

Regional Priorities by Subregion

The regional state highway system, discussed above, connects Yakima County to the rest of Washington and provides for the most significant levels of intra-county travel. Other arterials and collectors connect individual communities with the state highways. They also provide for travel between communities in the region.

The needs for specific transportation improvements and strategies to meet the region's needs are summarized by seven subregions, shown in Figure 5.

For each subregion, a summary of land use data is presented. As shown on Figure 5, the boundaries for the land use summaries are different than the area represented by the subregions. The land use summaries are based on boundaries from the regional travel demand model. The land use boundaries take into account census tracts, geographic features, and roadways; therefore, they do not directly match with the rectangular subregions used for presenting the M/RTP improvement projects.

For each subregion, high-priority transportation projects and strategies are summarized. These include the baseline improvements and secured-funding projects that best meet the regional priorities. In addition, high priority transit and transportation demand management strategies that are appropriate for each subarea are identified. These summaries are intended to highlight those projects and programs that have the highest priorities, given the available funding.

Yakima County and local cities and towns also have a range of ongoing transportation programs to enhance the regional

transportation system. Ongoing county programs include roadway overlays, traffic signal installation/upgrades, rural Intelligent Transportation Systems (ITS), and roadway safety projects. Local ongoing programs are targeted to the specific needs of the respective agency. Smaller cities and towns tend to focus on maintaining the local roadway system through overlay and surface treatment programs, while larger agencies have a more extensive and varied transportation system that is reflected by the types of programs conducted. These programs range from local street maintenance to transit facilities and operations.

Plan Subregions

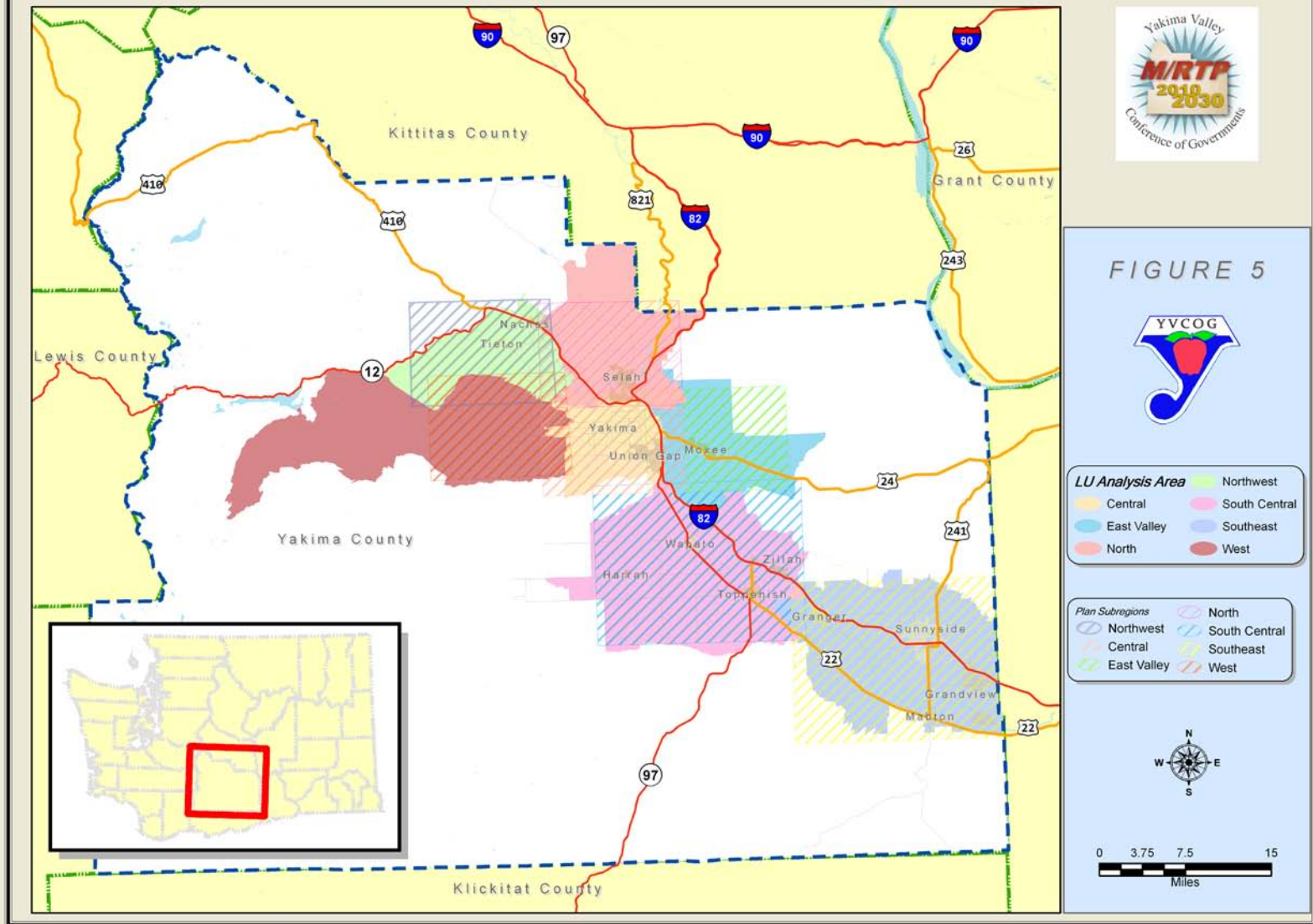
Northwest Subregion

As shown on Figure 6, the Northwest subregion is located along US 12 west of the Yakima metropolitan area. It extends west of the US 12/SR 410 intersection, extending into the national forest lands. The cities of Naches and Tieton are in this subregion, as is the unincorporated community of Cowiche. Connections to the regional highway system are via US 12 in Naches. The other primary connection to other parts of the region is via Summitview Road which provides a link to west Yakima.

Residential and Employment Growth

Residential Growth. Over the next 20 years, 471 new residential units are expected to be added to the Northwest subregion. This represents an average annual growth rate of 0.9 percent. Most of the growth is expected to occur in the eastern portion of the subregion, with more than 60 percent of the new units expected to be in or near Tieton. The rest are expected to be spread out east of Tieton and south towards the Yakima metropolitan area. Much of the housing growth is occurring on lands currently under agricultural use. The vast majority of this growth is expected to be single-family residences, though a higher percentage of new units

FIGURE 5 - Plan Subregions and Land Use Analysis Areas





are expected to be duplex and multi-family.

Employment Growth. More than 240 new employees are expected to be added within the Northwest subregion over the next 20 years. This represents an average annual growth rate of 0.9 percent. Most of the employment growth is expected to occur in or near Naches. The services and public sectors are expected to increase more rapidly than service and retail.

Transportation Improvements and Strategies

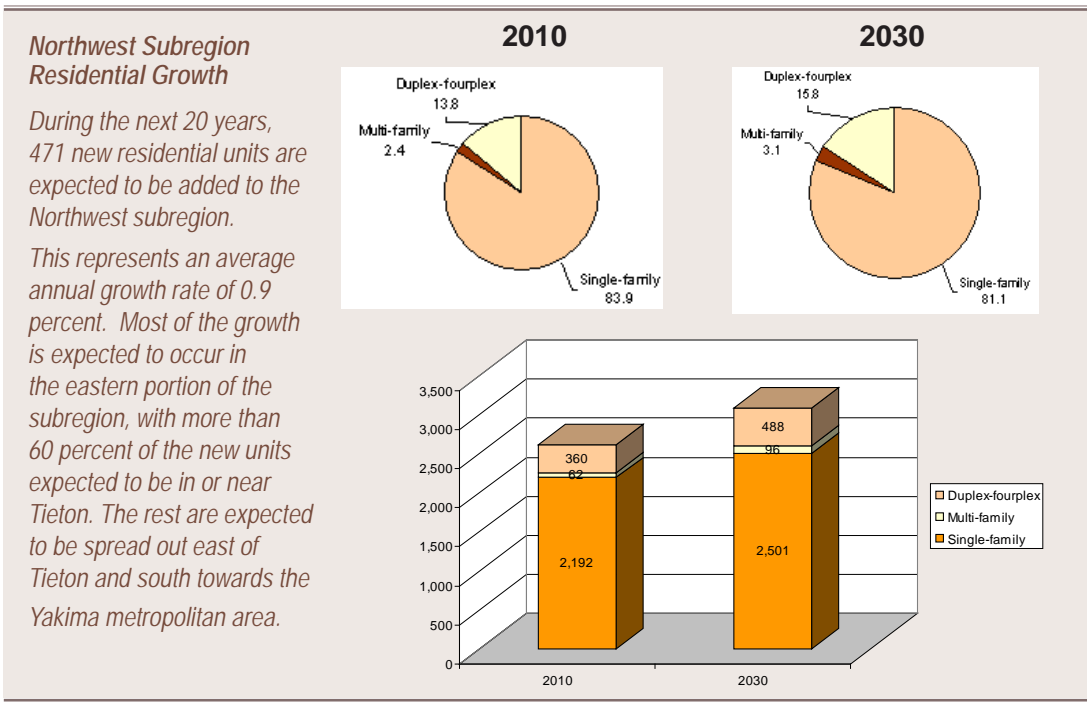
The relatively low densities of residential and employment in the Northwest subregion have not resulted in any significant capacity deficiencies. Forecast growth also will not, by itself, result in roadway capacity issues. Therefore, the focus of the transportation improvements and strategies for the Northwest subregion is to improve connectivity to the broader regional highway and arterial systems. The high priority projects also are focused on preserving and upgrading the existing roadways. These projects will address safety concerns, support freight mobility, and fill in missing links of the non-motorized system. The high priority strategies for the Northwest subregion are shown on Figure 6 and summarized in Table 3.

Roadways. Tieton and surrounding communities are located on a plateau which restricts access to US 12 and other regional facilities. The topography also makes it more difficult for travel to and from west Yakima and the core metropolitan area.

The number of trucks serving the local orchards and related industries can impact traffic operations on the limited number of regional routes, such as Summitview Road and Naches-Tieton Road. Hill climb lanes are provided on a section of Summitview Road southeast of Tieton and Cowiche. In addition, the connectivity between the regional corridors within the subregion is

limited, which results in more circuitous travel.

As identified through TRANS-Action, Yakima County has programmed funding to improve key connecting roads serving Tieton. Improvements on S. Naches Road between US 12 and the Naches River bridge have been completed in recent years. The county also has projects to reconstruct and realign S. Naches Road and Naches-Tieton Road in 2011, south of the river to Naches Heights Road. These improvements will include a truck climb lane which will reduce delays and some safety issues due to trucks and other slow moving vehicles. When complete, the corridor will provide an improved connection between Tieton, Naches, US 12, and the surrounding agricultural lands in the area. These regional improvements are supported by safety and preservation





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improvements to US 12 in the vicinity of Naches.

Yakima County also has identified projects to improve Summitview Road. The City of Tieton will continue the county improvements on Summitview Road west of Hatten Road. These projects will reconstruct the roads to current standards. This will support truck traffic and improve shoulders for non-motorized travel. The improvements will provide a better roadway corridor connection between Tieton and the City of Yakima and its jobs and services. These improvements support the TRANS-Action concept for developing a Westside corridor in the future.

Non-Motorized. Within the Northwest subregion, alternative modes of transportation, such as walking and biking, can be promoted. New and improved regional non-motorized links should be constructed to encourage more non-motorized transportation, including making connections between existing pedestrian and bicycle routes and adding bicycle and pedestrian routes to major employer worksites. These new bicycle and pedestrian routes should be ADA compatible.

The improvements to the two roadway corridors north and south of Tieton will provide widened shoulders to support non-motorized travel. In particular, the enhanced shoulders will better serve schools along Cowiche-Tieton Road.

Yakima County is constructing a pedestrian and bicycle trail on the railbanked Naches Branch line from Locust Rd to Low Rd as part of the Naches Spur Rail to Trail project which is designed to connect to the larger Greenway trail system.

Transit and Transportation Demand Management (TDM). This subregion does not have fixed route bus service, but is served by People for People paratransit service. Eligibility for the paratransit service is limited to special purposes and services. There is a need to expand demand response service in this area and to coordinate with existing and expanded rural transit service to regional services and facilities. In addition, expanded promotion of carpooling and vanpooling is appropriate to serve the added residential growth in the Northwest subregion. The expanded non-motorized routes also should be promoted as a TDM strategy. Promotion of transportation alternatives to residents and employees in this subregion is essential in efforts to reducing commuter trips. This includes information on carpools, vanpool ridership signups, and materials informing people of other transportation choices.

