



**CITY OF WASHOUGAL
CITY COUNCIL WORKSHOP
Monday, August 10, 2026
5:00 PM**

MEETING INFORMATION

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/86048864336>

I. CALL TO ORDER

II. ROLL CALL

III. PUBLIC COMMENTS

IV. NEW BUSINESS

A. Finance: *2027-2028 Budget Process*

B. Community Development: *Transportation Capital Facilities Plan Update*

C. Community Development: *Comprehensive Parks, Recreation & Open Space Plan Update*

V. REPORTS AND COMMUNICATIONS

A. CITY MANAGER

B. MAYOR

C. CITY COUNCIL

VI. ADJOURNMENT

UPCOMING MEETINGS: Monday, August 24, 2026 — Workshop at 5:00 PM & Council at 7:00 PM.

BUSINESS OF THE CITY COUNCIL

City of Washougal, Washington

FOR AGENDA OF:

8/10/2026

SUBJECT:

Community Development: *Transportation Capital Facilities Plan Update*

DEPT. OF ORIGIN:

Community Development

REVIEWED AT:

Planning Commission - August 4, 2026

TO BE RETURNED TO COUNCIL:

Yes

ATTACHMENTS:

1. July2026_TCFP_Draft_TCFP_with_Appendices

SUMMARY STATEMENT

The Transportation Capital Facilities Plan (TCFP) functions as the Transportation Element of the City's Comprehensive Plan. The purpose of the TCFP is to develop an efficient, cost-effective, and comprehensive transportation management strategy that is consistent with Washington's Growth Management Act (GMA) requirements as defined in the RCW Title 36, Chapter 36.70a (RCW 36.70a).

In addition to adherence to RCW 36.70a, the TCFP is required to include elements specified in Washington Administrative Code (WAC) Title 365, Chapter 196, Section 430 (WAC 365-196-430). Combining the TCFP with the broader city's Comprehensive Planning effort allows the current and future land use patterns discussed in the Comprehensive Plan to inform the existing and planned needs within the transportation system to accommodate growth in a strategic way.

RECOMMENDED ACTION

No specific action is needed at this time.



WASHOUGAL
ONWARD

TRANSPORTATION CAPITAL FACILITIES PLAN

DRAFT

JULY 2026



CITY OF WASHOUGAL

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1. Introduction

The City of Washougal developed and adopted its first Transportation Capital Facilities Plan (TCFP) in 2005. Since the original adoption, in conjunction with the Comprehensive Plan, the TCFP has served as a guide for the city's transportation infrastructure investments. The following sections lay out the purpose of the TCFP along with the regulatory setting and TCFP plan requirements, action strategy, and current planning and construction efforts. These sections serve as a backdrop for the plan as a whole and develop the lens through which State, regional, and local plans have been reviewed to inform Washougal's 2025 TCFP vision, goals, and objectives. The vision, goals, and objectives provide a navigational guide toward the desired future of Washougal and work to inform any specific policies or decisions regarding infrastructure improvements. This is an update to the most recent TCFP completed in 2021 and is intended to guide transportation improvements for at least the next six years, in accordance with Clark County local planning guidelines.

This TCFP update is written in adherence with countywide planning policies as identified in Southwest Washington Regional Transportation Council (RTC) Regional Transportation Plan for Clark County (RTP), reflects the guidelines and principles under Revised Code of Washington (RCW) 47.80.026, and satisfies the requirements of RCW 36.70A.



Figure 1: State and Regional Regulations that Inform the Development of the Comprehensive Plan and TCFP

1.1. PURPOSE

In Washougal, the TCFP functions as the Transportation Element of the City's Comprehensive Plan. The purpose of the TCFP is to develop an efficient, cost effective, and comprehensive transportation management strategy that is consistent with Washington's Growth Management Act (GMA) requirements as defined in the RCW Title 36, Chapter 36.70a (RCW 36.70a). In addition to adherence to RCW 36.70a, the TCFP is required to include elements specified in Washington Administrative Code (WAC) Title 365, Chapter 196, Section 430 (WAC 365-196-430). Combining the TCFP with the broader city Comprehensive Planning effort allows the current and future land use patterns discussed in the Comprehensive Plan to inform the existing and planned needs within the transportation system to accommodate growth in a strategic way.

1.2. TRANSPORTATION PLANNING REGULATORY SETTING

Transportation planning for the City of Washougal is governed by a layered regulatory framework established at the federal, state, regional, county, and local levels.

Compliance with these requirements allows for the City's transportation planning decisions to be legally defensible, consistent with City land use assumptions, and coordinated with adjacent jurisdictions and regional partners. The subsequent sections describe the primary regulatory authorities and the way this TCFP Update satisfies their intent and requirement. The regulations referenced in these subsequent sections are included at length in Appendix 2 – Planning Documents.

1.2.1. FEDERAL PLANNING REQUIREMENTS

At the federal level, transportation planning requirements are established under Title 23 of the Code of Federal Regulations, Part 450 (23 CFR 450). These regulations define the national transportation planning factors that must be considered by transportation planning agencies when developing a planning document.

The City of Washougal's transportation planning framework aligns with these requirements by incorporating considerations for system safety and security, mobility and accessibility for people and goods, environmental protection, system efficiency and preservation, economic vitality, and system resilience.¹ These federal planning factors are reflected throughout the TCFP in the identification of system needs, prioritization of investments, emphasis on multimodal connectivity, and long-term system performance.

1.2.2. WASHINGTON STATE PLANNING REQUIREMENTS

Much of transportation planning in Washougal is governed by RCW 36.70A, WAC 365-196-430, and statewide transportation policy goals established in RCW 47.04.280. These statutes and administrative rules establish both the content required of local comprehensive planning transportation elements and the policy outcomes they are intended to achieve.

Under WAC 365-196-430, the City is required to include a transportation element within its comprehensive plan that is internally consistent with the land use element and demonstrates concurrency between planning growth and transportation system capacity.² This TCFP Update fulfills those requirements by documenting land use assumptions, forecasting future travel demand, evaluating impacts on facilities, and identifying transportation facilities and services needed to serve both current and projected development.

Specifically, this TCFP Update addresses required components including:

- Inventories of existing transportation facilities and services
- Identification and inclusion of locally adopted level of service (LOS) standards³ and identification of facilities that do not meet those standards currently or in the future
- Identification of strategies and projects to address system deficiencies and maintain concurrency

¹ <https://www.ecfr.gov/current/title-23/section-450.206>

² (add link to WAC 365-196-430)

³ Including traffic, bicycle, and pedestrian levels of service

Additionally, RCW 47.04.280 establishes statewide transportation policy goals related to preservation, safety, stewardship, mobility, economic vitality, and environmental protection. This TCFP Update supports these goals through an emphasis on maintaining existing infrastructure, improving safety for all users, prioritizing cost-effective investments, supporting freight and economic activity, and enhancing multimodal options consistent with community and environmental objectives.

1.2.3. REGIONAL AND COUNTY PLANNING REQUIREMENTS

Regional transportation planning requirements are established by the RTC which serves as the state-designated Regional Transportation Planning Organization (RTPO) for a three-county region comprised of Clark, Klickitat, and Skamania counties. Regional planning requirements are documented through RTPs, which are developed at the county level.

Similarly, Countywide Planning Policies (CWPP), authorized under RCW 36.70A.210 and WAC 365-196-305, provide a framework for coordinating comprehensive planning among Clark County and its incorporated cities. These policies are intended to promote consistency across jurisdictional boundaries and address issues of regional significance, including transportation. For Washougal, the applicable CWPP are adopted through the Clark County 20-Year Comprehensive Growth Management Plan (2025–2045). The vision, goals, and objectives for both the RTP and the Comprehensive Growth Management Plan for Clark County are included in Appendix 2 – Planning Documents.

This TCFP Update has been developed to remain consistent with the RTP and the Clark County Comprehensive Growth Management Plan that underpins it. Formal adoption of this plan requires the completion of a GMA Certification Checklist for submittal and approval by RTP.

1.2.4. LOCAL PLANNING REQUIREMENTS

At the local level, transportation planning and implementation are governed by the Washougal Municipal Code (WMC), including Title 10 (Vehicles and Traffic) and Title 12 (Streets and Sidewalks). These titles establish the City's authority over traffic regulation, street classification, truck routing, and the development and maintenance of streets and pedestrian facilities. Title 12 also formally adopts the TCFP as the six-year street plan, providing the regulatory mechanism for implementing the transportation improvements identified in this Plan.

These local regulations provide the tools necessary to enforce adopted standards, remain consistent with higher-level plans, and carry out transportation investments in accordance with adopted policies.

1.3. CURRENT PLANNING AND CONSTRUCTION EFFORTS

Current transportation and construction efforts are included in Table 1. These planning and construction efforts have been identified using existing planning documents and the City of Washougal 2024 Capital Improvement Projects dataset.

Table 1. Current Planning and Construction Efforts

Facility	Guiding Document	Project Description	Estimated Completion
27th St/Index S. (Index to Main)	2024 RTP	Shared Use Pathway	2029
32nd St (Addy St. to Stiles Rd.)	2024 RTP	Install profiled centerline and edge line pavement markings, widen shoulders, street lighting, and guardrail.	2026
32nd Street Rail Crossing (TP-2023-06)	2024 City of Washougal Projects	Design and permit 32nd Street Corridor enhancements, including the separation of the dangerous at-grade rail crossing between Main Street/B Street and Evergreen Way and an overcrossing bridge over the tracks. Plans to transform this 0.20-mile segment of 32nd Street into a modern mixed-use roadway with an overcrossing design will serve the growth needs of the community, reduce congestion hotspots, increase safety, enhance connectivity, and provide multimodal improvements and opportunities for economically struggling and minority neighborhoods.	2028

2. Establishing a Plan Vision and Goals

The foundation of effective transportation and capital facility planning is based in the development of a vision, goals, and the associated objectives or policies. The vision is a broad, aspirational statement informed by public input, that provides insight into the future desired state of the transportation system. Goals transpose the vision into high-level desired outcomes while objectives or policies focus on creating measurable actions that provide a road map for plan implementation.

The following section analyzes past state, regional, and local planning documents to identify visions and goals relevant to the TCFP. This section illustrates how the identified visions and goals in conjunction with public outreach pave a path toward establishing a comprehensive vision for the TCFP Update and the proposed goals and associated objectives.

2.1. PAST PLANNING EFFORTS VISION, GOALS, AND OBJECTIVES

This section summarizes a hierarchy of planning guidance documents at the state, regional, county, and local levels.

2.1.1. STATE PLANNING GUIDANCE

Washington State vision, goals, and objectives have been identified in the GMA as well as the Statewide Long-Range Transportation Plan (LRTP).

The GMA establishes 14 planning goals intended to guide the creation and adoption of comprehensive plans and development regulations. All 14 of these goals are included for reference in Appendix 2 – Planning Documents. The following GMA goals have been identified as pertinent to the development of the TCFP vision, goals, and objectives:



Urban Growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.



Transportation. Encourage efficient, multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.



Economic Development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.



Open Space and Recreation. Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.



Citizen Participation and Coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.



Public Facilities and Services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimums.

The Statewide LRTP establishes the following goals which have been informed by the federal planning factors and RCW 47.04.280.

- **Economic Vitality:** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
- **Preservation:** To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.
- **Safety:** To provide for and improve the safety and security of transportation customers and the transportation system.
- **Mobility:** To improve the predictable movement of goods and people throughout Washington State.
- **Health and the Environment:** To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.
- **Stewardship:** To continuously improve the quality, effectiveness, and efficiency of the transportation system.

2.1.2. REGIONAL PLANNING GUIDANCE

The 2024 RTP established a "vision for 2045 (as) a safe, reliable, resilient, and equitable transportation system (with)in the Clark County region." The 2024 RTP vision is supported by the following goals. A comprehensive overview of the goals and objectives included in the RTP are included in Appendix 2 – Planning Documents.

- **Safety and Security:** Maintain and enhance a multimodal transportation system that ensures the safety and security of people and goods across all users and modes.

- **Economic Vitality and Quality of Life:** Enhance regional economic vitality through transportation policies and investments that connect people with jobs, educational opportunities, parks and open space, healthcare facilities and essential services.
- **Accessibility and Mobility:** Plan for an equitable transportation system that is maintained, operated, and coordinated to better enable inclusive, reliable, easy, accessible, and seamless travel across the region.
- **Sustainability and Resiliency:** Design and maintain a resilient transportation system that will protect and enhance the natural environment.

2.1.3. CLARK COUNTY PLANNING GUIDANCE

The CWPP is presented in the Clark County Comprehensive Growth Management Plan. The following goals contained in the CWPP support the development of the goals and objectives for the TCFP. All additional transportation goals and policies identified in the CWPP are included in Appendix 2 – Planning Documents.

- Develop a regionally coordinated transportation system that supports and is consistent with the adopted land use plan.
- Develop a multimodal transportation system.
- Ensure mobility throughout the transportation system.
- Provide a safe transportation system.

2.1.4. LOCAL PLANNING GUIDANCE

The 2021 TCFP Update does not directly identify specific transportation goals and objectives other than those defined under the GMA. However, the 2015-2035 City of Washougal Comprehensive Plan Update identifies a transportation development goal that reads, “To establish an efficient, inter and intra city circulation system which, by design, integrates the full range of land uses in a way that accommodates and encourages a variety of transportation alternatives such as carpooling, public transit, and bicycles and walking.”

In addition to the past TCFP and Comprehensive Plan, the City of Washougal has developed and adopted the 2023-2028 Strategic Plan, a five-year planning document that identifies the priorities, goals, and objectives for the City of Washougal. The mission, vision, guiding principles, and goals are detailed in Appendix 2 – Planning Documents and directly influenced the vision, goals, and objectives for the TCFP Update.

2.2. PUBLIC ENGAGEMENT

This section summarizes the public engagement efforts and feedback received from the community that has supported the development of this Plan.

2.2.1. COMPREHENSIVE PLAN CARNIVAL

To help understand the desires of the community, the planning team hosted a Washougal Onward Comprehensive Plan Carnival in the fall of 2024. At this event, community members were encouraged to share their visions for an enhanced transportation system as well as their current concerns. The feedback was summarized into the following categories (the full list of public input can be referenced in Appendix 2 – Planning Documents):



Image 1. Planning Staff Interacting with Residents at the Washougal Onward Comprehensive Plan Carnival

Safety

- Sidewalk Safety
- Safer routes to school
- Winter road safety by addressing steep roads in wintery conditions
- Drunk driving education and safety enforcement
- Safety at Lookout Ridge

Accessibility and Connectivity

- Improve pedestrian connections across the city
- Remove barriers to improve connections between major routes
- Incorporate bike paths and sidewalks in downtown areas to connect major destinations

Design and Aesthetics

- Improve the cleanliness of roads
- Advocate for wider streets to accommodate traffic flow and safety
- Better management of existing landscape to improve safety and aesthetics
- Address concerns with increased traffic because of development in the Urban Growth Boundary (UGB), particularly congestion on 32nd Street and Crown Road

2.2.2. STEERING COMMITTEE

A Steering Committee was formed to provide insights and guidance into the development of the TCFP. This feedback has helped shape the plan and align it with the identified priorities, goals, and needs of the community.

The Steering Committee met twice during the development of this plan. A summary of the meetings and discussions is included in Table 2.

Table 2. Washougal TCFP Steering Committee Meetings

Committee Meeting #1	Committee Meeting #2
May 22, 2025	November 6, 2025
Overview of existing conditions, including the vision, goals, and objectives.	Facilitated discussion on future conditions, bicycle and pedestrian level of traffic stress and project prioritization.

2.2.3. LAND USE ALTERNATIVES OPEN HOUSE

On February 26, 2025, the consultant team and City of Washougal staff hosted a Land Use Alternatives Open House at the Washougal Community Center. While this effort was not specific to TCFP development, the open house allowed the community to provide valuable feedback on Washougal's future growth options relative to the TCFP. Comment cards were provided to attendees, and an online comment form was made available for those who could not attend in person. Much of the feedback was centered on concerns regarding the pace and impacts of growth, plans for additional housing, and potential traffic impacts. Feedback and input received from this open house has been incorporated into the development of this plan.



Image 2: Attendees at the Land Use Alternatives Open House

2.3. PIECING IT TOGETHER

The visions, goals, objectives, and/or policies identified in the relevant planning documents provide the foundation needed to integrate community input to develop the vision, goals, and objectives for the 2025 TCFP Update. This includes the need for a transportation system that encourages economic development but also considers urban growth constraints, is safe and secure, provides accessibility and mobility, and is resilient.

2.4. 2025 TCFP VISION, GOALS, AND OBJECTIVES

Based on the guiding planning documents and community input, the 2025 TCFP vision, goals, and objectives are presented for approval by the Comprehensive Plan Steering Committee, City Staff, Washougal Planning Commission and, ultimately, for adoption by the Washougal City Council.

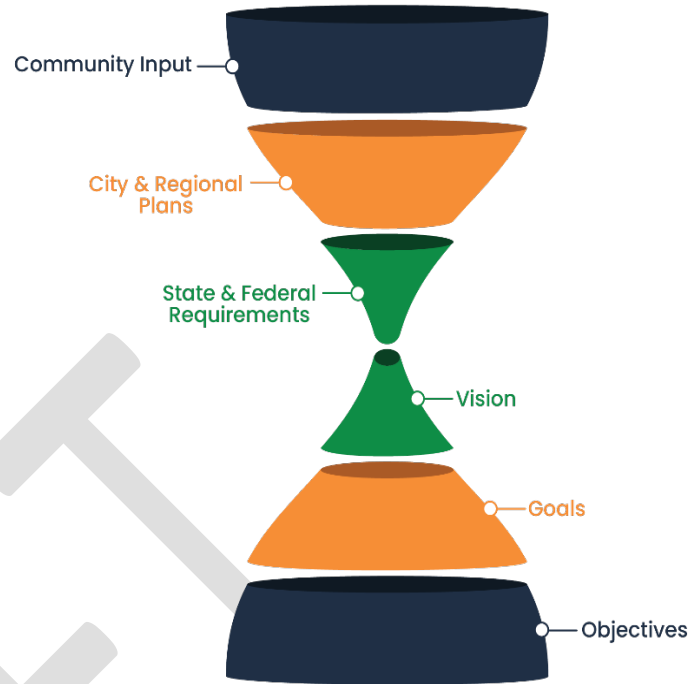


Image 3. Visual Representation of Influences on Vision, Goals, and Objectives

2.4.1. VISION

Provide and maintain a safe and efficient multimodal transportation system for the City of Washougal that prioritizes connectivity, walkability, and economic growth while preserving the City's natural beauty.

2.4.2. GOALS AND OBJECTIVES

Goal 1. Establish a safe and efficient, inter and intra city circulation system using the “Smart Growth” approach.

- 1a. Integrate and consider land use when planning for transportation.
- 1b. Promote a wide array of transportation options such as carpooling, public transit, and bicycling and walking.
- 1c. Preserve open space, farmland, natural beauty, and critical environmental areas.
- 1d. Make development decisions that are predictable, fair, and cost effective.

Goal 2. Prioritize capital improvement projects that enhance economic development and community prosperity.

- 2.a Coordinate planning and development of the City’s transportation system with neighboring communities, Clark County, and the State of Washington.
- 2.b Encourage transit supportive development through capital improvement projects.

Goal 3.- Enhance connectivity throughout the City.

- 3a. Improve facilities and circulation patterns for all modes of transportation among residences, places of employment, commercial places, and public spaces. Place an emphasis on improving pedestrian connections across the city.
- 3b. Remove barriers to improve connections between major routes.
- 3c. Improve access to and encourage the use of downtown services by city residents.
- 3d. Provide sidewalks that are safe and accessible for all users, including compliance with the Americans with Disabilities Act (ADA) Standards for Accessible Design.⁴

Goal 4. Maintain a safe multimodal transportation system for all user groups that is in a state of good repair.

- 4a. Provide roads and sidewalks that are in a state of good repair and receive effective maintenance during all seasons.
- 4b. Review current functional classification descriptions and standards outlined in the Washougal Engineering Standards for Public Works Construction for alignment with community priorities.
- 4c. Implement Safe Routes to School initiatives.
- 4d. Provide community education opportunities.

⁴ [ADA Standards for Accessible Design | ADA.gov](https://www.ada.gov/)

3. Existing Conditions

As required by the GMA, this section provides an inventory of all transportation facilities and services (land, air, and water) to define existing capital facilities as a basis for future planning as well as the existing conditions LOS analysis at study intersections throughout the city.

3.1. TRANSPORTATION SYSTEM DESCRIPTION

This section provides an overview of the transportation facilities and how the system serves the needs of all roadway users.

3.1.1. ROADWAY FUNCTIONAL CLASSIFICATION

The purpose of a roadway functional classification system is to define varying levels and types of transportation infrastructure and to provide for the safe and efficient movement of people and goods, while preserving residential areas and maintaining the economic vitality of commercial and industrial areas. The roadway network is divided into different classifications based on the type of service they are intended to provide and how the facilities are accessed.

The City's classification system, as defined in Chapter 3 of Washougal's Engineering Standards for Public Works Construction⁵, is informed by both Clark County⁶ and the federal classification system⁷. Washougal's classification system includes arterials, collectors, and residential local roads. An overview of each functional classification is included in Figure 2.

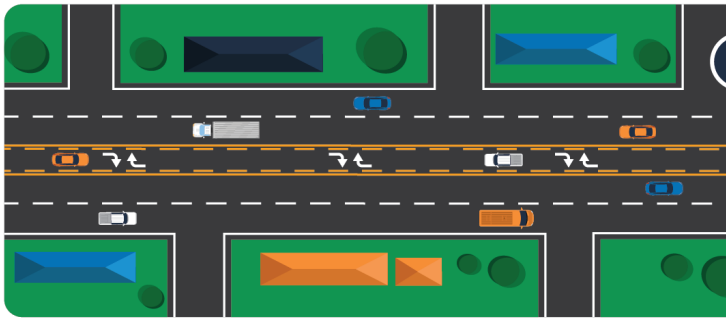
⁵ [2022 Washougal Engineering Standards](#)

⁶ Clark County Code (CCC) 40.350.030(A)(4)

⁷ [Highway Functional Classification](#)



Arterials: High Volume, Long Distance, Collect and Distribute Traffic

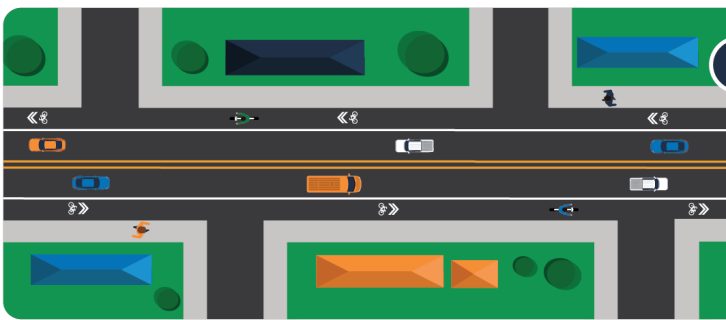


Principal and Minor Arterials:

- Access is generally limited to intersections with other Arterials and Collectors
- Connect major activity centers and provide access from Principal Arterial systems into sub-areas
- Minimal and controlled direct land access
- Design standards include options for multimodal use

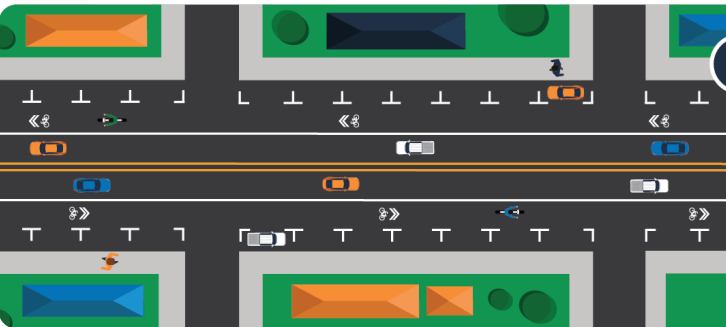
Collectors (Urban, Industrial/Commercial, and Residential):

Medium Volume, Medium Distance, Medium Access



- Connect local traffic to arterials roads including connections between neighborhoods and commercial areas.
- Access to abutting properties and parking is controlled with raised channelization, driveway spacing, bicycle and/or pedestrian lanes, and pavement markings.
- Design standards include options for multimodal use

Residential: Low Volume, Short Distance, Limited Access



Local and Residential Access Streets:

- Distribute traffic from collectors
- Access is provided directly to abutting properties
- Allow on-street parking

Figure 2: Washougal Functional Classification Description Overview

Table 3 includes the primary roadways in Washougal which have been included for the transportation system and condition analyses presented throughout this Plan. A complete overview of functional classifications for Washougal's current and future transportation system is included in Figure 3.

Table 3. Primary Roadways of Washougal

Roadway	Functional Classification	Description
C Street	Urban Collector	East-West connector spanning from Washougal River Road to SE 8th Avenue in Camas.
NE 3rd Avenue	Principal Arterial	East-West connector spanning from E St to NE Adams St/NE 6th Avenue in Camas.
N Shepherd Road	Urban Collector	East-West connector spanning from Washougal River Road to NE 3rd Avenue.
E Street <i>East of Washougal River Road</i>	Minor Arterial	East-West connector spanning from Evergreen Way to Washougal River Road.
E Street West of Washougal River Road	Principal Arterial	East-West connector spanning from Washougal River Road to NE 3rd Avenue.
12th Street	Other/Local	North-South connector spanning from K Street to E Street.
Washougal River Road South of E Street	Principal Arterial	North-South connector spanning from State Route (SR) 14 to E Street.
Washougal River Road North of E Street	Minor Arterial	North-South connector spanning from E Street to SE Blair Road. Washougal River Road continues to the east as a major collector along Washougal River outside of Washougal City Limits.
Main Street	Minor Arterial	East-West Connector spanning from 32nd Street to Washougal River Road.
28th Street	Other/Local	North-South connector spanning from I Street to Evergreen Way.
32nd Street North of SR-14	Minor Arterial	North-South connector spanning from Stiles Road to SR-14.
32nd Street South of SR-14	Industrial Collector	North-South connector spanning from SR-14 to S Index Street.
Evergreen Way	Minor Arterial	East-West connector spanning from E Street to SR-14, outside of Washougal City Limits.
39th Street	Minor Arterial	North-South connector spanning from W Street to SE Evergreen Way.
J Street	Urban Collector	East-West connector spanning from 49th Street to 32nd Street.
Sunset View Road	Urban Collector	North-South connector spanning from the eastern edge of Washougal City Limits to SE Evergreen Way.
SR-14	State Route*	A 180.66 mile east-west connector that originates in Vancouver Washington at an interchange with Interstate 5 and continues east, stretching for roughly three miles through Washougal, before ending at an interchange with Interstate 82 and US 395 near Plymouth, Washington.

*State Route classification is not defined in the Washougal's Engineering Standards for Public Works Construction; this identification is defined by the Washington Department of Transportation.

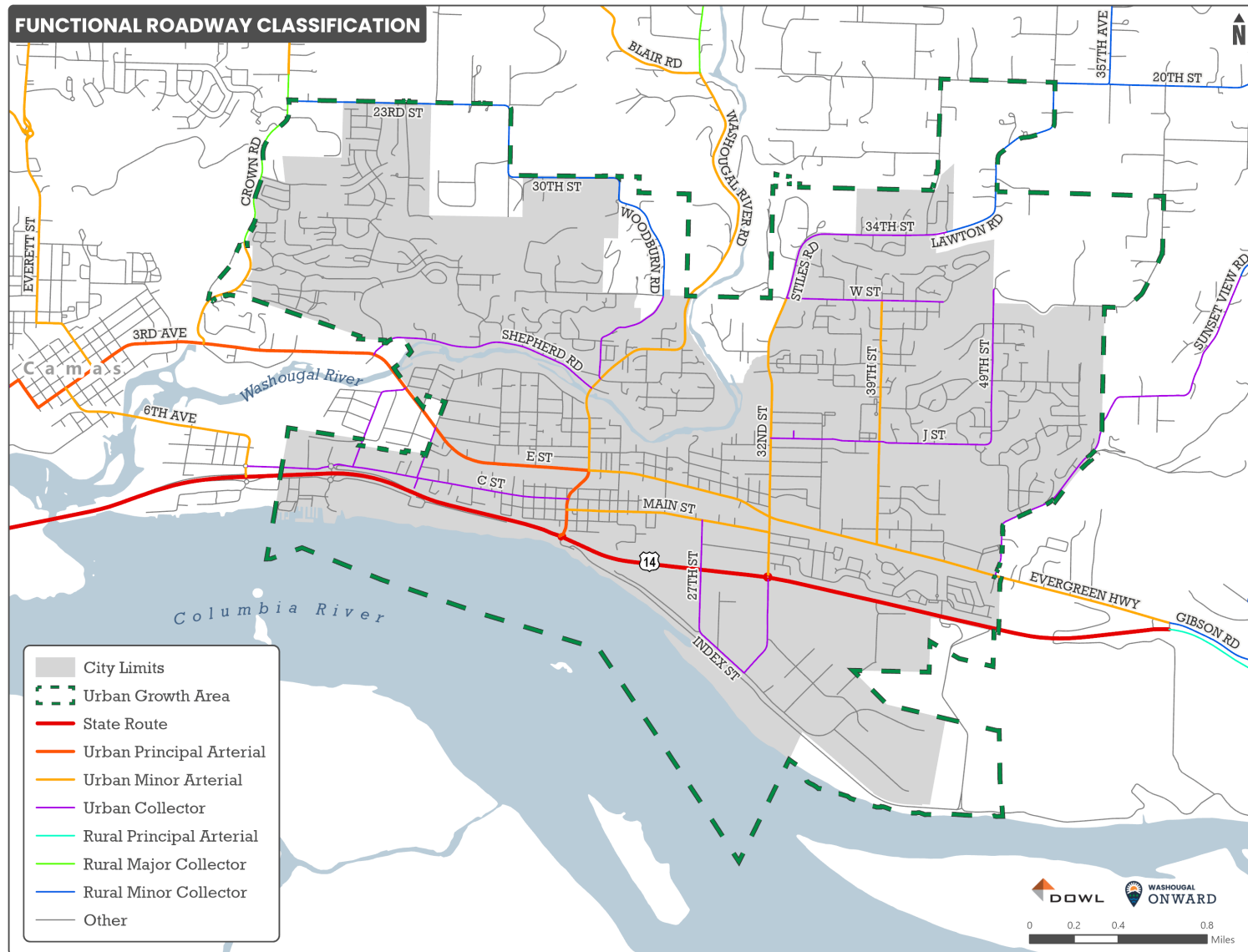


Figure 3. City of Washougal Roadway Functional Classification Map, Clark County Open Data Portal

Railroads

There are two mainline rail lines, both owned by Burlington Northern Santa Fe (BNSF) Railway, that run through Clark County. These mainlines carry both freight and passengers. The BNSF Seattle/Vancouver line operates 70 to 80 trains in the corridor each day. The BNSF Vancouver/Eastern Washington line is in excellent condition and handles about 40 trains daily. The BNSF Vancouver/Eastern Washington line bifurcates Washougal, running adjacent to E Street/Evergreen Way.

Port of Camas-Washougal

The Port of Camas-Washougal provides facilities and services for land, air, and water-based commerce and enhances employment and recreational opportunities, contributing to the quality of life in the community. The 500-acre industrial park, located south of SR-14 by Index and 27th to 32nd streets, is home to more than 50 businesses employing approximately 1,000 employees, with an annual payroll exceeding \$35 million.⁸ The industrial park was created in 1966 when the U.S. Army Corps of Engineers created a 5.5-mile levee along the Columbia River. Steigerwald Commerce Center, a 120-plus-acre industrial development project, is in Phase 2, with over 50 acres of readily developable property. Also, the Port purchased 26.5 acres of waterfront property along the Columbia River for commercial, office, mixed-use, and retail development. The marina has moorage to accommodate more than 350 boats and includes a four-lane launch ramp. The Port district also operates Grove Field Airport located northwest of the City, adjacent to the City of Camas.

Aviation

Grove Field is a Basic Utility Stage I Airport operated by the Port of Camas-Washougal. It is in the Fern Prairie area, along SR-500 north of Camas. Grove Field has a 2,832-foot paved runway illuminated by a low-intensity runway edge lighting and Precision Approach Path Indicator (PAPI) system to provide approach guidance, an above-ground self-fueling station, and hangar space for over 70 aircrafts.

Intermodal Connectivity

Washington State Department of Transportation (WSDOT) adopted an update to the Washington state Freight and Goods Transportation System (FGTS) in 2021. The FGTS is a state-specific freight designation system that classifies freight corridors based on annual tonnage. There are five tiers for each of the three freight modes: truck, rail, and waterway. In addition to the classification system, the busiest subset of corridors are grouped as Strategic Freight Corridors. These strategic corridors are the top two tiers of truck corridors, the top rail corridors, and the top four tiers of waterway corridors. There are many Strategic Freight Corridors in Washougal; SR-14 is a Truck-2 corridor, and a Critical Urban Freight Corridor, E Street and Washougal River Road are Truck-3 corridors, while 27th Street and 32nd Street, south of E Street, are Truck-5 Corridors. The BNSF Vancouver/Eastern Washington line is a Railroad-1 corridor. The Columbia River near Washougal is a Waterway-3 corridor.

⁸ 2024 Clark County Regional Transportation Plan: <https://rtc.wa.gov/wp-content/uploads/2024/07/202402-06b-ClarkRTP-1.pdf>

3.1.4. NON-MOTORIZED TRANSPORTATION

In 2010, the Board of County Commissioners adopted the Bicycle and Pedestrian Master Plan. The Bicycle and Pedestrian Master Plan provides a vision and implementation strategy for how Clark County can improve conditions for bicycling and walking over the next 20 years. The Plan envisions an interconnected bicycle and pedestrian network that provides routes to city centers, schools, transit, parks, and recreational facilities. Once achieved, this Plan will improve Clark County residents' health, enhance their quality of life, help improve and protect the County's natural resources and be a source of pride to the community.

Integrated within the public highway, street and road system are non-motorized facilities, including bicycle and pedestrian facilities. The Cycling Vancouver & Clark County Bike Routes map includes separated multiuse paths; designated on-street bicycle lanes on some state highways and county and city roads; designated routes on widened county and city road shoulders; and streets and roads with shared roadway use that do not include special markings or signs.

In Washougal, the Clark County Bike Routes map identifies that many of the major roadways are designated as bike routes; however, only E Street between 6th Street and 32nd Street and 39th Street between Evergreen Way and M Street provide continuous bike lanes extending more than one block. The rest of the bike routes in Washougal are shared roadways of which many lack the appropriate shared-lane (sharrow) markings and signage. The Levee Trail provides multi-use path recreation along the Columbia River but does not connect easily to the rest of the county bike network. The existing bike routes are presented in Figure 5.

The existing pedestrian network is discontinuous throughout the city. The downtown streets often provide a sidewalk on at least one side of the street while busier streets outside the downtown provide space for pedestrians using striped shoulders. A large majority of the rest of the roadways in Washougal provide no designated facilities for pedestrian use. On these roadways pedestrians are forced to walk along the side of the roadway or on adjacent properties.

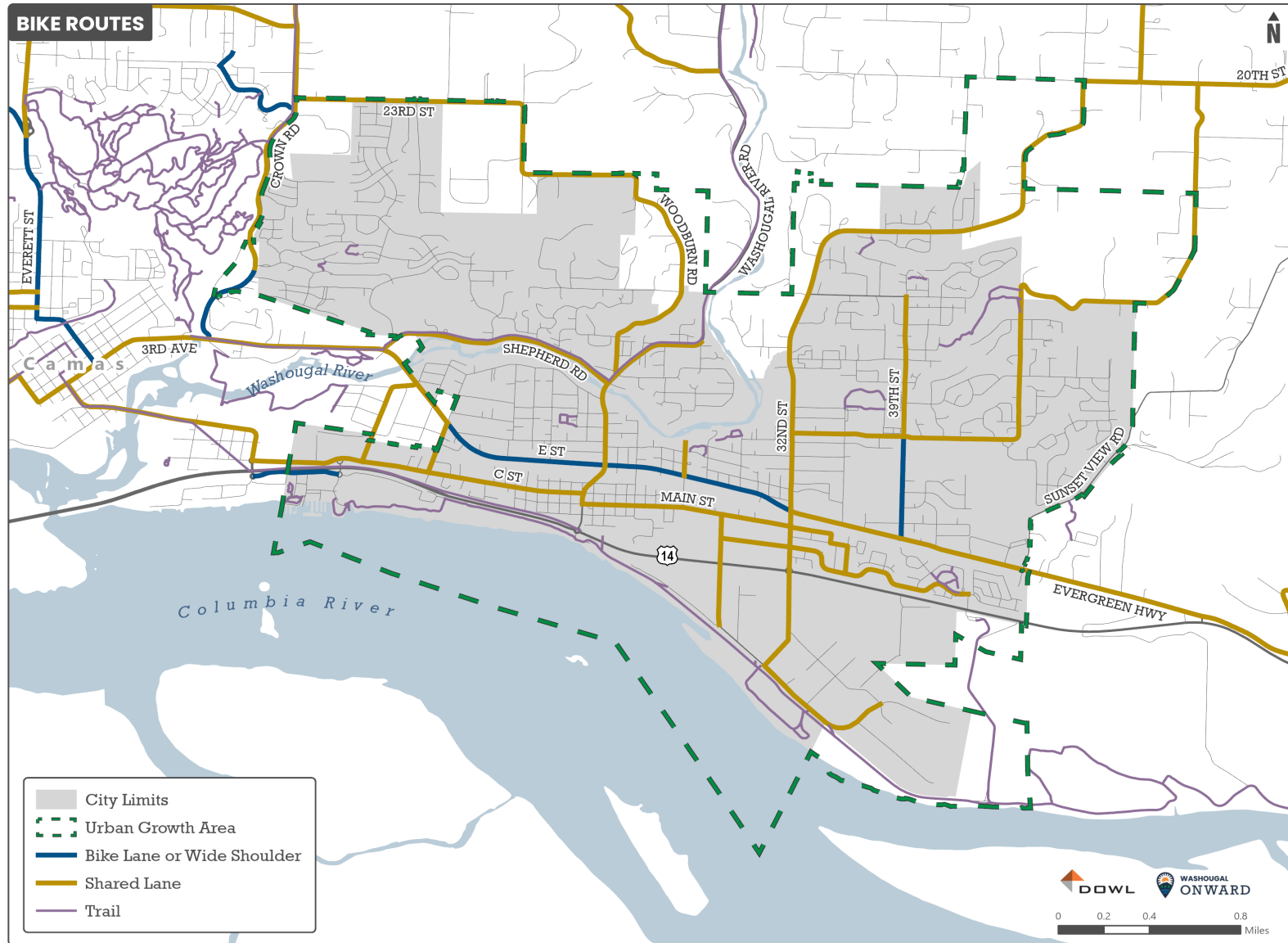


Figure 5. City of Washougal Existing Bicycle Facilities, Clark County Open Data Portal

ADA Transition Plan

In 2023 RCW 36.70A.070 was amended to include RCW 36.70A.070(6)(a)(iii)(G), which establishes a mandatory requirement for the transportation element of a comprehensive plan to include a transition plan for transportation as required in Title II of the ADA. This includes requirements to perform self-evaluations of current facilities, relative to accessibility requirements of the ADA.⁹

The City of Washougal initiated the development of an ADA transition plan in 2024 to meet the requirements outlined in RCW 36.70A.070(6)(a)(iii)(G). Washougal's ADA transition plan inventory and compliance list have been completed and can be found (document location/planned location for the document). Washougal's ADA transition plan identified a significant number of ADA curb ramps throughout the city in need of upgrades. City staff are continuing to review the ADA transition plan to identify methods for incorporating the findings into current plans and future projects.

3.1.5. TRANSIT

C-TRAN is the primary provider of public transit services in Clark County. The agency was formed by a public vote in 1980 and currently serves the municipalities of Vancouver, Camas, Washougal, Battle Ground and Ridgefield, La Center, the town of Yacolt and areas of unincorporated Vancouver. C-TRAN is governed by a nine-member board of directors that includes two Clark County Councilors, three Council members from the City of Vancouver, one member each from Camas, Washougal, Battle Ground, and one member representing Ridgefield, La Center and Yacolt.

C-TRAN provides fixed route service on 27 routes in addition to dial-a-ride based service known as The Current, which provides service to all of Washougal with a direct connection to the Fishers Landing Transit Center. C-TRAN also operates C-VAN to provide ADA complementary paratransit service for individuals who are unable to use regular C-TRAN buses. C-VAN meets ADA requirements for complementary paratransit service and provides wheelchair accessible, curb-to-curb services for elderly and disabled persons who cannot use fixed route services. C-VAN currently operates within the Vancouver urban growth area (UGA) and within three-quarters of a mile of C-TRAN fixed routes operating outside the Vancouver UGA.

There are two C-Tran fixed service routes which connect Washougal to the rest of Clark County, and beyond, via public transit. Route 41, SR-14, provides three westbound trips and one eastbound trip during the AM peak period and two westbound and eastbound trips during the PM peak period between Washougal and Downtown Vancouver. Route 92, Camas/Washougal, provides all day service, every half hour, between downtown Washougal and the Mill Plain Transit Center in Camas. Route 92 travels on E Street from Camas and makes two loops in downtown Washougal, by accessing E Street, Main Street, Addy Street, and SR-14. The C-Tran routes through Washougal are shown in Figure 6 on the following page.

⁹ [Washington State. \(n.d.\). Revised Code of Washington, Chapter 36.70A, Section 36.70A.0706a\(iii\)g. Washington State Legislature.](#)

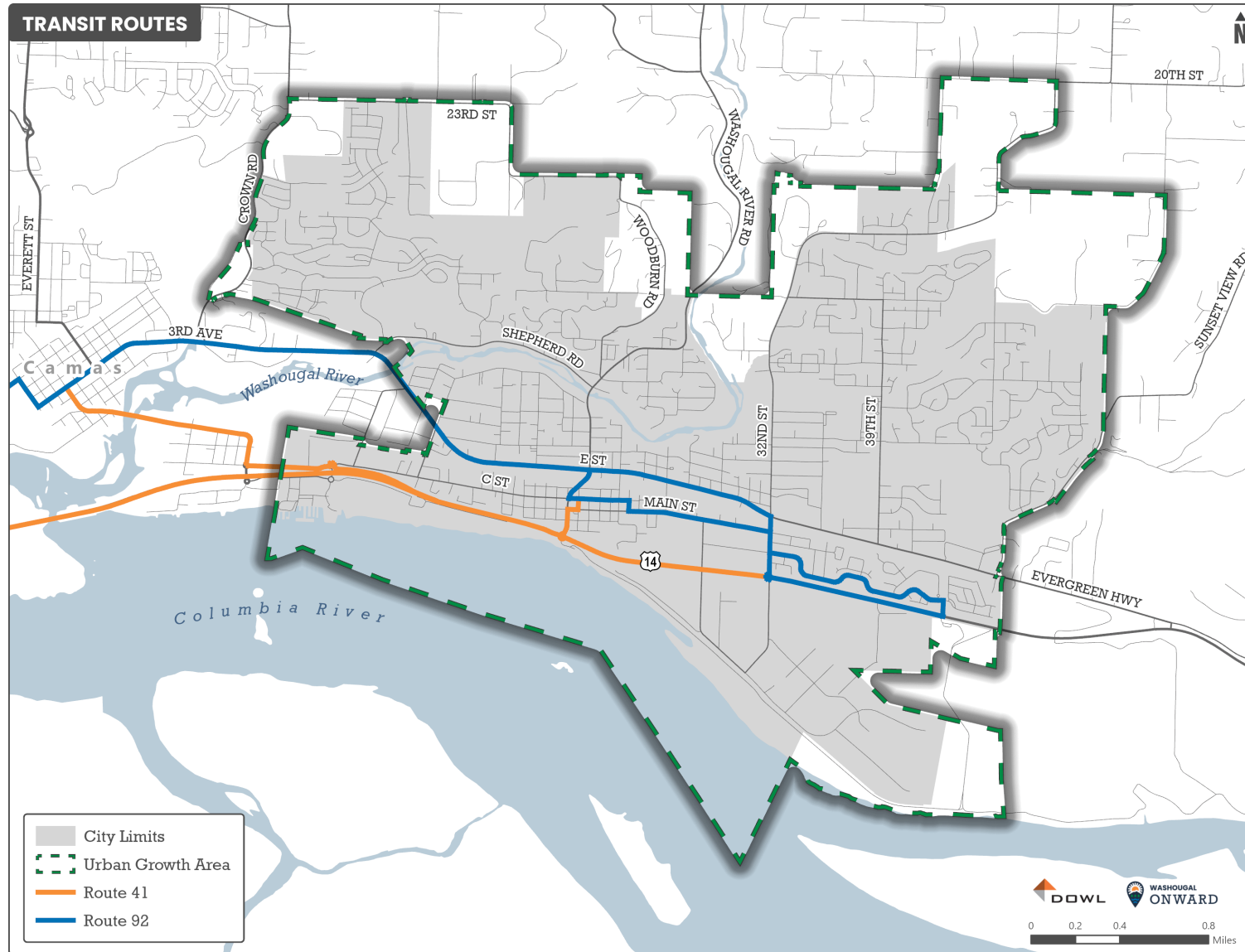


Figure 6. C-Tran Routes in Washougal, Clark County Open Data Portal

3.2. TRANSPORTATION SYSTEM USE AND CONDITIONS

This section presents the interaction between roadway users and the transportation network including a summary of how residents and workers in Washougal use the transportation system daily and a multimodal level of service analysis.

3.2.1. EMPLOYMENT AND COMMUTE PATTERNS

The City of Washougal participates in a Commute Trip Reduction (CTR) program that is administered by an inter-local agreement with Vancouver which promotes transportation demand management strategies especially for CTR covered employers. This inter-local CTR program establishes specific goals, requirements, and strategies to reduce drive-alone travel and vehicle miles traveled during peak commute periods and is outlined in Chapter 10.35 of the Washougal Municipal Code.

The purpose of the following section is not to evaluate, modify, or over-ride the inter-local CTR efforts or obligations, but to provide contextual, informational background on existing employment and commuting characteristics.

The narrative and data presented below draw primarily from the American Community Survey (ACS) and the Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) catalog's web-based mapping interface, OnTheMap, which provides details on where workers are employed, where workers live, and the relationship between the two groups. These data are intended to support broader planning analysis and policy discussion by illustrating prevailing conditions and trends.

An OnTheMap analysis was performed for the City of Washougal using the latest dataset available from 2022. The OnTheMap tool identified that a large majority of the residents in Washougal commute outside the city for their jobs. Based on 2022 LODES data, it was estimated that 7,690 residents held primary jobs but only nine percent (716 residents) of those residents worked in Washougal. The same dataset estimated that there were 3,401 primary jobs in Washougal. The inflow versus outflow of workers is presented graphically in Figure 7.

The OnTheMap tool correlates residents or jobs to a specific geography at the Census-block level. For the residents who held primary jobs in 2022, homes are distributed proportionally throughout the mostly single-family neighborhoods north of E Street and the BNSF railroad tracks.

The heatmap in Figure 8 shows the housing density for Washougal residents with primary jobs.

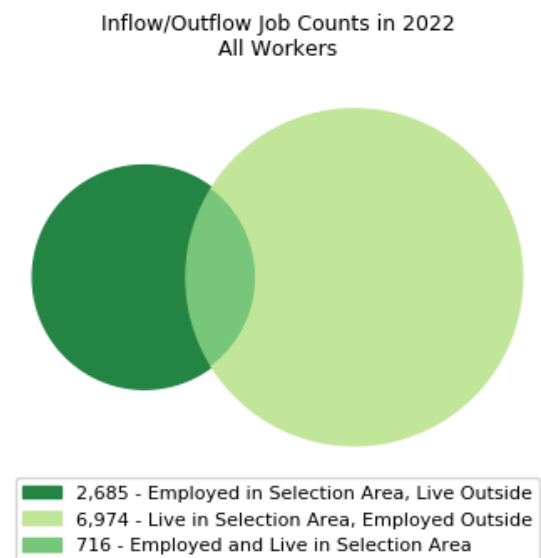
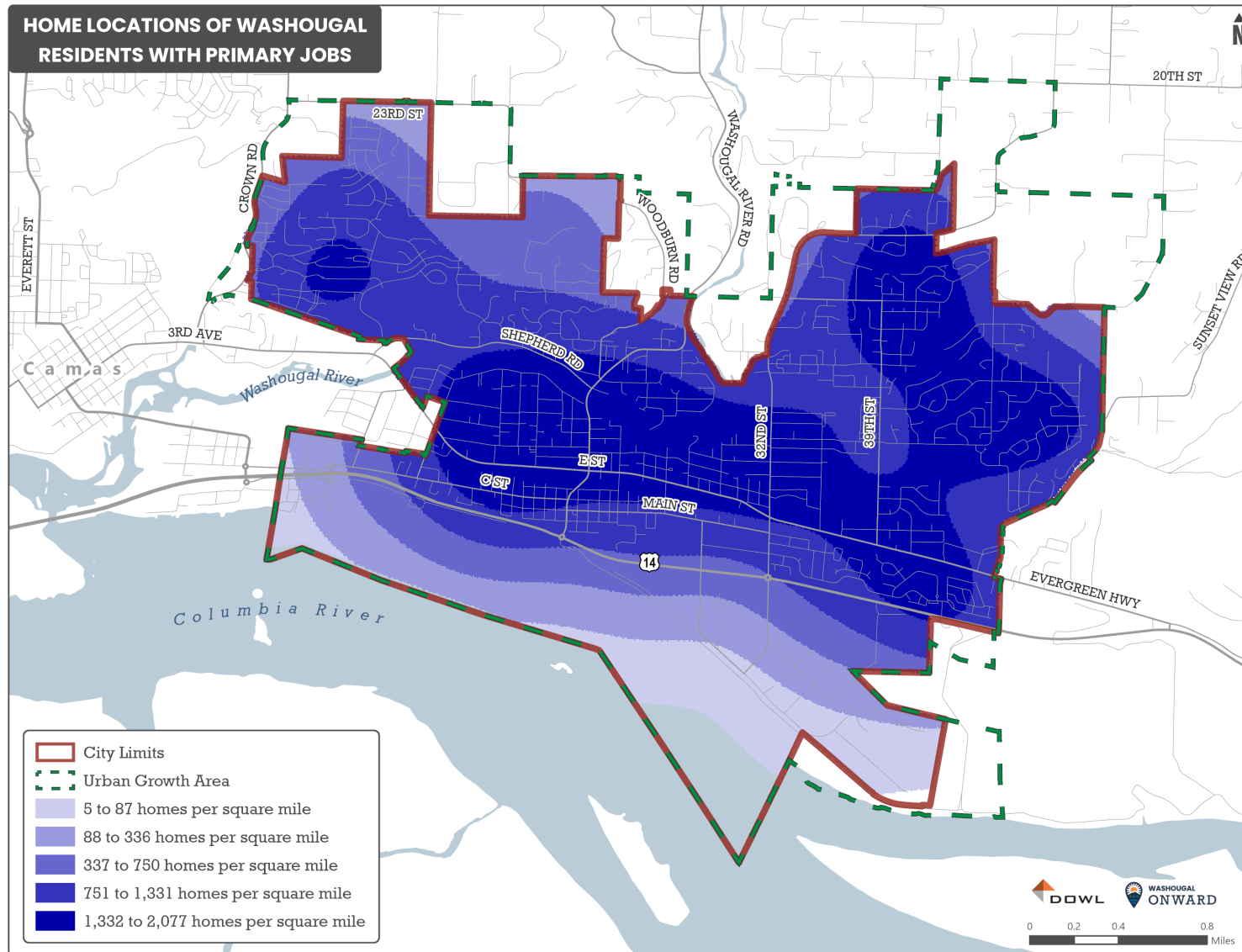


Figure 7. Inflow/Outflow Jobs in Washougal, OnTheMap 2022 All Primary Jobs



Where Washougal Residents Work

Washougal residents mainly commute west to Vancouver, Portland, Camas, and other employment centers within Clark County and the surrounding areas. The top 10 locations for primary jobs are presented in Figure 9.

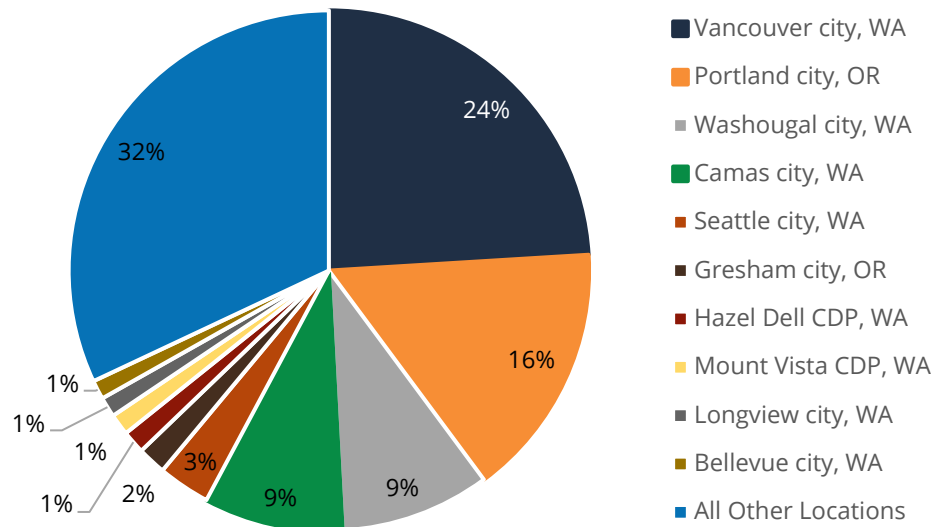


Figure 9. Top 10 Locations for Washougal Residents Primary Jobs, OnTheMap 2022 All Primary Jobs

Some of the job locations, like Seattle and Bellevue likely represent remote workers, whose office of employment is in those jurisdictions, who typically work from home. While many Washougal residents are employed in traditional professional service industry sector jobs, the primary employment industries in Washougal are categorized as skilled trade professions.

The largest employment sector for Washougal residents is health care, with over 1,000 residents providing some kind of health care or social assistance through their primary jobs. Manufacturing is the second largest employment sector, accounting for 10 percent of residents' primary jobs. Retail trade, education, and construction complete the top five employment sectors for Washougal residents. Over 40 percent of residents hold primary jobs in industries which typically require a post-secondary degree. Many of the primary jobs in Washougal are clustered downtown or in the Port's Industrial Park. In addition to the clusters of jobs in Washougal's downtown and the Port's Industrial Park, additional job clusters are located around local schools. These clusters are shown in Figure 10.

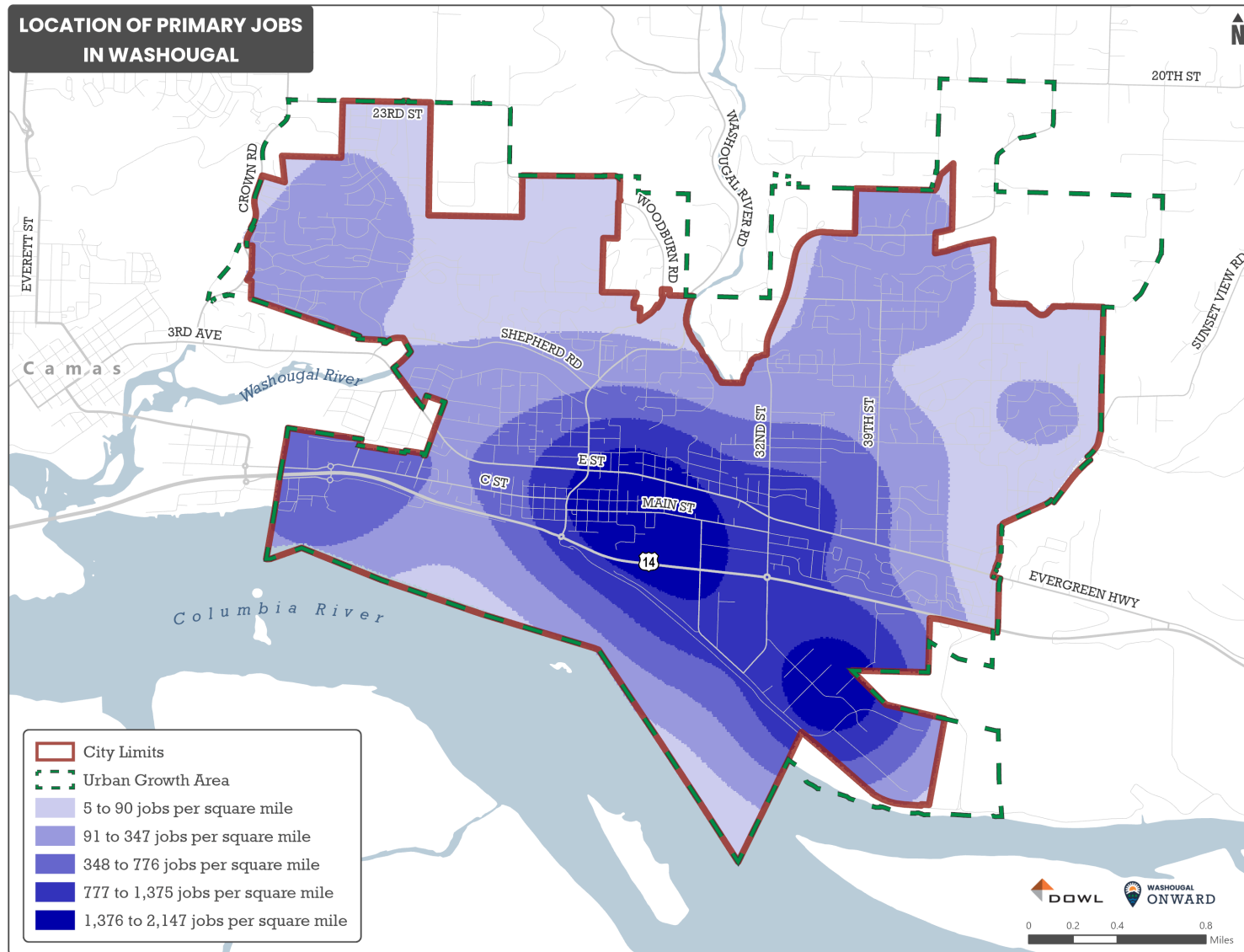


Figure 10. Heatmap of Primary Job Locations in Washougal, OnTheMap 2022, All Primary Jobs

Who is Working in Washougal

Workers in Washougal mostly commute from within Clark County and over 20 percent of the primary jobs in Washougal are held by residents (716 jobs). Many workers commute from the northwest, originating in Mill Plain, Camas, and other Vancouver suburbs. The top 10 home locations for primary jobs in Washougal are presented in Figure 11.

