



**RIDGEFIELD CITY COUNCIL
MEETING AGENDA**

**Thursday, May 1, 2025
RACC - Columbia Assembly Room
510 Pioneer Street, Ridgefield, WA 98642**

- I. STUDY SESSION - 4:00 P.M.**
 - 1. Transportation Capital Facilities Plan, 2025-2045 - Chuck Green, Public Works Director**
- II. ADJOURN**

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: May 1, 2025

AGENDA ITEM NAME: Transportation Capital Facilities Plan, 2025-2045

GOVERNING LEGISLATION

RCW 36.70A.070 – Growth Management – Comprehensive plans – Mandatory elements.

PREVIOUS COUNCIL ACTION TAKEN:

Adoption of 2016 Comprehensive Plan including Transportation Capital Facilities Plan
Amendments to the Transportation Capital Facilities Plan and Transportation Impact Fee list in 2018, 2020, 2021, 2022 and 2023.

SUMMARY/BACKGROUND:

A capital facilities plan (CFP) is a required element of county and city comprehensive plans. The CFP adopted with a comprehensive plan consists of an inventory of existing capital facilities owned by public entities, a forecast of the future needs for such capital facilities, the proposed locations and capacities of expanded or new capital facilities, and at least a six-year plan that will finance such capital facilities within projected funding capacities. In the case of the Transportation CFP, that six-year plan is the Transportation Improvement Program (currently 2025-2030).

The Ridgefield Transportation CFP was adopted with the 2016 Ridgefield Urban Area Comprehensive Plan and has undergone minor modifications to the CFP map and Transportation Impact Fee project list since. As part of the development of the new 2025-2045 Comprehensive Plan, a new 2025-2045 Transportation Capital Facilities Plan will be presented to Council for adoption later in May. That will then be included as a component of the new Comprehensive Plan as well as that plan's Transportation Element.

An important function of the CFP is to identify the location and functional classification of existing and future public streets in the city. The CFP map is used when developments are planned which determines the frontage improvements to be built by developers.

New this year is the inclusion of Multi-Modal Transportation Trails. These are citywide trails with a transportation focus that would be eligible for Transportation Impact Fees due to a 2023 change in state legislation.

Future roadways shown on the CFP are required to be built by developers as projects in the vicinity develop. Such roadways are also eligible to be added to the Transportation Impact Fee (TIF) list and thereby become TIF-creditable. The TIF project list is included with this CFP.

This CFP also includes a lookup table which calculates the appropriate TIF assessment based on specific land uses. This has been requested by the development community to expedite the TIF calculation and assessment process, making it more predictable and saves the cost of hiring traffic consultants to

provide the calculations and TIF estimates for each project.

Highlights of this CFP include:

- Reference to the Ridgefield/ I-5 South Connector project's study area, rather than a specific alignment, to reflect there are several alternatives still under consideration.
- Reference to the S 35th Avenue/Gee Creek Plateau extension project and the two "build" alternatives carried forward by Council late in 2024 into the Environmental Stage of that project, which is currently underway.
- A new reference to a potential new overcrossing of I-5 north of Pioneer Street (either N 10th Street or N 20th Street), which will be the subject of a future study. The companion future overcrossing south of Pioneer Street is noted as the "S 10th/11th Street overcrossing project" and includes consideration of a roundabout at its eastern terminus at Union Ridge Parkway.
- Removal of a few collector links that have been shown to be financially and/or environmentally infeasible.
- Realignment of several collectors to reflect design and built alignments.

State-Required Elements

Recent legislation now requires new considerations in Comprehensive Planning and Transportation Capital Facilities Planning:

- Multimodal Level-of-Service: consideration of alternative transportation modes such as bicycles and pedestrians, in addition to vehicles
- Climate Change and Resiliency: measures to reduce vehicle miles traveled and Greenhouse Gases, as well as measures to improve human health and safety.

This draft CFP includes several considerations to address these requirements:

- Master planning in Urban Growth Areas to incorporate safe routes to school and recreation, interconnected sidewalk and trail system providing for more direct trips
- Planned, mixed use hubs to internalize trips as well as encourage walking, bicycling and access to transit
- "Transportation trails", eligible for transportation impact fees, providing alternatives to vehicle trips and increase safety for all users and abilities
- Multimodal level-of-service to address levels of traffic stress for bicycles and pedestrians.

Transportation Impact Fee Rates

Using statistics from the National Highway Construction Cost Index (FHWA), WSDOT, and Mortenson Construction, construction costs increased anywhere from 50-80% between 2016 and 2024. Accounting for these increased costs, plus including the cost of right-of-way/land dedications in the projects, in the transportation project list for the CFP leads to an increased cost per trip of approximately \$200 per daily trip over the current rate (approximately 40%), which has been indexed

using the CPI-U index since 2016.

As a point of comparison, the recent increase in Water System Development Charge rates of almost 50% over a three-year period, approved by Council in late 2024, reflects increases in construction costs of water capital projects experienced in the last ten years which have increased faster than the rate of inflation.

Next Steps

Council will be discussing and potentially taking action subsequent to a public hearing on the CFP Update at the May 22, 2025 meeting. Subsequent actions to adopt an updated TIF rate, and a new TIF rate for the Gee Creek Plateau and Carty Road overlays, will be scheduled after the Transportation CFP is adopted.

BUDGET/FINANCIAL IMPACTS:

N/A, this is a Study Session.

RECOMMENDED ACTION OR MOTION:

N/A, this is a Study Session.

STAFF CONTACT: Chuck Green, Public Works Director

ATTACHMENTS:

1. Transportation CFP 2025-2045 Council 04-25-25final



2025-2045 Draft Transportation Capital Facilities Plan

Study Session with City Council
May 1, 2025

Objectives

- Supports Transportation Element of the Comprehensive Plan (Envision 2045)
- Defines future multimodal transportation system needs for next 20 years
- Guided by new policies & objectives
- Land use: Council's preferred alternative
- Transportation impact fee update
- Incorporates newer legislation re: climate change, multimodal LOS.