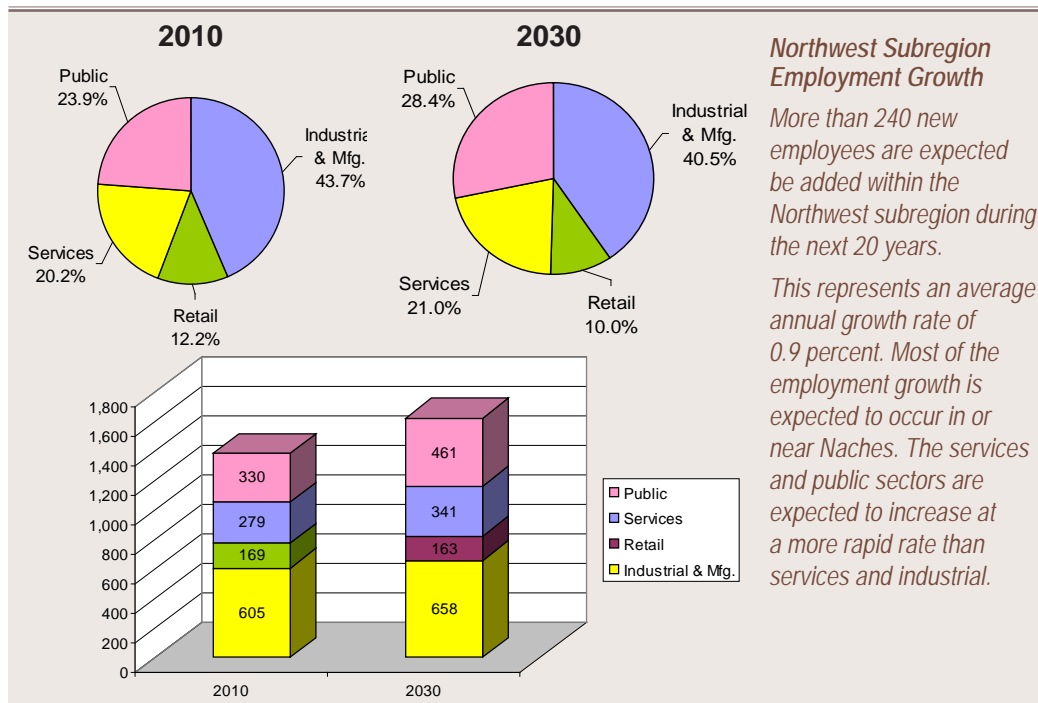




FIGURE 6 - Northwest Region High Priority Transportation Improvements

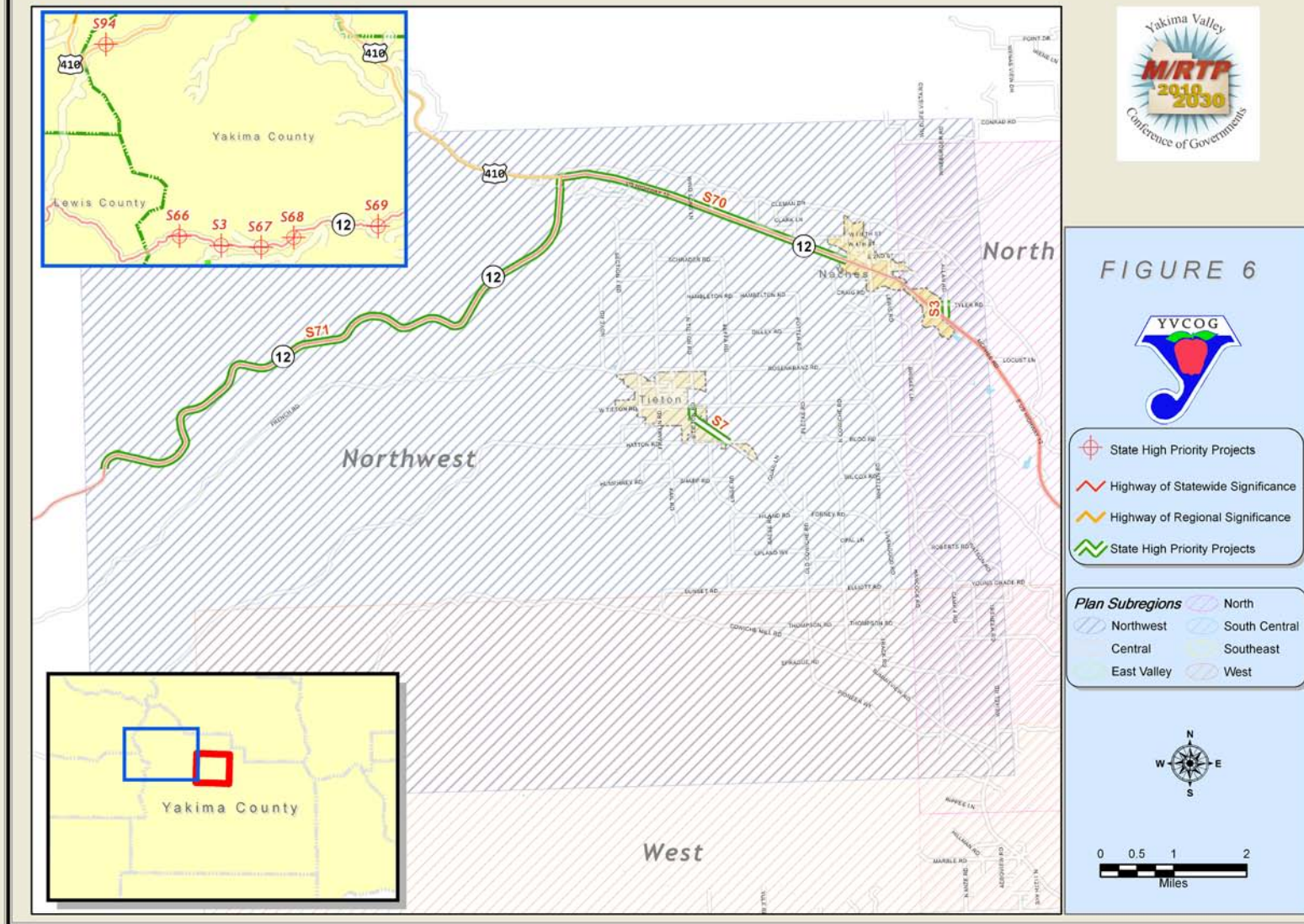


FIGURE 6



-  State High Priority Projects
-  Highway of Statewide Significance
-  Highway of Regional Significance
-  State High Priority Projects

Plan Subregions

-  North
-  Northwest
-  South Central
-  Central
-  Southeast
-  East Valley
-  West



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Table 3 - Northwest Subregion (NW) - High Priority Transportation Improvements

Fiscally Constrained Projects

Other High Priority Projects

\$ = up to \$1 million
 \$\$ = \$1 - \$10 million
 \$\$\$ = \$10 - \$30 million
 \$\$\$\$ = > \$30 million

Short Range = 2010 - 2015

Mid Range = 2016 - 2020

Long Range = 2021 - 2030

Regional Priorities

Map Key	Project Location	Description	Agency	Cost	Time Frame	Regional Priorities				
						Preservation	Safety	Economic Development	Congestion	Transit
S-3	Allan Rd Improvements; US 12 to North Town Limits	Widen Roadway	Naches	\$	Short Range		✓	✓		
S-7	Summitview Rd; Naches Ave to South City Limits	Reconstruct Roadway	Tieton	\$\$	Short Range					
S-30	Summitview Rd; Apple Way Rd to Forney Rd	Reconstruct Roadway	Yakima County	\$\$	Short Range	✓	✓			
S-31	South Naches Rd; Naches-Tieton Rd to Bridge #35	Reconstruct Roadway	Yakima County	\$	Short Range	✓	✓			
S-32	Naches-Tieton Rd; Naches Heights Rd to South Naches Rd	Widen Roadway	Yakima County	\$\$	Short Range	✓	✓			
S-38	Naches Spur Rail to Trail; Locust Ln to Low Rd	Non-Motorized Improvement	Yakima County	\$	Short Range			✓		
S-65	US 12 / 0.3 miles W of Rimrock	Safety Improvement	WSDOT	\$\$	Short Range		✓			
S-66	US 12 / 0.75 Miles E of Clear Creek Falls Vicinity	Safety Improvement	WSDOT	\$\$	Short Range		✓			
S-67	US 12 / Rimrock Lake Vicinity	Safety Improvement	WSDOT	\$\$	Short Range		✓			
S-68	US 12 / Rimrock Tunnel Vicinity	Safety Improvement	WSDOT	\$	Short Range		✓			
S-69	US 12 / 3 miles E of Willows Campground	Maintenance / Preservation	WSDOT	\$	Short Range	✓				
S-70	US 12 / Naches River to Naches	Safety Improvement	WSDOT	\$	Short Range		✓			
S-94	SR 410 / 4 Miles E of Chinook Pass	Maintenance / Preservation	WSDOT	\$	Short Range	✓				
P-252	SR 410 / Yakima County Line to Union Creek Bridge	Maintenance / Preservation	WSDOT	\$	Short Range	✓				
P-253	SR 410 / 0.47 Miles E of Chinook Pass	Maintenance / Preservation	WSDOT	\$	Mid Range		✓			
P-254	SR 410 / 0.58 Miles E of Chinook Pass	Maintenance / Preservation	WSDOT	\$	Mid Range		✓			
P-255	SR 410 / 0.64 Miles E of Chinook Pass	Maintenance / Preservation	WSDOT	\$	Mid Range		✓			
P-256	SR 410 / 0.71 Miles E of Chinook Pass	Maintenance / Preservation	WSDOT	\$	Mid Range		✓			
P-257	SR 410 / 0.80 Miles E of Chinook Pass	Maintenance / Preservation	WSDOT	\$	Mid Range		✓			
P-258	SR 410 / 0.96 Miles E of Chinook Pass	Maintenance / Preservation	WSDOT	\$	Mid Range		✓			
P-259	SR 410 / 1.23 Miles E of Chinook Pass	Maintenance / Preservation	WSDOT	\$	Mid Range		✓			
P-260	SR 410 / 1.30 Miles E of Chinook Pass	Maintenance / Preservation	WSDOT	\$	Mid Range		✓			
P-261	SR 410 / 1.45 Miles E of Chinook Pass	Maintenance / Preservation	WSDOT	\$	Mid Range		✓			

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Regional Priorities

Table 3 - Northwest Subregion (NW) - High Priority Transportation Improvements

Fiscally Constrained Projects

Other High Priority Projects

Map Key	Project Location	Description	Agency	Cost	Time Frame	Preservation	Safety	Economic Development	Congestion	Transit
P-262	SR 410/Union Creek Bridge to Little Naches River Bridge	Maintenance / Preservation	WSDOT	\$\$	Short Range	✓				
P-263	SR 410/American River Bridge at Hells Crossing Vicinity	Maintenance / Preservation	WSDOT	\$\$	Mid Range	✓				
P-264	SR 410/Little Naches River Bridge to Nile Rd	Maintenance / Preservation	WSDOT	\$	Short Range	✓				
P-265	SR 410/Nile Valley Landslide	Maintenance / Preservation	WSDOT	\$\$\$	Short Range	✓				



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North Subregion

The North (N) subregion covers both rural and urban areas north of the City of Yakima. Much of the geographic area is in unincorporated Yakima County and is mostly rural. The subregion includes the City of Selah and the unincorporated area of Glead along US 12. Direct connections to the regional highway system are via SR 823 both north and south of Selah. Connections to US 12 are available via the Old Naches Highway at Suntides and at several other unsignalized intersections west of Suntides.

Residential and Employment Growth

Residential Growth. During the next 20 years, approximately 3,600 new residences are expected be added to the North subregion. This represents an average annual growth rate of two percent. More than 90 percent of these new units are expected to

be in or near Selah. The rest are expected to be spread out east and west of Selah on lands currently being used agriculturally. Of this growth, approximately 19 percent is expected to occur in duplex and multi-family residences.

Employment Growth. Approximately 1,400 new employees are expected be added to the North subregion over the next 20 years. This represents an average annual growth rate of one percent. Most of this employment growth is expected to occur in or near Selah. Many employees are expected to be added to the service and retail employment sectors. However, the rate of growth of the industrial sector will far exceed that of other sectors.

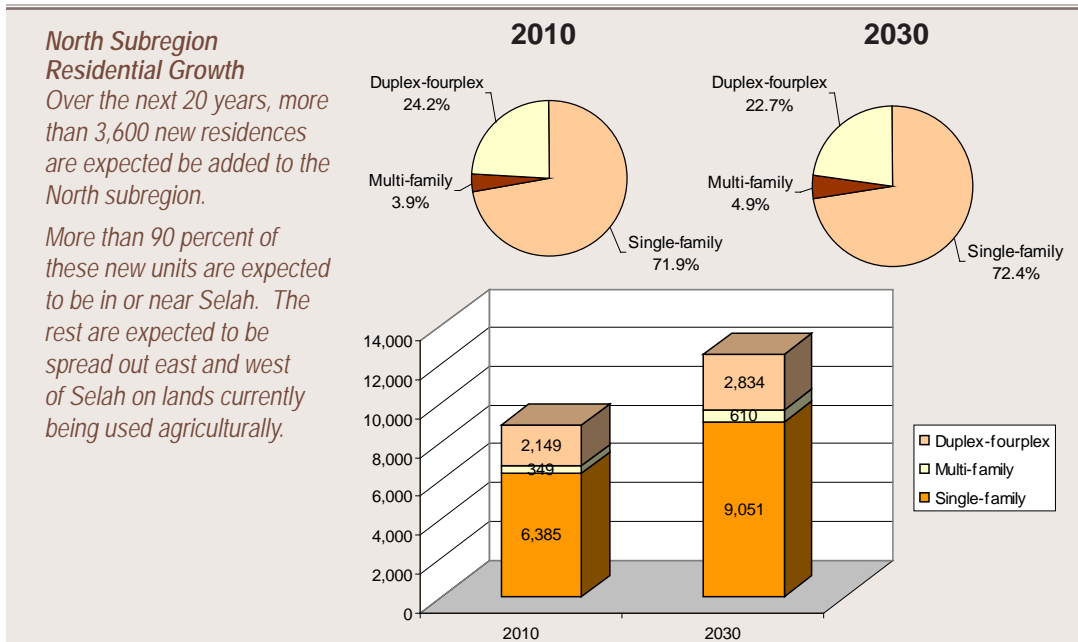
Transportation Needs and Improvement Strategies

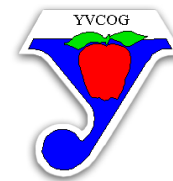
Transportation needs in the North subregion focus on addressing safety and operations issues in Selah, improving connections to the regional highway system, and improved corridors within the subregion. Figure 7 and Table 4 summarize the high priority regional transportation improvements for the North subregion.

Roadways. SR 823 provides access to Selah from I-82 both north and south of the city. It also serves as the city’s main downtown street. SR 823 is also an important freight route, connecting the agricultural processing activities with the regional highways. As discussed under the state highway improvement projects, WSDOT has programmed funds for preservation projects on bridges on SR 823 and SR 821 in the vicinity of Selah.

Selah is also conducting an SR 823 transportation study and plans to reconstruct Rushmore Rd.

West of Selah, the M/RTP focuses on safety improvements to US 12 and the Tieton River Bridge and reconstruction of the Cowiche River Bridge on US 12.





Non-Motorized. The new construction, widening, and reconstruction roadway projects, discussed above, also will improve non-motorized travel in the North subregion. The projects within Selah will include sidewalks, while Yakima County projects will provide wider shoulders which can be used for non-motorized travel. The traffic signals and repaving projects also support non-motorized transportation.

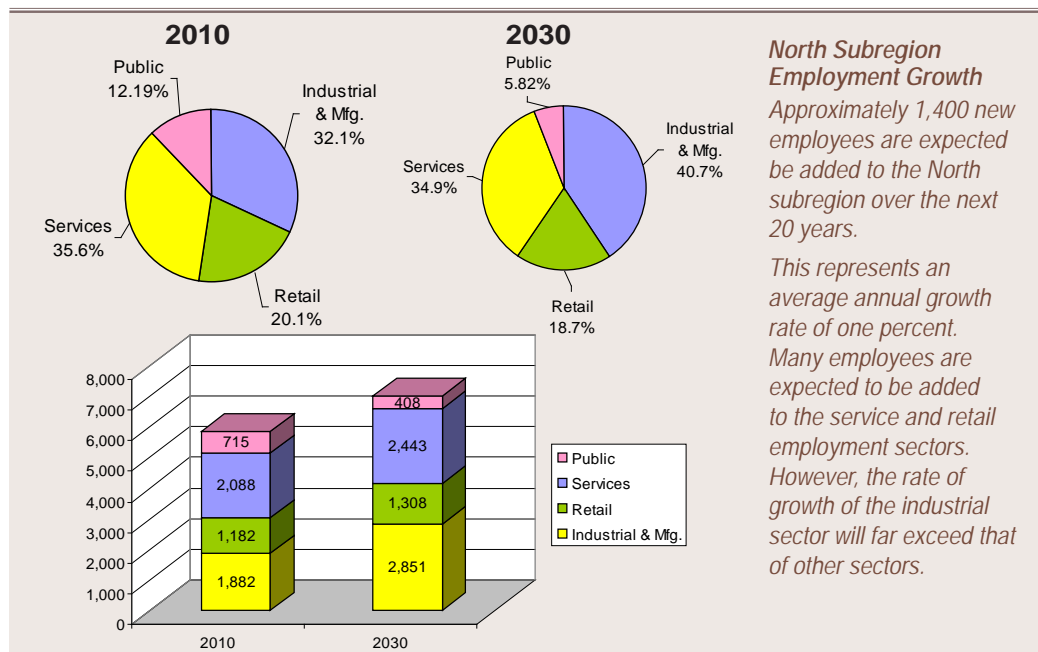
In addition to these roadway projects, WSDOT has programmed funds to construct a sidewalk on the east side of SR 823 between Goodlander Road to Harrison Road. This section of SR 823 is just north of a city park and local area schools. This project will enhance safety and non-motorized connectivity. A pedestrian undercrossing and traffic signal are also identified on SR 823 (North Wenas Avenue) at North Park Drive to serve the adjacent park and schools.

New and improved bicycle and pedestrian facilities should be constructed with roadway projects or as separate improvement projects. These will help encourage more non-motorized transportation, including making connections between existing pedestrian and bicycle routes and enhancing the connections to major employer worksites. These new bicycle and pedestrian routes should be compatible with the Americans with Disabilities Act (ADA).

Transit and Transportation Demand Management. Alternative modes of transportation such as transit, car pooling and vanpooling, walking and biking also should be promoted in this subregion. The improved non-motorized facilities encourage more bicycle and pedestrian use within Selah and its major employers. These new bicycle and pedestrian routes should be compatible

with the Americans with Disabilities Act (ADA).

The City of Selah is continuing to contract with Yakima Transit to provide fixed route bus service between Yakima and Selah. Currently there is one fixed route that has 10 morning trips and 10 afternoon trips, Monday through Friday; and two morning trips and seven afternoon trips on Saturday. The route has three stops in Selah and five stops in Yakima. Improved headways and frequency on this route is desirable to better serve Commute Trip Reduction (CTR) employers and other transit riders within Selah. Shorter headways also will provide more flexibility which could attract additional ridership. Yakima Transit also contracts with TC Transportation and People for People to provide a complimentary Dial-a-Ride service for persons with disabilities.



North Subregion Employment Growth
 Approximately 1,400 new employees are expected to be added to the North subregion over the next 20 years.

This represents an average annual growth rate of one percent. Many employees are expected to be added to the service and retail employment sectors. However, the rate of growth of the industrial sector will far exceed that of other sectors.



