

## 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: Develop a regionally-coordinated transportation system that supports and is consistent with the adopted land use plan.</b>	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.	No change
5.1.4 <del>3</del> LOS standards for the regional arterial system and transit routes should direct growth to urban centers.	No change
5.1.5 <del>4</del> 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>	
Adopt by reference the County Bicycle and Pedestrian Master Plan	

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5.2.1 Roadway improvements which provide for additional capacity for the automobile shall also include design accommodations for alternative travel modes.	No change
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.	No change
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
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</i></p>
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.	<p><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></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</i></p>

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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>
5.2.7 A safe and secure walkway network shall be established within urban areas and rural centers.	<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>
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: Key policy in the County Bicycle and Pedestrian Master Plan</i></p>
New policy	<p><u>5.2.10 Long range land use and transportation plans shall be coordinated with high capacity transit plans.</u></p> <p><i>Rationale: Key policy in the County Bicycle and Pedestrian Master Plan and supports State and Federal funding policies</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 “Growing Healthier Report”</i></p>
<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.	No change
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.	No change

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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.	No change
5.3.5 The local street system shall be interconnected to eliminate the need to use collector or arterial streets for internal local trips.	No change
5.3.6 The county will protect the public's investments in existing and planned freeway and separated grade interchanges.	No change
<b>GOAL: Ensure mobility throughout the transportation system.</b>	
<b>5.4 System Mobility Policies</b>	
5.4.1 The county arterial system shall be planned in general conformance with nationally-accepted arterial spacing standards.	No change
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.	No change
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.	No change
5.4.4 Transportation System Management strategies should be analyzed and employed before adding a general purpose lane to any regional roadway.	No change
<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>5.5.1 <del>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</u></p>

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	<u>policy of zero fatalities and zero disabling injury collisions by 2030.</u> <i>Rationale: Clarifies standards.</i>
5.5.2 Pedestrian safety shall be given priority in the design and capital facilities planning process.	5.5.2 Pedestrian and <u>bicycle</u> safety shall be given priority in the design and capital facilities planning process.
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.	No change
5.5.4 Intersections between rail and other transportation modes should be grade separated where possible, except at intermodal transfer points.	No change
New policy	<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> <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 Finance Policies</b>	
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.	No change
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.	No change