



Agenda
Planning Commission Workshop Meeting
Wednesday, February 11, 2026
Richland City Hall ~ Council Chambers
625 Swift Boulevard

Regular Workshop - 6:00 p.m.

Call to Order/Attendance

Agenda Items

- I. Transportation System Plan Update and Exercise - Transpo Group & AHBL
 - Nicole Stickney

Adjournment

Richland City Hall is ADA accessible. Requests for sign interpreters, audio equipment, and/or other special services must be received 48 hours prior to the meeting by calling the City Clerk's Office at 509-942-7389.



PLANNING COMMISSION AGENDA ITEM COVERSHEET

Meeting Date: 2/11/2026

Agenda Category: Agenda Items

Prepared By: Nicole Stickney

Subject

Transportation System Plan Update and Exercise - Transpo Group & AHBL

Strategic Priority

Strategic Priority 3 - Focused Development

Strategic Priority 4 - Quality of Life

Recommended Motion

None.

Summary

Transpo Group will provide an overview of the Transportation System Plan (TSP) update that is underway. Project objectives and new methods for project prioritization will be covered. The TSP update will incorporate topics including Climate Change response requirements (approaches to reduce greenhouse gas emissions), shifts in travel patterns and behaviors, and the new requirement to establish and measure non-motorized Levels of Service in the transportation system using a qualitative approach known as "Level of Traffic Stress."

Additionally, AHBL will guide all those in attendance in a simple interactive exercise relating how local considerations and decisions are made to policy choices and resource allocation.

Attachments

1. 2026.02.11 Transportation System Plan Presentation for PC

FUTURE IN FOCUS

CITY OF RICHLAND

TRANSPORTATION SYSTEM PLAN



Planning Commission Workshop
February 11, 2026

WHAT ARE THE OBJECTIVES?



**Support
Comprehensive
Plan and City
vision**

(City Strategic Plan)



