

## Urban Growth Area Utility Considerations

Population growth is only one of several factors that must be considered in determining an appropriate UGB. Another key factor is the service capacity of the water and sewer utilities. Water service is generally not a major constraint to locating development within different areas of the UGA. Sewer service on the other hand can present some difficulties.

The main sewer trunk line serving properties generally east of Road 60 and north of I-182 was designed to accommodate development within the UGA established by Franklin County in 1992 and re-established in 2004. This trunk line can serve approximately 1,300 more residential housing units. The three major developments (Loviisa Farms, Northwest Commons & First Place) yet to be built in this area will consume the reserved capacity in the trunk line. There is little capacity available for the trunk line to serve property beyond the existing UGB at Powerline Road. The sewer service capability beyond the current UGB east of Road 60 is further complicated by the topography of the area. The ground elevation north of the present UGB breaks and falls off sharply to the east. Providing sewer service in this area would be problematic. A major lift station would be needed. However, lifting waste up to a trunk line with no capacity is not an option. The ground elevation to the east is more conducive to a gravity line but this would entail constructing a trunk line at least three miles to the east and then south and connecting to lines that have been dedicated for industrial development.

In 2001 the City of Pasco installed a significant sewer trunk line west through the southern portion of West Pasco to the intersection of Court Street and the I-182 bridge. This line was designed with excess capacity to serve properties west and north of Road 100 (Broadmoor Blvd). The trunk line extending north from Argent Road in the vicinity of Road 72 was also designed with additional capacity to serve properties to the north of Sandifur Parkway west of Road 68.

The city's sewer collect system was designed and constructed for the current UGB. The Area proposed for expansion into the existing UGB (west of Broadmoor Blvd.) would need a separate collection and treatment system prior to build out of the new area. Since it will take time to use the full capacity of the existing treatment system, the existing system will provide service until the new facilities are needed for the new area. Interim improvements would require one or more pumping stations and associated pipelines that would most likely be abandoned with the new system is completed. The sewer connection fees would need to reflect the costs to build the new system at some future date. All sewer lines will be extended concurrent with development as required by PMC 12.36.

The city's domestic water has more flexibility for expansion with three water reservoirs close to the northern UGB boundary. An expansion of the existing water filtration plant or a satellite treatment system will be required in the near future for the existing UGB. Considering the location of the existing water treatment plant, a satellite treatment system would be feasible in a location near the Columbia River at the far west end of the existing UGB. The city currently has a new pumping facility just west of Road 111 in the Columbia River. When needed the satellite plant will be built near this

intake facility. The existing reservoir capacities will be used until such time as a new reservoir would be required for the new area. The water connection fees would need to reflect the costs to build the facilities for the new area. All water lines will be extended concurrent with development as required by PMC 12.36.

The city's Irrigation system and Franklin County Irrigation District could potentially service outdoor irrigation requirements for the new area. The domestic and irrigation systems should be separate.

The new growth area should provide the water for both domestic and irrigation needs, where practical. Much of the area is in agricultural use, which means water is available for growth. A review of the water rights in the area would need to be done to establish if there are any restrictions on these water rights.

A third contributing factor to selecting an UGA expansion is that of transportation corridors. The comprehensive Plan has long called for the extension of Road 100 (Broadmoor Blvd.) to the north. Franklin County has included this extension in its 6 year street plan and is currently designing the extension. The completion of the connection to Dent Road north and the planned connection to Dent Road to the west will significantly increase traffic on Broadmoor Boulevard north of Sandifur Parkway. This increase in capacity will generate interest in development near and north of the Road 100/I-182 Interchange. The completion of signalization and slip ramp construction on the Road 100/I-182 interchange in the summer of 2007 will increase the capacity and safety of the interchange. This will then improve the capacity of the area north of Sandifur Parkway along Broadmoor Boulevard to accommodate urban growth.

## **Designation of the Urban Growth Area**

Based on the recent OFM growth projection, sewer service capacity and planned street improvements the community can more appropriately accommodate urban growth west of Road 68. By generally extending the UGB a quarter mile north of the city limits between Road 68 and Broadmoor Boulevard and extending a half an mile to a mile north west of Broadmoor Boulevard approximately 1,128 acres land could be added to the UGA of Pasco. Of the 1,128 acres approximately 880 would be available for development. The extension of Broadmoor Boulevard is more or less the center of the described area. Map # 2 provides an illustration of the UGB expansion area.

# Appendix IV – Capital Facilities Inventory

The following data provides a listing of all major capital facilities owned maintained and or operated by the City of Pasco:

Description And Location	Year Built	Value
<b>Buildings and Structures</b>		
Library 1320 W. Hopkins	1961	1,350,000
Restroom/Storage 602 N. 3 <sup>rd</sup>	1974	15,000
Restroom 1125 N.4th	2006	100,000
Restroom /Storage/Recreation Bldg 701 W. Sylvester	1974	71,000
Pool/Bath House 14 <sup>th</sup> & Shoshone	1948	520,000
Memorial Park Water Slide 14 <sup>th</sup> & Shoshone	1997	165,000
Memorial Park Storage Bldg 14 <sup>th</sup> & Shoshone	1974	50,000
Memorial Park Ball Field Light Poles Memorial Park	1950	17,100
Play Shelter SWC 14 <sup>th</sup> & Shoshone	1974	55,000
Restroom SWC 14 <sup>th</sup> & Shoshone	1974	105,000
Golf Club House Sun Willows Golf Course	1987	750,000
Golf Cart Building # 2 Sun Willows	1958	115,000
Golf Cart Building #3 Sun Willows	1969	90,000
Golf Cart Building #4 Sun Willows	1969	85,000
Golf Cart Building #5 Sun Willows	1975	85,000
Golf Cart Building. #6 Sun Willows	1975	35,000
Shop & Storage Sun Willows	1982	115,000
Maintenance Storage Bldg Sun Willows	1982	38,000
Well House & Pumping Equipment Sun Willows	2003	235,000
Restroom Sun Willows	1983	35,000



<b>Description And Location</b>	<b>Year Built</b>	<b>Value</b>
Shelter Bld Sun Willows	2007	22,000
Restroom Peanuts Park	1977	44,000
Swimming Pool And Bath House Richard Park	1969	315,000
Senior Citizen Center 1315 N. 7 <sup>th</sup> Avenue	1980	1,710,000
Auto Repair Shop Public works shops	1964	106,100
Farmer's Market Shelter Corner 4 <sup>th</sup> & Columbia	1986	65,000
Farmer's Market Shelter Corner 4 <sup>th</sup> & Columbia	1987	65,000
City Hall 525 N 3 <sup>rd</sup> Avenue	1995	10,000,000
Portable Office 525 N. 3 <sup>rd</sup> Avenue		87,000
Kurtzman Park Building Kurtzman Park	1962	98,200
Wading Pool & Pump House Kurtzman Park	1969	80,200
Play Shelter Kurtzman Park	1969	55,000
Pool & Bathhouse Kurtzman Park	1969	315,000
Community Bld & Restrooms Kurtzman Park	1962	210,000
Shop Building Cemetery	2006	1,000,000
Office Cemetery	2006	100,000
Maintenance Shop Cemetery	1993	135,000
Pump House Cemetery	1960	10,000
Storage Bld Cemetery	1960	11,000
Restroom Highland Park	1985	36,000
MLK Center 204 South Wehe	1974	2,000,000
Warehouse Building & Office Addition Grey Between D & E	1955/1982	203,400
Vehicle Storage Building Grey Between D & E	1982	101,800
Frame Storage Shed 75' East Of Building 11	1955	6,400
Steel Storage Garage 300' East Of Building 11	1987	51,600
Baseball Stadium Burden Blvd	1995	4,060,000

<b>Description And Location</b>	<b>Year Built</b>	<b>Value</b>
Soccer Restrooms / Concessions Soccer complex	1997	335,000
Restrooms Boat Basin Park	1977	60,300
Multi-Modal Depot 535 N 1 <sup>st</sup> Avenue	1998	2,000,000
Fire Station 3202 Rd 68	1998	865,000
Fire Station 310 N Oregon Avenue	1999	1,100,000
Fire Station Airport	2006	Port Blg
Softball Concession/Restroom 6520 Home Run Rd	1998	254,000
Storage Blg 6520 Home Run Rd	2000	22,000
Softball Complex 6520 Home Run Rd	1998	162,000
Boys & Girls Club 801 N 18 <sup>th</sup> . Avenue	1957	2,100,000
Office (Old Post Office) 403 W Lewis St	1934	1,000,000
Pasco Specialty Kitchen 1040-110 S 4 <sup>th</sup> Avenue	2003	1,200,000
Office/Kennel/Warehouse 1312 S 18 <sup>th</sup> Avenue	1979	435,000
Kennel 1312 S 18 <sup>th</sup> Avenue	1967	54,000
Storage Blg 1312 S 18 <sup>th</sup> Avenue	1998	27,000
Restroom/Concession Blg 1524 W "A" Street	1977	36,000
Restrooms Walters Field	2005	108,000
Storage/Garage 1025 S Gray	1996	730,000
Storage/Garage 1025 S Gray	1987	380,000
<b>Sewer Utility</b>		
PW Office 1025 S Gray	2007	225,000
Lift Station Washington Street	1965	1,000,000
Sewage Treatment Plant 1015 S Gray	1954/1996	23,450,000
Treatment Plant/PW Office 1015 S Gray	1988	785,000
Sewage Pump Station Airport	1943	75,200
Sewage Pump House Washington Street	1965	361,400
Sewage Lift Station Pearl Street Between 14th & 17th	1958	98,187

<b>Description And Location</b>	<b>Year Built</b>	<b>Value</b>
Sewage Lift Station 4 <sup>th</sup> & Ainsworth	1958	216,800
Waste Water Pump House E Foster Wells/Industrial Way	1995	540,000
Waste Water Pump House E Foster Wells	1995	325,000
Equalization Pond E Foster Wells	1996	435,000
Equalization Pond E Foster Wells	1996	1,080,000
Circle Irrigation Equipment E Foster Wells	1996	842,000
<b>Water Utility</b>		
Main Water Pump House 12 <sup>th</sup> Avenue & Columbia River	1950	1,080,000
Wash Water Pump House 12 <sup>th</sup> Avenue	1950	65,000
Reservoir 10 MG Desert Plateau/Horizon Drive	1950	2,650,000
Booster Station Desert Plateau/Horizon Drive	1981	432,000
Irrigation Pump Station 6520 Home Run Rd	1998	22,000
Booster Station Oregon Avenue	1984	432,000
Riverview Heights Booster Station Desert Plateau & Horizon Drive	1981	432,000
Filtration Plant 1306 W. B St.	1949/1995	25,500,000
Pumping Facility Pumps Argent Place and 40	N/A	29,000
Stand Pipe Road 72	1992	4,000,000
Pump House & equipment Rd 72	1992	54,000
Reservoir Broadmoor Blvd	1997	1,625,000
Pump House Broadmoor Blvd	1997	108,000
Composite Tank Sandifur & RD 72	2006	6,500,000
West Pasco Wells Road 108 & Crescent Drive	N/A	N/A
Storage/Pump Building Road 108 & Crescent Drive	N/A	162,000
Pump Station I-182 Bridge & Columbia River	2004	86,600
Well/Pump Station 7914 Wrigley Dr	2004	55,000
Blg/Well/Pump Station 4715 Sirocco Dr	2004	108,000
Well/Pump Station Monterey Dr/Madrid Ln	2004	76,000

