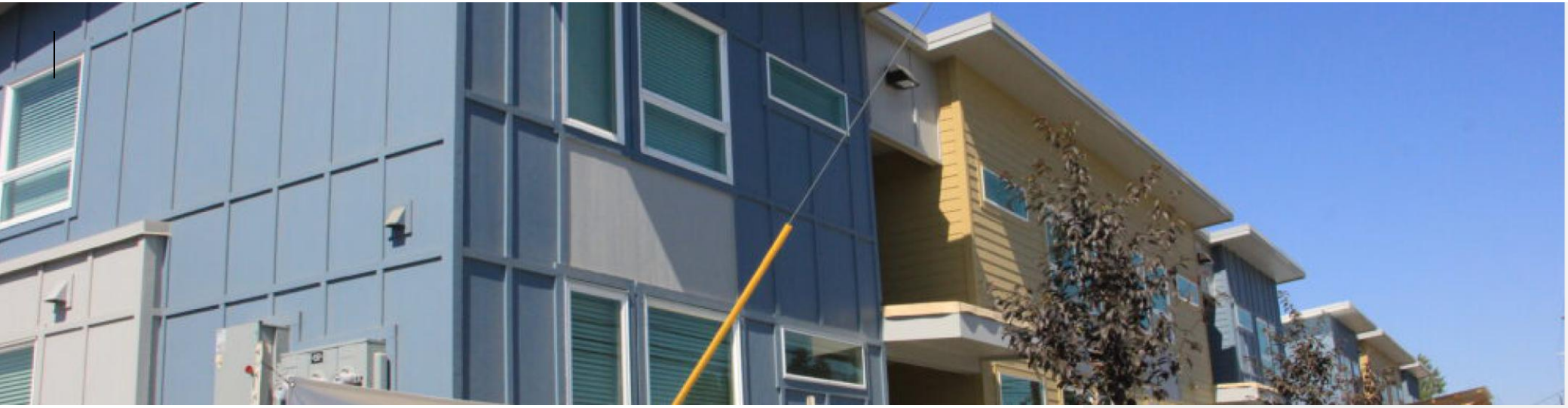

6 Transportation

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GMA Goal: Transportation Element

- Be consistent with the Land Use Element, including travel forecasts of at least 10-years based on the land use plans;
- Identify the impacts of the City's land use (and transportation) plans on the on state owned transportation facilities to provide a framework for monitoring the performance of and planning for improvements for the state highways and other state facilities;
- Include multimodal level of service (LOS) standards for all locally owned arterials and transit routes to gauge the performance of the systems;
- Identify system improvements to address any LOS deficiencies;
- Include a multiyear financing plan based on the needs identified in the comprehensive plan.

6.1 Introduction

The multimodal transportation system is integral to many facets of the City of Yakima, including land use, economic development, tourism, and recreation. The Transportation Element together with its companion document, Chapter 5 of the Comprehensive Plan ~~Transportation Systems Plan~~Volume II Technical Analysis, provides the framework to guide the growth and development of the city's transportation infrastructure. They integrate land use and the transportation systems, responding to current needs and ensuring that all future developments are adequately served. The Transportation Element addresses the development of a balanced, multi-modal transportation system for the city and adjacent urban growth area (UGA) and recognizes the regional nature of the transportation system and the need for continuing interagency coordination.

This Transportation Element and ~~Transportation Systems Plan~~Volume II Technical Analysis are based on a study of Yakima's existing transportation network, combined with a 20-year (20~~4~~50) projection of future growth and transportation needs. The Transportation Element establishes a policy framework for making decisions consistent with the City's vision, and describes a strategy for accomplishing the City's vision over the 20-year planning horizon. Based on the goals and policies in the Transportation Element, the Volume II Technical Analysis~~Transportation Systems Plan~~ is intended to serve as a guide for transportation decisions to address both short and long term needs.

6.2 Planning Context

The 2050 Transportation Element was developed to address future land use growth and identify transportation needs to support future growth. This plan is required to satisfy Growth Management Act (GMA) requirements and to update the City's transportation improvement projects and programs. This chapter of the Plan summarizes the regulatory setting and regional planning efforts that guided the development of the Transportation Plan.

Plan Development

The development of Yakima's 2040 Transportation Systems Plan was approved by the City Council to provide an update to the *Yakima Urban Area Transportation Plan, 2025*. The Yakima City Council adopted its previous Transportation Plan in June, 2017. In 2017, the City updated the Transportation Plan to address the impacts of growth within the City and its Urban Growth Area (UGA). The update was also needed to address changes in available transportation funding, development standards, and changes in the GMA. The purpose of the 2050 Transportation Element is to provide an update to the existing plan by identifying and evaluating the transportation improvement plans for the City from the years 2026 to 2050.

Changes Since Last Plan Update

Since the last plan was completed in 2012 and updated in 2017, the City of Yakima has completed several transportation projects that were identified in the *Yakima Urban Area Transportation Plan, 2025*. The City has also completed several other transportation planning efforts in subareas and along corridors.

5.1.2.2 Subarea/Corridor Plans

Subarea and corridor plans provide the footprint for future capital projects to address capacity and safety improvements as well as a "sense of place" for subareas and corridors. In this way, improvements that are both functional and aesthetically pleasing may be developed.

Yakima Downtown Master Plan (2013)

The Yakima Downtown Master Plan discusses the transformation of the downtown Yakima and the Central Business District along Yakima Avenue to create a vibrant destination. A prime objective of the Plan was to provide a 'retail strategy' for Downtown. Concepts central to the Plan include Yakima Plaza, new parking options, and enhancements to the Public Market. Multimodal circulation is presented including enhancements to Yakima Valley Trolley routes and new bicycle facilities in the corridor area.

Terrace Heights Neighborhood Plan (1999)

The Terrace Heights Neighborhood Plan discusses growth within the area as guided by the Yakima Urban Area Plan. Access and circulation are addressed as well as the importance of Terrace Heights Drive, the sole link between downtown and Terrace Heights.

West Valley Neighborhood Plan

The West Valley neighborhood, located in the southwest Urban Growth Area of the city, discusses the relationship to the Comprehensive plan including the transportation element. The vehicle, bicycle, and pedestrian systems are discussed with recommended treatments at select locations. Cost estimates for projects in the West Valley area are included.

East West Corridor Project (2012)

The East-West Corridor is part of a larger transportation corridor that includes the Terrace Heights Corridor that would connect Fruitvale Boulevard in western Yakima to 57th Street in Terrace Heights. This 2012 study is supplemental to a 2011 study and recommends corridor alignments.

5.1.2.3 Annexations and UGA

As areas in the UGA have been annexed, the total land area and number of residents within the City limits has increased over the years. As of 2025, the City includes over 27 square miles and approximately 97,000 residents (2020 Decennial Census).

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Governing Legislation

The 2050 Transportation Element and Transportation Element fulfills the requirements of the Washington State Growth Management Act (GMA). Other state legislation requires the Plan include projects that address Healthy Communities and the Clean Air Conformity Act. Projects must also comply with the Americans with Disabilities Act (ADA).

5.1.3.1 Growth Management Act and Concurrency

Under the Growth Management Act (RCW 36.70A.070), referred to herein as the GMA, the Transportation Plan is required to assess the needs of a community and determine how to provide appropriate transportation facilities for current and future residents. The GMA was

significantly updated in 2023 as part of HB 1181, and now requires that the Transportation Plan must contain:

- Inventory of existing facilities;
- Assessment of future facility needs to meet current and future demands;
- Multi-year plan for financing proposed transportation improvements;
- Forecasts of traffic for at least 10 years based on adopted land use plan;
- Multimodal Level of service (LOS) standards for arterials and public transit, including actions to bring deficient facilities into compliance;
- Transportation Demand Management (TDM) strategies, and;
- Identification of intergovernmental coordination efforts.

Additionally, under GMA, development may not occur if the development causes the transportation facility to decline below the City's adopted level of service standard unless adequate infrastructure exists or strategies are identified to accommodate the impacts of the development are made within six years of the development. Finally, the element must include a reassessment strategy to address how the Plan will respond to potential funding shortfalls.

5.1.3.2 Healthy Communities

Recognizing the growing need for physical activity among residents, the Washington State Legislature amended the GMA in 2005 with the Healthy Communities Amendment, ESSB 5186. Comprehensive plans are directed to address the promotion of Healthy Communities through urban planning approaches that promote physical activity (in land use plan) and require the Transportation Element to include a bicycle and pedestrian component.

5.1.3.3 Clean Air Conformity Act

The Transportation Plan is also subject to the Washington State Clean Air Conformity Act that implements the directives of the Federal Clean Air Act. Because air quality is a region wide issue, the City must support the efforts of state, regional, and local agencies as guided by WAC 173-420-080.

5.1.3.4 Americans with Disabilities Act (ADA)

The Americans with Disabilities Act (ADA) was enacted on July 26, 1990, and provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, and access to public accommodations, transportation, and telecommunications. Of the five titles or parts to the ADA, Title II is most pertinent to travel within the public right-of-way. Part 35, Subpart D – Program Accessibility § 35.150 (d)(3)) of Title II requires local agencies to conduct a Self-Evaluation and Transition Plan. The City completed an ADA Self-Evaluation and Transition Plan in 2016 and has been working to improve accessibility across the City by removing the barriers identified in the plan through incorporation of accessibility improvements in maintenance and operations activities and capital projects where appropriate.

~~6.2~~6.3 Policy Framework

The Growth Management Act requires that a transportation element be consistent with the Land Use Element and that it address:

- Land use assumption used in estimating travel;
- Estimated traffic impacts to state-owned transportation facilities resulting from land use assumptions to assist the department of transportation in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land-use decisions on state-owned transportation facilities;
- Facilities and services including:
    - An inventory of air, water, and ground transportation facilities and services, including transit alignments and general aviation airport facilities, to define existing capital facilities and travel levels as a basis for future planning. This inventory must include state-owned transportation facilities within the city or county's jurisdictional boundaries;
    - Regionally coordinated multimodal level of service standards for all locally owned arterials and transit routes to serve as a gauge to judge performance of the system;
    - Level of service standards for state-owned highways;

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  - Specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established level of service standard;
  - Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth; and
  - Identification of state and local system needs to meet current and future demands. Identified needs on state-owned transportation facilities must be consistent with statewide multimodal transportation planning;

- Financing, including:
  - An analysis of funding capability to judge needs against probable funding resources;
  - A multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program; and
  - A discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met, if probable funding falls short of meeting identified needs;
- Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions;
- Demand management strategies; and
- Pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.

Creating a functional, coherent, and seamless regional multimodal transportation systems requires coordination of transportation planning between jurisdictions and agencies. To ensure the efforts of all service providers are coordinated, consistent and meet a range of regional goals, the Yakima Valley Conference of Governments and the Yakima County Countywide Planning Policies establish transportation policy frameworks for the region.

Direction contained in each of these documents is incorporated in the goals and policies of this element.

Relationship with Other Plans

The Transportation Element describes both policies and actions that are required by the City to implement the intent of the transportation plan. It is essential that the Plan be coordinated with the Comprehensive Plan, including the Capital Facilities Plan, the six-year Transportation Improvement Program and the Yakima Valley Conference of Governments Regional Transportation Plan.

City of Yakima Bicycle Master Plan

The Bicycle Master Plan was developed to improve bicycle transportation throughout the City of Yakima. The Plan will guide planning, development, and management of existing and future bicycle connections within the City of Yakima. The plan builds upon previous City of Yakima initiatives, including the 1995 Bicycle Master Plan, the Yakima Greenway Master Plan, and numerous on- and off-road bicycle investments made to-date. The bicycle master plan serves as the basis for the city's new bicycle level of service standard.

Airport Master Plan

The Yakima Air Terminal-McAllister Field's Airport Master Plan was recently updated in 2015. The local jurisdictions (Yakima County, the City of Yakima and the City of Union Gap) are encouraged to adopt the plan into their Comprehensive Planning process. The Airport Master Plan has recommendations for the protection of airspace consistent with FAR Part 77. The protected airspace is a slope with its lowest point closest to the runway. Further from the runway higher objects and structures can be permitted without violating airspace. Landowners and developers within the corridor must be informed of the constraints of the airspace protection.

Transit Development Plan

The City of Yakima Transit division prepares a six-year Transit Development Plan annually. The plan identifies existing fixed route, paratransit, vanpool, park & ride lots, school service, and

multimodal connections. The plan also includes short and long-range public transportation operating and capital improvement projects.

Yakima County-Wide Planning Policy

The GMA also requires that counties adopt Countywide Planning Policies (CWPPs) to guide and coordinate issues of regional significance. The *Yakima County-Wide Planning Policy*, originally adopted in 1993 and updated in 2003 guides and coordinates the development of the comprehensive plans of Yakima County and all cities and towns within the county that contain goals and policies for transportation and other planning elements.

Yakima Valley Conference of Governments

The Yakima Valley Conference of Governments (YVCOG) coordinates planning efforts for the region, including the development of a regional travel demand model and the *Yakima Valley Regional Transportation Plan*. Adopted in 2024, the *Plan* contains goals and policies for the region.

Relationship with Funding

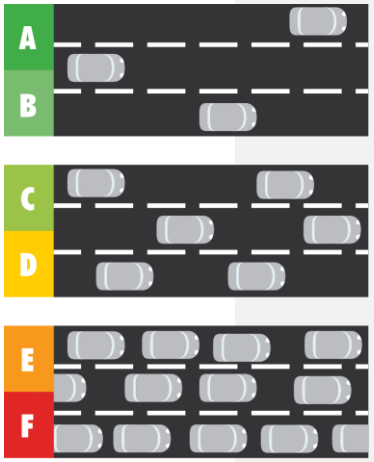
Identifying and securing the necessary funding for multimodal transportation projects is essential. Current projections reflect a short-fall in needs versus revenue sources. The city needs to pursue a wide range of potential funding sources at the local, regional, statewide and national level to address future capacity constraints and multimodal needs, preserve system integrity, address safety concerns and promote responsible economic development. Securing these funds will require collaboration with regional partners to jointly pursue grant opportunities.

Grant Opportunities

Grant funding is typically tied to specific improvement projects and distributed on a competitive basis, often with a local funding match. Due to reduced federal and state allocations, the pool of available grant funds will likely decrease in the future. In addition, more local agencies are pursuing grants resulting in a more competitive environment.

Agency Level of Service Standards

Traffic operations analyses provides quantitative method for evaluating how the transportation system is functioning. It is applied to existing and forecast conditions to assist in identifying issues and potential improvement options. Level of service is a measure of the quality of traffic flow and operations. It can be described in terms of speeds, travel times, delays, convenience, interruptions, and comfort.



Vehicle Level of Service

The Highway Capacity Manual (HCM) (Transportation Research Board, 2010), provides methodologies for evaluating level of service (LOS) for transportation facilities and services. The HCM criteria range from LOS A indicating free-flow conditions with minimal delays, to LOS F indicating extreme congestion and long vehicle delays.

State Highway Level of Service Standards

Cities in Washington are required to include the LOS standards for all state routes in the Transportation Plan of their local comprehensive plan. US 12 and I-82 are state highways serving the City of Yakima and are designated as highway of statewide significance (HSS). The LOS standards for HSS facilities are jointly set by WSDOT and YVCOG. The LOS standard for facilities in Yakima County that are in urban areas is LOS D and for facilities in rural areas is LOS C. US 12 within the City of Yakima is designated as urban and has an LOS D standard.

