Chapter 4 – Transportation Element

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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 a 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 Sservice (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 thatwhich 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 202024-204512-2040 (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 September 10, 202619, 2016 and reviewed by YVCOG Staff.
- The MPO/RTPO Technical Advisory Committee reviewed the completed Transportation Element Review Checklist on June 9, 2016September 10, 2026 and recommended approval to the MPO/RTPO Policy Board.
- The Policy Board considered the recommendation of the Technical Advisory Committee on June September 21,2026 20, 2016 and approved by the City of Grandview's Transportation Element.
- A formal Transportation Element Consistency Certification Report was signed by YVCOG's Executive Director on September 21, 2026 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 is 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 4-1 ~~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 L~~l~~ower Yakima Valley's two largest cities. Other roadways ~~which~~ that 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 Washington Railroad, ~~which took over the Union Pacific and Burlington Northern rail lines in Yakima County~~which is a spur line connecting Grandview and Sunnyside to Burlington Northern Santa Fe's main line. Another rail line, ~~T~~the former Union Pacific rail line between Sunnyside 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.~~ The Central Washington Railroad connects with Burlington Northern's main line, which follows the SR 22 corridor in the Grandview area, at Prosser.

In 2025, The Federal Railroad Administration (FRA) completed the (nationwide) AMTRAK Daily Long-Distance Service Study Report to Congress. The FRA-Long-Distance Service Study analyzed the

feasibility of restoring discontinued Amtrak routes throughout the United States, including former rail service through the Kittitas and Yakima Valleys via Stampede Pass.

The Yakima Valley was previously served as part of the "North Coast Hiawatha" (NCH) route, which had stopped in Yakima and Pasco. This route ceased service in October 1981. The report to Congress recommended further planning and study of 15 preferred routes, including the Auburn / Ellensburg / Yakima / Tri-cities segment as part of a greater 2,000 route through seven states between Seattle, WA and Chicago, IL.

If the Federal Railroad Administration pursues restoration of this rail corridor, The Yakima Valley could see restored rail service to connect it to Seattle, Tri-Cities, Spokane, Chicago and other destinations in between.

YVCOG Application for Feasibility: Greater Yakima Regional Railroad Depot Site Location Study

As of 2026, YVCOG is applying for funding from Yakima County's Supporting Investments in Economic Development Board (SEID) to prepare a Railroad Depot Site Location study. The proposed study could complement future national rail plans within the Yakima Valley and along the NCH route. The study at a minimum would consider development of a multimodal transportation hub that meets current passenger rail and multimodal standards at existing depot locations in Yakima and Toppenish and undeveloped sites in Yakima and Union Gap. This service would be roughly 30-45 minutes from Naches by car.

Active Transportation Facilities

Grandview is served by a multi-use trail, the Lower Yakima Valley Pathway, which follows an abandoned railroad track and parallels Yakima Valley Highway, Interstate 82 and Wine Country Road. It connects Sunnyside and Prosser, passing through Grandview. According to the Yakima County 2020 Trails Plan, the trail will eventually be part of a paved, 40-mile long trail connecting Benton County to the city Town of Naches.

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 Tri-Cities-Pasco Airport is publicly-owned airport located in Pasco. The airport has three asphalt runways measuring between 4,423 to 7,711 feet in length capable of serving large jet aircraft. The airport offers passenger service to Seattle and Portland, as well as direct flights to multiple cities in the Western US as far east as Minneapolis. Enplanements have grown from 314,381 in 2021 to 494,829 in 2025.

The 825-acre Yakima ~~Regional Airport~~Air Terminal – McCallister Field 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 Air Terminal 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.

Passenger service at the Yakima Air Terminal is provided by Alaska Airlines/Horizon Air, and scheduled charter service is offered by Sun Country Airlines and Swift Airlines. The Yakima Air Terminal is one of five commercial service airports serving Central Washington. The airport is also used for military operations and general aviation.

According to the Yakima Airport Master Plan, 73,342 passengers traveled through the airport in 2018. The Air Traffic Control Tower reported 39,444 total operations that year, which is below levels recorded in 2000. By 2040, total operational activity is projected to increase to 48,600, with commercial passenger counts expected to reach approximately 92,600.

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 County 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 the 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.

TRANSIT AND TRANSPORTATION DEMAND MANAGEMENT

The *Yakima Valley Metropolitan and Regional Transportation Plan 2024-2045*, developed by the Yakima Valley Conference of Governments (YVCOG), includes strategies for expanding transit to meet future

travel demands throughout the Yakima Valley region. Strategies to reduce peak period travel demands are also included. The transit and transportation demand management strategies include:

- Encourage alternatives to driving alone, such as transit, carpools, vanpools, walking, and bicycling.
- Support transportation investments that serve a range of travel modes.
- Expanded demand-response transit services to developing areas outside of the metropolitan area.
- Improve transit services to educational and medical facilities.
- Support expansion of paratransit services for special needs populations.
- Improve systems for pedestrian and bicycle travel as part of capital roadway projects and maintenance programs.
- Complete key links of the regional bicycle system, sidewalks, pathways, or trails.

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 _____).

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 processes, 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 20222014. WSDOT is currently updating the FGTS and expects to publish a new FGTS report and online maps in early 20261.

WSDOT used criteria based on the level of annual freight tonnage carried by a particular segment of road to identify road segments thatwhich play a significant role in the movement of freight and other goods throughout the state (Table 4-1Table 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 4-1Table 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 4-2Table 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.

