

Transportation System Plan

Gary Albrecht, Mike Sallis

Sounding Board

March 15, 2022



Agenda

- Welcome – 5 min
- Sounding Board Topic schedule – 5 min
- Sounding Board Feedback on Environment - 15 min
- Monthly topic: Final Plan – 60 min
- Sounding Board Feedback– 25 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 – 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?



Sounding Board Review – Summary Feedback

- Public and Private projects should be coordinated for critical area mitigation to reduce impacts.
- Weed Control needs to use environmentally friendly methods for removal of noxious weeds.
- Air quality has improved so smog checks on vehicles are no longer required.
- Bells on bicycles do not inform the deaf community that there may be a conflict with pedestrians.
- The transportation system can improve the environment by promoting active transportation modes.
- The bus system needs to be coordinated between Washington and Oregon to provide improved connections for people traveling at night.



Final Plan Development

- Structure of this Presentation
 - Goals
 - Current Practices
 - Feedback Received
 - Solution Development



DEVELOP A REGIONALLY-COORDINATED TRANSPORTATION SYSTEM THAT SUPPORTS AND IS CONSISTENT WITH THE ADOPTED LAND USE PLAN.

CURRENT PRACTICES:

- Adopt the uniform Community Framework Plan Policies and Countywide Planning Policies with Clark County Cities.
- Coordinate with local, state and regional organizations through the Southwest Washington Regional Transportation Council.
- Operate and maintain a regional communications network – A regional network is established through RTC's Vancouver Area Smart Trek (VAST) program. VAST program activities include regional collaboration on transportation system management and operations (TSMO) and on intelligent transportation systems (ITS).



Sounding Board Feedback Received

Access to Parks

- Neighborhood parks should continue to not provide public parking; but provide ADA parking/drop-off areas for residents with mobility needs.
- Neighborhood parks should be served with multiple access locations for pedestrians and bicycles.
- Neighborhood parks should continue to not provide public parking; but provide disability parking/drop-off areas for residents with mobility needs.

Neighborhood Transportation

- Evaluate amending parking requirements
- Consider eliminating parking requirements based on land use types and institute performance-based parking management.
- Envision parking as a collective, rather than on-street and off-street separately.
- Institute a Neighborhood Traffic Management Program that responds to resident concerns and implements solutions.



Sounding Board Feedback Received (continued)

Regional Transportation

- Improved bi-state coordination could occur to develop regional solutions in Washington and Oregon.
- 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 should 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.
- The bus system needs to be coordinated between Washington and Oregon to provide improved connections for people traveling at night.



Solution Development

- Continue to collaborate with local, regional and state jurisdictions to develop and construct regional transportation improvements.
- Develop shared consistent methodologies for implementing Intelligent Transportation Systems.
- Collaborate with C-TRAN to forecast transit connections with the bike and pedestrian network.
- Review truck-freight corridor designations on current and future truck-trip demand and the need to maintain connectivity between land uses that generate or receive significant truck trips, and the state's strategic freight corridors. Provide resilient truck-freight routes. Resiliency is the ability to restore service rapidly after disruptions. Designate truck- freight routes for oversize/overweight truck loads and hazardous materials.



Solution Development (continued)

- Review truck-freight corridor designations on current and future truck-trip demand and the need to maintain connectivity between land uses that generate or receive significant truck trips, and the state's strategic freight corridors. Provide resilient truck-freight routes. Resiliency is the ability to restore service rapidly after disruptions. Designate truck- freight routes for oversize/overweight truck loads and hazardous materials.
- Strengthen relationships with airports by:
 - 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.
 - Develop communication channels with Oregon jurisdictions to develop bi-state regional transportation solutions.
 - Develop transportation infrastructure transitions plans with the City of Vancouver in order to provide smooth annexation processes.



DEVELOP A MULTI-MODAL TRANSPORTATION SYSTEM.