<b>Description And Location</b>	<b>Year Built</b>	<b>Value</b>
Well/Pump Station Artesia Dr/Santa Fe Ln	2004	54,000
Bldg & Pump Station Burden & Rd 36	2004	325,000
Well/Pump Station 5767 Rd 52	2007	80,000
Well/Pump Station I-182 & Rd 52	2004	76,000
Well/Pump Station Grant & Wrigley	2006	60,000



# Appendix V - Transportation Improvement Program



**Washington State Department of Transportation**

Agency: Pasco  
 Co. No.: 11 Co. Name: Franklin Co.  
 City No.: 0960 MPO/RTPO: BFCG

**Six Year Transportation Improvement Program**

**From 2008 to 2013**

Hearing Date: 6/18/2007 Adoption Date: 6/18/2007  
 Amend Date:          Resolution No.: 3034

Project Identification		B. Bridge No.		Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars						Expenditure Schedule (Local Agency)						Federally Funded Projects Only	
Function Class	Priority Number	A. PIN/Federal Aid No.	C. Project Title D. Street/Road Name or Number E. Beginning MP or Road - Ending MP or Road F. Describe Work to be Done					Project Phase (mm/dd/yyyy)	Fund Source Information			Total Funds			4th Thru 6th			Envir. Type	R/W Required Date (MM/YY)		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18			19	20
16	1	2008 Overlay Various City Streets from: Various Intersections Overlay existing streets to:	07	S	2.5	W S C O C S	CN	8/1/2008	STP(U)	450			250	700	700				CE	No	
19	2	2008 Misc. Street Projects from: Various City Streets Street Modifications/Improvements to:	06	S	0.25	W S T P O C O	CN	8/1/2008					50	50	50				CE	No	
14	3	2008 Misc. Traffic Signal Upgrades from: Various Intersections Traffic Signal Upgrades to:	12	S	00	T W P S O O C	CN	8/1/2008					50	50	50	100			CE	No	
16	4	Court Street Widening (Rd 84 to Rd 100) Court Street from: Road 84 to: Road 100 Bring Court street into conformance with the City of Pasco Transportation plan.	05 06 07	S	1.18	C G W T P S O	CN	7/1/2008					100	100	100	1000			CE	No	



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							Project Phase (mm/dd/yyyy)	Federal Funding			Fund Source Information			Total Funds				1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W Required Date (MM/YY)
								Federal Fund Code	Federal Fund Cost by Phase	State Fund Code	State Funds	Local Funds	Total Funds										
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21			
14	5	Lewis Street Overpass Lewis Street from: First Ave. Replacement of Underpass to: Oregon Ave.	03	P	0.25	C G O P S T	PE CN	1/1/2008 1/1/2012	STP(C)	10000	AIP	5000	150	150 15000	50	50	50	15000	EA	No			
17	6	Argent Rd. & Road 84 Traffic Signal from: Argent Road to: Road 84 Install new traffic signal at the intersection.	06	S	00	C G O P S T	Totals CN	8/1/2008		10,000		5000	150 160	15160 160	50 160	50	50	15000	CE	No			
17	7	Argent Road Widening (Rd 76 to Rd 84) Argent Road from: Road 76 to: Road 84 When Argent road into conformance with the City of Pasco Transportation plan.	05 07	S	0.76	C G O P S T	Totals CN	8/1/2008					180 500	160 500	160 500	160			CE	No			
16	8	I-182 / Broadmoor Improvements to Sandflur I-182 and Broadmoor from: Sandflur to: I-182 improvements	06	S	.1	C G O P S T	Totals CN	8/1/2008	STP(U)	900	WSDOT	300	200	500 1400	500 1400				CE	No			



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								Project Phase (mm/dd/yyyy)	Fund Source Information			Total Funds			Total Funds			Total Funds				
									Phase Start (mm/dd/yyyy)	Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds	Local Funds	Total Funds	1st	2nd	3rd	4th Thru 6th			Envir. Type
1	2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
00	9	Columbia River Bridge Study New Road from: Road 38 to: City of Kennewick Continue the evaluation of the need for a new bridge		08	S	00	C G D O S T W	PE 1/1/2008						25	25					CE	No	
16	10	I-182 and Road 68 Improvements Road 68 & I-182 from: Interchange Improvement to widen Road 68 at I-182 to: Interchange Improvement to widen Road 68 at I-182		05	S	.5	C G P O S T W	Totals CN 6/1/2008						25 100	25 100	25 100				CE	No	
14	11	Court Street & Road 68 Traffic Signal Court Street & Road 68 from: Install new traffic signal due to traffic volumes. to: Install new traffic signal due to traffic volumes.		06	S	00	C G O P S T W	Totals CN 8/1/2008						100 200	100 200	100 200				CE	No	
16	12	2009 Overlay from: various Overlay various streets to: various Overlay various streets		07	P	2.5	C G O P S T W	Totals CN 1/1/2009						200 700	200 700	200 700		700		CE	No	
								Totals						700	700	700		700				





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	A. PIN/Federal Aid No.	B. Bridge No.					Project Phase	Fund Source Information			Expenditure Schedule (Local Agency)				Envir. Type	R/W Required Date (MM/YY)				
								Phase Start (mm/dd/yyyy)	Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds	Local Funds	Total Funds			1st	2nd	3rd	4th Thru 6th
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
19	13	2009 Misc. Street Projects	06	P	0.25	C G P O S T W	CN	1/1/2009					50	50		50			CE	No
		from: Various City Streets to: Street Modifications/Improvements					Totals					480	120	60	600	600				
17	14	Commercial Ave Reconstruction	03	P	1.0	C G P O S T W	CN	6/1/2009			AIP								CE	No
		Commercial Ave from: St. Helen to: Kahlolus Hwy Finish road with curb, gutter and sidewalk					Totals					480	120	800	800	20	20			
16	15	'A' Street & SR 12 Interchange Preliminary Engineering	06	P	.5	C G P O S T W	PE	1/1/2009					20	20		20			EA	No
		from: "A" Street Interchange to improve traffic flow. to: SR 12					Totals						20	20	20	20	700			
16	16	2010 Overlay	07	P	2.5	W T S P O G C	CN	1/1/2010					700	700			700		CE	No
		from: Various City Streets to: Overlay and Crackseal various streets					Totals						700	700			700			



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		A. PIN/Federal Aid No.	B. Bridge No.					Project Phase	Fund Source Information			Expenditure Schedule (Local Agency)			Envir. Type	R/W Required Date (MM/YY)					
									C. Project Title	D. Street/Road Name or Number	E. Beginning MP or Road - Ending MP or Road	F. Describe Work to be Done	Phase Start (mm/dd/yyyy)	Federal Fund Code			Federal Cost by Phase	State Fund Code	State Funds	Local Funds	Total Funds
1	2		3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
19	17	2010 Miscellaneous Street Projects		06	P	.25	C O P S T W	CN	1/1/2010					50	50				50	CE	No
		from: varies to: varies						Totals						50	50	100			100		
16	18	2010 Misc. Traffic Signal Upgrades		12	P	.00	C G O P S T W	CN	1/1/2010						100	100			100	CE	No
		from: Various Intersections to: Traffic signal upgrades						Totals						100	100	100			100		
16	19	2011 Overlays		07	P	2.5	W S T P O G C	CN	1/1/2011					800	800				800	CE	No
		from: Various Streets to: Overlay various streets						Totals						800	800				800		
19	20	2011 Misc. Street Projects		06	P	.25	C G O P S T W	CN	1/1/2011					50	50				50	CE	No
		from: Various Streets to: Street Modifications						Totals						50	50				50		



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		A. PIN/Federal Aid No.	B. Bridge No.					Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information			Total Funds				Total Funds				Environ. Type	R/W Required Date (MM/YY)
										Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds	Local Funds	Total Funds	1st	2nd	3rd	4th Thru 6th			
1	2		3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
12	21	Foster Wells/SR-395 Interchange		01	P	.10	C O G S D T W	PE	1/1/2011					20	20				20		No	
		from: Foster Wells to: SR-395												20	200				200			
		Begin Study feasibility and warrants																				
16	22	Sandifur Parkway (Rd 52 to 60)		05	P	.5	C O G O P T S W	Totals	3/1/2011					20	200				200		No	
		Sandifur Parkway												200	200				200			
		from: Road 52 to: Road 60																				
		Finish the north side of Sandifur with curb, gutter and sidewalk.																				
14	23	Road 68 Widening		05	P	.57	C O G O P S T W	Totals	6/1/2011	STP(U)	332			68	400				400		No	
		Road 68																				
		from: Interstate 182 to: Argent Road																				
		improve Road 66 by widening this principal arterial to 6 lanes.																				
17	24	Road 44 & Burden traffic signal		06	P	.00	C O G O P S T W	Totals	6/1/2011					88	400				400		No	
		Road 44												160	160				160			
		from: Road 44 to: Burden Blvd.																				
		install traffic signals to improve traffic flow.																				
		Totals												180	160	160			160	160		



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Functional Class	Priority Number	A. PIN/Federal Aid No.	B. Bridge No.	Improvement Type(s)	Status	Total Length	Utility Codes	Project Phase	Fund Source Information				Expenditure Schedule (Local Agency)				Envir. Type	R/W Required Date (MM/YY)				
									Phase Start (mm/dd/yyyy)	Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds	Local Funds	Total Funds	1st			2nd	3rd	4th Thru 6th	
1	2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
16	25	2012 Overlay		07	P	2.5	C	CN	1/1/2012					800	900					800	CE	No
		from: various Overlay various streets	to: various				S	Totals						500	800					900		
19	26	2012 Misc. Street Projects		06	P	.25	W	CN	1/1/2012					50	50					50	CE	No
		from: Various Streets Street Modifications	to:				S	Totals						50	50					50		
14	27	2012 Misc. Traffic Signal Upgrades		06 12	P	00	S	CN	1/1/2012					100	100					100	CE	No
		from: Various Intersections	to:				P	Totals						100	100					100		
17	28	Road 84 & Chapel Hill Traffic Signal		06	P	00	C	CN	8/1/2012	STP(U)	184			28	180					180	CE	No
		from: Road 84 install a new traffic signal at the intersection	to: Chapel Hill				S	Totals						184	180					180		





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								Phase Start (mm/dd/yyyy)	Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds	Local Funds	1st	2nd	3rd			4th Thru 6th	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
16	29	Road 100 Improvements Road 100 from: Chapel Hill to: Court Street	06	P	.75	C G D O S T	CN	6/1/2013	STP(U)	498			102	900				900	CE	No
16	30	2013 Overlay from: Various City Streets Overlay and Crackseal various streets to:	07	P	2.5	C G O P S T	CN	1/1/2013			408		102	800				800	CE	No
19	31	Miscellaneous Street Projects from: Various City Streets Street Modifications/Improvements to:	06	P	.25	W S T P O G C	CN	6/1/2013					50	50				50	CE	No
14	32	Court Street Widening Court Street from: Road 44 westerly Widen Court Street to:	05	P	1.5	C G O P S T	CN	6/1/2013	STP(U)	200	AIP	400		50	800			800	CE	No
							Totals	CN	6/1/2013				50	50				50		
							Totals	CN	1/1/2013			408		102	800			800		
							Totals	CN	6/1/2013					50	50			50		
							Totals	CN	6/1/2013	STP(U)	200	AIP	400		800			800		
							Totals				200		400		800			800		



Washington State Department of Transportation

Agency: Pasco  
Co. No.: 11 Co. Name: Franklin Co.  
City No.: 0960 MPO/RTPO: BFOG

Six Year Transportation Improvement Program

From **2008** to **2013**

Hearing Date: 6/18/2007 Adoption Date: 6/18/2007  
Amend Date: Resolution No.: 3034

Functional Class	Priority Number	Project Identification A. PIN/Federal Aid No. B. Bridge No. C. Project Title D. Street/Road Name or Number E. Beginning MP or Road - Ending MP or Road F. Describe Work to be Done		Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars						Expenditure Schedule (Local Agency)						Federally Funded Projects Only		
								Project Phase  (mm/dd/yyyy)	Fund Source Information				Total Funds				Total Funds					
									Phase Start (mm/dd/yyyy)	Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds	Local Funds	Total Funds	1st	2nd	3rd	4th Thru 6th			Envir. Type
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21		
14	33	Lewis St. & Billings Traffic Signal  from: Lewis St. Install a new traffic signal at the intersection.	06	P	00	C D O T W	CN	6/1/2013	STP(U)	164			20	190				190	CE	No		
16	34	Billings & "A" St. Traffic Signal  from: Billings Install a new traffic signal at this intersection.	06	P	00	W T S P O G	CN	7/1/2013	STP(U)	164			20	190				190	CE	No		
Grand Totals for Pasco																						
									12,872	6,180	7,753	26,805	4,285	1420	900	20,200						

# Appendix VI - Bikeway Plan

## Introduction

Goals and objectives create the framework for a plan. A goal is a broad statement that gives the community a sense of direction. Goals typically do not change over time. Objectives are a more precise statement that, when accomplished, help achieve a goal. There are multiple options for achieving goals and therefore objectives may change based on new information, community value shifts, technology, or other ideas. Modification of objectives is a continuous process.

