

Transportation System Plan

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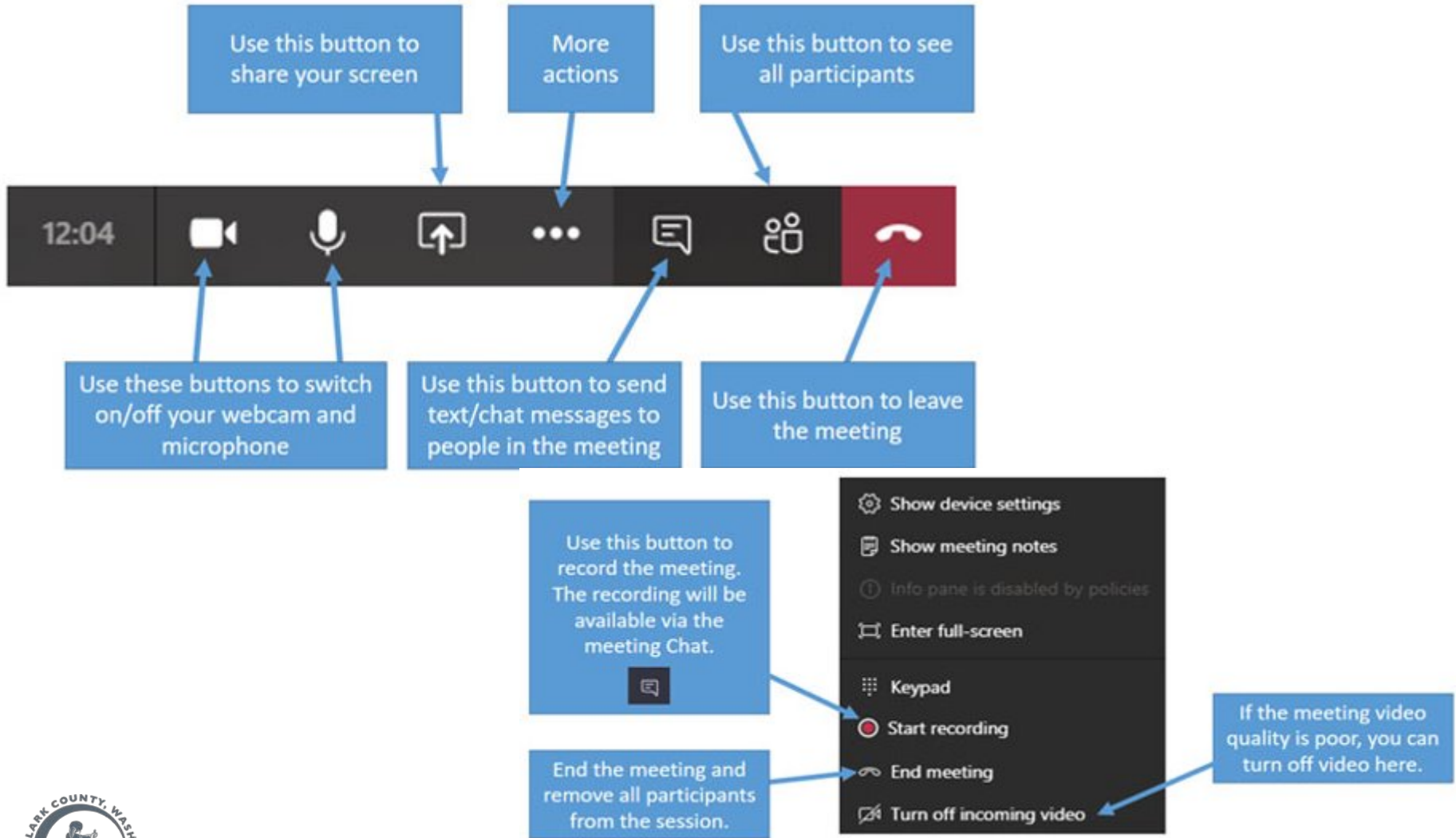
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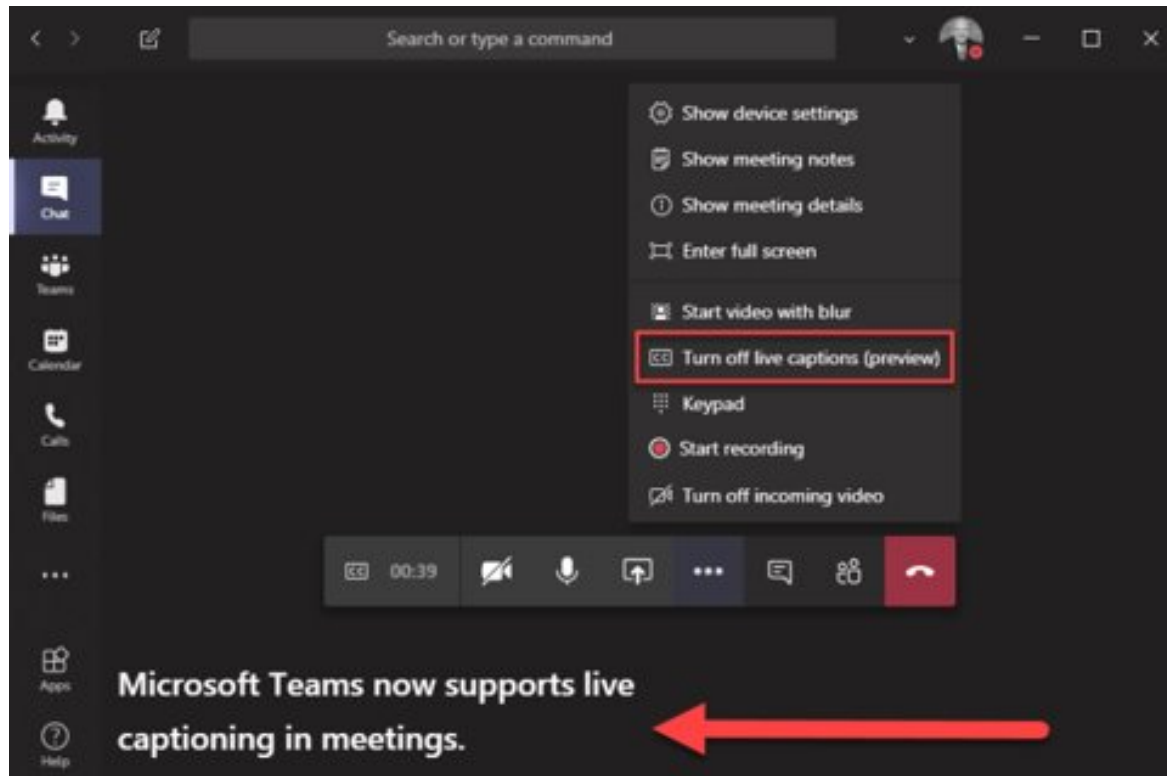
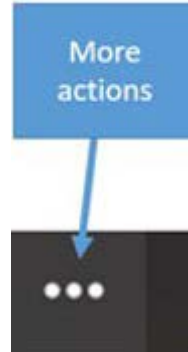
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Microsoft Teams Instructions

