

APPENDIX 6: Planning Goals and Rationale Based on Local and County Policies

Asotin County Comprehensive Plan – 1999

Goal A: The development of transportation facilities must be coordinated with the land use plan, particularly those serving intensive economic activities.

Rationale: Priority should go to maintaining and improving roads in those areas experiencing growth of heavy use as planned and designated in the Clarkston-Asotin Urban Area.

Policy A.1: Prioritize assistance, through public resources, for the extension of major streets only to those areas where growth is desired, as shown on the comprehensive plan maps.

Policy A.2: Major transportation improvements by any state or federal agency should be consistent with the goals, policies, and maps included in this plan.

Policy A.3: Consider and review the Comprehensive Plan whenever major transportation improvements are proposed.

Goal C: Enhance the effectiveness of the transportation system by developing and improving coordination among government jurisdictions with regards to various transportation modes.

Rationale: The interrelationship between modes is important to assure continued efficient movement of people and goods. Well-integrated port and highway facilities permit the development of water and trucking terminals which can transfer goods quickly. Similarly, these facilities need to be linked to the county's industries and ports. The local transportation system must tie into the regional system serving the areas beyond Asotin County.

Policy C.3: Coordinate the intra-county transportation system managed by Asotin County, Cities of Clarkston and Asotin, Port of Clarkston, and the Washington State Department of Transportation.

Policy C.3: Communicate local views on state highway needs to the Washington State Department of Transportation.

Goal D: Plan, design, and manage transportation programs and facilities which maximize passenger miles per unit of energy consumed.

Rationale: It is essential that we encourage those modes of transportation which efficiently utilize energy resources. Continued heavy reliance on high cost petroleum fuels will necessitate continued improvements to the major street system to relieve congestion and the provision of additional land for parking. This correspondingly increases environmental impacts through noise and lowered air quality.

Policy D.2: Coordinate with the cities of Clarkston, Asotin and Lewiston and their responsible departments in studying the feasibility and planning of an inter-city public transit system.

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Policy D.3: Recognize and support special transit programs which provide needed transport for the elderly and the handicapped.

Intergovernmental Coordination:

- The county should participate in countywide transportation organizations such as a PTBA
- Representation by Asotin County on the Palouse Regional Transportation Planning Organization (RTPO).
- The county will coordinate its actions with Countywide Planning Policies on transportation.

Summarized Policies Relative to the LCVMPPO Regional Long Range Transportation Plan:
Important goals of the plan comparative to the MPO include the desired coordination between the various government jurisdictions regarding transportation programs and facilities, development of transportation systems appropriate to the land use plan, and willingness to participate in countywide transportation planning organizations.

Asotin County Parks and Recreation Comprehensive Plan – 2001

The Parks and Recreation Comprehensive Plan was created to enable practical management and development of the recreation opportunities within the County, and is based on an analysis of the community's goals and an inventory of the existing recreational facilities.

Specific Facility Recommendations:

H. Bike/Hike Pathways – The need for additional bike/hike pathways was established by comparing the length of Asotin County's paths with minimum standards. Survey respondents indicated a preference for more paths. These paths could function as safe linkages between residential neighborhoods and existing recreational facilities. For example, paths could be established along Appleside and Scenic Way to connect the Heights with Asotin County Recreation Center and bring users close to the Valley Boys and Girls Club. This linkage could also tie into Fleshman Way, thus providing access to the Snake River and the Greenbelt System. Similar routes could be established along Peasley and Critchfield to connect the Heights with the Snake River. Another linkage that could be pursued would run through the draw from the Public Utility District office to Lincoln Middle School.

Nez Perce County Comprehensive Plan – 1998

Nez Perce County places a considerable emphasis on the visual character of both the rural and urban design of the community. With only 6.2% of the land area being federally owned, the County is largely responsible for the maintenance and development of the transportation system.