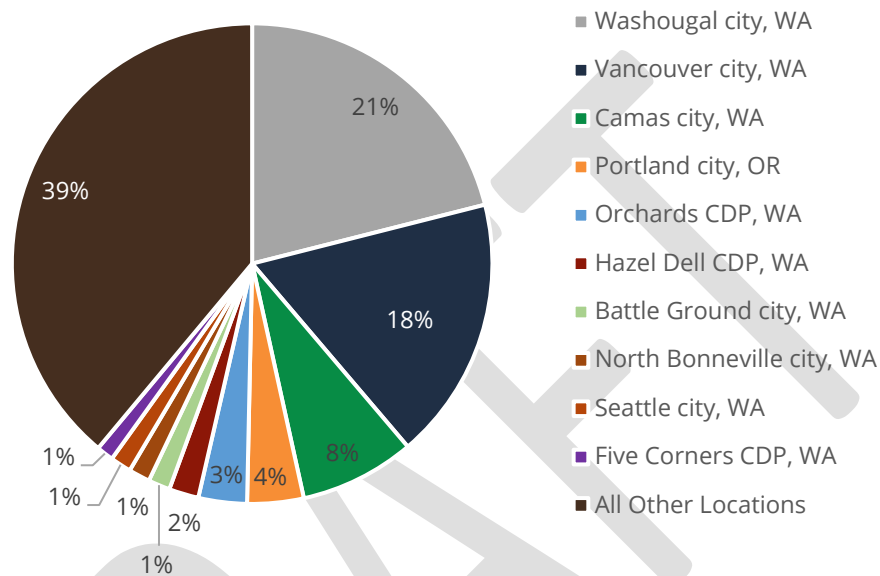


Figure 11 Top 10 Home Locations for Workers in Washougal, OnTheMap 2022 All Primary Jobs

Approximately 65 percent of all primary jobs in Washougal are in manufacturing, construction, service, or similar roles. Manufacturing is the largest employment sector in the city, accounting for 23 percent of all primary jobs. Education jobs account for 15 percent of all primary jobs in Washougal. Construction, retail trade, and professional services complete the top five employment sectors for primary jobs in Washougal. Fewer than 200 primary jobs in Washougal are categorized in the health care sector, which has been identified as the largest employment sector for residents of Washougal.

The ACS summarizes the means of transportation that residents use to get to work and the means of transportation for workers who to travel to Washougal for employment from outside of the community, these findings are presented in Figure 12.

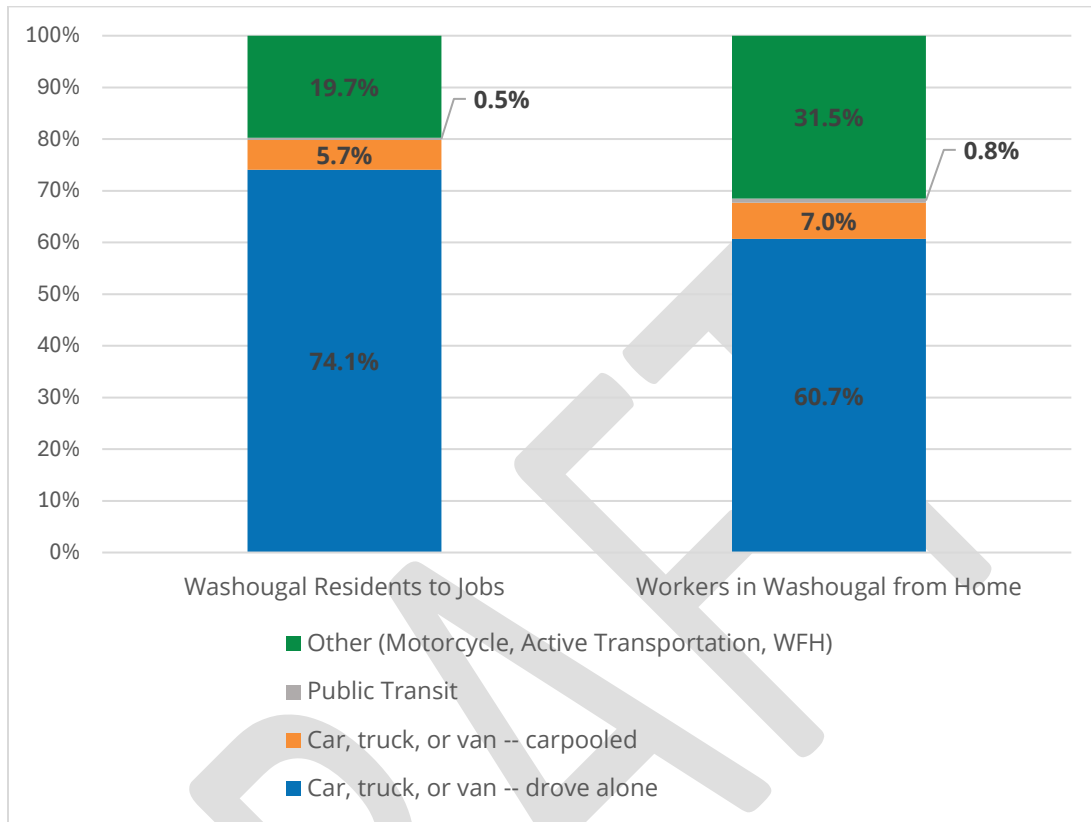


Figure 12. Means of Transportation to Work in Washougal, ACS 2022 5-year Estimates

Nearly three-quarters of residents drive alone to work and over 60 percent of workers in Washougal commute alone in a vehicle. Less than one percent of commute trips in Washougal are made using public transportation. Carpooling rates are roughly equivalent between residents and workers. The rest of the commute trips are made using other means, including motorcycles, active transportation (walking or biking), or working from home.

Less than three percent of households in Washougal are categorized as zero vehicle households, indicating they do not have access to at least one vehicle while nearly 40 percent of Washougal households have three or more vehicles.

The commute trip duration for Washougal residents traveling to their primary jobs is well distributed between short and long commutes, as shown in Figure 13.



Figure 13. Washougal Commute Travel Time, ACS 2022 5-year Estimates

Approximately 25 percent of residents have commute trips of less than 15 minutes while roughly 40 percent of residents commute more than 30 minutes. Workers travelling to Washougal for their primary jobs have overall shorter commutes with over 70 percent of the commutes being less than 30 minutes. Nearly 30 percent of the workers in Washougal commute less than ten minutes from their home to their workplace.

3.2.2. TRAFFIC SAFETY

WSDOT provided collision records for all collisions occurring within the City of Washougal between January 1, 2019, and December 31, 2023. A summary of these collisions including the severity and type is included in Table 4.

Table 4. Washougal Collision Summary (2019-2023)

Collision Severity	Number of Collisions	Collision Type											
		Angle (Entering)	Rear End	Pedestrian	Bicycle	Angle (Turn)	Head-On	Run-Off Road	Overturn	Object	Sideswipe	Animal	Other
Unknown	9	1	0	0	0	0	0	2	0	6	0	0	0
Property Damage Only (PDO)	160	52	27	0	0	23	2	11	0	21	21	1	2
Injury	96	25	16	5	2	16	0	4	2	19	7	0	0
Fatal	2	0	0	0	0	0	1	0	0	1	0	0	0
Total	267	78	43	5	2	39	3	17	2	47	28	1	2

Further analysis of these collisions was conducted to identify the annual occurrence of these collisions; this information is identified in Table 5.

Table 5. Washougal Collisions per Year, 2019 through 2023

Year	Total Crashes	PDO ¹		Injury		Fatal		Injury and Fatal		Unknown	
	#	#	% ²	#	% ²	#	% ²	#	% ²	#	% ²
2019	53	30	57%	21	40%	1	2%	22	42%	1	2%
2020	41	23	56%	16	39%	0	0%	16	39%	2	5%
2021	65	37	57%	27	42%	1	2%	28	43%	0	0%
2022	60	35	58%	23	38%	0	0%	23	38%	2	3%
2023	48	35	73%	9	19%	0	0%	9	19%	4	8%
TOTAL	267	160	60%	96	36%	2	.74%	98	37%	9	3%

¹PDO = Property Damage Only.

²percentages reflect the crash type's share of the total crashes reported for that year.

As shown in Table 5 above, the number of collisions in Washougal has been variable over the five-year analysis period (2019-2023). This is likely due to the influence of the COVID-19 pandemic on travel. During this same analysis period a decrease in the severity of crashes was identified.

This additional analysis also identified the intersections within Washougal that experienced an elevated number of collisions. All collision locations are displayed in Figure 14. Analysis of collisions in the City shows an elevated number of collisions at the following intersections:

- SR-14 / Washougal River Road
- SR-14 / 32nd Street
- E St / Washougal River Road

Collisions at these three intersections make up approximately 24 percent of all collisions in the City. Collisions identified at these intersections are included in Table 6, including collision severity and type.

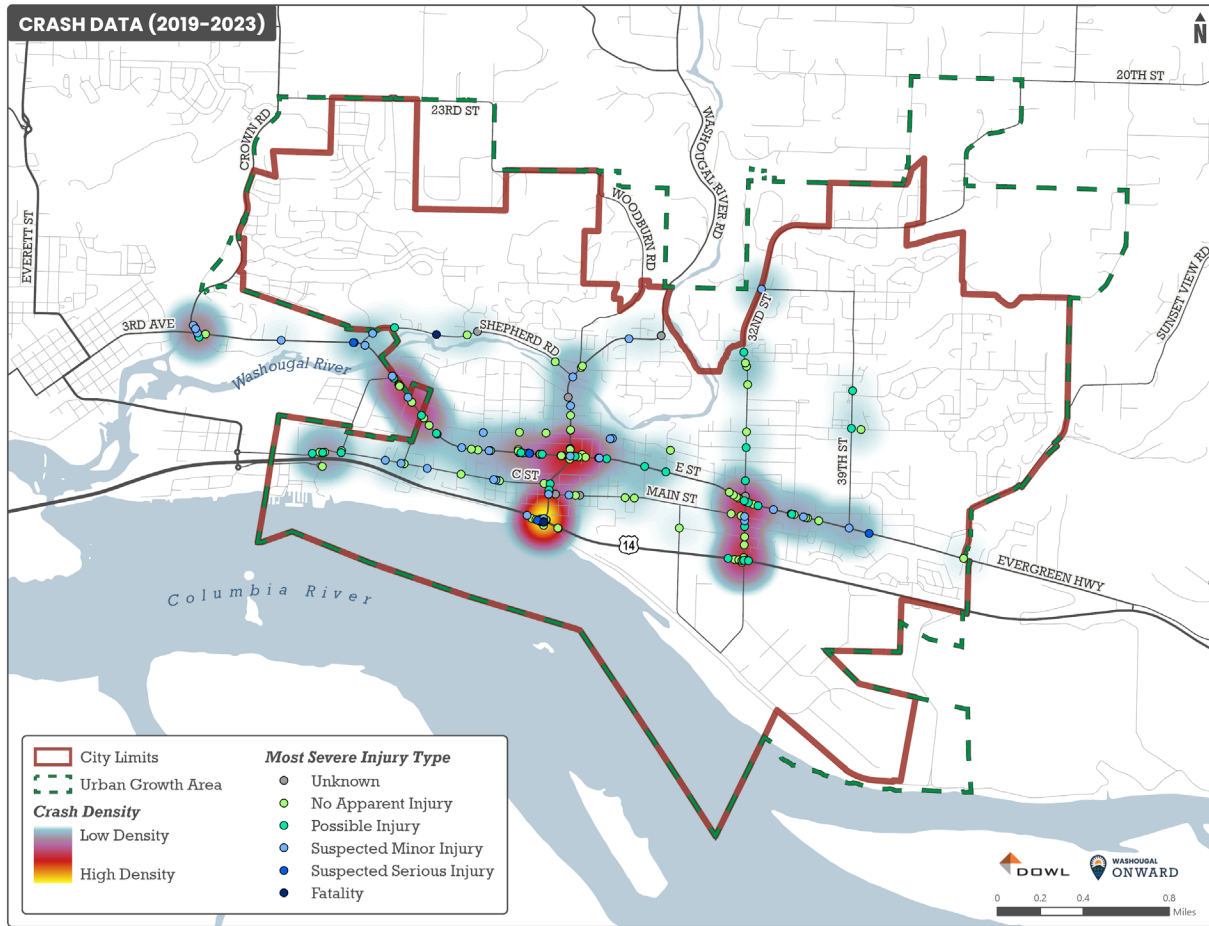


Figure 14. Collision Density and Severity Map (2019-2023), WSDOT Collision Records

Table 6. Elevated Collision Intersection Location Summary

Location	Severity	Total	Collision Type									
			Angle (Entering)	Rear End	Pedestrian	Bicycle	Angle (Turn)	Head-On	Run-Off Road	Overturn	Object	Sideswipe
SR-14 / Washougal River Road	PDO	21	9	3	-	-	-	-	4	-	3	2
	Injury	6	3	-	-	-	-	-	-	1	1	1
	Fatal	1	-	-	-	-	-	1	-	-	-	-
E St / Washougal River Road	PDO	9	2	4	-	-	2	-	-	-	1	-
	Injury	9	-	3	1	1	5	-	-	-	-	-
	Fatal	0	-	-	-	-	-	-	-	-	-	-
SR-14 / 32 nd Street	PDO	15	5	1	-	-	2	-	2	-	1	4
	Injury	3	-	2	-	-	1	-	-	-	-	-
	Fatal	0	-	-	-	-	-	-	-	-	-	-

3.2.3. ROADWAY TRAFFIC COUNTS

Weekday traffic counts, including hourly traffic volume, speed, and vehicle classification, were collected for a 48-hour period during the Fall of 2024 at 17 roadway locations and 21 intersections in Washougal (Figure 15). Turning movement counts were also collected at the intersections during the AM and PM peak periods. The intersection counts are the basis for traffic operations analysis presented later in this section. The data from these traffic counts are summarized in Table 7 which also includes the 85th percentile speed for each of the count locations by direction.¹⁰

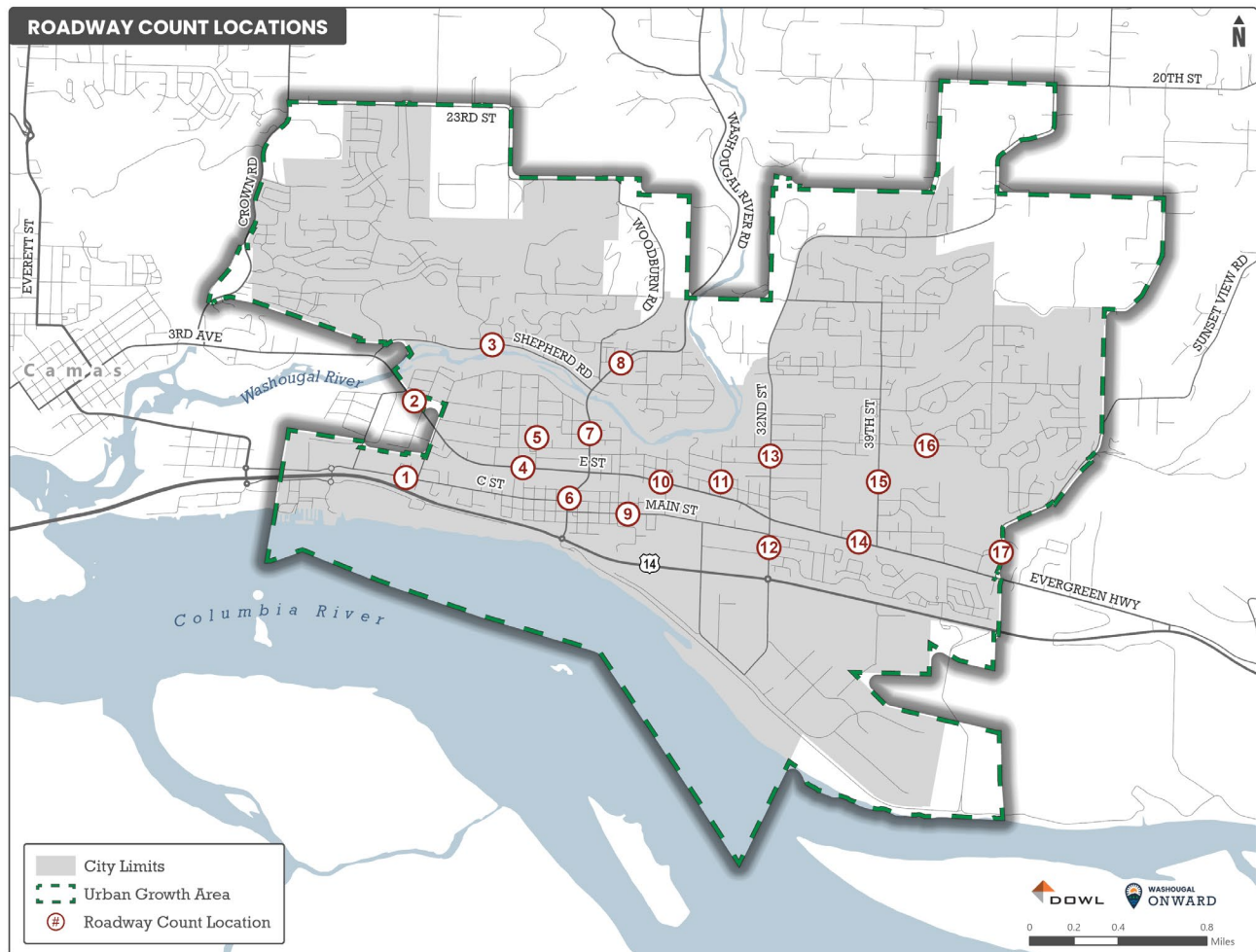


Figure 15. Roadway Count Locations, Fall 2024

¹⁰ The 85th percentile speed is the speed at or below which 85 percent of drivers travel at a specific location. Traveling above the 85th percentile speed is considered to be exceeding the safe and reasonable speed for road and traffic conditions.

Table 7. Roadway Count Data – Weekday Fall 2024

Count Location	Street	Daily Volume		AM Peak Hour Volume		PM Peak Hour Volume		85th Percentile Speed		Posted Speed Limit
		EB / NB	WB / SB	EB / NB	WB / SB	EB / NB	WB / SB	EB / NB	WB / SB	
1	C Street	2,099	1,994	140	138	205	160	34	33	25
2	NE 3rd Avenue	4,448	5,297	341	387	381	484	38	38	40
3	N Shepherd Road	1,012	1,000	78	76	103	84	34	34	25
4	E Street	5,568	5,044	399	439	520	411	36	37	30
5	12th Street	481	440	38	34	49	30	24	23	25
6	Washougal River Road	4,861	5,427	300	477	438	373	29	32	25
7	Washougal River Road	4,521	5,029	285	436	446	363	32	33	25
8	Washougal River Road	3,299	2,973	325	152	238	345	34	34	35
9	Main Street	1,168	1,522	94	133	110	154	23	22	20
10	E Street	6,197	5,880	437	473	547	512	35	34	30
11	28th Street	289	305	19	25	29	26	26	24	25
12	32nd Street	5,279	5,571	340	501	529	337	31	33	25
13	32nd Street	3,718	3,714	252	365	383	245	39	37	25
14	Evergreen Way	4,647	4,269	273	421	455	327	41	39	35
15	39th Street	2,468	2,241	189	272	256	158	32	32	25
16	J Street	1,571	1,524	99	163	191	104	29	28	25
17	Sunset View Road	1,469	1,436	150	89	100	161	37	34	30

Count Location 10, E Street between 20th Street and 24th Street, has the highest bidirectional average daily volume, serving more than 12,000 vehicles a day. The highest directional AM Peak Hour volume is at Count Location 12, 32nd Street between Addy Street and Main Street / B Street, with 501 vehicles traveling southbound towards SR-14. The highest directional PM Peak Hour volume is at Count Location 10 with 547 vehicles traveling eastbound towards Washougal River Road.

The directional daily traffic volume at the count locations is presented graphically on the following page in Figure 16.

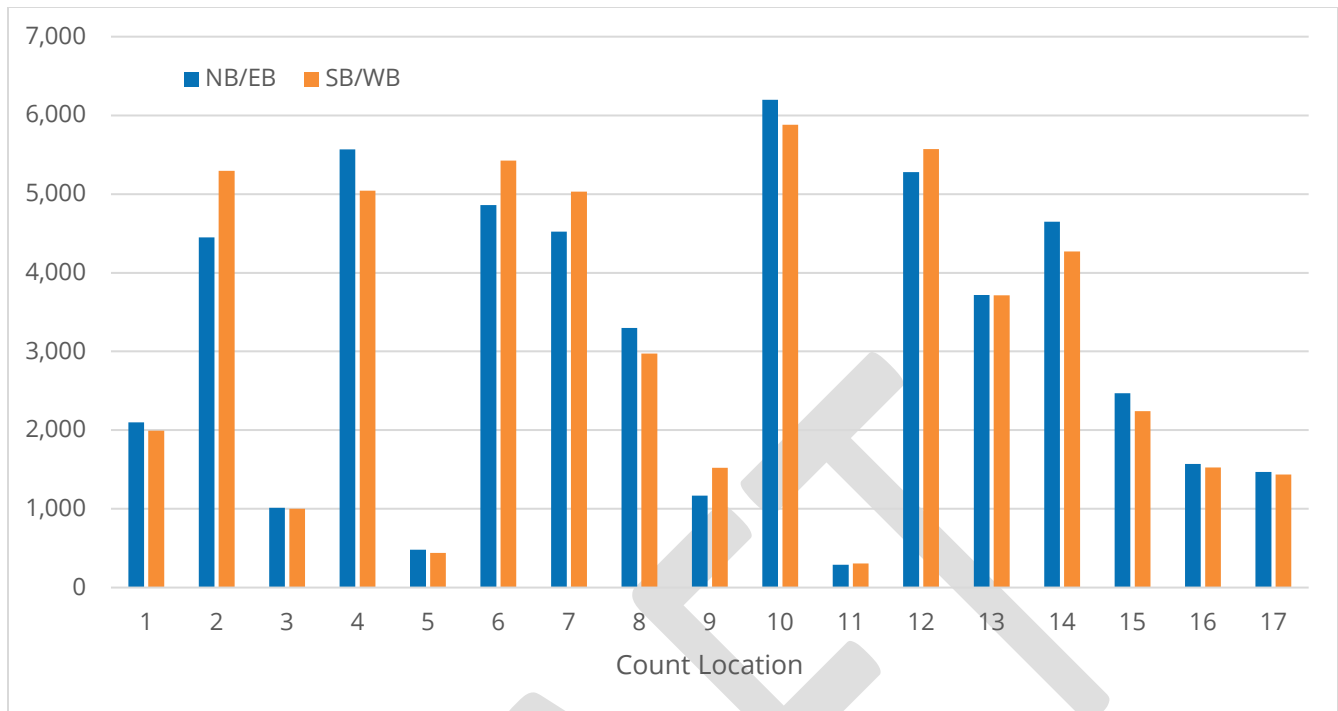


Figure 16. Daily Traffic Volume by Direction at Count Locations, Weekday Fall 2024

At most locations the directional daily traffic is balanced in each direction. The difference in direction is greater than 10 percent at Count Location 2 (19 percent), NE 3rd Avenue between 4th Street and Weir Street, Count Location 6 (12 percent), Washougal River Road between C Street and E Street, Count Location 7 (11 percent), Washougal River Road between H Street and I Street, and Count Location 9 (30 percent), Main Street between Love Street and 19th Street.

The cumulative weekday time of day traffic pattern from the 17 count locations, by directionality, is presented in Figure 17.

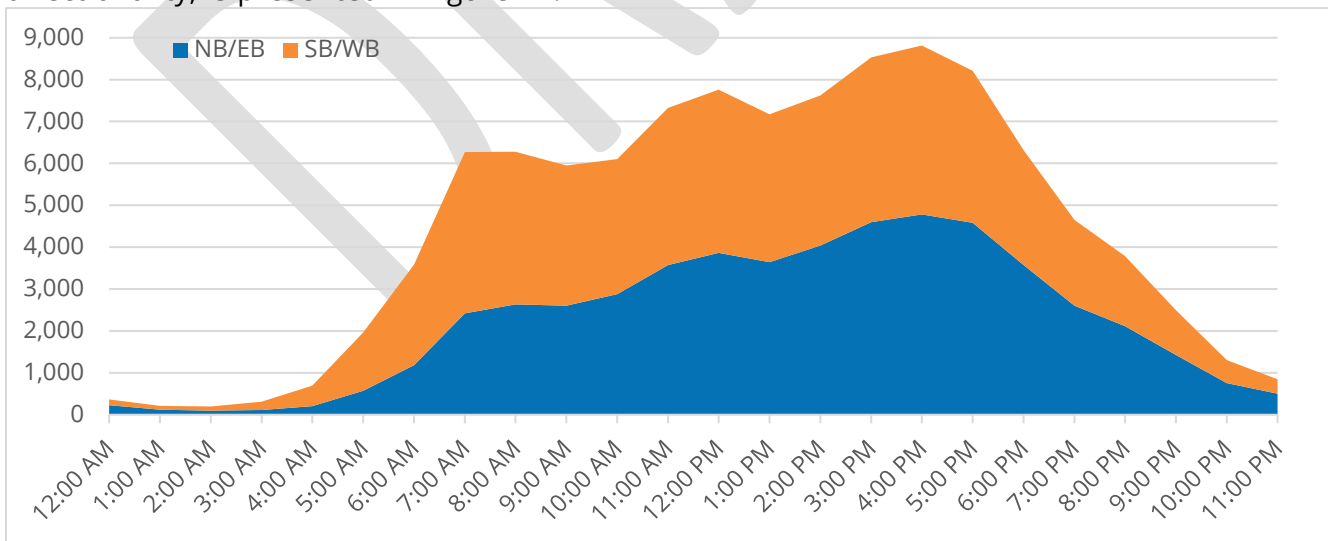


Figure 17. Daily Cumulative Traffic Volume from 17 Count Locations by Direction, Weekday Fall 2024

The AM peak hour begins at 7:30 AM and the PM peak hour begins at 4:35 PM, typical of school and commute traffic patterns. In Washougal a significant midday peak hour occurs at 12:00 PM (Noon), this midday peak is greater than the AM peak hour. Midday peak hour trips are often commercial, recreational, or non-commute errand trips. The cumulative daily traffic volume grows throughout the day, peaking during the PM peak hour.

A comparison of the collected 85th percentile speeds at the 17 count locations and the posted speed limit is presented in Figure 18.

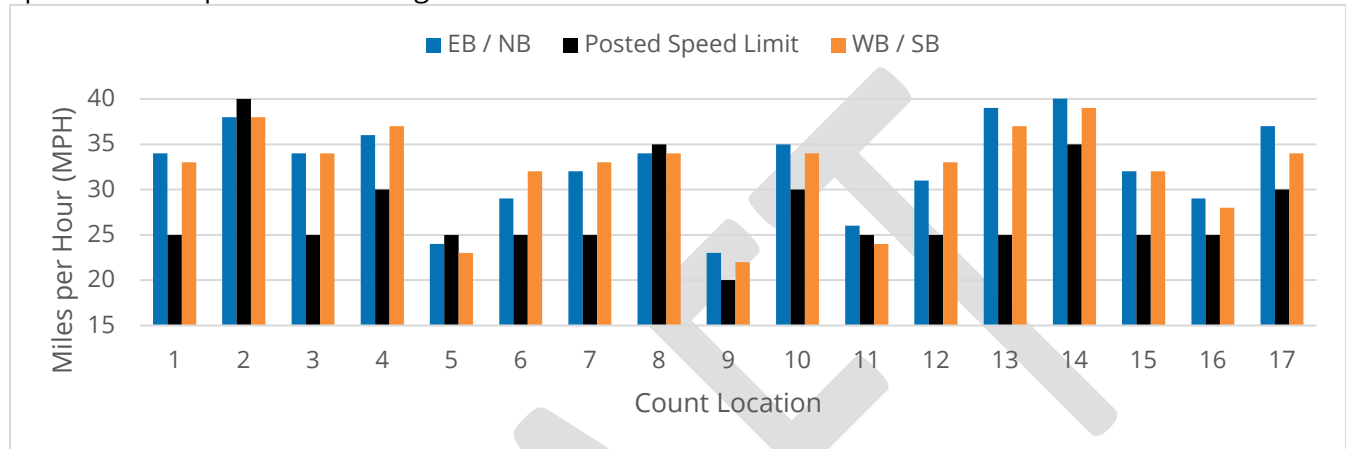


Figure 18. 85th Percentile Speed by Direction at Count Locations, Weekday Fall 2024

The speed limit in Washougal is 25 miles per hour (mph) on any public street or highway unless a greater speed is authorized and posted on the street or highway (WMC) 10.16.010). At 11 count locations (1, 3, 4, 6, 7, 10, 12, 13, 14, 15, 17) the 85th percentile speed, in at least one direction, exceeds the posted speed limit by five mph or more. The posted speed limit at four count locations (2, 5, 8, 11) is representative of the 85th percentile speed and within five mph at the other remaining count locations (9, 16). The Manual on Uniform Traffic Control Devices (MUTCD), 11th Edition, recommends that speed limits be within five mph, plus or minus of the 85th percentile speed. However, the MUTCD does recognize that other road characteristics, such as alignment, parking practices, pedestrian activity, etc., are factors in setting safe speed limits.

3.2.4. INTERSECTION CONTROL

Most of the intersections in Washougal have side street or all-way stop control but along main thoroughfares a higher level of traffic control is necessary to provide safe and efficient movement for all vehicles. This higher level of traffic control is provided by traffic signals on local roadways and roundabouts at WSDOT controlled intersections/interchanges. The intersections with higher levels of traffic control are presented in Figure 19.



Figure 19. Existing Traffic Control at Signalized and Roundabout Intersections in Washougal

3.2.5. MULTIMODAL TRANSPORTATION ANALYSIS

The existing conditions in Washougal are documented using an intersection operations-based analysis and a multimodal LOS analysis. A multimodal level of service analysis is required per the RCW. This section details the methods used to evaluate level of operations and results at intersections within the city.

Intersection Operational Analysis

LOS is commonly used as a transportation system performance measure to quantify intersection operations. LOS quantifies intersections or roadway segments, using ratings of A through F, based on average delay (in seconds) experienced by vehicles. Within traffic engineering and transportation planning, LOS A, B, and C indicate that traffic moves without significant delays over the identified analysis period (typically during the peak hour of travel), While LOS D and E indicate a progressive increase in average delay is experienced. The lowest LOS, LOS F, represents excessive average delay and at intersection or roadway segment, indicating there is a higher demand than there is capacity, this typically results in large queues.

To calculate delay, WSDOT specifies the most recent version of the Highway Capacity Manual (HCM) methodology shall be used.¹¹ However, with the recent release of the HCM 7th Edition and lack of adoption by other agencies, the HCM 6th Edition was used to calculate delay for this planning effort.

HCM delay calculation methodology from the 6th edition was incorporated into Synchro, a traffic modeling software. Synchro was then used to model the existing transportation system and assess locations which are operationally deficient, in accordance with WMC Title 18 – 18.90.050, which states signalized intersections should operate at a LOS of D or better, while unsignalized intersections should operate at a LOS of E or better¹².

Table 8 summarizes LOS at intersections throughout Washougal under existing conditions (2024) during the AM and PM peak hours, which were determined by the highest hourly volume of traffic traveling throughout Washougal. Based on data gathered, the AM peak hour within Washougal begins at 7:30 AM while the PM peak hour begins at 4:35PM.

Within the data presented in Table 8, overall intersection delay is reported for signalized intersections and unsignalized all-way stop-controlled intersections, while delay is only reported for the critical movement(s) (or highest delay approaches) at unsignalized two-way stop-controlled intersections. None of the signalized and unsignalized intersections analyzed within Washougal operate at lower than LOS D under current signal timing and turn movement configuration during the AM or PM peak hours.

¹²Washougal Municipal Code, Section 3.2.5, Title 18 – 18.90.050, Levels of service standards and analysis, February 2025.

⁶ Design Manual, Washington Department of Transportation, p. 320-4, September 2024.

Table 8. 2024 Existing Conditions Level of Service Summary

EXISTING LEVEL OF SERVICE (LOS)														
Intersection	Signalized/ AWSC/TWSC ¹	Methodology	AM PEAK LOS (7:30-8:30)						PM PEAK LOS (4:35-5:35)					
			NB ²	SB ²	EB ²	WB ²	LOS	CTRL DELAY (s/veh)	NB ²	SB ²	EB ²	WB ²	LOS	CTRL DELAY (s/veh)
Shepherd Rd & 3rd Ave	Signalized	HCM 6th	-	-	-	-	B	10.9	-	-	-	-	B	10.7
NE 2nd Ave/4th St & NE 3rd Ave	Signalized	HCM 6th	-	-	-	-	A	5.7	-	-	-	-	A	7.3
6th St/Lechner St & NE 3rd Ave/E St	Signalized	HCM 6th	-	-	-	-	A	6.3	-	-	-	-	A	6.9
Washougal River Rd & E St	Signalized	HCM 6th	-	-	-	-	C	26.5	-	-	-	-	D	37.7
22nd St & E St	TWSC	HCM 6th	D	C	-	-	-	27.4/15.5	D	B	-	-	-	29.1/14.7
32nd St & Evergreen Way/D St	Signalized	HCM 6th	-	-	-	-	C	33.7	-	-	-	-	D	35.3
39th St & Evergreen Way/D St	TWSC	HCM 6th	A	C	-	-	-	0/15.8	A	B	-	-	-	0/15.8
Washougal River Rd/15th St & SR-14	Round-about	SIDRA	-	-	-	-	B	14.5	-	-	-	-	D	33.9
32nd St & SR-14	Round-about	SIDRA	-	-	-	-	A	4.2	-	-	-	-	A	8.4
Washougal River Rd & I St	TWSC	HCM 6th	-	-	B	A	-	13.7/0	-	-	B	C	-	12.2/20.1
Washougal River Rd & N Shepherd Rd	TWSC	HCM 6th	-	-	C	C	-	15.5/15.4	-	-	C	B	-	24/12.2
Washougal River Rd & O St/18th St	TWSC	HCM 6th	-	-	B	C	-	11.2/19.9	-	-	B	C	-	11.1/22.3
6th St & C St	AWSC	HCM 6th	-	-	-	-	A	8.1	-	-	-	-	A	8.8
Washougal River Rd & B St/Main St	Signalized	HCM 6th	-	-	-	-	A	7.6	-	-	-	-	B	11
27th St & Addy St	TWSC	HCM 6th	-	-	-	A	-	9.2	-	-	-	A	-	9
32nd St & Addy St	TWSC	HCM 6th	-	-	C	C	-	15.4/15.7	-	-	C	D	-	17.6/26.1
39th St & J St	AWSC	HCM 6th	-	-	-	-	C	20	-	-	-	-	A	9.2
SE Crown Rd & NE 3rd Ave	Signalized	HCM 2000	-	-	-	-	D	38.2	-	-	-	-	C	30.5
Sunset Ridge Dr & SE Sunset View Rd	TWSC	HCM 6th	-	A	-	-	-	9.2	-	A	-	-	-	8.7
SE Stiles Rd/32nd St & W St	TWSC	HCM 6th	-	-	B	C	-	10.6/16.7	-	-	A	C	-	9.3/15.2

¹Type of intersection analyzed. TWSC: Two-Way Stop Controlled. AWSC: All-Way Stop Controlled.

²Critical movement(s) reported for TWSC intersections

3.3. LEVEL OF TRAFFIC STRESS

Level of Traffic Stress (LTS) is a framework used to evaluate the comfort, usability, and accessibility of walking and bicycling routes. It considers key factors such as vehicle proximity (buffering), path conditions, and roadway speeds. Separate LTS measures are applied to pedestrian facilities – Pedestrian Level of Traffic Stress (PLTS) and bicycle facilities – Bicycle Level of Traffic Stress (BLTS).

WSDOT defines Design Performance Metrics for PLTS and BLTS in Chapters 1510 and 1520 of the WSDOT Design Manual, Division 15.¹³ These metrics assess lane configuration, annual average daily traffic (AADT), and target speed, and are primarily used for:

- Facility design
- Compliance reviews
- Evaluation of projects and recommendations under the Complete Streets program

While WSDOT's design metrics provide a foundational approach to LTS, their scope is relatively narrow when compared to the methodology outlined in the Oregon Department of Transportation's (ODOT) Analysis Procedures Manual Volume 2 (APMv2).¹⁴ The ODOT APMv2 incorporates a broader set of evaluative elements and is widely used in transportation planning across the Pacific Northwest.

Table 9 highlights key differences in the elements included in WSDOT's Design Manual versus ODOT's APMv2 methodology.

Table 9. Key Difference in WSDOT Design Manual Vs. ODOT APMv2

Feature	WSDOT Design Manual	ODOT Analysis Procedures Manual
Primary Use of Manual	Facility design and compliance	Network analysis and prioritization
Speed	Target Speed ¹	Prevailing Speed ² or Posted Speed ³ ; (dependent on whichever is higher)
Stress Refinement	Qualitative ○ Lane configuration ○ Annual Average Daily Traffic ○ Target speed	Quantitative and Qualitative ○ Number of Lanes ○ Land Use ○ Prevailing or Posted Speed ○ Functional Class/Average Daily Traffic (ADT)
Target LTS	PLTS/BLTS 1-2	PLTS/BLTS 2 (typical goal)
Separation Requirement	>30 mph posted speed	Based on actual operating conditions

¹Target Speed: the highest speed at which vehicles should operate in a specific context, consistent with the level of multimodal activity provide both mobility for motor vehicles and a desirable environment for pedestrians, bicyclists, and public transit users.

²Prevailing Speed: average speed of vehicles.

³Posted Speed: designated speed limit.

¹³ <https://wsdot.wa.gov/publications/manuals/fulltext/M22-01/1510.pdf>

¹⁴ <https://www.oregon.gov/odot/Planning/Documents/APMv2.pdf>

To provide the most thoughtful evaluation of PLTS and BLTS for the City of Washougal on both a segment and intersection basis, the criterion and methods outlined in ODOT's APMv2 have been used in determining the current PLTS and BLTS.

3.3.1. PEDESTRIAN LEVEL OF TRAFFIC STRESS (PLTS)

The methodology outlined in the ODOT APMv2 classifies four levels of traffic stress that a person may experience on the roadway, ranging from PLTS 1 (little traffic stress) to PLTS 4 (high traffic stress). A road segment or intersection that is rated PLTS 1 generally has low traffic volumes and travel speeds and is suitable for all pedestrians, including older children. A road segment or intersection that is rated PLTS 4 generally has high traffic volumes and travel speeds and is perceived as unsafe by most able-bodied adults.

Per the APMv2, PLTS 2 is considered a reasonable target for pedestrian facilities due to its acceptability for most adults. Table 10 provides a detailed description of each PLTS rating.

Table 10. PLTS Descriptions Per Rating

PLTS Rating	Description of PLTS Segment, Suitability, and Condition ⁺
1	Represents little to no traffic stress, suitable for all users including children ten years or younger, groups of people, and people using wheeled mobility devices. Provides a separated facility with a buffer between the pedestrian and vehicular traffic.
2	Represents little traffic stress but requires more attention to the traffic situation than that of which young children may be capable. Suitable for children over ten, teens, and adults. Provides sidewalks in good condition; roadways may have higher speeds and volumes.
3	Represents moderate stress and is suitable for adults. An able-bodied adult would feel uncomfortable but safe using this facility. Includes higher speed roadways with smaller to no buffers. Small areas in this facility may be impassable for a person using a wheeled mobility device. Some users are willing to use this facility.
4	Represents high traffic stress. Only able-bodied adults with limited route choices would use this facility. Traffic speeds are moderate to high with narrow or no pedestrian facilities provided. Only the most confident users are willing to use this facility.

⁺Descriptions for PLTS ratings were sourced from the ODOT APM Volume 2

PLTS Segment Analysis

PLTS road segment scores are determined by evaluating either the prevailing or posted speed, sidewalk condition, physical buffer type, total buffering width, and general land use. An overview of PLTS scoring categories and the determining factors are included in Table 11.

Table 11. PLTS Segment Scoring Determining Factors

PLTS Segment Scoring Category	Determining Factors
Sidewalk Condition	○ Condition ○ Sidewalk Width
Physical Buffer Type	○ Prevailing Speed or Posted Speed ○ Buffer Type
Total Buffering Width¹	○ Total Number of Travel Lanes ○ Total Buffering Width¹
General Land Use	○ Overall Land Use ○ Land Use Context

¹Total Buffering Width is the summation of the width of buffer, width of parking, width of shoulder and width of the bike lane on the same side of the roadway as the pedestrian facility being evaluated.

While conditions may vary along a road segment, the PLTS score presented in this report is based on the worst case. For this analysis, 16 existing road segments were evaluated within the City of Washougal and are included in Table 12. For segments in which the prevailing speed exceeded the posted speed, the prevailing speed was used to provide additional context for the way in which users are operating on the roadway.

Table 12. PLTS Scores per Roadway Segment

Road Segment	Direction	Sidewalk Condition/Width	Buffer Type	Total Buffering Width	Prevailing Speed	Posted Speed	Maximum Speed Used	Number of Lanes	Average Daily Traffic (ADT)	PLTS Rating
NE 3rd Ave between (btwn) N Shepard Rd and 6th St	Northbound	Fair/6'	Unbuffered	<5'	33	40	40	4	9,733	PLTS 4
	Southbound	Fair/6'	Unbuffered	<5'	32					
E St btwn 6th St and Washougal River Rd	Eastbound	Fair/6'	Bike Lane	>=5'	31	30	30	3	10,599	PLTS 3
	Westbound	Fair/6'	Varies	>=5'	32					
E St btwn Washougal River Rd and 32nd St	Eastbound	Fair/5'	Bike Lane	>=5'	31	30	30	3	12,062	PLTS 3
	Westbound	Fair/5'	Bike Lane	>=5'	30					
C St btwn 2nd and Washougal River Rd	Eastbound	None	Unbuffered	<5'	28	25	30	2	4,080	PLTS 4
	Westbound	Fair/5'	Landscape	<5'	28					
Main St btwn Washougal River Rd and 32nd St	Eastbound	Good/6'	Landscape (Trees)	15-25'	17	20	20	2	2,677	PLTS 1
	Westbound	Good/6'	Landscape (Trees)	15-25'	17					
N Shepard Rd btwn 3rd Ave and Washougal River Rd	Eastbound	None	Unbuffered	<5'	28	25	30	2	1,997	PLTS 4
	Westbound	None	Unbuffered	<5'	28					
Washougal River Road btwn SR-14 and E St	Northbound	Fair/6'	Landscape (Trees)	10-15'	26	25	25	2	10,275	PLTS 1
	Southbound	Fair/6'	Landscape (Trees)	10-15'	27					
Washougal River Road btwn E St and N Shepard Rd	Northbound	Poor/6'	Varies	0-5'	27	25	30	2	9,538	PLTS 3
	Southbound	Poor/6'	Unbuffered	<5'	28					
32nd St btwn SR-14 and E St/Evergreen St	Northbound	Fair/6'	Unbuffered	<5'	26	25	30	3	10,838	PLTS 3
	Southbound	Fair/6'	Unbuffered	<5'	28					
32nd St btwn E St/Evergreen St and J St	Northbound	Fair/6'	Varies	<5'	N/A	25	30	2	7,420	PLTS 3
	Southbound	Fair/5'	Unbuffered	<5'	N/A					
32nd St btwn J St and Q St	Northbound	None	Unbuffered	<5'	35	35	35	2	7,420	PLTS 4
	Southbound	None	Unbuffered	<5'	31					
39th St btwn Evergreen Way and Q St	Northbound	None	Bike Lane	<5'	27	25	25	2	4,697	PLTS 4
	Southbound	None	Bike Lane	<5'	27					
J St btwn 40th St and 42nd St	Eastbound	None	Unbuffered	<5'	25	25	25	2	3,085	PLTS 2
	Westbound	Fair/6'	Unbuffered	<5'	23					
Sunset View Rd btwn Sunset Ridge Dr and 61st Cir	Northbound	None	Unbuffered	<5'	32	30	30	2	2,893	PLTS 4
	Southbound	Fair/6'	Unbuffered	<5'	30					
28th St btwn G St and E St	Northbound	None	Unbuffered	<5'	21	25	25	2	580	PLTS 4
	Southbound	Fair/6'	Parking Lane	5-10'	20					
12th St btwn I St and E St	Northbound	None	Parking Lane	5-10'	20	25	25	2	908	PLTS 4
	Southbound	None	Parking Lane	5-10'	19					
Evergreen Way btwn 32 nd St and 39 th St	Eastbound	None	Unbuffered	<5'	N/A	40	40	2	12,062	PLTS 4
	Westbound	Good/7'	Unbuffered	<5'	N/A					
J St btwn Fairway Dr and 42 nd St	Eastbound	None	Unbuffered	<5'	25	25	25	2	3,085	PLTS 2
	Westbound	Fair/6'	Unbuffered	<5'	23					
J St btwn 40 th St and 39 th St	Eastbound	None	Unbuffered	<5'	25	25	25	2	3,085	PLTS 2
	Westbound	Fair/6'	Unbuffered	<5'	23					
J St btwn 39 th St and 34 th St	Eastbound	None	Parking Lane	5-10'	25	25	25	2	3,085	PLTS 4
	Westbound	Good/8'	Landscape, Parking Lane	15-25'	23					
J St btwn 34 th St and 32 nd St	Eastbound	None	Parking Lane	5-10'	25	25	25	2	3,085	PLTS 4
	Westbound	None	Parking Lane	5-10'	23					

Of the 16 existing road segments displayed in Table 12, only two met the target PLTS score of 2 or lower. Nine segments were determined to be a PLTS 4, representing high traffic stress, and five segments were determined to be a PLTS 3, representing moderate traffic stress. While there were varying causes, the majority of the existing road segments had little to no sidewalk along the roadway.

PLTS Intersection Analysis

PLTS intersection scores are determined based on various factors including the number of lanes crossed, roadway functional classification, ADT, presence of a signalized intersection, presence of a median refuge, and other factors including adjustments for arterial crosswalk enhancements. A complete overview of PLTS intersection scoring categories is included in Table 13.

Table 13. PLTS Intersection Scoring and Determining Factors

PLTS Intersection Scoring Category	Determining Factors
Signalized Intersection¹	○ Presence
Collector & Local Unsignalized Intersection Crossing	○ Prevailing Speed or Posted Speed ○ Total Lanes Crossed (1 or 2) ○ Presence of Median Refuge
Arterial Unsignalized Intersection Without a Median Refuge	○ Prevailing Speed or Posted Speed ○ Total Lanes Crossed (2 or 3) ○ ADT
Arterial Unsignalized Intersection Crossing (1 to 2 Lanes) With a Median Refuge	○ Prevailing Speed or Posted Speed ○ Total Lanes Crossed (1 or 2) ○ ADT
Arterial Unsignalized Intersection Crossing (3 or More Lanes) With a Median Refuge	○ Prevailing Speed or Posted Speed ○ Total Lanes Crossed (3 or 4+) ○ ADT
Adjustments for Arterial Crosswalk Enhancements²	○ Type of Crosswalk Enhancement Treatment

¹Signalized crossings usually provide a protected way across the roadway and are typically rated at PLTS 1.

While conditions may vary on each leg of the intersection, the PLTS score assigned is based on the worst applicable leg. For this analysis, 21 existing intersections were evaluated within the City of Washougal and are included in Table 14.

Table 14. PLTS Scores Per Intersection

Intersection	Posted Speed				Number of Through/Turn Lanes Crossed				Cross Walk Present?				Intersection Signalization?	AADT	PLTS Rating
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB			
3rd Ave & Crown Rd	35	20	40	25	2	2	3	3	Y	Y	Y	Y	Y	18,088	PLTS 1
3rd Ave & Shepard Rd	25	25	40	40	1	1	3	3	Y	Y	Y	Y	Y	14,333	PLTS 1
3rd Ave & 4th St/2nd Ave	25	25	40	40	2	2	5	5	Y	Y	Y	Y	Y	14,000	PLTS 1
3rd Ave & Lechner St/2nd Ave	25	25	30	40	4	2	5	5	Y	Y	Y	Y	Y	14,389	PLTS 1
E St & 12th St	25	25	30	30	2	2	3	3	Y	Y	N	N	N	Not Available	PLTS 4
C St & 6th St	25	25	25	25	2	3	2	2	Y	Y	Y	Y	N	5,066	PLTS 1
Washougal River Road & O St	25	25	25	25	2	2	3	2	N	N	N	N	N	8,989	PLTS 2
Washougal River Road & Shepard Rd	25	25	25	25	2	2	2	2	N	N	N	N	N	9,700	PLTS 2
Washougal River Road & I St	25	25	25	25	2	2	2	1	N	N	Y	Y	N	9,022	PLTS 2
Washougal River Road & E St	25	25	30	30	3	3	3	3	Y	Y	Y	Y	Y	21,055	PLTS 1
Washougal River Road & Main St	25	25	20	20	3	3	2	2	Y	Y	Y	Y	Y	11,645	PLTS 1
Washougal River Rd & SR-14	25	25	55	55	2	3	3	2	N	N	N	N	N	25,833	N/A ¹
E St & 22nd St	25	25	30	30	2	2	3	3	Y	Y	N	N	N	12,523	PLTS 1
Evergreen Way & 32nd St	25	25	30	30	4	3	4	3	Y	Y	Y	Y	Y	20,022	PLTS 1
Evergreen Way & 39th St	25	25	40	40	2	3	3	2	N	Y	N	N	N	9,645	PLTS 4
32nd St & SR-14	25	25	55	55	2	3	3	2	N	N	N	Y	N	18,667	PLTS 1
39th St & J St	25	25	25	25	2	2	2	2	Y	Y	Y	Y	N	7,011	PLTS 1
32nd St/Stiles Rd & W St	35	35	25	25	2	2	2	2	N	N	N	N	N	6,489	PLTS 3
Sunset Ridge Dr & Sunset View Rd	N/A	25	30	30	0	2	2	2	N	Y	N	Y	N	3,022	PLTS 1
Addy St & 27th St	25	25	N/A	25	2	2	0	2	N	N	N	N	N	1,756	PLTS 1
Addy St & 32nd St	25	25	25	25	3	3	2	2	N	Y	N	Y	N	12,111	PLTS 1

¹N/A due to pedestrian tunnel east of intersection.

Of the 21 intersections analyzed for the City of Washougal the majority are rated as PLTS 1 or PLTS 2. Many, but not all of these intersections are signalized and have a crosswalk on one or more legs of the intersection. The three intersections which are rated as PLTS 4 or PLTS 3 are all intersections that lack signalization while two of the three intersections lack the presence of a crosswalk or only have a crosswalk connecting a single leg of the intersection.

3.3.2. BICYCLE LEVEL OF TRAFFIC STRESS (BLTS)

The ODOT APMv2 also provides a methodology for evaluating on-street bicycle facilities called Bicycle Level of Traffic Stress (BLTS). This methodology classifies four levels of traffic stress that a person biking can experience on the roadway, ranging from BLTS 1 (little traffic stress) to BLTS 4 (high traffic stress). A road segment or intersection that is rated BLTS 1 generally has low traffic volumes and travel speeds and is suitable for all cyclists, including older children. A road segment or intersection that is rated BLTS 4 generally has high traffic volumes and travel speeds and is perceived as unsafe by most adults. The BLTS road segment score is determined

Table 15 BLTS Descriptions Per Rating

BLTS Rating	Description of BLTS Segment, Suitability, and Condition ¹
1	Represents little to no traffic stress, suitable for all cyclists. This includes children that are trained to safely cross intersections alone. Traffic speeds and volumes are low. Also includes paths and lanes that are physically separated from motor vehicle traffic.
2	Represents little traffic stress but requires more attention than young children can handle, but is suitable for teen and adult cyclists with adequate bike handling skills. Traffic speeds and volumes are slightly higher than LTS 1 streets, but speed differentials are still low.
3	Represents moderate stress and suitable for most observant adult cyclists. Traffic speeds and volumes are moderate.
4	Represents high stress and suitable for experienced and skilled cyclists. Traffic speeds and volumes are high.

¹Descriptions for BLTS ratings were sourced from the ODOT APM Volume 2

based on the ADT, prevailing or posted speed, the number of travel lanes per direction, the presence and width of an on-street bicycle facility and/or adjacent parking lane, and several other factors such as the presence of right-turn lanes and/or required left-turn lanes. The BLTS intersection score is determined based on the number of lanes crossed, presence of a signalized intersection, presence and width of a median refuge, prevailing or posted speed, ADT, and several other factors such as the presence of a roundabout and its geometry. Per the APM, BLTS 2 is considered a reasonable target for bicycle facilities due to its acceptability for most adults. Table 15 provides a detailed description of each BLTS rating.

BLTS Segment Analysis

BLTS road segment scores are determined by evaluating either the prevailing or posted speed, bike lane presence or condition, vehicle lanes, and/or functional classification/ADT, an overview of these scoring categories and the determining factors are included in Table 16.

Table 16. BLTS Segment Scoring and Determining Factors

BLTS Segment Scoring Category	Determining Factors
Segment with Bike Lane and Adjacent Parking Lane	○ Prevailing Speed or Posted Speed ○ Total Bike Lane plus Parking Lane Width ○ Lanes per Direction
Segment with Bike Lane, no Adjacent Parking Lane	○ Prevailing Speed or Posted Speed ○ Total Bike Lane Width ○ Lanes per Direction
Urban/Suburban Mixed Traffic Segment (30 MPH or Less)	○ Prevailing Speed or Posted Speed ○ Number of Lanes per Direction ○ Functional Class/ADT
Urban/Suburban Mixed Traffic Segment (35 MPH or More)	○ Prevailing Speed or Posted Speed ○ Number of Lanes per Direction ○ Functional Class/ADT
Right-Turn Lanes	○ Right-Turn Lane Configuration ○ Right-Turn Lane Length ○ Bike Lane Approach Alignment ○ Vehicle Turning Speed
Left-Turn Lanes¹	○ Prevailing Speed or Posted Speed ○ Number of Lanes Crossed

¹Only included if the route requires a left turn and typically uses the vehicle lane

While conditions may vary throughout a road segment, the BLTS score presented in this report is based on the worst case. For this analysis, 16 existing road segments were evaluated within the City of Washougal and are included in Table 17.

Table 17. BLTS Scores Per Road Segment

Road Segment	Direction	Type of Segment	Total Width	Right Turn Lane Length/Bike Lane Approach Alignment/Turning Vehicle Speed	Prevailing Speed	Posted Speed	Max Speed Used	Lanes per Direction	Average Daily Traffic (ADT)	PLTS Rating
NE 3rd Ave Btwn N Shepard Rd and 6th St	Northbound	Mixed Traffic	None	N/A	33	40	40	2	9,733	BLTS 4
	Southbound			N/A	32					
E St btwn 6th St and Washougal River Rd	Eastbound	Bike Lane Only	5'	N/A	31	30	30	1	10,599	BLTS 2
	Westbound			N/A	32					
E St btwn Washougal River Rd and 32nd St	Eastbound	Bike Lane Only	5'	240'/Straight/≤20MPH	31	30	30	1	12,062	BLTS 3
	Westbound			N/A	30					
C St btwn 2nd and Washougal River Rd	Eastbound	Mixed Traffic	None	N/A	28	25	30	1	4,080	BLTS 3
	Westbound			N/A	28					
Main St btwn Washougal River Rd and 32nd St	Eastbound	Mixed Traffic	None	N/A	17	20	20	1	2,677	BLTS 2
	Westbound			N/A	17					
N Shepard Rd btwn 3rd Ave and Washougal River Rd	Eastbound	Mixed Traffic	None	N/A	28	25	30	1	1,997	BLTS 3
	Westbound			N/A	28					
Washougal River Road btwn SR-14 and E St	Northbound	Bike Lane Only	5'	N/A	26	25	25	1	10,275	BLTS 2
	Southbound			N/A	27					
Washougal River Road btwn E St and N Shepard Rd	Northbound	Mixed Traffic	None	N/A	27	25	30	1	9,538	BLTS 3
	Southbound			N/A	28					
32nd St btwn SR-14 and E St/Evergreen St	Northbound	Mixed Traffic	0-5'	60'/Straight/≤15MPH	26	25	30	1	10,838	BLTS 3
	Southbound			N/A	28					
32nd St btwn E St/Evergreen St and J St	Northbound	Mixed Traffic	None	N/A	N/A	25	30	1	7,420	BLTS 3
	Southbound			N/A	N/A					
32nd St btwn J St and Q St	Northbound	Mixed Traffic	None	N/A	35	35	35	1	7,420	BLTS 3
	Southbound			N/A	31					
39th St btwn Evergreen Way and Q St	Northbound	Bike Lane Only	5'	N/A	27	25	25	1	4,697	BLTS 2
	Southbound			N/A	27					
J St btwn 40th St and 42nd St	Eastbound	Mixed Traffic	None	N/A	25	25	25	1	3,085	BLTS 3
	Westbound			N/A	23					
Sunset View Rd btwn Sunset Ridge Dr and 61st Cir	Northbound	Mixed Traffic	None	N/A	32	30	30	1	2,893	BLTS 3
	Southbound			N/A	30					
28th St btwn G St and E St	Northbound	Mixed Traffic	None	N/A	21	25	25	1	580	BLTS 1
	Southbound			N/A	20					
12th St btwn I St and E St	Northbound	Mixed Traffic	None	N/A	20	25	25	1	908	BLTS 2
	Southbound			N/A	19					
Evergreen Way btwn 32nd St and 39th St	Eastbound	Mixed Traffic	None	N/A	N/A	40	40	1	12,062	BLTS 4
	Westbound			N/A	N/A					
J St btwn Fairway Dr and 42nd St	Eastbound	Mixed Traffic	None	N/A	25	25	25	1	3,085	BLTS 3
	Westbound			N/A	23					
J St btwn 40th St and 39th St	Eastbound	Mixed Traffic	None	N/A	25	25	25	1	3,085	BLTS 3
	Westbound			N/A	23					
J St btwn 39th St and 34th St	Eastbound	Mixed Traffic	None	N/A	25	25	25	1	3,085	BLTS 3
	Westbound			N/A	23					
J St btwn 34th St and 32nd St	Eastbound	Mixed Traffic	None	N/A	25	25	25	1	3,085	BLTS 3
	Westbound			N/A	23					

BLTS Intersection Analysis

BLTS intersection scores are determined based on various factors including the presence of a signalized intersection, prevailing/posted speed, lanes crossed, and functional class/ADT. A complete overview of BLTS intersection scoring categories is included in Table 18.

