



**RIDGEFIELD CITY COUNCIL
MEETING AGENDA**

**Thursday, May 26, 2022
RACC - Columbia Assembly Room
510 Pioneer Street, Ridgefield, WA 98642**

I. STUDY SESSION - 5:30 P.M.

- 1. Pavement Preservation Update - Grant Williams, Capital Projects Program Manager**

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

- 1. Flag Salute**
- 2. Roll Call**
- 3. Late changes to the agenda**

III. PROCLAMATION

- 1. Pride Month**

IV. PUBLIC COMMENT

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

V. CONSENT AGENDA

- 1. Approval of Claims And/Or Payroll**
- 2. Approval of Minutes from the May 12, 2022 Meeting**

VI. BUSINESS

- 1. First Reading of Ordinance No. 1366– Budget Amendment - Kirk Johnson, Finance Director**
- 2. Resolution No. 611 – Approval of Designation of Official Newspaper - Kirk Johnson, Finance Director**
- 3. Motion - Approval of Kennedy Test Well Project Award - Brenda Howell, Interim Public Works Director**
- 4. Motion - Approval of Amendment to City Safety Plan - Brenda Howell, Interim Public Works Director**

VII. PUBLIC COMMENT

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

VIII. COUNCIL/PRESIDING OFFICER/STAFF REPORTS

- 1. Council**

2. Mayor
3. City Manager

IX. ADJOURN

**City Council Agenda Packet is available at the following link:
<http://ridgefieldwa.iqm2.com/Citizens/>**

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: May 26, 2022

ITEM:

AGENDA ITEM TITLE: Pavement Preservation Update

Pavement Preservation Presentation Update

STAFF CONTACT: Brenda Howell, Interim Public Works Director

ATTACHMENTS: 2022 Pavement Preservation Presentation (PDF)

2022 Pavement Report

1.1.a

By Grant Williams
Capitol Projects Program Manager
City of Ridgefield



Attachment: 2022 Pavement Preservation Presentation (Pavement Preservation Update)

What is a Pavement Management System?

- A computer software program used to assist in developing effective strategies for maintaining an agency's roadways.
- The system can show you the effects of the maintenance decisions that are made.
- Shows you the current condition of your roadway network as well as predicting deterioration over time. (shown as PCI)
- Allows you to forecast current and future budget needs.
- We are in year 3 of a 5 year contract to inspect our roadways and keep the system up to date
- Allows us to get a better analysis of the effects of development traffic on our roadways and potential strategies to address it.

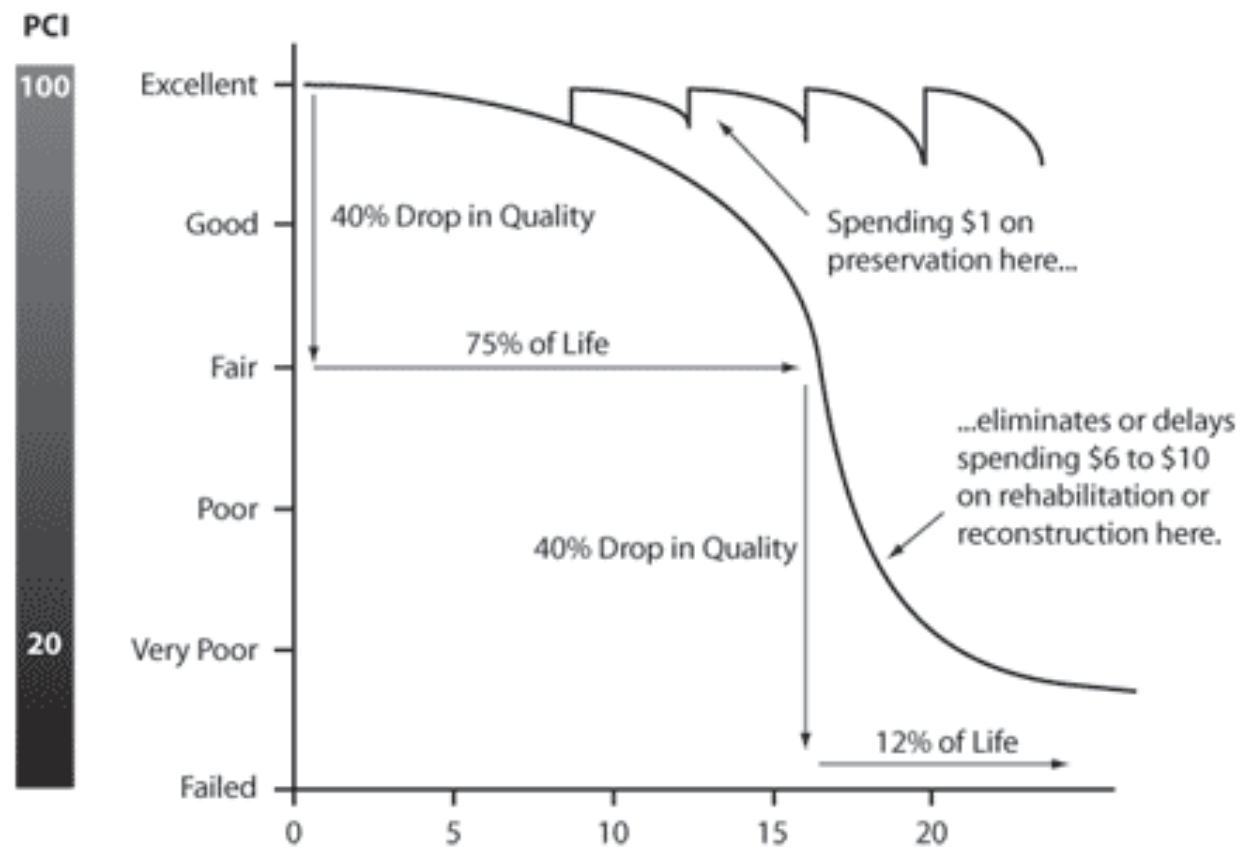


What is PCI?

- PCI stands for Pavement Condition Index.
- Scale from 0-100.
- PCI of 100 = Brand new road
- PCI of 0 = Destroyed road.
- Generated by measuring surface distresses in the roadway ie, cracking, rutting etc.
- Roads with more traffic typically deteriorate at a faster rate than those with less traffic.
- Heavy loads impact

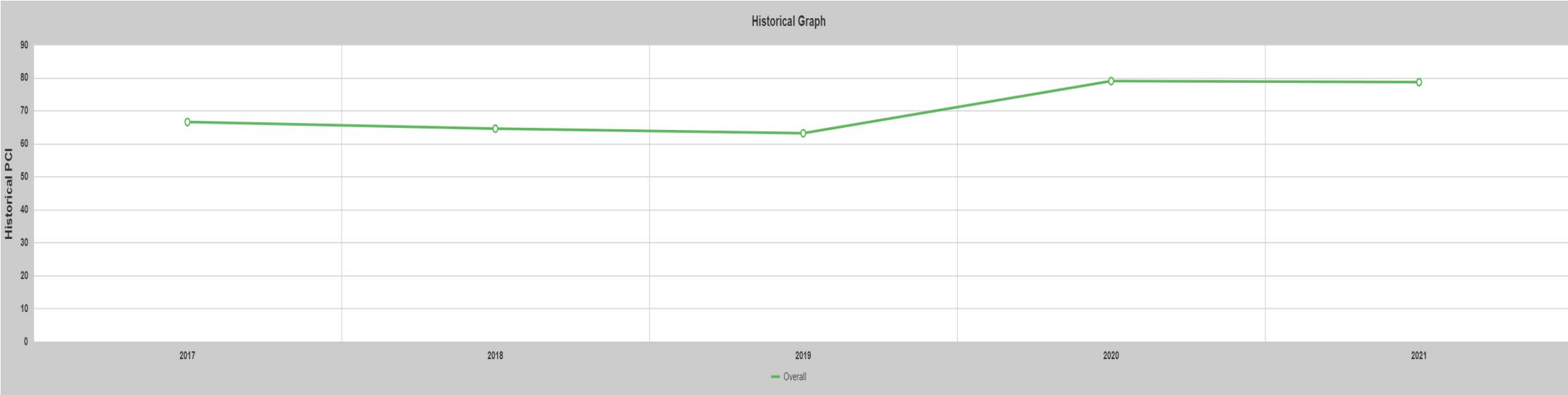


Pavement Deterioration Curve



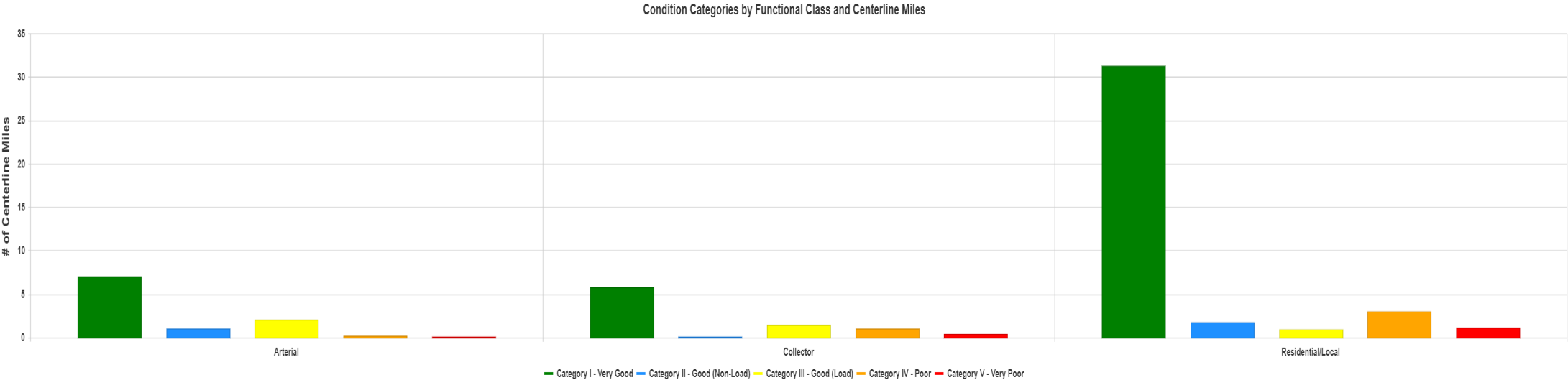
Current City of Ridgefield PCI = 78

- PCI has increased due to the number of new roads built with development (+21.05 miles since 2013).
- Last year voters passed sales tax generating approx. \$600K to be used for preservation/rehab.
- Industry standard optimal PCI is low to mid 80's.



Network Summary

Functional Class	# of Sections	Centerline Miles	Lane Miles	Average PCI
Arterial	49	10.58	24.77	71
Collector	44	8.76	16.06	73
Residential	335	38.18	76.59	83
Totals	428	57.52	117.42	79





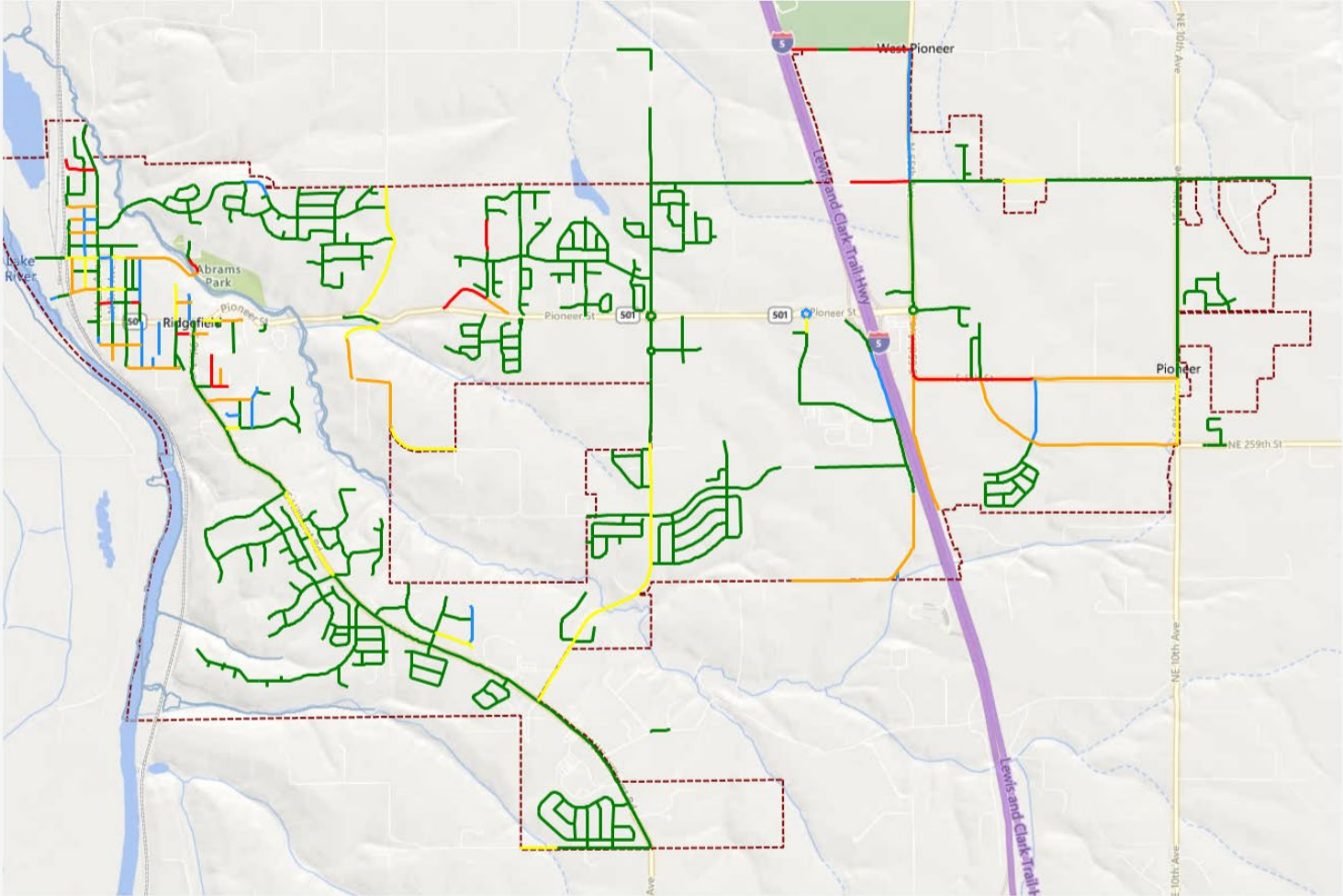
City of Ridgefield

Current PCI Condition

Printed: 5/18/2022

Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor





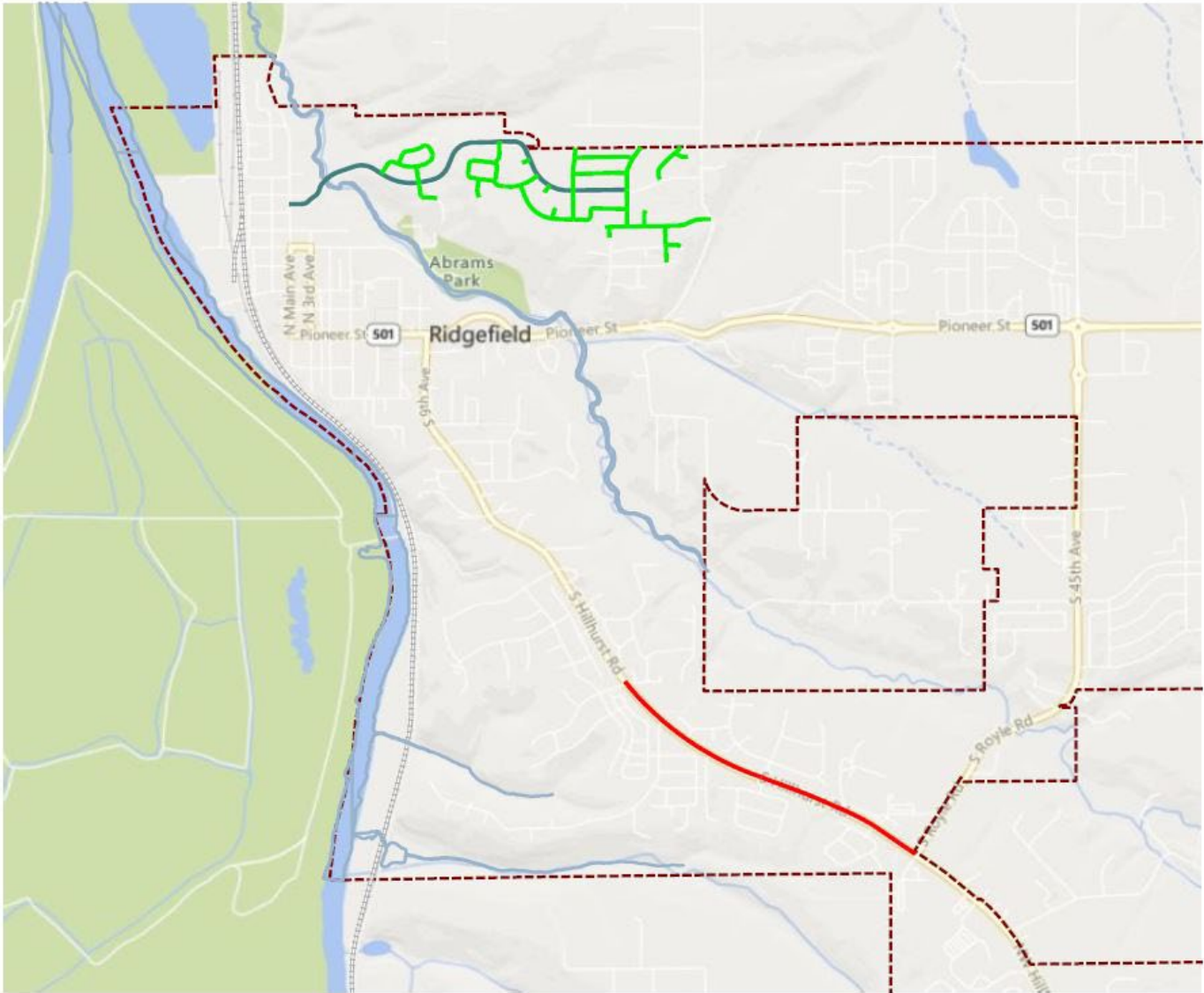
City of Ridgefield

Project Selection

2021 Resurfacing - 2021 Project Period - Printed: 4/6/2021

Feature Legend

- CHIP SEAL w/LOCALIZED PATCHING
- MILL AND THICK OVERLAY
- SLURRY SEAL



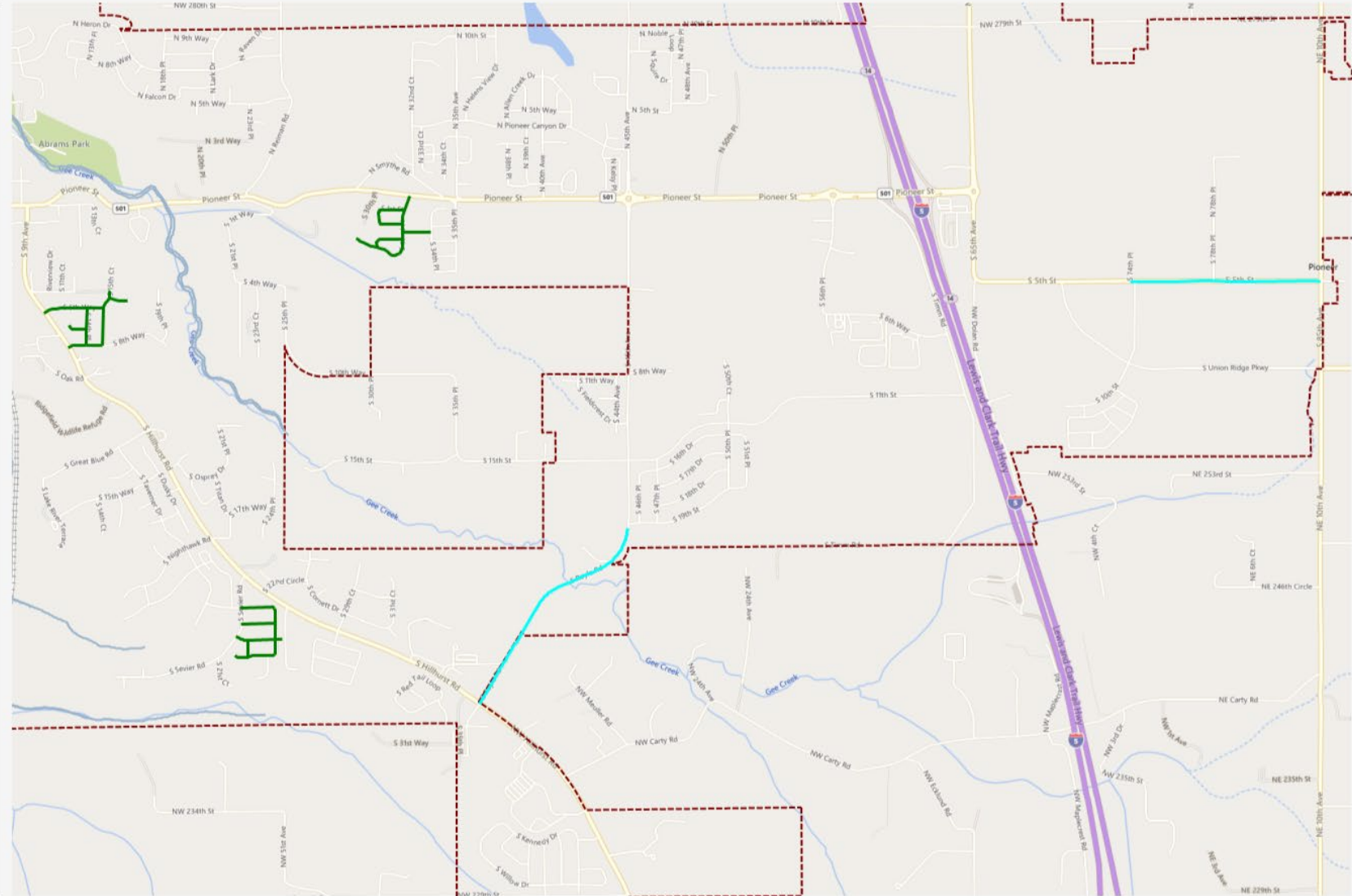


Project Selection

2022 Crack/Slurry Se - 2022 Project Period - Printed: 5/19/2022

Feature Legend

- CRACK AND SLURRY SEAL
- SINGLE LANE PAVING



Questions?



