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Clark County Citizens United

Commission on Aging

Development and Engineering Advisory Board

Clark Communities Bicycle and Pedestrian Advisory Committee

**From:** [Sonja Wiser](#)  
**To:** [Christine Cook](#); [Rob Klug](#); [Colete Anderson](#); [Gary Albrecht](#); [Jacqueline Kamp](#); [Jenna Kay](#); [Jose Alvarez](#); [Larisa Sidorov](#); [Matt Hermen](#); [Michael Sallis](#); [Oliver Orjiako](#); [Sharon Lumbantobing](#); [Sonja Wiser](#)  
**Subject:** FW: CPZ2020-00012 Arterial Atlas Proposed Amendments  
**Date:** Monday, September 14, 2020 6:32:36 AM  
**Attachments:** [01 - DNS Arterial Atlas Amendments.pdf](#)

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FYI

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**From:** Carol Levanen <cccuinc@yahoo.com>  
**Sent:** Friday, September 11, 2020 2:03 PM  
**To:** Sonja Wiser <Sonja.Wiser@clark.wa.gov>  
**Subject:** Re: CPZ2020-00012 Arterial Atlas Proposed Amendments

**CAUTION:** This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

FOR THE PUBLIC RECORD

## RE: ACCOMMODATION OF BICYCLE INFRASTRUCTURE IN CPZ2020-00012

Clark County Citizens United, Inc. **does not support** the proposed amendments CPZ2020-00012 Arterial Atlas, to include construction of bicycle infrastructure, for many good reasons.

1. The money that would be used to accommodate additional bicycle infrastructure (lanes) should be used for more important infrastructure needs, such as sidewalks, vehicle road improvements, parking, and construction of new roads. Clark County must use the reduced tax dollars wisely.
2. This proposal would remove parking locations, making it more difficult for those needing to park a vehicle. This in turn forces them to park in dangerous and illegal places. So often bike paths replace critical parking space. So much so, that commerce suffers.
3. The bicycle is rarely used for transportation needs, and instead is used for recreation and drug transport. When put in the correct category, it falls squarely in the realm of "feel good" sports, for a select few. To be fair, all recreational sports should be given the same attention, including horseback riding, but not on the backs of the taxpayer and the general road fund.
4. The bicycle trails that already exist, are more often use by the men who ride bicycles to transport drugs from one location to another. This clearly is the case in Hazel Dell and other locations. They are criminals who don't have drivers licenses, and use these bike trails for access to crime.
5. Much of the money used for bicycle infrastructure, from the general road fund, comes from the discretionary Rural Road Fund, that has been diverted into the general road fund. Rural people do not want their allotted money to go toward a sport

activity that only serves a select few. Instead they want to see the Rural Road Fund used for vehicle travel and rural road maintenance, as the state of Washington intended.

6. The roads where bicycle lanes have been constructed, are far more dangerous than before they were constructed. Drivers are often not sure where they can drive and their attention must be redirected to the bike lanes and vehicle lanes. This prevents them from having complete attention on the surrounding traffic, thereby causing dangerous conditions and safety issues.

Clark County has never surveyed the taxpayers as to whether they want their road fund tax dollars used for bike paths or roads. CCCU believes the overwhelming answer would be to spend the money on roads. Regardless of what other localities think and do, it is the taxpayers and citizens of Clark County who will be footing the bill for this proposal. They need to have a voice in the matter. The money should be spent on road infrastructure improvements for vehicle travel that enhances the lives of all our citizens, and not just a select few.

Sincerely,

Carol Levanen, Exec. Secretary

Clark County Citizens United, Inc. P.O. Box 2188 Battle Ground, Washington 98604  
E-Mail [cccuinc@yahoo.com](mailto:cccuinc@yahoo.com)

On Wednesday, September 9, 2020, 09:11:00 AM PDT, Sonja Wiser <[sonja.wiser@clark.wa.gov](mailto:sonja.wiser@clark.wa.gov)> wrote:

**Comments are Due by October 13, 2020**

**Description of Proposal: *Arterial Atlas proposed amendments (CPZ 2020-00012 Arterial Atlas)* –**

The proposal is to *amend the Clark County Comprehensive Plan Arterial Atlas Map* to reclassify

certain streets to accommodate bicycle infrastructure and realign planned roads.