Table 18. BLTS Intersection Scoring and Determining Factors

BLTS Intersection Scoring Category	Determining Factors
Signalized Intersection	○ Presence
Unsignalized Intersection Crossing Without a Median Refuge	○ Prevailing Speed or Posted Speed ○ Total Through/Turn Lanes Crossed (Both Directions) ○ Functional Class/ADT
Unsignalized Intersection Crossing with a Median Refuge	○ Prevailing Speed or Posted Speed ○ Total Through/Turn Lanes Crossed (per Direction)
Roundabout Leg Crossing¹	○ Entry/Exit Type ○ Tangential/Non-Tangential²
Roundabout Circulating Lanes²	○ Number of circulating Lanes ○ Total Entry Leg ADT

¹Only included if there is no alternative route

²An exit/entry lane is tangential if a driver does not have to turn to the right when entering or exiting

While conditions may vary on each leg of the intersection, the BLTS score was based on the worst applicable leg. For this analysis, 21 existing intersections were evaluated within the City of Washougal and are included in Table 19.

Washougal's PLTS and BLTS scores for both segments and intersections are displayed on Figures 20 and 21.

Table 19. BLTS Scores Per Intersection

Intersection	Posted Speed				Number of Through/Turn Lanes Crossed				Cross Walk Present?				Roundabout Entry/Exit Type/Tangential Approach/Circulating Lanes				Signalized Intersection?	AADT	PLTS Rating
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB			
3rd Ave & Crown Rd	35	20	40	25	2	2	3	3	Y	Y	Y	Y	-	-	-	-	Y	18,088	BLTS 1
3rd Ave & Shepard Rd	25	25	40	40	1	1	3	3	Y	Y	Y	Y	-	-	-	-	Y	14,333	BLTS 1
3rd Ave & 4th St/2nd Ave	25	25	40	40	2	2	5	5	Y	Y	Y	Y	-	-	-	-	Y	14,000	BLTS 1
3rd Ave & Lechner St/2nd Ave	25	25	30	40	4	2	5	5	Y	Y	Y	Y	-	-	-	-	Y	14,389	BLTS 1
E St & 12th St	25	25	30	30	2	2	3	3	Y	Y	N	N	-	-	-	-	N	Not Available	BLTS 3
C St & 6th St	25	25	25	25	2	3	2	2	Y	Y	Y	Y	-	-	-	-	N	5,066	BLTS 1
Washougal River Road & O St	25	25	25	25	2	2	3	2	N	N	N	N	-	-	-	-	N	8,989	BLTS 2
Washougal River Road & Shepard Rd	25	25	25	25	2	2	2	2	N	N	N	N	-	-	-	-	N	9,700	BLTS 2
Washougal River Road & I St	25	25	25	25	2	2	2	1	N	N	Y	Y	-	-	-	-	N	9,022	BLTS 2
Washougal River Road & E St	25	25	30	30	3	3	3	3	Y	Y	Y	Y	-	-	-	-	Y	21,055	BLTS 1
Washougal River Road & Main St	25	25	20	20	3	3	2	2	Y	Y	Y	Y	-	-	-	-	Y	11,645	BLTS 1
Washougal River Rd & SR-14	25	25	55	55	2	3	3	2	N	N	N	N	Single/Single/Non-Tangential/1	Dual/Single/Non-Tangential/1	Single/Dual/Non-Tangential/1	Single/Single/Non-Tangential/1	N	25,833	N/A ¹
E St & 22nd St	25	25	30	30	2	2	3	3	Y	Y	N	N	-	-	-	-	N	12,523	N/A ²
Evergreen Way & 32nd St	25	25	30	30	4	3	4	3	Y	Y	Y	Y	-	-	-	-	Y	20,022	BLTS 1
Evergreen Way & 39th St	25	25	40	40	2	3	3	2	N	Y	N	N	-	-	-	-	N	9,645	BLTS 4
32nd St & SR-14	25	25	55	55	2	3	3	2	N	N	N	Y	Single/Single/Non-Tangential/2+ (Partial)	Dual/Single/Non-Tangential/2+ (Partial)	Dual/Dual/Non-Tangential/2+ (Partial)	Single/Dual/Non-Tangential/2+ (Partial)	N	18,667	BLTS 4
39th St & J St	25	25	25	25	2	2	2	2	Y	Y	Y	Y	-	-	-	-	N	7,011	BLTS 1
32nd St/Stiles Rd & W St	35	35	25	25	2	2	2	2	N	N	N	N	-	-	-	-	N	6,489	BLTS 3
Sunset Ridge Dr & Sunset View Rd	N/A	25	30	30	0	2	2	2	N	Y	N	Y	-	-	-	-	N	3,022	BLTS 1
Addy St & 27th St	25	25	N/A	25	2	2	0	2	N	N	N	N	-	-	-	-	N	1,756	BLTS 1
Addy St & 32nd St	25	25	25	25	3	3	2	2	N	Y	N	Y	-	-	-	-	N	12,111	BLTS 2

¹N/A due to pedestrian tunnel east of intersection.

²N/A due to alternate routes on lower stress level facilities

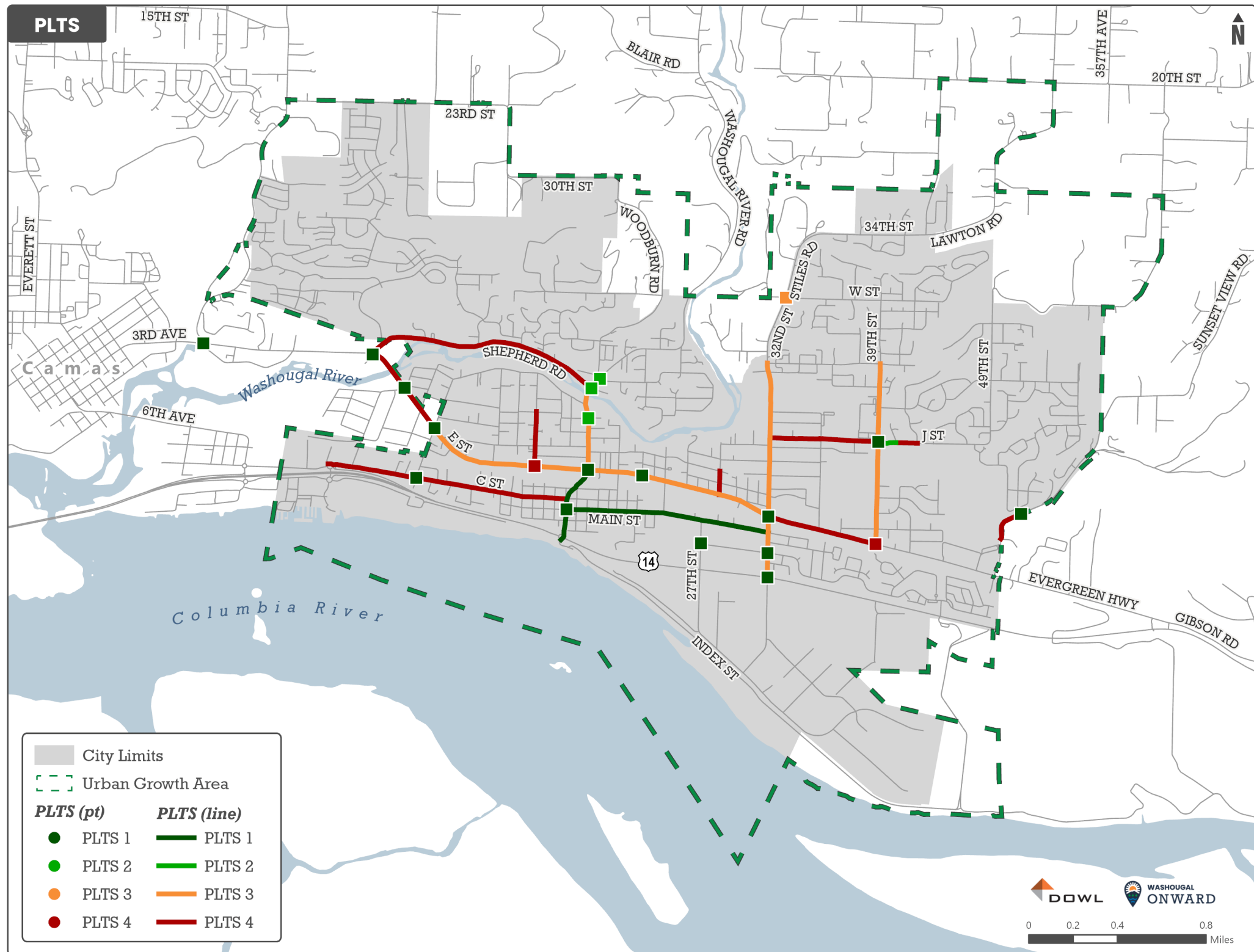


Figure 20. Existing PLTS Overview

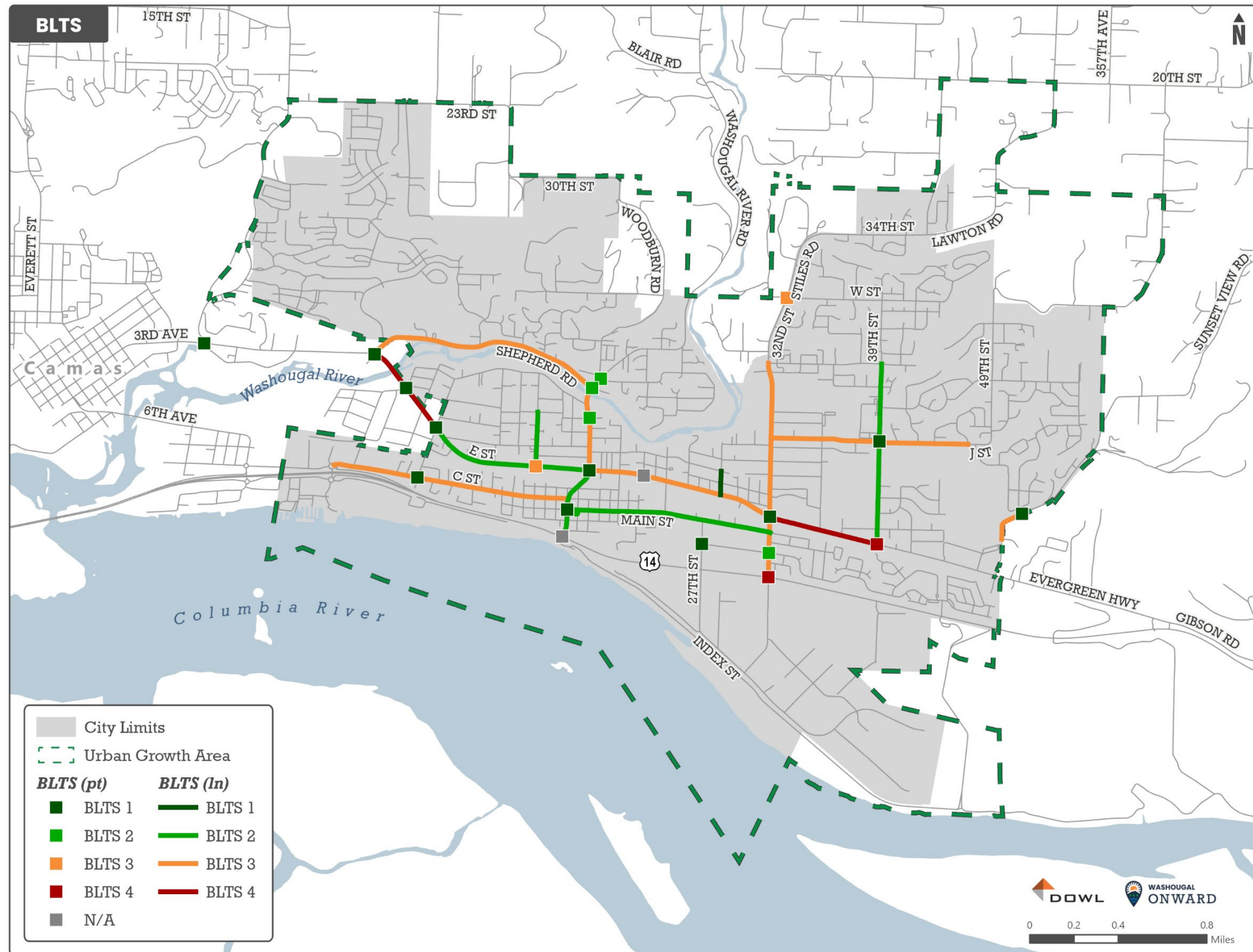


Figure 21. Existing BLTS Overview

4. Future Conditions

This section provides an overview of the future (year 2045) conditions of transportation facilities within the city of Washougal and how the system can continue to serve the needs of all roadway users. The future conditions identified in the subsequent sections have been identified using intergovernmental coordination efforts by incorporating current and planned land use assumptions for all jurisdictions within the boundary of the RTC, which also includes the inter-local CTR agreement.

4.1. INTERSECTION OPERATIONAL ANALYSIS – FUTURE

This section details methods used to evaluate the future level of operations and results at intersections within the city. Title 18 – 18.90.050 in WMC has outlined levels of service standards and analysis for unsignalized and signalized intersections.¹⁵ Signalized intersections should operate at a LOS of D or better, while unsignalized intersections should operate at a LOS of E or better.

WSDOT specifies the most recent version of HCM methodology that should be used. However, with the recent release of the HCM 7th Edition and lack of adoption by other agencies, HCM 6th Edition was used to calculate delays. Synchro was used to model the 2045 transportation system and assess locations which are operationally deficient.⁶

Many of these intersections have improvement plans, however, there is not enough information provided in the RTP to create the future lane configurations on Synchro. Instead, existing lane configurations were used, while using future traffic volumes that incorporated the build scenario of the planned projects.

New daily trips were provided by RTC from the Metro travel demand model. RTC is the Metropolitan Planning Organization (MPO) for Clark County and the Regional Transportation Planning Organization (RTPO) for the Southwest Region of Washington, including Clark, Skamania, and Klickitat Counties. Metro is the MPO for the Portland, Oregon metropolitan area. One of RTC's roles is to provide travel demand forecasting to member agencies, which they currently contract through partnership with Metro. The models received are included in Appendix 3 – Daily Trips.

Future traffic volumes were generated using a linear annual growth rate of 1.25 percent per year. This growth rate is based on screenline refinement methodology that compares new daily trips to existing base daily trips to develop growth rates outlined in the National Cooperative Highway Research Program (NCHRP) 765 Chapter 6.1.¹⁶ Table 20 summarizes LOS at intersections throughout Washougal under future conditions (2045) during the AM and PM peak hours. AM and PM peak hours were determined by the highest hourly volume of traffic traveling throughout Washougal. The AM peak hour began at 7:30AM while the PM peak hour began at 4:35PM. Overall intersection delay is reported for signalized intersections and unsignalized all-way stop-controlled intersections, while delay is only reported for the critical

¹⁵Washougal Municipal Code, Section 3.2.5, Title 18 – 18.90.050, Levels of service standards and analysis, February 2025.

⁶ Design Manual, Washington Department of Transportation, p. 320-4, September 2024.

¹⁶ NCHRP Report 765, Analytical Travel Forecasting Approaches for Project-Level Planning and Design, Chapter 6.1, 2014.

movement(s) (or highest delay approaches) at unsignalized two-way stop-controlled intersections. None of the signalized intersections analyzed within Washougal operate worse than LOS D under future signal timing and current turn movement configuration during the AM or PM peak hours. The Washougal River Rd/15th St & SR-14 roundabout has been identified as the only unsignalized intersection to not meet WMC LOS standards, operating at an LOS F during the PM peak hour. No other unsignalized intersections analyzed within Washougal operate worse than LOS E under current turn movement configuration during the AM or PM peak hours.

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Table 20. Future Level of Service (2045)

2045 LEVEL OF SERVICE (LOS)														
Intersection	Signalized/ AWSC/TWSC ¹	Methodology	AM PEAK LOS (7:30-8:30)						PM PEAK LOS (4:35-5:35)					
			NB ²	SB ²	EB ²	WB ²	LOS	CTRL DELAY (s/veh)	NB ²	SB ²	EB ²	WB ²	LOS	CTRL DELAY (s/veh)
Shepherd Rd & 3rd Ave	Signalized	HCM 6th	-	-	-	-	A	10	-	-	-	-	B	12
NE 2nd Ave/4th St & NE 3rd Ave	Signalized	HCM 6th	-	-	-	-	A	4.9	-	-	-	-	A	7.8
6th St/Lechner St & NE 3rd Ave/E St	Signalized	HCM 6th	-	-	-	-	A	6.3	-	-	-	-	A	6.4
Washougal River Rd & E St	Signalized	HCM 6th	-	-	-	-	C	25.8	-	-	-	-	D	48.3
22nd St & E St	TWSC	HCM 6th	A	C	-	-	-	0/18.8	E	B	-	-	-	36.6/12.9
32nd St & Evergreen Way/D St	Signalized	HCM 6th	-	-	-	-	C	33.4	-	-	-	-	C	34.1
39th St & Evergreen Way/D St	TWSC	HCM 6th	A	C	-	-	-	0/17.1	A	B	-	-	-	0/13.6
Washougal River Rd/15th St & SR-14	Round-about	SIDRA	-	-	-	-	E	38.6	-	-	-	-	F	106.2
32nd St & SR-14	Round-about	SIDRA	-	-	-	-	A	4.9	-	-	-	-	B	12.9
Washougal River Rd & I St	TWSC	HCM 6th	-	-	C	A	-	15.5/0	-	-	B	D	-	14.2/26.4
Washougal River Rd & N Shepherd Rd	TWSC	HCM 6th	-	-	C	A	-	18.9/0	-	-	E	B	-	36.9/13
Washougal River Rd & O St/18th St	TWSC	HCM 6th	-	-	B	D	-	12.5/29.9	-	-	B	E	-	12/35.6
6th St & C St	AWSC	HCM 6th	-	-	-	-	A	7.9	-	-	-	-	A	9.2
Washougal River Rd & B St/Main St	Signalized	HCM 6th	-	-	-	-	A	7.6	-	-	-	-	B	11.1
27th St & Addy St	TWSC	HCM 6th	-	-	-	A	-	9.1	-	-	-	A	-	8.9
32nd St & Addy St	TWSC	HCM 6th	-	-	C	C	-	20.8/21.3	-	-	D	E	-	25.4/43.2
39th St & J St	AWSC	HCM 6th	-	-	-	-	B	11.2	-	-	-	-	A	9.7
SE Crown Rd & NE 3rd Ave	Signalized	HCM 2000	-	-	-	-	D	38	-	-	-	-	C	32.5
Sunset Ridge Dr & SE Sunset View Rd	TWSC	HCM 6th	-	A	-	-	-	9.3	-	A	-	-	-	8.7
SE Stiles Rd/32nd St & W St	TWSC	HCM 6th	-	-	A	B	-	0/14	-	-	A	C	-	0/16

¹Type of intersection analyzed. TWSC: Two-Way Stop Controlled. AWSC: All-Way Stop Controlled.

²Critical movement(s) reported for TWSC intersections.

4.2. FUTURE LEVEL OF TRAFFIC STRESS

This section provides a future analysis of LTS. As discussed before, a linear annual growth rate of 1.25 percent was used to calculate future ADT volumes. Segments and intersections were further analyzed for future LTS when they met the following criteria:

- Existing conditions were LTS 1 or LTS 2
- The segment or intersection scoring criteria is affected by an increase in ADT.

4.2.1. FUTURE PLTS

Table 21 shows future PLTS for five intersections that were affected by an increase in ADT. Of the five intersections, four increased to PLTS 3. Future mitigation measures will be needed by 2045 to prevent these intersections from exceeding PLTS 2. A future segment PLTS analysis was not performed since the scoring criteria is not affected by an increase in ADT.

Table 21. Future PLTS, 2045

Intersection	Posted Speed				Number of Through/Turn Lanes Crossed				Cross Walk Present?				Intersection Signalization?	AADT	PLTS Rating
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB			
Washougal River Road & O Street	25	25	25	25	2	2	3	2	No	No	No	No	No	11,349	PLTS 3
Washougal River Road & Shepherd Road	25	25	25	25	2	2	2	2	No	No	No	No	No	12,246	PLTS 3
Washougal River Road & I Street	25	25	25	25	2	2	2	1	No	No	Yes	Yes	No	11,390	PLTS 3
32nd Street & SR-14	25	25	55	55	2	3	3	2	No	No	No	Yes	No	23,567	PLTS 2
Addy Street & 32nd Street	25	25	25	25	3	3	2	2	No	Yes	No	Yes	No	15,290	PLTS 3

4.2.2. FUTURE BLTS

Table 22 shows future BLTS for three road segments that were affected by an increase in ADT. Of the three road segments, Main Street between Washougal River Road and 32nd Street was the only segment to exceed BLTS 2, reaching BLTS 3. Future mitigations measures will be needed to prevent the segment from exceeding BLTS 2 by 2045.

Similarly to the road segments, Table 23 shows future BLTS for eight intersections that were affected by an increase in ADT. None of the eight intersections in the future exceed BLTS 2; therefore, no further mitigation is needed.

Table 22. Future BLTS, Road Segments, 2045

Road Segment	Direction	Type of Segment	Total Width	Right Turn Lane Length/Bike Lane Approach Alignment/Turning Vehicle Speed	Prevailing Speed	Posted Speed	Max Speed Used	Lanes per Direction	ADT	BLTS Rating
Main Street btwn Washougal River Road and 32nd Street	E	Mixed Traffic	N/A	N/A	17	20	20	1	3,380	BLTS 3
	W			N/A	17					
28th Street btwn G Street and E Street	N	Mixed Traffic	N/A	N/A	21	25	25	1	732	BLTS 1
	S			N/A	20					
12th Street btwn I Street and E Street	N	Mixed Traffic	N/A	N/A	20	25	25	1	1,146	BLTS 2
	S			N/A	19					

Table 23. Future BLTS, Intersections, 2045

Intersection	Posted Speed				Number of Through/Turn Lanes Crossed				Cross Walk Present?				Roundabout Entry/Exit Type/Tangential Approach/Circulating Lanes				Signalized Intersection?	AADT	PLTS Rating
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB			
C Street & 6th Street	25	25	25	25	2	3	2	2	Y	Y	Y	Y	-	-	-	-	N	6,396	BLTS 1
Washougal River Road & O Street	25	25	25	25	2	2	3	2	N	N	N	N	-	-	-	-	N	11,349	BLTS 2
Washougal River Road & Shepherd Road	25	25	25	25	2	2	2	2	N	N	N	N	-	-	-	-	N	12,246	BLTS 2
Washougal River Road & I Street	25	25	25	25	2	2	2	1	N	N	Y	Y	-	-	-	-	N	11,390	BLTS 2
39th Street & J Street	25	25	25	25	2	2	2	2	Y	Y	Y	Y	-	-	-	-	N	8,851	BLTS 1
Sunset Ridge Road & Sunset View Road	N/A	25	30	30	0	2	2	2	N	Y	N	Y	-	-	-	-	N	3,815	BLTS 1
Addy Street & 27th Street	25	25	N/A	25	2	2	0	2	N	N	N	N	-	-	-	-	N	2,217	BLTS 1
Addy Street & 32nd Street	25	25	25	25	3	3	2	2	N	Y	N	Y	-	-	-	-	N	15,290	BLTS 2

5. Identified Needs and Solutions

This section details the identified transportation needs for Washougal based on current and future conditions and potential solutions as well as the future transportation infrastructure projects identified in the Clark County RTP.

5.1. MOTORIZED TRANSPORTATION

Based on the analysis of the existing and future conditions, the motorized transportation operations within the City are expected to continue operating at the standards specified. No additional needs have been identified.

5.2. NON-MOTORIZED TRANSPORTATION

As identified in Section 3.3, the PLTS and BLTS scores identified through analysis do not meet the City of Washougal's anticipated targets for multiple routes. As previously mentioned, the WSDOT design metrics provide a foundational approach to LTS while the ODOT APMv2 incorporates a broader set of evaluative elements and is widely used in transportation planning across the Pacific Northwest. The solutions identified in the subsequent sections are informed by the ODOT APMv2 while maintaining alignment with the WSDOT's foundational approach.

The ODOT APMv2 outlines potential solutions to decrease PLTS level for road segments or intersections that have been determined as LTS3 or LTS4 for both pedestrian and bicycle facilities. These solutions can be found in sections 14.5.12 and 14.4.12 of the ODOT APMv2, respectively.

5.2.1. PLTS3 & PLTS4 SOLUTIONS

Table 24 lists the deficient road segments again, with an overview of the causes of the deficiency and provides a possible solution(s) for each segment, as related to PLTS.

It should be noted that some segments remain deficient due to the surrounding land use being generally industrial or car-centric in nature. There is no intention specified in this plan to re-classify the current and/or future land use to achieve a better PLTS, at this time.

Table 24. Causes & Recommended Solutions for All Road Segments or Intersections Falling Below PLTS 3 or PLTS 4

Road Segment or Intersection	PLTS Rating	Causes	Recommended Solutions
NE 3rd Ave Btwn N Shepard Rd and 6th St	PLTS 4	- No buffer on both sides - Speed ≥ 40MPH	Multi-use path project
E St btwn 6th St and Washougal River Rd	PLTS 3	General Land Use	N/A ¹
E St btwn Washougal River Rd and 32nd St	PLTS 3	General Land Use	N/A ¹
C St btwn 2nd and Washougal River Rd	PLTS 4	No sidewalk on South side	Sidewalk project
N Shepard Rd btwn 3rd Ave and Washougal River Rd	PLTS 4	No sidewalk on both sides	Sidewalk project
Washougal River Rd btwn E St and N Shepard Rd	PLTS 3	Prevailing speed too high	Traffic calming project
32nd St btwn SR-14 and E St/Evergreen St	PLTS 3	No buffer on both sides	Landscaped buffer project
32nd St btwn E St/Evergreen St and J St	PLTS 3	Little to no buffer on both sides	Physical buffer project
32nd St btwn J St and Q St	PLTS 4	No sidewalk on both sides	Sidewalk project
39th St btwn Evergreen Way and Q St	PLTS 4	No sidewalk on both sides	Sidewalk project
J St btwn 40th St and 42nd St	PLTS 4	No sidewalk on south side	N/A
Sunset View Rd btwn Sunset Ridge Dr and 61st Cir	PLTS 4	- No sidewalk on East side - Little sidewalk on West side	Sidewalk project
28th St btwn G St and E St	PLTS 4	No sidewalk on East side	Sidewalk project
12th St btwn I St and E St	PLTS 4	No sidewalk on both sides	Sidewalk project
E Street & 12th Street	PLTS 4	Unprotected crosswalk on West leg	Add midblock crossing
Evergreen Way & 39th Street	PLTS 4	NW corner allows unprotected West leg crossing	- Reconfigure NW corner - Improve illumination
32nd Street/Stiles Road & W Street	PLTS 3	No existing pedestrian facilities	Needs crossing

¹N/A due to limited need for pedestrian facilities. Mostly light industrial land use on the South side of E St. Alternate routes are available on the North side of E St. where land use is more residential oriented.

5.2.2. BLTS3 & BLTS4 SOLUTIONS

Table 25 lists the deficient road segments again, with an overview of the causes of the deficiency and provides a possible solution(s) for each segment, as related to BLTS.

It should be noted that some segments remain deficient due to the surrounding land use being generally industrial or car-centric in nature. There is no intention specified in this plan to re-classify the current and/or future land use to achieve a better BLTS, at this time.

Table 25. Causes & Recommended Solutions for All Road Segments or Intersections Falling Below BLTS 3 or PLTS 4

Road Segment or Intersection	BLTS Rating	Causes	Recommended Solutions
NE 3rd Ave Btwn N Shepard Rd and 6th St	BLTS 4	- Speed ≥ 40MPH 2 lanes per direction - ADT > 8,000	Multi-use path project
E St btwn Washougal River Rd and 32nd St	BLTS 3	Right turn lane >150ft	N/A ¹
C St btwn 2nd and Washougal River Rd	BLTS 3	ADT > 3,000	Add bike lane
N Shepard Rd btwn 3rd Ave and Washougal River Rd	BLTS 3	ADT 1,500 - $\leq 3,000$	Add bike lane
Washougal River Rd btwn E St and N Shepard Rd	BLTS 3	ADT > 3,000	Add bike lane
32nd St btwn SR-14 and E St/Evergreen St	BLTS 3	ADT > 3,000	Add bike lane
32nd St btwn E St/Evergreen St and J St	BLTS 3	ADT > 3,000	Add bike lane
32nd St btwn J St and Q St	BLTS 3	- Speed ≥ 35MPH - ADT > 3,000	Add buffered bike lane ≥ 7 ft total
J St btwn 40th St and 42nd St	BLTS 3	ADT > 3,000	Add bike lane
Sunset View Rd btwn Sunset Ridge Dr and 61st Cir	BLTS 3	ADT 1,500 – 3,000	Add bike lane
E Street & 12th Street	BLTS 3	No nearby alternate route	Add midblock crossing
Evergreen Way & 39th Street	BLTS 4	No nearby alternate route	Need midblock crossing on East leg
32nd Street/Stiles Road & W Street	BLTS 3	ADT > 3,000	Needs crossing

¹N/A due to no viable solution identified

6. Needs Identification and Prioritization

Existing and future multimodal transportation needs for the City of Washougal have been identified using multiple sources to provide a thorough evaluation and identification of all needs. The methods used to identify these needs include reviewing previous local, regional, and state transportation plans, integrating feedback heard from the public and the Steering Committee, as well as considering the gaps identified in the existing and future conditions analysis. Following their identification these transportation needs were evaluated using prioritization criteria focusing on land use and access, community, regional, and state alignment, transportation access, circulation, and diversity, as well as safety and connection.

6.1. PRIORITIZATION CRITERIA

The prioritization criteria used to evaluate the projects were informed by the goals and objectives identified in Section 2.4 of this document and included in Table 26 below.

Table 26. 2025 TCFP Goals and Objectives

Goal 1. Establish a safe and efficient, inter and intra city circulation system using the “smart growth” approach.	
1a.	Integrate and consider land use when planning for transportation
1b.	Promote a wide array of transportation options such as carpooling, public transit, and bicycle and walking
1c.	Preserve open space, farmland, natural beauty, and critical environmental areas
1d.	Make development decisions that are predictable, fair, and cost effective
Goal 2. Prioritize capital improvement projects that enhance economic development and community prosperity.	
2a.	Coordinate planning and development of the City’s transportation system with neighboring communities including Clark County and the State of Washington
2b.	Improve access to transit service through capital improvement projects
Goal 3. Enhance connectivity throughout the City.	
3a.	Improve facilities and circulation patterns for all modes of transportation among residents, places of employment, commercial areas, and public spaces. Place an emphasis on improving pedestrian connections across the City
3b.	Remove barriers to improve connections between major routes
3c.	Improve access to and encourage the use of downtown services by City residents
3d.	Provide sidewalks that are safe and accessible for all users
Goal 4. Maintain a safe multimodal transportation system for all user groups that is in a state of good repair.	
4a.	Provide roads and sidewalks that are in a state of good repair and receive effective maintenance during all seasons
4b.	Implement Safe Routes to School initiatives
4c.	Provide community education opportunities

Table 27 below outlines the prioritization criteria identified for the 2025 TCFP as well as their associated goals and objectives.

Table 27. 2025 TCFP Prioritization Criteria

	Land Use and Access		
	Criterion	Related Goal(s)/Objective(s)	Points Available
	Project aligns with needs of adjacent land use(s)	Goal 1 Objective 1a	8
	Project supports the preservation and/or access to public open space, natural beauty viewpoints, and critical environmental areas to the extent possible	Goal 1 Objective 1c	8
	Community, Regional, and State Alignment		
	Criterion	Related Goal(s)/Objective(s)	Points Available
	Project advances the City's year-round maintenance goals	Goal 4 Objective 4a	12
	Project coordinates/aligns with the transportation system vision of neighboring communities, including Clark County and the State of Washington	Goal 2 Objective 2a	8
	Transportation Access, Circulation, and Diversity		
	Criterion	Related Goal(s)/Objective(s)	Points Available
	Project promotes a wide array of transportation options	Goal 1 Objective 1b	8
	Project improves circulation patterns for all modes of transportation	Goal 3 Objective 3a	12
	Project improves access to transit facilities	Goal 2 Objective 2b	8
	Project supports the movement of goods along Washougal's freight corridors	Goal 3 Objective 3b	12
	Safety and Connection		
	Criterion	Related Goal(s)/Objective(s)	Points Available
	Project removes barriers to improve connections between major routes and/or encourages the use of downtown services by city residents	Goal 3 Objective 3c	12
	Project provides for facilities that are safe and accessible for all users, including the implementation of Safe Routes to School initiatives	Goals 3 and 4 Objectives 3d and 4b	12

6.2. PROJECTS IDENTIFIED FOR EVALUATION

The identification of projects for evaluation using the prioritization criteria was grounded in a review of established planning documents. Projects identified in the transportation plans presented below are included in Appendix 4 – Planned Projects.

Washougal Transportation Capital Facilities Plan (2018)

The 2018 TCFP provided an inventory of transportation needs identified within the City of Washougal. The review of this document provided a comprehensive list of previously identified needs within the City of Washougal. Many of these previously identified needs remained aligned with the newly identified current and future conditions and community priorities.

Clark County RTC Regional Transportation Plan (2025)

The 2025 RTC RTP incorporates the needs and projects identified in the 2018 TCFP. Review of the RTC RTP provided a way to cross reference the projects included in the 2018 TCFP to verify their status.

Washougal Washington Six Year Capital Improvement Program

The Capital Improvement Program (CIP) outlines the city's planned investments across multiple infrastructure categories, including transportation. Referencing the CIP during need identification provided the ability to identify the projects already programmed for funding and how they meet the identified needs. This process resulted in alignment with the City's fiscal plan and resource allocation, and reduced the chance of duplicating efforts that would address the same need.

With projects identified using the three planning documents included above, the next step included conducting a comparison of the projects across the three documents. This comparison resulted in identifying four distinct categories:

1. **Add to Updated TCFP, but do not conduct prioritization analysis** – these projects were identified in the six-year CIP but not previously identified in the 2018 TCFP.
2. **Add to Updated TCFP and conduct prioritization analysis** – these projects were not identified in the 2018 TCFP but wither either identified in the 2024 RTP, the six-year CIP, or both.
3. **Included in 2018 TCFP, conduct prioritization analysis using newly established criteria** – these projects were previously identified in the 2018 TCFP but were not identified in the six-year CIP. Additionally, the majority of these projects were also identified in the 2025 RTP.
4. **Keep identified priority** – these projects were identified in each of the evaluated plans and have already been identified for programming.

Ultimately, 26 projects were identified from the plan comparison. These 26 projects were evaluated for their ability to meet the needs identified. Based on this evaluation, an additional five projects were identified to be included in the final prioritization analysis. These projects focus on enhancing pedestrian and bicycle accessibility and connectivity specifically on C Street, 3rd Avenue/E Street, 12th Street, E Street/Evergreen Way, Addy Street at 32nd Street.

6.3. PROJECT REVIEW

Each project was evaluated using the criteria included in Table 27. For each criterion, a maximum score of 8 or 12 was assigned, depending on the level of magnitude associated with the criteria category.¹⁷ Ultimately, 100 points total were available for the evaluated projects. Projects were evaluated by individuals on the project team, including City of Washougal engineering and community development staff. Once initial scores were established the highest-ranking projects were shared with the Steering Committee and feedback was solicited to assist in assigning updated scores to projects that ranked high but did not meet the threshold to be considered "green lit"¹⁸. Throughout this process it became clear that many of the previously identified projects were lacking project names that distinctly conveyed the project purpose and location.

Two additional projects were identified by City of Washougal staff based on additional planning and engineering efforts conducted in parallel with the TCFP Update, but after project evaluation and prioritization. These projects, identified below, are included in Section 7: Funding and Implementation Action Plan.

- Washougal River Road Signal Upgrades – Signal Coordination, advanced vehicle detection, accessible pedestrian signals (APS) and curb ramp upgrades.
- Citywide ADA Curb Ramp Upgrades – Upgrade non-compliant curb ramps on various high priority streets, as identified in the ADA transition plan.

Projects have received updated project names and descriptions to more accurately reflect the project's purpose and need. It is recommended moving forward that the City works to remediate the naming convention of existing and future transportation projects. These remediations will require updating future planning documents and the Clark County RTC Regional Transportation Plan for consistency and clarity.

6.3.1. PROJECT SCORING

To simplify the scoring process, each criterion was evaluated using high, medium, and low values. The qualifying statements and corresponding scores and documented in Table 28 below.

¹⁷ Scoring weights were reviewed and confirmed with the Steering Committee, November 6, 2025

¹⁸ "Green Lit" projects, were projects that scored high enough that the project team felt confident in presenting to the Steering Committee for advancement.

Table 28. Prioritization Criteria, Qualifying Statements, and Available Scores

Land Use and Access		
Criterion	Qualifying Statements	Scores
Project aligns with needs of adjacent land use(s)	The project is in direct conflict with the existing land use(s) and will negatively impact future growth and/or development	Low - 0
	Project is generally compatible but lacks strong alignment with the existing or planned land use(s)	Medium - 4
	The project enhances/directly supports existing or planned adjacent land use(s)	High - 8
Project supports the preservation and/or access to public open space, natural beauty viewpoints, and critical environmental areas to the extent possible	Project has minimal relevance or may negatively impact these areas	Low - 0
	Project provides some access improvements or includes basic preservation elements	Medium - 4
	Project significantly improves access and actively preserved open space and environmental areas	High - 8
Community, Regional, and State Alignment		
Criterion	Qualifying Statements	Scores
Project advances the City's year-round maintenance goals	Project adds additional infrastructure that is out of alignment with the current maintenance capabilities of the City	Low - 0
	Project adds some new infrastructure that will require additional maintenance that is within the current maintenance capabilities of the City	Medium - 6
	Project enhances existing infrastructure and will not require additional maintenance beyond what is currently provided	High - 12
Project coordinates/aligns with the transportation system vision of neighboring communities, including Clark County and the State of Washington	Project is in direct conflict with the transportation system vision of neighboring communities, including Clark County, and the State of Washington	Low - 0
	Project will require additional coordination with neighboring communities including Clark County and the State of Washington	Medium - 6
	Project will require no additional coordination with neighboring communities including Clark County and the State of Washington	High - 8
Transportation Access, Circulation, and Diversity		
Criterion	Qualifying Statements	Scores
Project promotes a wide array of transportation options	Project does not add/enhance the number of accessible transportation modes.	Low - 0
	Project adds/enhances at least one mode.	Medium - 4
	Project adds, enhances or connects multiple modes (e.g., walking, bicycling, transit, etc.)	High - 8
Project improves circulation patterns for all modes of transportation	Project inhibits seamless circulation for one or more modes of transportation	Low - 0
	Project enhances the circulation for a single transportation mode	Medium - 6
	Project enhances the circulation for multiple transportation modes	High - 12
Project improves access to transit facilities	Project negatively impacts existing transit facilities	Low - 0
	Project improves access to transit facilities for a single transportation mode	Medium - 4
	Project improves access to transit for multiple transportation modes	High - 8
Project supports the movement of goods along Washougal's freight corridors	Project places barriers inhibiting the movement of goods along Washougal's freight corridors	Low - 0
	Project does not have any impact on the movement of goods along Washougal's freight corridors	Medium - 6
	Project enhances the movement of goods along Washougal's freight corridors (e.g. through connections at the port, etc.)	High - 12
Safety and Connection		
Criterion	Qualifying Statements	Scores
Project removes barriers to improve connections between major routes and/or encourages the use of downtown services by city residents	Project implements barriers inhibiting connection between major routes and discourages the use of downtown services by city residents	Low - 0
	Project removes barriers to improve connections but does not encourage use of downtown services by city residents	Medium - 6
	Project removes barriers and encourages the use of downtown services by city residents	High - 12
Project provides for facilities that are safe and accessible for all users, including the implementation of Safe Routes to School initiatives	Project negatively impacts the safety and accessibility of transportation facilities for all users	Low - 0
	Project enhances the safety and accessibility of facilities for some users	Medium - 6
	Project enhances the safety and accessibility of facilities for all users, including vulnerable populations (e.g., children, seniors, or individuals with disabilities)	High - 12

6.3.2. PRIORITIZED PROJECT LIST

From the prioritization analysis, ten projects were identified to undergo further review in a climate change impact analysis, included in Section 8 of this document. These projects are identified in Table 29. A comprehensive list of all projects evaluated, and their associated scores are included in Table 30 on the following page.

Table 29. 2025 TCFP Projects Identified for Further Analysis

Original Project Name	Recommended Update	Description
A Street/Addy Street, Connection/Town Center Connector from 20th Street to 27th Street	Town Center Connector	Create a new roadway connection from 20th Street to 27th Street.
Improvements to W Hood Avenue from SE Crown Road to SE 23rd Street	W Hood Avenue Improvements	Complete the connection of W Hood Avenue from SE Crown Road to 303rd Road.
Widen Addy Street for turn lanes, bicycle lanes, and sidewalks from 27th Street to 45th Street	Addy Street Improvements	Widen Addy Street from 27th Street to 45th Street. Design cross section to accommodate turn lanes, bicycle lanes, and sidewalks.
Add bicycle lanes and sidewalks to C Street/Main Street from Washougal River Road to 34th St	B St/Main St Bicycle and Pedestrian Improvements	Improve sidewalks and bicycle lanes on B Street/Main Street to 34th Street. This includes the addition of bicycle and pedestrian facilities in areas devoid of facilities.
Add a shared use pathway on 27th St from Index St to Main St	27th St Shared Use Pathway	Creation of a shared use pathway on 27th St connecting from Index St to Main St.
Implement safety improvements on Washougal River Road from N. 18th St to E St. Includes segment lighting, bridge endpoint protection, and striping improvements	Washougal River Road Safety Improvements	Implement safety improvements on Washougal River Road from N 18th Street to E Street. Safety improvements include segment lighting, bridge endpoint protection, and striping.
Add bicycle lanes and sidewalks to C St from 6th St to Washougal River Rd	C St Bicycle and Pedestrian Improvements	Improve sidewalks and bicycle lanes on C Street. Includes the addition of bicycle and pedestrian facilities in areas devoid of facilities.
Addition of bicycle and pedestrian facilities on N. T St (previously 40th St) from Crown Rd/283rd Ave to Woodburn Hill	T St (previously 40th St) Bicycle and Pedestrian Facilities	Add bicycle and pedestrian facilities on N. T St (previously 40th St) from SE Crown Rd/283rd Ave to Woodburn Hill.
Widen 32nd St/Stiles Rd/34th St to three lanes, with added bicycle lanes, and sidewalk guard rail from Evergreen Way to SE Lehr Rd	32nd St/Stiles Rd/34th St Improvements	Improve 32nd St/Stiles Rd/34th Street from Evergreen Way to SE Lehr Road by widening to three lanes and installing a sidewalk with guardrail.

Table 30. All Projects Evaluated

Project/Initiative	Recommended Updated Project Name	Average Score
A Street/Addy Street, Connection/Town Center Connector from 20th Street to 27th Street	Town Center Connector	81
Improvements to W Hood Avenue from SE Crown Road to SE 23rd Street	W Hood Avenue Improvements	76
State Route 14 Ramp Improvements*	SR-14 Ramp Improvements	75
Widen Addy Street for turn lanes, bicycle lanes, and sidewalks from 27th Street to 45th Street	Addy Street Improvements	75
Add bicycle lanes and sidewalks to C Street/Main Street from Washougal River Road to 34th St	B St/Main St Bicycle and Pedestrian Improvements	73
Add a shared use pathway on 27th St from Index St to Main St	27th St Shared Use Pathway	72
Implement safety improvements on Washougal River Road from N. 18th St to E St. Includes segment lighting, bridge endpoint protection, and striping improvements	Washougal River Road Safety Improvements	72
Add bicycle lanes and sidewalks to C St from 6th St to Washougal River Rd	C St Bicycle and Pedestrian Improvements	72
Addition of bicycle and pedestrian facilities on N. T St (previously 40th St) from Crown Rd/283rd Ave to Woodburn Hill	T St (previously 40th St) Bicycle and Pedestrian Facilities	71
Improvements to Marina Way/A St from S. 2nd St to S. 7th St	Marina Way Improvements	71
Widen Sunset View Rd to a two-lane collector with shoulders for bicycles/pedestrians from Evergreen Way to SE Wooding Rd	Sunset View Rd Widening	71
Widen 32nd St/Stiles Rd/34th St to three lanes, with added bicycle lanes, and sidewalk guard rail from Evergreen Way to SE Lehr Rd	32nd St/Stiles Rd/34th St Improvements	71
Intersection improvements at Evergreen Way and 39th St	Evergreen Way and 39th St Intersection Improvements	70
Extend Ford St from 27th St to 32nd St	Ford St Extension	70
Widen W St to a two-lane collector and extend across creek from 32nd St to 49th St	W St Improvements and Creek Crossing	70
Add bicycle and pedestrian facilities on 39th St from W St to Evergreen Way	39th Street Pedestrian and Bicycle Improvements	69
Widen Evergreen Way from 32nd St to 34th St, add bicycle lanes and sidewalk	Evergreen Way Widening	67
E St improvements SE Lechner St to 22nd St including the consolidation of driveways, installation of median islands, and installation of radar feedback signs	E St Improvements and Driveway Consolidation	66
Widen Lehr Rd to collector standards with the addition of sidewalks from 34th St to the Urban Growth Boundary	Lehr St Widening	65
Intersection improvements at Evergreen Way and Sunset View Rd	Evergreen Way and Sunset View Rd Intersection Improvements	65
Bicycle and pedestrian trail, Shepherd Rd to K St with a crossing at 9th St	Shepherd Rd Bicycle and Pedestrian Trail, Crossing at 9th St	64
F St traffic calming from 25th St to 34th St	F St Traffic Calming	63
49th St/J St traffic calming from W St to 32nd St	49th St/J St Traffic Calming	60
Bicycle and pedestrian trail 28th St to L St with crossing at 28th St	28th St Bicycle and Pedestrian Trail, Crossing at 28th St	60
39th St traffic calming from Evergreen Way to M St	39th St Traffic Calming	57
Enhance sidewalk connectivity and safety and add bicycle facilities on NE 3rd Ave/E St from Shepard Rd to NE Lechner St	NE 3rd Ave/E St Pedestrian and Bicycle Facility Enhancements	57
Widen Evergreen Way to install bicycle lanes and sidewalk from 32nd St to Sunset View Rd	Evergreen Way Bicycle and Pedestrian Facility Installation	54
Improve intersection of 32nd St and Addy St to enhance pedestrian connectivity	32nd St and Addy St Pedestrian Intersection Improvements	53
Enhance bicycle and pedestrian facilities on E St/Evergreen Way and add landscape buffer	E St/Evergreen Way Bicycle and Pedestrian Facility Enhancements	51
Add pedestrian facilities on west side of 12th St from E St to I St	12th St Pedestrian Facilities	49
Add bicycle facilities and a buffer/noise barrier on C St from the 2nd St roundabout to NE Lechner St	C St Bicycle Facilities and Noise Reduction	46
*project identified as no longer relevant and will not be carried forward.		

7. Funding and Implementation Action Plan

Probable funding sources are identified in relation to identified needs discussed in Chapter 6. The City of Washougal has historically used a variety of funding sources for transportation capital facilities. However, the total cost of projects evaluated and needed over the 20-year planning horizon exceeds the level of funding historically available to the City. As a result, projects were then prioritized into short-term projects planned for the next six years and mid-to long-term projects identified for the remainder of the planning horizon. This funding and implementation plan identifies likely short-term revenue sources, costs for short-term projects, and potential funding sources and actions the City may consider to help meet identified needs.

Transportation capital facilities are funded through the Transportation Capital Projects Fund. The City transfers revenues from the General Fund and the Transportation Development Fund, a dedicated fund for traffic impact fees, to the Transportation Capital Projects Fund.

Between 2023 and 2025 the primary revenue sources¹⁹ in the Transportation Capital Projects Fund include:

General Fund revenues, including a portion of gas and cable utility tax revenues and business license revenue. Together, these sources represent 5 percent of revenues credited to the Transportation Capital Projects Fund. These funds averaged \$99,000 annually between 2023 and 2025.

Traffic impact fees, which are collected on development activity to fund transportation capital improvements needed to serve new development. Between 2017 and 2025, the City of Washougal collected an average of \$692,000 in impact fees annually, adjusted for inflation. Traffic impact fees are collected in the Transportation Development Fund and transferred to the Transportation Capital Projects Fund for capacity-enhancing transportation system improvements identified in the Capital Facilities Plan. Impact fee transfers represented 13 percent of Transportation Capital Projects Fund resources between 2023 and 2025.

State and federal grants and contributions from other agencies, which represented 82 percent of revenues in the Transportation Capital Projects Fund, averaged nearly \$1.77 million annually between 2023 and 2025. In total, grant funding in the Transportation Capital Projects Fund totaled \$5.31 million between 2023 and 2025. Of this amount, state grants totaled \$4.46 million, including Transportation Improvement Board grants, grants from WSDOT, and grants from the Washington State Department of Commerce. Federal grants included more than \$550,000 from the U.S. Department of Transportation, including safety grants and Transportation Alternatives grants. Additionally, the City of Washougal transferred more than \$290,000 in American Rescue Plan Act funds for transportation capital improvements.

Other revenue sources dedicated to transportation uses include Motor Vehicle Fuel Tax, a state-shared revenue source used for the preservation and maintenance of roads, sidewalks, and other transportation infrastructure in the Street Fund. Adjusting for inflation, the City of

¹⁹ All summary totals of revenues are adjusted for inflation to 2025 dollars using the U.S. Bureau of Labor Statistics Consumer Price Index.

Washougal averaged \$418,000 annually in Motor Vehicle Fuel Tax revenues between 2017 and 2025. The Second Quarter Percent Real Estate Excise Tax (REET 2) Fund is used to fund the Pavement Management Program. Revenues in this fund include REET 2 revenues and Transportation Benefit District (TBD) revenues. REET 2 revenues averaged \$654,000 annually, adjusted for inflation, between 2017 and 2025. REET 2 revenues must be used for capital facility expenses specified in the Capital Facilities Plan, excluding planning and acquisition costs. The City of Washougal adopted the TBD in 2015 and approved a \$20 business license fee. TBD revenues, adjusted for inflation, averaged \$284,000 annually between 2019 and 2025.

Table 31 provides a summary of funding resources based on historic averages. Assuming the City of Washougal continues to generate revenues consistent with historic trends, an estimated \$4.1 million in traffic impact fees will be generated to fund capacity-enhancing projects through 2031. Across all resources historically leveraged by the City, \$14.8 million may be available to fund short-term priority projects.

Table 31. Short-Term Funding Resources (2025-2031)

Revenues	Estimated Amount
Impact Fees*	\$4,140,000
Interest on Impact Fee Fund*	\$84,000
Utility Tax Transfers**	\$516,000
Business License Revenue Transfers**	\$78,000
State Grants**	\$8,928,000
Federal Grants**	\$1,080,000
Total Resources	\$14,826,000

Source: City of Washougal, 2026 and Community Attributes Inc., 2026.

*Notes: *Assumes the same average annual revenues, adjusted for inflation, between 2017 and 2025. **Assumes the same average annual revenues, adjusted for inflation, between 2023 and 2025.*

The projects identified as short-term priorities (Table 32) have total costs of more than \$202.2 million. Of the total costs, \$14.1 million are capacity-enhancing and therefore eligible for impact fee funding. Projects identified as mid- long-term priorities (Table 33) have total costs of \$96.47 million. Of the total costs, just over \$2 million are capacity-enhancing. Total identified project costs over the 20-year planning period equal to \$298.7 million, of which 5.5 percent are impact fee eligible costs.

Table 32. Short-Term (6-Year) Transportation Capital Projects List and Impact Fee Eligibility Share, 2025-2031

Project	Facility	Cost Estimate	TIF Eligible Share Percent
32nd St Rail Crossing	32nd St	\$69,000,000	3.6
W. Hood Ave Improvements	W Hood Ave	\$32,832,648	14.0
32nd St/Stiles Rd/34th St Improvements	32nd St/Stiles Rd/34th St	\$19,915,056	5.9
Addy St Improvements	Addy St	\$9,785,037	0.0
Town Center Connector	A St/Addy St	\$8,770,020	5.0
Crown Rd Widening	Crown Rd	\$7,796,673	9.0
West Washougal Connectors	Misc. West City Connectors	\$6,721,269	0.0
Citywide Pavement Preservation	Citywide Pavement Preservation	\$6,600,000	0.0
T St Bicycle and Pedestrian Improvements	N. T St (Previously 40th St)	\$6,202,063	0.0
27th St/Index Widening	27th St/Index	\$4,882,330	50.0
27th St Bicycle and Pedestrian Improvements	27th St	\$4,858,709	30.0
Shepherd Rd Bicycle and Pedestrian Facilities	Shepherd Rd	\$4,342,294	0.0
B St/Main St Bicycle and Pedestrian Improvements	C St & Main St	\$3,877,270	0.0
Washougal River Rd Intersection Improvements	Washougal River Rd	\$3,707,736	20.0
Misc. Pedestrian Connections	Misc. Pedestrian Connections	\$3,596,950	0.0
27th St Shared Use Pathway	27th St	\$3,247,851	0.0
C St Bicycle and Pedestrian Improvements	C St	\$3,100,270	0.0
Washougal River Rd	Washougal River Rd	\$1,132,534	0.0
Traffic Calming Program Projects	Traffic Calming Program Projects	\$565,235	0.0
Washougal River Road Safety Improvements	Washougal River Rd	\$529,677	5.0
6th St Improvements	6th St	\$379,206	0.0
Systemic Stop Controlled Intersections	Systemic Stop Controlled Intersections	\$359,695	5.0
Short-Term Project Total		\$202,202,524	\$14,096,554

Table 33. Mid- to Long-Term Transportation Capital Projects List and Impact Fee Eligibility Share, 2031-2045

Project	Facility	Cost Estimate	TIF Eligible Share Percent
Washougal River Rd Signal Upgrades	Washougal River Rd	\$1,500,000	0.0
Citywide ADA Curb Ramp Upgrades	Various	\$2,000,000	0.0
32nd St Widening	32nd St	\$17,912,953	10.0
W Street Improvements and Creek Crossing	W St	\$17,146,071	0.0
Sunset View Road Widening	Sunset View Rd	\$13,337,558	0.0
Ford Street Extension	Ford St	\$9,358,923	0.0
Lehr Road Widening	Lehr Rd	\$4,499,655	0.0
Evergreen Way Bicycle and Pedestrian Facility Installation	Evergreen Way	\$4,104,000	0.0
Evergreen Way And Sunset View Road Intersection Improvements	Evergreen Way & Sunset View Rd	\$3,258,823	0.0
C St Bicycle Facilities and Noise Reduction	C Street	\$3,234,000	0.0
49th St/J St Traffic Calming	49th St/J St	\$3,100,454	0.0
Evergreen Way Widening	Evergreen Way	\$2,625,000	10.0
39th St Bicycle Lanes and Sidewalks	39th St	\$2,579,636	0.0
9th St Trail Crossing	9th St	\$2,325,203	0.0
28th Street Bicycle and Pedestrian Trail, With Crossing At 28th St	28th St	\$2,325,203	0.0
E St/Evergreen Way Bicycle and Pedestrian Facility Enhancements	E St/Evergreen Way	\$2,061,000	0.0
E Street Improvements and Driveway Consolidation	E St	\$1,575,000	0.0
F Street Traffic Calming	F St	\$1,260,817	0.0
39th Street Traffic Calming	39th St	\$1,260,000	0.0
12th St Pedestrian Facilities	12th Street	\$517,000	0.0
32nd St and Addy St Pedestrian Intersection Improvements	32nd St/Addy St	\$267,000	0.0
Evergreen Way And 39th St Intersection Improvements	Evergreen Way & 39th St	\$132,580	0.0
NE 3rd Ave/E Street Pedestrian and Bicycle Facility Enhancements	NE 3rd Ave/E St	\$91,000	0.0
Mid- to Long-Term Project Total		\$96,471,875	\$2,053,795

Sources: City of Washougal, 2026 and DOWL, 2026.

Anticipated short-term funding is not sufficient to cover the costs of identified short-term priority projects. To complete both short- and long-term priority projects, the City will need to consider a variety of funding and implementation strategies.

The City of Washougal is in the process of updating the traffic impact fee based on this TCFP, which may result in increased impact fee revenues for capacity-enhancing projects.

Additional implementation recommendations include:

- Review the prioritization scores for short-term projects and identify likely funding sources to create a short-term capital improvement plan to pursue funding for the highest priority projects.
- Identify projects that are the strongest candidates for Transportation Improvement Board, WSDOT Local Programs, Transportation Alternatives, Highway Safety Improvement Program, and other competitive grant programs, and maintain a grant-readiness checklist for each candidate project.
- Continue to leverage impact fee revenues as local match for eligible capacity-enhancing grant projects to maximize leverage of limited local funds.
- Consider adopting an annual inflation adjustment for the transportation impact fee to ensure that impact fees keep pace with transportation infrastructure construction costs. The City of Washougal has adopted an annual inflation index for the parks, recreation, and open space impact fee.

