

Transportation System Plan

Sounding Board

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September 21, 2021



Agenda

- Welcome – 5 min
- Sounding Board Topic schedule – 5 min
- Sounding Board Feedback on Freight, Rail and Aviation – 15 min
- Monthly topic: Pedestrians and Bikes – 60 min
- Sounding Board Feedback on Pedestrians and Bikes – 25 min
- Next Month's topic and Sounding Board Schedule – 5 min
- Public Input – 5 min



Sounding Board Topic Schedule

Date (3rd Tuesday of each month)	Agenda Items
6/15	Introduction to Sounding Board
7/20	Topic: Vehicular Transportation
8/17	Feedback Consensus: Vehicular Transportation Topic: Freight, Rail, Aviation
9/21	Feedback Consensus: Freight, Rail, Aviation Topic: Pedestrians, Bikes
10/19	Feedback Consensus: Pedestrians and Bikes Topic: Transit
11/16	Feedback Consensus: Transit Topic: Neighborhood Circulation
12/21	Feedback Consensus: Neighborhood Circulation Topic: Regional Circulation
1/18	Feedback Consensus: Regional Circulation Topic: Diversity, Equity and Inclusion
2/15	Feedback Consensus: Diversity, Equity and Inclusion
3/15	Final Plan Development



Freight, Rail and Aviation Questions – August 2021

- Do our existing policies support growth of our Ports, Airports, and Freight?
- Do we have an adequate amount of designated freight-truck routes for oversize/overweight truck loads and hazardous materials?
- What can Clark County do to better accommodate freight movements in the transportation system?



Sounding Board Review – Summary Feedback

- Chelatchie Prairie Railroad needs to be prioritized
 - Implement the St. Johns/Barberton Sub-Area Plan
 - Fix railroad and street crossings to make it safe for trains, pedestrians, and vehicles
 - The Rail crossing at Cedars can isolate a whole neighborhood when a train is stopped at the NE 181st Street
 - Policy 5.4.4 should be rewritten because grade separating rail and transportation is not always financially feasible; maybe apply when benefits exceed costs.
- Industrial Development
 - Policy 9.7.1 Prioritize infrastructure development in advance of need to areas that are suitable for industrial development.
 - Clark County is not implementing this policy
 - Industrial development is vulnerable to adjacent lands. Adjacent residential land can limit the feasibility to develop industrial land.



Sounding Board Review – Summary Feedback (Continued)

- Trucking

- Freight is changing. Clark County needs to analyze trends in trucking and study how the transportation system should respond to the next generation of moving freight.
- The transportation routes long-haul truckers use compared to service trucking may be different. Clark County should study the different users and identify the transportation needs of these different users. Direct conversations with these truckers need to happen.

- Airports

- Coordinate with Port of Camas/Washougal to promote Grove Field.
- Incorporate references to WSDOT Aviation's Plan into the Comprehensive Plan.
- Coordinate with private airport owners to identify their needs.



Sounding Board Questions - September

1. Does the Bicycle and Pedestrian Master Plan reflect our current needs?
2. To what extent should the county retrofit existing neighborhoods to add sidewalks?
3. Should private roads in the urban area be required to construct a sidewalk on both sides of the road?
4. Should we plan our bike infrastructure based on type of riders (interested, but concerned, somewhat confident, highly confident)?



Pedestrian & Bicycle Comprehensive Plan Policies

Clark County Countywide Planning Policies

5.0.1 Clark County, Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Organization (RTPO), state, bi-state, municipalities and C-TRAN shall work together to establish a truly regional transportation system which:

- reduces reliance on single occupancy vehicle transportation through development of a balanced transportation system which emphasizes transit, high-capacity transit, bicycle and pedestrian improvements and transportation demand management;
- encourages energy efficiency;
- recognizes financial constraints; and,
- minimizes environmental impacts of the transportation systems development, operation and maintenance.

Clark County 20-Year Goals and Policies

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

- 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.



Pedestrian & Bicycle Comprehensive Plan Policies

Goal: Develop a multi-modal transportation system.

5.2 Multi-modal System Policies

- 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.
- 5.2.11 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.
- 5.2.13 Design and construct complete streets wherever feasible and practicable.

Goal: Ensure mobility throughout the transportation system.

5.4 System Mobility Policies

- 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.



Pedestrian & Bike Comprehensive Plan Policies

Goal: Provide a safe transportation system

5.5 System Safety Policies

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

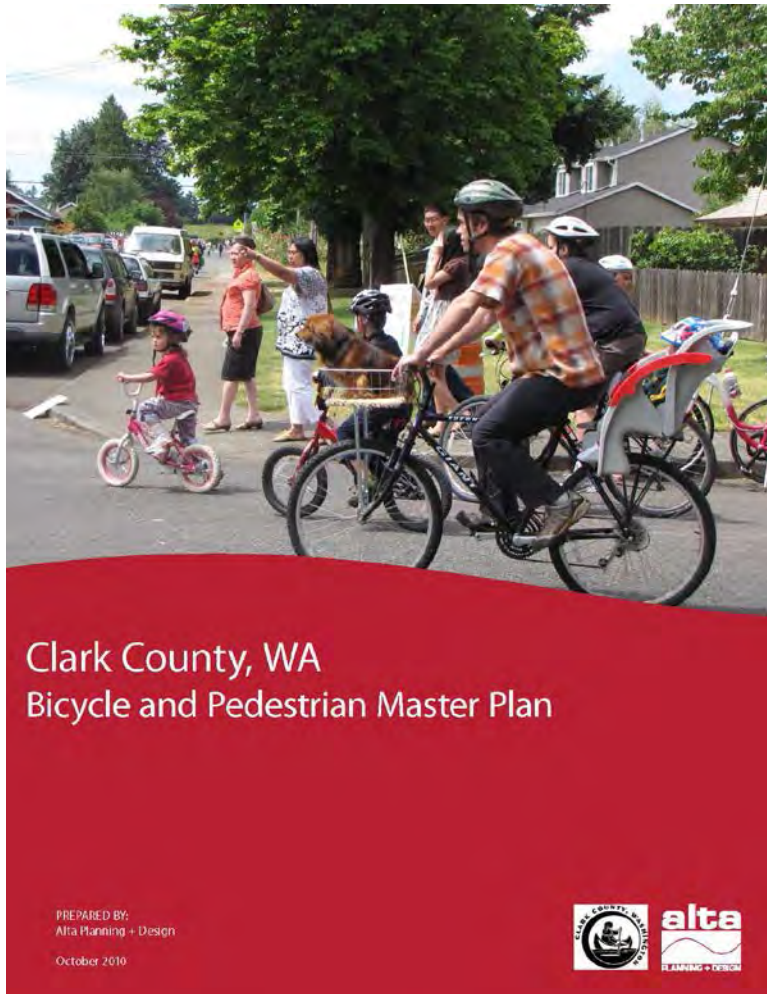
Goal: Develop a balanced finance program, which ensures that new development pays the costs of its impacts and that adequate public financing is pursued and available.