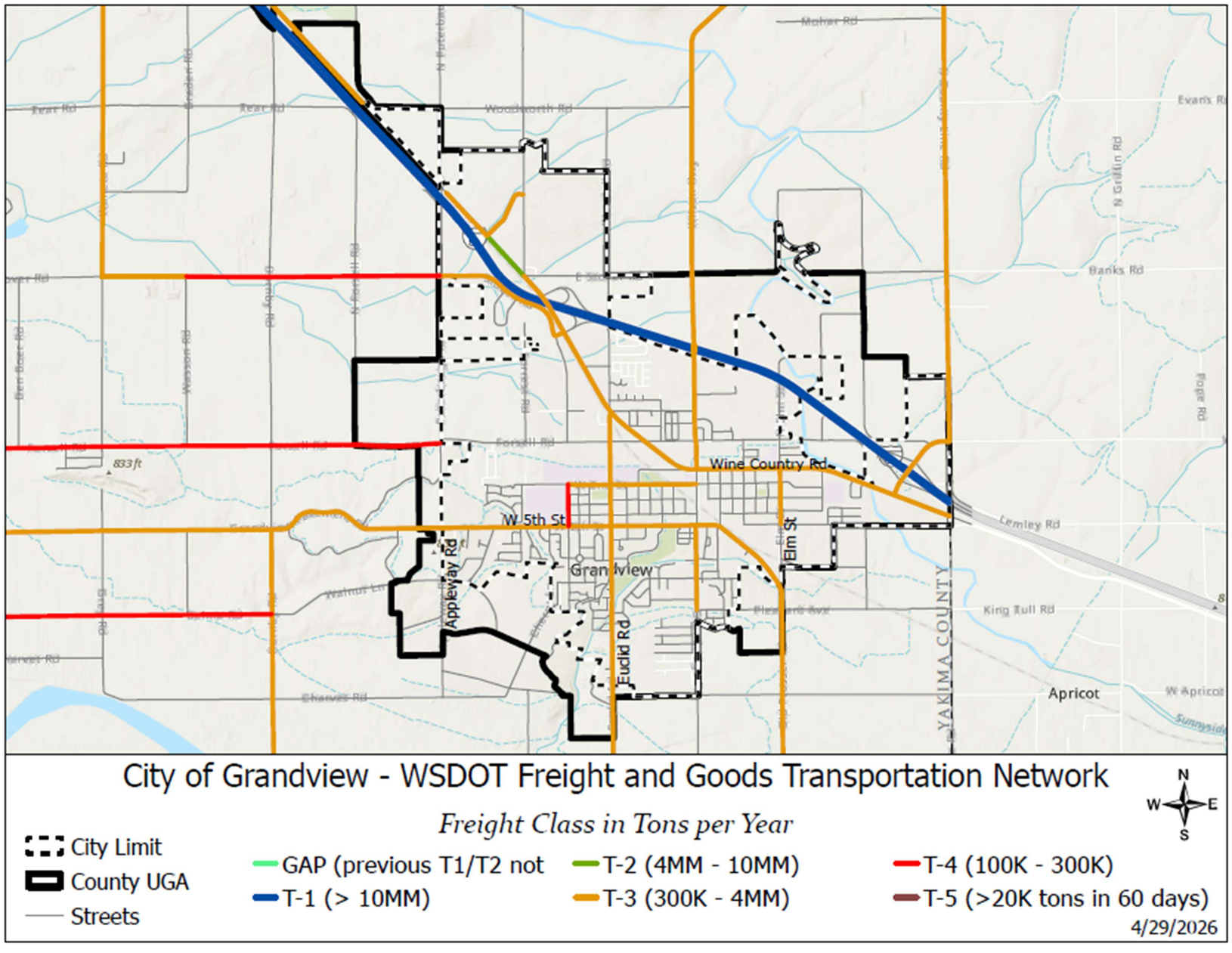
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Table 4-2~~Table 0-2.~~ Grandview UGA - Freight and Goods Transportation System Classified Roads

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
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 ~~0~~4-1. Grandview UGA – Roadways by Truck Tonnage Class



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 4-2illustrates the Federal Functional Classification (FFC) of roads in the Grandview UGA.Table 4-3–, page 15 lists the FFC of roads within the City of Grandview; Table 4-4 –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.

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 20202~~2010~~ Census, this adjustment process took place for Yakima County in 20232~~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~~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.

Functional Class	Capacity of Roadway (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~~13,558~~ 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. (eMRSIi), 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 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. The 2022 update to the 2015 YVCOG TDM model incorporated bicycle and pedestrian mode choice, bicycle paths with bicycle assignment. ~~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.~~

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 ~~the~~ Ttable 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.

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 0-3~~Table 4-3. **Level of Service Categories**

