



720 SW Washington St.
Suite 500
Portland, OR 97205
503.243.3500
www.dksassociates.com

DRAFT MEMORANDUM

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TO: Curleigh Carothers, City of Camas
Steve Wall, City of Camas

FROM: Reah Flisakowski, DKS Associates
Kevin Chewuk, DKS Associates
Veronica Sullivan, DKS Associates

SUBJECT: Camas Transportation Plan
Technical Memo #1a – Background Plans, Policies and Traffic Impact Fee Summary

P18039-000

This memorandum summarizes recent planning documents, policies and regulations that are applicable to the City of Camas Transportation Plan and Traffic Impact Fee (TIF) program. The transportation element of the City's current Comprehensive Plan will serve as the foundation for this process, upon which new information obtained from system analysis and stakeholder input will be applied to address changing transportation needs through the year 2040. As new strategies for addressing transportation needs are proposed, compliance and coordination with the plans, policies, and regulations described in this document will be required.

Note that this document does not include the full list of projects recommended from these plans. The list of previously recommended projects will be provided in Technical Memorandum #5 - Solutions Identification and Evaluation.

Planning Context

Growth Management Act (1990)

The Growth Management Act (GMA) was adopted in 1990 and includes both a set of high-level goals and a set of statutes and administrative codes that implement those goals. The two goals most relevant to transportation planning are Goal 2 and Goal 12:

- **Goal 2** – Transportation. Encourage efficient multimodal transportation systems.
- **Goal 12** – Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the

development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

The provisions of the GMA govern the transportation element of comprehensive plans through two sections of statute and one section of administrative code:

- RCW 36.70A.070 Comprehensive plans – Mandatory elements
- RCW 36.70A.108, Transportation element – Multimodal transportation improvements and strategies
- WAC 365-196-430, Transportation element

The Department of Commerce’s Growth Management Services Division provides a useful and comprehensive checklist to help guide jurisdictions to update any element of the Comprehensive Plan to ensure compliance with the GMA. The checklist was last updated in 2014 and integrates all planning requirements defined in state statute or administrative code under the GMA.

The checklist summarizes the mandatory requirements under the GMA. Table 1 provides an overview of the topics addressed in the checklist and a summary of the mandatory elements related to each topic.

Table 1: Summary of Transportation Element Requirements of the GMA	
Topic	Requirement(s)
Transportation inventory	Include an inventory of for all air, water, and ground transportation facilities.
Level of service standards	Plan must be regionally coordinated and must include standards for arterials, transit routes, and state highways.
Concurrency	Provide specific actions for bringing locally-owned facilities into compliance when below LOS standard.
Forecasting	Include a forecast of at least 10-years that provides information on the location and timing of capacity needs on the state and local system. The forecast must be based on growth assumptions in the Land Use Element.
Bicycle and pedestrian planning	Include a bicycle and pedestrian component.
Transportation Demand Management	Describe existing and planned TDM strategies. Camas is required to implement a Commute Trip Reduction (CTR) Program under the 2006 CTR Efficiency Act.
Funding	Include a multi-year financing plan that includes 6-year Transportation Improvement Program; Assess needs relative to funding sources; If funding is insufficient, identify how additional funds will be raised or modifications to land use assumptions to ensure LOS standards will be met.
Consistency and Coordination	Discuss intergovernmental coordination; Identify impact on adjacent jurisdiction; Demonstrate consistency with the regional transportation plan.

What this means for the Camas Transportation Plan: The GMA regulates both the process and content of the Transportation Element of comprehensive plans. The requirements of the GMA should be reviewed throughout development of the Transportation Plan.

WSDOT Highway System Plan (2007-2026)

The WSDOT (Washington State Department of Transportation) Highway System Plan is the element of the 2006 Washington's Transportation Plan (WTP) that identifies current and forecasted state highway needs based on the investment options identified in the WTP. The Plan identifies all the needs consistent with the WTP and provides strategies and performance measures to address those needs. This plan is based on the goals established in the WTP and supports the state's transportation policy goals contained in the RCW 47.04.280:

1. **Preservation:** to maintain, preserve and extend the life and utility of prior investments in transportation systems and services;
2. **Safety:** to provide for and improve the safety and security of transportation customers and the transportation system;
3. **Mobility:** to improve the predictable movement of goods and people throughout Washington state;
4. **Environment:** to enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities and protect the environment; and
5. **Stewardship:** to continuously improve the quality, effectiveness and efficiency of the transportation system.

