

Monday, October 11, 2021

College Place Economic Development, Tourism, and Events Commission- Electronic Meeting
5:00 PM

Meeting may be viewed at: Live Stream on City of College Place, Washington YouTube at https://www.youtube.com/channel/UCbx3qrqzLDL_05NusReSI-g/featured

Zoom Attendee Link: <https://us06web.zoom.us/j/83871073419>

Or you may call this number to listen: 1-669-900-9128 ID#838 7107 3419 Phone controls: *6 - toggle mute /un-mute and *9 - raise hand

1. Opening Items

Subject :	1.01 Information Only - Not Agenda Item - Discussion Protocol for Virtual Meetings
Meeting :	Oct 11, 2021 - College Place Economic Development, Tourism, and Events Commission- Electronic Meeting
Category :	1. Opening Items
Access :	Public
Type :	Information

Public Content

Virtual Meeting Discussion Protocol:

- After staff presentation of an item, the Chair will request comments from each Member
- After each member has had an opportunity, the Chair will then speak if so desired and Members will use the raise hand feature to notify the Chair of their desire to speak again. However, they will not enter the conversation without first being recognized by the Chair. This should allow for a thorough discussion with everyone having opportunity to express their views while maintaining order.

File Attachments

[Virtual_Meeting_Raise_Your_Hand.pdf \(50 KB\)](#)

Subject :	1.02 Call To Order
Meeting :	Oct 11, 2021 - College Place Economic Development, Tourism, and Events Commission- Electronic Meeting
Category :	1. Opening Items
Access :	Public
Type :	Procedural
Subject :	1.03 Roll Call
Meeting :	Oct 11, 2021 - College Place Economic Development, Tourism, and Events Commission- Electronic Meeting
Category :	1. Opening Items
Access :	Public

Type :

Information

Public Content

Voting Members

Position 1 - Jennifer Fuchs - term expires 12/31/2022

Position 2 - Kelli Leen - term expires 12/31/2024- Chair

Position 3 - Doug Case - term expires 12/31/2022

Position 4 - Christopher Murray-term expires 12/31/2024

Position 5 -Susan Sanders- term ends 12/31/2022

Position 6 - Bruce Morehead - term ends 12/31/2024

Ex-Officio - Kyle Tarbet- WW Valley Chamber of Commerce Representative

Advisory Members

Mike Rizzitiello-City Administrator

Brian Carleton-Finance Director

Lisa Neissl- City Clerk

2. Consent Agenda

Subject :	2.01 Approve Agenda for October 11, 2021
Meeting :	Oct 11, 2021 - College Place Economic Development, Tourism, and Events Commission- Electronic Meeting
Category :	2. Consent Agenda
Access :	Public
Type :	Action (Consent)

Consent

Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure by Alice Sturgis, 4th Edition, provide for a consent agenda listing several items for approval of the Board by a single motion. Most of the items listed under the consent agenda have gone through Board subcommittee review and recommendation. Documentation concerning these items has been provided to all board members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any board member.

Subject :	2.02 Approve Minutes from September 20, 2021
Meeting :	Oct 11, 2021 - College Place Economic Development, Tourism, and Events Commission- Electronic Meeting
Category :	2. Consent Agenda

Access :	Public
Type :	Action (Consent), Minutes
Minutes :	View Minutes for Sep 20, 2021 - College Place Economic Development, Tourism, and E

File Attachments

[2021-09-20_EDTEC_Draft_Minutes.BoardDocs@ LT Plus.pdf \(957 KB\)](#)

Consent

Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure by Alice Sturgis, 4th Edition, provide for a consent agenda listing several items for approval of the Board by a single motion. Most of the items listed under the consent agenda have gone through Board subcommittee review and recommendation. Documentation concerning these items has been provided to all board members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any board member.

Subject :	2.03 Approve Consent Agenda - Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing items for approval of the Commission by a single motion. Typically the items listed under the consent agenda are the minutes from previous meetings and the agenda for the current meeting. Documentation concerning these items has been provided to all Commission Members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any Commission Member.
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Meeting :	Oct 11, 2021 - College Place Economic Development, Tourism, and Events Commission- Electronic Meeting
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Category :	2. Consent Agenda
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Access :	Public
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Type :	Action (Consent)
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Recommended Action :	Motion to approve the consent agenda
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Consent

Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure by Alice Sturgis, 4th Edition, provide for a consent agenda listing several items for approval of the Board by a single motion. Most of the items listed under the consent agenda have gone through Board subcommittee review and recommendation. Documentation concerning these items has been provided to all board members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any board member.

3. Action Agenda

4. Reports

Subject :	4.01 Draft FY 2022 to 2027 Capital Facility Plan - Mr. Rizzitiello
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Meeting :	Oct 11, 2021 - College Place Economic Development,
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Category :

4. Reports

Access :

Public

Type :

Discussion, Information

Public Content

Recommended Action

Please review the associated report and ask questions.

Historical Perspective

City staff put together six-year capital facility, equipment replacement, and information technology plans every year.

Information for Consideration

The six-year capital facility plan specifies an investment strategy for a six-year period based on submittals of department heads/community through yearly services survey, needed upgrades to infrastructure, and the availability of grants and other financing mechanisms to make it happen. The first year is fairly concrete. Subsequent years are an attempt to forecast needs. This document has capital investments above the threshold of \$5,000. This report was reviewed at length during the September 28th, 2021 City Council Meeting.

File Attachments

[2022Budget_2022to2027CFP_EarlyOctoberSummary.pdf \(492 KB\)](#)

[2022Budget_2022to22027Budget_EarlyOctober2022RenditionBooklet.pdf \(4.988 KB\)](#)

[Ordinance.pdf \(114 KB\)](#)

Subject :

4.02 Draft Fiscal Year 2022 State & Federal Legislative Agenda - Mr. Rizzitiello

Meeting :

Oct 11, 2021 - College Place Economic Development, Tourism, and Events Commission- Electronic Meeting

Category :

4. Reports

Access :

Public

Type :

Discussion, Information

Public Content

Recommended Action

Listen to the introduction by the City Administrator and ask questions.

Historical Perspective

Every year the City develops a legislative agenda for State of Washington and Federal Legislators.

Information for Consideration

The core of our key issues include continuance and growth of grant programs for infrastructure, fire, and other city services. Also, reinvigoration of economic development programs.

Key Priority projects include:

- Wastewater Treatment Plant Upgrades at \$25.0 million.
- Western College Place Water System Improvements at \$7 million.
- Stormwater Decant Facility at \$1.5 Million
- SE 12th Street Reconstruction (College to Larch) at \$4.3 million.

File Attachments

[AWCUpdate.pdf \(215 KB\)](#)

[College Place 2022 Session Preview Final.pdf \(160 KB\)](#)

[Legislative_2022_DraftFederalAgenda.pdf \(269 KB\)](#)

[Legislative_2022_DraftStateAgenda.pdf \(273 KB\)](#)

[Resolution.pdf \(127 KB\)](#)

Subject :	4.03 Draft College Place Local Road Safety Plan (LRSP) - Mr. Rizzitiello
Meeting :	Oct 11, 2021 - College Place Economic Development, Tourism, and Events Commission- Electronic Meeting
Category :	4. Reports
Access :	Public
Type :	Discussion, Information

Public Content

Recommended Action

Listen to the presentation by the City Administrator and ask questions.

Historical Perspective

The Washington State Department of Transportation (WSDOT) now requires jurisdictions to have an adopted Local Road Safety Plan to compete for grant funding. This plan was previewed during the August Utilities & Transportation Advisory Commission and the September 7th, 2021 City Council Workshop.

Information for Consideration

This plan outlines dangerous intersections and corridors which is backed up by crash data from Police Department as well as recommendations for augmenting key intersections.

File Attachments

[2021 CP_LRSP FINAL.pdf \(7.004 KB\)](#)

[2021-RESOLUTION Draft Template.docx \(19 KB\)](#)

Subject :	4.04 Draft Concept Lions Park Community Center - Mr. Rizzitiello
Meeting :	Oct 11, 2021 - College Place Economic Development, Tourism, and Events Commission- Electronic Meeting
Category :	4. Reports
Access :	Public
Type :	Discussion, Information

Public Content

The attached concept was developed by Design West Architects for what the Lions Park Community Center could look like. City Administration is pursuing a Federal Economic Development Administration Tourism Grant to fund replacement of the Community Center.

File Attachments

[College Place CC_Concept 10.1.21.pdf \(5,143 KB\)](#)

Subject :	4.05 Community Event Update - Mr. Rizzitiello
Meeting :	Oct 11, 2021 - College Place Economic Development, Tourism, and Events Commission- Electronic Meeting
Category :	4. Reports
Access :	Public
Type :	Discussion, Information

File Attachments

[trunk or treat.png \(297 KB\)](#)

Subject :	4.06 Development Tracking Sheet: October 2021 - Mr. Rizzitiello
Meeting :	Oct 11, 2021 - College Place Economic Development, Tourism, and Events Commission- Electronic Meeting
Category :	4. Reports
Access :	Public
Type :	Discussion, Information

File Attachments

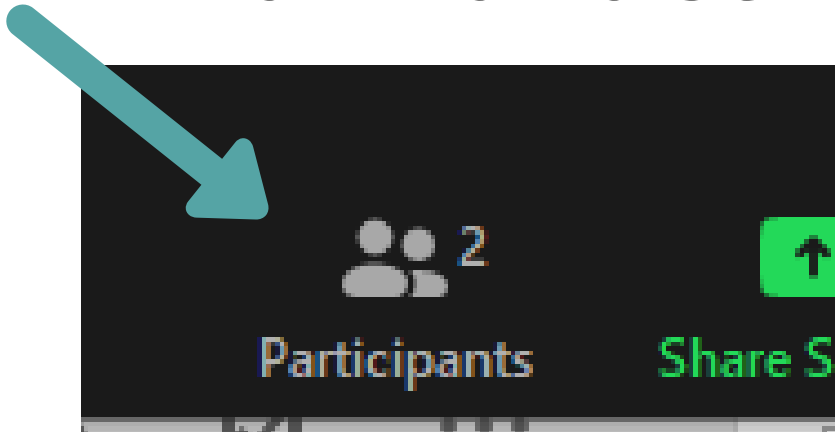
[DevelopmentTrackSheet_October2021.pdf \(449 KB\)](#)

5. Closing Items

Subject :	5.01 Adjourn
Meeting :	Oct 11, 2021 - College Place Economic Development, Tourism, and Events Commission- Electronic Meeting
Category :	5. Closing Items
Access :	Public
Type :	Procedural

Zoom Tutorial:

How To Raise Your Hand!



To use the "Raise Hand" function of the meeting software:

Locate
"Participants" at
the bottom of the
meeting window.
Click on it.

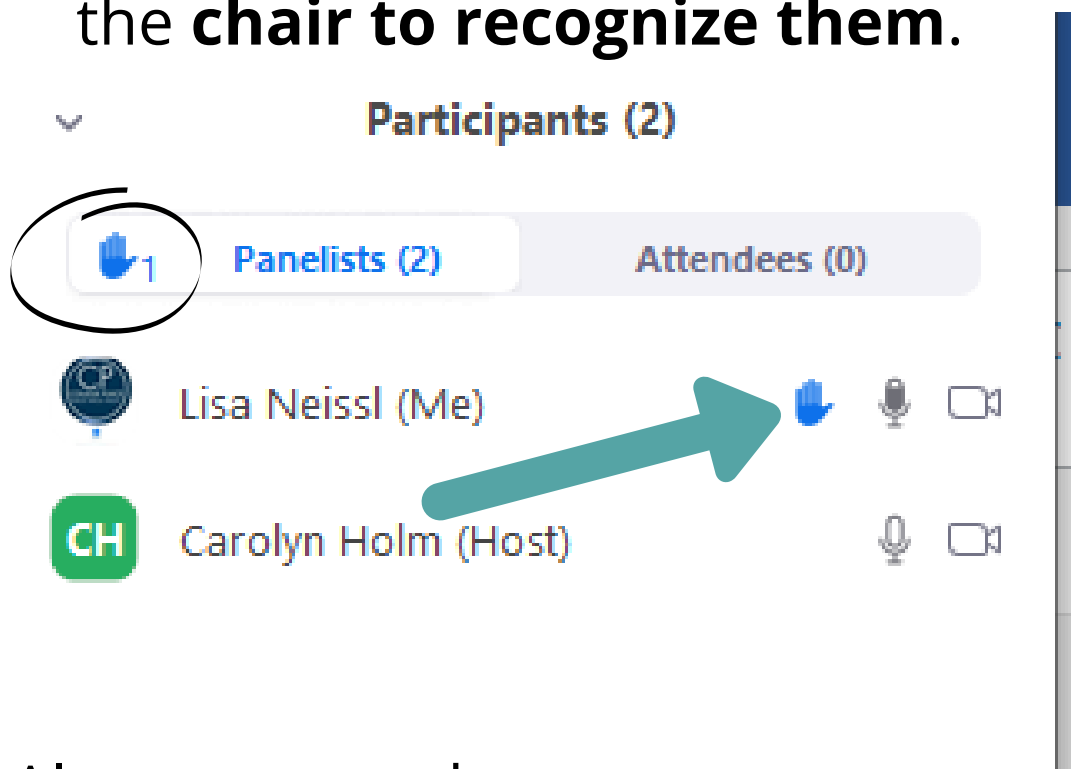
This will bring up a list of the participants. One tab for panelists and another for attendees.

On the bottom right is a button to **Raise Hand**



Zoom Tutorial: How To Raise Your Hand! (Cont.)

The participants tabs will show who and how many are raising their hands to allow the **chair to recognize them**.



Also note, you have easy access to mute/unmute and video settings here.



College Place Economic Development, Tourism, and Events Commission- Electronic Meeting - Rescheduled from 9/13/2021. (Monday, September 20, 2021)

Generated by Lisa Neissl on Monday, September 20, 2021

1. Opening Items

Procedural: 1.02 Call To Order

Chair Leen called the meeting to order at 5:01 PM.

Information: 1.03 Roll Call - Welcome Ms. Sanders

PRESENT:

Commission Members	Kelli Leen - Vice Chair, Doug Case, Susan Sanders Bruce Morehead
Ex- Officio	Kyle Tarbet - Walla Walla Chamber of Commerce
Staff	City Administrator, Mike Rizzitiello Finance Director, Brian Carleton; City Clerk, Lisa Neissl;

MEMBERS EXCUSED:

Jennifer Fuchs

MEMBERS ABSENT:

Christopher Murray

2. Consent Agenda

Action (Consent): 2.01 Approve Agenda for September 13, 2021

Action (Consent), Minutes: 2.02 Approve Minutes from August 2, 2021

Action (Consent): 2.03 Excuse Absence of Commissioners Fuchs & Murray

Action (Consent): 2.04 Approve Consent Agenda - Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing items for approval of the Commission by a single motion. Typically the items listed under the consent agenda are the minutes from previous meetings and the agenda for the current meeting. Documentation concerning these items has been provided to all Commission Members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any Commission Member.

Commissioner Morehead made a motion to approve the consent agenda. Second by Commissioner Tarbet and the motion passed 5-0.

3. Action Agenda

Action: 3.01 EDA Build Back Better Grant Regional Coalition Letter of Support -

Mr. Rizzitiello reported on a potential grant funding source and requested a letter of support from the commission.

Commissioner Morehead made a motion to have the Commission Chair sign the proposed Letter of Support for this Grant. Second by Commissioner Tarbet and the motion passed 5-0.

Action: 3.02 EDA Economic Adjustment Grant: Wastewater Treatment Plant Renovation Letter of Support -

Mr. Rizzitiello reported on a potential grant funding source and requested a letter of support from the commission.

Commissioner Morehead made a motion to have the Commission Chair sign the proposed Letter of Support for this Grant. Second by Commissioner Tarbet and the motion passed 5-0.

4. Reports

Discussion, Information: 4.01 CERB Flex Building Study - Conceptual Layout -

Mr. Rizzitiello reported on a conceptual layout of a flex industrial building location and requested review and feedback by the commission members.
Discussion ensued.

Discussion, Information: 4.02 Key Infrastructure Project Drilldowns -

Mr. Rizzitiello provided a brief overview of various infrastructure projects.

Discussion, Information: 4.03 Public Works Board Trust Fund Loan Construction Plans & Non Construction List -

Mr. Rizzitiello reported on four projects that were awarded funding.

Discussion, Information: 4.04 Events Update -

Ms. Neissl and Mr. Rizzitiello provided a general overview of upcoming events including the fall event and Winterfest including the 75th anniversary.

Information: 4.05 Development Tracker - September 2021

Mr. Rizzitiello reviewed the status of various development projects and potential projects.

5. Closing Items

Discussion, Information: 5.01 Next Meeting - Reschedule to October 11, 2021

Mr. Rizzitiello will be out of the office for training during the next regular date for this commission to meet; therefore the next meeting is being moved to the following Monday, October 11th.

Action, Procedural: 5.02 Adjourn

Commissioner Morehead made a motion to adjourn the meeting at 5:45 PM. Second by Commissioner Case and the motion passed 5-0.

Approved:

Kelli Leen - Chair

Attest:

Lisa Neissl – City Clerk

The foregoing minutes are the official record of the Economic Development, Tourism, and Events Commission meeting that occurred September 20, 2021. Further detail may be obtained by reviewing the actual audio recording made during this session.

City of College Place: Capital Facility Plan (2022 to 2027) * Many projects subject to availability of grant dollars & future development*														
Name of Project	Project ID	Prioritization	Project Location	Project Description	Status	Year Budget	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total Project Cost	How is project funded?
Administration/Community Development														
Design - City Council Chambers Room AV Remodel, Sallyport, Jail Area, Renovation Addition.	1008	High	City Hall	Police Sallyport to move to Police Department. Renovate area to additional office space for Community Development, Administration, and Public Works. 2022: Design 2023: Construction	Budgeted	2022	\$ 80,000.00	\$ 800,000.00					\$ 880,000.00	FY 2022: ARPA Federal Grant FY 2023: Facilities Maintenance Reserve
City Council Chambers AV/OPMA Upgrade	1018	High	City Hall	Replace AV System, do needed upgrades.	Budgeted	2022	\$ 300,000.00						\$ 300,000.00	FY 2022: ARPA Federal Grant
City Hall Conference Room Furnishings	1013	Medium	City Hall	Conference room, six offices	Planned	2023		\$ 50,000.00					\$ 50,000.00	Facilities Maintenance Reserve (funded by CE)
City Hall Exterior Beam Repair	1001	Medium	City Hall		Planned	2024			\$ 35,000.00				\$ 35,000.00	Facilities Maintenance Reserve (funded by CE)
City Hall Exterior Paint	1017	Low	City Hall	Paint exterior & replace gutters.	Planned	2024			\$ 12,000.00				\$ 12,000.00	Facilities Maintenance Reserve (funded by CE)
City Hall Restroom Renovation	1015	Medium	City Hall	Replace tile, stalls, fixtures, counterlights, paint-two public, three staff.	Planned	2025				\$ 40,000.00			\$ 40,000.00	Facility Maintenance Reserve (funded by CE)
City Hall Landscaping	1002	Low	City Hall	Landscaping around City Hall campus	Planned	2026					\$ 50,000.00		\$ 50,000.00	Facilities Maintenance Reserve (funded by CE)
City Hall Parking Lot (East End Improvements)	1014	Low	City Hall	Patch, sealcoat, stripe, move dumpster, remove fence, parking stops, ADA ramp to City Hall. Also finish landscaping around City Hall and PD. Also, underground power to charging stations and remove power pole.	Planned	2026					\$ 80,000.00		\$ 80,000.00	Facility Maintenance Reserve (funded by CE)
Total: Administration/Community Development							\$ 380,000.00	\$ 850,000.00	\$ 47,000.00	\$ 40,000.00	\$ 130,000.00	\$ -	\$ 1,447,000.00	
Fire Department														
Regional Fire Training Tower Contribution	2016	High	City of WW	City 1/3 share contribution prorated over five years for replacement fire training tower. Current one isn't safe to do controlled burns in.	Budgeted	2021	\$ 64,900.00	\$ 64,900.00	\$ 64,900.00	\$ 64,900.00	\$ 64,900.00		\$ 324,500.00	Facility Maintenance Reserve (funded by CE)
Replace Exterior Staircase on East Side of Building.	2017	High	Fire Station	Replace Exterior Staircase on East side of B	Budgeted	2021	\$ 30,000.00						\$ 30,000.00	Facility Maintenance Reserve (funded by CE)
Renovate Dorm Rooms	2025	Medium	Fire Station	Renovate Dorm Rooms.	Budgeted	2022	\$ 40,000.00						\$ 40,000.00	Facility Maintenance Reserve (funded by CE)
Dorm Room Furniture	2026	Medium	Fire Station	Obtain Dorm Room Furniture	Budgeted	2022	\$ 30,000.00						\$ 30,000.00	Facilities Maintenance Reserve (funded by CE)
Water Source Heat Pump Replacement	2020	Medium	Fire Station	Replace 1 carrier Water Source Heat Pumps (unit above dorm room)	Budgeted	2022	\$ 10,000.00						\$ 10,000.00	Facilities Maintenance Reserve (funded by CE)
Water Source Heat Pump Replacement	2010	Medium	Fire Station	Replace 8 Carrier Water Source Heat Pumps.	Planned	2023		\$ 80,000.00					\$ 80,000.00	Facility Maintenance Reserve (funded by CE)
Moline Gas Heater Replacement	2011	Medium - ESCO Performance	Fire Station	Replace Moline Gas Heater 75k BTU HR Unit	Planned	2024			\$ 10,000.00				\$ 10,000.00	Facility Maintenance Reserve (funded by CE)
Gas Furnace 75000 BTU HR	2012	Medium - ESCO Performance Contracting Potential	Fire Station	Replace Gas Furnace 7500 BTU HR Carrier Unit.	Planned	2024			\$ 13,450.00				\$ 13,450.00	Facility Maintenance Reserve (funded by CE)
Hot Water Pump 2 HP	2013	Low - ESCO Performance Contracting Potential	Fire Station	Replace Baldor Hot Water Pump 2 HP	Planned	2025				\$ 2,000.00			\$ 2,000.00	Facility Maintenance Reserve (funded by CE)
Total: Fire Department							\$ 174,900.00	\$ 144,900.00	\$ 88,350.00	\$ 66,900.00	\$ 64,900.00	\$ -	\$ 539,950.00	
Police Department														

Gun Range Building	3019	High	Wastewater Treatment Plant.	Install Washroom and Roof.	Budgeted	2022	\$ 23,000.00						\$ 23,000.00	Federal ARPA Grant
Police Department: RTU Package 3 Ton Heater/Chiller	3011	Medium - ESCO Performance Contracting	Police Department	Replace 3 Ton RTU Package Unit Heater/Chiller on roof rated "F" on south side of building. North side chiller failed	Budgeted	2022	\$ 15,000.00						\$ 15,000.00	Facility Maintenance Reserve (funded by CE)
Backup Generation Design (3 Buildings)	3020	Medium	Police Department		Planned	2023		\$ 10,000.00					\$ 10,000.00	Facilities Maintenance Reserve (funded by CE)
Replace 50 Gallon Water Heater	3012	Medium - ESCO Performance	Police Department	Replace 50 Gallon Water Heater	Planned	2024			\$ 3,000.00				\$ 3,000.00	Facility Maintenance Reserve (funded by CE)
Police Department Renovation	3010	Low	Police Department	Renovate Police Department	Planned	2024			\$ 500,000.00				\$ 500,000.00	Facility Maintenance Reserve (funded by CE)
Total: Police Department							\$ 38,000.00	\$ 10,000.00	\$ 503,000.00	\$ -	\$ -	\$ -	\$ 551,000.00	
Public Works Department - Parks														
Lions Park Renovation	4001	High - But dependent upon grant dollars.	Lions Park	Dredge and reconstruct pond and Garrison Creek channel, eliminate point source pollution of storm water facility into pond. Includes irrigation plans. Engineering will be done the first half of FY 2021. Construction will be the last half of FY 2021 into FY 2022	Budgeted	2018	\$ 3,256,683.00						\$ 3,256,683.00	42.9% State RCO Grants, 15.3% Private Foundation Grants, 12.3% Ecology Funds, 29.5% City REET II
Lions Park Community Center	4006	Low	Lions Park	Replace Community Center with multipurpose facility with Community Kitchen	Planned	2023		\$ 500,000.00	\$ 2,466,799.00				\$ 2,966,799.00	100% EDA Tourism Grant Funds if Received
Harvest Meadows Park Improvements	4005	Medium	Harvest Meadows Park	Improvements include a welcome sign and picnic shelter as identified in the 2018 Park Master Plan.	Planned	2023		\$ 25,000.00					\$ 25,000.00	100% REET II Funds
Veterans Park at Homestead	4004	Low	Homestead Ave south of 4th Street	Addition of more play equipment and restroom in Park.	Planned	2025				\$ 100,000.00			\$ 100,000.00	100% Developer Fees
Park Development near Stone Creek	4003	Low	SW of College Ave & Mojonner St	Per development standards, parkland will need to be donated to City for development. Will cooperate with State RCO, College Place School District, and developer for quality regional park.	Planned	2023		\$ 500,000.00	\$ 1,500,000.00				\$ 2,000,000.00	15% REET 2, 25% RCO, 50% Developer Fees, 10% Collaboration with College Place School District
Total: Public Works Department - Parks							\$ 3,256,683.00	\$ 1,025,000.00	\$ 3,966,799.00	\$ 100,000.00	\$ -	\$ -	\$ 8,348,482.00	
Public Works Department - Stormwater														
SE Birch (4th to 6th)	5004	High	SE Birch (4th to 6th)	Stormwater Improvements from 4th to 6th at Birch. 2022: Engineering. 2023: Construction.	Budgeted	2022	\$ 179,860.00	\$ 280,140.00					\$ 460,000.00	39.1% Federal ARPA Grant Money, 60.9% Storm Utility
Street Waste Decant Facility	5003	High - But dependent upon grant dollars.	Public Works Yard	Construction of a street waste decant facility. 2022: Engineering. 2023: Construction.	Budgeted	2022	\$ 500,000.00	\$ 1,000,000.00					\$ 1,500,000.00	75% State Ecology Grant, 25% Stormwater Utility.
Outfall Replacement Program	5012	High	Around Community.	Prioritization to be determined through Stormwater Management Plan Criteria.	Planned	2023		\$ 200,000.00		\$ 200,000.00		\$ 200,000.00	\$ 600,000.00	Apply for State Department of Ecology Grant Funds for 50%. Other 50% Stormwater Utility.
Drywell Install	5022	High	Community Wide	Earmark funds to install Drywells.	Planned	2023		\$ 80,000.00		\$ 80,000.00		\$ 80,000.00	\$ 240,000.00	Apply for State Department of Ecology Grant Funds for 50%. Other 50% Stormwater Utility.
SE 12th Street (College to Larch)	6010	High	SE 12th (College to Larch)	Replace storm infrastructure on 12th from College to Larch.	Planned	2023		\$ 1,200,000.00					\$ 1,200,000.00	100% Transportation Improvement Board Grant.
Public Works Yard Stormwater Improvements.	6032	Medium	Middle of block between 4th, 6th, Birch, and Date.	Stormwater improvements at Public Works Yard.	Planned	2023		\$ 200,000.00					\$ 200,000.00	50% State Department of Ecology Grant, 50% Stormwater Utility Funds.

SW 10th Street Retrofit (College to Bade)	5005	High	SW 10th from College to Bade.	Reconstruct 10th to include stormwater infrastructure to filter water into Garrison Creek.	Planned	2024				\$ 425,000.00				\$ 425,000.00	100% Move around money. Hardship money will cover staffing. Move freed up money to this project. (Freed up money via Stormwater Capacity Hardship Grant). Also, consider
SE 12th Street (Larch to Myra)	6039	High	SE 12th (Larch to Myra)	Replace storm infrastructure on 12th from Larch Avenue to Myra.	Planned	2025				\$ 1,200,000.00				\$ 1,200,000.00	100% Transportation Improvement Board Grant.
NE Cedar Ave Storm Improvements	6007.2	High	NE Cedar from A to C Street	Stormwater Improvements along corridor.	Planned	2026					\$ 340,000.00			\$ 340,000.00	100% Hardship Grant Redirect or Legislative Appropriation.
SE Date Ave (8th to 11th)	5018	Medium	SE Date (8th to 11th)	Stormwater Retrofit on SE Date from 8th to 11th.	Planned	2027						\$ 400,000.00	\$ 400,000.00	\$ 400,000.00	100% Stormwater Utility.
Total: Public Works Department - Stormwater							\$ 679,860.00	\$ 2,960,140.00	\$ 425,000.00	\$ 1,480,000.00	\$ 340,000.00	\$ 680,000.00	\$ 6,565,000.00		
Public Works Department - Streets															
Installation of stop signs at Whitman/Larch.	6044	High - Developer Contribution	Whitman Drive & Larch	Installation of solar flashing stop signs on Larch at Whitman Intersection.	Budgeted	2022	\$ 10,000.00							\$ 10,000.00	100% Villages at Fort WW Developer Contribution
			- 2022: Harvest Meadows, Knapp Addition, SE Bliss Ln - 2023: SW 6th, Cedar Bend Subdivision, SW 7th, SW 8th (College to Bade) (Davis to Evans), SW 9th, SW Evans (6th to 8th), SW Davis (6th to 8th) - 2024: Autumn Meadows Subdivision, Country Estates Subdivision, Sherburne Addition, SW 10th (Birch to Date) - 2025: Highland Park Subdivision - 2026: NE C Street (Larch to Myra), Larch (C Street to SR 125)												
Chipseal Program	6018	Medium		Planned annual chip seal program	Budgeted	2022	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00	\$ 360,000.00	100% REET 1 Fund
			- FY 2022 - SE 6th (College to Date) FY 2023 - SW 6th St (Davis to Evans) - FY 2024 - SE Mockingbird Ln - FY 2025 - SE Highland Park (North Leg) - FY 2026 - NE Dawson St (Myra to Westfair) - FY 2027 - NE Alden St (Criscola to Troutdale)												
Block Resurfacing Program	6059	Medium		Resurface a block of deteriorated roadway every other year. Provides a ten year fix.	Budgeted	2022	\$ 30,000.00	\$ 30,000.00	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 200,000.00	100% REET 1 Fund

4Bikes Project (Fourth - College to Academy, Academy - Whitman to 4th)	6029	High - Obtained TIB Complete Street Grant	4th - College Avenue to Academy Way Academy Way - 4th Street to Whitman Drive.	Continuance of cycle track on Fourth Street from Davis Street to College Avenue. Pedestrian streetlamps every 200 feet: Fourth St - College Avenue to Academy Way, Academy Way - Whitman Drive to Fourth Street.	Budgeted	2022	\$ 600,000.00							\$ 600,000.00	Awarded Transportation Improvement Board Complete Street Grant (\$500,000). Remaining funds from Street Improvement Fund. Project to be tracked in the Economic Development Fund 330.
Safewalk College Place	6048	High - 2021 / Medium - 2022, 2024, and 2026	- 2022 SW 6th and SW 8th - 2023 NE Lambert, NE Ash, SE Date - 2024 B Street 2026 1st and 3rd between Academy and Davis	Install six-foot wide sidewalk on one side of road. Dependent on obtaining a Community Development Block Grant: General Purpose. Odd number years will be funded by State TIB SP Grant if funded.	Budgeted	2022	\$ 364,000.00	\$ 476,540.00	\$ 400,000.00			\$ 600,000.00		\$ 1,840,540.00	100% CDBG General Purpose Grant Funds and easement donation from Walla Walla University. Fund 309 in FY 2023 - State Transportation Improvement Board Sidewalk Grant Funds.
Mojonnier Rd Reconstruction (Bluvue Ln to College Ave)	5006.2	High - Grant funded.	Mojonnier Rd from Grandview to College Ave	Reconstruction of Mojonnier Rd from Bluvue Ct to College Ave. Engineering (2021 to 2022 with MPO STP Grant Money) Construction in 2023.	Budgeted	2022	\$ 711,000.00	\$ 4,168,290.00						\$ 4,879,290.00	76.7% Federal Highway Bill Grant Funds, 20% MPO STP Funds , 3.3% Street Improvement Fund.
CP Broadband Project	6068	Medium	Citywide	Construction of dark fiber throughout the City of College Place (\$2 Million per square mile per Petrichor).	Budgeted	2022	\$ 1,000,000.00	\$ 3,000,000.00						\$ 4,000,000.00	5% City Match via Federal ARPA, 95% either EDA Build Back Better, Federal NTIA, State CERB, and Public Works Trust Fund Grant.
Crosswalk Improvements in front of CP Post Office	6058	Medium	500 S. College Avenue	Crosswalk improvements to include curb bump outs, Rapid Flashing Beacons, and more.	Planned	2023		\$ 90,000.00						\$ 90,000.00	Trying to pursue WSDOT Ped Grant. May go to MPO for funds. Likely 25% local match from Street Fund.
CP Downtown Parking Lot Project	6063	Low	Center of Block bordered by 8th, 6th, College, and Bade.	Construct parking lot to encourage a dense mixed-use downtown that is walkable.	Planned	2023		\$ 200,000.00	\$ 300,000.00					\$ 500,000.00	100 % Going after USDA Economic Development Grant Funds.
Stone Creek Development Intersection Signalization on College Ave by CPHS	6035	Medium - Dependent on future development.	College Avenue, south side of College Place High School.	Installation of signals at College Ave and arterial for the Stone Creek Development.	Planned	2023		\$ 365,170.00						\$ 365,170.00	This will be primarily funded by development impact fees. 25% city match likely through Street Fund.
Stone Creek Development Intersection Signalization II on College Avenue by CPHS	6064	Medium - Dependent on future development.	College Avenue, near CPHS	Installation of signals.	Planned	2023		\$ 365,170.00						\$ 365,170.00	This will be primarily funded by development impact fees. 25% local match likely through Street Fund.
9th Street	6062	Medium - Dependent on CDBG Grant Funds.	9th (College Ave to Alleyway)	Convert gravel road to pavement with curb and gutter.	Planned	2023		\$ 500,000.00						\$ 500,000.00	100 % Street Improvement Fund via CDBG - General Purpose Grant, LID, or State Grant.
SE 12th Street (College to Larch)	6010.2	High - Dependent on grant funds.	SE 12th Street from College to Larch	Street grind and overlay with water and sewer improvements on SE 12th Street from College to Larch.	Planned.	2023		\$ 2,229,430.32						\$ 2,229,430.32	90% TIB or MPO Funding, 10% Street Improvement Fund.
Pedestrian signalization at Myra Rd & Garrison Village Way	6054	Low - Dependent on WSDOT Grant and Developers	Myra Rd at Garrison Village Way	Pedestrian crossing beacon with pedestrian refuge island so folks can get to Fort Walla Walla.	Planned	2024			\$ 546,000.00					\$ 546,000.00	Likely Scenario: 20% City of WW, 20% City of CP Street Fund, 30% Developer Contrib, 30% State Grant

Rose Street Lighting	6014	Low	Rose Street from College Ave to Lambert Ave	Rose Ornamental Pedestrian Street Lights	Planned	2024			\$ 350,000.00				\$ 350,000.00	100% Transportation Improvement Board Complete Street Grant.
Heat Pump at Public Works Shop	6056	Medium	Public Works Yard	Replace Heat Pump	Planned	2024			\$ 20,000.00				\$ 20,000.00	100% Facility Maintenance Fund.
Public Works Yard Upgrade	6032	Medium	218 SE 4th St	Upgrade Public Works Yard. New pavement between buildings and gas pumps. General renovation work.	Planned	2024			\$ 400,000.00				\$ 400,000.00	100% Facility Reserve Fund.
SE Birch St (2nd to 4th)	5004.3	Medium	Birch Street from 2nd to 4th.	Reconstruct Birch Street from 2nd to 4th to include curb and gutter.	Planned	2024			\$ 100,000.00				\$ 100,000.00	100% Street Improvement Fund/REET.
12th & Larch Intersection	6011	Medium	The 12th and Larch Avenue intersection.	Identify, design and construct preferred intersection configuration.	Planned.	2025				\$ 2,053,000.00			\$ 2,053,000.00	50 % Local (City) funds from Street Improvement Fund (funded by the street fund) with 50% WSDOT or MPO Grant.
SE 12th Street (Larch to Myra)	6039	Dependent on grant funds.	SE 12th Street from Larch to Myra Rd.	Reconstruction of 12th Street from Myra Rd to Larch Ave.	Planned	2025				\$ 3,155,697.48			\$ 3,155,697.48	90% TIB or MPO Funding, 10% Street Improvement Fund.
Larch & Whitman Intersection	6015	Medium	Larch & Whitman Intersection	Intersections need to be improved for safe traffic.	Planned	2025				\$ 304,163.00			\$ 304,163.00	40% Developer Impact Fees, 40% CERB Construction Grant, 20% Street Improvement Fund
NE Cedar Avenue ("A" to "C" Street)	6007.2	Medium	NE Cedar Avenue from "A" to "C" Street	Resurface Cedar Avenue	Planned	2026					\$ 358,520.76		\$ 358,520.76	100% Legislative Appropriation
SE Dewey Dr	6022	Medium	SE Dewey Drive.	Full street and sidewalk reconstruction on Dewey Drive to include water and sewer improvements.	Planned.	2026					\$ 678,483.00		\$ 678,483.00	100% Street Improvement Fund
SE Sky Ave (12th to Scenic View)	6024	Medium	SE Sky Ave from 12th Street to Scenic View Drive.	Corridor reconstruction on SE Sky Ave from 12th Street to Scenic View Drive to include streets, sidewalks, water and sewer improvements.	Planned	2027						\$ 502,580.00	\$ 502,580.00	100% Street Improvement Fund (funded by the Street Fund), REET, Water Capital Reserve Fund, Wastewater Capital Reserve Fund
Whitman Dr Reconstruction	6043	Low - Dependent on future development.	Whitman Drive & Maple Ave	Reconstruct roadway from Academy Way to Martin Airfield to Arterial Standards. Also, includes conversion of Academy & Whitman intersection to four way stop.	Planned	2027						\$ 986,654.00	\$ 986,654.00	50% Developer Fees; 50% State TIB or Public Works Trust Fund Grants
Whitman Dr Multiuse Path Completion	6006	Low	Whitman Drive between Evans and Academy.	Assemble right of way to complete gap in multi-use path between Evans and Academy Way.	Planned	2027						\$ 80,000.00	\$ 80,000.00	90.0% MPO STP Funds and/or State RCO, 10% Local Match
Total: Public Works Department - Streets							\$ 2,775,000.00	\$ 11,484,600.32	\$ 2,211,000.00	\$ 5,607,860.48	\$ 1,732,003.76	\$ 1,664,234.00	\$ 25,474,698.56	
Public Works Department - Wastewater														
WWTP Improvements - Implementation Phase 1:	7004	High - Mandated by our Wastewater Permit, also dependent on grants.	WWTP - 501 Owens Rd	WWTP Wastewater Treatment Plant Improvements: - 2022: Headworks \$1,740,000 - 2022: Rearation and Cooling: \$150,000 - 2023: Land Treatment: \$17.9 Million	Budgeted	2022	\$ 2,000,000.00	\$ 23,000,000.00					\$ 25,000,000.00	20% Wastewater Capital Reserve; 40% Department of Ecology Grant/Loan; 40% Legislative Appropriation.
Life Station #5 Replacement	7019	High - Over Capacity and Tripping Hazard	SW 1st	Replace over capacity wastewater lift station. Engineering in FY 2022. Construction in FY 2023.	Budgeted	2022	\$ 465,000.00	\$ 1,176,500.00					\$ 1,641,500.00	100% Public Works Trust Fund (State)

Neighborhood Sewer Lining	7016	High	Across Community.	Refer to Wastewater Fiscal Sustainability Plan for Period Phasing.	Budgeted	2022	\$ 300,000.00		\$ 400,000.00		\$ 300,000.00		\$ 1,000,000.00	100% Wastewater Capital Reserve Fund.
12th Street Wastewater Replacement Project	6010.3	Medium	12th Street from College to Larch.	Wastewater replacement project below 12th Street project.	Planned	2023		\$ 270,742.00					\$ 270,742.00	100% Wastewater Capital Reserve Fund.
NE Cedar Ave Wastewater Replacement Project	6007.3	High - Dependent on grant funds.	Cedar Ave from C to A Streets	Line Sewer of NE Cedar Avenue from A to C Street.	Planned	2026					\$ 80,010.00		\$ 80,010.00	100% Legislative Appropriation
12th Street Wastewater Replacement Project (Date to Myra)	6039.3	Medium	12th Street from Myra Rd to Larch St	Wastewater Replacement Project under 12th Street project.	Planned.	2025				\$ 401,745.00			\$ 401,745.00	100% Wastewater Capital Reserve Fund.
Central Avenue Wastewater Line Project (ScenicView to Valley)	7020	Low	Central Avenue from ScenicView to Valley.	Install new sewer line to replace private line in corridor.	Planned	2027						\$ 150,000.00	\$ 150,000.00	100% Wastewater Capital Reserve Fund.
Total: Public Works Department - Wastewater							\$ 2,765,000.00	\$ 24,447,242.00	\$ 400,000.00	\$ 401,745.00	\$ 380,010.00	\$ -	\$ 28,543,997.00	
Public Works Department - Water														
Well No. 2 (No 6.) Relocation	8001	High	Whitman Drive & Maple Ave	Reconstruction of new well shaft and well-house and installation of pump, motor, controls, and appurtenant equipment and facilities to replace Well No. 2; decommissioning of existing Well No. 2. The goal is to have this well operational by end of Summer 2021. High end estimate is by Paul Cross at RH2	Budgeted	2017	\$ 2,850,000.00						\$ 2,850,000.00	State Legislative Appropriation and 20-year, 1%, 50% forgivable DWSRF Loan
Sky & 12 Water Main Replacements	8007	Medium	Sky Avenue and Alley of 12th & Mt View	Replace existing steel water main and services. Project deferred due to crazy bidding environment due to COVID.	Budgeted	2022	\$ 617,000.00						\$ 617,000.00	48.6% Federal ARPA Grant, 51.4% Water Capital Fund.
Whitman Maple Solar Array	8019	Low	Whitman & Maple Drive	The City will continue to look for grant funding to construct a solar array adjacent to Well #6. We will only pursue this project if it is grant funded.	Budgeted	2022	\$ 450,000.00						\$ 450,000.00	100% either Pacific Power Blue Sky, CREA, or State Department of Commerce Funding
6th St Water - College to Date	8011	High	6th between College	Replace water main and services	Budgeted	2022	\$ 150,000.00						\$ 150,000.00	100% Water Capital Reserve Fund.
Well #7 Development	8017	High	Teal Rd City Property.	Develop a fourth well with School District due to increased population.	Budgeted	2022	\$ 510,000.00	\$ 1,065,000.00	\$ 1,925,000.00				\$ 3,500,000.00	10% Public Works Trust Fund, 20% City Water Fund, 60% FEMA HMA Grant, 10% Developer Contribution.
Western College Place Water Storage Tank Reservoir 4 (1,000,000 Gallons)	8018	High	Martin Airfield Area	Engineering and development of 1,000,000 water storage tank to serve all of west/southwest College Place.	Budgeted	2022	\$ 350,000.00	\$ 1,000,000.00	\$ 2,150,000.00				\$ 3,500,000.00	10.0% State Public Works Trust Fund, 50.0% FEMA HMA or Fed Inf Bill, 15.0% Water Capital Fund, 10.0% Dev Contribution
Well #3 Electrical Generator	8024	High	Lamperti & Larch	Electrical Generator at Well #3	Planned	2023		\$ 500,000.00					\$ 500,000.00	75% FEMA HMA Grant, 25% City Water Fund
SE 12th St (College to Larch) Water Infrastructure Replacement Project	6010.4	Medium - Dependent on Grant Funds	SE 12th Street from College to Larch Ave.	Replace water infrastructure under SE 12th St project.	Planned	2023		\$ 617,381.00					\$ 617,381.00	100% Water Capital Reserve Fund.
SW 10th Street Retrofit (Colleg	5005.3	High	SW 10th from College	Replace water main and services on SW 10th from College to Dead End.	Planned	2024			\$ 236,643.00				\$ 236,643.00	100% Water Capital Reserve Fund.
Birch Ave Water - 2nd to 4th	8009	High	Birch between 2nd &	Replace water main & services	Planned	2024			\$ 140,000.00				\$ 140,000.00	100% Water Capital Reserve Fund.
SE 12th St (Larch to Myra) Water Infrastructure Replacement Project	6039.4	Medium - Dependent on grant funds.	SE 12th Street from Myra Rd to Larch Ave.	Replacemen water infrastructure under SE 12th St project from Date to Myra Rd.	Planned	2025				\$ 916,113.00			\$ 916,113.00	100% Water Capital Reserve Fund.

