

EXHIBIT A



COMPLETE STREETS GUIDELINES

Salmon Creek Pathway



NE 119th Street



Highway 99



NE 119th Street



Salmon Creek Pathway HAWK



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Executive Summary

RCW 47.04.320(1) implements Complete Streets. The complete streets grant program encourages local governments to adopt *urban arterial retrofit street* ordinances.

Complete Streets does not mean a bike lane or a bus on every road. Clark County's requirements to consider the needs of the varied users of and appropriate access to the transportation system are the basis of complete streets. Although not specifically referred to as "Complete Streets," the complete streets concept has been part of Clark County requirements for pedestrian facilities since 1980, with bicycle standards following in the mid-1990s.

The date of the ordinance that codified the initial pedestrian and sidewalk standards was December 04, 1980, Chapter 12.05.070 – *Sidewalk width and location*. The date of the ordinance that codified the initial bicycle standards was January 26, 1995, Chapter 18.402A.110 – *Bicycle Guidelines*.

The current codified pedestrian and bicycle standards are contained in Section 40.350 – *Transportation and Circulation* initially dated September 13, 2006. Examples of the pedestrian and bicycle topics contained within this section that mirror complete streets are:

- Minimum standards for public and private transportation facilities;
- Preservation of the community's quality of life;
- Minimizing the total costs over the life of the transportation facility;
- Consistency with and implementation of the comprehensive plan;
- Implements the pedestrian and bikeways system plan and the Arterial Atlas and
- The inclusion of pedestrian and bikeway facilities in frontage improvements.

RCW 47.04.320 guided the 2019 update of the Clark County 2015 – 2035 Comprehensive Growth Management Plan (Comprehensive Plan)¹ addition of a complete streets policy. The Clark County Council adopted this first phase, establishing a complete streets policy on February 02, 2019.

The Comprehensive Plan complete streets policy supports the framework of the Clark County Complete Streets Guidelines.

The second phase in the adoption of complete streets, following RCW 47.04.320(1), is the Complete Streets Guidelines. This document showcases the steps Clark County has taken, continues to take and envisions for the multi-modal transportation system and the public.

The formalization of complete streets, allows not only for additional funding opportunities – but showcases the past, present and future efforts the county makes for all users of the multi-modal transportation system. It also affords the county the opportunity to be acknowledged not only at the state level, but at the national level for all of the exceptional work Clark County has accomplished in creating a multi-modal transportation system.

Definitions

All Users: Including, but not limited to: persons of all ages and abilities including children, youth, families, older adults, individuals with disabilities, pedestrians, bicyclists, commercial vehicles, delivery/service personnel, motor vehicles drivers, transit users and drivers, emergency service providers, freight and adjacent land users.

Complete Streets: The term “complete streets” describes a transportation system that supports: multiple uses, is more conducive to public life and efficient movement of people along streets designed primarily to move automobiles and trucks, designed to allow active and ample space for pedestrians, bicycles and transit and safer and convenient travel along streets/roadways for all users.

Comprehensive Growth Management Plan: In 1990, the Washington State Legislature passed the Growth Management Act of 1990 (GMA). The GMA requires that counties and cities with state oversight plan and control where and how much growth occurs. The comprehensive plans developed by communities under this mandate will guide land use decisions in the future. Comprehensive plans must respond to the requirements of the GMA and all subsequent amendments.

Elements: Ten specific items that define a comprehensive Complete Streets methodology per the National Complete Streets Coalition (NCSC)².

Mode of Travel: Clark County’s travel modes include transit, paratransit, bicycles, walking, car sharing, carpools, vanpools, taxi, vehicles, access to rail and air.

Multi-modal Transportation System: A single transportation system that appropriately and adequately accommodates two or more modes of travel.

Introduction

Washington State RCW 47.04.320 enacted the “Complete Streets Grant Program” that was first administered through the Washington State Department of Transportation (WSDOT) in 2011. The program administration was moved to the Transportation Improvement Board (TIB) in 2015.

