

We got your feedback!

The **public comment period** for the draft of the Walla Walla Valley Metropolitan and Regional Transportation – 2045 Plan took place from **December 11, 2020 through January 10, 2021**.

All comments from the public, committee members, and others, whether positive or negative, were considered and included in the final Plan prior to its **adoption** by the WWVMPO/ SRTPO Policy Board on **February 3, 2021**.

Our Planning Team & Partners

We would like to thank our Planning Team and Partner Agencies for their continued engagement and expertise:

- ◆ City of College Place
- ◆ City of Milton-Freewater
- ◆ City of Prescott
- ◆ City of Waitsburg
- ◆ City of Walla Walla
- ◆ Confederated Tribes of the Umatilla Indian Reservation
- ◆ Valley Transit
- ◆ Umatilla County
- ◆ Walla Walla County
- ◆ Oregon Department of Transportation
- ◆ Washington State Department of Transportation
- ◆ Federal Highway Administration
- ◆ Federal Transit Administration

We also want to express our gratitude to the many Community Organizations who helped us publicize the Plan development.

Questions? Comments? Contact us!

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Walla Walla Valley Metropolitan and Sub-Regional Transportation Planning Organization



Straddling the Oregon and Washington State line, the WWVMPO/SRTPO encompasses **1,300 square miles**, including the Walla Walla - College Place - Milton-Freewater urbanized area, the cities of Prescott and Waitsburg, northeastern Umatilla County, and most of Walla Walla County. Currently, the Walla Walla Valley is home to **69,100 people** and **29,300 jobs**, and the region also has an extensive transportation network to offer:

- ◆ 312 miles of sidewalks
- ◆ 144 miles of cycle tracks, bike lanes, and shared routes
- ◆ 82 miles of in-region transit routes by 2 local providers and 4 additional routes with intercity transit providers
- ◆ One regional airport with flights to the Seattle-Tacoma International Airport
- ◆ 154 miles of state routes and 1,199 miles of local roads, of which 538 miles are regionally significant
- ◆ 189 miles of railroad and 71 miles on 2 navigable rivers

The WWVMPO/SRTPO is the federally designated and state-recognized agency responsible for coordinating regional transportation policy and investments. The region's **goals, vision, and values**, as well as the results of **need and resource assessments**, are documented in a long-range transportation plan.

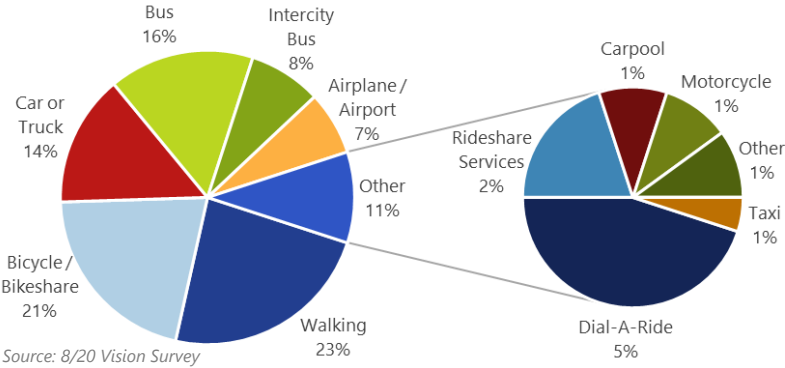
2045 Plan

Covering the next **25 years**, the Plan guides regional multi-million dollar investments into **all modes** of transportation - pedestrian, bicycle, public transit, roadway, and freight transportation. The Plan's vision is to ...

ENHANCE THE SAFETY, CONNECTIVITY, AND CONDITION OF OUR TRANSPORTATION SYSTEM, AND PROVIDE MOBILITY FOR ALL USERS - TO ENRICH QUALITY OF LIFE AND TO BE CONSISTENT WITH COMMUNITY CHARACTER.

The Plan is **fiscally constrained**, multi-modal, and project-specific. It considers public feedback, environmental justice, and environmental impacts. The Plan **examines** current transportation infrastructure and services, **forecasts** population and employment growth, and assesses associated **mobility needs**.

Which mode would you like to see improved?



