

# APPENDIX A

## TRANSPORTATION ISSUES

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### SUMMARY

Transportation issues have been central to the public discussion regarding the preparation of an updated Comprehensive Plan for Clark County. This appendix represents a summary of the policy actions taken by the Board of County Commissioners:

1. Adoption of a new 20-year transportation capital facilities plan constrained to the revenue identified in the *Revenue Perspective*.
2. Confirmation of the 6-year Transportation Improvement Program as the first 6 years of the transportation capital facilities plan.
3. Amendments to the transportation concurrency standards contained both in the transportation element of the comprehensive plan and in Clark County Code.

The balance of this report describes the analysis conducted.

### ANALYSIS

The analysis of the Comprehensive Plan map followed the approach used with the prior plan alternatives examined in this process. The plan map was converted to households and employment projections based on the yields from the vacant buildable lands model and the application of the expected zoning. As much as possible, the allocation of households and employment was reviewed with local jurisdictions and adjustments were made as needed to reflect local knowledge of development potential. Table A.1 summarizes the land use assumptions used for the transportation analysis.



## 20-YEAR TRANSPORTATION CAPITAL FACILITIES PLAN

Table A.2 presents the proposed 20-year list of transportation capital projects. This list, as amended, should be adopted with the comprehensive plan. It will form the basis of the county's portion of a future update to the joint City of Vancouver – Clark County traffic impact fee program. In constraining the 20-year transportation capital project list to the available revenue, the existing (2004-2009) transportation improvement program was considered "protected." Areas of *Focused Public Investment* are identified in table 2 next to projects that were identified in an assessment of regional transportation needs. In order to further provide for maximized mobility in these areas of economic development potential, a small reserve fund has been identified to assist with minor projects, cross circulation, and intersection needs.

The first portion of the list includes projects already included in the 6-year Transportation Improvement Project (TIP). The second portion, "priority A", includes projects that have not previously ranked high enough to be included in the TIP. The third and last portion has new projects that have not been reviewed in previous TIP processes.

**Table A.2 Clark County 20-Year Transportation CFP List**

## LEVEL-OF-SERVICE STANDARDS

Even with the capacity provided by the improvements in the transportation CFP and the Metropolitan Transportation Plan, it is not possible to maintain the previously adopted corridor level-of-service standards. The county population will increase by 150,000 residents. The number of jobs will also grow. With the assistance of economic development efforts by the County and others the number of new jobs is expected to also increase in proportion to the number of residents. These two major factors, along with the projected increases in vehicle miles traveled per person, will result in levels of congestion and delay that will require a lowering of standards. Table A.3 provides a comparison of the existing level-of-service standards and those proposed for amendment. In some cases, no comparison is possible because a new transportation concurrency corridor is being proposed for addition to the system with the adoption of this comprehensive plan.

Level-of-service standards serve both as a standard of measure in administration of the County's transportation concurrency program and as a general indicator of congestion levels. Goals of Transportation Concurrency and the Growth Management Act require a balance between land development and the transportation facilities serving that development. The variables in this balancing include the growth rate, transportation investments, and level-of-service (LOS) standards. Transportation improvement investments are projected into the future based on a "constant" of current revenue streams. The growth rate was chosen from a range provided by the State Office of Financial Management. The LOS standards are dependent on the first two variables (improvements and growth rate). Maintaining current LOS standards; e.g. congestion levels; would require

either increasing transportation investments through higher taxes, or a reduction in the chosen growth rate and the subsequent supply of buildable lands.

The following table A.3 indicates those corridors where level-of-service is being proposed for reduction. Highlighted text simply refers to new corridor endpoints or segments. Changing LOS standards are in bold. These standards have been analyzed and set based on 20 year projections in volumes and estimated changes in signalization. However, these standards do not guarantee there to be no concurrency testing failures during the 20 year period. One purpose of the concurrency program is to prevent land development from greatly outpacing transportation services. If specific areas of the County rapidly develop before the public and private investments are made in surrounding corridors, moratoria may occur.