8. Climate Change Impact Analysis

By law²⁰, Washington was required to reduce greenhouse gas (GHG) emissions to what they were in 1990 by 2020, and further reduce emissions by 45 percent by 2030, 70 percent by 2040 and 95 percent by 2050 relative to the 1990 baseline.²¹ Additionally, the City of Washougal, located within Clark County, is obligated by the GMA, codified under Chapter 36.70A of the RCW, to develop a Climate Change and Resiliency Element. RCW 36.70A.070(9) outlines the intent and purpose of a climate change element and has further been interpreted as to what can meaningfully be targeted in Washougal's TCFP to address climate change. Planning and project development through the perspective of climate change intends to:

- Reduce GHG emissions
- Reduce per capita vehicle miles traveled (VMT), without increasing GHG emissions elsewhere in the state
- Prioritize reductions that improve quality of life for overburdened communities

In the most recent *Washington State Greenhouse Gas Emissions Inventory: 1990-2021*, transportation was the largest emitter of GHGs. Highway vehicles, defined as diesel and gasoline VMT on state highways, accounted for 57.8 percent of total transportation emissions in 2021. This underlines the potential for providing sustainable climate solutions by decreasing the environmental footprint of vehicles.²¹

The City of Washougal historically has not conducted GHG emissions inventories for transportation as it has not been deemed prudent for that scale of granularity. However, analyzing case studies, e.g. road corridors, through establishing baseline emissions and traffic data (no build) to calculate the potential net-reduction in VMT and GHG emissions from improved infrastructure (build) allows for transportation planning to evaluate projects by their ability to contribute to sustainable climate solutions. Prioritized transportation projects as outlined in Section 6: Needs Identification and Prioritization are analyzed in this chapter for their ability to; (1) reduce emissions, and (2) contribute to community resiliency.

8.1. EMISSIONS REDUCTION ANALYSIS

For a functional and useful emissions analysis, a quantitative and qualitative (non-quantified) method was used. Quantitatively analyzed (i.e. inventoried) projects include those more typically associated with reducing GHG and VMT by facilitating a transition to nonmotorized travel and providing a more cohesive pedestrian facilities network.

²⁰ RCW 70A.45.020(1),

²¹ Washington State Department of Ecology. (2025). *Washington State Greenhouse Gas Emissions Inventory: 1990-2021*. (Publication No. 24-14-077). <https://apps.ecology.wa.gov/publications/documents/2414077.pdf>

Five prioritized projects have been analyzed by quantitating reductions in GHG and VMT if constructed:

- Addy Street Improvements
- B St/Main St Bicycle and Pedestrian Improvements
- 27th St Shared Use Pathway
- C St Bicycle and Pedestrian Improvements
- T St Bicycle and Pedestrian Facilities

Qualitative benefits (non-quantifiable) relate to the intent of the project and include secondary benefits to the environment. A project that puts greater emphasis on safety measures may decrease carbon emissions, but the purpose and need of the project is not specifically focused on climate effects or a reduction in GHG. These projects include new segments of roadway which result in greater connectivity in the transportation system as well as safety and operation improvements on existing roadways. Projects evaluated through qualitative analysis are addressed in Section 8.1.3 and include:

- Town Center Connector
- W Hood Avenue Improvements
- SR-14 Ramp Improvements
- Washougal River Road Safety Improvements
- 32nd St/Stiles Rd/34th St Improvements

8.1.1. QUANTITATIVE EMISSIONS ANALYSIS

GHG emission reductions were calculated for those projects which add pedestrian facilities (bicycle or walking facilities) in areas which lack such infrastructure. As discussed in Section 3.1.4 Non-Motorized Transportation, Washougal has limited bicycle infrastructure, with only two substantial instances of continuous bike lanes; E Street (between 6th Street and 32nd Street), and 39th Street (between Evergreen Way and M Street). The quantitative analysis examines the potential for a net reduction in GHG by providing more continuous routes for non-motorized commuters whereby an increase in usage could reduce vehicle usage and transportation related emissions.

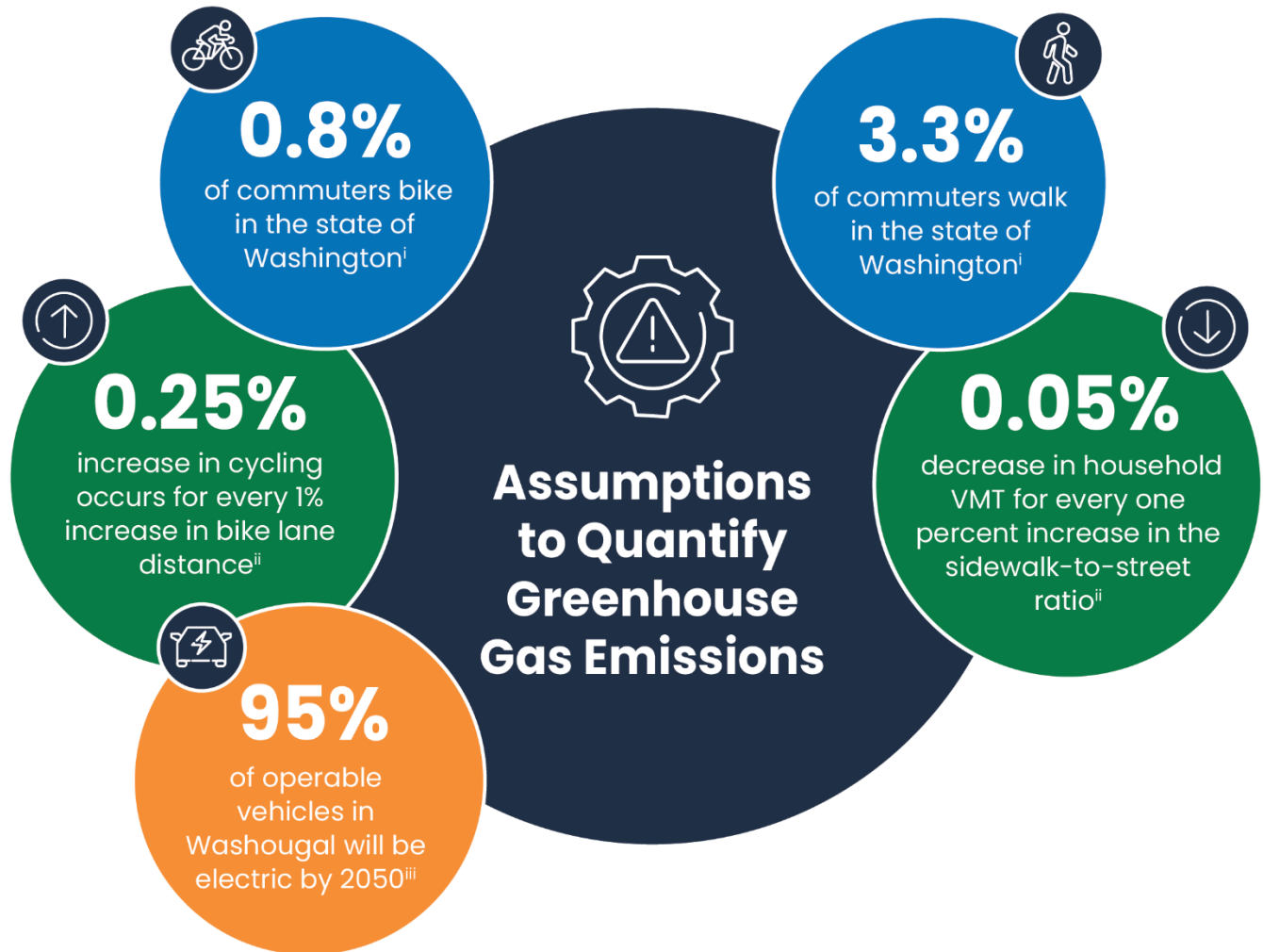
Emissions were calculated by project corridors under the assumption that, once built, non-motorized transportation would increase as usage of the proposed network of walking and bike routes within Washougal increases. AADT was modeled for the base year (2024) and the evaluation year (2050). Table 34 summarizes proposed improvements by project corridor.

Table 34. Quantified Improvements for Pedestrian Facilities in Washougal

Original Project Name	Project Description	Total Current Infrastructure	Total Proposed Infrastructure
Addy Street Improvements	Widen Addy Street from 27th Street to 45th Street. Design cross section to accommodate turn lanes, bicycle lanes, and sidewalks.	1.2 miles of road 1.2 miles of sidewalk	1.2 miles of road 2.4 miles of sidewalk 2.4 miles of bike lane
B St/Main St Bicycle and Pedestrian Improvements ^a	Improve sidewalks and bicycle lanes on B Street/Main Street to 34th Street. This includes the addition of bicycle and pedestrian facilities in areas devoid of facilities.	1.4 miles of road 1.5 miles of sidewalk	1.4 miles of road 2.8 miles of sidewalk 2.8 miles of bike lane
27th St Shared Use Pathway ^a	Creation of a shared use pathway on 27th St connecting from Index St to Main St.	0.5 miles of road	0.5 miles of road 1.0 mile of shared use pathway (counted as .5 mi of bike lane and .5 mi of sidewalk)
C St Bicycle and Pedestrian Improvements	Improve sidewalks and bicycle lanes on C Street. Includes the addition of bicycle and pedestrian facilities in areas devoid of facilities.	1.1 miles of road 1.3 miles of sidewalk	1.1 miles of road 2.2 miles of sidewalk 2.2 miles of bike lane
T St Bicycle and Pedestrian Facilities	Add bicycle and pedestrian facilities on N. T St (previously 40th St) from SE Crown Rd/283rd Ave to Woodburn Hill.	0.9 miles of road 0.2 miles of sidewalk	0.9 miles of road 1.9 miles of walking path/sidewalk 1.9 miles of bike path

^a Projects analyzed jointly with B St/Main St Bicycle and Pedestrian Improvements as a pedestrian network

To quantify GHG reductions, assumptions based on published data sources were incorporated into the calculation and applied to both the base year (2024) and evaluation year (2050). These assumptions are displayed on Figure 21.



ⁱ The League of American Bicyclists. (2024). *Bicycle Friendly States Report & Ranking: A Bicycle Friendly America for Everyone requires Bicycle Friendly States*. https://bikeleague.org/wp-content/uploads/2024/12/BFS_Report_2024-1.pdf

ⁱⁱ California Air Pollution Control Officers Association. (2024). *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*.

ⁱⁱⁱ Washington State is requiring 100 percent of vehicles sold in the state to be electric vehicles (EV) by 2035²²
In 2024, 20 percent of the vehicles in Washington State were EV. An equivalent percentage of the market share for the City of Washougal was assumed²³
Between 2020 and 2024, EV registration in Clark County averaged a 42 percent increase annually²³
The average age of vehicles in operation in 2025 is 14.5 years²⁴

Figure 22. Assumptions to Quantify GHG Emissions

To quantify the impact constructing a project may have for Washougal's climate footprint, VMT and GHG emissions were extrapolated to the project corridor by length and AADT. The

²² Washington Department of Transportation. (2024). Washington's Total Registered Electric Vehicles, Number of Electric Vehicle Registrations by County.

²³ California Air Pollution Control Officers Association. (2024). *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*.

²⁴ Bureau of Transportation Statistics, (2025), Bureau of Transportation Statistics Annual Report.

following GHG and emissions rates for highway vehicles²⁵ are used in the emission analysis (Section 8.1.2):

- 0.005 grams of nitrogen dioxide (NO₂) are emitted for every VMT
- 0.0014 grams of methane (CH₄) are emitted for every VMT
- 0.3598 kilograms of carbon dioxide (CO₂) are emitted for every VMT

8.1.2. QUANTITATED RESULTS

Table 35 introduces the current AADT for 2024 (base year) and the forecasted AADT for 2050 (evaluation year). The base year (2024) represents current usership, infrastructure, and economic data while the evaluation year (2050) incorporates anticipated population growth, future project developments, and economic trends. Using the base year and evaluation year AADT and the proposed infrastructure lengths presented in Table 34, VMT scenarios for the base year and evaluation year have been developed for both build and no build options, with the build option reflecting a presumed transition to non-motorized transportation from improved facilities in the evaluation year, as outlined in the assumptions presented in Section 8.1.1.

A reduction in VMT for the purpose of quantifying the impact of prioritized projects was found to be meaningfully measured from the change in the 2050 no-build to a built scenario, see Table 35 below.

Table 35. Baseline Year and Evaluation Year compared for AADT baseline data and VMT for a no build and build scenario

Prioritized Project	AADT ^a		VMT		
	2024	2050	2024 ^a	2050 ^a No-Build	2050 ^a Built
Addy Street Improvements	1,756	2,217	2,107.2	2,660.4	2,527.7
B St/Main St Bicycle and Pedestrian Improvements & 27th St Shared Use Pathway	4,433	5,597	8,422.7	10,634	10,117.9
C St Bicycle and Pedestrian Improvements	4,080	5,151	4,488.0	5,666.1	5,390.7
T St Bicycle and Pedestrian Facilities	18,088	22,837	16,279.2	20,553.3	19,524.2

^a AADT multiplied by the length of the corridor Table 34

During the base year 20 percent of road traffic was estimated to be electric vehicles (EV). By 2050, 95 percent of road traffic is estimated to be from EV. Table 36 shows vehicle miles in project corridors from GHG producing vehicles (diesel and gasoline road vehicles). This is

²⁵ Environmental Protection Agency, (2024)

calculated by subtracting the portion of non-GHG emitting transportation, EV and nonmotorized commuting, where EV are assumed to produce zero on road GHG emissions.

Table 36. Average Daily Pollutant Emitting Miles by Project Corridor

Prioritized Project	Miles Travelled by Gasoline and Diesel Vehicles	
	2024	2050
Addy Street Improvements	1,685.8	126.4
B St/Main St Bicycle and Pedestrian Improvements & 27th St Shared Use Pathway	6,738.2	505.9
C St Bicycle and Pedestrian Improvements	3,590.4	269.5
T St Bicycle and Pedestrian Facilities	13,023.4	976.2
Average Daily Pollutant Emitting Miles (Σ)	25,037.7	1,878.0

Table 37 provides the daily GHG reductions of each project corridor during the base year and evaluation year under the build scenario. Daily emissions for each project corridor were calculated for emissions produced through the consumption of fossil fuels by highway vehicles.

Table 37. Change in Daily GHG emissions for the Base Year and Evaluation Year-Built Scenario

Prioritized Project	CO ₂ (kg)		CH ₄ (g)		N ₂ O(g)	
	2024	2050	2024	2050	2024	2050
Addy Street Improvements	606.6	45.5	8.4	0.6	2.4	0.2
B St/Main St Bicycle and Pedestrian Improvements & 27th St Shared Use Pathway	2,424.6	182.0	33.7	2.5	9.4	0.7
C St Bicycle and Pedestrian Improvements	1292.0	97.0	18.0	1.3	5.0	0.4
T St Bicycle and Pedestrian Facilities	4,686.3	351.3	65.1	4.9	18.2	1.4
Average Total Daily Emissions (Σ)	9,009.5	675.8	125.2	14.8	35.1	2.6
Difference (Δ)	-8,333.7		-115.8		-32.4	

The purpose of pedestrian facility projects is to encourage safe non-motorized travel options and highlight Washougal's commitment to combat climate change. Traffic modeling for the city predicts that between 2024 and 2050, AADT will increase by approximately 21 percent, a direct attribution of projected population growth. Despite projected population and subsequent traffic increases, project corridors are estimated to see net reductions in GHG emissions and VMT as a direct result of prioritized project construction and the prevalence of EV in the evaluation year.

Project corridors may see the following cumulative decreases in GHG emissions and VMT from built projects and the continued transition to EV:

- VMTs by five percent
- GHGs by 88 percent

See Appendix 5 Climate Analysis, for project corridor GHG and VMT reduction calculation worksheets.

8.1.3. QUALITATIVE EMISSIONS ANALYSIS

To evaluate the climate effects for projects which are less directly focused on reducing emissions, methods found in transportation research and GHG emission guidance, like the *Handbook for Analyzing Greenhouse Gas Mission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*²⁶ were used. Table 38 outlines characteristics of each studied project that may result in a reduction to VMT or GHG emissions which are non-quantifiable.

Table 38. Non-quantified emissions analysis projects and avenues for potential to reduce GHG or VMT

Prioritized Project	Project Description	Probable GHG and VMT Reductions
Town Center Connector	Create a new roadway connection from 20th Street to 27th Street.	Roads in Washougal are forecasted to accommodate traffic growth and additional through streets may reduce VMT through altered behavior.
W Hood Avenue Improvements	Complete the connection of W Hood Avenue from SE Crown Road to 303rd Road.	Roads in Washougal are forecasted to accommodate traffic growth and additional through streets may reduce VMT through altered behavior.
SR-14 Ramp Improvements	Improvements to SR-14 ramps to enhance access.	Road improvements have been linked to reduced vehicle maintenance and improved fuel efficiency. ²⁷
Washougal River Road Safety Improvements	Implement safety improvements on Washougal River Road from N 18th Street to E Street. Safety improvements include segment lighting, bridge endpoint protection, and striping.	Reduction in crashes and associated traffic delays, detours, and emergency responses.
32nd St/Stiles Rd/34th St Improvements	Improve 32nd St/Stiles Rd/34th Street from Evergreen Way to SE Lehr Road by widening to three lanes and installing a sidewalk with guardrail.	Improving sidewalk conditions in high population density areas qualifies as a non-quantified GHG reduction measure. ²⁶

These prioritized projects were selected for their high rank in value they could offer the community. High scores were given for their potential to improve community circulation, remove barriers for

²⁶ California Air Pollution Control Officers Association. (2024). *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*.
<https://www.caleemod.com/handbook/index.html>

²⁷ Wang, L., Xue, X., Zhao, Z., & Wang, Z. (2018). *The Impacts of Transportation Infrastructure on Sustainable Development: Emerging Trends and Challenges*. International journal of environmental research and public health, 15(6), 1172.
<https://doi.org/10.3390/ijerph15061172>

community center connectors and outside resources, and overall improvements to road safety. Community continuity has meaningful potential in GHG reductions, and in consideration of severe weather events could be fundamental in emergency preparedness. In the event of a high magnitude storm, it is important to consider the availability of alternative evacuation routes and infrastructure needed to support resource distribution in a timely manner.

8.1.4. PLANNING FOR COMMUNITY RESILIENCY

In June 2025 the City of Washougal prepared a *Climate Vulnerability Assessment*²⁸ to identify the climate risks and vulnerable populations. Risks were assessed based on available climate data and geospatial analysis. Washougal was found to be at a heightened risk for climate change exacerbated issues through:

- A projected 13 percent increase in winter rainfall precipitation, with less snow events
- Summertime precipitation projected to decrease by 15 percent
- Summertime maximum temperatures (Jun-Aug) projected to increase by 10.0°F by the end of the century

Observed and projected increases in average winter temperatures are associated with shifts in precipitation patterns, which may shorten the seasonal timeframe over which water moves through Washougal's ecosystems. Regional climate assessments indicate a trend toward greater winter precipitation, which can increase the potential for flooding along the Columbia River and tributaries. In addition to riverine processes, large storm events, like atmospheric rivers and high winds events, have the potential to strain local stormwater infrastructure and contribute to localized flooding. Periods of rainfall occurring on top of existing snowpack can exacerbate these conditions when stormwater inlets are partially blocked by ice or snow, leading to ponding on roadways and potentially unsafe driving conditions. Intense precipitation associated with these events may also increase the likelihood of debris transport and slope instability in susceptible areas. A greater proportion of winter precipitation falling as rain, rather than snow, could reduce seasonal snowpack storage, which may influence water availability later in the year and contribute to drier summer conditions.

The likelihood of drought, and in turn wildfires, increases with rising temperatures and decreasing summer precipitation. Wildfire impact can be directly measured by the destruction of property and life following the event and further through the loss of vegetation and habitat, leading to years of recovery and heightened risks of erosion. The temporary functional loss of an area after a storm or wildfire event is difficult to measure as it largely depends on the magnitude of the storm and land use in the area. Annually, the State of Washington spends upwards of \$200 million fighting wildfires, such as during state fiscal year 2025 (which ran from July 1, 2024, to June 30, 2025) where the total estimated expenditures for all funds in that year came to about \$223.2 million.²⁹

8.1.5. MITIGATION MEASURES

Planning for community resiliency means designing with consideration given to future climate conditions and incorporating mitigation measures where appropriate. Climate change has the potential to impact infrastructure by subjecting them to greater stress, maintenance, and the frequency with which facilities are inoperable. When considering the design of transportation

²⁸ City of Washougal Washington. (2025). Climate Vulnerability Assessment.

²⁹ Washington Department of Natural Resources. (2025). *Emergency Fire Suppression Report for Fiscal Year 2025*. https://app.leg.wa.gov/ReportsToTheLegislature/Home/GetPDF?fileName=MONTHLY%20FIRE%20SUPPRESSION%20REPORT%20FY25_FM15_SEPTMBER_FM16_OCTOBER_FINAL_e7319b5f-e357-4e62-b90f-1821dc7c9ccd.pdf

facilities, severe weather events and the ability to maintain transportation fluidity for the community in the aftermath are crucial attributes.

The ten prioritized projects are spread through the City of Washougal and can be summarized by their key features and goals:

- Nonmotorized transportation network improvements
- New road construction to generate more connectivity
- Road reconstruction to improve current facilities

Nonmotorized Transportation Network Improvements

Nonmotorized infrastructure use may be adversely impacted by flooding and extreme heat events. Pedestrians commuting by walking or biking are vulnerable to changing weather patterns. The decision to use nonmotorized transportation is influenced by weather, particularly the presence of precipitation, cold weather, and high winds.³⁰ While unfavorable weather is inevitable, incorporating appropriate design can have a positive impact on use.

The American Association of State Highway and Transportation Officials (AASHTO) manuals prescribe how design of shared use and pedestrian paths can ensure function during severe weather. The *Guide for Planning, Design, and Operations of Pedestrian Facilities* specifies designing for weather considerations should³¹:

- Minimum cross-slope of one percent to drain towards adjacent road gutters or a center highpoint when appropriate, not to exceed two percent for safe and comfortable use.
- Select a preferred non-erodible surface material for local urban settings.
- Place sidewalks above adjacent grade to minimize potential of ponding water.

Rising summer temperatures and extreme heat events can be magnified through dark surfaces, a well-known issue in urban areas, as these surfaces capture a larger portion of solar radiation. This is due to the low albedo of asphalt which absorbs heat and increases localized temperatures.³² Pedestrians are more vulnerable to extreme heat events when using facilities and as such using asphalt may not be a feasible option due to increased heat exposure. Mitigation measures can be incorporated into the design of these features by including green spaces, planting trees along corridors for shade or using permeable pavements and open-graded surfaces to reduce heat storage by allowing airflow and evaporative cooling.

New Road Construction to Create More Connectivity

New road construction should be considered for the benefits it can offer the community in emergency preparedness, as discussed in section 8.1.3 Qualitative Emissions Analysis, and designed in a manner to mitigate driving risk. Several of the prioritized projects are rooted in

³⁰ Flynn et al. (2012). *Weather Factor Impacts on Commuting to Work by Bicycle*. TRC Report 12-006. <https://rosap.nrl.bts.gov/view/dot/24291>

³¹ American Association of State Highway and Transportation Officials. (2004). *Guide for the Planning, Design, and Operation of Pedestrian Facilities*. https://designnden.design/wp-content/uploads/2024/05/AASHTO-Guide-for-the-Planning_Design_Operation-of-Pedestrian.pdf

³² Liu et al. (2024) *Impacts of High Albedo Urban Surfaces on Outdoor Thermal Environment Across Thermal Environment Across Morphological Contexts: A Case of Tianjin, China*. <https://doi.org/10.1016/j.scs.2023.105038>

generating new connecting streets, providing residents with more options to navigate in and out of the community.

Intense winter precipitation events will temporarily increase driving risk from potential hazards like ponded water, hydroplaning, and poor visibility. *A Policy on Geometric Design of Highways and Streets*³³, specifies design to ensure proper drainage while the *Roadside Design Guide*³⁴ further informs safety measures road designers can implement. Some features that should be considered for Washougal's prioritized projects include:

- A unilateral cross-section may be used with a crown in the middle for undivided roads, with a 2.5 percent slope for severe rainfall considerations.
- For roads at the base of steep slopes, cross-sections should be designed to drain water downslope, where up to a five percent cross-slope is recommended for areas with intense rainfall.
- Use pavement roughness for increased vehicle traction and to mitigate the potential of hydroplaning.
- For roads with adjacent embankment slopes that are steeper than 10 percent and have obstacles present, a median barrier and retaining wall may be appropriate.

Hazards for Washougal vary across the city and will need to be evaluated during the design process for their unique heightened risks.

Road Reconstruction to Improve Current Facilities

Facilities prioritized for reconstruction can be described in terms of the safety improvements they intend to support, such as upgrades to lighting, striping, the addition of guardrails in areas, or improved SR-14 highway access. Over time, deterioration is likely to be exacerbated by more intense weather events. Safety features will continue to be an important component of community resiliency, and project design should apply current guidance in a way that fits local site conditions. Where appropriate, a cost-benefit analysis can help compare the value of specific design enhancements against the cost of maintaining and operating the facilities over time.

This approach is reflected in designing facilities that are appropriately scaled to current and expected traffic volumes and functional needs, rather than exceeding what is necessary or projected during the design life of the infrastructure. The Washougal River Road Safety Improvements project illustrates a safety-focused approach where targeted design features were identified as improving existing conditions without introducing unnecessary complexity or long-term burden. The measurable benefits when selecting any design feature should be evaluated against the cost of installing and maintaining the feature. Designing for community resiliency should emphasize durability, extended project/design life, and reduced maintenance where practicable.

³³ American Association of State Highway and Transportation Officials. (2018) *A Policy on Geometric Design of Highways and Streets*, 7th Edition.

³⁴ American Association of State Highway and Transportation Officials. (2015). *Roadside Design Guide*, 4th Edition.

Appendix 1 – Glossary

- **AADT** Annual Average Daily Traffic
- **ADT** Average Daily Traffic
- **AASHTO** American Association of State Highway and Transportation Officials
- **ACS** American Community Survey
- **ADA** Americans with Disabilities Act
- **ADT** Average Daily Traffic
- **APMv2** Analysis Procedures Manual Volume 2
- **AWSC** All-Way Stop Controlled
- **BLTS** Bicycle Level of Traffic Stress
- **BNSF** Burlington Northern Santa Fe
- **BPAC** Clark Communities Bicycle and Pedestrian Advisory Committee
- **CFR** Code of Federal Regulations
- **CH₄** Methane
- **CIP** Capital Improvement Program
- **CO₂** Carbon Dioxide
- **CTR** Commute Trip Reduction
- **C-TRAN** Clark County Public Transportation Benefit Area Authority
- **CWPP** Countrywide Planning Policies
- **EV** Electric Vehicle
- **FGTS** Freight and Goods Transportation System
- **GHG** Greenhouse Gas
- **GMA** Growth Management Act
- **HCM** Highway Capacity Manual
- **LEHD** Longitudinal Employer-Household Dynamics
- **LODES** Origin-Destination Employment Statistics
- **LOS** Level of Service
- **LRTP** Long-Range Transportation Plan
- **LTS** Level of Traffic Stress
- **MPH** Miles per Hour
- **MPO** Metropolitan Planning Organization
- **MTP** Metropolitan Transportation Plan
- **MUTCD** Manual on Uniform Traffic Control Devices
- **NCHRP** National Cooperative Highway Research Program
- **Noon** 12 PM
- **NO₂** Nitrogen Dioxide
- **ODOT** Oregon Department of Transportation
- **PAPI** Precision Approach Path Indicator
- **PDO** Property Damage Only
- **PLTS** Pedestrian Level of Traffic Stress
- **RCW** Revised Code of Washington
- **REET 2** Real Estate Excise Tax
- **RTC** Southwest Washington Regional Transportation Council
- **RTP** Regional Transportation Plan
- **RTPO** Regional Transportation Planning Organization
- **SR** State Route
- **TAZ** Transportation Analysis Zone
- **TBD** Transportation Benefit District
- **TCFP** Transportation Capital Facilities Plan

- **TDM** Transportation Demand Management
- **TIP** Transportation Improvement Program
- **TSMO** Transportation System Management and Operations
- **TWSC** Two-Way Stop Controlled
- **UGA** Urban Growth Area
- **UGB** Urban Growth Boundary
- **VMT** Vehicle Miles Traveled
- **WAC** Washington Administrative Code
- **WMC** Washougal Municipal Code
- **WSDOT** Washington State Department of Transportation
- **WSP** Washington State Patrol
- **WTP** Washington Transportation Plan

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Appendix 2 – Planning Documents

Growth Management Act Goals

1. **Urban Growth.** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
2. **Reduce sprawl.** Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
3. **Transportation.** Encourage efficient, multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
4. **Housing.** Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types and encourage preservation of existing housing stock.
5. **Economic Development.** Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promotes economic opportunity for all citizens of this state, especially for unemployed and disadvantaged persons and encourages growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.
6. **Property Rights.** Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
7. **Permits.** Applications for both state and local permits should be processed in a timely and fair manner to ensure predictability.
8. **Natural Resource Industries.** Maintain and enhance natural resource-based industries, including productive timber, agricultural and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands and discourage incompatible uses.
9. **Open Space and Recreation.** Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water and develop parks.
10. **Environment.** Protect the environment and enhance the state's high quality of life, including air and water quality and the availability of water.
11. **Citizen Participation and Coordination.** Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
12. **Public Facilities and Services.** Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimums.
13. **Historic Preservation.** Identify and encourage the preservation of lands, sites and structures that have historical or archaeological significance.
14. **Shorelines of the State.** The goals and policies of the shoreline management act as set forth in RCW 90.58.020 are added as the 14th goal.

Federal Transportation Planning Factors

1. Support the economic vitality of the United States, the States, metropolitan areas, and nonmetropolitan areas, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase accessibility and mobility of people and freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
10. Enhance travel and tourism

Washington Statewide Policy Goals

- **Economic Vitality:** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
- **Preservation:** To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.
- **Safety:** To provide for and improve the safety and security of transportation customers and the transportation system.
- **Mobility:** To improve the predictable movement of goods and people throughout Washington State.
- **Health and the Environment:** To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.
- **Stewardship:** To continuously improve the quality, effectiveness, and efficiency of the transportation system.

2024 Regional Transportation Plan Goals and Objectives

Goals	Objectives
Safety and Security	Maintain and enhance a multimodal transportation system that ensures the safety and security of people and goods across all users and modes ○ Provide safe and reliable evacuation routes. Ensure safety of, among others, vulnerable road users, passengers, and freight systems by prioritizing investments in existing physical assets. ○ Promote safe streets and intersections through a safe system approach. ○ Align with the state safety goals of Target Zero, which strive to reduce serious and fatal crashes throughout the transportation systems. ○ Improve the safety and security of system operations. ○ Further the ability to shelter in place and provide safe and reliable evacuation routes.
Economic Vitality and Quality of Life	Enhance regional economic vitality through transportation policies and investments that connect people with jobs, educational opportunities, parks and open space, healthcare facilities and essential services. ○ Consider additional metrics for regional transportation performance, including evaluation tools that measure accessibility to jobs and services, such as the Housing and Transportation Cost Index, etc. ○ Support transportation improvements that provide family wages, improve economic competitiveness, revitalize commercial corridors and strategic economic centers, and enhance travel and tourism opportunities ○ Work with agencies to ensure employment and commercial centers are easily accessible via all modes of transportation. ○ Support the reliable and safe movement of freight and goods. ○ Prioritize equity in regional transportation decision-making to mitigate and eliminate barriers related to access, safety, affordability, and health outcomes experienced by people of color, low-income populations, older adults, people with disabilities, and other historically marginalized communities. ○ Target demand-response services toward communities with higher concentrations of older adults and those with poor access to essential services. ○ Explore alternative delivery methods for first/last mile deliveries, including cargo bikes, micromobility devices, and personal delivery vehicles. ○ Support efforts to expand, as appropriate, transportation facilities with regional or statewide significance that maintain the economic vitality of local communities while minimizing encroachment of incompatible land uses.
Accessibility and Mobility	Plan for an equitable transportation system that is ○ Prioritize equity in transportation and workplace access opportunities for all populations, regardless of age, ability, race, ethnicity, income level, or protected class. ○ Improve safety and accessibility for all travel modes, especially public and active transportation, for all users.

Goals		Objectives
	maintained, operated, and coordinated to better enable inclusive, reliable, easy, accessible, and seamless travel across the region.	- Support implementing roadway management and operations strategies to improve travel reliability, mitigate congestion, improve safety, and further support all travel modes. - Prioritize transportation improvements to facilitate intermodal connectivity and the incorporation of complete streets elements. - Support community-based and private-initiative services and programs to meet first- and last-mile, reverse commute, and other non-traditional transportation needs. - Foster regionwide applications of advanced technologies to the transportation system infrastructure.
Sustainability and Resiliency	Design and maintain a resilient transportation system that will protect and enhance the natural environment.	- Work with agency partners to enhance the transportation network's resiliency by increasing travel options and redundancies. - Consider and mitigate the impacts of the transportation system on the natural and built environment. - Work with local agencies to efficiently manage limited roadway capacity to mitigate congestion and vehicular emissions. - Promote transportation demand management (TDM) and the use of active travel modes (walking, bicycling, micromobility devices, and transit) to reduce environmental (climate, natural) impacts related to transportation. - Promote low- and zero-emission, energy-efficient alternatives, including electric and alternative fuel vehicles. - Encourage the design and development of communities that make walking and biking more viable for more people and increase opportunities for active travel for all ages. - Support local and state efforts for transportation network resiliency, reliability, and climate adaptation and develop transportation designs that incorporate these trends. - Promote effective actions to reduce greenhouse gases, such as VMT reduction, conversion to renewable energy systems in transportation and the built environment (e.g., electrification). - Develop a mechanism to promote regional coordination on emergencies and long-term responses to systemwide climate impacts.

Clark County Comprehensive Growth Management Plan Goals and Policies

County 20-Year Planning

Goals & Policies

Develop a regionally coordinated transportation system that supports and is consistent with the adopted land use plan.

5.1 System Development Policies:

5.1.1. The capital facilities plans, within each UGA should be jointly undertaken with the city and reviewed for regional consistency by the Southwest Washington Regional Transportation Council.

5.1.2. County Road Projects and transportation improvements are proposed through development shall be consistent with the current adopted Clark County Road Standards, Arterial Atlas, 2010 Clark County Bicycle and Pedestrian Master Plan, Concurrency Management System, RTC's Regional Transportation Plan and the Washington Transportation Plan.

5.1.3. Performance standards for the regional arterial system and transit routes shall direct growth to urban centers.

5.1.4. The county shall provide opportunity for full and fair participation by all communities in the transportation decision-making process.

Develop a multimodal transportation system.

5.2. Multimodal System Policies:

5.2.1. Roadway improvements which provide for additional capacity for the automobile shall also accommodate alternative travel modes.

5.2.2. Transit related options, including high-capacity transit, shall be encouraged in order to reduce congestion and to improve and maintain air quality.

5.2.3. The regional public transportation system shall serve the needs of those with transportation disadvantages in accordance with adopted service standards. The county, C-TRAN and local agencies shall maintain specialized transportation services and facilities to meet the requirements of the Americans with Disabilities Act.

5.2.4. The county shall support new and improved passenger rail transportation services between Clark County and the Portland metropolitan area and along the I-5 corridor from Vancouver, BC to Eugene, Oregon.

5.2.5. Regional airport planning shall include all affected jurisdictions to provide compatibility with surrounding land uses and to support adequate ground transportation to move people and goods to and from airports.

5.2.6. The 2010 Clark County Bicycle and Pedestrian Master Plan and its policies are included by reference in the Comprehensive Plan.

5.2.7. The county supports the development of its bicycle and pedestrian network identified in the 2010 Clark County Bicycle and Pedestrian Master Plan.

5.2.8. The county supports coordination among the jurisdictions and agencies in the development of bikeway and pedestrian facilities.

5.2.9. Supports efforts to fund construction of bicycle and pedestrian improvements in the Clark County Bicycle and Pedestrian Master Plan without the loss of streets and/or highway vehicular lane capacity.

5.2.10. Long range land use and transportation plans shall be coordinated with high-capacity transit plans.

5.2.11. Promote bicycle and pedestrian safety and increased bicycling and walking through safety and encouragement activities.

5.2.12. Endorse the concept of complete streets, which promotes roadways that are safe and convenient for all users.

County 20-Year Planning

Goals & Policies

5.2.13. Design and construct complete streets wherever feasible and practicable.

Optimize and preserve the investment in the transportation system.

5.3. System Preservation Policies

5.3.1. Development projects shall adhere to minimum driveway access spacing standards along arterial and collector streets to preserve the capacity of the transportation system. The county shall also work with Washington State Department of Transportation to ensure that minimum access spacing standards for state highways are maintained.

5.3.2. The efficiency of the county's transportation system shall be optimized through the use of Transportation System Management & Operations (TSMO) strategies such as signal interconnection coordination and synchronization.

5.3.3. The county shall extend the life of existing roadways through a timely maintenance and preservation program.

5.3.4. The county shall support and promote a Transportation Demand Management program to reduce the peak hour travel demand from single occupant motor vehicles.

5.3.5. The local street system shall be interconnected to eliminate the need to use collector or arterial streets for internal local traffic.

5.3.6. The county shall protect the public's investments in existing and planned freeway and separated grade interchanges.

5.3.7. The county shall provide seamless arterial corridor operations between agencies and use common TSMO technology for signal coordination along multi-agency arterial corridors.

Ensure mobility throughout the transportation system.

5.4. System Mobility Policies

5.4.1. The county arterial system shall be planned in general conformance with nationally accepted arterial spacing standards.

5.4.2. Congestion performance standards shall be maintained by the appropriate jurisdictions on major freight mobility corridors and in the vicinity of major intermodal facilities to ensure the economic vitality of the region.

5.4.3. Transportation System Management strategies should be analyzed and employed before adding a general-purpose lane to any regional roadway.

5.4.4. County roadways and intersections shall be designed when practical to achieve safety and accessibility for all modes. Arterial streets shall provide facilities for automobile, bike and pedestrian mobility as defined in the Arterial Atlas and shall include landscaping.

5.4.5. Improve mobility and access for the movement of goods and services on the short line railroad to enhance and promote economic opportunity throughout the county.

Provide a safe transportation system.

5.5. System Safety Policies

5.5.1. Clark County supports the development and design of capital improvements that achieve the vision of the Washington State's Strategic Highway Safety Plan, Target Zero, which establishes a statewide policy of zero fatalities and zero disabling injury collisions by 2030.

5.5.2. Pedestrian and bicycle safety shall be given consideration in the design and capital facilities planning process.

County 20-Year Planning

Goals & Policies

5.5.3. Interim safety improvements shall be implemented where a significant safety problem has been identified and the funding is not yet available for full improvements in conformance with adopted design standards.

5.5.4. Intersections between rail and other transportation modes shall be grade separated where possible, except at intermodal transfer points.

5.5.5. Clark County supports strong education and enforcement that helps reduce the number of fatalities and serious injuries due to distracted drivers.

Develop a balanced finance program, which ensures that new development pays the costs of its impacts, and that adequate public financing is pursued and available.

5.6. System Funding Policies

5.6.1. Priorities for programming and financing transportation improvements that reflect adopted transportation policies shall be adopted in coordination with other jurisdictions and agencies.

5.6.2. The prioritization process shall be flexible to allow staff to maximize use of outside funding sources.

5.6.3. A high priority shall be given to transportation improvements supporting economic development, particularly in high-ranking Focused Public Investment Areas.

5.6.4. A portion of available transportation funds shall be dedicated to sidewalk and bicycle facilities consistent with state law.

5.6.5. A proportionate share of funding for growth related roadway projects shall be obtained from Traffic Impact Fees.

2016 Washougal Comprehensive Plan Transportation Development Goal and Policies

Goal		Policies
Transportation Development	Goal 6: To establish an efficient, inter and intra city circulation system which, by design, integrates the full range of land uses in a way that accommodates and encourages a variety of transportation alternatives such as carpooling, public transit, and bicycles and walking.	○ Policy 6-A: The city will coordinate its transportation system with those of neighboring communities, Clark County, and the State of Washington. ○ Policy 6-B: Washougal should improve north-south movement within the city in order to improve access to and encourage the use of downtown services by city residents. ○ Policy 6-C: The City should improve facilities and circulation patterns for all modes of transportation among residences, places of employment, commercial places, and public spaces.

2024 Comprehensive Plan Carnival Feedback Summary

- Walkability/Connection
 - Emphasis on improving pedestrian connections across the city. Create safer routes for walking, particularly around Lookout Ridge.
- Roadway Cleanup Issues
 - Cleanliness of roads needs improvement.
- Drunk Driving Education and Safety Enforcement
 - Increased focus on drunk driving prevention and safety enforcement.
- Winter Road Safety
 - Addressing the safety of steep roads in winter conditions.
- Bike Paths and Sidewalks
 - Incorporate bike paths and sidewalks in downtown areas to connect major destinations.
- Wider Streets
 - Advocate for wider streets to accommodate traffic flow and safety.
- Main Route Connectivity
 - Remove barriers to improve connections between major routes.
- Landscape Management
 - Better management of existing landscape to improve safety and aesthetics.
- Safer Routes to Schools
 - Create and manage safer pedestrian routes to schools.
- Sidewalk Safety

- Focus on ensuring sidewalks are safe for pedestrian use, including maintaining sidewalks in good condition.
- Lookout Ridge Safety
 - Address concerns around Lookout Ridge's subpar safety for pedestrians.
- Concerns with increased traffic because of development in Urban Growth Boundary (UGB), in particular congestion on 32nd Street and Crown Road.

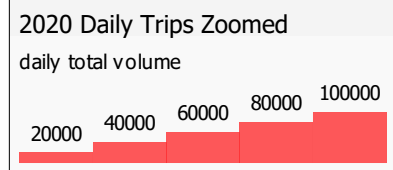
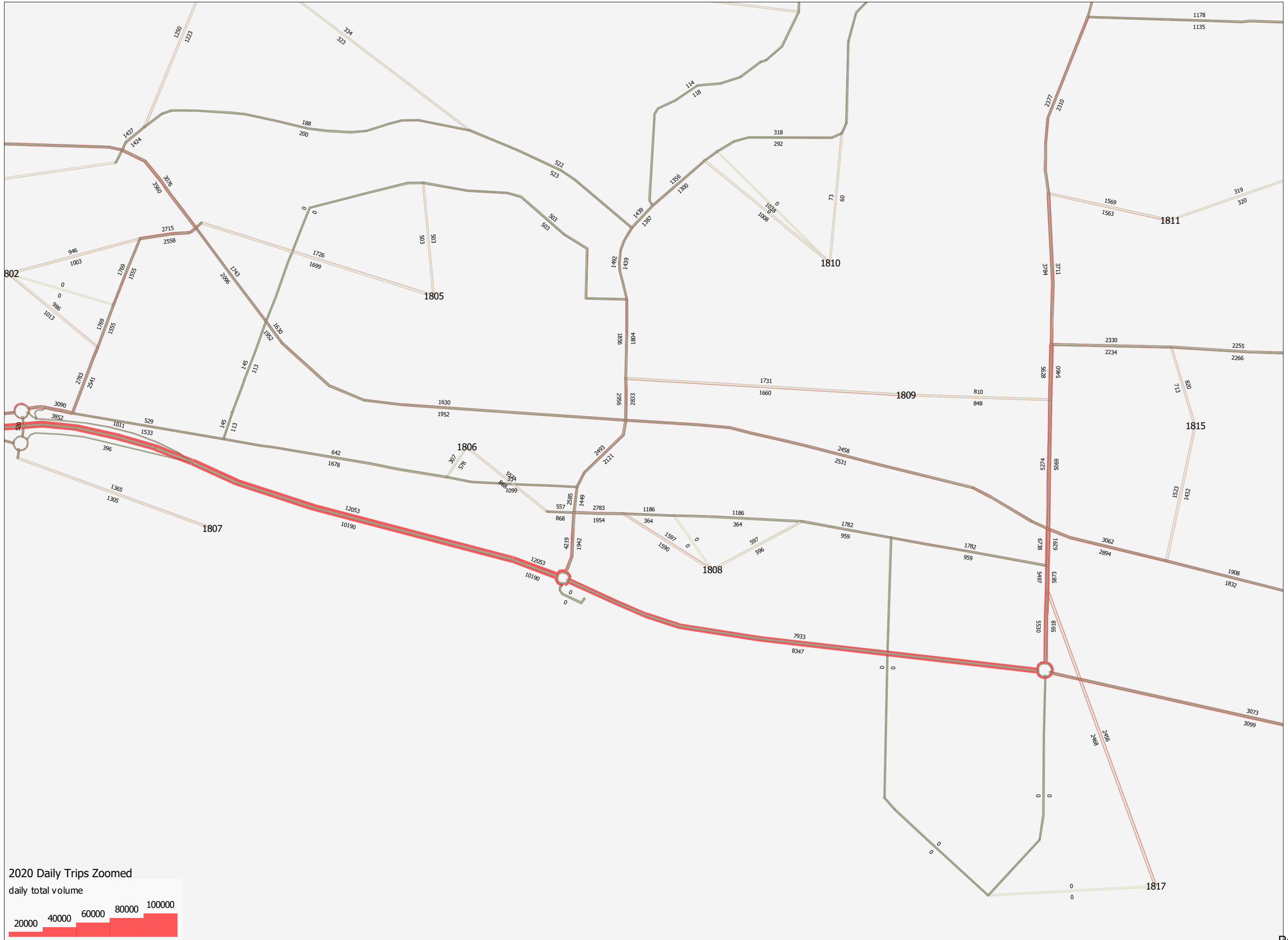
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City of Washougal Strategic Plan Transportation Summary

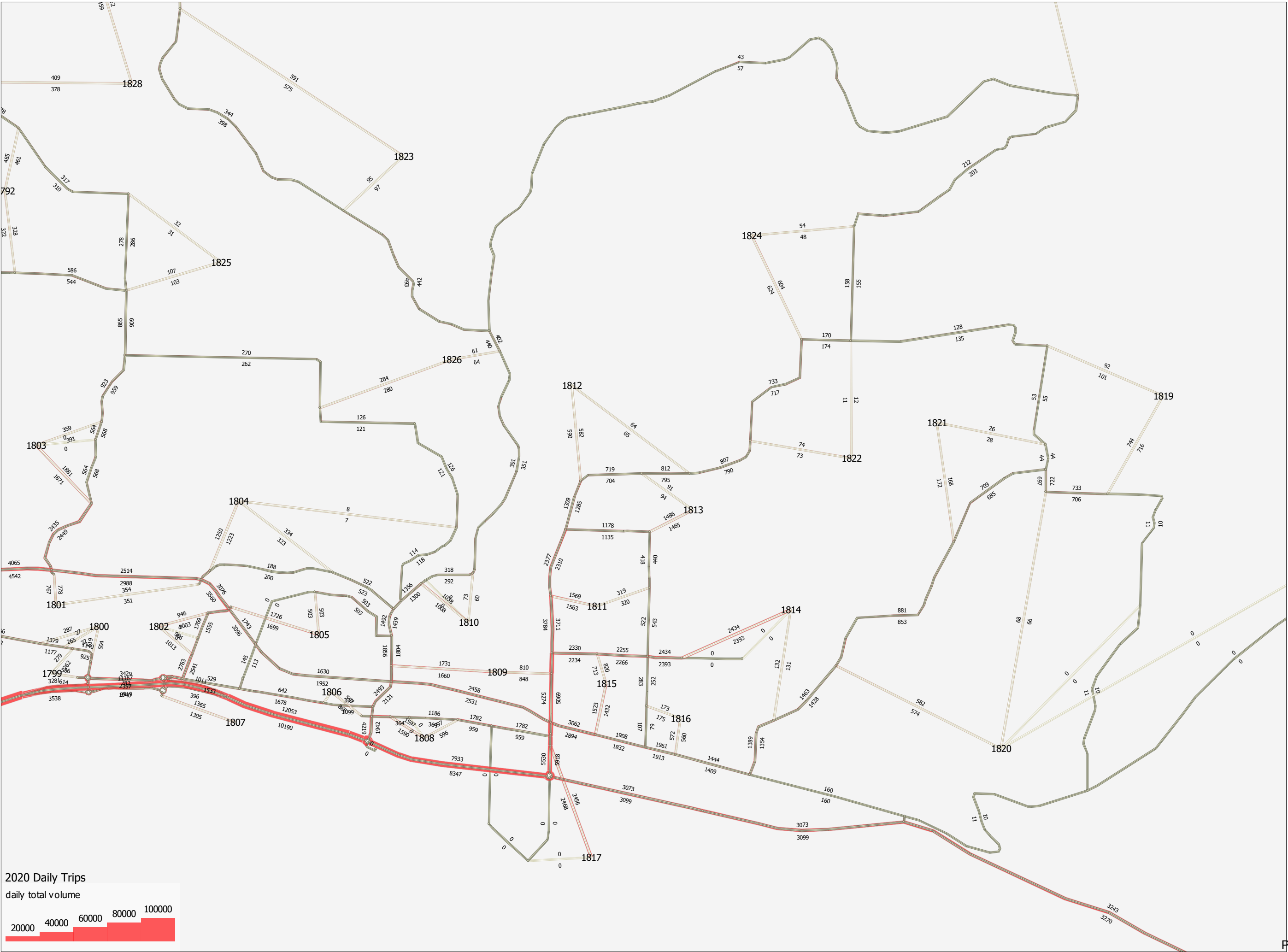
Mission Statement		Vision Statement
Our mission is to provide fiscally responsible services that promote our vision of a safe and beautiful community that can be enjoyed for generations to come.		Washougal will be a safe, vibrant, and friendly community that successfully balances growth and expanding economic opportunity while preserving the community's natural beauty and the unique amenities of small town living.
Guiding Principles		
People-focused and Responsive We are highly responsive, serving the community with respect and kindness. Bold and Practical We are innovative and creative, utilizing pragmatic ideas to proactively address issues and solve challenges. Trustworthy and Accessible Our door is open and we provide clear and concise communication, serving with the highest ethical standards and professionalism. Accountable and Fiscally Responsible We are responsible for our actions and decisions, carefully managing the city's resources. Engaged and Collaborative We listen to and work with our community to achieve shared goals.		
Goal		Transportation Centric Objectives
Economic Development and Community Prosperity	Foster and promote a resilient economy that encourages growth to attract and retain a diversity of businesses and talent, creating opportunities for prosperity and enhanced quality of life in Washougal.	None defined
Financial Health and Core Services	Increase the City's financial strength to provide a stable foundation that adapts to changes and challenges, providing resources necessary to sustain and expand services in support of the community's needs.	Optimize outside funding (grants, federal and state money) and low-interest financing to fund new and updated infrastructure.

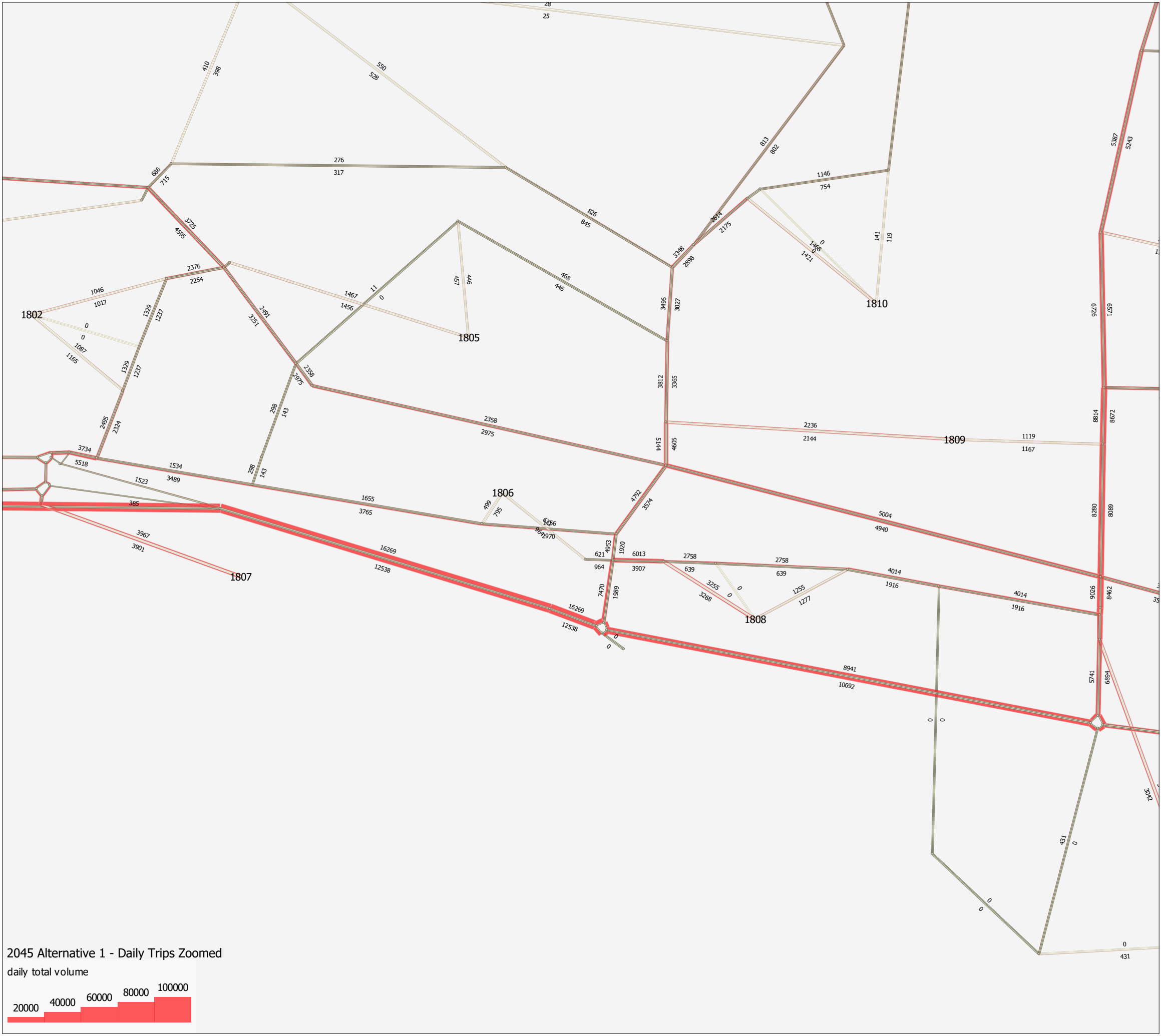
Goal		Transportation Centric Objectives
Vibrant Town Center	Elevate the quality of life in Washougal through a vibrant downtown that is attractive for people to live, work, learn, gather, and play.	- Develop a parking management plan to articulate and achieve a ten-year vision for adequate parking downtown. - Improve streetscapes, lighting, business facades and underground facilities to beautify downtown.
“Smart Growth”	Develop and grow in a sustainable manner while providing a broad array of amenities, job opportunities, housing, and transportation options to meet the diverse needs of the community.	- Update the City’s Comprehensive Plan and development code, incorporating “Smart Growth” objectives as defined by Smart Growth America. - Obtain funding (grants, federal and state money) to invest in planning and enhancements in infrastructure.
Redefined Community Identity	Establish a distinct and recognizable identity for Washougal that fosters community pride and increases commercial marketability.	- Develop a new brand identity for Washougal that creates a unique sense of place and generates new interest in and attraction to the City. - Develop and implement a Community Aesthetics Improvement Program to revitalize and enhance the physical appearance of the City.

