

**GRANDVIEW PLANNING COMMISSION
REGULAR MEETING AGENDA
WEDNESDAY, MAY 27, 2026**



This meeting will be held in person and will also be available via teleconference.

PLEASE NOTE: The maximum occupancy of the Council Chambers is 49 individuals at one time. Access to exits must be kept clear to ensure everyone in the Chambers can safely exit in the event of an emergency.

REGULAR MEETING – 6:00 PM

PAGE

- 1. CALL TO ORDER & ROLL CALL**
- 2. MINUTE APPROVAL**
 - A. Minutes of the April 29, 2026 Planning Commission Meeting 1-3
- 3. ACTIVE AGENDA**
 - A. Comprehensive Plan Update – Transportation Element 4-43
- 4. ADJOURNMENT**

The Planning Commission meeting scheduled for Wednesday, May 27, 2026 at 6:00 pm will be held in person and will also be available via teleconference.

Please join the meeting from your computer, tablet or smartphone.

Join Zoom Meeting

<https://us06web.zoom.us/j/85052872938?pwd=LJwEH3s7ab9UMcwbD9WzLHfYXS0vaq.1>

To join via phone: +1 253 215 8782

Meeting ID: 850 5287 2938

Passcode: 913551

**GRANDVIEW PLANNING COMMISSION
MEETING MINUTES
APRIL 29, 2026**

1. CALL TO ORDER

Commissioner Don Olmstead Jr. called the meeting to order at 6:00 p.m., in the Council Chambers at City Hall.

Planning Commissioners present were: Don Olmstead Jr., Brenda Saldana and Randy Tucker

Planning Commissioner absent was: Gracie Sexton

Staff present were: Land Use Planner Keelan Naasz with the Yakima Valley Conference of Governments (via Zoom), City Administrator Shane Fisher and City Clerk/Secretary Anita Palacios

2. MINUTE APPROVAL

On motion by Commissioner Tucker, second by Commissioner Saldana, the Commission approved the minutes of the February 25, 2026 regular meeting.

3. ACTIVE AGENDA

The Planning Commission meeting focused on reviewing draft updates to the City's subdivision and zoning ordinances required by new state housing laws.

A. Grandview Subdivision Ordinance – Draft

Staff presented draft changes to the subdivision ordinance, focusing on new affordable housing strategies required by Washington State. The proposed changes include unit lot subdivisions (allowing up to 4 lots with common ownership) and split lots, along with requirements for proportional impact fees based on income levels. The discussion covered implementation details including lot sizes, ADU requirements, and connections to city utilities, though specific minimum lot sizes and implementation details for ADUs remain to be determined.

The Commission discussed specific updates needed to the subdivision ordinance, including changes to development contracts, irrigation district/city signatures, and City Clerk responsibilities for filing final plats with the Yakima County Auditor.

Discussion also included sidewalk requirements for new developments, with staff advocating for sidewalks on both sides of streets rather than just one side. It was agreed that developers typically prefer to install sidewalks on both sides as it improves property sales and provides better amenities for neighborhoods. It was explained that the width of streets and right-of-way would remain consistent regardless of sidewalk placement, as engineers would adjust lot sizes during preliminary design to accommodate both sidewalks.

B. Grandview Zoning Ordinance – Draft

They also reviewed zoning ordinance modifications needed to allow ADUs, emergency supportive housing, and density bonuses for affordable housing developments. Discussion also took place regarding the City's current multi-family density limitations and potential opportunities for encouraging more diverse housing options like duplexes.

The discussion focused on ADU (Accessory Dwelling Unit) regulations and the relationship between the Comprehensive Plan and zoning ordinance. It was noted that ADUs sharing service lines with the main home were possible, but if lot splitting occurs, separate water and sewer connections were required, making it no longer an ADU. It was noted that the current zoning ordinance was essentially word-for-word identical to the Comprehensive Plan, which created issues, and they discussed the need to separate these documents with the Comprehensive Plan containing broad goals and policies while the zoning ordinance should provide more specific details. Staff indicated plans to review and propose edits to both the Comprehensive Plan chapters and related ordinances simultaneously to ensure consistency.

The Commission reviewed updates to the zoning ordinance required by state law, including requirements for allowing at least two ADUs on single-family lots, allowing co-living in zones allowing 6+ multifamily units, and incorporating supportive housing in appropriate zones. The Commission discussed current density limitations for the multi-family zone, which allow for nine (9) units per acre, making it challenging for developers to build new apartment complexes.

C. Comprehensive Plan Update - Proposed and Required Changes

Following were the mandated and proposed changes to the Comprehensive Plan:

Zoning Ordinance

- RCW 36.70A.070(2)(b) and WAC 365-196-410(2)(a) – Moderate density housing options including, but not limited to, duplexes, triplexes, and townhomes, within an urban growth area boundary.
- RCW 36.70A.070(2)(d) new in 2021 – Consideration of housing locations in relation to employment locations and the role of ADUs.
- RCW 36.70A.680-681 – Allow at least two ADUs on all lots that allow for single-family homes within a UGA, among the other standards for ADU siting and regulation.
- RCW 36.70A.538 – Allow co-living housing on all lots located within a UGA that allows at least six multifamily residential units, among other standards for co-living siting and regulation.
- RCW 35.21.685 – Allow emergency and supportive housing in areas required by statute, among other standards for siting and regulation of these uses.
- RCW 36.70A.622 – Incorporate all standards for off-street parking areas and spaces for residential uses outlined in RCW 36.70A.622.
- RCW 35.21.990 – Allow a density bonus for the addition of residential dwelling units in an existing build in commercial, mixed-use or residential zones that allow multifamily housing.
- RCW 36.70A.810 & 815 – May not adopt standards for façade modulation, non-conforming setbacks, and upper-level setbacks for building retrofits, residences using specified construction types, and affordable housing.

- RCW 35.21.915 – Regulate temporary shelters and encampments on religious property in accordance with statutory guidelines. See RCW for specific limitations. Local municipalities have the discretion to protect the health and safety of both residents in temporary settings that are hosted by religious organizations and the surrounding community. The legislature encourages local jurisdictions and religious organizations to work together collaboratively to protect the health and safety of residents and the surrounding community while allowing religious organizations to fulfill their mission to serve the homeless.
- RCW 36.70A.545 – Allow density bonus for affordable development on religious property.
- RCW 35.21.682 – May not limit the number of unrelated people occupying a dwelling unit, except for legal limits on occupant load per square foot or building code.
- RCW 35.21.684 – Regulate siting of manufactured homes the same as siting of traditional site-built homes.
- Fair Housing Act and 1988 Amendments – May not make zoning or land uses decisions that discrimination against housing for people with disabilities.
- RCW 36.70A.050 – Affordable housing incentive programs should conform to statutory provisions of RCW 36.70A.540.
- RCW 36.130.020 – Must not impose requirements on affordable housing that are different than those imposed on housing developments generally.
- RCW 36.70A.070(2)(c) - amended in 2021 (HB 1220) – Zoning designations are consistent and implement land use designations that accommodate future housing needs by income bracket as allocated through the countywide planning process.

Subdivision Ordinance

- RCW 58.17.060(3) – Include procedures for unit lot subdivision in short plan regulations.
- RCW 58.17.145 – Include procedures for lot splits.
- RCW 82.02.060(1) – If utilized, impact fees must be determined using a method that produces proportionately lower fees for smaller housing units.
- Standards for requiring parks for new subdivisions.

4. ADJOURNMENT

The Planning Commission meeting adjourned at 6:50 p.m.

Commissioner Don Olmstead Jr.

Anita Palacios, City Clerk

Chapter 4 – Transportation Element

DRAFT

I. INTRODUCTION

Purpose

The Transportation Element considers the movement of people and goods in relation to existing land use and to the desired future development pattern as stated within the Land Use Element. The Transportation Element considers both motorized and non-motorized forms of transportation, as well as private and public means of transportation. The Transportation Element also coordinates the needs of the local transportation system with the transportation network of adjoining jurisdictions and the larger region.

Growth Management Act Requirements

The goal of the Growth Management Act (GMA) is to encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with city and county comprehensive plans. The City of Grandview's Transportation Element must be consistent with the regional transportation plan established by the Regional Transportation Planning Organization (RTPO) for Yakima County. The Transportation Element must also implement, and be consistent with, the City's Land Use Element.

The Growth Management Act requires that communities apply the concepts of consistency and concurrency when discussing transportation issues. Consistency means that no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in a system. Consistent features and elements of the plan are compatible to the extent that they can co-exist and not preclude the accomplishment of other features or elements.

Concurrency means that adequate capital facilities are available when the impacts of development occur or within six years of such development. Within the Growth Management Act, concurrency is required for transportation impacts (it may optionally be applied to other capital facilities).

