

## COMPLETE STREETS ALTERNATIVE

### Exhibit 1 – Comprehensive Plan Text Amendments

#### Transportation Element

##### Travel Demand Forecasting

RTC uses a computerized model to project future traffic volumes based on the proposed land use patterns. The study year for analysis of future conditions is 2035. Base conditions for the 2024 analysis scenarios consist of funded or committed transportation projects, 2035 population and employment forecasts. Details of the land use assumptions and the allocation of jobs and households are provided in **Appendix A**.

Travel demand has also grown as the number of registered passenger cars in Clark County has increased dramatically over the last three decades. Between 1990 and 2000, there was a 67.2% increase in both registered passenger cars and light trucks (which includes SUVs).

##### Future Deficiencies

Future deficiencies in the transportation system are identified based on the Comprehensive Plan Preferred Alternative urban growth boundary map. The assumed transportation network included in the existing network plus improvements identified in the Regional Transportation Plan (RTP). The RTP includes the transportation improvement programs of the various jurisdictions and projects for which there is an identified regional need, strong regional commitment and probable funding available. Clark County's 6-year Transportation Improvement Plan (TIP) identifies needed system improvements and is updated and adopted on an annual basis. Appendix A details transportation issues that are forecasted to exceed the level-of-service standards in the next 20 years. An extensive list of capital improvements has been included in the RTP (Appendix B: RTP Solutions, Projects, Strategies and Programs) to address the wide array of transportation needs for the Clark County region as expressed through the comprehensive planning efforts of its jurisdictions. The projects include roadway improvements, traffic signals, road widenings, overlays, intersection reconstruction, access ramps, bicycle lanes and sidewalks, school crossings, guard rails, culvert replacements and storm drainage improvements. As reported in the December 2014 RTP, the regional transportation infrastructure needed to accommodate growth over the next 20 years will require an investment of over \$1.8 billion (the approximate total cost of projects identified in the 2007 RTP was \$1.4 billion).

##### Regional Programs and Projects

This section summarizes the range of transportation programs and transportation projects needed to meet the transportation needed to meet the transportation needs of people and freight in the twenty-plus year future.

In developing a balanced regional transportation system it is not only capacity deficiencies that must be addressed but also preservation and maintenance of the existing regional transportation system, plans to make for a safer regional transportation system for mobility of people and freight. All transportation modes are to be addressed with transportation options and choices made available to our diverse community's residents and businesses.

##### Complete Streets

The Complete Streets concept promotes streets that are safe and convenient for all users. Streets constitute a large portion of the public space and should be designed, constructed, operated, and maintained to be an appropriate and integrated transportation system that will meet the needs of motorists, pedestrians, bicyclists, wheelchair users, transit vehicles and riders, freight haulers, emergency responders, and residents of all ages and abilities.

Transportation facilities that support the concept of complete streets includes, but are not limited to, pavement markings and signs, street and sidewalk lighting, sidewalk and pedestrian safety improvements, Americans with Disabilities Act and Title VI compliance, transit accommodations, bicycle accommodations including appropriate signage and markings, and as appropriate streetscapes that appeal to and promote pedestrian use. The system's design will be consistent with and supportive of local neighborhoods, recognizing that transportation needs vary and must be balanced in a flexible, safe, and cost effective manner.

Those involved in the planning and design of projects within the public right-of-way will give consideration to all users and modes of travel from the start of planning and design work. Transportation improvements shall be viewed as opportunities to create safer, more accessible streets for all users. This shall apply to new construction, reconstruction, and rehabilitation.

### **Bicycle and Pedestrian System**

The continuous development and growth of the non-motorized network in Clark County will reduce impacts to the environment (reduce greenhouse gases and vehicle demand), encourage enhanced community access and promote healthy lifestyles and exercise. A countywide network of bicycle and pedestrian facilities is needed to allow bicycling and walking for people of all ages and incomes as a practical alternative to automobile travel in some cases. It will also make the broader community more accessible, enjoyable and safer.

Integrated within the public highway, street and road system are non-motorized facilities, including bicycle and pedestrian facilities. The Cycling Vancouver & Clark County map includes separated multi-use paths such as the NE Padden Parkway, Burnt Bridge Creek and SR-503 trails; designated on-street bicycle lanes on some state highways and county and city roads; designated routes on widened county road shoulders; and streets and roads with shared roadway use that do not include special markings or signs.

