



Agenda

Planning Commission Meeting

Wednesday, July 22, 2026

Richland City Hall ~ Council Chambers

625 Swift Boulevard

Regular Meeting - 6:00 p.m.

Welcome and Roll Call

Approval of Agenda (Approved by Motion)

Public Hearing

Public Comments: Please limit public comments to 2 minutes. The public comment period is not an opportunity for dialogue with the Planning Commission, or for posing questions with the expectation of an immediate answer. Many questions require an opportunity for information-gathering and deliberation. For this reason, the Planning Commission will accept comments, but will not directly respond to comments, questions or concerns during public comment. Records intended for the Planning Commission's consideration must be submitted to the Planning Manager by 4:00 p.m. the day of the meeting for distribution.

Approval of Minutes (Approved by Motion)

1. Approval of the June 24, 2026 Planning Commission Meeting Minutes
 - Shairra Rahseparian, Administrative Assistant II

Unfinished Business

New Business

2. Comprehensive Plan Update - Draft Land Use Goals and Policies
 - Nicole Stickney
 - AHBL
3. Comprehensive Plan Update - Draft Transportation Element
 - Nicole Stickney
 - AHBL

Communications

Adjournment

This meeting will be broadcast live on Spectrum Channel 192, on the City's website at richlandwa.gov/CityViewTV and on YouTube at <https://www.youtube.com/@RichlandCityViewTV>.

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 AGENDA ITEM STAFF REPORT

Meeting Date: 7/22/2026

Agenda Category: Approval of Minutes

Prepared By: Shairra Rahseparian, Administrative Assistant II

Subject

Approval of the June 24, 2026 Planning Commission Meeting Minutes

Strategic Priority

Strategic Priority I - High Performance Government

Recommended Motion

Move to approve the June 24, 2026, Planning Commission Meeting minutes as presented.

Summary

Meeting minutes for June 24, 2026, Planning Commission Meeting are attached for review and consideration.

Attachments

- I. Draft 2026.06.24 Planning Commission Meeting Minutes



MINUTES

Richland Planning Commission Meeting
Wednesday, June 24, 2026
Richland City Hall ~ Council Chambers
625 Swift Boulevard

Planning Commission Regular Meeting - 6:00 p.m.

Chair Richardson called the meeting to order at 6:01 p.m.

Attendance: Chair Richardson	Present
Vice-Chair Lambert	Present
Member Anderson	Present
Member Hernandez	Present
Member Leonard	Absent
Member LeCompte	Absent
Member Arm	Present

Also present were Councilmember Samuel, Planner Reed, and Administrative Assistant II Rahseparian

Approval of Agenda

COMMISSION MEMBER HERNANDEZ MOVED AND COMMISSION MEMBER LAMBERT SECONDED THE MOTION TO APPROVE THE AGENDA AS PUBLISHED. MOTION CARRIED 5-0.

Minutes

1. Approval of the May 27, 2026, Planning Commission Meeting Minutes.

COMMISSION MEMBER HERNANDEZ MOVED, AND VICE-CHAIR LAMBERT SECONDED THE MOTION TO APPROVE THE MAY 27, 2026, PLANNING COMMISSION MEETING MINUTES AS PRESENTED. THE MOTION CARRIED 5-0.

Public Comments

None.

New Business:

2. Overview of City Development Codes and Code Adoption Process

Nicole Stickney, Associate Principal with AHBL, Inc., presented an overview of City Development Codes and Code Adoption Process to prepare the Commission for

upcoming code review and adoption activities associated with the 2026 Comprehensive Plan Update.

Commission members discussed the relationship between State Building Codes and the Comprehensive Plan Update, the timing of potential Land Use and Zoning Map amendments, lessons learned from Walla Walla's zoning code revisions, proposed updates to the City's zoning code, and the potential need for additional analysis of infrastructure, utility capacity, land use, and long-term planning impacts related to future data center development.

Additional information can be found in the presentation included with the agenda packet.

3. Transportation System Plan Project List Presentation

Daniel Hendricks of Transpo Group, presented an overview of the Transportation System Plan Project List, including the project development process and methodology used to identify community transportation needs.

Commission members discussed:

- The relationship between the Transportation Element of the Comprehensive Plan and the Transportation System Plan.
- Level of Service (LOS) measures for vehicles, pedestrians, and bicyclists.
- Safety Action Plan integration into future transportation planning.
- Level of Traffic Street (LTS) scoring methodology.
- Planned pedestrian and bicycle improvements at the intersection at George Washington Way and McMurray Street.

Additional information can be found in the presentation included with the agenda packet.

Communications

- The Transportation System Plan Open House will be held on June 25, 2026 from 4:00 p.m. to 6:00 p.m. pm at the Badger Mountain South Fire Station.
- Staff reported plans to present the non-motorized transportation components of the Transportation System Plan at a future Parks & Recreation Commission workshop.
- AHBL plans to participate in the National Night Out event on August 4, 2026.

Adjournment

Chair Richardson adjourned the meeting at 7:35 p.m.

/

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APPROVED:

ATTEST:

Jet Richardson, Chair

Shairra Rahseparian, Administrative Assistant II

DATE APPROVED:

DATE PUBLISHED:



PLANNING COMMISSION AGENDA ITEM STAFF REPORT

Meeting Date: 7/22/2026

Agenda Category: New Business

Prepared By: Nicole Stickney, AHBL

Subject

Comprehensive Plan Update - Draft Land Use Goals and Policies

Department/Office

Development Services

Document Type

Planning Commission Item

Recommended Motion

None.

Summary

Nicole Stickney, Principal with AHBL, Inc, will present the Draft Goals and Policies for the Draft Land Use Element of the Comprehensive Plan update for Planning Commission's review, discussion, and initial feedback.

Fiscal Impact

None.

Attachments

1. DRAFT Land Use Memo
2. Draft Land Use Goals and Policies
3. 2026.07.22 Planning Commission Presentation

PROJECT MEMO



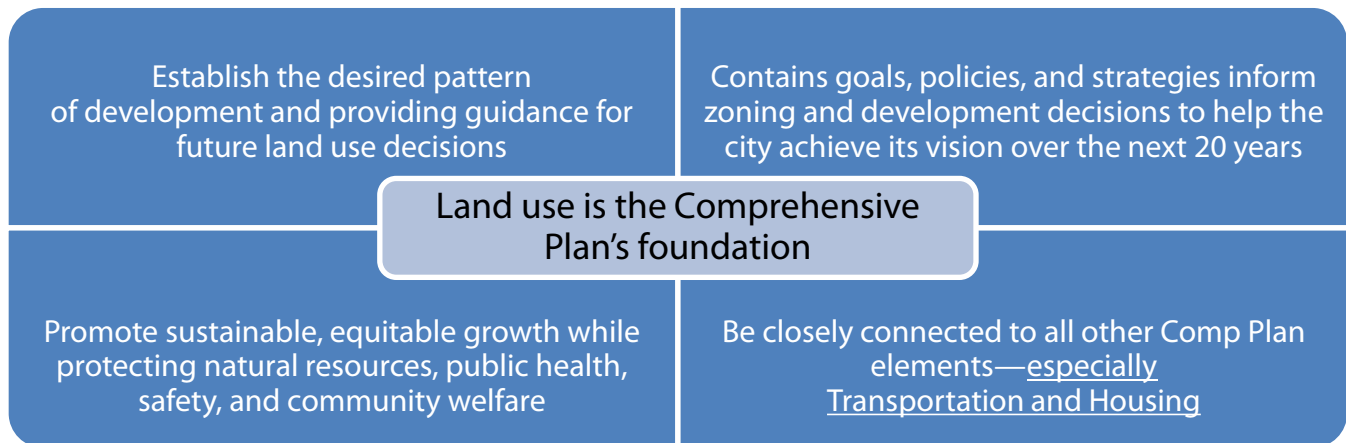
TO: Mike Rizzitello, City of Richland
FROM: Nicole Stickney
Tri-Cities - (253) 383-2422
DATE: July 14, 2026
PROJECT NO.: 2240885.30
PROJECT NAME: Richland 2026 Comprehensive Plan
Periodic Update
SUBJECT: Land Use Goals and Policies Staff Report – For the Planning Commission meeting of 7/22/26

AHBL Planners continue to assemble an updated draft Land Use Element of the Comprehensive Plan in accordance with guidance and requirements from the Growth Management Act and the Department of Commerce, following staff's review.

The document will cover a variety of topics and include sections about

- Property rights
- Benton County Countywide Planning Policies
- Growth targets
- Existing conditions (including agricultural activities and public lands ownership)
- Land Use Map (and land use designations)
- Neighborhoods and districts
- Cultural, educational and historic resources
- Guidelines for land development

The Plan will additionally:



The draft Land Use Goals and Policies (labeled and dated July 14, 2026) portion of the Land Use Element have been prepared by AHBL and revised following review by Development Staff; it is good to move forward for Planning Commission review and feedback.

AHBL and City staff have retained the general structure of the Land Use Goals and Policies section from the 2017 plan, except the "Natural Environment" portions is relocated to the new Natural Environment Element. The goals and policies are organized according to the themes:

- General land use goals and policies
- Central Business District
- Public Facilities
- Specific Land Uses
- Private Property Rights
- ~~Natural Environment~~
- Historic and Cultural Resources
- Urban Design



Discussion:

- We revised and improved a lot of the Goals and Policies language found in the 2017 plan, and integrated 11 of the 12 “Community Goals” that were included in the *Community Vision* that plan (mostly by combining and streamlining language).
- Goal LU.9 and its policies are still under development. This goal was specifically tailored to address the Island View neighborhood references a redevelopment approach that was shaped many years ago. We anticipate this part may be removed entirely (or substantially modified) because the subarea plan for which this goal and policy is outdated and can be essentially “retired.”
- Most of the goals are largely unchanged, except for some wordsmithing or other improvements.
- Policy changes are:

General Land Use Goals

Goal LU.1

- LU.1c, and LU1.d: These policies both discuss coordination and communication with outside entities, addressing requirements for coordination under RCW 36.70A.100.
- LU.1e: Is a new policy proposed to ensure continued protection of open spaces as development occurs.
- LU.1f: Proposed additional policy language regarding implementation, and identifying that development agreements (RCW 36.70B.170(F)) could be entered into by the city.

Goal LU.2

- LU.2d is a newly proposed policy addressing identification, preservation and restoration of open space and natural / habitat areas

Goal LU.3

- LU.3b: is a revised policy; the phrase “including co-living and live-work arrangements” was added
- LU.3d: is a new policy addressing Middle Housing requirements (E2SHB 1110, RCW 36.70A.635).

Goal LU.4

- Policy 4d is revised to identify mitigation concepts to address instances where more-intensive uses and activities impact natural areas (and less intensively developed areas)

Goal LU.5

- There are no significant changes under this goal. However, we may need to add a policy addressing environmental justice principles to avoid creating (or worsening) environmental health disparities (RCW 36.70A.070(1)); more work is pending to re-review the climate element policies to avoid overlap (or conflicting language).

Central Business District

Goal LU.6

- LU.6d: This policy is proposed to address innovative businesses, co-working, and other opportunities with lower bars of entry to invigorate the CBD.

Public Facilities

Goal LU.7

- LU.7c: This address the transportation network.



- LU.7e, LU.7f, LU.7g: Proposed new policies to address disparities regarding education, health care, and environmental health outcomes in response to various legislative measures including the HEAL Act (SB 5141) which will be discussed in the plan itself.
- LU.7i: Proposed addition to comply with WAC 365-196-415; which addresses actions to be taken if probable funding falls short.

Specific Land Uses

Goal LU.8

- LU.8a: This is a placeholder for a policy regarding shrubsteppe areas within the UGA (in development).
- LU.8b: Proposed change of designation in the Yakima River floodplain from Agricultural to Low Density Residential.
- LU.8g: Proposed policy to encourage the redevelopment of vacant industrial or commercial land in response to needed growth in residential uses (i.e. “brownfields” development).

Goal LU.9

- As discussed above, this part is pending.

Private Property Rights

Goal LU.10

- LU.10d: Proposed new policy to address inclusive community engagement in response to recent legislative priorities.

Historic and Cultural Resources

Goal HP.1

- *None*

Urban Design

Goal UD.1

- UD.1d, UD.1e, UD.1g: Proposed new policies to about community health and safety, protection of views and access to solar energy.

Goal UD.2

- *None*

Goal UD.3

- *None*

Goal UD.4

- *None*
- UD.4d: Proposed addition to encourage public community-oriented design.
- UD.4e: Proposed addition to provide details about dark sky principles.

LAND USE

LAND USE GOALS AND POLICIES

Goal LU.1: Plan for growth within the urban growth area and promote land uses and activities that are compatible with existing land uses and the established character of neighborhoods and districts and supporting a progressive, and physically, socially, economically, and culturally diverse community.

- LU1.a: Focus revitalization efforts in targeted areas throughout the City, especially within the Central Business District areas, such as the Parkway and Uptown, and the Island View area.
- LU1.b: Facilitate planned growth and infill developments within the City, particularly where nodes of complementary development may be established, resulting in community benefits.
- LU1.c: Coordinate with other jurisdictions, the school districts, and service agencies to harmonize cross-jurisdictional activities and services across boundaries.
- LU1.d: Maintain regular communication with major landowners in and adjacent to the City, including farmers, DNR, the Port of Benton, the Department of Energy and other federal agencies regarding the future plans for lands.
- LU1.e: Ensure the preservation of an open-space network which protects and preserves natural areas, provides scenic spaces, accommodates recreation or provides respite from the built environment.
- LU.1f: Administer the City's Zoning map to implement the Future Land Use map directives in the Comprehensive Plan, ensuring compatibility among uses and adequate buffers or transitions between zones. Establish Development Agreements under RCW 36.70B.170(4) for alternative development standards.

Goal LU.2: Establish land uses that are sustainable and create a livable and vibrant community.

- LU.2a: Maintain a variety of land use designations to accommodate appropriate residential, commercial, industrial, healthcare, educational, recreational, and open space uses that will be supported by the infrastructure network. The city

should endeavor to make land use decisions that support a variety of job, housing, and recreational choices and opportunities.

- LU.2b: Assure that adequate public services are provided concurrent with new developments.
- LU.2c: Ensure that the intent of the land use and districts are maintained, advancing the City's identity and sense of place.
- LU.2d: Encourage the identification, preservation, and restoration of the City's open space and natural areas to maintain habitat, provide opportunities for residents to connect with nature, and meet educational, health, and outdoor recreational needs with associated economic opportunities to the community.
- LU.2e: Implement the provisions of the Wildland-Urban Interface (WUI) code as adopted by the Washington State Legislature to reduce and mitigate the risk to lives and property posed by wildfires.
- LU.2f: Inform the public of the Wildland-Urban Interface (WUI) mapping products produced by the Washington State Department of Natural Resources.

Goal LU.3: Maintain a range of residential land use designations to accommodate a variety of lifestyles, housing types, and opportunities.

- LU.3a: Distribute residential uses and densities throughout the urban growth area consistent with the City's vision.
- LU.3b: Encourage higher residential densities especially in and near the Central Business District, including co-living and live-work arrangements.
- LU.3c: Foster innovative and non-traditional residential developments to meet local needs through the use of planned unit developments, density bonuses, new types of housing, and multi-use or mixed-use developments.
- LU.3d: Encourage a variety of housing types, including "middle housing," at a scale that is compatible with surrounding neighborhoods and uses.

Goal LU.4: Promote commercial and industrial growth that supports the City's economic development goals, achieving a diversified mix of private industry and commerce, job creation and supporting a strong and robust economy.

- LU.4a: Accommodate a variety of commercial land uses including retail and wholesale sales and services, and research and professional services.
- LU.4b: Promote developments such as business and research parks, office parks, technology centers, manufacturing and processing facilities, and other types of high-tech uses.

- LU.4c: Locate neighborhood-oriented commercial land uses in Neighborhood Retail Business areas.
- LU.4d: Encourage the use of buffers or transition zones between non-compatible land uses and where necessary to mitigate the impact of more-intensive uses and activities on less-intensively developed areas or natural areas.
- LU.4e: Support industrial development, particularly when tied to research, innovation and clean energy, on lands previously owned by the US Department of Energy and transferred to the City and the Port of Benton.

Goal LU.5: Ensure orderly development featuring connectivity, which enhances community access and promotes physical, social, and overall well-being so residents can be healthy and active.

- LU.5a: Locate commercial uses so that they conveniently serve the needs of residential neighborhoods, workplaces.
- LU.5b: Promote pedestrian and bicycle circulation throughout the community, providing additional connections within the City's existing network of parks and trails, expanding the pedestrian and bicycling infrastructure system.

Central Business District Goals and Policies

Goal LU.6: Develop an attractive and vibrant Central Business District that showcases Richland's unique features and assets.

- LU.6a: Revitalize declining commercial areas by promoting clean and safe environments that are inviting, walkable, and bicycle-friendly.
- LU.6b: Permit higher-density residential uses, mixed-use, and business uses within and adjacent to the Central Business District.
- LU.6c: Encourage infill development and redevelopment in the Central Business District.
- LU.6d: Explore opportunities for partnerships and collaborations encouraging different types of catalyzing projects, such as pop-up business opportunities, co-working spaces, community kitchens, and events that bring people to the City.

Public Facilities

Goal LU.7: Encourage and facilitate efficient use and location of infrastructure, the transportation system, and public facilities to serve in the community's best interest.

- LU.7a: Locate municipal and public facilities (such as transit centers, utility facilities, schools, parks) within their service areas and ensure the grouping of facilities

within neighborhoods, whenever feasible.

- LU.7b: Ensure that the scale, and location of public facilities are compatible with existing and planned uses in surrounding areas or sufficiently buffered from incompatible uses.
- LU.7c: Provide and support an efficient, varied, and well-maintained transportation network.
- LU.7d: Strive to locate park and school facilities together for efficient use of public facilities.
- LU.7e: Prioritize projects which improve community access to early learning opportunities, to health care facilities, and other resources for optimal mental, physical and environment health outcomes, particularly in low-resource neighborhoods.
- LU.7f: Cultivate coalitions and community engagement to collaborate on and advance projects and initiatives which increase positive health outcomes through Land Use planning. Seek to eliminate barriers to opportunities which can increase the local capacity to connect people with services to manage chronic conditions, including mental health conditions and substance abuse, and increasing coordination among services.
- LU.7g: Support policy, systems, and environmental changes that support increased access to healthy foods and beverages and opportunities for physical activity, with an emphasis on school-age children.
- LU.7h: Encourage the development of private and public regional sports and recreational facilities of a size and quality to attract significant numbers of users and spectators.
- LU.7i: Ensure that the City's sewer plan, water plan, stormwater master plan, Capital Improvement Plan (CIP), Capital Facilities Plan (CFP), Parks, Recreation, and Open Space Plan, Economic Development Plan, and other functional plans are supportive of the land use patterns outlined in this Element. Reassess the Land Use Element if probable funding falls short of meeting existing needs.

Specific Land Uses

Goal LU.8: Address unique land use situations in the Urban Growth Area with policies to sufficiently ensure compatibility between land uses without infringing on private property rights.

- LU.8a: [Placeholder for policy about Shrubsteppe areas within the UGA]
- LU.8b: Apply the Low Density Residential designation in the Yakima River floodplain and allow agricultural uses in those locations.
- LU.8c: At designated Waterfront land use locations, encourage an active mix of commercial, residential, and marine-oriented uses as allowed in the city's

Shoreline Master Program.

- LU.8d: Define and identify mineral resource lands located within Richland's boundaries that are not already compromised by on-site, immediate, or adjacent urban growth and that have long-term significance for the extraction of minerals on a commercially-viable basis.
- LU.8d: Property and/or mineral rights owners should work with the City and appropriate agencies for protection of these sites. Designate mineral resource lands located in the City of Richland that meet the Criteria for Classification of Mineral Resources (WAC 365-190-070).
- LU.8f: Regulate land uses surrounding the Port of Benton's Richland Airport to ensure development is compatible with existing and potential future airport operations and does not restrict or impair the airport's ability to maintain or expand safe and effective aviation activities and services.
- LU.8g: Promote the redevelopment of vacant, formerly industrial or commercial land for the maximum benefit of both public welfare and private property rights.

Goal LU.9: Island View

[Placeholder]

Private Property Rights

Goal LU.10: Ensure the appropriate protection of private property rights, adhering to all prevailing state and federal laws and constitutional requirements.

- LU.10a: Monitor evolving state and federal statutory amendments and judicial precedent so that amendments to the City's development regulations and the comprehensive plan and its goals and policies can be implemented in a timely manner.
- LU.10b: Process comprehensive plan amendments and development regulation amendments using a fair and open hearing process, providing adequate public notice and furnishing the public with opportunities to participate ensure the protection of all rights to due process.
- LU.10c: Process and review land use development permits in a timely, fair, and predictable manner, conforming with applicable federal and state legal and regulatory requirements.
- LU.10d: Encourage inclusive community involvement and volunteerism (regarding land use decisions and other city functions) to ensure marginalized communities do not disproportionately bear negative impacts.

*Historic and Cultural Resources Goals and Policies***Goal HP.1: Preserve significant historic structures, districts, and cultural resources that are unique to Richland.**

- HP.1a: Encourage preservation and promotion of adaptive reuse of historic “Alphabet Homes” of Richland.
- HP.1b: Coordinate with local tribes, federal, state and local agencies to protect historic and cultural resources.
- HP.1c: Encourage designation to the Richland Local Register of Historic Places.
- HP.1d: Provide assistance and education to developers, landowners, and interested citizens in obtaining grants and tax incentives for the reuse and the rehabilitation of designated cultural resources.
- HP.1e: Encourage alternatives to demolishing cultural resources.

*Urban Design Goals and Policies***Goal UD.1: Create an attractive and culturally vibrant, pedestrian- and bicycle-friendly environment throughout the City.**

- UD.1a: Establish and enhance the positive attributes of residential, commercial, central business, and other districts with appropriate transitions.
- UD.1b: Encourage redevelopment and upgrade of suitable commercial areas.
- UD.1c: Improve streetscape and connectivity for safe and pedestrian- friendly environments.
- UD.1d: Integrate health and safety considerations into the urban form of new development.
- UD.1e: Consider ways to protect views and visual access to the hillsides and rivers.
- UD.1f: Promote public arts, museums, and interpretive centers with public plazas and community gathering spaces that reflect the unique history and culture of Richland.
- UD1.g: Encourage design of buildings and open areas which optimizes building design and orientation and landscaping to maximize the use of shadows and solar gain / loss.

Goal UD.2: Revitalize commercial areas, such as areas in the Central Business District (CBD) including the Uptown retail area and the Island View area.

- UD.2a: Enhance the appearance, image, and design character of the Central Business District.

- UD.2b: Ensure adequate public transit, bicycle, and pedestrian access in the commercial centers along with parking and landscaping.
- UD.2c: Enhance the welcoming experience into the community through well- designed gateway features in prominent locations.
- UD.2d: Design the public realm, including streetscapes, parks, plazas, and civic amenities for the community to gather and interact.
- UD.2e: Provide continuity among adjacent uses through cohesive landscaping, decorative paving, street furniture, public art, and integrated infrastructure elements.