Located along the US 95 and US 12 corridors, and served by the Port District of Lewiston, transportation is an important element in the economic stability and development of the County. The Clearwater and Potlatch Rivers have historically been the major travel corridors, which now include the major highways of the area as well as scenic and recreational amenities. The existing and future economical development of the County is heavily dependant on a well-functioning

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roadway system and sufficient access to other forms of transportation such as rail, air, and water. Additionally, adequate service roads must be provided for the increasing residential development occurring in the rural areas (the County's population is expected to be 43,000 by the year 2025).

The following Nez Perce County Comprehensive Plan policies are relevant to the LCVMPPO *Regional Long Range Transportation Plan*:

- Nez Perce County should increase the scope, efficiency, and safety of transportation systems by making transportation planning an integral part of the total planning effort.
- Nez Perce County should encourage the appropriate public agencies to prevent, reduce, or eliminate hazards and traffic conflicts along major arterials through appropriate regulations and standards.
- Nez Perce County should cooperate with the road district, city, county, and state agencies on plans to improve roads and other transportation facilities.
- Nez Perce County should continue to support the development of public transportation systems to serve populated areas of the county.
- A cooperative effort of the numerous public and private entities is recognized as imperative to avoid duplication of service, filling inadequacies and avoiding conflict. These efforts include:
 - Coordinate highway concerns with the Planning and Zoning Commission in cooperation with the County Road Department.
 - Coordinate transportation planning with local government and private industry.
 - Coordinate and cooperate with city, adjoining county and state agencies regarding highway transportation issues.

Summarized Policies Relative to the LCVMPPO Regional Long Range Transportation Plan: Important goals of the plan comparative to the MPO include the desired cooperation between road district, city, county, and state agencies to improve roads and other transportation facilities; and support of the development of public transportation systems to serve populated areas.

City of Asotin Comprehensive Plan – 1998 (amended 2002)

The City of Asotin is located in the northeastern portion of Asotin County along the Snake River at the mouth of Asotin Creek in the southeastern portion of Washington State. The development of port facilities on the Snake River and industries related to the river transport traffic has stimulated business growth in the area. The citizens of Asotin are concerned with how, where and at what rate this growth and change occurs. The desire is present to balance the historic rural identity with a diverse and growing community while maintaining the physical, educational, economic, and social activities in a safe, attractive, and healthy environment.

The City of Asotin Comprehensive Plan lists goals, objectives, and policies that are relevant to the LCVMPPO *Regional Long Range Transportation Plan*:

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Goal A: Maintain and improve the city street system, pedestrian circulation system, and public transportation.

Intergovernmental Coordination:

- The city should participate in a countywide transportation organization such as a PTBA.
- Representation by Asotin on the Palouse Regional Transportation Planning Organization (RTPO)
- The city will coordinate its actions on transportation.

Summarized Policies Relative to the LCVMPPO Regional Long Range Transportation Plan: Important goals of the plan comparative to the MPO includes the coordination with others regarding action on transportation issues, representation on the PRTPO, and the willingness to participate in countywide transportation planning organizations.

City of Lewiston Comprehensive Plan – 1999

Lewiston, the largest community in Nez Perce County (population of 31,164) is the county seat and Idaho's only seaport, located at the convergence of the Snake and Clearwater Rivers. An emphasis is placed on maintaining high quality employment opportunities in the area to sustain an environment in which the area youth will desire to remain in the community. One component of job retention is providing a transportation system that serves the diverse needs of the community, including both commercial and private traffic, as well as walkers and bicyclists.

Projections indicate that the City of Lewiston will remain a regional market center with a high number of commuters entering the area daily. Both commercial and residential construction is expected to remain high to meet these travel demands, with the possibility that commuters will relocate to Lewiston to be nearer to work. This in turn places a higher emphasis on quality transportation systems, the funding of which will require alternative sources aside from the typical taxing system.

The City of Lewiston Comprehensive Plan refers to the supplemental document titled *City of Lewiston Comprehensive Transportation Plan Macro Phase*, the policies of which are noted in the following section.

