



Palouse RTPD

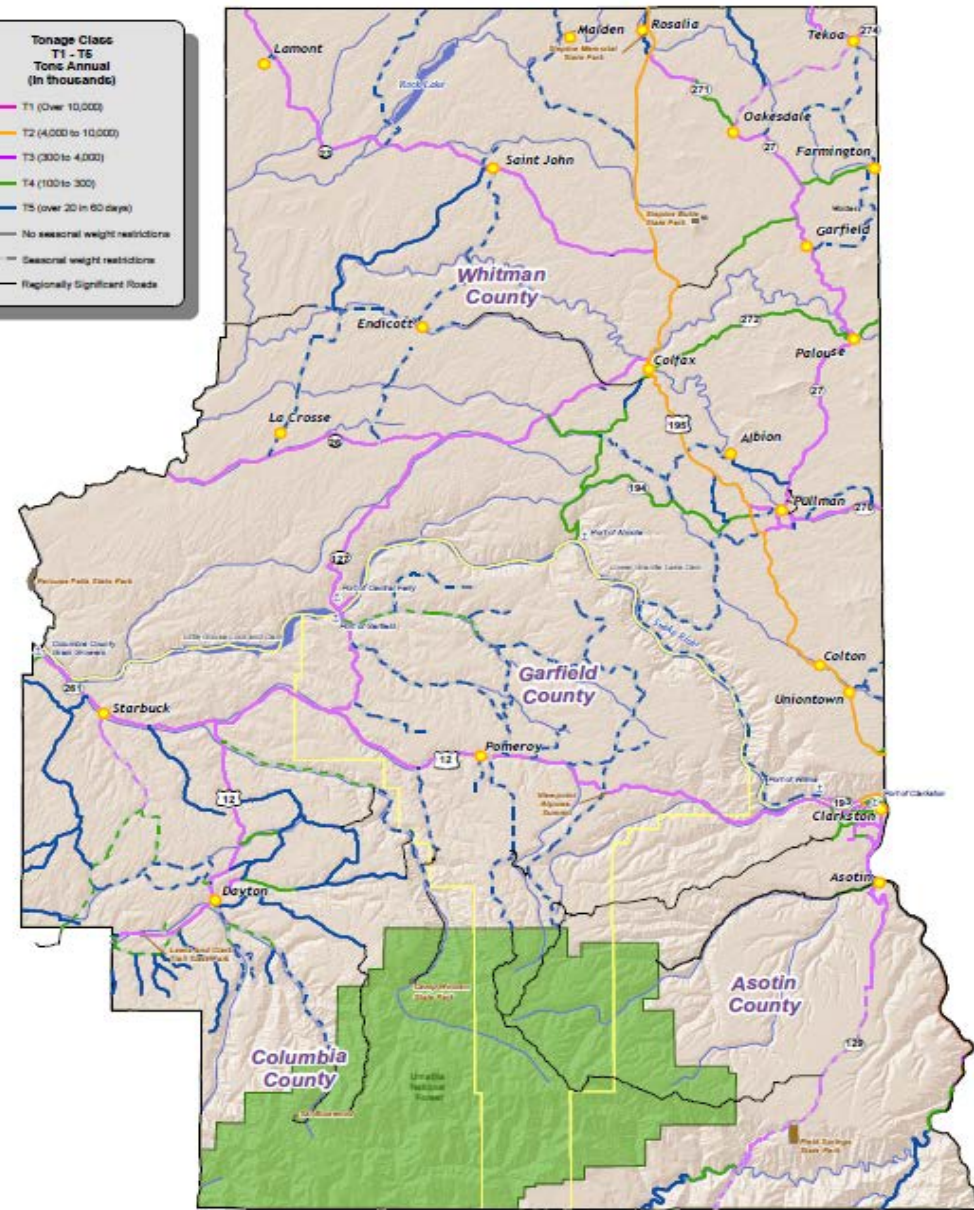
Covering Asotin, Columbia, Garfield and Whitman County

Long Range Regional Transportation Plan 2016-36

Public Meeting Open House

**Tonage Class
T1 - T5
Tons Annual
(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)
- No seasonal weight restrictions
- Seasonal weight restrictions
- Regionally Significant Roads



Legend

- Incorporated Cities
- National Forest
- State Parks



Goals and Policies

Goals and policies were originally approved and adopted in 1992 after the formation of the Palouse Regional Transportation Planning Organization. In conjunction with this update, Goals and Policies were revisited and discussed by the PRTPO Board. Goals and Policies to be pursued in the region were reordered and expanded upon as follows:

GOAL # 1: Provide multimodal transportation systems that are based on regional priorities and are coordinated with county and city comprehensive plans while optimizing the use of resources devoted to transportation improvements to provide a safe and efficient multimodal transportation system for the movement of people and goods.