5.6 System Funding Policies

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



Clark County Bicycle and Pedestrian Master Plan, 2010



- 20-year vision and implementation strategy that seeks to increase the number of people walking and bicycling while improving walking and bicycling safety throughout the county.
- Recommended bikeways, walkways, and trails connect key destinations in and around Clark County.
- Improvements vary from low-cost measures yielding immediate results, such as re-striping of streets to accommodate bike lanes, to longer-term strategies for transforming Clark County into a truly bicycle- and pedestrian-friendly community.



Clark Communities Bicycle and Pedestrian Advisory Committee



The screenshot shows the Clark County Public Works website. The header includes the Clark County logo, the text "PUBLIC WORKS", and a search bar. Below the header is a navigation menu with links: "How do I...", "Services", "Departments", "Elected Offices", and "Maps & Records". The main content area is titled "Overview" and features a sidebar with a list of services: Public Works, About Public Works, Contractors and consultants, Equal opportunity - Title VI, Chelatchie Prairie Railroad, Flooding, Legacy lands and natural resources, Parks and trails, Property and survey, Roads and bridges, SEPA, Stormwater, Traffic, Transportation, Transportation Improvement Program, Sidewalks, Congestion and safety management, Traffic impact fees, Transportation Planning, Bike and Pedestrian Advisory Committee, Overview, Documents and Maps, Meetings, Related Information, Buses and bike paths, Vegetation and weed management, Volunteer, Wastewater, Contact, Frequently asked questions, and News. The "Bike and Pedestrian Advisory Committee" link is highlighted. The main content area includes an "Overview" section, a "Get project updates" section, a "Get Involved" section, a "Participate in a Bike Transportation Survey" section, and an "Attend a public meeting" section. The "Overview" section states that the Clark County Bicycle and Pedestrian Master Plan (Plan) aims to provide a system complementary to the existing/future roadway and trail network for access to major destinations. It also mentions that in 2010, Clark County created a Bicycle and Pedestrian Advisory Committee to advise the county and participating city and state government staff on matters involving bicycle and pedestrian transportation. The "Get project updates" section encourages users to join an email list. The "Get Involved" section lists several ways to get involved in the planning process. The "Participate in a Bike Transportation Survey" section states that Clark County residents are asked to take a 17-question survey that will help Clark County Public Works and Public Health identify areas and projects to increase cyclist safety throughout the county. The survey is open from July 1, 2021, and will close January 1, 2022. The "Attend a public meeting" section states that advisory committees representing pedestrians, cyclists, and technical staff are guiding our work.

The committee's role is to advise Clark County (County) and participating City and State government staff on matters involving transportation for people walking and bicycling.

Responsibilities include advising on the implementation of the vision of the Clark County Bicycle and Pedestrian Master Plan.



Logo created by Clark College Graphic Design Student, Jordan Heup-Vidinha, 2015

Bike Map to Explore Clark County





Clark Communities Bicycle and Pedestrian Advisory Committee

Participate in a Bike Transportation Survey

Clark County residents are asked to take a 17-question survey that will help Clark County Public Works and Public Health identify areas and projects to increase cyclist safety throughout the county.

The survey is open from July 1, 2021, and will close January 1, 2022.

The survey is available in [English](#), [Russian](#) and [Spanish](#).