Steel (500,000 Gallon) Tower Repaint	8020	High	Water Tank in Public Works Yard	Elevated water tower from 1947 needs to be repainted. Also, pursuing FEMA Resiliency Grant to conduct seismic upgrades,	Planned	2025					\$ 1,200,000.00			\$ 1,200,000.00	75% FEMA HMA Grant, 25% City Water Fund
NE Cedar Ave Water Infrastructure Replacement Project	6007.4	High - Dependent on Ave funds.	NE Cedar Avenue from "A" to "C" Street	Replace water infrastructure below Cedar Ave project.	Planned	2026					\$ 158,000.00			\$ 158,000.00	100% Legislative Appropriation
Dewey Drive Water	6022.2	High	Dewey Drive	Replace Water main & services	Planned	2026					\$ 286,000.00			\$ 286,000.00	100% Water Capital Reserve Fund.
SE Sky Ave Water Infrastructure Replacement Project	6024.3	Medium	SE Sky Ave from 12th to SE Scenic View Dr.	Replace water infrastructure below Sky Ave project.	Planned	2027						\$ 140,850.00		\$ 140,850.00	100 % Water Capital Reserve Fund
Total: Public Works Department - Water							\$ 4,927,000.00	\$ 3,182,381.00	\$ 4,451,643.00	\$ 2,116,113.00	\$ 444,000.00	\$ 140,850.00	\$ 15,261,987.00		
Grand Total: All Capital Facility Projects							\$ 14,996,443.00	\$ 44,104,263.32	\$ 12,092,792.00	\$ 9,812,618.48	\$ 3,090,913.76	\$ 2,485,084.00	\$ 86,732,114.56		



FY 2022 TO 2027 CAPITAL FACILITY PLAN

FY 2022 TO 2027 CAPITAL FACILITY PLAN



City of College Place: 625 S. College Ave, Phone: 509-529-1200 Website: www.cpwa.us

City Council

- Norma Hernandez, Mayor
- Jerry Bobbitt, Council Position #1
- Michael Cleveland, Council Position #2
- Marge Nyhagen, Council Position #3
- Loren Peterson, Council Position #4
- Melodie Selby, Council Position #5
- Heather Schermann, Council Position #6
- Monica Boyle, Council Position #7

CFP Management Team

- Mike Rizzitiello, City Administrator
- Brian Carleton, Finance Director
- Troy Tomaras, Police Chief
- David Winter, Fire Chief
- Robert McAndrews, Public Works Director
- Jon Rickard, Community Development Director

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II. WHAT IS A CAPITAL FACILITY PLAN (CFP)?

- ▶ The Capital Facilities & Transportation Improvement Plan (CFP) is a planning tool that lists current and future City capital facilities projects. It is important to note that just because a project is listed in the CFP, it does not mean funds have been budgeted or are available. This document is a tool for current and long-term planning purposes.
- ▶ Each year the city is required by the state to adopt a CFP for planning and funding of capital projects. The CFP is a project planning tool which covers all aspects of infrastructure planning within the city. The projects included in the CFP are those that are needed to meet the concurrency requirements of the Growth Management Act (GMA), transportation projects to be included in the TIP, and other capital projects planned for the next six-year period.
- ▶ The TIP is a transportation planning tool used by the Washington State Department of Transportation (WSDOT) to allocate funding for local agency projects. The WSDOT will not fund transportation projects that are not included in the TIP. Comments received on transportation projects will apply to both the CFP and TIP.
- ▶ Staff has identified and prioritized projects for consideration by the Council. The CFP and TIP are six-year planning tools. The general approach for project selection and prioritization was based on criteria covering City Council goals, infrastructure needs, community benefits, employment impact, safety, and other factors (mandates, obligations, and outside funding). The departments evaluated the proposed projects and results are forwarded to the City Council for consideration.
- ▶ **Many projects in Capital Facility Plan are reprioritized throughout the year based on the pursuit and award outside Federal, State, and Private grant opportunities.**
- ▶ **The City is able to reconstruct and maintain Federally classified roads better because they are eligible for Federal and State grant funds. These streets include: Rose, C, Whitman, 4th, 12th, Lamperti/Mojonnier, Taumaurson, Myra, Larch, Meadowbrook, College, Academy, and Doans.**
- ▶ **All other streets are local and ineligible for Federal and State grants.**
- ▶ **Status Definitions**
 - ▶ **Budgeted:** Project will occur in Fiscal Year 2022.
 - ▶ **Planned:** Project planned for the future. City is in the process of assembling grant funds for the project.



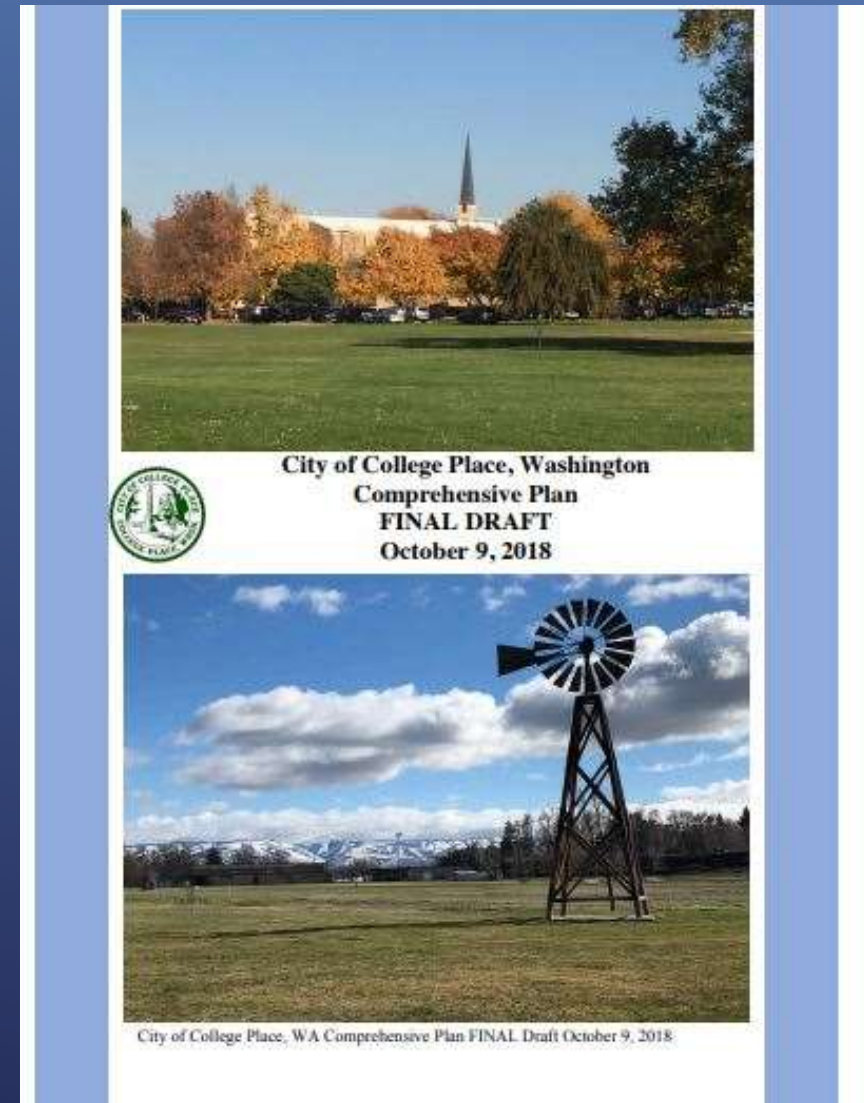
III. FY 2022 PRIORITY PROJECTS

- ▶ A. Well #6 Drinking Water Well Replacement Final Wellhouse Engineering/Start Construction: \$2,850,000.00 (Grant/Loan funded) Major construction in FY 2022.
- ▶ B. Wastewater Treatment Plant Improvement Begin Construction: \$2,000,000 (Ecology/USDA/Federal Appropriation) Most Construction in FY 2023.
- ▶ C. Regional Fire Training Tower Contribution: \$324,500 (Total over five years).
- ▶ D. 4Bikes Project: \$600,000 (TIB Grant, City)
- ▶ E. Lions Park Renovation : \$3,256,683 (REET, State RCO Grants, Sherwood Trust Grant, Partnerships)
- ▶ F. SW Mojonier Rd Reconstruction: \$711,000 (Walla Walla MPO, Federal Highway Bill) Most Construction in FY 2023.
- ▶ G. City Council Chambers AV/OPMA Upgrade: \$300,000 (Federal ARPA Grant).



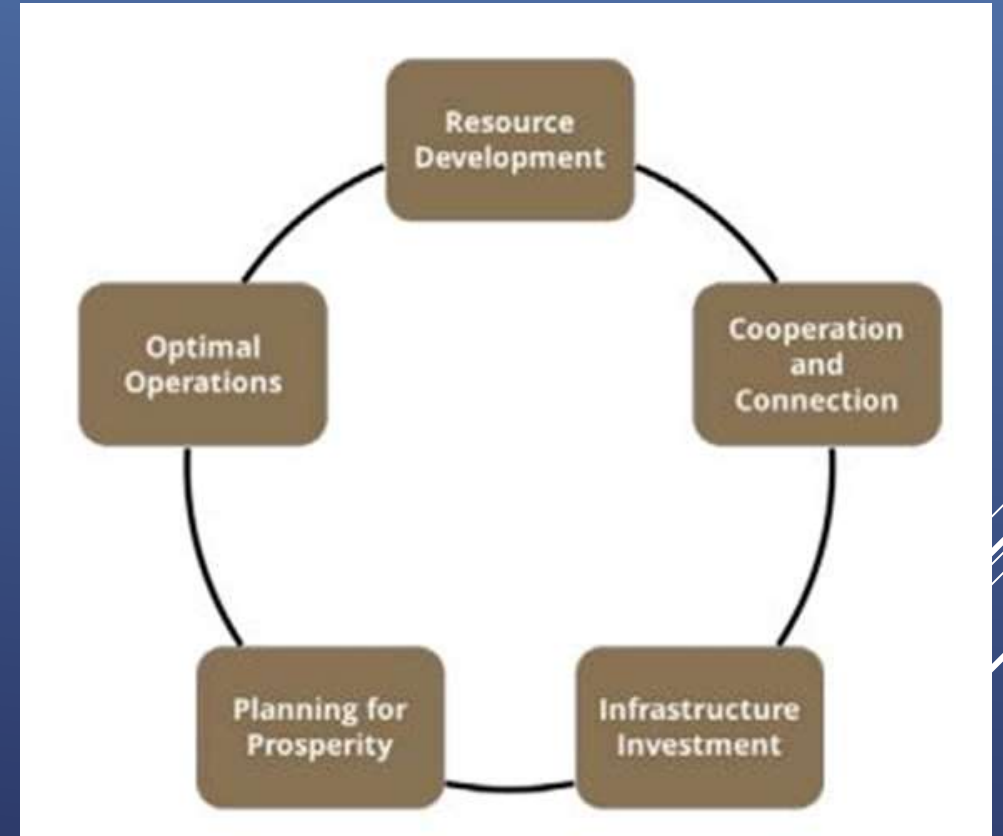
IV. 2018 COMPREHENSIVE PLAN

- Adopted by City Council on October 9th, 2018
- Aspirational goals and objectives for the City over the next twenty years.
- Mandated by the Washington State Growth Management Act.
- Goals that this Capital Facility Plan satisfies:
 - Goal #11: Maintain and improve existing utilities and services while planning for new growth and development.
 - Goal #17: Provide reliable, effective, and efficient utility services at the lowest reasonable cost, consistent with the City's aims of environmental stewardship, social equity, economic development, and the protection of public health.
 - Goal #23: Maintain the city's infrastructure so that it meets the needs of existing employers and targeted industries.



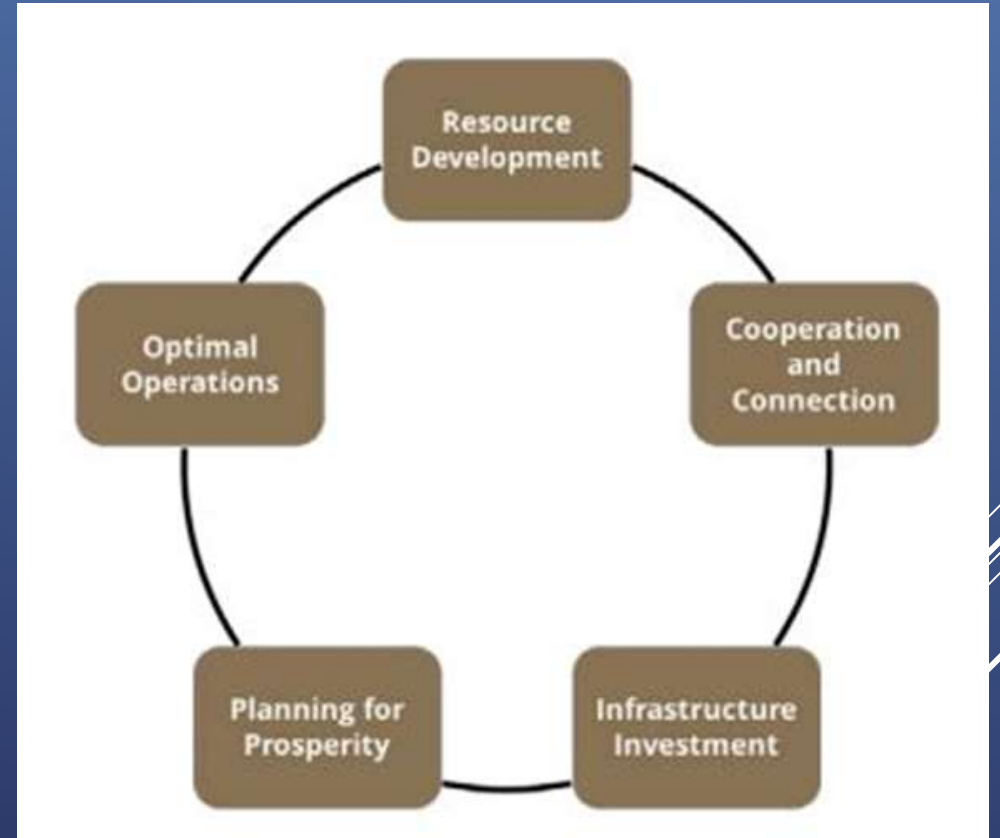
V. STRATEGIC PLAN: 2017 TO 2026

- Adopted by City Council on July 25th, 2017 and revised/adopted via Ordinance No. 19-005 on February 12th, 2019 as well as Ordinance No. 21-010 on June 22nd, 2021.
- Ten year framework for vision, values, and work plan.
- Five Tenants
 - Resource Development
 - Economic Development Strategy
 - Develop Design Standard and Mixed-Use Zone
 - Cooperation and Connection
 - Create annual community events
 - Increase outreach program
 - Increase volunteer commissions
 - Infrastructure Investment
 - Stormwater utility
 - Safe and sustainable water supply
 - Fully funded wastewater utility
 - Local streets are refurbished or rebuilt
 - Planning for Prosperity
 - Optimal Operations



V. STRATEGIC PLAN: 2017 TO 2026

- Adopted by City Council on July 25th, 2017 and revised/adopted via Ordinance No. 19-005 on February 12th, 2019 as well as Ordinance No. 21-010 on June 22nd, 2021.
- Ten year framework for vision, values, and work plan.
- Five Tenants
 - Planning for Prosperity
 - Produces and adopts a Comprehensive Plan
 - City government flexible enough to permit innovation
 - Optimal Operations
 - Staffed to nationally-recognized human resource levels
 - Construct new and modify existing City facilities based on nationally-recognized standards
 - GIS is used for comparative advantage and municipal leadership.



VI. LONG TERM FINANCIAL STRATEGY

Key Financial Principles

- ▶ Make Trade-Offs
- ▶ Do It Well
- ▶ Focus Programs on College Place Residents and Businesses
- ▶ Preserve Physical Infrastructure
- ▶ Use Unexpected One-Time Revenues for One-Time Costs or Reserves
- ▶ Invest in Employees
- ▶ Pursue Innovative Approaches to Service Delivery
- ▶ Contract In/Contract Out
- ▶ Maintain Capacity to Respond to Emerging Community Needs
- ▶ Pursue Entrepreneurial Initiatives
- ▶ Address Unfunded Liabilities
- ▶ Selectively Recover Costs
- ▶ Recognize the Connection Between the Operating and Capital Budgets.

Guidelines

- ▶ What Should the City Do Every Year, Whether the Financial Forecast is Positive or Negative?
 - ▶ Increase operating cost recovery (user fees)
 - ▶ Pursue cost sharing
- ▶ What Should the City DO in the Following Year's Budget When the Financial Forecast is Positive?
 - ▶ Assess the situation
 - ▶ Maintain adequate reserves
 - ▶ Use one-time revenues only for one-time expenses
 - ▶ Use recurring revenues for recurring costs or for one-time expenses
 - ▶ Stay faithful to City goals over the long run
 - ▶ Think carefully when considering revenue cuts
 - ▶ Think long-term
- ▶ What Should the City DO in the Following Year's Budget When the Financial Forecast is Negative?
 - ▶ Assess the situation
 - ▶ Use reserves sparingly
 - ▶ Reduce services
 - ▶ Continue to think carefully when considering tax increases
- ▶ What Should the Council Consider Before Increasing Taxes?
 - ▶ Will the increase result in programs or services that will have a quantifiable public benefit?
 - ▶ Is the tax source related and connected to the services that are to be supported by the new revenue?
 - ▶ Is the increase fully justifiable in terms of need?
 - ▶ Has every effort to educate citizens about the tax been taken in advance of the increase?
 - ▶ Are the services that are intended to be supported by the new revenue supportable into the foreseeable future?
- ▶ What Should the Council Consider Before Asking Residents to Increase Taxes?
 - ▶ Have efforts to educate residents about the tax been made?
 - ▶ Has there been ample time for residents to debate and discuss the issue?
 - ▶ Has the council taken the time to listen to residents' concerns?
 - ▶ Do our residents understand what the results will be following implementation of the new tax?

VII. CAPITAL FACILITY PLAN DEVELOPMENT & REVIEW PROCESS



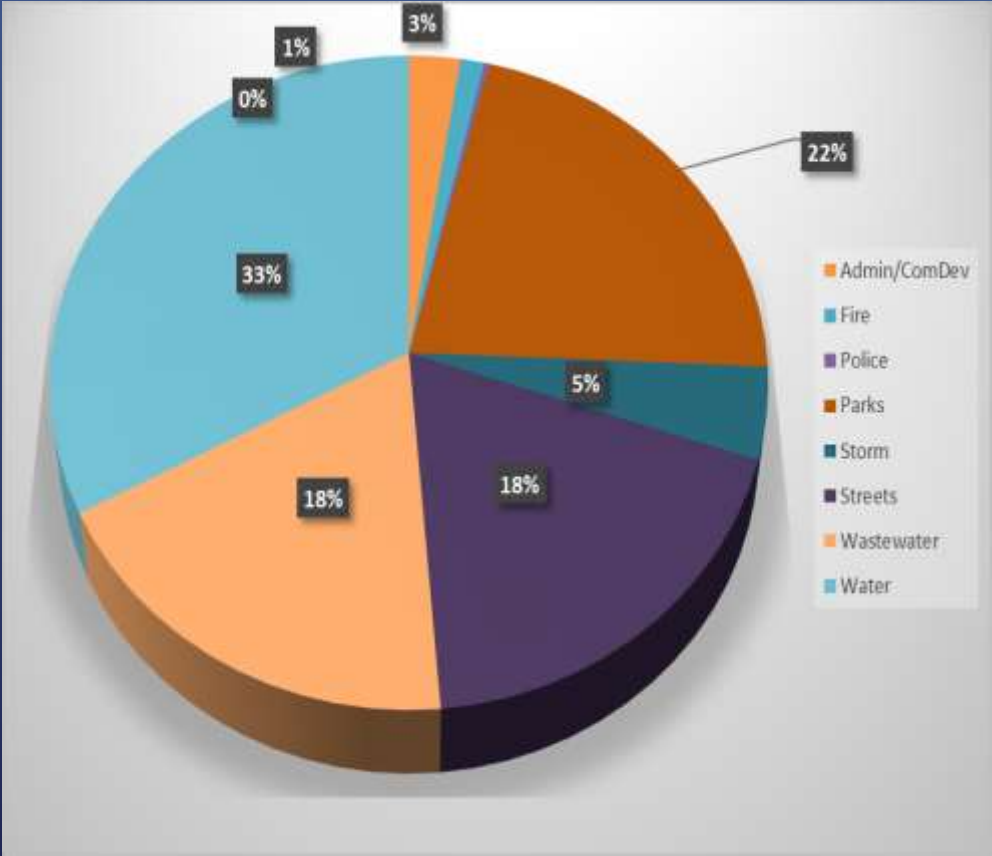
VIII. COMPLETED PROJECTS IN FY 2020

Capital Facility Projects Completed in FY 2021			
Project	Type	Description	Cost
Facility (Fire HVAC)	Fire	Rebuild ext Loop circulation pump and pm it loop.	\$ 15,000.00
Police Evidence Building	Police	Construction of evidence and storage building.	\$ 149,500.00
12th Street Parklet	Park	Trust Leadership Group 12th Street Parklet Project.	\$ 10,000.00
NE Destito Ct Stormwater Retrofit.	Storm	Fix flooding issues with new stormwater infrastructure on NE Destito Ct.	\$ 240,000.00
SE Meadowbrook Blvd Overlay	Streets	Finish up overlay on SE Meadowbrook Blvd from SR 125 to SE Lamperti St.	\$ 313,560.00
Safewalk College Place	Streets	Installation of sidewalks on SW Davis, SW Bade, and SW 12th Street.	\$ 421,530.00
FY 2021 Chipseal Program	Streets	Planned annual chip seal for 2021	\$ 60,000.00
Southwest Wastewater Trunk Line Project	Wastewater	Installation of replacement lift station and line for SW part of town.	\$ 7,587,097.00
Total			\$8,796,687.00

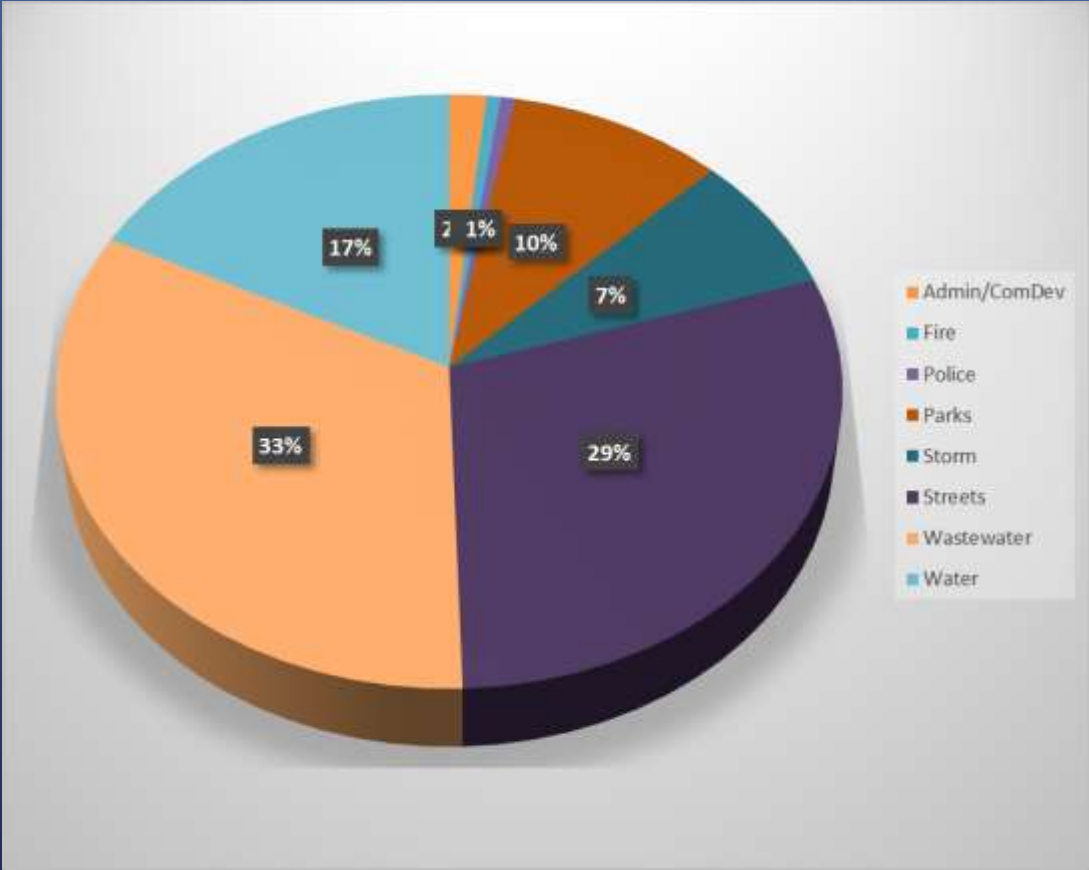


IX. CAPITAL FACILITY PLAN SUMMARY – FY 2022 VS. (2022 TO 2027)

Fiscal Year 2022

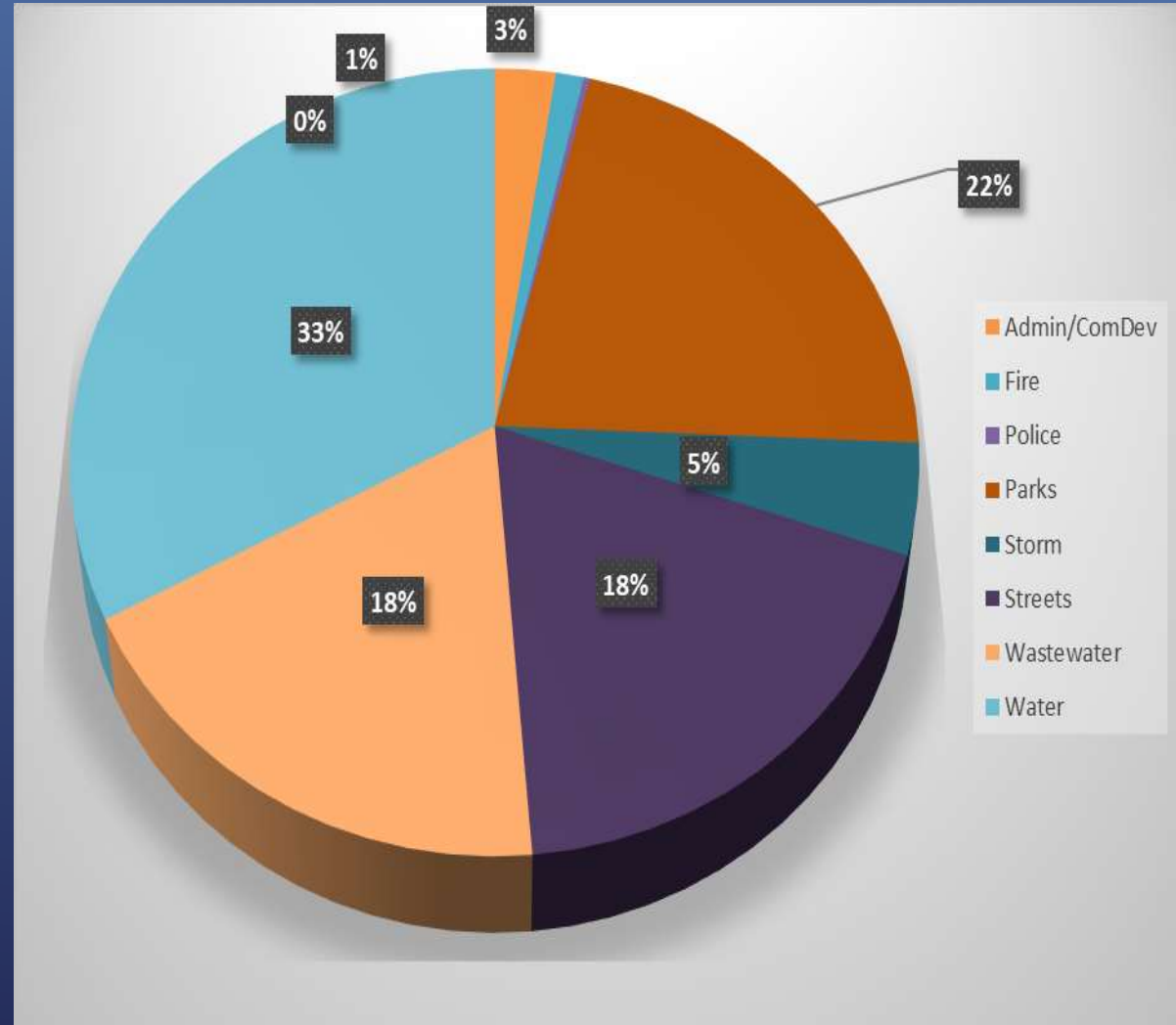


Fiscal Year 2022 to 2027



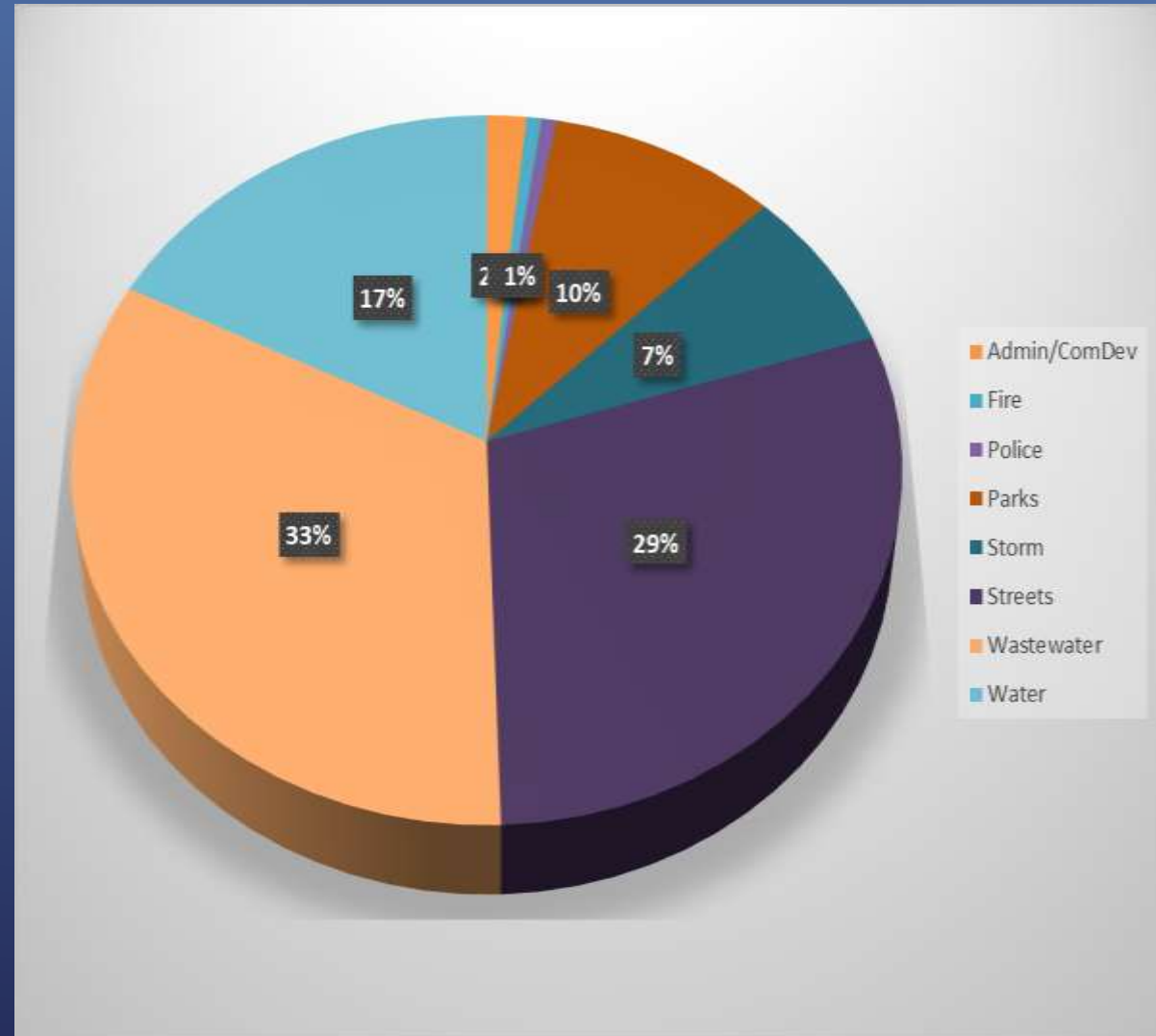
X. CAPITAL FACILITY PLAN – FY 2022

Capital Facility Plan: FY 2022	
Department	Expense
Admin/ComDev	\$ 380,000.00
Fire	\$ 174,900.00
Police	\$ 38,000.00
Parks	\$ 3,256,683.00
Storm	\$ 679,860.00
Streets	\$ 2,775,000.00
Wastewater	\$ 2,765,000.00
Water	\$ 4,927,000.00
Total	\$ 14,996,443.00



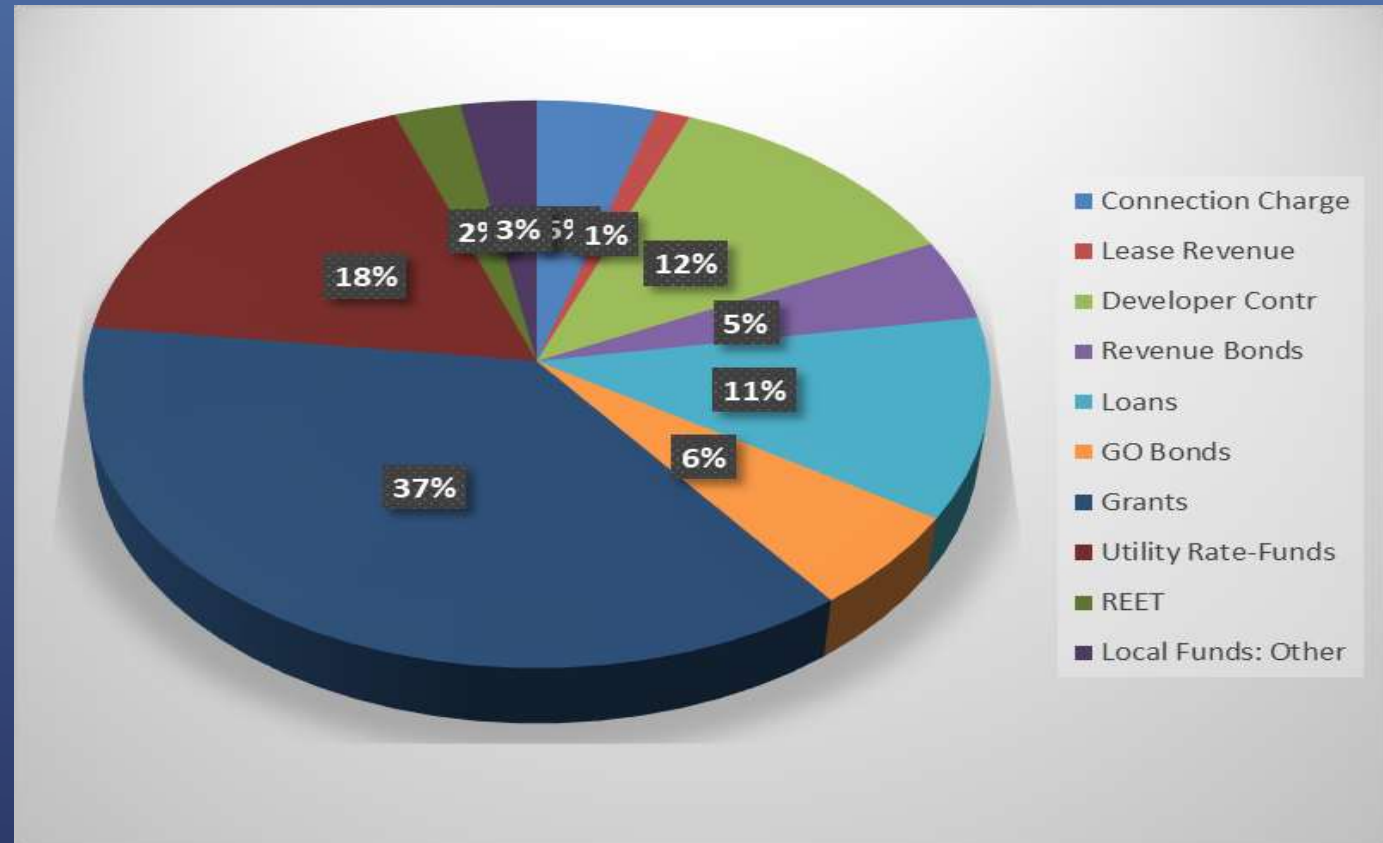
XI. CAPITAL FACILITY PLAN – FY 2022 TO 2027

Capital Facility Plan: FY 2022 to 2027	
Department	Expense
Admin/ComDev	\$ 1,447,000.00
Fire	\$ 539,950.00
Police	\$ 551,000.00
Parks	\$ 8,348,482.00
Storm	\$ 6,565,000.00
Streets	\$ 25,474,698.56
Wastewater	\$ 28,543,997.00
Water	\$ 15,261,987.00
Total	\$ 86,732,114.56



XII. ANTICIPATED REVENUE SOURCES

Revenue Projection: FY 2022 to FY 2027	
Revenue Type	Total
Connection Charge	\$ 4,047,755.00
Lease Revenue	\$ 1,140,720.00
Developer Contr	\$ 10,498,988.41
Revenue Bonds	\$ 4,000,000.00
Loans	\$ 10,061,987.20
GO Bonds	\$ 4,907,555.40
Grants	\$ 32,704,040.10
Utility Rate-Funds	\$ 15,378,477.23
REET	\$ 2,240,928.00
Local Funds: Other	\$ 2,573,600.00
Total	\$ 86,732,114.56



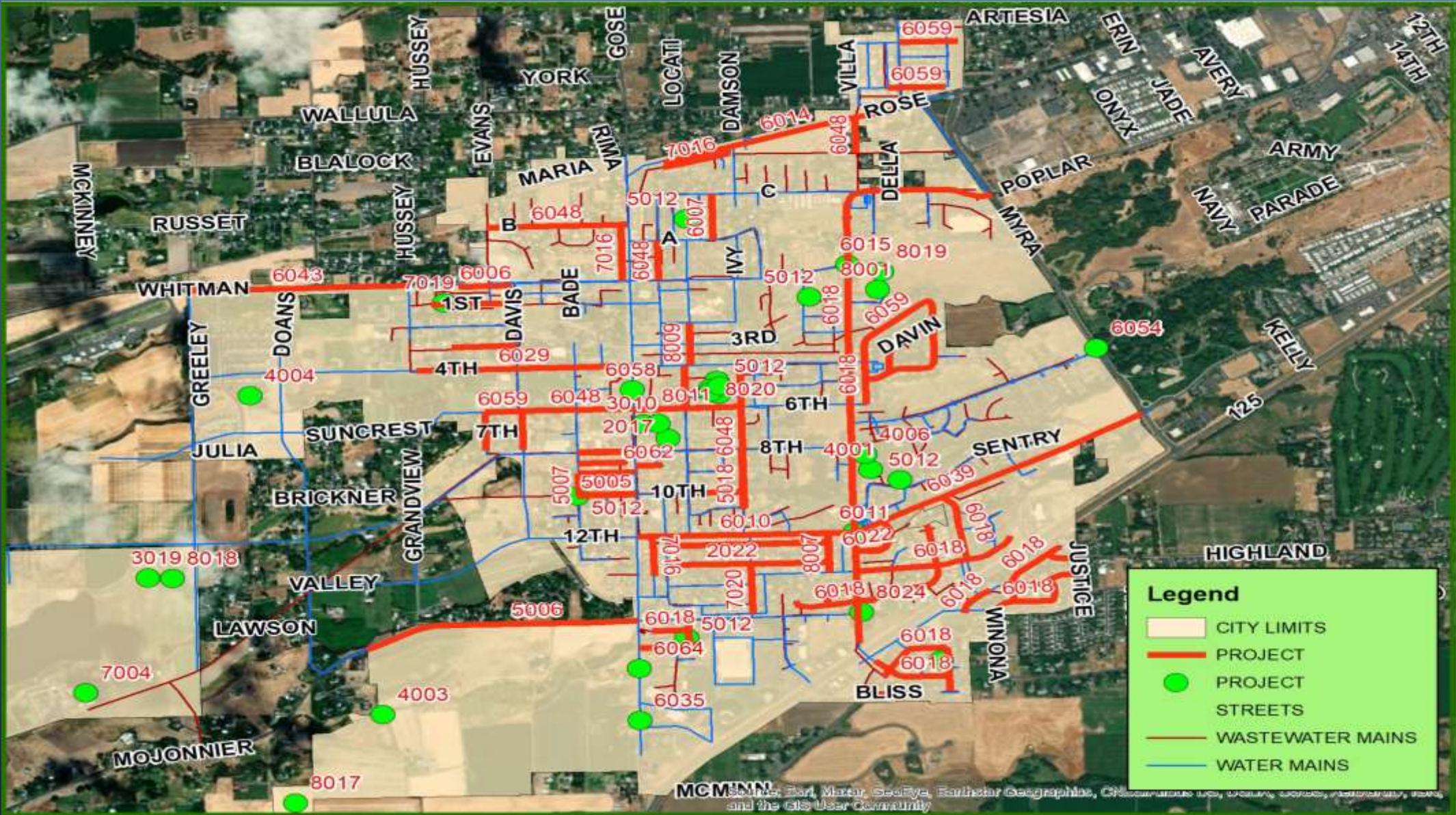
Revenue Narrative: The six-year Capital Facility Plan (excluding equipment replacement and Information Technology) amounts to \$86,732,114.56. Over 49% of the plan is contingent upon successful application of grants and future developer contributions. Projects driven by development will not occur unless projected development occurs.

