### **DRAFT** Safe Streets & Roads for All

### Clark County Safety Action Plan

April 2025

SW Washington



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# A region that means something to everyone

From the boardwalk of Vancouver to the natural preserve of Ridgefield to the historic mill town of Camas, the Southwest Washington region promises a place for everyone. The sheer possibility of the region has been a significant driver of population growth, and in the last 20 years alone, the population of Clark County has nearly doubled, outpacing growth in the wider state and country.

But the very same diversity that makes the region special also creates variation in the design, maintenance, and operations of the region's roadways. This variation can make ensuring uniform roadway safety throughout the network challenging and costly to communities. From 2018 to 2022 alone, 594 crashes in the region resulted in fatality or serious injury. Certain dangerous roadway behaviors, like speeding, have only increased in frequency since the COVID-19 pandemic. As the Southwest Washington region continues to grow, so will the need for safe roads that serve users from all walks of life-whether driving, biking, walking, or faithfully taking transit.

The Southwest Washington Regional Transportation Council (RTC), the region's metropolitan planning organization (MPO), has produced this Safe Streets and Roads for All Safety Action Plan (SAP) out of the belief that we are stronger together. By uniting our efforts across agencies, we can address shared challenges and create safer roadways for all users — without sacrificing the variation that makes the region attractive to so many. Together, we can create a transportation system that not only meets the demands of today but also supports a safer, brighter future for generations to come.

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#### Figure 1. RTC TSAP Study Area



### PART OF A LARGER CONVERSATION

The Clark County region has focused on improving the safety of our streets through other efforts, too. The creation of this SAP first necessitated a comprehensive review of the region's preexisting safety policies and plans, and the opportunities and strategies outlined in this document have been selected for their ability to augment and continue the great safety work already being done. For a full list of documents reviewed, see Appendix X. Notable documents that informed this SAP include:

- Individual Local Road Safety Plans for each local jurisdiction
- WSDOT Target Zero

- RTC Regional Transportation Plan
- Clark County's Transportation Safety Management Program

Because of these efforts, the region has been successful in obtaining Highway Safety Improvement Program (HSIP) and Safe Streets and Roads for All (SS4A) funding, including:

- \$2.5M in HSIP awards to the region between 2022 and 2024
- \$356,000 in SS4A planning and demonstration funding to the region between 2022 and 2024

#### THE SCOPE OF THIS PLAN

This SAP covers the whole of Clark County, excluding only limited access State-owned roads. The sheer variation of land use and planning history across different communities within the RTC's study area means this safety effort will depend on multiple local transportation authorities working alongside one another, in the belief that we are all stronger together.

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### **RTC Regional Vision & Goals**

### SAFE SYSTEM APPROACH

This SAP serves as a major tool in the RTC's ongoing effort to use the Safe System Approach to achieve zero roadway fatalities and serious injuries. The Safe System Approach eliminates roadway fatalities and serious injuries by planning, designing, and educating around the following transportation principles:

#### People make mistakes

A well-designed and operated transportation system will anticipate human mistakes and minimize their consequences, such as likelihood of death or serious injury from a crash.

#### People are vulnerable

A human body has a very limited ability to withstand the force of a crash. Our transportation systems need to be designed with this vulnerability in mind.

#### Everyone has a role in keeping roadways safe

Everyone-from government officials, to industry members, to non-profit/advocacy groups, to the public—plays an important part in preventing fatalities and serious injuries on our roadways.

#### We need to resolve safety issues before someone dies

We should use data and other proactive tools to identify and address safety issues in the transportation system before a crash, death, or serious injury occurs.

#### The system is THE sum of its parts

The Safe System Approach layers multiple "proactive" and redundant measures to reduce the opportunities for mistakes to occur and minimize the consequences of human error when mistakes happen. These measures work in tandem with one another: if one part fails, other parts still protect people.

RTC is committed to eliminating fatal and serious injury crashes in the region. In alignment with WSDOT's Target Zero goal, the **regional vision** for roadway safety is to:





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Partner with local agencies to improve regional safety outcomes.





**Establish and promote** a Safe System culture across agencies to build overlapping layers of safety.

#### Additionally, **specific goals** were developed to quide the RTC SAP to achieve a Vision Zero future:



Support the implementation of plan projects and strategies.



Monitor plan implementation and track progress towards plan goals.

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### Listening to the community

We knew Clark County residents would be indispensable advisors on this project. This document is for them, so it should be by them, as well.

As part of the development process for this SAP, we held multiple community engagement events with the aim of learning more about the concerns of residents who use Clark County roadways every day. We set up our engagement process in two phases, each with distinct goals.

In the first phase, we gathered input on existing conditions and needs in order to identify possible locations and ideas for improvements. Surveys, public meetings, the project webpage, social media outreach, and meetings with community organizations all helped guide this phase. One key activity was an online open house in the spring of 2024 where attendees utilized a mapping tool to highlight location-specific concerns or recommendations. The infographic on the following page depicts the major trends we found throughout this collection of resident perspectives, opinions, and priorities.

In the second phase, we asked for responses to the proposed countermeasures and project locations we had reached based off findings during the first phase. We held another online open house in the fall of 2024 for members of the public to provide feedback on our proposals and share additional concerns or recommendations.

Each event was advertised through press releases and member agency postings to invite maximum participation. We developed summaries from the open houses to track themes and patterns in input so that the resulting plan would be accurately tailored to amplify the voices of the public.

For Open House #2, we received 29 responses from the public on safety priorities and 42 responses on project concepts. Responses included support for the projects, especially through tools like speed signs, signal upgrades, and better sidewalks or bike lanes. Many liked low-cost, visible improvements such as reflectors and radar signs. Support was strongest for projects that didn't take away driving lanes or parking. Some concerns came up around projects that seemed unnecessary or could impact property access, especially in more rural or hilly areas. A few people felt the proposals didn't fully reflect the needs of a car-dependent community.



