

City of Camas

TRANSPORTATION SYSTEM PLAN

VOLUME 1

DRAFT OCTOBER 2026



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VOLUME 2

Volume 2 of the Camas Transportation System Plan includes all background memoranda, and technical data that were the basis for its development. The contents of Volume 2 represent an iterative process in the development of the TSP. Refinements to various plan elements occurred throughout the process as new information was obtained. In all cases, the contents of Volume 1 supersede those in Volume 2.

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CHAPTER 1.

Context for the Plan

This chapter introduces the City of Camas and describes the purpose of a Transportation System Plan (TSP) and how it was developed. The process involved a formal decision-making structure, community engagement, and a structured technical analysis.

INTRODUCTION

The City of Camas, incorporated in 1906, is located along the Columbia River in the hills of eastern Clark County. Camas is home to approximately 28,000 people and is a part of the Portland-Vancouver Metropolitan Area with a total population of approximately 2.4 million people.

Located just east of Vancouver and on the doorstep of the Columbia River Gorge, Camas is a short 30 to 40-minute drive from downtown Portland. This unique location offers diverse housing, employment and recreation opportunities. The city is home to several large, hi-tech manufacturing industries, a vibrant downtown, and many new and established neighborhoods.

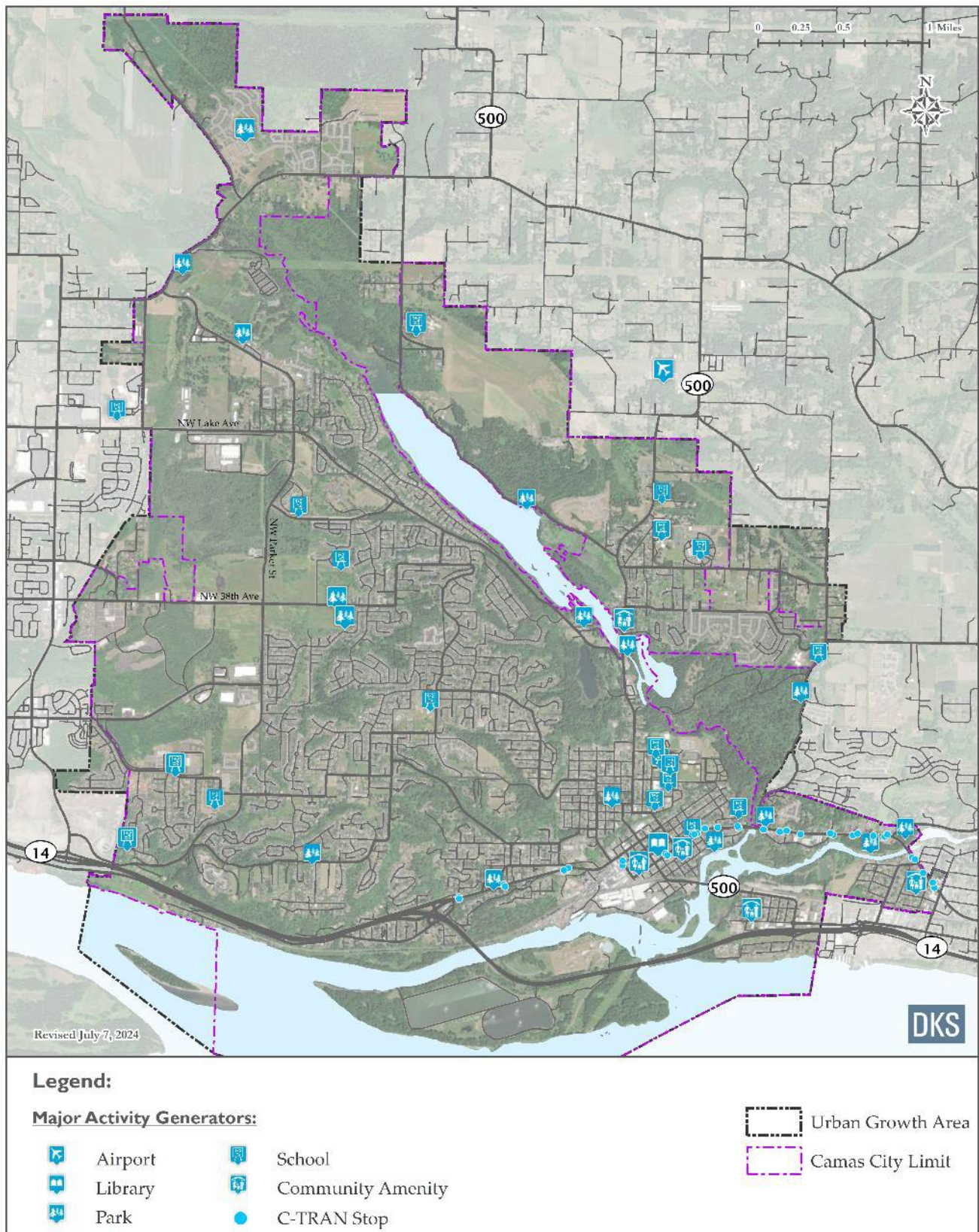
PLANNING AREA

The current City limits, shown in Figure 1, generally extends from north of NE Ingle Road and portions of NE 28th Street, to north of Lacamas Lake and NE 43rd Avenue-SE 15th Street to the Columbia River and from portions of NE Friberg-Strunk Street and east of SE 192nd Avenue to portions of SE Crown Road and Lechner Street. Beyond the current City limits, is the Urban Growth Area (UGA), also shown in Figure 1. The UGA is a land use planning tool designed to control urban expansion and promote the efficient use of land, public facilities, and services. Land inside the UGA is intended for urban development that is supported by urban services such as roads, water and sewer systems, parks, schools and fire and police protection. This boundary also supports 20-years' worth of population and employment growth, of which cities must plan for urban services within their designated UGA.

Camas is responsible for planning transportation infrastructure for all modes within its designated UGA, hereby referred to as "planning area", with the TSP being the City's tool for this effort. The City's planning area generally follows the current City limits, extending beyond that in a few locations, such as south of NE 28th Street and along portions of NW 38th Avenue, SE Payne Road, SE 15th Street and SE Crown Road (see Figure 1).

The City's planning area includes four distinct areas: 1) developed incorporated areas (i.e., in the existing City limits); 2) developed unincorporated areas; 3) undeveloped incorporated areas, such as the Northshore Subarea, which is planned for future urban development; and 4) undeveloped unincorporated areas. The TSP focuses on how to improve the existing transportation system for areas 1 and 2 noted above, and how to create a new system to serve future development in areas 3 and 4.

FIGURE 1: STUDY AREA AND KEY DESTINATIONS



OUR CAMAS 2045 COMPREHENSIVE PLAN

Our Camas 2045 is an update to the prior City of Camas comprehensive plan from 2016. It provides a roadmap for the future of the city and guides land use development and public facility investment decisions through 2045. Our Camas 2045 includes the latest land use for the City's planning area and incorporates the established visions and action plans for the recently completed North Shore subarea plan and Downtown subarea plan (i.e., Our Downtown Camas 2045) and provides the basis for the land use and growth assumptions that are planned for in the Camas TSP and its future 2045 travel forecasts.

PURPOSE OF THE TSP

The Camas TSP is a long-range plan to guide transportation investments within the City's planning area through the future horizon year of 2045. As the transportation element of the City's Comprehensive Plan, these transportation system improvements address current deficiencies and serve future local and regional needs, and align with the community's goals, objectives, and vision for the future. This TSP was developed through community and stakeholder input and is based on the City's transportation system needs, opportunities, and anticipated available funding. The State of Washington Growth Management Act (GMA) in RCW 36.70A.070 (6) requires the TSP to include:

- An inventory of transportation facilities and services.
- Adoption of multimodal levels of service standards for all locally owned arterials and active transportation facilities.
- A forecast of multimodal transportation for a minimum of 10 years including land use assumptions used in estimating travel (in this case, 25 years based on the adopted regional land-use plan).
- Identification of specific actions to bring transportation facilities and services to established multimodal levels of service.
- A list of transportation system needs to meet current and forecasted demand and implement the multimodal network.
- A finance plan that serves as the basis for the six-year transportation improvement program (TIP).

In compliance with requirements summarized above, the City of Camas created the TSP. This TSP will be used by the City to make strategic decisions about transportation system investments and will be instrumental in supporting grant applications to fund future projects, and ensuring projects are built in coordination with land use actions and future development.

SETTING DIRECTION FOR THE PLAN

A transportation vision, and set of goals, objectives, and performance measures (see Figure 2) were used to guide the project team in the development, evaluation, and prioritization of solutions that best fit the community and provided the basis for policies to support Plan implementation. They were established with guidance from the Project Advisory Committee (PAC).

Collectively, the transportation-related goals, policies, and evaluation criteria describe what the community wants the transportation system to do in the future, as summarized by a **vision statement**. A vision statement generally consists of an imaginative description of the desired condition in the future. It is important that the vision statement for transportation align with the community's core values.

Goals and objectives create manageable steppingstones through which the broad vision statement can be achieved. **Goals** are the first step down from the broader vision. They are broad statements that should focus on outcomes, describing a desired end state. Goals should be challenging, but not unreasonable.

Each goal is supported by more finite **policies**. In contrast to goals, policies should be specific and measurable. Where feasible, providing a targeted time period helps with objective prioritization and achievement. When developing policies, it is helpful to identify key issues or concerns that are related to the attainment of the goal.

The solutions recommended through the TSP must be consistent with the goals and policies. To accomplish this, **evaluation criteria** were developed based on the goals and policies. For the Camas TSP, they were used to inform the selection and prioritization of projects and policies for the plan by describing how well they support goal areas. The methodology for calculating the scores for each criterion can be found in Technical Memorandum #1b: Goals, Policies and Evaluation Criteria, included in the Appendix.

FIGURE 2: DIRECTION FOR THE PLAN



VISION FOR THE PLAN

The overall vision statement for the TSP is described below.



IN 2040, RESIDENTS OF CAMAS CONTINUE TO APPRECIATE THEIR SAFE, DIVERSE, AND WELCOMING COMMUNITY AS A LIVABLE PLACE FOR PEOPLE OF ALL AGES. QUALITY PUBLIC FACILITIES, SERVICES, AND UTILITIES CONTRIBUTE TO THEIR HIGH QUALITY OF LIFE.

GOALS AND POLICIES FOR THE PLAN

The Camas TSP goals and policies are documented below, and are consistent with those in the 2045 City of Camas Comprehensive Plan (not in order of priority).



GOAL

TRANSPORTATION REVENUE

MAXIMIZE THE USE OF STATE AND FEDERAL FUNDS FOR TRANSPORTATION CAPITAL, OPERATING, SERVICE, AND DEMAND IMPROVEMENTS.

- Policy a. Maintain a capital improvement plan (CIP) that identifies construction and improvement priorities and funding.
- Policy b. Ensure that the transportation impact fee program responds to land use changes, supports connectivity, and requires new development to pay its proportionate share of needed capacity.
- Policy c. Support the Pavement Asset Management System and other maintenance programs to ensure cost-effective maintenance of transportation facilities and efficient use of public funds.
- Policy d. Develop equitable transportation impact fees to assess developers a fair-share contributions for any transportation improvements.
- Policy e. Prioritize transportation funding for multi-modal improvements that will enhance safety and access between infill areas, schools, and employment centers.
- Policy f. Focus transportation projects in economic development areas to act as catalysts for job growth.



GOAL

COMPLETE STREETS

STREETS WILL FUNCTION FOR ALL USERS OF ALL ABILITIES INCLUDING BICYCLISTS, PEDESTRIANS, TRANSIT USERS, AND MOTORISTS.

- Policy a. Implement the Transportation System Plan (TSP) to maintain the livability of Camas and guide decision-making for transportation-related projects, policies, and design. Ensure consistency between the TSP, the Parks, Recreation and Open Space Plan and the 6-year street plan.
- Policy b. Maintain the transportation system to enhance safety and efficiency for all users, facility aesthetics, access management measures and the overall integrity of the system.
- Policy c. Construct streets that are interconnected and avoid long cul-de-sacs or dead ends. Block lengths should be less than 1,000 feet. Include pedestrian and bicycle linkages in the construction of cul-de-sacs and other forms of dead-end streets. Existing dead-end streets should be retrofitted to provide bicycle and pedestrian linkages as practicable.
- Policy d. Develop and implement design standards that provide attractive streetscapes, encourage appropriate traffic volumes and speeds, and support multi-modal safety. Include enhanced roadway features such as roundabouts, decorative lighting, and landscaping in gateways and design overlay areas.
- Policy e. Minimize access to new development and redevelopment along City arterials and consolidate access points when spacing is insufficient.
- Policy f. Provide routes designed for active transportation to encourage mode shift for short trips. Route planning should seek shortcuts and other opportunities that provide advantages to active transportation users. Public investments should support active transportation routes such as street lighting, safe crosswalks, and protected bike lanes.
- Policy g. Coordinate with Camas School District to implement a safe routes to school program to encourage the use of alternative and active transportation.
- Policy h. Develop and implement Complete Streets design in all new and retrofit street projects to support the use of alternative travel modes. Adopt engineering design standards consistent with Complete Streets goals.
- Policy i. Increase wayfinding signage for outdoor destinations throughout the City.
- Policy j. Inventory current bicycle and pedestrian networks to identify gaps in route coverage. Support filling in network gaps as new development and redevelopment occurs to create a bicycle and pedestrian network that is safe, comfortable, and accessible to people of all ages and abilities.
- Policy k. Minimize cut and fill roadway design and, where feasible, minimize restructuring the natural contours of the land.
- Policy l. Encourage the inclusion of low impact development (LID) design features (e.g. rain gardens, grass pavers, pervious pavement) in the design of road surfaces.
- Policy m. Require LED lights in new development and replace existing inventory that lack LED features.



GOAL

LOCAL AND REGIONAL TRANSIT

REGIONAL TRANSIT WILL PROVIDE SAFE, EFFICIENT, AND DEPENDABLE SERVICE TO THE CAMAS COMMUNITY.

- Policy a. Coordinate with local municipal ities, Washington Department of Transportation, adjacent counties, and C-TRAN to ensure that minimum roadway and multi -modal design standards are consistent.
- Policy b. Partner with C-Tran to advocate for and develop transit options that are safe, convenient, frequent, and accessible for Camas residents.



GOAL

TRAFFIC SAFETY

DESIGN AND CONSTRUCT SAFE TRANSPORTATION FACILITIES THAT MEET APPLICABLE REQUIREMENTS.

- Policy a. Encourage traffic safety through education, enforcement, and engineering. Use traffic calming, traffic diversion, and other available tools such as landscaping, trees, and art to ensure a comfortable and safe environment for all users.
- Policy b. Provide adequate access for emergency vehicles throughout the city.
- Policy c. Develop safe pedestrian and bicycle routes between residential areas, schools, and public facilities.
- Policy d. Require new development to implement designs standards using the Neighborhood Traffic Management Plan.
- Policy e. Identify high accident areas and implement specific measures to reduce accident occurrences.



GOAL

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.

- Policy a. Require large employers to implement a commute trip reduction program for employees, as mandated by state law.
- Policy b. Support intergovernmental development review.
- Policy c. Support the Regional Transportation Council (RTC) with funding and staff participation to the extent possible.



GOAL

CONCURRENCY AND LEVEL OF SERVICE

THE CITY WILL MAINTAIN THE ADOPTED LOS STANDARDS FOR ALL ARTERIAL STREETS AND TRANSIT ROUTES.

- Policy a. Encourage growth in areas with existing or planned infrastructure capacity.
- Policy b. Require new development to demonstrate that adequate person trips are available, or that multi-modal improvements to the transportation system will be made to accommodate the impacts concurrent with the development.
- Policy c. Utilize traffic impact fee studies, development traffic impact analyses, and corridor studies to identify deficiencies and plan improvements to maintain or improve LOS standards.
- Policy d. Take the following actions (in no priority order) if the probable funding falls short of meeting identified needs: 1) delay development until programs, facilities, or services can be funded; 2) obtain the revenue needed or revise the transportation plan to reflect known financial resources; or 3) change the transportation LOS standard, which is a last resort measure.

PERFORMANCE BASED PLANNING PROCESS

The TSP utilizes a performance-based planning process. The community vision is distilled into measurable goals and supporting policies. These goals and policies were used to identify evaluation criteria to help evaluate potential projects to enhance transportation system performance, and to measure long-term alignment between Camas’s transportation system and the community’s vision, goals, and policies. The plan process is illustrated below in Figure 3, along with the key questions that were considered during three development stages of the TSP.

FIGURE 3: PERFORMANCE BASED PLANNING PROCESS



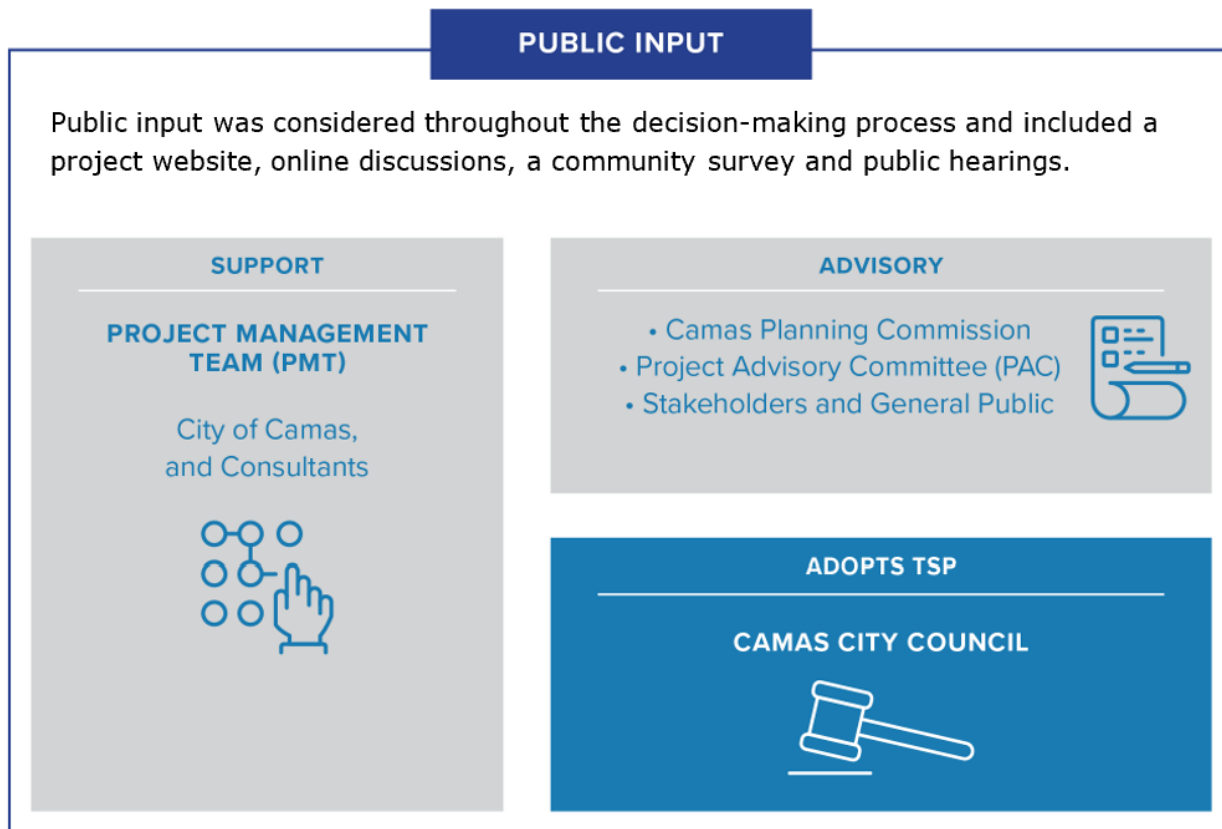
DECISION MAKING STRUCTURE

The decision-making structure for this TSP was developed to establish clear roles and responsibilities throughout the project. The decision-making structure (Figure 4) established a framework for broad-based community engagement for the project.