Level of Service	Description	Volume/Capacity Ratio
A	Free flow. Low volumes and no delays.	Less than 0.60
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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Table 04-44. 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
Interstate	I-82	Mile 072.51	Mile 07304	4	32,4001 2,980	3,240 1,298	3,600	0.900 0.361	EA
		Mile 073.84	Mile 074.28	4	27,600 11,0891	2,760 1,109	3,600	0.7670.308	CA
Principal Arterial	None								
Minor Arterial	Grandridge Road	Fifth Street	Wine Country Rd	2 into 4	6,1007,597	610 759.7	2,000	0.305 0.380	A
	Wilson Hwy	Wine Country Rd	Bonnieview Road	2	2,5002,340	250 234	2,000	0.125 0.117	A
	Wilson Hwy	Bonnieview Road	North City Limits	2	2,1002,616	210 261.6	2,000	0.1050.131	A
	Euclid Road	South City Limits	Groom Lane	2	1,8003,315	180 331.5	2,000	0.0900.166	A
		Groom Lane	Stassen Way	2	3,6004,472	369 447.2	2,000	0.1800.224	A
		Stassen Way	Second Street	2	4,5005,431	450 543.1	2,000	0.2250.272	A
		Second Street	Wine Country Rd	2	6,1007,367	610 736.7	2,000	0.3050.368	A
	OIE Hwy	Division Street	South City Limits	2	4,4001,486	440 148.6	2,000	0.2200.074	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
	W. Fifth Street	West City Limits	Larson Street	2	3,100~~5,1~~	310 ~~517.6~~	2,000	0.155~~0.259~~	A
		Larson Street	Division Street	2	4,200~~4,968~~	420 ~~496.8~~	2,000	0.210~~0.248~~	A
	Wine Country Rd	North City Limits	Euclid Road	2	11,200	1,120 ~~1053.6~~	2,000	0.560~~0.527~~	A
		Euclid Road	Grandridge Road	2	7,900~~9,3~~	790 ~~935.1~~	2,000	0.395~~0.468~~	A
	Wine Country Rd	Grandridge Road	Cedar Street	4	6,100~~9,8~~	610 ~~987.5~~	2,000	0.305~~0.494~~	A
		Cedar Street	Fir Avenue	4	9,500~~7,7~~	950 ~~773.4~~	2,000	0.475~~0.387~~	A
	Wine Country Rd	Fir Avenue	East City Limits	2	9,700~~9,454~~	970 ~~945.4~~	2,000	0.485~~0.473~~	A
Collector	Avenue "E"	Second Street	Fifth Street	2	1,500~~76~~	150 ~~76.2~~	1,800	0.083~~0.042~~	A
	Bonnieview Road	Elm Avenue	Wilson Hwy	2	1,200~~2,715~~	120 ~~271.5~~	1,800	0.067~~0.151~~	A
		Wilson Hwy	Euclid Road	2	1,500~~1,9~~	150 ~~190.5~~	1,800	0.083~~0.106~~	A
	Forsell Road	Euclid Road	West City Limits	2	2,300~~2,910~~	230 ~~291.9~~	1,800	0.128~~0.162~~	A
	Division Street	Fifth Street	Fourth Street	2	3,100~~1,8~~	310 ~~182.4~~	1,800	0.172~~0.101~~	A
		Fourth Street	Wine Country Rd	2	3,200~~4,1~~	320 ~~418.3~~	1,800	0.178~~0.232~~	A
	Elm Avenue	South City Limits	Fifth Street	2	4,400~~4,0~~	440 ~~406.7~~	1,800	0.244~~0.226~~	A
		Fifth Street	Wine Country Rd	2	5,600~~2,0~~	560 ~~206.6~~	1,800	0.311~~0.115~~	A
	Elm Street	Wine Country Rd	Bonnieview Rd	2	1,000~~2,2~~	100 ~~224.6~~	1,800	0.056~~0.125~~	A
	Hillcrest Road	Second Street	Fifth Street	2	1,200~~2,0~~	120 ~~206.6~~	1,800	0.067~~0.115~~	A
	Second Street	Elm Avenue	Cedar Avenue	2	1,200~~1,9~~	120 ~~195.5~~	1,800	0.066~~0.109~~	A
		Cedar Avenue	Grandridge Rd	2	2,200~~4,7~~	220 ~~476.6~~	1,800	0.122~~0.265~~	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
		Grandridge Road	Hillcrest Road	2	3,300~~3,4~~	330 ~~347.8~~	1,800	0.183~~0.193~~	A
	Stover Road	West U.A.B.	Wine Country Rd	2	1,800~~1,5~~	180 ~~156~~	1,800	0.100~~0.087~~	A
	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[1]~~ 27,600	2,760 ~~1,200.3~~	3,600	0.767 ~~0.333~~	C~~A~~
		Mile 074.28	Mile 075.37	4	21,700	2,170	3,600	0.603	C~~A~~
Principal	None								
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
	Grandview Pavement Road	Asahel Curtis Dr.	Puterbaugh Road	2	1,100 ~~968[3]~~	110~~96.8~~	2,400	0.046 ~~0.040~~	A
		Puterbaugh Road	City Limits	2	3,100	~~142~~310	2,400	0.129~~0.05~~	A
	McCreadie	Olmstead Road	N. of I-82	2	5,000~~1,9~~	500 ~~196.1~~	2,400	0.208~~0.08~~	A
		N. of I-82	Wine	2	8,900	890 ~~384.4~~	2,400	0.370	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
	OIE Hwy.	Apricot Road	Pleasant	2	5,300	530 ~~234.5~~	2,400	0.221~~0.09~~	A
		Pleasant Avenue	Elm Street	2	8,000	800 ~~302.8~~	2,400	0.333~~0.12~~	A
	Wilson	Woodworth Road	Stover Road	2	1,300~~883~~	~~88.3~~130	2,400	0.540~~0.03~~	A
	Yakima	Ray Road	Tear Road	2	7,800	780~~936.2~~	2,400	0.325~~0.39~~	A
Major Collector	Yakima Valley Hwy.	Tear Road	Puterbaugh	2	6,800~~6,7~~	~~674.4~~680	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~~428.7~~	2,400	0.404~~0.17~~	A
Minor Collector	Appleway Road	Chestnut Road	Tuttle Road	2	400 ~~227[3]~~	40~~22.7~~	2,000	0.020~~0.01~~	A
		Tuttle Road	Pecan Road	2	600 ~~519[1]~~	~~51.9~~60	2,000	0.030~~0.02~~	A
		Pecan Road	Grandview	2	2,300~~556~~	~~55.6~~230	2,000	0.115~~0.02~~	A
	Puterbaugh Road	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[3]~~	90~~61.6~~	2,000	0.045~~0.03~~	A
	County-Line Road N.	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
	Forsell Road	Hornby Road	N. Forsell	2	1,700~~1,7~~	170~~175.9~~	2,000	0.085~~0.08~~	A
		N. Forsell	Puterbaugh	2	1,900~~1,6~~	190~~163.9~~	2,000	0.096~~0.08~~	A
	Stover Road	Puterbaugh Road	Yakima	2	1,900~~142~~	190~~142.3~~	2,000	0.095~~0.07~~	A

