

CHAPTER 6. TAKING ACTION



The RTP sets the long-range vision and investment framework for the region’s multimodal transportation system. The RTP identifies numerous strategies and projects for the purpose of advancing the established goals. In coordination with RTC, C-TRAN, WSDOT, and local agencies will need to take action to implement the strategies and projects identified in the RTP.

Partnership and collaboration implementing transportation projects requires coordination among individual agencies and levels of government. RTC, which represents more than 24 local governments, leads the region’s transportation planning process in collaboration with WSDOT and C-TRAN. Each partner brings a distinct perspective to the planning process. WSDOT manages, constructs, and maintains state highways. It also conducts statewide multimodal transportation planning efforts. C-TRAN handles the development, maintenance, and operation of the public transportation system. RTC staff, RTAC members, and RTC board members bring knowledge of their local areas and represent their respective agencies.

Developing and adopting the RTP is the first step in achieving our goal of having a transportation system that is interconnected, accessible, efficient, and safe. Putting the plan into action comes through funding and developing the planned projects and promoting policy adoption by the implementing partner agencies. Tracking or monitoring progress in turn helps inform implementation efforts and future modifications to the RTP.

A Living Document

The RTP was developed through a continuous, coordinated, and comprehensive planning process, which included ongoing public and stakeholder outreach. The RTP lays out a clearly defined set of policies, projects, and programs intended to help our region achieve the goals established in this document. The true purpose of the RTP is not to articulate every action to be undertaken in the future, but rather to define a general vision and set us on a path forward. While the path may have unexpected obstacles, the vision and goals remain the same. The RTP is intended to be adaptable and responsive to change.

As a living document, the RTP may be adjusted as it is implemented. Adjustments likely to be made during the planning period include but are not limited to: adding or removing projects; changing the status of actions strategies within the plan;

and updates due to new or updated federal legislation or regulation. If and when an amendment to the RTP occurs, fiscal constraints will be fully considered. Any amendments to the plan will be vetted through RTAC and undertaken by resolution through the RTC Board. Appendix N explores some of the current and future work RTC is engaging in with agency partners to enable the plan to evolve and to stay timely, relevant, and effective.

The next update to Clark County’s RTP is scheduled for 2029. As part of the planning process, each RTP builds upon its predecessor. The future RTP planning process will include continued emphasis on understanding and linking land use with transportation, as well as using performance evaluation to refine Clark County’s RTP Vision. Finally, RTC will remain open to new ideas and best practices to address future transportation issues in the most effective manner possible.

Linkage to the Transportation Improvement Program

RTC’s Transportation Improvement Program (TIP) is a four-year program of funded roadway, transit, and active transportation projects for the Clark County region. The TIP is the financial plan that identifies and prioritizes regionally significant and/or federally funded surface transportation projects for both the MPO and the RTPO for the next four years.

The TIP reflects the region’s priorities; represents a consensus among state and regional officials; shows a direct relationship to the RTP; is fiscally constrained; and conforms with federal air quality regulations as they relate to transportation. The TIP receives public review during its development. RTC develops the TIP in cooperation with the WSDOT, C-TRAN, and other partner agencies. RTC has developed methods and procedures for selecting, evaluating, and prioritizing projects to be included in the TIP. The TIP is a six-year process, which includes four funded years plus two years for project concept development. The adoption of the TIP each year allows RTC to monitor the implementation of recommended RTP projects and evaluate the needs of the Clark County region.

Implementing the RTP Goals – Action Strategies

The goals outlined in Chapter 3 set the tone for the RTP, indicating priorities and serving as a measuring stick against which RTC can gauge the success of regional programs and projects. To measure that success, each goal area is associated with a set of action strategies that will implement or further the goals in the RTP. The RTP will be implemented through the collective work of RTC, Clark County, cities, C-TRAN, WSDOT, and other agency partners to develop and/or implement action strategies during the RTP planning period.