CURRENT PRACTICES:

- County code requires the construction of sidewalks on both sides of all public streets in urban areas. Private roads within the urban areas are required to have sidewalks on at least one side of the street. Sidewalks are required to be constructed on both sides of the road in rural centers. Sidewalks are not required to be constructed in the rural area.
- County 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](#).
- Public Works review's potential locations using a scoring process that includes pedestrian accident history, nearby housing density, road width, speed limit and sight-distance limitations caused by hills and curves. Distance to schools, stores, shopping, medical offices, bus stops and other destinations also are considered.
- Most of the County's local streets and many neighborhood circulator streets can be classified as shared roadways, as they accommodate bicyclists without the need for separated bicycle facilities (e.g., bicycle lanes).



DEVELOP A MULTI-MODAL TRANSPORTATION SYSTEM CONTINUED.

CURRENT PRACTICES:

- 65 miles of existing bike lanes in Clark County. There are about 135 miles of proposed bike lanes in Clark County. Collector and arterial roads have design standards to construct bike lanes; which will provide the most direct routes for cyclists.
- Bicycle and Pedestrian Master Plan provides guidance and recommendations for building a multi-modal transportation system.
- Funding has largely been directed toward new capital road projects, lacking the resources to retrofit existing streets with multi-modal facilities.
- Clark County relies on C-TRAN for providing transit service.
- Clark County lacks processes for implementing safe measures for micro-mobility forms of transportation.
- Clark County lacks formal processes and engagement mechanisms for freight coordination.
- Clark County does not have a freight transportation plan.



Sounding Board Feedback Received

Vehicular Infrastructure

- The Sounding Board is supportive of studying, researching and analyzing a Multi-modal Level of Service Standards
- The Sounding Board is supporting of a TSP initiative recommendation to shift to a Multi-modal Level of Service Standard that replaces Volume-to-Capacity for street segments and LOS at intersections.

Pedestrian safety

- Sidewalks should be designed to be safe first and foremost.
- Pedestrians choose a safer path, rather than a convenient path.
- The curb heights leading to sidewalks needs to be reduced to reduce pedestrian falls.
- Bikes on sidewalks create unsafe locations for pedestrians.
- Analyze crash data associated with pedestrians and the demographic data to find trends that help prioritize sidewalk connections.



Sounding Board Feedback Received (continued)

Sidewalk Infrastructure

- Prioritization for installing sidewalks in existing neighborhoods should include demographic data, in particular elderly populations.
- Sidewalks should be installed close to schools to allow for safe paths for children.
- Sidewalks should be installed to connect to transit stops.
- Increase the budget line item for sidewalk installations.
- Talk to the neighborhoods directly to determine if a new sidewalk is desired.
- Don't require sidewalks on both sides of private streets but provide guidance for building safe paths on both sides.
- Road space does not seem adequate to accommodate people walking and bicycling.



Sounding Board Feedback Received (continued)

Bicycle Infrastructure

- Clark County implements its policies in concept but lacks bicycle input and data.
- Automated Count Stations need to be installed to capture bicycle data.
- Bike lane widths need to accommodate trikes.
- Off-street paths are preferred for less confident users when the right-of-way width is available.
- Highly confident bikers prefer bike lanes over multi-use path to avoid conflicts with pedestrians.
- Transportation projects should evaluate bicycle and pedestrian travel equally with vehicle travel.
- E-Bike safety and education is needed to ensure safety and minimize conflicts.
- Bells on bicycles do not inform the deaf community that there may be a conflict with pedestrians.

Transit Infrastructure

- C-Tran bus ridership and service routes can be improved.

Micro-mobility and Emerging Technology

- Ensure existing/new policies to accommodate micro-mobility modes; are necessary, but education and enforcement are paramount to ensure safety and minimize conflicts.
- Avoidance in addressing e-bike, e-scooter, e-skateboard safety will result in exacerbated problems.
- Marketing safe use of micro-mobility modes in schools is essential.



Sounding Board Feedback Received (continued)

Freight Transportation

- 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.
- Rail crossing at Cedars can isolate a whole neighborhood when a train is stopped at the NE The181st 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.
- 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.



Sounding Board Feedback Received (continued)

Freight Transportation

- Industrial development is vulnerable to adjacent lands. Adjacent residential land can limit the feasibility to develop industrial land.
- 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.
- Transportation routes for long-haul truckers 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.
- Coordinate with Port of Camas/Washougal to promote Grove Field.
- Incorporate WSDOT Aviation's Plan into the Comprehensive Plan.
- Coordinate with private airport owners to identify their needs.