Is there anything you would like to share with our team about transportation safety issues or how to improve traffic safety in Clark County?

"Ensure infrastructure is pedestrian and biking-friendly."

"Increase police enforcement and reduce speeds."

"Use speed bumps or other traffic calming devices instead of reducing lanes."

> **Community Member** Survey Responses

### **Public Involvement Summary**

# **SUMMARY SURVEY DATES** 2024 APR JUN **ONLINE SURVEY** PARTICIPANTS **ONLINE MAP** COMMENTS

#### **WHO PARTICIPATED?**

#### PARTICIPANT AGE

24-64 0 21% 65+

#### **PEOPLE OF COLOR**



HOUSEHOLD MOTOR **VEHICLE AVAILABILITY** 





HAVE CHILDREN UNDER 18 WHO WALK, BIKE, **OR ROLL TO SCHOOL** 

#### **HOW DO PEOPLE GET AROUND?**





**SAFETY RANKING** 

WALKING

WALKING **BIKE OR SCOOTER** CAR OR OTHER VEHICLE **PUBLIC TRANSIT** WHEELCAIR OR OTHER **MOBILITY DEVICE** 



**SUGGESTED SAFETY MEASURES** 

#### **Urban Areas**

		Respondents				Respo	ondents
Rank	Safety Measure	#	%	Rank	Safety Measure	#	%
1	More sidewalks	32	51	1	Shared use paths/trails, sidewalks,	34	54%
2	Street crossing safety improvements for people walking	31	49%		or bike lanes separating people walking and biking from people driving		
3	More bike lanes separated from traffic	26	41%	2	Wider shoulders	20	32%
4	Redesigning streets to encourage slower driving speeds	22	35%	3	Cameras that can ticket speeding drivers or drivers running red lights	20	32%
5	Cameras that can ticket speeding drivers or running red lights	22	35%				

#### **Rural Areas**

#### Fatal and Serious Injury Crashes by Mode

### What's happening in **Clark County** today?

This SAP uses the most up-to-date crash data available at the time of study (2018-2022) to identify common safety gaps in the region's roadway network. By finding patterns in crash data, we can better identify locations and countermeasures that can reduce the likelihood of future crashes.

#### WHERE ARE CRASHES HAPPENING IN THE **REGION?**

Fatal and serious injury crashes are trending upward in the region. Crashes involving only vehicles have primarily driven this increase.

Meanwhile, crashes involving people walking, biking, and riding a motorcycle appear not to have varied as much, though it's worth noting that crashes involving these users often go underreported.





CRASHES

FATAL AND SERIOUS **INJURY CRASHES BETWEEN** 2018 AND 2022

TOTAL BICYCLIST **TOTAL PEDESTRIAN** CRASHES

**OF ALL FATAL AND SERIOUS INJURY CRASHES OCCUR AT INTERSECTIONS** 



### **CRASHES ARE SHAPED BY CONTEXT**

Crashes occur throughout the region, but the frequency and nature of crashes change depending on the area's context. The features of a crash in downtown Vancouver, for example, will likely not be the features of a crash in a more rural area of Clark County.

- Urban areas account for the majority (60%) of bicyclist and pedestrian crashes.
- More fatal and serious injury vehicle and motorcycle crashes occurred on county roads than on city roads.
- The majority of fatal and serious injury crashes (65%) occurred at roadway intersections.

#### **Crashes by Injury Type**





Relative to population size, crashes were most common in Vancouver and **Battle Ground**.

Unincorporated Clark County had the largest share of severe crashes, butcrashes in Vancouver had the proportionally highest likelihood of resulting in fatality or serious injury.



#### WHAT'S DRIVING CRASHES IN THE REGION?

#### **Common crash types**

Understanding the types of crashes that commonly occur in the region offers insights into how to prevent them. In the RTC region, common crash types included:





Think Proportionally: While it might seem like most severe crashes involve only vehicles, consider that the number of pedestrian, bicyclist, and motorcyclist severe crashes represents those users disproportionately.

The 337 severe vehicle-only crashes that occurred between 2018 and 2022 constitute only 2% of all vehicle-only crashes in Clark County; meanwhile, the 117 severe motorcycle crashes that occurred during the same time period constitute 30% of all motorcycle crashes. Similarly, pedestrian crashes include 104 severe crashes, making up 26% of all pedestrian crashes. Bicyclist crashes include 36 severe crashes, making up 12% of all bicyclist crashes. While safety needs to be addressed across all modes, some modes are disproportionately less secure on our roadways than others.

#### Crashes by intersection and segment

Crashes often occur at intersections, which act as points of exchange (and conflict) between many users.

#### **Distracted and impaired driving**

Vulnerable road users, like bicyclists and pedestrians, suffer more frequently from distracted and impaired driving than users in cars.

- 31% of all severe bicyclist crashes involved a distracted driver.
- 27% of all severe pedestrian crashes involved a distracted driver.
- 23% of all severe pedestrian crashes involved an impaired driver.

65% of fatal and serious injury crashes were at intersections.

#### Speeding

Speeding is strongly correlated to crash severity—the faster users are traveling, the more likely they are to suffer fatality or serious injury when they collide with something.

A collision between a vehicle and a person walking is exponentially more likely to result in a pedestrian fatality the faster the vehicle is moving. When moving 20 mph, a vehicle has only a 5% chance of killing a pedestrian during a conflict. At 30 mph, however, that chance jumps up to 45%<sup>1</sup>.

In the RTC region, speeding was present in:

33% of fatal and serious injury vehicle-only crashes.