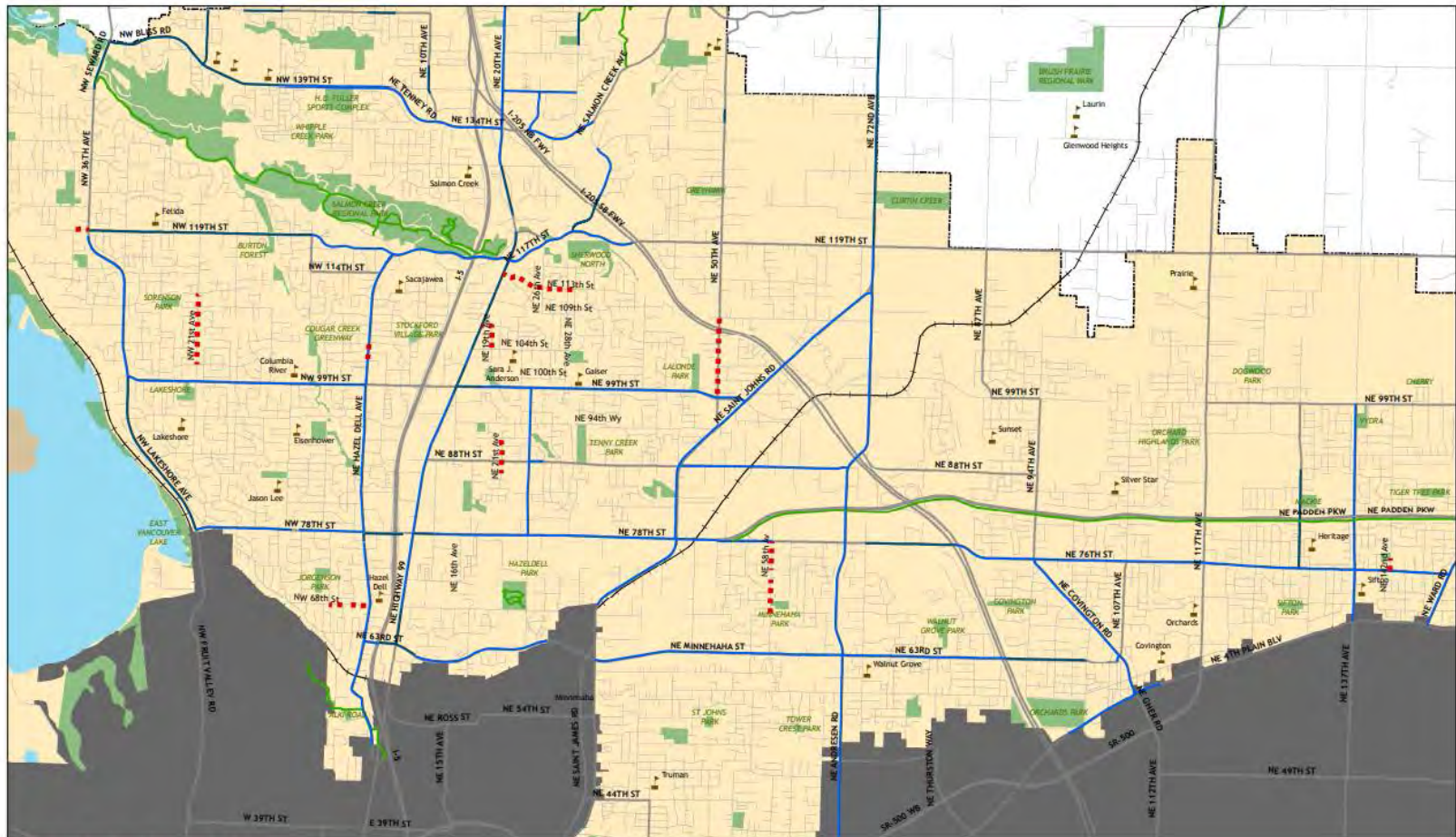


Clark County Bicycle and Pedestrian Master Plan

- Objectives and actions are designed to guide the way the public improvements are made, where resources are allocated, how programs are operated, how department priorities are determined, and how private development is designed.
- Policies are organized into the categories of:
 - Developing a Bicycle and Pedestrian Network
 - Jurisdictional Coordination
 - Traffic Management/Demand Management
 - Education, Encouragement and Safety Programs
 - Funding
 - Bicycle and Pedestrian Supportive Land Uses



Priority sidewalk projects



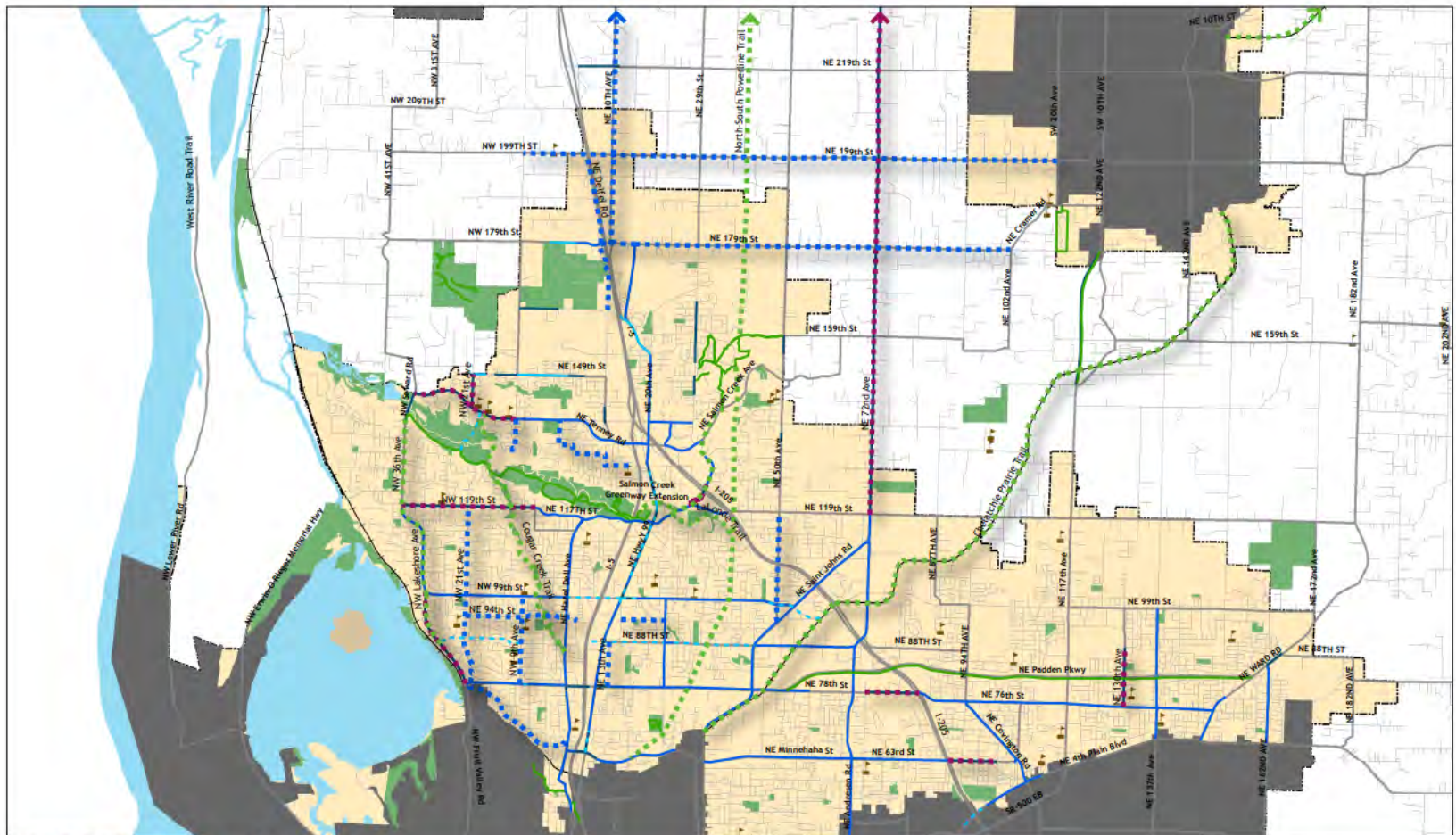
Map 4. Priority Sidewalk Projects

Clark County
Bicycle and Pedestrian Master Plan
Source: Data obtained from Clark County
Author: H&K
Date: September 2010

--- Priority Sidewalk Projects
 --- Off-Street Trail
 --- Shoulder Bikeway
 --- Railroad
 ■ Parks
--- Bike Lane
■ School
 Urban Growth Boundary



