



Agenda
Planning Commission Workshop
Wednesday, May 13, 2026
Richland City Hall - Council Chambers
625 Swift Boulevard

Regular Workshop - 6:00 p.m.

Call to Order/Attendance

Agenda Items

1. Comprehensive Plan Update - Transportation Survey Results Discussion
- Nicole Stickney, AHBL
2. 2027-2032 Transportation Improvements Program Presentation
- Carlo D'Alessandro, Public Works Director

Adjournment

Richland City Hall is ADA accessible. Any individual who has difficulty attending the meeting in-person may request to provide comments remotely. (RCW Ch. 42.30) 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 WORKSHOP AGENDA ITEM STAFF REPORT

Meeting Date: 5/13/2026

Agenda Category: Agenda Items

Prepared By: Nicole Stickney, AHBL

Subject

Comprehensive Plan Update - Transportation Survey Results Discussion

Department/Office

Document Type

Development Services

Planning Commission Item

Summary

AHBL, Associate Principal, Nicole Stickney will present the results of the Transportation Survey.

Attachments

1. Memo, Transportation Survey Results
2. Presentation, Transportation Survey Results

PROJECT MEMO



TO: Mike Stevens
FROM: Nicole Stickney
Tri-Cities - (509) 380-5883
DATE: April 30, 2026
PROJECT NO.: 2240885.30
PROJECT NAME: Richland 2026 Comprehensive Plan Update
SUBJECT: Transportation Survey Results

BACKGROUND

DRAFT

In support of the City's "Future in Focus" effort to update the Richland Comprehensive Plan and the Transportation System Plan (TSP), staff from the City of Richland (Public Works and Development Services) with staff from AHBL and Transpo Group collaborated to conduct a public survey supporting the engagement efforts for the plan updates.

The survey was open from March 2 to April 6, 2026, and was conducted online via the "Social Point" (previously "Social Pinpoint") engagement platform that AHBL uses. This was a separate, follow-on effort to the previous survey that was conducted last fall (which was more broad in nature). This survey was focused on Transportation, and included both a traditional question format survey, and an interactive map. The questionnaire was broadly five sections: *Your Perspective, How You Travel, Travel Factors, Safe Routes to School, Community Engagement & Demographics*.

The survey had 49 total questions, although many of them were only presented to some respondents, based on previous answers and "logic" settings we set up within the survey. For example, the school-related questions were only presented to those who answered yes to "go to school (or have a family member who attends school)." Additionally, there were opportunities to "opt out" of certain sections and skip detailed questions on biking, walking (which kept the survey from being excessively lengthy for survey takers who wanted to reduce the time spent). The standard survey received a total of 344 responses.

The interactive "pin" map allowed respondents to insert "pins" at specific locations on a map and provide a comment according to six specific categories. The categories were *Ideas and Suggestions, Bicycle Note, Walking Note, Safety Concern, Travel Concern, and Other*. The map received 284 pin posts. We set up Social Point to gather data on the survey and the map separately to provide anonymity, but we assume many people who provided input on the pin map also took the survey.

METHODS

The City advertised and promoted the survey widely in the community through social media and on the City's website. A flier featuring a QR code (to access the survey) was electronically distributed via email, Facebook posts, and a link from the City's comprehensive plan update website, *Future in Focus- Richland 2046*, allowing people to easily access the survey through their phone or other hand-held devices. Additionally, flyers with QR codes were included in utility bills (note: some billpayers pay online and are not mailed utility bills), displayed at city hall, the library, and at the community center on monitors. The survey was also featured in "Richland in a Minute" and on CityView. Planning Commission members, staff, and contractors were also active in word of mouth alerts to their networks. Finally, a representative at PNNL (in the Infrastructure Division) and the Port of Benton also posted about and linked to the survey. According to the data from Social Pinpoint, 50% of the respondents heard about the survey via the City's website or social media, and 60% had participated in prior surveys conducted by the City.

The survey was conducted without sampling and therefore the results are not statistically valid. When reviewing the results it is important to consider that results are likely skewed due to selection bias. Although the survey results are not statistically valid, they are still very useful to assess the community's concerns, views, and feedback.



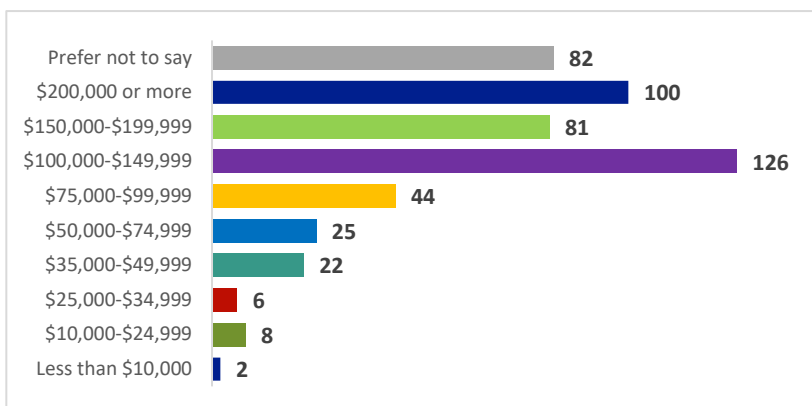
Important notes:

- The survey included specific demographic questions to gather information about the people taking the survey and also to see how closely the group of survey respondents resembled the characteristics of the community. In this way, we can generally gauge if the survey methods were effective in reaching a broad segment of the community. The intent was to capture a variety of perspectives and understand **who** participated in the survey. We found that survey respondents were disproportionately higher income, older, and higher educated than the city overall (According to ACS 2024 5-Year estimates). The survey also captured a lower share of people identifying themselves to be Hispanic/Latino and a higher comparative share of people who speak English at home. However, the survey matched much closer to the citywide demographics than the previous Comprehensive Plan survey, which skewed much older and much higher income.
- Most questions did not *require* an answer, so the number of respondents for each question may vary. The percentages listed in this memo (or displayed in the survey results) do not factor in the number of people who skipped a given question but instead reflect the share of different responses that were given.
- In many cases, questions were posed where respondents could pick more than one response among a range of choices. Because multiple selections could be made, the percentages for different answer options do not add up to 100. For this reason, we have provided the raw number of people who selected the given option. This can be thought of a number of “votes” or a “show of hands” to gauge support.
- The online survey was offered in English. Additionally, participants could enable a computer-based translation (by “Google Translate”) and view the survey in fifteen additional languages: Spanish, Arabic, French (Canadian), Hindi, Korean, Portuguese, Russian, Tagalog, Vietnamese, Haitian creole, Tamil, Telugu, Urdu, Somali and Chinese. All surveys were completed in English.

DEMOGRAPHICS AND ATTRIBUTES OF SURVEY RESPONDENTS

Demographic questions that were posed at the end of the survey focused mainly on age, income, and location of residence. The percentages listed here are based on actual responses (and thus are not computed to include the people who opted not to answer).

- **Location:** Approximately 86% reported living in Richland. Further, 91% of respondents shop in Richland, 51% work in Richland, and around 85% reported that they visit Richland’s parks, or participate in entertainment activities in Richland.
- **Age:** The largest group of respondents indicated they were between 35 and 44 years of age (82 responses, 25%), followed by those between 45 to 54 years of age (68, 20%). This is not consistent with the previous surveys, in which disproportionate percentage of respondents were older.
- **Households:** A majority (56%) of the 280 people who answered the question have children (19 or under) living in the home with them, although only 28% of the 343 respondents reported having children in Richland schools.
- **Income:** Richland’s median household income in 2024 was \$95,583 according to the US Census (2024 ACS estimates). Respondents were asked to indicate their household income among a group of ranges, which a total of 307 respondents did. Of these responses, 68 (22%) indicated an annual income of \$100,000 to \$149,999. In total 61% of respondents reported having a household income of \$100,000 or more. Only 19 respondents (6%)





indicated they had a household income below \$50,000. This does not align with the income distribution in Richland overall; instead, people in relatively higher income households were over-represented in the group of survey respondents.

We further observe that this survey appears to have attracted the attention of a group of respondents who demonstrated a high knowledge base on transportation topics who were very interested in and/or frustrated by transportation infrastructure in the city. We noticed that transportation planning jargon and terms of art like “road diet” and “traffic calming” appeared frequently, and connections were made between lane widths and speed for instance. Further, when the respondents were asked what types of plans they would be interested in hearing about, 79% selected *Transportation Plans*. While 60% of respondents also selected Transportation planning in the previous survey, *Parks planning* and *Land Use Regulation changes* ranked higher in that survey. This may be indicative of a self-selection bias- which could also be the reason the responses were largely thoughtful and well-articulated.

OVERALL FINDINGS

A foundational question asked respondents to indicate how they generally get around the city. The vast majority of respondents travel most often by automobile, with 63% of respondents traveling by car every day, and another 26 % travelling by car between 3-6 times per week¹ as shown in the exhibit. This high rate was generally expected.

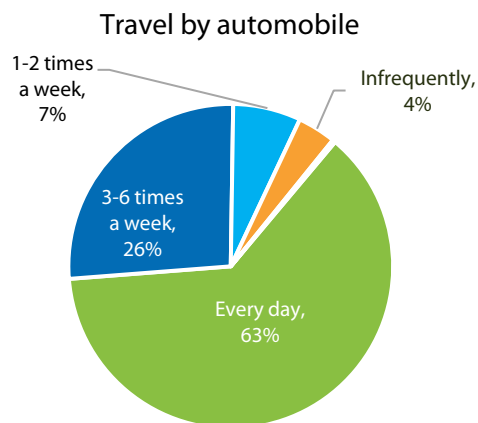
Walking appeared to be the next most frequent mode, with 14% of respondents walking *for a trip or errand* (not a walk for exercise or to walk a pet) every day. It is clear from the survey responses that Richland remains a car-centric community, with between 23% and 72% of respondents selecting NEVER for walking, biking and transit use, particularly for their commutes.

We asked how far people estimate they travel per day, and set out distinct choices. The most commonly selected distance range for all trips was between 11 and 30 miles (39%). We also noted that 42% of respondents indicated they work full-time outside their home. We could assume that long commutes heavily factored in, though it is impossible to make any concrete conclusions based on the questions and responses.

Despite the current high rate of automobile use, the sentiment appeared to be positive regarding some other modes. For example, one question asked about how to prioritize transportation funding. Pedestrian facility improvements ranked as the highest priority for survey respondents (shown below). Similarly, when asked about long-term transportation goals, “make it safer and easier to walk” received the highest overall score in a matrix question. Although these questions were of a different format and represented slightly skewed viewpoints, the priorities for pedestrian amenities remained consistent.

We asked for survey takers to rate the existing transportation system features in the city. Pedestrian facilities (described as sidewalks, ramps, crosswalks) were rated as “Very Good” or “Good” by 63% of respondents - this rating is better than the rating for the category called Street physical safety (pavement conditions, lighting, visibility),

Electric Vehicle charging stations, new roadway connections, expanded micromobility (i.e. electric scooters and e-bikes), and bicycle infrastructure ranked as the least important.



¹ In retrospect, it would have been better to phrase the question choices according to *number of days* in a week they a certain kind of trip is taken, rather than referring to “times” in a week.



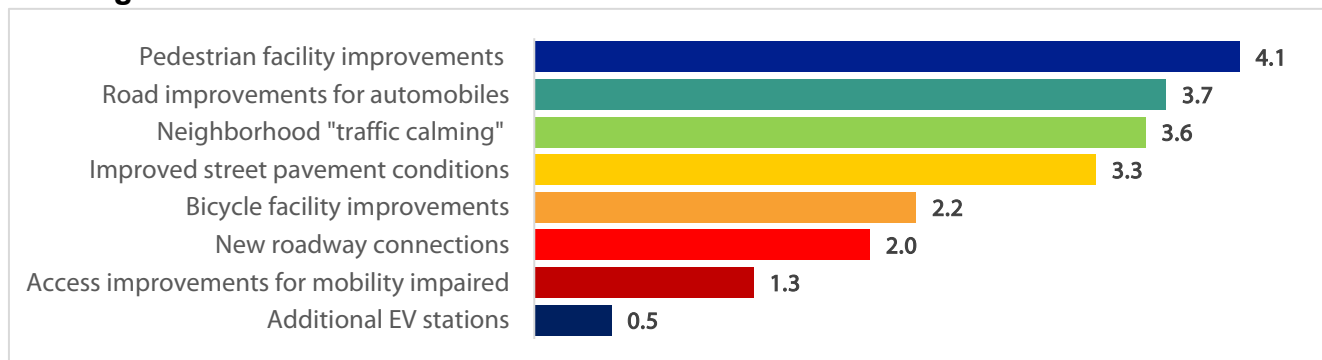
In terms of funding, approximately 20% of respondents indicated that no additional funding sources should be used to generate revenue for transportation improvements. The top three acceptable revenue sources for respondents were:

- **fees on development**
- **car tabs**
- **a sales tax increase**

SURVEY THEMES- MODE SPLITS

This survey was primarily focused on the objective of gathering information about preferences and priorities, but we also collected detailed data on *how* respondents indicate they travel in and around Richland. For this reason, there were several sections that were targeted towards certain mode users- cyclists, pedestrians, and transit riders; or specific audiences- such as those with children in the Richland School District.

Walking:



Respondents were able to skip all questions about walking if they wished, yet approximately 215 participants responded to the questions specifically targeted towards walking. Among those who answered, they indicated the average time spent on walking trips was about 30 minutes, and “Up to 2 miles” was the most frequently selected distance (33%). Respondents indicated they walked on average five days per week.

In terms of pedestrian amenities, the following were ranked as the top three most important:

- **Good sidewalk conditions**
- **Physical separation from vehicles**
- **Well-connected sidewalks**

Bicycling:

Bicycle infrastructure appears to be a divisive topic among survey respondents; there were many polemic comments on the topic. Some respondents seem to be avid and devoted cyclists, while others are not fond of bicycle infrastructure generally. Approximately 50% to 70% of respondents “Never” ride a bicycle for a trip or errand, or to work or school, respectively. However, 50% of respondents indicated that making it safer and easier to bicycle in Richland was “Very Important” in terms of transportation goals. It ranked fifth out of eight options for priority funding, but was also the second most popular for transportation projects that should NOT receive funding. Between 87 and 153 people answered the questions specific to biking. Amongst those respondents, the most common distance selected was “Up to 10 miles” (37%), while the average time cyclists would spend on a trip was 30 minutes, and the average answer for how many days a week respondents would take a bike trip was four.

In terms of bicycle amenities, the following were ranked as the top three:



- **Physical separation from vehicles**
- **Well-connected bike network**
- **Dedicated off-street space for cyclists**

Transit

Importantly, we attempted to focus and fashion the questions about transit on issues that the city can directly control (leaving out discussion of service frequency, route design, or timing of headways which is determined by the transit agency). In this survey, 64% of respondents report “Never” taking a bus, while only 8% reported taking transit “every day” or “3 to 6 times a week.” This aligns with how respondents rated transit access: 18% reported they were “not sure or no opinion.” Improving transit access was still ranked fifth of nine for long-term transportation goals.

In terms of transit amenities, the following were ranked as the top three:

- **Safe and accessible connections**
- **Accessible to the elderly and people with disabilities**
- **Overall safety**

OPEN ANSWERS

In addition to the map posts where respondents could provide comments, the survey included three open answer questions in which respondents could provide specific and detailed comments.

1. **If you rated any of the previously listed items as “Poor” are there any improvements that could be made to raise your score?**
2. **If you have specific project improvement ideas, please provide more details such as a description of the problem, location, and type of solution you are seeking:**
3. **Please provide any closing thoughts or comments on topics not addressed above:**

The first write in question was only offered to those who rated an infrastructure category as poor- which was 8% for bicycling, 9% for transit and pedestrian amenities, and 12% for street physical safety- between 29 and 42 respondents for the various categories. There were 121 write-in answers. Bike infrastructure, new or improved sidewalks, and overall maintenance were mentioned most frequently. There were several comments concerning transit as well, although the sentiment was more mixed. Enforcement of various traffic infractions such as speeding, parking on sidewalks and objects in bike lanes was frequently mentioned.

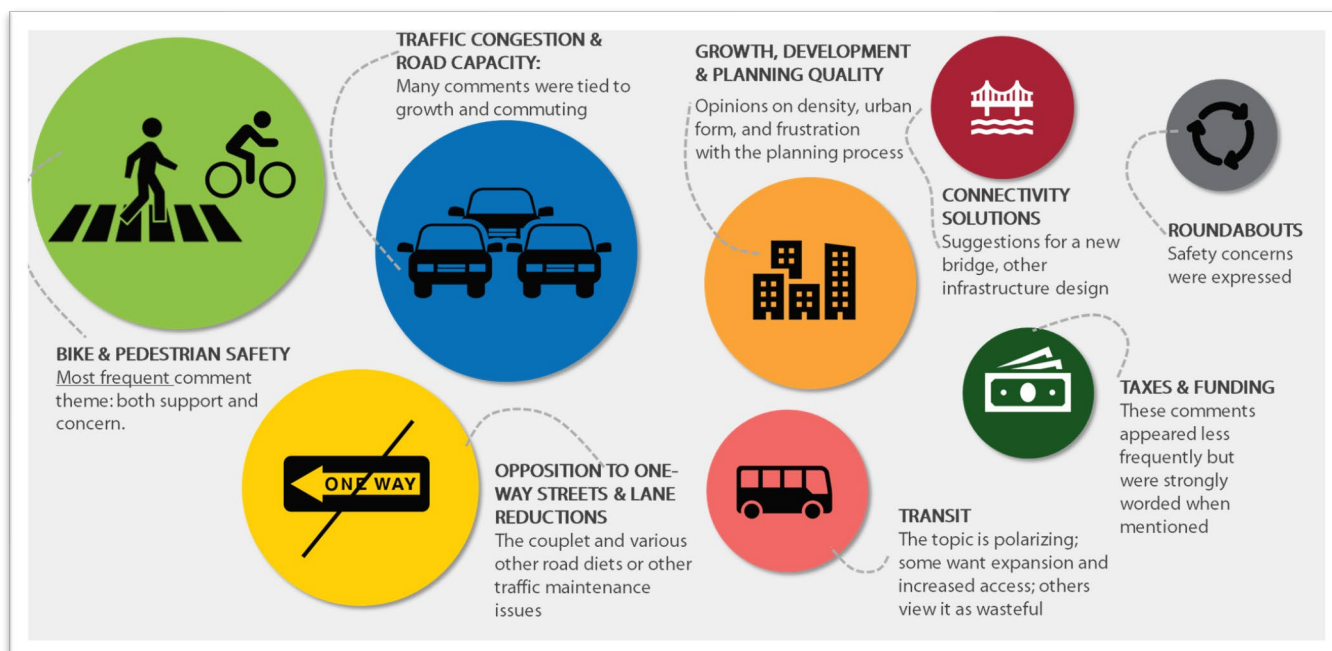
The question asking for specific project improvement ideas was provided to every survey taker, and 149 people responded. These answers were more specific, but bike infrastructure topped the list, with sidewalks and transit following in second and third places. Both Queensgate and Horn Rapids areas were mentioned six times, largely in the context of wanting transit or improving traffic controls. The couplet and a new bridge connecting Richland and Pasco were mentioned 10 times each. Most people who mentioned bicycle improvements also showed a preference for pedestrian improvements. Respondents who mentioned traffic or congestion had varied responses, but often they were specific to a part of town, road or intersection, and respondents indicated issues could be fixed by adding a left turn light, a right turn lane, or adding/eliminating signals. Only six respondents wanted wider roads and two mentioned increasing parking options. Speeding, traffic calming and enforcement were common themes in this question as well.

The final question in the survey, *Please provide any closing thoughts or comments on topics not addressed above*, was provided to all taking the survey and provided an opportunity for people to express any last thoughts. This question received 131 responses. These responses were more detailed and specific and had more variety. But the responses mirrored the sentiments of previous survey questions. The eight most common themes were



bike and pedestrian safety, traffic congestion, opposition to the couplet and lane reductions, planning for growth, transit, connectivity, taxes and funding and roundabouts.²

The following exhibit provides a visualization of the comment themes (with the sizes of the “topic circles” corresponding to the frequency of comments).



PIN MAP

The pin map allowed respondents to provide comments linked to a specific point on the map (a Google map) within City of Richland boundaries. Other users could then indicate their agreement or disagreement with a comment / post by entering an up or down vote³. The map collected 284 “pins” or specific locations and accompanying comment. When placing a “pin” on a map, the person contributing their comment could choose one of six categories: *Safety concerns*, *bicycle notes*, *walking notes*, *ideas and suggestions*, *travel concerns*, or *other*. Pins and comments were received from 60 unique contributors, and there were 430 total votes on the comments. The city’s transportation engineer and AHBL staff monitored and considered the comments as they came in. The most common category for pins and comments was about safety concerns or notes.

Although the geographic specificity makes it difficult to summarize these comments, in a large part they mirrored the comments from the other open answers. Survey respondents pointed out places where signal timing is off, bike lanes end or are dangerous, where there are no sidewalks or lighting, or where drivers speed, as examples. Pins were fairly evenly geographically distributed, and were more frequently concentrated on busy roads or key locations, such as schools or within denser neighborhoods.

KEY TAKE AWAYS

After analyzing the data and reading through the comments, the following is a summary of key points.

² This analysis was done using Co-Pilot AI and then reviewed by humans.

³ Generally speaking, we interpret an “up” vote as an agreement with a statement or observation – or as a means to amplify a topic and we interpret a “down” vote to indicate disagreement



- A large percentage of survey respondents would like improved non-car options. Whether or not improving these options would be convenient or efficient enough to replace most car trips (particularly commuting to work), there is an indication that improvements would be welcome; particularly if they did not interfere with vehicle infrastructure.
- New or better maintained sidewalks are desired by a large majority of respondents. There were no negative comments about sidewalks. Additional pedestrian amenities such as painted crosswalks or signals, lighting and shade would be appreciated, particularly around schools or other high density residential or commercial nodes.
- Maintenance of existing transportation infrastructure is important to a vast number of survey respondents. There seems to be a sense that there are too many potholes and that surfacing or striping is inadequate. This was true for all modes.
- Speeding is identified as a problem. Many specific roads or routes were indicated on the map and in survey responses, but it seems to be problematic in many parts of Richland. Ways to combat speeding varied- some wanted enforcement, while others preferred to see more traffic calming, road “diets,” or improved/ additional signals.
- Bicycle infrastructure was a divisive topic. Those in favor of biking often pointed out that it was unsafe, inefficient, or not respected by drivers. Some commented that they did not use existing bike lanes for those reasons. Those that did not like or support bike infrastructure often commented that it was unused. The most important factor for bicycle infrastructure was separation from cars.
- Transit infrastructure was also polarizing in a similar way. Many mentioned transit is not used enough, or report issues with transit stops blocking car traffic and flow. On the other hand, others expressed desire and support for better transit access sometimes called out a desire for service to specific locations such as Badger Mountain South or the Horn Rapids neighborhood.
- Of larger-scale, long term, aspirational projects, a new bridge from north Richland into Pasco was mentioned multiple times and survey respondents indicated they believed it would relieve traffic congestion and reduce trip distances.

Attachments:

- Survey Questions
- Survey Results Summary (Slides)
- Record of Written Responses

c: Jenn Ballard– City of Richland
Anisa Thaci and Allison Conley – AHBL Stefanie Herzstein and Daniel Hendricks - Transpo Group

City of Richland "Future in Focus" Transportation Survey – Copy of Survey Questions

Transportation Survey

Let's Begin the Transportation Survey

Press "Start" to begin. The survey may open in a separate window in your phone or computer browser. You will be guided through about six different sections on various topics and can provide your ideas and input.

Thank you for your time!

PART ONE: YOUR PERSPECTIVE

Throughout this survey we hope to build a better understanding of your unique point of view and preferences.

01. Within the City of Richland, do you:

Select all that apply.

- Live in Richland **[ANSWER QUESTION #4 ONLY IF THIS IS CHECKED]**
- Work in Richland
- Own or operate a business in Richland
- Go to school (or have a family member who attends school)
- Shop in Richland
- Visit Richland's parks, trails, or other public recreational spots
- Participate in entertainment (eating out, attending shows)
- Own property in the City (that is not a home you reside in)

02. Overall, how would you rate the existing transportation system features in the City?

Pedestrian amenities (sidewalks, ramps, crosswalks)

- Very Good
- Good
- Fair
- Poor
- Not sure or no opinion

Bicycling amenities (marked lanes, trails, crossings)

- Very Good
- Good
- Fair
- Poor
- Not sure or no opinion

Transit access (stop locations, bike and sidewalk connections, convenient crossings)

- Very Good
- Good
- Fair
- Poor
- Not sure or no opinion

Street physical safety (pavement condition, lighting, visibility)

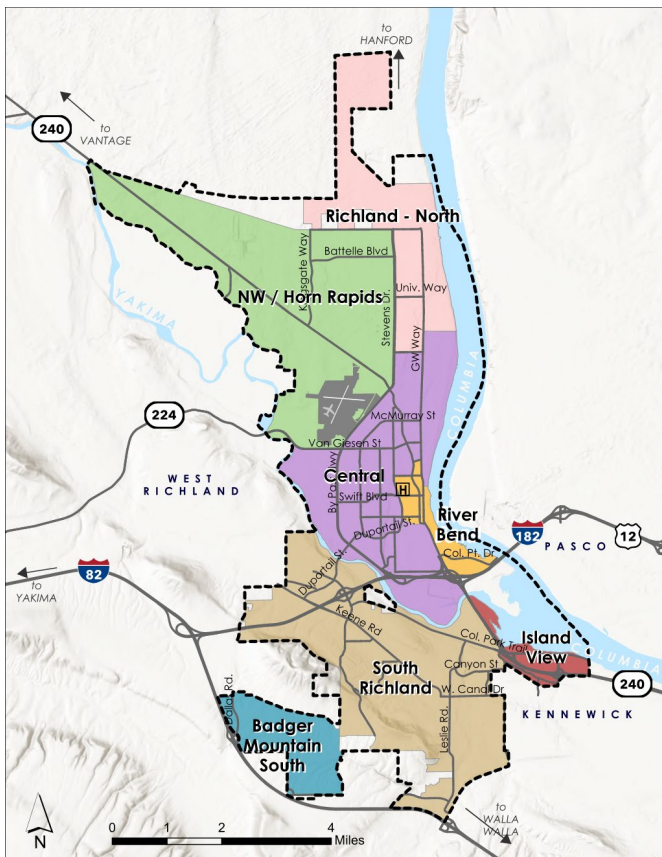
- Very Good
 - Good
 - Fair
 - Poor
 - Not sure or no opinion
-

City of Richland “Future in Focus” Transportation Survey – Copy of Survey Questions

Roadway network connectivity

- Very Good
- Good
- Fair
- Poor
- Not sure or no opinion

03. If you rated any of the previously listed items as “Poor” are there any improvements that could be made to raise your score?



04. Which part of the City do you live in?

Please view the map above and pick the best option.

- | | |
|--|--|
| <input type="radio"/> Richland - North (pink) | <input type="radio"/> South Richland (tan) |
| <input type="radio"/> NW / Horn Rapids (green) | <input type="radio"/> Island View (red) |
| <input type="radio"/> Central (purple) | <input type="radio"/> Badger Mountain South (blue) |
| <input type="radio"/> River Bend (gold) | |

05. As the City updates the Transportation System Plan, together with Transportation Element in its long-term Comprehensive Plan, how important do you think it is for the plan to achieve each of the following goals?

Make it safer and easier to walk (or use a wheelchair or similar mobility device)

- Very Important
- Somewhat Important

City of Richland “Future in Focus” Transportation Survey – Copy of Survey Questions

- Not Important
- Not sure or no opinion

Make it safer and easier to bicycle

- Very Important
- Somewhat Important
- Not Important
- Not sure or no opinion

Make it safer and easier to ride public transit

- Very Important
- Somewhat Important
- Not Important
- Not sure or no opinion

Reduce traffic congestion

- Very Important
- Somewhat Important
- Not Important
- Not sure or no opinion

Increase traffic safety (vehicles)

- Very Important
- Somewhat Important
- Not Important
- Not sure or no opinion

Improve connections between Richland and other parts of the region (such as increasing capacity on streets and trails heading out of the city)

- Very Important
- Somewhat Important
- Not Important
- Not sure or no opinion

Shorten distances between destinations by improving street connectivity

- Very Important
- Somewhat Important
- Not Important
- Not sure or no opinion

Expand/add micro-mobility options (for example, e-bikes, electric scooters, etc.)

- Very Important
- Somewhat Important
- Not Important
- Not sure or no opinion

Improve the overall transportation system for the purpose of reducing greenhouse gas emissions to combat climate change

- Very Important
- Somewhat Important
- Not Important
- Not sure or no opinion

City of Richland "Future in Focus" Transportation Survey – Copy of Survey Questions

06. Every city has limited resources for infrastructure improvements. Of the list of options below, select your top three project categories that should be prioritized for funding:

Select your top 3 options. These questions are designed to understand your preferences and gather information to better serve the community. No specific projects or initiatives are tied to these questions.

- Road improvements for automobiles (widening roads, roundabouts, signals)
- Pedestrian facility improvements (crosswalks, sidewalks, trails, etc.)
- Bicycle facility improvements
- New roadway connections
- Neighborhood "traffic calming" measures (physical design strategies / engineering to slow speeds and enhance safety)
- Improved street pavement conditions
- Additional electric vehicle charging stations
- Access improvements for those who are mobility impaired

07. Specify if there are any project categories that you think should NOT receive funding

Check all that apply

- Road improvements for automobiles (widening roads, roundabouts, signals)
- Pedestrian facility improvements (crosswalks, sidewalks, trails, etc.)
- Bicycle facility improvements and amenities (bike racks, etc.)
- New roadway connections
- Neighborhood "traffic calming" measures (physical design strategies / engineering to slow speeds and enhance safety)
- Improved street pavement conditions
- Additional electric vehicle charging stations
- Access improvements for those who are mobility impaired
- Other: _____

08. If you have specific project improvement ideas, please provide more details such as a description of the problem, location, and type of solution you are seeking:

Alternatively, if there is a specific location call-out that you want to make, you can place a "pin" on the map at the end of this survey.

09. Which of the following funding scenarios are acceptable to you, to generate revenue for transportation improvements?

- I could support improvements funded by a property tax increase
- I could support improvements funded through car tabs
- I could support improvements funded via mileage charges
- I could support improvements funded by a sales tax increase
- I could support improvements funded by development fees (paid by builders or homeowners)
- None of the above
- Other

PART TWO: HOW YOU TRAVEL

10. How often do you walk for a trip, bike, take a bus, or drive to various locations throughout the City?

For the purposes of this section, don't include recreation activities such as walking for exercise or walking a pet

Walk for a trip or errand

- Every day
- 3-6 times a week

City of Richland "Future in Focus" Transportation Survey – Copy of Survey Questions

- 1-2 times a week
- Infrequently
- Never

Walk to work or to school

- Every day
- 3-6 times a week
- 1-2 times a week
- Infrequently
- Never

Bike for a trip or errand

- Every day
- 3-6 times a week
- 1-2 times a week
- Infrequently
- Never

Bike to work or school

- Every day
- 3-6 times a week
- 1-2 times a week
- Infrequently
- Never

Take a bus

- Every day
- 3-6 times a week
- 1-2 times a week
- Infrequently
- Never

Travel by automobile

- Every day
- 3-6 times a week
- 1-2 times a week
- Infrequently
- Never

11. Next we would like to ask about the length / duration of the walking and biking trips .
Would you like to answer the question using distance (mileage/ meters) or time (minutes)?

- Distance (miles or fractions of miles / meters) **[IF CHECKED, ANSWER QUESTION #13 and 14 and skip 12 and 15]**
- Time (minutes) **[IF CHECKED, ANSWER QUESTION #12 and #15 and skip 13 and 14]**
- I just want to skip this OR I don't take walking / biking trips **[IF CHECKED, GO TO QUESTION #6]**

12. How much time (in minutes) will you typically spend on biking trips?

13. How much maximum distance will you typically travel on walking trips?

City of Richland "Future in Focus" Transportation Survey – Copy of Survey Questions

- up to a 1/4 mile (1,320 feet or approx. 400 meters)
- up to a 1/2 mile (2,640 feet or approx. 800 meters)
- up to 3/4 mile (3,960 feet or approx. 1.2 Kilometers)
- up to 1 mile (approx. 1.6 Kilometers)
- up to 2 miles
- more than 2 miles

14. How much maximum distance will you typically travel on biking trips?

- up to a 1/2 mile (2,640 feet or approx. 800 meters)
- up to 1 mile (approx. 1.6 Kilometers)
- up to 2 miles
- up to 10 miles
- more than 10 miles
- None or Does Not Apply

15. How much time (in minutes) will you typically spend on walking trips?

16. More specifically, on an average day, how do you get around?

Select up to three options that best describes your daily activities.

- I drive or ride in a non-electric vehicle
- I drive or ride in a fully electric vehicle
- I drive or ride in a hybrid or partially electric vehicle
- I ride e-bikes/scooters
- I ride non-electric bikes/ scooters
- I take the bus
- I utilize ride sharing (Lyft, Uber, taxi)
- I walk/use a mobility device
- Other (please specify)

17. How many miles do you estimate you travel on an average weekday?

Round-trip (all miles traveled)

- None
- Under 5 miles
- 5-10 miles
- 11-30 miles
- Over 30 miles
- Not sure or don't know

18. If you are employed, what best describes your typical work schedule?

- I work from home full time
- I have a hybrid work schedule (part time at home, part time in an office / business)
- I work outside of my home full time
- Does not apply

19. We'd like to find out about how you may link trips together in a day.

For each scenario, please indicate how likely you are to combine trips. Choose the best answer for your situation. SKIP each row that does not apply to you (i.e., if you don't commute for work or have a family member that needs rides).

You stop for shopping or other errands during your commute TO work.

- Never or very rarely
- On occasion

City of Richland “Future in Focus” Transportation Survey – Copy of Survey Questions

- About half of the time
- More than half the time
- Always

You stop for shopping or other errands during your commute FROM work.

- Never or very rarely
- On occasion
- About half of the time
- More than half the time
- Always

You complete a school /daycare drop-off during your commute TO work.

- Never or very rarely
- On occasion
- About half of the time
- More than half the time
- Always

You complete a school /daycare pick-up during your commute FROM work.

- Never or very rarely
- On occasion
- About half of the time
- More than half the time
- Always

For all other types of trips, how often do you combine stops and prevent taking multiple trips from your home?

- Never or very rarely
- On occasion
- About half of the time
- More than half the time
- Always

PART THREE: TRAVEL FACTORS

In this part of the survey, we'd like to understand how different factors and physical conditions may impact your mode (biking, walking or transit) when you can't or choose not to drive/ ride.

20. Check here to skip all questions in this part about WALKING

21. Check here to skip all questions in this part about BIKING

22. Check here to skip all questions in this part about TRANSIT

23. Please rank how important the following factors are to you when walking (or using a wheelchair or other mobility device) in the City,

Re-order the list [OR MARK WITH NUMBERS 1 through 8] so the factor that is most important to you is first (most important to least important)

- Availability of curb ramps and access for people with disabilities (American with Disabilities Act standards), pushing strollers or rolling luggage, etc.
- Marked crosswalks
- Physical separation from vehicles

City of Richland "Future in Focus" Transportation Survey – Copy of Survey Questions

- Well-connected sidewalks
- Sidewalks that are wide enough for several people to walk comfortably
- Good sidewalk conditions and maintenance
- Education for pedestrians, bicyclists, and drivers
- Street lighting illuminating pathways/ bike lanes/ sidewalks

24. Please rank how important the following factors are to you when biking in the City.

Re-order the list [OR MARK WITH NUMBERS 1 through 11] so the factor that is most important to you is first (most important to least important)

- Providing dedicated on-street space for riding bicycles
- Providing dedicated off-street space for riding bicycles
- Street pavement conditions
- Physical separation from vehicles
- Physical separation from pedestrians
- Well-connected bike facilities / a continuous network
- Bike lane markings through intersections
- Bicycle wayfinding/signage
- Secure bicycle rack parking at destinations
- Education for pedestrians, bicyclists, and drivers
- Street or pathway lighting

25. Please rank how important the following factors are to you when traveling by transit.

Re-order the list [OR MARK WITH NUMBERS 1 through 5] so the factor that is most important to you is first (most important to least important). So you know, our focus here is on amenities and conditions the city has control over (and so we don't ask questions about services).

