Walla Walla Valley MPO / SRTPO

Reliable Rural Access
Connections, Safety, Preservation
TO BE SHARED TODAY …

- Walla Walla Valley Snapshot
- Public Transportation
  › Grape Line
  › iTransitNW
- Bicycle and Pedestrian Transportation
- Traffic Safety
- Preservation and Maintenance
- A Recap … The Good & The Bad
• Bi-State MPO & WA RTPO
• 1,300 square miles in SE WA and NE OR
• Population of 68,000
• Growth <1% per year
• Members
  › 2 State DOTS, 2 Counties, 5 Cities, 2 Transit Providers, 1 Port (Econ. Dev.)
• Greatest Challenges
  › Safety and Preservation $$
Public Transportation

- Multiple Providers
  - Valley Transit
  - Milton Freewater PT
  - Columbia County PT
  - Kayak Public Transit
  - Grant County People Mover
  - Grape Line

- Transit Center in downtown Walla Walla

- Severely limited rural service

Grape Line
- 3 round-trips per day – 7 days per week
- Some stops only by reservation
- Put in place after Greyhound service stopped
Public Transportation
• iTransitNW.com

• Real-time Info for All Regional Providers
  › Real-time bus location
  › Bus arrival time estimates
  › Rider Alerts
  › Trip planning across systems
Bicycle and Pedestrian Transportation

- Blue Mountain Region Trails Plan
  - 30 partner agencies
  - Extensive public outreach
  - Blue-print but no $$ on hand
Bicycle and Pedestrian Transportation

- Addressing ADA
  - Inventories progressing
  - Transition Plans in various stages of development
  - Significant cost related to addressing current barriers

- Oregon affected by Landmark Settlement
  - 30.6k ramps of which 94.6% are non-compliant
Traffic Safety

• Crash Statistics & Analysis
  › Always been tracked
  › Now, more closely observed since MAP-21’s mandated performance-based planning

• 5-yr trend of 5 measures
  › Fatalities (F) and rate
  › Serious injuries (SI) and rate
  › Non-motorist involved

• Oregon (2012-2016)
  › All trended down “positively”

• WWVMPO (Oregon pt.)
  › All trended up “negatively”

  › # of fatalities and rate are up

• WWVMPO (Washington pt.)
  › Highest rate statewide
  › Non-motorist F & SI increased
**Preservation and Maintenance**

- **Public Roadway Inventory**
  - 1,053 miles of local roads
  - 195 miles of state routes

- **“Local” Functional Classified – Eligible for Federal Grants**
  - 396.5 miles = 37.6% of local roads

- **Pavement Conditions (NHS)**
  - 3.6% good / 22% poor

- **Bridge Conditions**
  - 61.1% good / <1% poor

- **Bicycle & Pedestrian Assets**
  - Conditions not fully assessed
**Preservation and Maintenance**

- **Current Preservation Efforts**
  - 10-yr Chip Seal cycle

- **Needed Maintenance for “State of Good Repair”**
  - 7-yr chip seal, 15-yr pavement cycle, and rehab of select arterials

2015 – 2040 Maintenance Funding

- Current Maintenance Funding (in million $)
  - $139.3

- Additional Funding Needed (in million $)
  - $360.7
A RECAP

THE GOOD

• Great coverage and transit options in urban center
• Extensive bicycle, pedestrian and non-motorized trails planning effort
• Low vehicle miles of travel and low congestion
• Working together the “Walla Walla Way”

THE BAD

• Rural mobility solely limited to private automobile
• Limited funding for implementation and ADA transition
• High rate of pedestrian- and bike-involved crashes and highest average fatality rate
• Historically underfunded preservation
THANK YOU FOR YOUR INTEREST!

Andrea Weckmueller-Behringer
Executive Director
Walla Walla Valley MPO/SRTPO
509-876-8002
abehringer@wwvmpo.org

Find us online
www.vmpo.org