Transportation CFP Policies

1. Implement a Multi-modal Transportation System which ensures Safety and Security for all users and modes
2. Enhance Economic Vitality and Quality of Life through a strong coordination between land use and transportation planning
3. Enhance Mobility through an Equitable, Accessible and Sustainable Transportation System
4. Ensure the community continues to be engaged in transportation planning and project improvements

Transportation 2025: What Do We Have Now?

- **Street System**

- New: built by development, recent City projects
- Old: downtown area
- Acquired: Pioneer Street via Route Jurisdiction Transfer
- Rural: Recently annexed areas (Gee Creek Plateau, Carty Road)

- **Bike and Pedestrian**

- Trails & sidewalks built by development
- ADA Transition Plan: gaps & barriers to accessible mobility
- Bike lanes/ multi-use trails and sidewalks (Engineering standards)

- **Transit**

- C-TRAN: Route 48, Current

- **Electric Vehicles**

- Charging stations, Davis Park, Park-and-Ride
- Others built with development

Transportation 2045: Sustainable Growth

- **Economic Growth (2025-2045)**
 - 8,620 new households
 - 2,156 new jobs
 - Mixed use, planned & well-managed growth
 - >100,000 new daily trips
- **Multi-modal system, safe & secure**
 - Interconnected, transportation trail system
 - Safe routes to school & recreation, especially in new growth areas
 - Climate change: access to EV charging, neighborhood electric vehicles, complete streets
- **Sustainable Funding**
 - Update TIF list, include transportation trails as eligible
 - Tax increment financing area
 - Leverage grant funding
- **Engaging the Community**
 - Council's WAVE initiative
 - Continue and expand involvement in planning & designing projects

Transportation 2045: New to the CFP

- **Major planned corridors**
 - S 35th Avenue/Gee Creek Plateau extension
 - Ridgefield/ I-5 South Connection
 - New I-5 overpasses, north & south of Pioneer
 - Royle Rd North: transportation & water (w/ Cowlitz Tribe, Clark Co., CPU)
- **Multi-modal system**
 - Interconnected, transportation trail system (2023 legislation, TIF eligible)
 - Safe routes to school & recreation in new development planning
 - Climate change: access to EV charging, neighborhood electric vehicles, complete streets
- **TIF overlay areas**
 - Gee Creek Plateau: 35th Avenue/Gee Creek Plateau extension
 - Carty Road corridor/subarea: reasonably-funded urban services project
 - Pioneer at 9th/Hillhurst (proportionate share collections)
- **Engaging the Community**
 - Council's WAVE initiative
 - Continue and expand involvement in planning & designing projects

The map displays two primary project areas with their respective land use designations and projected impacts:

- 35th/Gee Creek Plateau Extension:**
 - 1,627 new HH**
 - Land use zones include R1-6, R1-7.5, R1-10, RLD-4, RLD-6, RMD-16, CCB, P/OS, and CNB.
 - Key roads shown are S 45th Ave, S Royle Rd, S Hillhurst Rd, and NW Hillhurst Rd.
- Carty Road Corridor:**
 - 2,152 new HH**
 - 373 new jobs**
 - Land use zones include R1-6, R1-7.5, R1-10, RLD-4, R2-22, BP, and PF.
 - Key roads shown are NW Carty Rd, NE 10th St, and S 5th St.

Other visible features include Highway 501, Highway 5, and various other land use zones like RLD-8, RLD-16, and CCB.

TIF Program Enhancements

- **Project cost shares include:**
 - Private: required frontage improvements for developers
 - Public: trips already on the system in 2025, growth outside of City
 - Grants: typically applied to Public share, developer shares may be used as leverage for larger projects
 - Transportation Impact Fees: growth paying for new multi-modal transportation capacity.
- **New procedure for CFP cost shares**
 - Will be used for assessing TIFs, TIF credits
 - Public/grant, private and TIF shares by functional class, location, situation
 - More predictable and less burdensome process for developers
- **New procedure for assessing TIFs for each development:**
 - Table with trip generation by land use type (similar to Bellingham, Kennewick)
 - Reductions for mixed use, trip internalization (i.e. trips don't use arterials).

TIFs – Estimating Cost Shares

Procedure to Estimate TIF share	Percentage TIF assumed	Public/ Tax Increment Financing/ Grant Share	Percentage Private Share assumed
1) Principal and Minor Arterials, assume TIF share is percent of traffic growth 2025-2045	30-40%	10%-30% (based on transportation modeling), larger for Tax Increment Financing projects	10%-30% (depends on frontage improvements needed)
2) Collectors < 1 mile or connecting with other shorter collectors (primarily land access for new development, some shifting of traffic from existing routes when completed)	30-40%	0-10% (these are more for specific development areas)	40-60%
3) Collectors > 1 mile connecting to arterials, relieving existing arterials or interchanges	40-50%	10-30% (based on transportation modeling)	30-50%
4) Grants serve to reduce public share			
5) Tax increment financed projects are based on estimated tax revenue from growth assigned to those projects			
6) Neighborhood collectors and below, and collectors only serving 1-2 specific mixed use sites, not eligible for inclusion in TIF network			
*TIF Overlays include: Carty Road, Gee Creek Plateau Extension, Pioneer at 9th/Hillhurst (proportionate share collections)			
2025-2045 Daily Trip Growth	100,000		
CALCULATED TIF (Current \$545.81)	\$751.01		
Costs include ROW, permits and construction but not design/soft costs			

