

## Introduction

A national surge in interest in alternative modes of transportation has resulted from increasing concerns with health, the cost of gas, or even finding a way to relieve stress. The Clark County Bicycle and Pedestrian Master Plan presents a 20-year vision and implementation strategy that seeks to increase the number of people walking and bicycling while improving walking and bicycling safety throughout the county.

## Why Bicycling and Walking?

Bicycling and walking are low-cost means of transportation that are non-polluting, energy-efficient, versatile, healthy, and fun. Everyone is a pedestrian at some point, whether walking a dog, taking a lunch break, or accessing transit. Bicycling is an active choice for transportation that reduces vehicle miles traveled. The many advantages to walking and bicycling include:

- **Bicycling and walking are good for the economy.** Bicycling makes up \$133 billion of the US economy, funding 1.1 million jobs.<sup>1</sup>
- **Walkable, bikeable neighborhoods are more liveable and attractive,** increasing home values and resulting in increased wealth for individuals and additional property tax revenue.<sup>2</sup>
- **Walking and bicycling increase spending on local goods and services.** By replacing short car trips, bicycling and walking can help families defray transportation costs.<sup>3</sup>

1 Flusche, Darren for the League of American Bicyclists. (2009). *The Economic Benefits of Bicycle Infrastructure Investments*.

2 Cortright, Joe for CEOs for Cities. (2009). *Walking the Walk: How Walkability Raises Home Values in U.S. Cities*.

3 Center for Neighborhood Technology. (2005). *Driven to Spend: Pumping Dollars out of Our Households and Communities*.

- **Walking and bicycling are good for public health.** Bicycling for exercise can reduce the cost of spending on health care by as much as \$514 a year.<sup>4</sup>
- **More people walking and bicycling increase safety for others.** In a community where twice as many people walk, an individual walking has a 66 percent reduced risk of being injured by a motorist.<sup>5</sup>

Clark County benefits from several popular trails, including the Lewis and Clark Discovery Greenway and the Padden Parkway Trail, as well as a number of planned trails, most notably the Chelatchie Prairie Greenway Trail. In addition, the County has 26 miles of shoulder bikeways and 43 miles of bike lanes developed.

## Challenges

The County also faces several challenges to the development of the Bicycle and Pedestrian Master Plan. Interstates 5 and 205 are major barriers to pedestrian and bicycle travel. The existing bikeway, sidewalk and trail networks are discontinuous in places. In addition, the County has completed two bicycle plans but no pedestrian plan, and the County lacks information about existing facilities.

Most roads in Clark County have already been built, requiring bikeways, sidewalks, and trails to be developed within existing right-of-ways. In addition, steep topography and long distances are considerable barriers to increasing the number of county residents bicycling for transportation, exercise, or fun.

4 Feifei, W., McDonald, T., Champagne, L.J., and Edington, D.W. (2004). *Relationship of Body Mass Index and Physical Activity to Health Care Costs Among Employees*. *Journal of Occupational and Environmental Medicine*. 46(5):428-436

5 Jacobsen, P.L. (2003). Safety in numbers: more walkers and bicyclists, safer walking and bicycling. *Injury Prevention* 9:205-209.

*When the spirits  
are low, when the  
day appears dark,  
when work becomes  
monotonous, when hope  
hardly seems worth  
having, just mount a  
bicycle and go out for  
a spin down the road,  
without thought on  
anything but the ride  
you are taking.*

- Arthur Conan Doyle



*Walking and bicycling are  
safe and healthy modes  
of transportation and  
recreation, which contribute  
to quality of life*

The goals and objectives will guide the way the public improvements are made, where resources are allocated, how programs are operated, how department priorities are determined, and how private development is designed. The Plan goals and objectives will be adopted into the County's Comprehensive Plan when it is updated in 2014.

### Goal 1: Developing a Bicycle and Pedestrian Network

**Objective 1-1:** Implement the Clark County Bicycle and Pedestrian Master Plan to expand travel opportunities for transportation and recreation.

**Objective 1-2:** Identify county-wide networks of bicycle and pedestrian facilities that augments local networks identified by each city.