XIII. PRIORITIZATION EXPLANATION

- ▶ All projects in the Capital Facility Plan (CFP) were assigned a prioritization value.
 - ▶ High: Project needs to happen as soon as possible. Projects to be funded by a combination of city funds, grants, and loan dollars. Infrastructure in very poor condition or solving a key deficiency in existing system.
 - ▶ Medium: Project needs to happen at some point but is not an immediate concern.
 - ▶ Low: Project driven by availability of grants or pace of development. Project will not happen without grant or projected development pattern.



XIV. CAPITAL FACILITY PLAN SIX YEAR MAP



XV. CFP - FACILITIES



A. CITY HALL

- ▶ I. 2022
 - ▶ City Council Chambers Design Room AV System Install, Sallyport Design - \$80,000 (High)
 - ▶ City Council Chambers AV/OPMA Upgrade - \$300,000 (High)
- ▶ II. 2023
 - ▶ City Hall Conference Room Furnishings - \$50,000 (Medium)
 - ▶ City Hall Council Chambers/Sallyport/Jail Area Remodel - \$800,000 (High)
- ▶ III. 2024
 - ▶ City Hall Exterior Beam Repair - \$35,000 (Medium)
 - ▶ City Hall Exterior Paint - \$12,000 (Low)
- ▶ IV. 2025
 - ▶ City Hall Restroom Renovation - \$40,000 (Medium)
- ▶ V. 2026
 - ▶ City Hall Landscaping - \$50,000 (Low)
 - ▶ City Hall Parking Lot (East End Improvements) - \$80,000 (Low)



How do we pay for it?

- 100% - Federal ARPA for Council Chambers AV
- 100 % - Current Expense/Facilities Maintenance Reserve

B. FIRE DEPARTMENT

- ▶ Fire Department was constructed in 2001. Little renovation work has occurred since this time.
- ▶ I. 2022
 - ▶ Replace Exterior Staircase on East Side of Building - \$30,000 (High)
 - ▶ Regional Fire Training tower to replace outdated/dangerous one - \$64,900 estimated per year for five years at \$324,500 total to cover our proportional share. (High)
 - ▶ Renovate Dorm Rooms - \$40,000 (Medium)
 - ▶ Dorm Room Furniture - \$30,000 (Medium)
 - ▶ Water Source Heat Pump Replacement - \$10,000 (Medium)
- ▶ III. 2023
 - ▶ Water Source Heat Pump Replacement - \$80,000 (Medium – ESCO)
- ▶ IV. 2024
 - ▶ Moline Gas Heater Replacement - \$10,000 (Medium – ESCO)
 - ▶ Gas Furnace 75000 BTU HR Replacement - \$13,450 (Medium – ESCO)
- ▶ V. 2025
 - ▶ Hot Water Pump 2 HP - \$2,000 (Low – ESCO)



How do we pay for it?

- 100 % - Current Expense/Facilities Maintenance Reserve

C. POLICE DEPARTMENT

- ▶ All of Police moved into former Annex Building in 2017.
- ▶ I. 2022
 - ▶ Gun Range Building - \$23,000 (High)
 - ▶ RTU Package 3 Ton Heater/Chiller - \$15,000 (Medium)
- ▶ II. 2023
 - ▶ Backup Generation - \$10,000 (Medium – ESCO)
- ▶ III. 2024
 - ▶ Replace 50 Gallon Water Heater - \$3,000 (Medium-ESCO)
 - ▶ Police Department Renovation - \$500,000 (Low)

How do we pay for it?

- 100% - Gun Range: Federal ARPA Grant
- 100% - Current Expense/Facilities Maintenance Reserve



XVI. CFP - INFRASTRUCTURE



A. PARKS



LIONS PARK

- ▶ Prioritization: High
- ▶ Estimated Total Cost: \$3.3 Million (2022)
- ▶ Marquee Project for Walla Walla Valley Blue Zones Project
- ▶ Improvements
 - ▶ Splash Pad
 - ▶ Perimeter walking path w/ exercise equipment
 - ▶ Convert Softball to Multipurpose Field with Backstop
 - ▶ Inclusive playground
 - ▶ Restrooms

How do we pay for it?

- 42.9% State RCO Grants
- 15.3% Private Foundation Grants
- 12.3% State Ecology Funds
- 29.5% City REET II/City Funds



LIONS PARK COMMUNITY CENTER

- ▶ Prioritization: Low
- ▶ Estimated Total Cost: \$2.9 Million (2023-2024)
- ▶ Conduct design work, engineering work, and construction of replacement Community Center for 1970 one.
- ▶ Preliminary drawings and costing recently done by Design West Architects (October 2021)
- ▶ Working in concert with Park Board and CP Lions Club.
- ▶ Will only occur if awarded Federal EDA Tourism & Outdoor Rec Grant.



How do we pay for it?

- 100% Federal EDA Tourism & Outdoor Rec Grant Funds

HARVEST MEADOWS PARK

- ▶ Prioritization: Medium
- ▶ Estimated Total Cost: \$25,000 (2023)
- ▶ 0.25 city park property dating from the 1980's.
- ▶ Near intersection of Harvest & Larch.
- ▶ Installation of welcome sign and picnic shelter.



How do we pay for it?

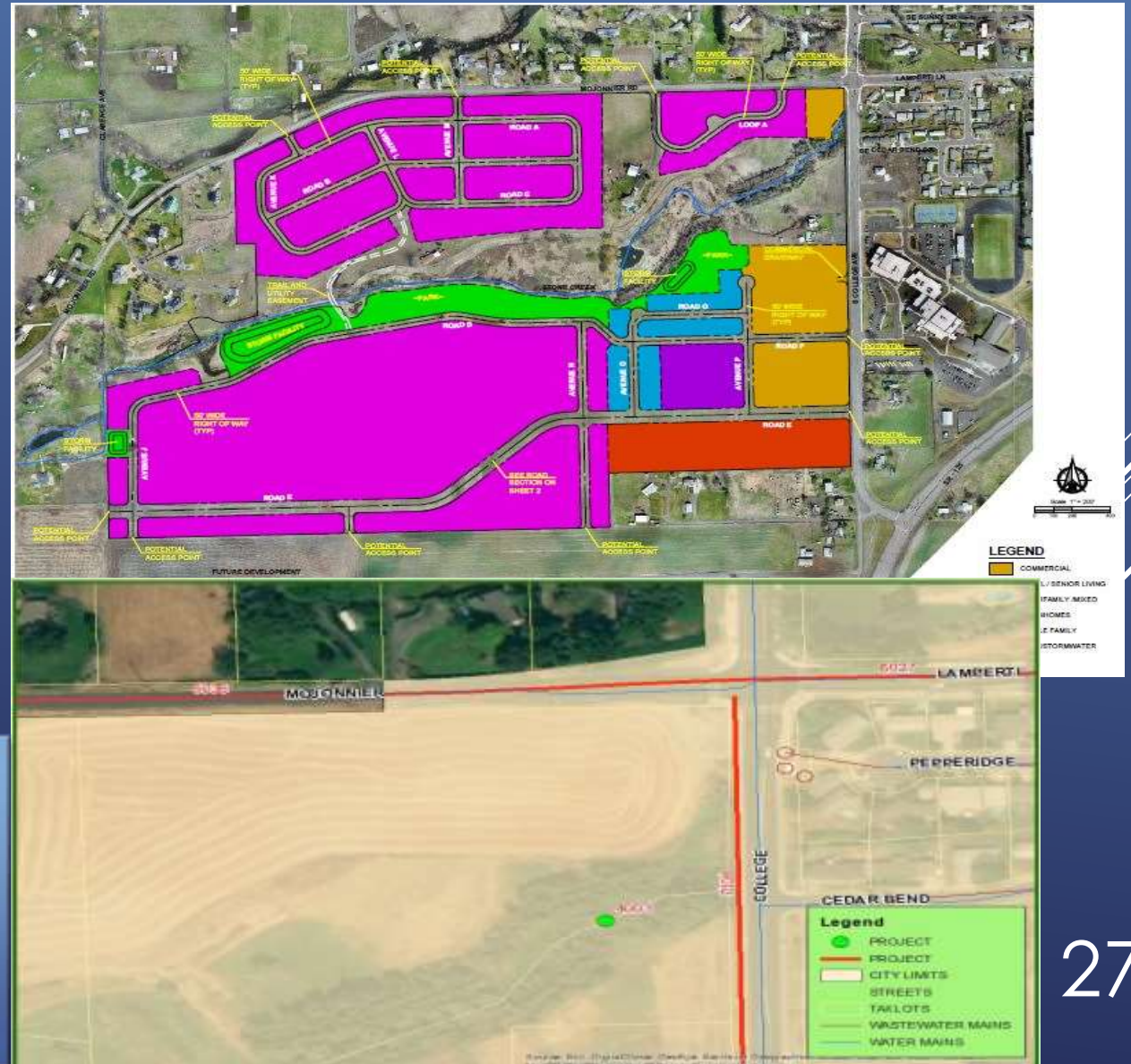
- 100% REET II Funds

PARK DEVELOPMENT @ STONE CREEK

- ▶ Prioritization: Low
- ▶ Driven by development and majority paid for by development.
- ▶ 260 Acres annexed into the City in 2017.
- ▶ Regional park concept.
- ▶ Estimated Cost: \$2,000,000 (2023-2024)
 - ▶ Along Stone Creek
 - ▶ Trails
 - ▶ Sportsplex

How do we pay for it?

- 50% Developer Impact Fee
- 25% State RCO Grants
- 15% Current Expense – Parks or REET
- 10% Partnership opportunities with CPPS



VETERANS PARK

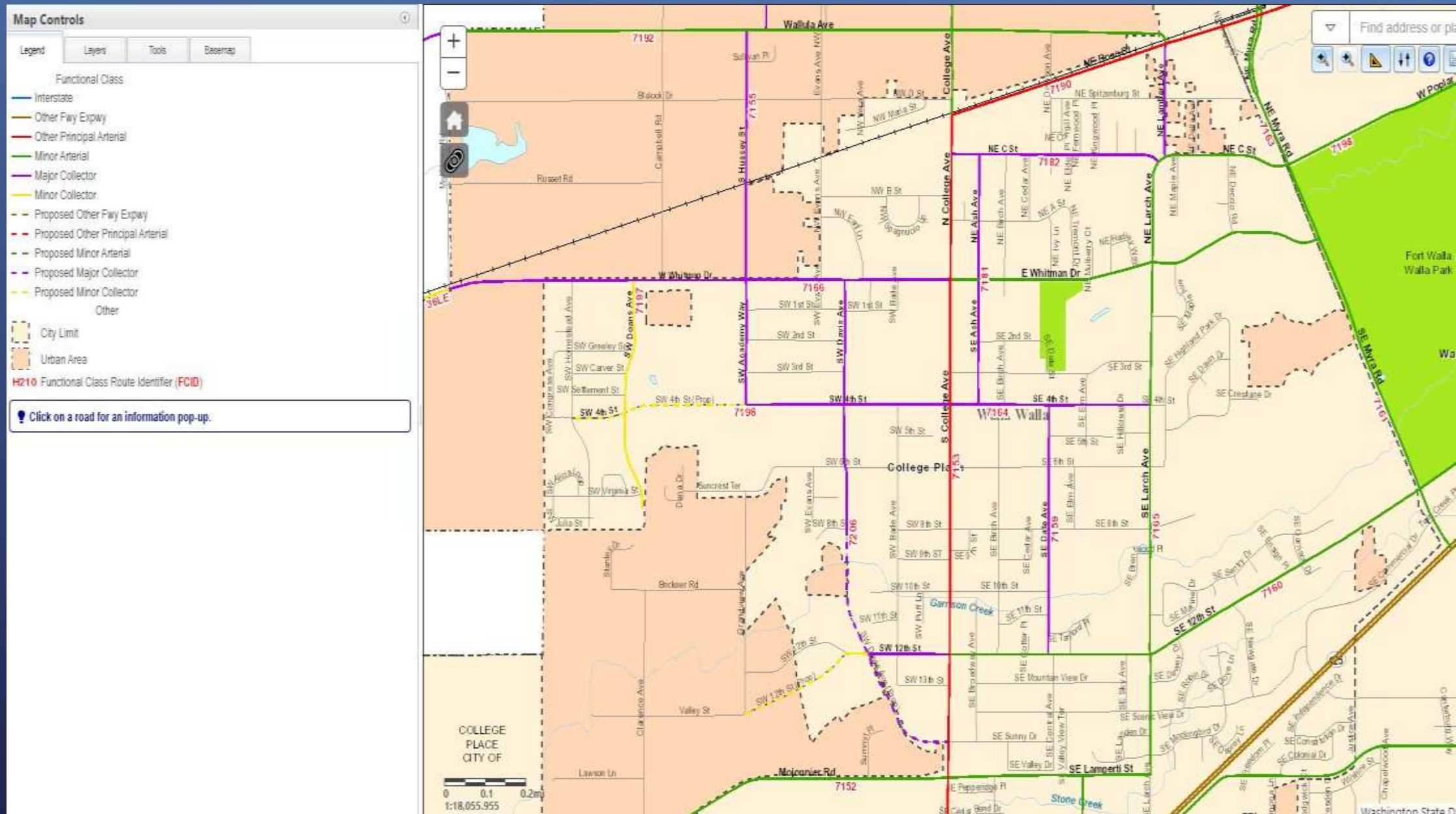
- ▶ Prioritization: Low
- ▶ Hayden Homes is donating property (1.67 acres) and playground equipment.
- ▶ However, items still missing to make it a completed park.
- ▶ Estimated Total Cost: \$100,000 (2025)
 - ▶ Developer Fees
- ▶ Improvements added by City in Future:
 - ▶ Restrooms
 - ▶ Picnic Shelter
 - ▶ Basketball Court



How do we pay for it?

- 100% Developer Fees (Martin Airfield Top Bluff)

FEDERALLY CLASSIFIED ROADWAYS



B. FULL CORRIDOR PROJECTS



What does Full Corridor Projects mean?

The roadway and certain associated utilities (water, wastewater, and storm) underneath roadway will be replaced.

SE MOJONNIER RD RECONSTRUCTION

- ▶ Prioritization: High (2022-2023)
- ▶ Road now in city limits per urban growth boundary technical amendments approved by Walla Walla County.
- ▶ Driven by speed of Stone Creek development and grant opportunities.
- ▶ Developer contribution required.
- ▶ Walla Walla Valley MPO STP Grant acquired to cover final engineering and right-of-way acquisition expense.
- ▶ Federal Highway Grant Bill money acquired for Construction.
- ▶ SE Mojonnier Rd: College Ave to Bluvue Lane.
- ▶ Reconstruct 0.64 miles of roadway.
- ▶ Eligible for TIB and State Grants.
- ▶ Estimated Cost
 - ▶ Engineering: \$711,000
 - ▶ Street: \$4,168,290
 - ▶ **Total: \$4,879,290**

How do we pay for it?

- 20.0% - Walla Walla Valley MPO Funds
- 76.7% - Federal Highway Grant Bill
- 10% - City Street Fund (CE), REET, and Partnerships



BIRCH AVE(4TH TO 6TH)

- ▶ Prioritization: High (2022-2023)
- ▶ Roadway surface bad. Curb dislodged on east side of roadway. Stormwater issues.
- ▶ Full corridor reconstruction (0.14 Miles)
- ▶ Estimated Cost (Storm): \$460,000.
 - ▶ Engineering: \$179,860 (2022).
 - ▶ Construction: \$280,140 (2023).
 - ▶ **Total: \$460,000**

How do we pay for it?

- 39.1% - Federal ARPA Grant
- 60.9% - Storm/Streets



12TH (COLLEGE TO LARCH)

- ▶ Prioritization: High (2023)
- ▶ Eligible for TIB Grants
- ▶ Full corridor reconstruction (0.50 Miles)
- ▶ Estimated Cost
 - ▶ Storm: \$1,200,000
 - ▶ Streets: \$2,229,430.32
 - ▶ Wastewater: \$270,742.00
 - ▶ Water: \$617,381.00
 - ▶ **Total: \$4,317,553.32**

How do we pay for it?

- 71.8% - State TIB UAP Grant/Fed Inf Bill/MPO
- 7.9% - City Streets Fund
- 6.3% - Wastewater Utility
- 14.3% Water Utility



10TH STREET (COLLEGE TO BADE)

- ▶ From College to Bade Avenue
- ▶ Prioritization: High (2024)
- ▶ Reconstruct 10th Street so it has curbs and storm inlets to treat stormwater draining to Garrison Creek adjacent to roadway.
- ▶ Stormwater portion funded by redirect from Stormwater Hardship Grant and Ecology Stormwater Grant.
- ▶ Utilities will cover their portion the project
- ▶ Estimated Cost
 - ▶ Storm Utility: \$425,000.00
 - ▶ Water Utility: \$236,643.00
 - ▶ **Total Cost: \$661,643**

How do we pay for it?

- 32.7% - Stormwater Utility Funds freed up from State Stormwater Hardship Capacity Grant.
- 48.1% - Streets or Ecology Grant.
- 19.2% - Water Utility

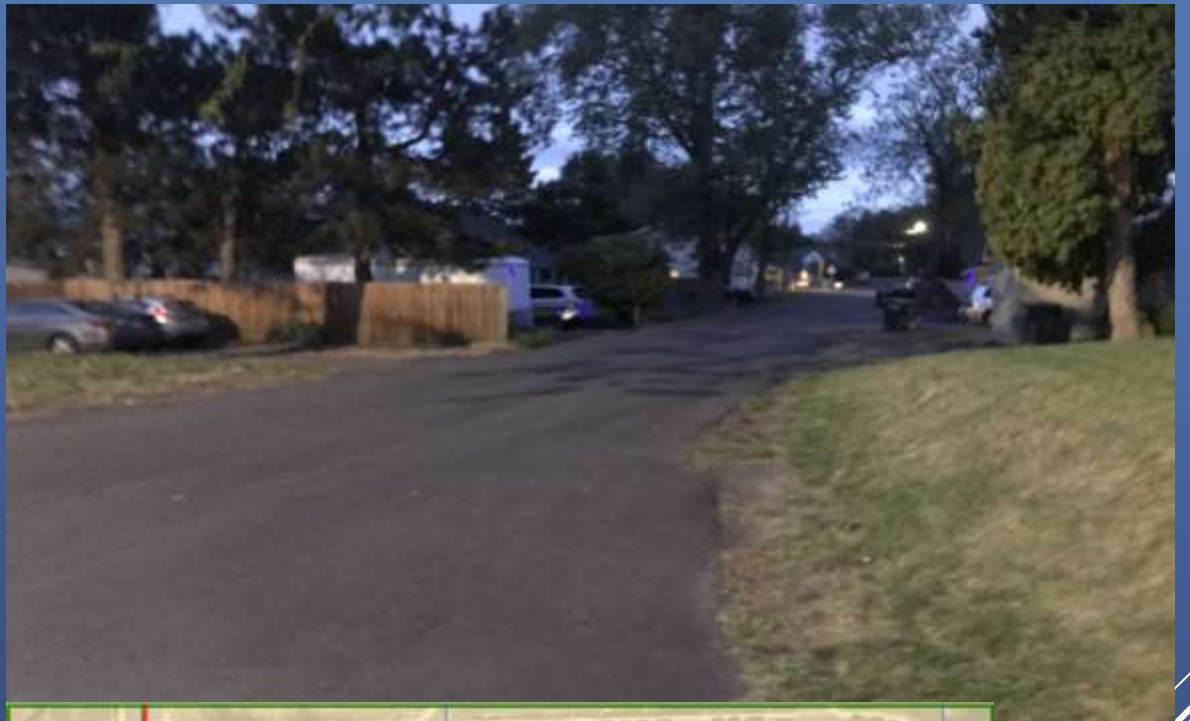


BIRCH AVE (2ND TO 4TH)

- ▶ Prioritization: Medium (2024)
- ▶ Reconstruct Birch from 2nd to 4th including replacement of water system infrastructure.
- ▶ Local funds will need to cover this.
- ▶ Full corridor reconstruction (0.12 Miles)
- ▶ Estimated Cost
 - ▶ Street: \$100,000
 - ▶ Water: \$140,000
 - ▶ **Total: \$240,000**

How do we pay for it?

- 41.7% - Street Improvement (CE) and/or debt/loan
- 58.3% Water Utility



12TH (LARCH TO MYRA RD)

- ▶ Prioritization: Medium (2025)
- ▶ Eligible for TIB Grants
- ▶ Full corridor reconstruction (0.75 Miles)
- ▶ Estimated Cost
 - ▶ Storm: \$1,200,000.00
 - ▶ Street: \$3,155,697.48
 - ▶ Wastewater: \$401,745
 - ▶ Water: \$916,113.00
 - ▶ **Total: \$5,673,555.48**

How do we pay for it?

- 69.1% - State TIB UAP Grant/Federal Grant
- 6.9% - City Streets
- 7.1% - Wastewater Utility
- 16.1% Water Utility



NE CEDAR AVE (A TO C ST)

- ▶ Prioritization: Medium (2026)
- ▶ Local Road (Doesn't qualify for State & Federal Transportation Programmatic Grants)
- ▶ Full corridor reconstruction (0.14 Miles)
- ▶ Only happen if obtain State Legislative Appropriation or State Storm Hardship Grant.
- ▶ Almost was awarded in FY 2019 & 2021 Legislature.
- ▶ Cost (2021)
 - ▶ Storm: \$340,000
 - ▶ Street: \$358,520.76
 - ▶ Wastewater: \$80,010
 - ▶ Water: \$158,000
 - ▶ **Total: \$936,530.76**

How do we pay for it?

- 100.0% - Going After State Legislative Appropriation & Storm Hardship Grant



DEWEY DRIVE

- ▶ Prioritization: Medium (2026)
- ▶ Local funds will need to cover this.
- ▶ Local Road (State & Federal grant programs don't cover local roads).
- ▶ Full corridor reconstruction (0.14 Miles)
- ▶ Estimated Cost
 - ▶ Street: \$678,483
 - ▶ Water: \$286,000
 - ▶ **Total: \$964,483**

How do we pay for it?

- 50.00% - Street Improvement (CE) and/or debt/loan
- 20.3% - REET
- 29.7% Water Utility



SKY AVE (12TH TO SCENICVIEW)

- ▶ Prioritization: Medium (2027)
- ▶ Local funds will need to cover this.
- ▶ Local Road (State and Federal Transportation Grant Programs don't cover local roads).
- ▶ Full corridor reconstruction (0.11 Miles)
- ▶ Estimated Cost
 - ▶ Street: \$502,580
 - ▶ Water: \$140,850
 - ▶ **Total: \$643,430**

How do we pay for it?

- 80.4% - Street Improvement (CE) and/or debt/loan
- 19.6% Water Utility



C. STORM PROJECTS

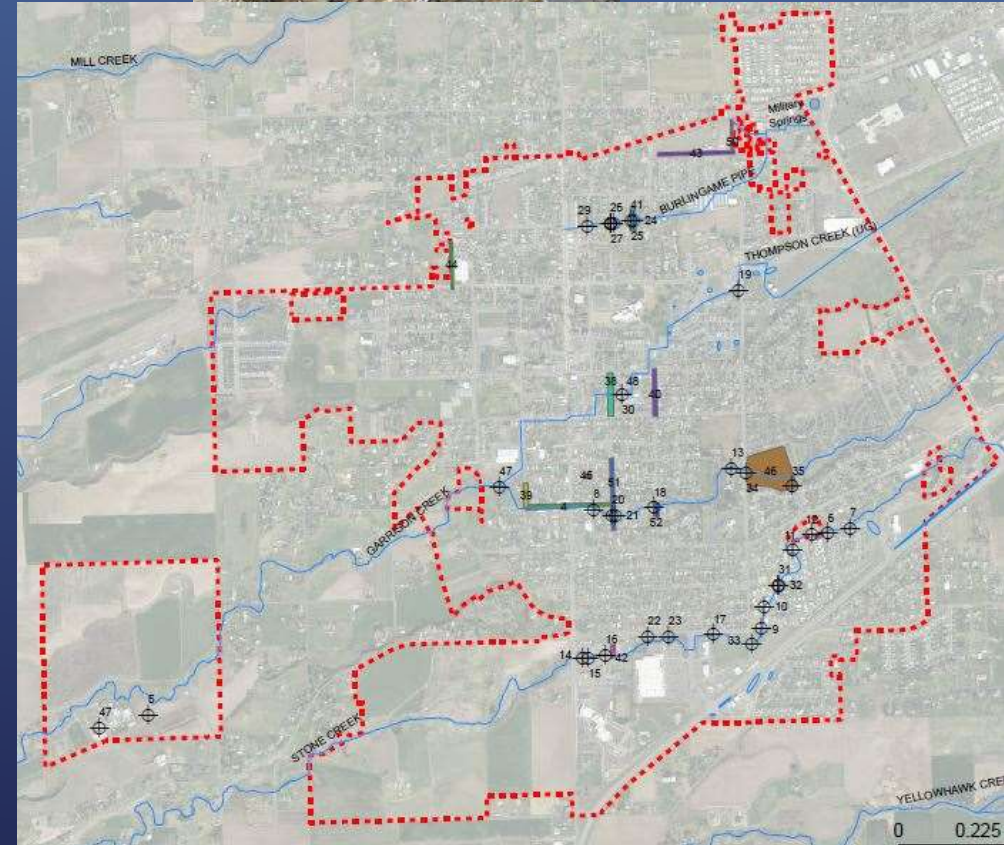


MUNICIPAL OUTFALL PROGRAM

- ▶ Need to replace various storm outfalls across the City that spills stormwater into natural water bodies so it complies with Federal and State National Pollutant Discharge Elimination System (NPDES) standards
- ▶ Prioritization: High (2020-Beyond)
- ▶ Funded 50% by State DOE Grant, 50% Storm Utility.
- ▶ \$200,000 every other year (FY 2023, 2025, and 2027)
- ▶ Locations
 - ▶ Prioritization to be determined through Stormwater Management Plan Criteria.
- ▶ Estimated Cost
 - ▶ **Total Cost: \$600,000. (FY 22-27)**

How do we pay for it?

- 50% - State Department of Ecology Grant
- 50% - Stormwater Utility



DRYWELL INSTALLATION PROGRAM

- ▶ Implementation of Aspect Consulting 2021 Drywell Study to Treat Stormwater in Central College Place to avoid having to put in large detention basin to treat the runoff.
- ▶ Prioritization: High (2022-Beyond)
- ▶ Funded 50% by State DOE Grant, 50% by State Stormwater Utility.
- ▶ \$80,000 every other year (FY 2023, FY 2025, FY 2027).
- ▶ Locations
 - ▶ Will install as City does road and sidewalk projects in the area.
- ▶ Estimated Cost
 - ▶ **Total Cost: \$240,000 (FY 22-27)**

How do we pay for it?

- 50% State DOE Grant
- 50% Stormwater Utility

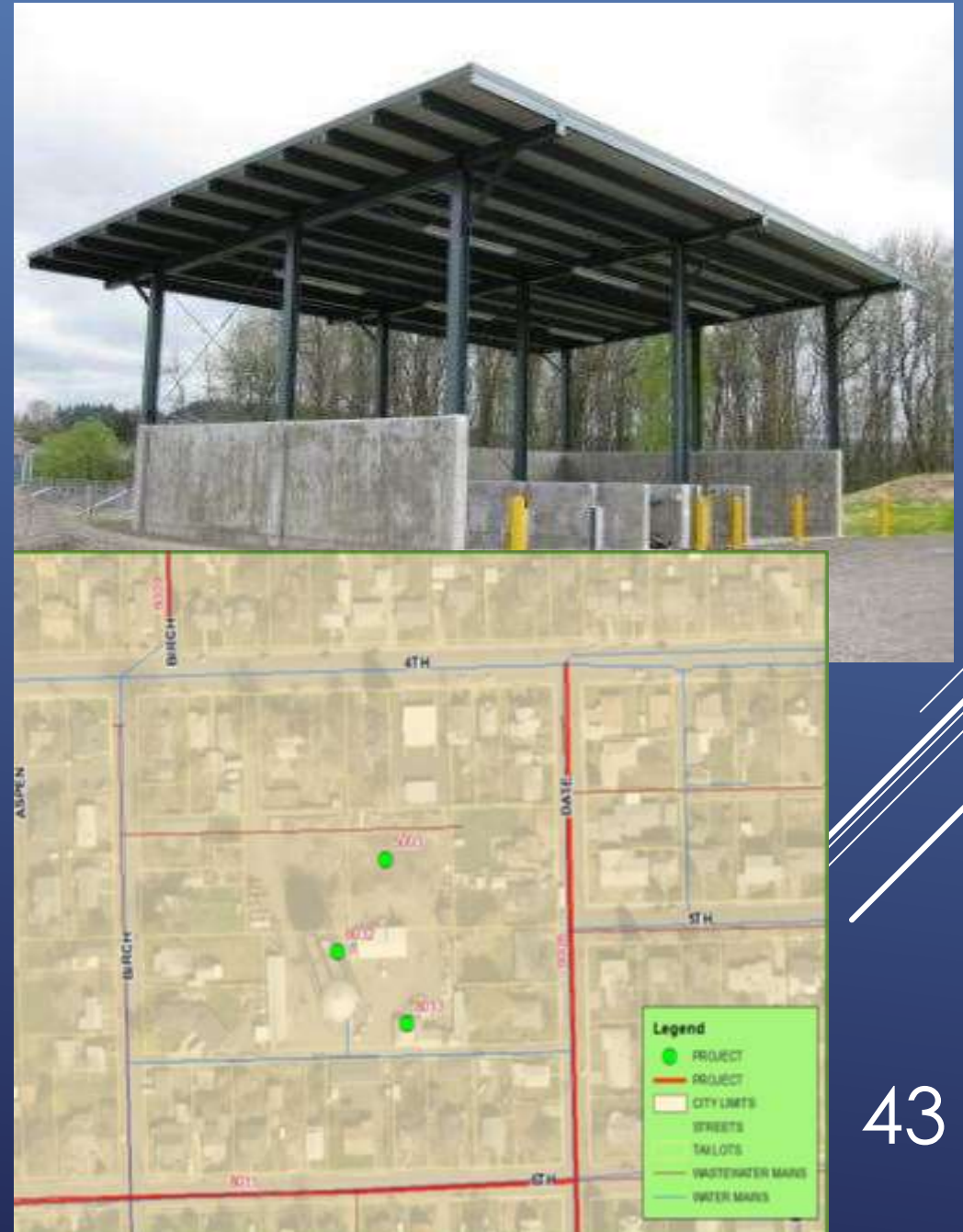


STORM DECANT FACILITY

- ▶ Needed for new Stormwater Utility operations and mandated by Eastern Washington Municipal Stormwater Manual.
- ▶ Prioritization: High (2022)
- ▶ Appropriately dispose of liquid waste generated during street sweeping, catch basin clearing and maintenance, and pipe cleaning.
- ▶ Pursue State Department of Ecology, USDA Rural Development, and other grant sources.
- ▶ Storm Decant Facility: \$1,500,000
- ▶ Additional Public Works Yard improvements to treat stormwater: \$110,000
- ▶ Estimated Cost
 - ▶ Engineering (FY 2022): \$500,000
 - ▶ Construction (FY 2023): \$1,110,000
 - ▶ **Total Cost: \$1,610,000**

How do we pay for it?

- 75% - State Ecology Grant
- 25% - City Stormwater Utility

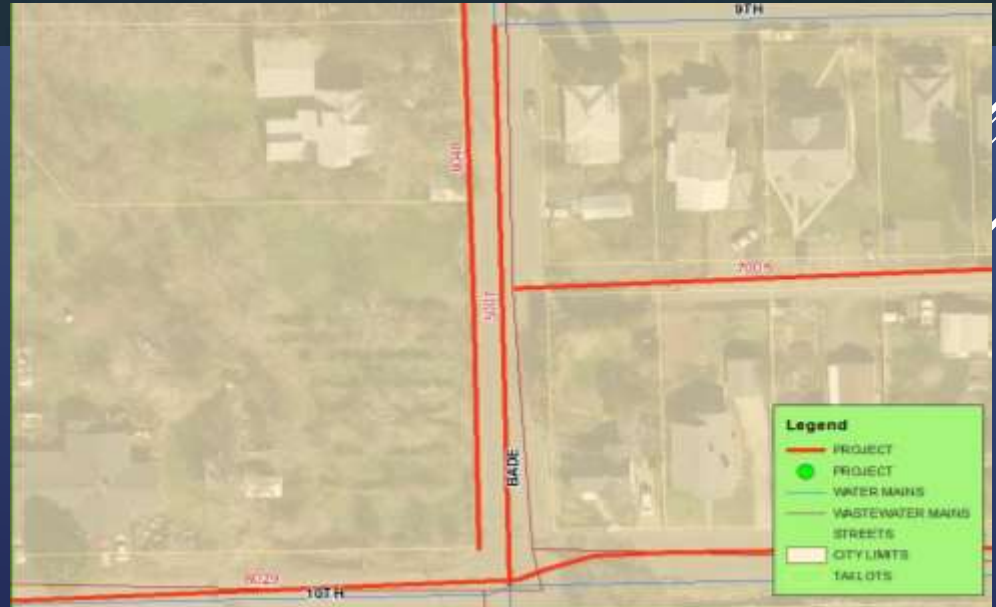


SE DATE AVE (8TH TO 11TH)

- ▶ From 8th to 11th Street
- ▶ Prioritization: Medium (2027)
- ▶ Improve stormwater infrastructure on city block so it can more properly treat runoff into Garrison Creek.
- ▶ In City/State approved Stormwater System Master Plan.
- ▶ Funded by Local Stormwater Utility.
- ▶ Estimated Cost
 - ▶ **FY 2027: \$400,000**

How do we pay for it?

- 100% Stormwater Utility



D. STREET PROJECTS



ANNUAL CHIPSEAL PROJECT

- ▶ Annual project that extends life of road by about a decade.
- ▶ Priority: High (Annually)
- ▶ **Annual expense: Around \$60,000.00 Annually/Reet I**
- ▶ 2022
 - ▶ Harvest Meadows Subdivision
 - ▶ Knapp Addition Subdivision
 - ▶ SE Bliss Lane
- ▶ 2023
 - ▶ SW 6th Street
 - ▶ Cedar Bend Subdivision
 - ▶ SW 7th Street
 - ▶ SW 8th Street (College to Bade, Davis to Evans)
 - ▶ SW 9th Street
 - ▶ SW Evans Ave (6th to 8th)
 - ▶ SW Davis (6th to 8th)
- ▶ 2024
 - ▶ Autumn Meadows Subdivision
 - ▶ Country Estates Subdivision
- ▶ 2025
 - ▶ Sherburne Addition Subdivision
 - ▶ SW 10th Street (Birch to Date)
- ▶ 2026
 - ▶ Highland Park Subdivision
 - ▶ NE C Street (Larch to Myra)
 - ▶ Larch Avenue (C Street to State Route 125)

How do we pay for it?