RCW 47.04.320(1) states: The purpose of the grant program is to encourage local governments to adopt *urban arterial retrofit street* ordinances designed to provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users, with the goals of:

- a) Promoting healthy communities by encouraging walking, bicycling, and using public transportation;
- b) Improving safety by designing major arterials to include features such as wider sidewalks, dedicated bicycle facilities, medians, and pedestrian streetscape features, including trees where appropriate;
- c) Protecting the environment and reducing congestion by providing safe alternatives to single-occupancy driving; and
- d) Preserving community character by involving local citizens and stakeholders to participate in planning and design decisions.

The Clark County 2015 – 2035 Comprehensive Growth Management Plan (Comprehensive Plan)¹ is the document that enacts county policy. Within the Comprehensive Plan, Chapter 5 Transportation Element defines the way in which key transportation components, including roadways, transit, freight, aviation, bicycle and pedestrian movement have been planned and integrated into other elements of the 20-Year Plan to further environmental, economic and other goals and policies. The Comprehensive Plan highlights policies on various modes of transportation, identifies concurrency issues, including how capital facilities planning for transportation are implemented.

RCW 47.04.320 supports complete streets by policy, with an adopting ordinance. The adoption of Ordinance No. 2019-02-02 added complete streets policy language to the Comprehensive Plan.

The specific Comprehensive Plan policy language that enacted complete streets and allowed for the development of the Complete Streets Guidelines are:

5.1.12 – Endorse the concept of complete streets, which promotes roadways that are safe and convenient for all users.

5.1.13 – Design and construct complete streets wherever feasible and practicable.

The National Complete Streets Coalition (NCSC)² emphasizes a number of important criteria, including incorporating all users and modes, applying to all types of transportation projects, recognizing the importance of a complete street network, using the latest design guidance, identifying specific implementation steps, and creating measurable performance standards to evaluate whether the jurisdiction is meeting its goals.

Complete Streets criteria are referred to as elements, which are intended to assist communities across the nation to *“develop and implement policies and practices to ensure streets are safe for people of all ages and abilities, balance the needs of different modes, and support local land uses, economies, cultures, and natural environments.”*²

Historically, Clark County has placed strong importance on the same criteria NCSC emphasizes. As each element is discussed in this document, the tie to current and past county complete streets practices are noted where appropriate.

Clark County incorporates and supports the ten Complete Streets elements³ listed below. These elements are described in this document.

1. Vision and intent
2. Diverse users
3. Commitment in all projects and phases
4. Clear, accountable expectations
5. Jurisdiction
6. Design
7. Land use and context sensitivity
8. Performance measures
9. Project selection criteria
10. Implementation steps

Clark County has been incorporating pedestrian, bicyclist and transit facilities into new projects and the reconstruction of buildings, parks and public works projects for all users since the early 1980s.

With this Complete Streets Guidelines document, the continued commitment to providing and promoting transit, bicycles, walking, carpools, vanpools, vehicles, access to rail and air for the public is formalized for both public and private transportation facilities.

The ten Complete Street elements³, RCW 47.04.320(1) and Clark County code Section 40.350 – Transportation and Circulation have guided the development of the Clark County Complete Streets Guidelines.

Vision and Intent

This Element: *Includes an equitable vision for how and why the community wants to complete its streets. Specifics need to create complete, connected, network and specifies at least four modes, two of which must be biking or walking.*

Clark County works with many community groups, associations and transportation system users across the county. The multi-modal transportation needs of the public are varied and comprise: persons of all ages and abilities including children, youth, families, older adults, individuals with disabilities, pedestrians, bicyclists, commercial vehicles, delivery/service personnel, motor vehicles drivers, transit users and drivers, emergency service providers, freight and adjacent land users.

The continued development of and improvements to Clark County's multi-modal transportation system and other facilities, balance these varied and at times, competing needs. Clark County Code requires both public and private projects to preserve the community's quality of life, provide pedestrian, bicycle and transit facilities:

- Section 40.350.010 – Complete Streets Program:
A transportation system that supports multiple uses is more conducive to the public life and efficient movement of people along streets designed primarily to move automobiles and trucks designed to allow active and ample space for pedestrians, bicycles and transit and safe and convenient travel along streets/roadways for all users.
- Section 40.350.015 – Pedestrian/Bicycle Circulation Standards:
Pedestrian and bicycle circulation facilities shall be designed to provide safe, convenient and appropriate levels of access for pedestrians and bicyclists, and allow for unobstructed movements and access pursuant to the Americans with Disabilities Act, as amended.
- Section 40.350.030(A)1 – Street and Road Standards:
It is the purpose of this section to establish minimum standards for public and private transportation facilities for vehicles, public transit, pedestrians, and bicycles, hereafter constructed or improved as a condition of county approval of a development, or a transportation project constructed by the county. These standards are intended to preserve the community's quality of life and to minimize total costs over the life of the transportation facility.

Clark County capital road projects are planned, scoped, designed and constructed to continue to expand the transportation network for all users. Pedestrian, bicycle and transit facilities are included in projects, unless they are not practicable. Where there are transit facilities, coordination with C-TRAN on their transit needs is conducted early in the scoping phase.

As projects are funded and design begins, public involvement and input are highly valued and sought. Design projects are reviewed by technical teams (Planning Commission (PC), Development Engineering Advisory Board (DEAB), Regional Technical Advisory Committee (RTAC), have open houses, neighborhood meetings, news releases, State Environmental Policy Act (SEPA) completed. All projects are posted on the county website. Notifications of project open houses are included on the county website and open house flyers are sent to residences in the project area. Also, there is coordination with emergency responders.

Adhering to the Clark County Comprehensive Plan and Arterial Atlas, the project development process completes corridors, eliminates gaps and continues to move toward the creation of a connected, fully developed multi-modal transportation system, meeting the needs of the community.

Diverse Users

This Element: *Benefits all users equitably, particularly vulnerable users and the most underinvested and underserved communities.*

There are diverse users of the Clark County transportation system, comprising of, but not limited to: persons of all ages and abilities including children, youth, families, older adults, individuals with disabilities, pedestrians, bicyclists, commercial vehicles, delivery/service personnel, motor vehicles drivers, transit users and drivers, emergency service providers, freight and adjacent land users.

Chapter 40.350 provides for a transportation system that is designed to allow active and ample space for pedestrians, bicycles and transit and safe and convenient travel along streets/roadways for all users. This requirement applies to both public and private transportation facilities.

For the selection of sidewalk projects, Public Works reviews potential locations using a scoring process that includes pedestrian accident history, nearby housing density, road width, speed limit and sight-distance limitations caused by hills and curves. Distance to schools, stores, shopping, medical offices, bus stops, public interest and other destinations also are considered.

The Clark County Americans with Disabilities Act (ADA) Transition Plan supports access for all users, with an emphasis on vulnerable, underinvested and underserved areas of the community. The ADA Transition Plan seeks gaps in accessibility for pedestrians of all abilities and ages, those with special transportation needs, individuals with disabilities, older adults, young people, persons with low incomes and rural populations.

The ADA transition plan is a living document. Understanding where pedestrians need to travel and the barriers to their getting from their residence to their destinations, transit and capturing needed transportation system improvements feeds into: capital road projects, ADA ramp and sidewalk program and provides additional inclusion and prioritization opportunities for project planning and funding efforts.

Commitment in All Projects and Phases

This Element: *Applies to new, retrofit/reconstruction, maintenance and ongoing projects.*

Section 40.350 requires that pedestrian and bicycle circulation facilities shall be designed to provide safe, convenient and appropriate levels of access for pedestrians and bicyclists, and allow for unobstructed movements and access pursuant to the Americans with Disabilities Act, as amended.

Clark County Code requires both public and private projects to preserve the community's quality of life, provide pedestrian, bicycle and transit facilities.

Clark County capital road projects are planned, scoped, designed and constructed to continue to expand the multi-modal transportation network. At each phase for each type of project, all users of the Clark County transportation system are considered – not only vehicles and freight.

From the project planning phase, through construction and ultimately project maintenance, the needs of persons of all ages and abilities including children, youth, families, older adults, individuals with disabilities, pedestrians, bicyclists, commercial vehicles, delivery/service personnel, motor vehicles drivers, transit users and drivers, emergency service providers, freight and adjacent land users are part of the process.

Complete streets does not mean a bike lane or bus on every road, but to consider the needs of the varied users. Clark County designs for multi-modal transportation needs. Where prudent and practical, new projects include pedestrian, bicycle and other multi-modal facilities and features.

Capital road projects include:

- ADA ramp upgrades
- Construction of new bridges, roadways and sidewalks
- Pavement overlays and cape seals
- Reconstruction of ADA ramps, bridges, roadways and sidewalks
- Sidewalk in-fill

Although maintenance projects are not included in the capital road projects program, where practical and appropriate, maintenance performs the following pedestrian and bicycle complete streets tasks:

- ADA ramps and sidewalks are upgraded
- Bicycle lane striping/symbols added

The safety of all roadway users is paramount during all roadway and sidewalk activities conducted either by contract or county staff. Capital road and maintenance projects evaluate the need for detours for pedestrian, bicyclist and vehicles. Detours are implemented where necessary.

Clear, Accountable Expectations

This Element: *Makes any exceptions to specific and sets a clear procedure that requires high-level approval and public notice prior to exceptions being granted.*

The Comprehensive Plan requires multi-modal pedestrian and bicycle circulation facilities. Complete streets does not mean a bike lane or bus on every road. The needs of the varied users of the multi-modal transportation are considered. Complete streets features are added were prudent and practical.

When an exception to the design standards is determined to be necessary, the exception goes through an approval process and the approving authority is the Clark County Engineer.

The exception approval review shall consider the applicable factors that include, but are not limited to, the following:

- a. Their inclusion would be contrary to public safety;
- b. Their construction is not practically feasible because of significant adverse environmental impacts to streams, wetlands, steep slopes, or other critical areas;
- c. Their construction is not practically feasible because of significant adverse impacts on neighboring land uses, including impacts from right-of-way acquisition; or
- d. There is no identified need for the improvement.

Exceptions to complete streets that do not require an approval process are:

- Documented absence of current and future need;
- Emergency repairs;
- No existing or planned transit services;
- Routine maintenance that does not change roadway geometrics or operations; and
- A reasonable and equivalent project (public or private) along the same corridor/areas is programmed and/or approved.

Jurisdiction

This Element: *Requires interagency coordination between government departments and partner agencies on Complete Streets.*

With the complete streets policy component of the Clark County 2015 – 2035 Comprehensive Growth Management Plan (Comprehensive Plan)¹, interagency coordination is not only expected, but per the Goals and Policies element it is required, as noted below:

- Comprehensive Plan 5.1.1 policy: The capital facilities plans, within each Urban Growth Area (UGA) should be jointly undertaken with the city and reviewed for regional consistency by the Southwest Washington Regional Transportation Council.
- Comprehensive Plan 5.1.2 policy: County Road Projects and transportation improvements that are proposed through development shall be consistent with the current adopted Clark County Road Standards, Arterial Atlas, 2010 Clark County Bicycle and Pedestrian Master Plan, Concurrency Management System, RTC’s Regional Transportation Plan and the Washington Transportation Plan.

The county coordinates with other Clark County departments and partner agencies when:

- Planning, scoping, design and constructing projects which are near or cross jurisdictional boundaries.
- Applying for funding grants that are near or cross jurisdictional boundaries.
- On policy and plan updates and adoption.

Design

This Element: *Directs the use of the latest and best design criteria and guidelines and sets a time frame for their implementation.*

The Comprehensive Plan update allowed the development of the Complete Streets Guidelines. The Comprehensive Plan requires transportation systems to be multi-modal where practical.

Clark County Comprehensive Plan and code mirror RCW 47.04.320(1) to provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users.

Clark County code⁴ Title 40 implements design standard details⁵. Chapter 40.350 establishes minimum standards for public and private transportation facilities for vehicles, public transit, pedestrians, and bicycles, hereafter constructed or improved as a condition of county approval of a development, or a transportation project constructed by the county.

The code and design standards are reviewed to ensure design standards are current. The current pedestrian design standards are ADA compliant.

Projects are developed following the requirements in the comprehensive plan and code. Project goals are:

- Adding and upgrading existing pedestrian features to be ADA compliant
- Inclusion of multi-modal facilities in new and reconstruction projects
- Elimination of gap sections in the multi-modal transportation systems

Updates to the comprehensive plan and county code are implemented through extensive public processes that are specified in Chapters 40.510 and 40.560.

Land Use and Context Sensitivity

This Element: *Considers the surrounding community’s current and expected land use and transportation needs.*

The capital facilities plan is comprised of projects necessary to maintain the defined standards through 20 years of growth. The Land Use Element is the central element of the comprehensive plan. The other elements must be fully consistent with the land use development patterns and policies presented in the Land Use Element and comprehensive plan map. For example, the Transportation and Capital Facilities Elements must contain adequate provisions to serve the type and extent of the land use patterns envisioned in the Land Use Element. Conversely, the Land Use Element and map must not specify a land use development pattern which cannot be adequately served by transportation and other services specified in the other elements.

Capital facilities are the basic services that the public sector provides to support land development including roads, public schools, fire and police protection, parks, libraries and utilities. Land use and context sensitivity are inseparable. The varied land uses throughout the county and surrounding the transportation system determine the roadway cross-section (number and type of lanes), pedestrian and bicyclist facilities.

Complete streets has been added as policy into the Clark County 2015 – 2035 Comprehensive Growth Management Plan (Comprehensive Plan)¹, Chapter 5 Transportation Element.

The specific Comprehensive Plan policy language that enacted complete streets and allowed for the development of the Complete Streets Program are:

5.1.12 – Endorse the concept of complete streets, which promotes roadways that are safe and convenient for all users.

5.1.13 – Design and construct complete streets wherever feasible and practicable.

In addition to the complete streets component that has been added to the Comprehensive Plan, there are other policy ties between current and expected land use and transportation needs.

Chapter 5.0 Transportation: The Transportation Element of the Comprehensive Plan is to implement and be consistent with the Land Use Element. The Community Framework Plan envisions a shift in emphasis of transportation systems from private vehicles to public transit (including high-capacity transit,) and non-polluting alternatives such as walking and bicycling. The following policies are to coordinate the land use planning, transportation system design and funding to achieve this vision: 5.1.0 through 5.1.11.

Performance Measures

This Element: *Established performance standards that are specific, equitable, and available to the public.*

The Complete Streets Guidelines multi-modal performance measures include the following:

The Preservation ADA Ramp Improvements Program is a yearly on-going capital projects program across the county that addresses non-ADA compliant ramps, with the following performance measures:

1. Funding ranging from \$1,500,000 to \$2,000,000 annually
2. Upgrading an average of 100 non-compliant ADA ramps annually

The sidewalk program is a yearly on-going capital projects program across the county that addresses new sidewalk, upgrading non-ADA compliant sidewalk and sidewalk in-fill, with the following performance measures:

1. Dedicated sidewalk program funding averaging \$450,000 annually of county road fund. This does not include state and federal grants received, which typically range from \$200,000 to \$1,000,000 per year. Also, REET2 has been allocated to this program on a few occasions.
2. Designing and/or constructing an average of \$700,000 to \$2,500,000 annually, depending upon grant awards.

There is not a separate program for the addition of bicycle lanes. Bicycle lanes are added and/or upgraded in conjunction with appropriate capital facilities projects. Although there is not a separate bicycle lanes program, the following performance measure is for bicycle lanes:

1. Designing and/or constructing bicycle lanes with capital facilities projects where appropriate.
2. Seeking opportunities to restripe existing roadways to include bicycle lanes.

C-TRAN is the transit provider for Clark County. Clark County Public Works coordinates with C-TRAN when planning, scoping, designing and constructing projects. Where C-TRAN has existing or planned facilities that overlay capital projects, C-TRAN is allowed to include their transit needs in construction projects. Although there is not a separate transit program, the following performance measures is for transit:

1. Continued on-going coordination efforts
2. The addition, upgrade or relocation of transit stops per C-TRAN

For the selection of sidewalk projects, Public Works reviews potential locations using a scoring process that includes pedestrian accident history, nearby housing density, road width, speed limit and sight-distance limitations caused by hills and curves. Distance to schools, stores, shopping, medical offices, bus stops and other destinations also are considered.

Project Selection Criteria

This Element: *Provides specific criteria to encourage funding prioritization for Complete Streets implementation.*

The Clark County Comprehensive Plan and Arterial Atlas provide the direction on the completion of corridors, corridor gap elimination. These documents provide direction on where to move toward the creation of a connected, fully developed multi-modal transportation system.

The Clark County Six-Year Transportation Improvement Program (TIP) implements the goals of the Comprehensive Plan through the 20-Year Capital Facilities Plan (CFP). The TIP criteria follow the Comprehensive Plan policy, CFP and the implementation of complete streets. The project evaluation system and extensive evaluation criteria are contained within the TIP

https://www.clark.wa.gov/sites/default/files/dept/files/public-works/TIP/Adopted_2019-2024_Transportation_Improvement_program%281%29.pdf on pages 9 to 16. The main criteria include:

- Existing shoulder widths
- Fixed objects adjacent to the roadway
- Roadside drop-off
- Bike lanes
- Sidewalks
- Pedestrian safety
- Alignment and sight distance
- Comparison to county arterial atlas
- Concurrency
- Route connectivity
- Environmental impact
- Public and outside agency support
- Support for economic development
- Leveraging of non-county funding

The detailed criteria on pages 9 to 16 of the TIP link contain several complete streets elements. The scoring criteria provide higher points for non-existent or fewer facilities. Examples are:

Sidewalks:	Score
◇ No sidewalks to 25% of project length	5
◇ Between 26% and 50% of project length	3
◇ Between 51% and 75% of project length	1
◇ Between 75% to full length of project	0

Bike Lanes:	Score
◇ Between 0 and 2.5 feet	5
◇ Between 2.6 and 4 feet	3
◇ Between 4.1 and 5 feet	1
◇ More than 5 feet	0

Implementation Steps

This Element: *Includes specific next steps for implementation of Complete Streets.*

The multi-phase implementation and formalization of complete streets began in 2018 at Clark County.

The first phase of complete streets was completed early in 2019 with the update of the Clark County 2015 – 2035 Comprehensive Growth Management Plan (Comprehensive Plan)¹, the addition and adoption of complete streets policy language in Chapter 5 Transportation Element:

5.1.12 – Endorse the concept of complete streets, which promotes roadways that are safe and convenient for all users.

5.1.13 – Design and construct complete streets wherever feasible and practicable.

The second phase was to update and codify Title 40 Transportation and Circulation, with complete streets language. Complete streets is the start of Chapter 40.350. Section 40.350 was updated to include complete streets language.

The Complete Streets Guidelines adoption process included several work sessions and hearings over the fall of 2019. The council hearing and the adoption of the Complete Streets ordinance 2019-11- fully implements Clark County Complete Streets.

The concept of complete streets has been on-going since the early 1980s. The documents and process that have been updated or already contain complete streets elements are:

- 2015 – 2035 Comprehensive Plan¹ – updated 2018
- Clark County Code⁴ – various sections – updated 2018
- Clark County standard details⁵ – contains complete street standards

Complete Streets Guidelines training and discussions will be incorporated into Clark County Public Works departments' quarterly meetings.

Clark County will continue to:

- Consider the needs of all users;
- Develop a transportation system that appropriately and adequately accommodates two or more modes of travel;
- Encourage and invite public input;
- Promote healthy communities by encouraging walking, bicycling, and using public transportation;
- Protecting the environment and reducing congestion by providing safe alternatives to single-occupancy driving; and
- Preserve community character by involving local citizens and stakeholders to participate in planning and design decisions.

Additional Elements

This element notes: *While Complete Streets policies are based on the principal of connecting people and place to transportation projects, many communities add language regarding environmental best practices of placemaking directives. Though the Coalition does not score these additional elements, we encourage agencies to consider cross-referencing related initiatives.*

Within the Clark County 2015 – 2035 Comprehensive Growth Management Plan (Comprehensive Plan)¹ Chapter 5: Transportation Element describes the way in which key transportation components, including roadways, transit, freight, aviation and bicycle and pedestrian movement have been planned and integrated into other elements of the 20-Year Plan to further environmental, economic and other goals and policies.

The other Comprehensive Plan chapters, elements and policies that guide the development of public and private projects are:

- Chapter 1 Land Use Element
- Chapter 2 Housing
- Chapter 3 Rural and Natural Resources Element
- Chapter 4 Environmental Element
- Chapter 6 Capital Facilities and Utilities Element
- Chapter 7 Parks, Recreation and Open Space Element
- Chapter 8 Historical, Archaeological and Cultural Preservation Element
- Chapter 9 Economic Development Element
- Chapter 10 School Element
- Chapter 11 Community Design Element
- Chapter 12 Annexation Element
- Chapter 13 Shoreline Master Plan Element
- Chapter Procedural Guidelines

References

1. **The Clark County 2015 – 2035 Comprehensive Growth Management Plan:** (Comprehensive Plan) is the document that enacts policy of the county. Within the Comprehensive Plan, Chapter 5: The Transportation Element describes the way in which key transportation components, including roadways, transit, freight, aviation and bicycle and pedestrian movement have been planned and integrated into other elements of the 20-Year Plan to further environmental, economic and other goals and policies. It highlights policies on various modes of transportation, identifies concurrency issues and includes capital facilities planning for transportation.

[https://www.clark.wa.gov/sites/default/files/dept/files/community-planning/comprehensive-plan/2016%20Comp%20Plan/Amendments/2015-2035%20Comprehensive%20Plan-ORD %20%202019-02-02%281%29.pdf](https://www.clark.wa.gov/sites/default/files/dept/files/community-planning/comprehensive-plan/2016%20Comp%20Plan/Amendments/2015-2035%20Comprehensive%20Plan-ORD%20%202019-02-02%281%29.pdf)

2. **National Complete Streets Coalition (NCSC): Streets are a vital part of livable, attractive communities.** Everyone, regardless of age, ability, income, race, or ethnicity, ought to have safe, comfortable, and convenient access to community destinations and public places—whether walking, driving, bicycling, or taking public transportation. But too many of our streets are designed only for speeding cars or creeping traffic jams.

A Complete Streets approach integrates people and place in the planning, design, construction, operation, and maintenance of our transportation networks. This helps to ensure streets are safe for people of all ages and abilities, balance the needs of different modes, and support local land uses, economies, cultures, and natural environments.

The National Complete Streets Coalition, which launched this movement in 2004, promotes the development and implementation of Complete Streets policies and professional practices. To date, over **1325 agencies** at the local, regional, and state levels have adopted Complete Streets policies, totaling **more than 1400 policies nationwide**.

<https://smartgrowthamerica.org/program/national-complete-streets-coalition/>

3. **The Elements of A Complete Streets Policy:**

https://smartgrowthamerica.org/app/uploads/2017/12/CS-Policy-Elements_2017.11.30.pdf

4. **Clark County Code:**

<https://www.codepublishing.com/WA/ClarkCounty/>

5. **Clark County Standard Details:**

<https://www.clark.wa.gov/public-works/standard-details>