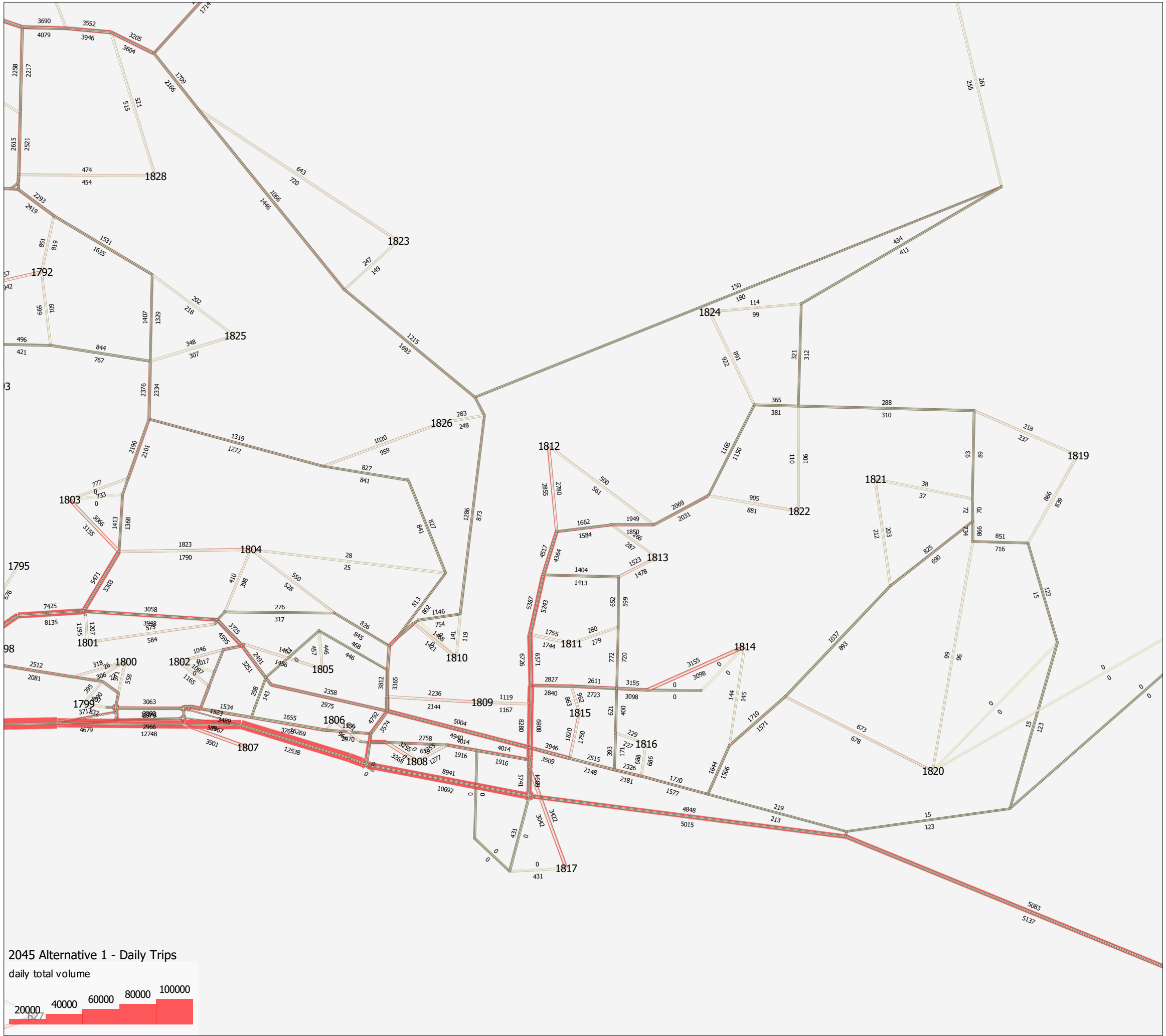
Appendix 3 – Daily Trips

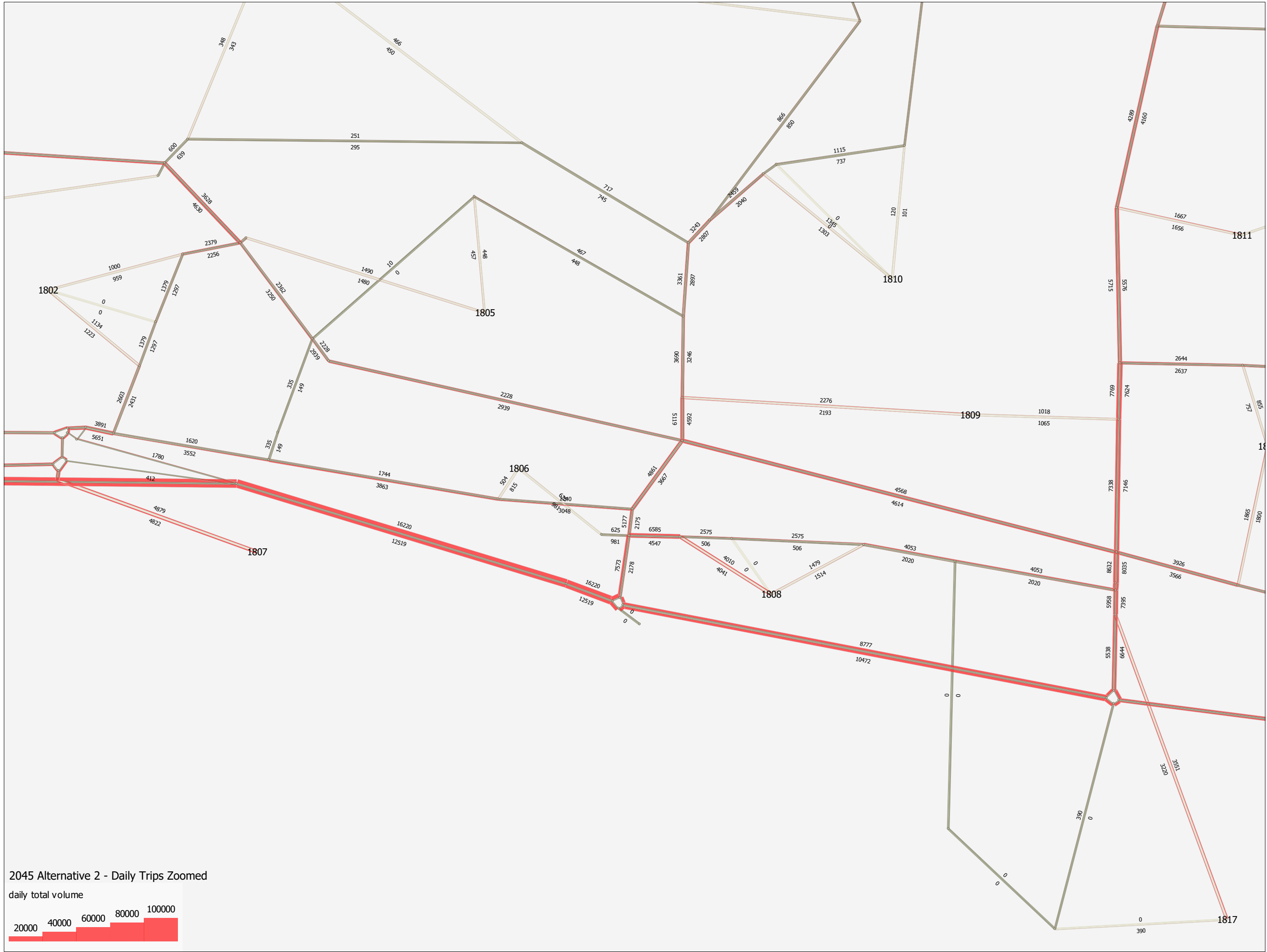


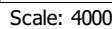
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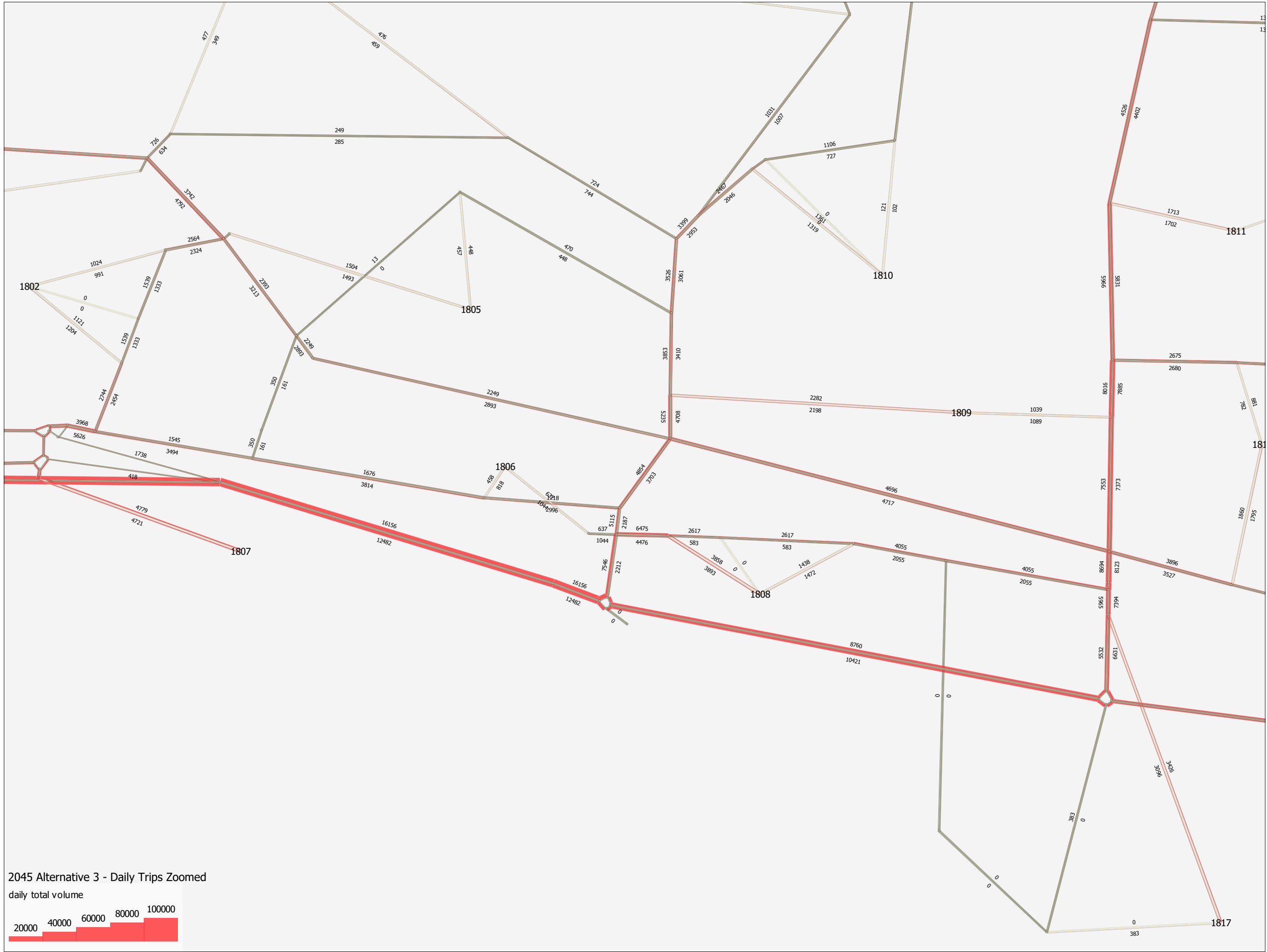












Appendix 4 – Evaluated Projects

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Project Name	Description	Facility	To	From	2026 Cost Estimate
Washougal River Rd Signal Upgrades	Signal coordination, advanced vehicle detection, accessible pedestrian signals (APS) and curb ramp upgrades	Washougal River Rd	E St	A St	\$1,500,000
Citywide ADA Curb Ramp Upgrades	Upgrade non-compliant curb ramps on various high priority city streets, as identified in the ADA Transition Plan	Various			\$2,000,000
6th St Improvements	Striping to 3 lanes, plus bike lanes and sidewalk	6TH ST	C ST	E ST	\$379,206
27th St/Index Widening	Widen to Industrial Collector standard, including modifications to lighting, storm drainage, and utilities	27TH ST/INDEX	SR-14	INDEX	\$4,882,330
Washougal River Rd Intersection Improvements	Intersection improvements including bicycle and pedestrian facilities	WASHOUGAL RIVER RD	SHEPHERD RD, 18TH/O, 25TH		\$3,707,736
West Washougal Connectors	Roadway improvements on misc. west city connectors, with bicycle and pedestrian access	MISC. WEST CITY CONNECTORS	VARIOUS		\$6,721,269
32nd St Rail Crossing	Intersection/road improvements along 32nd St. includes bicycle and pedestrian facilities with multi-use path	32ND ST	MAIN ST	E ST	\$69,000,000
Shepherd Rd Bicycle and Pedestrian Improvements	Bicycle and pedestrian facility improvements	SHEPHERD RD	3RD AVE	WASHOUGAL RIVER RD	\$4,342,294
27th St Bicycle and Pedestrian Facilities	Widen for turn lanes, bicycles, and sidewalks	27TH ST	MAIN ST	SR-14	\$4,858,709
Crown Rd Widening	Widen to 3 lane Arterial inclusion of bicycle lanes and sidewalks	CROWN RD	NE 7TH	UGA	\$7,796,673
27th St Shared Use Pathway	Addition of shared use pathway	27TH ST	INDEX	MAIN	\$3,247,851
Washougal River Road Safety Improvements	Safety improvements including segment lighting, bridge endpoint protection, and striping improvements.	WASHOUGAL RIVER RD	N. 18TH ST	E ST	\$529,677
Town Center Connector	Connection from 20th St 27th St via A St/Addy St	A ST/ADDY ST	20TH ST	27TH ST	\$8,770,020
T St Bicycle and Pedestrian Improvements	Improvement of bicycle and pedestrian facilities	N. T ST (PREVIOUSLY 40TH ST)	CROWN RD/283RD AVE	WOODBURN HILL	\$6,202,063
W Hood Ave Improvements	Urban collector improvements	W HOOD AVE	SE CROWN RD	SE 23RD ST	\$32,832,648
B St/Main St Bicycle and Pedestrian Improvements	Bicycle lane and sidewalk improvements	C ST & MAIN ST	WASHOUGAL RIVER RD	34TH ST	\$3,877,270
C St Bicycle and Pedestrian Improvements	Bicycle lane and sidewalk improvements	C ST	6TH ST	WASHOUGAL RIVER RD	\$3,100,270
Addy St Improvements	Widen for turn lanes, bicycle lanes, and sidewalks	ADDY ST	27TH ST	45TH ST	\$9,785,037
32nd St/Stiles Rd/34th St Improvements	Widen to 3 lanes, bicycle lanes, and sidewalk guardrail.	32ND ST/STILES RD/34TH ST	EVERGREEN WAY	SE LEHR RD	\$19,915,056
CITYWIDE PAVEMENT PRESERVATION	Ongoing pavement maintenance and preservation efforts for all city streets	CITYWIDE PAVEMENT PRESERVATION	VARIOUS		\$6,600,000
WASHOUGAL RIVER RD	Essential maintenance needs including deck and approach repairs, joint replacements, protection measures, and safety improvements	WASHOUGAL RIVER RD	WASHOUGAL RIVER RD		\$1,132,534
MISC PEDESTRIAN CONNECTIONS	Added sidewalk connections throughout the city	MISC PEDESTRIAN CONNECTIONS	VARIOUS		\$3,596,950
SYSTEMIC STOP CONTROLLED INTERSECTIONS	Safety improvements for stop controlled intersections including signage and striping.	SYSTEMIC STOP CONTROLLED INTERSECTIONS	VARIOUS		\$359,695
TRAFFIC CALMING PROGRAM PROJECTS	Installation of traffic calming devices throughout the city	TRAFFIC CALMING PROGRAM PROJECTS	VARIOUS		\$565,235
32nd St Widening	Widen to 3 lanes, include bicycle lanes and sidewalk	32ND ST	EVERGREEN WAY	34TH ST	\$17,912,953
39th St Bicycle lanes and sidewalks	Installation of bicycle lanes and sidewalks	39TH ST	W ST	EVERGREEN WAY	\$2,579,636
E Street Improvements and Driveway Consolidation	Consolidating driveways, installing median islands, and installing radar feedback signs	E ST	SE LECHNER ST	22ND ST	\$1,575,000
Evergreen Way Widening	Widen to install bicycle lanes on south side	EVERGREEN WAY	32ND ST	SUNSET VIEW RD	\$2,625,000
9th St Trail Crossing	Addition of a bicycle/pedestrian trail crossing at 9th St	9TH ST	SHEPHERD RD	K ST	\$2,325,203
F Street Traffic Calming	Traffic calming	F ST	25TH ST	34TH ST	\$1,260,817
49th St/J St Traffic Calming	Traffic calming	49TH ST/J ST	W ST	32ND ST	\$3,100,454
39th Street Traffic Calming	Traffic calming	39TH ST	EVERGREEN WAY	M ST	\$1,260,000
Sunset View Road Widening	Widen to 2 lane collector with shoulders for bicycles/pedestrians	SUNSET VIEW RD	EVERGREEN WAY	SE WOODING RD	\$13,337,558
Evergreen Way and 39th St Intersection Improvements	Intersection improvements	EVERGREEN WAY & 39TH ST	INTERSECTION		\$132,580
Ford Street Extension	Extend Ford St from 27th St to 32nd St	FORD ST	27TH ST	32ND ST	\$9,358,923
W Street Improvements and Creek Crossing	Improve 2 lane collector and extend across creek	W ST	32ND ST	49TH ST	\$17,146,071
Lehr Road Widening	Widen to collector standards with added sidewalks	LEHR RD	34TH ST	UGA BOUNDARY	\$4,499,655
Evergreen Way and Sunset View Road Intersection Improvements	Intersection improvements	EVERGREEN WAY & SUNSET VIEW RD	INTERSECTION		\$3,258,823
28th Street Bicycle and Pedestrian Trail, with crossing at 28th St	Bicycle/pedestrian trail and crossing at 28th St	28TH ST	28TH ST	L ST	\$2,325,203
NE 3rd Ave/E Street Pedestrian and Bicycle Facility Enhancements	Bicycle and pedestrian facility improvements	NE 3rd Ave/E St			\$91,000
Evergreen Way Bicycle and Pedestrian Facility Installation	Bicycle/pedestrian facility installation	Evergreen Way			\$4,104,000
32nd St and Addy St Pedestrian Intersection Improvements	Pedestrian intersection improvements at 32nd St/Addy St	32nd St/Addy St			\$267,000
E St/Evergreen Way Bicycle and Pedestrian Facility Enhancements	Bicycle and pedestrian facility improvements	E St/Evergreen Way			\$2,061,000
12th St Pedestrian Facilities	Addition of sidewalks on 12th St	12th Street			\$517,000
C St Bicycle Facilities and Noise Reduction	Addition of bicycle facilities and noise reduction efforts.	C Street			\$3,234,000

Appendix 5– Climate Analysis

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Project: Widen Addy Street from 27th Street to 45th Street. Design cross section to accommodate turn lanes, bicycle lanes, and sidewalks.		
	Base Year	Built Year
Evaluation Year ¹	2024	2050
Corridor length (mile) ²	1.2	1.2
Walking Pedestrian facilities in the Project Area (miles) ³	1.2	2.4
Bicycle Infrastructure facilities in the Project Area (miles) ³	0.0	2.4
AADT (Addy St. 27th to 45th) ⁴	1756.0	2217.0
AADT(Walking Traffic) ⁵	57.9	73.2
AADT(Bicycle traffic) ^{5,6}	1.4	108.2
VMT ⁷	2107.2	2527.7
VMT(Emissions) ^{8,9}	1685.76	126.39
CO₂ Emissions(kg)	606.6	45.5
CH₄(g)	8.4	0.6
N₂O Emissions(g)	2.4	0.2
1. Evaluation years are pre-built and post built scenarios, with climate goals anticipated to be met by 2050 2. Project corridor measures linearly from B Street/Main Street to 34th 3. New facilities would include: Pedestrian facilities exist on the south side of Addy St., and would expand to include sidewalks and bike lanes on both sides of the street. New facilities would include the length of the corridor for two total bike lanes(2.4 mi. increase), and two total sidewalk(1.2 mi. increase) 4. Average Annual Daily Traffic(from client). Traffic count was not modified for the intentions of quantifying a change or reduction in VMTs or GHG emissions.		
5. In Washington 3.3% of commuter walk and 0.8% of commuters bike, Available at: https://data.bikeleague.org/data/states-rates-of-active-commuting/		
6. Default of 0.25 based on a multivariate analysis of the impacts of bike lanes on cycling levels in the 100 largest U.S. cities, which found that a 0.25 percent increase in cycling occurs for every 1 percent increase in bike lane distance. Reference: Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity		
Δ Bike Traffic(AADT):		106.4
7. Improved walking infrastructure can be measured as a percent reduction in VMT. $A = ((C \div B) - 1) \times D$ A = Percent reduction in VMT or GHG Emissions from household vehicle travel in the community B = Existing sidewalk length in the study area, both sides of road(miles) C = Sidewalk length in the study area with improvement measure D = A study found that a 0.05 percent decrease in household vehicle travel occurs for every 1 percent increase in the sidewalk-to-street ratio (Frank et al. 2011; Handy et al. 2014). Reference: Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity		
Walking induced VMT reduction(%):		-0.050

8. Electric vehicles make up 20% of the market share in Washington. Between 2021 and 2024 Clark county has seen a 42% annual increase in electric vehicles registers(See Sheet: 'Electric Vehicles'). The state of Washington has policy in place that requires 100% of vehicles sold in 2035 to be EV. Available at:<https://wsdot.wa.gov/about/data/gray-notebook/gnbhome/environment/electricvehicles/electricvehicles.htm>
9. Average age of a passenger vehicle in the united states in 2025 is 14.5 years. Assuming the age of a vehicle in operations stays consistent, most operable vehicles on the road purchased and driven in WA will be an EV for the evaluation year. Calculation assume 95% of Washougal vehicles on the road in 2050 will be EV . Available at:
<https://www.bts.gov/content/average-age-automobiles-and-trucks-operation-united-states>

Project(s):

1) Improve sidewalks and bicycle lanes on B Street/Main Street to 34th Street. This includes the addition of bicycle and pedestrian facilities in areas devoid of facilities.

2) Creation of a shared use pathway on 27th St connecting from Index St to Main St.

	Base Year	Built Year
Evaluation Year¹	2024	2050
Corridor length (mile)²	1.9	1.9
Walking Pedestrian facilities in the Project Area (miles)³	1.5	3.3
Bicycle Infrastructure facilities in the Project Area (miles)³	0.0	3.3
AADT (Main St. Washougal River Road to 34th St and 27th Street from Index to Main St.)⁴	4433.0	5597.0
AADT(Walking Traffic)⁵	146.3	184.7
AADT(Bicycle traffic)^{5,6}	3.5	273.1
VMT⁷	8422.7	10117.9
VMT(Emissions)^{8,9}	6738.16	505.89
CO₂ Emissions(kg)	2424.6	182.0
CH₄(g)	33.7	2.5
N₂O Emissions(g)	9.4	0.7
1. Evaluation years are pre-built and post built scenarios, with climate goals anticipated to be met by 2050 2. Project corridor measures linearly from(1) B Street/Main Street to 34th(1.4 mi)& (2) 27th street from it's intersection with Main Street to Index Street(.5 mi.). Evaluated as a pedestrian network connection 3.Current facilities include: 1) two sidewalks that extend east 0.5 mi. from B/Main St.(1.0 mi. total) and one sidewalk that abuts to the double side walk for half a mile(0.5 mi.). New facilities would include: 1)Two Sidewalks, both sides of B/Main Street(2.8mi) and two bike lanes, both sides of B/Main Street(2.8 mi)AND 2) one new shared path, counted as one bike lane(0.5 mi.) and one pedestrian path(0.5 mi.) on 27th street. 4. Average Annual Daily Traffic(from client). Traffic count was not modified for the intentions of quantifying a change in VMTs or GHG emissions		
5. In Washington 3.3% of commuter walk and 0.8% of commuters bike, Available at: https://data.bikeleague.org/data/states-rates-of-active-commuting/		
6.Default of 0.25 based on a multivariate analysis of the impacts of bike lanes on cycling levels in the 100 largest U.S. cities, which found that a 0.25 percent increase in cycling occurs for every 1 percent increase in bike lane distance. Reference: Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity		
Δ Bike Traffic(AADT):		268.7
7. Improved walking infrastructure can be measured as a percent reduction in VMT. $A = ((C \div B) - 1) \times D$ A = Percent reduction in VMT or GHG Emissions from household vehicle travel in the community B = Existing sidewalk length in the study area, both sides of road(miles) C = Sidewalk length in the study area with improvement measure D = A study found that a 0.05 percent decrease in household vehicle travel occurs for every 1 percent increase in the sidewalk-to-street ratio (Frank et al. 2011; Handy et al. 2014).		
Walking induced VMT reduction(%):		-0.060

8. Electric vehicles make up 20% of the market share in Washington. Between 2021 and 2024 Clark County has seen a 42% annual increase in electric vehicles registers(See Sheet: 'Electric Vehicles'). The state of Washington has policy in place that requires 100% of vehicles sold in 2035 to be EV. Available at:<https://wsdot.wa.gov/about/data/gray-notebook/gnbhome/environment/electricvehicles/electricvehicles.htm>
9. Average age of a passenger vehicle in the united states in 2025 is 14.5 years. Assuming the age of a vehicle in operations stays consistent, most operable vehicles on the road purchased and driven in WA will be an EV for the evaluation year. Calculation assume 95% of Washougal vehicles on the road in 2050 will be EV . Available at:
<https://www.bts.gov/content/average-age-automobiles-and-trucks-operation-united-states>

Project: <i>Improve sidewalks and bicycle lanes on C Street. Includes the addition of bicycle and pedestrian facilities in areas devoid of facilities.</i>		
	Base Year	Built Year
Evaluation Year¹	2024	2050
Corridor length (mile)²	1.1	1.1
Walking Pedestrian facilities in the Project Area (miles)³	1.3	2.2
Bicycle Infrastructure facilities in the Project Area (miles)³	0.0	2.2
AADT (Addy St. 27th to 45th)⁴	4080.0	5151.0
AADT(Walking Traffic)⁵	134.6	170.0
AADT(Bicycle traffic)^{5,6}	3.3	251.4
VMT⁷	4488.0	5390.7
VMT(Emissions)^{8,9}	3590.40	269.53
CO₂ Emissions(kg)	1292.0	97.0
CH₄(g)	18.0	1.3
N₂O Emissions(g)	5.0	0.4
1. Evaluation years are pre-built and post built scenarios, with climate goals anticipated to be met by 2050 2. Project corridor measures linearly from B Street/Main Street to 34th 3. New facilities would include: one pedestrian path exists through the entire project corridor(1.1 miles), two pedestrian paths exist from 12th to Washougal River Road(.2 miles). There are currently no bike facilities in the corridor. 4. Average Annual Daily Traffic(from client).Traffic count was not modified for the intentions of quantifying a change in VMTs or GHG emissions 5. In Washington 3.3% of commuter walk and 0.8% of commuters bike, Available at: https://data.bikeleague.org/data/states-rates-of-active-commuting/ 6. Default of 0.25 based on a multivariate analysis of the impacts of bike lanes on cycling levels in the 100 largest U.S. cities, which found that a 0.25 percent increase in cycling occurs for every 1 percent increase in bike lane distance. Reference: Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity		
Δ Bike Traffic(AADT):		247.2
7. Improved walking infrastructure can be measured as a percent reduction in VMT. $A = ((C \div B) - 1) \times D$ A = Percent reduction in VMT or GHG Emissions from household vehicle travel in the community B = Existing sidewalk length in the study area, both sides of road(miles) C = Sidewalk length in the study area with improvement measure D = A study found that a 0.05 percent decrease in household vehicle travel occurs for every 1 percent increase in the sidewalk-to-street ratio (Frank et al. 2011; Handy et al. 2014). Reference: Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity		
Walking induced VMT reduction(%):		-0.035

8. Electric vehicles make up 20% of the market share in Washington. Between 2021 and 2024 Clark county has seen a 42% annual increase in electric vehicles registers(See Sheet: 'Electric Vehicles'). The state of Washington has policy in place that requires 100% of vehicles sold in 2035 to be EV. Available at:<https://wsdot.wa.gov/about/data/gray-notebook/gnbhome/environment/electricvehicles/electricvehicles.htm>
9. Average age of a passenger vehicle in the united states in 2025 is 14.5 years. Assuming the age of a vehicle in operations stays consistent, most operable vehicles on the road purchased and driven in WA will be an EV for the evaluation year. Calculation assume 95% of Washougal vehicles on the road in 2050 will be EV . Available at:
<https://www.bts.gov/content/average-age-automobiles-and-trucks-operation-united-states>

Project: Add bicycle and pedestrian facilities on N. T St (previously 40th St) from SE Crown Rd/283rd Ave to Woodburn Hill.		
	Base Year	Built Year
Evaluation Year¹	2024	2050
Road Corridor length (mile)²	0.9	0.9
Project Corridor Length(miles)³	1.9	1.9
Walking Pedestrian facilities in the Project Area (miles)⁴	0.2	1.9
Bicycle Infrastructure facilities in the Project Area (miles)⁴	0.0	1.9
AADT (SE Crown Rd/283rd Ave to Woodburn Hill)⁵	18088.0	22837.0
AADT(Walking Traffic)⁶	596.9	753.6
AADT(Bicycle traffic)^{6,7}	14.5	1114.4
VMT⁸	16279.2	19524.2
VMT(Emissions)^{9,10}	13023.36	976.21
CO₂ Emissions(kg)	4686.3	351.3
CH₄(g)	65.1	4.9
N₂O Emissions(g)	18.2	1.4
1. Evaluation years are pre-built and post built scenarios, with climate goals anticipated to be met by 2050 2. The road corridor that the proposed facilities will partially follow. The roadway is not being expanded as part of this project. 3. Project corridor measures linearly from SE Crown Rd/283rd Ave to Woodburn Hill. Pedestrian facilities are being expanded into undeveloped areas. 4.Current facilities include New facilities would include: Pedestrian paths extending W T Street west to SE Crown Street, extending W T Street east through Lebrun Dr. and N 6th Street to N T Street. The new corridor(1.9 mi.) would include the additional of a new bike land and pedestrian path throughout the entire corridor and extent sidewalks from current infrastructure(one sidewalk along W T Street for 0.2 mi.) to two sidewalks throughout the entire corridor(3.8 mi.). 5. Average Annual Daily Traffic(from client). Traffic count was not modified for the intentions of quantifying a change in VMTs or GHG emissions 5. In Washington 3.3% of commuter walk and 0.8% of commuters bike, Available at: https://data.bikeleague.org/data/states-rates-of-active-commuting/ 7.Default of 0.25 based on a multivariate analysis of the impacts of bike lanes on cycling levels in the 100 largest U.S. cities, which found that a 0.25 percent increase in cycling occurs for every 1 percent increase in bike lane distance. Reference: Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity		
Δ Bike Traffic(AADT):		1096.2
8. Improved walking infrastructure can be measured as a percent reduction in VMT. $A = ((C \div B) - 1) \times D$ A = Percent reduction in VMT or GHG Emissions from household vehicle travel in the community B = Existing sidewalk length in the study area, both sides of road(miles) C = Sidewalk length in the study area with improvement measure D = A study found that a 0.05 percent decrease in household vehicle travel occurs for every 1 percent increase in the sidewalk-to-street ratio (Frank et al. 2011; Handy et al. 2014). Reference: Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity		
Walking induced VMT reduction(%):		-0.425

9. Electric vehicles make up 20% of the market share in Washington. Between 2021 and 2024 Clark county has seen a 42% annual increase in electric vehicles registers(See Sheet: 'Electric Vehicles'). The state of Washington has policy in place that requires 100% of vehicles sold in 2035 to be EV. Available at:<https://wsdot.wa.gov/about/data/gray-notebook/gnbhome/environment/electricvehicles/electricvehicles.htm>

10. Average age of a passenger vehicle in the united states in 2025 is 14.5 years. Assuming the age of a vehicle in operations stays consistent, most operable vehicles on the road purchased and driven in WA will be an EV for the evaluation year. Calculation assume 95% of Washougal vehicles on the road in 2050 will be EV . Available at: <https://www.bts.gov/content/average-age-automobiles-and-trucks-operation-united-states>

BUSINESS OF THE CITY COUNCIL

City of Washougal, Washington

FOR AGENDA OF:

8/10/2026

SUBJECT:

Community Development: *Comprehensive Parks, Recreation & Open Space Plan Update*

DEPT. OF ORIGIN:

Community Development

REVIEWED AT:

Planning Commission — July 28, 2026

TO BE RETURNED TO COUNCIL:

Yes

ATTACHMENTS:

1. Washougal PROS Plan & Appendices

SUMMARY STATEMENT

The Growth Management Act (GMA) requires fast-growing Washington cities and counties to develop a comprehensive plan to manage population growth. In accordance with the GMA, the City of Washougal's Comprehensive Plan provides direction for public services and growth for a twenty-year time period.

The Parks & Open Space element of the Comprehensive Plan identifies goals and policies for city-wide park, recreation, and open space services. Other elements, including Natural Resources & Critical Areas, provide additional city-wide goals and policies that are related to the park and open space system. This Comprehensive Park & Recreation Plan will serve as an update to the City's Parks & Open Space elements and should be adopted by reference as part of the Comprehensive Plan.

RECOMMENDED ACTION

No specific action is needed at this time.



WASHOUGAL COMPREHENSIVE PARK & RECREATION PLAN

DRAFT | JUNE 2026

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Acknowledgements

The Comprehensive Park & Recreation Plan reflects the priorities of the people of Washougal, revised to align with Washougal Onward, the City's 2025-2045 Comprehensive Plan. While the foundational vision and priorities remain, this update ensures the Plan continues to serve the community effectively. Thank you to all who have supported and contributed to the continued success of Washougal's parks and recreation system.

Additional acknowledgment goes out to the following for their leadership, commitment, and support to make parks and recreation possible.

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WASHOUGAL
COMPREHENSIVE PARK & RECREATION PLAN



CHAPTER 1

INTRODUCTION



1. Introduction

The Comprehensive Park & Recreation Plan (the Plan) sets a renewed direction for the City of Washougal's parks and recreation system. This Plan presents the long-term vision and strategy for the future of parks, recreation facilities, and trails, focusing on needed improvements, resources, and maintenance over the next ten years and beyond.

PURPOSE

Specifically, this plan:

- Describes the **context of the system**, including a demographic profile, current levels of service, and related planning efforts;
- Provides an updated **inventory of parks and facilities**, including a condition assessment;
- Identifies **new or emerging park needs and opportunities** for the park system, particularly those resulting from a dynamic, growing community;
- Recommends **projects and actions** to meet community needs and create efficiencies across the system; and
- **Prioritizes recommendations** using a clear and easy to understand process to guide future implementation.

PLANNING PROCESS

In 2024, the City of Washougal began a minor update to its Comprehensive Park & Recreation Plan. This refresh builds on the major work completed in 2021 and helps keep the Plan aligned with state requirements, anticipated community growth, and the evolving needs of our residents.

The planning process for this update was coordinated with the City's broader Comprehensive Plan update. Community members had opportunities to share feedback at events and activities hosted as part of the larger city planning effort. In addition to public input, City staff and the Parks Board met to review progress on existing goals, consider new ideas, and help shape the next phase of Washougal's park system. This updated Plan continues to reflect the community's voice and ensures our parks and recreation system remain a valuable and welcoming part of life in Washougal.

COMMUNITY INVOLVEMENT

The people of Washougal were directly involved in understanding system-wide needs and identifying ideas and priorities to carry out the Plan. From the beginning, the planning process has invited community members to share their ideas, needs, and priorities to ensure the Plan reflects the vision of those who live, work, and play in Washougal.

This Plan update continued that tradition of community involvement, incorporating new outreach opportunities in coordination with the City's Comprehensive Plan update. Parks and recreation were considered alongside other important topics like housing, transportation, and infrastructure, allowing for a more holistic look at Washougal's future.

Engagement efforts included online tools, in-person events, and targeted conversations with key stakeholders. Highlights of community involvement across both the original 2021 plan and the 2026 update include:

- **2019 Park Survey:** The City of Washougal conducted an open access online survey for parks and recreation in April 2019. The survey resulted in 99 responses.
- **2020 City Satisfaction Survey:** During the spring of 2020, the City of Washougal conducted a random sample mail survey to understand satisfaction with City services. There were 517 completed surveys resulting in a 95% level of confidence.
- **2020 Parks Plan Questionnaire:** From August 9, 2020, through October 10, 2020, the City used an online questionnaire to gather information about existing conditions and future opportunities for parks, recreation, and open spaces. This questionnaire helped identify how needs had evolved since the beginning of the COVID-19 pandemic. Participants accessed the online questionnaire through a link on the City's website. Appendix B provides a summary of results.
- **Parks Board Meetings (2020–2026):** The project team met multiple times with the Washougal Park Board throughout both the major 2021 plan update and the 2026 update to review new requirements, discuss community feedback, and refine goals, policies, and recommendations.
- **Staff Workshops and Feedback:** City staff provided valuable insights on the implementation progress of the 2021 plan and helped identify focus areas for the 2026 refresh.
- **Comprehensive Plan Community Advisory Committee:** As part of the City's coordinated planning efforts, parks and recreation were included in discussions with the Community Advisory Committee, which helped guide broader priorities for Washougal's future.
- **Comprehensive Plan Carnival:** A well-attended community-wide event created a fun and engaging environment for

residents to provide feedback. Parks and recreation were a key part of the conversations and activities.

- **Community Survey:** During the spring of 2024, the City conducted a survey to assess resident satisfaction with a variety of services, including parks and recreation.
- **Online Surveys and Comments:** As part of the Comprehensive Plan outreach, community members had opportunities to share their feedback online. Parks and recreation topics were included in broader discussions about Washougal's growth, infrastructure, and quality of life.
- **Social Media Engagement:** Throughout the planning efforts, the City used platforms like Facebook and Twitter to invite comments and ideas from the community.

PLAN REQUIREMENTS

This Comprehensive Park & Recreation Plan must address the requirements of the State of Washington Growth Management Act (GMA), and the State of Washington Recreation and Conservation Office (RCO).

Growth Management Act (GMA)

The GMA requires fast-growing Washington cities and counties to develop a comprehensive plan to manage population growth. In accordance with the GMA, the City of Washougal's Comprehensive Plan provides direction for public services and growth for a twenty-year time period. The Parks & Open Space element of the Comprehensive Plan identifies goals and policies for city-wide park, recreation, and open space services. Other elements, including Natural Resources & Critical Areas, provide additional city-wide goals and policies that are related to the park and open space system. This Comprehensive Park & Recreation Plan will serve as an update to the City's Parks & Open Space elements and should be adopted by reference as part of the Comprehensive Plan.

Recreation Conservation Office (RCO)

The Recreation and Conservation Office (RCO) is the state agency that manages multiple grant programs supporting the Recreation and Conservation Funding Board. RCO looks for a minimum of six elements in a plan for a city to be eligible and competitive for grant funding. In addition to formal plan adoption, Table 1 identifies how this Plan addresses each of the required plan elements.

TABLE 1: PLAN REQUIREMENTS

Requirement	GMA	RCO	Location Reference
Public involvement		•	Chapters 1 and 3
Intergovernmental coordination	•		Chapters 3, 4 and App. D
Inventory (condition and capacity)		•	Chapter 2 and App. A
Goals and objectives		•	Chapter 3
Demand estimates (GMA requires at least a ten-year period)	•	•	Chapters 3 and 5
Six-year capital improvement program		•	Chapter 5 and Appendix C



CHAPTER 2

EXISTING CONDITIONS



2. Existing Conditions

The City of Washougal is surrounded by natural and scenic beauty, given its location on the bank of Columbia River. Known as the “Gateway to the Gorge,” Washougal’s setting and proximity to the Portland/Vancouver metro area make it a desirable place to live. The City is responsible for over 30 parks and recreation areas totaling over 120 acres. Together, these resources provide a variety of options for recreation, while protecting the area’s natural beauty and providing valuable wildlife habitat.

This chapter provides an overview of the characteristics of the park and recreation system, summarizing:

- Washougal’s setting, history, and existing and future population;
- The park system inventory, condition, and gaps in the provision of park land; and
- Key trends in parks and recreation services at the national, state, and local level.

SETTING AND HISTORY

Washougal's location, topography, environment, and history all influence the City's park and recreation opportunities. The City of Washougal is located in southeastern Clark County, approximately 15 miles east of Vancouver and only 20 minutes from Portland's International Airport. The City currently is 6.3 square miles in size. With the added Urban Growth Area (UGA), it encompasses 8.6 square miles. Located at the west end of the Columbia River Gorge scenic area, Washougal's character is defined by its proximity to two rivers: the Columbia and the nearby Washougal River, which winds through the community and drains into the Columbia Mountains. While Washougal's downtown sits on gradually sloping terrain above the Columbia River, the city's topography increases to the north with the highest point reaching approximately 660 feet. Many of the hillsides are steep with some reaching a 40% grade or greater. The Washougal River, SR 14 and the BNSF railway create barriers for north/south connectivity.

Present-day Washougal was originally inhabited by the Chinook Indian people who named the nearby river Washougal, which means "rushing water." Washougal's Columbia River frontage was also one of Lewis and Clark's Corps of Discovery camp sites in the early 1800s.



European settlers began to arrive in the 1830s and continued into the nineteenth and early twentieth centuries. Parker built a small dock (Parker's Ferry/Parker's Landing) on the Columbia River to accommodate river boats and platted the town of Parkersville. Early names for the settler community included Parker's Landing, Point Vancouver, and Washougahally Camp.

Washougal officially incorporated in 1908, and, in 1910, it became the site for one of the first Pendleton Woolen Mills manufacturing facilities. This business is located in downtown Washougal and is the city's largest employer today.

COMMUNITY GROWTH AND CHARACTERISTICS

The City of Washougal has a current population of 18,360¹, which is approximately three percent of the Clark County population. Population estimates show continued growth into the future, as is true across the entire county. For example, nearby Vancouver was the second fastest growing city in Washington state in 2019–2020, although growth has slowed in recent years.² By 2045, Washougal is projecting a future population of 24,874 residents³, an increase of approximately 36% over the next 15 years. This growth will drive increasing demands for park and recreation opportunities across the city and region.

Demographics

Parks and recreation services should respond to the needs of different age groups, such as providing places for younger children to play, areas for teens and young adults to gather, and opportunities to socialize and stay healthy for older adults. In Washougal, the city has a younger population, with a greater percentage of population under age 18 and lower percentage of residents 65 years and greater than the county and state average (Table 2).

¹ State of Washington Office of Financial Management, April 1, 2025 Population Estimate

² State of Washington Office of Financial Management

³ Washougal Comprehensive Plan

TABLE 2: AGE CHARACTERISTICS, CITY OF WASHOUGAL, COUNTY AND STATE

	City of Washougal	Clark County	State of Washington
Under 18	22.3%	22.2%	21.6%
65 years and greater	16.1%	17.1%	16.3%

Source: US Census, 2023 American Community Survey 5-Year Estimates

As a valuable public service, City parks and programs should be welcoming and accessible with services and information that relate to all residents, including people of different ethnic and racial backgrounds. While Washougal's population is less diverse than county or state averages, Hispanic or Latino residents make up 10.9% of the city's population (Table 3). This could be significant for selected park sites with a substantial portion of Hispanic and Latino residents living nearby.

TABLE 3: RACE/ETHNICITY CHARACTERISTICS, CITY OF WASHOUGAL, COUNTY AND STATE

	City of Washougal	Clark County	State of Washington
White alone	81.4%	71.7%	64.3%
Hispanic or Latino	10.9%	12.6%	14.1%
Language other than English spoken at home	8.4%	16.4%	20.9%

Source: US Census, 2023 American Community Survey 5-Year Estimates

In Washougal, more residents own their home. There is a higher median household income than the county and state percentages (Table 4). That means, on average, residents have a greater ability to pay for and travel to City-provided and regional recreation services. However, 12.6% of residents are below the poverty level, which likely limits their abilities to access for-cost or far-away recreation options. This is an increase from 2019 where the poverty rate was 7.4%, highlighting that while incomes may be rising in Washougal, the city also has a higher poverty rate than the national average.

TABLE 4: HOUSING, INCOME, AND POVERTY CHARACTERISTICS, CITY OF WASHOUGAL, COUNTY AND STATE

	City of Washougal	Clark County	State of Washington
Owner-occupied housing rate	73.9%	66.2%	63.9%
Median HH income	\$100,916	\$94,948	\$94,952
Poverty rate	12.6%	7.5%	10.3%

Source: US Census, 2023 American Community Survey 5-Year Estimates

Health and Social Connections

Community health is another important determinant in understanding potential park and recreation needs. Park and recreation services provide access to play, exercise, social interaction, and other benefits to support healthy living. According to Clark County data, Washougal has higher levels of adults with a chronic disease, and a greater percentage of adults who smoke. Cardiovascular diseases (CVDs) are the leading cause of death globally and in the United States. Four out of five CVD deaths are due to heart attacks and strokes, and one third of these deaths occur prematurely in people under 70 years of age.⁴

Social and community connections are another important indicator of health and well-being. According to the Community Health Needs Assessment, studies have shown that the magnitude of health risk associated with social isolation are similar to that of smoking cigarettes.⁵ In addition, “civic participation, discrimination, racism, incarceration, and social cohesion affects the lives of individuals throughout the region in a myriad of ways. Strong social and community connections are key to addressing health outcomes.”⁶ This means that City park and programs play an important role in ensuring individual and community health and well-being by supporting fitness, fostering community events and social gatherings, providing play space and sports facilities for families and youth, and providing trails for recreation activities.



⁴ Healthier Clark County InfoMap

⁵ 2019 Community Health Needs Assessment, Healthy Columbia Willamette Collaborative

⁶ 2019 Community Health Needs Assessment, Healthy Columbia Willamette Collaborative

Employment and Economy

Local businesses and workers in Washougal also rely on the park and recreation system. Public parks, trails and even recreation programs can be valuable assets that can help attract or retain local businesses, while supporting a viable workforce. About 92% of Washougal residents commute to work outside of the city. On the other hand, 19% of Washougal's workers are also residents of Washougal, leaving 81% of Washougal's workers commuting in from outside of the city. Historically, Washougal's top industries for employment are manufacturing and educational services. While manufacturing has been trending slightly downwards over time, it has recently seen some modest increases in employment. Washougal's fastest growing industry is professional, scientific, and technical services. Based on recent estimates, there are 8,449 employed residents, with most in management/business/science/arts occupations (42.9%), followed by sales/office occupations (23.5%) and service occupations (16.6%).⁷ The City is planning for an additional 2,100 jobs by 2045.

Development

The City of Washougal has experienced continuous housing growth over the past decade. New residents add to park and recreation service impacts and needs. Clark County's projection for future housing needs is 103,695 additional housing units by 2045. Of these, 3,734 net new housing units are allocated to Washougal. The location of new development affects proximity and access to parks, suggesting that new parks may be needed to serve future growth areas. Much of the developable residential land in Washougal is located on the west side of the city in the northwest Urban Growth Area, such as for example, the Hickey/Nesbitt/Farrell property annexed by the City in 2019.

⁷ US Census 2023 ACS 5-Year Estimates

PARK SYSTEM

Washougal residents have access to several distinct types of parks and natural areas that contribute to community livability and identity, as well as a host of environmental and natural system benefits.

Park Types

City parks are classified according to their function. The City classifies and defines parks by type to provide guidance for the siting, location and design of each park based on its intended purpose and role in the park system.

- **Neighborhood Parks** provide close-to-home recreation opportunities. These parks provide both active and passive recreation opportunities for people living within approximately one-half mile walking distance of the park.
- **Community Parks** are intended for use by the entire city. These parks can accommodate a higher level of use than neighborhood parks and offer facilities that create a community-wide draw.
- **Special Use Areas** are unique park sites or stand-alone recreation areas designed to support a specific, specialized use. Examples of existing special use areas in Washougal include the skate park and Reflection Plaza.
- **Pocket Parks** are small sites that are typically landscaped but provide limited recreation benefit. These sites generally have pathways and may provide seating and signage.

- **Waterfront Parks** are distinguished by their function of providing access to water bodies. These parks typically support enjoyment of water-related activities, such as swimming, fishing, boating, and bird or wildlife viewing. Facilities may include boat launches, docks, viewpoints, picnic areas, trails, and pathways.
- **Natural Parks** are undeveloped lands primarily left in a natural state. Most sites are intended to protect open space; passive park facilities may be provided secondarily. This type of land often includes wetlands or steep hillsides. In some cases, environmentally sensitive areas include wildlife habitats, stream, and creek corridors, or unique and/or endangered plant species. Frequently, Natural Parks possess restrictions on the deed or plat that govern perpetual use of the property. Natural Parks may serve as trail corridors; however, structures such as playgrounds, pavilions and restrooms are not typically allowed uses.

Park Inventory

The City's park system includes more than 73 acres of developed parks, and another 51 acres of undeveloped natural areas. With approximately 73.2 acres of developed park land, Washougal currently provides 3.99 acres of park land per 1,000 residents.⁸ This does not include the City's natural parks and open space areas which account for significantly more public lands. Table 5 summarizes the park inventory by classification. Map 1 shows the distribution of parks across the city. Small natural parks, frequently less than one acre in size, make up most of Washougal's park system both in number and by area. The City's three community parks make up the next largest portion of the park system by acreage, with two located near the center of the city. The remaining park system includes small neighborhood parks, (many of which are under 0.5 acre in size), special use areas, and waterfront parks.

⁸ Based on 2025 population of 18,360, City of Washougal population estimate.

TABLE 5: PARK INVENTORY

Park Type	Total Sites	Total Acres
Neighborhood Parks*	6	17.6
Community Parks	3	33.6
Special Use Areas	6	19.2
Pocket Parks	2	0.3
Waterfront Parks*	2	2.5
Total Developed Parks	17	73.2
Natural Parks	13	51.4

* Does not include undeveloped parks, including Granite Highlands Park (a future neighborhood park), the Washougal Waterfront Park and Trail (managed by the Port of Camas-Washougal) and Ninebark Park (a waterfront park).

For additional details, see Appendix A.

Trails and Regional Resources

In addition to City parks, the Washougal community has access to regional facilities that provide hundreds of acres of nearby recreational or open space. Major trails are provided by the Port of Camas-Washougal, Clark County, and the State. One of the most popular is the Washougal River Greenway located along the Columbia River. Washougal prides itself on a pedestrian tunnel that runs under SR-14 and provides access to the Columbia River from downtown and several City parks and recreation areas. The 80-acre Captain William Clark Park at Cottonwood Beach provides water access, picnic shelters, historic interpretive elements, walking, hiking, and equestrian trails nearby. An entry to the Columbia River Gorge, the Steigerwald National Wildlife Refuge, and river kayaking opportunities help outdoor activities remain a strong attraction for Washougal residents and visitors alike.

Schools

Schools are an important resource for recreation facilities including sports fields, playgrounds, and gymnasiums (Table 6). The Washougal School District is the primary public school organization serving Washougal. While the City of Washougal has the option to work with the District regarding facility rental and use, the school population has first priority to use these facilities. Consequently, the City is limited in its ability to partner with the District, although in certain circumstances the possibility remains an option. School sports fields and facilities, however, do help address community needs.

TABLE 6: SUMMARY OF EXISTING PUBLIC SCHOOL FACILITIES

Public Schools	Gyms	Multi-purpose fields	Soccer Fields	Diamond Fields	Sport Courts
Elementary schools	5	2	3	1	-
Middle schools	2	4	-	-	-
High school	1	-	1	4	5
Total	8	6	4	5	5



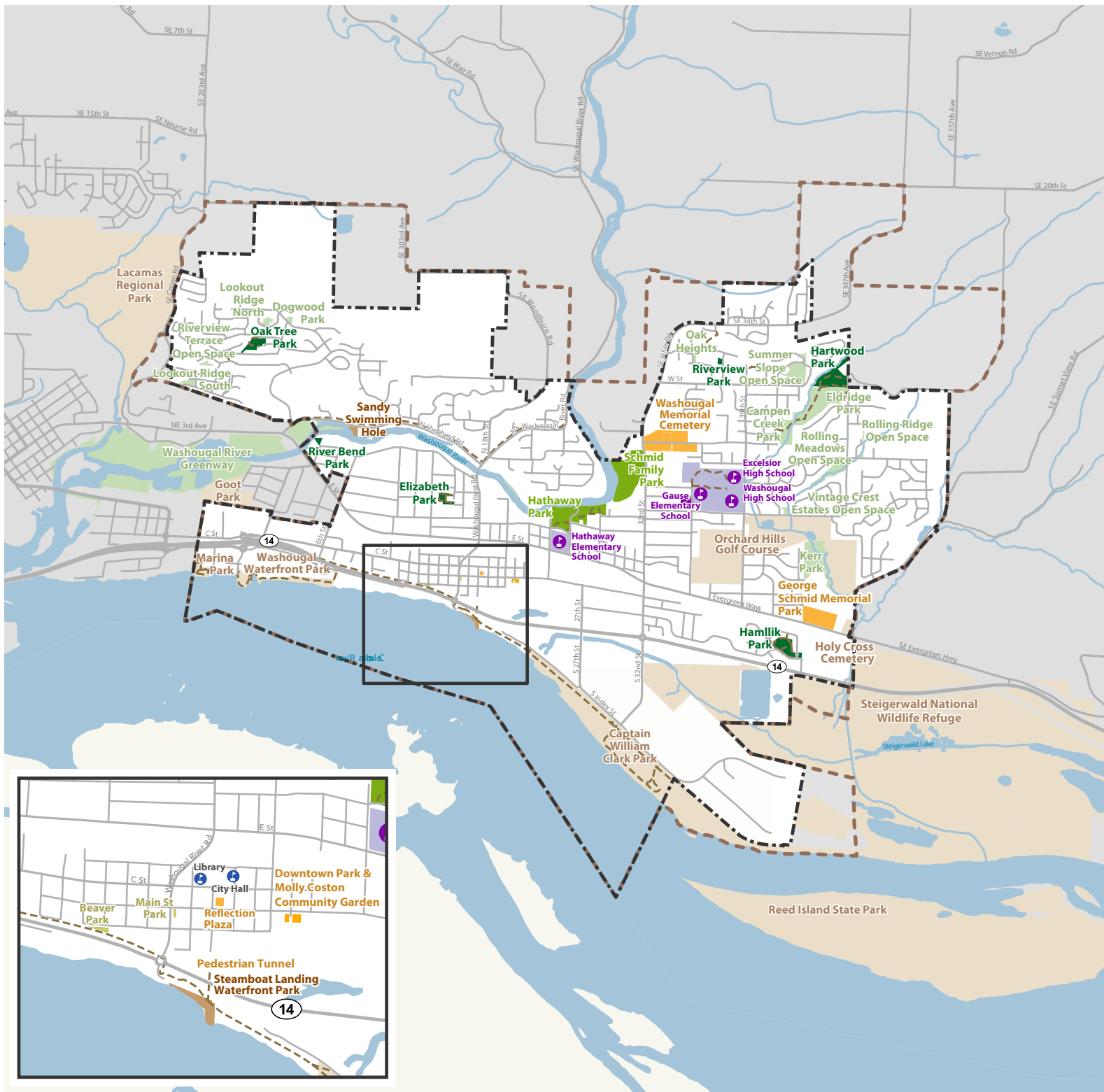
Map 1. Existing Park System

Existing Parks

- Community Park
- Neighborhood Park
- Pocket Park
- Natural Park
- Special Use Site
- Waterfront Park
- Other

Basemap Features

- Trail
- School
- Water Feature
- City of Washouak
- Urban Growth Area
- Clark County



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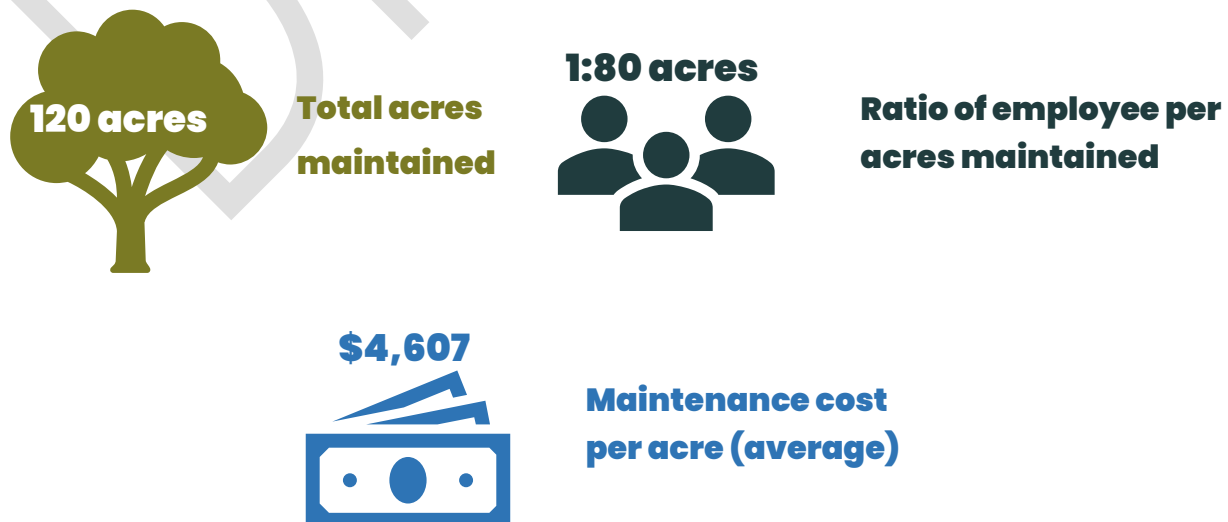
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Park System Administration and Maintenance

Responsibility for the City's park system is currently shared across multiple departments. Parks planning, coordination, recreation programming, and cemetery operations are housed within the Community Services and Strategy Department, while park maintenance is managed by the Public Works Operations Division. Park maintenance and stewardship represent one of the largest budget items in the provision of City park and recreation services. The City has gradually increased staffing levels over time and currently has 4.82 full-time equivalent (FTE) staff, supplemented by seasonal maintenance workers hired during the spring. However, despite these additions, the City remains short-staffed when it comes to park maintenance.

The Parks Division manager oversees planning and cemetery operations, along with park maintenance. To support full-time staff, the City hires seasonal maintenance workers for six months to assist with maintenance. In 2021, the City of Washougal budgeted \$552,833 for maintenance. Figure 1 provides three measurements of park maintenance. The staffing and budget needs will continue to grow as the City adds new park and recreation facilities to the park system.

FIGURE 1: PARK MAINTENANCE BY THE NUMBERS



PARK CONDITION ASSESSMENT

The review of current park resources across the City, along with insights from the Washougal Park Board, helped highlight several issues and opportunities to address across the parks system. These findings include the following:



Non accessible parks: Many parks are not ADA accessible, and park features are not connected by accessible paths. For example, Campen Creek Park currently lacks any accessible entry, and site amenities such as picnic tables are not ADA accessible.



Underused or non-contributing land: Several small parcels are currently underutilized or not contributing towards community parks and recreation. These are City-owned properties that are either too small or located or designed in way that limits public use. For example, Dick Beaver Park's proximity to the freeway and small size (0.17 acres) results in an underused space that requires ongoing resources for care and maintenance.



Aging facilities: Park facilities need repair or replacement. Restrooms, playgrounds, sports courts, ballfields, and shelters are examples of the types of facilities that are aging, damaged or past their intended lifespan.



Infrastructure needs: Some parks require expanded or new utilities such as water and power to facilitate more users. New or replaced bridges, parking upgrades and irrigation are all needed throughout the park system. Connections for bicycles and pedestrians are also needed between parks, neighborhoods, and other popular destinations.



Lack of diverse features: Many parks offer similar amenities or lack facilities that make them distinctive from opportunities at nearby parks. Table 7 shows that while several parks offer picnic facilities or shelter, there are minimal unique features such as a bike pump track, splash pad or dog park that could make parks more diverse, unique, and fun.

TABLE 7: RECREATION FACILITY INVENTORY

Facility Type	Total	Facility Type	Total
Sport fields	8	Picnic facilities	9
Aquatics facility/splash pads	0	Hand boat launch	1
Sport courts	4	Water access/fishing sites	7
Off-leash dog areas	0	Community garden	1
Skate park	1	Restrooms	6
Shelters	5	Paths (within a park)	9

For additional details, see Appendix A. Completed Spring 2021 and updated in 2026.

PARK ACCESS AND GAP ANALYSIS

Though acres per 1,000 has traditionally been a standard metric to measure the sufficiency of park land for cities, it does not address the proximity of parks to community residents. For this reason, the emerging national standard to measure park access is the 10-minute walk, which equates to a travel distance of approximately ¼- to ½-mile. Everyone benefits from living within walking distance of park. This is the simple logic behind the 10-Minute Walk campaign led by the Trust for Public Land (TPL), the National Recreation and Park Association (NRPA) and the Urban Land Institute (ULI).

Map 2 on the following page shows existing park access to community and neighborhood parks.⁹ The purple-shaded areas indicate locations that are within a 10-minute walk to a community or neighborhood park. Map 2 shows areas of higher density zoning (in yellow) that are outside a 10-minute walk to parks. The map helps identify areas that might have a greater need for parks and recreation, since housing in areas zoned for higher density typically have smaller outdoor spaces or lack a yard entirely.

Gap Areas

While many areas of the city have nearby open spaces, some of these same locations don't have convenient access to a developed park. In addition, there are several barriers to park access in Washougal, such as the Washougal River and hilly terrain, as well as busy streets such as highways and NE 3rd Ave or cul-de-sacs and dead-end streets. Areas that are not served by a developed park within a 10-minute walk include:

- Residential areas north of the Washougal River;
- East downtown between 22nd and 34th Streets, which includes areas of higher-density residential zoning;
- The northeast edge of the city, east of Orchard Hills Golf Course; and
- Most of the future growth areas (within the UGB but outside of the city limits).

