



Prepared by Palouse RTP0

Palouse Active Transportation Plan



2021

WALK
ROLL
CONNECT

THE PALOUSE



Table of Contents

Chapter 1. Introduction.....	4
Palouse Regional Transportation Planning Organization	4
Active Transportation Plan	5
Scope of Work.....	8
Plan Adoption Process	8
Chapter 2. Plan Overview, Committees, Research, and Data Collection.....	8
What is the Palouse Regional Active Transportation Plan?.....	8
Preparation of the Plan.....	9
Project Timeline	10
Literature Review.....	10
Identification & Engagement with Stakeholders	11
Public Input – First Outreach	11
Steering Committee & Citizen Advisory Committee.....	12
Relationship to Other Studies and Plans.....	14
Washington Department of Transportation Active Transportation Plan	14
Washington Transportation Plan 2040 and Beyond	15
Palouse 2040 Plan	15
Coordinated Public Transit- Human Services Transportation Plan (CPT-HSTP).....	16
Ongoing Active Transportation Planning Projects	16
Pullman 2040	16
Blue Mountain Regional Trails	17
Colfax-Albion-Pullman Corridor	18
Active Transportation Plan Eligible Funding Programs.....	18
Safe Routes to School Program.....	18
Bike-Ped Program	19
Transportation Alternative Programs	19
Chapter 3. Regional Active Transportation Network.....	20
Palouse Active Transportation Database.....	21
Region Wide Trails	22
Asotin County.....	23
Sidewalk	28

Bike Lanes 29

Water Way Trails..... 29

Plan Wrap-Up..... 30

Chapter 1. Introduction

Palouse Regional Transportation Planning Organization

The Palouse Regional Transportation Planning Organization (PRTPO) was established in 1991 as a result of the Growth Management Act (GMA). The Boards of Commissioners of Asotin, Columbia, and Garfield Counties formed the Palouse Regional Transportation Planning Organization (PRTPO or Palouse RTPO) on January 16, 1991. Whitman County became a member of the PRTPO in July 2003 through an Interlocal Agreement signed by all four counties. The GMA requires a regional transportation planning organization (RTPO) to be formed through local governments' voluntary association within three or more adjoining counties.

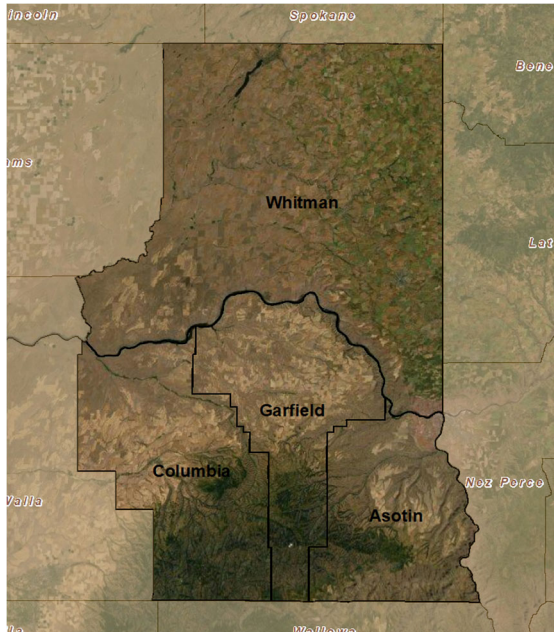


Image 1: The four counties of the Palouse RTPO.

Since the formation, the PRTPO works with all regional cities/towns, counties, Washington State Department of Transportation (WSDOT) regional offices, local transit agencies, ports, and large private employers. The agency's primary aim is to improve and develop the regional transportation services for the Asotin, Columbia, Garfield, and Whitman Counties of the Palouse region.

The PRTPO acts as a transportation council to provide critical feedback to local, regional, state, and federal transportation projects throughout Washington and the Palouse.

The Palouse RTPO Performs many tasks for the region; however, some of the essential functions that the PRTPO does include:

- Develop Long-range regional transportation plans such as the latest Palouse 2040 plan created in 2018.
- Develop Regional Transportation Improvement Program (Six and Four Years). identifying the regionwide transportation investments.
- Develop regionwide public transportation services plan.
- Award and fund transportation alternative projects and programs.
- Provide a communication channel for the public, legislatures, local, state, and federal agencies for the four counties.

Active Transportation Plan

In 2018 the Palouse RTPO adopted a long-range regional transportation multimodal plan to establish the framework for meeting current and future transportation needs in the Palouse Region. This plan is also known as the Palouse 2040 plan. It was adopted in March of 2018 and provided a set of policies and strategies to facilitate cooperation and maximize resources to select the highest-priority transportation projects & programs to receive funding for implementation.



Image 2: Port of Wilma – Whitman County.

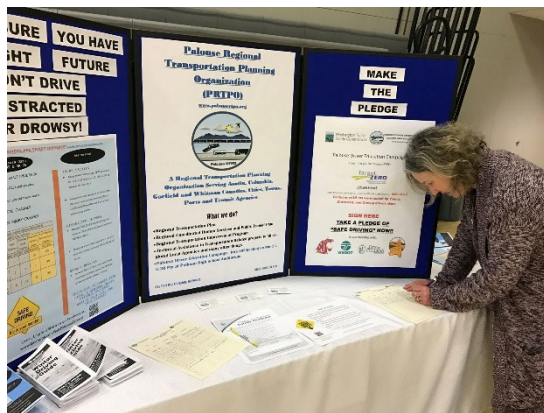


Image 3: PRTPO holding one of the Palouse 2040 public workshops.

During this study, the PRTPO held many public workshops to collect public input regarding the region's current state of the transportation network. These workshops included a regionwide public survey, various exhibits displaying key transportation funding issues, regional travel results displayed on maps, opportunities to discuss the upcoming projects with representatives of the PRTPO region, and opportunities to provide input via written and verbal comments. Once the Palouse 2040 plan was completed, the public review and comments were accepted for 30-days before the Policy Board adopted it.

From these engagement opportunities with the public, the PRTPO was able to identify some of the critical issues needing improvement in the region. Approximately 235 participants from our survey and approximately 100 public workshop participants provided various needs that the region should address to improve the transportation system.