- Safe and accessible connections (walking or biking to and from stops)
- Accessible to the elderly and people with disabilities
- Overall Safety
- Bus stop amenities, such as shelters, lighting, seating, and trash receptacles
- Bicycle racks at bus stops

26. How many days a week do you typically walk for recreation, health, or to walk a pet?

IF NONE OR TO SKIP PLEASE ENTER "9" We understand that this might "depend on weather!" Please consider pleasant spring / fall conditions as the "default" for this question (no extreme heat / cold / wet / dark conditions).

27. How many days a week do you typically bike for recreation or health?

IF NONE OR TO SKIP PLEASE ENTER "9" We understand that this might "depend on weather!" Please consider pleasant spring / fall conditions as the "default" for this question (no extreme heat / cold / wet / dark conditions).

SPECIAL SECTION: SAFE ROUTES TO SCHOOL (K-12)

This part of the survey is only presented to those who go to school (or have a child who attends a school)

Only complete this section if you checked the following in Q1: Go to school or have a child who attends school

28. On most days, how does your school-age child / children get to/from school?

Select up to the two best answers

- School Bus
- Bike
- Walk
- Car (family driven)

City of Richland “Future in Focus” Transportation Survey – Copy of Survey Questions

- Car (carpool)
- Does not apply

29. If your child / children travel to and from school in a car, what factors keep them from walking, biking, or taking a district-provided school bus?

(Select all that apply)

- Child's preference
- Distance
- Convenience of driving
- Time
- Before/after school activities
- High volume/high speed traffic along route
- Availability of sidewalks or pathways
- Safety of intersections/crossings
- School bus safety
- Does not apply
- Other:

30. If improvements were made to your choices above, would you consider allowing your child walk to/from or ride the bus to school?

- Yes
- No
- Not sure
- Does not apply

31. What school does the child (or children) attend?

Select all that apply

- Amon Creek Elementary (KSD)
- Badger Mountain Elementary
- Desert Sky Elementary (in West Richland)
- Jason Lee Elementary
- Jefferson Elementary
- Lewis & Clark Elementary
- Marcus Whitman Elementary
- Orchard Elementary
- Sacajawea Elementary
- Tapteal Elementary (in West Richland)
- White Bluffs Elementary
- William Wiley Elementary (in West Richland)
- Enterprise Middle School
- Chief Joseph Middle School
- Carmichael Middle School
- Leona Libby Middle School
- Hanford High School
- Richland High School
- A school not listed here

Central Richland Specific Questions

Only complete this section if you selected “Central” for Q4

32. If you (they) were interested in walking to school, what would need to change?

- I (they / we) already walk to school
- Sidewalks are lacking
- Sidewalks are in poor condition
- Sidewalks start and stop
- More crosswalks are needed
- The crosswalks don't feel comfortable to use
- Other

33. If you (they) were interested in biking to school, what would need to change?

- I (they / we) already bike to school
- Sidewalks are lacking

City of Richland "Future in Focus" Transportation Survey – Copy of Survey Questions

- Sidewalks / streets are in poor condition
- The crosswalks don't feel comfortable to use
- Other

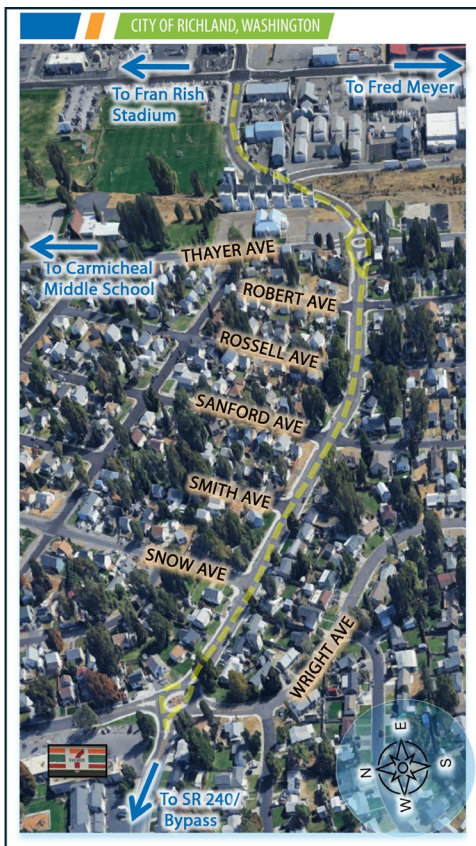
34. We want to know your opinion about how far (or long) you are willing to walk to school. Can you describe a time limit (e.g., "10 minute walk") or distance (e.g., "a quarter mile") that is the farthest you would be willing to walk?

35. What deters you from walking?

Re-order the list [OR MARK WITH NUMBERS 1 through 4] so the most significant issue is first (most concern to least concern)

- Crossing busy roads
- Missing sidewalks outside of the street
- Time to walk
- Weather

Duportail Street



36. Is Duportail Street, in the portion between Wright Ave and Wellsian Way, a comfortable connection for Biking between neighborhoods?

City of Richland “Future in Focus” Transportation Survey – Copy of Survey Questions

- Yes, very comfortable
- Yes, somewhat comfortable
- No, not comfortable
- No opinion

37. Is Duportail Street, in the portion between Wright Ave and Wellsian Way, a comfortable connection for walking neighborhoods?

- Yes, very comfortable
- Yes, somewhat comfortable
- No, not comfortable
- No opinion

PART FOUR: COMMUNITY ENGAGEMENT

38. How did you hear about the City's Comprehensive Plan Periodic update and/or the Transportation System Plan update?

Select all that apply.

- City's Website or Social Media
- City Meetings (City Council, Planning Commission)
- Word of mouth
- Flyer/Postcard at local business
- At an event (farmers market, parks / recreation event, etc)
- Other

39. Have you ever participated in a survey conducted by the City of Richland before?

- Yes
- No

40. Have you ever attended a City meeting before? (City Council, Planning Commission, Town Hall Meeting, etc.)

- Yes
- No

41. If you were to attend a meeting, workshop, or open house about the City's Comprehensive Plan update, what would you like to learn more about?

Select all that apply.

- Transportation infrastructure plans
- Parks planning
- Economic Development opportunities and challenges (employment, business needs, community service needs, etc.)
- Housing plans and affordability concerns
- Land use regulation changes
- Sewer and infrastructure plans, utilities, and capital facilities
- Other (please specify)

DEMOGRAPHICS (OPTIONAL)

City of Richland “Future in Focus” Transportation Survey – Copy of Survey Questions

In this portion of the survey, we ask a few basic questions to understand who responds to this survey. No personal identifying information will be asked. Skip any questions if you wish.

42. Do you have a disability?

(Select one)

- Yes, affecting mobility
- Yes, but my mobility is not affected
- No
- Prefer not to say

43. Which race/ethnicity do you identify as?

Select all that apply

- White or Caucasian
- Black or African American
- American Indian or Alaska Native
- Asian
- Native Hawaiian or other Pacific Islander
- Hispanic or Latino
- Prefer not to say
- Two or more races
- Other (please specify)

44. What is your age?

- Under 18 years of age
- 18 to 24 years of age
- 25 to 34 years of age
- 35 to 44 years of age
- 45 to 54 years of age
- 55 to 64 years of age
- 65 to 74 years of age
- 75 or older

45. What is your annual household income?

- Less than \$10,000
- \$10,000-\$24,999
- \$25,000-\$34,999
- \$35,000-\$49,999
- \$50,000-\$74,999
- \$75,000-\$99,999
- \$100,000-\$149,999
- \$150,000-\$199,999
- \$200,000 or more
- Prefer not to say

46. Do any of the following also live with you in your household?

Select all that apply. Do not include yourself.

- A child (or children) aged 6 or under
- A child (or children) aged 7-12
- A child (or children) aged 13-19
- Adult(s) aged 20-54
- Adult(s) aged 55 and over

47. What language is spoken at home?

Select all that apply

- English
- Tagalog
- Spanish
- Korean

City of Richland "Future in Focus" Transportation Survey – Copy of Survey Questions

- Russian
- Chinese
- German
- Arabic
- Vietnamese
- Prefer not to disclose
- Other (please specify):

48. What is the highest degree, or level of education you have completed?

- Less than high school
- High school graduate
- Completed some college
- Associate degree
- Bachelor's degree
- Completed some postgraduate
- Master's degree
- Ph.D.
- Prefer not to disclose
- Graduate or professional degree

CLOSING NOTES

To finish the survey, please submit any additional written feedback and click the "SUBMIT" button. After that is complete, please use our interactive map to provide specific location-based feedback.

49. Please provide any closing thoughts or comments on topics not addressed above:

Thank you for your time in completing this survey! **Please be sure to "SUBMIT" so that your survey responses are logged.**
Your responses are anonymous.



1

CITY OF RICHLAND **FUTURE IN FOCUS**

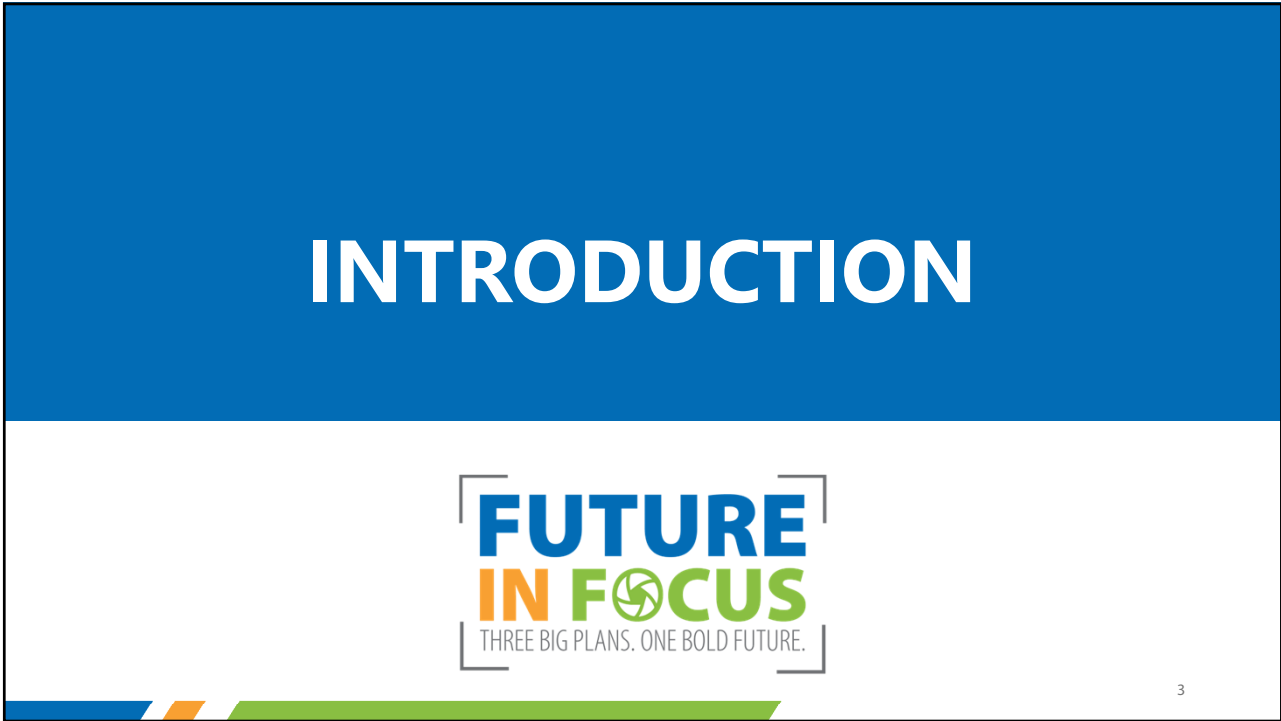
FUTURE IN FOCUS
CITY OF RICHLAND
TRANSPORTATION SYSTEM PLAN

FUTURE IN FOCUS
CITY OF RICHLAND
COMPREHENSIVE LAND USE PLAN

FUTURE IN FOCUS
CITY OF RICHLAND
PARKS, RECREATION & OPEN SPACE PLAN

2

2



3

SURVEY ADVERTISING

City Announcements:

Electronic Access: Link on the city's pages: website, Facebook, and via email notifications

Visual Notice: Community Center and City Hall TV screens

Paper Notices: Utility Bill Inserts (March) with QR codes

Others:

PNNL: LinkedIn & internal posting to employee message board

Port of Benton: Newsletter feature (email)

CITY OF RICHLAND **FUTURE IN FOCUS**

4

CITY OF RICHLAND FUTURE IN FOCUS

PARTICIPATION

Survey Responses

344

Mobile Device use

58%

Interactive Map Points

284

Survey Dates: *March 2 to April 6, 2026*

Ideas and Suggestions
What would you like to see happen?

Bicycling Note
Provide feedback to make biking better! (For safety concerns use the safety pin)

Walking Note
Provide feedback to make walking better! (For safety concerns use the safety pin)

Safety Concern or Comment
Report unsafe conditions; suggest ways to improve safety

Travel Concern
Is there a problem you observe or experience (not related to safety) like an access issue?

Other Comment
If none of the other categories fit in, please use this category. You can also provide kudos for recent projects you like!

5

5

CITY OF RICHLAND FUTURE IN FOCUS

SURVEY INTRODUCTION

– About this Survey, the Pin Map and the Project

This survey covers topics such as demographics, the physical aspects of the city's transportation system and your opinion of how it suits your needs or could be improved.

We estimate this survey will take between 8 and 20 minutes to complete.

Sampling is not being used and therefore the results of the survey will not be statistically valid. This survey is conducted by the City's consultants AHBL and Transpo Group for use by the City for the project; thus all responses are subject to disclosure pursuant to RCW 42.56.

The city has recently conducted surveys on other topics including Climate Change impacts, Parks and Recreation, and Housing. Therefore, you won't see questions on those topics here.

After you submit your survey response you can place "pins" on a map to provide specific place-based feedback.

Want to know more? Visit the project website for more details: www.ci.richland.wa.us/futureinfocus

The Richland Transportation System Plan update and portions of the Comprehensive Plan Update are supported with funding from Washington's Climate Commitment Act. The CCA supports Washington's climate action efforts by putting cap-and-invest dollars to work reducing climate pollution, creating jobs, and improving public health. Information about the CCA is available at <http://www.climate.wa.gov>

– Keep in Touch - Sign up for project email list to receive news and updates

Would you like to know about next steps and receive project news and updates?

We invite you to sign up for the project email list to receive future project information, news and updates. The email list is collected *separately* from survey responses.

CLICK HERE TO SIGN UP FOR THE PROJECT EMAIL LIST (opens in new window)

Survey was available in translated form in 12 languages other than English

Funding from the Climate Commitment Act

6

6

SURVEY QUESTIONS FORMAT

11. More specifically, on an average day, how do you get around?

Select up to three options that best describes your daily activities.

- I drive or ride in a non-electric vehicle
- I drive or ride in a fully electric vehicle
- I drive or ride in a hybrid or partially electric vehicle
- I ride e-bikes/scooters
- I ride non-electric bikes/ scooters
- I take the bus
- I utilize ride sharing (Lyft, Uber, taxi)
- I walk/use a mobility device
- Other (please specify)

- Multiple Choice
- Rating Scale
- Open-Ended
- Ranking
- Matrix

2. Overall, how would you rate the existing transportation system features in the City?

	Very Good	Good	Fair	Poor	Not sure or no opinion
Pedestrian amenities (sidewalks, ramps, crosswalks)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycling amenities (marked lanes, trails, crossings)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transit access (stop locations, bike and sidewalk connections, convenient crossings)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Street physical safety (pavement condition, lighting, visibility)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

5. Every city has limited resources for infrastructure improvements. Of the list of options below, select your top three project categories that should be prioritized for funding:

Select your top 3 options. These questions are designed to understand your preferences and gather information to better serve the community. No specific projects or initiatives are tied to these questions.

Rank between 1 and 3 items

Road improvements for automobiles (widening roads, roundabouts, signals)

Neighborhood "traffic calming" measures (physical design strategies / engineering to slow speeds and enhance safety)

Pedestrian facility improvements (crosswalks, sidewalks, trails, etc.)

Additional electric vehicle charging stations

Bicycle facility improvements

New roadway connections

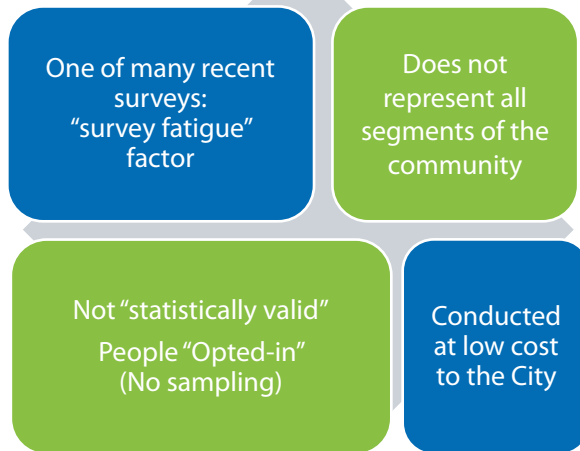
Improved street pavement conditions

Access improvements for those who are mobility impaired

7

7

SURVEY CONSIDERATIONS



8

8

SURVEY RESULTS



9

9

PART ONE: "YOUR PERSPECTIVE"

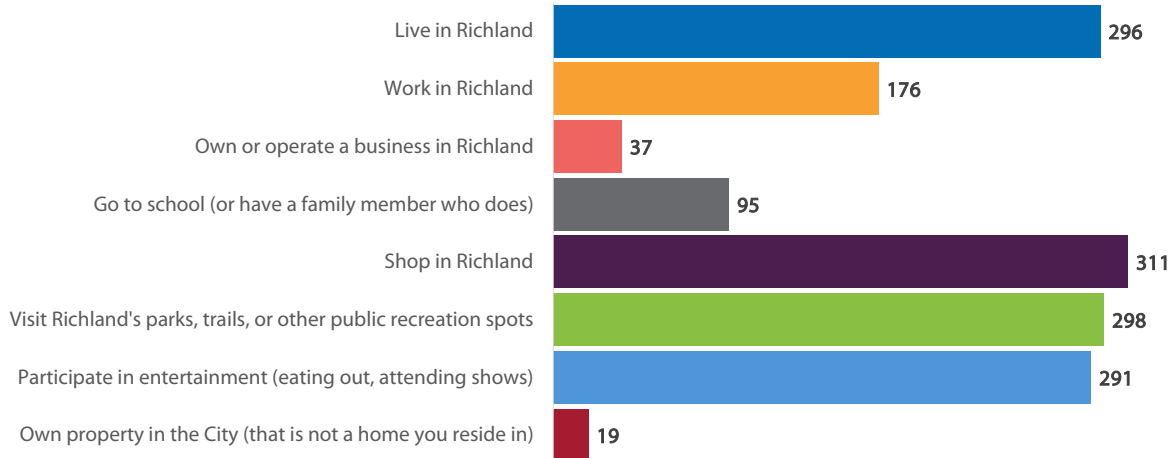
Throughout this survey we hope to build a better understanding of your unique point of view and preferences.

10

10

Q: Within the City of Richland, do you...?

Select all that apply.



Answered: 343 Skipped: 1

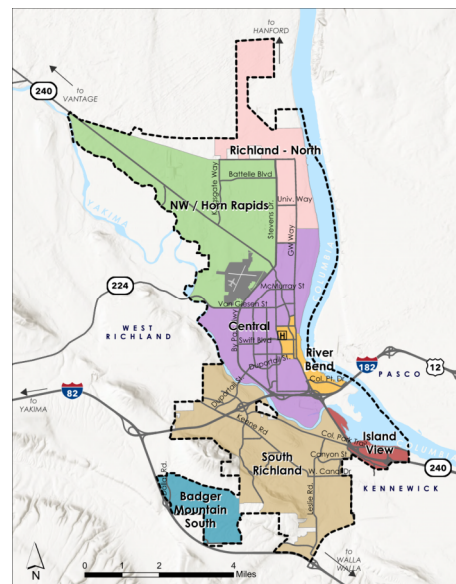
Q: Which Part of the City do you live in?

Please view the map and pick the best option

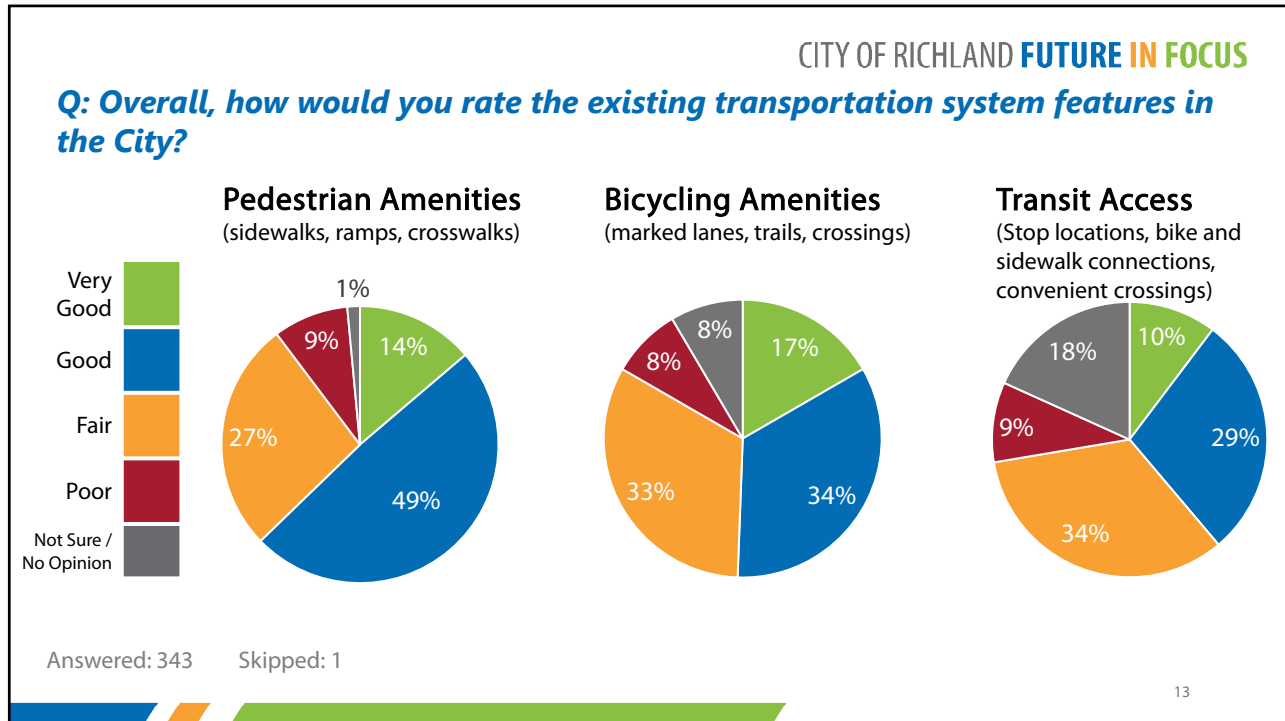
**This question was only asked of respondents who indicated they lived in the City*

Locations of residences

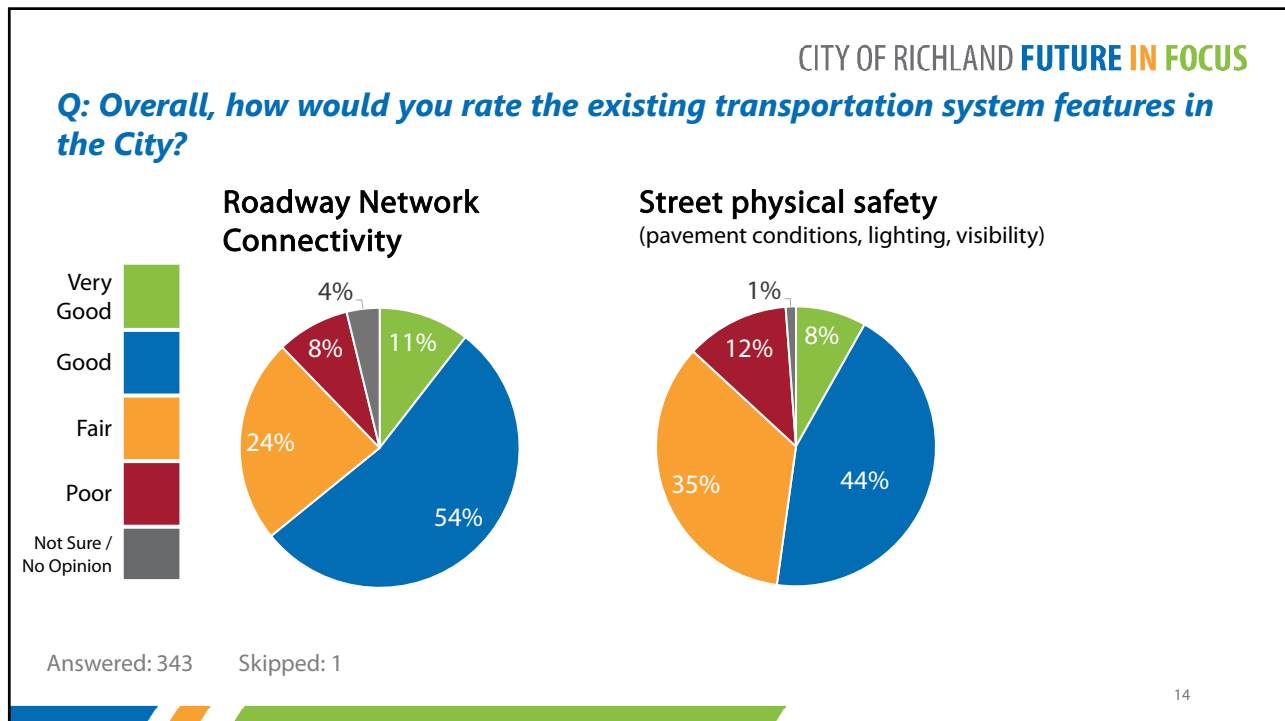
- Central: 119
- South Richland: 82
- Richland - North: 44
- NW/ Horn Rapids: 27
- Badger Mountain South: 11
- River Bend: 7
- Island View: 2



Answered: 294 Skipped: 53



13



14

Q: Overall, how would you rate the existing transportation system features in the City?

If you rated any of the previously listed items as “Poor” are there any improvements that could be made to raise your score?

Themes of those who rated “poor”

- More sidewalks and pedestrian amenities are needed
- There is too much traffic- a new bridge might help!
- Transit service is wanted, but thought lacking
- Better road/sidewalk maintenance is needed
- More protected bike lanes/ infrastructure
- Speeding is not enforced
- Density and transportation infrastructure are not connected

Many of the responses were very localized and specific

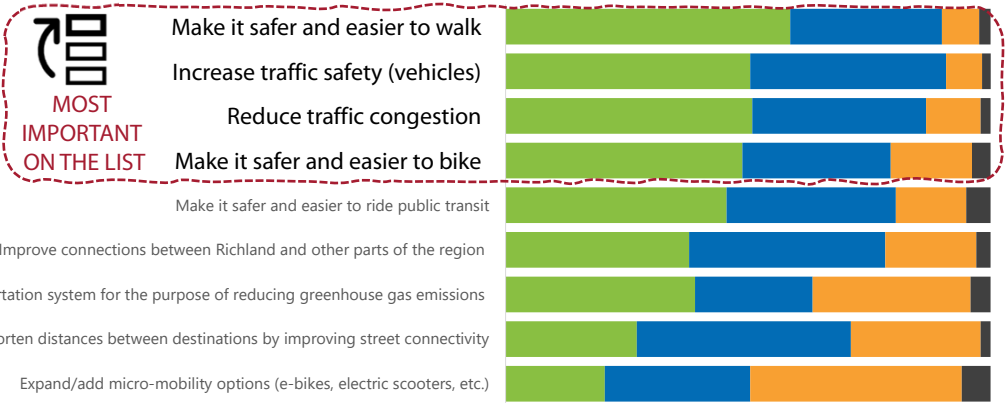
Answered: 120 Skipped: 224

15

15

Q: As the City updates its long-term transportation plans, how important do you think it is for the plan to achieve each of the following goals?

(Categories are shown in order according to the response rates)



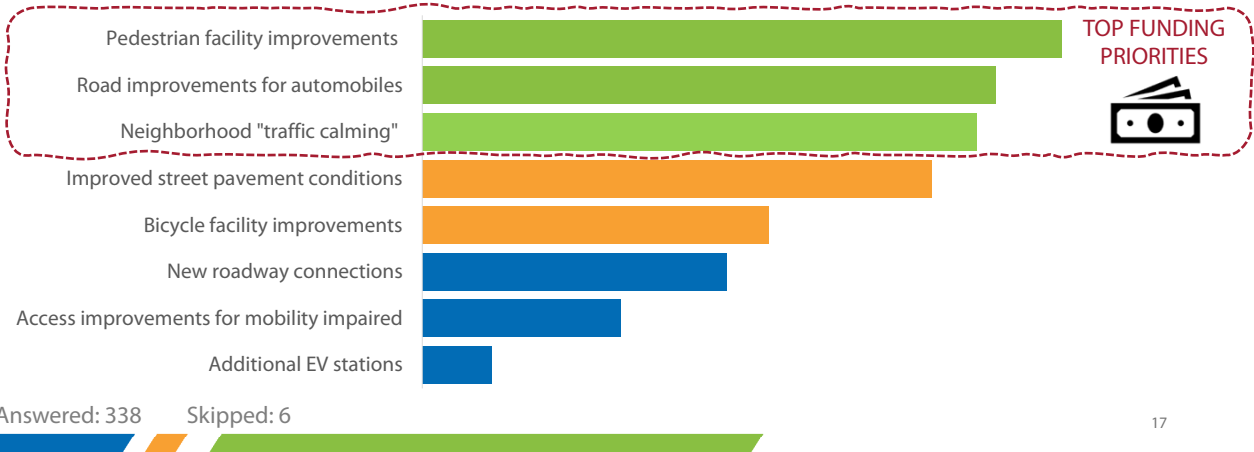
Answered: 342 Skipped: 1

16

16

Q: Every city has limited resources for infrastructure improvements. Of the list of options, select your top 3 project categories that should be prioritized for funding.

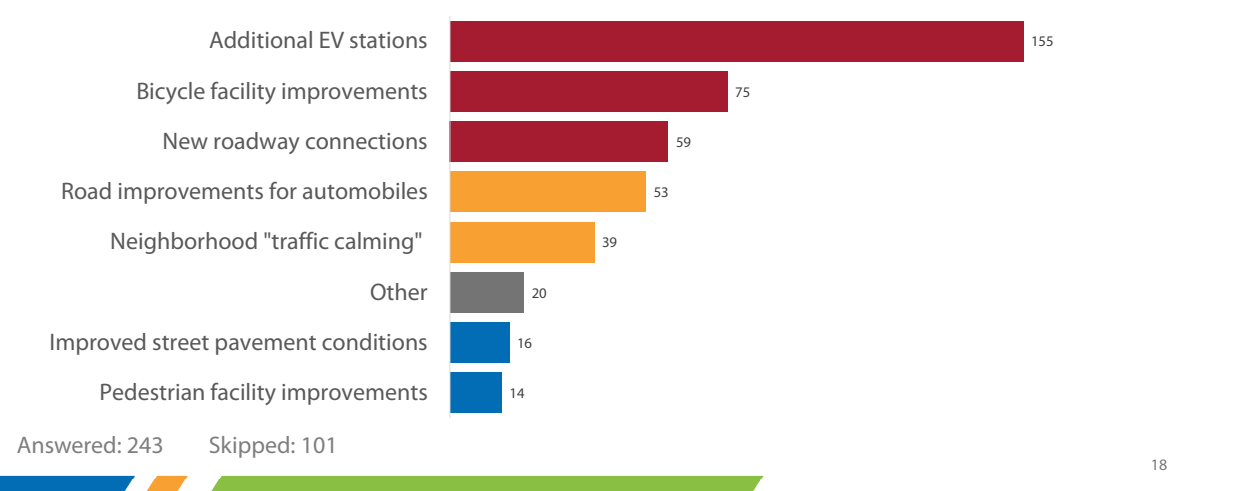
Select your top 3 options. These questions are designed to understand your preferences and gather information to better serve the community. No specific projects or initiatives are tied to these questions.



17

Q: Specify if there are any project categories you think should NOT receive funding?

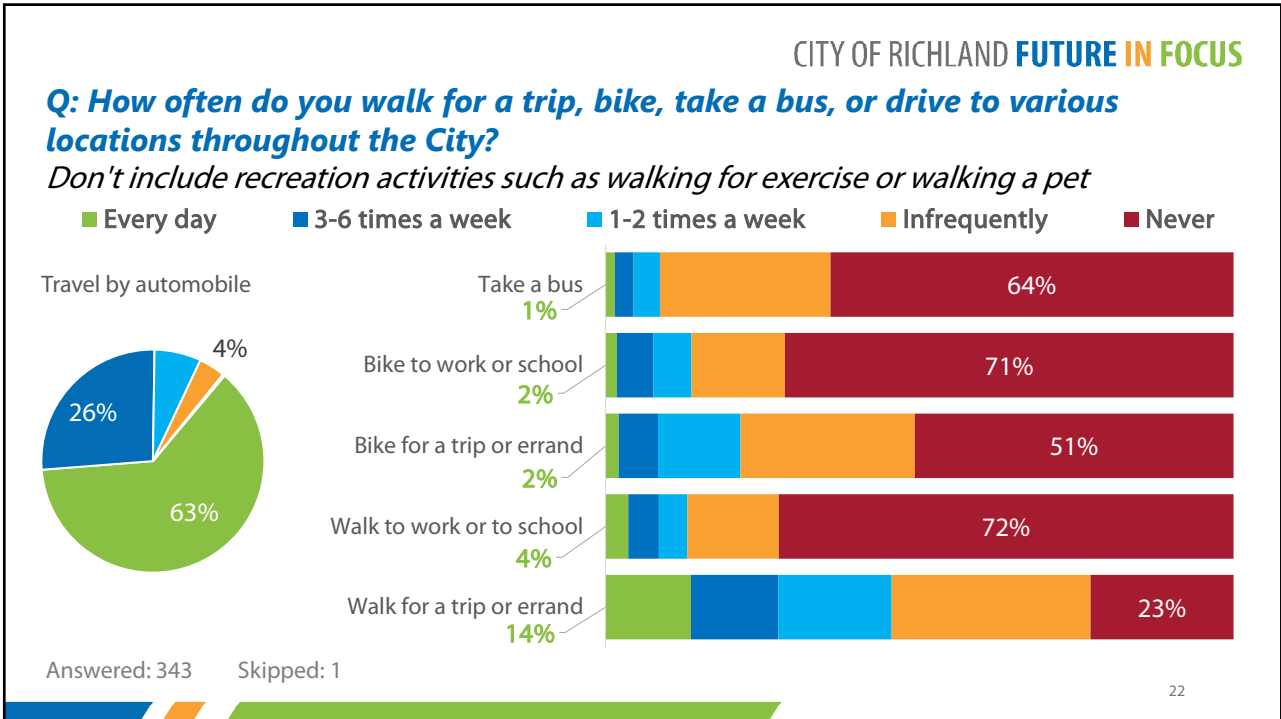
This question allowed respondents to select multiple options, as opposed to the previous question for which up to three options could be selected



18

PART TWO: "HOW YOU TRAVEL"

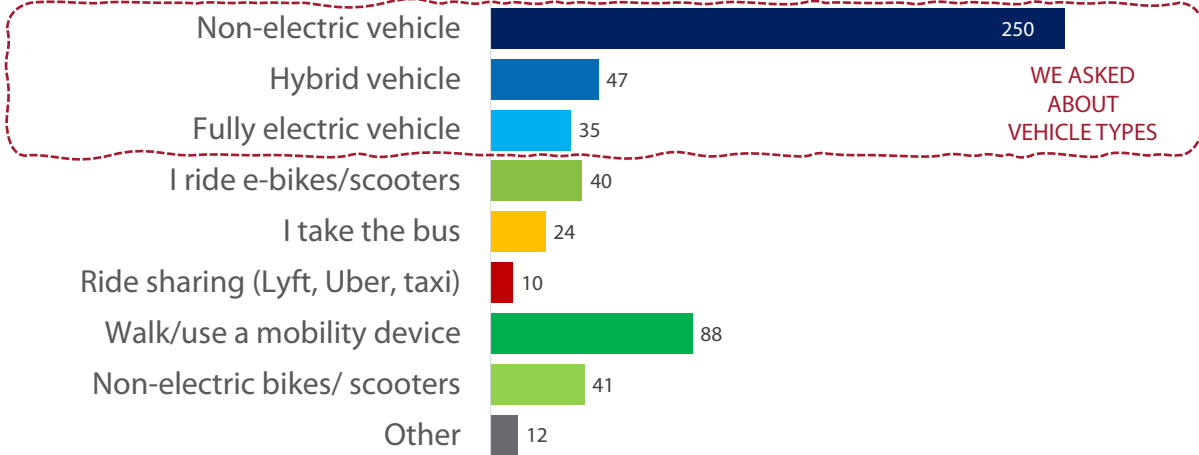
21



22

Q: More specifically, on an average day, how do you get around the City?

