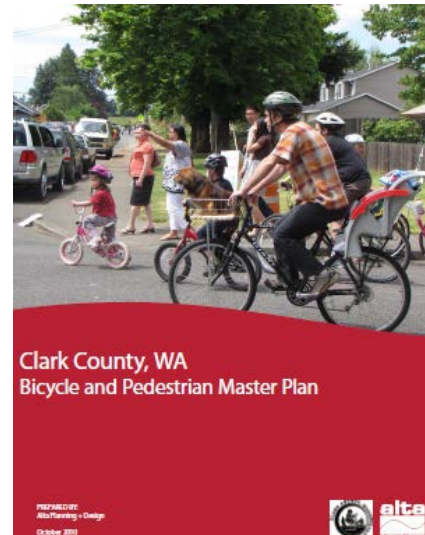


# Clark County Bicycle and Pedestrian Master Plan Overview

---

Gary Albrecht, Planner III

January 25, 2022



# Agenda

---

- BPAC overview
- Master Plan overview
- Vision Statement
- Challenges
- Priority Projects
- Implementation Strategies



# Bicycle and Pedestrian Advisory Committee

---

- Implements the vision of the Clark County Bicycle and Pedestrian Master Plan
- Bylaws
- Bicycle and Pedestrian web page



# Bike and Ped Plan Overview

---

## ■ Eight Chapters

- Introduction
- Existing Conditions
- Recommended Policies
- Recommended Prioritized Network
- Bicycle Parking Standards and Guidelines
- Design Program
- Education and Outreach Efforts
- Implementation Plan



# History

---

- 1972 Bicycle Plan
- 1996 Clark County Bicycle Commute Plan
- 2010 Clark County Bicycle and Pedestrian Master Plan



# Vision Statement

---

- Clark County Bicycle and Pedestrian Plan envisions an interconnected transportation system where:
  - People can bicycle or walk safely and conveniently to all destinations within reasonable walking or bicycling distance;
  - Schoolchildren will have safe routes to walk and cycle to school;
  - People can walk or ride to and from their transit stops and have a comfortable and convenient place to wait or transfer;



# Vision Statement

---

- Bicyclists and Pedestrians can enjoy Clark County's natural beauty;
- Appropriate transportation choices are available to all; and
- Transportation facilities are designed to encourage active transportation;
- Clark County will promote the economic development opportunities related to bicycling



# Challenges

---

- I-5 and I-205 major barriers for walking and biking
- Existing network discontinuous in places
- Funding
- Most roads have been built; requirements of bike and ped facilities would develop in existing right of way





## Challenges - Providing service within constraints

---

- Balanced approach: provide transportation choices for all modes of travel
- Bicycle and Pedestrian Advisory Plan committee recommendations: how do we implement?
  - Example: Bicycle and Pedestrian education in the schools
  - Partnerships: In this example, staff and members of the citizens could work with school districts
  - Grant funding: Previous examples - Washington Bikes, Kaiser Permanente



# Project scoring criteria

## Criteria Measurement

Each evaluation criterion was assigned a range of points, with the number of potential points reflecting the criterion's relative importance (based on input from County staff and the public). Objective measurements of each criterion were developed as shown in

Table 51.