Table 6-1. RTP Action Strategies

Action Strategy	Long-Range (LR) & Short-Range (SR) Strategies	Partner Agencies by Action	RTP Goals	Federal Planning Factors		
Adopt a regional comprehensive Safety Action Plan for Clark County and all cities within it	SR	RTC	Safety & Security	Safety, Security		
Implement projects and programs identified in agencies' Safety Action Plans	LR	Cities, Clark County, WSDOT				
Work with local agencies to implement a safe system approach in corridors that have specific safety concerns, experienced changes in development density or substantial traffic volume increases	LR	Cities, Clark County, WSDOT				
Review safety data and implement strategies to reduce fatalities and serious injuries and proactively address safety concerns	SR	Cities, Clark County, WSDOT, RTC				
Identify alternative routes to corridors critical to commerce & emergency services	SR	Cities, Clark County, WSDOT, RTC				
Expand crash data reporting and analysis to provide an understanding of underserved community disparities in traffic safety in order to better target effective measures	SR	RTC, C-TRAN, Cities, Clark County, WSDOT				
Develop strategies that address freight connectivity, including prioritizing key connections to ports, freight terminals, agricultural storage facilities, first mile/last mile connections, and airports and address freight parking issues	SR	RTC, WSDOT (HQ & SWR), Ports, CREDC			Economic Vitality & Quality of Life	Economic Vitality, Travel & Tourism
Develop strategies to mitigate the negative impacts of congestion on the economy, the environment, and human health. Increase travel options and further develop intermodal connectivity by implementing tools such as system preservation, travel demand management, and transportation system management and operations	SR	RTC, Ports, CREDC, Clark County, Cities				
Establish person-throughput and freight-throughput objectives to evaluate level of service on congested highways, arterials, and transit	LR	RTC, WSDOT, Ports, C-TRAN				
Update Regional Freight Plan	SR	RTC				
Update the TIP project evaluation criteria to support projects that benefit underserved populations	SR	RTC				
Coordinate with tribes on their transportation plans for consistency and reliability	SR	RTC, Cowlitz				
Ensure compliance with Title VI requirements, including completion of annual Title VI report and update of the Title VI Limited Proficiency Plan	SR	RTC				

Action Strategy	Long-Range (LR) & Short-Range (SR) Strategies	Partner Agencies by Action	RTP Goals	Federal Planning Factors
Promote and improve bicycling and walking as viable transportation options and as a means to improve public health and maintain environmental quality by identifying and addressing multimodal system gaps, such as sidewalk, bicycle facilities, or trail connections	SR	RTC, WSDOT, Clark County, Cities, Port of Vancouver	Accessibility & Mobility	Integration & Mobility, Multimodal Connectivity Management & Operations, Preservation
Develop Regional Complete Streets Policy	SR	RTC		
Prioritize investments that ensure marginalized and underserved populations have equitable access to safe, reliable, affordable, and convenient travel choices to key destinations	SR	RTC		
Implement Level of Traffic Stress guidelines for active transportation	LR	WSDOT		
Develop and implement Intelligent Transportation Systems improvements, and other strategies identified as part of the VAST work program	SR	RTC, Clark County, C-TRAN, WSDOT		
Develop a Regional Designated System Arterial Atlas	SR	RTC		
Complete Active Transportation Plan Phase II	LR	RTC		
Update the Transportation Corridor Visioning Study	SR	RTC, Clark County, WSDOT, Cities		
Continue the Walkability Action Institute Work Study	SR	RTC, Clark County, Cities		
Update VAST Transportation Systems Management and Operations Plan	LR	RTC, Clark County, C-TRAN, WSDOT		
Update High-Capacity Transit System Plan	LR	RTC, C-TRAN, TriMet, ODOT	Integration & Mobility, Multimodal Connectivity	Integration & Mobility, Multimodal Connectivity
Update the Regional Commute Trip Reduction Plan in coordination with the update of the Clark County, Vancouver, Camas, and Washougal CTR plans	SR	Vancouver, Cities, Clark County, C-TRAN, RTC		
Develop a regional Travel Demand Management strategies list to maximize travel choice and incorporate new technologies	SR	RTC, C-TRAN, Clark County, Cities		
Collaborate with Clark County and cities in the development of targets for VMT reduction as part of Clark County's Comprehensive Plan Update Climate Element and those of individual cities	SR	Clark County, Cities, RTC		
Incorporate recommendations for emergency response routes and related best management practices from Regional Disaster Preparedness Organization (RDPO) Phase II study	SR	Clark County, CRESA, RTC, METRO, WSDOT	Sustainability & Resiliency	Resiliency & Reliability, Environment & Energy Conservation
Explore the implementation of regional EV-charging infrastructure	LR	RTC, Clark County, Cities, WSDOT, CREDC		

