RIDGEFIELD PLANNING COMMISSION
MEETING AGENDA

Wednesday, August 6, 2025
RACC - Columbia Assembly Room
510 Pioneer Street, Ridgefield, WA 98642

I. GENERAL SESSION CALL TO ORDER - 6:30 PM

1. **Flag Salute**
2. **Roll Call**
3. **Oath of Office: Jeffrey Borchardt**
4. **Late changes to the agenda**

II. PUBLIC COMMENT

Anyone requesting to speak to the Commission regarding all items not subject to a specific Public Hearing may come forward at this time. Please state your name and limit comments to three minutes. Written comments may be submitted to the Clerk prior to the meeting.

III. CONSENT AGENDA

1. **Approval of Minutes from the 6/4/2025 Meeting**

IV. PUBLIC HEARING/BUSINESS

1. **Presentation: Envision Ridgefield 2045 Draft Transportation & Public Facilities Elements - Claire Lust, Community Development Director**

V. PUBLIC COMMENT

Anyone requesting to speak to the Commission regarding all items not subject to a specific Public Hearing may come forward at this time. Please state your name and limit comments to three minutes. Written comments may be submitted to the Clerk prior to the meeting.

VI. STAFF REPORTS

VII. FROM THE COMMISSION

VIII. ADJOURN

CITY OF RIDGEFIELD
REQUEST FOR COMMISSION ACTION

MEETING DATE: August 6, 2025

AGENDA ITEM NAME: Approval of Minutes from the 6/4/2025 Meeting

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SUMMARY/BACKGROUND:

STAFF CONTACT:

ATTACHMENTS:

1. 06.04.2025 Minutes

CITY OF RIDGEFIELD, WASHINGTON
PLANNING COMMISSION MEETING MINUTES
JUNE 4, 2025

Regular Meeting - 6:30 PM

I. GENERAL SESSION CALL TO ORDER - 6:30 PM

1. Flag Salute

2. Roll Call

Present:
Commission Member Patrick Flynn
Commission Member Stephen Mullinax
Commission Member Magdalena Butler
Commission Member Richard Wolf
Commission Member Niall Glavin

Commissioner Flynn moved to excuse Chair Tyler. Seconded by Commissioner Mullinax. Ayes all. Motion passed unanimously.

3. Late changes to the agenda

No late changes to the agenda.

II. PUBLIC COMMENT

Anyone requesting to speak to the Commission regarding all items not subject to a specific Public Hearing may come forward at this time. Please state your name and limit comments to three minutes. Written comments may be submitted to the Clerk prior to the meeting.

Comments received during public testimony can be heard on the City's website under Planning Commission | Ridgefield, WA (ridgefieldwa.us)

III. CONSENT AGENDA

1. Approval of Minutes from the 05/07/2025 Meeting

Present:
Vice Chair Richard Amerman
Commission Member Patrick Flynn
Commission Member Stephen Mullinax
Commission Member Magdalena Butler
Commission Member Richard Wolf
Commission Member Niall Glavin

Commissioner Flynn moved to accept the minutes as presented. Seconded by Commissioner Glavin.

IV. BUSINESS

1. Envision Ridgefield 2045: Parks and Recreation Element Presentation - Claire Lust, Community Development Director, Corey Crownhart, Park Manager

Claire Lust, Community Development Director and Corey Crownhart, Parks Manager, presented Envision Ridgefield 2045: Parks and Recreation Element

Discussion occurred regarding trail connectivity.

Discussion occurred regarding who owns the parks, trails and open space in residential developments.

Discussion occurred regarding the maximum required area for open space.

Discussion occurred regarding which amenities are required in parks.

Discussion occurred regarding whether the City is looking to acquire properties for community parks without partnering with developers.

Discussion occurred regarding prioritizing parks near high-density areas versus low-density areas.

Discussion occurred regarding creating a policy that makes it clear who is responsible for maintaining trails.

Discussion occurred regarding parks and trails sign standards.

Discussion occurred regarding safe connections to trails.

Discussion occurred regarding continuous maintenance being performed at city parks.

Discussion occurred regarding implementing an "adopt a park" program.

Discussion occurred regarding the different ways parks are acquired.

2. 2025 Development Code Amendments: Presentation of Topics - Claire Lust, Community Development Director

Claire Lust, Community Development Director, presented the 2025 Development Code Amendment.

Discussion occurred regarding back-lit cabinet signs.

Discussion occurred regarding prohibiting smoke shops as an allowed use in the Central Mixed Use, Waterfront Mixed Use and Neighborhood Commercial zones.

Discussion occurred regarding the definition of enhanced landscaping for commercial sites.

Discussion occurred regarding delivery trucks and loading.

Discussion occurred regarding native plant requirements.

Discussion occurred regarding Oregon white oaks.

Discussion occurred regarding water conservation and HOAs.

Discussion occurred regarding dog licenses.

V. PUBLIC COMMENT

Anyone requesting to speak to the Commission regarding all items not subject to a specific Public Hearing may come forward at this time. Please state your name and limit comments to three minutes. Written comments may be submitted to the Clerk prior to the meeting.

No public comments provided.

VI. STAFF REPORTS

Claire Lust, Community Development Director, requested that commission members let staff know if they will be able to attend the July meeting.

VII. FROM THE COMMISSION

Commissioner Butler highlighted the City's proclamation regarding pride month for the month of June. She attended the Union Ridge parade. She advised that Ridgefield High School's graduation is June 6th. She stated Green Bag is June 14th. She attended Ridgefield School District's strategic planning session. She wished all the fathers a Happy Father's Day.

Commissioner Glavin thanked Ms. Lust and Mr. Crownhart for the presentations.

Commissioner Flynn thanked Mr. Crownhart for attending, the City staff and members of the public. He mentioned the City's online videos. He thanked the mayor for proclaiming pride month. He mentioned that it's Raptor season. He congratulated the graduating seniors and highlighted the senior parade that takes place in all the schools.

Commissioner Mullinax thanked the City staff for the presentation. He has been attending Raptor's games. He said there is a good chance that he will be at the Police Academy in July.

Commissioner Wolf asked about a southern entrance point into the city.

Commissioner Amerman advised the robotics team will be hosting a STEM camp this summer. He thanked the City staff for the presentations.

VIII. ADJOURN

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Trina Siebert, Planning Commission Clerk Mark Tyler, Chair

CITY OF RIDGEFIELD
REQUEST FOR COMMISSION ACTION

MEETING DATE: August 6, 2025

AGENDA ITEM NAME: Presentation: Envision Ridgefield 2045 Draft Transportation & Public Facilities Elements

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SUMMARY/BACKGROUND:

Transportation and Public Facilities are two mandatory elements of Envision Ridgefield 2045, the City's 20-year growth management plan. These elements support the City's detailed Capital Facility Plans for transportation, water, stormwater, parks and recreation, and general facilities. Staff requests Planning Commission's review and feedback on the draft goals and policies in the attached Transportation and Public Facilities elements.

This is a presentation and discussion only with no action requested.

STAFF CONTACT: Claire Lust, Community Development Director

ATTACHMENTS:

1. Draft Public Facilities Element
2. Draft Transportation Element

ENVISION RIDGEFIELD 2045

Public Facilities

Current Conditions

Urban communities must be supported by a range of public services and facilities, including transportation, water, sanitary sewer, stormwater, and parks and recreation. The Public Facilities element describes the current status of Ridgefield's public facilities and services and how they will be expanded to accommodate growth that is projected to occur over the next 20 years. The information in this element is closely linked to the Ridgefield Capital Facility Plans (CFPs), a separately bound and frequently updated list of capital facility projects anticipated over a six-year period.

The 1990 Growth Management Act (GMA) requires growth to occur first in developed areas already served by public services and utilities before expanding to undeveloped areas needing new services. Public services must be provided in a timely and efficient manner to support planned growth and existing users. Extension of urban services must be coordinated with adopted land use and growth plans, and capital facility investments should be targeted and cost-effective.

The Public Facilities element focuses on providing infrastructure within city limits and areas in the unincorporated Ridgefield Urban Growth Area (UGA) boundary that are planned to receive services by City of Ridgefield (City) providers, such as sewer and water services. As required by GMA, this element includes a policy that mandates revisiting land use plans if forecasted funding falls short of meeting those needs. The analyses in this element focus on the first six years of the planning period. Infrastructure and service needs for the 20-year planning period are more speculative, resulting in a more generalized review, limited to capital facilities and major physical infrastructure related to growth, not all government services.

The information in this element is drawn from specific service area plans, such as the service provider capital plans and budgets. Services are provided by the City, Clark Regional Wastewater District, Clark County, and private utilities and service districts, as detailed in Table 3-1. The City coordinates with providers and considers how service area boundaries may change, such as through annexation. Local capital facilities projects are financed and constructed through various local, state, and federal sources. The following services are described below.