The GMA requires that the Transportation Element include discussion of the following topics:

- Land use assumptions used in estimating travel;
- Estimated impacts to state-owned transportation facilities and services;
- Facilities and service needs, including:
 - An inventory of air, water, and land transportation facilities and services, including transit alignments, [active transportation facilities](#), [state-owned transportation facilities](#) and [general aviation airports](#) to define existing capital facilities and travel levels as a basis for future planning;
 - [Adopted multimodal](#) Level of service (LOS) standards for all arterials and transit routes to serve as a gauge to judge performance of the system. These standards should be regionally coordinated;
 - Specific actions and requirements for bringing into compliance any facilities or services that are below established LOS standard;
 - [A forecast of multimodal transportation for at least 10 years including land use assumptions used in estimated travel, incorporating provisions for environmental justice](#);
 - [A transition plan for transportation as required in Title II of the ADA](#);

- Identification of system expansion needs and transportation system management needs to meet future demands;
- Finance, including:
 - An analysis of funding capability to judge needs against probable funding resources;
 - A multi-year financing plan based on the needs identified in the Comprehensive Plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems;
 - If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised or how land use assumptions will be reassessed to ensure that LOS standards will be met;
- Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land assumptions on the transportation systems of adjacent jurisdictions;
- Demand-management strategies; and
- Pedestrian and bicycle planning.

Communities with adopted LOS standards must adopt and enforce ordinances which prohibit development approval if the development causes the LOS on a transportation facility to decline below the standards adopted in the Transportation Element of the Comprehensive Plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride sharing programs, demand management, and other transportation systems management strategies.

Transportation Element Certification

The City of Grandview's Transportation Element must be consistent with the *Yakima Valley Metropolitan and Regional Transportation Plan 2020-2040* (M/RTP) established by the Yakima Valley Conference of Governments (YVCOG), the lead agency for the Metropolitan Transportation Organization (MPO) and the Regional Transportation Planning Organization (RTPO) for Yakima County. The Transportation Element must also implement, and be consistent with, the City's Land Use Element, as well as the Yakima County-Wide Planning Policy and State growth management goals. After review of the City of Grandview's Transportation Element, it was determined that it is consistent with the M/RTP and the GMA, as follows:

- The plan was submitted for consideration on May 19, 2016 and reviewed by YVCOG Staff.
- The MPO/RTPO Technical Advisory Committee reviewed the completed Transportation Element Review Checklist on June 9, 2016 and recommended approval to the MPO/RTPO Policy Board.
- The Policy Board considered the recommendation of the Technical Advisory Committee on June 20, 2016 and approved the City of Grandview's Transportation Element.
- A formal Transportation Element Consistency Certification Report was signed by YVCOG's Executive Director on June 21, 2016.

Relationship to Other Elements

The Transportation Element must be consistent with other elements of the Comprehensive Plan. It must

support the desired development pattern and desired growth rates. In turn, the Transportation Element's goals and objectives must be consistent with and supported by the Land Use Element, Capital Facilities Element, Housing Element, and other portions of the Comprehensive Plan. The Transportation Element must support the concurrent development of transportation facilities as growth occurs.

Applicable Countywide Planning Policies

Countywide Planning Policies must be considered and incorporated into the Transportation Element for the plan to achieve "interjurisdictional consistency." The following Countywide Planning Policies apply to discussion of the Transportation Element:

1. The capital facilities, utilities, and transportation elements of each local government's comprehensive plan will specify the general location and phasing of major infrastructure improvements and anticipated revenue sources. [RCW 36.70A.070(3)(c)(d)] (Countywide Planning Policy: B.3.4.)
2. Major public capital facilities that generate substantial travel demand should be located along or near major transportation corridors and public transportation routes. (C.3.4.)
3. The multiple uses of corridors for major utilities, trails, and transportation rights-of-way is encouraged. (C.3.6.)
4. The transportation element for each jurisdiction will be consistent with and support the land use element of its comprehensive plan. [RCW 36.70A.070(6)] (D.3.1.)
5. Transportation improvements or strategies to accommodate the impacts resulting from new development will be implemented concurrent with new development. "Concurrent with new development" means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years. [RCW 36.70A.070(6)(e)]
6. Local jurisdictions will coordinate transportation planning efforts through YVCOG, which is designated as the RTPO. This regional coordination will assure that an assessment of the impacts of each transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions conducted and conflicts prevented. (D.3.5.)
7. Each interlocal agreement will require that common and consistent development and construction standards be applied throughout the UGA. These may include, but not be limited to, standards for streets and roads, utilities, and other infrastructure components. (F.3.5.)

Major Transportation Considerations

- The City has identified several projects on its Six-Year Transportation Improvement Program. If these projects are not funded through state or federal programs, what other funding sources would be available?

- The Urban Growth Area defines where the City is financially capable of providing urban services and the areas it may ultimately annex. If these areas request annexation, how will the City bring these areas up to its standards for streets, lighting, sidewalks, etc.?
- What improvements to the transportation network will support the City's goals in other areas, especially land use and economic development?
- What are the present and future mobility needs in Grandview, and how can they be met?
- Proximity to I-82 presents additional opportunities for traveler-oriented development. What improvements to the transportation network will help the City capitalize on those opportunities? If the City wishes to maintain the traditional central business district, how can the transportation system be used to further that goal?

• Are additional sidewalks or other pathways needed for public safety, now or in the future? Is a sidewalk improvement program needed?

II. TRANSPORTATION NETWORK CHARACTERISTICS

Roads and Streets

The Grandview area is served by a network of roadways and streets. Roadways and streets within the City of Grandview are categorized under the Federal Functional Classification System. The major streets and roadways serving the City of Grandview are the Wine Country Road, Euclid Road, Old Inland Empire Highway, Grandridge Road, Wilson Highway, and West Fifth Street. [Figure 0-2, page 26 4-1](#) illustrates the existing transportation network and the FFC designations for roads.

All of Grandview's local streets are paved. Residential streets have paved driving lanes and most have dirt or gravel parking lanes. Retail core area streets are paved curb to curb, most with angle parking on both sides of streets. Street right-of-way varies throughout City from 20 feet to 60 feet in width.

I-82 is the primary access to Grandview. I-82 connects Grandview to the City of Yakima and the City of Ellensburg to the northwest. I-90 intersects with I-82 at Ellensburg. The City of Seattle is approximately three hours from Grandview to the west. The City of Spokane is approximately three hours to the east. I-82 connects Grandview with the Tri-Cities to the southeast and connects with I-84 near Hermiston, Oregon. Portland, Oregon is approximately 3½ hours to the west of Grandview. Boise, Idaho is approximately five hours to the east of the City. Grandview connects with State Route 241 through the eastern edge of the City of Sunnyside. SR-241 travels north to connect with Highway 24 and provides access to the Hanford Nuclear Reservation at the west gate. The Yakima Valley Highway provides an important link between the City of Grandview and the City of Sunnyside, the lower Yakima Valley's two largest cities. Other roadways which connect with Grandview serve the large areas of agricultural land which surround the City.

Rail Facilities and Locations

The Grandview area is served by the Washington Central Railroad which took over the Union Pacific and Burlington Northern rail lines in Yakima County. The former Union Pacific rail line between Sunnyside
Transportation Element
Grandview DRAFT 2026 Comprehensive Plan

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and Grandview and Grandview and Prosser has been abandoned. That portion of the old Union Pacific rail line within the City of Grandview has been left intact. Access to this remaining line is from the interconnecting Washington Central (former Burlington Northern) spur between Prosser and Zillah. This spur connects with Washington Central's main line at Prosser. The main line of the Washington Central railroad (formerly BN rail line) follows the SR-22 corridor within the Grandview area.

[In 2025, the Pacific Northwest Region Workgroup identified and recommended 15 proposed passenger rail corridors for further planning and study. The previously discontinued Seattle-Chicago/North Coast Hiawatha Route via Stampede Pass and the Yakima Valley is one of the 15 recommended routes. YVCOG is actively seeking funding to identify location\(s\) for a passenger rail depot facility in the Yakima region.](#)

Airports

Two commercial service airports are located within 45 minutes of the City of Grandview, at Tri-Cities/Pasco and Yakima. These airports serve as commercial nodes for passenger and cargo aircraft. Both airports have at least one runway over 7,000 feet long which can accommodate most types of aircraft. They also serve private flying for business or recreation.

The 825-acre Yakima Regional Airport is located in the City of Yakima, within one hour of the City of Grandview. It serves Yakima County and portions of Kittitas, Klickitat, and Lewis Counties. [The airport, which has an Airport Advisory Committee, is managed and operated by an Airport Manager and staff. The Yakima Regional Airport has two runways, one approximately 3,835 feet in length and one 7,604 feet in length. The 2020 Airport Master Plan includes extending the 7,800-foot runway to 9,100 feet.](#)

Public Transportation

Demand-response transportation services are provided in Grandview for eligible elderly and handicapped citizens by People for People, a private non-profit organization. Demand-response transportation service allows users of this service to call ahead to arrange for transportation services at an agreed upon day and time. These transportation services are provided to elderly persons for trips involving nutrition, medical attention, and shopping. They are also provided to Medicaid clients for only Medicaid-related travel.