**Meet Growth
Management
Act (GMA)
requirements**



**Determine and
prioritize
transportation
needs serving
all modes**

*(Comprehensive
Plan: Transportation
Element)*



**Review and
update
Transportation
Goals and
Policies**

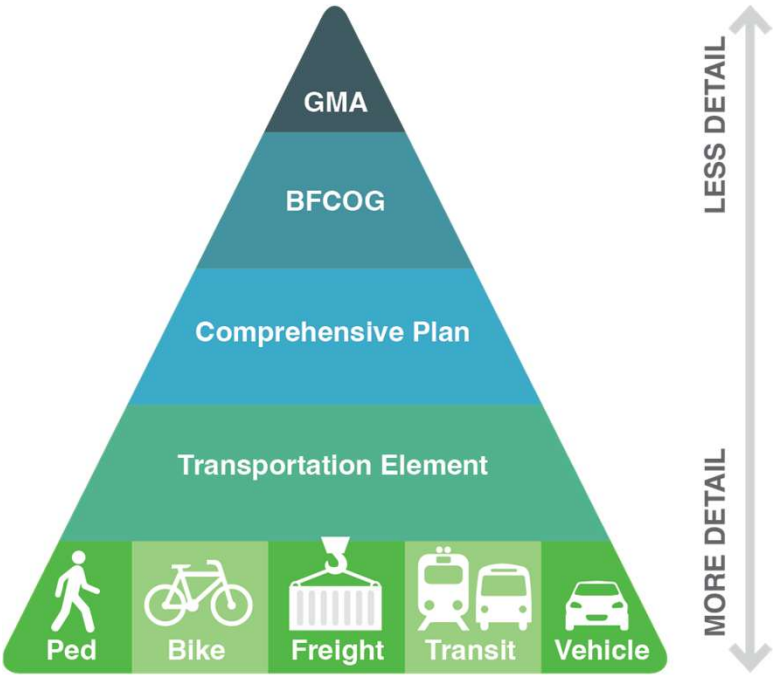


**Establish
multimodal
level of service
standards**



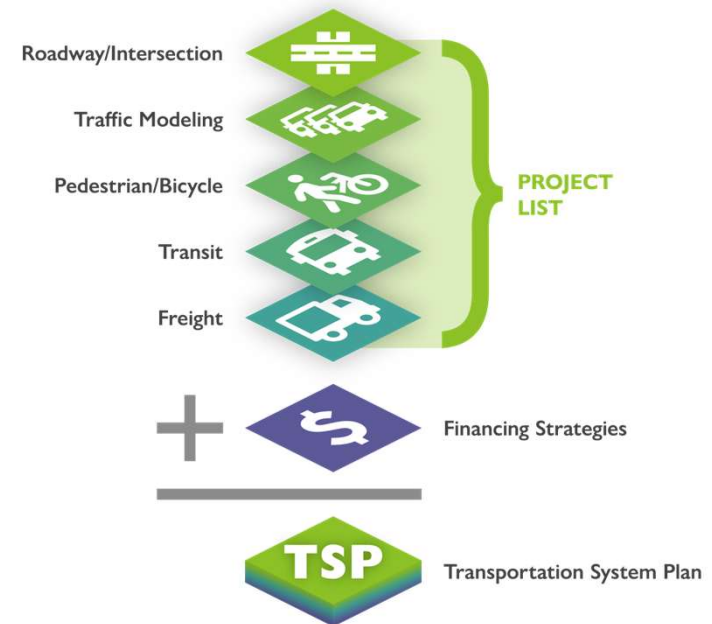
**Confirm
sustainable
transportation
funding
strategies**

HOW DOES THE PLANNING FIT TOGETHER?



HOW WILL THE NEW TSP BE DIFFERENT FROM THE 2005 PLAN?

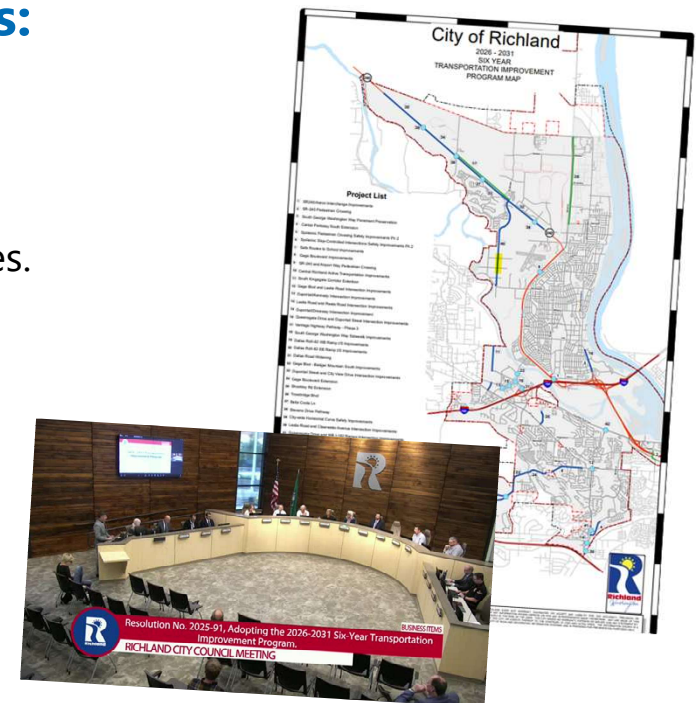
- Horizon year changed from 2020 (in the 2005 plan) to 2035 and 2045
- Implementation of Multimodal LOS
- Identify pedestrian and bike system needs to improve safety and comfort
- Updated long-term project list and costs
- Financial strategies to identify how the high priority projects can be implemented



HOW IS THIS PLAN DIFFERENT FROM ANNUAL TIP UPDATE?

Transportation Improvement Plan (TIP) Updates:

- Identifies projects and funding for a 6-year period
 - Most recent version: For 2026-2031; Reviewed by the Parks Board and Planning Commission; Approved by Council via Res. 2025-91
- Ongoing pavement preservation, Safe Routes to Schools projects
- Used by BFCOG (the MPO) and WSDOT



Pause - Activity



**DECIDE
WITH YOUR
DOLLARS!**



**BUDGET:
\$100**



BUDGET:
\$100

Nominated Categories:

Extend Existing Trails

Electric Charging Stations
(only at Medical Clinics/ Centers)

New Sidewalks

Bike Lanes

Improved Transit Stops

Wayfinding/Signage for Tourists

WHAT IS THE PROCESS FOR UPDATING THE TSP?