As the TSP was developed, the Project Management Team (PMT) worked with a Project Advisory Committee (PAC) that included local business representatives, emergency service and transit providers, and agency staff members from the City of Camas, City of Vancouver, City of Washougal, Clark County, C-Tran, Southwest Washington Regional Transportation Council (RTC) and the Washington State Department of Transportation (WSDOT). The PAC was formed to provide community-based recommendations, and informed and guided the plan by reviewing draft deliverables, providing insight into community perspectives, commenting on technical and regulatory issues, and providing recommendations for the TSP.

The City Council and Planning Commission for Camas were briefed during the development of this plan throughout the process. The PMT made recommendations to the City Council based on technical analysis and community input. The City Council made all final decisions pertaining to this TSP, including its adoption.

FIGURE 4: CAMAS TSP ROLES AND RESPONSIBILITIES



TECHNICAL DEVELOPMENT

Figure 5 illustrates the technical tasks involved in creating the TSP. These are categorized in three major stages: the first to understand system needs and constraints, the second to develop solutions, and the third to prepare and adopt the plan. Community input guided the TSP development through all stages.

FIGURE 5: CAMAS TSP DEVELOPMENT TECHNICAL TASKS

UNDERSTAND	EVALUATE	RECOMMEND / ADOPT
• Discuss community values and transportation goals • Evaluate funding for transportation improvements • Evaluate existing conditions and future growth trends • Coordinate with state and county plans	• Develop draft solutions: projects, programs, and standards for all modes of travel • Evaluate and refine draft solutions through community outreach	• Prepare Draft Transportation System Plan • Public Adoption Hearings (TSP) • Publish Adopted Plan

CHAPTER 2.

Camas Transportation System Today & Tomorrow

This chapter describes the transportation system as it exists and operates today and in the future. The assessment is used to identify community transportation needs and determine where the transportation system can be improved to better accommodate them. Needs were determined based on a comprehensive multimodal existing conditions analysis and projecting future conditions through the planning horizon (2045) based on assumed growth in households and employment, and the transportation standards from Chapter 3.

FACTORS IMPACTING TRAVEL DECISIONS

Travelers often weigh a variety of factors when deciding how to commute to or from their destination. Whether the trip will be via motor vehicle, walking, bicycle, public transportation, scooter, or other mode, the choice is often a balance between ease and convenience of travel, travel cost, and travel time.

LAND USE AND KEY DESTINATIONS

Land use is a key component of transportation system planning. Where people live and where they go to work, shop, or access services and the distance between these key destinations has a big impact on how they get around and the demands they place on the transportation system.

Many trips also occur between community amenities within the City's planning area, including parks, civic (e.g., schools, libraries, community centers), essential retail and services (e.g., grocery stores, pharmacies), and medical uses. These amenities are shown earlier in Figure 1. Most homes are located to the south of Lacamas Lake, with larger employment areas Downtown (central), and at the west end of the city. Schools are located throughout the city and most civic buildings are near Downtown. The city owns and maintains 16 parks; the majority — in number and in acreage— are located in the southern half of the city. Shopping and entertainment opportunities are generally found in the Downtown, and the southeastern part of the city. Future community amenities will also likely be built as development occurs in the Grass Valley and North Shore areas.

Those destined for a park or school generally have a higher likelihood to walk or bicycle than those going to work or shopping. The distance of that destination also plays a role in mode choice. Trips that are shorter generally present a better opportunity to walk or bicycle, and longer distance trips more often are conducive to transit or motor vehicle modes. Residents in the City's planning area who work outside of it (as well as people who work in the City's planning area but live elsewhere) are likely to commute by motor vehicle due to travel distance, commute time, and/or lack of adequate facilities. However, some commuters may choose bicycling or transit if the regional transportation system offers convenient and comfortable biking facilities or transit services between destinations.

QUALITY AND AVAILABILITY OF FACILITIES

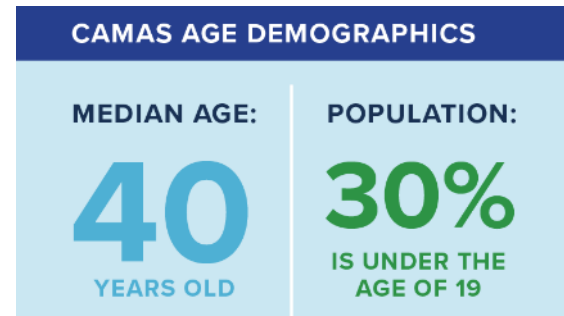
The availability of sidewalks, shared-use paths, curb ramps to provide wheelchair access, crosswalks, and bicycle facilities increases the comfort and access of those walking and biking. The lack of or poor quality of these facilities, particularly along or across higher volume or higher speed roadways, discourages people from utilizing non-motorized vehicle modes of transportation.

For transit, the distance to bus stops, frequency of service, route coverage, connections to other transportation modes, and amenities at stops are some of the factors that play a role in a user's decision to utilize it.

DEMOGRAPHICS

As shown in Table 1 and Figure 6, residents of Camas have a median age of 40, with about 30 percent of all residents within the school age range (i.e., under the age of 19) and about 13 percent of the population over the age of 65. Both age demographics are slightly different than those of the region and state, with the city accounting for 4 to 5 percent more school aged residents and 3 percent fewer residents aged over 65.

FIGURE 6: KEY DEMOGRAPHICS



As growth continues in the city, particularly in the North Shore subarea, it will likely continue to attract a high share of younger families. Overall, the city will continue to see people of all ages and abilities walking, biking, and using transit. It will also continue to see a higher share of school related trips when compared to other cities in the region given the significant share of younger families.

TABLE 1: CAMAS AGE DEMOGRAPHICS

AGE	CAMAS	CLARK COUNTY	WASHINGTON
UNDER 19 YEARS	30%	25%	24%
20-34 YEARS	14%	20%	22%
35-49 YEARS	22%	20%	20%
50-64 YEARS	21%	19%	18%
65 YEARS AND OLDER	13%	16%	16%
MEDIAN AGE	40.3	38.8	38.0

POPULATION AND EMPLOYMENT GROWTH

As growth occurs to the year 2045, the demands on the City's transportation system will be influenced by changes in population, housing, and employment. These changes in travel demands will require better ways to manage the system, more choices for getting around, and targeted improvements to make the system safer and more efficient.

The Camas planning area is growing, and it is estimated that about 8,367 more households will live here by 2045, for a total of 19,823 (see Figure 7)¹. There are currently about 11,625 jobs in Camas’s planning area, and that total is estimated to increase to 24,846, with 13,221 more people working in the City’s planning area by 2045 (see Figure 7)².

FIGURE 7. CAMAS PLANNING AREA HOUSEHOLD AND JOB GROWTH TRENDS

HOUSEHOLDS



JOBS



Source: RTC 2020 and 2045 Travel Demand Models; based on the Camas planning area.

TRAVEL DEMANDS AND CHARACTERISTICS

The number of people who choose to walk, bike, ride transit, or drive along with the distances they travel is important for assessing how well existing transportation facilities serve the needs of users. Available data on travel demand, travel mode choice, and trip length are used to better understand travel behavior in the community and inform the needs analysis for the transportation system. This data is largely derived from the Southwest Washington Regional Transportation Council (RTC) Travel Demand Model and the US Census Bureau. The following sections provide a summary of travel demands and characteristics in the City’s planning area.

¹ These locations are based on boundaries approximated by the model TAZ boundaries and may not match current and future city limits; This analysis is consistent with City of Camas comprehensive plan (i.e., Our Camas 2045), which includes the latest land use for the City’s planning area and incorporates the established visions and action plans for the recently completed North Shore subarea plan and Downtown subarea plan (i.e., Our Downtown Camas 2045).

² Ibid

DAILY PERSON TRIPS

The increase in the number of residents and jobs in the Camas planning area increases the overall number of person trips generated. Table 2 summarizes the total person trips (i.e., drive, walk, bike and transit trips) during an average weekday in the Camas planning area for year 2020 and 2045. The transportation network in the planning area accommodates over 123,000 person trips during an average weekday as of 2020, and that number is estimated to increase by over 127,000 through 2045, to an estimated 250,964 daily person trips if the land develops according to the land use assumptions during an average weekday. Of these daily person trips in 2020, over 11,000 were walk, bike, or transit trips, and that amount is expected to increase by nearly 102 percent through 2045, to an estimated 23,981 daily trips. This is representative of the increase in jobs available in the planning area, and corresponding increase in retail or other destinations in closer proximity to households. Drive trips (i.e., single occupant vehicle or shared rides) are expected to increase by over 115,000 through 2045 during an average weekday, which represents a slightly higher growth rate than walk, bike or transit trips, at 104 percent.

TABLE 2: PERSON TRIPS IN CAMAS PLANNING AREA

AVERAGE WEEKDAY PERSON TRIPS BY MODE	2020 DAILY PERSON TRIPS	2045 DAILY PERSON TRIPS	DAILY GROWTH (2020-2045)	DAILY GROWTH RATE (2020-2045)
DRIVE TRIPS	111,388	226,982	115,595	104%
WALK/BIKE TRIPS	10,175	19,006	8,831	87%
TRANSIT TRIPS	1,701	4,975	3,274	193%
TOTAL PERSON TRIPS	123,264	250,964	127,700	104%
TOTAL WALK, BIKE, TRANSIT TRIPS	11,876	23,981	12,105	102%

Source: 2020 and 2045 RTC travel demand models.

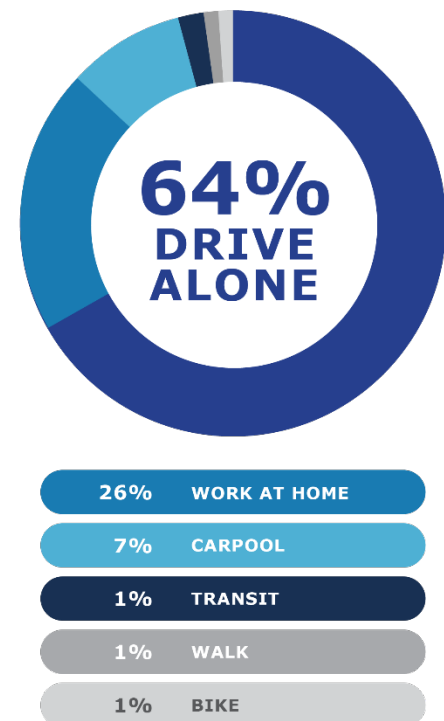
COMMUTER TRIPS

Much of the traffic in the Camas planning area, especially during the more congested weekday peak periods, is related to employment. Residents in the Camas planning area who are employed overwhelmingly commute to work outside of the planning area (87 percent), while jobs in the planning area are overwhelmingly filled by people who live outside of the planning area (84 percent)³.

On average, almost 64 percent of employed residents in the Camas planning area commute to work using single-occupant motor vehicles. About 7 percent of residents carpool to work and the remaining 29 percent work from home, walk, bike, take transit, or use some other means of travel (see Figure 8).

About 26 percent of employed residents in the Camas planning area worked from home, which represents a 15 percent increase in the past 10 years. It seems likely that a higher percentage of workers will continue teleworking, at least part time. Any increase in the remote work share will change the demand on streets, including when and how they travel.

FIGURE 8: CAMAS PLANNING AREA COMMUTER MODE SHARE



Source: US Census Bureau, 2024 American Community Survey

QUALITY AND AVAILABILITY OF FACILITIES

To address changing transportation needs within the City's planning area through 2045, the existing and future travel conditions must be considered. The transportation system review documented the existing motor vehicle, pedestrian, bicycle and transit infrastructure. It also identified shortfalls and limitations regarding how people can travel within the City (such as lack of bike lanes or sidewalks). Solutions are identified in Chapter 4 for transportation infrastructure that is determined to not maintain acceptable service levels for residents.

STREET NETWORK

Camas streets are well connected and generally follow a grid pattern in the downtown area and nearby neighborhoods. However, the streets in the newer neighborhoods outside of these areas are more disconnected, limited at times by the topography. The major transportation routes through Camas include SR 14, SR 500, as well as a few key City roadways. SR 14 runs east-west through Camas parallel to the Columbia River. SR 14 connects Camas to Vancouver, Interstate 5 and Interstate 205 to the west, and Camas to Washougal to the east. SR 500 runs north-south through

³ US Census Bureau, OnTheMap. Home/Work Distance/Direction Analysis, 2023.

the city connecting SR 14 south of downtown with NE Fourth Plain Boulevard north of the City. In the downtown area, it runs along portions of SE 6th Avenue, NE Dallas Street, NE 3rd Avenue and NE Garfield Street.

A few key city roadways that provide north-south access are NW Brady Road, NW Parker Street, Division Street, NW Fargo Street, NW Astor Street, NW Sierra Drive, and SE Crown Road. NW Brady Road and NW Parker Street provide a connection on the west side of Camas, Division Street, NW Fargo Street, NW Astor Street and NW Sierra Drive provide connections through the central neighborhoods of Camas, and SE Crown Road provides a connection on the east side of Camas. Key east-west city roadways include NW 6th Avenue, NE 3rd Avenue, NW Pacific Rim Boulevard, NW 38th Avenue, NW Lake Road, and NE Goodwin Road, with NW 6th Avenue and NE 3rd Avenue towards the south end of the city, NW Pacific Rim Boulevard and NW 38th Avenue centered in the middle, and NW Lake Road and NE Goodwin Road in the north end of the city.

STREET NETWORK PERFORMANCE ASSESSMENT

Congestion and safety for all modes was reviewed at intersections and streets in the City's planning area. This assessment shows how safe and efficient the street system is and provides information to identify needed improvements for the TSP.

Street Network Congestion

This assessment identified locations on the roadway network that operate above thresholds for congestion under current and future conditions. These are locations where motorists experience significant delay. These thresholds, identified in Chapter 3, provide a metric for assessing the impacts of new development on the transportation system and for identifying where capacity improvements may be needed. They are the basis for requiring improvements needed to sustain the transportation system as growth and development occur.

Figure 9 displays the results of the congestion analysis. The displayed conditions assume only transportation improvements to the current street network with secured funding through 2045. As shown, several intersections are expected to be congested by 2045 during the weekday p.m. peak hour. This includes several intersections along NW-NE 6th Avenue, which is expected to see a high amount of growth through 2045 as a primary connection between Downtown Camas and SR 14, and several intersections along NE Goodwin Road, NE 28th Street and NW Lake Road at the north end of the planning area where high growth is also expected through 2045.

The TSP includes conceptual intersection enhancements, and locations of future streets that will help to provide additional travel routes through the planning area and alleviate some of the local traffic from these major streets.

Most new Local streets will be built by new private development. When a private development project is approved, the builder or developer is required to provide a street network that complies with the standards included in Chapter 3. The connectivity standards require streets to be provided at a minimum spacing of 600 feet in most cases. These Local streets occur at more frequent intervals and are spaced closer than the larger streets (i.e., Arterial or Collector streets).

Street Network Safety

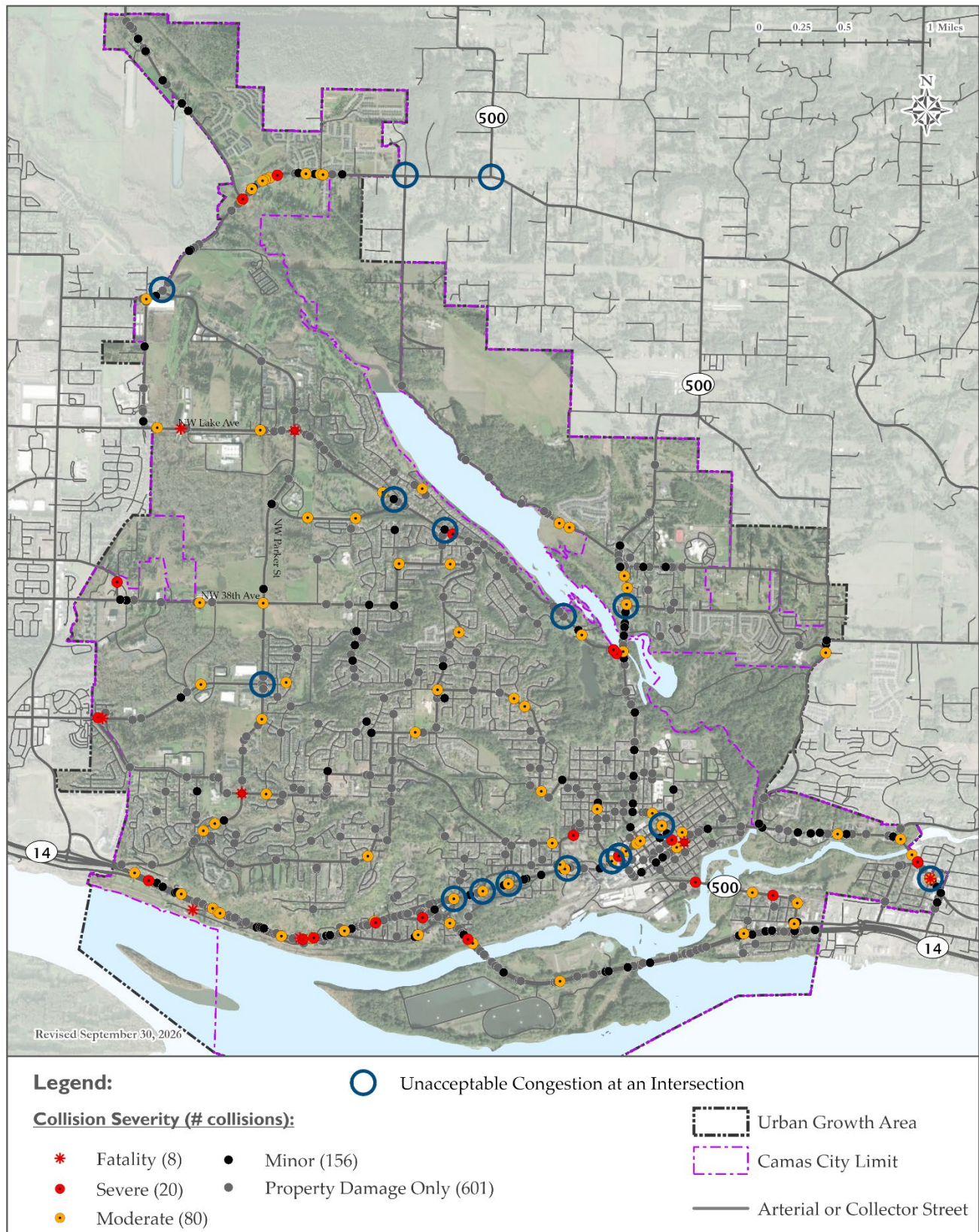
This assessment monitors the safety of travel in the planning area. It was used to track collision data over a 5-year period to provide trends related to total vehicle, pedestrian, and bicyclist collisions, fatal and severe injury collisions and total fatalities and severe injuries. Figure 9 shows data for the 5-year period, with 880 collisions occurring in the City's planning area. Of these collisions, 14 involved a pedestrian and 12 involved a bicyclist.