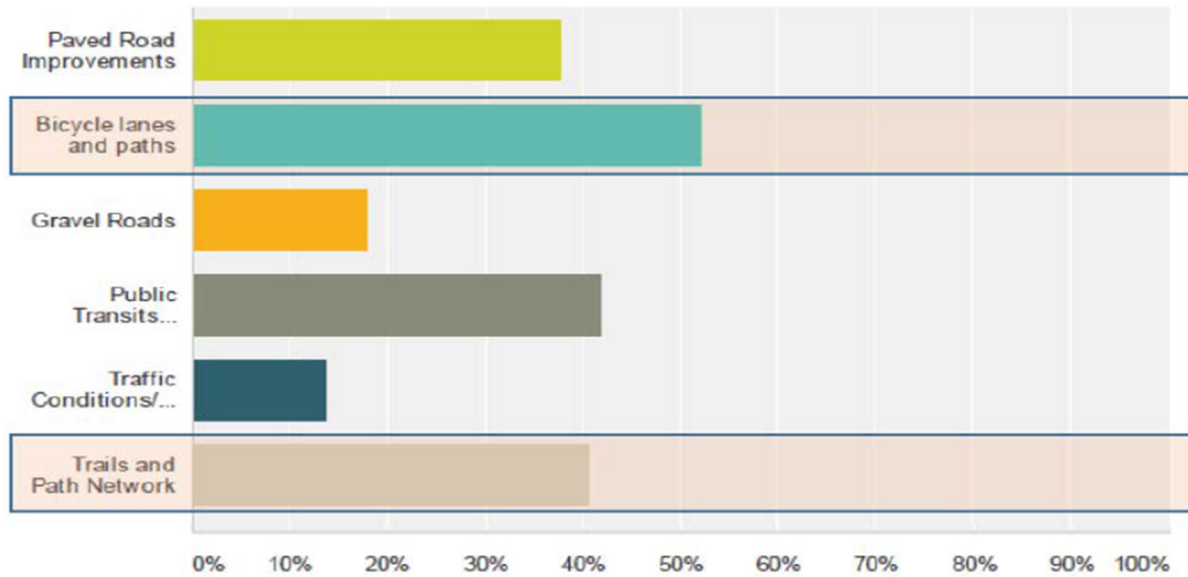


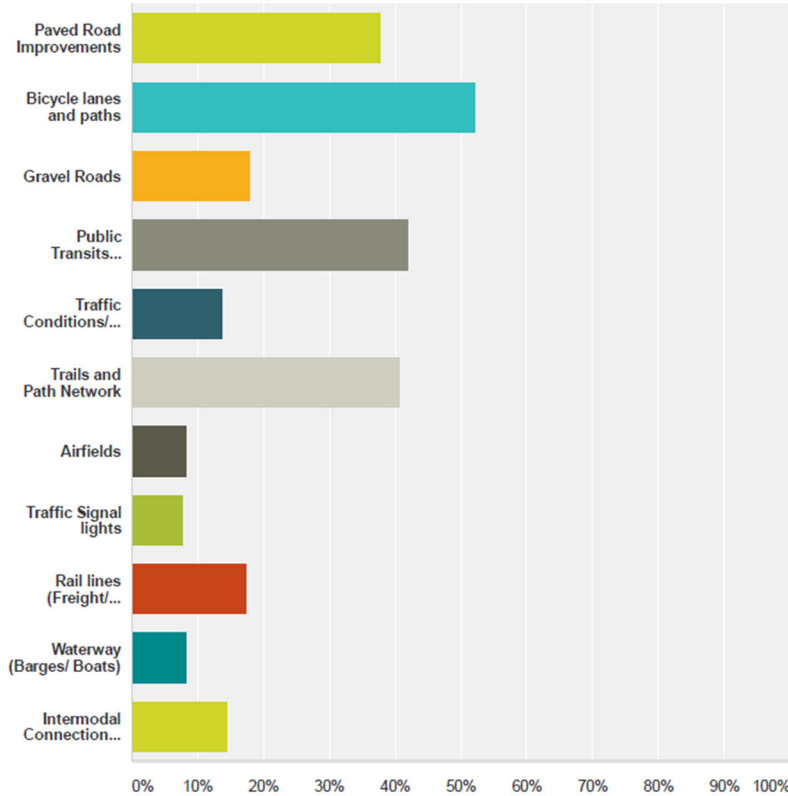
Figure 1: Regionwide transportation investment needs identified through public input during development of the Palouse 2040 plan.

Figure 1 (above) shows the regionwide transportation investment needs identified through public input during development of the Palouse 2040 plan. Alongside this, the PRTPO asked participants to rate the regional transportation network in the Palouse as either good, excellent, or needs attention. Figures 2 and 3 on the following page demonstrate the results of these questions, and below are some key summary points.

- 41% of these respondents noted that the trail and path network needed improvement.
- 52% stated that bicycle lanes and paths required improvements.
- 49% of respondents stated that they believed the Palouse regional transportation network needs attention.

Please Select the Transportation Key issues needing improvements for the Palouse region.

Answered: 167 Skipped: 0



Following the input received in 2018 during the development of the Palouse 2040 Plan, the PRTPO began working on a regional Active Transportation Plan covering Asotin, Columbia, Garfield, and Whitman Counties. The study aims to improve policies and investment decisions for trails, bicycle lanes, water trails, and sidewalks in the four-county region.

Figure 1: Key transportation issues identified by the public as needing improvements for the Palouse Region.

How would you rate the regional transportation network between Asotin, Columbia, Garfield and Whitman Counties?

Answered: 167 Skipped: 0

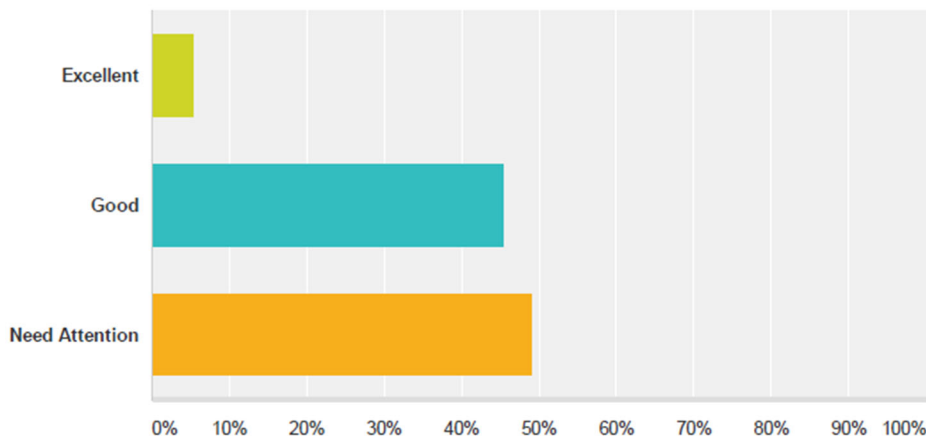


Figure 2: Public ratings of the Palouse regional transportation network.

Scope of Work

In early 2019, the Palouse RTPO developed a draft scope of work for the Palouse Active Transportation Plan. The draft was created with input from local advocacy groups, non-profits, Palouse RTPO's Technical Advisory Committee, and the Transportation Policy Board Members.

The work included identifying needs and areas for improvement within the existing regional network, working with local jurisdictions to build and improve proposed findings and improvements in a feasible time frame, and development of an online database for the regional active transportation network with public GIS website. The Palouse Region Trails online database, created as a result of this project, can be found on the Palouse RTPO website under Resources.

Phase I included documenting the existing regional network, building the GIS Inventory database, and conducting public outreach on the findings. Phase II included various efforts identifying needs, gaps, improvements, data collection, and website launch. Phase III of the plan consisted of a final round of public input to update, validate, and improve Phase I and II activities and results.

Plan Adoption Process

The completion date for this project, both the GIS inventory and public website for regional trails and the final Active Transportation Plan document is December 2023. The completed plan includes the scope of work description, activities from phases I and II, and a final report of the plan, including launching the public website.

A draft of this plan was reviewed and approved in May 2021 by the Palouse RTPO Technical Advisory Committee, and Steering and Citizen Advisory Committees that were organized specifically for input on this project. The final plan and trails website was finalized in 2023 and reviewed and adopted by the Palouse RTPO Transportation Policy Board in December 2023. More details on the development of this plan, public input, data collection, etc., are described in the following chapter.

Chapter 2. Plan Overview, Committees, Research, and Data Collection

What is the Palouse Regional Active Transportation Plan?

The Palouse Regional Active Transportation Plan is the Palouse RTPO's first plan intended to document, inform, and improve walking, biking, hiking, ADA access, and horseback riding throughout the region. The plan focuses on active transportation, which for the purposes of this plan, is defined as any personal active mode of travel such as walking, biking, or rolling. The website developed as a result of this planning work will include an active transportation database and map of bike paths, regional trails, and sidewalks, with links to individual trail websites where more information on trail amenities is provided.