- Water
- Stormwater
- General Facilities
- Parks, Recreation, and Open Space
- Transportation

For additional details, refer to the Ridgefield CFPs, which are adopted by reference. The CFPs for individual services include a full list of existing facilities and all other data that meet the requirements of the Countywide Planning Policies, Revised Code of Washington (RCW) 36.70A.070(3) and Washington Administrative Code (WAC) 365-195-315. Additionally, some services planned by other agencies, such as Ridgefield School District and Clark County Fire & Rescue, are also adopted by reference.

Table 3-1. Ridgefield Facilities/Service Providers

Facility/Service	Provider(s)
Water	City of Ridgefield (incorporated areas) Clark Public Utilities (unincorporated areas and east of 85th Avenue/NE 10th Avenue)
Sanitary Sewer	Clark Regional Wastewater District
Stormwater Management	City of Ridgefield
Parks and Recreation	City of Ridgefield Clark County Washington State U.S. Fish and Wildlife Service Ridgefield School District Port of Ridgefield
Transportation	City of Ridgefield (incorporated areas) Clark County (unincorporated areas) Washington State Department of Transportation BNSF Railroad Cowlitz Indian Tribe
Emergency Services	City of Ridgefield Police Department Clark County Sheriff Washington State Patrol Clark Cowlitz Fire Rescue

Facility/Service	Provider(s)
	Private Ambulance Services (AMR)
Solid Waste	Waste Connections, Inc. Columbia Resource Company (for the Transfer Facilities) Clark County
Education	Ridgefield School District
Library	Fort Vancouver Regional Library System
Natural Gas	Northwest Natural
Electric Power	Clark Public Utilities
Telecommunications	Frontier Communications CenturyLink Lumen Comcast Various Wireless and Fiber Optic Providers

Providing adequate services to accommodate increasing service demands with limited funding sources is one of the central challenges facing the city as it implements the Comprehensive Plan. The City and all of its partners are committed to providing robust services to Ridgefield's residents and businesses. This will help to ensure a high quality of life and sustainable growth.

The GMA requires that communities "ensure that facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards" (RCW 36.70A.020.12). This concept is identified as "concurrency" and requires local governments to adopt level-of-service (LOS) standards and to test individual land use proposals to ensure they will not exceed those standards. Proposed developments that would cause these standards to be exceeded cannot be approved unless necessary mitigation is provided. For example, the established LOS standard for water production is 225 gallons per day for residential units, with adequate transmission and storage capacity. If this water capacity is not available or cannot be transmitted to a proposed development, additional capacity, transmission, or storage facilities will be required prior to any development.

Water

Ridgefield, and the rest of Clark County, relies almost entirely on groundwater aquifers for public and private water use. In the past, the location and development of productive groundwater sources have been a significant problem for county water purveyors because of state limitations on new water rights and requirements to maintain sufficient groundwater supply. Washington state law requires all water service providers to work with the Washington State Department of Ecology (Ecology) before constructing a well or withdrawing any groundwater from a well and to obtain a water rights permit. Unfortunately, the issuance of new water rights permits has been extremely limited since 1991. Water service purveyors have undertaken extensive planning efforts to ensure that groundwater use is consistent with region-wide watershed management programs and salmon recovery efforts while providing adequate water supply to meet the county's projected growth. It is hoped that through sharing groundwater resources, a sufficient groundwater supply can be sustained for the expected growth in demand while continuing to reduce impacts to watersheds considered essential to endangered fish species.

The City completed a Water System Plan Update in November 2024. This update identifies existing inventory, forecasts future water supply needs, and identifies revenue sources to fund capital improvements to meet GMA RCW 36.70A.070(3)(a)(b) requirements. The plan details strategies for providing a clean, reliable, and adequate water supply to accommodate anticipated population growth. It also evaluates projected future water demands based on expected growth, assesses the existing water system facilities, and identifies needed improvements for the Ridgefield UGA over six-year and 20-year planning horizons. Proposed projects include source improvements (new wells, water rights, and treatment systems), improvements to existing booster stations, new water storage facilities, and pipeline extensions and upgrades.

Continued growth in the water system will require the City to develop additional water resources or work with Clark Public Utilities (CPU) on the development of interties between the two providers, and regional water resources. There are also jurisdictional issues that need to be addressed as Ridgefield annexes into areas currently served by CPU. The City has developed water infrastructure improvement plans, revenue estimates, and costs estimates for six-year and 20-year planning horizons.

The City has six active wells with a total pumping capacity of 1,402 gallons per minute (gpm) plus intertie agreements with CPU. The interties provide additional water resources from outside of the area, during times of peak demand. In 2012, the City was issued a new water right for 400 gpm instantaneous and 483 acre-feet of annual withdrawal from the City's existing Junction Well. In September 2015, construction began on the Junction Well Improvement and 1.0 MG Reservoir Project to expand the existing Junction Well. Upon completion of this project, the City's source capacity increased by 400 gpm. In total, the City currently has water rights for 3,275 gpm of instantaneous withdrawal and 3,058 acre-feet of annual withdrawal. Additional source capacity

will be needed by 2026 in order to accommodate increased water use from the projected population growth. Table 3-2 below outlines the existing and planned sources of water supply.

Table 3-2. Source of Supply, Existing and Planned

Facility	Capacity	Est. Cost in 2024 Dollars	Timeline
Well 7 (Abrams Park)	300 gpm		Online
Well 8 (Abrams Park)	300 gpm		Online
Well 9 (Abrams Park)	400 gpm		Online
Well 10 (Abrams Park)	165 gpm		Online
Well 11	150 gpm		Online
Junction Well	400 gpm		Online
Kennedy Farms Wells	1,200 gpm	$6,700,000	2024-2029
North Royle Road Transmission Main and Intertie	1,000 gpm	$3,580,000	2026
Teal Crest Wells	600 gpm	$4,250,000	2036-2040
Port of Ridgefield Wells	900 gpm	$5,000,000	2038-2040
Well 7 Reconstruction	300 gpm	$856,000	2035+

There are three water reservoirs in Ridgefield with a total storage capacity of 2 million gallons. Water is brought from source facilities and reservoirs to residences and businesses via approximately 318,360 linear feet of water mains. The City water storage facilities were evaluated and deficiencies were identified as part of the Water System Plan. The evaluation showed that the City will require additional storage capacity to serve its long-term water storage needs. Given that most of the projected growth will occur in the upper pressure zone, all new storage facilities will be located there. Details of these new storage facilities are listed in Table 3-3 below.

Table 3-3. Water Storage Facilities and Improvements

Reservoir	Storage	Est. Cost in 2024 Dollars	Timeline
Cemetery Reservoir	400,000 gal		Online
High School Reservoir	600,000 gal		Online
Junction Reservoir	1,000,000 gal		Online

Reservoir	Storage	Est. Cost in 2024 Dollars	Timeline
Eastside Elevated Reservoir	1,700,000 gal	$17,000,000	2024-2025
Second East Side Reservoir	2,000,000 gal	$6,560,000	2035

A water system is required to have a supply, storage, and distribution system grid with sufficient capacity to provide firefighting needs while maintaining maximum daily flows to residential and commercial customers. Because firefighting requires a large amount of water in a short time, fire flow requirements typically determine the minimum size of water lines needed to serve an area, as well as the amount of storage needed. The City's water transmission system consists of 8-, 10-, and 12-inch ductile iron and PVC water mains that connect the Abrams Park Wells 7, 8, 9, and 10 and Well 11 to the Cemetery and High School Reservoirs. The City's distribution mains consist of approximately 318,360 linear feet (LF) (over 60 miles) of water main ranging in size from 4 inches to 16 inches. The distribution system also includes approximately 6,700 LF of pipe of less than 4 inches in diameter, including some small-diameter steel pipe.

The City water delivery system provides fire hydrants and water distribution mains in neighborhoods and business areas throughout the water service area. Development approval requires new water mains and hydrants to serve new buildings, per the latest adopted version of the International Fire Code and the Ridgefield Municipal Code. The City has adopted fire flow standards in accordance with the Clark County Coordinated Water System Plan.

The City plans on expanding its water distribution and transmission system to provide water service to developing areas, and a number of projects have been identified both to address deficiencies and to expand water mains throughout the water service area. The City has identified many minor distribution system improvement projects to replace aging or undersized water lines as part of its Water Main Replacement Program. The recommended distribution projects are listed in Table 3-4.