LOS	CONTROL DELAY (per Vehicle)	DESCRIPTION
A	10	Free flow
B	>10-20	Stable flow (slight delays)
C	>20-25	Stable flow (acceptable delay)
D	>35-55	Approaching unstable flow (tolerable delay, occasional wait through more than one signal)
E	>55-80	Unstable flow (intolerable delay)
F	>80	Forced flow (jammed)

WSDOT applies these standards to highway segments, intersections, and freeway interchange ramp intersections. When a proposed development affects a segment or intersection where the LOS is already below the state's adopted standard, then the pre-development LOS is used as the standard. When a development has degraded the level of service on a state highway, WSDOT works with the local jurisdiction through the SEPA process to identify reasonable and proportional mitigation to offset the impacts. Mitigation could include access constraints,

constructing improvements, right-of-way dedication, or contribution of funding to needed improvements.

Yakima County Level of Service Standards

The County's standard allows flexibility for LOS to be expressed in terms such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, geographic accessibility and safety. The regional LOS standards are contained in the *Yakima Valley Regional Transportation Plan* that identifies a standard of LOS D or better, when feasible and cost effective.

City Level of Service Standards

The City has established LOS standards to provide for adequate mobility of traffic at intersections and adjacent roadways. The City has maintained an LOS standard of D for all intersections, including traffic signals, roundabouts, and stop-controlled intersections.

Active Transportation Level of Service Standards

Recent updates to the Washington State Growth Management Act require cities in Washington to develop Level of Service standards for active (walking and rolling) modes in addition to those set for vehicle traffic. The focus for measuring LOS for active modes in this plan is on network connectivity rather than vehicle throughput or user counts since a person's choice to walk, bike or roll is primarily influenced by the availability of well-connected routes, as well as user perception of safety and conflict. People walking, biking, and rolling in wheelchairs and mobility devices are the most vulnerable users of the transportation system because they:

- Do not have a vehicle structure to protect them
- Are smaller and lighter than larger and heavier vehicles
- Travel at slower speeds (10-15 mph) than vehicles
- Are exposed to vehicle passing and turning conflicts
- Are at higher risk of injury in collisions with vehicles

Active transportation LOS standards were developed for this plan by drawing on previous planning efforts within Yakima, namely the 2021 Pedestrian and 2017 Bicycle Master Plans. Each of these planning efforts focused on creating a network of low stress facilities that

connect neighborhoods to key destinations such as schools, urban centers, commercial areas, parks and greenways.

For the pedestrian LOS, standards focus on the presence or absence of adequate sidewalks along key routes identified by their network typology as defined by the Pedestrian Master Plan. For routes along corridors identified as Downtown/Main Street Commercial, Major Street Commercial, and School/Park/Campus Areas, sidewalks on both sides of the street are essential for providing safe access to the services and amenities found along these streets. Routes defined as Low Density Corridors and Primary Connectors are corridors without a high density of destinations along their length but that provide key connections between neighborhood centers. Therefore, sidewalks on both sides of the street are not necessary and the standard is one side only. The LOS Standards for Pedestrians are shown below:

Pedestrian Network Typology	**LOS Green**	**LOS Orange**	**LOS Red**
Downtown/Main Street/Major Street/School/Park/Campus	Sidewalk Both Sides	Sidewalk on One Side	No Sidewalk
Low Density Corridor/Primary Connector	Sidewalk One Side Only		No Sidewalk

For the bicycle LOS, standards focus on completing the buildout of projects recommended in the 2017 Bicycle Master Plan. The plan recommended 78 new miles of facilities such as bike lanes, shared lanes, bicycle boulevards or greenways, and improved trail connections. Where dedicated roadway space is called for via the construction of bicycle lanes or improvements to existing facilities that have not been completed, the LOS is considered to be Red, or deficient. The Bicycle Master Plan identified several corridors where traffic volumes and speed limits are already low and as such can function as shared use roadways that could be improved via signage and traffic calming strategies. Where these corridors were identified but improvements are still needed the LOS is considered to be Orange. Where adequate facilities exist as identified in the Bicycle Master Plan, such as the Yakima River Greenway, Powerhouse

Trail and 6th Avenue multiuse path, the LOS for these corridors is Green. The LOS standards for Bicycles are shown below.

Bicycle Level of Service Standard

LOS Standard	LOS Description
Green	Dedicated bicycle facility present
Orange	Bicycle Boulevard (dedicated space not required) not present
Red	Dedicated bicycle facility not present

Transit Level of Service

As part of the multimodal standards required by GMA, this plan adopts level of service standards for transit stops within Yakima. Yakima Transit utilizes 648 stop locations along city streets. The LOS standard for these stop locations in the city Right of Way is measured by proximity to sidewalks which provide vital first and last mile connections for transit users. The quality of sidewalk connections at stops directly impacts ridership, accessibility, and convenience, and high-quality pedestrian routes may help extend the reach of existing service and encourage transit use over private vehicles. LOS **Green** indicates that sidewalk is immediately adjacent to a bus stop and there is no break in connectivity between the transit and pedestrian network. LOS **Orange** indicates that sidewalk exists within 100ft of a bus stop meaning that there is some break in connectivity between networks that might discourage transit use but does not present as large a barrier as LOS **Red** which indicates that the nearest sidewalk is more than 100ft away from a stop. This plan recommends that the city coordinate with Yakima Transit to prioritize stop locations that are below standard for improving sidewalk connectivity.

~~6.3~~6.4 Today and Tomorrow

Conditions and Trends

The City of Yakima owns and manages transportation facilities throughout the ~~c~~City and UGA. The multimodal transportation system is integral to many facets of the City of Yakima, including land use, economic development, tourism, and recreation.

Vehicle Operations

City of Yakima LOS standards are identified in this Comprehensive Plan for roadways within the City. For these roadways the standard is LOS D.

- The results of the LOS analysis indicate that all of the study intersections currently meet City LOS standards, with the exception of two intersections located at -N 16th Ave / W Tieton Dr (Signal), and S 18th St / E Nob Hill Blvd (Signal). These two intersections are located on arterial roadways which are designated to serve a high number of vehicles.

Vehicle, Pedestrian, and Bicycle Safety

The collision history of the multimodal transportation system can help identify crash patterns for all modes and is used in the development of projects to improve the safety of the City's roadways.

- ~~Eight intersections within the City had an observed collision rate higher than the intersection's critical collision rate~~Over the last 5 years (2020-2024), there were 8,082 crashes on City of Yakima roadways, of which 169 (2%) resulted in serious injury or fatality.
- ~~Five of the eight intersections had collisions with pedestrians or bicycles. Of those five intersections, the 16th Avenue / Tieton Drive intersection had the most with one pedestrian collision and two bicycle collisions~~According to the Yakima Valley Conference of Governments Regional Safety Action Plan - unsafe driver behavior, lack of pedestrian facilities, and worn pavement markings are some of the largest contributors to serious and fatal collisions in Yakima.

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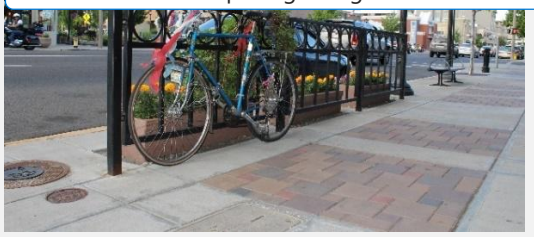

- Pedestrian and bicycle crashes were the most common cause of serious injury or fatality for collisions in Yakima. Approximately 27% of serious injury and fatal collisions were due to a pedestrian or bicycle being involved. ~~More than half of all non-motorized collisions occurred on Principal Arterials. While these roadways carry only a portion of pedestrian and cyclists, they are the roadways where most collisions between vehicles and pedestrians or vehicles and cyclists occurred~~.

Land Use Changes

The 2054~~0~~ Baseline alternative was developed to establish a framework for the Plan and to identify future traffic operational deficiencies. The Baseline alternative is also referred to as Alternative 1 or the No Action alternative. This land use scenario assumes current land use zoning within City limits remaining in place and household and employment growth allocated throughout the City consistent with historical trends.

- The Preferred alternative is also referred to as Alternative 2. This land use scenario assumed changes to the zoning within Yakima that would reallocate growth to areas closer to the downtown areas and northeast Yakima. For regional growth outside the City limits, the same assumptions use for Baseline were applied
- Existing, No Action, and Action Alternative land use is described in the Land Use Element.

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Yakima Regional Airport

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The Yakima Air Terminal – McAllistar Field (YKM) is located within the city limits of Yakima. This 825-acre airport has two active runways which can accommodate most types of aircraft. The Airport provides commercial passenger service and supports both corporate and general aviation activities.

In addition to the Yakima Valley, the airport serves all of Yakima County and portions of Kittitas, Klickitat, and Lewis counties. The Airport Director and supporting staff oversee the day-to-day operations and maintenance in accordance with applicable local, state, and federal regulations. The Yakima Airport has one primary Runway (9/27) measuring a length of 7,604 feet and a secondary crosswind Runway (4/22) measuring 3,835 feet. The 2015 Airport Master Plan includes extending Runway 9/27 from 7,604 feet to 8,800 feet to accommodate

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larger commercial and military aircraft. The airport has a number of ground-based instrumentation (ILS- VOR/DME) as well as satellite-based (GPS) instrument approaches to accommodate aircraft operations during inclement weather. The primary runway can accommodate aircraft up to 160,000 pounds with dual-wheel configuration while the crosswind runway can withstand an aircraft up to 80,000 pounds. The airport conveniently has an Air Traffic Control Tower to manage arriving and departing aircraft and is operational from 6:00am till 10:00pm seven days a week.

The Yakima Airport currently serves over 70,000 passengers per year, with plans to double by 2030.. Currently, the Yakima Airport provides five roundtrip flights operated by Alaska and Empire Airlines. . (The Yakima Airport has seen recent growth since the beginning of the COVID-19 Pandemic in the number of enplanements with 2024 having 41,471 enplanements, a 72.48% increase since 2023. This is a decrease from 73,378 enplanements in 2016 and the 2015 Airport Master Plan goal of 75,508 by 2020.

Alaska Airlines provides three flights per day (in each direction) to and from the Seattle-Tacoma International Airport. The airport also provides two round-trip flights between Spokane and Yakima through Empire Airlines. Charter Flight Group provides private charter flights to Prineville, Oregon. Paramount Business Jets provides private charter flights to Seattle, Spokane, Victoria (BC), Couer d'Alene, Abbotsford (BC), Portland, as well as the Aeolian Islands in Italy. Other private charter jet companies include Mercury Jets, Surf Air, Silver Air, and others. McCormick Air Center supports the corporate and general aviation community through a single Fixed Base Operator. McAllister Museum also provides fueling services with self-service 100LL fuel. Other businesses and services located at the Airport include Reno's on the runway, Cub Crafters, Yakima Aerosport, Advanced Life Systems, Triumph Group, and Airlift Northwest. Air cargo service is provided byFedEx, and the United Parcel Service (UPS). Additionally, the airport hosts Hertz for rental car service for passengers.

The Yakima Airport also has a significant economic impact on the region and the State of Washington. According to the WSDOT Airport Economic Impact Study, the Yakima Airport has over $591 million in business revenue and provided 2,366 jobs in 2018. In 2023, the Yakima Airport transported 849,545 lbs of domestic air cargo, and 4,454 lbs of international air cargo. The Yakima urban area has a number of freight dependent industrial businesses and various

other land uses that are located throughout the Yakima area. Connection to the Yakima Airport is a growing issue in the Yakima Valley as opportunities increase for freight movement by air.

The Yakima Air Terminal-McAllister Field's Airport Master Plan was updated in 2015. The local jurisdictions (Yakima County, the City of Yakima and the City of Union Gap) are encouraged to adopt the plan into their Comprehensive Planning process.

In addition, the Airport Master Plan has recommendations for the protection of airspace consistent with FAR Part 77. The protected airspace is a slope with its lowest point closest to the runway. Further from the runway higher objects and structures can be permitted without violating airspace. Landowners and developers within the corridor must be informed of the constraints of the airspace protection.

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The Tri-Cities Airport is owned by the Port of Pasco. It consists of three asphalt runways ranging from 1,348 to 7,700 feet long. The Tri-Cities Airport is an instrument airport utilizing a number of landing and navigational aids. The airport is served by Delta, Alaska Air/Horizon Air, United Express and Allegiant with flights to Seattle, Portland, San Francisco, Minneapolis/St. Paul, Denver, Salt Lake City, Los Angeles, Las Vegas and Mesa, Arizona. ~~The Yakima Air Terminal – McAllistar Field (YKM) is located within the city limits of Yakima. This 825-acre airport has two active runways which can accommodate most types of aircraft. The Airport provides commercial passenger service, and supports both corporate and general aviation activities.~~

~~In addition to the Yakima Valley, the airport serves all of Yakima County and portions of Kittitas, Klickitat, and Lewis counties. The Airport Director and supporting staff oversee the day-to-day operations and maintenance in accordance with applicable local, state, and federal regulations. The Yakima Airport has one primary Runway (9/27) measuring a length of 7,604 feet and a secondary crosswind Runway (4/22) measuring 3,835 feet. The 2015 Airport Master Plan includes extending Runway 9/27 from 7,604 feet to 8,800 feet to accommodate larger commercial and military aircraft. The airport has a number of ground-based instrumentation (ILS- VOR/DME) as well as satellite-based (GPS) instrument approaches to accommodate aircraft operations during inclement weather. The primary runway can accommodate aircraft up to 160,000 pounds with dual-wheel configuration while the~~

~~crosswind runway can withstand an aircraft up to 80,000 pounds. The airport conveniently has an Air Traffic Control Tower to manage arriving and departing aircraft and is operational from 6:00am till 10:00pm seven days a week.~~

~~In 2009, the Yakima Airport handled approximately 58,994 passengers who boarded commercial aircraft prior to the downturn of the economy. Currently, the airport provides four roundtrip flights per day operated on Alaska Airlines' Q-400 aircraft. Forecasting passenger demands is critical in the overall planning for the airport, of which the 2015 Airport Master Plan update projects enplanements to be 75,508 by 2020. The number of actual enplanements in 2016 was approximately 97.2% of this forecasted number at 73,378.~~

~~Alaska Airlines provides four flights per day (in each direction) to and from the Seattle-Tacoma International Airport. Xtra Airways provides casino charter service to Wendover, NV and Sun Country Airlines provides charter service to Laughlin, NV. McCormick Air Center supports the corporate and general aviation community through a single Fixed Base Operator. McAllister Museum also provides fueling services with self-service 100LL fuel. Other businesses and services located at the Airport include JR Helicopters, Airlift Northwest medivac, Airporter Shuttle, Cub Crafters (an aircraft manufacturer), Explore Aviation LLC (flight training), FedEx, and the United Parcel Service (UPS). Additionally, the airport supports a variety of Rental Car agencies, which major brands include Budget, Avis, and Hertz.~~

~~The forecast from the Washington State Long-Term Air Transportation Study (July 2009) projects moderate growth of traffic and service at the Yakima Regional Airport over the 25 year forecast period.~~

~~In 2005, the Yakima Airport ranked #5 in the State for air cargo tonnage. Between the years 1990 and 2020, the handling of air freight is expected to increase approximately 4.2% per year. This average annual growth rate would result in about 402 metric tons of air cargo being handled at the Airport in the year 2020. The Yakima urban area has a number of freight dependent industrial businesses and various other land uses that are located throughout the Yakima area. Connection to the Yakima Airport is a growing issue in the Yakima Valley as opportunities increase for freight movement by air.~~

~~Six commercial service airports currently operate in central Washington. Passenger traffic at Yakima has been relatively consistent, although Delta Airlines and United Express no longer~~

~~serve the Yakima Valley. Total passenger levels have ranged from 92,409 in 1997 to a low of 53,155 in 2004.~~

~~The Yakima Air Terminal-McAllister Field's Airport Master Plan was recently updated in 2015. The local jurisdictions (Yakima County, the City of Yakima and the City of Union Gap) are encouraged to adopt the plan into their Comprehensive Planning process.~~

~~In addition, the Airport Master Plan has recommendations for the protection of airspace consistent with FAR Part 77. The protected airspace is a slope with its lowest point closest to the runway. Further from the runway higher objects and structures can be permitted without violating airspace. Landowners and developers within the corridor must be informed of the constraints of the airspace protection.~~

~~The Tri-Cities Airport is owned by the Port of Pasco. It consists of three asphalt runways ranging from 1,348 to 7,700 feet long. The Tri-Cities Airport is an instrument airport utilizing a number of landing and navigational aids. The airport is served by Delta, Alaska Air/Horizon Air, United Express and Allegiant with flights to Seattle, Portland, San Francisco, Minneapolis/St. Paul, Denver, Salt Lake City, Los Angeles, Las Vegas and Mesa, Arizona. The Tri-Cities Airport is currently on Phase II of a major airport expansion and modernization project; construction is expected to be complete in 2017.~~

Roadway and Infrastructure Damage from Environmental Hazards

As noted in Appendix A, Climate Vulnerability Assessment Memo, road users including drivers, pedestrians, cyclists, and transit riders may experience interruptions related to roadway and infrastructure damage caused by extreme precipitation, extreme heat, and widlfires. Extreme precipitation can lead to urban flooding which may limit routes and create dangerous conditions for road users who need to access their homes, jobs, or services. Additionally, extreme heat, worsened by the urban heat island effect, can damage roadways and lead to increased repair and maintenance costs and possibly unsafe conditions. Each of the hazards, including wildfire and smoke, can present major interruptions to non-drivers as poor air quality, high heat, or flooding can limit Yakima residents' ability to walk, bike, or take transit to their destinations. This disproportionately impacts low-income individuals who may not have access to a motor vehicle or other mode of transportation. See the Climate Vulnerability Assessment Memo, Appendix A, for further analysis.