38% of fatal and serious injury motorcycle crashes.

#### Impact On Our Most Vulnerable:

There's a reason why speeding appears so frequently in motorcycle crashes. People on motorcycles, like people walking and bicycling, don't benefit from the physical protection of a vehicle, which means more of the crash impact is absorbed by the body.

Only 33% of crashes involving only vehicles resulted in injury; meanwhile, 97% of reported crashes involving pedestrians and 95% of crashes involving bicyclists resulted in injury.

#### Age

Young roadway users are especially at risk throughout the region. Whether driving, biking, or walking, our youngest residents were more likely to be involved in a crash.

One goal of this SAP is to prepare the region for a safer future; there is no surer way to do this than by protecting the children who will be tomorrow's community leaders.



#### SYSTEMIC ANALYSIS

To comprehensively identify safety gaps throughout the region, this SAP complements its analysis of crash data with systemic analysis of its roadway network. Systemic analysis involves identifying regional roadways that bear high-risk features or characteristics. By identifying these roadways, we can prioritize implementing safety countermeasures at high-risk roads regardless of whether or not a crash has already occurred there.

In the RTC region, the systemic high-risk factors include:

- 43% for segment crashes)
- Speeding: Excessive speeding correlates with fatal and serious injury crashes.
- serious injury crashes despite comprising only 6% of roads.
- crashes and 17% of fatal and serious crashes.
- schools and within 500 feet of bus stops.

#### **EMPHASIS AREAS**

Emphasis areas are crash and behavioral trends that play outsized roles in the region's fatalities and serious injuries. The region's seven emphasis areas can be sorted into three major categories:

#### **Crash characteristics**

- Intersection crashes
- Run-off road crashes

#### Vulnerable users

- Pedestrian and bicycle crashes
- Motorcycle crashes

#### **Road Behavior**

- Distracted driving
- Impaired driving
- Younger drivers

By focusing on designs, treatments, policies, and programs that address these emphasis areas, we can bring outsized relief to Clark County.

• Arterials: Arterials have the highest frequency of crashes and fatal/serious injury crashes. (68% for intersection crashes;

• Priority underserved areas: Disadvantaged communities in Clark County experience a disproportionate 16% of fatal and

• Roadway curves: Roadway curves, especially in rural areas, pose a significant safety concern, accounting for 13% of all

• Schools and bus stops: Crashes, especially those involving pedestrians and bicyclists, frequently occur within a quart-mile of

<sup>1 &</sup>quot;Appropriate Speed Limits for All Road Users," Federal Highway Administration, https://highways.dot.gov/sites/fhwa.dot.gov/files/App%20Speed%20Limits\_508.pdf.

# RTC High Injury Network

By combining the insights of both crash analysis and systemic analysis, we produced Clark County's High Injury Network (HIN), shown at right. This HIN highlights key locations that would most benefit from safety enhancements.





# **Implementation and Monitoring**

To achieve this SAP's vision, Clark County needs to address the safety gaps identified with tangible countermeasures and consistently evaluate how they're changing the safety performance of our roadways. Through regular monitoring and well-defined measures, the collective team can evaluate whether the plan's vision and goals are being successfully implemented and can take corrective action if needed.

RTC does not own or maintain transportation infrastructure, so RTC cannot implement safety projects on its own. However, RTC will work with local agencies and identified safety partners to prioritize safety in all local and regional planning efforts and encourage the development and implementation of safety improvement projects. RTC will also provide resources to local partners to inform them of best practices in roadway safety and funding opportunities for implementing safety projects. RTC supports and encourages local agencies to develop and implement innovative solutions that may not be listed here but which suit their needs.

This section identifies tangible recommendations that the RTC, in tandem with local agencies and safety partners, can use to address area safety gaps. It also includes a framework to measure the SAP's progress over time.

These recommendations are intended to work together; when implemented alongside one another, they increase safety exponentially by creating layered, redundant protection. Should one countermeasure fail, several others will be present to minimize risk and harm.



Figure 3. The Safe System Approach and Benefit of Redundancy in Addressing Fatal and Serious Injury Crashes (Source: FHWA)



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### REGIONAL ENGINEERING, POLICY, AND PROGRAM RECOMMENDATIONS

#### Safer Speeds

Recommendations to help people travel at safer speeds were among the most important to Clark County residents who participated in community outreach. Using automated enforcement, safe speed education, and speed management/trafficcalming projects were the most popular countermeasure types among residents. In addition to being a community priority, excessive speeding is also a systemic risk factor in Clark County. The message is clear: people need to slow down.

Table 1 provides detailed recommendations that can address Safer Speeds in Clark County. Each recommendation includes information on how success can be monitored, the lead agency for each action, and a timeline for implementation. Each recommendation also helps to target one or more emphasis areas identified in the RTC SS4A SAP Existing Safety Conditions Memorandum.

#### Table 1. Safer Speeds Recommendations

Category	Recommendation	Strategy Type	Measuring Success	Lead Agency(s)	Timeline	Emphasis Areas and Systemic Risk Factors Addressed
Enforcement	Educate the public on wthe benefits of speed enforcement cameras before speed camera implementation. Collect community feedback during program development.	Education	<ul><li>Number of community interactions</li><li>Community feedback metrics</li></ul>	Member agencies	One to three years	Speeding, arterials
	Install speed cameras to enhance enforcement at high-risk locations on the HIN. Target school zones and transit corridors, and/or issue warning tickets during the initial months after installation to promote awareness and support.	Enforcement/ Engineering	Number of speed enforcement cameras	Member agencies	Three to four years	Speeding, schools and bus stops, intersections
Safe Speed Education	Conduct public outreach on the safety benefits of lower speed limits.	Education	<ul> <li>Implementation of media campaigns</li> <li>Number of engagement touchpoints</li> <li>Campaign reach metrics</li> <li>Community surveys on speed perception</li> </ul>	Washington Traffic Safety Commission (WTSC), member agencies	Ongoing	Speeding, younger drivers, motorcyclists, pedestrians, bicyclists