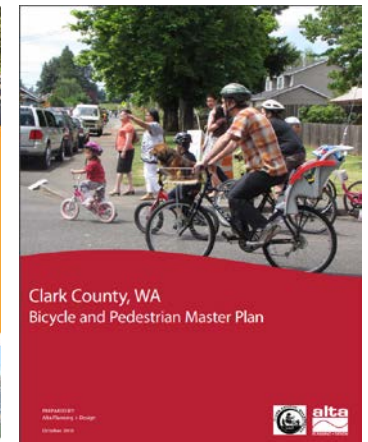
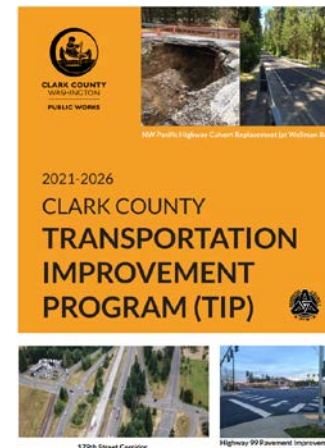
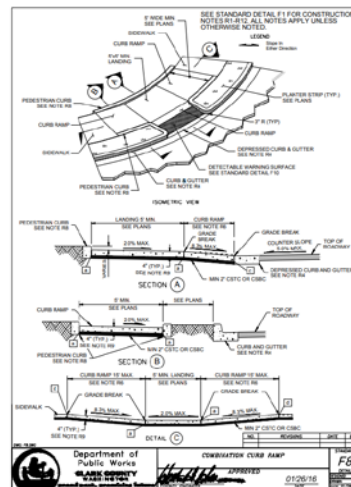
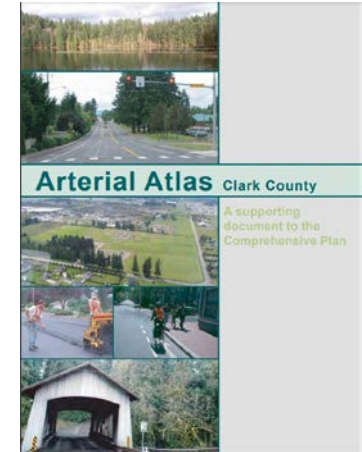
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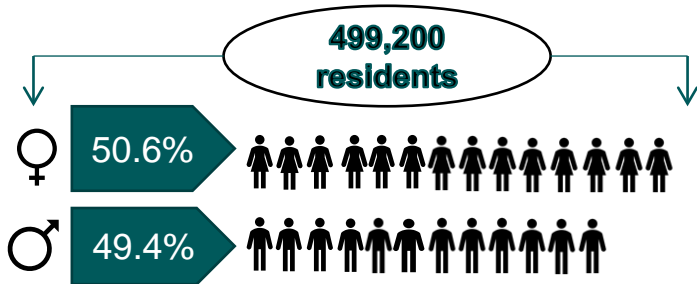
Transportation System Plan Guiding Documents

- Clark County Comprehensive Plan,
- Arterial Atlas,
- Capital Facilities Plan,
- Transportation Improvement Program (TIP),
- Bicycle and Pedestrian Master Plan,
- Clark County Code Chapter 40.350 Transportation and Circulation,
- Pedestrian Crossing Treatment Policy,
- School Zone Traffic Control Policy, and
- Standard Details Manual