Sample of TIF Lookup Table

			ITE Daily Trip Rate (1)			
Land Use Group	ITE Land Use Code	ITE Land Use Category	Unadjusted	Reduction Factor (2)	Net Trip Rate In Mixed-Use Land Use Environment (2)	Trip Basis
Residential	210	Single Family Detached House	9.43	25%	7.07	Per Dwelling Unit
	215	Single Family Attached: Duplex, Triplex, Townhome	7.2	25%	5.40	Per Dwelling Unit
	220	1-2 Story Multifamily Apts/ADU	6.74	25%	5.06	Per Dwelling Unit
	223	Income-Restricted Affordable Housing	4.40	25%	3.30	Per Dwelling Unit
	230	1-2 Story w/ Ground-floor Commercial	3.44	25%	2.58	Per Dwelling Unit
	240	Mobile Home Park	7.12	25%	5.34	Per Dwelling Unit
	251	Senior Adult Housing - Single-family	4.31	25%	3.23	Per Dwelling Unit
	252	Senior Adult Housing - Multifamily	3.24	25%	2.43	Per Dwelling Unit
	TBD	Cottage Homes (Downtown)	6.58	N/A	6.58	Per Dwelling Unit
	TBD	Cottage Homes (Non-Downtown)	9.4	25%	7.05	Per Dwelling Unit
	310	Hotel	7.99	20%	6.39	Per Room
	320	Motel	3.35	20%	2.68	Per Room
	411	Public Park	38.5	0	38.50	Per acre
	435	Multipurpose Recreational Facility	3.58		3.58	Per 1,000 square feet
	TBD	Community Center/ YMCA			0.00	Per 1,000 square feet
	566	Cemetery	6.02		6.02	Acres
General Offices (Non-Medical)	571	Adult Detention Facility	0.98		0.98	Number of beds
	575	Fire and Rescue Station	0.48		0.48	Per 1,000 GFA or Exempt
	520	Public Elementary School	2.27		2.27	Per student
	522	Middle School	2.1		2.10	Per student
	525	High School	1.94		1.94	Per student
	528	School District Office	0.05		0.05	Per student
	536	Charter Elementary School	1.85		1.85	Per student
	540	Community College (Clark College)	1.15		1.15	Per student & staff/faculty
	530	Private School K-8	4.11		4.11	Per student
	532	Private School K-12	2.48		2.48	Per student
	534	Private High School	2.17		2.17	Per student
	565	Day Care Center/ Preschool	4.9		4.90	Per 1000 GFA
	565	Day Care Center/ Preschool	4.09		4.09	Per student
	710	General Multi Use Office > 10K SF	10.84	20%	8.67	Per 1,000 GFA
	712	General Multi Use Office < 10K SF	14.39	20%	11.51	Per 1,000 GFA
	714	Corporate Headquarters Building	7.95	20%	6.36	Per 1,000 GFA
	715	General Single Tenant Office < 10K SF	13.07	20%	10.46	Per 1,000 GFA
	730	Government Office Building	22.59	20%	18.07	Per 1,000 GFA
	750	Office Park	11.07	20%	8.86	Per 1,000 GFA
	760	Research and Development Center	11.08	20%	8.86	Per 1,000 GFA
	770	Business Park	12.44	20%		Per 1,000 GFA

			ITE Daily Trip Rate (1)			
Land Use Group	ITE Land Use Code	ITE Land Use Category	Unadjusted	Reduction Factor (2)	Net Trip Rate In Mixed-Use Land Use Environment (2)	Trip Basis
Medical/ Dental/ Physical Therapy	720	Medical/Dental Office - Stand Alone (Mountainview)	36		36.00	Per 1,000 GFA OR Per Chair
	620	Nursing Home	3.06		3.06	Beds
	630	Clinic	37.6		37.60	Per 1,000 GFA
	640	Animal Hospital/ Veterinary Clinic	21.5		21.50	Per 1,000 GFA
	650	Free-Standing Emergency Room	24.94		24.94	Per 1,000 GFA
	TBD	Physical Therapy (Ridgefield PT)	10	10%	9.00	Per Treatment Room
	TBD	Specialty Dental: Periodontics, Endodontics, Orthodontics	15	10%	13.50	Per Treatment Room with One Exam Room
	810	Tractor Supply Store	1.4		1.40	Per 1,000 GFA
	811	Construction Equipment Rental Store	0.99		0.99	Per 1,000 GFA
	812	Building Materials and Lumber Store	17.05		17.05	Per 1,000 GFA
	820	Shopping Center > 150,000 SF	37.01	34%	24.43	Per 1,000 GFA
	821	Retail Plaza w/o Grocery 40-150K SF	94.49		94.49	Per 1,000 GFA
	850	Full Service Supermarket	93.84	36%	60.06	Per 1,000 GFA
	851	Convenience market-24 hr	762.28	51%	373.52	Per 1,000 GFA
	867	Office Supply Superstore	27.7		27.70	Per 1,000 GFA
Retail/Service	868	Book Superstore	143.6		143.60	Per 1,000 GFA
	876	Apparel Store	66.4		66.40	Per 1,000 GFA
	879	Arts and Crafts Store	56.55		56.55	Per 1,000 GFA
	880	Pharmacy/Drug Store w/o Drive-Up	90.08	53%	42.34	Per 1,000 GFA
	881	Pharmacy/Drug Store w/Drive-Up	108.4	49%	55.28	Per 1,000 GFA
	911	Walk-in Bank	121.3		121.30	Per 1,000 GFA
	912	Bank with Drive Thru Teller/ ATM	100.35	29%	71.25	Per 1,000 GFA
	918	Hair/Nail Salon	12.1		12.10	Per 1,000 GFA
	920	Copy, Print, and Express Ship Store	27.8		27.80	Per 1,000 GFA
	926	Food Cart Pod (Downtown)	30	0%	30.00	Per food cart
	926	Food Cart Pod (Non-Downtown)	70	25%	52.50	Per food cart
	930	Fast Casual Restaurant	97		97.00	Per 1,000 GFA
	931	Fine Dining Restaurant/Brewpub	84	44%	47.04	Per 1,000 GFA
	932	High Turnover Restaurant	107	43%	60.99	Per 1,000 GFA
	933	Fast Food w/o Drive-Thru	450		450.00	Per 1,000 GFA
Food and Alcohol Service	934	Fast Food w/Drive-Thru	467	49%	238.17	Per 1,000 GFA
	935	Fast Food w/ DT Wdw No Indoor Seating	43		43.00	Per number of drive-thru lanes
	936	Coffee/Donut w/ no DT Window	93		93.00	Per 1,000 GFA
	937	Coffee Shop w/Drive Thru	534		534.00	Per 1,000 GFA
	938	Coffee Shop w/Drive Thru No Seating	179	89%	19.69	Per number of drive-thru lanes
	970	Wine Tasting Room/ Wine Bar	46		46.00	Per 1,000 GFA
	971	Brewery Taproom No Kitchen	62		62.00	Per 1,000 GFA
	975	Drinking Place	114		114.00	Per 1,000 GFA
	TBD	Neighborhood Pub/Eatery (Mahoney's)			0.00	Per 1,000 GFA. Awaiting data from Mahoney's to assess.
	TBD	Pizza Delivery Restaurant (Dominos)	120		120.00	Per 1,000 GFA (Study 2024)
	941	Quick Lubrication Vehicle Stop	69.57		69.57	Per 1,000 GFA
	942	Auto Care Center	23.72		23.72	Per 1,000 GFA (Saturday rate)
	943	Automobile Parts & Service Center	16.6		16.60	Per 1,000 GFA
	944	Gas Station	172	58%	72.24	Per pump/ fueling position
	945	Gas Station w/Convenience Market	265	56%	116.60	Per pump/ fueling position
Automotive Retail/Services		Gas Station w/Convenience Market & Car Wash (RF Gateway)	446	75%	109.00	Per KSF
	947	Self-Service Car Wash	108		108.00	Per wash/stall
	948	Automated Car Wash (Wash Kings)	38		38.00	Per 1,000 GFA
	949	Car Wash and Detail Center	156.2		156.20	Per wash/stall

