

CHAPTER 5

Implementation and On-Going Strategies

THE FOREGOING CHAPTERS PRESENTED THE GOALS, POLICIES, PLANS AND PROGRAMS THAT DEFINE THE KEY ELEMENTS OF PASCO'S TRANSPORTATION SYSTEM MASTER PLAN. THE TSMP DESCRIBES THE CITY'S VISION FOR HOW IT WILL ADDRESS MANY TRANSPORTATION SYSTEM WEAKNESSES AND GAPS IDENTIFIED TODAY, AND HOW IT PLANS TO MAKE IMPROVEMENTS TO SUPPORT COMMUNITY GROWTH TO 2040.

It is important to recognize that because this is the first of its kind transportation planning process for the City of Pasco, additional work will be required to carry this strategic vision into practice. This chapter identifies the recommended implementation actions.

Furthermore, it is recognized that the primary purpose of the TSMP is to guide how the city will make strategic transportation investments in the years to come. It is acknowledged that there are a host of on-going community issues related to general transportation needs that may not be resolved by this TSMP process and outcomes, and further studies may be required to help to inform how best to respond to each of those situations. Several of the most prominent on-going transportation issues that face Pasco are acknowledged in the final section of this chapter along with a summary of their status, applicable on-going strategies, and the expected path forward.

Steps to Support Plan Implementation

To effectively implement the TSMP citywide will require a series of updates and amendments to existing city policies, codes and regulations related to land development, transportation management and capital project funding. The major actions to be taken fall into these categories:

- Secure Necessary Funding for Transportation Improvements
- Implement Neighborhood Transportation Management Tools
- Update Vehicle Mobility Standards
- Update Engineering Design Standards for Roadways, Bikeways and Walkways
- Amend the Municipal Development Code to incorporate TSMP changes regarding Streets and Sidewalks, Subdivision Regulations and Zoning

The specific recommendations for each action are described in the following sections.

SECURE NECESSARY LOCAL FUNDING PROGRAMS

Providing adequate city funding for capital investments and on-going maintenance of transportation systems and services is a major challenge throughout the State of Washington. The City’s current funding programs are expected to allocate about \$20 million annually (\$360 million over 18 years) for transportation system improvements through 2040, not including other

allocations from gas tax revenues that support maintenance operations. The current Traffic Impact Fee program is expected to collect about \$12 million. However, when compared to the full list of capital improvement projects identified through this TSMP, which totals \$665 million, additional funding options are needed to bridge the \$293 million gap.

If the city decides to supplement the transportation funding beyond what is currently available to advance more projects, it is recommended to further consider one of the above options. This could include more general funding allocated to the transportation improvement program, and/or increasing the current Traffic Impact Fee (TIF). A separate study was conducted to recommend update options for the city’s Traffic Impact Fee (FCS Group, October 2021). If the full amount was authorized, the new TIF would generate about \$350 million in additional fees, which would fully bridge the funding gap shown in Table 17.

It will be vital for the City Council to consider the proposed TIF rate and recommend a fee that ensures new development accommodates the necessary transportation infrastructure without burdening existing residents and businesses. Without significant additional funding resources, the great majority of projects identified in the TSMP will not be able to be constructed within the timeframe of the TSMP.

In addition, the city should consider developing a proportionate share methodology and funding strategy for specific transportation improvements that are not funded through the TIF or other existing programs.

ACTION: PURSUE AND ENACT SUPPLEMENTAL LOCAL TRANSPORTATION FUNDING OPTIONS TO BRIDGE FORECASTED FUNDING GAP.

TABLE 17. FILLING THE TRANSPORTATION FUNDING GAP

| DESCRIPTION | TOTAL FUNDING THROUGH 2040 |
|--|----------------------------|
| TRANSPORTATION CITYWIDE INVESTMENT RECOMMENDED IN THE PASCO TSMP | \$665 M |
| CURRENT CITY IMPROVEMENT PROGRAM | – \$360 M |
| CURRENT CITY TRAFFIC IMPACT FEE PROGRAM | – \$12 M |
| TRANSPORTATION FUNDING SHORTFALL | \$293 M |

IMPLEMENT NEIGHBORHOOD TRAFFIC MANAGEMENT TOOLS

The Transportation System Management Plan identifies a new classification of city streets that are the best candidates for applying neighborhood traffic management (NTM) strategies. The primary purpose of this new classification is to address community concerns about autos speeding through neighborhoods or diverting away from state highways while they are under severe congestion. These streets are referred to as Neighborhood Collector routes, and they are shown in Figure 15, and listed in the supporting technical memorandum. Potential management strategies include traffic humps, traffic circles and raised crosswalks, which are illustrated in the memorandum.

