

## CHAPTER 3

# Recommended Transportation System Improvements

THE RECOMMENDED IMPROVEMENTS TO PASCO'S TRANSPORTATION SYSTEM WILL IDENTIFY UPGRADES TO EXISTING STREETS AND INTERSECTIONS, AS WELL AS THE CONSTRUCTION OF NEW ROADWAYS, TO SUPPORT THE MULTIMODAL NEEDS OF THE COMMUNITY.

Not all recommended improvements are required to be in place prior to developing land within the UGA. The need to upgrade the existing streets or construct new ones will be driven by the multimodal access needs of the adjacent properties. The project design elements depicted are identified for the purpose of creating a reasonable cost estimate for planning purposes. The actual design elements for any project are subject to change and will ultimately be determined through a project scoping process.

The recommended improvements are listed by category in Figure 13 (Motor Vehicle System Improvements) and Figure 14 (Bicycle/Pedestrian Projects), with the project IDs corresponding with those in Table 3 through Table 7. Note that the project IDs were created in numerical order, and do not correspond with priority. While the estimated project costs are shown, the responsibility will be shared by the city, Franklin County, WSDOT, and private development, with the cost shares to be determined as applicable.



Photo Credit: Tri-City Herald

## Motor Vehicle System Improvements

The first major category of system improvements to the motor vehicle system is for at-grade intersection traffic control upgrades and channelization improvements, or for major freeway interchange upgrades and re-configuration projects. As shown in Table 3, many projects are identified to upgrade existing intersections traffic controls to better serve higher traffic volumes with planned growth. This typically includes installing traffic signals or roundabouts to make those locations more efficient and safer under higher usage levels. One of the more complex intersection solutions is on Broadmoor Boulevard at Sandifur Parkway (INT42); this includes extensive additions of dedicated right- and left-turning lanes and upgrades to the existing traffic signal equipment to serve these wider street approaches. The cost estimate for these improvements is \$3.6 million.

In addition, there are several freeway interchanges on I-182 that require improvement to the existing off and on ramps serving the local city streets, or they require a major upgrade of the interchange itself to better service long-range multimodal travel demands (INT1, INT24, INT25, INT30). The Broadmoor Boulevard interchange (INT25) improvement project would add a loop off-ramp for eastbound freeway travel bound for northbound Broadmoor Boulevard. This will significantly reduce demands on the existing eastbound off-ramp, which queues heavily during peak periods. As noted previously, the existing freeway overcrossings of I-182 have very limited walking and bicycling facilities, and any upgrade to those interchanges would provide improved accommodations for all modes of travel consistent with City of Pasco and WSDOT design standards.

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**TO BETTER SERVE THE HIGHER TRAFFIC VOLUMES EXPECTED WITH COMMUNITY GROWTH, MANY MOTOR VEHICLE SYSTEM IMPROVEMENTS INCLUDE UPGRADING EXISTING INTERSECTION TRAFFIC CONTROLS.**