Select up to three options that best describes your daily activities (driving/ riding)



Answered: 339 Skipped: 5 Total answers: 547

PART THREE: "TRAVEL FACTORS"

In this part of the survey, we'd like to understand how different factors and physical conditions may impact your mode (biking, walking or transit) when you can't or choose not to drive/ ride.

Questions about walking

Rank the following factors according to what's most important to you

Ranked first most often!



	Score
Good sidewalk conditions	4.5
Physical separation from vehicles	4.5
Well-connected sidewalks	4.5
Marked crosswalks	4.3
Street lighting	3.5
Sidewalks that are wide enough	3.0
ADA accessibility	2.6
Education for peds, cyclists, and drivers	1.6

DISTANCE?

Up to 2 miles

MINUTES?

Average: 30

DAYS A WEEK?

Average: 5

25

25

Questions about biking

Rank the following factors according to what's most important to you

Ranked first most often!



	Score
Physical separation from vehicles	6.8
Well-connected bike network	6.7
Dedicated off-street space for cyclists	6.6
Street pavement conditions	4.9
Dedicated on-street space for cyclists	4.5
Street or pathway lighting	3.7
Bike lane markings through intersections	3.6
Secure bicycle rack parking	3.6
Education for peds, cyclists, and drivers	2.6
Physical separation from pedestrians	2.6
Bicycle wayfinding/signage	2.1

DISTANCE?

Up to 10 miles

MINUTES?

Average: 30

DAYS A WEEK?

Average: 4

26

26

Questions about transit

Rank the following factors according to what's most important to you

	Score
 Ranked first most often! Safe and accessible connections	3.3
Overall Safety	3.1
Bus stop amenities	2.7
Accessible to the elderly and people with disabilities	2.5
Bicycle racks at bus stops	1.0

Reminder! *Make it Safer and Easier to Ride Public Transit* was ranked as #4 when respondents selected "Very Important" and "Important" for long-term Transportation system improvements.



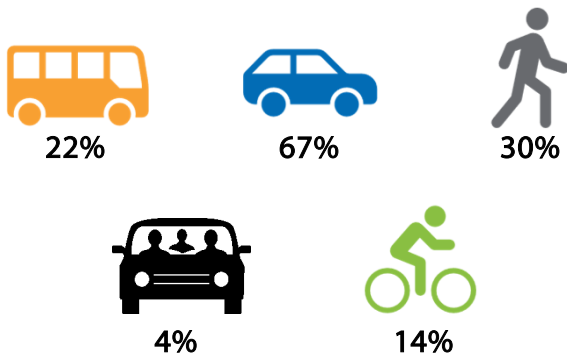
27

27

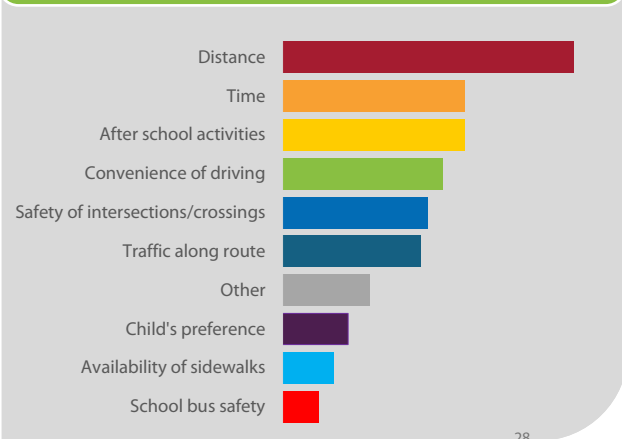
Questions presented to respondents with children who attend school

How does your child get to school?

Select up to two of the best answers



If not walking, biking, or busing, Why?

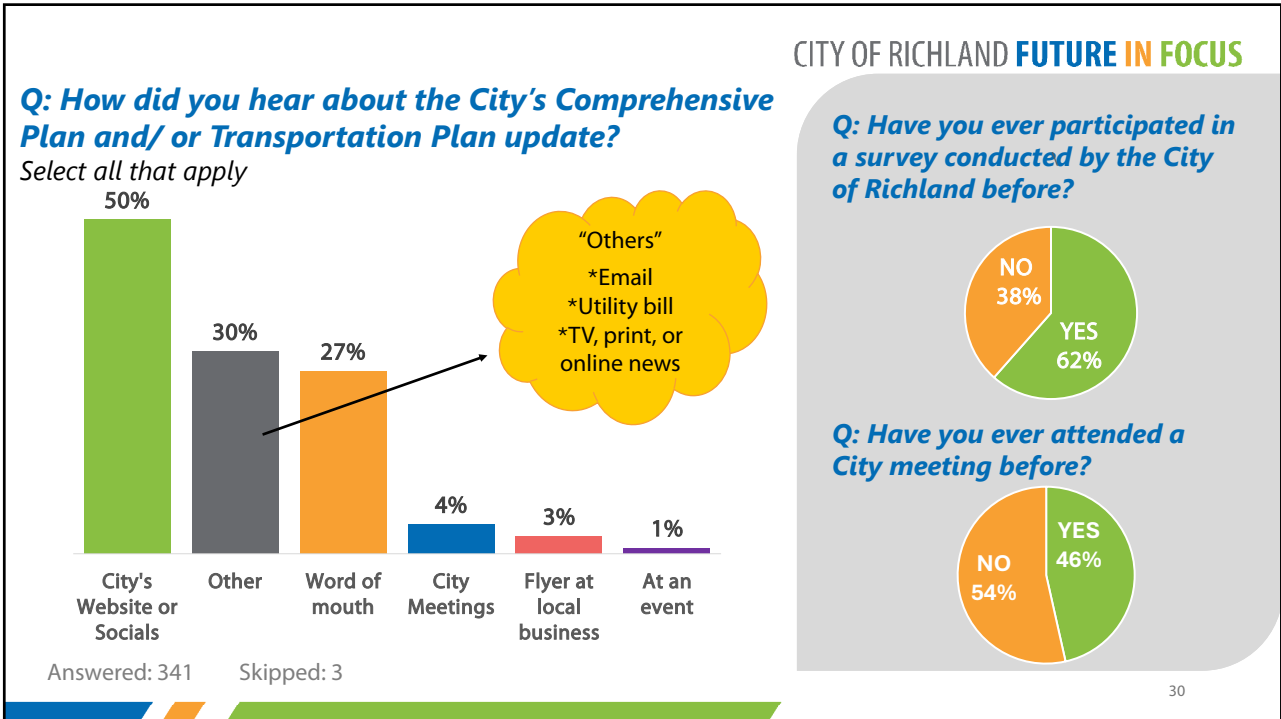


28

28

PART FOUR: "COMMUNITY ENGAGEMENT"

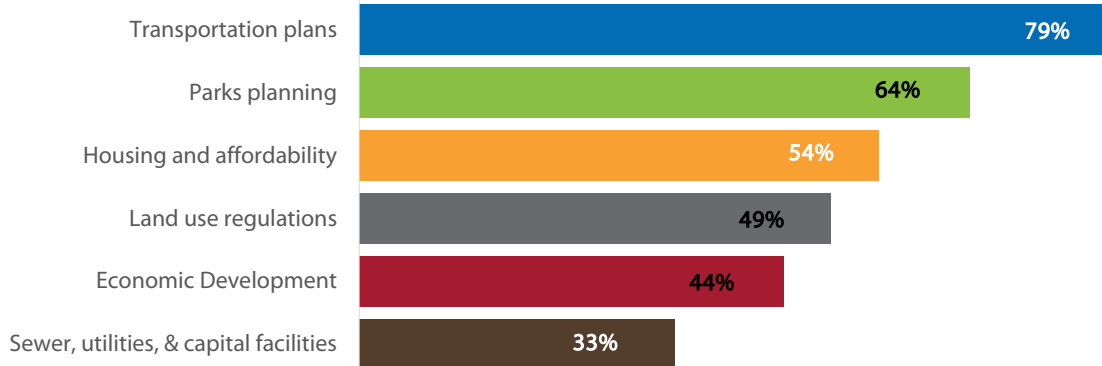
29



30

Q: If you were to attend a meeting, workshop or open house about the City's Comprehensive Plan update, what would you like to learn more about?

Select all that apply



Answered: 341 Skipped: 3

31

31

Q: Please provide any Closing Thoughts or Comments on Topics not Addressed

131 responses – Common Comment Themes:

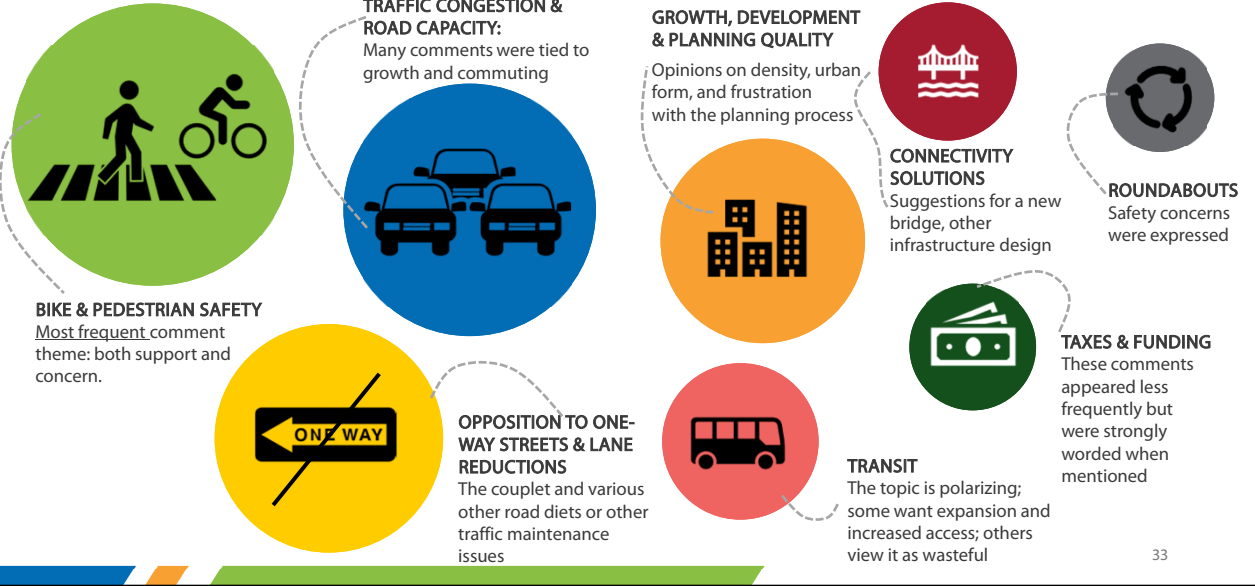
1. Bike & pedestrian safety
2. Traffic congestion & road capacity
3. Opposition to one-way streets & lane reductions
4. Growth, development & planning quality
5. Transit
6. Connectivity solutions
7. Taxes & funding
8. Roundabouts

32

32

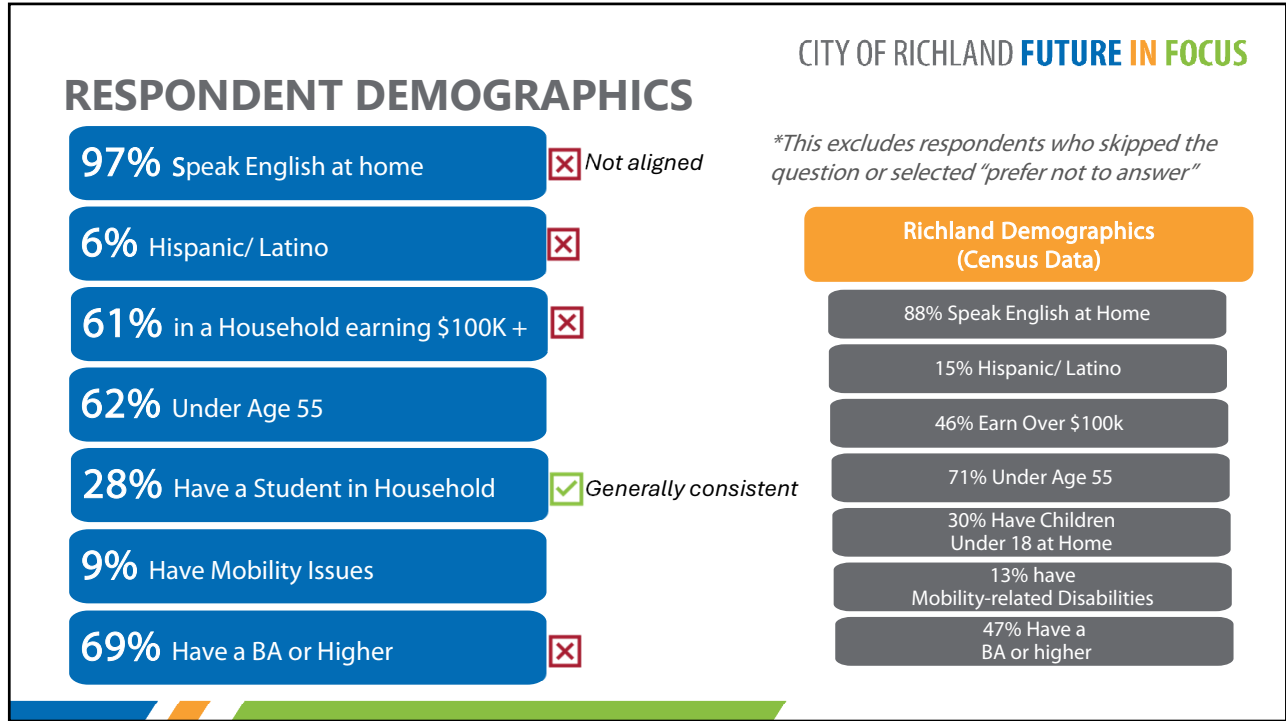
CITY OF RICHLAND **FUTURE IN FOCUS**

Q: Please provide any Closing Thoughts or Comments on Topics not Addressed

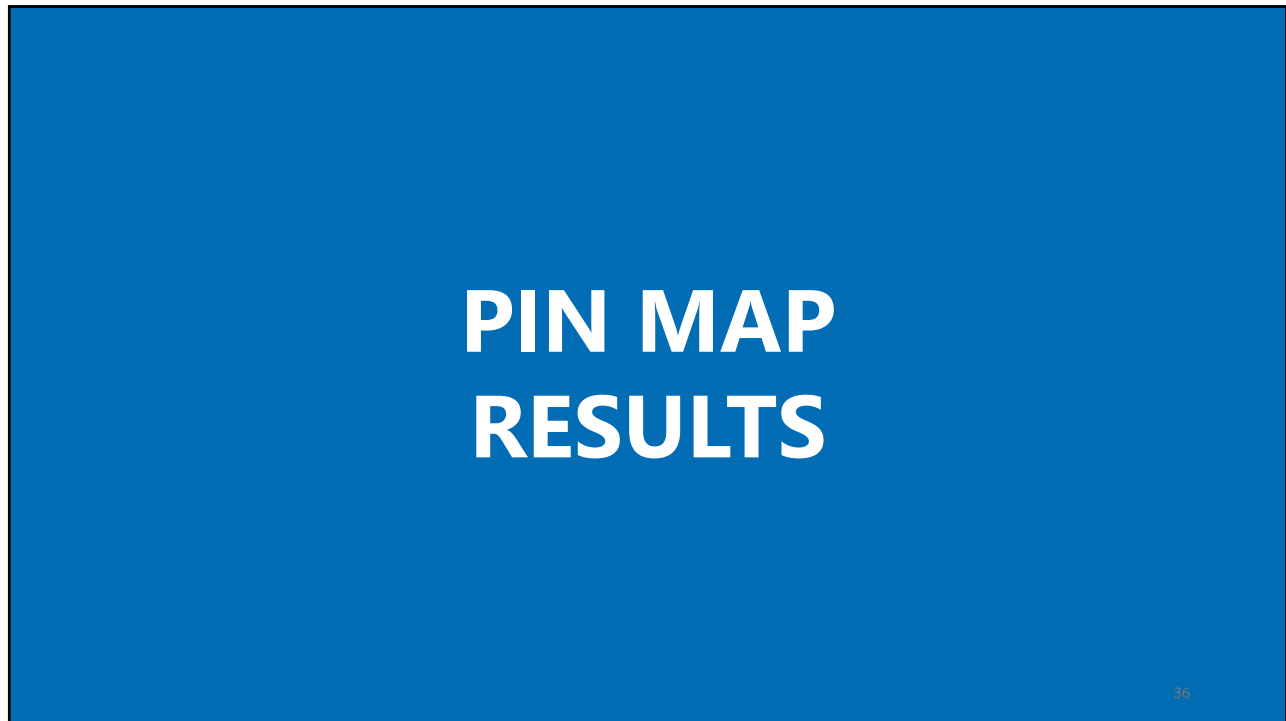


DEMOGRAPHICS





35



36

PIN MAP INSTRUCTIONS

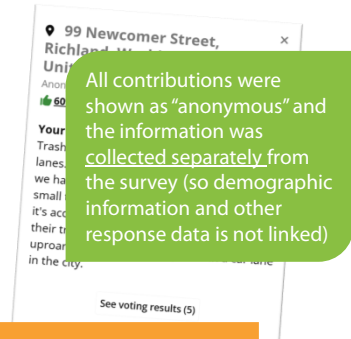
Transportation Feedback - Pin Map

We want to understand your transportation wishes and challenges!

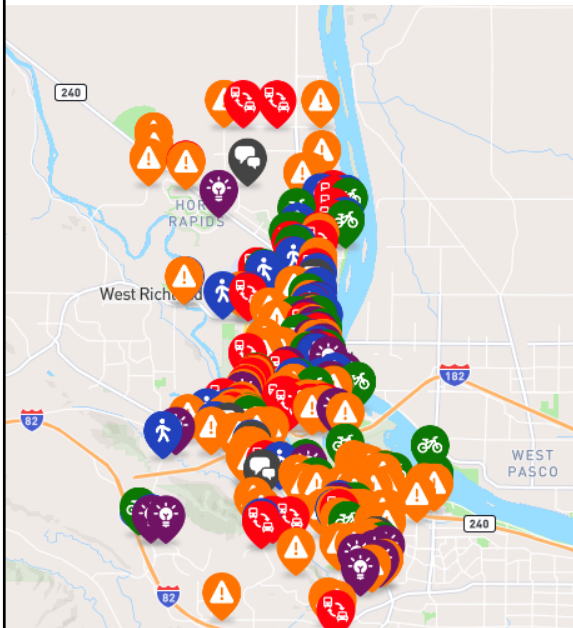
Join other community members and place "pins" with your comments to provide specific place-based feedback. You can identify safety issues or concerns, mobility challenges, or simply things that inconvenience you as you travel.

- Pins may not appear immediately because comments are reviewed before they go "live"
- You can "vote" to agree (*upvote*) or disagree (*downvote*) with displayed pins from others
- Please be as descriptive as possible; we are truly interested in gathering data so that improvements can be made and details help!

Thank you for taking the time to provide your comments!



Disclaimer: This version of Google Earth may not reflect the most current information and certain place and business markers are provided by Google, not the city.









Social Pinpoint's mapping feature allowed respondents to:

- Add points to the map among 6 categories
- Type in a comment
- Up or down vote comments by other users

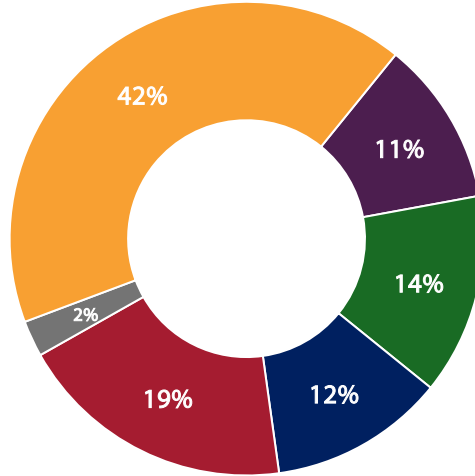
The City was seeking specific, place-based feedback

284 Pins
60 Contributors
430 Total Votes

CATEGORIES

-  Ideas and Suggestions
-  Bicycling Note
-  Walking Note
-  Safety Concern or Comment
-  Travel Concern
-  Other Comment

Also received the most up/down votes.



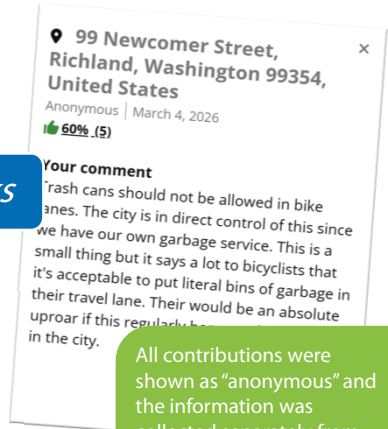
COMMENTS

Comments were very specific, and City and Consultant staff actively monitored the responses.

Intersection taking a left turn from the WinCo lot is so much more dangerous following the intersection change, must cross all lanes of traffic to drive north bound with no yield that allows for transitioning.

Need sidewalks

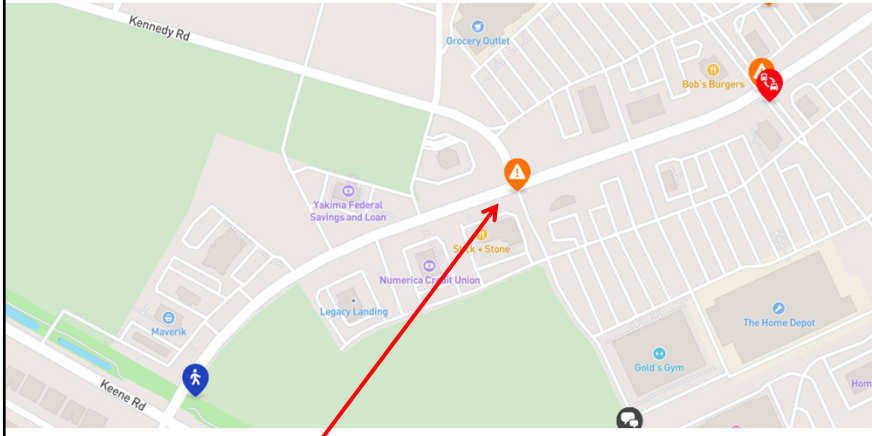
The bike signal here works great. Thank you.



All contributions were shown as "anonymous" and the information was collected separately from the survey (so demographic information and other response data is not linked)

MOST UP & DOWN VOTES

CITY OF RICHLAND **FUTURE IN FOCUS**



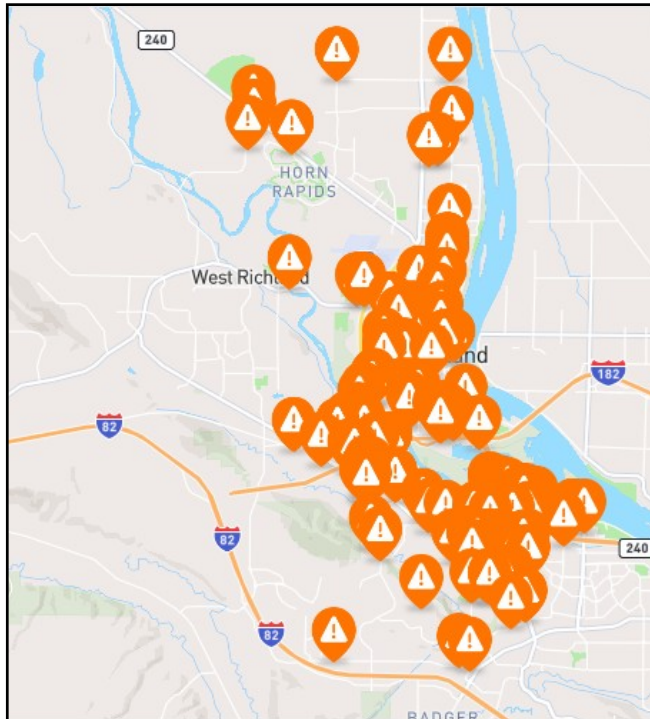
Most downvotes was a three-way tie at 4 votes each

Most Upvotes (10) 3019 Duportail Street:

"These areas could really benefit from roundabouts or lights on each intersection of the Queensgate area. I see people trying to take left turns all the time almost crashing. Its very scary."

41

41



Safety Concern or Comment

118 Pins
128 Upvotes
34 Down votes

Speeding: 17 comments
Drag Racing: 5 comments
Dangerous intersections: 7 Comments

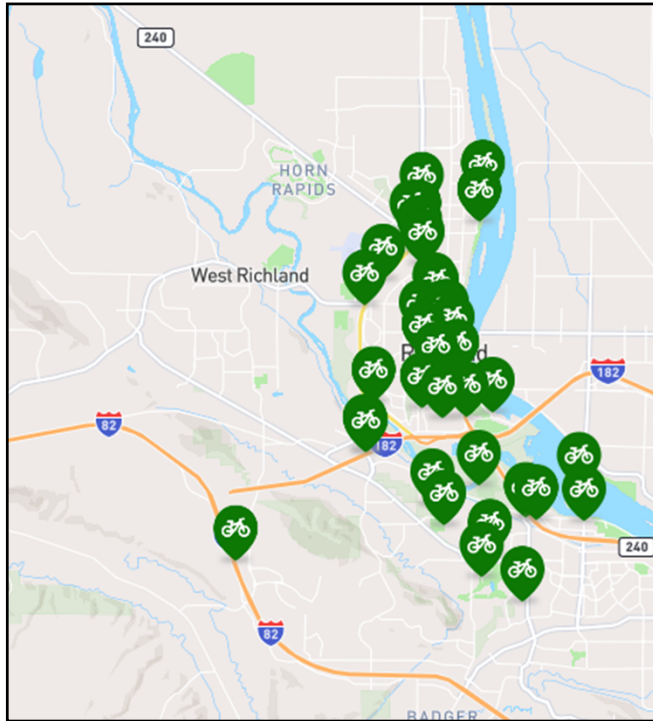
2400 Queensgate Drive

Need right southbound lane to continue. A lot of traffic leaving Walmart at rush hour is getting forced onto westbound 82 due to Queensgate traffic not letting them in.

113 Thayer Drive

A road diet would be greatly beneficial here. The road is too wide and people speed. This week there is a police flashing sign speed radar. There is a preschool on this street.

42



Bicycling Note

39 Pins
70 Upvotes
23 Down votes

2400 block Tiger Lane

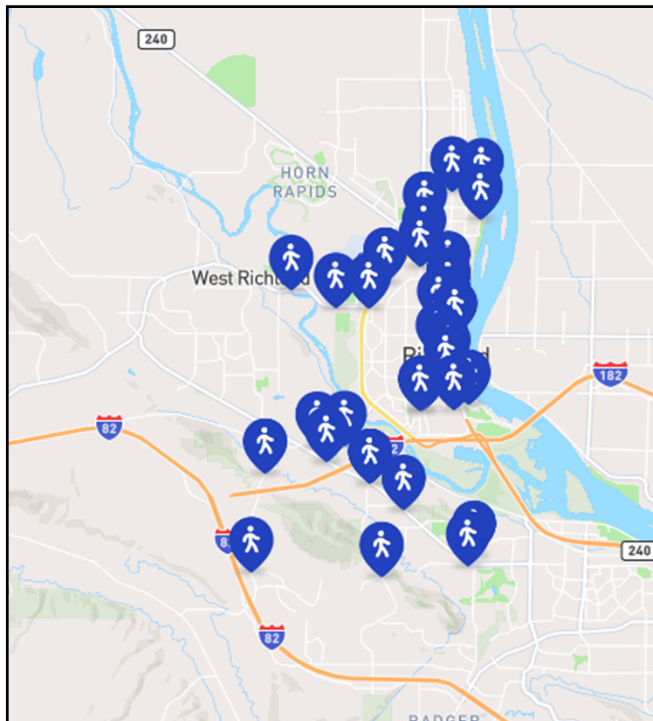
Need bike path constructed in BPA row to connect Steptoe and Bellerive

62 Argon Lane

Bike path is nice but ends here, if you want to bike north (like for work) it is very dangerous along Stevens or a winding, confusing mess of side streets and parking lots

43

43



Walking Note

34 Pins
50 Upvotes
21 Down votes

1300 block Hains Avenue

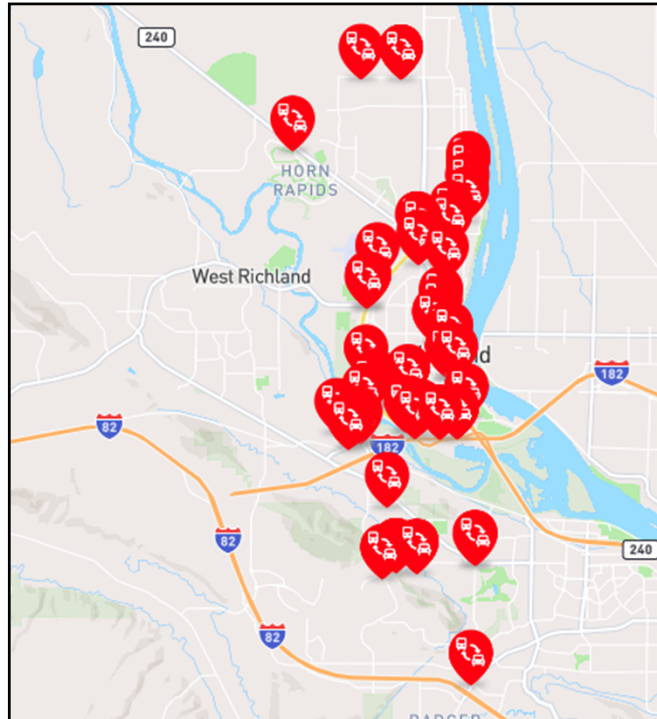
The termination point for the Waterfront Trail connection to Hains has no crossing marking or other safety elements to make sure crossing is safe here

2100 block Newcomer Avenue

No sidewalks at the 4 way intersections along Coast St. forcing me to dodge cars walking early or late

44

44



Travel Concern

54 Pins
51 Upvotes
23 Down votes

Washington Highway 240

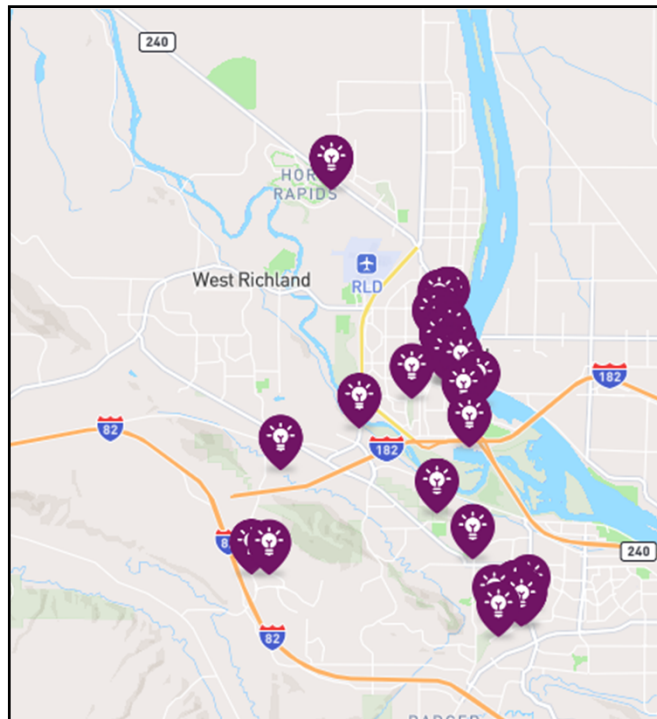
Not enough notice to yield entering from GWW. Maybe flashing yellow light or larger yield sign.

500 Gage Boulevard

Need to convert to a roundabout to help eliminate backups at Leslie & Gage.

45

45



Ideas and Suggestions

32 Pins
19 Upvotes
6 Down votes

Lighting Conditions: 11
Comments

**Ideas for parks, wetlands
or community
infrastructure:**
6 Comments

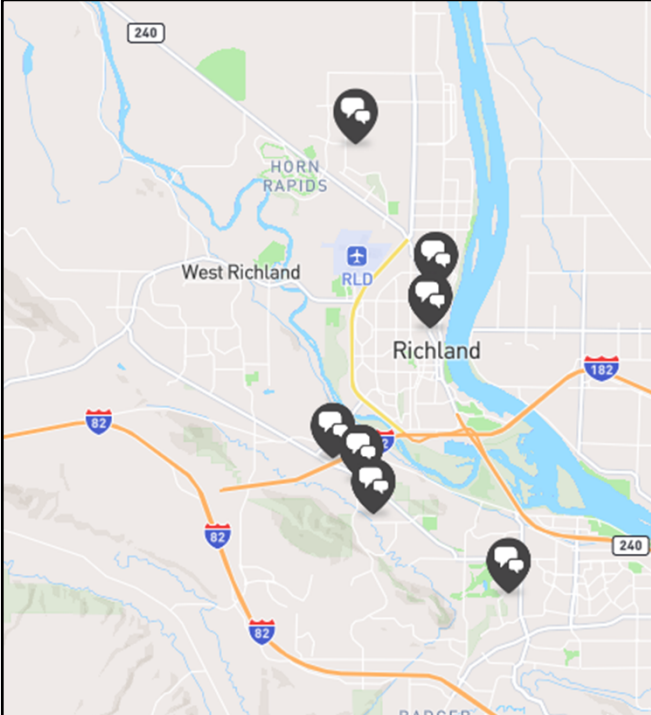
700 block Meadows Drive South

This is designated park, most of it could be restored as a wetland, even after KID turns water off there is water. Dry areas would be good for a BMX track (redirect over here from Amon Cr. Preserve). No lighting. Day use only to protect wildlife corridor.

1400 block George Washington Way

I believe school speed limits should be in place to Symons St. as many children walk through this crosswalk to get to/from school

46



Other Comment

7 Pins
5 Upvotes
No Down votes

1200 block Medley Drive

There was still an orchard here during the 2017 summer storm that flooded streets all over S Richland, and damaged the fire hydrant and sidewalk on the north side of Gage over Amon Creek. This new tract is almost all impervious surface. What is the city planning to prevent future localized flooding as more and more developments are built?

47

The image shows a map of the Richland, South Carolina area, including West Richland and Horn Rapids. Several black pins with white speech bubbles are placed on the map, indicating locations of comments. The map shows major roads like I-82, I-182, and US-240, and the Richland River. To the right of the map, there is a section titled 'Other Comment' with statistics: '7 Pins', '5 Upvotes', and 'No Down votes'. Below this is an orange rounded rectangle containing a comment titled '1200 block Medley Drive' which discusses flooding from a 2017 storm and asks about future city planning for impervious surfaces.

47

CLOSING NOTES

48

A large blue rectangular box with the text 'CLOSING NOTES' in white, bold, sans-serif font centered within it. In the bottom right corner of the box, the number '48' is written in a small, light blue font.

48

THANK YOU!



Contact:

Mike Stevens, Planning Manager
mstevens@richlandwa.gov
509-942-7596

Overall, how would you rate the existing transportation system features in the City?

Pedestrian amenities (sidewalks, ramps, crosswalks)

Bicycling amenities (marked lanes, trails, crossings)

Transit access (stop locations, bike and sidewalk connections, convenient crossings)

Street physical safety (pavement condition, lighting, visibility)

Roadway network connectivity

...If you rated any of the previously listed items as “Poor” are there any improvements that could be made to raise your score?