Table 51. Project Criteria and Scoring

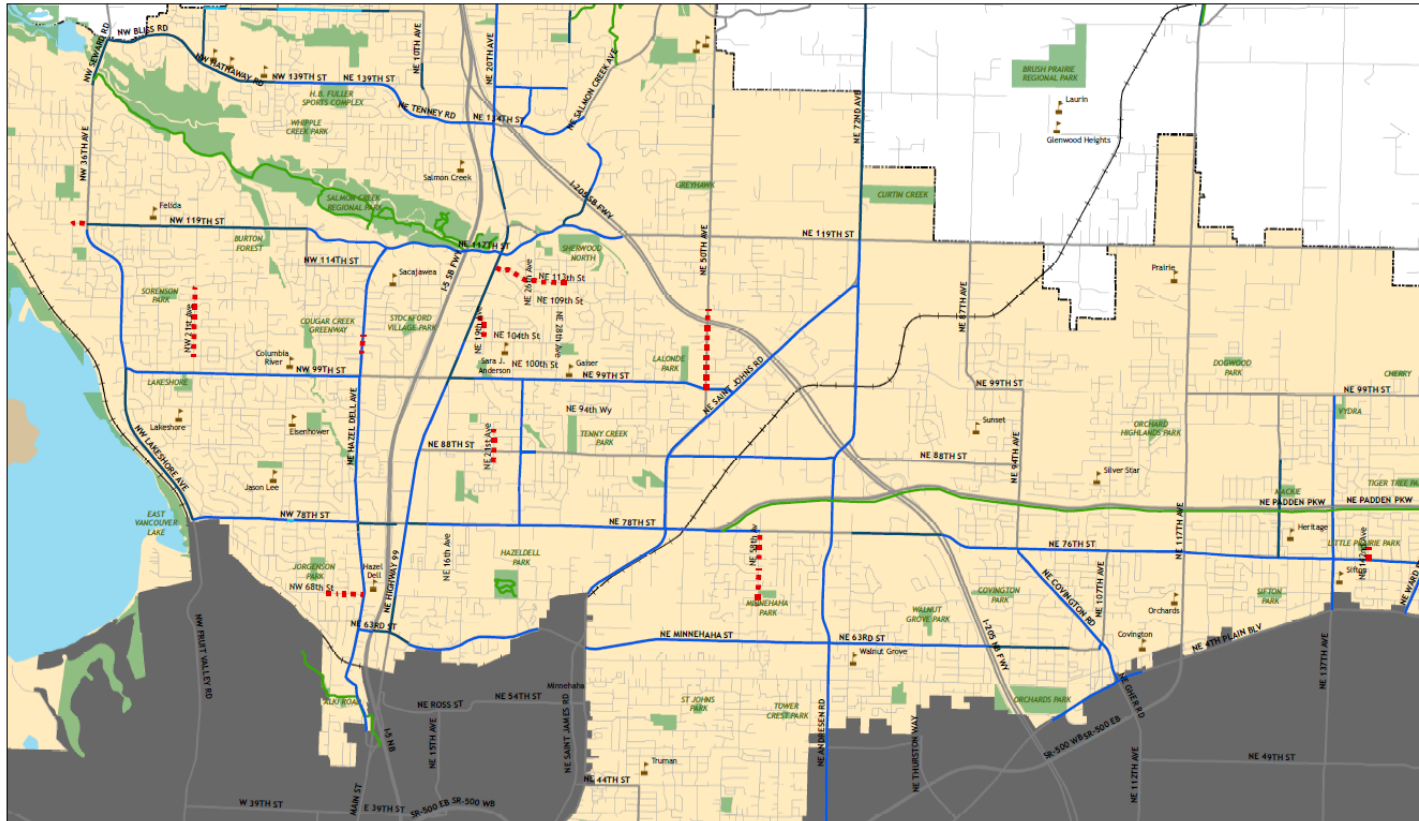
Criteria	Possible Scores	Measurement
Closing Gaps	25	Project within a 1/8 mile of existing bicycle or pedestrian facilities
	18	Project within a 1/4 mile of existing bicycle or pedestrian facilities
	15	Project within a 1/2 mile of existing bicycle or pedestrian facilities
	12	Project provides partial connection where no other facilities exist
	1	Project does not connect to the existing system or provide network coverage
Safety & Comfort	15	Off-street facilities separated from roadways
	10	Off-street facilities within the roadway right-of-way
	12	On-street lower order roadway
	8	On-street, urban collector, rural collector, or state route
	6	On-street, minor or major arterial roadway
Access & Mobility/ Land Use	10	Within 1/8 of retail (city center, community/ neighborhood/ regional commercial, employment campus, mixed-use, or rural centers), a school, or high-density residential (MF 18 units/acre, R1-5, or R1-6) lands.
	7	Project within 1/4 mile of supportive land uses
	4	Project within 1/2 mile of supportive land uses
	1	Project not close to supportive land uses
Multi-modal Connections	15	Project within 1/8 mile of C-TRAN service area and existing trail
	10	Project within 1/4 mile of C-TRAN service area or existing trail
	5	Project within 1/2 mile of C-TRAN service area or existing trail
	1	Project not close to C-TRAN service area or existing trail
Implementation	5	Bike lane inventory identified sufficient space for a bike route
	4	Other on-street facility (additional review required)
	3	Off-street facility, county-owned right-of-way
	1	Other off-street facility
Community Benefit	10	Project within 1/8 mile of schools, parks and open space
	8	Project within 1/4 mile of schools, parks and open space
	4	Project within 1/2 mile of schools, parks and open space
	1	Project not close to schools, parks and open space
Health Outcomes	20	Project is in block group with unfavorable social determinants of health and high walkability potential, project improves connectivity, and project involves low-speed/low-traffic designs
	Less than 20	See discussion of Health Outcomes criterion scoring following