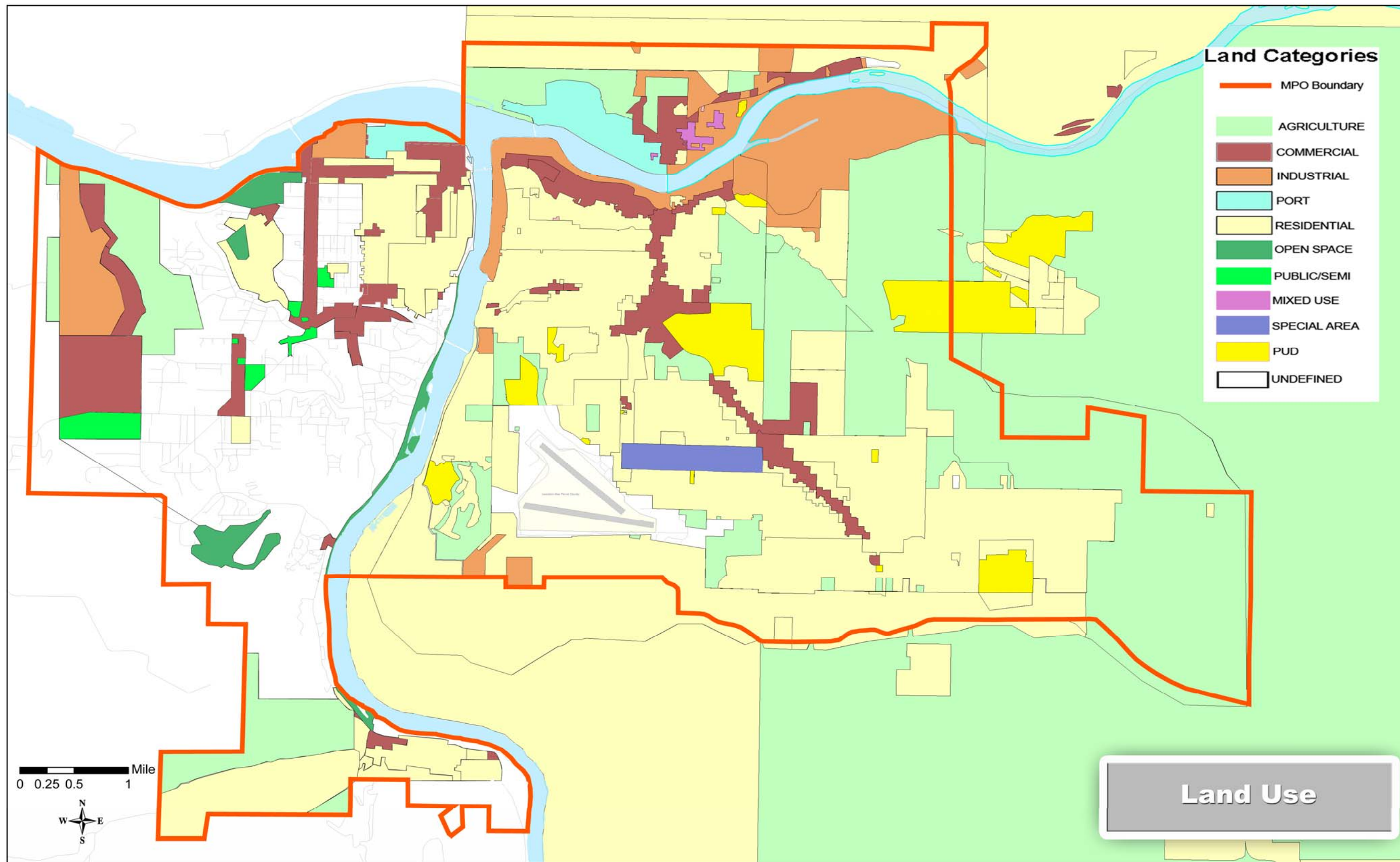


Figure 26: Land Use within the MPO Area

Nez Perce County Transportation Plan – 2004-2024

The Nez Perce County Transportation Master Plan may be considered an extension of the County's comprehensive plan, providing a more extensive review and analysis of the ongoing planning and maintenance of the County's streets and related transportation facilities. The purpose of the Nez Perce County Transportation Plan is to provide a twenty-year plan of future projects and a six-year capital improvement plan (CIP) to identify the transportation deficiencies throughout the County. These improvement plans also prioritize the system projects that are needed to improve access and safety for businesses and the traveling public. The Plan recognizes that land uses, population, and employment directly affect the transportation needs of a community, and that an awareness of these elements is essential for the future planning of transportation system improvements.

The Nez Perce County Transportation Master Plan goals, objectives, and policies that are relevant to the LCVMPPO *Regional Long Range Transportation Plan*:

Goal: Plan a safe, efficient, continuous, coordinated, and convenient multi-modal transportation system that serves the needs of the County now and establishes the foundation for a transportation system that will serve future generations.

Objectives:

- Recognize the important relationship between land uses and transportation and develop appropriate policies that promote a long-term transportation system.
- Develop transportation plans and policies that recognize the importance and value of the physical environment.
- Develop travel demand management policies that allow the road network to maintain acceptable service levels into the future.
- Investigate the reasonable funding strategies and develop a capital improvement plan and implementation strategies that recognize current funding realities and limitations.

Overall Policies:

- Nez Perce County shall increase the scope, efficiency, and safety of transportation systems by making transportation planning an integral part of the total planning effort.
- Nez Perce County shall work cooperatively with the tribe, adjacent road districts, cities and counties, Port District, railroads and state agencies to improve connectivity of roads and other transportation facilities.