The pedestrian collisions occurred most frequently downtown (five crashes involving a pedestrian), and along NE 3rd Avenue between NE 4th Street and NE Weir Street (two crashes involving a pedestrian). Pedestrians sustained severe injuries in three crashes, one of which resulted in a death: at the NE 3rd Avenue / NE 4th Street, NE 3rd Avenue / NE Weir Street, and the SR 500 / NE 4th Avenue intersections. Moderate injuries to pedestrians were sustained in six of the crashes.

The majority of bicycle collisions occurred at intersections, with one at a traffic signal and six at stop-controlled locations. A cyclist sustained moderate injuries in six of the crashes. The bicycle-involved collisions occurred most often along NE 3rd Avenue between NE Sumner Court and NE Weir Street (three collisions involving a bicycle) and along SR 500 (NE Everett Street) between NE 38th Avenue and NW Lake Road (two collisions involving a bicycle).

In addition, a safety analysis was evaluated for streets in the planning area. This included an analysis of collision rates at intersections. This analysis identified the NE Ingle Road intersection with NE 28th Street as having a high collision rate, although this intersection has since been improved to include a traffic signal.

FIGURE 9: STREET NETWORK CONGESTION AND SAFETY



WALKING NETWORK

Walking supports healthy lifestyles, is an easy and economical way to travel, and is well suited for people of all ages and abilities. In this plan, "walking" and "pedestrian" are terms that include people who walk independently or use canes, wheelchairs, other walking aids, or strollers. Approximately one percent of commuters in the city walk to work, with one percent utilizing public transportation, which often includes walking at the beginning or end of the trip⁴. In addition to the work commute trips, walking trips are made to and from recreational areas, shopping areas, schools, and other key destinations in the City's planning area. Continuous and direct sidewalk connections to all key destinations and along all streets, in addition to safe crossing opportunities along major roadways, are essential to encourage walking and transit use.

PEDESTRIAN FACILITY GAPS

An inventory of the walking network in the City's planning area is provided in Technical Memorandum #2: Existing Conditions Analysis in TSP Volume 2. The pedestrian network is relatively complete within the current City limits, with most residential development having a full sidewalk system with relatively few gaps. A large part of downtown Camas was developed prior to 1950, a time in which sidewalks were incorporated into the design of neighborhoods and streets. Although most areas incorporated into Camas over the following decades have sidewalk coverage, a few areas do not have complete sidewalks on one side of the street, or even on both sides. These gaps are most significant in southwest, southeast, and northeast Camas, and on roadway segments outside the city limits.

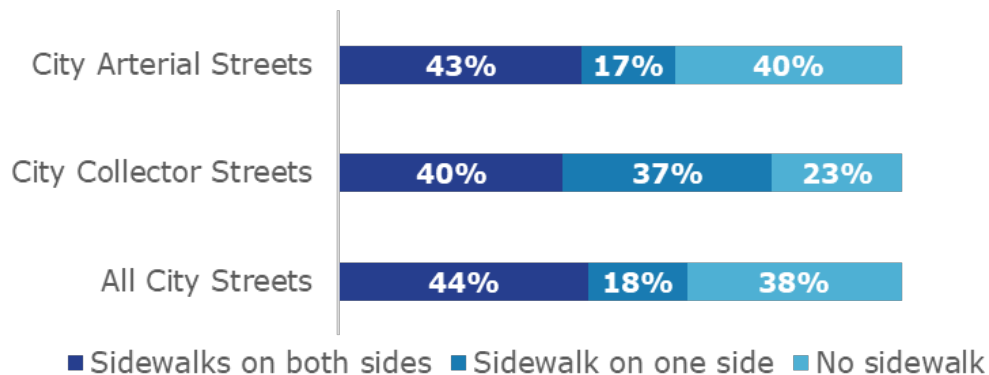
Many intersections in older parts of the city also lack ADA-compliant ramps, which provide important connections between sidewalks, making it easier to cross streets and handle the vertical drop at curbs. However, the city has been recently installing new curb ramps in many of these locations. The presence of curb ramps is fairly consistent along streets in downtown Camas, and in the newer neighborhoods in the city.

About 38 percent of street miles (including City arterial, collector and local streets) lack sidewalk coverage along one or both sides (see Figure 10). These gaps are more common along arterial streets than collector streets, at 40 and 23 percent of the street miles with no sidewalk on either side, respectively. These numbers do not incorporate off-street shared-use paths that may run alongside some roadways.

The TSP includes projects to complete the sidewalk gaps or improve existing sidewalk corridors along streets within the planning area, and many of which will be completed with new development (see Chapter 4).

⁴ US Census Bureau, 2024 American Community Survey.

FIGURE 10: STREET MILES WITH SIDEWALKS WITHIN CAMAS



PEDESTRIAN LEVEL OF TRAFFIC STRESS EVALUATION

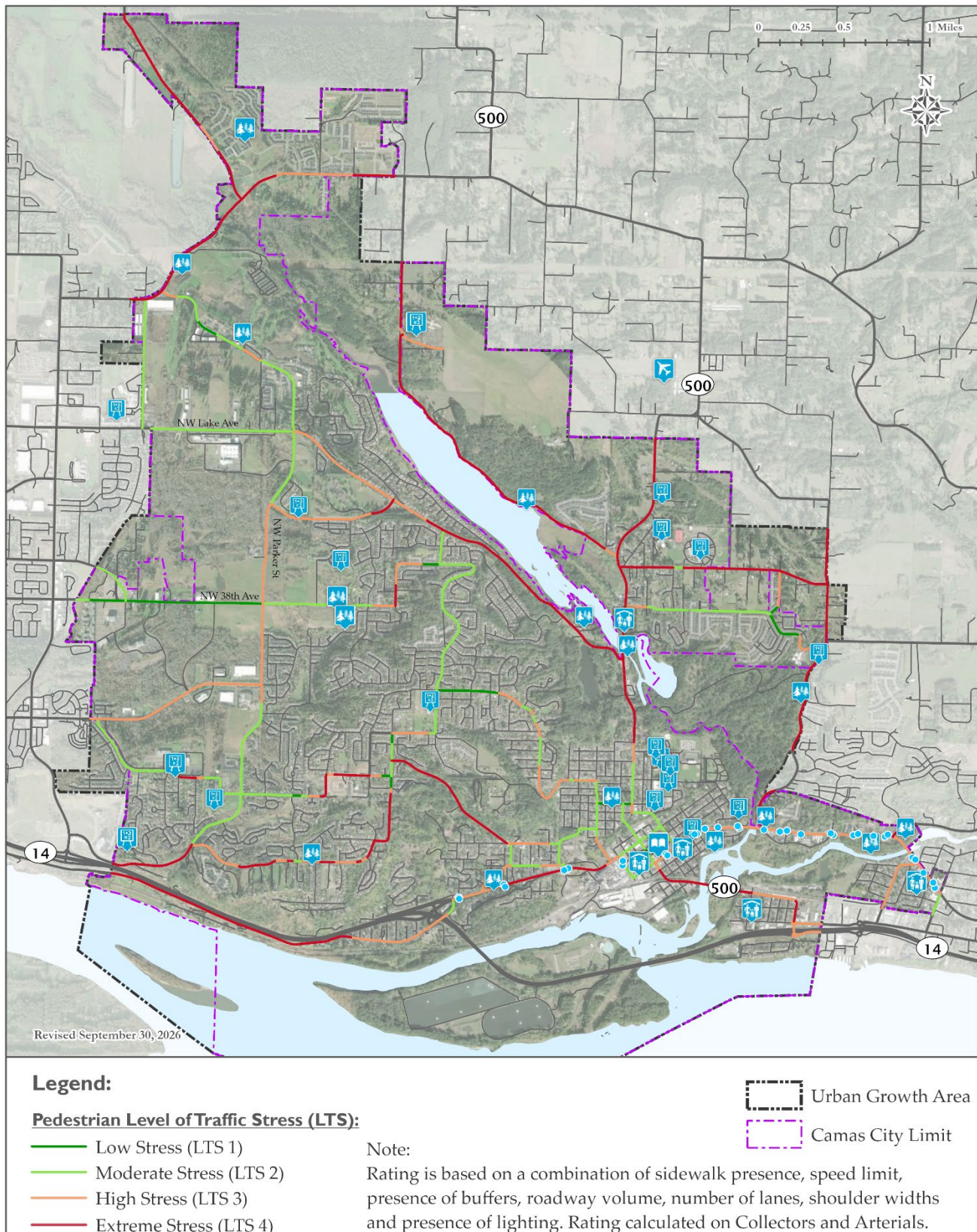
The pedestrian level of traffic stress (LTS) evaluation provides a metric to understand a multimodal user's perception of the safety and comfort of the transportation network. This method was used to understand key gaps and barriers to walking to be addressed through targeted improvements.

The LTS evaluation generates a ranking (i.e., low, moderate, high, or extreme stress) of the relative safety and comfort of a segment or intersection for pedestrians based on roadway and intersection characteristics (e.g., land use context, number of lanes, travel speed and volume, intersection control, type and width of buffer, and the presence and condition of any bicycle or pedestrian facilities). The LTS rating scale recognizes that as vehicle speeds and volumes increase, enhanced pedestrian facilities are needed to maintain a system that is accessible and comfortable for all users.

Results of the pedestrian LTS evaluation without the planned TSP projects on collector and arterial streets are summarized in Figure 11. A pedestrian walking along roughly 46 percent of these streets within the City's planning area will experience a low or moderate level of stress (i.e., LTS 1 or 2). Extreme or high level of stress (i.e., LTS 3 or 4) is experienced along 54 percent of these streets, mainly those with the highest speeds and traffic volumes or those located in high growth areas (i.e., household or employment growth) towards the edges of the city. The pedestrian network in these areas is largely unimproved due to the rural nature of the surrounding land use, but these streets are important for pedestrian travel, so this TSP places a high priority for improvement projects along them.

As redevelopment and frontage improvements occur through 2045, streets will be built to align with the standards outlined in Chapter 3 of this TSP. These standards require high-quality facilities, and an emphasis on safe, convenient, and comfortable travel in alignment with the multimodal level of traffic stress targets outlined in Chapter 3 to contribute towards a network wide lower stress pedestrian experience.

FIGURE 11: PEDESTRIAN LEVEL OF TRAFFIC STRESS



BIKING NETWORK

Bicycling is important for both transportation and recreation in the Camas planning area. This includes people who bike to work and school, recreation, or running errands. Riding bicycles also plays a key role in the transportation system's ability to support healthy and active lifestyles and provide a viable alternative to the automobile. While walking tends to be a competitive choice for trips under half a mile, bicycling tends to be suited for longer trips of three miles or longer.

This TSP includes projects to provide continuous bicycle connections between all key destinations that are essential for safe and attractive non-motorized travel options. It includes bicycle infrastructure that appeals to a wider range of people, both in age and ability. Many people want to bike, but they find riding near traffic in standard bike lanes stressful and unpleasant. This TSP includes a bicycle network of streets with facility standards designed to minimize interactions between people on bikes and car traffic (see Chapter 3 for more information). The network is designed so that everyone is within a quarter mile of one.

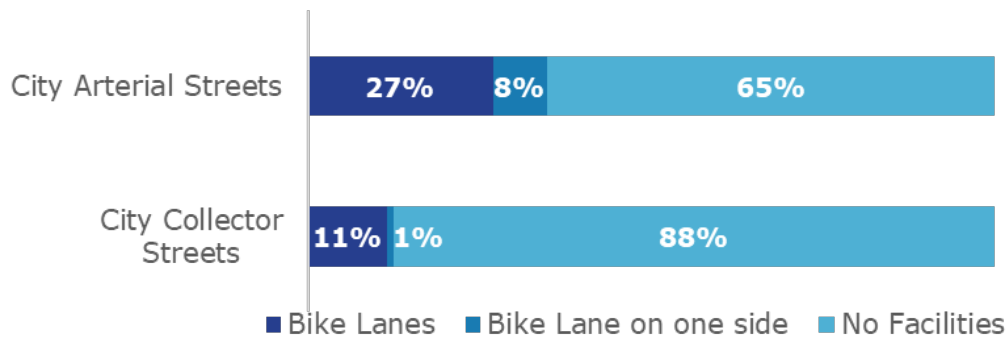
BICYCLE FACILITY GAPS

An inventory of the bicycle network in the City's planning area is provided in Technical Memorandum #2: Existing Conditions Analysis in TSP Volume 2. Significant segments of continuous bicycle lanes exist along portions of NW Lake Road, NW 38th Avenue, NW Parker Street, NW Friberg-Strunk Street, and SR 500, and paved shared-use paths exist along portions of NW Parker Street, NW 18th Avenue, Lacamas Lake, Washougal River, and scattered throughout the residential neighborhoods.

Figure 12 shows that about 65 percent of City arterial street miles and 88 percent of City collector street miles lack bicycle facilities (bike lanes or shoulder bikeways). These gaps are more common along collector streets than arterial streets, at 89 and 73 percent of the street miles with no facilities on one or both sides, respectively. These numbers do not incorporate off-street shared-use paths that may run alongside some roadways.

The TSP includes projects to complete the bikeway gaps or improve existing bike facilities along streets within the planning area, and many of which will be completed with new development (see Chapter 4).

FIGURE 12: STREET MILES WITH BIKE FACILITIES WITHIN CAMAS



BICYCLE LEVEL OF TRAFFIC STRESS EVALUATION

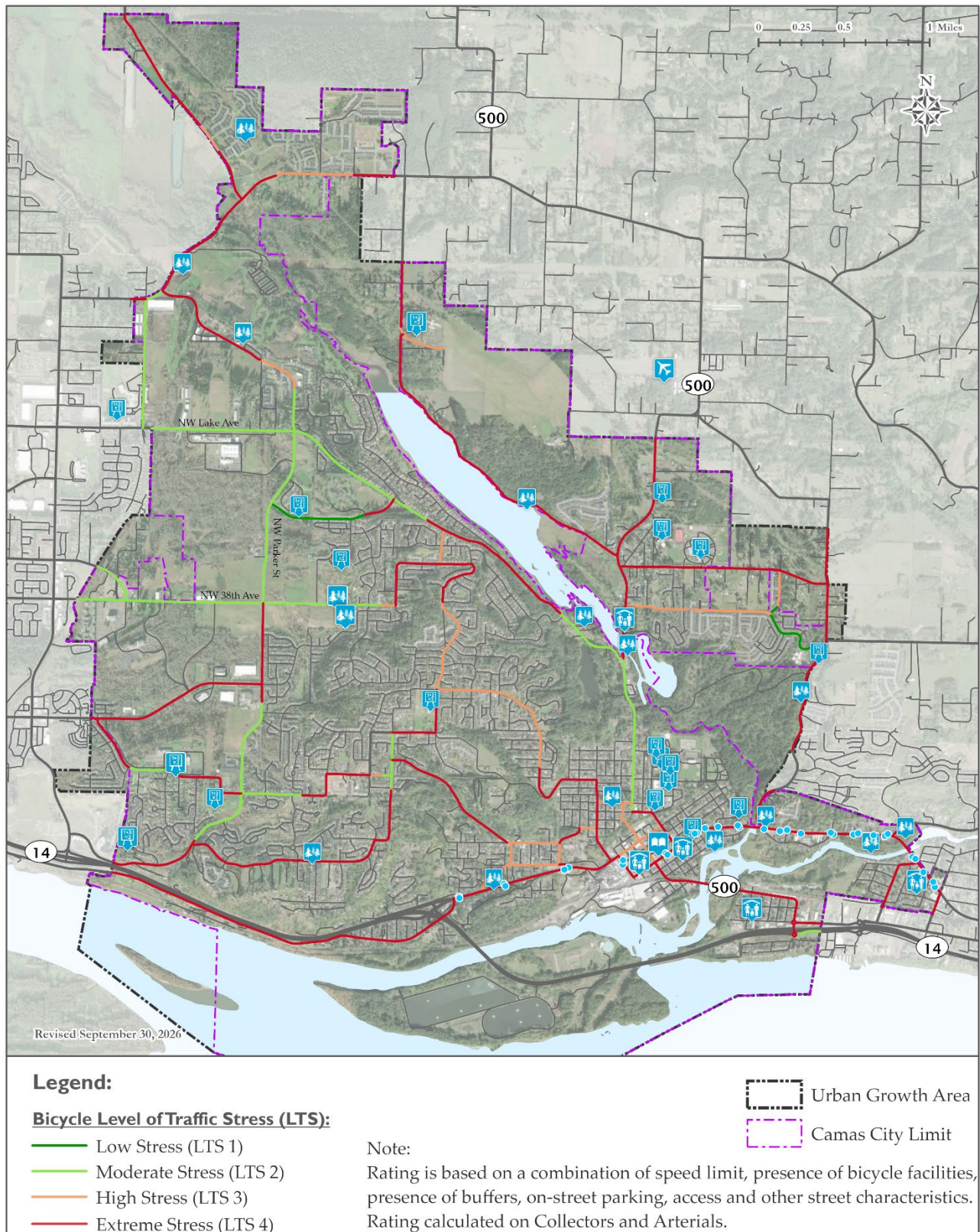
The bicycle level of traffic stress (LTS) evaluation provides a metric to understand a cyclist’s perception of the safety and comfort of the transportation network. This method was used to understand key gaps and barriers to biking to be addressed through targeted improvements.

The LTS evaluation generates a ranking (i.e., low, moderate, high, or extreme stress) of the relative safety and comfort of a segment or intersection for bicyclists based on roadway and intersection characteristics (e.g., land use context, number of lanes, travel speed and volume, intersection control, type and width of buffer, and the presence and condition of any bicycle or pedestrian facilities). The LTS rating scale recognizes that as vehicle speeds and volumes increase, enhanced bicycle facilities are needed to maintain a system that is accessible and comfortable for all users.

Results of the bicycle LTS evaluation without the planned TSP projects on collector and arterial streets are summarized in Figure 13. A bicyclist riding along roughly 35 percent of these streets within the City’s planning area will experience a low or moderate level of stress (i.e., LTS 1 or 2). This is generally representative of the many low volume and speed local streets, which are reasonably comfortable for bicycling today. In contrast, an extreme or high level of stress (i.e., LTS 3 or 4) is experienced along 65 percent of these streets, mainly those with the highest speeds and traffic volumes and lack of separated bicycle facilities. This includes portions of NW 6th Avenue, NE 3rd Avenue, and SR 500. These streets are important for bicycle travel, so this TSP places a high priority for improvement projects along them.

As redevelopment and frontage improvements occur through 2045, streets will be built to align with the standards outlined in Chapter 3. These standards require high-quality facilities, and an emphasis on safe, convenient, and comfortable travel, and align with the multimodal level of traffic stress targets outlined in Chapter 3 to contribute towards a network wide lower stress bicycle experience.

FIGURE 13: BICYCLE NETWORK ASSESSMENT



TRANSIT

C-TRAN provides transit service in Camas via one fixed bus route connecting the City with Vancouver and Washougal. Transit riders can transfer to other C-TRAN routes at the Fisher's Landing Transit Center in Vancouver. Figure 14 shows the route in Camas.