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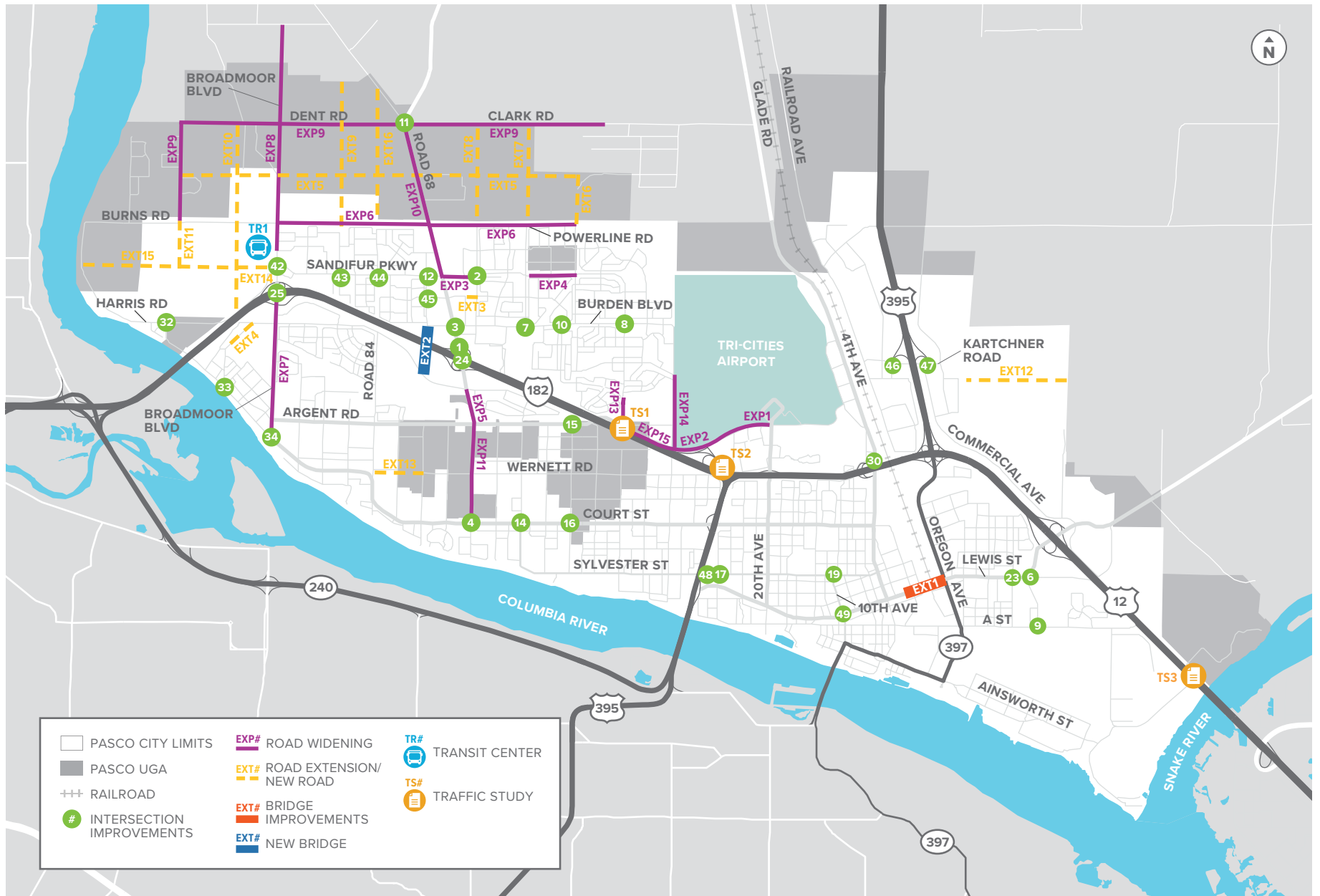


FIGURE 13. MOTOR VEHICLE SYSTEM IMPROVEMENTS

TABLE 3. INTERSECTION IMPROVEMENTS (INT)

| ID    | NAME   | DESCRIPTION   | COST        |
|-------|--|---|-------------|
| INT1  | Road 68/I-182 WB Ramp Terminal Improvements  | Expand capacity of westbound ramp terminal  | \$1,915,000 |
| INT2  | Sandifur Parkway/Convention Drive Improvements                                       | Install a traffic signal; restripe Convention Drive to include northbound and southbound left turn pockets  | \$1,045,000 |
| INT3  | Road 68/Burden Boulevard Intersection Improvements                                   | Channelization improvements to reduce queueing on westbound approach and access to I-182  | \$260,000   |
| INT4  | Court Street/Road 68 Intersection Improvements                                       | Construct a roundabout or traffic signal to improve safety, intersection control, and capacity  | \$2,000,000 |
| INT6  | Lewis St/Heritage Ave Intersection Improvements                                      | Install traffic signal  | \$480,000   |
| INT7  | Burden Blvd/Road 60 Intersection Improvements  | Install traffic signal  | \$480,000   |
| INT8  | Road 44/Burden Blvd Intersection Improvements  | Install traffic signal  | \$480,000   |
| INT9  | Heritage Ave/A St Intersection Improvements  | Install traffic signal  | \$795,000   |
| INT10 | Madison Ave/Burden Blvd Intersection Improvements                                    | Install traffic signal  | \$480,000   |
| INT11 | Dent Rd/Road 68/Columbia River Rd/Taylor Flats Rd/Clark Rd Intersection Improvements | Realign Columbia River Road south to Dent Road and close existing connection to Road 68; construct a 1-lane roundabout at Columbia River Road/Dent Road; construct a 2-lane four leg roundabout at Dent Road/Clark Road/Road 68/Taylor Flats Road with eastbound and northbound right turn slip lanes; widen Taylor Flats Road to 4 lanes immediately north of roundabout | \$4,865,000 |
| INT12 | Sandifur Pkwy/Road 76 Intersection Improvements                                      | Install a traffic signal; remove existing channelized northbound right turn lane and convert to shared northbound through/right turn lane   | \$480,000   |
| INT14 | Court St/Road 60 Intersection Improvements   | Construct a traffic signal  | \$480,000   |
| INT15 | Argent Rd/Road 52 Intersection Improvements  | Construct turn pockets or traffic signal  | \$350,000   |
| INT16 | Court St/Road 52 Intersection Improvements   | Construct turn pockets (included as part of road diet project)  | \$350,000   |
| INT17 | Sylvester St/Road 28 Intersection Improvements                                       | Redesign traffic signal and install a northbound left turn lane   | \$700,000   |
| INT19 | 10th Ave/Sylvester St Intersection Improvements                                      | Installation of a northbound advance signal and warning sign on S. 10th Avenue  | \$50,000    |
| INT23 | Cedar Ave/Lewis St Intersection Improvements   | Construct a traffic signal and restripe Lewis Street to three lanes   | \$350,000   |