Background – Clark County 2020

Land Area: 656 Square miles



Median Age 38.4

Male: 37.4 Female: 39.4

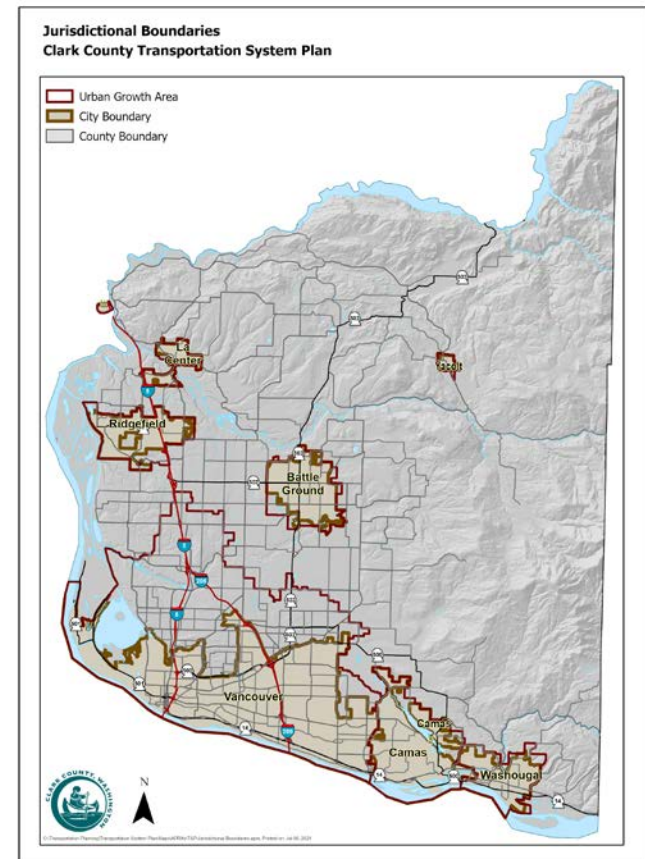


\$76,950

Median Household Income



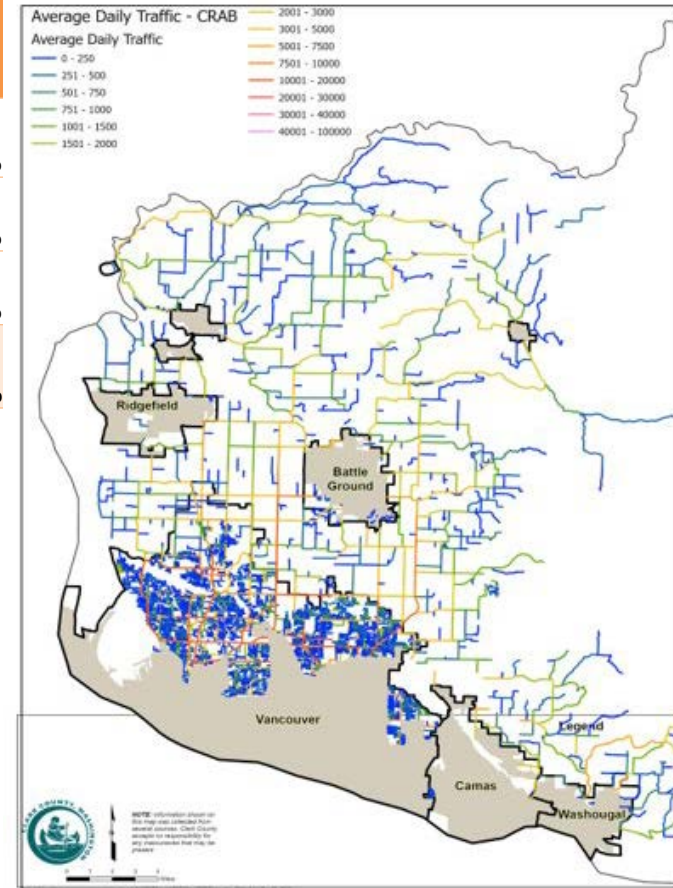
Sources: WA OFM, Clark County GIS, ESRI, OFM, RTC, RTP 2019, p 27



Background- Federal Functional Mileage

Facility Type	Urban Unincorporated	Rural Unincorporated	Unincorporated Total	Percent of Total
Arterials	147	26	173	7.8%
Collectors	138	516	654	29.3%
Local Roads	846	558	1,404	62.9%
Total	1,131	1,100	2,231	100.0%