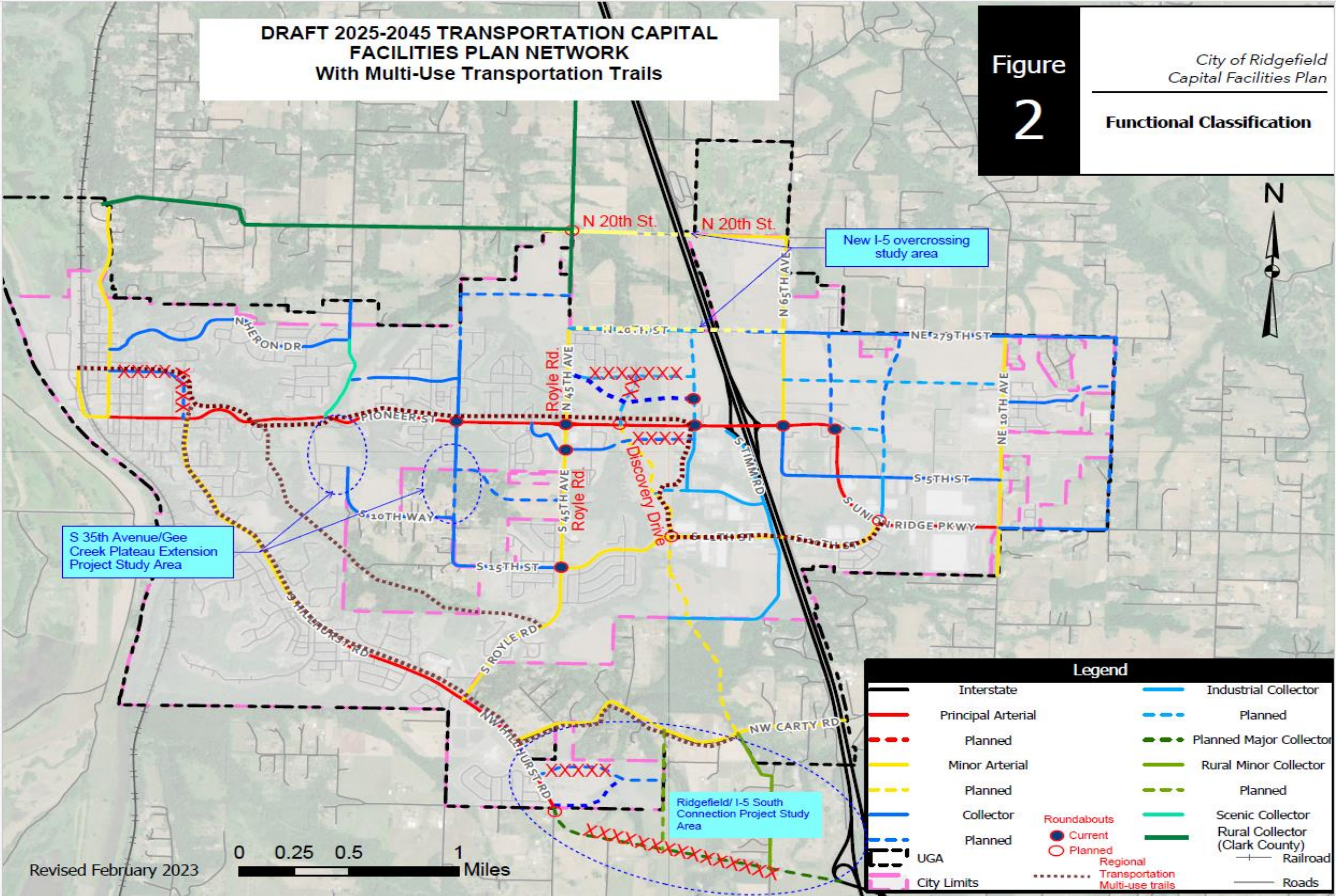
(1) Using ITE Trip Generation Manual, 11th Edition

(2) "Mixed Use Environment Trip Reduction Factor": Based on ITE Trip Generation Handbook, 3rd Edition, and other case studies: reductions for pass-by, mixed use, internal trips, and/or trips not using the collector/arterial system included in the TIF list of projects.