HOW ARE WE ENGAGING THE COMMUNITY IN THE TSP?



Surveys, Fact Sheets & Other
Online Engagement



Public Workshops & Events

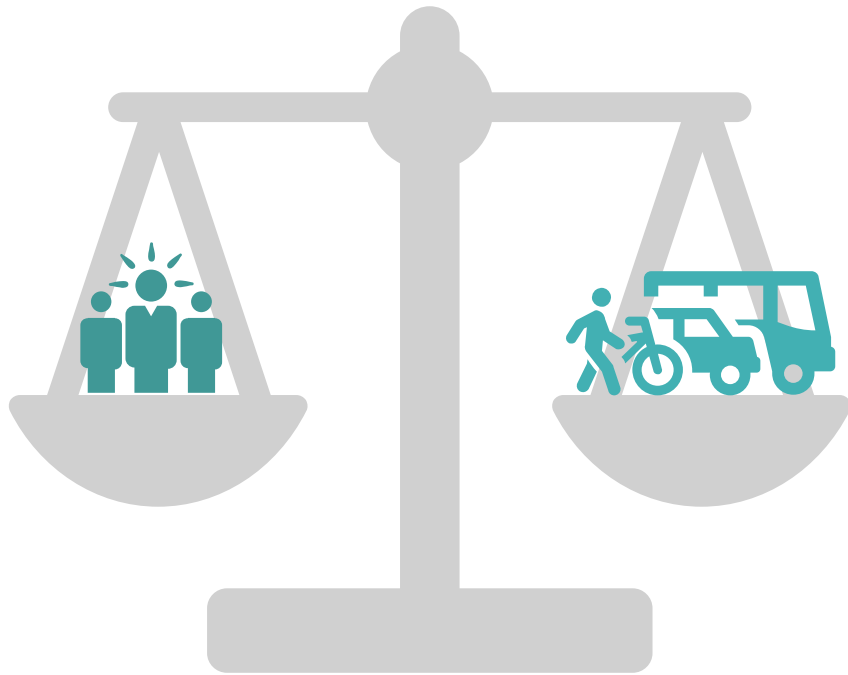


Steering Committee



Planning Commission &
City Council Meetings





HOW DO WE DETERMINE PROJECTS AND PRIORITIES?

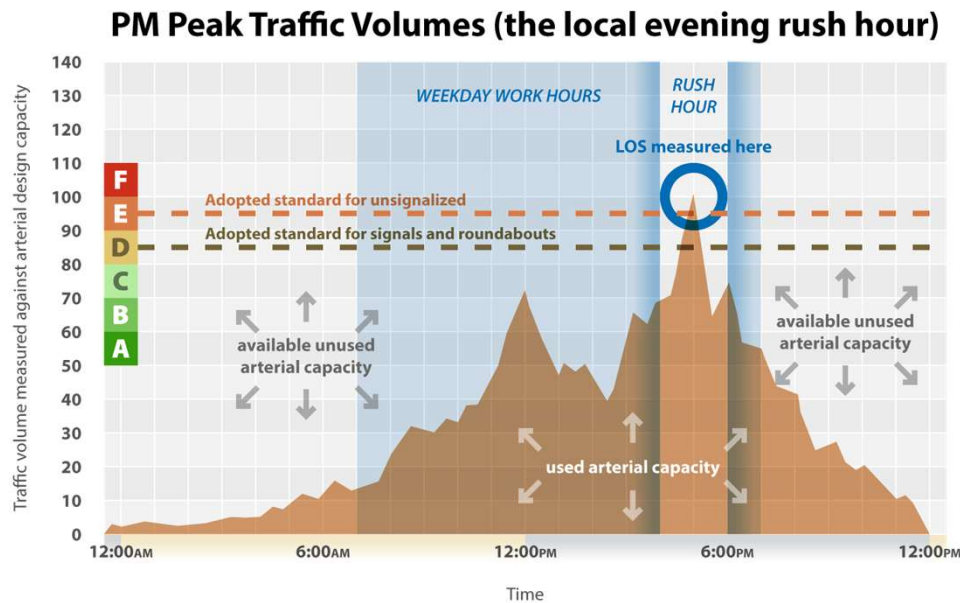
HOW IS MOTORIZED LEVEL OF SERVICE (LOS) DETERMINED?