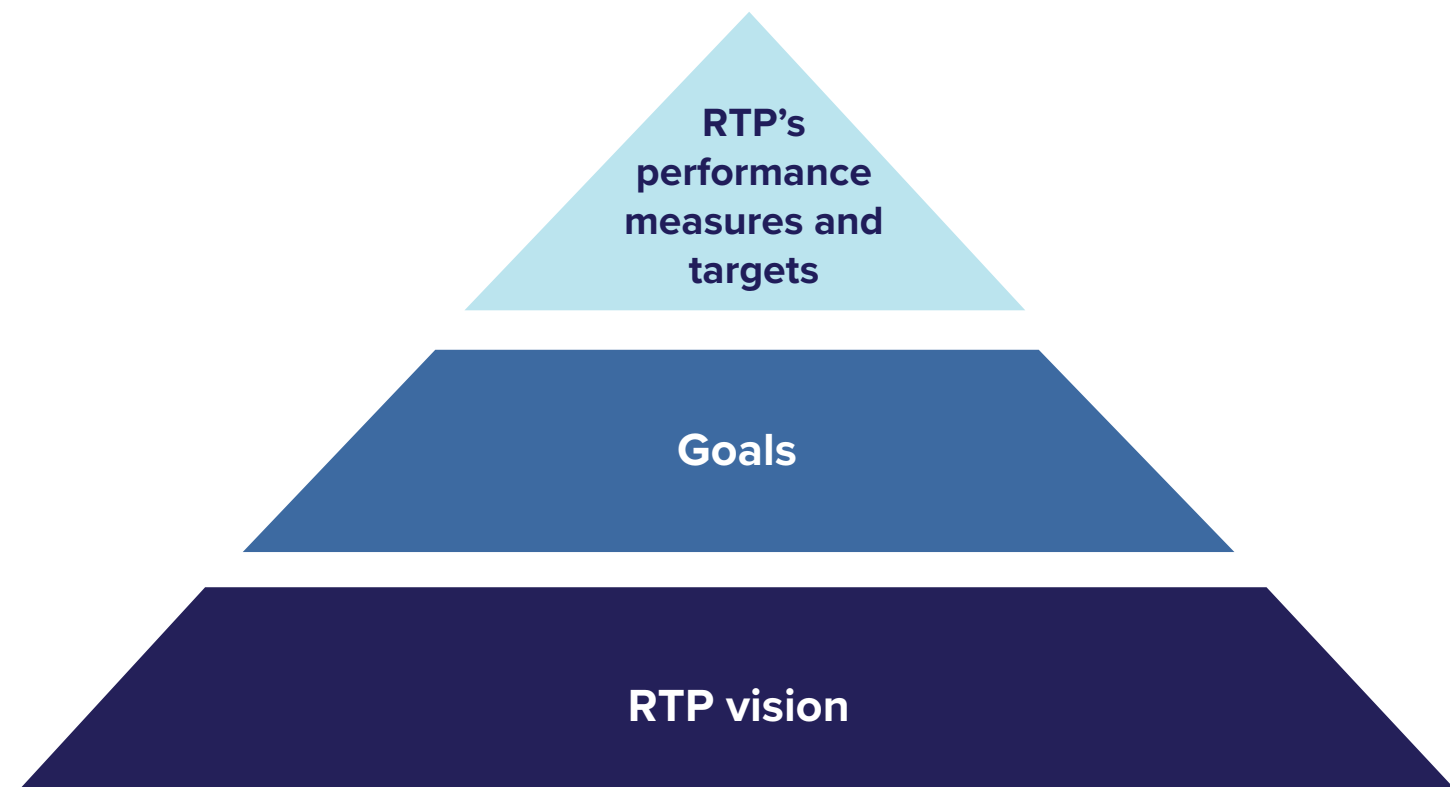
Action Strategy	Long-Range (LR) & Short-Range (SR) Strategies	Partner Agencies by Action	RTP Goals	Federal Planning Factors
Promote maintenance and preservation of the region's transportation assets in a safe and usable condition to keep people and goods moving throughout the region	SR	WSDOT, CC, Cities, C-TRAN, Ports, RTC	Sustainability & Resiliency	Resiliency & Reliability Environment & Energy Conservation
Work collaboratively to find a balance between new construction and maintaining and preserving the existing transportation system.	LR	WSDOT, CC, Cities, RTC		



Performance Management

Beyond programming the projects and implementing plans, studies and programs, RTC and transportation partners in the Clark County region will monitor the progress and performance of the transportation system as a way to gauge the impacts of the decision-making process. The RTP utilizes a performance-based evaluation process to guide the development and implementation of the plan's four goals—Safety and Security, Economic Vitality and Quality of Life, Accessibility and Mobility, and Sustainability and Resiliency. Chapter 4 identifies the RTP's performance measures, which will guide decision-making and establish a baseline for the tracking of these metrics during the planning period. The figure below shows the relationship between the RTP vision, goals, and the RTP's performance measures and targets.

Figure 6-1. Relationship of RTP Vision and Goals to Performance Measures and Targets



Funded Projects in the Regional Designated Transportation System

The RTP policy section set the vision, goals, objectives, strategies, and performance measures for the region's system of highways, arterials, bridges, bikeways, sidewalks, and transit and freight routes. The project list in this chapter contains priority projects from local, regional, or state planning efforts, which included opportunities for public input. These projects have also been tested for fiscal constraint, as noted in Chapter 5. These regional projects for the next six years are listed in Table 6-2. Figure 6-2 displays the 6-Year RTP project list for projects on the designated regional system as identified in Table 6-2. The projects amount to \$474 million dollars in regional transportation needs within Clark County. Projects identified for the next 20 years are planned and it is anticipated there will be funding to support the implementation of those projects. The 20-Year RTP project list and map can be found in Appendix N. These projects will further the region-wide application of advanced technologies, facilitate intermodal connectivity, the incorporation of complete streets elements, and capacity improvements.