Category	Recommendation	Strategy Type	Measuring Success	Lead Agency(s)	Timeline	Emphasis Areas and Systemic Risk Factors Addressed
Speed Management	Reconfigure roads and adjust the number of lanes where feasible to improve safety at locations on the HIN.	Engineering	<ul> <li>Number of implemented projects</li> <li>Miles of roads reconfigured</li> <li>Reduction in crashes</li> </ul>	Member agencies, Washington State Department of	Two to ten years	Speeding, arterials, intersection crashes, pedestrian and bicyclist crashes
	Reduce lane widths to 11 feet or less to encourage lower speeds and reduce crashes at HIN locations. This may be implemented during upcoming repaving.	Engineering	<ul> <li>Number of implemented projects</li> <li>Speed reduction measurements</li> </ul>	Member agencies, WSDOT	Two to ten years	Speeding, arterials
	Install speed cushions to slow traffic in residential, downtown, and/or school zone areas.	Engineering	<ul><li>Number of locations implemented</li><li>Speed compliance rates</li></ul>	Member agencies	One to five years	Speeding, priority demographic areas
	Install speed feedback signs to encourage compliance with speed limits along the HIN and high-speed corridors.	Engineering	<ul> <li>Number of locations implemented</li> <li>Average speed reduction</li> </ul>	Member agencies	One to three years	Speeding, roadway departure crashes, schools
	Develop a neighborhood bikeways network and provide speed countermeasures and signage along those routes to provide a safe speed route for people biking.	Engineering	<ul> <li>Miles of neighborhood bikeway miles implemented</li> <li>Number of locations with countermeasures - Speed compliance</li> </ul>	Member agencies	Two to five years	Speeding, pedestrians bicyclists
	Use landscaping and streetscape elements to visually narrow roadways and calm traffic.	Engineering	<ul> <li>Number of locations treated</li> <li>Speed reduction measurements</li> </ul>	Member agencies	Two to five years	Speeding, pedestrians, bicyclists, roadway departures

Category	Recommendation	Strategy Type	Measuring Success	Lead Agency(s)	Timeline	Emphasis Areas and Systemic Risk Factors Addressed
Safe Routes to School	Install pedestrian and bicyclist infrastructure near schools, including crosswalk enhancements and refuge islands.	Engineering	<ul> <li>Miles of sidewalks implemented</li> <li>Number of intersections with improvements</li> <li>Number of enhanced crossings</li> <li>Percent of transit stops with enhanced crossings</li> </ul>	School districts, member agencies, WSDOT	Three to six years	Speeding, schools, pedestrians, bicyclists, priority demographic areas

#### Safer People

After safer speeds, safer people is the next most important priority to Clark County residents. Reducing driving under the influence, providing targeted education to vulnerable populations, and hosting Safe Routes to School programming were the most popular countermeasure types among residents who participated in community outreach.

Table 2 provides detailed recommendations that can support Safer People in Clark County. Each recommendation includes information on how success can be monitored, the lead agency for each action, and a timeline for implementation. Each recommendation also helps to target one or more emphasis areas.

#### Table 2. Safer People Recommendations

Category	Recommendation	Strategy Type	Measuring Success	Lead Agency(s)	Timeline	Emphasis Areas and Systemic Risk Factors Addressed
Reducing DUIs	Continue to increase public education on the dangers of impaired driving through education campaigns including social media,	Education	<ul> <li>- Number of campaigns implemented</li> <li>- Reduction in DUI- related crashes</li> </ul>	WTSC	Ongoing	Impaired driving
	school partnerships, and multilingual materials.		<ul> <li>Survey results showing increased awareness</li> </ul>			
	Support efforts to reduce the blood	Policy/ Enforcement	<ul> <li>Progress on policy adoption</li> </ul>	RTC, WTSC	Two to five years	Impaired driving
	alcohol content (BAC) limit from 0.08% to 0.05% within Washington.		<ul> <li>- Number of advocacy events/ education communication relating to safety improvements for lowered BAC rates</li> </ul>			

Category	Recommendation	Strategy Type	Measuring Success	Lead Agency(s)	Timeline	Emphasis Areas and Systemic Risk Factors Addressed
Reducing DUIs (cont'd)	Continue ignition interlock device implementation to prevent impaired driving among DUI offenders.	Enforcement/ Engineering	<ul> <li>- Number of devices installed</li> <li>- Compliance rates</li> <li>- Recidivism rates for users vs. non- users</li> </ul>	Department of Licensing (DOL), law enforcement	One to three years	Impaired driving
	Conduct publicized sobriety checkpoints to deter impaired driving.	Enforcement	<ul> <li>- Number of checkpoints conducted</li> <li>- Number of violations detected</li> <li>- Before/after crash rates in target areas</li> </ul>	Law enforcement	Ongoing	Impaired driving, arterials
	Implement additional staff or training to support a safety focus.	Enforcement/ Education	<ul> <li>- Increase in funding for additional staff positions focused on transportation safety and enforcement</li> <li>- Number of job fairs to recruit new staff</li> <li>- Number of safety trainings for staff, particularly law enforcement</li> </ul>	RTC, WTSC, local agencies	Ongoing	All
			officers <ul> <li>- Number of officers taking and passing safety trainings</li> </ul>			
	Support late-night transit, designated driver programs, and ride-home services to reduce impaired driving. In the near term, provide reduced fare transit and/or later transit options for key events or holidays like New Years that have higher DUI rates.	Implementation	<ul> <li>- Number of safe rides provided</li> <li>- Cost-benefit ratio of the program</li> </ul>	Transit agencies, RTC	One to three years	Impaired driving, priority demographic areas