Project  
criteria (p. 72)  
link:

[Appendix C](#)



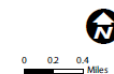
# Priority Sidewalk Projects



**Map 4. Priority Sidewalk Projects**

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

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

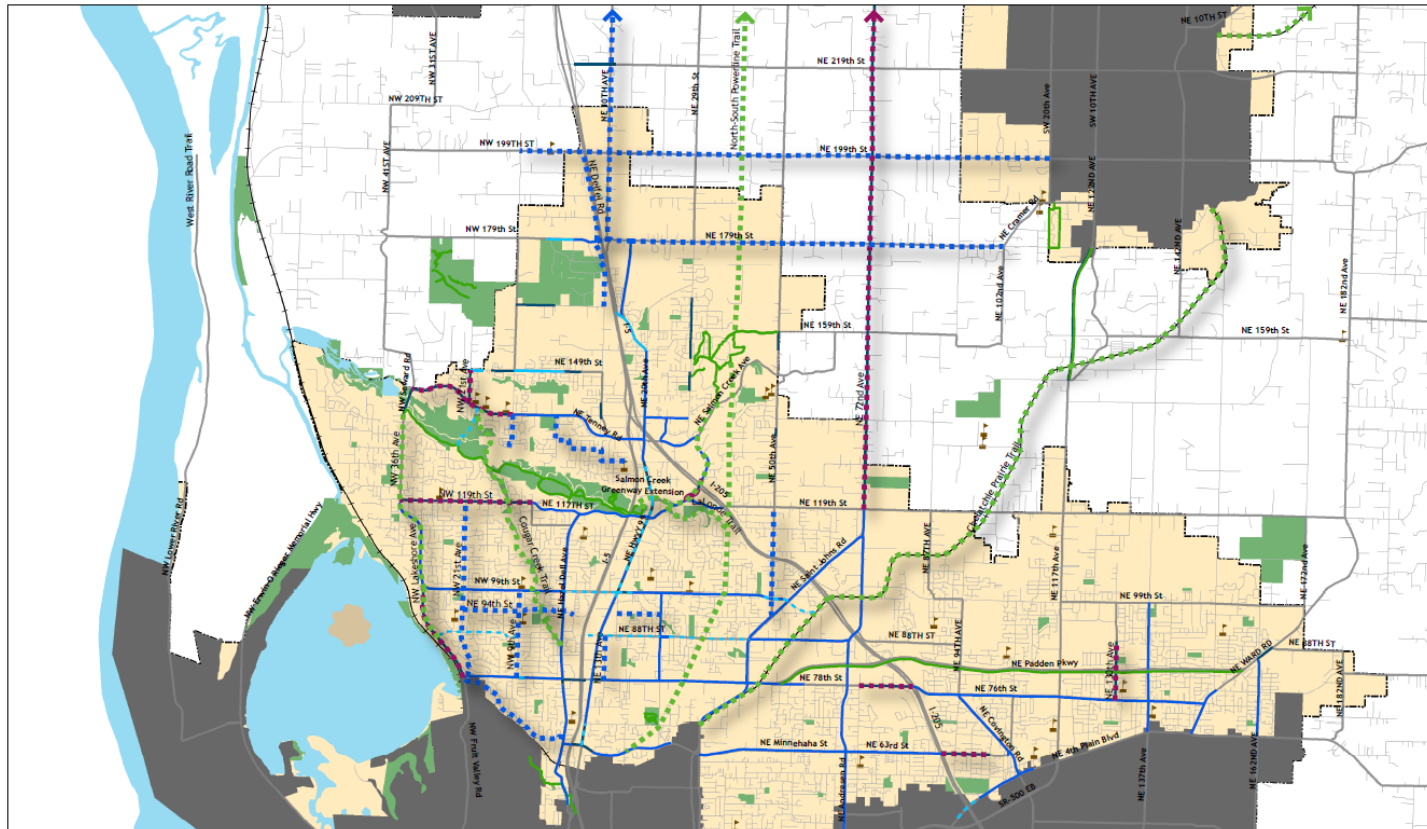


# Priority Sidewalk Projects

Street	From - To	Length (miles)	Closing Gaps	Land Uses	Safety and Comfort	Community Benefits	Implementation	Multi-Modal	Health Outcomes	Planning-Level Cost Estimate <sup>†</sup>
Hazel Dell Ave	NE 105 <sup>th</sup> Ave - NE 102 <sup>nd</sup> St	0.12	25	4	6	1	4	15	15	\$57,000
NE 142nd Ave	Little Prairie Park - NE 76 <sup>th</sup> St	0.09	25	10	8	10	4	15	10	\$43,000
NW 119th St <sup>†</sup>	NW 36 <sup>th</sup> Ave - NW 38 <sup>th</sup> Ave	0.23	25	4	6	4	4	15	15	\$110,000
NE 19th Ave/ /NE 107 <sup>th</sup> St	NE 104 <sup>th</sup> St - Hwy 99	0.16	25	10	12	4	4	15	10	\$76,000
NE 21st Ave	NE 91 <sup>st</sup> St - NE 86 <sup>th</sup> Cit	0.24	25	10	8	8	4	15	10	\$115,000
NE 50th Ave	NE 99 <sup>th</sup> St - NE 109 <sup>th</sup> St	0.54	25	10	6	8	4	15	10	\$258,000
NE 58th Av	NE 78th St - NE 69 <sup>th</sup> St	0.44	25	10	6	10	4	15	12	\$210,000
NE Parkview Dr/ NE 113th St	NE Hwy 99 - NE 30 <sup>th</sup> Ave	0.51	25	10	12	4	4	15	10	\$244,000
NW 21st Ave	NW 111 <sup>th</sup> St - NW 101 <sup>st</sup> St	0.47	18	7	6	8	4	15	15	\$4225,000