2025-2045 CFP Project List & Shares

Project ID	Description	From	To	TIF	Total Project Cost	Grant Percent	TIF Overlay Percent*	Tax Increment Area Percent	Public Share Percent	TIF Percent	Private Share Percent	Total
1	Widen Pioneer Street (4 lanes)	35th Ave.	Royle Road	Yes	\$5,640,000	0%	0%	80%	0%	20%	0%	100%
2	Widen Pioneer Street (4 lanes)	Royle Road	Discovery Drive (50th Place)	Yes	\$6,000,000	0%	0%	80%	0%	20%	0%	100%
3	Widen Pioneer Street (4 lanes)	Discovery Drive (50th Place)	56th Place	Yes	\$8,000,000	0%	0%	80%	0%	20%	0%	100%
4	Pioneer Street at Discovery Drive roundabout, extend to N Pioneer Canyon Drive	Pioneer Street	N Pioneer Canyon Drive	Yes	\$2,500,000	0%	0%	80%	0%	20%	0%	100%
5	Extend S 6th Way as collector (2 lanes)	Royle Road (45th Avenue)	35th Avenue	Yes	\$6,500,000	0%	0%	0%	0%	40%	60%	100%
6	Widen S Royle Road to minor arterial	Hillhurst Road	S 19th Street	Yes	\$10,000,000	40%	0%	0%	30%	30%	0%	100%
7	Build new east-west collector roadway west of Royle (S 3rd/6th Way)	S 35th Ave	S Royle	No	\$1,400,000	0%	0%	0%	0%	0%	100%	100%
8	Widen Hillhurst Road to minor arterial	Pioneer Street	Sevier Road	Yes	\$6,350,000	20%	0%	0%	20%	40%	20%	100%
9	Complete Hillhurst Road to principal arterial	Sevier Road	UGA/NW 229th Street	Yes	\$5,000,000	0%	0%	0%	20%	40%	40%	100%
10	Replace and improve Pioneer Street through Slide Area	Reiman Road	35th Avenue	Yes	\$8,000,000	30%	0%	0%	70%	0%	0%	100%
11	Build Pioneer Canyon Dr as collector with bridge over canyon (2 lanes)	32nd Avenue	Reiman Road	Yes	\$8,000,000	0%	0%	0%	30%	40%	30%	100%
12	Construct roundabout at Pioneer Street and Hillhurst Road (9th Avenue)			Yes	\$1,500,000	0%	20%	0%	20%	30%	30%	100%
13	Build S 15th Street to Collector	S Royle Road (45th Avenue)	S 35th Avenue	Yes	\$400,000	0%	0%	0%	40%	20%	40%	100%
14	Widen N 65th Avenue to minor arterial	Pioneer Street	N 20th Street (NW 289th Street)	Yes	\$3,130,000	0%	0%	0%	20%	40%	40%	100%
15	Build new Minor Arterial overpass over I-5 (NE 279th/N 10th or NE 289th/N 20th)	N Royle Road	N 65th Avenue	Yes	\$15,000,000	20%	0%	0%	40%	20%	20%	100%
16	New Roundabout, NW 289th Street/N 20th Street at N Royle Rd.	UGA/N 43rd Ave	N Royle Rd.	Yes	\$3,000,000	30%	0%	0%	20%	40%	10%	100%
17	Widen N 10th Street/NE 279th Street to collector	N 65th Avenue	N 85th Avenue	Yes	\$3,130,000	0%	0%	0%	10%	40%	50%	100%
18	Widen N 10th Street/NE 279th Street to collector	N 85th Avenue	N 105th Avenue	Yes	\$3,300,000	0%	0%	0%	0%	50%	50%	100%
19	Build new 105th Avenue collector	NE 259th Street/ S 10th Street	NE 279th Street/ N 10th Street	Yes	\$4,000,000	0%	0%	0%	10%	40%	50%	100%
20	Build new east-west collector roadway (N 4th Street)	N 85th Avenue	N 105th Avenue	No	\$2,500,000	0%	0%	0%	0%	0%	100%	100%
21	Widen 85th Avenue to minor arterial	S Union Ridge Pkwy/S 10th Street	NE 279th Street	Yes	\$4,230,000	0%	0%	0%	40%	30%	30%	100%
22	Build a signal or roundabout at Union Ridge Parkway and 85th Avenue	-		Yes	\$2,500,000	0%	0%	0%	30%	40%	30%	100%
23	Widen S 85th Avenue to minor arterial (3 lanes)	S 10th St.NE 259th Street	UGA	Yes	\$1,090,000	0%	0%	0%	30%	40%	30%	100%
24	Build a roundabout at Union Ridge Parkway and S 10th/11th Street crossing corridor	-	-	Yes	\$2,500,000	20%	0%	20%	20%	30%	10%	100%
25	Widen S 5th Street to collector (2 lanes)	Union Ridge Parkway	N 85th Avenue	Yes	\$3,080,000	0%	0%	0%	20%	30%	50%	100%
26	Extend 74th Place as new north-south Industrial/Commercial collector roadway	S 5th Street	N 10th Street/NE 279th Street	Yes	\$4,000,000	0%	0%	0%	10%	40%	50%	100%
27	New east-west Commercial/Industrial collector (extension of Pioneer Street)	Union Ridge Parkway	N 74th Place Collector Extension	Yes	\$3,000,000	0%	0%	0%	10%	40%	50%	100%
28	New North-South "Campus Collector" (Union Ridge Parkway)	Pioneer Street	N 10th Street/NE 279th Street	Yes	\$4,500,000	0%	0%	0%	30%	40%	30%	100%
