From:	Harrison Husting
To:	Jeffrey Delapena
Subject:	Fw: policies
Date:	Friday, November 6, 2026 12:13:33 PM
Attachments:	BPAC Comments_Judith.docx image001.png

Jeff,
Please include this in the Comp Plan record.

Thanks,
Harrison

From: Judith Perez Keniston <Judith.Perez@rtc.wa.gov>
Sent: Wednesday, October 23, 2024 2:40 PM
To: Harrison Husting <Harrison.Husting@clark.wa.gov>
Subject: policies

Attached please find my comments/edits re: transportation policies

My best,

Judith R. Perez Keniston, AICP
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In order to "*Encourage efficient multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled, and are based on regional priorities and coordinated with county and city comprehensive plans*" the following edits and additions are being proposed to update/changing the 2016 Comprehensive Plan goals, policies, objectives, and implementation strategies related to active transportation.

Goal	Policies	Objectives	Implementation Strategies
Develop a regionally-~~coordinated~~ comprehensive, integrated, and connected transportation ~~system~~ network that supports and is consistent with the adopted land use plan	5.1 System Development Policies	5.1.2 County r~~R~~oad p~~P~~rojects and transportation improvements ~~are~~ proposed through development shall be consistent with the current adopted Clark County Road Standards, Arterial Atlas, Clark County Complete Street Guidelines, Clark County Traffic Manual, ~~2010~~ Clark County Bicycle and Pedestrian Master Plan, Concurrency Management System, RTC's Regional Transportation Plan and the Washington Transportation Plan. Arterial streets shall provide facilities for automobile, bike and pedestrian mobility as defined in the Arterial Atlas ~~and shall include landscaping~~.	• Coordinate with local municipalities, the Washington State Department of Transportation, adjacent counties, ~~and~~ C-TRAN and RTC to ensure that minimum roadway and multimodal design standards are consistent and that the design standards provide for all modes and are compatible with adjacent land uses. • Implement goals, objectives and strategies identified in the Clark County Bicycle and Pedestrian Master Plan
Develop a multi-modal transportation system	5.2 Multi-modal System Policies	5.2.1 Roadway improvements project need to ~~which provide for additional capacity for the automobile shall also~~ accommodate active transportation facilities ~~alternative travel modes.~~	• Provide first and last mile integration of ~~Integrate~~ the regional public transit system with other modes of transportation including auto, rideshare, and active transportation ~~bicycle and pedestrian~~ travel.

		~~5.2.6 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 identification and coordination of a countywide active transportation network and the update of ~~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.~~ ~~5.2.11 Promote bicycle and pedestrian safety and increased bicycling and walking through safety and encouragement activities.~~ 5.2.12 Endorse the concept of complete streets, which promotes roadways that are safe and accessible ~~convenient~~ for all users.	• ~~Provide~~ Expand rural collector level connections from rural centers to major multimodal transportation corridors and park-and-ride facilities. • Ensure that ~~alternative transportation modes such as~~ pathways, sidewalks, bus stops and bike lanes are provided for in subdivisions and other land developments. • ~~Implement~~ Update the ~~2010~~ Clark County Bicycle and Pedestrian Master Plan to expand travel opportunities for transportation and recreation for users of all abilities. • Review and update roadway standard details to accommodate the inclusion of active transportation facilities • ~~Increase bicycle and pedestrian safety through education and enforcement activities.~~ • Develop a program to increase the number of people walking and cycling through education and promotional events. • Coordinate with local jurisdictions to ensure a safe and seamless ~~bicycle and pedestrian~~ active transportation network ~~system~~ between the unincorporated County and neighboring cities. • ~~Establish an East Clark County Scenic Bicycle Route.~~ • 5.2.13 Require the design and construction of transportation facilities using complete streets concepts ~~wherever feasible and practicable~~. • Identify county-wide networks of bicycle and pedestrian facilities that augment local networks identified by each city.

			• Implement a continuous network of active transportation facilities that serve users of all abilities
Pursue consistent sustainable ~~Optimize and preserve the~~ investment in the preservation and improvement, operation, and maintenance of the transportation system.	5.3 System Investment ~~Preservation~~ Policies ~~5.6 System Funding Policies~~	County to develop a sustainable investment mechanism to implement a multimodal transportation system 5.2.9 Supports efforts to fund construction of active transportation ~~bicycle and pedestrian~~ improvements ~~in the Clark County Bicycle and Pedestrian Master Plan without the loss of streets and/or highway vehicular lane capacity~~. 5.6.4 A portion of available transportation funds shall be dedicated to sidewalk and bicycle facilities consistent with state law.	• Discourage the construction of cul-de-sacs and other forms of dead-end streets especially those without ~~pedestrian and bicycle~~ active transportation linkages. • Require new development to provide for street/pedestrian connectivity where practicable considering environmental and other constraints. Existing unconnected streets should be retrofitted to provide ~~pedestrian and bicycle~~ active transportation linkages. • 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 • Develop a program to fund the implementation of active transportation facilities
Ensure mobility throughout the transportation system.	5.4 System Mobility Policies	5.3.4 The county shall support and promote a Transportation Demand Management program to reduce the peak hour travel demand from single occupant motor vehicles.	• Use transportation, land use and other measures to maintain or reduce vehicle miles traveled and peak hour trips by single occupant vehicles.
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	• Develop a ~~A~~ street maintenance program ~~shall be developed by the county~~ for active ~~non-motorized~~ transportation.

		Strategic Highway Safety Plan, Target Zero~~, which establishes a statewide policy of zero fatalities and zero disabling injury collisions by 2030~~. 5.5.2 Active transportation ~~Pedestrian and bicycle~~ safety shall be given consideration in the design and capital facilities planning process. 5.4.4 County roadways and intersections shall be designed when practical to achieve safety and accessibility for all modes To ensure safety, ease of use, and ease of transfer between modes for all users of the transportation system.	• Develop county guidance to ensure all shoulders and/or designated active transportation facilities are maintained in a clean and safe condition. • Develop interagency agreements on sharing services to ensure that all shoulders and/or designated active transportation facilities ~~bike lanes~~ are maintained in a clean and safe condition. • Develop a priority program ~~shall be given~~ to construct sidewalk infill and connectivity ~~construction~~ projects ~~in~~ for transit corridors, near school facilities and major activity centers. • Use intelligent transportation system technology to alert motorists, bicyclists, and pedestrians to the presence and anticipated length of closures due to train crossings. • Incorporate Safe Systems Approach and Complete Street concepts into the development of a safe and connected transportation system