Table 3-4. Distribution Projects

Project	Pipe Description	Est. Cost in 2024 Dollars	Timeline
North 3rd Avenue and Maple Street – Division Street to North 4th Avenue Extension	480 LF of 8-inch ductile iron pipe	$325,000	2025
South Royle Road – NW Hillhurst Road to South Royle Court	1,410 LF of 12-inch ductile iron pipe	$961,000	2029
Mill Street – North 1st Avenue to North Krause Avenue	560 LF of 8-inch ductile iron pipe	$589,000	2031
North 65th Avenue – North 1st Circle to NW 279 Street	1,560 LF of 12-inch ductile iron pipe	$1,061,000	2035+
East Service Area – South Dolan Road to South 10th Street Loop	2,590 LF of 12-inch ductile iron pipe	$1,815,000	2035+
North Royle Road – NW 10th Street to NW 289th Street	2,660 LF of 12-inch ductile iron pipe	$2,013,000	2026
South Royle Road – South 10th Way to Pioneer Street	2,660 LF of 12-inch Class 52 ductile iron pipe	$2,013,000	2024
Future Streets – NW Hillhurst Road to NW Carty Road Loop	7,140 LF of 16-inch ductile iron pipe	$4,740,000	2035+
NW 51st Avenue – City Limits to UGA Limits	670 LF of 12-Inch ductile iron pipe	$537,000	2035+
Gee Creek Plateau Subarea – NW 259th Street to South 15th Street	4,500 LF of 12-Inch ductile iron pipe	$2,943,000	2026-2027
Gee Creek Plateau Subarea – South 25th Place to Pioneer Street	4,140 LF of 12-Inch ductile iron pipe	$2,709,000	2035+
Future Street – South 5th Street to NW 279th Street	3,940 LF of 12-Inch ductile iron pipe	$2,174,000	2035+
South Sargent Street – South Main Street to South 3rd Avenue	600 LF of 8-inch ductile iron pipe	$414,000	2025

Because of the Carty Road development consortium process, in order to lift Urban Holding along that corridor (UH-10), a reasonably funded project to provide urban services to the parcels along this corridor is required. The City is working with the development consortium to create a financing plan that includes the western one-third to one-half of this project:

NW Carty Road – NW Hillhurst Road to Interstate 5 (I-5) (2035+)

Estimated Project Cost in 2024 Dollars: $5,598,000

Pipe Description: 8,530 LF of 12-inch Ductile Iron Pipe

This project includes the installation of approximately 8,530 LF of 12-inch pipe along NW Carty Road between NW Hillhurst Road and the western boundary of I-5. The new main will serve developments along NW Carty Road and improve distribution system capacity.

The City and CPU will continue to participate in a water resource management program designed to sustainably meet water needs. The program's goal is to ensure that municipal water purveyors, such as Ridgefield, have access to water resources to meet projected water needs of a growing population and pursue economic development opportunities consistent with adopted land use plans, while maintaining in-stream flows to protect fish habitat. Ridgefield is part of the water resource management program for the Lewis River, Salmon Creek, and Washougal River (Water Resource Inventory Areas 27 and 28) subject to the planning and management requirements of WAC 173-527 and WAC 173-528.

Clark County has established a Water Utility Coordinating Committee (WUCC) as a standing committee made up of representatives from each water purveyor, fire protection agencies, and the Washington State Department of Health. The WUCC updates water utility design standards, establishes procedures for resolving conflicts between water purveyors, and updates the Coordinated Water System Plan (CWSP). The City and CPU will continue to collaborate with other regional water providers to ensure that service plans and use of scarce water resources are coordinated.

The CWSP fulfills the regulatory requirements as prescribed in WAC 248-56, Public Water System Coordination Act. The CWSP serves as the Regional Supplement for State-approved Clark County water purveyors' individual water system plans, which are on file at Ecology, and together with the petition for Reservation of Public Waters, fulfills the requirements under WAC 173-590 relating to the reservation of water for future public water supply. The City and CPU will implement the CWSP through their Water System Plans.

Attached by reference: City of Ridgefield 2024 Water System Plan Update.

Stormwater

Mismanaged stormwater runoff from streets and buildings can pollute lakes, streams, rivers, and groundwater and may cause erosion, flooding, and other safety hazards. Because it picks up nutrients, metals, oil and grease, and other forms of pollution, untreated stormwater can threaten drinking water, plants, and animals that live in surface waters, and water-related recreation.

The City's goal is to maintain or improve surface and groundwater quality by managing stormwater. Increased urbanization can make this goal difficult to meet. An increase in the

amount of impervious surfaces (roadways, parking lots, driveways, and sidewalks) increases the amount of runoff, and the potential for it to carry pollutants from erosion or chemical contamination to surface waters.

Before it was fully understood how rainfall can replenish the supply of groundwater, stormwater runoff in most cities was collected in storm drainage pipes and sent to sewage treatment plants or large waterbodies. Most of the older neighborhoods in Ridgefield dispose of stormwater this way. Ridgefield's current approach to stormwater management is to require property owners to retain stormwater on site and treat it, usually by running it through vegetated areas where plants filter out and absorb pollutants prior to its release into the ground or nearby surface water. This approach also reduces the risk of flooding along streams by regulating flow into streams during storms.

The Clean Water Act (CWA) is a 1977 amendment to the Federal Water Pollution Control Act of 1972, which set the basic structure for regulating discharges of pollutants to waters of the United States. The Act gave the Environmental Protection Agency the authority to set effluent standards on an industry basis (technology-based) and continued the requirements of the original Act to set water quality standards for all contaminants in surface waters. The CWA makes it unlawful for any person to discharge any pollutant from a point source into waters of the United States unless a National Pollutant Discharge Elimination System (NPDES) permit is obtained.

The City has recently been included in a federally designated urbanizing area and was issued its first Phase II NPDES municipal stormwater permit on August 1, 2024. As a result, the City will update its Stormwater Management Program to comply with permit requirements over the subsequent five years.

The State of Washington Water Pollution Control Act (RCW 90.48) protects the quality of waters of the state for public health and enjoyment, propagation and protection of fish and wildlife, and industrial development of the state. Ecology is the designated state agency enforcing the law. RCW 90.48 acknowledges the federal regulation of navigable waters through the CWA and purports to work in concert with federal efforts.

Ecology enforces the Water Pollution Control Act partly through regulation of Underground Injection Controls to protect groundwater and by issuing state waste discharge permits for discharges of municipal storm sewer systems to surface waters, among other efforts. Ecology combines the state waste discharge permits, enforcing RCW 90.48, with NPDES municipal stormwater permits, enforcing the federal CWA.

In 2008, the City used Ecology's 1992 Stormwater Management Manual for the Puget Sound Basin. The 2008 Comprehensive Stormwater Management Plan recommended adoption of the then-current 2005 Stormwater Management Manual for Western Washington (SWMMWW), published by Ecology. In 2017, the City adopted the SWMMWW for use in facility design, but it did not adopt the manual's thresholds or requirement to use a continuous simulation hydrology model to size

stormwater facilities. The City adopted the SWMMWW, with local amendments to thresholds and facility design criteria. To comply with the 2024-2029 Phase II NPDES municipal stormwater permit, the City will need to adopt the 2024 SWMMWW and the minimum technical requirements, including stormwater management thresholds by June 30, 2027. Adopting the 2024 SWMMWW will result in significant changes to stormwater regulation on development sites and likely will result in the construction of more low impact development (LID) and flow control facilities in the city.

The City's Standards for Public Works Construction, last updated in 2017, includes a chapter on storm drainage, which applies to all storm drainage facilities in existing and proposed public right-of-way, public drainage easements, and tracts of common ownership in the city. Storm drainage systems include, but are not limited to, inlets, pipes, ditches, creeks, rivers, wetlands, and stormwater quality and quantity facilities. Storm facilities located on and serving private property are required to follow the requirements of this section for the design and sizing of water quality treatment and detention facilities.

Ridgefield's stormwater management goal is to safely pass rainwater and drainage in a manner that improves the community and the environment. The objectives of the program and associated regulations are to:

- Protect surface and groundwater from contamination
- Protect people and property from flood damage during extreme rain events
- Protect aquatic life
- Provide recreation opportunities, community aesthetics, and good neighbor facilities
- Protect and enhance riparian and habitat areas

Ridgefield will work with private property owners to enhance the functioning of floodplains and riparian areas throughout the City and Ridgefield UGA. Increased planting of native vegetation and removal of impervious surfaces will also enhance stormwater management. Ridgefield will encourage the use of LID techniques to manage stormwater.

In addition, there are short- and long-term needs to address the expected population and job growth in the city over the next 20 years. The City will need to expand its private stormwater facility inspection program to meet requirements of the Phase II NPDES permit. Inventory of private stormwater facilities is also expected to grow. The pace of inventory growth is expected to meet or exceed the rate of inventory growth of catch basins since 2018 and is, therefore, estimated at 10 percent per year to account for the city's rapid growth.

To plan for growth, the City's Stormwater Division continues to require private developments to construct, own, and maintain stormwater conveyances, runoff treatment facilities, and flow

control facilities. Stormwater requirements for the City's public capital improvement projects, including new public streets, road improvements, and facilities, should be provided with the budgets for those projects.

The Stormwater Capital Facility Plan recommends that other City public works projects, such as roads, parks, and facilities, plan for conveyance, runoff treatment, and flow control facilities as part of the capital design and construction costs for those facilities. These capital investments by other divisions and private developers will increase asset inventory that requires City stormwater resources to inspect (public and private stormwater infrastructure) and to maintain (public stormwater infrastructure). The anticipated capital facility projects and estimated project costs are included below in Table 3-5.