~~Challenges and Opportunities~~

~~Future Needs~~Transportation Systems Plan

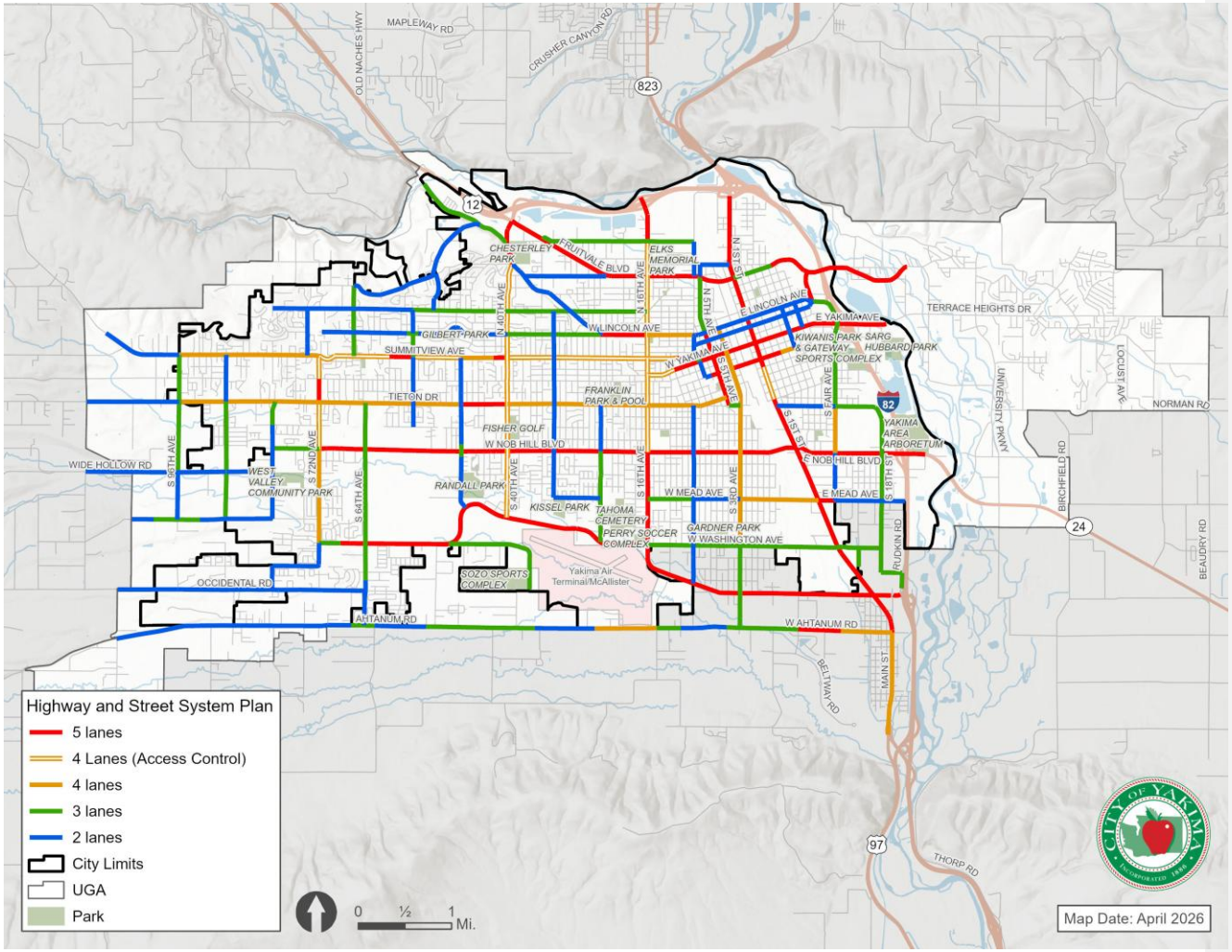
The Transportation Systems Plan provides the blueprint for improvement projects and programs to meet the multimodal transportation needs of the community. Each mode has a separate systems plan that harmonize together to build the overall City plan. The Transportation Systems Plan is based on the evaluation of existing system deficiencies and forecasts of future travel demands.

Highway and Street System Plan

Exhibit 6-3 highlights the highway and street system envisioned for the City of Yakima based on the size (number of lanes) and connectivity of City arterials and collectors. Most Principal Arterials are anticipated to be 4 to 5 lanes to best facilitate vehicular travel throughout the City. Existing Principal arterials limited to 4 lanes would be widened to 5 lanes where possible. Where widening Principal Arterials is impractical, then greater Access Management would be anticipated over time. Example corridors include 40th Street, 16th Street, 1st Street, Fruitvale Boulevard, Summitview Boulevard, Nob Hill Boulevard, and Valley Mall Boulevard.

Minor Arterials would be 3 to 5 lanes wide depending on anticipated traffic volumes in the area. Major Collectors would be limited to 2 to 3 lanes, with possible exceptions in commercial areas. Existing Major Collectors with 4 lanes would likely be reduced to 3 lanes in the future. Local streets are mostly 2 lanes with possible exceptions in commercial areas.

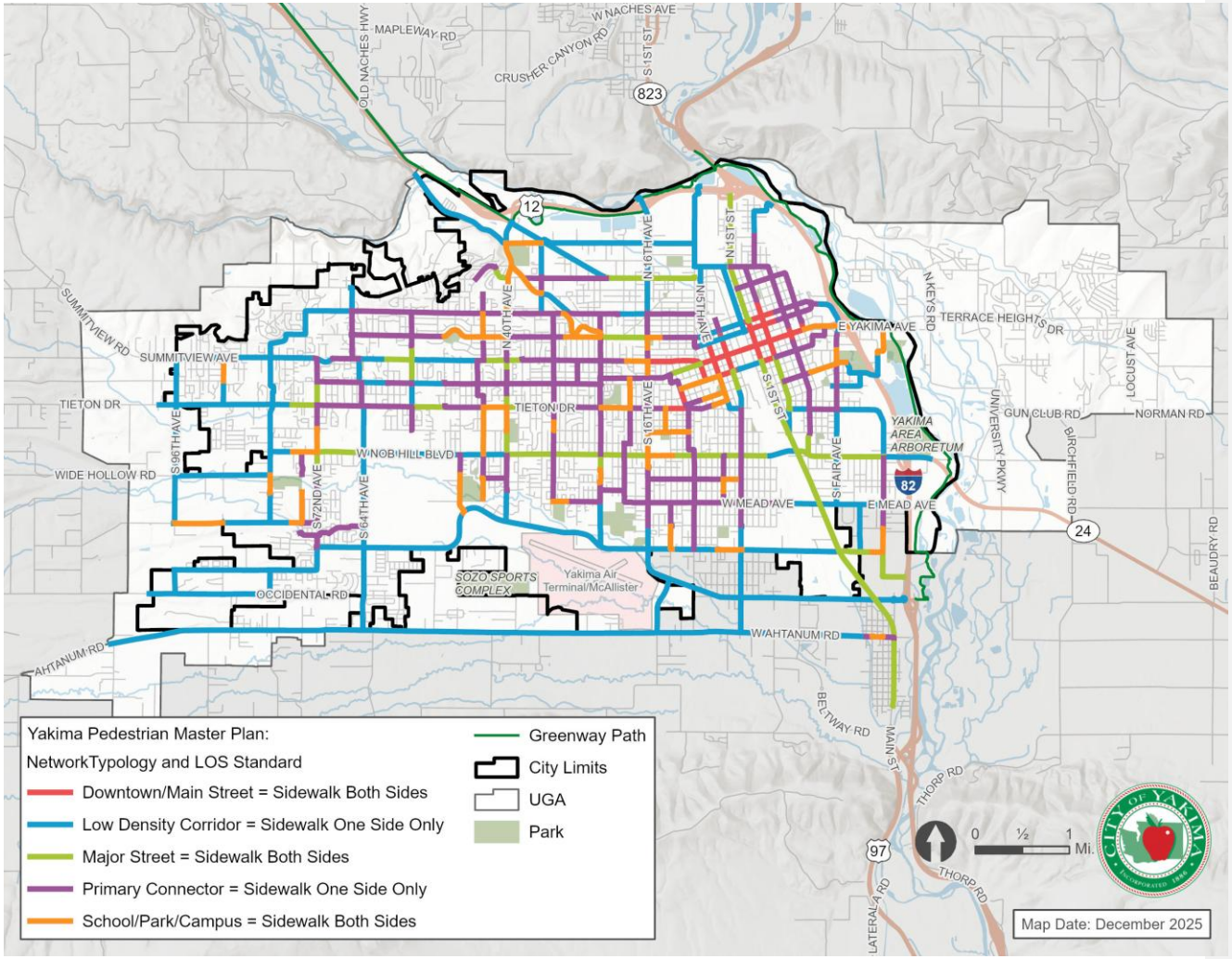
Exhibit 6-1. Highway and Street System Plan (2050 Planned Network)



Pedestrian System Plan

Sidewalks, walkways, and multiuse trails are integral to the City's overall transportation system. The City generally desires to have sidewalks or comparable pedestrian facilities on both sides of streets, unless special circumstances make it physically or cost prohibitive. In addition, safe crossings are desired at regular intervals along a corridor to discourage unsafe pedestrian and cyclist crossings of arterial roadways. Exhibit 6-4 illustrates the priority pedestrian system for the City.

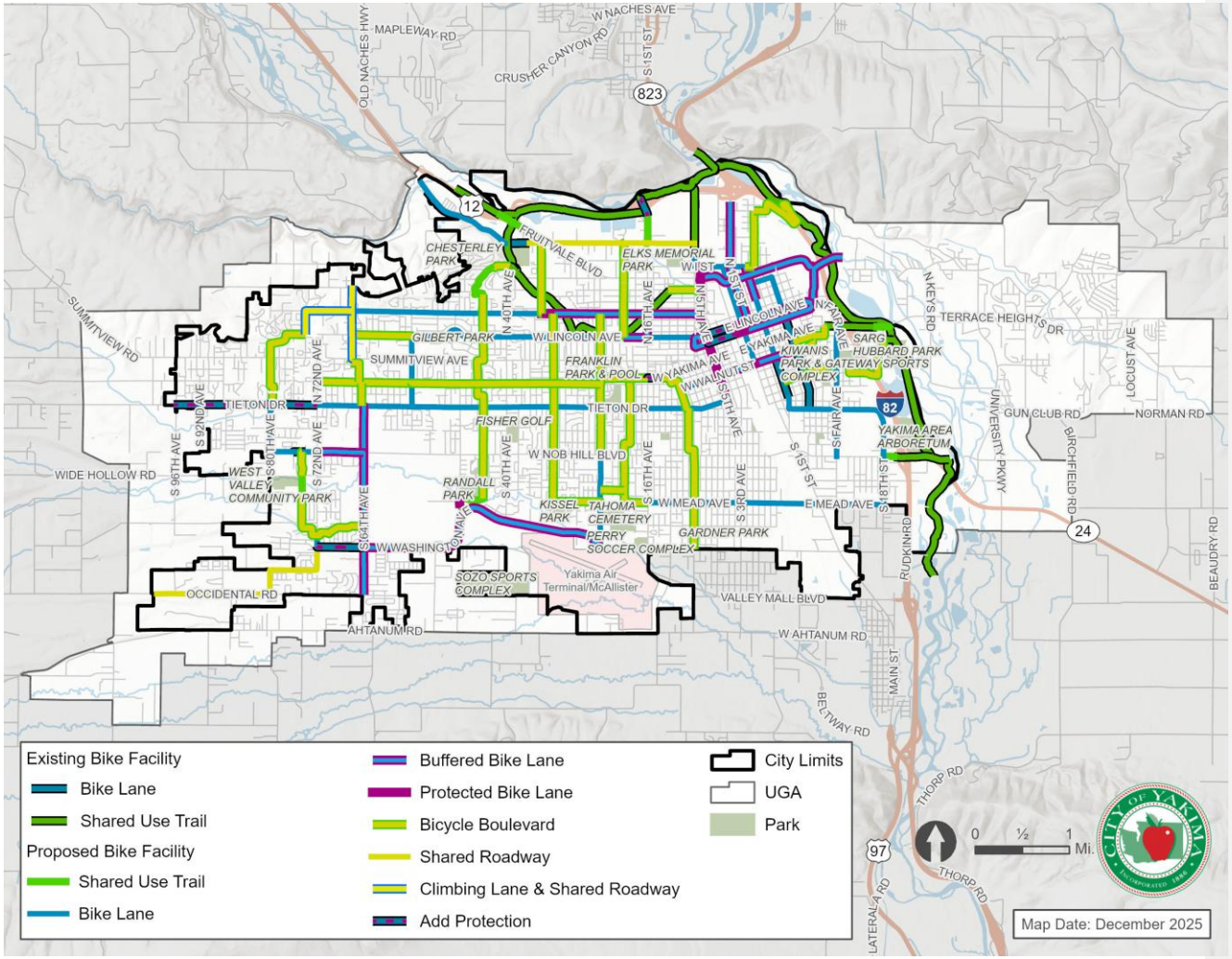
Exhibit 6-2. Pedestrian System Plan



Bicycle Systems Plan

Exhibit 6-5 shows the planned bicycle system plan for Yakima and the surrounding areas. The bicycle system plan, provides comprehensive network of attractive bicycle facilities between the City's residential neighborhoods, the transit system, employment areas, schools, and parks. The bicycle facilities will include multiuse trails, protected bike lanes, buffered bike lanes, bike lanes, bike routes, and bicycle boulevards on lower volume roadways. The 2017 bicycle master plan identified a skeleton network that, once built, would make connections with existing facilities and provide connections through downtown Yakima and to the Yakima Greenway. Many of these projects have yet to be completed, and these routes are considered part of the primary network. The primary bicycle routes indicate those corridors that have the highest priority for establishing a completely connected bicycle facility network. The secondary network indicates the arterials and collector streets that also should have basic bicycle facilities. Wide shoulders on higher speed roads and shared lane markings on low speed, low volume roads are appropriate bike facilities in the adjacent rural areas. Specific improvements for each corridor are identified, however project level planning and engineering studies are still required to determine feasibility on a project by project basis.