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There are three CTR-affected worksites in Selah, which are required to meet the requirements of the Commute Trip Reduction Efficiency Act of 2006 (RCW 70.94.521), including reducing drive alone trips by 10 percent and vehicle miles traveled (VMT) by 13 percent for all major employers by 2011. Some strategies that may be used by the City of Selah and the CTR employers to discourage single-occupancy commute trips include:

- Continue offering the guaranteed ride home program.
 - Work with Yakima Transit to increase number of vanpools at CTR-affected work sites.
 - Work with employers to provide bicycling and walking amenities.
 - Work with CTR-affected work sites to offer incentives.
 - Encourage employers to provide preferential parking for high-occupancy vehicles.
- Encourage employers to provide subsidies for transit, carpooling or vanpooling.
 - Encourage employers to offer alternative work schedules such as compressed work weeks.
 - Encourage employers to permit employees to work part or full time at home or at an alternative worksite closer to their homes.
 - CTR worksites should have a designated Employee Transportation Coordinator training program that addresses issues such as marketing CTR programs to employees, trip planning, and ride matching services. Transit and demand management programs should continue to be promoted to residents and employees within the North subregion to help reduce drive-alone trips.

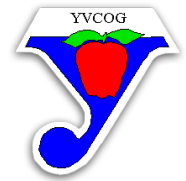
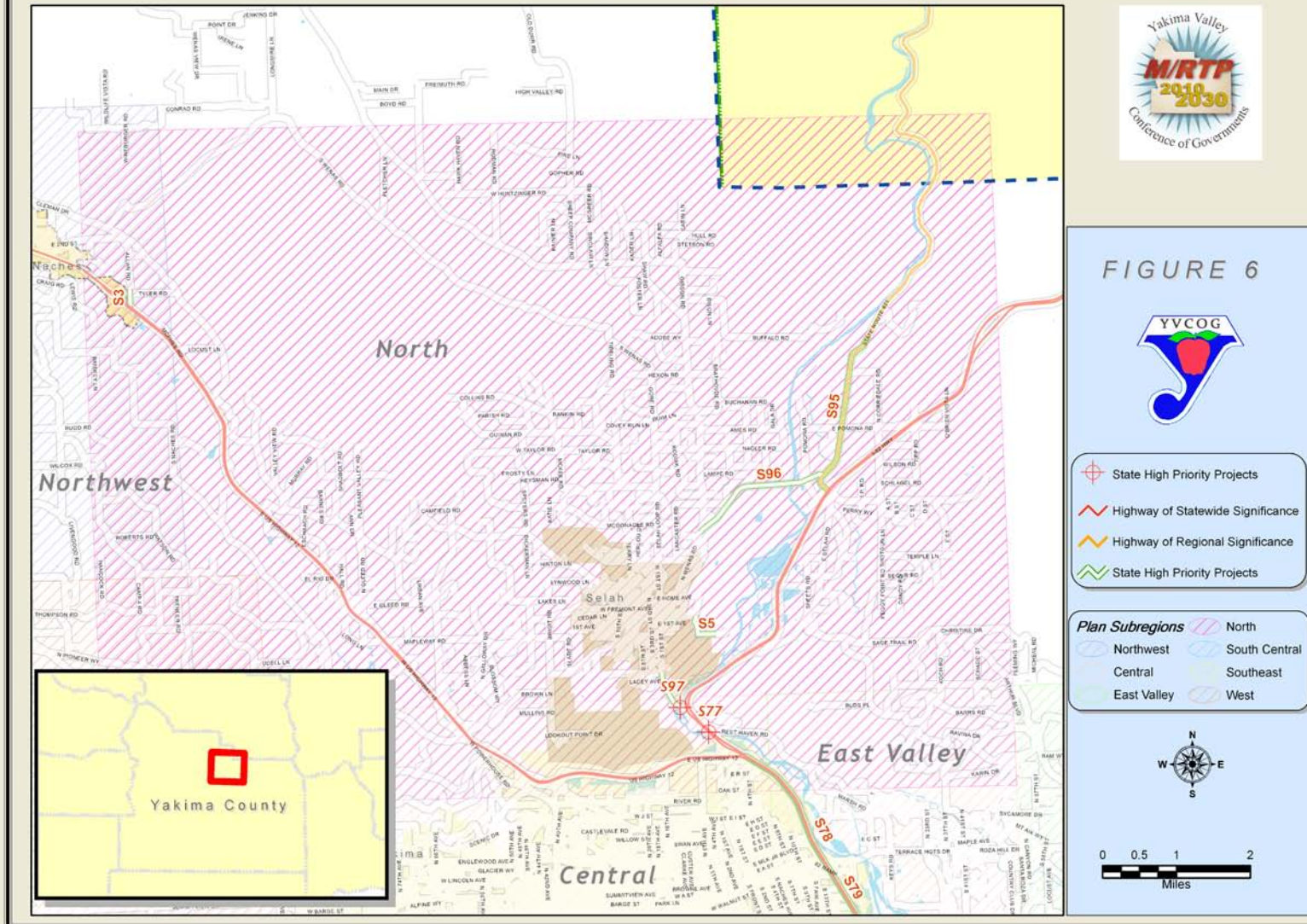


FIGURE 7 - North Region High Priority Transportation Improvements





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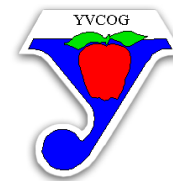
Table 4 - North Subregion (N) - High Priority Transportation Improvements

Fiscally Constrained Projects
Other High Priority Projects

\$ = up to \$1 million
 \$\$ = \$1 - \$10 million
 \$\$\$ = \$10 - \$30 million
 \$\$\$\$ = > \$30 million

Short Range = 2010 - 2015
 Mid Range = 2016 - 2020
 Long Range = 2021 - 2030

Map Key	Project Location	Description	Agency	Cost	Time Frame	Regional Priorities				
						Preservation	Safety	Economic Development	Congestion	Transit
S-4	City of Selah / SR 823	Planning	Selah	\$	Short Range		✓		✓	
S-5	Rushmore Rd; East Naches Rd to Ind. Pretreatment Facility	Reconstruct Roadway	Selah	\$	Short Range	✓	✓	✓		
S-33	North Wenas Rd; Hexon Rd to Shaw Rd	Reconstruct Roadway	Yakima County	\$\$	Short Range	✓	✓			
S-55	Lampe Rd; Nagler Rd to North Wenas Rd	Reconstruct Roadway	Yakima County	\$	Short Range	✓				
S-71	US 12 / Tieton River Bridge to SR 410 Junction Vicinity	Safety Improvements	WSDOT	\$	Short Range		✓			
S-72	US 12 / Cowiche Creek Bridge	Reconstruct Bridge	WSDOT	\$	Short Range	✓				
S-77	I-82 / East Selah Bridge Eastbound	Reconstruct Bridge	WSDOT	\$	Short Range	✓				
S-95	SR 821 / I-82 to Selah Creek Bridge	Maintenance / Preservation	WSDOT	\$	Short Range	✓				
S-96	SR 823 / SR 823 Wye to SR 821 Intersection	Maintenance / Preservation	WSDOT	\$	Short Range	✓				
S-97	SR 823 / Yakima River Bridge at Selah	Maintenance / Preservation	WSDOT	\$	Short Range	✓				
P-40	Southern Avenue; South 5th St to South 1st St	Widen Roadway	Selah	\$	Short Range		✓		✓	
P-41	East Goodlander Rd; North First St to North Wenas Rd	Widen Roadway	Selah	\$	Short Range		✓	✓	✓	✓
P-42	Park Ave; South First St to South Third St	Widen Roadway	Selah	\$	Short Range		✓	✓	✓	✓
P-199	Shaw Rd; North Wenas Rd to Gibson Rd	Reconstruct Roadway	Yakima County	\$	Short Range	✓	✓			
P-266	SR 821 / Selah Creek Bridge to 1 Mile N of Umtanum Creek Recreational Site	Maintenance / Preservation	WSDOT	\$\$	Short Range	✓				
P-267	US 12 / Old Naches Hwy Intersection	Corridor Enhancement	WSDOT	\$	Long Range		✓			
P-270	US 12 / Old Naches Highway	New Construction - Interchange	WSDOT	\$\$\$\$	Long Range		✓	✓		
P-273	US 12 / Yakima Vicinity	Maintenance / Preservation	WSDOT	\$	Mid Range		✓			



West Subregion

The West (W) subregion covers rural and agricultural areas west of the City of Yakima and south of Tieton and Cowiche. The land use data for the West subregion primarily covers areas west of the MPO boundaries. The land use data for the West subregion covers existing low density rural residential and agricultural areas west of the Wiley Road corridor. Growth within the MPO area between Tieton Drive and Wide Hollow Road are included in the Central subregion, discussed below. The West subregion for the M/RTP is not the same as the west valley area of the City of Yakima which is within the MPO boundaries and is included in the Central subregion.

Residential and Employment Growth

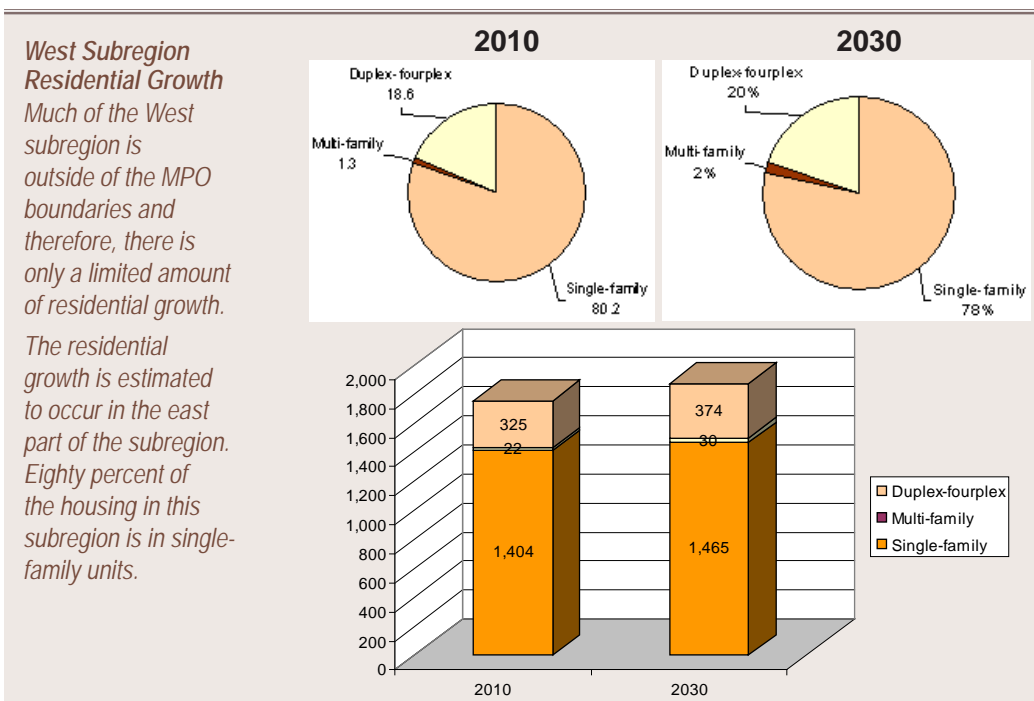
Residential Growth. Much of the West subregion is outside of the MPO boundaries and therefore, there is only a limited amount of residential growth. The residential growth is estimated to occur in the east part of the subregion. Eighty percent of the housing in this subregion is single-family units.

Employment Growth. Total employment growth is also expected to be relatively low over the next 20 years in the West subregion. Approximately 129 employees are expected to be added. Most of the growth will be in service and retail sectors. Industrial employment is estimated to decline, as some lands are converted from agricultural use. By 2030, almost three-quarters of the employment are forecast to be in the retail or service sectors. Less than one-quarter of the 2030 employment is expected to be in public or industrial land sectors.

Transportation Needs and Improvement Strategies

The low densities and location in the region do not result in any existing or forecast capacity or major operational deficiencies. East-west connections to and from Yakima are provided by Ahtanum Road, Washington Avenue, Wide Hollow/Nob Hill Road, Tieton Drive, and Summitview Avenue. Travel in some of these corridors requires a series of turns at intersections, because the roads are not continuous.

North-south travel in the West subregion is more difficult and circuitous because few links provide a continuous route. Connections from the West subregion to Cowiche, Tieton, and Naches typically require traffic to wind through a series of short





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road segments. This results in inefficient travel patterns and may result in some operational deficiencies in the future. Figure 8 and Table 5 summarize the M/RTP strategies for the West subregion.

Roadways. Yakima County and its TRANS-Action partners have defined needs for future north-south corridors serving the areas west of Yakima. While not funded for construction in the 20-year M/RTP, segments of these corridors should be preserved and constructed as properties develop. This process will reduce the ultimate agency-funded cost of these improvements.

The highest priority is reconstruction of Bumping River Rd. to excavate and repair the subgrade, and a new base, and resurface. The M/RTP also identifies reconstruction of Tieton

Reservoir Rd and Slavin Rd. In addition, Yakima County has designated projects for spot safety improvements and structural improvements on arterial roadways in various locations throughout the county.

Non-Motorized. The future development on north-south and east-west corridors will create a framework for the long-range non-motorized facilities in the West subregion. These will primarily consist of roadway shoulders for pedestrian and bicycle travel.

Transit and Transportation Demand Management. Due to the low density of development, fixed route transit service is not a realistic strategy for the West subregion. There is a need to expand demand response service in this area and to coordinate with existing paratransit service to connecting to regional services and facilities. The West subregion is served by People for People paratransit. The People for People program is limited to special needs transportation and does not provide general transit service for residents in the subregion. Regional carpool, vanpool, and other alternative transportation programs should be promoted within the subregion.

