

VII. Transportation

Overview

The basic roadway system providing circulation to and from Camas is the federal and state highway system—Interstate 5, Interstate 205, State Route 14, and State Route 500. The interstates link Camas and surrounding areas to Portland to the south, as well as Olympia and Seattle to the north. State Route-14 is the major east-west connection from Camas to I-205 and I-5. State Route-500 provides access to the northern parts of the county.

The construction of I-205 opened the door of opportunity for Camas, with convenience to Portland and the regional and metropolitan features it offers, particularly the Portland International Airport which provided a necessary component for attracting and final siting of several large companies within the Cascade Business Park. The completion of the 192nd Avenue interchange will provide an enhanced transportation corridor allowing for further expansion and growth in the industrial park.

Local governments—the City of Camas and Clark County within the Urban Growth Areas—provide the internal level of circulation. These roads (primary and secondary arterials, collector streets, and residential streets) form the network of streets, which provide access for various land uses: residential, commercial, industrial, and others. The arterials provide circulation and access, as well as a link with state and federal systems. The arterials are the widest streets and are designed to carry heavy loads and high traffic volumes. The collectors do just as their name implies—collect traffic from residential areas and channel traffic onto the arterial street system. The residential local streets are the primary means for access to major residential areas. Residential local streets are relatively narrow and are not designed to carry heavy volumes or truck traffic.

Transit services within Camas are provided by C-TRAN. Currently transit is limited, but as the transportation plan is implemented and further employment is generated, transit will be an important element in the transportation plan.

The City of Camas uses the regional transportation model used by the Regional Transportation Council (RTC) to project future trips based on proposed land use designations and population projections. This practice has resulted in establishing required transportation elements needed to meet the Level of Service (LOS) standards set forth in this document.

Success in achieving this plan will produce the following positive outcomes:

Camas has choices in responding to growth and travel demand. While planning for transportation needs for increased growth in the industrial parks, emphasis is also being placed on alternative travel options such as transit, ridesharing, walking, and bicycling. Encouraging accessibility and design features that are friendly to the users of transit and ridesharing, pedestrians, and bicyclists will become more critical as roads become more crowded. To make this alternative mobility option more viable, this Plan strengthens the link between planning for transportation and land use.

The Plan further recognizes the importance of coordinated and strong inter-jurisdictional action because transportation impacts do not stop at local boundaries. Amidst increasing congestion and limits on public resources, inter-jurisdictional coordination is necessary if the region is to achieve the land use and transportation vision contained in the Clark County's Countywide Planning Policies.

Balanced Transportation

GOAL

Goal TR-1: Provide a balanced transportation system that supports the land use vision for industrial, commercial, and residential uses.

POLICIES

Policy TR-1: Integrate land use and transportation decisions to ensure that the transportation system supports the community land use vision.

Policy TR-2: Develop a transportation system that supports the Countywide Planning Policies urban centers growth concept.

Policy TR-3: Design streets to serve their anticipated function and intended uses as determined by the Comprehensive Plan.

Policy TR-4: Develop a safe and accessible pedestrian and bicycle system that includes shared roadways, multi-use paths, and sidewalks.

Policy TR-5: Provide connectivity to each area of the City for convenient multi-use access.

Policy TR-6: Develop neighborhood and local connections to provide adequate circulation into and out of neighborhoods.

STRATEGIES

Strategy TR-1: Encourage growth in areas with existing or planned infrastructure capacity. (Policies TR-1 through 3)

Strategy TR-2: Implement public street standards that support the multi-use nature of the street right-of-way for utility, pedestrian, bicycle, transit, truck, and auto use. (Policies TR-2 through 5)

Strategy TR-3: Encourage new developments to include intensity/density of land uses sufficient to support multiple modes of transportation such as mass transit, pedestrian, and bicycle. (Policies TR-1 through 5)

Strategy TR-4: Locate new community facilities, if possible, near major transit routes and in areas convenient to pedestrians and bicyclists. (Policies TR-1 through 3)

Strategy TR-5: Where appropriate, incorporate transit-supportive and pedestrian-friendly design features in new developments through the Design Review process. (Policies TR-1 through 4)

Strategy TR-6: Continue to coordinate with Clark County Bicycle Advisory Group on routes. Rank missing multi-modal links on the six-year plan for implementation. (Policies TR-4 through 6)

Strategy TR-7: Continue to coordinate with C-TRAN to improve transit service, pedestrian facilities leading to bus stop waiting areas, and signal priority. (Policy TR-2)

Strategy TR-8: Design arterial and collector streets to accommodate pads for public transit and to provide convenient access to transit stops. (Policies TR-2 through 3)

Strategy TR-9: Use the six-year Capital Improvement Plan to identify deficiencies and plan improvements for the multi-use path, bicycle, and street systems. (Policies TR1-6)

Safety and Livability

GOAL

Goal TR-2: Design and construct safe transportation facilities that meet applicable requirements and that enhance the livability of Camas.