## Overall Bikeway Goal

Overall Goal: Create and maintain a high-quality bikeway network that is safe, direct, comfortable, and aesthetically pleasing, which encourages non-motorized over automobile travel, and which allows cyclist access to every destination accessible to automobiles. A well-designed bikeway will encourage a healthier lifestyle and reduce negative impacts on the environment. Bicycles should be seen as legal transportation devices and be afforded the same consideration as motorized vehicles.

## Policies and Objectives

The overall Goal can be broken down into several Policies and Objectives that elaborate on and help quantify the goal statement. The plan's objectives include the following:

- 1) **Policy: Connectivity/Access**—Bicyclists should have access to every City destination accessible by motorized vehicles, where practical.

### **Objectives**

- a) Require bicycle lanes, paths, or trails and bicycle access points in new development design.
- b) Design bike paths for the most direct routes possible.
- c) Remove/mitigate major barriers such as freeways and railroad crossings by including over/underpass facilities. Crossing points to be at right angles and to be as short as possible.

- d) Connect “Missing Links” for bike path continuity.
  - e) Loop and interconnect paths, or trails to provide a variety of trail lengths and destinations including small and large loops for a broad range of experiences and ability levels
  - f) Provide safe bicycle access to and parking facilities for all major commercial destinations, where practical.
  - g) Provide safe bicycle access to and parking facilities for all major civic destinations, (e.g., library, post office).
  - h) Provide safe bicycle routes to all schools.
- 2) **Policy: Safety/Security**—Bicyclists should have safe access to destinations citywide, where practical.

**Objectives:**

- a) Design bicycle routes and paths to minimize the conflicts between motorists and bicyclists by increasing the separation of cyclists from motorized vehicles as hazards increase as funding permits.
  - b) Design intersections with bicycle-friendly facilities such as bicycle-first signaling as funding permits.
  - c) Include secure bicycle lock-up facilities at all destinations as funding permits.
  - d) Design landscaping to be open and “visually secure,” as funding permits.
  - e) Install clear Right-of Way indicators for automobiles and bicyclists as funding permits.
  - f) Utilize “Traffic Calming” measures where appropriate.
  - g) Clearly mark bike paths and lanes for safety as funding permits.
  - h) Consider installation of lighting along bike paths and trails as funding permits.
- 3) **Policy: Comfort/Convenience**—Bikeways shall be designed to encourage non-motorized travel citywide.

**Objectives:**

- a) Plant shade trees along bicycle paths for relief from summer heat. Trees should be selected that do not produce a destructive root pattern for paths and trails.
- b) Include rest areas with water, air, and toilet facilities at convenient intervals along bicycle routes.
- c) Design bicycle lanes, paths, or trails for “flow,” with as few stops as possible.



- d) Mark trails for distance monitoring.

**4) Policy: Aesthetics**— Bikeways shall be aesthetically pleasing so as to encourage non-motorized travel citywide.

***Objectives:***

- a) Plan bike paths and trails to provide visual and physical access to natural areas and to the river.
- b) Landscape bicycle lanes, paths, or trails to be interesting and attractive to the user.
- c) Take soil conditions, surface drainage and other physical limitations that may impact or cause over-use into account when designing bike paths or trails.

**5) Policy: Incentives/Promotion**—Encourage non-motorized travel

- a) Consider utilizing urban planning approaches that promote physical activity wherever possible (As per Chapter 36.70A.070(1) RCW).
- b) Make bikeway maps easily available (brochures and internet).
- c) Continue to provide Safety guides/education.

**6) Policy: Maintenance**—Establish bike path maintenance policies and schedules.

- a) Maintain roadways and bikeways to a relatively hazard-free standard.
  - i) Sweep pavement and paved shoulders with sufficient care.
  - ii) Patch potholes in an expeditious manner.
  - iii) Patch surfaces as smoothly as possible and require other agencies or private companies to do likewise whenever a road or trail is excavated.
  - iv) Make sure pavement overlay projects feather the new surface into the existing one or otherwise do not create new linear joints.
  - v) Replace such hazards as dangerous grates or utility covers as the opportunity arises.
  - vi) Implement vegetation prevention programs as allowable and practical.
  - vii) Routinely cut back all encroaching vegetation on trails or popular bike routes.
- a) Encourage bicyclists to report maintenance problems and other hazards.
  - i) Develop a bicycle trail/path improvement form and distribute copies throughout the bicycling community.
  - ii) Make sure returned forms are acted on in a timely manner.
- b) Design and build new roadways and bikeways in such a manner as to reduce the potential for accumulation of debris.
  - i) Use edge treatments, shoulder surfaces and access controls that reduce the potential for accumulation of debris.
  - ii) Use materials and construction techniques that increase the longevity of new trail surfaces.
- c) Include maintenance costs and maintenance procedures in all bicycle facility projects.

- i) Include reasonable estimates for the maintenance costs in the project budget.
- ii) Establish clear maintenance responsibilities in advance of construction.

## **Bike Routes**

Bike routes for the City of Pasco are identified in the attached Bike Route Map

# Appendix VII – Traffic Volumes

## CITY of PASCO - AVERAGE DAILY TRAFFIC VOLUME

STREET	FROM - TO	1990	1991	1999	**2000	2001	2002	2003	2,004	2005	2006	2007
"A" Street	20th Ave. to 10th Ave.	6,381	7,174	9,511	9,609	9,769	9,901	11,405	5,891	6,553	Const.	
"A" Street	10th Ave. to 4th Ave.	8,882	9,140	11,613	11,793	12,224		11,077	8,339	7,551	Const.	
"A" Street	4th Ave. to Maitland Ave.	6,265	6,481	8,935	8,834	8,121		11,795	4,804	5,648	Const.	
"A" Street	Maitland Ave. to Oregon Ave.	6,189	6,512	7,621	7,539	7,314		5,203	5,374	5,239	Const.	
"A" Street	Oregon Ave. to Cedar Ave.	5,501	6,238	8,314	8,694	9,761		8,229	4,771	4,887	Const.	
"A" Street	Cedar Ave. to S.R. 12	3,933	5,441	7,025	7,194	8,308	8,722	8,673	3,128	4,178	Const.	
Ainsworth Avenue	10th Ave. to 4th Ave.	5,243	5,679	7,148	7,206	6,973		8,685	4,384	5,828	Const.	
Ainsworth Avenue	4th Ave. to Oregon Ave.	4,184	4,906	6,221	6,234	6,974		6,420	4,500	5,009	Const.	
Ainsworth Avenue	Oregon Ave. to Port of Pasco			2,595	2,498	3,488	3,601	2,992	Const.	2,724	Const.	
Argent Road	4th Ave. to 20th Ave.	1,376	3,502	3,526	3,920	2,660		3,471	1,675	1,749		
Argent Road	20th Ave. to Road 44	1,835	2,582	4,469	4,803	7,571		10,709	7,474	7,828		
Argent Road	Road 52 to Road 68	na	na	3,183	3,129	4,074		5,324	2,561	3,614	3,548	
Argent Road	Road 68 to Road 84			1,284	1,996	8,215		5,677	1,804	4,507	4,404	
Argent Road	Road 100 to Road 96			n/a	n/a	n/a	n/a	3,594	n/a	n/a	n/a	
Broadmoor Blvd.	Canal to St. Thomas Dr.			5,409	5,739	5,777		6,592	5,203	6,740	6,418	Moved
Broadmoor Blvd.	St. Thomas Dr. to I-182			4,962	5,193	4,635		7,320	6,833	11,747	12,789	12,789
Broadmoor Blvd.	I-182 to Sandifur Parkway			5,642	5,913	7,625		8,575	3,884	10,737	10,472	
Burden Blvd	Road 44 to Road 60			2,668	2,983	3,248		5,155	4,920	5,394	6,457	
Burden Blvd	Road 60 to Robert Wayne Dr.			n/a	3,623	4,280		7,170	5,533	7,796	7,770	
Burden Blvd	Robert Wayne Dr. to Rd 68 Pl.			n/a	7,466	7,814		11,019		10,118	9,965	
Burden Blvd	Road 68 to Road 68 Place	na	na	7,628	11,637	12,366		14,748	9,703	11,941	11,432	
Clark Street	14th Ave. to 10th Ave.	2,172	2,359	3,525	3,498	3,584		3,621	1,807	2,143		
Clark Street	10th Ave. to 4th Ave.	2,176	2,708	4,902	3,931	4,762		3,607	2,556	2,551		
Clark Street	4th Ave. to Tacoma	2,100	2,544	5,436	4,276	5,002		3,080		2,070		
Columbia Street	10th Ave. to 4th Ave.	2,415	4,333	3,006	2,720	2,785		4,784				
Columbia Street	4th Ave. to Tacoma	1,376	2,651	3,519	3,501	2,954		1,883	2,773			
Commercial Avenue	Hillsboro St. to St. Helens Ave.	na	na	3,336	3,083	6,620		*6311	3,229			
Commercial Avenue	Hillsboro St. to end of road			763	794	2,308		*n/a	3,783			
Court Street	Rd 100 to 103			n/a	n/a	1,523		1,777		1,202		
Court Street	Rd 103 West to C.L.			n/a	n/a	1,364		1,360	888	940		
Court Street	Road 100 to Road 96			n/a	n/a	n/a	n/a	2,819	n/a	n/a	n/a	
Court Street	Road 68 to Road 72			n/a	n/a	6,664		6,251		4,845		
Court Street	Road 68 to Road 44			n/a	n/a	10,991		11,967		8,271		
Court Street	Road 44 to Road 36	22,341	22,309	15,361	13,380	14,497		15,355	9,996	10,300		
Court Street	Road 34 to Road 36			20,055	19,932	20,542		21,314	14,405	13,044		
Court Street	Road 34 to S.R. 395	20,161	20,430	25,466	26,148	26,845		30,890	19,999			
Court Street	S.R. 395 to 26th Ave.	20,060	18,438	34,330	37,329	38,622		33,687	18,094			
Court Street	26th Ave. to 20th Ave.	22,817	22,109	33,454	35,081	36,874	37,021	27,593	18,946			
Court Street	20th Ave. to 14th Ave.	18,287	18,726	18,182	23,294	25,182		25,667	Const.			
Court Street	14th Ave. to 10th Ave.	12,462	12,694	14,305	21,328	21,862		22,463	13,346			
Court Street	10th Ave. to 5th Ave.	10,521	10,929	13,253	15,294	16,478		17,017	12,021			
Court Street	5th Ave. to 4th Ave.	9,286	9,644	11,190	13,298	14,298		6,371	9,559			
Court Street	4th Ave. to 1st Ave.	2,976	3,180	2,823	5,327	5,468		2,902	2,578			
Desert plateau dr.	Rd 44 to Mojave Dr.			n/a	n/a	1,222	n/a	n/a	n/a	n/a	n/a	
Desert plateau dr.	Mojave Dr. to Mojave Ct.			n/a	n/a	895	n/a	n/a	n/a	n/a	n/a	
Desert plateau dr.	Mojave Ct. to Yuma Dr.			n/a	n/a	473	n/a	n/a	n/a	n/a	n/a	
Dietrich Road	Commercial Ave. to terminus	na	424	926	948	954		970	903			142