What this means for the Camas Transportation Plan: The Plan will ensure consistency with the Highway System Plan. It will identify needs for SR 14 and SR 500 in Camas to ensure that the state's transportation network functions safely, efficiently, reliably and cost effectively.

Regional Transportation Plan for Clark County (2014)

Washington State's Growth Management Act approved the Regional Transportation Planning Program which created a formal mechanism for local governments and the state to coordinate transportation planning for regional transportation facilities. The Growth Management Act authorized the creation of Regional Transportation Planning Organizations (RTPOs) by units of local government. Southwest Washington Regional Transportation Council (RTC) is the designated RTPO for the three-county area of Clark, Skamania and Klickitat.

The duties of the RTPO include:

- Designation of the regional transportation system.
- Development of a six-year Transportation Improvement Program (TIP) to include regionally-significant city road projects, county road projects, transit capital projects and WSDOT transportation projects. The TIP must include a financial plan.
- Development of a Regional Transportation Plan (RTP) to include a regional transportation strategy, identification of existing and planned facilities and programs, Level of Service standards, a financial plan, assessment of regional development patterns and capital investment using a regional transportation approach. The Plan should also establish the relationship of High Capacity Transit to other public transportation providers. The concept of least cost planning is to be used in development of the RTP.
- Review of the Regional Transportation Plan at least every two years to ensure that it is current.
- Establish guidelines and principles for development and evaluation of local comprehensive plan transportation elements and certify that the transportation elements meet the requirements of the GMA and are consistent with the RTP.
- Develop a regional Level of Service (LOS) standard for the regional system as required by the LOS Bill.

Clark County's Regional Transportation Plan (RTP) is the region's long-range transportation planning document with a 2035 horizon. It is consistent with Federal and State requirements and builds upon strategies identified by State and local agencies to address short-, mid-, and long-term needs.

Sections relevant to Camas include:

- **Regional Transportation System:** The RTP focuses on the regional transportation system and identifies several streets in Camas as part of the system, including SR 14, SR 500, Lake Road - SE 1st Street, Parker Street, Pacific Rim Boulevard - 34th Street, NW 38th Avenue – SE 20th Street, NW 6th Avenue, and NE 3rd Avenue.

- **Highways of Statewide Significance (HSS):** SR 14 in Camas is designated as a highway facility of Statewide Significance. The State must give higher priority to correcting identified deficiencies on transportation facilities of statewide significance.
- **Level of service standards:** Level of Service for Highways of Statewide Significance is set by the State. In Clark County, the standard is set as LOS “D” for urban areas, including SR 14. Level of Service for regional state highway facilities (not part of the HSS), including SR 500 in Camas, is set through a Regional Transportation Planning Organization (RTPO). The RTC Board adopted LOS ‘E’ or better for non-HSS urban state highway facilities and LOS ‘C’ or better on rural non-HSS facilities.
- **Regional Transportation System Improvements:** The RTP identifies improvements necessary to meet the transportation needs within and through the region over the next 20-plus years on the RTP’s Designated Regional Transportation System.

What this means for the Camas Transportation Plan: The Plan will ensure consistency with the RTP, it will adopt the LOS standard for Highways of Statewide Significance and regionally significant roadways, and will identify capital projects for the Regional Transportation System in Camas.

2035 Camas Comprehensive Plan

The Camas Comprehensive Plan, adopted in 2016, includes the City’s transportation goals and policies. Comprehensive Plan Chapter 4, Transportation, provides the policy framework for the development and maintenance of the City’s streets, bicycle and pedestrian ways and transit facilities, low-impact development, safety, traffic calming, and transportation demand management.

Overall, there are 41 policies in the chapter on transportation, categorized by the transportation-related topics listed below

- **Street Goal:** Streets will function for all users including bicyclists, pedestrians, transit users and motorists. Policies T-1.1 to T-1.7.
- **Walking, Bicycling and ADA Mobility Goal:** The needs of bicyclists, pedestrians, transit users and accessibility (ADA-compliant) will be considered in all street improvements and will be integrated in all collector and arterial roadways projects, including regular safe street crossings. Policies T-2.1 to T-2.7.

- **Local and Regional Transit:** Regional Transit will provide safe, efficient, and dependable service to our community. Policies T-3.1 to T-3.2.
- **Design and Low-Impact Development:** The transportation system will be designed to support community character and environmental policies. Policies T-4.1 to T-4.4.
- **Safety and Traffic Calming:** Design and construct safe transportation facilities that meet applicable requirements. Policies T-5.1 to T-5.6.
- **Transportation Demand Management:** Transportation planning will achieve the efficient use of transportation infrastructure, increase its person-carrying capacity and accommodate and facilitate future growth consistent with land use objectives. Policies T-6.1 to T-6.4.
- **Concurrency and Level of Service:** The City will maintain the adopted LOS standards for all arterials, transit routes and highways. Policies T-7.1 to T-7.5.
- **Transportation Revenue:** Maximize the use of state and federal funds for transportation capital operating service and demand improvements. Policies T-8.1 to T-8.6.