⁹ To evaluate 10-minute walk park access, the consultant team used a GIS-based analysis to evaluate where Washougal residential areas (current city limits) have a park within ¼- to ½-mile, using the street and trail network to reach pedestrian access points into existing parks.



Map 2. Developed Park Access and Higher Density Residential

Access to Community and Neighborhood Parks

- Within 1/4-Mile Walking Distance
- Within 1/2-Mile Walking Distance
- Unserviced Higher Density Residential Zoning

The analysis shows access to neighborhood parks and community parks only. The City, school district, and other jurisdictions may have other types of parks or recreation facilities within gap areas that could be considered in meeting park needs.

Existing Parks

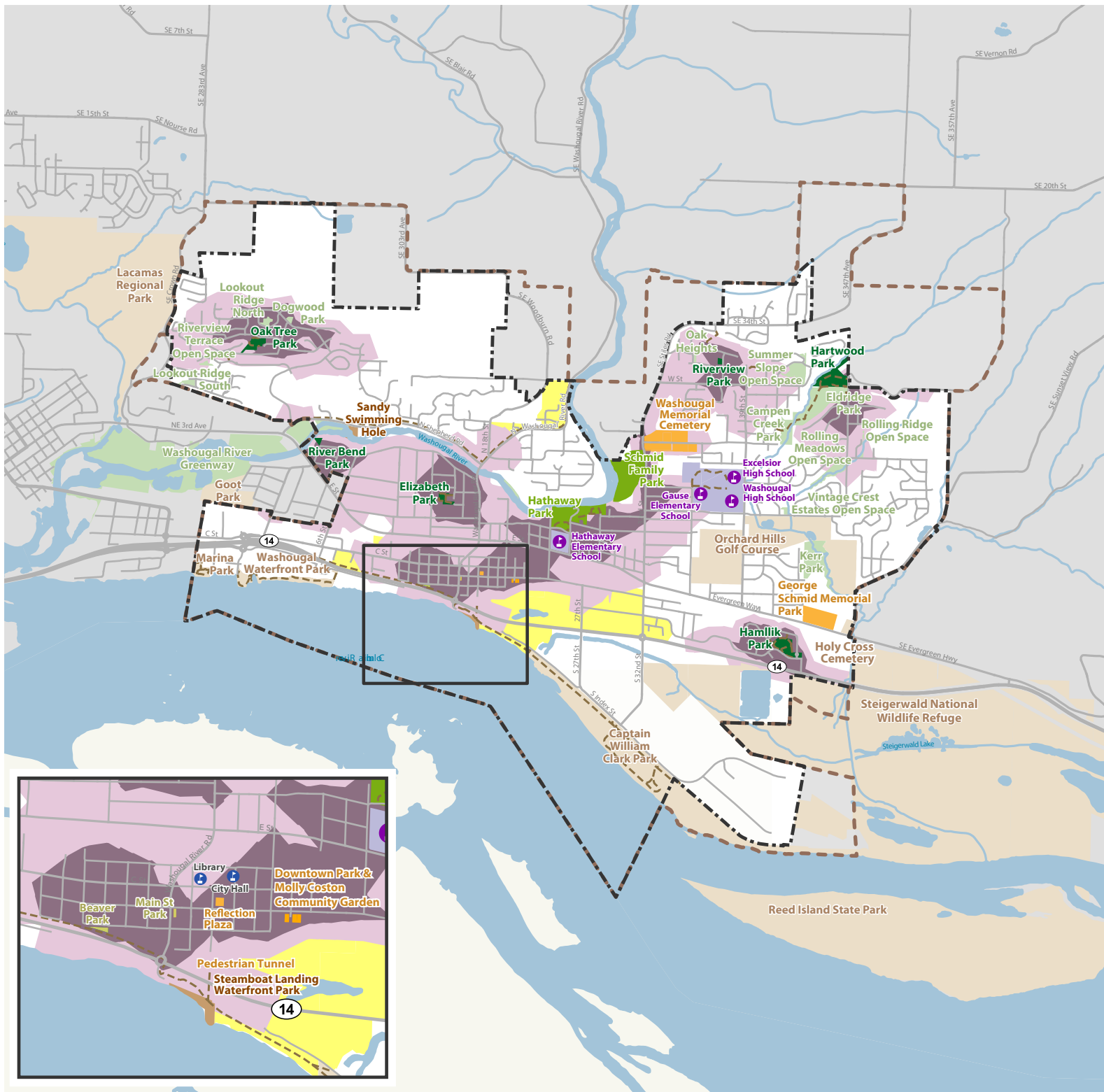
- Community Park
- Neighborhood Park
- Pocket Park
- Natural Park
- Special Use Site
- Waterfront Park
- Other

Basemap Features

- Trail
- School
- Water Feature
- City of Washougal
- Urban Growth Area
- Clark County



Source: Clark County
Date: June 2026



DRAFT

TRENDS

Trends at the national, state, and local level help identify types of facilities, activities and other related factors that are gaining momentum in similar communities. When applied to key park and recreation needs (described in the following chapter), these trends provide ideas to consider in the provision of park and recreation services.



Public Health and Wellness

To combat the national rise of obesity, diabetes, and heart disease, public and private entities are exploring ways to promote preventative healthcare and active living, which reduce healthcare costs and improve public health. This includes initiatives such as Park Rx, through which health care practitioners prescribe time outdoors in nature to improve health outcomes.

Cultural Relevancy and Responsiveness

Park agencies are responding to the diverse cultural makeup of their communities in a variety of ways, including by improving community outreach and information, providing culturally responsive park design and programming, and even hiring more diverse staff. There is also a growing need for agency-hosted cultural events, vendors and entertainment that reflect a wider array of interests and cultures.

The Washington State Recreation and Conservation Office (RCO) conducted primary research to support the State's planning efforts that included participation among diverse racial or ethnic groups. Table 8 compares top activities at the state level among different racial/ethnic groups. Activities such as walking, wildlife and nature viewing, scenic

driving, and simply hanging out ranked among the top five choices consistently across all racial and ethnic groups.

TABLE 8: TOP STATEWIDE RECREATION ACTIVITIES BY RACE/ETHNICITY

White	Hispanic/Latino	Asian	Black or African American
Walking on roads / sidewalks	Walking on roads / sidewalks	Walking/ day hiking on trails	Walking / day hiking on roads / sidewalks
Walking / day hiking on trails	Walking / day hiking on trails	Walking on roads / sidewalks	Scenic driving
Wildlife / nature viewing	Scenic driving	Hanging out	Visiting outdoor cultural / historical facilities
Scenic driving	Hanging out	Scenic driving	Wildlife / nature viewing
Hanging out	Wildlife / nature viewing	Wildlife / nature viewing	Hanging out

Source: State of Washington 2022 Assessment of Outdoor Recreation Demand Report

Play for All Ages and Abilities

The benefits of play for younger children are well-documented. However, play also benefits all age groups and abilities, including teens, younger and older adults, seniors, multigenerational groups, and special needs populations. In addition, more diverse play experiences are trending, such as nature play, water play, adventure play, thematic, and destination play. Universal, all-inclusive play and activity areas are especially important in the Washougal area where 12% of the population is living with a disability.¹⁰

Trail-Based Recreation

Nationwide, non-motorized transportation and trail-based recreation activities, including walking, dog-walking, hiking, running, and biking—are the top-rated recreational activities across all socio-economic and cultural groups. This creates



a greater demand for safe and interesting trails in park systems. According to the 2024 Outdoor Participation Trends Report by the Outdoor Foundation and Outdoor Industry Association, running, jogging, and trail running remained one of the most popular outdoor activities in the United States—in 2023, more than 50 million Americans participated in some form of running, representing approximately 18% of the population aged six and older. Table 9 shows top recreation activities for the State of Washington and the Southwest Region. Based on the data, walking is the top activity across at the State and regional level.

¹⁰ City of Washougal Housing Analysis Report

TABLE 9: TOP RECREATION ACTIVITIES STATEWIDE AND SOUTHWEST**REGION**

Activity	State-wide	Activity	SW Region
Walking on roads / sidewalks	91%	Walking on roads / sidewalks	91%
Walking / day hiking on trails	90%	Walking / day hiking on trails	91%
Wildlife / nature viewing	85%	Scenic driving	87%
Scenic driving	85%	Wildlife / nature viewing	86%
Hanging out	70%	Community garden or farmers' market	68%

Source: State of Washington 2022 Assessment of Outdoor Recreation Demand Report

Connecting Youth with Nature

Across the country, there is a movement to reconnect youth with nature and the outdoors. This is largely in response to the decreased time kids spend outdoors compared to previous generations and the associated negative physical and mental health impacts. Parents and professionals alike express concerns about the ill effects of a sedentary lifestyle, too much screen time, and too little exploratory, unstructured outside play for children.

An Active, Aging Population

As people live longer, the population of “seniors” encompasses multiple generations, including retirees who are in good health, physically active, and uninterested in participating in typical “senior center” activities. Instead, there is a growing interest in leisure activities for older adults, such as art-related programs and senior sports clubs, and in multi-generational settings.

Art in Public Places

Art in public spaces can express the multifaceted and culturally diverse qualities of a community, as well as a city’s brand and identity. Many parks and public spaces in Washougal have public art integrated into their design. Using art as a component of the park’s initial design or its renovation will showcase local identity and can promote cultural, environmental, or historic values. Many cities have established percent for art programs to ensure that art is incorporated into public places.

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CHAPTER 3

PLAN FRAMEWORK



Sandy Swimming Hole (Credit: Alisha Jucevic/The Columbian)

3. Plan Framework

Community engagement outcomes, a technical analysis of the park inventory and conditions assessment, and current and emerging recreational trends are combined to define the needs and future direction of the Washougal park system over the next ten years. This chapter presents the plan framework and is organized into the following three sections:

- **Key Needs:** Combines community desires with the technical analysis to identify key needs to carry through into potential and more specific recommendations;
- **Vision:** Describes the long-term direction for parks and recreation; and
- **Goals and Policies:** Identifies specific directives needed to carry out the vision.

KEY NEEDS

A number of commonalities emerged from stakeholder and advisory group input, analysis of gaps and trends, and community engagement. Findings illustrate the types of facilities and activities that residents enjoy the most, the challenges they see, and their ideas for improving the park system. The following key needs identify a direction for further planning and investment.

Add Unique Destinations

An off-leash dog area, community garden, skate parks, bike pump track, and disc golf course are some of the recreation destinations that received interest from the community. The 2020 City Satisfaction Survey found that a dog park was one of the most important future priorities. Adding special facilities was also one of the critical needs noted in the 2019 Park Survey, with water playgrounds and off-leash dog areas being at the top of the list.

Provide Close-to-Home Recreation

Many respondents expressed a need for recreation that is close to home. Several comments on social media and in the open-ended comments of the online questionnaire asked about improvements that create better access to existing parks. Responses from the questionnaire show that parks and trails have the same or greater use as a result of COVID-19 restrictions. Forty-six percent of respondents are using parks or trails the same or more since park closures, compared to 37.7% who are using them less. Several comments noted the potential to reuse underdeveloped park spaces or open space for public use such as a community garden, dog park, or play area.

Improve Communication

Education, communication, and awareness are some of the potential ways to improve access to nearby recreation. According to the 2019 Park Survey, not knowing what's available or where parks are located were some of the top reasons respondents aren't using parks.

Improve Play Opportunities

Places to play, learn, explore, and have fun are all important elements of parks and recreation. Play is a top need in Washougal, including fun and interactive play areas that incorporate water and nature into site and facility design. Comments from the questionnaire noted that while Washougal has some great play areas, not all residents have a safe or convenient way to get to these destinations, especially when walking or biking with kids. Respondents to the online questionnaire and on social media gave several examples of play areas that could serve as inspiration in Washougal (see side images for sites noted).



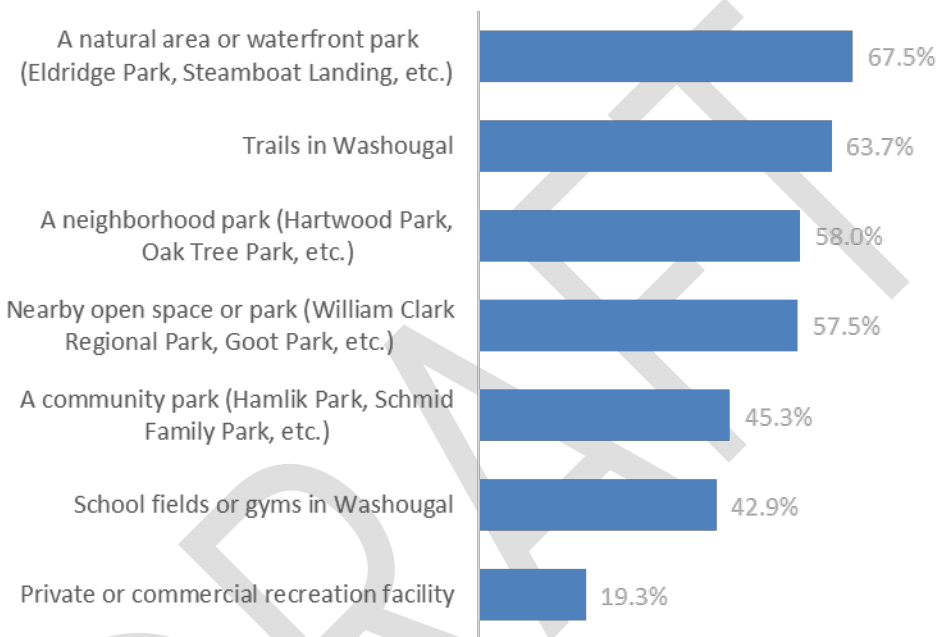
Top: Fisher Basin Park, Vancouver, WA
 Mid: First Federal Bank Park, Twin Falls, ID
 Bottom: Westmoreland Park, Portland, OR

Protect Access to Nature

Access to natural areas is one of the top needs in Washougal. Questionnaire respondents chose “being surrounded by trees, plants, water and wildlife” as the most important aspect of parks and recreation in Washougal and natural areas or waterfront parks are of the topmost frequented types of park land. Prior to COVID-19, 67.5% of questionnaire

respondents said that they visit natural areas or waterfront parks regularly or frequently when in season (Figure 2). Members of the Park Board also identified the protection of open space as a major priority and opportunity for the park system.

FIGURE 2: TYPES OF PARKS AND RECREATION FACILITIES VISITED ON A REGULAR/FREQUENT BASIS (MASTER PLAN QUESTIONNAIRE)



Source: MIG

Create Safe and Connected Routes

Trails and trail-related activities such as walking, biking, and running are top needs in Washougal. The 2020 City Satisfaction Survey found that trails were one of the most important future priorities. Prior to COVID-19 restrictions, questionnaire respondents indicated that biking, walking, or running in parks or in trails were their top activities (Figure 3).

Many comments noted walking or biking as an activity they are doing more during the pandemic. New connections that link parks and neighborhoods are also critical to improving connectivity to parks and recreation in areas without convenient access.

FIGURE 3: WHICH OF THE FOLLOWING PARK FEATURES AND FACILITIES WOULD YOU LIKE TO SEE IN WASHOUGAL? (MASTER PLAN QUESTIONNAIRE)



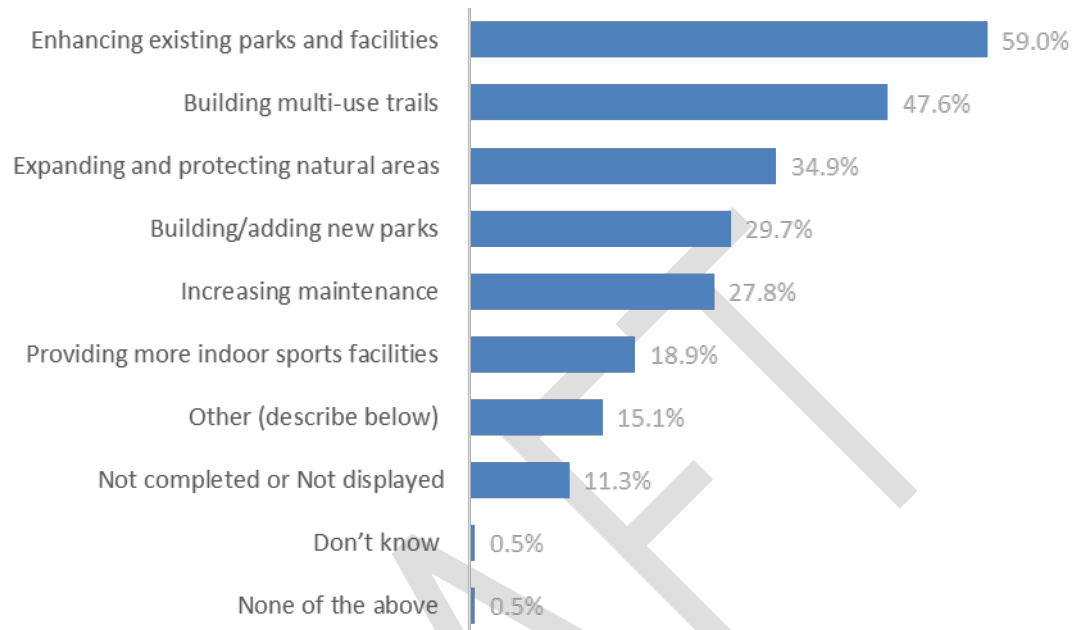
Source: MIG

Promote Maintenance and Reinvestment

According to city-wide surveys completed in 2020 and 2024, the quality of parks ranked as one of the top priorities across City service categories. Members of the Park Board noted that many parks and recreation facilities are aging, and there is a need to maximize use of existing facilities and reinvest in City parks.

The Master Plan questionnaire found that “enhancing existing parks and facilities” was the top choice for funding priorities (Figure 4). At the same time, the City doesn’t have adequate resources to keep up with the backlog of maintenance issues.

FIGURE 4: WHICH OF THE FOLLOWING SHOULD BE OUR TOP FUNDING PRIORITIES? (MASTER PLAN QUESTIONNAIRE)



Source: MIG

VISION

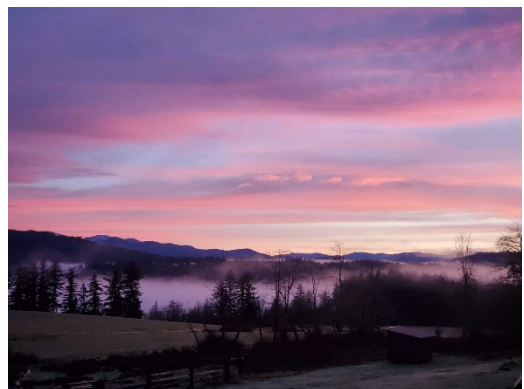
Based on community interests and aspirations identified through public outreach, Washougal's vision for the parks and recreation system is described below.

Washougal's park and recreation system is a valued public service that supports community livability while building on the city's unique setting and diverse history and culture. High quality and well-maintained parks and recreational facilities, interconnected trails and natural areas are close to residents and workers, while future resources are available to serve community growth.

The Washougal and Columbia Rivers are important elements of this system and there are a range of waterfront parks, trails, and open spaces to connect with the water and preserve critical habitat areas. The City partners with a range of providers, community volunteers, and other entities to offer events, programs and activities that are equitable, fun, and memorable.

GOALS AND POLICIES

Goals are the desired outcomes to be achieved by implementing the Park & Recreation Plan. Goals provide direction for more specific policies and recommendations to guide future decisions and ensure consistent long-term direction for service provision.



Each goal contains multiple policies that establish specific directions for the system. Policies reflect public needs, past and current planning efforts, as well as strategic planning, design, and management principles. Policies will achieve the stated goals and provide systemwide direction for park and recreation services. (Note: the following numbering system does not indicate priority order.)

Goal 1: Provide well-designed, accessible, and safe parks, recreation facilities, and natural open space areas.

- 1.A Reinvest in existing park and recreation facilities to meet needs in developed areas. Identify underused areas of developed parks to increase opportunities and renew park character.
- 1.B Secure adequate parkland in developing areas to serve future residents.
- 1.C Develop a park system with locations convenient to most residents in Washougal. Where feasible, provide a park within a ten-minute walk (about a ¼- or ½-mile distance) of residential areas.
- 1.D Provide opportunities for indoor and covered recreational activities, such as a gymnasium, indoor recreation center, or covered playground areas.
- 1.E Adopt and follow park design and development guidelines for all new park land, including parks that will be dedicated to the City.
- 1.F Coordinate with other City departments to ensure that new development is oriented towards parks and trails.
- 1.G Integrate natural features, such as green stormwater improvements, and adding trees, shrubs, and other plants into the built environment, including residential, commercial, and industrial areas.
- 1.H Accept only those parks and facilities that are consistent with the City's Parks & Recreation Plan.

- 1.I Incorporate interpretation of local history, culture, and the environment into the park system.
- 1.J Design parks, recreation facilities, and natural open space areas to be resilient to climate impacts such as heat, drought, flooding, and wildfire.
- 1.K Preserve and expand tree canopy through the acquisition and protection of natural and open space areas to improve public health, mitigate urban heat island effect, enhance carbon sequestration, support wildlife habitat, and strengthen overall ecosystem health.
- 1.L Incorporate green infrastructure—including rain gardens, permeable surfaces, native plantings, and ample tree canopy with shade and cooling features—into park and facility design to manage stormwater, reduce urban heat, enhance ecological function, and support public health.

Goal 2: Maximize opportunities for public enjoyment and protection of waterfront resources.

- 2.A Recognize the Washougal and Columbia Rivers as unique local recreation resources.
- 2.B Pursue continuous and connected riverfront greenway systems along the Columbia and Washougal Rivers. Acquire riverfront property or easements whenever the opportunity exists.
- 2.C Provide opportunities for public access to the waterfront where feasible and consistent with public safety, environmental protection, and Shoreline Master Program policies.
- 2.D Geographically distribute waterfront parks and access points strategically to provide greater park access throughout the city, with a focus on increasing access in underserved communities.

- 2.E Provide a range of waterfront recreation experiences, including opportunities to access the river and riverfront, or places to view the water.
- 2.F Preserve areas with critical or unique natural features, such as stream corridors, wildlife habitat, and wetlands. Preserve and protect mature tree canopy in these areas, particularly where tree canopy overlaps with designated protected areas such as critical areas. Where appropriate, consider policies and implementation measures that incentivize development to retain existing mature trees or require mitigation for tree removal.
- 2.G Support efforts for habitat protection, conservation and similar projects and programs to strengthen the health of natural systems and the environment. Prioritize actions that also build climate resilience in the parks and recreation system, including enhancing ecosystem services (e.g., plantings for biodiversity, tree canopy for carbon sequestration and shade, erosion prevention for increased water quality, etc.), reducing urban heat, and increasing the system's capacity to adapt to changing environmental conditions.

Goal 3: Connect neighborhoods, schools, downtown, and waterfronts with parks, trails, and natural open space areas.

- 3.A Develop an interconnected pedestrian and bicycle system that connects downtown and neighborhoods with parks, schools, and other features. Prioritize multimodal investments in marginalized and underserved communities to improve equitable access.
- 3.B Connect the City's pedestrian and bicycle system with the Camas and Clark County regional systems.
- 3.C Develop a network of off-street trails using natural open space areas, parks, utility corridors, and other features. Supplement this network with on-street connections where necessary.

- 3.D Provide an interconnected trail system along the Columbia and Washougal Rivers.
- 3.E Continue building partnerships to expand connectivity within the city and through the region.
- 3.F Provide a consistent and accessible signage and wayfinding system that welcomes and informs users.

Goal 4: Strategically facilitate recreation programs and community events to foster community health, recreation participation, and park use.



- 4.A Foster recreational, educational, and cultural opportunities in parks through partnerships that promote healthy, active lifestyles, play and learning, and social gathering.
- 4.B Recruit contract providers to offer fee-based programs in parks that respond to current trends and community desires
- 4.C Create a scholarship program or volunteer credit system that enables economically disadvantaged residents to participate in local fee-based programs.
- 4.D Encourage collaboration among local artists, businesses, and volunteers to foster a stronger sense of community and City identity through education, tourism, city beautification, and recreation opportunities.

- 4.E Coordinate with private and non-profit providers (such as organized sports leagues) to encourage a greater variety of programming in parks and ensure adequate facilities and space are available for recreation services.
- 4.F Promote opportunities to activate Downtown Washougal by recruiting providers or partners to offer community-wide events, mid-day programming for workers, and evening activities that help support local tourism and enjoyment of the city center.
- 4.G Promote healthy food choices and active living programs as a central focus for community education. This includes supporting home and community gardens, farmers' markets, and other small-scale, community-based food initiatives that increase access to nutritious, locally grown foods.
- 4.H Explore the development and promotion of park-based programs and events that address the health impacts of climate-related hazards—such as extreme heat, wildfire smoke, and poor air quality—through education, preparedness activities, and access to safe, climate-resilient spaces.
- 4.I Explore partnerships with program providers offering inclusive parks and recreation programming that prioritizes the needs of vulnerable and overburdened populations during climate-related events, including cooling areas, wellness checks, or adaptable recreation options during hazardous conditions.
- 4.J Integrate climate resilience and environmental stewardship themes into existing parks and recreation events, youth programs, and community education offerings to build local knowledge and encourage sustainable behavior.

Goal 5: Provide efficient and high-quality maintenance of parks, facilities, and natural open space areas.

- 5.A Maintain park and recreation facilities in a manner to make them safe, attractive, and a positive part of the neighborhood and city.
- 5.B Develop maintenance frequency protocols that maximize the life of the City's park and recreation assets.
- 5.C Evaluate the vulnerability of parks, recreation facilities, and related infrastructure to climate hazards such as extreme heat, flooding, wildfire, and poor air quality, and use findings to inform maintenance, upgrades, and long-term planning.
- 5.D Maximize efficient use of the maintenance budget.
- 5.E Consider the maintenance costs and staffing levels associated with acquisition, development, or renovation of parks or natural open space areas. Adjust the annual operating budget accordingly for adequate maintenance funding of the system expansion.
- 5.F Streamline maintenance resources by divesting or transferring ownership of parks that do not contribute to the vision and goals of the park system.
- 5.G Monitor and maintain natural areas to control invasive species and improve ecological functions.
- 5.H Adopt maintenance practices that reduce water use, prioritize drought-tolerant and native landscaping, and incorporate integrated pest management strategies to minimize chemical use. Implement vegetation and landscape management strategies in parks and natural areas that reduce wildfire risk while preserving ecological function and recreational value.
- 5.I Develop site-specific master plans or site designs that guide all major park improvements, incorporate maintenance efficiencies, and achieve cohesive design and efficient phasing of projects.

- 5.J Provide better tracking of the costs of maintaining City-owned facilities by their function, including public buildings, infrastructure, parks and natural areas, and the cemetery.
- 5.K Promote sustainable purchasing, administrative, and operations practices that lower the environmental footprint of parks and recreation services.

Goal 6: Be an efficient and effective provider of the parks and recreation services desired by the community.

- 6.A Continue partnering with the Washougal School District to maximize public use of recreation facilities on school sites, especially for athletic fields and indoor spaces that could be used to avoid climate impacts like heat or wildfire smoke.
- 6.B Leverage and periodically update funding and land dedication mechanisms to ensure that new development is responsible for providing or paying a fair share for the park and recreation facilities needed to serve increased population.
- 6.C Maintain an annual operating budget that is sufficient to address park asset management and maintenance needs.
- 6.D Maximize operational efficiency to provide the greatest public benefit for the resources expended.
- 6.E Tailor services and operating hours to community needs, so that policies, work schedules, and administrative direction support public use of parks and services.
- 6.F Develop staff growth by encouraging participation in professional organizations, educational classes, and training seminars. Emphasize training related to climate-resilient park and trail maintenance, urban tree canopy preservation, and ecosystem health.

Goal 7: Encourage public involvement in all aspects of parks and recreation.

- 7.A Support the Park Board as the forum for public discussion of parks and recreation policies, ideas, opportunities, and concerns.
- 7.B Provide public review opportunities in park planning and design decisions.
- 7.C Identify opportunities for community members, local artists, and businesses to actively contribute to park and facility design and development.
- 7.D Establish publicity efforts to inform citizens of the recreational and volunteer opportunities available in local neighborhoods and citywide.
- 7.E Periodically review local park and recreation preferences, needs and trends and update priorities identified in this Plan as other relevant local or regional plans are developed as they relate to community growth, parks and recreation, or community resiliency.
- 7.F Encourage citizen involvement and participation in maintaining and restoring the quality of parks (such as adopt-a-park programs, sports group partnerships, and Scout projects). Enhance community participation in tree canopy preservation, natural area restoration, and other climate resilience activities through volunteer programs, educational events, and stewardship opportunities in parks and open spaces.



CHAPTER 4

SYSTEM-WIDE RECOMMENDATIONS



4. System-Wide Recommendations

Recommendations provide additional directions to help the City carry out the goals and policies. Building on past efforts, this Plan anticipates a continued expansion of the City's responsibilities in providing park and recreation services to respond to increasing demands and needs. Following a major update of the Comprehensive Park and Recreation Plan in 2021, this 2026 update serves as a minor refresh to align with new state requirements, reflect planned growth, and ensure continued progress toward the City's long-term vision. While the foundational priorities from the 2021 Plan remain relevant, this update offers refinements based on recent community input and evolving local needs. It also anticipates the City's growing role in delivering park and recreation services to meet increasing demand. In general, the City's role should include:

- Assessing park and recreation needs in the community;
- Developing and maintaining a quality park system;
- Coordinating service delivery efforts with organizations in the community;

- Encouraging strategic partnerships that result in programs and services that meets needs consistent with the goals of this Plan.

These recommendations in this chapter are designed to build capacity within the City to increase services. The following recommendations build on guidance from the previous plan updated to reflect the renewed vision and goals. These are organized into five service areas:

- Administration, management and communications;
- Planning, design and development;
- Maintenance and operations, and;
- Events and programs.

These recommendations support the capital projects and implementation strategy noted in Chapter 5.

ADMINISTRATION, MANAGEMENT, AND COMMUNICATIONS

- **Continue to rely on the Park Board as the review body for all parks-related issues and policies.** The Board makes recommendations to City Council, advising on policies related to parks and recreation. The Board also reviews park designs and provides a key role in guiding parks and recreation services. The Park Board is a critical element for implementing this Plan and instrumental in the success of the City's park and recreation system.
- **Evaluate establishing a dedicated Parks and Recreation Department.** As the park and recreation system continues to grow, the City should evaluate transitioning toward a dedicated Parks and Recreation Department. A dedicated department could improve budgeting, asset management, operations and maintenance tracking, and long-range planning while providing clearer organizational structure and accountability. It would also support specialized staff training and expertise in areas such as

natural resource management, sports field maintenance, recreation programming, and park operations, helping ensure the system is maintained and managed to a consistently high standard.

- **Establish an annual work program and performance goals.**

Each year, an annual work program and performance goals document should be developed for parks and recreation in Washougal. The Park Board and staff should participate in setting the priorities and specific work tasks for the coming year. At the end of the year, an evaluation should be made to measure performance.

- **Improve cost and revenue tracking for parks and recreation services.**

One of the most important items in controlling costs and producing revenue is a good budget reporting system. At minimum, the City should be able to review the cost of maintaining its parks, trails, and natural open space areas on a per-acre and per Full Time Equivalent employee (FTE) basis. As recreation programs are added, program costs and revenues should be tracked by major program areas (e.g., sports, general recreation, seniors, and outdoor/environmental programs). Good budget tracking of program costs will allow the City to make management, marketing, or programming improvements. As an added benefit, accurate cost tracking also provides information for budgeting and for planning future facilities.

- **Continue to assess impact fees.**

The City updated its impact fees in 2021 to ensure they reflected the cost of developing park and recreation facilities to accommodate new development. The fee schedule should continue to undergo regular evaluation or build in an automatic cost escalator to account for annual inflation and elevated economic markets.

- **Continue building revenue-generating capacity to reinvest in the system.** As more comprehensive services are offered, revenue can be generated through rental fees, user fees, program fees, and sponsorships. While increased services may result in a bigger budget, the net financial cost to the taxpayer may be nearly the same if programs that can recover full costs are targeted.

- **Maintain community access to school recreation facilities.** The City should continue the strong relationship with the School District where School District facilities are available for public use during non-school hours, and the District contributes towards maintenance. Periodically update the City-School joint use agreement and consider site-specific partnership opportunities for sports field, indoor/gym space, and facility development.



- **Improve communication with the broader community.** One of the key needs noted by the community is the need to improve communication related to parks and recreation services and opportunities. The City should create a public education and community relations campaign to describe the maintenance/asset management issue and communicate the tradeoffs needed to sustain critical resources in parks and recreation programming. Part of this campaign should include public relations guidelines to manage requests or complaints in the event of budget cuts.

- **Develop and follow an inclusion policy based on NRPA's Parks for Inclusion guidelines.** The policy should provide direction on inclusive operations on all aspects of park operations including communication, engagement, design, programming, and employment. Use universal graphics and imagery for all park and recreation communications.
- **Integrate climate resilience and sustainability into park system administration.** Identify and pursue administrative practices that enhance climate readiness such as increasing tree canopy, using drought-resilient landscaping, and planning for green infrastructure in park designs.

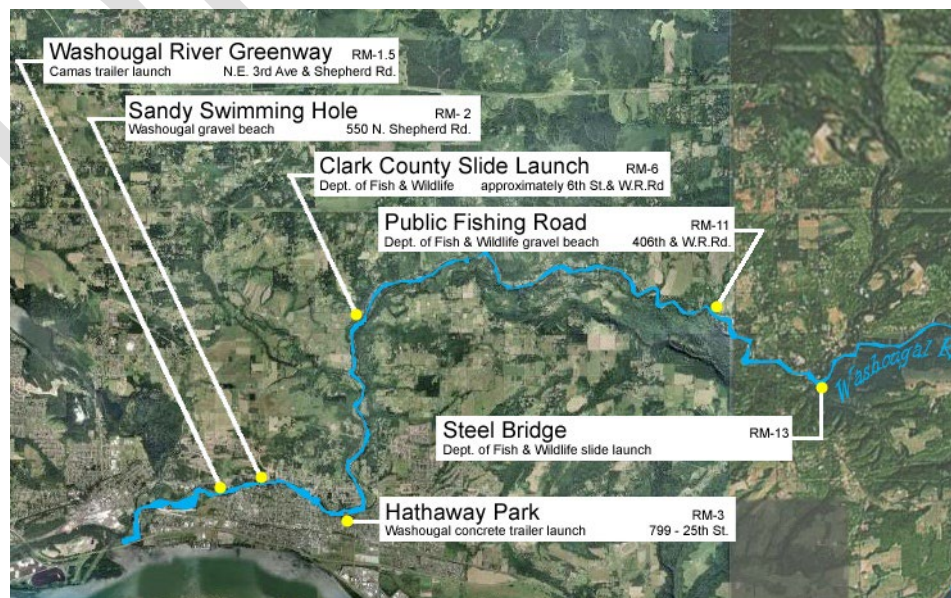
PLANNING, DESIGN AND DEVELOPMENT

- **Involve parks and recreation staff in the planning so that maintenance and programming requirements are considered.** Maintenance staff should be consulted during the site selection process, development negotiation, and site design process to identify maintenance requirements and identify potential cost- and labor-saving measures. Labor-saving devices such as mow strips, no-mow zones, "natural" areas, appropriate path layout, time-activated locks, and other features should be incorporated into parks to facilitate maintenance. When recreation programs are added in the future, the staff responsible for these should also be included so that programming requirements are addressed.
- **Increase the role of the Park Board in reviewing plans for public parks.** The Park Board should review all public parks and recreation facility designs, including review of planned public parks proposed by developers. The Park Board's role should aid in reviewing recommendations to ensure that developer-proposed parks are consistent with this Plan, meet the City's design and

development guidelines, and serve the needs of Washougal residents.

- **Use design guidelines as a basis for new parks and improvements.** Design guidelines (Appendix E) are intended to ensure that appropriately sized and scaled parks provide different recreation opportunities, and that the right amenities and facilities are provided in the right places within the park system. The City should rely on the general guidelines outlined in Appendix E to carry future improvement and investments related to park and trail planning and design.
- **Ensure that private neighborhood parks meet the City's design and development guidelines for public neighborhood parks.** This can be accomplished through the planning and development review process. Private parks are sometimes turned over to city governments for operations and maintenance if a development no longer wishes relinquish liability and maintenance responsibilities. If the private park does not meet public park standards, the City should not acquire the property as it would assume ownership of a site requiring substantial capital investments (e.g., lacking new playground equipment, heavy invasive weed infestation, accessibility improvements, etc.) among other long-term problems. This is a developmental issue that should be carefully planned during the conceptual design phase of the private neighborhood park to bring it in line with specific needs suggested in this document.
- **Implement the recommended park improvements and new facilities recommended in this Plan.** Detailed recommendations on improvements at existing parks and facilities, development of new parks and facilities, and establishment of a trail system are contained within Appendix D with recommended implementation phasing in Chapter 5.

- **Incorporate citizen input into park and facility designs.** Designs for parks and facilities should be tailored to the needs of the neighborhood and park users. Opportunities for citizen input should be incorporated into the design process through the use of workshops, public open houses, questionnaires, and other techniques.
- **Continue to develop a comprehensive and inter-connected off-street trail system** that provides connectivity to destinations throughout Washougal and to surrounding destinations for bicyclists and pedestrians. Through the City's Transportation Capital Facilities Plan and related Port and County planning, the City has adopted plans for improving the non-motorized, active transportation system in and around the City. Future updates to the Transportation Capital Facilities Plan should include an update to potential non-motorized transportation routes in coordination with trail corridors envisioned in this Plan.
- **Continue to support a water trail system:** To capitalize on Washougal's unique water resources, the City should promote a water trail for non-motorized watercraft on the Washougal River. The link could provide information on launch points, site facilities,



and points of interest for the river visitors. Improving floater and kayak access to the Washougal River is a key step in developing usable water trails. While several internet websites currently offer water trail maps for the Columbia River, information regarding public access points for the Washougal River has been difficult to find until 2010.

- **Evaluate the recreation potential of open space sites.** The City of Washougal owns several properties that do not function as parks. These properties consist of remnants left over from subdivision developments “dedicated to the City of Washougal” because of tributaries and associated riparian zones. The City has many open space areas that are potential candidates for rehabilitation under Parks Division management. Some of these future projects may require a plat alteration in order for any proposed project to go into construction. These areas are desirable for the City because of their connectivity opportunities. Appropriate Open Space Areas could be developed into a variety of public uses including trails, playgrounds, future parks, wildlife observation areas, etc. Easements have great possibility for connecting larger trail systems together. A more thorough analysis of the useable easements would reveal this potential. These suggestions are starting points in the discussion on how open spaces could be used in the future.

MAINTENANCE AND OPERATIONS

- **Budget at least \$5,000 per acre per year for the maintenance of developed park acreage.** Over time it can be expected that the City budget will have shortfalls. One of the first services usually cut is park maintenance. While cuts to maintenance can occur for a short duration, extended reduced maintenance results in the eventual degradation or even loss of assets and infrastructure. The cost of bringing property back to an

acceptable level then becomes a significant expense. The City should establish a minimum threshold for park maintenance services at \$5,000 for each developed acre. After several years, the actual cost can be re-evaluated. This figure is exclusive of major capital renovation and repairs.

- **Establish detailed task tracking for employees.** Staff time should be tracked by major maintenance tasks and by site. The City of Washougal's planned upgrades to computer software will simplify the process of project tracking on timecards. This information can be used in the maintenance management plan and to formulate budgets.
- **Establish performance standards.** Performance standards should be established for every basic park maintenance task. This will clarify what tasks are expected and the general amount of time required. This is an effective tool when budget cuts occur so that everyone knows what level of maintenance will occur in the future.
- **Establish a tiered approach for park maintenance.** Maintenance tiers provide the City with guidance on how much maintenance each facility will require, allowing them to allocate and plan for budget appropriately. By approaching park and facility maintenance on a systematic basis, crisis maintenance can be reduced, the quality of maintenance improved, and work tasks spread out more evenly over the year. This type of approach also helps the City track and compare maintenance costs of each park and pertinent tasks. Accurate evaluation of maintenance levels and costs results in informed judgments regarding paring costs. Below is an outline of the levels used to assess maintenance requirements of each of Washougal's outdoor facilities.

- > **Level 1:** This highest level of maintenance is typically performed at large community parks or sites that receive the highest use. Maintenance at this level maintains the park or facility at a standard sufficient to ensure a well-kept appearance. Public plazas, sports fields, shelters, and restrooms are visited daily, and maintenance concerns are given a high priority.
- > **Level 2:** This level of maintenance is performed at improved properties that may include play equipment and irrigated turf. Maintenance at this level ensures the park remains clean and safe, while forgoing more specialized and customized care. Maintenance issues and concerns are evaluated on a case-by-case basis, with safety items receiving highest priority.
- > **Level 3:** This level of maintenance is performed in less developed areas that include asphalt or chip trails, has low or transitory use, signage, and no little to no irrigation. Sites are visited periodically with the more developed areas being mowed and blown as needed. Maintenance issues and concerns are often initiated by inspections and citizen concerns, with safety issues receiving highest priority.
- > **Level 4:** This lowest level of maintenance is performed in undeveloped park properties that may or may not have adjacent development. All properties are non-irrigated. Maintenance should be provided to address hazardous or unsafe conditions and respond to concerns identified by citizens or through periodic inspections. Occasional spikes in maintenance will occur during habitat restoration activities and for hazard tree issues.

- **Consider alternative maintenance arrangements to maximize efficiency and cost-effectiveness.** Seasonal employees and interns provide an alternative way of maintaining parks during peak seasons. A larger ratio of seasonal employees can help meet the increased maintenance demands in a more cost-efficient manner. Other opportunities exist with multi-jurisdictional partnerships such as GEM, utilizing organizations such as AmeriCorps, and/or continuing the use of corrections crews and volunteers as previously mentioned.
- **Maintain and expand tree canopy.** Set a citywide tree canopy goal and monitor progress. Prioritize tree planting and preservation in parks, along trails, and in areas of low canopy coverage, especially in underserved neighborhoods and new developments. Use GIS mapping and field assessments to monitor canopy cover, tree health, and natural area conditions. Report progress annually and adjust maintenance strategies based on performance data.
- **Implement practices to enhance and protect natural areas and open space.** Formalize City-wide vegetation management practices that guide maintenance practices in natural areas, including invasive species removal, native plant restoration, and habitat conservation. Align management and maintenance practices with climate adaptation strategies such as drought-tolerant plantings, stormwater friendly landscaping, and defensible space to reduce wildfire risk.

EVENTS AND PROGRAMS

- **Continue collaborating with the School District for programs and create a dedicated recreation coordinator position.** The City should continue to work with the School District to provide a range of public programs. The City currently does not provide recreation programs, a direction this Plan recommends pursuing.

A dedicated recreation staff person will be needed to establish pilot programs and recruit partners, coordinate with the School District and other agencies, and contract providers to offer programs in parks.

- **Transition to a parks and recreation department over time.**

Many cities find that a single department or division addressing all aspects of parks and recreation allows for better and more efficient services and operations. Washougal should strategically transition to a parks and recreation department (similar to the structure in the neighboring City of Camas) to facilitate parks and recreation services, allow for better coordination with other providers, and improve cost tracking.

- **Solicit new program providers that require minimal City resources.**

There are a range of private providers that can offer programs and activities in Washougal with little or no obligation to the City. Providers such as Soccer Shots soccer programs or Skyhawks sports camps and clinics serve nearby recreation agencies and are good resources to quickly build recreation programming locally.

- **Recruit community volunteers to lead community events.**

Local volunteers are a great resource that can help build or expand some types of community events and programs.

Activities such as movies or concerts in the park, active adult outings and events, and other similar opportunities can all be organized with minimal cost to the City.

- **Establish/expand sponsor and partnership programs.**

Expanding the City's programming options creates new opportunities to engage and excite sponsors. For each programming area added or expanded, there is a likely community partner that could bring funding to the table. For example, health and fitness programming, from classes in parks

to engaging employee fitness programs, would be on brand for health care providers or insurance companies.

- **Hold City-sponsored events in parks to showcase the park system and build awareness.** The City should increase awareness of the public park and recreation system by holding fun and family-friendly events in parks. Activities such as live music, food, temporary games, and activities can attract new users, build social and neighborhood cohesion, and bolster future supporters or parks and recreation.
- **Test a variety of program options for different ages and abilities.** Use pilot programs and a recreation program review tool to test and evaluate the success of a variety of programs, events, classes, and activities. Programming should meet the needs of Washougal residents, and there should be a diverse range of options to accommodate differing interests, time availability, and abilities.
- **Establish a fees-and-charges philosophy.** Develop a fee schedule for programs. The fees-and-charges philosophy will guide the setting of fees, as well as the cost recovery goals. In general, fees for programs that provide high individual benefit and low community benefit are set to recover all costs or even turn a profit, while programs with high community benefit are highly subsidized. In addition, the fees-and charges philosophy should address scholarships and affordability to ensure access.
- **Establish cost recovery goals for each major program area.** Cost tracking of recreation programs provides data to inform management, marketing, or programming improvements, while ensuring that Washougal is meeting community recreation needs while maintaining a solid financial footing. As an added benefit, accurate cost tracking also provides information for budgeting and for planning future facilities. To evaluate

programming based on costs, Washougal should establish a cost tracking system that accurately reflects the costs of services offered and the revenues generated by each service area. The revenue and costs can then be compared to assess performance of recreation programs. Costs that should be attributed to each program area include direct costs (supplies, etc.), the fees for the contractor who provides the program, room rental, facility or field maintenance, recreation coordinator, and Recreation Division administration. Some agencies charge a share of administration time to different program areas as part of identifying the actual cost of services.

- **Once programs are provided, institute program evaluation protocols.** Programs should be evaluated in terms of cost, revenue, participation levels, and user feedback. User evaluation methods should be developed (questionnaires offered after classes, internet comment forms, etc.) and implemented, and the results should be reviewed regularly. Participation should be tracked, and participation rates should be reviewed regularly so that programming can be adjusted to meet demands. Cost and revenue generation of each major program area should be reviewed annually.

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CHAPTER 5

FUTURE PARK SYSTEM & IMPLEMENTATION



Schmid Fields (Credit: Dawn Feldhaus/Post-Record)

5. Future Park System and Implementation

Creating the future park system requires a phased approach to completing capital projects and integrating the new services necessary to implement the Plan. This chapter provides an overview of the future parks system and associated projects and services. Additional details are presented in Appendix C (capital project list) and Appendix D (site improvements).

FUTURE PARK SYSTEM

The envisioned future park and recreation system reflects the key needs and vision voiced by the community, with specific projects identified for existing parks as well as potential future parks. The Future Park System Map (Map 3) shows the distribution of recommended projects in five general categories summarized below.



Park Reinvestment

As noted in the park assessment and evaluation of community needs, many existing parks need renovations. Capital reinvestment is recommended across several parks including the Sandy Swimming Hole, Hamlik Park, Hathaway Park, and Hartwood Park. Improvements to Steamboat Landing have also been identified.



Park Development

Several parks and sites in Washougal are currently undergoing or planned for development, reflecting the community's growth and evolving recreation needs.

At Schmid Family Park, a 13-acre river floodplain site with an additional 5 acres of adjacent upland along 32nd Street, the City envisions a community destination that balances recreation, environmental stewardship, habitat restoration, and public access to the Washougal River. The recently completed master plan emphasizes nature-based recreation and education while protecting and enhancing the site's ecological resources. Planned improvements include accessible trails and boardwalks, river viewpoints and water access opportunities, nature play areas, picnic and gathering spaces, interpretive signage, habitat restoration areas, public art, and supporting amenities such as parking, restrooms, seating areas, and picnic shelters. The City will pursue phased implementation of the master plan as funding becomes available, with a continued focus on partnerships, grant funding, and stewardship opportunities that support both public use and long-term environmental health. In addition to Schmid, other sites are advancing toward development.

Private developers are completing improvements at Granite Highlands Park and Ninebark Park, while the City continues work on the Downtown Park and Molly Coston Community Garden site, acquired in 2016. These efforts reflect a coordinated approach to expanding Washougal's park system in alignment with community goals and planned growth.

NP

Future Parks

As confirmed through outreach and considering the City's Comprehensive Plan growth target, the need for new parks remains a key priority for Washougal's growing community. Building on the recommendations from the 2021 plan, this update reaffirms the importance of strategically locating future parks to serve areas experiencing or anticipated to experience new development. Four future parks continue to be recommended based on the park gap assessment and projected community needs: two neighborhood parks (NP1 and NP2), one community park (CP), and one waterfront park (WP), as shown in Map 3. While the exact locations are yet to be determined, they should be identified and acquired in coordination with development activity. Site selection will continue to consider factors such as land availability, acquisition costs, consistency with park development standards, and property owner willingness. Aligning park development with growth ensures that new neighborhoods have timely access to high-quality park and recreation opportunities.

Future Trails

An interconnected trail system remains a major priority for the future park and recreation system. The Washougal community desires an off-street trail system that connects the city together. Map 3 identifies proposed trail routes. While general routes are shown on the map, the actual trail alignment or right-of-way will be determined based on land availability. The off-street trail system focuses on recreation opportunities while also serving non-motorized transportation needs. Washougal's trail system will connect all parts of the city to each other, with linkages to downtown and important recreation facilities.

Site Divestment

The 2021 Parks, Recreation, and Open Space Plan evaluated several small park properties and identified Beaver Park, Riverview Park, and Lookout Ridge 3 (Tracts A and B) as potential candidates for divestment. At the time, these sites were viewed as offering limited recreation opportunities, requiring ongoing maintenance resources, and having constraints that reduced their ability to meet the City's desired park development standards.

Since adoption of the 2021 plan, conditions and priorities have evolved. Several of these sites have benefited from additional investment, programming, stewardship activities, and community use, demonstrating value beyond traditional park development standards. As a result, this 2026 Plan does not recommend the divestment or transfer of park properties. Instead, the City should continue to evaluate each site based on its unique role within the park system, including its recreational, environmental, educational, placemaking, and community stewardship benefits. Future investments should be tailored to the character and function of each site, recognizing that smaller parks can provide meaningful community value even when they do not function as traditional neighborhood parks.

CAPITAL IMPROVEMENT PLAN

The total cost of developing and maintaining the system is critical to plan implementation and the build-out of the system. Table 10 summarizes the general order-of-magnitude costs to assist in evaluating and prioritizing projects for future consideration in City budgeting. A detailed version of the capital projects, cost estimates and costing assumptions for existing and proposed parks can be found in Appendix C.

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Map 3. Future Park System

Recommendations

- Future Park
- Future Trail Corridor
- Park Development
- Park Reinvestment (Renovation or Restoration)

Existing Parks

- Community Park
- Neighborhood Park
- Pocket Park
- Natural Park
- Special Use Site
- Waterfront Park
- Other

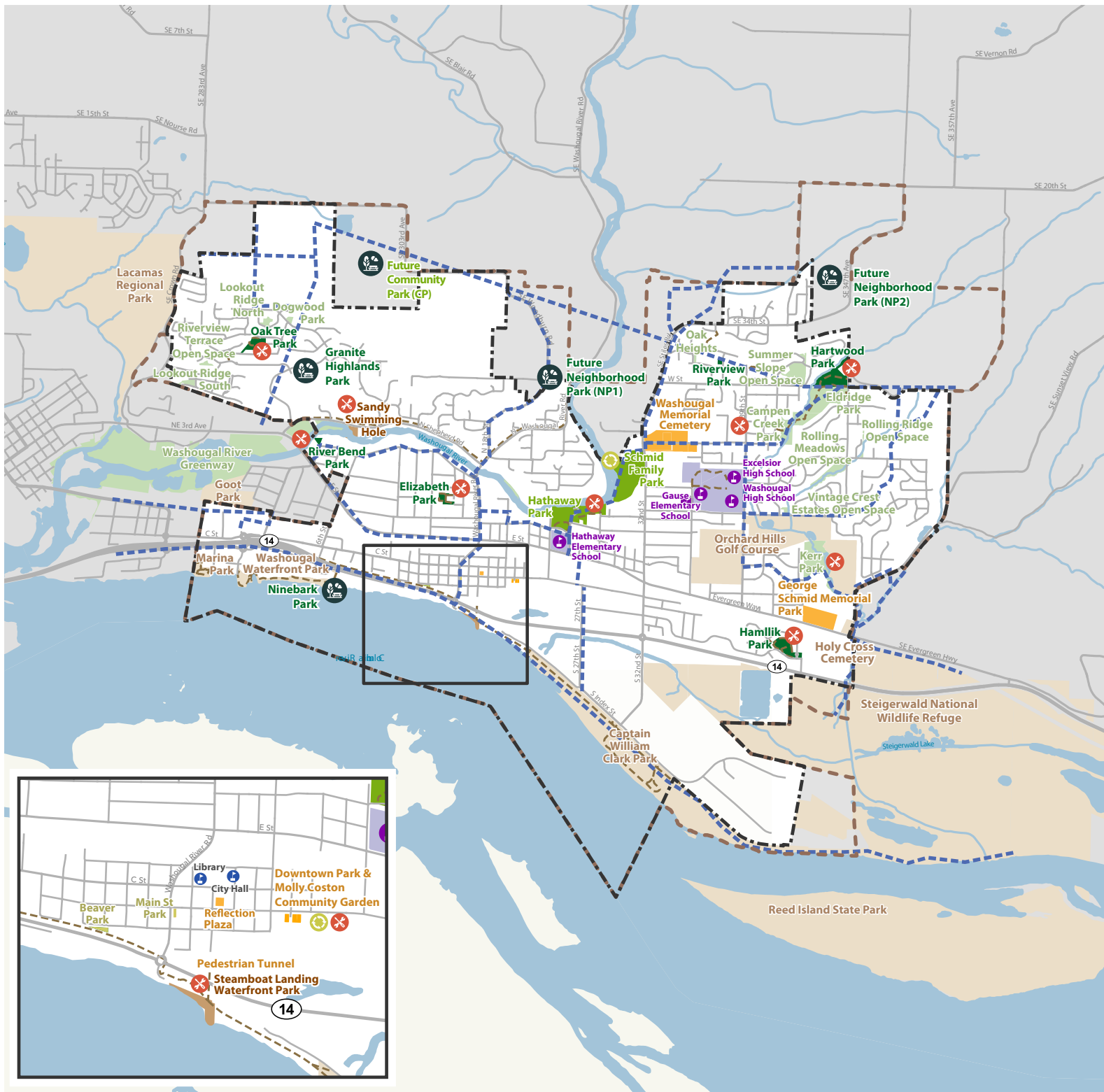
Basemap Features

- Trail
- School
- Water Feature
- City of Washougal
- Urban Growth Area
- Clark County



0 0.13 0.25 0.5 0.75 1 Mi

Source: Clark County
Date: June 2026



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In total, approximately \$18.3 million would be needed to implement all capital improvements to existing parks, as detailed in Appendix D. Another significant cost for Plan implementation is associated with providing new parks and facilities. An additional \$11.6 million would be needed for the development of six new parks, two new trails, a community garden and off-leash dog area.

TABLE 10: TOTAL PROPOSED CAPITAL PROJECT AND REINVESTMENT/REPLACEMENT COSTS

	Inventory Total		Total Costs	
	#	Acres/ Miles	Total Capital Costs	Total Capital Reinvestment/ Replacement Cost (annual)
Neighborhood Parks	5	17.6	\$4,230,000	\$33,160
Community Parks	2	33.6	\$13,896,000	\$134,440
Special Use Areas	5	18.2	\$573,000	\$1,600
Waterfront Parks	2	2.5	\$1,789,000	\$8,280
Natural Parks	2	19.9	\$409,000	
Existing Parks Total	15	91.8	\$20,897,000	\$177,480
New Parks*	5	16.9	\$9,276,000	\$53,880
New Trails**	2	1.3	\$370,000	-
New Parks and Facilities Total*	7	16.9 / 1.3	\$9,646,000	\$53,880

Source: MIG. Notes: Does not include capital costs for parks currently under development.

* General acreage assumptions provided. Actual acreage may vary.

** General trail mileage assumption provided. Actual mileage may vary.

Capital Reinvestment and Replacement

Unlike capital or maintenance costs, reinvestment/replacement costs represent annual investments to take care of the park system in the future. Park reinvestment costs reflect an amount that should be set aside annually so that the City has sufficient funds on hand to repair or replace outdated or worn facilities as scheduled based on their age and use. While these funds are not needed immediately, these monies are critical to ensuring the long-term use of the park system.

Project Phasing

The goals of this Plan, along with input from the public, Park Board members, and staff, were combined to help prioritize projects. All capital projects were sorted into three general priorities or time periods.

- **Priority I:** Projects should be recommended to include in the capital improvement list immediately and implemented within six years.
- **Priority II:** Projects are less urgent or require additional work to prepare for implementation, such as the completion of a master plan.
- **Priority III:** Projects should continue to be considered but would require a special opportunity or the completion of the higher priority projects before they are actively considered.

Improvements to existing parks are higher priority; this Plan recommends implementing these projects in the next six years. Some facilities, such as an event venue at Hartwood Park, are considered Priority II because they would require additional funding and time to complete. All new parks, facilities and trails will be based on opportunities, new development or other unknown factors that could take longer to implement. Table II shows general phasing of the capital project list. Appendix D provides more detailed site and facility recommendations.