People for People also operates the Community Connector, which connects Yakima, Prosser, and cities along the I-82 corridor. The Community Connector is free for all riders. In Grandview, [Route 200 the Community Connector](#) currently stops at Lucky 7 Mini Mart, 226 Wine Country Road; and Safeway, 610 Wine Country Road; three times per day, Monday through Friday.

The only other form of public transportation available in Grandview is private for-hire taxi service.

Discussion of a public transportation system to serve all of Yakima County has been ongoing. The ability for city and county jurisdictions to create a Public Transportation Benefit Area (PTBA) was granted by the Washington State Legislature in 1975. A PTBA operates independently from other government bodies and the only function of a PTBA is to provide public transportation for all citizens within the public transit benefit area. In 1994, a public vote to fund public transportation within the countywide

PTBA failed. In response to the failed measure, the PTBA Board of Directors created a smaller, more localized PTBA around the Yakima metropolitan area.

Discussions regarding development of a countywide transportation system are ongoing among the Lower Valley's Driving Rural Yakima Valley's Economy (DRYVE) and the Upper Valley's TRANS-Action organizations. Both of these organizations work to prioritize regional transportation improvements within their respective regions. DRYVE's mission is to provide a conduit for outreach and support between residents, businesses and communities, and state and federal legislatures. DRYVE works to prioritize investments in improvements to transportation services and infrastructure.

ADA Transition Plan

In 2025 Grandview completed an Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan in accordance with federal guidance for the purpose of implementing capital projects committed to equal access for all, including those with disabilities. This plan identifies priorities and recommendations that the city can implement over time to achieve an ADA-compliant public right-of-way. The plan identifies three priority areas for future improvements:

- Downtown
- Wallace Way Vicinity
- High School/Middle School Vicinity

The plan addresses curb ramps, APS signal installation, sidewalks or multi-use pathways, crosswalks, ADA parking, public building or park access and railroad crossings. Three projects in the City's 2025 Six-Year TIP, Stover Road improvements, 2nd Street improvements, and Wine Country Road Sidewalk Repair, include facilities that will be designed for ADA compliance (See Six-Year TIP on page ¹⁰).

Target Zero

Target Zero is Washington State's strategic commitment to eliminating traffic fatalities and serious injuries to zero. Region 13 covering Yakima and Klickitat counties advances this mission by focusing on the behaviors most contributing to crashes within the region.

Current priorities include reducing frequent speeding, distracted driving, seat belt use, and impaired driving. Region 13 additionally recognizes the need to address drivers who continue engaging in high-risk behaviors despite supporting traffic safety initiatives, emphasizing community norm shifting and bystander empowerment strategies. These priorities guide regional enforcement, outreach, education, and messaging efforts in support of the statewide Target Zero goal.

Freight and Goods Transportation System

The Washington State Freight and Goods Transportation System (FGTS) is a classification system for roadways, railways, and waterways based on freight volume. The FGTS is used to establish funding eligibility for Freight Mobility Strategic Investment Board grants, fulfill federal reporting requirements, support transportation planning process, and plan for pavement needs and upgrades. WSDOT has used this data to designate freight economic corridors in the Washington State Freight Mobility Plan (FMP). The FMP is the first step in identifying and developing a year-round, all-weather system of routes serving truck travel and the economic needs of communities Statewide.

The FMP was last updated in ~~2022~~²⁰¹⁴. WSDOT is currently updating the FGTS and expects to publish a *Transportation Element Grandview ~~DRAFT 2026~~ Comprehensive Plan*

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new FGTS report and online maps in early 2026~~16~~.

WSDOT used criteria based on the level of annual freight tonnage carried by a particular segment of road to identify road segments which play a significant role in the movement of freight and other goods throughout the state (Table 4-1~~Table 0-1~~). Through the FMP, WSDOT estimates truck traffic on highways and roads used most heavily by trucks. Truck traffic count data is converted into average weights by truck type. The five truck route classes based on annual tonnage are listed below. Category T-5 accounts for roads subject to heavy use on a seasonal basis.

Table 4-1~~Table 0-1~~. Truck Route Classes Based on Annual Tonnage

Truck Route Class	Annual Tonnage (Millions)
T-1	10,000,000 +
T-2	4,000,000 - 10,000,000
T-3	300,000 - 4,000,000
T-4	100,000 - 300,000
T-5	At least 20,000 tons in 60 days

Table 4-2~~Table 0-2~~ lists the City of Grandview UGA FGTS streets and roads. Figure 4-3 illustrates the FGTS streets and roads for the City of Grandview UGA.

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Table 4-2~~Table 0-2~~. Grandview UGA - Freight and Goods Transportation System Classified Roads

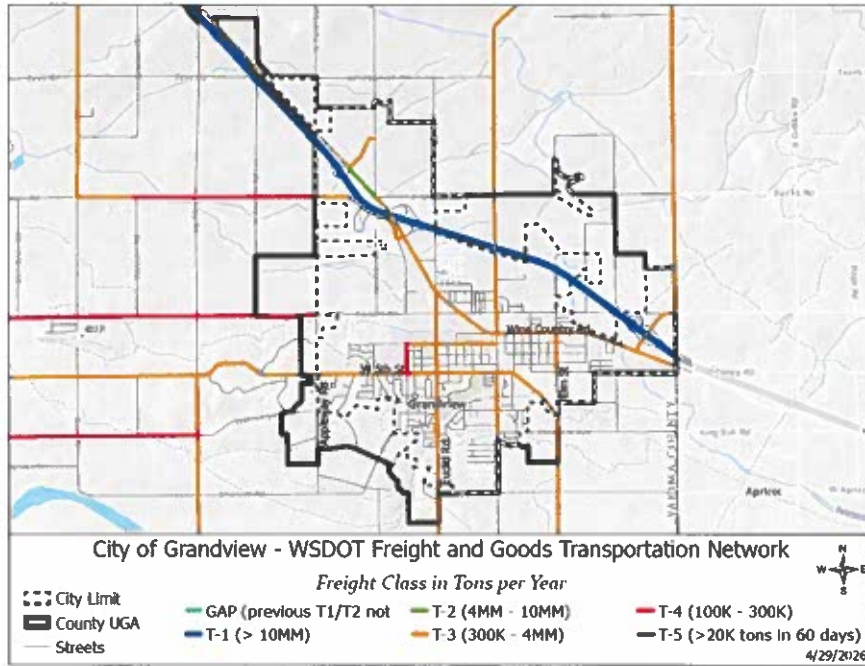
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Route Name	Start Location	End Location	FGTS Class
Wine Country Road/Yakima Valley Highway	North City Limits	I-82	T-2
Euclid Road	Groom Lane	Stassen Way	T-3
Euclid Road	Second Street	Wine County Road	T-3
Euclid Road	South City Limits	Groom Lane	T-3
Euclid Road	Stassen Way	Second Street	T-3
W. Fifth Street	At Appleway Road	West City Limits	T-3
W. Fifth Street	Larson Street	Division Street/Old Prosser Highway	T-3
W. Fifth Street	West City Limits	Larson Street	T-3
Wine Country Road/Yakima Valley Highway	Avenue B	Cedar Street	T-3
Wine Country Road/Yakima Valley Highway	Cedar Street	Fir Avenue	T-3
Wine Country Road/Yakima Valley Highway	Euclid Road	Avenue B	T-3

Route Name	Start Location	End Location	FGTS Class
Wine Country Road/Yakima Valley Highway	Fir Avenue	County Line Road	T-3
Wine Country Road/Yakima Valley Highway	I-82	Euclid Road	T-3
Avenue B	Main Street	Bonnieview	T-4
Elm Avenue	Fifth Street	Main Street	T-4 T-3?
Grandridge Road	Fifth Street	South City Limits	T-4 T-3
Hillcrest Road	Fifth Street	Second Street	T-4
Second Street	Hillcrest Road	Avenue B	T-4 T-3?
Stover Road	West Urban Boundary	Wine Country Road/Yakima Valley Highway	T-4

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Figure 04-1. Grandview UGA – Roadways by Truck Tonnage Class



**Freight and Goods
Transportation System**

Roadways 2013
Washington State
Department of Transportation

**Tonnage Class T1-T5 Annual Tons
(in thousands)**

- T1 (over 10 000)
- T2 (4 000 to 10 000)
- T3 (300 to 4 000)
- T4 (100 to 300)
- T5 (over 20 in 60 days)

- Grandview Urban Area
- Other Urban Area
- County Boundary
- City
- Indian Reservation

III. ROADWAY CHARACTERISTICS

This section examines Grandview area roadways more closely. The City of Grandview has 42 miles of roadway within the City limits. Many additional miles of roadway exist within the adjacent Urban Growth Area (UGA).

Functional Classification

Figure 4-2 Figure 0-2, page 26 illustrates the Federal Functional Classification (FFC) of roads in the Grandview UGA.