Exhibit 6-3. Bicycle System Plan

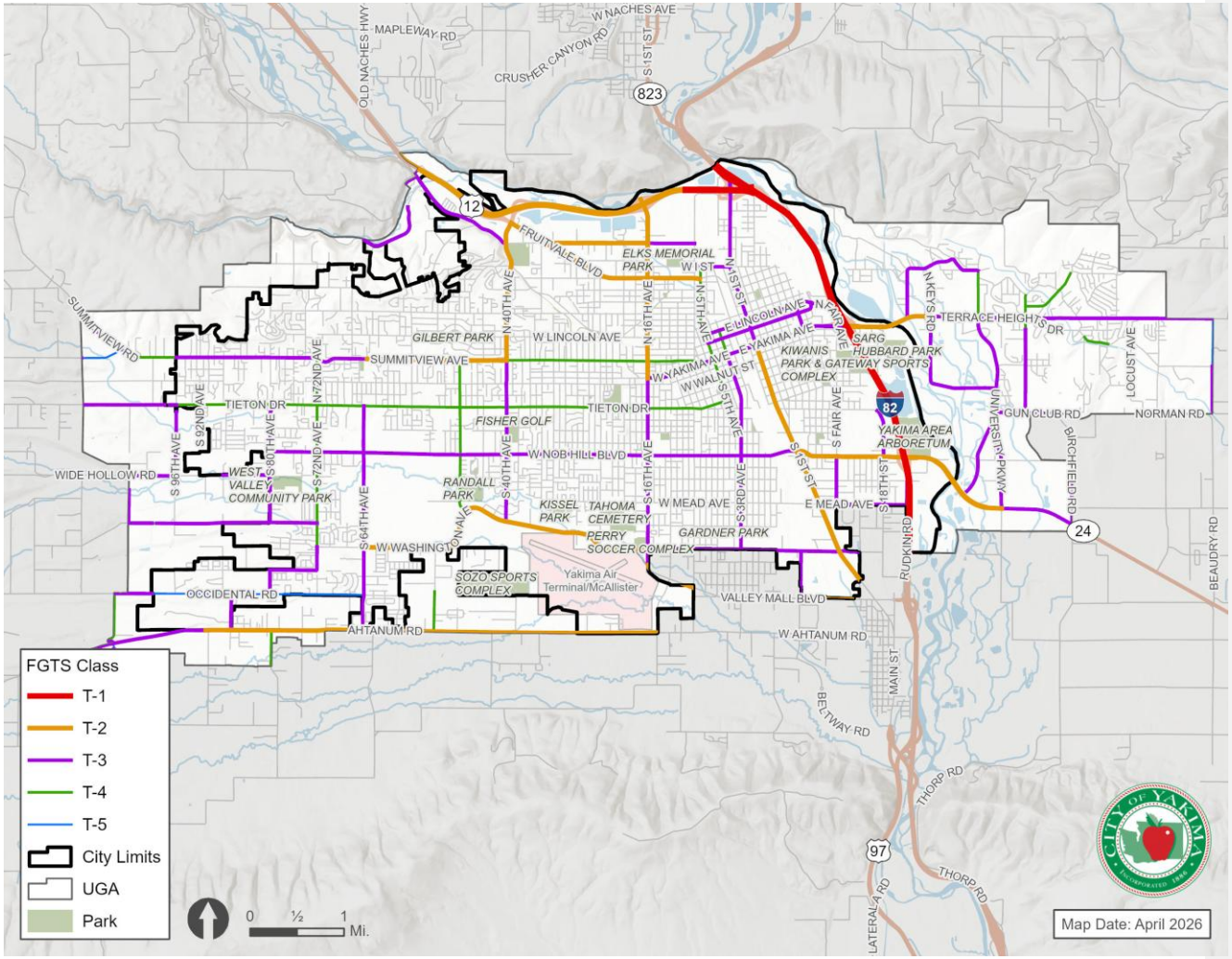


Freight Systems Plan

The City of Yakima has a significant level of truck activity. With increased commercial and employment growth forecast through 2040, the level of truck activity will also increase. To systematically address the needs of future truck travel, the City has adopted a defined system of truck routes.

As shown in Exhibit 6-6, the Truck Route system generally connects freight generating areas with I-82 and US 12. In northwest Yakima, Summitview Avenue and 40th Avenue are the major routes. In northeast Yakima, 16th Avenue and 1st Avenue connect Fruitvale Boulevard and Downtown areas to US 12. Yakima Avenue, Lincoln Avenue, and Martin Luther King Boulevard connect downtown areas to I-82. In southeast and southwest Yakima, Nob Hill Boulevard, Washington Avenue, Valley Mall Boulevard, and Ahtanum Road connect areas to I-82.

Exhibit 6-4. Truck Route Classification



Transportation Improvement Projects

The City has identified a comprehensive list of multimodal transportation system improvement projects and programs. The multimodal improvement projects address transportation needs within the existing City limits. It also identifies improvement projects within the City's unincorporated UGA needed to serve future growth within the area as it is annexed. Improvements under other jurisdictions include previously identified projects as well as potential improvements identified by the City of Yakima. The City will continue to coordinate with the other agencies in their transportation planning efforts to facilitate development of a comprehensive transportation system for the City and surrounding communities. shows a map of the projects.

The projects were categorized as follows:

- **Intersection Improvements** include upgrading intersections through added turn lanes or modifications to traffic controls. Where applicable, improvements may also include upgrading traffic signals and implementing Intelligent Transportation Systems (ITS), which could encompass modifications to vehicle detection and coordinated signal timing.
- **Active Transportation** improvements add pedestrian and bicycle facilities to roadways or construct off-street multiuse pathways to complete gaps in the existing non-motorized network.
- **Study** includes further analysis and evaluation to develop more detailed improvement projects and cost estimates.
- **Roadway Improvements** include modifying roadways to current City design standards and incorporating multimodal improvements to serve higher traffic volumes and non-motorized travel.
- **New Roadway** includes constructing new arterials or collector roads, including non-motorized facilities.

Recommended transportation improvement projects are shown in Exhibit 6-2 and Exhibit 6-3.

Exhibit-6-5. Roadway and Intersection Improvement Projects

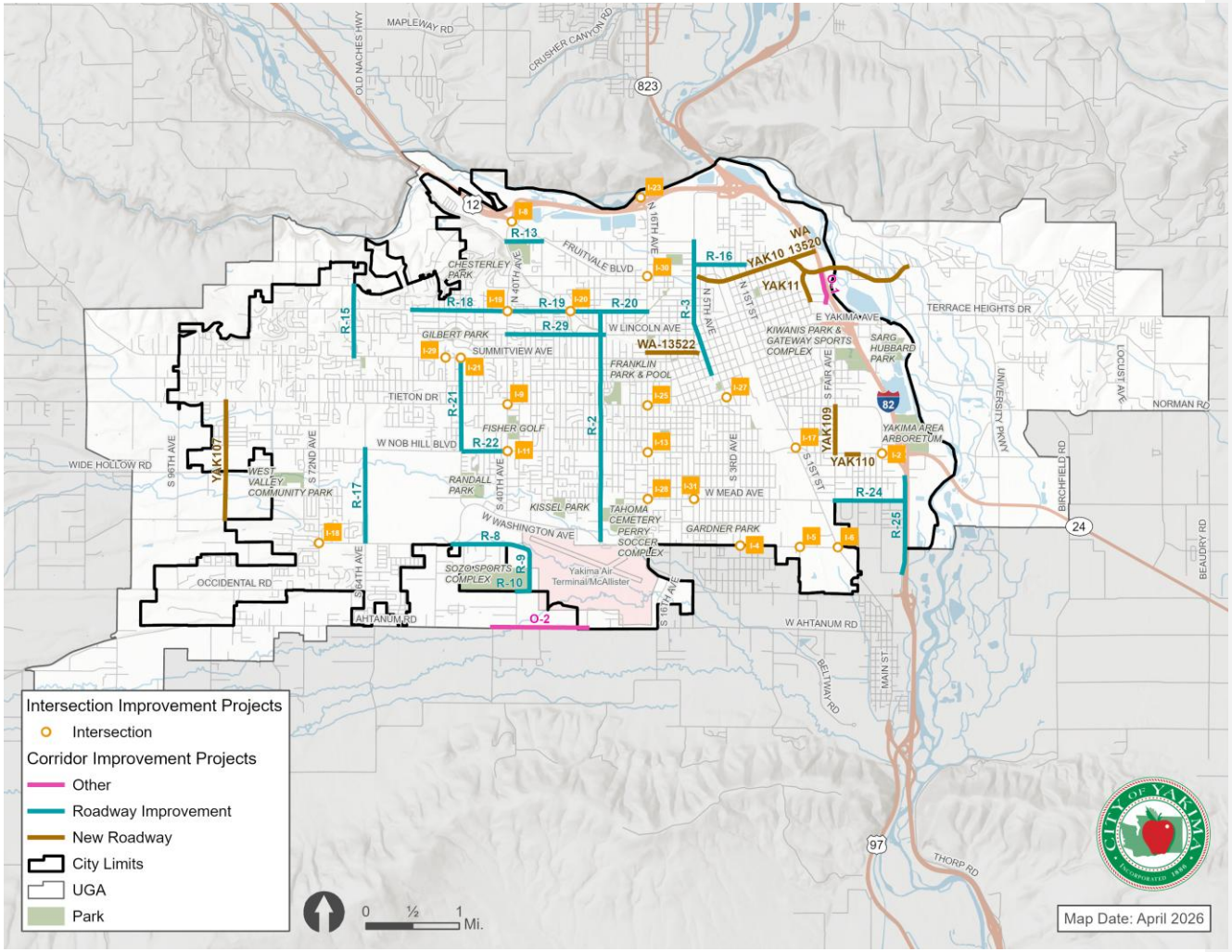
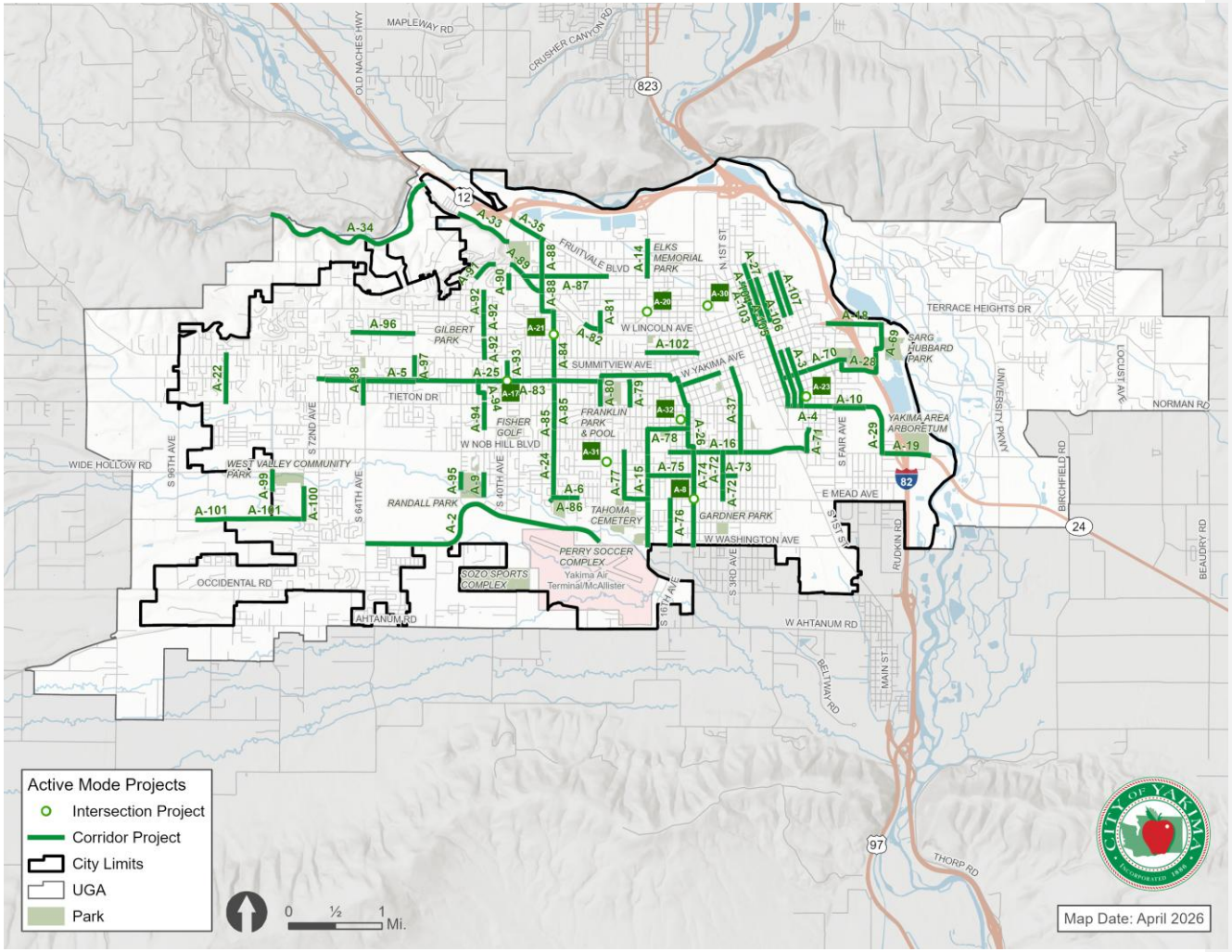


Exhibit-6-6. Active Transportation Improvement Projects



Full details (including cost estimates) of the recommended projects are included in Volume II of the Comprehensive Plan. Each of the projects have been assigned a likely timing horizon of short-range (2027-2032), mid-range (2033-2040), and long-range (2040-2050). The timing

blends the relative priority of each project with the likely timing to be able to fund, design, and construct an improvement project.