**Objective 1-3:** Encourage large employers, developers, and other organizations to provide secure short and long-term bicycle parking in employment and commercial areas, in multifamily housing, at schools, and at transit facilities, including covered and/or attended parking.

**Objective 1-4:** Increase the number of bicycle transit trips and pedestrian access to transit.

**Objective 1-5:** Develop and improve trails within parks.

### Goal 2: Jurisdictional Coordination

**Objective 2-1:** Facilitate coordination and cooperation among local jurisdictions in development of the bikeways and pedestrian facility recommendations.

## Plan Organization and Use

The Plan is organized as follows:

- Chapter 1: Introduction provides an overview of this plan and its purpose.
- Chapter 2: Existing Conditions, summarizes the conditions of the county's pedestrian, bicycle, and trail network.
- Chapter 3: Recommended Policies, presents bicycle- and pedestrian-supportive policies and action items.
- Chapter 4: Recommended Prioritized Network, depicts the recommended system of bikeways, walkways, and trails.
- Chapter 5: Bicycle Parking Standards and Guidelines, provides an overview of parking design and policy best practices.
- Chapter 6: Design Program, outlines local, state and national best practices for pedestrian, bicycle, and trail facility types.
- Chapter 7: Education and Outreach Strategies, describes programs the County and/or local agencies could implement to promote walking and bicycling.
- Chapter 8: Implementation Plan, identifies potential funding strategies and supporting policies.



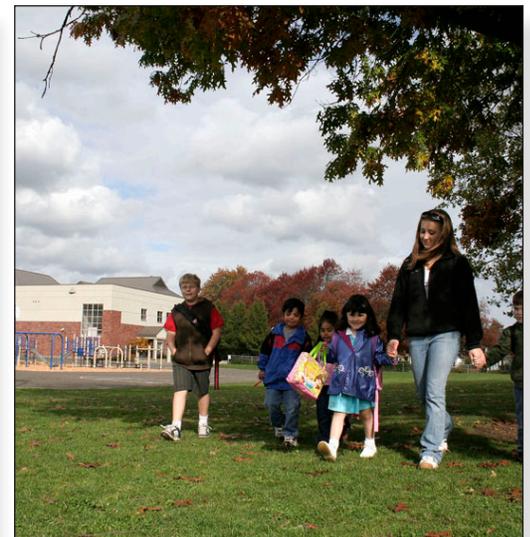
*Bicycle parking can determine whether someone can choose to bicycle to work, the store, or to meet friends for coffee.*

## The Bottom Line: Where to Start

The recommended bikeways, walkways, and trails connect key destinations in and around Clark County. Improvements vary from low-cost measures yielding immediate results, such as re-stripping of streets to accommodate bike lanes, to longer-term strategies for transforming Clark County into a truly bicycle- and pedestrian-friendly community.

An inventory of existing on-street bikeways was conducted by volunteers for this Plan. The inventory identified locations where roadway shoulders are sufficiently wide to provide bike lanes through low-cost re-stripping efforts. Other bikeway recommendations will be implemented through a combination of roadway restriping, road diets (reducing or removing a parking, turn, or travel lane), or through shoulder widening.

Sidewalk project recommendations considered previously-identified, connected (non-cul-de-sac) facilities within the urban growth boundary. The recommended sidewalk project list is limited to previously-conducted inventories and is distinct from the existing sidewalk infill program. As the County accumulates additional data, the projects and priorities will shift.



*Implementation of the Clark County Bicycle and Pedestrian Master Plan will encourage and enable residents of all ages to walk and bicycle.*

# Priority Infrastructure Projects

This Plan focuses recommendations on walkways, bikeways, and trails that connect key destinations in and around Clark County. Recommendations are designed to overcome barriers to walking and bicycling, providing access where destinations are separated by major highways and thoroughfares. In many of these areas, residents and visitors have no choice but to drive to every destination. The top-priority projects provide expanded options for transportation and recreation.