One of the goals for this plan is for the generated data to be available to other government agencies to assist in shaping recommendations for policy decisions, investments, and future improvements. While the Palouse RTPo has conducted this study, the Washington State Department of Transportation (WSDOT) has simultaneously created a statewide active transportation plan, which provided a unique opportunity to create consistency between the state and the Palouse region. Some of the funding programs that WSDOT has created to support and improve active transportation in the state includes bike and pedestrian funding programs, and the Safe Routes to School funding program. The WSDOT Active Transportation Plan can be found at: <https://wsdot.wa.gov/construction-planning/statewide-plans/active-transportation-plan>.

Preparation of the Plan

It was made evident in the Palouse 2040 Plan that the community wanted to see improvements in the region's active transportation system. Many WA state regions have an active transportation plan where the community actively participates and enhances the system.



Image 4: Terre View Drive in Pullman, WA (Whitman Count), with adjacent separated shared use path.

The Palouse RTPo board approved this study, making it one of the first such plans for the region. The project aims to have consistency with the state, city, and county active transportation policies and guidance. The Palouse RTPo staff would like to extend their appreciation to various individuals who served on committees and worked tirelessly to complete Phase I of this plan. The efforts and input from the project Steering Committee, Citizen Advisory Committee, and other stakeholders were tremendously helpful in competing this project. The individuals on these

committees were also instrumental in aiding the Palouse RTPo with decision-making and providing valuable feedback as the plan progressed to the next phases.

The identification and formation of these committees was only the first step in the initiation of this plan. The Palouse RTPo also worked on creating a scope of work to establish a timeline and objective for the plan to meet. This scope of work broke the project into three distinct phases, each having a set of deliverables that was shared with the public.

1. Formation of committees:

- Steering Committee (SC)
- Citizen Advisory Committee (CAC)



Phase I of the Palouse Active Transportation Plan began with the formation of the project Steering Committee and Citizen Advisory Committee. This was an essential step to ensure the project prioritized the region's needs and that the Palouse RTPO had all the resources available to work on this plan.

Project Timeline

Once the committees were formed, the Palouse RTPO set out to create a project timeline with their collaboration. The timeline would originally span from September 2019 to September 2021; however, due to the COVID-19 quarantine orders, the project was pushed back to December 2021 and beyond as seemed feasible according to local, state, and federal guidelines. The timeline was approved by both the committees in the first meetings. Due to reduced staffing of the Palouse RTPO in 2022 and subsequent staffing changes, the project completion date was pushed back to December 2023. The timeline extensions were approved by the Palouse RTPO Technical Advisory Committee and the Transportation Policy Board as needed. After development of the project timeline, the Palouse RTPO started thorough research to review existing active transportation modes, public or private, and ongoing efforts to build possible new active transportation infrastructure in the region.

2. Project timeline**Literature Review**

At the beginning of the project, the Palouse RTPO focused on the trail network in the region. The later part involved working on regionwide sidewalks, bike paths and water trails through collaborative suggestions and input made by committees. The Palouse RTPO used resources such as the Umatilla National Forest website to gather the data they had on their trail network. Additional resources for research included specific trail/hiking websites, forums, reviews such as the Hiking Project* and All Trails** websites. Other means of gathering data on trails included meeting with members of the Citizens Advisory Committee and other organizations/individuals that had trail information. The data collected during this process was later split into trails and connections. The same data for sidewalks, bike lanes and water trails was gathered. The identified information was recorded in the GIS platform with all the information associated with each trail and data points.

3. Literature review

*The Hiking Project website: <https://www.hikingproject.com/>

**All Trails website: <https://www.alltrails.com/>

Identification & Engagement with Stakeholders

The Palouse RTPo identified and created a database of region wide (RW) stakeholders covering Asotin, Columbia, Garfield and Whitman Counties. For the purposes of this project, stakeholders are defined as an individual or group that has an interest in any decision or activity of a related organization and active transportation modes. The database included government agencies, non-profit bicycle advocacy groups, schools, businesses that may financially benefit from enhanced trail systems, and local organizations such as biking or hiking groups. Once the stakeholders were identified, the Palouse RTPo solicited survey responses from approximately 230 individuals/organizations for public input and stakeholder specific input.

Identification & engagement with region-wide (RW) stakeholders.

-  GENERAL PUBLIC
-  RW ADVOCACY GROUPS
-  RW LOCAL GOVERNMENTS
-  RW MPOs
-  DEPT OF TRANSPORTATION

Public Input – First Outreach



Image 4: October 7, 2020, Columbia & Garfield County Public Meeting

The Palouse RTPo made two different forms of engagement with the public as well as identified stakeholders. The first engagement was through a series of virtual public meetings that were livestreamed over Facebook to inform the public about the project, its current progress and sharing of the identified regional active transportation network through GIS layers and interactive maps. These

virtual public meetings were held on October 1, 2020, for Whitman and Asotin County residents, and October 7, 2020, for Garfield and Columbia County residents.

The second form of engagement was to create public and stakeholder surveys to collect active transportation data and personal feedback. There were three different survey instruments created, one for government organizations/officials, another for private and non-profit organizations, and a general citizen survey. These surveys were shared and promoted through various means until January 15, 2021. Alongside these questionnaire type surveys, the Palouse RTPo created an interactive map using GIS services where individuals could insert comments on the current trails, proposed trails, waterways and ramps, sidewalks, and bike paths included within the GIS database. The map also had the option to suggest locations for new trails, waterways and ramps, sidewalks, and bike paths so that users can inform us of any missing paths or information in our database. An image of the interactive map used for collecting public input is shown in Figure 4.

Additionally, each stakeholder identified through the process was individually contacted two separate times and were followed up with as the stakeholder availability allowed. The goal was to maximize stakeholder participation.

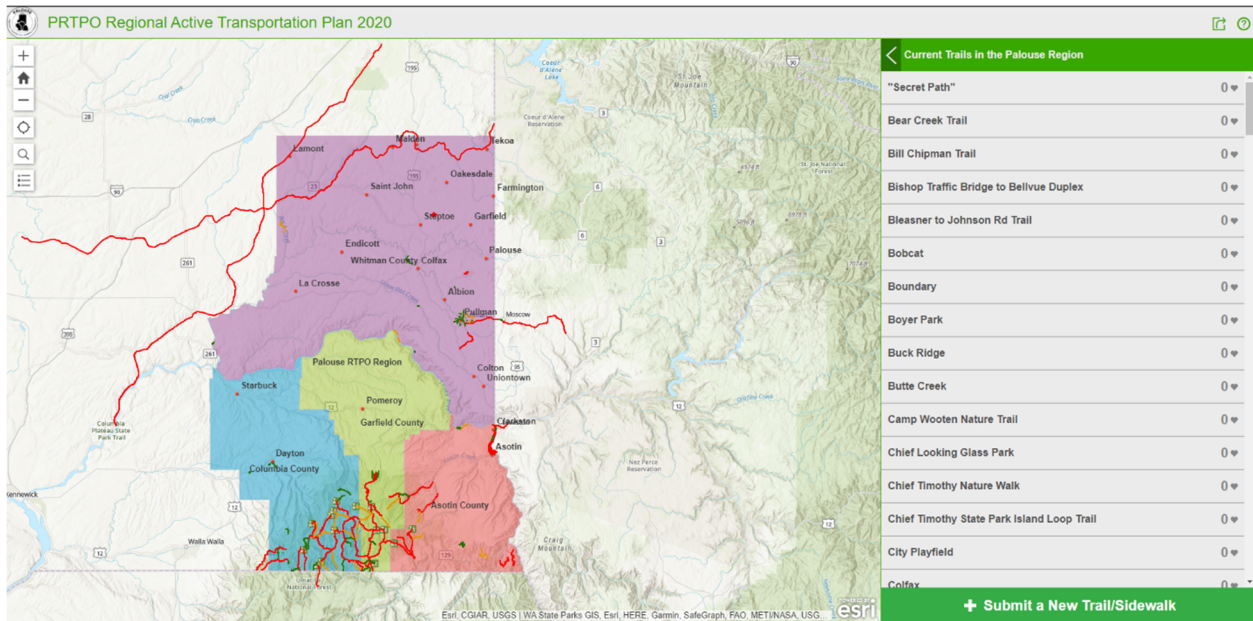


Figure 3: Public Outreach Interactive Comments Map.