1) eliminate excessive use of bike trails on city streets. Streets are valuable real estate for transportation and the bike lanes are rarely used. It is a waste. 2) striping and marking on recent city street projects show lack of attention to detail.
1. Build another bridge over the Columbia connecting Richland & Pasco, 2. Build another bridge over the Yakima connecting Richland and West Richland between Hwy 224 & Duportail, 3. Add an interchange to I-182 at Dallas.
A bridge needs to happen for Hanford traffic around WSU to Pasco. Hanford traffic is ridiculous.
A lot of the bus stops in Richland are very close to intersections. This backs up traffic into the intersections especially during rush hour if there are a lot of people getting on and off the bus. All stops should be at least 500ft from an intersection.
Add bus stops near the new apartments near Horn Rapids, the nearby industrial, and the golf course and its houses
add sidewalks in north industrial area. better bike lanes that arent dangerous. separate bike lane by barrier in high traffic areas and figure out how to do intersections safely
Although I scored most things as fair, I would really like to see lower speed limits in central and north Richland, along with further pedestrian and cycle safe measures, such as protected bike lanes and tree lined streets.
An overpass like Duportail that connects Richland and Pasco more directly to the rd 100 area
Better biking lanes (with a physical barrier), more bus routes, free busses for all
Better maintenance on trails, more connections, more recourses/maps of trails/bike paths for the city
Better transit access would be big.
Bike lanes need to be real and protected, not just a white line of paint. Pedestrians should have safer means of walking the city. Getting on to 182 from the ramp should not require a quick acceleration. The yield sign is dangerous entering from GWay.
bike tax to pay for bike trails..city parks should be a pack it in and pack it out or \$300 ticket "enforced" no exceptions.
Bikers occasionally get an unprotected lane that really isn't a lane. I would like to see more bike lanes that have a physical barrier between it an vehicle lanes.
Bridge from north richland to pasco
Bus stop benches, shelters and lights
Central
Central Richland citizens can't afford to install sidewalks or shade, and the city won't do it. More shade, less parking lots and concrete islands.
Columbia Park Trail needs a sidewalk. It is so unsafe for pedestrian traffic, and as a mother I would enjoy walking with my children if there were sidewalks and pedestrian crossings. Specifically around Leslie Rd.

Condition of bike path in N. Richland in poor shape - many cracks/breaks in pavement. Bicyclists on GW way have a marked lane, but not on other streets.
Continuous marked and divided bike lanes and bike highways, more safe opportunities for people to ride their bikes to work or school, easy and safe busy street crossings like pedestrian bridges over G-way and jadwin,
Did not rate as poor, but cycling amenities need improved. Protected lanes would be huge.
Duportail and Queensgate need a lot of help, but I know there's a plan for that. Also, coming out of Richland on Duportail is rough bc the light is so long to cross HWY 240, especially in the afternoon. That section from roundabout @ Thayer could be wider
F1) Find a way to install sidewalks throughout Richland; 2) improve the quality of those that exist - older ones are generally dangerous because of root uprisings and lack of maintenance.
Fill potholes
Find ways to build sufficiently-wide sidewalks in the central city other than owner-sponsored LIDS. Improve upkeep on those sidewalks that exist.
Fix the streets and stop applying bandaid. Part of this new plan must include a maintenance plan for perpetual street and sidewalk maintenance. Lots of work to get caught up on and the growth continues.
For Transit Access More marked midblock crossings at bus stops (such as Gage Blvd and Peachtree Lane; also more bike parking at bus stops and transit centers. For Bicycling amenities more physical barriers between bikes and car traffic..
Have protected bike lanes instead of bike gutters. Remove snow from bike and walking paths and clear snow at all busstops.
I find routes that I can bike on are very limited. Few roads have designated bike lanes.
I think the busses are too infrequent and have not enough hours. Incentivize ridership by increasing bus stops, bus hours. support our local economy by hiring more bus drivers.ng
I would like to see more bicycle infrastructure, bike parks, and more bicycle awareness for drivers
If you had better signs on gway where the new traffic pattern is that would help with confusion. Also don't make the roadways one way that will lesson the high quality existing roadways and cause businesses to suffer due to lack of visibility and accessib
Improve traffic in the Duportail and Queensgate area. It's difficult to turn into and out of parking lots, and Costco has increased traffic tremendously.
In the Badger Mountain School district, some of the coul-de-sacs don't have the street lights.
It is difficult to efficiently depart Richland Central to get to South Richland between 4 - 6pm
keep the busses from stopping in middle of road blocking traffic.
Lack of sidewalks on Kennedy and Kingsgate.
Lane lines are worn and not visible when wet or when sunlight reflects off the pavement. This is particularly true on George Washington Way.
Leslie needs to connect to Center Parkway.
lighting especially on the bypass; fluorescent paint used on roadways
Many street dont have sidewalks in North Richland. Also, many pedestrian crossing are dangerous due to lack of cross walks and poor design. For instance the intersection of George Washington Way & McMurray has seen several pedestrians get hit
Many streets have no sidewalks, or sidewalks that simply end out of nowhere. Improved transit access to areas of business and residential areas is needed, especially the more affluent neighborhoods in south Richland that lack any bus stops at all.
more bike lanes and more controlled crosswalks
More connections between pedestrian/bike friendly streets. Often where I start and where I am going is decently bike/pedestrian friendly but there is one chunk of high car traffic road in between that makes the trip dangerous.
More connectivity for bikes and pedestrians across the Yakima River to connect South with Central and North Richland.

More crossing locations, better marked bike paths in parks with more signage to avoid pedestrian collisions
More crosswalks on G-way, especially near school zones. Road conditions are poor in Richland. Roads have been sealed in amen places but are not smooth. Many street lights are purple, these need replacing. Some streets are very dark.
More cycling lanes
More designated bike lines, with clearer markings and possibly some sort of barrier, jadwin and Geo way desperately need brighter more defined bike lanes, jadwin has gotten better but there is nothing on Geo way
more pedestrian access, better bike lanes, etc.
More sidewalks are needed, there needs to be roads dedicated to pedestrians and bikes only (no automobiles), secondary roads need to be resurfaced, allow for mixed zoning to allow for small businesses to thrive, better smart city planning. No Stroads.
More sidewalks in residential areas and speed bumps on residential streets to prevent vehicles from speeding through residential neighborhoods
More sidewalks in the older part of town, added lights in parts of older richland
Most of the transit stops are in the street instead of pull outs on the side of the road so it blocks traffic up in the lane they are stopped in. Seems like this is contrary to removing vehicles if you are then blocking traffic.
My "Good" rating is overall....there are several parts of Richland where roads and sidewalks conditions are unacceptably poor
N/A
n/a
n/a
Need traffic light on Keene Rd at Cherrywood Estates
New developments are not accompanied with wider roads to handle the additional traffic.
Physically separate bicycle lanes aimed at commuting. More public transportation with traffic priority. Go back to yellow street lights since white causes night blindness. Space buildings closer together. Car-free zones.
pretty far away from the closest bus station
Protected bike lanes and pedestrian crossings.
Protected shoulders for bike lanes, wider bike paths on the bridges, or a separate pedestrian/bike bridge
Provide transit (bus) access to all areas of the city, including Badger Mtn. South. Especially when you've allowed affordable housing development to be built without such service. BFT should add a line there and provide more frequent services down Gage.
Public transit here isn't usable for many people. It takes several times as long as driving, so most don't see it as a useful option.
Public transit is not a viable option for most; especially in NW/Horn Rapids. Not an easy fix, even if there was access doubt we'd have enough ridership.
Public transport isn't the best with some areas like badger mountain south not having public transport to downtown
Repave Jadwin Ave.
Repave streets not just fix potholes
Require Tranist (BFT) to provide bus turn outs on all busy streets.
Richland (area of Ammon to Goethals to Lee to George Washington Way) have limited sidewalks. Since 1990, I have lived here, and there are too many times children, parents, and small families must walk in the street around this neighborhood. Add sidewalks.
Richland is so spread out and not well connected. We need better pedestrian and public transportation infrastructure. Additionally neighborhoods should not just be one million houses- they need to include grocery stores, parks, and gardens.

Road maintenance is always a high priority, I don't agree with the use of micro seals on road surfaces with the use of using crack seal as well.
Roadway stripping needs to be improved for night driving and inclement weather. When it rains here, it is nearly impossible to see the stripping on the roads. Potholes are also becoming far too common on main thoroughfares.
Roadways are crowded and there are many choke points such as bridges, stop lights that break the flow, erratic driving with no law enforcement in sight, and cops sitting on light traffic roads pulling over speeders. It makes no sense.
Safer cycling lanes in business areas.
Safety could be improved with better speed deterrents like speed bumps or two/four way stops in central richlands main roads in residential areas.
Separated bike lanes Speed limits on trails ..'more bike and walking overpasses
Shut down Tri Cities mass transit. Hardly anyone rides. It is wasteful to run so many empty buses.
Some areas need more lighting. Its impossible to see people or bikes at night.
Some roads have 2 or 3 different names, stop doing that. Prefer grids to suburbs.
Some school zones do not have sidewalks (like near Lewis and Clark), so kids ride bikes in the road. Bicycling paths-need a separate bike/walking path near Howard Amon as it is too crowded. Repair Levy Bike path so kids aren't in roads/parking lot
Stop allowing cul-de-sac roads. Get back to the grid.
Stop people from parking on sidewalks, especially on busy streets.
Stop people from parking over sidewalks and fix the potholes.
Streets and side streets in the Adams/Benham need replacing.the Aaron Dr/HWY 240 intersection continues to be a major issue.
Symons between GWay and Wright is a nightmare for pedestrians and cyclists.
The elimination of multi-lane streets. Traffic circles in every intersection. Buffers between bike land & sidewalks and auto traffic. Citywide speed limit of 20mph. Raised crossings every 200ft on arterials. More multiuse connectivity.
The intersection of Dallas and Wellsian is pretty sketchy.
The intersections along Duportail need to become roundabouts with the streets only allowing one way traffic on each side
The lack of sidewalks on either side of the street in areas of North Richland near my house routinely cause cars to nearly hit me turning corners. For example, the streets crossing Catskill
The lighting on streets is very bad. Also so many people park their cars on the sidewalks making it impossible to use them. Many people also speed down the road I live on (Wright) and have vehicles that are obnoxiously loud.
The new streets have already been dug up because of poor project management. They look like they were poorly planned. As for connectivity, the roads were well planned up till the last 10 years when developers got to do whatever they wanted and not follow
The painted road lines really need to be reflective. It is extremely dangerous and very scary driving in the dark while it's raining. Particularly on the freeways and bypasses. What must we do to protect ourselves on busy, dark, and wet roads at high speed
The priority even around downtown shops in Richland is moving cars quickly. Somehow, this still creates traffic jams. Meanwhile, pedestrians are forced into dangerous situations. Areas don't have sidewalks, crosswalks are rare, cars park on sidewalk often
The roads are in terrible condition and since car lanes have been cut down to one lane turn lights are needed at most of the main intersections.
The sidewalks are too narrow, you put in bike lanes on the street but it is way too dangerous to use them, I have almost been hit on numerous occasions while using them. I no longer will use them, I use the bike paths only and use the street minimally!
The two main crossings of Hwy 240 (Van Giesen, Duportail) are too dangerous for kids.

<p>There appears to be no redlight enforcement. Twin Bridges Road connects Horn Rapids to West Richland, but it is not safe to travel on bike, scooter, etc. Many sections of the city are cut off from others due to non existent bike paths or safe routes.</p>
<p>there are a large number of streets in central richland without sidewalks or only on one side. Would like to see the City begin the process of filling these in</p>
<p>There are almost no dedicated bike paths. Only shared paths and bike lines on often busy streets. Riverfront trail should have bike path separated from pedestrians. There are too many people in the central and south part.</p>
<p>There are city vehicles driving the streets everyday, perhaps they could pay attention to report pot holes etc.</p>
<p>There are very few fully separated bike lanes along roads.</p>
<p>There have been numerous children hit at the intersection of GWay and McMurray. There needs to be something done to make that intersection safer.</p>
<p>To many bike lanes where they shouldn't be. Road conditions are poor. Example is Columbia park trail</p>
<p>Too much lane wide is taken up for bike lanes. Puts lanes too close to cars.</p>
<p>Too much traffic is being funneled through Keene Road. Traffic needs to be diverted to other roads. Also the GWW one way modification is stupid. It will make uptown access harder onc in place. The one way modification should be abandoned</p>
<p>Traffic calming and lower speeds on most arterials. Bump outs or raised crosswalks in business districts. Real bike lanes with slower traffic (narrower vehicle lanes). More bus routes, frequency and neighborhood service. More and healthier trees and shade</p>
<p>Traffic congestion during busy times, which is most days now, is terrible. The idea of the one way loop (Gway/Jadwin) is a great idea to start improving these issues.</p>
<p>Unfortunately with the amount the city has and continues to grow the traffic control and roads are about 2 years behind and by the time they are updated and jobs completed then are outdated already.projects that are being done for bikes are not really nee</p>
<p>Unrepaired potholes, poor re-paving here and there, worn-out street markings of all types.</p>
<p>we have crosswalks that need some type of warning, like at the end of thayer with people coming off freeway, duportail also, you dont have enough stops for using the bus, i have to walk sometimes a mile to catch the bus.</p>
<p>We live on Davison. Where there are sidewalks in our area, there are a lot of uneven sidewalks. This could be fixed.</p>
<p>When turning from G-WAY to Hanford Street, there are a bunch of large potholes that need repair</p>
<p>While it can be pleasant to walk within a neighborhood, walking to go outside of your neighborhood (ex: grocery store), is unpleasant. Richland caters to drivers at the expense of walkers. We need more sidewalks and they need more protected from cars.</p>
<p>Yes I live on spring street a few houses down from the George Washington and our street alone (spring street) is poorly lit. I often run at night and find myself running down busier streets because there isn't enough street lights in our neighborhood stre</p>
<p>Yes, put a bridge from North Richland into Pasco and fix the constant congestion of traffic.</p>
<p>You're connecting all the wrong roads, and not making the necessary roads wider. You're adding cut through to neighborhoods who were never meant to be thoroughfares. You're creating high density residential in areas it shouldn't be and the roads cannot ha</p>

If you have specific project improvement ideas, please provide more details such as a description of the problem, location, and type of solution you are seeking:

1) Calming along Queensgate 2) Less lights along Bypass or ways to cross without stopping 3) MORE NOISE/SPEED ENFORCEMENT!
1. Build another bridge over the Columbia connecting Richland & Pasco, 2. Build another bridge over the Yakima connecting Richland and West Richland between Hwy 224 & Duportail, 3. Add an interchange to I-182 at Dallas.
Add a stoplight on Duportail between Target and Walmart. I have seen many "near misses" because people get impatient when they can't get across.
Add green paint to bike path areas, add sidewalks for walking - far too many close calls or deaths from vehicles.
Add lights down duporttail. Hard to turn out of parking lot with blind hill.
Add more protected bike lanes and improve visibility on current bike lanes i.e green paint, lights, reflectors etc.
Add sidewalks to all north richland streets, also add traffic calming to Davison Ave, Snyder, and Spengler
Adding another bridge from North Richland (Hanford High/PNNL area) to Pasco would significantly reduce the amount of traffic issues coming in and out of both George Washington Way and the 240 Bypass
An overpass like Duportail that connects Richland and Pasco more directly to the rd 100 area
Another bridge connecting to Pasco. A bridge over to burden would help the traffic out of Richland and Kennewick greatly
Answer
Anywhere where lanes are reduced and then reintroduced. Steptoe and Taptal updates are great.
Beautify our city. Add additional landscaping to roundabouts.
Better markings at intersections where bikes can be such as with green color like it is near the circle at the Eye. All bike intersections should be so marked.
Bridge from north richland to pasco
Central Richland needs the kind of planning attention that South Richland currently receives
Clearly define the goal and vision. Finish striping roads.
Close swift access to bypass
Create active modes along corridors that are not your busiest. Goethals. Gillespie, as examples. Investing the space and dollars along Gway/Jadwin creates greater need
Design transportation infrastructure to suit land use, once the zoning system is no longer a total mess
Develop a wayfinding system throughout the city to raise awareness of pedestrian and bicycle paths which could connect people across the city. This could include distances to key streets or possible attractions like parks.
Do not make Jadwin & GWWay one way roads
Duportail Street between highway 240 and Thayer St. speed need to be reduced. Often people are driving down that street in excess of 30 miles per hour.
Eliminate Tri Cities mass transit. Very few people ride. Its a huge waste of resources. Empty buses driving around/idling are bad for the environment.
Ensure that the school safe walking paths are well marked and that the crosswalks have the curbs painted to show no parking. It has been a huge issue in our neighborhood with the crosswalks being blocked or obscured
Establish a safe cycle path from Horn Rapids to West Richland.

Flashing strobe lights at pedestrian & bicycle crossings to alert drivers. Pasco has these at various high traffic areas and they work very well. As a bicyclist I feel much safer and more visible to drivers when using this style of crosswalks.
Focus on widening SR240 from the railroad tracks all the way past Horn Rapids neighborhood to the Twin Bridges/West Rhld intersection. The 2 lanes from Hagen cause conjection & is very dangerous given the speed and amount of traffic
For an overt the river bridge between North Richland and Pasco. I think the tubertail bridge connection was a waste of funds and should have been further north.
Funding could come through enforcing pet owners to once again pay a fee to license pets.
Funnel north Richland traffic off of GWW to the by-pass highway.
Gage Blvd needs to go through to connect South Richland with Badger Mountain South.
Getting out of north Richland on 240 and The added lane in Vantage should be extended down to Twin Bridges road - another lane would help to bypass semi truck traffic and slow moving.
Goethals / Knight intersection - needs a mini or calming roundabout to running through the stop sign without stopping. Lots of near misses and seems to have space available.
HWY 240 from Stevens to Kingsgate needs to be four lanes. Kingsgate needs to be connected from Horn Rapids to Costco. Ben Franklin needs to serve Horn Rapids. Need commercial development (grocery store) at Horn Rapids.
I am less interested in 'street' parking than having a parking area that supports park, restaurant, and event parking in central richland. we are not a walking community and if you want us to support richland business allow them to have close parking
I believe the road paintings lines need to be reflective. You can absolutely not see the lines on the bypasses or freeways here while it's raining and in the dark. Not only is it very scary. It is extremely dangerous.
I have placed many pins. That map is a great idea and I've voted on some as well. Thank you!
I like the roundabouts, but too many people apparently don't understand how to navigate them correctly, leading to near-accidents in some instances, and unnecessary stops in others. It seems that "how-to" signs are needed to clue some people in.
I like to bike to work central -> north Richland. My options are: bike along the river (1.5 miles out of the way) or take a more direct route (dangerous!) more bike connectivity/infrastructure north of Spengler St. would be amazing.
I think having one way streets on Gway and Jadwin is a mistake
I think if the city is going to proceed with "The Loop" it should make all of GWay one way going north and Jadwin all one way going south. It makes zero sense to spend \$ only making a small stretch one way bookended by two way roads.
I think it's really important for neighborhoods to be recognized as a place that should be safe for residents to live in more so than a place non residents have President to transverse quickly. Freeways are transit, roads are for richer city life
I think the one-way corridor will be better for bikers, especially if cross streets have bike lanes
i want a flashing light or something where the freeway exit onto thayer, there is a crosswalk but nobody knows when they are getting off freeway. people are going to get hurt...
I want Carondelet Dr. to be jack-hammered and have a street poured.
I would like to see more effort to create more benches with shade for pedestrians such as bus shelters and better enforcement of encroachment onto sidewalks by parked cars and landscaping that reduce usability and are especially bad for the disabled.
I would like to the cities cycling infrastructure to include alternative routes to busy streets using parallel lower traffic streets, (Similar to Portlands Neighborhood greenways).
I would love for Twin bridges road to be safer to ride a bike or walk on. There's no shoulder or sidewalk. Not a lot of lights either

Implement transit signal priority into the one way pairing of Jadwin and G W Way. Establish way-finding routes leading citizens to transit center and available ride share and Dial a Ride opportunities at the Knight street transit center.
Improve Van Giesen/Bypass/railway traffic issue. There are times when it takes over 20 minutes to get thru the intersection.
Improve walkability and bikeability within and between popular Richland shopping areas (Parkway, Uptown) and parks.
Improved biking paths in Howard Amon and Leslie Groves to better separate walking and biking pedestrians for the safety of both parties.
Improvements based on happy emotions like warm park benches, art features, architecture over engineering! Also,repave the riverside bike trail where it has been neglected,
Improving bus stop shelters and replacing those that have been removed. The stops on Thayer next to the high school come to mind. It get so hot in the summer here that it becomes a safety hazard for people to be waiting for the bus without any shade.
Improving the road that goes up by Richland high, it's dangerous with cars parked where bikes should be riding causes many to ride directly in traffic it, it caused me to be involved in a hit and run when I was trying to cross on to Snow Ave.
In central Richland, curbs are curved allowing cars to park on the sidewalk. This happens all the time, and on routes to the schools and parks. Kids, bikes, wheelchairs, and strollers are constantly forced out into the road
In regards to EV charging, for those traveling through or to events here with EV it can be challenging to find spots. Locations in areas where events are or access to restaurants and bathrooms are best,charge extra when sitting idle (sport complex)
Increase speed limit on George Washington Way from Columbia point to Jadwin to 45, and through downtown 35, then after van Giesen, up to 45 for the rest of the way.
Increased safety measures for pedestrians and bicyclists attempting to cross Highway 240 at the Van Giesen, Swift and Duportail intersections.
It would be nice if there were more public transportation options in Badger Mountain South. I'm not sure we have any here.
Jadwin bike lane suddenly disappearing. People riding bikes on G-way because some trails around richland are leisure focused rather than bike commute focused. I want bicycle roads/highways, and I want them to be safe and separate from drivers.
Just after the intersection at Sevens Drive and Highway 240 is a striping "joggle" going west before the RR Crossing. The striping is too abrupt and is likely to cause an accident.
Kill the one way streets in downtown Richland
Left turn light at Hanford and GWay
Lit Crosswalk from Williams and Kimball to the Skate Park- lots of people cross at night and don't bother to go down to the other crosswalks. Sheltered bus stops. Tree lined streets.
long shot, but it would vastly reduce congestion and traffic issues on G-way and 240 if there were a way to build a bridge from Richland to Pasco nearer to Hanford. Only having 2 roads for Hanford traffic creates so many issues.
Make it safer for pedestrians around the parks along the Columbia, people speed out of the parks when it gets dark (ex.: after playing volleyball) and use Harris and Newcomer as speedways.
Make more split river paths for pedestrians and bikes to separate (like Leslie Groves!) Add better signs-dogs stay off bike/bikes stay off walk. Make bypass a true bypass during rush hour by closing off side street traffic-bypass traffic out of town
Make the bike path smoother, ie fill in the gaps created by age. Blacktop them
Make use of the existing pedestrian crossing on Airport Way crossing the Bypass.
Many painted bike lanes are too narrow or just disappear. Fix that. Put all arterials on a road diet to force drivers to slow down. Add HOV lane on 240, and Incentivize Hanford, PNNL and Kadlec workers to ride share and stop polluting

Many sidewalks that were just installed in my neighborhood are not disabled person friendly. Many have steep grades that could have been better addressed at installation to avoid such obstacles. They should be fixed all across the city.
More green spaces with water-wise plantings (NOT just turf - uses too much water and chemicals and requires too much maintenance!!!)
much more public transportation to/from/within Horn Rapids
My EV charges slow at home. I'd love more chargers at parks or near shopping destinations. The city has a charger on Queensgate behind Panera, but crossing Queensgate on foot is dangerous and the L2 charging price of \$0.49/kWh is ludicrous.
My improvement idea is to leave Richland the way it is. We are NOT Seattle and never will be. Do not spend millions on the 5 bicyclists and ignore the 5000 cars. And do NOT make downtown Richland a one-way mess!
Need better ability to exit Hills Community onto Dupertail safely.
Need diversions for traffic around the queens gate / Dupertrail area
Need more sweeping of bike paths to remove debris. Especially after storms and windy days, and from under the trees.
Need traffic signal on Keene Rd at Cherrywood Estates. Or another way in and out that would be safer.
Neighborhood road design standards for reduced width. You shouldn't be able to land a 737 on a neighborhood street. Require at least 5' sidewalks instead of 4' in neighborhoods. Design for psychological slowing of drivers
No one way streets
Off the road pedestrian/bike trail on Columbia Park Trail from Queensgate to Columbia Park; improve the traffic mess that is Duportail in S. Richland
On and off ramp entrances and exits to bypass highway
Once again a bridge from north richland for handford workers to get to Pasco without entering Central Richland.
Open closed rights of way such as the road from Abott to Aaron Drive, and Northgate to Lee Blvd. Also, closing Goethals for Kadec was a mistake that should be corrected. A cross connection was lost that needs to be there.
Our park trails are a mess. Ever increasing use of high speed ebikes and illegal motorcycles are destroying any sense of safety on our park trails. We need to do a completely different approach
Partnering with Benton County Islands within the city area to have sidewalks, for example on Shockley Rd.
Pavement improvement on WRIGHT St and older street in central Richland.
Pedestrian, and driving safety could be significantly improved if there were a way to deal with the incredible number of cars that speed through lights and make right turns on red barely slowing down.
please abandon the foolish effort to make Jadwin a one way. Stop with the road diet or bike lane stuff. It is either too hot or too cold to ride bikes seriously.
Promote public transportation for big events and commuting. Prevent left turns in busy areas like duportail. Get rid of excess parking lots. Add tap to pay for busses.
Protected bike lanes, more frequent, later bus service, more small businesses in neighborhoods to walk to, include dedicated ROWs for future regional rapid transit in projects
protected bike lanes, wider and more well-connected sidewalks, better pedestrian crossings would all be great to see
Provide bus stop actually at PSC airport terminal
Provided a location call out below at the intersection of Keene and Gage.
Put a bridge from north Richland to north Pasco
Queensgate/new Costco traffic mess
Reduce development planning until roads are improved to accommodate the high density housing

Reflectors need to be added to the lane lines on George Washington, especially the newly expanded area near Winco. When it rains and/or if the lighting is not good, it's nearly impossible to make out the lane lines.
REGULATE INSANE DANGEROUS ELECTRIC SCOOTERS, SKATEBOARDS, ONE-WHEELERS!!! BAN FROM PARK TRAILS! KEEP OFF STREETS!
Remove bike lanes and use the space for car lanes. Do not install oneway streets
Remove the bike lane on the street bypass/Stevens and direct them to the actual bike path 20 feet away. Maintain the bike paths and improve safety at the lights near those bike paths. Create more connections to those bikes paths so they can be used.
Repave Snyder and Saint from GWay to the river
Replace old blacktop sidewalks with concrete ones in Central Richland and have sidewalks on at least one side of every street in Central Richland.
Replace signals on GWW north with roundabouts, replace stop control intersections on Davison with roundabouts
Round about at the intersection of Leslie Rd and Reata Rd at the bottom of the hill.
roundabouts are too small and dark at night, cannot see who will yeild to vehicles enterig roundabouts, very dangerous cars not yeilding , nearly got hitro
Safer crossing on George Washington Way.
See comment above re: Duportail
Sidewalks and more crosswalks in South Richland
Slowing the speeding traffic from Jadwin west into the neighborhoods from the bars around the uptown plaza.
Some police enforcement on Keene and other raceways would go along ways to improving traffic etc. cut the roundabouts on Duportail!
Speed bumps on Symons (this was proposed but not enough neighbors showed up to back it'
speed enforcement.. tickets NOT warnings.
Stop widening roads, stop the ridiculous one way Jadwin/G Way project. The most impactful project we could undertake would be a bridge from north Richland to north Pasco, which would reduce traffic forced through G Way and the bypass.
Street light or roundabout at Leslie/canyon st intersection
Streets in South Richland that do not have curbs and sidewalks - start work to install them
The city would thrive if it was as pedestrian oriented as possible. Concrete medians and roundabouts on busiest roads are crucial. Look at Katy, TX roads for some great infrastructure ideas.
The Duportail bridge needs a safer bicycling solution.
The high density at Queensgate and Keene is a terrible plan and idea for a multitude of reasons. The road recently built is already short lanes, as is. The housing around it does not match high density, and the developer falsely advertised to all.
The intersection of Lee and Thayer has been subject to numerous accidents over the past 3 years and years prior. A roundabout is more appropriate at this intersection than anywhere in Richland currently.
The intersection of Lee and Thayer is in need of a roundabout. I think that would solve the issue of blinding sun at certain times of the year, I see people run red lights there a lot. Would also be safer for afterschool traffic and student crossings
The intersection of Symons & Jadwin southbound toward Uptown. It offers only 2 options, a right turn or the Left lane heading south. The option to stay in the Right lane shoud be available.
The plans for the one-way loop will significantly improve biker (and hopefully pedestrian) safety. However, more cross-street bike lanes and & ped crossings would be helpful
the Queensgate area has bad traffic and people trying to make left turns out of Target or Walmart areas onto Duportail create safety hazards
The small roundabouts in town are NOT SAFE. Larger ones can be safe but the small ones in town are not. I want improved roads but NOT more roundabouts.

The small traffic circles aren't helping. The ones on Steven's are constantly having the signs mowed down. Busses and large vehicles can't transverse them.
The speed limit on the riverfront trail is ridiculous for a bike ride. My 3 year old rides at the speed limit and wow it is slow. This cannot be considered as part of the transportation network.
The Urban Greenbelt Trail could use better way finding and street crossings. The crosswalk on Swift to RPL is also quite scary, even with the pedestrian lights. A pedestrian island would help it feel safer. .
There are no public bus stops in the NW/Horn Rapids area. Add stops near the new apartments near Kingsgate, the industrial park, and the golf course.
This may be a BFT issue, but better bus connection from S Richland to PNNL. Widen Duportail between Thayer and Bypass.
Traffic calming measures are needed/need improvement near schools. Bumps on residential streets and better signage near Homelinks off of West Van Giesen (where school zone may be missed by cars coming from side roads) and Christ the King on Long Ave.
Traffic calming should not outrank higher-impact projects. These are public streets, yet decisions are neighborhood-driven. Funding should be based on citywide metrics like speed, volume, pedestrian needs, and collision history.
Traffic here is a dream compared to other places I have lived. I am not a fan of the plan to make part of George Washington Way one way. This has made things more difficult and made traffic more undesirable and messy in other places I have been.
Transit service to the Horn Rapids development. Connect the Horn Rapids development to VanGiesen in West Richland. Improve Highway 240 by widening and repaving it to Twin Bridges Road. Improve Twin Briges Road for the increased traffic.
Turn old city hall location into a parking structure.
Van Giesen into West Richland is a very popular biking road as it connects to Richlands network of bike paths. Yet drivers consistently speed upwards of 50 mph due to the road being designed like a highway. Bikes need a safer option.
vegetation buffers between sidewalks and major roadways to increase pedestrian safety. Tree plantings in stormwater retention areas and in the center of roadways to help cool streets and mitigate heat on paved areas.
We need more street lights in north Richland and sidewalks. There are several areas that are very poorly lit and don't have sidewalks.
We need more trails for bicycles, and a pump track in Richland. Drivers NEED to be taught to look for cyclists and pedestrians on the sidewalk before they pull out. I almost get hit every day. I've had to yank my son off his bike from it too.
we need the bypass to become a true bypass (no stoplights) - until that is done everything else is moot
When improving Aaron/bypass intersection pedestrian access via bridge or tunnel either there or at duportail would be much better than crossing that many lanes to get to trails/shopping.
Wide & straight sidewalks downtown intersecting Goethals and Cottonwood. Ped/bike signal GWay & Torbett w/ bike path to Thomas/Hunt. Bike path parallel to Van G to WR bridge. Bike path north-south between Jadwin & GWay. More benches & SHADE trees
Widening roads increases car speeds. Please do not widen. Keep the roundabouts, they're helpful.
Wider sidewalks and bike lanes; rules for e-bikes & motorized skateboards
Working to reduce congestion on major streets from 4 PM to 6 PM
Wright often feels like traffic goes too fast

If you were to attend a meeting, workshop, or open house about the City's Comprehensive Plan update, what would you like to learn more about?

[choices were provided, or "other" could be selected, the response below were entered by respondents for "other"]

Bike infrastructure
Educating drivers about cyclists and the laws regarding cyclists
Engineering reviews of plans
general future plans for Richland
hopefully plan to abandon jadwin one-way clownish plan.
How they will push stuff through regardless what the people think and how much they will tax us
How to get rid of the bike lanes and widen the roads.
How you use resident input to modify projects you've already decided to go forward with or why you don't take input into decisions
I want Jadwin Ave. to be a one-way street, between Jadwin Ave. and Abbot St.
Long term growth forecast and business development planning for attract businesses that want to be here.
Meaningful climate adaptation and resilience goals, especially addressing urban heat, emergency cooling/clean air shelters, and water conservation and reuse.
spend tax dollars on Needs..... not wants....
Tax increases
The data centers
Transportation for disabled & elderly people

Specify if there are any project categories that you think should NOT receive funding

[choices were provided, or "other" could be selected, the response below were entered by respondents for "other"]

Any design which is not pedestrian safe. Eliminate shrouds
BFT,,,, should be self-supporting if not shut it down. run it like a business...
Do not widen freeways. More lanes always leads to more congestion. It is human nature.
Downtown loop
Excessive commercialization or low quality home building projects
Giving big corporations tax breaks to move here
I absolutely hate it when the roads are widened and then the sidewalk (which used to be next to a gentle grassy slope) is now abutting a brick wall. As a pedestrian I would no longer use that safely it offers no escape and a direct crush between a rock and a hard place if a car leaves the roadway,
If the current improvements are any indication of what is to come I am definitely not on board, the recent additions of turn lanes on north Richland roads has made it impossible for big vehicles to turn the corner. That is not improvement that is impeding traffic. The bike lanes on the street is extremely dangerous!!
Investing in roundabouts is a waste of money. Citizens are not using the roundabouts as they were intended (They blast through them at unsafe speeds).
Less roundabouts not more
N/A
Please no more adding lanes of traffic through central Richland- this decreases safety significantly

Regarding, "Road improvements for automobiles", yes to roundabouts, but no to (most) widenings of roads and adding yet more signals.
Road capacity and road "safety" improvements designed to increase driving speeds
Road safety (e.g., roundabouts) is great, but no capacity enhancement projects
Slurry sealing Thayer and adjacent streets for third (likely more, it's happened so often I don't remember anymore) year in a row
Spending should not cater to "climate control."
Stop high density building
The theory sounds great, but in actual reality, the massive majority drives regular vehicles. Stop destroying an entire area based on the 2-5%
widening roads specifically. other road improvements are good.

Which of the following funding scenarios are acceptable to you, to generate revenue for transportation improvements?

[choices were provided, or "other" could be selected, the response below were entered by respondents for "other"]

Car tabs/Property taxes only hurt Richland Residents - But facilities used by all of Tricities - Sales would distribute to everyone who is in richland
Funded by large employers whose workers are the main cause of traffic in that area
Hanford/doe public use fee for city roads due to the traffic burden. May force them to build another bridge. Who knows.
Heavier vehicle tax/fee
Higher taxes on heavy vehicles. The pick-up trucks around here are getting huge which adds more wear and tear on the roads and contribute to increasing road fatalities.
I cannot support additional funding unless you get rid of 1 way road idea that is using soooo much money.
I could support improvements funded through an honest reflection of need, instead of stories about non-funded need such as Duportail Bridge. Be honest.
I dont live in richland, so only see city sales tax as an alternative for me to contribute, unless state taxes are applied
Income tax is far more equitable than sales tax. Let's fight to lower sales taxes and implement statewide income taxes in it's place.
Increase business taxes as they will benefit the most - we already pay into a transportation district fund
live with what you have! stay within the budget and rember "Taxes are for needs" police, fire. roads, water/sewer etc... not parks or bike trails etc. not wants.
Much of the traffic issues are caused by people across tri cities region so taxes should be county wide Franklin and Benton to account for those traveling to Hanford. It should not be just on Richland residents..
One of the scenarios stumps me because I have no idea what Richland means by the phrase "'car tabs". Is that a ride share surcharge? If yes, then I'd support that. Also, a higher rental car tax. I might support freeway rush hour tolling.
Our taxes are high enough. I didn't think I was voting for a tax and spend council
Prioritize your existing budget and cut lower priority projects.
property tax increase on value of home over 1 mil

Reallocate funding from extraneous projects, such as lining the pockets of developers and landlords, enforcing the proper use of funds in all city services, and cutting the budget of services unnecessarily using funds such as RPD buying new cars before it is needed.
Reduce salaries if judges, school superintendents, city managers, etc.
Richland should seek out expired license tabs and collect the fines from them.
Since a majority of the Tri's largest employers create a disproportionate burden on our roads, how about an employer tax for any business >100 employees.
Tax bikes, electric scooters, electric skateboards, one-wheelers. Development fees from NEW construction. There are 80-year-old neighborhoods that have paid property taxes for 80 years and still don't have sidewalks!!!
Tax corporations and data centers!
Tax on non-resident commuters to larger employers put in the Hanford area
The city needs to learn to live within a budget and not increase taxes on a whim as they are currently doing. The city also needs to work for the majority of the citizens how drive automobiles. The Duportail bridge is a good example of how the city did not listen to the citizens.
Transportation Benefit District (voter-approved) or a street utility fee based on usage, paired with maximizing state/federal grant funding.
Wealth tax, carbon tax
You already raised the sales tax for this
You are going to drive people out and destroy the area if you raise taxes to fund high density.