Top Tier Bikeway and Trail Projects



Map 5. Top Tier Bikeway and Trail Projects

Clark County
Bicycle and Pedestrian Master Plan

Source: Data obtained from Clark County
Author: 1999
Date: September 2010

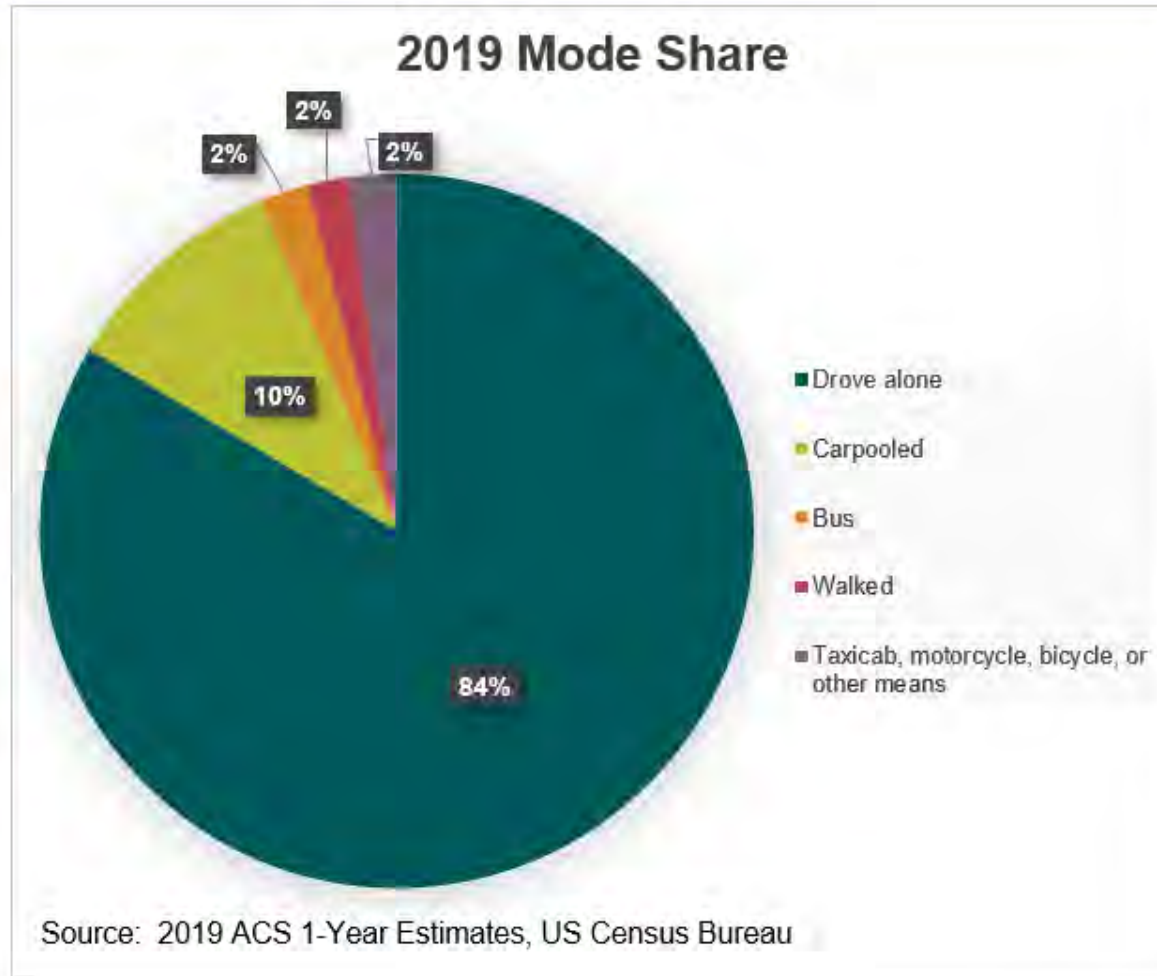
- Planned projects
- ... Bikeway projects
- Restriping bike lane projects
- Trail and pathway projects

- Off-Street trails and pathways
- Bike lane
- Bike lane one-side
- Shoulder bikeway

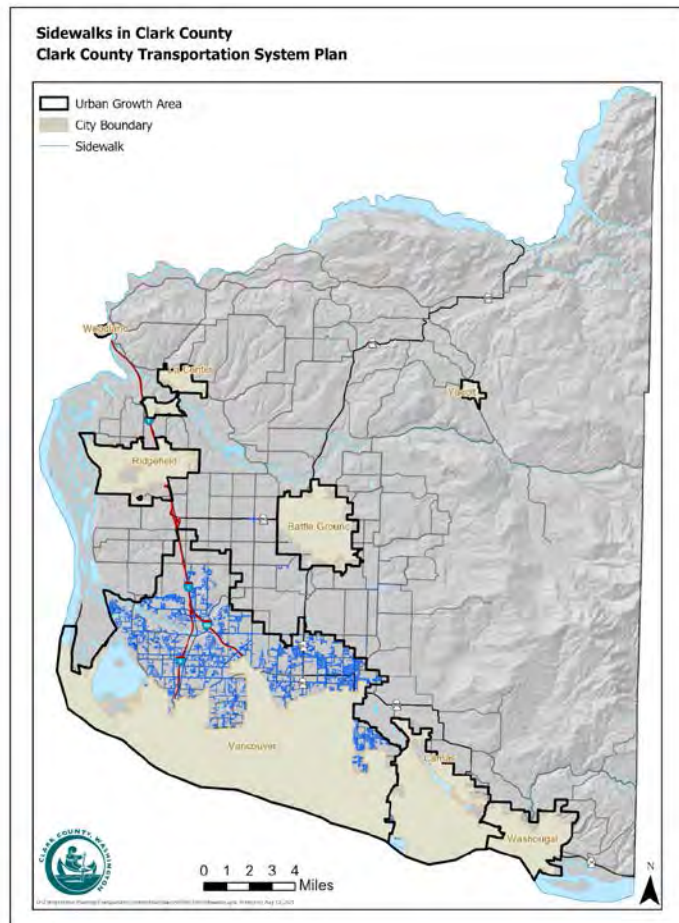
- Railroad
- School
- Parks
- Urban growth boundary



Mode Share – Commuter Transportation: 2019



Existing conditions - sidewalks



Most new sidewalks are constructed as part of larger road projects, park projects and private development. In developed areas, the county's sidewalk program helps extend existing sidewalks for short distances to fill gaps and make connections to existing sidewalks.

Clark County's sidewalk program is largely funded by the property tax-based County Road Fund, supplemented by occasional state or federal grants. Funding for the program is set during annual updates of Clark County's [Transportation Improvement Program](#).

Since 2007, Public Works has constructed 38.25 miles of sidewalk at a cost of \$28.6 million, including sidewalks on large road projects. In established neighborhoods, the county's sidewalk program has invested \$10.7 million to complete 7.6 miles of new sidewalk.