Goal UD.3: Development through appropriate design, should protect natural features such as rivers, shorelines, ridgelines, steep slopes, and archaeological and historical resources.

- UD.3a: Development should be planned and designed to account for the existing topography and landscape, minimizing environmental impacts.
- UD.3b: Hillside development should, as much as practical, blend with the natural shape and texture of the land.
- UD.3c: Lighting should be designed so as to promote public safety as well as promote "Dark Sky" principles.

Goal UD.4: Promote community beautification by enhancing public spaces and thoroughfares, encouraging private property beautification, and regulating light pollution.

- UD.4a: Improve the aesthetic appearance of all city- owned space and major thoroughfares.
- UD.4b: Promote programs to improve landscaping. Encourage xeriscaping and use of native and drought-tolerant plants, that are tolerant of the local climate conditions.
- UD.4.c: Promote a wayfinding system and more attractive signage throughout the City, especially in commercial districts.
- UD.4d: Encourage major private and public buildings to have design features presenting distinctive reference points in the community.
- UD.4e: Permit reasonable amounts of exterior lighting for night-time safety, utility, security, productivity, enjoyment and commerce; minimize adverse off-site impacts including light trespass, glare, and night glow; conserve energy and resources to the greatest extent possible; and curtail light pollution and preserve the night-time environment.



Richland Comprehensive Plan Update

PLANNING COMMISSION MEETING
July 22, 2026



LAND USE ELEMENT PART 1

An aerial photograph of a suburban neighborhood. A wide, two-lane road with yellow center lines curves through the scene. To the left of the road is a parking lot with several cars and a modern, light-colored building. The surrounding area is filled with trees, some with autumn-colored leaves, and residential houses. In the far background, a range of mountains is visible under a clear sky.

LAND USE ELEMENT GOALS AND POLICIES

HOW DOES THE LAND USE ELEMENT FUNCTION?

Establishes the desired pattern of development and providing guidance for future land use decisions

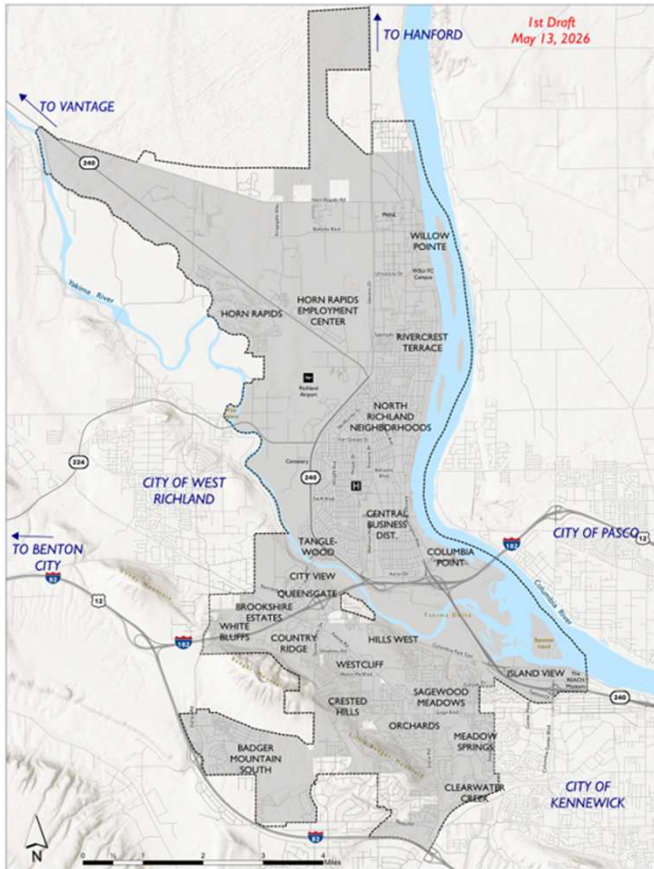
Goals, policies, and strategies inform zoning and development decisions to help the city achieve its vision over the next 20 years

Land use is the Comprehensive Plan's foundation

It promotes sustainable, equitable growth while protecting natural resources, public health, safety, and community welfare

The Land Use Element is closely connected to all other Comp Plan elements—especially Transportation and Housing

WHAT INFORMATION IS INCLUDED?



- Property rights discussion
- Benton County Countywide Planning Policies
- Growth targets
- Existing conditions assessment such as:
 - Discussion of agricultural activities
 - Public lands ownership
- Land Use Map (and Designations)
- Neighborhoods and districts
- Cultural, educational and historic resources
- Guidelines for land development

PLANNING FOR GROWTH AND LAND USE COMPATIBILITY

GOAL LU.1: Plan for growth within the urban growth area and promote land uses and activities that are compatible with existing land uses and the established character of neighborhoods and district and supporting a progressive, and physically, socially, economically, and culturally diverse community.

Summary of the Proposed Policies:

Focus growth and revitalization within existing city areas, especially key districts such as the Central Business District (CBD) and Island View, while encouraging infill development.

Strengthen coordination and communication with neighboring jurisdictions, schools, service providers, and major landowners to align future growth and development plans.

Protect community character and resources by preserving open space, ensuring compatible land uses through zoning, and providing appropriate transitions between different types of development.

SUSTAINABILITY AND QUALITY OF LIFE

GOAL LU.2: Establish land uses that are sustainable and create a livable and vibrant community.

Summary of the Proposed Policies:

Support a balanced mix of land uses that provides diverse housing, jobs, services, recreation, and open space while making efficient use of existing infrastructure.

Ensure growth is supported by adequate public services and infrastructure, maintaining the City's character and reinforcing its unique identity and sense of place.

Protect and enhance open space and natural areas to preserve habitat, connect residents with nature, and support recreation, education, health, and economic opportunities.



RESIDENTIAL VARIETY AND CHOICES

GOAL LU.3: Maintain a broad range of residential land use designations to accommodate a variety of lifestyles, and housing types, and opportunities.

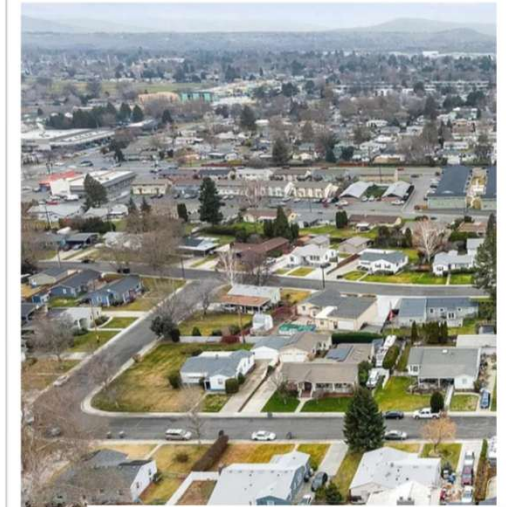
Proposed Policies:

LU.3a: Distribute residential uses and densities throughout the UGA consistent with the City's vision.

LU.3b: Encourage higher residential densities especially in and near the Central Business District (CBD), including co-living and live-work arrangements.

LU.3c: Foster innovative and non-traditional residential developments to meet local needs through the use of planned unit developments (PUDs), density bonuses, new types of housing, and multi-use or mixed-use developments.

LU.3d: Encourage a variety of housing types, including "middle housing," at a scale that is compatible with surrounding neighborhoods and uses.



PROMOTE INDUSTRY AND BUSINESS OPPORTUNITIES – SUPPORT JOBS

GOAL LU.4: Promote commercial and industrial growth that supports the City's economic development goals, achieving a diversified mix of private industry and commerce, job creation and supporting a strong and robust economy.

Summary of the Proposed Policies:

Support a diverse commercial and employment base by accommodating retail, wholesale, professional services, research, and other business uses.

Promote economic development and innovation through business parks, research parks, technology centers, manufacturing facilities, other high-tech employment uses

Ensure compatibility between different land uses by using buffers, transition areas, and development standards to reduce impacts between different areas and uses

Support strategic industrial growth, particularly research, innovation, and clean-energy industries (including redevelopment of former Dept. of Energy lands transferred to the City / Port of Benton via TRIDEC



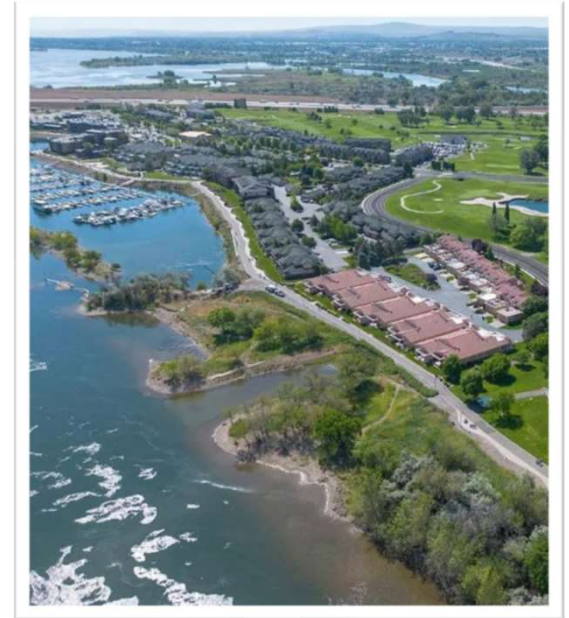
PLAN AND DESIGN FOR ACTIVE LIFESTYLES

GOAL LU.5: Ensure orderly development featuring connectivity, which enhances community access and promotes physical, social, and overall well-being so residents can be healthy and active.

Proposed Policies:

LU5.a: Locate commercial uses so that they conveniently serve the needs of residential neighborhoods, workplaces.

LU.5b: Promote pedestrian and bicycle circulation throughout the community, providing additional connections within the City's existing network of parks and trails, expanding the pedestrian and bicycling infrastructure system.



CENTRAL BUSINESS DISTRICT

GOAL TE.6: Develop an attractive and vibrant Central Business District (CBD) that showcases Richland's unique features and assets.

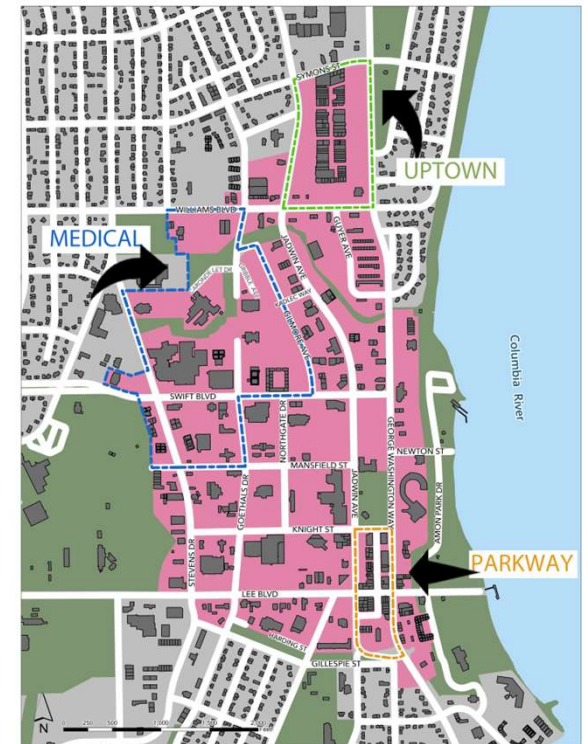
Proposed Policies:

LU.6a: Revitalize declining commercial areas by promoting clean and safe environments that are inviting, walkable, and bicycle-friendly.

LU.6b: Permit higher-density residential uses, mixed-use, and business uses within and adjacent to the Central Business District (CBD).

LU.6c: Encourage infill development and redevelopment in the Central Business District (CBD).

LU.6d: Explore opportunities for partnerships and collaborations encouraging different types of catalyzing projects, such as pop-up business opportunities, co-working spaces, community kitchens, and events that bring people to the City.



PUBLIC FACILITIES

GOAL LU.7: Encourage and facilitate efficient use and location of infrastructure, the transportation system, and public facilities to serve in the community's best interest.

Summary of the Proposed Policies:

Plan and locate public facilities strategically by placing schools, parks, utilities, transit and other facilities within service areas and ensuring compatibility with surrounding land uses.

Provide efficient infrastructure and transportation systems that support planned growth and align with the City's land use vision and capital improvement plans.

Promote community health and equity by improving access to education, healthcare, healthy food, recreation, and other resources, particularly in underserved neighborhoods.

Encourage partnerships and recreational opportunities through community collaboration, coordinated services, joint school-park facilities, and development of regional sports and recreation amenities.

SPECIFIC LAND USES

GOAL LU.8: Address unique land use situations in the urban area Urban Growth Area with policies to sufficiently ensure compatibility between land uses without infringing on private property rights.

Themes and concepts include:

- Yakima River Floodplain
- Waterfront locations
- Mineral Resources
- Regulate lands around the airport for safety, compatibility and height limits
- Promote redevelopment

Additionally we will add Language about shrubsteppe areas within the UGA

ISLAND VIEW

GOAL LU.9 TBD

PRIVATE PROPERTY RIGHTS

GOAL LU.10: Ensure the appropriate protection of private property rights, adhering to all prevailing state and federal laws and constitutional requirements.

Proposed Policies:

LU.10a: Monitor evolving state and federal statutory amendments and judicial precedent ...

LU.10b: Process comprehensive plan amendments and development regulation amendments using a fair and open hearing process, providing adequate public notice and furnishing the public with opportunities to participate ensure the protection of all rights to due process.

LU.10c: Process and review land use development permits in a timely, fair, and predictable manner, conforming with applicable federal and state legal and regulatory requirements.

LU.10d: Encourage inclusive community involvement and volunteerism (regarding land use decisions and other city functions) to ensure marginalized communities do not disproportionately bear negative impacts.

HISTORIC AND CULTURAL RESOURCES

GOAL HP.1: Preserve significant historic structures, districts, and cultural resources that are unique to Richland.

Proposed Policies:

HP.1a: Encourage preservation and promotion of adaptive reuse of historic “Alphabet Homes” of Richland.

HP.1b: Coordinate with local tribes, federal, state and local agencies to protect historic and cultural resources.

HP.1c: Encourage designation to the Richland Local Register of Historic Places.

HP.1d: Provide assistance and education to developers, landowners, and interested citizens in obtaining grants and tax incentives for the reuse and the rehabilitation of designated cultural resources.

HP.1e: Encourage alternatives to demolishing cultural resources.



URBAN DESIGN – VIBRANCY AND IMPROVEMENTS

GOAL UD.1: Create an attractive and culturally vibrant, pedestrian- and bicycle-friendly environment throughout the City.

Summary of the Proposed Policies:

Create a cohesive and attractive urban environment by strengthening the character of residential, commercial, downtown, and other districts while providing appropriate transitions between uses.

Support redevelopment and walkability through revitalization of commercial areas, improved streetscapes, enhanced connectivity, and pedestrian-friendly design.

Promote healthy, safe, and sustainable development by integrating health and safety considerations and encouraging building & landscape designs optimizing solar access, shade, and energy efficiency.

Preserve and celebrate community identity by protecting important views, enhancing access to natural features, and supporting public art, museums, interpretive centers, and gathering spaces.

URBAN DESIGN – COMMERCIAL AREAS REVITALIZATION

GOAL UD.2: *Revitalize commercial areas, such as areas in the Central Business District (CBD) including the Uptown and the Island View corridors.*

Proposed Policies:

UD.2a: Enhance the appearance, image, and design character of the CBD.

UD.2b: Ensure adequate public transit, bicycle, and pedestrian access in the commercial centers along with parking and landscaping.

UD.2c: Enhance the welcoming experience into the community through well- designed gateway features in prominent locations.

UD.2d: Design the public realm, including streetscapes, parks, plazas, and civic amenities for the community to gather and interact.

UD.2e: Provide continuity among adjacent uses through cohesive landscaping, decorative paving, street furniture, public art, and integrated infrastructure elements.



URBAN DESIGN – NATURAL FEATURES

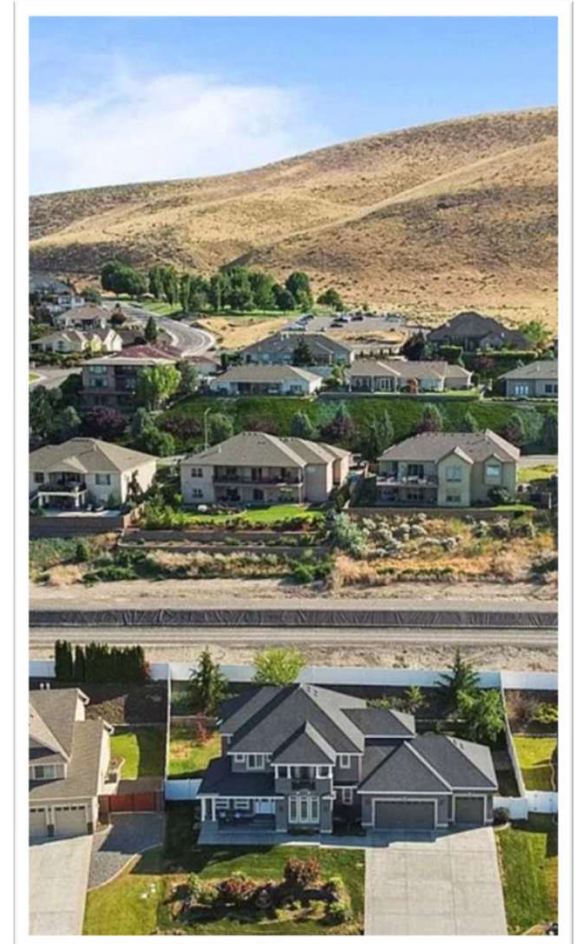
GOAL UD.3: *Development through appropriate design, should protect natural features such as rivers, shorelines, ridgelines, steep slopes, and archaeological and historical resources.*

Proposed Policies:

UD.3a: Development should be planned and designed to account for the existing topography and landscape, minimizing environmental impacts.

UD.3b: Hillside development should, as much as practical, blend with the natural shape and texture of the land.

UD.3c: Lighting should be designed so as to promote public safety as well as promote "Dark Sky" principles.



URBAN DESIGN – BEAUTIFY PUBLIC SPACES

GOAL UD.4: Promote community beautification by enhancing public spaces and thoroughfares, encouraging private property beautification, and regulating light pollution.

Summary of the Proposed Policies:

Enhance the City's visual character by improving the appearance of public spaces, major corridors, signage, and wayfinding systems.

Promote attractive and sustainable design through improved landscaping, use of native and drought-tolerant plants, and distinctive architectural features that create community landmarks.

Balance safety, functionality, and environmental stewardship, providing appropriate lighting while minimizing light pollution, conserving energy, and protecting the nighttime environment.



PLANNING COMMISSION AGENDA ITEM STAFF REPORT

Meeting Date: 7/22/2026

Agenda Category: New Business

Prepared By: Nicole Stickney, AHBL

Subject

Comprehensive Plan Update - Draft Transportation Element

Department/Office

Development Services

Document Type

Planning Commission Item

Recommended Motion

None.

Summary

Nicole Stickney, Associate Principal with AHBL, will present to the Planning Commission the 2026 Comprehensive Plan Update Draft Transportation Element for review and discussion.

Fiscal Impact

None.

Attachments

- I. Draft Memo, Draft Transportation Element, and Draft Maps

MEMORANDUM

Date:	July 13, 2026	TG:	1.24377.00
To:	Jennifer Ballard and Mike Rizzitiello – Richland Development Services		
From:	Stefanie Herzstein – Transpo Group		
cc:	Carlo D'Alessandro, John Whittier, and John Deskins – Richland Public Works Nicole Stickney – AHBL		
Subject:	Richland 2026 Comprehensive Plan Periodic Update: Transportation Element Staff Report		

Transpo Group (Transpo), Richland's transportation engineering and planning consultant, has worked to prepare a first draft, updating the Transportation Element of the Comprehensive Plan in accordance with guidance and requirements from the Growth Management Act (GMA), Department of Commerce and Washington State Department of Transportation (WSDOT).

The update of the Transportation Element is based on the Transportation System Plan (TSP) that Transpo is preparing for the City; the Element is essentially a summary of that technical plan. The Element update considers other adopted City transportation plans and programs such as the Transportation Improvement Program (TIP), the Comprehensive Safety Action Plan (2024), and City of Richland Public Works Engineering Public Infrastructure Construction Plan Requirements and Design Guidelines (October 10, 2025). The Element is also informed by state and regional transportation plans such as Benton Franklin Council of Governments' (BFCOG) Regional Freight Plan (2026), Ben Franklin Transit's Long-Range Transit Plan (2026), and Washington State Strategic Highway Safety Plan: Target Zero (2024).

We reviewed the 2023 Transportation Element Update Amendment to the Comprehensive Plan. Most of the required components of the Transportation Element were included in the 2023 amendment. The key changes are incorporating multimodal level of service (LOS) now required by GMA, updating the existing inventory and future needs based on current traffic data and land use planning, and including components to help position the City for future funding opportunities with region, state and federal agencies.

When reviewing this Element it is helpful to keep in mind that the Comprehensive Plan has other related elements: Capital Facilities, Parks & Recreation, and Land Use.

The following list summarizes the updates made to the Draft Transportation Element:

- A list of referenced documents has been added to show coordination and consistency with local, region and state agencies.
- Additional detail on Richland's roadway functional classifications has been included to demonstrate how it relates to adjacent jurisdictions and better position Richland for state and federal grants.
- The LOS method has been updated to meet the multimodal LOS requirements and incorporate the new level of traffic stress (LTS) scoring for the pedestrian and bicycle transportation system. Transpo presented the LTS concept to the Planning Commission in February and June.
- Short- and long-term transportation deficiencies have updated based on the traffic analysis of existing, 2035 and 2045 conditions. The 2035 and 2045 traffic forecasts incorporate the land use plans in the Land Use Element.

- Short- and long-term transportation plans and improvement project lists have been updated based on the new traffic analysis. The street classification, pedestrian system plan, and bicycle system plan are identified to support the City's anticipated growth. The 2027-2032 Transportation Improvement Program (TIP) identifies near-term transportation projects to support the City's multimodal travel demands. A list of active transportation projects and roadway and intersection projects to support planned growth over the next 20-years is also included. Transpo presented the project list to the Planning Commission in June.
- More detail is provided on funding and implementing the transportation needs over the next 20 years. The estimated cost of the transportation projects and programs and the City's projected revenue for transportation based on historical data is outlined. Potential revenue sources, reassessment strategy in case of a shortfall, and how the Transportation Element is implemented are described.

The Transportation Element also features the City's transportation goals and policies. As a reminder, the Planning Commission discussed the eight goals and accompanying policies in May. Based on feedback from Planning Commission and input from Development Services and Public Works staff, minor revisions and additions have been made to the goals and policies reviewed previously and are shown in track changes.



TRANSPORTATION ELEMENT

Introduction

Washington’s GMA requires rapidly growing cities and counties in Washington State to develop comprehensive plans that describe and plan for their future development. These plans must discuss facilities, functions, and financing for specific elements of the community. The specific goal of the GMA related to transportation is to “encourage efficient multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled and are based on regional priorities and coordinated with county and city comprehensive plans.” The GMA also requires that local comprehensive plans, including the land use and transportation elements, be consistent and coordinated with required regional programs.