Aug. 20, 2020

Gary Albrecht, Planner III  
Clark County Public Works  
1300 Franklin St., Vancouver, WA 98666

**RE: Letter of support for 2020 Arterial Atlas Amendments**

Dear Mr. Albrecht,

The Commission on Aging focused on transportation in 2018, especially for people 60 and older. Transportation allows residents of all ages and abilities to connect with others and maintain independence and is the hallmark of a livable community. The need for streets designed to be safe and convenient for motorists, bicyclists and pedestrians, regardless of age or ability is critical to the livability of a community.

The importance of multiple mobility options was noted in the 2012 Aging Readiness Plan with a recommended strategy that stated: *“Aggressively and systematically invest in completing sidewalk and bike lane connections, particularly to parks, schools, transit stops and major urban destinations such as retail centers, medical and recreational facilities and public buildings”* (Aging Readiness Plan, page 51).

In addition, the commission’s 2019 Annual Report which focused on transportation, included a recommendation to *“seek diverse and creative approaches to fund programs that establish safe and complete pedestrian and bicycle networks”* (2019 Annual Report, page 13).

At the August 19, 2020 Commission on Aging remote meeting, the commission voted unanimously to issue their support for the approval of the proposed 2020 Arterial Atlas amendments, especially for those that provide or enhance multiple mobility options for pedestrian and bicyclists.

Sincerely,



Larry J. Smith  
Chair



Chuck Green  
Vice Chair

***The Clark County Commission on Aging provides leadership in community engagement and advocacy of Clark County's Aging Readiness Plan, especially for those 60 and over who plan to age in place.***



## **DEVELOPMENT and ENGINEERING ADVISORY BOARD (DEAB)**

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### **Memorandum**

TO: Clark County Council  
FROM: DEAB  
DATE: September 16, 2020  
RE: Pedestrian Access Code Revision (CCC 40.350.015.E.)  
Arterial Atlas Amendments

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During its September 3<sup>rd</sup> (WebEx) meeting, DEAB reviewed and discussed said subjects. A brief background and DEAB motions are as follows:

#### Pedestrian Access Code Revision:

Per attached, the review authority may require an off-street accessway be constructed to provide direct routes for pedestrians and bicyclists not otherwise provided by the street system to mitigate the impact of development.

- DEAB Motion: Support the amendment with changes as discussed in the 9/3 DEAB meeting, including email confirmation. Motion passed unanimously.

#### Arterial Atlas Amendments:

Per attached, reclassify or modify some 14 collectors of the Arterial Atlas.

- DEAB Motion: Support the amendments as presented. Motion passed unanimously.



Clark Communities Bicycle and Pedestrian Advisory Committee  
1300 Franklin Street, 6<sup>th</sup> Floor  
Vancouver, WA 98660



Clark County Council  
PO Box 5000  
Vancouver, WA 98666-5000

Dear Council:

The Clark Communities Bicycle Pedestrian Advisory Committee (CCBPAC) is writing to you to express our support of the proposed Arterial Atlas Map Amendments as presented in the GIS Story map located at <https://arcg.is/1WTOeG>.

The role of the CCBPAC is to advise the County and participating city and state government staff on matters involving bicycle and pedestrian transportation. Some of the responsibilities we are tasked with include:

- Encouraging walking and cycling as forms of transportation;
- Advising agencies on ways to improve bicycle and pedestrian safety; and
- Making recommendations to staff regarding prioritization and improvement of pedestrian and bicycle facilities.

In fulfilling these responsibilities, it is very important to the members of the CCBPAC to ensure Clark County provides active transportation facilities that meet the needs of all Clark County residents and visitors, regardless of their level of mobility. These proposed map changes fulfill the active transportation needs of all Clark County residents and visitors, and we urge you to adopt these amendments.

Thank you for considering CCBPAC's support of the proposed Arterial Atlas Map amendments.

Sincerely,

Clark Communities Bicycle and Pedestrian Advisory Committee  
Michael Andreotti, CCBPAC Chair

CCBPAC Members:

Michael Andreotti, Chair  
Tom Baltes  
Bill Baumann  
Marlin Brinkley  
Jerrold Castillo

Anna Dearman, Vice Chair  
Garrett Hoyt  
Dan Packard  
Sherrie Thomas