## CITY of PASCO - AVERAGE DAILY TRAFFIC VOLUME

STREET	FROM - TO	1990	1991	1999	**2000	2001	2002	2003	2,004	2005	2006	2007
Foster Wells Rd.	Industrial Way to S.R. 395			932	952	2,021		2,914	3,001			
Hillsboro Street	Railroad Ave. to S.R. 395	2,627	2,726	4,707	4,936	4,964		*14,438	n/a	n/a	n/a	
Hillsboro Street	S. R. 395 to Commercial Ave.	na	na	17,422	18,096	19,597		*14,438	n/a	n/a	n/a	
Industrial Way	Foster Wells Rd. to Rainer Rd.			541	832	988		3,033	2,225			
Kahlotus Road	300 ft from S.R. 12	na	1,086	1,836	2,082	3,985		4,001	1,606			
Lewis Street	S.R. 395 to 28th Ave.	11,657	11,579	20,063	22,182	22,997			13,401	13,670	13,200	
Lewis Street	28th Ave. to 20th Ave.	8,575	8,496	13,974	15,294	15,452			10,561	10,410	Const.	
Lewis Street	20th Ave. to 14th Ave.	7,483	7,290	12,992	13,921	14,221			10,429	10,099	Const.	
Lewis Street	14th Ave. to 10th Ave.			9,036	10,774	11,094			8,664		Const.	
Lewis Street	10th Ave. to 4th Ave.	5,801	6,034	15,520	13,381	15,221			9,589	9,091		
Lewis Street	4th Ave. to 3rd Ave.	5,640	4,335	14,628	11,204	13,777			9,189			
Lewis Street	3rd Ave. to Oregon Ave.	7,776	5,023	15,193	10,283	12,974			10,186			
Lewis Street	Oregon Ave. to Wehe Ave.	6,782	7,542	9,827	8,329	9,288			10,050	Const.		
Lewis Street	Wehe Ave. to Cedar Ave.	4,659	4,724	6,731	7,232	7,512			5,489	Const.		
Lewis Street	Cedar Ave. to S.R. 12	2,994	2,934	4,195	5,872	6,387	6,691	3,653	3,950	4,629		
Maitland Avenue	"A" St. to Ainsworth Ave.	461	254	728	802	788		798	389			
Oregon Avenue	Ainsworth Ave. to "A" St.	3,097	3,395	6,818	6,942	7,430			4,673	4,382	4,468	
Oregon Avenue	"A" St. to Lewis St.	5,731	5,020	7,270	7,349	7,521			5,661	6,903	6,894	
Oregon Avenue	Lewis St. to Salt Lake St.	5,997	5,875	11,445	11,498	11,681		11,899	7,981	9,154	8,999	
Oregon Avenue	Salt Lake St. to S. R. 395	6,815	6,340	14,568	14,593	14,916	15,086	15,214	10,092	11,439	11,501	
Pearl Street	26th Ave. to 20th Ave.	995	853	1,591	1,749	1,862			1,804	1,995		
Pearl Street	20th Ave. to 14th Ave.	1,448	1,312	3,581	3,690	3,880		3,080	3,389	3,737		
Railroad Avenue	S.R. 395/I-182 to Hillsboro St.	723	1,254	923	985	651		778				
Railroad Avenue	Hillsboro St. to Foster Wells Rd.	1,873	1,040	1,492	1,513	2,830		2,920	1,340			
Road 40 East	A st. to Sacajawea Park Rd.			713	758	938		941	1,557			
Robert Wayne Drive	Burden Blvd to Wrigley Drive			2,748	2,919	3,477		4,442				
Rodeo Dr.	Road 68 to Convention Pl.			n/a	n/a	n/a	n/a	n/a	n/a	1,659	n/a	
Sacajawea Road	S.R. 12 to Road 40 East	na	740	692	702	2,097		1,234	686			
Sandifur Pkwy	Valdez Rd. to Outlet mall			n/a	n/a	3,890		6,345	4,118	5,656		
Sandifur Pkwy	Rd 68 to Valdez rd.	na	na	1,122	2,350	4,363	7,774	8,383	3,464	5,975		
Sandifur Pkwy	Broadmoor Blvd. to Outlet Mall	na	na	3,256	3,704	4,642		7,600	5,478	6,383	6,724	
Sylvester Street	Rd 56 to 52			n/a	n/a	3,080		3,028	1,706	3,269	2,963	
Sylvester Street	Rd. 34 to S. R. 395	9,677	10,181	12,191	11,954	12,008		11,871	7,529	10,723	10,107	
Sylvester Street	S. R. 395 to 28th Ave.	8,971	9,475	14,431	13,023	14,572		13,320	5,985	9,208	8,890	
Sylvester Street	28th Ave. to 20th Ave.	7,586	9,164	12,689	12,566	13,257		13,953	9,574	8,969		
Sylvester Street	20th Ave. to 14th Ave.	8,764	9,217	12,142	12,372	12,852		12,220	8,686	8,166		
Sylvester Street	14th Ave. to 10th Ave.	6,805	7,485	10,419	10,698	11,227			8,001			
Sylvester Street	10th Ave. to 5th Ave.	7,516	7,738	6,830	6,890	7,120			6,104			
Sylvester Street	5th Ave. to 4th Ave.	5,032	7,246	6,311	6,402	6,584			4,253			
Sylvester Street	4th Ave. to 3rd Ave.	4,448	4,405	5,012	5,139	5,247			2,010			
Sylvester Street	3rd Ave. to Tacoma St.	1,915	3,530	2,634	2,343	1,575						
Valdez Ln.	Sandifur pkwy to whidbey Dr.			n/a	n/a	3,798		3,927				
1st Avenue	Columbia St. to Lewis St.	na	na	3,391	3,421	3,085		3,269				
3rd Avenue	Columbia St. to Clark St.	2,787	2,924	2,329	2,495	2,559		2,644				
3rd Avenue	Clark St. to 4th Ave.	4,773	4,473	4,813	4,854	4,799		4,872				
4th Avenue	Ainsworth Ave. to "A" St.			1,649	1,683	2,101		2,163		1,359		
4th Avenue	Columbia St. to "A" St.	5,535	5,773	3,824	3,853	3,920				7,203		
4th Avenue	Columbia St. to Lewis St.	3,093	4,076	3,952	4,283	4,300						
4th Avenue	Lewis St. to Clark St.	3,532	3,692	6,203	6,472	6,842				6,419		
4th Avenue	Clark St. to Sylvester St.	5,888	6,029	8,294	8,485	9,045				8,210		
4th Avenue	Sylvester St. to 3rd Ave.	6,196	6,437	9,152	9,323	13,325				8,166		
4th Avenue	3rd Ave. to Court St.	6,396	6,522	19,430	19,487	20,189				11,482		
4th Avenue	Court St. to I-182	9,924	9,454	12,538	12,975	13,264				11,458		
4th Avenue	S.R. 12/I-182 to Stearman Ave.	10,574	10,623	9,312	9,538	10,594				6,787		
4th Avenue	Stearman Ave. to N. City Limit	7,991	8,145	6,350	6,464	7,390	7,501			4,823		
5th Avenue	Lewis St. to A St.			1,973	2,084	2,006		2,122		1,786		
5th Avenue	Lewis St. to Clark St.	1,315	1,344	2,143	2,238	2,289		2,309		2,682		
5th Avenue	Clark St. to Sylvester St.	2,137	2,276	2,775	2,808	3,156		3,233		2,833		
5th Avenue	Sylvester St. to Court St.	2,393	2,465	3,696	3,839	4,008		4,100		3,124		
5th Avenue	Court St. to Jay St.	2,900	2,894	3,912	3,639	3,854		3,911		1,806		
10th Avenue	Washington to Ainsworth Ave			33,671	35,095	36,987				21,554		
10th Avenue	Ainsworth Ave. to Lewis St.	19,754	19,713	26,383	28,462	30,002				15,941		
10th Avenue	Lewis St. to Clark St.	9,966	9,529	9,331	10,895	11,023				8,399		
10th Avenue	Clark St. to Sylvester St.	6,718	6,883	7,836	7,985	8,112				6,288		
14th Avenue	A St. to Clark St.			4,129	4,498	4,578				3,028		
14th Avenue	Clark St. to Sylvester St.	6,718	6,878	4,952	5,391	5,489				4,381		

## CITY of PASCO - AVERAGE DAILY TRAFFIC VOLUME

STREET	FROM - TO	1990	1991	1999	**2000	2001	2002	2003	2004	2005	2006	2007
14th Avenue	Sylvester St. to Court St.	3,947	4,421	5,231	5,926	6,688				5,437		
14th Avenue	Court St. to Lincoln Dr.	4,825	4,784	2,074	2,239	2,297				2,524		
20th Avenue	"A" St. to Lewis St.	1,365	1,842	7,269	7,611	8,945				5,164		
20th Avenue	Lewis St. to Sylvester St.	5,184	5,244	10,023	12,128	12,644				9,682		
20th Avenue	Sylvester St. to Court St.	7,483	8,114	14,260	15,209	15,991				12,556		
20th Avenue	Court St. to Pearl St.	11,592	11,602	13,402	15,485	16,042				13,030		
20th Avenue	Pearl St. to I-182			15,446	18,021	19,764				15,846		
20th Avenue	I-182 to South Entrance CBC			17,987	24,300	22,276				17,728		
20th Avenue	CBC South to North Entrance			12,423	18,315	14,150			n/a	n/a	n/a	
20th Avenue	N. Entrance CBC to Argent Rd			8,532	10,650	11,547	12,655			11,836		
28th Avenue	Lewis St. to Sylvester St.	6,279	6,342	7,402	7,498	7,627	7,788	12,550	5,568	7,832	7,452	
Road 34	Marie St. to Court St.	6,211	4,087	7,231	7,342	6,290		10,495	3,105	3,805		
Road 36	Henry St. to Court St.			2,963	2,921	3,701		3,528	1,957	1,915		
Road 36	Court St. to South of I-182	2,042	2,214	2,690	2,583	2,648		2,687	1,466	1,971	1,736	
Road 36	Argent Rd. to Meadow Beauty	2,170	3,346	904	1,003	1,198		1,776	1,584	2,369	3,160	
Road 44	Argent Road to Hilltop Dr.	331	173	3,587	3,828	5,770		5,607	3,429	3,607	4,028	
Road 68	Court St. to Argent Rd.			n/a	n/a	6,164		7,513	4,607	5,251	6,099	
Road 68	Argent Rd. to I-182			6,980	7,027	10,305		10,582	7,147	9,662	10,883	
Road 68	I-182 to Burden Blvd.	4,729	4,645	22,232	21,228	22,193		22,799	13,586	27,569	31,848	35,117
Road 68	Burden Blvd. to Sanifur Pkwy.	3,419	2,978	9,626	10,131	10,753		12,825	14,049	16,754	18,976	19,427
Road 68	Sandifur Pkwy. to North C.L.			8,015	8,304	8,845		9,404	5,800	7,425	8,177	
Road 100	Court St. to Argent			n/a	n/a	2,092		1,939	1,684	2,498	1,894	Const.
Road 100	Argent to Canal			n/a	n/a	4,943		5,512	4,430	4,617	4,460	Const.