- Nez Perce County shall investigate all reasonable funding strategies and develop a capital improvement plan and implementation strategies that recognize current funding realities and limitations.

Roadway Policies:

- Nez Perce County shall develop a countywide access management plan that balances the needs of property access with safety and street capacity.
- Nez Perce County shall plan for future transportation corridors and preserve corridors when possible.
- Recommended projects identified as priorities in the planning process and forwarded to the LCVMPPO for consideration:
 - Lapwai Road – East Main Street to Lindsay Creek Road (current LOS of C)
 - Gun Club Road – Lapwai Road to Stewart Avenue (future LOS of D and safety issues)
 - Lapwai Road/Gun Club Road intersection (predicted LOS of F)
 - Snake River Avenue/Bryden canyon Road intersections (left turns from Bryden Canyon Road onto Snake River Avenue expected to have LOS of F in 2025)

Summarized Policies Relative to the LCVMPPO Regional Long Range Transportation Plan: The Nez Perce Transportation Plan emphasizes the need for countywide access management as well as a plan for future corridor preservation; the plan also lists specific improvement projects that have been forwarded to the LCVMPPO for consideration.

City of Lewiston Comprehensive Transportation Plan – Macro Phase (1996)

The City of Lewiston Comprehensive Transportation Plan is referenced as a supplemental document to the City's comprehensive plan, providing extensive review and detailed recommendations for the ongoing maintenance and improvement of the City's streets and related transportation facilities. The purpose of the Lewiston Transportation Plan is to establish a continuing, comprehensive, and intermodal transportation planning process for the city. The plan recognizes (prior to the establishment of the LCVMPPO) that the development of a master transportation plan is necessary to avoid the duplication of efforts, to speed up funding for projects and to establish a foundation to become a metropolitan area that would qualify for a Metropolitan Planning Organization. To be designated as a metropolitan area lends a stronger voice to the community with regard to funding and decision making concerning transportation projects.

