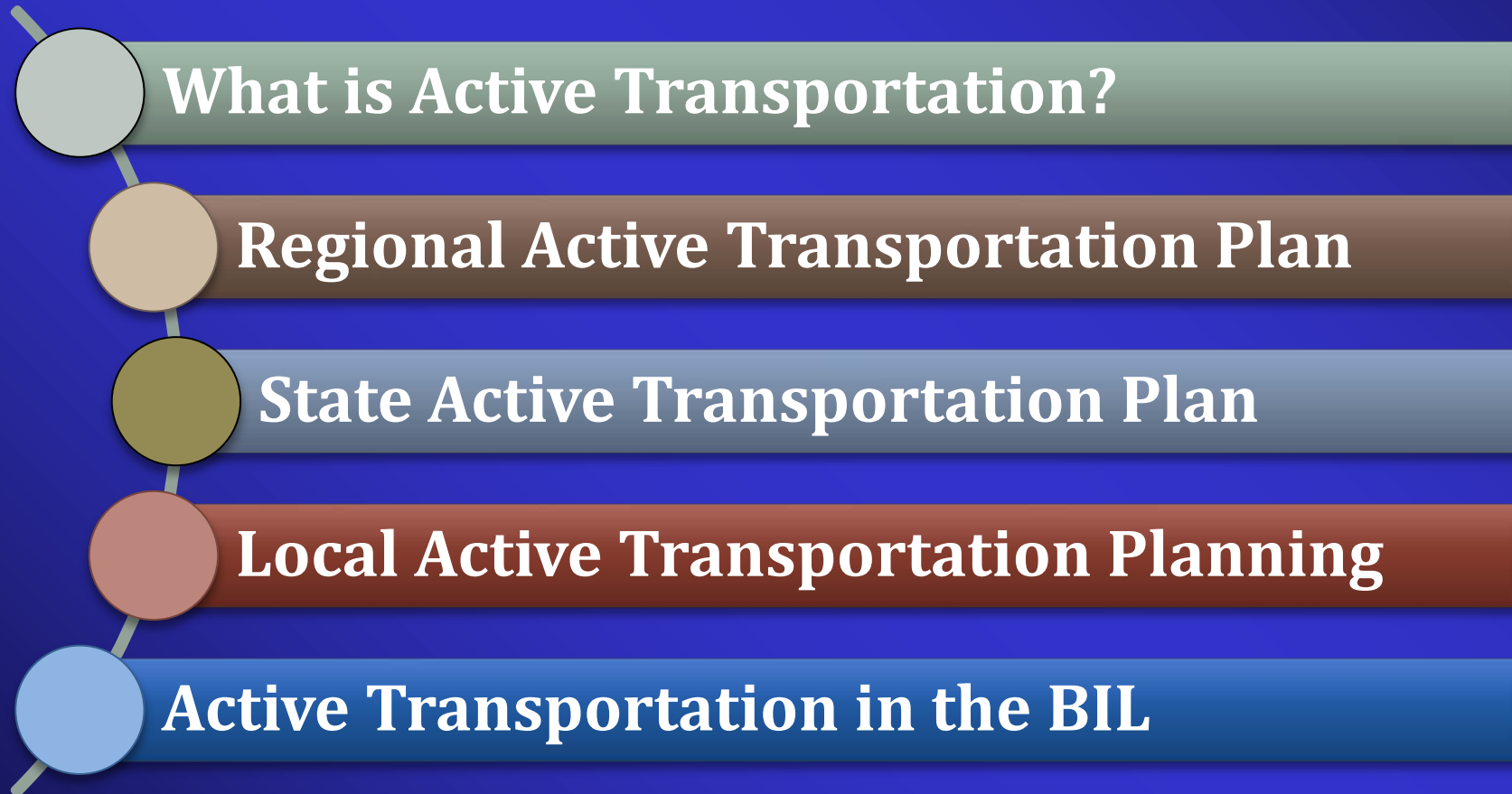


Regional Active Transportation Plan for Clark County

Lynda David, RTC

March 22, 2022

Active Transportation Planning: *at a Glance*



What is *Active Transportation*?