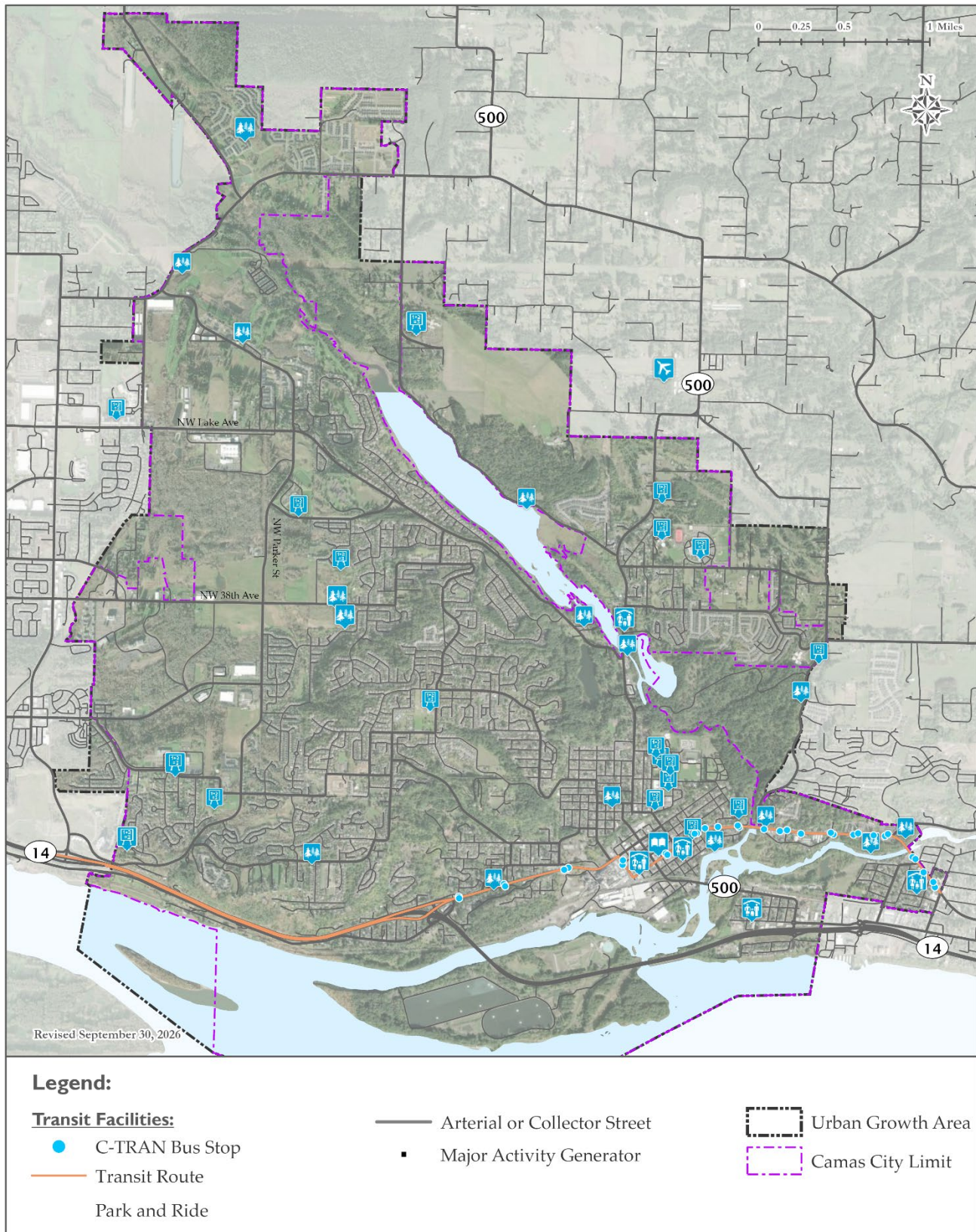
Bus stops in Camas are located along NW 6th Avenue near the SR 14 Ramps, NW Ivy Street, and NW Drake Street intersections, at the NE Adams Street / NE 5th Avenue, and along NE 3rd Avenue near the NE Franklin Street, NE Joy Street, NE 3rd Place, E. 1st Avenue, SE Crown Road, NE Summer Street, NE 3rd Loop, NE Shepherd Road, NE 2nd Avenue, NE Weir Street and NE Lechner Street intersections.

Each of the bus-stops are signed and the eastbound stop along NW 6th Avenue near the SR 14 Ramps provides a bus pull-out. The bus stop along NE 3rd Avenue at NE Franklin Street (near Camas City Hall) provides a bench and shelter. All remaining bus stops have no amenities. Most transit users in the city are more than a half-mile from a bus stop. A park-and-ride facility is located along SE Tampa Street, near the SE 8th Avenue / SE Union Street intersection. However, the park-and-ride is currently served by only the Connector service and not a fixed route.

The Camas/Washougal C-TRAN route travels through Camas eastbound and westbound approximately every half-hour to hour between 6:00 AM and 9:30 PM on weekdays. Service on weekends is provided approximately every hour between 8:00 AM and 9:30 PM.

Key destinations along this route include Forest Home Park, Georgia Pacific, downtown Camas, Camas Municipal Center, Safeway, Louis Bloch Park, Washougal River Greenway, Camas Police Department, and the Lacamas Center. C-TRAN buses are equipped with a lift to allow for wheelchair access and include bicycle racks.

FIGURE 14: TRANSIT SYSTEM



CHAPTER 3.

Facility and Performance Standards

Camas applies transportation standards and regulations to the construction of new transportation facilities and to the operation of all facilities to ensure they are designed appropriately, and the system functions as intended. These standards enable consistent future actions that reflect the goals and policies of the City.

STREET JURISDICTION

Roadway ownership and maintenance responsibilities depend on the roadway authority. In addition, required design and operation standards for each street and intersection vary by agency.

WSDOT, the Federal Government, and RTC also classify roadways in Camas. Within Camas, SR 14 is classified by WSDOT as a Highway of Statewide Significance (HSS)⁵, and SR 500 is classified as a non-HSS facility.

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 interstate are eligible for federal aid. Camas' functional classification system uses the similar designations as the federal government (e.g., a city designated arterial is intended to be the same as a federally designated minor arterial and a city designated collector is intended to be the same as a federally designated major collector). Future updates to the federal functional classification system should incorporate the designations reflected in the Transportation Plan along City roadways.

RTC has identified several streets in Camas as part of the regional transportation system in the Regional Transportation Plan for Clark County, 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.

NETWORK CLASSIFICATIONS AND AREA DESIGNATIONS

All streets in the TSP planning area include classifications and area designations to help support the movement of all people and help to ensure the transportation system is comfortable, convenient, safe and well connected for all users (see Figure 15). These include functional classifications for vehicle travel and designations for mixed-use, residential, commercial, and industrial areas. The classifications and area designations combine to determine the minimum acceptable facility type and design requirements of different elements for each mode.

⁵ Highways of Statewide Significance, WSDOT, <http://www.wsdot.wa.gov/planning/HSS/>

FIGURE 15: NETWORK CLASSIFICATIONS AND ROUTE DESIGNATIONS



STREET FUNCTIONAL CLASSIFICATIONS

Functional classification for streets helps support the movement of vehicles and bicycles and is an important tool for managing the roadway network. The street functional classification system recognizes that individual streets do not act independently of one another but instead form a network that serves travel needs on a regional, citywide, neighborhood, and local level. By designating the management and design requirements for each roadway classification, this hierarchal system supports a network of streets that perform as desired.

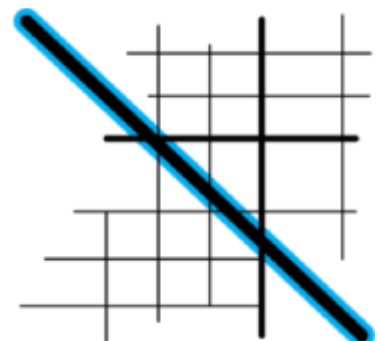
The street functional classification system for roadways in the City’s planning area is described below. From highest to lowest intended use, the classifications are Freeway, Arterial, Collector, Neighborhood Route, and Local Streets. The functional classification map (Figure 15) shows the designated classification for all roadways in the City’s planning area, including new street extensions proposed as part of this plan (see Chapter 4). For a street cross-section, the functional classification determines the minimum number of vehicle travel way lanes, bike facility, and on-street parking requirements.

Freeway

Freeways serve as the main travel routes through the City and serve the highest volume of motor vehicle traffic. Freeways are generally for longer motor vehicle trips with limited local access. SR 14 is the only freeway in Camas.

Arterial Street

Arterial Streets are primarily intended to serve regional and citywide traffic movement. Arterials provide the primary connection to other Arterial Streets or Collector Streets. They are typically spaced about one mile apart to assure accessibility and reduce the occurrence of

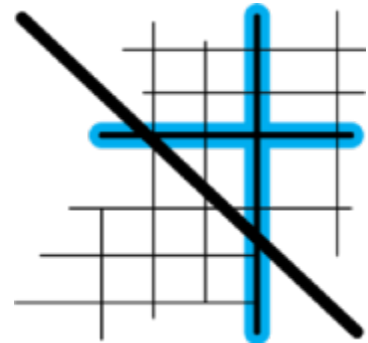


through traffic using collectors or local streets in lieu of a well-placed arterial street. Where an Arterial Street intersects with a Local Street, access management and/or turn restrictions may be employed to reduce traffic delay, while not adversely impacting safety and convenience for other modes. They often serve high volumes of traffic (>10,000 daily vehicles) over long distances and minimize direct access to adjacent land to support the safe and efficient movement of people and goods.

Collector Street

Collector Streets are intended to distribute traffic from Arterials Streets to streets of the same or lower classification. They provide both access and circulation within and between residential and non-residential areas. Collectors differ from arterials in that they provide more of a citywide circulation function, do not require as much access control compared to arterials, and they serve residential neighborhoods, distributing trips from the neighborhood and local street system.

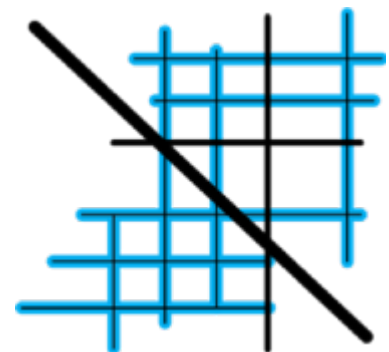
Collectors generally support traffic volumes typically ranging up to 10,000 daily vehicles and speeds often managed between 25 mph and 35 mph.



Local Street

All streets not classified as Arterial or Collector are classified as Local streets. Local streets prioritize providing immediate access to adjacent land and often function as through routes for pedestrians and bicyclists. These streets should be designed to enhance the livability of neighborhoods and can generally accommodate up to 1,500 vehicles per day. A well-connected grid system of relatively short blocks can minimize excessive volumes of motor vehicles, limit out-of-direction travel, and encourage walking and biking. They should be provided at a maximum spacing of 600 feet in most cases.

Speeds are not normally posted, with a statutory 25 mph speed limit in effect. Local streets are not intended to support long distance vehicular travel and are often designed to discourage through traffic without an origin or destination in the immediate area.



AREA DESIGNATIONS

To complement the street functional classifications, area designations for mixed-use, residential, commercial, and industrial areas are identified. The area designation map (Figure 15) shows the designated area type for all roadways in the City's planning area, including new street extensions proposed as part of this plan (see Chapter 4). The designations are used to determine how users of a roadway interact with the surrounding land use. Since the type and intensity of adjacent land uses and zoning directly influence the level of use by pedestrians, bicyclists and transit riders, the design of a street (including its intersections, sidewalks, and transit stops) should reflect its

surroundings. The area designations balance street functional classification, adjacent land use, zoning designation and the competing travel needs by prioritizing various design elements.

Mixed-Use Area

Mixed-use areas typically have a higher amount of pedestrian activity and are often on a transit route. These streets emphasize a variety of travel choices such as pedestrian, bicycle and transit use to complement the development along the street. Since mixed-use streets typically serve pedestrian oriented land uses, walking should receive the highest priority of all the travel modes. They should be designed with features such as wider sidewalks, pedestrian amenities, transit amenities, attractive landscaping, on-street parking, pedestrian crossing enhancements and bicycle lanes.

Residential Area

Residential areas consist mostly of households, although various small shops may be embedded within the neighborhood. These are areas that often connect to local parks, schools, and mixed-use areas. They should be designed to emphasize walking, while still accommodating the needs of bicyclists and motor vehicles. A high priority should be given to design elements such as traffic calming, landscape buffers, walkways/pathways/trails, on-street parking, and pedestrian safety enhancements.

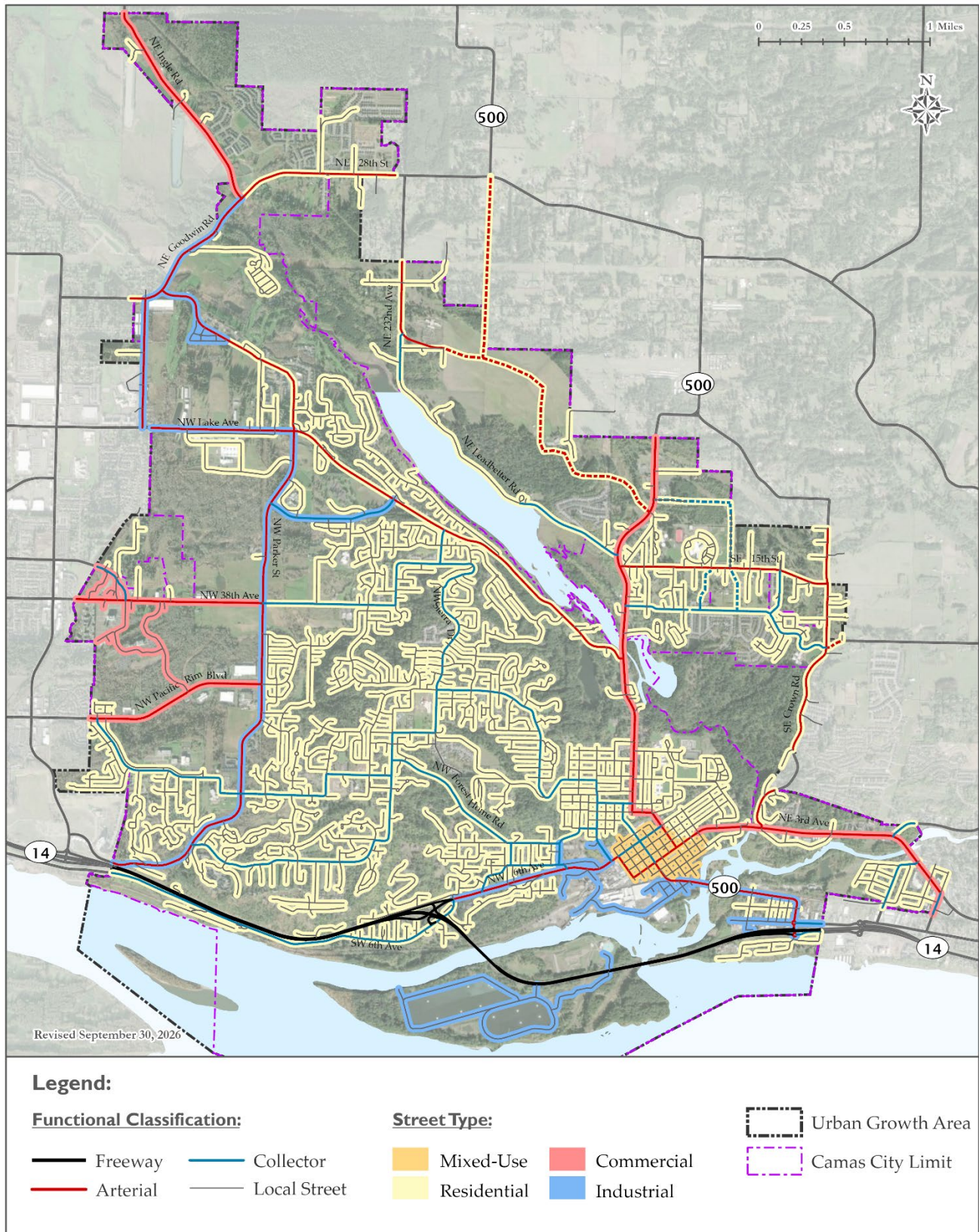
Commercial Area

Commercial areas are primarily lined with retail and large employment complexes. These uses serve customers throughout the City and region and may not have a direct relationship with nearby residential neighborhoods. These areas are somewhat more auto oriented but should still accommodate pedestrians and bicyclists safely and comfortably. Design features should include landscaped medians or a two-way left turn lane, sidewalks and bike lanes, pedestrian crossing enhancements and a buffer between the roadway and the sidewalk. On-street parking should be discouraged.

Industrial Area

Industrial areas accommodate a high volume of large vehicles such as trucks, trailers and other delivery vehicles. Pedestrians and bicyclists may be less frequent in these areas but should still be accommodated safely and comfortably. Roadway widths are typically wider to accommodate larger vehicles. On-street parking should be discouraged.

FIGURE 16: STREET FUNCTIONAL CLASSIFICATIONS AND AREA DESIGNATIONS



TYPICAL STREET CROSS-SECTIONS

The design of the streets in the City’s planning area is based on the network classifications and area designation. All streets in the planning area are multimodal and include travel lanes and on-street parking for vehicles, sidewalks for pedestrians, and on-street or separated facilities for bicyclists. Accommodating these modes varies by the functional classification and area designations. These cross-section standards identify the design characteristics needed to meet the function and demand for each facility type for streets in the City’s planning area. Since the actual design of a roadway can vary from segment to segment due to adjacent land uses and demands, this system allows standardization of key characteristics to provide consistency. Typical cross-section requirements are provided in Table 3, and several typical cross-sections examples have been highlighted below in Figure 17 through Figure 19.

The following method shall be used to determine the design of new streets and the reconstruction or improvement of existing streets.

Use the following steps to determine the typical standards that apply to a roadway:

1. Confirm the functional classification and area designation that apply using **Figure 16**.
2. Use **Table 3** to determine the typical cross-section requirements, based on the functional classification and area designation.
3. Combine the elements to determine the typical cross-section. Examples are provided in **Figure 17** through **Figure 19**.

TABLE 3: TYPICAL STREET CROSS-SECTION REQUIREMENTS

		AREA DESIGNATION			
		MIXED-USE	RESIDENTIAL	COMMERCIAL	INDUSTRIAL
SIDEWALK WIDTH (ALL STREETS) *		14 ft.	12 ft.	11 ft.	11 ft.
<i>PEDESTRIAN THROUGHWAY ZONE</i>		8 ft.	6 ft.	6 ft.	6 ft.
<i>FURNISHINGS/ LANDSCAPE ZONE</i>		4.5 ft.	4.5 ft.	4.5 ft.	4.5 ft.
<i>EDGE (CURB AND CLEARANCE)</i>		1.5 ft.	1.5 ft.	0.5 ft.	0.5 ft.
BIKE FACILITY	Arterial Street	7 ft. Buffered Bike Lanes (includes 2 ft. buffer) **			
	Collector Street	6 ft. Bike Lanes **			
	Local Street	Shared with Travel Lane			
ON-STREET PARKING WIDTH (ALL STREETS)		8 ft	8 ft	None	None
TYPICAL THROUGH LANES (ALL STREETS)		2	2	2 to 4 ***	2 to 4 ***
TRAVEL LANE WIDTH	Arterial Street	11 ft.	11 ft.	12 ft.	12 ft.
	Collector Street	11 ft.	11 ft.	12 ft.	12 ft.
	Local Street	10 ft.	10 ft.	12 ft.	12 ft.
MEDIAN/ TURN LANE WIDTH	Arterial Street	11 ft. left turn lane at intersections	11 ft. left turn lane at intersections	14 ft. median/ center turn lane	14 ft. center turn lane
	Collector Street	None	None	12 ft. left turn lane at intersections	12 ft. center turn lane
	Local Street	None	None	None	None
TYPICAL STREET WIDTH ****	Arterial Street	52 ft	52 ft	52 to 76 ft	52 to 76 ft
	Collector Street	50 ft	50 ft	48 ft	48 ft
	Local Street	36 ft	36 ft	24 ft	24 ft
TYPICAL RIGHT OF WAY	Arterial Street	80 ft.	76 ft.	74 to 98 ft.	74 to 98 ft.
	Collector Street	78 ft.	74 ft.	70 ft.	70 ft.
	Local Street	64 ft.	60 ft.	46 ft.	46 ft.