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Table 4-3

Table 4-4, page 1516 lists the FFC of roads within the City of Grandview; Error! Reference source not found, page Error! Bookmark not defined, lists the same for the unincorporated portion of the Grandview UGA. FFC is the grouping of highways, roads and streets by the character of service they provide for transportation planning purposes. Individual streets and roadways do not function independently, but rather form a network through which traffic flows. Roads within the network serve two primary functions: 1) mobility to move traffic, goods, and people from one location to another quickly and efficiently; and 2) access to parcels of land. The primary purpose of arterial streets is to provide mobility. Land access from arterial streets is secondary and numerous access points along an arterial may serve to impede its mobility function. A local street's primary purpose is to provide access to surrounding parcels of land. Mobility is secondary. Collector streets provide both land access and mobility and link arterial and local streets.

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Roadways are classified as either rural or urban; this classification determines what type of funding roads are eligible for and what types of standards they must meet upon new construction. When roads fall within an urbanized area as determined by the Census, they are considered urban; roads outside urbanized areas are considered rural. Areas may be added to the urbanized area upon City request during an urban area adjustment process that is required by federal law after each decennial Census. Following the 2010 Census, this adjustment process took place for Yakima County in 2013.

The City's functional street classification is defined below. It is based on standards followed by the Washington State Department of Transportation.

Freeway: A high speed, high capacity roadway intended exclusively for motorized traffic with private automobile.

Principal Arterial: A highway connecting major community centers and facilities, often constructed with partial limitations on access through intersections and common driveways. Principal arterials generally carry the highest amount of traffic volumes and provide the best mobility in the roadway network. Since most principal arterials are intra-county, they serve both urban and rural areas. Regional and inter-county bus routes are generally located on principal arterials as well as transfer centers and park-and-ride lots.

Minor Arterial: A highway connecting centers and facilities within the community and providing some access to abutting properties. The facility stresses mobility and circulation needs over providing specific access to properties. Minor arterials allow densely populated areas easy access to principal arterials and adjacent land uses (i.e. shopping, schools, etc.), and have lower traffic rates than principal arterials.

Collector Street: A highway connecting two or more neighborhoods as well as carrying traffic within neighborhoods. Collectors also channel traffic onto the minor and principal arterials. Typically, they carry moderate traffic volumes, have relatively shorter trip than arterials, and carry very little through traffic. Urban collectors and rural major collectors are the lowest class of urban roadway classifications eligible for federal funding.

Local Access Street: This category comprises all roadways and streets not otherwise classified. Their main function is providing direct access to abutting properties, sometimes at the expense of traffic movement. Traffic generally moves slowly on these streets and delays are caused by turning vehicles.

Idealized Urban and Rural Roadway Capacities

For each of the functional classifications of roadway noted above, a corresponding idealized capacity is shown below. These idealized capacities are based on roadway capacities as used in the traffic analysis and forecast model. The actual capacity of any specific roadway is affected by the roadway’s speed limit, number of intersecting roadways, number of stops or other delays, and other factors.

<u>Functional Class</u>	<u>Capacity of Roadway</u> (Vehicles/Hour)
Freeway	3,600
Freeway Ramps	1,200
State Highways	2,200
Principal Arterial (Urban/Rural)	2,200
Minor Arterial (Urban)	2,000
Collector Arterial (Urban)	1,800
Access/Local (Urban)	1,600
Major Collector (Rural)	2,400
Minor Collector (Rural)	2,000
Access/Local (Rural)	1,600
Other	1,600

Traffic Volume History

Traffic volumes in the Grandview area tend to be lower than the capacities noted above. This is displayed in Table 4-4, with all roadways maintaining a level of service “A” ranking. However, while the Grandview transportation system tends to be relatively free from congestion, traffic volumes on every minor arterial and collector throughout the City have increased since the last Comprehensive Plan update in 2006. The City of Grandview anticipates traffic volumes to continue to grow into the future, with the City population anticipated to reach ~~14,538~~ **17,558** by ~~2046~~ **2040**.

The City of Grandview collects traffic data for a number of purposes, including long-range planning, reviewing development proposals, and to support competitive applications for roadway improvements. Traffic volumes can either be expressed in terms of “Average Annualized Daily Traffic” (AADT), which is the volume of traffic over a 24-hour time period; or in terms of “peak hour” traffic volume, which is the highest single-hour traffic volume within a 24 hour period. Most of the recorded historical traffic volumes are in the form of AADT. In ~~2025~~ **2015**, the City of Grandview collected traffic counts using computerized traffic counters. These traffic counters plot traffic volume against time and thus can be used to determine peak hour flow.

[The Yakima Valley Conference of Governments \(YVCOG\) with assistance from Eco Resource Management Systems, Inc. \(eMRSI\), developed a computer-based planning model for YVCOG comprising all of Yakima County with a nominal base year of 2020 and forecast years of 2025 and 2045. The travel demand model is a representation of YVCOG/Yakima County, and all the cities within Yakima County, the surface transportation facilities and the travel patterns using these facilities. The computerized transportation](#)

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Transportation Element

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Grandview [DRAFT 2026](#) Comprehensive Plan

model is used to analyze VMT (Vehicle Miles of Travel) and VHT (Vehicle Hours of Travel) growth, street and intersection congestion and forecasts the need for future roadway improvements. The model contains inventories of the existing roadway facilities and of housing, shopping, schools, and employment in the area. Yakima County Public Services maintains a series of set street and roadway locations from which counts are conducted every three to four years. Almost all of the counts reviewed were conducted in 2013, with some additional counts from 2009, 2012, and 2014. Major collectors in unincorporated Yakima County were examined to see if traffic volumes on Grandview area roads had noticeably increased over this period of time. With the exception of Yakima Valley Highway/Wine Country Road, which appears to have gained steadily in volume over these years, discernable patterns are not obvious.

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Level of Service

The ease of traffic movement along a roadway is a function of the roadway’s vehicular capacity, the number of vehicles actually using the roadway, the number of stops along the roadway, and the time spent waiting at each stop. To characterize the ease of movement of traffic, transportation engineers have developed the concept of “level of service” (LOS). LOS has been categorized in a range from “A” to “F.” LOS standards, as described in [Table 4.3](#) below, are taken from the 1985 federal Highway Capacity Manual.

LOS can be calculated in several ways. [In this report, LOS is calculated by dividing traffic volume by the idealized roadway capacity, using data from YVCOG’s 2022 Travel Demand Model.](#) One of the simplest measures and the one used in this analysis, is a ratio of traffic volume to roadway capacity. Other more complex measures include interruptions to traffic flow such as signals, stop signs, turning traffic, and other factors. [The resulting ratio relates to one of the five different LOS categories. Table 4.2 Table 4.3 summarizes LOS categories for roads.](#)

Roadway capacity refers to the maximum amount of traffic that can be accommodated by a given roadway facility. Roadway capacity is based on an analysis of roadway conditions, including the number and width of lanes, pavement and shoulder types, the presence of controls at an intersection, and whether the roadway is in an urban or rural area.

~~The LOS can be calculated by dividing the observed traffic volume by the idealized roadway capacity. The ratio which results relates to one of the five different LOS categories. Table 3 summarizes LOS categories for roads.~~

The minimum acceptable LOS on Grandview streets is a LOS “C” (e.g., a volume-to-capacity ratio of between 0.71 and 0.80). This expectation results in a maximum traffic volume of 900 vehicles per hour per lane on City streets (minor arterial). In instances when the traffic volumes exceed this threshold, capacity-related improvements are necessary before additional land use development can occur.

Table 04-23. Level of Service Categories

Level of Service	Description	Volume/Capacity Ratio
A	Free flow. Low volumes and no delays.	Less than 0.60

Level of Service	Description	Volume/Capacity Ratio
B	Stable flow. Speeds restricted by travel conditions, minor delays. Presence of other users in the traffic stream.	0.61 to 0.70
C	Stable flow. Speeds and maneuverability reduced somewhat by higher volumes.	0.71 to 0.80
D	Stable flow. Speeds considerably affected by change in operating conditions. High density traffic restricts maneuverability.	0.81 to 0.90
E	Unstable flow. Low speeds, considerable delay, volume at or near capacity. Freedom to maneuver is extremely difficult.	0.91 to 1.00
F	Forced flow. Very low speeds, volumes exceed capacity, long delays and queues with stop-and-go traffic.	Over 1.00