~~*Average Annualized Daily Traffic. [1] 2003 counts grown at 2% per year to achieve 2015 estimate. [2] 2012 counts grown at 2% per year to achieve 2015 estimate. [3] 2013 counts grown at 2% per year to achieve 2015 estimate. [4] 2014 counts grown at 2% per year to achieve 2015 estimate.~~

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 2020~~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.

Multimodal Level of Service Standards (MM-LOS)

The GMA requires multimodal levels of service standards for all locally owned arterials, locally and regionally operated transit routes that serve UGAs, state-owned or operated transit routes, and active transportation facilities to serve as a gauge to judge performance of the system and success in helping to achieve environmental justice as defined in RCW 36.70A.030.

Assessment of the impacts of the transportation plan and land use assumptions on the transportation system of adjacent jurisdictions and within the City of Grandview shall be conducted through intergovernmental coordination efforts. Intergovernmental coordination will consist of; demand management strategies, pedestrian and bicycle improvements for pedestrian and bicycle facilities and corridors, six-year plan for public transportation systems, and 10-year plan for state transportation facilities. Standards were developed by reviewing existing standards such as City of Tacoma's Multimodal Level of Service Standards and City of Ellensburg's 2046 Draft Environmental Impact Statement (DEIS).

Level of Traffic Stress

Level of Traffic Stress (LTS) is used to evaluate how well the active transportation network serves people walking, rolling, biking and e-biking. The pedestrian and bicyclist experience of Grandview's active transportation network is largely determined by user comfort. Below table 4-5 shows levels of traffic stress for the active transportation network.

The City of Grandview shall maintain a maximum LTS of 4 for its Active Transportation Network. An LTS of 1 or 2 is recommended for new transportation projects.

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Table 4-5 General Level of Traffic Stress, City of Grandview

Level of Traffic Stress	Definition
Level 1	Comfortable for people of a wide range of ages and abilities.
Level 2	Comfortable for most adults but requires attention, especially for children.
Level 3	Tolerable for confident or experienced pedestrians and bicyclists.
Level 4	Uncomfortable for most people and only used by highly confident pedestrians and bicyclists with no alternative.

Pedestrian Facilities

Pedestrian facilities in Grandview primarily consist of sidewalks, curb ramps, crosswalks, and shared use paths like the Yakima Greenway. Separating pedestrian traffic from car traffic and providing adequate space for active transportation can greatly reduce traffic stress. Below, table 4-6 shows a matrix of pedestrian level of stress.

Table 4-6 Pedestrian Level of Traffic Stress Matrix

Functional Class	No Pedestrian Facilities	Sidewalk on one side	Sidewalk on both sides	Sidewalk with buffer/planter/ curb strip on both sides	Separated Shared Use Path
Minor Collector	4	2	1	1	1
Major Collector	4	3	1	1	1
Principal Arterial	4	4	3	2	1

Bike Facilities

Grandview has very few bike facilities however it is still required to develop level of service standards. The city Has one striped bike lane along Wine County Road. Bike routes are shared-use roadways with lower vehicle volumes and speeds; however they do not include dedicated bicycle pavement markings. A bike lane features dedicated striped lane(s) for bicyclists located adjacent to vehicle travel lanes. Buffered bicycle lanes add space between a bike lane and travel lane. Protected bike lanes provide a physical barrier to limit vehicular traffic from entering the bike lane. Shared pathways or trails are separated from roadways and are shared by both bicyclists and pedestrians.

Below table X-X provides a bike facility level of traffic stress matrix

Table 4-7 Bike Facility Level of Traffic Stress Matrix

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Speed Limit	AADT	No Bike Markings	Bike Route with Sharrows	Striped Bike Lane	Buffered Bike Lane	Protected Bike Lane	Shared Pathway or Trail
25	<2000	1	1	1	1	1	1
25	2000-6000	3	3	2	2	1	1
25	>6,000	4	4	2	2	1	1
35	<12,000	4	4	3	3	3	1
35	>12,000	4	4	4	3	3	1
Greater than 35	Any	4	4	4	4	3	1

Intersection Level of Service

Intersection level of service applies to both pedestrians and bicyclists. For curb ramp definition, LOS 1 all corners of the intersection must have ADA compliant curb ramps.

Table 4-8 Intersection Level of Traffic Stress.