| ID    | NAME   | DESCRIPTION   | COST         |
|-------|--|---|--------------|
| INT24 | I-182/Road 68 Interchange Improvements                         | Interchange reconstruction, improve on and off capacity for EB and WB traffic, widen bridge structure   | \$15,850,000 |
| INT25 | I-182/Broadmoor Blvd Interchange Improvements                  | Construct a 1-lane loop ramp from eastbound I-182 to northbound Broadmoor Boulevard within existing right of way; widen westbound approaches at I-182 westbound and eastbound ramp terminals to include dual right turn lanes   | \$3,300,000  |
| INT30 | 4th Ave/I-182 WB ramps   | Construct a southbound right turn lane at intersection  | \$220,000    |
| INT32 | Court St/Harris Rd   | Install a traffic signal  | \$480,000    |
| INT33 | Court St/Road 108  | Restripe southbound approach to create a southbound left turn lane  | \$35,000     |
| INT34 | Court St/Broadmoor Boulevard                                   | Install a traffic signal  | \$480,000    |
| INT42 | Broadmoor Boulevard/Sandifur Parkway Intersection Improvements | Widen approaches as needed to construct new dual northbound left turn lanes, a westbound through lane, a channelized southbound right turn lane, and dual eastbound right turn lanes; widen to add an additional southbound receiving lane on Broadmoor Boulevard between Sandifur Parkway and the old Harris Road intersection | \$3,600,000  |
| INT43 | Sandifur Parkway/Road 90 Intersection Improvements             | Install a traffic signal  | \$795,000    |
| INT44 | Sandifur Parkway/Road 84 Intersection Improvements             | Install a traffic signal  | \$480,000    |
| INT45 | Wrigley Drive/Road 76 Intersection Improvements                | Install a traffic signal  | \$480,000    |
| INT46 | Rainier Ave/US 395 SB On/Off Ramp & Kartchner St               | Install a traffic signal  | \$480,000    |
| INT47 | Commercial Ave/US 395 NB On/Off Ramp & Kartchner St            | Install a traffic signal  | \$480,000    |
| INT48 | Sylvester St & US 395 NB Off Ramp                              | Install a traffic signal  | \$480,000    |
| INT49 | Lewis St/10th Avenue Intersection Improvements                 | Install an active signal ahead warning sign   | \$45,000     |

The next major category of motor vehicle system improvements is roadway extensions, which are newly constructed as development occurs, and overpasses. These projects are generally much larger investments than intersection upgrades because they are building the essential roadway network in the growth areas and addressing system limitations at key bottlenecks around the city.

The first two projects would construct new street overpasses at Lewis Street (EXT1) in downtown, and at Road 76 (EXT2) just west of the Road 68 interchange with I-182. The Lewis Street Overpass replaces the existing railroad underpass facility and began construction in 2021. The Road 76 Overpass project supplements the carrying capacity of the Road 68 overpass to allow local

trips to cross the freeway without passing through the ramp intersections and provides quality walking and bicycling options that are not available at Road 68. The other EXT projects are new streets that extend the existing major roadway system to service growth areas.

TABLE 4. NEW ROADWAY EXTENSIONS (EXT)

| ID   | NAME  | EXTENTS                                   | DESCRIPTION   | COST         |
|------|---|---|---|--------------|
| EXT1 | Lewis Street Overpass                       | 2nd Avenue to Oregon Avenue               | Construct a new railroad overpass between 2nd Avenue and Oregon Avenue to replace existing deteriorating underpass <b>(Built)</b>   | \$32,016,000 |
| EXT2 | Road 76 Overpass                            | Chapel Hill Boulevard to Burden Boulevard | Construct a new 2-lane overpass and roadway to extend Road 76 over I-182 with bicycle and pedestrian facilities; install traffic signal at Road 76/Burden Boulevard, restripe southbound approach to include a separate left turn pocket, and construct a northbound right turn lane; complete existing roundabout at Road 76/Chapel Hill Boulevard   | \$30,000,000 |
| EXT3 | Wrigley Drive Extension                     | Clemente Lane to Convention Drive         | Extend Wrigley Drive from Clemente Lane to Convention Drive <b>(Built)</b>  | \$960,000    |
| EXT4 | Crescent Road                               | Chapel Hill Boulevard to Road 108         | Construct a new 3-lane road in the existing Crescent Road ROW to connect Road 108 and Chapel Hill Boulevard   | \$3,085,000  |
| EXT5 | Future East-West Connection (Deseret Drive) | Dent Road to Road 52                      | Construct a 3-lane roadway and upgrade existing segments of Deseret Drive; construct two-way stop control intersection at Deseret Drive/Dent Road, Deseret Drive/Future North-South Connection (Halfway between Broadmoor Boulevard and Dent Road), Deseret Drive/Convention Drive, and Deseret Drive/Road 60; install new signals at Broadmoor Boulevard/Deseret Drive and Road 68/Deseret Drive; construct new 1-lane roundabout at Deseret Drive/Road 90 and Deseret Drive/Road 84 | \$63,640,000 |
| EXT6 | Road 52 Extension                           | Burns Road through to UGA                 | Construct a 3-lane roadway  | \$24,885,000 |