Please provide any closing thoughts or comments on topics not addressed above:

<ol style="list-style-type: none"> 1. Persuade the feds, the state, or a regional agency to build another bridge over the Columbia connecting Richland and Pasco, say connecting Williams Blvd in Richland and Burns Rd in Pasco. 2. Build another bridge over the Yakima connecting Richland and West Richland, say from at or near Hwy 240 & Swift Blvd in Richland to both Riverside Dr and Mt. Adams View Dr in West Richland. This would be about halfway between Hwy 224 and Duportail St. 3. Persuade the feds and the state to add an interchange to I-182 at Dallas Rd.
Add sidewalks to neighborhoods, especially neighborhoods with schools and parks. Families, couples, and children should not "need to walk in street" because there is no sidewalk in the area. Far too easy to be hit by a distracted driver. Add street calming features to all areas around or near schools.
Add traffic calming feature to Davison, Snyder, and Spengler
As I have already stated. The city needs to live within a budget. The city needs to listen to the majority of the citizens. The city needs to take into account the majority of the citizens needs for example adding bike lines and taking away traffic lanes for cars is not taking the majority of the citizens travel into consideration and a waste of money. The city does not provide gas stations so why should the city provide charging stations (Another waste of tax payers funds).
Besides being well marked, roadway bike lanes need to be clear of debris. Typically they are full of rocks, branches and garbage which cause a danger to cyclists. So just adding bike lanes isn't a full answer to safe riding on the roadways, they need to be cleaned and the ongoing cost of doing so needs to be factored into the long-term planning.
Bikes don't belong on public streets
Building more roads makes automobile transportation easier so more people drive instead of looking for alternatives so the roads fill up again. This is the basis for my vote against having more road construction. Surveys have also shown that safety concerns are the most common reason people give for not using bicycles. Safer streets (e.g., slower traffic, separate bike lanes, overpasses on highway

intersections, etc.) have been shown to increase the number people willing to use bikes instead of cars.
Bus to Hanford! If it was possible decades ago it should be possible now. Bus to Horn Rapids. Clearing the bike path from Richland to the bus garage along 240 when it snows. Can't bike to Kennewick in the snow as is, and no alternative route. Better pedestrian/bike crossing at GWay/Aaron Dr (Winco) intersection. Against property tax increases - housing is way too expensive as is. Everyone (including renters) benefits from better transportation. I vote for sales tax to cover it. Need better traffic flow during rush hour. I don't know if the one-way GWay idea will work but I'm glad you're trying something.
City is allowing too much growth, which is causing traffic problems. South Richland, where most of the council members live isn't experiencing this growth.
Concerned about being sold-out by elected conservative dictators and their fellow-traveller employees especially re electricity and climate change.
Concerned about making central Richland one way loop, decreasing safe evacuation from north Richland and limiting business exposure.
Connections between South richland and north richland are pretty rough on a bike. I'd like to see better entries into north richland from Chamna. The ride from Leslie and Gage to queensgate then down to Chamna then all the way back to Columbia Point is a long ride just to stay off street or even in reasonable bike lanes. Going through the Y roundabout is very treacherous in a bike. Also, the intersection of Duportail and 240 is dangerous for a biker. I've nearly been hit there multiple times. Right on red should be forbidden there or put in an off grade crossing.
Crosswalks across major highways should have extra pedestrian signs that flash when the cross button is activated (kingsgate and 240). These roads are dangerous and oven had several close calls crossing with the walk sign illuminated.
Don't let e bikes on the bike path and don't have one way streets on GWWay and Jadwin streets.
Education level - surveys continue to not recognize advanced technical education, such as nuclear power. This definitely rates about a 2yr programs and generally above most 4-yr programs. Not to mention the intense specialized professional training
Every year there are a few more bicyclists in Richland, both recreational, biking to PNNL or other businesses. Only a few Richland HS students bike to school. While many participate in sports while in HS, few are taught to try biking to school, and biking for both 'pleasure'/fitness and transportation thereafter.
Focus on safety for walkers, bikers, and improving public transportation above all else
For HHS - If the BFT bus schedule were to be adjusted so that it arrives about a quarter till the hour, so that there is enough time to walk all the way across campus from the bus stop on G-WAY, that would be super helpful
For over 20 years I walked to work or would walk to doctors appointments. The city of Richland is not a very walkable city. It's gotten better, but now that I work outside of Richland I choose walkable areas where it is safe. The path in Howard Amon is terrible for walkers and those on bikes or electric devices. There really needs to be 2 paths or a separation because I've almost been taken down by those not walking. And no one obeys the speed limit signs posted
Frustrated with city planning with new development by steptoe and on steptoe. You have increased traffic by at least 300 cars on columbia park trail road into a round a boit that already gets backed up. Now cars leaving and getting home will impact traffic and create that round about to more unsafe for both cars and bicycles. The empty lot by train tracks being turned into a strip mall will also create congestion. This survey was about reducing, but both projects have just created more of it.
Get rid of Tri Cities (Ben Franklin) mass transit. For those few people who can provide evidence they need transportation, develop a voucher system for them to be picked up by small buses/vans or even work with Uber/Lyft. The current mass transit is extraordinarily wasteful. Huge buses burning fuel with very little ridership. Most buses drive around nearly empty. Employing people to drive them, bus

<p>maintenance, and infrastructure is expensive. Run "public transportation" like a private business would run it.</p>
<p>Good survey!</p>
<p>Having more and safer pedestrian routes would greatly improve this city.</p>
<p>Housing needs to be affordable. I am 32 and can't afford a house and live with my parents. I have a decent job out in the area and can not buy a house or even afford rent. Please fix this. This is ridiculous. Also we really need some sort of bridge or traffic fixer from Richland to pasco like a bridge because that would help the Hanford traffic. Also please fix the potholes by PNNL on the way to Hanford site because they started on it and did not finish and they are large</p>
<p>I am surprised how much time, energy, and water the parks in this area put into maintaining turf. It would be a delight to see parks system respond to the conditions of the area with mindful water and energy use.</p>
<p>I am trying to figure out what the city is trying to accomplish with this survey and the comp plan. It's unclear and not defined. I disagree with the installation of the roundabouts because the methods used were not accurate. The city is not doing its due diligence to inform residents. The city is also not considering the feedback we give them. Proof in the pudding with the roundabouts. A singular study from 2004 in California is the basis for them and the I still don't know why we fill these out when the contractors are chosen based on what the public works wants done. DKS, the leader in pre-designed mini roundabouts and no body thought why they recommended so many? Seriously...</p>
<p>I am very concerned about the future of having affordable transportation options to essential services (such as medical appointments, grocery market, pharmacy, etc.), as I age and get less mobile</p>
<p>I appreciate the acknowledgement of climate change being real and something that can be productively addressed.</p>
<p>I believe it would be helpful and instructive to have city officials/employees/council members and park board members receive first-hand experiences and workshops that involve most - if not all - of the troublesome intersections and transportation concerns raised by citizens in this survey. Park officials and transportation engineers should orchestrate these experiences.</p>
<p>I do not approve of any plan that alters the traffic flow through central Richland to accommodate Hanford commuters. The focus for them should instead be on reviving the Hanford shuttles, providing incentives for employers to encourage their use, and park-and-ride lots outside central Richland. Overpasses or traffic circles on the bypass highway at Van Giesen, Jadwin, Dupertail and Swift, should also be prioritized over creating an expressway through downtown Richland, which would degrade the character of the city and harm local businesses.</p>
<p>I do not favor one-way streets. Many cities are reconverting them.</p>
<p>I don't think one way streets are the answer.</p>
<p>I feel that there needs to be work done to make our neighborhood streets safer from people speeding at dusk. Also, there seems to be a rash of red-light and cross-walk runners while the police do very little. Narrowing streets would help along with ways to slow down traffic in neighborhoods.</p>
<p>I feel that while we have a decent supply of bicycle paths, they primarily serve as recreational facilities and aren't as easy to use to get around town.</p>
<p>I guess I could've checked infrastructure on the last question re comp plan.</p> <p>Richland is in a unique position to embrace solar energy and create micro grids and battery storage. We can invest in our energy future and be less reliant on hydro which may become less reliable with drought. Adding solar on all public parking lots and buildings would be a great start.</p> <p>The December atmospheric river and flooding, followed by this distressing winter and low snowpack, are reminders that global weirding is very real. Lack of preparation would be foolish.</p>
<p>I have concerns about the walking/bike paths along the Columbia, as it becomes more heavily used each year. We've had numerous instances of motorized vehicles on pedestrian paths. There are also growing concerns of e-bikes and high speed commuters sharing space with pedestrians. I am very</p>

<p>supportive of alternative transportation methods, yet the safety of the sometimes crowded paths is a concern.</p>
<p>I have lived here almost 20 years and don't know the bus system. When I lived in the Eastside of Seattle, I took the Metro bus many places.</p>
<p>I hope that the city actually takes the residents thoughts and opinions into consideration when planning projects. Given the state of our city council, which isn't known for being very honest, I fear that this survey will only be used to say "well we gave you guys a survey" when residents are unhappy with the decisions made.</p>
<p>I know it's not the City's responsibility but the so-called ByPass Highway needs to be just that, a highway, not a city street with numerous stoplights. We also need four lanes on 240 between Stevens and Kingsgate.</p>
<p>I know this is a state highway, but they should work on making the Vantage highway 2 lanes each direction at least out to Kingsgate. There is a lot of truck traffic and this would improve safety.</p>
<p>I moved back to Richland 40+ years after graduating High School in 1978. I have noticed a lot of wonderful improvements. Our few parks are truly wonderful. Roads are better, specifically SR240/Vantage. We need more grocery stores like Safeway or Discount Marketplace or Whole Foods near Horn Rapids. Lots of home growth. Vantage needs to be widened from Hagen to the West Rhld/Twin Bridges intersection. We need to quit building for new business and improve the unused buildings we have; ie. Updtown, the Parkway is lovely, Lee Blvd. Richland is a great city, but people would rather move to Pasco, Kennewick. Why is that? Other than South Richland, & Queensgate downtown Richland looks dreary. I think roadways are good with the exception of GWAY, Jadwin and SR240 accomodating for increased traffic. GWAY's traffic lights need adjusting, very hard to make a left turn in either direction. Good luck with your research!</p>
<p>I probably said it above, but please do not make it more difficult for the 5000 cars that drive through Richland every day so that the 5 bicyclists can have their own lanes! And the one-way plan for downtown Richland will be a huge mistake. It will make traffic worse and waste millions of taxpayer dollars.</p>
<p>I really appreciate the city giving this survey. I grew up walking and biking everywhere and some parts are richland are really conducive to that but I live in south richland which is hillier and has shopping centers mainly built for driving. I wish pedestrian/bike option were better for my kids because it's a drag having to play taxi and I would love feeling confident in their safety managing their commutes on their own/with their peers</p>
<p>I think getting citizen input is a great idea by the city planners. I appreciate the opportunity to comment. One note I will make related to the above, in general, I do not think Richland is a great public transportation city in that there are many neighborhoods which are not near bus routes.</p>
<p>I think we need to slow down on increasing street capacity and look at what the streets are being used for. Take the bottleneck. It would have worked to reduce traffic and force them back onto the by-pass thus reducing the risk of collisions there. I think the city needs to use more psychological methods to make us happy and give the residents of Richland more value not the Kennewick slobs that just use our roads without visiting any Richland businesses ever.</p>
<p>I would bike and/or ride transit more frequently if it was more easily accessible. When I bike, I stick to very strict routes because I do not generally feel safe.</p>
<p>I have never ridden transit because I do not have a stop near my home (to my knowledge.) Transit info is not readily accessible. I don't believe most people would know how to ride transit. Nobody I know uses it. I want to use it, but it would take a concerted effort to learn about the routes available, hours of operation, the frequency/timing of routes, payment methods, etc.</p>
<p>I would love to see more frequent street cleaning in residential areas. I don't think we have any servicing our neighborhood, or if so very infrequently.</p>
<p>I would really like to see more investments into our community, more entertainment and basic resources for the amount of new people moving here. Everything is so focused on housing development. It's crowded and frustrating. If Richland really cared about its citizens, it wouldn't be</p>

asking us for more money to do basic improvements to our infrastructure. Thats something I would think is already budgeted in, being so important. Do better.
I'm fully in favor of the City coordinating with DOT to improve flow of Hwy 240 bypass route to and from Hanford to decrease "commuter" traffic through Richland, specifically George Washington Way and Jadwin.
In general, Richland is an excellent place to get around as a pedestrian or bicyclist. Better than Kennewick and Pasco. Please continue to prioritize alternative transportation modes.
Is it possible to generate revenue for these future projects by mailing speeding tickets or red light runner tickets from traffic cameras? Just adding 1 camera at a light on the bypass or george washington way could generate a lot of money.
It is difficult to not rely on a car for transportation in the tri-cities, but if other modes of travel are made safer in downtown areas, more people may chose this healthier option. We need to encourage density, electrify transportation to reduce carbon emission air pollution, and preserve green spaces to reduce urban heat.
It's nice to be able to give my input.
Ive heard that gwway and jadwin are going to be turned into 1 way streets. This is a terrible idea.
Just thought I'd also mention that building a data center in or near Richland is a terrible idea. I know that is unrelated but I had to mention it. Please do more research on how bad this is for cities, the environment, and the people. I worked for Twitter building data centers and it sucks that we're going to let it happen here.
Like I mentioned earlier with the growth of the city and the amount of traffic we have there should be more focused on the roads and traffic patterns.the city is so far behind on dealing with the large amount of traffic and being able to handle it that by the time they do update or make the changes ,implement, do the work and then the job is completed the update is alreqdy outdated or just dosent work .example of this would be trying to turn geo way into a way street that ldata was from 2020 that was gathered tje traffic has change big time that point. There is also this big push for bike safety right now and unfortunately as much as there is a small part of the tei cities that may ride their bikes the mass majority do not and it would not benefit the mass to force feed it or waste the money when it could be used or put to use else were both in the future down the road being that what ever is built today is going to ha ve to be maintained in the future and there in the end is just more people driving cars then bike ain't and simple .
Living in Central Richland I am over all pleased at how easy it is to walk, bike, and to ride the transit. Most of the active transportation I participate in is located in Central Richland. I utilize the walk/bike path on Columbia River frequently. However, areas other than Central Richland I find much more difficult to navigate with active transportation and generally drive.
Mass transit is a waste of taxpayer money for the city of Richland. The buses are almost always empty, except for those given free rides. We would be better off providing ride share access. Street racing and vehicle noise are a real problem and I still do not see effective solutions being applied. I appreciate the leadership of Richland, it is a great community.
more senior housing is needed for low income seniors.
More transit buses. More connections.
NACTOs bike infrastructure for users of all ages & abilities is a good standard. Pedestrian beg buttons are difficult to access on a bike.
Need more connectivity across the Yakima River to connect South with Central/North Richland. Also, Gage Blvd needs to go through to connect South Richland with Badger Mountain South.
On Jadwin Street Benham to Adams need to be repaired
On Steptoe St., Tapteal Dr., Van Giesen St., Cemetery Road/Swift Blvd., and Duportail St. I want the railroad tracks to be under the streets. And, on the Vantage Highway I want the railroad tracks to be under the highway.
I want Queensgate Dr. to have five lanes.

<p>One child walks to and from school (Jefferson). The other is driven both ways (Chief Joe). I am not convinced it's safe for the older kid to cross both Jadwin and GWay to get to/from school, which is why we drive her. She's headed to Hanford next year and the plan is to use the river bike path extensively.</p>
<p>Our family chooses to live in North Richland because we love the river paths and value the family bike path option that allows kids to stay off the road. I wish there was a better path from the river path to the library, so kids could get there safely. Those crosswalks are really hazardous to baby bike trailers and kids-almost got hit soooo many times that I stopped taking my kids as much.</p> <p>Please continue to develop split paths so the small children don't get run over by fast cyclists and so fast cyclists don't have to dodge between dogs. Consider painting lines or putting up verticle signs as well as painting the cement path (See Green Lake in Seattle for sign ideas.)</p> <p>Please educate our city drivers on the rights of cyclists and walkers!! I had a grown adult tell me she had no idea cyclists could bike in the roads. Can we get education in our schools on how to do bike turn signals? Can we get publicity out there to our public? Maybe at our Richland Community Center events? Seattle is much safer for pedestrians and cyclists. We can do better with education!</p>
<p>Our home is in a high traffic area in South Richland (Keene and Duportail). Going up to the elementary school is a single lane residential road with poor road pavement quality and zero marked crosswalks until you're within a block of the school. It's stressful letting kids walk to school.</p>
<p>Overall, I find transportation by car traffic in Richland to be thoughtfully planned and better than the other 6 communities I have lived in. And bicycling to be more challenging due to lack of consistent, connected, safe places to ride a bike.</p>
<p>Overall, the entire Queensgate/Duportail area needs an overhaul. As more businesses come in, they are hopefully helping pay for the infrastructure they will be profiting from. Leslie and Gage are also incredibly busy and could use some future planning.</p>
<p>Pedestrian crossing at intersections could be improved, specifically where the "Greenway" reaches Geo W way</p>
<p>Please build taller buildings. Apartments, businesses, etc. We do not need to get wider as a city.</p>
<p>Please consider protective bike lanes and traffic calming measures</p>
<p>Please consider providing more transportation in all areas for the aged/disabled to be able to get around when they can no longer drive.</p>
<p>Please continue to improve bicycle transportation availability. Both quantity and quality. Especially for being able to go to stores, medical, schools, basically non-recreational normal living requirements.</p>
<p>Please establish safe bike paths from Horn Rapids to West Richland.</p>
<p>Please improve bike/pedestrian safety and experience. More shade trees along walk ways and near bus stops.</p>
<p>Please keep and maintain the trail system for "Top of the World" and limit housing.</p>
<p>Please no more roundabouts they're not safe if most do not understand the rules of how to use them correctly!</p>
<p>Please no one way streets in central Richland</p>
<p>Please provide any closing thoughts or comments on topics not addressed above:</p>
<p>Please stop developer and councilman nexus and destroy current nature of Richland in name of development</p>
<p>please stop jadwin one-way plan.</p>
<p>Please use reflective paint on the roads so we can see!</p>
<p>Quit installing bike lines and facilities. NOBODY uses them and they create unsafe scenarios for drivers. People in this region prefer to drive, so make the roads better for the primary users, not the one-offs.</p>
<p>Reducing George Washington way and Jadwin to one way streets is a mistake. Reducing vehicle lane to install bike lanes is a mistake. Bike lanes on city streets are not used by bikers. We need more</p>

vehicle lanes not fewer lanes and the GW/Jadwin modification is a example of not listing to the people of Richland. We do not want it.
Richland has made great improvements over the last few years, and surveys like this encourage citizens to think about the issues and what may be possible with long term planning. Keep up the good work!
Richland switching from community to opportunity has been the worst thing that has happened to this town since it's been established. It's an absolute shame. What was once quiet, peaceful, safe neighborhoods, is now connecting to high density, low income, throughout which inevitably will drive out the main resources (people) that fund this town. It's just the facts. You can try to live in a false reality, but actual reality will occur, every time.
Richland's poor transportation infrastructure is a legacy problem it shares with much of the US. But places like Atlanta and Austin are starting to show how that can change, how we can improve our community connectedness, reduce housing costs, reduce our reliance on cars, and make our infrastructure more reliable, all at the same time. Let's not continue the wasteful planning of decades past and create a model for a better future. Change will take time, but delay only makes it worse.
road racing - this must stop
Safety, seamless inter-connectivity, and maintenance are three crucial factors to ensure Richland is a safe place for residents. A city should be human-centric, as opposed to automobile-centric. When we build with our cars in mind, we put ourselves in harms way. Do what is right for your people.
Stop increasing taxes and use what you have appropriately
Stop making things more difficult for Richland residents just to cater to those that drive through our city! Work to create options for people to drive around the city (an actual bypass highway without stop lights or a bridge from north Richland to north Pasco) and don't charge Richland residents to make it happen! I am also highly against the one way Jadwin/G Way plan, which makes me consider moving out of the city. Focus on liveable, walkable communities that include key infrastructure like grocery stores, parks, community gardens, and third spaces. We wouldn't need our cars in the first place if this city were a humane place to live and not a sprawling, unmanaged pavement nightmare that only caters to businesses and cronyism. Appropriately tax the companies that our using our infrastructure for their gain so that they are actually contributing back to our community rather than sucking us dry.
Stop sprawl. Charge developers real cost for building new areas. Focus on improving central Richland. Give tax incentives for remodeling, renovation.
Street design should be less intended for ease of car travel. Also, what happened to the timing of traffic signals? Richland used to automatically trip the signal change when a vehicle approached, now it is on more of time oriented signal... cars are idling and waiting for the signal to turn despite no or very little crossing traffic.
Strongly consider increasing developer impact fees for transportation. The new impact should pay its way.
targeted small improvements make a big difference. id prefer less money spent on targeted items vs big projects that can be a flop (e.g. "bike lanes" aka stencils of bikes painted on the shoulder of roads.... this does nothing useful.). how about seperated paths going to and from business areas (uptown and the parkway). another consideration would be the duportail/bypass area where the new food truck area is going. what about pedestrian and bike access to this area? it may be a tough and dangerous spot to access. the bridge is dangerous on a bike going either direction.
Taxes are for Needs NOT wants.....
Thank you for all the work you are doing! This was a really well put together survey.
Thank you for doing this survey. Good luck with the Comp Plan.
Thank you for involving us with this feedback!
Thank you for reaching out to the public on this!
Thank you for seeking feedback. Pedestrian and biker safety are of utmost importance in Richland and South Richland.

<p>Thank you for sending out the survey. Wish road congestion would have been reduced with all the high density housing that's being built. POOR LONG TERM PLANNING!</p>
<p>Thank you for the opportunity to provide input. I encourage prioritizing data-driven, systemwide investments that improve safety, mobility, and overall network performance for all users.</p>
<p>Thank you for this opportunity to provide input and feedback!</p>
<p>The biggest issue is face on an almost daily basis is drivers not paying attention to cyclists and occasionally pedestrian is, mostly when pulling out of a driveway or similar. They just don't check the sidewalk before going. They're only looking left to see if cars are pulling out and continue looking that way even as they pull out. I don't know what else to do and it happens regularly. I'm considering letting cars hit me instead of hitting the brakes so hard that I get hurt or ruin my tires. I don't know how else to being attention to this. They better have insurance because I'll be calling the police every time. My son and I both have almost gotten hit more times than I can count or even remember.</p>
<p>The city should continue to prioritize making streets safer for all users. Focusing on pedestrians and cyclists in many ways can make streets safer for drivers since it can reduce unnecessary interactions and also reduce speeds of vehicles making accidents less dangerous when they may occur.</p>
<p>The general public should be informed of, and their support gained, for efforts to expand semi-related businesses and transport agencies in North Richland. These efforts to relieve Port of Seattle and Tacoma congestion are not in the best interests of our region. At minimum, the public should be told it is happening. At best, your MPO Director should not be fired for insisting the public process be complete.</p>
<p>The initiative to modify GWW and Jadon avenue to allow on way is stupid. In its place more traffic should be directed to the by-pass highway.</p>
<p>The lot next to the Panda Express on G-WAY should be purchased and made into a parking lot! The lack of parking down there is outrageous.</p>
<p>The newer roundabouts I believe on Van Giessen and swift perhaps there's another location. I'm not thinking of are so tiny the circumference that they seem like a hazard there's not a large enough circumference to allow many cars coming through at the same time. I think it creates a hazard, a roundabout being put in locations such just are too small and not suitable.</p>
<p>The one-way loop planned for Geo Wash Way and Jadwin will cause head on accidents. Also, Richland should actively help the Horn Rapids Golf Course owner to get the necessary permits to build the "Links" townhomes. The long delay in awarding the permits/zoning is very disappointing.</p>
<p>The PARKWAY street and parking is terrible. That "street" is not traffic safe.</p>
<p>The plan website needs to be better organized. It seems like just a big dump of files. Also, you're doing a poor job making people aware that you are updating the plan.</p>
<p>The situation in Richland is horrible at rush hour, but generally better than neighboring cities. I am very concerned about this new road system of one-way roads southbound, etc. I cannot see how it will work. Also, it's been suggested that a parking lot could be created in the old site of the city hall. That is a great idea, and the city could sure use it.</p>
<p>The small roundabouts in town are not safe. People do not look, mostly older. I was hit by an older drive in one and now I avoid the roundabouts if possible.</p>
<p>The town, and overall tri cities itself, is seriously lacking in single/couples adult entertainment that isn't a bar or church function. I don't know what is making our area so uninviting to the entertainment business out there, but the people in charge of that need to come together and really figure that out because we want to spend our money here instead of going to Spokane or Yakima for fun.</p>
<p>Think twice before screwing up our roads!</p>
<p>This transportation survey reveals that Richland's consultant fails to grasp the actual layout and terrain in the City of Richland. The questions generally reflect someone who has visited 'old Richland' in the flat AEC-developed part of the city, and has never been to the south & west of the Yakima river. I am 71 and live in the hilly terrain south of Keene where traffic laws are not enforced - how often do YOU think think I ride an electric scooter? Or walk two miles up/down hills to get to the grocery stores? Your consultant appears to lack real-world experience. And in improving our transportation</p>

<p>infrastructure, you tell me how important my race or native language is in THIS CITY, not some other place where that might possibly be relevant.</p>
<p>Totally disagree with making GWW and Jadwin one ways. The city is making the city a worse place by reducing lanes of traffic and the terrible job the resurfacing company did.</p>
<p>Traffic here compared to anywhere else I've lived is a joke. There is no traffic problem but we don't have any viable alternatives. I'd bike more than to work if there was more secure bike racks and dedicated bike lanes separated from traffic and take the bus more if it had better hours/frequency.</p>
<p>Traffic is impacted by development Transportation is moving people not just cars</p>
<p>Use our tax money wisely and not wastefully. If bikes are getting lanes on roads paid by tax money they should have fees or need to register as well.</p>
<p>Used to bike to work frequently before having a child to drop off at daycare. Hoping to bike to school with him (Sacajawea) next year, but have concerns about crossing G Way. We live in the farthest north part of central definition, just below Hanford high so walking is less accessible, though we would love to do it.</p>
<p>We need to be planning for regional rapid transit network because our population is growing and traffic congestion will increasingly be a problem. We should also be using rapid transit to plan dense development. But a beefed up, safe bike network is a great intermediate goal to reduce VMT!</p>
<p>We need to focus on people oriented design. When we look at the highest value neighborhoods in the U.S., it's pedestrian oriented, which have typically been outlawed by our zoning regulations. When we look at Europe and what makes it such a tourist attraction, it's the same thing. We need to focus on building our cities for people, not cars. I don't want to eliminate cars, but I want there to be viable alternatives people who enjoy biking or walking or taking the bus can, freeing up the roads for those who want to drive.</p>
<p>We want more bike infrastructure and bike activities</p>
<p>Well maintained streets, sidewalks should be a priority for Richland as well as the ability to safely ride a bike and walk as a mode of transportation within the city. This should also be a priority</p>
<p>what has been done to eval a change to the bypass? why don't we develop this to be a true transit corridor? implement off / on ramps, overpass and eliminate lights and intersections that impeded track and promote congestion and folks decisions to commute through richland! We are addressing the wrong problem. increase parking at public facilities- parks. expand John Day park to be inclusive of all property within that whole block, encompassing the prior city facilities lot.</p>
<p>Would like to make sure the city lives within its budget, seeks input and listens to residents, engage the police to through active enforcement to slow down raceways without speed bumps. Stop with the roundabouts!</p>
<p>Would love more info on the Amazon data center plan and how to mitigate it's affect on congestion and environment safety. Also, we need driver education on how roundabouts work.</p>
<p>You people really screwed up the Columbia Point upgrade</p> <p>Too many lights on Steptoe Stop narrowing roads to put in unused bike lanes when there is a bike trail along the River a 1/2 block away.</p>



FUTURE

IN FOCUS

THREE BIG PLANS. ONE BOLD FUTURE.

**COMPREHENSIVE PLAN &
TRANSPORTATION SYSTEM PLAN (TSP)**

**2026 Transportation
Survey Results**

FUTURE IN FOCUS
CITY OF RICHLAND
**TRANSPORTATION
SYSTEM PLAN**



FUTURE IN FOCUS
CITY OF RICHLAND
**COMPREHENSIVE
LAND USE PLAN**



FUTURE IN FOCUS
CITY OF RICHLAND
**PARKS, RECREATION
& OPEN SPACE PLAN**



INTRODUCTION



SURVEY ADVERTISING

City Announcements:

Electronic Access: Link on the city's pages: website, Facebook, and via email notifications

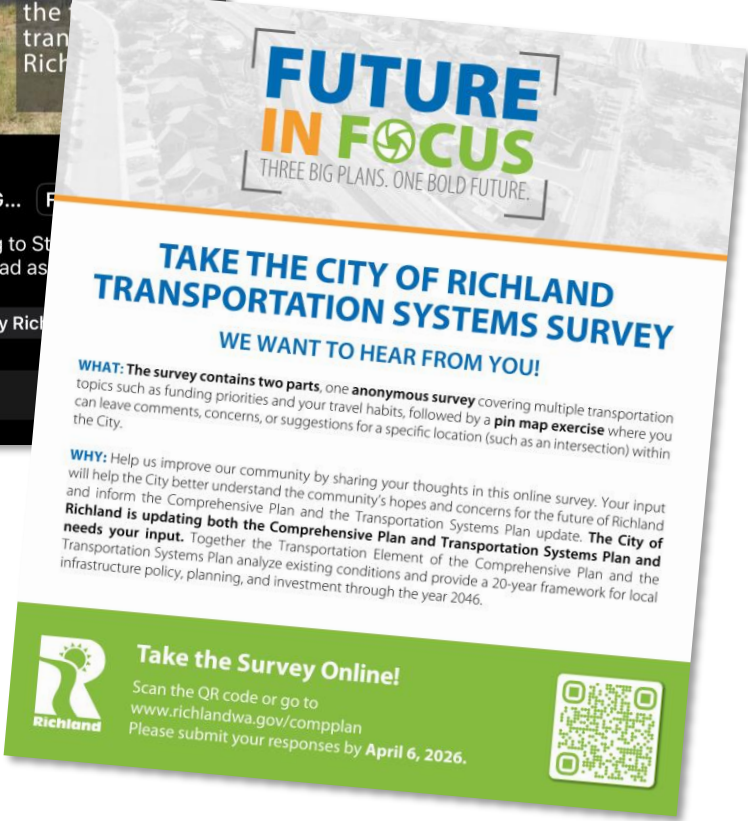
Visual Notice: Community Center and City Hall TV screens

Paper Notices: Utility Bill Inserts (March) with QR codes

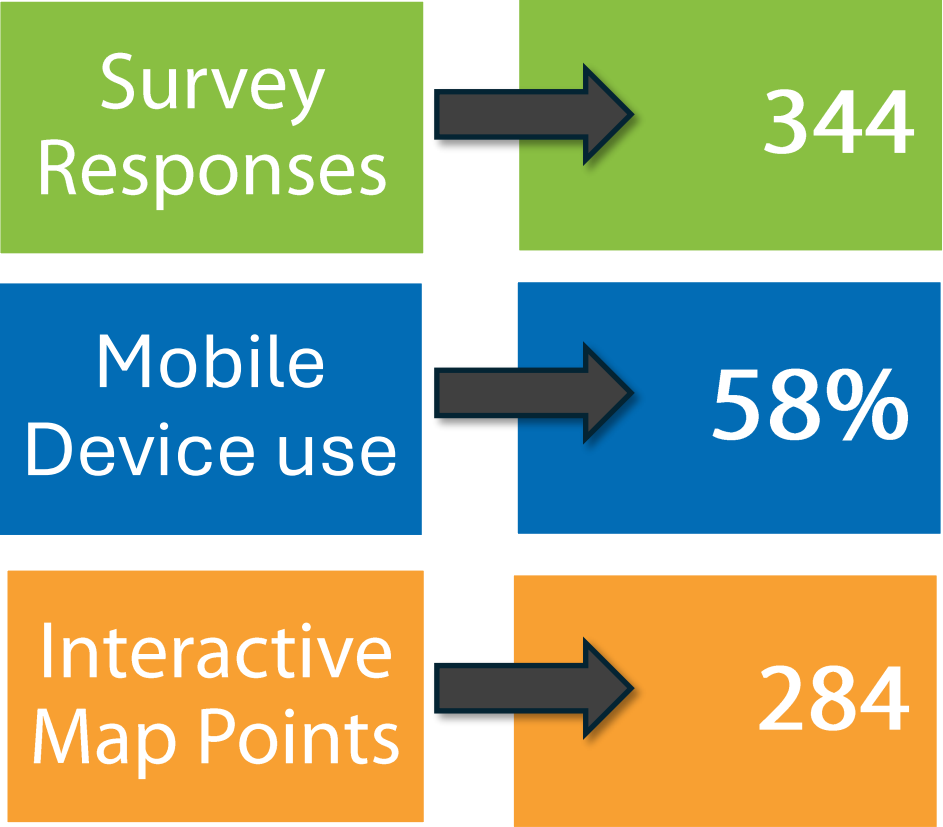
Others:

PNNL: LinkedIn & internal posting to employee message board

Port of Benton: Newsletter feature (email)

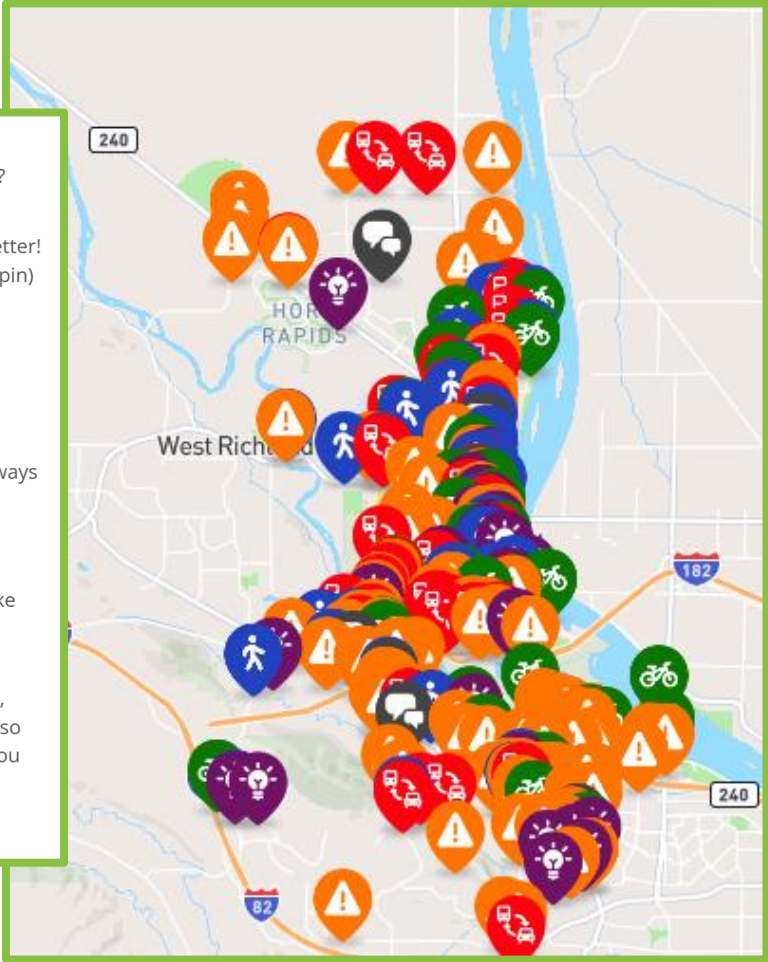


PARTICIPATION



Survey Dates: *March 2 to April 6, 2026*

- Ideas and Suggestions**
What would you like to see happen?
- Bicycling Note**
Provide feedback to make biking better!
(For safety concerns use the safety pin)
- Walking Note**
Provide feedback to make walking better!
(For safety concerns use the safety pin)
- Safety Concern or Comment**
Report unsafe conditions; suggest ways to improve safety
- Travel Concern**
Is there a problem you observe or experience (not related to safety) like an access issue?
- Other Comment**
If none of the other categories fit in, please use this category. You can also provide kudos for recent projects you like!



SURVEY INTRODUCTION

- About this Survey, the Pin Map and the Project

This survey covers topics such as demographics, the physical aspects of the city's transportation system and your opinion of how it suits your needs or could be improved.