Getting from one place to another
walking, cycling, or rolling

Bicyclist



Pedestrian



RTC'S ACTIVE TRANSPORTATION PLAN

RATP for Clark County: Phase 1



SW Washington Regional Transportation Council

Regional Active Transportation Plan for Clark County, WA

September 2021



SW Washington Regional Transportation Council

Regional Active Transportation Plan for Clark County, WA

APPENDICES

September 2021

RATP for Clark County: Content



Demand Analysis: Composite Map

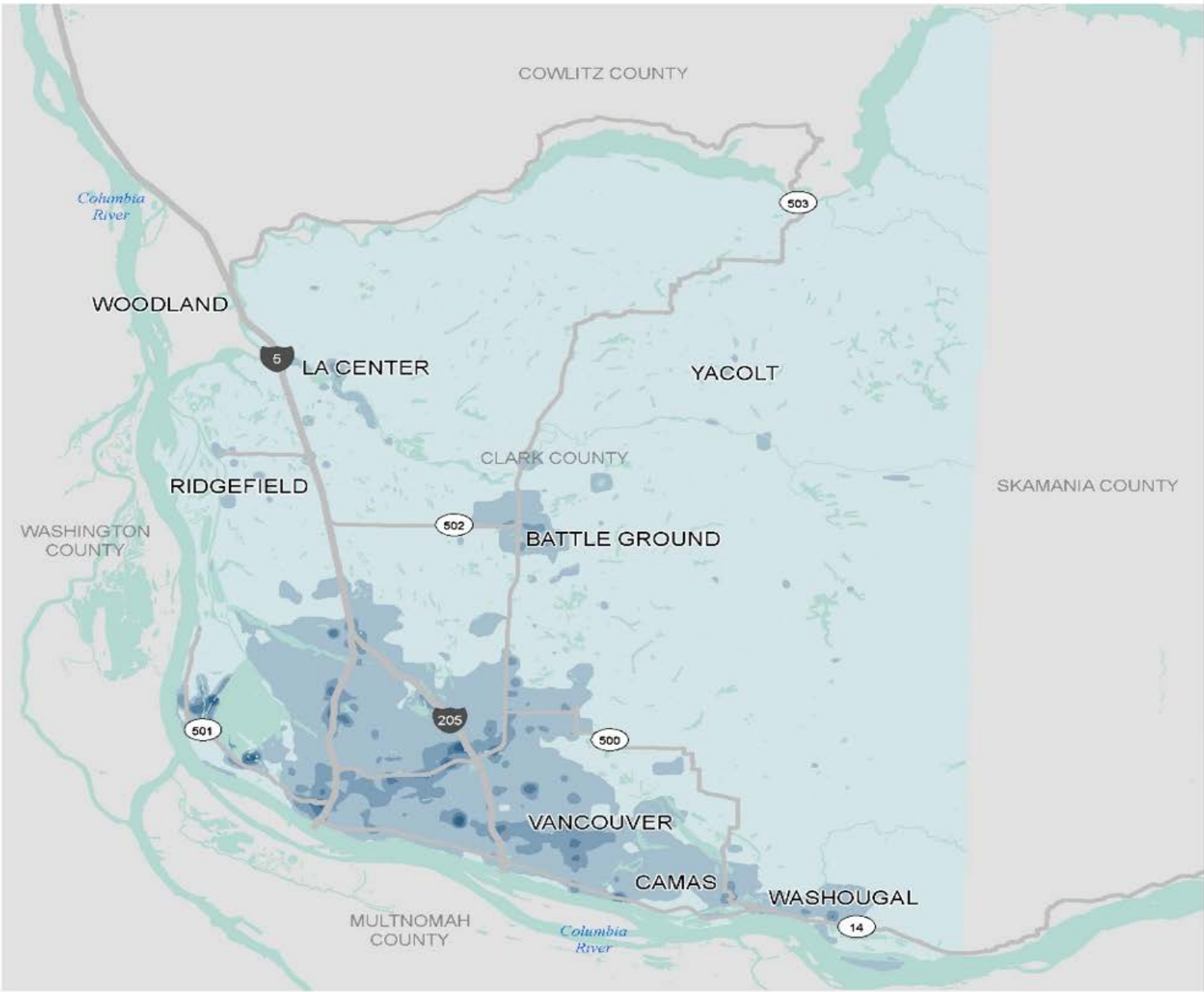
COMPOSITE DEMAND RTC ACTIVE TRANSPORTATION PLAN