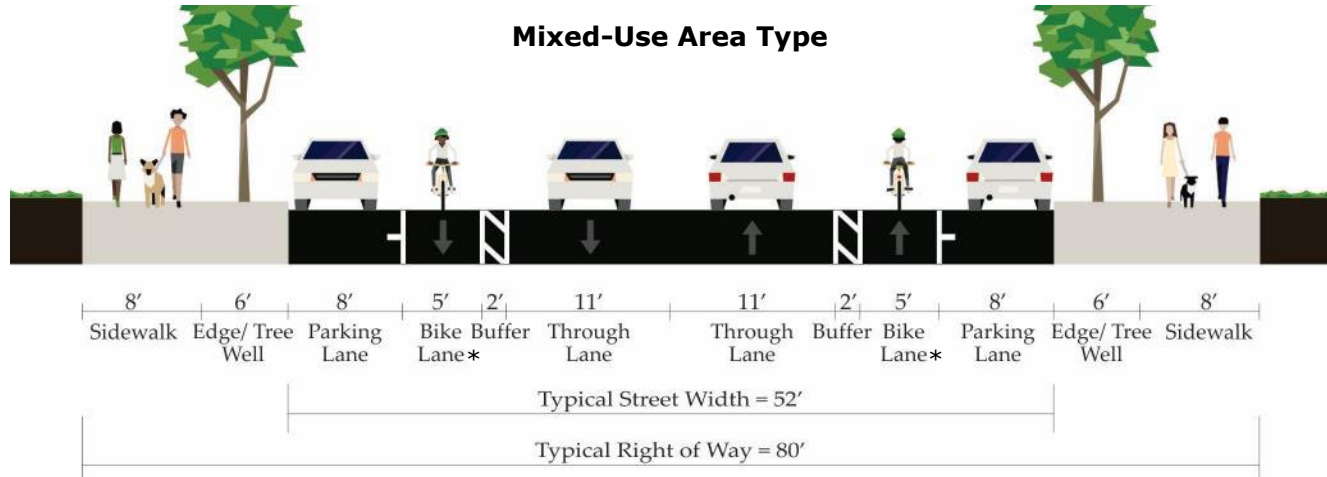
Notes: Flexibility in street sections may be allowed for development when deemed to provide overall additional public enhancements, as determined by the City Engineer or City Engineer's designee.

* Sidewalk may meander and include varying materials and/or color, and the landscape zone may need to be increased based on the types of trees that are to be installed (i.e., 4 ft. for a small tree, 6 ft. for a medium tree and 8 ft. for a large tree, as determined by the City Engineer or City Engineer's designee.

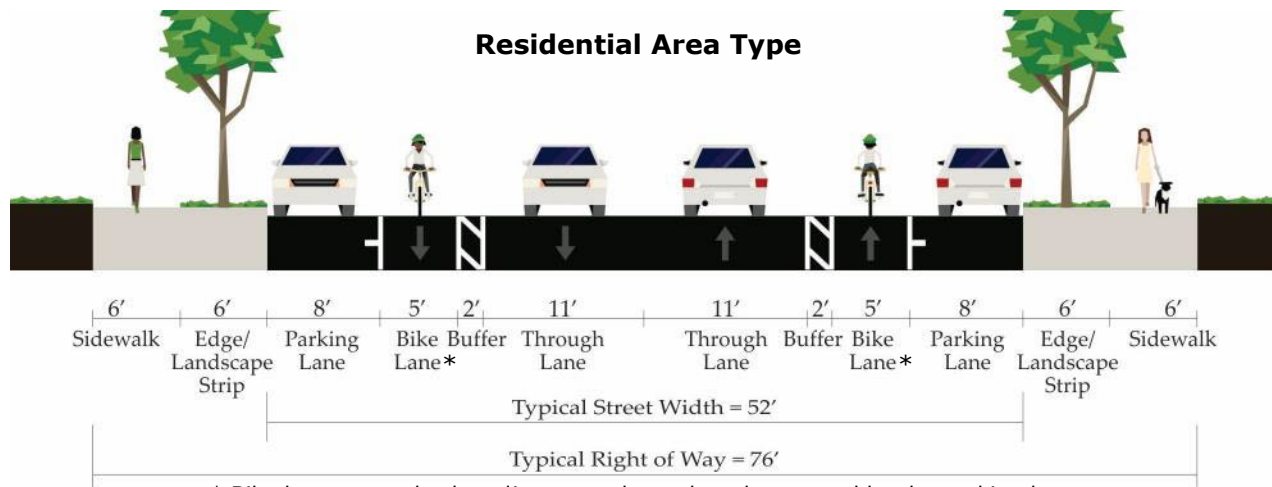
** Bike lane may also be adjacent to the curb and protected by the parking lane

*** Up to four lanes on arterial streets only in commercial and industrial areas. Any roadway exceeding three lanes must include protected bike facilities.

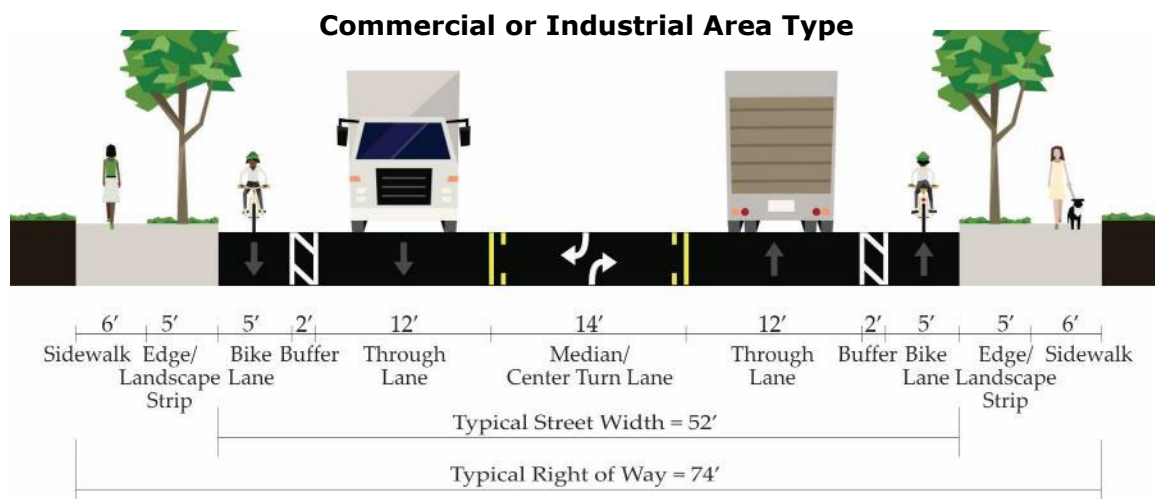
FIGURE 17: TYPICAL CROSS-SECTION FOR ARTERIAL STREET BY AREA TYPE



* Bike lanes may also be adjacent to the curb and protected by the parking lane.
Note: Any roadway exceeding three lanes must include protected bike facilities.



* Bike lanes may also be adjacent to the curb and protected by the parking lane.
Note: Any roadway exceeding three lanes must include protected bike facilities.



Note: Any roadway exceeding three lanes must include protected bike facilities.

FIGURE 18: TYPICAL CROSS-SECTION FOR COLLECTOR STREET BY AREA TYPE

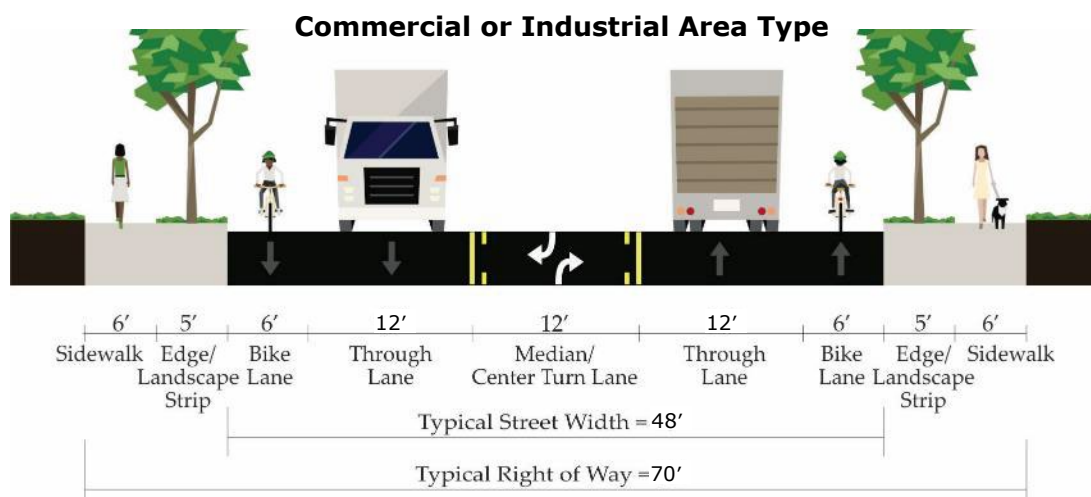
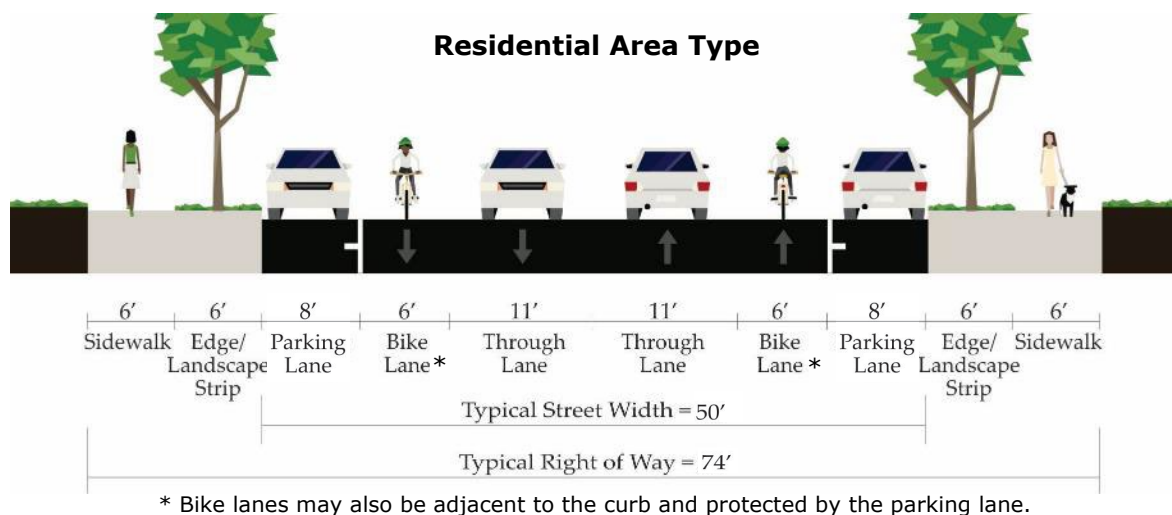
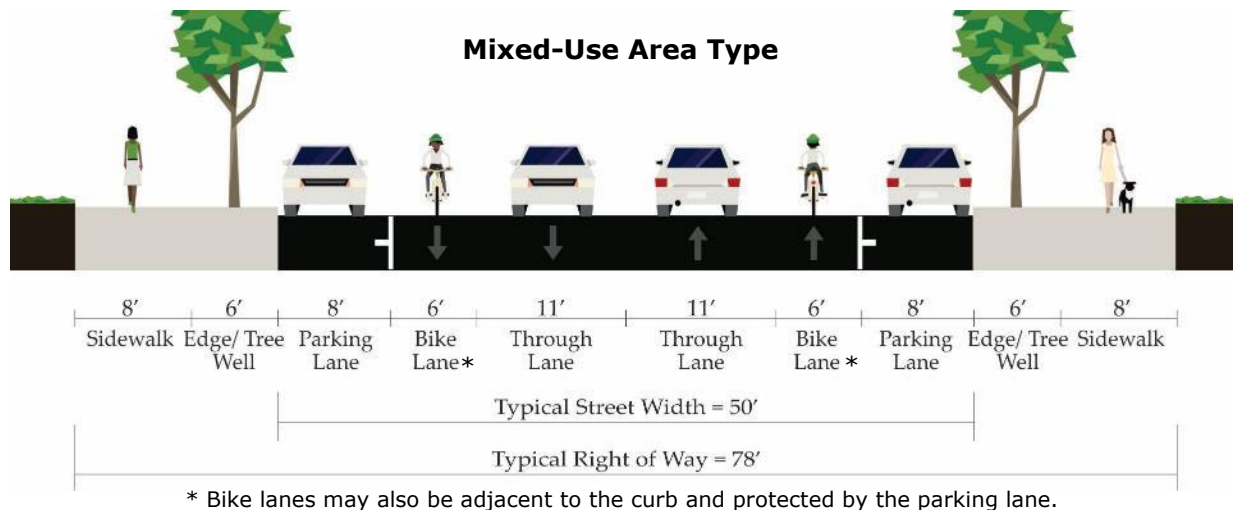
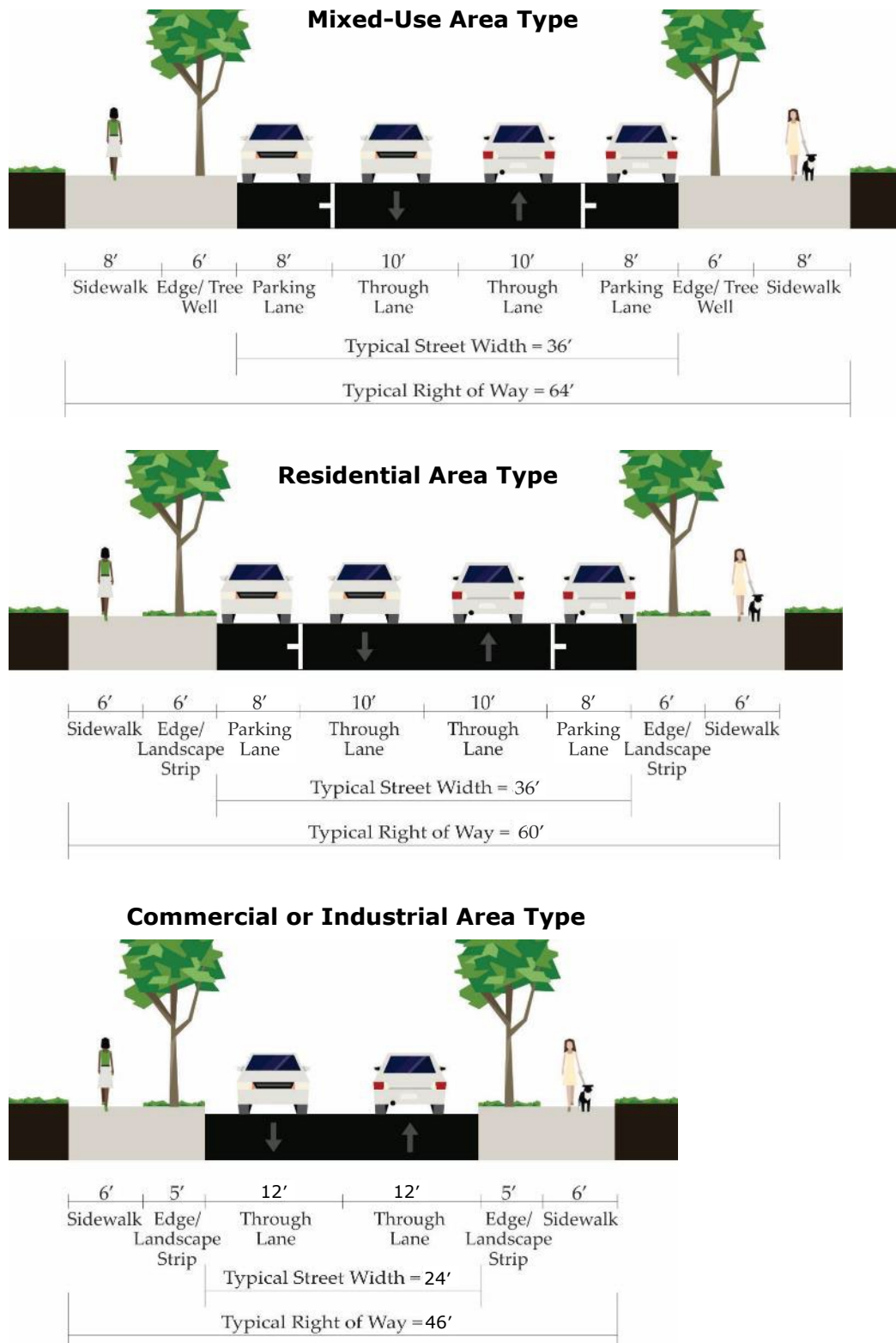


FIGURE 19: TYPICAL CROSS-SECTION FOR LOCAL STREET BY AREA TYPE



CONSTRAINED STREET CROSS-SECTIONS

The typical designs are intended to be implemented in newly developing or redeveloping areas of the City's planning area, where constrained conditions do not limit the ability to construct the typical cross-section. A variety of physical and natural constraints may prevent adherence to the multimodal network design requirements in this chapter. Typical design constraints include:

- Infill sites
- Innovative designs (e.g., roundabouts)
- Reallocation of right-of-way between modes (e.g., narrow travel lanes to accommodate wider bike lanes)
- Severe constraints presented by topography, environmental, or other resources present
- Existing developments and/or buildings that make it extremely difficult or impossible to meet the standards

A deviation to the street standards may be requested from the City Engineer or City Engineer's designee with justification of constraints to consider a constrained cross-section or other adjustments. The minimum acceptable cross-section configuration is shown in Table 4.

TABLE 4: CONSTRAINED ACCEPTABLE STREET CROSS-SECTION

	ARTERIAL STREET	COLLECTOR STREET	LOCAL STREET
SIDEWALK WIDTH (ALL AREA DESIGNATIONS)	10.5 ft.	9.5 ft.	9.5 ft.
<i>PEDESTRIAN THROUGHWAY ZONE</i>	<i>6 ft.</i>	<i>5 ft.</i>	<i>5 ft.</i>
<i>FURNISHINGS/ LANDSCAPE ZONE</i>	<i>4 ft.</i>	<i>4 ft.</i>	<i>4 ft.</i>
<i>EDGE (CURB AND CLEARANCE)</i>	<i>0.5 ft.</i>	<i>0.5 ft.</i>	<i>0.5 ft.</i>
BIKE FACILITY (ALL AREA DESIGNATIONS)	6 ft. Bike Lanes	5 ft. Bike Lanes; or Bikeway on Adjacent Corridor	Shared with Travel Lane
ON-STREET PARKING WIDTH (ALL AREA DESIGNATIONS)	None	None	None
TYPICAL THROUGH LANES (ALL AREA DESIGNATIONS)	2	2	2
TRAVEL LANE WIDTH (ALL AREA DESIGNATIONS)	11 ft.	10 ft.	10 ft.
MEDIAN/ TURN LANE WIDTH (ALL AREA DESIGNATIONS)	As Needed	As Needed	None

SIDEWALKS

Sidewalks provide for pedestrian movement and access, enhance connectivity, and promote walking. The requirements for pedestrian facilities in the City's planning area promote superior sidewalk design and encourage walking by making it more attractive. The area designations determine pedestrian facility design treatments along streets, including the width of the throughway for pedestrians, and the buffer between the vehicle travel way.