~~*Improvement Projects*~~

~~The City has identified a comprehensive list of multimodal transportation system improvement projects and programs. Thematic examples of project include:~~

- ~~**Intersection Improvements** include upgrading intersections through added turn lanes or modifications to traffic controls. Where applicable, improvements may also include upgrading traffic signals and implementing Intelligent Transportation Systems (ITS), which could encompass modifications to vehicle detection and coordinated signal timing.~~
- ~~**Active Transportation** improvements add pedestrian and bicycle facilities to roadways or construct off-street multiuse pathways to complete gaps in the existing non-motorized network.~~
- ~~**Study** includes further analysis and evaluation to develop more detailed improvement projects and cost estimates.~~
- ~~**Roadway Improvements** include modifying roadways to current City design standards and incorporating multimodal improvements to serve higher traffic volumes and non-motorized travel.~~
- ~~**New Roadway** includes constructing new arterials or collector roads, including non-motorized facilities.~~

~~The comprehensive list of multimodal transportation improvement projects is described in the Transportation Systems Plan.~~

~~6.4 Our Transportation Systems Plan~~

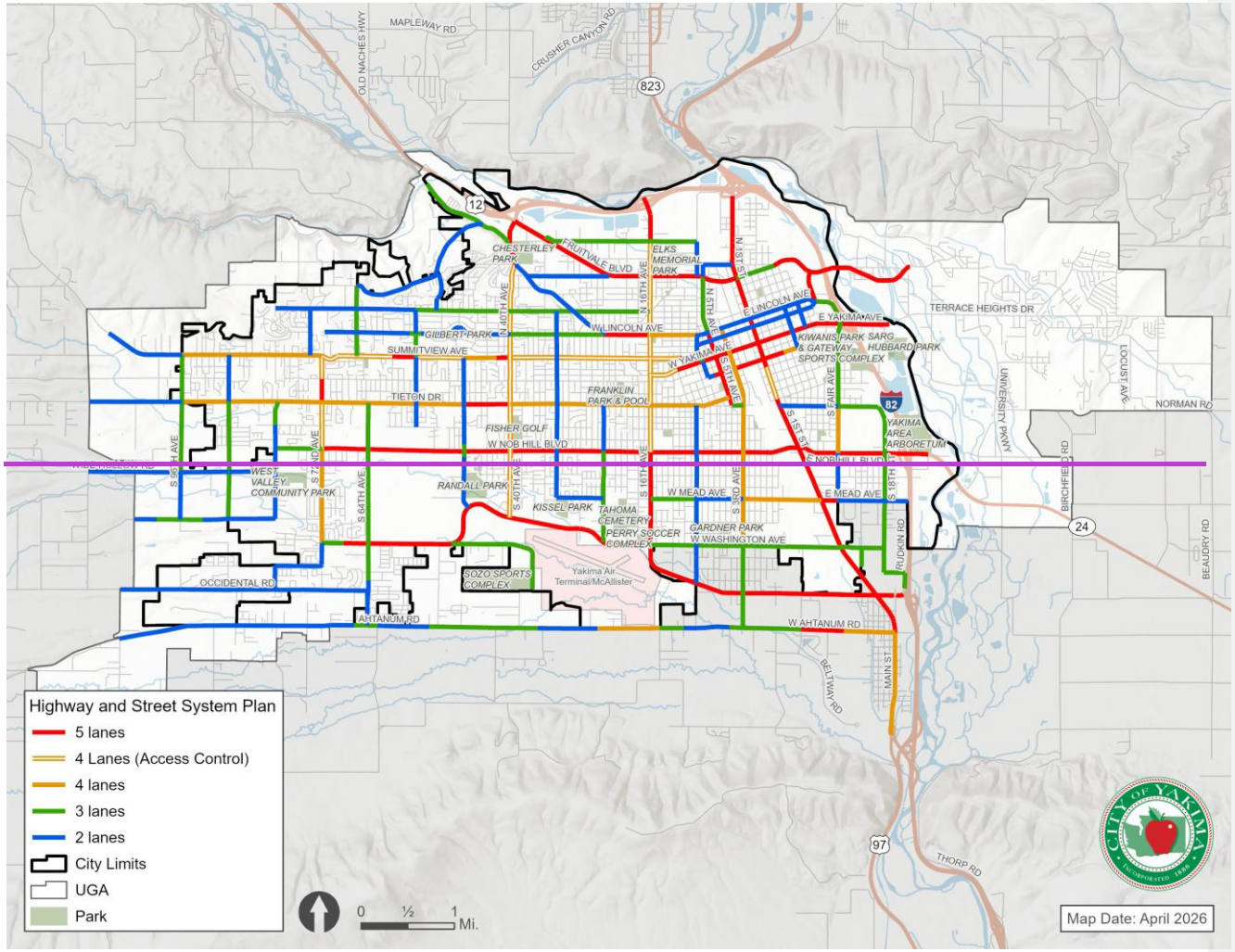
~~The Transportation Systems Plan presents an inventory, revenue analysis, level of service analysis, and all known transportation needs for the future of Yakima to accommodate growth. The Plan and this Element together provide a comprehensive look at investment in the City's multimodal transportation system and its ability to serve residents broadly. The Plan aids the City in ensuring that transportation facilities are in place to serve current residents and future growth as new development occurs.~~

~~Highway and Street System Plan~~

~~Exhibit 5-23 highlights the highway and street system envisioned for the City of Yakima based on the size (number of lanes) and connectivity of City arterials and collectors. Most Principal Arterials are anticipated to be 4 to 5 lanes to best facilitate vehicular travel throughout the City. Existing Principal arterials limited to 4 lanes would be widened to 5 lanes where possible. Where widening Principal Arterials is impractical, then greater Access Management would be anticipated over time. Example corridors include 40th Street, 16th Street, 1st Street, Fruitvale Boulevard, Summitview Boulevard, Nob Hill Boulevard, and Valley Mall Boulevard.~~

~~Minor Arterials would be 3 to 5 lanes wide depending on anticipated traffic volumes in the area. Major Collectors would be limited to 2 to 3 lanes, with possible exceptions in commercial areas. Existing Major Collectors with 4 lanes would likely be reduced to 3 lanes in the future. Local streets are mostly 2 lanes with possible exceptions in commercial areas.~~

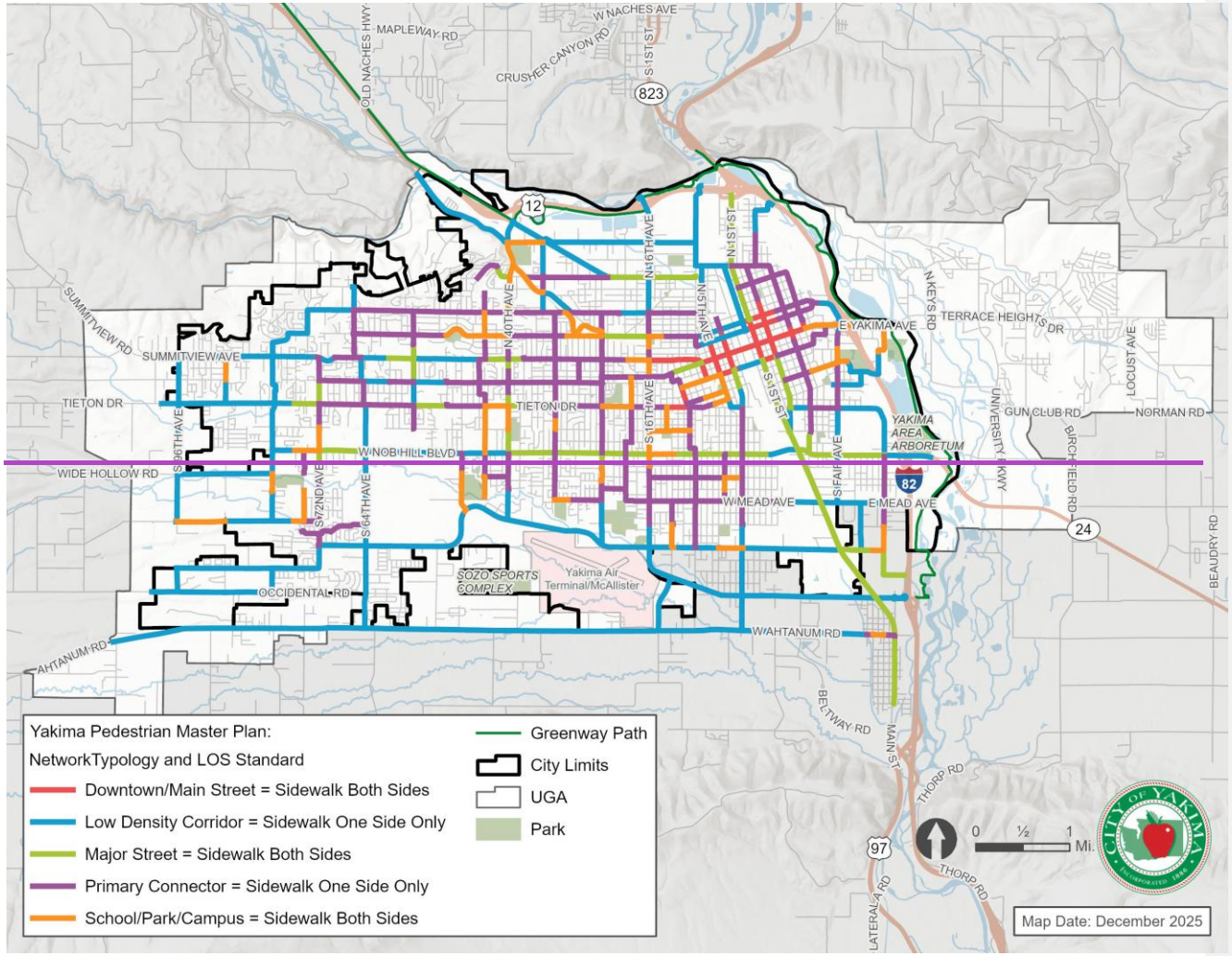
~~Exhibit 6-23. Highway and Street System Plan (2050 Planned Network)~~



~~Sidewalks, walkways, and multiuse trails are integral to the City's overall transportation system. The City generally desires to have sidewalks or comparable pedestrian facilities on both sides of streets, unless special circumstances make it physically or cost prohibitive. In~~

~~addition, safe crossings are desired at regular intervals along a corridor to discourage unsafe pedestrian and cyclist crossings of arterial roadways.~~

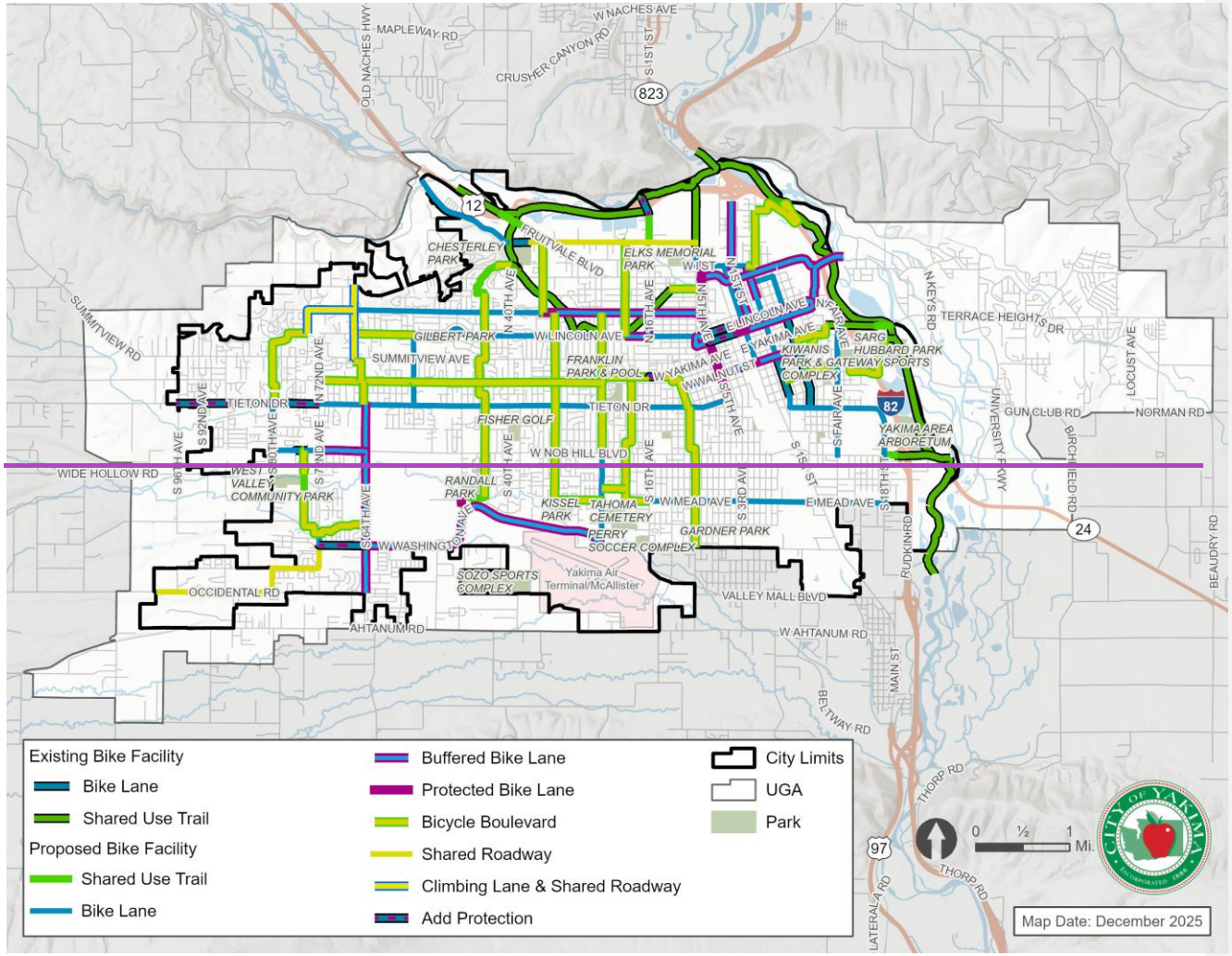
~~Exhibit 6-24. Pedestrian System Plan~~



~~**Bicycle Systems Plan**~~

~~shows the planned bicycle system plan for Yakima and the surrounding areas. The bicycle system plan, provides comprehensive network of attractive bicycle facilities between the City's residential neighborhoods, the transit system, employment areas, schools, and parks.~~

~~Exhibit 6-25. Bicycle System Plan~~

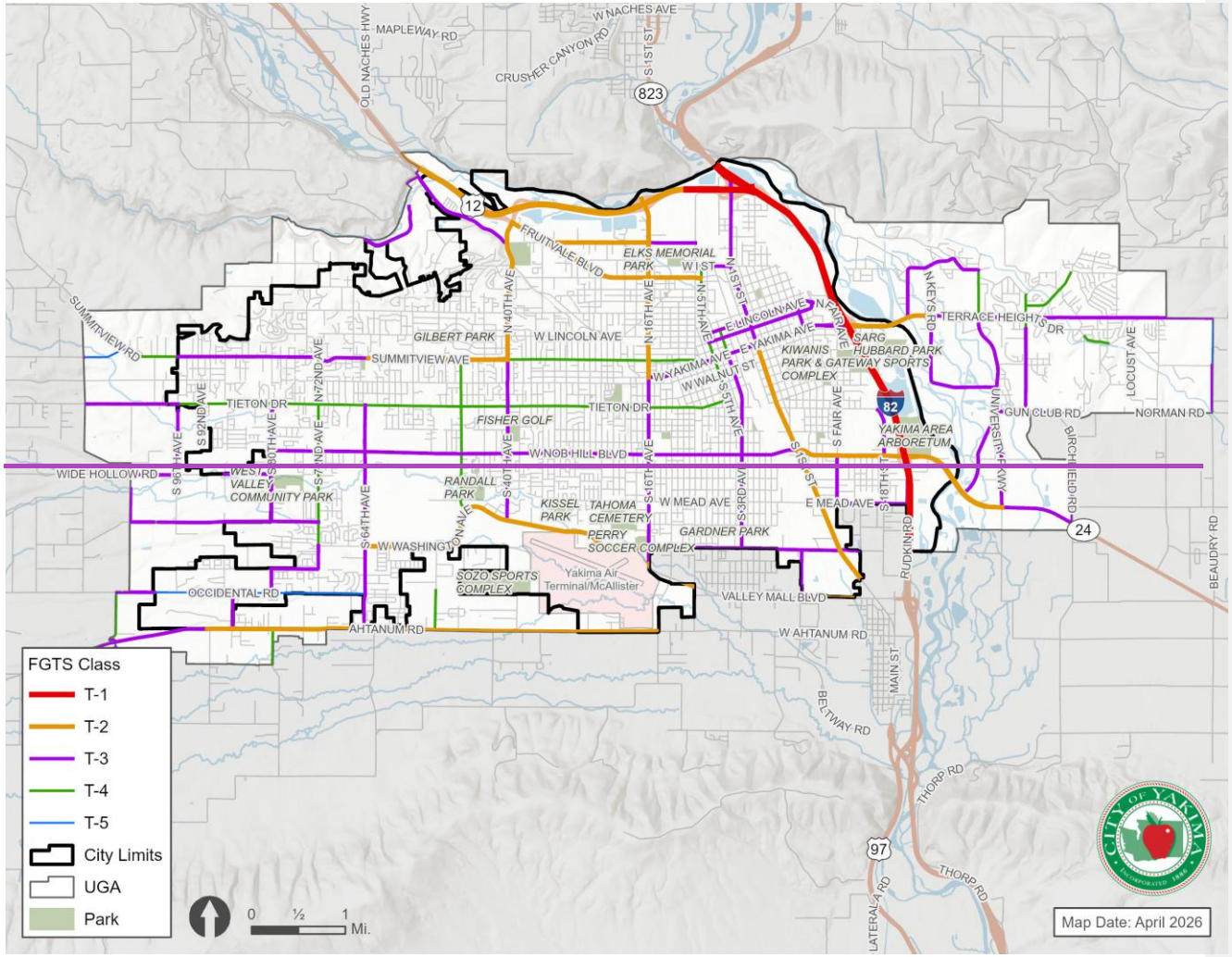


~~Freight Systems Plan~~

~~The City of Yakima has a significant level of truck activity. With increased commercial and employment growth forecast through 2040, the level of truck activity will also increase. To systematically address the needs of future truck travel, the City has adopted a defined system of truck routes.~~