Source: 8/20 Vision Survey

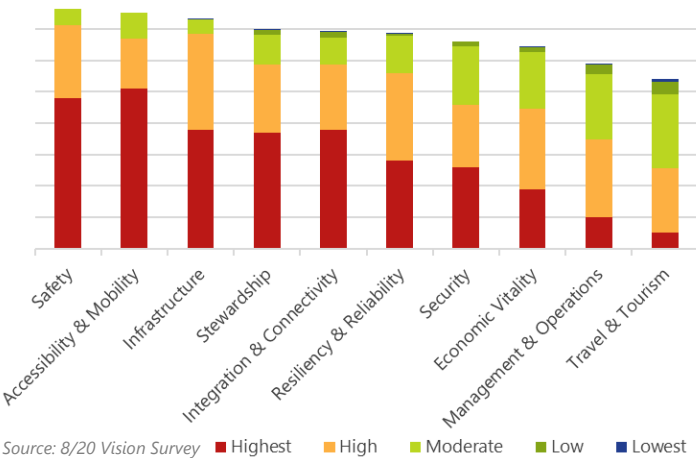
Regional Goals

Safety
Preservation & Infrastructure Condition
Accessibility & Mobility
Integration & Connectivity
Resiliency & Reliability
Economic Vitality
Stewardship
Security
Efficient Management & Operations
Travel & Tourism

Public Transit

- ◆ Improve accessibility and walking, biking, and rolling connectivity at bus stops
- ◆ Add relevant policy, action, and project recommendations to the 2045 Plan after the completion of Valley Transit's Comprehensive Operational Analysis
- ◆ Support Milton-Freewater Public Transportation in its effort to conduct a comprehensive assessment of its system
- ◆ Continue special transportation needs advocacy and outreach among local and regional councils and committees
- ◆ Assist public transit providers with the implementation of multi-agency collective marketing, trip planning, and mobility management ...

What transportation goals are important to you?



Source: 8/20 Vision Survey

■ Highest ■ High ■ Moderate ■ Low ■ Lowest

Select Policy & Action Recommendations

Walk, Bike, and Roll

- ◆ Promote regionwide application of Complete Streets principles and support related projects
- ◆ Create a guide to enable the consistent assessment of condition and context for active transportation infrastructure
- ◆ Fill-in and expand the existing walk, bike, and roll network ...
- ◆ Encourage infrastructure owners to emphasize repair and rehabilitation ...
- ◆ Promote initiatives, such as focused public outreach, education campaigns, or speed limit studies, to enhance safety ...

UNIVERSAL POLICY

CONSIDER SAFETY AND ACCESS – FOR PEDESTRIANS, BICYCLISTS, PERSONS WITH DISABILITIES, TRANSIT VEHICLES AND RIDERS, MOTORISTS, EMERGENCY RESPONDERS, FREIGHT HAULERS, AND RESIDENTS OF ALL AGES AND ABILITIES – IN EVERY PLANNING AND PROJECT DECISION

Freight

- ◆ Support the WSDOT and Port of Walla Walla 'Grain Train' partnership
- ◆ Encourage entities to seek funding for the completion of U.S. 12 Phase 8, which enables vital freight movements and is of interregional significance

Roadway

- ◆ Focus available funding on maintenance of existing roadways and bridges to enhance current asset condition and maintain a state of good repair
- ◆ Emphasize safety and prevent loss of life ...
- ◆ Complete the update of the Regional Thoroughfare System Plan ...
- ◆ Support a Complete Street and Context Sensitive Solution approach ...

Systems Operation

- ◆ Encourage Walla Walla Valley entities to consider relevant, cost-efficient operational strategies ahead of capacity projects

Funding is Tight

Although **\$501.2 million for infrastructure** investments are estimated to be available through the year 2045, **more than half** of the 218 originally submitted projects **remain unfunded**.

The anticipated funding is scarcely enough for **basic maintenance and preservation** of existing infrastructure and only allows implementation of **106 pedestrian, bicycle, roadway projects**, which are predominantly focused on reconstruction and safety improvements. (Refer to included list here or access the [detailed database](#) on our web site.) Other [high-priority projects](#) **remain unfunded** and advocacy efforts continue to secure their funding.

Also forecasted are **\$218.5 million for public transit** operations and improvements, which are required in their entirety to operate the current system and will not allow for a significant system expansion.