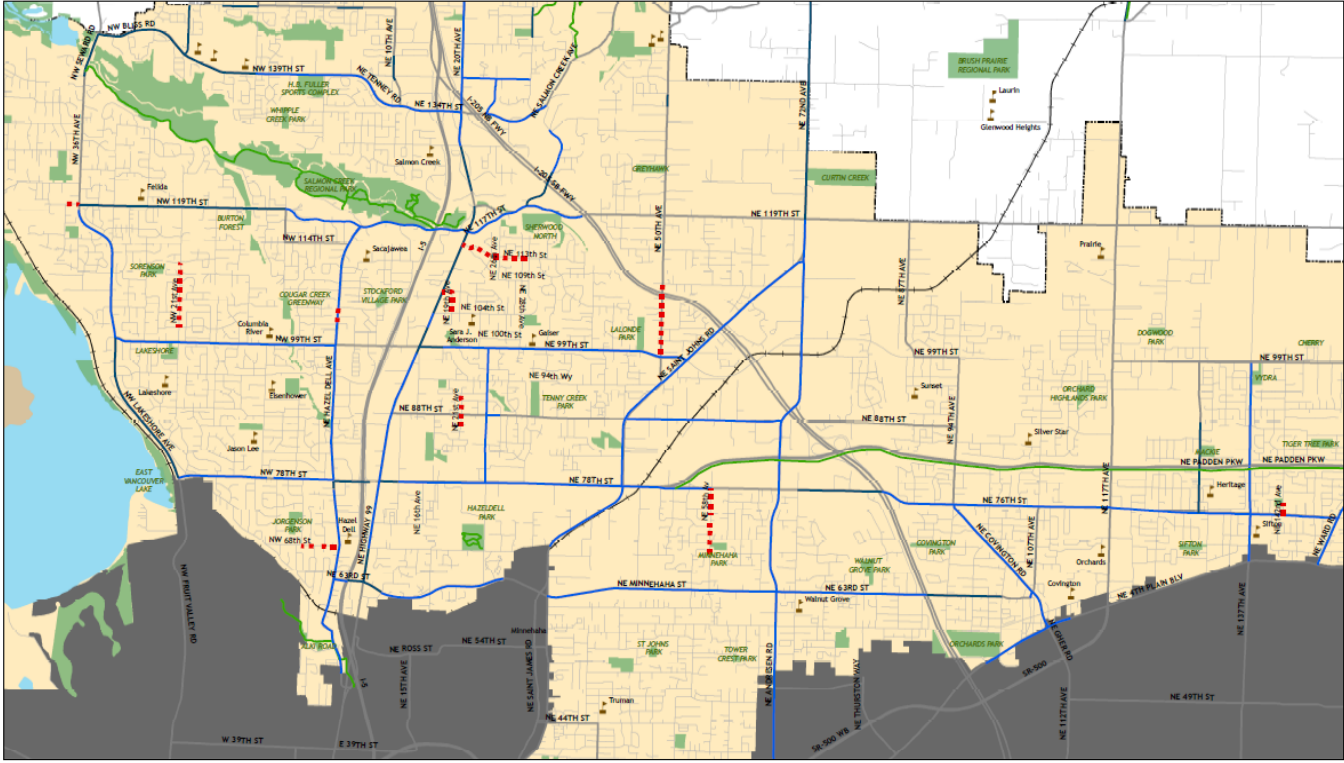
Solution Development

- Improve coordination with C-TRAN to develop a transportation system that improves connections to transit.
- Coordinate with Port of Camas/Washougal to promote Grove Field.
- Incorporate WSDOT Aviation's Plan into the Comprehensive Plan by reference.
- Coordinate with private airport owners to identify their needs.
- Studying, research, analyze and implement a Multi-modal Level of Service Standard for urban unincorporated Clark County.
- Implement a well-designed, attractive, and functional system of network signage greatly enhances bikeway facilities by promoting their presence to both potential and existing users.