The sidewalk encompasses three zones (as shown in Figure 20), including the frontage, pedestrian throughway, and furnishings/landscape. The minimum configuration for each of these zones is provided in Table 2. Wider widths may be considered as conditions warrant. For example, if a tree requires a wider area, the width of the landscape zone may be increased.

FIGURE 20: SIDEWALK ZONES



- The **frontage zone** describes the section where a pedestrian interacts with the adjacent buildings or private property and includes entryways and outdoor seating. This zone is typically between 1 and 3 feet wide in mixed-use areas (i.e., to accommodate outdoor seating in commercial areas or building access in residential areas) and ½ foot in other areas, and it may include a concrete or natural surface depending on the adjacent land use. The adjoining development may elect to expand this zone with additional space provided outside of and adjacent to the street right-of-way.
- The **pedestrian throughway zone** is the accessible zone in which pedestrians travel. It includes a minimum eight-foot-wide clear throughway in mixed-use areas, and six-foot wide clear throughway along streets with a Residential, Commercial, or Industrial area designation.
- The **furnishings/ landscape zone** is the sidewalk section located between the pedestrian throughway and the curb, and includes street furnishings or landscaping (e.g., benches, lighting, bicycle parking, tree wells, and/or plantings). If adjacent to on-street parking, it should also include a clearance distance between any curbside parking and the street furnishing area or landscape strip (i.e., so vehicles parking, or opening doors do not interfere with street furnishings and/or landscaping). Streets located along a transit route should incorporate furnishings to support transit ridership, such as transit shelters and benches,

into the furnishings/landscape strip. It should include a minimum width between 5 to 6 feet, depending on the area designation.

BICYCLE FACILITIES

Streets should be safe and comfortable for bicyclists of all ages and abilities to encourage ridership. Building high quality bicycle infrastructure can help the City work towards achieving improved safety and public health, reduced congestion, and more equitable access.

The typical bicycle facilities shown in Table 3 and Figure 17 through Figure 19, for each area designation are determined based on a street's design and motor vehicle traffic conditions (i.e., expected vehicle speeds and volumes). When bike facilities are routed along the lowest speed and volume streets (i.e., streets with a Local functional classification), shared streets are typical. When the bike facilities are routed on busier or faster streets (i.e., streets with an Arterial or Collector functional classification), on-street bike lanes, which may be buffered or protected from the vehicle travel way, are typical. These may be separated from the vehicle travel way by a painted buffer and include vertical or horizontal protection, like bollards, planter boxes, curbs, or parked cars. These facilities include buffered bike lanes, cycle tracks, or shared-use paths.

Table 3 and Figure 17 through Figure 19 show the minimum bicycle facilities for streets in the City's planning area. Regardless of the area designation, Arterial Streets require 7-foot buffered bike lanes (i.e., 5-foot bike lane with 2-foot buffer), Collector Streets require 6-foot bike lanes, while Local Street typically have no on-street bike facility (i.e., bikes share the travel way with vehicular traffic). The bike lane on Arterial and Collector streets may also be adjacent to the curb and protected by the parking lane.

In general, streets with motor vehicle volumes over 3,000 per day should include conventional bike lanes at a minimum. When daily motor vehicle volumes exceed 6,000, buffered or protected bike lanes are desired. In any case, if motor vehicle travel speeds exceed 35 miles per hour, buffered or protected bicycle facilities are desired. In general, facilities that are protected or separated from the vehicle travel way include a 12-foot two-way or 6-foot one-way cycle track, 12-foot shared use path, or 7-foot buffered bike lanes. Non-separated bike lanes should be a minimum of 6-feet wide, while shared streets should include shared lane markings, with vehicle speed and volume management.

SEPARATED PEDESTRIAN AND BICYCLE FACILITIES

Some pedestrian and bicycle facilities may be separated from the right-of-way of a street, and include pedestrian trails, pedestrian, and bicycle accessway paths, and shared use paths. These facilities serve a variety of recreational, and transportation needs for pedestrians and bicyclists.

PEDESTRIAN TRAIL

Pedestrian trails offer recreational opportunities for pedestrians and are typically located in parks or natural areas. They should include a minimum width of 6 feet and may include a hard or soft surface.

ACCESSWAY PATH

Accessways provide short path segments between disconnected streets or localized recreational walking and biking opportunities. To allow for both pedestrian and bicycle travel, the accessway path must be on public easements or rights-of-way and have minimum paved surface of 10 feet, with a 2-foot shoulder on each side, and 14 feet of right-of-way. For low use segments, an accessway can be as narrow as 8 feet wide, with a 2-foot shoulder on each side and a total right-of-way of 12 feet.

Narrower widths with a minimum paved surface of 5 feet, with a 2-foot shoulder on each side, and 9 feet of right-of-way are acceptable for an accessway serving pedestrian access only (i.e., no bicycles).

SHARED USE PATH

Shared-use paths provide longer distance off-roadway facilities for walking and biking. Depending on their location, they can serve both recreational and citywide circulation needs. Shared-use path designs vary in surface types and widths. Hard surfaces are generally better for bicycle travel. Widths need to provide ample space for both walking and biking and should be able to accommodate maintenance vehicles.

To allow for both pedestrian and bicycle travel a shared-use path should typically be at least 12 feet wide, with a 2-foot shoulder on each side, and 16 feet of right-of-way (see Figure 21). In areas with a low amount of walking or biking demand, the path can be 6 feet wide, with a 2-foot shoulder on each side and a total right-of-way of 10 feet (see Figure 22).

FIGURE 21: TYPICAL DESIGN FOR REGIONAL SHARED-USE PATHS

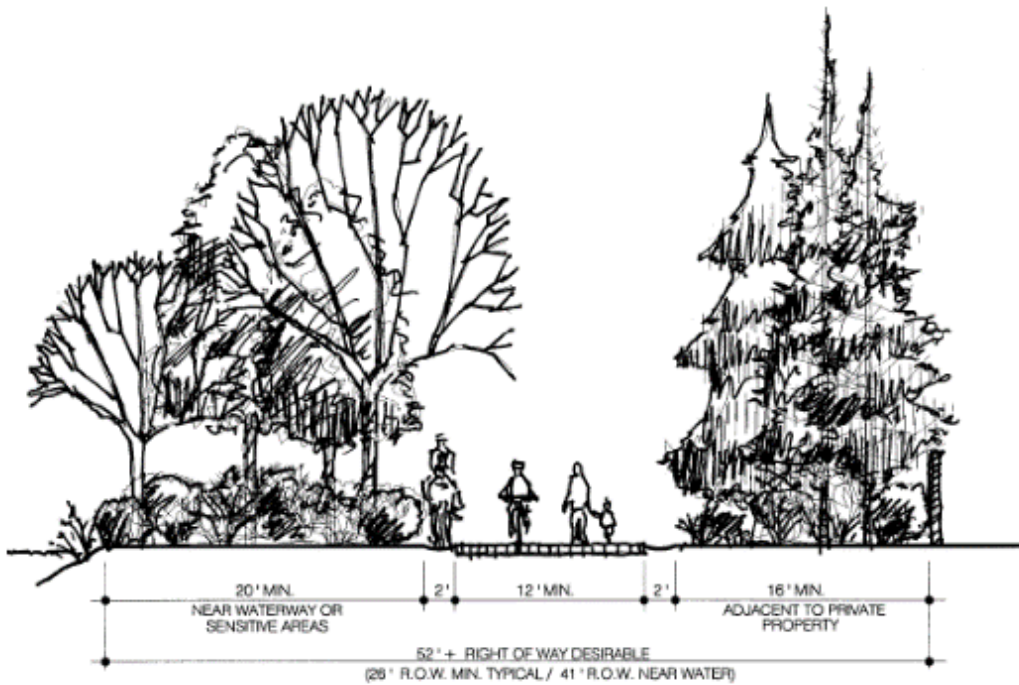
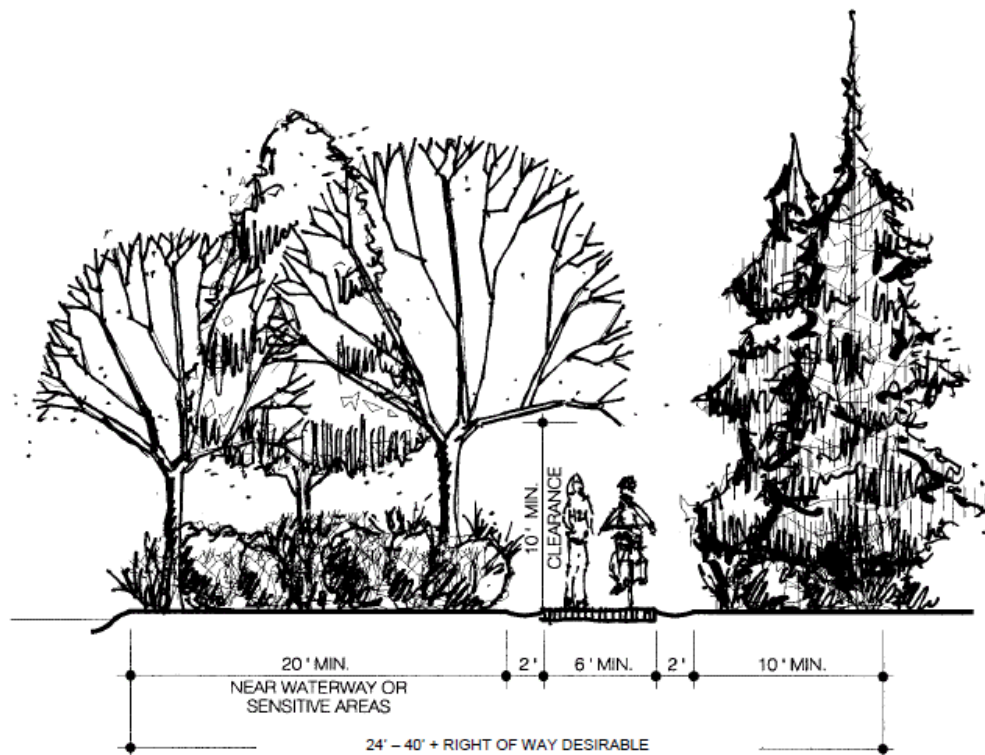


FIGURE 22: TYPICAL DESIGN FOR LOCAL SHARED-USE PATHS



PERFORMANCE STANDARDS

Performance standards are applied to the operation and design of transportation facilities to ensure that the network functions as intended. In Camas, this includes performance standards for vehicles, pedestrians, bicyclists and overall system connectivity.

VEHICLE CONGESTION THRESHOLDS

Mobility targets for streets and intersections in Camas provide a metric for assessing the impacts of new development on the existing transportation system and for identifying where capacity improvements may be needed. They are the basis for requiring improvements needed to sustain the transportation system as growth and development occur. Two methods used to gauge operational conditions for motor vehicles include volume-to-capacity (v/c) ratios and level of service (LOS).

- Volume-to-capacity (v/c) ratio: A v/c ratio is a decimal representation (between 0.00 and 1.00) of the proportion of capacity that is being used at a turn movement, approach leg, or intersection. It is determined by dividing the peak hour traffic volume by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00 (generally above 0.70), congestion noticeably increases, and performance is reduced. If the ratio is greater than 1.00, the turn movement, approach leg, or intersection is oversaturated and usually results in excessive queues and long delays.
- Level of service (LOS): LOS is a “report card” rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay is excessive and demand exceeds capacity, typically resulting in long queues and delays.

This TSP includes performance standards for motor vehicles. A LOS “D” and a v/c ratio not higher than 0.85 is the minimum performance standard during the highest one-hour period of the day for signalized, all-way stop and roundabout controlled intersections under City jurisdiction. These standards shall be applied to the intersection as a whole.

A LOS “E” and a v/c ratio not higher than 0.90 is the minimum performance standard during the highest one-hour period of the day for two-way stop and yield controlled intersections under City jurisdiction. These standards shall be applied to all intersection approaches serving more than 20 vehicles. Mobility standards do not apply to approaches at intersections serving 20 vehicles or fewer during the highest one-hour period of the day⁶. This mobility standard allows more flexibility

⁶ When a low number of vehicles approach a stop-controlled intersection (i.e., 20 or fewer), particularly at those with high volumes on the uncontrolled major street, long delays for vehicles often result during peak periods. This can cause the intersection to operate with a peak hour v/c ratio that exceeds the adopted intersection mobility standard and can

in the tension between larger intersection and street designs that are sometimes needed to accommodate peak vehicle demands, and the desire to maintain smaller designs that encourage slower vehicle speeds and tend to be more accommodating to pedestrian and bicycle users.

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 the Southwest Washington Regional Transportation Council (RTC). The Southwest Washington RTC Board adopted LOS 'E' or better for non-HSS urban state highway facilities.

Facilities that are forecasted to exceed these vehicle congestion thresholds were identified in Chapter 2 with improvements provided in Chapter 4.

MULTIMODAL LEVEL OF TRAFFIC STRESS THRESHOLDS

Pedestrian and bicycle level of traffic stress (LTS) evaluations provide a metric to understand a multimodal user's perception of the safety and comfort of the transportation network. This method can be used to understand key gaps and barriers to walking and bicycling which can then be addressed through targeted improvements.

The LTS evaluation generates a ranking between 1 and 4 of the relative safety and comfort of a segment or intersection for bicyclists or pedestrians based on roadway and intersection characteristics (e.g., land use context, number of lanes, travel speed and volume, intersection control, type and width of buffer, and the presence and condition of any bicycle or pedestrian facilities). The LTS rating scale recognizes that as vehicle speeds and volumes increase, enhanced pedestrian and bicycle facilities are needed to maintain a system that is accessible and comfortable for all users. The following summarizes the LTS rankings:

- Low Stress (LTS 1) – represents little traffic stress and requires less attention, so is suitable for all cyclists or pedestrians of all ages and abilities. Traffic speeds are typically low (i.e., 25 mph) and there is no more than one lane in each direction. Intersections are easily crossed by children and adults. Typical locations include residential local streets, separated bike paths/cycle tracks, and sidewalks/shared use paths with a buffer between vehicles and cyclists or pedestrians.
- Moderate Stress (LTS 2) – represents little traffic stress but requires more attention than can be expected of young children and is more suitable for teen and adult pedestrians or cyclists with adequate bike handling skills. Traffic speeds are slightly higher (i.e., up to 35 mph), but speed differentials are still low, and roadways can be up to three lanes wide. Intersections are not difficult to cross for most teenagers and adults. Typical locations include collector-level streets with bike lanes or a central business district. Sidewalks are generally in good condition with limited impediments for mobility device users (i.e., adequate sidewalk widths and ramps in most locations).
- High Stress (LTS 3) – represents moderate stress and is suitable only for the most observant adult cyclists or pedestrians. Traffic speeds are typically moderate (i.e., 35 to 40

necessitate the need to expand the intersection. Therefore, stop controlled approaches with a low volume of traffic are commonly excluded from agency mobility standards.

mph) but can be on roadways up to five lanes wide, and there can be limited buffers between travel lanes and the sidewalk. Intersections are still perceived to be safe by most adults. Typical locations include lower-speed (i.e., 35 mph) arterials with bike lanes or moderate speed (i.e., 40 mph) collectors up to three lanes wide. Select segments of these roadways may be impassable to pedestrians who require a mobility device.

- Extreme Stress (LTS 4) – represents high stress and only marginally suitable for experienced and skilled cyclists or able-bodied adult pedestrians. Traffic speeds are typically moderate to high (i.e., 40 mph or more) and can be on roadways from two to over five lanes wide with limited or no pedestrian or bicycle facilities. Intersections can be complex, wide, and or high volume/speed that can be perceived as unsafe by adults and are difficult and/or dangerous to cross. Typical locations include high-speed or multilane roadways with narrow or no bike lanes and sidewalks. Roadways without sidewalks are also included in this category.

All collector and arterial streets in Camas must provide an LTS of 2 or better for pedestrian and bicycle facilities. Facilities that are forecasted to exceed this standard were identified in Chapter 2 with improvements provided in Chapter 4. The cross-section requirements for streets in the City’s planning area allow for a LTS of 2 or better to be achieved for newly built or reconstructed pedestrian and bicycle facilities.

MULTIMODAL CONNECTIVITY

Transportation facility and access spacing standards include a broad set of techniques that balance the need to provide for efficient, safe, and timely multimodal travel with the ability to allow access to individual destinations. These standards help create a system of direct, continuous, and connected transportation facilities to minimize out-of-direction travel and decrease travel times for all users, while enhancing safety for people walking, biking, and driving by reducing conflict points.

Table 5 identifies maximum and minimum public roadway intersection, minimum private access, and maximum pedestrian and bicycle accessway spacing standards for streets in Camas. New streets or redeveloping properties must comply with these standards to the extent practical, as determined by the City Engineer or City Engineer designee. As the opportunity arises through redevelopment, strategies could be implemented along streets or at driveways not complying with these standards, such as shared access points, access restrictions (using a median or channelization islands), or closure of unnecessary access points, as feasible.

Street connectivity must be reviewed with all traffic studies associated with new development in the City’s planning area to ensure that the multimodal objectives of the TSP are followed. Applicants will be required to provide a proposed street map as part of the development approval process.

TABLE 5: TRANSPORTATION FACILITY AND ACCESS SPACING STANDARDS

	FUNCTIONAL CLASSIFICATION		
	ARTERIAL STREET	COLLECTOR STREET	LOCAL STREET
BLOCK SIZE (SPACING BETWEEN TWO PUBLIC STREETS) *			
MAXIMUM BLOCK SIZE *	1,000 ft.	600 ft.	600 ft.
MINIMUM BLOCK SIZE	600 ft.	300 ft.	150 ft.
MAXIMUM DISTANCE OF PEDESTRIAN/ BICYCLE FROM A CONNECTING STREET OR ACCESSWAY ALONG EACH BLOCK	300 ft.	300 ft.	300 ft.
MINIMUM DRIVEWAY SPACING **			
MINIMUM SPACING BETWEEN TWO DRIVEWAYS	600 ft.***	300 ft.***	5-10 ft. ****
MINIMUM DRIVEWAY SETBACK FROM INTERSECTION, FULL ACCESS	600 ft.	300 ft.	10 ft.
MINIMUM DRIVEWAY SETBACK FROM INTERSECTION, RIGHT-IN, RIGHT-OUT ACCESS	300 ft.	150 ft.	n/a

Note: All distances measured from the edge of adjacent approaches.

* If the maximum block size standards are exceeded for full public street connections on collector or local streets, mid-block pedestrian and bicycle accessways on public easements or rights-of-way must be provided to ensure pedestrians are no more than half the street spacing distance from a connecting street along the full length of all blocks (i.e., 300 feet on collector or local streets).

Arterial streets require mid-block pedestrian and bicycle accessways on public easements or rights-of-way to ensure pedestrians are no more than 300 feet from a connecting street or accessway along the full block length (i.e., a typical 1,000-foot block on an arterial street requires two accessways).

If the full street connection is impractical due to topography, natural areas, inadequate sight distance, lack of supporting land use or other factors that may prevent a safe connection, the City Engineer or City Engineer Designee may approve a deviation.