POLICY 1.1: While developing the Regional Transportation Plan, the PRTPO shall insure that the plan will reflect the link between transportation facilities (roads, buses, trains, aviation, paths, waterways, and trails) and land use.

POLICY 1.2: The PRTPO shall pursue improvements to mitigate geometric and other deficiencies in order to provide the safest roadway system possible.

POLICY 1.3: Where practical, the PRTPO shall maintain Level of Service "C" on all rural regional roadway facilities and Level of Service "D" on all urban facilities of regional significance.

POLICY 1.4: Where possible, the PRTPO shall preserve the ability to move freight by rail, barge and air in order to encourage multiple opportunities for the movement of freight in and through the region to minimize expenditures to maintain the roadway system.

POLICY 1.5: The PRTPO shall provide, where practical and meaningful, safe places for bicycle and pedestrian travel in order to encourage opportunities for non-motorized travel.

POLICY 1.6: The PRTPO shall maintain and improve, where possible, access to recreational opportunities and other events in order to enhance the quality of life for residents of the region as well as to promote tourism opportunities for visitors to the region.

POLICY 1.7: The PRTPO shall place a high priority towards safety projects.

POLICY 1.8: The PRTPO shall generally place priority on maintenance and preservation first and new construction second.

POLICY 1.9: The PRTPO shall identify and encourage preservation of transportation corridors for future rights-of-way.

POLICY 1.10: The PRTPO shall support planning analysis and opportunities for the advancement of other types of new and emerging technology for transportation systems.

GOAL # 2: Encourage development in areas where adequate public facilities and services exist or can be provided in an efficient manner.

POLICY 2.1: The PRTPO shall plan and make provisions for public facilities and services, such as transportation, so that they will be available at the same time as new people and jobs arrive within the region.

POLICY 2.2: Implement transportation improvements which enhance the likelihood that improvement of inadequate regional infrastructure, in particular, water, sewer, and other utility systems will occur.

GOAL # 3: Encourage economic development throughout the region that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of the region, especially unemployed and disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capability of the natural resources, public services, and public facilities.

POLICY: The Regional Transportation Plan shall promote economic development and manage growth to serve the needs and vision of the region.

GOAL # 4: Protect the environment and enhance the planning area's high quality of life, including air and water quality and the availability of water.

POLICY: The Regional Transportation Plan shall protect the environment, as best possible, as follows:

- a) provide for protection of critical areas such as wetlands and natural resource land which have long-term commercial significance,
- b) reduce air pollution when feasible,
- c) reduce transportation related sources of water contaminants,
- d) provide for context sensitive design and practices, and
- e) support growth within areas that can adequately absorb the growth.

GOAL # 5: Encourage the involvement of citizens in the transportation planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

POLICY: The PRTPO shall provide for meaningful citizen involvement opportunities in the regional transportation planning process.