Source: Clark County Public Works Federal Functional Classification, CRAB

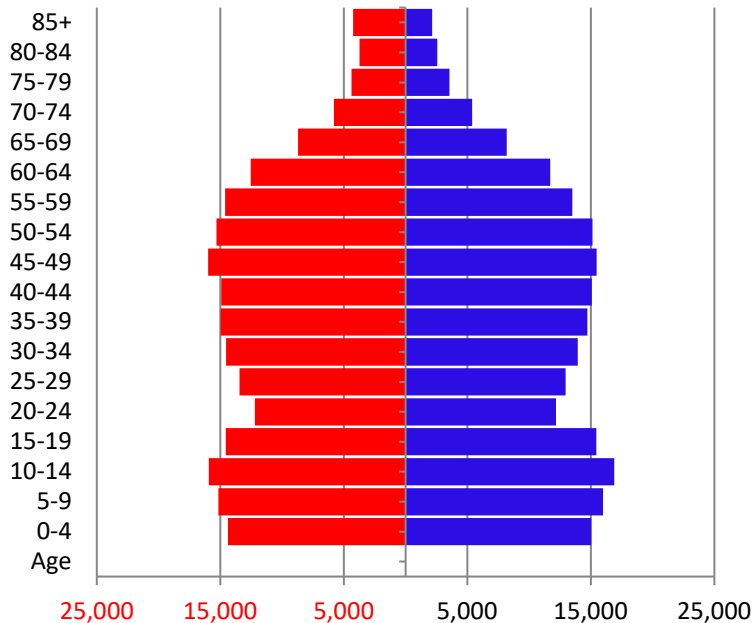


Source: Clark County Public Works Road Log 2019

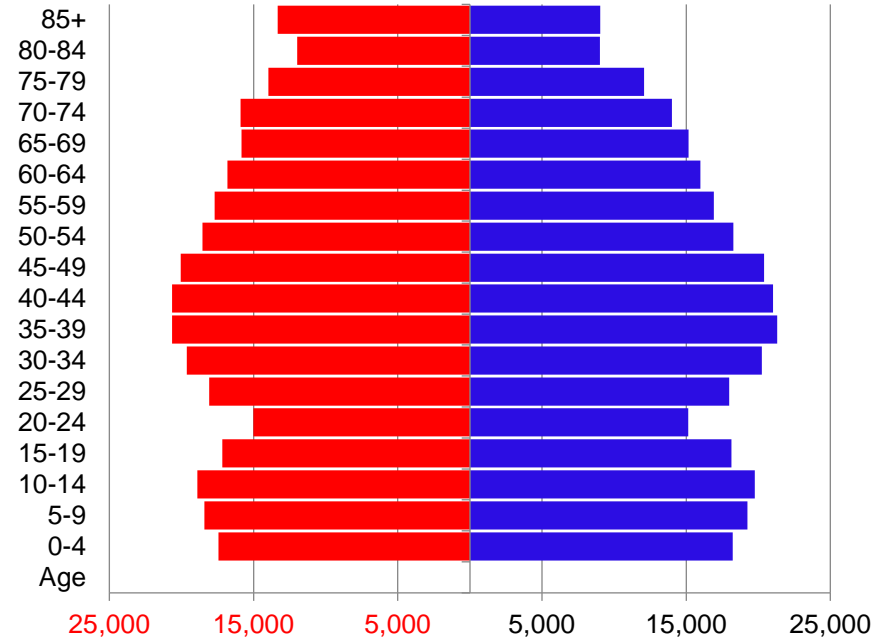


Background – Age distribution

2015 Age Profile



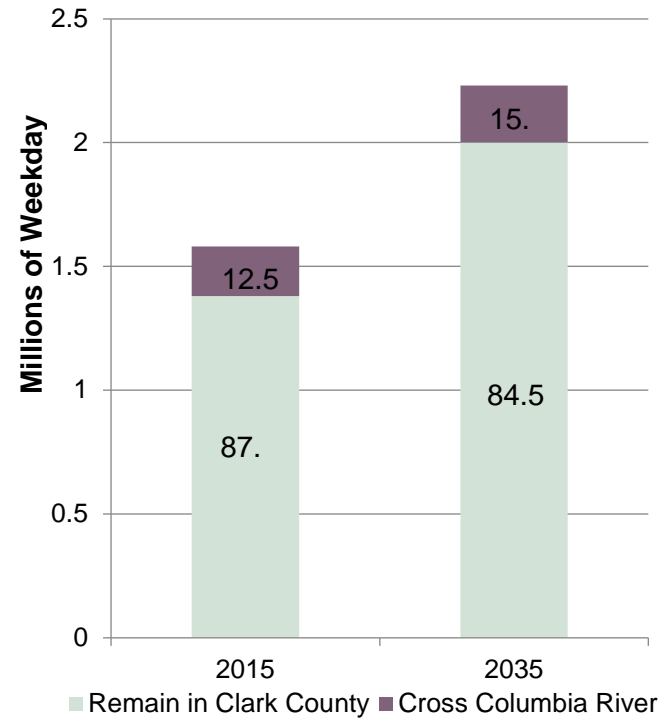
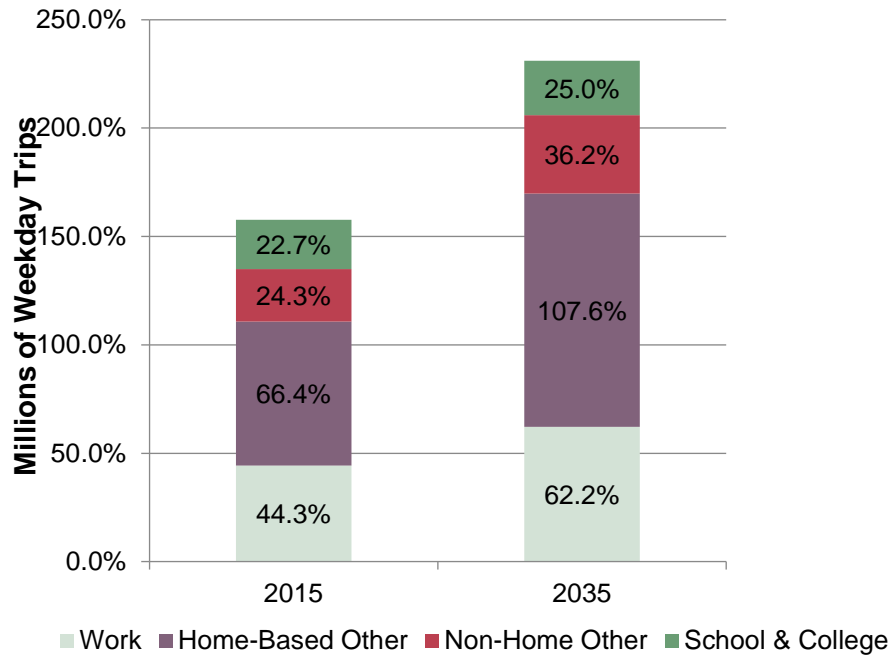
Forecast 2035 Age Profile



Source: WA State Office of Financial Management (OFM), American Community Survey, Clark County, 2015



Background – Weekday Trips



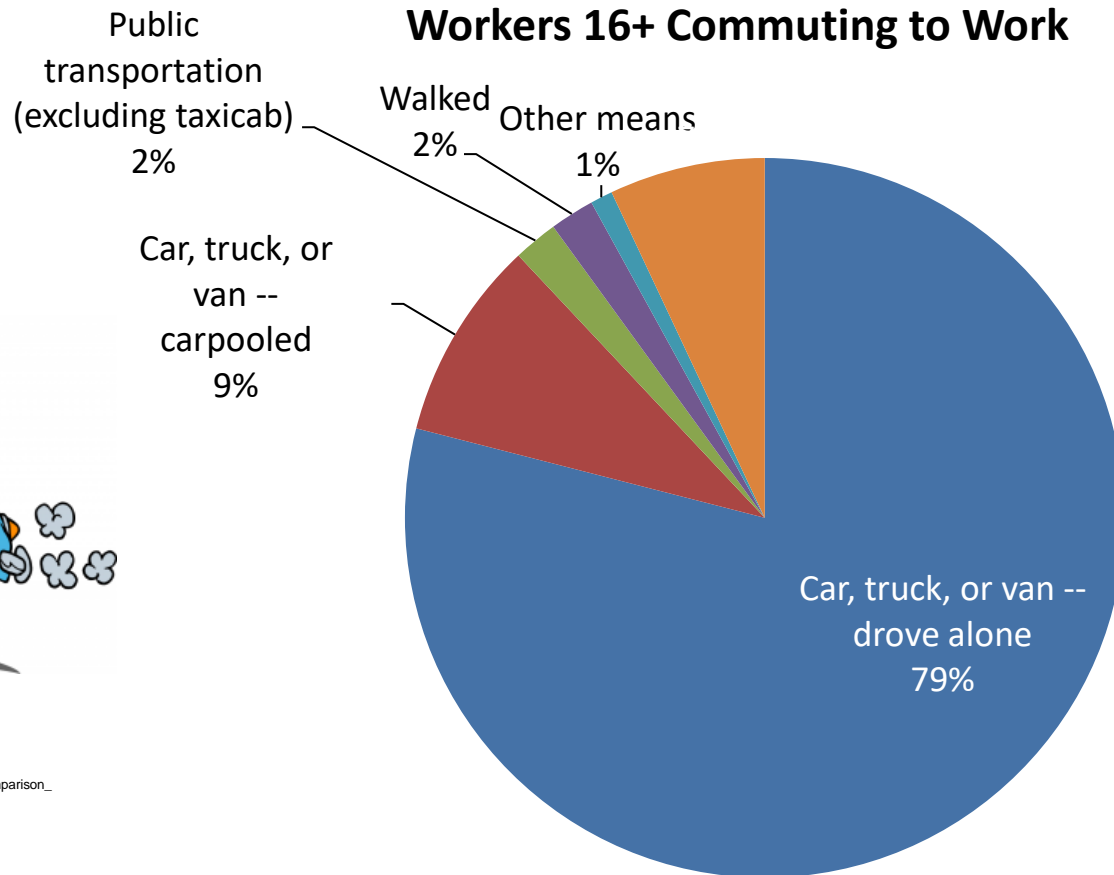
Source: Regional Transportation Plan for Clark County, March 2019 Update, Southwest Washington Regional Transportation Council, Clark County Comprehensive Growth Management Plan, 2015-2035