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Functional Class	Roadway Name	Start Location	End Location	No. of Lanes	AADT (2026) (4014)	Estimated Peak Hour Volume (vph) [AADT 10%]	Idealized Roadway Capacity (vph)	Peak Volume as a Ratio of Roadway Capacity	Level of Service
Interstate	I-82	Mile 072.51	Mile 07304	4	32,400 ⁺ 2,980	3,240 ⁺ 1,298	3,600	0.900 0.361	A
Principal Arterial	None	Mile 073.84	Mile 074.28	4	27,600 11,089⁺	2,760 ⁺ 1,109	3,600	0.767 0.308	A
Minor Arterial	Grandridge Road	Fifth Street	Wine Country Rd	2 into 4	6,100 ⁺ 597	610 ⁺ 259.7	2,000	0.305 0.389	A
	Wilson Hwy	Wine Country Rd	Bonnieview Road	2	2,500 ⁺ 340	250 ⁺ 234	2,000	0.125 0.117	A
	Wilson Hwy	Bonnieview Road	North City Limits	2	2,100 ⁺ 616	210 ⁺ 261.6	2,000	0.105 0.131	A
	Euclid Road	South City Limits	Groom Lane	2	1,800 ⁺ 315	180 ⁺ 331.5	2,000	0.090 0.166	A
		Groom Lane	Stassen Way	2	3,600 ⁺ 472	369 ⁺ 447.2	2,000	0.180 0.224	A
		Stassen Way	Second Street	2	4,500 ⁺ 431	450 ⁺ 543.1	2,000	0.225 0.272	A
		Second Street	Wine Country Rd	2	6,100 ⁺ 367	610 ⁺ 726.7	2,000	0.305 0.368	A
	OIE Hwy	Division Street	South City Limits	2	4,400 ⁺ 486	440 ⁺ 448.6	2,000	0.220 0.074	A
	W. Fifth Street	West City Limits	Larson Street	2	3,100 ⁺	310 ⁺ 517.6	2,000	0.155 0.259	A

Table 04-34. City of Grandview Roads – Functional Classification, Peak Hour Volume, and Level of Service

Functional Class	Roadway Name	Start Location	End Location	No. of Lanes	AADT (2026) (2015)	Estimated Peak Hour Volume (vph) [AADT 10%]	Idealized Roadway Capacity (vph)	Peak Volume as a Ratio of Roadway Capacity	Level of Service
	Wallace Way	Forsell Road	North City Limits	2	1,800 1,814	180 181.4	1,800	0.100 0.101	A
Local Road	All streets and roadways not listed above								

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Functional Class	Roadway Name	Start Location	End Location	No. of Lanes	AADT* (2026) (2015)	Estimated Peak Hour Volume (vph) [AADT 10%]	Idealized Roadway Capacity (vph)	Peak Volume as a Ratio of Roadway Capacity	Level of Service
Interstate	I-82	Mile 073.04	Mile 073.84	4	12,003* 27,600 3015	2,760 1,200 3	3,600	0.767 9.333 0.603	A
Principal Arterial	None		Mile 074.28	4	21,700	2,170	3,600	0.603	A
Minor Arterial	None								
Major Collector	Euclid Road	Fischer Road	Yakima	2	4,300	430 250 8	2,400	0.179	A
	Euclid Road	Yakima River	Robinson	2	4,300	430 265 6	2,400	0.179	A
		Robinson Road	Chase/Mt.	2	4,500	450 214 9	2,400	0.188	A
		Chase/Mt. View	Apricot	2	1,500	150 159 9	2,400	0.063	A
		Apricot Road	City Limits	2	1,500	150 238 9	2,400	0.063	A

Functional Class	Roadway Name	Start Location	End Location	No. of Lanes	AADT* (2026) (2015)	Estimated Peak Hour Volume (vph) (AADT 10%)	Idealized Roadway Capacity (vph)	Peak Volume as a Ratio of Roadway Capacity	Level of Service
	Grandview Pavement Road	Asahel Curtis Dr.	Puterbaugh Road	2	1,100 (968)	110 (96.8)	2,400	0.046 (0.040)	A
	McCreadie	Puterbaugh Road	City Limits	2	3,100	342 (310)	2,400	0.129 (0.05)	A
	OIE Hwy.	Olmstead Road	N. of I-82	2	5,000 (4,790)	500 (496.1)	2,400	0.208 (0.08)	A
		N. of I-82	Wine	2	8,900	890 (844.4)	2,400	0.370	A
		Apricot Road	Pleasant	2	5,300	530 (524.5)	2,400	0.221 (0.09)	A
		Pleasant Avenue	Elm Street	2	8,000	800 (802.8)	2,400	0.333 (0.12)	A
		Woodworth	Stover Road	2	1,300 (883)	88 (313)	2,400	0.540 (0.09)	A
		Ray Road	Tear Road	2	7,800	780 (836.2)	2,400	0.325 (0.39)	A
		Tear Road	Puterbaugh	2	6,800 (6,700)	674 (468)	2,400	0.283 (0.28)	A
		County Line	McCreadie	2	4,000	400 (291.3)	2,400	0.167 (0.12)	A
		McCreadie Road	City Limits	2	9,700	970 (828.7)	2,400	0.404 (0.17)	A
		Chestnut Road	Tuttle Road	2	400 (227)	40 (22.7)	2,000	0.020 (0.01)	A
		Tuttle Road	Pecan Road	2	600 (549)	60 (96)	2,000	0.030 (0.02)	A
		Pecan Road	Grandview	2	2,300 (556)	55 (62.3)	2,000	0.115 (0.02)	A
		Grandview	Forsell Road	2	1,500 (572)	150 (57.2)	2,000	0.075 (0.02)	A
		Forsell Road	Ogle Road	2	1,000	100 (183.3)	2,000	0.050 (0.09)	A
		Ogle Road	Stover Road	2	900 (616)	90 (61.6)	2,000	0.045 (0.03)	A
		Hanks Road	Robertson	2	1,500 (781)	150 (78.1)	2,000	0.075 (0.03)	A
		Robertson Road	McCreadie	2	1,900 (108)	190 (108.6)	2,000	0.095 (0.05)	A
		Hornby Road	N. Forsell	2	1,700 (1,700)	170 (175.9)	2,000	0.085 (0.08)	A
		N. Forsell	Puterbaugh	2	1,900 (1,900)	190 (163.9)	2,000	0.095 (0.08)	A
		Puterbaugh Road	Yakima	2	1,900 (1,420)	190 (142.3)	2,000	0.095 (0.07)	A

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Non-motorized Transportation

Sidewalks

Downtown Grandview and the older residential neighborhoods within the City contain the majority of sidewalks within the community. New residential developments are required to have sidewalks on at least one side of the street. However, industrial areas outside of downtown generally do not contain sidewalks.

Bicycle and Pedestrian Pathways

Few formally designated pathways exist within the City of Grandview UGA and the surrounding areas within Yakima County and Benton County. The two most notable pathways have been developed along the abandoned Burlington Northern rail line. The Lower Valley Pathway extends from the northwestern part of Grandview to Sunnyside following the route of Yakima Valley Highway. The Benton County/Prosser Pathway extends from near the Yakima/Benton County Line to Prosser.

In 2014, Yakima County updated the *Yakima County Trails Plan*, which calls for development of a regional bicycle/pedestrian network that would function as a viable transportation option. One portion of the trail system, the Lower Yakima Trail, would be a multi-use, paved, 40-mile long trail connecting Benton County to the City of Yakima. Some portions of the trail system are completed. In the Sunnyside area, a completed segment of the Lower Yakima Trail uses an abandoned rail corridor for a bicycle/pedestrian pathway between Sunnyside and the northwestern part of Grandview, following the route of Yakima Valley Highway. Farther south, a completed segment called the Benton County/Prosser Pathway extends from near the Yakima/Benton County Line to Prosser.

IV. TRAFFIC FORECASTS

Population and Demographic Projections

According to Yakima County population projections, the City of Grandview anticipates a preferred alternative medium ~~2046~~ ~~2049~~ population projection of ~~14,538~~ ~~13,558~~ persons.

Land Use Patterns and Population Distribution

To support this population growth, new residential areas will be needed to provide housing for new families and individuals, new commercial areas will be needed to provide goods and services to these persons, and new industrial/manufacturing areas will be needed to provide employment opportunities. In addition, land area will be needed to support growth in public and institutional facilities, parks, and other related activities.

The portion of the UGA south and southwest of the present City limits is envisioned as future residential. Presently, this area is composed of orchard tracts and scattered residential housing.

The area north of the City, northeast of the Wine Country Road between Olmstead Road and Woodworth Road, has been under discussion for some time as likely for new industrially zoned development. A recent proposal which targeted certain properties within this area serves to emphasize the likelihood of this area developing at a greater intensity. North of Woodworth Road includes the Black Rock Creek golf course area, a traditional part of Grandview's utility service. Presently, this area is

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primarily in agricultural usage, although scattered commercial development occurs adjacent to the Yakima Valley Highway.

In the western portion of the City, industrial/manufacturing development is occurring, and appropriate zoning is in place. Beyond the City limits in this area, future industrial/manufacturing or other intensive uses have been proposed.

The portion of the UGA east of Grandview's City limits would include area surrounding the I-82 interchange at exit 75 and extend into Benton County. The City sees this area as promising for future commercial/industrial development that naturally takes advantage of the interchange and other existing transportation facilities in this area. Again, the present usage of much of this area is agricultural in nature.

The portion of the existing City south of the Yakima River is currently used for the City's wastewater treatment facility and sprayfields. A portion of this area also once contained Grandview's landfill, which has since been closed. The inclusion of additional area within the UGA south of the Yakima River allows for the potential expansion of the sprayfield area, if and when needed.