Table 3-5. Stormwater Capital Facility Projects

Project Name	Estimated Total Project Cost	Status/Description
Old Pioneer Way	$443,000	60% Design Completed. Public Works Board (PWB) construction loan received 2023. Final design expected 2025. Construction expected 2026.
South Riverview Drive	$1,107,100	60% design completed. PWB construction loan received 2023. Final design expected 2025. Construction expected 2026.
Viewport Swale	$206,460	Not started
Gee Creek Loop	$900,000	PWB construction loan received 2023. Community Development Block Grant funds received 2022. Design and construction expected 2025.
Lake River Outfall	$444,300	Not started. PWB construction loan received 2023. Final design expected 2025. Construction expected 2026.
Abrams Park	$200,880	Not started
Pioneer Street Downtown Storm Pipes	$1,481,000	Pioneer Street was turned over to the City by Washington State in July 2024. Concrete pipe is in poor condition and has blind connections in the stormwater pipe between 8th Avenue and Main Street. City mapping of the system is not correct.
Garrison Ridge Stormwater Facility	$368,000	In 2022, a landslide damaged the stormwater swale on Garrison Ridge. The City has installed a temporary bypass to protect the facility from further damage. The current temporary solution does not provide runoff treatment for the bypassed flows from 4 homes.

Project Name	Estimated Total Project Cost	Status/Description
N. Reiman Road Pipe Installation	$711,000	The ditch on the west side of N Reiman Road frequently fills with sediment and occasionally overflows onto the road despite increased maintenance frequencies at this location.
Decant Facility Siting Study	$75,000	The City uses a decant facility located at the Ridgefield Wastewater Treatment Plan on West Division Street. The wastewater treatment facility may be decommissioned in approximately 10 years, and the City will need to identify another location or locations for managing decant.
Decant Facility Construction	TBD	

Attached by reference: Stormwater Capital Facility Plan

General Facilities

The City owns and maintains four facilities and one parcel to operate essential City functions. The General Facilities Plan (Appendix X) details each facility's buildings, General Services Administration standards, office and field staff, and parking availability. A summary of each building is listed in Table 3-6.

Table 3-6. General Facilities

Facility	Address	2024 Staff	2045 Staff	Summary
City Hall	230 Pioneer Street	14	23	This facility is below the requirement for staff in 2045. An increase in staff will also result in the increase demand for off-site parking.
Public Works	287 S. 56th Street	30	49	This facility will not accommodate estimated growth in 2045. The current parking area appears to be adequate to support growth until 2045. The parking and storage space for service vehicles may need further evaluation, along with the site shop building.
RACC	510 Pioneer Street	19	31	This facility will not accommodate estimated growth in 2045. The current parking resource should be evaluated based on in-office versus remote staff and the functions of other tenant in building.

Facility	Address	2024 Staff	2045 Staff	Summary
TMI Building	101 Mill Street	20	33	This facility allows for the proposed growth through 2045. The current striped staff parking area does appear to be adequate to support office staff growth. The parking and storage space for service vehicles may need further evaluation, along with the sally port areas.
City Parcel	Mill/N. Main	-	20	This site would allow for an increase in staff of 20 (admin/staff offices). Additional demand on existing parking would create a deficit.

Attached by reference: General Facilities Plan.

Goals and Policies

Goal 3.1 Efficiently provide and maintain public facilities and services to support community needs within the Ridgefield UGA.

Policy 3.1.1 Consider water, sewer, police, transportation, fire, schools, stormwater management, and parks as necessary public facilities and services. Ensure that facilities are sufficient to support planned development.

Policy 3.1.2 Establish service standards or planning assumptions, based on service capabilities, local land use designations, and nationally recognized standards.

Policy 3.1.3 Maintain and amend, as necessary, traffic, park, and school impact fees and water system development charges, to ensure new developments pay a reasonable, proportionate share of infrastructure costs. Work with Clark Regional Wastewater District to maintain and amend sewer system development charges.

Policy 3.1.4 Ensure all budget decisions relating to public facilities are made in conformance with the adopted Comprehensive Plan.

Policy 3.1.5 Partner with utility companies to provide quality and reliable private utilities and services to Ridgefield residents and businesses, through licensing and negotiations with utility companies.

Goal 3.2 Ensure a reliable, safe, and high-quality public water supply within the Ridgefield UGA.

Policy 3.2.1 Provide safe, clean, and quality drinking water to every Ridgefield home, business, public facility, and industry, and ensure infrastructure is in place prior to new development. Encourage existing development with private wells to connect to public water as soon as available. Provide adequate water pressure and volume for fire suppression hydrants and sprinkler systems.

Policy 3.2.2 Provide water service and maintain sole responsibility for the provision of water within the Ridgefield UGA, and restrict provision of urban services outside the Ridgefield UGA.

Policy 3.2.3 Implement the Water System Plan, including source improvements, improvements to existing booster stations, new water storage facilities, and pipeline extensions and upgrades.

Policy 3.2.4 Develop additional water resources and work with CPU to develop regional water resources to accommodate continued growth in the water system.

Policy 3.2.5 Discourage development and use of private drinking water wells. Work with Clark County to phase out private water systems within the Ridgefield UGA and ensure the proper decommissioning of existing wells with the Washington State Department of Health.

Policy 3.2.6 Design all water facilities within the Ridgefield UGA to City standards and make provisions for the integration of facilities into City systems. Work with property owners to annex properties requiring City services within six years, in accordance with the City's Capital Facilities Plan.

Policy 3.2.7 Connect all new construction within the Ridgefield UGA to the City's water system concurrent or subsequent to annexation, except for single-family residences on existing lots (as of 2026) that cannot reasonably hook up to the City water system.

Policy 3.2.8 Coordinate with Clark County to develop groundwater protection mechanisms that protect well heads, reduce the risk of accidental groundwater contamination, and encourage the conservation of groundwater.

Goal 3.3 Ensure effective stormwater management to support a public health and ecological balance.

Policy 3.3.1 Manage stormwater to safely collect, treat, and discharge runoff; maintain and improve water quality of receiving streams, lakes, and wetlands; protect and enhance fish and wildlife habitat; promote recreational opportunities; and enhance community aesthetics.

Policy 3.3.2 All new development shall be designed consistent with low impact development principals and best management practices, the City's long-range stormwater management plans and programs, and shall only be permitted consistent with the following provisions:

- Control off-site water quality and quantity impacts through appropriate design.
- Require the use of source control and treatment best management practices.
- Prioritize the use of infiltration, with appropriate water quality precautions.
- Protect stream channels and wetlands.

- Require erosion and sediment controls for excavation, new development, and redevelopment projects.
- Minimize impervious surfaces, loss of native vegetation and stormwater runoff.

Policy 3.3.3 Prior to 2028, prepare and adopt a tree canopy management plan that includes an inventory of existing tree canopy; projections of future canopy under existing conditions and trends; a long-term goal for tree canopy; and challenges, opportunities, and action items.

Policy 3.3.4 Implement the provisions of Policy 1.3.2 in accordance with the Stormwater Management Manual for the Puget Sound Basin, the SWMMWW, the Clark County Stormwater Manual, or equally effective standards approved by the City engineer.

Policy 3.3.5 Comply with the 2024-2029 Phase II NPDES municipal stormwater permit by adopting the 2024 SWMMWW and the minimum technical requirements, including stormwater management thresholds, by June 30, 2027.

Policy 3.3.6 Expand the private stormwater facility inspection program to meet requirements of the Phase II NPDES permit.

Policy 3.3.7 Develop groundwater protection mechanisms that protect well heads, reduce the risk of accidental groundwater contamination, and encourage the conservation of groundwater.

Denotes that the policy supports Climate element goals and policies.

ENVISION RIDGEFIELD 2045

Transportation

Ridgefield's Transportation System

The transportation system is part of everyday life. The entire community relies on the system to get people where they want to go, to bring goods to and from the community, and to connect people to the services they need. Ridgefield's transportation system has a variety of components, including state highways (managed by Washington State Department of Transportation [WSDOT]), local streets, sidewalks, bike facilities, transit (C-TRAN), and pedestrian trails. Regional coordination and consistency are integral to Ridgefield's transportation program. The City of Ridgefield (City) maintains regional partnerships with Clark County, Southwest Washington Regional Transportation Council (RTC), C-TRAN (regional transit agency), WSDOT, Port of Ridgefield, and other cities in Clark County.

These relationships are formalized through active participation in the RTC, which serves as the area's federally designated Metropolitan Planning Organization and state-designated Regional Transportation Planning Organization (RTPO), and through staff's participation with the Regional Transportation Advisory Committee. The RTC maintains and runs the traffic modeling for all jurisdictions in Clark County, based on a common land use geographic information system. This ensures consistency in land use and transportation planning among neighboring jurisdictions. RTC, as the regional RTPO, certifies Ridgefield's transportation element for consistency with the regional plan and with the plan of each jurisdiction responsible for transportation planning within Clark County.