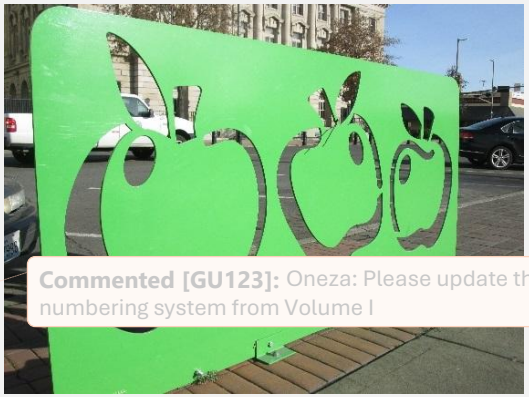
~~As shown in Exhibit 5-31, the Truck Route system generally connects freight generating areas with I-82 and US 12. In northwest Yakima, Summitview Avenue and 40th Avenue are the major routes. In northeast Yakima, 16th Avenue and 1st Avenue connect Fruitvale Boulevard and Downtown areas to US 12. Yakima Avenue, Lincoln Avenue, and Martin Luther King Boulevard connect downtown areas to I-82. In southeast and southwest Yakima, Nob Hill Boulevard, Washington Avenue, Valley Mall Boulevard, and Ahtanum Road connect areas to I-82.~~

~~Exhibit 6-27. Truck Route Classification~~



6.5 Goals and Policies

The Transportation Element goals and policies help guide implementation of the City's multimodal transportation system and supports the other Elements of the Comprehensive Plan and the overall vision for Yakima. The goals and policies establish the general philosophy for use of City rights-of-way and transportation funds. The policies also indicate City priorities for regional transportation system programs, including freeways, arterials, active transportation~~non-motorized~~ facilities, bus and rail transit service and facilities, and transportation demand management (TDM).



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GOAL 1. Develop an integrated and balanced transportation system in Yakima that provides safe, efficient, and reliable multimodal transportation.

GOAL 2. Increase the share of trips made by active travel modes.

GOAL 3. Provide a transportation system that supports the city's land use plan and is consistent with the Washington Transportation Plan, Yakima Valley Metropolitan and Regional Transportation Plan, and Yakima County Comprehensive Plan.

GOAL 4. Preserve and extend the service life and utility of transportation investments.

GOAL 5. Encourage and support a stable, long-term financial foundation for improving the quality, effectiveness, and efficiency of the transportation system.

Policies

General Plan and Safety – A multimodal transportation network moves people and goods safely through the city and nearby areas. These policies include implementing standards that improve safety and efficiency for all roadway users, and maintaining design standards.

6.5.1. Use a combination of enforcement, education, and engineering methods to promote safety for all users while maintaining vehicular travel patterns and travel speeds consistent with the intent of street functional classification.

6.5.2. Enforce intersection clear-view standards at intersections and access points to promote safety for all users of the transportation system.

6.5.3. Maintain street signage, wayfinding, and lane markings to industry standards to heighten traffic safety, support emerging vehicle technology, and maintain clean community image.

6.5.4. Monitor and analyze WSDOT vehicle collision data to identify high priority safety improvements to reduce fatal and serious injury collisions.

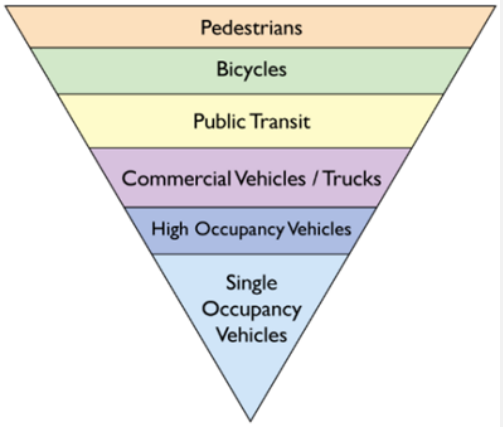
6.5.5. Accommodate the transportation needs of special population groups (such as ADA-related, school age, and/or elderly) in the design for all publicly funded transportation projects. Use design standards for

consistent application.

6.5.6. Intentionally design the multimodal transportation system to help create and enhance a sense of place within the City. This includes gateway treatments, landscaping, pedestrian-scale elements, and lighting. Use design standards for consistent application at target locations.

6.5.7. Balance the mobility needs of all transportation system users, but emphasize the safety needs of vulnerable road users in planning and funding transportation improvement projects by promoting transportation mode priorities as follows:

A. Pedestrian
B. Bicycle
C. Transit
D. Freight
E. Carpool
F. Single Occupant Vehicle



6.5.8. Work to address remaining road-rail conflicts within the City. Enhance protection (signals or gates) or remove conflict (grade-separation or facility removal). Properly maintain existing grade-separation infrastructure.

Transportation Network Efficiency –A well-designed multimodal transportation network moves people and goods safely and efficiently through the city and nearby areas. These policies include implementing standards that improve safety and efficiency for all roadway users, and maintaining design standards.

6.5.9. Ensure that the city multimodal transportation networks have good connectivity to provide safe alternate routes and more direct travel. Where possible, encourage small block sizes.

6.5.10.Discourage new 4-lane and 5-lane arterial streets. Where feasible, convert existing 4-lane and 5-lane streets to 3-lane streets, with bike lanes, turn restrictions, or on-street parking, depending on forecasted vehicle volumes, street classifications, multi-modal use, and adjacent land uses.

6.5.11.Maintain a program to repair and preserve existing streets surfaces, drainage, sidewalks, street lighting, and trails; including ADA-related upgrades.

6.5.12.Employ Commute Trip Reduction (CTR) and Transportation Demand Management (TDM) strategies to reduce vehicle miles traveled (VMT), greenhouse gas (GHG) emissions, and the need for costly vehicle capacity projects with investments in transit, active transportation, and higher density, mixed use development.

6.5.13 The City adopts vehicle LOS standard D for intersections based on Highway Capacity Manual methodology.

6.5.14 WSDOT has adopted LOS D for state routes within Yakima and LOS C for state routes within Yakima County.

6.5.15.Maintain a Transportation Concurrency Program and Traffic Impact Study guidelines to coordinate projects related to SEPA mitigations, off-site developer improvements, and the 6-Year Transportation Improvement Program.

6.5.16.Coordinate ADA and transit facility improvements on all projects. Evaluate if additional or relocated stops, pull-outs, shelters, or other special improvements for safety and accessibility are needed.

6.5.17 Complete an Americans with Disabilities Act (ADA) Transition Plan including a financial plan for constructing and replacing ADA compliant ramps and sidewalks. Develop a prioritized list of ADA compliant routes throughout town, which provide access to key city amenities and services for people with disabilities and implement facilities improvements based on these priorities.

6.5.18 The Transit LOS Standard is based on ADA accessibility of Skagit Transit bus stops within the public road right-of-way. The prioritization and completion of ADA upgrades at all bus stops provides mutual benefit to the City and transit agency.

6.5.19 Support the development and adoption of a Long-Range Transit System Plan.

Active Transportation – The active transportation network includes facilities for people walking, biking, and rolling that promote healthy lifestyles and provide non-auto mobility. These modes depend on increasing network connectivity and constructing active transportation facilities within the city.

6.5.20 Pedestrian and Bicycle LOS Standards are based on degree of completeness of sidewalk and bikeway connections as measured on the citywide Active Transportation Network. The LOS standards shown in green, orange, and red emphasize system completion of sidewalks, bikeways, or multi-use trails on arterial and collector roadways.

Active Transportation Levels of Service (LOS) Standards

- A GREEN LOS indicates that a primary facility meets the minimum standards set in the bicycle or pedestrian master plans for the type of facility required on that roadway.
- An ORANGE LOS indicates a primary facility partially meets the minimum standards set in the bicycle or pedestrian master plans. For example, sidewalks may exist on one side of the street when both sides are called for, or the level of traffic stress may already be low on a roadway even though no dedicated facilities exist for bikes.

- A RED LOS indicates that there are no designated active mode facilities provided where required and is considered inadequate.

6.5.21.Educate pedestrians, cyclists, and drivers regarding state laws protecting pedestrian and bicycle safety, sharing the road, and Rules of the Road, including multi-modal rules. Promote and support special events (races and bicycle rodeos) that encourage bicycling and pedestrian safety.

6.5.22.Require new development, infill development, and redevelopments to provide pedestrian, bicycle, and transit facilities along their street frontage consistent with adopted street design standards, ADA Transition Plan, Bicycle Master Plan, and Transit Development Plan.

6.5.23.Prioritize multimodal transportation projects that create or improve safe "Walk to School Routes", provide access to activity centers, provide linkages to transit, and connections to trails for pedestrians and bicyclists.

6.5.24.Work to improve pathway linkages to regional and off-street trail systems as identified in the ADA Transition Plan and Bicycle Master Plan.

6.5.25.Encourage projects and support grant applications and other funding sources that provide facilities (such as signage, lighting, and/or restrooms) at trailhead locations to support safe, clean, and efficient trail use.

6.5.26.Provide bicycle storage facilities at transit facilities, buses, and civic centers. Require storage facilities at employment, retail, and mixed-use developments.

6.5.27.Maintain and update the City inventory of sidewalks, curb ramps, marked crosswalks, trails, bicycle facilities, transit facilities, and roadways to provide an Annual Concurrency Report in advance of the Six-Year Transportation improvement Program (TIP) to assist staff and elected officials with transportation investment decisions

6.5.28.Support the development and adoption of a Pedestrian System Plan.

Transportation Funding –Adequate, diverse, and sustainable funding sources for multimodal transportation projects can help ensure the implementation of improvement projects.

6.5.29.Actively seek and develop funding solutions to address future project and program needs and address transportation goals of the City. This includes dedicated funding sources to match state or federal funding.

6.5.30. Provide freight routes to serve the Yakima Regional Airport, significant industrial centers, and other freight activity centers. Maintain a dedicated funding source for capital, operation and maintenance of the City's Transit System.

6.5.31.Encourage the use of public and private funding to remove gaps in pedestrian facilities on existing roadways.

6.5.32 Where needed, capital transportation improvements will include removal of fish passage barriers.

6.5.33 Where feasible, capital transportation improvements will be designed with low-impact development techniques for storm water runoff.

Economic Activity – Air, rail, and freight are important economic drivers for the City and region. Ensuring adequate access to these activities and to the regional network is important.

6.5.34.Provide freight routes to serve the Yakima Regional Airport, significant industrial centers, and other freight activity centers.

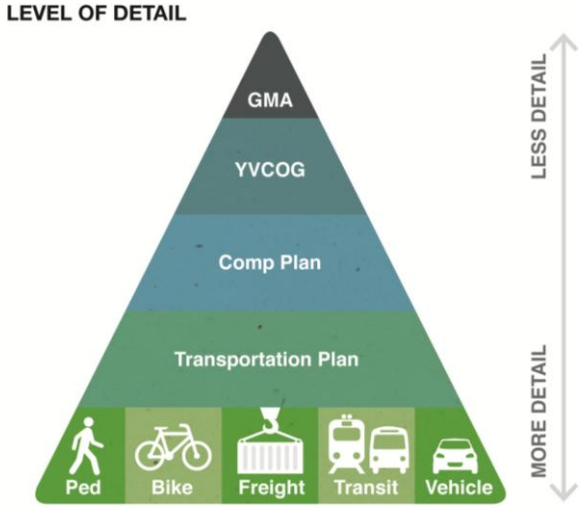
6.5.35.Support future expansion of services at Yakima Regional Airport by anticipating any necessary transportation T28 network changes in the vicinity of the airport, including intermodal facilities.

6.5.36.Support future services of rail interests by anticipating any necessary transportation network changes in the vicinity of the rail facilities.

Interjurisdictional Coordination – Encouraging coordination between the City and public/private partnerships will help create a cohesive regional transportation network.

6.5.37.Plan and support the transportation networks in the City and region in collaboration with Yakima County, the City of Union Gap, the WSDOT, and other neighboring jurisdictions.

6.5.38.Coordinate with WSDOT and neighboring jurisdictions regarding level of service definitions, concurrency requirements, and other impacts.



This graphic illustrates the relative context and level of detail from local modal plans up to state GMA requirements.

~~**GOAL 6.1 DEVELOP AN INTEGRATED AND BALANCED TRANSPORTATION SYSTEM IN YAKIMA THAT PROVIDES SAFE, EFFICIENT, AND RELIABLE MULTIMODAL TRANSPORTATION.**~~

~~Policy 6.1.1 Map transportation infrastructure that is vulnerable to repeated floods, landslides, and other natural hazards, and designate alternative travel routes for critical transportation corridors when roads must be closed.~~

~~**GOAL 6.2 INCREASE THE SHARE OF TRIPS MADE BY ACTIVE TRANSPORTATION NON-MOTORIZED TRAVEL MODES**~~

~~Policy 6.2.1 Continue to coordinate with transportation agencies, non-profit organizations, and nearby jurisdictions to explore new ways to promote non-motorized travel and accessibility~~

~~Policy 6.2.2 Increase safety and accessibility for non-drivers through both land use decisions and roadway design~~

~~Policy 6.2.3 Support education and outreach on safe-routes for all road users to service providers, employers, schools, and recreation~~

~~Policy 6.2.4 Integrate 'complete street' principles to enhance the non-motorized travel experience and accessibility~~

~~**GOAL 6.3 PROVIDE A TRANSPORTATION SYSTEM THAT SUPPORTS THE CITY'S LAND USE PLAN AND IS CONSISTENT WITH THE WASHINGTON TRANSPORTATION PLAN, YAKIMA VALLEY METROPOLITAN AND REGIONAL TRANSPORTATION PLAN, AND YAKIMA COUNTY COMPREHENSIVE PLAN.**~~

~~**GOAL 6.4 PRESERVE AND EXTEND THE SERVICE LIFE AND UTILITY OF TRANSPORTATION INVESTMENTS.**~~

~~Policy 6.4.1 Design roadways to be resilient to the effects of vehicle traffic, weather, natural disasters, and associated degradation~~

~~Policy 6.4.2 Design and site new roadways and new roadside buffers to proactively mitigate the negative transportation impacts of roadside brush fires and wildfires to ensure continued service delivery and effective emergency response~~

~~Policy 6.4.3 Design and site new rights-of-way using urban heat island mitigation strategies and low-impact design principles to reduce roadway damage from extreme heat events~~

~~Policy 6.4.4 Ensure that the local transportation system — including infrastructure, routes, and travel modes — is able to withstand and recover quickly from the impacts of extreme weather events and other hazards.~~

~~**GOAL 6.5 ENCOURAGE AND SUPPORT A STABLE, LONG-TERM FINANCIAL FOUNDATION FOR IMPROVING THE QUALITY, EFFECTIVENESS, AND EFFICIENCY OF THE TRANSPORTATION SYSTEM.**~~

General Plan and Safety – A multimodal transportation network moves people and goods safely through the city and nearby areas. These policies include implementing standards that improve safety and efficiency for all roadway users, and maintaining design standards

Policy 6.5.1 Use a combination of enforcement, education, and engineering methods to promote safety for all users while maintainingkeep vehicular travel patterns and travel speeds consistent with the intent of street functional classification and promote pedestrian safety (2.1.1; 3.1.7).