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Forecasted Traffic Volumes

The Yakima Valley Conference of Governments (YVCOG) with assistance from Eco Resource Management Systems, Inc. (eMRSli), developed a computer-based planning model for YVCOG comprising all of Yakima County with a nominal base year of 2020 and forecast years of 2025 and 2045. The model used for the comprehensive plan is an update to the 2015 YVCOG model which was completed in 2018. The YVCOG Travel model utilizes a traditional four-step modeling process: trip generation, trip distribution, mode choice and trip assignment. The model uses the morning (AM) time period to distribute the different trip purposes and for mode choice, and then it computes daily vehicle trips. The model is calibrated to replicate existing or base-year travel patterns. The model inputs are then modified to represent future conditions making it possible to project traffic volumes. The previous update combined the YVCOG model and the Yakima County model with enhancements to include daily person trips, transit, and trucks. The current version adds bicycle pedestrian mode choice, bicycle paths with bicycle assignment, traffic crash records, school zones with school zone speeds, monthly variations, ADAS (Advanced Driver Assistance Systems), and adds Streetlight Data for inputs and calibration. The model outcomes are calibrated by the most recent traffic counts submitted by the city, in this case 2025.

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Traffic forecasts for Grandview roadways are being updated as part of the VISUM Yakima County Regional Model RTP update. These forecasts will predict growth in traffic volume on the basis of anticipated regional changes in land use and employment patterns.

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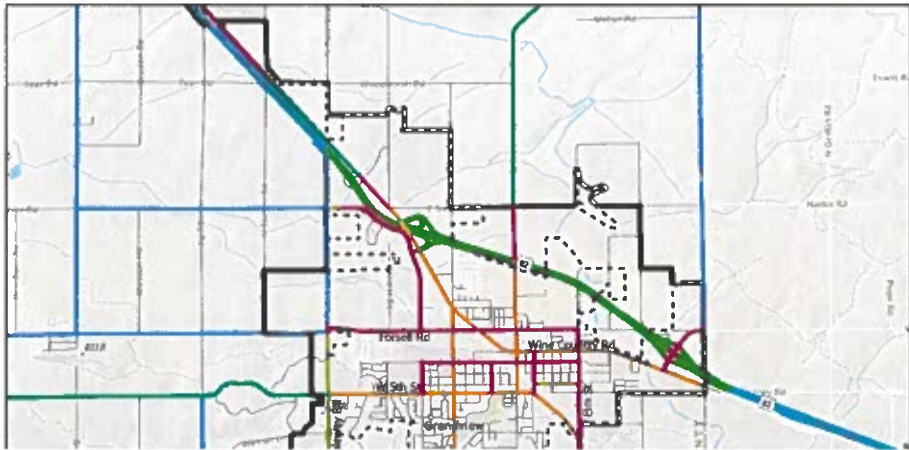
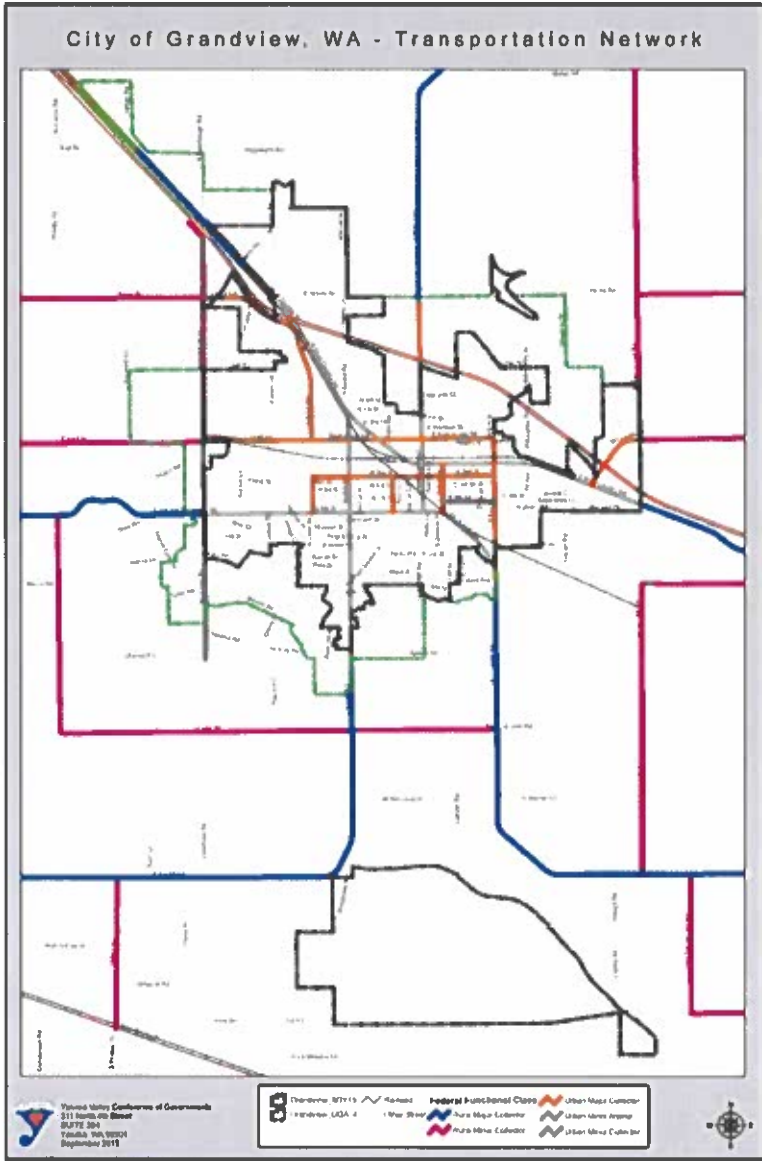
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To provide an estimate of future traffic demand, existing traffic counts have been compounded annually with a 2% flat growth rate. Table 0-6 Table 4-6 summarizes traffic volumes for road segments in the City of Grandview, and Table 4-7 summarizes traffic volumes for road segments in the unincorporated portion of the Grandview UGA.

Figure 04-2. City of Grandview Transportation Network and Federal Functional Classification Designations.

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V. EXISTING DEFICIENCIES, FUTURE NEEDS AND ALTERNATIVES

Because many roadways within the City of Grandview operate well below design capacity, most of the existing deficiencies of the road network reflect maintenance, safety and design concerns rather than capacity problems. However, while many roads have capacity available, Grandview has experienced, and expects continued increases in, traffic volumes. Continued increases in traffic volumes require cost effective investments in the existing transportation network to ensure traffic continues to circulate efficiently and the quality of life in Grandview is preserved.

The City of Grandview's ~~2016-2021~~ 2026-2032 Transportation Improvement Program (TIP) displayed in

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~~Table 4-7~~ identifies major roadway improvements, including capacity-related widening projects. The TIP prioritizes roadway improvements during this six year time period. While the City of Grandview is required to develop and adopt a TIP annually (RCW 35.77.010), it does not identify all of the smaller, less expensive roadway maintenance and preservation projects that are needed. There are currently ~~46~~ 42 miles of classified and unclassified roadways within the City of Grandview that are in need of maintenance and preservation projects to ensure the optimal performance of the street system.

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In addition to those projects associated with roadway improvements, the City of Grandview also has implemented a program for the repair, restoration, and construction of sidewalks within the community. ~~Table 4-7~~ Table 4-7 identifies sidewalk needs within the City.

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Adequate parking must also be provided throughout the community to ensure an adequate and efficient transportation system. A need for additional parking in or near the downtown area is very important to the functioning and vitality of this part of the community. In 2010, as part of the Alive Downtown Improvements, a public parking lot was constructed on Avenue A and additional public parking was added on East Fourth Street and Division. Provision of additional parking for ride sharing and similar purposes should also be considered, as needed.

WSDOT Functional Classification Map

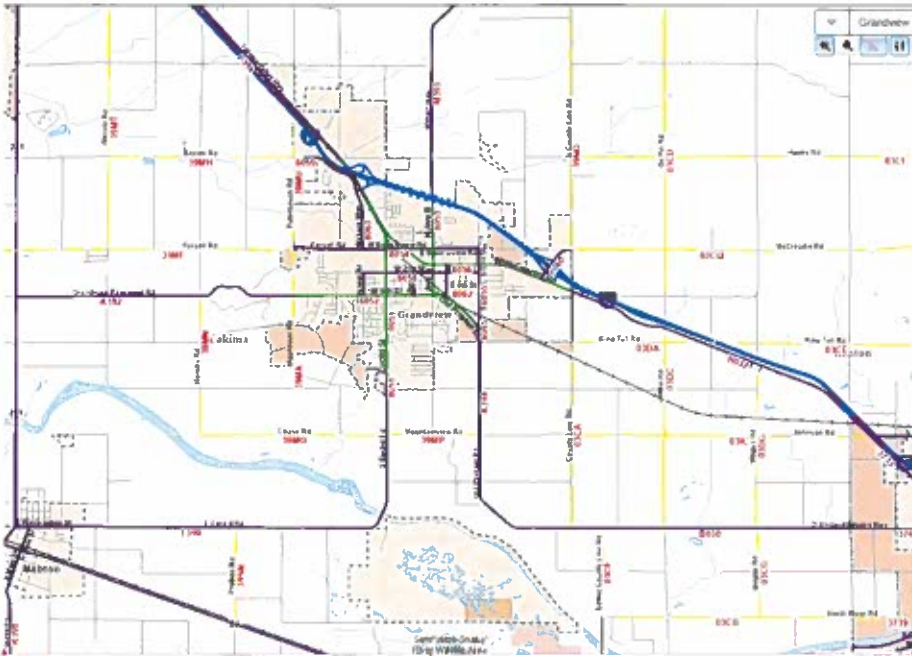


Figure 4-3 WSDOT Functional Classification Map

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Table 4.7 Grandview Six-Year Transportation Improvement Plan 2026-2032