Solution Development (continued)

- Implement and build the sidewalk projects shown on Map 38 (Prioritized Sidewalk Projects) and listed in Table 34 (Priority Sidewalk Projects)



Map 4. Priority Sidewalk Projects

Clark County
Bicycle and Pedestrian Master Plan
Source: Clark County and Clark County
Author: JTRK
Date: September 2010

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



Source: Clark County Bicycle and Pedestrian Master Plan, 2010

Solution Development (continued)

- Implement and build the sidewalk projects shown on Map 38 (Prioritized Sidewalk Projects) and listed in Table 34 (Priority Sidewalk Projects)

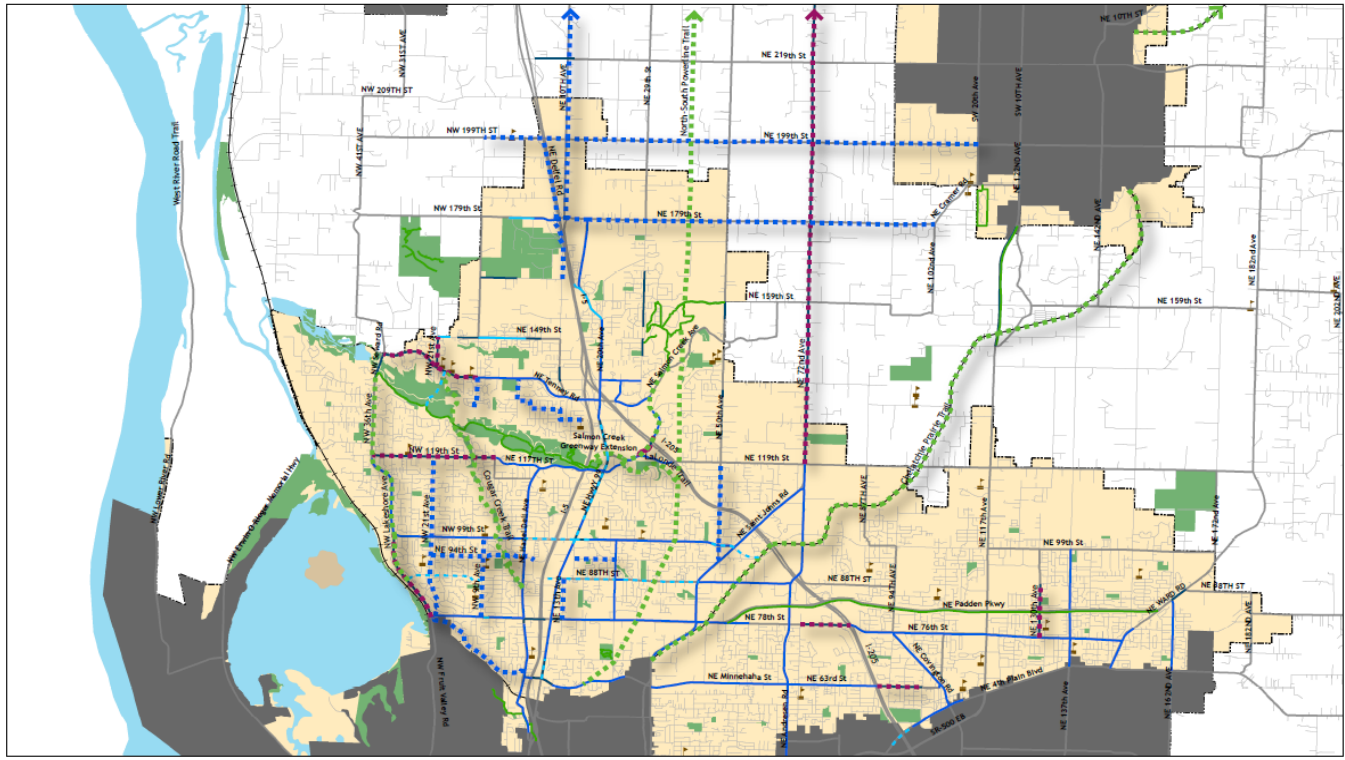
STREET	FROM - TO
Hazel Dell Ave	200' N of NE 103rd St - NE 102nd St
NE 142nd Ave	Little Prairie Park - NE 76th St
NE 50th Ave	NE 99th St - NE 109th St
NW 21st Ave	NW 11th St - NW 101st St
NW 68th St	NW 3rd Ave - Hazel Dell Ave
NE 19th Ave/NE 107th St	NE 104th St - NE 107th St
NE 21st Ave	NE 91st St - NE 86th Cir
NE 58th Av	NE 78th St - NE 73rd Cir
NE Parkview Dr/NE 113th St	NE Hwy 99 - NE 30th Ave
NW 119th St	NW 38th Ave - NW 36th Ave