## Priority Identified Sidewalks<sup>6</sup>

- NE 58th Ave: NE 78th St to NE 73rd Cir
- NE 21st Ave: NE 91st St - NE 86th Cir
- NE 19th Ave: NE 104th St - NE 107th St

<sup>6</sup> Note: includes only gaps that have been inventoried.

## Priority Bikeway Projects

- NE 94th St: NW 21st Ave to NE 5th Ave
- NE 94th St: NE 15th Ave to NE 25th Ave
- NW 11th Ave: NW 199th St - Salmon Creek Greenway

## Priority Road Restriping Projects

- NE 10th Ave: NE 259th St to NE Carty Rd
- NE Edmunds Rd: NE 174th Ct to NE 28th St

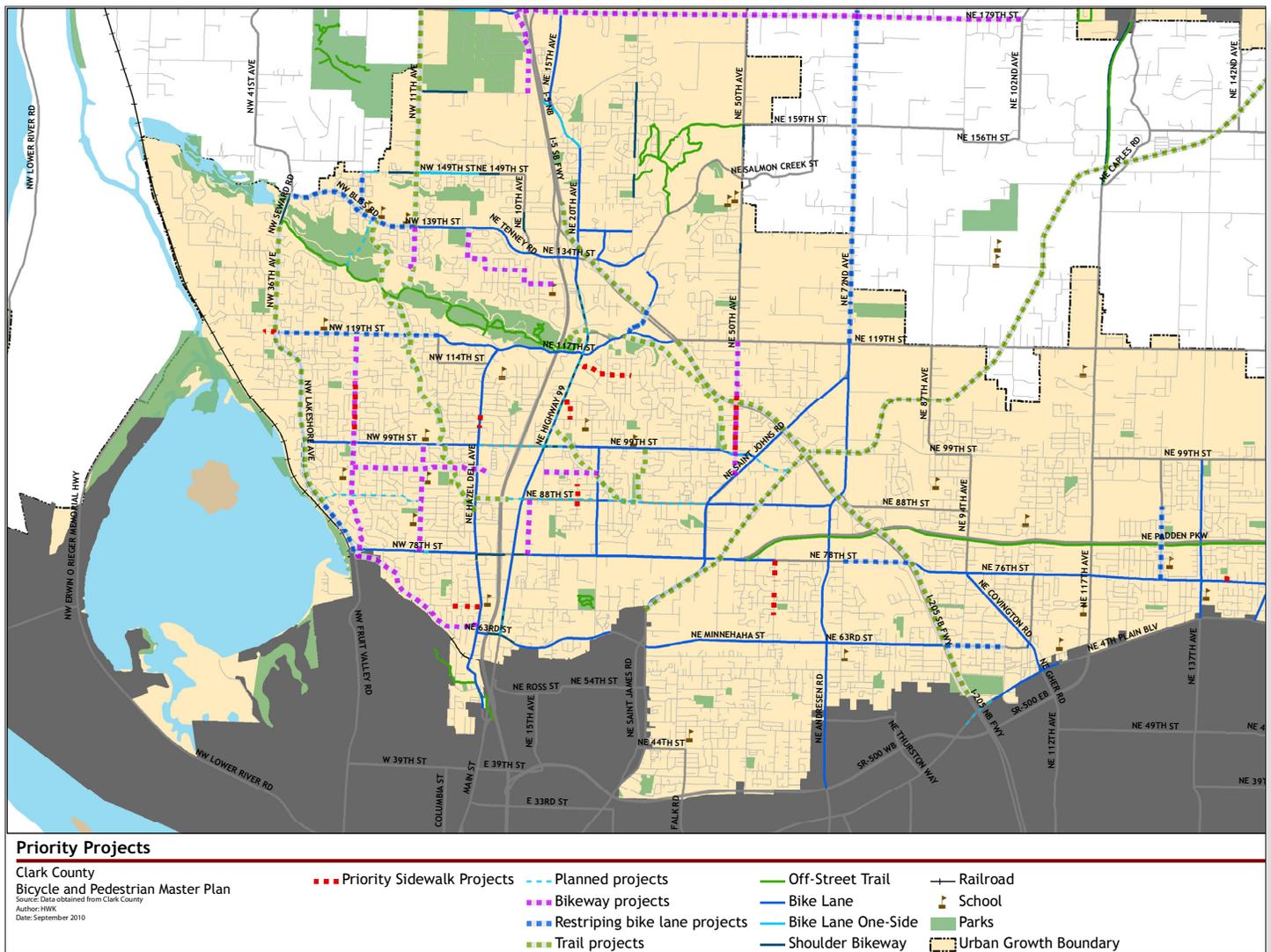
## Priority Trail Projects

- Chelatchie Prairie Trail - Vancouver City Line to County Line
- 99th St Transit Center Connector - NE Hazel Dell Ave to NE 88th Cir
- Salmon Creek Greenway Extension: Salmon Creek Greenway to NE Hwy 99

## Goal 3: Traffic Management/ Demand Management

**Objective 3-1:** Encourage use of alternative types of transportation, particularly those that reduce mobile emissions (bicycle, walking, carpools, and public transit) by implementing Transportation Demand Management Strategies aimed at reducing the number of drive alone trips.

**Objective 3-2:** Ensure bicycle and pedestrian facilities are designed to the most recent federal, state and local design guidelines and best practices.



The top-tier projects focus on routes that provide the best connectivity benefits, improving nonmotorized routes to parks, schools, and community centers throughout Clark County.

## Goal 4 Education, Encouragement and Safety Programs

**Objective 4-1:** Promote bicycle and pedestrian safety and increased bicycling and walking through education and encouragement activities.

**Objective 4-2:** Promote increased bicycling and walking for transportation.

**Objective 4-3:** Promote bicycle and pedestrian safety and increased bicycling and walking through enforcement activities.

**Objective 4-4:** Maintain and improve the quality, operation, and integrity of bikeway and walkway network facilities.

## Goal 5 Funding

**Objective 5-1:** Work to fund construction of the bicycle and pedestrian improvements in this Plan and maximize the amount of local, state, and federal funding for bikeway and walkway facilities that can be received by agencies in Clark County.

**Objective 5-2:** Pursue voluntary and private funding sources for bicycle improvements.

## Goal 6 Active Transportation Planning and Bicycle- and Pedestrian-Supportive Land Uses

**Objective 6-1:** Increase development practices that are supportive of walking and cycling.