Table 1. Historical Population by Jurisdiction

County Municipality	Year of Incorporation or Formation	Census				Estimate	% Change	
		1970	1980	1990	2000	2009	1990- 2000	2000- 2009
Asotin County	1883	13,799	16,823	17,605	20,551	21,500	17%	5%
Asotin	1890	637	946	981	1,095	1,230	12%	12%
Clarkston	1902	6,312	6,903	6,753	7,337	7,260	9%	-1%
Columbia County	1875	4,439	4,057	4,024	4,064	4,100	1%	1%
Dayton	1881	2,596	2,565	2,468	2,655	2,735	8%	3%
Starbuck	1905	216	198	170	130	130	-24%	0%
Garfield County	1881	2,911	2,468	2,248	2,397	2,400	7%	0%
Pomeroy	1886	1,823	1,716	1,393	1,517	1,520	9%	0%
Whitman County	1871	37,900	40,103	38,775	40,740	43,300	5%	6%
Albion	1910	687	631	632	616	610	-3%	-1%
Colfax	1873	2,664	2,780	2,761	2,844	2,910	3%	2%
Colton	1890	279	307	325	386	420	19%	9%
Endicott	1905	333	290	320	355	305	11%	-14%
Farmington	1888	140	176	126	153	135	21%	-12%
Garfield	1890	610	599	544	641	630	18%	-2%
LaCrosse	1917	426	373	336	380	345	13%	-9%
Lamont	1910	88	101	93	106	95	14%	-10%
Malden	1909	219	209	189	215	200	14%	-7%
Oakesdale	1890	447	444	346	420	420	21%	0%
Palouse	1888	948	1,005	915	1,011	1,010	10%	0%
Pullman	1888	20,509	23,579	23,478	24,948	27,600	6%	11%
Rosalia	1894	569	572	552	648	640	17%	-1%
St. John	1904	575	550	499	548	530	10%	-3%
Tekoa	1889	808	854	750	826	830	10%	0%
Uniontown	1890	310	286	280	345	335	23%	-3%

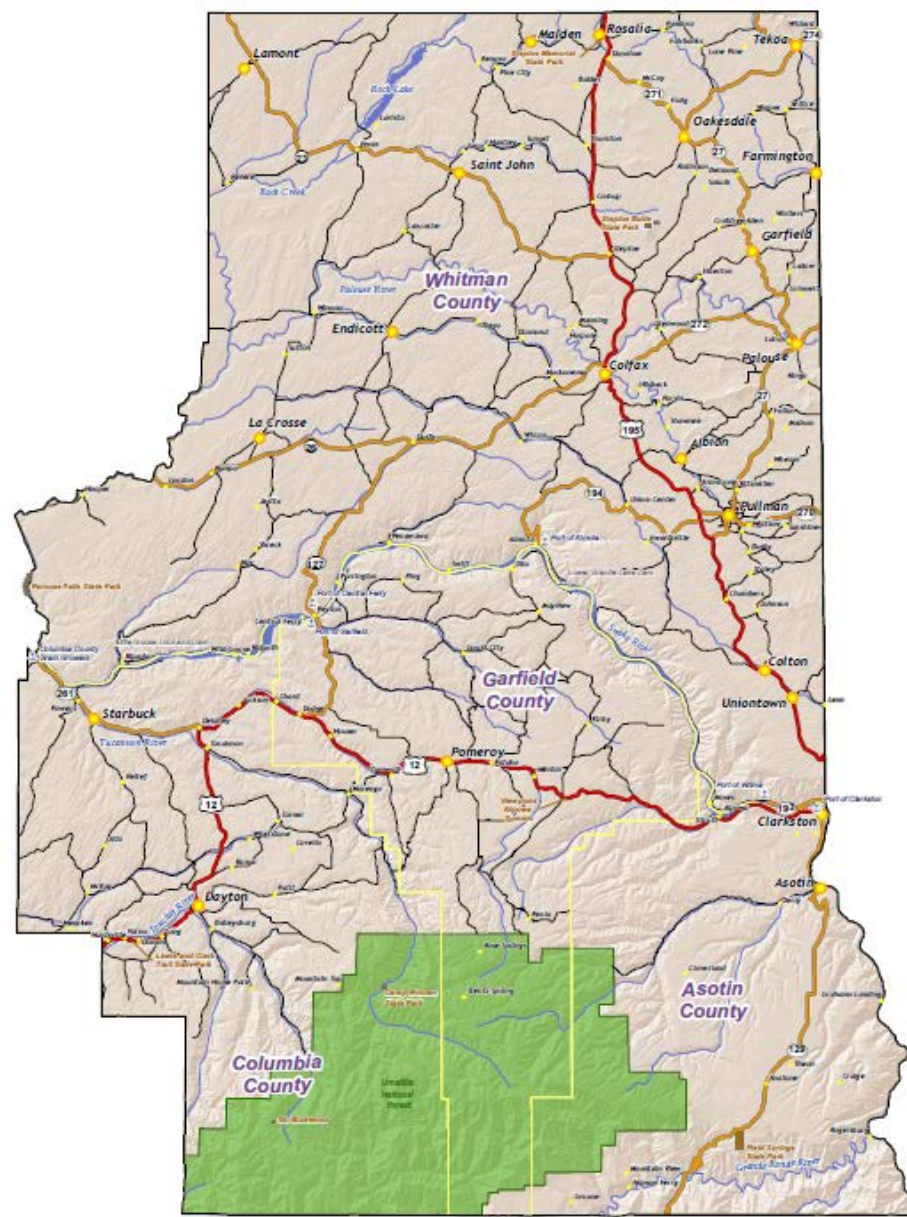
Source: Washington State Office of Financial Management, June 29, 2009