**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: May 26, 2022
ITEM: CONSENT AGENDA
AGENDA ITEM TITLE: Approval of Claims And/Or Payroll

GOVERNING LEGISLATION:

Revised Code of Washington Title 35A

PREVIOUS COUNCIL ACTION TAKEN:

City Council approves claims and/or payroll of the City on a regular basis

BACKGROUND:

Vendor claims

BUDGET/FINANCIAL IMPACTS:

See vendor detail attached

ACTION OR MOTION:

Approve the claims and/or payroll by making the following motion:

“I move to approve the consent agenda as presented”

STAFF CONTACT: Kirk Johnson, Finance Director
ATTACHMENTS: May 26, 2022 Claims Report (PDF)

City of Ridgefield

Claims Payment Report

For Approval on:

May 26, 2022

5.1.a

Sum of Amount					
Vendor Name	Vendor Number	Invoice Number	Resp. Department	Description	Total
ADVENTIST HEALTH/OCCUPATIONAL MC	865	93596	Public Safety	Pre Hire Medical Exam - Keating	935.00
ADVENTIST HEALTH/OCCUPATIONAL MC Total					935.00
AMERICAN PUBLIC WORKS ASSC (APWA)	31	0031-20220526	Genl Govt/Facilities	Membership Renewal 2022 - Brenda Howell	4.20
				Membership Renewal 2022 - Kelly Melroy	31.50
			Public Works	Membership Renewal 2022 - Brenda Howell	50.40
				Membership Renewal 2022 - Grant Williams	105.00
				Membership Renewal 2022 - Kelly Melroy	178.50
				Membership Renewal 2022 - Lisa Blake	210.00
			Community Development	Membership Renewal 2022 - Brenda Howell	155.40
				Membership Renewal 2022 - Grant Williams	105.00
AMERICAN PUBLIC WORKS ASSC (APWA) Total					840.00
AQUATIC INFORMATICS INC.	3337	9525	Genl Govt/Facilities	Web Tests - April 2022	(30.70)
			Public Works	Web Tests - April 2022	387.70
AQUATIC INFORMATICS INC. Total					357.00
ARAMARK UNIFORM SERVICES	32	529000269839	Genl Govt/Facilities	PW Uniforms and PW Shop Floor Mats	2.10
			Public Works	PW Uniforms and PW Shop Floor Mats	39.98
		529000274501	Genl Govt/Facilities	PW Shop Uniforms and Floor Mats	2.10
			Public Works	PW Shop Uniforms and Floor Mats	39.98
		529000274469	Genl Govt/Facilities	PW Ops Floor Mats	1.25
			Public Works	PW Ops Floor Mats	16.78
		529000274481	Community Development	PW Ops Floor Mats	2.61
			Genl Govt/Facilities	Floor Mats - City Hall/RACC/PD	9.18
			Public Safety	Floor Mats - City Hall/RACC/PD	4.47
			Community Development	Floor Mats - City Hall/RACC/PD	5.78
		529000269808	Genl Govt/Facilities	PW Ops Floor Mats	1.25
			Public Works	PW Ops Floor Mats	16.78
			Community Development	PW Ops Floor Mats	2.61
		529000269820	Genl Govt/Facilities	Floor Mats - City Hall/RACC/PD	9.18
			Public Safety	Floor Mats - City Hall/RACC/PD	4.47
			Community Development	Floor Mats - City Hall/RACC/PD	5.78
ARAMARK UNIFORM SERVICES Total					164.30
ARBORSCAPE LTD INC	3562	22-042701	Public Works	Stump Grinding - 4003 N 1st Way	823.84
ARBORSCAPE LTD INC Total					823.84
Beattie Sherry	UB*00088	(blank)	Genl Govt/Facilities	Refund Check 005037-001 519 N Allen Creek Dr	1,548.52
Beattie Sherry Total					1,548.52
BLAIRCO INC	1493	225-12183	Genl Govt/Facilities	PW Ops HVAC Repair	110.35
			Public Works	PW Ops HVAC Repair	1,488.35
			Community Development	PW Ops HVAC Repair	231.31
BLAIRCO INC Total					1,830.01
BLUEFIN PAYMENT SYSTEMS - EPAY	2827	2827-20220526A	Public Works	Customer Web Payments - April 2022	21.90
		2827-20220526B	Public Works	Customer Web Payments - April 2022	708.01
BLUEFIN PAYMENT SYSTEMS - EPAY Total					729.91
BOB'S AUTOMOTIVE	57	22818	Community Development	CDD Vehicle Maint - 2020 Escape 704290	27.18
BOB'S AUTOMOTIVE Total					27.18

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BRIDGETOWER OPCO LLC	3585	745380557	Public Works	Kennedy Well Test Bid Invitation	360.80
BRIDGETOWER OPCO LLC Total					360.80
CFM STRATEGIC COMMUNICATIONS INC.	2551	26570	Genl Govt/Facilities	Lobbyist - April 2022	5,200.00
CFM STRATEGIC COMMUNICATIONS INC. Total					5,200.00
CITY OF BATTLE GROUND	92	INV00383	Judicial	Court Costs / Public Defender - April 2022	20,048.42
CITY OF BATTLE GROUND Total					20,048.42
CITY OF RIDGEFIELD WATER & STORM - EPAY	96	007183-000-0422	Public Works	618 Lark Dr Lark Park - Water	47.44
				618 Lark Dr Lark Park - Storm	20.30
		007097-000-0422	Public Works	2311 N 5th Way Crow's Nest Park - Storm	40.60
				2311 N 5th Way Crow's Nest Park - Water	47.44
		009787-007-0422	Public Works	1101 S Hillhurst Rd - Storm	20.30
				1101 S Hillhurst Rd - Water	48.31
		005436-001-0422	Public Works	I-5/SR501 NE Interchange Irrigation	94.88
		009787-010-0422	Genl Govt/Facilities	IRR 487 S 56th Pl.	2.86
			Public Works	IRR 487 S 56th Pl.	38.59
			Community Development	IRR 487 S 56th Pl.	6.00
		009787-005-0422	Public Works	Park & Ride Lot	223.30
		010821-000-0422	Public Works	Water Tower (Cemetery)	60.90
		009272-000-0422	Public Works	1308 N Heron Dr Hayden Park - Storm	20.30
				1308 N Heron Dr Hayden Park - Water	47.44
		006419-000-0422	Public Works	301 N 3rd Ave CDD - Storm	40.60
		005815-000-0422	Genl Govt/Facilities	109 W Division - WWTP - Water/ CRWWD Portion	139.71
				109 W Division WWTP-Storm / CRWWD Portion	426.30
			Public Works	109 W Division - WWTP - Water	139.71
				109 W Division WWTP-Storm	426.31
		009787-009-0422	Genl Govt/Facilities	487 S 56th Pl. - Storm	47.74
				487 S 56th Pl. - Water	4.91
			Public Works	487 S 56th Pl. - Storm	643.88
				487 S 56th Pl. - Water	66.26
			Community Development	487 S 56th Pl. - Storm	100.07
				487 S 56th Pl. - Water	10.30
		006405-000-0422	Public Works	119 N 3rd Ave Community Park - Water	47.51
				119 N 3rd Ave Community Park - Storm	40.60
		006398-000-0422	Public Safety	116 N Main Ave PD - Storm	81.20
				116 N Main Ave PD - Water	66.24
		005436-009-0422	Public Works	6007 N Ridgefield Woods Dr - Irrigation	47.44
		009787-004-0422	Public Works	Green Gables Tract-C Irrigation M	47.44
		006404-000-0422	Genl Govt/Facilities	230 Pioneer St City Hall - Storm	142.10
				230 Pioneer St City Hall - Water	603.35
		005807-000-0422	Public Works	Abrams Park Restrooms - Water	135.97
				Abrams Park Restrooms - Storm	20.30
		005806-000-0422	Public Works	Abrams Soccer Field - Water	151.82
		010889-000-0422	Public Works	Junction Well & Reservoir	142.10
		009427-000-0422	Public Works	Columbia Hills Irrigation Tract B Wind River	47.44
		008428-000-0422	Public Works	Cedar Ridge Park - Storm	20.30
				Cedar Ridge Park - Water	94.88
		005436-005-0422	Public Works	I-5/SR501 NW Interchange Irrigation	94.88
		010935-000-0422	Public Works	Cedar Creek Irrigation Tract-B	176.23

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CITY OF RIDGEFIELD WATER & STORM - EPAY	96	005032-000-0422	Genl Govt/Facilities	101 S Main -Storm	60.90
				101 S Main - Water	64.54
		005488-000-0422	Public Works	Cemetery Water Spigots	47.44
		005812-001-0422	Public Works	Abrams Park Chlorine Injector - Storm	20.30
		009787-002-0422	Public Works	Green Gables Tract-D Irrigation M	199.71
		005811-000-0422	Public Works	Abrams Park Kitchen - Storm	426.30
				Abrams Park Kitchen & Irrigation - Water	48.73
		005207-000-0422	Public Works	Blue Heron Community Garden	47.44
		009787-008-0422	Public Works	IRR Seven Wells PH3 Tract H	47.44
		009787-000-0422	Public Works	Green Gables Tract-Q Irrigation M	49.05
		012825-000-0422	Public Works	IRR West End S Sevier Rd	47.83
		005436-010-0422	Public Works	5054 Pioneer Street - Storm	20.30
		005810-000-0422	Public Works	Abrams Park Standpipe - Water	49.98
		009787-003-0422	Public Works	Green Gables Tract-D Irrigation MET	47.44
		006420-000-0422	Public Works	315 N 3rd Ave Davis Park	151.82
		009457-000-0422	Public Works	Columbia Hills Irrigation Tract D Cispus Way	94.88
		009787-006-0422	Public Works	Roundabout 45th & 3rd	47.57
CITY OF RIDGEFIELD WATER & STORM - EPAY Total					6,195.92
CITY OF WOODLAND POLICE	2708	2022-057-PW	Public Safety	PD Vehicle Maintenance - 48615D 2013 Taurus	94.46
CITY OF WOODLAND POLICE Total					94.46
CLARK COUNTY	102	CI039399	Judicial	Pretrial Supervisions & Investigations - March 2022	950.14
		CI039479	Judicial	Q1.2022 Interpreter Services	38.23
CLARK COUNTY Total					988.37
CLARK COUNTY TITLE	1603	CL23155	Public Works	Limited Liability Certificate Report - Discovery Ridge Holding P	379.75
CLARK COUNTY TITLE Total					379.75
CLARK COUNTY TREASURERS OFFICE	554	SIF202204	Genl Govt/Facilities	School Impact Fees	468,560.70
CLARK COUNTY TREASURERS OFFICE Total					468,560.70
CLARK PUBLIC UTILITIES - EPAY	110	7559-485-202204	Genl Govt/Facilities	487 S 56th Pl.	60.82
				230 Pioneer Ave	189.74
			Public Safety	116 N Main Avenue	238.22
			Public Works	487 S 56th Pl.	798.83
				255 S 56th Pl - Electricity	2,212.47
				Traffic Signal - Hillhurst/Royal Rd.	54.49
				400 N Abrams Park Rd	646.48
				109 W Division St - Electricity	144.03
				N Abrams Park/E Division	196.27
				N 1st Cir & N 65th Ave - Park & Ride	66.25
				1504 NW Intertie 3 - Water	653.60
				N 35th Ave and Pioneer St	62.25
				512 N Allen Dr - Electricity	26.91
				City Park/Water Well	2,997.42
				535 N Abrams Park Rd.	48.96
				214 S Riverview Dr	69.51
				337 S Royal Rd.	125.75
				911 N 65th Ave Intertie 2 - Water	95.45
				Pioneer St. & Gee Creek Loop - Electricity	27.16
				Overlook Park - Electricity	81.76
				3701 N 3rd Cir - Electricity	27.07

Attachment: May 26, 2022 Claims Report (Approval of Claims And/Or Payroll)

City of Ridgefield

Claims Payment Report

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5.1.a

CLARK PUBLIC UTILITIES - EPAY	110	7559-485-202204	Public Works	2300 N 3rd Way Bellwood Trail Lights	36.87	
				Municipal Lighting Lease	8,532.04	
				SR/Pioneer ST & S 65 AVE	62.41	
				800 NE 264 St Intertie 1 - Water	607.17	
				SR/Pioneer St & S 56 PL	109.10	
			Community Development	487 S 56th Pl.	127.29	
			Public Works	487 S 56th Pl.	20.04	
CLARK PUBLIC UTILITIES - EPAY Total					18,318.36	
CLARK REGIONAL WASTEWATER DISTRICT - EPAY	741	032899-000-202204	Public Works	Abrams Park Former Mgr House - Sewer	47.76	
		032712-000-202204	Public Safety	116 N Main Ave PD - Sewer	47.76	
		032842-000-202204	Genl Govt/Facilities	487 S 56th Pl - Sewer	3.98	
		Public Works	487 S 56th Pl - Sewer	52.38		
			487 S 56th Pl - Sewer	8.35		
			487 S 56th Pl - Sewer	1.32		
			032695-000-202204	Genl Govt/Facilities	109 W Division WWTP - CRWWD Portion - Sewer	75.47
			Public Works	109 W Division WWTP - Sewer	75.47	
		035480-000-202204	Public Works	255 S 56th Pl Well & Reservoir - Sewer	38.32	
		032895-000-202204	Public Works	Abrams Park Restrooms - Sewer	80.77	
		032752-000-202204	Genl Govt/Facilities	230 Pioneer St City Hall - Sewer	70.75	
032894-000-202204	Public Works	Abrams Park Kitchen - Sewer	43.04			
CLARK REGIONAL WASTEWATER DISTRICT - EPAY Total					545.37	
Cody Ryan	UB*00751	(blank)	Genl Govt/Facilities	Refund Check 006812-000 1711 S 8th Way	67.74	
Cody Ryan Total					67.74	
COLUMBIAN PUBLISHING	116	36074	Community Development	Public Hrg Notice - Sinclair Prop. & Ord. 1364	55.80	
		35658	Community Development	Notice of Type II Land Use PLZ-22-0041-42	82.80	
COLUMBIAN PUBLISHING Total					138.60	
COMCAST - EPAY	2271	2271-202205-109	Public Works	PW Shop Communications	473.62	
		2271-202205-510	Genl Govt/Facilities	RACC Internet Services	104.36	
		2271-202205-230	Community Development	RACC Internet Services	292.21	
			Genl Govt/Facilities	CH Communications	66.26	
			Public Works	CH Internet Services	407.02	
2271-202205-116	Public Safety	PD Communications	349.63			
COMCAST - EPAY Total					1,693.10	
COMCAST BUSINESS - EPAY	1666	146150618	Genl Govt/Facilities	PW Ops - Communications	92.53	
		144492776	Public Works	PW Ops - Communications	1,245.74	
			Community Development	PW Ops - Communications	193.63	
Public Works	CH Communications	379.05				
COMCAST BUSINESS - EPAY Total					1,910.95	
DEPARTMENT OF LICENSING - EPAY	154	RG0000936-2022	Genl Govt/Facilities	CPL Fees - Montcrieffe	18.00	
		RG0000905-2022B	Genl Govt/Facilities	CPL Fees - Cabral	3.00	
		RG0000934-2022	Public Works	CPL Fees - Lundquist	18.00	
		RG0000937-2022	Genl Govt/Facilities	CPL Fees - McKinley	18.00	
		RG0000940-2022	Genl Govt/Facilities	CPL Fees - Wade	18.00	
		RG0000939-2022	Genl Govt/Facilities	CPL Fees - Royce	18.00	
		RG0000933-2022	Genl Govt/Facilities	CPL Fees - Curtis	18.00	
		RG0000938-2022	Genl Govt/Facilities	CPL Fees - Hamilton	18.00	
		RG0000935-2022	Genl Govt/Facilities	CPL Fees - Bickford	18.00	
DEPARTMENT OF LICENSING - EPAY Total					147.00	

City of Ridgefield

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DICK'S TIRE FACTORY	158	D27265	Public Safety	PD Vehicle Maint - 2016 Explorer 59462D	1,703.72
		D28448	Public Safety	PD Vehicle Maint - 2015 Explorer 55294D	48.25
		D28456	Public Safety	PD Vehicle Maint - 2015 Explorer	23.00
DICK'S TIRE FACTORY Total					1,774.97
DOWL LLC	3731	2432.14846.01-4	Public Works	Refuge Park Master Plan - April 2022	7,921.25
DOWL LLC Total					7,921.25
ELCOR INC	2081	MSP-14839	Public Safety	IT Services - April 2022	3,616.70
			Public Works	IT Services - April 2022	2,939.28
			Community Development	IT Services - April 2022	3,164.00
			Information Technology	IT Services - April 2022	6,564.11
		14838	Information Technology	GoDaddy.com Domain Renewal - 2022	93.50
ELCOR INC Total					16,377.59
FERGUSON ENTERPRISES INC # 8423	181	1047192	Genl Govt/Facilities	Water Meters	(983.84)
			Public Works	Water Meters	12,423.84
		1095520-1	Genl Govt/Facilities	Water Small Tools and Equipment	(17.19)
			Public Works	Water Small Tools and Equipment	217.09
		1095520	Genl Govt/Facilities	Water Small Tools	(16.26)
			Public Works	Water Small Tools	205.28
		1098973	Public Works	Water Supplies	23.02
		1100034	Public Works	Water Operational Supplies	3,658.91
FERGUSON ENTERPRISES INC # 8423 Total					15,510.85
GALINA BURLEY	3766	3766-20220526	Public Works	Mileage Reimbursement - Burley 04.2022	56.16
GALINA BURLEY Total					56.16
GRAINGER	206	9293746617	Public Works	Water Supplies	88.28
GRAINGER Total					88.28
GSI WATER SOLUTIONS INC.	2971	00727.001-40	Public Works	Hydrological Study - April 2022	1,055.00
GSI WATER SOLUTIONS INC. Total					1,055.00
H.D. FOWLER COMPANY	2036	16089829	Public Works	Water Supplies	3,760.68
H.D. FOWLER COMPANY Total					3,760.68
HARPER HOUF PETERSON RIGHELLIS INC.	1678	53343	Community Development	51st Ave Roundabout & Pioneer Widening - March 2022	46,408.55
HARPER HOUF PETERSON RIGHELLIS INC. Total					46,408.55
HELENA GREEN	3763	3891	Judicial	Interpretation Services	130.00
HELENA GREEN Total					130.00
HOME DEPOT CREDIT CARD SERVICES - EPAY	1805	7070240	Genl Govt/Facilities	WA State Use/Sales Tax 8.6%-Parks Tools/Supplies	(33.76)
				WA State Use/Sales Tax 8.6%-Street Tools	(7.27)
			Public Works	Parks Supplies	334.59
				Parks/Streets Small Tools	183.53
		6022540	Genl Govt/Facilities	PW Ops Keyless Doorlock	8.45
				Events Supplies	259.32
			Public Works	PW Ops Keyless Doorlock	113.82
			Community Development	PW Ops Keyless Doorlock	17.70
HOME DEPOT CREDIT CARD SERVICES - EPAY Total					876.38
HONEY BUCKETS	223	5527383112	Genl Govt/Facilities	PW Ops Port-a-Potty	22.34
			Public Works	PW Ops Port-a-Potty	300.66
HONEY BUCKETS Total					323.00
INTERMEDIA.NET INC	2187	2205115431	Public Works	Voice Service Charges - April 2022	85.11
INTERMEDIA.NET INC Total					85.11
JESSICA KIPP	2099	2099-20220526	Administration	Mileage Reimbursement - Kipp	27.90

Attachment: May 26, 2022 Claims Report (Approval of Claims And/Or Payroll)

City of Ridgefield

Claims Payment Report

For Approval on:

May 26, 2022

JESSICA KIPP Total					27.90
JOHN BROOKS	2793	2793-20220524	Public Safety	Per Diem WA Assoc. of Sheriffs Conference 2022	296.00
JOHN BROOKS Total					296.00
KARL JOHANSSON	3569	21001-13	Public Works	YMCA Site Plan - 04.2022	26,063.64
KARL JOHANSSON Total					26,063.64
L.N. CURTIS AND SONS	3075	INV592526	Public Safety	PD Uniforms - Keating	445.91
L.N. CURTIS AND SONS Total					445.91
LANGUAGE LINE SERVICES INC.	3122	10525335	Judicial	Interpreting Services	59.11
LANGUAGE LINE SERVICES INC. Total					59.11
LARCH CORRECTIONS CENTER	2088	LCC2204.936	Public Works	Community Work Crew - April 2022	2,024.82
LARCH CORRECTIONS CENTER Total					2,024.82
MANTHE EQUIPMENT INC	3595	118971	Public Works	Field and Brush Mower	3,237.58
MANTHE EQUIPMENT INC Total					3,237.58
MARIUS L MALATTIA	1817	160	Community Development	Design Reviews - April 2022	1,023.75
MARIUS L MALATTIA Total					1,023.75
MATRIX CONSULTING GROUP LTD	3730	22-11-2	Public Safety	Police Department Study - April 2022	14,800.00
MATRIX CONSULTING GROUP LTD Total					14,800.00
METRO OVERHEAD DOOR INC.	3764	221052	Genl Govt/Facilities	PW Ops Gate Maintenance	14.41
			Public Works	PW Ops Gate Maintenance	194.31
			Community Development	PW Ops Gate Maintenance	30.20
METRO OVERHEAD DOOR INC. Total					238.92
MOTION & FLOW CONTROL PRODUCTS INC	2723	8301263	Public Works	Water & Storm Tools	76.87
		8303037	Public Works	Water & Storm Small Tools	433.47
MOTION & FLOW CONTROL PRODUCTS INC Total					510.34
MOTOROLA SOLUTIONS INC.	301	8281374561	Public Safety	PD Portable Radios for New Hires	12,034.01
		8281373758	Public Safety	PD Portable Radios for New Hires	174.41
MOTOROLA SOLUTIONS INC. Total					12,208.42
NAPA AUTO PARTS	498	309859	Public Works	Water Supplies	17.08
		309653	Public Works	Water Tools - Oil Filter Strap	36.10
NAPA AUTO PARTS Total					53.18
NORTHWEST NATURAL GAS - EPAY	315	4239131-8-202204	Genl Govt/Facilities	PW Ops - Natural Gas	5.57
			Public Works	PW Ops - Natural Gas	73.12
			Community Development	PW Ops - Natural Gas	11.65
			Public Works	PW Ops - Natural Gas	1.83
		8578-7-202204	Genl Govt/Facilities	PW Shop - Natural Gas	3.37
			Public Works	PW Shop - Natural Gas	44.21
			Public Works	PW Shop - Natural Gas	1.11
		1000591-6-202204	Public Safety	Police Department - Natural Gas	76.45
		8817-9-202204	Genl Govt/Facilities	City Hall - Natural Gas	224.76
NORTHWEST NATURAL GAS - EPAY Total					442.07
NORTHWEST STAFFING	522	4124228	Public Works	Temp Services - Cleary/Graham/Mills	1,809.47
			Community Development	Temp Services - Cleary/Graham/Mills	169.75
		4124376	Public Works	Temp Services - Cleary/Graham/Mills	1,609.72
			Community Development	Temp Services - Cleary/Graham/Mills	208.03
NORTHWEST STAFFING Total					3,796.97
ONE CALL CONCEPTS	326	2049095	Public Works	Excavation Notif/Model Ticket Delivery - April 2022	201.96
ONE CALL CONCEPTS Total					201.96
OPENGOV INC	2562	INV00007386	Genl Govt/Facilities	Sales Tax - Contract Management 05.2022-05.2023	516.00

City of Ridgefield

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OPENGOV INC Total					516.00
PATRICK HILDRETH BRAND AND DESIGN	2372	2244	Genl Govt/Facilities	Design Retainer	42.00
			Public Works	Design Retainer	258.00
PATRICK HILDRETH BRAND AND DESIGN Total					300.00
PBS ENGINEERING AND ENVIRONMENTAL	342	0071069.007-2	Public Works	Royle Road - Hillhurst to 19th	10,830.00
		0071859.000-4	Public Works	Horns Corner Park Master Plan	4,548.50
PBS ENGINEERING AND ENVIRONMENTAL Total					15,378.50
PETERSON CAT	1767	PC2A0003931	Genl Govt/Facilities	Mini Excavator Repair	2.56
			Public Works	Mini Excavator Repair	34.44
PETERSON CAT Total					37.00
Pioneer Village Holdings LLC	UB*00756	(blank)	Genl Govt/Facilities	Refund Check 013497-005 4320 S Settler Dr	28.69
	UB*00757	(blank)	Genl Govt/Facilities	Refund Check 013497-006 4326 S Settler Dr	28.22
Pioneer Village Holdings LLC Total					56.91
PIPELINE VIDEO INSPECTION LLC	3531	931056	Public Works	CCTV Inspection - S. Ash Street	531.16
PIPELINE VIDEO INSPECTION LLC Total					531.16
PLATT ELECTRIC SUPPLY	766	Y514763	Public Works	Damaged Street Light Replacement	5,900.86
PLATT ELECTRIC SUPPLY Total					5,900.86
RICK BUCKNER POLYGRAPH	1092	20220422	Public Safety	Polygraph Services - April 2022	300.00
RICK BUCKNER POLYGRAPH Total					300.00
RICK DORAN	3590	3509-20220526	Public Safety	Uniform Alteration Reimb - Doran	130.20
RICK DORAN Total					130.20
RICOH USA INC.	1662	106156247	Public Safety	PD Copier Lease - May 2022	107.03
RICOH USA INC. Total					107.03
RIDGEFIELD HARDWARE	376	0376-202204	Genl Govt/Facilities	PW Shop Operational Supplies - 04.2022	2.50
				Retail Tax - Operational Supplies - 04.2022	0.92
				Retail Tax - Operational Supplies - 04.2022	(0.92)
				Events Operational Supplies - 04.2022	70.57
			Public Works	CH Operational Supplies - 04.2022	28.22
				PW Shop Operational Supplies - 04.2022	33.59
				Storm Operational Supplies - 04.2022	68.21
				Parks Operational Supplies - 04.2022	149.75
				Streets Operational Supplies - 04.2022	18.54
				Water Operational Supplies - 04.2022	127.08
RIDGEFIELD HARDWARE Total					498.46
SOUND UNIFORM SOLUTIONS INC.	3750	202204SU265	Public Safety	PD Uniforms - Jumpsuit	496.30
SOUND UNIFORM SOLUTIONS INC. Total					496.30
SPRINGBROOK - GROUP EPAY	3544	220521926	Public Works	Customer Web Payments - April 2022	109.96
SPRINGBROOK - GROUP EPAY Total					109.96
SPRINGBROOK SOFTWARE LLC	3444	INV-009420	Public Works	Customer Web Payments - April 2022	577.62
SPRINGBROOK SOFTWARE LLC Total					577.62
STATE AUDITOR'S OFFICE	524	L148238	Finance	Audit Services	40,623.39
STATE AUDITOR'S OFFICE Total					40,623.39
STERICYCLE INC	2504	8001514849	Genl Govt/Facilities	Secure Shredding - RACC	8.76
			Community Development	Secure Shredding - RACC	24.52
STERICYCLE INC Total					33.28
SYMBOLARTS LLC	1866	0430030-IN	Public Safety	PD Badges	761.02
SYMBOLARTS LLC Total					761.02
THE MASTERS TOUCH LLC	1786	P81296	Public Works	Utility Billing Statements Postage - April 2022	1,560.26