Current Conditions

Before a local government can adequately plan for its future, it must assess the capability of its existing transportation system to serve current demand. It is, therefore, necessary to determine existing levels of service (LOSs) and to identify existing deficiencies of the transportation system. The 2025 to 2045 Transportation Capital Facilities Plan includes a detailed analysis of the existing conditions and projected needs of Ridgefield's transportation system.

Roadway Function Classification

The functional classification of a roadway determines the level of mobility for all travel modes for anticipated level of access and usage. The functional classification system recognizes that individual streets do not act independently of one another but instead form a network that serves travel needs on a local and regional level. Ridgefield's roadways are classified as several types of arterials, collectors, and local streets. From highest to lowest intended usage, the functional classifications are principal arterial, minor arterial, collector, and local streets. Roadways with higher intended usage generally limit access to adjacent property in favor of more efficient motor vehicle traffic movement, while local roadways with lower intended usage have more driveway access and intersections, and generally accommodate shorter trips to nearby destinations.

These functional classification designations and corresponding design standards are compatible between the City and Clark County to allow the facilities to blend and function well, such as aligning sidewalks and maintaining lanes of similar width and configuration. Design standards for these facilities are illustrated in the City of Ridgefield Engineering Standards, Chapter 2 – Streets.

Designated principal arterials, such as Pioneer Street/State Route 501, serve regional trips and provide the main routes of access into and out of the city. Minor arterials, such as N Main Avenue and 45th Avenue, serve trips within the region and connect to the principal arterial system. No direct land access is permitted onto major or minor arterials, unless no other access is available.

The collector roadways have been grouped in the following four subcategories: standard collector, campus collector, scenic collector, and commercial/industrial collector.

- Standard collectors provide primary access to commercial and residential areas.
- There is only one campus collector, Union Ridge Parkway, which provides access through the Clark College campus area only.
- There is only one scenic collector, Reiman Road. Although classified as a collector, the roadside environment and topography constrain the ability to widen Reiman Road. Maintaining a narrower roadway width will help preserve the rural and scenic nature of the roadway.
- Commercial/industrial collectors primarily serve employment and retail areas and will be designed to accommodate freight hauling and truck movements.

All remaining roadways in the urban growth area (UGA) are classified as local streets, which provide mobility within neighborhoods and other less intense land uses.

Roadway Inventory

An inventory of the existing arterial and collector street system was compiled using information from the City, Clark County, and field investigations. The current street network primarily consists of two-lane roadways, except for the four-lane segments on Pioneer Street and Union Ridge Parkway. Traffic control is managed through posted stop signs or roundabouts. The City owns and operates traffic signals at the intersections of South Hillhurst Road and South Royle Road, as well as South Union Ridge Parkway and South Fifth Street. Additionally, WSDOT operates traffic signals at the northbound and southbound Interstate 5 (I-5) ramp terminal intersections along Pioneer Street.

Traffic Capacity

Traffic operations for the evening peak hour were analyzed at study intersections using the RTC travel demand model. This analysis aimed to determine if the transportation network can support the projected traffic growth, using a base year of 2025 and a planning horizon year of 2045. The model translates estimated land uses into person trips, selects travel modes, and assigns motor vehicle trips to the roadway network. This process helps assess the existing transportation infrastructure and identify potential future improvement needs. The highest traffic volumes are observed on Pioneer Street, between 65th Avenue and Royle Road.

Level of Service Standards

Mobility targets for streets and intersections in Ridgefield provide a metric to assess the impacts of new development on the existing transportation system. They are the basis for requiring improvements needed to sustain the transportation system as growth and development occur. Both Ridgefield and WSDOT use LOS as the method to gauge intersection operations. LOS is a "report card" rating (A through F) based on the average delay experienced by vehicles at the intersection. LOSs A, B, and C indicate conditions where traffic moves without significant delays, while LOSs D and E indicate progressively worse operating conditions. LOS F represents conditions where average vehicle delay is excessive and the demand exceeds capacity, typically resulting in long queues and delays. The standard used for the Capital Facilities Plan is LOS D, except at unsignalized intersections that do not meet signal warrants or where a signal is not desired, in which the standard is LOS E. WSDOT requires an LOS E or better for Regionally Significant State Highways (non-HSS) in urban areas[1], including Pioneer Street.

The volume/capacity ratio ranges in Table 8-1 represent the actual volume of traffic traveling on the roadway divided by the volume/capacity of that roadway. Capacity is defined as the maximum rate of flow that can be accommodated on a particular roadway segment. A lower volume/capacity ratio indicates a smoother flow of traffic while a higher ratio indicates an oversaturated system.

[1] Level of Service Standards for Washington State Highways, WSDOT, January 1, 2010.

Table 8-1. Level of Service Categories

LOS	Volume/Capacity
A	Less than or equal to 0.3
B	Less than or equal to 0.5
C	Less than or equal to 0.75
D	Less than or equal to 0.90
E	Less than or equal to 1.0
F	Greater than 1.0

Table 8-2 summarizes the LOS for existing conditions (2024) and projected future conditions (2045). The LOS and delay are shown for the worst major/minor street movements. During the PM peak hours, all study intersections operate within the adopted mobility standards described above.

Table 8-2. Intersection Level of Service Summary (PM Peak)

Intersection	2024 PM Peak		2045 PM Peak	
	LOS	Delay (seconds per vehicle)	LOS	Delay (seconds per vehicle)
Pioneer Street/Main Avenue	A / A	8 / 10	A / A	9 / 10
Pioneer Street/Hillhurst Road	C / A	16 / 11	B / B	11 / 10
Pioneer Street/Reiman Road	A / C	9 / 21	A / E	9 / 46
Pioneer Street/35th Avenue	B / B	12 / 12	B / B	13 / 14
Pioneer Street/Royle Road	C / B	23 / 19	D / F	31/ 156
Pioneer Street/51st Avenue	-	-	B / B	13 / 19
Pioneer Street/56th Place	F / F	48 / > 300	E / F	19 / > 300
Pioneer Street/I-5 Southbound Ramps	C	21	D	37
Pioneer Street/I-5 Northbound Ramps	C	29	F	88
Pioneer Street/65th Avenue	B / B	11 / 13	B / B	15 / 12
Fifth Street/Union Ridge Parkway	B	14	B	15
Union Ridge Parkway/85th Avenue	B / C	16 / 19	B / B	16 / 12
Fifth Street/85th Avenue	B / B	12 / 11	B / A	21 / 12
Hillhurst Road/Royle Road	B / A	13 / 10	C	21
South Hillhurst Road/NW Carty Road	C / B	16 / 15	E / F	-

Collision History

The most recent five years (January 2019 to December 2023) of available collision data was obtained from WSDOT and used to evaluate the collision history. Of the 413 collisions in Ridgefield, 113 occurred along I-5 and 130 occurred along Pioneer Street. As indicated in Table 8-3, Royle Road and Pioneer Street, Pioneer Street and 56th Place, and Pioneer Street and I-5 northbound ramps experienced the most collisions.

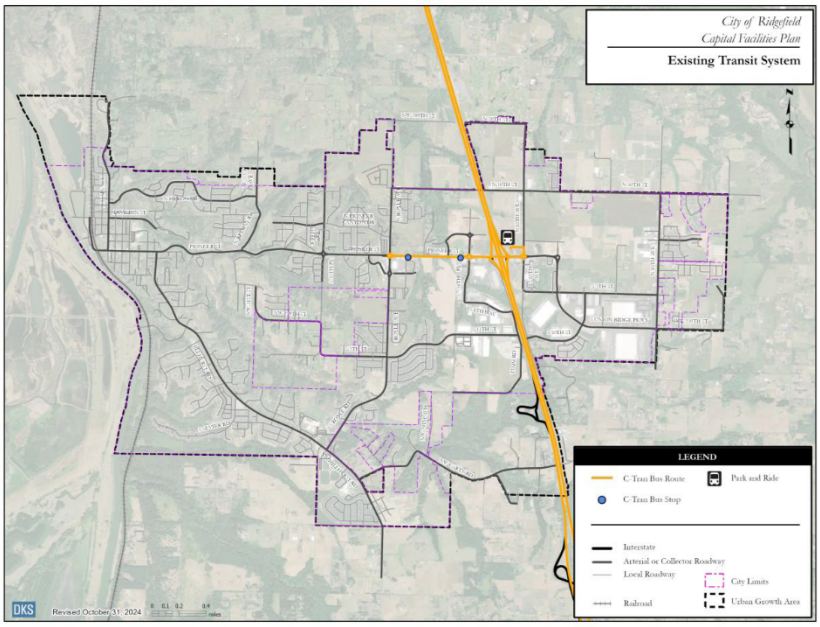
Table 8-3. Collision History, 2019 - 2023

Intersection	Number of Crashes
Pioneer Street/Main Avenue	0
Pioneer Street/Hillhurst Road	2
Pioneer Street/Reiman Road	2
Pioneer Street/35th Avenue	6
Pioneer Street/Royle Road	26
Pioneer Street/56th Place	14
Pioneer Street/I-5 Southbound Ramps	4
Pioneer Street/I-5 Northbound Ramps	13
Pioneer Street/65th Avenue	4
Fifth Street/Union Ridge Parkway	0
Union Ridge Parkway/85th Avenue	6
Fifth Street/85th Avenue	2
10th Street/65th Avenue	1
10th Street/85th Avenue	2
North 15th Street/Royle Road	3
Hillhurst Road/Royle Road	3
South 15th Street/Royle Road	3

Transit

Transit service for Ridgefield is provided by C-TRAN's Route 48 service (see Figure 8-1). This fixed route connects from Ridgefield to the 99th Street Transit Center in Vancouver. Route 48 buses provide southbound service before noon and northbound service after noon. A park-and-ride facility is located near the North 65th Avenue/North First Circle intersection. Transit service is also available through C-TRAN's The Current, an on-demand rideshare providing door-to-door accessible service.