\*S.R. 395 overpass and hillsboro St. is under construction for the summer.

\*\* Data prior to 2000 should not be considered accurate due to old, unreliable traffic counters.

? = Areas that may need to be recounted (At a later date or in a different location inside the count area) due to significant change (decrease) in traffic count.

# Appendix VIII – Maps



Appendix VIII Contents

Map 1 .....Urban Growth Area

Map 2 .....Planning Area Map

Map 3.....Land Use Map

Map 4.....Housing by Year of Permit Map

Map 5.....Transportation Analysis Zones Map

Map 6 .....Major Street Plan Map

Map 7 ..... Bicycle Route Map

Map 8.....Transit Routes Map

Map 9.....Trials & Paths Map

Map 10.....Sacajawea Heritage Trail

Map 11.....Six Year Transportation Improvement Program

Map 12 .....Traffic Control Device Map

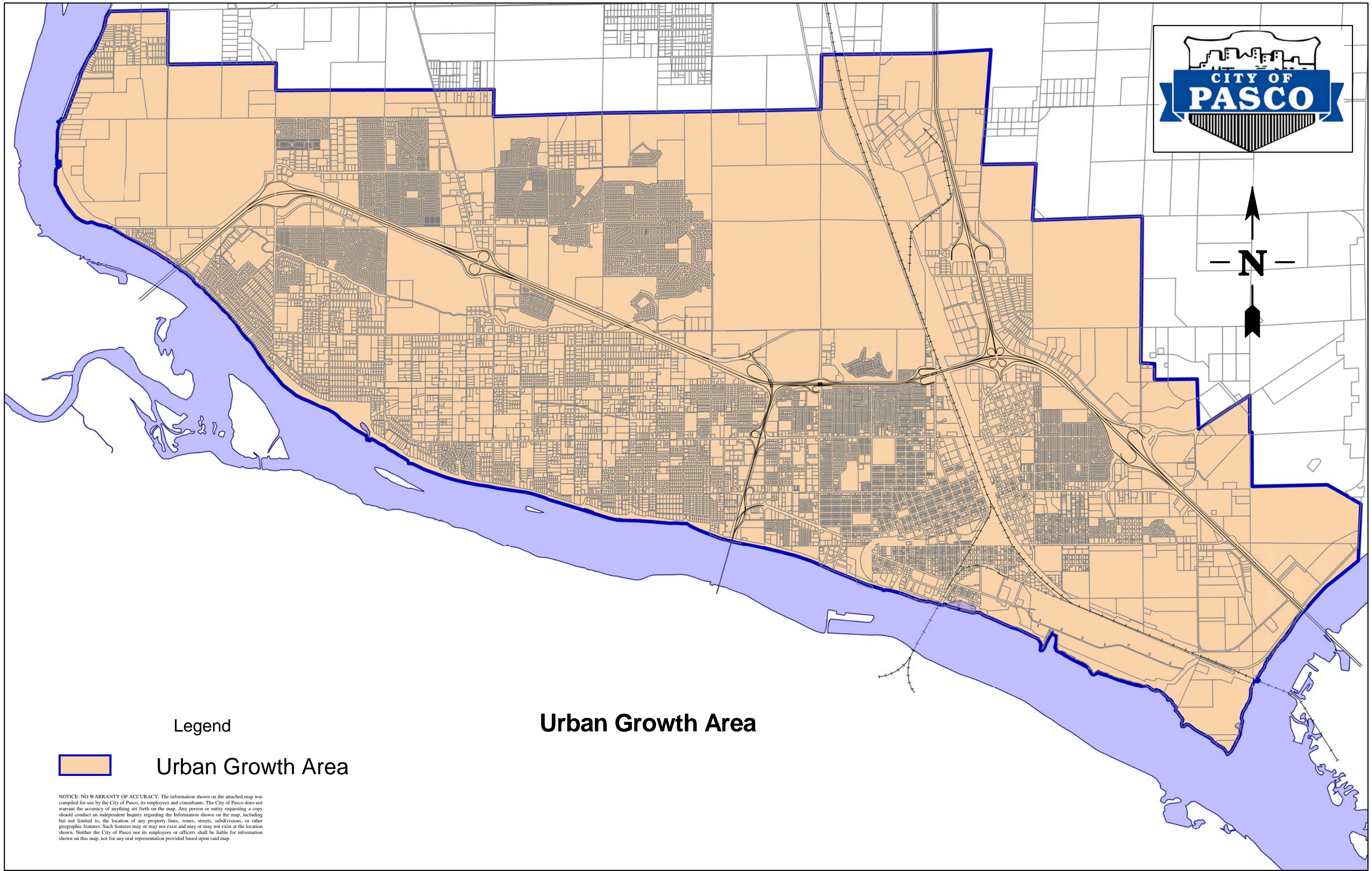
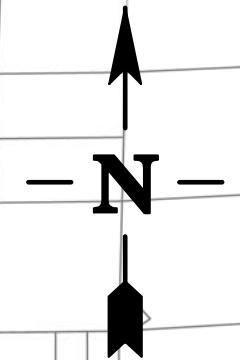
Map 13 .....Parks & Schools Map

Map 14.....Airport Reserve Map

Map 15 .....Resource Lands Map

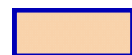
Map 16 .....Critical Areas Map





Legend

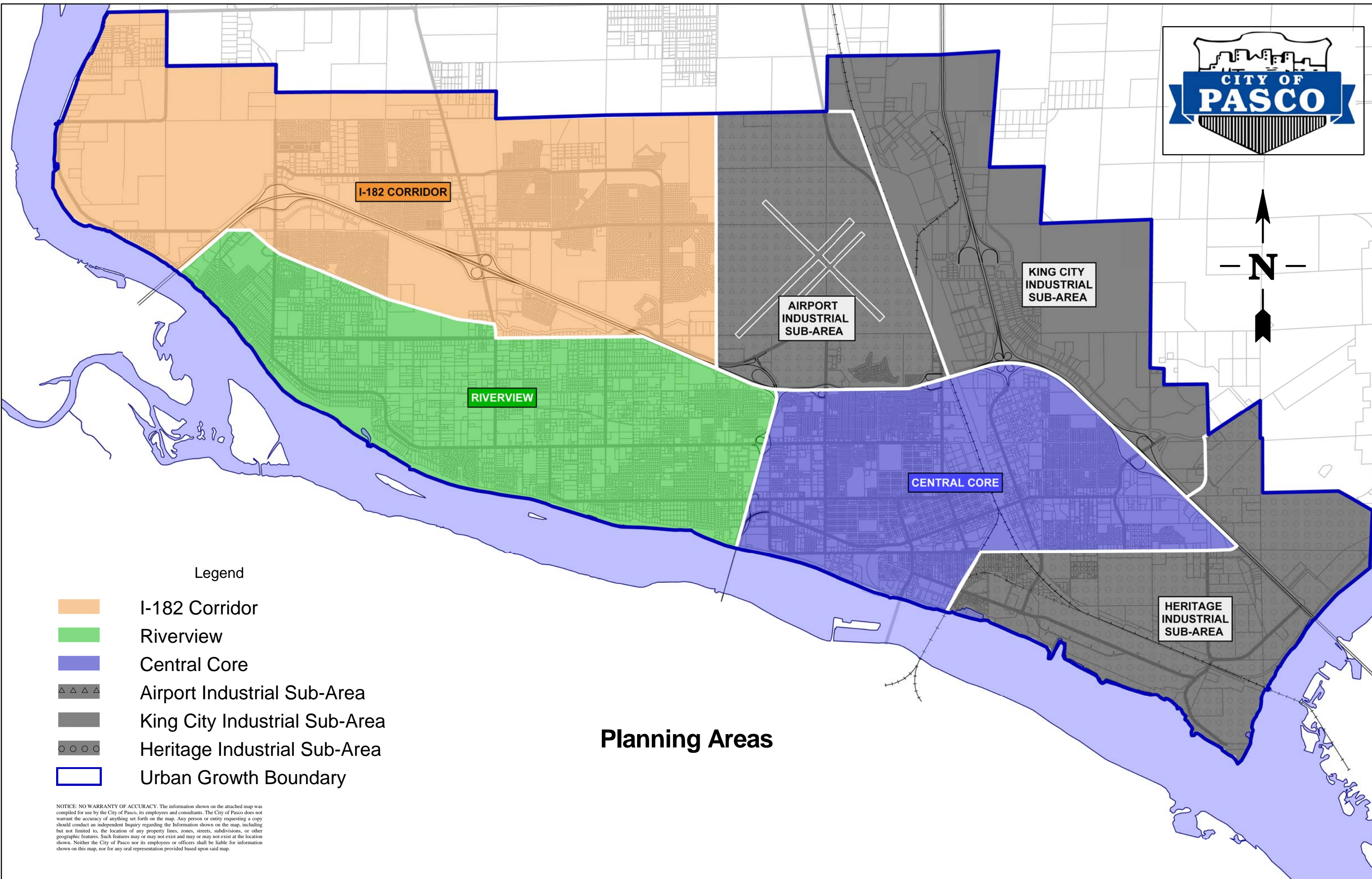
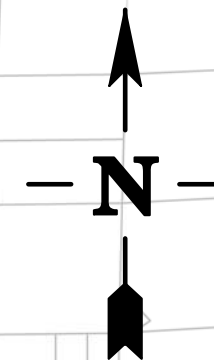
Urban Growth Area