Clark County and other local jurisdictions have included bicycle and pedestrian elements in their comprehensive plans or other plans. In 2010, the Board of County Commissioners adopted the *Bicycle and Pedestrian Master Plan*. The *Bicycle and Pedestrian Master Plan* provides a vision and implementation strategy for how Clark County can improve conditions for bicycling and walking over the next twenty years. The Plan envisions an interconnected bicycle and pedestrian network that provides routes to city centers, schools, transit, parks and recreational facilities. Once achieved, this Plan will improve Clark County residents' health, enhance their quality of life, help improve and protect the County's natural resources and be a source of pride to the community.

Transportation policies are an extremely important component of the bicycle and pedestrian plan. For example, roadway project policies can provide the support and direction to plan and build pedestrian and bicycle facilities because these facilities are more cost effective to incorporate at the time of initial roadway construction. The County currently has a Bicycle and Pedestrian Advisory Committee to provide advice on bicycle and pedestrian facilities, mobility and safety issues.

In addition to the *Bicycle and Pedestrian Master Plan*, C-TRAN accommodates bikes on the bus. Bicycling and riding the bus also cuts down on pollution, traffic congestion and driving costs. All C-TRAN buses are equipped with bike racks. You can start your trip with an invigorating rise to a C-TRAN bus stop or park and ride and place your bike on the easy-to-use bike rack on any C-TRAN bus. Bike lockers are also available at transit centers.

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## Goals and Policies

### County 20-Year Plan Policies

In addition to the policies adopted by all local jurisdictions, the County has adopted transportation goals policies specific to areas within County jurisdiction.

### Goal: Develop a multi-modal transportation system.

#### 5.1 Multi-modal System Policies

- 5.1.1 Roadway improvements which provide for additional capacity for the automobile shall also accommodate alternative travel modes.
- 5.1.2 Transit related options, including high capacity transit, shall be encouraged in order to reduce congestion and to improve and maintain air quality.
- 5.1.3 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.
- 5.1.4 The county 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.
- 5.1.5 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.
- 5.1.6 The 2010 Clark County Bicycle and Pedestrian Master Plan and its policies are included by reference in the Comprehensive Plan.
- 5.1.7 The county supports the development of its bicycle and pedestrian network identified in the 2010 Clark County Bicycle and Pedestrian Master Plan.
- 5.1.8 The county supports coordination among the jurisdictions and agencies in the development of bikeway and pedestrian facilities.
- 5.1.9 Supports efforts to fund construction of bicycle and pedestrian improvements in the Clark County Bicycle and Pedestrian Master Plan without the loss of streets and/or highway vehicular lane capacity.
- 5.1.10 Long range land use and transportation plans shall be coordinated with high capacity transit plans.
- 5.1.11 Promote bicycle and pedestrian safety and increased bicycling and walking through safety and encouragement of activities.
- 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.

#### Implementation Strategies

- Integrate the regional public transit system with other modes of transportation including auto, rideshare, bicycle and pedestrian travel.
- Develop infrastructure to interface with inter-city bus, rail and airline facilities.
- Coordinate with C-TRAN to integrate transit facilities such as transfer centers, bus pullouts, bus shelters, transit information centers and pedestrian connections into the design of all types of development.
- Provide rural collector level connections from rural centers to major multimodal transportation corridors and park-and-ride facilities.
- Support public transportation connections to the rural centers and encourage efficient service between rural cities, towns and centers and urban centers.

- Ensure that alternative transportation modes such as pathways, sidewalks, bus stops and bike lanes are provided for in subdivisions and other land developments.
- Incorporate adequate checklists into the development and project review process to ensure that accessibility for the elderly and physically challenged is provided, through the construction of curb cuts and ramps, designation of parking spaces, etc.
- Participate in any new airport site selection process led by the Ports, Washington State Department of Transportation Aviation Division or other governmental entity.
- Implement the 2010 Clark County Bicycle and Pedestrian Master Plan to expand travel opportunities for transportation and recreation.
- Increase bicycle and pedestrian safety through education and enforcement activities.
- Increase the number of people walking and cycling through education and promotional events.
- Coordinate with local jurisdictions to ensure a seamless bicycle and pedestrian transportation system between the unincorporated County and neighboring cities.
- Establish an East Clark County Scenic Bicycle Route.