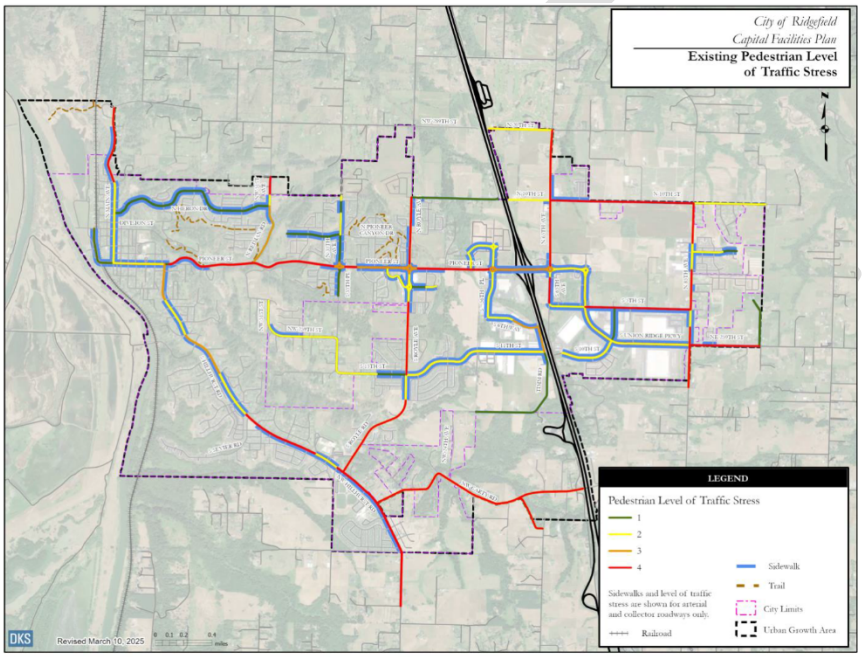
Figure 8-1. Existing Transit System



Pedestrian and Bicycle Facilities

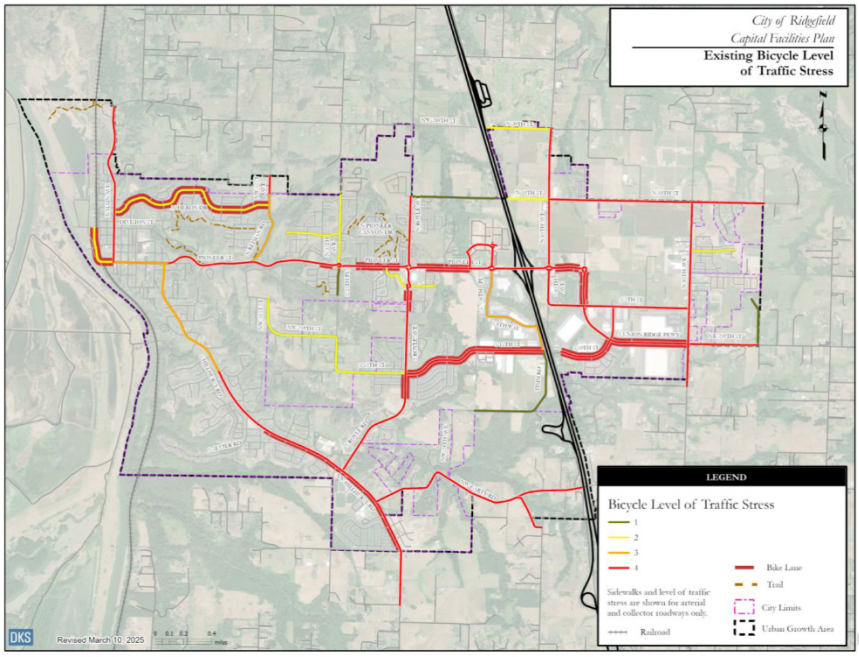
Pedestrian and bicycle facilities were inventoried along arterial and collector roadways in the city and are shown in Figures 8-2 and 8-3. The City of Ridgefield Engineering Standards identify the requirements for non-motorized uses on streets, such as sidewalks, trails, and bikeways. Intermittent sidewalks exist along segments of Pioneer Street, Hillhurst Road, Reiman Road, 35th Avenue, Royle Road, South 56th Place, Union Ridge Parkway, and 85th Avenue. Sidewalks are also being included in all new developments. Additionally, several other trails extend through the city, including in Abrams Park and along Gee Creek.

Figure 8-2. Existing Pedestrian System with Level of Traffic Stress



As shown in Figure 8-3, on-street bike lanes currently exist along segments of Pioneer Street, between Royle Road and 35th Avenue and between Royle Road and 56th Place, and along segments of Heron Drive, Reiman Road, South Fifth Street, Union Ridge Parkway, South 11th Street, and North 85th Avenue. Recent City and developer projects have added bicycle and pedestrian facilities on the Royle Road corridor from South 19th Street to north of Pioneer Street and on Pioneer Street east of 65th Avenue. Additionally, there are segments with a designated buffer for bike facilities throughout the city. On other roadways within the city, bicycle users use designated buffers, shoulders, or share the roadway with motorized traffic. Gaps in the bike lanes remain throughout the city and create higher levels of traffic stress, particularly along streets with higher posted speed limits.

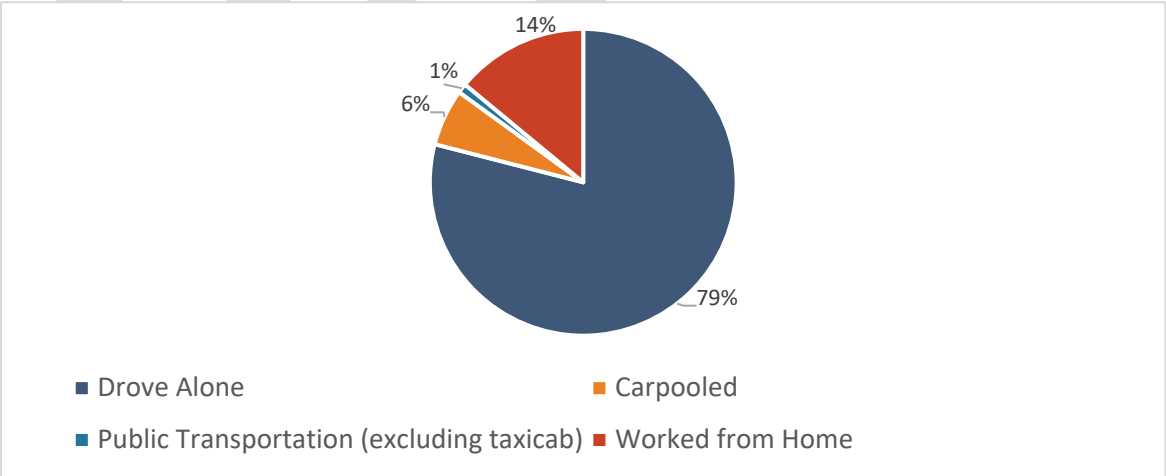
Figure 8-3. Existing Bicycle System with Level of Traffic Stress



Commute Patterns

According to Figure 8-4 below, 79 percent of Ridgefield's workforce travel to their places of employment by driving alone. This statistic indicates a significant dependence on single-occupancy vehicles for daily commutes within the local workforce. In contrast, alternative modes of transportation—such as carpooling and public transit—are used by a considerably smaller segment of workers.