29	Build new east-west industrial/commercial collector	N 65th Avenue	N 85th Avenue	Yes	\$5,000,000	0%	0%	0%	10%	40%	50%	100%
30	Build S 10th/11th Street overcrossing over I-5	Timm Road	Union Ridge Parkway	Yes	\$18,000,000	30%	0%	30%	20%	20%	0%	100%
31	Widen S 65th Avenue/ S 5th Street to collector	Pioneer Street	Union Ridge Parkway	Yes	\$3,000,000	0%	0%	0%	10%	40%	50%	100%
32	Widen Timm Road/ S 20th Way to industrial/commercial collector	S 11th Street	Discovery Drive (50th Place)	No	\$4,000,000	0%	0%	0%	0%	0%	100%	100%
33	S 35th Avenue/Gee Creek Plateau Extension	Pioneer Street	S 15th Street/Gee Creek east-west collector	Yes	\$40,000,000	20%	50%	0%	20%	0%	10%	100%
34	Pioneer Street at Bertsinger/Reiman Road roundabout			Yes	\$3,000,000	0%	0%	0%	50%	50%	0%	100%
35	Widen N Royle Road to minor arterial	Pioneer Street	N 20th Street/ NW 289th Street	Yes	\$6,600,000	0%	0%	0%	30%	40%	30%	100%
36	Widen N 10th St to industrial/commercial collector	Royle Road	N 56th Place	Yes	\$4,000,000	0%	0%	0%	10%	40%	50%	100%
37	Extend Pioneer Canyon Drive as collector	Discovery Drive (50th Place)	N Royle Road	Yes	\$6,913,000	0%	0%	0%	20%	40%	40%	100%
38	Extend N 56th Place as industrial/commercial collector	Pioneer Canyon Drive	N 10th Street	Yes	\$3,000,000	0%	0%	0%	10%	40%	50%	100%
39	Build S. 6th Way as industrial/commercial collector	S 56th Place	S Discovery Drive	Yes	\$2,000,000	0%	0%	0%	10%	40%	50%	100%
40	Build S Discovery Drive (50th Avenue) as minor arterial	Pioneer Street	S Wells Drive/S 11th Street	Yes	\$9,000,000	0%	0%	0%	20%	40%	40%	100%
41	Build S Discovery Drive as minor arterial	S Wells Drive/S 11th Street	S 20th Way	Yes	\$5,000,000	0%	0%	0%	10%	50%	40%	100%
42	Construct roundabout at S Wells Drive/ S 11th Street and Discovery Drive			Yes	\$2,000,000	20%	0%	0%	40%	30%	10%	100%
43	Build N 13th Street/east-west collector road	N 35th Avenue	Royle Road	Yes	\$8,800,000	0%	0%	0%	0%	50%	50%	100%
44	Complete N 35th Avenue as collector road	Pioneer Canyon Drive	N 13th Street/east-west collector road	Yes	\$4,000,000	0%	0%	0%	0%	50%	50%	100%
45	Upgrade Carty Road to Carty Road Subarea collector standard	Hillhurst Road	I-5	Yes	\$13,000,000	10%	40%	0%	10%	0%	40%	100%
46	Upgrade Carty Road at Hillhurst Road intersection to roundabout or signal			Yes	\$1,500,000	0%	50%	0%	30%	20%	0%	100%
47	Build new east-west collector/NW 229th Street	Hillhurst Road	new rural minor collector roadway	Yes	\$4,300,000	0%	0%	0%	0%	50%	50%	100%
48	Build new north-south rural minor collector roadway outside UGA (2 lanes)	Carty Road	New east-west collector/NW 229th Street	No	\$3,000,000	0%	0%	0%	0%	0%	100%	100%
49	South Ridgefield Connection/NW 219th Street extension as rural major collector outside UGA	I-5	South UGA/Hillhurst Road at NW 229th Street	No	\$40,000,000	30%	0%	0%	70%	0%	0%	100%
50	Upgrade Gee Creek Plateau Collector (S 25th Place/S 10th Way/S 35th Place)	S 4th Way	S 15th Street	No	\$6,000,000	0%	0%	0%	0%	0%	100%	100%
51	Improve S 10th Street/NE 259th Street to collector road	S 85th Avenue	S 105th Avenue	Yes	\$5,000,000	0%	0%	0%	30%	30%	40%	100%
T-1	Gee Creek Multi-modal transportation trail	S Royle Road	Pioneer Street/ Abrams Park	Yes	\$10,000,000	30%	0%	0%	60%	10%	0%	100%
T-2	Pioneer Street/Union Ridge Multi-modal transportation trail (minus costs included in #1, #2, #3, #30, #40)	Hillhurst Road	Union Ridge Parkway	Yes	\$5,000,000	25%	0%	0%	65%	10%	0%	100%
T-3	Hillhurst Multi-Modal Trail/Golf Cart lanes	Pioneer Street	Ridgefield Outdoor Recreation Complex	Yes	\$5,150,000	25%	0%	0%	65%	10%	0%	100%
T-4	Division Street multi-modal transportation trail/BNSF overpass	Abrams Park	Waterfront	Yes	\$15,000,000	30%	0%	0%	60%	10%	0%	100%
T-5	Carty Road Multi-modal trail (cost included in #46)	Hillhurst Road	Discovery Drive (50th Place)	Yes	N/A	0%	0%	0%	0%	0%	0%	0%
TOTALS					\$360,513,000							