Category	Recommendation	Strategy Type	Measuring Success	Lead Agency(s)	Timeline	Emphasis Areas and Systemic Risk Factors Addressed
Targeted Education	Develop and promote programs that teach children safe walking, biking, and school bus riding practices.	Education	<ul> <li>- Number of SRTS programs</li> <li>- Percent of school district participation in SRTS education</li> </ul>	School districts, SRTS Coordinator	Ongoing	Pedestrians, bicyclists, schools
	Expand driver education programs, including initiatives such as Teens in the Driver's Seat.	Education	<ul> <li>- Number of participants</li> <li>- Pass rates on safety knowledge tests</li> </ul>	WTSC, school districts	One to three years	Young drivers
	Enhance motorcycle safety training for law enforcement and riders through programs such as Ride Safe, Ride On.	Education	<ul> <li>Number of safety trainings</li> <li>Number of media campaigns</li> </ul>	WTSC	Ongoing	Motorcyclists
	Promote bicyclist safety education through public programs.	Education	<ul> <li>- Number of programs offered</li> <li>- Participant demographics</li> <li>- Self-reported confidence levels</li> </ul>	County public health/ Bicycle advocacy groups, member agencies	One to three years	Pedestrians, bicyclists
	Advocate for policy changes regarding statewide public driver education courses.	Education	<ul> <li>- Progress on policy adoption</li> <li>- Number of advocacy events</li> </ul>	RTC, WTSC	Two to five years	All

Category	Recommendation	Strategy Type	Measuring Success	Lead Agency(s)	Timeline	Emphasis Areas and Systemic Risk Factors Addressed
Safe Routes to School	Create a regional Safe Routes to School (SRTS) program to support coordination for improved safety near schools. The coordinator can support the creation and implementation of SRTS plans for each school, including coordination of grant proposals.	Implementation	<ul> <li>- Number of SRTS project locations advanced</li> <li>- Expansion of SRTS in School programs</li> </ul>	RTC, schools, local agencies	One to three years	Pedestrian and bicyclist crashes, schools
	Conduct targeted speed enforcement in school zones and areas with vulnerable road users.	Enforcement	- Number of enforcement resources- Number of speed cameras in school zones	School districts, law enforcement	Ongoing	Speeding, pedestrians, bicyclists, schools

#### **Post-Crash Care**

During community outreach, Post-Crash Care was the third priority for Clark County residents. Post-crash care is a critical element of the Safe Systems Approach, as it plays a significant role in reducing fatalities and severe injuries, even though it does not directly prevent crashes. Effective post-crash care depends on the timely delivery of emergency medical services (EMS) so that crash victims can receive immediate, life-saving treatment.

Innovative Technology Solutions: Emergency vehicle preemption and post-crash emergency notification systems are examples of technology that can improve post-crash care. Newer signals include preemption systems allow emergency vehicles, such as ambulances and fire trucks, to change traffic signals to green when responding to an emergency, enabling faster response times and improving access to medical care. Post-crash emergency notification systems alert EMS teams about crashes and provide crash details before responders arrive at the scene. Local agencies should assess the current status of emergency vehicle preemption for each signal in the region and prioritize upgrades to those that do not include preemption.

Faster EMS Response and Access to Trauma Care: To improve the chances of survival for crash victims, it is vital to transport major trauma patients to the highest appropriate level of designated trauma centers as quickly as possible. Increased enforcement and public awareness of the "move-over" law can further enhance safety for emergency responders and ensure quicker access to victims. Efforts to improve EMS response times include better 911 dispatch systems, advanced medical devices on ambulances, and more direct communication with emergency response teams and trauma care centers.

By integrating these two strategies, the overall quality of post-crash care improves, leading to better health outcomes for crash victims.

#### **Safer Vehicles**

During community outreach, Safer Vehicles was the fourth chosen category by Clark County residents. Safer vehicles play a key role in reducing both the number and severity of crashes. While seatbelts and airbags have long been essential safety features, advancements in vehicle technology continue to improve crash prevention and injury reduction. Federal agencies and manufacturers are working to strengthen safety regulations, but local efforts, such as those in Clark County, can also make a significant impact-- especially in managing publicly owned vehicle fleets.

Advocating for Stronger Vehicle Safety Standards: Advocating for stricter state and national vehicle safety regulations ensures that all road users benefit from safer vehicles. Policies enforcing load security requirements for transport vehicles help prevent roadway hazards, reducing crash risks caused by unsecured cargo.

Updating and Maintaining Safer Fleets: Regular fleet maintenance and the integration of emerging safety technologies in County and City vehicles can enhance safety for both drivers and the public. Keeping vehicles equipped with the latest crashprevention systems, such as automatic emergency braking and lane departure warnings, can help prevent collisions and protect vulnerable road users.

By prioritizing these two strategies, local agencies can contribute to a safer transportation system for everyone.

#### Safer Roadways

Providing Safer Roads is another key safe system approach principles. The RTC SAP Strategy Development Memorandum provides a full list of countermeasures that should be considered and implemented by local agencies. The countermeasures were selected based on the roadway and land uses in Clark County, emphasis areas and systemic risk factors identified in the SAP Existing Safety Conditions Memorandum and are in alignment with the Safe Systems Approach.

