



Arterial Atlas Clark County



A supporting document to the Comprehensive Plan



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document to the
Comprehensive Plan

About the Arterial Atlas

The Arterial Atlas unites the long-range roadway system plan with the land use plan for Clark County. It is an outcome of Clark County's Comprehensive Growth Management Plan, originally adopted in 1994, which sets the course for future growth in our community and promotes strong linkages between transportation and land use. This Arterial Atlas provides guidance for developing a roadway system that will help fulfill the objectives of the comprehensive plan.

The Arterial Atlas is a full color document, and a high resolution printing process is used to ensure readability. Copies are available to the public at the County Geographic Information System. The map pages in this atlas and 2016 Road Atlas correspond directly to each other. Please note that printed copies of this document are made on a demand only basis.

The appendices, which are located in the back of this document, provide information regarding the County's road system. Appendix A displays diagrams of the standard cross-sections that relate to the classifications illustrated on the map pages. Appendix B provides overviews of adopted circulation plans that could not be clearly and accurately depicted on the maps.

Although Clark County's Community Planning Department guided the preparation of this Arterial Atlas, it could not have been completed without assistance from other county departments. We would like to recognize the assistance that the Community Development Department, the Geographic Information System, and Public Works staff have provided.

We hope you find the information provided in this Arterial Atlas helpful. We encourage the submission of comments or suggestions regarding the improvement of future editions of the Arterial Atlas. To submit comments, please send an email to the Clark County Community Planning Department at the following email address: commplanning@clark.wa.gov



Arterial Atlas

C l a r k C o u n t y

W A S H I N G T O N

As adopted by Ordinance 2016-06-12

Board of Clark County Councilors:

Marc Boldt, Council Chair

Jeanne E. Stewart, District #1

Julie Olson, District #2

David Madore, District #3

Tom Mielke, District #4

Mark McCauley, County Manager

Produced by:

Community Planning

1300 Franklin Street

Vancouver, WA 98666

(360) 397-2280

in conjunction with:

Public Works and

Geographic Information System

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Variations to the Arterial Atlas

Per Ordinance 1999-12-21, variations to the Arterial Atlas which do not substantially effect the planned purpose or nature of the roadway and which are typically matters of concern at time of design are allowed outright through a road design modification approval process without prior amendment of this plan. Such permitted variations include:

1. Alignment variations from the line mapped in the Atlas (subject to the discretion of the County Engineer)
2. Adding/subtracting/changing use of identified lanes (e.g. installation of a center-left-turn lane versus raised median, providing an M-2cb cross-section rather than an M-4cb cross-section).
3. Downward reclassifications of roadways by one-level (e.g. principal to minor, minor to collector, collector to local access street, rural major collector to rural minor collector).
4. Access provisions/restrictions for all arterial roadways EXCEPT Principal Arterials.

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






















































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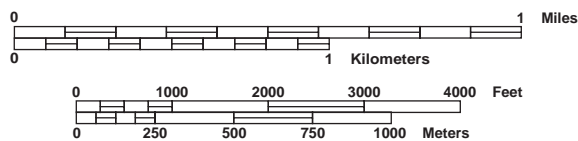


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Legend

 Incorporated	 Interstate	 Sheriff, Police
 School Land	 State Route	 Emergency/Medical Care
 Park Land	 Primary Arterial	 Post Office
 Golf Course	 Arterial Road	 Historical Monument
 Fish and Wildlife Game Reserve	 Minor Road	 Lookout/Ranger Station
 State/Federal Lands	 Private, Alleys	 Water Tank
 Cemetery	 Proposed Road	 Recycle Center
 Military Reserve	 DNR Road	 Active Mine
 Water	 Railroad	
 Treatment Pond	 Trail	
 Urban Growth Area	 Transmission Line	
 State Route	 Gate	
 Urban Principal Arterial	 Barricade	
 Urban Minor Arterial	 Interstate	
 Urban Collector	 U.S. Highway	
 Rural Major Collector	 State Route	
 Rural Minor Collector	 Highway Exit Number	
 Commercial-Industrial	 C-Tran Transit Center	
 Neighborhood Circulator	 C-Tran Park and Ride	
 Local Access	 Emission Station	
 Scenic Highway	 Airfield	
 Proposed Roads	 Boat Ramp	
	 Public Building	

Scale 1:24000



proud past, promising future

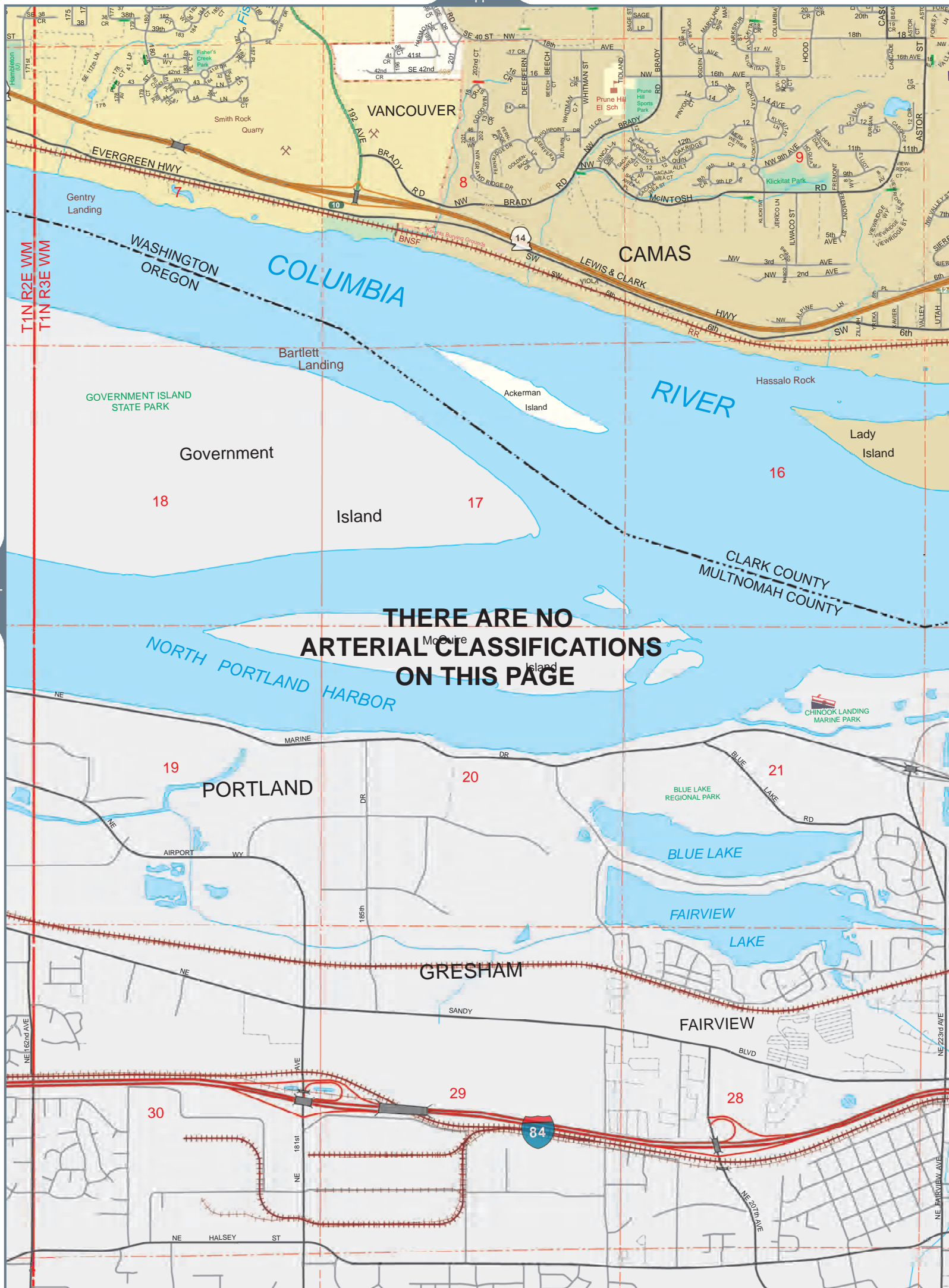
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Geographic Information System

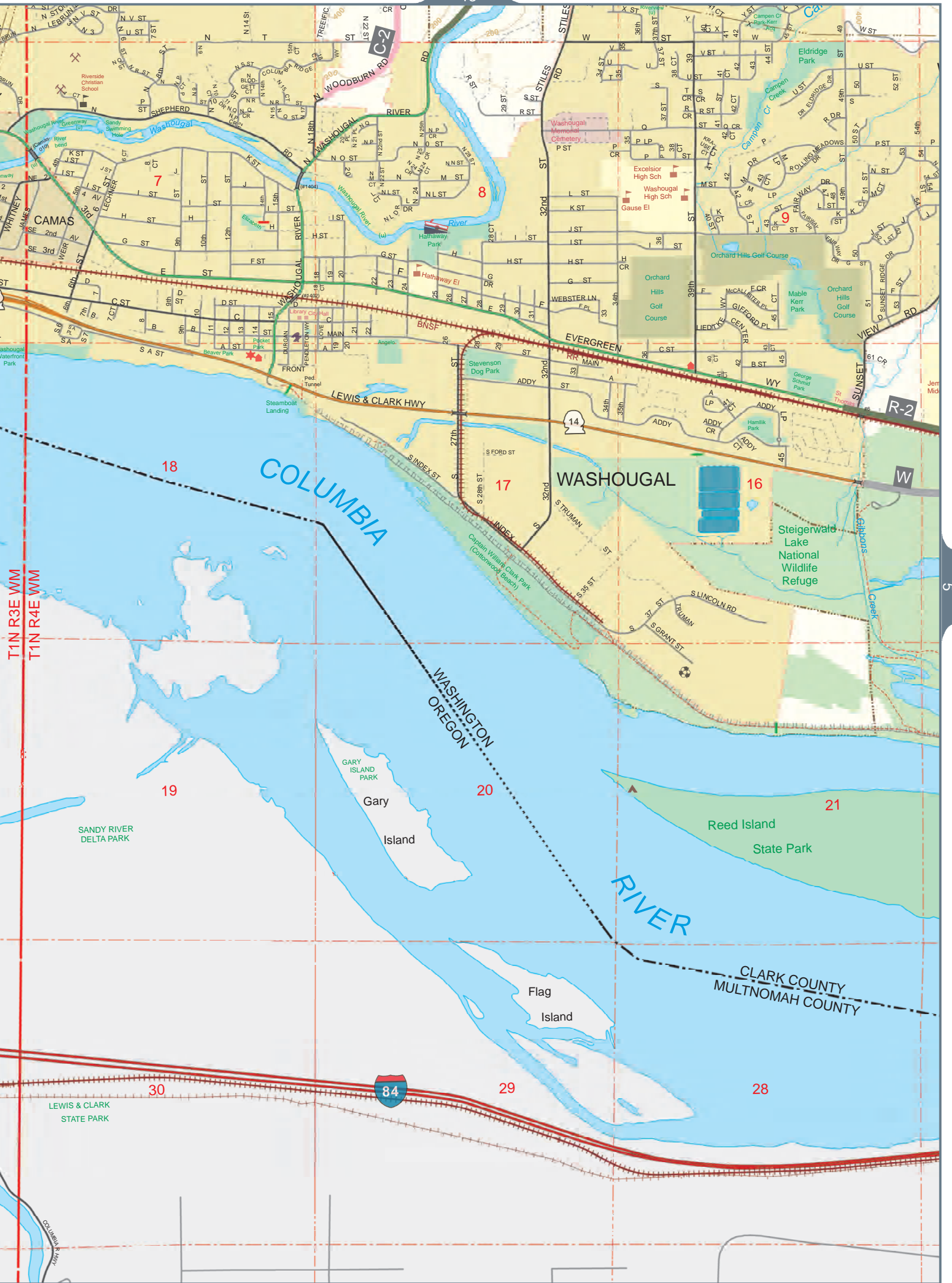
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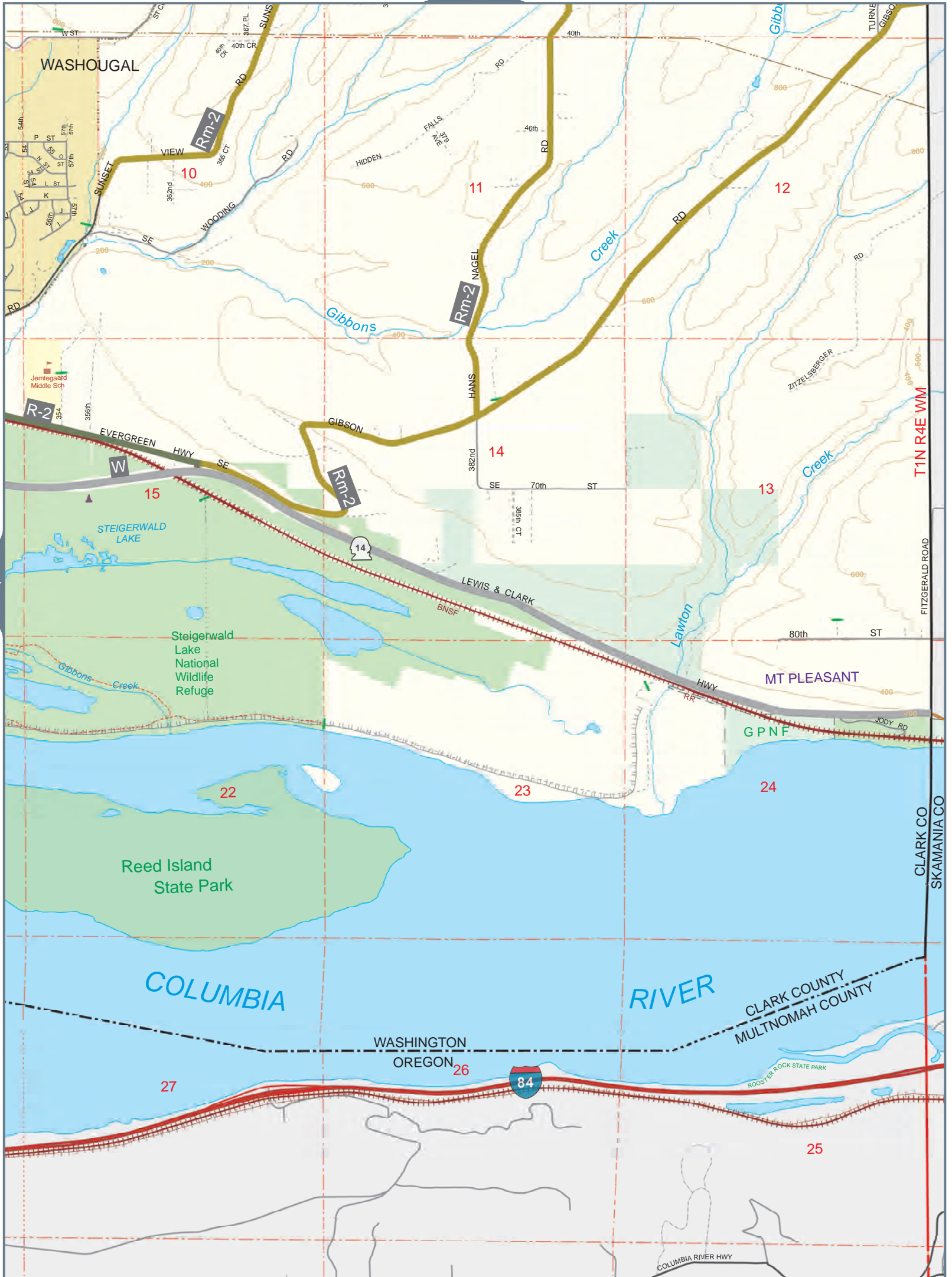
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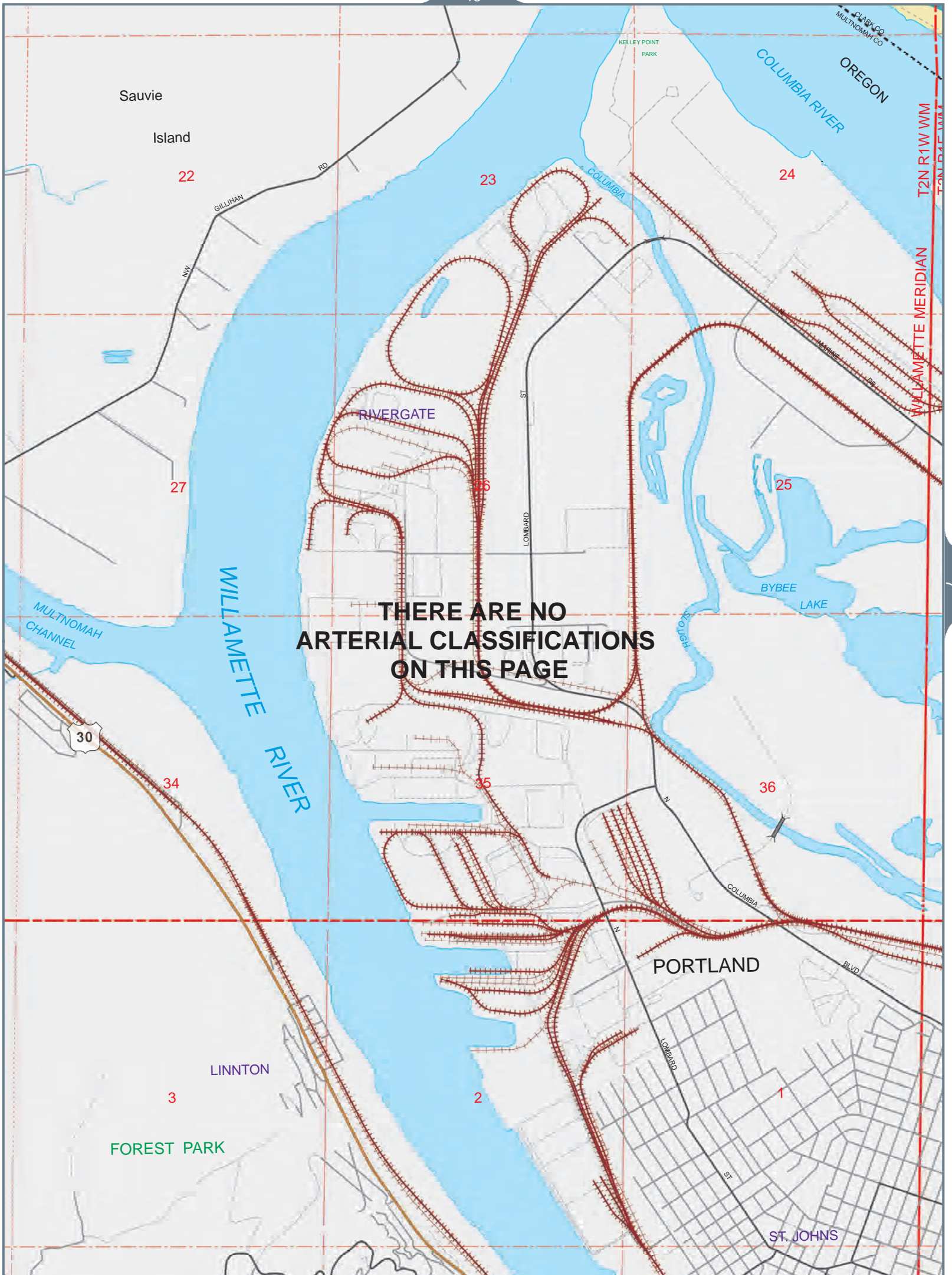




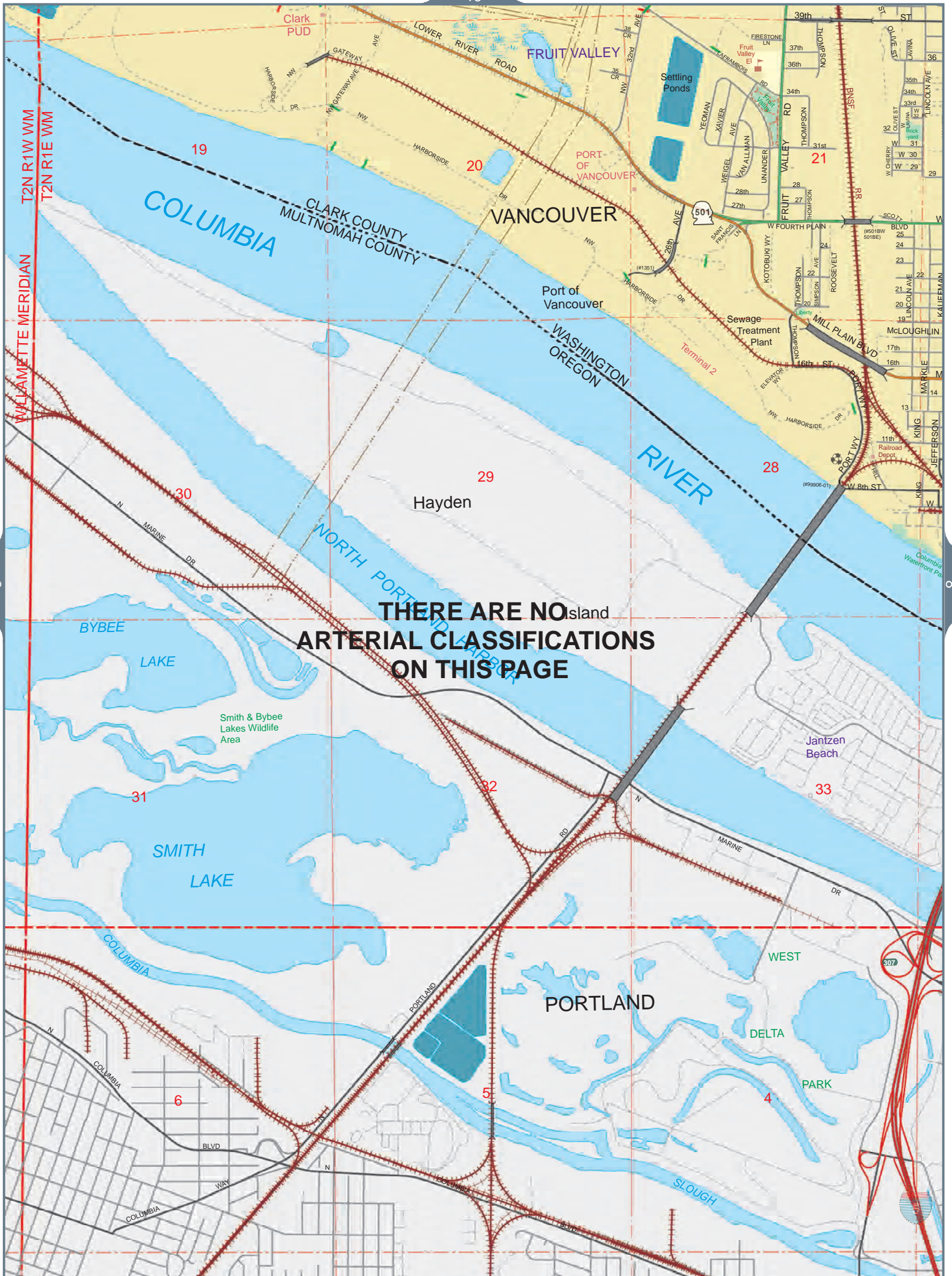




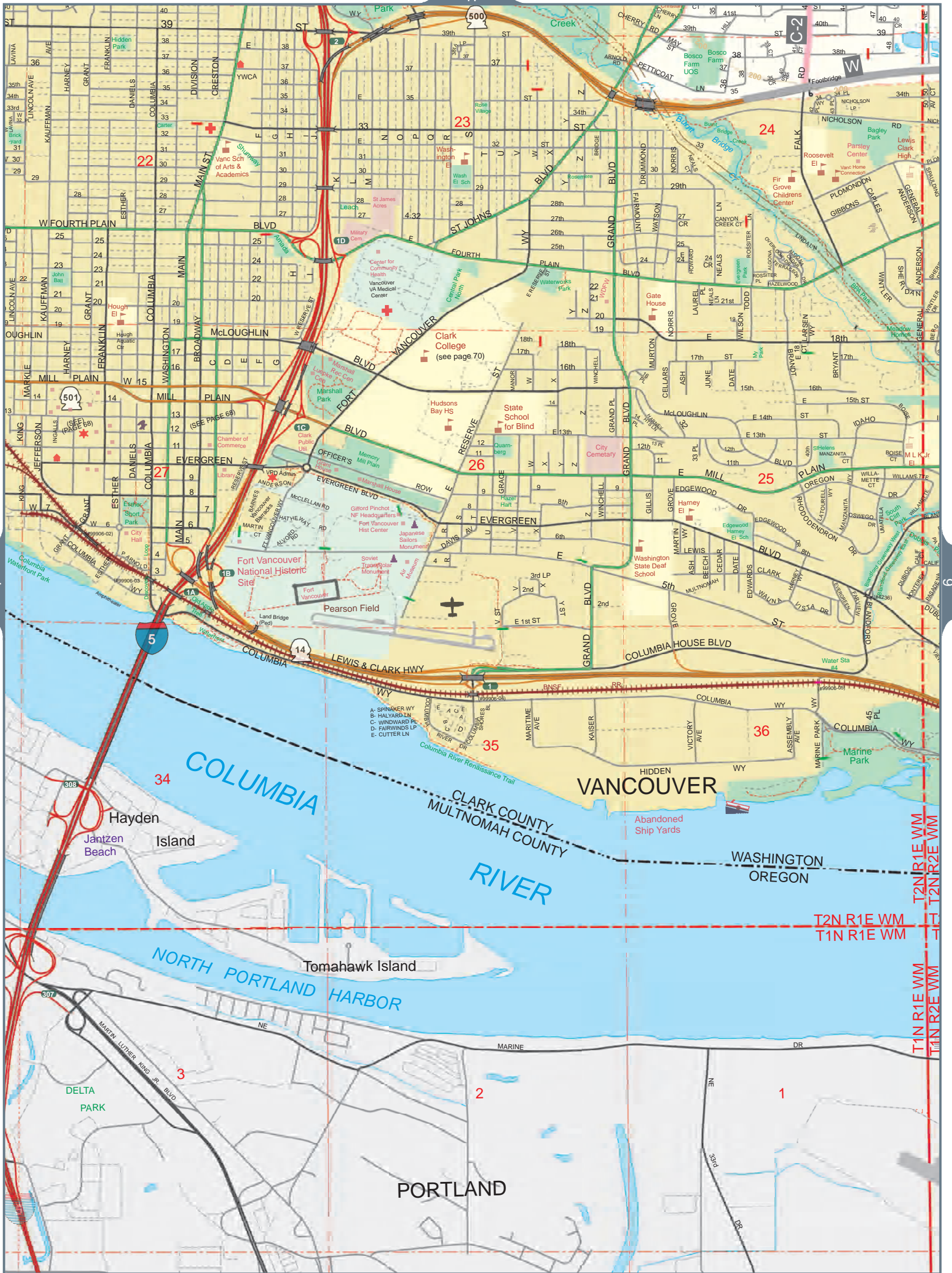




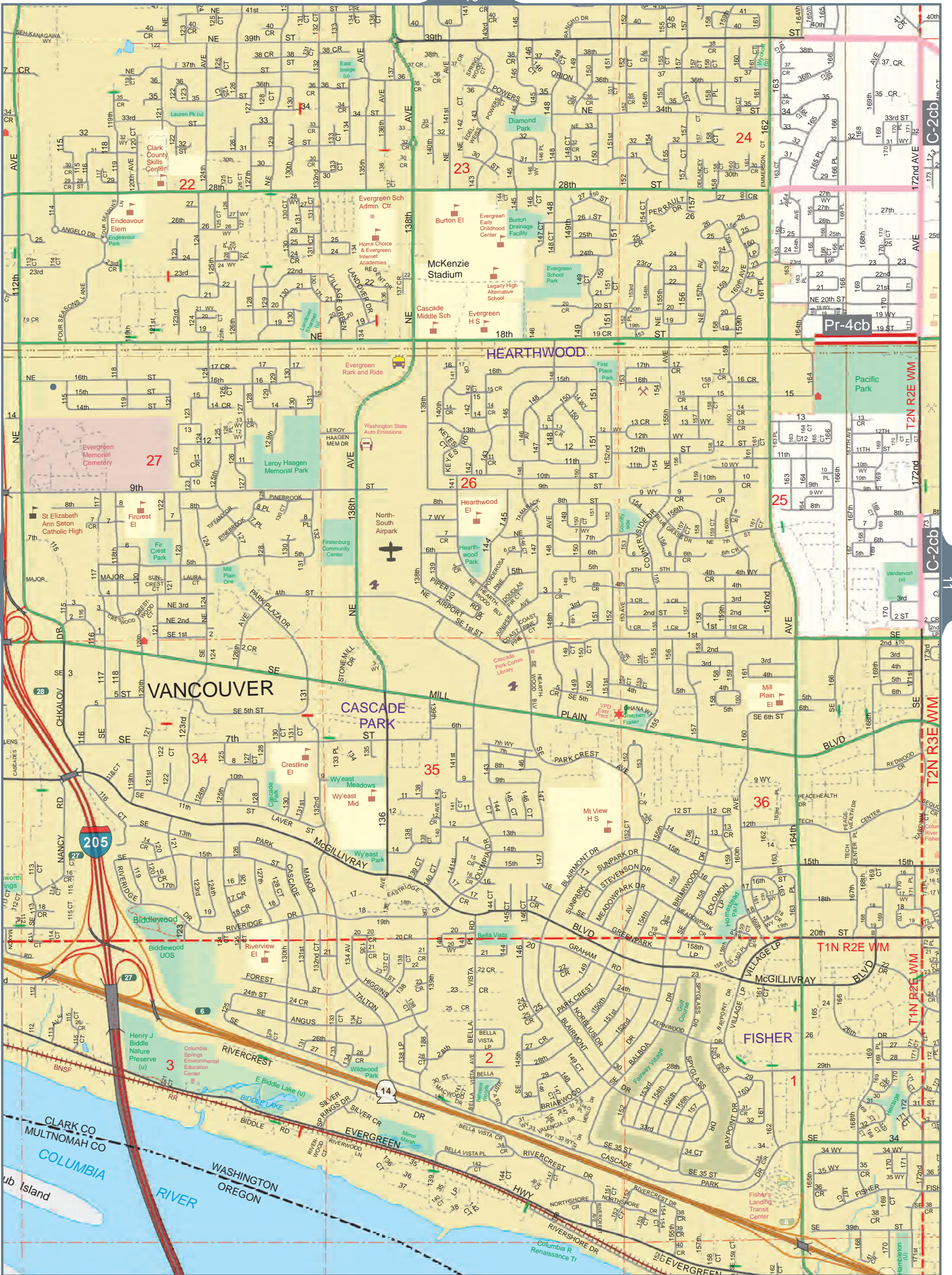
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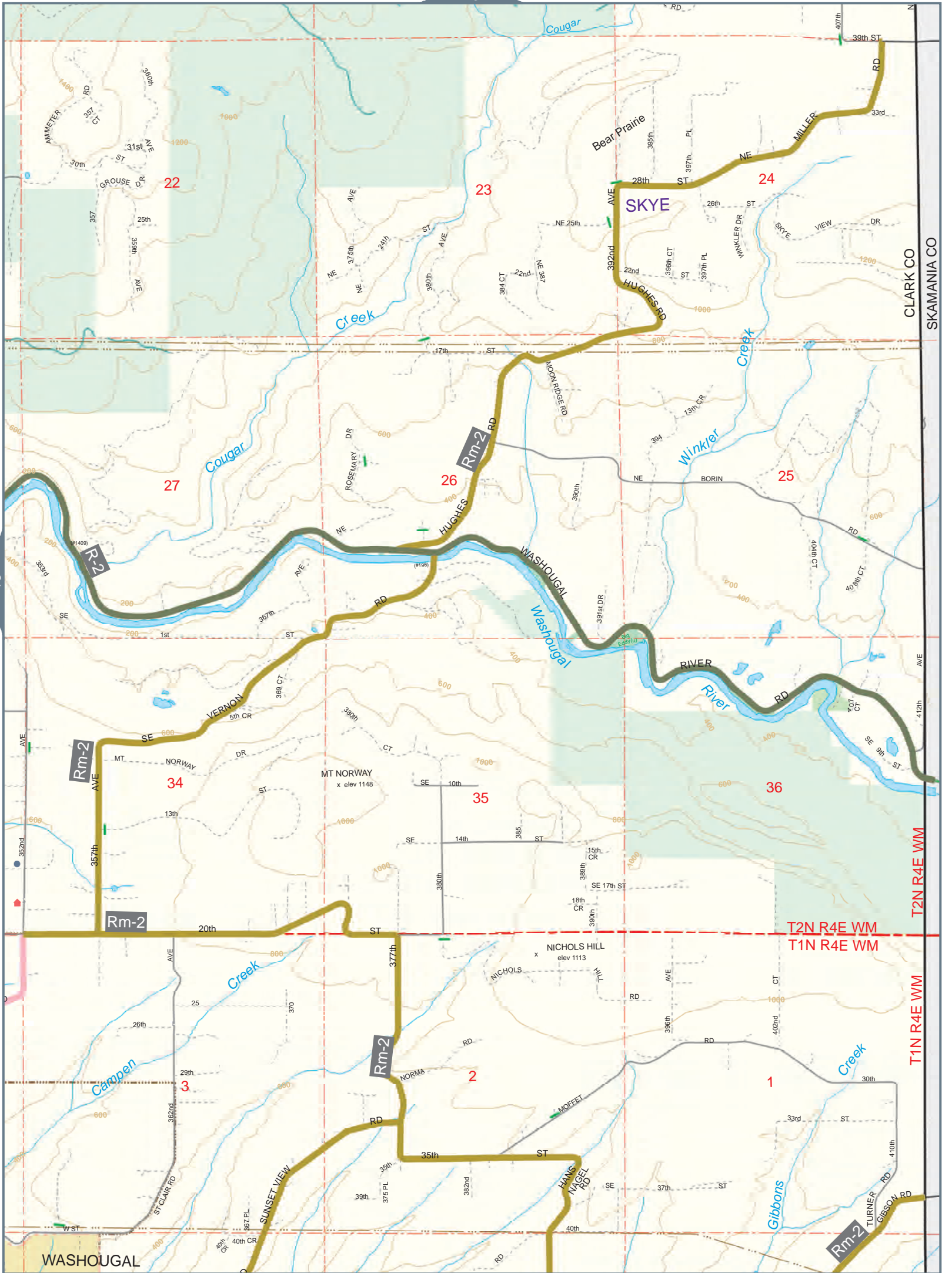