Steering Committee & Citizen Advisory Committee

The purpose of the 22-member Steering Committee formed for this project was to provide advice and ensure delivery of the project deliverables and outcomes. The Steering Committee members did not directly work on the project but provided information from their specific region and aided the Palouse RTPO in gathering data from other organizations.

Members of the committee were representative of all four Palouse RTPO counties, some representing local government agencies such as COAST Transportation and WSDOT and were chosen based on their relevance to the active transportation network and their experience with broad project management/participation. The committee met on a bi-monthly schedule and expectations of the members included understanding and advocating for the goals, strategy, and intended outcomes of the project, and providing feedback and suggestions.



Image 5: Steering Committee meeting at Palouse RTPO office.

The Citizen Advisory Committee (CAC) formed for this project included a group of stakeholders from the Palouse region who were appointed to provide comments and advice on the project. The purpose of the CAC was to engage local citizens and to allow them an in-depth view of the plan's creation and inception. Members of the CAC included representatives from the Palouse to Cascades Trail Coalition and the Pullman Chamber of Commerce. The committee remained open to all citizen participation and the meetings were held monthly.



Image 8: Palouse to Cascades Trail Coalition logo.

For both the CAC and Steering Committee meetings, the Palouse RTPo would send out meeting packets in advance including meeting agenda and related materials. Meeting materials were also posted on Palouse RTPOs website. Steering Committee and Citizen Advisory Committee members are listed in Table 1 and Table 2 below.

#	Member Name		Organization
	First	Last	
1	Andrew	Steele	Umatilla National Forest
2	Bonnie	Gow	WSDOT
3	Craig	Van Tine	COAST
4	Cynthia	Arbour	City of Uniontown
5	Dennis	Pratt	Pullman Police Dept.
7	Francis	Benjamin	Pullman 2040
9	Jennie	Dickinson	Port of Columbia
11	John	Shaheen	WSU
13	Kevin	Gardes	City Of Pullman
14	Laura	Bloomfield	Whitman County
15	Mark	Storey	Whitman County
16	Matt	Hammer	City of Colfax
17	Dena	Martin	Columbia County
18	Meagan	Bailey	City of Dayton
19	Paul	Gonseth	WSDOT South Central
20	Trina	Cole	City of Dayton
21	Wanda	Keefer	Port of Clarkston

Table 1: Steering Committee Members

#	Member Name		Organization
	First	Last	
1	Bobbie	Ryder	Pullman Civic Trust
2	Brice	Erickson	B&L Bicycles
3	Jaime	Brush	Synergy Bicycle Alliance
4	Jeff	Smith	Idaho Parks & Rec
6	John	Pope	USBR Consultant
7	Karen	Kiessling	League of Women Voters
8	Karl	Boehmke	Pullman Civic Trust
9	Marie	Dymkoski	Pullman Chamber & Visitor Center
10	Nanette	Konishi	Palouse to Cascades Trail Coalition

Table 2: Citizen Advisory Committee Members

Relationship to Other Studies and Plans

Any transportation plan that defines policy, goals, and investment strategies, may it be state, regional or a local agency plan, should be consistent with other existing plans. Existing and in-process plans identified during this project as relevant to the Palouse Active Transportation Plan are discussed in the following sections.

Washington Department of Transportation Active Transportation Plan

During the development of this plan, WSDOT was also finalizing an Active Transportation Plan for the State of Washington. Much like the Palouse RTPOs goal, WSDOT will use the information gathered to shape recommendations for statewide policy decisions, investments, and improvements as it relates to active transportation. The state and regional plans will aid in health, safety, and economic development. Some of the technical services that WSDOT has



Walk, Roll, Connect: Active Transportation at WSDOT

completed include Community Assessment field reviews to identify bicycle and pedestrian safety and mobility improvement options, supporting local agencies in bicycle and pedestrian safety and mobility planning, providing pedestrian and bicycle infrastructure best practice information, and supporting local agencies with bicycle and pedestrian review and analysis. WSDOT also released an overview for what they call their active transportation priority tool which aids in evaluating and prioritizing active transportation for the region.

Washington Transportation Plan 2040 and Beyond

The WA State Transportation Plan 2040 and beyond plan is a regional transportation plan for the entire state. The Washington Transportation Plan, or WTP, provides the policy framework that helps ensure day-to-day decisions made by hundreds of transportation partners across the state are consistent with statewide policy and work in concert to support the mobility needs of Washington residents and businesses. Washington state is one of the unique states with different transportation needs from urban to rural areas, also one of the states that produces milk, apple and wheat adding billions of dollars to the economy. The 2040 and beyond plan adds importance of active transportation modes from Seattle to rural areas like Pullman in WA state. The Palouse 2040 regional transportation plan identifies those policy needs and has incorporated them in the Palouse 2040 plan as explained in the next section.

Palouse 2040 Plan



Image 9: Scenic view of the Palouse

The Palouse 2040 Plan is long range regional transportation plan for the Asotin, Columbia, Garfield, and Whitman Counties. It replaces the previously developed five-year regional plan, Palouse Regional Transportation Plan 2010. The Palouse 2040 is a multimodal long-range plan that establishes the strategic framework for meeting the Palouse region's existing and future transportation needs. This new plan is focused on maintaining its WA state compliance as well as changes stemming

from the Fixing America's Surface Transportation Act (FAST Act). The Palouse 2040 plan was developed with the involvement of the Palouse region wide local agencies, WSDOT, the Palouse 2040 Steering Committee, Technical Advisory Committee, and the ongoing transportation efforts of the 20 towns, four ports, and five transit agencies that comprise the Palouse region. This plan identified many key active transportations needs in the Palouse region, including the need for new proposed trails between Colfax-Pullman-Albion and a trail between Dayton & Waitsburg due to the increase in tourism activities in the region. The study also marks the importance of the river dams found on the Snake River such as the lower granite dam. It notes that while allowing for the movement of trade goods in the region boosts the economy, it also provides a much-needed recreational outlet for the members of the Palouse region, where the active transportation plays vital role for its economic growth.

Coordinated Public Transit- Human Services Transportation Plan (CPT-HSTP)



Image 10: 2018 CPT-HSTP Cover Page

This is a Palouse Regional Public Transportation Plan, that provides funding for five different public transit services within the region. The Moving Ahead for Progress in the 21st Century bill (MAP-21), was signed into law. On a federal level this law, alongside the Federal Transit Administration (FTA), required that transit projects must be locally developed, and from a coordinated public transit-human service transportation plan. This process would allow public, private, and human service transportation providers to be eligible for federal funding. In WA state, WSDOT

requires all Regional Transportation Planning Organizations (RTPOs) to identify the public transit-human services transportation needs and prioritize these projects for WSDOT public transportation grant program. Due to WSDOT public transportation grant applicants needing to participate with their local RTPOs a regional active transportation needs and its improvement to facilitate access to public transportation in the region is amongst one of the priorities. By creating a detailed database of sidewalks and bike paths in the region the Palouse RTPO hopes to provide important supplement for the current CPT-HSTP 2018 plan as well as its future plans.