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THE MASTERS TOUCH LLC	1786	81306	Public Works	Mailing Services for Bakcflow Testers - 04.2022	662.59			
		81520	Public Works	Final Utility Statements - 04.2022	82.38			
		P81306	Public Works	Backflow Testers Mailing Postage - 04.2022	134.09			
		P81520	Public Works	Final Utility Statements Postage - 04.2022	28.76			
		81296	Public Works	Utility Billing Statements - April 2022	1,184.53			
THE MASTERS TOUCH LLC Total					3,652.61			
TLC TOWING	431	141650	Public Works	Diesel Spill Clean Up	3,453.03			
TLC TOWING Total					3,453.03			
TRACY BLEHM	809	0809-20220526	Human Resources	Lodging & Transportation to IPMA-HR Conf. Reimb. - Blehm	700.56			
TRACY BLEHM Total					700.56			
TRJ PLANNING INC	3575	123	Community Development	Residential Permits Plan Review - April 2022	3,225.21			
TRJ PLANNING INC Total					3,225.21			
USA BLUEBOOK	444	956628	Genl Govt/Facilities	PW Shop Operational Supplies	3.88			
			Public Works	PW Shop Operational Supplies	52.21			
USA BLUEBOOK Total					56.09			
VAIRKKO TECHNOLOGIES LLC	3699	19288	Genl Govt/Facilities	PD Scheduling Software	(12.98)			
			Public Safety	PD Scheduling Software	163.92			
VAIRKKO TECHNOLOGIES LLC Total					150.94			
VERIZON WIRELESS - EPAY	452	9905242425	Genl Govt/Facilities	GEN iPad and cellphones	42.97			
			Public Safety	PD iPad and cellphones	773.51			
			Public Works	PW iPad and cellphones	515.69			
				EXEC iPad and cellphones	42.97			
			Community Development	CDD iPad and cellphones	257.84			
			Council	CNCL iPad and cellphones	472.70			
			Finance	FIN iPad and cellphones	42.97			
			Administration	ADMIN iPad and cellphones	257.84			
			9905242427	Genl Govt/Facilities	PW iPad and cellphones	76.58		
					GEN iPad and cellphones	44.27		
		Public Safety		PD iPad and cellphones	442.66			
		Public Works		PW iPad and cellphones	1,030.05			
		Community Development		CDD iPad and cellphones	575.45			
		Council		CNCL iPad and cellphones	44.27			
		Administration		ADMIN iPad and cellphones	132.80			
		9905242426		Public Works	Hillhurst Ped Crossing Apr 2022	105.16		
				VERIZON WIRELESS - EPAY Total				4,857.73
				WASHINGTON STATE PATROL	463	I22006110	Genl Govt/Facilities	Background Checks - CPL
			WASHINGTON STATE PATROL Total					159.00
			WELLS FARGO - EPAY	1681	202204-3035	Genl Govt/Facilities	GILES AMZN MKTP US 1H2YG5A50 EVENTS SUPPLIES - BEVERAGE COOLER	37.98
		GILES AMZN MKTP US 1O58H84L0 & 1H1X55632 FTE BREAKDOWN 3010 PW O					21.42	
		GILES AMZN MKTP US 1A6AT26H1 & 1O58H84L0 & 1H1X55632 AM PW OPS					11.37	
		GILES AMZN MKTP US 163SX62B2 EMPLOYEE ID CARDS					21.71	
		GILES AMZN MKTP US 1O8HP5431 FTE BREAKDOWN NEEDED - RAIN PANTS -					9.69	
		GILES AMZN MKTP US 1A5J31NVO HR BINDERS					30.02	
GILES AMAZON.COM 1H0SQ66E0 FTE BREAKDOWN FOR FACILITIES - MEASUR	6.80							
GILES AMAZON.COM 1H26L7E22 COPY PAPER	69.72							
GILES AMZN MKTP US 1Q76Q2NE1 BP - BIG PADDLE BOTTLE OPENERS	63.00							
GILES AMAZON.COM 1A2RV94E1 RACC OFFICE SUPPLIES - NOTEPADS	6.13							
GILES AMAZON.COM 1H5V57Q02 FTE BREAKDOWN FOR JESSE - CLIPBOARD A	0.85							

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WELLS FARGO - EPAY

1681

202204-3035

Genl Govt/Facilities

GILES AMZN MKTP US 167IH15I2 PVC CARDS FOR EMP IDS AND TAKE KID	39.02
GILES AMZN MKTP US 1A02G21J1 AM 1SAT SUPPLIES - GALVANIZED BUCKE	37.24
GILES AMAZON.COM 1O26993G2 EVENT SUPPLIES - ROUND LABELS	18.03
GILES AMAZON.COM 166PM2YD2 FTE BREAKDOWN FOR KELLY - TOOL KIT -	9.77
GILES AMZN MKTP US 1A0K57YX0 SPRING CLEAN-UP GLOVES AND VESTS	98.36
GILES AMAZON.COM COPY PAPER CREDIT	(69.72)
GILES AMZN MKTP US 1O9HF4V70 BP SUPPLIES - ZIP TIES	23.88
GILES AMZN MKTP US 1O83R39T0 BP - BIG PADDLE SUPPLIES-NEON WRIST	43.42
GILES AMZN MKTP US 1O13R9ZY2 1SAT SUPPLIES	63.48
GILES AMZN MKTP US 163SX62B2 VOLUNTEER EVENT WATER	8.56
GILES AMAZON.COM 1H1AO1NO1 1SAT SUPPLIES - FOAM SHEETS	7.58
GILES AMZN MKTP US 1H5FN8R91 1SAT SUPPLIES - FLOWER LOLLIPOPS	161.32
GILES AMZN MKTP US 1Q11505R1 BP - BIG PADDLE DRY BAGS	60.76
GILES AMZN MKTP US 1H6YM3I21 KEY STAMP DO NOT DUPLICATE - ALL CI	58.46
GILES AMZN MKTP US 1Q8WP8XK1 1SAT SUPPLIES - COLORFUL FOAM SHEET	186.72
GILES AMZN MKTP US 1H8LY2O12 1SAT SUPPLIES - EASTER GRASS	14.44
GILES AMZN MKTP US 1H7KK06O1 4TH OF JULY CANDY	899.55
GILES AMZN MKTP US 1Q5UL2LU0 PD SUPPLIES - LOCK BOX/MEDICAL SHEA	149.26
GILES AMZN MKTP US 1O27R4YQ0 PD SUPPLIES - TRASH BAGS AND TOURNI	75.93
GILES AMZN MKTP US 1A6BQ0PA0 PD SUPPLIES - GAUZE	69.28
GILES AMZN MKTP US 1H27O1VE0 AM PD SUPPLIES - RESPONDER BAGS AND	93.33
GILES AMZN MKTP US 1H9KP8AZO PD SUPPLIES - ICE PACKS	18.45
GILES AMZN MKTP US 1O1D89ES1 PD SUPPLIES - GLOWSTICKS AND TOURNI	42.22
GILES AMZN MKTP US 130G684X1 PD SUPPLIES - BATTERY POWERED GLOWS	7.05
GILES AMAZON.COM 1H9O04AW0 PD HAND SOAP	19.42
GILES AMAZON.COM 1Q0WR4IG1 PD TRASH BAGS	26.93
GILES AMZN MKTP US 1H6LH2MX0 PD SUPPLIES - TACTICAL TOURNIQUETS	65.12
GILES AMZN MKTP US 1H9KP8AZO PD OFFICE SUPPLIES - HOLE PUNCH REI	7.97
GILES AMZN MKTP US 1A9KA08O2 PD MEDICAL SUPPLIES/BATTERIES/GLOW	188.08
GILES AMZN MKTP US 1O91S1LH1 PD SUPPLIES - EMERGENCY BANDAGES	55.48
GILES AMZN MKTP US 1O58H84L0 & 1H1X55632 FTE BREAKDOWN 3010 PW O	288.72
GILES AMZN MKTP US 1A6AT26H1 & 1O58H84L0 & 1H1X55632 AM PW OPS	153.32
GILES AMZN MKTP US 1O8HP5431 FTE BREAKDOWN NEEDED - RAIN PANTS -	54.92
GILES AMAZON.COM 1H0SQ66E0 FTE BREAKDOWN FOR FACILITIES - MEASUR	49.66
GILES AMAZON.COM 1H5V57Q02 FTE BREAKDOWN FOR JESSE - CLIPBOARD A	4.25
GILES AMAZON.COM 166PM2YD2 FTE BREAKDOWN FOR KELLY - TOOL KIT -	55.39
GILES AMZN MKTP US 1H8PC1OR2 COMMUNITY GARDEN SUPPLIES	223.16
GILES AMZN MKTP US 1Q8TL3XR1 WATER SUPPLIES - PENCIL SHARPENER A	34.81
GILES AMZN MKTP US RETURNED GARDEN HOSES	(124.16)
GILES AMZN MKTP US 1O58H84L0 & 1H1X55632 FTE BREAKDOWN 3010 PW O	44.87
GILES AMZN MKTP US 1A6AT26H1 & 1O58H84L0 & 1H1X55632 AM PW OPS	23.83
GILES AMAZON.COM 1A2RV94E1 RACC OFFICE SUPPLIES - NOTEPADS	17.19
GILES AMAZON.COM 1H5V57Q02 FTE BREAKDOWN FOR JESSE - CLIPBOARD A	3.40
GILES AMAZON.COM 1O9832ZZ2 CDD OFFICE SUPPLIES - DIVIDER TABS	15.35
GILES AMZN MKTP US 167IH15I2 PVC CARDS FOR EMP IDS AND TAKE KID	13.00
GILES AMAZON.COM 166IT0PY2 WELLNESS SNACKS	146.93
GILES AMZN MKTP US 1A5G75EF2 TAKE KID TO WORK DAY - FIDGET TOYS	63.79
GILES AMZN MKTP US 1O3I75MY1 TAKE YOUR CHILD TO WORK DAY - BACKP	109.91

Public Safety

Public Works

Community Development

Human Resources

Attachment: May 26, 2022 Claims Report (Approval of Claims And/Or Payroll)

City of Ridgefield

Claims Payment Report

For Approval on:

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WELLS FARGO - EPAY

1681

202204-3035

Human Resources

GILES AMZN MKTP US 1A8VC7V00 SUPPLIES - TAKE KIDS TO WORK DAY

12.91

Information Technology

GILES AMZN MKTP US 1H9NW7TT2 MOUSE PAD - GALINA BURLEY

8.68

GILES AMZN MKTP US 1H3064W41 COMPUTER PRIVACY SCREENS - FREIMUTH

153.09

GILES AMZN MKTP US 1Q5UL2LU0 PD COMPUTER SPEAKERS

32.57

GILES AMZN MKTP US 1H9343FM0 COMPUTER PRIVACY SCREEN - FREIMUTH

51.03

GILES AMZN MKTP US 1A8ON5Z61 KEYBOARD WRIST PAD - GALINA BURLEY

16.28

Finance

GILES AMZN MKTP US 107VK6UX2 DESK LOCKS FOR SASHA/EMILY

8.67

202204-9437

Genl Govt/Facilities

HOOTS AFP&CC/NACOP LIFE SAVING AWARD SIEM

(3.87)

HOOTS AFP&CC/NACOP LIFE SAVING AWARD WATTSON

(3.87)

HOOTS IN ARROWHEAD SCIENTIFIC PROPERTY AND EVIDENCE SUPPLIES

(4.64)

Public Safety

HOOTS AFP&CC/NACOP LIFE SAVING AWARD SIEM

48.87

HOOTS USPS PO 5471680444 POSTAGE STAMPS AND POSTAGE TO PA

24.36

HOOTS PAPA PETES PIZZA 3 PIZZA FOR PD SPRING MEETING

144.02

HOOTS TLO TRANSUNION BACKGROUND INVESTIGATIONS

145.04

HOOTS AFP&CC/NACOP LIFE SAVING AWARD WATTSON

48.87

HOOTS COSTCO WHSE 0772 OFFICE SUPPLIES

49.51

HOOTS IN ARROWHEAD SCIENTIFIC PROPERTY AND EVIDENCE SUPPLIES

58.64

202204-7069

Information Technology

FERRISS BESTBUYCOM806643476104 SURFACE BOOK CHARGER FOR STEVE

135.73

FERRISS CDW GOVT V857827 ADOBE FOR GALINA

133.17

FERRISS CDW GOVT W304893 ANNUAL ADOBE RENEWAL

3,462.30

Council

FERRISS GRTR VANCOUVER CHAMBER LEGISLATIVE REVIEW EVENT - COKER/

80.00

FERRISS FC PARKSANDREC FND PARKS FOUNDATION LUNCHEON - LINDSAY

210.00

202204-7036

Executive

STUART EL RANCHO VIEJO MEET WITH DEVELOPER ABOUT DOWNTOWN COMMER

20.75

STUART SQ THE DOGHOUSE BUSINESS LEADERS REGIONAL TRANSPORTATION

19.20

STUART RIDGEFIELD SCHOOL DISTRIC MAIN STREET PROGRAM MEETING

5.16

STUART SQ PIONEER STREET RESTAU CLARK REGIONAL RECOVERY ADVISOR

21.34

STUART SQ PIONEER STREET RESTAU MEETING WITH COUNCILORS RE UPKO

67.28

STUART SQ LITTLE CONEJO NORTE MEETING WITH COUNCILORS RE UPCOMI

43.25

STUART THE COLUMBIAN CIRC 2 MONTHLY SUBSCRIPTION

14.00

STUART SQ LITTLE CONEJO NORTE MEETING WITH CONGRESSIONAL STAFF

14.05

STUART SQ LITTLE CONEJO NORTE PREAPP CONFERENCE

13.66

STUART SQ SUGARS BARBECUE MEETING WITH COUNCILOR RE UPCOMING CI

19.51

202204-7051

Genl Govt/Facilities

BLEHM EVENT BUILDING A GREY WEBINAR-BUILDING A GREAT WORKPLACE

35.00

202204-7028

Public Works

BRUNSON ROSAUERS FOOD & DRU TURKEY BASTER FOR TESTING

1.29

BRUNSON THE HOME DEPOT 4718 S. 56TH WORK BENCH AND TOOL BOX

465.47

BRUNSON SP COASTPRODUCTS HEAD LIGHT FOR WORKING IN SLUDGE RESERV

108.59

BRUNSON ROSAUERS FOOD & DRU DIST WATER BLEACH TESTING. DRINKING

32.23

BRUNSON THE HOME DEPOT 4718 TOOLS FOR SPENCER AND PANELING FOR S

691.99

202204-0760

Genl Govt/Facilities

KIPP TLF RIDGEFIELD FLORAL AND BALLOONS FOR APRIL FIRST SATURDAY

17.34

KIPP STARBUCKS STORE 63631 BEVERAGES FOR VOLUNTEERS SPRING CLEAN

38.99

KIPP OLD LIBERTY THEATER LLC BEVERAGES FOR MCF MEETING

6.00

KIPP ROSAUERS FOOD & DRU WATER FOR CITY HALL CONFERENCE ROOM

9.75

KIPP DELIVERY.COMTERIYAKIT CH STRATEGIC TEAM MEETING

177.72

KIPP ROSAUERS FOOD & DRU VOLUNTEER SNACKS FOR SPRING CLEAN UP

121.32

Human Resources

KIPP COSTCO BY INSTACART SNACKS FOR ALL LOCATIONS

1,455.16

KIPP FRED-MEYER 0460 WELLNESS PRIZES FOR CHALLENGE WINNERS

547.19

KIPP COSTCO BY INSTACART ADJUSTMENT TO ITEMS IN THE CART - SNACK

8.29

KIPP CROWN AWARDS INC WELLNESS AWARDS FOR 1ST AND 2ND PLACE WINN

68.67

City of Ridgefield

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WELLS FARGO - EPAY	1681	202204-5756	Genl Govt/Facilities	RUBIO ECLINCHER BASIC PLAN SOCIAL MEDIA PUBLISHING AND ANALYTICS	(4.21)
				RUBIO WATER - COFFEE DELIVERY PW OPS CENTER WATER DELIVERY SERVI	5.87
				RUBIO TXTSIGNAL.COM TEXTING - NOTIFICATIONS	(3.35)
				RUBIO CLARK REGIONAL WASTEWATER 01.2022 - 03.2022 PW OPS CENTER	204.09
				RUBIO SIPTRUNK INC PD TELEPHONE SERVICE	211.50
				RUBIO WATER - COFFEE DELIVERY PW OPS CENTER WATER DELIVERY SERVI	79.17
				RUBIO WATER - COFFEE DELIVERY PW OPS CENTER WATER DELIVERY SERVI	12.30
				RUBIO ECLINCHER BASIC PLAN SOCIAL MEDIA PUBLISHING AND ANALYTICS	53.21
				RUBIO DROPBOX D1R23P54RR3G FILE SHARING - EVENTS	21.71
				RUBIO AMAZON WEB SERVICES WEB AUDIO BACKUP	0.44
				RUBIO APPLE.COM/BILL CH IPAD MUSIC	10.85
				RUBIO APPLE.COM/BILL COMM EVENTS IPAD MUSIC	14.11
				RUBIO DROPBOX BQB9C5P2JCP1 FILE SHARING - PUBLIC RECORDS	13.02
				RUBIO TXTSIGNAL.COM TEXTING - NOTIFICATIONS	42.35
				RUBIO MAILCHIMP MISC SOCIAL MEDIA AND EMAIL MARKETING SOFTWARE	24.77
				RUBIO ZOOM.US 888-799-9666 MEETING PLATFORM	59.71
				RUBIO ADOBE CREATIVE CLOUD SOFTWARE - DEMOSS	57.55
				RUBIO EVENT PROCUREMENT SER MRSC PROCUREMENT LIVE WEBINAR - RUB	40.00
				RUBIO WA FINANCE OFFCRS ASSOC INTERMEDIATE EXCEL LIVE WEBINAR -	35.00
		202204-6939	Community Development	LUST ASSOCIATION OF WASHINGTON AWC PLANNING DIRECTORS ANNUAL MEM	100.00
				LUST AMERICAN PLANNING A APA CONFERENCE REGISTRATION AM	350.00
				LUST ROSAUERS FOOD & DRU CARTY ROAD PROJECT ADVISORY COMMITTEE M	17.14
				LUST INT'L CODE COUNCIL INC SWIMMING POOL AND SPA CODE BOOK TN/M	95.57
				LUST AMERICAN PLANNING A APA CONFERENCE REGISTRATION CL	350.00
		202204-6996	Genl Govt/Facilities	LUST ROSAUERS FOOD & DRU RETIREMENT CARD AND BAKED GOODS FOR RAY	21.68
				LUST OLD LIBERTY THEATER LLC CARTY ROAD PROJECT ADVISORY COMMITT	10.19
				DEMOSS FACEBK NGD8HD37M2 AD FOR APRIL FIRST SATURDAY	19.08
				DEMOSS NAMEBRIGHT BIG PADDLE WEBSITE DOMAIN RENEWAL	9.07
				DEMOSS RIDGEFIELD PIONEER ICE FOR WATER COOLER FOR VOLUNTEER EVE	2.50
		202204-3027	Community Development	DEMOSS ESRI CDD MAP CREATION SOFTWARE	10.00
				HOWELL SADIE & JOSIE'S BAKERY IN DONUTS FOR STAFF FOR GALINAS FI	21.00
				HOWELL CKE FUEL BISTRO & WI 109 GALINA LUNCH ON FIRST DAY.	31.60
				HOWELL CKE FUEL BISTRO & WI 109 LUNCH WITH PARKS FOUNDATION.	49.38
				BROOKS 5.11 INC. UNIFORM PANTS	(6.88)
		202204-8755	Genl Govt/Facilities	BROOKS COV PARKING PAYST 491300 SWEARING IN FOR JUDGE HAYES AT T	2.50
				BROOKS 5.11 INC. UNIFORM PANTS	86.88
				FREIMUTH COSTCO BY INSTACART TAKE YOUR CHILD TO WORK DAY SUPPLIE	114.19
				FREIMUTH RIDGEFIELD PIONEER TAKE YOUR CHILD TO WORK DAY SUPPLIES	5.00
				FREIMUTH ROSAUERS FOOD & DRU TAKE YOUR CHILD TO WORK DAY SUPPLIE	22.96
		202204-8052	Human Resources	FREIMUTH INSTACART TAKE YOUR CHILD TO WORK DAY SUPPLIES	113.50
				KNOTTNERUS INDEED RECRUITMENT - JOB ANNOUNCEMENTS	184.89
				KNOTTNERUS DNH DOMAIN HOSTING SRVCS WEBSITE BACKUP	5.42
				DORIOT COSTCO WHSE 0772 PAPER PLATES NAPKINS WATER FOR PD	38.16
				IRWIN OFFICE FURNITURE REBOR HR ASSISTANT OFFICE FURNITURE	417.02
		202204-0794	Genl Govt/Facilities	JOHNSON THE COLUMBIAN CIRC 2 RECURRING MONTHLY SUBSCRIPTION-NO I	14.00
				MELROY SANDY'S SIGN & DESIGN EMP ONLY SIGN FOR OPS BUILDING	4.25
				MELROY SANDY'S SIGN & DESIGN EMP ONLY SIGN FOR OPS BUILDING	57.30
				MELROY SANDY'S SIGN & DESIGN EMP ONLY SIGN FOR OPS BUILDING	8.91
				MELROY SANDY'S SIGN & DESIGN EMP ONLY SIGN FOR OPS BUILDING	8.91
		202204-0745	Public Safety	MELROY SANDY'S SIGN & DESIGN EMP ONLY SIGN FOR OPS BUILDING	57.30
				MELROY SANDY'S SIGN & DESIGN EMP ONLY SIGN FOR OPS BUILDING	57.30
				MELROY SANDY'S SIGN & DESIGN EMP ONLY SIGN FOR OPS BUILDING	57.30
				MELROY SANDY'S SIGN & DESIGN EMP ONLY SIGN FOR OPS BUILDING	57.30
				MELROY SANDY'S SIGN & DESIGN EMP ONLY SIGN FOR OPS BUILDING	57.30
		202204-1081	Finance	MELROY SANDY'S SIGN & DESIGN EMP ONLY SIGN FOR OPS BUILDING	57.30
				MELROY SANDY'S SIGN & DESIGN EMP ONLY SIGN FOR OPS BUILDING	57.30
				MELROY SANDY'S SIGN & DESIGN EMP ONLY SIGN FOR OPS BUILDING	57.30
				MELROY SANDY'S SIGN & DESIGN EMP ONLY SIGN FOR OPS BUILDING	57.30
				MELROY SANDY'S SIGN & DESIGN EMP ONLY SIGN FOR OPS BUILDING	57.30
		202204-0810	Genl Govt/Facilities	MELROY SANDY'S SIGN & DESIGN EMP ONLY SIGN FOR OPS BUILDING	57.30
				MELROY SANDY'S SIGN & DESIGN EMP ONLY SIGN FOR OPS BUILDING	57.30
				MELROY SANDY'S SIGN & DESIGN EMP ONLY SIGN FOR OPS BUILDING	57.30
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				MELROY SANDY'S SIGN & DESIGN EMP ONLY SIGN FOR OPS BUILDING	57.30
		202204-0187	Public Works	MELROY SANDY'S SIGN & DESIGN EMP ONLY SIGN FOR OPS BUILDING	57.30
				MELROY SANDY'S SIGN & DESIGN EMP ONLY SIGN FOR OPS BUILDING	57.30
				MELROY SANDY'S SIGN & DESIGN EMP ONLY SIGN FOR OPS BUILDING	57.30
				MELROY SANDY'S SIGN & DESIGN EMP ONLY SIGN FOR OPS BUILDING	57.30
				MELROY SANDY'S SIGN & DESIGN EMP ONLY SIGN FOR OPS BUILDING	57.30
		202204-0187	Community Development	MELROY SANDY'S SIGN & DESIGN EMP ONLY SIGN FOR OPS BUILDING	57.30
				MELROY SANDY'S SIGN & DESIGN EMP ONLY SIGN FOR OPS BUILDING	57.30
				MELROY SANDY'S SIGN & DESIGN EMP ONLY SIGN FOR OPS BUILDING	57.30
				MELROY SANDY'S SIGN & DESIGN EMP ONLY SIGN FOR OPS BUILDING	57.30
				MELROY SANDY'S SIGN & DESIGN EMP ONLY SIGN FOR OPS BUILDING	57.30

Attachment: May 26, 2022 Claims Report (Approval of Claims And/Or Payroll)

City of Ridgefield

Claims Payment Report

For Approval on:

May 26, 2022

WELLS FARGO - EPAY	1681	202204-4870	Public Works	JOHNSON USPS PO 5471680444 CERTIFIED MAIL RECEIPT FOR I-5 SAFETY	4.33
				JOHNSON BNSF RAIL PERMITTING APPLICATION/PERMIT FEE FOR BNSF FOR	8,070.00
WELLS FARGO - EPAY Total					23,878.71
WEX BANK - EPAY	3552	80504757	Genl Govt/Facilities	PW April 2022 Fuel	518.05
			Public Safety	Police April 2022 Fuel	3,688.00
			Public Works	PW April 2022 Fuel	6,968.27
			Community Development	CDD April 2022 Fuel	670.34
WEX BANK - EPAY Total					11,844.66
WILCO FARM STORE	655	720733/6	Public Works	Storm Water Tools	545.13
WILCO FARM STORE Total					545.13
WOODLAND TRUE VALUE HARDWARE	1507	A257240	Public Works	Water Operational Supplies	76.85
		B253790	Public Works	Water Operational Supplies	9.69
WOODLAND TRUE VALUE HARDWARE Total					86.54
WSP USA INC.	3338	1171848	Community Development	Carty Rd PAC & Community Engagement Svcs - April 2022	4,982.94
WSP USA INC. Total					4,982.94
Grand Total					815,654.53

Attachment: May 26, 2022 Claims Report (Approval of Claims And/Or Payroll)

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: May 26, 2022

ITEM:

AGENDA ITEM TITLE: Approval of Minutes from the May 12, 2022 Meeting

AGENDA ITEM TITLE:

Approval of minutes from the following meeting(s) of the council:

GOVERNING LEGISLATION:

Not applicable

PREVIOUS COUNCIL ACTION TAKEN:

Not applicable

SUMMARY/BACKGROUND:

Staff has prepared the minutes for Council consideration of adoption for the Council meeting(s)

BUDGET/FINANCIAL IMPACTS:

Not applicable

ACTION OR MOTION:

Approve the minutes by making the following motion:

1. "I move to approve the consent agenda"

STAFF CONTACT: Julie Ferriss, City Clerk

ATTACHMENTS: 05-12-2022 (PDF)



CITY OF RIDGEFIELD, WASHINGTON
City Council MEETING MINUTES
May 12, 2022

Regular Meeting - 6:30 PM

GENERAL SESSION CALL TO ORDER - 6:30 PM

FLAG SALUTE

ROLL CALL

Attendee Name	Title	Status	Arrived
Ron Onslow	Councilor	Present	
Lee Wells	Councilor	Present	
Jen Lindsay	Mayor	Present	
Rob Aichele	Councilor	Present	
Judy Chipman	Councilor	Present	
Rachel Coker	Councilor	Present	
Matt Cole	Councilor	Present	

LATE CHANGES TO THE AGENDA

OATH OF OFFICE FOR SERGEANT GIBSON - CHIEF BROOKS

PUBLIC COMMENT

Comments received during public testimony can be heard on the City's website under
<https://ridgefieldwa.us/government/city-council-meeting-audio-files/>

CONSENT AGENDA - MOTION TO APPROVE AS PRESENTED.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Rachel Coker, Councilor
SECONDER:	Ron Onslow, Councilor
AYES:	Onslow, Wells, Lindsay, Aichele, Chipman, Coker, Cole

1. Approval of Claims And/Or Payroll
2. Approval of Minutes from the April 28, 2022 Meeting

PRESENTATION

1. Commission on Aging Update
2. Horns Corner Final Master Plan

PUBLIC HEARING/BUSINESS

Attachment: 05-12-2022 (Approval of Minutes)

1. Public Hearing and First Reading of Ordinance No. 1365 - Acquisition by Eminent Domain of Certain Property in the City of Ridgefield for Pioneer Street Extension Road Improvement Project - Brenda Howell, Interim Public Works Director

The City received a BUILD grant to complete the extension of Pioneer Street, including a roundabout, to Union Ridge Parkway. A purchase of right-of-way from the Sinclair Trust is necessary to complete the project, known as the Pioneer Extension Project. An offer of fair compensation was submitted to the Sinclair Trust in December 2021. A counteroffer was received and has been approved by the City, but final contracts have not been signed. A first reading of this ordinance will maintain a timeline allowing the City to have possession and use in time to avoid loss of funding.