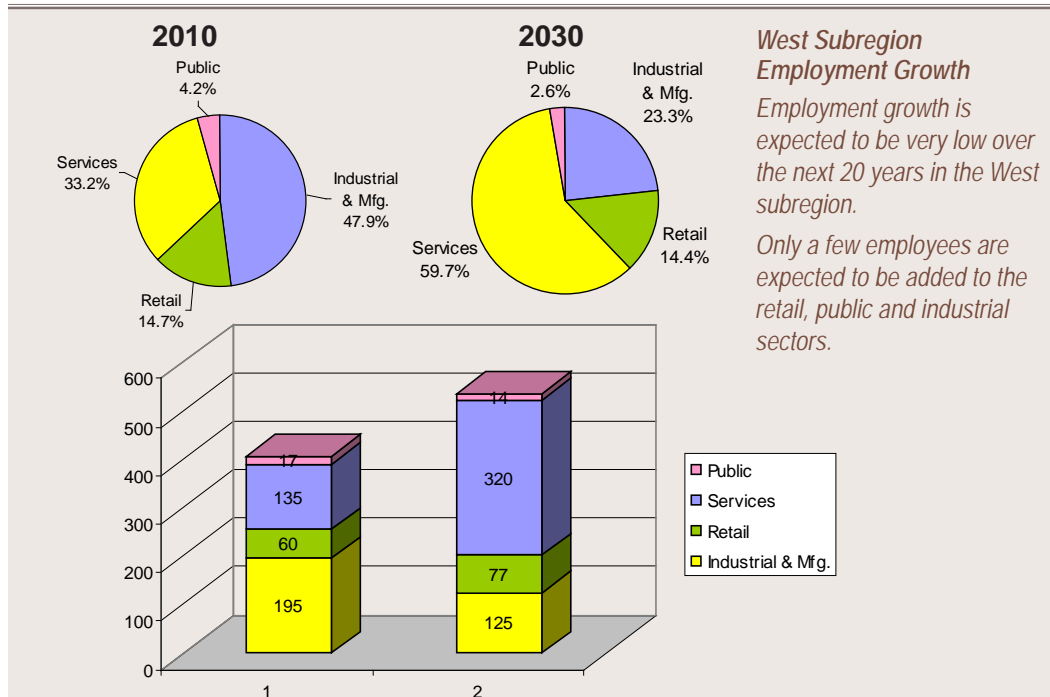




FIGURE 8 - West Region and Vicinity High Priority Transportation Improvements

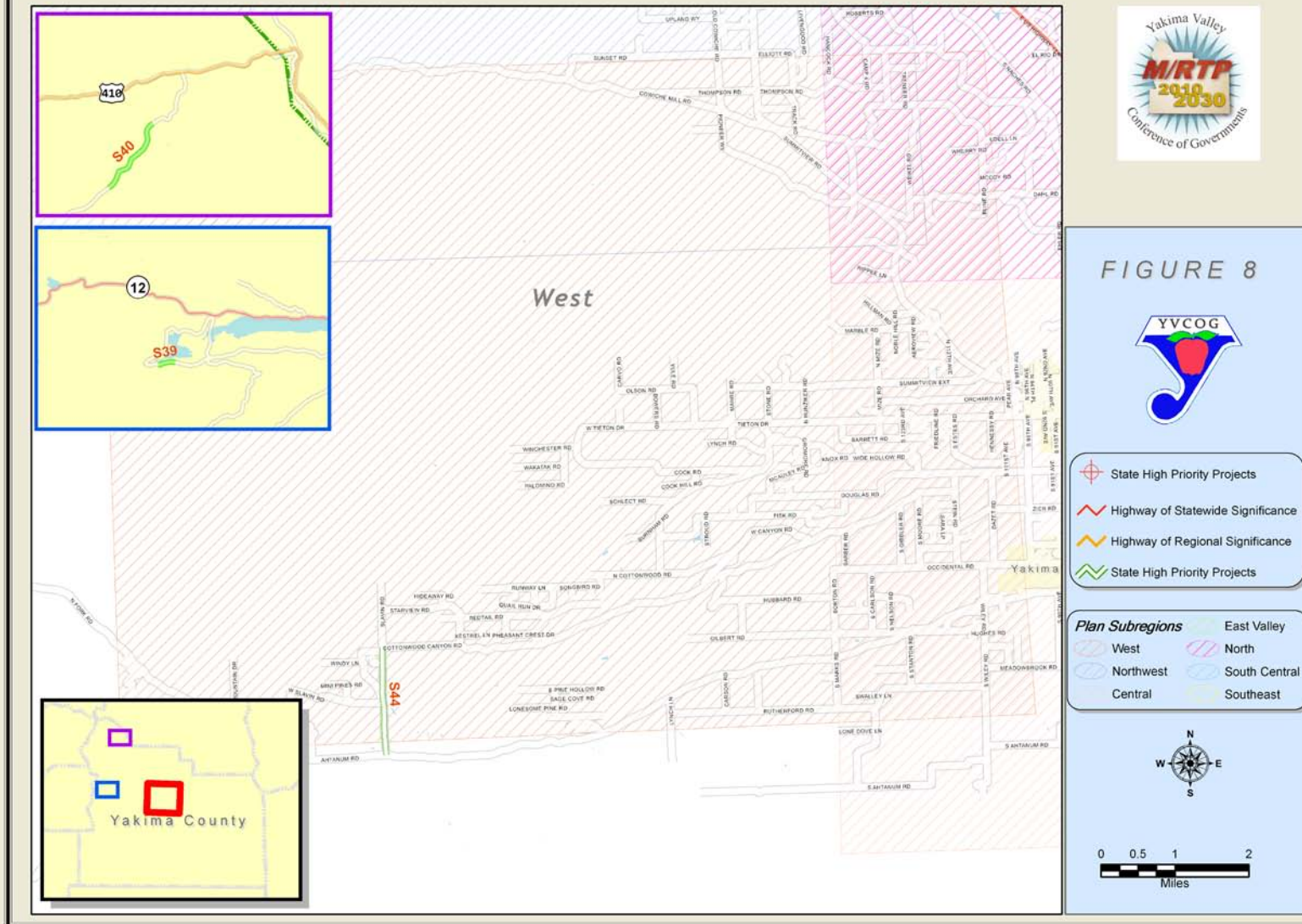


FIGURE 8



- State High Priority Projects
- Highway of Statewide Significance
- Highway of Regional Significance
- State High Priority Projects

- Plan Subregions**
- West
 - North
 - Northwest
 - Central
 - East Valley
 - South Central
 - Southeast





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Table 5 - West Subregion (W) - High Priority Transportation Improvements

Fiscally Constrained Projects

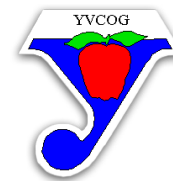
Other High Priority Projects

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Regional Priorities

Map Key	Project Location	Description	Agency	Cost	Time Frame	Regional Priorities				
						Preservation	Safety	Economic Development	Congestion	Transit
S-37	Various Locations	Safety Improvements	Yakima County	\$	Short Range		✓			
S-39	Tieton Reservoir Rd; M.P. 3.50 to M.P. 3.87	Reconstruct Roadway	Yakima County	\$	Short Range	✓				
S-40	Bumping River Rd; M.P. 2.10 to M.P. 4.50	Reconstruct Roadway	Yakima County	\$	Short Range	✓				
S-41	Various Locations	Maintenance / Preservation	Yakima County	\$\$	Short Range	✓	✓			
S-44	Slavin Rd; Ahtanum Rd to Cottonwood Canyon Rd	Reconstruct Roadway	Yakima County	\$	Short Range	✓				
S-52	Various Locations	Intersection Improvements	Yakima County	\$	Short Range		✓			
S-59	Various Locations	Safety Improvements	Yakima County	\$\$	Short Range		✓			



Central Subregion

The Central (C) region covers the core of the metropolitan planning area, including the cities of Yakima and Union Gap and unincorporated portions of the metropolitan area. The Central subregion relies heavily on I-82 and US 12. Access to I-82 is via five interchanges with local arterials – 1st Street, Yakima Avenue, Nob Hill Blvd, Valley Mall Blvd, and the South Union Gap interchange. Access to US 12 is available via the 1st Street, 16th Avenue, and 40th Avenue interchanges. At-grade intersections at Fruitvale Blvd and Old Naches Highway also provide access to US 12 via Powerhouse Road.

Residential and Employment Growth

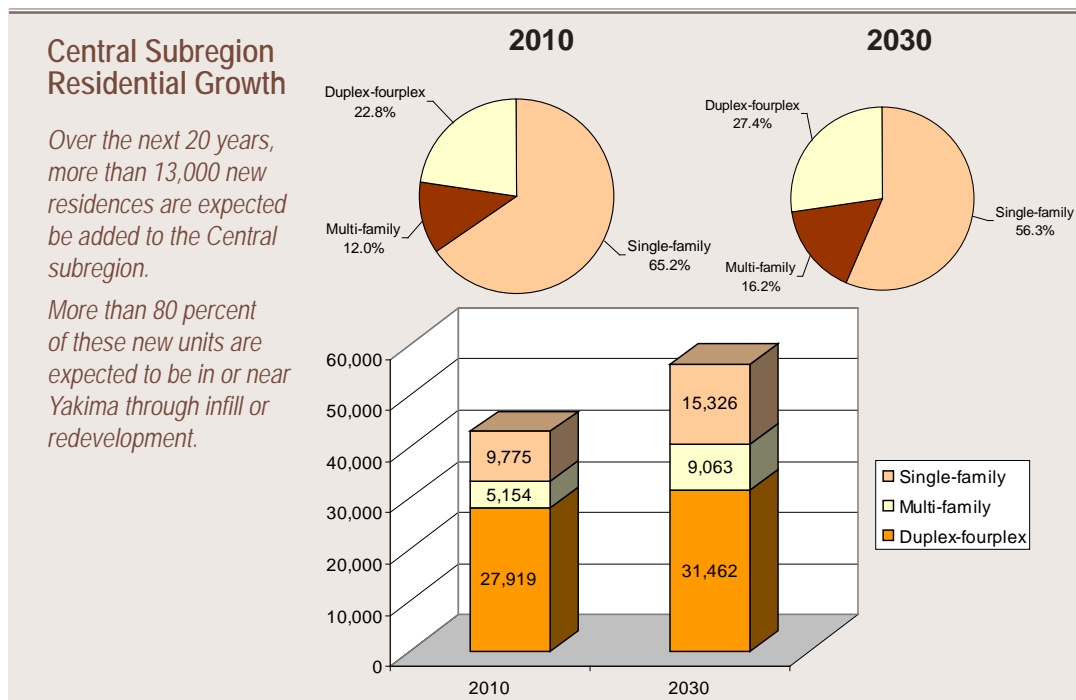
Residential Growth. Over the next 20 years, approximately 13,000 new residential units are expected be added to the Central subregion. This represents an average annual growth rate of 1.5 percent. More than 80 percent of these new units are expected to be in or near Yakima through infill or redevelopment. Another 15 percent are expected to be in or near Union Gap. The rest are expected to occur west and south of Yakima on lands currently being used for low-density residential or agricultural uses. Approximately 73 percent of new units are expected to be duplex and multi-family residences. Single-family development will comprise the remaining 27 percent.

Employment Growth. Approximately 13,300 new employees are expected be added to the Central subregion over the next 20 years. This represents an average annual growth rate of 1.4 percent. Growth in retail and service employment is expected to be primarily concentrated within Yakima, while growth in manufacturing employment is expected to be roughly split

between Yakima and Union Gap. The majority of growth in public sector employment is expected to be in Union Gap. In general all of the employment sectors will grow at approximately the same rate, though public and industrial sector employment will grow at slightly higher rates than others.

Transportation Needs and Improvement Strategies

Being the heart of the metropolitan area, the Central subregion experiences a wide range of traffic operations, safety, and preservation issues. These issues are a result of significant levels of commuter traffic, access to/from the regional highways, freight movement, and access to regional shopping areas. The City of Yakima also is the region’s center for major medical centers





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and the main campus of the community college. The regional airport – McAllister Field – is located along Washington Avenue in the south part of Yakima, west of Union Gap. The airport and associated industries are major generators of traffic that access I-82 and US 12. The State Fair Park and the Sun Dome are located near I-82 at the Nob Hill Blvd interchange.

With a significant amount of the region’s population and employment, the Central subregion has needs for a wide range of higher priority transportation needs. These needs support access to/from the regional highways and needs within the subregion. These are summarized on Figure 9 and Table 6.

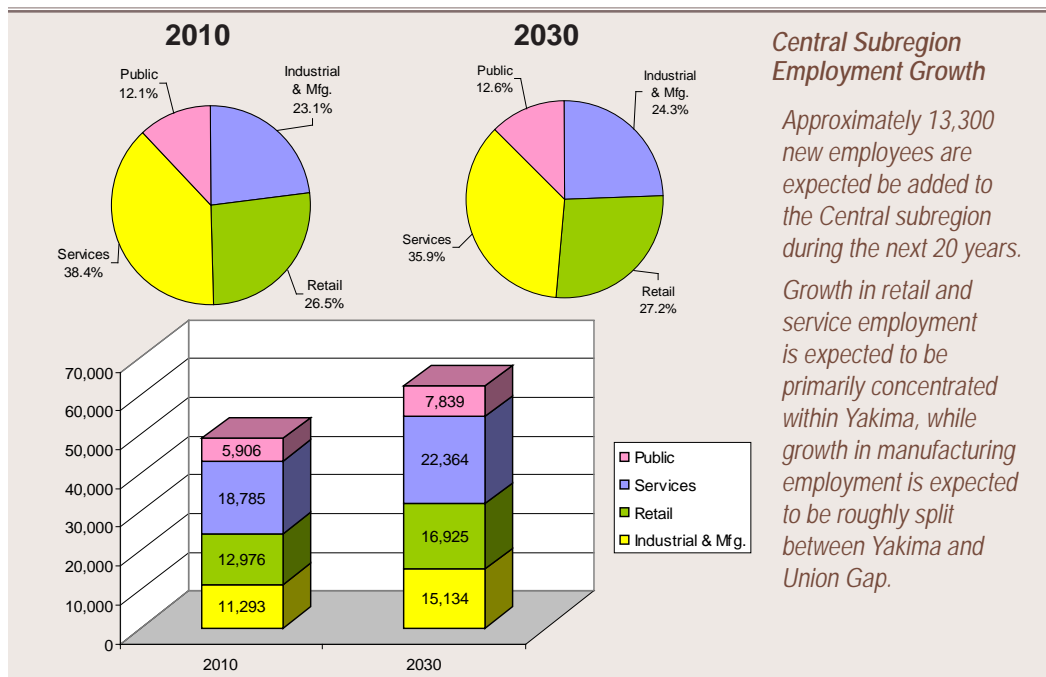
Roadways. WSDOT and the local agencies have committed to

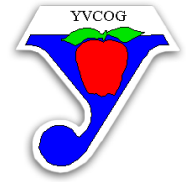
several improvements to interchanges on I-82 and US 12. These improvements will directly tie into the most significant arterial improvements in the Central subregion. These projects are further described under the state highway system improvements, presented previously.

To better serve north-south travel patterns in the Central subregion, the M/RTP identifies corridor improvements along 16th Avenue and Terrace Heights Drive. Both of these corridors provide access to/from US 12 and I-82 respectively and serve a range of land uses. The 16th Avenue corridor carries some of the highest traffic volumes on arterials in the region. The Terrace Heights corridor is currently being scoped to provide east-west connectivity between the city of Yakima and the unincorporated community of Terrace Heights. The established corridors in Yakima have a history of safety problems resulting from the high volumes of traffic, congestion, and the spacing and number of access points. Improvements along 16th Avenue include widening to add turn lanes and traffic signals at several intersections. The improvements to 16th Avenue will resolve existing and forecast safety, capacity, and operational deficiencies.

To reduce potential conflicts with airport flight operations, 16th Avenue has been realigned east of the airport. The improvements to 16th Avenue addresses freight movements and enhances access to regional shopping districts, schools, and the community college.

Improvements to other north-south corridors that are located in the west part of the city or just outside of the City of Yakima, such as 80th and 66th Avenues, are also included. These projects include upgrading roads to current standards to support higher





traffic volumes and include adding turn lanes, where needed, to improve traffic safety and operations.

Completion of missing links of other north-south routes in the west part of the city or adjacent unincorporated areas also are part of the regional plan. Many of these connections can be constructed as adjacent properties are redeveloped into residential subdivisions. The completion of these corridors will improve circulation and reduce potential operations and safety concerns associated with circuitous arterial routes.

In Union Gap and south Yakima, north-south corridor improvements are identified for Main Street and South 1st Street. The improvements will reconstruct the corridor from Nob Hill Blvd to US 97. The projects address existing and future safety and operations deficiencies. The corridor is also a freight route. Main Street connects with the I-82 at the US 97 interchange. A state highway project will complete the interchange by providing direct connections between southbound I-82 and Main Street and from Main Street to north I-82. Main Street also is an extension of South 1st Street in Yakima, which provides a continuous arterial between US 12 and I-82 through the Central subregion.

Improvements to Valley Mall Blvd are also under construction. The final phase of the project will complete the widening between Main Street and I-82. The Valley Mall Blvd corridor improvements will directly tie into the WSDOT interchange improvement.

Combined, these improvements will provide an urban arterial corridor providing access to/from the regional highway system, a major commercial district, local industries, and a regional

connection to the 16th Avenue corridor and airport.

Improvements for the major east-west arterials are critical to the operation of the regional transportation system. These include improvements in downtown Yakima, connectivity to the I-82 freeway interchanges, access to the airport and adjacent employment areas, and access to major commercial districts.

Ahtanum Road is the most southerly of the east-west arterials serving the Yakima metropolitan area. It connects from Main Street in Union Gap to the foothills in west Yakima County. The corridor serves a variety of land uses including residential developments and agricultural products in the West subregion to industrial developments near the airport and in Union Gap. The corridor is designated as a major freight route. The region has already completed improvements to some segments of the corridor; the M/RTP incorporates improvements to the rest of the corridor. These improvements generally call for completing a five-lane arterial from Main Street in Union Gap to 90th Avenue in Yakima County.

To further enhance accessibility to I-82 from the Ahtanum Road corridor, TRANS-Action has defined a new corridor between the freeway and Ahtanum near S 3rd Avenue. This project, known as the Union Gap Beltway, will tie into the I 82/US 97/South Union Gap interchange. This new route will especially support freight connectivity from the Ahtanum Road corridor to the regional highway system. It will shift freight traffic from the Valley Mall Blvd interchange and nearby arterials.

The City of Yakima and its regional partners have initiated a range of improvements in downtown Yakima. These include traffic



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signal upgrades, improving intersections, realigning and widening arterials, and grade separating rail crossings. The improvements also have improved non-motorized travel in downtown. These improvements support the economic growth of the Yakima downtown, including the convention center. They also improve access to/from I-82 via Yakima Avenue. The railroad grade separation improvements will reduce delays and improve safety.