POLICIES

Policy TR-7: Improve traffic safety through a comprehensive program of education, enforcement, and engineering.

Policy TR-8: Ensure that adequate access for emergency services vehicles is provided throughout the city.

Policy TR-9: Construct multi-use paths where they can be developed with design components that address pedestrian and bicycle safety.

Policy TR-10: Maintain the transportation system at a level that preserves user safety, facility aesthetics, and the overall integrity of the system.

Policy TR-11: Provide attractive streetscapes through design standards that encourage appropriate traffic volumes, speeds, and pedestrian safety.

Policy TR-12: Maintain the livability of Camas through proper location and design of transportation facilities.

Policy TR-13: Consider noise attenuation in the design, redesign, and reconstruction of arterial streets immediately adjacent to residential development.

Policy TR-14: Protect neighborhoods from excessive through traffic and travel speeds, to the extent possible, while providing reasonable access to and from residential areas.

Policy TR-15: Encourage neighborhood/community involvement on localized transportation decisions.

STRATEGIES

Strategy TR-10: Enhance safety by prioritizing and mitigating high collision locations within the City. (Policies TR-7, 10 through 12, and 14)

Strategy TR-11: Work cooperatively with the Fire and Police departments to update the City's Traffic Calming Program with a focus on designating and periodically updating primary and secondary Emergency Response Routes as well as appropriate traffic calming strategies. (Policies TR-7 through 8, and 11)

Strategy TR-12: Maintain access management standards for streets consistent with City, County, and State requirements to reduce conflicts among trucks, vehicles, bicycles, and pedestrians. (Policies TR-7 through 8, 12, and 14)

Strategy TR-13: Coordinate with schools and the community to designate safe pedestrian and bicycle routes between residential areas, schools, and public facilities (e.g. parks). (Policies TR-9-12, and 15)

Strategy TR-14: Require new developments to implement design standards using the Neighborhood Traffic Management Plan. (Policies TR-7, and 11 through 14)

Strategy TR-15: New commercial and industrial development shall identify traffic plans for residential streets where increased cut-through traffic may occur due to proposed development. (Policies TR-7, and 9 through 15)

Strategy TR-16: Pursue grant opportunities for pedestrian and bicycle enhancements. (Policies TR-9, and 11 through 12)

Strategy TR-17: Provide for Americans with Disabilities Act (ADA) upgrades and future design requirements. (Policies TR-7, and 9 through 11)

Strategy TR-18: Identify, assess, and remove barriers to mobility. (Policies TR-7 and 8, 10 through 12)

Strategy TR-19: Preserve the functional integrity of the motor vehicle system by limiting access on specified streets identified in the Trans-

portation Impact Fee Study. (Policies TR-7 through 8, and 14)

Strategy TR-20: Maintain a functional classification system (e.g. local access, collector, minor arterial, and major arterial). (Policies TR-7 through 9, 12, and 14)

Strategy TR-21: Proposed land development activities should be accompanied by detailed transportation studies as identified in standard engineering requirements. To the extent practical, exercise the provisions of the State Environmental Policy Act (SEPA) to require mitigation. (Policies TR-7, 12, and 14 through 15)

Performance and Coordination

GOALS

Goal TR-3: Create an efficient transportation system that limits congestion, reduces the percentage of trips by single occupant vehicles, and reduces the number and length of vehicle trips.

Goal TR-4: Coordinate with local, regional and state agencies in planning road improvements and completing road maintenance.

POLICIES

Policy TR-19: Evaluate the adequacy of the arterial street system by calculating the Level of Service (LOS) based on adopted standards.

Policy TR-20: Maintain levels of service consistent with the Traffic Impact Fee Report. For planning thresholds, a LOS of D or better and a volume/capacity ratio of 0.9 or better, based on the latest *Highway Capacity Manual Methodology*, is adopted for intersections. This LOS standard may be reviewed from time to time as conditions within the city change over the planning horizon.

Policy TR-20-A: With respect to state-owned facilities, the City of Camas adopts the LOS standard for SR-14, as set for Highways of Statewide Significance (HSS) by the Washington Department of Transportation. For SR-500, a regional state highway facility (non-HSS), the City of Camas will coordinate with the regional transportation planning organization (RTC) in setting LOS standards. As of Decem-

ber 2003, the LOS standards are LOS D for SR-14 and LOS E for SR-500.

Policy TR-21: Establish rights-of-way at the time of site development and, where appropriate, legally secure them by dedication of property.