NW 68th St	NW 3 <sup>rd</sup> Ave - Hazel Dell Ave	0.25	25	10	6	8	4	15	10	\$119,000
<b>Total Sidewalk Projects</b>		<b>3.05</b>								<b>\$1,457,000</b>



# 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: 1998  
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



# Prioritized On-Street Bikeway Projects

Table 8. Top Prioritized On-Street Bikeway Projects\*

Street	From - To	Length (miles)	Closing Gaps	Land Uses	Safety and Comfort	Community Benefits	Implementation	Multi-Modal	Health Outcomes	Type	Planning-Level Cost Estimate†
NE 13th Ave	NE 88th St - NE 78th St	0.50	25	10	6	8	4	15	16	Shared Lane Markings	\$116,000
NE 179th St	NE 29th Ave - NE 102nd Ave	4.61	25	10	6	8	4	15	16	Bike Lane	\$1,071,000
NE 50th Ave	NE 119th St - NE Saint Johns Rd	1.23	25	10	6	10	4	15	16	Bike Lane	\$286,000
NE 94th St	NE 15th Ave - NE 25th Ave	0.50	25	10	8	10	4	15	19	Shared Lane Markings	\$116,000
NE 94th St	NW 21st Ave - NE 5th Ave	1.28	25	10	6	10	4	15	19	Shared Lane Markings	\$297,000
NE Delfel Rd	NE 199th St - NE 179th St	1.02	25	10	6	8	4	15	16	Bike Lane	\$237,000
NE/ NW 199th St	NW 11th Ave - NE 112th Ave	6.01	25	10	8	10	4	15	12	Bike Lane	\$1,396,000
NW 11th Ave‡	NW 199th St - Salmon Creek Greenway	3.56	25	10	6	10	4	15	16	Bike Lane	\$827,000
NW 21st Ave	NW 119th St - NW 78th St	2.01	25	10	6	10	4	15	14	Bike Lane	\$467,000
NW 2nd Ave/ NE 132nd St /	NW 139th St - NE 16th Ave	1.28	25	10	6	10	4	15	11	Shared Lane Markings	\$297,000