Several improvements are planned for Nob Hill Blvd. Nob Hill Blvd serves as a major access corridor to I-82 and to SR 24 serving the East Valley. It is forecast to carry some of the highest traffic volumes in the metropolitan area. Between 16th Avenue and I-82, the improvements include widening to add turn lanes, installing new signals, and associated operational enhancements. In the west part of Yakima, improvements include widening of Nob Hill Blvd from two to five lanes to support the increased traffic volumes. These projects will address safety and operational issues. West of 80th Avenue, the city and county are working to define an extension of Nob Hill Blvd to connect with Wide Hollow Road. This will provide a more direct arterial corridor to serve residential growth west of the city.

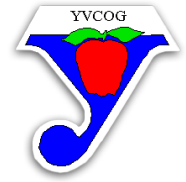
The M/RTP supports limiting direct property access to Nob Hill Blvd, Valley Mall Blvd, Ahtanum Road, and other regional arterials. Limiting direct property access along these arterials will maintain the available capacity for regional through traffic. Limiting direct property access to these regional corridors also reduces the number of potential conflict points, thereby minimizing future safety issues.

A range of other improvements to reconstruct existing arterials are also included in the M/RTP. Most of these arterials serve freight

movement, commercial areas, or address safety or operational issues. Projects to upgrade or repair existing bridges are also included.

To support future redevelopment of the former sawmill site north of downtown, the M/RTP supports the development of a new east-west corridor under I-82. The Terrace Heights east-west connection will provide access to developing residential and commercial areas, which will reduce the demands at the existing crossings. The new arterial corridor also should also provide access to I-82. The planned arterial route connects the future commercial development with residential areas east of I-82, reducing the traffic volumes on the Terrace Heights/Yakima Avenue corridor. In addition to the freeway crossing, a new road could provide access to the future commercial property and support economic growth of the region. It also can alleviate some of the traffic on North 1st Street. This corridor and interchange are not included in the fiscally-constrained M/RTP.





Non-motorized. The regional arterial widening and intersection projects will also include non-motorized improvements such as sidewalks, crosswalks, and curb ramps. These facilities will enhance non-motorized travel along major north-south and east-west corridors. Completion of missing links in the arterial system also will improve the connectivity of the non-motorized system.

The recently constructed Yakima Avenue sidewalks, lighting, and landscaping improvements further enhance pedestrian activity in downtown Yakima. Future widening of Lincoln Avenue and grade separation of the rail crossings will improve non-motorized travel in and near downtown Yakima.

The Beech Street Pedestrian Connection will provide another non-motorized crossing of I-82. The corridor will connect the Yakima Greenway to shopping centers on the east side of the freeway.

The planned Terrace Heights Connector will provide a new east-west route for non-motorized travel and will also connect to the Yakima Greenway corridor.

In addition, sidewalk repair, street sweeping, and installing bike lanes or wide shoulders as part of arterial roadway projects will improve non-motorized transportation in the Central subregion. These improvements will comply with the Americans with Disabilities Act (ADA).

Transit and Transportation Demand Management Programs.

Yakima Transit currently has 10 fixed bus routes with 27 buses serving the City of Yakima. Yakima Transit also contracts with TC Transportation and People for People to provide Dial-a-Ride service for persons with disabilities. Combined, these paratransit services have 18 vehicles available in the county. In addition,



Yakima Transit offers 26 vanpools for commuters. Recommended strategies for Yakima Transit include extending service hours later into the night, improving frequency on high ridership routes, adding Sunday service (presently only demonstration service funded), creating demand response service in the growing areas of west Yakima and expanding the vanpool program.

There are eight CTR-affected worksites in Yakima that are required to meet the CTR requirements of the Commute Trip Reduction Efficiency Act of 2006 (RCW 70.94.521), including reducing drive alone trips by 10 percent and VMT by 13 percent for all major employers by 2011. Some strategies that may be used by the City of Yakima and the CTR employer to discourage single-occupancy commute trips include:

- Continue guaranteed ride home program.
- Work with Yakima Transit to increase number of vanpools at CTR-affected work sites.
- Work with employers to provide bicycling and walking amenities.



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- Work with CTR-affected work sites to offer incentives.
- Encourage employers to provide preferential parking for high-occupancy vehicles.
- Encourage employers to provide subsidies for transit, carpooling or vanpooling.
- Encourage employers to offer alternative work schedules such as compressed work week schedules (such as 4/40 or 9/80).
- Encourage employers to permit employees to work part or full time at home or at an alternative worksite closer to their homes.

- CT worksites should have a designated Employee Transportation Coordinator training program that includes issues such as marketing CTR programs to employees, trip, planning, and ride matching services.

The strategies and programs should effectively promoted to be successful. Information about commute alternatives should be distributed regularly to employees. Examples of information to be distributed include:

- Transit system and non-motorized transportation maps.
- Vanpool rider signup information.
- Promotional materials informing people of their transportation choices.



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Table 6 - Central Subregion (C) - High Priority Transportation Improvements

Fiscally Constrained Projects

Other High Priority Projects

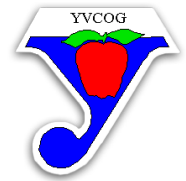
\$ = up to \$1 million
 \$\$ = \$1 - \$10 million
 \$\$\$ = \$10 - \$30 million
 \$\$\$\$ = > \$30 million

Short Range = 2010 - 2015
 Mid Range = 2016 - 2020
 Long Range = 2021 - 2030

Regional Priorities

Map Key	Project Location	Description	Agency	Cost	Time Frame	Regional Priorities				
						Preservation	Safety	Economic Development	Congestion	Transit
S-9	Valley Mall Blvd; I-82 Exit to Main St	Widen Roadway	Union Gap	\$\$	Short Range	✓	✓	✓	✓	✓
S-10	Various Locations	Safety Improvements	Union Gap	\$\$	Short Range		✓	✓		
S-11	Various Locations	Environmental Improvements	Union Gap	\$	Short Range		✓			
S-12	City of Union Gap	Transit Improvements	Union Gap	\$	Short Range				✓	✓
S-13	South 12th Ave Bridge	Reconstruct Bridge	Union Gap	\$	Short Range	✓	✓	✓	✓	
S-14	Park to Park Pathway; Fullbright Park to Ahtanum Youth Park	Non-Motorized Improvements	Union Gap	\$	Short Range			✓		
S-19	City of Yakima - Transit Operating Expenditures	Transit Improvements	Yakima	\$\$	Short Range					✓
S-20	William O. Douglas Heritage Trails	Non-Motorized Improvements	Yakima	\$	Short Range		✓			
S-21	City of Yakima - Street Asset Amenities	Transit Improvements	Yakima	\$	Short Range	✓				✓
S-22	South 16th Ave & Washington Ave	Intersection Improvement	Yakima	\$\$	Short Range	✓	✓		✓	
S-23	Coolidge Rd; 80th Ave to 88th Ave	Widen Roadway	Yakima	\$	Short Range	✓	✓			
S-24	64th Ave; Nob Hill Blvd to Tieton Dr	Widen Roadway	Yakima	\$\$	Short Range	✓	✓	✓		
S-25	City of Yakima - Sunday Bus Service	Transit Improvements	Yakima	\$	Short Range					✓
S-26	Powerhouse / Willow Street to 6th Ave / I Street	Non-Motorized Improvements	Yakima	\$	Short Range		✓			
S-27	City of Yakima - Transit Operating Hours Extension	Transit Improvements	Yakima	\$	Short Range					✓
S-43	Hennessy Rd; Tieton Dr to End of Rd	Reconstruct Roadway	Yakima County	\$	Short Range	✓				
S-53	Cowiche Canyon Rd; Powerhouse Rd to 0.2 mi after Powerhouse Rd	Reconstruct Roadway	Yakima County	\$	Short Range	✓				
S-54	Terrace Heights Corridor; I 82 to North 33rd St	New Construction	Yakima County	\$	Short Range			✓	✓	
S-75	SR 24 / Riverside Rd to Faucher Rd	Maintenance / Preservation	WSDOT	\$\$	Short Range	✓				
S-76	SR 24 / Rivard Rd Intersection to 2 Miles E of Badger Rd	Safety Improvements	WSDOT	\$\$	Short Range		✓			
S-78	I-82 / US 12 to Valley Mall Blvd Interchange Vicinity	Maintenance / Preservation	WSDOT	\$\$	Short Range	✓				
S-79	I-82 / Valley Mall Blvd Interchange Vicinity to Yakima River	Maintenance / Preservation	WSDOT	\$	Short Range	✓				

Section 6 | Transportation Improvements and Programs



Regional Priorities

Table 6 - Central Subregion (C) - High Priority Transportation Improvements

Fiscally Constrained Projects

Other High Priority Projects

\$ = up to \$1 million
 \$\$ = \$1 - \$10 million
 \$\$\$ = \$10 - \$30 million
 \$\$\$\$ = > \$30 million

Short Range = 2010 - 2015
 Mid Range = 2016 - 2020
 Long Range = 2021 - 2030

Map Key	Project Location	Description	Agency	Cost	Time Frame	Preservation	Safety	Economic Development	Congestion	Transit
P-80	East Washington Ave / South 18th St	Widen Roadway	Union Gap	\$	Short Range		✓	✓	✓	✓
P-81	Exit I-82 South Union Gap	New Construction	Union Gap	\$\$\$\$	Short Range	✓	✓	✓	✓	✓
P-82	Various Locations	Transit Improvements	Union Gap	\$	Short Range		✓			✓
P-83	South Union Gap Btwy	New Construction	Union Gap	\$\$\$	Short Range	✓		✓	✓	✓
P-84	Longfibre Road; Ahtanum Rd to South Union Gap Beltway	New Construction	Union Gap	\$\$	Short Range	✓		✓	✓	✓
P-85	Ahtanum Rd; Goodman Rd to 16th Ave	Reconstruct Roadway	Union Gap	\$\$	Short Range	✓	✓	✓	✓	✓
P-125	Martin Luther King, Jr. Blvd; N 1st St to North 1st Ave	New Construction	Yakima	\$\$\$	Short Range		✓		✓	
P-126	Nob Hill and 64th Ave; 53rd Avenue to 64th Avenue	Widen Roadway	Yakima	\$	Short Range	✓	✓	✓	✓	
P-127	East "H" St; 1st St to Yakima River	New Construction	Yakima	\$\$	Short Range			✓		
P-128	East Lincoln & 10th St Roundabout; East Lincoln to East Martin Luther King, Jr. Blvd	New Construction	Yakima	\$\$	Short Range			✓		
P-129	North 10th St Extension; "R" St to 10th St - Lincoln Ave	New Construction	Yakima	\$\$\$	Short Range			✓		
P-130	I-82 & Lincoln Ave Interchange; East "G" St to I-82	Reconstruct Roadway	Yakima	\$\$	Short Range			✓		
P-131	East Yakima Ave / Fair Ave	Intersection Improvement	Yakima	\$\$	Short Range		✓		✓	
P-132	East Nob Hill Blvd / Fair Ave	Intersection Improvement	Yakima	\$\$	Short Range		✓		✓	
P-133	West Side Transit Center	Transit Improvement	Yakima	\$	Short Range					✓
P-134	Downtown Yakima; 1st St to 9th St	Non-Motorized Improvements	Yakima	\$\$	Short Range		✓	✓		
P-135	16th Ave / Fruitvale Blvd	Intersection Improvement	Yakima	\$	Short Range	✓	✓		✓	
P-136	Frontage Road and "H" Street Loop; "H" St to I-82	New Construction	Yakima	\$\$	Mid Range			✓		
P-137	River Road; 6th Ave to 16th Ave	Reconstruct Roadway	Yakima	\$\$	Short Range	✓		✓		
P-138	Nob Hill Blvd; 49th Ave to 64th Ave	Widen Roadway	Yakima	\$\$	Short Range	✓	✓	✓	✓	
P-269	South Union Gap Interchange and Beltway	Reconstruct Roadway	WSDOT	\$\$	Short Range			✓		
P-278	I-82 / Yakima Vicinity	Safety Improvement	WSDOT	\$\$	Mid Range		✓			

Note: Refer to Table 2 (p. 57-59) for descriptions of State Highway (SH) projects in the Central Subregion.



East Valley Subregion

The East Valley (EV) subregion includes the City of Moxee and surrounding rural residential and agricultural lands. In addition, the subregion includes commercial and industrial land uses adjacent to I-82 and along SR 24 and Terrace Heights Road. A slice of the City of Yakima between the Yakima River and I-82 is also within the East Valley subregion. This part of the City of Yakima includes several commercial developments and regional parks. The subregion also includes the low density areas north, south and east of Moxee. SR 24 and Terrace Heights Road connect the East Valley with interchanges at I-82. These corridors provide the primary access between East Valley and Yakima and Union Gap.

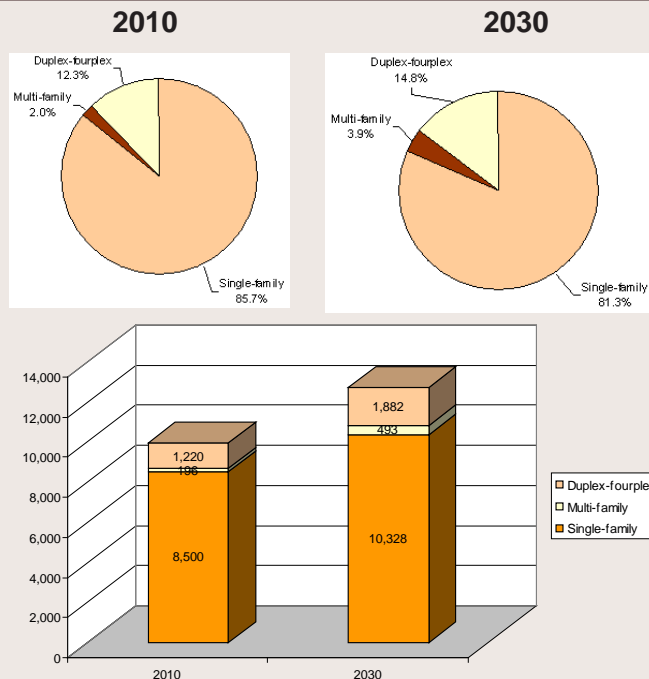
Residential and Employment Growth

Residential Growth. During the next 20 years, almost 2,800 new residences are expected to be added to the East Valley subregion. This represents an average annual growth rate of 1.4 percent. More than 70 percent of these new units are expected to be in Yakima’s urban growth area and another 20 percent are expected to be in or near Moxee. The rest are expected to be spread out throughout the subregion on lands currently being used for low-density residential or agricultural uses. Single-family development is expected to comprise more than 80 percent of new residential growth, while duplex and multi-family residences are expected to comprise less than 20 percent.

Employment Growth. Almost 2,000 new employees are expected to be added to the East Valley subregion over the next 20 years. This represents an average annual growth rate of 1.9 percent. Growth in retail, service and public employment is expected to be concentrated primarily within the Yakima UGA, while almost a third of growth in manufacturing employment is expected to occur in Moxee. The highest rate of growth is expected to be in the public sector.

East Valley Subregion Residential Growth

Over the next 20 years, almost 2,800 new residences are expected to be added to the East Valley subregion. This represents an average annual growth rate of 1.4 percent.



Transportation Needs and Improvement Strategies

The focus of improvement strategies for the East Valley subregion is on east-west capacity and connections to I-82 and the metropolitan area west of the freeway. Because only two routes, SR 24 and Terrace Heights Road, currently cross the Yakima River, the operations and safety of these routes is a priority. In addition, the M/RTP recognizes the need for improved north-south arterials within the East Valley. These connections will improve circulation, help reduce the volume of local area traffic on the east-west arterials, and improve emergency services.

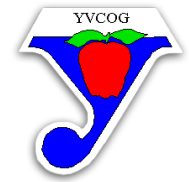


Figure 10 shows the location of high priority key regional projects for the East Valley subregion. Table 7 summarizes key elements of these projects.

