



## CHAPTER 7

### TRANSPORTATION ELEMENT

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People and places are connected to one another by the transportation system. The transportation system consists of facilities that accommodate many modes of transport, including cars, trucks, buses, bicycles, trains, airplanes and pedestrians. The primary focus of the transportation element is meeting Clark County's future transportation needs for roads, trails/pathways, walkways and transit.

Clark County's population and employment will grow over the next 20 years. This anticipated growth will result in additional demand on the transportation system. Transportation strategies must be developed to maintain acceptable levels of service for the transportation system as this growth occurs. The transportation element serves as Clark County's action plan to provide the transportation strategies necessary to accommodate future growth. The appendix for this chapter combines technical and financial analysis for the County's transportation system through a methodology that meets requirements of the Growth Management Act (GMA). GMA requires that all elements of a comprehensive plan be consistent with each other. It is also important that comprehensive plans, and especially transportation plans, be coordinated between neighboring governmental jurisdictions.

The transportation element represents a key aspect of this comprehensive plan and is an effective tool for shaping Clark County's future development patterns. Development patterns have a major influence on the fiscal health of local governments and on the economic performance of the county. The nature of public streets will influence the level of traffic congestion and the character of neighborhoods. Related requirements, such as parking requirements, will influence the cost to develop and can present both opportunities and barriers to how people can access homes, schools, recreational opportunities and businesses within the community.

Federal, state, county and municipal transportation systems are interrelated, so coordination with other units of government is essential. Responsibility for transportation systems spans all levels of government. Clark County's transportation network connects to state highways, neighboring city streets and adjacent county roads. It also interacts with transportation facilities operated by other special purpose districts (such as sewer and water) and for-profit businesses. The traveling public however, ~~system~~ does not experience the transportation system as a series of separate systems, but as a single, unified system, and it expects all the parts to function in an integrated fashion. This starts with the coordinated planning as required by GMA.

Transportation policies that seek to provide for the mobility of people and goods must consider increases in travel demand caused by growth in population and employment. The transportation system must be affordable and minimize environmental impacts to maintain the quality of life. The transportation must serve all users, despite mobility, age, or income, ~~issues~~. A safe, efficient transportation system can work to enhance economic development within a region in conjunction with supportive land use plans.

The following transportation goals and policies are intended to provide a variety of regional transportation opportunities to serve current and future residents of Clark County. They encourage multi-modal and pedestrian-friendly facilities that support, encourage and are coordinated with a variety of land uses. The transportation goals also emphasize the movement of people and goods effectively and safely while maintaining and mitigating impacts to the natural and built environment.

**GOAL:** *Develop a regionally-coordinated transportation system that supports and is consistent with the adopted land use plan.*

**5.1 System Development Policies**

- 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.
- 5.1.2 ~~When County Road Projects are designed or~~ and transportation improvements are proposed through the development review process, ~~the design of those transportation facilities should~~ shall be consistent with the current adopted Clark County Road Standards, Arterial Atlas, 2010 Clark County Bicycle and Pedestrian Master Plan, Concurrency Management System and Metropolitan Transportation Washington Transportation Plan.
- 5.1.3 LOS standards for the regional arterial system and transit routes ~~should~~ shall direct growth to urban centers.
- 5.1.4 The county shall provide opportunity for full and fair participation by all communities in the transportation decision-making process.

**GOAL:** *Develop a multi-modal transportation system.*

**5.2 Multi-modal System Policies**

- 5.2.1 Roadway improvements which provide for additional capacity for the automobile shall also ~~include design accommodations~~ for alternative travel modes.
- 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.
- 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.
- 5.2.4 The county ~~will~~ shall 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.
- 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.
- 5.2.6 Development projects and county road projects shall follow policies in the 2010 Clark County Bicycle and Pedestrian Master Plan, and its policies are included by reference in the comprehensive plan.
- 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.
- 5.2.8 The ~~County~~ supports coordination among the jurisdictions and agencies in the development of bikeway, and pedestrian facilities, ~~recommendations.~~
- 5.2.9 The County ~~Supports~~ efforts to fund construction of bicycle and pedestrian improvements identified in the County Bicycle and Pedestrian Master Plan.
- 5.2.10 Long range land use and transportation plans shall be coordinated with high capacity transit plans.

- 5.2.11 Promote bicycle and pedestrian safety and increased bicycle and walking through safety and encouragement activities.

**GOAL:** *Optimize and preserve the investment in the transportation system.*

### **5.3 System Preservation Policies**

- 5.3.1 Development projects shall adhere to minimum driveway access spacing standards along arterial and collector streets to preserve the capacity of the transportation system. The county shall also work with WSDOT ~~the state~~ to ensure that minimum access spacing standards for state highways are maintained.
- 5.3.2 The efficiency of the county's transportation system shall be optimized through the use of Transportation System Management & Operations (TSMO) strategies such as signal interconnection, ~~systems,~~ signal coordination and synchronization, ~~and other signal improvements where appropriate.~~
- 5.3.3 The county shall extend the life of existing roadways through a timely maintenance and preservation program.
- 5.3.4 The county ~~will~~ shall support and promote a Transportation Demand Management program to reduce the peak hour travel demand from single occupant motor vehicles.
- 5.3.5 The local street system shall be interconnected to eliminate the need to use collector or arterial streets for internal local ~~trips~~ traffic.
- 5.3.6 The county ~~will~~ shall protect the public's investments in existing and planned freeway and separated grade interchanges.
- 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.

**GOAL:** *Ensure mobility throughout the transportation system.*

### **5.4 System Mobility Policies**

- 5.4.1 The county arterial system shall be planned in general conformance with nationally-accepted arterial spacing standards.
- 5.4.2 Congestion 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.
- ~~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.~~
- 5.4.4~~3~~ Transportation System Management strategies ~~should~~ shall be analyzed and employed before adding a general purpose lane to any regional roadway.
- 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.

**GOAL: Provide a safe transportation system**

**5.5 System Safety Policies**

- 5.5.1 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, which establishes a statewide policy of zero fatalities and Zero disabling injury collisions by 2030.
- 5.5.2 Pedestrian and bicycle safety shall be given ~~priority~~ consideration in the design and capital facilities planning process.
- 5.5.3 Interim safety improvements ~~should~~ shall be implemented where a significant safety problem has been identified and the ~~financing~~ funding is not yet available for full improvements in conformance with adopted design standards.
- 5.5.4 Intersections between rail and other transportation modes ~~should~~ shall be grade separated where possible, except at intermodal transfer points.
- 5.5.5 Clark County supports strong education and enforcement that helps reduce the number of ~~f~~Fatalities and serious injuries due to distracted drivers.
- 5.5.6 Safety improvements shall be systematically prioritized using objective criteria consistent with sound traffic engineering practices.

**GOAL: Develop a balanced finance funding program, which ensures that new development pays the costs of its impacts and that adequate public financing is pursued and available.**

**5.6 System Finance Funding Policies**

- 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.
- 5.6.2 The prioritization process ~~should~~ shall be flexible to allow staff to maximize use of outside funding sources.
- 5.6.3 A high priority shall be given to transportation improvements supporting economic development, particularly in high-ranking Focused Public Investment Areas.
- 5.6.4 A portion of road funds shall be dedicated to sidewalk and bicycle facilities consistent with state law.
- 5.6.5 A proportionate share of funding for growth related roadway projects shall be obtained from Traffic Impact Fees.