Ongoing Active Transportation Planning Projects

Pullman 2040

The City of Pullman, through coordinated efforts of local government agencies and the local community, has developed a strategy to accomplish their city development goals. The group serves as an update from various task forces and the work they accomplish around the city of pullman that relate to their identified key projects. The key projects are identified as follows:

- Community & Identity
- Education & Learning
- Growth & Development
- Health & Safety
- Recreation & Environment



Some of these projects that the Pullman 2040 group work on include the inception of the Colfax-Albion-Pullman trail and wayfinding in Pullman. By providing an accurate database of all active transportation features in the City of Pullman the Palouse RTPO hopes to provide a useful tool for their future projects.

Blue Mountain Regional Trails

The Blue Mountain region, which is comprised of the counties of Columbia and Walla Walla in WA and Umatilla County in OR, through mass community and governmental efforts created a plan that promotes the development of the Blue Mountain regional trail network. The aim of the plan was to develop a community-driven and locally supported regionwide network of bicycle and pedestrian routes and non-motorized trails to provide outdoor recreation. The study identified some of the benefits of having an interconnected trail network such as an increase in participation outdoors and stimulating economic development. The plan would successfully identify the need for improvements and new non-motorized transportation such as 15 miles of new sidewalks and 9 miles of new bike lanes.



Image 11: Trail system in Columbia County

Much like the Palouse RTPO's Active Transportation Plan the Blue Mountain Regional Trails plan conducted several public outreach meetings including two series of public workshops totaling eight sessions. The Blue Mountain study also conducted an online survey, collecting 142 responses. As well as proposing improvements and new trails for the region the study also identifies some of the potential sources of funding for projects. Some of these identified sources include the Federal Land Access Program, Land and Water Conservation Fund, and the WSDOT Bicycle and Pedestrian Program. The Palouse RTPO hopes to be able to be a resource for this project with the Active Transportation Plan.

Colfax-Albion-Pullman Corridor

The Colfax-Albion-Pullman (CAP) corridor has been a topic of railbanking since it was first purchased by the state in 2005. Many active citizens in the three communities feel that turning the corridor into a railbanked trail would greatly benefit the region, but no official plan has been made. Through the efforts of WSDOT Rails division, Mayors of Colfax, Albion, and Pullman, Whitman County Commissioners, Washington State University, and the Chipman Trail Committee much leeway has been made towards this goal. In 2016 a total of five workshops were



Image 12: Railroad right-of-way on the Palouse

held so that members of these communities could have a chance to have their opinions heard and so that they could be informed of the options for the corridor. They ultimately proposed three options for the CAP corridor right-of-way, as follows:

- Right-of-way is retained by WSDOT which assumes maintenance responsibilities,
- Right-of-way is disposed of, returning to private ownership, or
- Right-of-way is railbanked, which allows trail creation while retaining right-of-way for future trail needs.

A large portion of the community feels that the third option, turning the right-of-way into railbank, provides the greatest benefit to the community. Some of the pros that they list are an increase in the quality of life for the community members, increase in safety, economic benefits for regional business, and recreational opportunities for citizens. The future of the CAP corridor is still in question, but it is known that much more work is to be done before any action is taken place. The Palouse RTPO Active Transportation Plan hopes to serve as a resource for the CAP corridors future planning decisions.

Active Transportation Plan Eligible Funding Programs

Safe Routes to School Program

Safe Routes to School (SRTS) is a nationwide program that aims to provide the easiest and safest routes to school for children walking or biking. This program was first federally funded in 2005 and has since grown massively. They hold their Six E's as their core to programming and they stand for: evaluation, education, encouragement, engineering, enforcement, and equity. While working at the regional and state

SafeRoutes



level SRTS works to find new funding and ensure proper spending of existing funding to ensure that the program is retained. On a federal level SRTS holds itself as an ally and voice in policy making. And on a local level SRTS programs aid with providing fun education and encouragement programs with families to call for more safe walking and bicycling district policies. SRTS is funded with the Transportation Alternatives Program (TAP).

In the Palouse region there are 26 identified schools that participate in the SRTS program. These schools exist in all four counties and range from elementary school to one high school. The Palouse RTPO has also taken on the task of gathering all SRTS data and publishing them utilizing the features ArcGIS has to offer. Currently the Palouse RTPO aims to publish the SRTS data collected from 2014. In this data the Palouse RTPO has designated bike lanes, sidewalks, and shared pathways for students to take going to school. It also includes engineer suggested improvements to the listed pathways above. By providing a complete sidewalk, trails, and bike path data set the Palouse RTPO aims to help the creation of future SRTS studies in the region.

Bike-Ped Program

Transportation Alternative Programs

The Palouse RTPO aims to use the information gathered from the Active Transportation Study to provide support for the regional non-motorized needs. Palouse RTPO receives Surface Transportation Block Grant Set-Aside funds (formerly TAP funds) from WSDOT for regional non-motorized project funding needs. The Palouse RTPO awards such monies to local government agencies and government sponsored community groups through a competitive application process. These projects can include on and off-street pedestrian and bicycle facilities, sidewalks, recreational trail projects, infrastructure projects improving non-driver access to public transportation and improved mobility, environmental remediation (traffic calming, pedestrian signals/lighting, etc.), and/or safe routes to school projects.

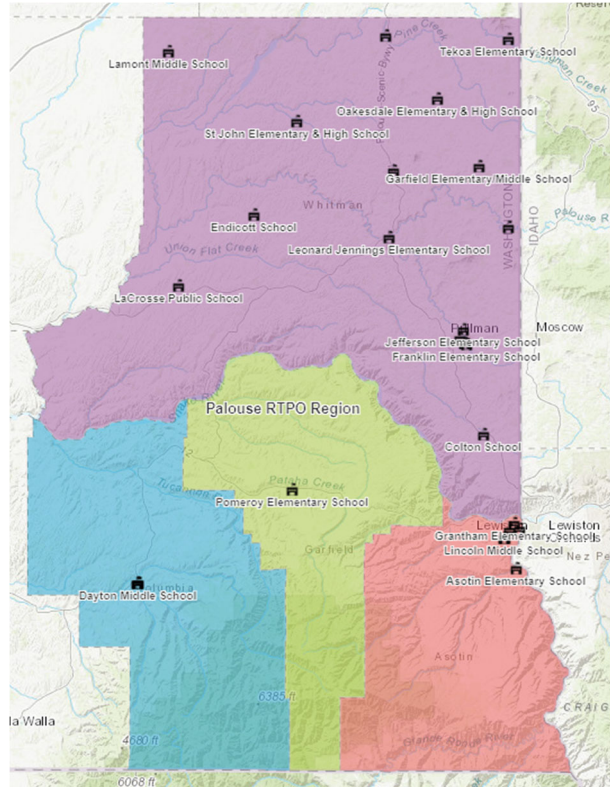


Image 13: Safe Routes to School participants found in the Palouse region.



Image 14: Sidewalk route in the City of Palouse

The Palouse RTPO holds calls for projects as funding becomes available. Some of the projects previously funded include the new countdown pedestrian signals found in the City of Pullman and the sidewalk improvements at Lincoln Middle School found in the City of Asotin. With the data gathered from the Active Transportation Plan the Palouse RTPO hopes to make the efforts for calling new projects easier for organizations.