- U.S. Interstate
- State Route
- Arterials
- Water
- Demand**
- High
- Low

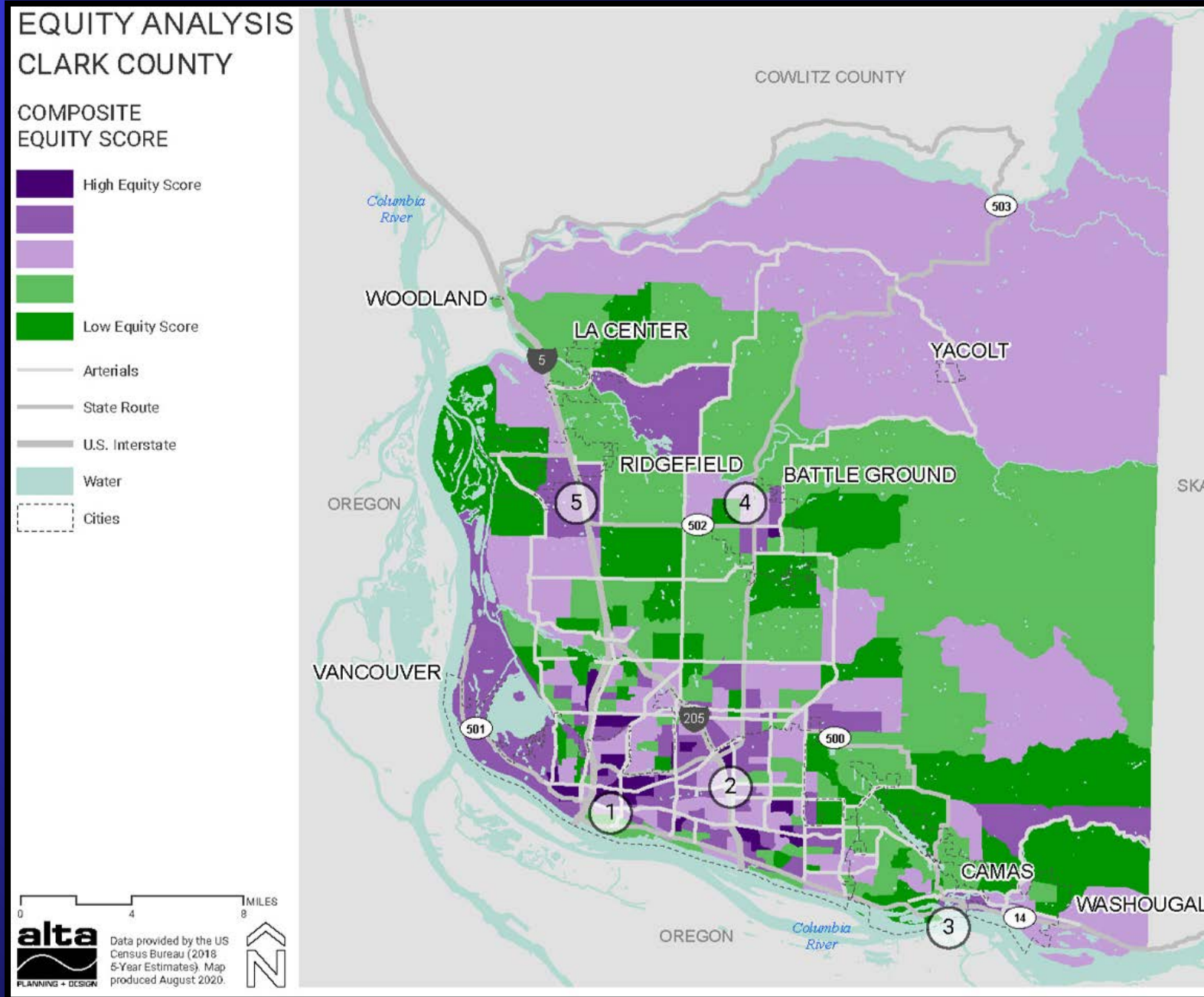
0 2.5 5 MILES



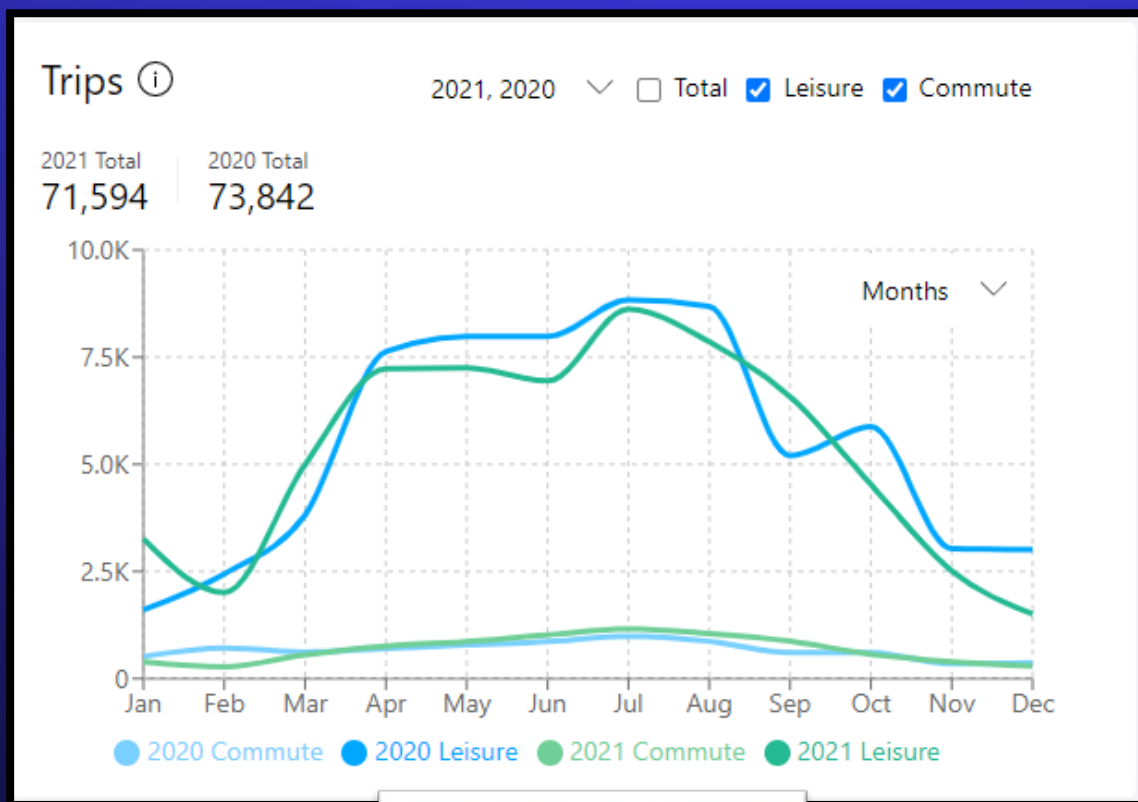
Data provided by WSDOT, Clark County, American Community Survey 5-year Estimates (2014-2018), U.S. Census Bureau LEHD Employment Statistics (2020). Map produced September 2020.