** All properties are allowed one driveway, which must take access from the lowest classified street.

*** New residential access is not permitted along arterials or collectors.

**** Minimum driveway spacing along a local street is 5 feet for residential uses and 10 feet for non-residential uses.

STREET CROSSINGS

Streets with high traffic volumes and/or speeds and in areas with trail crossings, or nearby transit stops, residential uses, schools, parks, shopping, and employment destinations generally require enhanced street crossings with treatments, such as marked crosswalks, high visibility crossings, and curb extensions to improve safety and convenience. Crossing locations with higher volumes of pedestrians (either observed or projected) are also candidate locations for rectangular rapid flashing beacons or pedestrian hybrid beacons, which increase the visibility of the crossing for drivers.

Crossing opportunities along City streets should also align, where practical, with the transportation facility spacing standards shown earlier in this chapter to ensure pedestrian and bicycle accessways are connected and continuous across streets. Exceptions include where the connection is impractical due to topography, inadequate sight distance, high vehicle travel speeds, lack of supporting land use, or other factors that may prevent safe crossing, as determined by the City Engineer or City Engineer Designee.

Locations of enhanced pedestrian and bicycle crossing treatments along City streets should be determined using the National Cooperative Highway Research Program (NCHRP) Report 562, Improving Pedestrian Safety at Unsignalized Intersections⁷. These guidelines for pedestrian and bicycle crossing treatments are based on vehicle speed on the major street, pedestrian crossing distance, peak hour pedestrian volume, peak hour vehicle volume, and local parameters such as motorist compliance, pedestrian walking speed, and pedestrian start-up and clearance time. NCHRP Report 562 includes worksheets for inputting the variables above and identifying the appropriate treatment type. These guidelines should be reviewed with all traffic studies for any potential street crossing associated with new development in the City's planning area. Table 6 summarizes potential crossing treatments at intersections and mid-block locations for pedestrians and bicyclists.

⁷ <http://www.trb.org/Publications/Blurbs/157723.aspx>

TABLE 6: CROSSING TREATMENTS FOR PEDESTRIANS AND BICYCLISTS

CROSSING TREATMENTS		CROSSING LOCATION	
		INTERSECTION	MIDBLOCK
RECTANGULAR FLASHING BEACON (RRFB)			✓
CONVENTIONAL CROSSWALK		✓	✓
BULB OUT		✓	
MEDIAN REFUGE		✓	✓
INTERSECTION CROSSING MARKINGS		✓	
BIKE BOXES		✓	
TWO STAGE QUEUE BOXES		✓	

VOLUME AND SPEED MANAGEMENT TOOLS

Volume and speed management refers to street design techniques that slow traffic and make streets safer and more pleasant for pedestrian and bicycle users and adjoining land uses without significantly changing their vehicle capacity. These design techniques encourage a more inviting environment for pedestrians and bicyclists, particularly along streets designed for shared bicycle travel.

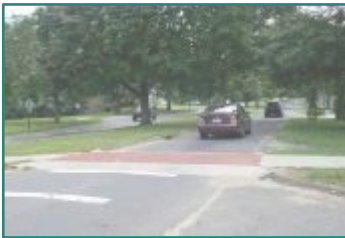
Table 7 shows common traffic calming applications and suggests which devices may be appropriate for streets in the Camas planning area. Volume and speed management measures must balance vehicle speeds and volumes with the mobility and circulation needs of service providers, such as emergency responders. Any traffic calming project should include coordination with emergency service providers to ensure the project does not impede response times.

Volume and speed management influences driver behavior through physical and psychological means, by using one or more of the following:

- **Horizontal impediments** designed to make a driver turn the wheel and reduce the sight lines of unending pavement, which usually results in slower speeds. Examples include chicanes, roundabouts, and mini roundabouts.
- **Road narrowing** via striping, parking, or curb to reduce the drive lane widths, which slightly lower speeds. These treatments have the additional benefit of shortening pedestrian crossings, which lead to a safer multi-modal environment. Examples include curb extensions or bulbouts, or mid-block pedestrian refuge islands.
- **Closing the through road partially or fully** to disrupt travel patterns. These treatments alone may not change vehicle speeds but are effective at lowering volumes along certain streets.

TABLE 7: VOLUME AND SPEED MANAGEMENT TOOLS

TOOLS *		USE BY FUNCTIONAL CLASSIFICATION			IMPACT	
		Arterial Street	Collector Street	Local Street	Speed Reduction	Traffic Diversion
NARROWING TRAVEL LANES		✓	✓	✓	✓	
PLACING BUILDINGS, ON-STREET PARKING, AND LANDSCAPING CLOSER TO THE STREET		✓	✓	✓	✓	
CURB EXTENSIONS OR BULBOUTS		✓	✓	✓	✓	
ROUNDAABOUTS		✓	✓	✓	✓	
MINI-ROUNDAABOUTS			✓	✓	✓	
MEDIANS AND PEDESTRIAN ISLANDS		✓	✓	✓	✓	

TOOLS *		USE BY FUNCTIONAL CLASSIFICATION			IMPACT	
		Arterial Street	Collector Street	Local Street	Speed Reduction	Traffic Diversion
PAVEMENT TEXTURE		✓	✓	✓	✓	
RAISED INTERSECTION OR CROSSWALK				✓	✓	✓
CHOKER				✓	✓	✓
CHICANES				✓	✓	✓
DIVERTERS (WITH EMERGENCY VEHICLE PASS-THROUGH)			✓	✓	✓	✓

Note: * Any traffic calming project should include coordination with emergency service providers to ensure the project does not impede response times.

CHAPTER 4.

Projects and Priorities

This chapter describes the transportation system improvement projects identified to address the system needs discussed in Chapter 2.

PROCESS FOR DEVELOPING PROJECTS

The project team developed the recommended transportation solutions using guidance provided by the project goals and with input from three main sources:

- Stakeholders (via committee meetings, online surveys, and project website comments)
- Previous Plans (such as the Camas North Shore Subarea Plan)
- Independent Project Team Evaluation (Existing and Future Transportation Conditions and Needs Evaluation)

The full list of projects in this TSP are identified to improve the transportation network along major streets in the City's planning area, regardless of their priority or their likelihood of being funded. This TSP focuses on streets in the planning area with a functional classification of Collector or higher. Additional improvements will occur with private development in the City's planning area, including the build out of the local street network consistent with the standards in Chapter 3.

The TSP planning process screens candidate projects to set aside those that may not be feasible due to environmental or existing development limitations. The remaining projects are a combination of new and previous ideas for the transportation system that seek to address the gaps and deficiencies in the city.

PROJECT FUNDING

Each project was reviewed to consider how it might be funded through 2045. All projects were assigned a primary funding agency which includes Camas, Clark County and WSDOT. In general, the primary funding agency was assumed to be the current or future facility owner, as they are responsible for overseeing construction and long-term maintenance. In some cases, funding partnerships were identified for projects that were expected to provide mutual benefits between agencies or where there were opportunities to accelerate projects to completion. Each project was also assigned an assumed funding source, which included the Camas Street Fund (i.e., State Gas Tax, Transportation Benefit District revenues, etc.), the City Transportation Impact Fee (TIF) revenues, or partner agency funds (i.e., WSDOT, Clark County). It is important to note that these funding assumptions do not oblige any agency to commit to these projects or fund them in this manner.

Approximately \$263 million is estimated to be available for locally funded improvements through 2045 (see Table 8). About \$178.6 million of the total project costs are assumed to be TIF eligible improvements, with the remaining \$137.9 million and \$63.5 million of the total project costs assumed to be City and partner agency responsibility, respectively.

This TSP assumes an estimated \$178.6 million in TIF funding through 2045 and about \$20.9 million from the Camas Street Fund and \$63.5 million from partner agencies to fund the portion of

projects that are not eligible to use TIF funds through 2045 (see Table 8). While there may be opportunities with other agencies to jointly fund projects, the assumed funding is not guaranteed as these decisions are ultimately up to those agencies.

TABLE 8: ESTIMATED TRANSPORTATION PROJECT FUNDING (2026 DOLLARS)

FUNDING SOURCE	TOTAL FUNDING NEED	ESTIMATED FUNDING AVAILABLE THROUGH 2045
TRANSPORTATION IMPACT FEE (TIF) *	\$178,650,000	\$178,650,000
CAMAS STREET FUND	\$137,983,000 **	\$20,900,000 ***
PARTNER AGENCY	\$63,542,000 **	\$63,542,000 ****
TOTAL	\$380,175,000	\$263,092,000

Notes: * Based on the estimated share of project costs that are eligible to use TIF funds.

** The total funding need is based on the assigned primary lead agency for each project and the share of project costs after excluding the portion that is eligible to use TIF funds. Projects assigned with a partner agency as the primary lead were assumed to have an 80 percent share of the project costs after excluding the portion that is eligible to use TIF funds, with the remaining 20 percent share assigned to the City.

*** The estimated funding available from the Camas Street Fund is based on the remaining revenue after excluding expenditures through 2045 (based on average revenues and expenditures for the fund between 2023 and 2025) and generally accounts for the portion of the fund utilized for capital projects.

**** This assumes funding from partner agencies, which may include Grants to fund future projects. While there may be opportunities with other agencies to jointly fund projects, these funding decisions are ultimately up to those agencies and outcomes of the competitive grant process.

PRIORITIZING TRANSPORTATION PROJECTS

Unless the City expands its funding options, many of the transportation projects identified are not reasonably likely to be funded by 2045 (as shown in Table 8). For this reason, projects from the transportation list were divided into three improvement packages with implementation priority horizons, referred to as Tier 1, Tier 2 and Tier 3 and shown in Table 9.

- **Tier 1:** Projects recommended for implementation within 1 to 6 years.
- **Tier 2:** Projects recommended for implementation within 6 to 12 years.
- **Tier 3:** Projects likely to be implemented beyond 12 years.

Projects in the Tier 1 and Tier 2 groups have a total construction budget that is similar to the reasonably available funding over the planning horizon without including the partner agency funding, meaning the estimated \$199 million likely to be available through existing City funding sources (i.e., City TIF and Camas Street Fund).

The project priority horizons do not create an obligation to construct projects in any order, and it is recognized that these priorities may change over time. The City of Camas will use the priorities

listed in this TSP to guide investment decisions but will also regularly reassess local priorities to leverage new opportunities and reflect evolving community interests. During the short-term, most of the City's investments will occur within the current City limits. As annexation occurs over time, other projects will have the potential to be funded by the City or through private development as a condition of approval.

PLANNED TRANSPORTATION PROJECTS

The full project list includes 91 projects totaling over \$380 million in total investments and is shown in Table 9 and Figure 23 to Figure 25. For the purposes of cost estimates, project design elements are identified, however, the actual design elements for any project are subject to change and will ultimately be determined through a preliminary and final design process and are subject to City, WSDOT, Clark County, and/or other partner agency approval. The projects were assigned to one of several categories:

- **Multi-Modal Street Improvement** – these projects will improve or construct new multi-modal streets throughout the planning area, each with facilities for motorists, pedestrians, and bicyclists. A total of 27 projects are identified that, as of 2026, will cost an estimated \$246.5 million to complete.
- **Intersection Improvement** – these projects will improve safety and mobility at intersections throughout the planning area. A total of 17 projects were identified to construct new or improve existing intersections that, as of 2026, will cost an estimated \$55.1 million to complete.
- **Pedestrian/ Bike Improvement** – these projects include stand-alone sidewalk, path and roadway crossing improvements, and an integrated network of bicycle lanes, marked on-street routes and shared-use paths to facilitate safe and convenient travel citywide. A total of 44 pedestrian and bicycle projects were identified that, as of 2026, will cost an estimated \$77.0 million to complete.
- **Demand/ System Management** – this will enhance the quality and convenience for transit passengers and encourage more efficient usage of the transportation system. Three projects were identified that, as of 2026, will cost an estimated \$1.4 million.

TABLE 9: PLANNED TRANSPORTATION PROJECTS

ID ***	PROJECT DESCRIPTION**	PROJECT PURPOSE	ESTIMATED COST (2026 DOLLARS)	TIF ELIGIBLE SHARE	PRIMARY LEAD AGENCY	PRIORITY HORIZON
A	Bike Parking Program	Increase bike parking	\$150,000	42%	Camas	Tier 3
	Install new bike parking throughout the City.					
B	Wayfinding Signage Program	Improve wayfinding signage	\$300,000	42%	Camas	Tier 3
	Install wayfinding signage to assist pedestrians and bicyclists in choosing comfortable routes and to help visitors navigate through the City.					
T1	Facility Improvements	Enhance transit service and amenities	\$1,000,000	42%	Camas	Tier 3
	Improve transit stop amenities as needed, to include sheltered stops with seating, landing pads, route information, sidewalk connections, bicycle parking and lighting.					
M1	NW Pacific Rim Boulevard reconfiguration between SE Payne Road and NW Parker Street	Safety; Bicycle facility gap	\$2,600,000	42%	Camas	Tier 3
	Reconfigure the existing paved width of NW Pacific Rim Boulevard between SE Payne Road and NW Parker Street to address safety and bicycle facility gaps. Requires coordination with the City of Vancouver.					
M2	NW 6th Avenue improvements between Norwood Street and Adams Street	Motor vehicle congestion and safety; Bicycle facility gap	\$7,000,000	42%	Camas	Tier 3
	Reconfigure the existing paved width of NW 6th Avenue between Norwood Street and Adams Street to address congestion at intersections, safety and bicycle facility gaps. Included in 2024 six-year Transportation Improvement Program as Priority #11.					
M3	NE 3rd Avenue reconfiguration between NE Garfield Street and 4th Street	Safety; Bicycle facility gap	\$4,050,000	42%	Camas	Tier 3
	Reconfigure the existing paved width of NE 3rd Avenue between NE Garfield Street and 4th Street to address congestion at intersections, safety and bicycle facility gaps.					
M4	NE 3rd Avenue reconfiguration between 4th Street and SE Lechner Street	Pedestrian and bicycle facility gap	\$1,250,000	42%	Camas	Tier 3
	Reconfigure the existing paved width of NE 3rd Avenue between 4th Street and SE Lechner Street to address congestion at intersections, safety, pedestrian and bicycle facility gaps.					
M5	NE Laurel Street extension to SE 15th Street	Street connectivity; Pedestrian and bicycle facility gap	\$2,200,000	100%	Camas	Tier 2
	Extend NE Laurel Street to SE 15th Street. This street should be constructed as a Collector, with sidewalks and bike lanes.					
M6	NE Pioneer Street extension to SE 15th Street	Street connectivity; Pedestrian and bicycle facility gap	\$2,650,000	100%	Camas	Tier 3
	Extend NE Pioneer Street to SE 15th Street. This street should be constructed as a Collector, with sidewalks and bike lanes.					
M7	SE 271st Avenue extension to SE 8th Street extension	Street connectivity; Pedestrian and bicycle facility gap	\$7,200,000	100%	Camas	Tier 3
	Extend/Improve SE 271st Avenue from SE 15th Street to the SE 8th Street extension. This street should be constructed as a Collector, with sidewalks and bike lanes.					
M8	SE 8th Street extension between SR 500-NE Everett Street and the SE 271st Avenue extension	Street connectivity; Pedestrian and bicycle facility gap	\$4,600,000	100%	Camas	Tier 1
	Extend SE 8th Street from SR 500-NE Everett Street to the SE 271st Avenue extension. This street should be constructed as a Collector, with sidewalks and bike lanes.					
M9	SR 500-NE Everett Street widening between NW Lake Road and the UGA	Safety; Pedestrian and Bicycle facility gap	\$45,700,000	100%	WSDOT	Tier 1
	Widen SR 500-NE Everett Street between NW Lake Road and the UGA boundary to include pedestrian and bike facilities (i.e., assumes a shared-use path on both sides per Everett Street Corridor Analysis). Includes bridge replacement. Included in 2024 six-year Transportation Improvement Program as Priority #1.					
M10	Northshore Boulevard extension to SR 500-NE Everett Street	Street connectivity; Pedestrian and bicycle facility gap	\$18,200,000	42%	Camas	Tier 1
	Extend Northshore Boulevard to SR 500-NE Everett Street/NE Everett Drive. This street should be constructed as an Arterial, with sidewalks and bike lanes. Included in 2024 six-year Transportation Improvement Program as Priority #9.					

ID ***	PROJECT DESCRIPTION**	PROJECT PURPOSE	ESTIMATED COST (2026 DOLLARS)	TIF ELIGIBLE SHARE	PRIMARY LEAD AGENCY	PRIORITY HORIZON
M11	NE 232nd Avenue widening between Northshore Boulevard and the UGA	Safety; Pedestrian and Bicycle facility gap	\$5,100,000	100%	Camas	Tier 3
	Widen NE 232nd Avenue between Northshore Boulevard and the UGA boundary to include one travel lane in each direction, a center turn-lane/median, a bike lane and sidewalk on the west side and a shared-use path on the east side. PE included in 2024 six-year Transportation Improvement Program as Priority #27.					
M12	NE 242nd Avenue extension from NE 28th Street to Northshore Boulevard	Street connectivity; Pedestrian and bicycle facility gap	\$9,350,000	100%	Clark County	Tier 3
	Extend NE 242nd Avenue from NE 28th Street to Northshore Boulevard. This street should be constructed as an Arterial, with sidewalks and bike lanes. PE included in 2024 six-year Transportation Improvement Program as Priority #34.					
M13	NW Lake Road / NW Leadbetter Drive intersection improvements	Motor vehicle congestion and safety	\$3,950,000	42%	Camas	Tier 3
	Intersection improvements (i.e., potential installation of roundabout or traffic signal).					
M14	NW Lake Road / NW Lacamas Lane intersection improvements	Motor vehicle congestion and safety	\$3,750,000	42%	Camas	Tier 3
	Intersection improvements (i.e., potential installation of roundabout or traffic signal).					
M17	Northshore Boulevard / Northshore Roadway C (east) intersection improvements	Motor vehicle congestion and safety	\$3,950,000	100%	Camas	Tier 2
	Intersection improvements (i.e., potential installation of roundabout per the Northshore Subarea Plan).					
M18	Northshore Boulevard / Northshore Roadway E intersection improvements	Motor vehicle congestion and safety	\$3,950,000	42%	Camas	Tier 2
	Intersection improvements (i.e., potential installation of roundabout per the Northshore Subarea Plan).					
M19	NE 28th Street widening between N Juniper Street and NE 232nd Avenue	Safety; Pedestrian and Bicycle facility gap	\$5,350,000	42%	Camas	Tier 2
	Widen NE 28th Street between N Juniper Street and NE 232nd Avenue to include one travel lane in each direction, a center turn-lane/median, bike lanes and sidewalks. Included in 2024 six-year Transportation Improvement Program as Priority #8.					
M20	NE 28th Street widening between NE Ingle Road and N Juniper Street	Safety; Pedestrian and Bicycle facility gap	\$9,500,000	42%	Camas	Tier 2
	Widen NE 28th Street between NE Ingle Road and N Juniper Street to include one travel lane in each direction, a center turn-lane/median, bike lanes and sidewalks. Included in 2024 six-year Transportation Improvement Program as Priority #8.					
M21	NE Goodwin Road widening between NE Ingle Road and NE 13th Street	Safety; Pedestrian and Bicycle facility gap	\$12,400,000	42%	Camas	Tier 2
	Widen NE Goodwin Road between NE Ingle Road and NE 13th Street to include bike lanes and sidewalks. Included in 2024 six-year Transportation Improvement Program as Priority #8.					
M22	NE Ingle Road widening between NE 28th Street and the UGA	Safety; Pedestrian and Bicycle facility gap	\$1,650,000	42%	Camas	Tier 2
	Widen NE Ingle Road between NE 28th Street and the UGA to include one travel lane in each direction, a center turn-lane/median, bike lanes and sidewalks. PE included in 2024 six-year Transportation Improvement Program as Priority #39.					
M24	SR 500-NE Everett Street / NE 35th Avenue intersection improvements	Motor vehicle congestion and safety	\$3,950,000	42%	WSDOT	Tier 3
	Intersection improvements (i.e., potential installation of roundabout).					
M25	NW 38th Avenue-NW Astor Street-NW 43rd Avenue widening between NW Dahlia Drive and NW Sierra Street	Safety; Pedestrian and Bicycle facility gap	\$7,750,000	42%	Camas	Tier 2
	Widen NW 38th Avenue-NW Astor Street-NW 43rd Avenue between NW Dahlia Drive and NW Sierra Street to include one travel lane in each direction, a center turn-lane/median, bike lanes and sidewalks. PE included in 2024 six-year Transportation Improvement Program as Priority #26.					
M26	NW 16th Avenue-NW Hood Street-NW 18th Street widening between NW Klickitat Street and NW Astor Court	Safety; Pedestrian and Bicycle facility gap	\$4,450,000	42%	Camas	Tier 2
	Widen NW 16th Avenue-NW Hood Street-NW 18th Street between NW Klickitat Street and NW Astor Court to include one travel lane in each direction, a center turn-lane/median, bike lanes and sidewalks. Included in 2024 six-year Transportation Improvement Program as Priority #6 and #23.					
M27	NW 11th Avenue-NW Astor Street widening between NW McIntosh Road and NW 16th Avenue	Safety; Pedestrian and Bicycle facility gap	\$5,800,000	42%	Camas	Tier 2