Background – Clark County Commuter Transportation: 2014 - 2018



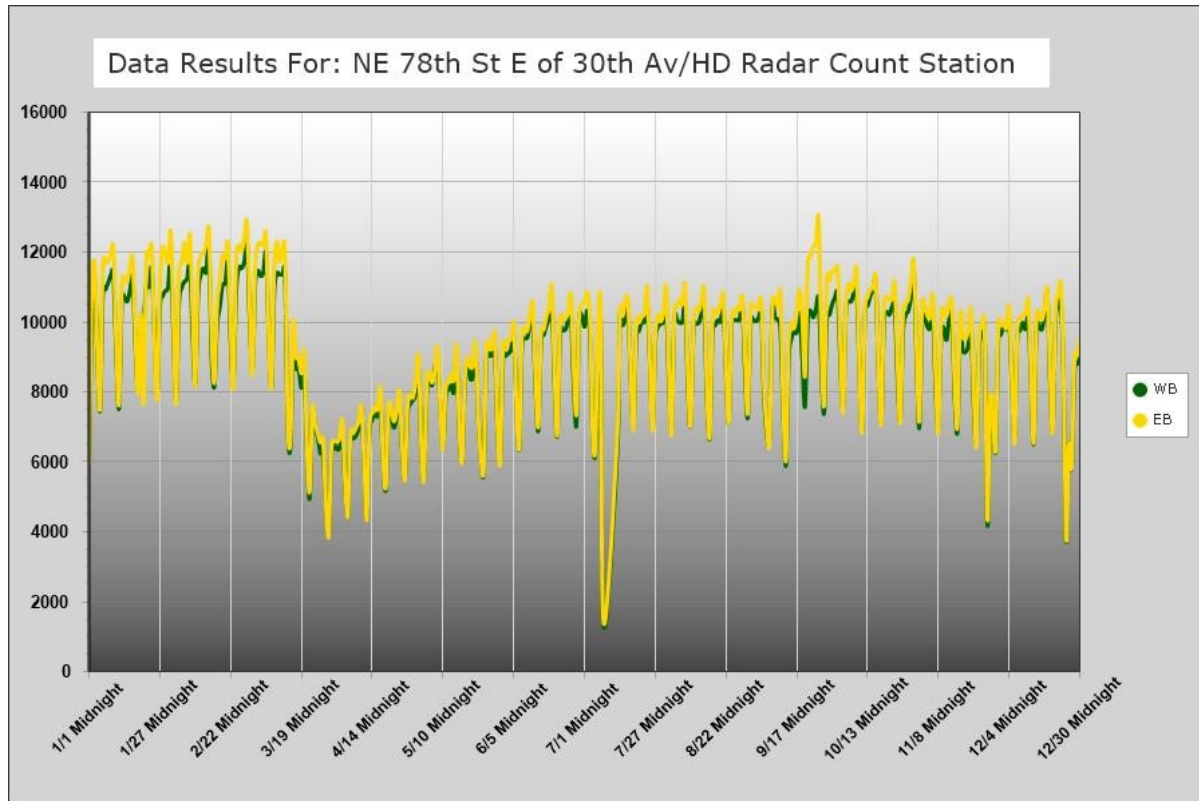
Workers 16+ Commuting to Work



Source: https://www2.census.gov/programs-surveys/acs/summary_file/2018/data/5_year_comparison_profiles/county/cp03.csv

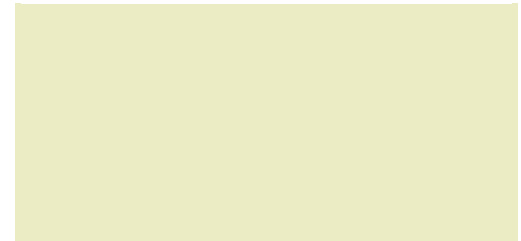


78th Street Corridor - 2020

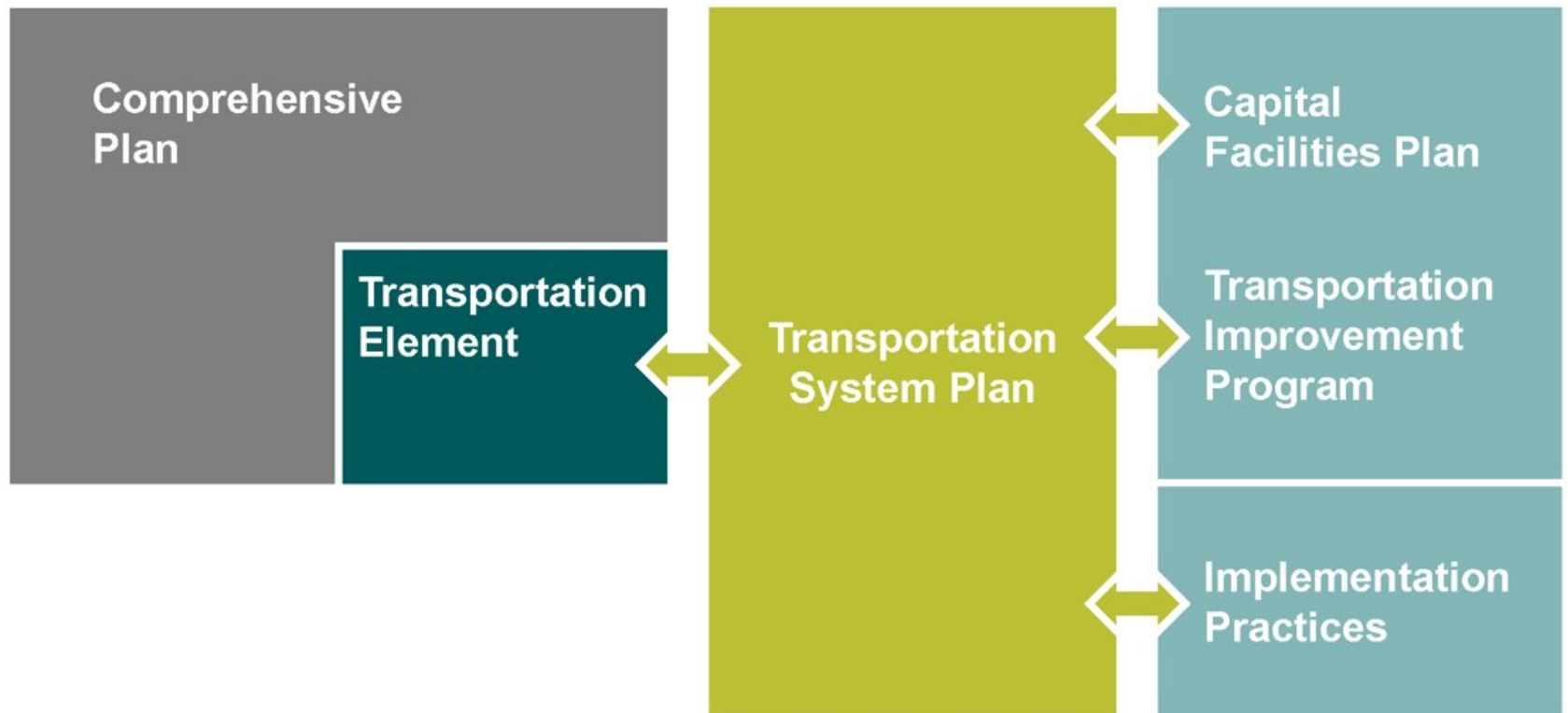


Background – Emerging Issues to Track

- Demographic trends affecting housing,
- Economic trends affecting regional growth forecasts,
- Washington Office of Financial Management (OFM) updates demographic forecasts for GMA; next update to population forecasts due in 2022,
- Continue coordination with local jurisdictions,
- RTC's Planning Efforts and Regionally Significant Transportation Decisions, and
- 2025 Clark County Comprehensive Growth Management Plan Update.



Transportation System Plan Implementation



Goals & Policies Comparison

	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 (23 USC Sec 150)			✓	✓	✓		✓	✓	✓	✓

* 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.



