



(Pedestrian safety mural by Benji Todd, located at W 11th and Ester St. in Downtown Vancouver. Made possible by the WA Traffic Safety Commission's Vision Zero Program)

CLARK COMMUNITIES BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

ANNUAL REPORT 2024

CLARK COMMUNITIES BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

ABOUT THE COMMITTEE

The Clark Communities Bicycle and Pedestrian Advisory Committee (BPAC) is comprised of nine council appointed volunteers, who serve four-year terms, meet monthly, and are committed to helping our regional planning and transportation specialists deliver the best outcomes for active transportation development.

In 2025, the Clark Communities Bicycle and Pedestrian Advisory Committee (BPAC) celebrates 15 years of community volunteers focused on active transportation planning, safety, education, and community outreach.

The role of the BPAC is to advise Clark County, city, and state government staff on matters involving transportation for people walking and bicycling. Responsibilities include:

- Commenting on plans and proposals for transportation projects.
- Evaluating and making recommendations to county staff regarding prioritization and improvement of pedestrian and bicycle facilities.
- Advising agencies on ways to improve bicycle and pedestrian safety on existing and proposed facilities.
- Encouraging walking and cycling as forms of transportation.
- Promoting school education/ encouragement programs and countywide bicycle and pedestrian activities.



WHERE WE ARE NOW

Since the committee's inception in 2010, the population of Clark County has grown 21%, from 476,733, to 516,799 people. The population projection for Clark County in the next twenty years estimates that we could have 718,154 residents. With this forecast of a countywide population of nearly three-quarters of a million people by 2045, it is more important than ever to include active transportation options as a valued component of our development.

This population projection is one building block of the 2025 Comprehensive Plan Update. The 2025 Comprehensive Plan Update will shape Clark County for the next two decades. It will determine how prepared the community will be to serve, protect, educate, transport, and house the people who reside in Clark County.

Last year, BPAC was tasked with reviewing the

active transportation-related goals and policies included in the transportation element of the comprehensive plan. In our recommendations we proposed language that will help facilitate the creation of a prioritized active transportation network. The goal is to identify routes to connect community destinations such as employers, grocery stores, parks and schools by active transportation modes making it safer and more convenient for people to get where they need to go on foot and by bicycle.

Active Transportation is a term used to refer to a wide array of transportation modes that are human-scale, and often human-powered, means of travel. This includes walking; bicycling; using a mobility assistive or adaptive device, such as a wheelchair or walker; using micro mobility devices; and using electric-assist devices, such as e-scooters and e-bikes.

With this forecast of a county wide population of nearly three-quarters of a million people by 2045, it is more important than ever to include active transportation options as a valued component of our development.

ISSUES AFFECTING TRANSPORTATION IN CLARK COUNTY

Safety

The Regional Transportation Council (RTC) is developing a Safety Action Plan for Clark County in 2025. As part of the process, crash data was analyzed over the last five years to identify trends. BPAC was able to review the [draft findings](#), which found that:

23%



OF ALL FATAL AND SERIOUS INJURY CRASHES INVOLVED PEOPLE WALKING AND BIKING

In 2024, [WSDOT's Crash Data Portal](#) showed that **17** pedestrians and/or bicyclists were involved in **fatal crashes** and **29** were involved in crashes resulting in a **serious injury** throughout the county.

28%



OF ACTIVE TRANSPORTATION CRASHES OCCUR WITHIN **1/4-MILE OF SCHOOLS**

61%



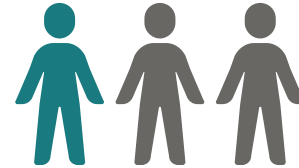
OF PEDESTRIAN CRASHES OCCUR WITHIN **500 FT OF A BUS STOP**

A System for All Users

BPAC envisions a transportation system for all users. One that provides efficient, accessible, and affordable transportation options for everyone. This includes promoting safe, convenient, and equitable access to travel options for people of all ages, races, income levels, and abilities. This also includes encouraging that programs and projects are prioritized for areas of the county that are more likely to be negatively impacted by the lack of an active transportation network.