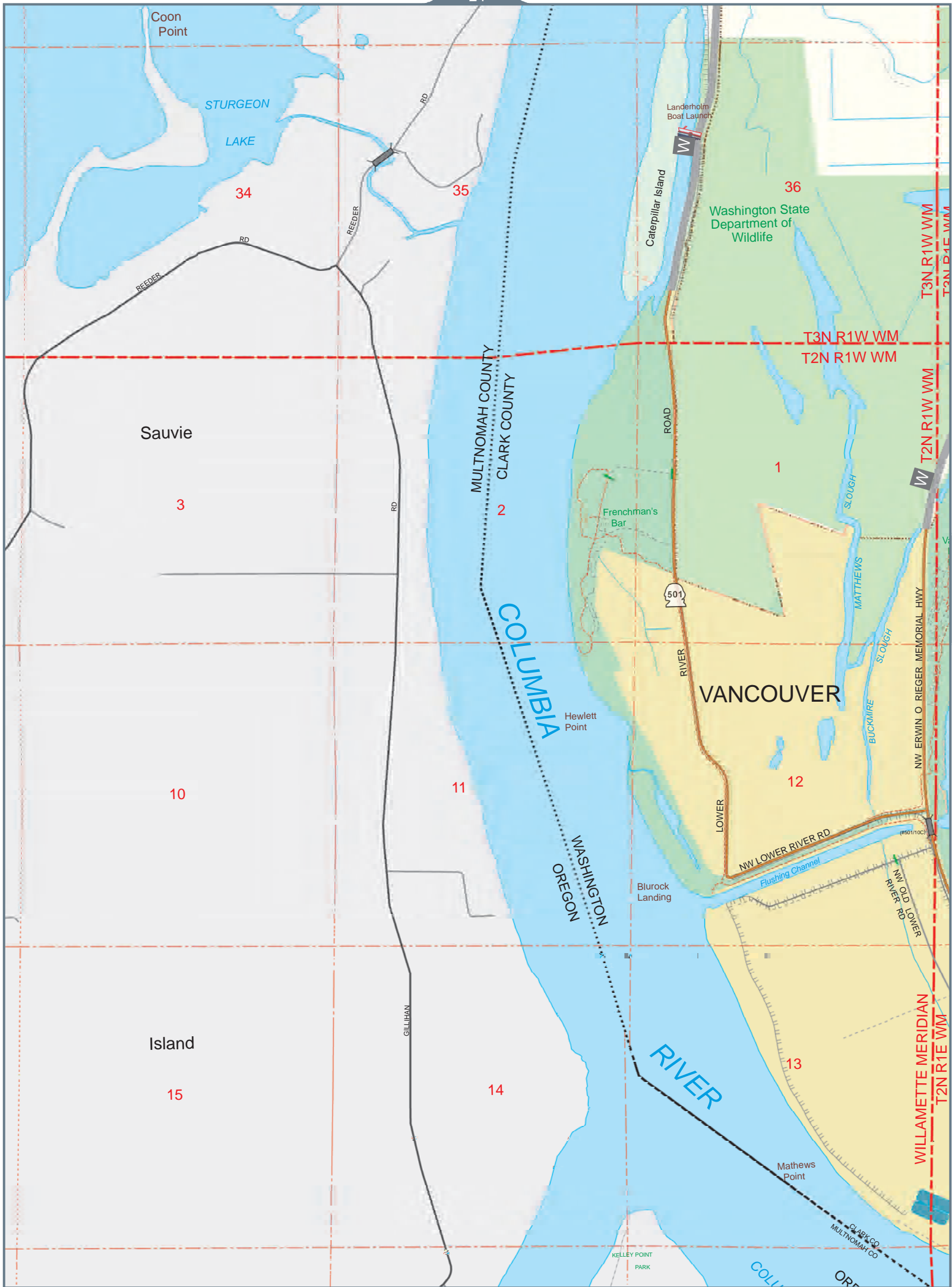




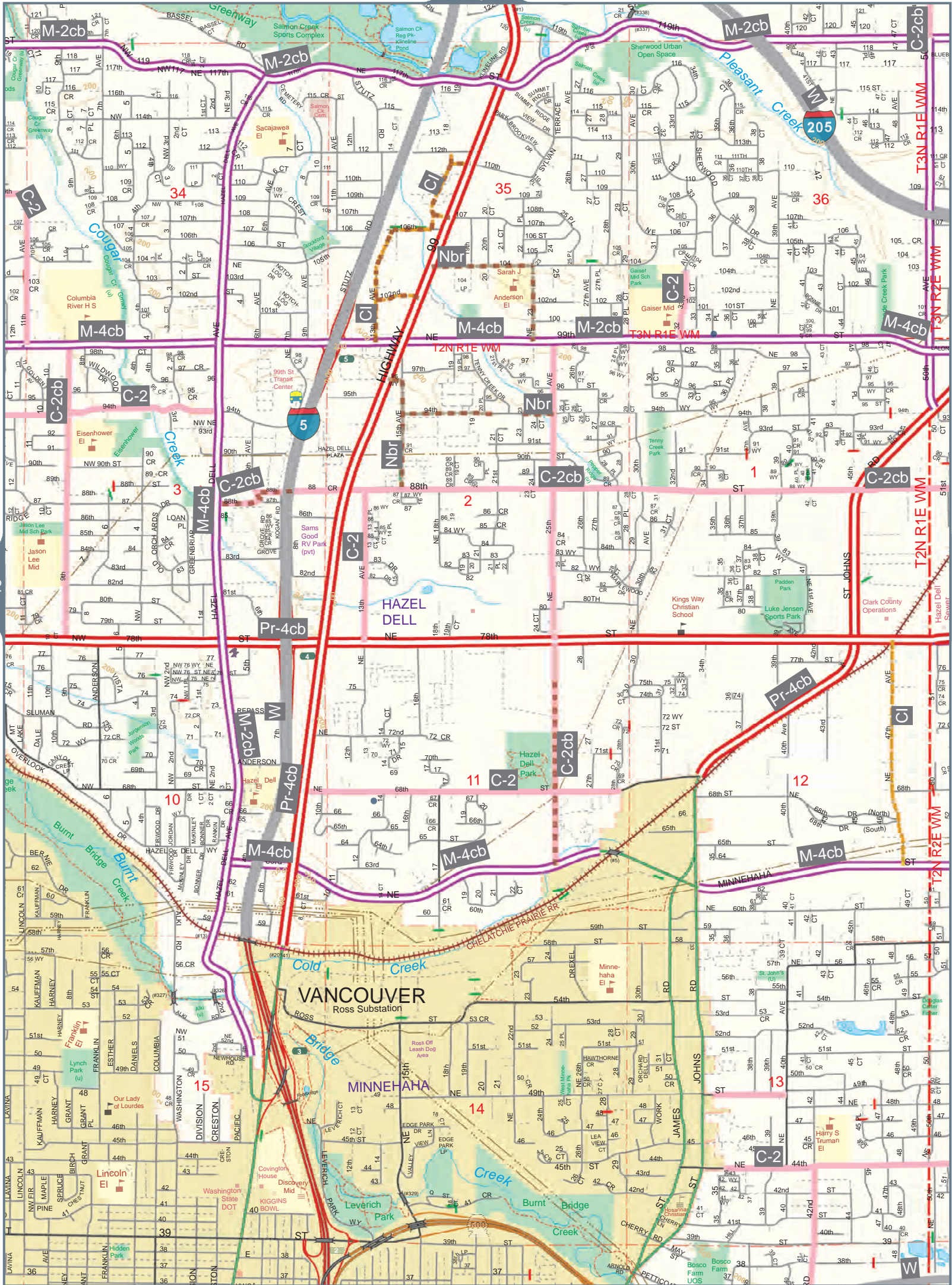


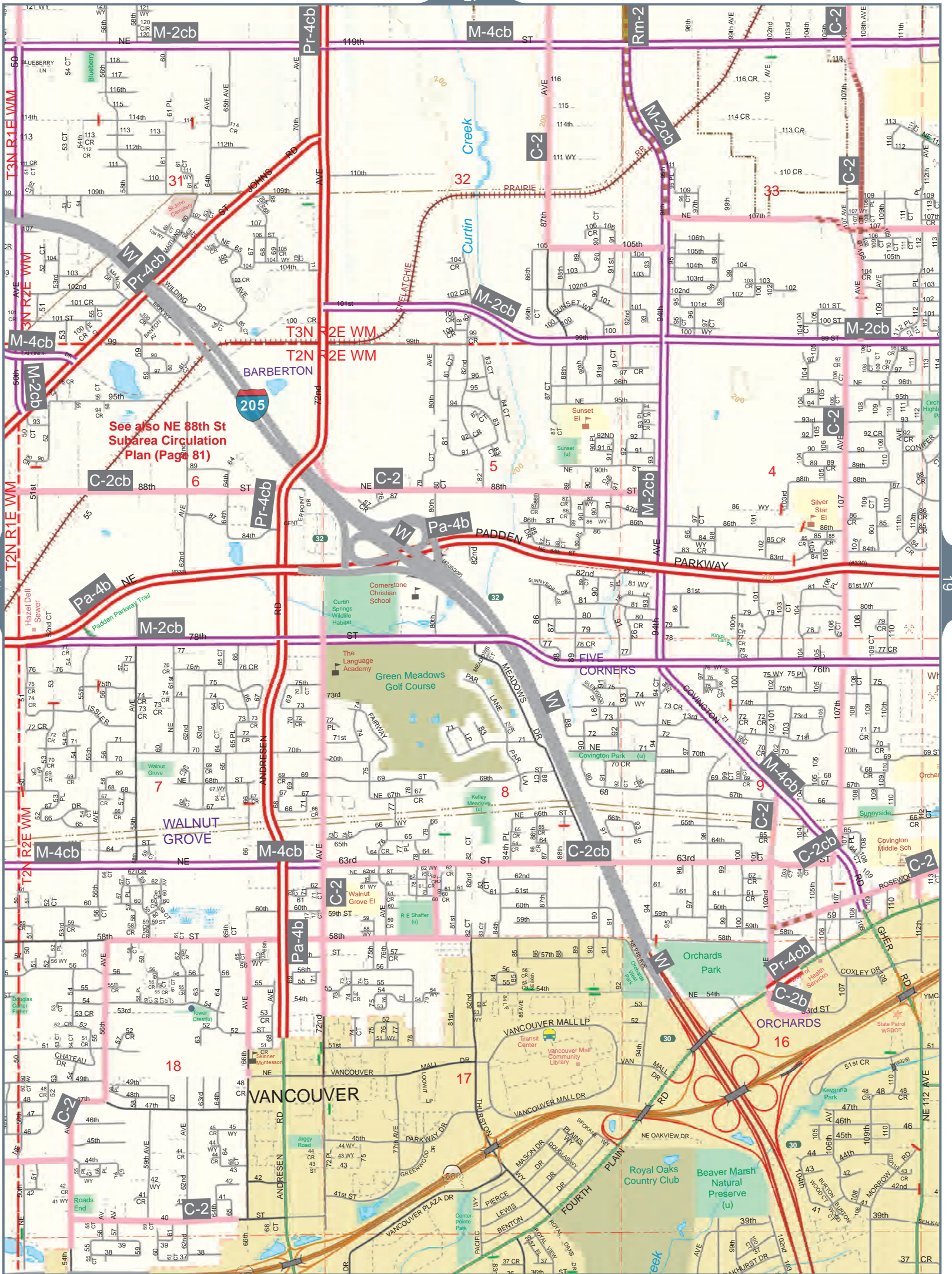


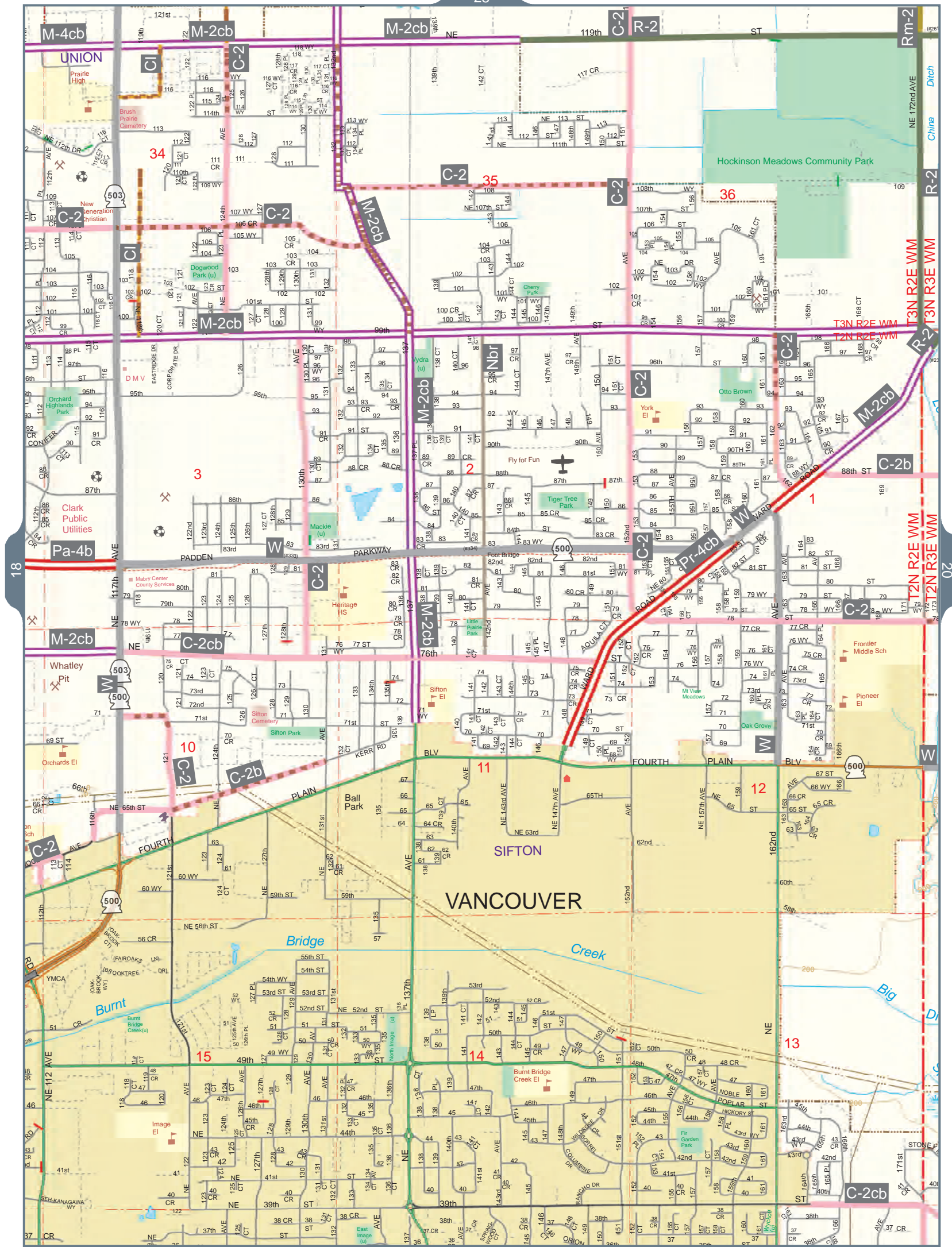


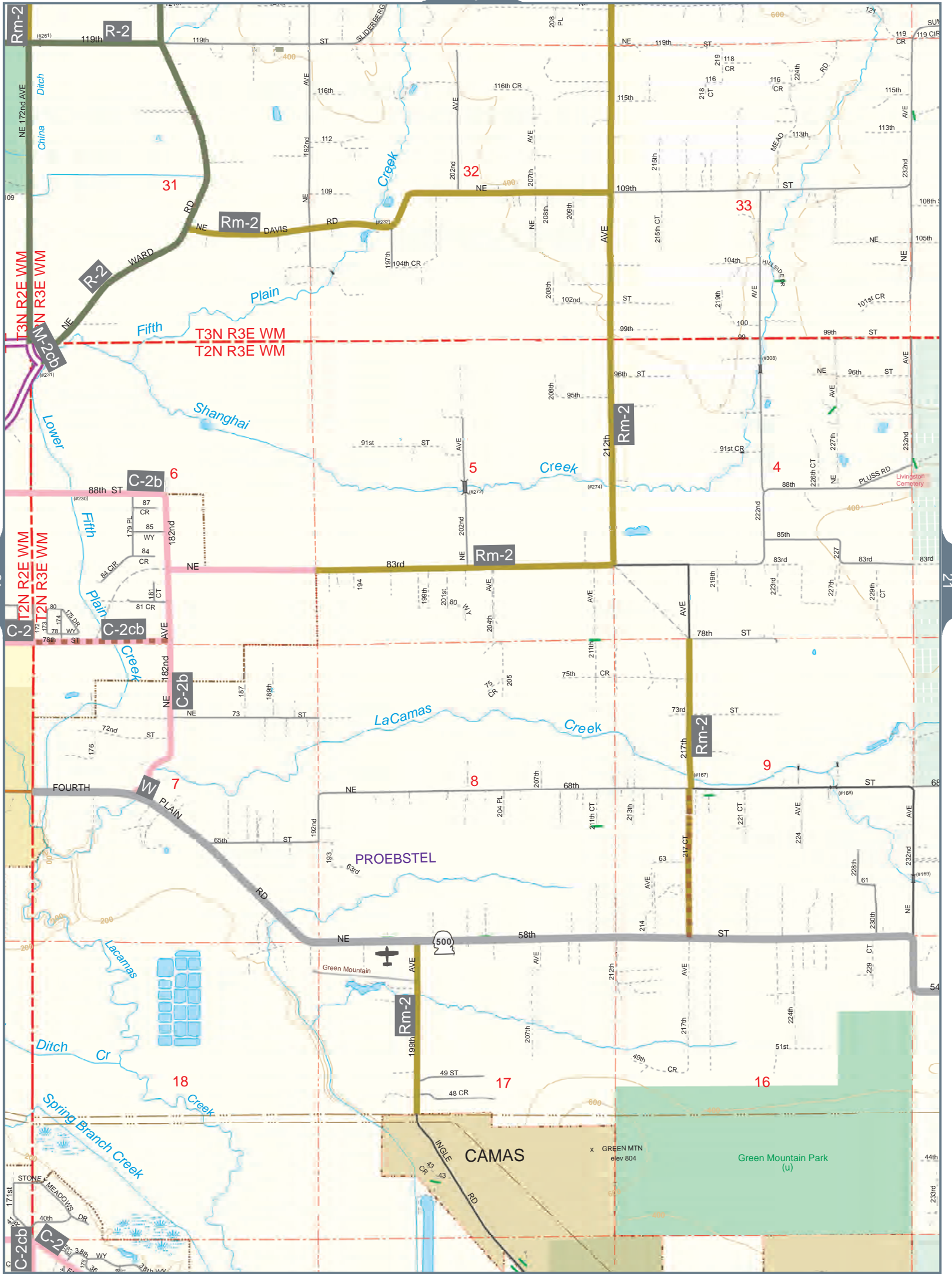


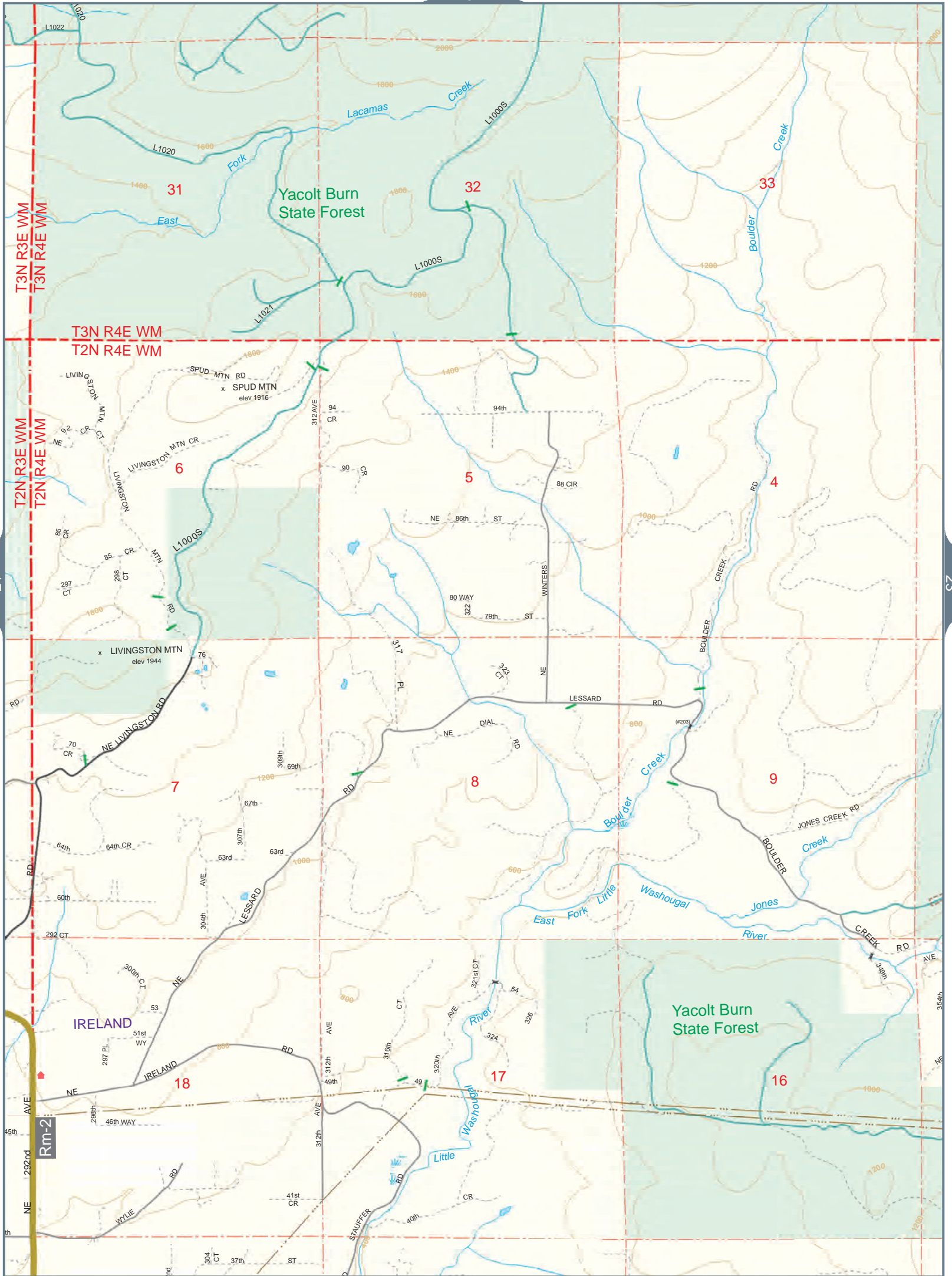


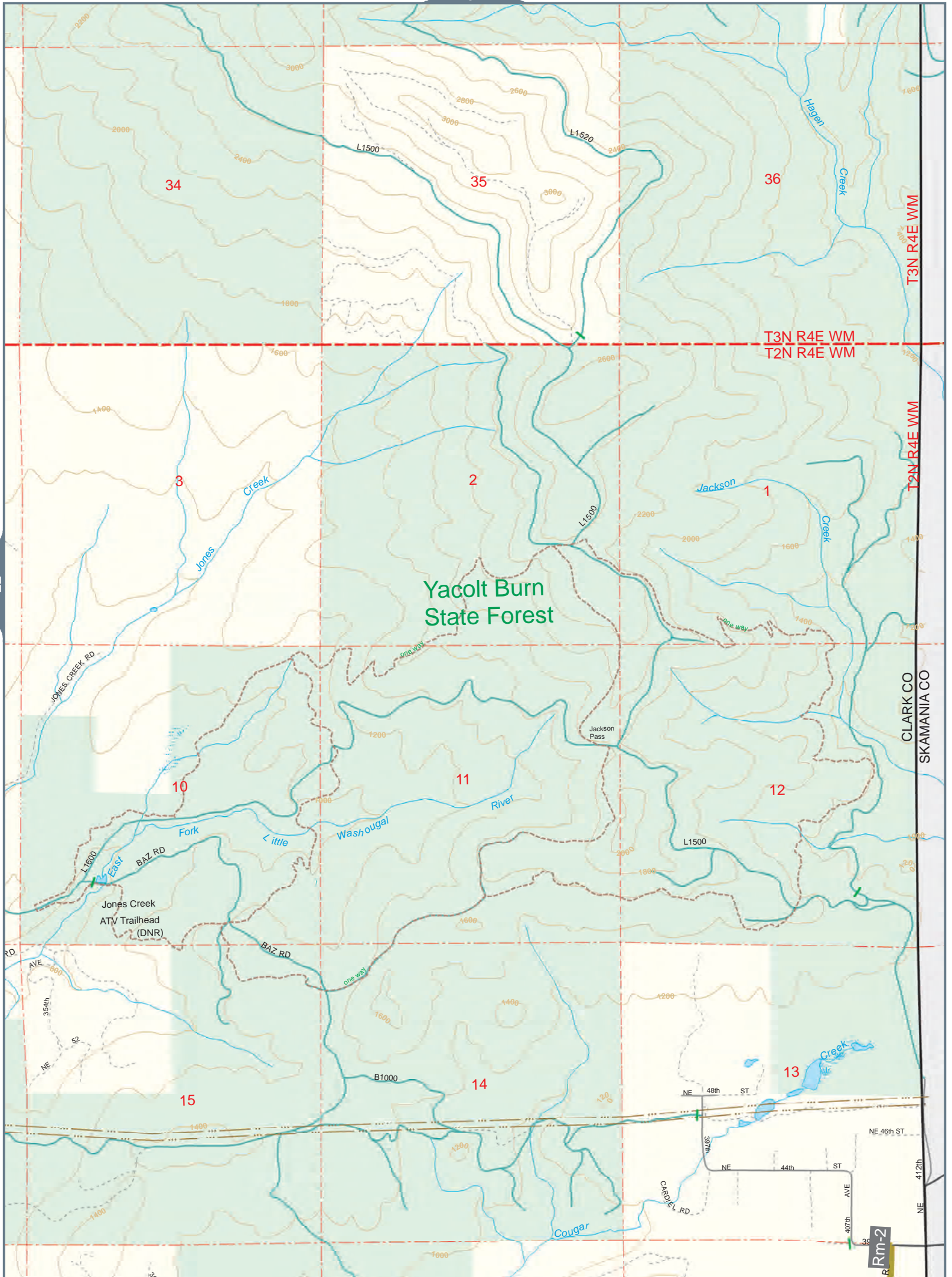