Transportation Forecasting

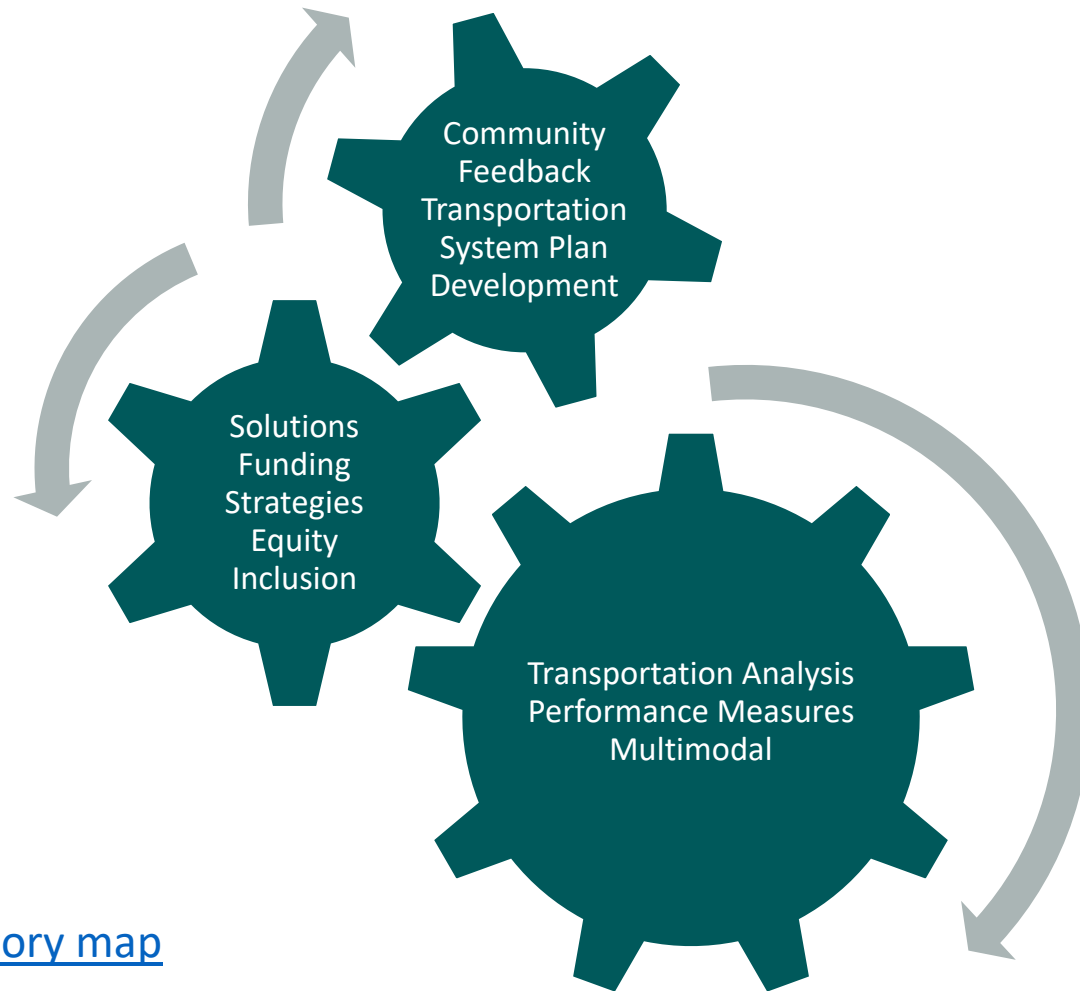
Consistency between land use and transportation,

Planned land use must be reflected in the travel forecasts that are prepared to evaluate the impacts of development, and

Transportation improvements and implementation measures within the transportation element must adequately support planned land use at adopted level-of-service (LOS) standards.



Transportation System Plan Workflow



- Interactive [story map](#)



Transportation Project Funding

	Safety	Land Use Linkage (Economic Development)	Mobility (Concurrency)	Multi-Modal	Route Connectivity	Environment	Financially Viable	Preservation
Clark County Transportation Goals	✓	✓	✓	✓	✓	✓	✓	✓
Transportation Improvement Program (TIP) Evaluation Priority	#1	#2	#3	#4	#5	#6	#7	Ongoing Program



Historical Transportation Project Funding

Year	Top Project Priority	#1 Ranked Criteria	#2 Ranked Criteria
2010	NE 119 th Street: NE 72 nd Ave. to NE 87 th Ave.	Safety	Land Use Linkage (Economic Development)
2011	NE 119 th Street: NE 72 nd Ave. to NE 87 th Ave.	Safety	Land Use Linkage (Economic Development)
2012	NE 119 th Street: NE 72 nd Ave. to NE 87 th Ave.	Safety	Land Use Linkage (Economic Development)
2013	NE 94 th Avenue: NE Padden Pkwy. To NE 99 th St.	Safety	Land Use Linkage (Economic Development)
2014	NE 119 th Street: NE 50 th Ave. to NE 72 nd Ave.	Safety	Land Use Linkage (Economic Development)
2015	NE 119 th Street: NE 50 th Ave to NE 72 nd Ave.	Safety	Land Use Linkage (Economic Development)
2016	NE 119 th Street: NE 50 th Ave. to NE 72 nd Ave.	Safety	Land Use Linkage (Economic Development)
2017	NE 99 th Street: NE 94 th Ave. to NE 117 th Ave. (SR-503)	Safety	Concurrency
2018	NE 99 th Street: NE 94 th Ave. to NE 117 th Ave. (SR-503)	Land Use Linkage (Economic Development)	Safety
2019	NE 99 th Street: NE 94 th Ave. to NE 117 th Ave. (SR-503)	Land Use Linkage (Economic Development)	Safety
2020	NE 99 th Street: NE 94 th Ave. to NE 117 th Ave. (SR-503)	Land Use Linkage (Economic Development)	Safety