**Objective 6-2:** Improve bicycle and pedestrian access to nutritious food.

## Recommended Programs

Partnerships between the County, municipalities, community advocacy/advisory groups and businesses could create and enhance programs to enable pedestrians and cyclists to safely and easily travel through the county.

- **Revise the current Bicycle Advisory Committee (BAC) to include pedestrian issues.** The BPAC will advise the county and individual jurisdictions on technical issues related to walking and bicycling.

**Create a school education/encouragement program.** In partnership with municipalities and community organizations Clark County should build on successful SRTS programs found at both Washington and Daybreak elementary and primary schools.

- **Establish a ‘Clarklovia’ or Ride (and Walk) the Drive.** In partnership with neighborhoods, the County could sponsor an event where residents can bike, walk, and run in the streets without auto traffic.



*Safe Routes to School and other educational programs improve safety and encourage students to walk and bicycle*

## Implementation

Most bicycle facilities and sidewalks in the county are developed through capital road projects or private development. Capital road projects are funded by gas tax revenues augmented by multiple state and federal grants, including several SAFTEA-LU programs. County code also requires that development projects upgrade street frontage to current standards. Infill projects or “spot” improvements in the sidewalk network are filled in via an ongoing program that is allocated County Road Fund money during annual updates to the county Transportation Improvement Program (TIP).

Implementation of this Plan will occur through the following 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.

The project advisory committees reviewed many funding sources that have been used or proposed for bicycle and pedestrian improvements and maintenance. The newly-formed Bicycle and Pedestrian Advisory Committee will establish a working group to develop partnerships for identifying funding opportunities for bicycle and pedestrian projects. The BPAC also recommended the following funding action items:

- Create a Transportation Benefit District (TBD)
- Establish a voluntary fund for retrofitting streets with bike lanes
- Explore partnerships with the private sector to support the County’s Bicycle and Pedestrian Program