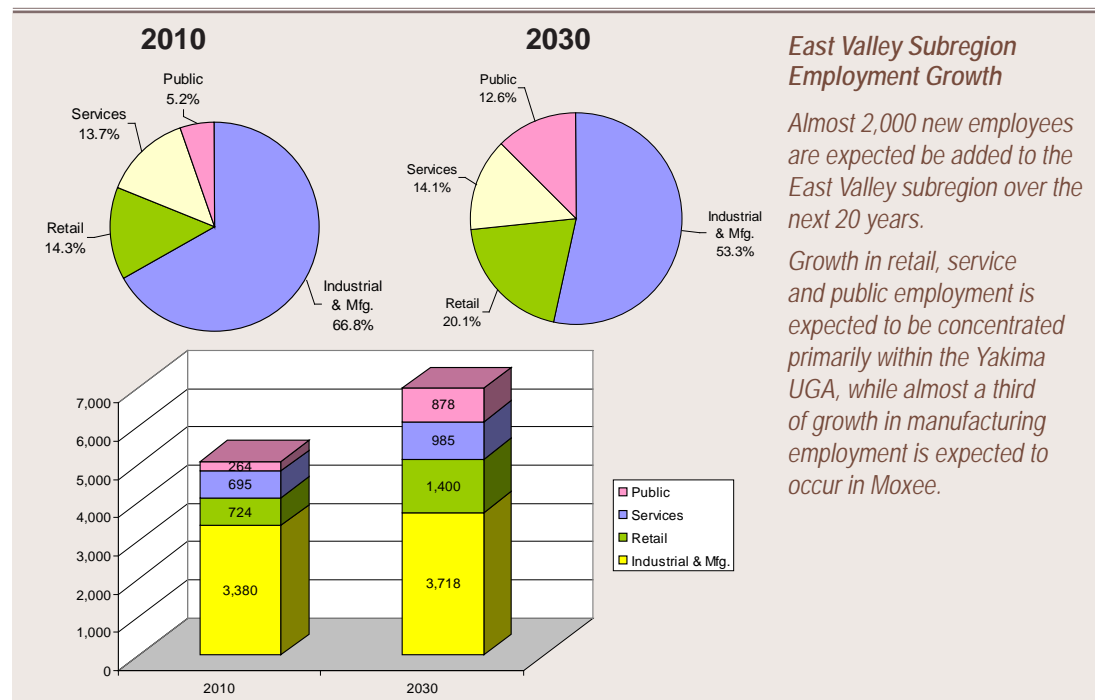
Roadways. As discussed under the state highway improvements, SR 24 is currently being widened from I-82 to Riverside Road and University Parkway. The project will reduce congestion and improve safety. SR 24 is a high priority freight corridor. Widening of SR 24 between Riverside Road/33rd Street and Moxee is also a priority for the M/RTP. Reconstruction of Postma Rd and construction of a new intersection on SR 24 in alignment with Moirier Lane are priorities in the M/RTP.

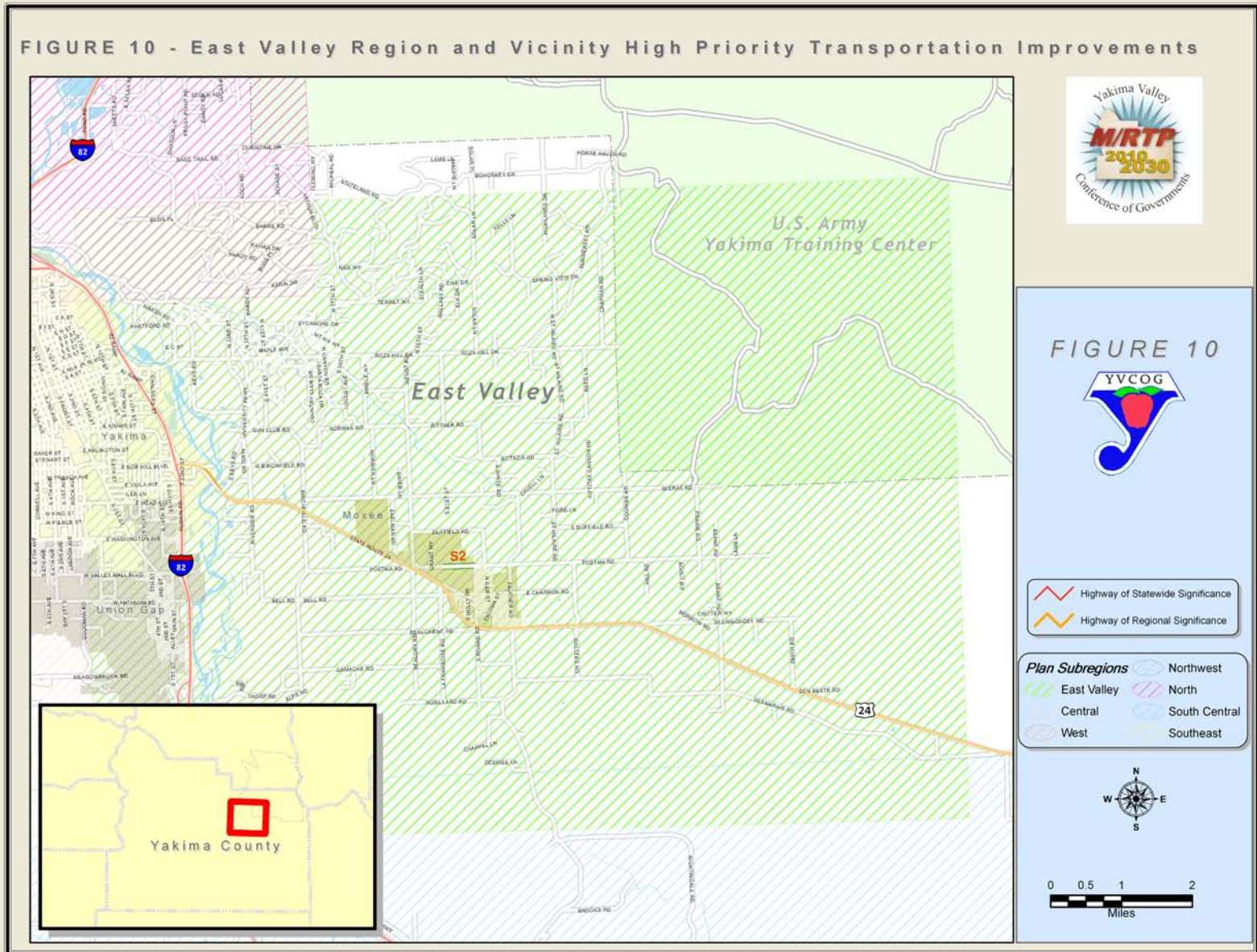
Construction of a new east-west corridor over the Yakima River is included in the M/RTP as secured-funding project. A new bridge and arterial crossing under I-82 at the existing railroad underpass will connect with the proposed redevelopment of the Yakima sawmill site west of I-82. In the East Valley, the corridor will continue east and provide an arterial connection to 33rd Street/ University Parkway. The 33rd Street/University Parkway corridor connects to Terrace Heights Road. University Parkway has recently been widened between Terrace Heights Road and SR 24, providing a north-south link between the three primary east-west routes serving the East Valley.

Beaudry Road is a north-south corridor on the west side of Moxee. It provides access to schools and to agricultural uses north of Moxee. The corridor currently terminates at Norman Road because of the Selah Moxee Irrigation Canal. Bridging the canal and connecting Beaudry Road with Bittner Road north of the canal to improve local circulation and connectivity to the developing residential areas north of Moxee is a priority. This

will eliminate the need for traffic to use the existing winding and curving route to connect between Terrace Heights and Moxee/SR 24. To accommodate the increased traffic, the corridor will need to be upgraded. In the near term, Yakima County plans to conduct preliminary studies for a new bridge over the canal. Construction of the new bridge and associated improvements is not part of the fiscally constrained M/RTP.

Non-motorized. Recent improvements to University Parkway and current widening of SR 24 include non-motorized facilities. Future widening of SR 24 to Moxee also will support non-motorized transportation. Yakima County also has programmed an improvement to provide a pedestrian undercrossing on Beaudry Road to serve the schools on both sides of the road. The





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Table 7 - East Valley Subregion (EV) - High Priority Transportation Improvements

						Regional Priorities				
						Preservation	Safety	Economic Development	Congestion	Transit
Map Key	Project Location	Description	Agency	Cost	Time Frame					
Fiscally Constrained Projects \$ = up to \$1 million Other High Priority Projects \$\$ = \$1 - \$10 million \$\$\$ = \$10 - \$30 million \$\$\$\$ = > \$30 million Short Range = 2010 - 2015 Mid Range = 2016 - 2020 Long Range = 2021 - 2030										
S-2	Postma Rd; 700 ft East of LaFramboise to Rivard Rd	Reconstruct Roadway	Moxee	\$	Short Range		✓	✓	✓	
S-50	Scenic Crest Rd; University Pkwy to Villas Rd	New Construction	Yakima County	\$	Short Range			✓		
S-51	Terrace Heights Drive / Bridge #166	Reconstruct Bridge	Yakima County	\$	Short Range	✓				
S-54	Terrace Heights Corridor; I-82 to North 33rd St	New Construction	Yakima County	\$	Short Range			✓	✓	
S-56	Bridle Way; Bittner Rd to End of Pavement	Reconstruct Roadway	Yakima County	\$	Short Range	✓				
S-57	Beaudry Rd; Mieras Rd to Duffield Rd	Reconstruct Roadway	Yakima County	\$\$	Short Range		✓			
S-58	Hillcrest Dr / Bridge #160	Reconstruct Bridge	Yakima County	\$	Short Range	✓	✓			
S-60	Bridle Ln; Terrace Heights Dr to Bridle Way	Reconstruct Roadway	Yakima County	\$	Short Range	✓				
P-28	Moirier Lane & SR 24 Intersection	New Construction	Moxee	\$\$	Short Range			✓	✓	
P-201	Butterfield Rd; Terrace Heights Dr to North 33rd St	Reconstruct Roadway	Yakima County	\$	Short Range		✓	✓	✓	
P-202	Duffield Rd; Beaudry Rd to Ekelman Rd	New Construction	Yakima County	\$	Short Range		✓	✓		
P-203	Beaudry Rd / Norman Rd Bridge	New Bridge Construction	Yakima County	\$\$	Short Range		✓	✓		
P-249	SR 241 / Roza Canal Bridge to 2.7 Miles S of Wautoma Rd	Maintenance / Preservation	WSDOT	\$	Short Range	✓				
P-250	SR 241/2 Miles W of Wautoma Rd	Maintenance / Preservation	WSDOT	\$	Short Range	✓				
P-251	SR 241 / 1.7 Miles S of Wautoma Rd to SR 24	Maintenance/ Preservation	WSDOT	\$	Short Range	✓				
P-275	SR 24 / Birchfield Rd	Intersection Improvements	WSDOT	\$	Mid Range		✓			
P-276	SR 24 / WB Merge Lane at Birchfield Rd	Intersection Improvements	WSDOT	\$	Long Range		✓			
P-277	SR 24 / 7.4 Miles W of SR 241 to SR 241	Maintenance / Preservation	WSDOT	\$	Short Range	✓				



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improvements will comply with ADA requirements.

Transit and Transportation Demand Management. The East Valley subregion is not served by fixed-route bus service from Yakima Transit. The subregion is served by People for People paratransit service for Medicaid or the Job Access Transportation Program, for people that qualify for these services. There is a need to expand demand response service in this area and to coordinate with existing and expanded rural transit service to regional services and facilities. A strategy to mitigate some of the growing congestion on SR 24 between Moxee and Yakima is to implement a park-and-ride and commuter service between the two communities. The fixed-route service could also serve areas near the larger employers in Moxee.

The City of Moxee has three employers affected by the CTR law. These volunteer worksites and other employers in the Moxee area can encourage commute trip reduction by providing incentives or subsidies for employees who use alternative modes of transportation such as carpooling, vanpooling, walking or biking; allowing alternative work schedules; and providing bicycle lockers and shower facilities to employees. These types of strategies should be effectively promoted in order to be successful. Information about commute alternatives should be distributed regularly to employees. Examples of information to be distributed include non-motorized transportation maps, vanpool rider signup information, and materials informing people of their transportation choices.

South Central Subregion

The communities of Toppenish, Wapato, Harrah, and Zillah are within the South Central (SC) subregion. The subregion extends from South Union Gap to just north of Granger. The portion of the South Central subregion that is west of the Yakima River and I-82 is mostly comprised of Yakama Nation land. The core of the regional transportation system serving this area are the state highways, including I-82, US 97, and SR 22. Yakima County has a system of major collector roads, such as the Yakima Valley Highway, Meyers Road, Fort Road, Branch Road, and Donald-Wapato Road that serve travel within the subregion and connections to the state highway system.

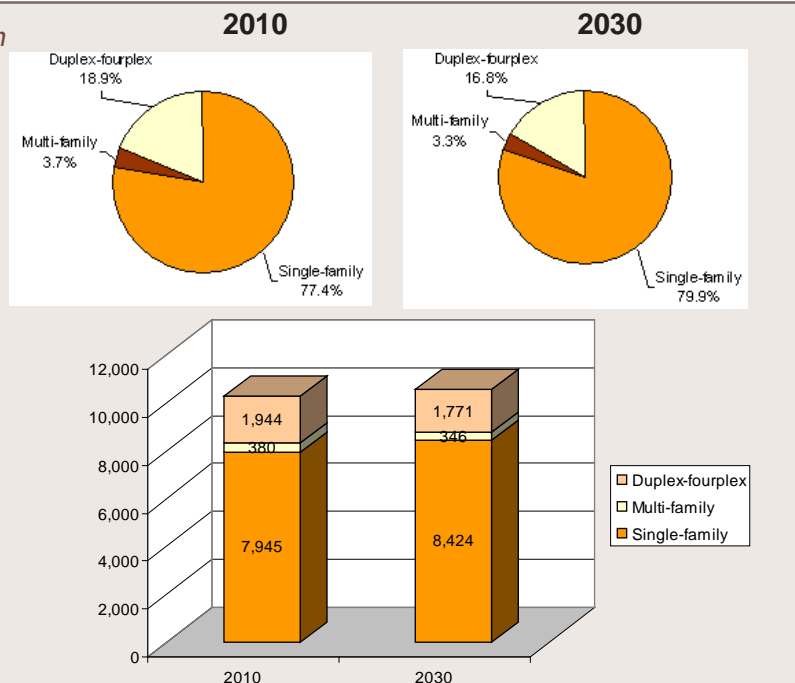
Residential and Employment Growth

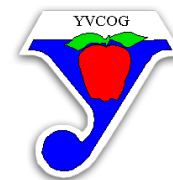
Residential Growth. Over the next 20 years, more than 360 new residences are expected be added to the South Central subregion. This represents an average annual growth rate of 0.2 percent. More than 30 percent of these new units are expected to be in or near Zillah. Another 28 percent are expected to be in or near the cities

South Central Subregion Residential Growth

Over the next 20 years, more than 360 new residences are expected be added to the South Central subregion.

This represents an average annual growth rate of 0.2 percent. More than 30 percent of these new units are expected to be in or near Zillah.





and towns of Wapato, Toppenish, and Harrah. The remaining units are expected to be spread out throughout the lands currently being used for low-density residential or agricultural uses. The majority of growth in residential development will be in single-family units.

Employment Growth. Almost 1,200 new employees are expected to be added to the South Central subregion over the next 20 years. This represents an average annual growth rate of 0.7 percent. The highest rates of growth are expected in the service and retail sectors.

More than half of new employment is expected to occur in or near Toppenish. Another 25 percent is expected to be in Wapato, and close to 10 percent expected in Harrah and Zillah combined. Much of the growth in manufacturing and retail employment is expected to be concentrated primarily within Toppenish.