Intersection Delay/
seconds per vehicle
(driver inconvenience)

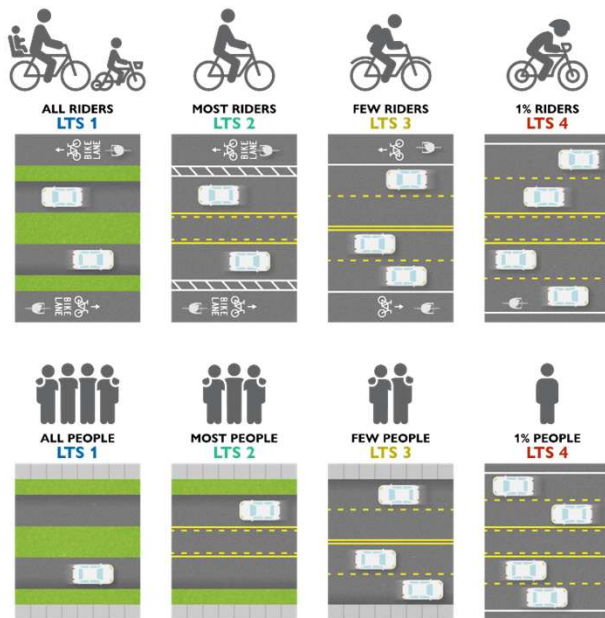


WHAT ARE ISSUES WITH MOTORIZED LEVEL OF SERVICE (LOS)?




- Counts Cars, Not People
- Measures Driver Inconvenience
- Demand exceeds supply during narrow PM Peak Hour; Does not equal "Failure"
- Major funding decisions using public tax dollars that will last for decades
- Auto-centric LOS standards require auto-centric "capacity" (widening) mitigation
- Contributes to urban sprawl and even more traffic congestion

HOW CAN WE DETERMINE ACTIVE TRANSPORTATION LEVEL OF SERVICE (LOS)?




Level of Traffic Street (LTS) is a measure used to evaluate comfort and safety for pedestrians and bicyclists.

HOW CAN WE DETERMINE ACTIVE TRANSPORTATION LEVEL OF SERVICE (LOS)?

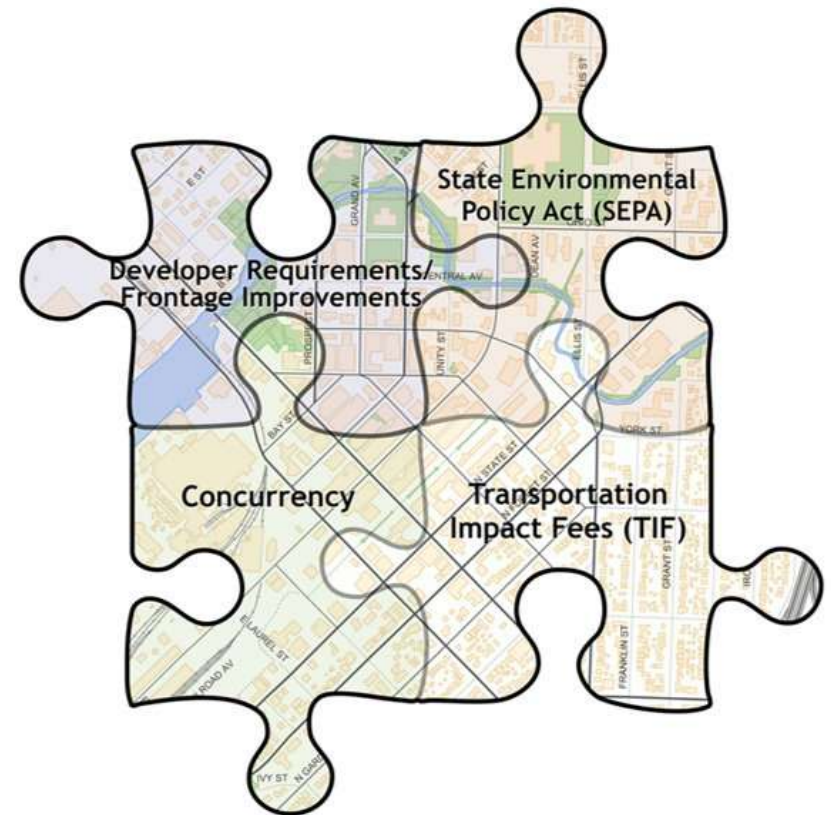
- Measure of the comfort level of a pedestrian or bicycle facility
 - Rated on a scale
 - **LTS 1** (suitable for low confidence users)
 - **LTS 2** (accommodates most users)
 - **LTS 3** (suitable for confident users)
 - **LTS 4** (not suitable for most users)
- 