Figure 6-2. 6-Year RTP Regional Project Map

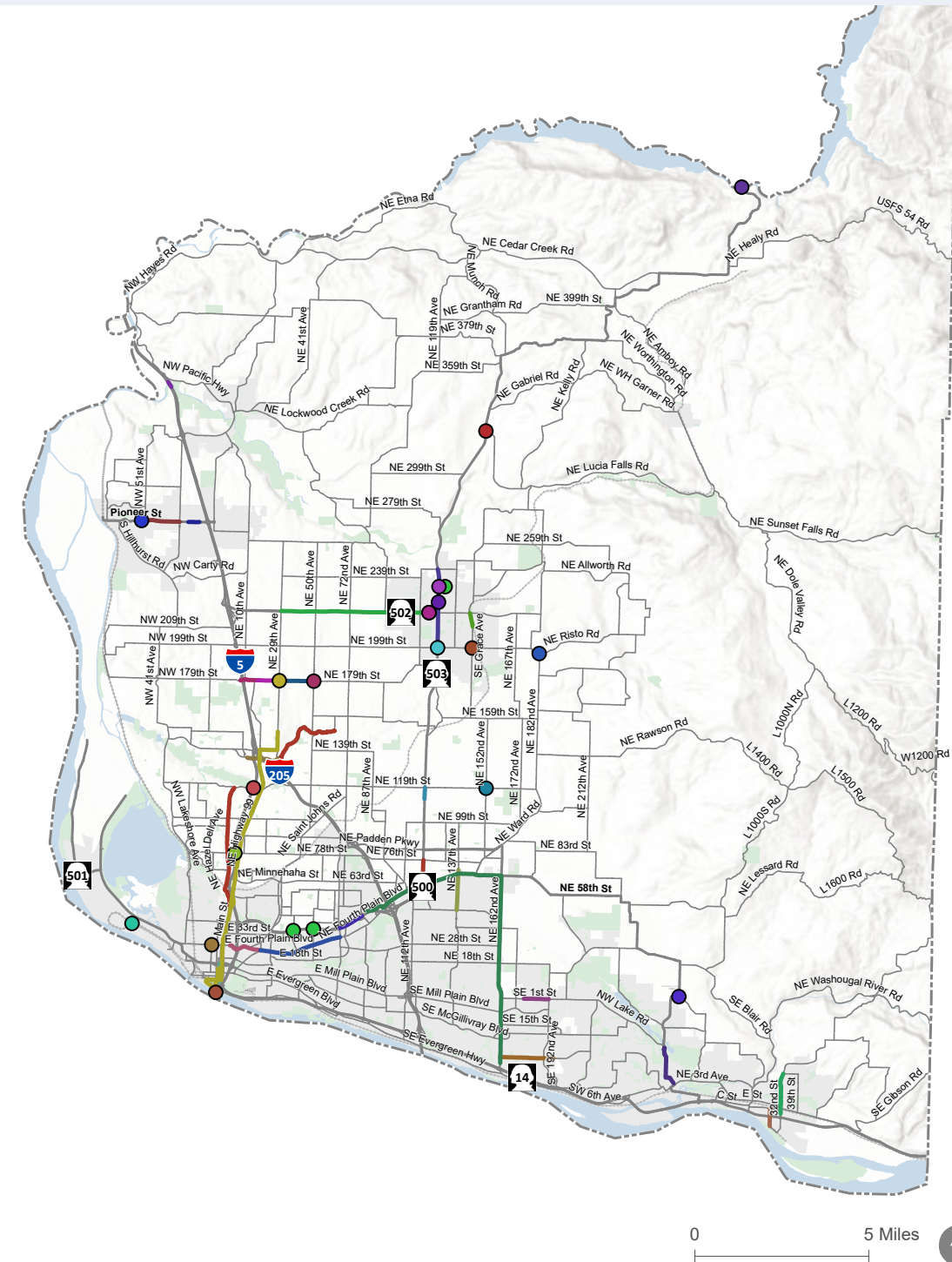


Table 6-2. 2024 Regional Transportation Plan 6-Year RTP Project List

Facility	Cross Streets	Project Description	Estimated Year Complete	Jurisdiction/ Agency	Project Cost Estimate	Regional/ Local	Performance Measures	RTP Goals
SR-503	SR-503 and NW Orndorff Blvd	Add second lane to SR 503 southbound 500 feet north and south of the intersection, add necessary tapers and revise existing signal heads, add eastbound right turn lane, and second westbound left turn lane.	2027	Battle Ground	\$1,823,500	R	Safety, Pavement Congestion, Freight	Accessibility & Mobility
City of Battle Ground	NW Onsdorff Blvd and NW 6th Ave	Captain Strong and Chief Umtuch school zone upgrades - pedestrian, vehicle and school bus analysis of the Captain Strong and Chief Umtuch schools. Install traffic control and traffic calming.	2024	Battle Ground	\$87,900	R	Safety, Air Quality, Congestion	Accessibility & Mobility
SE Grace Ave	SE Grace Ave and SE Eaton Blvd	Install northbound and southbound left turn phasing	2026	Battle Ground	\$220,000	R	Safety	Safety & Security
NE Grace Ave	E Main St to SE Rasmussen	Realign and widen to three lane facility, add sidewalks, storm drainage, striping, lighting, landscaping, and bike facilities. Add traffic signal at realigned Main and Grace intersection.	2028	Battle Ground	\$5,000,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 5th St	SR 503 to N Parkway Ave	Construct new road at the Neighborhood Collector standard	2025	Battle Ground	\$2,900,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 12th Ave	NW 12th Ave and NW 1st St	Add a SB right turn at the intersection	2024	Battle Ground	\$450,000	L	Safety, Pavement Congestion, Freight	Accessibility & Mobility
NW 15th Ave	NW 1st St and W Main St	Widen Road to four lanes with dual left turn lanes, storm draining, sidewalks, street lighting, and landscaping	2024	Battle Ground	\$765,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 20th Ave	NW 20th Ave and NW 9th St	Install a compact roundabout, rectangular rapid flashing beacons, and crosswalk improvements	2024	Battle Ground	\$508,000	L	Safety	Safety & Security
SW 20th Ave	SW 6th street to SW Eaton Blvd	Reconstruct roadway, add missing sidewalks, storm drainage, lighting, striping, signing, landscaping, and bike lanes	2027	Battle Ground	\$5,525,229	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Year Complete	Jurisdiction/ Agency	Project Cost Estimate	Regional/ Local	Performance Measures	RTP Goals
W 29th Ave	W 29th Ave and West Main St	Add south leg of intersection and signalize	2027	Battle Ground	\$350,000	L	Safety, Air Quality, Congestion	Accessibility & Mobility
W Eaton Blvd	East of SR- 503 and west of SW 20th Ave	SW Eaton Blvd will be reconstructed to a 3-lane section including bike lanes and sidewalks between SW 20th Ave and SR 503. Add signal at SW 20th Ave, and reconstruct the signal at SR-503.	2026	Battle Ground	\$5,083,735	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Parkway Ave	Parkway Ave and Main St	Replace signal controller and related equipment	2027	Battle Ground	\$600,000	L	Safety, Air Quality, Congestion	Sustainability & Resiliency
N Parkway Ave	N Parkway Ave and N Orndorff Blvd	Construct roundabout	2027	Battle Ground	\$1,000,000	L	Safety, Pavement Congestion, Freight	Accessibility & Mobility