We estimate this survey will take between 8 and 20 minutes to complete.

Sampling is not being used and therefore the results of the survey will not be statistically valid. This survey is conducted by the City's consultants AHBL and Transpo Group for use by the City for the project; thus all responses are subject to disclosure pursuant to RCW 42.56.

The city has recently conducted surveys on other topics including Climate Change impacts, Parks and Recreation, and Housing. Therefore, you won't see questions on those topics here.

After you submit your survey response you can place "pins" on a map to provide specific place-based feedback.

Want to know more? Visit the project website for more details: www.ci.richland.wa.us/futureinfocus

The Richland Transportation System Plan update and portions of the Comprehensive Plan Update are supported with funding from Washington's Climate Commitment Act. The CCA supports Washington's climate action efforts by putting cap-and-invest dollars to work reducing climate pollution, creating jobs, and improving public health. Information about the CCA is available at <http://www.climate.wa.gov>



- Keep in Touch - Sign up for project email list to receive news and updates

Would you like to know about next steps and receive project news and updates?

We invite you to sign up for the project email list to receive future project information, news and updates. The email list is collected *separately* from survey responses.

CLICK HERE TO SIGN UP FOR THE PROJECT EMAIL LIST (opens in new window)

Survey was available in translated form in 12 languages other than English

Funding from the Climate Commitment Act

SURVEY QUESTIONS FORMAT

- Multiple Choice
- Rating Scale
- Open-Ended
- Ranking
- Matrix

11. More specifically, on an average day, how do you get around?

Select up to three options that best describes your daily activities.

- I drive or ride in a non-electric vehicle
- I drive or ride in a fully electric vehicle
- I drive or ride in a hybrid or partially electric vehicle
- I ride e-bikes/scooters
- I ride non-electric bikes/ scooters
- I take the bus
- I utilize ride sharing (Lyft, Uber, taxi)
- I walk/use a mobility device
- Other (please specify)

2. Overall, how would you rate the existing transportation system features in the City?

	Very Good	Good	Fair	Poor	Not sure or no opinion
Pedestrian amenities (sidewalks, ramps, crosswalks)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycling amenities (marked lanes, trails, crossings)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transit access (stop locations, bike and sidewalk connections, convenient crossings)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Street physical safety (pavement condition, lighting, visibility)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

5. Every city has limited resources for infrastructure improvements. Of the list of options below, select your top three project categories that should be prioritized for funding:

Select your top 3 options. These questions are designed to understand your preferences and gather information to better serve the community. No specific projects or initiatives are tied to these questions.

Rank between 1 and 3 items

Road improvements for automobiles (widening roads, roundabouts, signals)

Pedestrian facility improvements (crosswalks, sidewalks, trails, etc.)

Bicycle facility improvements

New roadway connections

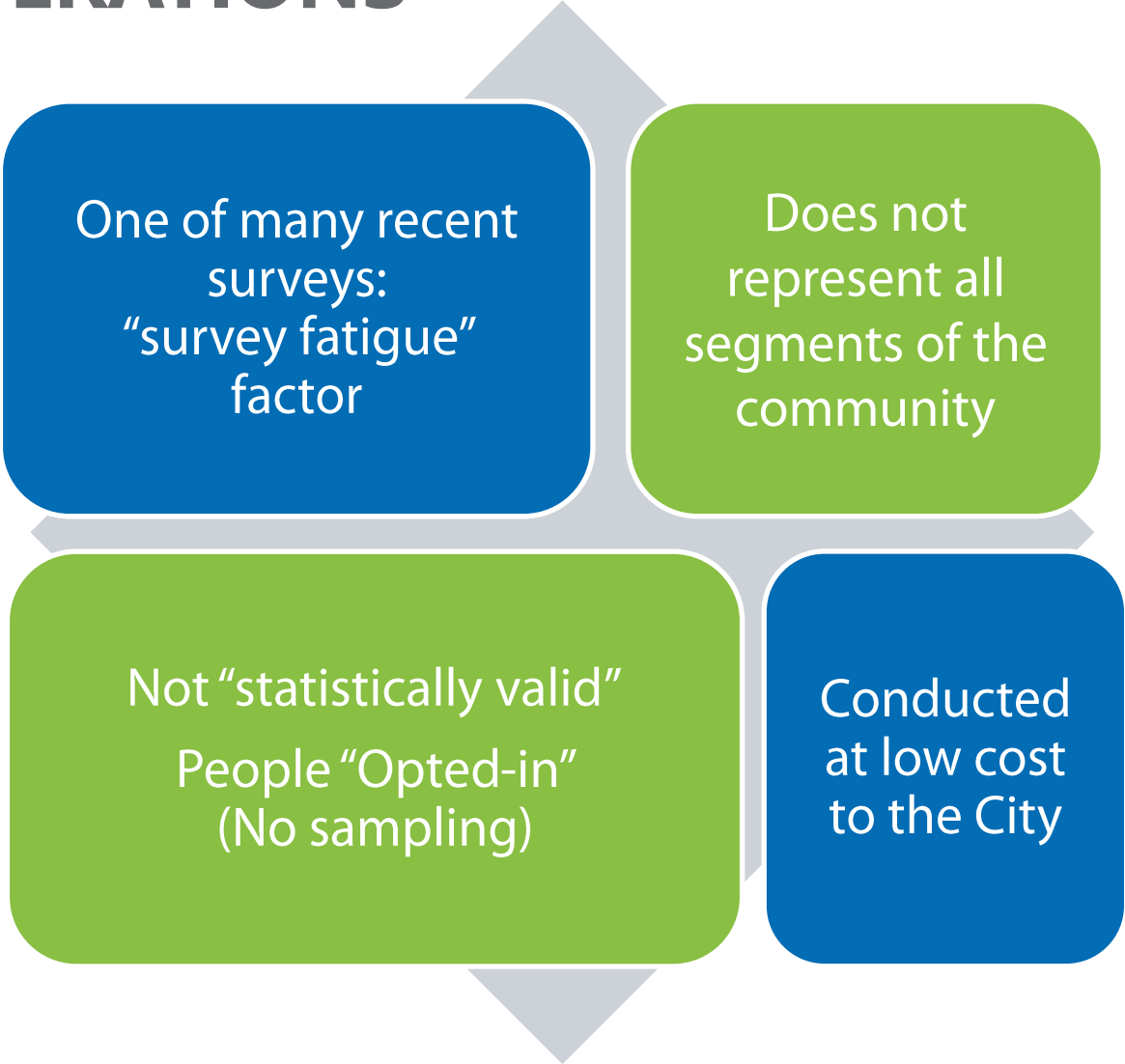
Improved street pavement conditions

Access improvements for those who are mobility impaired

Neighborhood "traffic calming" measures (physical design strategies / engineering to slow speeds and enhance safety)

Additional electric vehicle charging stations

SURVEY CONSIDERATIONS



SURVEY RESULTS



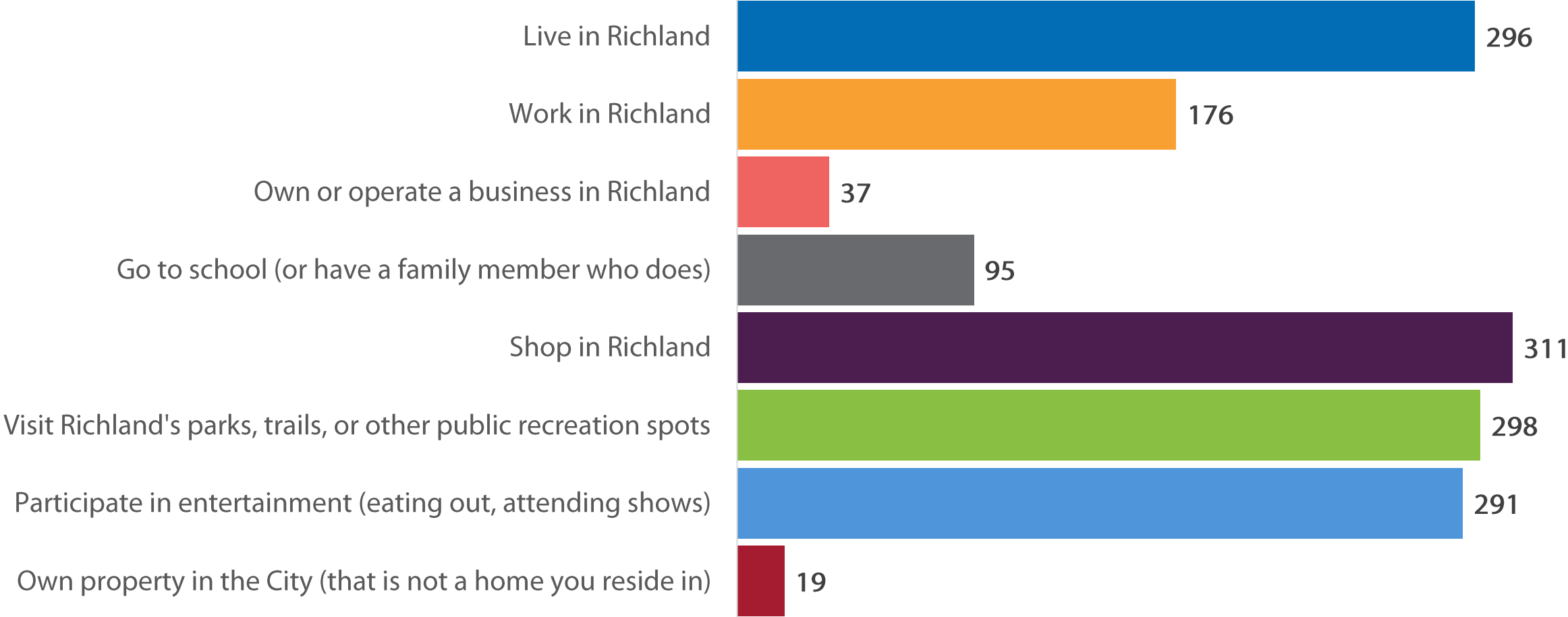
PART ONE:

“YOUR PERSPECTIVE”

Throughout this survey we hope to build a better understanding of your unique point of view and preferences.

Q: Within the City of Richland, do you...?

Select all that apply.



Answered: 343 Skipped: 1

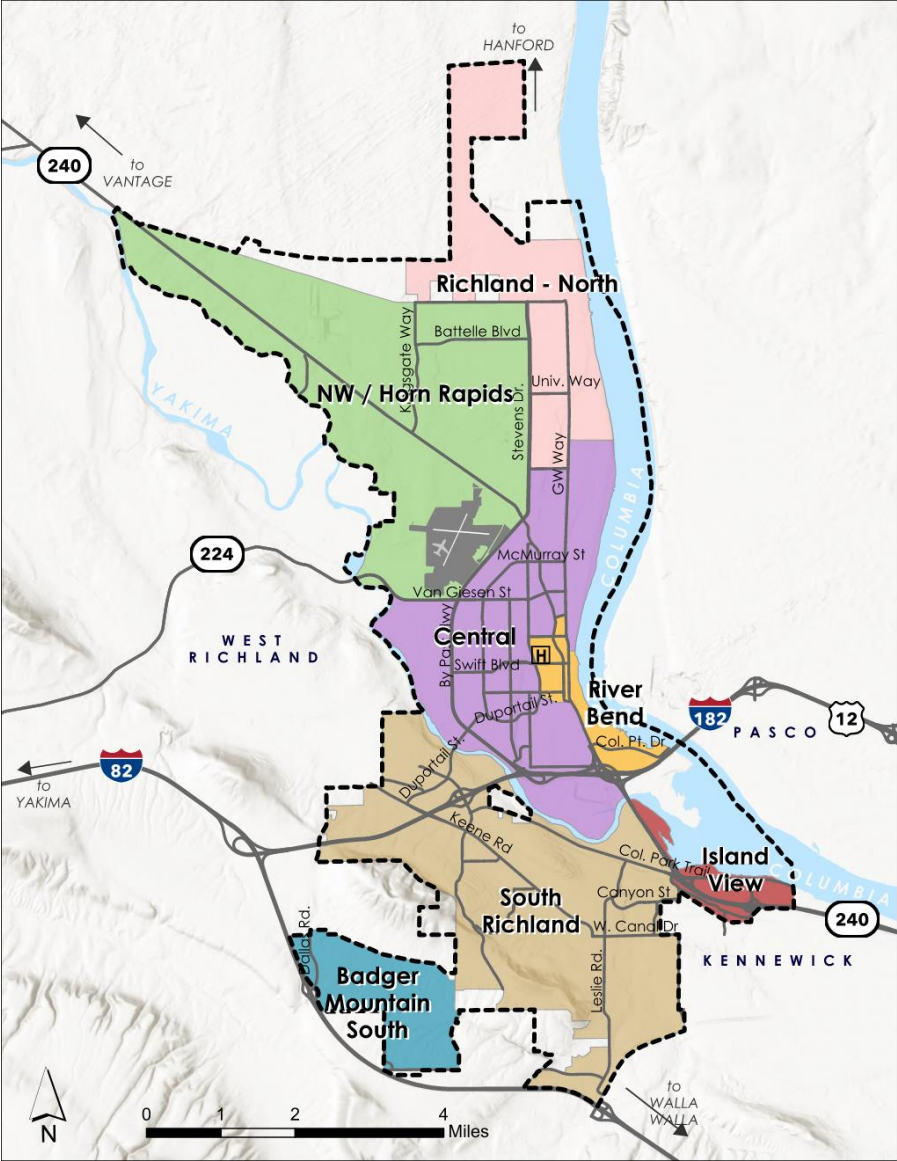
Q: Which Part of the City do you live in?

Please view the map and pick the best option

**This question was only asked of respondents who indicated they lived in the City*

Locations of residences

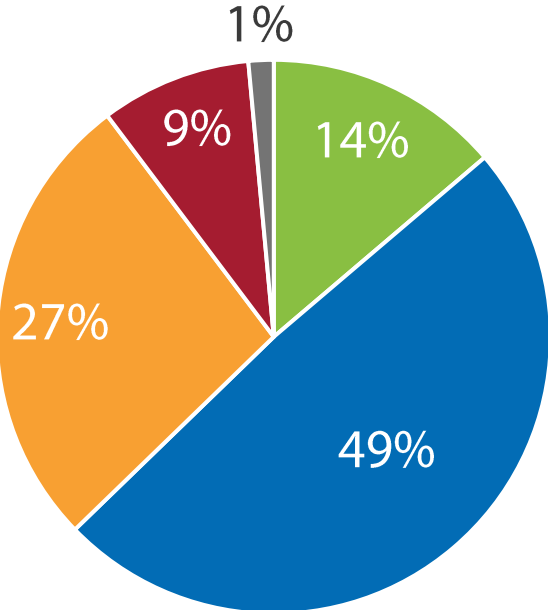
- Central: 119
- South Richland: 82
- Richland - North: 44
- NW/ Horn Rapids: 27
- Badger Mountain South: 11
- River Bend: 7
- Island View: 2



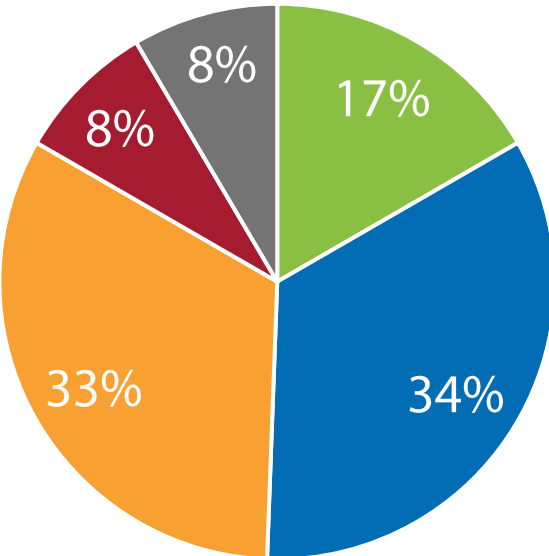
Answered: 294 Skipped: 53

Q: Overall, how would you rate the existing transportation system features in the City?

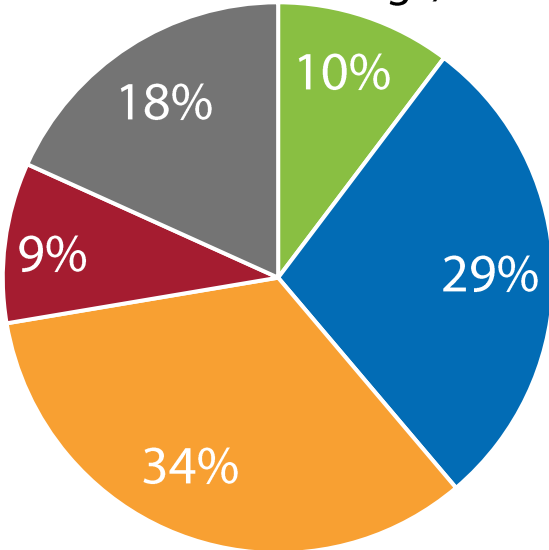
Pedestrian Amenities
(sidewalks, ramps, crosswalks)



Bicycling Amenities
(marked lanes, trails, crossings)



Transit Access
(Stop locations, bike and sidewalk connections, convenient crossings)



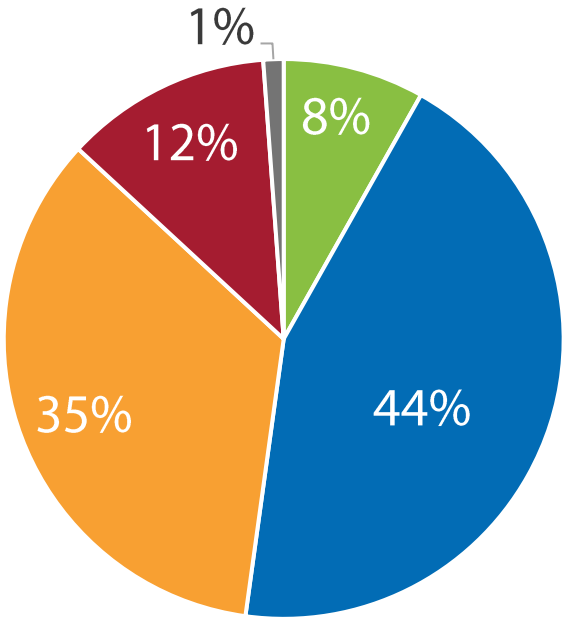
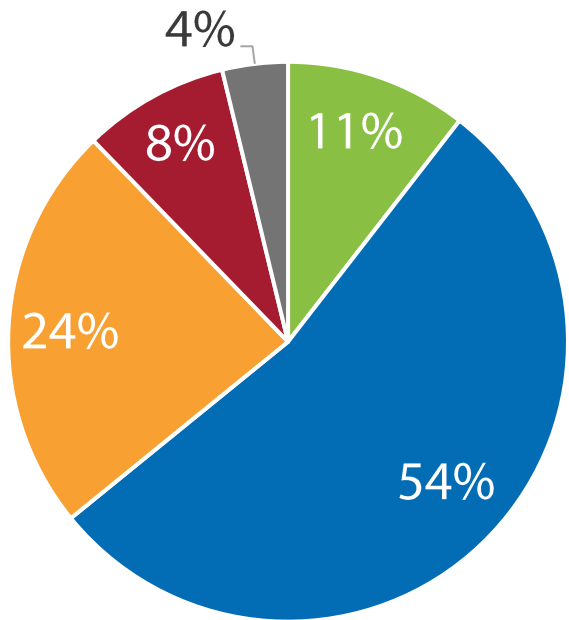
Answered: 343

Skipped: 1

Q: Overall, how would you rate the existing transportation system features in the City?

Roadway Network Connectivity

Street physical safety (pavement conditions, lighting, visibility)



Answered: 343

Skipped: 1

Q: Overall, how would you rate the existing transportation system features in the City?

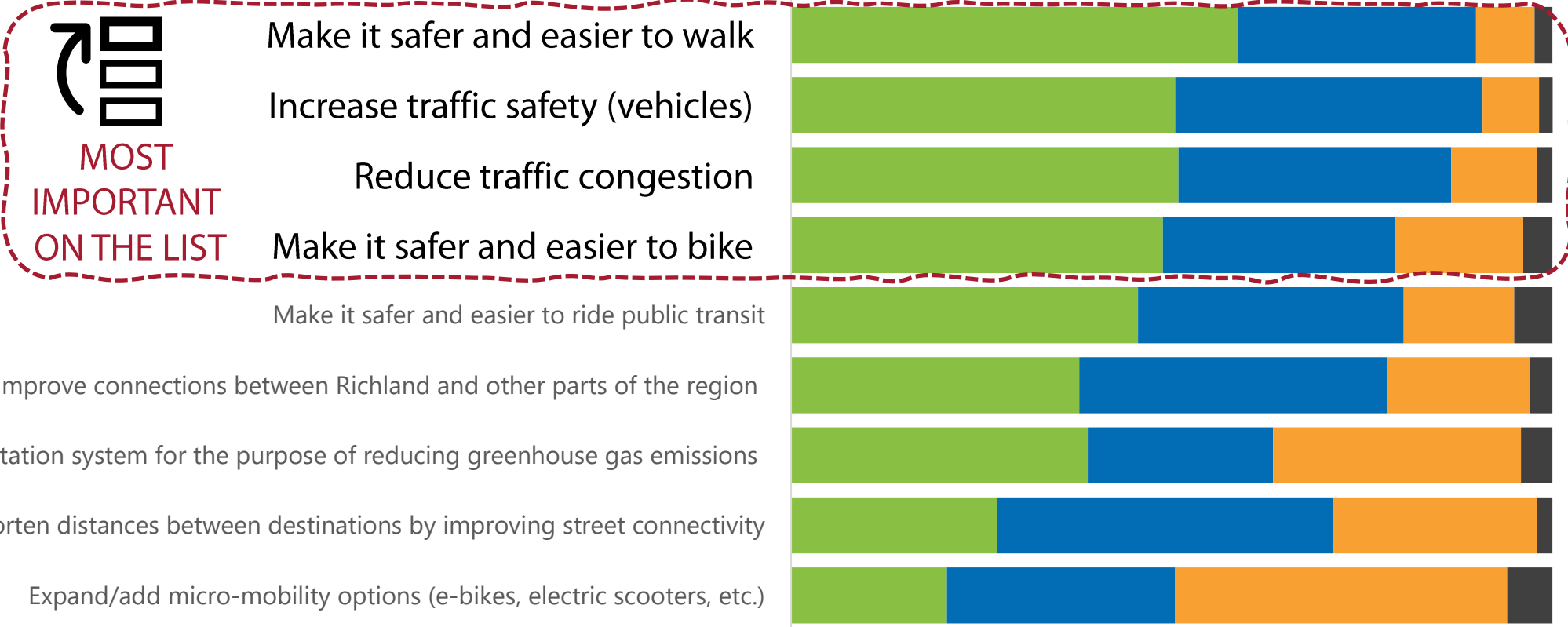
If you rated any of the previously listed items as “Poor” are there any improvements that could be made to raise your score?

Themes of those who rated “poor”

- More sidewalks and pedestrian amenities are needed
- There is too much traffic- a new bridge might help!
- Transit service is wanted, but thought lacking
- Better road/sidewalk maintenance is needed
- More protected bike lanes/ infrastructure
- Speeding is not enforced
- Density and transportation infrastructure are not connected

Many of the responses were very localized and specific

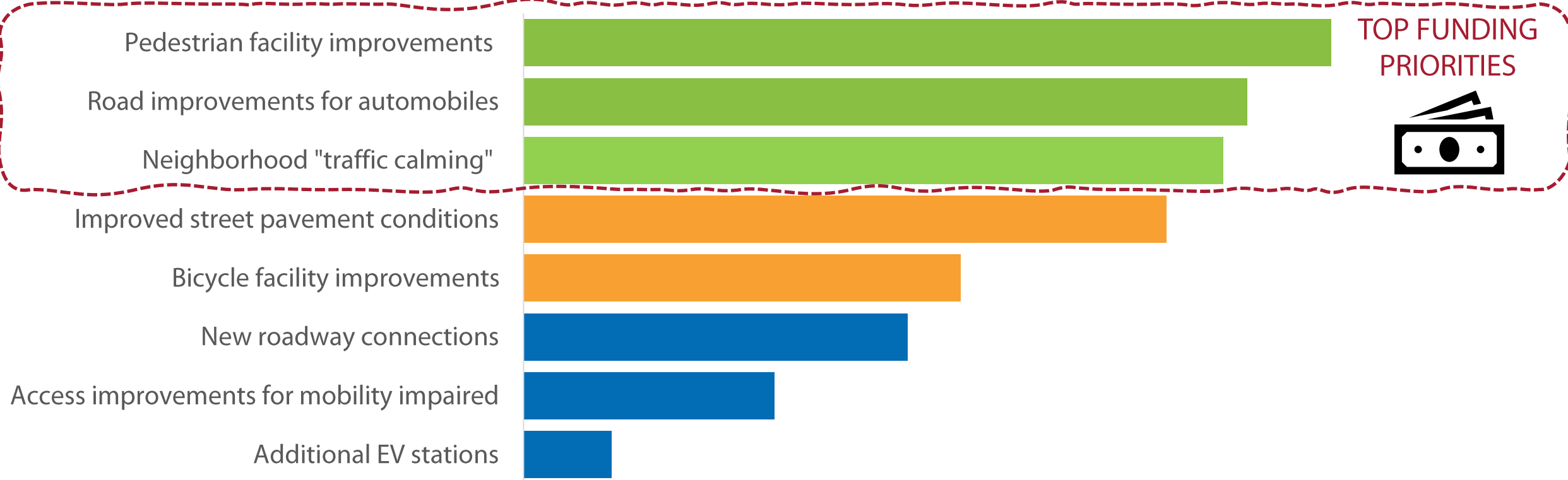
Q: As the City updates its long-term transportation plans, how important do you think it is for the plan to achieve each of the following goals?
(Categories are shown in order according to the response rates)



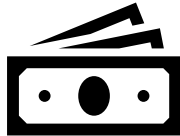
Answered: 342 Skipped: 1

Q: Every city has limited resources for infrastructure improvements. Of the list of options, select your top 3 project categories that should be prioritized for funding.

Select your top 3 options. These questions are designed to understand your preferences and gather information to better serve the community. No specific projects or initiatives are tied to these questions.

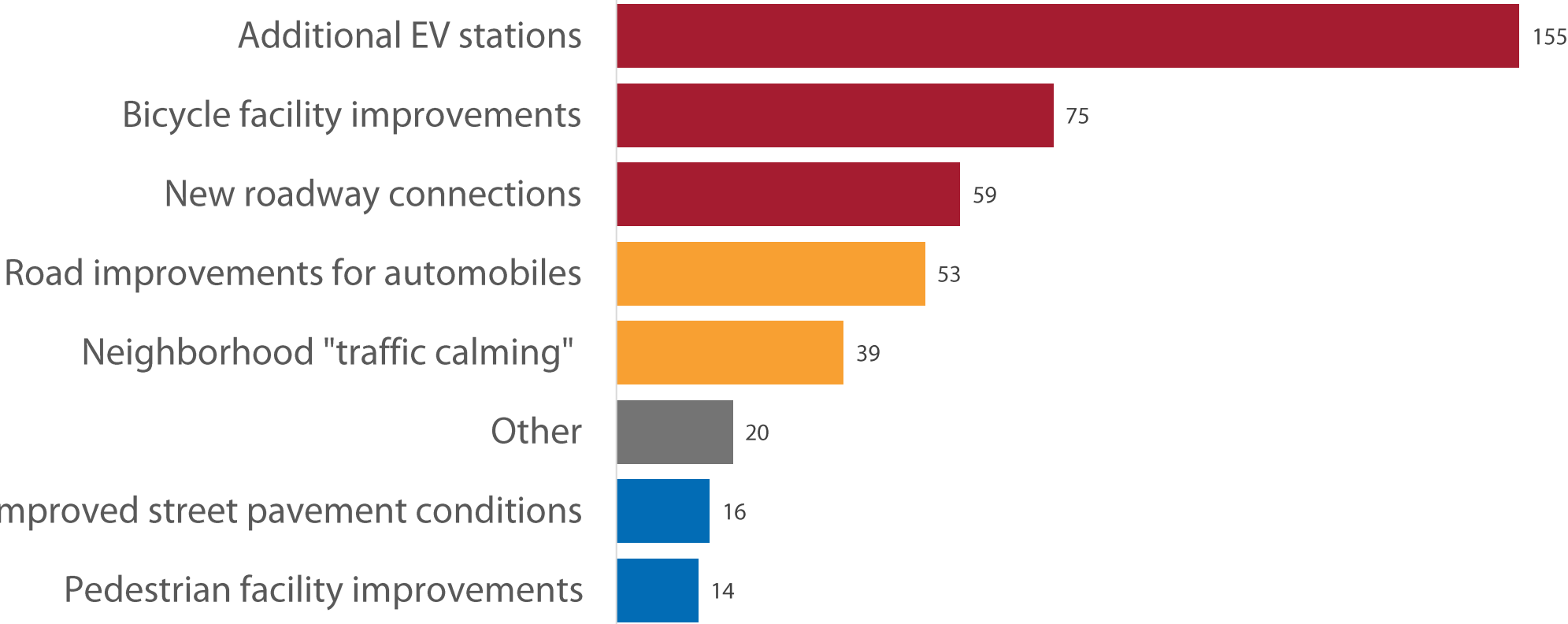


TOP FUNDING PRIORITIES



Q: Specify if there are any project categories you think should NOT receive funding?

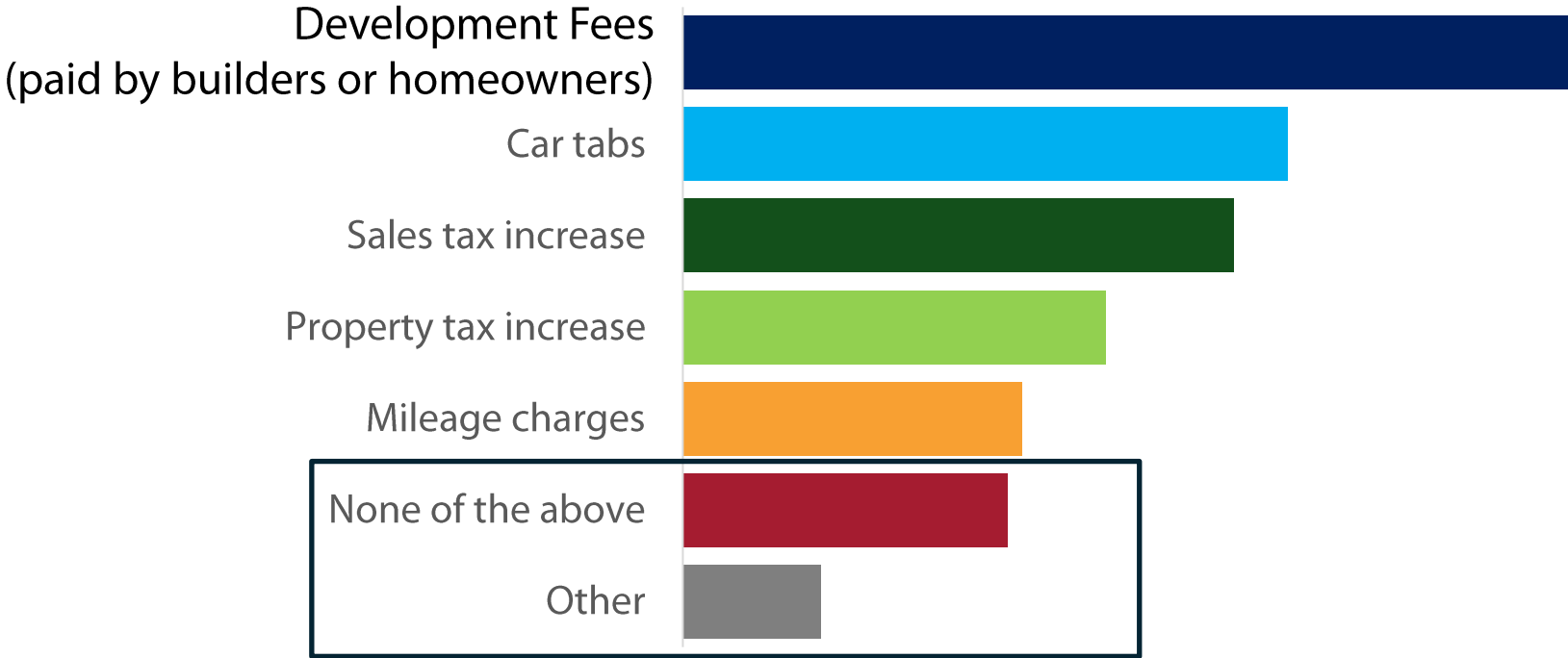
This question allowed respondents to select multiple options, as opposed to the previous question for which up to three options could be selected



Answered: 243 Skipped: 101

Q: Which of the following funding scenarios are acceptable to you, to generate revenue for transportation improvements?

Respondents could select all that apply.



Sample of "Other" Answers

- Manage the Budget Better
- Tax Employers (regional tax)
- Income Tax
- Heavy Vehicle Tax
- Transportation Benefit District
- Carbon Tax

Answered: 334

Skipped: 10

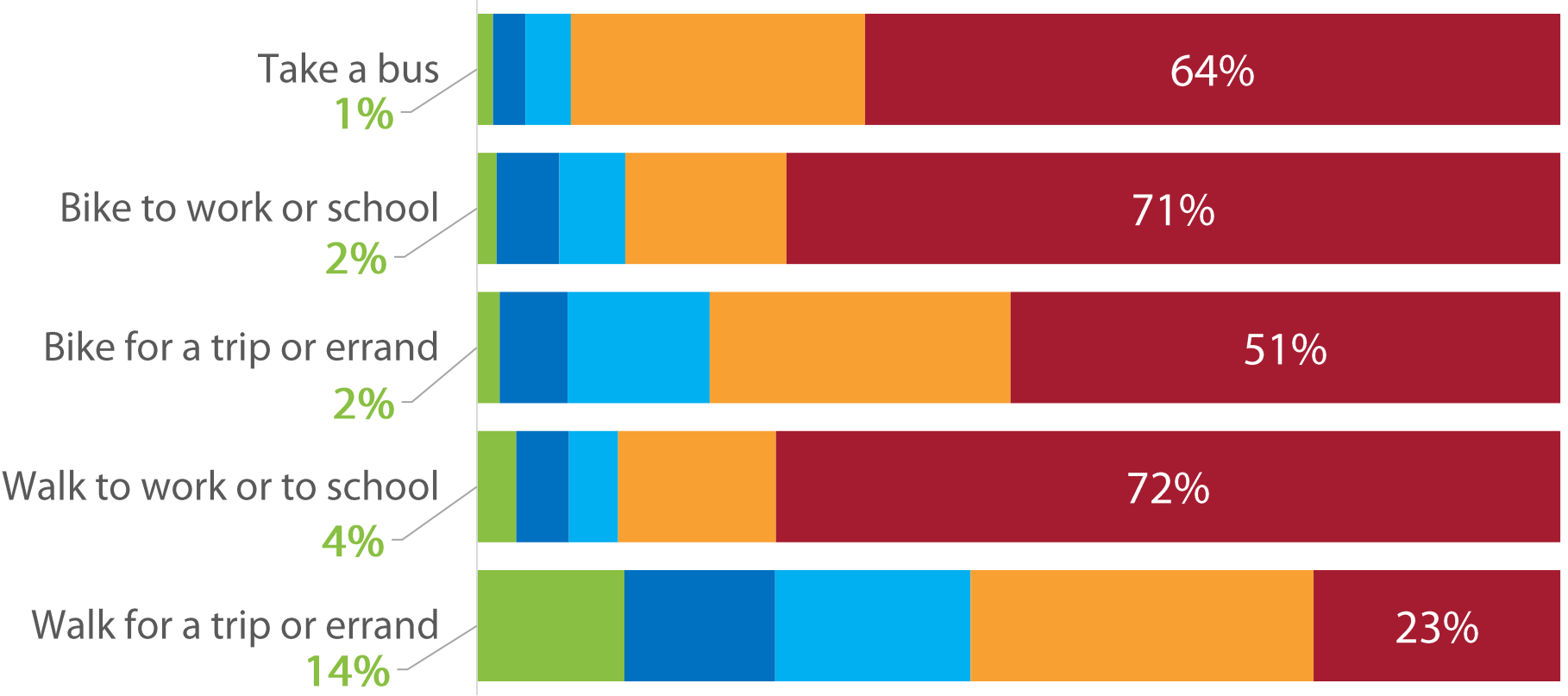
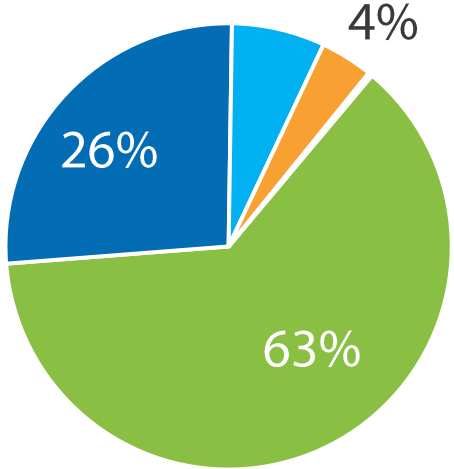
PART TWO: “HOW YOU TRAVEL”

Q: How often do you walk for a trip, bike, take a bus, or drive to various locations throughout the City?