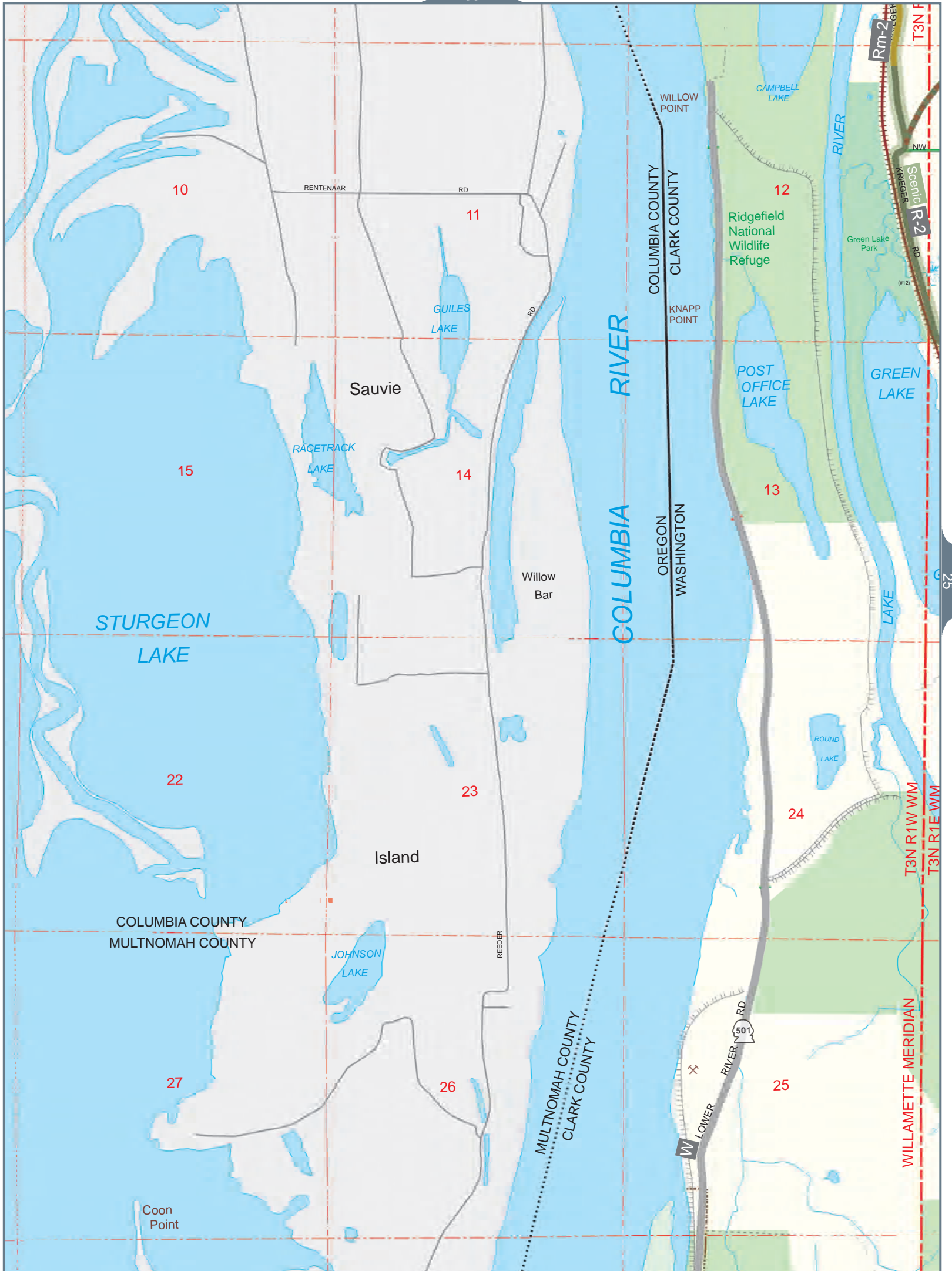


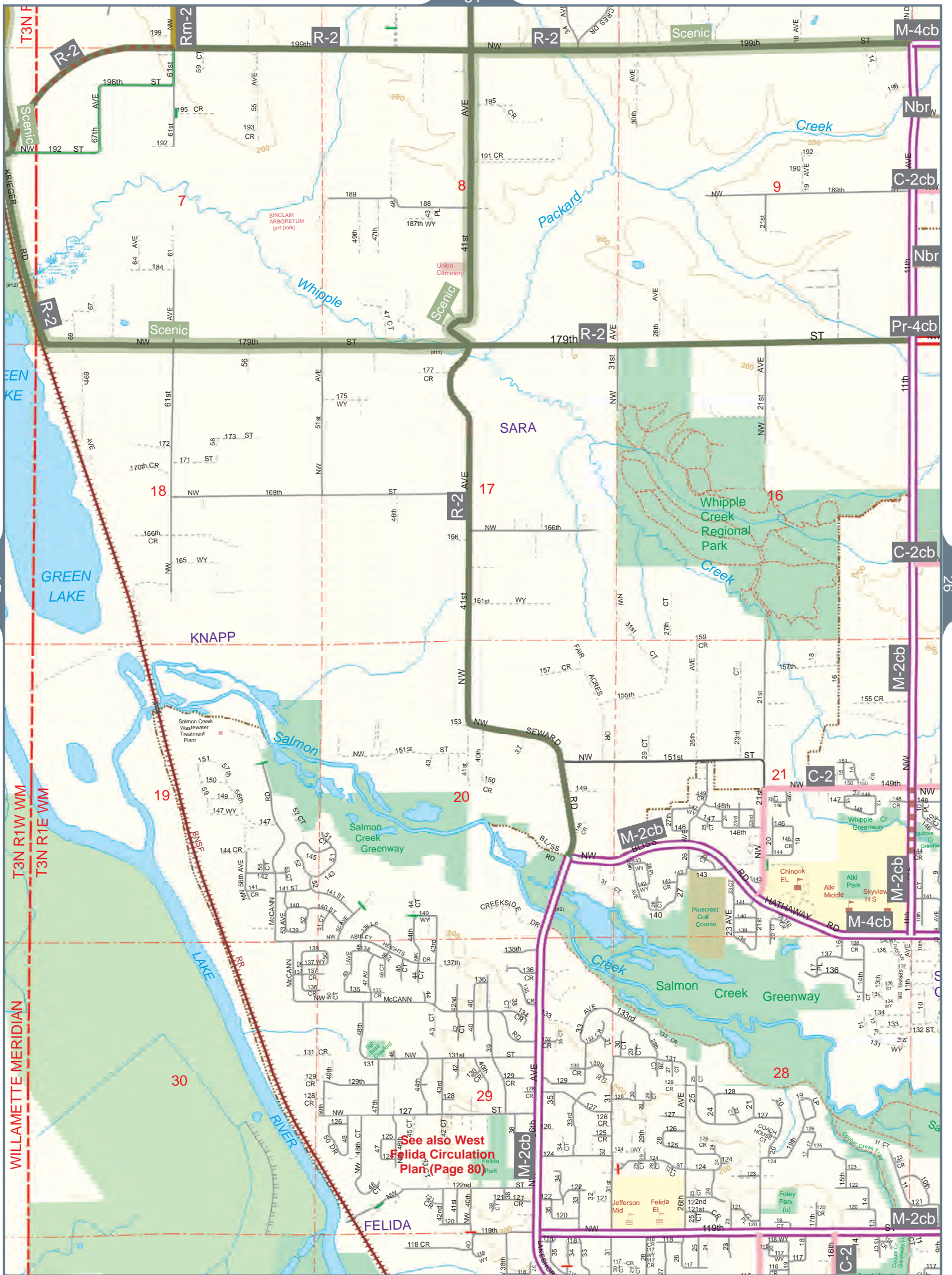


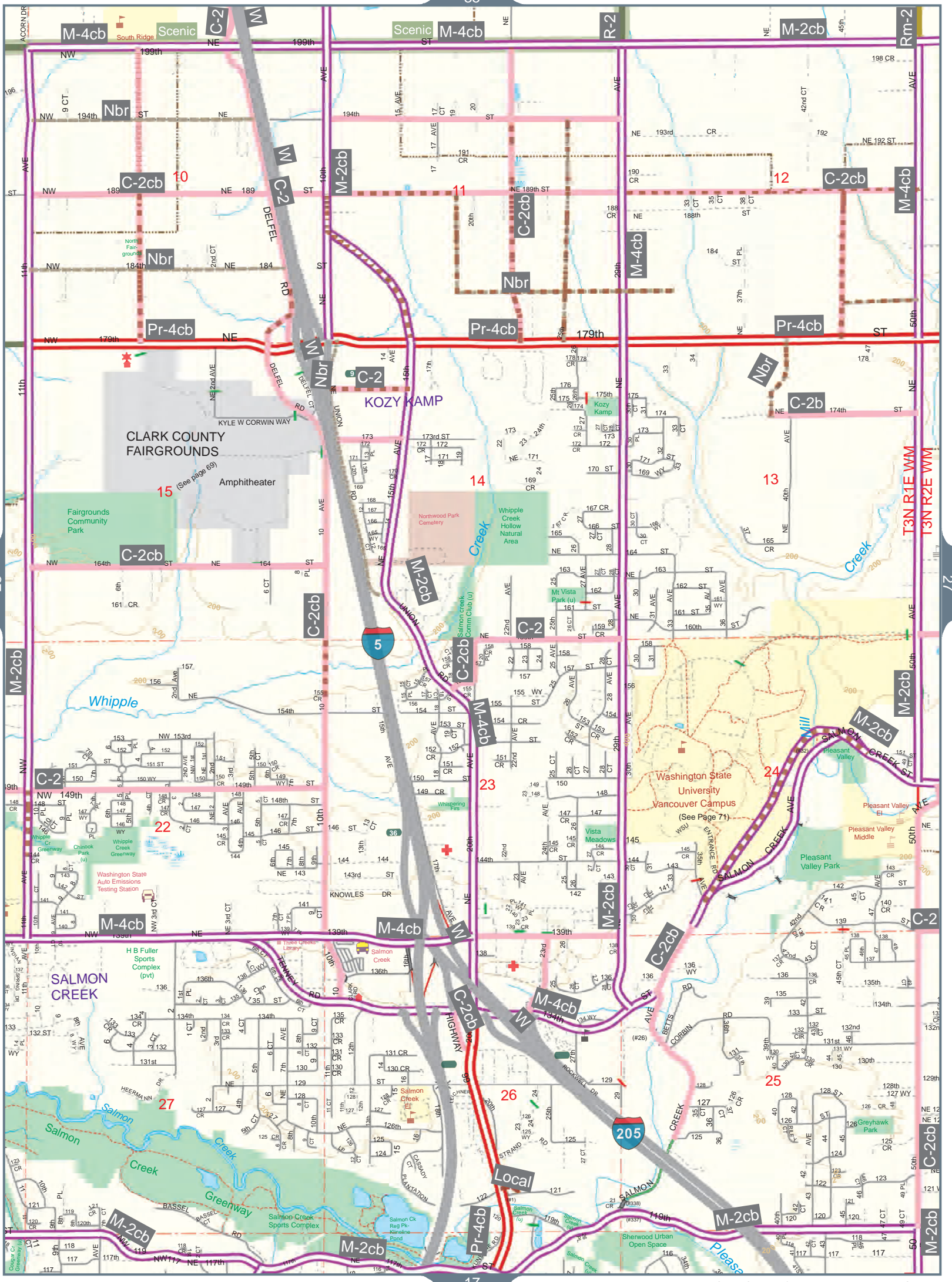


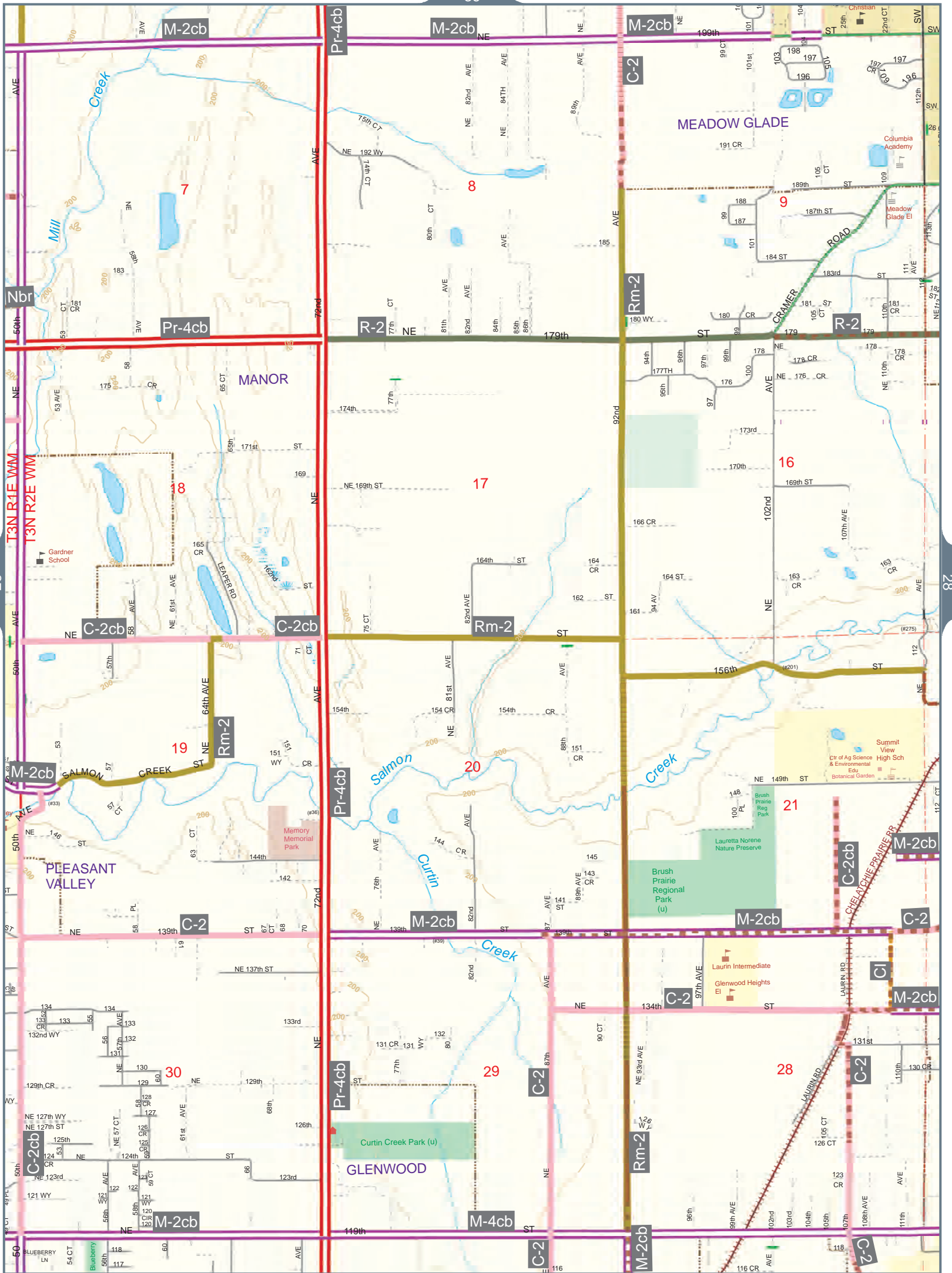


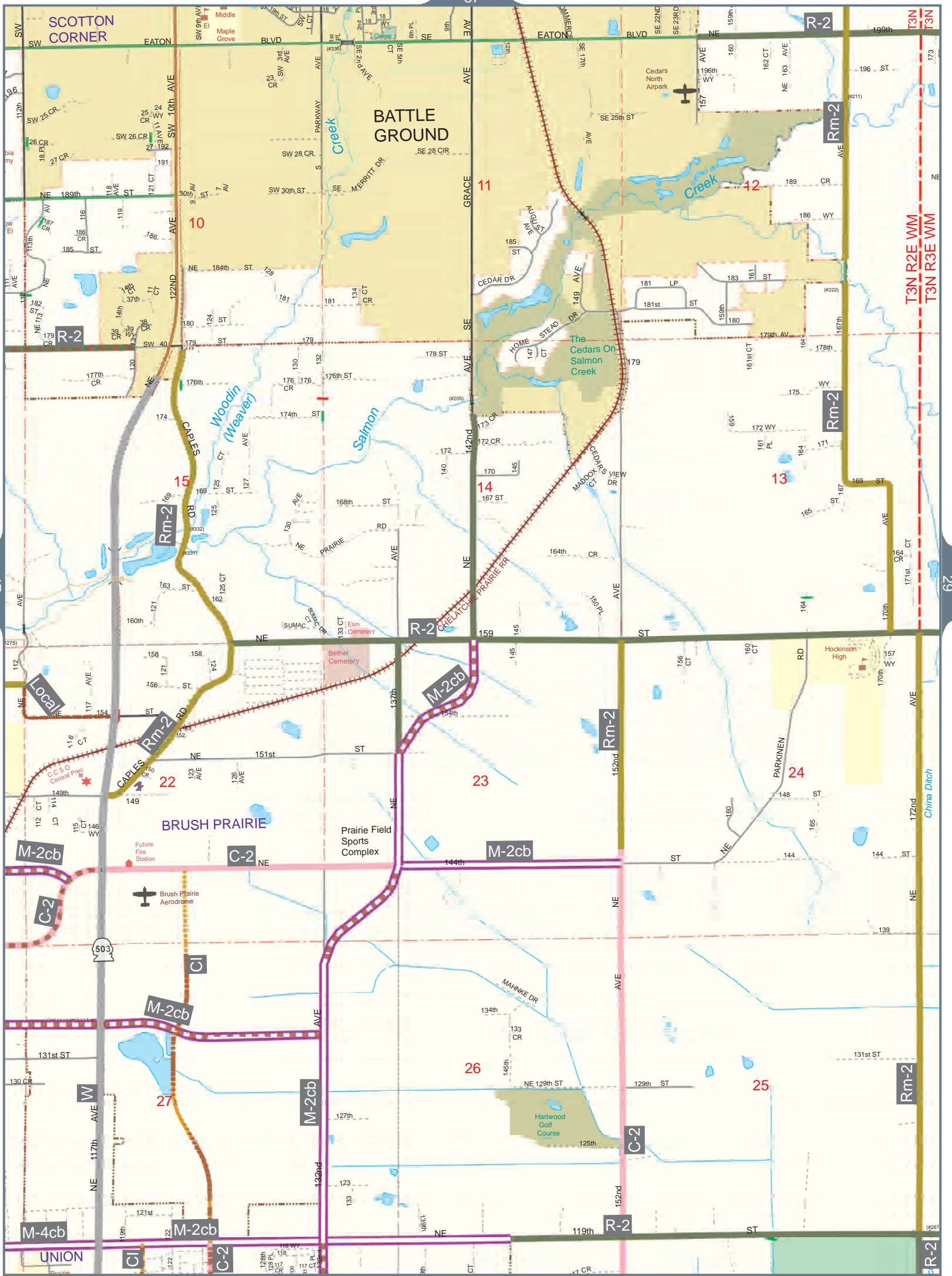
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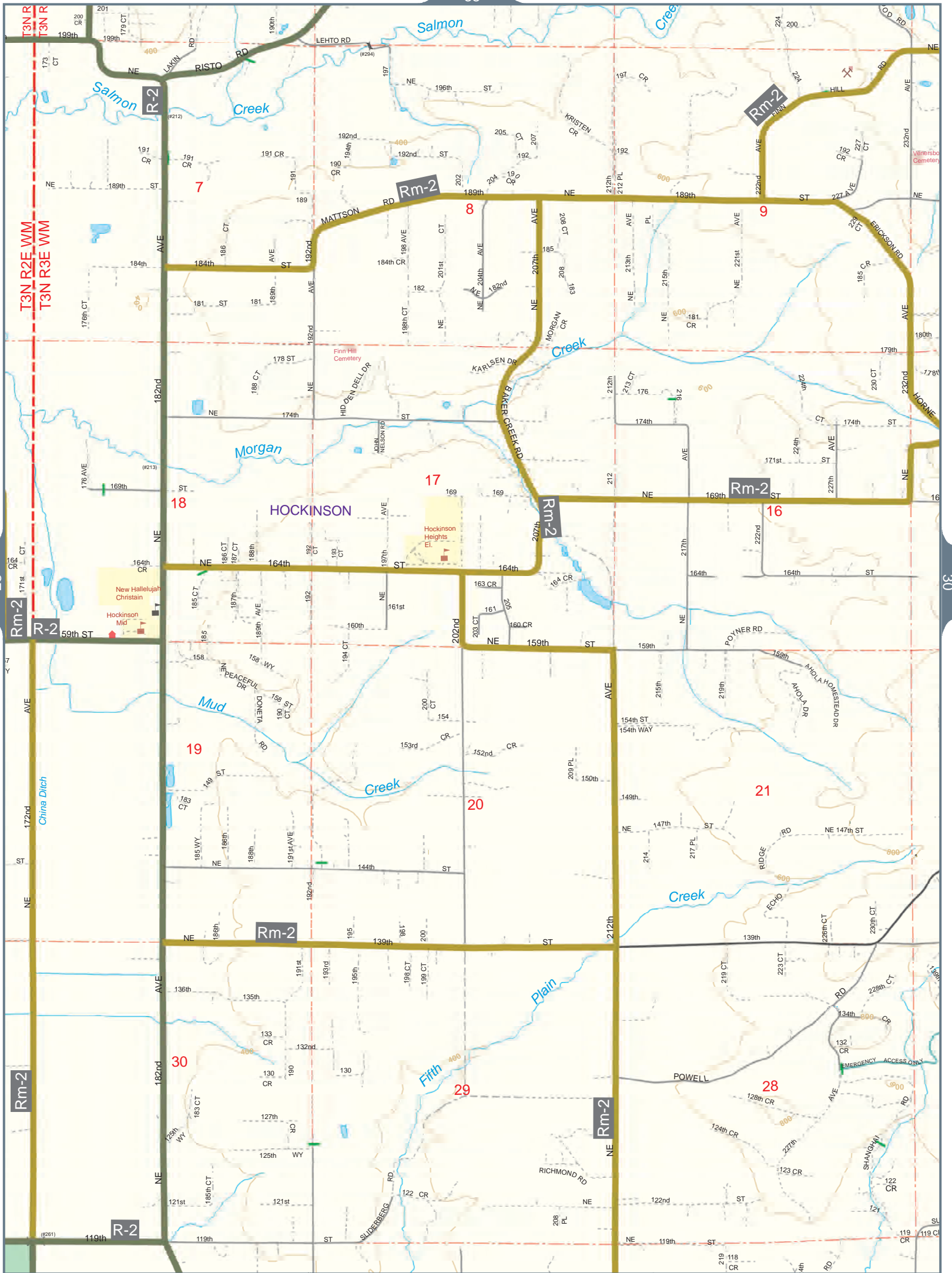