Intersection LOS	Curb Ramp Definition	Crosswalk Definition	Bike Approach to Intersection	Pedestrian/Bike Signaling
1	Fully ADA accessible curb ramp.[1]	Marked crosswalk present or within 300ft of intersection.	Curb ramp to wide sidewalk or protected intersection.[2]	Pedestrians and Bicyclists have dedicated signaling.
2	N/A	Marked crosswalk present or within 600ft of intersection.	Bike Box	Pedestrian signaling for pedestrians and bikes.
3	Curb ramp present, but not ADA compliant.	N/A	Sharrow or bike lane.	Pedestrians and bikes follow vehicle traffic signaling.
4	No curb ramp present.	No marked crosswalks present.	No designated approach.	No signaling, cross when clear.

1. The US Access Board recommends orienting curb ramps to face each other across intersections. Diagonal orientation may misdirect users with visual impairment who use ramp as cue for crossing the street.
2. Protected Bike intersection separates bicyclists from vehicle and pedestrian traffic with a physical buffer. Greatly increases visibility and reduces conflict points.
3. Traffic Calming features include pedestrian islands, raised crosswalks, daylighting, curb bump outs. Parking restrictions near intersections, etc.

Transit Level of Service

It is recommended for the City of Grandview to maintain a minimum LOS D for both transit stops and transit routes. LOS A or B is recommended for future transit projects.

Table 4-9 Transit Level of Service

Level of Service	Transit Stop Definition	Transit Route Definition
A	Transit stop is ADA compliant. Included shelter, bench(s) and other amenities, and	20 minute headways or less. Offers weekend and late night service.

	is easily accessible.	
B	N/A	30 min headways. Offers weekend and late night service.
C	Transit stop has some amenities but is not ADA compliant. Limited pedestrian access	1 hour headways. Offers weekend service.
D	Transit has clear signage but no other amenities. Poor pedestrian access	1 hour headways or less. Does not offer service outside of weekdays.

IV. TRAFFIC FORECASTS

Population and Demographic Projections

According to Yakima County population projections, the City of Grandview anticipates a preferred alternative medium 2046 ~~2040~~ 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 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.

Forecasted Traffic Volumes

The Yakima Valley Conference of Governments (YVCOG) with assistance from Eco Resource Management Systems, Inc. (eMRSIi), 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.

~~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.~~

~~To provide an estimate of future traffic demand, existing traffic counts have been compounded annually with a 2% flat growth rate. Table 0-6Table 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.~~

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Table ~~04~~-~~56~~. City of Grandview – Traffic Forecasts for Road Segments

Functional Class	Roadway Name	Start Location	End Location	AADT (2026) ~~(2015)~~	AADT (2031) ~~(2020)~~	AADT (2036) ~~(2025)~~	AADT (2041) ~~(2030)~~	AADT (2046) ~~(2035)~~
Interstate	I-82	Mile 072.51	Mile 07304	32,400 ~~12,980~~	35,600~~14,331~~	38,000~~15,823~~	39,900~~17,469~~	40,900~~19,288~~
		Mile 073.84	Mile 074.28	27,600	30,600	33,600	36,200	38,200
Principal Arterial	None			-	-	-	-	-
Minor Arterial	Grandridge	Fifth Street	Wine	6,100 ~~7,597~~	7,100~~8,388~~	7,500 ~~9,261~~	7,500~~10,225~~	7,500~~11,289~~
	Wilson	Wine	Bonnieview	2,500 ~~2,340~~	3.100 ~~2,584~~	3,500 ~~2,852~~	3,900 ~~3,149~~	4,200 ~~3,477~~
	Wilson	Bonnieview	North City	2,100 ~~2,616~~	2,600 ~~2,888~~	3,200~~3,189~~	3,900 ~~3,521~~	4,300~~3,887~~
	Euclid	South City	Groom	1,800 ~~3,315~~	2,000~~3,660~~	2,100 ~~4,041~~	2,300 ~~4,462~~	2,500 ~~4,926~~
		Groom	Stassen	3,600 ~~4,472~~	4,100 ~~4,937~~	4,600 ~~5,451~~	5,100 ~~6,019~~	5,600~~6,645~~
		Stassen	Second	4,500 ~~5,431~~	4,700 ~~5,996~~	4,800 ~~6,620~~	5,000 ~~7,309~~	5,100~~8,070~~
		Second	Wine	6,100 ~~7,367~~	6,600 ~~8,134~~	6,900 ~~8,980~~	7,300 ~~9,915~~	7,700~~10,947~~
	Old Prosser	Division	South City	4,400~~1,486~~	4,800 ~~1,641~~	5,400 ~~1,811~~	5,400 ~~2,000~~	5,100~~2,208~~
	W. Fifth	West City	Larson	3,100 ~~5,176~~	3,400 ~~5,715~~	3,800 ~~6,310~~	4,100 ~~6,966~~	4,400~~7,691~~
		Larson	Division	4,200 ~~4,968~~	4,600 ~~5,485~~	5,000~~6,056~~	5,400~~6,686~~	5,800~~7,382~~
	Wine	North City	Euclid	11,200~~10,536~~	11,900	12,500	13,000~~14,180~~	13,200~~15,656~~
		Euclid	Grandridge	7,900~~9,351~~	8,500~~10,324~~	8,900~~11,399~~	9,200~~12,585~~	9,100~~13,895~~
	Wine	Grandridge	Cedar	6,100 ~~9,875~~	6,900~~10,903~~	7,400 ~~12,038~~	7,800~~13,290~~	8,200~~14,674~~
		Cedar	Fir Avenue	9,500~~7,734~~	10,200~~8,539~~	11,100~~9,428~~	12,100~~10,409~~	12,800~~11,492~~
	Wine	Fir Avenue	East City	9,500~~9,454~~	10,200~~10,438~~	11,100~~11,524~~	12,100~~12,724~~	12,800~~14,048~~
Collector	Avenue "E"	Second	Fifth Street	1,500~~762~~	1,800~~841~~	2,100~~929~~	2,400~~1,026~~	2,400~~1,132~~
	Bonnieview	Elm	Wilson	1,200~~2,715~~	1,500~~2,998~~	1,900~~3,310~~	2,500~~3,654~~	2,900~~4,034~~
		Wilson	Euclid	1,500~~1,905~~	2,500~~2,103~~	2,000~~2,322~~	2,200~~2,564~~	2,500~~2,831~~
	Forsell	Euclid	West City	2,300~~2,919~~	2,500~~3,223~~	2,900~~3,558~~	3,100~~3,929~~	3,400~~4,337~~
	Division	Fifth Street	Fourth	3,100~~1,824~~	3,400~~2,014~~	3,600~~2,223~~	3,900~~2,455~~	4,000~~2,710~~
		Fourth	Wine	3,200~~4,183~~	3,500~~4,618~~	3,600~~5,099~~	3,800~~5,630~~	4,100~~6,216~~