Urban Growth Area

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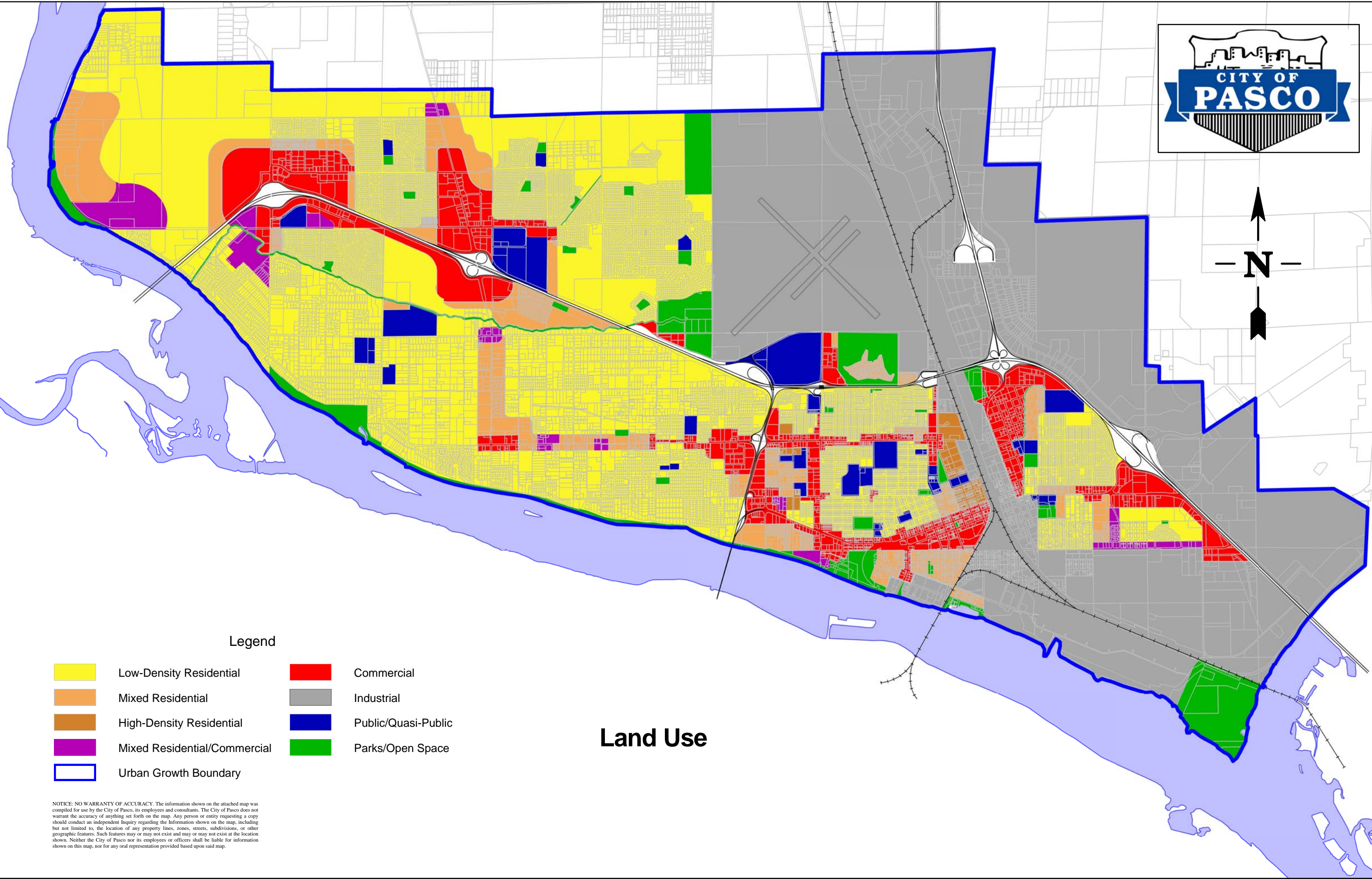
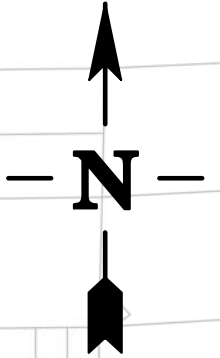
Legend

-  I-182 Corridor
-  Riverview
-  Central Core
-  Airport Industrial Sub-Area
-  King City Industrial Sub-Area
-  Heritage Industrial Sub-Area
-  Urban Growth Boundary










Planning Areas

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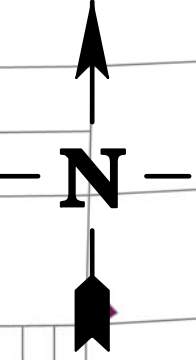
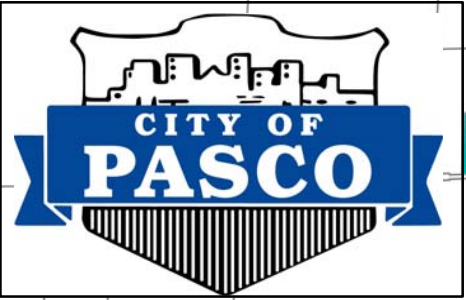
Legend

- |   |                              |   |                     |
|---|------------------------------|---|---------------------|
|  | Low-Density Residential      |  | Commercial          |
|  | Mixed Residential            |  | Industrial          |
|  | High-Density Residential     |  | Public/Quasi-Public |
|  | Mixed Residential/Commercial |  | Parks/Open Space    |
|  | Urban Growth Boundary        |   |                     |










Land Use

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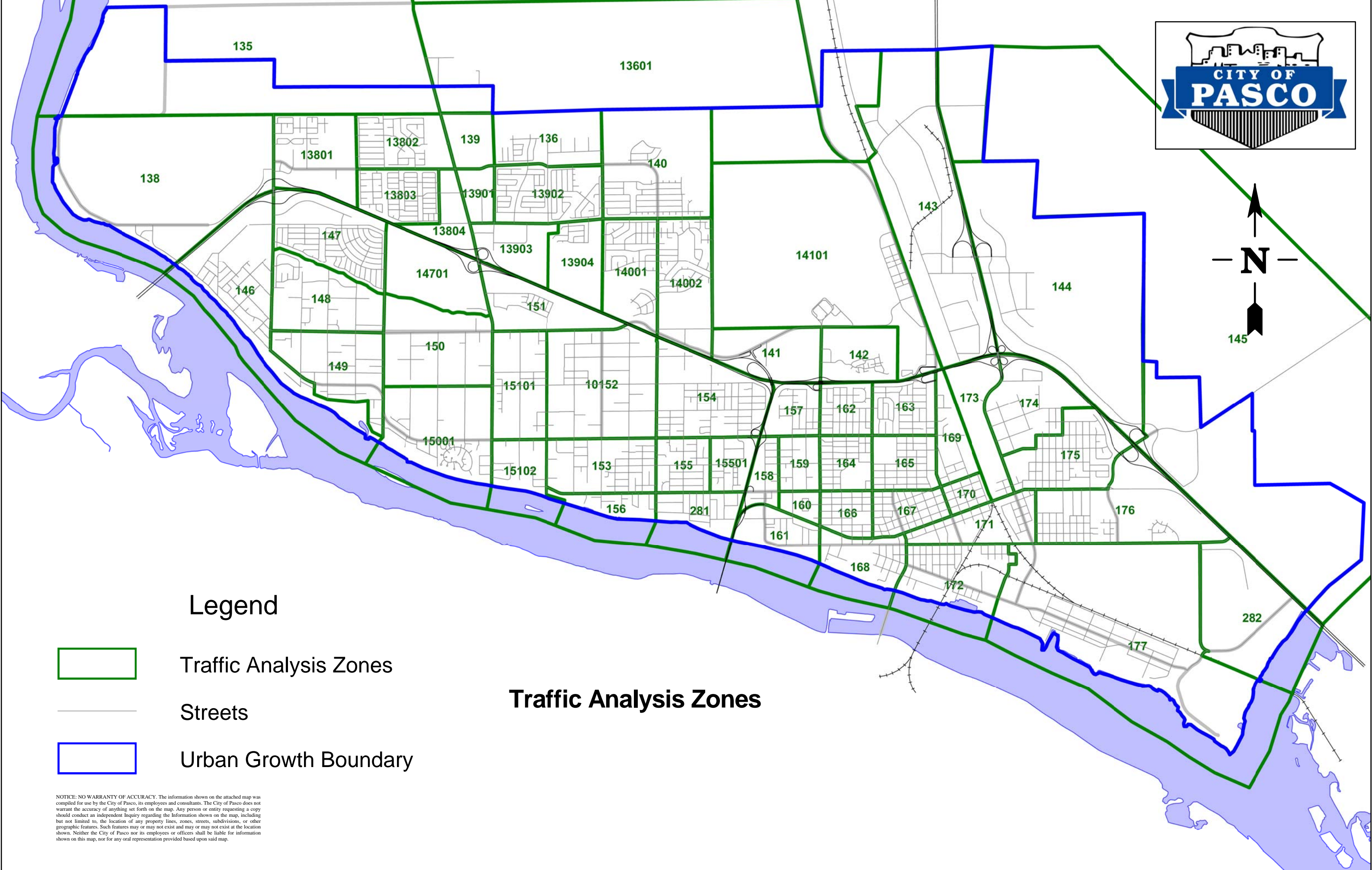
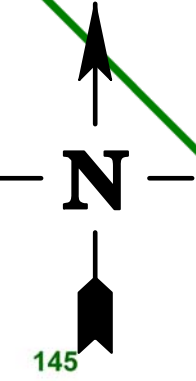
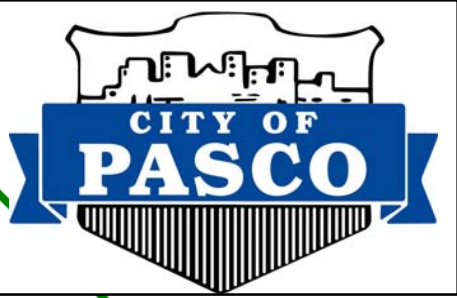
Legend

	1890 to 1914		1943 to 1958
	1914 to 1922		1958 to 1967
	1922 to 1934		1967 to 1989
	1934 to 1943		1989 to 2007
			Urban Growth Boundary

Housing by Year of Permit

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Legend



Traffic Analysis Zones



Streets

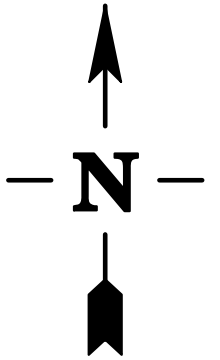
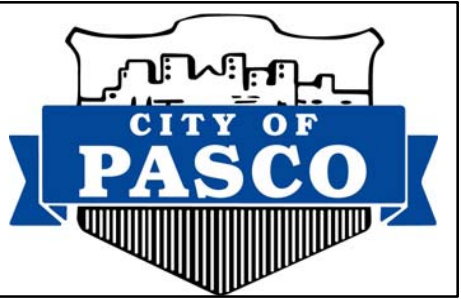