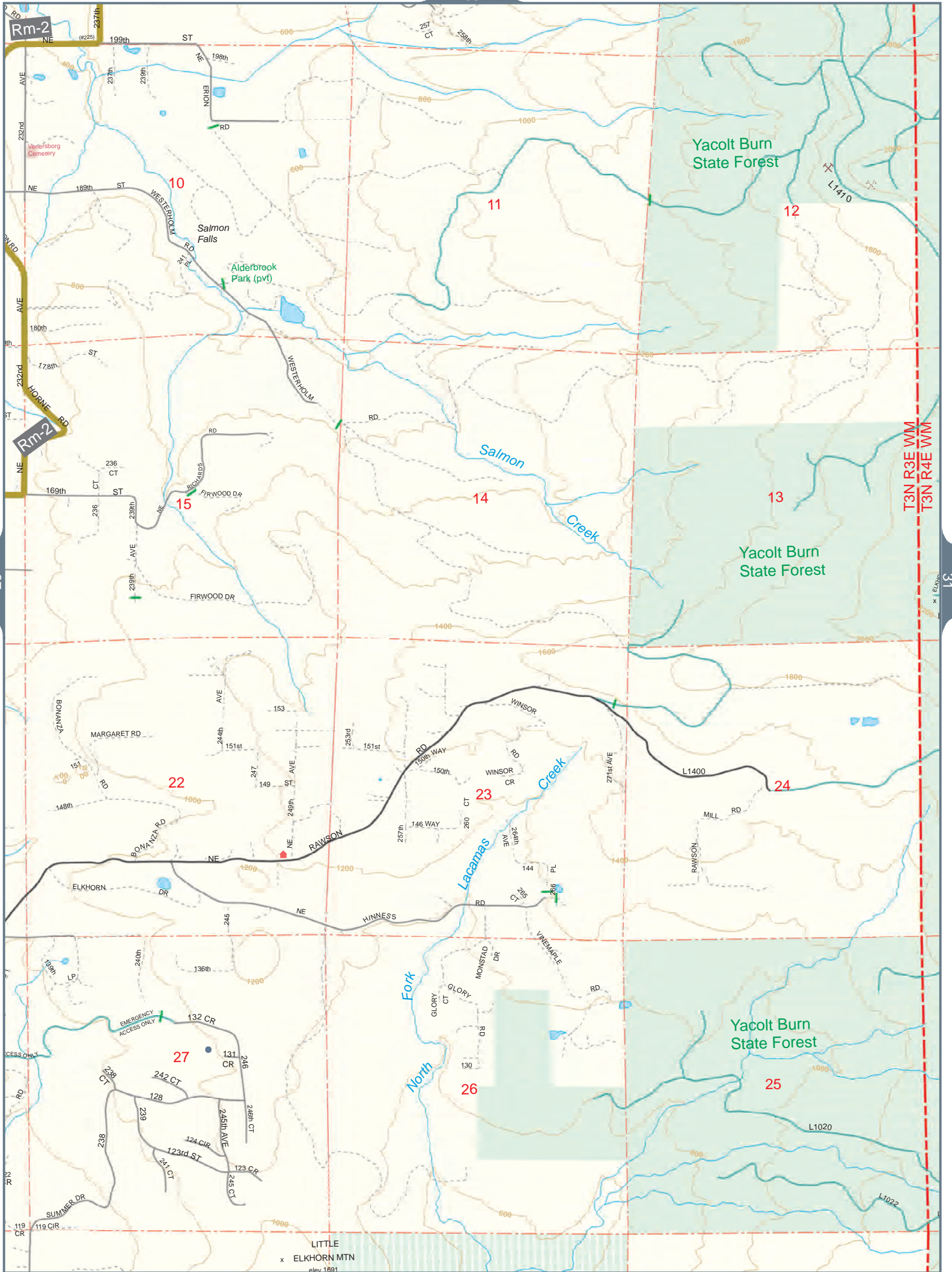


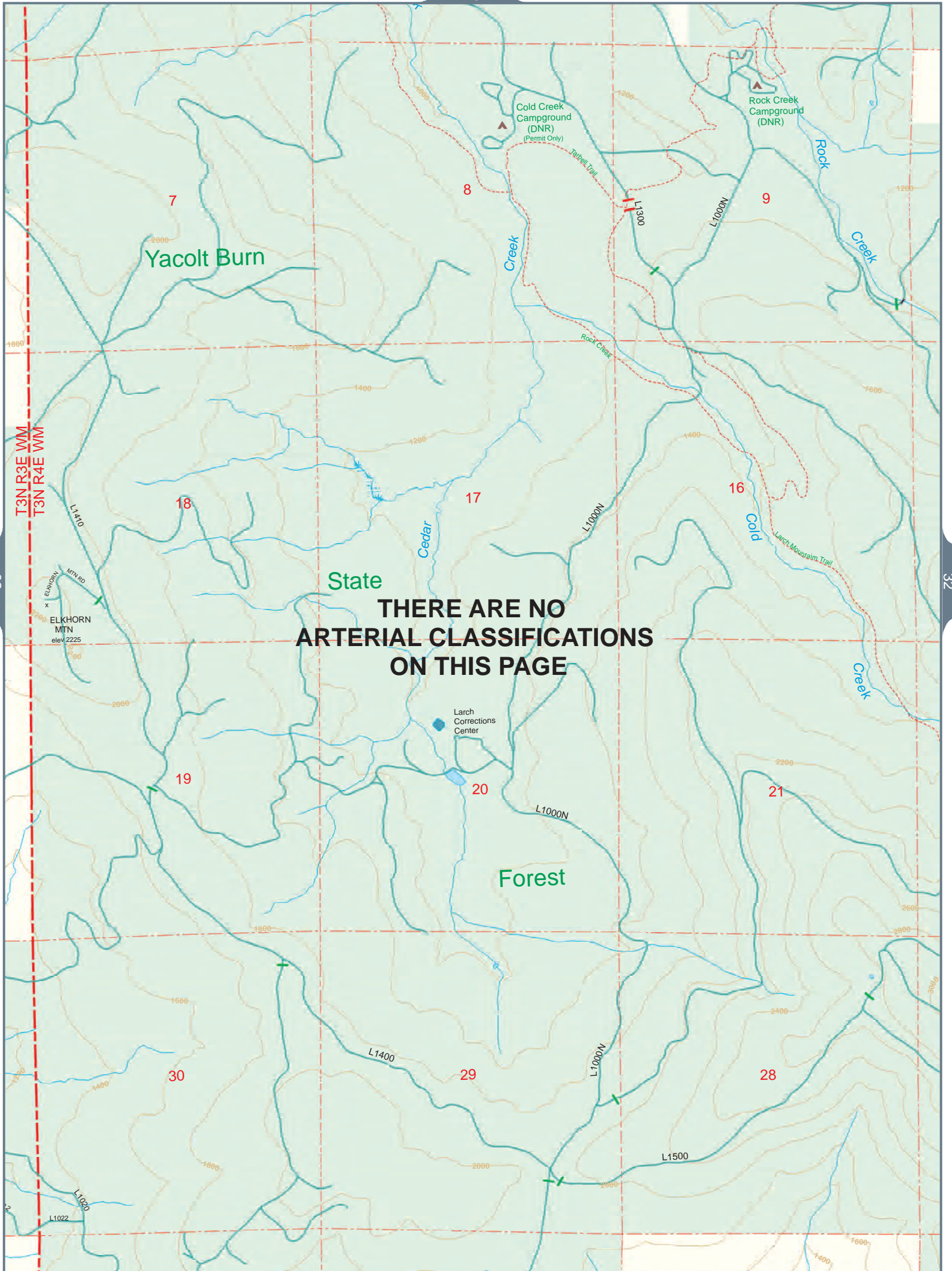






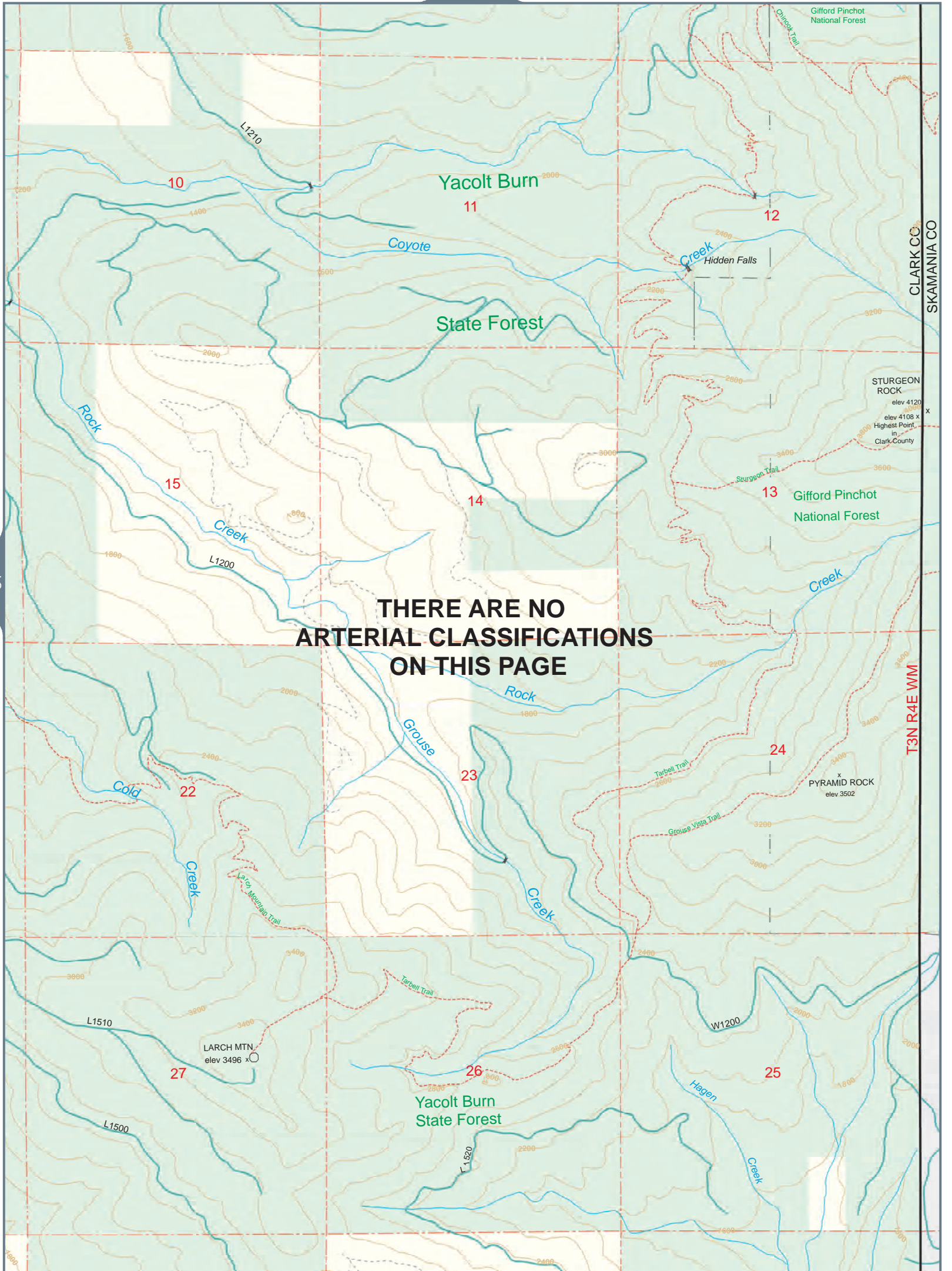






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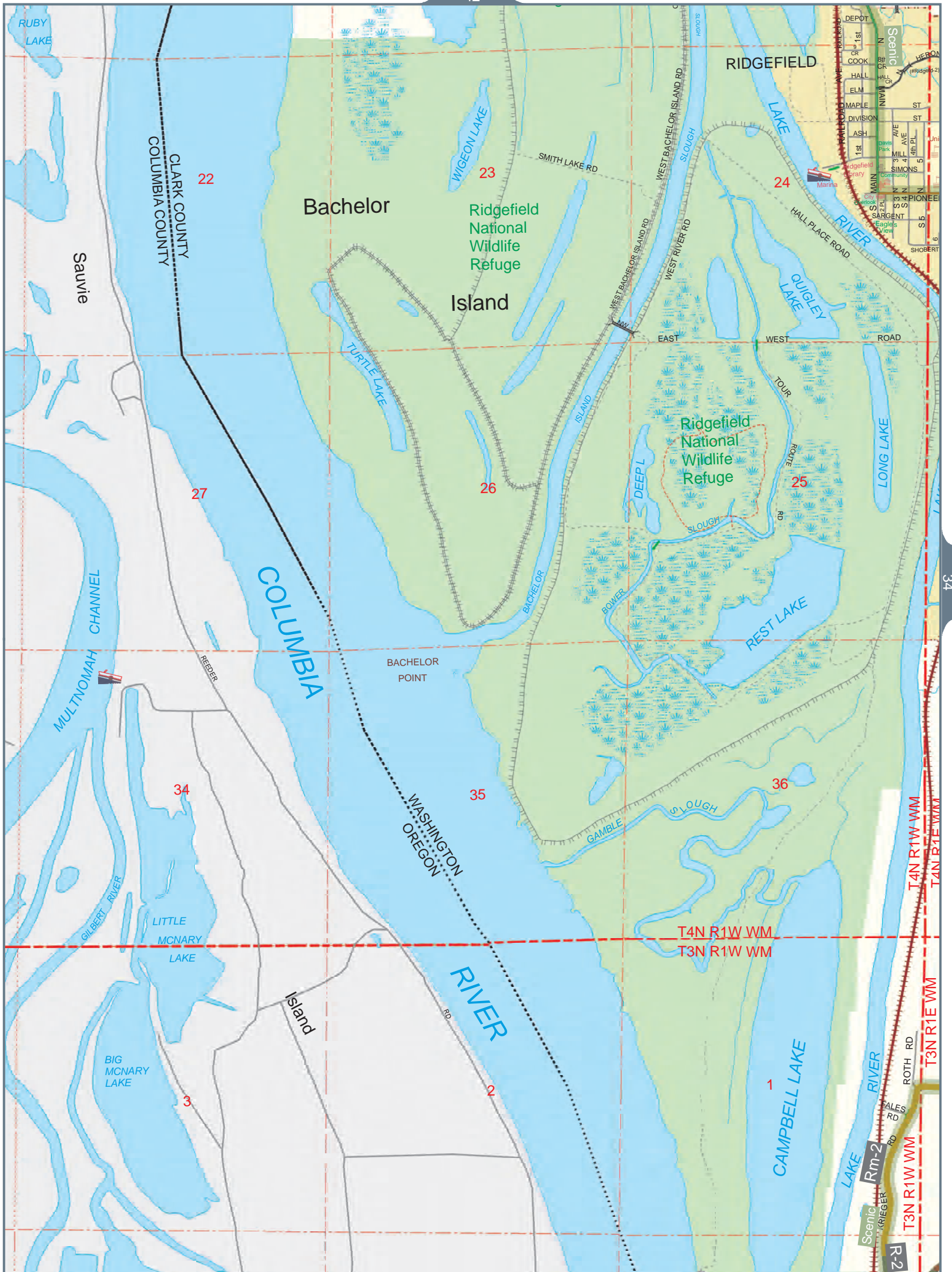


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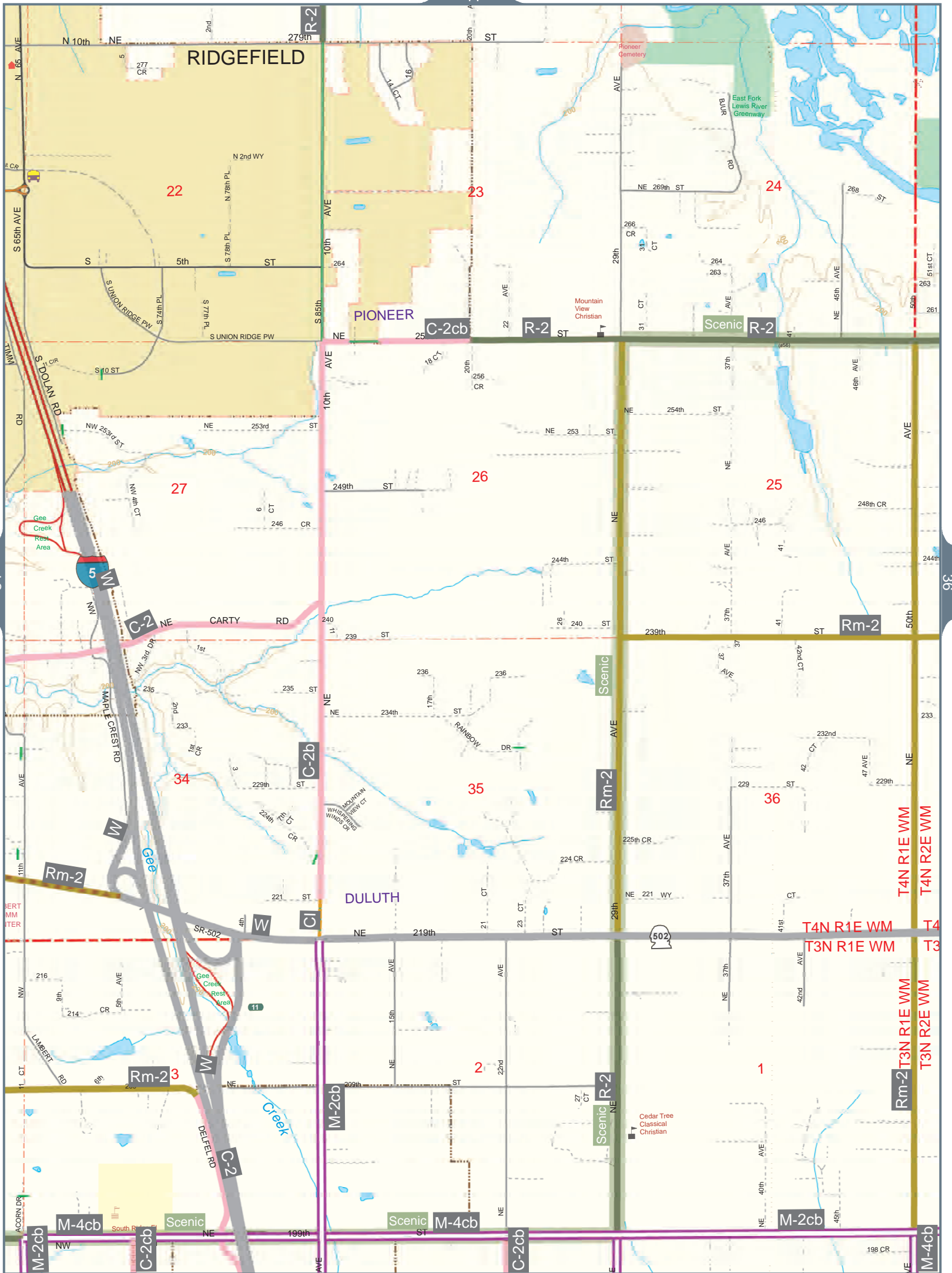
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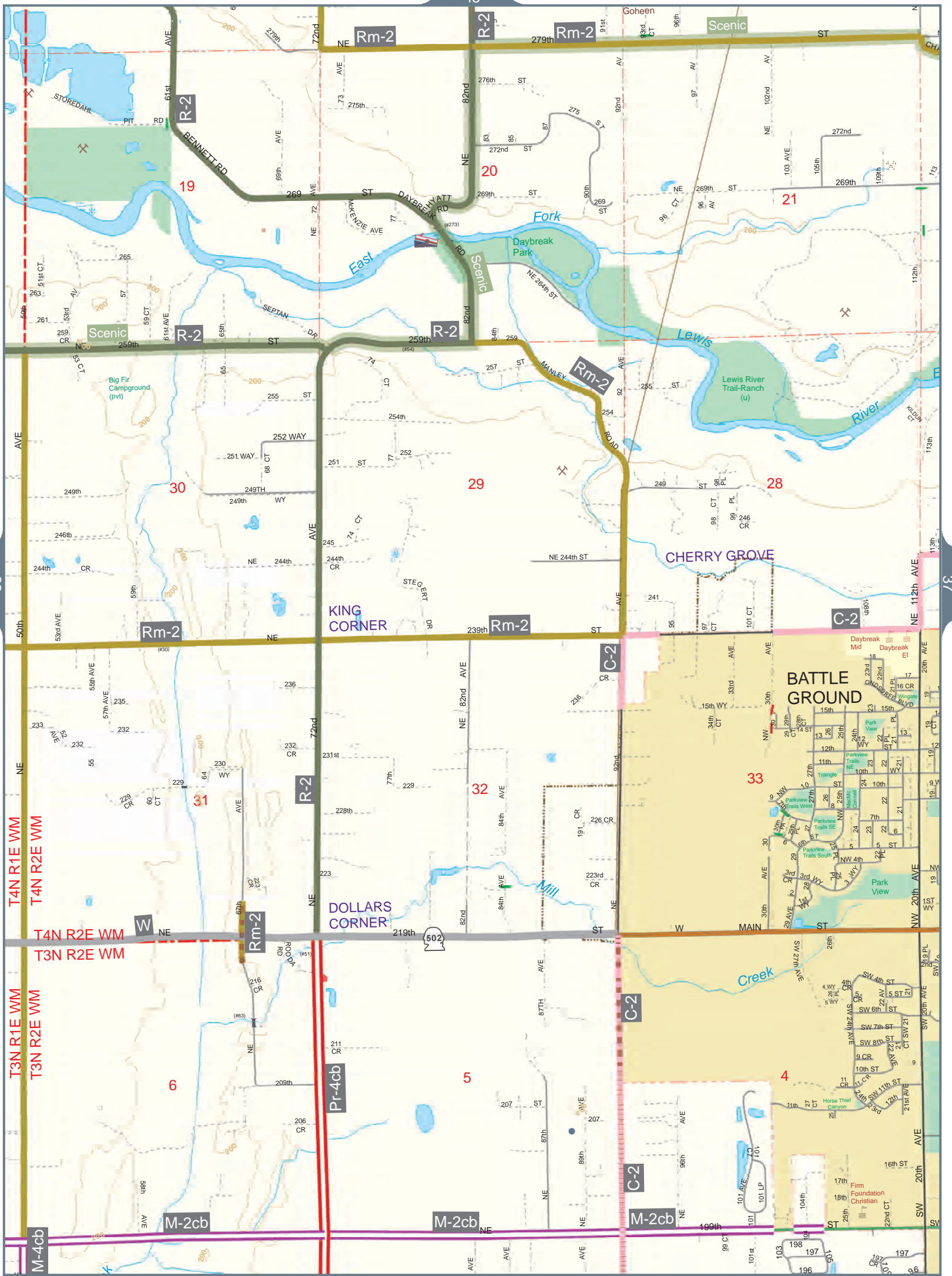
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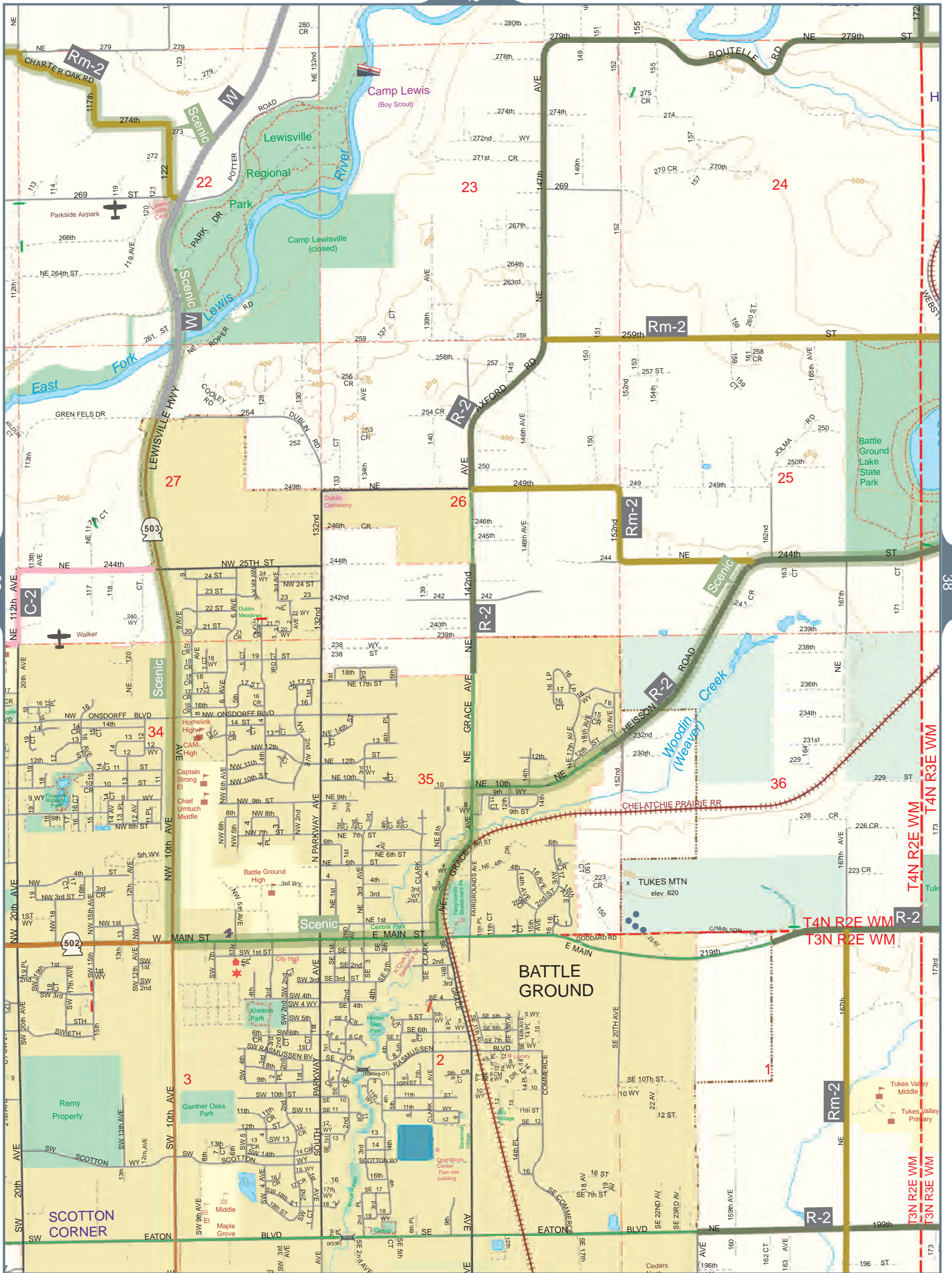
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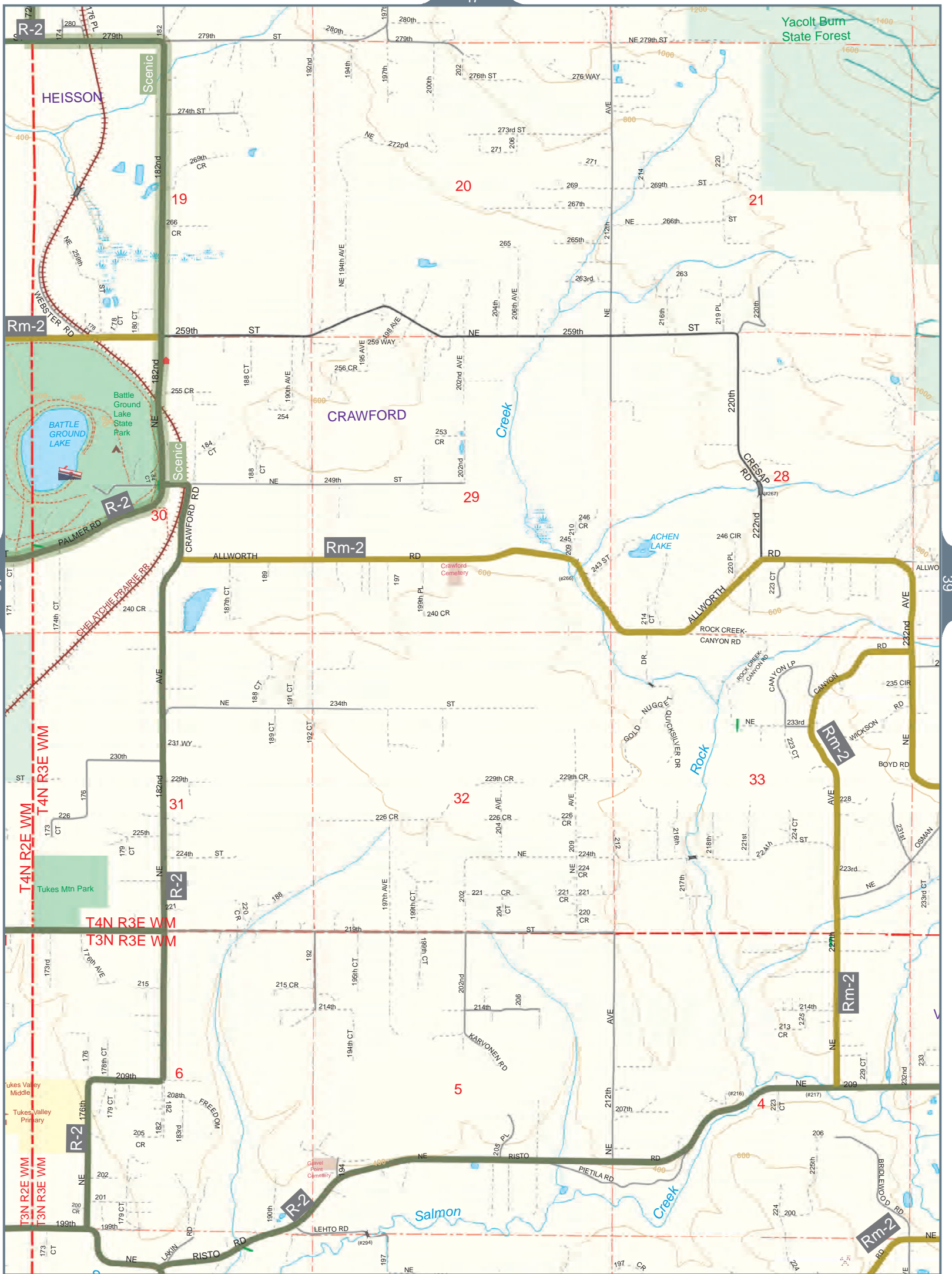