## On-Street Bikeway continued

Street	From - To	Length (miles)	Closing Gaps	Land Uses	Safety and Comfort	Community Benefits	Implementation	Multi -Modal	Health Outcomes	Type	Planning-Level Cost Estimate <sup>†</sup>
NE 129th St											
NW 9th Ave	NW 99th St - NE 78th St	0.98	25	10	6	10	4	15	14	Bike Lane	\$228,000
NW Sluman Rd/ NW Overlook Dr/ NW Hazel Dell Way	NW 78th St/ NW Bacon Rd - NE Hazel Dell Ave	1.46	25	10	6	10	4	15	16	Bike Lane	\$339,000
NE 10 <sup>th</sup> Ave	NE Carty Rd – NE 179 <sup>th</sup> St	3.11	25	10	6	8	4	15	12	Bike Lane	\$723,000
<b>Total On-Street Bikeways</b>		<b>27.55</b>									<b>\$6,400,000</b>





# Bicycle Re-Striping Projects

Table 10. Top Prioritized Roadway Restriping Projects

Street	From - To	Length (miles)	Closing Gaps	Land Uses	Safety and Comfort	Community Benefits	Implementation	Multi-Modal	Health Outcomes	Planning-Level Cost Estimate*
NE 10 <sup>th</sup> Ave	NE 259 <sup>th</sup> St – NE Carty Rd	0.89	25	10	8	1	5	1	10	\$282,000
NE 130 <sup>th</sup> Ave	NE 89 <sup>th</sup> St - NE 78 <sup>th</sup> St	0.67	25	10	8	10	5	15	13	\$212,000
NE 63 <sup>rd</sup> St	I-205 - NE 102 <sup>nd</sup> Ave	0.55	25	10	6	4	5	15	16	\$174,000
NE 78 <sup>th</sup> St	NE 72 <sup>nd</sup> Ave - I-205	0.61	25	10	6	15	5	4	16	\$2,211,000
NE 72 <sup>nd</sup> Ave	NE 259 <sup>th</sup> St - NE 119 <sup>th</sup> St	6.98	25	10	6	10	5	15	10	\$193,000
NE Edmunds Rd	NE 174 <sup>th</sup> Ct - NE 29 <sup>th</sup> St	0.57	25	10	12	10	5	15	10	\$181,000
NE Salmon Creek Ave	NE 125 <sup>th</sup> St - NE 117 <sup>th</sup> St	0.45	25	10	6	10	5	15	19	\$143,000
NW 119 <sup>th</sup> St	NW 36 <sup>th</sup> Ave - NW 21 <sup>st</sup> Ave	1.50	25	10	6	10	5	15	12	\$475,000
NW 21 <sup>st</sup> Ave	NE 149 <sup>th</sup> St - NW Bliss Rd	0.37	25	10	6	10	5	15	14	\$117,000
NW Bliss Rd/ NW Hathaway Rd/ NW 139 <sup>th</sup> St	NW Seward Rd - NW 11 <sup>th</sup> Ave	1.26	25	10	6	10	5	15	14	\$399,000
NW Lakeshore Ave	NW 99 <sup>th</sup> St - NW 78 <sup>th</sup> St	1.17	25	7	6	10	5	15	14	\$371,000
<b>Total Roadway Restriping Projects:</b>		<b>13.31</b>								<b>\$4,476,000</b>





# Cost Examples:

In 2010, Full Bikeway Treatment on 7.7 miles of county road is approximately \$6,600. Sidewalk construction for one mile of sidewalk is approximately \$32,000. Breakdown of striping costs are listed below.