The Transportation Comprehensive Plan Map provides a summary of existing and proposed transportation facilities in the City, including the number of travel lanes.

What this means for the Camas Transportation Plan: The TSP update process will provide an opportunity to review transportation policies, as well as supporting sections of the Comprehensive Plan transportation element, to better represent current state and local practices and objectives. Potential policy changes may reflect issues such as strategies to optimize transportation management and maximizing the efficiency of the existing transportation system, and the role the transportation system plays in human health. Particular attention will be given to ensuring that the TSP will be consistent with existing City policies.

Other Background Information for the Transportation Plan

The following sections summarize additional background information or guidance documents that will be used in for the Camas Transportation Plan.

SR-500/ 6th Avenue Corridor Analysis

The SR 500/ 6th Avenue Corridor Analysis identifies travel conditions for motor vehicles and future needs for pedestrians, bicycles and transit. The corridor was divided into six segments and improvement alternatives were identified and evaluated between the NW 6th Avenue/NW Norwood Street intersection to approximately 500 feet south of the SR 500/NE 3rd Street intersection.

What this means for the Camas Transportation Plan: The project list for the SR-500/ 6th Avenue Corridor Analysis potentially will need to be updated to reflect outcomes of the Transportation Plan process.

North Urban Growth Area Traffic Analysis

The North Urban Growth Area Traffic Analysis evaluates the potential lane configuration and roadway cross-section configuration for an arterial connection through this area. The North Urban Growth Area study area lies to the north of Lacamas Lake between NE 232nd Avenue and NE Everett Street (SR 500).

What this means for the Camas Transportation Plan: The findings for the North Urban Growth Area Traffic Analysis will be reviewed and updated if needed during the development of the Plan.

Crown Road Corridor Plan

PLACEHOLDER- The Crown Road Corridor Plan has not been completed.

Clark County Transportation Capital Facilities Plan (2016-2035)

The Clark County Transportation Capital Facilities Plan provides the County with a guide for transportation system improvements to meet existing and future travel needs while setting forth supporting goals and policies. The plan focuses on roadway facilities within the County that are outside of City limits, so there are no identified projects within Camas.

What this means for the Camas Transportation Plan: The Transportation Plan should be consistent with all relevant provisions of the County Transportation Capital Facilities Plan.

Clark County Bicycle and Pedestrian Plan (2010)

The Clark County Bicycle and Pedestrian Plan is a 20-year vision and implementation strategy that was developed to increase the number of people walking and bicycling while improving pedestrian and bicycling safety throughout the county. Clark County recognizes the importance of walkable, bikeable neighborhoods which can make a community more livable, attractive, healthier and increase spending on local goods and services. The Plan's recommendations focus on walkways, bikeways and trails that connect key destinations in Clark County.

The plan focuses on bicycle and pedestrian facilities within the County that are outside of City limits, so there are no newly identified projects within Camas. However, the plan's appendix provides a summary of existing, partially constructed and previously planned shared-use paths in Camas.

What this means for the Camas Transportation Plan: The Transportation Plan should be consistent with all relevant provisions of the County Bicycle and Pedestrian Plan.

Clark County Arterial Atlas with 2017 Amendments

The Clark County Arterial Atlas is a supporting document to Clark County's Comprehensive Growth Management Plan that outlines future growth and unites the long-range roadway system with land use plans. The Arterial Atlas provides guidance for developing a roadway system that will help fulfill the objectives of the comprehensive plan. The County's arterial functional classification system and the cross-sections for non-local roadways in the County's jurisdiction are provided in the adopted Arterial Atlas.

The relevant classifications in Camas are:

- **State Routes: SR-14 and SR-500**
- **Primary Arterials: Lake Road, 6th Avenue, Adams Street, and 3rd Avenue**
- **Arterial Roadways: Pacific Rim Blvd, Brady Road, NW Parker St, NW 38th Ave, Astor St, 43rd Ave, Sierra St, Cascade St, NW 23rd Ave, 18th St, NW Fargo St, Leadbetter Rd, Crown Rd, Division St, and Whitney St**

What this means for the Camas Transportation Plan: The functional classification system for the City will be revisited for the Transportation Plan. The Plan should be consistent with the Clark County classifications.