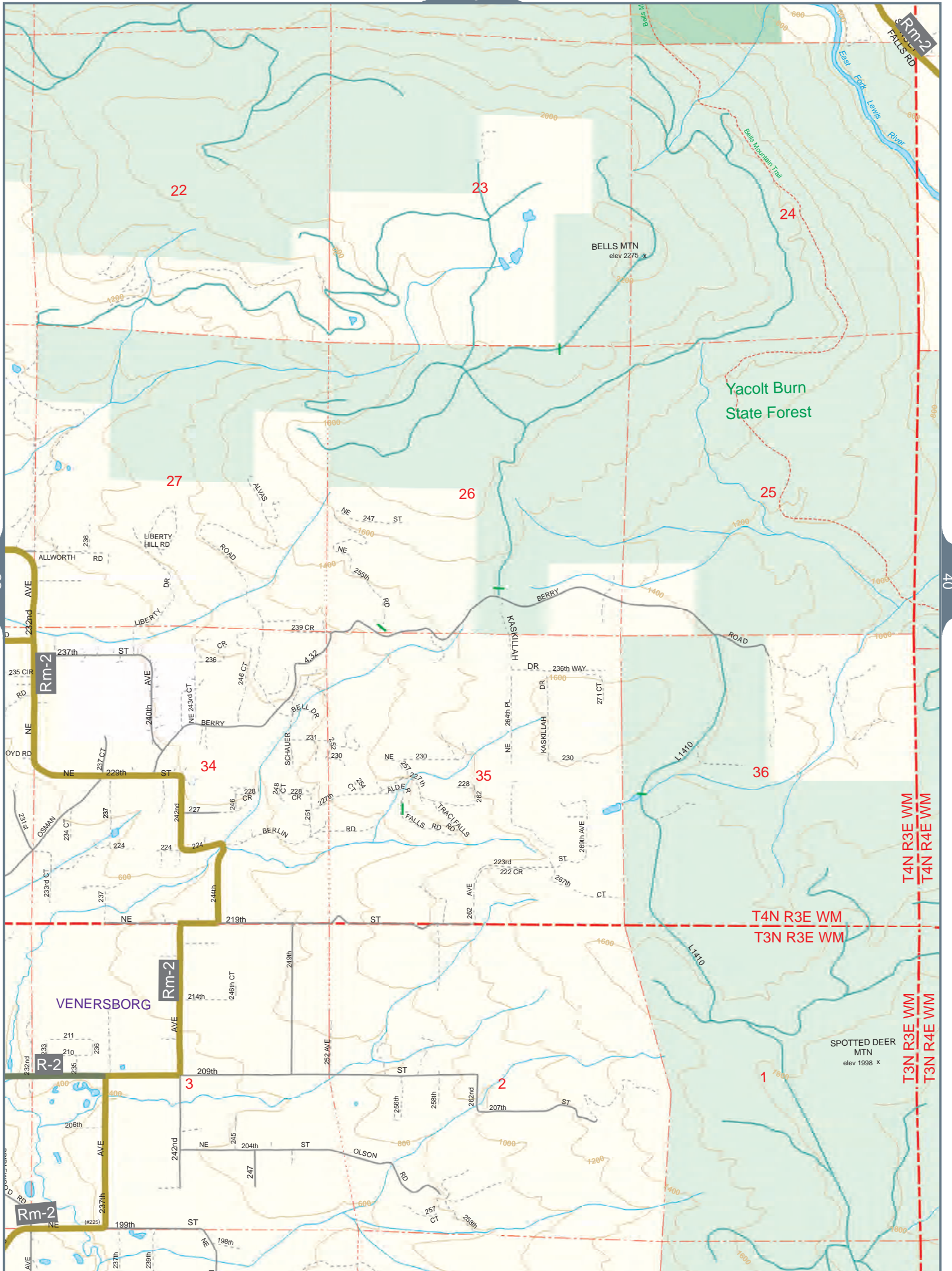


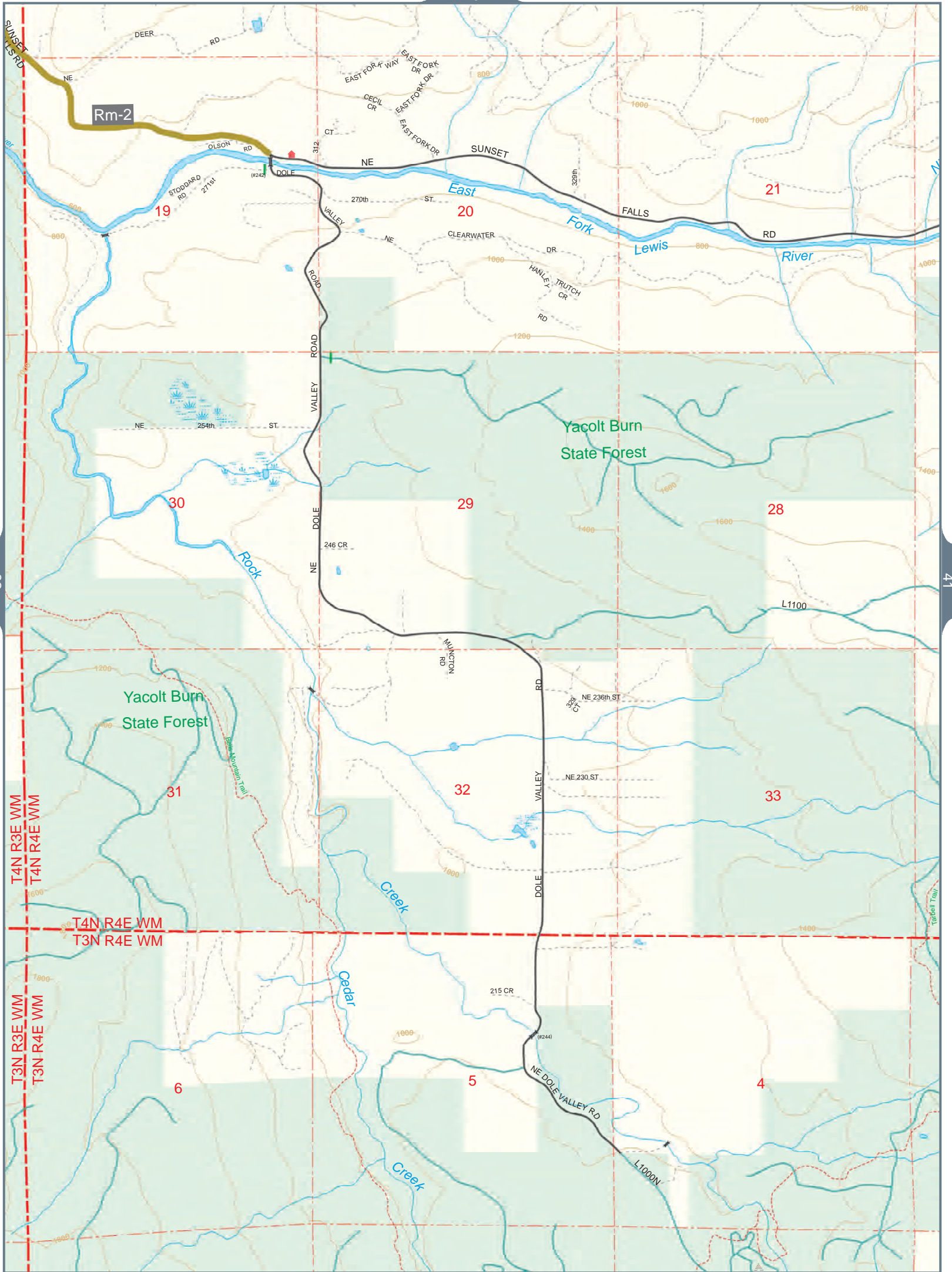


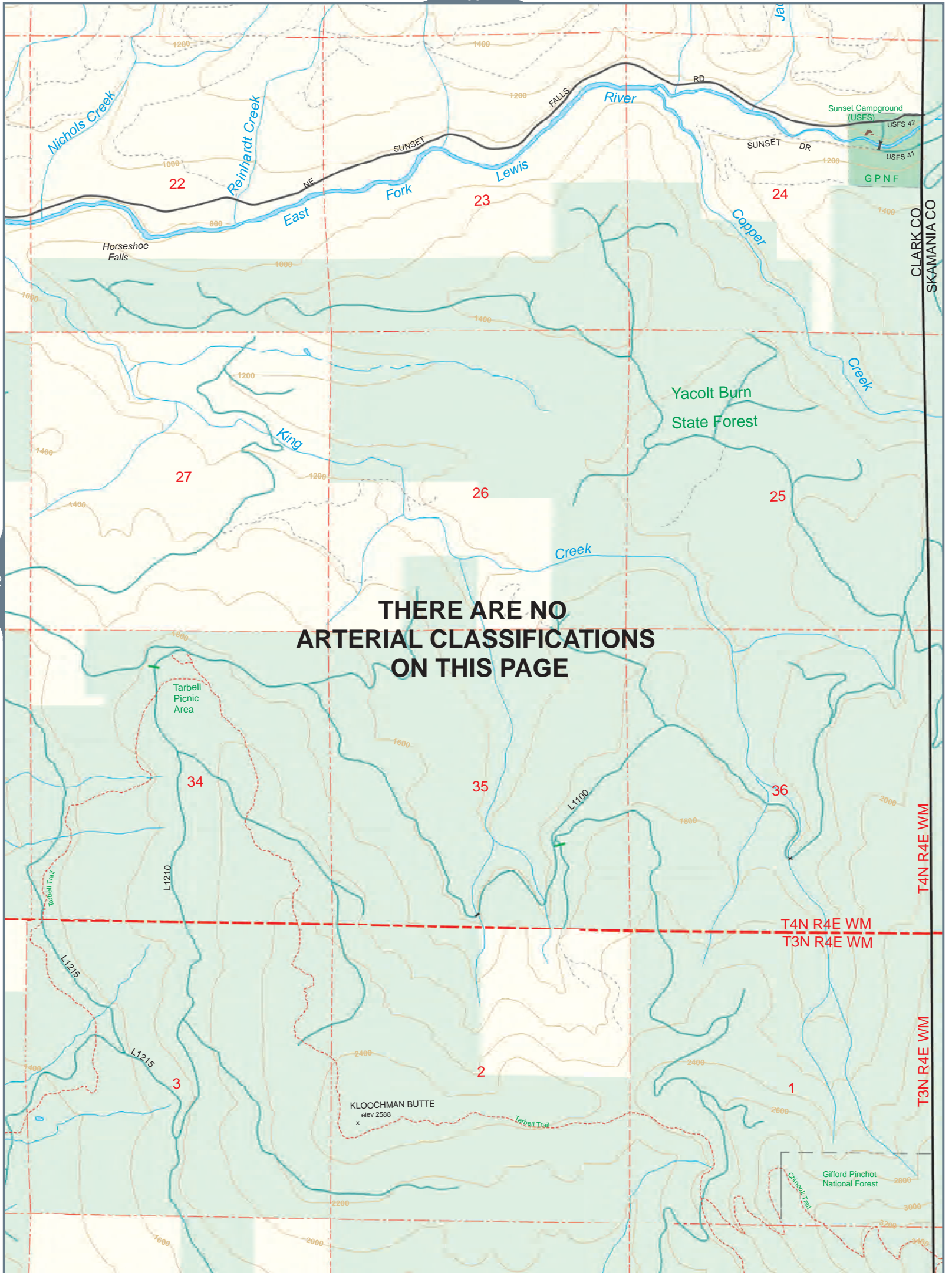










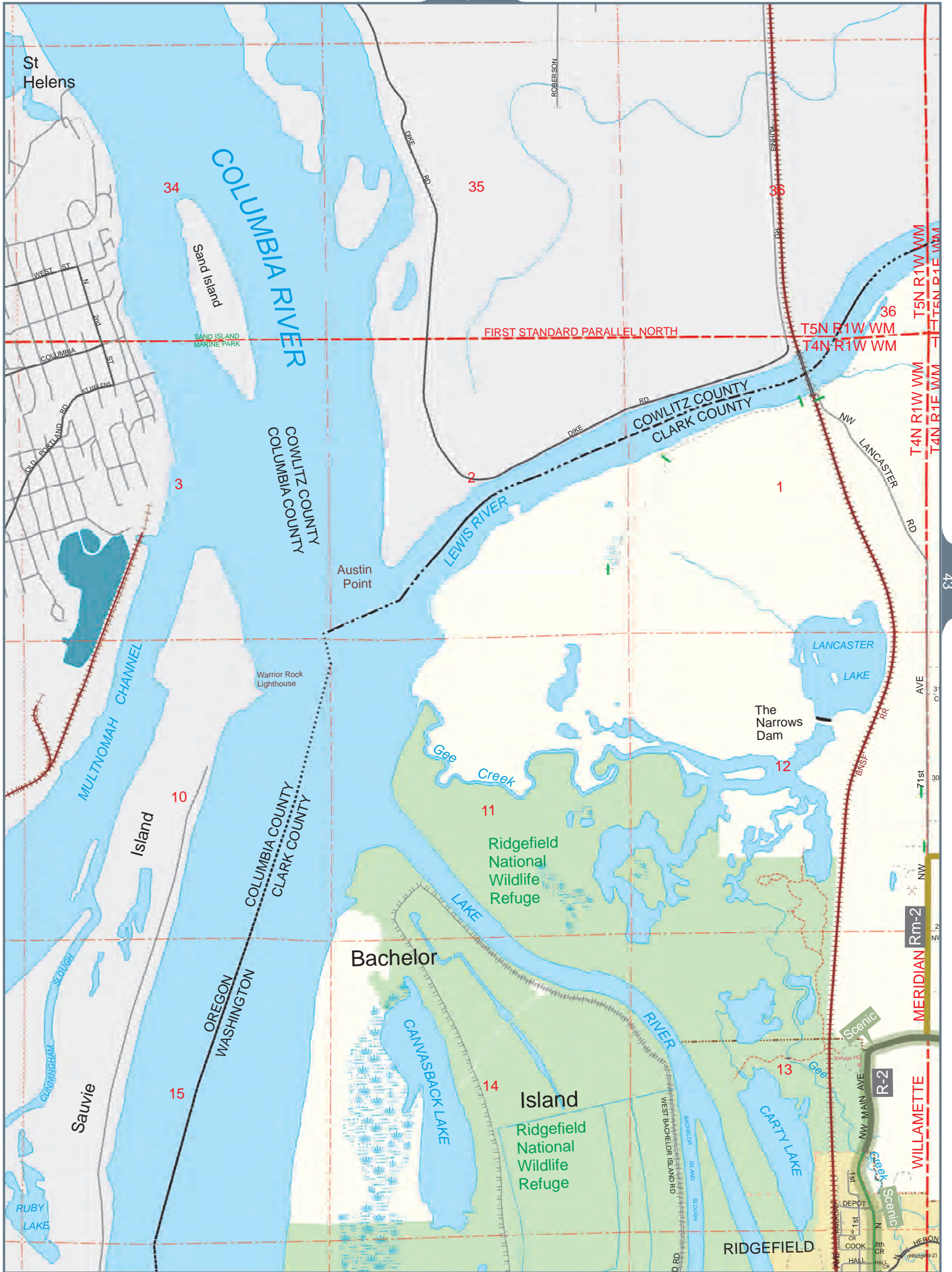


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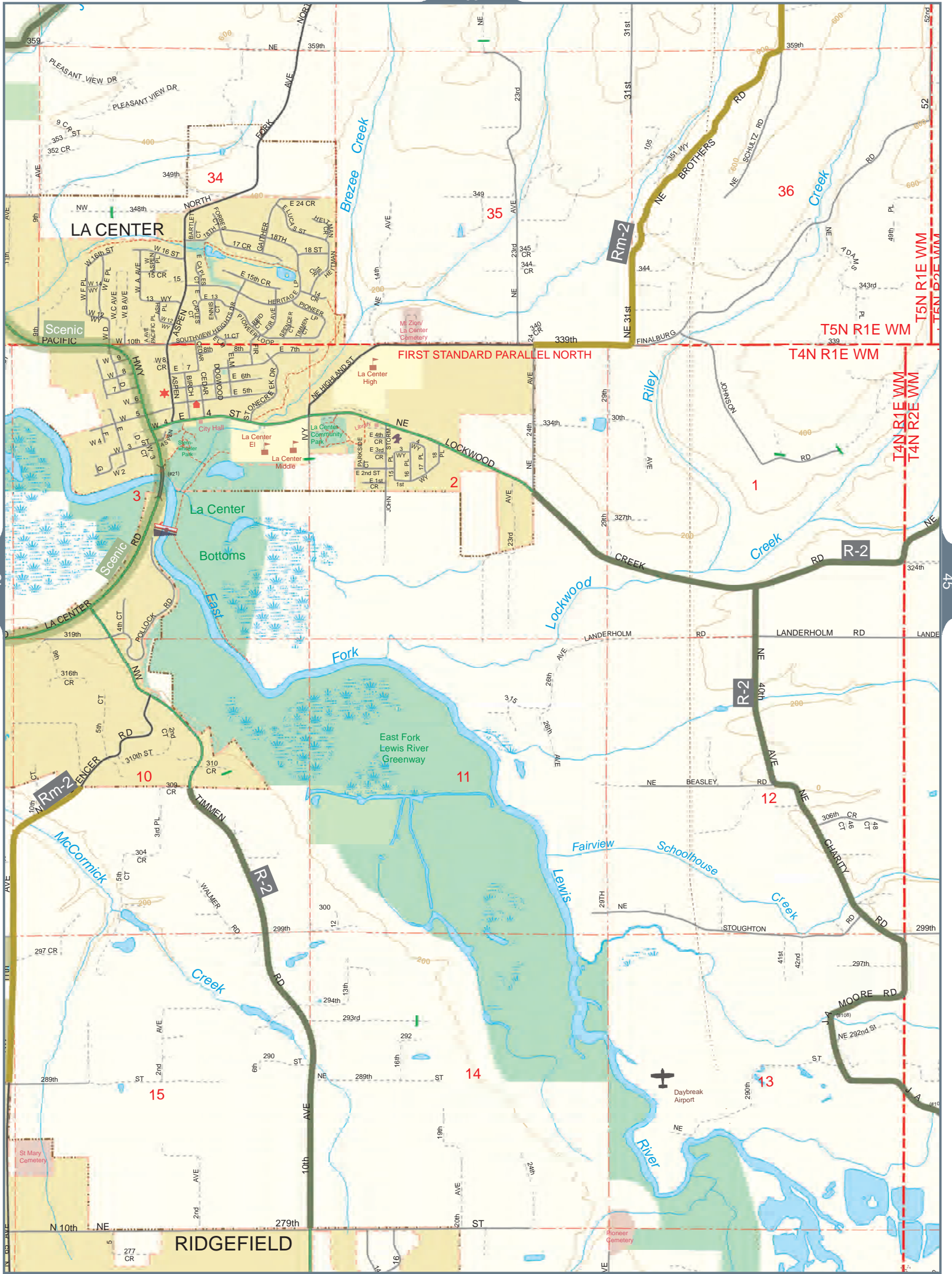
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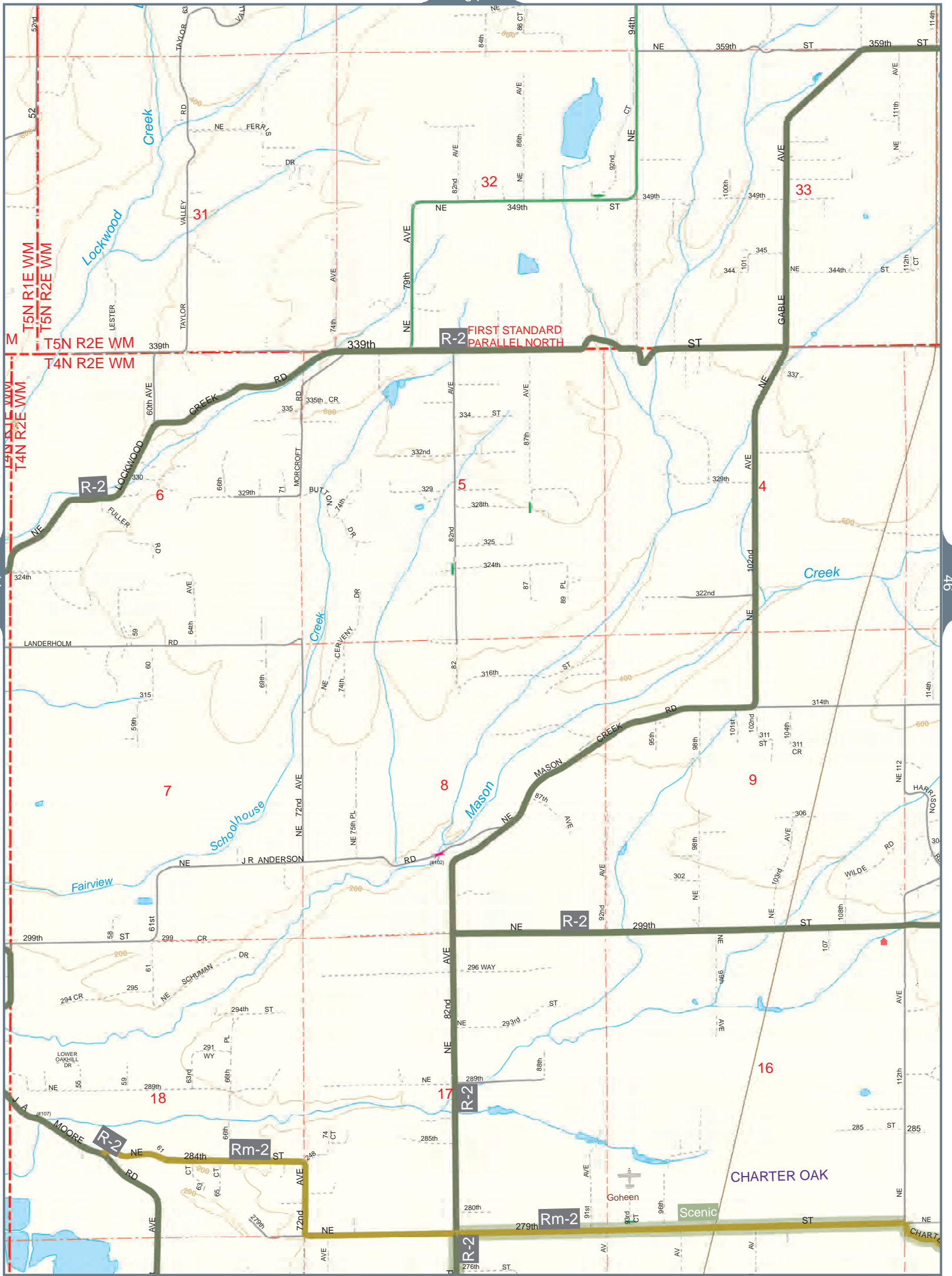
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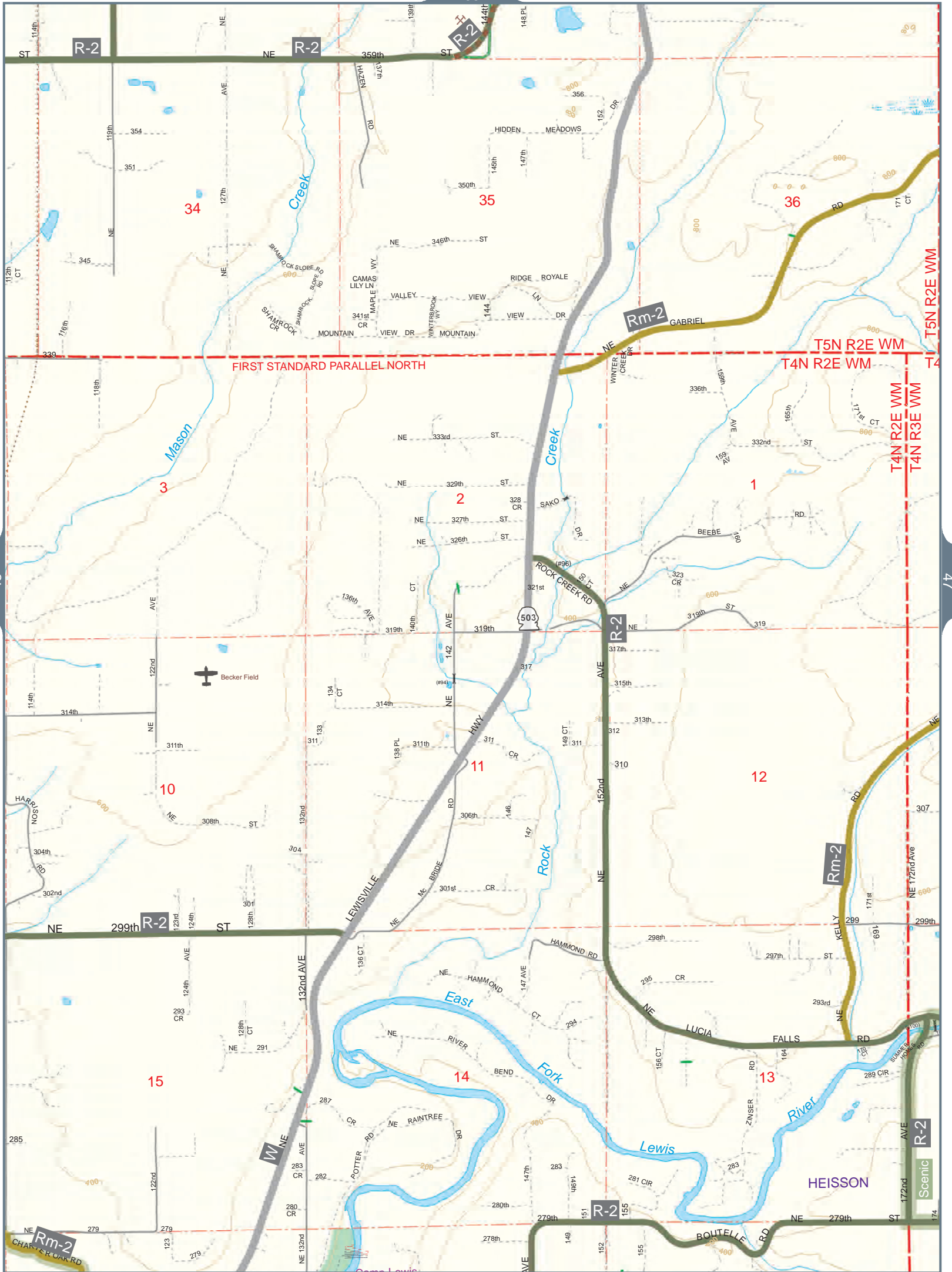
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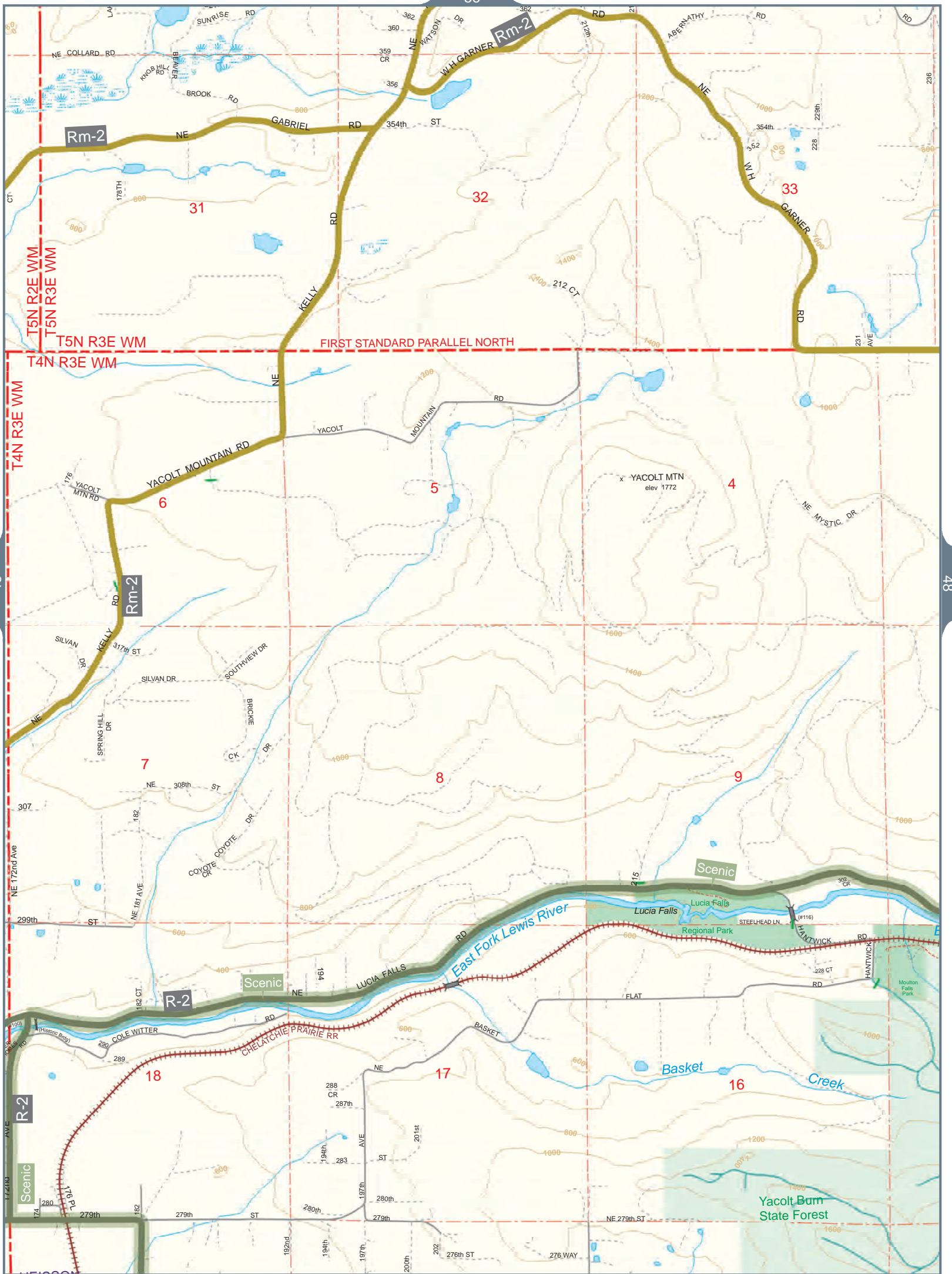