Policy 6.5.2 Enforce intersection clear-view standards at intersections and access points to promote safety for all users of the transportation system (2.1.4).

Policy 6.5.3 Maintain street signage, wayfinding, and lane markings to industry standards to heighten traffic safety, support emerging vehicle technology, and maintain clean community image . (2.2.2, 5.2.2).

Policy 6.5.4 Monitor and analyze WSDOT Maintain program of monitoring and analyzing vehicle collision data to patterns and severity of injuries to identify high priority safety improvements to reduce fatal and serious injury collisions(6.2.1; 6.2.2; 6.3.2).

Policy 6.5.5 Accommodate Include Accommodations for the transportation needs of special population groups (such as ADA-related, school age, and/or elderly) in the design for all publicly fundedeach transportation projects. Use design standards for consistent application (3.2.1; 3.2.3).

Policy 6.5.6 Intentionally design Leverage the multimodal transportation system to help create and enhance a sense of place within the City. This includes gateway treatments, landscaping, pedestrian-scale elements, and lighting. Use design standards for consistent application at target locations (3.4.5; 5.3.4).

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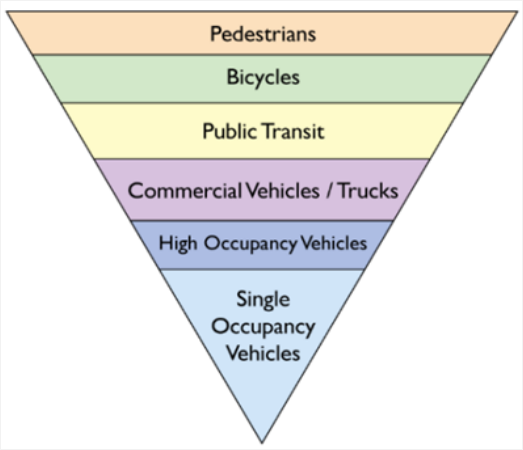
Policy 6.5.7 Balance the mobility needs of all transportation system users, but emphasize the safety needs of vulnerable road users in planning and funding transportation improvement projects by promoting transportation mode priorities as follows:

- Pedestrian
- Bicycle
- Transit
- Freight
- Carpool
- Single Occupant Vehicle



Policy 6.5.8 Work to address remaining road-rail conflicts within the City. Enhance protection (signals or gates) or remove conflict (grade-separation or facility removal). Properly maintain existing grade separation infrastructure (5.1.3; 7.1.6; 7.1.7).

Transportation Network Safety and Efficiency – A well-designed multimodal transportation network moves people and goods safely and efficiently through the city and nearby areas. These policies include implementing standards that improve safety and efficiency for all roadway users, and maintaining design standards.

Policy 6.5.9 Ensure that the city multimodal transportation networks (for all travel modes) have good connectivity to provide safe alternate routes, alternate modes of transport, and more direct travel. Where possible, encourage small block sizes(2.1.2).

Policy 6.5.10 Discourage new 4-lane and 5-lane arterial streets.(where left turns are expected) because of safety and system efficiency issues Where feasible, cConvert existing 4-lane and 5-lane streets to 3-lane streets , 4-lane streets with bike lanes, turn restrictions, or 5-lane streets with on-street parking,

depending on forecasted vehicle volumes, street classifications, multi-modal use, and adjacent land uses (4.1.6; 5.3.2).

Policy 6.5.11 Maintain a program to repair and preserve existing streets surfaces, drainage, sidewalks, street lighting, and trails; including ADA-related upgrades (5.2.1).

Policy 6.5.12 Reduce growth in vehicle travel demand through transit, active transportation, and other Commute Reduction strategies. This postpones the need for capital roadway projects. (5.1.4, 8.1.1, 8.1.3)

Policy 6.5.12 Employ Commute Trip Reduction (CTR) and Transportation Demand Management (TDM) strategies to reduce vehicle miles traveled (VMT), greenhouse gas (GHG) emissions, and the need for costly vehicle capacity projects with investments in transit, active transportation, and higher density, mixed use development

Policy 6.5.13 The City adopts vehicle LOS standard D for intersections based on Highway Capacity Manual methodology.

Policy 6.5.14 WSDOT has adopted LOS D for state routes within Yakima and LOS C for state routes within Yakima County.

Policy 6.5.153 Maintain a Transportation Concurrency Program and Traffic Impact Study guidelines to coordinate projects related to SEPA mitigations, off-site developer improvements, and the 6-Year Transportation Improvement Program (5.1.5; 5.1.6).

Policy 6.5.164 Coordinate ADA and transit facility improvements on all projects. Evaluate if additional or relocated stops, pull-outs, shelters, or other special improvements for safety and accessibility are needed (8.2.2).

Policy 6.5.17 Complete an Americans with Disabilities Act (ADA) Transition Plan including a financial plan for constructing and replacing ADA compliant ramps and sidewalks. Develop a prioritized list of ADA compliant routes throughout town, which provide access to key city amenities and services for people

with disabilities and implement facilities improvements based on these priorities.

Policy 6.5.18 The Transit LOS Standard is based on ADA accessibility of Yakima Transit bus stops within the public road right-of-way. The prioritization and completion of ADA upgrades at all bus stops provides mutual benefit to the City and transit agency.

Policy 6.5.1923 Support the development and adoption of a Long-Range Transit System Plan.

Active Transportation – The active transportation system network includes facilities for pedestrians, bicycling people walking, biking, and rolling other modes that promote healthy lifestyles and provide non-auto mobilityalternative modes to private vehicles for commuting. These modes depend on increasing network connectivity and constructing active transportation non-motor facilities within the city.

Policy 6.5.20 Pedestrian and Bicycle LOS Standards are based on degree of completeness of sidewalk and bikeway connections as measured on the citywide Active Transportation Network. The LOS standards shown in green, orange, and red emphasize system completion of sidewalks, bikeways, or multi-use trails on arterial and collector roadways.Pedestrian and Bicycle LOS Standards are based on degree of completeness of sidewalk and bikeway connections as measured on the citywide Active Transportation Network. The LOS standards shown in green, orange, and red emphasize system completion of sidewalks, bikeways, or multi-use trails on arterial and collector roadways.

LOS	Primary Route	Secondary Route
	Meets City standards, facilities on both sides	Meets City standards, facilities on one or both sides
	Facilities exist, but only on one side	N/A
	No facilities exist, does not meet standards	No facilities exist, does not meet standards

Active Transportation Levels of Service (LOS) Standards:

- A GREEN LOS indicates that a primary facility meets the minimum standards set in the bicycle or pedestrian master plans for the type of facility required on that roadway.
- An ORANGE LOS indicates a primary facility partially meets the minimum standards set in the bicycle or pedestrian master plans. For example, sidewalks may exist on one side of the street when both sides are called for, or the level of traffic stress may already be low on a roadway even though no dedicated facilities exist for bikes.
- A RED LOS indicates that there are no designated active mode facilities provided where required and is considered inadequate.

Active Transportation Levels of Service (LOS) Standards

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A GREEN LOS indicates that a primary facility meets adopted roadway standards and has active mode facilities on both sides of the street, while a secondary facility may only have facilities on one side of the street.

An ORANGE LOS indicates a primary facility has facilities only on one side of the roadway, when both sides would be preferred.

A RED LOS indicates that there are no designated active mode facilities provided and is considered inadequate.

Commented [Jd125]: Update to current LOS

Policy 6.5.2115 Educate pedestrians, cyclists, and drivers regarding state laws protecting pedestrian and bicycle safety, sharing the road, and Rules of the Road, including multi-modal rules. Promote and support special events (races and bicycle rodeos) that encourage bicycling and pedestrian safety (4.1.5; 4.3.2; 4.3.3).

Policy 6.5.2216 Require new development, infill development, and redevelopments to provide pedestrian, bicyclefacilities, and transit facilities along their street frontage consistent with adopted street design standards, ADA Transition

~~Plan, Bicycle Master Plan, and Transit Development Plan (2.1.3, 3.1.1, 3.1.3, 3.4.1, 3.4.2, 3.4.3, 8.1.4, 10.2.2, 11.2.3).~~

~~Policy 6.5.2317 Prioritize multimodal transportation Give high priority to projects that create or improve safe "Walk to School Routes", provide access to activity centers, provide linkages to transit, and connections to trails for pedestrians and bicyclists (3.1.6; 4.1.2).~~

~~Policy 6.5.2418 Work to improve pathway linkages to regional and off-street trail systems as identified in the ADA Transition Plan and Bicycle Master Plan(3.1.8; 4.1.4).~~

~~Policy 6.5.2519 Encourage projects and support grant applications and other funding sources that provide facilities (such as signage, lighting, and/or restrooms) at trailhead locations to support safe, clean, and efficient trail use(3.1.9).~~

~~Policy 6.5.2620 Provide bicycle storage facilities at transit facilities, buses, and civic centers. Require storage facilities at employment, retail, and mixed-use developments(4.3.4; 4.3.5).~~

~~Policy 6.5.2721 Maintain and update the City inventory of sidewalks, curb ramps, marked crosswalks, trails, bicycle facilities, transit facilities, and roadways to provide an Annual Concurrency Report in advance of the Six-Year Transportation improvement Program (TIP) to assist staff and elected officials with in a smart allocation of transportation resources investment decisions(3.1.4).~~

~~Policy 6.5.2822 Support the development and adoption of a Pedestrian System Plan.~~

~~Policy 6.5.23 Support the development and adoption of a Long-Range Transit System Plan.~~

Transportation Funding – Transportation Funding – Adequate, diverse, and sustainable funding sources for multimodal transportation projects can help ensure the implementation of improvement projects.

Policy 6.5.29 Actively seek and develop funding solutions to address future project and program needs and address transportation goals of the City. This includes dedicated funding sources to match state or federal funding(2.1.4, 2.2.1, 3.1.5, 5.1.7, 10.1.1, 10.1.2, 10.1.3, 10.2.1).

Policy 6.5.30 Maintain a dedicated funding source for capital, operation and maintenance of the City's Transit System(10.3.2).

Policy 6.5.31 Encourage the use of public and private funding to remove gaps in pedestrian facilities on existing roadways(3.1.2).

Policy 6.5.32 Where needed, capital transportation improvements will include removal of fish passage barriers.

Policy 6.5.33 Where feasible, capital transportation improvements will be designed with low-impact development techniques for storm water runoff.

Economic Activity – Air, rail, and freight are important economic drivers for the City and region. Ensuring adequate and resilient access to these activities and to the regional network is important.

Policy 6.5.34 Provide all-weather freight routes to serve the Yakima Regional Airport, significant industrial centers, and other freight activity centers (7.1.1).

Policy 6.5.35 Support future expansion and resilience of services at Yakima Regional Airport by anticipating any necessary transportation T28 network changes in the vicinity of the airport, including intermodal facilities(7.1.3, 7.1.4, 7.2.1, 7.2.2).

Policy 6.5.36 Support future services of rail interests by anticipating any necessary transportation network changes in the vicinity of the rail facilities(7.1.5).

~~Policy 6.5.37 Support the development and adoption of a Long Range Transit System Plan.~~

~~**Interjurisdictional Coordination** – Encouraging coordination between the City and public/private partnerships will help create a cohesive and resilient regional transportation network.~~

~~Policy 6.5.37 Plan and support the transportation networks in the City and region in collaboration with Yakima County, the City of Union Gap, the WSDOT, and other neighboring jurisdictions (9.1.1, 9.1.2, 9.1.3).~~

~~Policy 6.5.38 Coordinate with WSDOT and neighboring jurisdictions regarding level of service definitions, concurrency requirements, and other impacts(9.2.1).~~

~~Policy 6.5.39 Support interagency coordination to maintain rights of ways during emergencies and ensure good movement of emergency services~~

6.6 Implementation

Yakima's Urban Area Comprehensive Plan is implemented through the actions and investments made by the City with the support of its residents and stakeholders. Some of these actions include regulatory changes, partnerships, coordination, administrative acts, policy changes, and capital investments. The following implementation items aid in this process.

Exhibit-6-~~7~~16-~~1~~6-~~1~~6-~~1~~6-~~1~~6-11. Transportation Element Implementation

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Transportation ~~Systems Plan~~Element	Functional Plan and Funding Plan for six and 20-year period	▪ Transportation improvements for addressing existing conditions and planning for short and long-term growth.
Transportation Improvement Program	Six-year investment program updated annually with budget	▪ Transportation investment programming over short-term
Airport Master Plan	Framework to guide future development of the airport	▪ Coordination with airport operations
Yakima Transit Development Plan	6-year plan, reviewed and updated each year as a guide in planning Transit programs and capital projects	▪ Coordination with transit services and projects
Yakima Bicycle Master Plan	Bicycle facility design, maintenance, network, and projects	▪ Including bicycle facilities with new projects, where appropriate.