Preservation Challenges Persist























We are faced with a maintenance and preservation crisis. For 2021-2023, WSDOT identified an annual backlog of \$690 million statewide. Locally, a **60% increase** in preservation funding is needed to implement even a 50-year pavement overlay cycle, whereas a **200% increase** over current levels would be required for reconstruction of all regionally significant roadways once every 50 years.

Unless we find a fiscally sustainable way to fund the **deferred** and **past-due maintenance and preservation** efforts, the regional system will continue to see its roadway quality and overall condition decline to a point of pavement failure.


The Future is in Flux

There is a keen interest within the Walla Walla Valley to implement a **multi-modal** transportation network that is supportive of anticipated growth and will provide the desired multi-jurisdictional connectivity. However, predicting the future is never certain, and the next 25 years have the potential to significantly alter our transportation landscape. In just the last ten years, there has been a significant shift towards electric vehicles, rideshare applications, and bikeshare systems, and we have seen the introduction of automated vehicles, e-bikes, and e-scooters. Many of these new modes are still in their infancy, making it difficult to assess what their usage rate may be in a few years. Nonetheless, early research shows that our transportation future will be more **multi-modal and technological** than ever before.




City of College Place

-   Mojonnier Rd Reconstruction (PE & RW): College-Bluvue; \$\$ awarded
-   SW 4th 4Bikes Project: College-Academy Way; \$\$ awarded
-   College Ave Post Office Ped Crossing: 500 S. College Ave; 2021-2025
-   12th Street Reconstruction: Larch-College; 2026-2035
-   12th Street Reconstruction: Larch-Myra; 2026-2035
-   12th Street & Larch Intersection Reconstruction; 2026-2035
-   C Street & Myra Rd Intersection Improvement; 2026-2035
-   College Ave & Southside Develop. Intersection I; 2026-2035
-   College Ave & Southside Develop. Intersection II; 2026-2035
-   Mojonnier Rd Reconstruction (CN): College-Bluvue; 2026-2035
-   Whitman Drive & Larch Intersection Reconstruction; 2026-2035

City of Prescott

-  A Street Reconstruction: 1st-Front; 2026-2035

City of Waitsburg

-  Taggart Rd Extension: Mill Race-Highway 12 (NEW); \$\$ awarded
-  Mill Race Rd Grade Crossing (Reconstruction): Main-City Limits; \$\$ awarded
-  Sidewalks Improvements: Harmon, E 2nd, Garden, E Camp; 2026-2035

City of Walla Walla

-   9th Ave & Plaza Way/Dalles Military Intersection & Street Impr.; \$\$ awarded
-  Citywide Pedestrian Safety Treatments: Various; \$\$ awarded
-   Poplar St (Reconstruction & Lane Changes): Colville-5th; \$\$ awarded
-   Rose St Bridge Replacement at Mill Creek Intersection; \$\$ awarded
-   Alder & Poplar St: Merriam-Colville; 2021-2025
-   Park St Bike and Pedestrian: Boyer-Alder; 2021-2025
-   9th and Alder Signal Replacement; 2026-2035
-   9th Ave and Main Signal (Replacement); 2026-2035
-   Alder St (Intersection Reconstruction): Roosevelt-Brock; 2026-2035
-   Avery St Improvements (Reconstruction): Rose-Electric; 2026-2035
-   Chestnut and Howard Intersection Improvement: Maple-Locust; 2026-2035
-   Chestnut St (Reconstruction): 2nd-Howard; 2026-2035
-   Myra Rd: SR 125-Taumaron (NEW); 2026-2035
-   Park St Improvements (Reconstruction): Alder-Juniper; 2026-2035
-   Plaza Way (Reconstruction): Village-Taumaron; 2026-2035
-   Plaza Way Sidewalks: Village Way-Taumaron; 2026-2035
-   Poplar St (Reconstruction & Lane Changes): 5th-14th; 2026-2035
-   School Ave and Pleasant St Realignment: Amelia-Carl; 2026-2035
-   Tietan St Sidewalks: 4th-Plaza; 2026-2035
-  Opticom System Upgrades: Various; 2026-2035
-  2nd Ave. Bridge over Mill Creek (Replacement): 2036-2045
-  9th and Pine Signalization (NEW); 2036-2045
-   Audible Accessible Signal Improvements: Various; 2036-2045
-  Central Business Dist. Signal Upgrade: Various; 2036-2045
-  Central Business Dist. Signal Interconnect: Various; 2036-2045
-   Clinton St Reconstruction: Isaacs-Alder; 2036-2045
-   Cottonwood Rd Sidewalks & Ped. Bridge: Thunder Ridge-Russell Creek; 2036-2045
-   Howard St (Reconstruction): Park-Tietan; 2036-2045
-  Howard and Reser Signalization (NEW); 2036-2045
-   Main-Palouse-Boyer Intersection Accessibility; 2036-2045
-   Melrose St Reconstruction: Wilbur-Airport Way; 2036-2045
-   Mill Creek Trail Re-Pave: Cambridge-Tausick; 2036-2045
-   Poplar St (Reconstruction): 14th-Myra; 2036-2045
-   School Ave. Sidewalks: Pleasant-Woodmere Lp; 2036-2045
-   **Multiple Jurisdictions**
-   Bryant Ave Sidewalks: Division-Reser; 2036-2045
-   Myra/Garrison Village Way Signal (NEW); 2036-2045
-   School Ave Improvements (Reconstruction): Alder to Bryant; 2036-2045