Table 2. Population Forecasts by Jurisdiction

County Municipality	Census 2000	Estimate 2009	Forecast				
			2010	2015	2020	2025	2030
Asotin County	20,551	21,500	22,290	23,241	24,321	25,341	26,222
Asotin	1,095	1,230	1,241	1,294	1,354	1,411	1,460
Clarkston	7,337	7,260	8,426	8,785	9,194	9,579	9,912
Columbia County	4,064	4,100	4,103	4,096	4,096	4,096	4,088
Dayton	2,655	2,735	2,531	2,527	2,527	2,527	2,522
Starbuck	130	130	168	168	168	168	168
Garfield County	2,397	2,400	2,412	2,494	2,566	2,632	2,683
Pomeroy	1,517	1,520	1,588	1,642	1,689	1,733	1,766
Whitman County	40,740	43,300	43,151	44,274	45,581	46,786	47,743
Albion	616	610	686	704	725	744	759
Colfax	2,844	2,910	3,035	3,114	3,206	3,291	3,358
Colton	386	420	368	378	389	399	407
Endicott	355	305	354	363	373	383	391
Farmington	153	135	154	158	163	167	171
Garfield	641	630	651	668	688	706	721
LaCrosse	380	345	398	408	420	431	440
Lamont	106	95	106	109	112	115	117
Malden	215	200	222	228	234	241	245
Oakesdale	420	420	437	448	461	474	483
Palouse	1,011	1,010	1,050	1,078	1,109	1,139	1,162
Pullman	24,948	27,600	25,709	26,378	27,157	27,875	28,445
Rosalia	648	640	635	652	671	689	703
St. John	548	530	573	588	605	621	634
Tekoa	826	830	872	895	921	945	965
Uniontown	345	335	331	339	349	359	366

Source: Washington State Office of Financial Management, June 29, 2009 for Counties (Projected Population Growth used OFM Medium series)

City Estimates are an average of historic 30 year percentage of County Population



Legend

	Incorporated Cities		US Highway
	Census Designated Places		State Route
	National Forest		Local
	State Parks		



Table 3. Roadway Functionally Classified Mileage by County

Owner/Functional Classification	Asotin	Columbia	Garfield	Whitman	TOTAL
Cities (all combined)	46.78	19.01	18.00	202.85	286.64
County Roads					
Functional Classification					
Arterial	14.61	0.00	0.00	0.00	14.61
Collector	158.33	229.87	213.03	617.60	1,218.83
Local Access	<u>227.27</u>	<u>273.47</u>	<u>234.08</u>	<u>1,291.01</u>	<u>2,025.82</u>
Total	400.21	503.34	447.10	1,908.61	3,259.26
State Roads					
Functional Classification					
Interstate Highways	-	-	-	-	0
Principal State Highways	12.19	29.02	43.18	130.71	215.1
Minor State Highways	43.19	-	-	2.31	45.5
Collector State Highways	-	<u>15.02</u>	-	<u>145.33</u>	<u>160.35</u>
Total	55.38	44.04	43.18	278.35	420.95
Other					
WA State Parks and Recreation	1.59	1.36	-	4.43	7.38
WA State Department of Natural Resources	63.86	186.26	4.43	-	254.55
WA State Fish and Wildlife	26.4	6	1.5	-	33.90
US Forest Service	22.42	49.84	39.42	-	111.68
National Fish and Wildlife Service	30.85	-	-	-	30.85
National Park Service	-	-	-	0.83	0.83
US Department of Energy	-	14.2	-	-	14.20
US Army CORPS of Engineers	-	<u>7.00</u>	-	<u>29.00</u>	<u>36.00</u>
Total	145.12	264.66	45.35	34.26	489.39
COMBINED TOTAL	647.49	831.05	553.63	2,424.07	4,456.24

Source: County Roads - County Road Administration Board 2009 Certified Road Log.