Mayor Lindsay Opened the Hearing: 7:44PM

No testimony received.

Mayor Lindsay Closed the Hearing: 7:44PM

First reading only.

PUBLIC COMMENT

None received.

COUNCIL/PRESIDING OFFICER/STAFF REPORTS

Council

Council Member Onslow - Attended City Council retreat, Parks Foundation luncheon, City Manager briefing, C-Tran board meeting, Main Street meeting.

Council Member Coker - Attended Chamber of Commerce meeting and provide update.

Council Member Aichele - Attended Ridgefield Heritage Society Community meeting, Red Cross Sounds the Alarm event, City Council retreat, Meet Me on Wednesday, Rep. Peter Abbarno meet and greet, Port of Ridgefield meeting.

Council Member Wells - Attended City Council retreat, Rep. Peter Abbarno meet and greet, City Manager briefing, Port of Ridgefield meeting.

Council Member Chipman - Attended City Council Retreat, First Saturday event, City Manager briefing, CRWWD meeting.

Council Member Cole - Attended City Council Retreat, Rep. Peter Abbarno meet and greet, School Board meeting.

Mayor

Attended most of the same events and meetings, ECHO update provided (Ending Community Homelessness Organization).

City Manager

City Manager Steve Stuart - Ridgefield Junction Neighborhood Association meeting is scheduled for May 16th, City events updates.

Deputy City Manager Lee Knottnerus - Big Paddle event update.

ADJOURN - [8:04 PM](#)

Julie Ferriss, City Clerk

Jennifer Lindsay, Mayor

Attachment: 05-12-2022 (Approval of Minutes)

CITY OF RIDGEFIELD REQUEST FOR COUNCIL ACTION

MEETING DATE: May 26, 2022

ITEM: BUSINESS

AGENDA ITEM TITLE: An Ordinance of the City of Ridgefield, Washington
Amending Ordinance No. 1355 Pertaining to the 2022
Budget

GOVERNING LEGISLATION:

Revised Code of Washington Chapter 35A.33, City of Ridgefield Financial Policy #07: Budget

PREVIOUS COUNCIL ACTION TAKEN:

Council adopted Ordinance No. 1355 pertaining to the 2021 Budget on December 2, 2021.

SUMMARY/BACKGROUND:

The budget amendment totals \$2,334,800 in total appropriations and includes \$388,300 in additional revenue for 2022. Revenue increases include \$338,300 in grant awards and \$50,000 in insurance recoveries for damage to city infrastructure. The amendment also includes \$1,816,000 in interfund transfers to fund the budget amendment requests.

Appropriations include \$96,500 in General Fund software, equipment, and consultant costs, \$210,000 for street fund operations and purchase of crossing signals, and \$10,000 for consultant expense in the water operating fund. An additional \$2 million is requested or reappropriated for capital outlay for design, engineering, and construction expense.

Overall fund balance impact will be a decrease of \$1,946,500.

Refer to the attached exhibit "A" for Ordinance No. 1366, for a list of revenue impacts and appropriation requests, and the following table for detailed fund balance impact.

Fund Balance Impact								
		Total Expense	Interfund Transfer Out	Ongoing Expense	One-Time Exp/Trnsfr	Change In Revenue	Interfund Transfer In	Fund Impact
001	General Fund	\$ 96,500	\$ 345,000	\$ -	\$ 441,500	\$ -	\$ -	\$ (441,500)
101	Street Fund	210,000	-	-	210,000	50,000	160,000	-
105	REET Fund	-	90,000	-	90,000	-	-	(90,000)
114	PIF Fund	-	(89,000)	-	(89,000)	-	-	89,000
115	TIF Fund	-	1,050,000	-	1,050,000	-	-	(1,050,000)
300	General Capital	1,508,300	-	-	1,508,300	338,300	1,146,000	(24,000)
406	Water Fund	10,000	-	-	10,000	-	-	(10,000)
408	Storm Fund	-	25,000	-	25,000	-	-	(25,000)
410	Water Utility Capital	395,000	-	-	395,000	-	395,000	-
412	Storm Utility Capital	115,000	-	-	115,000	-	115,000	-
416	Water SDC	-	395,000	-	395,000	-	-	(395,000)
Total		\$ 2,334,800	\$ 1,816,000	\$ -	\$ 4,150,800	\$ 388,300	\$ 1,816,000	\$ (1,946,500)

BUDGET/FINANCIAL IMPACTS:

Please refer to the included table and to Exhibit “A” attached to Ordinance No. 1366

ACTION OR MOTION:

Staff requests Council waive second reading and make the following motion for Ordinance No. 1366.

“I move to waive second reading and adopt Ordinance No. 1366, as presented.”

STAFF CONTACT:

Kirk Johnson, Finance Director

ATTACHMENTS:

2022 Budget Amendment 1 Presentation (PDF)

2022 Budget Amendment 1 - Exhibit A (PDF)

ORDINANCE NO. 1366**AN ORDINANCE OF THE CITY OF RIDGEFIELD, WASHINGTON AMENDING ORDINANCE NO. 1355 PERTAINING TO THE 2022 BUDGET**

WHEREAS, the Ridgefield City Council at its regular meeting on December 2, 2021 adopted Ordinance No. 1355 which adopted the City of Ridgefield 2022 budget; and

WHEREAS, the City of Ridgefield deems it necessary to adjust its forecast for revenue and appropriate additional expenditures in 2022 in the funds that are identified in the attached Exhibit "A" of the 2021 budget amendment; and

WHEREAS, these expenditures were not anticipated at the time of the adoption of the 2022 budget.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Public Interest. The Ridgefield City Council finds it to be in the public interest to amend the 2022 budget to account for revenues and expenditures that were not anticipated at the time of adoption.

Section 2. Budget Amendment Adopted. Ordinance No. 1355, and the budget of the City of Ridgefield for fiscal year 2022 shall be amended to include the additional receipt and/or reduction of funds and the additional and/or reduction of expenditures addressing the funds shown in the attached Exhibit "A".

Section 3. Severability. Any provision of this ordinance or its application to any person, legal entity, or circumstance is held invalid, the remainder of the ordinance or its application to other persons, legal entities, or circumstances is not affected.

Section 4. Regulatory Conflicts. All other Ordinances and parts of other Ordinances inconsistent or conflicting with any part of this Ordinance are hereby repealed to the extent of the inconsistency or conflict.

Section 5. Corrections. The City Clerk and the codifiers of this ordinance are authorized to make necessary clerical corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 6. Effective date. This ordinance shall be in full force and effect five (5) calendar days after adoption and publication pursuant to law.

PASSED BY THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON ON THE 26th DAY OF MAY, 2022.

Jennifer Lindsay,
Mayor

ATTEST:

Julie Ferriss,
City Clerk

APPROVED AS TO FORM:

Janean Parker,
City Attorney

First Reading:	May 26, 2022
Second Reading	Waived
Date of Publication:	June 1, 2022
Effective Date:	June 6, 2022



2022 Budget Amendment – Ordinance No. 1366
First Reading May 26, 2022



2022 Budget Amendment – Ordinance No. 1366

2022 Policy Reserves

Fund Balance Source	2022 Reserves	2021 Reserves	% Change	Reserve % to 2022 Budget
General Fund	\$2,929,175	\$2,462,776	18.94%	29%
Community Development (Building Activities)	\$613,477	\$612,292	0.19%	28%
Water Fund	\$1,163,999	\$1,077,370	8.04%	48%
Storm Water Fund	\$558,595	\$497,449	12.29%	42%
Total Policy Reserves (Operating Funds)	\$5,265,246	\$4,649,887	13.23%	
Real Estate Excise Tax (Debt Service GO Bonds)	\$1,409,075	\$1,414,003	-0.35%	



2022 Budget Amendment – Ordinance No. 1366

2022 Available Reserves

Fund Balance Source	2022 Reserves
General Fund (Includes Street Fund)	\$2,320,168
Community Development (Building Activities)	\$3,516,221
Water Operating Fund	\$1,803,501
Storm Water Operating Fund	(\$5,920)
Real Estate Excise Tax (REET)	\$3,492,581
Park Impact Fee Fund (PIF)	\$1,480,643
Traffic Impact Fee Fund (TIF)	\$1,642,077
Transportation Benefit District Fund (TBD)	\$144,152
Water System Development Charges (WSDC)	\$8,664,468



2022 Budget Amendment – Ordinance No. 1366

Reappropriations from 2021 Budget

Project	Funding Source	Expense	Revenue	Description
Wayfinding Signs	General Fund	\$20,000	\$0	Reappropriation of 2021 budget for design and install of wayfinding signs.
PW Operations Center Tenant Improvements	Bond	24,000	0	Reappropriation of remaining bond funding for tenant improvements.
Pioneer and 51 st Widening Design	TIF	450,000	0	Reappropriation of remaining contractual commitment to design engineering firm.
Royle Road Roundabout Construction	TIF, REET or General Fund	600,000	0	Reappropriation of \$400,000 of remaining contractual commitment and \$200,000 in new funding for additional change orders.
YMCA Site Plan and Design	PIF	90,000	0	Reappropriate remaining contractual commitment of \$30,000 and change order request of \$60,000 to complete site planning and design.
Splashpad Design	PIF	46,000	0	Reappropriation of remaining contractual commitment to design engineering firm.



2022 Budget Amendment – Ordinance No. 1366

New Requests/Additions to 2022 Budget

Project	Funding Source	Expense	Revenue	Description
Splashpad Construction	Grant	\$250,000	\$250,000	Recognize award of \$250,000 for State Capital Grant and additional construction expense for splashpad.
Gee Creek Loop Design	General Fund	65,000	0	Design expense for Gee Creek Loop project. Construction project funded through CDBG grant. Construction in 2023.
Davis Park Charging Stations	General Fund	20,000	0	Expense to run electrical to charging station pad and install junction box.
Park Land N 51 st and Pioneer	PIF	(225,000)	0	Reduce budget for parkland purchase to match negotiated purchase price. Includes closing costs and permit fee for boundary line adjustment.
Onslow Nature Play Area	Grant	10,000	10,000	Construction of nature play area. Recognized grant received from Clark County Parks Foundation to cover expense.



2022 Budget Amendment – Ordinance No. 1366

New Requests/Additions to 2022 Budget

Project	Funding Source	Expense	Revenue	Description
I-5 Safety Screen and Art Construction	Grant	\$78,300	\$78,300	Recognize increase in construction expense and grant award from State Capital Grant.
Emergency Repairs to Abrams park Auto Bridge	General Fund	100,000	0	Emergency repairs to Abrams Park bridge.
Kennedy Test Well Drilling	WSDC	200,000	0	Additional funding for test well project based on single bid from contractor. Included contingency for construction work.
Hydrogeologist Study	WSDC	175,000	0	Expenditure related to completion of acquisition of Kennedy water rights and construction management of test well.
S Riverview Dr Improvements	WSDC	20,000	0	Final design expense for completion of water line portion of S Riverview Dr improvement project.



2022 Budget Amendment – Ordinance No. 1366

New Requests/Additions to 2022 Budget

Project	Funding Source	Expense	Revenue	Description
S 56 th Place Storm Repair	REET	\$90,000	\$0	Expenditure for design and construction of failed storm pipe on S 56 th Place.
Division Street Storm Inlets	Storm Fund	25,000	0	Expenditure for design and construction of new storm inlets to resolve flooding during heavy rains.
Phone System Upgrade	General Fund	20,000	0	Expense to upgrade city phone system. Adds flexibility to system and reduces ongoing operating expense.
Budget Software	General Fund	11,500	0	Addition to \$10,000 approved 2022 budget to implement new software for budget preparation. Adds efficiency and reduces manual preparation.
Office Furniture Moving Expense	General Fund	30,000	0	Moving company expenditures for donated furniture from Holland Group. Estimates range from \$100k to \$150k in value.



2022 Budget Amendment – Ordinance No. 1366

New Requests/Additions to 2022 Budget

Project	Funding Source	Expense	Revenue	Description
Carty Road Subarea Plan	General Fund	\$35,000	\$0	Consultant expense to complete Carty Road subarea plan that was suspended during Covid.
Storm Damage Cleanup	General Fund	30,000	0	Expenditures related to storm damage cleanup including brush/tree removal. Staff reviewing insurance and FEMA coverage.
Division Street Crossing	General Fund	30,000	0	Expenditures related to preparation and permitting for private crossing.
Streetlight and Guardrail Replacement	Insurance Recovery	50,000	50,000	Expenditures related to repair/replacement of streetlights and guardrails damaged due to accidents. Insurance related repairs.
Crossing Signals on Hillhurst at Ridgefield High School	General Fund	80,000	0	Purchase and installation of crossing signals on Hillhurst for High School and Middle School.



2022 Budget Amendment – Ordinance No. 1366

New Requests/Additions to 2022 Budget

Project	Funding Source	Expense	Revenue	Description
Water System Plan Update	Water Fund	\$10,000	\$0	Completion of remaining work to finalize water system plan and send to Department of Health for approval.
Total New 2022 Requests		\$1,364,800	\$388,300	
Total Reappropriations		\$970,000	\$0	
Total Budget Amendment Expenditures		\$2,334,800	\$388,300	



2022 Budget Amendment – Ordinance No. 1366

Fund Balance Impact

Fund	Total Expense	Interfund Transfer Out	Revenue	Interfund Transfer In	Fund Impact	Forecast Y/E Avail Fund Bal
General Fund	\$96,500	\$345,000	\$0	\$0	(\$441,500)	
Building Fees	0	0	0	0	0	
Street Fund	210,000	0	50,000	160,000	0	
REET Fund	0	90,000	0	0	(90,000)	
PIF Fund	0	(89,000)	0	0	89,000	
TIF Fund	0	1,050,000	0	0	(1,050,000)	
TBD	0	0	0	0	0	
General Capital	1,508,300	0	338,300	1,146,000	(24,000)	
Water Fund	10,000	0	0	0	(10,000)	
Storm Fund	0	25,000	0	0	(25,000)	
Water Utility Capital	395,000	0	0	395,000	0	
Storm Utility Capital	115,000	0	0	115,000	0	
Water SDC	0	395,000	0	0	(395,000)	
Total	\$2,334,800	\$1,816,000	\$388,300	\$1,816,000	(\$1,946,500)	



THANK YOU

Exhibit "A"



2022 Budget Amendment #1

Ordinance # 1366

Expense						Funding Source							Description
Item No.	Requesting Department	Fund	Project	Funding Source	Total 2022 Appr.	Total Ongoing Annual Expense	Reapprop.	New Approp. Request	Revenue increase/ Decrease	Operating Fund, Special Revenue Fund Transfer	Loan/Grant/ Insurance	Fund Balance Impact	
1	Finance	General Fund	Office Furniture	General Fund	30,000	-	-	30,000	-	-	-	(30,000)	Moving company expenditures for donated furniture from Holland Group. Estimates range from \$100k to \$150k in furniture value.
2	Admin/IT	General Fund	Phone System Upgrade	General Fund	20,000	-	-	20,000	-	-	-	(20,000)	Expense to upgrade phone system. Add additional flexibility to phone system and reduces ongoing operating expense in future.
3	Finance	General Fund	Budget Software	General Fund	11,500	-	-	11,500	-	-	-	(11,500)	Addition to current budget of \$10,000 for expense to implement new budget software. Add efficiency and flexibility to current manual process.
4	Community Development	General Fund	Carty Road Subarea Plan	General Fund	35,000	-	-	35,000	-	-	-	(35,000)	Complete subarea plan for Carty Road. Project was suspended due to Covid. Expenditure is final consultant expense to complete outreach and preparation of plan for council consideration.
5	Public Works	Street Fund	Crossing Signals at Ridgefield High School on Hillhurst	General Fund	80,000	-	-	80,000	-	80,000	-	(80,000)	Purchase and installation of crossing signals on Hillhurst Road for High School and Middle School. General Fund transfer.
6	Public Works	Street Fund	Wayfinding Signs	General Fund	20,000	-	20,000	-	-	20,000	-	(20,000)	Reallocate funding from 2021 for wayfinding signs from I-5 interchange to downtown Ridgefield.
7	Public Works	Street Fund	Storm Damage/ Cleanup	General Fund	30,000	-	-	30,000	-	30,000	-	(30,000)	Expenditures related to storm damage cleanup including brush/tree removal. Staff reviewing insurance or FEMA coverage.

Exhibit "A"



2022 Budget Amendment #1

Ordinance # 1366

Expense													Funding Source
8	Public Works	Street Fund	Division Street Crossing	General Fund	30,000	-	-	30,000	-	30,000	-	(30,000)	Expenditures related to preparation and permitting for private crossing.
9	Public Works	Street Fund	Streetlights/ Guardrail Replacement	Insurance Recovery	50,000	-	-	50,000	-	-	50,000	-	Expenditures related to repair/replacement of streetlights and guardrails damaged in accidents. Insurance related repairs.
10	Public Works	General Capital	PW Operations Center Tenant Improvement/ Equipment	Bond	24,000	-	24,000	-	-	-	-	(24,000)	Reappropriate remainng \$24,000 of bond funds received in 2021.
11	Public Works	General Capital	I-5 Safety Screen and Art	Grant	78,300	-	-	78,300	-	-	78,300	-	Increase construction budget \$78,300 to account for full grant award.
12	Public Works	General Capital	Gee Creek Loop Design	General Fund	65,000	-	-	65,000	-	65,000	-	(65,000)	Design expense for Gee Creek Loop project. Construction project funded through CDBG grant. Construction in 2023.
13	Public Works	General Capital	Pioneer and 51st Widening Design	TIF	450,000	-	450,000	-	-	450,000	-	(450,000)	Reappropriate remaining design contract of approximately \$450,000.
14	Public Works	General Capital	Royle Road Roundabout Construction	TIF, REET or Gen Fund	600,000	-	400,000	200,000	-	600,000	-	(600,000)	Reappropriation of contract amount and additional change orders to complete construction of Royle Road project.
15	Public Works	General Capital	Splashpad Construction	Grant	250,000	-	-	250,000	-	-	250,000	-	Increase to construction budget of \$250,000 from State Capital Grant.

Exhibit "A"



2022 Budget Amendment #1

Ordinance # 1366

Expense					Funding Source								
16	Public Works	General Capital	Splashpad Design	PIF	46,000	-	46,000	-	-	46,000	-	(46,000)	Remaining contract amount originally approved and budgeted in 2021.
17	Public Works	General Capital	YMCA Site Plan and Design	PIF	90,000	-	30,000	60,000	-	90,000	-	(90,000)	Reappropriate remaining contract amount of \$30,000 and change order for \$60,000 to complete site planning and design.
18	Public Works	General Capital	Park land N 51st/Pioneer	PIF	(225,000)	-	-	(225,000)	-	(225,000)	-	225,000	Reduce budget for parkland purchase to match negotiated purchase price. And closing costs/boundary line adjustment.
19	Public Works	General Capital	Onslow Nature Play Area	Grant	10,000	-	-	10,000	-	-	10,000	-	Construction of nature play area. Received \$10,000 grant from Clark County Parks Foundation.
20	Public Works	General Capital	Davis Park Charging Station	General Fund	20,000	-	-	20,000	-	20,000	-	(20,000)	Expense to run electrical to charging pad and install junction box.
21	Public Works	General Capital	Emergency Repairs to Abrams Park Auto Bridge	General Fund	100,000	-	-	100,000	-	100,000	-	(100,000)	Emergency repairs to Abrams Park bridge.
22	Public Works	Water Fund	Water System Plan Update	Water Fund	10,000	-	-	10,000	-	-	-	(10,000)	Complete remaining work to finalize water system plan and send for DOH approval. Plan work had put on hold due to Covid and acquisition of water rights.
23	Public Works	Water Capital	Kennedy Well system	WSDC	200,000	-	-	200,000	-	200,000	-	(200,000)	Additional funding for test well project based on single bid received from contractor plus contingency.

Exhibit "A"



2022 Budget Amendment #1

Ordinance # 1366

Expense					Funding Source								
24	Public Works	Water Capital	Hydrogeologist Study	WSDC	175,000	-	-	175,000	-	175,000	-	(175,000)	Expenditures related to completion of Kennedy water rights and construction management for Kennedy well field test wells.
25	Public Works	Water Capital	S Riverview Dr Improvements	WSDC	20,000	-	-	20,000	-	20,000	-	(20,000)	Final design expense for completion water line portion of S Riverview Dr improvement project.
26	Public Works	Storm Capital	S 56th Place Storm Repair	REET	90,000	-	-	90,000	-	90,000	-	(90,000)	Funding for repair of failed storm pipe on S 56th.
27	Public Works	Storm Capital	Division Street Storm Inlets	Storm Fund	25,000	-	-	25,000	-	25,000	-	(25,000)	Includes design and construction of new inlets to resolve flooding during heavy rains.
Total Budget Amendment					2,334,800	-	970,000	1,364,800	-	1,816,000	388,300	(1,946,500)	

**CITY OF RIDGEFIELD
REQUEST FOR COUNCIL ACTION**

MEETING DATE: May 26, 2022

ITEM: BUSINESS

AGENDA ITEM TITLE: Designation of Official Newspaper

GOVERNING LEGISLATION:

RCW 35A.21.230, RCW 35A.12.160; RCW 35A.33.060, RCW 65.16

PREVIOUS COUNCIL ACTION TAKEN:

Council designates the official newspaper annually. Most recently they designated the official newspaper by adoption of Resolution No. 593 on May 27, 2021.