| ID    | NAME  | EXTENTS  | DESCRIPTION   | COST         |
|-------|---|--|---|--------------|
| EXT7  | Road 60 Extension   | Burns Road through to UGA  | Construct a 3-lane roadway; install two-way stop control at Clark Road/Road 60  | \$24,270,000 |
| EXT8  | Convention Drive Extension  | Burns Road through to UGA  | Construct a 3-lane roadway; install two-way stop control at Clark Road/Convention Drive; restripe northbound approach at Burns Road/Convention Drive to include a dedicated left turn lane  | \$24,330,000 |
| EXT9  | Road 90 Extension   | Burns Road through to UGA  | Construct a 3-lane roadway; install a traffic signal at Road 90/Burns Road; construct a 1-lane roundabout at Road 90/Dent Road  | \$26,795,000 |
| EXT10 | Future North-South Connection (Halfway between Broadmoor Boulevard and Dent Road) | Harris Road to Dent Road   | Construct a 3-lane roadway; install two-way stop control at Future North-South Connection/Harris Road and Future North-South Connection/Dent Road; install a traffic signal at Future North-South Connection/Burns Road   | \$28,105,000 |
| EXT11 | Dent Road Extension   | Burns Road to Harris Road  | Construct a 3-lane roadway; install a traffic signal at Dent Road/Burns Road  | \$14,505,000 |
| EXT12 | Hillsboro Rd Extension  | King Avenue to UGA   | New road from east of King Ave to UGA   | \$34,940,000 |
| EXT13 | Wernett Rd Extension  | Road 76 to Road 84   | New road from Rd 76 to Road 84  | \$6,075,000  |
| EXT14 | Sandifur Parkway Extension - Phase 1  | Broadmoor Boulevard to Future North-South Connection (Between Broadmoor Boulevard and Dent Road) | Construct a 5-lane roadway; realign Harris Road to Sandifur Parkway Extension as 2-lane road and close the existing Harris Road/Broadmoor Boulevard intersection; construct a 2-lane roundabout at Sandifur Parkway Extension/Harris Road and a 1-lane roundabout at Sandifur Parkway/Future North-South Connection (Between Broadmoor Boulevard and Dent Road) with a westbound right turn slip lane | \$12,140,000 |
| EXT15 | Sandifur Parkway Extension - Phase 2  | Future North-South Connection (Between Broadmoor Boulevard and Dent Road) and Shoreline          | Construct a 3-lane roadway; construct a 1-lane roundabout at Sandifur Parkway/Dent Road; install two-way stop control at Sandifur Parkway/Shoreline   | \$23,740,000 |
| EXT16 | Road 84 Extension   | Burns Road to UGA  | Construct a 3-lane roadway; install a traffic signal at Road 84/Burns Road; construct a 1-lane roundabout at Road 84/Dent Road  | \$25,585,000 |

A series of focused traffic studies (TS1, TS2, and TS3) was also identified to develop conceptual plans for solutions at major intersections and freeway interchanges to better understand trade-offs and cost efficiencies. In addition, two safety studies (TS4 and TS5) were identified to help the City leverage access to grant funding

for local safety improvements. The master plan also shows a potential transit park and ride lot in the general Broadmoor Road area. In addition, the city will develop and adopt a master plan that focuses on active transportation needs of the community. This will refine the findings of the

TSMP projects to include a priority citywide network, and to amend plans and standards, as needed, to support safe and convenient non-motorized travel. Further study is required to fully understand the investment required for improvements to support the park-and-ride lot.

