

**Chapter 5 ~~NEW CHAPTER 7~~: TRANSPORTATION & PUBLIC FACILITIES**

Comprehensive Plan 2004-2024 as Adopted	Proposed Amendments
<b>Chapter 5 Transportation</b>	
<b>County Transportation Goals and Policies</b>	
<b>GOAL:</b> Develop a regionally-coordinated transportation system that supports and is consistent with the adopted land use plan.	No change
<b>5.1 System Development Policies</b>	
5.1.1 The capital facilities plans, within each UGA should be jointly undertaken with the city and reviewed for regional consistency by the Southwest Washington Regional Transportation Council.	No change
5.1.2 Long range land use and transportation plans shall be coordinated with high capacity transit plans.	<del>5.1.2— Long range land use and transportation plans shall be — coordinated with high capacity transit plans.</del> <i>Rationale: Move to 5.2 Multi-modal system policies</i>
5.1.3 <del>2</del> When county Road Projects are designed or transportation improvements are proposed through the development review process, the design of those transportation facilities should be consistent with the current adopted Arterial Atlas, Concurrency Management System and Metropolitan Transportation Plan.	<del>When county</del> County Road Projects <del>are designed or and</del> transportation improvements are proposed through the development <del>review process, the design of those transportation facilities should</del> shall be consistent with the current adopted <u>Clark County Road Standards, Arterial Atlas, 2010 Clark County Bicycle and Pedestrian Master Plan, Concurrency Management System, RTC’s Regional and Metropolitan Transportation Plan, and the Washington Transportation Plan.</u> <i>No change</i> <i>Rationale: Provides consistent design development through the development review process.</i>
5.1.4 <del>3</del> LOS standards for the regional arterial system and transit routes should direct growth to urban centers.	<del>LOS-Performance</del> standards for the regional arterial system and transit routes should direct growth to urban centers. <i>Rationale: Replaces methodology with a volume-to-capacity measure for</i>

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	<i>calculating level of service. No change</i>
5.1.54 The county shall provide opportunity for full and fair participation by all communities in the transportation decision-making process.	No change
<b>GOAL: Develop a multi-modal transportation system.</b>	
<b>5.2 Multi-modal System Policies</b>	
5.2.1 Roadway improvements which provide for additional capacity for the automobile shall also include design accommodations for alternative travel modes.	Roadway improvements which provide for additional capacity for the automobile shall <del>also include design accommodations for</del> <u>accommodate</u> alternative travel modes. <i>Rationale: Clarifies policy outcome. No change</i>
5.2.2 Transit related options, including high capacity transit, shall be encouraged in order to reduce congestion and to improve and maintain air quality.	No change
5.2.3 The regional public transportation system shall serve the needs of those with transportation disadvantages in accordance with adopted service standards. The county, C-TRAN and local agencies shall maintain specialized transportation services and facilities to meet the requirements of the —Americans with Disabilities Act.	No change
5.2.4 The county will support new and improved passenger rail transportation services between Clark County and the Portland metropolitan area, and along the I-5 corridor from Vancouver, BC to Eugene, Oregon.	The county <del>will</del> <u>shall</u> support new and improved passenger rail transportation services between Clark County and the Portland metropolitan area, and along the I-5 corridor from Vancouver, BC to Eugene, Oregon. <i>Rationale: Changes verb from will to shall for consist verb usage throughout policy section. No change</i>
5.2.5 Regional airport planning shall include all affected jurisdictions to provide compatibility with surrounding land uses and to support adequate ground transportation to move people and goods to and from airports.	No change
5.2.6 Priority will be given to right-of-way acquisition for the non-motorized routes recommended in the adopted Clark County Trails and Bikeway System Plan. Developer contributions will be required where appropriate.	<del>Priority will be given to right-of-way acquisition for the non-motorized routes recommended in the adopted Clark County Trails and Bikeway System Plan. Developer contributions will be required where appropriate.</del>