Vancouver Transportation Plan (2004)

The Vancouver Transportation Plan is the transportation element of the Vancouver Comprehensive Plan. The purpose of this transportation plan is to identify policies, objectives, programs and projects that will support future growth and development of Vancouver, as directed by the Vancouver Comprehensive Plan.

The plan identifies transportation improvements within the City of Vancouver. Some of these projects, specifically those that are in the portions of the City of Vancouver adjacent to Camas, may need to be integrated into the Camas Transportation Plan to ensure consistency among the transportation networks of the two cities.

What this means for the Camas Transportation Plan: The Transportation Plan will consider the projects in the Vancouver Transportation Plan that are adjacent to the City of Camas that will enhance regional connectivity.

Vancouver Transportation Improvement Program (2018-2023)

The Vancouver Six-Year Transportation Improvement Program identifies projects that are funded and expected to be constructed between the years 2018-2023.

The plan identifies transportation improvements within the City of Vancouver. Some of these projects, specifically those that are in the portions of the City of Vancouver adjacent to Camas, may need to be integrated into the Camas Transportation Plan to ensure consistency among the transportation networks of the two cities.

What this means for the Camas Transportation Plan: The Transportation Plan will consider the projects in the Vancouver Transportation Improvement Program that are adjacent to the City of Camas to ensure consistency.

Washougal Transportation Capital Facilities Plan (2016)

The Washougal Transportation Capital Facilities Plan provides the City of Washougal with a guide for transportation system improvements to meet existing and future travel needs while setting forth supporting goals and policies.

The plan identifies transportation improvements within the City of Washougal. Some of these projects, specifically those that are in the portions of the City of Washougal adjacent to Camas, may need to be integrated into the Camas Transportation Plan to ensure consistency among the transportation networks of the two cities.

What this means for the Camas Transportation Plan: The Transportation Plan will consider the projects in the Washougal Transportation Capital Facilities Plan that are adjacent to the City of Camas that will enhance regional connectivity.

Federal Functional Classifications

The federal government also has a functional classification system that is used to determine federal aid funding eligibility. Roadways federally designated as a major collector, minor arterial, principal arterial, or freeway/ expressway/ interstate are eligible for federal aid.

The following federal classifications apply to roadways in Camas:

- **Freeway/ expressway:** SR 14
- **Principal arterials:** NW 6th Avenue, NE Adams Street and NE 3rd Avenue
- **Minor arterials:** SR 500, NW 7th Avenue, NW Ivy Street, NW Forest Home Road, NW Astor Street, NW 18th Avenue, NW 16th Avenue, Brady Road, NW 18th Avenue, SE Payne Road, NW Pacific Rim Boulevard, NW Parker Street, NW 38th Avenue, NW 43rd Avenue, SW Sierra Street, NW Lake Road, NW Camas Meadows Drive, NW Friberg Street, NE Goodwin Road, NE Leadbetter Road and SE Crown Road
- **Major collectors:** SW 6th Avenue, Division Street, NW 18th Avenue, NW Fargo Street, NW Sierra Street, NW 23rd Avenue, NW Astor Street, NW 11th Avenue, NW McIntosh Road, NW Cascade Street, and NE 43rd Avenue

What this means for the Camas Transportation Plan: The functional classification system for the City will be revisited for the Transportation Plan. The Plan should be consistent with the Federal classifications.

Camas Transportation Impact Fee Summary

The TIF for the City of Camas (City) was most recently updated in May 2012 by DKS Associates. The TIF uses 2005 through 2035 as the analysis period for the TIF calculation. Total project costs in the TIF calculation equal \$135.9M and resulting TIF-eligible project costs were \$79.6M. The TIF also includes a \$3.0M bond reimbursement cost basis.

Project costs are allocated to one of two districts (save for one project, which is allocated by District proportionally): North District (roughly north of Lacamas Lake) and South District. The North District pays a larger TIF than the South District.

The memo uses a 60% reduction factor to the final calculated TIF to arrive at the net rate charged on development. Though it is unclear where this reduction factor is calculated, the 2012 update references previous work in determining the 60% reduction. The TIF update documents a 3.9% per year index factor. It appears that the City has indexed the TIF annually since the 2012 update.

The City charges the TIF per P.M. Peak Hour Trip basis. The charge for a given development is based on the latest edition of the Institute of Transportation Engineer's *Trip Generation Handbook*.

What this means for the Camas Transportation Plan: The Transportation Impact Fee will be updated as needed and incorporated into the Transportation Plan funding strategy.