S Parkway Ave	S Parkway Ave and S Rasmussen Blvd	Install traffic signal	2027	Battle Ground	\$400,000	L	Safety, Air Quality, Congestion	Safety & Security
NW Lake	NW Lake and Sierra	Intersection improvements	2025	Camas	\$600,000	L	Safety	Safety & Security
SR-500 (Everett Rd)	Lake Rd to NE 4th St	1 lane in each direction w/ turn lane, bike and pedestrian	2029	Camas	\$400,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 38th Ave	Parker to Grass Valley Park	1 lane in each direction w/ turn lane, bike and pedestrian	2024	Camas	\$6,830,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
City of Camas	Citywide Horizontal Curve Safety Improvements	Install horizontal curve warning signs	2024	Camas	\$360,000	L	Safety	Safety & Security
Strengthening Bridge Bundle #1	6 locations	Strengthening Upgrade	2024	Clark County	\$1,957,000	L	Bridge	Sustainability & Resiliency
Orchards Sifton Adaptive Signals	NE 76th	Add adaptive/ITS devices to additional intersections	2026	Clark County	\$1,001,000	L	Air Quality, Congestion	Accessibility & Mobility
Salmon Creek/ Hazel Dell Ave	Various	Installation of adaptive signal	2024	Clark County	\$1,247,000	R	Air Quality, Congestion	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Year Complete	Jurisdiction/ Agency	Project Cost Estimate	Regional/ Local	Performance Measures	RTP Goals
Signal Timing, Evaluation, and Verification, and Enhancement Phase 2	NE 25th Ave - NE Ward Rd	Develop performance reports and improve connection to regional data warehouse	2024	Clark County	\$1,231,000	L	Safety, Air Quality, Congestion	Accessibility & Mobility
NE 68th St	Highway 99 to NE St John's Road	Construct sidewalk on one side of street for entire length of the project. Project will include pedestrian crossing(s) and a bicycle lane within a portion of the project.	2025	Clark County	\$9,021,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Highway 99	102nd St to 104th St	Raised concrete curb and sidewalk along the east side of Highway 99 and south side of NE 104th St fulfilling the gap of missing sidewalk.	2025	Clark County	\$1,504,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 119th St	NW 119th St and NE 152nd Ave	Roundabout	2025	Clark County	\$5,999,000	R	Safety	Safety & Security
Ne 134th Corridor Adaptive Traffic Signals	NE 136th Street/ Tenney Road - NE Salmon Creek Avenue	Expand Synchro-Green adaptive signal technology to NE 134th Street/Tenney Rd Corridor	2024	Clark County	\$756,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
NE 152nd Ave	Padden Parkway to NE 99th St	1 lane in each direction, w/turn lane, bike lanes and sidewalks	2026	Clark County	\$9,900,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
179th St	Delfel Rd to NE 15th Ave	2 lanes in each direction w/ turn lane	2029	Clark County	\$4,923,000	R	Safety, Pavement Congestion, Freight	Accessibility & Mobility
179th St.	NW 15th to NW 26th Ave	2 lanes in each direction w/ turn lane	2029	Clark County	\$17,683,000	R	Safety, Pavement Congestion, Freight	Accessibility & Mobility
179th St	NE 29th to NE 50th Ave	3 lanes in each direction w/ turn lane	2028	Clark County	\$23,931,000	R	Safety, Pavement Congestion, Freight	Accessibility & Mobility
179th St	NE 179th and NE 29th Ave intersection	Roundabout will be installed at NE 179th St/ NE 29th Ave	2026	Clark County	\$25,974,000	R	Safety	Safety & Security
179th St	NE 179th and NE 50th Ave intersection	Unimproved intersection	2024	Clark County	\$1,948,000	R	Safety	Safety & Security

