

Transportation System Plan

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Sounding Board

February 15, 2022



Agenda

- Welcome – 5 min
- Sounding Board Topic schedule – 5 min
- Sounding Board Feedback on Regional Circulation - 15 min
- Monthly topic: Environmental – 60 min
- Sounding Board Feedback– 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 and Active Transportation
11/16	Feedback Consensus: Transit and Active Transportation 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: Environmental Protection
3/15	Final Plan Development



Sounding Board Questions – January

1. Are we fulfilling the Countywide Planning Policies to coordinate among jurisdictions?
2. Should Clark County revise the street classification system to improve mobility for the three user groups (pedestrians, bicyclists, and vehicles)?
3. Are there obvious differences in the transportation infrastructure between different jurisdictions in Clark County?
4. Should the level of service standards be consistent between jurisdictions in all of Clark County?



Sounding Board Review – Summary Feedback

Overall, yes we are fulfilling our coordination planning policies. However, better bi-state coordination could occur to develop regional solutions in Washington and Oregon.

Generally, no the current street classifications need to remain as arterials, collectors and local roads as they are tied to federal functional classifications and funding opportunities. However, the design or standards for each classification could change to improve mobility for all users.

There is noticeable difference in the infrastructure among jurisdictions, most apparent is the rural and urban differences.

Level of Service standards should be close as possible to account for annexation, development review, and system improvements. It is desirable to have consistency between jurisdictions. Level of Service standards should be different for urban and rural roads.



Sounding Board Questions – February

1. Do our existing policies for transportation support environmental stewardship?
2. What can we do better to support our environment in relationship to transportation projects?



Transportation and the Environment

Clark County Environment

Of the county's 656 square miles, almost half is in forest and agricultural lands. Air, water and land resources are essential to the very existence of human development.

This section is intended to minimize transportation impacts to the natural environment, air quality, noise quality and fuel consumption. Through the County's Comprehensive Plan, and the TSP, the environmental section provides specific environmental goals and requirements as the basis for development regulations for transportation and land use planning and park acquisitions.



Critical Area Requirements under GMA

GMA requires all cities and counties to adopt development regulations that protect critical areas. These regulations help to preserve the natural environment, maintain fish and wildlife habitat, and protect drinking water. Protecting critical areas also helps reduce exposure to risks, such as landslides or flooding, and maintains the natural elements of our landscape. It can be costly, or even impossible, to replace critical area functions and values once they are lost.

RCW 36.70A.030(5) defines five types of critical areas:

- Wetlands.
- Areas with a critical recharging effect on aquifers used for potable water.
- Frequently flooded areas.
- Geologically hazardous areas.
- Fish and wildlife habitat conservation areas.

All critical areas must be designated and their functions and values protected using the best available scientific information – known as best available science or BAS. Salmonids play an extremely important role in the ecosystem and are vital cultural and economic resources, therefore jurisdictions must also “give special consideration to conservation and protection measures necessary to preserve or enhance anadromous fisheries.”

Link: [Washington Department of Commerce Growth Management Critical Areas](#)



Clark County Critical Areas and Shorelines

Subtitle 40.4 Critical Areas and Shorelines regulates the protection of and permits for developments that impact:

- Critical Aquifer Recharge Areas
 - Flood Hazard Areas
 - Geologic Hazard Areas
 - Habitat Conservation
 - Wetland Protection
 - Shorelines



Clark County Transportation & Environment Related 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.

5.0.2 Regional and bi-state transportation facilities shall be planned for within the context of countywide and bi-state air, land and water resources.

5.1 Framework Plan Policies

- 5.1.7 Establish regional level-of-service (LOS) standards for arterials and public transportation that ensure preservation of the region's (rural and urban) mobility while balancing the financial, social and environmental impacts.



Comparison of Government Goals and Policies by Jurisdiction

	Land Use Linkage	Multi-modal	Preservation	Mobility	Safety	Financial Viability	Economic Development	Management and Operations	Environment	Stewardship
Clark County	✓	✓	✓	✓	✓	✓	*		*	
2019 Regional Transportation Plan (RTC)		✓	✓	✓	✓	✓	✓	✓	✓	
Washington State Transportation Plan		✓	✓	✓	✓	✓	✓	✓	✓	✓
United States			✓	✓	✓		✓	✓	✓	✓

* Clark County's Goals for Safety, Land Use Linkage, Mobility, Multi-modal, Preservation and Financially Viable are contained in the Transportation Element of the Comprehensive Plan. The Comprehensive Plan has and Economic Development and Environmental Element, as well.

