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CLARK COUNTY COMMUNITY PLANNING

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LEARN ABOUT

Updates to the Comprehensive Plan related to Transportation

TRANSPORTATION

What are Multimodal Level of Service (MMLOS) Standards?

As part of the periodic review and update to the Clark County Comprehensive Plan and Capital Facilities Plan (CFP), multimodal levels of service (MMLOS) standards must be adopted for all locally owned arterials and active transportation facilities to comply with requirements under the Growth Management Act (GMA).

MMLOS standards serve as tools to gauge performance and assess the adequacy of the transportation system, including sidewalks, bicycle lanes, transit, and vehicle travel and help identify current and future transportation improvement projects in the plan.

Clark County has previously only had level of service (LOS) standards adopted for vehicle travel, which are based on congestion and delay. With the passage of WA State House Bill 1181 (2023), the county is now required to also establish new standards for travel modes such as walking and biking.

Level of Traffic Stress

Interim guidance from the Washington State Department of Transportation (WSDOT) identifies Level of Traffic Stress (LTS) as a preferred tool for local jurisdictions to use to rate the performance of pedestrian and bicyclist infrastructure. WSDOT's LTS grading is based on user comfort and provides an objective, quantitative assessment of roadway characteristics that affect safety, mobility, and access for active transportation use.¹

A road with an LTS of 1 presents the lowest stress level and is considered suitable for users of all ages and abilities. An LTS of 4 presents the highest stress level and is considered to be used by highly confident adults or out of absolute necessity.¹ When grading a roadway on the 1-4 scale, LTS considers several factors that contribute to the comfort level for people outside of vehicles, including:

- Existing Bicycle/Pedestrian Facilities
- Traffic Volumes
- Target Traffic Speed
- Number of Vehicle Lanes

¹ WSDOT Active Transportation Plan, 2020 and Beyond

Level of Traffic Stress	Description
1 Lowest	Suitable for all ages and abilities
2 Low	Comfortable for most adults
3 Moderate	Tolerable for enthusiastic and/or confident adult
4 High	Only used by highly confident people

What does this mean for Clark County?

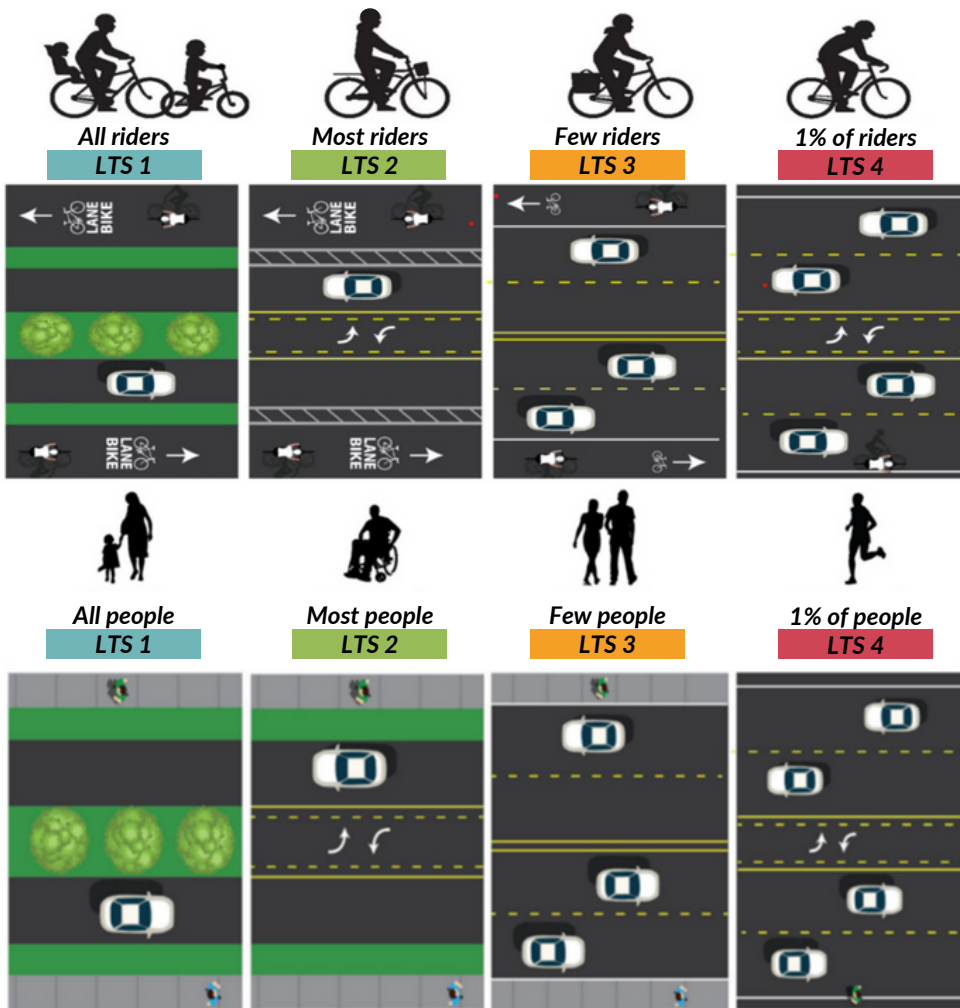


Figure 1: Level Of Traffic Stress

Source: WSDOT Level of Traffic Stress Flyer, August 2023

Clark County has been exploring LTS as its MMLOS standard for bicycle and pedestrian facilities, such as bike lanes and sidewalks. The LTS methodology not only helps identify needed improvements, but it also provides design guidance on how much space and separation to use for each facility given the speed and context of the roadway. WSDOT's guidance is to adopt an LTS of 2 as the standard for all active transportation facilities. A standard of LTS 2 would lead to facilities with greater protection and separation with the inclusion of design elements such as planting strips, buffered bike lanes, and separated multiuse paths. With GMA's requirement to adopt new MMLOS standards, the transportation CFP could now also include standalone active transportation projects, such as sidewalk, bicycle lanes, and trails.

What is next?

After a preferred land use alternative is selected, the county will evaluate the future needs of the transportation system to ensure that it can accommodate expected growth. The CFP will be updated to identify actions for bringing into compliance transportation facilities that are below an established multimodal level of service standard.