- 100% - REET

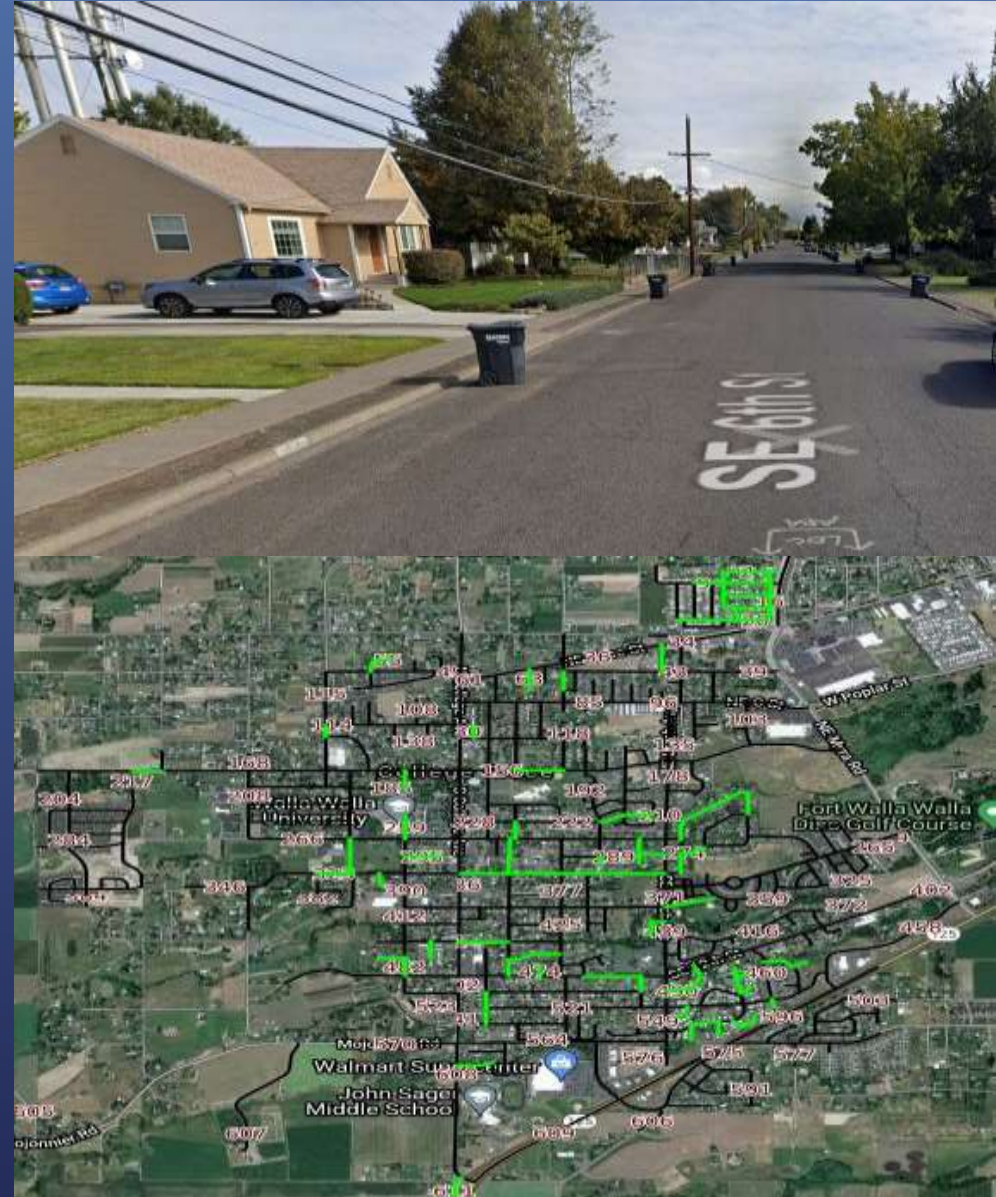


BLOCK RESURFACING PROGRAM

- ▶ Resurface one block of roadway per year. Preserves road for decade.
- ▶ Priority: Medium (Annually)
- ▶ **Annual expense: Around \$30,000 to \$35,000 Annually/Reet I**
- ▶ 2022
 - ▶ SE 6th St (College to Date)
- ▶ 2023
 - ▶ SW 6th St (Davis to Evans)
- ▶ 2024
 - ▶ SE Mockingbird Ln
- ▶ 2025
 - ▶ SE Highland Park (North Leg)
- ▶ 2026
 - ▶ NE Dawson St (Myra to Westfair)
- ▶ 2027
 - ▶ NE Alden St (Criscola to Troutdale)

How do we pay for it?

- 100% - REET



4BIKES PROJECT

- ▶ Fourth Street (College Ave to Davis St)
- ▶ Prioritization: High (2022)
- ▶ Demonstration project for Walla Walla Valley Blue Zones Project
- ▶ Awarded Transportation Improvement Board Complete Street Grant (\$500,000)
- ▶ Extend cycle track and improve sidewalks on Fourth Street from College Ave to Davis St. Also, add pedestrian street lamps every 160 to 200 feet.
- ▶ Estimated Cost
 - ▶ **FY 2022: \$600,000**

How do we pay for it?

- 83.3% - TIB Complete Street Grant
- 16.7% - Street Fund

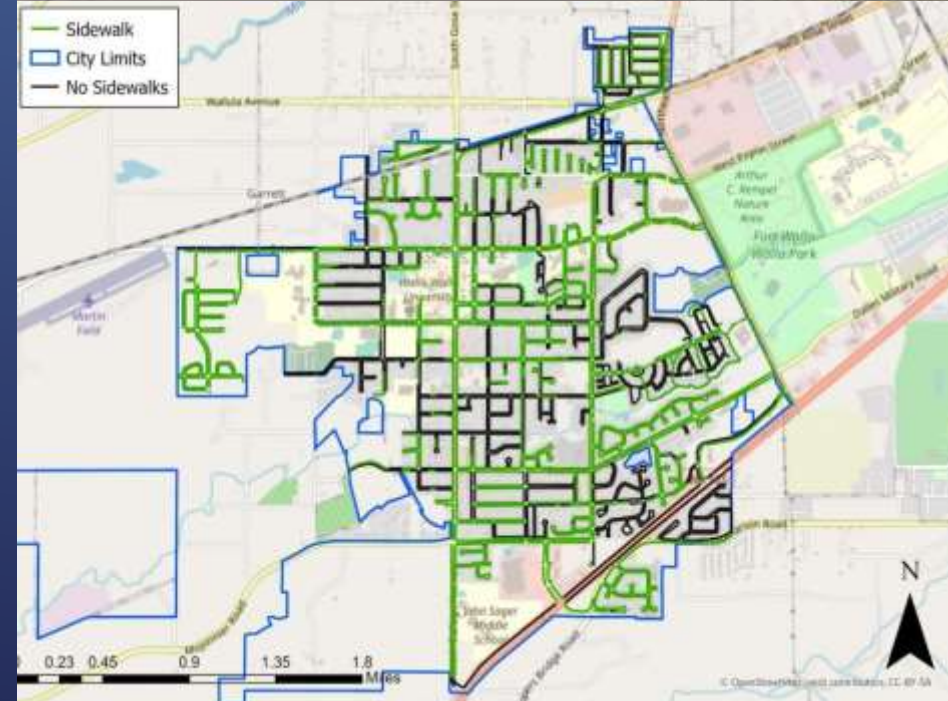


CENTRAL COLLEGE PLACE SIDEWALK PROJECT

- ▶ Prioritization: High (2022), Medium (2023, 2024, 2026)
- ▶ Will pursue CDBG – General Purpose Grants and State Transportation Improvement Board Sidewalk Program Grant to continue sidewalk work every time available.
- ▶ Following sidewalks are prioritized based on Census Block Group and Federally Classified Roadway Criteria on State Levels.
 - ▶ FY 2022: SW 6th (College to Davis) and SW 8th (College to Bade).
 - ▶ FY 2024: NW B Street (Evans to College).
 - ▶ FY 2026: SW 1st (Academy to Davis) and SW 3rd (Academy to Davis).
- ▶ Will pursue additional awards for sidewalk construction in 2023, 2024, and 2026.
- ▶ Need to acquire right-of-way for 2023, 2024, and 2026 Proposals.
- ▶ Awarded full CDBG General Purpose Grant for FY 2022.
- ▶ Estimated Cost
 - ▶ FY 2022: \$364,000
 - ▶ FY 2023: \$476,540
 - ▶ FY 2024: \$400,000
 - ▶ FY 2026: \$600,000

How do we pay for it?

- 90% - State CDBG- General Purpose Grant or State TIB Sidewalk Program Grant
- 10% - City Street Improvement Fund

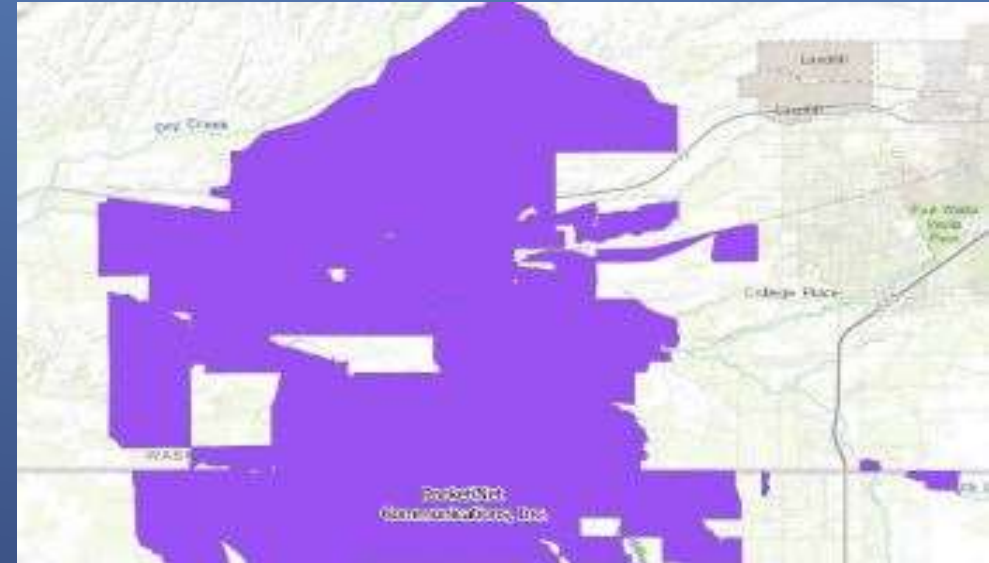


COLLEGE PLACE BROADBAND PROJECT

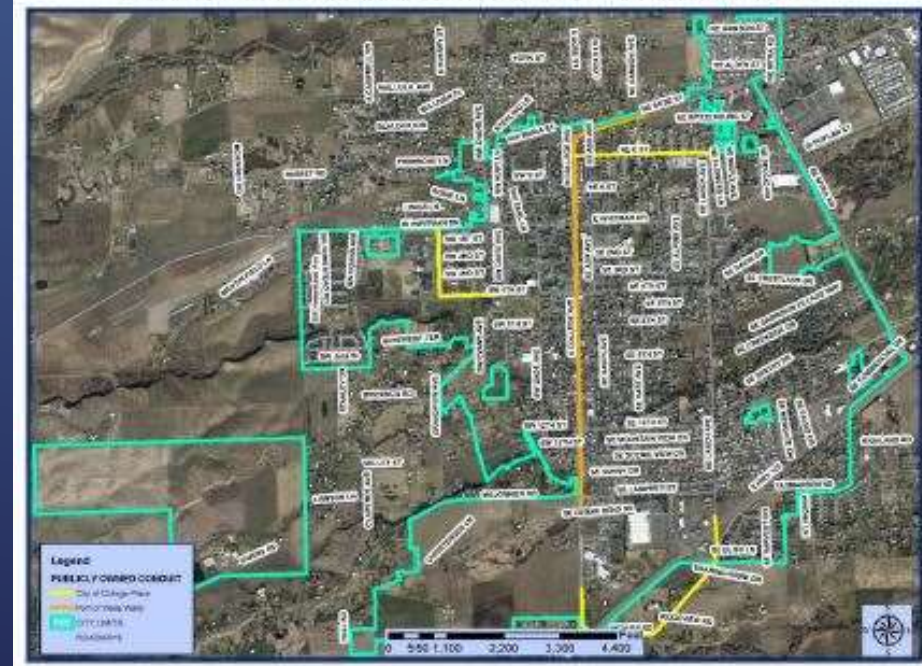
- ▶ Prioritization: High (2022-2023).
- ▶ Port of Walla Walla conducted Broadband Study for County with Petrichor in 2021. Internet speed gaps exist within the community of College Place.
- ▶ Major priority of Federal American Rescue Plan Act, Federal Infrastructure, and upcoming State Infrastructure Grant Awards is uniform Broadband Speeds and Availability.
- ▶ Planning to pursue regionally/locally Federal NTIA, Federal Economic Development Administration Build Back Better, State Public Works Trust Fund, and State Community Economic Revitalization Board Grant Funds.
- ▶ Estimated cost is approximately \$2 million per square mile.
- ▶ Estimated Cost
 - ▶ FY 2022 (Engineering): \$1,000,000
 - ▶ FY 2023 (Construction): \$3,000,000
 - ▶ **Total: \$4,000,000**

How do we pay for it?

- 95% Federal NTIA, EDA Build Back Better, State CERB, or P WTF Grant Funds or Combo.
- 5% Local City Match



PUBLICLY OWNED CONDUIT IN CITY OF COLLEGE PLACE



CP POST OFFICE CROSSWALK

- ▶ 500 S. College Avenue
- ▶ Prioritization: Medium (2023)
- ▶ Crosswalk improvements to include curb bump outs, Rapid Flashing Beacons, and more.
- ▶ Trying to obtain WSDOT Grant. Fallback is a MPO Grant. Local Road Safety Plan needed to pursue.
- ▶ Estimated Cost
 - ▶ **FY 2023: \$90,000**

How do we pay for it?

- 75.0% - WSDOT or MPO Grant
- 25.0% - City Streets (CE)



DOWNTOWN PARKING LOT

- ▶ College Avenue Corridor
- ▶ Prioritization: Low (2023 to 2024)
- ▶ Acquire land and construct parking lot to improve walkability and business climate of College Avenue.
- ▶ Will try to identify USDA Funds to do this.
- ▶ Estimated Cost
 - ▶ FY 2023 - \$200,000
 - ▶ FY 2024 - \$300,000
 - ▶ **Total - \$500,000**



How do we pay for it?

- 100.0% Federal USDA Economic Development and/or Federal EDA Grant Funds

SIGNALIZATION OF STONE CREEK DEVELOPMENT

- ▶ Prioritization: Medium (2023).
- ▶ Driven by development of Stone Creek Development.
- ▶ Developer contribution required.
- ▶ Two Stoplights needed for entryway into development and College Place High School.
- ▶ Estimated Cost
 - ▶ **FY 2023: \$730,340 / \$365,170 per intersection**

How do we pay for it?

- 75% - Developer Impact Fee/Contributions
- 25% - City Streets Contribution



SE 9TH (COLLEGE TO DEAD END)

- ▶ Prioritization: Medium (2023)
- ▶ SE 9th Street: College Ave to Dead End
- ▶ Surface 0.06 miles of gravel/dirt roadway
- ▶ Limited right-of-way. No storm facilities.
- ▶ Fully dependent on Community Development Block Grant (CDBG) – General Purpose Grant.
- ▶ WWU Engineering Student working on this project and grant writing as part of capstone.
- ▶ Only five properties have sole access from roadway.
- ▶ Estimated Cost
 - ▶ **FY 2023: \$500,000**

How do we pay for it?

- 100% - State CDBG General Purpose Grant or
- Local LID



PEDESTRIAN SIGNALIZATION AT MYRA RD & GARRISON VILLAGE WAY

- ▶ Prioritization: Low (2024).
- ▶ Dependent upon either developer contribution or WSDOT Pedestrian Safety Grant.
- ▶ Local Road Safety Plan/ADA Transition Plan will help obtain funds.
- ▶ Much pedestrian activity between Villages at Garrison Creek development and Fort Walla Walla park.
- ▶ Myra Rd has ADT of about 15,000
- ▶ Estimated Cost
 - ▶ **FY 2024: \$546,000**

How do we pay for it?

- 20% - City of Walla Walla
- 20% - City of College Place Streets
- 30% - Developer Contribution
- 30% - State Grant or HOA Partnership



PUBLIC WORKS YARD UPGRADE.

- ▶ Prioritization: Medium (2024).
- ▶ Renovate buildings in Public Works Yard. Many structures in Public Works Yard date to late 1940's
- ▶ General renovation funds for Public Works Yard (\$400,000).
- ▶ Heat Pump Needs to be replaced (\$20,000).
- ▶ Need additional storage for sensitive equipment.
- ▶ Site never properly renovated.
- ▶ ESCO Opportunity
- ▶ Local funds only.
- ▶ Estimated Cost
 - ▶ **FY 2024: \$600,000.**

How do we pay for it?

- Ultimately in Facilities Maintenance Fund
- Transfers From:
- Stormwater Utility: 33.3%
- Wastewater Utility: 33.3%
- Water Utility: 33.3%



CONTINUATION OF PEDESTRIAN LIGHTING ON ROSE STREET.

- ▶ Prioritization: Low – Grant dependent (2024).
- ▶ Qualifies for Transportation Improvement Board Complete Street Grant.
- ▶ Continue pedestrian lighting on Rose Street from Ash to Carey Ct.
- ▶ Rapid Flashing Beacon and general safety enhancements at NE Rose & Damson intersection due to Valley Transit bus stop.
- ▶ Encourage business development in corridor.
- ▶ Would only happen if obtained grant to cover majority of project.
- ▶ Eligible for TIB and State Grants.
- ▶ Estimated Cost
 - ▶ **FY 2024: \$350,000**

How do we pay for it?

- 90.0%- State Grants (TIB UAP & Complete Streets)
- 10.0% - City Street Improvement Fund



WHITMAN & LARCH INTERSECTION

- ▶ Prioritization: High (2022) Four way stop
Prioritization: Medium (2025) Stop Sign
Intersection currently functions as two-way stop. Larch is thru intersection.
- ▶ CERB Planning Grant recommended immediate conversion to four-way stop. By 2025 stoplight recommended.
- ▶ Looking at developer contributions, local funds, and TIB for improvements.
- ▶ Estimated Cost
 - ▶ **FY 2022: \$10,000 (Developer Contribution)**
 - ▶ **FY 2025: \$304,163**

How do we pay for it?

- 40% Developer Fees
- 40% State CERB Construction Grant
- 20% City Street Improvement Fund



12TH & LARCH INTERSECTION IMPROVEMENT.

- ▶ Prioritization: Medium (2025).
- ▶ Convert 12th & Larch to either a roundabout or a stoplight as recommended in State Community Economic Revitalization Board funded Study from 2018.
- ▶ Eligible for TIB, State, and Federal Grants.
- ▶ Estimated Cost
 - ▶ **FY 2025: \$2,053,000**

How do we pay for it?

- 50% - WSDOT Local Road Safety or MPO Grant
- 50% - City Street Fund (CE), Debt or Loan, and Partnerships



WHITMAN DR IMPROVEMENTS

- ▶ Prioritization: Low (2027).
- ▶ Only ½ street improvements done in 2010.
- ▶ Finish north side with curb, gutter, storm, and new pavement.
- ▶ This project will become critical as Martin Airfield is still in the City's urban growth area and development may occur out their.
- ▶ Academy Way to western City Limit by Martin Airfield. Eligible for TIB, State, and Federal Grants.
- ▶ Convert Whitman Drive & Academy Way to Four Way Stop Sign.
- ▶ Estimated Cost
 - ▶ **FY 2027: \$986,654.00**

How do we pay for it?

- 50% - Developer Impact Fee/Contributions
- 50% - State TIB Grant/UAP



WHITMAN DR MULTIUSE PATH COMPLETION

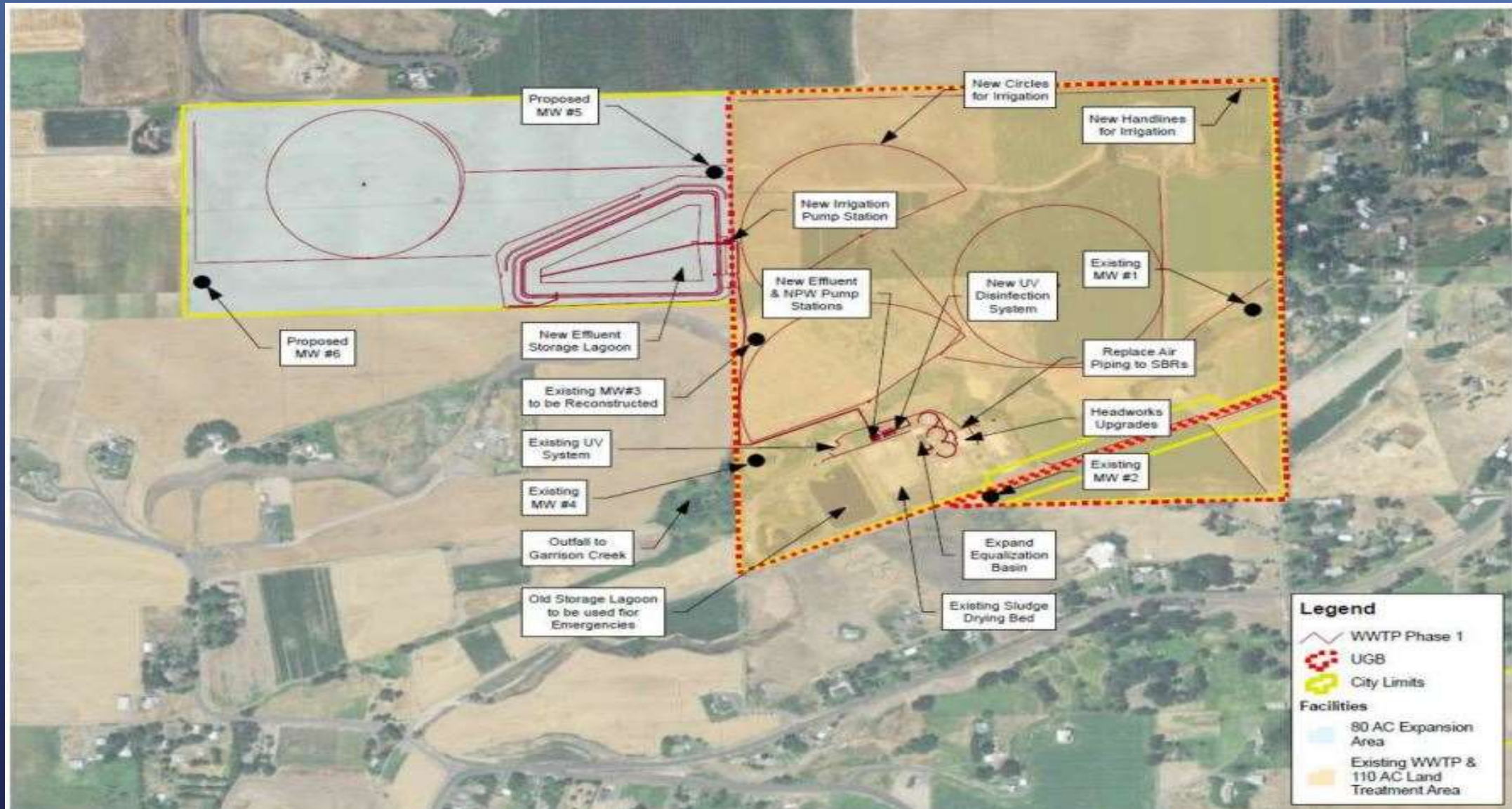
- ▶ Prioritization: Low (2027)
- ▶ Whitman Drive Multiuse Path now exists continuously for four miles from Fort Walla Walla to Whitman Monument except for a two city block gap.
- ▶ **Estimated Total Cost FY 2027: \$80,000**
 - ▶ 100% Metro Planning Agency STP or State RCO Trail Grant Funds
- ▶ Six foot wide multiuse path would be installed on south side of roadway between intersection of Davis and 609 SE Whitman Drive.

How do we pay for it?

- 90% Metro Planning Agency STP or State RCO Grant Funds
- 10% Local Match



E. WASTEWATER PROJECTS

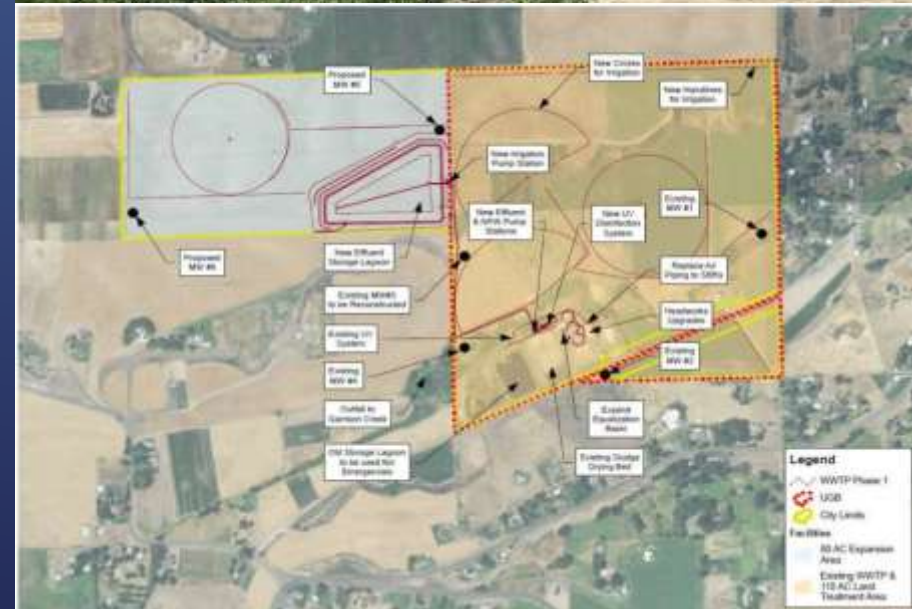


WASTEWATER TREATMENT PLANT IMPROVEMENTS – PHASE I

- ▶ Prioritization: High (2018 thru 2023)
- ▶ Project Location: Owens Rd & Mojonnier.
- ▶ Improvements needed to satisfy new NPDES Permit.
- ▶ Improvements include headworks, reeration and cooling, and land treatment.
- ▶ In 2019 acquired 80 acres for land treatment/basin by State Department of Natural Resources adjacent to site.
- ▶ In 2019 also awarded State Loan of \$2,500,000 for design with \$600,000 principal forgiveness.
- ▶ Funded by Combination of utility rates, Legislative Appropriation, Department of Ecology, Federal Infrastructure Bill and USDA – Rural Development.
- ▶ **Total Cost: \$25,000,000**

How do we pay for it?

- 20% Wastewater Capital Reserve
- 40% Department of Ecology Grant & Loan
- 40% Legislative Appropriation (Federal)



WASTEWATER LIFT STATION #5 REPLACEMENT

- ▶ Prioritization: High (2022)
- ▶ Project Location: SW 1st Street (632 to 529 Area)
- ▶ Replace over capacity wastewater lift station.
- ▶ Funded by State Public Works Trust Fund Grant/Loan.
- ▶ Engineering: \$465,000.00.
- ▶ Construction: \$1,176,500.00.
- ▶ **Total Cost: \$1,641,500.00**



How do we pay for it?

- 100.0% State Public Works Trust Fund

NEIGHBORHOOD SEWER LINING PROGRAM

- ▶ Prioritization: High
- ▶ Will bundle projects to let contracts every other year to achieve cost efficiencies.
- ▶ Project Location:
 - ▶ As determined by Wastewater Fiscal Sustainability Plan for Period Phasing.
- ▶ Decayed wastewater main that needs to be lined.
- ▶ Funded by Wastewater Utility
- ▶ Estimated Cost
 - ▶ **FY 2022: \$300,000**
 - ▶ **FY 2024: \$400,000**
 - ▶ **FY 2026: \$300,000**

How do we pay for it?

- 100% - Wastewater Utility



SE CENTRAL AVE WASTEWATER LINE PROJECT

- ▶ Prioritization: Low (2027)
- ▶ Project Location: SE Central Ave (ScenicView to Valley Dr.
- ▶ Replace private decayed wastewater line serving many homes with city-owned one built to city standards.
- ▶ Funded by Wastewater Utility.
- ▶ **Total Cost: \$150,000**



How do we pay for it?

- 100.0% City Wastewater Utility

F. WATER PROJECTS



WELL NO# 6. RELOCATION

- ▶ Prioritization: High (2018 - 2022)
- ▶ Project Location: City-owned land on west side of Maple St, south of Whitman Dr.
- ▶ Replacement well for a failing one near 6th & Elm.
- ▶ Well shaft is complete to depth of over 800 feet.
- ▶ Constructing well pump house. Mechanical equipment.
- ▶ Funded by Legislative Appropriation, DWSRF Grant Dollars, Water Bond, and Water Utility.
- ▶ Will be complete by end of Summer 2022
- ▶ Potential solar array adjacent to water tanks across street if can land grant funding (\$450,000)
- ▶ Remaining estimated Cost
 - ▶ **FY 2022: \$2,850,000**

How do we pay for it?

- 30% Legislative Appropriation (Secured)
- 70% DWSRF State Dept of Ecology Grant/Loan (Secured)



WATER MAIN REPLACEMENT – 12TH, SKY, & MOUNTAINVIEW

- ▶ Prioritization: High (2022)
- ▶ Project Location: Alley between 12th & Mountainview from Broadway to Sky.
- ▶ Replace existing steel water main and services.
- ▶ Project deferred due to crazy bidding environment due to COVID.
- ▶ Funded by Water Utility & Federal ARPA Grant.
- ▶ Estimated Cost (Engineering & Construction)
 - ▶ **FY 2022: \$617,000**

How do we pay for it?

- 48.6% Federal ARPA Grant/PWTF
- 51.4% Water Capital Fund



WATER MAIN REPLACEMENT – 6TH (COLLEGE TO DATE)

- ▶ Prioritization: High (2022)
- ▶ Project Location: 6th St from College Ave to Date St.
- ▶ Replace decayed water line.
- ▶ Funded by Water Utility.
- ▶ Estimated Cost
 - ▶ **FY 2022: \$150,000**

How do we pay for it?

- 100% - Water Utility or Debt/Loan



WELL NO# 7 DEVELOPMENT

- ▶ Prioritization: High (2022-2024)
- ▶ Well #7 location to be on SW Teal Rd.
- ▶ Will help supply west end of system (West of College Avenue).
- ▶ City needs additional wells to increase resiliency and be able to meet peak demand at geographically dispersed areas of town.
- ▶ Cost.
 - ▶ Engineering (FY 2022): \$510,000
 - ▶ Construction (FY 2023 and 2024): \$2,990,000
 - ▶ **Total: \$3,500,000**

How do we pay for it?

- 10% State Public Works Trust Fund
- 60% FEMA HMA Grant
- 20% City Water Fund
- 10% Developer Contribution



WEST COLLEGE PLACE WATER TOWER (RESERVOIR #4)

- ▶ Prioritization: High (2022-2024)
- ▶ Best project location is on bluff in northeast section of City Wastewater Treatment Plant property.
- ▶ Water storage tank needed to serve west section of community (West of College Avenue) as development occurs and to achieve the goal of having 48 hours of potable water storage on hand in the community.
- ▶ 1,000,000 Gallon Elevated Water Reservoir.
- ▶ Funded by combination
- ▶ Cost
 - ▶ FY 2022 –Engineering: \$350,000
 - ▶ FY 2023 to 2024 –Construction: \$3,150,000
 - ▶ **Total: \$3,500,000**



How do we pay for it?

- 10.0% - State Public Works Trust Fund
- 50.0% - FEMA HMA Grant or Fed Grant
- 15.0% - City Water Capital Fund
- 10.0% - Developer Contribution

WELL #3 ELECTRICAL GENERATOR

- ▶ Prioritization: High (2023)
- ▶ Project Location: Well #3 located on east side of SE Larch & Lamperti intersection.
- ▶ Well #3 dates back to 1967.
- ▶ The well lacks an electrical generator.
- ▶ FEMA HMA/BRIC Grant we are pursuing to cover 75% of the work.
- ▶ **FY 2023 Total: \$500,000**

How do we pay for it?

- 75.0% FEMA HMA Grant
- 25.0% City Water Fund



REPAINT CENTRAL COLLEGE PLACE WATER TOWER

- ▶ Prioritization: High (2025)
- ▶ Project Location: Public Works Yard located between Birch, Date, 4th, and 6th.
- ▶ Elevated water tank dates back to 1949.
- ▶ Central water tower is due for repainting. Higher cost since exterior paint is lead-based so will need to encase painting work in plastic.
- ▶ Water tower also needs to be seismically retrofitted and have overflow sized to current standards.
- ▶ Water utility will cover repainting cost.
- ▶ FEMA BRIC/HMA Grant we are pursuing to cover all of the overflow and seismic retrofit work.
- ▶ **FY 2025: FEMA Grant Request: \$900,000**
- ▶ **FY 2025: Water Utility: \$300,000**
- ▶ **Total: \$1,200,000**

How do we pay for it?

- 75.0% FEMA BRIC/HMA Grant
- 25.0% Water Utility



XV. TABLE OF ACRONYMS

- ▶ ADA: Americans with Disabilities Act
- ▶ AMI: Advanced Metering Infrastructure
- ▶ AMR: Automated Metering Infrastructure
- ▶ CDBG: Community Development Block Grant
- ▶ EDA: Economic Development Administration
- ▶ DNR: Department of Natural Resources
- ▶ LID: Local Improvement District
- ▶ LTGO: Limited Tax General Obligation
- ▶ PWTF: State Public Works Trust Fund
- ▶ PVC: Polyvinyl Chloride
- ▶ RCO: Recreation and Conservation Office
- ▶ REET: Real Estate Excise Taxes
- ▶ SR: State Route
- ▶ SRTS: Safe Routes to School
- ▶ TIB: Transportation Improvement Board
- ▶ UGA: Urban Growth Area
- ▶ WSDOT: Washington State Department of Transportation
- ▶ WSRB: Washington Survey and Rating Bureau
- ▶ WWTP: Wastewater Treatment Plant



City of College Place, Washington

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF COLLEGE PLACE, WASHINGTON ADOPTING A SIX-YEAR CITYWIDE CAPITAL FACILITY PLANS FOR THE YEARS 2022 THROUGH 2027

WHEREAS, the City of College Place is a non-charter code city with powers set forth in RCW Title 35A.24.010;

WHEREAS, the City formed a Capital Facility Technical Team which has assembled the proposed Capital Facility Plan of the City of College Place. It consists of capital improvements for years 2022 through 2027 identifying the proposed locations and capacities of expanded or new capital and a plan to finance such improvements within projected funding capacities (the “Six-Year Citywide Capital Facility Program” or “CFP”); and

WHEREAS, the City previously adopted the Six-Year Street Program (RCW 35.77.010) on June 8th, 2021 by Council Resolution 21-029, and that program is incorporated into the CFP; and

WHEREAS, the City’s Park, Arbor, and Recreation Board voted unanimously to recommend to City Council adoption of the park section of the Capital Facility Plan during its _____, 2021 meeting.

WHEREAS, the City’s Economic Development, Tourism, and Events Commission voted unanimously to recommend adoption of the Capital Facility Plan during its _____ meeting.

WHEREAS, the City’s Utilities & Transportation Advisory Commission voted unanimously to recommend adoption of the Capital Facility Plan during its _____ meeting.

WHEREAS, the College Place City Council held a public hearing on the 2022 to 2027 Capital Facility Plan on _____; and

WHEREAS, updates to the six-year Capital Facility Planning documents have been posted on the city budget portal website: http://www.cpwa.us/departments/finance/budget_2022.php

NOW THEREFORE, THE CITY COUNCIL OF COLLEGE PLACE DO ORDAIN AS FOLLOWS

Section 1. Ordinance No. _____ which adopts the 2022 to 2027 Capital Facility, Plan as shown in Exhibit 2 attached to this Ordinance.

Section 2. City staff is authorized to apply for state, federal, and private foundation grants in support of the projects identified in the Citywide Capital Facility Plan.

Section 3: Clerical Corrections. The City Clerk and the codifiers of this ordinance are authorized to make necessary clerical corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 4: Severability. If any section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance.

Section 5: Effective Date. This ordinance shall take effect and be in full force five days after its passage and publication as provided by law.

PASSED by the City Council of the City of College Place, Washington, this _____.

Norma L. Hernández, Mayor

Attest:

Lisa R. Neissl, City Clerk

Approved as to form:

Rea Culwell, City Attorney

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Advocacy

Published on Sep 10, 2021

Fall brings into focus three recommended 2022 City Legislative Priorities

Contact: [Candice Bock](#)

With fall right around the corner, AWC's attention has shifted to City Legislative Priorities for the 2022 session. Cities are coming off a very successful 2021 session where the Legislature addressed many of our priority issues, including providing \$30 million in additional funding for cities:

- \$10 million in additional cannabis revenue sharing; and
- \$20 million in funds to cover public safety costs.

Like this time last year, questions are floating about how the Legislature will meet in 2022. Earlier this summer there was hope for returning to a full in-person session. However, like many cities, the Legislature is rethinking how it will conduct its business. No decisions have been made yet, but it sounds like some level of virtual/remote participation will be likely again. We will keep you posted as we learn more about the Legislature's plans. We have heard from many city officials that they appreciated the opportunity to participate remotely in committee hearings and we have shared that feedback with legislators.

AWC 2022 City Legislative Priorities

AWC's [Legislative Priorities Committee](#) met over the summer and

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committee. The Board will consider the committee's recommendations at its September 24 meeting and take final action to adopt 2022 priorities.

The Legislative Priorities Committee considered more than two dozen issues. It ultimately recommended three as 2022 priorities, along with a host of issues deemed significant (one step down from priority), and several others as endorse/support issues. The prioritization process is always challenging, as there are many revolving legislative issues that are important to cities.

The three recommended priorities are as follows:

Transportation package

Support a new transportation revenue package that emphasizes maintenance/preservation funding and provides an equitable level of local funding while seeking additional long-term, sustainable revenue options for cities.

Basic infrastructure funding

Seek enhanced appropriation of flexible state and federal dollars through programs like the Public Works Assistance Account that help cities finance basic infrastructure, like drinking water and wastewater.

Transportation Benefit Districts (TBD) funding authority

Support expanded local authority for TBDs to allow for continued use of the sales tax funding tool beyond the current time limitations.

The committee recommends the following issues as significant, along with several others:

- **Blake decision** – Advocate for direct funding for cities to administer diversion programs related to misdemeanor drug possession cases handled by city law enforcement and now adjudicated in municipal courts, as well as Medication-Assisted Treatment (MAT) services, therapeutic courts, and a diversion tracking database.

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enforcement can better understand the state requirements and know when they can use force to intervene in a situation, including a mental health crisis where a crime is not being committed.

- **Open Public Meetings Act** – Support a permanent policy that allows greater flexibility for local governments to hold virtual meetings without a physical location during an emergency.
- **Revenue options** – Support efforts to review and revise both state and local tax structures so they rely less on regressive revenue options. Changes to the state tax structure should not negatively impact cities' revenue authority.
- **Property tax** – Revise the property tax cap to tie it to inflation and population growth factors so that local elected officials can adjust the local property tax rate to better serve their communities.

We will share the final list of priorities and significant issues, as adopted by the AWC Board of Directors, in the October edition of the *Legislative Bulletin*.

Your city's 2022 legislative agenda

Fall is an opportune time to start developing your city's own legislative agenda—one that includes policy positions that are important for your community. A legislative agenda acts as a strong communication tool for working with your legislators. Read below for a few tips on how to develop a legislative agenda from the AWC [strong cities advocacy guide](#).

Develop your city's legislative agenda and share it

Tell your legislators what you want from them. Sharing your city's legislative agenda is a simple and *effective way to get your legislator's attention. It's best to adopt your legislative agenda in the fall and share it before session starts each January.*

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- Make it public. Post it on your city's website, put it in your newsletters, and insert it into utility bills.
- Work with your local media for coverage.

Federal focus

While we prepare for the 2022 session, a lot is happening in the other Washington as Congress resumes its work to address the federal budget and the [Infrastructure Investment and Jobs Act](#). The National League of Cities has outlined [10 priorities](#) for federal budget negotiations in support of cities across the country. AWC encourages cities to contact your Congressional representatives and urge them to support cities' priorities. And don't forget to share with them how your community is making use of federal ARPA funds.

2021-23 supplemental budget

The 2022 session will not involve developing a new biennial budget, but it will include a supplemental budget update to the adopted 2021-23 budgets. Often the supplemental budget process requires few, if any, significant changes; however, given the potential for additional federal funds for infrastructure and COVID-19 recovery and the positive revenue forecasts, there may be additional opportunities to adjust spending. AWC recently submitted [a letter to the Governor](#) highlighting cities' priorities for the supplemental budget process.

[Advocacy](#)[View from the Hill](#)

Recent articles

Big strides for economic development tools



Targeted Urban Area property tax exemption on its way to all cities



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changes to main street

Tax Credit Program to accommodate COVID-19 challenges



[Back to Advocacy news by category](#)



2022 LEGISLATIVE SESSION PREVIEW

Brian Enslow

Worksession

September 7th, 2021



2021 Legislative Agenda Policy Achievements

Tax Increment Financing (TIF) (HB 1189)

- Authorizes local governments to designate tax increment financing areas and to use increased local property tax collections to fund public improvements.
- A local government may designate up to two TIF areas and use resulting tax allocation revenues to pay for public improvement costs.
- Total assessed value of TIF areas may not exceed \$200 million.