Walla Walla County

- Abbott Road (Sidewalk Improvement): MP 0.25-0.50; \$\$ awarded
- Arch Bridge on Lamar Rd (Replacement): MP 2.64-2.94; \$\$ awarded
- Countywide Signing & Guideposts: Various; \$\$ awarded
- Dell Sharpe Bridge on Pettyjohn Rd (Replacement); MP 5.20-5.80; \$\$ awarded
- Drumheller Bridge on Sudbury Rd (Rehabilitation); MP 3.99-4.09; \$\$ awarded
- Fishhook Park Rd (Paving & Widening): MP 0.00-1.40; \$\$ awarded
- Lower Waitsburg Rd (Realigned Reconstruction): MP 4.23-6.25; \$\$ awarded
- Middle Waitsburg Rd (Realigned Reconstruction): MP 6.10-7.92; \$\$ awarded
- Mill Creek Rd (Realigned Reconstruction): MP 1.10-3.96; \$\$ awarded
- Peppers Bridge Rd (Reconstruction): MP 0.36-1.61; \$\$ awarded
- Wallula Ave (Intersection Reconstruction): MP 2.00-2.20; \$\$ awarded
- 3rd Ave S. Paxton (Bridge Replace. & Rd Reconstruction): MP 2.30-2.77; 2026-2035
- Fishhook Park Rd (Realignment): MP 1.40-2.92; 2026-2035
- Harvey Shaw Rd (Realignment): MP 0.03-2.00; 2026-2035
- Harvey Shaw Rd (Realigned Reconstruction): MP 2.00-3.35; 2026-2035
- Harvey Shaw Rd (Realignment): MP 5.43-8.05; 2026-2035
- Lyons Ferry Rd (Realignment): MP 0.20-2.81; 2026-2035
- McKay Alto Rd (Reconstruction): MP 0.00-1.28; 2026-2035
- Middle Waitsburg Rd (Reconstruction): MP 14.40-16.41; 2026-2035
- Mojonnier Rd (Realignment): MP 0.14-1.40; 2026-2035
- Reser Rd (Reconstruction): MP 0.97-1.22; 2026-2035
- Reser Rd (Realignment): MP 3.29-5.19; 2026-2035
- School Ave (Reconstruction): MP 0.00-1.11; 2026-2035
- Wallula Ave (Bridge Replacement): MP 0.00-0.25; 2026-2035
- Wallula Ave (Reconstruction): MP 0.25-1.84; 2026-2035
- Beet Rd (Realignment): MP 0.71-1.41; 2036-2045
- Lewis Peak Rd (Realigned Reconstruction): MP 0.00-9.24; 2036-2045
- Lower Waitsburg Rd (Realignment): MP 13.50-14.78; 2036-2045
- Middle Waitsburg Road (Realigned Reconstruction): MP 11.65-13.0; 2036-2045
- Mill Creek Rd (Reconstruction): MP 6.5-8.0; 2036-2045
- Mud Creek Rd (Realignment): MP 3.00-3.50; 2036-2045
- Reser Rd (Reconstruction): MP 0.49-0.97 (Fern-Wilbur); 2036-2045
- Stovall Road (Realignment): MP 0.90-2.00; 2036-2045
- WSDOT**
- Asphalt/Chip Seal Preservation: Various; \$\$ awarded
- SCR 2021 Region Wide BCT Replacement: Various; \$\$ awarded
- SR 125/OR Stateline to Military Rd – ADA; \$\$ awarded
- SR 125/Plaza Way - Intersection Improvements; \$\$ awarded
- SR 125/Plaza Way Vic Stage 2 - Sidewalk Impr: Plaza Way-Orchard; \$\$ awarded
- SR 128 et al/SE Washington (Rumble Strips): Various; \$\$ awarded
- US 12/Over Abandoned Railroad - Bridge Painting: Wallula Jct. Vic; \$\$ awarded
- US 12/Walla Walla River - Bridge Painting: Wallula Jct. Vic; \$\$ awarded
- US 12 Build New Highway (Phase 8) (PE&RW): Wallula-Nine Mile Hill; \$\$ awarded
- US 730/3.0m N of OR Rockfall Prevention: Port Kelley Vic; \$\$ awarded
- US 730/4.1m N of OR Rockfall Prevention: Twin Sisters Vic; \$\$ awarded
- US 730/4.4m N of OR Rockfall Prevention: Twin Sisters Vic; \$\$ awarded
- US 730/5.2m N of OR Rockfall Prevention: Wallula Jct. Vic; \$\$ awarded
- SR 125/OR Stateline to Military Rd - Paving; \$\$ pending
- US 12/Dodd Rd Vic to Wallula Vic - Paving; \$\$ pending
- US 730/OR State Line to US 12 - Paving; \$\$ pending
- SR 125 Spur/N 13th Ave to Myra Rd - Paving; 2026-2035
- SR 125 Walla Walla Vic - Active Transportation Improvements; 2026-2035
- SR 125/Military Rd to N 13th Ave - Paving; 2026-2035
- SR 125 Spur/N 13th Ave to Myra Rd - ADA; 2036-2045
- SR 125/Military Rd to N 13th Ave - ADA; 2036-2045