The ability to move goods and people is essential for a healthy community, and the Transportation Element of Richland’s comprehensive plan describes how it is done now and will be done in the future. To meet GMA requirements, the Transportation Element must identify existing transportation system characteristics, establish standards for levels of service (LOS), and identify existing and future deficiencies based on traffic growth projections.

The GMA also requires that a jurisdiction’s transportation plan contain a funding analysis of the capital transportation projects it recommends. This analysis covers funding needs and resources and includes a multi-year funding plan. The purpose of the analysis is to ensure that each jurisdiction’s transportation plan is affordable and achievable.

PURPOSE AND INTENT

Over the next 20 years Richland’s population is projected to increase by 27 percent. This growth will result in an increase in traffic volumes to, from, through, and within the City. Transportation strategies must be developed to maintain or achieve acceptable levels of congestion and roadway condition. This Transportation Element, along with the 2026 Transportation System Plan (TSP), will serve as Richland’s strategy for accommodating anticipated growth. It combines technical and financial analyses of the City’s transportation system using methods that meet GMA requirements.

The Transportation Element analyzes the current transportation system, identifies what improvements need to be made to serve the City, and determines how the improvements can be financed. Multimodal levels of service standards for the vehicle, pedestrian, bicycle and transit system have been developed to reflect the system’s ability to serve City residents, applied to the existing facilities to determine current deficiencies, and used to predict deficiencies for the horizon years. Each year the City prepares a 6-year Transportation Improvement Program (TIP). In accordance with the GMA, the TIP will be updated each year, maintaining the 6-year planning horizon.

Coordination with other elements of the City's Comprehensive Plan and the plans of adjacent jurisdictions is important to the success of this element. The land use designations from the Land Use Element are used to forecast traffic, and the City's transportation goals and policies are used to guide project selection for projects included in the TIP. The City has shared information and coordinated with the Benton-Franklin Council of Governments (BFCOG), the Washington State Department of Transportation (WSDOT), Ben Franklin Transit (BFT), Port of Benton, Bike Tri-Cities, and neighboring cities in the preparation of this element. The plan meets the concurrency requirement of the GMA, under which improvements are required to match growth and development.

This element is divided into the following sections: existing conditions, multimodal level-of-service development and analysis, existing and future deficiencies and recommendations, and goals and policies. The roadway system inventory detailed in the existing conditions section and land use information from the Land Use Element are used together with a traffic model and the desired level of service to form the basis for the analysis of conditions in 2035 and 2045. The results of this analysis are reported in the deficiencies and recommendations section. In addition to the roadway system, non-motorized transportation systems, air, rail and transit systems are also discussed.

ANALYSIS METHODOLOGY

The Transportation Element of this Comprehensive Plan is based on the 2026 Transportation System Plan. The TSP provides evaluation of the Richland transportation system and identifies the transportation improvement needs to meet the adopted multimodal LOS standards, implement the goals and policies, and accommodate the land use plan.

REFERENCED DOCUMENTS

Planning for Transportation in the City is an ongoing effort composed of many parts and requires on-going cross-agency coordination. The following documents informed and are referenced as they relate to this Transportation Element:

State and Regional Documents

- [Washington State Freight System Plan \(2022\)](#)
- [Washington State Strategic Highway Safety Plan: Target Zero \(2024\)](#)
- [Port of Benton 2025 Comprehensive Plan \(October 2024\)](#)
- [Tri-Cities Airport Master Plan](#)
- [Regional Freight Plan – Benton Franklin Council of Governments \(BFCOG\) \(2026\)](#)
- [BFCOG Metropolitan Transportation Plan Transition 2045](#)
- Regional Active Transportation Plan Benton Franklin Council of Governments (BFCOG) adopted September 18, 2020.
- BFCOG 2026-2029 Transportation Improvement Program (TIP)
- BFCOG Regional Bicycle Plan (2024)
- BFCOG Congestion Management Process
- [Ben Franklin Transit Moving Transit Forward Long-Range Transit Plan 2026-2045 adopted 2026](#)

City Documents

- [City of Richland Pavement Preservation Program](#)
- [Richland 2026-2031 TIP](#)
- [Richland 2027-2032 TIP](#)
- [Richland Safe Routes to School Plan \(2024\) \(Resolution No. 2024-74\)](#)
- [City of Richland Comprehensive Safety Action Plan \(2024\)](#)
- [Downtown Connectivity Study prepared for City of Richland prepared by JUB Engineers, Inc. \(August 2020\)](#)
- [Title 12 Streets and Sidewalks](#) (including Street Functional Classification Plan, Transportation Impact Fees, Complete Streets Policy)
- [City of Richland ADA Transition Plan for Accessibility in Public Rights-of-Way \(2022\)](#)
- [City of Richland Speed Limit Setting Policy and Step-by-Step Procedures \(April 2024\)](#)
- Regional North-South Travel Capacity Study prepared for City of Richland by JUB Engineers, Inc. (2020)
- [Neighborhood Traffic Safety Program](#)
- [City of Richland Public Works Engineering Public Infrastructure Construction Plan Requirements and Design Guidelines \(October 10, 2025\)](#)

Existing Conditions

The Tri-Cities is the largest metropolitan area between Spokane to the northeast, Seattle to the northwest, Portland to the west, and Boise to the southeast. Because of its location, the Tri-Cities is a major transportation hub for travelers and commodities in the Pacific Northwest. As part of the Tri-Cities, Richland has easy, direct access to all modes of commercial transportation services. This section provides an inventory of the existing transportation system, which will be used as the baseline for assessing future development of the system.

DATA COLLECTION AND REVIEW

This element focuses on facilities operated by the City of Richland, as well as those operated by others, within the City's Urban Growth Area (UGA). Additional facilities and services operated outside this area by other jurisdictions that are critical to the functioning of the transportation system are briefly described. Data for this section was gathered as part of the TSP update.

EXISTING ROADWAY SYSTEM

Each City roadway is classified according to its function within the system based on amount of traffic and origin and destination of traffic. Chapter 12.02 of the Richland Municipal Code outlines five roadway classifications: Principal Arterial, Minor Arterial, Major Collector, Minor Collector and Local Streets. The surrounding street system in Richland also has freeways and state highways, which are owned and operated by WSDOT. **Table T-1** provides descriptions of the City's functional classifications and corresponding characteristics including number of miles of each type in the City. **Figure T-1** shows how the City's functionally classified roadways connect to the larger transportation network within the TriCities region. The currently approved functionally classified roadway system for the city of Richland is shown in **Figure T-2**.

Table T-1: Functional Classification Definitions and Miles in City

FUNCTIONAL CLASSIFICATION	DESCRIPTION	ADT (VEH/DAY)	SPACING	MILES WITHIN CITY LIMITS
Interstates, Freeways & Expressways	Highest classification of roadways (move traffic over large areas, access is highly controlled) and are owned, operated, and maintained by WSDOT. Operating speeds: ≥ 60 mph	Varies	Varies	49
Principal Arterials	Major traffic movements within the city (intra-area travel), serve the longest trips (frequently serve interurban and intercity bus routes), one of the highest traffic volume corridors	12,000 – 40,000	1 mile	22.8
Minor Arterials	Connect principal arterials to collector streets, used in medium size trip generators (small commercial development, schools, warehousing areas, active parks), moderate trip lengths served, lower travel mobility than principal arterials	5,000 – 15,000	< 1 mile	24
Major Collector Streets	Connect principal and minor arterials to the destination, can collect traffic from neighborhood streets to arterials (low through traffic, high local traffic), provide land access and traffic mobility (more on access)	1,500 – 8,000	$\frac{1}{4}$ mile	36.3
Minor Collector Streets	Distributes/collects traffic from local roads to arterials/ major collectors, serves traffic generators within neighborhoods (churches, elementary schools) (little to no through traffic outside neighborhood), can be found in business/industrial parks	500 – 2,000	N/A	24
Local Streets	Direct access from properties to arterials/collectors (no through traffic, limited length), all streets owned by the city that are not classified as arterials or collectors	< 1,000	N/A	213

Source: Chapter 12.02 Richland Municipal Code and Transpo Group, 2026

Richland's functional classifications are consistent with state and federal functional classifications. Washington State Department of Transportation (WSDOT) and Federal Highway Administration (FHWA) maintain functional classification designations to serve as the official record for Federal-aid highways and the basis for designation of the National Highway System. WSDOT cooperates with responsible local officials in developing and updating the functional classification. Future changes to Richland's road classifications would need to follow the WSDOT and FHWA process to be officially designated for federal aid. State and federal agencies provide and award grant funding for roads based on the federal classification designations.

The Tri-Cities is connected to the interstate highway system. I-82 links the Tri-Cities metropolitan area to I-90 to the north and west, through Yakima, and to I-84 to the south, in northern Oregon. I-182, which passes through Richland, links Richland to these interstates and US 395. US 12 links the Tri-Cities to the interstates and to US 395, and provides access to Walla Walla and other southeastern Washington locales. The limited-access interstates serving the Tri-Cities carry between 40,000 and 60,000 vehicles per day. SR 240, which originates at US 395, links Richland and Kennewick and provides a western bypass route around the City to the Hanford Site, then continues northwest to connect with SR 24. Access to West Richland is via SR 224 (Van Giesen Street) and I-182. WSDOT is responsible for maintaining an adequate level of service on these highways.

Arterials are used in an urban setting and may be classified as principal or minor arterials. They carry the highest volumes of traffic within the urban roadway system, provide connections within the system for traffic using other classifications of roadways, and link high-volume destinations and land uses, such as major employers or larger commercial centers.

Collectors are classified as major or minor collectors. They connect traffic from residential streets to arterials. They can be used for through trips, or they may be the origin or destination of trips for purposes such as neighborhood services.

Local streets are low volume roadways directly serving properties and mainly residential areas. They are typically not used for through trips, and are often the origin or destination of vehicle trips. Local streets are typically designed for travel at no more than 25 miles per hour.

The existing number of lanes on City streets is shown in **Figure T-3**, with the existing traffic control at intersections of functionally classified roads shown in **Figure T-4**. As shown in **Figure T-4**, there are 66 traffic signals within the City of Richland, some of these are operated by the WSDOT or through partnership by the City of Kennewick. The City also has 18 roundabout controlled intersections, not including traffic circles intended to provide neighborhood traffic calming and slowing vehicle speed.

The Benton Franklin Council of Governments collected roadway segment volumes on the vast majority of the functionally classified roadways in the region from which to calibrate the regional travel demand model. The daily traffic volumes are provided in the 2026 TSP. The City of Richland also collected weekday PM peak hour traffic volumes, which are shown in **Figure T-5**.

EXISTING NON-MOTORIZED SYSTEM

Pedestrian Facilities

Pedestrian facilities within the City of Richland are mainly composed of sidewalks constructed in association with streets, as well as a separate multi-use path or trail. **Figure T-6** maps the existing multi-use path and sidewalks within the City. In addition, the locations of marked crossings with rectangular rapid flashing beacons (RRFBs) are identified in **Figure T-6**. The City has a Complete Streets Policy (RMC 12.06) to create a comprehensive, connected network that balances the needs of all users and abilities. Not all areas of the City have sidewalks; however, as areas are developed or redeveloped, sidewalks are required. Current design standards for streets include provisions for 5-foot sidewalks for most areas of the City. The Central Business District and C-2, C-3 zoned areas require principal and minor arterials to have 8-foot sidewalks except for Guyer Avenue, Carondelet Drive, Stevens Drive north of Marjorie Sutch Greenway and Harding Street where 5-foot sidewalks are allowed.

Bicycle Facilities

As of 2026 the City of Richland has 47 miles of bicycle facilities. The system consists of multi-use paths or trails (Class I), bicycle lanes (Class II), and shared roads (Class III). Class I trails include those that run along the Columbia River as part of the Sacajawea Heritage Trail network that traverses both sides of the Columbia River throughout the Tri-Cities area, Keene Road, SR-240 Bypass, and a portion of the Yakima River. The network also include a park system with nearly 92 miles of trails that provide connectivity to, within and between parks. There are continued plans to expand this bikeway network through the construction of additional facilities. Since the last Periodic Update to the Comprehensive Plan, the City completed plans for the Downtown Loop, which will convert sections of George Washington Way and Jadwin Avenue to one-way streets and add barrier separated two-way bikes lanes along each street. The Downtown Loop project will create the first Class IV or barrier separated/protected bike lanes within the City. Links to the other cities in the area are also included in the bicycle route network. **Figure T-7** shows the existing bicycle system.

OTHER TRANSPORTATION SYSTEMS

Airport Facilities

Primary air traffic to Richland uses the Tri-Cities Airport in Pasco (PSC). Downtown Richland and Richland's industrial areas are a 20-minute drive via I-182 to the airport. The airport is classified as an air carrier airport, and offers direct passenger service to Seattle, Portland, Salt Lake City, San Francisco, Minneapolis/St. Paul, Denver, Los Angeles, Orange County, Las Vegas, Phoenix, and Mesa, Arizona. Commuter airlines also link the Tri-Cities with other regional cities. Tri-Cities Airport passenger carriers include American Airlines, Allegiant, Delta, Alaska/Horizon, and United. UPS, Federal Express, and Ameriflight freight service is also provided. MedStar provides air ambulance service from the Tri-Cities Airport.

In 2024, annual passenger enplanements at the Tri-Cities airport were almost 480,000, making it the busiest year for the airport to date. The Port of Pasco owns the Tri-Cities Airport and is planning

a four-phase terminal expansion slated for completion in 2033. The expansion will increase the overall footprint of the terminal, including new gates, jet bridges and expansion of the ticketing counter and inline baggage system. The expansion will also construct an on-site rental car system. Proposed airside improvements to the Tri-Cities airport to accommodate existing and future demand include a runway expansion and modifications to existing taxiways.

The Richland Airport (RLD), owned and operated by the Port of Benton, is classified as a commuter service airport. Located northwest of Richland's core area, it is the second largest airport in the area. A system of roadways links hangars, fixed-based operators, and commuter terminal facilities to associated industrial properties. The 650-acre airport has two 4,000-foot runways capable of supporting commuter aviation. The airport master plan calls for a runway extension to the north for a total of 5,000 feet to accommodate faster aircraft and corporate jets. This runway extension will require study and potential mitigation since the Runway Protection Zone would be extended over SR 240 and some developed industrial properties. At this time, the airport serves general aviation aircraft only, with 165 aircraft based there. This is a marked increase in recent years due to the closure of Vista Field in Kennewick. DHL provides daily flights for domestic and international shipping from the Richland Airport. MedStar also provides air ambulance service from the Richland Airport.

Truck Routes

The Washington State Freight and Goods Transportation System (FGTS) classifies highways, county roads, and city streets according to the average annual gross truck tonnage they carry. The FGTS uses five truck classifications, T-1 through T-5, depending on the annual gross tonnage the roadway carries. Corridors with the highest annual gross tonnage, T-1 and T-2 routes, are also identified as Strategic Freight Corridors.

Figure T-8 illustrates the FGTS classifications for the City of Richland streets. This FGTS classification system is maintained by WSDOT as part of the statewide freight planning. Future updates to the FGTS street classifications are designated by WSDOT in coordination with BFCOG and the City. The I-182 corridor, as well as sections of SR 240 and George Washington Way are classified as T-1 corridors. Portions of SR 240, Stevens Drive, and Queensgate Drive are classified as T-2 corridors.

Figure T-8 also illustrates at grade railroad crossings as they relate to the FGTS network. At grade crossings can present considerable points of "friction" between rail traffic and vehicle, pedestrian, and bicycle traffic. Currently there are 12 at-grade rail crossings in the Richland urban area on active rail lines that cross truck routes. Delays for vehicular traffic and trucks are increased when trains are crossing the roadway.

Rail Freight Facilities

Both the Burlington Northern Santa Fe (BNSF) and Union Pacific railroads provide mainline rail service to more than 35 states from the Tri-Cities, including service from Richland's industrial area. The Tri-Cities urban region is the only major metropolitan and manufacturing area between the Cascade Range and the Rocky Mountains offering this level of service from these two major national carriers.

BNSF, the nation's largest railroad, has its Pacific Northwest hub in the Tri-Cities. Union Pacific, the

nation's second longest railroad, connects the Tri-Cities to the Great Lakes and the Gulf of Mexico. Union Pacific operates the largest fleet of refrigerated rail cars in the nation.

The Port of Benton owns a railroad track connecting Richland to the Union Pacific railroad and BNSF systems. The Port track enables rail service to the City's Horn Rapids Industrial Park. The City has developed a City-owned industrial service railroad track, which extends west from the rail mainline owned by the Port. Several existing industrial businesses now take rail service over these tracks. Additional available development property could expand rail shipping businesses in the future.

The United States Department of Energy controls rail entry into the Hanford Site north of Horn Rapids Road. There is a rail crossing of Horn Rapids Road at Stevens Drive that is owned by the City and uncontrolled with signals being out of service; manual flaggers are used to control the crossing when trains pass through. Both BNSF and Union Pacific have unlimited access to these tracks, which pass near Richland's industrial areas. A public rail dock has been constructed on Richland's northwest side, which can be used by local businesses and individuals. There are also plans to extend tracks west into Richland's vacant industrial area, north of the Richland Airport. However, there is no funding mechanism in place to maintain the rail lines including ties, switches, and signals.

Total length of railroad track within the City of Richland is 27 miles. There are 13 at-grade crossings of the railroad with one of the crossings at a multi-use path.

As part of the Port of Benton's 2025-2030 Transportation Improvement Program (TIP), several rail projects are planned for the Richland area. These projects include a rail extension to the Horn Rapids Industrial Park (project 9), several rail crossing replacements (projects 10 and 13), and track/signal replacements (projects 11 and 12). The Port is also in the process of creating a rail intermodal facility west of Stevens Drive that will involve the construction of a new rail loop track around the site, with construction expected to start by 2026.

Passenger Rail Facilities

Amtrak's Empire Builder line provides passenger rail service daily from the Tri-Cities to Spokane and Portland. Trains use the passenger station at West Sylvester Street and N 1st Avenue in Pasco. **Figure T-9** shows the location of the passenger rail station in Pasco relative to the City of Richland.

Port Facilities and Barge Services

Three port districts operate on the Columbia and Snake Rivers in the Tri-Cities metropolitan area. The Port of Benton has more than 6,000 feet of Columbia River frontage zoned for heavy industrial use at the Richland Industrial Park, which includes a barge facility that includes a high dock as well as a barge slip with 14 feet depth berths.

Next, the Port of Pasco has nearly two miles of waterfront, including a 650-foot dock, 20-foot-depth berths, and a 36-ton overhead crane. The neighboring 28-acre marine terminal facility has the largest bulk cargo tonnage movement on the upper Columbia River system.

Finally, the Port of Kennewick has dock facilities along a 12-mile stretch of the Columbia River.

The Columbia-Snake River System is one of the most modern transportation networks in the

nation. This system is part of the United States Marine Highway Program and is route M-84. M-84 includes the Columbia, Willamette and Snake Rivers. It connects Lewiston, ID through Washington State to Astoria, OR. In Astoria M-82 connects to the Pacific Ocean, which is the M-5 route. Numerous barge lines dock in the Tri-Cities, 325 river miles inland from the Pacific Ocean, furnishing easy, direct access to domestic and Pacific Rim markets. River transportation is a cost-effective shipping mode for the Tri-Cities. Commodities often move from the Tri-Cities to Pacific Rim nations at a time advantage when compared to ports in San Francisco and Los Angeles. Nearly three million tons of barge freight, composed of a wide variety of bulk and raw agricultural and industrial cargoes and intermodal container cargoes, enter and leave the Tri-Cities annually. Seven barge companies service the Tri-Cities, with a container dock offering direct access to truck and rail service. Port facilities are shown in **Figure T-8**.

Public Transit System

Ben Franklin Transit (BFT) provides fixed route bus service in Richland as mapped in **Figure T- 10** and throughout the Tri-Cities area. BFT also operates vanpooling, microtransit or on-demand service (CONNECT), and dial-a-ride service. There are two transit centers in Richland, Bob Ellis/Knight Street and Queensgate.

As shown in **Figure T- 10**, most of the fixed route service for the City are to and from the Bob Ellis/Knight Street Transit Center in the core area of Richland. Routes 25 and 26 provide local service within the Richland City limits. Routes 10 and 20 serve West Richland, routes 50, 123, and 240X serve Kennewick, route 170 serves Benton City and Prosser, and route 225 and 2X serve Pasco. Current fares are \$1.50 for adults, \$0.75 for seniors over 65 and free for youths (18 and younger). Monthly passes are available as well. All fixed routes operate Monday through Saturday with only the inter-city connector routes 123 and 225 operating on Sundays.

BFT additionally serves some areas of the community through microtransit service called CONNECT. CONNECT fills gaps in the existing network by offering flexible, on-demand transportation that operates 15 minutes before and after regular service hours. The service provides first and last-mile connections and is divided into six zones, each designed to connect to transit centers or bus stops. Areas served via CONNECT within and near Richland are Columbia Center, South Richland, Badger Mountain, and Central Richland. BFT also provides transit and vanpool services to the Hanford Site.

Other Services

Several taxi and limousine services operate in the Tri-Cities area. Greyhound Bus Lines also serves the Tri-Cities, with daily stops at the joint Amtrak station in Pasco. Connections can be made there through the BFT System. In addition, several transportation companies offer charter bus service throughout the region on an as-needed basis. There are also transportation network companies (TNCs) such as Uber and Lyft serving the City.

Level of Service

LOS DEVELOPMENT

The GMA requires jurisdictions to maintain standards for transportation level of service (LOS). These standards are used during transportation studies to determine appropriate improvements to achieve acceptable LOS. For future conditions, these standards are also used in conjunction with forecasts that come from a travel demand model of the City's roadway system to analyze the transportation network and determine deficiencies under the Comprehensive Plan.

Cities are required to set multimodal LOS standards for locally owned arterials (i.e., vehicles), transit and non-motorized facilities. LOS standards establish the basis for the concurrency requirements in the GMA and are used to evaluate impacts as part of the State Environmental Policy Act (SEPA). Agencies are required to show concurrency—i.e., to “adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with development” (RCW 36.70A.070(6)(b)). Setting the LOS standard is an essential component of regulating development and identifying transportation improvements to support the City's Comprehensive Plan.

The 2026 TSP establishes the transportation performance approach by mode.

LOS MEASUREMENT

Methodology

Vehicle LOS is a capacity-based measurement consistent with the Transportation Research Board Highway Capacity Manual procedures and methods. LOS is expressed using a scale with letter designations ranging from A to F. LOS A represents the highest level and the best operating conditions, and LOS F is the lowest level. A traffic operations software is used to replicate the operating conditions at intersections within the City's street system and LOS is determined at the intersections. **Table T-2** defines the LOS rating scale.

The weekday afternoon peak time period (PM peak hour) was used for the traffic analysis. The weekday PM peak hour was selected due to the higher typical traffic volumes occurring during that time period for a single hour between 4 and 6 p.m. Roadway data collected as part of the TSP included traffic counts, locations of stop signs and signals, speed limits, and lane configurations. Employment and housing data consistent with the Land Use Element was used to forecast 2035 and 2045 traffic volumes. These are used to determine levels of service at key intersections throughout the City.