Figure 8-4. Employment Commute Data, 2022[2]



[2] Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (Table S0801)

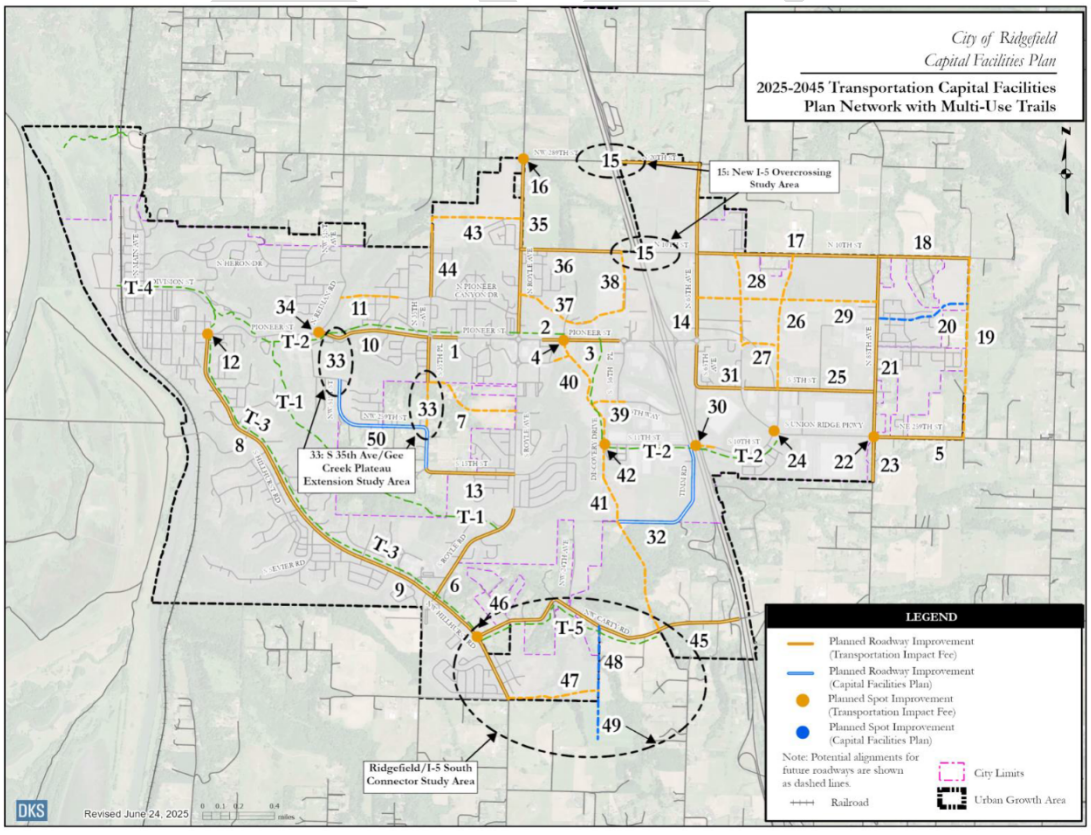
Direction for the Future

Basic transportation access to obtain goods and services and engage in social activities is an essential need that must be met. Motorists, pedestrians, bicyclists, and transit riders should be able to use the transportation system in a safe, efficient, reliable, and uniform way. Streets should be viewed as part of a dynamic, integrated land use and transportation system. Street treatments—paving type, sidewalks, lighting, street trees, signs, and furniture, such as benches and trash cans—should address the needs of regular users and the surrounding area. Through coordination with Clark County, C-TRAN, and RTC, Ridgefield will develop a multimodal transportation system that safely, attractively, and efficiently serves planned land uses within the UGA.

Connected, continuous street systems make daily activities easier to accomplish. Ridgefield's early development was based on a grid street system. As development moved out, a grid based on major corridors was established, but many of the connections have not been completed. In many areas, connectivity for auto travel, pedestrians, and bicyclists needs improvement.

The City's roadway system will be improved to serve development within these new urban areas and infill development. The proposed Transportation Capital Improvements, with locations shown in Figure 8-5, illustrate planned capital project improveemtns throughout the city.

Figure 8-5. Transportation Capital Facilities Projects



Land Use and Transportation Linkage

The RTC travel demand model serves as the main tool for estimating future traffic volumes in Ridgefield and the surrounding region. The model predicts travel patterns based on anticipated changes in land use and transportation scenarios. Forecasted growth for the preferred land use alternative was assessed using 2025 as the base year and 2045 as the planning horizon. The effects on study intersections resulting from this modeling are presented in Table 8-2 above.

The transportation planning model connects travel demand, as determined by land use, to the performance of the transportation system (i.e., LOS). The model is used to analyze future development scenarios and their effects on traffic. To achieve this, it incorporates trip generation based on land use characteristics, enabling the assessment of various development levels and distributions. The model provides peak period roadway traffic volumes for specific land use scenarios. The model aslo included a 10 percent reduction to the gross number of trips generated to account for pass-by trips and trip-linking that is assumed where there are mixed-uses.

The land use data used as a basis for estimating future traffic volumes was developed in consultation with City, County, and RTC planning staff. This data is consistent with local land development expectations and County population control totals.

RTC provided a special sensitivity model run of the Ridgefield area, which included the preferred land use scenario for the Ridgefield area, as shown in the Land Use element. The growth forecast for the planning horizon year within the Ridgefield Comprehensive Plan study area is summarized in Table 8-4.

Table 8-4. Growth 2025 - 2024, Ridgefield UGA Growth and Trip Generation Estimates[3]

	Number of Units	Weekday Trips per Unit	Gross Trip Generation	Net Trip (with 10% reduction)
Households > 80% AMI	3,952	9.4/dwelling unit	37,267	33,500
Households ≤ 80% AMI	4,779	7/dwelling unit	32,683	29,400
Employment	2,156	20/employee[4]	43,120	38,800
Total Trips			**113,070**	**101,700**

Required Transportation Facilities

With the existing transportation system, deficiencies are expected at several intersections, including:

- Pioneer Street and Reiman Road (southbound approach);
- Pioneer Street and Royle Road (southbound approach);
- Pioneer Street and 56th Place;

[3] Source: RTC Travel Demand Model

[4] Source: Institute of Transportation Engineers' 11th Edition of the Trip Generation Manual

- Pioneer Street and I-5 Southbound and Northbound Ramps; and
- South Hillhurst Road and NW Carty Road.

To maintain the current plan's LOS minimum standard for the anticipated growth, the City needs to construct new roads and intersection improvements, as shown in Figure 8–5 above. Planning-level cost estimates were developed for the new facilities based on the improvement needed, as adopted in the 2025 Transportation Capital Facility Plan. The new roads and improvements are estimated to cost approximately $400 million.

To maintain a balance between roadway improvement costs and the affordability of Ridgefield's Transportation Impact Fee (TIF) rate per trip, TIF-eligible projects include the "curb-to-curb" roadway section, which covers travel lanes, stormwater management, right-of-way, bike lanes, and environmental impact mitigation expenses. Capital projects that are not eligible for TIF may be constructed by private developers to meet City street standards, or they may be funded as part of public projects.

Travel Demand and Trip Reduction

To comply with recent legislation, Ridgefield must address climate change considerations in the development of transportation plans. Rather than provide new roadway capacity to mitigate the impacts of urban growth, there are also strategies for reducing the number of new trips that are generated. These include strategies to reduce greenhouse gas (GHG) emissions, reduce vehicle miles traveled (VMT), and evaluate impacts on human health and safety. As noted in Chapter 7, the Highway Performance Monitoring System (HPMS) supplies comprehensive data regarding the extent, condition, performance, use, and operational characteristics of the nation's highway network. RTC staff provided estimated travel shares for each city under its jurisdiction, using figures derived from the 2020 base year regional travel model. These travel shares were then applied to the HPMS average daily VMT for Clark County to estimate VMT at smaller geographic scales. Table 8-5 summarizes the resulting VMT estimates for Ridgefield (see also Table 7-1 in Chapter 7).

Table 8-5. Estimated Baseline VMT, 2024[5]

Geography	VMT per Capita
Unincorporated Clark County – urban areas	12.7
Unincorporated Clark County – rural areas	22.6
Ridgefield	9.3

Targeted growth areas, as outlined in the Land Use element, designate mixed-use zones or hubs where master planning will be included in future development proposals. Targeted growth areas provide options for the City to support multimodal transportation infrastructure as a strategy to reduce overall VMT.

[5] Source: Parametrix analysis using Federal Highway Administration Highway Performance Monitoring System (2024), RTC regional travel model trip share by geography, and U.S. Census Bureau population data.

The *Maul area* will include dedicated bicycle and pedestrian facilities along Carty Road and South Hillhurst Road. Future developments in this area should incorporate safe and direct bicycle and pedestrian connections to facilitate multimodal transportation.

The *north industrial area* includes a new I-5 overcrossing with a multimodal trail. Future master plans should promote active and non-vehicular travel within and around this area. With the C-TRAN route on North Royle Road and NW 31st Avenue, master planning should ensure safe, direct pedestrian and bicycle access to transit stops, especially between the Ridgefield UGA and Ilani Casino to facilitate economic opportunities. Connections to the Union Ridge Town Center to the south, as well as Paradise Pointe and nearby residential areas to the west, should include plans for an interconnected bike and pedestrian trail system, implemented as development occurs.

The proposed UGA expansion in the *McCormick Creek area* is primarily residential. A north-south "campus collector" road will connect to North 10th Street and include multi-use trails or dedicated bike lanes and wide sidewalks to encourage non-vehicular travel. Given the frequent use of local schools and recreation areas that often operate during evenings and on weekends, the plan should ensure a connected multimodal trail system with enhanced safety features for access to the planned elementary school and future Clark College campus.

