

2: GOALS AND POLICIES

Background

This chapter summarizes the existing and proposed new transportation policies for the City of Richland. The new recommended policies respond to adopted goals and policies from the Regional Transportation Plan and Washington Transportation Plan.

Comprehensive Plan

The city's Comprehensive Plan lays out a policy framework regarding transportation services. Goals are defined as brief guiding statements that describe a desired result. Policies associated with each of the individual goals describe the actions needed to move the community in the direction of completing each goal.

Transportation Goals and Policies

The goals and policies stated in the city's Vision Statement are presented below. Suggested additions or changes are noted to provide a more comprehensive policy structure for transportation system development, investments, and performance monitoring. Suggestions are shown in italics.

Goal 1: *The City will provide an efficient transportation network including road, rail, water and air, to serve existing needs and to accommodate new development.*

- Policy 1 – The City will coordinate planning and operation of transportation facilities with programs to optimize multi-modal transportation programs.
- Policy 2 – The City will coordinate the location of major utility and transportation corridors.
- Policy 3 – The City will strongly encourage the preservation of rail rights-of-way for future rail uses, and will work with appropriate agencies to ensure the availability of rail services to its industrial parks.
- Policy 4 – The City will coordinate and implement passenger and freight rail service preservation projects consistent with a regional transportation program.
- Policy 5 – The City will maintain the existing transportation network, and projects that impact the existing network will support expansion of the network.
- Policy 6 – The City will identify and prioritize transportation system needs citywide to meet current and future demand.
- Policy 7 – The City will establish a program to consistently upgrade its existing signal system to improve traffic flow and progression.

- *New Policy 8 – The City will seek to integrate appropriate facility design with compatible land use types to reduce environmental and livability impacts.*
- *New Policy 9 – The City will pursue transportation equity throughout the City with an equitable distribution of transportation projects.*

Goal 2: *The City will maximize the operating efficiency of its transportation system.*

- Policy 1 – The City will develop its roadway functional classification system in accordance with the regional functional classification system developed by the Federal Highway Administration (FHWA).
- Policy 2 – The City will maximize the operating efficiency of its transportation system through the use of Transportation Demand Management strategies.
- Policy 3 – The City will actively coordinate the planning, construction, and operation of transportation facilities and programs that may affect the City with local, regional and state jurisdictions.

- *New Policy 4 – The City will coordinate with WSDOT to develop and deploy incident management plans on the primary arterial system.*

Goal 3: *The City will support beautification efforts for major entryways into Richland.*

- Policy 1 – The City will encourage the development and enhancement of principal entryways into Richland.
- Policy 2 – The City will maximize the use of landscaping and other types of buffers along major transportation corridors.

Goal 4: The City will encourage public/private partnerships for financing transportation projects that foster economic growth and address the needs of growth and development.

- Policy 1 – The City will reserve property for needed rights-of-way as quickly as possible by requiring dedication of right-of-way as a condition for development.
- Policy 2 – The City will only consider land use changes (such as planned unit developments, master planned projects, rezones and plats) when existing and proposed transportation system needs are adequately met.
- Policy 3 – The City will route *principal and minor* arterials around, rather than through, neighborhoods and communities to minimize traffic impacts on residential neighborhoods.
- Policy 4 – The City will participate in regional airport planning to ensure that Richland’s needs are met.
- Policy 5 – The City will consider sharing costs with other jurisdictions for needed improvements that solve regional transportation problems.
- Policy 6 – The City will be actively involved with regional river transportation planning with the Tri-Cities Rivershore Enhancement Council and other agencies.
- Policy 7 – The City will encourage the development community to site and construct transportation facilities that are compatible with adjacent land uses to minimize

potential conflicts.

Goal 5: *The City will work to secure adequate long-term funding sources for transportation.*

- Policy 1 – The City will encourage public/private partnerships and grants for financing transportation projects.
- Policy 2 – The City will work to establish local improvement districts and transportation improvements districts in designated areas for economic development.

Goal 6: *The City will encourage the use of transportation modes that maximize energy conservation, circulation efficiency and economy.*

- Policy 1 – The City will support increased use of multi-modal transportation. This includes, but is not limited to, high occupancy vehicle lanes, bicycle facilities, park-and-ride facilities, carpools, vanpools, buses and mass transit.
- Policy 2 – The City will coordinate planning efforts for non-motorized modes of travel with other jurisdictions and develop an integrated area-wide plan for non-motorized travel modes that ensures continuity of routes.
- Policy 3 – The City will encourage sidewalks, improved shoulders, or off-street trails within new developments to accommodate internal circulation.
- Policy 4 – The City will encourage new development to be pedestrian friendly and compatible with the public transportation system.
- Policy 5 – The City will seek to receive formal recognition as a “Bicycle Friendly Community.”