TABLE 5. TRAFFIC STUDIES AND TRANSIT AMENITIES (TS & TR)

| ID  | NAME  | DESCRIPTION  | COST      |
|-----|---|--|-----------|
| TS1 | Study Road 44/Argent Road Intersection        | Study Road 44/Argent Road Intersection   | \$65,000  |
| TS2 | Traffic Analysis for I-182/US 395 Interchange | Traffic Analysis for I-182/US 395 Interchange  | \$265,000 |
| TS3 | Traffic Analysis for US 12/Tank Farm Road     | Traffic Analysis for US 12/Tank Farm Road  | \$250,000 |
| TS4 | Intersection Safety Implementation Plan       | Develop a program to analyze intersection safety needs, including identification of automated enforcement locations and identifying projects for safety grants | \$80,000  |
| TS5 | Local Roads Safety Plan (LRSP)                | Update the 2020 LRSP in even-numbered years (2022 and following) to gain eligibility for Highway Safety Improvement Program (HSIP) grant funding               | \$60,000  |
| TS6 | Bicycle and Pedestrian Master Plan            | Develop a master plan specific to the active transportation needs of the community.  | \$200,000 |
| TR1 | Broadmoor Park and Ride Location              | Construct a park-and-ride facility in the Broadmoor Area   | TBD       |



The next category of motor vehicle improvements is expansions to the existing system, which generally add more motor vehicle travel lanes to serve 2040 traffic conditions consistent with the mobility targets in place by the City and its local partners (WSDOT and Franklin County). Some expansion projects

were also identified as key components to complete a comprehensive bicycle network for Pasco. These projects are included on Figure 13. Several of these roadway widening projects also identify supporting intersection and traffic control upgrades based on initial performance studies done through the TSMP.

Further traffic engineering evaluation will be required at the time of improvement design to fully understand the geometric requirements associated with intersection improvements, such as the length of the suggested dedicated turn lanes, at each location.

TABLE 6. ROADWAY WIDENING PROJECTS (EXP)

| ID   | NAME                               | EXTENTS                                       | DESCRIPTION   | COST         |
|------|------------------------------------|---|---|--------------|
| EXP1 | Argent Road Improvements - Phase 1 | 20th Avenue to Varney/Saraceno                | Widen to 5 lanes with intersection improvements   | \$2,015,000  |
| EXP2 | Argent Road Improvements - Phase 2 | Varney/Saraceno to Road 40                    | Widen to 5 lanes with intersection improvements; install a traffic signal or roundabout at Road 36/Argent   | \$8,150,000  |
| EXP3 | Sandifur Parkway Improvements      | Convention Drive to Road 68                   | Widen to 5 lanes; construct a westbound right turn lane at Road 68/Sandifur Parkway   | \$2,265,000  |
| EXP4 | Sandifur Parkway Improvements      | Road 60 to Road 52                            | Widen to 3 lanes; restripe westbound approach to Road 52 to include a shared through/right lane and a dedicated left turn pocket; restripe southbound and eastbound approaches to Road 60 to include dedicated left turn lanes  | \$3,505,000  |
| EXP5 | Road 68 Improvements               | I-182 Eastbound Ramp Terminal to Argent Road  | Widen to 5 lanes; construct a southbound right turn lane at Road 68/Chapel Hill Boulevard   | \$307,628    |
| EXP6 | Burns Road Improvements            | Broadmoor Boulevard to Road 44                | Widen to 3 lanes; construct new 3-lane roadway between Road 68 and Rio Grande Lane; install all-way stop control at Road 52/Burns Road intersection; install a traffic signal at Burns Road/Road 68   | \$13,804,000 |
| EXP7 | Broadmoor Boulevard Improvements   | I-182 Eastbound Ramp Terminal to Court Street | Widen to 3 lanes as needed; convert existing right turn pockets and acceleration lanes to a continuous through travel lane  | \$7,905,000  |
| EXP8 | Broadmoor Boulevard Widening       | I-182 Westbound Ramp Terminal to Dent Road    | Widen to 5 lanes between I-182 Westbound Ramp Terminal and Burns Road; widen to 3 lanes between Burns Road and Dent Road; install traffic signal at Broadmoor Boulevard/Burns Road and widen eastbound approach to include dedicated left and right turn lanes; install traffic signal at Broadmoor Boulevard/Dent Road | \$8,035,000  |
| EXP9 | Clark Road/Dent Road Improvements  | Burns Road to Road 52                         | Widen to 3 lanes  | \$43,225,000 |