Urban Growth Boundary

Traffic Analysis Zones

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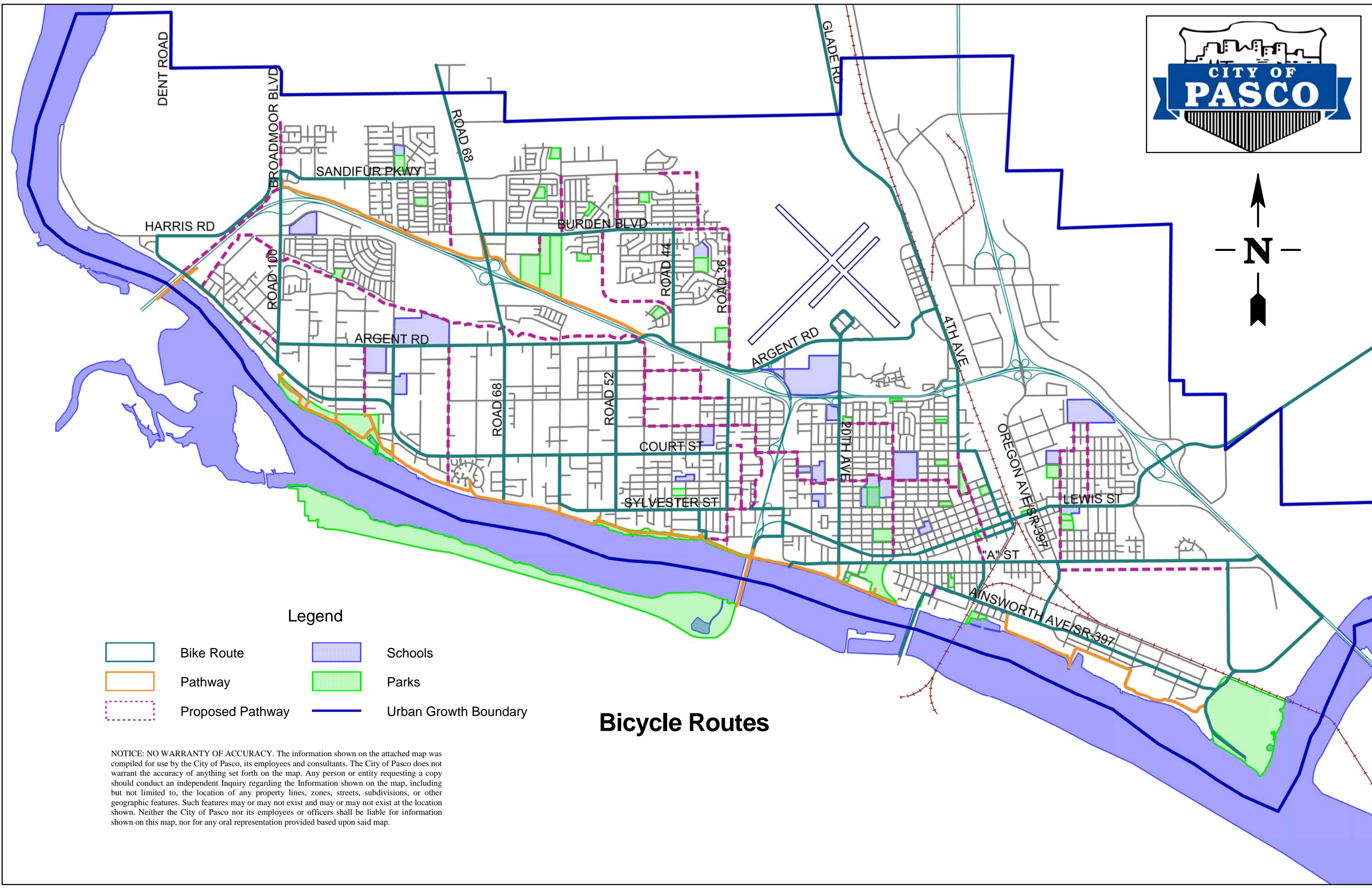
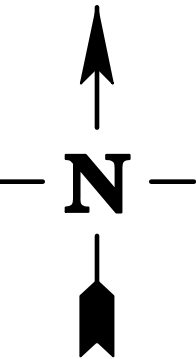
Legend

- |  |                     |  |                       |
|--|---------------------|--|-----------------------|
|  | Principal Arterials |  | Future Interchange    |
|  | Minor Arterials     |  | Future Over/Underpass |
|  | Collector           |  | Urban Growth Boundary |

Major Street Plan

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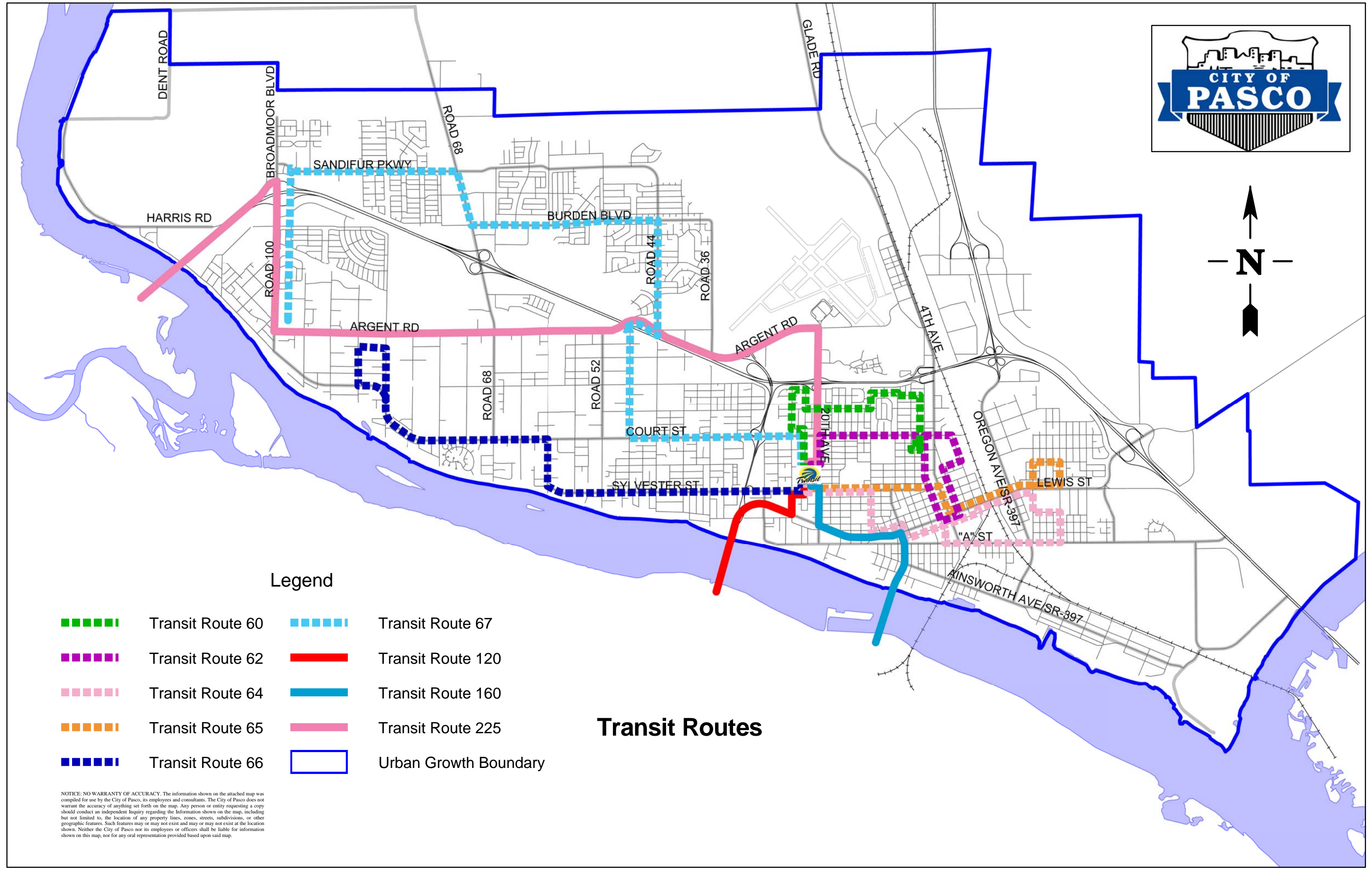
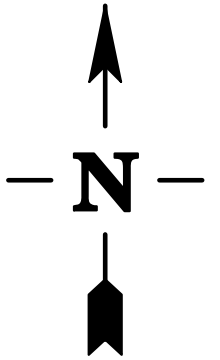
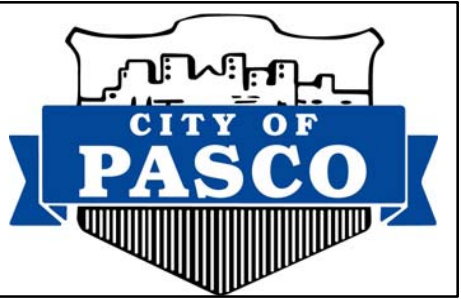
Legend

- |  |                  |  |                       |
|--|------------------|--|-----------------------|
|  | Bike Route       |  | Schools               |
|  | Proposed Pathway |  | Parks                 |
|  |                  |  | Urban Growth Boundary |

Bicycle Routes

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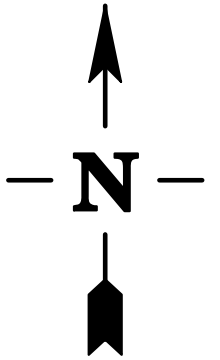
Legend

- |           |                  |           |                       |
|-----------|------------------|-----------|-----------------------|
| ■ ■ ■ ■ ■ | Transit Route 60 | ■ ■ ■ ■ ■ | Transit Route 67      |
| ■ ■ ■ ■ ■ | Transit Route 62 | ■ ■ ■ ■ ■ | Transit Route 120     |
| ■ ■ ■ ■ ■ | Transit Route 64 | ■ ■ ■ ■ ■ | Transit Route 160     |
| ■ ■ ■ ■ ■ | Transit Route 65 | ■ ■ ■ ■ ■ | Transit Route 225     |
| ■ ■ ■ ■ ■ | Transit Route 66 | ■ ■ ■ ■ ■ | Urban Growth Boundary |





Transit Routes

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**Legend**

-  Existing Sidewalk
-  Pathway
-  Levee Path
-  Urban Growth Boundary

**Trails & Paths**











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RICHLAND

# Master Plan

## LEGEND

-  Bike Route / Bike Lane
-  Existing Trail
-  Proposed Trail
-  Bike Route - Caution
-  Existing Trailhead
-  Proposed Trailhead
-  Existing Parking Areas
-  Existing Neighborhood Access
-  Proposed Neighborhood Access
-  Parks