Chapter 3. Regional Active Transportation Network

The regional active transportation network and related data was collected throughout the process of this study. The process began by first reviewing the current available information regarding the active transportation network within the region. The Palouse RTPO reviewed various similar past and ongoing active transportation related studies throughout the four counties in the region for any existing information. Alongside looking at the studies the Palouse RTPO performed extensive research to collect the databases obtained throughout the study. This included online forums, websites, public reviews, input, phone calls and emails among various interested and identified resources. Lastly the Palouse RTPO used its in-person connections to gather data from residents of the Palouse or to double-check data identified through online platforms. This effort was completed for the regionwide trails, sidewalks, bike paths, and water way systems in Asotin, Columbia, Garfield and Whitman County.

The Palouse RTPO utilized many websites that users would input their hiking trips on for the trail database. Some of these websites include alltrails.com, wta.org (Washington Trails



Association), tripadvisor.com, hikingproject.com, and any website hosted by the local government agency such as whitmancounty.org and fs.usda.gov (Umatilla National Forest trail map). Information gathered from these sites not only pertained to the geolocation of the trails but would include any pertinent information such as elevation, parking, amenities available, etc. The Palouse RTPO attempted to gather information regarding each trail from each of the sites when possible. Once this information was gathered it was entered into the Palouse RTPO's excel database to be uploaded to the ArcGIS platform.

For the sidewalk database the Palouse RTPO attempted to find any databases expanding to the Palouse region sidewalks. The Palouse RTPO was not able to find any database for such sidewalks and in-turn chose to create the database in-house from scratch. This process was done in ArcGIS for all the cities found in the Palouse region. A detailed explanation of their creation can be found in the sidewalk section of this report. The Palouse RTPO had this database checked by committee members and various city officials when available to do so.



The bike path database was also created by the Palouse RTPO as there was no existing active databases available. This process was done in ArcGIS for all the cities in the Palouse region, and an explanation can be found in the bike path section found later in the study. This database was also checked by committee members, city officials, and any bike organizations willing to review the database.



Much of the waterway system was found using wwta.org (Washington Water Trail Association) and ndwt.org (Northwest Discovery Water Trail). The water trail database was also reviewed by committee members and government officials whenever possible.



The Palouse RTPO identified ArcGIS as being the best source for data sharing and creating maps with the level of interaction needed for the study goals. The Palouse RTPO reviewed other projects completed using ArcGIS to gather the necessary skills and tools needed to create their own versions of these projects. Whenever possible the Palouse RTPO uploaded and gathered all data via the ArcGIS platform.

Palouse Active Transportation Database

The Regionwide Active Transportation Plan is aimed to improve the active transportation network, may it be walking, biking, hiking, ADA access or horseback riding. In the past it was evident that the residents of the Palouse region wanted more bicycle lanes, pathways, trails, and path networks.

Active transportation is incredibly important for residents to stay engaged with their communities and find healthier ways of living. The Palouse RTPO views active transportation as anything that gets you outside and moving. Active Transportation means using an active mode of travel such as walking, biking, or skateboarding. This includes the use of trails, waterways trails, sidewalks, and bicycle paths. The Palouse RTPO collected extensive data on the trails, waterways, sidewalks, and bike paths found in the Palouse region. The data can be a resource for other organizations aiming to create new paths in their region or for any individual wishing to enjoy the Palouse active transportation network.

The Palouse RTPO also prepared their database on a virtual platform using the ArcGIS platform, making it available to the public as an outcome of this study. The Palouse Region Trails online database can be found on the Palouse RTPO website under Resources. Any individual will be able to use the map to view all the trails, waterways, sidewalks, and bike paths found in the region and surrounding counties. The database presented below is the work of the Palouse RTPO and that of other organizations to gather all active transportation network paths.

Region Wide Trails

Trails are an important feature found throughout the Palouse region. One of the most iconic trails is the Palouse to Cascade trail reaching over the entire landscape of Washington state. Trails are an important source for outdoor recreation and a way for small towns to enjoy healthy lifestyle and tourism that boosts local economy. Every county in the Palouse region has dozens of trails, ranging from hiking in the Umatilla national forest to taking a brisk walk through a small town, each of these trails are important to users. It was the goal of the Palouse RTPO to find all trails within the region and document them so that they can all be easily referenced.

Alongside collecting the information on the whereabouts of trails in our region, the study (and the online database) also documents the recreation activities available on these trail networks. Some of these activities include whether the trail is good for hiking or if it is equestrian accessible. In addition, trail amenities are included, such as parking, restrooms, pet restrictions, and the type of trail surfaces, as the information was available. This information was gathered

from online sources as well as through the public via the public outreach and from committee members.















INDEX	Description	Logo
	ADA Accessible	
	Bike	
	Body of Water	
	Free Parking	
	Hike	
	Horseback Riding	
	Off Road/4-Wheel	
	Paid Parking	
	Pets	
	Paid Entry/Pass Required	
	No Parking	
	Restrooms	
	Walk	
	Winter Sports	

Table 1 Trail Amenities and Symbols Used on Trail Map

A total of 113 trails were identified in the Palouse region, totaling 788.4 miles. Recreation, management, and distance data was gathered for each trail in the Palouse network as well. There were also found to be 32 connecting trails in the Palouse network. Connecting trails are defined as smaller paths whose usage mainly includes to get from one location to another, or from one trail to another. These are mainly below 0.5 miles with a few exceptions. Distance and management data were collected for connecting trails as well. The table shows a legend on how to read the symbols used for amenities available at each trail location.

Asotin County

ASOTIN	Trails	Trail Name	Distance (mi)	Management	Legend
	1	Chief Looking Glass Park	0.83	City of Asotin	
	2	Chief Timothy Nature Walk	3.4	Northwest Land Management	
	3	Chief Timothy State Park	1	Northwest Land Management	
	4	Fitness Trail (Lewiston, ID)	14	U.S. Army Corps of Engineers	
	5	Green Gulch	9.9	WA Dpt of Fish & Wildlife	
	6	Greenbelt	7	City of Clarkston	
	7	Hells Gate State Park (Loops A, B, C Lewiston, ID)	17.2	Idaho State Parks	
	8	Indian Tom	3	Umatilla NF	
	9	July Ridge	6	Umatilla NF	
	10	Kiwani Park (Lewiston, ID)	1.8	U.S. Army Corps of Engineers	
	11	Lake Ridge	5.4	Umatilla NF	
	12	North Fork Asotin Creek	10.4	Umatilla NF	
	13	Pinkham	2.6	Umatilla NF	
	14	Puffer Butte	2.5	WA State Parks	
	15	Red Hill Gulch	3.7	Umatilla NF	
	16	Sherry Grade	5.3	Asotin County	
	17	Shumaker Creek	4.8	Asotin County	
	18	South Asotin	12	Umatilla NF	
	19	Swallows Park	3.2	U.S. Army Corps of Engineers	
	20	Wenatchee	8.6	Umatilla NF	
	21	West Wenatchee	5.6	Umatilla NF	
Total Mi		128.23			

Table 4: Asotin County list of trails in the Palouse RTPO database along with their distance, management, and amenities listed as symbols.

Asotin Recreation Data	
Trail Recreation	Count
Bike	6
Walk	7
Hike	14
Horseback	6
Winter Sports	3
4-Wheel, Off Road, etc	3

Table 5: Asotin County Trail recreation data. Data is total number of trails with associated recreational activity.

There are 21 trails in Asotin County, totaling 128.23 miles of trail network. Much of this information was gathered from the Umatilla National Forest (UNF) website which has a database of all their trails. The other portion of trails was identified through the aid of the Army Corp of Engineers. Thirteen of the identified trails lie in the Umatilla national forest area while the other 8 are closer to the cities of Clarkston/Lewiston. Hiking is the most abundant activity for these, but biking and walking are possible. For walking and biking, the City of Asotin offers many trails that are easily accessible and flat.