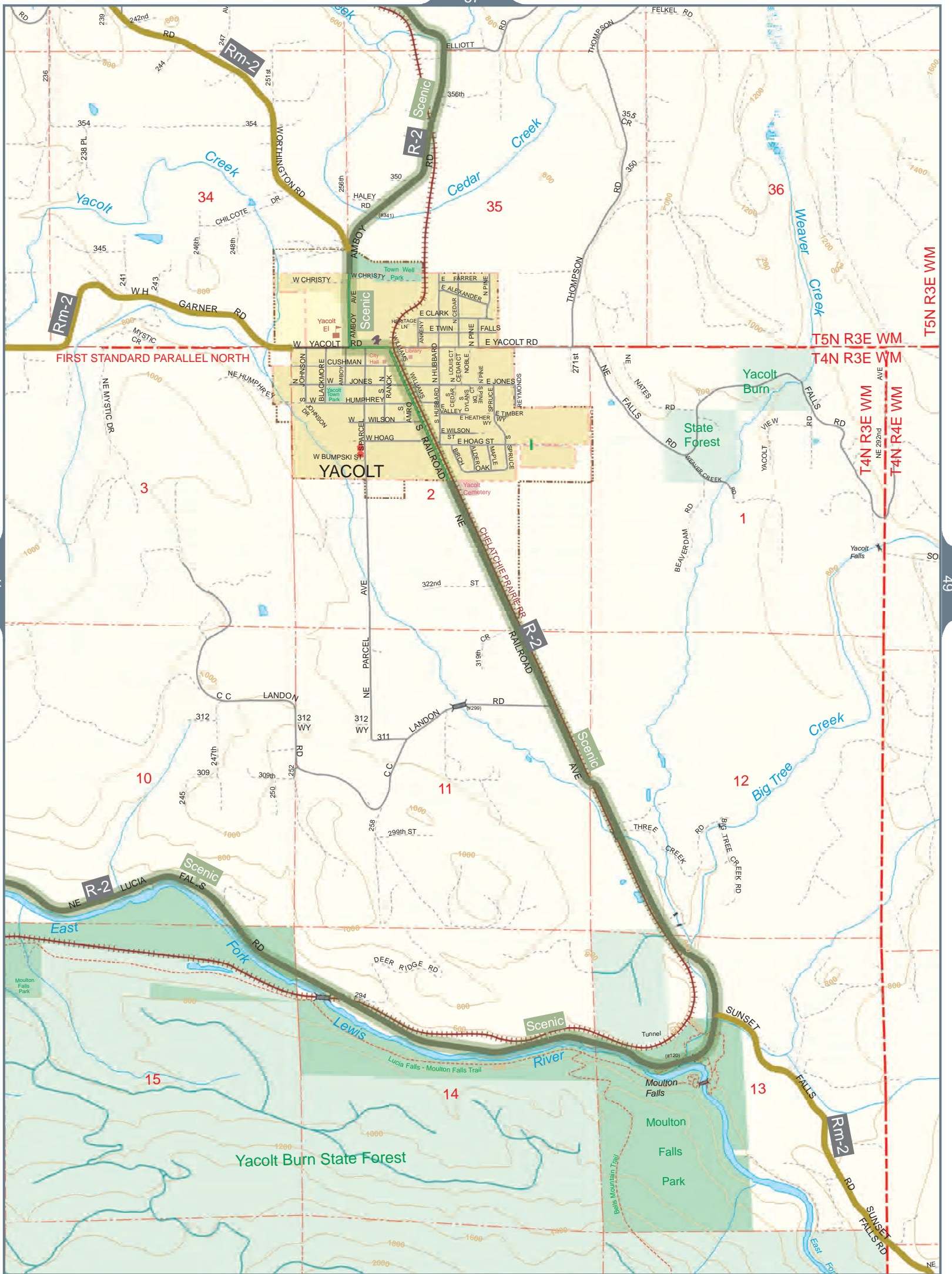


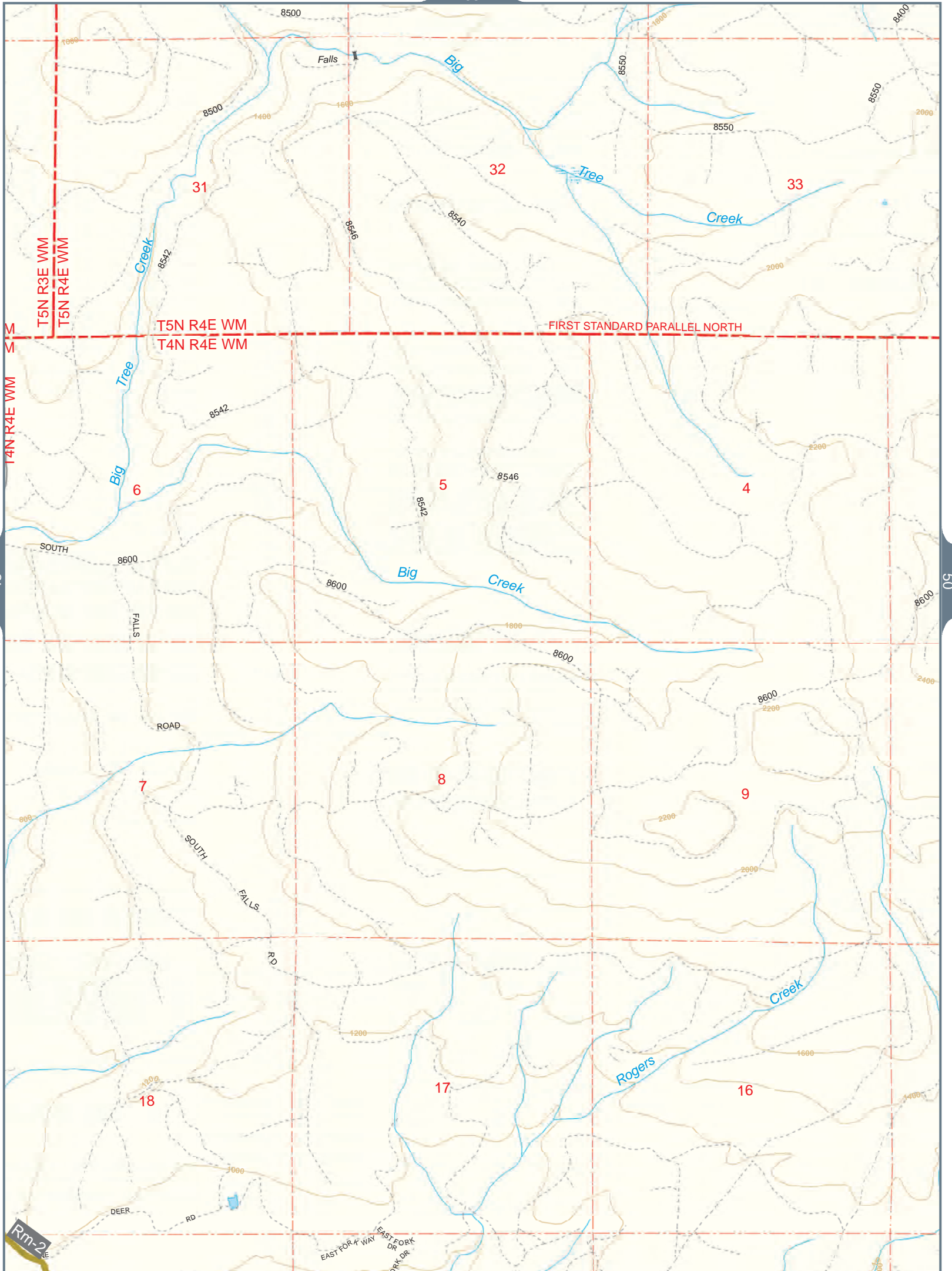


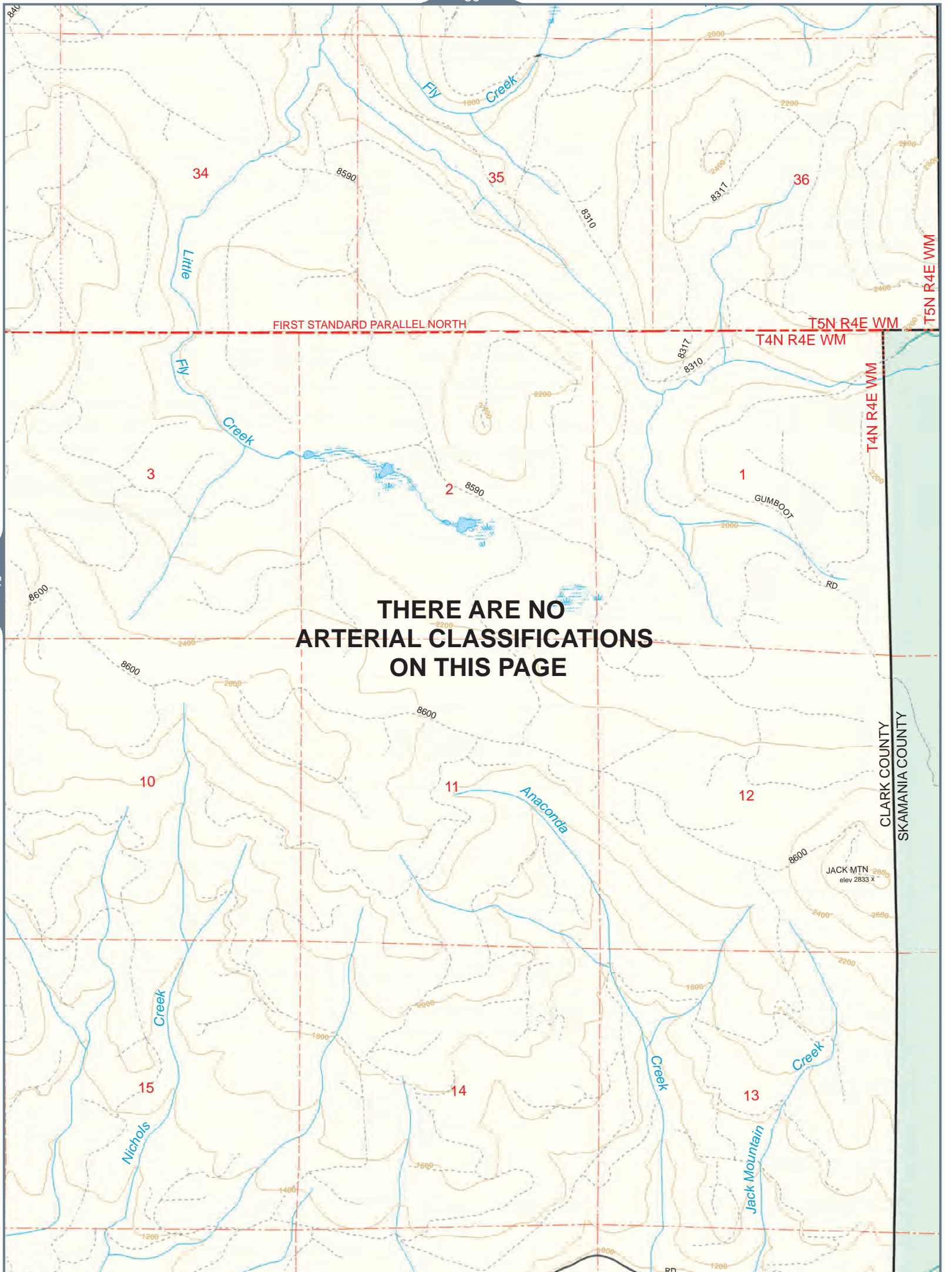




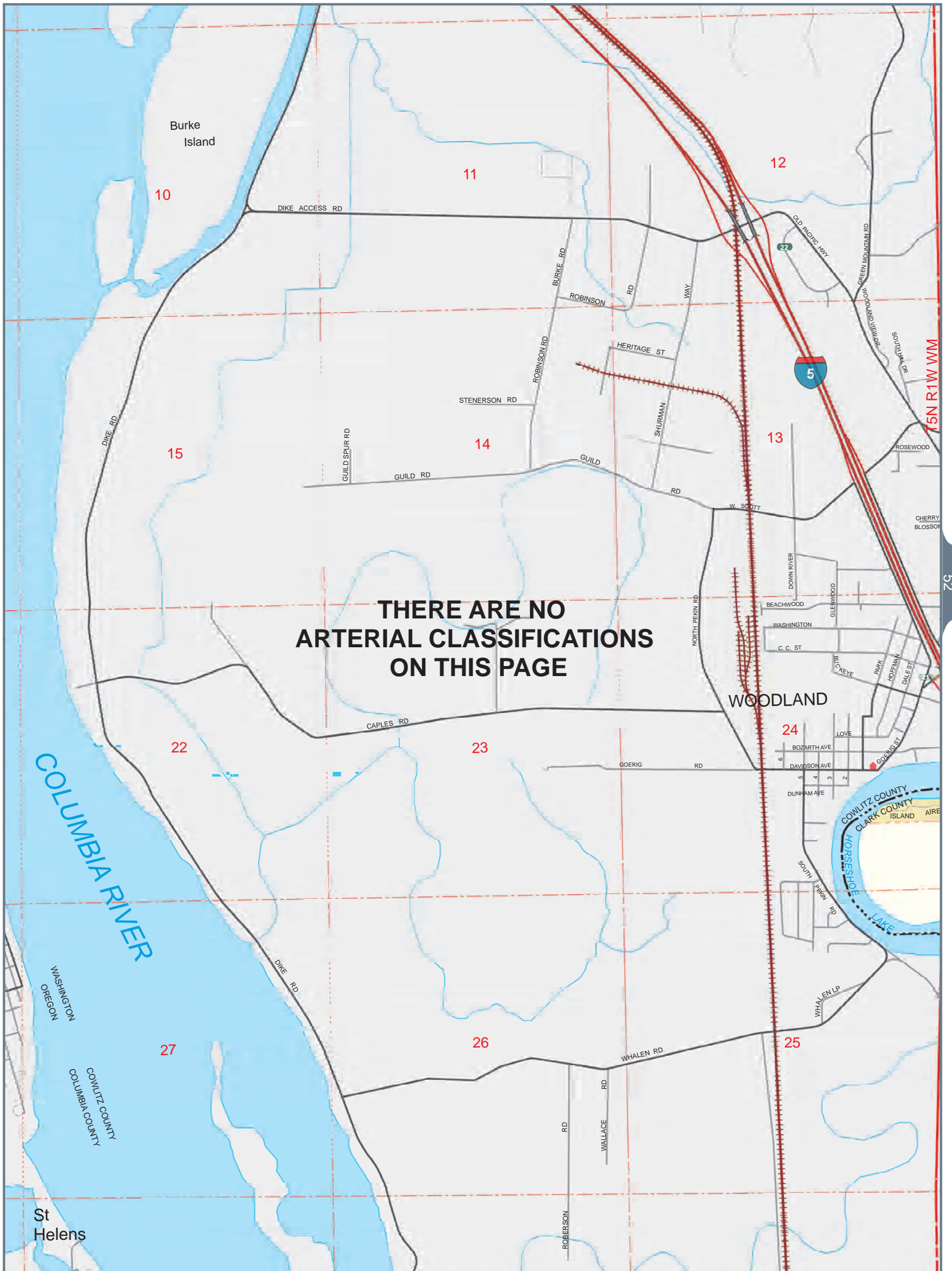






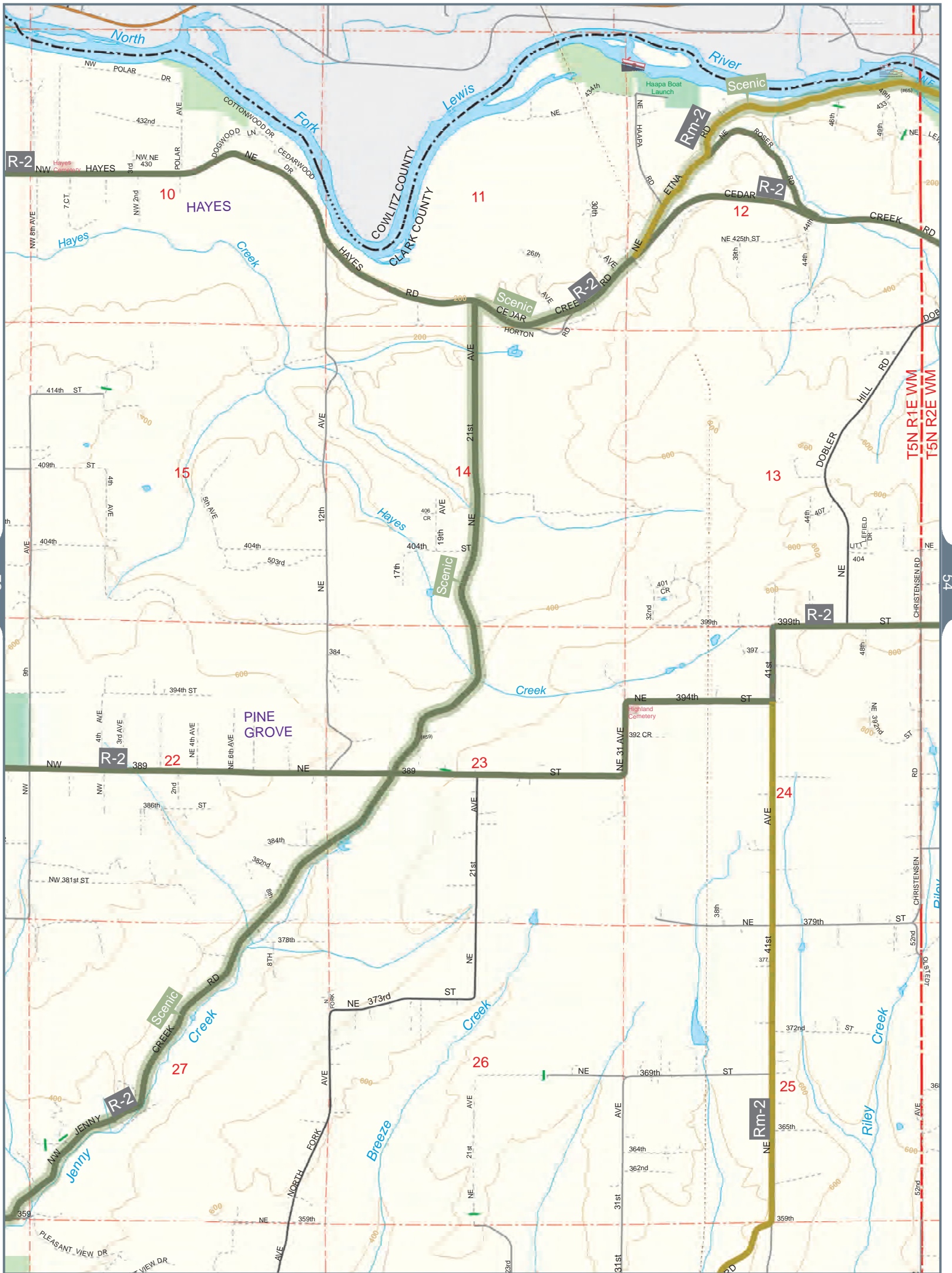


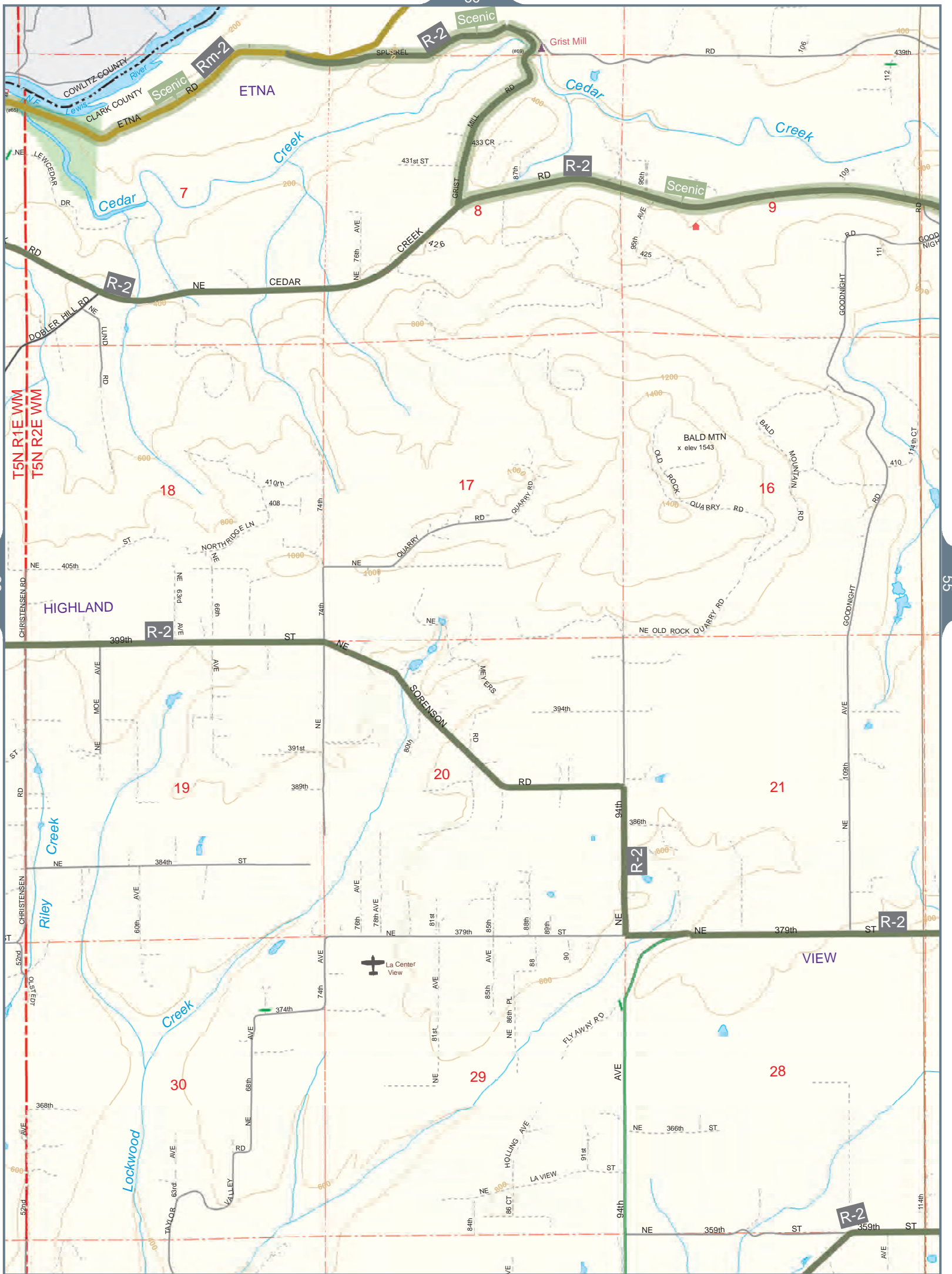
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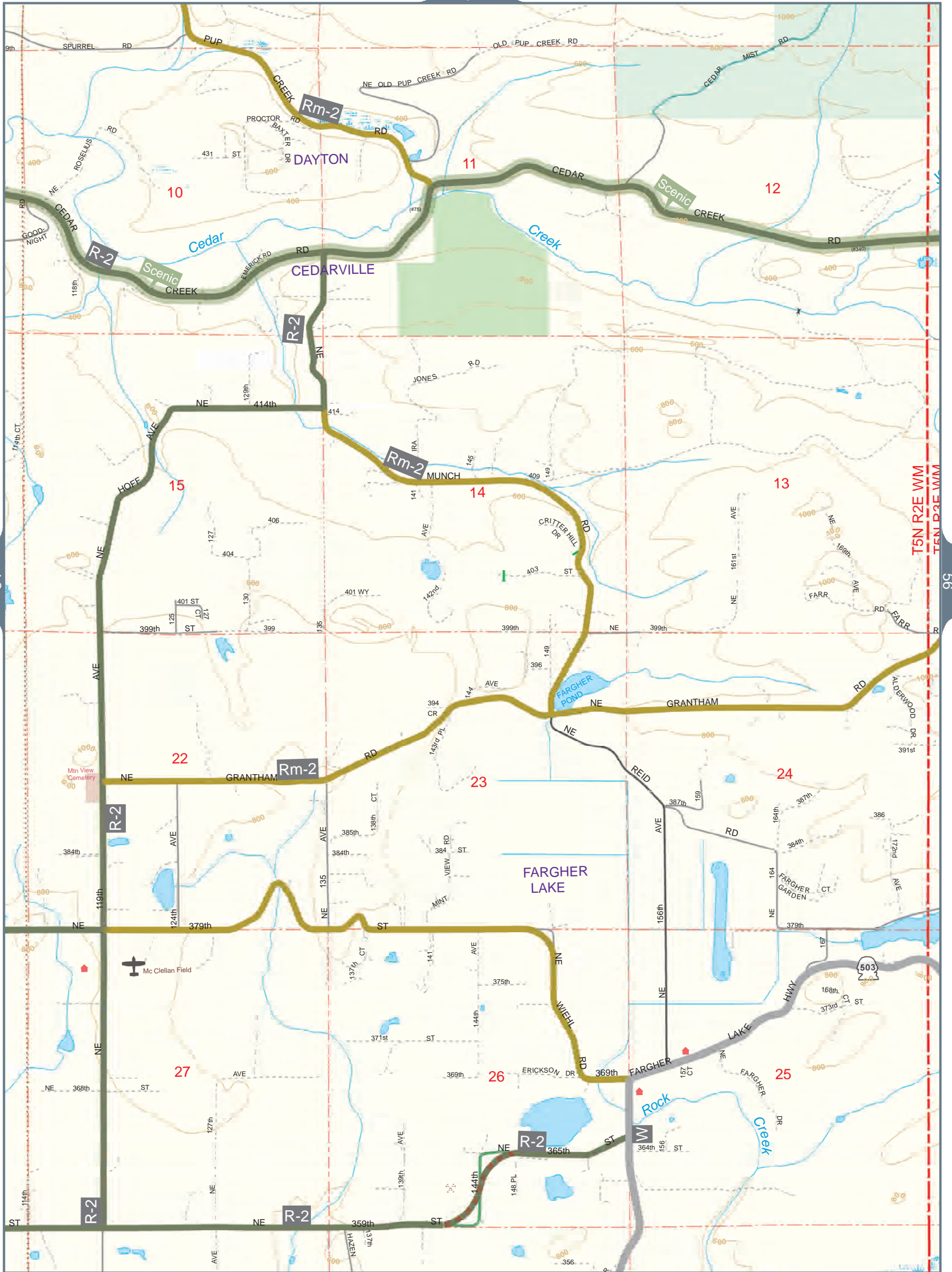


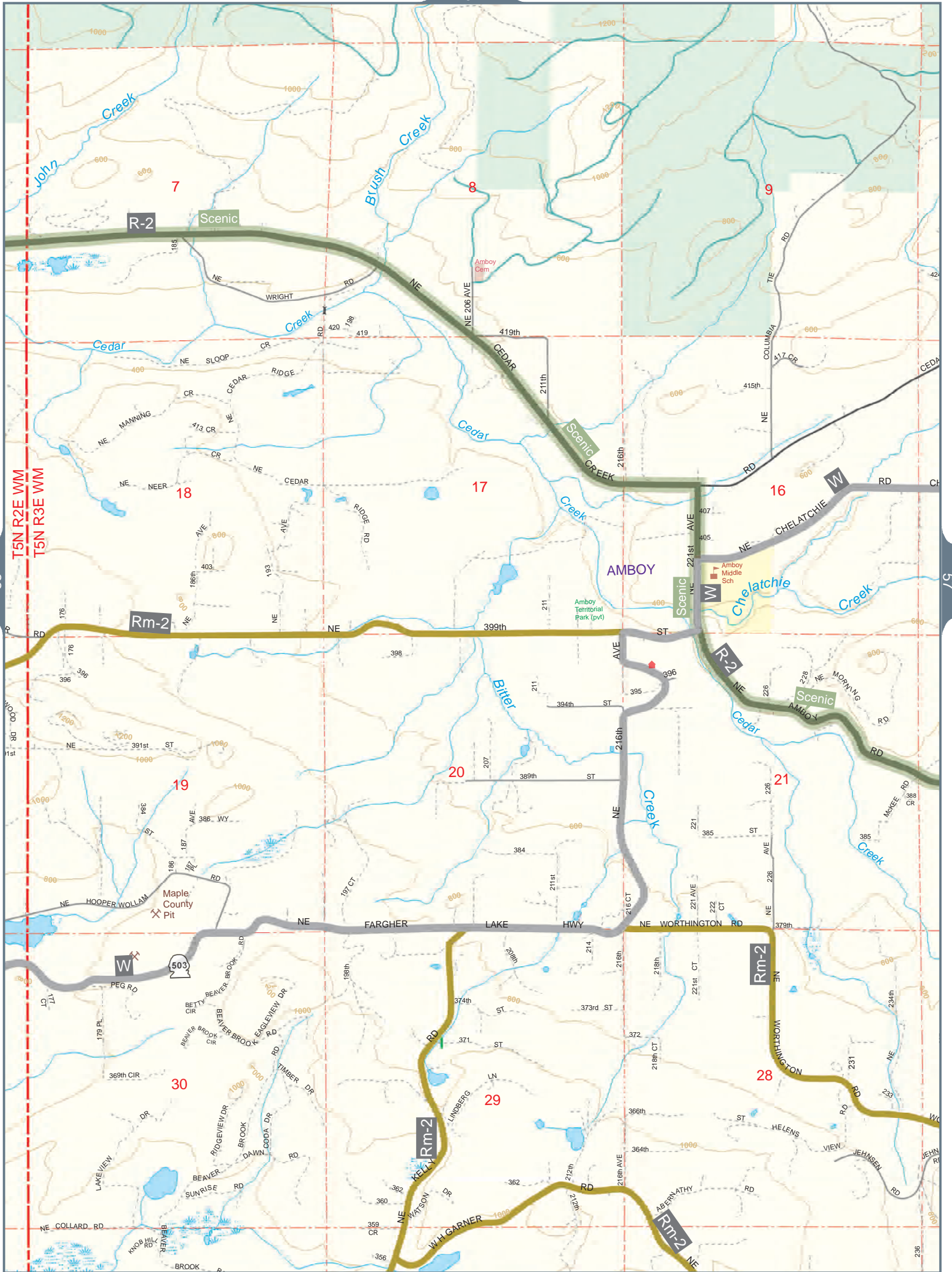
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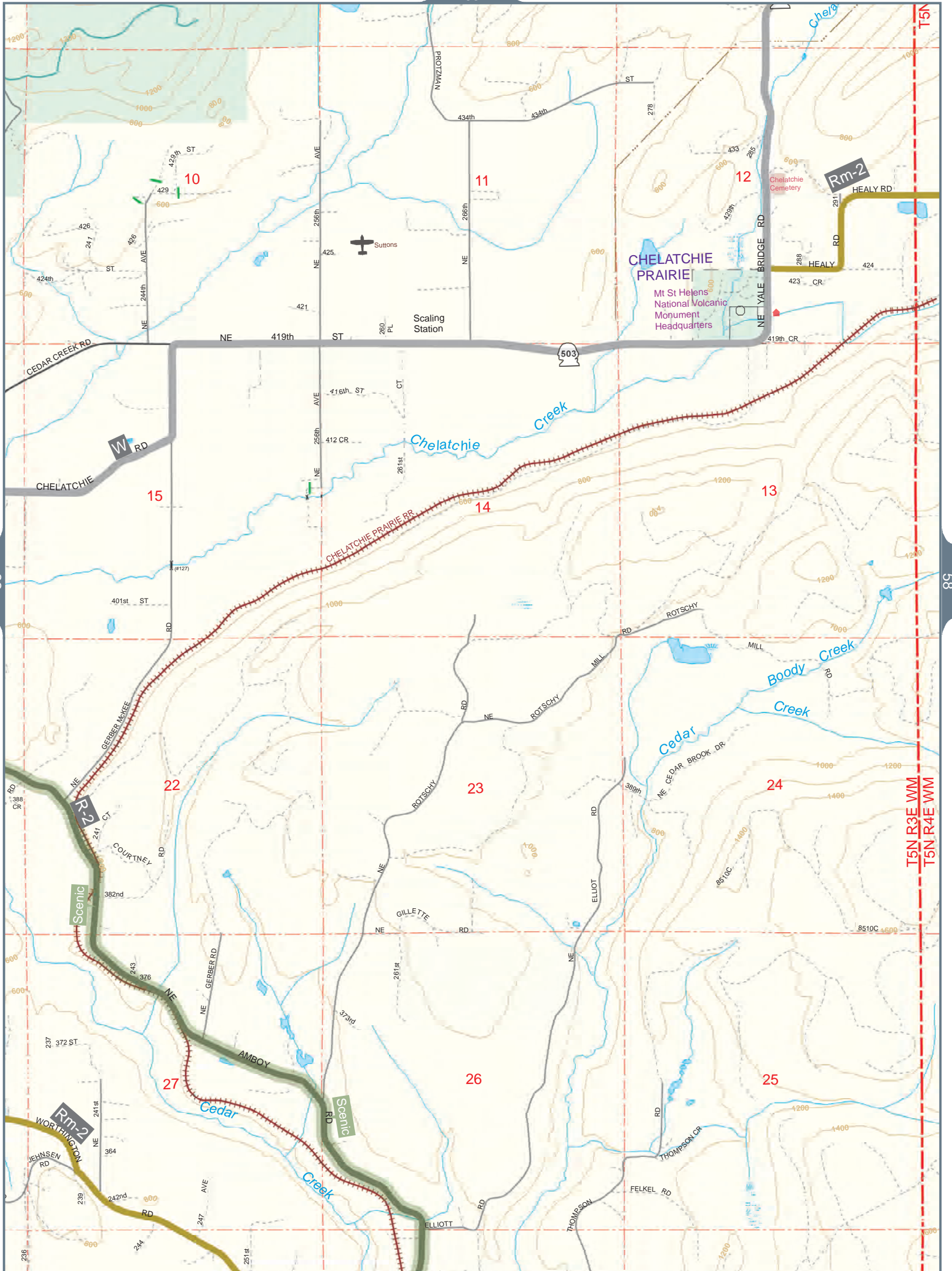