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| <ul style="list-style-type: none">• <i>New Policy 6 – The City will coordinate site development guidelines to encourage and enable use of alternative modes.</i> |
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Goal 7: *The City will work to ensure efficient and effective freight transportation needed to support local and regional economic expansion and diversification.*

- Policy 1 – The City will collaborate with federal, state and neighboring local governments and private business to ensure the provision of transportation infrastructure investments and services deemed necessary by the City to meet current and future demand for industrial and commercial freight movement by way of roadway and truck, rail, air and marine transport.
- Policy 2 – The City will work with the Benton-Franklin Council of Governments, Port of Benton, Benton County, and other agencies to develop intermodal connectivity facilities deemed by the City to be needed to facilitate seamless freight transfer between all transport modes.
- Policy 3 – The City will ensure that plan Transportation Element goals and policies are implemented in a manner that reinforces the goals and policies of the Economic Development Element.

Purpose for Recommended New Transportation Policies

This section highlights purposes for the suggested new policy amendments suggested above. The following section presents the framework of these policies in the context of regional and statewide transportation policies.

- Goal 1: Policy 8** --*The City will seek to integrate appropriate facility design with compatible land use types to reduce environmental and livability impacts.*

This policy addresses the need to consider adjoining land use designations and existing development to balance transportation services with potential impacts. For example, smaller local and neighborhood streets are appropriate where residential units front onto the street. Narrow residential streets have been proven to reduce vehicle speeds and ‘cut-through’ traffic. Where existing conflicts exist between street functions and land use (e.g., Van Giesen between SR 240 and Stevens Drive), special consideration should be given to reduce impacts to residents.
- Goal 1: Policy 9** -- *The City will pursue transportation equity throughout the City with an equitable distribution of transportation projects.*

This policy recognizes that geographical distribution of transportation improvements should be considered in selecting and prioritizing public facility investments. For the City of Richland, this will primarily focus on recommended improvements to pedestrian and bicycle facilities since these are more widely dispersed than recommended roadway improvements.
- Goal 2: Policy 4** -- *The City will coordinate with WSDOT to develop and deploy incident management plans on the primary arterial system.*

One measure of transportation efficiency is the level of peak period congestion that occurs on major roadways. Another measure that has been proven equally important through regional mobility research is the response to highway incidents (e.g., spills, crashes, etc.) that routinely disrupt traffic flow of trucks and autos. This is particularly true in Richland where an incident on one of the bridge crossings can dramatically impact mobility.
- Goal 6: Policy 6** -- *The City will coordinate site development guidelines to encourage and enable use of alternative modes.*

The purpose of this new policy is to connect the guidelines for land use development applications related to transportation (access spacing, driveway locations, building location and orientation, on-site circulation, etc.) with the street features that are required by other policies (sidewalks, crossings, bus shelters, etc.) By joining these two purposes, the new development will have enhanced opportunities for access to other travel modes.

Relevant Transportation Plans

The regional and statewide transportation plans were reviewed to highlight policy elements that affect the citywide transportation plan. The Regional Transportation Plan (RTP) is prepared by the Benton-Franklin Council of Governments (November 2001), and it serves at the primary framework for local transportation facility planning for all jurisdictions. The statewide facility plans are addressed in the Washington Transportation Plan (Washington Department of Transportation, Feb. 2002). The goals and policies that are relevant to the suggested local policies additions outlined above are summarized in Table 2-1 below.

Table 2-1: Background Policies from Regional and State Plan Supporting Amendments to Recommended New City of Richland Transportation Policies

Suggested City Policy Amendment	BFCG Regional Transportation Plan	Statewide Transportation Plan
<p>Goal 1: Policy 8 <i>The City will seek to integrate appropriate facility design with compatible land use types to reduce environmental and livability impacts.</i></p>	<p>Policy 12 (Pedestrians and Bicycles) identifies the provision of pedestrian and bicycle facilities as essential to providing an alternative to motorized travel.</p> <p>Policy 15 (Streets and Highway) encourages the street and highway network to support a balanced multi-modal transportation network.</p> <p>Policy 16 (Land Use) considers land use and transportation linkages in transportation planning to promote compatibility and efficient use of available land.</p>	<p>Goal 3 says that the transportation system should provide all citizens access to basic services and is intended to provide policy direction for specific accessibility improvements.</p>
<p>Goal 1: Policy 9 <i>The City will pursue transportation equity throughout the City with an equitable distribution of transportation projects.</i></p>	<p>Policy 10 (Livability) encourages the use of livability standards for making transportation decisions. These “livability standards” include such qualitative measures as the ability to choose between various transportation options, and the location of aesthetically pleasing amenities such as parks and public spaces within a comfortable distance from the majority of residents.</p>	
<p>Goal 2: Policy 4 <i>The City will develop and deploy incident management plans on the primary arterial system.</i></p>	<p>Policy 15 (Streets and Highways) promotes safe and economical movement of people, goods and services through the region.</p>	
<p>Goal 6: Policy 6 <i>The City will coordinate site development guidelines to encourage and enable use of alternative modes.</i></p>		<p>Goal 9 identifies integrated community design, land use, and transportation investments as explicit instruments to improving quality of life.</p>