City of Lewiston Comprehensive Transportation Plan goals, objectives, and strategies relevant to the LCVMPPO *Regional Long Range Transportation Plan*:

- Goal B: To provide a transportation system that reflects and supports the values and objectives of the Lewiston Comprehensive Plan.
 - Objective B.1 to be consistent with the adopted Lewiston Comprehensive Plan.
 - Objective B.2 to exercise control of land use and development on the vital transportation corridors throughout the City and Area of Impact, recognizing and addressing potential problems for transportation systems raised by these projects before problems occur.

Objective B.3 to develop and follow a long-range twenty-year Capital Improvement Plan (CIP) for transportation projects.

- Goal C: To seek stable revenues for new, as well as the preservation and maintenance of existing facilities and services.

Objective C.1 to support efforts to develop new and innovative approaches for, or to obtain transportation funding.

Objective C.2 to pursue all available federal, state, and local funding sources for transportation development programs.

Objective C.3 to support legislative efforts that offer expanded funding techniques that enable local property owners and developers, in cooperation with local government, to construct and maintain transportation improvements as part of an overall economic development strategy.

- Goal D: To provide a transportation system that enhances the City's economic vitality.

Objective D.1 to reduce the travel time required for the movement of persons and goods on the existing transportation system.

Objective D.2 to improve the comfort, convenience, and reliability of the existing transportation system.

Objective D.3 to reduce the travel costs required for the movement of persons and goods on the existing transportation system.

Objective D.4 to develop strategies that will enhance the multi-modal capabilities.

- Goal E: To provide transportation facilities and services that protect the environment and promote energy efficiency.

Objective E.1 to reduce air quality impacts of the transportation system.

Strategy: Reduce traffic congestion and automobile idle times by improving intersection and roadway design, and synchronize traffic lights.

Strategy: Promote Traffic transportation alternative.

Strategy: Institute a "car-pool" program and provide park 'n ride facilities.

Objective E.2 to improve the health, safety, and general welfare of the public in all aspects of transportation investments.

Objective E.3 to work with public and private entities to determine transportation strategies that will lessen reliance on the single-occupant vehicle and encourage the use of alternative transportation modes.

- Goal F: To establish and maintain an active Management Systems Program in the Lewiston planning area that will provide input for transportation planning.

Objective F.2 to develop and maintain an active Public Transportation Management System (PTMS).

Objective F.3 to develop and maintain an active Congestion Management System (CMS) that will monitor and analyze the entire transportation system's performance in terms of congestion relief.

- Goal H: To plan for public transportation to serve the most highly frequented destinations.

Objective H.1 to enhance the current public transportation system and be prepared to institute a fixed route public transit system when public/private financing becomes available.

Objective H.2 to seek out and implement options which would aid in the development of public transportation.

Strategy: Require a transportation study of regional population centers and travel patterns.

Objective H.4 to coordinate with all public and private agencies in the planning and operation of public transportation.

Strategy: Create a Regional Transportation Authority (RTA)

Objective H.5 To educate the community of the benefits of public transportation and encourage its use.

Summarized Policies Relative to the LCVMPPO Regional Long Range Transportation Plan: The City of Lewiston Comprehensive Transportation Plan emphasizes the need to develop and maintain an active Public Transportation Management System (PTMS); to develop and maintain an active Congestion Management System (CMS) to monitor and analyze the entire transportation system performance; to create a Regional Transportation Authority (RTA); to develop a master transportation plan to avoid the duplication of efforts, and; to promote transportation alternatives.

Palouse Regional Transportation Plan – 2004

Formed under the provisions of the 1990 Growth Management Act, the Palouse Regional Transportation Planning Organization (PRTPO) was created by the Commissioners for the Counties of Asotin, Columbia, and Garfield (WA). The PRTPO was created to address the efficient use of resources to meet the region's growing transportation needs, the evaluation of which is the resulting plan (RTP).

Palouse Transportation Plan goals, objectives, and strategies relevant to the LCVMPPO *Regional Long Range Transportation Plan*:

- **Goal 1:** Provide multimodal transportation systems that are based on regional priorities and are coordinated with county and city comprehensive plans while optimizing the use of resources devoted to transportation improvements to provide a safe and efficient multimodal transportation system for the movement of people and goods.