| ID    | NAME                               | EXTENTS                              | DESCRIPTION  | COST         |
|-------|------------------------------------|--------------------------------------|--|--------------|
| EXP10 | Road 68 Improvements               | Sandifur Parkway to Clark Road       | Widen to 5 lanes   | \$13,085,000 |
| EXP11 | Road 68 Improvements               | Court Street to Argent Road          | Extend 5-lane section immediately south of Argent Road; convert existing southbound right turn lane to a shared southbound through/right turn lane | \$9,740,000  |
| EXP13 | Road 44 Improvements               | Madison Avenue to Argent Road        | Widen to 3 lanes; install a traffic signal at Road 44/Argent Road intersection   | \$1,225,000  |
| EXP14 | Road 36 Improvements               | Desert Plateau Drive to Argent Road  | Widen to 3 lanes   | \$3,345,000  |
| EXP15 | Argent Road Improvements - Phase 3 | Road 40 to Road 44                   | Widen to 5 lanes   | \$600,000    |
| EXP23 | Burns Road                         | Shoreline to Broadmoor Boulevard     | Widen to complete a residential minor arterial cross section   | \$13,795,000 |
| EXP26 | Court Street                       | Harris Road to Broadmoor Boulevard   | Widen to complete a residential minor arterial cross section   | \$9,920,000  |
| EXP33 | Road 84                            | Burns Road to Sandifur Parkway       | Widen to complete a residential collector cross section  | \$25,000     |
| EXP37 | Road 76                            | Sandifur Parkway to Burden Boulevard | Widen to complete a commercial collector cross section   | \$1,925,000  |
| EXP38 | Wrigley Drive                      | Road 76 to Clemente Lane             | Widen to complete a commercial neighborhood collector cross section  | \$560,000    |
| EXP46 | Hudson Drive                       | Road 84 to Okanogan Lane             | Widen to complete a residential neighborhood collector cross section   | \$825,000    |
| EXP47 | Okanogan Lane                      | Hudson Drive to Chehalis Drive       | Widen to complete a residential neighborhood collector cross section   | \$250,000    |
| EXP48 | Chehalis Drive                     | Okanogan Lane to Three Rivers Drive  | Widen to complete a residential neighborhood collector cross section   | \$490,000    |
| EXP49 | Three Rivers Drive                 | Chehalis Drive to Road 68            | Widen to complete a residential neighborhood collector cross section   | \$1,170,000  |
| EXP53 | Argent Road                        | Road 52 to Road 44                   | Widen to complete a residential minor arterial cross section   | \$3,840,000  |
| EXP57 | Road 76                            | Argent Road to Court Street          | Widen to complete a residential neighborhood collector cross section   | \$5,520,000  |

| ID     | NAME             | EXTENTS                             | DESCRIPTION   | COST         |
|--------|------------------|-------------------------------------|---|--------------|
| EXP58  | Court Street     | Broadmoor Boulevard to Road 84      | Widen to complete a residential 3-lane principal arterial cross section | \$15,315,000 |
| EXP74  | Wrigley Drive    | Road 68 Place to Roosevelt Drive    | Widen to complete a residential neighborhood collector cross section    | \$4,350,000  |
| EXP75  | Roosevelt Drive  | Wrigley Drive to Madison Avenue     | Widen to complete a residential neighborhood collector cross section    | \$225,000    |
| EXP76  | Madison Avenue   | Roosevelt Drive to Burden Boulevard | Widen to complete a residential neighborhood collector cross section    | \$140,000    |
| EXP77  | Madison Avenue   | Burden Boulevard to Road 44         | Widen to complete a residential neighborhood collector cross section    | \$50,000     |
| EXP79  | Road 60          | Burns Road to Burden Boulevard      | Widen to complete a residential collector cross section                 | \$465,000    |
| EXP82  | Burden Boulevard | Road 60 to Road 36                  | Widen to complete a residential minor arterial cross section            | \$5,860,000  |
| EXP89  | Road 60          | Court Street to Sylvester Street    | Widen to complete a residential collector cross section                 | \$3,305,000  |
| EXP93  | Sylvester Street | Road 60 To Road 54                  | Widen to complete a residential collector cross section                 | \$2,125,000  |
| EXP102 | A Street         | 20th Avenue to Heritage Boulevard   | Widen to complete an industrial minor arterial                          | \$6,990,000  |
| EXP103 | A Street         | Heritage Boulevard to US 12         | Widen to complete an industrial minor arterial                          | \$4,695,000  |
| EXP111 | 10th Avenue      | Lewis Street to Sylvester Street    | Widen to complete a mixed use minor arterial cross section              | \$2,895,000  |
| EXP112 | 10th Avenue      | Ainsworth Street to Lewis Street    | Widen to complete an industrial minor arterial cross section            | \$150,000    |
| EXP115 | 4th Avenue       | Ainsworth Street to Columbia Street | Widen to complete an industrial minor arterial cross section            | \$3,480,000  |
| EXP126 | Elm Avenue       | Broadway Street to A Street         | Widen to complete a residential neighborhood collector cross section    | \$445,000    |

## Bicycle and Pedestrian System Improvements

The recommended bicycle and pedestrian system improvements are listed by category in Figure 14 (Bike/Pedestrian Projects), with the project IDs corresponding with those in Table 7. Note that the project IDs were created in numerical order, and do not correspond with priority. While the estimated project costs are shown, the responsibility will be shared by the City, Franklin County, WSDOT, and private development, with the cost shares to be determined as applicable.

In addition to the specific projects targeted for bicycle and pedestrian users (Table 7), Figure 14 illustrates motor vehicle projects that have bike and pedestrian elements, which were already listed in the previous sections' project tables. The compilation of dedicated bicycle/pedestrian and other projects illustrates the citywide bicycling and walking network that will be in place once these improvements have been completed.