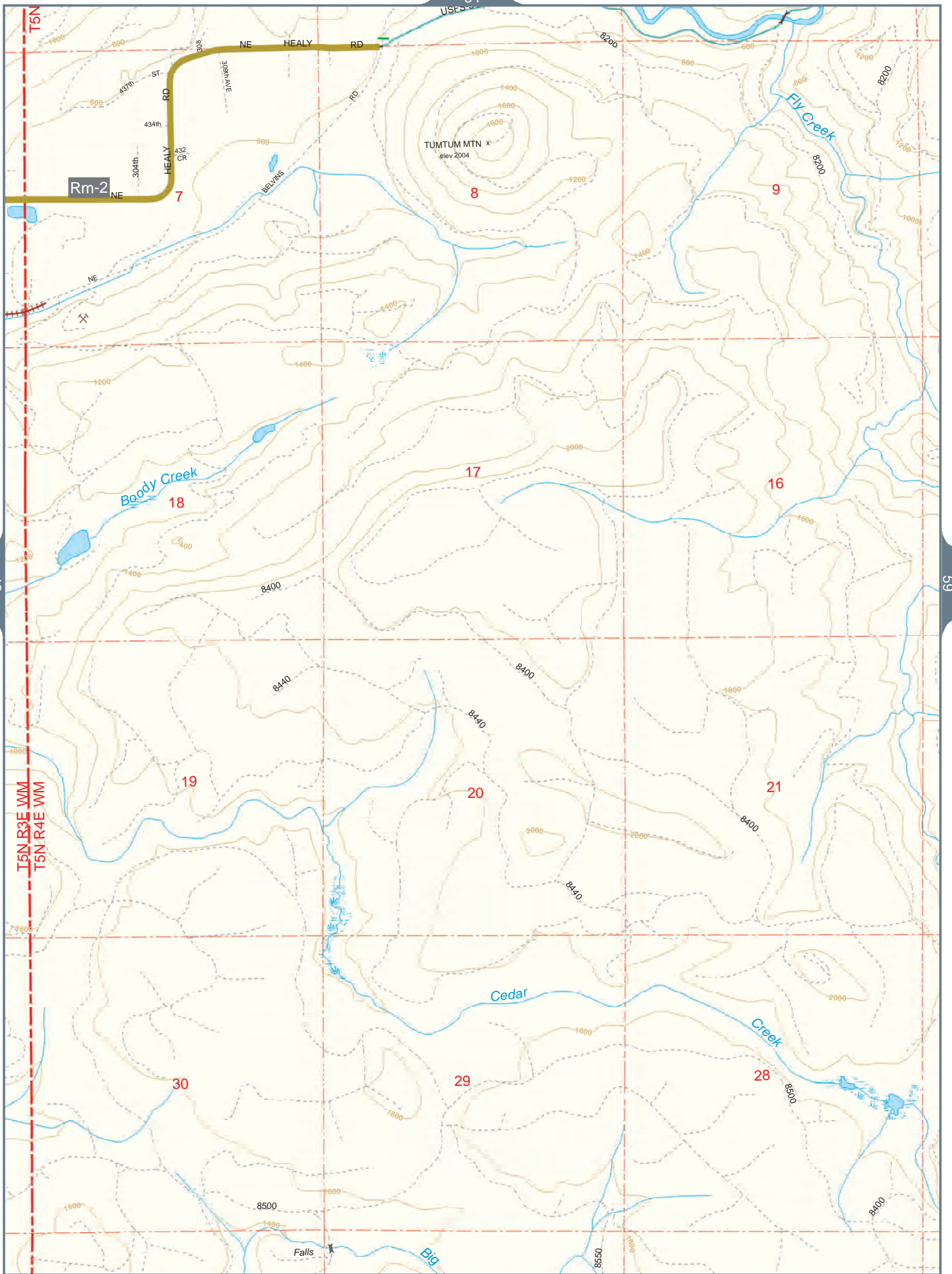


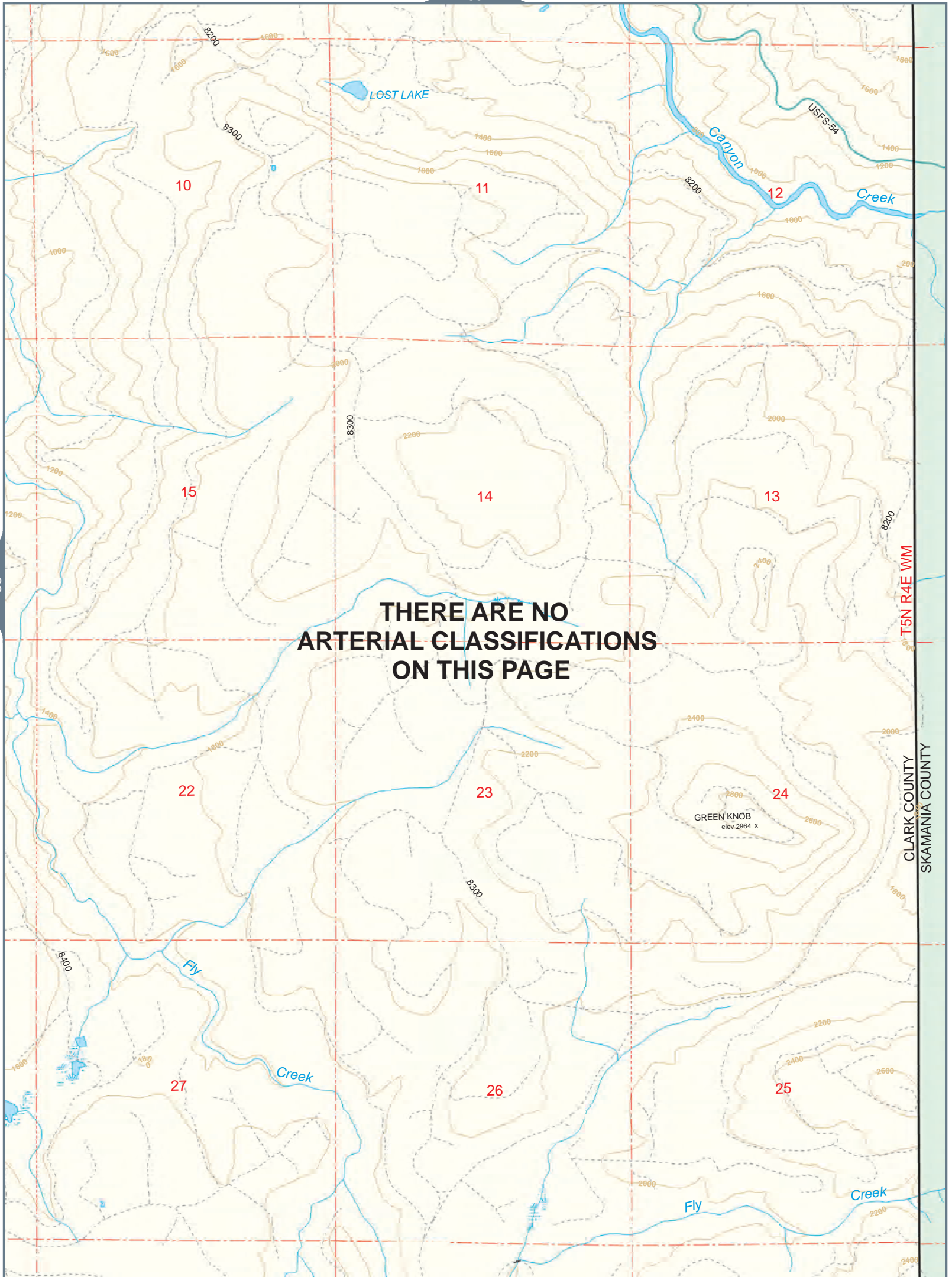


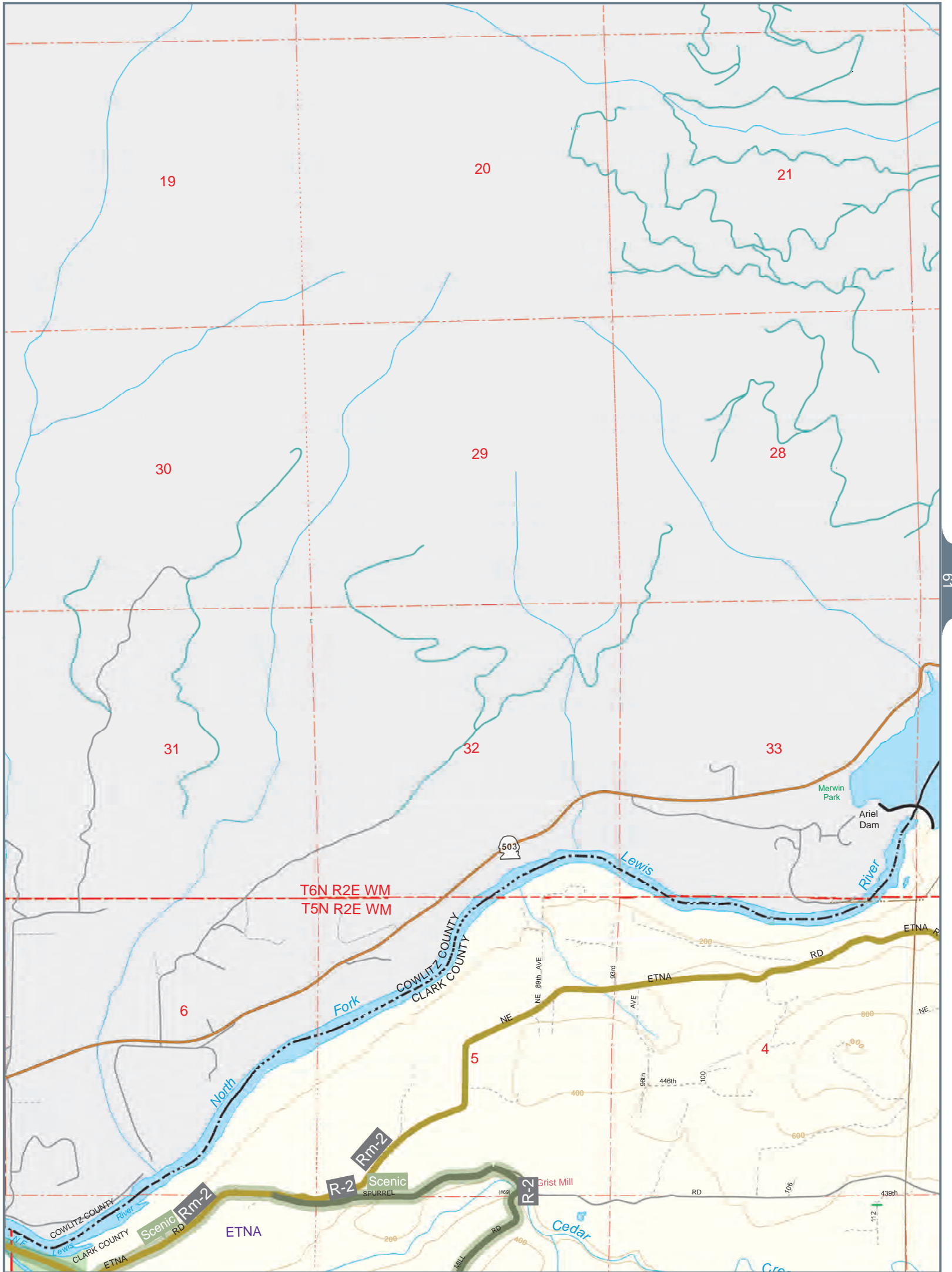




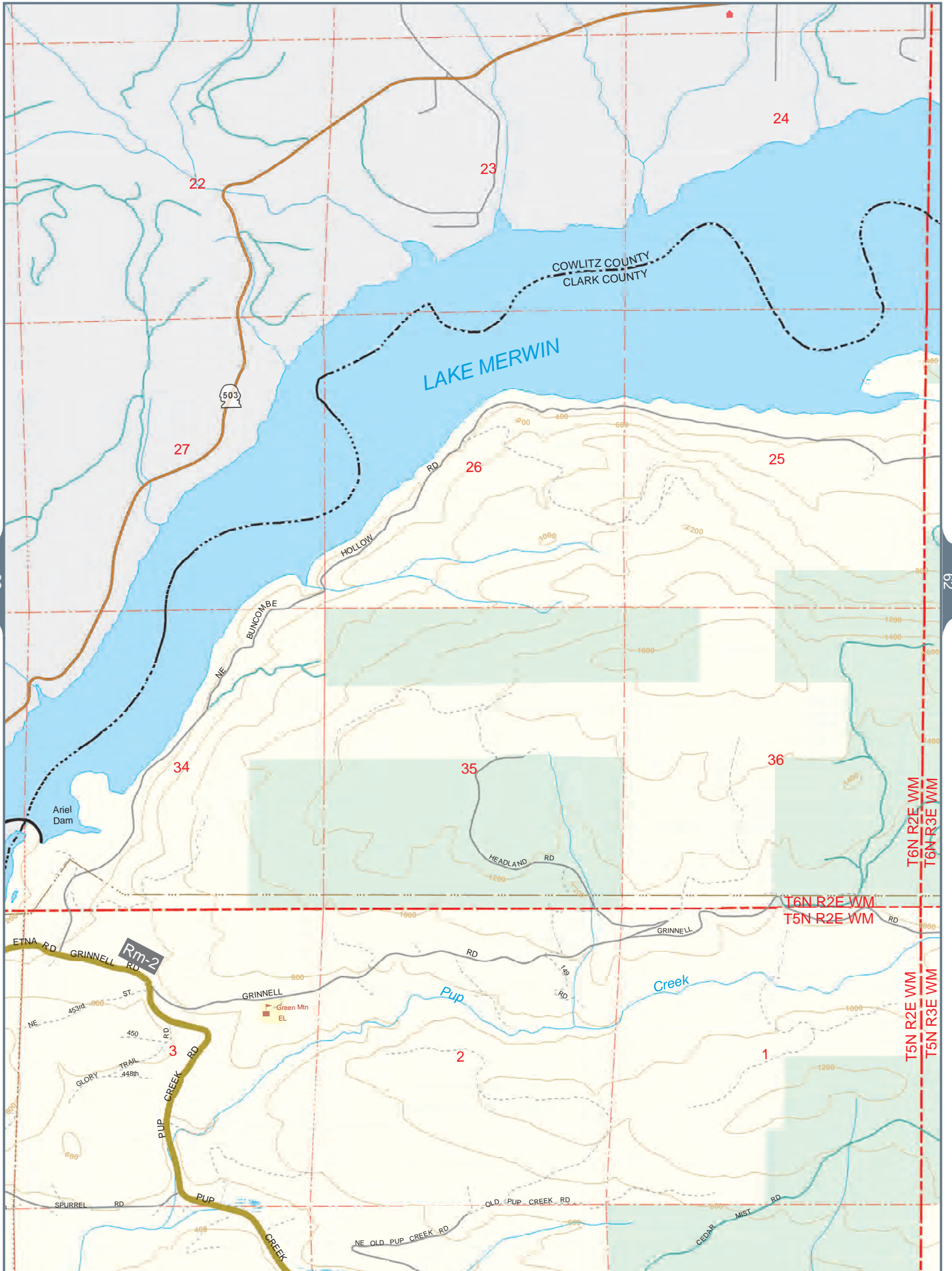


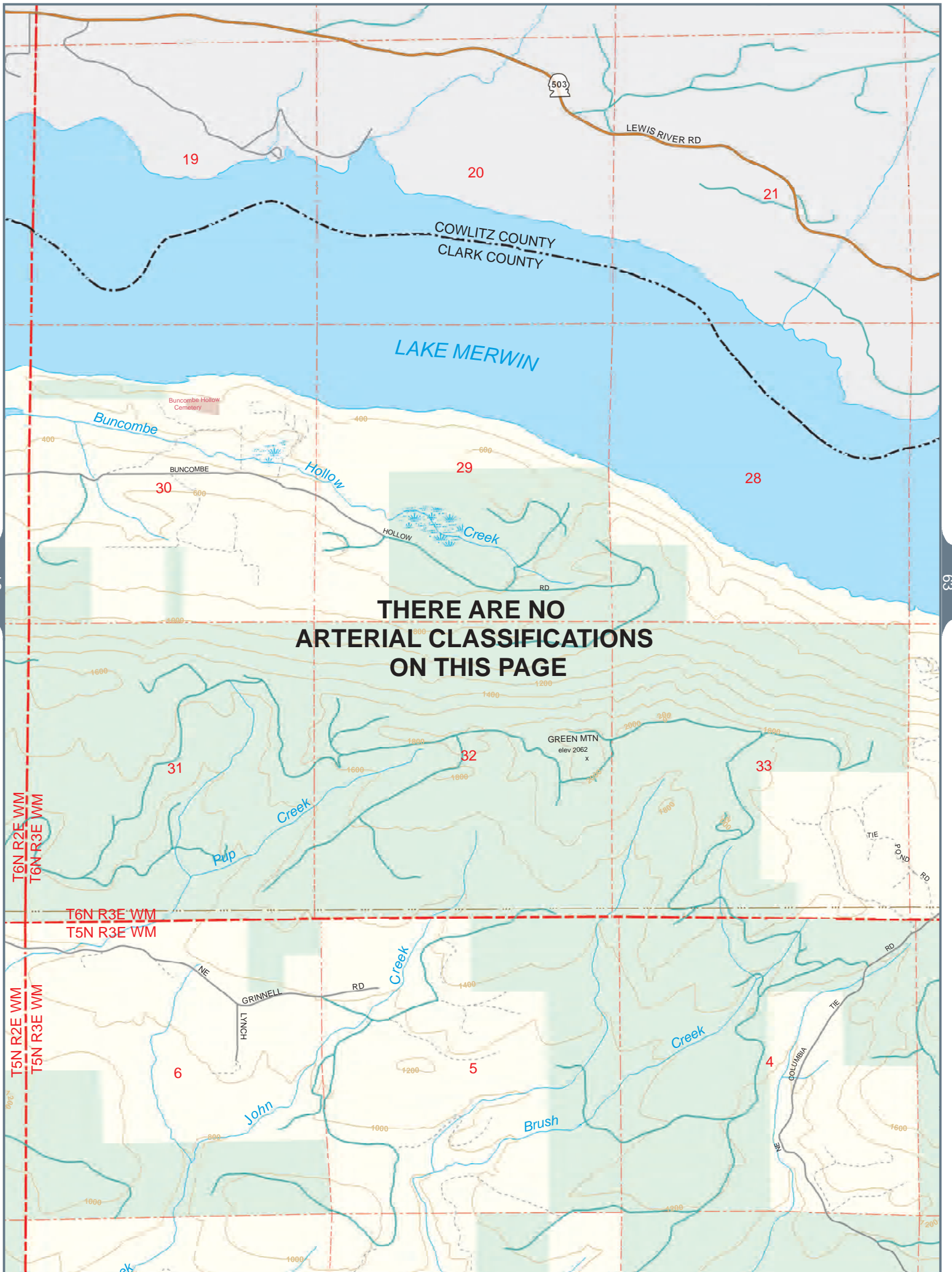




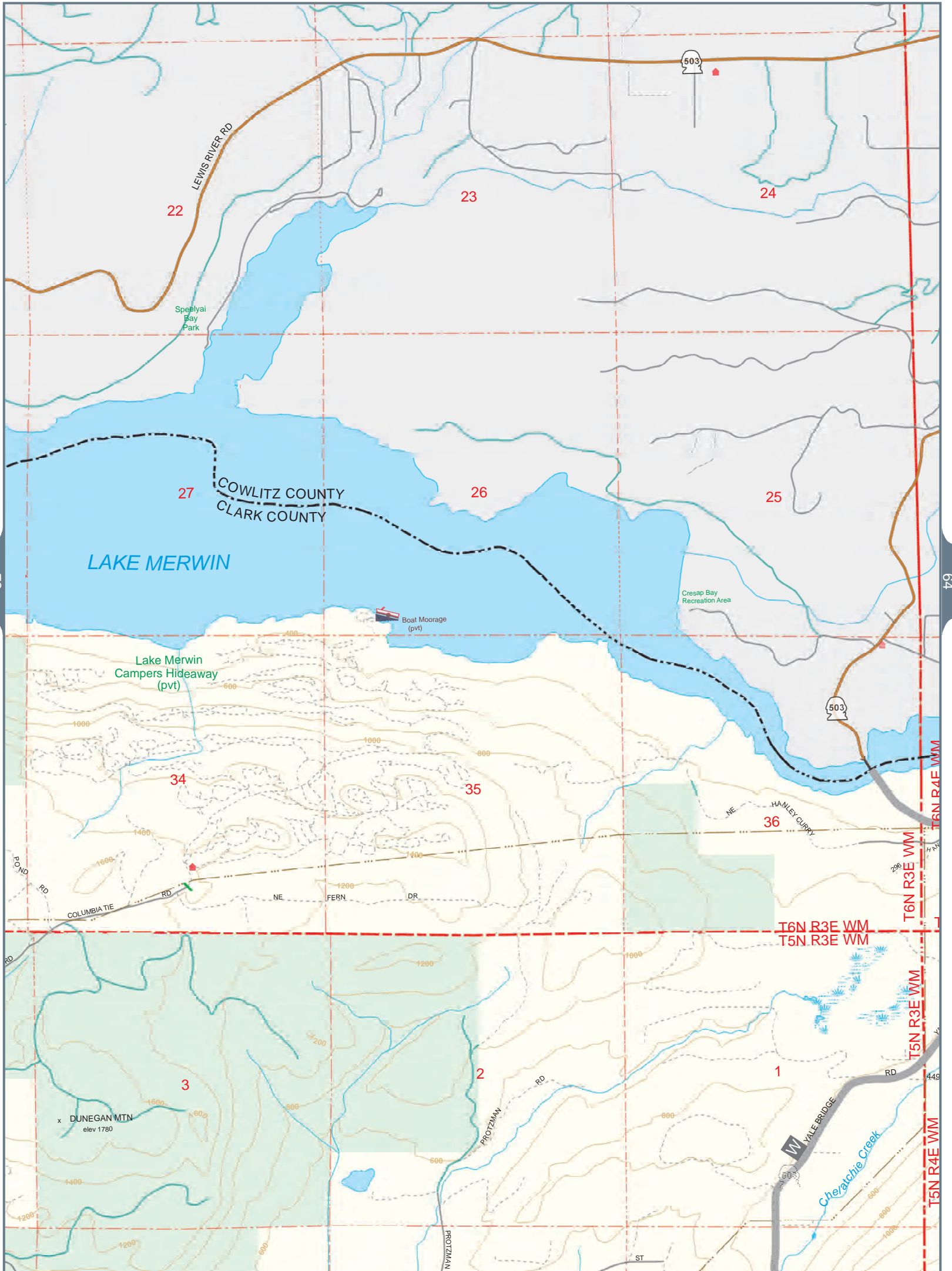


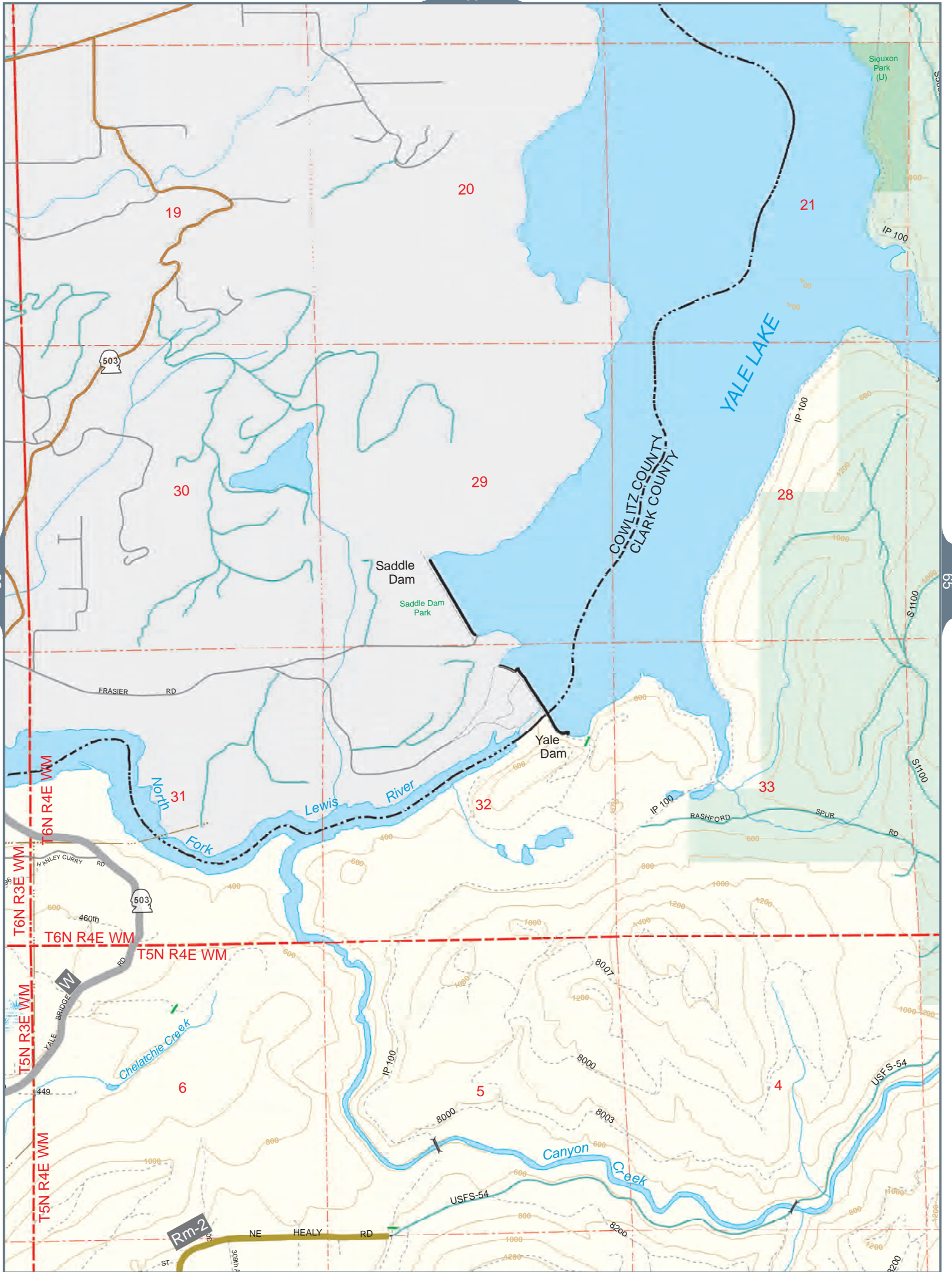
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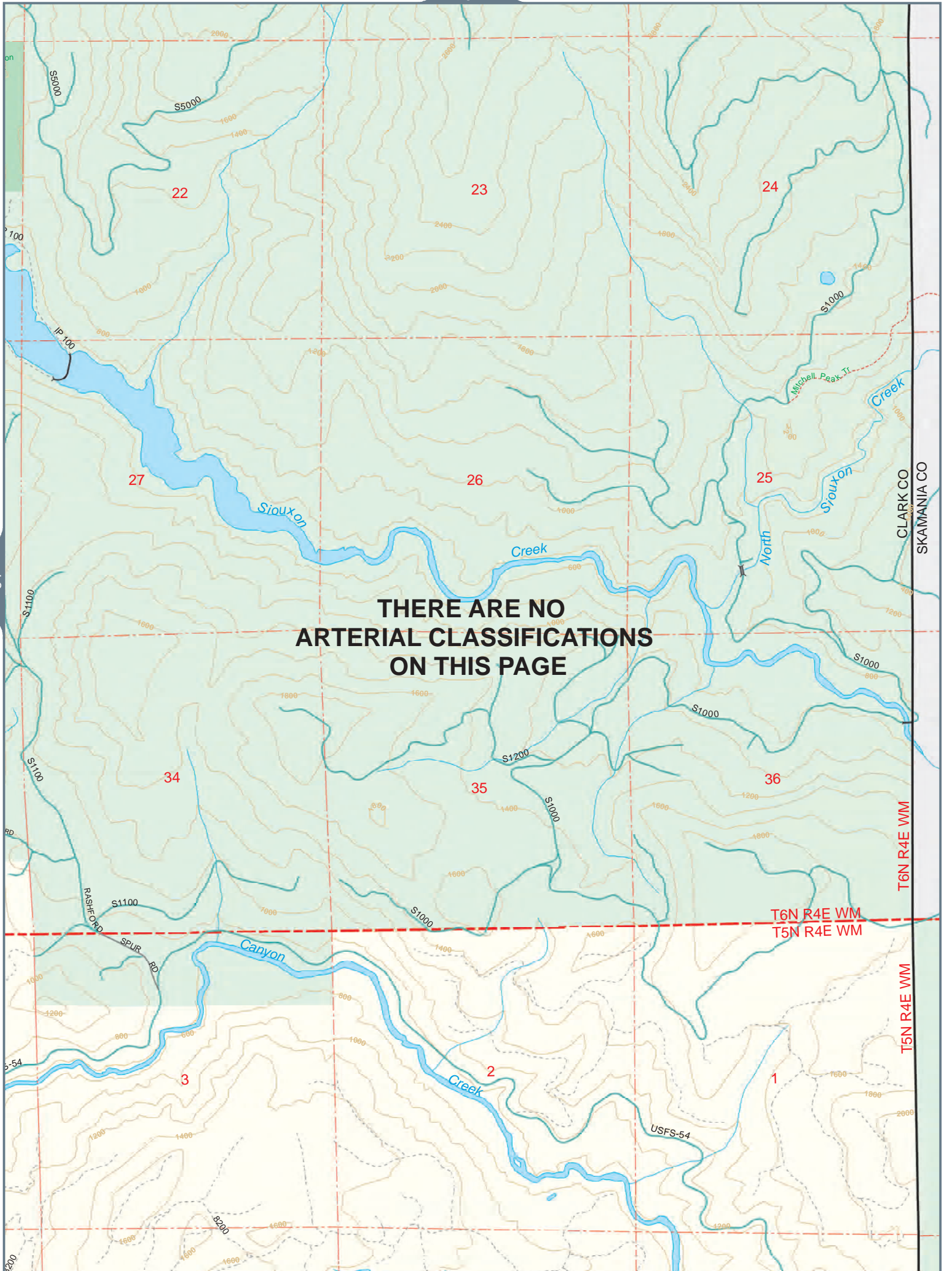