Facility	Cross Streets	Project Description	Estimated Year Complete	Jurisdiction/ Agency	Project Cost Estimate	Regional/ Local	Performance Measures	RTP Goals
NE 182nd Ave	NE 182nd Ave and Risto Rd	Roundabout. Improve super elevation. HMA overlay with textured pavement around on super. HMA from NE 172nd Avenue to Bridge on NE 199.	2026	Clark County	\$4,263,000	R	Safety	Safety & Security
NE Ward Rd	NE Ward Rd and NE Davis Rd	Intersection improvement, Restructure of intersection	2027	Clark County	\$4,904,000	L	Safety, Pavement Congestion, Freight	Accessibility & Mobility
Hockinson Elementary School Flashers and Crosswalk	NE 164th St/ NE 197th Ave/ NE 164th St/NE 205th Ave	School crossing treatments and flashers	2025	Clark County	\$529,000	L	Safety	Safety & Security
Truman School Sidewalk	NE 44th St/NE 47th Ave to NE 49th St/NE 40th Ave	Install sidewalk, ADA ramps, curb, retaining wall, striping, signage, and crosswalk lighting	2026	Clark County	\$1,965,000	L	Safety	Safety & Security
NE Delfel Rd	NE 179th St to NE 184th St	Realign roadway to match south approach and improve to 2-lane collector standard. Roundabout at NE 179th Street intersection.	2029	Clark County	\$19,977,000	L	Transit Asset	Accessibility & Mobility
Bus Rapid Transit: Highway 99	Vancouver Waterfront to WSU Vancouver	Transit improvements needed to provide BRT along highway 99	2026	C-TRAN	\$42,000,000	R	Transit Asset	Accessibility & Mobility
Capital Maintenance of Facilities	System-wide	Program to maintain state of good repair for transit facilities and land improvements	2026	C-TRAN	\$45,000,000	R	Transit Asset	Accessibility & Mobility
Capital Maintenance of Facilities	System-wide	Program to maintain state of good repair for transit facilities and land improvements	Ongoing	C-TRAN	\$13,545,000	R	Transit Asset	Sustainability & Resiliency
65th Ave. OMF Improvements and AFV Transition	65th Street and 18th Street	Expansion/redevelopment including zero emissions bus improvements, expansion to support zero emissions fleet, and additional onsite Park and Ride capacity.	2029	C-TRAN	\$36,246,041	R	Transit Asset	Sustainability & Resiliency
Systemic Horizontal Curve and Roadway Departure Safety Improvements	Various locations	Install horizontal curve warning signs, profiled centerline and edge line pavement markings, high friction surface treatments, clear zone improvements, and supplemental curve warning signing and pavement markings.	2024	La Center	\$880,000	L	Safety, Air Quality, Congestion	Safety & Security