Transportation Needs and Improvement Strategies

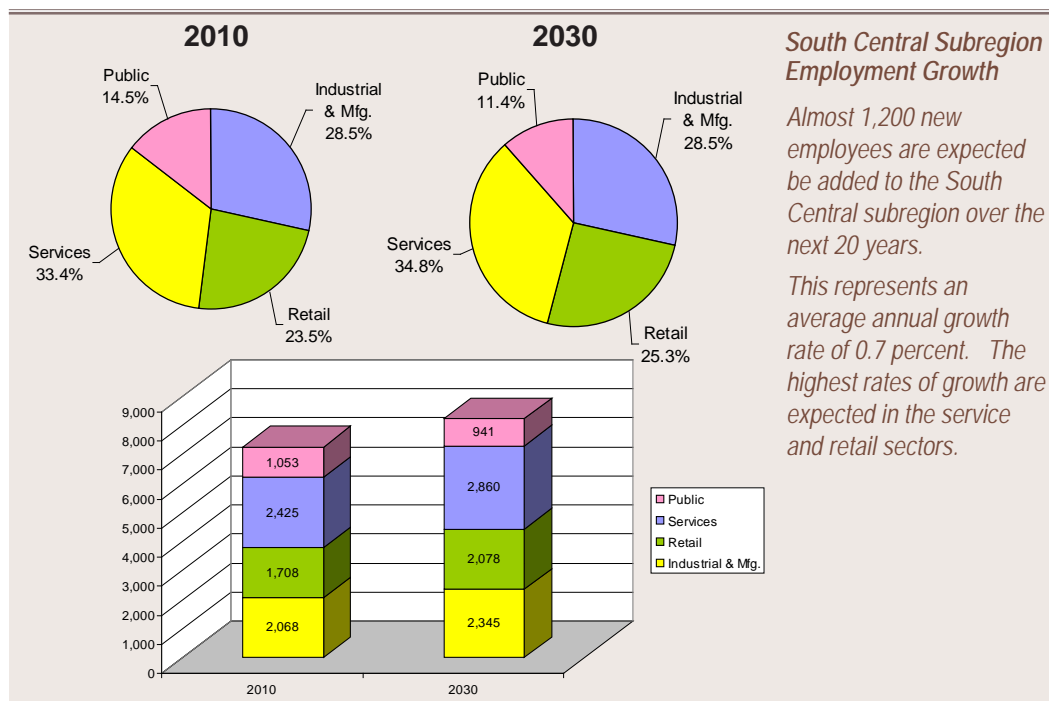
The primary focus of the M/RTP improvements in the South Central subregion are reconstructing and upgrading roadways to accommodate more traffic and freight safely. Figure 11 and Table 8 summarize the highest priority improvements, which are discussed below.

Roadways. Improvements to the state highway system are included in the subregion project lists. These include intersection improvements on US 97 and SR 22 in or near Toppenish. Widening of SR 22 south of I-82 is also programmed to address safety and operations issues.

An alternative freight route connecting US 97 to I-82, on the east side of Toppenish, is also included in the M/RTP. This route designated as a regional priority by DRYVE will upgrade Larue and Meyers Road to connect US 97 to I-82 at the west Zillah interchange.

Other M/RTP improvements in the South Central subregion include upgrading Fort Road west of US 97. This corridor serves several industrial users, a casino, and other existing and future tribal development. Improvements to Fort Road between US 97 and Robbins Road are a high regional priority in this subregion. These improvements will connect with the planned improvements at the US 97/Fort Road/1st Avenue in Toppenish.

The need for improved freight mobility, regional accessibility, and local circulation will also be addressed by identified improvements to Jones Road and Donald-Wapato Road near Wapato. Along Donald-Wapato Road, the county has identified a need to reconstruct a bridge and plans to construct other spot safety improvements along the roadway. Improvements to Jones Road, east of US 97, and extension of the road to Donald-Wapato



South Central Subregion Employment Growth

Almost 1,200 new employees are expected to be added to the South Central subregion over the next 20 years.

This represents an average annual growth rate of 0.7 percent. The highest rates of growth are expected in the service and retail sectors.

Road will allow traffic accessing I-82 to bypass traveling through Wapato.

Similarly, improvements to Branch Road between SR 22 and Track Road north of Toppenish, will provide an alternative freight route, reducing traffic impacts and operations issues in Toppenish.

Reconstruction of the Yakima Valley Highway west of Zillah will improve horizontal and vertical alignments of the road. This will enhance safety and operations for local and regional traffic not using I-82. Improvements to 2nd Avenue in Zillah also will serve access to the regional transportation system.

Non-motorized. The roadway and intersection improvements will also support non-motorized travel, especially near Toppenish. The improvements that shift freight traffic to alternative corridors will also improve non-motorized travel by reducing total traffic and

truck traffic along existing routes. Expanding facilities for non-motorized transportation should be incorporated into future roadway improvements and maintenance programs. These will help encourage bicycling and pedestrian travel in the subregion.

Transit and Transportation Demand Management. The South Central subregion is served by the People

for People Community Connector, which connects Prosser and Yakima. This subregion is also served by People for People paratransit service for the Job Access Transportation program and the Medicaid transportation services program. There is a need to expand demand response service in this area and to coordinate with existing and expanded rural transit service to regional services and facilities. In addition, to provide better connections from this area to medical and educational facilities in Yakima, an extension of Community Connector service should be considered within the City of Yakima in areas currently served by Yakima Transit to provide a one-seat ride directly to medical and educational opportunities.

The Yakama Nation has a Tribal Transit system, Pahto Public Passage, which provides a fixed route transportation service for the reservation and surrounding communities. The fixed route system provides traditional scheduled service at designated stops throughout the reservation and connects Yakima, Prosser, Sunnyside, Grandview, Wapato, Zillah, Toppenish, Harrah, Goldendale, and White Swan. The service improves accessibility to jobs, education, shopping, health care, social services, cultural, and other daily activities.

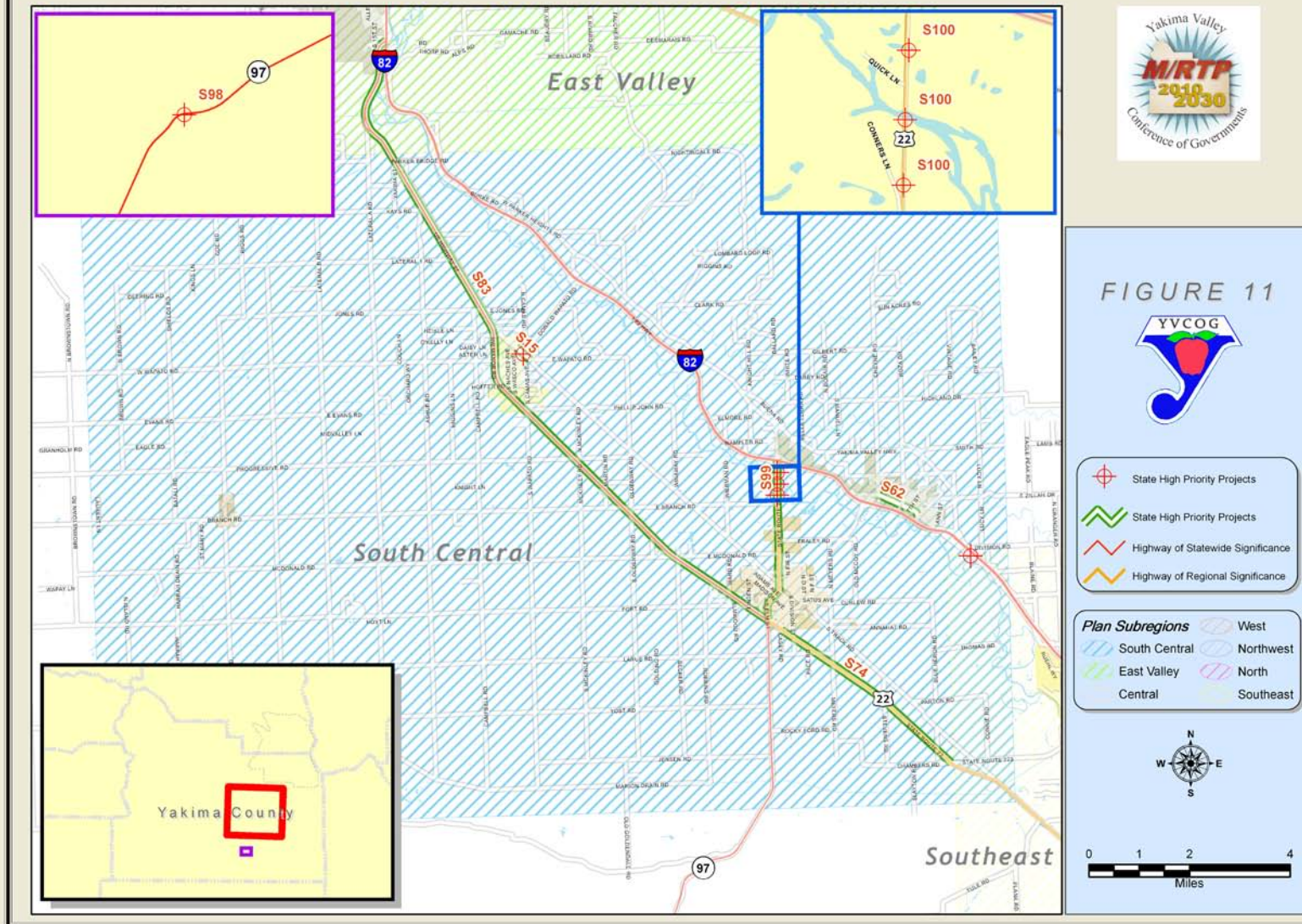
The South Central subregion should promote alternative modes of transportation such as walking, biking, carpooling, and vanpooling. These traffic demand management strategies should be effectively promoted in order to be successful. Information about commute alternatives should be distributed regularly to employees. Examples of information to be distributed include:

- Non-motorized transportation maps and schedules.
- Vanpool rider signup information.
- Promotional materials informing people of their transportation choices.





FIGURE 11 - South Central Region and Vicinity High Priority Transportation Improvements





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Table 8 - South Central Subregion (SC) - High Priority Transportation Improvements

Map Key	Project Location	Description	Agency	Cost	Time Frame	Regional Priorities				
						Preservation	Safety	Economic Development	Congestion	Transit
S-8	East McDonald Rd; Buena Way to City Limits	Reconstruct Roadway	Toppenish	\$	Short Range	✓	✓	✓	✓	✓
S-15	Track Rd; Donald Rd to "A" St	Reconstruct Roadway	Wapato	\$	Short Range		✓	✓	✓	
S-16	Track Rd; Donald Rd to E Wapato Rd	Reconstruct Roadway	Wapato	\$	Short Range		✓	✓	✓	
S-17	Donald Rd / Track Rd	Intersection Improvement	Wapato	\$	Short Range		✓		✓	
S-28	North Meyers Rd / Bridge #485	Reconstruct Bridge	Yakima County	\$\$	Short Range		✓	✓		
S-29	North Meyers Rd / Bridge #502	Reconstruct Bridge	Yakima County	\$\$	Short Range		✓			
S-34	Yakima Valley Hwy - Konnowac Pass Rd to Buena Rd	Reconstruct Roadway	Yakima County	\$\$	Short Range	✓	✓			
S-35	North Meyers Rd; Lincoln Ave to I-82	Widen Roadway	Yakima County	\$\$	Short Range		✓			
S-36	Cheyne Rd / Highland Drive	Reconstruct Roadway	Yakima County	\$\$	Short Range		✓			
S-61	First Avenue / SVID Spillway; 5th St to Meade St	Reconstruct Roadway	Zillah	\$	Short Range	✓	✓			
S-62	First Ave; Cheyne Rd to 4th St	Reconstruct Roadway	Zillah	\$	Short Range	✓	✓			
S-63	Teapot Dome / 1st St	Non-Motorized Improvement	Zillah	\$	Short Range			✓		
S-73	SR 22 / I-82 to Yakima River Overflow Bridge	Maintenance / Preservation	WSDOT	\$	Short Range	✓				
S-74	SR 22 / Toppenish to SR 223	Safety Improvements	WSDOT	\$	Short Range		✓			
S-80	I-82 / Yakima River Bridge Vicinity to Granger	Maintenance / Preservation	WSDOT	\$\$\$	Short Range	✓				
S-82	US 97 / Dry Creek Rd Vicinity to Weigh Station	Maintenance / Preservation	WSDOT	\$	Short Range	✓				
S-83	US 97 / Toppenish to Yakima	Safety Improvements	WSDOT	\$\$	Short Range		✓			
S-84	US 97 / Hoffer Rd to Reservation Rd	Maintenance / Preservation	WSDOT	\$\$	Short Range	✓				
S-85	US 97 / Frontage Rd Vicinity to W Wapato Rd Vicinity	Maintenance / Preservation	WSDOT	\$\$	Short Range	✓				
S-86	US 97 / Canal Drain Ditch Bridge	Maintenance / Preservation	WSDOT	\$	Short Range					
S-87	US 97 / Satus Creek Bridge - 97/106	Reconstruct Bridge	WSDOT	\$\$	Short Range	✓				
S-88	US 97 / Satus Creek Bridge Vicinity	Reconstruct Roadway	WSDOT	\$\$	Short Range	✓				
S-89	US 97 / Status Creek Vicinity	Reconstruct Roadway	WSDOT	\$\$	Short Range		✓			
S-98	US 97 / Satus Creek Bridge - (MP 46)	Reconstruct Bridge	WSDOT	\$\$\$	Short Range	✓				

Fiscally Constrained Projects

Other High Priority Projects

\$ = up to \$1 million
 \$\$ = \$1 - \$10 million
 \$\$\$ = \$10 - \$30 million
 \$\$\$\$ = > \$30 million

Short Range = 2010 - 2015
 Mid Range = 2016 - 2020
 Long Range = 2021 - 2030

Section 6 | Transportation Improvements and Programs

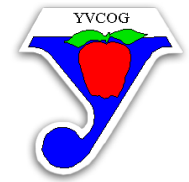


Table 8 - South Central Subregion (SC) - High Priority Transportation Improvements

						Regional Priorities				
						Preservation	Safety	Economic Development	Congestion	Transit
Fiscally Constrained Projects				\$	= up to \$1 million					
Other High Priority Projects				\$\$	= \$1 - \$10 million					
				\$\$\$	= \$10 - \$30 million					
				\$\$\$\$	= > \$30 million					
					Short Range	= 2010 - 2015				
					Mid Range	= 2016 - 2020				
					Long Range	= 2021 - 2030				
Map Key	Project Location	Description	Agency	Cost	Time Frame	Preservation	Safety	Economic Development	Congestion	Transit
S-99	SR 22; I-82 to SR 97	Widen Roadway	WSDOT	\$\$	Short Range	✓	✓			
S-100	SR 22 Bridges	Reconstruct Bridges	WSDOT	\$\$	Short Range	✓	✓			
P-77	"L" Street; Lincoln Ave to E 1st Ave	Widen Roadway	Toppenish	\$	Short Range	✓	✓	✓	✓	✓
P-198	Fort Rd; SR 97 to Robbins Rd	Widen Roadway	Yakima County	\$\$	Short Range	✓	✓	✓		✓
P-200	Fort Rd Bridge #1353	Reconstruct Bridge	Yakima County	\$	Short Range	✓	✓			
P-241	US 97 / Canal Drainage Bridge to SR 22	Maintenance / Preservation	WSDOT	\$	Short Range	✓				
P-242	US 97 / McDonald Rd / Becker Rd	Intersection Improvements	WSDOT	\$	Long Range		✓			
P-243	US 97 / W Wapato Rd / W 1st St	Intersection Improvements	WSDOT	\$	Long Range		✓			
P-244	US 97; W Wapato Rd Vicinity to Lateral A Rd	Maintenance / Preservation	WSDOT	\$\$	Short Range	✓				
P-245	US 97; 0.8 Miles N of Lateral 1 Rd to Wapato Canal Bridge	Maintenance / Preservation	WSDOT	\$\$	Short Range	✓				
P-268	US 97 / South of Toppenish	Corridor Enhancement	WSDOT	\$	Long Range		✓			
P-272	I-82 Corridor	Maintenance / Preservation	WSDOT	\$\$\$\$	Mid Range	✓				
P-274	SR 22 / Toppenish Vicinity	Maintenance / Preservation	WSDOT	\$	Mid Range	✓				
P-279	US 97 / 2.4 Miles N of Tomith Rd to 2 Miles S of Dry Creek Rd	Maintenance / Preservation	WSDOT	\$	Short Range		✓			



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Southeast Subregion

The Southeast (SE) subregion includes the communities of Granger, Sunnyside, and Grandview along I-82, and Mabton along SR 22. Similar to the South Central subregion, state highways are used for much of the travel in this subregion. City arterials and county collector roads connect the communities to the state highways and serve local travel patterns.

Residential and Employment Growth

Residential Growth. Over the next 20 years, more than 260 new residences are expected be added to the Southeast subregion. This represents an average annual growth rate of 0.1 percent. More than 34 percent of these new units are expected to be in and near Grandview. Another 15 percent are expected to be in or

near Granger, Mabton, and Sunnyside. The remaining units are expected to be spread throughout the subregion on lands currently being used for low-density residential or agricultural uses. Single-family and duplex development is expected to comprise 100 percent of the growth.