SUMMARY/BACKGROUND:

RCW 35A.21.230 provides that “Each code city shall designate an official newspaper by resolution. The newspaper shall be of general circulation in the city and have the qualifications prescribed by chapter 65.16 RCW”. City procurement policy requires services, including selection of the official newspaper, to be obtained using due diligence for both price and quality.

Therefore, the city must have one official newspaper that it should contract with based on an annual bid process. The city may, of course, publish notices in newspapers in addition to the official newspaper.

A request for bids was published in the Reflector and the Columbian with a deadline for submission no later than 2:00 PM on May 5, 2022. The bid is for publications during the period of June 1, 2022 through May 31, 2023.

The city received one bid from the Columbian. The Columbian has been the official newspaper for the city for the past 4 years. There is no change to advertising rates when compared to the previous year. The Columbian has the highest circulation in Southwest Washington for any newspaper and includes online posting for legal notices.

BUDGET/FINANCIAL IMPACTS:

No significant impact over 2021 advertising expense.

ACTION OR MOTION:

“I move to approve Resolution No. 611 designating the Columbian as the Official Newspaper for the City of Ridgefield for the period June 1, 2022 through May 31, 2023 as presented.

STAFF CONTACT: Kirk Johnson, Finance Director

ATTACHMENTS:

Resolution No.611**DESIGNATION OF OFFICIAL NEWSPAPER**

WHEREAS, the Columbian submitted a bid for publication of any official notices that the City is required to publish during the period from June 1, 2022 through May 31, 2023, and

WHEREAS, the Columbian is a newspaper of general circulation in the City and has the qualifications prescribed by RCW 65.16.020, as amended.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RIDGEFIELD, WASHINGTON, AS FOLLOWS:

Section 1. The Columbian is designated to be the official newspaper for the City of Ridgefield for publication of all official notices, which the City is required to publish.

Section 2. This resolution shall be effective immediately upon passage and signatures hereto.
PASSED BY THE CITY COUNCIL AT ITS REGULAR MEETING HELD ON THE 26TH DAY OF MAY, 2022.

CITY OF RIDGEFIELD

Jennifer Lindsay, Mayor

ATTEST/AUTHENTICATED:

Julie Ferriss
City Clerk

CITY OF RIDGEFIELD REQUEST FOR COUNCIL ACTION

MEETING DATE: May 26, 2022

ITEM:

AGENDA ITEM TITLE: Motion - Approval of Kennedy Test Well Project Award

GOVERNING LEGISLATION:

Revised Code of Washington Title 35- Cities and Towns

PREVIOUS COUNCIL ACTION TAKEN:

NA

SUMMARY/BACKGROUND:

In 2017 the City retained GSI Water Solutions to complete a groundwater availability study identifying potential groundwater sources for the City. Additional water sources are critical to the City to provide for the growth currently occurring. Through this process the Kennedy Farm property was identified. At that time, the property was proposed for development and the Kennedy Farm had instantaneous water rights to 140 gallons per minute available for purchase. In March 2018, the City entered into a Purchase and Sale Agreement to acquire the water rights and now seeks additional rights at the Kennedy location.

A source development report completed in 2019 by GSI Water Solutions identified 1,200 gpm that may be available at the Kennedy Farm and recommended pursuing additional rights at this location. After rights are secured, four wells producing an estimated 300 gpm each are proposed at the site.

The Kennedy Test Well project is a step in securing those additional water rights. This project will drill a test well. During drilling, soils will be evaluated for suitability for water extraction, fine particles will be removed to optimize performance, a pumping test will be conducted to evaluate the maximum pumping rate possible while maintaining aquifer stability, and water quality testing to inform future treatment requirements will be completed. After testing this information will be submitted to the Department of Ecology and the City will proceed with applying for the additional rights at the Kennedy Farm.

After testing and finalizing of all water right acquisition, from the Kennedy family and the

additional rights pursued, the test well can be equipped for permanent use and the City can proceed with construction of additional wells at the Kennedy Farm location.

BUDGET/FINANCIAL IMPACTS:

The low bid for the Kennedy Test Well construction is \$875,300. The budget for this project is \$720,000. The City received only one bid and going out for bid a second time was considered. However, due to the urgency of the project, the lack of response, and the risk of receiving higher bids, it was determined that going with the current bid was the best decision.

Additional professional services for monitoring and testing by GSI Water Solutions are \$165,583. The original budget included construction costs only and did not provide for the monitoring and testing required.

ACTION OR MOTION:

Staff recommends awarding the construction contract to the low bidder.

STAFF CONTACT: Brenda Howell, Interim Public Works Director

ATTACHMENTS: Bid Tab Full (XLSX)

				Engineers
Item No.	Items of Work and Materials	Approx. Quantity	Unit of Measure	Unit Cost
MOBILIZATION, SITE PREPARATION, AND DEMOBILIZATION (SECTION 32 30 000)				
1	Mobilization and Demobilization	1	Lump Sum	\$ 81,878
2	Access Road and Drilling Pad	30,000	Square Feet	\$ 2.20
3	Spill Prevention and Control	1	Lump Sum	\$ 5,490
4	Erosion and Sediment Control	1	Lump Sum	\$ 15,000
5	Water Management	1	Lump Sum	\$ 35,000
<i>SUBTOTAL I - Mobilization, Site Preparation, and Demobilization (Items 1 through 5) =</i>				
TEST WELL DRILLING AND CONSTRUCTION PROGRAM (SECTION 33 11 11)				
6	Drill the upper borehole at a minimum nominal diameter of 14-inches from ground surface to an anticipated depth of 240 ft below ground surface (bgs)	240	Linear Feet	\$ 275
7	Drill the lower borehole at a nominal diameter of 10-inches to an anticipated depth of 600 ft bgs	360	Linear Feet	\$ 240
8	Furnish and install the 10-inch diameter low carbon steel production casing	600	Linear Feet	\$ 129
9	Furnish and cut both drive shoes	2	Lump Sum	\$ 3,304
10	Furnish and install the well screen assembly			
10a	6-inch nominal diameter low carbon steel blank casing	150	Linear Feet	\$ 72
10b	6-inch pipe size diameter stainless steel wire-wrap screen	150	Linear Feet	\$ 220
11	Complete plumbness testing	1	Lump Sum	\$ 1,575
12	Complete alignment testing	1	Lump Sum	\$ 1,575
13	Furnish and install the filter pack envelope	300	Linear Feet	\$ 93
14	Complete well development			
14a	Impulse generation, and dual-isolation surging/pumping only	30	Hours	\$ 1,000
14b	Pumping with test pump	4	Hours	\$ 588
15	Install a surface seal between the 10-inch well casing and the 14-inch borehole wall	240	Linear Feet	\$ 78
16	Video Survey	1	Lump Sum	\$ 2,748
17	Well Disinfection	1	Lump Sum	\$ 4,800
18	Well Surface Completion	1	Lump Sum	\$ 3,485
19	Standby Time	0	Hours	\$ 547
20	Authorized Hourly Work	0	Hours	\$ 547
<i>SUBTOTAL II - Test Well Drilling and Construction Program (Items 6 through 20) =</i>				
AQUIFER TESTING (SECTION 33 01 12)				
21	Furnish, install, and remove aquifer testing equipment	1	Lump Sum	\$ 34,750

22	Aquifer testing: step-rate test	8	Hours	\$ 506
23	Aquifer testing: constant-rate test (including recovery monitoring)	240	Hours	\$ 360
<i>SUBTOTAL III - Aquifer Testing (Items 21 through 23) =</i>				
MONITORING WELL (SECTION 33 11 53)				
24	Drill the borehole at a minimum nominal diameter of 6-inches from ground surface to an anticipated depth of 30 ft bgs	30	Linear Feet	\$ 92
25	Furnish and install the 2-inch inner diameter schedule 40 PVC blank casing	20	Linear Feet	\$ 74
26	Furnish and install the 2-inch inner diameter Schedule 40 PVC 0.01-inch slotted (10-slot) well screen	10	Linear Feet	\$ 15
27	Furnish and install the filter pack envelope (including the sugar sand)	10	Linear Feet	\$ 8
28	Complete well development	8	Hours	\$ 350
29	Install a surface seal between the 2-inch well casing and 6-inch borehole wall	20	Linear Feet	\$ 30
30	Well Monument and Surface Completion	4	Hours	\$ 2,150
<i>SUBTOTAL IV - Monitoring Well (Items 24 through 30) =</i>				
<i>TOTAL BASE BID - (Items 1 through 30) =</i>				

Estimate	Contech Services		DeaMor Associates		Empire Well Drilling	
Total	No Bid		No Bid		Unit Cost	Total
\$ 81,878	\$ -	\$ -	\$ -	\$ -	\$ 155,000	\$ 155,000
\$ 66,000	\$ -	\$ -	\$ -	\$ -	\$ 7.00	\$ 210,000
\$ 5,490	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 10,000
\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 10,000
\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 20,000
\$ 203,368		\$ -		\$ -		\$ 405,000
\$ 66,000	\$ -	\$ -	\$ -	\$ -	\$ 190	\$ 45,600
\$ 86,400	\$ -	\$ -	\$ -	\$ -	\$ 160	\$ 57,600
\$ 77,400	\$ -	\$ -	\$ -	\$ -	\$ 175	\$ 105,000
\$ 6,608	\$ -	\$ -	\$ -	\$ -	\$ 7,500	\$ 15,000
\$ 10,800	\$ -	\$ -	\$ -	\$ -	\$ 110	\$ 16,500
\$ 33,000	\$ -	\$ -	\$ -	\$ -	\$ 175	\$ 26,250
\$ 1,575	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ 5,000
\$ 1,575	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ 5,000
\$ 27,900	\$ -	\$ -	\$ -	\$ -	\$ 30	\$ 9,000
\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ 750	\$ 22,500
\$ 2,352	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ 4,000
\$ 18,720	\$ -	\$ -	\$ -	\$ -	\$ 25	\$ 6,000
\$ 2,748	\$ -	\$ -	\$ -	\$ -	\$ 3,000	\$ 3,000
\$ 4,800	\$ -	\$ -	\$ -	\$ -	\$ 1,500	\$ 1,500
\$ 3,485	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 10,000
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 450	\$ -
\$ -	\$ -	\$ -	\$ -	\$ -	\$ 550	\$ -
\$ 373,363		\$ -		\$ -		\$ 331,950
\$ 34,750	\$ -	\$ -	\$ -	\$ -	\$ 15,000	\$ 15,000

\$ 4,048	\$ -	\$ -	\$ -	\$ -	\$ 450	\$ 3,600
\$ 86,400	\$ -	\$ -	\$ -	\$ -	\$ 450	\$ 108,000
\$ 125,198		\$ -		\$ -		\$ 126,600
\$ 2,760	\$ -	\$ -	\$ -	\$ -	\$ 50	\$ 1,500
\$ 1,480	\$ -	\$ -	\$ -	\$ -	\$ 40	\$ 800
\$ 150	\$ -	\$ -	\$ -	\$ -	\$ 80	\$ 800
\$ 80	\$ -	\$ -	\$ -	\$ -	\$ 25	\$ 250
\$ 2,800	\$ -	\$ -	\$ -	\$ -	\$ 650	\$ 5,200
\$ 600	\$ -	\$ -	\$ -	\$ -	\$ 30	\$ 600
\$ 8,600	\$ -	\$ -	\$ -	\$ -	\$ 650	\$ 2,600
\$ 16,470		\$ -		\$ -		\$ 11,750
\$ 718,399		\$ -		\$ -		\$ 875,300

CITY OF RIDGEFIELD REQUEST FOR COUNCIL ACTION

MEETING DATE: May 26, 2022

ITEM:

AGENDA ITEM TITLE: Motion - Approval of Amendment to City Safety Plan

GOVERNING LEGISLATION:

Federal regulations require that each state has a Strategic Highway Safety Plan (SHSP); a statewide data-driven traffic safety plan that coordinates the efforts of a wide range of organizations to reduce traffic crash fatalities and serious injuries on all public roads. In coordination with federal, state, local, and private sector safety stakeholders, the SHSP establishes goals, objectives, and emphasis areas. In Washington State, the SHSP is known as Target Zero.

To help meet the Target zero goals, the development of Local Safety Plans by cities within Clark County has been prioritized and funded. These Safety Plans are a means for providing local agencies with an opportunity to address safety needs within their jurisdictions while contributing to the success of Washington State's Target Zero.

PREVIOUS COUNCIL ACTION TAKEN:

None. Safety plan was originally presented to council at the February 10, 2022.

SUMMARY/BACKGROUND:

This is a minor update to the previous safety plan to propose an additional project. The project will replace the existing pedestrian signal at S. Hawk Place and Ridgefield High School RRFB with High Intensity Activated Cross Walk pedestrian beacon at the intersection of S. Hawk

Place and the secondary access to Ridgefield HS. The installation of this pedestrian beacon, high

visibility crosswalk, advance stop bars, and pedestrian crossing signs and markings will provide a safer crossing alternative for students walking or biking across Hillhurst to travel home, the retail center off Royle Road, and to participate in after school events at the RORC and access other school campuses on Hillhurst.

Adding this project to the safety plan will help with scoring on the Safe Routes to School

Grant application.

BUDGET/FINANCIAL IMPACTS:

None

ACTION OR MOTION:

Motion to adopt updated Local Roads Safety Plan.

STAFF CONTACT: Brenda Howell, Interim Public Works Director

ATTACHMENTS: 2022 City Safety Plan_Ridgefield_Revised_May2022 (PDF)

CITY SAFETY PLAN

FEBRUARY 2022 (REVISED MAY 2022)

PREPARED FOR THE CITY OF RIDGEFIELD

PREPARED BY DKS ASSOCIATES



Southwest Washington
Regional Transportation Council



Acknowledgements

RTC

Dale Robins

CITY OF RIDGEFIELD

Brenda Howell

DKS ASSOCIATES

Brian Chandler

Veronica Sullivan

Lacy Brown

Caleb Trapp

Limitations on Use

Under 23 U.S. Code Sections 148 and 409, safety data, reports, surveys, schedules, or lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

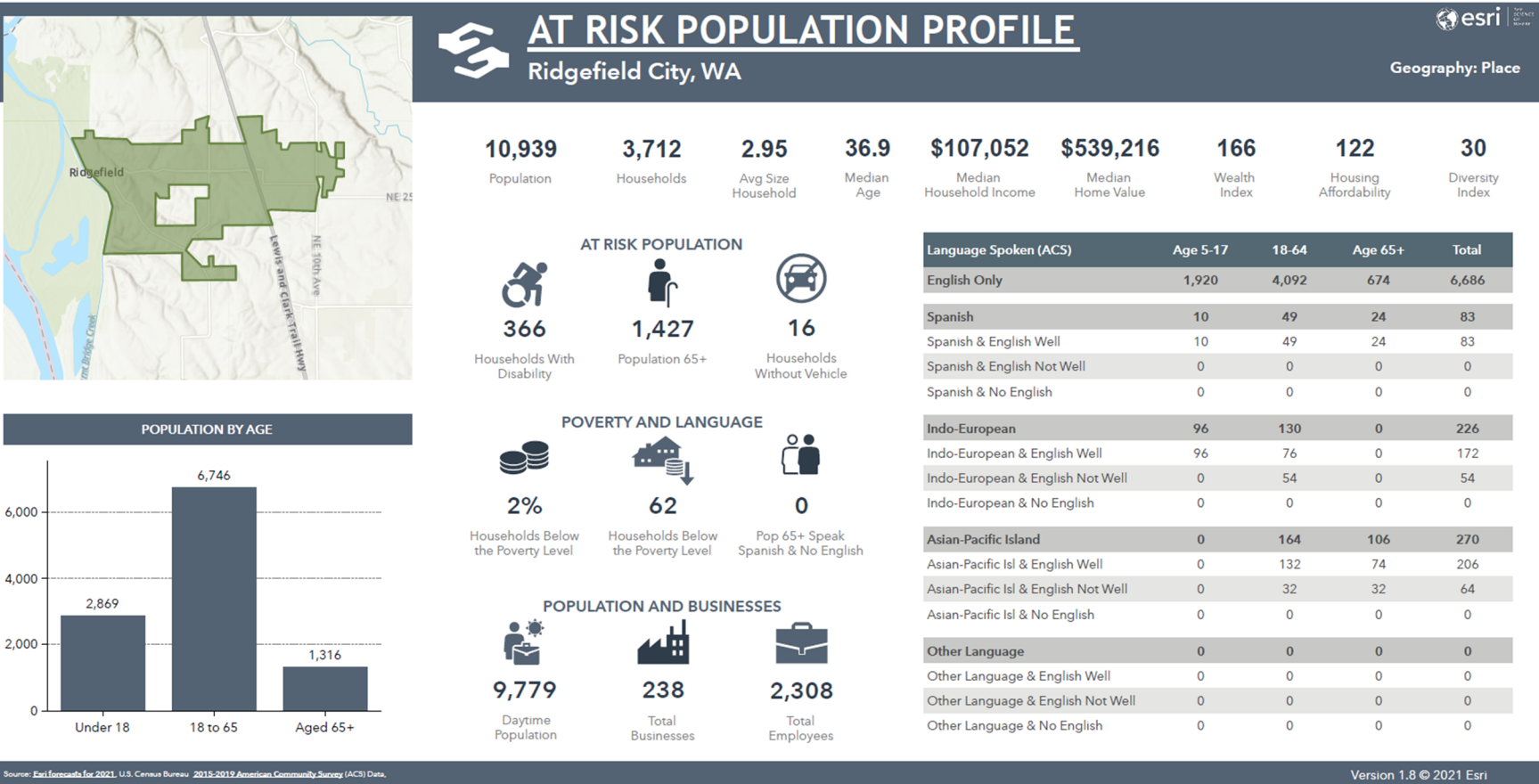
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INTRODUCTION

The City of Ridgefield is located in the northeastern portion of Clark County and east of the Ridgefield National Wildlife Refuge. Ridgefield is home to approximately 11,000 residents with more than 230 businesses within the city limits. The following 'At Risk Population Profile' provides key population and equity statistics based on 2021 data.¹

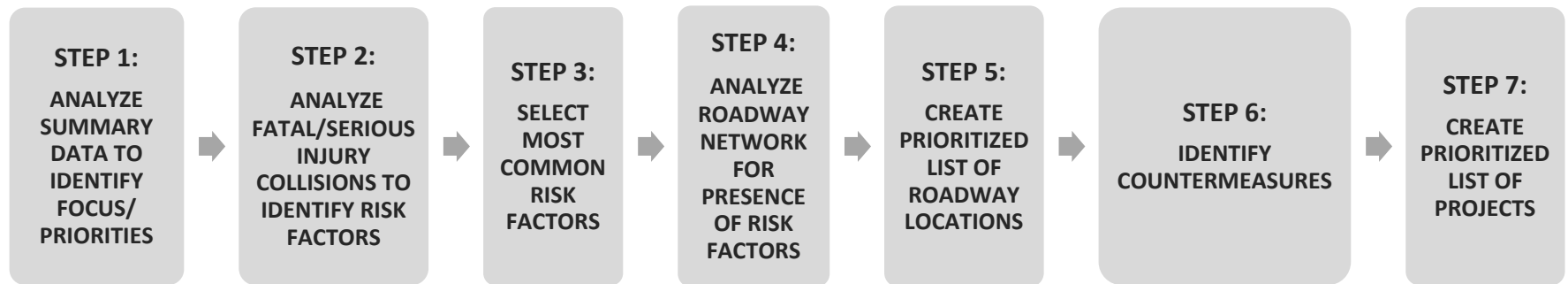
¹ Source: ESRI Business Analysis Tool. <https://storymaps.arcgis.com/stories/52764a9948074c4b9d527a390aefdc67>



identifying the need for crash reduction strategies as well as the implementation of specific infrastructure-based countermeasures for the purpose of reducing the risk of crashes resulting in serious injuries or fatalities.

The following plan includes a summary of existing safety conditions in Ridgefield, identification of safety needs, and recommended treatments to address high-priority collision types and locations.

The sections below describe the process of collecting and analyzing available data and identifying safety needs from that analysis.



The data used and process followed are consistent with WSDOT's guidelines from the 2022 City Safety Program. The recommended safety countermeasures are limited to infrastructure-based treatments eligible for one or more of the following grant programs:²

- WSDOT grant programs: City Safety, Safe Routes to School, Bicycle-Pedestrian, and Railway-Highway Grade Crossings
- Transportation Improvement Board (TIB) grants, including Complete Streets
- Several RTC grants

Appendix A, Safety Countermeasure Toolbox, includes a description of each treatment, when it should be used, estimated costs, and crash modification factor.

The sections below describe the process of collecting and analyzing available data and identifying safety needs from that analysis.

STEP 1: ANALYZE SUMMARY DATA TO IDENTIFY FOCUS/PRIORITIES

The study team worked with the City of Ridgefield, Southwest Washington Regional Transportation Council (RTC), and WSDOT Transportation Data to acquire the following data sets.

- WSDOT database of all collisions on City of Ridgefield streets, Jan 2016 - Dec 2020 (provided by WSDOT Transportation Data)
- City of Ridgefield Citizen Feedback (provided by Brenda Howell, City of Ridgefield)

The study team reviewed the quality and accuracy of the data sets, communicated with WSDOT on discrepancies, and solicited and received the desired data from the State.

² Additional details regarding available grant programs are available in Appendix B, Grant Programs.

DATA ANALYSIS OVERVIEW

As illustrated in Figure 1, over the past five years, there were a total of four fatal or serious injury collisions on City-owned roads. During the five-year study period, there was one fatal collision that occurred in 2020. It involved the driver departing the roadway at the intersection of S Timm Road and S 11th Street.

The number of all reported collisions (regardless of severity) has ranged between 20 and 30, as shown in Figure 2. In the most recent year of data available, 2020, the city experienced 28 reported crashes. The impacts of the COVID-19 pandemic response and associated travel patterns likely had a significant influence on crash frequency and severity in 2020.

Figure 3 shows the heat map of fatal and serious injury collisions over the five-year study period. Figure 4 provides a heat map of all reported collisions that occurred on City-owned streets in Ridgefield during the study period.

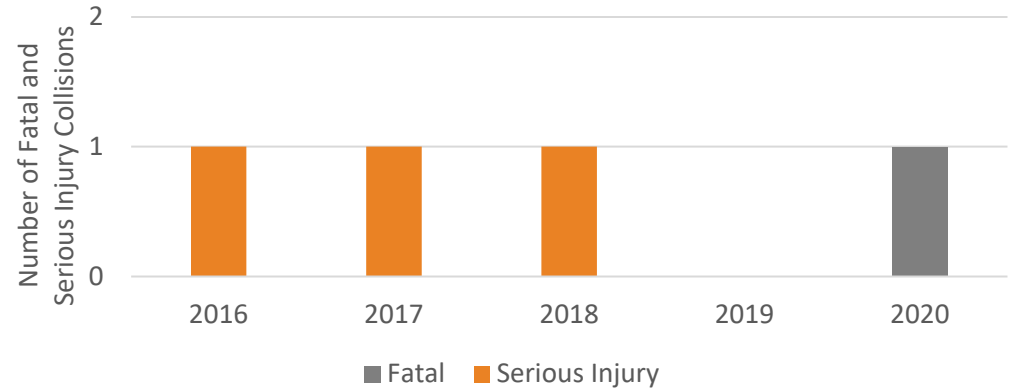


Figure 1. Fatal and Serious Injury Collisions in Ridgefield, 2016-2020.

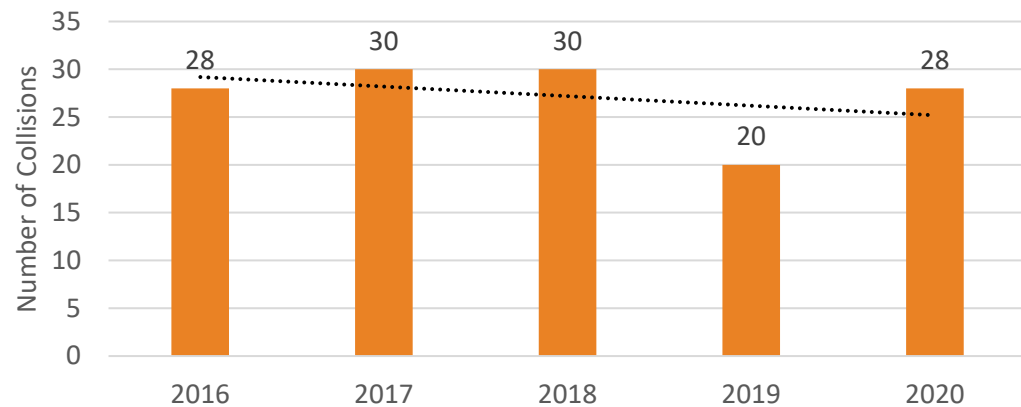


Figure 2. All Reported Collisions in Ridgefield, 2016-2020.