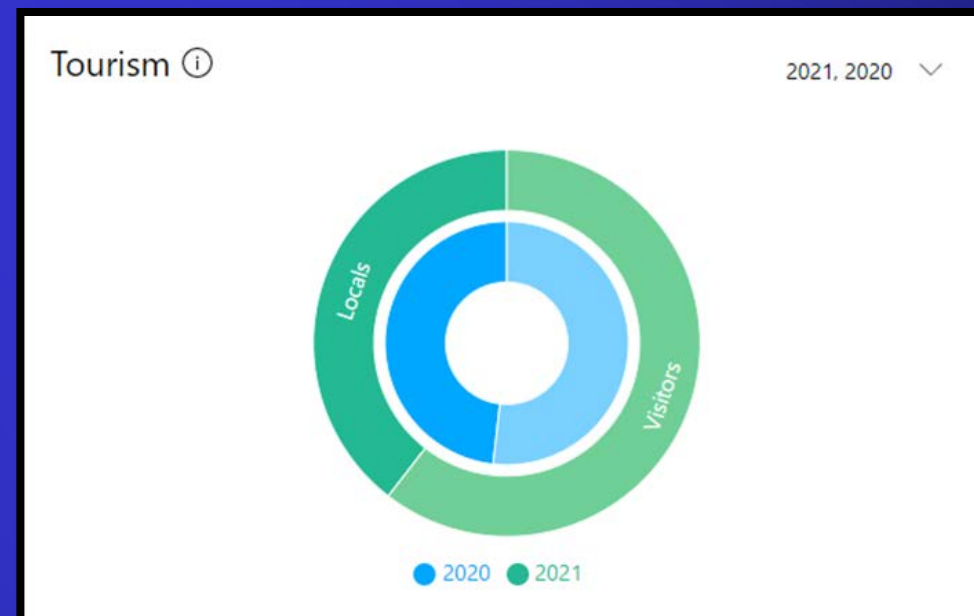
Equity Analysis: Composite Map



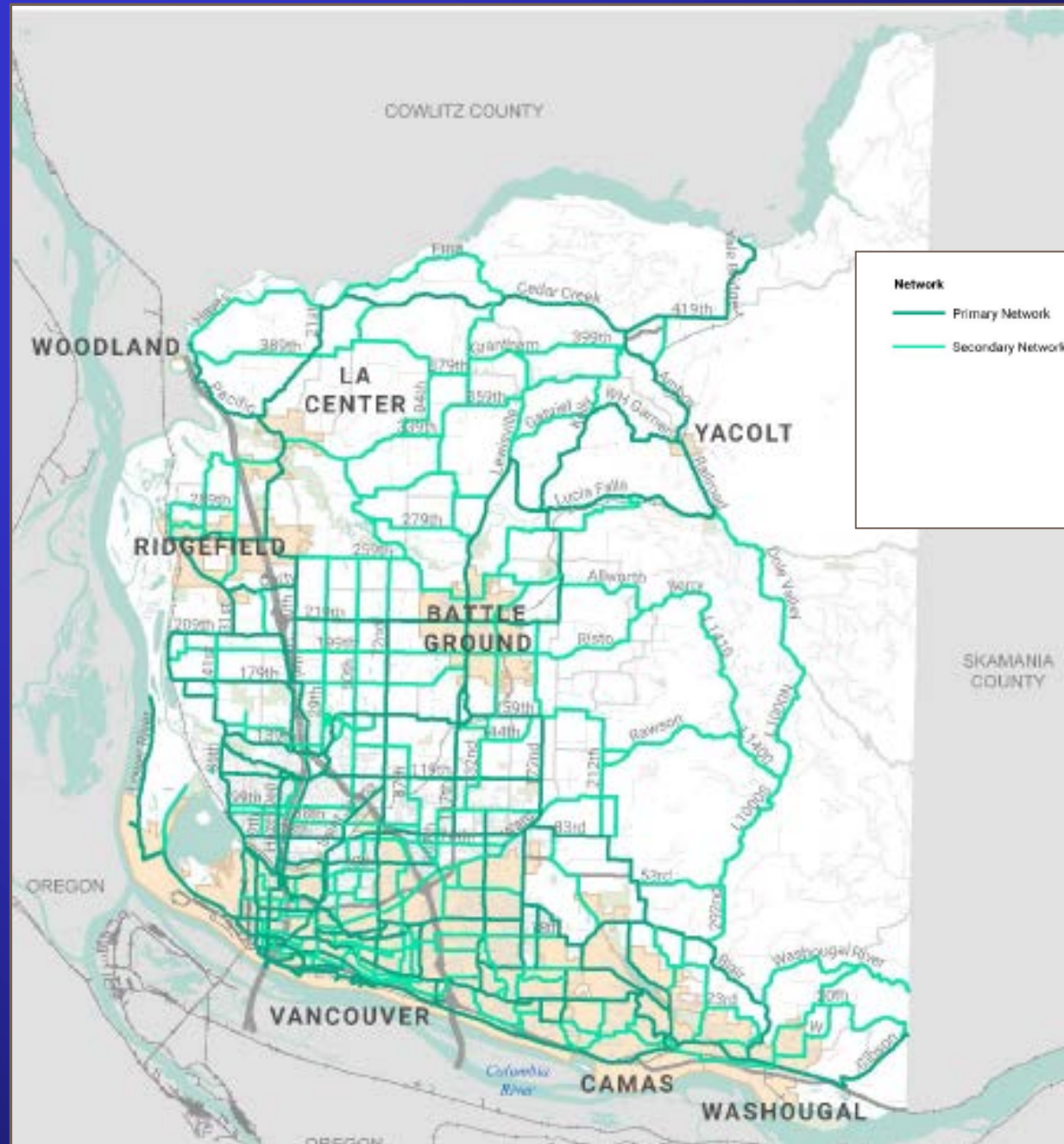
Number of Bike Trips in Clark County, 2020-2021