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Priority	Project Title	2026	2027	2028	2029	2030	2032	TOTAL
1	Stover Road Railway Crossing	\$930,600	\$0	\$0	\$0	\$0	\$0	\$930,600
2	2nd Street Improvements	\$239,500	\$1,692,900	\$0	\$0	\$0	\$0	\$1,932,400
3	Larson Street Improvements	\$0	\$787,500	\$0	\$0	\$0	\$0	\$787,500
4	Stassen Way Improvements	\$0	\$0	\$638,400	\$0	\$0	\$0	\$638,400
5	Highland Road Improvements	\$0	\$0	\$0	\$4,462,500	\$0	\$0	\$4,462,500
6	Forsell Road Resurfacing	\$0	\$708,800	\$0	\$342,000	\$0	\$0	\$708,800

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Priority	Project Title	2026	2027	2028	2029	2030	2032	TOTAL
7	Grandridge Road Improvements	\$0	\$0	\$0	\$0	\$437,800	\$0	\$437,800
8	Nicksa Road Improvements	\$0	\$0	\$0	\$0	\$0	\$0	\$630,000
9	5 th Street Resurfacing	\$182,500	\$0	\$0	\$0	\$0	\$0	\$182,500
10	Wine Country Road Sidewalk Repair	\$804,300	\$0	\$0	\$0	\$0	\$0	\$804,300

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Table 4-8. Grandview Six-Year Transportation Improvement Program, 2016-2021

Priority	Project Title	2016	2017	2018	2019	2020	2021	TOTAL
1	Old Inland Empire Highway Improvements	\$0	\$0	\$0	\$0	\$0	\$2,193,900	\$2,193,900
2	Wine Country Road Pavement Preservation—Elm St. to Fir St.	\$28,000	\$215,000	\$0	\$0	\$0	\$0	\$243,000.00
3	Wine Country Road Improvements—Ash Ave. to Fir St.	\$0	\$3,914,000	\$0	\$0	\$0	\$0	\$3,914,000
4	Wine Country Rd. & McCreddie Rd. Signalization	\$0	\$0	\$395,000	\$0	\$0	\$0	\$395,000
5	Larson St. Improvements—W. Fifth St. to Queen St.	\$0	\$0	\$0	\$400,000	\$0	\$0	\$400,000
6	Stassen St. Improvements—Hillcrest to Velma Ave.	\$0	\$0	\$0	\$342,000	\$0	\$0	\$342,000
7	Birch Ave. Improvements—Wine Country Road to E. Third St.	\$0	\$0	\$0	\$0	\$475,000	\$0	\$475,000
8	Highland Rd. Improvements—Elm St. to E. City Limits	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000

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Source: 2016-2021 Six-Year Transportation Improvement Program

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Table 04-7B. Grandview Sidewalk Needs

Roadway Name	Start Location	End Location	Side of Street	Sidewalk Needs
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East Second Street Stover Road Railroad Crossing	Wallace Way Cedar Avenue	Wine Country Road 157- west of Cedar	North	Replace outdated railroad crossing and pedestrian crossing Removal and reconstruction
Ash Avenue 2nd Street Improvements	Hilcrest Road Second Street	Euclid Road Fourth Street	Both	Removal and reconstruction
Birch Avenue	Second Street	Third Street	Both	Removal and reconstruction
Cedar Avenue	97- south of Wine Country Road	Second Street	West	Removal and reconstruction
	Wine Country Road	Second Street	East	Removal and reconstruction
	Second Street	Third Street	Both	Removal and reconstruction
	Third Street	Fourth Street	West	Removal and reconstruction

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VI. RECOMMENDATIONS

1. Street maintenance in Grandview has been and will continue to be based upon the greatest need. Budget constraints limit available funding for these projects, and maintenance needs should be identified and prioritized on a continual basis.
2. All new streets and existing streets needing reconstruction shall be built to the City's street standards.
3. All the streets in the City need seal coating on a regular basis in order to maintain their good quality. A maintenance schedule should continue to be followed.
4. The City should seek an interlocal agreement with Yakima County that outlines the design standards that development would be required to follow in the unincorporated portion of the UGA. These design standards should be similar to the standards in the City's subdivision ordinance to allow for future annexation by the City. For existing subdivisions in the UGA that do not meet the City's standards, the agreement should specify how needed improvements would be accomplished.
5. The City should actively pursue new funding for roadway maintenance and preservation as needs are identified.
6. Additional parking should be developed in or near to the downtown core to ensure the availability of adequate parking for this area of the City.
7. The City should support development of bike and pedestrian pathways as identified in the 2014 Comprehensive Parks, Recreation & Open Space Plan [and the 2025 ADA Transition Plan](#).

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VII. FINANCING

State Funding Sources

Transportation is typically funded by some type of “user fees.” Initially, that funding came from a dedicated portion of the property tax, because property owners were the prime beneficiaries of the transportation system. Over time, other fees and taxes were imposed to supplement the revenues. Today, the major state tax sources to fund transportation improvements are the gas tax, vehicle registration fees and fare box revenues.

The gas tax is imposed at the federal and state level and is devoted primarily to highway purposes. As of August 1, 2015~~2025~~, the Washington State gas tax rate is \$~~0.445~~~~0.554~~ cents per gallon. The collected tax is distributed in accordance with RCW 46.68.090.

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Local Funding Sources

A six-year Transportation Improvement Program (TIP) is reviewed and adopted by the City on an annual basis. The most recent program was adopted on June 23, 2015~~24, 2025~~, and covers the years ~~2026-2031~~~~2016-2021~~. In the past, Grandview has relied upon personal property taxes, real estate taxes, and motor vehicle fuel taxes to finance minor street maintenance and improvement projects. Larger projects have received funding assistance from the Washington State Transportation Improvement Board (TIB), as well as some other sources. As a federally designated urban area, there are three state-funded grant programs that the City can pursue through TIB: Urban Arterial Program (UAP), Urban Arterial Preservation Program (APP), and the Sidewalk Program (SP). TIB has also taken on implementation of the newly funded Washington State Complete Streets Program, and expects to issue the first call for projects in 2016. The City of Grandview adopted a Complete Streets Ordinance in 2011, which made the City eligible for the Complete Streets Grant Program. There are also federal grant programs that the City can pursue through the authorization of the federal transportation bill, FAST Act.

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In 2011, Grandview formed a Transportation Benefit District (TBD) to begin to replace transportation grant funding that has declined in recent years, and to better preserve, maintain or expand the City's transportation infrastructure. The TBD was created for the sole purpose of acquiring, constructing, improving, providing, and funding transportation improvements within the district. The boundaries of the TBD are identical with the City limits. On behalf of the Grandview TBD, the Washington State Department of Licensing is collecting a \$20 fee at the time a registered vehicle is renewed within the City of Grandview.

Proposed funding of the recommended roadway projects is the continued use of a combination of tax monies and TBD revenue, the State TIB programs, federal FAST Act, and other sources. Over the past several years, the TIB has been an attractive source of funds, but this attractiveness has increased competition for funding. The street budget should be reviewed annually and adjustments made to optimize the use of available funds and ensure competitiveness when competing for funds.

Finance Plan

Grandview's Six Year Transportation Improvement Program (TIP) shows City of Grandview roadway

projects and their associated financing. The current Six Year TIP for 2026-2031 is shown in Table 4-7, page 3129. Potential funding sources for each improvement project are identified in Table 2-16 of the Capital Facilities Element.

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VIII. GOALS AND POLICIES

GOAL 1: *To ensure that transportation facilities and services needed to support development are available concurrent with the impacts of such development, which protects investments in existing transportation facilities and services, maximizes the use of these facilities and services, and promotes orderly compact growth.*

Policy 1.1 To maintain the City’s character, Grandview adopts a level of service standard C for its arterial roadway facilities and services. Adoption of a level of service for transit will not occur until such time that a Public Transit Benefit Area (PTBA) is implemented and transit level of service definitions have been adopted.

Policy 1.2 The City shall not issue development permits where the project requires transportation improvements that exceed the City’s ability to provide these in accordance with the adopted level of service standards. However, these necessary improvements in transportation facilities and services, or development of strategies to accommodate the impacts of development may be provided by the developer.

Policy 1.3 The City shall produce a financially feasible plan in the Capital Facilities Element demonstrating its ability to achieve and maintain adopted levels of service.