Facility	Cross Streets	Project Description	Estimated Year Complete	Jurisdiction/ Agency	Project Cost Estimate	Regional/ Local	Performance Measures	RTP Goals
Terminal 5 Industrial Access	Gateway Ave and Rail Loop	Rail overpass	2025	Port of Vancouver	\$8,545,761	R	Safety	Economic Vitality & Quality of Life
Pioneer St (SR-501)	51st Ave	2-lane Roundabout	2025	Ridgefield	\$1,444,000	R	Safety, Pavement Congestion, Freight	Safety & Security
Pioneer St (SR-501)	45th Ave to 51st Ave	Widen, 2 lanes in each direction w/ turn lane	2025	Ridgefield	\$5,000,000	R	Safety, Pavement Congestion, Freight	Accessibility & Mobility
Pioneer St (SR-501)	51st Ave to 56th Ave	Widen, 2 lanes in each direction w/ turn lane	2025	Ridgefield	\$29,000,000	R	Safety, Pavement Congestion, Freight	Accessibility & Mobility
Royle Rd	Pioneer St. (SR-501) to N 10th St.	Widen Royle Rd. (45th St) to minor arterial. 1 lane in each direction w/ turn lane	2025	Ridgefield	\$3,300,000	L	Safety, Pavement Congestion, Freight	Accessibility & Mobility
Royle Rd	S 3rd Way	S 3rd Way to S 15th St - Build roundabout at Royle Road (45th Avenue) and new collector south of Pioneer Street (SR 501)	2024	Ridgefield	\$5,000,000	L	Safety, Pavement Congestion, Freight	Accessibility & Mobility
City of Ridgefield		Systemic horizontal Curve Safety Improvement	2024	Ridgefield	\$360,000	L	Safety	Safety & Security
Royle Rd	Hillhurst Rd to S 15th St	Widen S Royle Rd to minor arterial (3 lanes)	2025	Ridgefield	\$10,000,000	L	Safety, Pavement Congestion, Freight	Accessibility & Mobility
Royle Rd	S. 15th St. to Pioneer St. (SR-501)	Widen Royle Rd. (45th St) to minor arterial. 1 lane in each direction w/ turn lane	2024	Ridgefield	\$5,100,000	L	Safety, Pavement Congestion, Freight	Accessibility & Mobility
Unnamed	Hillhurst Rd to new rural minor collector roadway	Build new east-west collector (2 lanes)	2025	Ridgefield	\$4,300,000	L	Safety, Pavement Congestion, Freight	Accessibility & Mobility
Unnamed	N 35th Ave to Royle Rd (45th Ave)	Build N 14th Street as a collector (2 lanes)	2024	Ridgefield	\$8,230,000	L	Safety, Pavement	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Year Complete	Jurisdiction/ Agency	Project Cost Estimate	Regional/ Local	Performance Measures	RTP Goals
SE 1st St	177th Ave to 192nd Ave.	2 lanes in each direction w/turn lane	2025	Vancouver	\$7,500,000	R	Safety, Pavement Congestion, Freight	Accessibility & Mobility
E 29th St	Kauffman Ave to Neal's Lane	Complete Street Project	2024	Vancouver	\$500,000	L	Safety, Pavement Congestion	Accessibility & Mobility
E 33rd St	Main St to P St	Complete Street Project	2024	Vancouver	\$500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
SE 34th St	SE 164th Ave to eastern City limits	This project will repave SE 34th Street and restripe the corridor removing one travel lane in each direction. Improvements will include marked and enhanced pedestrian crossings, and ADA enhanced bicycle facilities, and ADA improvements.	2024	Vancouver	\$1,330,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 68th St	NE 28th Ave to NE St Johns Rd	New sidewalk	2024	Vancouver	\$1,700,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
112th Ave.	Chkalov to Fourth Plain Blvd.	Complete Street Project	2026	Vancouver	\$500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
137th Ave	49th Street to Vancouver City Limits	1 lane in each direction and turn lane, roundabouts, bike lanes, and sidewalk	2025	Vancouver	\$20,000,000	R	Safety	Accessibility & Mobility
Fourth Plain Blvd	Fourth Plain and Franklin St	Intersection improvement - signals	2024	Vancouver	\$1,200,000	R	Safety, Pavement, Non-SOV	Safety & Security
Fourth Plain Blvd	Ft Vancouver to Andresen	Mill and inlay	2024	Vancouver	\$900,000	R	Safety	Sustainability & Resiliency
Fourth Plain Blvd	F St. to Ft. Vancouver	Safety improvements - convert Fourth Plain Blvd from four lanes to three lanes with bike lanes	2024	Vancouver	\$900,000	R	Safety, Pavement, Non-SOV	Safety & Security
Evergreen Highway	Image to Chelsea Ave	Install pedestrian pathway on one side	2026	Vancouver	\$1,700,000	L	Safety, Pavement, Congestion	Accessibility & Mobility
Main St	5th St to 15th St	Reconstruct from 5th to 15th	2024	Vancouver	\$11,000,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Year Complete	Jurisdiction/ Agency	Project Cost Estimate	Regional/ Local	Performance Measures	RTP Goals