Sidewalk Requirements for New Developments

- Urban Public Road Standards:

Sidewalks shall be constructed along both sides of all public roads in urban areas.

Five (5) feet wide on local streets.

Six (6) feet wide on collectors and arterials, when abutting street.

Five (5) feet wide on collectors and arterials, when separated by planting strip.

- Urban Private Road Standards:

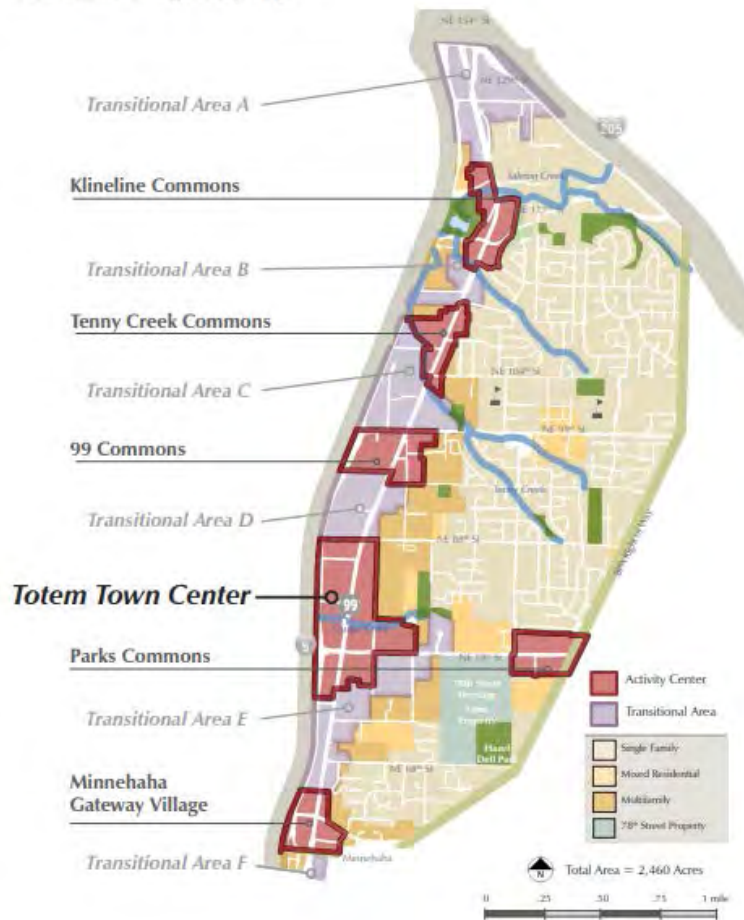
Sidewalks shall be constructed on one side of private roads in urban areas

Five (5) feet wide



Sidewalk Requirements – Hwy 99 Sub Area

2.0.3 Sub-Area Regulatory Map



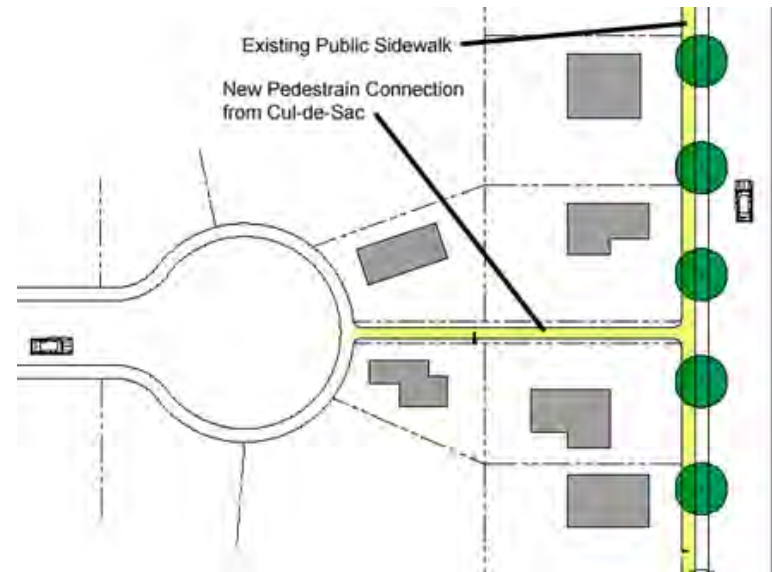
- Must be separated by 4-foot planting strips
- All streets in Activity Centers: 8 feet
- All streets in Transitional Areas: 6 feet, except 8 feet for Highway 99 where right-of-way widths allow.
- Arterials and collectors in residential zones and all streets in Multifamily Overlays: 6 feet.
- Local access roads in Single Family and Mixed-Residential Overlays: 5 feet.

Accessway Requirements

- Clark County Code 40.350.015

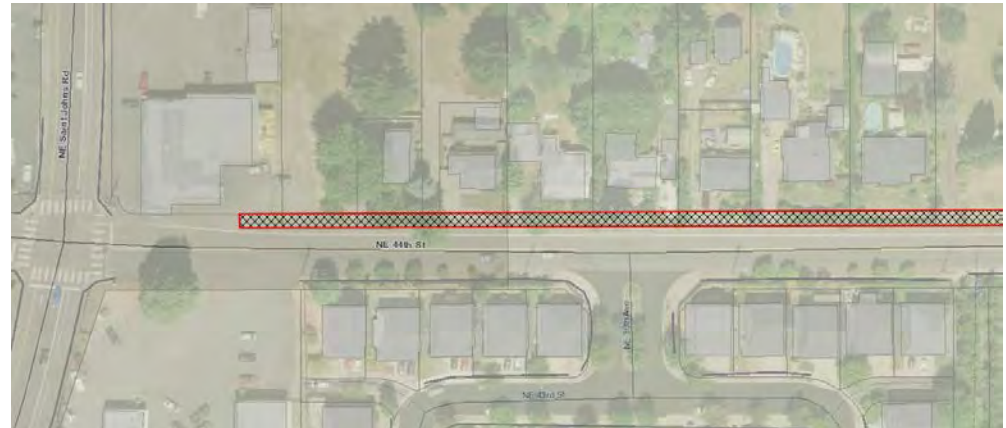
Requires pedestrian connections to new neighborhoods when adjacent to collector and arterial streets.

