

CHAPTER 4

TRANSPORTATION





CHAPTER 4 TRANSPORTATION

INTRODUCTION

For the foreseeable future, private automobiles will continue to carry the majority of daily trips in the City of Prosser. However, more residents are choosing to live in walkable neighborhoods near their place of work and using a variety of transportation modes. The City of Prosser strives to provide readily accessible transportation alternatives through partnerships with public transportation agencies and private developers.

The City of Prosser maintains a six-year Transportation Improvement Plan (STIP) which details the most critical road needs and identifies funding sources. The City of Prosser has formed a Transportation Benefit District (TBD) which is used to fund road repairs and maintenance. Additionally, the City's Capital Facilities Plan (CFP) categorizes long-term transportation and facilities improvements necessary to accommodate projected population increases. The CFP also analyzes existing financial capabilities and the probability of alternative funding sources. Due to significant shortfalls in State and Federal funding allocations, the City of Prosser relies heavily on developer funding of transportation infrastructure projects necessary to meet Washington Concurrency laws.

TRANSPORTATION GOALS AND POLICIES

GOAL T-1: Provide a balanced, multimodal transportation system that supports the safe and efficient movement of people and goods.

- Policy T-1.1. Adopt a Transportation Systems Plan (TSP) that classifies existing street networks by minimum acceptable levels of services and identifies transportation projects that are necessary to accommodate future growth.

- Policy T-1.2. Establish a minimum level of adequacy for transportation facilities throughout the City through the use of consistent and uniform standards.

- Policy T-1.3. Focus efforts to address the transportation needs of mobility-disadvantaged groups, such as the elderly, disabled, low and

CHAPTER 4

TRANSPORTATION



moderate income, and youth.

- Policy T-1.4. Classify city streets according to their function, so that needed mobility capacity may be preserved, and planned street improvements will be consistent with those functions.
- Policy T-1.5. Seek control of parcels of land that may be needed in the future for any transportation purpose as the opportunity arises.
- Policy T-1.6. Minimize the number of driveways on arterials to improve the pedestrian environment and reduce the potential for pedestrian and vehicle collisions.
- Policy T-1.7. Maintain a truck route system to provide access to commercial and industrial land uses and reduce the impacts to neighborhoods and local streets.
- Policy T-1.8. Plan for the growing use of alternative transportation modes and adapt to changes in personal automobile technologies, including alternative fuel source and autonomous vehicles.

GOAL T-2: To provide a local transportation system that is coordinated and consistent with the regional transportation network.

- Policy T-2.1. Work actively and cooperatively with other jurisdictions and regional and state agencies to plan, design, fund and construct regional transportation projects that support the city's Comprehensive Plan.
- Policy T-2.2. Facilitate effective use of the transportation system through coordination of transportation facilities and services for all types of motorized and non-motorized transportation throughout the county.



CHAPTER 4 TRANSPORTATION

Policy T-2.3. Support local and regional public transportation agencies in providing service to Prosser and connectivity to nearby communities.

Policy T-2.4 Work with other transportation planning organizations to consider changes to the transportation network that incorporates designs that maximize efficiency.

GOAL T-3: Distribute transportation costs and benefits equitably; and provide for consistency and fairness in establishing priorities for transportation expenditures.

Policy T-3.1. Support the transportation needs of traditionally underserved neighborhoods and vulnerable populations through equitable investments throughout the City, including potential catch-up investment for areas in need as necessary.

Policy T-3.2 Establish clear and objective criteria for evaluating costs to public benefit when considering transportation system improvements.

Policy T-3.3. Petition decision making bodies to consider Prosser’s transportation improvement prioritization system.

Policy T-3.4. Actively seek local, state, and federal funding and other grants for the development and enhancement of bike/pedestrian facilities, freeways, arterials, and traffic control systems.

What is Transportation Concurrency? The Washington State Growth Management Act requires cities to ensure that transportation programs, projects and services needed to serve growth are regionally coordinated, and are in place either when new development occurs or within six years.

CHAPTER 4

TRANSPORTATION



GOAL T-4: Ensure that transportation facilities and services needed to support development are available concurrent with the impacts of such development.

- Policy T-4.1. Ensure that the transportation network adequately serves existing and projected land use growth allocations
- Policy T-4.2. Establish, and update as necessary, level of service standards for all modes.
- Policy T-4.3: Maintain adopted level of service standards so that conditions do not degrade below the standards with the addition of the new developments.
- Policy T-4.4. Design arterials and streets to fit the intended character of the areas through which they pass.

GOAL T-5: Recognize bicycle and pedestrian movement as basic means of circulation and to assure adequate accommodation of bicyclists and pedestrians in all transportation policies and facilities.