WHAT ARE THE BENEFITS OF MULTIMODAL LOS?

- Improved safety
 - Supports healthy lifestyle
 - Reducing vehicle miles travelled
 - Enhances comfort for walking and biking
 - Reduces stress for both active transportation and drivers
 - Overall supports Richland's transportation goals and policies
- 

WHAT IS TRANSPORTATION CONCURRENCY?

- Primary tool for development review
- GMA requirement
- **Adequate** transportation systems to serve planned growth within **6 years**
- Required for development approval



WHY IS TRANSPORTATION CONCURRENCY IMPORTANT?

- Links **LAND USE** with **MULTIMODAL TRANSPORTATION** and capital improvement plans, providing a tool for effectively managing and balancing community growth.

HOW DO WE MAKE SURE THE PLAN IS BALANCED?



Multimodal Improvements

- Road and intersection projects
- Pedestrian, bicycle, and transit facility projects
- Maintenance and preservation projects



Concurrency/Level Of Service (LOS)

- Maintain LOS standards
- Measures adequacy of facilities/services
- Timing of facilities/services



Finance

- Local funding
- Traffic impact fees
- Transportation benefit district
- Grants
- Developer mitigation

Pause - Activity





BUDGET:
~~\$100~~ \$90

Nominated Categories:

Extend Existing Trails

Electric Charging Stations
(only at Medical Clinics/ Centers)

New Sidewalks

Bike Lanes

Improved Transit Stops

Wayfinding/Signage for Tourists

MAINTENANCE:

Any money that you previously dedicated towards sidewalks or improved transit stops you must keep (can't reallocate) AND you must **double it** for future maintenance purposes

COLLABORATION:

If you had planned to spend at least \$20 on trails you can leverage matching state funds from a recreation grant (add \$20+ to your budget!)

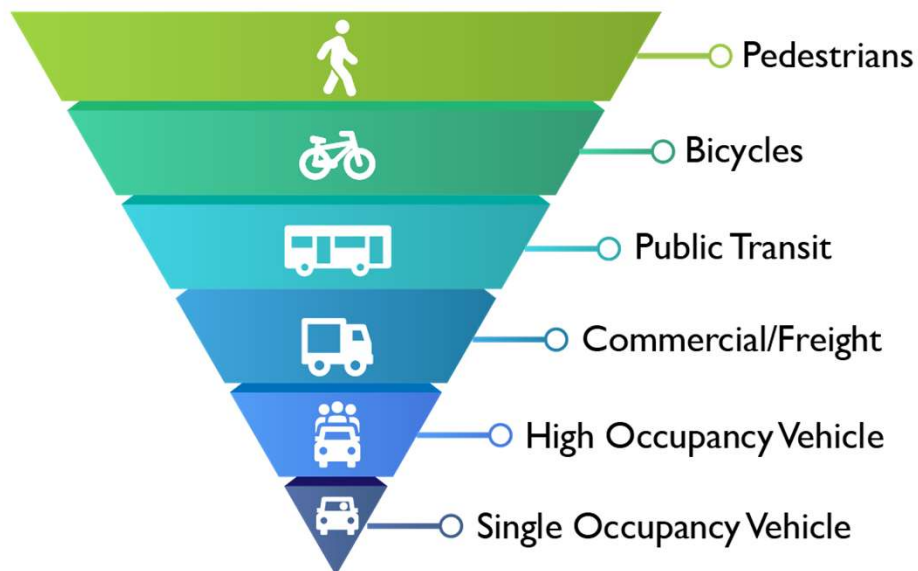
MANDATES:

If you wanted to spend any money on charging stations you must add 25% of the cost for a new energy initiative per a new state program (*or, you may reallocate the \$ if you decide to not do the project after all*)

Conclusion



WHO ARE WE PLANNING FOR?