City, State, Other Roads - WSDOT Transportation Data Office 2008 Highway Performance Monitoring System.

Note: Other Mileage is all mileage that is not owned by Counties, Cities, or WSDOT.

City Mileage for Whitman County also includes roads owned by Washington State University (13.68 miles).

Table 4. Roadway Surface Type and Total Mileage of County Roads

System Component	County				Total
	Asotin	Columbia	Garfield	Whitman	
Access Roads	227.27	273.47	234.08	1,291.01	2,025.83
Arterial & Collector Roads	172.94	229.87	213.03	617.60	1,233.44
TOTAL System	400.21	503.34	447.11	1,908.61	3,259.27
Paved Arterial	100.35	141.26	127.51	419.33	788.45
Unpaved Arterial	72.59	88.61	85.52	198.27	444.99
Other Paved	65.73	5.43	5.25	18.11	94.52
Other Gravel	114.23	229.59	166.94	857.85	1,368.61
Dirt	47.31	38.45	61.89	415.04	562.69
TOTAL System	400.21	503.34	447.10	1,908.61	3,259.26

Sources -- County Road Administration Board 2009 Annual Report; 2009 Certified County Road Log.

Freight and Goods Transportation System

Within the four counties there are nearly 700 miles of county roadways included in the statewide Freight and Goods Transportation System. A summary of mileage in each county is included in Table 5 and shown in Figure 2. Interesting to note in the table is the percentage of adequate roads in each county which indicates the challenges that particularly Columbia and Whitman Counties are having maintaining their roadway network.

Table 5. Freight and Goods Transportation System of County Roads

F&GS Truck Route Class	County				Total
	Asotin	Columbia	Garfield	Whitman	
T-1; > 10 million tons/year	-	-	-	-	-
T-2; 4 - 10 million tons/year	0.15	-	-	-	0.15
T-3; 300,000 - 4 M tons/ year	23.00	10.30	-	3.29	36.59
T-4; 100,000 - 300,000 tons/year	19.98	49.06	10.13	37.97	117.14
T-5; 20,000 tons in 60 days	-	147.07	125.75	249.59	522.41
T-6; > 100,000 tons, (not every year)	14.34	-	-	-	14.34
T-8; Will be if no barges on Snake	-	-	-	5.74	5.74
TOTAL F&GS Mileage	43.13	206.44	135.88	290.85	676.29
Total Adequate	38.05	11.20	116.96	37.44	203.65
Percent Adequate 2009	88.2%	5.4%	86.1%	12.9%	30.1%

SOURCE: County Road Log certified 1/1/2009, CRAB 2009 Annual Report

Adequacy defined by Cost Responsibility Study - All Weather Roads

Highest Priority County Roads

Asotin County

- Peola Road
- Troy/Grand Ronde River Road
- East/West Mountain Road
- Snake River Road
- Joseph Creek Road
- Cloverland Road

Columbia County

- Kellogg Road
- Alto Road
- Smith hollow Road
- Tucannon River Road
- Mountain Road/Mill Road
- Turner Road
- McGee Road
- Lewis Gulch Road

Garfield County

- Peola Road
- Gould City-Mayville Road
- Meadow Creek Road
- Mountain Road
- Bell Plain Road

Whitman County

- Pullman Airport Road
- Almota Road and SR 194 to the Port of Almota
- Sommers Road
- Upper Union Flat Road
- Belmont-Farmington Road
- Green Hollow Road

Regions Key Issues

- Maintenance and Preservation
- Safety
- Freights and Goods Transportation System
- Sub-standard Roadways
- Funding

Regions Key Issues

- Pullman Bypass
- Pullman Airport Road
- Fleshman Way/ SR 129 Interchange
- US 12 in Clarkston
- Vitality and importance of Snake River
- Bicycle/ Pedestrians Accommodations
- Transit Services
- Airports

Thank You!!

- Questions/ Open Forum

- Contact:

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