2021 Legislative Agenda Policy Achievements

- Public Works Assistance Account: Support for funding/protection of the Public Works Assistance Account (Public Works Board) and expansion of program to allow Ports to access their funds. **Funded At \$129 million, largest in 10 years.**
- CERB Reform: Support legislation advancing CERB's legislative request of \$25 million for its core program, \$15 million for rural broadband funding, and codification of broadband authority under RCW 43.160. (SB 5175) **\$400 Funded for Broadband Enhancement Programs.**



2021 Legislative Agenda Capital Achievements

Capital Budget

- \$2.05 Million Wallula Dodd Water System Phase 2 (in additional to current biennium funding).
- \$1.545 Million for Mill Creek Flood Control Channel.
- \$1.197 Million for Walla Walla County Courthouse.



Budget Enhancements...

- Small Business Assistance Grants through the Working Washington Grant program. (\$50 million)
- Small Business Credit Initiative provides access and other credit support programs. (\$138 million)
- Tourism Marketing Funding is provided for tourism marketing services to assist in the economic recovery of tourism-related business and increase Washington's tourism market share. (\$12 million)
- Unemployment Insurance Tax Relief provides relief for unemployment insurance taxes in calendar year 2022 for businesses most heavily impacted. (\$500 million)



State Transportation Package

- This Legislature Failed to Pass a New Revenue Package this year.
- House and Senate each had proposals introduced this year.
- Governor's Veto of Transportation Language in Cap and Trade and Clean Fuel Standards bills created headwinds for future compromise.
- Phase 8 "Readiness" (environmental, right of way, etc.) and Clinton Interchange.



ARPA Funding

- Allowable uses including:
 - Supporting public health expenditures.
 - Addressing the negative economic impacts caused by the public health emergency (public assistance).
 - Replacing lost public sector revenue.
 - Providing premium pay for essential workers.
 - Investing in water, sewer, and broadband infrastructure.
- The Local Governments have until December 2024 to spend ARPA Funding.



Additional State and Federal Funding

- There are still a lot of questions without answers.
- There are available federal funds for a variety of programs.
- Document, document, document.
- Your Staff is working with State Agencies and your congressional delegation to help ensure all opportunities are explored.



Key Issues for Next Session: Policy

- Small City Inclusion in Multi-family Tax Exemption.
- Reauthorize and Expand Rural County Sale & Use Tax Deferral Program (HB 1333).
- Police Reform Clarity: tactics and use of force.
- Structural Change to Property Tax.
- Defend Local Control/Unfunded Mandates (Zoning will be a major issue next session).



Key Issues for Next Session: Infrastructure

- Finish the "Job" on the Transportation Package.
- Develop Support for State Assistance of Wastewater Treatment Plant.
- Lions Park: Renovation of primary city park to include splash pad, trail, and fishing pond separation from creek.
- Stormwater Decant Facility: Construction of street waste decant facility.
- Southwest College Place: Including but not limit to street reconstruction and regional park.



Questions?

Brian Enslow, Arbutus Consulting
360.489.8121
brian@arbutusllc.com



2021 Federal Legislative Agenda

Quick Facts

- Population: 9,675 (2021)
- Median Household Income: \$49,347 (2015-2019 ACS)
- Poverty Rate: 15.5% (2015-2019 ACS)
- Median Housing Value: \$197,200 (2015-2019 ACS)
- Parks: 4 totaling 16.67 Acres
- Roads: 35 Miles of City Maintained Roads
- Home of Walla Walla University

Contact: Mr. Mike Rizzitiello – City Administrator Ph: 509-394-8506 Em: mrizzitiello@cpwa.us
Mr. Brian Enslow – Lobbyist Ph: 360-489-8121 Em: brian@arbutusllc.com



The City of College Place is very grateful to our local legislators who supported a number of significant accomplishments in the 2021 legislative session. As we look toward the 2022 session, we are asking your support on several requests that will help us better plan and meet the needs of our dynamic and ever changing city and the amazing people who live here.

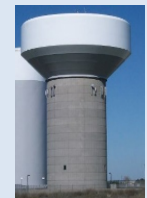
Priorities

Wastewater Treatment Plant Improvement



The City must invest over **\$25.0 million** dollars over the next two years to satisfy new conditions of a state wastewater permit.

Western CP Water System Improvements



1 mil gallon water tank and additional well needed for supply and resiliency of system. Estimated cost is **\$3.5 million for Well #7** and **\$3.5 million for elevated tank**.

Stormwater Decant Facility



Construction of a street waste decant facility as outlined in city's NPDES stormwater permit. Estimated cost is **\$1.5 million**.

SE 12th Street (College to Larch)



Reconstruction of 0.5 miles of roadway including underground utilities at: **\$4.3 million dollars**.

Key Issues

- **SUPPORT** – Passage of a comprehensive infrastructure financing bill to include streets, stormwater, wastewater, water, broadband, and other community facilities.
- **SUPPORT** – Simplifying the process for pursuing Federal grants and loans such as USDA-Rural Development grant dollars.
- **SUPPORT** – Protection and enhancement of HUD Community Development Block Grant programs. The Federal government should amend the definition of entitlement governments back to the county level.
- **SUPPORT** - Local control.
- **SUPPORT** – Alternate compliance paths regarding PCB's for municipal wastewater systems.
- **SUPPORT** – Passage of legislation to address mental health to support local communities to improve mental health and especially to lend critical support to families and youth.
- **SUPPORT** - Funding US 12 Phase 8 which completes the Walla Walla/Tri-Cities segment and improves safety and efficiency.
- **SUPPORT** – The City of Walla Walla State Route 125 & Myra Rd intersection project.
- **SUPPORT** – Solutions to challenges brought upon local recycling programs by the Chinese National Sword policy.
- **OPPOSE** – Unfunded mandates. The City urges you to remember local government when you are passing Legislation and to avoid passing unfunded mandates on to us.

The City supports the Association of Washington Cities Legislative Agenda.



2022 State Legislative Agenda

Quick Facts

- Population: 9,675 (2021)
- Median Household Income: \$49,347 (2015-2019 ACS)
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- Home of Walla Walla University

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Priorities

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Stormwater Decant Facility



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SE 12th Street (College to Larch)



Reconstruction of 0.5 miles of roadway including underground utilities at: **\$4.3 million dollars**.

Key Issues

Economic Development/Infrastructure

- **SUPPORT** – Protecting and strengthening pass through State grant agencies such as Transportation Improvement Board (TIB), Public Works Trust Fund (PWTF), Recreation Conservation Office (RCO) Community Economic Revitalization Board (CERB) and others.
- **SUPPORT** – State investment into broadband installation in areas with service gaps.
- **SUPPORT** – Development of a state transportation package as well as local financial tools to deal with street preservation, maintenance, and reconstruction.
- **SUPPORT** – Advocate for state resources to correct locally owned culverts.
- **SUPPORT** – Additional funding for rapid acquisition of housing and land for housing.
- **SUPPORT** – Broaden RCW 84.14 – Multifamily Property Tax Exemption so all cities can participate in the program. Right now only mandated fully-planning cities can use this.
- **SUPPORT** – Funding US 12 Phase 8 which completes the Walla Walla/Tri-Cities segment and improves safety and efficiency on this critical travel corridor.
- **SUPPORT** – Alternate compliance paths for wastewater systems regarding PCB's.

General Government

- **SUPPORT** – Reform of the Growth Management Act to include new authority and means to expand UGA's in responsible situations.
- **SUPPORT** – A structural modification in property tax statutes to the annual growth to an inflationary index rather than to the one percent limit.
- **SUPPORT** – Greater flexibility within the Open Public Meetings Act for meetings.
- **SUPPORT** – Update the Public Records Act to reduce the impact of abusive and costly public records requests and litigation that hamper public records management and access by the public.
- **SUPPORT** – Fully funding the Municipal Research Services Center (MRSC).
- **SUPPORT** – Defend Local Control. The City believes the best governmental decisions are those that are made closest to the people represented.
- **SUPPORT** – Solutions to bring back true recycling in a cost effective manner.
- **AGAINST** – Unfunded mandates. The City urges you to remember local government when you are passing Legislation and to avoid passing unfunded mandates on to us.

Public Safety/Human Services

- **SUPPORT** – Clarification of civil standards for use of force requirements.
- **SUPPORT** – The need to retain local control over city law enforcement policy decisions to ensure they meet community needs and expectations and appropriately contain costs.
- **SUPPORT** – Increase in funding for the Basic Law Enforcement Academy (BLEA).
- **SUPPORT** – Direct funding for cities to administer diversion programs related to misdemeanor drug possession cases handled by city law enforcement.
- **OPPOSE** – HB 1202 as written, while working to adopt amendments to limit city liability and financial impacts of litigation.

The City supports the Association of Washington Cities Legislative Agenda.

City of College Place, Washington

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY OF COLLEGE PLACE, WASHINGTON, ADOPTING 2022
STATE & FEDERAL LEGISLATIVE PRIORITIES**

WHEREAS, the City of College Place is a non-charter code city under Title 35A RCW; and

WHEREAS, the City Council of the City of College Place (City) wishes to state its 2022 legislative priorities for the State and Federal government.

**NOW THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLLEGE
PLACE AS FOLLOWS:**

1. The City of College Place hereby adopts the legislative priorities for the 2022 state legislative session outlined in Exhibit 2 of this agenda bill.
2. The City of College Place hereby adopts the legislative priorities for the 2022 federal legislative session outlined in Exhibit 3 of this agenda bill
3. The City of College Place supports the legislative priorities identified by the Association of Washington Cities.
4. The City of College Place submits that strong cities result in a strong state and country.

CLERICAL CORRECTIONS. The City Clerk is authorized to make necessary clerical corrections to this resolution including, but not limited to, the correction of scrivener's/clerical errors, references, resolution numbering, section/subsection numbers and any references thereto.

EFFECTIVE DATE. This resolution shall take effect and be in full force upon its passage as provided by law.

ADOPTED at a regular meeting of the City Council of the City of College Place, Washington held on the ____ day of _____, 2021.

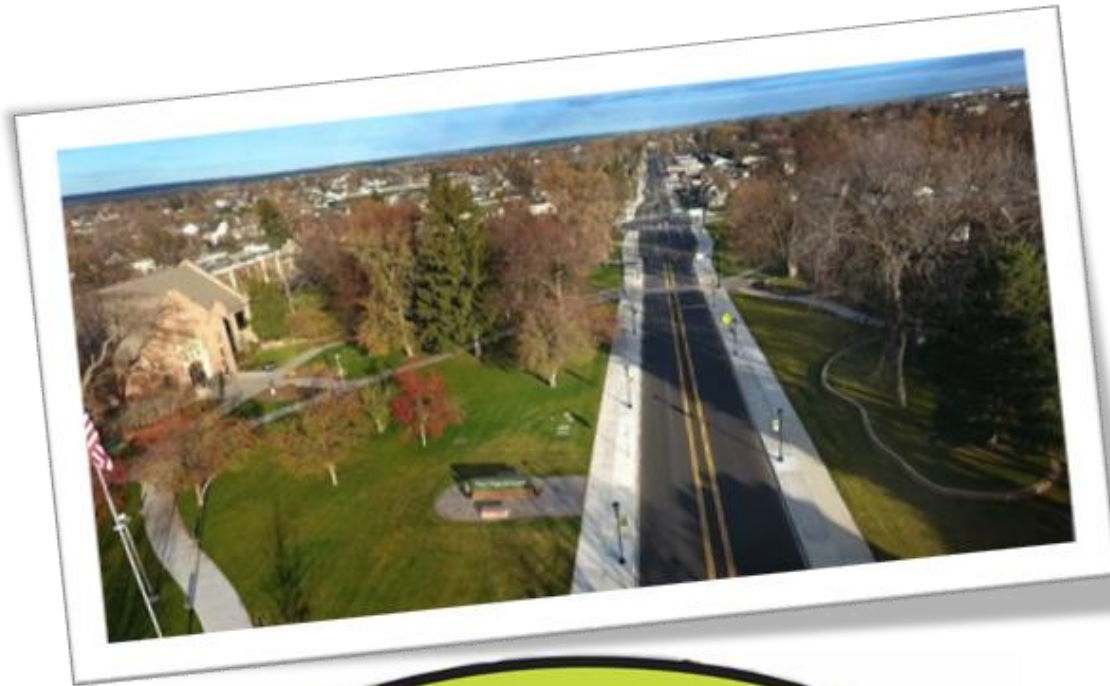
Norma L. Hernandez, Mayor

Attest:

Approved as to form:

Lisa R. Neissl, City Clerk

Rea Culwell, City Attorney



LOCAL ROAD SAFETY PLAN

COLLEGE PLACE

WASHINGTON



Acknowledgements

The City of College Place 2021 Local Road Safety Plan was a collaborative effort between the Walla Walla Valley MPO/SRTPO (Metropolitan Planning Organization/Sub-Regional Transportation Planning Organization), Blue Zones Project Walla Walla Valley, and the 2021 City of College Place Engineering Intern, Akua Owusu Ansah, an engineering student at Walla Walla University.

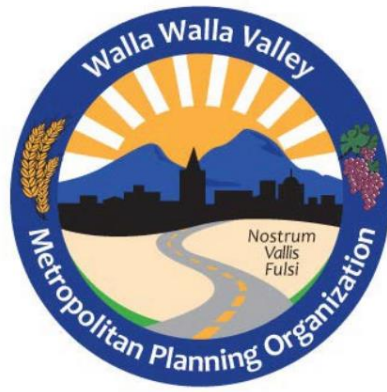


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Acronyms and Abbreviations

A - Suspected Serious Injury

B - Suspected Minor Injury

C - Possible Injury

CMI - Countermeasures for Intersections

CMS - Countermeasures for Roadway Segments

CMP - Countermeasures for Pedestrian Safety

CMC - Countermeasures for Cyclist Safety

CMO - Countermeasures for All

CRF - Crash Reduction Factor

CV - Crash Value

DEV - Daily Entering Vehicle

DUI - Driving Under Influence

FHWA - Federal Highway Administration

HSIP - Highway Safety Improvement Program

KA - Fatal and Serious Injury

KABCO - scale which establishes severity of a collision based on decreasing order of severity: Fatal Injury (K), Suspected Serious Injury (A), Suspected Minor Injury (B), Possible Injury (C), No apparent Injury/Property Damage (O)

K - Fatality

LRSP - Local Road Safety Plan

mi - miles

MP - Mile-Post

O - No apparent Injury/Property Damage

PDO - Property Damage Only

VMT - Vehicle Miles Travelled

WCV - Weight Crash Value

WSDOT - Washington State Department of Transportation

Introduction

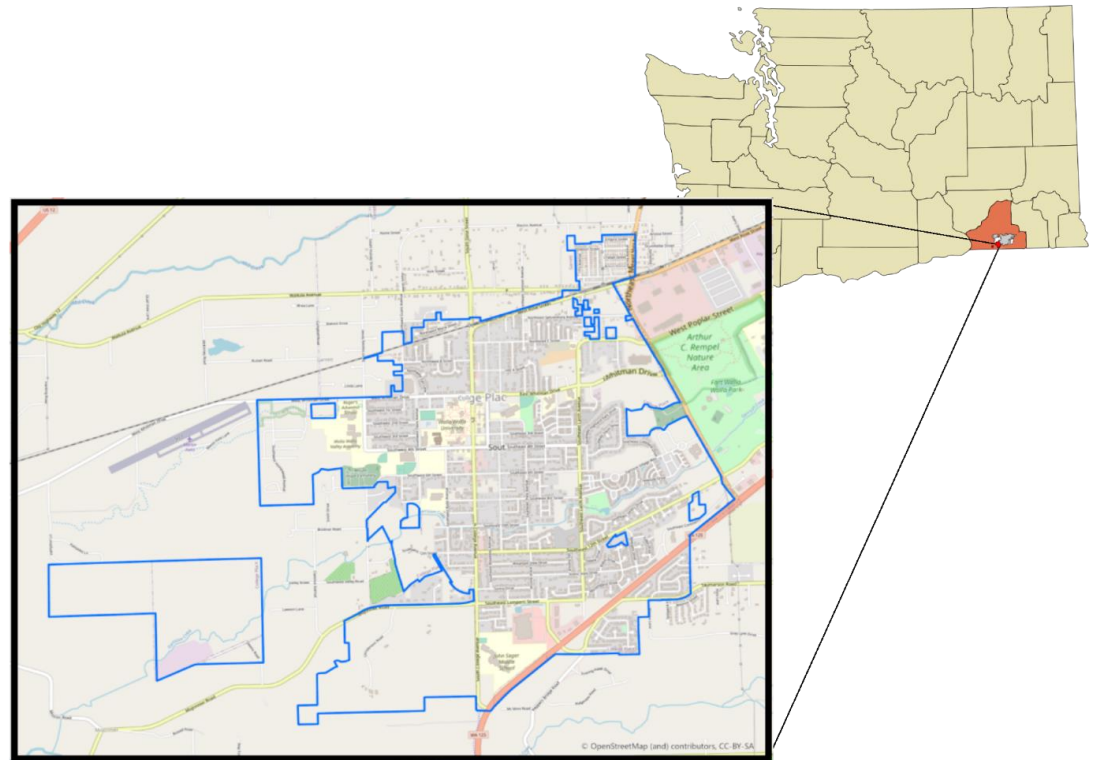
Located in south-eastern Washington State, College Place is a city in Walla Walla County (Figure 1¹). As of 2010, the city was home to 8,792 people. By 2019, the population had grown to 9,317.² College Place is one of four cities within Walla Walla County and also the second-largest, being approximately three square miles in size.

Over the last ten years (2011 - 2020), College Place has had 735 crashes, 203 injuries with three fatalities, and six suspected serious injuries. On average, that is about 67 crashes each year (0.007 collisions per capita). This is fewer than many cities of comparable population in Washington (see Table 15, Appendix). During the same time period there were 1,080,613 crashes statewide, averaging around 108,000 crashes per year (0.014 collisions per capita based on 2019 population data).³

Though the number of average annual crashes in College Place may seem small, no death or serious injury is acceptable. With this in mind, the Federal government has partnered with state and local governments to eliminate fatal and serious injury crashes.

A Local Road Safety Plan (LRSP) focuses on understanding where and why crashes occur.

Using data collection, data analysis, and appropriately selected countermeasures, the LRSP puts in place prioritized projects that, once implemented, reduce collision risks and improve roadway safety for all transportation users.



¹ Source: Image by Akua based on information by Arkyan - based on public domain information. Based on similar map concepts by Ixnayonthetimmay, CC BY-SA 3.0, <https://commons.wikimedia.org/w/index.php?curid=2977946>

² U.S. Census Bureau: <https://www.census.gov/quickfacts/fact/table/collegeplacecitywashington,WA,wallawallacountywashington/PST045219>

³ <https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/>

Washington State Target Zero Plan

The Highway Safety Improvement Program (HSIP) is the *Figure 1: map showing location of College Place, WA* fatalities and serious injuries within the nation (Figure 2⁴). Established in the year 2000, the Target Zero plan is Washington State's answer to the Strategic Highway Safety Plan (SHSP). The data from previous years show that the numbers of traffic deaths and serious injuries are increasing. The newly modified version emphasizes the belief that "not one death is acceptable on our state's roadways." Through action-focused, data-driven evaluations, innovations, and new strategies, impactful solutions are proposed to combat the growing traffic death and serious injuries by 2030.



Figure 2. Federal Highway Administration diagram outlining a Local Road Safety Plan

⁴ Source: https://safety.fhwa.dot.gov/virtual_trade_show_nace2020_508_version/

College Place Local Road Safety Plan

On the local level, the City of College Place has taken the responsibility to implement its own Local Road Safety Plan to eliminate fatalities and serious injuries.

PART OF THE CITY OF COLLEGE PLACE'S MISSION STATEMENT IS TO HAVE

“PEOPLE CIRCULATE EASILY IRRESPECTIVE OF MODE, WHETHER BY CAR, FOOT OR BIKE; A SYSTEM OF SIDEWALKS AND TRAILS MAKE FOOT TRAFFIC A PREFERRED METHOD TO GET AROUND TOWN.”

Thus, the City College Place is committed to providing a safe and efficient transportation and circulation system that reinforces the City's distinct community character, addresses the needs of College Place residents, promotes and supports the desired land use pattern and is concurrent with new growth. The City plans to identify the critical areas that jeopardize these vision, values, and goals, and implement countermeasures to tackle this issue and provide a safe and welcoming atmosphere to all.



Figure 3. The City of College Place City Hall

College Place Traffic Collision Summary

Over the past ten years (2011 - 2020), the City of College Place has experienced 734 collisions which resulted in three fatalities and 203 injuries. On average, about 73 crashes occurred each year.

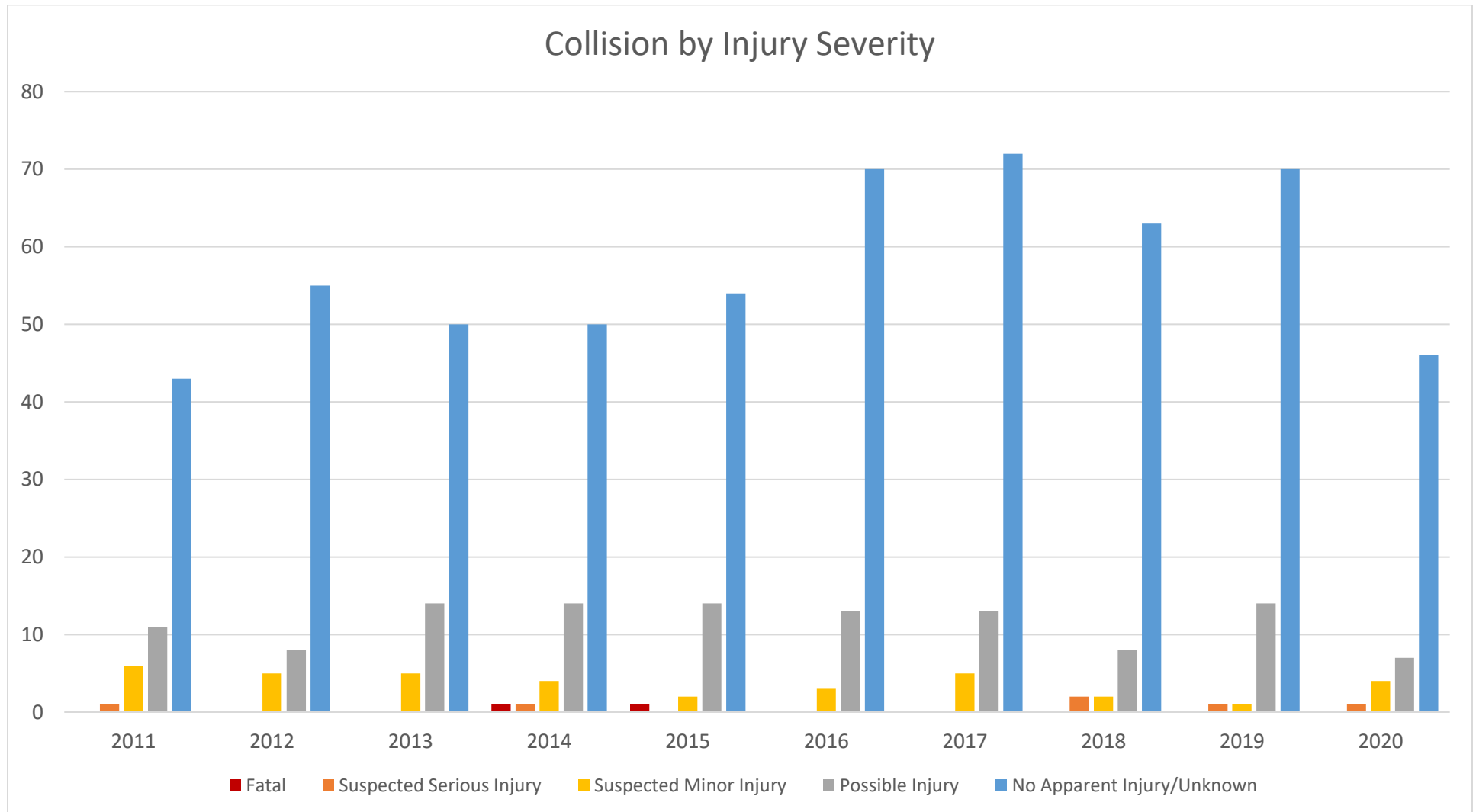


Figure 4: Collision by injury severity in College Place from 2011-2020

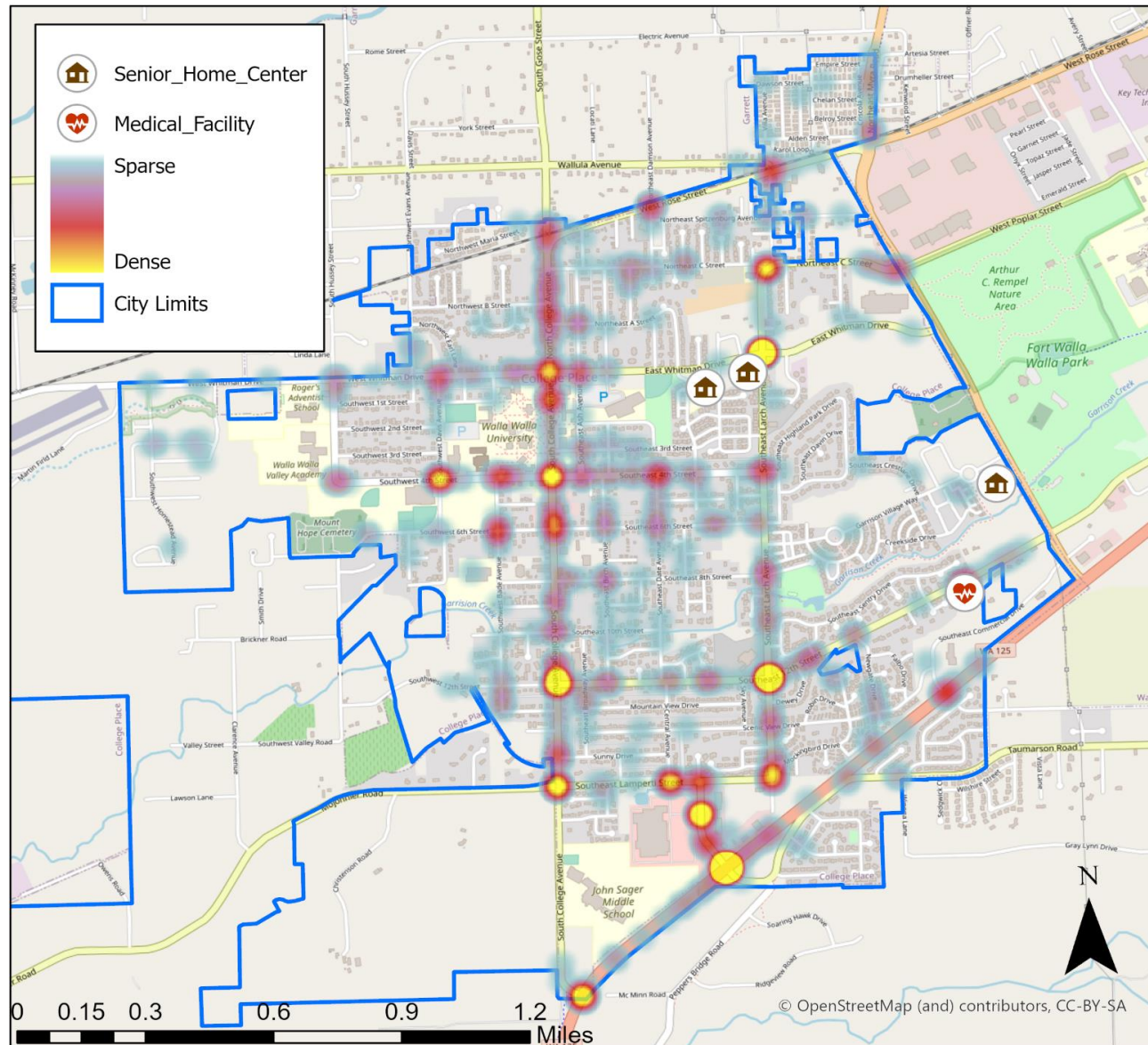
In Table 1, these 734 crashes are shown in tabular form: two fatality crashes (0.3%) resulted in three fatalities and the 203 injury collisions can be further divided into six suspected serious injury crashes (0.8%), 37 suspected minor injury collisions (5.0%), 116 possible injury crashes (15.8%), and 573 collisions with no apparent injuries (78.1%). Pedestrians were impacted in six collisions (0.8%) and bicyclists were involved in eight collisions (1.1%).

Table 1: Tabulation of collisions in College Place between 2011 and 2020⁵

Year	Fatal Crashes	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	No Apparent Injury/Unknown	Total Crashes
2011	0	1	6	11	43	61
2012	0	0	5	8	55	68
2013	0	0	5	14	50	69
2014	1	1	4	14	50	70
2015	1	0	2	14	54	71
2016	0	0	3	13	70	86
2017	0	0	5	13	72	90
2018	0	2	2	8	63	75
2019	0	1	1	14	70	86
2020	0	1	4	7	46	58
10-Year Total	2	6	37	116	573	734
Annual Average	<1	<1	4	12	57	73

⁵ Source: Data provided on June 3, 2021, by WSDOT Transportation Data, GIS & Modeling Office (TDGMO) - Crash Data and Reporting Branch

Heat Map of Total Crashes (Non-Weighted)



The location of all the crashes (fatalities, serious injuries, minor possible injuries, possible injuries and PDO's) are based only on number of crashes not on severity.

The collisions occurred more frequently on State Route 125 and at intersections with and without traffic signals.

Figure 5: Heat map of crashes throughout the city of College Place

“Crashes result in tangible and intangible consequences” (FHWA⁶). The tangible costs are the goods and services related to the crash and the indirect costs to individuals and society. This includes EMS expenses, property damage, and medical costs, among others. The intangible costs are measured by quality-adjusted life years (QALY) based on a quantifying value that is estimated and calculated based on the severity of the crash. Table 2 shows the KABCO scale which establishes severity of a collision based on decreasing order of severity: Fatal Injury (K), Suspected Serious Injury (A), Suspected Minor Injury (B), Possible Injury (C), No apparent Injury/Property Damage (O) Thus there is an urgency to reduce crashes involving vulnerable road users.

Table 2: Cost of crash by severity

Severity	Comprehensive Crash Unit Cost (2016 dollars)
K	\$11,295,400
A	\$655,000
B	\$198,500
C	\$125,600
O	\$11,900

Figure 6 on the following page shows KA (Fatal and Serious Injuries) over the study period. Crashes involving vulnerable people such as pedestrians and cyclists are put at risk. Though they represent only about 2% of the overall data, over 25% of pedestrians who were hit had serious injuries and thus will be seriously considered during the selection of proposed countermeasures.

⁶ source: <https://safety.fhwa.dot.gov/hsip/docs/fhwasa17071.pdf>

Fatality and Serious Injury Crashes

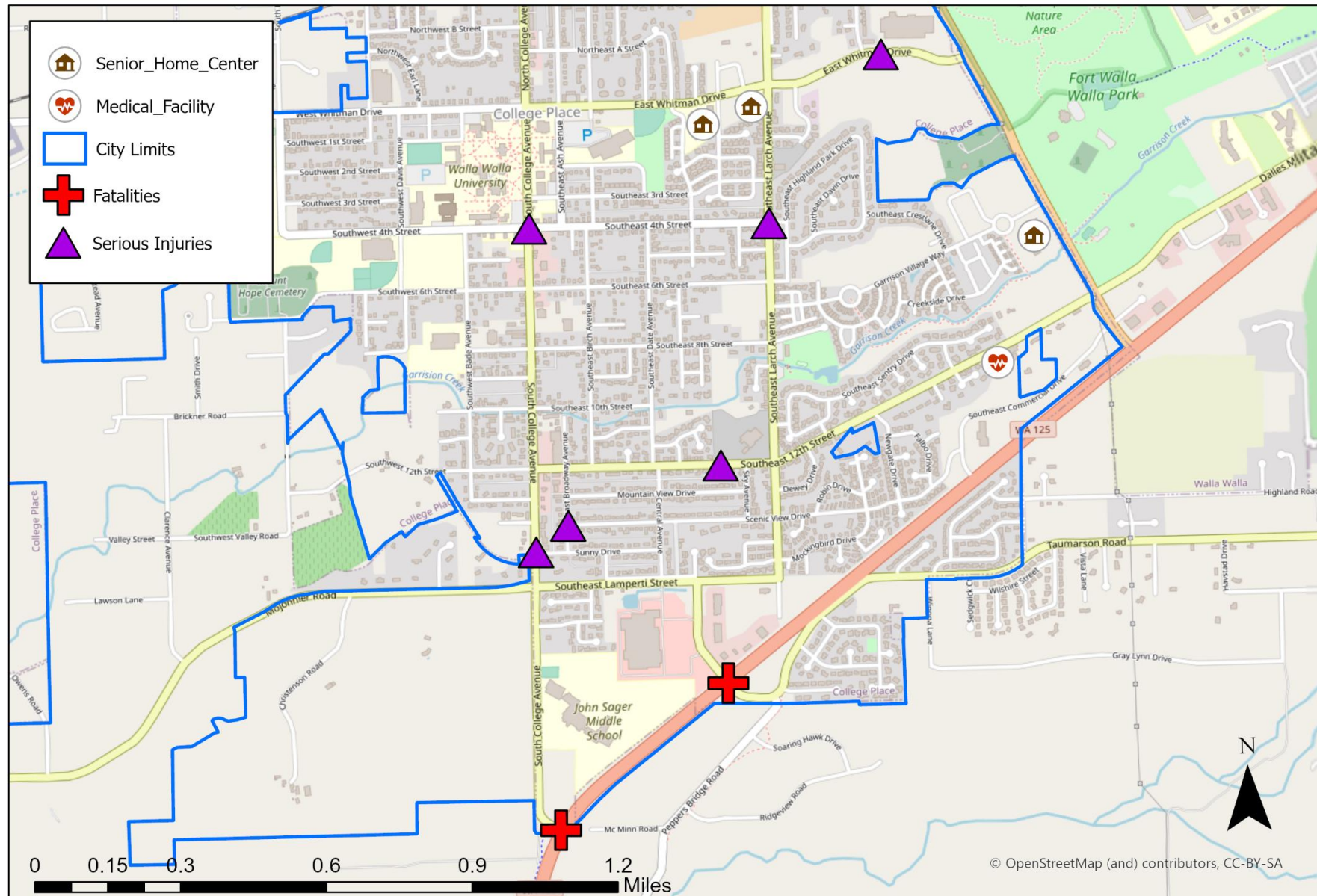


Figure 6: Location of fatal and serious injury crashes

Legend:

- Senior_Home_Center
- Medical_Facility
- City Limits
- Weighted Severity Score**
 - Sparse
 - Dense

Map Labels: Walla Walla University, John Sager Middle School, Southwest 4th Street, Southeast 4th Street, East White Drive, Walla Walla Park, Fort Walla Walla Park, Walla Walla, WA.

Scale: 0 0.13 0.25 0.5 0.75 1 Miles

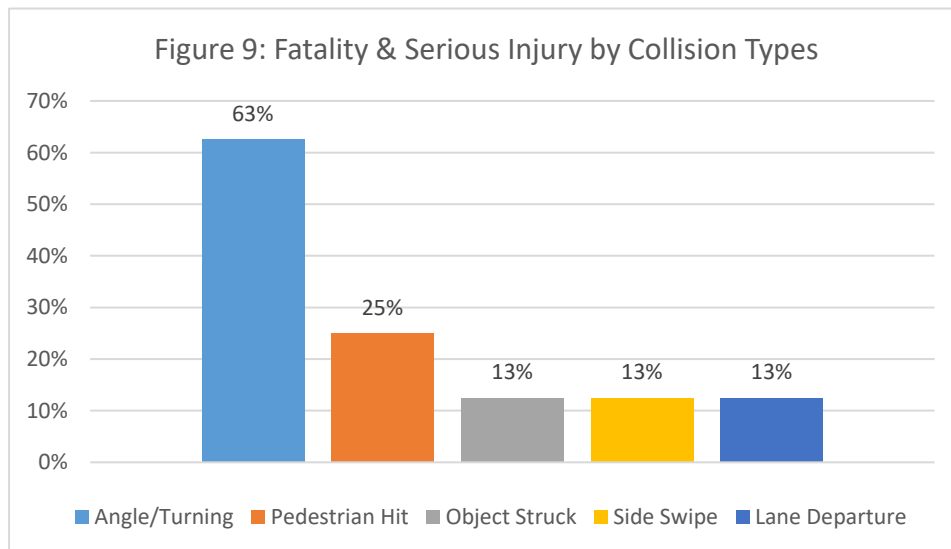
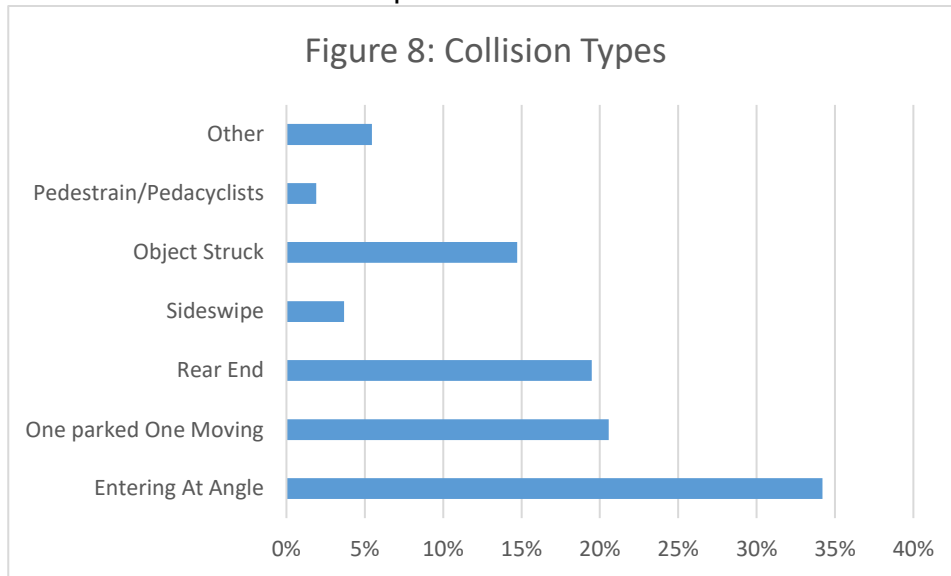
Copyright: © OpenStreetMap (and) contributors, CC-BY-SA

Fatal and serious injuries are given a value of 100, possible and evident injury given a value of 10, and PDO given a value of 1.