- Policy T-5.1. Create a bike/pedestrian Master Plan to inventory current and proposed bike/pedestrian connections and to guide development of future active transportation connections throughout the City.
- Policy T-5.2. Incorporate pedestrian and bicycle facilities along with other mobility options in planning, developing and maintaining the transportation system.
- Policy T-5.3. Improve the opportunities for pedestrians and bicyclists to safely cross streets at intersections and designated mid-block locations.



CHAPTER 4 TRANSPORTATION

Policy T-5.4. Designate safe walkway and bikeway routes from residential areas to schools, parks, transit, and other activity centers.

GOAL T-6: Develop and support a public transit system and regional transportation strategies that address the special needs of the transportation disadvantaged and provide increased mobility options and access for all.

Policy T-6.1. Offer a public transportation system that conveniently serves residents and workers within Prosser and offers easy connection to regional destinations.

Policy T-6.2. Work with transit providers to maintain and expand frequent and reliable transit service in Prosser to support community needs.

Policy T-6.3. Work cooperatively with public transportation agencies to development access management agreements for transit routes within the city.

Policy T-6.4. Identify, dedicate, and preserve necessary right-of-way for transit facilities including bump-outs, bus stops, turn lanes, etc.

CHAPTER 4

TRANSPORTATION



FIGURE T-1. PROSSER NON-MOTORIZED TRANSPORTATION LEVELS OF SERVICE.

LOS	Description
Sidewalks	Sidewalks on both sides of arterials and collectors, crosswalks every 600 feet where feasible.
Bicycle	Network of bicycle lanes available to provide alternative modes of transportation along arterials, collectors, and roads connecting significant residential developments to commercial hubs.

FIGURE T-1.1 ROADWAY MOTOR VEHICLE LEVELS OF SERVICE.

LOS	Description
A - Free flow	Free flow. Low volumes and no delays
B - Reasonably free flow	Stable flow. Speeds restricted by travel conditions, minor delays. Presence of other users in the traffic stream
C - Stable flow	Stable flow. Speeds and maneuverability reduced somewhat by higher volumes.
D - Approaching unstable flow	Stable flow. Speeds considerably affected by change in operating conditions. High density traffic restricts maneuverability.
E - Unstable flow	Unstable flow. Low speeds, considerable delay, volume at or near capacity. Freedom to maneuver is extremely difficult.
F - Forced or breakdown flow	Forced flow. Very low speeds, volumes exceed capacity, long delays and queues with stop-and-go traffic.

FIGURE T-1.2 TWO WAY STOP CONTROLLED INTERSECTION LOS APPLIED.

LOS	Control Delay-Seconds
A	< 10.0
B	> 10.0 and < 15.0
C	> 15.0 and < 25.0
D	> 25.0 and < 35.0
E	> 35.0 and < 50.0
F	> 50.0



CHAPTER 4 TRANSPORTATION

**FIGURE T-1.3 FOUR WAY STOP CONTROLLED INTERSECTION
LOS APPLIED.**

LOS	Control Delay-Seconds
A	< 10.0
B	> 10.0 and < 15.0
C	> 15.0 and < 25.0
D	> 25.0 and < 35.0
E	> 35.0 and < 50.0
F	> 50.0

FIGURE T-1.4 PROSSER LOS SPECIFIC ROADWAYS APPLIED.

LOS Specific Roadways	
Residential roads that serve single family dwelling units (excludes Multi-family)	LOS B
Wine Country Road	LOS C
Historic Downtown to include intersections	LOS F
All Other Roads (excluding State and Federal highways)	LOS C
All intersections on arterials	LOS C

TRANSPORTATION BENEFIT DISTRICT

The City of Prosser formed a Transportation Benefit District in 2009, pursuant to the authority of RCW Chapter 36.73. The purpose of the Transportation Benefit District (TBD) is to pay for transportation improvements identified in statewide, regional, or local transportation improvement programs. The City of Prosser’s transportation improvement program, to be funded by the Prosser Transportation Benefit District, is set forth in the Capital Facilities Plan. This local improvement program is in addition to the other programs identified in the Capital Facilities Plan. The TBD funds will be used to finance the projects listed in the Capital Facilities Plan. The TBD funds may be used as a match in order to obtain grants, loans, or other financing in

CHAPTER 4 TRANSPORTATION



order to complete identified and listed improvements.

The following goals and policies are found in Land Use Chapter 1 and are duplicated here as they are appropriate in both chapters.

GOAL LU-9: Provide the Prosser Airport with reasonable protection from airspace obstructions, incompatible land uses, and nuisance complaints that could restrict operations.