Functional Class	Roadway Name	Start Location	End Location	AADT (2026) ~~(2015)~~	AADT (2031) ~~(2020)~~	AADT (2036) ~~(2025)~~	AADT (2041) ~~(2030)~~	AADT (2046) ~~(2035)~~
	Elm Avenue	South City Limits	Fifth Street	4,400~~4,067~~	4.600~~4,490~~	4,900~~4,958~~	5,200~~5,474~~	5,500~~6,043~~
		Fifth Street	Wine	5,600~~2,066~~	~~2,281~~6,100	6,600~~2,518~~	7,100~~2,781~~	7,300~~3,070~~
	Elm Street	Wine	Bonnieview	1,000~~2,246~~	1,300~~2,480~~	1,800~~2,738~~	2,500~~3,023~~	2,800~~3,337~~
	Hillcrest	Second	Fifth Street	1,200~~2,066~~	1,600~~2,281~~	2,000~~2,518~~	2,300~~2,781~~	2,700~~3,070~~
	Second	Elm	Cedar	200~~1,955~~	~~2,158~~200	200~~2,383~~	200~~2,631~~	200~~2,905~~
		Cedar	Grandridge	2,200~~4,766~~	2,700~~5,262~~	3,000~~5,810~~	3,300~~6,414~~	3,300~~7,082~~
		Grandridge	Hillcrest	3,300~~3,478~~	3,900~~3,840~~	4,400~~4,240~~	4,900~~4,681~~	5,200~~5,168~~
	Stover	West	Wine	1,800~~1,560~~	1,900~~1,722~~	2,200~~1,902~~	2,500~~2,100~~	2,900~~2,318~~
	Wallace	Forsell	North City	1,800~~1,814~~	2,300~~2,003~~	2,600~~2,211~~	2,800~~2,441~~	2,800~~2,696~~
Local Road								

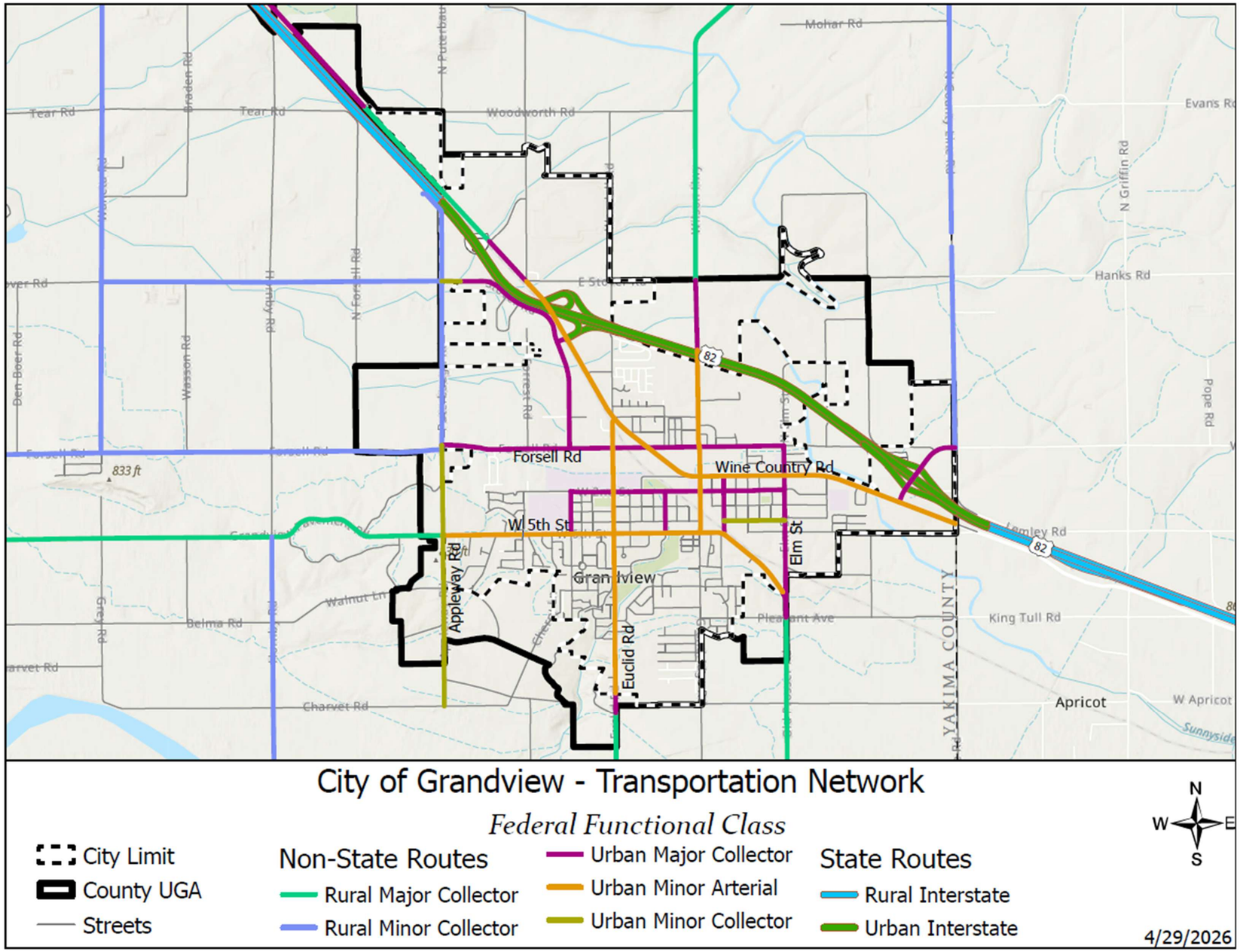
Table ~~04~~-~~67~~. Grandview Unincorporated UGA – Traffic Forecasts for Road Segments