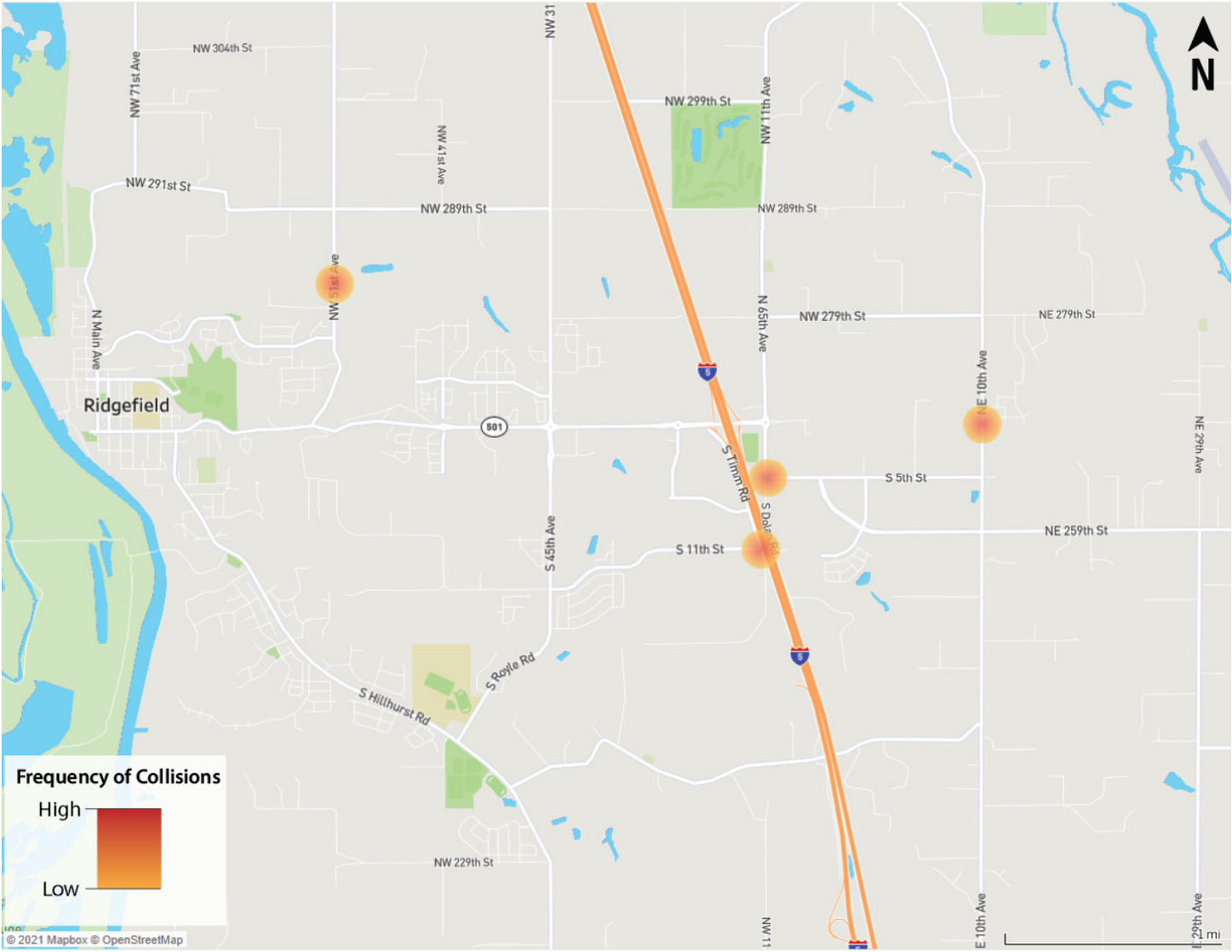


Figure 3. Heat Map of Fatal and Serious Injury Collisions in Ridgefield, 2016-2020.



CITIZEN FEEDBACK

Citizens of the city are an important source for traffic safety concerns. They have a vested interest in keeping travel safe for themselves and their families, and they bring their first-hand experience. In particular, citizens sometimes identify issues occurring at night and on weekends that agency staff may not identify during typical daytime reviews.

The City of Ridgefield provided a history of transportation safety-related citizen requests made over the past few years. Survey responses related to safety concerns were mapped out on the Ridgefield Roundtable city website, as shown in Figure 5.³

Of the 42 survey responses reviewed, most focused on the following topics:



Pedestrian Safety

- Students walking to and from school, including safety on roads adjacent to the schools during drop-off and pick-up.
- Request for sidewalk infill along roads that currently do not have pedestrian facilities.
- Request for new bike lanes on roads that currently do not have them and to fill gaps to connect existing bike routes.
- Request for enhanced pedestrian crossings.
- Request for improved pedestrian and bicycle facilities near schools, neighborhoods, and connections to downtown Ridgefield.



High Vehicle Speeds

- Request for change to posted speed limit, road design, and speed limit enforcement to encourage slower speeds.

The following locations in the city were most commonly noted in citizen feedback:

Intersections:

- S Hillhurst Road & S 6th Way
- S Hillhurst Road & S Oak Road

Corridors:

- Pioneer Street
- S Hillhurst Road
- Royle Road
- N Pioneer Canyon Drive
- S 5th Street NE

³ <https://ridgefieldroundtable.org/transportation-safety-plan/maps/map-safety-concerns?reporting=true#>



Sight Distance

- Visual restrictions due to on-premise vegetation near intersections and at specific locations.
- Request for improvements at intersections with limited sight distance.



Roundabouts

- Request for roundabouts to be implemented at intersections.
- Cut through traffic avoiding the roundabout.



Geometry

- Request for road widening on narrow roads, especially those that do not have pedestrian facilities.
- Request to repair roads that are in disrepair and repaint fading pavement markings.

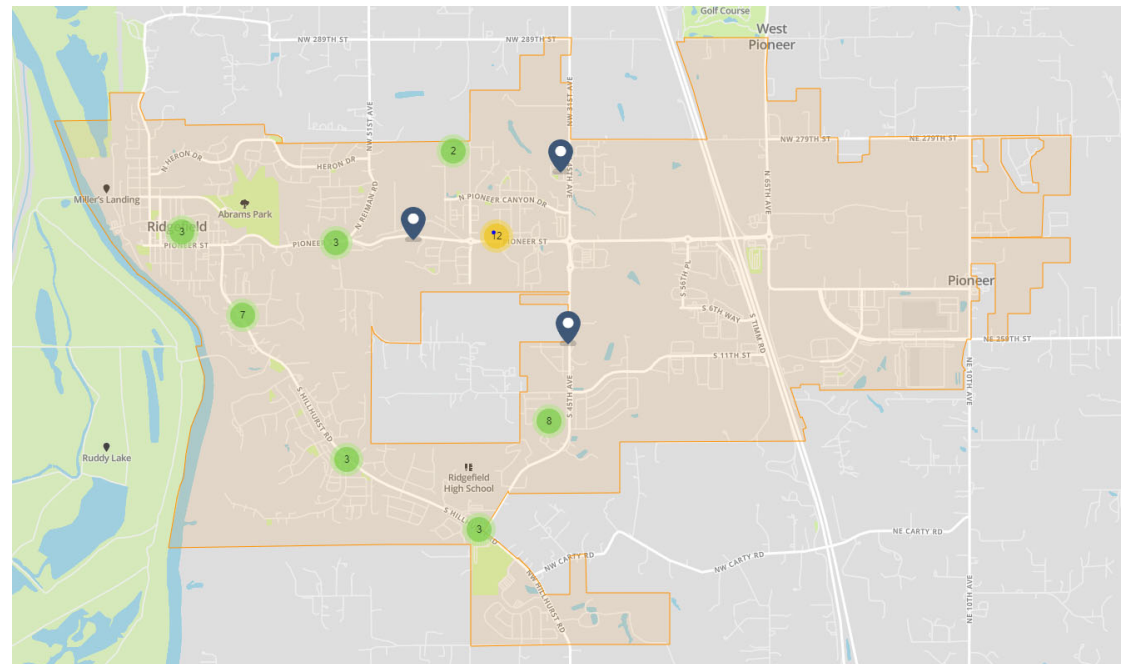


Figure 5. Ridgfield Roundtable Safety Concerns Map.

STEP 2: ANALYZE FATAL/SERIOUS INJURY COLLISIONS TO IDENTIFY RISK FACTORS (COLLISION ATTRIBUTES)

The City studied each risk factor (collision attribute) to determine which would be most useful for future steps. Table 1 shows some of the most common attributes present in collisions that occur on City-owned streets in Ridgefield.

TABLE 1. MOST COMMON COLLISION ATTRIBUTES, RIDGEFIELD, 2016-2020

Data Element	Collision Attribute	Total Collisions	Fatal Collisions (F)	Serious Injury Collisions (SI)	Percent of all Ridgefield Collisions with this Attribute ⁽¹⁾	Percent of F&SI Ridgefield Collisions with this Attribute ⁽²⁾
<i>Citywide</i>	<i>Any</i>	136	1	3		
Collision Type	Roadway Departure	57	1	2	42%	75%
	Head-On	0	0	0	0%	0%
	Entering at Angle	29	0	0	21%	0%
Contributing Circumstance (For at least one vehicle)	Exceeding Reasonable Safe Speed or Exceeding Stated Speed Limit	19	0	0	14%	0%
	Alcohol-Impaired ⁽³⁾	16	1	2	12%	75%
	Drug-Impaired ⁽³⁾	0	0	0	0%	0%
	Inattention / Distraction	24	0	0	18%	0%
Motor Type Involved	Motorcycle	1	0	0	1%	0%
	Heavy Vehicle	26	0	0	19%	0%

Data Element	Collision Attribute	Total Collisions	Fatal Collisions (F)	Serious Injury Collisions (SI)	Percent of all Ridgefield Collisions with this Attribute ⁽¹⁾	Percent of F&SI Ridgefield Collisions with this Attribute ⁽²⁾
Lighting Condition	Dark/Dusk/Dawn	10	0	1	7%	25%
Intersection	At Intersection or Intersection Related	55	1	1	40%	50%
	Signalized Intersection	1	0	0	1%	0%
	Unsignalized Intersection	54	1	0	40%	25%
Road User	Pedestrian Involved	5	0	1	4%	25%
	Cyclist Involved	1	0	0	1%	0%
Roadway Surface	Wet	46	0	2	34%	50%
	Ice	2	0	0	1%	0%
Age	Driver Age 16 to 25 Involved	42	1	1	31%	50%
	Driver Over Age 65 Involved	18	0	0	13%	0%
Restraint (Seat Belt) Usage	No Restraints Used	3	1	0	2%	25%

(1) For example, in Ridgefield 42% of all collisions involved roadway departure.

(2) For example, in Ridgefield 75% of all fatal and serious injury collisions involved roadway departure.

(3) As of this writing, WSDOT has identified an issue with 2020 impaired driving data and is looking into the details.

The study team identified the following notable trends from this analysis:

- Intersections are the most common type of location for collisions (all severities) to occur (55 of 136; 40%).
- Roadway departure collisions are the most common fatal and serious injury collision type, resulting in 3 of the 4 fatal and serious injury outcomes (75%).
- More than one-third of all collisions (34%) and half of fatal and serious injury collisions occurred on wet roads.
- Young drivers (age 16 to 25) were involved in nearly one third of all collisions.

STEP 3: SELECT MOST COMMON RISK FACTORS (COLLISION ATTRIBUTES)

Based on the findings of Step 1 and Step 2, the study team identified the following collision attributes correlated with the highest frequency or severity of collisions. These collision attributes are the focus of the network analysis in Step 4:

1. Roadway Departure
2. At Intersection or Intersection Related
3. Dusk/Dark/Dawn Lighting Conditions
4. Wet Road Surface Conditions
5. Vulnerable Users (Pedestrian/Bike Involved)

STEP 4: ANALYZE ROADWAY NETWORK FOR PRESENCE OF RISK FACTORS

Following WSDOT's recommended procedure,⁴ the City applied the most common risk factors in fatal/serious injury crashes to the entire network using frequency of collisions based on the most common risk factors / collision attributes.

The City mapped crash frequency based on the seven most common risk factors in fatal and serious injury crashes. The maps in **Appendix C** illustrate the locations of crashes with these attributes.

⁴ WSDOT Local Road Safety Plans Guidance, https://www.wsdot.wa.gov/sites/default/files/2014/02/27/LP_Local-Road-Safety-Plans.pdf

STEP 5: CREATE PRIORITIZED LIST OF ROADWAY LOCATIONS

The tables below show intersections and corridors ranked by the number of risk factors / collision attributes identified. A location received a “point” for a risk factor if it experienced a relatively high frequency of crashes with that attribute compared to the rest of the city roadway network. An additional point was added if that location was identified as a citizen concern.

TABLE 2. PRIORITIZED INTERSECTION SAFETY NEEDS BY NUMBER OF RISK FACTORS

Intersection	Roadway Departure	Dusk/Dark/ Dawn Lighting	Wet Road Surface	Bike/Ped	At Least 1 Fatal or Serious Injury Crash	Citizen Request	Total
S Royle Rd and S Hillhurst Rd ⁵	✓	✓	✓	-	-	✓	4
S 65 th Ave/ S 5 th St and S Dolan Rd	✓	✓	✓	-	✓	-	4
S 11 th St and S Timm Rd	✓	✓	-	-	✓	-	3
S 5 th St and S Union Ridge Pkwy	✓	✓	✓	-	-	-	3
S 15 th Cir and S Hillhurst Rd	-	✓	✓	-	-	✓	3
S 85 th Ave/NE 10 th Ave and S Union Ridge Pkwy/NE 259 th St	✓	✓	✓	-	-	-	3
Division St and S 5 th Ave	✓	✓	✓	-	-	-	3

⁵ A signal was installed at this intersection in 2018.

TABLE 3. PRIORITIZED CORRIDOR SAFETY NEEDS BY NUMBER OF RISK FACTORS

Segment	Roadway Departure	Dusk/Dark/ Dawn Lighting	Wet Road Surface	Ped /Bike	At Least 1 Fatal or Serious Injury Crash	Citizen Request	Total
S 85th Avenue from N 10th Street to Union Ridge Parkway	-	-	✓	✓	✓	✓	4
S Hillhurst Rd from NW 229 th St to S 19 th Way	✓	✓	✓	-	-	✓	4
N Reiman Rd/NW 51 st Ave from NW 289 th St to Pioneer St (SR 501)	✓	✓	✓	-	✓	-	4

STEPS 6 & 7: IDENTIFY COUNTERMEASURES TO ADDRESS PRIORITIZED LOCATIONS AND DEVELOP A PRIORITIZED LIST OF PROJECTS

The City compared the list of prioritized intersections and corridors identified in Step 5 to recent and already-funded projects to identify the most pressing safety current needs, and then analyzed collision data and existing conditions at the following locations:

TABLE 4. PRIORITIZED SAFETY STUDY LOCATIONS

Location	Roadway Departure	Dusk/Dark/ Dawn Lighting	Wet Road Surface	Bike/Ped	At Least 1 Fatal or Serious Injury Crash	Citizen Request
1. Intersection: S 11 th St and S Timm Rd	✓	✓	-	-	✓	-
2. Segment: NW Hillhurst Rd from NW 229 th St to S 19 th Way	✓	✓	✓	-	-	✓
3. Segment: N Reiman Rd/NW 51 st Ave from NW 289 th St to Pioneer St (SR 501)	✓	✓	✓	-	✓	-

Upon completion of that analysis and identification of potential countermeasures, the City selected the priority safety projects shown below in Table 5.

TABLE 5. SAFETY PROJECTS TO PURSUE

Prioritized Location or Systemic Collision Type	Safety Project	Next Step
1. Systemic Roadway Departure: Curves	Citywide Horizontal Curve Signing	Apply for 2022 WSDOT City Safety Program grant funding
2. Systemic Roadway Departure: Corridors	Low-cost Roadway Departure Treatments on select corridors	Apply for 2022 WSDOT City Safety Program grant funding
3. Intersection: S 11 th St and S Timm Rd	Sign upgrades, Intersection lighting	Apply for 2022 WSDOT City Safety Program grant funding
4. Systemic Stop-controlled Intersections	Signing and pavement marking improvements. Lighting upgrades at select locations	Apply for 2022 WSDOT City Safety Program grant funding
5. S Hawk Place and Ridgefield High School Access Road	HAWK pedestrian beacon, high visibility crosswalk, advance stop bars, and signs	Apply for 2022 WSDOT Safe Route To School Grant

The following sections detail existing conditions, countermeasures, and estimated project costs, monetary value of estimated safety benefits, and the estimated benefit/cost ratio of each recommended safety project. The projects are organized by City priority, with the highest-priority projects first.

PRIORITY 1: SYSTEMIC ROADWAY DEPARTURE | CITYWIDE HORIZONTAL CURVE SAFETY IMPROVEMENTS

Roadway Departure collisions were the most common type to result in fatalities and serious injuries in Ridgefield, with 72% of fatal or serious injury collisions during the study period including a vehicle departing its lane. Additionally, 42% of all collisions (regardless of severity) involved roadway departure. Figure 6 illustrates the frequency and density of roadway departure collisions.

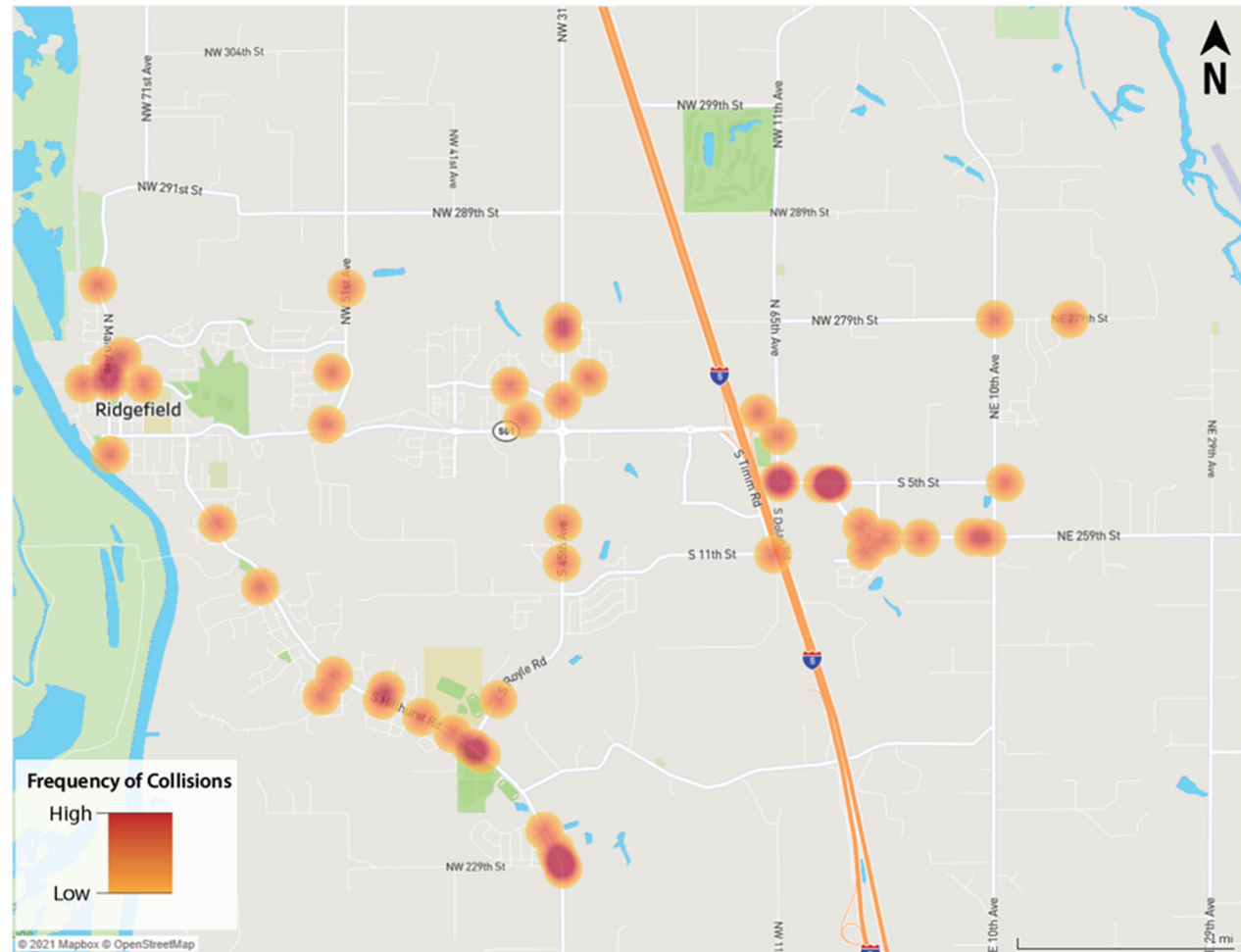


Figure 6. Heat Map of Roadway Departure Collision Frequency, Ridgefield, 2016-2020.

The City proposes horizontal curve safety improvements for two important reasons. First, motorists are more than three times as likely to be involved in a collision on a curve than a tangent section. Second, the most recent MUTCD (2009) included a legal requirement for every publicly-owned road with 1,000+ vehicles per day to meet horizontal curve requirements by December 31, 2019.

This safety project will provide current MUTCD standard curve warning signs at all horizontal curves on arterials and major collectors in the city limits (approximately 40 curves).

- Conduct a horizontal curve inventory study to assess existing conditions
 - Collect advisory speed data for each curve and turn
 - Calculate the difference between advisory speed and posted speed limit (per MUTCD)
- Design signing treatments
 - Determine the required (shall) and recommended (should) sign package for each curve per MUTCD Table 2C-5 (e.g., advanced warning sign, advisory speed plaque, chevrons, and/or one direction large arrow).
 - Confirm sign placement feasibility via field review
 - Produce plans, specifications, and estimates (PS&E) for curve signing
- Install horizontal curve warning signs

Ridgefield: Citywide Horizontal Curve Safety Improvements

	<u>Project Description</u>		<u>Cost Estimate</u>		<u>Crash Reduction</u> ⁶
	Provide current MUTCD standard curve warning signs or enhanced warning treatments at all horizontal curves and turns on arterials and major collectors		<u>Benefit / Cost Ratio</u>		15% Injury
			<u>Time Frame</u>		7% Property Damage Only
			Medium-term		History: 21 curve crashes observed from 2016-2020. Expected Benefit: 0.39 fewer crashes per year

⁶ WSDOT Crash Modification Factor

PRIORITY 2: SYSTEMIC ROADWAY DEPARTURE | COMBINED ROADWAY DEPARTURE TREATMENTS ALONG SELECT CORRIDORS

Low-cost roadway departure treatments focus primarily on keeping vehicles on the road and in their lane, and since motorists can depart the roadway at an infinite number of locations (versus the finite number of intersections in a jurisdiction), blanketing an entire corridor with roadway departure treatments can prevent future collisions, even at locations that have not experienced one in the past. The following treatments should be considered along select corridors.

- **Enhanced Curve Safety Package.** On top of the minimum requirements, horizontal curve signing will be enhanced to provide additional warning for motorists: doubled-up signs, oversized signs fluorescent yellow sheeting, chevrons alignment signs, flexible delineators, flashers, speed feedback warning, and pavement marking. Additionally, High Friction Surface Treatment may be appropriate at select curves.
- **Profiled Pavement Marking.** Provide visual, tactile, and auditory feedback to drivers - similar to rumble strips but more appropriate for urban settings.
- **Nighttime Delineation.** Provide delineation via vertical delineators or products added to current appurtenances (e.g., guardrail) to improve visibility of roadway alignment in dark conditions.
- **Fixed Object Treatments.** For each fixed object within the right-of-way (with priority for those objects in the clear zone), address each using the following hierarchy per FHWA:
 - a. Remove the obstacle.
 - b. Redesign the obstacle so it can be safely traversed.
 - c. Relocate the obstacle to a point where it is less likely to be struck.
 - d. Reduce impact severity by using an appropriate breakaway device.
 - e. Shield the obstacle with a longitudinal traffic barrier designed for redirection or use a crash cushion.
 - f. Delineate the obstacle if the previous alternatives are not appropriate.

The City has identified these priority segments for systemic roadway departure treatments and described their safety needs below.

- NW Hillhurst Road from NW 229th Street to S 19th Way
- N Reiman Road/NW 51st Avenue from NW 289th Street to Pioneer Street (SR 501)

- Pioneer Street from Reiman Road to Mayors Meadow Trail
- Royle Road from NW Hillhurst Road to Pioneer Street

The following sections describe the identified safety needs along these corridors.

NW Hillhurst Road from NW 229th Street to S 19th Way. This segment of NW Hillhurst Road has been reconstructed during the past few years with changes to the surrounding land use, including the construction of Sunset Ridge Intermediate School and View Ridge Middle School. Speed limits could need updating based on this new land use, and some existing signing (e.g., END 35 SPEED LIMIT) may be confusing for some drivers – especially those not familiar with the area. At the city limit, a recent lighting project ends just before a horizontal curve, causing drivers to enter that county road curve in the dark after the lighted tangent adjacent to the school.