27th St/Index S.	Index to Main	Shared Use Pathway	2029	Washougal	\$1,917,500	R	Safety	Accessibility & Mobility
32nd St	Addy St. to Stiles Rd.	Install profiled centerline and edge line pavement markings, widen shoulders, street lighting, and guardrail.	2026	Washougal	\$896,000	R	Safety, Air Quality, Congestion	Safety & Security
Regional Signal System	Regionwide	Enhance ATMS capabilities at intersections on WSDOT arterial corridors.	2024	WSDOT	\$926,174	R	Safety, Pavement	Accessibility & Mobility
Regional Ramps	I-5, I-205, SR 14, SR 500	Complete streets improvements and paving	2027	WSDOT	\$1,457,000	R	Safety, Pavement, non SOV	Accessibility & Mobility
I-5	SB E Fork Lewis River Bridge	Replace expansion joints	2029	WSDOT	\$670,464	R	Bridge	Sustainability & Resiliency
I-5	I-5 bridges over 78th St	Replace expansion joints	2027	WSDOT	\$1,251,670	R	Bridge	Sustainability & Resiliency
I-5	I-5/Salmon Creek Bridges	Replace expansion joints	2027	WSDOT	\$1,420,708	R	Bridge	Sustainability & Resiliency
I-5	Northbound Interstate Bridge	Replace bearing clearances and gear alignment	2024	WSDOT	\$359,208	R	Bridge	Sustainability & Resiliency
SR 500	Robinson Rd	Intersection safety improvements, which may include roundabouts, turn lanes, or other improvements	2025	WSDOT	\$8,275,856	R	Safety	Safety & Security
SR 500	NE Fourth Plain Blvd to 76th St	ADA improvements and paving	2028	WSDOT	\$2,228,473	R	Safety, Non-SOV	Accessibility & Mobility
SR 500	Andresen Rd to Thurston Way	Multiuse path rehabilitation and ADA improvements	2026	WSDOT	\$425,000	R	Safety, Pavement Congestion, Freight	Accessibility & Mobility
SR 500	42nd Ave and 54th Ave	Construct safety improvements	2025	WSDOT	\$8,710,380	R	Safety	Safety & Security
SR 502	SR-502 and W 15th Ave	Add eastbound and westbound left turn storage and add dual southbound left turn lane	2025	WSDOT	\$300,000	R	Safety, Pavement Congestion, Freight	Accessibility & Mobility
SR 502	(NW) 15th Avenue	Add a second southbound left turn lane	2024	WSDOT	\$850,000	R	Safety, Pavement Congestion, Freight	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Year Complete	Jurisdiction/ Agency	Project Cost Estimate	Regional/ Local	Performance Measures	RTP Goals
SR 502	NE 29th Ave to SR 503	Complete streets improvements and paving	2027	WSDOT	\$1,457,000	R	Safety, Pavement Congestion, Freight	Accessibility & Mobility
SR 503	NE 112th Dr to NE 119th St	Enhance pedestrian crossing at Prairie High School	2024	WSDOT	\$1,100,000	R	Safety	Safety & Security
SR 503	SR-503 and SW Eaton Blvd	Add second eastbound through and westbound left turn lanes	2026	WSDOT	\$1,400,000	R	Safety, Pavement Congestion, Freight	Accessibility & Mobility
SR 503	Lewis River (Yale) Bridge	Bridge Deck Rehab	2025	WSDOT	\$197,010	R	Bridge	Sustainability & Resiliency
SR 503	Rock Creek Rd	Intersection safety improvements	2024	WSDOT	\$3,019,029	R	Safety	Safety & Security
SR-503	SR-503 and NW 5th St	Add east-west right-in right-out on east side of SR 503	2028 - 2035	WSDOT	\$300,000	R	Safety	Accessibility & Mobility
SR-503	Eaton Blvd to NW 25th St	Urban upgrades to SR 503 cross-section within Battle Ground city limits	2036 - 2045	WSDOT/Clark County	\$11,450,000	R	Safety, Pavement, Freight	Safety & Security

Conclusion

The RTP sets the vision for the Clark County region's multimodal transportation system and guides investment in the projects and programs to achieve that vision. The regional investments identified on the RTP are critical for our economic prosperity and our community vibrancy. The RTP also reflects a collaborative and innovative approach to address the region's priorities. RTC and the region's partners will continue to work together to strengthen the region's multimodal transportation system to improve safety and mobility, protect the environment and contribute to the region's desirable quality of life.

The recommendations contained in the RTP collectively transform and advance the transportation landscape of the Clark County region. They further our regional priorities of a safe, reliable, resilient, and equitable transportation system in the Clark County region. There is a powerful, pulsing rhythm of our streets and railways as they carry goods, ideas, and every kind of person into and out of our region. The RTP will enable us to continue growing and thriving far into the future.





Southwest Washington
Regional Transportation Council