Transportation CFP 2025-2045 Map

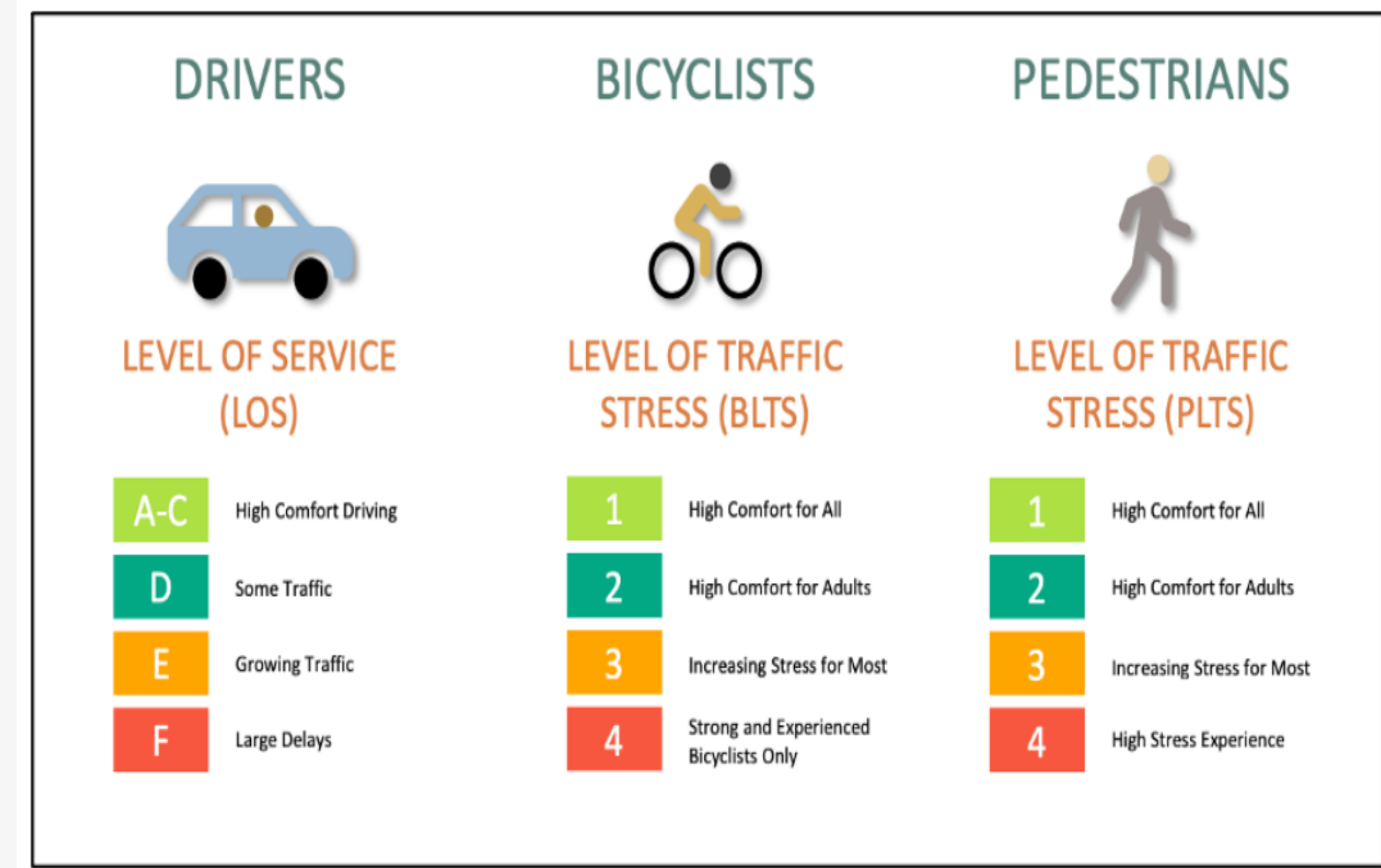


Recent Legislation: New Requirements

- **Multimodal Level of Service (MLOS)**
 - Arterials and transit routes in City
 - Historical LOS focuses on motor vehicles
 - MLOS includes non-motorized, including bikes & pedestrians
 - Draft CFP uses Pedestrian and Bicycle Level of Traffic Stress for MLOS.
- **Climate Change and Resiliency**
 - Reduction in Greenhouse Gases
 - Reduction in vehicle miles traveled (VMT)
 - Human health and safety.

Multimodal Level-of-Service

- **Level of Traffic Stress (LTS)**
 - Applied to collectors and arterials
 - Plan for LTS 2 or better
 - Neighborhoods planned for LTS 1.
- **How Applied**
 - Not included in Transportation Concurrency (yet)
 - Increased safety and comfort
 - Factored into Transportation Improvement Program project programming
 - Grant applications.