Policy TR-22: Plan land uses to increase opportunities for multi-purpose trips (trip chaining).

Policy TR-23: Implement trip reduction strategies.

Policy TR-24: Coordinate transportation projects, policy issues, and development actions with all affected governmental units.

Policy TR-25: Coordinate with agencies to encourage adequate funding of transportation facilities to support these policies.

Policy TR-26: Coordinate with other agencies on construction contracts (e.g., paving), to maximize public or community resources.

STRATEGIES

Strategy TR-22: Update transportation impact fees, the 6-Year Street Plan, the Capital Facilities Plan, and transportation budget consistent with adopted review cycles. (Policies TR-19 through 21)

Strategy TR-23: Use zoning and development codes to encourage mixed-use development that effectively reduce vehicle trip generation. (Policies TR-22 and 23)

Strategy TR-24: Implement land use approval conditions that require new employment-generating development-subject to the commute trip reduction laws-to reduce peak hour trips through transportation demand management strategies. (Policies TR-22 and 23)

Strategy TR-25: Encourage existing employers, business groups, and residents to develop, implement, and participate in travel demand management programs. (Policy TR-23)

Strategy TR-26: Encourage employers to adjust work schedules to shift traffic to off-peak travel hours. (Policy TR-23)

Strategy TR-27: Support the Grounds, Equipment, Maintenance cooperative (GEM), when appropriate to realize cost efficiencies. (Policies TR-24 and 26)

Strategy TR-28: Support the Regional Transportation Council (RTC) with funding and staff participation to the extent possible. (Policies TR-24 and 25)

Freight Mobility

GOAL

Goal TR-4: Provide for the efficient movement of goods and services.

POLICIES

Policy TR-27: Designate a transportation system of well-connected arterial routes with appropriate freeway access.

Policy TR-28: Plan the transportation system to move goods to and from commercial and light industrial lands.

Policy TR-29: Consider existing railroad and air transportation facilities to be city resources and reflect the needs of these facilities in land use decisions.

Environmental

GOAL

Goal TR-5: Minimize the impacts of the transportation system on the city's environment.

POLICIES

Policy TR-30: Provide a mix of land uses and, where feasible, decrease the dependency on automobiles thereby reducing the impacts on the environment.

Policy TR-31: Locate and design multi-use paths to have the lowest level of impact on the environment.

Policy TR-32: Participate in regional transportation, growth management, and air quality improvement efforts.

Policy TR-33: Continue road maintenance practices such as street sweeping, brush control (pesticide use), and ditch cleaning.

Policy TR-34: Provide for efficient energy use in street lighting.

STRATEGIES

Strategy TR-30: Explore design standards for new development that minimizes the amount of pavement required. (Policy TR-30)

Strategy TR-31: To the greatest extent possible, use critical land avoidance measures to minimize the impacts of street construction and maintenance on the environment. (Policy TR-30)

Strategy TR-32: Where avoidance is not possible, explore mitigating the impacts of street and multi-use path construction through the use of a wetland banking system, using Best Management Practices (BMP's) in storm design and treatment. (Policy TR-31)

Financing

GOAL

Goal TR-6: Maximize the use of state and federal funds for transportation capital, operating, service, and demand-oriented improvements.

POLICIES

Policy TR-35: Maintain a Capital Improvement Plan (CIP) that establishes construction and improvement priorities and funding.

Policy TR-36: Using the 6-year CIP and the Transportation Impact Fee (TIF) plan to seek out state and federal grant opportunities.

Policy TR-37: Fund capacity and safety improvements through a variety of funding sources.

Policy TR-38: Provide for maintenance of the capital investment in transportation facilities.

Policy TR-39: If appropriate, transportation impact fee sub-basins should distribute impact costs equitably.

Policy TR-40: If it is demonstrated that probable funding falls short of identified needs, the city will engage a public discussion in how additional funding will be raised and/or the Land Use Element will be re-evaluated to ensure that level of service standards will be met.

STRATEGIES

Strategy TR-33: Maintain federal street designations to maximize eligibility for federal and state grants. (Policy TR-36)

Strategy TR-34: Update the TIF plan based on land use changes so that connectivity occurs and new development pays its proportionate share of needed arterial capacity. (Policy TR-39)

Strategy TR-35: Deficient systems may be funded through a combination of general fund monies and any available grants. These would include substandard local and collector streets, pavement management, bike facilities, ADA compliance, and pedestrian ways. (Policies TR-35 and 37)

Strategy TR-36: Continue with the Pavement Management System to ensure cost-effective maintenance of transportation facilities and efficient use of public funds. (Policy TR-37)

Strategy TR-37: Ensure adequate arterial capacity and connectivity by periodically updating the TIF plan. (Policies TR35 through 37, and 39)