Photo Credit: City of Pasco



Photo Credit: Port of Pasco

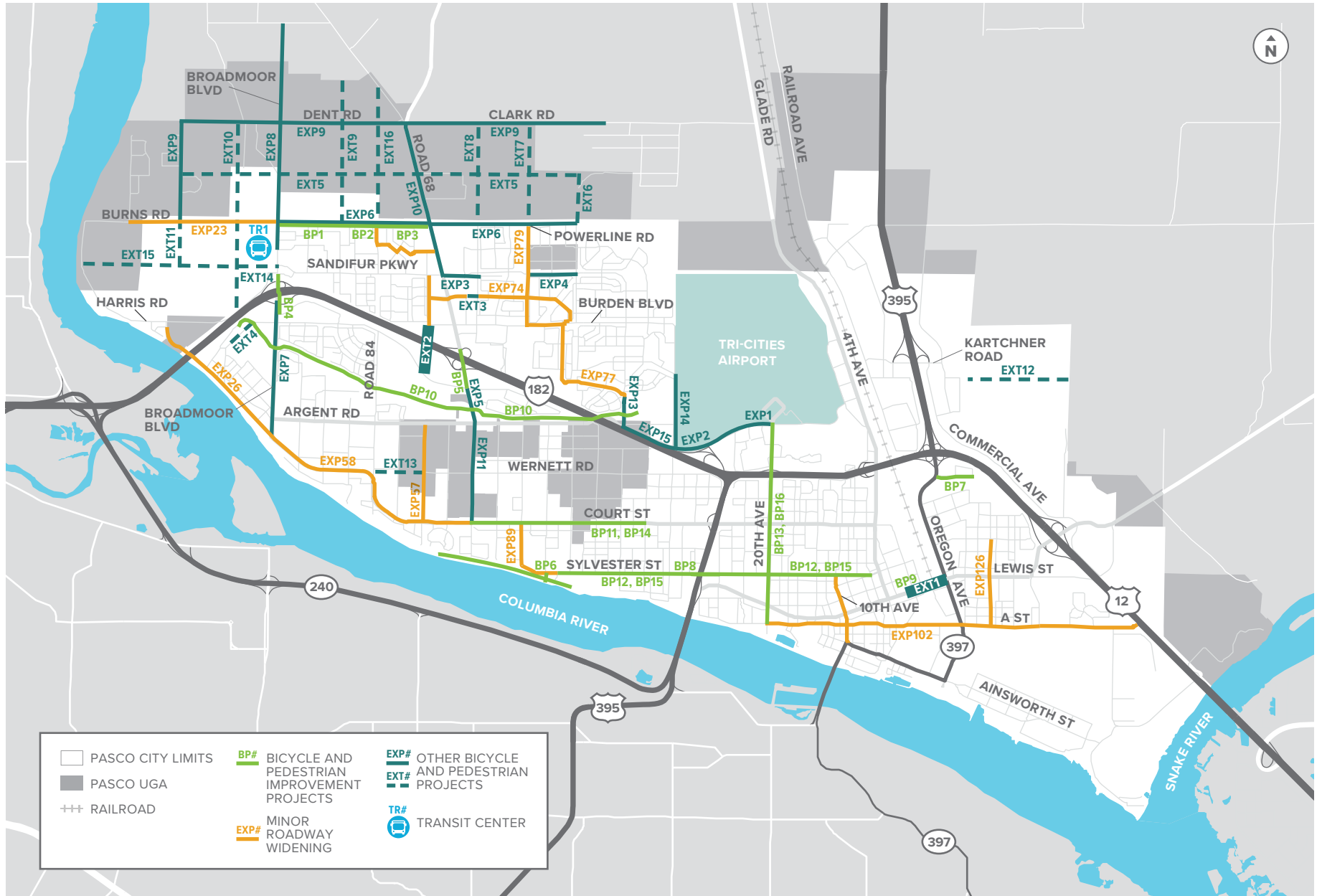


FIGURE 14. BICYCLE AND PEDESTRIAN PROJECTS

TABLE 7. BICYCLE AND PEDESTRIAN PROJECTS (BP)