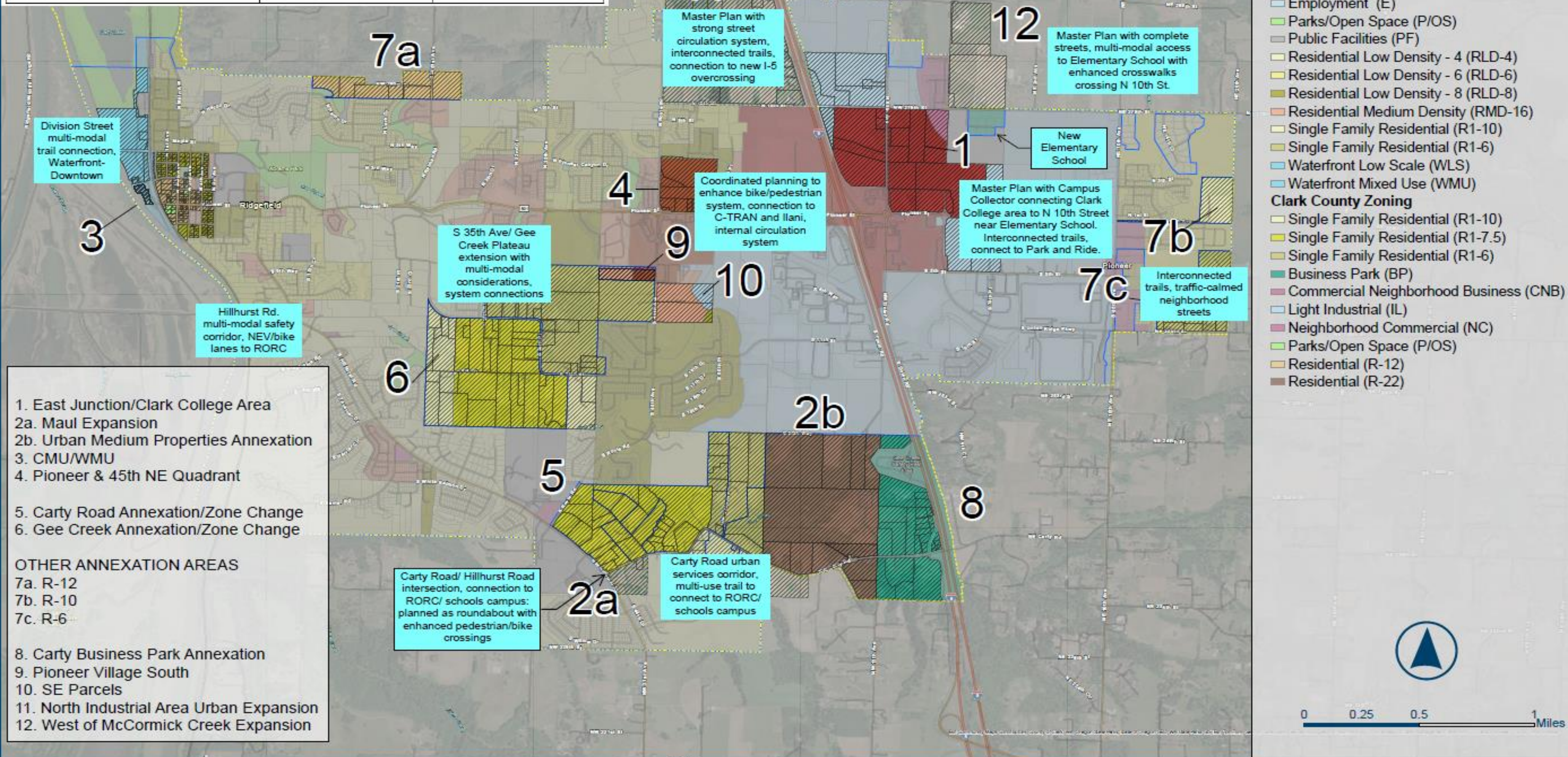


From Streetsblog

Growth Areas – Planning for Sustainability

Targeted Growth Approach

	County Council	Targeted Growth
Total Increase in Units	2,674	2,683
80% and below AMI Units	2,089	2,082
Total Increase/(Decrease) in jobs	1,186	2,156
80% and below AMI surplus/deficit	2	-5
2045 Pop Increase: Current City Limits	4,699	2,655
2045 Pop Increase: Unincorporated UGA	3,270	3,270
2045 Pop Increase: Expansion Areas	0	1,444



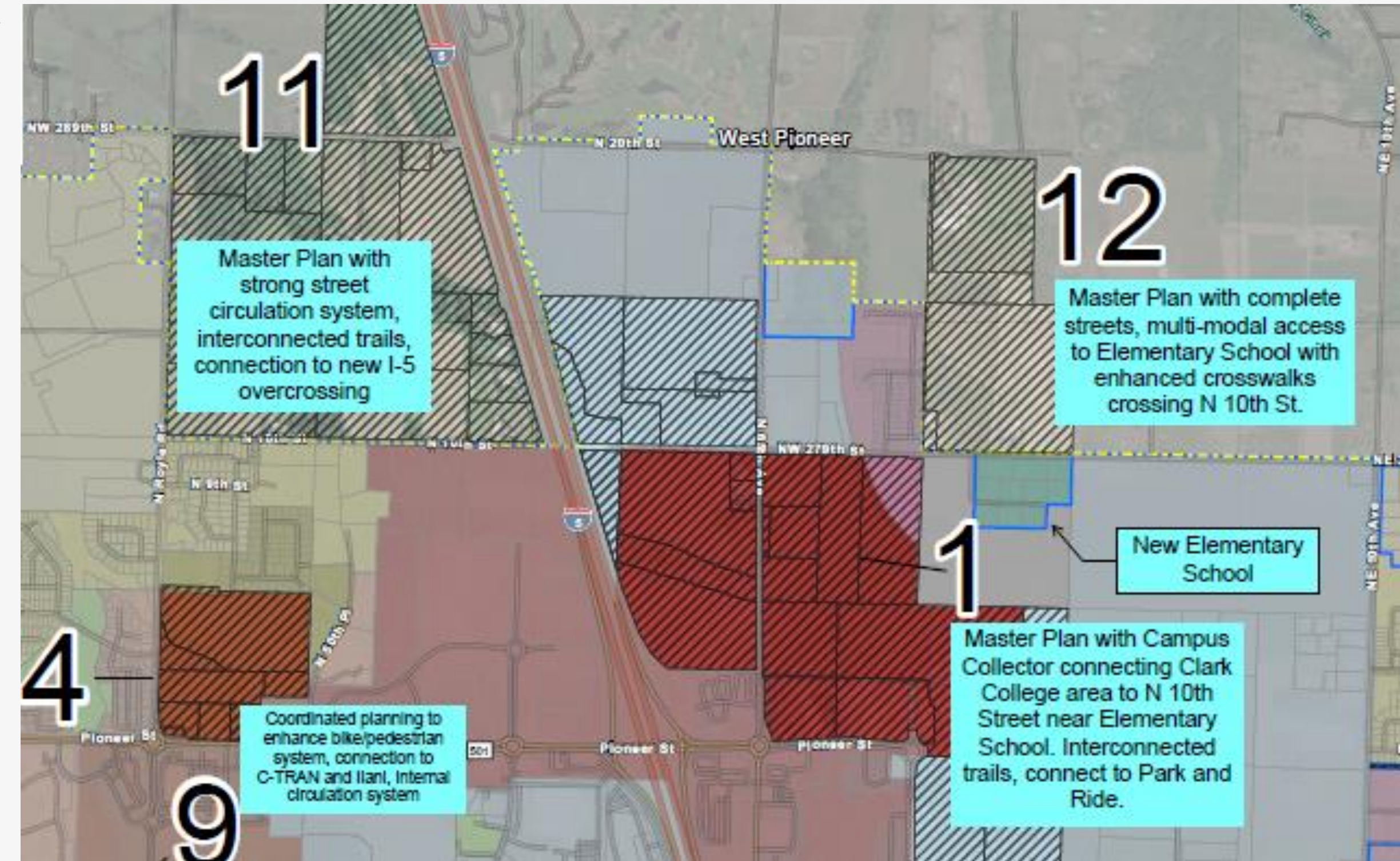
Reducing GHG and VMT

- **Mixed Use Hubs**

- Services & shopping within walking/bicycling distance instead of driving
- Interconnected pathway & trails system with more direct travel routes.

- **Transportation Trails**

- Longer-distance trips within City
- Typically multi-use facilities
- TIF eligible
- Separated pathways to increase safety for all users and abilities
- Current Pioneer Widening project
- New I-5 overpasses (north & south of Pioneer).



Council Discussion

Principle Alignment

- Do the proposed principles accurately reflect and align with the Council's long-term vision, values, and priorities for the development, sustainability and economic vision of our transportation system and community?

Specific Feedback

- TIF rate: ~\$200 higher/trip than current. Thoughts?
- Study areas: Keep as shown? Add? Subtract?
- Growth planning: sustainable growth ideas

What Happens Next

- Work with WSP/DKS to finalize draft
- Promote engagement on CFP w/ Roundtable
- Back to Council in Late May for adoption
- Incorporate CFP into Comp Plan Update





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