The challenge with a NTM program is to identify a clear and objective process for collecting community inputs, assessing the prevailing concerns, and evaluating which, if any, NTM solution is appropriate to be installed. This will require developing guidelines about which NTM strategies are best for Pasco, and where and how they are to be applied. In addition, many cities balance the technical review process with a consensus opinion of the affected neighbors to help ensure community satisfaction with the NTM decision.

The City of Pasco does not currently have a formal neighborhood traffic management program. If such a program were desired to help respond to future NTM issues, suggested elements include:

- Provide a formalized process for citizens who are concerned about the traffic on their neighborhood street. The process could include filing a citizen request with petition signatures and a preliminary evaluation. If the evaluation finds cause for concern, a neighborhood meeting would be held, and formal data would be collected and evaluated. If a problem were found to exist, solutions would be identified and the process continued with neighborhood meetings, feedback from service and maintenance providers, cost evaluation, and traffic calming device implementation. Six months after implementation the device would be evaluated for effectiveness.
- For land use proposals, in addition to assessing impacts to the entire transportation network, traffic studies for new developments must also assess impacts to residential streets. A recommended threshold to determine if this additional analysis is needed is if the proposed project increases through traffic on residential streets by 40 or more vehicles during the evening peak hour or 200 vehicles per day. Once the analysis is performed, the threshold used to determine if residential streets are impacted would be if their daily traffic volume exceeds 1,800 vehicles.

ACTION: IT IS RECOMMENDED THAT CITY DEVELOP AND IMPLEMENT A NTM PROGRAM THAT FORMALIZES THESE PROCESSES.



Photo Credit: Ben Franklin Transit

UPDATE VEHICLE MOBILITY STANDARDS

Mobility standards for streets and intersections in Pasco provide a metric for assessing the impacts of new development on the existing transportation system and for identifying where capacity improvements may be needed. They are the basis for requiring improvements needed to sustain the transportation system as growth and development occur. Two common methods currently used in Oregon to gauge traffic operations for motor vehicles are volume-to-capacity (v/c) ratios and level of service (LOS). For State facilities, mobility targets are v/c ratio based.

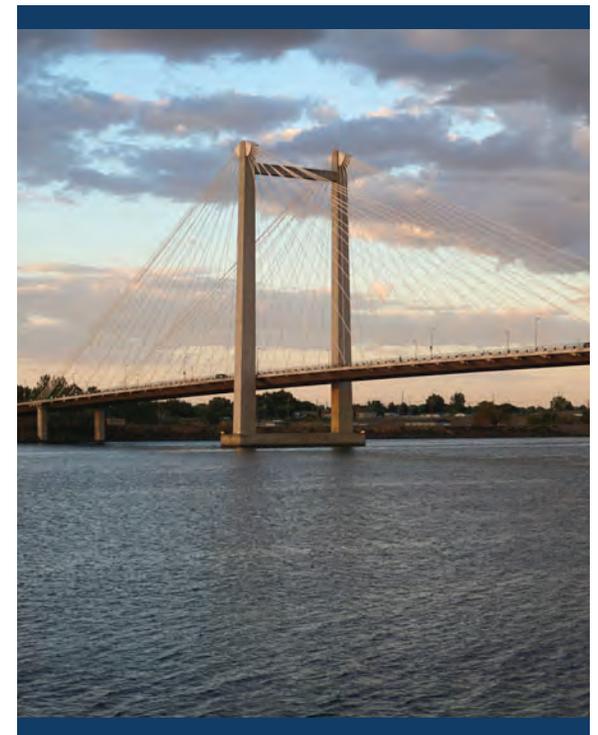
The City of Pasco does not have adopted mobility standards for motor vehicles. It is recommended that the city consider adopting mobility standards to include both a v/c ratio and LOS standard. Having both a LOS (delay-based) and v/c (congestion-based) standard can be helpful in situations where one metric may not be enough, such as an all-way stop where one approach is over capacity, but the overall intersection delay meets standards. The City of Pasco should also introduce mobility standards that depend on the intersection control which can better capture acceptable levels of performance across different intersection control types. The recommended mobility standards shown in Table 18 should be incorporated into the Traffic Impact Analysis guidelines and applied for the next update to the comprehensive plan.