Common collision attributes include speeding, roadway departure, and rear end. Collisions often occurred when the driver was asleep/fatigued, distracted, or impaired.



NW Hillhurst Rd south of School Entrance

N Reiman Road/NW 51st Avenue from NW 289th Street to Pioneer Street (SR 501). This segment of N Reiman Road/NW 51st Avenue is a narrow, 2-lane, hilly, tree-lined roadway through the woods that connects residential properties in north Ridgefield to Pioneer Street (SR 501). Collision history includes two roadway departure collisions, with one involving a driver being seriously injured. Other common collision attributes include dark conditions, wet pavement, deer collision, and guardrail damage. Some portions of this roadway also have pavement condition concerns.



Approaching Horizontal Curve on N Reiman Rd/NW 51st Ave

Pioneer Street from Reiman Road to Mayors Meadow Trail. Pioneer Street experiences heavy pedestrian activity (along the road and crossing) but a lack of proper pedestrian facilities. There is poor visibility, no roadway shoulder, and a posted speed limit of 40 mph. Pioneer Rd speed limit is 40 mph. The City is applying for traffic calming measures along this segment to support pedestrian crossings to the Mayors Meadow Trail, which is current in design.⁷

Royle Road from NW Hillhurst Road to Pioneer Street. Royle Road along this segment has the look and feel of a rural facility, but it has the operating elements (e.g., neighborhood intersections, pedestrian activity) of an urban roadway. This results in high operating speeds and vulnerable users.

⁷ The City is applying for Community Develop Block Grant (CDBG) funding for improvements on this corridor.

Ridgefield: Systemic Roadway Departure Countermeasures along Select Corridors

	<u>Project Description</u> Install enhanced safety treatments, profiled pavement markings, nighttime delineation, and/or fixed object treatments along these corridors.		<u>Cost Estimate</u> \$674,000		<u>Crash Reduction</u> ~40% Combined reduction for the treatments described. History: 16 roadway departure collisions along the select corridors from 2016-2020. Expected Benefit: 1.3 fewer crashes per year
			<u>Benefit / Cost Ratio</u> 7.58		
			<u>Time Frame</u> Medium-term		

PRIORITY 3. S 11TH STREET AND S TIMM ROAD INTERSECTION

Identified Safety Needs. Located in an industrial area of Ridgefield, S 11th Street and S Timm Road has unsignalized traffic control. S 11th Street is a narrow road with trucks frequently entering the intersection. The crosswalk at this intersection is long, lacks illumination, and does not have ADA ramps placed optimally. A fatal collision occurred at this location during the study period, when an eastbound driver drove through the stop sign and entered the Interstate, striking another vehicle. This event resulted in two fatalities, the driver and passenger.

While outside the study period, collisions have occurred in 2021, including another eastbound driver running through the STOP sign.



S 11th St Eastbound Approach at S Timm Rd

Intersection Safety Project. To address the identified needs at this intersection, the City will provide the following safety countermeasures.

- **Sign Upgrades.** Double arrow warning sign at the top of the T, stop ahead warning sign, oversized and doubled-up stop sign, and retro-reflective post sleeves can make the stop condition more conspicuous for approaching motorists.
- **Improved Intersection Lighting.** With crashes in dark conditions prominent and lack of overhead lighting at the intersection, adding illumination will support safety in dark conditions.

Ridgefield: S 11th Street and S Timm Road Intersection Safety Project

	<u>Project Description</u>		<u>Cost Estimate</u>		<u>Crash Reduction</u>
	Install upgraded signing and pavement marking. Improve intersection lighting.		\$380,000		~38%
			<u>Benefit / Cost Ratio</u>		Combined reduction for the treatments described.
			<u>Time Frame</u> Medium-term		History: 1 fatal roadway departure collision at this intersection from 2016 to 2020. Expected Benefit: 0.08 fewer crashes per year

PRIORITY 4. SYSTEMIC STOP-CONTROLLED INTERSECTIONS

Identified Safety Needs. In Ridgefield, intersection and intersection-related collisions are the most common types to occur for all crash severities. 50% of fatal and serious injury collisions occurred at intersections or were intersection-related, and 40% of all collisions occurred at intersections or were intersection-related.

Potential Safety Treatments

- ***Signing and Striping Improvements.*** Low-cost systemic safety countermeasures at unsignalized intersections consists primarily of signing and pavement marking. Treatments include doubled-up signs, additional pavement marking, fluorescent yellow sign sheeting, advance warning signs, oversized signs, and a between-lanes curb on the side street.
- ***Improved Intersection Lighting.*** With crashes in dark conditions prominent and lack of overhead lighting at the intersection, adding illumination will support safety in dark conditions.

To address the safety risks at intersections and the low cost of the recommended treatments, the City will consider a combination of these treatments at the following intersections:

- N Reiman Rd and Pioneer St
- Williams Rd/NW 229th St and NW Hillhurst Rd/NW 31st Ave
- S 65th Ave/ S 5th St and S Dolan Rd
- S 5th St and S Union Ridge Pkwy
- S 15th Cir and S Hillhurst Rd
- S 85th Ave/NE 10th Ave and S Union Ridge Pkwy/NE 259th St
- Division St and S 5th Ave

For lighting, the City will conduct a full assessment of current lighting conditions and identify 3 of the 7 locations for illumination improvements.

Ridgefield: Systemic Stop-Controlled Intersection Safety Countermeasures



Project Description

Install upgraded signing and pavement marking at 7 intersections.
Improve intersection lighting at 3 locations.



Cost Estimate

\$1,162,000



Benefit / Cost Ratio

3.51



Time Frame

Medium-term



Crash Reduction

~30%

Combined reduction for the treatments described.

History: 17 intersection collisions at the selected intersections from 2016-2020.

Expected Benefit: 1.02 fewer crashes per year

PRIORITY 5. S HAWK PLACE AND RIDGEFIELD HIGH SCHOOL ACCESS ROAD

Identified Safety Needs. Intersection related collisions are the most common type of collision in Ridgefield. Speeds commonly exceed the posted speed limit of 35MPH.

Potential Safety Treatments. HAWK pedestrian signal at S Hawk Place and Ridgefield High School. Replace existing RRFB with High Intensity Activated Cross Walk pedestrian beacon at the intersection of S Hawk Place and the secondary access to Ridgefield High School. The installation of this pedestrian beacon, high visibility crosswalk, advance stop bars, and pedestrian crossing signs and markings will provide a safer crossing alternative for students walking or biking across Hillhurst to travel home, the retail center off Royle Road, and to participate in after school events at the RORC and access other school campuses on Hillhurst.

Project Description: Install a HAWK pedestrian signal, high visibility cross walk, advance stop bars, and pedestrian crossing signs and markings at the intersection of S Hawk Place and Ridgefield High School.

Cost Estimate: \$500,000

Time Frame: short to medium-term

APPENDICES

Appendix A: Safety Countermeasures Toolbox

Appendix B: Grant Programs

Appendix C: Collision Heat Maps

APPENDIX A: SAFETY COUNTERMEASURES TOOLBOX

Appendix A Countermeasures Toolbox

Signalized Intersections

S1. Improve Intersection Lighting

A permanent source of artificial light applied to signalized intersections that have a disproportionate number of night-time crashes and do not currently provide sufficient lighting at the intersection or at its approaches.

Benefit-Cost

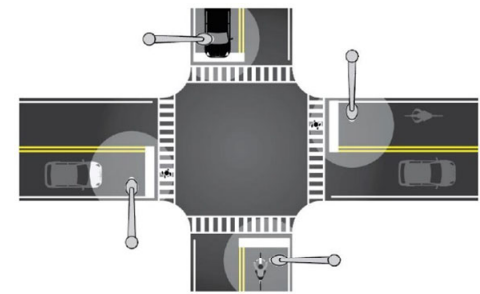
- » Implementation of this treatment reduces nighttime injury crashes by 38% and nighttime pedestrian crashes by 42%. (WSDOT)
- » 20 years of expected life
- » Estimated \$75,000
- » The provision of lighting involves both a fixed cost for lighting installation and an ongoing maintenance and power cost which results in a moderate to high cost.

Sources: CA-Local Roadway Safety Manual, FHWA, WSDOT

EXISTING CONDITION



IMPLEMENTATION



S2. Improve Signal Hardware (lenses, back-plates, mounting, size, number of heads)

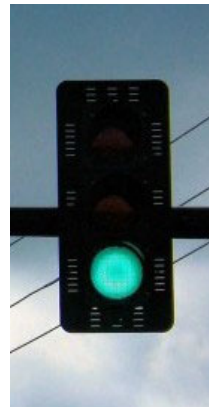
Applicable at signalized intersections with a high frequency of right-angle and rear-end crashes because drivers are unable to see traffic signals sufficiently in advance to safely negotiate the intersection being approached. Examples include increasing the size of indications from 8 in. to 12 in. and adding supplemental heads (e.g., side-mount, near-side mount).

Benefit-Cost

- » Implementation of this treatment can reduce crashes by 3-7% (WSDOT).
- » 10 years of expected life
- » Estimated \$40,000 per intersection
- » Cost varies based on size/number of signal heads.

Sources: CA-Local Roadway Safety Manual

EXISTING CONDITION



IMPLEMENTATION



S3. Improve Signal Timing (coordination, phasing, clearance intervals)

Effective at locations that have a crash history at multiple signalized intersections. Signalization improvements may include adding phases, lengthening clearance intervals, eliminating or restricting higher-risk movements, and coordinating signals at multiple locations. This treatment addresses all types of crashes that occur on the approaches / influence area of the new signal timing. For projects coordination signals along a corridor, the crashes related to side-street movements should not be applied.

Benefit-Cost

- » Implementation of this treatment reduces all crashes by 16%, and particularly angle crashes by 32% (WSDOT).
- » 10 years of expected life
- » Estimated \$1,000 per intersection
- » Cost variation based on number of signal heads and number of movements.

Sources: CA-Local Roadway Safety Manual

EXISTING CONDITION



IMPLEMENTATION



S4. Install Left-turn Lane and Add Turn Phase

Installed at signalized intersections that have a significant crash problem and the only alternative is to change the nature of the intersection itself. This treatment addresses all type of crashes and the measure can be very effective at intersection with complex geometry and intersection with frequent left-turn movements. A properly timed protected left-turn phase can also help reduce rear-end, broadside, and sideswipe crashes between left-turning vehicles and the through vehicles as well as vehicles behind them. This countermeasure only applies to crashes occurring on the approaches / influence area of the new left turn phases.

Benefit-Cost

- » Implementation of this treatment reduces all crashes by 35% and head on crashes by 69% (WSDOT).
- » 20 years of expected life
- » Estimated \$12,000 per intersection
- » If the existing traffic signal only requires a minor modification to allow for a protected left-turn phase, then the cost would also be low (installation is short because no actual construction). In-house signal maintainers can perform this operation once the proper signal phasing is determined so the cost is low.

Sources: CA-Local Roadway Safety Manual

EXISTING CONDITION



IMPLEMENTATION



S5. Pavement Marking and RPMs through Intersection

Raised Pavement Markers (RPMs) and pavement marking installed in intersections where the lane designations are not clearly visible to approaching motorists. Can also be applied at intersections noted as being complex and experiencing crashes that could be attributed to a driver's unsuccessful attempt to navigate the intersection.

Benefit-Cost

- » Implementation of this treatment reduces run off road, opposite direction and night crashes by 21% (WSDOT).
- » 10 years of expected life
- » Estimated \$2,000 per installation

Sources: CA-Local Roadway Safety Manual

EXISTING CONDITION



IMPLEMENTATION



S6. Improve Pavement Friction (High Friction Surface Treatment)

Improvement for signalized Intersections noted as having crashes on wet pavements or under dry conditions when the pavement friction available is significantly less than needed for roadway approach speeds. This treatment is intended to target locations where skidding and failure to stop is determined to be a problem in wet or dry conditions and the target vehicle is unable to stop due to insufficient skid resistance. In addition, treatment also addresses night crashes all other crashes. This treatment does not apply to standard chip-seal or open-graded maintenance projects for long segments of corridors or structure repaving projects intended to fix failed pavement.

Benefit-Cost

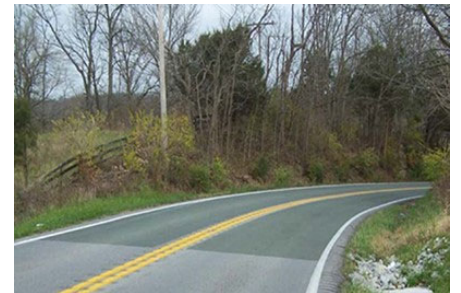
- » Implementation of this treatment reduces crashes by 40% (WSDOT).
- » 10 years of expected life
- » Estimated \$5,000 per intersection for materials and equipment
- » Cost variation based on size of intersection and material (Estimated \$30/sq.yd.).

Sources: CA-Local Roadway Safety Manual

EXISTING CONDITION



IMPLEMENTATION



S7. Add Median Openings to Allow or Restrict Left-turns and U-turns

Install medians to reduce crashes related to turning maneuvers include angle, rear-end, pedestrian, and sideswipe (involving opposing left turns) type crashes. This treatment only applies to crashes occurring in the intersection/influence area of the new directional openings.

Benefit-Cost

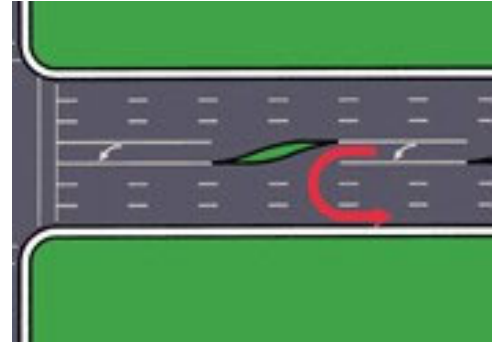
- » Implementation of this treatment reduces crashes by 51% (WSDOT).
- » 20 years of expected life
- » Estimated \$75,000 per installation
- » The cost of this strategy will depend on the treatment.

Sources: CA-Local Roadway Safety Manual

EXISTING CONDITION



IMPLEMENTATION



S8. Install Right-turn Lane

Setting up right-turn lane may be appropriate in situations where there are an unusually high number of rear-end collisions on a single major road approach. The need for right turn lanes should be assessed on an individual approach basis. It is also important to ensure that the right-turn lanes are of sufficient length to allow vehicles to decelerate and “queue up” before turning, ideally without affecting the flow of through traffic. This treatment addresses rear-end crashes. When considering new right-turn lanes, potential impacts to non-motorized user should be considered and mitigated as appropriate.

Benefit-Cost

- » Implementation of this treatment reduces crashes by up to 8% for all crashes and 17% for fatal/injury crashes (WSDOT).
- » 20 years of expected life
- » Estimated \$300,000 per right turn lane
- » Installing right turn lanes require substantial time for development and construction that can vary the cost.

Sources: CA-Local Roadway Safety Manual

EXISTING CONDITION



IMPLEMENTATION



S9. Install Pedestrian Countdown Signal Heads

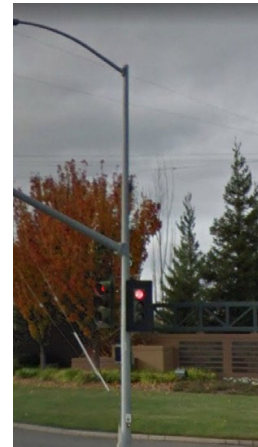
Install at signals that have signalized pedestrian crossing with WALK / DON'T WALK indications and where there have been pedestrian-vehicle crashes. The countermeasure addresses both pedestrian and bicycle collisions. This countermeasure only applies to "Ped & Bike" crashes occurring in the intersection/crossing with the new countdown heads.

Benefit-Cost

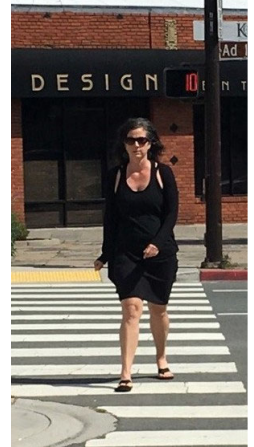
- » Implementation of this treatment reduces pedestrian crashes by 70% (WSDOT).
- » 20 years of expected life
- » Estimated \$1,500 per signal head (does not include push button or pole cost)
- » Costs and time of installation will vary based on the number of intersections included in this strategy and if it requires new signal controllers capable of accommodating the enhancement. This countermeasure can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.

Sources: CA-Local Roadway Safety Manual

EXISTING CONDITION



IMPLEMENTATION



S10. Flashing Yellow Arrow Left Turn Signal

Flashing yellow arrow (FYA) traffic signals feature a flashing yellow arrow in addition to the standard red, yellow, and green arrows. When illuminated, the flashing yellow arrow allows waiting motorists to make a left-hand turn after yielding to oncoming traffic.

A national study demonstrated that drivers found flashing yellow left-turn arrows more understandable than traditional yield-on-green indications (green ball). Flashing yellow arrow treatment at signalized intersections can reduce the likelihood of left-turn crashes during permissive left-turn phasing. They can be used in either permissive-only or protected-permissive left-turn phasing schemes.

Benefit-Cost

- » Implementation of this treatment reduces left turn crashes by 19% (WSDOT).
- » 10 years of expected life
- » Estimated \$200,000 per intersection (assuming 4 new installations)
- » Depending on the existing signal heads, signal controller, and signal cabinet, this treatment may require a controller replacement, which would increase the cost of installation.

Sources: FHWA, NACTO, Minnesota DOT

EXISTING CONDITION



IMPLEMENTATION



S11. Leading Pedestrian Interval

A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication. Using this “head start,” pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left.

LPIs provide increased visibility of crossing pedestrians and increased likelihood of motorists yielding to pedestrians. This results in reduced conflicts between vehicles and pedestrians, improving intersection safety. LPI is particularly useful at signalized intersections with a high volume of turning movements.

Benefit-Cost

- » Implementation of this treatment reduces pedestrian-vehicle crashes by 13-48% (FHWA, WSDOT, City of Seattle).
- » 10-20 years of expected life
- » Estimated \$200-10,000 (based on whether existing controller can accommodate the change)

Sources: FHWA, City of Seattle, WSDOT

IMPLEMENTATION



Countermeasures for Non-Signalized Intersections

NS1. Add Intersection Lighting

Effective at unsignalized intersections that have a disproportionate number of nighttime crashes and do not currently have lighting. This treatment improves the safety of the intersection during nighttime by making drivers more aware of the surroundings at the intersection, enhancing driver's available sight distances and improving the visibility of non-motorists. This countermeasure only applies to nightcrashes (all types) occurring within limits of the proposed roadway lighting 'engineered' area.

Benefit-Cost

- » Implementation of this treatment reduces nighttime injury crashes by 38% and nighttime pedestrian crashes by 42% (WSDOT).
- » 20 years of expected life
- » Estimated \$8,000 per intersection
- » Cost variation based on cost for lighting installation and an ongoing maintenance and powercost.

Sources: CA-Local Roadway Safety Manual

EXISTING CONDITION



IMPLEMENTATION



NS2. Convert to All-way Stop Control

Applicable at unsignalized intersection locations (currently with two-way stop control or two-way yield control) with a crash history and have no controls on the major roadway approaches. The all-way stop control is suitable only at intersections with moderate and relatively balanced volume levels on the intersection approaches. This treatment addresses to all type of crashes and only applies to crashes occurring in the intersection and /or influence area of the new control. All-way stop warrant should be considered.

Benefit-Cost

- » Implementation of this treatment reduces crashes by 18-75% (ODOT).
- » 10 years of expected life.
- » Estimated \$5,000 per intersection.
- » Cost variation based on numbers of locations.

Sources: CA-Local Roadway Safety Manual

EXISTING CONDITION



IMPLEMENTATION



NS3. Install Roundabout

Effective at intersections that have a high frequency of right-angle and left-turn type crashes, primarily at unsignalized intersections with moderate-volumes. This countermeasure only applies to crashes occurring in the intersection and/or influence area of the new control and is not eligible for use at existing all-way stop intersections.

Benefit-Cost

- » Implementation of this treatment at 2-way stop controlled intersection reduces crashes by 25% and fatal/injury crashes by 35% (WSDOT).
- » 20 years of expected life.
- » Estimated \$750,000 per intersection.
- » Cost variation based on the environmental process, right-of-way acquisition and implementation under an agency's long-term capital improvement program.

Sources: CA-Local Roadway Safety Manual

EXISTING CONDITION



IMPLEMENTATION



NS4. Implement Unsignalized Intersection Signing and Marking Improvements

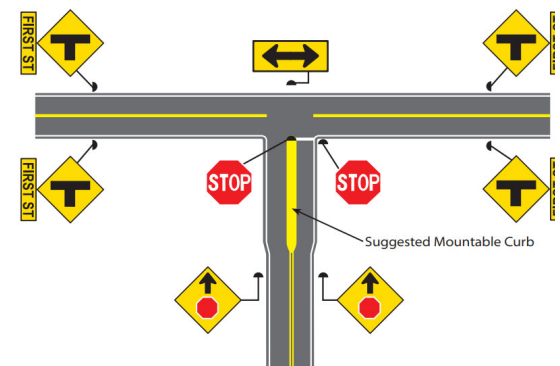
Target unsignalized intersections with patterns of rear-end, right-angle, or turning collisions related to lack of driver awareness of the presence of the intersection. The set of low-cost countermeasures is designed to increase drivers' alertness to the presence of the intersection and reduce potential conflicts with other entering vehicles. These treatments can include advanced intersection warning signs, oversized signs, doubled-up signs, stop ahead signs or painted on side street to supplement STOP sign.

Benefit-Cost

- » Implementation of this treatment reduces crashes by 25% (WSDOT).
- » 10 years of expected life.
- » Estimated \$700 per intersection.
- » Cost variation based on the number of signs.

Sources: CA-Local Roadway Safety Manual

IMPLEMENTATION



NS5. Install Transverse Rumble Strips

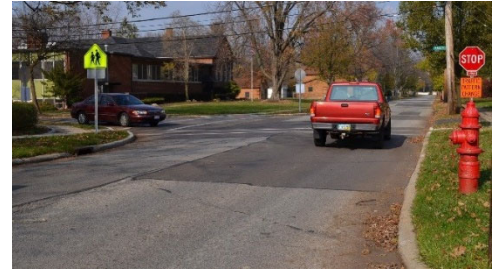
Transverse rumble strips are installed in the travel lane for providing an auditory and tactile sensation for each motorist approaching the intersection. They can be used at any stop or yield approach intersection, often in combination with advance signing to warn of the intersection ahead. This countermeasure applies to all crashes occurring on the approach / influence area of the new rumble strips.

Benefit-Cost

- » Implementation of this treatment reduces all crashes by up to 6% and fatal/injury crashes by 7% (WSDOT).
- » 10 years of expected life.
- » Estimated \$5,000 per intersection.
- » Cost variation based on the length of the rumble strips.

Sources: CA-Local Roadway Safety Manual

EXISTING CONDITION



IMPLEMENTATION



NS6. Install Raised Median

Used at Intersections noted as having turning movement crashes near the intersection as a result of insufficient access control. Application of this countermeasure should be based on current crash data and a clearly defined need to restrict or accommodate the movement. Angle crashes are addressed through this countermeasure. When agencies opt to install landscaping in conjunction with new raised medians, these locations must be excluded from their federally funded HSIP application scope. This countermeasure only applies to crashes occurring on the approaches / influence area of the new raised median.

Benefit-Cost

- » Implementation of this treatment reduces all crashes by up to 39% and fatal/injury crashes by 44% (WSDOT).
- » 20 years of expected life.
- » Estimated \$200,000+ (depends on length, right-of-way, and surface treatment).
- » Cost variation based on the size of the new median.

Sources: CA-Local Roadway Safety Manual

EXISTING CONDITION



IMPLEMENTATION



NS7. Install Right-turn Lane

Applicable when many collisions at unsignalized intersections are related to right-turn maneuvers. This countermeasure provides exclusive right-turn lanes, particularly on high-volume and high-speed major-road approaches to minimizing the collisions and applies to crashes occurring on the approaches / influence area of the new right-turn lanes.

Benefit-Cost

- » Implementation of this treatment reduces all crashes by up to 8% and fatal/injury crashes by 17% (WSDOT).
- » 20 years of expected life.
- » Estimated \$200,000 per intersection.
- » Cost variation based on how wide the new right turn lane.

Sources: CA-Local Roadway Safety Manual

EXISTING CONDITION



IMPLEMENTATION



NS8. Install Enhanced Pedestrian Crossing with

Advanced Features

Applicable at non-signalized intersections without a marked crossing, where pedestrians are known to cross, that involve significant vehicular traffic. They are important at school crossings and intersections with right and/or left turns pockets. Rectangular rapid flashing beacons (RRFBs), overhead flashing beacons, curb extensions, advanced stop or yield lines and other safety features should be added to complement the standard crossing elements. This countermeasure reduced pedestrian crashes occurring in the crossing (influence area) with the new enhanced safety features.