Travel Direction	Feet	Miles	Treatment	Number	Cost
Northbound	20,221	3.8	Striping		\$574
			Bike Lane Symbols	10.1	\$1,365
			Signs	10.1	\$1,365
					\$3,304
Southbound	20,221	3.8	Striping		\$574
			Bike Lane Symbols	10.1	\$1,365
			Signs	10.1	\$1,365
					\$3,304
Northbound & Southbound	40,442	7.7	Striping		\$1,149
			Bike Lane Symbols	20.2	\$2,730
			Signs	20.2	\$2,730
			<b>Total Cost</b>		<b>\$6,609</b>



# Trail Projects

Table 12. Priority Trail Projects\*

Trail	From - To	Type	Length (miles)	Closing Gaps	Land Uses	Safety and Comfort	Community Benefits	Implementation	Multi-Modal	Health Outcomes	Planning-Level Cost Estimate <sup>†</sup> (millions)
NE 119 <sup>th</sup> St/ NE Salmon Creek Ave	Highway 99 - WSU	Side Path	25	10	10	10	10	3	15	19	\$2.0
NW 36 <sup>th</sup> Ave	Salmon Creek Greenway Trail - NW 88 <sup>th</sup> St	Side Path	2.7	25	10	15	10	1	15	17	\$3.3
Chelatchie Prairie Trail	Vancouver City Line - Battle Ground City Line	Shared -use	9.3	25	10	15	8	3	15	20	\$11.2
Chelatchie Prairie Trail	Yacolt City Line - Battle Ground City Line	Shared -use	11.5	25	10	15	10	3	1	13	\$13.8
Chelatchie Prairie Trail	Yacolt City line - county line	Shared -use	19.5	8	10	15	10	3	1	13	\$23.2
Salmon Creek Greenway	Eastern Kline line pond - 119 <sup>th</sup> St	Shared -use	0.3	25	10	15	10	1	15	20	\$0.4
North South Powerline Trail	NE Cedar Creek Rd - NE 63 <sup>rd</sup> St	SUP	17.9	25	10	15	10	1	15	16	\$8.4
Cougar Creek Trail	NW 139 <sup>th</sup> St - NE Hazel Dell Ave	Trail	3.2	25	10	15	10	1	15	20	\$3.8
LaLonde Trail	NE Hwy 99 - North-South Powerline Trail	Trail	1.6	25	10	15	10	1	15	20	\$0.7
<b>Total Trail Projects</b>			<b>66.7</b>								<b>\$80.1</b>