Improves new neighborhood connections to parks, schools, transit stops, retail centers, medical, and public facilities





Retrofitting Existing Neighborhoods with Sidewalks



Bicycle Requirements

- **Urban Public Road Standards:**

Bike lanes shall be included in the reconstruction or new construction of any arterial or collector street if bike lanes are indicated in the Arterial Atlas or as required by the County Engineer.

Bike lanes shall include signage and pavement markings in conformance with the Manual on Uniform Traffic Control Devices.

Bike facilities shall have an unobstructed vertical clearance of not less than eight (8) feet.

Six (6) feet wide on collectors and arterials.

- Rural area developments outside rural centers are not subject to the bicycle circulation requirements.
- Bike lanes, when required by the road classification, are subject to the following:

Bike lanes may abut travel lanes or be located outside of the curb line, depending on the feasibility of existing and future connections.

When combined with pedestrian paths, the combined width shall be a minimum of ten (10) feet wide.

Bike lanes shall be continuous through a development, i.e., cannot be interrupted by curb extensions or other features.

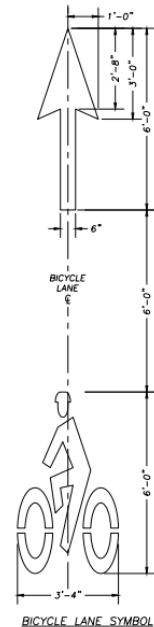
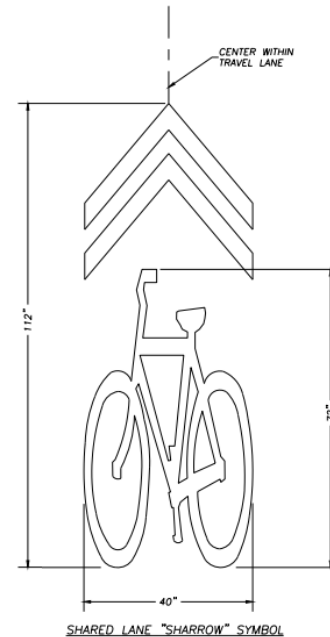
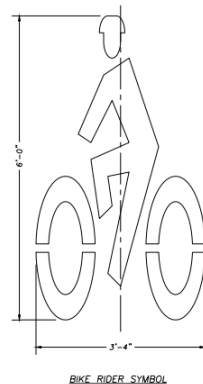


Bicycle Signage



vehicle/bicycle use low posted speeds (25 MPH) or low traffic volumes (3,000 ADT or less).

Curb-to-curb widths range between 40' and 50'



Green Bike Lane and Striping

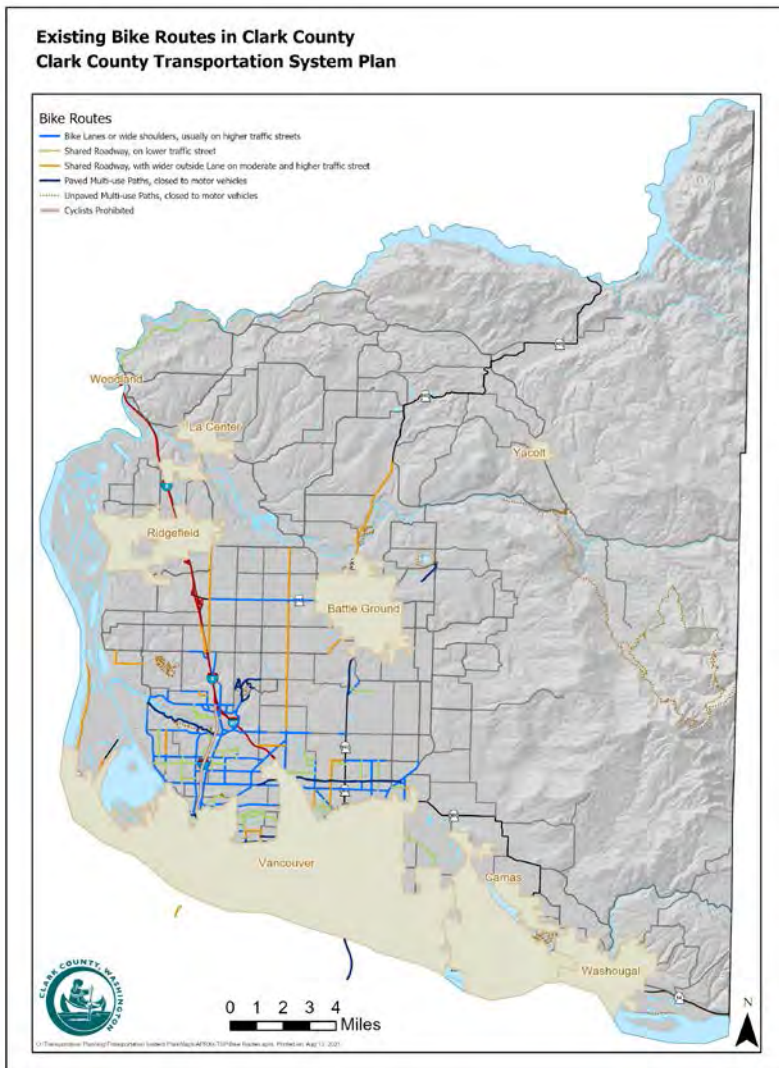
Bicycle lanes use green color under one of the following conditions:

- The bike lane crosses a heavily used right turn lane; or
- Traffic in a channelized right turn lane crosses a bike lane; or
- History of motor vehicle-bicycle crashes; or
- Documented conflicts (failure of motor vehicle yielding to bicyclist).



