

Metropolitan Transportation Plan for Clark County



Southwest Washington Regional Transportation Council

MTP APPENDIX C

Excerpts from Clark County's adopted *Community Framework Plan* and the County-wide Planning Policies relating to transportation from the transportation element of the *Comprehensive Growth Management Plan for Clark County* (September 2004) are re-printed below. These constitute the Principles and Guidelines with which the transportation elements of local comprehensive plans required under the Growth Management Act are reviewed for certification purposes.

From the Comprehensive Growth Management Plan for Clark County (adopted 1994, updated August 2004).

COMMUNITY FRAMEWORK PLAN

The Community Framework Plan and the comprehensive plans of the county and its cities envision a shift in emphasis from a transportation system based on private, single-occupant vehicles to one based on alternative, higher-occupancy travel modes such as ridesharing, public transit, and non-polluting alternatives such as walking, bicycling and telecommuting. This shift occurred due to changes in funding constraints at the federal and state level as well as consideration of the thirteen GMA planning goals contained in 36.70A.020 RCW.

Regional policies are applicable county-wide. Urban policies only apply to areas within adopted urban growth areas (UGA's) and are supplemental to any city policies. Rural policies apply to all areas outside adopted UGAs.

5.0 COUNTY-WIDE PLANNING POLICIES

- 5.0.1 Clark County, Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Organization (RTPO), state, bi-state, municipalities, and C-TRAN shall work together to establish a truly regional transportation system which:
- reduces reliance on single occupancy vehicle transportation through development of a balanced transportation system which emphasizes transit, high capacity transit, bicycle and pedestrian improvements, and transportation demand management;
 - encourages energy efficiency;
 - recognizes financial constraints; and
 - minimizes environmental impacts of the transportation systems development, operation and maintenance.
- 5.0.2 Regional and bi-state transportation facilities shall be planned for within the context of county-wide and bi-state air, land and water resources.
- 5.0.3 The State, MPO/RTPO, County and the municipalities shall adequately assess the impacts of regional transportation facilities to maximize the benefits to the region and local communities.

- 5.0.4 The State, MPO/RTPO, County and the municipalities shall strive, through transportation system management strategies, to optimize the use of and maintain existing roads to minimize the construction costs and impact associated with roadway facility expansion.
- 5.0.5 The County, local municipalities and MPO/RTPO shall, to the greatest extent possible, establish consistent roadway standards, level of service standards and methodologies, and functional classification schemes to ensure consistency throughout the region.
- 5.0.6 The County, local municipalities, C-TRAN and MPO/RTPO shall work together with the business community to develop a transportation demand management strategy to meet the goals of state and federal legislation relating to transportation.
- 5.0.7 The State, MPO/RTPO, County, local municipalities and C-TRAN shall work cooperatively to consider the development of transportation corridors for high capacity transit and adjacent land uses that support such facilities.
- 5.0.8 The State, County, MPO/RTPO and local municipalities shall work together to establish a regional transportation system which is planned, balanced and compatible with planned land use densities; these agencies and local municipalities will work together to ensure coordinated transportation and land use planning to achieve adequate mobility and movement of goods and people.
- 5.0.9 State or regional facilities that generate substantial travel demand should be sited along or near major transportation and/or public transit corridors.