Functional Class	Roadway Name	Start Location	End Location	AADT (2026 ~~2015~~)	AADT (2031~~2020~~)	AADT (2036 ~~2025~~)	AADT (2041~~2030~~)	AADT (2046~~2035~~)
Interstate	I-82	Mile 073.04	Mile 073.84	27,600 ~~12,003~~	30,600 ~~13,252~~	33,600 ~~14,632~~	36,200 ~~16,154~~	38,200~~17,836~~
		Mile 074.28	Mile 075.37	21,700 ~~12,003~~	24,300 ~~13,252~~	26,800 ~~14,632~~	29,300 ~~16,154~~	31,300 ~~17,836~~
Principal	None							
Minor Arterial	None							
Major Collector	Euclid Road E.	Fischer Road	Yakima River	4,300 ~~2,508~~	4,700 ~~2,769~~	5,200 ~~3,057~~	5,800 ~~3,375~~	6,200 ~~3,727~~

Functional Class	Roadway Name	Start Location	End Location	AADT (2026 ~~2015~~)	AADT (2031~~2020~~)	AADT (2036 ~~2025~~)	AADT (2041~~2030~~)	AADT (2046~~2035~~)
	Euclid Road S.	Yakima River	Robinson Road	4,500 ~~2,656~~	4,900 ~~2,932~~	5,400 ~~3,238~~	6,000 ~~3,575~~	6,400 ~~3,947~~
		Robinson Road	Chase/Mt. View	4,300 ~~2,149~~	4,700 ~~2,373~~	5,400 ~~2,620~~	6,000 ~~2,892~~	6,400 ~~3,193~~
		Chase/Mt. View	Apricot Road	1,500 ~~1,599~~	1,600 ~~1,765~~	1,800 ~~1,949~~	2,000 ~~2,152~~	2,200 ~~2,376~~
		Apricot Road	City Limits	1,500 ~~2,389~~	1,700 ~~2,638~~	1,800 ~~2,912~~	2,000 ~~3,215~~	2,200 ~~3,550~~
	Grandview Pavement Road	Asahel Curtis Dr.	Puterbaugh Road	1,100 ~~968~~	1,200 ~~1,069~~	1,300 ~~1,180~~	1,400 ~~1,303~~	1,500 ~~1,438~~
		Puterbaugh Road	City Limits	3,100 ~~1,420~~	3,400 ~~1,568~~	3,800 ~~1,731~~	4,100 ~~1,911~~	4,400 ~~2,110~~
	McCreadie Road	Olmstead Road	N. of I-82	5,000 ~~1,961~~	5,500 ~~2,165~~	6,000 ~~2,390~~	6,200 ~~2,639~~	6,300 ~~2,914~~
		N. of I-82	Wine Country Rd	8,900 ~~3,844~~	9,600 ~~4,244~~	10,200 ~~4,686~~	10,9000 ~~5,174~~	11,500 ~~5,712~~
	Old Inland Empire Hwy.	Apricot Road	Pleasant Avenue	5,300 ~~2,345~~	5,700 ~~2,589~~	6,000 ~~2,859~~	6,300 ~~3,156~~	6,000 ~~3,485~~
		Pleasant Avenue	Elm Street	8,000 ~~3,028~~	8,600 ~~3,343~~	9,200 ~~3,691~~	9,800 ~~4,075~~	9,7004,~~499~~
	Wilson Highway	Woodworth Road	Stover Road	1,300 ~~883~~	1,500 ~~975~~	1,600 ~~1,076~~	1,900 ~~1,188~~	2,100 ~~1,312~~
	Yakima Valley Hwy.	Ray Road	Tear Road	7,800 ~~9,362~~	8,700 ~~10,336~~	9,300 ~~11,412~~	10,600 ~~12,600~~	11,200 ~~13,911~~
Major Collector	Wine Country Rd.~~Yakima Valley Hwy.~~	Tear Road	Puterbaugh	6,800	7,700	8,800	10,100~~9,077~~	10,900
		County Line	McCreadie Road	4,000 ~~2,913~~	4,500 ~~3,216~~	5,000 ~~3,551~~	5,500 ~~3,921~~	5,900 ~~4,329~~
		McCreadie Road	Vista Grande Wy. ~~City Limits~~	9,700 ~~4,287~~	10,300 ~~4,733~~	10,900 ~~5,226~~	11,600 ~~5,770~~	12,100 ~~6,370~~