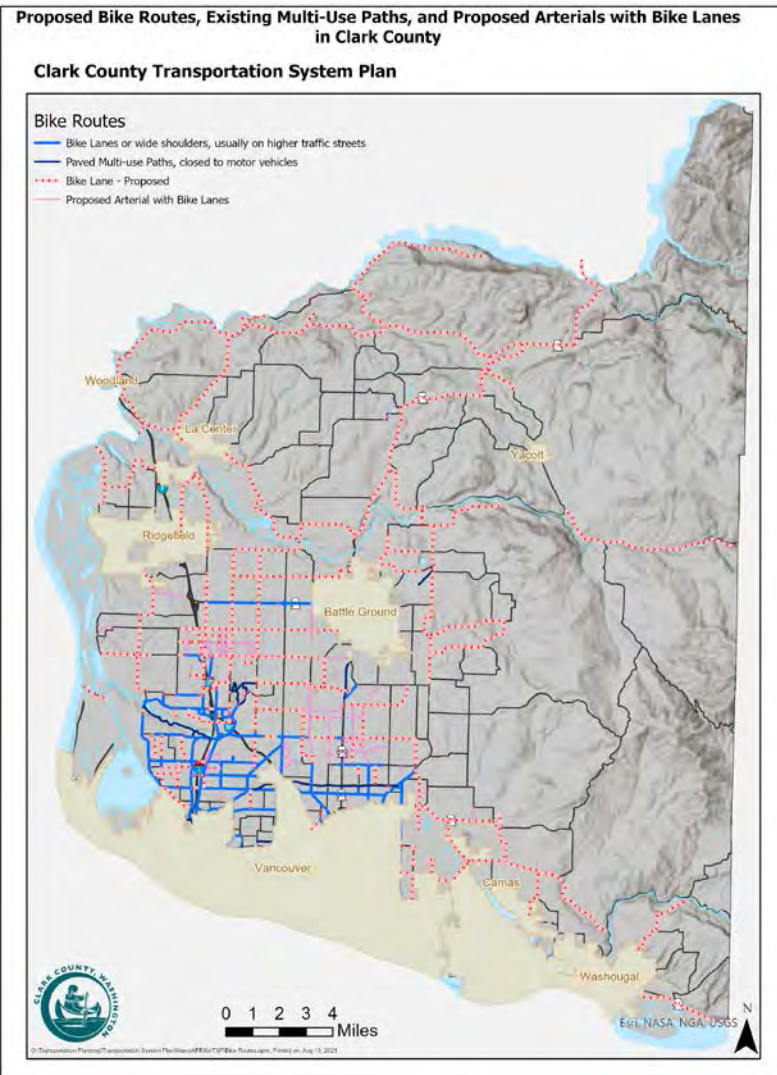
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Existing Conditions – Bicycle Infrastructure



- 65 miles of bike lanes in unincorporated Clark County.
- Bicycle lanes are near vehicle travel lanes, marked with striping and pavement stencils, for the exclusive use of bicycles.
- Most new bike lanes are constructed as part of larger road projects, park projects and private development.

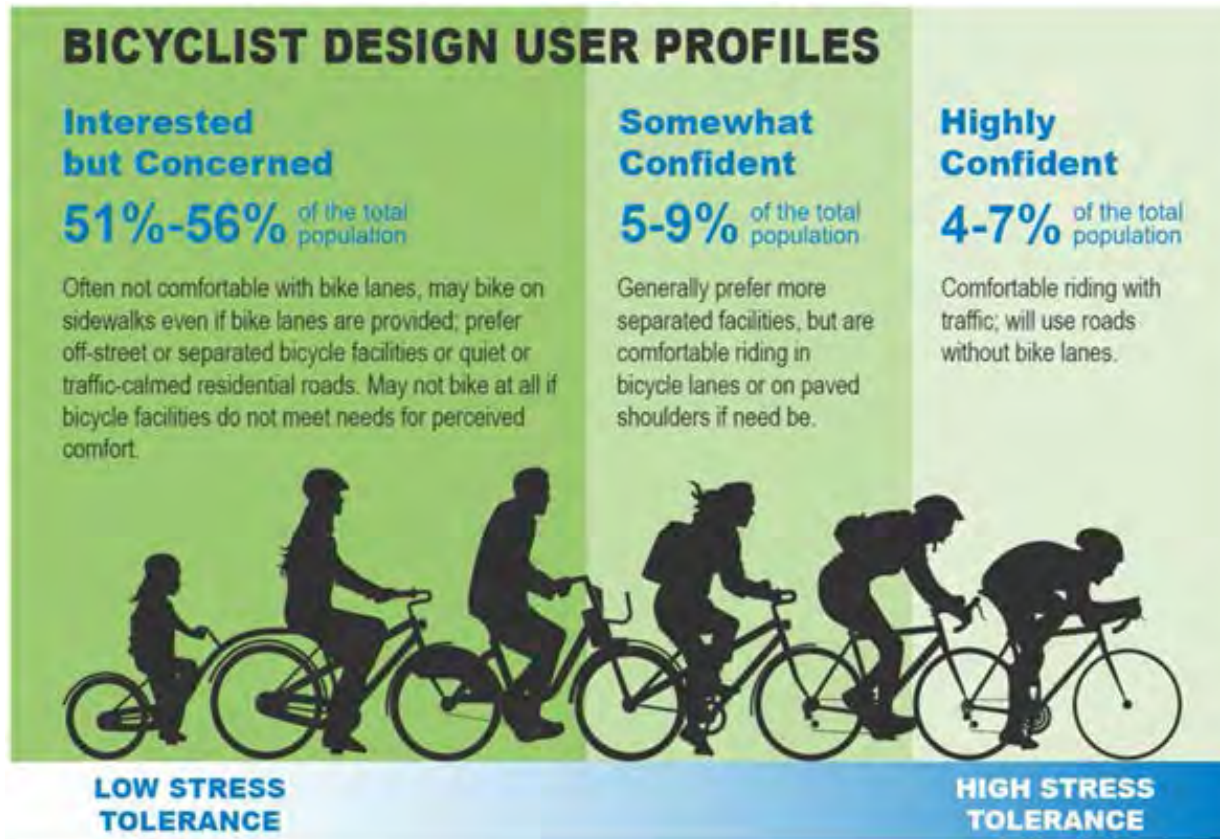
Proposed Bike Routes



- Clark County Bicycle and Pedestrian Master Plan presents a 20-year vision increasing people bike and walking in Clark County.
- Clark County gives high priority to establishing a multi-modal transportation system.