Policy 1.4 The design and improvements to Grandview’s transportation system should accommodate not only existing conditions, but projected growth based on realistic evaluation of the impact of national, state, regional, and local planning policies.

Policy 1.5 New development shall be allowed only when and where all transportation facilities are adequate at the time of development, or unless a financial commitment is in place to complete the necessary improvements or strategies which will accommodate the impacts within six years; and only when and where such development can be adequately served by essential transportation facilities without reducing level of service elsewhere.

Policy 1.6 The City should actively solicit action by the State and Yakima County to program and construct those improvements to State and County arterial systems which are needed to maintain the adopted level of service for arterials within Grandview.

Policy 1.7 The City shall require developers to construct streets directly serving new development, and pay a fair-share fee for specific off-site improvements needed to mitigate the impacts of development. The City shall ~~may~~ also explore with developers ways that new development can encourage van pooling, carpooling, public transit use and other alternatives and strategies to reduce single-occupant vehicle travel.

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Policy 1.8 Coordinate land use and public works planning activities with an ongoing program of long-range financial planning, to conserve fiscal resources available to implement the Transportation Improvement Program (TIP).

Policy 1.9 Encourage the maintenance and safety improvements of Grandview's existing roads as a priority over the creation of new roads, wherever such use is consistent with other objectives.

GOAL 2: *To develop, maintain, and operate a balanced, safe, and efficient multimodal transportation system to equitably serve all persons, special needs populations and activities in the community.*

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Policy 2.1 Develop a future transportation system which encourages flexible, adaptive and multiple uses of transportation facilities and services.

Policy 2.2 Implement measures that will relieve pressures on the existing transportation infrastructure by approaches that include, but are not limited to:

- a. Multimodal transportation alternatives
- b. Land use coordination
- c. Prioritized improvements

Policy 2.3 Integrate, coordinate and link the connections and transfer points between all modes of transportation.

Policy 2.4 Work with the Washington State Department of Transportation, Yakima County, and other local jurisdictions in adequately siting park-and-ride lots in the Grandview area.

Policy 2.5 Minimize potential conflicts between bicycle and automobile traffic by providing signage at intersections of bike trails with roadways.

Policy 2.6 Encourage the location of bicycle racks at appropriate destination points, such as outside of downtown commercial businesses, parks, and schools.

Policy 2.7 Provide and promote the development of pedestrian and bicycle paths to schools, parks, and activity centers, as well as linkages between these paths.

Policy 2.8 The City ~~shall~~ should include the need to accommodate bicycles safely in its management and design of the City street network, including designating bicycle routes throughout the City.

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Policy 2.9 Implement strategies developed in the 2025 ADA Transition Plan.

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GOAL 3: *To recognize pedestrian movement as a basic means of circulation and to assure adequate accommodation of pedestrian and handicapped persons needs in all transportation policies and facilities.*

Policy 3.1 The City shall require developers to include sidewalks in new plats.

Policy 3.2 Grandview will promote the creation of a pedestrian-oriented downtown commercial area by:

- a. Creating an environment where development of pedestrian facilities is encouraged and automobile use is optional.
- b. Modifying the placement of new buildings in ways that encourage pedestrian activities by making streets more attractive routes for walking.
- c. Encouraging side and rear yard parking areas by restricting parking lots in front of commercial businesses.

Policy 3.3 The City will improve pedestrian access through public improvements, sign regulations, and development standards. The maintenance of public and private improvements should be given priority commensurate with downtown's role as the focal point of the community.

Policy 3.4 Grandview will work to develop mechanisms to increase public safety and enhance local mobility, yet maintain ease of movement of traffic through the City.

Policy 3.5 The design and management of the street network shall ~~shall~~ ^{should} seek to improve the appearance of existing street corridors and shall incorporate high standards of design when developing new streets, including construction of sidewalks. Where appropriate landscaping measures should be implemented to enhance the appearance of City street corridors. To the extent feasible without impairing street capacity, safety, or structural integrity, trees along street right-of-way should be encouraged.

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Policy 3.6 Whenever the City contemplates reconstruction or major maintenance work on a City street not having sidewalks, the ability to provide sidewalks at that time should be fully explored. This may include the identification of potential funding sources; promotion of a local improvement district (LID) to finance the sidewalk portion of the work; and including sidewalks as an "alternate" in construction bid documents.

GOAL 4: *To ensure adequate parking in the downtown commercial area which supports economic growth, and is consistent with downtown design and pedestrian circulation goals.*

Policy 4.1 On-street parking should be allowed in the downtown area to form a buffer between pedestrians and street traffic, reduce the speed of traffic, and provide for short-term parking needs.

Policy 4.2 Grandview will explore alternative methods of ensuring the adequate provision of parking for new and existing commercial and residential development in the downtown commercial area, while reducing the amount of parking provided by individual developments and influencing the location and type of parking in ways that promote pedestrian mobility and minimize pedestrian/vehicular conflicts. This includes, but is not limited to:

- a. Installing directional signage to public parking areas.
- b. Encouraging the use of joint-use parking opportunities utilizing existing parking for churches, public buildings and stores. Separating short (< 2 hrs), intermediate (2-5 hrs) and long-term (> 5 hrs) parking uses; on street parking reserved for short-term, and long-term parking provided in lots on the periphery on the downtown commercial area.

- c. Adding public parking as part of the downtown development, which will serve both shoppers and visitors to downtown.

GOAL 5: *To manage, conserve and protect Grandview's natural resources through a balance of development activities complemented with sound environmental practices.*

Policy 5.1 New transportation facilities should be designed in a manner which minimizes impacts on natural drainage patterns and soil profiles.

Policy 5.2 Promote the use and development of routes and methods of alternative modes of transportation, such as transit, bicycling and walking, which reduce Grandview's consumption of non-renewable energy sources.

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Policy 5.3 Based on current federal and state policies aimed at reducing auto-related air pollution, employers affected by these policies must implement programs to reduce the number of employees commuting by single occupancy vehicles through such transportation demand strategies as preferential parking for carpools/vanpools, alternative work hours, bicycle parking, and distribution of transit and ridesharing information.

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Policy 5.4 Transportation facilities and services should be sited, designed, and buffered (through screening and/or landscaping) to fit in harmoniously with their surroundings. When sited within or adjacent to residential area, special attention should be given to minimizing noise, light and glare impacts.

GOAL 6: *To actively influence the future character of the City by managing land use change and by developing City facilities and services in a manner that directs and controls land use patterns and intensities.*

Policy 6.1 Coordinate land use planning with the facility/utility planning activities of agencies and utilities identified in this comprehensive plan element. Adopt procedures that encourage providers of public services and private utilities to utilize the Land Use Element of this Plan in planning future facilities.

Policy 6.2 The cities and counties in the region should coordinate transportation planning and infrastructure development in order to:

- a. Ensure a supply of buildable land sufficient in area and services to meet the region's housing, commercial and employment needs; located so as to be efficiently provided with public facilities and services.
- b. Ensure protection of important natural resources;
- c. Avoid unnecessary duplication of services.
- d. Avoid overbuilding of public infrastructure in relation to future needs.

Policy 6.3 Recognize the important role that public facilities and programs such as sidewalks and street lights play in providing a healthy family environment within the community.

Policy 6.4 Work with local, regional and state jurisdictions to develop land use development strategies that will support public transportation.

Policy 6.5 Consider the impacts of land use decisions on adjacent roads. Likewise, road improvements should be consistent with proposed land use densities.

GOAL 7: *To provide a comprehensive system of parks, trails, pathways, and open spaces that responds to the recreational, cultural, environmental and aesthetic needs and desires of the City's residents.*

Policy 7.1 Recognize the important recreational transportation roles played by regional bicycle/trail systems, and support efforts to develop a regional trail system through Grandview.

Policy 7.2 Support the development of paths and marked roadways which link bicycle trails with Grandview's other resources.

GOAL 7: *Integrate Complete Streets infrastructure and design features into street design and construction to create safe and inviting environments for all users to walk, bicycle, and use public transportation.*

Policy 7.1 Include infrastructure that promotes a safe means of travel for all users along the right of way, such as sidewalks, shared use paths, bicycle lanes, and paved shoulders.

Policy 7.2 Include infrastructure that facilitates safe crossing of the right of way, such as accessible curb ramps, crosswalks, refuge islands, and pedestrian signals; such infrastructure must meet the needs of people with different types of disabilities and people of different ages.

Policy 7.3 Ensure that sidewalks, crosswalks, public transportation stops and facilities, and other aspects of the transportation right of way are compliant with the Americans with Disabilities Act and meet the needs of people with different types of disabilities, including mobility impairments, vision impairments, hearing impairments, and others.

Policy 7.4 Prioritize incorporation of street design features and techniques that promote safe and comfortable travel by pedestrians, bicyclists, and public transportation riders, such as traffic calming circles, additional traffic calming mechanisms, narrow vehicle lanes, raised medians, dedicated transit lanes, transit priority signalization, transit bulb outs, road diets, high street connectivity, and physical buffers and separations between vehicular traffic and other users.

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