Table T-2: Level of Service Criteria for Intersections

LOS RATING	SIGNALIZED AND ROUNDABOUT CONTROLLED INTERSECTIONS	STOP CONTROLLED INTERSECTIONS
	CONTROL DELAY PER VEHICLE (S/VEH)	CONTROL DELAY PER VEHICLE (S/VEH)

A	>0-10	>0-10
B	>10-20	>10-15
C	>20-35	>15-25
D	>35-55	>25-35
E	>55-80	>35-50
F	>80	>50

Active transportation LOS (or non-motorized facilities) is evaluated using a 1 to 4 scoring system. The grading is based on level of traffic stress (LTS), which evaluated the quality and degree of comfort for pedestrian and bicycle facilities. LTS 1 represents facilities that have maximum comfort and are suitable for all ages and abilities whereas LTS 4 has high levels of stress or discomfort and are not suitable for most users. For example, a LTS 1 is a pathway with a landscape or curb separation from the vehicle travel way while an LTS 4 is no sidewalk or bike facility. In addition, the City has a crosswalk LTS that is intended to provide comfortable and safe crossings near major pedestrian generators such as schools, parks, commercial centers, etc. An example of a LTS 1 crossing is a pedestrian signal and a LTS 4 is an unsignalized crossing of a 4 to 5-lane facility. This LTS scoring system is consistent with standards established by WSDOT and adopted by BFCOG. **Figure T-11** illustrates the LTS scoring.

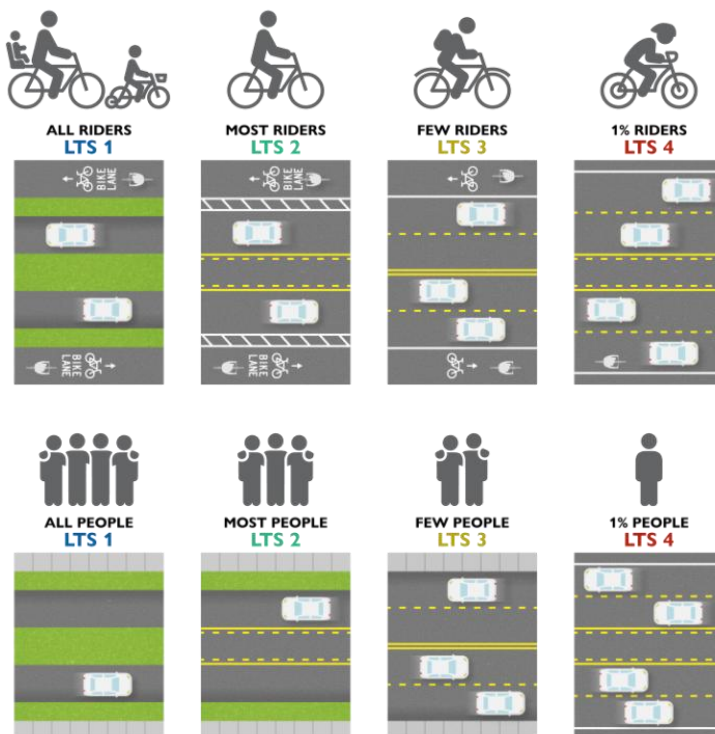


Figure T-11 Level of Stress (LTS) Scores Illustrated

Transit LOS focuses on access to and from transit stops via connected and comfortable pedestrian facilities. The transit LOS standards measure crosswalk LTS and use the 1 to 4 scoring system similar to active transportation. BFT operates the transit system and the City has limited control over many of the traditional service metrics used to evaluate the bus system.

The Richland City Council adopted a Complete Streets policy in 2017 to demonstrate the City's commitment to planning, designing, and implementing transportation improvements which accommodate pedestrians, bicyclists, transit users, motorists, emergency responders, freight and users of all ages and abilities (Chapter 12.06 Richland Municipal Code). The multimodal LOS standards adopted as part of this Comprehensive Plan update align with the intent of the Complete Streets policy.

Threshold LOS

To determine whether service levels of a transportation system are deficient, a threshold LOS must be established. Any facility with an LOS better than the threshold is considered acceptable, and a facility with an LOS worse than the threshold is considered deficient. **Table T-3** outlines the thresholds adopted for the Richland transportation system. Additional detail on the method is provided in the 2026 TSP. The active transportation network thresholds for pedestrian and bicycle facilities divide the City into a primary network representing the backbone of the system offering the most direct connections to destinations and a secondary network that supports the primary network by providing system continuity. **Figures T-12** and **T-13** show the primary and secondary networks for the pedestrian and bicycle systems.

Table T-3: Multimodal Level of Service Thresholds

MODE	THRESHOLD
Vehicle	PM Peak Hour Intersection: - Traffic Signal or Roundabout – LOS D or better for all movements. For cases with LOS E or F movements then queuing impacts to adjacent intersections and delay by movement must be analyzed. If individual movements fail, then a volume to capacity ratio of 95% or less for left-turn movements and 85% or less for through movements may be accepted if the overall intersection operates at LOS D. 95th percentile queue lengths extending into adjacent signalized or roundabout intersections or major driveways (i.e., over 1,000 vehicle per day) are considered deficient. - Stop Controlled – LOS E or better for all minor (or side) street movements. Stop controlled intersections operating at LOS F may be considered acceptable if an accessible signalized intersection or roundabout operating at LOS D is within ¼ mile. - Driveway Approach – LOS E or better unless direct access to a signalized intersection or roundabout meeting the LOS standard is also available.
Pedestrian	Facility Level of Traffic Stress (LTS):

- Primary Network – LTS 2 or better
- Secondary Network – LTS 3 or better

Crosswalk LTS measured near major pedestrian generators (e.g., schools, parks, commercial centers):

- Downtown Area – crossing within 800 feet of a major pedestrian generator.
 - Primary Network – LTS 2 or better crossings
 - Secondary Network – LTS 3 or better crossings
- Outside Downtown Area – crossing within ¼ mile (1,320 feet) of a major pedestrian generator.
 - Primary Network – LTS 2 or better crossings
 - Secondary Network – LTS 3 or better crossings

Bicycle	Same as Pedestrian facilities
Transit	Crosswalk LTS: • Downtown Area – LTS 2 or better crossings within 800 feet of transit stops • Outside Downtown Area - LTS 2 or better crossings within ¼ mile (1,320 feet) of transit stops

Deficiencies and Improvements

The City meets its transportation concurrency requirements by identifying deficiencies based on the multimodal LOS established above and addressing deficiencies through short -and long-term improvements. The City plans to provide adequate transportation facilities within its growth areas as growth occurs as required by the GMA.

EXISTING DEFICIENCIES

Existing conditions analysis was performed to identify short terms needs of the transportation system.

Vehicle

Traffic volumes were collected in March and April 2025 for arterial and collector roadways and key intersections throughout the City. Intersection traffic operations evaluate the performance of signalized, stop-controlled and roundabout intersections according to the industry standards set forth in the Highway Capacity Manual (HCM) 7th Edition. Three (3) City intersections with two-way stop controlled (TWSC) signage and three (3) intersections with signals along WSDOT facilities have operations during the weekday PM peak hour that do not meet the vehicle LOS standards:

City Intersections

- Duportail St / Vinter Square (TWSC) – LOS F
- Duportail St / Kennedy Street (TWSC) – LOS F

- Columbia Center Blvd / Fowler St (TWSC) – LOS F

WSDOT Intersections

- SR 240 / Aaron Street (Signal) – LOS E
- SR 240 / Van Geisen St (Signal) – LOS E
- SR 240 / Jadwin Ave / Stevens Rd (Signal) – LOS E

Traffic Safety

Traffic safety concerns were a key topic brought forth by residents during community engagement. As reflected by the transportation goals and policies, transportation safety is one area of emphasis for the City when identifying, prioritizing, and implementing roadway improvements. Recent transportation projects have focused on projects which improve safety for all roadway uses.

In 2024, the City completed the [Comprehensive Safety Action Plan \(CSAP\)](#) which reviewed the City's crash history to identify safety risk factors related to the City's transportation system. Based on these risk factors, high-priority locations in need of safety improvements were identified and infrastructure improvements were selected for these locations.

As part of the CSAP, the City adopted a Vision Zero resolution, which establishes the City's commitment to achieving zero roadway fatalities and serious injuries by 2035. This policy is tied to the Safe System Approach and the principle that transportation-related deaths and serious injuries are unacceptable. The City also adopted in 2024 a revised speed limit setting policy implementing the latest state-of-the-practice methods for identifying and establishing appropriate speed limits to promote roadway safety and align with the City's Vision Zero policy.

The City established the Neighborhood Traffic Safety (NTS) program in 2023 with the purpose of improving safety within existing residential neighborhoods by implementing measures to reduce vehicular travel speeds and cut-through traffic.

Pedestrian

The comfort of the existing pedestrian network was evaluated for longitudinal facilities (i.e., sidewalks and multi-use paths) and crosswalks based on the method established in the City's TSP. The analysis, which is detailed in the TSP, shows for areas with pedestrian facilities in the City an LTS score of 1 or 2 is achieved in most cases with a few key exceptions mainly in the north and south portions of the City. Roadways providing lower comfort levels for pedestrians are typically high-speed, high-volume corridors, such as Stevens Drive, George Washington Way, and Horn Rapids Road. Additionally, most crosswalks within the City achieve an LTS rating of 1 or 2, with higher stress crosswalks occurring at non-signalized locations along high-speed roadways (e.g. George Washington Way and Leslie Road). It is recognized that some neighborhoods, especially those that are older, do lack pedestrian facilities. Improvements to the existing pedestrian network are identified (where feasible) to fill missing gaps and improve the separation between pedestrians and vehicles along highly traveled routes.

Along with the evaluation of pedestrian LTS, the City has an *American with Disabilities Act (ADA) Transition Plan*, which was completed in 2022 and evaluated compliance of pedestrian facilities throughout the City with ADA standards. The ADA Transition Plan provides the foundation and

roadmap for the City's plan to improve sidewalks, curb ramps and pedestrian push buttons that are not ADA compliant.

Bicycle

Existing bicycle facilities' comfort level was also evaluated based on the method established in the City's TSP. While bicycle facilities are provided on roadways throughout the City allowing for connectivity, several of these roadways do not achieve the desired LTS for bicyclists including areas throughout the City with LTS 3 and 4. Roadways that provide lower LTS scores for bicyclists generally do not have dedicated bicycle facilities or are adjacent to high-speed, high-volume vehicle travel. Roadways with lower LTS scores include George Washington Way, Duportail Street, and Leslie Road.

SHORT-TERM IMPROVEMENTS

The City has developed the 2027-2032 Transportation Improvement Program (TIP) based on the evaluation of existing deficiencies to address transportation needs in the next 6-years. **Figure T-14** provides a map of the 2027-2032 TIP and shows 44 transportation projects. There are 19 intersection improvement projects, which address multimodal LOS, safety, pedestrian and bicycle facilities. There are also new roadways such as Kingsgate Way to improve connectivity. The most significant areas of concern are along SR 240 in the Northwest Richland/Horn Rapids area and in the Queensgate/Duportail Corridors from north of I-182. **Table T-3** incorporates the 2027-2032 TIP into this Transportation Element.

Table T-3: City of Richland 2027 - 2032 Transportation Improvement Program

[The [TIP](#) was adopted by [Resolution 2026-78](#) and is incorporated into this plan by reference, as amended.]

PLANNED TRANSPORTATION NETWORK

This section discusses the future transportation network to serve the anticipated growth within the City over the next 10 to 20 years. The planned transportation network has been coordinated with other planning efforts by the City, region and state, accounts for connectivity to the adjacent communities (West Richland, Kennewick, and Benton County), and is based on input from the technical steering committee (City departments, WSDOT, BFCOG, BFT, Port of Benton and Bike Tri-Cities) and the community.

Street Functional Classifications

Most of the housing growth within the City's urban growth area (UGA) is expected to occur in Badger Mountain South and South Richland, accounting for approximately three quarters of the planned growth of approximately 11,500 households within the City. Employment growth of approximately 8,400 jobs is projected to occur mainly outside the central business district with approximately 30% in the northern portion of Richland and approximately 25% south of the Yakima River. The City of Richland has planned a roadway network to serve these developing areas and

many of the improvements will be paid for by private development.

The City Municipal Code (Title 12) has definitions for various types of streets, identifying the purpose for each road along with associated standards. The definitions are consistent with the state classified system. The future street functional classification system is shown in **Figure T-15** and is the network towards which the City is working to provide in order to serve development. There are no changes to existing street classifications, but the City does have new roadway connections planned including the extension of Kingsgate Way and additional roadways within the Horn Rapids area.

Pedestrian System

The future pedestrian system places an emphasis on the importance of providing connected pedestrian facilities. The system includes a hierarchy of connections and routes to provide a comprehensive network of pedestrian facilities that connect key destinations within the City and accommodate the varying abilities of the intended users. The Pedestrian System Plan, shown on **Figure T-12**, classifies connections into Primary and Secondary routes, as defined previously and in the TSP.

Bicycle System

The future bicycle system provides a comprehensive network of dedicated and connected bicycle facilities between the City's residential neighborhoods, the transit system, employment areas, schools, and parks. The system is intended to serve both recreational cyclists as well as cyclists using the system as a means of transportation to work, school, shopping, or other destinations. The Bicycle System Plan, like the pedestrian system, has been developed based on a hierarchy of connections and routes to provide a comprehensive network of connected facilities intended to accommodate riders of all ability levels. The Bicycle System Plan, shown in **Figure T-13**, classifies connections into Primary and Secondary routes, as defined previously and in the TSP.

FUTURE DEFICIENCIES

Roadway System

The GMA requires that communities forecast anticipated growth in traffic volumes for at least a 10-year horizon based on the adopted land use plan to provide information about the needs of future growth.

As a tool in preparing the Regional Transportation Plan (RTP), the BFCOG maintains a regional travel demand model. The model is developed using current traffic data and land uses in the region using Transportation Analysis Zones (TAZs) that are defined by various attributes describing the number and types of households and employees as well as other land uses within each zone. The model is calibrated for existing conditions using Federal Highway Administration procedures and methods. Once calibrated for existing conditions, changes in assumptions for future land uses and roadway networks can be made to determine the potential impacts of developments and roadway scenarios. Land use assumptions representing future conditions are developed to determine various impacts on the roadway network at a regional level. The regional travel demand models

were updated in 2025 as part of the RTP and Comprehensive Plan updates. The future year 2035 and 2045 models have been prepared to represent the land use scenario presented in this Comprehensive Plan Update.

A major transportation challenge within the City's transportation system is for north-south travel. Several factors contribute to this situation, including the major regional employers situated north of the City, combined with the fact that significant housing is located south and east of the Yakima and Columbia Rivers within the region. Regional commute traffic from south Richland, Kennewick and Pasco, is currently limited to SR 240 and George Washington Way for north-south travel through the City of Richland because of the challenge of providing adequate capacity to cross the Yakima River to the south and Columbia River to the east. I-182 also creates a barrier given that there are only three access points and four crossings within the City as well.

Congestion as a result of this north-south demand at commute times is manifest at the I-182/George Washington Way interchange and also at I-182/SR 240/Aaron Drive interchange as well as most other cross streets of SR 240 such as Duportail Street, Swift Boulevard, Van Giesen Street and Jadwin Avenue. A related issue with this north-south congestion is the associated congestion at city street facilities that interface with the state highway facilities. For example, SR 240/Columbia Park Trail and I-182/Queensgate Drive.

The 2035 and 2045 BFCOG regional travel demand models were used to forecast future traffic volumes on the City's planned roadway network with implementation of the Comprehensive Plan. Central and South Richland are expected to have an annual growth in daily traffic of 1 to 2% per year while outlying areas of the City, where development is planned, are expected to experience the highest increase in traffic volumes. City roadways in the NW/Horn Rapids and Badger Mountain South areas are projected to see annual increases in daily traffic volumes upwards of 8 percent per year due to low existing traffic volumes and high levels of expected development.

Traffic operations were evaluated during the weekday PM peak hour using the Highway Capacity Manual method described previously to identify future deficiencies at key intersections and along corridors. Implementation of the Comprehensive Plan and associated growth in traffic is anticipated to result in the following intersections not meeting the minimum LOS standard under 2035 and 2045 conditions:

Projected 2035 Intersection Not Meeting LOS Standard

- SR 240 & Jadwin Ave
- SR 240 & Van Giesen St
- SR 240 & Swift Blvd
- SR 240 & Duportail St
- SR 240 & Aaron Dr
- Duportail St & Vinter Square
- Duportail St & Kennedy Rd
- Queensgate Dr & Keene Rd
- Columbia Center Blvd & Fowler St

Projected 2045 Intersection Not Meeting LOS Standard

- SR 240 & Jadwin Ave
- SR 240 & Van Giesen St

- SR 240 & Swift Blvd
- SR 240 & Duportail St
- SR 240 & Aaron Dr
- Duportail St & Queensgate Dr
- Duportail St & Vinter Square
- Duportail St & Kennedy Rd
- Duportail St & Keene Rd
- Queensgate Dr & Keene Rd
- Leslie Rd & Canyon St
- Columbia Center Blvd & Fowler St

Many of the intersections and corridors identified as having future deficiencies have already been included above in **Table T-3** 2027-2032 Transportation Improvement Program such as along SR 240, Duportail, and Queensgate. The City completed the Dallas and Ava intersection improvements and Queensgate Drive extension between Truman and Kingsgate in 2025. The downtown loop improvements and Duportail corridor improvements are anticipated to begin construction in 2026. Relatively few congestion issues exist on the local street system as the City has engaged in planning and financing efforts.

The BFCOG also conducted a study for an additional crossing of the Columbia River in 2017 and is planning an update to this study beginning in 2026. The City of Richland was supportive of an alternative north of the Hanford 300 Area in north Richland previously.

Air and Rail Services

Growth in Richland and the Tri-Cities area will increase demand for airport services, but air transportation demand is more directly related to regional changes. For example, the closure of Vista Field in the City of Kennewick in 2013 significantly increased the number of based aircraft at the Richland Airport and therefore the increased demand for hangars. The Richland Airport Master Plan calls for a runway extension to the north for a total of 5,000 feet to accommodate faster aircraft and corporate jets. This runway extension will cause the Runway Protection Zone (RPZ) to be extended over SR 240 and some developed industrial properties.

Demand for freight and passenger rail facilities could increase, depending on the type of new commercial and industrial development the plan's economic strategy attracts. The City of Richland has put significant investment into additional rail lines to serve the Horn Rapids Industrial Park. Additional rail lines may be warranted as well to serve areas to the north of Horn Rapids Road.

Bicycle and Pedestrian Facilities

Public outreach conducted as part of developing the Transportation Element and 2026 TSP noted the need for new or better maintained sidewalks and welcomed additional amenities such as crosswalks, signals, lighting and shade. The community respondents also felt that the most important factor for bicycle infrastructure was separation from cars. Bicycle infrastructure was a divided topic with comments related to it being unsafe, inefficient, or not respected by drivers, while some were not in favor, saying the infrastructure was unused.

The evaluation of future LTS indicates two facilities would not meet the City's pedestrian and

bicycle LOS standards in addition to those that were identified as having existing deficiencies. Batelle Boulevard and Kingsgate Way would have an LTS score of 4 for both the pedestrian and bicycle facilities. Both roadways are within the developing Horn Rapids area. As property development occurs along these roadways, upgrades to the roadway network to meet the City's street standards will include active transportation facilities which will address the deficiencies.

LONG TERM IMPROVEMENTS

The Comprehensive Plan will require improvement projects for both planning periods to address level of service deficiencies. Additional improvements will be needed as part of the Plan's proactive strategy to encourage economic development. Projects also may be needed to address safety or maintenance needs. **Tables T-4** and **T-5** show the recommended improvements to address LOS deficiencies for the roadways, intersections and active transportation facilities. The tables also include projects anticipated to be constructed not just to address LOS deficiencies, but to provide the future functionally classified network shown earlier in **Figure T-15**. Improvements identified in **Tables T-4** and **T-5** are shown in **Figures T-16** and **T-17**.

Some projects will be City's responsibility; others will be the responsibility of the Washington State Department of Transportation (WSDOT), and in many cases developers will be required to construct improvements associated with proposed subdivisions or other developments.