Employment Growth. Over 2,400 new employees are expected to be added to the Southeast subregion over the next 20 years. This represents an average annual growth rate of 0.8 percent. The highest rates of growth are expected to be in the industrial and service sectors.

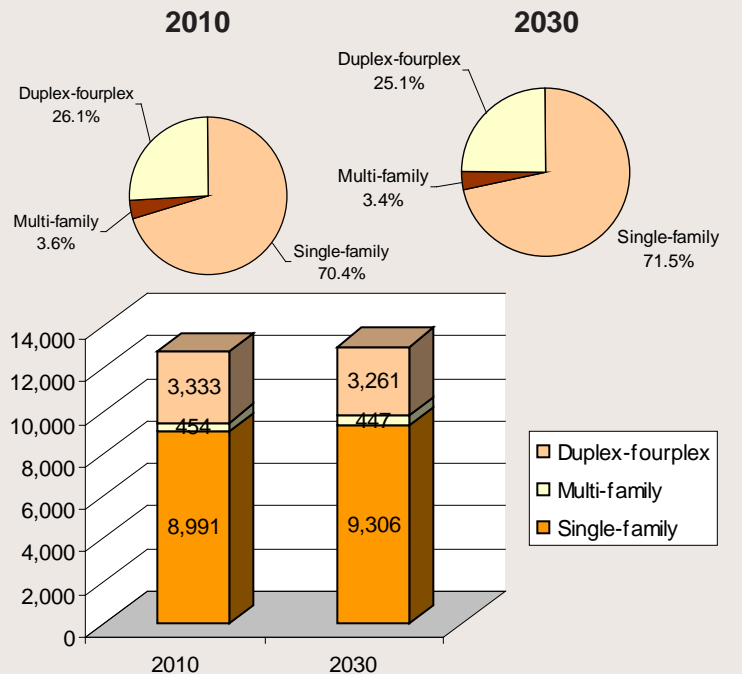
More than half of new employment is expected to occur in or near Sunnyside. Another 30 percent is expected to be in Grandview, and 11 percent expected to occur in Granger and Mabton combined. Growth in manufacturing employment is expected to be concentrated primarily within Sunnyside (50 percent of the total), Grandview (29 percent) and Granger (16 percent). Growth in the retail employment is expected to be roughly split between Grandview and Sunnyside, with smaller amounts of retail growth occurring in Granger and Mabton. In both the service and public sectors, over 60 percent of employment growth is expected to occur in Sunnyside and 30 percent in Grandview with Granger and Mabton seeing less than 5 percent combined.

Southeast Subregion Residential Growth

Over the next 20 years, more than 260 new residences are expected be added to the Southeast subregion.

This represents an average annual growth rate of 0.1 percent. More than 34 percent of these new units are expected to be in and near Grandview.

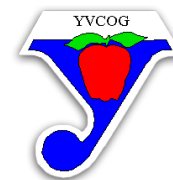
Another 15 percent are expected to be in or near Granger, Mabton, and Sunnyside.



Transportation Needs and Improvement Strategies

Figure 12 and Table 9 summarize the higher priority M/RTP improvements for the Southeast subregion. The improvements focus on regional access and connectivity. They also address existing or forecast safety and operations needs along regional corridors.

Roadways. Regional improvements in the Southeast subregion will address safety and operational needs on highway, arterial, and collector road corridors accessing I-82. In Granger, the M/RTP



includes a project to upgrade existing roads between I-82 and the future industrial area west of the city. The project will upgrade existing roadways to improve safety and operations. Extending Bailey Road south of SR 223 will support future economic growth and improve regional accessibility, safety, and operations.

Intersection improvements are identified to address safety and operations needs on SR 241 near the Sunnyside airport. These will help serve future industrial growth near the airport.

WSDOT has plans to overlay SR 241 from the City of Mabton to the Sunnyside airport. This will help preserve prior investments and improve safety. WSDOT also has identified a need to replace a weight restricted bridge north of Mabton.

The City of Sunnyside and Yakima County are jointly planning reconstruction of the Yakima Valley Highway between Outlook Road and N 16th Street. This roadway serves growing business and residential areas. Sunnyside is currently upgrading S 1st Street north of I-82, which will improve regional access to the city business and residential areas.

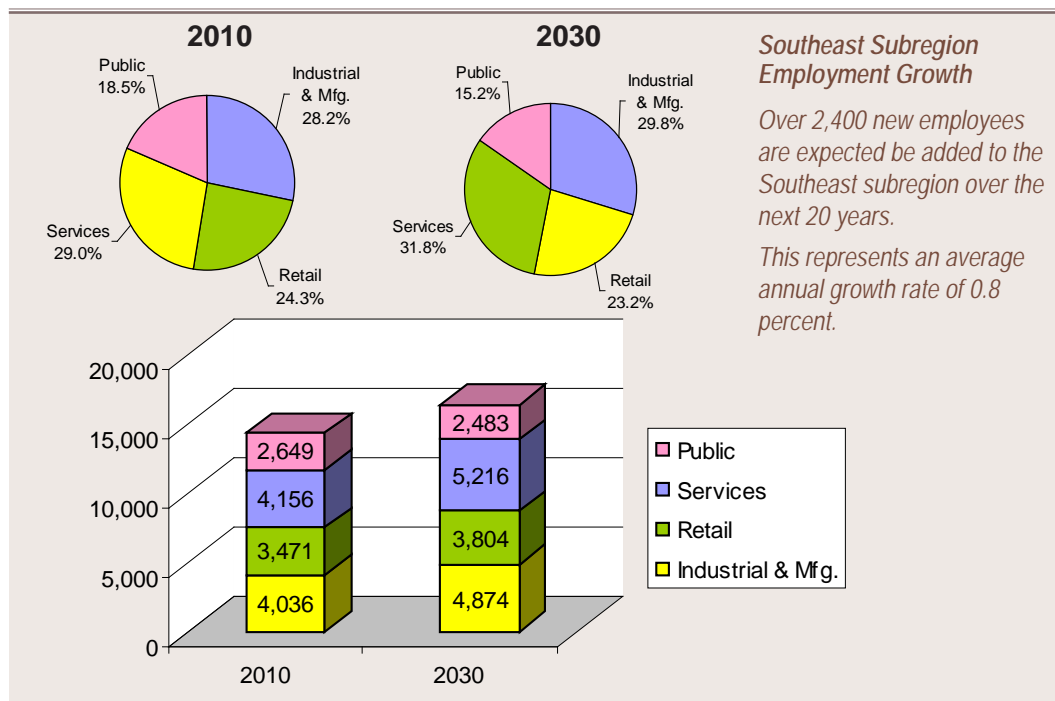
Corridor-wide safety improvements are identified by Yakima County along Van Belle Road. This corridor provides a regional east-west route north of Sunnyside, which provides an alternative to Yakima Valley Highway or I-82.

Improving existing arterials in Granger to serve growth in freight and commercial traffic is also included in the M/RTP.

The M/RTP includes widening of Euclid Road south of the City of Grandview as a longer-term, unfunded project. The improvement will improve access to city services for rural areas south of the city. Improvements at 5th/Euclid within Grandview are in the fiscally-constrained M/RTP.

Non-motorized. The roadway reconstruction and widening projects will include sidewalks or improved shoulders which will support non-motorized travel in these communities. These should be designed and constructed to comply with the ADA requirements. New and improved regional non-motorized links should be constructed to encourage more non-motorized transportation, including making connections between existing pedestrian and bicycle routes and adding bicycle and pedestrian routes to major employer worksites. These new bicycle and pedestrian routes should be ADA compatible.

Transit and Transportation Demand Management. The Southeast subregion is served by the People for People Community Connector, which connects Prosser and Yakima. This



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subregion is also served by People for People paratransit service for the Job Access Transportation program and the Medicaid transportation services program. There is a need to expand demand response service in this area and to coordinate with existing and expanded rural transit service to regional services and facilities. In addition, to provide better connections from this area to medical and educational facilities in Yakima, an extension of Community Connector service in the City of Yakima should be considered to provide a one-seat ride from the rural areas to these destinations.

Additional transit service will be developed to parts of the Southeast subregion through the Yakama Nation's Tribal Transit system. The Tribal Transit system will provide fixed route service throughout the Yakama Reservation and surrounding communities. The service will provide access to employment, education, health care, social services, shopping and other activities.

The Southeast subregion should promote alternative modes of transportation such as walking, biking, carpooling, and vanpooling. These TDM strategies should be effectively



promoted in order to be successful. Information about commute alternatives should be distributed regularly to employees. Examples of information to be distributed include distribution of non-motorized transportation maps, vanpool rider signup information, and promotional materials informing people of their transportation choices.

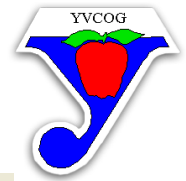
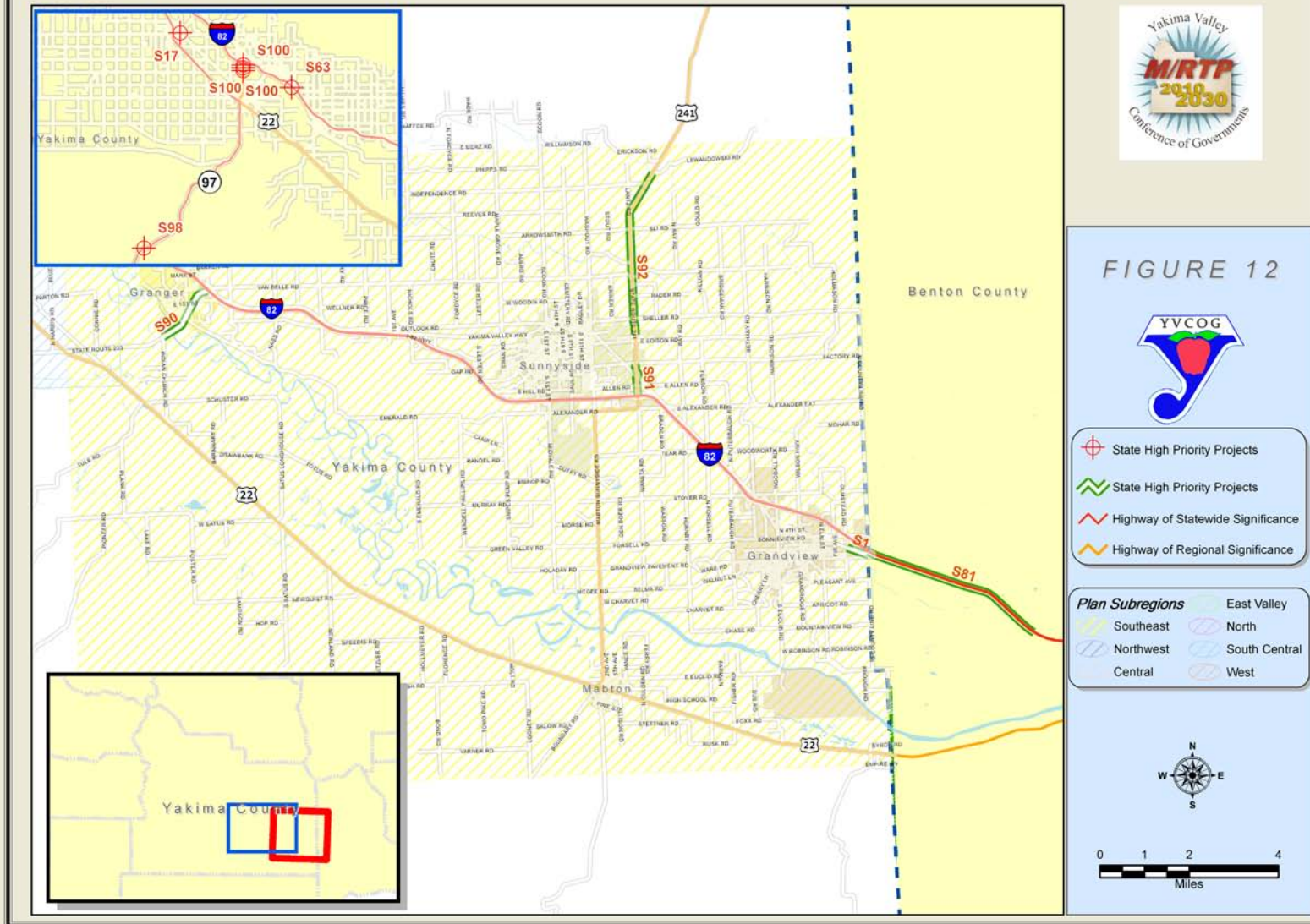


FIGURE 12 - Southeast Region High Priority Transportation Improvements





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Table 9 - Southeast Subregion (SE) - High Priority Transportation Improvements

						Regional Priorities				
Map Key	Project Location	Description	Agency	Cost	Time Frame	Preservation	Safety	Economic Development	Congestion	Transit
Fiscally Constrained Projects Other High Priority Projects										
\$ = up to \$1 million \$\$ = \$1 - \$10 million \$\$\$ = \$10 - \$30 million \$\$\$\$ = > \$30 million						Short Range = 2010 - 2015 Mid Range = 2016 - 2020 Long Range = 2021 - 2030				
S-1	East Wine Country Rd; Fir St east to SVID Canal	Widen Roadway	Grandview	\$	Short Range	✓	✓	✓	✓	✓
S-42	Carpenter Rd; Beam Rd to North Liberty Rd	Reconstruct Roadway	Yakima County	\$	Short Range	✓				
S-45	Boundary Rd; Looney Rd to Sklow Rd	Reconstruct Roadway	Yakima County	\$	Short Range	✓				
S-46	Bagley Rd; Hill Ave to Beckner Rd	Reconstruct Roadway	Yakima County	\$	Short Range	✓				
S-47	McClain Dr; Beckner Rd to Hill Ave	Reconstruct Roadway	Yakima County	\$	Short Range	✓				
S-48	Beckner Rd - McClain Dr to Rouse Rd	Reconstruct Roadway	Yakima County	\$	Short Range	✓				
S-49	Hill Ave; McClain Dr to Bagley Dr	Reconstruct Roadway	Yakima County	\$	Short Range	✓				
S-81	I-82 / Grandview to Prosser	Maintenance / Preservation	WSDOT	\$\$	Short Range	✓				
S-90	SR 223 / Indian Church Rd to I-82	Safety Improvements	WSDOT	\$	Short Range		✓			
S-91	SR 241 / I-82 to Factory Rd	Maintenance / Preservation	WSDOT	\$	Short Range	✓				
S-92	SR 241 / Sunnyside to Roza Canal Bridge	Maintenance / Preservation	WSDOT	\$	Short Range	✓				
S-93	SR 24 1/2 Miles W of Wautoma Rd	Maintenance / Preservation	WSDOT	\$	Short Range	✓				
P-1	Euclid Rd; Groom Lane South to City Limits	Widen Roadway	Grandview	\$\$	Short Range	✓	✓		✓	✓
P-2	North Birch; Wine Country Rd to Bonneview	Reconstruct Roadway	Grandview	\$	Short Range	✓	✓		✓	
P-3	Washington St; North Birch east to end of road	Reconstruct Roadway	Grandview	\$	Short Range	✓	✓		✓	
P-4	Adams St; North Birch east to end of road	Reconstruct Roadway	Grandview	\$	Short Range	✓	✓		✓	
P-14	Bailey Ave; South of Bailey Ave to Cherry Hill Road	New Construction	Granger	\$	Short Range					
P-54	16th St; Yakima Valley Hwy to North City Limits	Reconstruct Roadway	Sunnyside	\$\$	Short Range		✓		✓	
P-55	16th St; East Edison Ave to Yakima Valley Hwy	Reconstruct Roadway	Sunnyside	\$	Short Range		✓		✓	
P-303	Yakima Valley Hwy; West City Limits to East City Limits	Reconstruct Roadway	Sunnyside	\$\$	Short Range	✓	✓	✓		
P-246	SR 223; SR 22 to Indian Church Rd	Maintenance / Preservation	WSDOT	\$	Short Range	✓				
P-247	SR 241 / Yakima River Bridge	Reconstruct Bridge	WSDOT	\$\$\$	Long Range	✓	✓			
P-248	SR 241 / Forsell Rd	Safety Improvements	WSDOT	\$	Long Range		✓			
P-272	I-82 Corridor	Maintenance / Preservation	WSDOT	\$\$\$\$	Mid Range	✓				