Source: Clark County Bicycle and Pedestrian Master Plan, 2010



Solution Development (continued)

- Implement and build the bikeway projects shown on Map 39 (Prioritized Bikeway Projects) and listed in Table 36 (Priority 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: OHR
Date: September 2010

- | | | |
|---------------------------------|----------------------------------|-------------------------|
| — Planned projects | — Off-Street trails and pathways | — Railroad |
| — Bikeway projects | — Bike lane | — School |
| — Restriping bike lane projects | — Bike lane one-side | — Parks |
| — Trail and pathway projects | — Shoulder bikeway | — Urban growth boundary |



Source: Clark County Bicycle and Pedestrian Master Plan, 2010

Solution Development (continued)

- Implement and build the bikeway projects shown on Map 39 (Prioritized Bikeway Projects) and listed in Table 36 (Priority Bikeway and Trail Projects)

TYPE	NAME	FROM - TO
On-Street	NE 10th Ave	NE Carty Rd - NE 179th St
On-Street	NE 13th Ave	NE 88th St - NE 78th St
On-Street	NE 179th St	NE 29th Ave - NE 102nd Ave
On-Street	NE 50th Ave	NE 119th St - NE Saint Johns Rd
	NW 2nd Ave/NE 132nd St/NE	
On-Street	129th St	NW 139th St - NE 16th Ave
On-Street	NW 9th Ave	NW 99th St - NE 78th St
On-Street	NE Delfel Rd	NE 199th St - NE 179th St
On-Street	NE/NW 199th St	NW 11th Ave - NE 112th Ave
On-Street	NW 11th Ave	NW 199th St - Salmon Creek Greenway
On-Street	NW 21st Ave	NW 119th St - NW 78th St
On-Street	NE 94th St	NE 15th Ave - NE 25th Ave
On-Street	NE 94th St	NW 21st Ave - NE 5th Ave
	NW Sluman Rd/NW Overlook	
On-Street	Dr/NW Hazel Dell Way	NW 78th St/NW Bacon Rd - NE Hazel Dell Ave

Source: Clark County Bicycle and Pedestrian Master Plan, 2010



Optimize and preserve the investment in the transportation system.

CURRENT PRACTICES:

- Traffic signals are installed as an integrated network, rather than a collection of individual intersections.
- Public Works collects 24-hour counts of vehicles throughout the year on a variety of county streets and roads.
- Public Works uses emerging technologies to get better performance out of traffic signals, which reduces congestion, greenhouse gas emissions and driver frustration.
- Clark County has nearly 100 cameras at signalized intersections, primarily in the urban area outside Vancouver city limits.



Optimize and preserve the investment in the transportation system. (continued)

CURRENT PRACTICES:

- The Road Preservation Program addresses overlays, slope stabilization projects, guardrail, and ADA ramps relating to preservation, which are listed in the Sidewalk and Safety Ongoing Programs.
- The Road Preservation Program uses slurry seals, cape seals, chip seals and micro seals to preserve the existing infrastructure. The type of seal applied is based on the characteristics of the infrastructure.
- Clark County Public Works sweeps residential streets during fall, winter and spring months. During the summer, street sweepers are used primarily for summer road preservation and other construction projects.
- Residential streets are swept 3-4 times a year, typically during the daytime. Arterials are swept about once a month, typically during the late afternoon or evening. The county coordinates its sweeping schedule with garbage-recycling pickup to avoid conflicts.



Sounding Board Feedback Received

- Building bikeways and sidewalks promotes active transportation. This encourages less driving which could preserve the longevity of the current road infrastructure.