# Trail Project Connections

Table 13. Priority Trail Project Connections

Trail	From - To	Bikeways	Schools	Parks	Transit	Other
NE 119 <sup>th</sup> St/ NE Salmon Creek Ave	Highway 99 - WSU	<ul style="list-style-type: none"> <li>NE 29<sup>th</sup> Ave</li> <li>WSU Trail</li> <li>Salmon Creek Greenway</li> </ul>	<ul style="list-style-type: none"> <li>WSU</li> <li>Pleasant Valley Elem &amp; Jr. High</li> </ul>	<ul style="list-style-type: none"> <li>Pleasant Valley Park</li> <li>Salmon Creek Park</li> </ul>	<ul style="list-style-type: none"> <li>Hwy 99</li> </ul>	<ul style="list-style-type: none"> <li>Provides on-street connection from regional trail to WSU</li> </ul>
NW 36 <sup>th</sup> Ave	Salmon Creek Greenway Trail - NW 88 <sup>th</sup> St	<ul style="list-style-type: none"> <li>NW Lakeshore Ave</li> <li>NW 119<sup>th</sup> St</li> <li>NW 99<sup>th</sup> St</li> </ul>	<ul style="list-style-type: none"> <li>Felida Elem</li> <li>Lakeshore Elem</li> </ul>		<ul style="list-style-type: none"> <li>NW 199<sup>th</sup> St</li> </ul>	
Chelatchie Prairie Trail	Vancouver City Line -Battle Ground City Line	<ul style="list-style-type: none"> <li>NE St. Johns Rd</li> <li>NE 72<sup>nd</sup> Ave</li> <li>SR 509 Trail</li> </ul>	<ul style="list-style-type: none"> <li>Laurin Elem</li> </ul>	<ul style="list-style-type: none"> <li>Brush Prairie</li> </ul>	<ul style="list-style-type: none"> <li>NE St. James Rd</li> <li>NE 78<sup>th</sup> St</li> <li>NE 117<sup>th</sup> Ave/NE Caples</li> </ul>	<ul style="list-style-type: none"> <li>Connection to Vancouver, Battle Ground,</li> </ul>
Chelatchie Prairie Trail	Yacolt City Line - Battle Ground City Line	<ul style="list-style-type: none"> <li>Battle Ground Lake trails</li> </ul>	<ul style="list-style-type: none"> <li>Yacolt Elem</li> </ul>	<ul style="list-style-type: none"> <li>Battle Ground Lake</li> <li>Lucia Falls Park</li> <li>Moulton Falls Park</li> </ul>		<ul style="list-style-type: none"> <li>Connection to Battle Ground, Yacolt</li> </ul>
Chelatchie Prairie Trail	Yacolt City line - county line		<ul style="list-style-type: none"> <li>Yacolt Elem</li> </ul>	<ul style="list-style-type: none"> <li>Siouxon Regional Park</li> </ul>		<ul style="list-style-type: none"> <li>Connection to Yacolt</li> </ul>
Salmon Creek Greenway	Eastern Klineline pond - 119 <sup>th</sup> St	<ul style="list-style-type: none"> <li>Salmon Creek Greenway</li> </ul>			<ul style="list-style-type: none"> <li>Salmon Creek Greenway</li> </ul>	<ul style="list-style-type: none"> <li>Across Hwy 99</li> </ul>
North South Powerline Trail	NE Cedar Creek Rd - NE 63 <sup>rd</sup> St	<ul style="list-style-type: none"> <li>NE Minnehaha St</li> <li>NE 88<sup>th</sup> St, NE 99<sup>th</sup> St, NE 119<sup>th</sup> St</li> </ul>	<ul style="list-style-type: none"> <li>Gaiser Jr. High</li> <li>Pleasant Valley Jr. High</li> </ul>	<ul style="list-style-type: none"> <li>East Fork Lewis River Greenway</li> </ul>	<ul style="list-style-type: none"> <li>NE 99<sup>th</sup> St</li> </ul>	<ul style="list-style-type: none"> <li>Provides north-south connectivity across the county</li> </ul>
Cougar Creek Trail	NW 139 <sup>th</sup> St - NE Hazel Dell Ave	<ul style="list-style-type: none"> <li>Salmon Creek Greenway</li> </ul>	<ul style="list-style-type: none"> <li>Columbia River High</li> <li>Eisenhower Elem</li> </ul>	<ul style="list-style-type: none"> <li>Salmon Creek Greenway</li> </ul>	<ul style="list-style-type: none"> <li>Transit station on Hazel Dell Ave</li> </ul>	<ul style="list-style-type: none"> <li>crossing over Salmon Creek</li> </ul>
LaLonde Trail	NE Hwy 99 - North-South Powerline Trail	<ul style="list-style-type: none"> <li>NE 117<sup>th</sup> St</li> <li>Salmon River Greenway</li> </ul>		<ul style="list-style-type: none"> <li>Sherwood North Park</li> <li>Salmon Creek</li> </ul>	<ul style="list-style-type: none"> <li>NE Hwy 99</li> </ul>	<ul style="list-style-type: none"> <li>Will connect to proposed North-South Powerline Trail</li> </ul>



# Implementation Strategies

---

- Continue Funding Bicycle and Pedestrian
- Projects with the Capital Budget
- Leverage Local Funds to Pursue Grant Opportunities
- Establish Public/Private Funding Opportunities and other Partnership Opportunities
- Work with the Bicycle and Pedestrian Committee to Pursue Funding Opportunities
- Integrate Bicycle and Pedestrian Planning into Clark County's Planning Process
- Benchmark Bicycle and Pedestrian Growth



# Funding

---

- Regional Transportation Council
- 6-year Transportation Improvement Program
- 20-year Comprehensive Growth Management Plan



# 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 contact:

Gary Albrecht, Transportation Planner,

[gary.albrecht@clark.wa.gov](mailto:gary.albrecht@clark.wa.gov)

564.397.4318