TABLE 18. RECOMMENDED VEHICLE MOBILITY STANDARDS FOR LOCAL STREETS

| TRAFFIC CONTROL TYPE | MOBILITY TARGETS | REPORTING MEASURE |
|------------------------------------|---|--|
| SIGNALIZED | Level of Service D and Volume-to-Capacity Ratio ≤ 0.90 | Intersection |
| ALL-WAY STOP OR ROUNDABOUTS | Level of Service D and Volume-to-Capacity Ratio ≤ 0.90 | Worst Approach |
| TWO-WAY STOP^A | Level of Service E and Volume-to-Capacity Ratio ≤ 0.95 | Worst Major Approach/ Worst Minor Approach |
| WSDOT INTERSECTIONS | Level of Service D | Intersection or Worst Approach depending on control type |

^A Applies to approaches that serve more than 20 vehicles per hour; below that amount, there is no standard.

ACTION: AMEND CITY DEVELOPMENT CODE TO INTRODUCE VEHICLE MOBILITY STANDARDS ON CITY STREETS CONSISTENT WITH THE TSMP.



UPDATE ENGINEERING ROADWAY STANDARDS

The City Engineer maintains the recommended design standards for all city-maintained facilities, which include roadway, bikeway, walkway and trail cross-sections. The configurations of several elements of these facilities were modified during the TSMP process, primarily to provide better quality bicycling and walking facilities on lower class roadways. The specific facility cross-sections and new right-of-way requirements should be incorporated into the city's design standards to guide construction of future street improvement projects.

ACTION: AMEND THE CITY DESIGN STANDARDS TO INCLUDE THE MINIMUM STANDARDS FOR ARTERIAL, COLLECTOR, AND LOCAL ACCESS ROADWAYS AS DESCRIBED IN THE TSMP.

MUNICIPAL CODE REVISIONS AND AMENDMENTS

A variety of changes and amendments were recommended that influence the city's municipal code as it relates to streets and sidewalks, subdivisions regulations and zoning. The city council should take action to modify the appropriate sections of the code to address these amendments, as stipulated in a memorandum (Angelo Planning Group, 20 Aug 2021) and summarized below:

1. Title 12 Streets and Sidewalks:

- a. Increase minimum sidewalk width in residential and mix-used areas
- b. Update driveway design standards to be consistent with current best practices
- c. Implement Complete Street guidelines and clear and objective minimum standards
- d. Add a fee-in-lieu provision for roadway improvements

2. Title 21 Pasco Urban Area Subdivision Regulations:

- a. Require a future street plan with proposed subdivision to demonstrate how it will accommodate future street extensions
- b. Amend arterial minimum standards consistent with the TSMP

- c. Amend collector minimum standards consistent with the TSMP
- d. Amend local access roadway minimum standards consistent with the TSMP
- e. Provide guidance for constrained roadway designs to enable connectivity in challenging topographical or environmental situations.
- f. Require pedestrian ways in areas of exceptionally long blocks or for access to recreational facilities or schools.

3. Title 25 Zoning:

- a. Require safe connections on all non-single-family residential development sites to: main building entries, adjacent streets and sidewalks, transit stops, and adjacent uses such as schools and parks
- b. Reduce minimum off-street parking standards and consider maximums
- c. Establish bike parking standards
- d. Codify recommended TSMP access management spacing standards to better manage driveway construction
- e. Require safe and direct pedestrian connections to existing and planning transit stops.
- f. Permit transit supportive uses outright in commercial and institutional zones.

On-Going Plan Review and Updates

This is the first Transportation System Master Plan that has been prepared by the City of Pasco. As noted earlier in this section, to fully realize the vision of this TSMP to be “a safe and balanced multimodal transportation system which equitability serves pedestrians, bicyclists, transit, freight and drivers” will require several regulatory and administrative changes to be made by the city. Once these changes have been implemented, the shape and amenities of new transportation projects will more readily support these objectives.

However, as with any long-range planning process, the TSMP should be reviewed and updated periodically to address any unanticipated major changes that could significantly influence the land development patterns or the local transportation system. Examples of possible issues that trigger a review might include new state and federal transportation regulations and funding priorities, or significant changes to the city or regional growth forecasts that are associated with comprehensive plan updates, or major urban growth area adjustments.

Aside from these types of triggering events, it is recommended that the TSMP be reviewed every five to 10 years to update the growth and funding assumptions that were made in this plan. The update process should align with the requirements stipulated in the Growth Management Act for transportation elements (RCW 36.70A.070, subsection 6).