Regional and local project concepts were developed to present ways RTC and local agencies can implement targeted safety improvements to help reduce fatal and serious injury crashes on local roadways. These improvements were selected for project recommendations based on crash patterns, emphasis areas, and the high injury network (HIN) identified in the SAP's Existing Safety Conditions Memorandum. One to two locations were identified for each agency within RTC. Systemic safety opportunities were also identified for the region for systemic curve treatments, access to transit treatments, walking and biking treatments, and speed management treatments.

Project cutsheets were developed to highlight the safety recommendations, planning-level cost, and funding opportunities for each location. Each recommendation includes information on how success can be monitored, the lead agency for each action, and a timeline for implementation. Each recommendation also helps to target one or more emphasis areas identified in the SAP's Existing Safety Conditions Memorandum. These cutsheets can be found in their respective local agency chapters.

By implementing the countermeasures and recommended projects, local agencies can contribute to a safer roadway network for all mode users in Clark County.



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## **Further Funding**

This section links specific safety strategies—whether aimed at safer people, safer speeds, or safer roadways—to appropriate federal, state, and local funding programs. Table 3 outlines potential funding sources and illustrates how they connect to the proposed projects, ensuring that the strategic recommendations can be translated into concrete, on-the-ground improvements. Keep in mind that funding opportunities can change over time: updating your list of funding sources periodically can help you stay on top of the most current programs.

#### Table 4. Funding Opportunities

Funding Program	Admin / Type	Safety Category	Potential Strategies
Surface Transportation Block Grant (STBG)	Federal (FHWA); allocated regionally by RTC	Safer People, Safer Speeds, Safer Roadways	<ul> <li>Road reconfigurations and intersection upgrades</li> </ul>
			• Transit capital
			<ul> <li>Planning and road safety audits</li> </ul>
Transportation Alternatives (TA)	Federal (FHWA); allocated by RTC	Safer People, Safer Roadways	<ul> <li>Pedestrian and bicycle facilities</li> </ul>
			<ul> <li>Safe Routes to School projects</li> </ul>
			<ul> <li>Trails and nonmotorized connections</li> </ul>
Highway Safety Improvement Program (HSIP)	Federal (FHWA); projects selected by State	Safer Roadways, Safer Speeds	<ul> <li>Crash countermeasures         <ul> <li>(e.g., roundabouts, access</li> <li>management, etc. )</li> </ul> </li> </ul>
			<ul> <li>Intersection and systemic safety improvements (speed feedback signs, rumble strips, lighting, signing and striping upgrades, , guardrails, etc.)</li> </ul>
Congestion Mitigation & Air Quality (CMAQ) / Carbon Reduction Program (CRP)	Federal (FHWA); allocated by RTC	Safer People, Safer Speeds	<ul> <li>Projects reducing emissions (e.g., transit, bicycle/ pedestrian improvements, traffic flow improvements, and ride-sharing initiatives)</li> </ul>
Safe Streets and Roads for All	Federal (USDOT); discretionary	Safer People, Safer Speeds,	<ul> <li>Safety action plans</li> </ul>
(SS4A)	grant	Safer Roadways	• Safe Streets and Roads for All (SS4A)
			Education & enforcement     campaigns
Better Utilizing Investments to	Federal (USDOT); discretionary	Safer People, Safer Roadways	• Large multimodal projects
Leverage Development (BUILD)	grant		Corridor reconfiguration

Funding Program	Admin / Type
WSDOT Safe Routes to School (SRTS)	State (WSDOT)
WSDOT Pedestrian & Bicycle	State (WSDOT)
Program	
City Safety / County Safety Programs	State (WSDOT)
Transportation Improvement Board (TIB)	State (TIB); competitive g
County Road Administration Board (CRAB)	State (CRAB)
Local Funding Tools (Property Tax, TIF, TBD, etc.)	Local Governments
Transit-Specific Local Funding (Sales & Use Tax, Transit Fares, etc.)	Local Governments



	Safety Category	Potential Strategies
	Safer People, Safer Roadways	<ul> <li>Sidewalks, crosswalks, speed management near K-12 schools</li> </ul>
		<ul> <li>Child-focused education and enforcement</li> </ul>
	Safer People, Safer Roadways	<ul> <li>Sidewalks, bicycle lanes, multi-use paths</li> </ul>
		Crosswalk enhancements
		<ul> <li>Pedestrian/bicyclist safety education</li> </ul>
	Safer Roadways, Safer Speeds	<ul> <li>Spot or systemic improvements (intersection upgrades, corridor reconfigurations, signal enhancements)</li> </ul>
S	Safer People, Safer Speeds, Safer Roadways	Urban and small-city arterial improvements
		• Active transportation projects
		Complete Streets upgrades
	Safer Roadways, Safer Speeds	Rural arterial improvements
		<ul> <li>Roadway preservation measures (e.g., guardrails, shoulder widening)</li> </ul>
	Safer People, Safer Roadways	<ul> <li>Matching funds for federal/ state grants</li> </ul>
		• Spot safety fixes and roadway maintenance
	Safer People, Safer Speeds	<ul> <li>Late-night transit services and designated driver programs</li> </ul>
		• Transit signal priority to reduce conflicts

# Moving toward a future for all of us

As the Southwest Washington region continues to grow, future generations will benefit from the safety decisions we make today. This Safety Action Plan represents a decision to work together to prioritize safety in the region while preserving the variety that makes life here special. By implementing the strategies and recommendations outlined in this SAP, Clark County can realize a community with zero fatal and serious injury crashes, enhanced mobility, and healthy transportation options for people walking, driving, biking, and rolling.



### **City of Battleground**

Located in the center of Clark County, the City of Battle Ground, WA, is home to 22,400 residents. Close proximity to the Portland-Vancouver Metro Area makes Battle Ground well-connected.

#### **BATTLE GROUND'S VISION**

- Reduce fatal and severe injury crashes to zero by 2040.
- Promote a culture of roadway safety in the City of Battle Ground's departments, businesses, and residents.