Policy 1.1: While developing the Regional Transportation Plan, the PRTPO shall insure that the plan will reflect the link between transportation facilities (roads, buses, trains, aviation, paths, waterways, and trails) and land use.

Policy 1.2: The PRTPO shall pursue improvements to mitigate geometric and other deficiencies in order to provide the safest roadway system possible.

Policy 1.3: Where practical, the PRTPO shall maintain Level of Service “C” on all rural regional roadway facilities and Level of Service “D” on all urban facilities of regional significance.

Policy 1.4: Where possible, the PRTPO shall preserve the ability to move freight by rail, barge and air in order to encourage multiple opportunities for the movement of freight in and through the region to minimize expenditures to maintain the roadway system.

Policy 1.5: The PRTPO shall provide, where practical and meaningful, safe places for bicycle and pedestrian travel in order to encourage opportunities for non-motorized travel.

Policy 1.6: The PRTPO shall maintain and improve, where possible, access to recreational opportunities and other events in order to enhance the quality of life for residents of the region as well as to promote tourism opportunities for visitors to the region.

Policy 1.7: The PRTPO shall place a high priority towards safety projects.

Policy 1.8: The PRTPO shall generally place priority on maintenance and preservation first and new construction second.

- **Goal 2:** Encourage development in areas where adequate public facilities and services exist or can be provided in an efficient manner.

Policy: The PRTPO shall plan and make provisions for public facilities and services, such as transportation, so that they will be available at the same time as new people and jobs arrive within the region.

- **Goal 3:** Encourage economic development throughout the region that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of the region, especially unemployed and disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capability of the natural resources, public services, and public facilities.

Policy: The Regional Transportation Plan shall promote economic development and manage growth to serve the needs and vision of the region.

- **Goal 4:** Protect the environment and enhance the planning area's high quality of life, including air and water quality and the availability of water.

Policy: The Regional Transportation Plan shall protect the environment, as follows: a) provide for protection of critical areas such as wetlands and natural resource land which have long-term commercial significance, b) reduce air pollution when feasible, c) reduce transportation related sources of water contaminants, d) provide for context sensitive design and practices, and e) support growth within areas that can adequately absorb the growth.

- **Goal 5:** Encourage the involvement of citizens in the transportation planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

Policy: The PRTPO shall provide for meaningful citizen involvement in the regional transportation planning process.

Summarized Policies Relative to the LCVMPPO Regional Long Range Transportation Plan: Important goals of the plan comparative to the MPO include providing a multimodal transportation system based on regional priorities in coordination with county and city comprehensive plans, and optimizing resources devoted to transportation improvements for a safe and efficient multimodal transportation system for the movement of people and goods.

Port of Lewiston Strategic Plan (draft) – 2005

The Port of Lewiston is a multi-faceted public organization structured around and within an economic development district and an intermodal transportation center. The Port operates a warehouse, a container yard, and a business incubator program while offering lease and purchase lands in the Harry Wall Industrial Park and the Business and Technology Park. The Port is important to Lewiston's economic interests and has a voice in such concerns as dam breaching, salmon and steelhead recovery, international trade, and job creation. The Port considers itself the "economic engine for the growth of the economy in the Valley and North Central Idaho".

As noted in the strategic plan, two major U.S. highways, 12 and 95, intersect at Lewiston. It is stated further in the plan: "While the Idaho Transportation Department has made significant investment into Highway 95, it still requires major improvements to adequately perform as a safe commercial route. Swift Transportation, the Port's largest tenant, often routes its trucks through Washington and Oregon due to safety issues. The condition of this roadway is a major obstacle to shipping product through the Port. However, the Port believes that the GARVEE Bonding bill passed by the 2005 Idaho legislature to improve state highways will positively impact this issue. The Port Commission will continue to lobby for improvements to Highway 95."