Table T-4: Long Range (10 to 20 Years) Transportation Improvements – Active Transportation

MAP ID ¹	PROJECT NAME AND LOCATION	DESCRIPTION	PLANNING-LEVEL COST ESTIMATE ² (2026 \$)
AT-1	SR 240 Pedestrian Crossing (Tapteal Dr to Columbia Park Trail)	Construct a grade separated pedestrian crossing over SR-240 west of Columbia Center Blvd. and associated active transportation connections.	\$11,940,000
AT-2	Systemic Pedestrian Crossing Safety Improvement Phase 2 (various locations)	Install rectangular rapid flashing beacons (RRFB), median refuge islands, signal poles and mast arms for mounting RRFBs overhead, signing, markings, and curb ramps.	\$430,000
AT-3	Safe Routes to School Improvements (various locations)	Safety improvements to various locations related to elementary school walk routes.	\$2,530,000
AT-4	SR 240 And Airport Way Pedestrian Crossing	Construct pedestrian crossing at Airport Way to cross SR-240 and connect to trail.	\$1,300,000

MAP ID ¹	PROJECT NAME AND LOCATION	DESCRIPTION	PLANNING-LEVEL COST ESTIMATE ² (2026 \$)
AT-5	Central Richland Active Transportation Improvements (various locations)	Location selection, treatment identification, and development of active transportation improvements for safety and connectivity within central Richland's highest need and nearby high need areas.	\$1,150,000
AT-6	Vantage Highway Pathway - Phase 3 SR 240 (Twin Bridges Rd to Kingsgate Way)	Construct a separated multi-use pathway (Class I) on the north side of SR 240.	\$760,000
AT-7	George Washington Way Sidewalk Improvements (Comstock Street to Bradley Blvd)	Construct concrete sidewalk, slope stabilization, streetlights, and signage on George Washington Way from Comstock Street to Bradley Boulevard.	\$1,120,000
AT-8	Stevens Drive Pathway (Spengler St to Horn Rapids Rd)	Construct a separated multi-use pathway (Class I) on east side of Stevens Drive.	\$1,010,000
AT-9	Aaron Drive Bicycle Improvement (SR 240 to Wellsian Way)	Install multi-use pathway (Class I) facility	\$200,000
AT-10	Aaron Drive (GW Way to West Side MUP Terminus)	Reduce speed to 30 mph	\$50,000
AT-11	Columbia Point Drive Bicycle Improvement (GW Way to Bradley Blvd)	Install Class IV bicycle facility	\$180,000
AT-12	Duportail Street Bicycle Improvement (Cottonwood Dr to Queensgate Dr)	Install Class IV bicycle facility	\$790,000
AT-13	Duportail Street Bicycle Improvement (Queensgate Dr to Kennedy Rd)	Install Class II-B bicycle facility; Reduce speed to 30 mph; Install center median	\$310,000
AT-14	Kennedy Road Bicycle Improvement (West City Limit to	Install Class II-B bicycle facility; Complete roadway to meet the Collector design standard (fill sidewalk gaps);	\$4,380,000

MAP ID ¹	PROJECT NAME AND LOCATION	DESCRIPTION	PLANNING-LEVEL COST ESTIMATE ² (2026 \$)
	Duportail St)	Reduce speed to 35mph	
AT-15	E Reata Road Bicycle Improvement (City Limits to Leslie Rd)	Install multi-use pathway (Class I) facility	\$3,950,000
AT-16	George Washington Way Bicycle Improvement (at Spengler St)	Widen sidewalk/ roadway to accommodate bikes to/through the intersection	\$430,000
AT-17	George Washington Way Bicycle Improvements (North of McMurray Rd to McMurray St)	Widen sidewalk/ roadway to accommodate bikes to/through the intersection	\$260,000
AT-18	George Washington Way (Jadwin Ave to Bradley Blvd)	Install multi-use pathway (Class I) facility	\$430,000
AT-19	Horn Rapids Road Bicycle Improvement (Twin Bridges Rd to Stevens Dr)	Install multi-use pathway (Class I) facility	\$5,390,000
AT-20	Jadwin Avenue Bicycle Improvement (Coast St to Symons St)	Install Class IV bicycle facility	\$1,230,000
AT-21	Keene Road Bicycle Improvement (Tuscan Park Plaza to Gage Blvd)	Restripe to install Class II-B bicycle facility	\$150,000
AT-22	Kingsgate Way Bicycle Improvement (Schaeffer Way to Logan St)	Install multi-use pathway (Class I) facility	\$1,460,000
AT-23	Kingsgate Way Bicycle Improvement (Logan St to SR 240)	Restripe to install Class II-B bicycle facility; Reduce speed to 35mph	\$300,000
AT-24	Leslie Road Bicycle Improvements (Columbia Park Trail to Keene Trail)	Restripe to install Class II-B bicycle facility	\$690,000
AT-25	Leslie Road Bicycle Improvements	Install Class IV bicycle facility; Reduce speed to 35 mph	\$1,760,000

MAP ID ¹	PROJECT NAME AND LOCATION	DESCRIPTION	PLANNING-LEVEL COST ESTIMATE ² (2026 \$)
	(Keene Trail to E Reata Rd)		
AT-26	Leslie Road (E Reata Rd to Clearwater Ave)	Implement Road Diet NB to install Class IV bicycle facilities; Reduce speed to 35 mph	\$180,000
AT-27	McMurray Avenue (Van Giesen St to Mahan Ave)	Restripe to install Class II-A/II-B bicycle facilities (as feasible); Reduce speed to 25 mph	\$240,000
AT-28	N Columbia Center Blvd Bicycle Improvement (Geneva St to Fowler St)	Reduce speed to 30 mph; Restripe road to provide 8' bike lanes 10' travel lanes and 11' center turn lane; West side south of Geneva St: Widen sidewalk into SB bike lane (reduce bike lane by 3' and extend sidewalk by 3')	\$1,150,000
AT-29	N Dallas Road Bicycle Improvement (Trowbridge Blvd to I-82)	Install multi-use pathway (Class I) facility	\$340,000
AT-30	N Steptoe Street Bicycle Improvement (Columbia Park Trail to Canyon St)	Restripe to install Class IV bicycle facilities	\$380,000
AT-31	Queensgate Drive Bicycle Improvement (Duportail St to Skyline Dr)	Install Class IV bicycle facility	\$200,000
AT-32	Saint Street Bicycle Improvement (Stevens Dr to GW Way)	Install Class II-A bicycle facility	\$160,000
AT-33	Spengler Street Bicycle Improvement (Stevens Dr to GW Way)	Install Class II-B bicycle facility	\$490,000
AT-34	SR 240 Bicycle Improvement (Western City Limits to Twin Bridges Rd)	Install multi-use pathway (Class I) facility	\$5,080,000
AT-35	Swift Blvd Bicycle Improvement (SR 240 to Sanford Ave)	Install Class II-B bicycle facility	\$330,000

MAP ID ¹	PROJECT NAME AND LOCATION	DESCRIPTION	PLANNING-LEVEL COST ESTIMATE ² (2026 \$)
AT-36	Swift Blvd (Stevens Dr to Jadwin Ave)	Reduce speed to 25 mph	\$460,000
AT-37	Tapteal Drive Bicycle Improvement (Steptoe St to Columbia Center Blvd)	Install Class II-B bicycle facility (Steptoe to planned SR 240 crossing) Install multi-use pathway (Class I) facility (SR 240 crossing to Center Pkwy)	\$990,000
AT-38	University Drive (Stevens Dr to GW Way)	Reduce speed to 30 mph; Restripe to install Class II-B bicycle facility	\$310,000
AT-39	W Gage Blvd Bicycle Improvement (Keene Rd to Leslie Rd)	Install Class II-B bicycle facility	\$110,000
AT-40	W Gage Blvd Bicycle Improvement (Leslie Rd to N Steptoe St)	Install Class II-B bicycle facility (where possible); Reduce speed to 35 mph	\$840,000
AT-41	W Van Giesen Street Bicycle Improvement (West City Limit to SR 240)	Install Class I bicycle facility	\$2,730,000
AT-42	Wellsian Way Bicycle Improvement (Lee Blvd to Aaron Dr)	Install Class IV bicycle facility; Reduce to 3-lane section	\$740,000
AT-43	Williams Blvd Bicycle Improvement (Wright Ave to Stevens Dr)	Install Class II-A bicycle facility	\$190,000
AT-44	Wright Avenue Bicycle Improvement (Duportail St to Van Giesen St)	Restripe to install Class II-A/II-B bicycle facilities (as feasible); Reduce speed to 25 mph	\$490,000
AT-45	Bermuda Road Pedestrian Improvement (South City Limit to South UGA Limit)	Install wide/Separated sidewalk on east side of the roadway	\$430,000
AT-46	Battelle Blvd Pedestrian Improvement (Kingsgate Way to Stevens Dr)	Install multi-use pathway (Class I) facility	\$2,770,000
AT-47	Columbia Park Trail	Install multi-use pathway (Class I) facility	\$670,000

MAP ID ¹	PROJECT NAME AND LOCATION	DESCRIPTION	PLANNING-LEVEL COST ESTIMATE ² (2026 \$)
	Pedestrian Improvement (North side MUP terminus to East UGA Limit)		
AT-48	George Washington Way Pedestrian Improvement (McMurray St to Symons St)	Widen Sidewalks (8' min) east side of road	\$3,680,000
AT-49	Kingsgate Way Pedestrian Improvements (Battelle Blvd to Horn Rapids Rd)	Install multi-use pathway (Class I) facility	\$1,030,000
AT-50	W Van Giesen Street Pedestrian Improvement (SR 240 to Birch Ave)	Install multi-use pathway (Class I) facility	\$170,000
TOTAL			\$66,360,000

Source: Transpo Group and City of Richland, 2026.

¹ Map ID refers to project number on Figure T-16.

² Funding for these projects will come from a variety of sources, including transportation impact fees, developer construction, City General Funds, Transportation Improvement Board grants, Highway Safety Program grants, State funding, Federal Surface Transportation Program funding as well as other Federal Grants. Cost shown in 2026 dollars.

Table T-5: Long Range (10 to 20 Years) Transportation Improvements – Roadways and Intersections

MAP ID ¹	PROJECT NAME AND LOCATION	DESCRIPTION	PLANNING-LEVEL COST ESTIMATE ² (2026 \$)
RW-1	SR 240/Aaron Interchange Improvements (SR 240 EB Ramp to 1-182 EB Ramp)	Construct grade-separated eastbound ramp from EB SR240 to EB I-182 Reconstruct existing SR240/Aaron Dr intersection. Construct pedestrian facilities to cross SR-240	\$36,000,000
RW-2	Downtown Connectivity	Reconfiguring George Washington	\$23,550,000

MAP ID ¹	PROJECT NAME AND LOCATION	DESCRIPTION	PLANNING-LEVEL COST ESTIMATE ² (2026 \$)
	Improvements GW Way (Jadwin Ave to Symons St)	Way, Jadwin Ave, and Symons Street to one-way couplet, geometric changes to several intersections, reconfigure and replace traffic signals, repurpose road width for buffered-protected bike lanes, wider sidewalks, on street parking, bump-outs, pavement markings, signage, streetlights, stormwater drainage enhancements, and pedestrian crossing enhancements. Includes traffic signal changes throughout the corridor, signal coordination, bicycle and pedestrian enhancements at intersections, and pedestrian hybrid beacons	
RW-3	South George Washington Way Pavement Preservation (Columbia Point Dr to Bradley Blvd)	Hot mix asphalt mill and overlay, pavement repair, pavement markings, curb, gutter, and ADA curb ramps on George Washington Way from the south side of the Columbia Point/Adams Drive intersection to the north side of the Bradley Boulevard intersection	\$1,250,000
RW-4	Center Parkway South Extension Center Parkway (Leslie Rd to Wishkah Dr)	Construct a 2-lane collector with bike lanes, separated pathway, and storm drainage on both sides of the street. Left turn lanes will be constructed where needed.	\$2,000,000
RW-5	Gage Boulevard Improvements (Penny Royal Ave to Morency Dr)	Add curb, gutter, sidewalks, bike lanes, streetlights, storm drainage on Gage Boulevard.	\$2,650,000
RW-6	South Kingsgate Corridor Extension Kingsgate Way (Keene Rd to City Limits)	Construct a new 3-lane road with curb, gutter, sidewalk, bike lanes, streetlights and storm drainage facilities and associated intersections at Keene Road, Kennedy Road and Queensgate Dr.	\$9,770,000
RW-7	Duportail/Kennedy	Construct a roundabout at Duportail	\$1,280,000

MAP ID ¹	PROJECT NAME AND LOCATION	DESCRIPTION	PLANNING-LEVEL COST ESTIMATE ² (2026 \$)
	Intersection Improvements	Street and Kennedy Road intersection, and associated signage, pavement markings, concrete median, curb, gutter, sidewalk, and streetlights from Keene Road to 500 ft east of Kennedy	
RW-8	Leslie Road and Reata Road Intersection Improvements	Reconstruct existing intersection at Leslie/Reata for additional capacity.	\$1,940,000
RW-9	Duportail/Vitner Square Driveway Intersection Improvement	Construct a roundabout at Duportail street and Vintner Square commercial driveway intersection, and associated signage, pavement markings, concrete median, curb, gutter, sidewalk, and streetlights on Duportail from 500 ft west to 850 ft east of the driveway.	\$1,280,000
RW-10	Queensgate Drive and Duportail Street Intersection Improvements	Widen Queensgate and Duportail at the intersection to add turn lanes and upgrade intersection signals.	\$640,000
RW-11	Dallas Rd/I-82 WB Ramp Intersection Improvements	Reconstruct ramp and intersection for added capacity.	\$2,380,000
RW-12	Dallas Rd/I-82 EB Ramp Intersection Improvements	Reconstruct ramp and intersection for added capacity.	\$2,300,000
RW-13	Gage Blvd - Badger Mountain South Improvements	Construct a new 2-lane street with curb, gutter, sidewalk, bike lanes, streetlights and storm drainage facilities. Includes intersection improvements at Queensgate Dr, Trowbridge Blvd, and Morningside Parkway.	\$14,460,000
RW-14	Duportail Street and City View Drive Intersection Improvements	Construct signalized intersection.	\$870,000
RW-15	Gage Boulevard Extension	Construct a 3-lane street and roundabout with curb, gutter, sidewalk, bike lanes, streetlights and drainage facilities	\$3,620,000
RW-16	Shockley Road Extension	Construct a new 2-lane street with curb, gutter, sidewalk, bike lanes,	\$1,370,000

MAP ID ¹	PROJECT NAME AND LOCATION	DESCRIPTION	PLANNING-LEVEL COST ESTIMATE ² (2026 \$)
		streetlights and storm drainage facilities.	
RW-17	Trowbridge Boulevard (Sol Duc Ave to Gage Blvd)	Construct a new 2-lane street with curb, gutter, sidewalk, bike lanes, streetlights and storm drainage facilities. Includes intersection with Southgate (Road A)	\$6,490,000
RW-18	Bella Coola Ln (Copper Mountain Apartments to Gage Blvd)	Construct a new 2-lane street with curb, gutter, sidewalk, bike lanes, streetlights and storm drainage facilities. Includes intersection improvements at Southgate (Road A).	\$5,690,000
RW-19	Citywide Horizontal Curve Safety Improvements	Install horizontal curve warning signs on various routes.	\$590,000
RW-20	Leslie Road and Clearwater Avenue Intersection Improvements	Add lanes and make upgrades to roundabout.	\$1,680,000
RW-21	Queensgate Drive and WB I-182 Ramps Intersection Improvements	Construct roundabout.	\$1,940,000
RW-22	SR 240 Widening (Hagen Rd to Beardsley Rd)	Construct additional lanes for the following segments: - 1000' west of Hagen Rd to 1000' west of Kingsgate Way - 1000' west of Kingsgate Way to Village Pkwy - Village Pkwy to Beardsley Rd - Beardsley Rd to Vantage Properties west access	\$14,860,000
RW-23	SR 240 and Logston Road Intersection Improvements	Reconstruct the existing SR 240/Logston Road.	\$1,440,000
RW-24	SR 240 and Village Parkway Intersection Improvements	Reconstruct the existing SR 240/Village Parkway.	\$1,440,000
RW-25	SR 240 and Twin Bridges Road Intersection Improvements	Reconstruct the existing SR 240/Twin Bridges Road.	\$1,440,000
RW-26	SR 240 and Beardsley Road	Reconstruct the existing SR	\$1,440,000

MAP ID ¹	PROJECT NAME AND LOCATION	DESCRIPTION	PLANNING-LEVEL COST ESTIMATE ² (2026 \$)
	Intersection Improvements	240/Beardsley Road.	
RW-27	Kingsgate Way Extension (Clubhouse Ln to Van Giesen Ave)	Construct a new 3-lane street with curb, gutter, sidewalk, bike lanes, streetlights, and storm drainage facilities.	\$12,530,000
RW-28	Center Parkway and Leslie Road Intersection Improvements	Reconstruct intersection to add capacity	\$1,350,000
RW-29	Leslie Road and Columbia Park Trail Intersection Improvements	Reconstruct to add a lane at the intersection and implement safety improvements.	\$310,000
RW-30	Kingsgate South Extension (City Limits to SR 224 (Van Giesen))	New arterial route (portions of the route will likely be on Jones Rd ROW)	\$9,060,000
RW-31	City View Extension (Duportail St to Kingsgate Way)	New route extension	\$5,690,000
RW-32	SR 240/Twin Bridge Road Improvements	Extension of Twin Bridge Rd to Horn Rapids Rd	\$6,870,000
RW-33	Reata Road Improvements (KID Canal to Leslie Rd)	Urban street improvements	\$11,870,000
RW-34	SR 240 and Van Giesen Intersection Improvements	Grade separation of intersection	\$33,190,000
RW-35	SR 240 and Duportail Intersection Improvements	Grade separation of intersection	\$33,190,000
RW-36	Leslie & Canyon Intersection Improvements	Reconstruct intersection to add capacity (signal or roundabout)	\$1,280,000
RW-37	Keene & Duportail Intersection Improvements	Add lanes and upgrade intersection signals.	\$1,440,000
RW-38	Columbia Center Blvd/Fowler St Intersection Improvements	Reconstruct intersection to add capacity	\$1,440,000
RW-39	Columbia Park Trail & Steptoe Intersection Improvements	Reconstruct intersection to add capacity and implement safety improvements	\$1,440,000
RW-40	Keene & Queensgate	Add lanes and upgrade intersection	\$1,440,000

MAP ID ¹	PROJECT NAME AND LOCATION	DESCRIPTION	PLANNING-LEVEL COST ESTIMATE ² (2026 \$)
	Intersection Improvements	signals.	
RW-41	SR 240 and Snively	Reconstruct the existing SR 240/Snively Rd (signal or roundabout)	\$3,000,000
RW-42	Snively Road Extension	Complete Major Collector roadway extension	\$3,940,000
RW-43	Unnamed E-W Connector Snively to Twin Bridges	Complete Minor Collector roadway extension	\$29,120,000
RW-44	Battelle Blvd Extension	Complete Major Collector roadway extension	\$20,010,000
RW-45	Unnamed Collector (Horn Rapids Rd)	New collector extending north from Horn Rapids Rd	\$31,680,000
RW-46	"Unnamed Minor Arterial Connection	New minor arterial route connecting Unnamed E-W Connector with Horn Rapids Rd	\$28,230,000
RW-47	1st St Extension (Unnamed Minor Collector)	Extension of 1st St to Battelle Blvd extension (labeled as new minor collector	\$4,840,000
RW-48	Corvina St Extension	Extension of Corvina St to Gage Blvd extension	\$9,420,000
RW-49	Queensgate Dr Extension	Extension of Queensgate Dr east of Kingsgate Dr	\$2,500,000
RW-50	Systemic Stop-Controlled Intersections Safety Improvements Phase 2	Install advance intersection conflict warning system, mini roundabout, curb extensions, signing, pavement markings, and additional traffic control.	\$1,460,000
TOTAL			\$397,670,000

Source: Transpo Group and City of Richland, 2026.

¹ Map ID refers to project number on Figure T-17.

² Funding for these projects will come from a variety of sources, including transportation impact fees, developer construction, City General Funds, Transportation Improvement Board grants, Highway Safety Program grants, State funding, Federal Surface Transportation Program funding as well as other Federal Grants. Cost shown in 2026 dollars. Future studies will be conducted to determine project costs where to be determined (TBD).

TRANSPORTATION DEMAND MANAGEMENT

Transportation demand management (TDM) is a strategy to influence how people travel by encouraging the use of sustainable transportation methods like public transit, biking, walking, and carpooling to reduce traffic congestion, vehicle miles travelled and greenhouse gas emissions. As the costs of fuel and street projects increase, there will be greater demand and emphasis on public transportation and other strategies to address the mobility needs of Richland's residents. Local planning efforts will encourage and further emphasize transportation and land use plans, programs and policies that help reduce single-occupant vehicle miles traveled (VMT) per capita, resulting in lower vehicle emissions. TDM measures will help to reduce GHG emissions associated with vehicles.

The City of Richland participates in regional transportation planning through BFCOG. The BFCOG *Congestion Management Process* (CMP) identifies TDM as one of the key strategies for managing congestion on key roadways throughout the region. As part of the Washington State TDM Technical Committee, BFCOG regularly reviews the work being conducted to identify TDM strategies that are being implemented statewide and can be implemented by member agencies such as Richland. In addition, this Comprehensive Plan includes a Climate Element for the City of Richland and TDM strategies will be a key component of achieving the goals of that element.

Common TDM strategies that may help reduce single-occupancy vehicle travel and thereby reduce the need for vehicle infrastructure improvements include the following:

- Assignment of a transportation coordinator to help employees find alternative commuting options;
- Cash-out parking programs that pay employees to give up their parking spaces;
- Employer-sponsored shuttles or vanpools;
- Carpool or vanpool incentives or subsidies;
- Ride-matching services;
- Preferential carpool and vanpool parking;
- Commute alternatives information;
- Provision of showers and locker facilities for bicycle and pedestrian commuters;
- Employer-provided travel allowances that employees can use to pay for parking or to commute by a travel alternative;
- Flexible work hours;
- Compressed work-week schedules; and
- Telecommuting programs allowing employees to work from home for certain tasks or positions.
- Form a transportation demand management committee made up of major employers and government representatives.
- Develop park-and-ride facilities near freeway interchanges.
- Develop pedestrian and bicycle facilities between key destinations.

FINANCING AND RECOMMENDATIONS

The GMA requires a multi-year financing plan based on the identified needs in the transportation improvement program. The financing plan provides a basis for the City's annual 6-Year TIP. The financing program also includes how additional funds will be raised and/or level of service

standards will be reassessed to assure that the Transportation Element can adequately support the Land Use Element. Alternatively, the city may reassess its Land Use Element. The transportation financing program is a subset of the City's Capital Facilities Plan (CFP) Element. The GMA requires the CFP Element to include at least a 6-year plan for financing capital facilities and identifies the sources of public money for the projects.

Financing Program

Transportation cost includes on-going programs like road maintenance, pavement preservation and sidewalks along with the capital costs identified in Tables T-4 and T-5 for active transportation and roadway/intersection projects. The City receives funding for transportation projects from a variety of sources, including impact fees, developer construction, motor vehicle fuel tax, real estimate excise tax, City General Funds, State funding, and grants. The City seeks grant funding through a variety of programs such as Transportation Improvement Board grants, Highway Safety Program grants, Safe Routes to School Program, Pedestrian and Bike Program, National Highway System Asset Management Program, State Freight Mobility Strategic Investment Board (FMSIB), Federal Surface Transportation Program funding as well as other Federal discretionary grants programs.

Transportation improvements are also funded through development. Developers are required to construct frontage improvements and may also be required to dedication right-of-way and partially or fully construct transportation improvements. Developers may also be required to construct transportation improvements as part of mitigation for capacity and safety deficiencies caused by the development. The City also collects transportation impact fees as part of development permitting.

The City's transportation impact fee (TIF) program is established in the Richland Municipal Code (12.03), which began in 2004. It is called the Richland Street Collector Financing Plan and assists to develop the arterial street network in Richland and make other improvements such as traffic signals as traffic volumes grow. Updates to the City's impact fee program will also be able to incorporate active transportation improvements. In line with the multimodal LOS requirements enacted by House Bill 1181 (HB1181) in 2023, the Washington State Legislature also passed Senate Bill 5452 (SB 5452) expanding the transportation improvements eligible for impact fee funding. RCW 82.02.090(7) includes pedestrian and bicycle facilities on the list of "public facilities" eligible for impact fee funding.

The City's current impact fee area involves four zones and covers the area south of the Yakima River in two zones except for the Badger Mountain South Sub-Area which is covered in a third zone. Per Richland Municipal Code 12.03, impact fees are adjusted yearly based on the annual percentage change between existing fees and the most recently published fourth quarter National Highway Construction Cost Index (NHCCI) as published by the Federal Highway Administration. Projects that are identified in the Richland Municipal Code (12.03) are also shown on **Figures T-16** and **T-17**.

Another potential funding mechanism for transportation is Tax Increment Financing; which is also known as TIF but is not the same as impact fees. Tax Increment Financing, or Local Tax Increment Finance (LTIF) allows Washington cities, counties, and port districts under RCW 39.114 to fund public infrastructure using the anticipated growth in property tax revenues from new development, without raising local taxes. The City does not currently have Tax Increment Financing and a local

ordinance would be required to establish this type of funding.

Table T-6 summarizes the transportation expenses and revenue anticipated over the 20-year planning period of the Transportation Element.

Table T-6: Transportation Expenses and Revenue Summary (20-Years)

ESTIMATED COST (2026 DOLLARS)	
EXPENSES	
Capital Projects (Active Transportation, Roadways, Intersections)	\$463,030,000
Transportation Programs¹	\$149,510,000
Subtotal Expenses	\$613,540,000
REVENUE	
City Street Fund²	\$75,140,000
Street Capital Construction Fund³	\$273,180,000
Developer Funded⁴	\$135,190,000
Subtotal Revenue	\$483,510,000
Shortfall (Revenue Minus Expenses)	\$130,030,000
Shortfall Per Year (Over 20-Years)	\$6,501,500

Source: City of Richland and Transpo Group, 2026

¹ Includes road maintenance, pavement preservation, sidewalk and pathway improvement projects and street lighting.