~~Transportation Improvement Projects~~

~~The City has identified a comprehensive list of multimodal transportation system improvement projects and programs. The multimodal improvement projects address transportation needs within the existing City limits. It also identifies improvement projects within the City's unincorporated UGA needed to serve future growth within the area as it is annexed. Improvements under other jurisdictions include previously identified projects as well as potential improvements identified by the City of Yakima. The City will continue to coordinate with the other agencies in their transportation planning efforts to facilitate development of a comprehensive transportation system for the City and surrounding communities. shows a map of the projects.~~

~~Each of the projects have been assigned a likely timing horizon of short-range (2027-2032), mid-range (2033-2040), and long-range (2040-2050). The timing blends the relative priority of each project with the likely timing to be able to fund, design, and construct an improvement project. The timing horizon also takes into consideration the availability of funding, which is presented in Chapter 5.~~

~~Planning level cost estimates were prepared for each project under the jurisdiction of the City of Yakima. The planning level cost estimates are based on typical unit costs for different project types. The cost estimates also account for potential right-of-way acquisition, and engineering design Costs of specific needs such as a bridge or major power lines are also incorporated, at a planning level. All cost estimates are reported in 2026 dollars.~~

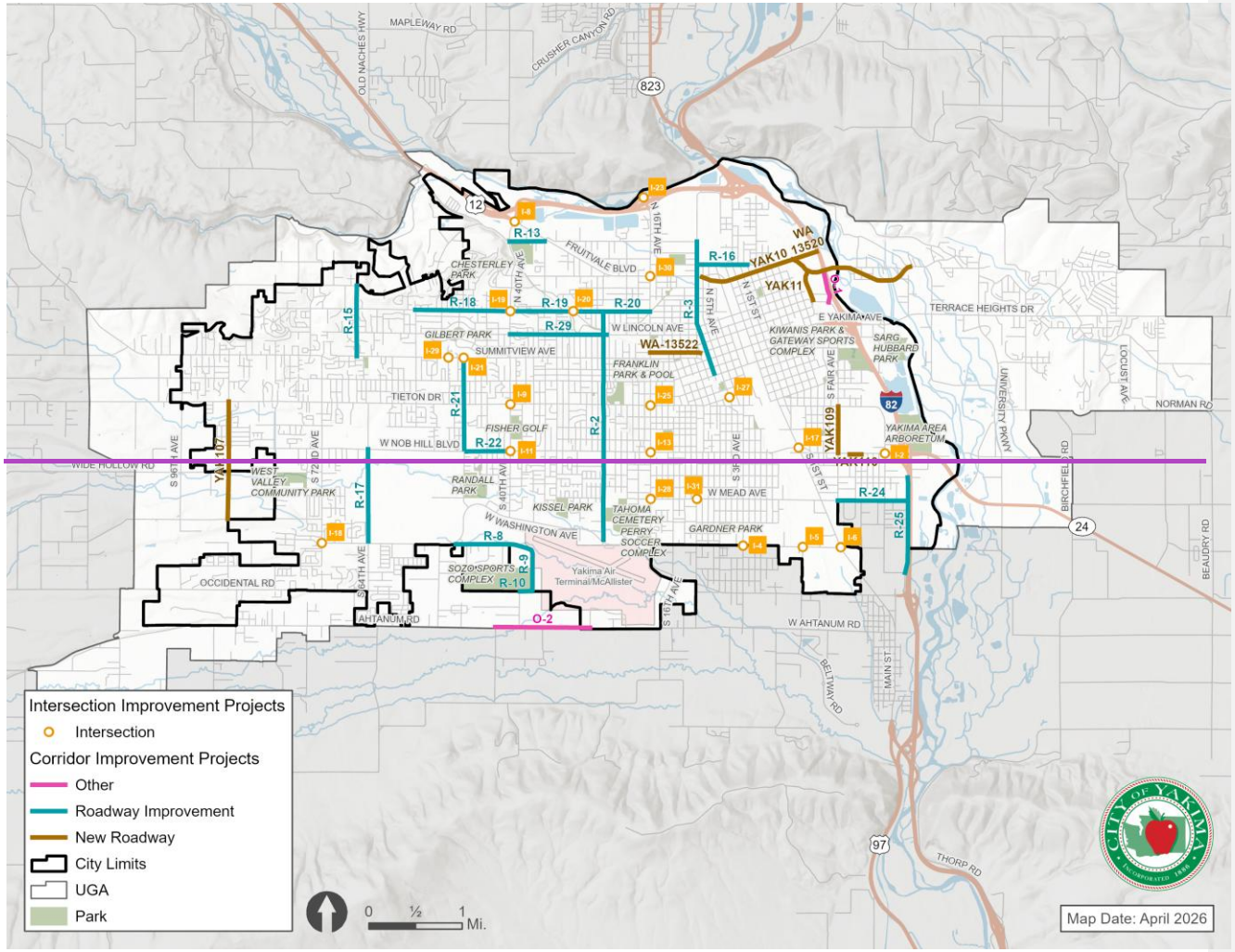
~~The projects were categorized as follows:~~

- ~~**Intersection Improvements** include upgrading intersections through added turn lanes or modifications to traffic controls. Where applicable, improvements may also include upgrading traffic signals and implementing Intelligent Transportation Systems (ITS), which could encompass modifications to vehicle detection and coordinated signal timing.~~
- ~~**Active Transportation** improvements add pedestrian and bicycle facilities to roadways or construct off-street multiuse pathways to complete gaps in the existing non-motorized network.~~

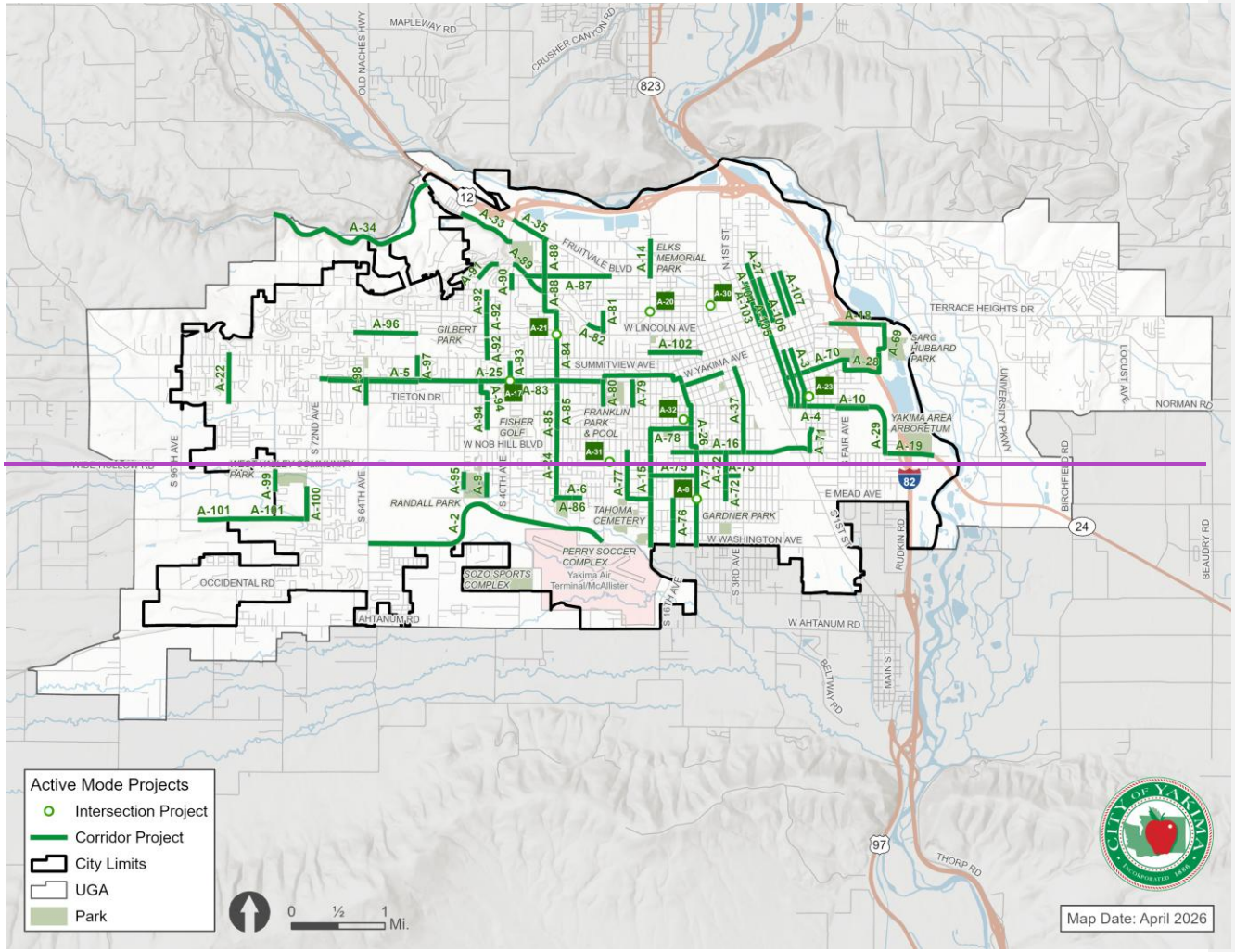
- ~~**Study** includes further analysis and evaluation to develop more detailed improvement projects and cost estimates.~~
- ~~**Roadway Improvements** include modifying roadways to current City design standards and incorporating multimodal improvements to serve higher traffic volumes and non-motorized travel.~~
- ~~**New Roadway** includes constructing new arterials or collector roads, including non-motorized facilities.~~

~~Exhibit 6-1. Transportation Element Implementation~~

~~. Roadway and Intersection Improvement Projects~~



~~**Exhibit 6-1. Exhibit 5-40. Active Transportation Improvement Projects**~~



Financial Outlook

Exhibit 6-4 summarizes the costs of the recommended transportation improvement projects and programs. These cover City of Yakima capital improvements, maintenance and operations. The costs are summarized for the life of the Plan. Some ~~t~~improvements under the responsibility of WSDOT, or Yakima County are ~~not~~ included in the summary table although they will not ultimately be funded by Yakima. However, the city may choose to include a share of the costs of WSDOT improvements in its ~~transportation impact fee or other~~ funding options.

Exhibit 6-~~8~~41. Transportation Project and Program Costs (2027 – 2050)

Improvement Type	(2027-2050) Total Costs[1]	Percent of Total Costs
Transportation Capital Projects[2]		
Intersection	$ 114,160,000	19.0%
Roadway Capital Projects (includes maintenance)	$ 91,590,000	15.2%
New Roadway	$ 144,060,000	23.9%
Active Transportation	$ 105,860,000	17.6%
Other (includes non-city led projects)	$ 143,070,000	23.8%
Studies	$ 3,490,000	0.6%
Total Costs	**$602,230,000**	**100%**

1. All costs in 2026 dollars, rounded to $1,000
2. Does not include other agency improvements

Planning-level cost estimates were developed for the capital improvements and presented in the Forecast and Evaluation Chapter of Volume II. The planning estimates were prepared based upon average unit costs for transportation projects within the region. Planning-level costs were developed with the assumption that costs would include associated storm water development requirements, property acquisition, wetland mitigation, and utility extensions and/or upgrades, based upon historic costs for those items. More detailed cost estimates will need to be prepared as the projects are closer to design and construction. Future design studies will identify specific property impacts and options to reduce costs and impacts on properties.

The estimated capital cost of the Transportation Plan is approximately $602.3 million (in 2026 dollars). Approximately 17.6% percent of the capital costs are associated with completion of the active transportation network in the city. These costs cover upgrading roadways to provide expanded options for pedestrians and bicyclists, along with construction of urban features such as crosswalks and sidewalks. Approximately 24% of costs are for the construction of new planned roadways, while intersection improvements (like roundabouts and new signals) account for 19% of planned improvements. Roadway improvement projects (which includes roadway maintenance), account for 15.2% of total costs. The "other" project category includes a new interchange along I-82, a major capital project that would be led by WSDOT and would not be the responsibility of the City of Yakima to fund.

Maintenance and operations costs are included as part of the roadway capital projects – as they both use the same Street Fund. These projects include roadway resurfacing and often include sidewalk and bike lane enhancements as part of those projects (such as the recent improvements along N 1st Street).

Funding Analysis with Existing Revenue Sources

The City has historically used city and state tax revenues, a transportation benefit district, and grants to construct and maintain their transportation facilities. In early 2026 the City of Yakima changed the method of collecting Transportation Benefit District revenues from $20 vehicle tab fees to a 0.1% tax increase. Funds from the 0.1% sales and use tax are used for resurfacing and rehabilitation on City streets, such as 1st Street Revitalization Phase 2, as allowed in RCW.82.14.0445. The description of this and other available funding sources and projected revenues are listed in Exhibit ~~5-41~~6-5.

Exhibit 6-~~9~~41. Estimated Transportation Revenues (2027 – 2050)

Capital Fund Type	Revenues Sources	Estimated Biennial Budget	Percent of Total Revenues
Streets & Traffic Fund	> Property Taxes (REET 2) > State Gas Tax > Intergovernmental Revenues (Stormwater/Street Sweeping) > Charges for Goods & Services > Miscellaneous Revenues (Insurance Reimbursements for Motorist Damage) > Other Financing Sources (Uses)	$8,422,000	27.0%
Transportation Benefit District	0.1% sales tax	$6,910,000	22.2%
Street Overlay & Reconstruction	> Federal Grants > Capital Imp. Gas Tax > TBD or Transfer from TBD > Property Taxes > Fed. Highway Admin. > Dept. of Transp. > TIB > SEID Grant - Yakima County > Street Assessments	$15,850,000	50.8%
Estimated Total Revenues (biannual budget x 12)		**$374,184,000**	

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~~Exhibit 5-35 summarizes the City's proposed transportation financing strategy for the approximately $99 million City portion of the capital improvement costs as well as the $ XXX million in maintenance, operations, and program expenditures.~~ The Plan results in a shortfall of approximately $~~18~~228~~.8~~ million (as shown in Exhibit 6-6). This assumes that the level of grants and developer commitments will be generated as estimated in the Transportation ~~Plan~~Element. The deficit could be greater if the level of development or the level of grant funding is less than forecast. The former would be offset by a reduced need for transportation improvements to accommodate growth. If the City is more successful in obtaining grants or other outside funding for projects, then the potential deficit could be reduced. ~~, as discussed in the next section.~~

Exhibit 6-~~10~~35. Estimated Transportation Revenues (2027 – 2050)

Revenue Source[1]	Total (2027–2050)
Transportation Capital Revenues	$374,184,000
Total Capital Project Costs	$602,230,000
Total Estimated Shortfall	($228,046,000)

1. All revenues in 2026 dollars

~~Table 4-3 summarizes the City's proposed transportation financing strategy for the approximately $99 million City portion of the capital improvement costs as well as the $ XXX million in maintenance, operations, and program expenditures. The Plan results in a shortfall of approximately $18.8 million. This assumes that the level of grants and developer commitments will be generated as estimated in the Transportation Plan. The deficit could be greater if the level of development or the level of grant funding is less than forecast. The former would be offset by a reduced need for transportation improvements to accommodate growth. If the City is more successful in obtaining grants or other outside funding for projects, then the potential deficit could be reduced, as discussed in the next section.~~

~~**Table 4-3 Forecasted Revenues and Costs**~~

~~**Revenue Source**~~[1]	~~**Total (2027–2050)**~~
~~Transportation Capital Revenues~~	~~$374,184,000~~
~~Total Capital Project Costs~~	~~$602,230,000~~
~~**Total Estimated Shortfall**~~	~~($228,046,000)~~

~~All revenues in 20126 dollars~~

~~2.~~

Although the financing summary identifies the potential for a total revenue shortfall of approximately $228 million (in 2026 dollars) over the life of the Plan, the city is committed to reassessing transportation needs and funding sources each year as part of its six-year Transportation Improvement Program (TIP). This allows the city to match the financing program with the short-term improvement projects and funding. To implement the Transportation Plan, the city will consider the following principals in its transportation funding program:

- Balance improvement costs with available revenues as part of the annual six-year Transportation Improvement Program (TIP);
- Consider creation of a transportation impact fee (TIF) program
- Review project design standards to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards;
- Fund improvements or require developer improvements as they become necessary to maintain LOS standards;
- Explore ways to obtain more developer contributions to fund improvements;
- Coordinate and partner with WSDOT, Yakima County, and others to implement improvements to I-82;
- Vigorously pursue grant funds from state and federal sources;

- Work with Yakima County to develop multiagency grant applications for projects that serve growth in the city and its UGA;
- Review and update the TIF program regularly to account for the updated capital improvement project list, revised project cost estimates, and annexations;

Some lower priority improvements may be deferred or removed from the Transportation Plan. The city will use the annual update of the six-year Transportation Improvement Program (TIP) to re-evaluate priorities and timing of projects and need for alternative funding programs. Throughout the planning period, projects will be completed, and priorities revised. This will be accomplished by annually reviewing traffic growth and the location and intensity of land use growth in the city and its UGA. The city will then be able to direct funding to areas that are most impacted by growth or to roadways that may be falling below the city's level of service standards. The development of the TIP will be an ongoing process over the life of the Plan and will be reviewed and amended annually.