TABLE 11: SITE AND FACILITY RECOMMENDATIONS AND PHASING

	Priority I	Priority II	Priority III
	1-6 years	7-12 years	12+ years
Existing Parks			
Campen Creek and Eldridge Park			
Elizabeth Park			
Hamlik Park			
Hartwood Park			
Hathaway Park			
Kerr Park			
Oak Tree Park			
Reflection Plaza			
Sandy Swimming Hole			
Downtown Park and Community Garden			
Schmid Family Park			
Steamboat Landing			
Future Parks, Trails, and Facilities			
Off-leash dog area			
Community Garden			
Future Community Park (CP)			
Future Neighborhood Park 1 (NP1)			
Future Neighborhood Park 2 (NP2)			
Future Waterfront Park (WP)			
Columbia River Trail			

	Priority I	Priority II	Priority III
	1-6 years	7-12 years	12+ years
Jemtegaard School Trail			

IMPLEMENTATION STEPS

1. Diversify Funding Sources

The City of Washougal primarily relies on the General Fund to pay for parks and recreation. As Washougal increases its park and recreation services, careful attention to financing and budgeting will ensure that the City meets community recreation needs while maintaining a solid financial footing. Washougal should continue to pursue outside funding sources, while diversifying its strategy to pay for system-wide improvements, operations, and maintenance. At a minimum, the City should pursue the following:

- Leverage the Plan to pursue grant funding:** Grants are a major source of public funding, yet the application, matching, management, and reporting requirements keep grants from being truly free money. With many granting entities, the proven ability to maintain projects once they are in the ground is a growing focus. Washougal should monitor grant opportunities (including decision criteria, deadlines, and requirements) and look for alignment with the direction of this Plan before deciding to move forward with application. This will result in efficient use of the necessary staff time and target grants at the highest priority and most likely opportunities. The Additional Funding Sources section provides a more detailed list of options to support system improvements, operations, and/or maintenance.
- Collaborate on interdepartmental project design and funding:** Economic development initiatives, streets, stormwater, and other

public utilities can all be linked to parks and recreation. The City should continue to discuss potential projects that offer multiple benefits. For example, a water or sewer project could also provide opportunities to collocate park and green infrastructure projects to coincide with design, construction, and ongoing maintenance.

- **Update Park Impact Fees:** The City of Washougal is updating its park impact fee in conjunction with this Plan. The updated methodology and fee schedule will be supported by the capital projects list identified in this Plan. Washington State law allows jurisdictions to charge impact fees so that new development helps pay a portion of the costs associated with building new capital facilities required to serve the needs of growth. The future park system in the City of Washougal is intended to serve residents, businesses and their employees and visitors. As parks are a resource for all members of the community, impact fees can be charged for all types of development.
- **Implement a park utility fee:** A park utility fee is a monthly user fee that a city charges through utility bills, similar to other public utilities such as water/sewer. Revenue collected through the fee can then be used to help pay for the needed park maintenance. Approved through a vote by the City Council, utility fees can also be phased in, potentially increasing slightly each year.
- **Adopt facility reservation and user fees:** The City does not currently charge a fee for reserving park shelters and sports fields. Fees generated from use of these facilities could help offset some costs for needed site improvements, as well as support administrative costs related to scheduling and reservations. The City is currently evaluating the potential to charge fees. If the City decides to charge fees, City Staff should

outline their fee philosophy to communicate the decision, as well as develop policies to manage and administer the fee schedule.

2. Employ Strategic Communications on Recovery and Plan Implementation

Recovery from the global pandemic and gradual reopening of parks and programs will require a coordinated public communications and engagement strategy. There are two parts to the recommended communication strategy. First, communication about the values of parks and recreation and the full range of services provided by the City will be invaluable for increasing park use and long-term support, especially when parks reopen. The City should begin with a contact list of liaisons to existing organizations to serve as ambassadors or community organizers to help connect with underrepresented populations in Washougal. A public information campaign should be employed that provides information about the Park & Recreation Plan and that highlights what the City is doing to meet needs. The City's new recreation program guide would be a great resource to convey this message. Second, the City will find it valuable to test potential funding packages or level of support for funding increases through public input, education, outreach, and polling before any specific voter-approved funding mechanism, such as a park district, is put on a ballot.



3. Update Maintenance Expenditures Using a Tiered System

The City should apply a tiered maintenance system to the park system. Park maintenance is a critical ingredient of the park and recreation system and a big part of City services and resource needs. General grounds maintenance and mowing account for the bulk of maintenance workload. With increasing demand and a growing system, Washougal is faced with prioritizing where to spend the maintenance budget. Appendix C identifies the recommended maintenance tier for existing and new parks and facilities.

Table 12 summarizes maintenance costs that are based on the recommended tiered levels for maintenance. Costs are based on an increase in the City's existing approximate annual average cost to maintain developed park land (\$5,000 per acre) and an increase or decrease in average costs based on the recommended maintenance level for each site. Using the tiered maintenance structure, the annual maintenance cost for all existing parks and facilities would total \$564,800. An additional \$183,500 would be needed to maintain new parks, trails, and facilities annually.

TABLE 12: TOTAL PROPOSED MAINTENANCE COSTS

	Inventory Total		Total Maintenance Cost (Average Annual)
	#	Acres/ Miles	
Neighborhood Parks	5	17.6	\$127,200
Community Parks	2	33.6	\$336,100
Special Use Areas	5	18.2	\$49,900
Waterfront Parks	2	2.5	\$23,100
Natural Parks	2	19.9	\$28,500
Existing Parks Total	16	91.8	\$564,800
New Parks*	6	18.9	\$154,700
New Trails**	2	1.3	\$12,500
Other New Facilities*	2	2.5	\$16,300
New Parks and Facilities Total	11	25.4	\$183,500

Source: MIG. Notes: * General acreage assumptions provided. Actual acreage may vary. ** General trail mileage assumption provided. Actual mileage may vary.

4. Monitor Plan Implementation and Revisit Priorities

The implementation of this Plan will continue well past the six-year update cycle, as noted in the project prioritization and phasing. Following the adoption of this Plan, City staff and the Park Board should monitor plan progress and completion of priority projects. There are factors that may limit the ability to move forward on any one project, but each high priority site could have recommendation elements that can be moved forward. Working with the Park Board, the City should revisit the project list biannually, ahead of the budgeting process, to reevaluate progress and priorities and adjust for new opportunities.

Staff should use the following criteria to evaluate different projects at individual sites, as well as any new projects or opportunities that surface in the future. These criteria stem from community priorities that emerged through the planning process and should continue to guide decision making and prioritizing new investments. A project is prioritized based on how well it achieves one or more of the following criteria:

- **Reinvests in existing parks:** Results of the community survey indicate that residents place a high priority on improving existing parks, bringing existing parks up to current standards, and adding restrooms and shelters to already owned parks.
- **Improves safety and reduces risk:** Addresses known safety concerns, improve visibility and accessibility, reduce conflicts between users, enhance emergency access, mitigate environmental hazards, or address aging infrastructure.
- **Improves river access:** Utilizing land with river front access or easements, access improvements, and riverfront trails are important for Washougal residents and for promoting recreation and riparian stewardship.
- **Supports long-term operational sustainability:** Aligns with the City's capacity to operate, maintain, and replace facilities over

time. Preference should be given to investments with realistic maintenance needs, durable materials, and clearly identified stewardship responsibilities.

- **Improves park accessibility and equitable access:** Expands access to parks, recreation facilities, and natural areas for people of all ages, abilities, incomes, and neighborhoods. This includes improving ADA accessibility, reducing geographic service gaps, and creating welcoming public spaces for diverse users.
- **Improves connectivity:** Trail-related activities are some of the most popular forms of recreation in Washougal, and trails also provide a means for residents to experience the city's natural resources. Completing the trail network and developing trail support promoting more walking opportunities.
- **Enhances ecological health, tree canopy, and climate resilience:** Projects that protect and restore habitat, expand tree canopy, improve stormwater management, support pollinators and native vegetation, reduce urban heat impacts, or increase resilience to climate-related hazards should receive additional consideration.
- **Demonstrates project readiness and funding leverage:** Projects that have completed planning, design, partnerships, or other preparatory work and are well-positioned to compete for grants or leverage outside funding should be prioritized.
- **Promotes economic vitality and tourism:** Park and recreation projects that enhance Washougal's identity, support downtown and waterfront destinations, attract visitors, and contribute to quality of life for residents and businesses should be considered favorably.
- **Strengthens partnerships and shared stewardship:** Projects that leverage partnerships with community organizations,

schools, agencies, nonprofit organizations, tribes, businesses, or neighboring jurisdictions should be prioritized, particularly when long-term roles, responsibilities, and maintenance commitments are clearly defined.

ADDITIONAL FUNDING SOURCES

There are a number of options the City could consider for funding improvements. The list that follows represents both capital and operations funding sources. Adding these to the City's funding mix would help further diversify revenues to invest in the park and recreation system.

General Obligation Bond

These are voter approved bonds paid off by an assessment placed on real property. The money may only be used for capital improvements. This property tax is levied for a specified period of time (usually 15-20 years) and passage requires 60% approval. Major disadvantages of this funding option are the voter approval requirement and the interest costs.

Real Estate Excise Tax (REET)

This is a tax levied on all real estate sales and is levied against the full value of the property. Washougal is allowed under the statutes to levy 0.5% in addition to the State of Washington tax. These funds can only be used for projects identified in the Capital Facilities Plan Element of the City's Comprehensive Plan. REET funds in Washougal are currently budgeted largely for downtown improvement projects.

Metropolitan Park District

A Metropolitan Park District can provide dedicated funding for parks and recreation. When cities provide park and recreation services, there are a number of competing priorities for General Fund resources, including public safety. A park district has a dedicated revenue stream that can only be used for park and recreation purposes. Washington permits the formation of a metropolitan park district to provide park and recreation facilities, if the district is approved by voters. Once approved, the district

can establish a permanent tax base. Because of the subsequent taxing authority, formation of a district is a funding mechanism worthy of exploration in Washougal. Formation of a district may be initiated by the local governing body or by citizen petition. If a proposed district includes multiple jurisdictions, the governing bodies of each jurisdiction must adopt a resolution. For example, if a district were proposed that included City of Washougal land and unincorporated Clark County land, both the City of Washougal and the Clark Board of Commissioners would need to adopt a resolution submitting a ballot proposition to establish the district. If a district was proposed that included only City of Washougal land, the Washougal City Council could adopt a resolution submitting a ballot proposition to establish the district.

Clark County Legacy Lands Program

The Legacy Lands program (Clark County's Conservation Futures Program) protects these lands highly valued for habitat, scenic corridors, low-impact recreation, and other qualities that enhance our local environment. The Legacy Lands program is guided by several key documents that were developed with local partners and stakeholders. The program targets key conservation properties and areas for conservation and protection.

Donations

The donation of labor, land or cash by service agencies, private groups or individuals is a popular way to raise small amounts of money for specific projects. One common example is a service club, such as Kiwanis, Lions or Rotary, funding playground improvements.

Public/Private Partnership

This concept has become increasingly popular for park and recreation agencies. The basic approach is for a public agency to enter into a working agreement with a private corporation to help fund, build and/or operate a public facility. Generally, the three primary incentives a public agency can offer are land to place a facility (usually a park or other parcel of public

land), certain tax advantages, and access to the facility. While the public agency may have to give up certain responsibilities or control of other recreation services and amenities, it is one way of obtaining public facilities at a lower cost.

Estate Giving

A variety of arrangements to accept donations for park and recreation as an element of an estate. One example of this would be a Lifetime Estate: an agreement between the City and a landowner, where the City acquires the property but gives the owner the right to live on the site after the property transfer in exchange for the estate maintaining the property or for other agreed upon services.

Land Trusts

Private land trusts, such as the Trust for Public Land, Inc. and the Nature Conservancy will acquire and hold land for eventual acquisition by a public agency. In some cases, repayment of acquisition funds, including interest, may be required.

Shared Facilities

In some situations, other services provided in the city, or in private utilities, may be able to share the cost of improvements that would benefit the parks, recreation, and natural areas system. One example is utility corridors; in many cases land used for sanitary sewer, water or power lines may make an excellent trail corridor. In this situation, the utility may pay to develop a service road that can also serve as a trail.

Recreation Conservation Office Grants

Following the City's own resources, the largest funding source for park and recreation projects are competitive grants from the State of Washington Recreation and Conservation Office (RCO). The RCO is responsible for administering a wide variety of public funds and provides technical assistance and policy development in addition to preparing statewide plans on trails, boating facilities, habitat preservation, and off-road

vehicles. It is important to note that most grant programs require a portion of the project cost to be provided by a local partner as match funding.

No Child Left Inside

This program provides grant funds for outdoor environmental, ecological, agricultural, or other natural resource-based education and recreation programs serving youth. The grant program is divided into three tiers, with Tier 1 providing a minimum of \$5,000 and Tier 3 providing a maximum of \$150,000. Tier 2 and 3 projects have a match requirement of 25 percent.

Salmon Recovery Funding Board

Salmon recovery grants are awarded by the Salmon Recovery Funding Board, from state and federal sources, to protect and restore salmon habitat. The board funds projects that protect existing, high-quality habitats for salmon and that restore degraded habitat to increase overall habitat health and biological productivity. The board also awards grants for feasibility assessments to determine future projects and for other salmon related activities. Projects may include the actual habitat used by salmon and the land and water that support ecosystem functions and processes important to salmon. The program funds acquisition, restoration, design, and non-capital projects with no project funding limit. Local agencies are required to match 15 percent of grant funds except for design-only projects.

Community Development Block Grants

These grants from the Federal Department of Housing and Urban Development are available for a wide variety of projects. Most are used for projects in lower income areas of the community because of funding rules. Grants can cover up to 100 percent of project costs.

Federal Transportation Funding

Federal transportation funds can be used for surface transportation projects across the country using a combination of federal funding, primarily the gas tax. One of the funding programs is a block grant to

states that includes set-aside funding for Transportation Alternatives. This funding can be applied to a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

U.S. Fish and Wildlife Service

USFWS may provide technical assistance and administer funding for projects related to water quality improvement through debris and habitat/vegetation management, watershed management and stream bank erosion, and sediment deposition projects.

Private Grants and Foundations

Private corporations and foundations provide money for a wide range of projects, targeted at the organizations' mission. Some foundations do not provide grants to governments but will often grant to partner organizations. Private grants can be difficult to secure because of the open competition and the up-front investment in research and relationship building.

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WASHOUGAL
COMPREHENSIVE PARK & RECREATION PLAN



APPENDIX A

PARK INVENTORY

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	Acreage	Ball Diamond Fields	Rectangular Fields	Aquatics Facility (Pool, Splash Pads)	Playground	Basketball Full Court	Basketball 1/2 Court	Pickleball Court	Dog Off-Leash Area	Skate Park	Disc Golf	Shelters	Picnic Facility	Hand Boat Launch	Water Access	Community Garden	Fishing	Signage	Interpretive Sites	Historical Significance	Public Art	Restrooms	Off Street Parking	Gym	Water View	Paths
NEIGHBORHOOD PARKS																										
Elizabeth Park	1.8				•		•						•					•								•
Granite Highlands Park (under development)	-																									
Hartwood Park	7.0				•						•		•					•					•		•	•
Hamlik Park	5.0	1	1		•	•						•	•					•				•	•			•
Oak Tree Park	2.8				•		•						•					•					•			•
River Bend Park	0.6												•		•			•							•	
Riverview Park	0.4																									
Total Neighborhood Parks	17.6	1	1	0	4	1	2	0	0	0	1	1	5	0	1	0	0	5	0	0	0	1	3	0	2	4
COMMUNITY PARKS																										
Hathaway Park (Lower Level)	7.9	1	1		•								•	•	•			•				•	•		•	
Hathaway Park (Upper Level)	7.9				•		•	•				•	•									•	•		•	•
Schmid Family Park	17.8														•								•			•
Total Community Parks	33.6	1	1	0	2	0	1	1	0	0	0	1	2	1	2	0	0	1	0	0	0	2	3	0	3	1
SPECIAL USE AREAS																										
Camas/Washougal Skate Park	1.4									•																
Downtown Park and Molly Coston Community Garden	0.4															•		•								
George Schmid Memorial Park	4.0	3	1															•				•	•			
Pedestrian Tunnel	1.0																	•	•	•	•				•	•
Reflection Plaza	0.3											•	•										•			
Washougal Memorial Cemetery	12.1											•						•					•			
Total Special Use Areas	19.2	3	1	0	0	0	0	0	0	1	0	2	1	0	0	1	0	4	1	1	1	1	3	0	1	1
POCKET PARKS																										
Beaver Park	0.2				•							•						•			•					
Main Street Park	0.1																									•
Total Pocket Parks	0.3	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	1

Appendix A: City of Washougal Park and Recreation Facility Inventory

	Acreage	Ball Diamond Fields	Rectangular Fields	Aquatics Facility (Pool, Splash Pads)	Playground	Basketball Full Court	Basketball 1/2 Court	Pickleball Court	Dog Off-Leash Area	Skate Park	Disc Golf	Shelters	Picnic Facility	Hand Boat Launch	Water Access	Community Garden	Fishing	Signage	Interpretive Sites	Historical Significance	Public Art	Restrooms	Off Street Parking	Gym	Water View	Paths
WATERFRONT PARKS																										
Ninebark Park (under development)	-																									
Sandy Swimming Hole	0.9												•		•		•	•				•	•		•	•
Steamboat Landing	1.6														•		•	•			•	•	•		•	•
Total Waterfront Parks	2.5	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	2	2	0	0	1	2	2	0	2	2
Total Developed Parks	73.2	5	3	0	7	1	3	1	0	1	1	5	9	1	5	1	2	13	1	1	3	6	11	0	8	9
NATURAL PARKS																										
Campen Creek Park	4.5												•					•							•	•
Eldridge Park	15.5												•					•							•	•
Kerr Park	13.7																	•							•	•
Lookout Ridge Park	1.1												•													•
Lookout Ridge Phase 1C, Tract D	0.6																									
Lookout Ridge Phase 3, Tract B (Dogwood Park)	0.5																									
Oak Heights, Tract 2	0.3																									
Riverview Terrace Phase 1, Tract 2	1.2																									
Rolling Meadows, Phase 4, Tract D	4.4																									
Rolling Meadows Phase 1, Tract A	4.3																									
Rolling Ridge Phase 2, Tract 3	0.7																									
Summer Slope North, Tract D	4.0																									
Vintage Crest Estates Phase I	0.6																									
Total Natural Parks	51.4	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	3	4
Total Parks and Recreation Facilities	124.6	5	3	0	7	1	3	1	0	1	1	5	12	1	5	1	2	16	1	1	3	6	11	0	11	13

Appendix A: City of Washougal Park and Recreation Facility Inventory

	Acreage	Ball Diamond Fields	Rectangular Fields	Aquatics Facility (Pool, Splash Pads)	Playground	Basketball Full Court	Basketball 1/2 Court	Pickleball Court	Dog Off-Leash Area	Skate Park	Disc Golf	Shelters	Picnic Facility	Hand Boat Launch	Water Access	Community Garden	Fishing	Signage	Interpretive Sites	Historical Significance	Public Art	Restrooms	Off Street Parking	Gym	Water View	Paths
OTHER RESOURCES/REGIONAL PARKS																										
Cottonwood Beach Park	-													•	•										•	
Goot Park	-	1			•									•	•							•			•	
Heritage Marina	15													•	•										•	
Lacamas Regional Park	-				•							•	•	•	•			•				•	•		•	•
Port of Camas/Washougal Marina	17													•	•			•					•		•	
Row on 29th Street, North of F Street	-																						•		•	
Steigerwald Lake National Wildlife Refuge	627																								•	
Washougal River Greenway	-			•								•	•	•	•		•	•	•	•					•	•
William Clark Regional Park	85			•								•	•	•	•		•	•	•	•		•	•		•	•
Total Other Resources/Regional Parks	744.2	1	0	2	2	0	0	0	0	0	0	3	3	7	7	0	2	4	2	2	0	3	3	0	8	3
SCHOOLS																										
Cape Horn-Skye Elementary			•				•																	•		
Gause Elementary			•				•																	•		
Columbia River Gorge Elementary							•																	•		
Hathaway Pleasant Elementary		•	•				•																	•		
Canyon Creek Middle School			•																					•		
Jemtegaard Middle School			•																					•		
Washougal High School		•	•																					•		
Total Schools		2	6	0	0	0	4	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	7	0	0



APPENDIX B

QUESTIONNAIRE

SUMMARY

Washougal Parks Master Plan



Appendix: Questionnaire Results

From September 22, 2020 through October 9, 2020, the City of Washougal used an online questionnaire to gather information about existing conditions and future opportunities for the city-wide park and recreation system. When combined with outcomes from other community engagement activities from the planning process, the questionnaire results will help shape the future vision for Parks Master Plan.

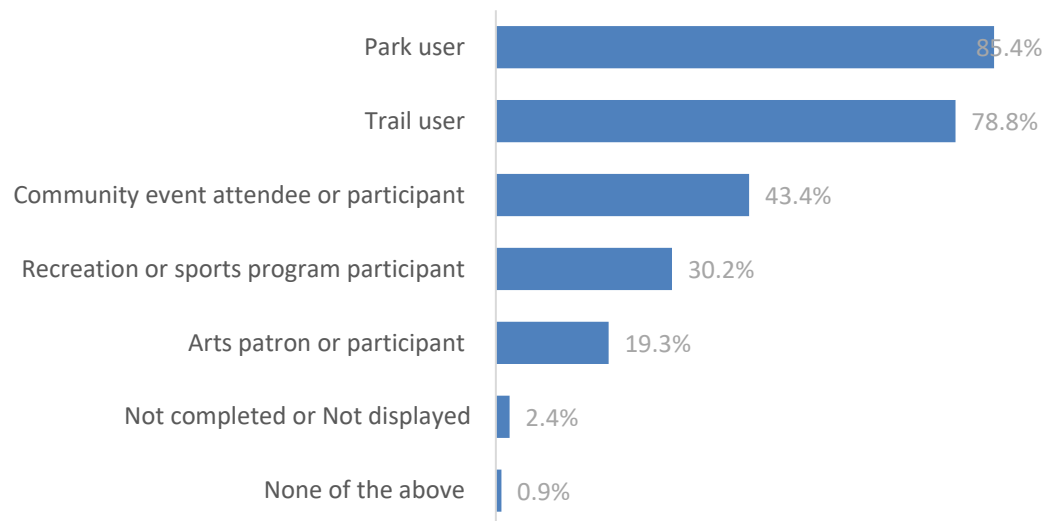
The online questionnaire allowed anyone to provide input on the project at their own pace through a link posted on the City website. The link was also posted on the City Facebook account and sent to various organizations. There were a total of 212 respondents.

This questionnaire is one of several methods for collecting input from the community. The results of all public involvement efforts will be considered together to balance the relative advantages and disadvantages of each.

This summary provides percentages based on the total number of responses for each question. For many questions, the questionnaire allowed respondents to select multiple responses. Therefore, the total number of responses for each question may vary. The Open-Ended Responses section provides a complete list of all comments received from the questionnaire and is found after the questionnaire results.

How do you use parks?

1. "I consider myself to be a..." (select all that apply)



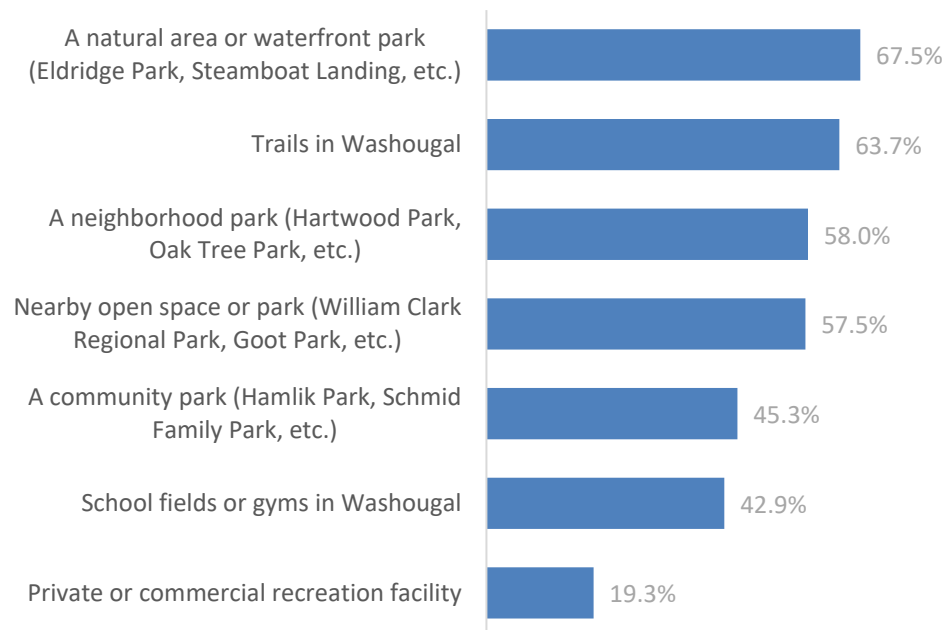
Answer	Percentage
None of the above	0.9%
Not completed or Not displayed	2.4%
Arts patron or participant	19.3%
Recreation or sports program participant	30.2%
Community event attendee or participant	43.4%
Trail user	78.8%
Park user	85.4%

2. Prior to the novel coronavirus/COVID-19 park closures and gathering restrictions, how often did you go to the following to play, relax, exercise, or spend time with friends? (For each there will be a drop down with the following options: Never; Not in the last three years; Once or twice a year; Regularly in season (once a month or more); Frequently in season (once a week or more); No answer; Not completed /displayed)

	Never	Not in the last three years	Once or twice a year	Regularly in season (once a month or more)	Frequently in season (once a week or more)	No answer	Not completed /displayed
A neighborhood park (Hartwood Park, Oak Tree Park, etc.)	9.0%	2.4%	17.5%	24.5%	33.5%	5.2%	8.0%

A community park (Hamlik Park, Schmid Family Park, etc.)	8.0%	5.7%	26.9%	24.5%	20.8%	6.1%	8.0%
A natural area or waterfront park (Eldridge Park, Steamboat Landing, etc.)	1.4%	0.0%	17.9%	32.1%	35.4%	5.2%	8.0%
Trails in Washougal	2.8%	1.4%	18.4%	31.6%	32.1%	5.7%	8.0%
School fields or gyms in Washougal	18.4%	7.1%	15.6%	20.8%	22.2%	8.0%	8.0%
Private or commercial recreation facility	27.4%	16.0%	17.9%	9.9%	9.4%	11.3%	8.0%
Nearby open space or park (William Clark Regional Park, Goot Park, etc.)	4.2%	1.4%	22.2%	31.1%	26.4%	6.6%	8.0%

(Regularly/frequently in season responses)



3. Which park, trail or facility is your favorite?

See open-ended comments responses.

What is important to you?

4. What is most important when you think about parks and recreation in Washougal? (Choose your top 3)

Being surrounded by trees, plants, water
and wildlife



Opportunities for play



Getting together with friends, family,
neighbors



Competing in organized sports (team
sports, competitions/tournaments)



Walking, running or biking on trails



Walking or playing with my dog or pet



Enjoying art, music, culture



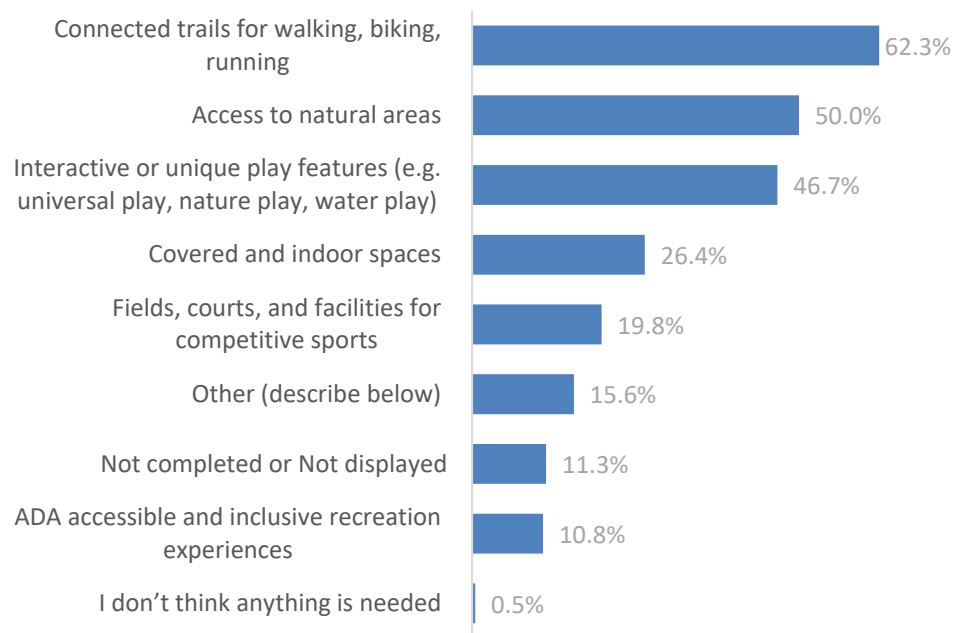
Exercizing



Answer	Count	Percentage
Competing in organized sports (team sports, competitions/tournaments)	29	13.68%
Enjoying art, music, culture	42	19.81%
Being surrounded by trees, plants, water and wildlife	138	65.09%
Opportunities for play	93	43.87%
Walking or playing with my dog or pet	60	28.30%
Exercising	8	3.77%
Walking, running or biking on trails.	118	55.66%
Getting together with friends, family, neighbors	54	25.47%
Not completed or Not displayed	20	9.43%

When park use and gathering restrictions are lifted, what would you like to see?

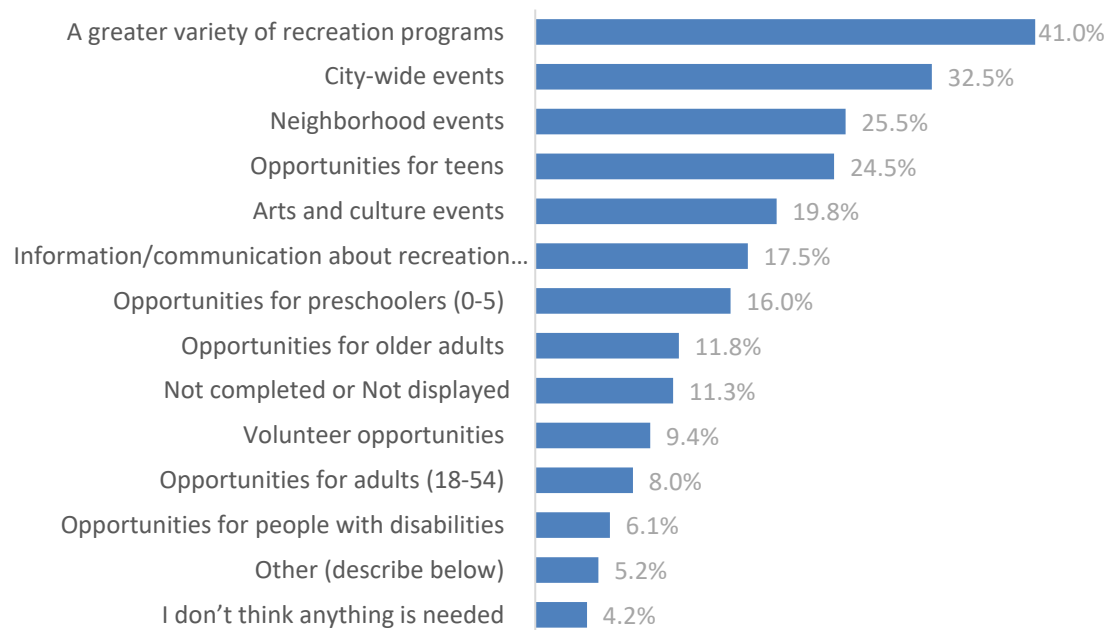
5. Which of the following park features and facilities would you like to see in Washougal?
(Choose your top 3)



Answer	Count	Percentage
Interactive or unique play features (e.g. universal play, nature play, water play)	99	46.70%
Covered and indoor spaces	56	26.42%
Access to natural areas	106	50.00%
Fields, courts, and facilities for competitive sports	42	19.81%

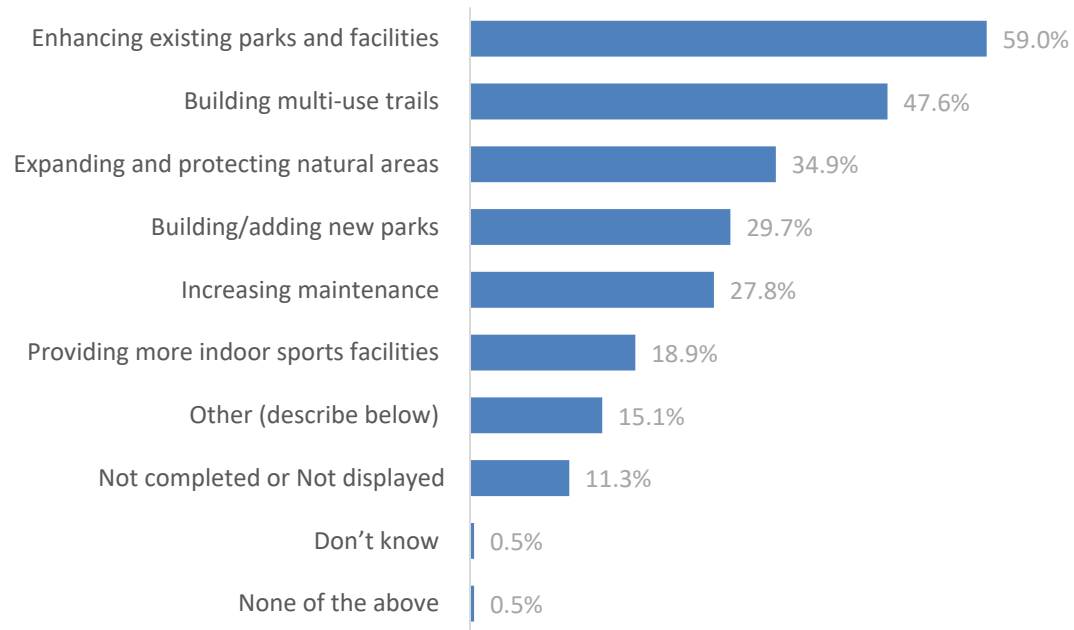
ADA accessible and inclusive recreation experiences	23	10.85%
Connected trails for walking, biking, running	132	62.26%
Other: See open-ended comments responses.	33	15.57%
I don't think anything is needed	1	0.47%
Not completed or Not displayed	24	11.32%

6. Which of the following recreation opportunities would you like to see in Washougal?
(Choose your top 3)



Answer	Count	Percentage
A greater variety of recreation programs	87	41.04%
Arts and culture events	42	19.81%
Neighborhood events	54	25.47%
City-wide events	69	32.55%
Volunteer opportunities	20	9.43%
Information/communication about recreation opportunities	37	17.45%
Opportunities for people with disabilities	13	6.13%
Opportunities for preschoolers (0-5)	34	16.04%
Opportunities for teens	52	24.53%
Opportunities for adults (18-54)	17	8.02%
Opportunities for older adults	25	11.79%
Other: See open-ended comments responses.	11	5.19%
I don't think anything is needed	9	4.25%
Not completed or Not displayed	24	11.32%

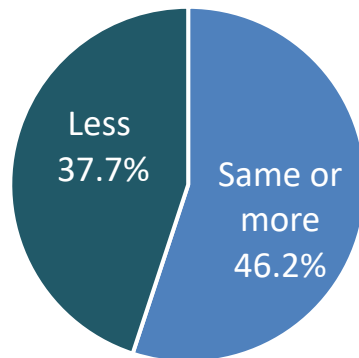
7. Which of the following should be our top funding priorities? (Choose your top 3)



Answer	Count	Percentage
Increasing maintenance	59	27.83%
Enhancing existing parks and facilities	125	58.96%
Building multi-use trails	101	47.64%
Building/adding new parks	63	29.72%
Expanding and protecting natural areas	74	34.91%
Providing more indoor sports facilities	40	18.87%
Other: See open-ended comments responses.	32	15.09%
None of the above	1	0.47%
Don't know	1	0.47%
Not completed or Not displayed	24	11.32%

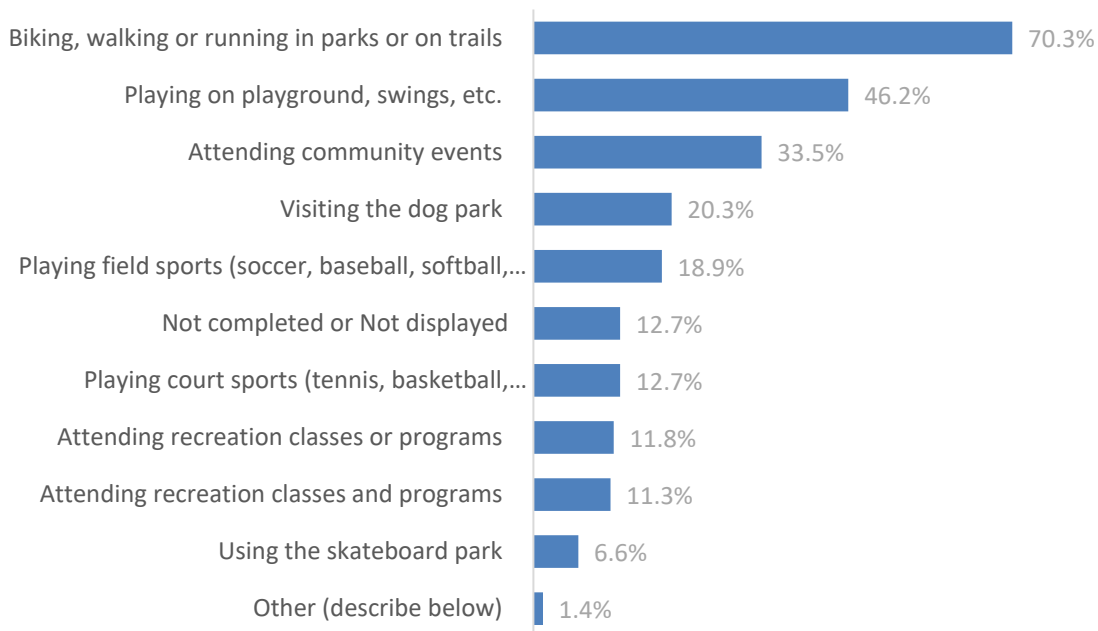
How has COVID-19 impacted how you use parks or recreate?

8. Compared to last year, which of the following best describes changes as a result of COVID-19 restrictions.



Answer	Count	Percentage
I'm using Washougal parks and trails more (publicly accessible/open parks and trails)	53	25.00%
I'm using parks, trails or recreation areas outside of Washougal more	18	8.49%
I'm using Washougal parks and trails less due to site closures or health concerns	57	26.89%
I'm doing less outdoors in general	23	10.85%
No change	27	12.74%
No answer	7	3.30%
Not completed or Not displayed	27	12.74%

9. What activities would you normally be participating in?



Answer	Count	Percentage
Biking, walking or running in parks or on trails	149	70.28%
Playing on playground, swings, etc.	98	46.23%
Playing field sports (soccer, baseball, softball, lacrosse, etc.)	40	18.87%
Playing court sports (tennis, basketball, pickleball, etc.)	27	12.74%
Attending recreation classes and programs	24	11.32%
Visiting the dog park	43	20.28%
Using the skateboard park	14	6.60%
Attending community events	71	33.49%
Attending recreation classes or programs	25	11.79%
Other: See open-ended comments responses.	3	1.42%
Not completed or Not displayed	27	12.74%

10. Have you experienced any positive changes that have taken place under COVID-19 restrictions?

See open-ended comments responses.

11. Do you have any other thoughts, comments or questions about Washougal's park and recreation system or this Master Plan?

See open-ended comments responses.

Finally, please tell us a little more about yourself (optional).

12. Do you live, work, or go to school in the City of Washougal? (Select any that apply)

Answer	Count	Percentage
I live in Washougal	195	91.98%
I work or attend school in Washougal	55	25.94%
I do not live, work or attend school in Washougal	5	2.36%
Not completed or Not displayed	5	2.36%

13. If you live in Washougal, how long have you lived here?

Answer	Count	Percentage
Less than 1 year	4	1.89%
1-5 years	50	23.58%
5-10 years	52	24.53%
More than 10 years	88	41.51%
No answer	1	0.47%
Not completed or Not displayed	17	8.02%

14. What is your age?

Answer	Count	Percentage
Under 18	0	0.00%
18-24	0	0.00%
25-34	27	12.74%
35-44	62	29.25%
45-54	24	11.32%
55-64	17	8.02%
65+	30	14.15%
No answer	24	11.32%
Not completed or Not displayed	28	13.21%

15. Do you have children living in your household?

Answer	Count	Percentage
Yes	114	53.77%
No	51	24.06%
No, but children are frequent visitors	17	8.02%
No answer	2	0.94%
Not completed or Not displayed	28	13.21%

16. Please indicate your gender:

Answer	Count	Percentage
Male	47	22.17%
Female	128	60.38%
Non-binary	1	0.47%
Prefer not to answer	6	2.83%
Other	2	0.94%
Not completed or Not displayed	28	13.21%

17. Most people think of themselves as belonging to a particular ethnic or racial group. How do you identify yourself? (Choose all that apply)

Answer	Count	Percentage
Caucasian/White (not Hispanic)	158	74.53%
African American/Black	1	0.47%
Hispanic/Latino	5	2.36%
Asian or Asian American	5	2.36%
Native American	3	1.42%
Other	9	4.25%
Not completed or Not displayed	28	13.21%

Open-ended Responses

The following provides responses to questions with an “other” or open-ended response option. Comments are unedited except where any personal information has been removed for confidentiality.

2. Prior to the novel coronavirus/COVID-19 park closures and gathering restrictions, how often did you go to the following to play, relax, exercise, or spend time with friends? What other places did you go?

- Lacamas lake
- Silver Falls area
- Lacamas Lake Park
- Camas parks
- Lacamas lake, cottonwood beach
- The trails between houses under the powerlines by W street.
- Not many
- Walking trails in neighborhood
- Washougal river, orchard hills golf club
- On the river!
- Steigerwald, Port Waterfront Trail and Boat launch.

- Lacamas Park and trails, Steigerwald National Wildlife Refuge, Ridgefield National Wildlife Refuge, Columbia Gorge trails
- School playground
- Cottonwood Beach
- Fisher Basin Park, Grass Valley Park, Gause & Hathaway Playground, Tech center park Vancouver
- The garden plots! We NEED garden spots!
- Hartwood
- Pacific Community Skate Park
- Prindle Park
- Steigerwald and Prindle
- Cottonwood
- Beacon Rock
- Hathaway Park
- We actually live up river, Skamania County, so Prindle Park.
- The dike and bird sanctuary
- Hathaway/Beaver
- Dog park
- Trail to LaCamas Lake & Washougal River bridge trail
- Dog Park frequently when we had one.
- walk in neighborhoods
- Walk the dike, Steigerwald before it closed
- Lacamas trail system. Not in Washougal
- State parks, long beach, mt Rainier....
- Lacamas Lake, Heritage Park , outside!!!
- Anywhere outdoors
- Neighborhood sidewalks
- Indoor skatepark in Washougal
- Dog park when we had one
- Lacamas Lake trails
- Sunset View Road Trailhead, Hathaway Park
- Waterfront
- Lacamas Park, Washougal River State Park, Steigerwald
- Lacamas Park, Washougal River state park, Steigerwald
- Cottonwood Beach
- Lacamas trail

- Gorge trails
- Wildlife Refuge
- Sandy Swimming Hole, Goot Park, Hathaway Park, and trails between Washougal and Camas
- Wildlife preserves, national and state parks and hiking trails
- Cottonwood beach
- Hathaway Park
- Campen creek park, the dike, Vancouver dog parks, camas parks
- The dog park when it was still around
- Lacamas lake and round lake
- vancouver parks / waterfront
- Cottonwood Beach, Steigerwald
- Steigerwald
- europe,ca, or
- The Dike trail, cottonwood beach, nature preserve, waterfront
- Any access areas to the washougal river
- Neighbor hood walks
- Area state parks, LaCamas Lake areas
- Round Lake and surrounding trails
- Steigerwald
- Cottonwood Beach
- Washougal waterfront park, Campen Creek Park
- Camas.....round lake, grass valley park, other parks in camas
- Red barn
- Library
- Schmitt family park with our dogs and kids
- Neighborhood parks
- CottonWood Beach
- Any outdoor space in the area.
- Pajamas.
- Washougal Waterfront
- The dike, Washougal river
- The local skatepark

3. Which park, trail, or facility is your favorite?

- Hartwood
- Schmid and Steamboat

- Lacamas Lake Park and Cottonwood Beach
- Cottonwood beach
- Steam boat
- Hartwood and Hathaway
- Lacamas, I love walking the trails there and taking my kids to play at the play structure
- The dyke trail. But it could be longer. It should extend into downtown.
- I enjoy the Washougal greenway
- The Barn Park
- William Clark Park
- Mable Kerr park trail
- MP 3
- Port Waterfront Trail
- Lacamas Park (creek trail)
- Hartwood park
- The red barn park (hartwood I think)
- River front area, Google Park, the Red Barn park area, and the school outdoor courts and fields.
- Strunk road
- Waterfront dike
- Heartwood park
- Fisher Basin Park & Grass Valley Park
- Lacamas and cottonwood
- Hardwood Park
- Hathaway is prob mu fav for the kids, but love the baseball field as our son is very involved in sports.
- Hartwood park
- Hathaway
- the tractor park
- Ega, sandy swimming hole, cottonwood trail
- Burnt bridge trail, parks in Portland area
- The trails on the dike
- The kids love Goot, but Prindle park is the closest park to us besides Cape Horn and Prindle could use an upgrade!
- Waterfront
- Hartwood and Steigerwald
- Washougal water front park

- Schmid
- Upper Hathaway
- Hathaway park
- Lewis and Clark trail from Steamboat landing to Stiergwald Refuge
- Dike, trail from barn park, walking at Schmidt family park
- Washougal Waterfront, Hartwood Park
- William Clark Regional Park and Lacamas Lake and Round Lake Parks
- Washougal River Greenway Trail
- Goot, sasquatch, hartwood, captain william clark
- Dike
- Goot Park
- Hartwood
- Hardwood is awesome obviously a swing set and more cool stuff for kids and everybody would be awesome but my kids love it and so do the other kids. We have a 2 year old and a 7 month old. I regularly find myself driving to camas to go to some of the bigger playgrounds like grass valley and camas elementary schools have bigger better playgrounds which is fair since it's camas so no knock on washougal elementary schools parks at all. Obviously cotton wood is incredible and what you guys did with the waterfront area and the Sasquatch park is incredible absolutely incredible I'm so proud to live here and will never leave after moving from Portland 5 years ago. The one thing I've told myself is I need to get more involved with parks and schools in washougal and that's my goal the next years to come thanks for all you do I know Facebook and social media can be a really negative and I know a lot of old time shoug people can be really negative watching their small town grow but stick with the awesome things you guys are doing you're doing a great job. Let's capitalize on the amazing opportunities and land we have hear and build something the community can be proud of like you guys are already doing!
- Not sure
- Park near Hathaway School
- Kerr
- Trail and space by farm park and trail along columbia river
- William Clark Regional Park
- William Clark Regional Park
- Farm park, Cottonwood Beach, Washougal-Camas water front
- Washougal Trail, waterfront, cottonwood, hartwood
- Dog park when we had one.
- nearby the lacamas creek trail in camas, in washougal, cottonwood beach
- Trials outside of core city line Dike etc.
- levee trail
- Kerr park

- Lacamas trail system. Not in Washougal
- Mabel Kerr
- Hartwood
- Dike trail
- washougal waterfront park
- Goot park trail, Hathaway boat launch, any park on the river
- Cottonwood Beach and Hartwood Park
- Hathaway Park and William Clark Park
- Fallen Leaf Lake in Camas
- Campen Creek, Hathaway Park, Sunset View area and trail
- The Dike and Cottonwood Beach
- Sunset View Road Trailhead or Schmid Family Park
- Dike
- Steamboat Landing
- Steigerwald, Lacamas Park, Washougal River Greenway trail system, Dike path, pedestrian tunnel by Pendleton
- Steigerwald, Washougal River greenway trail system, dike path, pedestrian tunnel at Pendleton, steamboat landing
- Impossible to pick! We are blessed with a great variety. Our family uses the dike trail, Washougal Waterfront Park, Washougal Greenway trail, and Schmid Family park the most but that's not to say we shouldn't spend time at the others.
- Waterfront Park, Dike Trail
- The new waterfront trail and park is our favorite. I would love more like that. A skate park near by the waterfront would be amazing. Another park geared towards older kids would be awesome too
- Barn park
- Hartwood-Eldridge, Mable Kerr, Schmid Family
- Lacamas
- Cottonwood Beach and trails
- Hathaway park
- Waterfront, cottonwood, steamboat
- Gosh too many to decide
- Kerr Park
- Sandy Swimming Hole
- Goot park /lacamas lake trails
- Cottonwood beach

- The Dike
- Captain William Clark Park
- Cottonwood beach
- Sandy swimming hole
- Lacamas
- Hartwood
- Waterfront
- Washougal Greenway Trail
- Steigerwald
- hathaway
- Goot
- Hartwood park
- Sasquatch play park, barn park, hathaway, lacamas lake
- Too many to name, we did all over hathaway, Clark park, the farm park, Goot, and Elizabeth park.
- Waterfront @ Parkers Landing, Eldridge Park trail, Cotton Wood Beach or call it the Dike.
- Hartwood Park, it has both trails and a play structure. It is also closer to where I live.
- Waterfront, Greenway, Oak Tree
- William Clark Regional Park
- Oak Tree Park
- all
- Round lake and surround trails
- Lacamas lake trail
- The one that starts at 42nd and connects the two parks.
- Heartwood or Goot park but I would love more options.
- Steigerwald
- Hathaway
- Sandy Swimming Hole, Cottonwood Beach, Bike trail
- William Clark Park
- Round lake
- All are very basic I'd honestly rather go to camas parks
- Washougal Waterfront Park for walking and my kids love Hartwood Park and Hathaway Park
- Steigerwald lake refuge
- Hamlik park
- Washougal Port

- Got Park
- Cottonwood Beach, Barn park (for the kids)
- Hartwood Park or the washougal River greenway
- As my kids call it, "the Bigfoot Park"
- The dike and Cottonwood Beach
- Hartwood Park, Elizabeth Park, Sasquatch Park and Washougal Waterfront
- Dike trail, Steigerwald
- Waterfront Trail

5. What other park features and facilities would you like to see?

- Dog Park
- Dog park
- Restrooms that are clean or even a restroom at hartwood
- I think Washougal does a great job with the parks, would like to see Washougal step up and aid in the improvement of the Camas Washougal Riverside Skatepark
- Small but numerous neighborhood parks -- 1/2 court basketball, small skate facility, wall for handball or tennis or pickle ball. Get the kids and their hoops, or goals out of the street
- Dog park
- Bring back a dog park
- Indoor skating rink like oaks park in Portland Oregon or the rink in Tacoma
- Dog park or off leash area
- Horseback riding
- Splash pad.
- We need an off leash dog park
- Off leash dog park!
- Dog park
- fenced dog park. Schmid park could easily be fenced on the fourth side(already fenced on 3 sides) to make a safe place for dogs to be off leash
- Dog park
- I would like to see as part of the Park/waterfront development a gym/pool/meeting space/outdoor . . .
- A dog park - this would be a wonderful social space!
- Off leash dog park
- Dog Park and Community Garden
- I would love to see a dog park in Washougal!!
- I would like to see "park" options geared towards older kids. A nice skate park would be good too.

- Dog park
- Off-leash dog park PLEASE!!!!
- Off leash dog park
- I would like to see sidewalks on Shepherd so Sandy swimming hole and other neighborhood parks are accessible without having to drive.
- Water sprinklers for hot days
- Dedicated bike lanes to get to them.
- Dog park or off leash areas
- Disk Golf
- Restroom! At the park on 49th, near the children's play area
- I would love to see a local, professionally built, (by a legit skatepark builder) skatepark IN Washougal, for the people of Washougal. Skateboarding is in the next Olympics. It's time for Washougal to get up to speed with what other cities have. Ours could even be superior...
- Skatepark

6. What other recreation opportunities would you like to see?

- Dog Park
- small areas for basketball soccer, racquets, etc. within easy walking distance for kids.
- Dog park
- I would like to see the skate park be turned into a place where kids and adults would love to congregate...I have been thinking of this great idea since I moved here. Please contact me for details!
- Garden plots
- Dog park
- Off-leash dog park, PLEASE!!!
- Opportunities for families or all she groups
- Arcade, skating rink, bowling alley, anything kids can do indoors
- DOG PARK!
- Once again, a well built, professional skatepark.

7. What other top funding priorities do you suggest?

- Dog Park
- S place for dog to run
- New small neighborhood play areas -- get the kids off the streets These can be part of the development code for new development.
- Dog park
- Dog park
- There are so many schools with their own indoor gym...focus on the beautiful outdoors...natural outdoors!!! Go to Tacoma and see what they did with their waterfront...they really did a great

job connecting the waterfront with Pt. defiance without the shops washougal could be a great place and example how to keep nature in tact but make it accesible to all and make all those proud to want to take care of it too!

- splash pad or similar...outdoor water feature for kids to run through
- Garden Plots
- Off leash dog park and horseback riding trails
- Increasing security considering the homeless and drug users who frequent many of the trails and parks.
- Off leash dog park please!
- Dog park
- Please fund a simple off leash dog park. People are letting dogs off leash in parks because there is not a designated space which puts those of us who keep our dogs on leash in parks at risk.
- Dog park
- Creating a Washougal dog park
- More access for handicapped and wheelchair bound people.
- Dog park
- Off-leash dog park, PLEASE!!!
- Improving addy St pump track
- Totally unrelated to parks. Invest in stricter property standard enforcement. Residents and potential future residents will gain a far more positive perception of Washougal if Property standards are enforced. City council members ought to drive around the neighborhoods of Washougal...if they were not embarrassed by numerous homes and the trash and junk surrounding them, then they really don't care about the look of the city.
- Dog park
- Building interconnected/linked trails and pathways. Creating opportunities to walk or cycle instead of driving.
- Maintenance of what you have. Quit adding if you can't maintain existing
- Dedicated bike Lanes throughout the city to enjoy our Parks and recreation.
- Please open and maintain restrooms!!!!!!!
- Disk golf will draw a lot of people into the area for the sport, increasing retail business in the area.
- Restrooms
- Dog parks
- DOG PARK!
- A community center such as firstenberg.
- A new skatepark
- Implementing recreation programs for residents

9. What other activities would you normally have been participating in?

- Horseback riding
- Visiting calming, scenic areas with my wife and fishing or water activities
- Indoor swimming

10. Have you experienced any positive changes that have taken place under COVID-19 restrictions?

- Working from home
- more time at home with family
- "A lot more walks and bike rides."
- No
- More time on trails
- More people using the trails and being considerate of others.
- Absolutely none in regards to the city of washougal. (Not your fault!)
- My kids have been riding bikes more in our neighborhood. Our road is usually busy through Sunset Ridge (school traffic from buses and parent/staff) and now the kids can ride bikes, scooters etc. Without cars speeding by every few minutes.
- Nope
- Not at all. The populous has never been more oppressed in terms of basic rights and necessities.
- More time spent with family but no other positives in this community.
- No
- No
- It's been nice to recharge our family bond with less activities available (due to COVID 19) but it was hard to connect and be active outside because of the closures. It was a win/lose situation.
- More time with faamily on walks in my neighborhood.
- No.
- No!
- quality family time became more significant
- We take more walks in our neighborhood
- "More focus on our garden."
- More time with family
- More time with family and at home. Focusing on taking care of our home and gardening, the people that matter the most. The kids are doing well in my family.
- No...city has used Covid Virus as an excuse to let things go
- Just realizing we are lucky to live in an area where the outdoors is so accessible. We have gotten out and hit Lacamas lake trail 20+ times Cotten wood beach washougal waterfront park all of it.
- Yes, I owe less income tax because I have less income.
- Less noise and people

- We need more sidewalks please
- No
- Neighbors are home more.
- "Getting more done at home. I don't think the Schmidt property should be developed For baseball or other team sports. I think the noise level to the neighbors and nearby wildlife habitat will be significant and disruptive. Covid May limit this Anyway but long term could something else be planned for that space?"
- None
- None
- No
- I see a lot more people using the parks and trailheads than before COVID19.
- Working from home and avoiding a pointless commute
- No
- No
- No
- We have gone outside more. Since we aren't as busy with other activities we have more time to go for walks, bike rides and things like that.
- It seems that some people are more aware of hygiene.
- People are out walking more.
- NO
- Less people out when I have to walk my dog. People staying away
- My cooking/baking game is on point
- NO
- Signs were placed in my neighborhood to prevent people from parking to access Sandy swimming hole but it was still too crowded to be safe so we avoided it.
- More time with my family
- No
- no
- More people appear to be getting outdoors .. cabin fever'll do that to ya, I suppose.
- No
- less people at parks!
- Only that I have spent more time in the mountains due to people not taking social distancing precautions at parks or ripping down caution tape off playground equipment. So spent a lot more time in isolated areas off of the washougal River, which has helped the whole family cope.
- No closing parks has been terrible for my kids. They need the outdoor play and use of community playgrounds and courts.

- More time with family. We get outside and use these facilities more. We have made use of these parks, etc., a habit and will continue using them even when restrictions are removed.
- No, less maintenance means parks and trails have been littered and overgrown.
- I walk more and would like more trails in Washougal like Round Lake and its surrounding trails
- No
- No...none. Access to the outdoors helps with mental health...for our children too
- Nope. Of course Steigerwald has to be closed for renovation when COVID hit. It was the perfect place to reduce stress.
- Mainly walking my dog around the park more
- Not as a result from the city of Washougal
- No not really, our president is a Fascist Scumbag and our town is full of terrorist like proud boys/patriot prayer. We really need to shut down "Limitless America" for their affiliation with domestic terror groups. Want to make the town better? Get rid of the domestic terrorist! Its disgusting and has me questioning living here.
- My kids are dying to play on a playground, especially whenever they see others being allowed to do so regardless of social distancing or mask mandates.
- Parks are cleaner. I have gotten the chance to go to more parks that I hadn't visited before.
- It's been nice to see people outside more.
- No

16. Please indicate your gender:

- Why is this even a question?
- Non-binary femme

17. Most people think of themselves as belonging to a particular ethnic or racial group. How do you identify yourself? (Choose all that apply)

- human
- I am a melting pot of ethnicities
- Why is this even a question?
- N/A
- Human
- human
- Human
- American
- Human, why does the color of my skin affect my answers in this context?

11. Do you have any other thoughts, comments or questions about Washougal's park and recreation system or this Master Plan?

- Park Maintenance needs to improve.