Project: From-To; Plan Phase  *Safety*  *Pedestrian*  *Bicycle Elements*

Traffic Safety Depends on Mode

Pedestrians and bicyclists are considered **vulnerable** transportation users and accounted for 8 of the 26 fatalities during the most recent five-year period. During that timeframe, 67 crashes involved pedestrians and resulted in 60 injuries and 6 fatalities; 55 crashes involved bicyclists and resulted in 49 injuries and 2 fatalities.

Based on those Walla Walla Valley-specific records, the **fatality risk** for bicyclists and pedestrians involved in a traffic crash is **10 and 24 times** higher, respectively, than the risk for drivers.

Motor **vehicle speeds** are a contributing factor to the severe outcomes for pedestrians and bicyclists. Much needed **improvements in traffic safety** will require **engineering** approaches and public **education**:

- ◆ Distracted driving results in more fatalities (46%) than any of the other risk factors
- ◆ 60% of pedestrian- and 59% of bicycle-involved crashes occur at intersections
- ◆ 58% of both lane departure and run-off-the-road crashes are accompanied by distracted driving and/or speeding and result in 42% of all fatalities

Universal Mobility Considerations

Travel patterns and accessibility needs are highly influenced by age, presence of a disability, income levels, and language abilities. We need age-, ability-, income-, and user-friendly transportation options:

- ◆ **Children** and **youth** under the age of 18 comprise a significant portion of the region’s overall population. Their mobility options are, in most cases, limited to rides from parents, public transit, or a school bus, as well as walking or biking.
- ◆ **Older adults**, including the “Baby Boomers”, may remain more active and have a higher degree of mobility than previous generations. However, they too will become less willing or capable to drive themselves, or can no longer afford to own a car.
- ◆ Persons with a **disability** may experience mobility challenges that affect, or even impede, their access to education, employment opportunities, and other essential services. The Americans with Disabilities Act (ADA) has been in place for decades, but certain ADA requirements present a minimum threshold.
- ◆ The biggest draw on household finances, right after housing, is the cost of transportation. This puts a tremendous strain on budgets of **low-income** households, for whom vehicle ownership may therefore be completely out of reach.