Don't include recreation activities such as walking for exercise or walking a pet

■ Every day
 ■ 3-6 times a week
 ■ 1-2 times a week
 ■ Infrequently
 ■ Never

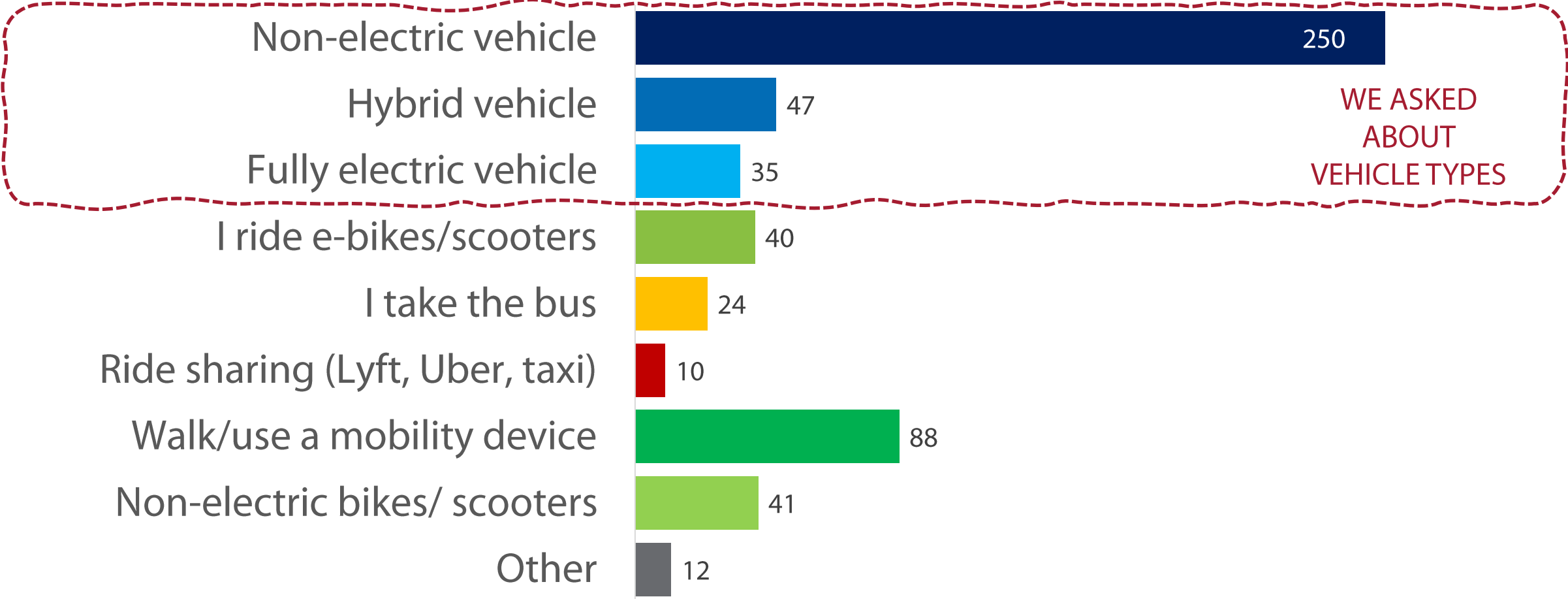
Travel by automobile



Answered: 343 Skipped: 1

Q: More specifically, on an average day, how do you get around the City?

Select up to three options that best describes your daily activities (driving/ riding)



Answered: 339

Skipped: 5

Total answers: 547

PART THREE: “TRAVEL FACTORS”

In this part of the survey, we'd like to understand how different factors and physical conditions may impact your mode (biking, walking or transit) when you can't or choose not to drive/ ride.

Questions about walking

Rank the following factors according to what's most important to you Score

Ranked first most often! 



Good sidewalk conditions	4.5
Physical separation from vehicles	4.5
Well-connected sidewalks	4.5
Marked crosswalks	4.3
Street lighting	3.5
Sidewalks that are wide enough	3.0
ADA accessibility	2.6
Education for peds, cyclists, and drivers	1.6

- DISTANCE?** Up to 2 miles
- MINUTES?** Average: 30
- DAYS A WEEK?** Average: 5

Questions about biking

Rank the following factors according to what's most important to you Score

Physical separation from vehicles	6.8
Well-connected bike network	6.7
Dedicated off-street space for cyclists	6.6
Street pavement conditions	4.9
Dedicated on-street space for cyclists	4.5
Street or pathway lighting	3.7
Bike lane markings through intersections	3.6
Secure bicycle rack parking	3.6
Education for peds, cyclists, and drivers	2.6
Physical separation from pedestrians	2.6
Bicycle wayfinding/signage	2.1

Ranked first most often!




DISTANCE?

Up to 10 miles

MINUTES?

Average: 30

DAYS A WEEK?

Average: 4

Questions about transit

Rank the following factors according to what's most important to you

	Score
--	-------

Ranked first most often!

Safe and accessible connections	3.3
Overall Safety	3.1
Bus stop amenities	2.7
Accessible to the elderly and people with disabilities	2.5
Bicycle racks at bus stops	1.0

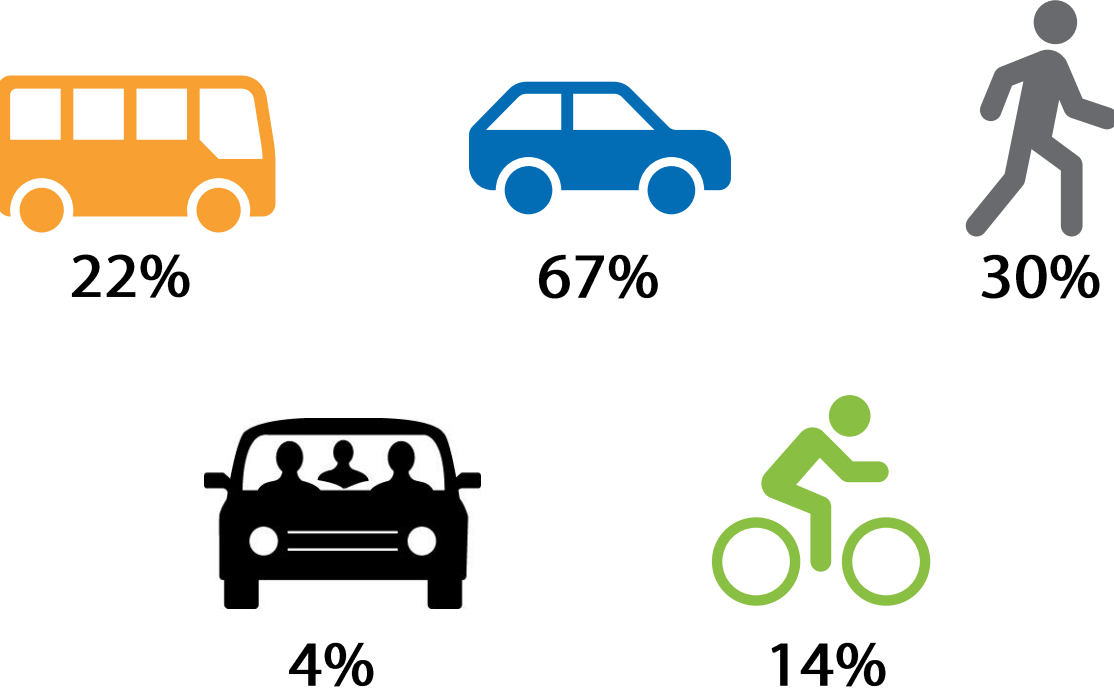
Reminder! *Make it Safer and Easier to Ride Public Transit* was ranked as #4 when respondents selected "Very Important" and "Important" for long-term Transportation system improvements.



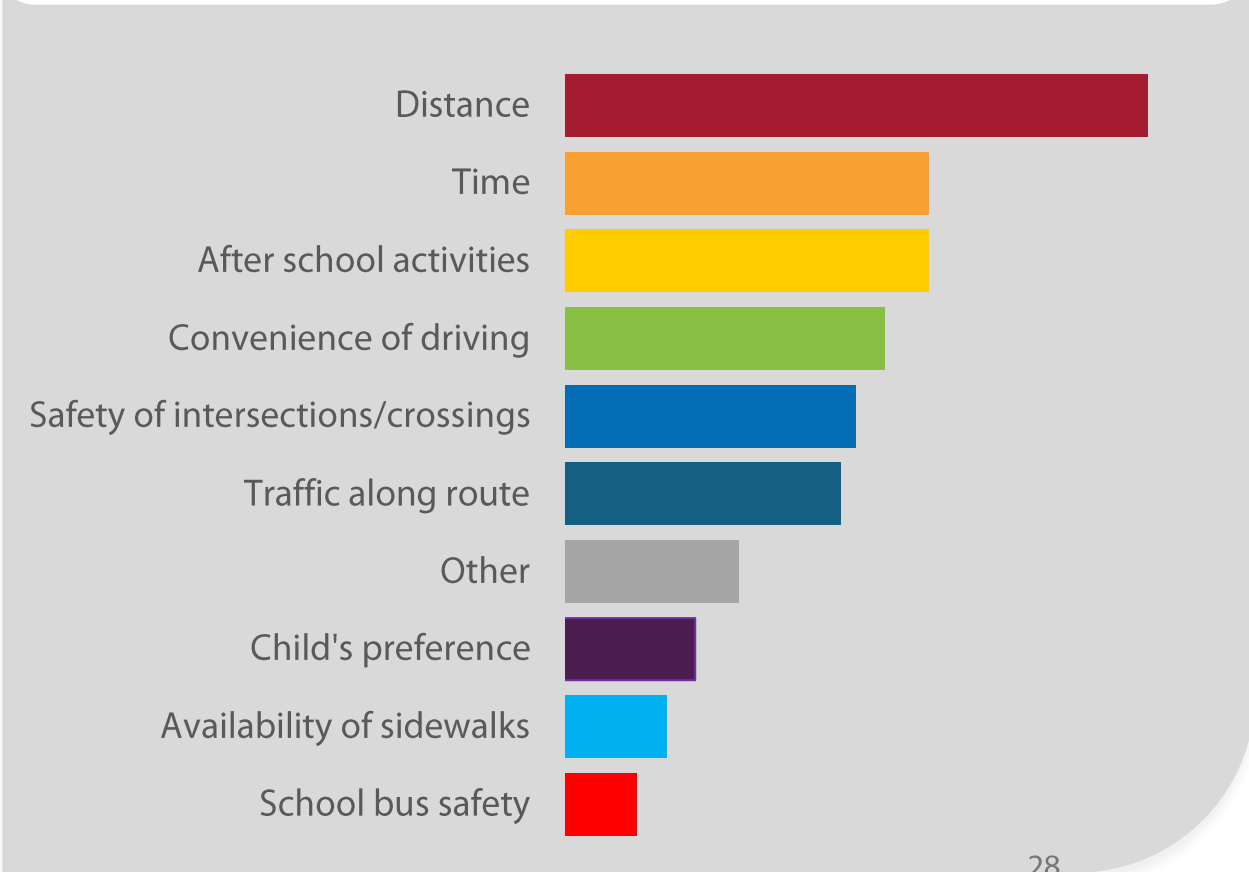
Questions presented to respondents with children who attend school

How does your child get to school?

Select up to two of the best answers



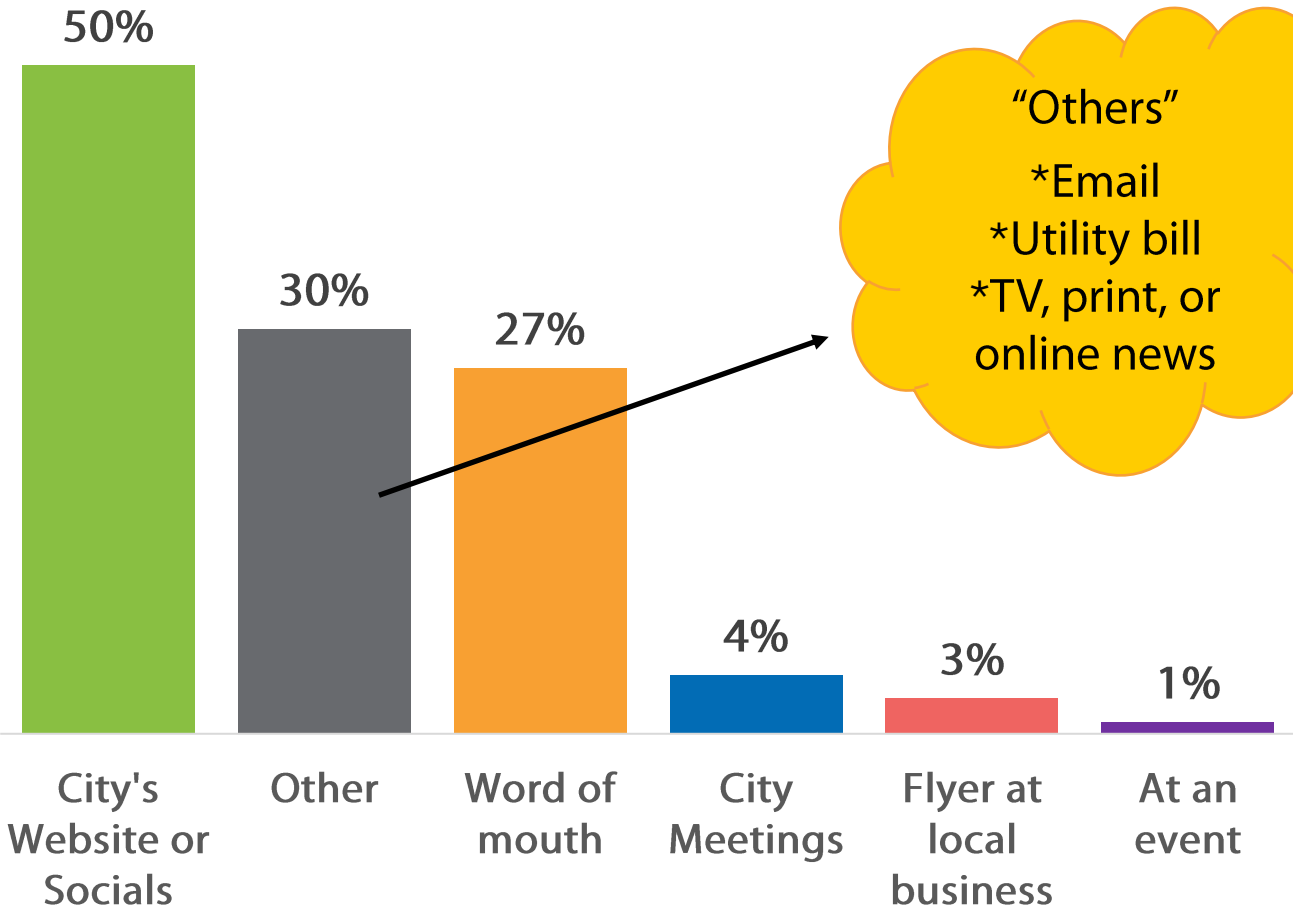
If not walking, biking, or busing, Why?



**PART FOUR:
“COMMUNITY
ENGAGEMENT”**

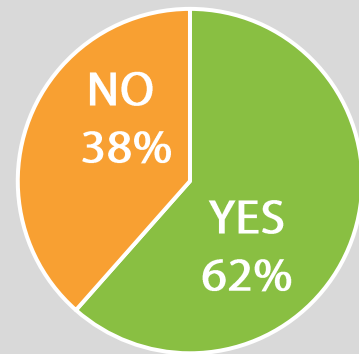
Q: How did you hear about the City's Comprehensive Plan and/ or Transportation Plan update?

Select all that apply

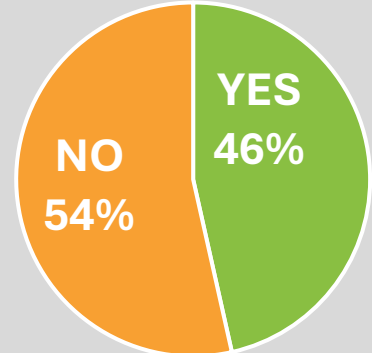


Answered: 341 Skipped: 3

Q: Have you ever participated in a survey conducted by the City of Richland before?

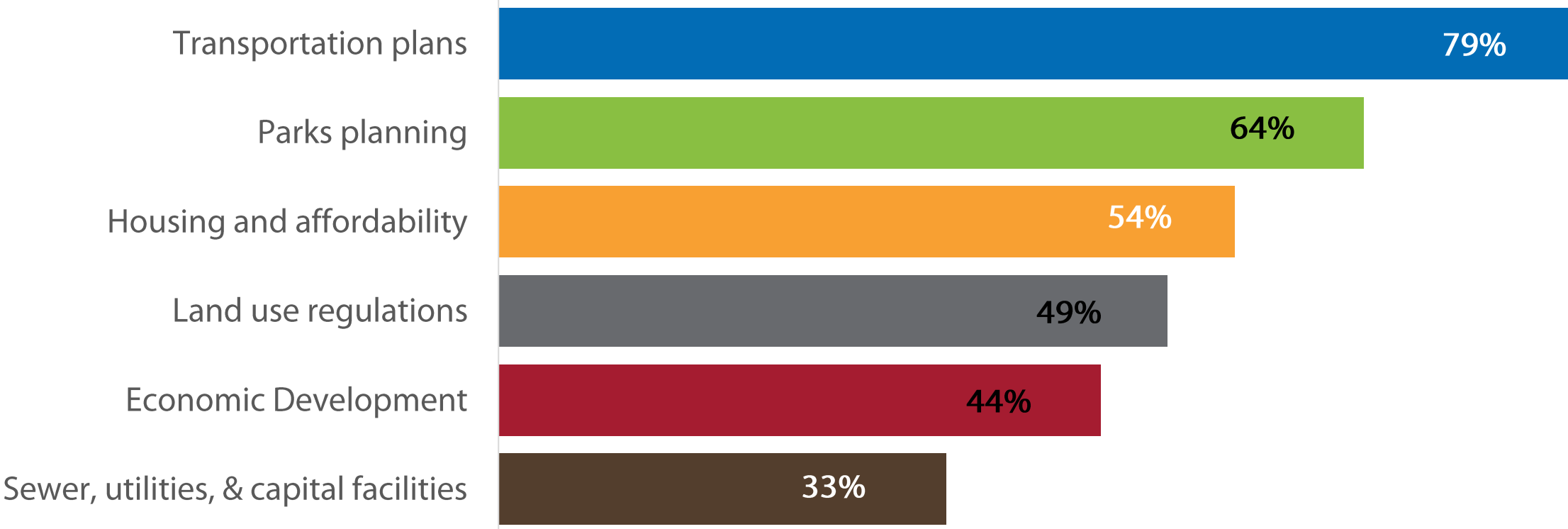


Q: Have you ever attended a City meeting before?



Q: If you were to attend a meeting, workshop or open house about the City's Comprehensive Plan update, what would you like to learn more about?

Select all that apply



Answered: 341

Skipped: 3

Q: Please provide any Closing Thoughts or Comments on Topics not Addressed

131 responses – Common Comment Themes:

1. Bike & pedestrian safety
2. Traffic congestion & road capacity
3. Opposition to one-way streets & lane reductions
4. Growth, development & planning quality
5. Transit
6. Connectivity solutions
7. Taxes & funding
8. Roundabouts

Q: Please provide any Closing Thoughts or Comments on Topics not Addressed



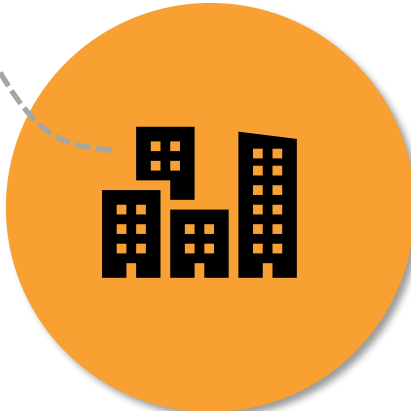
BIKE & PEDESTRIAN SAFETY
Most frequent comment theme: both support and concern.

TRAFFIC CONGESTION & ROAD CAPACITY:
Many comments were tied to growth and commuting



OPPOSITION TO ONE-WAY STREETS & LANE REDUCTIONS
The couplet and various other road diets or other traffic maintenance issues

GROWTH, DEVELOPMENT & PLANNING QUALITY
Opinions on density, urban form, and frustration with the planning process



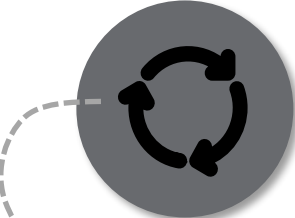
TRANSIT
The topic is polarizing; some want expansion and increased access; others view it as wasteful



CONNECTIVITY SOLUTIONS
Suggestions for a new bridge, other infrastructure design



TAXES & FUNDING
These comments appeared less frequently but were strongly worded when mentioned

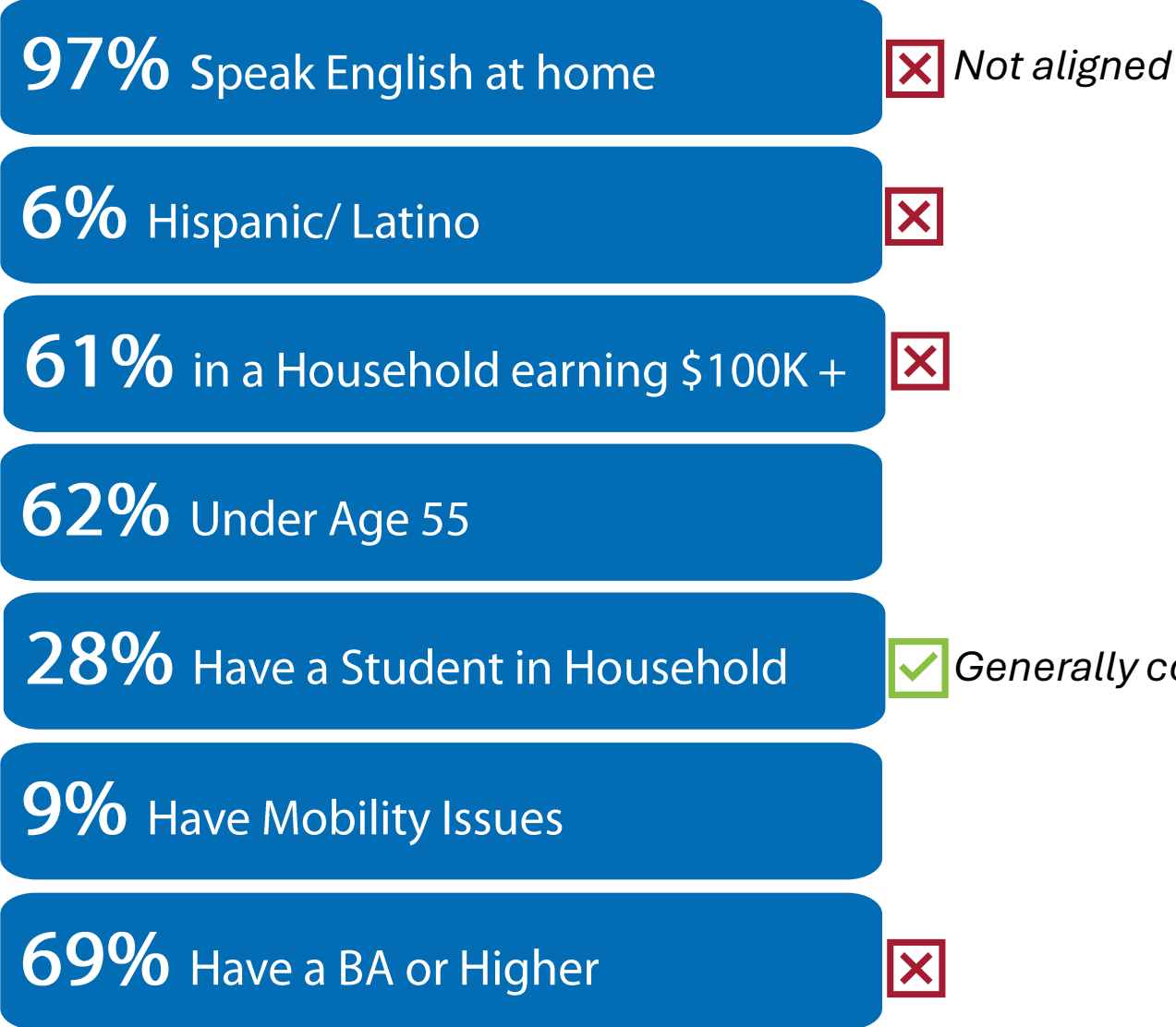


ROUNDABOUTS
Safety concerns were expressed

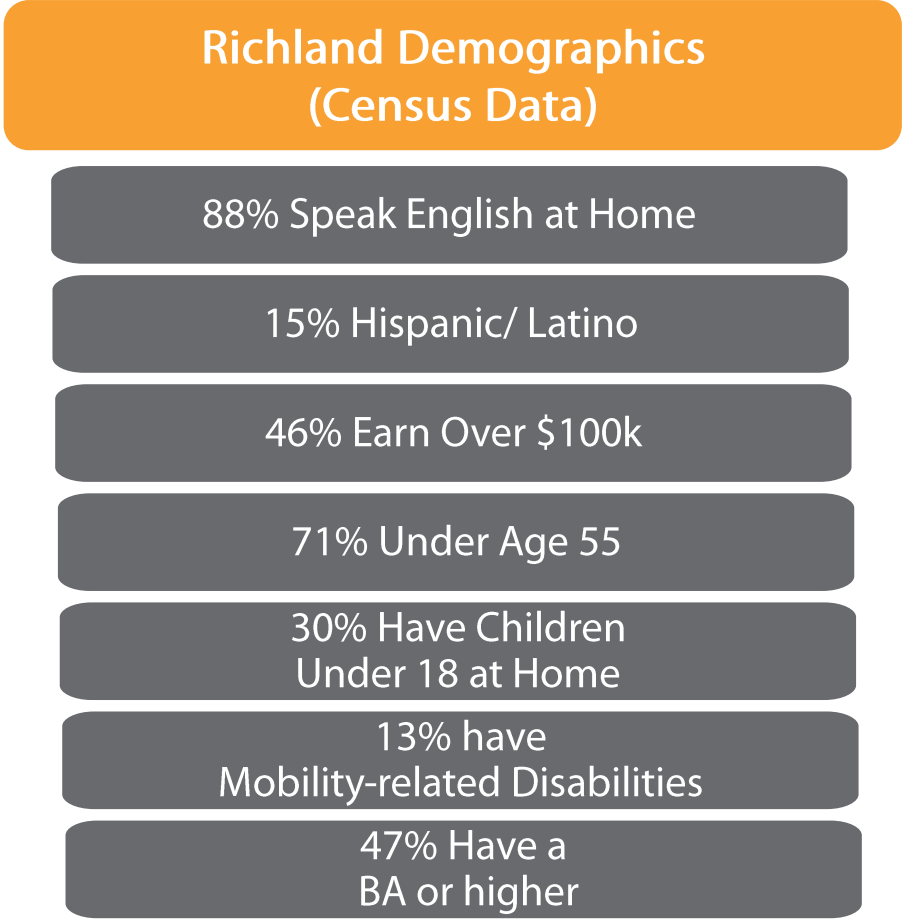
DEMOGRAPHICS



RESPONDENT DEMOGRAPHICS



**This excludes respondents who skipped the question or selected "prefer not to answer"*



PIN MAP RESULTS

PIN MAP INSTRUCTIONS

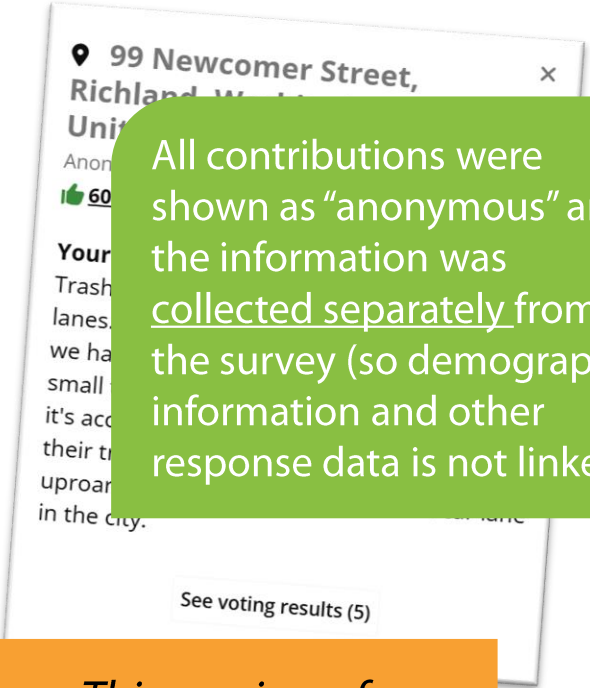
Transportation Feedback - Pin Map

We want to understand your transportation wishes and challenges!

Join other community members and place "pins" with your comments to provide specific place-based feedback. You can identify safety issues or concerns, mobility challenges, or simply things that inconvenience you as you travel.

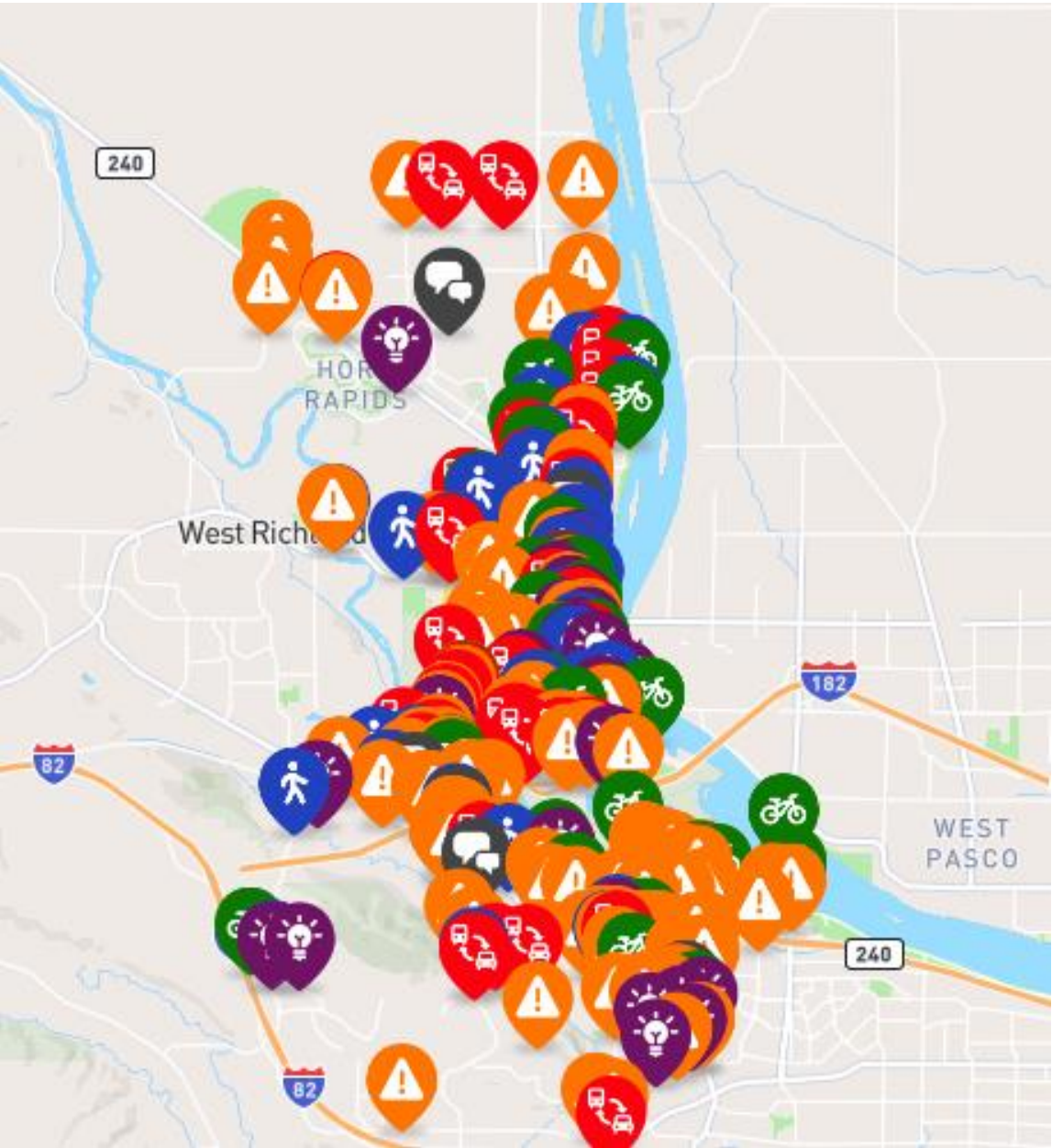
- Pins may not appear immediately because comments are reviewed before they go "live"
- You can "vote" to agree (*upvote*) or disagree (*downvote*) with displayed pins from others
- Please be as descriptive as possible; we are truly interested in gathering data so that improvements can be made and details help!

Thank you for taking the time to provide your comments!



All contributions were shown as "anonymous" and the information was collected separately from the survey (so demographic information and other response data is not linked)

Disclaimer: This version of Google Earth may not reflect the most current information and certain place and business markers are provided by Google, not the city.



Social Pinpoint’s mapping feature allowed respondents to:

- Add points to the map among 6 categories
- Type in a comment
- Up or down vote comments by other users

The City was seeking specific, place-based feedback

284

Pins


60


Contributors


430


Total Votes


CATEGORIES


 Ideas and Suggestions

 Bicycling Note

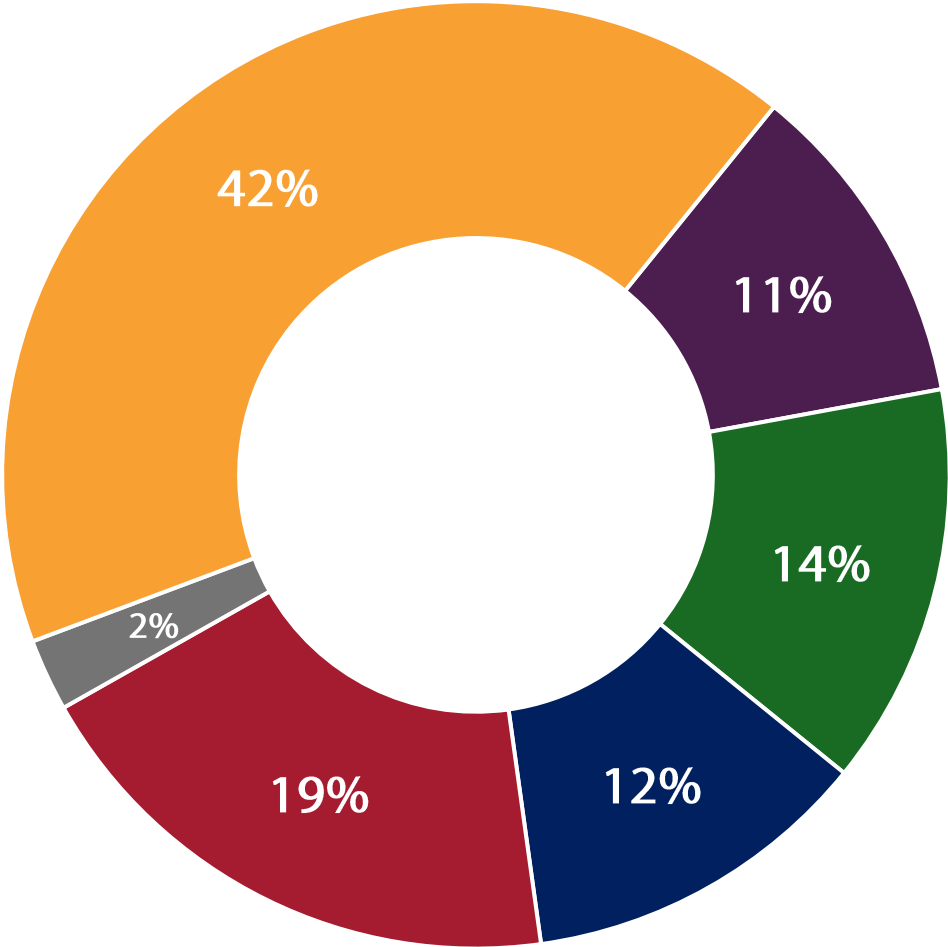
 Walking Note

 Safety Concern or Comment

 Travel Concern

 Other Comment

Also received the most up/down votes.