**Table A.3 Proposed Level-of-Service Reduction Areas**

CORRIDORS	Corridor Limits Description	Minimum Travel Speeds (mph) CURRENT	Minimum Travel Speeds (mph) PROPOSED
<b>North-South Roadways</b>			
Lakeshore Avenue	Bliss Road to NE 78th Street	22	22
Hazel Dell Avenue	Highway 99 to NE 63rd Street	<b>22</b>	<b>17</b>
<b>Highway 99 &amp; NE 20th Avenue</b>			
NE 20th Avenue (North)	NE 179th Street to south of NE 134th Street	17	17
Central	north of NE 134th Street to NE 99th Street	13	13
South	NE 99th Street to NE 63rd Street	<b>17</b>	<b>13</b>
St. Johns Road	NE 119th Street to NE 68th Street	22	22
NE 72nd Avenue	SR-502 to NE 119th Street	27	27
Andresen Road	NE 119th Street to NE 58th Street	13	13
Gher / Covington Road	Padden to SR-500	17	17
<b>SR-503</b>			
North	NE 199th St to NE 119th Street	27	27
South	NE 119th Street to Fourth Plain	13	13
Ward Road	Davis Road to SR-500	13	13
NE 162nd Avenue	Ward Road to NE 39th Street	<b>22</b>	<b>13</b>
NE 182nd Avenue	Risto Road to Davis Road	27	27
<b>East-West Roadways</b>			
SR-502	NW 30th Ave (BG) to NE 179th Street	27	27
<b>179th Street</b>			
West	NW 41st Avenue to I-5	22	22
West Central	I-5 to NE 72nd Avenue	22	22
<b>139th Street &amp; Salmon Creek Avenue</b>			
139th Street (West)	Seward Road to I-5	<b>22</b>	<b>17</b>
Salmon Creek Avenue (West Central)	I-5 to NE 50th Avenue	13	13
<b>119th Street</b>			
West	Lakeshore to Hazel Dell	22	22
West Central	Highway 99 to NE 72nd Avenue	17	17
East Central	NE 72nd Avenue to SR-503	22	22
<b>99th Street</b>			
West	Lakeshore to I-5	<b>22</b>	<b>17</b>

West Central	I-5 to St. Johns Road	22	22
East	SR-503 to NE 172nd Avenue	22	22
<b>Padden Parkway</b>			
East	SR-503 to Ward Road	NA	22
East Central	I-205 to SR-503	22	17
<b>78th / 76th Street</b>			
West	Lakeshore to I-5	17	17
West Central	I-5 to Andresen (on Padden)	17	17
East Central	Andresen to SR-503	17	17
East	SR-503 to Ward Road	17	17
<b>Fourth Plain Boulevard</b>			
East Central	I-205 to SR-503	13	13
East	SR-503 to 162nd Avenue	13	13
<b>63rd Street</b>			
West Central	Hazel Dell to Andresen	22	22
East Central	Andresen to NE 94th Avenue	17	17

## Transportation Concurrency Ordinance Adoption List

<u>Ordinance No.</u>	<u>Content</u>
2000-10-03	Amended the Transportation Concurrency Management System (CCC 12.41); amended Chapt 3 and Appendix A of the Comprehensive Plan and adopted a revised CFP.
2001-08-01A	Modified traffic impact fee (CCC 18.65.080); modified transportation CFP; dissolved TIF overlay areas
2003-4-9	Emergency Salmon Creek moratorium
2003-4-9	Adopted Salmon Creek moratorium
2003-4-9	Confirmed expansion of the Salmon Creek moratorium area
2003-4-9	Re-adoption of the transportation standards.
2003-4-9	Modified Salmon Creek moratorium to permit filing of hospital development application
2003-4-9	Extended Salmon Creek moratorium
2003-04-02	Extended Salmon Creek moratorium
2003-4-9	Modified transportation concurrency and CFP; amended Arterial Atlas; Salmon Creek "fix".
2003-04-16	Corrected 2003-04-09
2003-06-02	Reserves capacity in Salmon Creek area for preferred land uses.