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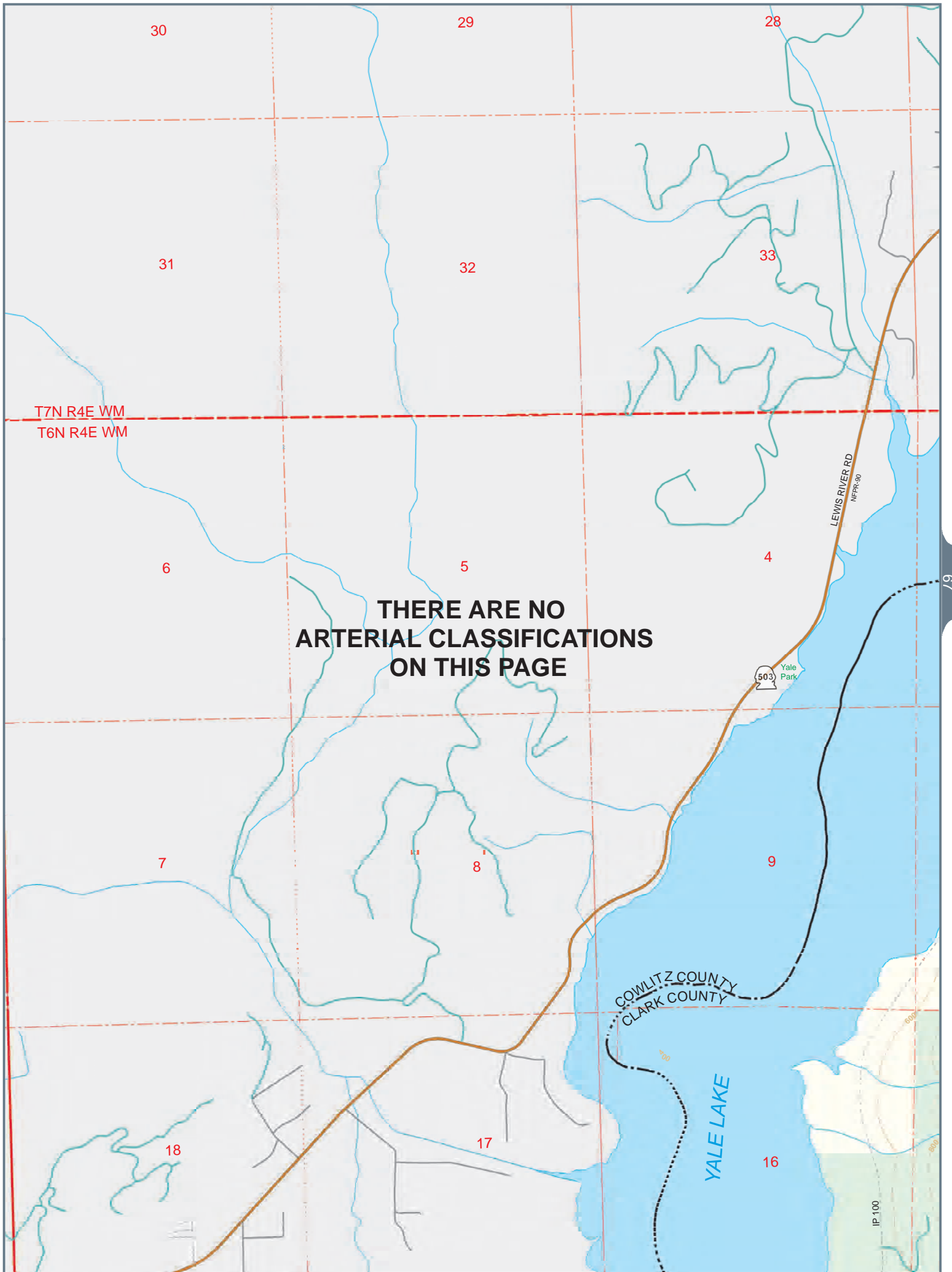
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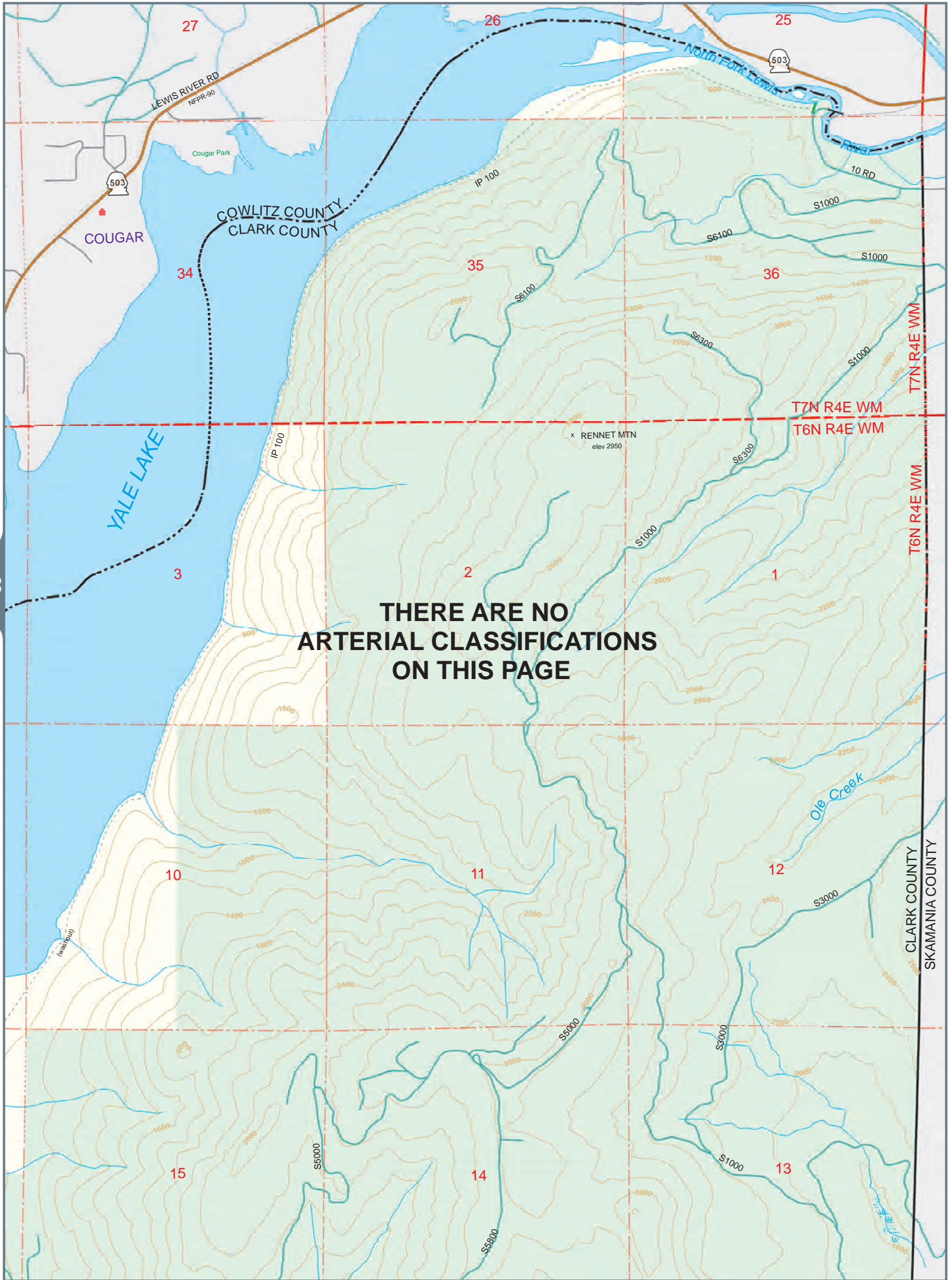
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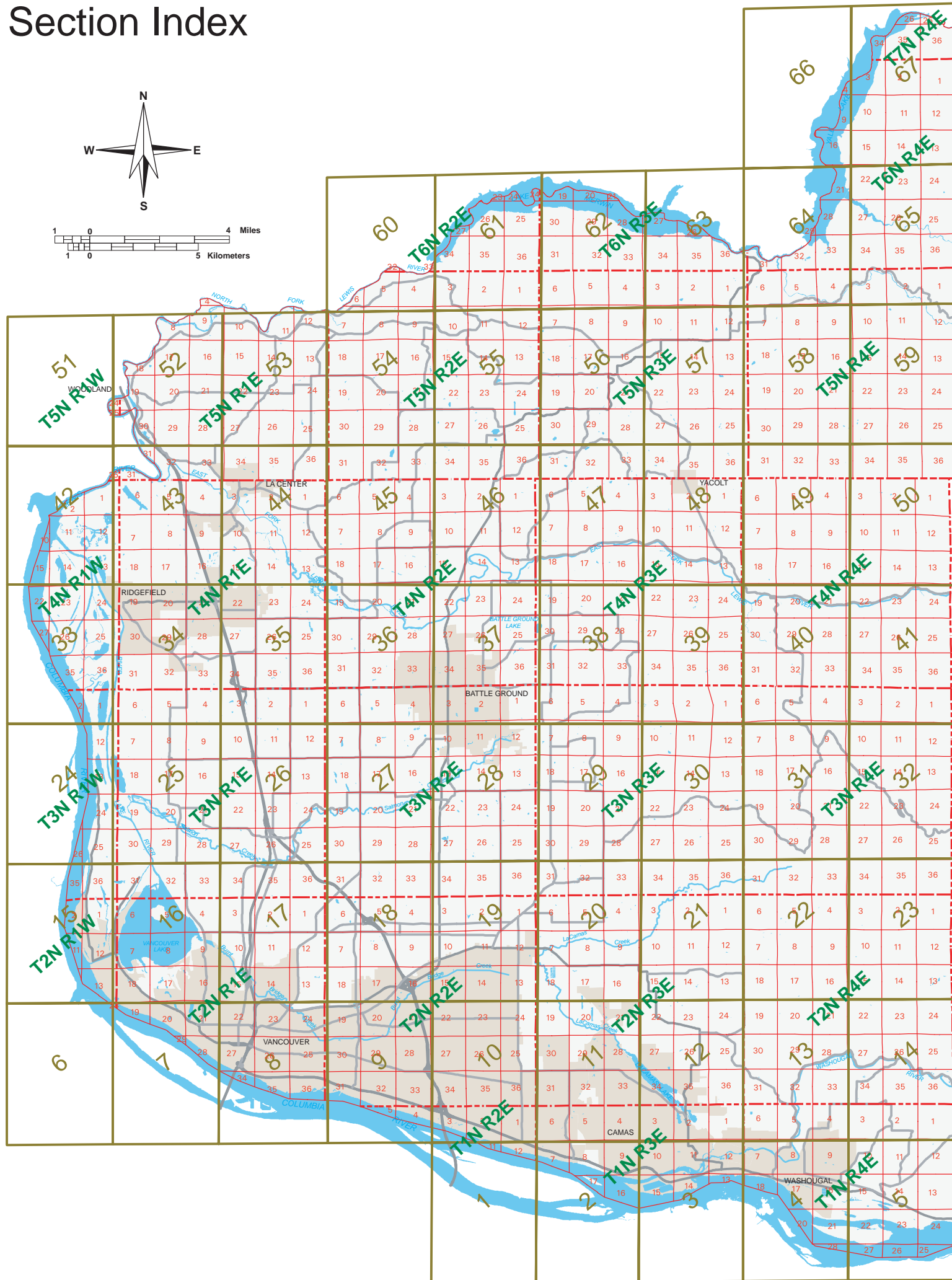
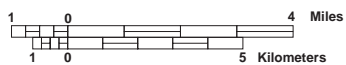
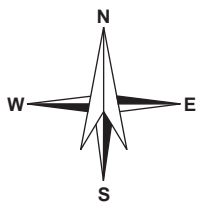
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Section Index



APPENDIX A

Standard
Arterial
Cross-sections

Pa-4b

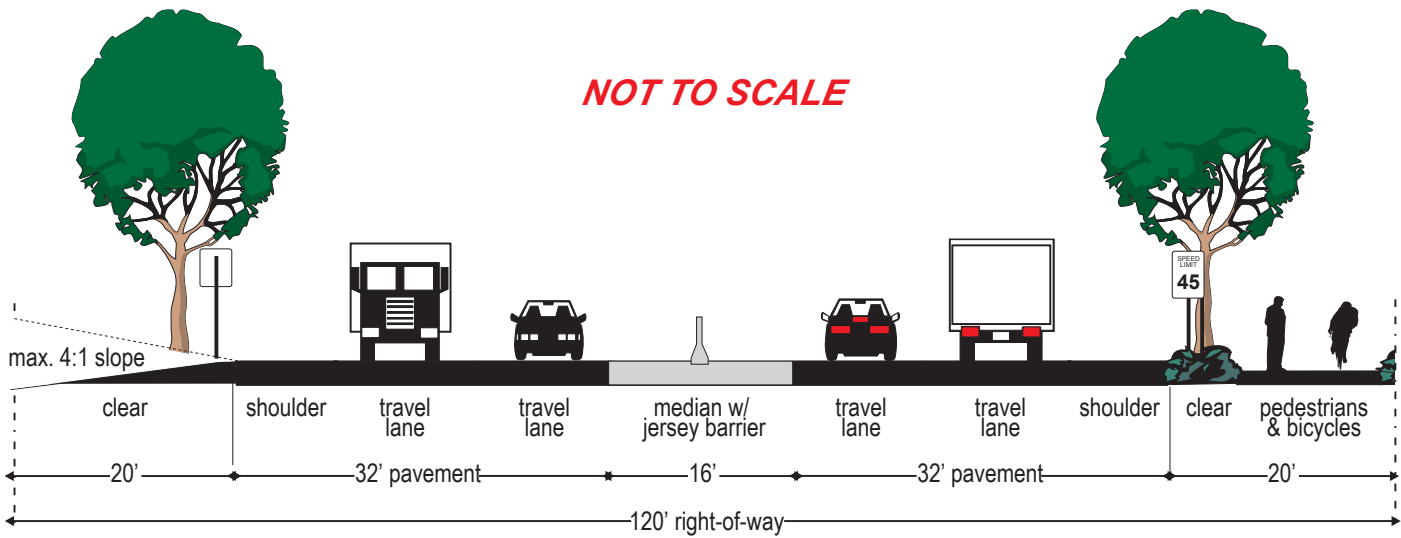
4-lane Principal Arterial Parkway



Principal arterial parkway is the highest arterial classification. Their purpose is to move high volumes of relatively long distance traffic speedily across the county or region. Direct land service is prohibited or minimal, and then only to major activity centers of regional impact. The level of fixed route transit service is high; bicycle and pedestrian activity is on a parallel trail facility.

Left: Padden Parkway

For technical specifications, refer to Chapter 40.350.030, Clark County Code



- Street Width: 74-80 ft.
- Right-of-way: 120 ft.
- Design Volume: <24,000 vehicles per day
- Design Speed: 50 MPH
- Typical Posted Speed: 45 MPH
- Maximum Grade: 6 to 9 percent
- Cross Streets: Min. 1,000 ft. separation

4-lane Principal Arterial with CLT

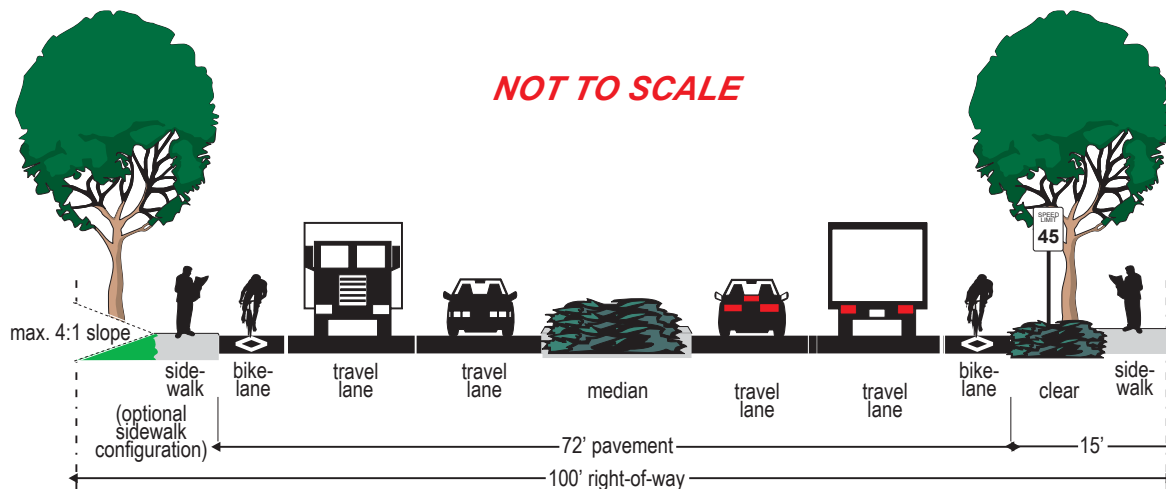
Pr-4cb



Principal arterials are of great importance in the regional transportation system as they carry a high proportion of the total urban area travel on a minimum of roadway mileage. Principal arterials move high volumes of traffic speedily across the county or region, but with volumes and speeds below those of the principal arterial parkway classification. Access is generally limited to intersections with other arterials and collectors. Direct land access is minimal and controlled, but less restrictive as compared to principal arterial parkway. The level of fixed route transit service is high; bicycle and pedestrian activity are low.

Left: NE 78th Street looking west to NE 13th Avenue. The center median has been replaced with a center left turn lane. This street also varies from the standard in that the sidewalks are adjacent to the curb. *Note: This section of road is a variation from the adopted Pr-4cb standard.*

For technical specifications, refer to Chapter 40.350.030, Clark County Code



- Street Width: 72 ft.
- Right-of-way: 100 ft.
- Design Volume: <24,000 vehicles per day
- Design Speed: 50 MPH
- Typical Posted Speed: 45 MPH
- Maximum Grade: 6 to 9 percent
- Cross Streets: Min. 600 ft. separation

M-4cb

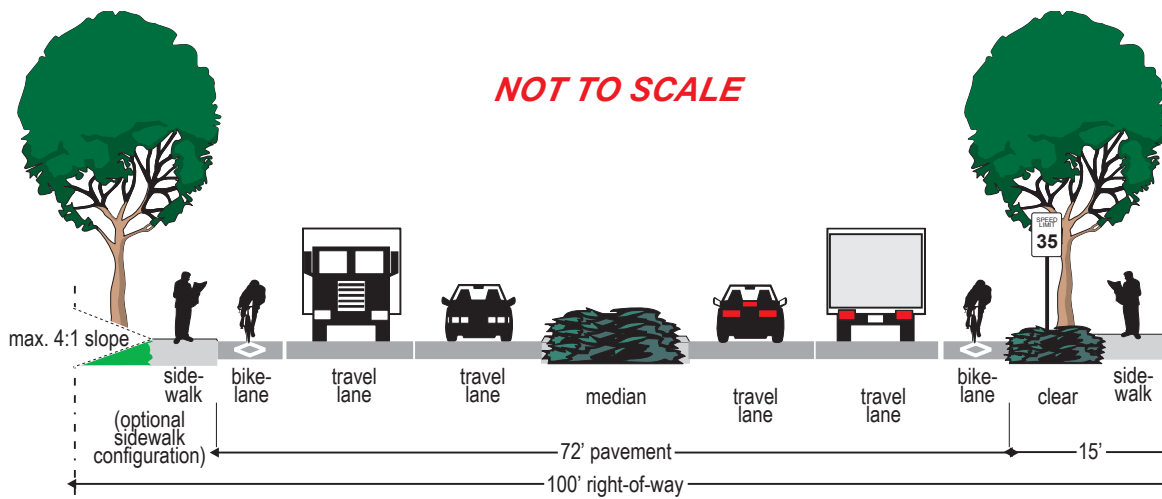
4-lane Minor Arterial with CLT & bike lanes



Minor arterials collect and distribute traffic between principal arterials and streets of lower classification, thus providing for movement within subareas of the county. They are primarily designed to accommodate through-traffic but may provide direct access for more intensely developed properties. Fixed route transit, bicycle, and pedestrian activity is moderate.

Left: SE 136th Avenue looking north from Wy East Middle School. This facility has the sidewalks adjacent to the curbs.

For technical specifications, refer to Chapter 40.350.030, Clark County Code



- Street Width: 72 ft.
- Right-of-way: 100 ft.
- Design Volume: <24,000 vehicles per day
- Design Speed: 40 MPH
- Typical Posted Speed: 35 MPH
- Maximum Grade: 6 to 10 percent
- Cross Streets: Min. 500 ft. separation

2-lane Minor Arterial with CLT & bike lanes

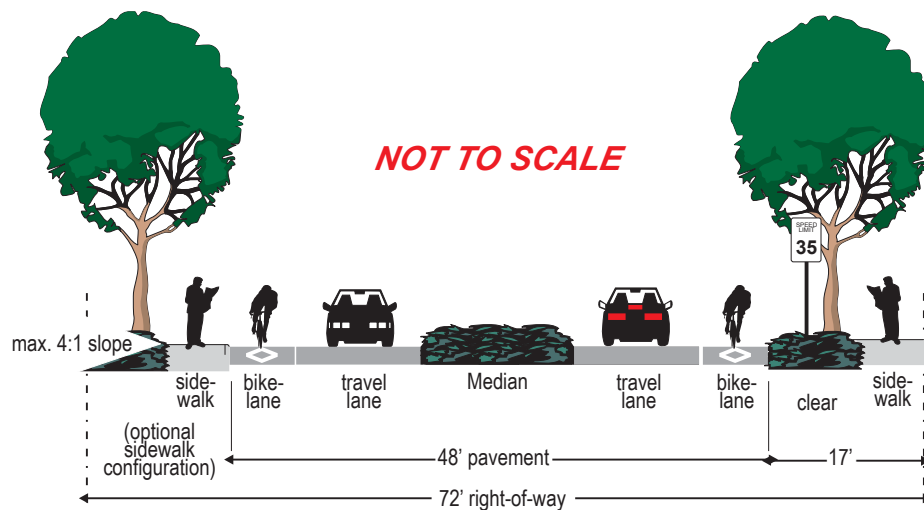
M-2cb



Minor arterials collect and distribute traffic between principal arterials and streets of lower classification, thus providing for movement within subareas of the county. They are primarily designed to accommodate through-traffic but may provide direct access for more intensely developed properties. Fixed route transit, bicycle, and pedestrian activity is moderate.

Left: NE 99th Street

For technical specifications, refer to Chapter 40.350.030, Clark County Code



Street Width:	48 ft.
Right-of-way:	72 ft.
Design Volume:	<16,000 vehicles per day
Design Speed:	40 MPH
Typical Posted Speed:	35 MPH
Maximum Grade:	6 to 10 percent
Cross Streets:	Min. 500 ft. separation

C-2cb

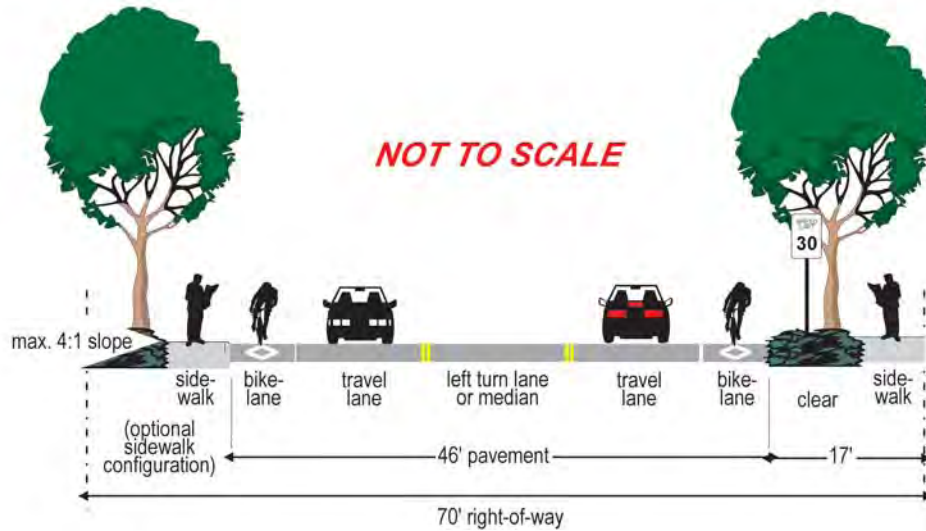
2-lane Collector with CLT & bike lanes



Collector streets connect local traffic to arterial roads. Access to abutting properties and parking is controlled through the use of raised channelization, driveway spacing, and pavement markings. Typically, collectors are not continuous for any great length, nor do they form a network by themselves. Fixed route transit service is low while bicycling and pedestrian activity ranges from moderate to high.

Left: NE 88th Street

For technical specifications, refer to Chapter 40.350.030, Clark County Code



Street Width:	46 ft.
Right-of-way:	70 ft.
Design Volume:	<16,000 vehicles per day
Design Speed:	35 MPH
Typical Posted Speed:	30 MPH
Maximum Grade:	7 to 10 percent
Cross Streets:	Min. 275 ft. separation

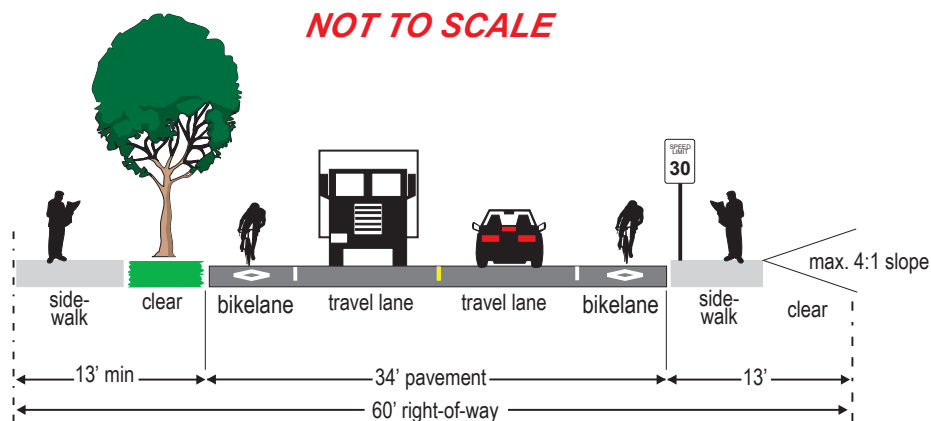
2-lane Collector with bike lanes

C-2b

Collector streets connect local traffic to arterial roads. Access to abutting properties and parking is controlled through the use of raised channelization, driveway spacing, and pavement markings. Typically, collectors are not continuous for any great length, nor do they form a network by themselves. Fixed route transit service is low while bicycling and pedestrian activity ranges from moderate to high.

Photo unavailable.

For technical specifications, refer to Chapter 40.350.030, Clark County Code



Street Width:	34 ft.
Right-of-way:	60 ft.
Design Volume:	2,000 to 12,000 vehicles per day
Design Speed:	35 MPH
Typical Posted Speed:	30 MPH
Maximum Grade:	7 to 10 percent
Cross Streets:	Min. 275 ft. separation

C-2

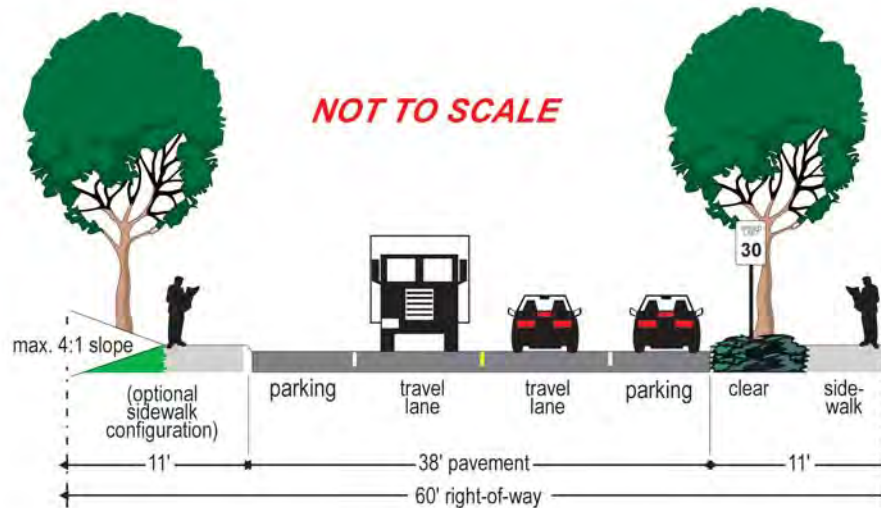
2-lane Collector



Collector streets connect local traffic to arterial roads. Access to abutting properties and parking is controlled through the use of raised channelization, driveway spacing, and pavement markings. Typically, collectors are not continuous for any great length, nor do they form a network by themselves. Fixed route transit service is low while bicycling and pedestrian activity ranges from moderate to high.

Left: NW 9th Avenue looking south from NW 92nd Street. On-street parking is allowed on this particular street. Sidewalks have been constructed immediately adjacent to the curbs.

For technical specifications, refer to Chapter 40.350.030, Clark County Code



Street Width:	38 ft.
Right-of-way:	60 ft.
Design Volume:	2,000-12,000 vehicles per day
Design Speed:	35 MPH
Typical Posted Speed:	30 MPH
Maximum Grade:	7 to 10 percent
Cross Streets:	Min. 275 ft. separation

2-lane Rural Major Collector

R-2

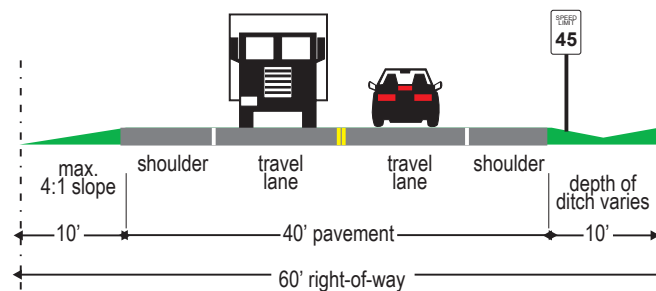


Rural major collectors are usually extensions of urban principal arterials and some urban minor arterials into the rural area. Their primary purpose is to link rural activity centers with larger towns nearby, and to connect them to state arterial routes. Mostly, they serve intra-county travel. Land access remains subordinate to traffic movement. The level of fixed route transit, bicycle, and pedestrian activity is low.

Left: NE 10th Avenue

For technical specifications, refer to Chapter 40.350.030, Clark County Code

NOT TO SCALE



Street Width:	40 ft.
Right-of-way:	60 ft.
Design Volume:	<10,000 vehicles per day
Design Speed:	30-50 MPH
Typical Posted Speed:	25-45 MPH
Maximum Grade:	6 to 10 percent
Cross Streets:	Min. 500 ft. separation

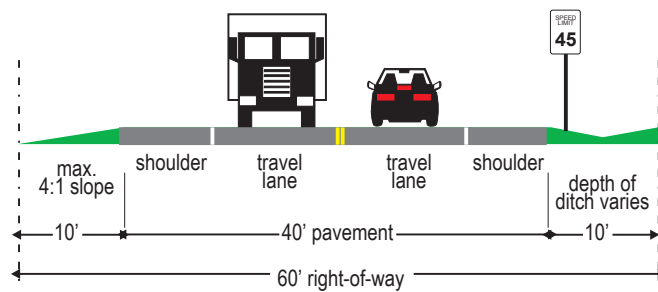
Rm-2

Rural minor collectors are usually extensions of urban principal arterials and some urban minor arterials into the rural area. Their primary purpose is to link rural activity centers with larger towns nearby, and to connect them to state arterial routes. Mostly, they serve intra-county travel. Land access remains subordinate to traffic movement. The level of fixed route transit, bicycle, and pedestrian activity is low.

Photo unavailable.

For technical specifications, refer to Chapter 40.350.030, Clark County Code

NOT TO SCALE



Street Width:	40 ft.
Right-of-way:	60 ft.
Design Volume:	>5,000 vehicles per day
Design Speed:	30-50 MPH
Typical Posted Speed:	25-45 MPH
Maximum Grade:	6 to 10 percent
Cross Streets:	Min. 275 ft. separation

Appendix B

West Felida Subarea Circulation Plan

NE 88th Street Subarea Circulation Plan

Adopted sub-area
circulation plans

West Felida Circulation Plan



NE 88th Street Subarea Circulation Plan