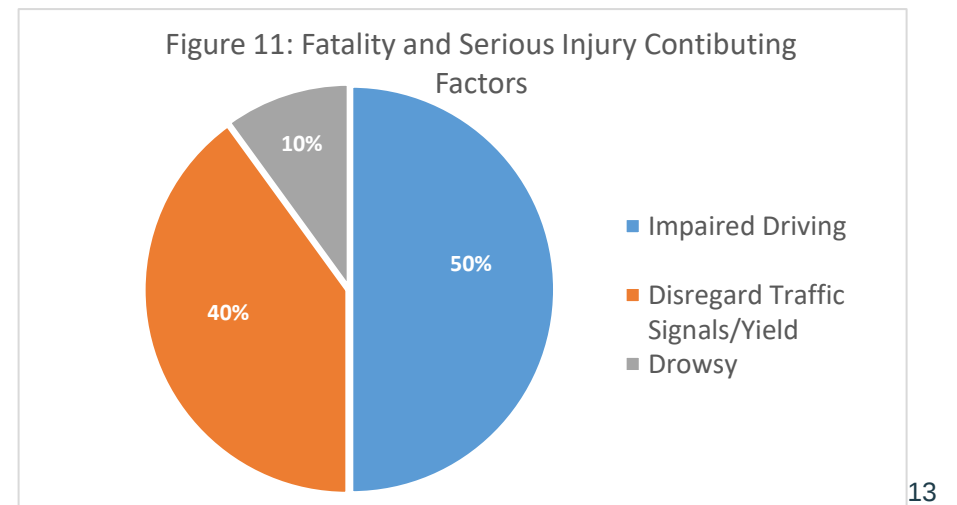
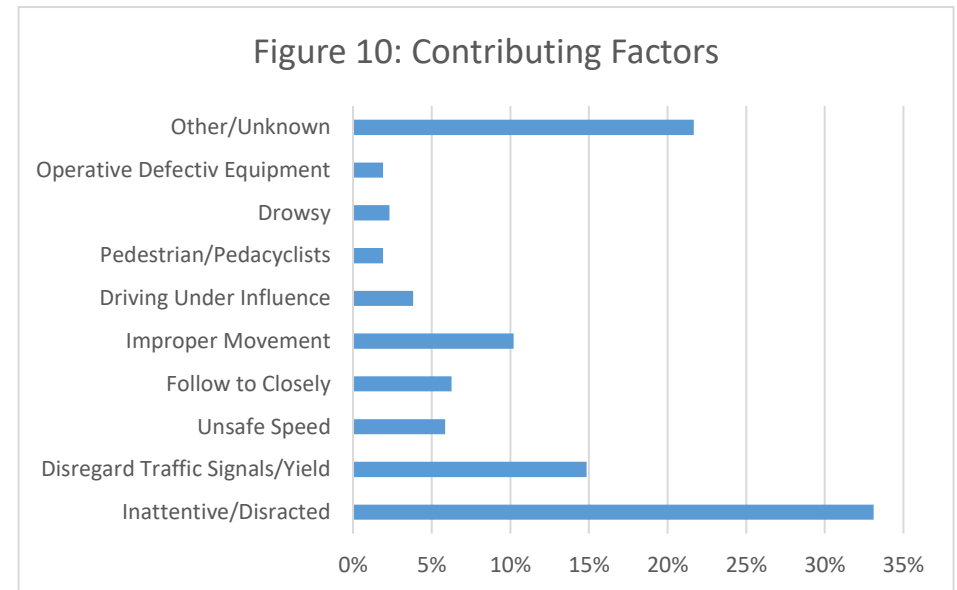
Vulnerable transportation users, such as pedestrians and cyclists, have a much higher risk of sustaining an injury or worse. Though they are affected by just under 2% of all collisions, 1 in 4 crashes involving pedestrians results in serious injuries and only 1 out of 8 crashes causes no apparent injury to bicyclists.

12

Collision Types - Crash type analysis (i.e. angle, rear-end, sideswipe, fixed object, etc.) categorizes crashes, identifies key trends, and proposes countermeasure solutions. Figure 8 shows a summary of the crash types over the study period. The most prevalent crashes were angle, fixed object, and rear-end. The second figure shows the fatal and serious injury crashes (FSI). Over 60% of angle crashes resulted in fatal or serious injury crashes while over 20% of pedestrians were involved in FSI.



Contributing Factors - Over the study period, 100% of FSI reported at least one contributing circumstance. Forty-eight percent of road user behaviors were inattention, distraction, disregarding traffic signals, and failing to yield. Inattention was the most frequent contributing factor reported. Driving under the influence accounted for 50% of FSI and 40% of FSI were because of disregarding traffic signals and failing to yield.



Intersection Crash Locations

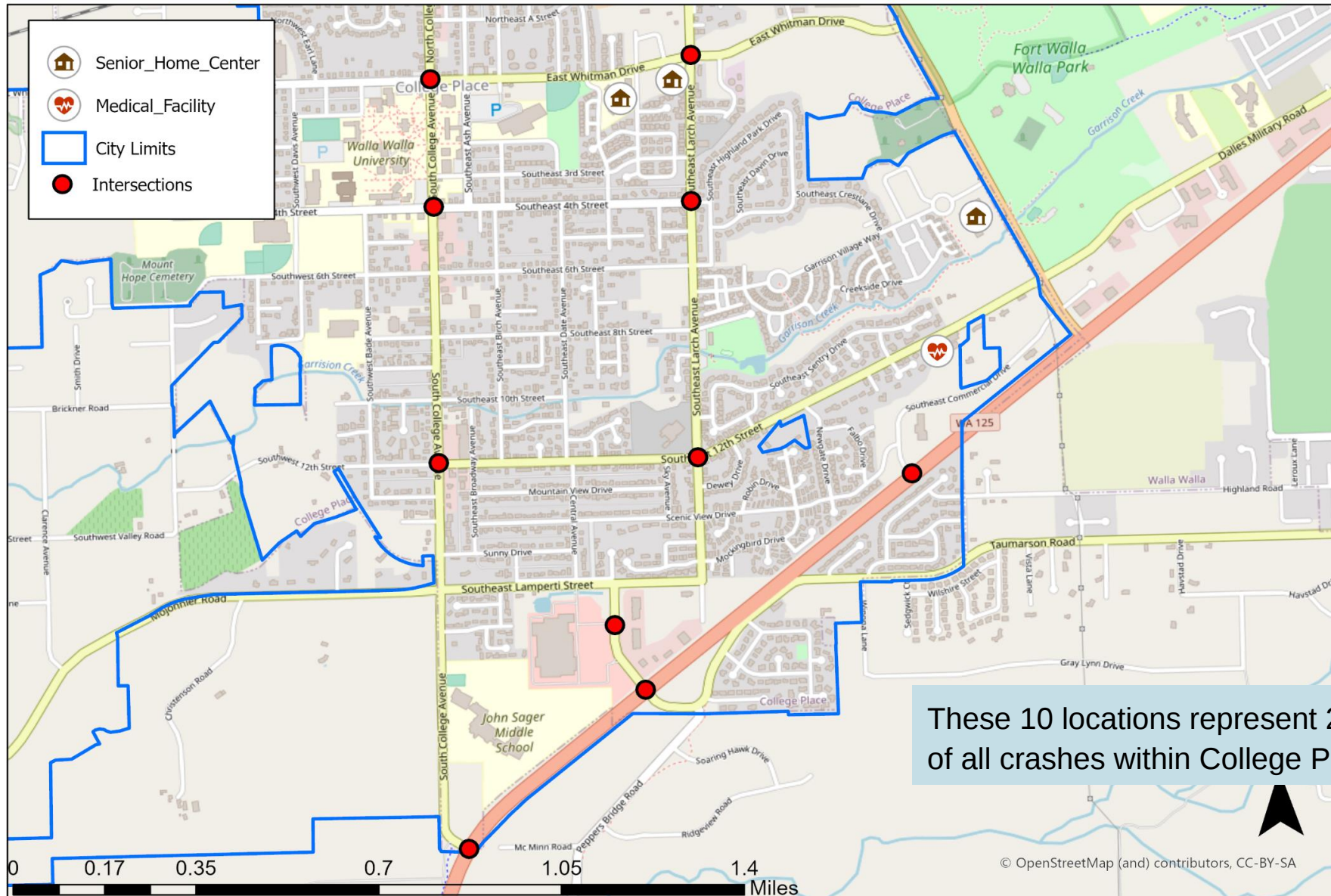


Figure 12: Locations of collisions at intersections in College Place

Table 3: Collisions at intersections throughout College Place including crash severity and weighted crash rate

	ID	Intersection Name	Total Crashes	Fatal Crash	Serious Injury Crash	Injury Crash	Daily Entering Volumes	Crash Rate	Weighted Crash Value (WCV) per 1,000 Vehicles
	Signalized Stop								
State Route	SI_1	SR 125 (MP-2.34)/Taumarson Rd/ SE Meadowbrook St	50	1		22	24,445	0.560	13.70
	SI_2	SR 125 (MP-1.88)/College Place S	14	1		4	19,410	0.198	3.84
	SI_3	SR 125 (MP 3.00)/SE Commercial Dr	6			4	19,070	0.086	1.64
City Street	CI_1	S College Ave/SE 12th St	16			2	6,345	0.691	4.38
	CI_2	SE Meadowbrook Blvd/ Meadowbrook Plaza & NE Walmart Entrances	15			4	6,995	0.588	4.11
	CI_3	S College Ave/SE 4th St	10		1	3	8,130	0.337	2.74
	CI_4	S College Ave/Whitman Dr	7			5	9,910	0.194	1.92
	4-Way Stop								
	CI_5	NE Larch St/SE 12th St	24			5	6,460	1.018	6.58
	CI_6	NE Larch St/SE 4th St	5		1	1	4,075	0.336	1.37
	2-Way Stop								
	CI_7	NE Larch St/W Whitman Dr	25			7	7,875	0.870	6.85

Table 4: Collision type and number by intersection location

Intersection Location	Total Crashes	Including		Collision Type				
		Pedestrian	Bicyclists	Angle ^a	Rear End	Stationary Object ^b	Side-swipe	Other
SR 125 (MP 2.34)/ Taumarson Rd/ SE Meadowbrook St	50			20	26		4	
SR 125 (MP1.88)/ S College Ave	14			3	7	1	1	2
SR 125 (MP 3.00)/ SE Commercial Dr	6			2	2		1	1
S College Ave/ SE 12th St	16		1	10	4		1	1
SE Meadowbrook Blvd/ Meadowbrook Plaza & NE Walmart Entrances	15			15				
S College Ave/ SE 4th St	10	1		8	1			1
S College Ave/ Whitman Dr	7	1		2	4			1
SE Larch St/ SE 12th St	24			18	5	0	1	
NE Larch St/ SE 4th St	5	1	1	3				2
NE Larch St/ E Whitman Dr	25			21	2	2		
Total	172	3	2	102	51	3	8	8

^a Includes Right Turn, Left Turn, U-Turn, Improper Turn/Merge/Passing, Right Angle, one stopped--one moving

^b Includes Fence, Tree/Stump, Utility Pole, Concrete Barrier, Street Pole/Base, Fire Hydrant, Curb/Traffic Island, Signpost, Mailbox, Building, Retaining Wall, Railroad Tracks, Guardrail, Traffic Signs, Other Objects

Table 5: Contributing factors by intersection collision location

Intersection Location	Total Crashes	Contributing Factors						
		Inattentive/ Distracted	Disregard Signals/ Yield	Unsafe Speeds	Follow Too Closely	Improper Movement ^c	DUI	Other
SR 125 (MP 2.34)/ Taumaron Rd/ SE Meadowbrook St	50	16	14	3	5	4	3	5
SR 125 (MP1.88)/ S College Ave	14	7	5				1	1
SR 125 (MP 3.00)/ SE Commercial Dr	6		3		1		1	1
S College Ave/ SE 12th St	16	5	4		1			6
SE Meadowbrook Blvd/ Meadowbrook Plaza & NE Walmart Entrances	15	7	5				1	2
S College Ave/ SE 4th St	10		6		2	1		1
S College Ave/ Whitman Dr	7	3	1		1			2
SE Larch St/ SE 12th St	24	11	6		2		1	4
NE Larch St/ SE 4th St	5	2	1			1		1
NE Larch St/ E Whitman Dr	25	4	11	5	1			4
Total	172	55	56	8	13	6	7	27

^c Includes Improper Backing, Improper Turn, Improper Merge, and Improper Passing

Total Crashes and daily entering volume (DEV) were used to calculate Weighted Crash Value. The WCV accounts for the total crashes and the DEV. Table 4 on the previous page shows the intersection locations with the highest number of WCV per crash value. The crash rate was calculated as:

$$ACR = \frac{C \times 1,000,000}{V \times 365 \times N}$$

Where:

ACR= Annual Crash Rate

C = number of crashes during the study period

V = average daily traffic volume

N = number of years in the study period

A total of 10 intersections were selected separated by state route and city streets. There were a total of 172 crashes, two fatalities, two serious injuries, and 57 other injury crashes including PDO. Table 4 on the previous page shows a breakdown of the types of crashes detected at these intersection locations. Table 5 displays the contributing factors identified at the same intersection locations.

Table 5 on the following page shows the segment version of the crash value (CV). Unlike the analysis, the CV was calculated using vehicle miles travelled (VMT), daily volumes (DV), and total crashes. The crash rate was calculated as:

$$ACR = \frac{C \times 1,000,000}{VMT \times 365 \times N}$$

Where:

ACR= Annual Crash Rate

C = number of crashes during the study period

VMT = daily entering vehicles multiplied by the length of the segment

N = number of years in the study period

Nine total segments were selected based on CV and VMT. There were a total of 101 crashes, two serious injuries, and 21 other injury crashes including PDO. Table 6 and Table 7 on the following pages show a breakdown of types of crashes detected at these segment locations. There were a total of three pedestrians with one resulting in serious injury. Two bicyclists were also involved in crashes at these locations. Table 8 displays the contributing factors discovered at the same segment locations.

Table 6: Collision type and number by segment location

ID	Segment Name	To	From	Length (miles)	Total Crashes	Fatal Crash	Serious Injury Crash	Injury Crash	Daily Vehicle Volume	Vehicle Miles Traveled	Crash Rate
CS_1	SE 4th St	SE Ash Ave	SE Elm Ave	0.27	20			6	510 to 910	221	24.79
CS_5	NE C St	NE Lambert	NE Larch St	0.022	9			2	6,360	140	17.61
CS_2	SE 12th St	SE Broadway Ave	Sky Ave	0.37	15		1	2	1,000 to 3,340	836	4.92
CS_3	W Whitman Dr	S Evans	S College Ave	0.32	15			4	2,820 to 4,330	1342	3.06
CS_6	NE C St	Myra Rd	NE Deccio Rd	0.153	9				6,040	890	2.77
CS_4	S College Ave	SE 12 St	SE Lampert St /Mojonnier Rd	0.24	12		1	2	5,180 to 5,640	1347	2.44
CS_7	S Meadowbrook St (w/out Intersection)	SR 125 (MP-2.34)	Walmart Intersection	0.15	8			3	7,620 to 8,340	1186	1.85
CS_9	E Whitman Dr	S College Ave	NE Trentmont Dr	0.3	6			1	3,200	965	1.70
CS_8	W Rose St	NE Lambert	Carey Court	0.13	7			1	10,640	1383	1.39

Segment Crash Locations

These 9 locations represent 14% of all crashes within College Place.

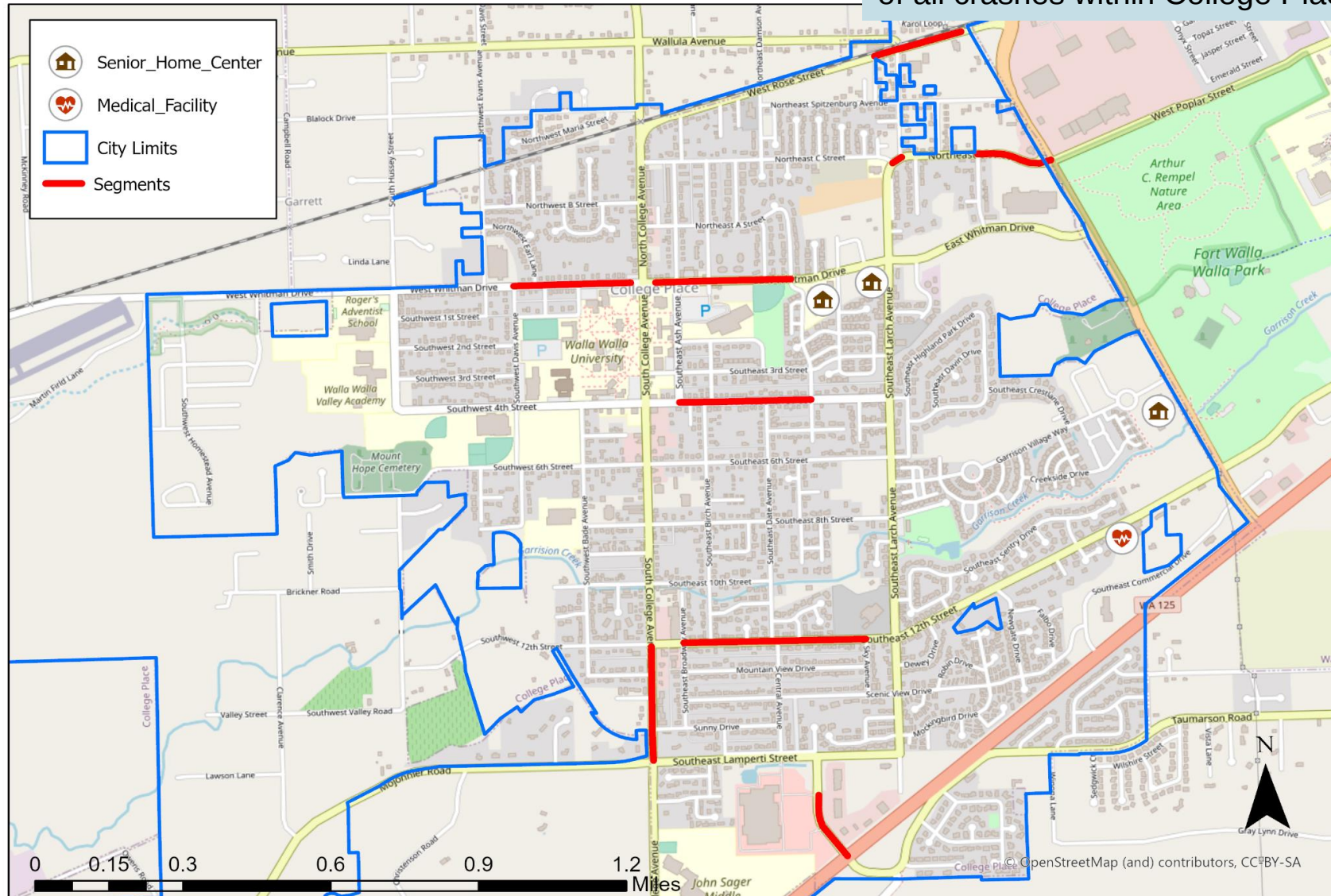


Figure 13: Segment crash locations in College Place

Table 7: Collision type by segment collision location

Segment Location	Total Crashes	Including		Collision Type				
		Pedestrian	Bicyclists	Angle ^a	Rear End	Stationary Object ^b	Side-swipe	Other
SE 4th St	20	2		17	1			2
NE C St (CS_5)	9			8		1		
SE 12th St	15	1		12		1	1	1
W Whitman Dr	15		1	9	3	2		1
NE C St (CS_6)	9			3	6			
S College Ave	12			6	4	1	1	
S Meadowbrook St	8		1	3		1	2	2
E Whitman Dr	6			4	1	1		
W Rose St	7			3		3	1	
Total	101	3	2	65	15	10	5	6

^a Includes Right Turn, Left Turn, U-Turn, Improper Turn/Merge/Passing, Right Angle, and One stopped--one moving

^b Includes Fence, Tree/Stump, Utility Pole, Concrete Barrier, Street Pole/Base, Fire Hydrant, Curb/Traffic Island, Sign Post, Mailbox, Building, Retaining Wall, Railroad Tracks, Guardrail, Traffic Signs, and Other Objects.

Table 8: Contributing factor by segment collision location

Segment Location	Total Crashes	Contributing Factors						
		Inattentive/ Distracted	Disregard Signals/ Yield	Unsafe Speeds	Follow Too Closely	Improper Movement ^c	DUI	Other
SE 4th St	20	6	8	1		2		3
NE C St (CS_5)	9	1	3	1	1	3		
SE 12th St	15	5	1	1		3	1	4
W Whitman Dr	15	6	1		2	1		5
NE C St (CS_6)	9	4			1	1		3
S College Ave	12	3			2	2	2	3
S Meadowbrook St	8	2	2		1			3
E Whitman Dr	6	4				2		
W Rose St	7	3	2	1				1
Total	101	34	17	4	7	14	3	22

^c Includes Improper Backing, Improper Turn, Improper Merge, and Improper Passing

Pedestrian and Bicycle Crashes

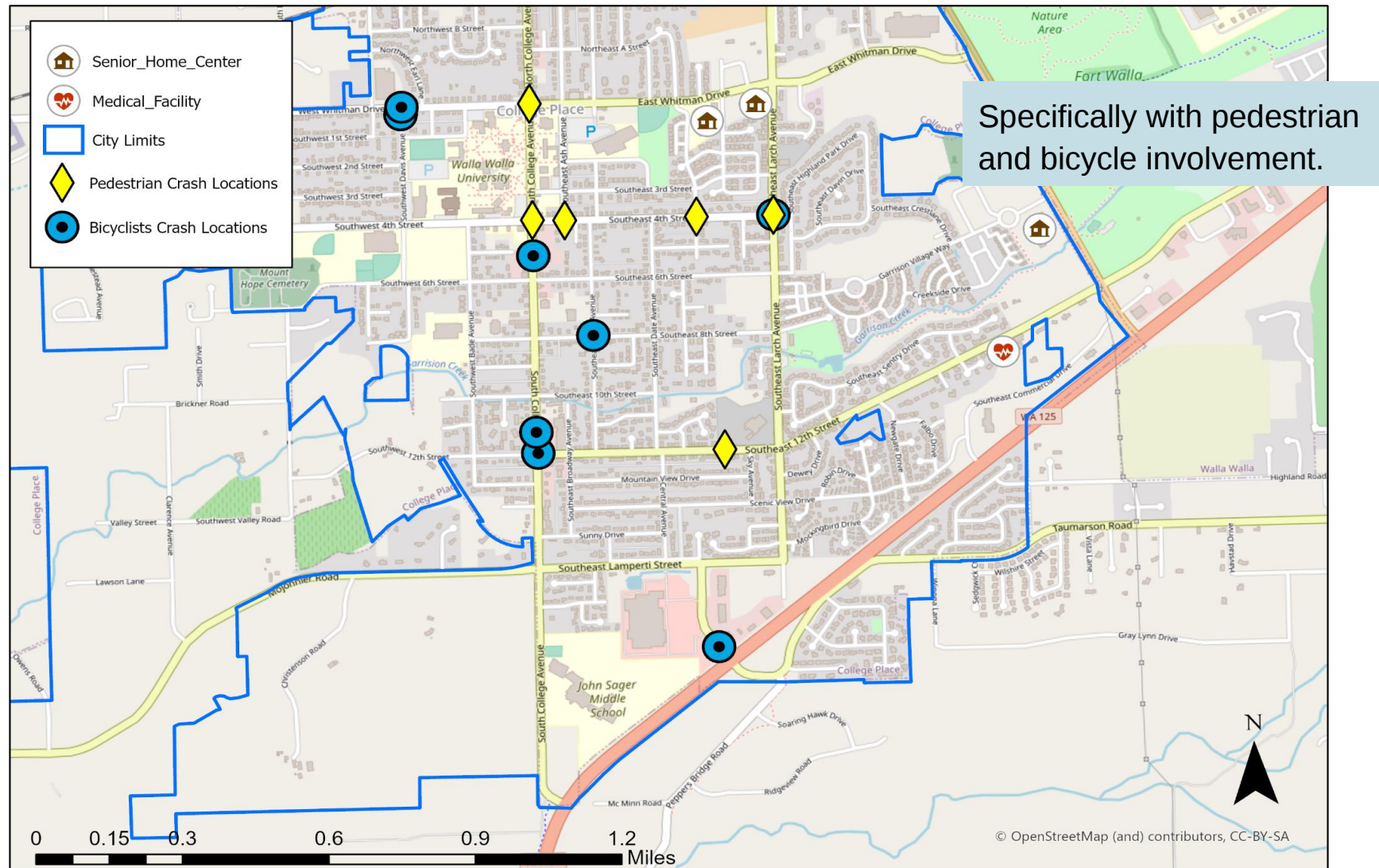


Figure 14: Locations of collisions including bicyclists and pedestrians in College Place

Countermeasures

Introduction

Countermeasures are actions designed to counteract a threat to safety and that are proven to reduce the incidence of high-risk traffic collisions. Each countermeasure summary in this section includes a description, safety benefits, crash reduction factor, and the high-risk crash types addressed by the countermeasure. This list of countermeasures is categorized by intersection safety, road segment safety, pedestrian safety, cyclist safety, and general safety.

Intersection (Signalized)

CMI.1 - Lighting at Intersection ^{7, 8}

Intersection lighting illuminates an area, including pedestrian crosswalks, nearby bike lanes, and other vehicles approaching an intersection.

Safety Benefits:

- Improves visibility of intersection and approaching pedestrians and vehicles
- Increases motorist and pedestrian awareness of potential conflicts
- Increase pedestrian and motorist safety while navigating through intersections
- Helps reduce glare and dark spots

Why this was selected for College Place:

Over 28% of crashes occurred in the dark. A lack of adequate lighting was involved in 38% of fatal and serious injuries, and 25% of fatal and serious pedestrian collisions.



Figure 15: Lighting at intersection; image source: Marin County

Crash Reduction Factor	40%
Crash Types	Night
Expected Life (years)	20 years
Estimated Cost	\$5,000 - 7,000 per light
Federal Funding Eligibility	100%

⁷ Source: <https://www.marincounty.org/userdata/dpw/Marin%20County%20Travel%20Safety%20Plan%20-%20Final%20Report.pdf>

⁸ Source: https://safety.fhwa.dot.gov/hsip/hrrr/manual/hrrr_2014.pdf

CMI.2 - Protected Left Turn Phase (Protected Left Turn)^{1, 9, 10}

Protected left turns can be used at intersections that have a left turn lane when there is a high frequency of angle crashes that involve left turns. Protected left turns are indicated by the use of green, yellow or red arrow which designates that motorists turning left have the right of way.

Safety Benefits:

- Decreases conflict between motorists turning left, pedestrian traffic, and oncoming traffic
- Decreases the need for motorists to “sneak” through yellow or red lights
- Minimizes disruption of through traffic and decrease rear-end and sideswipe crash potential

Why this was selected for College Place:

- Angle, rear-end, and sideswipe are the top types of collisions. Left turns were the second most frequent vehicle action involved in total crashes at intersections, and also accounted for one fatal crash.
- Adding a protected left turn will limit the clearance interval and allow drivers to have a specific time interval to appropriately execute turns.

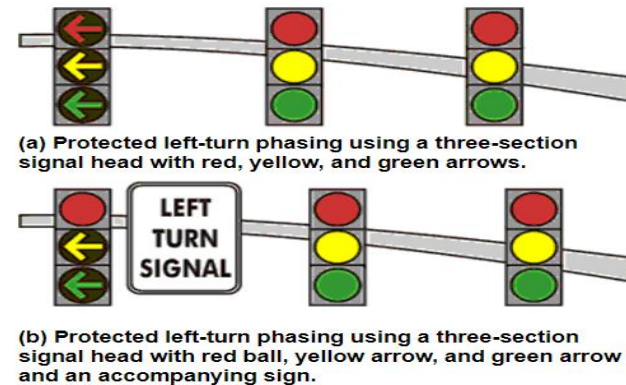


Figure 16: Two types of protected left turn phasing; image source: FHWA

Crash Reduction Factor	30%
Crash Types	Left turn, Rear-end, Sideswipe
Expected Life (years)	20 years
Estimated Cost	\$8,000
Federal Funding Eligibility	100%

⁹ Source: http://pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=51

¹⁰ Source: <https://www.fhwa.dot.gov/publications/research/safety/04091/04.cfm>

CMI.3 - Raised Pavement Markers and Striping in Intersection ^{1, 11}

Intersections that lack clear lane designation can be difficult for motorists to navigate safely. Adding striping and/or raised pavement markers to designate travel lanes can help motorists successfully navigate an intersection. A raised pavement marker is a small, colored (usually red, white, or yellow), reflective safety device applied directly to a road surface that enhances the visibility of lane designations.

Safety Benefits:

- Improves motorist guidance and increases the ability to remain in a designated travel lane while moving through an intersection
- Enhances visibility and decreases the perceived complexity of intersections

Why this was selected for College Place:

- Over 33% of total crashes were due to distracted driving or inattentive driving. This will enhance visibility, provide guidelines and give off a tactile warning alerting drivers if their attention is elsewhere.

Crash Reduction Factor	10%
Crash Types	All
Expected Life (years)	10 years
Estimated Cost	\$2,200 per Intersection (for both striping and raised pavement markers)
Federal Funding Eligibility	100%

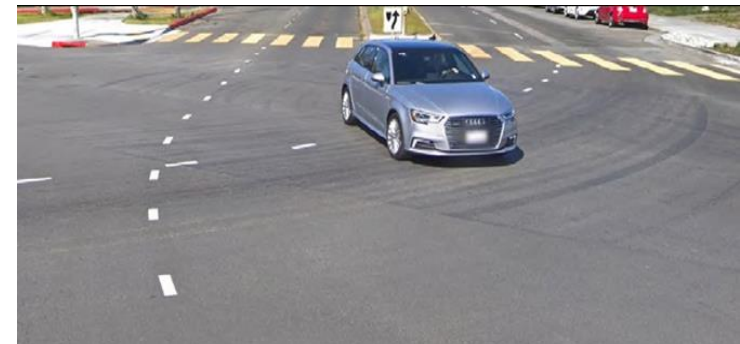


Figure 17: Lane striping designates travel lanes in an intersection; image source: Marin County

¹¹ https://www.fresno.gov/publicworks/wp-content/uploads/sites/17/2021/01/Fresno_SSAR_LRSP_Final-Accessible-1.pdf

CMI.4 - Flashing Beacons as Advance Warning^{1,5}

Flashing lights can be installed in a location that will draw a motorist's attention to an upcoming stop at an intersection.

Safety Benefits:

- Increases motorists' awareness of upcoming stop
- Gives motorists advanced warning and more time to prepare for the stop

Crash Reduction Factor	30%
Crash Types	All
Expected Life (years)	10
Estimated Cost	\$16,600 per approach
Federal Funding Eligibility	100%



Figure 18: A flashing beacon; image source: Marin County

Why this was selected for College Place:

- 50% of FSI at intersections resulted from drivers disregarding signals or failing to yield. This will increase road user awareness of the upcoming signalized intersection.

CMI.5 - High Friction Surface Treatment (HFST) at Intersection^{1, 5, 12}

Improving the friction of a road surface impacts how quickly a vehicle can slow or stop, and helps motorists maintain control under a variety of pavement conditions. Road surface friction can be increased by adding a high-quality aggregate (a mixture of sand, gravel, stone, and other materials) to the pavement. High friction surface treatment (HFST) is most effective when used in locations where skidding and failure to stop are issues under either wet or dry surface conditions, and when the target vehicle is not able to stop due to insufficient friction.

Crash Reduction Factor	40 - 55%
Crash Types	All
Expected Life (years)	10
Estimated Cost	\$1 per sf
Federal Funding Eligibility	100%



Figure 19: Close up of aggregate used in HFST; image source: FHWA

Safety Benefits:

- Higher pavement friction helps motorists maintain better control in both dry and wet driving conditions
- Decreases stopping and slowing time

Why this was selected for College Place:

- 24% of total crashes occurred on wet, snowy, icy, and slushy road conditions. Improving the friction will decrease the likelihood of skidding and a related collision.

¹² https://safety.fhwa.dot.gov/roadway_dept/pavement_friction/high_friction/

CMI.6 - Protected Right Turn/No Right Turn on Red ⁴

Controlling right turns on red lights can be done either through protected right turns or disallowing right turns on red. Under some circumstances, motorists may be looking for traffic approaching on their left and may not be alert to pedestrians approaching on their right side. Controlled or protected right turns can be accomplished by adding a sign that says “No Right Turn on Red” or by adding a right turn arrow to a streetlight at an intersection.

Safety Benefits:

- Decreases intersection conflicts between pedestrians and motorists trying to turn right through a crosswalk

Why this was selected for College Place:

- Inattention and disregarding traffic signals were in the top contributing factors for overall crashes. Mounted signs and signals alert the drivers and can protect pedestrians from oncoming traffic. Can be used full time or only during specific times.

Crash Reduction Factor	3%
Crash Types	Pedestrian and Bicyclist
Expected Life (years)	NA
Estimated Cost	<\$1,000 per static sign
Federal Funding Eligibility	NA



Figure 20: “No Right Turn on Red Sign” at an intersection in Walla Walla; image source: Google Maps

CMI.7 - Install Left-Turn Lane and Add Protected Left Turn ¹³

Lanes provided exclusively for left turns can minimize many types of collisions related to left turns. Adding a protected left-turn lane and left-turn phase in the light sequence at a signalized intersection can also decrease safety problems related to intersections accommodating left turns.

Safety Benefits:

- Reduces collisions of vehicles turning left across opposing through-traffic
- Reduces rear-end collisions of vehicles turning left with other vehicles following closely behind

See **Protected Left Turn Phase** for safety benefits associated with adding a protected left turn phase.

Why this was selected for College Place:

- Angle, rear-end and sideswipe are the top types of collisions. Left turns were the second-highest vehicle action involved in crashes that were at intersections. Left turns also accounted for one fatal crash.
- If there is a clearance left turn, adding a protected left turn will limit the clearance interval and allow drivers to have a specific time interval to appropriately execute turns.



Figure 21: Protected left turn accompanied by left turn lane; image credit: Marin County

Crash Reduction Factor	55%
Crash Types	All
Expected Life (years)	20
Estimated Cost	varies; \$2,500-\$150,000
Federal Funding Eligibility	90%

¹³ https://safety.fhwa.dot.gov/provencountermeasures/left_right_turn_lanes/

CMI.8 - Roundabout ¹⁴

A roundabout intersection features a center island that directs traffic counterclockwise through the intersection around the island. Roundabouts can be added to intersections in urban, suburban, and rural parts of a community, and are appropriate for a wide range of traffic conditions. They can replace intersection signals, two-way stop controls, and all-way stop controls.

Safety Benefits:

- Lowers speed at which traffic moves through the intersection
- Reduces conflict points
- Reduces the severity of crashes
- Improves intersection performance (entering traffic yields to vehicles already in the intersection)
- Helps transition traffic from high-speed to low-speed environments

Why this was selected for College Place:

- Roundabouts are proven to be a safe alternative for a variety of situations and intersection types. Implementing a roundabout will prove effective in areas with numerous angle turns. They are considered when an area like a freeway interchange requires a safety improvement.



Figure 22: Mini Roundabout on 3rd Ave. and Tietan St. in Walla Walla, WA; Image Source: Google Maps

Crash Reduction Factor	26%-82%
Crash Types	All
Expected Life (years)	20 years
Estimated Cost	\$4,000,000-\$8,000,000 per Intersection
Federal Funding Eligibility	100%

CMI.9 - Convert to All-Way Stop control ¹⁵

Intersections that are either yield control (no stop signs) or two-way stop can be converted to all-way stop sign control intersections by adding a variety of safety upgrades, like stop signs or flashing lights, to the intersection. All-way stops require traffic entering an intersection from any direction to stop before proceeding through the intersection. All-way stop sign control is only suitable at intersections with relatively balanced levels of traffic volume at each of the intersection approaches.

Safety Benefits:

Crash Reduction Factor	50%
Crash Types	All
Expected Life (years)	10 years
Estimated Cost	\$2800 per Intersection
Federal Funding Eligibility	100%

¹⁴ <https://safety.fhwa.dot.gov/provencountermeasures/roundabouts/>

¹⁵ <https://safety.fhwa.dot.gov/intersection/signal/index.cfm>

- Decreases speed at which vehicles enter and pass through an intersection
- Provides a safer opportunity to pedestrians and cyclists to cross roadways at intersections
- Clearly designates which vehicle has the right of way rather than relying on a yield system

Why this was selected for College Place:

- Entering at an angle is a top collision factor for intersections as well as disregard for signs and signals, and failing to yield. Converting to an all-way stop will help reduce conflict points.



Figure 23: All-way stop sign control at SE Larch and SE 12th St; image source: Google Maps

CMI.10 - Install/Upgrade Stop Signs or Other Intersection Advanced Warning Signage ^{5, 16}

Intersection warning signs provide advanced notice to motorists that they are approaching an intersection. Signage can include “Stop Ahead” or display an image of a stop sign or intersection.

Safety Benefits:

- Advanced warning signage allows motorists to slow down sooner

Why this was selected for College Place:

- Inattention and disregarding signals/yield were the top contributing factors for collisions at intersections.
- Improvements to the stop signs such as larger stop signs, adding a second sign, or installing flashing LED stop signs can warn or reinforce the need for the road user to stop.



Figure 24: Advanced warning signage on a rural road; image source: FHWA

Crash Reduction Factor	15%
Crash Types	Rear-end, Angle
Expected Life (years)	10 years
Estimated Cost	\$500 per Sign
Federal Funding Eligibility	100%

¹⁶ <https://www.fhwa.dot.gov/publications/research/safety/08043/index.cfm>

CMI.11 - Upgrade Intersection Pavement Markings¹

Intersection pavement markings include “Stop Ahead” markings, centerlines, and a stop bar.

Safety Benefits:

- Increases a motorist’s awareness of an upcoming intersection

Why this was selected for College Place:

- Inattention and disregarding signals/yield were the top contributing factors for collisions at intersections. Adding pavement markings can bring a motorist’s attention to the upcoming intersection.

Crash Reduction Factor	25%
Crash Types	Rear-end, right-angle, angle turns
Expected Life (years)	10 years
Estimated Cost	\$4,000 per intersection
Federal Funding Eligibility	100%



Figure 25: Pavement markings at an intersection; image source: Marin County

CMI.12 - Flashing Beacons at Stop-Controlled Intersections¹⁷

Flashing lights, or beacons, attached to the top of stop signs can draw motorists’ attention to an upcoming stop sign.

Safety Benefits:

- Decreases the occurrence of stop sign violations
- Reinforces driver awareness of the non-signalized intersection control

Why this was selected for College Place:

- 46% of all intersection hotspot locations involved disregarding signals and failing to yield to traffic. This can alert the road user of upcoming stop-controlled intersections.

¹⁷ <https://www.fhwa.dot.gov/publications/research/safety/08048/index.cfm>



Figure 26: Flashing beacon on top of stop sign; image source: FHWA

Crash Reduction Factor	15%
Crash Types	All
Expected Life (years)	10 years
Estimated Cost	\$100,000 per intersection
Federal Funding Eligibility	100%

CMI.13 - Corridor Access Management: Right-In/Right-Out (RIRO) ^{1, 18}

Corridor access management refers to how entry and exit points along a road are designed and controlled. Carefully managing access to roadways can improve safety as well as reduce congestion. Right-In/Right-Out (RIRO) is a way of managing traffic entering or exiting a roadway by limiting turning movements to right turn only. A RIRO restriction can be enforced by placing physical barriers (like a median or splitter island) in the intersection to direct traffic to the right and should be accompanied by signage.

Safety Benefits:

- Reduces the number of conflict points between vehicles
- Safely moves high volumes of traffic on and off corridors with low delay
- Reduces congestion in high-traffic areas

Why this was selected for College Place:

- Certain congested areas within the city make angle turns difficult, especially when there isn't adequate sight distance to execute the turn safely.

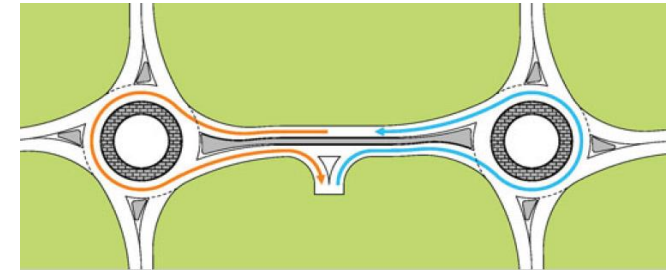


Figure 27: RIRO driveway between two roundabouts; image source: FHWA

Crash Reduction Factor	40%
Crash Types	Corridor entrance/exit points
Expected Life (years)	20
Estimated Cost	\$50,000
Federal Funding Eligibility	90%

¹⁸ https://safety.fhwa.dot.gov/provencountermeasures/corridor_access_mgmt/

CMI.14 - Transverse Rumble Strips (TRS)^{1, 19}

Transverse rumble strips are a road safety feature that adds grooves or raised strips across the direction of vehicle travel to warn drivers of a stop or slow down ahead. These strips provide an auditory and tactile warning to motorists approaching an intersection and can be used at any intersection to slow down traffic entering the intersection.

Safety Benefits:

- Brings motorists' attention to the need to slow down
- Helps slow traffic approaching an intersection
- Provides both audible and tactile warning

Why this was selected for College Place:

- 50% of FSI were due to lane departures. Inattentive/distracted driving is the top contributing factor in the city. Including transverse rumble strips will alert drivers to an approaching intersection or reduced speeds.

Crash Reduction Factor	20%
Crash Types	All
Expected Life (years)	10
Estimated Cost	\$600 per approach
Federal Funding Eligibility	90%



Figure 28: Transverse rumble strips (grooves) on rural road; image source: Minnesota Department of Transportation (MnDOT)



Figure 29: Transverse rumble strips on suburban road; image source: Marin County

¹⁹ <https://www.fhwa.dot.gov/publications/research/safety/hsis/12047/12047.pdf>

CMI.15 - Improve Sight Distance to Intersections (Clear Sight Triangles) ^{5, 20}

Insufficient sight distance can contribute to intersection collisions. Removing roadside obstructions such as vegetation, roadside appurtenances, buildings, and other objects in the right of way can improve sight distance and provide a clear sight triangle without requiring major roadway reconstruction.