Columbia County

COLUMBIA	Trails	Trails Name	Distance (mi)	Management	Legend
	1	Trail # 3213	2.9	Umatilla NF	
	2	Buck Ridge	5.4	Umatilla NF	
	3	Butte Creek	4.7	Umatilla NF	
	4	Camp Wooten	1.1	Umatilla NF	
	5	Danger Point	2	Umatilla NF	
	6	Day Ridge	1.4	Umatilla NF	
	7	Deep Saddle	2.5	Umatilla NF	
	8	Dexter Ridge	2.1	Umatilla NF	
	9	East Butte Creek	9.3	Umatilla NF	
	10	Goose Corral	4.3	Umatilla NF	
	11	Grizzly Bear	3	Umatilla NF	
	12	Grizzly Bear Ridge	3.1	Umatilla NF	
	13	Hixon Canyon	2.7	Umatilla NF	
	14	Intake/Deadman Peak	11	Umatilla NF	
	15	Lewis & Clark State Park	1.3	WA State Parks	
	16	Meadow Creek	8.2	Umatilla NF	
	17	Middle Point	5.3	Umatilla NF	
	18	Mill Creek	4.4	Umatilla NF	
	19	Miner's Ridge	4.3	Umatilla NF	
	20	Panjab	4.3	Umatilla NF	
	21	Patterson Ridge	3.5	Umatilla NF	
	22	Rattlesnake	5.5	Umatilla NF	
	23	River Dike	1.5	City of Dayton	
	24	Rock Hill	1.4	City of Dayton	
	25	Salter	2.2	Umatilla NF	
	26	Sawtooth	5.7	Umatilla NF	
	27	Slick Ear	5.9	Umatilla NF	
	28	Smooth Ridge	13.5	Umatilla NF	
	29	Spangler Creek	3.6	Umatilla NF	
	30	Table Rock	0.8	Umatilla NF	
	31	Touchet Corral	2.9	WA State Parks	
	32	Touchet Middle Tie	1.5	Umatilla NF	
	33	Turkey Creek	3.8	Umatilla NF	
	34	Weller Butte	2.8	Umatilla NF	
	35	West Butte	6	Umatilla NF	
	36	Wildcat	2.7	Umatilla NF	
37	Yearling Ridge	2.5	Umatilla NF		
	Total Mi		149.1		

Table 6: Columbia County list of trails in the Palouse RTPo database along with their distance, management, and amenities listed as symbols.

Columbia Recreation Data	
Trail Recreation	Count
Bike	5
Walk	3
Hike	35
Horseback	12
Winter Sports	6

Table 7: Columbia County Trail recreation data. Data is total number of trails with associated recreational activity.

There are 37 trails in Columbia County, totaling 149.1 miles of trail network. Four of these trails are located near the City of Dayton while the other 33 are inside the Umatilla National Forest (UNF) boundary. Most of these trails were gathered from data available on the UNF website. Hiking is by far the most available recreational activity for the trails in this area. This is due to the location of the start of the trail and the elevation changes of the UNF trails. Due to the trails lying in the UNF, these trails offer a good selection for horseback riding.

Garfield County

GARFIELD	Trails	Column1	Distance (mi)	Management	Legend
	1	Bear Creek	7.5	Umatilla NF	
	2	Boundary	2.8	Umatilla NF	
	3	Coyote	0.7	Umatilla NF	
	4	Coyote Creek	1.8	Umatilla NF	
	5	Crooked Creek	15.6	Umatilla NF	
	6	Digger	0.7	Umatilla NF	
	7	Elk-Flat-Walsh	3.6	Umatilla NF	
	8	Fire	1.8	Umatilla NF	
	9	First Creek	5.9	Umatilla NF	
	10	Gobbler	0.66	Umatilla NF	
	11	Halsey Butte	1.7	Umatilla NF	
	12	Hard to Get to Ridge	4	Umatilla NF	
	13	Kelly Camp Spur	3.1	Umatilla NF	
	14	Melton Fork & Creek	8.8	Umatilla NF	
	15	Moore Rim	1.2	Umatilla NF	
	16	Mount Misery	15.7	Umatilla NF	
	17	North/South	14.3	Umatilla NF	
	18	Packer's	5	Umatilla NF	
	19	Pond	1.1	Umatilla NF	
	20	Sawmill	2.2	Umatilla NF	
	21	Spring	0.54	Umatilla NF	
	22	Three Forks	2.5	Umatilla NF	
	23	Tucannon River Trail	3.9	Umatilla NF	
	24	Wood Road Trail	5.9	Umatilla NF	
25	Zander	0.52	Umatilla NF		
Total Mi			111.52		

Table 8: Garfield County list of trails in the Palouse RTPO database along with their distance, management, and amenities listed as symbols.

Garfield Recreation Data	
Trail Recreation	Count
Bike	1
Walk	0
Hike	25
Horseback	9
Winter Sports	1
4-Wheel, Off Road, etc	6

Table 9: Garfield County Trail recreation data. Data is total number of trails with associated recreational activity.

There are 25 trails in Garfield County, totaling 111.52 miles of the trails. All the trails were found in the Umatilla National Forest (UNF). All the data for these trails was gathered from the UNF website. Hiking is the most common recreational activity for these trails. Horseback riding is also available in some parts of the UNF and some of these trails also offer that option.

Whitman County

WHITMAN	Trails	Trail Name	Distance (mi)	Management	Legend
	1	Bill Chipman	7.1	Whitman County	
	2	Boyer Park	3.1	WA State Parks	
	3	City Playfield	0.75	City of Pullman	
	4	Colfax	2.9	Whitman County Parks & Rec	
	5	Columbia Plateau Segment	130	WA State Parks / Recreation Comission	
	6	Conservation Park	1.7	City of Pullman	
	7	Davis Way	1.4	City of Pullman	
	8	Downtown Riverwalk (NE Loop)	0.3	City of Pullman	
	9	Dry Fork Creek	1.15	City of Pullman	
	10	Escure Ranch	3.3	Bureau of Land Management	
	11	Graham Farm	0.4	Washington State University/Under Review	
	12	Grand Ave Greenway (NE Loop)	1.7	City of Pullman	
	13	Itani Linear Park	0.3	City of Pullman	
	14	Johnson Road	1.7	City of Pullman	
	15	Kamiak Butte	5.2	Whitman County	
	16	Klemgard Park	1.1	Whitman County	
	17	Koppel Farm (NE Loop)	0.7	City of Pullman	
	18	Military Hill Path	0.6	City of Pullman	
	19	Observatory Hill	0.8	Washington State University	
	20	Palouse Falls	1.8	WA State Parks	
	21	Palouse to Cascade*	212	Palouse to Cascades / WA State Parks	
	22	Rose Creek Nature Preserve	1.22	Palouse-Clearwater Environmental Institute	
	23	Spillman Farm to Chambers	5.5	Privately Maintained	
	24	Steptoe Butte	6.4	WA State Parks & Recreation Comission	
	25	Sunnyside Park	0.8	City of Pullman	
	26	Terre View (NE Loop)	3.6	City of Pullman	
	27	Terre Vista	0	Please Review	
	28	Wawawai Canyon	0.9	Whitman County	
	29	Wawawai Rd	1.2	City of Pullman	
	30	WSU Arboretum	1.9	Washington State University	
		Total Mi		399.5	

Table 10: Whitman County list of trails in the Palouse RTPo database along with their distance, management, and amenities listed as symbols.