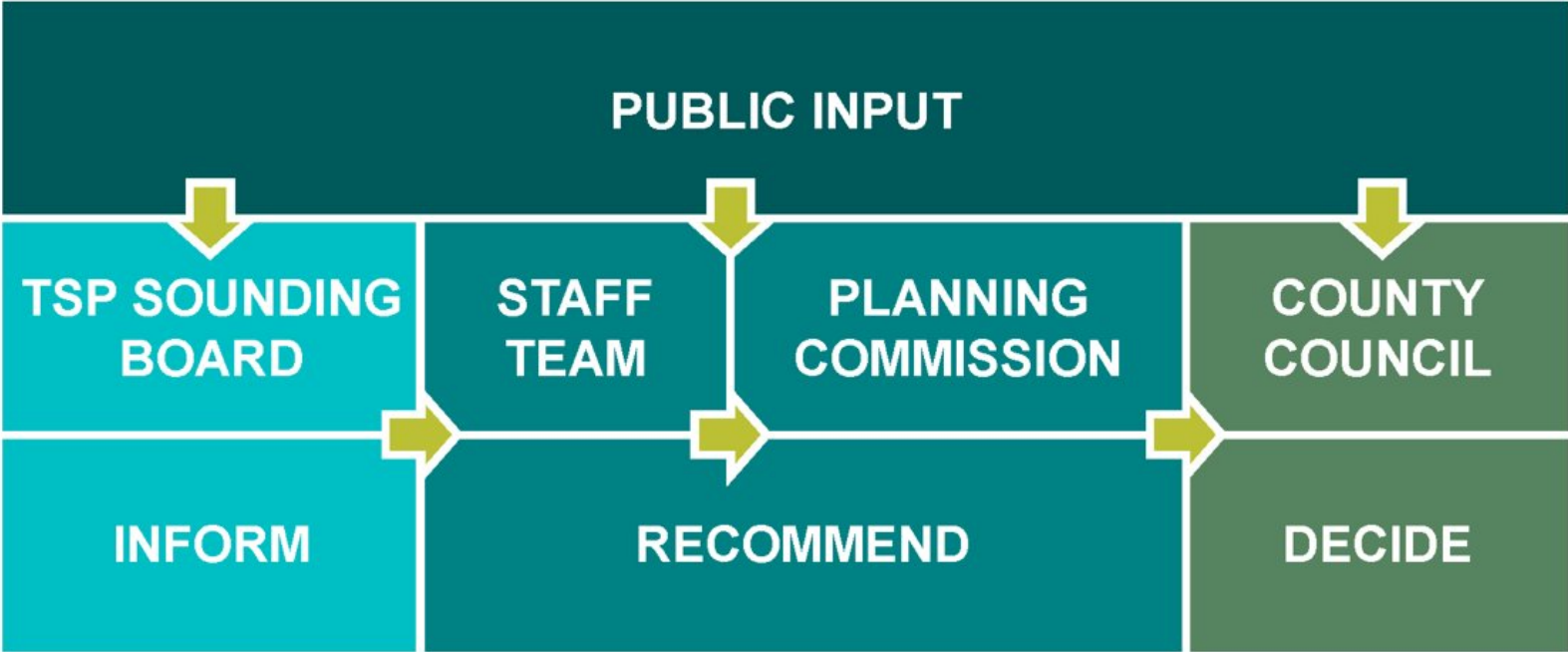


Public Input

- Sounding Board
- Neighborhood Associations Council of Clark County (NACCC) – April 11, 2022
- HDSCBA – April 13, 2022
- Development and Engineering Advisory Board (DEAB) – April 14, 2022
- Washington State Department of Transportation (WSDOT) – April 18, 2022
- Commission on Aging (COA) – April 20, 2022
- Bike and Pedestrian Advisory Committee (BPAC) – April 26, 2022
- Developmental Disabilities Advisory Board – May 4, 2022



Sounding Board Protocols



Public Participation Plan – Sounding Board

- Clark Communities Bicycle and Pedestrian Advisory Committee Representative,
- Commission on Aging Representative,
- Planning Commission Representative,
- Development and Engineering Advisory Board (DEAB) Representative,
- Development Disabilities Advisory Board Representative,
- Railroad Advisory Board Staff, and
- Regional Transportation Council (RTC) staff.



TSP Final Plan Development

Clark County Comprehensive Growth Management Plan contains six transportation related goals

- Sounding Board developed recommendations based on current practices



<https://clark.wa.gov/public-works/sounding-board>



TSP Final Plan Recommendations

- Studying, research, analyze and implement a Multi-modal Level of Service Standard for urban unincorporated Clark County.
- Implement Bike and Ped Plan recommended bicycle and sidewalk network,
- Institute a Neighborhood Traffic Management Program,
- Update transportation development code to improve safety and encourage more people to walk and bicycle, and
- Continue current adopted processes to improve safety.



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

CURRENT PRACTICES:

- 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, and
- Operate and maintain a regional communications network.



Sounding Board Feedback Received

- Access to Parks,
- Neighborhood Transportation, and
- Regional Transportation.



Recommended Solutions

- Continue collaboration,
- Develop shared consistent methodologies,
- Strengthen relationships, and
- Maintain connectivity between land uses.



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,
- County sidewalk program can build sidewalks,
 - Scoring criteria for new sidewalks.
- County local streets and many neighborhood circulator streets can be classified as shared roadways,
- Clark County Bicycle and Pedestrian Master Plan,
 - 65 miles of existing bike lanes in Clark County
- Existing Funding,
- C-TRAN provides transit service,
- Micro-mobility forms of transportation, and
- Freight coordination.



Sounding Board Feedback Received

- Vehicular Infrastructure,
- Pedestrian safety,
- Sidewalk Infrastructure,
- Bicycle Infrastructure,
- Transit Infrastructure,
- Micro-mobility and Emerging Technology, and
- Freight Transportation.