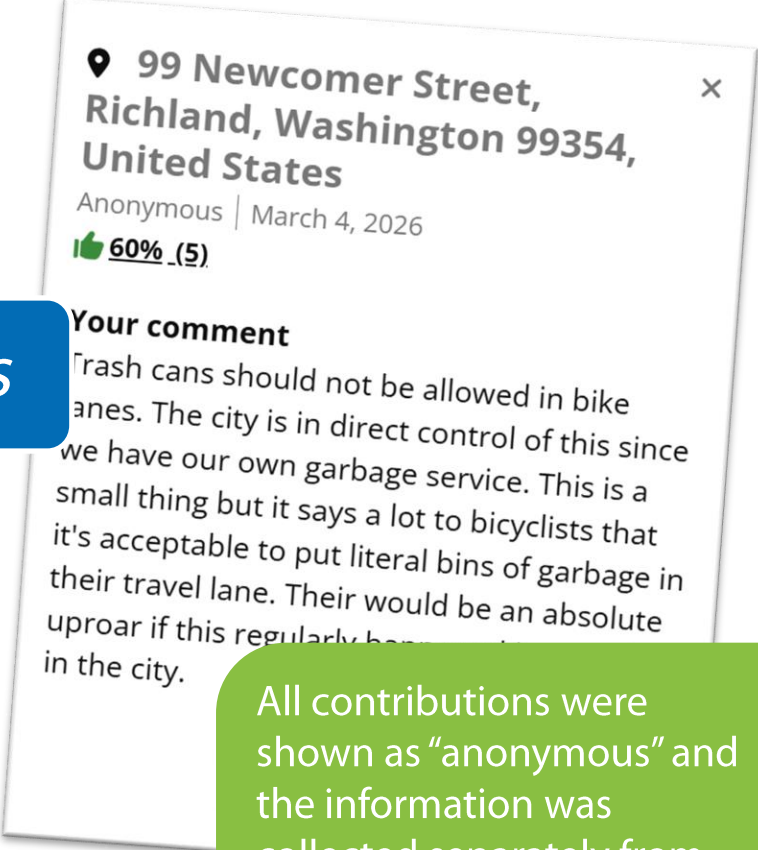
COMMENTS

Comments were very specific, and City and Consultant staff actively monitored the responses.

Intersection taking a left turn from the WinCo lot is so much more dangerous following the intersection change, must cross all lanes of traffic to drive north bound with no yield that allows for transitioning.

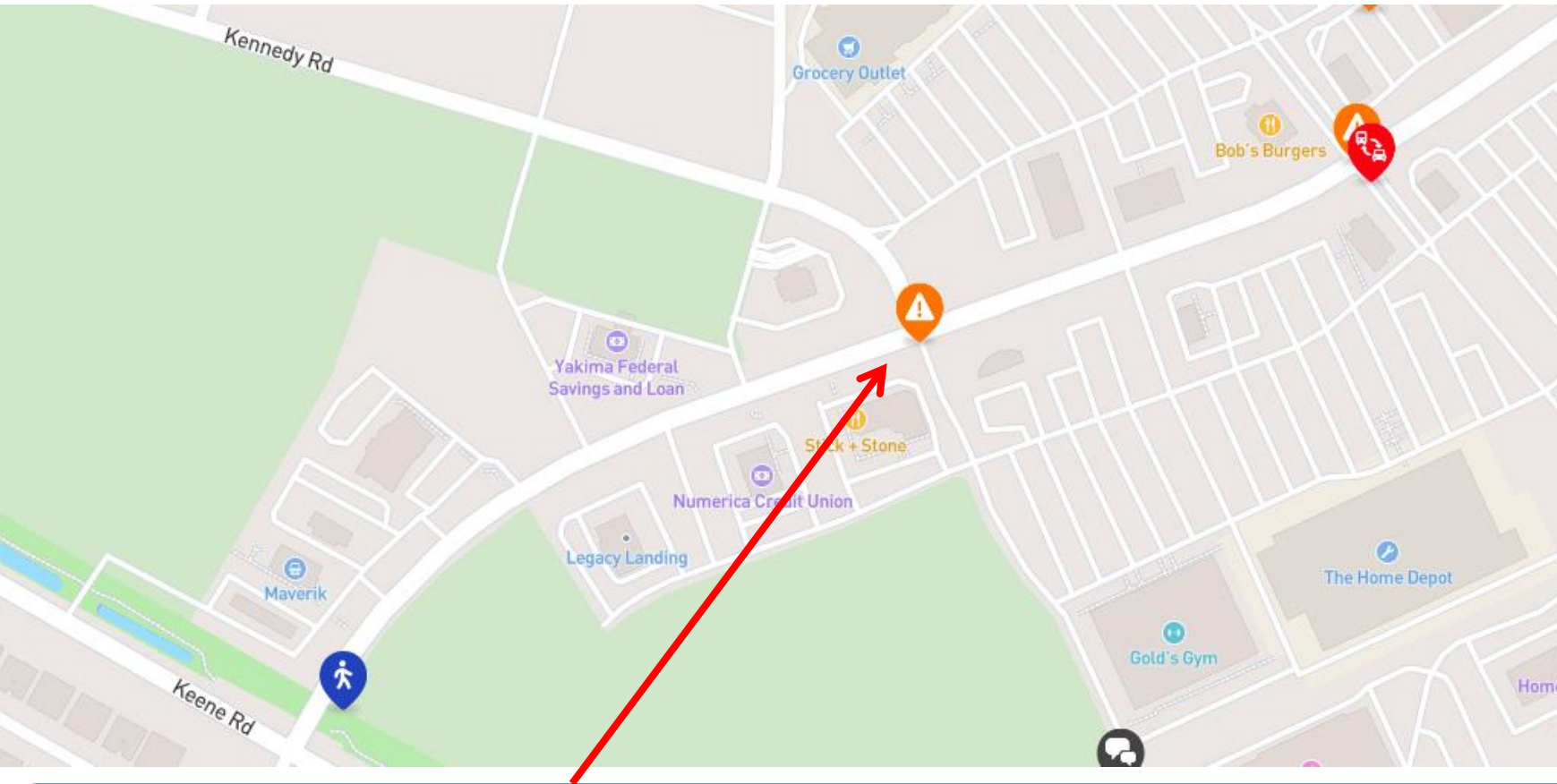
Need sidewalks

The bike signal here works great. Thank you.



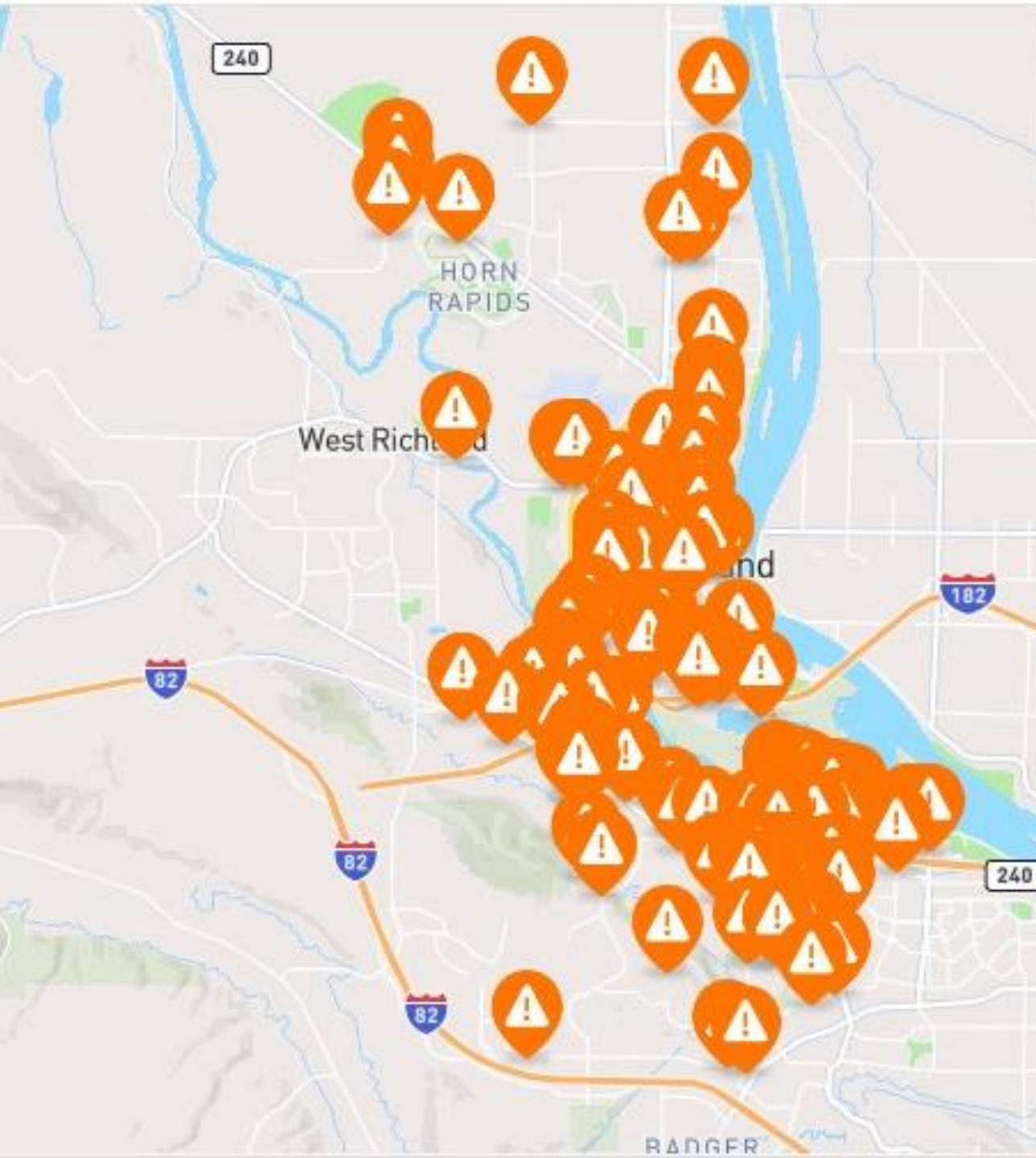
All contributions were shown as "anonymous" and the information was collected separately from the survey (so demographic information and other response data is not linked)

MOST UP & DOWN VOTES



Most
downvotes
was a three-
way
tie at 4 votes
each

Most Upvotes (10) 3019 Duportail Street:
“These areas could really benefit from roundabouts or lights on each intersection of the Queensgate area. I see people trying to take left turns all the time almost crashing. Its very scary.”



Safety Concern or Comment

118 Pins

128 Upvotes

34 Down votes

Speeding: 17 comments

Drag Racing: 5 comments

Dangerous intersections:

7 Comments

2400 Queensgate Drive

Need right southbound lane to continue. A lot of traffic leaving Walmart at rush hour is getting forced onto westbound 82 due to Queensgate traffic not letting them in.

113 Thayer Drive

A road diet would be greatly beneficial here. The road is too wide and people speed. This week there is a police flashing sign speed radar. There is a preschool on this street.



Bicycling Note

39 Pins

70 Upvotes

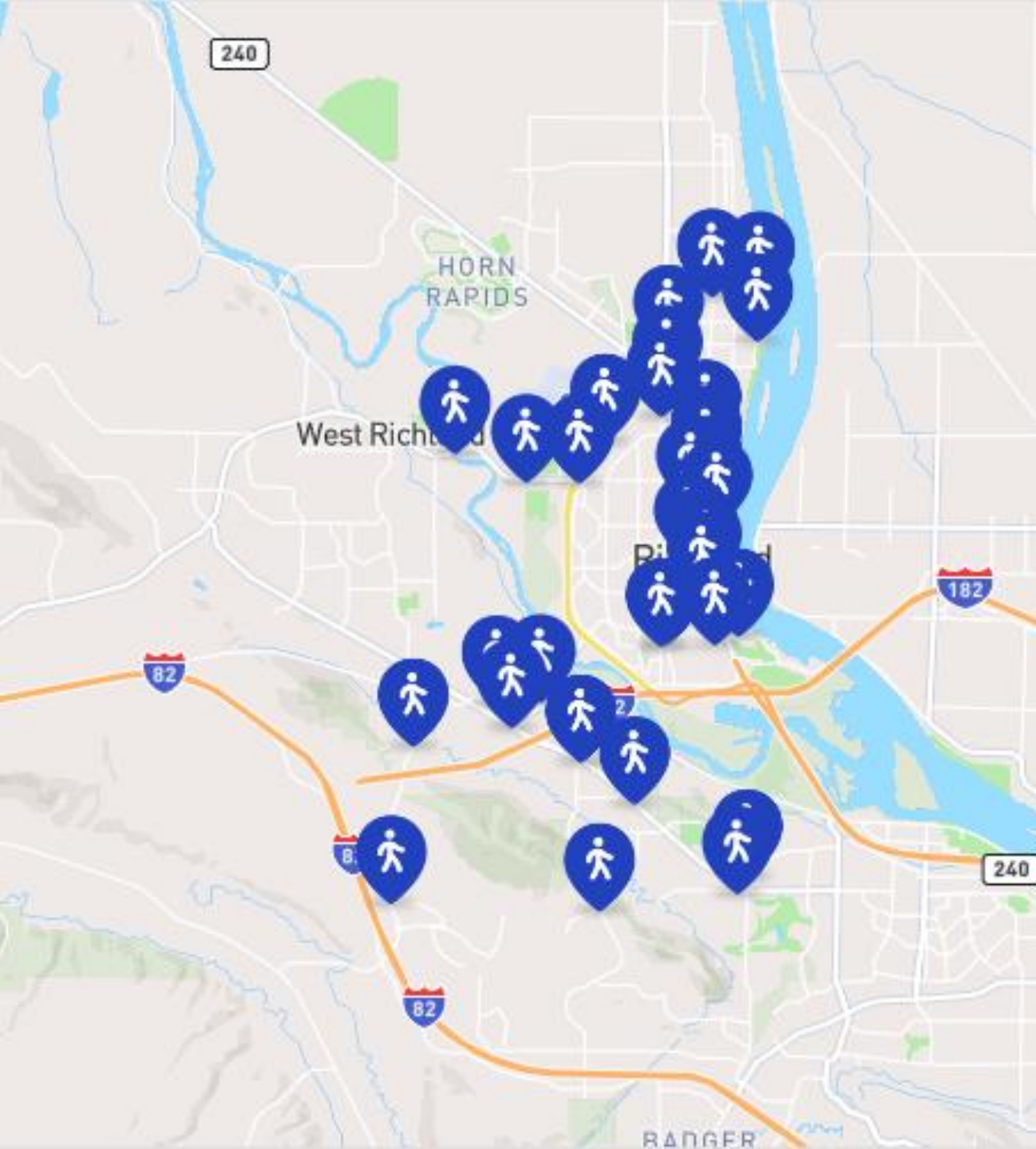
23 Down votes

2400 block Tiger Lane

Need bike path constructed in BPA row to connect Steptoe and Bellerive

62 Argon Lane

Bike path is nice but ends here, if you want to bike north (like for work) it is very dangerous along Stevens or a winding, confusing mess of side streets and parking lots



Walking Note

34 Pins

50 Upvotes

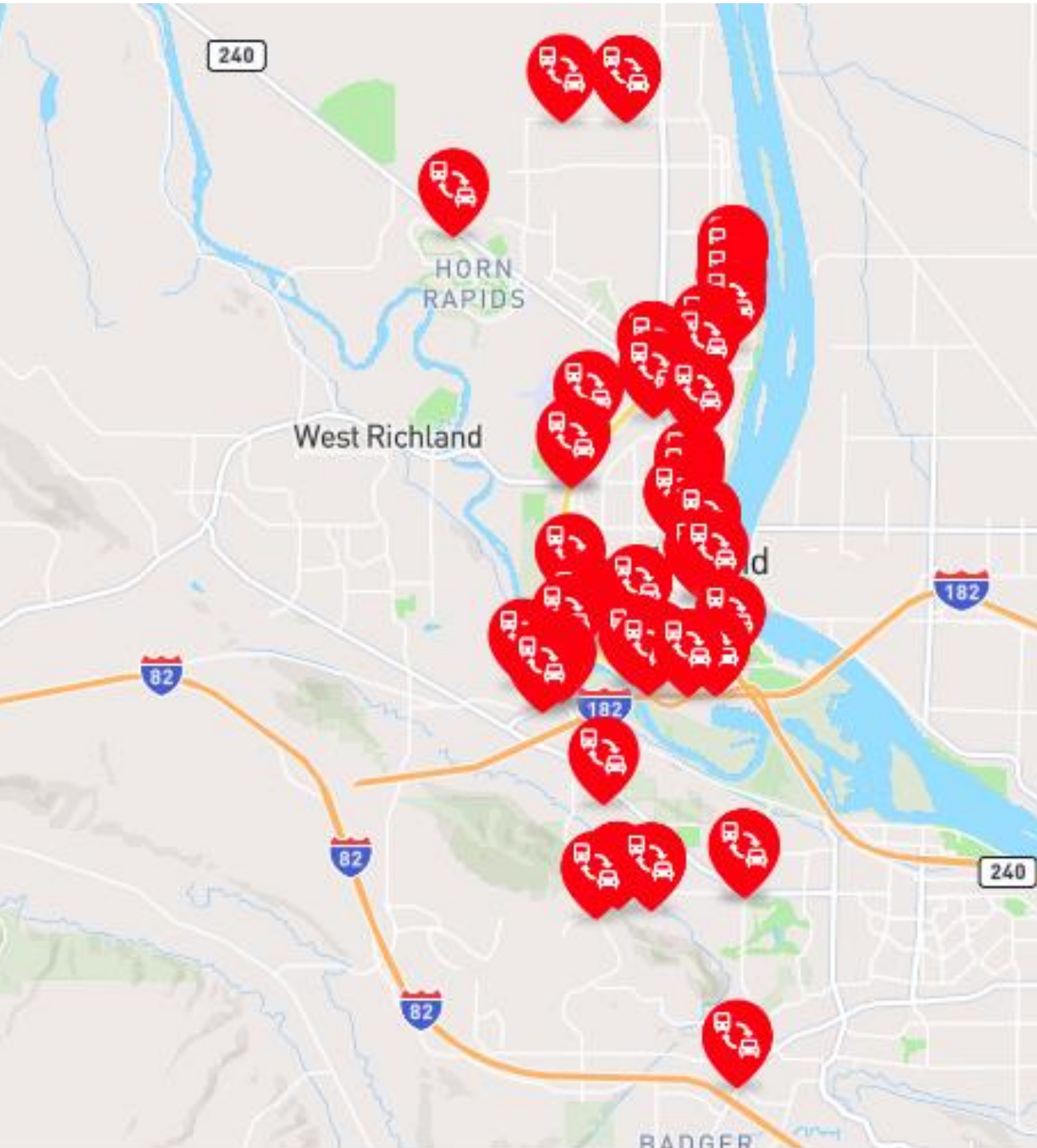
21 Down votes

1300 block Hains Avenue

The termination point for the Waterfront Trail connection to Hains has no crossing marking or other safety elements to make sure crossing is safe here

2100 block Newcomer Avenue

No sidewalks at the 4 way intersections along Coast St. forcing me to dodge cars walking early or late



Travel Concern

54 Pins

51 Upvotes

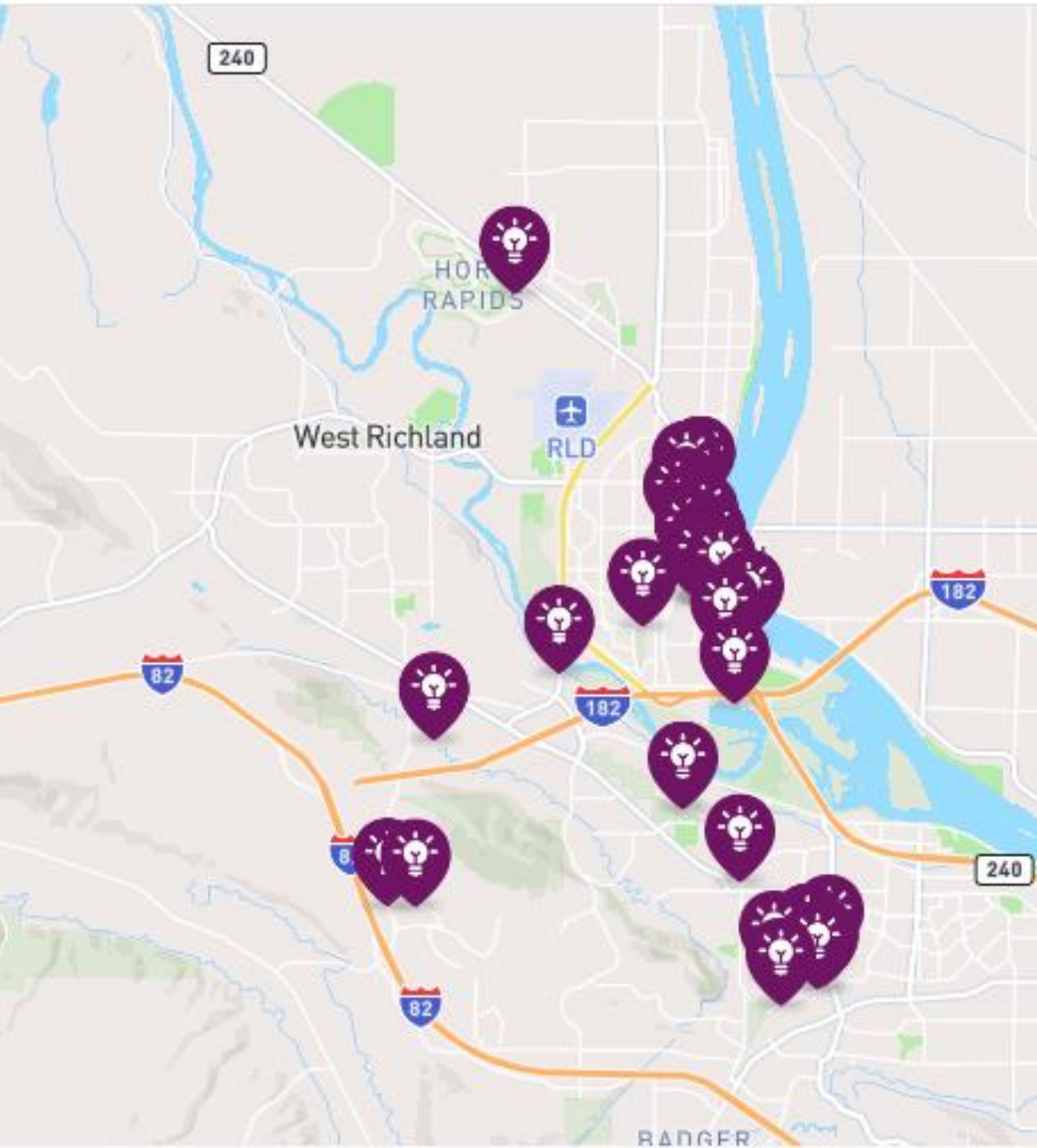
23 Down votes

Washington Highway 240

Not enough notice to yield entering from GWW. Maybe flashing yellow light or larger yield sign.

500 Gage Boulevard

Need to convert to a roundabout to help eliminate backups at Leslie & Gage.



Ideas and Suggestions

32 Pins

19 Upvotes

6 Down votes

Lighting Conditions: 11
Comments

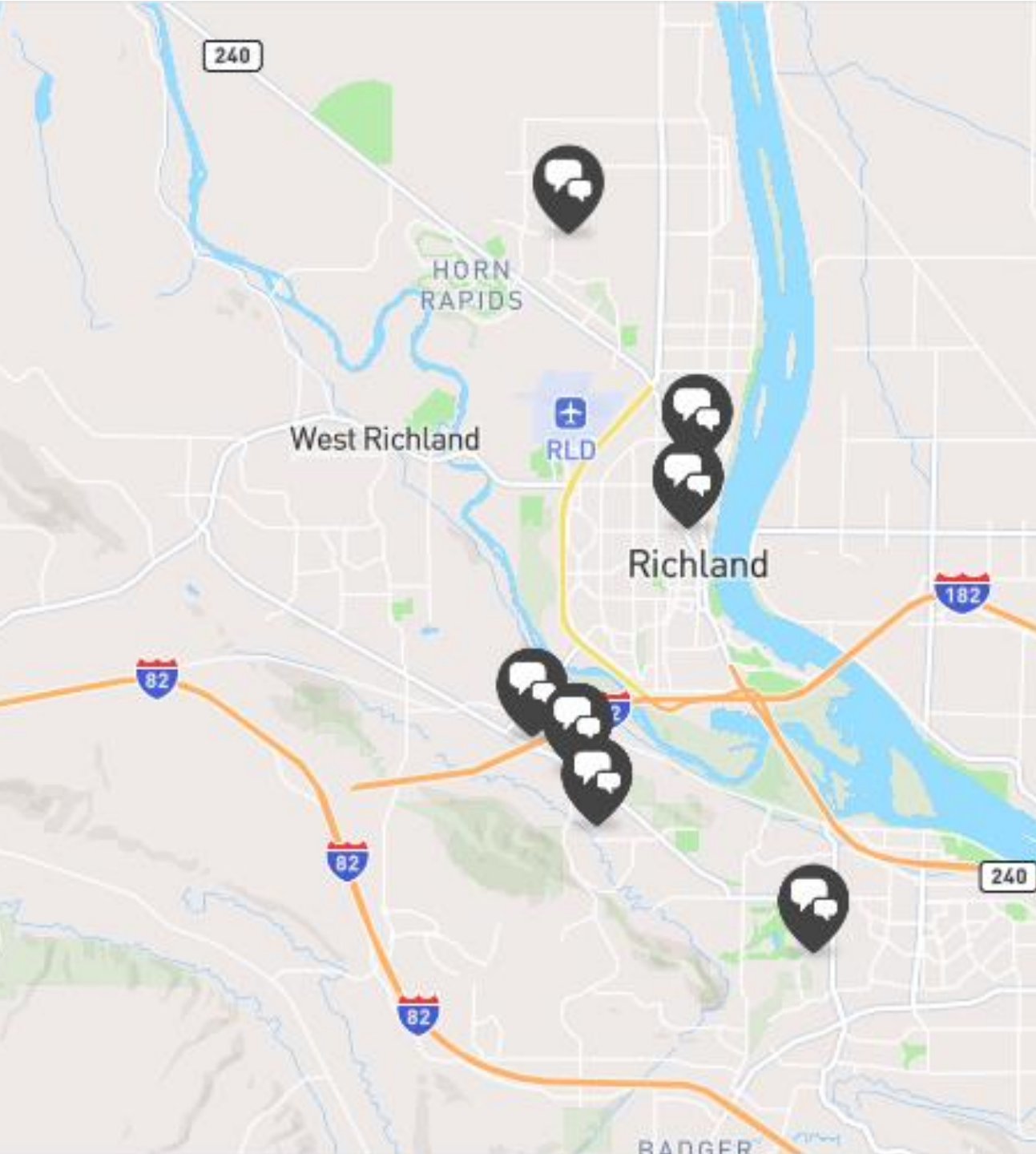
Ideas for parks, wetlands
or community
infrastructure:
6 Comments

700 block Meadows Drive South

This is designated park, most of it could be restored as a wetland, even after KID turns water off there is water. Dry areas would be good for a BMX track (redirect over here from Amon Cr. Preserve). No lighting. Day use only to protect wildlife corridor.

1400 block George Washington Way

I believe school speed limits should be in place to Symons St. as many children walk through this crosswalk to get to/from school



Other Comment

7 Pins

5 Upvotes

No Down votes

1200 block Medley Drive

There was still an orchard here during the 2017 summer storm that flooded streets all over S Richland, and damaged the fire hydrant and sidewalk on the north side of Gage over Amon Creek. This new tract is almost all impervious surface. What is the city planning to prevent future localized flooding as more and more developments are built?

CLOSING NOTES

THANK YOU!



Contact:

Mike Stevens, Planning Manager
mstevens@richlandwa.gov
509-942-7596



PLANNING COMMISSION WORKSHOP AGENDA ITEM STAFF REPORT

Meeting Date: 5/13/2026

Agenda Category: Agenda Items

Prepared By: Carlo D'Alessandro, Public Works Director

Subject

2027-2032 Transportation Improvements Program Presentation

Department/Office

Document Type

Public Works

Presentation

Summary

RCW 35.77.010 requires local jurisdictions to prepare and adopt a perpetual six-year Transportation Improvement Program (TIP). The City's TIP is combined with other state and local agency TIPs into a State-Wide Transportation Improvement Program (STIP).

The STIP is used primarily to manage the expenditure of state and federal funds. For the City, the TIP indicates the priority transportation improvements for which the City intends to apply for state and federal grant funding. Richland's long-standing practice of preparing its TIP involves multiple public involvement opportunities that include the involvement of the Parks & Recreation Commission and Planning Commission. The draft TIP will be posted on the City's website with an opportunity to provide comments. Public meetings to consider the TIP will be held by the Parks & Recreation Commission and the Planning Commission.

The Planning Commission is requested to vote to recommend approval of the proposed TIP. RCW 35.77.010 requires a public hearing before adoption of the City's TIP. A public hearing will be advertised and held at the Council Meeting to accept additional public comment on the topic. Barring any compelling public testimony to the contrary, staff will recommend a resolution for adoption of the TIP if recommended by the Parks and Recreation Commission and the Planning Commission.

The TIP documents are located online at: [Six-Year Transportation Improvement Program \(TIP\)](#)

Attachments

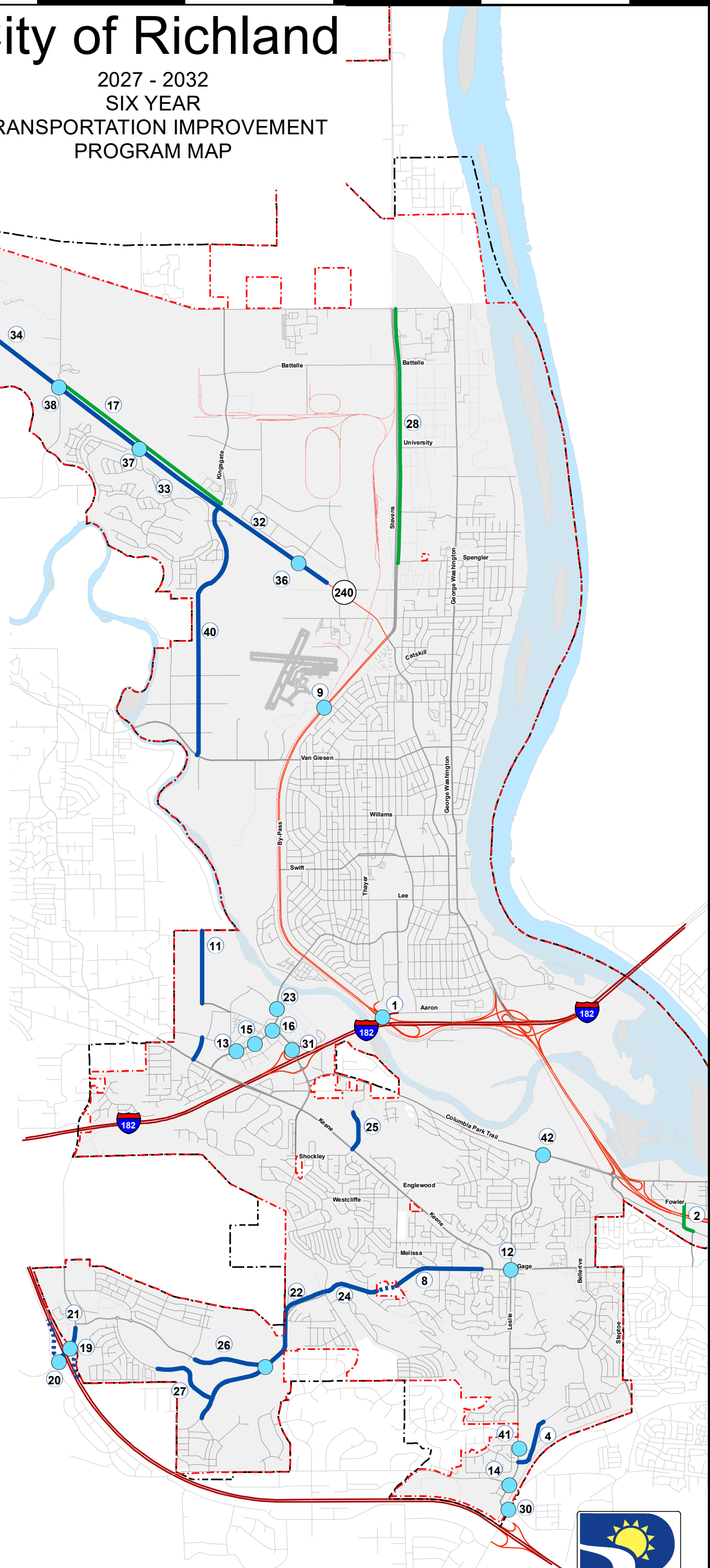
- I. 2027 - 2032 TIP Map - Draft

City of Richland

2027 - 2032 SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM MAP

Project List

- 1 SR240/Aaron Compete Streets Improvements
- 2 SR-240 Pedestrian Crossing
- 4 Center Parkway South Extension
- 5 Systemic Pedestrian Crossing Safety Improvements Ph 2
- 6 Systemic Stop-Controlled Intersections Safety Improvements Ph 2
- 7 Safe Routes to School Improvements
- 8 Gage Boulevard Improvements
- 9 SR-240 and Airport Way Pedestrian Crossing
- 10 Central Richland Active Transportation Improvements
- 11 South Kingsgate Corridor Extension
- 12 Gage Blvd and Leslie Road Intersection Improvements
- 13 Duportail/Kennedy Intersection Improvements
- 15 Duportail/Driveway Intersection Improvement
- 16 Queensgate Drive and Duportail Street Intersection Improvements
- 17 Vantage Highway Pathway - Phase 3
- 18 South George Washington Way Sidewalk Improvements
- 19 Dallas Rd/I-82 WB Ramp I/S Improvements
- 20 Dallas Rd/I-82 EB Ramp I/S Improvements
- 21 Dallas Road Widening
- 22 Gage Blvd - Badger Mountain South Improvements
- 23 Duportail Street and City View Drive Intersection Improvements
- 24 Gage Boulevard Extension
- 25 Shockley Rd Extension
- 26 Trowbridge Blvd
- 27 Bella Coola Ln
- 28 Stevens Drive Pathway
- 29 City-wide Horizontal Curve Safety Improvements
- 30 Leslie Road and Clearwater Avenue Intersection Improvements
- 31 Queensgate Drive and WB I-182 Ramps Intersection Improvements
- 32 SR-240 Widening - Hagen to Kingsgate
- 33 SR-240 Widening - Kingsgate to Village Parkway
- 34 SR-240 Widening - Village Parkway to Beardsley
- 35 SR-240 Widening - Beardsley to Vantage Properties
- 36 SR-240 and Logston Road Intersection Improvements
- 37 SR-240 and Village Parkway Intersection Improvements
- 38 SR-240 and Twin Bridges Road Intersection Improvements
- 39 SR-240 and Beardsley Road Intersection Improvements
- 40 Kingsgate Way Extension
- 41 Center Parkway and Leslie Road Intersection Improvements
- 42 Leslie Road and Columbia Park Trail Intersection Improvements
- 43 SR240 and Snively Road Intersection
- 44 Snively Road Re-alignment



Intersection Improvements

 Other Transportation Improvements

 Multi-Use Trails

 Outside City Transportation Improvements

 Richland City Limits

 Urban Growth Area

0 0.75 1.5 Miles

Path: \\gisapp24\GISData\PublicWorks\ESRI_Projects\Maps\TIP_MAPS\11X17_tip_2027.mxd
Date: 4/15/2026



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