- Policy LU-9.1. Keep residential land underlying the air approach east and west of the runway to a low density and intensity. Commercial uses, that attract significant numbers of people, should be discouraged.
- Policy LU-9.2. Plan land use around the airport with potential noise problems in mind. Open space uses are most desirable, such as, parks, cemeteries, golf courses, etc. Commercial uses consistent with the land use map are appropriate provided appropriate noise installation measures are incorporated into the construction of new buildings. Industrial uses are appropriate if located in a planned park. Low-density residential use with sound-reduction would be appropriate.
- Policy LU-9.3. Plan industrial site development in the airport area keeping in mind the needs and operations of the airport.



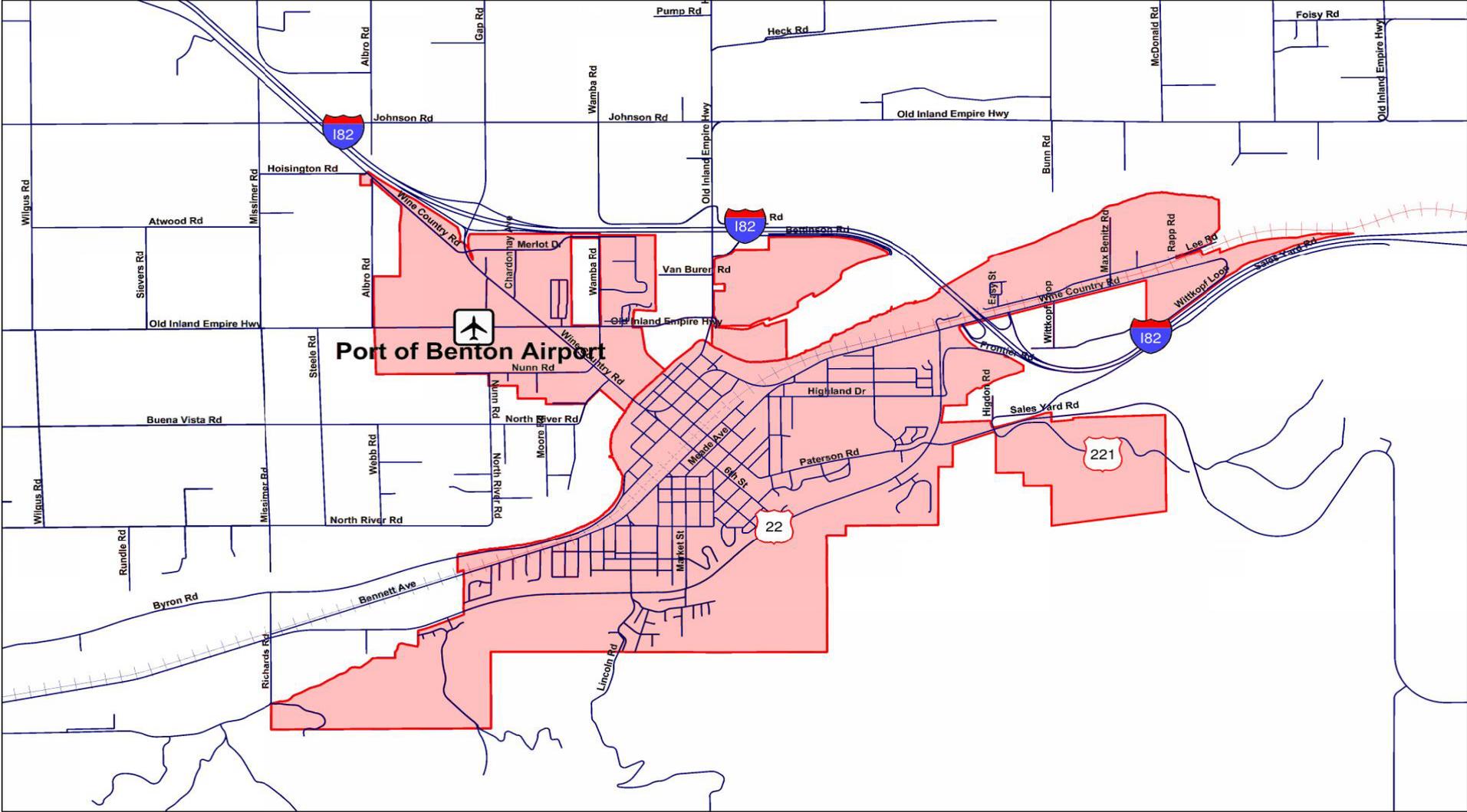


CHAPTER 4 TRANSPORTATION

Policy LU-9.4.

Direct any lighting in the vicinity of the airport downward and avoid excessive glare that could pose a hazard to night air navigation.

FIGURE T-2. CITY OF PROSSER TRANSPORTATION FACILITIES.



MAP DATE 10/09/17