Safety Benefits:

- Improves a motorist's ability to perceive and adapt to oncoming traffic
- Allows pedestrians and cyclists to be more visible while on or near the roadway

Why this was selected for College Place:

- Hit object is the third most frequent crash that involved fatal and serious injuries. Often deficient sight distance can contribute to hit object collisions. Proper maintenance such as the removal of vegetation or objects can help improve the sight distance.

Crash Reduction Factor	20%
Crash Types	All
Expected Life (years)	10
Estimated Cost	\$200-\$50,000
Federal Funding Eligibility	90%

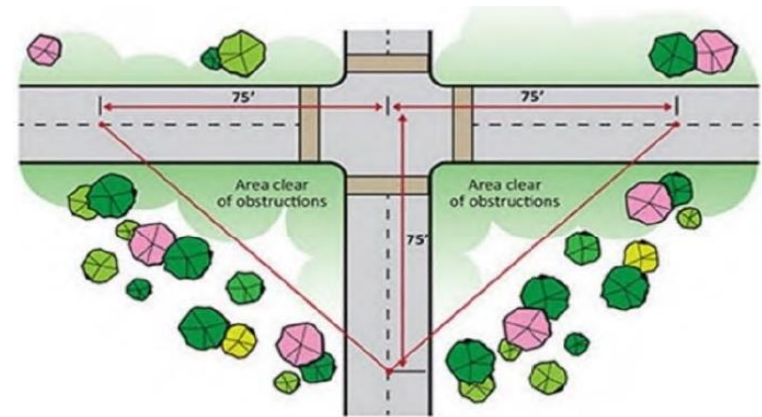


Figure 30: Diagram illustrating clear sight triangle; image source: City of Fresno

²⁰ https://safety.fhwa.dot.gov/local_rural/training/fhwasa1108/ch3.cfm

Segments

CMS.1 - Road Diet/Lane Conversion ²¹

A road diet, or lane conversation, reduces vehicle travel lanes from four to three (with one lane in each direction and one shared left turn lane) and adds bicycle lanes.

Safety Benefits:

- Reduces rear-end and left-turn crashes due to the dedicated left-turn lane
- Reduces right-angle crashes as side street motorists cross only three versus four travel lanes
- Reduces the number of lanes for pedestrians to cross
- Opportunity to install pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops
- Traffic calming and more consistent speeds
- "Complete Streets" environment that better accommodates the needs of all road users.



Figure 31: Before and after images of a lane conversion / road diet; image source: FHWA

Why this was selected for College Place:

- Angle and rear-end crashes are one of the top crash types. This countermeasure addresses all areas. They accommodate parked cars as well as provide a buffer for pedestrians and bicyclists.

Crash Reduction Factor	30%
Crash Types	All
Expected Life (years)	20
Estimated Cost	\$69 per FT
Federal Funding Eligibility	90%

²¹ https://safety.fhwa.dot.gov/provencountermeasures/road_diets/

CMS.2 - Clear Recovery Zones (Remove or Relocate Fixed Objects) ²²

A Clear Zone is an unobstructed roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway. These areas can include a shoulder, a recoverable slope, a non-recoverable slope, and/or a clear run-out area.

Safety Benefits:

- Decreases the likelihood that a roadway departure results in a crash
- Increases the likelihood that a vehicle that leaves the roadway can recover safely
- Decreases severity of crashes that do occur when a vehicle leaves the roadway

Why this was selected for College Place:

- Hit object is the third most frequent crash that involves fatal and serious injury. Sometimes most of these causes may be deficient sight distance and can contribute to hit object collisions. Proper maintenance such as the removal of vegetation or objects can help improve the sight distance.



Figure 32: Clear recovery zone; image source: Marin County

Crash Reduction Factor	35%
Crash Types	All
Expected Life (years)	20
Estimated Cost	\$200 - \$10,000 per object
Federal Funding Eligibility	90%

CMS.3 - High Friction Surface Treatment ⁶

Improving the friction of a road surface impacts how quickly a vehicle can slow or stop and helps motorists maintain control under a variety of pavement conditions. Road surface friction can be increased by adding a high-quality aggregate (a mixture of sand, gravel, stone, and other materials) to the pavement. High friction surface treatment (HFST) is most effective when used in locations where skidding and failure to stop are issues under either wet or dry surface conditions, and when the target vehicle is not able to stop due to insufficient friction.

Safety Benefits:

- Helps motorists maintain better control in both dry and wet driving conditions
- Decreases stopping and slowing time along roadway segments



Figure 33: Close up of aggregate used in HFST; image source: FHWA

²² https://safety.fhwa.dot.gov/roadway_dept/countermeasures/safe_recovery/clear_zones/

Why this was selected for College Place:

- 24% of total crashes occurred on wet, snowy, icy, and slushy road conditions. Improving the friction will decrease the likelihood of skidding and a related collision.

Crash Reduction Factor	40 - 55%
Crash Types	All
Expected Life (years)	10
Estimated Cost	\$1 per sf
Federal Funding Eligibility	100%

CMS.4 - Segment Lighting ¹

Lighting can be installed along segments with high rates of nighttime crashes.

Safety Benefits:

- Improves visibility of a road segment as well as pedestrians and other vehicles near or along the roadway
- Increases motorist and pedestrian awareness of potential conflicts
- Increases pedestrian and motorist safety while navigating along roadways
- Helps reduce glare and dark spots

Why this was selected for College Place:

- 25% of FSI occurred at night with 13% being pedestrian collisions. Installing lighting will improve the sight distance of any conflicting traffic or other road users. Segments like NE C St from Maple Rd to Myra Rd and Whitman Dr from SE Larch Ave to Myra Rd are a few examples of segments without intersection lighting



Figure 34: Lighting along a segment of roadway; image source: Marin County

Crash Reduction Factor	35%
Crash Types	Night
Expected Life (years)	20
Estimated Cost	\$7000 per Light
Federal Funding Eligibility	100%

CMS.5 - Add Two-Way Left Turn Lane ¹

A two-way left-turn lane can be added to segments without reducing the number of travel lanes. The two-way left-turn lane is to be used for left-turning vehicles coming from either direction. This can reduce the risk of rear-end collisions while motorists are attempting to make a left turn from the lane of traffic, across oncoming traffic.

Safety Benefits:

- Removes the turning vehicle from the travel lane to reduce the risk of rear-end collisions
- Eliminates stops for through-traffic providing for a more consistent flow of traffic

Why this was selected for College Place:

- Hit object and rear-end were two of the most frequent collision types along roadway segments. Including a two-way turn will help reduce conflict points. This differs from the road diet because it includes areas where parked cars and bike lanes cannot be implemented.

Crash Reduction Factor	30%
Crash Types	All
Expected Life (years)	20
Estimated Cost	\$100 per foot
Federal Funding Eligibility	90%



Figure 35: Two-way left turn lane in Walla Walla; image source: Google Maps

CMS.6 - Chevrons for Curves ^{1, 5, 23}

Chevron signs along curves alert drivers to upcoming curves in the road by providing a highly visible indication of which direction the roadway curves.

Safety Benefits:

- Increases motorist awareness of curves in the roadway
- Alerts motorists of upcoming curves to provide enough time to decrease speed and turn safely

Why this was selected for College Place:

- Hit object is one of the collision factors associated with curves.
- Including chevrons will provide additional guidance so that drivers can properly follow the curve.



Figure 36: Chevron signs along a curve; image source: FHWA

Crash Reduction Factor	40%
Crash Types	All
Expected Life (years)	10
Estimated Cost	\$500 per Sign
Federal Funding Eligibility	100%

²³ https://safety.fhwa.dot.gov/provencountermeasures/enhanced_delineation/

CMS.7 - Curve Advance Warning Signs (Flashing Beacons) ¹

Flashing beacons, particularly when used on top of chevron signs, visibly indicate to motorists when they are approaching a curve.

Safety benefits:

- Increases motorist awareness of curves in the roadway, particularly at night or during other times of low visibility
- Alerts motorists to upcoming curves in order to provide enough time to decrease speed

Why this was selected for College Place:

- Including curve signs with flashing beacons will help guide drivers along a curve. This is especially beneficial during nighttime and overcast days.

Crash Reduction Factor	30%
Crash Types	All
Expected Life (years)	10
Estimated Cost	\$16,600 each
Federal Funding Eligibility	100%



Figure 37: Flashing beacons on chevron signs along a curve; image source: Marin County

CMS.8 - Delineators, Reflectors and/or Object Markers ⁵

Markings along a roadway, including reflectors, delineators, and other object markers, can provide motorists with a visual warning of a roadway feature or regulatory requirement they may not have seen otherwise. Delineators can often include traffic cones or barrels but usually refer to posts that are several feet high and brightly colored to be highly visible to motorists.

Safety Benefits:

- Clarifies the path of travel
- Calls driver attention to fixed objects along the roadside

Why this was selected for College Place:

- 50% of FSI resulted from lane departure and 13% of FSI included a vehicle striking a stationary object. To prevent such occurrences, flexible delineators and object markers with reflectors can warn drivers of the upcoming curve or segment.

Crash Reduction Factor	15%
Crash Types	All
Expected Life (years)	10
Estimated Cost	\$75 each
Federal Funding Eligibility	100%



Figure 38: Roadway delineators installed on a ramp; image source: FHWA

CMS.9 - Edge Line Rumble Strips^{1, 5}

Rumble strips are grooves along the edge of a roadway that provide motorists with an audible and sensory alert when their vehicle begins to leave the roadway.

Safety Benefits:

- Warns motorists if their vehicle travels too close to the edge of the roadway
- Reduces crashes caused by distracted, drowsy, or otherwise inattentive drivers who drift from their lane

Crash Reduction Factor	15%
Crash Types	All
Expected Life (years)	10
Estimated Cost	\$10 per foot

Why this was selected for College Place:

- 50% of FSI resulted from lane departure while inattention was the top contributing factor for 34% of total crashes. Edge line rumble strips provide vibratory feedback to drivers when departing from the travel lane.

Federal Funding Eligibility	100%
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Figure 39: Edge line rumble strips along a roadway; image source: KYTC

CMS.10 - Dynamic/Variable Speed Warnings^{1, 5, 24}

Variable speed limits are speed limits that change based on road, traffic, and weather conditions. This allows for speed limits to be adjusted depending on a variety of conditions. Dynamic speed warnings display the speed of passing motorists in comparison to the speed limit. This provides a visual warning to motorists who are traveling above the speed limit.

Safety Benefits:

- Provides a warning for motorists traveling above the speed limit and encourages them to slow to a safe speed

Crash Reduction Factor	30%
Crash Types	All
Expected Life (years)	10
Estimated Cost	\$43,600 each

Why this was selected for College Place:

- Unsafe speeds are a contributing factor for 50% of the hotspot segment locations. Dynamic/variable speed signs can measure and communicate the speed of the drivers to alert their attention. Variable speed warnings can be changed based on weather conditions or traffic congestion.

Federal Funding Eligibility	100%
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Figure 40: Dynamic speed warning sign below speed limit sign; image source: City of Fresno

²⁴ <https://www.fhwa.dot.gov/publications/research/safety/14020/14020.pdf>

Pedestrian

CMP.1 - Pedestrian Countdown Signal Heads ^{2, 5, 25}

Pedestrian countdown signal heads at crosswalks display a countdown to let pedestrians know how much time they have left to cross before the light will change. Countdown signals can reassure pedestrians who are in the crosswalk when the flashing “DON’T WALK” interval appears that they still have time to finish crossing.

Safety Benefits:

- Encourages pedestrians to use the push button rather than cross illegally
- Lets pedestrians know when they have the right of way and how long they have to cross the street
- Reduces the complexity of crossing at intersections when signal phasing is complex (i.e. dedicated left-turn phase for motorists) or for particularly wide streets

Why this was selected for College Place:

- 71% of total pedestrian and bicycle collisions occurred at an intersection. Part of the city’s mission is for people using all transportation modes to circulate safely. Therefore, implementing countdown signal heads will empower pedestrians and bicyclists to commute more safely.



Figure 41: Two styles of pedestrian countdown signal heads; image source: FHWA

Crash Reduction Factor	25%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	20
Estimated Cost	\$1,800 per signal head
Federal Funding Eligibility	100%

²⁵ http://pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=46

CMP.2 - Install Pedestrian Crossing ²⁶

Pedestrian crossings designate a portion of the roadway for pedestrians to cross. Designated pedestrian crossings can be added to intersections or roadways with high rates of pedestrian traffic by adding high visibility crosswalk markings, pedestrian countdown signals, signage, or signal intersection improvements like LED lighting, signal backplates, or reflective tape.

Safety Benefits:

- Alerts motorists to the presence of pedestrians near or crossing the roadway
- Provides visual cues that discourage motorists from stopping in an area designated for pedestrian crossings (such as a crosswalk)
- Helps pedestrians know where they should cross the roadway

Why this was selected for College Place:

- 83% of total pedestrian collisions occurred at an intersection. Part of the City’s mission is for people to effectively circulate regardless of transportation mode. During some collisions, drivers proceeded through an intersection while ignoring any pedestrians. Therefore, adding designated pedestrian crossings will give pedestrians freedom to travel without feeling restricted as well as call attention to drivers. These should be implemented at locations of congested pedestrian crossings as well as in areas near schools.



Figure 42: A variety of crosswalk visibility enhancements at a pedestrian crossing; image source: FHWA

Crash Reduction Factor	25%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	20
Estimated Cost	\$600 - \$6,000 per crossing (varies)
Federal Funding Eligibility	100%

²⁶ https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_VizEnhancemt2018.pdf

CMP.3 - Leading Pedestrian Interval (LPI) ^{5, 27}

A leading pedestrian interval at a crosswalk allows pedestrians to enter an intersection a few seconds before vehicles are given a green light. This can be added by adjusting the timing of light displays at an intersection.

Safety Benefits:

- Provides additional crossing time for pedestrians who may need more time
- Increases the percentage of motorists who will yield right of way to pedestrians
- Minimizes conflict between pedestrians crossing a roadway and turning vehicles

Why this was selected for College Place:

- 50% of total pedestrian collisions occurred at an intersection. During some collisions, drivers were proceeding through an intersection and ignoring any pedestrians. Therefore implementing leading pedestrian intervals will provide pedestrians additional time to enter an intersection increasing their visibility and clearly indicating the turn vehicles that they have the right of way. These should be implemented at locations of congested pedestrian crossings as well as in areas near schools.

Crash Reduction Factor	60%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	10
Estimated Cost	<\$2,500 per signal
Federal Funding Eligibility	100%



Figure 43: Leading pedestrian interval (LPI); image source: City of Fresno

²⁷ https://safety.fhwa.dot.gov/provencountermeasures/lead_ped_int/

CMP.4 - Pedestrian Crossing at Uncontrolled Locations - New Signs and Markings Only ⁵

A wide variety of upgrades to non-signalized intersections without marked crossings can greatly enhance pedestrian safety and reduce the risk of collisions.

Pedestrian and bicycle crossing signs paired with visible crosswalk markings reinforce legal crossings at intersections and create legal crossings at non-intersection locations. These signs and crosswalk markings warn drivers to expect pedestrian or bicycle crossings and clarify that drivers are expected to yield the right-of-way to crossing pedestrians and bicyclists. At uncontrolled locations, pedestrian and bicycle crossing signs and markings identify a preferred crossing location for pedestrians and bicyclists. There are several types of pedestrian crosswalks including standard parallel lines, continental, ladder, and zebra (diagonal lines).

Safety Benefits:

- Alerts drivers to the presence of pedestrians or bicyclists who may be crossing the roadway
- Clearly designates when crossing pedestrians or bicyclists have the right of way

Why this was selected for College Place:

- 50% of total pedestrian collisions occurred at an intersection. Implementing pedestrian crossings will empower pedestrians to cross at legally designated areas and alert motorists to crossing pedestrians.

Crash Reduction Factor	25%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	10
Estimated Cost	\$2,600 each
Federal Funding Eligibility	100%



Figure 44: Signage and markings at a designated crosswalk; image source: City of Fresno

CMP.5 - Pedestrian Crossing at Uncontrolled Locations (Enhanced Safety Features) 5, 20, 28

Enhanced pedestrian crossings can be added when a marked crosswalk alone does not adequately protect pedestrians who are crossing at mid-block locations. In these cases, safety features such as rectangular rapid flashing beacons, overhead flashing beacons, or curb extensions (bulb-outs) should be added to complement the standard crossing elements.

Safety Benefits:

- Alerts motorists to pedestrians in a crosswalk, allowing them to slow their speed
- Curb extensions or bulb-outs can slow traffic, especially while turning through an intersection

Why this was selected for College Place:

- 50% of pedestrian collisions were at an unsignalized intersection. The flashing signs can bring awareness to a crossing pedestrian. These should be implemented at locations of congested pedestrian crossings as well as in areas near schools.

Crash Reduction Factor	35%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	20
Estimated Cost	\$60,000-\$160,000 each (varies)
Federal Funding Eligibility	100%



Figure 45: Curb extension along a crosswalk; image source: FHWA



Figure 46: Pedestrian Hybrid Beacon (PHB); image source: FHWA



Figure 47: Rectangular Rapid Flashing Beacon (RRFB) along a crosswalk; image source: City of Fresno

²⁸ https://safety.fhwa.dot.gov/provencountermeasures/ped_hybrid_beacon/

CMP.6 - Pedestrian Crossing Median or Refuge Island^{1, 5, 29,30}

A pedestrian crossing island (or refuge island) is a raised island located in a median between opposing traffic lanes that separates crossing pedestrians from motor vehicles.

Safety Benefits:

- Decreases the level of exposure for pedestrians
- Allows pedestrians to cross through only one direction of traffic at a time
- Simplifies the process of crossing a roadway by reducing the number of safety factors a pedestrian must consider

Why this was selected for College Place:

- 83% of total pedestrian collisions occurred at an intersection. Drivers usually were proceeding through ignoring any pedestrians. Implementing crossing medians or refuge islands will give pedestrians freedom to travel safely as well as call motorist attention to pedestrians.



Figure 48: Pedestrian crossing median/refuge island in Walla Walla; image source: Google

Crash Reduction Factor	45%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	20
Estimated Cost	\$120 per foot
Federal Funding Eligibility	90%

CMP.7 - Raised Pedestrian Crossing^{5, 31}

A raised pedestrian crossing features a ramped crosswalk that spans across the roadway. The crosswalk will be marked with paint and often special paving materials.

Safety Benefits:

- Raised crosswalks slow traffic
- Allows pedestrians to cross at the same level of the sidewalk rather than requiring them to step down into the road
- Elevates pedestrians to improve visibility while crossing the roadway

Why this was selected for College Place:

Crash Reduction Factor	35%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	10
Estimated Cost	\$5000 each
Federal Funding Eligibility	90%

²⁹ http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=6

³⁰ https://safety.fhwa.dot.gov/provencountermeasures/ped_medians/

³¹ http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=7

- Along with improving our roads, the City is passionate about making areas accessible to everyone irrespective of disability. During most collisions resulting in pedestrian injury, drivers were proceeding through an intersection or crossing area while ignoring any pedestrians. The raised crosswalk enhances the safety of a crossing area and calls motorist attention to crossing pedestrians. These should be implemented at locations of congested pedestrian crossings as well as in areas near schools.



Figure 49: Raised crosswalk featuring markings and colored paving material; image source: Marin County

Cyclists

CMC.1 - Bicycle Box (Advance Stop Bar) Before Crosswalk^{1, 5, 32}

An advance stop bar or bicycle box designates a space between the crosswalk and vehicular traffic for bicyclists to wait at a red light.

Safety Benefits:

- Increases visibility of bicyclists
- Makes it easier and safer for bicyclists to make a left turn at an intersection after a red light
- Reduces the risk of a motorist turning right and colliding with a bicyclist after a light change at an intersection
- Groups bicyclists together to clear an intersection quickly, minimizing impediment to transit or other traffic
- Separates stopped vehicular traffic from pedestrians crossing through the intersection at the crosswalk

Why this was selected for College Place:

- 50% of bicycle collisions occurred at signalized intersections. Implementing a bicyclist situation as well as create a buffer between the bicyclist and the driver.



Figure 50: A bike box at an intersection; image source: National Association of City Transportation Officials; nacto.org

Crash Reduction Factor	15%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	10
Estimated Cost	\$9000
Federal Funding Eligibility	90%

³² http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=38

CMC.2 - Designated Bike Lanes ^{1, 5,33}

Bike lanes along the outside of the lane of vehicular traffic designate a space for bicyclists to travel. Bike lanes are clearly marked with white lines and symbols within the lane, and sometimes with a different color of pavement or different paving material. Bike lanes are intended for one-way bicycle travel and are generally provided along both sides of two-way streets.

Safety Benefits:

- Alerts motorists to the potential presence of bicyclists
- Provides a small buffer zone separating bicyclists from motor vehicle travel
- Improves predictability of bicyclist behavior
- Reduces unpredictable motor vehicle driver movements
- Encourage lower traffic speeds by visually narrowing the lane of travel

Why this was selected for College Place:

- 50% of bicycle collisions occurred in roadway segments. Implementing exclusive bicycle lanes along a roadway creates a buffer, separating bicyclists from vehicle traffic and warns drivers that bicyclists may be present.



Figure 51: Bike lane along E. Isaacs Ave. in Walla Walla; image source: Google Maps

Crash Reduction Factor	35%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	10
Estimated Cost	\$50 per ft
Federal Funding Eligibility	90%

³³ http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=52

CMC.3 - Pavement Marking Improvements ^{5, 26}

Pavement markings can include striping and symbols associated with bike lanes, striping for paved shoulders, sharrows, turning lanes at intersections, shared lane markings, and other markings warning of pavement hazards or irregularities such as railroad crossings or drainage grates.

Safety Benefits:

- Indicates the presence of bicyclists and bike facilities
- Provides information about upcoming turning and crossing maneuvers
- Guides bicyclists on the correct path through an intersection

Why this was selected for College Place:

- Inattention and disregarding signals and yield are the top contributing factors for all crashes. Upgrading pavement markings can bring motorists' attention to upcoming intersections or curves.

Crash Reduction Factor	35%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	10
Estimated Cost	\$20 - \$600
Federal Funding Eligibility	90%



Figure 52: Pavement markings including green bike lane along 4th Ave. in College Place; image source: Google Maps

CMC.4 - Sight Distance Improvements ^{5, 34}

Insufficient sight distance can contribute to intersection collisions. Removing roadside obstructions such as vegetation, roadside appurtenances, buildings, and other objects in the right of way can improve sight distance and provide a clear sight triangle without requiring major roadway reconstruction

Crash Reduction Factor	20%
Crash Types	All
Expected Life (years)	10
Estimated Cost	\$200-\$50,000
Federal Funding Eligibility	90%

³⁴ http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=19

Safety Benefits:

- Improves a motorist's ability to perceive and adapt to oncoming traffic
- Allows pedestrians and cyclists to be more visible while on or near the roadway
- Allows cyclists a better view of approaching vehicles

Why this was selected for College Place:

- Hit object is the third-highest crash type involving KA injuries. Many of these incidents may be impacted by deficient sight distance. Proper maintenance such as removal of vegetation or objects can help improve the sight distance.

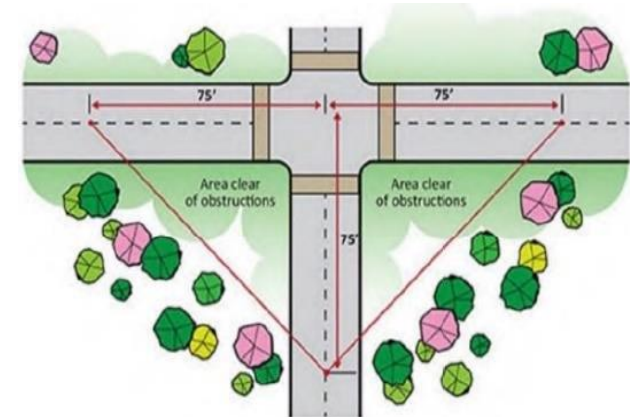


Figure 53: Diagram illustrating clear sight triangle; image source: City of Fresno

CMC.5 - Bike Specific Lighting Improvement ³⁵

Enhanced lighting can be added at intersections or along roadway segments, bike lanes, or multi-use paths with a high level of bicycle traffic.

Safety Benefits:

- Improves visibility of roadway hazards such as pavement irregularities
- Improves visibility of bicyclists increasing the likelihood that motorists will have advanced warning of approaching bicyclists

Why this was selected for College Place:

- 25% of bicycle collisions occurred at night or dusk. Improving lighting can increase motorists' awareness of bicyclists as well as improve the visibility of upcoming surface conditions and obstacles.



Figure 54: Lighting along a bike path in Sioux Falls; image source: argusleader.com

Crash Reduction Factor	35%
Crash Types	Night
Expected Life (years)	20
Estimated Cost	\$7000 per Light
Federal Funding Eligibility	100%

³⁵ http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=4

All

CMO.1 - Traffic Safety Education Programs^{1, 36}

Providing education, outreach, and training is a key strategy in increasing bicyclist and motorist awareness and improving behavior. Bicyclists need safe places to ride as well as the knowledge to interact safely with motorists. Motorists should also be educated about how to share the road with bicyclists. The primary goal of an educational initiative is to alter motorist and bicyclist behavior and reduce reckless actions (<http://pedbikesafe.org/>).

Safety Benefits:

- Improves motorist pedestrian and bicyclist awareness and behavior
- Increases compliance with local road safety laws and policies
- Reduces reckless behavior

Why this was selected for College Place:

- The City is motivated to share with its residents and commuters the transformation of Target Zero. This proposal is a united effort with the community which brings together knowledge and understanding in order to encourage safe traffic behavior.



Figure 55: College Place city leaders engaging members of the public in exploring public spaces from the eyes of a pedestrian; image source: Blue Zones Project Walla Walla

Crash Reduction Factor	NA
Crash Types	All
Expected Life (years)	NA
Estimated Cost	NA
Federal Funding Eligibility	NA



Figure 56: Example of a traffic safety educational campaign; image source: Marin County

³⁶ http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=41

CMO.2 - Targeted Enforcement Programs ^{1, 5}

Local enforcement programs can be targeted specifically at addressing areas with high rates of non-compliance such as disregarding traffic signs and signals, failure to yield, or speeding. Enforcement programs can be accompanied by public awareness campaigns highlighting the increased enforcement of specific factors or in specific areas.

Safety Benefits:

- Enforcement programs can reduce common violation types such as speeding, failure-to-yield, red-light running, aggressive driving, failure to wear safety belts, distracted driving, and driving while impaired.



Figure 57: Image source: Marin County

Why this was selected for College Place:

- All top contributing factors such as disregarding traffic signs and signals, failing to yield, unsafe speeds, driving under influence, and distracted driving can be reduced when effective enforcement programs are introduced. Each factor can be specifically targeted to bring awareness to conflicts between vehicles, bicyclists and pedestrians

Crash Reduction Factor	NA
Crash Types	All
Expected Life (years)	NA
Estimated Cost	NA
Federal Funding Eligibility	NA

Implementation

Select Intersection Countermeasures

Based on the predominant crash types, the following countermeasures were determined to be most practicable for the identified intersections:

Table 9: Selected Intersection Countermeasures^{1, 2, 5,13, 31}

Countermeasure Name	Intersection Conversion to Roundabout	Intersection Lighting	Raised Median on Approach	Advanced Dilemma-Zone Detection	Transverse Rumble Strips	Intersection Markers or Striping
Crash Types Addressed	All crash types	All crash types at “night” time, Pedestrian & Bicycle	Angle	All crash types (particularly on high-speed roads)	All crash types	All crash types
Crash Reduction	26-82%	20-74%	21-55%	40%	0-35%	10-33%
Expected Life Span	20 years	20 years	20 years	10 years	10 years	10 years
Estimated Cost	\$4,000,000 to \$8,000,000	\$5,000 to \$7,000 per light	\$10,000 per approach	\$5,600 per system	\$600 per approach	\$4,000 per intersection
Federal Funding Eligibility	100%	100%	90%	100%	90%	100%

Select Roadway Segment Countermeasures

Based on the predominant crash types, the following countermeasures were determined to be most practicable for the identified segments:

Table 10: Select Segment Countermeasures^{1, 5, 12, 15, 16, 18, 37}

Countermeasure Name	Remove/Relocate Objects & Clear Recovery Zone	Raised Median Access Mngt./ Right-in-right-out	Road Diet/ Lane Conversions	Edge line Rumble Strips	Dynamic/Variable Speed Warning	Delineators/ Reflectors/ Object Markers
Crash Types Addressed	Fixed/Stationary Object	Angle and Rear-End	All crash types	Roadway Departure	All crash types	All crash types
Crash Reduction	17-100%	0-94%	19-47%	10-41%	0-41%	0-30%
Expected Life Span	10 years	20 years	20 years	10 years	10 years	10 years
Estimated Cost	\$200 to \$10,000 per object	\$50,000	\$69 per linear foot	\$10 per linear foot	\$43,600 per warning sign	\$75-500 per sign
Federal Funding Eligibility	90%	90%	90%	100%	100%	100%

³⁷ <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/hsip/2020/lrsm2020.pdf>

Select Pedestrian- and Bicycle-focused Countermeasures

Based on the predominant crash types that impacted pedestrians and bicyclists, the following countermeasures were determined to be most practicable for the identified segments and intersections:

Table 11: Select Bicycle and Pedestrian Countermeasures^{1, 5, 20, 21, 22, 25, 26, 27, 30, 31, 38, 39}

Countermeasure Name	Leading Pedestrian Interval	Pedestrian Crossing Median/ Refuge Island	Enhanced Safety Features (Beacons/ High Visibility/ Raised Crossings)	Separated Bike Lanes	Intersection/ Driveway Pavement Marking Improvements/ Bicycle Box	Pedestrian & Driver and Bicycle & Motorist Education
Crash Types Addressed	Pedestrian	Pedestrian	Pedestrian	Bicycle	Bicycle	Pedestrian and Bicycle
Crash Reduction	60%	45%	35%	35%	35%	(Variable)
Expected Life Span	10 years	20 years	20 years	10 years	10 years	Ongoing
Estimated Cost	\$2,500 per signal	\$120 per linear foot	\$5,000 to \$160,000	\$50 per linear foot	\$20 to \$2,500	(Variable)
Federal Funding Eligibility	100%	90%	90-100%	90%	90-100%	

³⁸ http://pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=61

³⁹ http://pedbikesafe.org/BIKESAFE/countermeasures_detail.cfm?CM_NUM=18

Safe Routes to School (SRTS) Toolkit

An important component of improving local road safety is ensuring that children can safely walk or bike to destinations like schools and parks. Providing *Safe Routes to School* is a vital part of helping children live healthy, active lifestyles. Research has shown a significant decrease since the 1960s in the percentage of kindergarten through 8th grade (K-8) students who bike or walk to school (from 47.7 percent in 1969 to 12.7 percent in 2009).⁴⁰

“Children deserve safe places to walk and bike – starting with the trip to school.

By starting with children and the trip to school, communities become safer places for everyone to walk and bike.

By creating safe places for everyone, communities take a major step towards meeting the national goal of ending traffic deaths on roads.”

- National Center for Safe Routes to School

According to the CDC, *Safe Routes to School* encourage increased physical activity by enabling safe, active transportation options for children. This can help decrease the prevalence of childhood obesity, reduce the risk of heart disease and promote cardiorespiratory and muscular fitness, along with other public health benefits.⁴¹ Ensuring safe routes to school can also decrease the risk of injuries in bike or pedestrian collisions. Something as simple as slowing traffic in areas where children may be walking or biking can reduce the risk of serious injury if a collision is to occur.

In addition to slowing speed, there are a variety of safety countermeasures that can be applied in areas near schools, or along routes to school, where there has been a history of collisions.



Figure 58: AAA Foundation for Traffic Safety, *Impact Speed and the Pedestrian's Risk of Severe Injury or Death*, September 2011.

⁴⁰ McDonald NC, Brown AL, Marchetti LM, Pedroso MS. US school travel, 2009: an assessment of trends. *Am J Prev Med* 2011;41(2):146–51.

⁴¹ <https://www.cdc.gov/policy/hst/hi5/saferoutes/index.html>

Collisions Near Schools in College Place

Davis Elementary School

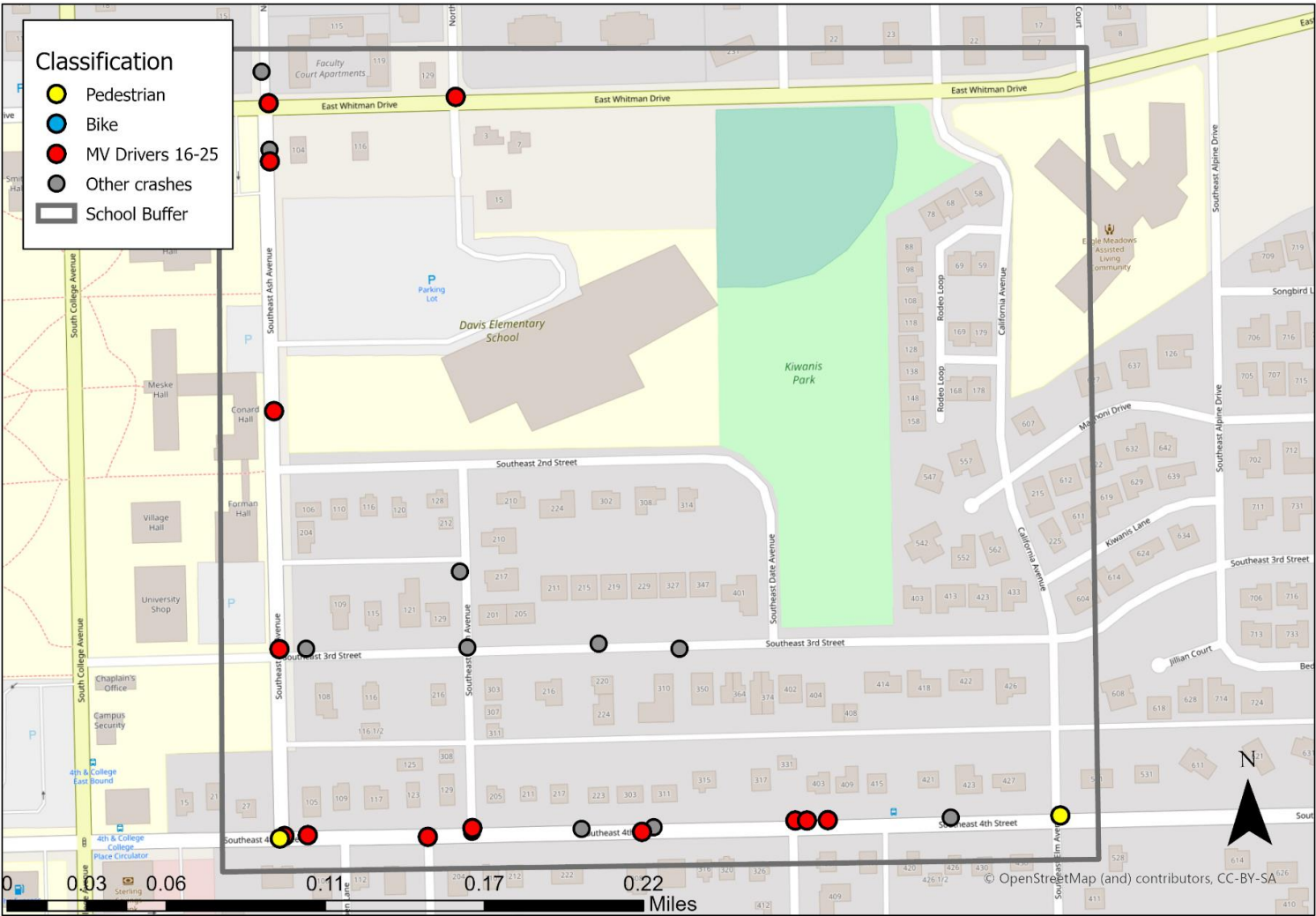


Figure 59: Collisions near Davis Elementary School

Walla Walla Valley Academy & Rogers Adventist School

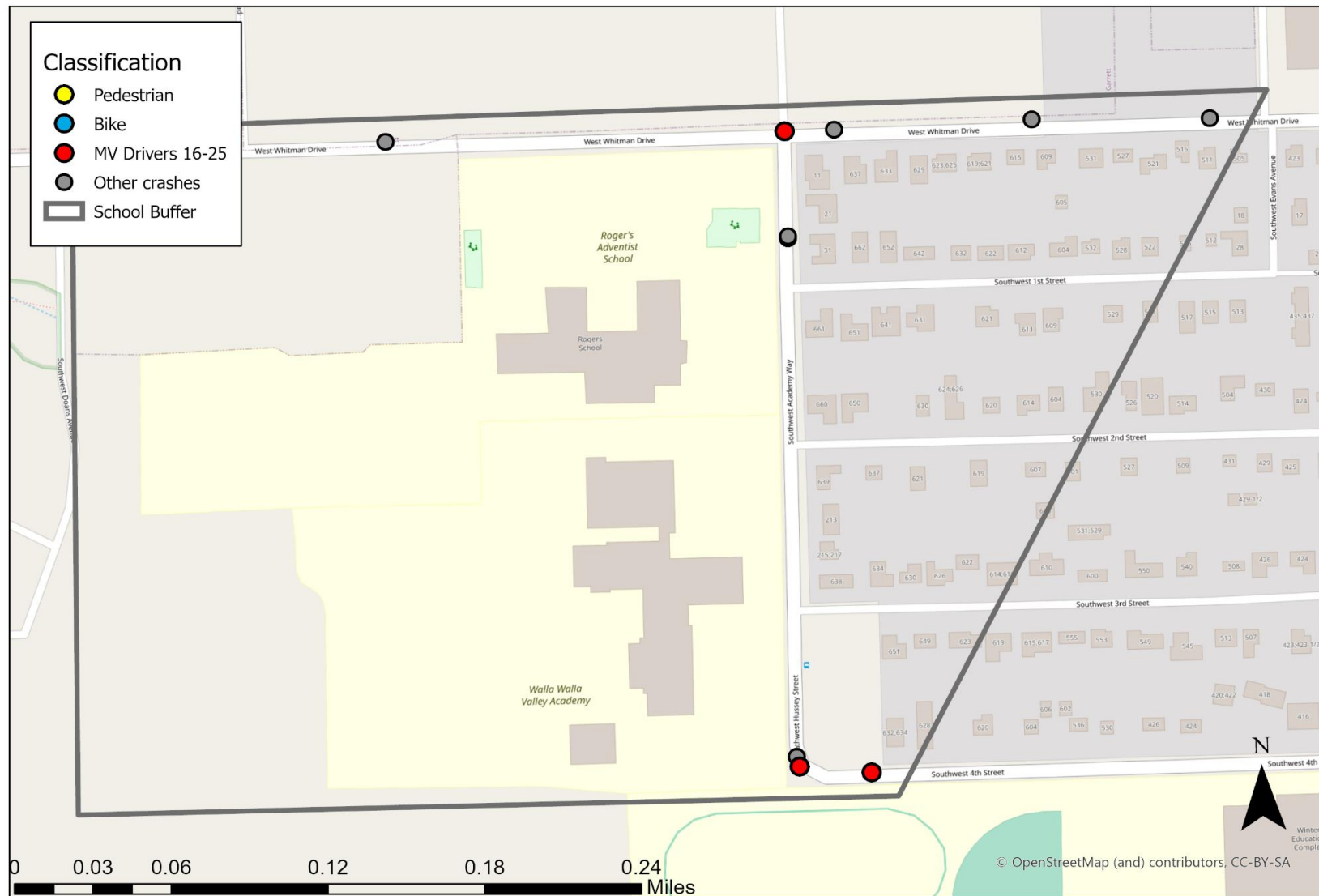


Figure 60: Collisions near Walla Walla Valley Academy and Rogers Adventist School

John Sager Middle School & College Place High School



Figure 62: Collisions near John Sager Middle School and College Place High School

Walla Walla University

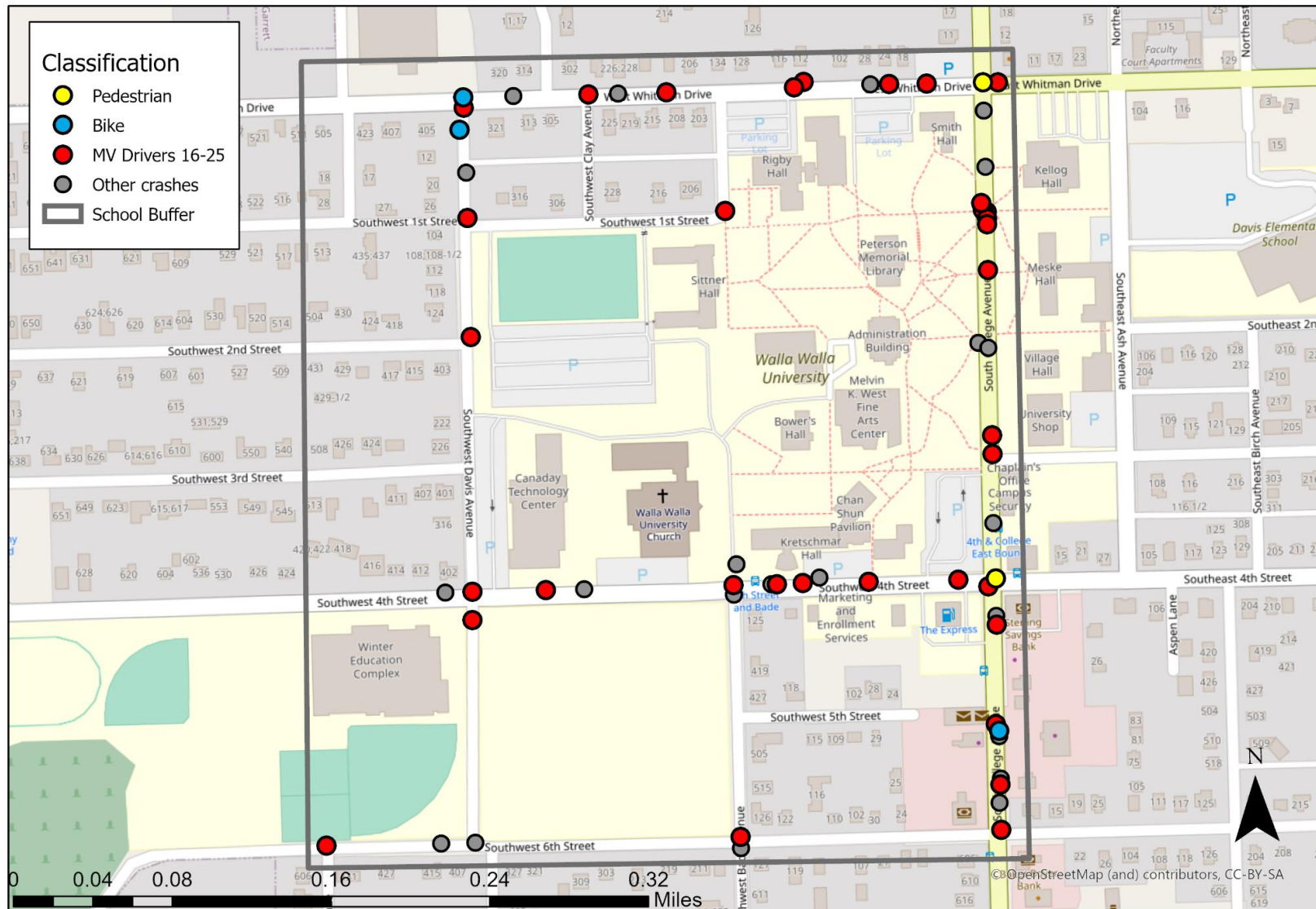


Figure 63: Collisions near Walla Walla University

Implementing Safe Routes to School

Partnership: The City of College Place can partner with College Place Public Schools, Rogers Adventist School, Walla Walla Valley Academy, and Walla Walla University in ensuring safe routes to schools throughout the community. They can identify priority projects, partner on student and community safety education, and advocate to funders like the Washington State Department of Transportation Safe Routes to School Program. The City can also partner with parents to identify which routes from residential neighborhoods to schools are the most commonly used by children.