² Includes property and sales tax (general fund), state motor vehicle fuel excise tax, utility occupation tax, street utility charges, transportation benefit district, city services fees, and other income related to interest, sales, rentals, etc.

³ Includes transportation impact fees, general fund, transportation benefit district, real estate excise tax (REET), city's industrial development fund, grants and other income.

⁴ Anticipated projects that would be funded either through developer required frontage improvements or buildout of internal circulation roadways within a development.

As shown in **Table T-6**, there could be a funding shortfall based on the anticipated transportation needs and current estimated revenue. In light of this, the City will need to carefully prioritize its projects. Many of the capital projects will require partnering with other agencies with the potential for cost sharing.

Reassessment Strategy

The City may be able to shift revenues from other funding programs to address specific needs as yearly budgets are prepared or consider other revenue options such as:

- Increase the amount of revenue from existing sources like updating transportation impact fees, higher transportation benefit district fees or creation of additional local improvement districts.
- Adopt new sources of revenue like proceeds from general obligation bonds, reciprocal

- impact fees with adjacent jurisdictions, and mitigation contributions required under SEPA.
- Lower the LOS standards to reduce the need for some transportation improvements.
- Modify the land use element to reduce the amount of overall development or amount of development permitted in specific areas of the City to reduce the transportation needs.

Richland's CIP and Transportation Improvement Plan (TIP) are updated annually. The 2027-2032 TIP prioritized projects for the next 6-years. The 2026 TSP developed a formal prioritization process for the City's transportation system improvements that will be used in developing the TIP and prioritizing the long-range improvements. The process has a scoring system for criteria related to collision history, equity, proximity to high traffic generating areas (schools, parks, transit, civic facilities, and trails), deficiencies related to growth (LOS, LTS, and new road connections), regional significance, and overall project readiness. The prioritization criteria are defined in greater detail in the TSP. The prioritization of the 20-Year project list shows that the City will be able to fully fund the top and medium priority projects with the current funding strategy and will likely need other funding strategies for lower priority projects.

Implementation Program

Implementation of the Transportation Element involves strategies ranging from partnerships to prioritization to concurrency management and development review. The City will coordinate with developers and other agencies to construct transportation improvements as well as partner with agencies to seek grant funding for implementing transportation improvements. The City may re-prioritize projects as new funding sources become available or focus on areas most impacted by new development. The City will also continue to review strategies for phasing improvements, allowing funding to be spread over a longer period. In addition, the City will need to review, maintain, and update its concurrency management, Transportation Impact Fee, and other development review processes to account for the revised multimodal LOS standards and assure that the impacts of growth are mitigated, and transportation improvements are completed concurrent with new development.

(FIGURES FOLLOW)

Transportation Goals and Policies

TE Goal 1: Provide an efficient transportation network that accommodates all modes of travel to support the City's land use vision and meeting existing and future needs.

- T1.a: Plan and implement transportation system improvements to meet community needs including appropriate roadway classifications and designs facilitating efficient movement of people and goods and accommodating the comfort and safety of residential neighborhoods.
- T1.b: Plan transportation facilities that are compatible with adjacent land uses.
- T1.c: Link local street networks to provide efficient local circulation and provide additional collector arterial access for major destinations, as appropriate.
- T1.d: Plan complete streets including new streets and consider modifying existing streets to create a comprehensive, integrated, connected transportation network that balances access, mobility, health, and safety of bicyclists, pedestrians, transit users, motorists, emergency responders, freight, and users of all ages and abilities.
- T1.e: Continue to provide infrastructure compliant with ADA (such as installing or upgrading curb ramps at curbed intersections).
- T1.f: Identify and secure the rights of way for new and/or expanded transportation corridors as part of the review of new developments and long-range planning.
- T1.g: Support freight rail services for industries and commerce within the area.
- T1.h: Support safe, coordinated, and efficient truck freight corridors that maintain connections between land uses that generate or receive significant freight trips and the state's strategic freight corridors.
- T1.i: Identify transportation improvements needed to support future development in Urban Growth Areas and transitional lands related to the Hanford site.
- T1.j: Improve rail crossings to improve provide for timely movement of people and freight.

TE Goal 2: Improve the safety of the transportation system.

- T2.a: Implement projects enhancing vehicle and active transportation safety consistent with the adopted Vision Zero initiative.
- T2.b: Prioritize safety projects addressing conditions for vulnerable users of the transportation system including pedestrians, bicyclists, and motorcyclists.

- T2.c: Use industry proven countermeasures for speed management, pedestrian and bicycle safety, roadway departure and intersections.
- T2.d: Where feasible, use roundabouts as the preferred traffic control for intersections to reduce the likelihood of fatal and serious injury collisions.
- T2.e: Evaluate the need for traffic calming measures for new development and to address existing neighborhood concerns where speeding and cut-through traffic is likely to occur.
- T2.f: Develop and maintain safe routes to schools for pedestrians and students using other transportation modes.
- T2.g: Maintain safe pedestrian access at at-grade rail crossings.
- T2.h: Ensure street connections and network linkages provide adequate routing alternatives if an emergency or major construction blocks travel.

TE Goal 3: Improve the operating efficiency of the transportation system.

- T3.a: Calculate intersection level of service (LOS) using standard Highway Capacity Manual analysis procedures. The adopted level of service (LOS) standard is a minimum LOS D for signalized and roundabout controlled intersections and a minimum LOS E for unsignalized intersections.
- T3.b: Multimodal LOS (MMLOS) for pedestrians and bicycles are based on the degree of comfort provided by facilities (sidewalks, bikeways, or multi-use trails) on arterial and collector roadways and are meant to encourage pedestrian and bicycle travel. MMLOS will be measured based on level of traffic stress (LTS). The adopted minimum LOS standard is LTS 2 and 3 based on the identified active transportation network.
- T3.c: Transit LOS standards are based on accessibility and connectivity to Ben Franklin Transit bus stops within the public road right-of-way. Prioritization and connectivity to bus stops provide mutual benefit to the City of Richland and Ben Franklin Transit. The adopted minimum transit LOS standard is LTS 2.
- T3.d: Maintain a transportation concurrency management system to monitor growth and development impacts on the transportation system and to ensure that adopted LOS standards are met within required timeframes.
- T3.e: Evaluate, plan, and install traffic control devices and intersection designs to meet LOS standards while improving travel safety and efficiency.
- T3.f: Minimize driveways along major streets to reduce conflicts between drivers and bicyclists and pedestrians. Encourage shared driveways or provide access ~~from off~~ side streets, [cross easements](#), and alleys.
- T3.g: Regularly analyze collision data and prioritize safety projects for pedestrians and bicyclists in the City's systemic safety plan, the Street Safety Plan.

TE Goal 4: Encourage the use of transportation modes that promote energy conservation, circulation efficiency, and an active lifestyle.

- T4.a: Reduce greenhouse gas emissions by promoting energy conservation measures and alternative energy fuel sources and by reducing vehicle miles traveled by increasing alternatives to driving alone.
- T4.b: Identify active transportation improvements that support bicycling and to promote healthy lifestyles.
- T4.c: Require sidewalks, improved shoulders, appropriate signage, and/or off-street trails within new developments to accommodate internal bicycle and pedestrian circulation within and between neighborhoods and to common destinations.
- T4.d: Encourage new developments to be pedestrian-friendly and compatible with the existing and planned public transportation system; encourage pedestrian crossing enhancements to serve nearby transit stops.
- T4.e: Design a circulation system that helps Richland to become a bicycle-friendly community with complete streets.
- T4.f: Support local transportation demand management programs by large employers to reduce the impacts of high traffic generators including city offices, hospitals, schools, and employers situated in campus-like settings.

TE Goal 5: Establish a transportation network that balances mobility needs with the natural and built environment.

- T5.a: Use appropriate streetscape and gateway features along the major entryways into the City.
- T5.b: Construct street system improvements to reduce traffic congestion and improve air quality.
- T5.c: Construct new streets and modify existing streets to include stormwater best management practices to reduce pollution from stormwater runoff.
- T5.d: Plan and implement new streets with features mitigating hazards to wildlife.
- T5.e: Install landscaping and other types of buffers along major transportation corridors.
- T5.f: [Maintain emergency routes in conformance with the Benton County Hazard Mitigation Plan \(HMP\).](#)

TE Goal 6: Ensure the transportation system fosters a sense of community, enhances community access, and promotes physical, social, and overall well-being so residents can live healthier and more active lives.

- T6.a: Seek input in planning for and identifying transportation needs to allow the community to shape the Richland transportation system.
- T6.b: Continue to educate the community about the transportation system, including traffic laws, transportation planning concepts, and future Richland transportation system needs for all travel modes, to support and effectively communicate informed decision-making.
- T6.c: Provide an interconnected system of sidewalks, trails and other non-motorized corridors that encourage pedestrian and bicycle travel between destinations including neighborhoods, community centers, parks, and the trail system.
- T6.d: Incorporate lighting and other design features that improve visibility and enhance both safety and security for all users throughout the transportation network.
- T6.e: Locate commercial uses so that they conveniently serve the needs of people in residential neighborhoods and at workplaces, and which are easily accessible via non-motorized modes of transport.

TE Goal 7: Fund and implement the Transportation System Plan (TSP) based on its benefit to the community, regional priorities, and allocated funding.

- T7.a: Strive to create and maintain a balance between available revenue and needed capital facilities. If projected funding is inadequate to finance capital facility needs, adjust level of service (LOS), planned growth, and/or the sources of revenue. The city should first consider identifying additional funding, then adjusting LOS standards, before considering reassessment of land use assumptions.
- T7.b: Focus investments on projects that deliver significant net benefits to people and businesses while minimizing transportation-related environmental impacts through low impact development and similar green infrastructure techniques.
- T7.c: Adopt a multimodal transportation impact fee program that funds improvements to vehicle capacity, active transportation network comfort, and transit accessibility.
- T7.d: Ensure that growth pays a proportionate share of the costs of transportation facilities needed to support that growth.

Where applicable, new development shall contribute through:

- SEPA-based mitigation
- Transportation Impact Fees
- Frontage Improvements
- Low Impact Development (LID) that reduces public impacts and costs
- Other means allowed by State and local law

T7.e: Prioritize city improvement projects and participation in State and regional projects based on the following objectives:

- Improve human health and transportation safety of all travel modes
- Maintain and preserve existing transportation system facilities to maximize the City's investment in its infrastructure by scheduling regular maintenance
- Meet current and future transportation demands to support growth within Richland and maintain transportation concurrency
- Expand facilities and services to improve system connectivity- and develop a long-term strategy to fund the maintenance of these facilities.
- Provide measurable environmental benefits
- Address a need identified for Provide transportation for -underserved and/or vulnerable populations

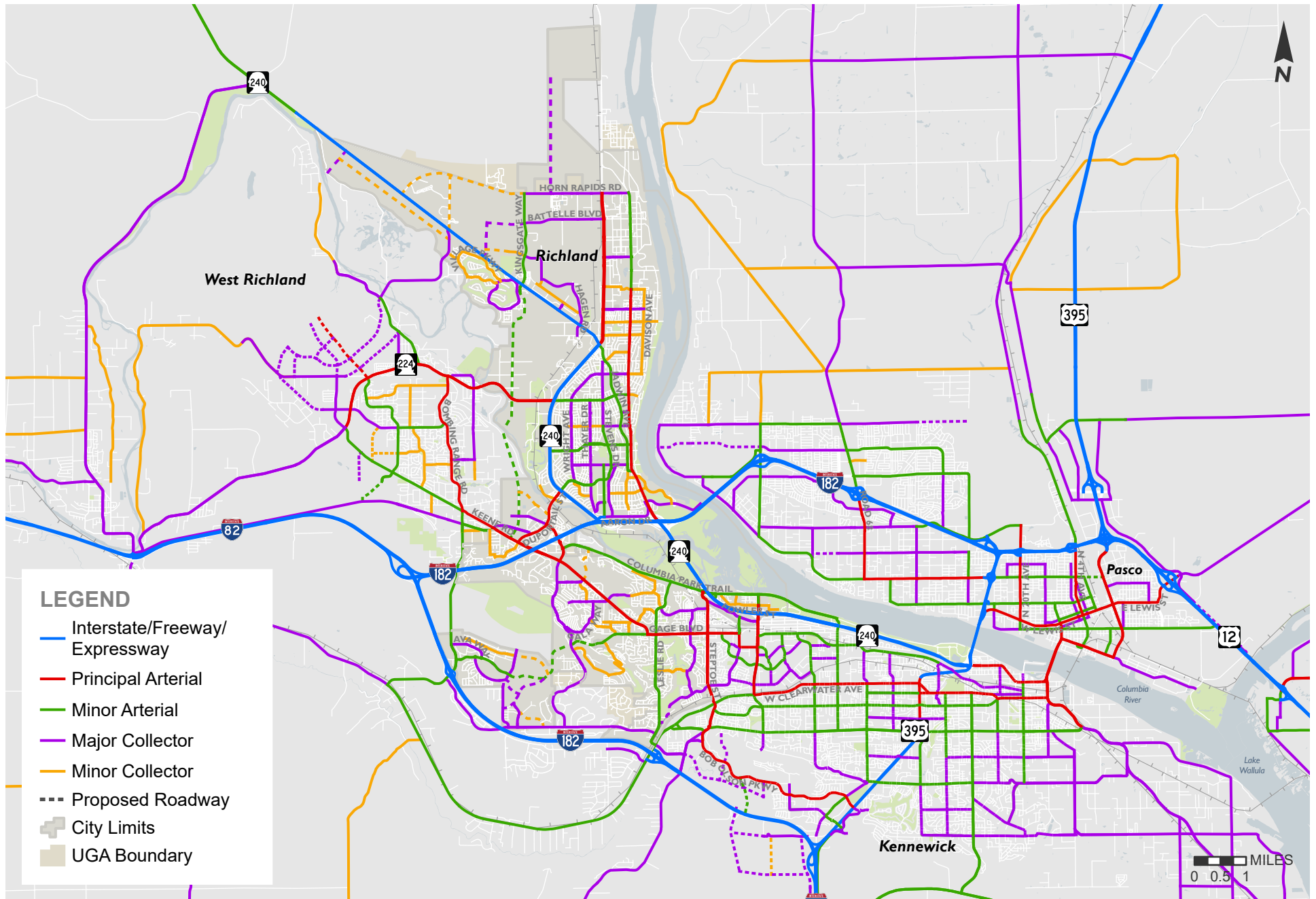
T7.f Seek stable and diverse revenue sources to meet the need for transportation investments in the City.

TE Goal 8: Coordinate the planning and implementation of the Richland Transportation System Plan (TSP) with the Regional Metropolitan Transportation Plan (MTP) and State and local jurisdictions.

- T8.a: Work with other jurisdictions to construct a regional network of active transportation infrastructure.
- T8.b: Support regional planning efforts for roadway, rail, air, and non- motorized travel.
- T8.c: Coordinate with the State and other major providers of regional infrastructure such as freight corridor operators to identify and implement improvement needs along the State highway system and other regional facilities serving Richland.
- T8.d: Jointly fund significant improvements that serve regional travel patterns.
- T8.e: Work with regional and state agencies and partners to plan and implement transportation improvement projects and programs that are mutually

beneficial. As part of the planning, ensure compatibility of improvement projects and timing of implementation.

- T8.f: Seek public and private grant funding to construct street connections in the network.



Tri-Cities Region Street Functional Classifications

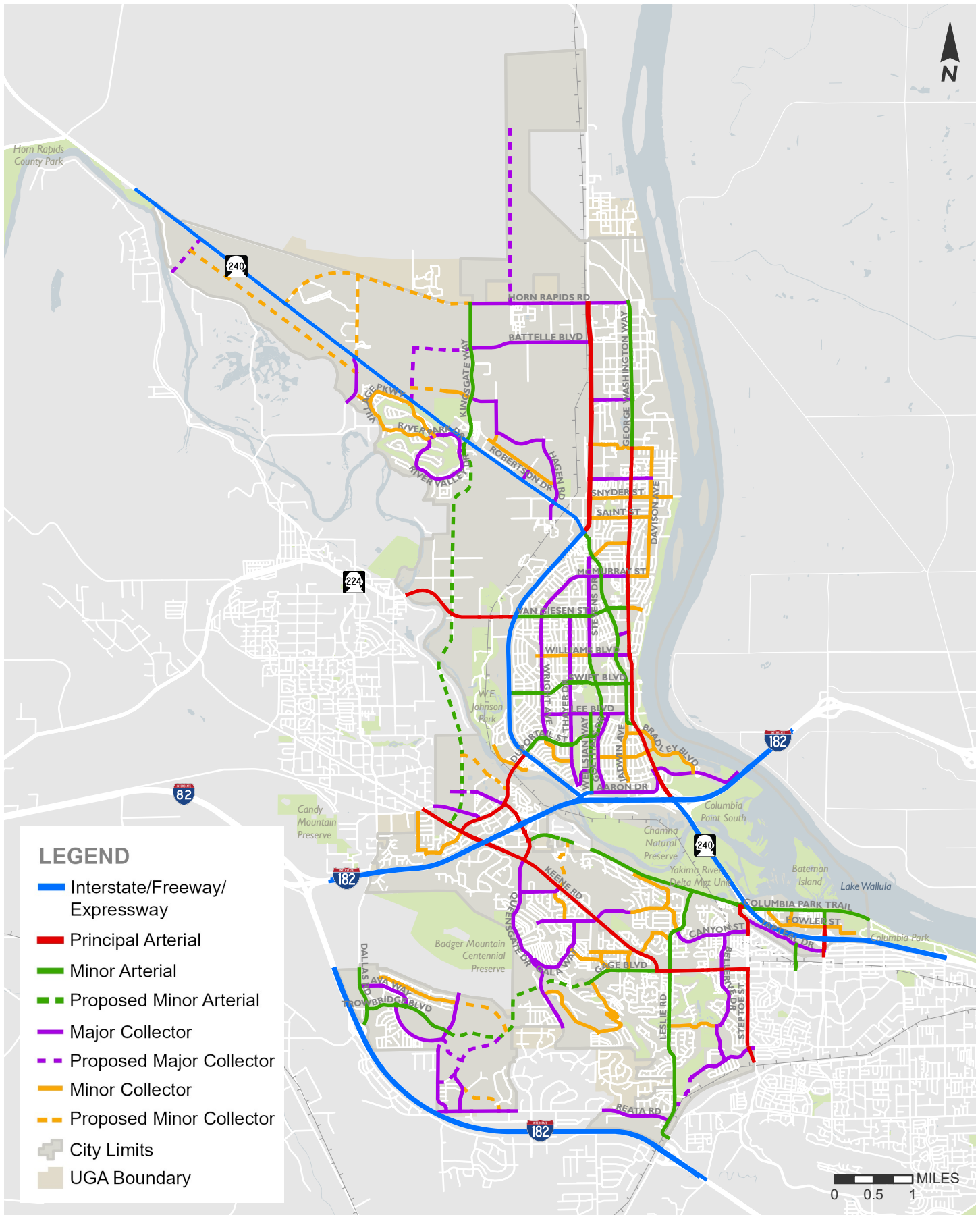
Richland Transportation Element

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FIGURE

T-1



Existing Street Functional Classification System

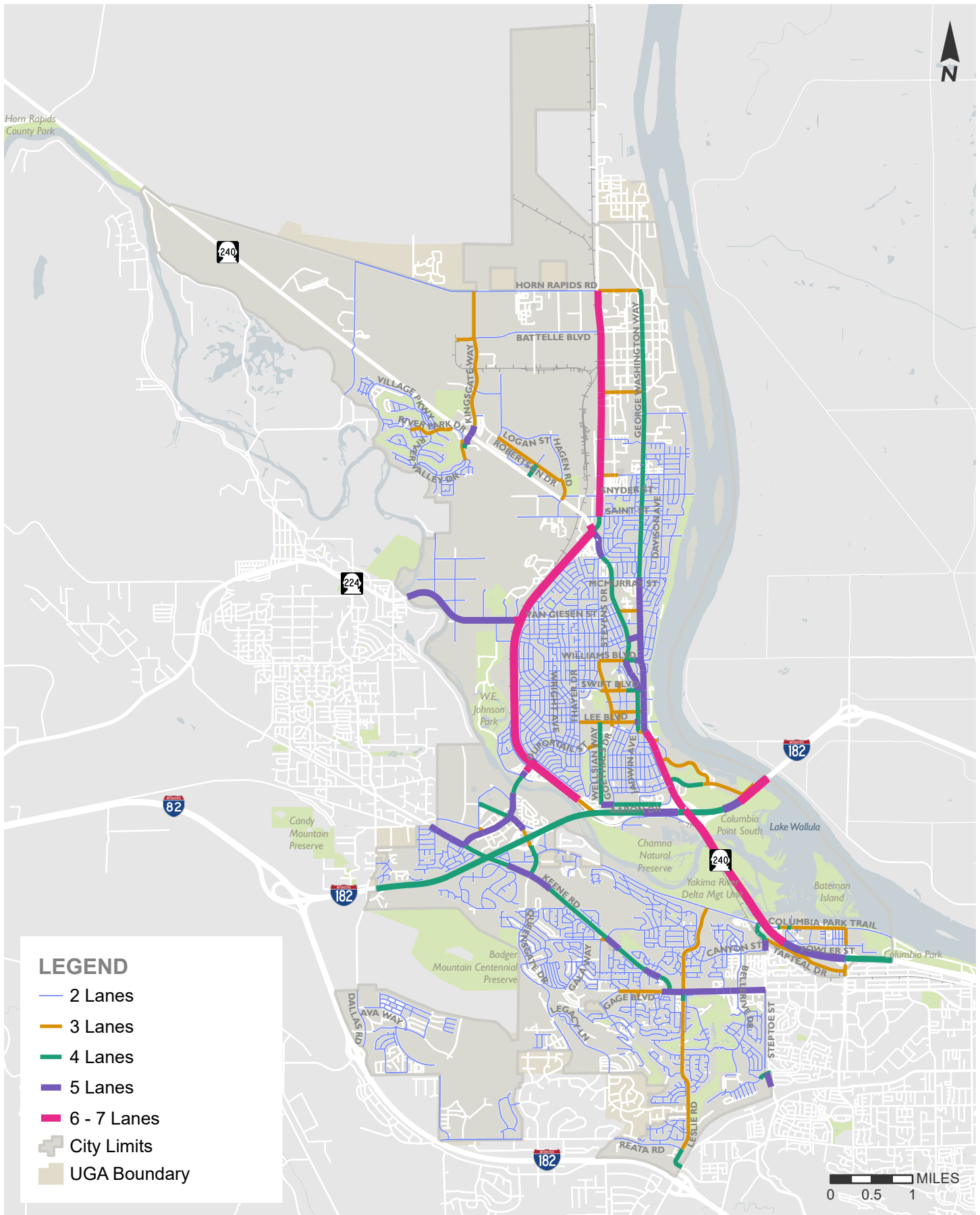
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FIGURE