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New policy	<p><u>5.2.6 The 2010 Clark County Bicycle and Pedestrian Master Plan and its policies are included by reference in the comprehensive plan.</u></p> <p><i>Rationale: Adoption of the Clark County Bicycle and Pedestrian Master Plan in 2010 and meets the requirements of RCW 36.70A.070 (6)(vii)</i></p> <p><del>5.2.7 The county supports the development of its bicycle and pedestrian network identified in the 2010 Clark County Bicycle and Pedestrian Master Plan.</del></p> <p><i>Rationale: adoption of the County Bicycle and Pedestrian Master Plan, which includes projects and policies identified in the Clark County Trails and Bikeway System Plan</i></p>
<p>5.2.7 A safe and secure walkway network shall be established within urban areas and rural centers.</p> <p>New policy</p>	<p><del>5.2.7 A safe and secure walkway network shall be established within urban areas and rural centers.</del></p> <p><i>Rationale: Addressed in the Bicycle and Pedestrian Master Plan</i></p> <p><u>5.2.7 The county supports the development of its bicycle and pedestrian network identified in the 2010 Clark County Bicycle and Pedestrian Master Plan.</u></p> <p><i>Rationale: Adoption of the County Bicycle and Pedestrian Master Plan, which includes projects and policies identified in the Clark County Trails and Bikeway System Plan and meets the requirements of RCW 36.70A.070 (6)(vii)</i></p>
New Policy	<p><u>5.2.8 The County supports coordination among the jurisdictions and agencies in the development of bikeway, and pedestrian facilities recommendations.</u></p> <p><i>Rationale: Key policy in the County Bicycle and Pedestrian Master Plan</i></p> <p><i>Ensures jurisdictional coordination of RCW 36.70A.070 (6)(vii)</i></p>
New policy	<p><u>5.2.9 Support efforts to fund construction of bicycle and pedestrian improvements in the County Bicycle and Pedestrian Master Plan.</u></p> <p><i>Rationale: Establishes a policy that creates opportunity to secure grant funding</i></p> <p><i>Key policy in the County Bicycle and Pedestrian Master Plan</i></p>
<u>Moved policy</u>	<p>5.2.10 -Long range land use and transportation plans shall be —coordinated with high capacity <del>transit plan</del><u>transit plans</u>.</p> <p><i>Rationale: moved from 5.1.2</i></p>
New policy	<p><u>5.2.11 Promote bicycle and pedestrian safety and increased bicycle and walking through safety and encouragement activities.</u></p> <p><i>Rationale: Key policy in the County Bicycle and Pedestrian Master Plan and the</i></p>

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	<i>"Growing Healthier Report" <u>and meets the requirements of RCW 36.70A.070 (6)(vii)</u></i>
<b>GOAL: Optimize and preserve the investment in the transportation system.</b>	
<b>5.3 System Preservation Policies</b>	
5.3.1 Development projects shall adhere to minimum access spacing standards along arterial and collector streets to preserve the capacity of the transportation system. The county shall also work with the state to ensure that minimum access spacing standards for state highways are maintained.	Development projects shall adhere to minimum <u>driveway</u> access spacing standards along arterial and collector streets to preserve the capacity of the transportation system. The county shall also work with <del>the</del> <u>State Washington State Department of Transportation</u> to ensure that minimum access spacing standards for state highways are maintained. <i>Rationale: Clarifies development standard and state department <u>No change</u></i>
5.3.2 The efficiency of the county's transportation system shall be optimized through the use of Transportation System Management strategies such as signal interconnection systems, signal coordination and synchronization, and other signal improvements where appropriate.	The efficiency of the county's transportation system shall be optimized through the use of Transportation System <u>&amp; Operations (TSMO)</u> Management strategies such as signal interconnection systems, signal coordination and synchronization. <i>Rationale: Clarifies name and strategies for TSMO, <u>and other signal improvements where appropriate. No change</u></i>
5.3.3 The county shall extend the life of existing roadways through a timely maintenance and preservation program.	No change
5.3.4 The county will support and promote a Transportation Demand Management program to reduce the peak hour travel demand from single occupant motor vehicles.	The county <del>will shall</del> support and promote a Transportation Demand Management program to reduce the peak hour travel demand from single occupant motor vehicles. <i>Rationale: Changes verb from will to shall for consist verb usage throughout policy section. <u>No change</u></i>
5.3.5 The local street system shall be interconnected to eliminate the need to use collector or arterial streets for internal local trips.	The local street system shall be interconnected to eliminate the need to use collector or arterial streets for internal local <del>trip</del> <u>traffic</u> . <i>Rationale: more trips means traffic <u>No change</u></i>
5.3.6 The county will protect the public's investments in existing and planned freeway and separated grade interchanges.	The county <del>will shall</del> protect the public's investments in existing and planned freeway and separated grade interchanges. <i>Rationale: Changes verb from will to shall for consist verb usage throughout policy section. <u>No change</u></i>