BALANCE

ALL mobility needs for **ALL** modes must be carefully considered, **BALANCED**, and implemented for the **MULTIMODAL** transportation system to provide space and safety for **EVERYONE**.

WHAT MUST WE CONSIDER?

**WANTED
OUTCOMES:**

Equity +
Health +
Safety +

**CLIMATE
CHANGE:**

Vehicle miles
traveled (vmt)
reduction goals



**MODERN
MOBILITY
ASPECTS:**

Autonomous,
connected,
Electric,
Shared rides
E-bikes

**CHANGED
NEEDS FROM:**

Telework,
Telehealth,
E-learning,
E-commerce

Activity Results

Discussion and Questions



LOS Standard and Projects

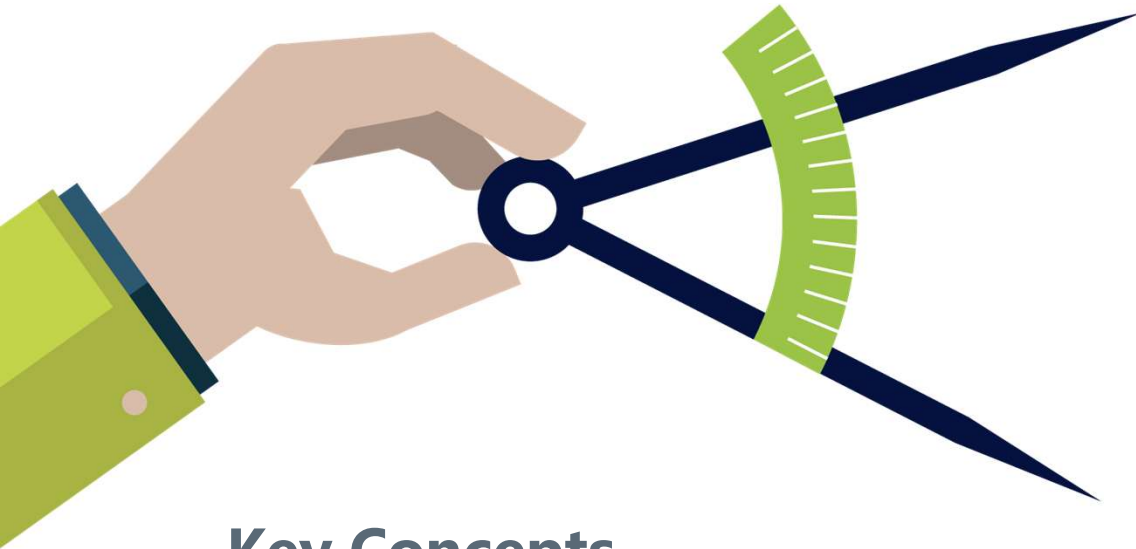
How high are you setting the bar?

<u>LOS</u>		<u>Cost</u>
A	→ Cannot Build Enough Projects	\$\$\$\$
B	→ More/Larger Projects Needed	\$\$\$
C	→ Fewer/Smaller Projects Needed	\$\$
D		
F	→ No Projects Needed	\$



You Get What You Measure

CITY OF RICHLAND **TRANSPORTATION SYSTEM PLAN**



**Inadequate
Metrics**
Result in
**Inadequate
Outcomes**

Key Concepts

- WA Comprehensive Plan and Concurrency Requirements
- Traditional Vehicular LOS Standards & Perspectives
- Outcomes Resulting from Inadequate Tools & Metrics



**TRANSPORTATION
CONCURRENCY**

**TRANSPORTATION
IMPACT ANALYSIS**

**STREET FRONTAGE
IMPROVEMENTS**

**TRANSPORTATION
IMPACT FEES**



HCM LOS measures count individual vehicles; not human occupants in the vehicles



Ave. vehicle design = 4+ people
Ave. vehicle occupancy = +/- 1.25 persons/vehicle



LOS "F" = 100% capacity for vehicles, but only 20% - 25% capacity for moving people