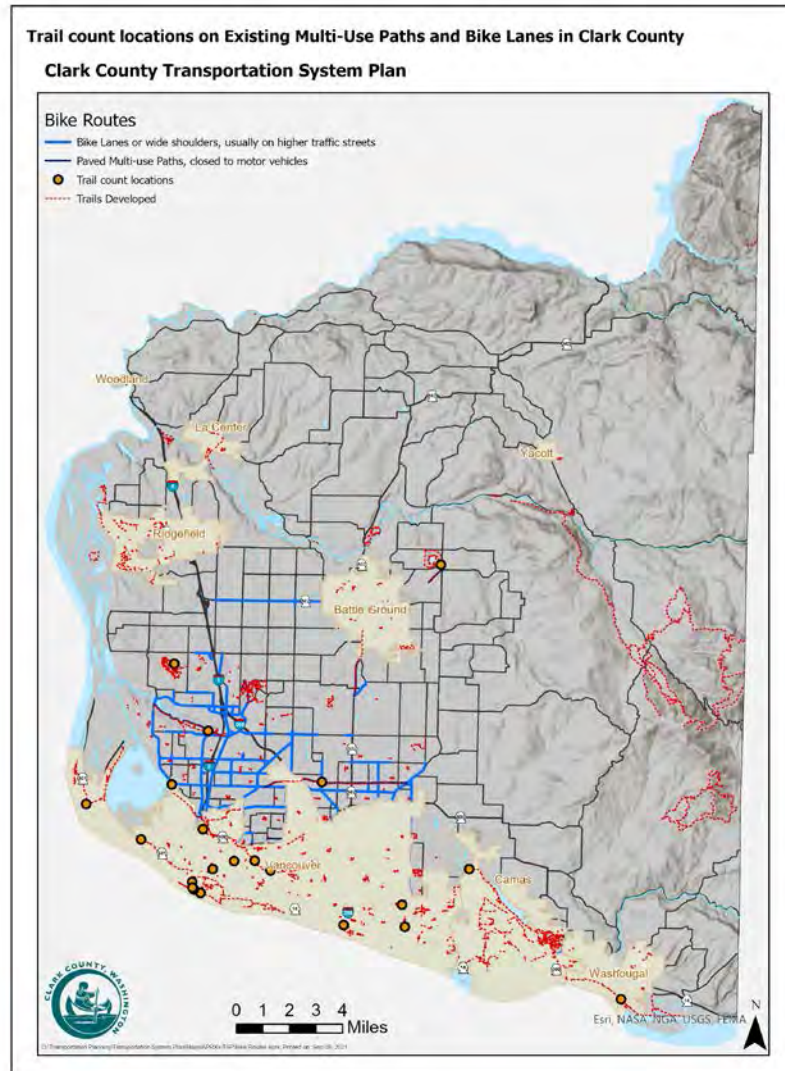


Bicycle Design User Profiles

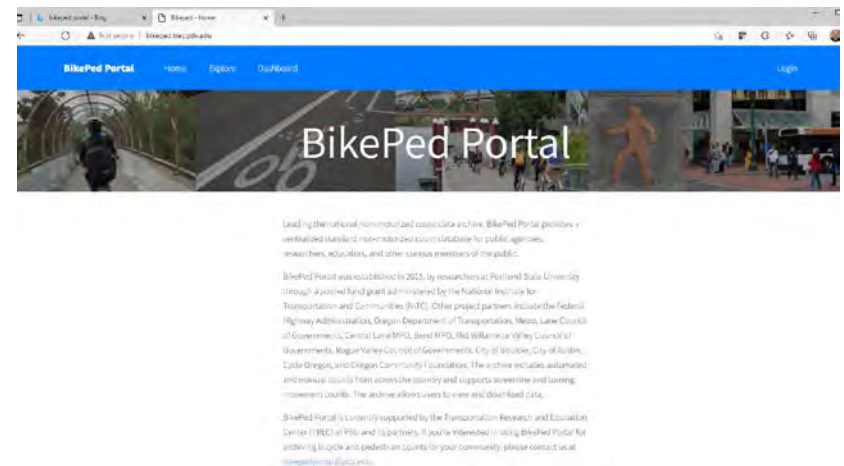


- Target design user influence safety, comfort, connectivity, and cohesion of the bicycle network.
- Comfort and stress are related.
- Exposure to high motor vehicle traffic speeds and volumes is primary contributor of stress.
- High-comfort/low stress networks serve the most people
- Low-comfort/high-stress networks serve the least people.

Bicycle and Pedestrian Count Stations



- Bicycle and pedestrian counts are manual or permanent counts.
- Portland State University BikePed Portal houses a non-motorized database showing 21 count stations.
www.bicaped.trec.pdx.edu



Pedestrian Count Stations



- Highway 99 and NE 78th Street FLIR camera includes the ability to count pedestrians and bicyclists traveling through the crosswalk.



- Gridsmart cameras at NE 78th Street and NE Hazel Dell Avenue also have the ability to perform bicycle-pedestrian counts.





Crash Data Review Ten Years (2011-2021), Bicyclists

Clark County Ten Years + Current Year, Crash Data Summary Involving Bicyclists						
Year	Total Crashes	Fatal	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	No Apparent Injury
2011	24		3	16	5	
2012	11		1	7	3	
2013	20			15	5	
2014	14		2	8	4	
2015	16		1	9	6	
2016	17			11	5	1
2017	9	1	1	6	1	
2018	15		1	8	6	
2019	13	1	2	6	3	1
2020	11		3	5	2	1
2021	11		1	4	3	3

Source: Washington State Department of Transportation, Washington State Crash Data Portal





Crash Data Review Ten Years (2011-2021), Pedestrians

Clark County Ten Years + Current Year, Crash Data Summary Involving Pedestrians						
Year	Total Crashes	Fatal	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	No Apparent Injury
2011	19	2	5	10	1	1
2012	17	2	6	7	2	
2013	14		2	9	3	
2014	19	2	4	10	3	
2015	25	4	1	11	9	
2016	23	1	7	6	9	
2017	19	1	6	6	6	
2018	15	2	5	4	4	
2019	18		8	2	7	1
2020	22	3	3	9	6	1
2021	9		5	4		

Source: Washington State Department of Transportation, Washington State Crash Data Portal



Sounding Board Questions

1. Does the Bicycle and Pedestrian Master Plan reflect our current needs?
2. To what extent should the county retrofit existing neighborhoods to add sidewalks?
3. Should private roads in the urban area be required to construct a sidewalk on both sides of the road?
4. Should we plan our bike infrastructure based on type of riders (interested, but concerned, somewhat confident, highly confident)?



Report Road Concerns

- Report a Road Concern

- For issues that don't require immediate attention, such as a pothole or vegetation issue, filling out an online maintenance request is an excellent way to report a road or park concern (link below).

<https://clark.wa.gov/public-works/report-park-road>

- Speeding

- Public Works also does not enforce speed laws or issue traffic and parking citations. Residents who want information about enforcement should contact the [Clark County Sheriff's Office](#) or call the sheriff's speeding hotline: 360.397.2211 ext. 5482.



Thank you

Comments, questions?

- Staff contacts:

- Gary Albrecht, Project Manager,
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- Matt Hermen, Transportation
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Thank you!

Comments and questions

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Vancouver, WA 98666-5000