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<p><u>New policy</u></p>	<p><u>5.3.7 The county shall provide seamless arterial corridor operations between agencies and use common TSMO technology for signal coordination along multi-agency arterial corridors.</u>  <u>Rationale: Ensures the traveling public will have consistent travel patterns when traveling between multiple jurisdictions. Supports RTC's (Southwest Washington Regional Transportation Council) first Transportation System Management and Operations Plan</u></p>
<p><b>GOAL: Ensure mobility throughout the transportation system.</b></p>	
<p><b>5.4 System Mobility Policies</b></p>	
<p>5.4.1 The county arterial system shall be planned in general conformance with nationally-accepted arterial spacing standards.</p>	<p>No change</p>
<p>5.4.2 LOS standards shall be maintained by the appropriate jurisdictions on major freight mobility corridors and in the vicinity of major intermodal facilities to ensure the economic vitality of the region.</p>	<p><del>LOS-Congestion performance</del> standards shall be maintained by the appropriate jurisdictions on major freight mobility corridors and in the vicinity of major intermodal facilities to ensure the economic vitality of the region.  <u>Rationale: Replaces methodology with a volume-to-capacity measure for calculating level of service. No change</u></p>
<p>5.4.3 The Concurrency Management System shall be structured to support growth in areas where transit and alternative travel modes are available and to support the county's economic development strategy.</p>	<p><del>5.4.4 The Concurrency Management System shall be structured to support growth in areas where transit and alternative travel modes are available and to support the county's economic development strategy.</del>  <u>Transportation System Management strategies should be analyzed and employed before adding a general purpose lane to any regional roadway.</u>  <u>Rationale: deleted and 5.4.4 policy moved to 5.4.3. No change</u></p>
<p>5.4.4 Transportation System Management strategies should be analyzed and employed before adding a general purpose lane to any regional roadway.</p> <p><u>New</u></p>	<p><del>Transportation System Management strategies should be analyzed and employed before adding a general purpose lane to any regional roadway.</del>  <u>5.4.4 County roadways and intersections shall be designed when feasible to achieve safety and accessibility for all modes. Arterial streets shall provide facilities for automobile, bike, and pedestrian mobility as defined in the Arterial Atlas, and shall include landscaping.</u>  <u>Rationale: Old 5.4.4 policy moved to 5.4.3. New 5.4.4 Assures the entire population, whether it's disabled, elderly or youth, can travel from their home to services. Opens funding opportunities offered through the new federal</u></p>