- More places for little kids to play safely. Please get rid of all the nasty run down bars..there is one on every corner. Put in more family things like output golf. Add more fun things to the parks here. The parks have very limited play areas.
- Thank you for the opportunity to provide feedback.
- I believe helping Camas fund improvements to the Camas Washougal Riverside Skatepark and share continued maintenance once improved.
- Please finish bike part at Hammlick and enhance skate park
- If we include Steigerwald and Captain Clark and Schmidt Family Park we have plenty big open spaces. What we are missing is places within the neighborhoods, within easy walking distance for children, tweens, and teens to play.
- I would like to see a lot more hiking trails and connection of existing trails.
- Keep up the good work! We love visiting the parks in washougal! It's so integral to children's development.
- The community needs a dog park.
- Would love to see more pickleball courts, more sports fields for kids and community youth activities.
- Splash pad, dog park, more play equipment,
- We love Fisher Basin Park in Vancouver. I would like a park that has everything. Play structures (swings, tire swing, monkey bars, climbing tower and bridge etc.) Bathrooms, picnic tables, basketball courts and grass fields for soccer or whiffle ball. Attract families to spend the day at the park and then spend their money at shops and restaurants in town!
- Better access to Hartwood and Campen Creek Park from neighborhoods north/northwest of the parks (off of Y and W street) is needed.
- improve what we have, more options for teens and young children including things for people with disabilities so they can be included in activities within our community.
- I would like to see accessibility to Hartwood park from the opposite side of Campen Creek. I know you can access from Campen Creek Park but it would be beneficial to other neighborhoods to have closer access from W street.
- I love the pickle ball opportunity at Hathaway Wolfe courts. More upgrades to the surface would be highly appreciated. An indoor facility for pickle ball during bad weather would also be high on my list of priorities
- Please add back the garden plots. Every single space by the tennis courts were being used. It is great for kids to learn, some of us have too much shade in our yards to grow veggies.
- There are no parks north of W street. When is the city going to focus on expanding north of W street? All the open land west of the Columbia view neighborhood would be suitable for a park? Anything between W street and 34th would be logical.
- Building a decent skatepark please and a water play area. There is no reason Washougal doesn't have these options for youth considering smaller communities (Culver, Oregon) do.
- Please upgrade the equipment at Prindle park. It's a perfect spot for a natural playground.
- Would love to see trails in a more natural setting with trees and along water.

- We live to play and watch baseball. Would love to see Schmidt feilds improved more.
- Reinforce littering law and keep our nature area clean and safe for the wildlife
- It would be great to see an expansion of the baseball fields/program. As well as a theatre program/resources for our youth.
- Splash pad for wet summer fun.
- Washougal is my hometown. I do not live there anymore, but visit at least twice a month. I want my children to have the same experiences I had as a child. I dont want Washougal parks and trails to turn into something like Vancouver or Portland where there are homeless people and trash and vandalism. I want them to be able to enjoy nature in a safe environment.
- I think overall..WASHougal is heading in the right direction
- If you choose to make a dog park, make it fenced in. We live near Schmidt family Park, and too many people use it as an off lease dog park. I go to walk, and can't take my dogs because I worry about other dogs scaring them. My dogs are leashed and it scares them when large unleashed dogs come at them barking. I just want to walk my leashed dog and not worry about unleashed animals. Not everyone likes to visit dog parks...me included.
- Please check out "First Federal Bank Park" in Twin Falls, Idaho. It has so many awesome ideas that include inclusive play for kids with disability, creative/ active play, and community get togethers.
- Keep up thre good work!
- We need more bike trails
- Paying to have yet another Master Plan done is a total waste of money. Master plans are just that, a plan... is never completed because of lack of funds when thousands have been blown to a company that someone working for the city knows.
- I would love to be involved more. Having two kids that are going to grow up here I just want them to have all the same opportunities the Camas kids have. Washougal is growing and is such an incredible place to live when the waterfront development is done I'm just so excited to have my family grow here and invest in Washougal everything. Once again and I'm sure you know this Schmid park has the potential to be a game changer for the city and could be incredible and has to be a major priority on the master plan as well as expanding and adding to heartwood and Hathaway park though it's in a lower economic area is screaming to be updated and expanded that place could be incredible in the summer time with a massive updated playground and better seating and a well thought out design upper and lower. Thanks
- Repairing root damage and settled areas on the trais would make them much better.
- Basketball hoops, wall ball, side walks!, splash pad, trails all interconnected,
- A splash pad would be so great!
- Please bring back the Dog park. :)
- I think it is nice for communities if their parks have easily accessible ways for public to volunteer with park staff to guide-spring clean up, ivy pulls, etc.
- See previous comment about Schmidt park. Please do not develop this into a community sports area. Too noisy for those living nearby.

- Please consider finding a space for a dog park!
- What trails does Washougal have north of the Columbia?? Am I missing something?? Thanks.
- "My priorities 1) enlarge Mabel Kerr park 2) build a dog park 3) sidewalk between Mabel Kerr, sunset ridge, and the ball fields by school admin building "
- I was enjoying this survey until it asked for my gender and race...which you have no business taking into account with a survey like this. Seriously...are we categorizing these answers based on sex or race? Come on people. Rant over. We love Washougal parks.
- It would be nice if the Port of Camas-Washougal and the City could work cooperatively to improve our recreational experience!
- Disturbed that people with dogs don't pick up after their animals. Have stepped in waste on several occasions when off paths. Need to fine people that don't follow the rules. Unfortunately, some park users don't seem to care and use our parks as animal waste dumping grounds. Needs to be addressed for health and sanitary reasons.
- No
- Please please stop spraying in our parks. Please start using green maintenance practices. Pesticides and fertilizers are not safe for anyone, especially our children and pets!! They are also harmful to our watershed and wildlife. If I could choose one thing to do differently in our parks this would be it!
- The parks keep deteriorating and maintenance isn't being addressed. The weeds, lack of water and aging equipment is not being addressed enough.
- I think the parks and trailheads are very important and make this town much more appealing. If you reduce the parks Washougal just becomes another town. I stay here in Washougal because there are so many parks and natural areas to spend time in.
- I'm concerned about the graffiti I've seen at Steamboat Landing at times, though I'm not sure what can be done about it. A website to report and signs to inform the public about how to report it would help to quickly address it when it happens though.
- I treasure the amazing park system in Washougal. Thank you for making it a priority in city planning. Hope that preservation of wild places will always be valued...hope that more land can be acquired and preserved as park, open space etc.
- Love our Washougal parks. Thank you for making them a priority
- I would love to know if there are serious plans to connect the dike trail with the Washougal Waterfront Park trail. That would be amazing! Thank you for all that you do. ❤️ You help make this an amazing place to live.
- Would love to see community gardens and a dog park in the City of Washougal.
- Put swings in at Hamilton park
- I noticed one option in your survey mentioned a dog park. We moved here two years ago, and were under the impression that the one and only dog park closed. Is there a dog park??
- I would like to see an expansion of trails and interconnected wildlife corridors between parks (for instance, a trail connecting Hathaway to Schmid Family)
- Please create an off-leash dog park! Please!!! :)

- Community pool would be wonderful
- I'd like to see a community gardens return to the neighborhood parks. It's a wonderful opportunity to meet people and help others enjoy fresh food.
- "Need to find a solution for the unsatisfactory parking and pedestrian safety around the Sandy Swimming Hole area. Need to resurrect the Community Center study initiative, and find a city strategy to get past the Camas bond debacle that ""poisoned the well of public opinion"" in the eastern county area."
- We desperately need a dog park!
- I would love to see a trail/bridge going over Campen Creek to connect Hartwood Park to the neighborhood to the West to make it accessible by foot by those of us in that neighborhood :)
- Use the great potential of the donated Schmid property along 32nd.
- The closest park to us is Sandy swimming hole. There are no playgrounds or fields for play that are safely accessible to walk or bike to because Shepherd doesn't have sidewalks the entire length. My child goes to Hathaway and there is no way she could ever safely walk or bike to school. Our neighborhood is virtually cut off because there have been many homes added to the area but Shepherd hasn't been expanded or improved to handle the extra flow of vehicles. Please solve these issues.
- It would be nice to see the parks / trails connected through a series of safe pedestrian and cycling trails or sidewalks. It would be great if there were a proper skate park like the one at Pacific Community Park in Vancouver. Also having open gym times during the winter months at the public schools would be a great opportunity to get kids and families out of the house.
- When able town hall or community forums.
- "A nice downtown park, somewhere along Main street, would be very nice - especially if it could connect to the greenway somehow."
- I would like more information regarding the long range waterfront development.
- Please stop building parks when you cannot maintain what you already have. More doesn't mean better. I'd rather have 1 nice park than 10 crappy ones!
- City needs more dedicated bike lanes to travel safely throughout the city.
- Let me know how I can get involved.
- Need more programs for whole families to take part in, please keep religion out of sponsorship, and we need access to the bathrooms year-round and paid maintenance to keep them clean and safe. It's ridiculous we can't take our little ones to go potty when we're at a playground or a park. Hire people to keep us safe and clean when enjoying our city parks.
- Washougal would really benefit from a community pool and recreation facility with indoor courts instead of forcing the commute travel to Vancouver or Portland for such activities.
- Will Schmid Family Memorial Park be developed or will it remain as it is? Also, if developed, will sidewalks be put in as well?
- Please keep Oak Tree park maintained

- Not only do I love disc golf, but I know that it attracts people here which increases business in the area. There are a number of places where a great course could be set up and maintained. When done around other parks, it makes for great multi-use areas.
- I understand from park employees that workers have been cut or furloughed so maintenance/watering is down, however taxes have not gone down. How is that? I also see that many new homes are being built meaning more people in these spaces. There will be many more dollars from their taxes as well. I hope to see improvement soon.
- Publish your plans somewhere where residents can find and see them. We hear rumors all the time about planned trails or revisions but there is no obvious area on the city website that describes any of this.
- Places for teens like a teen center and splash area or water involved for summer months would be great.
- I have seen other parks with a tandem child/parent interactive swing. I think each park needs one or two. I would love to interact with me child like this rather than just standing behind pushing.
- Really could use a massive splash pad.
- A new playground that is cool like east vancouver's that isn't just geared towards toddlers. Also, Camas messed up the public pool thing...why doesn't Washougal step up and do it right? More hiking trails....are there even hiking trails in a forest in washougal....or are they a secret? Maybe one, but it's not taken care of very well. I'm afraid of meth heads, and I worry my kid will find needles on the play grounds again...so yeah, we have had to go to Camas and East Vancouver.
- Everything seems very basic and built as (that's all we have funded or that's all the grant money)
- More trails. Keep Washougal natural and wildlife friendly. There aren't that many wildlife refuges left that visitors can meander through.
- Would like to see a dog park at hamlik park so that people won't use the baseball park for their dogs.
- Please take into consideration the results of this survey . Washougal needs more community events as well as places where kids can play without fear of transients or illegal activity.
- We need more family and teen community activities and areas more than a skate park.
- add a dog park (near the highschool) and get rid of business's that openly support domestic terrorism
- I think you should add bathrooms and a splash pad at the Bigfoot park playground area.
- We need bathrooms at more parks. Also, a community recreational facility would be amazing!
- "We love the waterfront trail. We only wish that it was longer.I'd love to see a new skatepark built IN Washougal, so that it was more easily accessible to Washougal locals. The current skatepark is extremely subpar, and for a kid without transportation it might as well be in another state. If something new was out of the question, Washougal could at the very least contribute to the update plan that Camas has gotten on board with, at the existing park. I know that there is currently a small pay indoor park, but it will only hold a few people at once, and who knows how long it will last. I skateboard at a high level, and my children also skate. Current

we have to go to other cities to do what we love. Something off of the waterfront trail could be cool, or something even closer in."

- The skatepark is horrendous. The planners obviously had zero experience and wasted money on it. Please put money into expanding and fix the issues. There would be a big presence of interest and support.



APPENDIX C

CAPITAL IMPROVEMENT PROJECT LIST

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Appendix C: Capital Projects List (DRAFT)

	Acres	Trail Miles	Project Type												Total Capital Cost	Total Capital Reinvestment/ Replacement Cost	Maintenance	
			Park or facility repair/ replacement	Shelter repair/ replacement	Play enhancement	Utilities	Trail or pathway improvement	Accessibility improvements (ADA)	Landscape or tree improvements	Improved signage	New or upgraded restroom and user	Planning and design	Other added facility or improvement	Site development and construction			Tier	Total Average Annual Cost
NEIGHBORHOOD PARKS																		
Elizabeth Park	1.8		•	•			•	•	•			•			\$ 174,000	\$ 3,600	2	\$ 13,500
Hartwood Park	7.0			•		•			•	•	•	•			\$ 3,364,000	\$ 14,000	2	\$ 52,500
Hamllik Park	5.0		•	•	•	•	•		•				•		\$ 341,000	\$ 10,000	2	\$ 37,500
Oak Tree Park	2.8			•	•			•	•	•					\$ 351,000	\$ 5,560	2	\$ 20,900
River Bend Park	0.6														-	-	3	\$ 2,800
Total Neighborhood Parks	17.6														\$ 4,230,000	\$ 33,160		\$ 127,200
COMMUNITY PARKS																		
Hathaway Park (upper and lower)	15.8		•	•	•	•	•	•		•	•	•	•		\$ 1,851,000	\$ 63,200	1	\$ 158,000
Schmid Family Park	17.8			•	•	•	•		•	•	•		•	•	\$ 12,045,000	\$ 71,240	1	\$ 178,100
Total Community Parks	33.6														\$ 13,896,000	\$ 134,440		\$ 336,100
SPECIAL USE AREAS																		
Camas/Washougal Skate Park	1.4														-	-	-	\$ 14,400
Downtown Park and Molly Coston Community Garden	0.4				•	•						•	•	•	\$ 573,000	\$ 1,600	2	\$ 3,000
George Schmid Memorial Park	4.0														-	-	-	\$ 30,000
Reflection Plaza	0.3														-	-	-	\$ 2,500
Washougal Memorial Cemetery	12.1														-	-	-	-
Total Special Use Areas	18.2														\$ 573,000	\$ 1,600		\$ 49,900
WATERFRONT PARKS																		
Sandy Swimming Hole	0.9						•	•		•	•		•		\$ 1,242,000	\$ 1,880	2	\$ 7,100
Steamboat Landing	1.6					•		•		•	•	•	•		\$ 547,000	\$ 6,400	1	\$ 16,000
Total Waterfront Parks	2.5														\$ 1,789,000	\$ 8,280		\$ 23,100
Total Developed Parks	71.9														\$ 20,488,000	\$ 177,480		\$ 536,300

Appendix C: Capital Projects List (DRAFT)

	Acres	Trail Miles	Park or facility repair/ replacement	Shelter repair/replacement	Play enhancement	Utilities	Trail or pathway improvement	Accessibility improvements (ADA)	Landscape or tree improvements	Improved signage	New or upgraded restroom and user	Planning and design	Other added facility or improvement	Site development and construction	Total Capital Cost	Total Capital Reinvestment/ Replacement Cost	Tier	Total Average Annual Cost
NATURAL PARKS																		
Campen Creek Park/Eldridge Park	4.5		•				•	•		•			•		\$ 293,000	-	4	\$ 11,300
Kerr Park	13.7						•		•			•			\$ 116,000	-	4	\$ 17,200
Total Natural Parks	19.9														\$ 409,000	-		\$ 28,500
Total Existing	91.8														\$ 20,897,000	\$ 177,480		\$ 564,800
NEW PARKS AND FACILITIES																		
Granite Highlands Park (Neighborhood Park)	0.9													•	-	\$ 1,880	3	\$ 4,700
Ninebark Park (Waterfront Park)	2.0													•	-	\$ 8,000	2	\$ 15,000
Future Community Park (CP)*	8.0													•	\$ 4,638,000	\$ 32,000	1	\$ 80,000
Future Neighborhood Park 1 (NPI)*	3.0													•	\$ 2,319,000	\$ 6,000	2	\$ 22,500
Future Neighborhood Park 2 (NP 2)*	3.0													•	\$ 2,319,000	\$ 6,000	2	\$ 22,500
Columbia River Trail**	-	0.8												•	\$ 222,000	-	1	\$ 7,500
Jemtgaard School Trail**	-	0.5												•	\$ 148,000	-	1	\$ 5,000
Total New Parks and Facilities	16.9														\$ 9,646,000	\$ 53,880		\$ 157,200
Total Existing and Future	108.7														\$ 30,543,000	\$ 231,360		\$ 722,000

Notes: * General acreage assumptions provided. Actual acreage may vary. ** General trail mileage assumption provided. Actual mileage may vary. All costs for existing parks based on 2021 City of Washougal estimates adjusted for inflation to 2026 dollars. Cost assumptions for new parks and facilities provided by MIG.



APPENDIX D

SITE AND FACILITY RECOMMENDATIONS

Appendix D: Site and Facility Recommendations

The planning process identified improvements and recommendations for nearly all existing parks and facilities, as well as several new parks and recreation areas. The Site and Facility Recommendations provide direction for the City's capital project list (Chapter 5), as well as additional recommendations and considerations for future investments and regional partnership opportunities.

NEIGHBORHOOD PARKS

Elizabeth Park

Elizabeth Park serves older established neighborhoods on the west side of town between "E" Street and the Washougal River Road. Although access to the park does not meet design and development guidelines, the site meets an important need in the community for playgrounds and open space. Site design and development guided by a landscape design professional may transform this neighborhood park into a viable trail and recreation link in this portion of the City. Recommendations for Elizabeth Park include:

- Increase visibility of the park through additional signage and improved access paths from surrounding street right-of-way.
- Establish a tree-planting program and planting plan.
- Improve the basketball court to include all-weather netting, adding a full court, painting the lines, etc.
- Add a cover to the play area and a picnic shelter to increase year-round use of the park.

Additional Considerations

- Consider adding a community garden in this park.

- With the assistance of a landscape professional, prepare a master plan for the site.
- Keep options open to acquire adjacent properties to provide additional access into the park for increased public use and trail linkage possibilities.
- Convert patchy lawn areas into “no-mow zones” by removing sod and seeding with a shade wildflower mix.
- Identify areas for community art or educational displays pertinent to geological or historical features.
- Consider adding user friendly, ADA accessible amenities, such as additional play features, a bicycle rack, updated signage, improved seating, etc.

Hamllik Park

Hamllik Park is located on the southeast side of Washougal. Because of its remote location, Hamllik is particularly important for nearby residents who are separated from easy access to other parks by the railroad tracks.

Recently improved with basketball courts in 2025, recommendations for Hamllik Park include:

- Clean and repair buildings.
- Install more and better amenities, including picnic tables, barbecues, bicycle racks, water fountains, benches, and trash cans.
- Make athletic field improvements, including irrigation, refurbishing the dugouts with new roof structures.
- Make playground improvements, including providing a cover to the playground.
- Implement the master plan for the site to complete the Washougal Bike Park.

- Install new active recreation facilities like trailside athletic pieces, or bicycle skills course/pump track.

Additional Considerations

- Consider adding an area for community art or educational piece.
- Continue to expand and refine the “no-mow” zones to ease maintenance costs and improve habitat for wildlife.
- Renovate or replace the restrooms at the park. Optimum siting of these facilities should also be considered in the master plan.
- Create accessible routes into and through the park. This work entails installing ramps and sidewalks compliant with ADA.
- Improve the landscaping, especially by adding trees.
- Consider adding a spray park element.

Hartwood Park

The City of Washougal acquired this property in 2011 with Park Impact Fees, Washington Wildlife and Recreation Program – Recreation and Conservation Office, and Legacy Lands – Clark County Conservation Futures grant. This neighborhood park serves the northeast side of Campen Creek in the vicinity of SE 49th Street. While this site sits adjacent to the other City of Washougal “natural parks” known as the Campen Creek Greenway, Hartwood Park is the only of these park properties built with playground equipment and other park structures typical of a neighborhood park. Recommendations for Hartwood Park include:

- Develop a site master plan to guide comprehensive site improvements
- Add more user friendly, ADA accessible amenities, such as additional play features, a bicycle rack, restrooms, improved parking, etc.
- Evaluate renovation or adaptive reuse of the existing barn/structure, or development of a new flexible community event space to support

events ranging from small meetings and trainings to community gatherings and potential future revenue-generating rentals.

- Provide parking lot improvements.

Additional Considerations

- Provide trail linkages to other off-site properties to the North as development occurs.
- Develop a trail connection to “W” Street via the waterline easement or alternate routes through green spaces. This trail connection project includes the construction of bridges and boardwalks.
- Develop “no mow” zones with tall grass or by incorporating wildflowers into the design to conserve resources and ease maintenance requirements.
- Plan areas designated for community art or educational illustration.
- Continue expanding the community orchard.
- Complete the playground by enclosing the north boundary with concrete blocks acquired by the parks department for this project.

Oak Tree Park

As a part of the “Look Out Ridge” subdivision development, the developer created a two-plus acre park in exchange for impact fee credits. Oak Tree Park overlooks the western edge of the City of Washougal, the Columbia and Washougal Rivers, the mouth of the Columbia River Gorge, and views Mt. Hood. Designed by Walsh & Associates, Oak Tree Park showcases native Oregon White Oak throughout the site. Site amenities include an asphalt path, picnic tables, benches, and a playground. Recommendations for Oak Tree Park include:

- Add a new playground.
- Incorporate a covered shelter with water, electrical service, and/or restrooms to expand services in this neighborhood.

- Add user friendly, ADA accessible amenities, such as additional play features, a bicycle rack, updated signage, improved seating, etc.

Additional Considerations

- Enhance tree canopy coverage at Oak Tree Park while prioritizing the long-term preservation and health of the existing Oregon White Oak through proactive maintenance and ecological stewardship.
- Incorporate “no-mow” zones in the yet undeveloped areas of the park, particularly protecting and expanding the Camas Lily out crop growing on the slope to the south of the park. The lilies could provide an excellent opportunity for interpretive signage.
- Provide linkages between the park and the citywide trail system.
- Implement community art into the existing design or develop a means to infuse educational or interpretive elements to the park

River Bend Park

River Bend Park, located at the west boundary of town, offers a viewpoint of the Washougal River. The park currently contains picnic tables and benches, but no other neighborhood park amenities. River Bend Park serves as a neighborhood park for nearby residents. With planning assistance from a landscape design professional, River Bend Park offers potential as an important link in the Washougal River Trail system. Recommendations for River Bend Park include:

- River Bend Park does not meet the minimum design standards for neighborhood parks. Keep options open for land acquisitions to expand the park footprint and river front access. If an acquisition occurs, create a safe passage to the riverfront with a trail system. Without the acquisition, consider fencing the top portion of the park along the hillside for visitor safety.
- Incorporate a deck system (similar to the Sandy Swimming Hole) at the north end of the lawn for sunbathing and picnicking.

- Include an ADA accessible path through the site.
- Manage noxious weeds and restore the riparian area to native plant species. Establish a mitigation banking program for natural areas.
- Consider incorporating an educational/interpretive element.
- Consider adding user friendly, ADA accessible amenities, such as a playground, a bicycle rack, updated signage, improved seating, etc.

Riverview Park

This property was acquired as a residential lot, partially donated by Riverview Community Bank for the purpose of encouraging outdoor recreation. Electric, water, and sewer utilities are included on the site. At less than a ½-acre, the size of this lot does not meet the minimum design standards for a neighborhood park. The site is also undeveloped and sloped which would require additional resources for site improvements. In addition, this area is already well served by parks including Oak Heights Park. For these reasons, no specific improvements are recommended for this site at this time although the City should continue to evaluate the site for additional opportunities. Resources should be allocated to improving other parks, including nearby Oak Heights Park and Hartwood Park.

COMMUNITY PARKS

Hathaway Park

Hathaway Park consistently ranks as Washougal's most visited park because of its place of prominence in the center of the community and how it fronts the Washougal River. Hathaway Park possesses the widest variety of amenities of all the City of Washougal parks in the system. Many of the elements in the park are older and may need capital investment. Recommendations for Hathaway Park include:

- Replace the playground.
- Pave the lower Hathaway parking lot.

- Renovate or replace existing park restrooms. Add a new restroom on the east side near the pickleball courts and gazebo.
- Improve the existing picnic shelters. Add water and power to these facilities where lacking.
- Add a more extensive path system, including an ADA accessible route through the park and a river-view path along the bank in upper Hathaway Park.
- Implement a tree replacement plan to ensure continued tree canopy.

Additional Considerations

- Acquire adjacent or in-holding properties to expand services to the public. Properties should be considered for acquisition that complete trail links, increase public open space, improve frontage property to streets and the Washougal River
- Replace aging structures and buildings based on the comprehensive plan.
- Create “no-mow” zones to ease maintenance costs and improve habitat for wildlife.
- Include more and better amenities, including picnic tables, barbecues, bicycle racks, water fountains, benches, and trash cans. Improve the condition of the Lower Park river side trail and continue extending the trail from the parking facility to east to the Schmid Family Park property. This project encounters private property negotiations.

Schmid Family Park

Schmid Family Park is a future community destination park located along the Washougal River. Acquired through partnerships and conservation funding, the site represents a unique opportunity to create a public space that celebrates Washougal's connection to its natural environment, cultural

heritage, and riverfront landscape. The park's location within the floodplain provides opportunities for habitat restoration, environmental education, wildlife viewing, and nature-based recreation while preserving important ecological resources.

In 2025, the City completed a master planning process for the site that included extensive community engagement, stakeholder interviews, public open houses, and an online survey. Community members expressed strong support for protecting and restoring natural areas while providing opportunities for river access, nature play, trails, scenic viewpoints, community gatherings, and educational experiences. The preferred concept balances these priorities by creating spaces for recreation and community use while enhancing habitat and supporting long-term environmental stewardship.

The preferred concept includes a network of accessible trails and boardwalks, river viewpoints and water access opportunities, nature play areas, picnic and gathering spaces, interpretive signage, habitat restoration areas, public art opportunities, and supporting amenities such as parking, restrooms, seating areas, and picnic shelters. The plan also incorporates native landscaping, wetland enhancements, stormwater management features, and opportunities to celebrate the history and character of Washougal through educational and cultural elements.

Recommendations for Schmid Family Park include:

- Pursue phased implementation of the adopted master plan preferred concept as funding becomes available. Elements of the preferred concept include:
 - An accessible trail and boardwalk system that provides opportunities to experience the river, floodplain, and natural landscape.
 - Nature-based recreation amenities, including nature play areas, gathering spaces, overlooks, and interpretive features.

- Restored and enhanced native habitat, wetlands, and riparian areas throughout the site.
- Educational, cultural, and public art elements that celebrate Washougal's history, ecology, and connection to the river.
- Supporting amenities such as parking, restrooms, seating, picnic facilities, and wayfinding signage to accommodate visitors.
- Continue seeking grant funding and partnership opportunities to support park development, habitat restoration, and public access improvements.

Additional Considerations

- Coordinate park development with habitat restoration and conservation objectives to ensure long-term protection of sensitive environmental resources.
- Explore opportunities for environmental education, stewardship programming, cultural interpretation, and community events.
- Establish partnerships with schools, conservation organizations, cultural groups, and community organizations to support programming and maintenance.
- Monitor park use and environmental conditions to guide future phases of development and management.
- Prioritize universal accessibility and inclusive design so visitors of all ages and abilities can experience the park.

As the City updates its Shoreline Master Program (SMP), Schmid Family Park is emerging as a model for integrating habitat protection, ecological education, and community access.

SPECIAL USE PARKS

Camas/Washougal Skate Park

The Cities of Camas and Washougal pooled funding to provide the Camas/Washougal Skate Park. Both cities should promote transportation projects near the Skate Park to improve the safety and ease of access for users. As the facility ages, periodic improvements and reinvestment may be needed to maintain functionality, address maintenance needs, and respond to evolving user preferences. Future improvements should be coordinated with the City of Camas and informed by input from local users, stakeholder groups, and skate park design professionals to ensure any upgrades reflect community needs and current best practices in skate park design.

George Schmid Memorial Park

George Schmid Memorial Park develops and operates according to an inter-local agreement between the Washougal School District and the City of Washougal. The School District owns the land and provides the first line of maintenance. The City of Washougal provides the ball field development with granting assistance and minor maintenance. In 2006, Washougal constructed baseball field #1 in 2006 and completed baseball field #2 in 2009 with funds acquired by a Youth Athletic Facility grant through the Recreation and Conservation Office. The third field was completed in 2021.



Source: City of Washougal

Recommendations for George J. Schmid Memorial Fields include:

- Update agreement for use and management of Schmid Memorial Park.
- Work with the School District to provide trail connectivity to Mable Kerr Park at the north boundary of the property.

Reflection Plaza

Reflection Plaza is a remodeled square in downtown Washougal. A 2010 improvement to the park installed a living Christmas Tree on the northeast corner of the property. The unused Christmas Tree well in the center of the plaza could be used for rotating art displays or other similar displays. The well is fitted with electricity and the structure lends a foundation for a moveable base. In 2015, new brightly painted picnic tables were added for a splash of color and additional seating. Recommendations include adding a new restroom and general cleaning of this site.

POCKET PARKS

Beaver Park

Recent improvements and expanded programming have strengthened Beaver Park's role as a local gathering space and community asset. The addition of the Yellow Brick Road walking path, public art installations, and pollinator gardens has enhanced the park's identity while creating opportunities for recreation, education, and community stewardship.

Moving forward, the City should continue to support and maintain these improvements while exploring additional low-cost enhancements, programming partnerships, and volunteer-led initiatives that build on the park's unique character. Beaver Park demonstrates how small parks can provide meaningful community benefits through creative placemaking, local partnerships, and targeted investments.

WATERFRONT PARKS

Sandy Swimming Hole

Sandy Swimming Hole is a heavily visited park that provides swimming access to the Washougal River. This waterfront park has a large deck overlooking the river. The City has recently acquired property across the street from the park for additional parking. Improvements to the parking area and pedestrian connections between the lot and the park will improve access and help accommodate demand during periods of heavy summer use. Recommendations for Sandy Swimming Hole include:

- Improve to support bike access, since this park receives heavy usage by youth. Provide additional bicycle parking located on a paved surface closer to the parking lot.
- Consider adding user friendly, ADA accessible amenities, such as a bicycle rack, improved seating, and kayak rack.
- Construct a new parking area and improve existing off-street parking.

- Replace the aging restroom.
- Provide sidewalk, bike, or off-street trail improvements along Shepherd Road to improve safety and access to Sandy Swimming Hole.

Additional Considerations

- Improve the sunbathing lawn area adjacent to the river. Provide a better transition between lawn areas and surrounding vegetation by creating an edge and providing a landscape plant transition zone using native riparian vegetation.
- Consider adding a location for community art, an educational element, or mitigation banking system at Sandy Swimming Hole.

Steamboat Landing

Steamboat Landing is a waterfront park that offers a panoramic view of the Columbia River and serves as one of Washougal's most important public access points to the waterfront. The dock is heavily used for fishing, especially during shad season. The SR-14 Pedestrian Tunnel provides direct access between the downtown district and Steamboat Landing, making this park a highly visited focal point of Washougal. After winter damage destroyed a section of the dock, the structure was entirely rebuilt with new pilings in 2019. Recommendations for Steamboat Landing include:

- Provide an ADA accessible connection between the observation deck and the parking area and/or the SR-14 Pedestrian tunnel.
- Update and clean existing restrooms.
- Develop a comprehensive site master plan with the assistance of a design professional to guide future investments and improvements. The master plan should strengthen waterfront access, enhance accessibility throughout the site, showcase scenic river views, improve visitor amenities, and reinforce connections to downtown and the regional trail system.

Additional Considerations

- Identify phased improvements and potential funding opportunities to support implementation of accessibility, facility, and site enhancements over time.
- Incorporate community art or educational displays for public interest or interpretation.
- Increase seating elements throughout the park.
- Improve parking facilities at the park.
- Consider adding user friendly, ADA accessible amenities, such as a bicycle rack, updated signage, improved seating, a kayak rack, and a kayak dock to the existing structure.

NATURAL PARKS

Eldridge Park

Eldridge Park is the largest undeveloped site in the Campen Creek Greenway. Because of deed restrictions, this park must remain in a natural state for passive recreation and must retain the name of Dr. Eldridge.

Recommendations for Eldridge Park include:

- Make habitat improvements to Eldridge as a mitigation-banking site that supports climate-resilient native plant communities and enhances carbon sequestration.
- Incorporate interpretive and/or educational pieces throughout the site.
- Develop “no-mow” zones with vegetation to attract wildlife.
- Look to acquire adjacent properties for purposes to expand open space and trail connectivity. For example, in 2011 the city assumed ownership of Rolling Meadows 5 property, offered to the City of Washougal by the HOA. This property bridges a gap between the

Eldridge Park Complex and another City of Washougal-owned parcel and joins 40 acres together for future trail development.

- Include Eldridge Park in citywide canopy monitoring to assess long-term tree and habitat health under climate stressors.

Kerr Park

Kerr Park is located to the north of the Washougal School District Administration building and George J. Schmid Memorial Fields. Campen Creek delineates the boundary between the park and Orchard Hills Golf & Country Club. Since 2007, Washougal Parks Department personnel and volunteers have worked diligently to clean the site of invasive ivy and blackberries. Kerr Park trail provides two trailheads: The east at Sunset View Road and the west at Gifford Place.

Kerr Park is also the focus of the Campen Creek Reconnection Project, a major habitat restoration initiative led by the City and project partners. The project will restore Campen Creek's connection to its natural floodplain through the creation of wetlands, a more natural stream channel, native riparian plantings, and improved habitat for fish and wildlife. The project also includes trail enhancements and public access improvements that will allow visitors to experience the restored natural areas while supporting long-term ecological health and climate resilience.

Recommendations for the Kerr property include:

- Implement the tree replacement plan to ensure continued tree canopy
- Support implementation and long-term stewardship of the Campen Creek Reconnection Project and associated habitat restoration efforts.
- Consider an agreement with the School District and/or Orchard Hills Golf Course to share opportunities for such activities as mitigation banking, continued trail development, and/or outdoor learning environment.

- Improve the Sunset View Road frontage for safer trail connectivity.
- Continue invasive species removal and native habitat restoration efforts to improve ecological function, wildlife habitat, and visitor experience.

Additional Considerations

- Incorporate nature friendly art displays or interpretive features into the site.
- Look to acquire adjacent unused properties belonging to either the Washougal School District or the Golf Course. Improve access into the property through easements and additional trailheads.
- Consider installing fencing between the residents or School District and the park to improve safety and limit unwanted vehicular activity in the park.
- Evaluate opportunities to enhance the park's role in climate resilience, including increasing shade through tree planting, restoring flood-prone areas to natural functions, and creating pollinator habitat.
- Monitor and report ecological conditions, including canopy cover, stormwater retention capacity, and invasive species management as part of long-term adaptation strategy.
- Continue to expand environmental education and stewardship opportunities associated with the Campen Creek Reconnection Project and restored floodplain areas.

Look Out Ridge Phase 3, Tracts A and B (Dogwood Park)

Look Out Ridge consists of 1.1 acres of wetland and mitigation planting within the Look Out Ridge subdivision. The City maintains two tracts: Tract A is a protected wetland where no additional improvements can occur, and Tract B is a largely natural area with established vegetation. The property

includes a small trail and bench that provide panoramic views of the Columbia River Gorge, Mount Hood, and the Columbia River.

While the site is limited in its ability to support traditional park amenities, it provides environmental, scenic, and passive recreation benefits that contribute to the overall park system. The protected wetland, native vegetation, and overlook help support ecological functions, habitat connectivity, and opportunities for quiet enjoyment of the natural landscape. Recommendations for Look Out Ridge include:

- Maintain the site as a natural area and scenic overlook.
- Protect wetland and mitigation areas.
- Maintain the existing trail, bench, and viewpoint.
- Manage invasive species and support native vegetation.
- Consider interpretive signage focused on ecology and habitat.

Additional Considerations

- Coordinate with the HOA on stewardship and maintenance.
- Monitor ecological conditions and restoration needs.
- Strengthen connections to the City's network of natural areas and viewpoints.
- Recognize the site's environmental and scenic value within the park system.

FUTURE PARKS

Downtown Park and Molly Coston Community Garden

The City purchased this site in 2016. Located just east of Downtown Washougal along Main St., the property's proximity to higher density residential uses and employment make it an ideal opportunity for a future park. In 2020, the City developed a conceptual plan for the site with a vision that provides a full sensory celebration (e.g., sight, sound, touch) of water through art and play. Potential elements include a covered picnic area,

multiple play areas, and other features that highlight sustainable/green stormwater, exploration and natural play.

Since that time, the site has been developed as the Molly Coston Community Garden, providing valuable opportunities for gardening, recreation, education, and community connection. The City has also expanded programming at the site, creating opportunities for residents to participate in gardening activities, stewardship projects, and community events.

As the garden continues to evolve, the City should prepare a comprehensive site master plan to guide future improvements and ensure investments are coordinated rather than implemented incrementally over time. The master planning process should evaluate circulation and ADA accessibility, seating and shade opportunities, tool and material storage, educational signage, pollinator and native plantings, gathering spaces, water access, public art or memorial elements, and long-term operations and maintenance needs.

The City should continue to leverage the park concept and pursue grant funding to support design and development of this site.

- Prioritize master planning and phased improvements for the Downtown Park and Molly Coston Community Garden to support community gardening, volunteer stewardship, environmental educations, downtown placemaking, accessibility, public gathering, and memorial/community legacy elements.



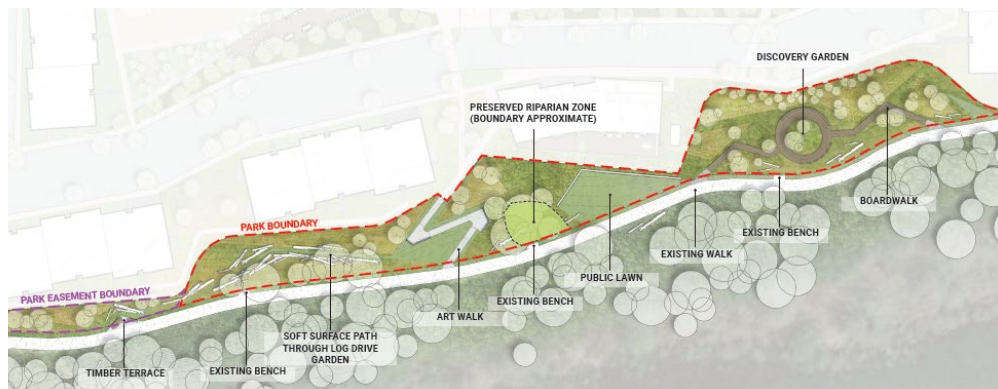
Source: MIG

Granite Highlands Park (Neighborhood Park)

This site is under development as part of the Granite Highlands residential subdivision in northwest Washougal. The completed park will feature landscaping, a small open lawn and play area.

Ninebark Park (Waterfront Park)

This park is under development as part of a mixed-use project near Parker's Landing along the Columbia River. When complete, the park will feature natural play features, gathering spaces, a continuous waterfront pathway and interpretive features.



Source: City of Washougal

New Community Park (CP)

A new community park should be developed north of the current City limits and west of the Washougal River. Recommendations for this site include:

- Once a site is acquired, prepare a master plan to guide the future development of the site.
- Link the proposed bikeway/off-street trail to this park site.
- Follow the community park recommendations for site selection and design program, as well as timing of park development.
- If possible, provide trail connections to the Washougal River, citywide trail systems, and regional trails through Clark County.
- Consider adding a unique feature or design element such as an interactive water feature, skate spot or skate elements, bike park or similar facility.

New Neighborhood Park (NP1)

A new neighborhood park is needed west of the Washougal River, in the north end of the City to serve residential development. Recommendations for NP1 include:

- Acquire a site approximately 2 to 3 acres in size, consistent with the site selection guidelines in this plan.
- Develop a master plan for the site that is consistent with the design guidelines.
- Provide local linkages between the park and the citywide trail system development of the site.
- Implement the master plan as the area develops.
- Ensure the property is viable for playground and restrooms, pertinent to critical lands and purchase contract agreements.
- Seek granting funds for acquisition as opportunities arise.

New Neighborhood Park (NP2)

The City should seek a new neighborhood park just north of city limits, potentially in conjunction with other City of Washougal property near Lehr Road. Recommendations for NP2 include:

- Follow the neighborhood park recommendations in Appendix E for site selection and design program, as well as timing of park development.
- Acquire a site of approximately 2–3 acres. Once a site is acquired, a master plan should be prepared to guide the future development of the site.
- Link the proposed bikeway/off-street trail system to this park.

New Off-leash Dog Area

An off-leash dog area provides a location where residents can exercise and interact freely with their dogs. The City should consider incorporating one or more off-leash dog areas into new community parks. Ideally, an off-leash area should be at least five acres in size, fenced with a double-gated entry, have nearby parking, and include amenities such as water, benches, and trashcans. The City should also consider several smaller off-leash dog areas scattered around the city in existing park property or vacant property.

The site should not be isolated visually or physically for safety. Noise impacts on neighbors should be considered and special attention should be paid to the potential impact of a dog park on the sensitive environments and habitats surrounding the site. The City of Washougal should also consider partnering with the City of Camas or seek out other properties for a separate park. An area that appears ideal for both Camas and Washougal residents is the land owned by the City of Camas, under the powerlines near Goot Park.

New Community Garden

Community gardens provide a location where community members can grow plants and vegetables on individual plots, usually for a small fee. Establishment of community gardens should serve a trial period of at least three years. 2010 was the first year of the Hathaway Park Community Garden east of the pickleball courts and in 2012 the City upgraded the garden with raised cedar beds with financial assistance from WSU Master Gardener Foundation. This garden currently has 26 – 4'x14' raised cedar beds and 6 – 4'x4'x30" raised ADA boxes. There is ample off-street parking available in this area.

Several of Washougal's neighborhood and community parks have potential for community garden use including Elizabeth Park or Hamllik Park. The site selected should have:

- At least six hours of sunlight per day;
- Access to water;
- A means of vehicular access so that soil, mulch, and other materials can be brought into the site.

Spray Ground or Splash Pad

A spray ground or splash pad are water play features that are very popular and provide a means of integrating aquatics into parks at a relatively low cost. Washougal should consider adding at least two spray grounds in community parks, one south of the Washougal River (preferably at Hathaway Park) and the other in the north end of the City.

Indoor Recreation Center

A great need for both indoor recreation space and a senior center is identified in all public surveys and echoed over several plan update processes. More and more communities in the Northwest are offering multi-use recreation centers because of the region's inclement winter weather and the multiple opportunities possible in an indoor facility. If

designed correctly, recreation centers can offer a wide variety of community activities at a reasonable cost. Most progressive community centers now provide rooms for receptions, meetings, and large group gatherings, as well as gymnasium and recreation space.

The community would benefit from a multi-functional building combining the functions of both an indoor recreation center and a senior center. Before pursuing a project of this magnitude, a feasibility study, business plan and market analysis should be conducted to assess the options and form the groundwork in the long-term planning of such a community resource. Preliminary investigation would also identify an appropriate site, building program, and operations strategy that is the best fit for the City's financial goals. Many communities plan recreation centers to maximize revenue generation and minimize operating subsidies to meet financial goals.

The following facilities should be considered for an indoor recreation center to meet community needs, according to surveys:

- Gymnasium (at least 1 full-sized courts)
- Multipurpose room for special events, receptions, and dance classes.
- Catering kitchen
- At least two classrooms/meeting rooms to accommodate various sized groups.
- Exercise room (aerobics, dance, fitness classes, etc.)
- Fitness center
- Support facilities, including lobby, restrooms, office space for staff, locker rooms, storage space, etc.
- Arts and crafts room
- Concessions/vendor space such as a coffee kiosk or snack bar
- Potentially a youth center and/or a senior center
- Potentially an indoor aquatic center

In 2018, discussions with the City of Camas and the Port of Camas/Washougal considered the need of a community center to serve both cities, particularly after the closure of the Camas Swimming Pool in Crown Park. Without a public or other equity partner, Washougal would likely not be able to support a significant community center. The two communities should keep options open and look for opportunities to support a major recreation center.

Whitewater Park

The City should explore the possibility of providing a whitewater park in Washougal. This type of recreation facility uses natural materials to provide a whitewater course with permanent rapids adjacent to the river. If there is community interest in this type of recreation activity, the City should conduct a feasibility study on the long-term costs of operating such a facility prior to deciding.

TRAIL CORRIDORS

Columbia River Trail

The Columbia River Trail provides an important east-west connection in Washougal from the Columbia River Gorge to the Camas City limits, as well as viewing opportunities along the Columbia River. Washougal should seek opportunities to increase access at points along the levee and improve trail spurs that currently exist. In the summer of 2010, the SR-14 pedestrian tunnel opened to allow seamless access between the downtown core and the Columbia River.

The capital project list includes trail development cost for an 0.8-mile segment that connects Steamboat Landing west to the Port of Camas/Washougal Marina. To continue the connection to Steamboat Landing, an off-street trail requires easements across private residential properties and the State of Washington State Route 14 right of way.

Jemtegaard School Trail

This trail will provide a needed connection between neighborhoods north of Sunset View Road to Jemtegaard School. The capital project list includes trail development cost for a ½-mile trail to improve connectivity.

Additional Trail Corridors

There are several additional off-street trails that are part of the long-term vision for Washougal. These trail corridors will require additional planning and negotiating to understand more specific alignments, acquisition or partnership opportunities, and planning and design needs.

- **Washougal River Trail:** An ideal vision for the Washougal River Trail is a trail adjacent to the river, similar to the trail in the Washougal River Greenway in Camas. Due to private property and topography issues, a trail connection paralleling the river on surface streets provides an alternative at some sections of the river. Existing parks and easements may connect to segments of this riverfront trail. The following actions detail the short-term strategy:
 - > Actively seek properties suitable for waterfront parks or easements that provide trail opportunities along the south Washougal River frontage.
 - > Include a riverfront trail in the master plan for the Schmid Family Park and connectivity to Hathaway Park.
 - > Keep options open to develop a pedestrian crossing to bridge the Washougal River Road at the Schmid Family Park.
 - > Actively seek waterfront easements and property to expand public access and trails along the Washougal River when the opportunity arises. In particular, identify and secure land outside existing city limits and potentially north of the UGA before it is developed and the opportunity is lost.

- **Bonneville Power Administration Utility Easement:** An east-west connection is also needed in northern Washougal, where there are a number of constraints due to topography development patterns. Sitting outside the City limits, a utility easement in northern Washougal has potential for providing a connection through areas of growth development in the next several years. The easement traverses the Washougal River at a location that is steep and extremely difficult to cross. While a bridge connection would be ideal, the City of Washougal recognizes that this BPA easement is best divided into North West and North East trail segments.
- **Hood Avenue Multi-Use Trail:** Based on an alignment identified in the previous plan, the City is working with a developer to complete a connection between LaCamas Lake Park/Crown Rd. and SE 303rd Ave. in the north-west neighborhoods of Washougal. When completed, the eight-foot multi-use trail will provide an alternate route from sidewalks on both sides of Hood Avenue.
- **North West Bonneville Power Administration Easement Trail:** The BPA utility easement in northern Washougal west of the Washougal River has potential for providing a connection through an area likely to grow with mixed use development in the next several years. This utility corridor should be used to develop the east-west connection, linking the Washougal River to currently undeveloped areas north of the existing city limits.
- **North East Bonneville Power Administration Easement Trail:** An east-west connection is needed on the east side of the Washougal River. This system is partially developed but has missing links through neighborhoods. The greatest missing link is a strong connection between the Campen Creek Greenway and the Easement at "W" Street. A more direct route has been requested of citizens to access Hartwood Park. The existing trailhead for the Campen Creek Greenway is accessed on streets without sidewalks.

- **West Side Utility Easement Trail:** Washougal residential development has been occurring in the northern hills. A north-south utility easement running from the Washougal River Greenway to the peak of the hill could potentially link these areas to the historic downtown, Washougal River and the North West BPA Easement Trail in the future.
- **Steigerwald Route:** The City of Washougal should keep options open to link to the Steigerwald National Wildlife Refuge trail system to the Campen Creek Greenway. A partnership with Clark County, Washington State Department of Transportation, and the US Fish and Wildlife Service must be forged to create this connection.
- **Campen Creek Greenway Trail:** The east side of town provides an extensive opportunity for off street trails through City of Washougal parks and open space. Kerr Park, Hartwood Park, and Campen Creek Park provide trailheads for the looped trail system. Several spur trails could be established to connect to other developing systems. The trail possesses deficiencies in off-street and sidewalk continuity. 39th Street and Sunset View Road are two of the most critical missing links in this system.
- **Other Off-Street Trail Connections:** Several short, missing off-street segments interrupt pedestrian and bicycle connectivity. In order to link these trail systems, enhancements to intersections or roadway crossings are needed to make a safer path. Options may include:
 - > A connection between neighborhoods to the East of 32nd Street to Schmid Family Park; and
 - > A continuous connection between all parks by either an off-street or sidewalk.

Washougal should consider connections within existing street rights of way to provide additional pedestrian and bicycle corridors. Options may include:

- > A north-south connection along the Washougal River Road up to Woodburn Road;
- > A continuous connection from J Street along 39th Street to Evergreen Way; and
- > A connection along Sunset View Road, past Kerr Park to Evergreen Way.

INTERGOVERNMENTAL COORDINATION AND PARTNERSHIP SITES

Washougal benefits from a wealth of park and recreation resources under ownership by other agencies. These sites provide a variety of opportunities for Washougal residents, and contribute to the City's park system.

- **Goot Park:** Goot Park, a City of Camas park, provides a ball field used by many Washougal residents through the East County Little League. Located on the Washougal-Camas boundary, this site benefits residential neighborhoods not served by other Washougal parks. Washougal should consider participating in future capital improvements at this site, particularly if Washougal residents are included in the planning process and benefit from improvements made there.
- **Washougal River Greenway:** The City of Camas developed the Washougal River Greenway, a natural open space area along the Washougal River. The Camas/Washougal Skate Park, located on the edge of the Greenway, begins the trailhead at the Washougal/Camas boundary. The Greenway offers a trail corridor that is used by Washougal residents, and is a wonderful recreation asset for both communities. Washougal should connect future trails into the Washougal River Greenway to expand on this recreation resource.
- **Captain William Clark Park:** Captain William Clark Park is a joint venture of multiple local agencies, including the City of Washougal. Washougal should continue to be a partner in this important

regional site, working with the City of Vancouver, Clark County Parks, Port of Camas/Washougal on implementation of the Phased Master Plan. In the meantime, the City should monitor its expenditures related to the site and ensure that its contributions to the joint effort are equitable and as called for in the Maintenance and Operations Agreement. Washougal is responsible for the parking facility north of the dike and limited aspects of the restroom facility there. Should the RV parking as designed in the Master Plan be implemented by one of the other partners, the City of Washougal should consider contributing to this improvement, since the town benefits economically by having a functional RV facility.

- **Steigerwald National Wildlife Refuge:** The City of Washougal supported the 2009 implementation of the Wildlife Refuge master plan and looks forward to construction of a planned environmental education center. The regional trail system along the Port of Camas/Washougal levee and through William Clark Park provides linkages into the Steigerwald trail system, so that Washougal residents can best experience the natural resources at Steigerwald. The Refuge is available by a parking facility via SR-14 and does not allow bicycles or pets on the trails.
- **Pendleton Baseball Fields:** Two heavily used baseball fields and one overlapping soccer field are located on property owned by the Pendleton Woolen Mills. Organized sports groups use these fields with permission from Pendleton management. Pendleton Woolen Mills may choose to develop this property in the future. Should development include residential uses, the Downtown Park site located to the north should be created to serve residents.
- **Fishback Stadium:** The City of Washougal seeks greater use of the stadium through an inter-local agreement with the Washougal School District. Washougal and the School District agree to investigate options to improve the facility when it benefits the

community as a whole. The School District would continue to own the land and provide maintenance of the facility.

- **R.V. Parking:** The City should consider constructing spaces for fee-based R.V. parking within the City limits. The addition of functional R.V. spaces would allow for greater access to Washougal for travel or vacation and benefit local community businesses. Currently the only zoned area for implementing RV parking is located near the Columbia River on Port of Camas/Washougal land. The City could work with the Port to develop such a facility. William Clark Park on the Columbia River is already designed and striped for RV parking, and ready for final details prior to renting spaces overnight. However, any overnight accommodations would require consideration for additional infrastructure such electrical and sewer hookups, and WIFI. Another suggestion includes changing local zoning code to allow development in areas throughout the City. The planning and site choice for this addition should be made in the near future to take advantage of available land.



APPENDIX E

DESIGN GUIDELINES

Appendix E: Design Guidelines

These design guidelines provide planning and site programming guidance and direction for the planning and design of new parks and facilities. Because site conditions and characteristics vary these guidelines are not intended to override site specific concerns or judgments.

For each park and facility classification, these guidelines provide a description of the overall purpose, considerations for site selection, features to provide, and features to avoid (if any).

NEIGHBORHOOD PARKS

These parks provide close-to-home recreation opportunities for people living within approximately one-half mile walking distance of the park.

Guidelines

Size range	2 to 5 acres
Location/ Siting	Central to the surrounding neighborhood
Access	Must front a public street with connections to nearby trails and active transportation routes
Design	A contiguous area of at least 50% should be open and level. At least 50% of site must be bordered by a public street and/or the frontages of surrounding uses.
Minimum Features	Native landscaping, signage, playground equipment, picnic areas, open grass areas or multi-use open grass areas for practice field sports.
Features to Avoid	Facilities for large groups, fields for competitive use or off-street parking; facilities for activities that result in overuse, noise, parking problems and congestion should not be provided.

COMMUNITY PARKS

Intended for use by the entire city, these parks can accommodate a higher level of use than neighborhood parks and offer facilities that create a community-wide draw.

Guidelines

Size range	8+ acres
Location/ Siting	Accessible to the entire community, at least ½-mile from the nearest community park and, and with excellent access to transit.
Access	Must front a public street with connections to nearby trails and active transportation routes
Design	The entire site should be open and level unless other existing features are incorporated into the design and function of the site. At least 50% of site must be bordered by a public street and/or the frontages of surrounding uses.
Minimum Features	At least one community-scale facility, native landscaping, signage, playground equipment, picnic areas, open grass areas or multi-use open grass areas for practice field sports, off-street parking and restrooms.
Typical Features	Spray park, skate park, reservable picnic area, amphitheater, boat launch, disc golf course, regional trailhead, or similar facility.

SPECIAL USE PARKS

These are unique park sites or stand-alone recreation areas designed to support a specific, specialized use. Examples of existing special use areas in Washougal include the skate park and Reflection Plaza.

Guidelines

Size range	Depends on the intended use, but the size should be adequate to accommodate the special use and any necessary support facilities.
Location/ Siting	A feasibility study for the special use will determine any locational criteria, which may vary depending on the use.
Access	Access should be provided via a collector or arterial street due to the higher level of use expected.
Minimum Features	Site identification signage, site furnishings for the intended scale and use of the park, on-street or off-street parking to

	accommodate the planned use of the site, accessible pathway connecting site elements.
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WATERFRONT PARKS

Distinguished by their function of providing access to water bodies, these parks typically support enjoyment of water-related activities, such as swimming, fishing, boating, and bird or wildlife viewing.

Guidelines

Size range	The size depends on intended use of the site, but should be adequate to accommodate the desired use and necessary support facilities. For parks that provide direct access to water or beach front, larger parcels are preferred to accommodate a greater number of users, especially in warm weather.
Access	Public access must be provided by a public trail or, where feasible, access should be provided from a public street.
Minimum Features	Site identification signage, appropriate site furnishings for the intended scale and use of the park, accessible pathway connecting site elements.

NATURAL PARKS

Undeveloped lands primarily left in a natural state. Most sites are intended to protect open space; passive park facilities may be provided secondarily. This type of land often includes wetlands or steep hillsides. In some cases, environmentally sensitive areas include wildlife habitats, stream and creek corridors, or unique and/or endangered plant species.

Guidelines

Size range	Site size should be determined based on the natural open space needs, with adequate protection provided for the resource.
Access	Where feasible, public access and use of natural open space areas should be encouraged through trails and other features, but environmentally sensitive areas should be protected from overuse.

Design	Frequently, Natural Parks possess restrictions on the deed or plat that govern perpetual use of the property. Natural Parks may serve as trail corridors; however, structures such as playgrounds, pavilions and restrooms are not typically allowed uses.
Minimum Features	Site identification signage, appropriate site furnishings for the intended scaled and use of the site, interpretive signage, on-street or off-street parking; amount is dependent on facilities provided in the natural area.
Features to Avoid	Improvements that conflict with or detract from the site's natural resources, such as turf, ornamental plantings, and active uses such as sports fields.

TRAIL CORRIDORS

Trail corridors provide opportunities for trail-oriented activities, and connect community destinations and parks, while offering alternatives to driving. Trail corridors allow for transportation and trail-oriented recreational activities. Multi-use trails are the preferred trail type for Washougal because they have the potential to serve the broadest spectrum of the public, including walkers, hikers, runners, and cyclists. Multi-use trails can even serve equestrian users in certain areas.

Guidelines

Facility Types	• A variety of pathway types are needed to accommodate activities such as walking, running, biking, dog walking, rollerblading, skateboarding, and horseback riding. including sidewalks, bikeways, multi-use trails and paths. • Trails can be located within parks, within greenways, or be designed as a part of the citywide transportation system. Waterways can provide trail-like facilities for boating and canoeing.
Location/ Siting	• Trails should be located and designed to enhance accessibility wherever possible, with high priority being loop or destination opportunities on portions of trails near staging areas. Where routes use existing streets, the pathway should be designed to minimize potential conflicts between motorists and trail users. • Additional trail easements or dedications should be sought to complete missing trail segments, link parks, and expand the overall trail network into areas that are already developed. If

	no other means can be found to provide missing links, on-street trail links should be used. • Whenever possible, recreation pathways and trails should be separated from the roadway. • Local trails should be required in residential subdivision planning and should connect to the city's trail system and neighboring local trails. Trail locations can be determined during the land use review process. • Trail alignments should consider soil conditions, surface drainage and other physical limitations that could increase construction and/or maintenance costs.
Trail Design	• Trails should be planned, sized, and designed for multiple uses except where environmental or other constraints preclude this goal. • A 25' minimum right-of-way should be secured for multi-use trails. • An 8-12' paved width should be developed, with 2' wide unpaved shoulders on each side. • Approximately 16' should be provided from the shoulder to each neighboring property line if the trail runs adjacent to a private property. If the trail runs adjacent to the Washougal River or another sensitive area, it should be located at least 20' away unless a larger buffer is recommended by the City. • Way finding and orientation signage should be provided to facilitate trail users. Signage should be provided at each major intersection and at trail entrances.
Trailhead Design	• Trailheads should include orientation signage and information signs, seating, bike racks and trash/recycling. • Primary trailheads should have parking and restrooms. • Trailheads should be incorporated into community parks where possible.