Benefit-Cost:

- » Implementation of this treatment reduces pedestrian crashes by 40% (WSDOT).
- » 20 years of expected life
- » Estimated \$ 50,000 per intersection
- » Cost variation based on the length of the pedestrian crossing and the amount of safety signs.

Sources: CA-Local Roadway Safety Manual

IMPLEMENTATION



NS9. Install Pedestrian Crossing (signs and markings only)

Applicable when many collisions at unsignalized intersections are related to left-turn maneuvers. This countermeasure provides exclusive left-turn lanes, particularly on high-volume and high-speed major-road approaches to minimizing the collisions. This countermeasure applies to crashes occurring on the approaches /influence area of the new left- turn lanes, but is not eligible for use at existing all-way stop intersections.

Benefit-Cost

- » Implementation of this treatment reduces pedestrian crashes by 40% (WSDOT).
- » 20 years of expected life
- » Estimated \$200,000 per intersection
- » Cost variation based on how wide the new left lane.

Sources: CA-Local Roadway Safety Manual

EXISTING CONDITION



IMPLEMENTATION



Countermeasures for Roadway Segments

R1. Add Segment Lighting

Applied to night-time crashes. In particular, patterns of rear-end, right-angle, turning or roadway departure collisions on the roadways may indicate that night-time drivers can be unaware of the roadway characteristics. This treatment addresses only to all night type crashes.

Benefit-Cost

- » Implementation of this treatment reduces injury crashes by 28% (HSM).
- » 20 years of estimated life
- » Estimated \$8,000 per installation
- » Cost variation depending if lighting connected to signal box.

Sources: CA-Local Roadway Safety Manual, Highway Safety Manual

EXISTING CONDITION



IMPLEMENTATION



R2. Remove or Relocate Fixed Objects

Applicable to known locations or roadway segments prone to collisions with fixed objects such as utility poles, drainage structures, trees, and other fixed objects, such as the outside of a curve, end of lane drops, and in traffic islands. This treatment addresses fixed object crashes that occur within the current clear zone.

Benefit-Cost

- » Implementation on this treatment reduces run off road crashes by 38% (WSDOT).
- » 20 years of expected life
- » Varies. Up to estimated \$50,000 per deployment
- » Costs will generally be low, assuming that in most cases the objects to be removed are within the right-of-way.

Sources: CA-Local Roadway Safety Manual

EXISTING CONDITION



IMPLEMENTATION



R3. Install Guardrail

Guardrail is installed to reduce the severity of lane departure crashes. This treatment addresses fixed object and run-off road crashes. Its value in reducing collisions should only be applied to locations where past crash data or engineering judgement suggests the guardrail may result in a few or less severe crashes because the guardrail itself is a fixed object.

Benefit-Cost

- » Implementation on this treatment reduces run off road crashes by 7-34% (ODOT).
- » 20 years of expected life
- » Estimated \$50,000 per installation

Sources: CA-Local Roadway Safety Manual

EXISTING CONDITION



IMPLEMENTATION



R4. Install Roadside Impact Attenuators

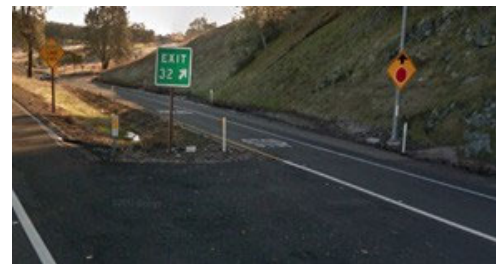
Impact attenuators are typically used to shield rigid roadside objects such as concrete barrier ends, steel guardrail ends and bridge pillars from oncoming automobiles. This treatment addresses fixed object and run-off road that occur with the limits of the new attenuators. This countermeasure and corresponding collision reduction benefits should only be applied to locations where past crash data or engineering judgement applied to existing conditions suggests the upgraded attenuators may result in a few or less severe crashes.

Benefit-Cost

- » Implementation of this treatment reduces crashes by 25%.
- » 10 years of expected life
- » Estimated \$5,000 for steel railing, \$2,500 for traffic barrels
- » Costs depending on the scope of the project, type(s) used, and associated ongoing maintenance costs.

Sources: CA-Local Roadway Safety Manual

EXISTING CONDITION



IMPLEMENTATION



R5. Add 2 ft Paved Shoulder

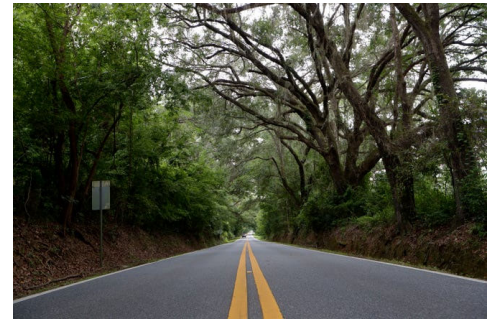
Installed in roadways that have a frequent incidence of vehicles leaving the travel lane resulting in an unsuccessful attempt to reenter the roadway. The probability of a safe recovery is increased if an errant vehicle is provided with an increased paved area in which to initiate such a recovery. This type of countermeasure addresses Fixed object, Run-off Road, and Sideswipe collisions.

Benefit-Cost

- » Implementation on this treatment reduces crashes by 5-13% (ODOT).
- » 20 years of expected life.
- » Estimated \$150,000 (cost depends on need for right-of-way or if roadside modification is needed).
- » Shoulder widening costs would depend on whether new right-of-way is required and whether extensive roadside modification is needed. Since shoulder widening can be a relatively expensive treatment, one of the keys to creating a cost-effective project with at least a medium B/C ratio is targeting higher-hazard roadways.

Sources: CA-Local Roadway Safety Manual

EXISTING CONDITION



IMPLEMENTATION



R6. Add Unpaved Shoulder

Appropriate to roadways with a frequent incidence of vehicles leaving the travel lane resulting in an unsuccessful attempt to reenter the roadway. This countermeasure addressed all types of crashes. Unless shoulder widening requires additional right-of-way and environmental impacts, these treatments can be implemented in a relatively short timeframe. This countermeasure only applies to crashes occurring within the limits of the new shoulder.

Benefit-Cost

- » Implementation on this treatment reduces crashes by 3-6% (ODOT).
- » 20 years of expected life
- » Estimated \$50,000 (varies)
- » The cost of adding a navigable non-paved shoulder would depend whether extensive roadside modification and shoulder stabilization are required.

Sources: CA-Local Roadway Safety Manual

IMPLEMENTATION



R7. Install Chevron Signs on Horizontal Curves

Set up on roadways that have an unacceptable level of crashes on relatively sharp curves during periods of light and darkness. Ideally this type of safety countermeasure would be combined with other sign evaluations and upgrades (install warning signs, delineators, markers, beacons, and relocation of existing signs per MUTCD standards). This treatment can address all types of crashes; but, specifically, run-offroad crashes occurring near curves. This treatment only applies to crashes occurring within the influence area of the new signs (i.e. only through the curve).

Benefit-Cost:

- » Implementation of this treatment reduces crashes by 64% (WSDOT).
- » 10 years of expected life.
- » Estimated \$1,000 per curve
- » Costs for implementing this strategy are nominal and depend on the number of signs. When considered at a single location, these low-cost improvements are usually funded through local funding by local maintenance crews. However, this treatment can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.

Sources: CA-Local Roadway Safety Manual

IMPLEMENTATION



R8. Add Speed Feedback Signs

This type of treatment addresses all crashes caused by motorist traveling too fast, including horizontal curves. Before choosing this treatment, the agency needs to confirm the ability to provide power to the site (solar may be an option).

Benefit-Cost

- » Implementation on this treatment reduces crashes by 46% (WSDOT).
- » 10 years of expected life
- » Estimated \$20,000-100,000
- » Cost varies by type of implementation.

Sources: CA-Local Roadway Safety Manual

IMPLEMENTATION



R9. Install Edge Line and Centerline Pavement Marking

Applicable on any road with a history of run-off-road right, head-on, opposite-direction-sideswipe, or run-off-road-left crashes is a candidate for this treatment. This treatment addresses all types, specifically impacts head-on and run-off road crashes. It only applies to crashes occurring within the limits of the new centerlines and/or edge lines. The treatment is not intended to be used for general maintenance activities (i.e. the replacement of existing striping) and must include upgraded safety features over the existing striping. For two lane roadways allowing passing, a striping audit must be done to ensure the passing limits meeting the MUTCD standards. Both the centerline and edge lines are expected to be upgraded.

Benefit-Cost

- » Implementation on this treatment reduces run off road, opposite direction and nighttime crashes by 21% (WSDOT).
- » 10 years of expected life
- » Estimated \$4,000 (depends on number and length of segment, as well as striping material)
- » Costs for implementing this strategy are nominal and depend on the number and length of segment as well as the striping material (paint, thermoplastic, etc.). This countermeasure can be effectively implemented using a systemic approach with numerous and long locations.

Sources: CA-Local Roadway Safety Manual

IMPLEMENTATION



R10. Install No Passing Zone

Installed on roadways that have a high percentage of head-on crashes suggesting that many head-on crashes may relate to failed passing maneuvers. No Passing Zones should be installed where drivers' "passing sight distance" is not available due to horizontal or vertical obstructions. This treatment addresses all types of crashes that occur when drivers cannot differentiate the centerline markings between passing and no-passing area. This treatment only applies to crashes occurring within the limits of the new or extended no-passing zones.

Benefit-Cost

- » Implementation of this treatment reduces crashes by 45%.
- » 10 years of expected life
- » Estimated \$2,000 (varies)
- » When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This treatment can be effectively and efficiently implemented using a systematic approach with numerous and long locations, resulting in low to moderate cost projects that are more appropriate to seek state or federal funding.

IMPLEMENTATION



R11. Install Centerline Rumble Strips/Stripes

Center Line rumble strips/strips should be used on segments with a history of head-on crashes. This treatment addresses head-on and opposite-direction side-swipe crashes by alerting drivers who travel into the oncoming travel lane.

Benefit-Cost

- » Implementation of this treatment reduces crashes by 20%.
- » 10 years of expected life
- » Estimated \$3,000 per mile
- » Costs for implementing this strategy are nominal and depend on the number and length of locations.

IMPLEMENTATION



Sources: CA-Local Roadway Safety Manual

R12. Install Edge Line Rumble Strips/Stripes

Shoulder and edge line milled rumble strips/strips should be used on roads with a history of roadway departure crashes. This treatment addresses run-off road crashes by providing an auditory and tactile warning when driven on, alerting drivers drifting outside their travel lanes.

Benefit-Cost

- » Implementation of this treatment reduces opposite direction crashes by 40% and fatal/injury crashes by 8%.
- » 10 years of expected life
- » Estimated \$3,000 per mile
- » Costs for implementing this strategy are nominal and depend on the number and length of locations.

IMPLEMENTATION



Sources: CA-Local Roadway Safety Manual

R13. Rail Crossing Treatments

Four Quadrant Gates extend across all roadway lanes on both the approach and the departure side of the crossing. Unlike two-quadrant gate systems, four-quadrant gates provide additional visual constraints and inhibit most traffic movements over the crossing after the gates have been lowered. Safe guards are put in place to ensure vehicles are not trapped on the tracks.

Wayside Horns can be used as an adjunct to train-activated crossing warning systems to provide audible warning of an approaching train for traffic on each approach to the highway-rail crossing. A wayside horn system consists of a horn or series of horns located at a public highway-rail crossing and directed at oncoming motorists. The wayside horn system simulates a train horn and sounds at a minimum of 15 seconds prior to the train's arrival at the highway-rail crossing, until the lead locomotive has traversed the crossing. It is typically used at locations where the train horn is not sounded.

Benefit-Cost

- » Quantified benefits unknown.
- » 10 Years of expected life
- » Estimated \$700,000 for four quadrant gate system
- » Estimated \$500,000 for wayside horn system

Sources: FHWA, FRA

IMPLEMENTATION



Four Quadrant Gate



Wayside Horn

R14. No Passing Zone Signs

A No Passing Zone, indicated by a solid yellow line on the left side of the driver's direction of travel, indicates a zone through which sight distance is restricted or where other conditions make overtaking and passing inappropriate. No Passing Zones are regulatory and legally enforceable.

In situations where head-on collision history is observed, a NO PASSING ZONE pennant can provide additional information to drivers at the beginning of the No Passing Zone, discouraging passing maneuvers. The NO PASSING ZONE sign is installed on the left side of the roadway.

Additionally, DO NOT PASS signs can be added as a supplement to No Passing Zone pavement markings to emphasize the restriction on passing. It can be installed at the beginning of, and at intervals within, the No Passing Zone.

Benefit-Cost

- » Quantified benefits unknown.
- » 10 Years of expected life
- » Estimated \$200 per sign

Sources: FHWA

IMPLEMENTATION



Figure Links

S1a <https://www.aaroads.com/california/ca-238.html> S1b <https://www.aaroads.com/california/ca-262.html>
 S2a <https://safety.fhwa.dot.gov/provencountermeasures/lighting.cfm>
 S2b <http://wishtv.com/2016/02/16/new-traffic-signals-aim-to-reduce-crashes/>
 S3a <http://www.k-state.edu/roundabouts/ada/news/USNews.htm>
 S3b <https://parade.com/19072/marilynvossavant/what-would-traffic-light-synchronization-cost/>
 S4a <https://www.fhwa.dot.gov/publications/research/safety/09036/index.cfm>
 S4b <http://www.madriverunion.com/samoa-boulevard-traffic-light-system-changed-up/>
 S5a <https://dohanews.co/qatars-civil-defense-junction-is-now-a-proper-intersection/>
 S5b <http://www.gulf-times.com/story/461946/Ashghal-opens-signal-controlled-intersection-on-New-Rayyan-Road>
 S6a <http://www.cochraneagle.com/article/Cochrane-families-celebrate-cultural-diversity-20170803>
 S6b https://rspcb.safety.fhwa.dot.gov/noteworthy/html/edccasestudy_ky.aspx
 S7a <https://bouldercolorado.gov/transportation/median-maintenance>
 S7b Unknown
 S8a Google Streetview
 S8b <https://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/through-bike-lanes/>
 S9a Google Streetview
 S9b Google Streetview
 S10 <https://www.sacbee.com/news/local/article239121918.html>
 S11 https://safety.fhwa.dot.gov/provencountermeasures/lead_ped_int.cfm

NS1a Google Streetview
 NS1b Google Streetview
 NS2a Google Streetview
 NS2b <http://www.ite.org/uiig/types.asp>
 NS3a <https://www.flickr.com/photos/repowers/2933707788/>
 NS3b Google Streetview
 NS4a <https://alchemistsdiary.wordpress.com/2017/07/22/>
 NS4b https://safety.fhwa.dot.gov/intersection/other_topics/fhwasa09020/fhwasa09020.pdf
 NS5a http://www.cleveland.com/berea/index.ssf/2012/11/berea_changes_stop_sign_parkin.html
 NS5b <https://radiobintangsembilan.com/2016/03/07/hindari-kecelakaan-anak-sekolah-warga-minta-garis-kejut/>
 NS6a <http://www.jurist.org/hotline/2014/03/zachary-heiden-maine-panhandling.php>
 NS6b https://www.edmonton.ca/transportation/on_your_streets/neighbourhood-traffic-concerns.aspx
 NS7a Google Streetview
 NS7b <https://ux.stackexchange.com/questions/42867/how-does-the-projection-angle-of-road-arrows-change-drivers-expectations-of-the>
 NS8a https://en.wikipedia.org/wiki/Uncontrolled_intersection
 NS8b <https://safety.fhwa.dot.gov/provencountermeasures/crosswalk-visibility.cfm>
 NS9a Google Streetview
 NS9b <https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/major-street-crossing/>

R1a <https://www.shutterstock.com/nb/video/clip-9830723-4k-driving-car-on-highway-roadway-night>
 R1b <https://www.wsdot.wa.gov/research/reports/fullreports/847.1.pdf>
 R2a Google Streetview
 R2b Google Streetview
 R3a Google Streetview
 R3b https://www.reddit.com/r/funny/comments/4zcplq/a_local_plumbers_truck_decal/
 R4a Unknown
 R4b <http://lslee.com/attenuators/Impact-Attenuators>
 R5a Unknown
 R5b https://safety.fhwa.dot.gov/ped_bike/tools_solve/fhwasa11018/
 R6b <https://www.fhwa.dot.gov/publications/research/safety/15030/009.cfm>

R7b https://safety.fhwa.dot.gov/provencountermeasures/enhanced_delineation.cfm
R8b <https://www.fhwa.dot.gov/publications/research/safety/15030/009.cfm>
R9b <https://www.fhwa.dot.gov/publications/research/safety/15030/009.cfm>
R10b <https://www.shutterstock.com/nb/search/double+yellow+lines>
R11b https://safety.fhwa.dot.gov/roadway_dept/pavement/rumble_strips/bike_ig/
R12b https://safety.fhwa.dot.gov/roadway_dept/pavement/rumble_strips/bike_ig/
R13a https://cms.cityoftacoma.org/PublicWorks/RR_Crossing/Dome_OldTown/Option4_S_C_St_Poster_1of2.pdf
R13b https://safety.fhwa.dot.gov/hsip/xings/com_roaduser/fhwasa18040/
R14a https://safety.fhwa.dot.gov/older_users/fhwasa15088/ch4.cfm
R14b <https://driving-tests.org/road-signs/do-not-pass-sign/>

APPENDIX B: GRANT PROGRAMS



Appendix B Grant Programs

Based on the projects included in the City Safety Plan, the City may be eligible to submit projects to the following grant programs.

WSDOT City Safety Program

WSDOT Local Programs sends out a call for projects each even-numbered year. This program's funding is for projects enhancing safety on city streets by reducing the severity of crashes and utilizing transportation engineering improvements and countermeasures.

<https://wsdot.wa.gov/LocalPrograms/Traffic/CitySafetyProgram>

WSDOT Pedestrian and Bicycle Program

WSDOT Active Transportation Program sends out a call for projects each even-numbered year. The Pedestrian and Bicycle Program objective is to improve the transportation system to enhance safety and mobility for people who choose to walk or bike.

<https://wsdot.wa.gov/LocalPrograms/ATP/funding.htm>

WSDOT Safe Routes to School Program

WSDOT sends out calls early in even numbered years for project awards in the following biennium. The purpose of the Safe Routes to Schools program is to improve safety and mobility for children by enabling and encouraging them to walk and bicycle to school. Funding from this program is for projects within two-miles of primary, middle and high schools (K-12).

<https://wsdot.wa.gov/LocalPrograms/SafeRoutes/funding.htm>

WSDOT Railway-Highway Crossings Program

Open call for projects depends on future federal funding and Washington State priorities. This program's funding is for projects enhancing safety at public grade crossings by reducing the severity of crashes and installing or upgrading protective mechanisms at railroad crossings.

<https://wsdot.wa.gov/localprograms/traffic/railway-crossings-program>

Transportation Improvement Board (TIB) Complete Streets

The Complete Streets Award is a funding opportunity for local governments that have an adopted complete streets ordinance. Board approved nominators may nominate an agency for showing practice of planning and building streets to accommodate all users, including pedestrians, access to transit, cyclists, and motorists of all ages and abilities.

<http://www.tib.wa.gov/grants/grants.cfm?inav=3#other2>

Surface Transportation Block Grant (STBG) - Urban

STBG – Urban is for jurisdictions above 5,000 population. The grant is approximately \$6 million per year, with grant applications due in July and grant awards in September. Previous funded projects include bringing urban roads and intersections up to urban standards. Projects need to have a balance of capacity, safety, and economic development to get funding.

<https://www.rtc.wa.gov/programs/tip/docs/tipcrit21.pdf>

STBG - Rural

STBG – Rural is for smaller jurisdictions and rural areas awards approximately \$1 million every other year (even-numbered years). Selection occurs with applications due in July and grant awards in September. Criteria are less stringent than urban, but support capacity, safety, and economic development. It has funded downtown improvements in smaller cities and for arterial preservation/safety on county road arterials that access cities.

<https://www.rtc.wa.gov/programs/tip/call/>

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

This is available for projects that improve air quality. Available funding is approximately \$3 million per year, with applications due in July and September grant awards. CAQ has the same criteria as STBG-Urban, but air quality points are tripled. Mostly funded projects are signalized intersections and transit-related projects.

<https://www.rtc.wa.gov/programs/tip/call/>

Transportation Alternatives (TA)

Approximately \$1.3 million available every odd year (2023, 2025, etc.). Grant application due in April with grant awards in July. Criteria and process is outlined in

<https://www.rtc.wa.gov/programs/tap/docs/taGuidebook.pdf>. Has funded pedestrian/bicycle improvements.

APPENDIX C: COLLISION HEAT MAPS

Following WSDOT's recommended procedure, the study team applied the most common attributes present in fatal/serious injury collisions to the entire network by mapping collisions based on those attributes.

Figures C1 through C5 show the locations of crashes with these attributes.

Figure C1 illustrates that roadway departure collisions are most common along S Hillhurst Rd, S Royle Rd, S 5th St, and Downtown Ridgefield.

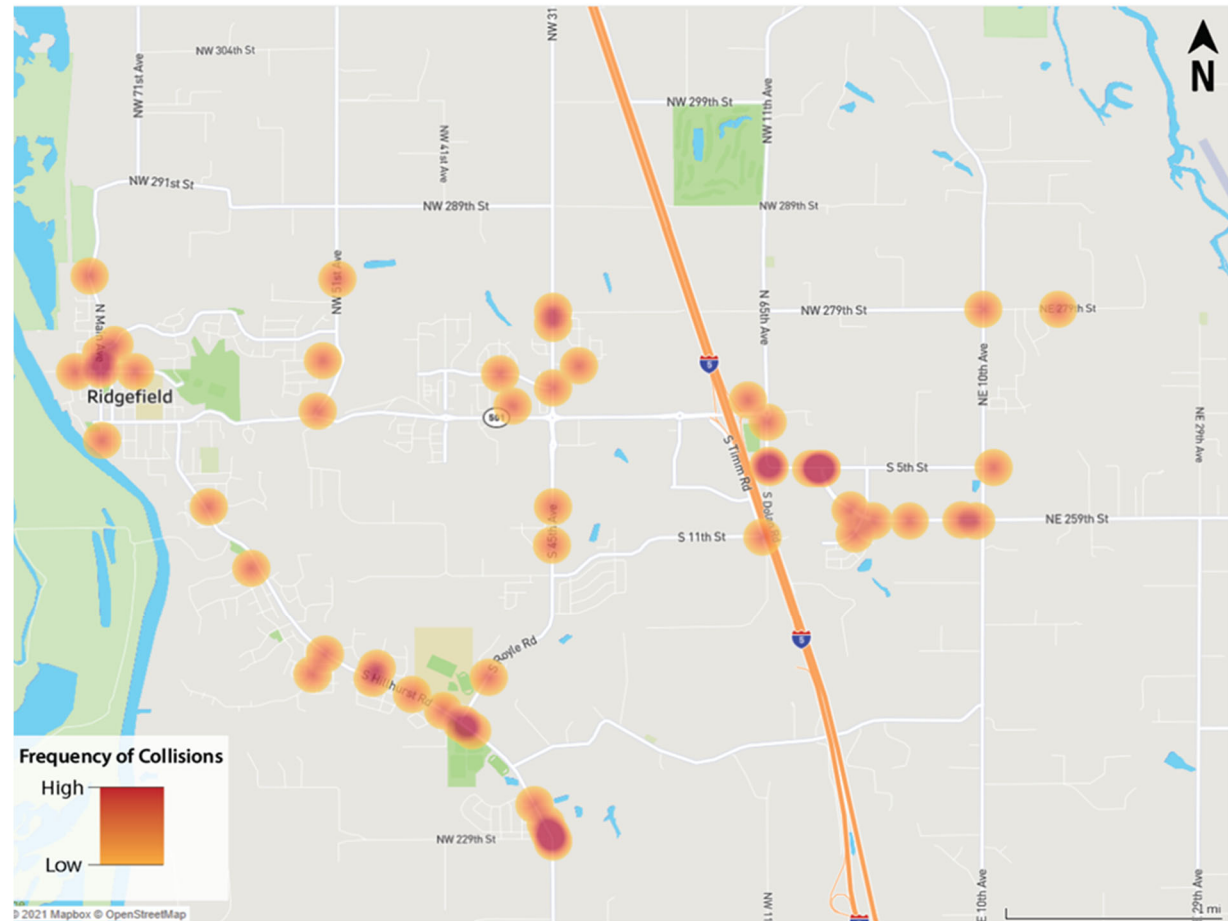


Figure C1. Roadway Departure Collisions, Ridgefield, 2016-2020.

- N 65th and S 5th St
- S 5th St and NE 259th St
- S 5th St and NE 10th Ave
- NE 259th St and NE 10th Ave



- S Hillhurst Rd and NW 229th St
- NE 10th Ave and NE 259th St



- S Hillhurst Rd
- Intersections along S 5th St
- NE 10th Ave and NE 259th St
- Downtown Ridgefield



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