Whitman Recreation Data	
Trail Recreation	Count
Bike	23
Walk	21
Hike	16
Horseback	2

Table 11: Whitman County Trail recreation data. Data is total number of trails with associated recreational activity.

There are 30 trails in Whitman County, totaling 399.5 miles of trails. Whitman County has the most total trail mileage of the four counties. This is in part due to the inclusion of the Palouse to Cascades trail and the Columbia Plateau Segment. These trails are some of the more frequented due to their easy access. Biking is the most readily available recreational activity found on these trails followed by walking. Many of these trails are found in the City of Pullman and the surrounding areas.

Connecting Trails

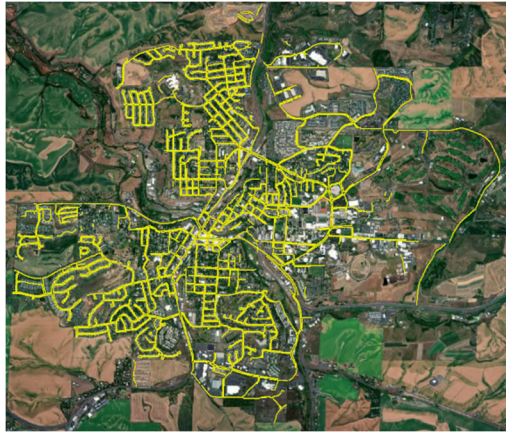
CONNECTIONS	Trails	Trail Name	Distance	Management
	1	"Secret Path"	0.15	Privately Maintained
	2	Bishop Traffic Bridge To Bellvue Dr	1.6	Privately Maintained
	3	Bleasner to Johnson Rd Trail	0.1	Privately Maintained
	4	Bobcat	0.16	Privately Maintained
	5	College Hill Climb	0.1	City of Pullman
	6	Cougar Climb	0.8	Washington State University / City of Pullman
	7	Crestview to Edge Knoll	0.096	Privately Maintained
	8	Crestview to Thompson	0.14	Privately Maintained
	9	Fountain/City View to Sunnyside F	0.11	Privately Maintained
	10	Guy to Conservation Park	0.49	Privately Maintained
	11	Itani st	0.37	City of Pullman
	12	Jones rd to Grand	0.2	Privately Maintained
	13	Kitzmilller Connection	0.4	Privately Maintained
	14	Klemgard & Earthtone	0.2	Privately Maintained
	15	Lake to Creston	0.12	Privately Maintained
	16	Latah to Zoe's	0.05	Privately Maintained
	17	Lick Trail	0.9	Privately Maintained
	18	Living Faith Fellowship Connector	0.06	Privately Maintained
	19	Main to Holbrook	0.1	Privately Maintained
	20	N Grand Ave to Albion Rd	1.5	City of Pullman
	21	NE Palouse St to Reaney Park	0.16	City of Pullman
	22	NW State St to Jefferson Elementa	0.7	City of Pullman
	23	NW Svedy's to NW Guy St	0.3	Privately Maintained
	24	NW Thomas St to NW Robert St	0.04	City of Pullman
	25	Olsen-Grand Connection	0.4	Privately Maintained
	26	Orchard	0.2	Umatilla National Forest
	27	Orion to State Extension	0.06	Privately Maintained
	28	Park Shop to Ridgeview	0.07	Privately Maintained
	29	Pine	0.21	Privately Maintained
	30	Riverside Park to WSU	0.02	Privately Maintained
	31	Riverview to WSU	0.1	Privately Maintained
32	State St Connection	0.03	Privately Maintained	
Total Mi		9.936		

Table 12: Connecting Trails found in the Palouse Region.

There are 32 connecting trails found in the Palouse region. All but two of the connections can be found in the City of Pullman. The Pine and Orchard connecting trails are found in the Umatilla National Forest. The Palouse RTPO did not collect any recreational data on these trails. This was due to their distances and the fact that these connecting trails are mostly used to go from point A to point B or from one trail to another. Connecting trails are generally less than 0.5 miles in length.

Sidewalk

The Palouse RTPO created a database of sidewalks existing in 18 of the RTPO Cities:



- Albion
- Asotin
- Clarkston
- Colfax
- Colton
- Dayton
- Endicott
- Farmington
- LaCrosse
- Lamont
- Oakesdale
- Palouse
- Pomeroy
- Pullman
- Rosalia
- St. John
- Starbuck
- Tekoa
- Uniontown

Image 15: Satellite view of City of Pullman sidewalks GIS database

In this database a sidewalk is defined as any paved publicly accessible path by a public street. This would include sidewalks in front of houses, sidewalks in downtown areas, and general sidewalks that lead to neighborhoods and other areas of town. In total the Palouse RTPO gathered nearly 3,500 entries for sidewalks in the region.

Data collection for the sidewalk database was arduous as there was no pre-existing GIS database for the sidewalks of any city in the region. Thus, an entry was created for every sidewalk in the region. This effort was done using both Google Earth Pro & ArcMap. ArcMap was used to insert the sidewalk to a geolocation while using Google Earth Pro to double check cities for their sidewalk and accuracy. While collecting this information the direction, street, county, city, crosswalk, and the side



Image 16: City of Palouse downtown sidewalk.

of the street for the sidewalks was documented. This initial sidewalk database created by Palouse RTPO was shared with both the CAC and SC many times to have them check for accuracy and provide suggestions. This database was then published in October 2020 alongside the other active transportation networks on the ArcGIS comment application. Upon publishing the Palouse RTPO was informed of some errors present on the map and it was republished in late November 2020 with the errors fixed. The Palouse RTPO aims to have this database available for all cities as a resource.

Bike Lanes



Image 17: Bike Lane in City of Pullman.

The Palouse RTPO created a database of all the bike lanes found in the Palouse region. This database would include the cities of Pullman, Clarkston, and Dayton. In total, 20 bike paths were identified for the region. Upon discussion with the CAC and SC committees, it was suggested that the database be separated into types of bike paths, including distinctions between shared bike lanes, separated bike lanes, and grade separated bike paths. Shared bike lanes are marked with “sharrow” symbols, and the biker shares the lane with the automobiles. There was a total of 9 of these types of lanes identified. Bike lanes are marked along the side of a roadway, separated from the automobile drive lane. There were 8 total identified bike lanes on the Palouse. Grade separated bike paths are completely separated bike paths, separated from roads and sidewalks. There was one identified grade separated bike path in the Palouse region. The Palouse RTPO published this data for public review alongside the other active transportation networks in October 2020.

Water Way Trails

Waterways was added to the active transportation database with suggestion from the SC. The Waterways database created by the Palouse RTPO focuses on two different aspects of the water trail system in the region, including launch sites (and their amenities) and the trail itself. In the Palouse region six water trail systems were identified and included in the database. These water ways trail systems include:

- Clearwater Reach
- Lower Granite Reach
- Bryan Reach
- West Reach
- Palouse River
- Rock Lake

The water way trail entries include a general description of the launch site, a web link (if possible), the water trail it is on, and other valuable information for users. In total, 35 different launch sites were identified within the Palouse water trail system.



Image 18: Lower Granite Reach Water Trail System

Plan Wrap-Up

The time, work, and effort put into this study by members of the Steering Committee and Citizen Advisory Committee is greatly appreciated. This final Plan document and the Palouse Region Trails website (also known as a GIS Story Map) are the final deliverables from the great work completed by everyone who worked on this project. The visually appealing, informative, and descriptive website of the Palouse Region Trails can be found on the Palouse RTPPO website under Resources. The Palouse RTPPO desire is that this resource will be valuable to the region for many years to come.