#### **BATTLE GROUND'S GOALS**

- Review crash history and community needs on an annual basis to identify and prioritize opportunities to reduce crash risk for roadway users.
- Implement safety countermeasures systemically and as part of all projects to target emphasis areas and equity focus areas.
- Work with the Safety Working Group and Washington Traffic Safety Commission to incorporate roadway safety through educational campaigns across the County.
- Provide opportunities for community engagement to identify issues and inform safety solutions across the community.
- Embrace the FHWA Safe System Approach to promote engineering and non-engineering strategies in the community.
- Construct, operate, and maintain appropriate facilities for the safe accommodation of pedestrians, bicyclists, transit users, motorists, emergency responders, freight, and users of all abilities in its transportation facilities.

To read the city's full Safety Plan, see Appendix X.

#### **BATTLE GROUND HIGH INJURY NETWORK**

- Over the past five years, the city has sustained a total of 17 serious injury crashes, three of which resulted in fatality.
- Crashes have been concentrated on large arterials such as East and West Main Street and the section of I-503 north of Main Street.
- Crashes involving pedestrians and bicyclists occurred on roads such as Southwest Eaton Blvd, North Parkway Avenue, and Northwest 20th Avenue.

#### Figure 4. Battle Ground High Injury Network and Bicycle High Injury Network



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### **City of Camas**

The City of Camas, WA, is nestled along the banks of the Columbia River east of Vancouver, WA. Camas is home to approximately 29,000 residents with more than 600 businesses within the city limits.

#### **CAMAS'S VISION**

- Reduce fatal and severe injury crashes to zero by 2030 (or any date by or before 2050).
- Promote a culture of roadway safety in City of Camas departments, businesses, and residents.

#### **CAMAS'S GOALS**

- Review crash history and community needs on an annual basis to identify and prioritize opportunities to reduce crash risk for roadway users.
- Implement safety countermeasures systemically and as part of all projects to target emphasis areas and equity focus areas.
- Work with the Safety Working Group and Washington Traffic Safety Commission to incorporate roadway safety through educational campaigns across the County.
- Provide opportunities for community engagement to identify issues and inform safety solutions across the community.
- Embrace the FHWA Safe System Approach to promote engineering and non-engineering strategies in the community.

To read the city's full Safety Plan, see Appendix X.

#### **CAMAS HIGH INJURY NETWORK**

- Most fatal and severe injury crashes in Camas occurred on Northeast 3rd Avenue, Northeast Lake Road, and Southeast Leadbetter Road.
- Crashes resulting in pedestrian and bicyclist fatalities or severe injuries were concentrated on Division Street.

#### Figure 5. Camas High Injury Network and Bicycle High Injury Network



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### **Clark County**

Bookended by the Cascade Mountains and the Columbia River, scenic Clark County is located in southwest Washington. Encompassing six cities, it is home to approximately 540,000 residents.

#### **CLARK COUNTY'S VISION**

- Reduce fatal and severe injury crashes to zero by 2030 (or any date by or before 2050)
- Promote a culture of roadway safety in area departments, businesses, and residents.

#### **CLARK COUNTY'S GOALS**

- Review crash history and community needs on an annual basis to identify and prioritize opportunities to reduce crash risk for roadway users.
- Collaboratively implement safety countermeasures systemically and as part of all projects to target emphasis areas and equity focus areas.
- Work with the Safety Working Group and Washington Traffic Safety Commission to incorporate roadway safety through educational campaigns across the County.
- Provide opportunities for community engagement to identify issues and inform safety solutions across the community.
- Embrace the FHWA Safe System Approach to promote engineering and non-engineering strategies in the community.

To read the county's full Safety Plan, see **Appendix X**.

#### **CLARK COUNTY HIGH INJURY NETWORK**

- Crashes resulting in fatal or severe injuries across Clark County largely occurred in the six cities accounted for in this plan, with a particularly high concentration in the county's most populous city, Vancouver.
- Other areas with significant crash history include Northeast Cedar Creek Road, Northeast Lucia Falls Road, a section of I-503 and I-502, and other central and northeastern roadways.

#### Figure 6. Clark County High Injury Network and Bicycle High Injury Network



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## **City of La Center**

The City of La Center lies in the northeastern portion of Clark County off the East Fork of the Lewis River, east of Interstate 5. With a bustling, small-town feel, La Center is home to approximately 4,000 residents with more than 80 businesses within the city limits.

### LA CENTER'S VISION

- Reduce fatal and severe injury crashes to zero by 2030 (or any date by or before 2050).
- Promote a culture of roadway safety in La Center's staff, businesses, and residents.

#### LA CENTER'S GOALS

- Review crash history and community needs on an annual basis to identify, and prioritize opportunities to reduce crash risk for roadway users.
- Implement safety countermeasures systemically and as part of all projects to target emphasis areas and equity focus areas.
- Provide opportunities for community engagement to identify issues and staffrecommended safety solutions in the community. Reporting will be accomplished by the city website page and open houses to allow citizens to comment on safety concerns.
- Embrace the FHWA Safe System Approach to promote engineering and non-engineering strategies in the community. The Safe System brochure will be posted on the city website.

To read the city's full Safety Plan, see Appendix X.

#### LA CENTER HIGH INJURY NETWORK

- Fatal and severe injury crashes in La Center have occurred on Northwest Lacenter Road, connecting to I-5.
- Pedestrian and bicyclist crashes were located along East Fourth Street and Northeast Lockwood Creek Road.

#### Figure 7. La Center High Injury Network and Bicycle High Injury Network



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## **City of Ridgefield**

In northeastern Clark County, the City of Ridgefield sits east of the Ridgefield National Wildlife Refuge. The lush city is home to approximately 15,000 residents with more than 250 businesses within the city limits.