| ID   | NAME  | EXTENTS                                   | DESCRIPTION   | COST        |
|------|---|---|---|-------------|
| BP1  | Burns Road Pedestrian/Bicycle Pathway Phase 1             | Broadmoor Boulevard to Road 90            | 12-foot-wide Pedestrian/Bicycle pathway from Broadmoor Boulevard to Road 90 <i>(Starting construction in 2022)</i>  | \$775,000   |
| BP2  | Burns Road Pedestrian/Bicycle Pathway Phase 2             | Road 90 to Road 84                        | 12-foot-wide Pedestrian/Bicycle pathway from Road 90 to Road 84 <i>(Starting construction in 2022)</i>  | \$455,000   |
| BP3  | Burns Road Pedestrian/Bicycle Pathway Phase 3             | Road 84 to Road 68                        | 12-foot-wide Pedestrian/Bicycle pathway from Road 84 to Road 68 <i>(Starting construction in 2022)</i>  | \$650,000   |
| BP4  | Pedestrian/Bicycle Access Broadmoor Boulevard Interchange | St Thomas Drive to Harris Road            | Pedestrian/Bicycle facilities on Broadmoor Boulevard from St Thomas Dr to Harris Road   | \$2,320,000 |
| BP5  | Pedestrian/Bicycle Access Road 68 Interchange             | Chapel Hill Boulevard to Burden Boulevard | Pedestrian/Bicycle facility on Road 68 from Chapel Hill Blvd to Burden Blvd   | \$1,100,000 |
| BP6  | Sacajawea Heritage Trail Levee                            | Road 52 to Road 72                        | Lower the levee and install pathways for pedestrians from Road 52 to Road 72  | \$4,731,000 |
| BP7  | James Street Improvements                                 | Oregon Avenue to Frontier Loop            | Improve safety and pedestrian features and consolidate accesses   | \$1,220,000 |
| BP8  | Pedestrian/Bicycle Access Sylvester Street Overpass       | 32nd Avenue to 28th Avenue                | Pedestrian/Bicycle facility on Sylvester Street from 32nd Avenue to 28th Avenue   | \$1,845,000 |
| BP9  | Lewis Street Corridor Improvements                        | N/A                                       | Tie Lewis Street Overpass into other downtown improvements for safety and Pedestrian/Bicycle accessibility  | \$1,625,000 |
| BP10 | FCID Canal Pedestrian/Bicycle Pathway Study               | N/A                                       | FCID Canal Pedestrian/Bicycle Pathway Study   | \$870,000   |
| BP11 | Court Street Road Reconfiguration                         | Road 40 to Road 68                        | Reconfigure Court Street to one lane in each direction and a center turn lane; stripe bike lanes in both directions   | \$270,000   |
| BP12 | Sylvester Street Road Reconfiguration                     | 5th Avenue to Road 54                     | Reconfigure Sylvester Street to one lane in each direction and a center turn lane; stripe bike lanes in both directions   | \$1,630,000 |
| BP13 | 20th Ave Road Reconfiguration                             | A Street to Argent Road                   | Reconfigure 20th Avenue to one lane in each direction and a center turn lane; install buffered bikes lanes in both directions. Additional improvements (e.g. right turn lanes) may be provided at intersections | \$1,990,000 |
| BP14 | Court Street Sidewalk Infill                              | Road 40 to Road 68                        | Complete sidewalk infill as needed  | \$8,275,000 |
| BP15 | Sylvester Street Sidewalk Infill                          | 5th Avenue to Road 54                     | Complete sidewalk infill as needed  | \$9,795,000 |
| BP16 | 20th Ave Sidewalk Infill                                  | A Street to Argent Road                   | Complete sidewalk infill as needed  | \$3,180,000 |

## Summary of Recommended Improvements

The previous lists of recommended multimodal system improvements represent an investment of about \$665 million, as summarized in Table 8 below. Most of the costs are associated with Roadway Extensions (EXT) and Widening (EXP), which together total \$575 million. It is noted that

these improvement costs will be shared among the City of Pasco, the local development community, and other local transportation agency partners, including WSDOT and Franklin County. The city will be updating its Traffic Impact Fee (TIF) program in 2022 to address these system

investments. The TIF is a one-time fee which helps build system improvements. It is collected from local development applicants at the time of new construction.

TABLE 8. SYSTEM IMPROVEMENT PROJECTS SUMMARY

| ID           | CATEGORY                              | NUMBER OF PROJECTS | DESCRIPTION   | ESTIMATED COST (MILLIONS) |
|--------------|---------------------------------------|--------------------|---|---------------------------|
| INT          | Intersections                         | 31                 | Intersection expansions, multimodal improvements and upgraded traffic controls                          | \$42.8 M                  |
| EXT          | Roadway Extension Projects            | 16                 | New streets to extend or replace existing roadways and overpasses                                       | \$375.1 M                 |
| TS/TR        | Traffic Studies and Transit Amenities | 6                  | Future traffic and concept planning to refine the scope and cost of improvements                        | \$0.9 M                   |
| EXP          | Roadway Widening Projects             | 40                 | Expand existing roadway cross-sections to add motor vehicle through and turning lanes to support growth | \$206.0 M                 |
| BP           | Bicycle and Pedestrian Projects       | 16                 | Dedicated projects to enhance and connect the citywide system for walking and bicycling                 | \$40.7 M                  |
| <b>TOTAL</b> |                                       | <b>108</b>         |   | <b>\$665.5 M</b>          |