision statement to guide the TSMP.



VISION:

The City of Pasco's future transportation system is a safe and balanced multimodal transportation system which equitably serves pedestrians, bicyclists, transit, freight, and drivers. Pasco's residents should have access to livable neighborhoods through established planning practices which prioritize system connectivity and multimodal street design, including a network of parks, trails, and bikeways which connect all residents to the Columbia River. Pasco's transportation system also supports regional economic activities, including access to Pasco's freight facilities for regional agriculture and other industries, and supports regional, multimodal transportation connections in Pasco.

Transportation Goals and Policies

The following goals and policies were identified for Pasco's TSMP based on the existing transportation goals for Pasco's comprehensive plan and relevant state and regional plan goals.

GOAL #1



TR-1: COORDINATE WITH REGIONAL PARTNERS ON SHARED TRANSPORTATION INVESTMENTS

TR-1-A: Participate in the metropolitan and regional transportation planning efforts of the Benton-Franklin Council of Governments.

TR-1-B: Work with other jurisdictions to plan, fund, and implement multi-jurisdictional projects necessary to meet shared transportation needs including right-of-way acquisition.

TR-1-C: Collaborate with Ben Franklin Transit in programming transit routes, transit stops, and supporting facilities that increase user accessibility during the development process.

TR-1-D: Require transportation and land use planning efforts and policies that meet the needs of the community and the objectives of this plan.

GOAL #2



TR-2: PROVIDE SAFE ACCESS TO TRANSPORTATION FOR ALL SYSTEM USERS

TR-2-A: Minimize traffic conflicts on the arterial street system by implementing access and corridor management best practices.

TR-2-B: Maintain a current local road safety plan to identify and prioritize safety investments.

TR-2-C: Reduce frequency of fatal and severe injury crashes particularly for vulnerable road users.

TR-2-D: Establish a vision zero plan for transportation safety.

GOAL #3



TR-3: PRESERVE EXISTING ROADS, SIDEWALKS, TRAILS, AND TRANSIT FACILITIES

TR-3-A: Ensure adequate maintenance of the existing facilities.

TR-3-B: Encourage retrofit projects that include beautification on major arterial streets.

GOAL #4


TR-4: PRIORITIZE A CONNECTED AND EFFICIENT TRANSPORTATION SYSTEM FOR DRIVERS

TR-4-A: Adopt and maintain a functional street classification system consistent with regional and state guidance.

TR-4-B: Maintain level-of-service (LOS) “D” on all arterials and collectors and level-of-service (LOS) “C” during the PM peak-hour.

TR-4-C: Provide increased neighborhood travel connections to enhance public safety and provide for transportation disbursement.

TR-4-D: Evaluate, plan, and install traffic control devices and intersection designs to improve travel safety and efficiency.

GOAL #5


TR-5: DEVELOP A TRANSPORTATION SYSTEM THAT SUPPORTS AND ACCOMMODATES THE NEEDS OF BUSINESSES AND VISITORS

TR-5-A: Promote the safe and efficient movement of freight through the city.

TR-5-B: Support the development of facilities that are critical components of the movement of freight.

TR-5-C: Maintain the multimodal passenger terminal.

TR-5-D: Support rail services for passengers, industries, and commerce within the area.

TR-5-E: Support air services for passengers, industries, and commerce within the area in coordination with the Pasco Airport Master Plan.

GOAL #6


TR-6: SUPPORT HEALTHY AND LIVABLE NEIGHBORHOODS IN PASCO

TR-6-A: Develop an interconnected network of streets, trails, and other public ways during the development process to ensure and improve neighborhood accessibility.

TR-6-B: Encourage multimodal street design with traffic calming and safety in consideration of surrounding land uses.

TR-6-C: Require developments to meet the mission of the Pasco Complete Street Ordinance.

TR-6-D: Incorporate aesthetic design and streetscape into all major arterial and collector streets as they are constructed.

GOAL #7

**TR-7: DEVELOP A COMPLETE MULTIMODAL TRANSPORTATION SYSTEM**

TR-7-A: Collaborate with Ben Franklin Transit in programming transit routes, transit stops, and supporting facilities that increase user accessibility during the development process.

TR-7-B: Encourage the use of public transportation including ride-sharing and Ben Franklin Transit's Van-Pool program.

TR-7-C: Encourage park-and-ride lots for bicycles and/or automobiles.

TR-7-D: Encourage bicycle and pedestrian travel by providing safe and purposeful bicycle and pedestrian routes.

TR-7-E: Reduce major existing system connectivity gaps for bicyclists and pedestrians to improve multimodal access.

TR-7-F: Develop new transportation performance measures for a multimodal system that could include measures like freight delay.