Prioritizing Safe Routes: Nearly all communities face funding restraints. The amount of infrastructure improvement needed outweighs the amount of available funding. Communities must use a set of criteria to prioritize which safety improvements should occur first. In addition to prioritizing improvements near areas with the highest rate of high-risk collisions, the City of College Place can prioritize safety improvements along routes to school and near schools. Since College Place is about three square miles, a nontraditional buffer was selected instead of using a quarter-mile/half-mile buffer. A four-point corner buffer was selected for all schools except for one: John Sager Middle School/College Place High School.

Table 12: Summary of collisions including type and contributing factors near schools in College Place

School Locations	Total Crashes in buffer*	Including			Contributing Factors							
		Pedestrian	Bicyclists	Young Drivers	Inattentive or Distracted	Disregard Signals/ Yield	Unsafe Speeds	Follow Too Closely	Improper Movement	Drowsy	DUI	Other
Rogers Adventist School/Walla Walla Valley Academy	13			5	4		2		3			4
John Sager Middle School/College Place High School	31	2		12	11	6	2	2	2		2	6
Davis Elementary	36	2		16	14	9	1	1	5	1		5
Walla Walla University	98	2	3	54	34	14	3	13	8	1	1	24
Total	178	6	3	87	63	29	8	16	18	2	3	39

Safe Routes to School Countermeasures

Based on the predominant crash types, the following countermeasures were determined to be most practicable for locations around area schools.

Table 13: Proposed safety countermeasures for locations near schools^{42 43 44 45 46}

Countermeasure Name	Enhanced Safety Features (Beacons/ High Visibility/ Raised Crossings)	Separated Bike Lanes	Intersection Markers or Striping	Dynamic/Variable Speed Warning	Transverse Rumble Strips	Pedestrian & Driver and Bicycle & Motorist Education
Crash Types Addressed	Pedestrian	Bicycle	All crash types	All crash types	All crash types	Pedestrian and Bicycle
Crash Reduction	35%	35%	10-33%	0-41%	0-35%	(Variable)
Expected Life Span	20 years	10 years	10 years	10 years	10 years	Ongoing
Estimated Cost	\$5,000 to \$160,000	\$50 per linear foot	\$4,000 per intersection	\$43,600 per warning sign	\$600 per approach	(Variable)
Federal Funding Eligibility	90-100%	90%	100%	100%	90%	

⁴² 2018 Marin County Travel Safety Plan, accessed August 16, 2021, from:

<https://www.marincounty.org/userdata/dpw/Marin%20County%20Travel%20Safety%20Plan%20-%20Final%20Report.pdf>

⁴³ Local Road Safety – A Manual for California’s Local Road Owners, accessed August 16, 2021, from: <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/hsip/2020/lrsm2020.pdf>

⁴⁴ Safety Evaluation of Transverse Rumble Strips on Approaches to Stop-Controlled Intersections in Rural Areas, accessed September 23, from:

<https://www.fhwa.dot.gov/publications/research/safety/hsis/12047/12047.pdf>

⁴⁵ Safety Improvements on High Risk Rural Roads, accessed August 16, 2021, from:

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⁴⁶ Systemic Local Roadway Safety Plan, accessed August 16, 2021, from:

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Project List for Top Priority Locations

After a comprehensive risk assessment, the following improvements are proposed for select high-priority intersections and roadway segments.

Table 14: Priority locations for local road safety improvements by categorized by location

Location	Weighted Crash Value	Potential Improvement
Intersections		
SR 125 (MP 1.88)/ S College Ave	3.84	Collisions at this intersection were largely rear-end or angle collisions due to inattentive/distracted driving, disregard for signals/yield, and driving under the influence (DUI). Potential improvements at this signalized intersection include conversion to a roundabout, increased intersection lighting, raised median upon intersection approach, advanced dilemma-zone detection, transverse rumble strips, or intersection markers or striping.
NE Larch St/ E Whitman Dr	6.85	Collisions at this intersection were primarily angle collisions, largely due to speeding, following too close, or disregard for signals/yield. Potential improvements at this current two-way stop intersection include conversion to a four-way stop, increased intersection lighting, raised median upon intersection approach, transverse rumble strips, or intersection markers or striping.
Segments		
NE C St (From Deccio Rd to Myra Rd)	17.61	Collisions along this segment were mainly angle and rear-end collisions based on inattentive/distracted driving, following too close, and improper turn/merge. Potential improvements along this segment include street lighting installation, upgrade pavement markings, converting to a right-in/right-out, remove/relocate objects and clear recovery zone, raised median, or delineators/reflectors/object markers.

W Rose St (From NE Lambert to Carey Court)	1.39	Collisions along this segment were largely angle or stationary-object collisions due to inattentive/distracted driving, disregard for signals/yields, and unsafe speeds. Potential improvements for this segment include remove/relocate objects and clear recovery zone, raised median access management, right-in-right-out, road diet/lane conversion, edgeline rumble strip, dynamic/variable speed warning, or delineators/reflectors/object markers.
S Meadowbrook St (w/out Intersection) (SR 125 (MP-2.34) to NE Deccio Rd)	1.85	Collisions along this segment were primarily angle, side-swipe, or other types of collisions due to inattentive/distracted driving and disregard for signals/yields. One collision included a bicyclist. Potential improvements along this segment include remove/relocate objects and clear recovery zone, raised median access management, right-in-right-out, road diet/lane conversion, edgeline rumble strip, dynamic/variable speed warning, or delineators/reflectors/object markers.

School Locations

Schools	Young Drivers (% of total)	Potential Improvements
Rogers Adventist School/Walla Walla Valley Academy	5 (29.6%)	Collisions near this school were mainly due to inattentive/distracted driving, unsafe speeds, improper movement, driving under influence, and other contributing factors. Potential improvements for this area include enhanced safety features such as beacons/high visibility/raised crossings, separated bike lanes, intersection markers or striping, dynamic/variable speed warning, transverse rumble strips and pedestrian, bicyclist and motorist education.
John Sager Middle School/College Place High School	12 (38.7%)	Collisions near this school were primarily due to inattentive/ distracted driving, disregarding signals/yield, unsafe speeds, following too closely, improper movement, driving under influence, and other contributing factors. Potential improvements for this area include enhanced safety features such as beacons/high visibility/raised crossings, separated bike lanes, intersection markers or striping, dynamic/variable speed warning, transverse rumble strips and pedestrian, bicyclist and motorist education.

Davis Elementary	16 (44.4%)	Collisions near this school were largely due to inattentive/distracted driving, disregarding signals/yield, unsafe speeds, following too closely, improper movement, drowsiness, and other contributing factors. Potential improvements for this area include enhanced safety features such as beacons/high visibility/raised crossings, separated bike lanes, intersection markers or striping, transverse rumble strips and pedestrian, bicyclist and motorist education.
Walla Walla University	54 (55.1%)	Collisions near this school were primarily due to inattentive/distracted driving, disregarding signals/yield, unsafe speeds, following too closely, improper movement, drowsiness, driving under influence, and other contributing factors. Potential improvements for this area include enhanced safety features such as beacons/high visibility/raised crossings, separated bike lanes, intersection markers or striping, dynamic/variable speed warning, transverse rumble strips and pedestrian, bicyclist and motorist education.

Pedestrian/Bicycle

Locations	MV Young Drivers (% of Total)	Potential Improvement
NE Whitman Dr/SE Larch Ave <i>(Intersection)</i>	36%	Collisions for this intersection were largely due to disregarding signs and signals, failing to yield, following too closely, driving under the influence, and other contributing factors. Potential improvements for this location include leading pedestrian interval, pedestrian median/refuge island, enhanced safety features, and pedestrian, and motorist education.
College Place Post Office (S College Ave)	33%	Collisions at this location were due to a variety of contributing factors. Potential improvements for this location include leading pedestrian interval, pedestrian crossing median/refuge island, enhanced safety features such as beacons, high visibility/raised crossings, separated bike lanes, intersection or driveway pavement marking improvement, bicycle box, and pedestrian, bicyclist and motorist education.

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47. <https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/>

Travel Demand Model (2019)

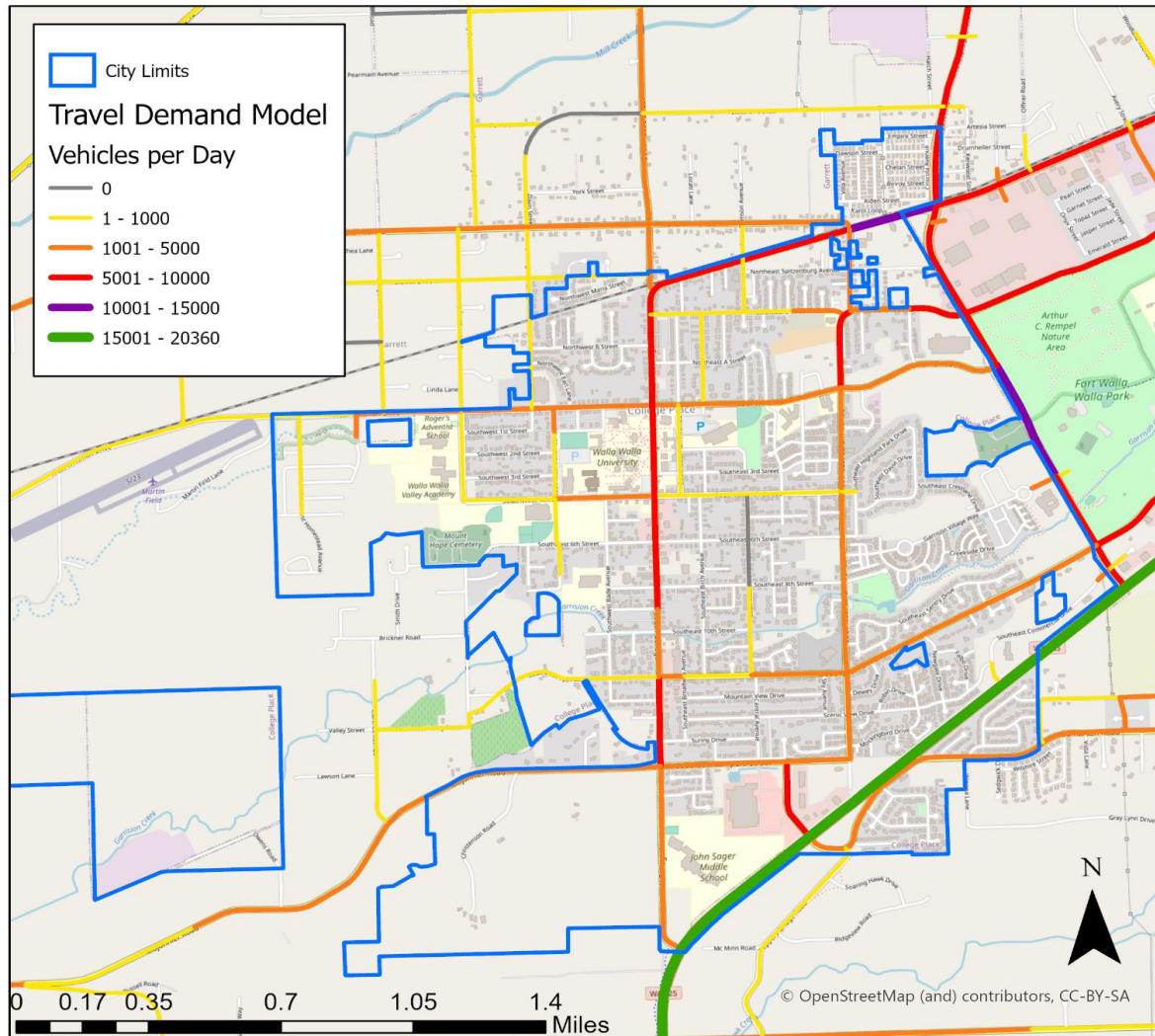


Figure 64: Travel Demand Model map of the College Place area

In general, a regional Travel Demand Model (TDM) replicates roadway networks, captures transit rider and driver travel behavior, and uses algorithms attuned to local conditions in order to show traffic flows and analyze future roadway infrastructure needs. The Walla Walla Valley TDM spans the northeastern portion of Umatilla County, Oregon and Walla Walla County, Washington, and includes the City of College Place. The traffic volumes displayed in this map show modeled year 2019 conditions, which have been calibrated against physical traffic count data.

Streetlights

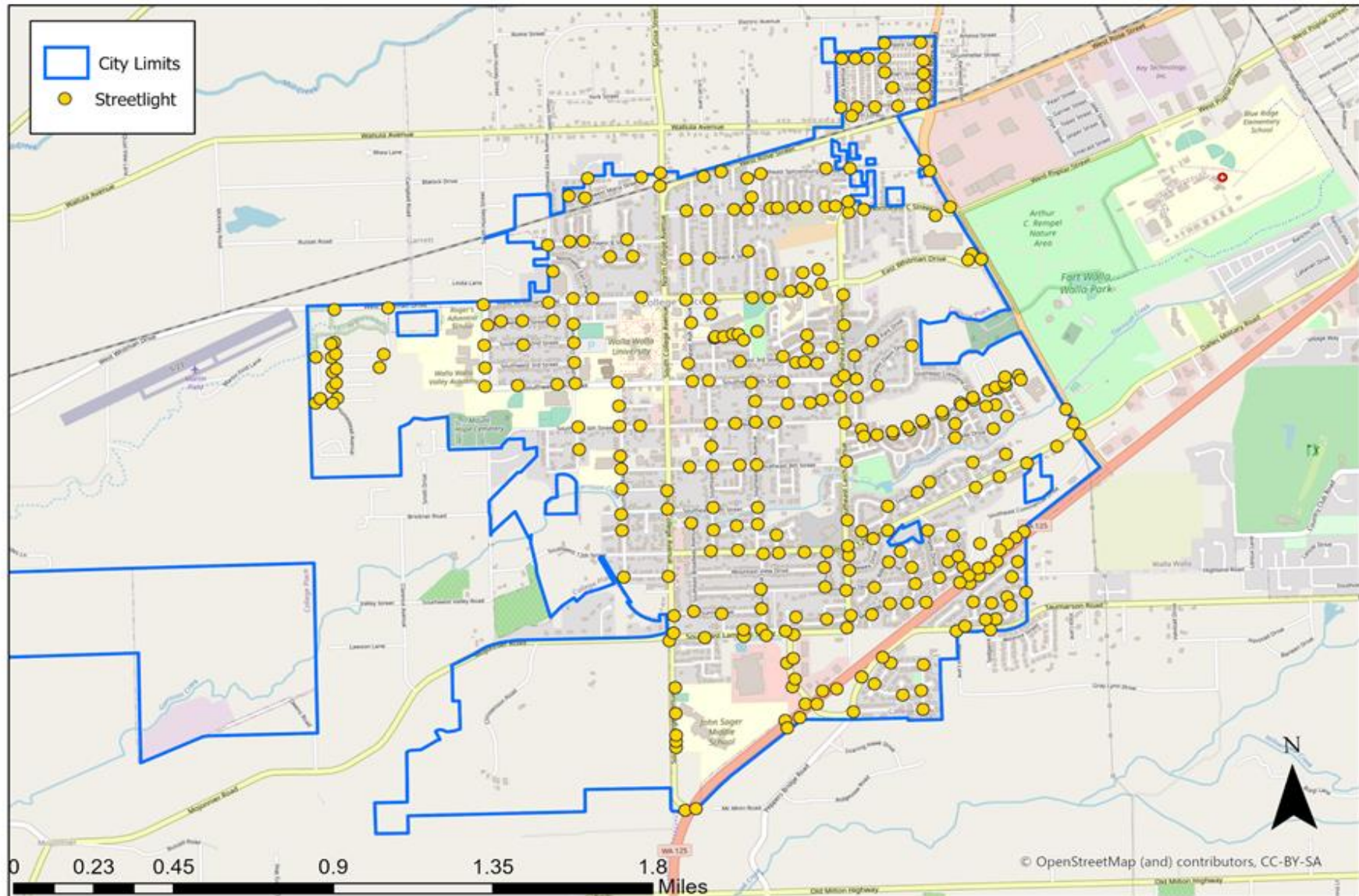


Figure 65: Streetlight inventory throughout the city of College Place

Table 15: Average Annual Collisions from 2011 to 2020 for Cities of Comparable Populations⁴⁷

Community	2020 Population	Average Collisions Per Year (2011-2020)
Toppenish	8,854	95
Orting	9,041	41
Burlington	9,152	310
College Place	9,902	67
Snohomish	10,126	178
Port Townsend	10,148	75
DuPont	10,151	40

⁴⁷ <https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/>

City of College Place, Washington
RESOLUTION NO. 21-XXX

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF COLLEGE PLACE, WASHINGTON REGARDING ADOPTION OF THE LOCAL ROAD SAFETY PLAN & INCLUSION OF PRIORITIES WITHIN THE ASSOCIATED CITYWIDE CAPITAL FACILITY & TRANSPORTATION IMPROVEMENT PLANS .

Whereas, the City of College Place is a non-charter code city governed by the rules and regulations of RCW 35A; and

Whereas, the adoption of municipal citywide Local Road Safety Plans (LRSP) are now required to complete for Washington State Department of Transportation (WSDOT) administered grant funds; and

Whereas, the College Place Local Road Safety Plan was put together through the assistance of city staff, Walla Walla Valley Metropolitan Planning Organization (WWVMPO), and the Walla Walla Valley Blue Zones; and

Whereas, the Local Road Safety Plan was previewed by the College Place Utilities & Transportation Advisory Commission during its August 19th, 2021 meeting; and

Whereas, the LRSP was introduced during the College Place City Council Workshop during its September 7th, 2021 meeting; and

Now therefore, it is hereby resolved by the City Council of the City of College Place, Washington, as follows:

1. Adoption of the College Place Local Road Safety Plan and transmittal of it to the Walla Walla Valley Metropolitan Planning Organization as well as the Washington State Department of Transportation.

Clerical Corrections. The City Clerk is authorized to make necessary clerical corrections to this resolution including, but not limited to, the correction of scrivener's/clerical errors, references, resolution numbering, section/subsection numbers and any references thereto.

Effective Date. This resolution shall take effect and be in full force upon its passage as provided by law.

PASSED by the City Council of the City of College Place, Washington, this ____ day of _____, 2021.

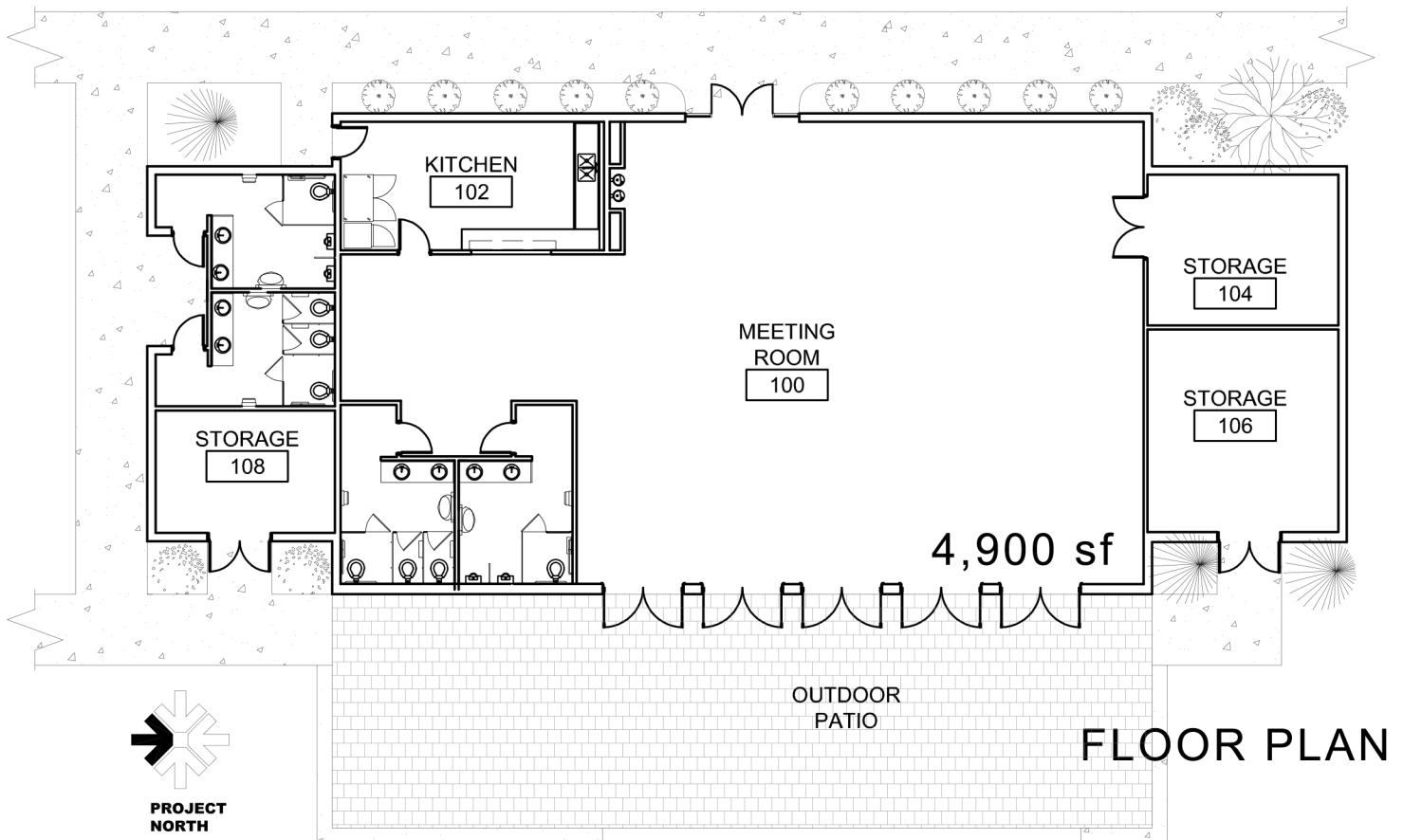
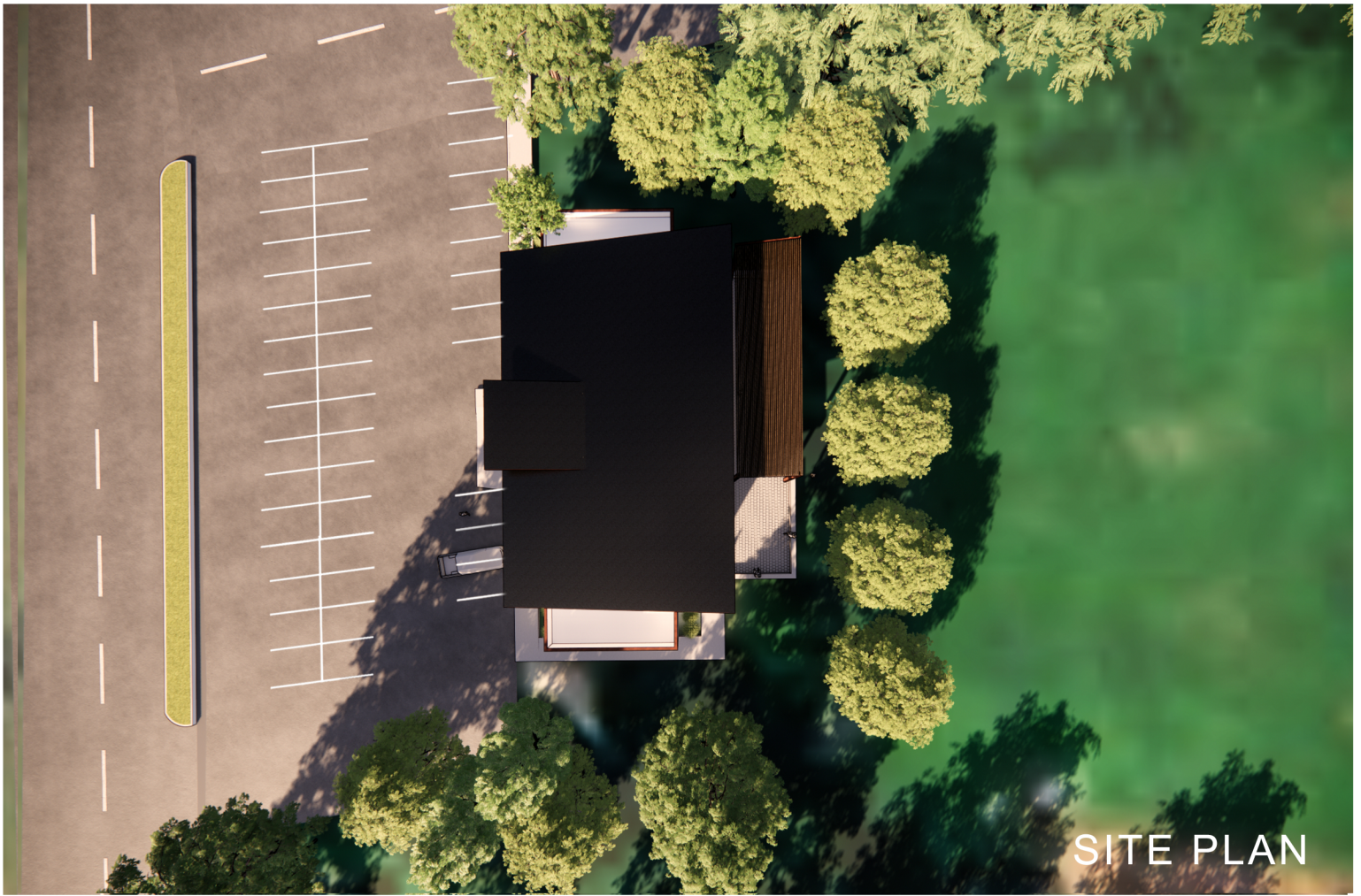
Attest:

Norma L. Hernández, Mayor

Lisa R. Neissl, CMC
City Clerk



COLLEGE PLACE COMMUNITY CENTER
CONCEPT IMAGES



COLLEGE PLACE COMMUNITY CENTER

CONCEPT IMAGES

City of College Place - Community Center Budget

Project Summary

Construction Costs

Existing Building and Parking Lot Demolition	1	ea	\$	60,000
New Building Construction (4,900 sf)	1	ea	\$	1,470,000
Rear Paver Patio with Trellis (1,200 sf)	1	ea	\$	120,000
Commercial Kitchen Equipment (small kitchen)	1	ea	\$	45,000
Parking Lot and Storm Water Improvements (20,000 sf)	1	ea	\$	200,000
Construction Contingency - 5.0%	1	ea	\$	94,750
Sale Tax on Construction Costs - 8.6%	1	ea	\$	171,119
Subtotal:			\$	2,160,869
<i>Construction per square foot cost (with sales tax)</i>				<i>4,900 \$ 440.99</i>

Consultant Services

Basic A/E Design Services	1	ea	\$	259,304
Additional A/E Services & Reimbursable Allowance	1	ea	\$	40,000
Geotechnical Survey and Report	1	ea	\$	6,000
Site Survey and Topo	1	ea	\$	6,000
Hazardous Material Abatement Survey			n/a	
Storm Water Protection Plan	1	ea	\$	7,500
Environmental Mitigation Services			n/a	
Mechanical/Electrical Commissioning Agent (estimate)	1	ea	n/a	
Material Testing & Special Inspection Agent (estimate)	1	ea	\$	9,000
Construction Management - 1.5%			\$	32,413
Subtotal:			\$	360,217

Other Project Costs

City Review and Permit Fees (estimate)	1	ea	\$	48,000
Owner Insurance (estimate)	1	ea	\$	20,000
Utility Tie-In and Fees (estimate)	1	ea	\$	35,000
One Year Construction Escalation 2022 - 5%	1	ea	\$	108,043
Furnishings, Fixtures and Equipment - 10%	1	ea	\$	216,087
Sale Tax on Equipment - 8.6%	1	ea	\$	18,583
Subtotal:			\$	445,714

ESTIMATED PROJECT TOTAL:

\$ 2,966,799

Total project per square foot cost 4,900 \$ 605.47

CITY OF COLLEGE PLACE PRESENTS

TRUNK **OR** TREAT



OCT 29, 2021

City Hall Municipal Building
625 S College Avenue

More Information
Visit cpwa.com

3-6 PM

City of College Place: Development Activity - October 2021

Project Name	Use	Location	Status	Lead Generated
Commercial/Industrial				
Project CK	Gas Station & Convenience Store	NW corner of 12th & Myra	- Jan 2019 In site negotiations. - March 2021 Still conducting due diligence, also considering franchising the convenience store moniker to existing business on College Ave corridor. - April 2021 No update. - May 2021 New Real Estate Manager. Conducting due diligence. If buying looking at also developing other retail plaza uses adjacent. - October 2021 Still reviewing sites.	ICSC Las Vegas
Project Chocolate	Restaurant, Retail Store, and Chocolate Manufacturing	Meadowbrook Area	- August 2021 Chocolatier contacted Chamber and is looking to relocate from Puget Sound to Walla Walla Area. Interested in Hop Thief Area. - October 2021 Still in due diligence.	Chamber

Project Dominick	Existing retailer in the valley.	NW corner of 12th & Myra	- May 2021 Contacted by real estate manager. The business is one year out from end of 20 year lease at shopping center on Plaza Way. With the construction and tandom roundabout and traffic light they are concerned about traffic patterns. Weighing weather or not to renew lease or relocate. - August 2021 Doing site due diligence. - October 2021 No update.	Phone call from business.
Project HM	Automotive	College Avenue Corridor	- March 2020 Coffee shop located on west side of Walla Walla is potentially interested in opening a second location as primarily a drive through with large outdoor patio seating at southwest corner of 9th and College Avenues. Preliminary engineering meeting scheduled. - March 2021 Old car wash demo'ed. No update. - April 2021 No Update - May 2021 Adjusting site plan. New architect. Still plan on doing business. - October 2021 Working through needed edits to plans.	Local Business.

Project FM	Medium sized grocery and general merchandise store.	College Avenue, across from College Place High School.	- Jan 2019 This site is shortlisted with another site at end of Myra Rd in Walla Walla. User would like to open up by 2021/2022. - October 2019 Will commit to site once wastewater trunk is done next Summer. Gave city benchmarks to hit. Closing on lift station sewer property. - November 2019 City closed on lift station property. Achieving timelines. - February 2020 No change. - March 2020 Wastewater engineering plans will be done by June then to construction of sewer. This project is contingent on City getting sewer constructed. - March 2021 Company still interested. Waiting on SW Sewer to be completed. - October 2021 Awaiting Sewer. Still under consideration.	Discussion with potential client.
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Project BK	Fast food burger establishment.	Either SR 125 & Commercial Dr or Tamaurson & SR 125.	- Jan 2019 Two sites are shortlisted. In due diligence/negotiation phase. - August 2019 Due diligence. - September 2019 Site agreement signed. - October 2019 Construction to take place next Spring. - December 2019 Getting plans together. - January 2020 Conceptual plans turned into City. - February 2020 Also reviewing a site on Commercial Drive. - March 2020 Continue to work with corporate on final location of Burger King. - July 2020 On hold. - March 2021 Going through final site plan process on vacant site adjacent to Aspen Dental. - April 2021 Corporate has given consultants permission for site. - October 2021 Final plans being submitted. Positioning for Winter/Spring Ground Breaking.	ICSC Las Vegas
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Project W	Fast Food restaurant	Meadowbrook Area	- June 2019 Corporate looking to open up a tri-branded location of a fast food restaurant. - August 2019 Due diligence underway on Meadowbrook taxlots. - October 2019 Sites narrowed to Commercial Drive and Tamaurson - November 2019 Narrowed to Commercial Dr site. - March 2020 Site negotiations ongoing for Commercial Drive. - July 2020 Project on hold. - October 2021 Project on hold.	ICSC Las Vegas
Project D	Sit Down restaurant	Sites are either SR 125/Commercial Drive or SR 125/Tamaurson.	- Jan 2019 Two sites are going through due diligence. - Mar 2019 Due diligence continues. - April 2019 Awaiting plans from State about SR 125 to determine next move. - June 2019 Waiting for the Myra and SR 125 intersection to be improved for site to be acquired. - August 2019 Awaiting permanent Myra/SR 125/Commercial Dr plans. - March 2020 No Change - March 2021 Project on hold. Waiting for left turn lane from North Myra onto Commercial. - October 2021 No change.	ICSC Las Vegas

Project Flight	Aerospace Manufacturing	Martin Airfield	- September 2019 Interest by incoming owner of Airfield about potential siting of facility on west side of property. Improve airport. Likely this project will start between four and five years. - October 2019 Airfield now owned by Tarragon/Mike Corliss. - February 2020 No Change. - August 2020 Tarragon doing preliminary planning of site. - April 2021 Tarragon is working on a Light Industrial Airport Zoning Overlay proposal to County and City. - October 2021 Zoning overlay before County Commissioners.	Property owner.
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			- September 2019 Board of company getting ready to approve purchase of 1.94 acre John Stejer site behind Banner Bank. - October 2019 Awaiting word from Board of this company. - November 2019 Property deal closed. Goodwill is moving to College Place by March 2021. - December 2019 Goodwill is working on site plans. They control site. - February 2020 Plans are in development. - March 2020 Developing preliminary site plans. - March 2021 Working through final engineering plans. Plan for Spring ground breaking. - October 2021 Foundation being poured.	
Project GW/Goodwill	Second hand store	C Street across from Home Depot		Board member of Company
			Urgent care facility is interested in locating on Commercial Drive. - August 2021 Working on site plans. - October 2021 Early site plans submitted.	
Project Medical	Urgent Care Facility	Commercial Drive		Random email.
Residential				

Homestead Subdivision Phase 3C, 3D, and 3E.	Residential subdivision constructed by Hayden Homes.	Homestead and Doans Street south of Fourth Street.	- April 2021 Water connections installed for Phase 3E. Homes under construction. - May 2021 Working on Phase 3E on Julia. Have submitted Phase 3F wise size homes to the east of Doans. - August 2021 Plans submitted for right size homes off of Doans.	Hayden Homes has owned property for the last decade.
Villages at Fort Walla Walla	180 multi-family apartment units.	South side of Whitman Drive/Deccion intersection.	- Jan 2019 Plan submittal is being reviewed by development staff. Spring 2019 construction. - Feb 2019 Plans reviewed and approved. - October 2019 Engineering issuing approval for first group of buildings. - November 2019 Engineer will likely be starting work again. Was told to idle by developer. - February 2020 Farran requested groundbreak meeting with staff in February. - July 2020 Q4 groundbreaking. - March 2021 Invoiced developer. They have not communicated future plans after several follow up emails. - October 2021 Delays due to legal issues between land owner and previous land owner.	Port of Walla Walla was approached by Farran Group about property and was directed to Bob Price and the City.

Country Estates	Additional manufactured units on former Poor Form House property.	924 SE Scenic View Dr	- Jan 2019 Poor Farm House is demolished. Site ready for manufactured unit construction. - Feb 2019 Development plans for additional units turned into the Community Development Department. - March 2019 Waiting for additional information from Country Estates. - April 2019 Met with property owner to discuss plans and what was needed to move development along. - August 2019 Awaiting revised plans. - March 2021 Working through site plan process. - April 2021. Out for public comment. Short Plat. - October 2021 Working through edits on plans.	Property owner.
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Sirmon Development	Multi-family apartments.	942 NE Spitzenburg St	- Jan 2019 Plan submittal is being reviewed by development staff. - Feb 2019 Development needs fire flow test. Applicant will coordinate with Green Tank Irrigation District. - Sept 2019 Site passed flow test. It does support multifamily now. - November 2019 Planning to develop next Summer. - March 2021 Still planning on doing this development this year. - April 2021 Awaiting final engineering drawings. - August 2021 Final edits to drawings underway. - October 2021 One plat developed. Getting ready for development.	Property owner.
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Stone Creek Development.	Single & Multi-Family	197 Mojonnier Rd	- Feb 2019 SW Trunk Line MOU contents agreed upon with property owners. MOU needed to make this property and others developable. - Jan 2020 Working on easements right-of-way for wastewater trunk line. - March 2020 Property owner short platting development to permit more developable tracts. - March 2021 Boundary line adjustments approved. - Processing short plat for Christianson part of property. - October 2021 In final discussions with large developer out of Spokane to acquire Mr. Christensen's property for a variety of housing types.	Property owner.
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			- June 2019 Turned in preliminary plans for additional multifamily structures. -November 2019 Planning approvals done. In Civil review. - December 2019 Ongoing - January 2020 Apartment building under construction. - February 2020 Under construction. - March 2020 Apartments continue to be under construction. - July 2020 Construction continues. - October 2021 Building Construction continues.	
Hanby	Multi-family apartments.	West side of College & Sunny		Property owner.
			- March 2021 Working through developer inquiry on potential for cottage housing development for developmentally disabled. Would need County to bring whole property into College Place UGA. Only part of it is. - October 2021 No change.	
Project Wallula	Cottage housing for developmentally disabled.	North side of Wallula Rd adjacent to Sunset Villa		Property owner.

Whispering Creek Subdivision	Single Family	620 SE 8th Street	- Feb 2019 Annexation hearing set for the property. - Mar 2019 Property annexed at February 26th, 2019 Council meeting. Awaiting plans. - Sept 2019 Awaiting revisions from developers engineer. - Dec 2019 Scheduled public hearing with Hearing Examiner. - Feb 2020 Hearing examiner issuing conditions for development. - March 2020 Working with developer and engineer on final review. - July 2020 Utilities installed. Roadway is being constructed. Housing construction has started. - March 2021 Continue constructing homes. - October 2021 Homes under construction.	Property owner.
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