Non-Drivers

In 2023, a [study from the WA State Legislature](#) found that **20-25% of Washingtonians** cannot or do not drive. These non-drivers rely on alternative modes of transportation to commute to work or school, go to medical appointments, and run daily errands.



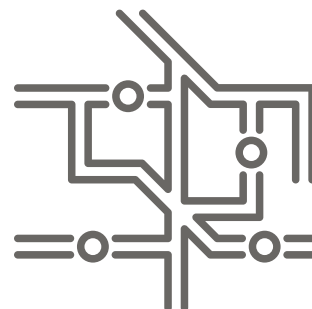
THE SAME STUDY FOUND THAT **29.22% (OR 140,807) OF THE RESIDENTS IN CLARK COUNTY ARE NON-DRIVERS**

Non-drivers include people of all backgrounds and abilities such as aging adults, youth, students, recent immigrants, low-income individuals, those with physical, mental, intellectual, or developmental disabilities, and people who prefer not to drive

Priority Active Transportation Network

In order to promote walking, biking, and rolling as viable transportation options in Clark County, a priority network of facilities (sidewalks, shared-use paths, buffered and protected bike lanes, bike lanes) must be planned, designed and built.

A safe and accessible network helps reduce the risk of chronic disease, improve mental health, provide access to economic opportunities by expanding access to jobs and encouraging support for local businesses, and improve the environment by reducing congestion and air pollution.



2024 WORK PLAN ACCOMPLISHMENTS

Goal 1. Strengthen relationships with state, regional, and local agencies

Action Strategies:

- BPAC continues to coordinate with agency partners (WSDOT, RTC, City of Vancouver, and Clark County), and invited smaller cities (Ridgefield, La Center, Camas and Washougal) and C-TRAN to attend monthly meetings, to ensure a seamless bicycle and pedestrian network between jurisdictions.
- BPAC provided feedback via comments and ideas to projects presented by agency partners. Agency partners brought their projects to BPAC for review and comment.
- BPAC created a subcommittee to plan and implement a “Policymaker” bike ride. This event is designed to provide policymakers with the opportunity to experience a variety of existing and proposed active transportation projects. The goal of this event is to create a shared vision for an accessible, cohesive, and inclusive active transportation future in Clark County.

Goal 2. Develop and improve existing and proposed active transportation education and safety programs

Action Strategies:

- BPAC members participated in bicycle and pedestrian education and safety programs throughout Clark County and the Vancouver-Portland Metro area as they are actively involved in the following programs - Parks Advisory Board, Bike Clark County’s High School Leadership Program, and the Intertwine Alliance.
- BPAC reviewed the county’s website content and provided edits and improvements.

Goal 3. Review and comment on the Comprehensive Plan Update

- BPAC received updates about the Comprehensive Growth Management Plan update, specifically the approaches for Greenhouse Gas and Vehicle Miles Travelled reduction as part of the new Climate Change element.
- BPAC members reviewed draft policies in the Comprehensive Growth Management Plan and provided feedback where applicable.
- BPAC received regular updates about the Transportation element and provide feedback where applicable.



2024 WORK PLAN

CHALLENGES

Goal 4. Complete the recommended active transportation network

Action Strategies:

- BPAC reviewed recommended bikeway and pedestrian networks from the Bicycle and Pedestrian Master Plan and identified projects' status (i.e., complete, in design, no action).
 - One of the main objectives of the BPAC is to advise Clark County on the implementation and vision of the Clark County Bicycle and Pedestrian Master Plan, which was created in 2010. Through its By-Laws, the committee helps implement the Clark County's Bicycle and Pedestrian Master Plan's vision. However, while conducting our due diligence, in which our volunteers inventory active transportation facilities identified on the master plan, we learned that in general the Bicycle and Pedestrian Master Plan is not being followed and has not been implemented. The 2010 master plan proposed a cohesive active transportation network that has yet to be developed despite significant progress in other components of development in the county.
 - In 2022, the BPAC members inventoried existing and proposed facilities to determine the percentage of completion. This effort discovered that only 4 out of the 40 prioritized projects were completed. This is not adequate to create alternative transportation options for our growing population.
 - While we are appreciative of all transportation projects that include active transportation components, we believe Clark County should significantly increase its efforts and investments in active transportation projects to foster a safe, vibrant, and healthy community, while also working to meet our climate goals, and. The demand is here.
- BPAC's task includes the review of transportation projects at 30% and 60% design. This is to ensure that proposed active transportation facilities meet design standards. However, since 2020, no project has been submitted to BPAC for review and comment at these milestones. As subject matter experts and per the by-laws the committee would like to resume the review of all Clark County transportation projects



2025 WORK PLAN

Goal 1. Assist county, city, regional, and state governments in the design and implementation of a comprehensive active transportation network for Clark County

- Establish and maintain regular communications between Clark County, constituent cities, CTRAN, Southwest Washington Regional Transportation Council (RTC), Washington State Department of Transportation, Bike Clark County, Vancouver Bicycle Club, and other affected agencies and organizations regarding active transportation planning and projects
- Evaluate existing and proposed active transportation facilities and recommend improvements
 - Which includes reviewing all Clark County's transportation projects design plans at 30% and 60% completion
- Advise on the implementation of the county's bicycle and pedestrian master plan
 - To attain this, we are planning to review priority active transportation networks identified on 2010 Plan. Then propose facilities to complete a countywide active transportation network by closing existing gaps and providing meaningful connections to each city active transportation network
 - Develop list of priorities to be integrated as part of the Transportation Element of the Comprehensive Plan.
- Define active transportation facilities typology for Clark County to be incorporated as part of the Transportation Element of the Comprehensive Plan
- Identify priority locations to install signage along active transportation facilities to assist with wayfinding and to increase awareness of bicyclists.
- Further County's staff efforts to identify priority intersections that need improvement
- Investigate establishing a process to improve pedestrian and bicycle safety in the near term with low-cost solutions.
 - Identify common causes of traffic crashes involving pedestrians and bicyclists from state and county data. Identify areas of public ROWs throughout Clark County where these common causes exist. A subcommittee will perform this action.
 - Work with our state, regional, county, and city partners, to identify low-cost (\$100,000 or less) available technologies (e.g., pilons, armadillos, paint) that would reduce future crashes at these areas of common cause. The CCPBAC subcommittee will review findings and provide comment.
 - Prepare a recommendation with our partners to highlight specific measures, locations based on need, and funding opportunities that could be pursued to address these safety issues.
- Assist in the review and update of active transportation design guidelines
- Receive regular updates about the Transportation System Plan (TSP), Climate Element, Comprehensive Growth Management Plan and provide feedback where applicable.

Goal 2. Create and implement education, encouragement and safety outreach programs

Action Strategies:

1. Implement Policy Makers event to provide policymakers with the opportunity to:
 - Experience a variety of existing local bicycle and pedestrian facilities
 - Learn about planned and future facilities designed to close gaps and correct safety concerns
 - Create a shared vision for an accessible, cohesive, and inclusive active transportation future
2. Review website content quarterly during one of the general meetings to gather input from all members.
3. Continue existing and pursue new adult and youth bicycle and pedestrian education and safety programs.
 - Develop education component for elementary school children
 - Establish outreach process with BCC, VBC, etc. to reach users of all abilities.



Raymond Bartlett
Megan Filippello
John Hall
Kelsey Hudwaldt
Vivienne Meljen
Michael Newton
Judith Perez Keniston, Chair
John van der Burgh
David Zilavy, Vice-Chair