#### **RIDGEFIELD'S VISION**

- Reduce fatal and severe injury crashes to zero by 2035
- Work toward zero severe injuries or fatalities in work zones by 2030
- Develop and incorporate transportation safety goals in transportation plans, programs and project priorities.

#### **RIDGEFIELD'S GOALS**

- Review crash history and community needs as part of a bi-annual update to the city's Road Safety Plan.
- Review transportation safety project priorities as part of the annual adoption of the Transportation Improvement Program.
- Where possible and where grant funding allows, incorporate safety countermeasures into the City's operations, programs and projects to enhance safety for all users and abilities
- Incorporate WSDOT's Work Zone Safety Contingency guidance (Construction Bulletin #2022-04) into construction project special provisions to enhance construction worker safety.
- Provide opportunities for community engagement to identify issues and inform safety solutions across the community.
- Coordinate with other jurisdictions, including RTC's Safety Working Group and Washington Traffic Safety Commission, to incorporate roadway safety through educational campaigns across the County.

To read the city's full Safety Plan, see Appendix X.

#### **RIDGEFIELD'S HIGH INJURY NETWORK**

- Fatal and severe injury crashes in Ridgefield are concentrated on the eastern stretch of Pioneer Street, including its crossover with I-5.
- For pedestrians and bicyclists, crashes primarily occurred on South Hillhurst Road.

#### Figure 8. Ridgefield High Injury Network and Bicycle High Injury Network



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## **City of Vancouver**

Just north of Portland, Vancouver is the largest city in and the seat of Clark County. A thriving urban hub, nearly 200,000 people reside in Vancouver.

#### **VANCOUVER'S VISION**

- Improve the safety of our transportation and mobility systems for all residents, workers and visitors. The City's Public Works Department will work in partnership with the Community Development Department to increase the number of miles of complete streets.
- Monitor the safety effectiveness of alternative transportation systems, the City of Vancouver will measure the number of collisions both citywide and in areas with updated designs.
- Support multiple convenient transportation options (community members have choices for transportation) and connections in all of Vancouver's neighborhoods, the Public Works Department will increase the miles of improved existing non-motorized facilities.

#### **VANCOUVER'S GOALS**

- Reduce the number and severity of all crashes—(1) Number of fatal and serious crashes per year, and (2) Percent change in fatal and serious crashes.
- Reduce the number and severity of ped/bike crashes—(1) Number of fatal and serious ped/bike crashes per year and (2) Percent change in fatal and serious ped/bike crashes.
- Complete projects with known safety benefits on high-crash corridors and intersections— Percent of safety projects on high-crash corridors.
- Increase the number of people using active transportation—(1) Percent change in walking trips and (2) Percent change in biking/small mobility trips.
- Provide low-stress small mobility facilities—(1) Miles of new small mobility lanes/facilities and (2) Miles of improved new small mobility lanes/facilities with buffers/protection.
- Increase the coverage of pedestrian facilities—Miles of sidewalk infill.
- Expand the walking and rolling network to connect Pedestrian Corridors and Pedestrian Centers—Number of newly marked or enhanced crossings meeting City's pedestrian crossing policy guidelines along Pedestrian Corridors and in Pedestrian Centers.
- Continue to upgrade sidewalks—Miles of sidewalk upgraded from deficient to good.

To read the city's full Local Road Safety Plan, see Appendix X.

#### VANCOUVER'S HIGH INJURY NETWORK

- Fatal and severe injury crashes occurred across the city, including streets such as Northeast Fourth Plain Blvd crossing I-205 and East Mill Plain Blvd.
- Fatal and severe injury pedestrian and bicyclist crashes were located along Northeast 28th Street and Grand Blvd.
- Areas of overlap between auto crashes and ped/bike crashes included Main Street, Northeast Andresen Road, and Southeast Mill Plain Blvd.

#### Figure 9. Vancouver High Injury Network and Bicycle High Injury Network



# Battle Ground 503 NE 58th 14 2 Miles

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## **City of Washougal**

The City of Washougal is located east of Camas, WA along the Columbia River with the Washougal River winding through the city. Washougal is home to over 17,000 residents with around 390 businesses within the city limits.

#### WASHOUGAL'S VISION

- Reduce fatal and severe injury crashes to zero by 2040 (or any date by or before 2050)
- Promote a culture of roadway safety in Washougal's departments, businesses, and residents.
- Provide multimodal connections throughout the city to connect to existing trails, parks, communities, and downtown core.

#### WASHOUGAL'S GOALS

- Review crash history and community needs on an annual basis to identify and prioritize opportunities to reduce crash risk for roadway users.
- Implement safety countermeasures systemically and as part of all projects to target emphasis areas and equity focus areas.
- Work with the Safety Working Group and Washington Traffic Safety Commission to incorporate roadway safety through educational campaigns across the County.
- Provide opportunities for community engagement to identify issues and inform safety solutions across the community.
- Embrace the FHWA Safe System Approach to promote engineering and non-engineering strategies in the community.
- Complete missing sidewalk gaps and infills throughout the city to increase pedestrian safety.
- Implement bicycle safety and improvements throughout the city.
- Reduce vehicle speeding and establish development standards for traffic calming requirements.

To read the city's full Safety Plan, see Appendix X.

#### WASHOUGAL'S HIGH INJURY NETWORK

- Fatal and severe injury crashes in Washougal were concentrated on Southeast Washougal River Road and E Street.
- For pedestrians and bicyclists, crashes occurred on 39th Street and overlapped with auto crashes on North Shepherd Road.

#### Figure 10. Washougal High Injury Network and Bicycle High Injury Network



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