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	<i>transportation funding bill; Fixing America's Surface Transportation Act, or "FAST Act" that retains the multi-modal emphasis of the federal program. <del>No change</del></i>
<b>GOAL: Provide a safe transportation system</b>	
<b>5.5 System Safety Policies</b>	
5.5.1 High safety standards will be maintained for motorists, pedestrians and bicyclists through the development, design and capital improvement process.	<p><del>5.5.1 High safety standards will be maintained for motorists, pedestrians and bicyclists through the development, design and capital improvement process.</del></p> <p><u>Clark County supports the development and design of capital improvements that achieve the vision of the Washington State's Strategic Highway Safety Plan, Target Zero, establishes a statewide policy of zero fatalities and zero disabling injury collisions by 2030.</u></p> <p><i>Rationale: Clarifies standards.</i></p>
5.5.2 Pedestrian safety shall be given priority in the design and capital facilities planning process.	<p>Pedestrian <u>and bicycle</u> safety shall be given <del>priority consideration</del> in the design and capital facilities planning process.</p> <p><i>Rationale: Includes bicycles and provides flexibility in design and capital facilities if limited funds are available for construction</i></p> <p><del>5.5.2 Pedestrian and bicycle safety shall be given priority in the design and capital facilities planning process.</del></p>
5.5.3 Interim safety improvements should be implemented where a significant safety problem has been identified and the financing is not yet available for full improvements in conformance with adopted design standards.	<p>Interim safety improvements <del>should</del> <u>shall</u> be implemented where a significant safety problem has been identified and the <del>financing</del> <u>funding</u> is not yet available for full improvements in conformance with adopted design standards.</p> <p><i>Rationale: Changes verb from should to shall for consist verb usage throughout policy section. Clarifies financing means funding</i></p> <p><del>No change</del></p>
5.5.4 Intersections between rail and other transportation modes should be grade separated where possible, except at intermodal transfer points.	<p>Intersections between rail and other transportation modes <del>should</del> <u>shall</u> be grade separated where possible, except at intermodal transfer points.</p> <p><i>Rationale: Changes verb from should to shall for consist verb usage throughout policy section</i></p> <p><del>No change</del></p>
New policy	<p><u>5.5.5 Clark County supports strong education and enforcement that helps reduce the number of fatalities and serious injuries due to distracted drivers.</u></p>

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	<i>Rationale: RTC's Safety Management Assessment For Clark County 2014 shows trends for distracted drivers-involved in fatalities and serious injuries from 2005 to 2011 have increased considerably in Clark County.</i>
<b>GOAL: Develop a balanced finance program, which ensures that new development pays the costs of its impacts and that adequate public financing is pursued and available.</b>	No change
<b>5.6 System <del>Finance-Funding</del> Policies</b> <i>Rationale: Clarifies intent of policy</i>	
5.6.1 Priorities for programming and financing transportation improvements that reflect adopted transportation policies shall be adopted in coordination with other jurisdictions and agencies.	No change
5.6.2 The prioritization process should be flexible to allow staff to maximize use of outside funding sources.	The prioritization process <del>should</del> <u>shall</u> be flexible to allow staff to maximize use of outside funding sources. <i>Rationale: Changes verb from should to shall for consist verb usage throughout policy section. No change</i>
5.6.3 A high priority shall be given to transportation improvements supporting economic development, particularly in high-ranking Focused Public Investment Areas.	No change
5.6.4 A portion of road funds shall be dedicated to sidewalk and bicycle facilities consistent with state law.	5.6.4 A portion of <del>road</del> -available transportation funds shall be dedicated to sidewalk and bicycle facilities consistent with state law. <i>Rationale: Expands the opportunity to capture additional funding sources.</i>
<u>New policy</u>	<u>5.6.5 A proportionate share of funding for growth related roadway projects shall be obtained from Traffic Impact Fees.</u> <i>Rationale: Implements a funding mechanism that strives to have new development pay for the facilities that support new development. Supports the Transportation Concurrency Management System and helps ensure any improvements being implemented as part of the county's transportation improvement program are reasonably funded and scheduled for completion of construction within six (6) years of the final date for a decision upon the development application.</i>