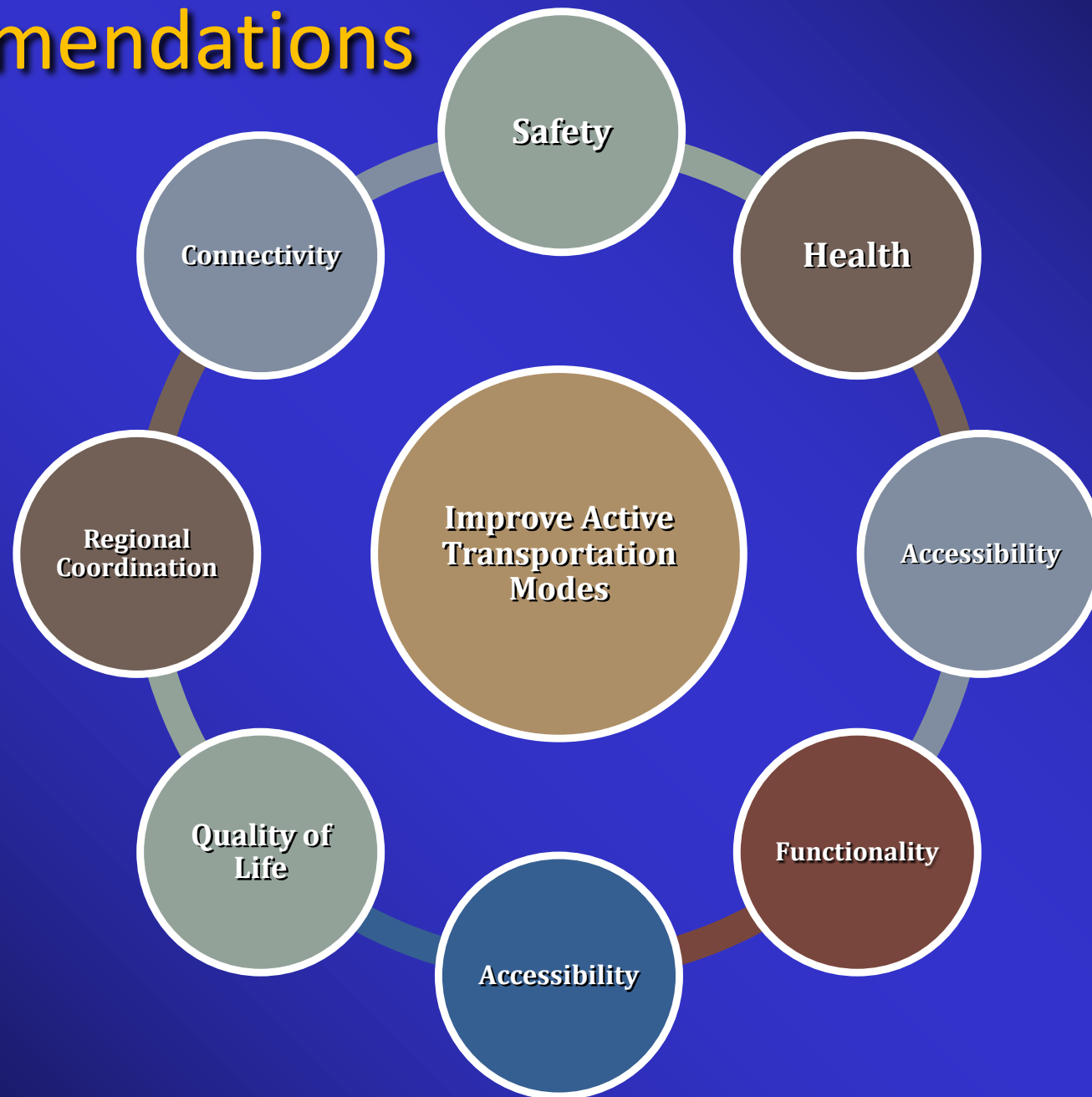
STRAVA | METRO



Recommended Bicycle Network



RATP: Recommendations



WASHINGTON STATE'S ACTIVE TRANSPORTATION PLAN

WSDOT's ATP: Dec. 20, 2021



WASHINGTON STATE ACTIVE TRANSPORTATION PLAN 2020 AND BEYOND



State ATP Goals



Connectivity



Safety



Opportunity



Participation



Partnership



Safety: Performance Metrics and Strategies

Performance metrics: Safety

Metric	Type of measure	Baseline	Goal
Serious injuries and deaths from traffic crashes	Serious injuries and deaths of people walking or rolling	2019: 107 pedestrians, 9 bicyclists killed; 358 pedestrians, 103 bicyclists seriously injured	0 serious injuries/deaths (outcome)
Injury minimization speed limits	State highway miles in population centers with speed limit 25mph or less	90 miles	100% of highway miles in population centers where people are permitted to walk or bike 25mph speed limit or less

Safety Strategies

Goal: Eliminate deaths and serious injuries of people walking and rolling

- Adopt policies in support of the safe system approach including speed management for safety and increase capacity in WSDOT and partners to put the policy into practice.
- Increase ability in WSDOT and partners to create and manage active transportation facilities that provide lower levels of traffic stress and improved route directness.
- Improve the way active transportation access is maintained during weather events and construction, maintenance, and other activities that affect safety and accessibility.
- Develop proactive safety plans for each WSDOT region grounded in the Safe System Approach, systemic analysis, this plan's methodologies, and an equity framework and use them to identify priority locations for improvements.