Solution Development

- Clark County roads are high quality, maintained to meet current and future demands. Continue to support the Public Works Operation and Preservation programs to provide the residents with quality infrastructure.
- Analyze the cost of maintaining roads with all new infrastructure built to determine if the current maintenance funding level is sustainable.



ENSURE MOBILITY THROUGHOUT THE TRANSPORTATION SYSTEM.

CURRENT PRACTICES:

- Mobility is measured according to Clark County Code 40.350.020 - Transportation Concurrency Management System for vehicle transportation only on urban collectors and arterials, signalized intersections, and unsignalized intersections where collectors and arterials meet.
- Mobility is measured on urban collectors and arterials based on a volume-to-capacity ratio. Volumes are continually collected on an annual basis. Capacity is determined based on the classification's design standard.
- Non-motorized transportation modes are not measured for mobility.
- The mobility standards for local jurisdictions in Clark County vary, leading to inconsistent priority of transportation projects.



Sounding Board Feedback Received

- Congestion is not managed effectively.
- Congestion challenges occur where county roads intersect with state roads.
- Road space does not seem adequate to accommodate people walking and bicycling.
- Traffic signals seem to provide varying levels of pedestrian service.
- C-Tran bus ridership and service routes can be improved.
- Supportive of studying, researching and analyzing a Multi-modal Level of Service Standards.
- Supportive of a TSP initiative recommendation shifting to a Multi-modal Level of Service Standard that replaces Volume-to-Capacity for street segments and LOS at intersections.



Solution Development

- Implement multi-modal level of service standards to ensure mobility of all users.
- Institute a Neighborhood Traffic Management Program.
- Build a pedestrian network as its own transportation system, not as a component of the street system.
- Establish communication with neighborhoods directly to gauge support for new sidewalks in existing neighborhoods.
- Establish direct conversations with freight providers, possibly a Freight Advisory Committee.



PROVIDE A SAFE TRANSPORTATION SYSTEM

CURRENT PRACTICES:

- The Clark County Standard Details are provided for constructing various projects within the county. The details include roadway, drainage, sidewalk, and development and have been grouped according to specific construction categories.
- The Clark County Code is a codification of the general ordinances of Clark County, Washington. Title 10, vehicles and traffic, Title 12, streets and roads, and Title 40, unified development code, all include information regarding safety.
- Clark County has adopted the following:
 - [Pedestrian Crossing Treatment Policy](#)
 - [School Zone Traffic Control Policy](#)
 - [Systemic Safety Improvement Program](#)
 - [Transportation Safety Management Program](#)
- Clark County Traffic Engineering section has established a comprehensive Safety Program that is data-driven and follows the AASHTO's Highway Safety Manual (HSM), for the entire county.



Sounding Board Feedback Received

- Sidewalks should be designed to be safe first and foremost.
- Pedestrians choose a safer path, rather than a convenient path.
- The curb heights leading to sidewalks needs to be reduced to reduce pedestrian falls.
- Bikes on sidewalks create unsafe locations for pedestrians.
- Analyze crash data associated with pedestrians and the demographic data to find trends that help prioritize sidewalk connections.



Solution Development

- Clark County should monitor and evaluate sites where systemic safety treatments are implemented to measure and evaluate the effectiveness of the recommended treatments.
- Implement the School Zone Signing and Pavement Marking Policy [recommendations](#).
- Continue to follow and implement the three-step Pedestrian Crossing Treatment Decision Trees for:
 - controlled crossings at intersections,
 - uncontrolled crossings at intersections or mid-block locations and school crossing locations;
 - Enhanced Crossing Treatment Selection Table; and
 - conceptual Pedestrian Crossing Toolbox Cut Sheets to guide facility implementation.



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

- Clark County Public Service Center
- 1300 Franklin Street • PO Box 5000
- Vancouver, WA 98666-5000

Staff contacts:

- Gary Albrecht, Project Manager,
Transportation Planner, gary.albrecht@clark.wa.gov, 564.397.4318
- Matt Hermen, Transportation
Planner, matt.hermen@clark.wa.gov, 564.397.4343
- Michael Sallis, Transportation and Land Use
Planner, michael.sallis@clark.wa.gov, 564.397.4544