Functional Class	Roadway Name	Start Location	End Location	AADT (2026 ~~2015~~)	AADT (2031~~2020~~)	AADT (2036 ~~2025~~)	AADT (2041~~2030~~)	AADT (2046~~2035~~)
Minor Collector	Appleway Road	Chestnut	Tuttle Road	400	400 ~~251~~	4000 ~~277~~	400 ~~306~~	300 ~~337~~
		Tuttle Road	Pecan Road	600 ~~519~~	700 ~~573~~	7000~~633~~	700~~699~~	700~~771~~
		Pecan Road	Grandview Pavement	2,300 ~~556~~	2,500 ~~614~~	2,600 ~~678~~	2,800 ~~748~~	2,900 ~~826~~
	Puterbaugh Road	Grandview	Forsell Road	1,500	1,900 ~~632~~	2,200~~697~~	2,500 ~~770~~	2,700 ~~850~~
		Forsell Road	Ogle Road	1,000 ~~1,833~~	1,300 ~~2,024~~	1,500 ~~2,234~~	1,600 ~~2,467~~	1,800 ~~2,724~~
		Ogle Road	Stover Road	900 ~~616~~	1,100~~680~~	1,300 ~~751~~	1,400 ~~829~~	1,600 ~~915~~
	County-Line Road N.	Hanks Road	Robertson Road	1,500 ~~781~~	1,500~~862~~	1,500 ~~952~~	1,400 ~~1,051~~	1,700 ~~1,161~~
		Robertson Road	McCreadie Road	1,900 ~~1,086~~	2,000 ~~1,199~~	2,000 ~~1,324~~	1,900 ~~1,462~~	2,100 ~~1,614~~
	Forsell Road	Hornby Road	N. Forsell	1,700 ~~1,759~~	1,900 ~~1,942~~	2,200 ~~2,144~~	2,400 ~~2,367~~	2,600 ~~2,614~~
		N. Forsell	Puterbaugh Road	1,900 ~~1,639~~	2,100 ~~1,810~~	2,400 ~~1,998~~	2,700 ~~2,206~~	2,900 ~~2,435~~
	Stover Road	Puterbaugh Road	Yakima Valley Hwy.	1,900 ~~1,423~~	2,100 ~~1,571~~	2,400~~1,735~~	2,800 ~~1,915~~	3,100 ~~2,115~~
~~Local Road~~								

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



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 2026-2032 ~~2016-2021~~ Transportation Improvement Program (TIP) displayed in

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.

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 ~~Table 0-7~~ identifies sidewalk needs within the City.

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. In 2026, the City of GV completed the construction of a Park & Ride at 1020 W. WCR. There are (29) Parking Stalls, (2) ADA Stalls, (4) EV Charging Stations. ~~Provision of additional parking for ride sharing and similar purposes should also be considered, as needed.~~

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Table 4-8 Grandview Six-Year Transportation Improvement Plan 2026-2032

Priority	Project Title	2026	2027	2028	2029	2030	2032	TOTAL
1	Stover Road Railway Crossing	$930,600	$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
7	Grandridge Road Improvements	$0	$0	$0	$0	$437,800	$0	$437,800
8	Nicka Road Improvements	$0	$0	$0	$0	$0	$0	$630,000
9	5th 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

~~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~~

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Priority	Project Title	2016	2017	2018	2019	2020	2021	TOTAL
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. & McCreadie 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

Source: 2016-2021 Six-Year Transportation Improvement Program

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Table ~~0~~4-~~7~~9. Grandview Sidewalk Needs

Roadway Name	Start Location	End Location	Side of Street	Sidewalk Needs
~~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.

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~~2026, 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.

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~~24,2026, 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 issues 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.

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 4-8, page 27~~29~~. Potential funding sources for each improvement project are identified in Table 2-16 of the Capital Facilities Element.

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.

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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.

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.***

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.

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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.

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

Policy 2.10 Prioritize projects that provide multimodal transportation opportunities.

Policy 2.11 Adopt the following interim MM-LOS standards, using LTS for pedestrians and bicyclists:

A. LTS threshold of 3 or better for pedestrian facilities within City limits.
B. LTS threshold of 3 or better for bike facilities within City limits.
C. LTS threshold of 3 or better for major intersections and Interstate 82 and Yakima Valley Highway within City limits.
D. Identify and adopt a minimum MM-LOS for transit as required under RCW 36.70A.070.

Policy 2.12 Revise and amend MM-LOS standards as new information or guidance is released by local, regional, and statewide transportation authorities.

Policy 2.13 Ensure LOS and MM-LOS standards and projects account underserved areas of the city and do not cause disproportionate burdens to vulnerable populations such as seniors and persons with disabilities.

GOAL 3: ***To recognize pedestrian movement as a basic means of circulation and to assure adequate accommodation of pedestrian and ~~handicapped~~ persons with disabilities ~~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.

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Policy 3.5 The design and management of the street network ~~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.

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.

d. Add ADA Accessible Parking in the downtown core area.

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.

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.

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.

Policy 5.5 Policy 5.5 Consider current guidance from the Washington State Department of Fish and Wildlife when designing water crossings (i.e. culverts)

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.

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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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