TIP Evaluation Criteria Alignment with County Transportation Goals

	Safety	Economic Development	Land Use Linkage	Mobility	Route Connectivity	Multi-Modal	Financial Viability	Environment	Preservation
Clark County Transportation Goals	✓	✓	✓	✓		✓	✓		✓
Transportation Improvement Program Evaluation	#1	#2	#3	#3	#3	#4	#4	#4	Ongoing Program



Environmental Constrains



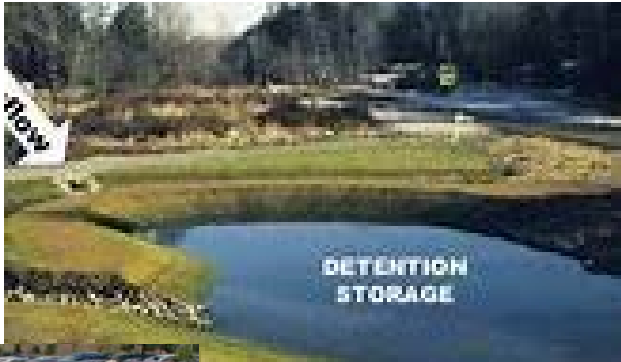
Stormwater Program

The Clark County Public Works department (CCPW) utilizes the Clean Water Division (CWD) to protect surface water and groundwater resources from polluted stormwater and to coordinate compliance with state and federal water pollution laws.

Primary responsibilities of the overall stormwater program include planning and building stormwater control facilities, stormwater management planning, water quality monitoring of streams, public education and outreach, development and enforcement of water quality regulations, water quality compliance for businesses and private stormwater facility owners, coordination with other municipalities, and maintenance of the county's stormwater system.



Stormwater Structures



Stormwater NPDES Permit

- Clark County qualifies under the Environmental Protection Agency (EPA) stormwater regulations for the National Pollutant Discharge Elimination Systems (NPDES) Phase I Municipal Stormwater Permit program.
- The NPDES permit prescribes a variety of requirements and actions. It lists 21 general conditions; these include, among others, a requirement to notify Ecology of spills, a duty to avoid bypassing water quality treatment and flow control facilities, and a requirement to notify Ecology of a failure to comply with the permit.
- The permit also lists nine special conditions that, among other things, specify permit coverage, list permittee responsibilities, and under Special Condition S5, prescribes an eleven-component stormwater management program (SWMP).



Capital Permitting Process

Clark County Public Works has two processes for projects, Maintenance and Capital. The permitting process that we are focusing on is the Capital Projects permitting process. Permitting for capital projects would be identified during the scoping process. As part of the of the scoping process the project team includes the following as part of the process:

- Identify the project description and scope of work;
 - This section would give a description of the project and background and history of the site, and any major issues associated with the scope of the project.
- Identify primary technical issues;
 - This will tell the project team what type of major issues the project will face and any mitigation that would be needed for construction.



Continued; Permitting Process

- Evaluate if real property would need to be acquired;
 - Would additional property needed to be purchased or acquired to complete the project.
- Identify what environmental permits that would be needed;
 - The environmental part of the project team would identify the federal, state, and local environmental permits for this project and potential mitigation that may be needed for the project.
- Would there be public involvement for this project;
 - Depending on the project, public involvement may be required or encouraged.
- What are the project goals;
 - These goals are for the betterment of citizens of Clark County and the public.
- Who are the primary stakeholders;
 - An example of primary stakeholders my include County Council, adjacent property owners and businesses, sidewalk users, and regulatory agencies.
- Identify primary administrative issues;
 - The project team will require careful coordination to effectively manage the project schedule, budget, funding, utility coordination, and construction.



Continued; Permitting Process

- Identify useful work products and;
 - Scoping Report
 - Public Involvement Plan;
 - Geotechnical Report
 - 60% Design Plans
 - 99% Design Plans
 - Final Plans, Engineer's Estimates and Specifications
 - Final Project Report



Sounding Board Questions – February

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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?

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Thank you!

Comments and questions

- Clark County Public Service Center
- 1300 Franklin Street • PO Box 5000
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