- Identify and incorporate crash data and methods of analysis for active transportation on par with those used to evaluate the transportation system for motorist safety.

LOCAL ACTIVE TRANSPORTATION PLANNING

Local Active Transportation Planning



Clark
County

- Transportation System Plan Sounding Board: 9/21
- Public Works: Pedestrian Crossing Reports



Vancouver

- Vancouver Moves: TSP Update



Battle
Ground

- Complete Streets
- Non-Motorized Transportation Action Plan
- ADA Transition Plan

2022 Washington Walkability/Movability Action Institute



- ◆ Goal: Improving walkability, equity and inclusion, safety, connectivity
- ◆ Four-day institute; May 2-5, 2022
- ◆ Content

Washington Walkability/Movability Action Institute – May 2022



Local Team: 6 Clark County Participants

- Temple Lentz - Clark County Councilor
- Lynda David - SW RTC
- Yasmina Aknin - Clark County Public Health
- Lauren Henricksen - Clark County Public Health
- Gary Albrecht - Clark County Public Works
- Bill Baumann - Community in Motion

ACTIVE TRANSPORTATION IN THE BIPARTISAN INFRASTRUCTURE LAW (BIL)

Bipartisan Infrastructure Law

Repair and rebuild: for a safe, resilient, and equitable transportation future

- ◆ Implications for Washington State's ATP
 - Focus on equity and safety for all users
 - Improve healthy, sustainable transportation options
- ◆ Grant Programs include:
 - Safe Streets for All; NEW - \$6 billion
 - Transportation Alternatives; CONTINUED
 - MPO Planning (PL) funds - at least 2.5% for multimodal planning

ATP Key Dates:

