

QAYOUMI: I think their initial would be to get involved with Regional Transportation Council --

MORASCH: RTC.

QAYOUMI: -- RTC and then WSDOT and ODOT would be the two. I don't know what else to recommend.

MORASCH: All right. Thank you.

JOHNSON: Any other comments, questions? Okay. With that said, I would entertain a motion.

TORRES: I'll make a **MOTION** that the Commission approve 2020-2025 Transportation Improvement Program as presented.

SWINDELL: I'll **second** it.

JOHNSON: Motion's been heard and seconded. Roll call, please.

**ROLL CALL VOTE**

MORASCH: AYE

SWINDELL: AYE

TORRES: AYE

BARCA: AYE

JOHNSON: AYE

JOHNSON: The motion is unanimous and passed. Moving on to CPZ2019-00025, Complete Streets. Staff report, please.

**PUBLIC HEARING ITEMS**, continued

**B. CPZ2019-00025 Complete Streets:** A proposal to amend Clark County Code (Pedestrian/Bicycle Circulation Standards Chapter 40.350.010) by creating a complete streets program, Clark County Code 40.350.010, renumbering CCC 40.350.010 Pedestrian/Bicycle Circulation Standards to CCC 40.350.015, and correct scrivener errors.

**Staff Contact: Gary.Albrecht@clark.wa.gov or (564) 397-4318**

ALBRECHT: Good evening, Chair. Good evening, Council. Gary Albrecht, Clark County Community Planning. Here to talk about CPZ2019-00025, Complete Streets.

So we were here September 5th to go over the presentation and I'm going to have the same

presentation to go over this evening, it's basically for the public so they can understand what we're doing. There's the agenda. I'm going to recycle the same old jokes I used before. It's a road map of where we're going to go, what we're talking about this evening.

The background. So there's two key dates for the Complete Streets. In 2011 the legislature established the complete streets grant program. In 2015 the legislature designated a Washington Transportation Improvement Board as the complete streets granting agency giving them the ability to award funds ranging from \$100,000 to \$1 million, it's flexible money that can be spent on any complete streets projects.

What are complete streets? Well, complete streets are transportation policies and standards that enables safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their transportation choice. Here's some pictures of past projects that we've done.

The picture on the left is N.E. 10th Avenue, Susan Wilson just mentioned that, that was built this year, so from 154th Street to 164th Street. Now the other part of N.E. 10th Avenue was constructed in 2013, that goes from 141st Street to 149th Street. And we're currently in design for 149th to 154th Street, so it will be a great corridor to bike on up to the fairgrounds. And the picture on the right is N.E. 15th Avenue, that was built in 2007, and the picture on the bottom was built in 2001, N.E. 137th Avenue, both of those streets are two-lane minor arterials with a center turn lane and bike lanes.

And then the other thing we're going to talk about this evening is Complete Street Guidelines. It's a summary document for the TIB, the Transportation Improvement Board. The document describes the steps that Clark County has taken, continues to take and envisions for the multimodal transportation system and the public. And what complete streets are not, they're not new to Clark County as I've demonstrated and it doesn't mean that there is a bike lane or sidewalk on every road in the county. It's not a mandate for a retrofit for bike lanes or sidewalks in Clark County and it's not a silver bullet, it doesn't mean there's unlimited funding for complete streets.

So the complete streets process that we have is a three-step process. The first step was the comprehensive plan text and policies that were approved earlier this year by the Council. And step two is the Title 40 amendments to 40.350 that will be consistent with the complete streets policies that were adopted earlier, and then step three is the adopting ordinance that's required by the Transportation Improvement Board and that will be done through the hearing on November 5th. There's a quick recap of the adopted comprehensive plan text policies.

And then for the Title 40 amendments, we're amending Chapter 40.350.010, the Complete Streets Program. So the complete streets program basically encourages street and road designs that incorporates safe access to all users with the goals of promoting health, improving safety,

protecting the environment and preserving community character. We've created some definitions as well for complete streets and users and the program has design guidelines and there are exceptions to the program as well.

And the next steps for the public process, so just recapturing, we were, we started in 2018 with a County Council work session, and this summer we went to the Commission on Aging, if they had some recommendations for improvements to the code. I believe it's in your, in the material that you've received so far, and Bicycle and Pedestrian Advisory Committee supported the complete streets text amendments and the DEAB, the Development Engineering Advisory Board, has seen these, has recommended approval as well.

So we're at the work session now and then we have a -- well, I'm sorry. We had the work session in September, we're at the hearing now and we'll have a County Council work session on October 9th and a Council hearing on November 5th and that's it and I'm here to answer any questions.