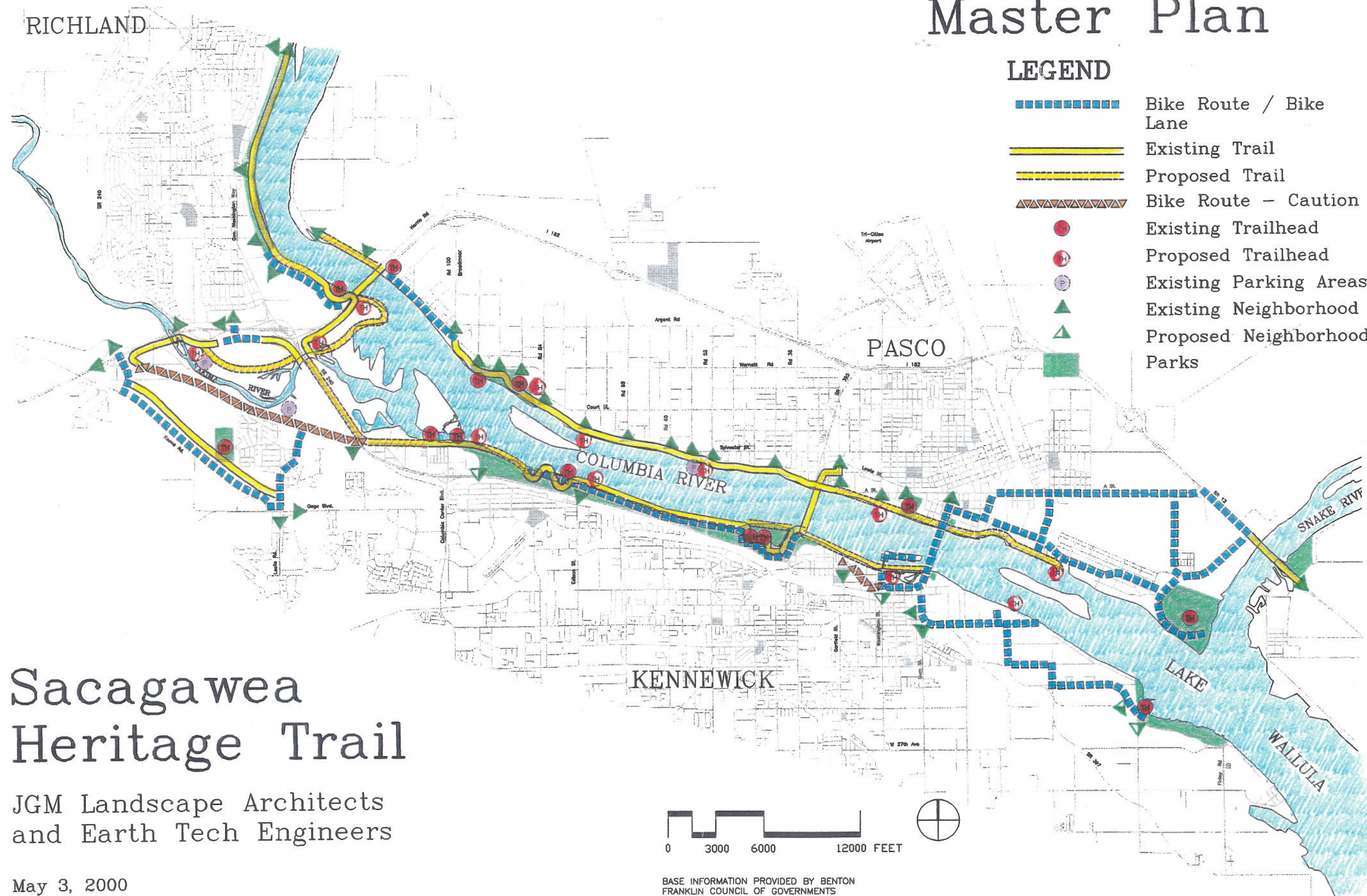
## Sacagawea Heritage Trail

JGM Landscape Architects  
and Earth Tech Engineers

May 3, 2000

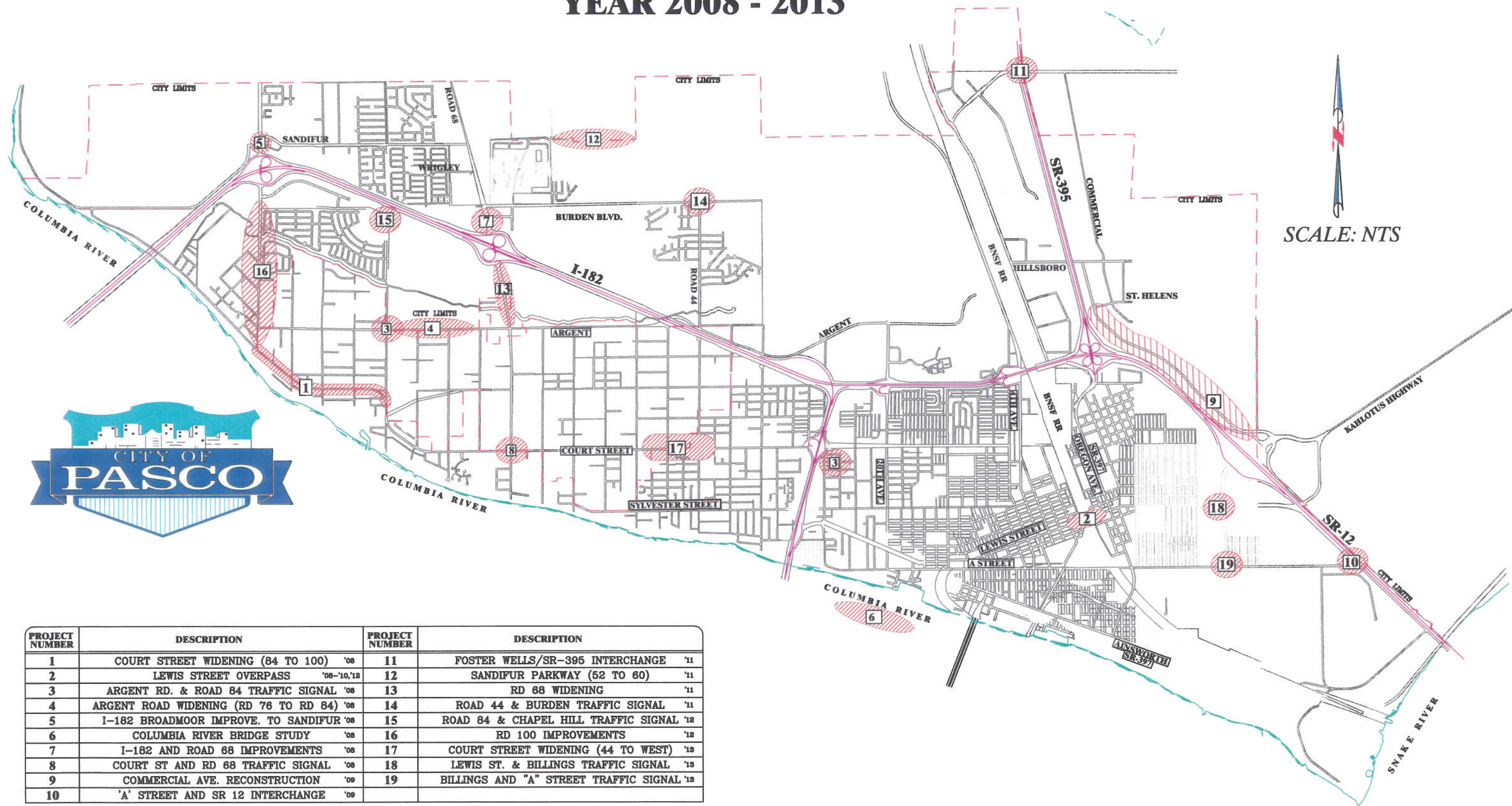
0 3000 6000 12000 FEET

BASE INFORMATION PROVIDED BY BENTON  
FRANKLIN COUNCIL OF GOVERNMENTS



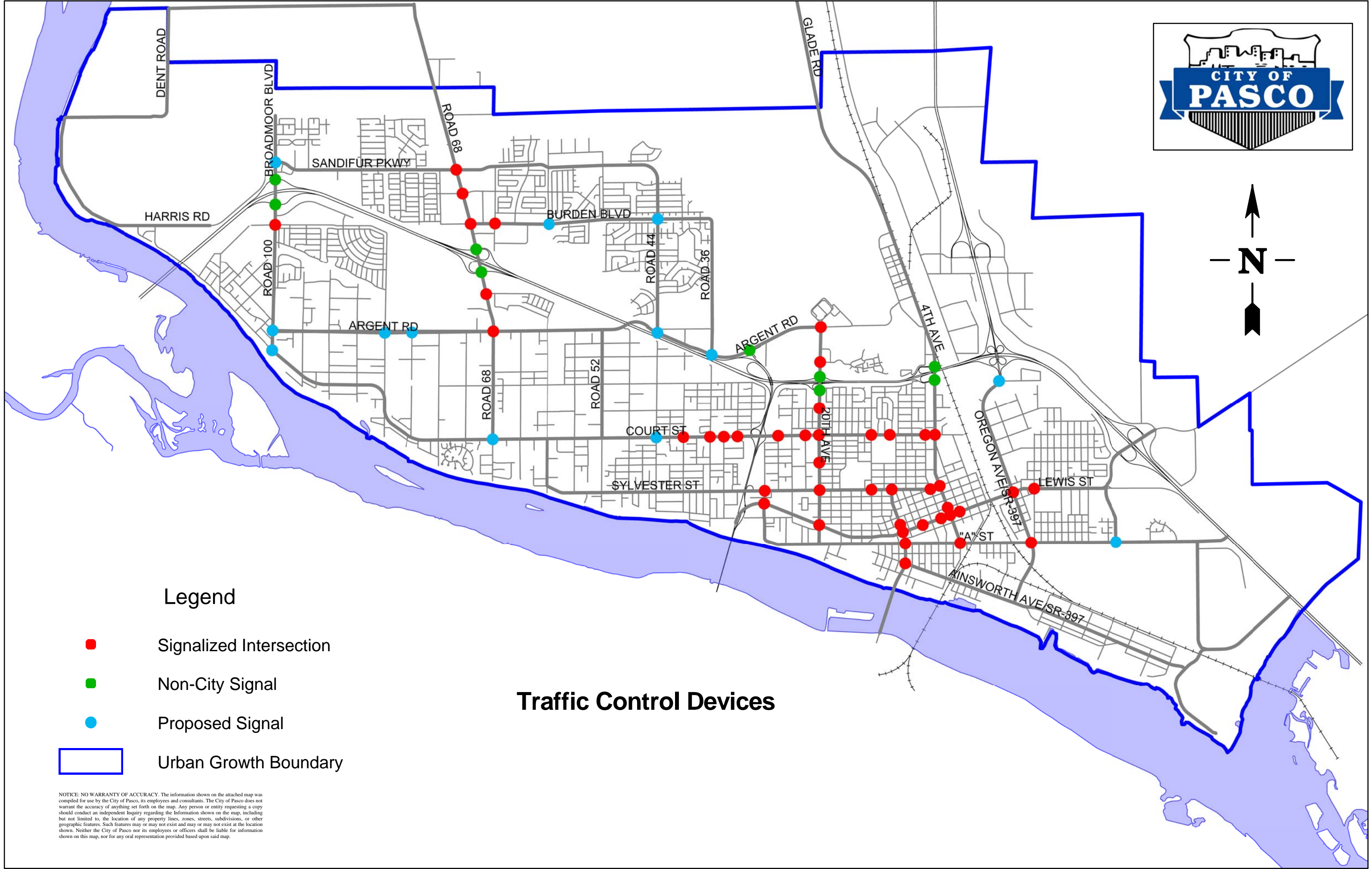
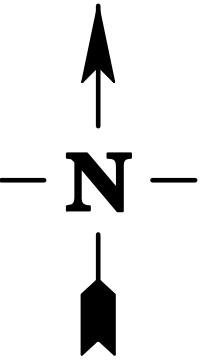


# SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM YEAR 2008 - 2013



**NOTES:**  
1. THE LOCATIONS OF MISC. STREET PROJECTS, MISC. TRAFFIC SIGNAL STREET OVERLAYS, AND ROAD IMPROVEMENTS WILL BE DETERMINED ON A LATER DATE.





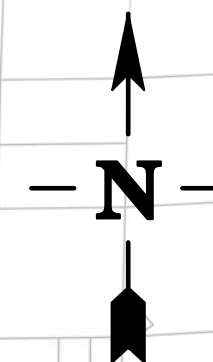
Legend

- Signalized Intersection
- Non-City Signal
- Proposed Signal
- Urban Growth Boundary

Traffic Control Devices

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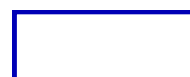
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Parks



Schools

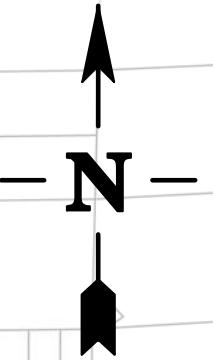


Urban Growth Boundary

## Parks & Schools

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Legend



Airport Reserve

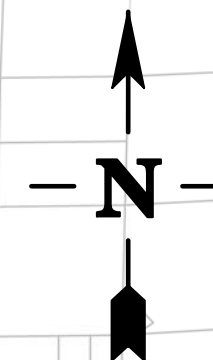


Urban Growth Boundary

Airport Reserve

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## Legend



Resource Lands

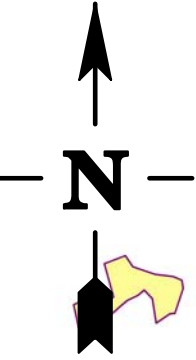


Urban Growth Boundary

## Resource Lands

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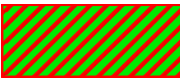




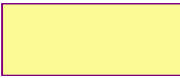
Legend



Aquatic



Wetlands/Riparian



Steep Slope



Liquefaction Susceptibility



Urban Growth Boundary

Critical Areas

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