T-2



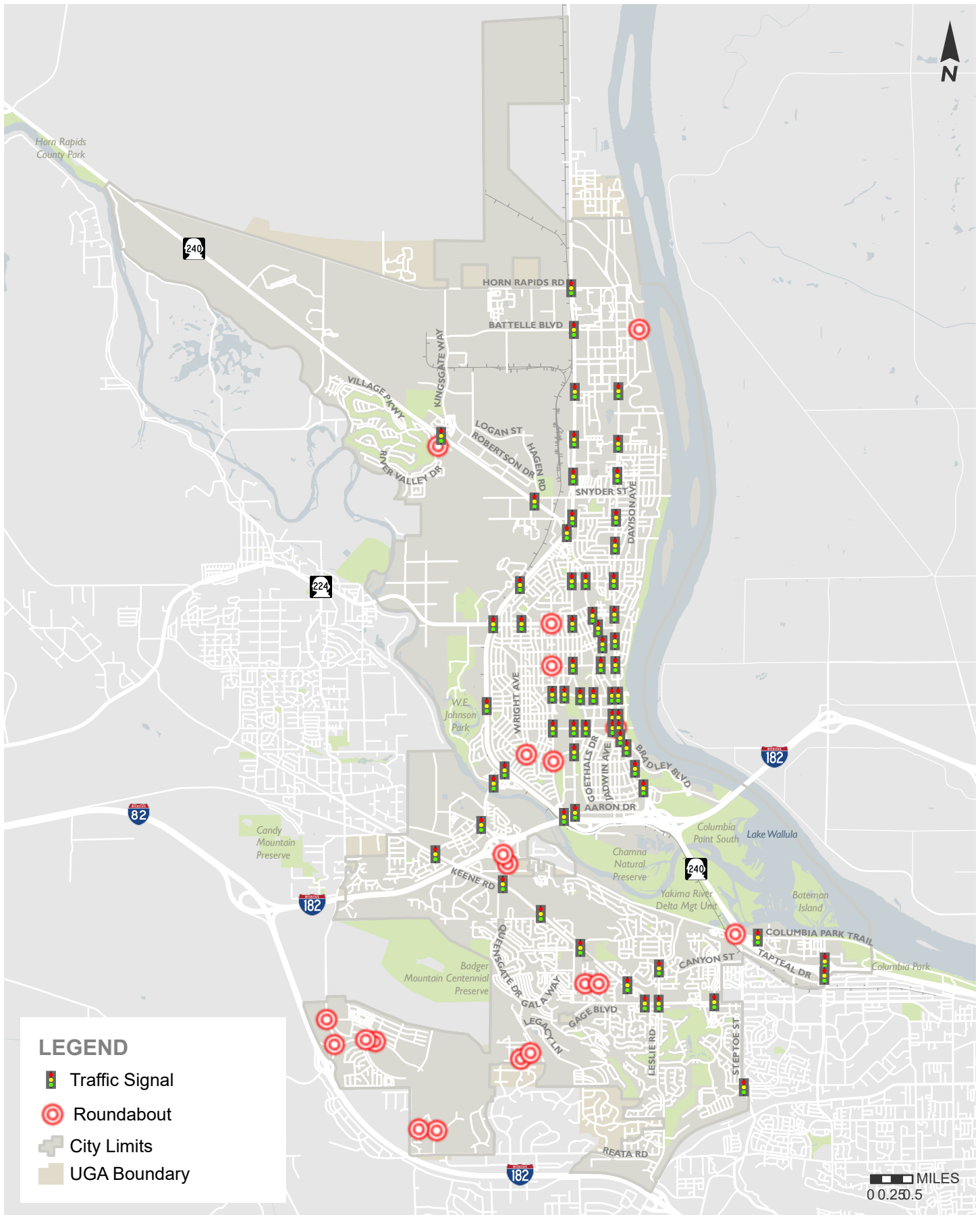
Existing Number of Travel Lanes

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FIGURE
T-3



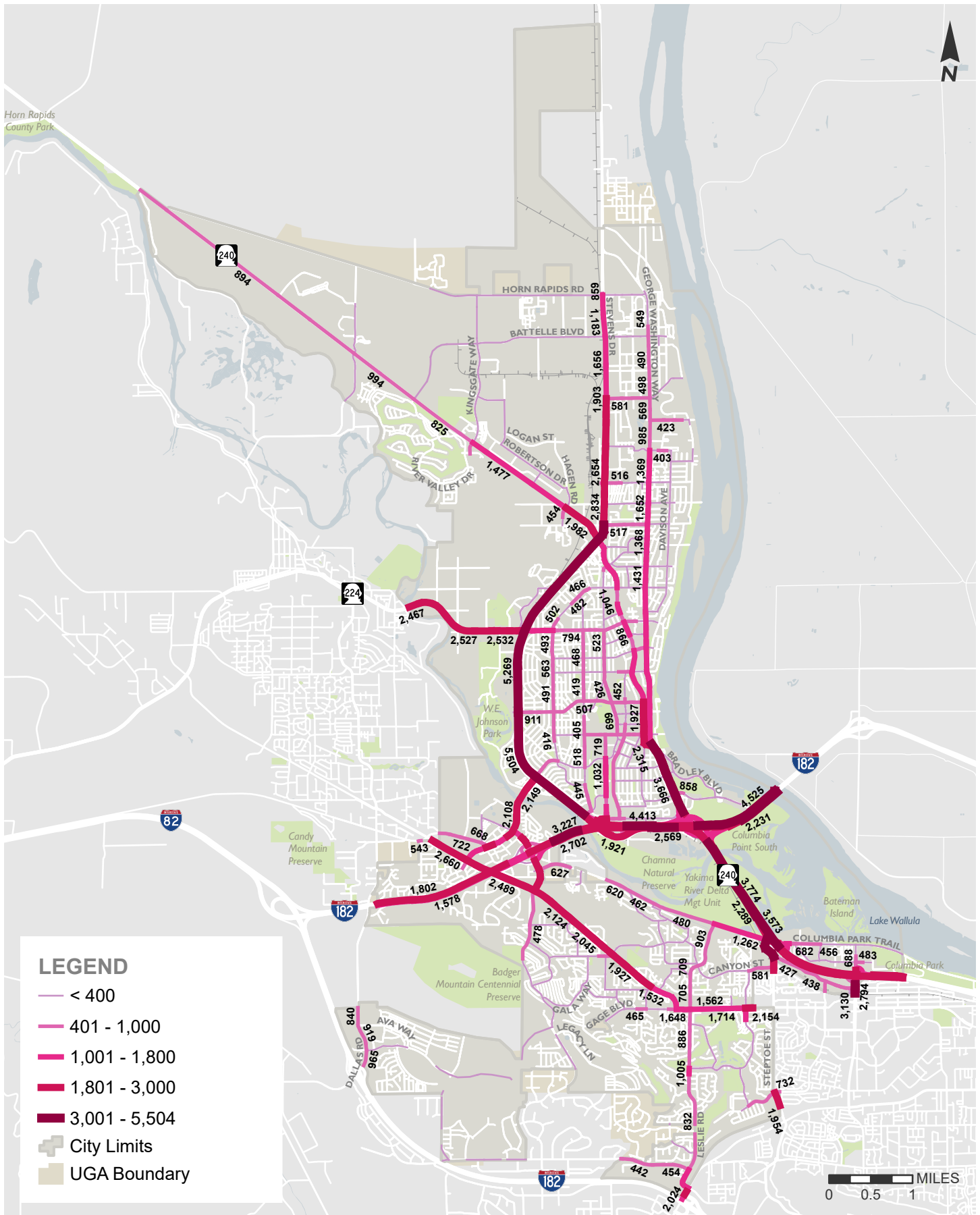
Existing Signalized and Roundabout Controlled Intersections

Richland Transportation Element

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FIGURE
T-4



Existing Weekday PM Peak Hour Traffic Volumes

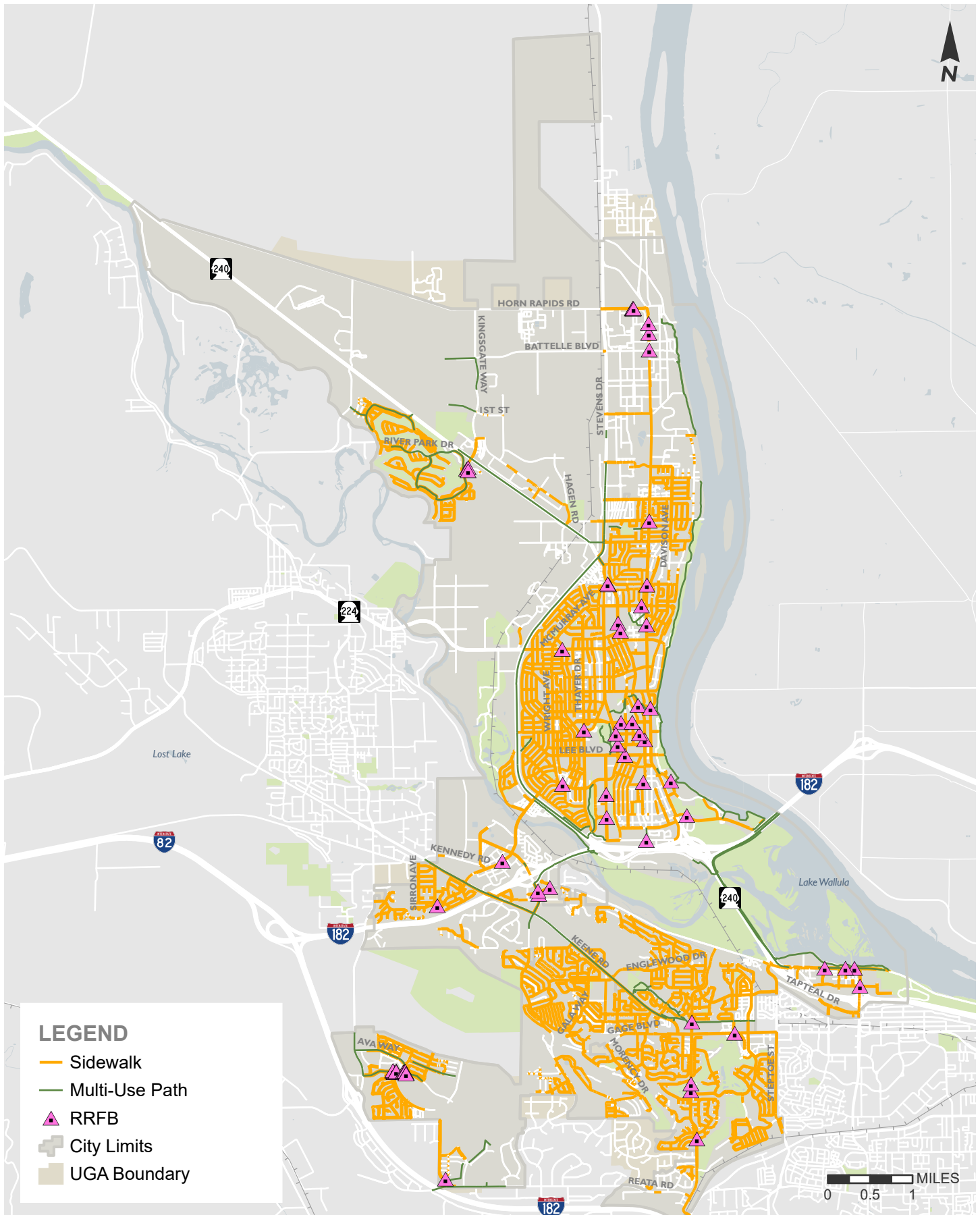
Richland Transportation Element

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FIGURE

T-5



Existing Pedestrian Facilities

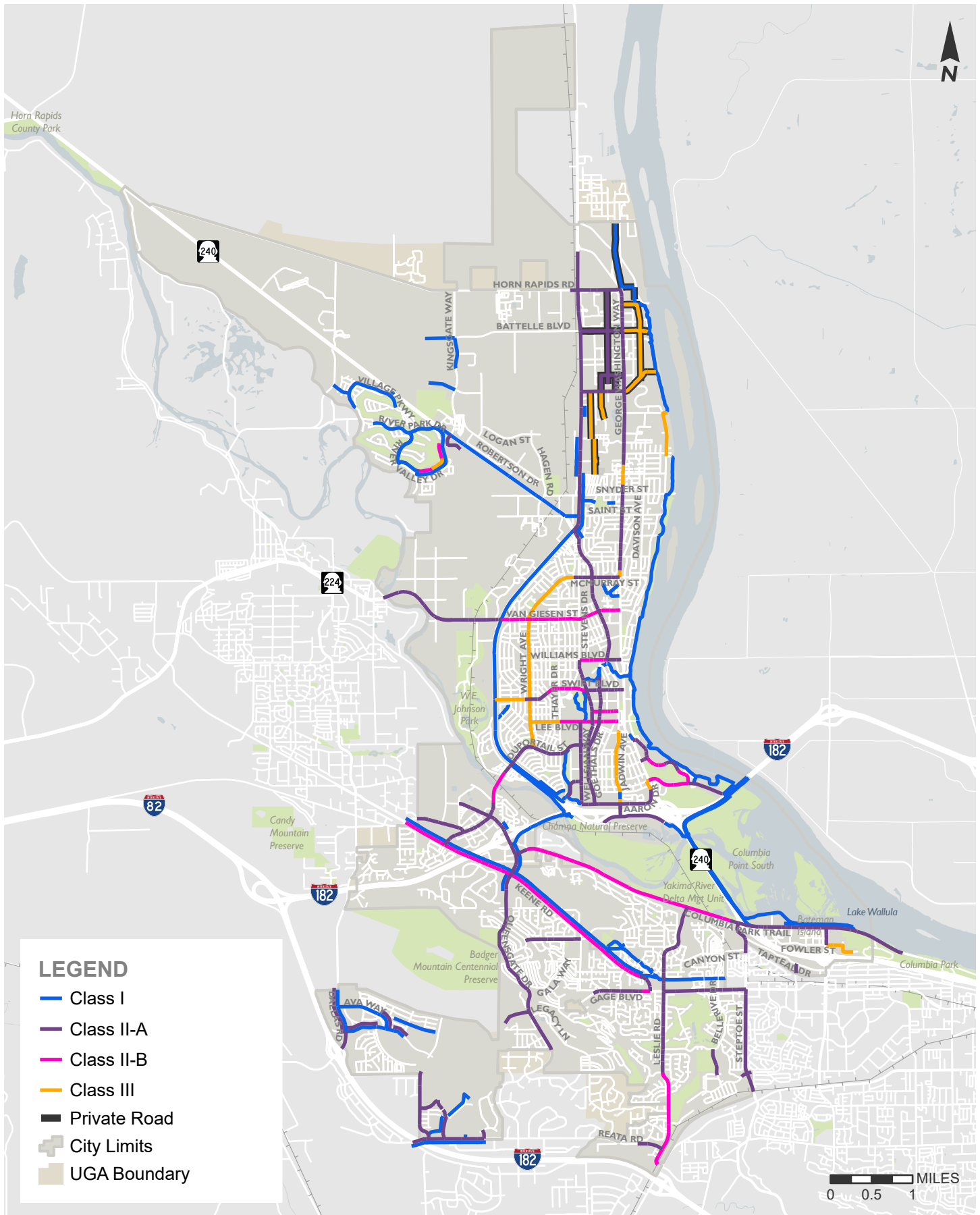
Richland Transportation Element

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FIGURE

T-6



Existing Bicycle Facilities

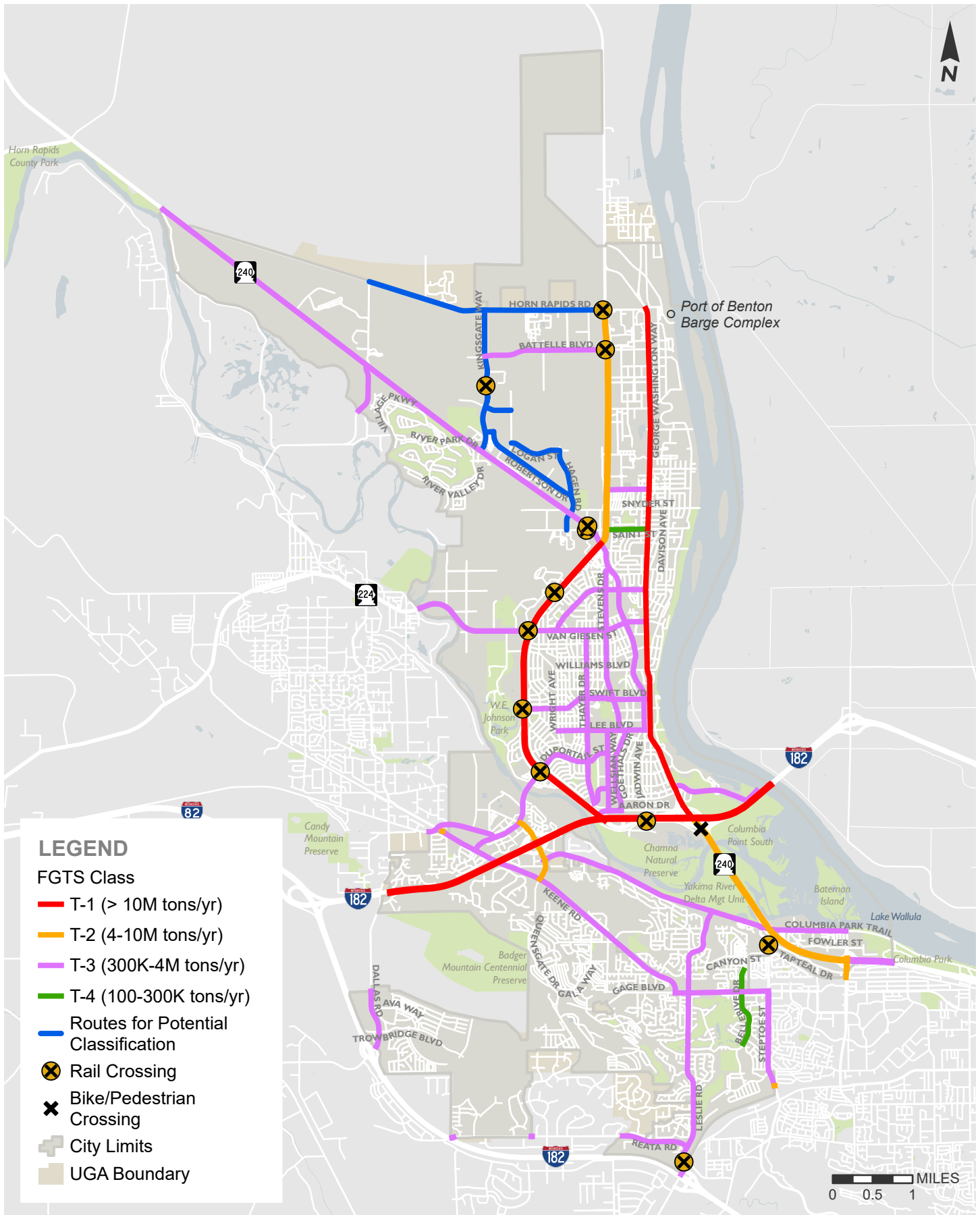
Richland Transportation Element

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FIGURE

T-7



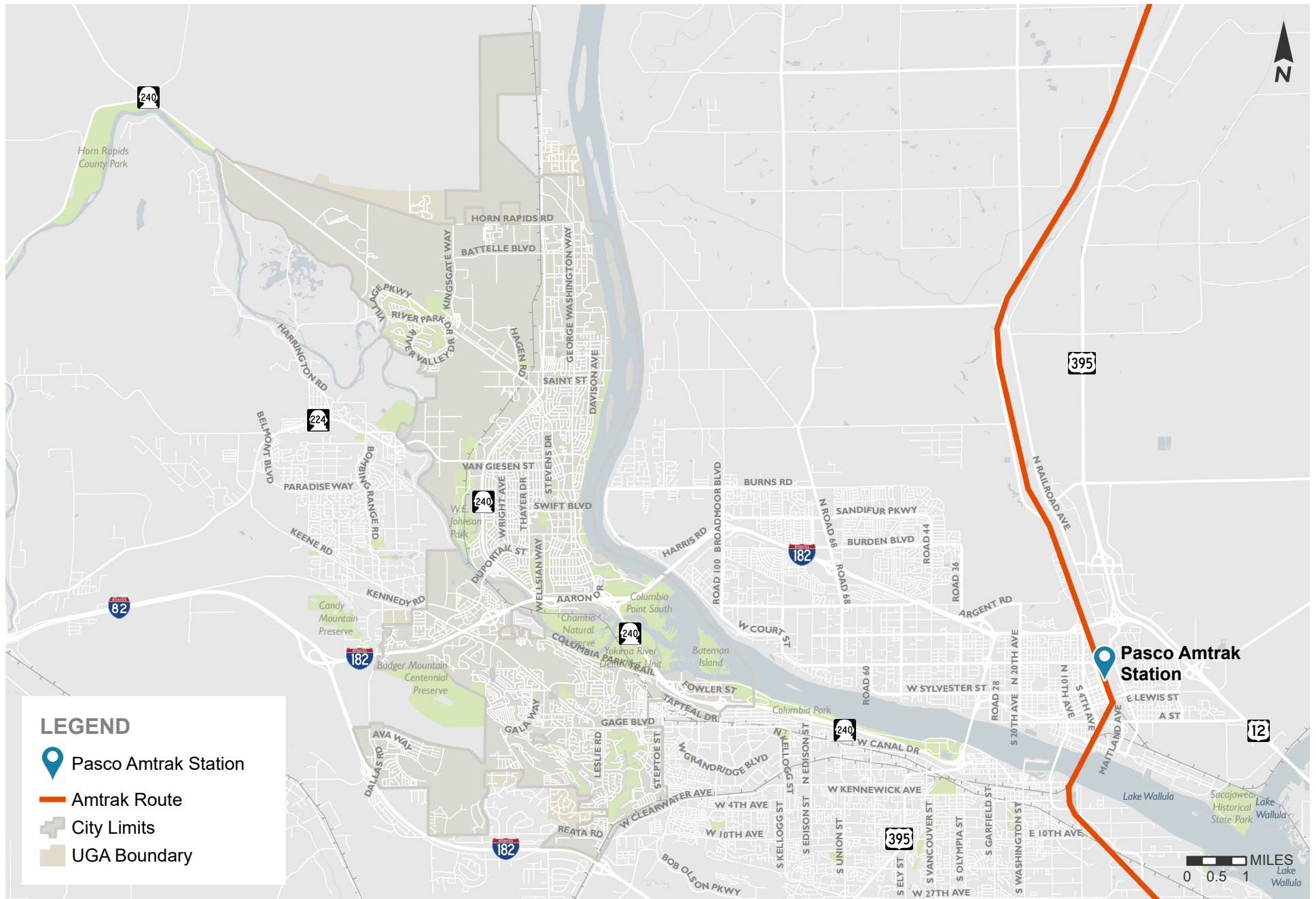
Existing Freight Transport Facilities and At-Grade Railroad Crossings