JOHNSON: Any questions from the Commission?

SWINDELL: So just to clarify. We were already, the County was already doing this, this is just a method for us to be able to apply for those grants, correct, we have to adopt the ordinance to be able to apply for those grants?

ALBRECHT: Yes, that's correct.

SWINDELL: That's why we're doing this to help fund these things?

ALBRECHT: Correct.

SWINDELL: Okay. Great. Thank you.

ALBRECHT: You're welcome.

JOHNSON: Any other questions or comments?

BARCA: Gary, is there any thought or effort working with the bicycle advisory group to be looking at the rural areas that are pretty extensively used for bicycle traffic now to try and come up with any designated routes or areas that we could deem the best opportunity to make a safer rural biking experience?

ALBRECHT: That's something that the committee is charged to work with, is making the community safer for everybody. So they've been working on -- recently updated the bike map, the Clark County bike map and the City of Vancouver bike map, so there's a great, it's not an

app but it's an electronic map that you can see on a smart phone that shows you the bike routes that are in Clark County.

BARCA: Right.

ALBRECHT: So it's not something specifically that has been done, but it's something that we're working towards looking at. So we're -- there's -- it's something that we're working towards doing with them.

BARCA: So there is active planning going on towards some sort of future consideration?

ALBRECHT: Yes.

BARCA: Okay. Yeah, I ask the question just because the volume of bikes that I see going out into the county now seems to have been growing significantly and I know that the roads aren't any wider than they used to be, but the volume of traffic is, so it would be nice to work towards the idea of maybe areas that we could call safer or actively pursue the concept of making some of those routes safer.

ALBRECHT: So, you know, we're working towards that. We've talked about in Clark County Public Works having a transportation system plan so that plan would look at all of the multimodal choices and look at how the bikes work and function as well, so hopefully the goal is to have a safer more functional system for the county.

BARCA: That would be great. Thanks.

ALBRECHT: You're welcome.

JOHNSON: Any other comments or questions? With that said, seeing no comments from anyone in the audience, I bring it back for a motion.

SWINDELL: Make a **MOTION** we approve CPZ2019-00025, Complete Streets as presented.

TORRES: **Second** that.

JOHNSON: The motion's been made and seconded. Roll call, please.

**ROLL CALL VOTE**

MORASCH: AYE

SWINDELL: AYE

TORRES: AYE

BARCA: AYE  
JOHNSON: AYE

JOHNSON: The motion's been seconded and passed. And we move on to our third item of the evening, CPZ2019-00016, Arterial Atlas Appendix F. Staff report.

**PUBLIC HEARING ITEMS**, continued

- C. CPZ2019-00016 Arterial Atlas and Appendix F (NE 106 St to NE 112<sup>th</sup> St):** A proposal to delete the proposed NE 16<sup>th</sup> Ave from the Arterial Atlas and Hwy 99 Sub Area Plan.  
**Staff Contact: Matt.Hermen@clark.wa.gov or (564) 397-4343**

HERMEN: Good evening, Planning Commission. My name is Matt Hermen with Public Works, H-e-r-m-e-n. Today I'll be presenting CPZ2019-00016, this is an amendment to the arterial atlas which is our long-range transportation circulation plan as well as an amendment to Title 40 Appendix F in our Development Code which is the Highway 99 overlay.

The proposal for this docket is to remove a future planned street N.E. 16th Street, N.E. 107th Street and N.E. 110th Street. On this map shown here is where those planned streets are located. Those planned streets, when I refer to planned streets I mean they are lines on a map, they do not exist, the right-of-way doesn't exist and there are no construction plans for those planned roads.

The roads are directly west of Highway 99 and east of I-5, north of 106th Street and south of 112th Street. From this map here you can see an aerial photograph of, well, you could have, you can see an aerial photograph of the development that is currently around those planned streets, there's a significant mobile home park directly where the planned roads reside as well as a used car sales and several vacant lots.

The problem that we are trying to solve with this proposal is to, we want to encourage redevelopment in the Highway 99 area. Currently the area has a large modeled wetland directly to the, it would be the west of the planned road, with this modeled wetland there are buffers that are associated with protecting that and restoring the ecological habitat should development go in. Because of that wetland, the constructability of this planned road does present a problem and increase the cost of that road, so we would like to remove that from the arterial atlas and encourage the redevelopment along this area.

In the Highway 99 subarea plan it's denoted in the Tenny Creeks Commons Activity Center shown here, this planned road would be deleted from that Highway 99 subarea plan. With the proposal to remove the planned road, the applicable criteria that you would review with your recommendation are these following guidelines, staff has reviewed this proposal according to