Complete Streets

Ridgefield has established a vision for its transportation system that fosters healthy, active lifestyles, broadens transportation choices and independent mobility, enhances community safety, mitigates environmental impact, and strengthens social engagement and community identity. Through the Transportation Capital Facilities Plan, the City has mandated the development of a safe and accessible transportation network with complete streets. A complete street is a road that is designed to be safe for drivers, bicyclists, transit vehicles and riders, and pedestrians of all ages and abilities. This approach aims to ensure convenient movement along and across streets through a comprehensive and integrated transportation system serving motorists, pedestrians, bicyclists, and public transit users. Additionally, there is a focused commitment to ensuring the safety of children commuting to and from school on foot or by bicycle, as well as delivering equitable transportation infrastructure within low- and moderate-income neighborhoods. The resolution aligns with the Washington State Complete Streets Act, thereby qualifying Ridgefield to receive funding from the associated grant program.

The 2016 Multimodal Transportation Plan sets a framework for the future development of pedestrian, bicycle, and golf cart infrastructure. This plan also incorporates the Trail System Plan adopted within the 2025 Ridgefield Comprehensive Park and Recreation Plan, outlining a structured hierarchy of proposed trail corridors across the Ridgefield region, including both regional multimodal trails and local pedestrian pathways. Planned improvements also include on-street facilities, such as sidewalks, and on-street bike facilities along primary routes (i.e., Pioneer

Street and Hillhurst Road)—with expansion of these facilities to improve access to schools, transit service, and downtown circulation.

Transportation Goals and Policies

Goal 8.1 Invest in and improve efficiency of the transportation system through strategic investments in multimodal design, advanced traffic management and operations technologies, demand management strategies, and transit service.

Policy 8.1.1 Develop and maintain a multimodal transportation system with interconnected roadways, pedestrian walkways, bicycle facilities, and transit service. Support this system through traffic operations, demand management, neighborhood traffic management, and the regional trails program.

Policy 8.1.2 Design streets to manage vehicular traffic while providing safe routes for walking, bicycling, and public transportation. Encourage the use of alternative modes of transportation to reduce VMT and GHG emissions.

Policy 8.1.3 Coordinate with C-TRAN to expand transit services as the city develops. Assist in developing a transit master plan for long-term transit routes and support facilities, integrating future transit into roadway and site design requirements, and develop standards for major developments to encourage transit use.

Policy 8.1.4 Plan and build pedestrian facilities for transportation and recreation by providing sidewalks on both sides for all streets. Require sidewalks for new and infill development, unless burdensome to critical areas. Identify and schedule improvements for gaps in the existing sidewalk network.

Policy 8.1.5 Plan and build bicycle facilities that serve transportation and recreation needs through the following:

8.1.5.1 Identifying a priority bicycle network, inventorying gaps, and scheduling improvements.

8.1.5.2 Providing bicycle lanes on arterial and collector streets, requiring them on new streets, and retrofitting existing streets where possible.

8.1.5.3 Exploring innovative bicycle infrastructure treatments like sharrows, neighborhood greenways, buffered bike lanes, and protected bike lanes.

Policy 8.1.6 Ensure major investments in the transportation system facilitate efficient freight mobility and access to employment centers. Coordinate with the Port of Ridgefield, rail companies, and the County to provide adequate transportation facilities, and manage freight operations near downtown and the Pioneer Street/I-5 interchange.

Goal 8.2 Create a safe and accessible transportation network that prioritizes the well-being of all users.

Policy 8.2.1 Ensure high safety standards for all road users through development and capital improvement processes. Allocate City resources to high-risk and collision locations.

Policy 8.2.2 Engage residents in traffic management and safety initiatives. Encourage educational programs that teach youth safe walking and bicycling behaviors, and educate parents and drivers in the community about the importance of safe driving.

Policy 8.2.3 Ensure that sidewalks, crosswalks, public transportation stops and facilities, and other aspects of the transportation right-of-way are compliant with the Americans with Disabilities Act and meet the needs of people with different types of disabilities.

Policy 8.2.4 Develop neighborhood streets to enhance connectivity and safety. Protect and improve existing neighborhoods with programs focused on safety, traffic calming, education, and law enforcement.

Policy 8.2.5 Downtown is a high-need area for bicycle and pedestrian facilities. Promote a safe pedestrian-oriented character in downtown Ridgefield as follows:

8.2.5.1 Implement coordinated urban design for new and remodeled development, which encourages and supports alternative means of travel.

8.2.5.2 Construct sidewalks to fill in missing gaps within downtown and to link downtown to residential neighborhoods.

8.2.5.3 Develop attractive streetscapes in downtown by adding street furniture, planting street trees where adequate right-of-way exists, and requiring pedestrian-scaled building façade design.

8.2.5.4 Develop bicycle facilities, including shared streets, off-street bicycle paths in open-space corridors, and on-street bicycle lanes within downtown to link downtown to residential neighborhoods. Provide for bicycle parking conveniently located in downtown.

8.2.5.5 Provide attractive and functional bus stops.

8.2.5.6 Develop district parking strategies, such as establishing a downtown parking district to provide attractive and functional public parking, revising off-street parking requirements for individual businesses, and managing on-street parking.

Policy 8.2.6 Develop recreational trails as an off-street transportation alternative for pedestrian and bicycle use that connect neighborhoods and provide public access to the Ridgefield National Wildlife Refuge, Gee Creek, and Allen Creek Basins.

Policy 8.2.7 Increase traffic safety and visibility by maximizing the distance between and minimizing the number of curb cuts. Develop an access management plan to minimize new direct access to arterial streets and encourage access to local streets.

Goal 8.3 Develop a transportation system that integrates sustainable land use patterns that support public transit and active transportation, thereby minimizing environmental impacts and GHG emissions.

Policy 8.3.1 Create and apply innovative transportation investments, designs, and programs to support the urban environment envisioned by the Comprehensive Plan. Ensure that land use decisions promote safe and convenient walking, biking, and public transit options for residents.

Policy 8.3.2 Develop a transportation grid based on reasonable block lengths that provides good connections to surrounding land uses and activity centers and that allows for multiple circulation routes to and from each location. To facilitate emergency vehicle access, avoid overloading arterial streets, and reduce "out-of-direction" travel. In cases where vehicle connectivity is not provided, prioritize pedestrian connectivity.

Policy 8.3.3 When economically feasible, use transportation and land use measures to maintain or reduce single-occupant motor VMT per capita to increase system efficiency and lower overall environmental impacts.

8.3.3.1 Encourage mixed land uses within easy walking distance of transit stops.

8.3.3.2 Provide higher density residential development near employment centers and major transportation routes.

8.3.3.3 Provide a range of multimodal alternatives, including pedestrian and bicycle routes and transit.

8.3.3.4 Work with major employers, Clark County, C-TRAN, and other jurisdictions to establish traffic demand reduction management programs to reduce number and length of single-occupant motor vehicle commute trips. Tools include the Commute Trip Reduction Program and park-and-rides with connections to transit, carpooling, or ridesharing.

Policy 8.3.4 Pursue innovative alternative transportation options, including infrastructure to support electric vehicles.

Goal 8.4 Enhance the overall transportation infrastructure and traffic management in Ridgefield to ensure efficiency and seamless connectivity for all modes of transportation.

Policy 8.4.1 Maintain LOS D at all intersections, except unsignalized ones where LOS E is planned. For Pioneer Street, maintain LOS D or a mutually agreed upon LOS between the City and WSDOT.

Policy 8.4.2 Consider establishing transit, bicycle, and pedestrian LOS standards at all intersections.

Policy 8.4.3 Encourage the use of innovative traffic management strategies, such as roundabouts, road diets, center turn lanes, raised medians, physical separations between vehicular traffic and other users, or other strategies where prudent, feasible, and cost-effective.

Policy 8.4.4 Adopt parking standards for on-street and off-street parking to maintain neighborhood integrity, promote efficient usage of limited land, and support desired economic development and growth.

Policy 8.4.5 Coordinate Ridgefield's transportation plans, policies, and programs with other jurisdictions serving the Clark County area to ensure a seamless transportation system, including regional bicycle and recreational systems.

Goal 8.5 Secure diverse funding mechanisms to sustain a comprehensive transportation system.

Policy 8.5.1 Develop consistent funding streams for a complete transportation program, including capital improvements, operations, and maintenance. Leverage local funding with innovative finance strategies, such as partnerships, grants, efficient debt, TIFs, and state and federal support.

Policy 8.5.2 Identify additional funding streams for Complete Streets projects (e.g., Washington State Complete Streets Grant Program) and retrofit existing streets to include Complete Streets infrastructure.

Policy 8.5.3 Work with the Ridgefield School District and other advocates to obtain Safe Routes to School funding for educational programs and capital improvements.

Policy 8.5.4 Allocate resources using a cost-benefit approach to improve the transportation system. Benefits should consider safety improvements and street design features that promote safe and comfortable travel by all modes of transportation.

Denotes that the policy supports Climate element goals and policies.