Richland Transportation Element

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FIGURE
T-8



Existing Passenger Rail Facilities

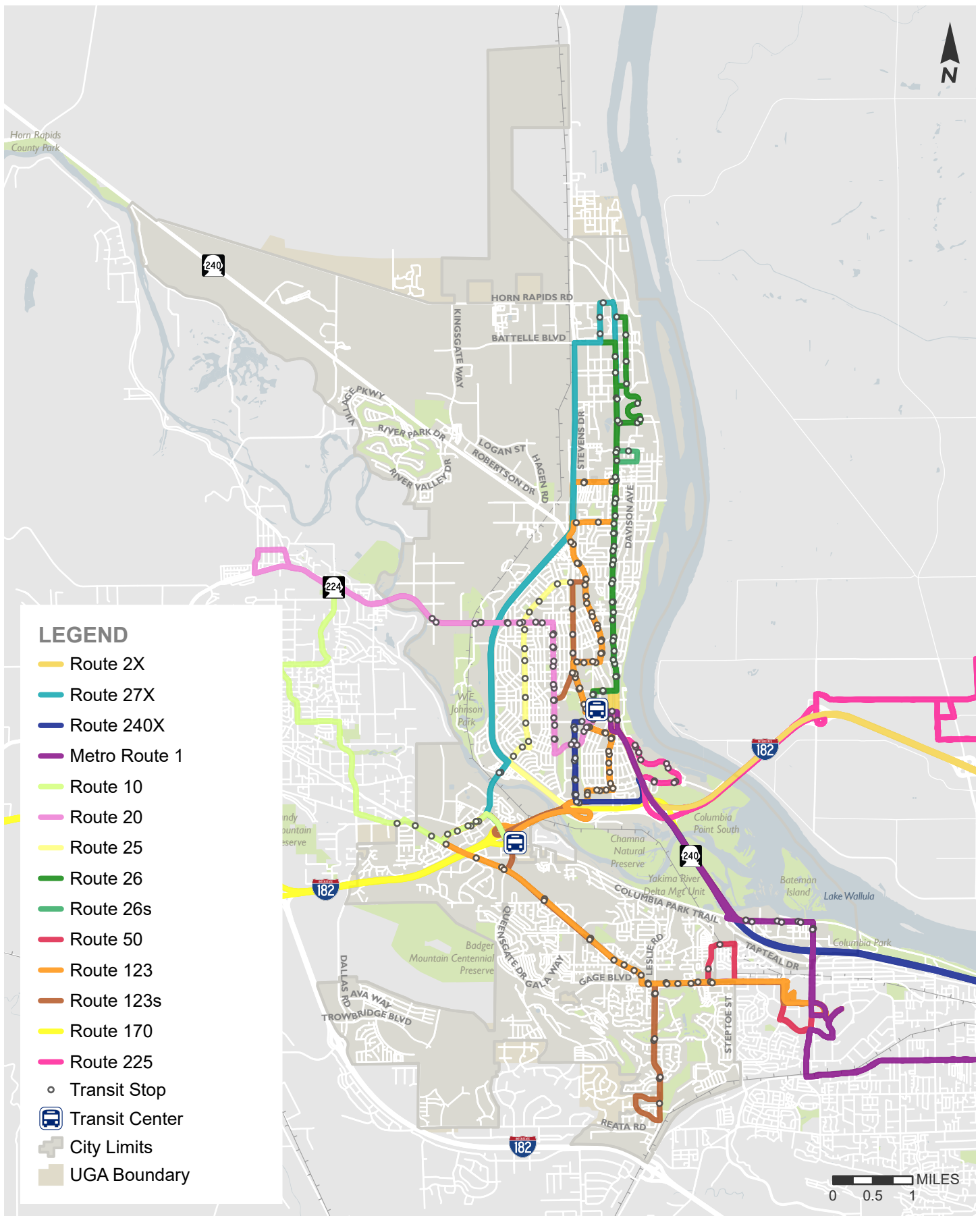
Richland Transportation Element

DRAFT

transpogroup

FIGURE

T-9



Existing Transit Routes and Facilities

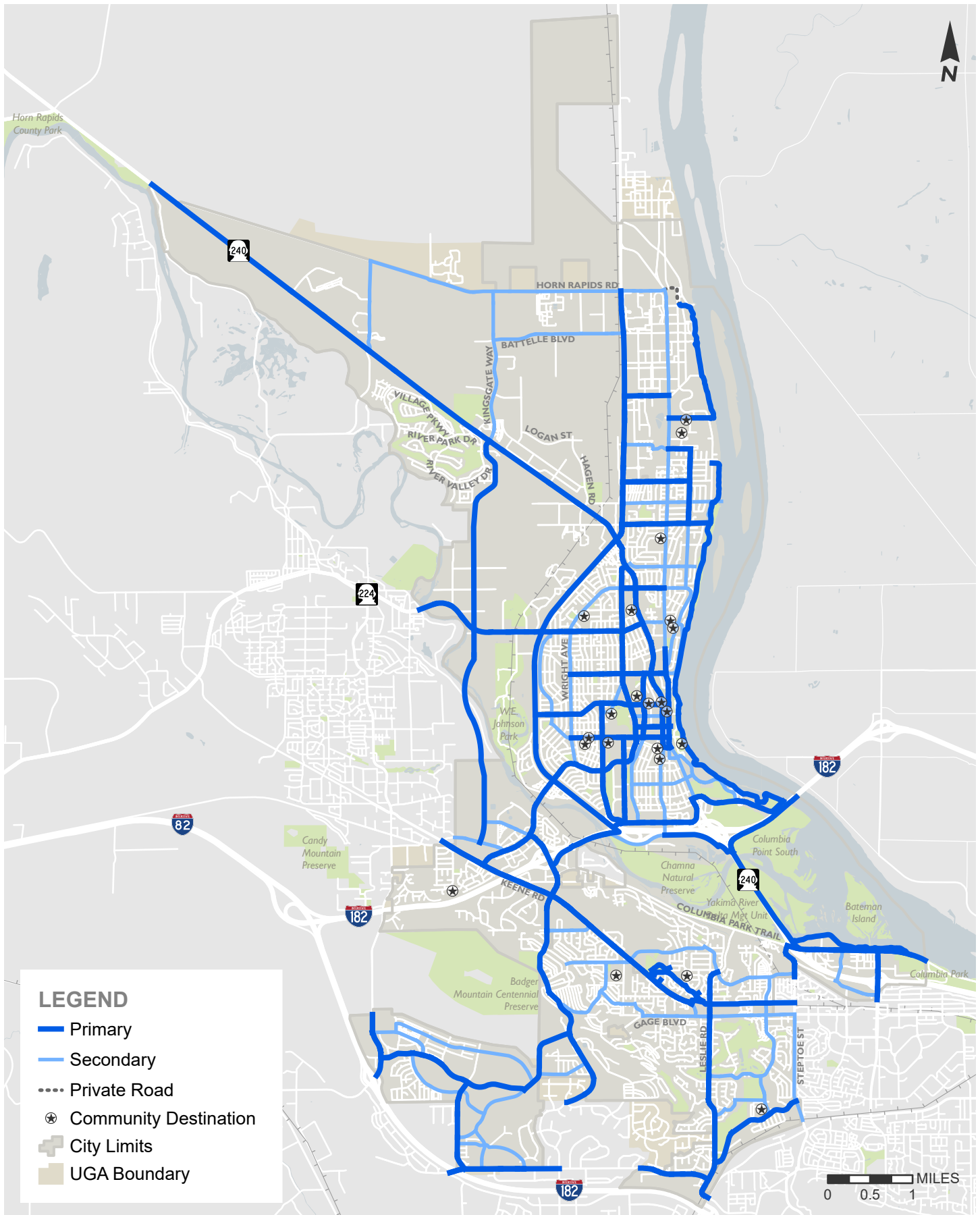
Richland Transportation Element

DRAFT

transpogroup

FIGURE

T-10



Pedestrian System Plan

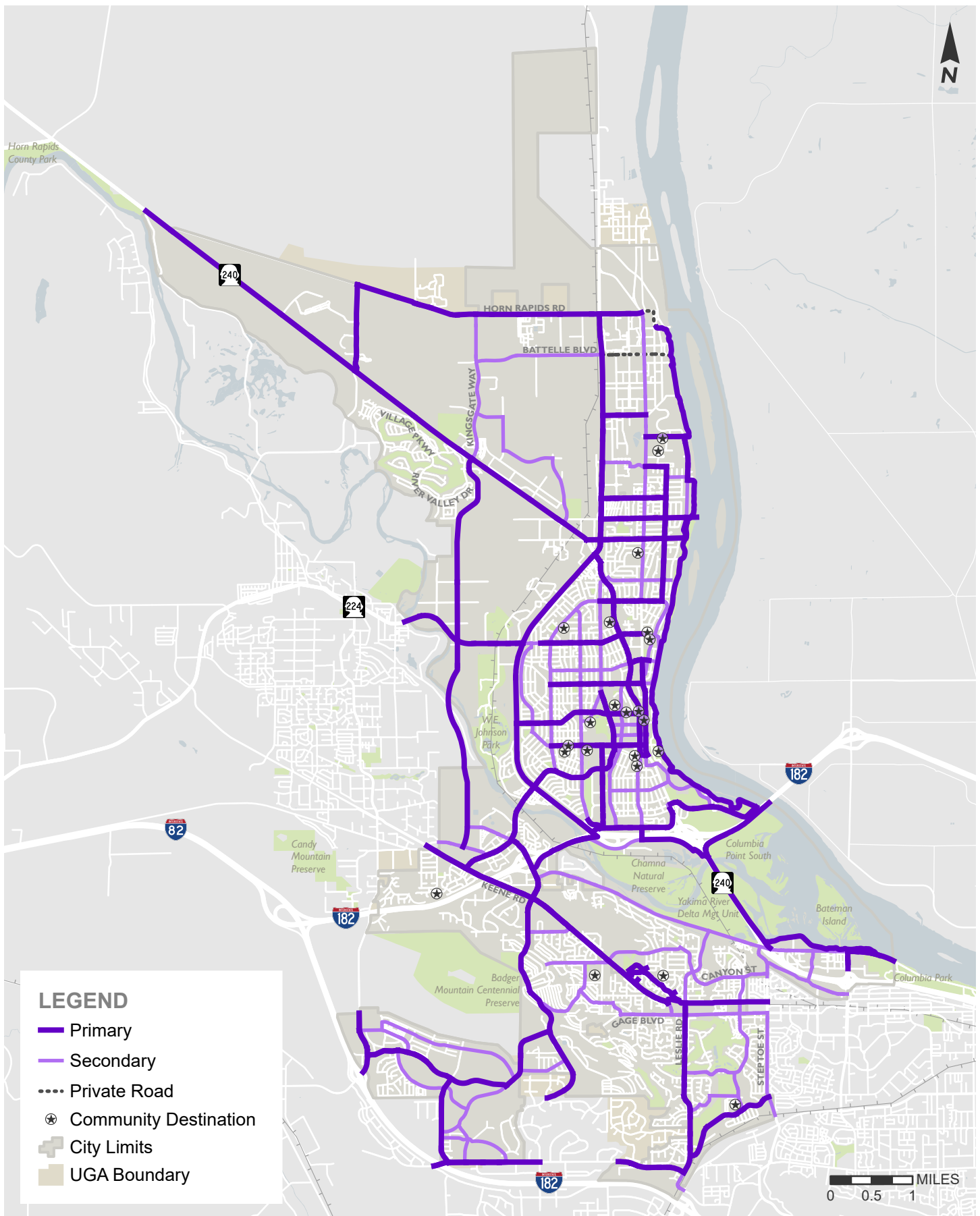
Richland Transportation Element

DRAFT

transpogroup

FIGURE

T-12



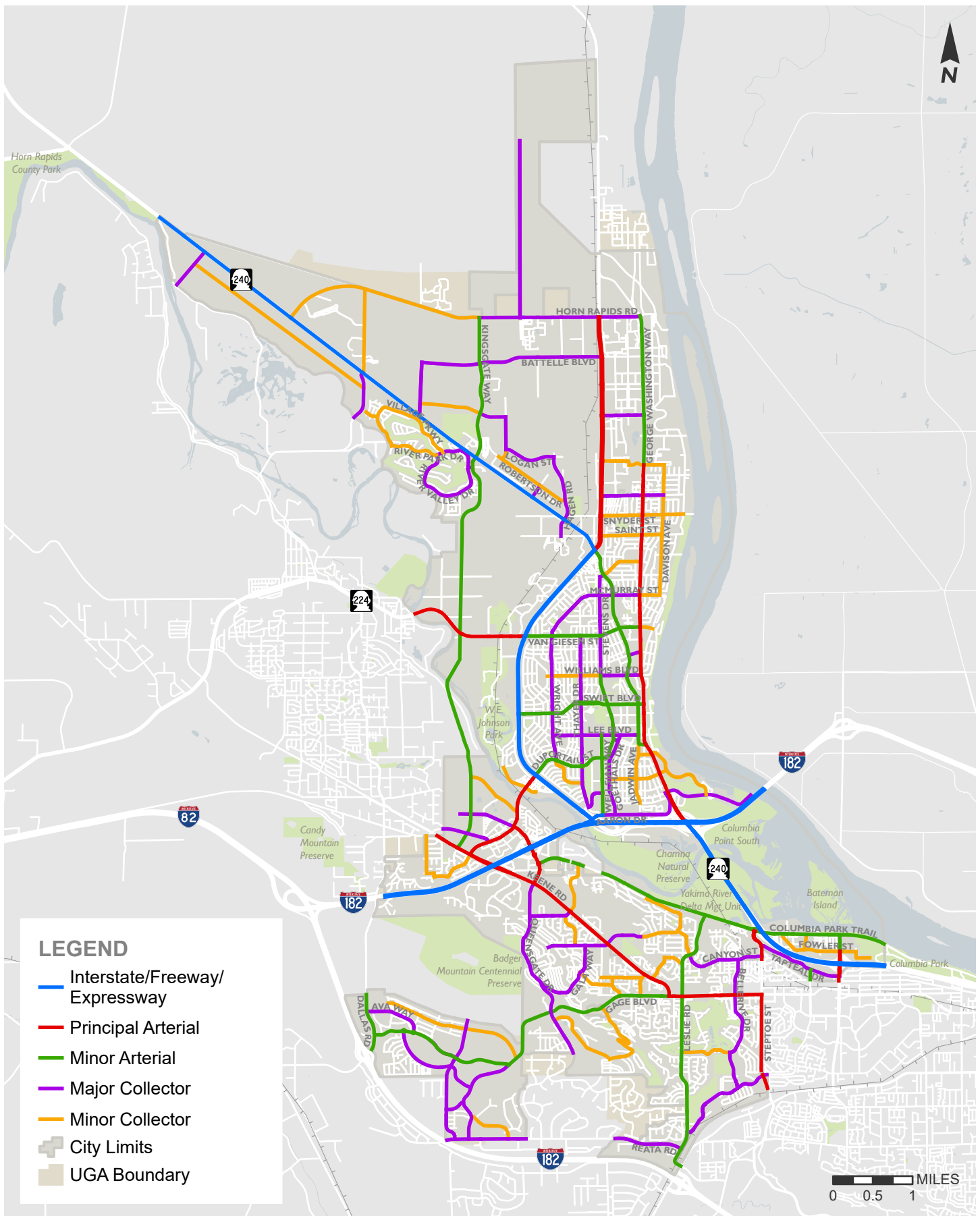
Bicycle System Plan

Richland Transportation Element

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transpogroup 

FIGURE
T-13



Planned Functional Classification System

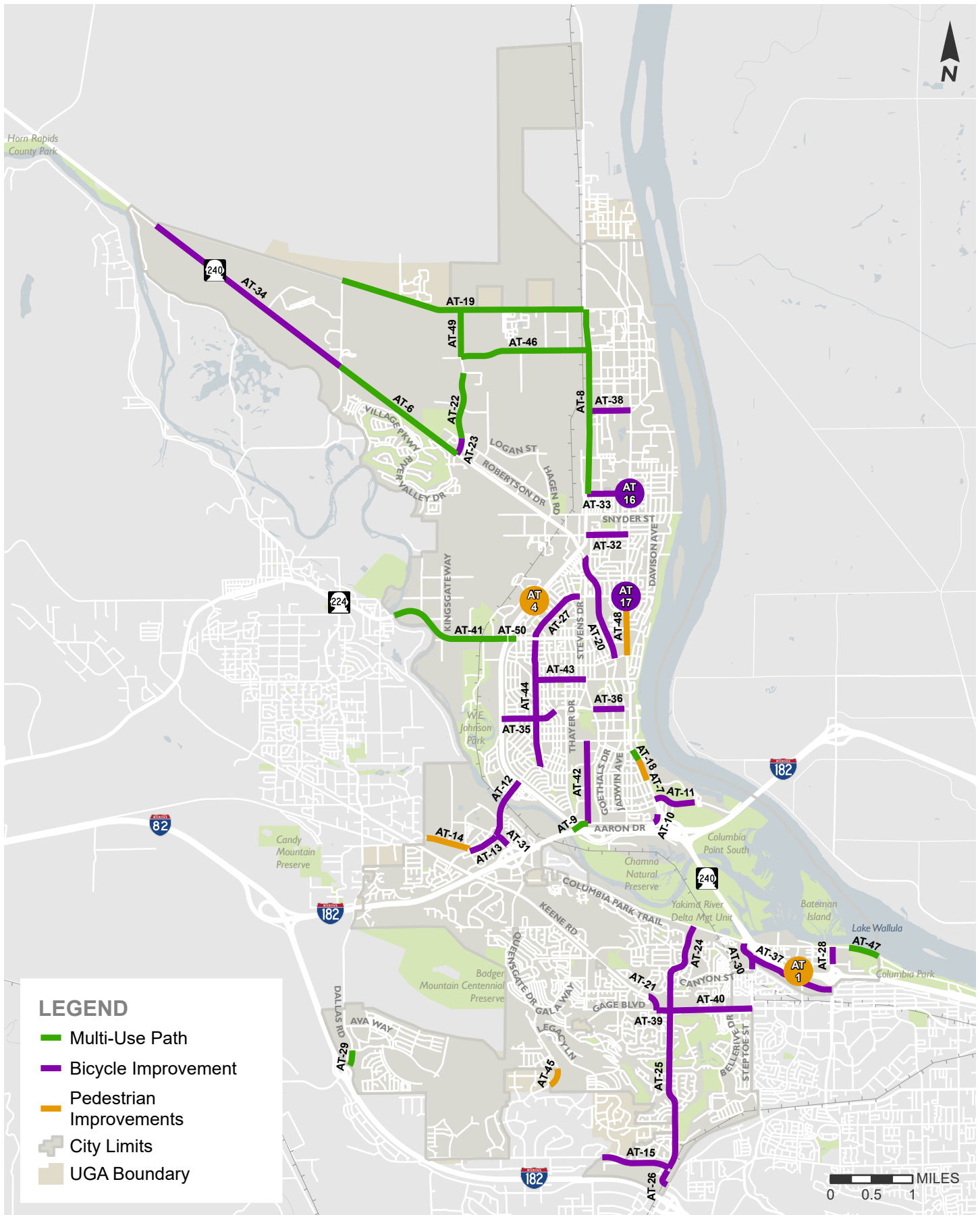
Richland Transportation Element

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transpogroup

FIGURE

T-15



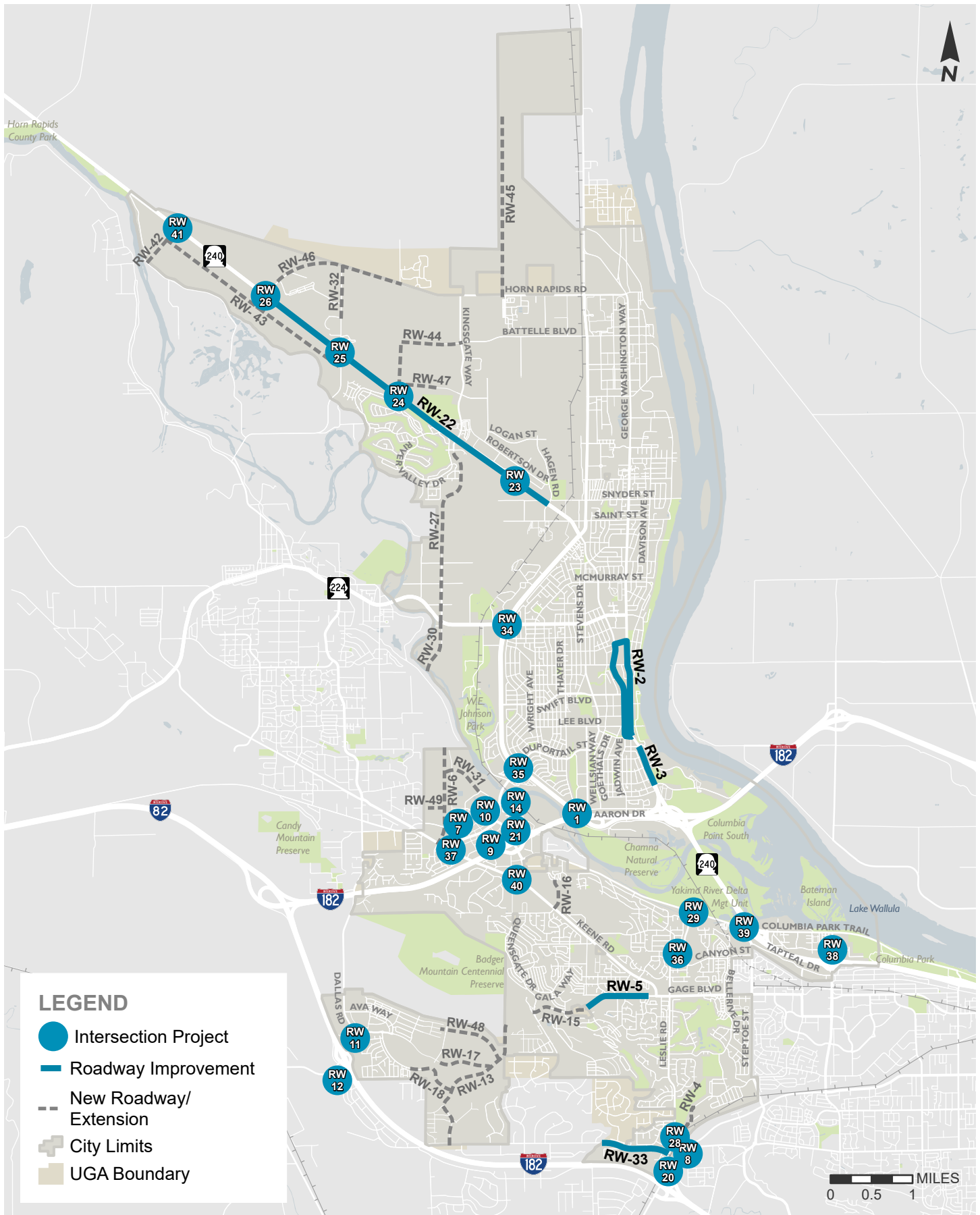
Transportation System Plan - Active Transportation Projects

Richland Transportation Element

DRAFT

transpogroup

FIGURE
T-16



Transportation System Plan - Roadway/Intersection Projects

Richland Transportation Element

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transpogroup

FIGURE
T-17