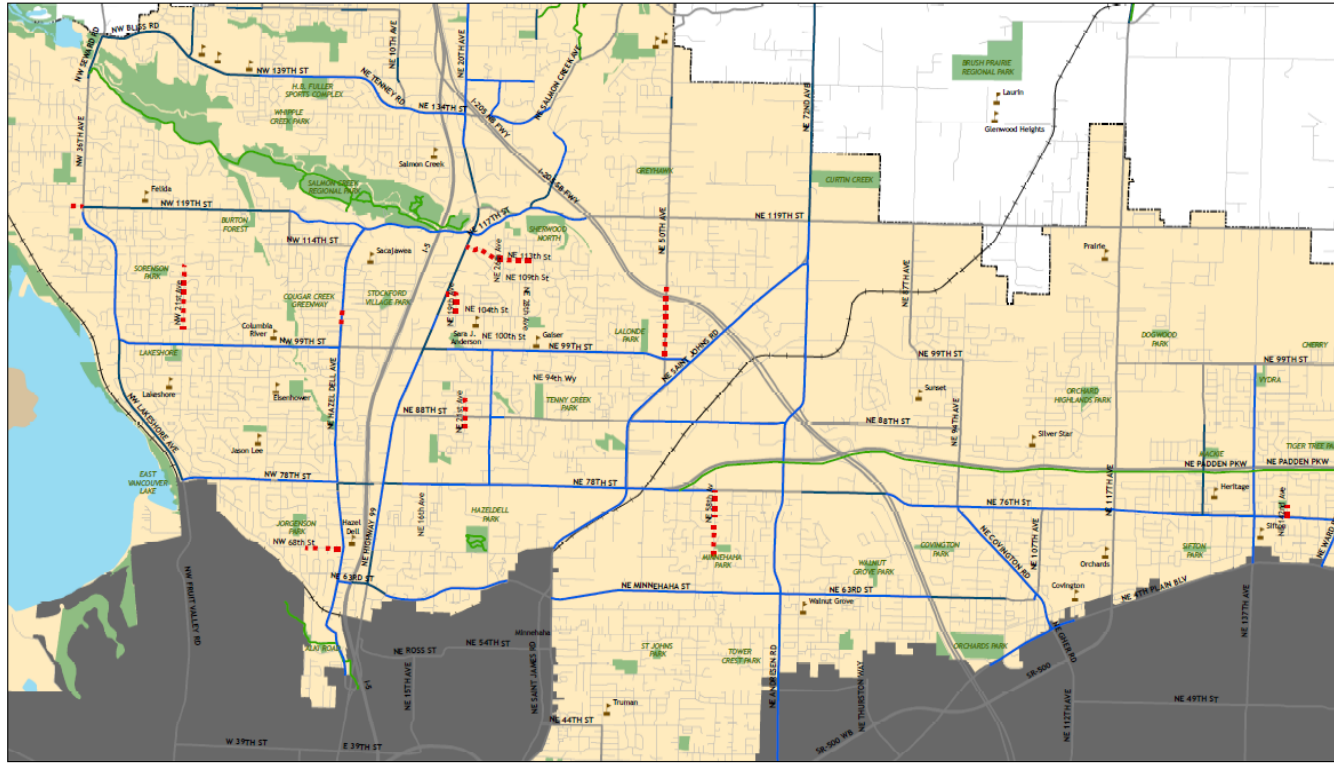
Recommended Solutions

- Studying, research, analyze and implement a Multi-modal Level of Service Standard for urban unincorporated Clark County,
- Improve coordination with airports and C-TRAN,
- Implement Bike and Ped Plan recommended bicycle and sidewalk network, and
- Network signage greatly enhances bikeway facilities.



Recommended Solutions

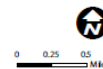
- Implement and build the sidewalk projects shown on Map 38 (Prioritized Sidewalk Projects) and listed in Table 34 (Priority Sidewalk Projects)



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

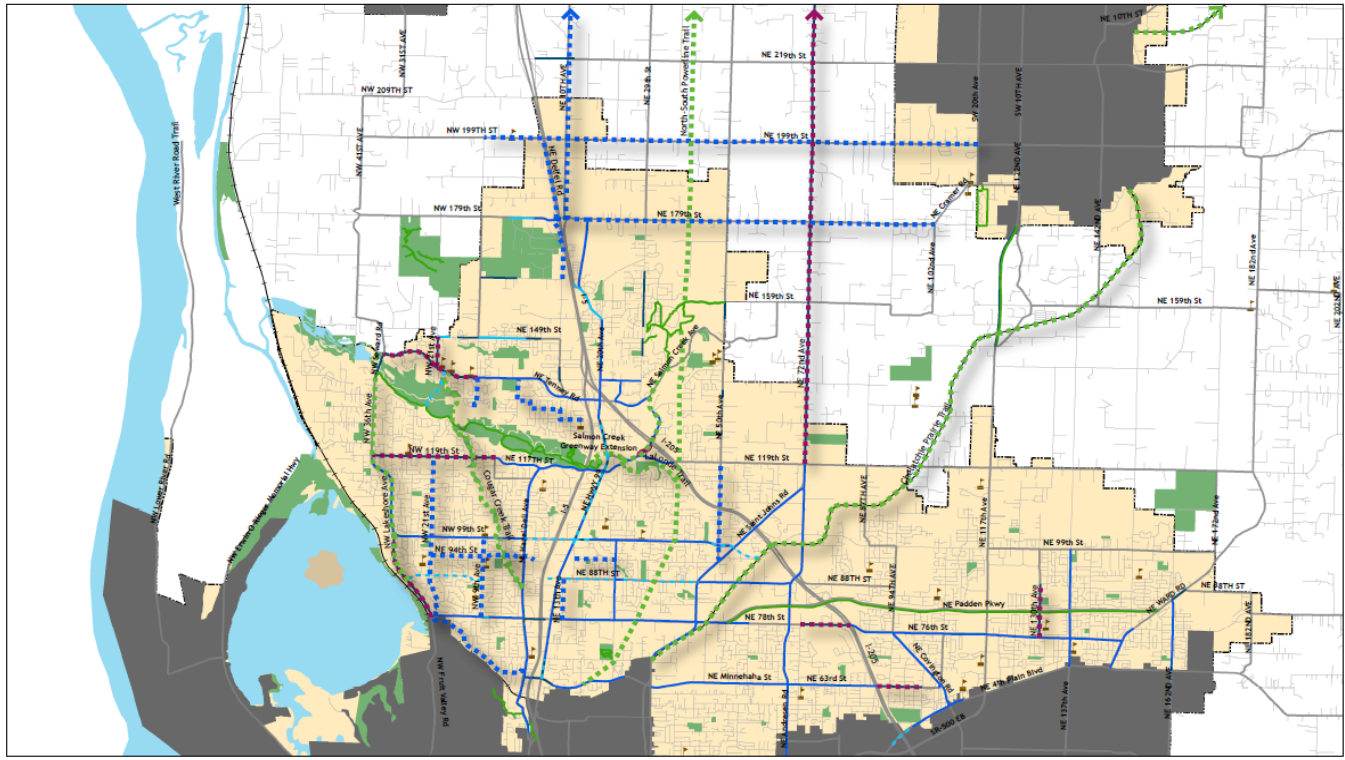


Source: Clark County Bicycle and Pedestrian Master Plan, 2010



Recommended Solutions

- 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: 10/08
 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

Optimize and preserve the investment in the transportation system.

CURRENT PRACTICES:

- Traffic signals integrated network,
- Road Preservation Program, and
- Residential Street Sweeping.



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.



Recommended Solutions

- 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 by counting vehicle traffic,
- Mobility is measured on urban collectors and arterials based on a volume-to-capacity ratio,
- Non-motorized transportation modes are not measured for mobility, and
- 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.



Recommended Solutions

- 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, and
- Establish direct conversations with freight providers, possibly a Freight Advisory Committee.



PROVIDE A SAFE TRANSPORTATION SYSTEM

CURRENT PRACTICES:

- Clark County Standard Details,
- Clark County Code,
- 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 established procedures.



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, and
- Analyze crash data associated with pedestrians and the demographic data to find trends that help prioritize sidewalk connections.



Recommended Solutions

- 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](#), and.
- Continue implementing Pedestrian Crossing Prioritization Program.



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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- Michael Sallis, Transportation and Land Use
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