ID ***	PROJECT DESCRIPTION**	PROJECT PURPOSE	ESTIMATED COST (2026 DOLLARS)	TIF ELIGIBLE SHARE	PRIMARY LEAD AGENCY	PRIORITY HORIZON
	Widen NW 11th Avenue-NW Astor Street between NW McIntosh Road and NW 16th Avenue to include one travel lane in each direction, a center turn-lane/median, bike lanes and sidewalks. PE included in 2024 six-year Transportation Improvement Program as Priority #22.					
M28	NW McIntosh Road widening between NW Brady Road and NW 11th Avenue	Safety; Pedestrian and Bicycle facility gap	\$9,800,000	42%	Camas	Tier 2
	Widen NW McIntosh Road between NW Brady Road and NW 11th Avenue to include one travel lane in each direction, a center turn-lane/median, bike lanes and sidewalks. PE included in 2024 six-year Transportation Improvement Program as Priority #28.					
M29	SE Crown Road widening between NE 3rd Avenue and NE Woodburn Drive	Safety; Pedestrian and Bicycle facility gap	\$11,700,000	42%	Camas	Tier 3
	Widen SE Crown Road between NE 3rd Avenue and NE Woodburn Drive to include one travel lane in each direction, left-turn lanes at intersections and a shared-use path (per the Crown Road Corridor Study). Widen the SE Crown Road approach to NE 3rd Avenue to accommodate westbound truck turning maneuvers. Requires coordination with Washougal and Clark County. Included in 2024 six-year Transportation Improvement Program as Priority #5.					
M30	SE 283rd Avenue widening between NE Woodburn Drive and the SE 8th Street extension	Safety; Pedestrian and Bicycle facility gap	\$10,800,000	42%	Camas	Tier 2
	Widen SE 283rd Avenue between NE Woodburn Drive and the SE 8th Street extension to include one travel lane in each direction, left-turn lanes at intersections and a shared-use path. Requires coordination with Clark County.					
M31	SE Lechner Street reconfiguration between NE 3rd Avenue and the UGA boundary	Safety; Pedestrian and Bicycle facility gap	\$400,000	42%	Camas	Tier 3
	Reconfigure SE Lechner Street between NE 3rd Avenue and the UGA boundary to include one travel lane in each direction, a center turn-lane/median and bike lanes.					
M32	NE 6th Avenue / NE Adams Street intersection improvements	Motor vehicle congestion and safety	\$4,000,000	42%	Camas	Tier 2
	Intersection improvements (e.g., Per the Camas Safety Plan this should include the installation of a roundabout and intersection lighting; retain eastbound right-turn slip lane).					
M33	NE 6th Avenue / SR 500-NE Garfield Street intersection improvements	Motor vehicle congestion	\$250,000	42%	WSDOT	Tier 2
	Intersection improvements (i.e., restripe the eastbound NE 6th Avenue approach to include a separate left-turn and through/right turn lane; requires removal of on-street parking along the south side of NE 6th Avenue within 75 feet of the intersection).					
M34	SE Crown Road / SE 23rd Street-NE Woodburn Drive intersection improvements	Motor vehicle safety	\$4,100,000	0%	Camas	Tier 3
	Intersection improvements (e.g., installation of a roundabout per the Crown Road Corridor Study). Realign SE 23rd Street to intersect with NE Woodburn Drive. This street should be constructed as an Arterial, with sidewalks and bike lane. Realignment included in 2024 six-year Transportation Improvement Program as Priority #29.					
M35	SR 500-NE Everett Street / NE 38th Avenue intersection improvements	Motor vehicle congestion and safety	\$3,950,000	42%	WSDOT	Tier 3
	Intersection improvements (i.e., installation of roundabout or a southbound left-turn lane on SR 500-NE Everett Street).					
M36	SR 500-NE Everett Street / NE 43rd Avenue intersection improvements	Motor vehicle congestion and safety	\$3,950,000	42%	WSDOT	Tier 3
	Intersection improvements (i.e., potential installation of roundabout per the Northshore Subarea Plan).					
M37	SR 500-NE Everett Street / SE Leadbetter Road intersection improvements	Motor vehicle safety	\$25,000	0%	WSDOT	Tier 3
	Intersection improvements (i.e., installation of a median to limit SE Leadbetter Road access to left-in, right-in, right-out only).					
M38	SR 500-NE Everett Street / Northshore Boulevard extension intersection improvements	Motor vehicle safety	\$3,950,000	0%	WSDOT	Tier 1
	Intersection improvements (e.g., potential installation of a roundabout per Northshore Subarea Plan).					
M40 *	NE 28th Street / SR 500-NE 242nd Avenue intersection improvements	Motor vehicle congestion	\$3,950,000	0%	WSDOT	Tier 3
	Intersection improvements (e.g., installation of a southbound left-turn lane on SR 500-NE Everett Street, eastbound left-turn lane on NE 28th Street and traffic signal, or installation of a roundabout). Requires coordination with WSDOT and Clark County.					
M41 *	NE 232nd Avenue / NE 28th Street intersection improvements	Motor vehicle congestion	\$1,850,000	0%	Clark County	Tier 3
	Intersection improvements (e.g., installation of a roundabout or traffic signal). Requires coordination with Clark County. Included in 2024 six-year Transportation Improvement Program as Priority #20.					
M42 *	NE 199th Avenue / SR 500-NE 58th Street intersection improvements	Motor vehicle congestion	\$3,950,000	0%	WSDOT	Tier 3

ID ***	PROJECT DESCRIPTION**	PROJECT PURPOSE	ESTIMATED COST (2026 DOLLARS)	TIF ELIGIBLE SHARE	PRIMARY LEAD AGENCY	PRIORITY HORIZON
	Intersection improvements (e.g., installation of a westbound left-turn lane and eastbound right-turn lane on SR 500-NE 58th Street and traffic signal, or installation of a roundabout). Requires coordination with WSDOT and Clark County.					
M43	NW Camas Meadows Drive / NE Goodwin Road intersection improvements	Motor vehicle congestion	\$3,950,000	42%	Camas	Tier 2
	Intersection improvements (i.e., installation of a roundabout or traffic signal). Included in 2024 six-year Transportation Improvement Program as Priority #37.					
M44	NW Lake Road / NW Sierra Street intersection improvements	Motor vehicle congestion	\$3,750,000	42%	Camas	Tier 1
	Intersection improvements (i.e., installation of a roundabout or traffic signal). Included in 2024 six-year Transportation Improvement Program as Priority #2.					
M45	Pacific Rim Boulevard / NW Parker Street intersection improvements	Motor vehicle congestion	\$1,700,000	42%	Camas	Tier 2
	Intersection improvements (i.e., installation of a traffic signal). Included in 2024 six-year Transportation Improvement Program as Priority #38.					
M46	NW Lake Road safety improvements from NE Everett Street to NW Leadbetter Drive	Multimodal Safety	\$4,300,000	0%	Camas	Tier 1
	Implement safety improvements along NW Lake Road safety improvements from NE Everett Street to NW Leadbetter Drive. These include horizontal curve signing, profiled pavement marking and shoulder widening per the Camas Safety Plan.					
M47	SR-14 West Camas Slough Bridge widening	Motor vehicle congestion	\$45,000,000	0%	WSDOT	Tier 3
	Widen the SR-14 West Camas Slough Bridge to four lanes. Included in 2024 six-year Transportation Improvement Program as Priority #7. WSDOT project.					
M48	Northshore Boulevard / Northshore Roadway A intersection improvements	Motor vehicle congestion and safety	\$3,950,000	42%	Camas	Tier 2
	Intersection improvements (i.e., potential installation of roundabout per the Northshore Subarea Plan).					
P1	Pedestrian improvements on NW 7th Avenue between NW Fargo Street and NW Drake Street	Pedestrian facility gap	\$1,150,000	42%	Camas	Tier 3
	Add pedestrian improvements to NW 7th Avenue between NW Fargo Street and NW Drake Street (i.e., complete sidewalk gaps on the south side).					
P2	Pedestrian improvements on NW 10th Avenue between NW Forest Home Road and NW Elm Street	Pedestrian facility gap	\$1,750,000	42%	Camas	Tier 3
	Add pedestrian improvements to NW 10th Avenue between NW Forest Home Road and NW Elm Street (i.e., complete sidewalk gaps on the north side).					
P3	Pedestrian improvements on Division Street between NW 6th Avenue and NW 11th Avenue	Pedestrian facility gap	\$1,150,000	42%	Camas	Tier 3
	Add pedestrian improvements to Division Street between NW 6th Avenue and NW 11th Avenue (i.e., complete sidewalk gaps on the west side).					
P4	Pedestrian improvements on SR 500-SE Union Street between SE 8th Avenue and SE 6th Avenue	Pedestrian facility gap	\$650,000	42%	Camas	Tier 3
	Add pedestrian improvements to SR 500-SE Union Street between SE 8th Avenue and SE 6th Avenue (i.e., complete sidewalk gaps on the east side).					
P5	Pedestrian improvements on NE 2nd Avenue-NE Whitney Street between NE 3rd Avenue and SE James Street	Pedestrian facility gap	\$1,400,000	42%	Camas	Tier 3
	Add pedestrian improvements to NE 2nd Avenue-NE Whitney Street between NE 3rd Avenue and SE James Street (i.e., complete sidewalk gaps on the east side).					
P6	Pedestrian improvements on SR 500-NE Everett Street between NE 23rd Avenue and Fallen Leaf Lake Park	Pedestrian facility gap	\$2,000,000	42%	Camas	Tier 3
	Add pedestrian improvements to SR 500-NE Everett Street between NE 23rd Avenue and Fallen Leaf Lake Park (i.e., complete sidewalk gaps on both sides).					
P7	Pedestrian improvements on NW Lake Road between NW Lacamas Lane and the Lacamas Lake Lodge	Pedestrian facility gap	\$3,600,000	42%	Camas	Tier 3
	Add pedestrian improvements to NW Lake Road between NW Lacamas Lane and the Lacamas Lake Lodge (i.e., complete sidewalk gaps on both sides). Included in 2024 six-year Transportation Improvement Program as Priority #3.					
P8	Pedestrian improvements on NE Umatilla Street between NE Woodburn Drive and SE 15th Street	Pedestrian facility gap	\$1,100,000	42%	Camas	Tier 3

ID ***	PROJECT DESCRIPTION**	PROJECT PURPOSE	ESTIMATED COST (2026 DOLLARS)	TIF ELIGIBLE SHARE	PRIMARY LEAD AGENCY	PRIORITY HORIZON
	Add pedestrian improvements to NE Umatilla Street between NE Woodburn Drive and SE 15th Street (i.e., complete sidewalk gaps on the east side). Requires right-of-way acquisition, outside current city limits, in part.					
P9	Pedestrian improvements on NE 43rd Avenue-SE 15th Street between SR 500-NE Everett Street and SE Crown Road	Pedestrian facility gap	\$10,900,000	42%	Camas	Tier 2
	Add pedestrian improvements to NE 43rd Avenue-SE 15th Street between SR 500-NE Everett Street and SE Crown Road (i.e., complete sidewalk gaps on both sides). Included in 2024 six-year Transportation Improvement Program as Priority #13 and #30.					
P10	Pedestrian improvements on NW Camas Meadows Drive between NE Goodwin Road and NW Payne Street	Pedestrian facility gap	\$1,150,000	42%	Camas	Tier 3
	Add pedestrian improvements to NW Camas Meadows Drive between NE Goodwin Road and NW Payne Street (i.e., complete sidewalk gaps on the south side).					
P11	Pedestrian improvements on NW Leadbetter Drive between NW Parker Street and NW Lake Road	Pedestrian facility gap	\$3,800,000	42%	Camas	Tier 3
	Add pedestrian improvements to NW Leadbetter Drive between NW Parker Street and NW Lake Road (i.e., complete sidewalk gaps on both sides). Included in 2024 six-year Transportation Improvement Program as Priority #19.					
P12	Pedestrian improvements on NW Parker Street between NW Leadbetter Drive and NW 38th Avenue	Pedestrian facility gap	\$2,300,000	42%	Camas	Tier 3
	Add pedestrian improvements to NW Parker Street between NW Leadbetter Drive and NW 38th Avenue (i.e., complete sidewalk gaps on the west side).					
P14	Pedestrian improvements on NW Fargo Street between NW Kent Street and NW Fargo Loop	Pedestrian facility gap	\$2,250,000	42%	Camas	Tier 3
	Add pedestrian improvements to NW Fargo Street between NW Kent Street and NW Fargo Loop (i.e., complete sidewalk gaps on the north/east side).					
P15	Pedestrian improvements on NW 23rd Avenue between NW Astor Street and NW Tanner Street	Pedestrian facility gap	\$600,000	42%	Camas	Tier 3
	Add pedestrian improvements to NW 23rd Avenue between NW Astor Street and NW Tanner Street (i.e., complete sidewalk gaps on both sides). Included in 2024 six-year Transportation Improvement Program as Priority #17.					
P17	Pedestrian improvements on NW 10th Avenue west of NW Norwood Street	Pedestrian facility gap	\$600,000	42%	Camas	Tier 3
	Add pedestrian improvements to NW 10th Avenue west of NW Norwood Street (i.e., complete sidewalk gaps on the south side).					
B1	Bicycle improvements on NW Ivy Street-NW 7th Avenue from NW 6th Avenue to NW Drake Street	Bicycle facility gap	\$550,000	42%	Camas	Tier 3
	Add bicycle improvements to NW Ivy Street-NW 7th Avenue from NW 6th Avenue to NW Drake Street (i.e., pavement markings/ signage designating it as a shared street for bikes).					
B2	Bicycle improvements on NW Drake Street between NW 7th Avenue and NW 12th Avenue	Bicycle facility gap	\$400,000	42%	Camas	Tier 3
	Add bicycle improvements to NW Drake Street between NW 7th Avenue and NW 12th Avenue (i.e., restripe with bike lanes).					
B3	Bicycle improvements on NW 12th Avenue-Division Street-NE 15th Avenue-NE 18th Avenue-NE 21st Avenue between NW Drake Street and SR 500-NE Everett Street	Bicycle facility gap	\$1,350,000	42%	Camas	Tier 3
	Add bicycle improvements to NW 12th Avenue-Division Street-NE 15th Avenue-NE 18th Avenue-NE 21st Avenue between NW Drake Street and SR 500-NE Everett Street (i.e., pavement markings/ signage designating it as a shared street for bikes).					
B4	Bicycle improvements on NE 22nd Avenue-NE Ione Street-NE 19th Avenue-NE Oak Street-NE 6th Avenue between SR 500-NE Everett Street and NE Joy Street	Bicycle facility gap	\$1,100,000	42%	Camas	Tier 3
	Add bicycle improvements to NE 22nd Avenue-NE Ione Street-NE 19th Avenue-NE Oak Street-NE 6th Avenue between SR 500-NE Everett Street and NE Joy Street (i.e., pavement markings/ signage designating it as a shared street for bikes).					
B5	Bicycle improvements on NE 6th Avenue-NE Dallas Street-NE Joy Street between NE Adams Street and NE 3rd Avenue	Bicycle facility gap	\$1,000,000	42%	Camas	Tier 3
	Add bicycle improvements to NE 6th Avenue-NE Dallas Street-NE Joy Street between NE Adams Street and NE 3rd Avenue (i.e., pavement markings/ signage designating it as a shared street for bikes).					
B6	Bicycle improvements on NE Woodburn Drive between Laurel Street and the NE Umatilla Street	Bicycle facility gap	\$3,000,000	42%	Camas	Tier 3

ID ***	PROJECT DESCRIPTION**	PROJECT PURPOSE	ESTIMATED COST (2026 DOLLARS)	TIF ELIGIBLE SHARE	PRIMARY LEAD AGENCY	PRIORITY HORIZON
	Add bicycle improvements to NE Woodburn Drive between Laurel Street and the NE Umatilla Street (i.e., widen for bike lanes).					
B7	Bicycle improvements on NE Umatilla Street between NE Woodburn Drive and SE 15th Street	Bicycle facility gap	\$1,850,000	42%	Camas	Tier 3
	Add bicycle improvements to NE Umatilla Street between NE Woodburn Drive and SE 15th Street (i.e., widen for bike lanes).					
B8	Bicycle improvements on NE 43rd Avenue-SE 15th Street between SR 500-NE Everett Street and SE Crown Road	Bicycle facility gap	\$7,750,000	42%	Camas	Tier 2
	Add bicycle improvements to NE 43rd Avenue-SE 15th Street between SR 500-NE Everett Street and SE Crown Road (i.e., widen for bike lanes). Included in 2024 six-year Transportation Improvement Program as Priority #13 and #30.					
B10	Bicycle improvements on NW Leadbetter Drive between NW Fremont Street and NW Lake Road	Bicycle facility gap	\$250,000	42%	Camas	Tier 3
	Add bicycle improvements to NW Leadbetter Drive between NW Fremont Street and NW Lake Road (i.e., restripe with bike lanes).					
B11	Bicycle improvements on NW Sierra Street between NW Lake Road and NW 43rd Avenue	Bicycle facility gap	\$300,000	42%	Camas	Tier 3
	Add bicycle improvements to NW Sierra Street between NW Lake Road and NW 43rd Avenue (i.e., restripe with bike lanes; requires removal of left-turn lane to NW 44th Avenue; at the NW Lake Road intersection stripe with a southbound bike lane and shared northbound left and right turn-lanes).					
B12	Bicycle improvements on NE Fremont Street-NW Leadbetter Parkway-NW Dahlia Drive-NW 29th Avenue-NW Valley Street-NW Utah Street between NW Leadbetter Drive and NW 28th Avenue	Bicycle facility gap	\$2,050,000	42%	Camas	Tier 3
	Add bicycle improvements to NE Fremont Street-NW Leadbetter Parkway-NW Dahlia Drive-NW 29th Avenue-NW Valley Street-NW Utah Street between NW Leadbetter Drive and NW 28th Avenue (i.e., pavement markings/ signage designating it as a shared street for bikes).					
B13	Bicycle improvements on NW 44th Avenue-NW Bass Street-NW 45th Avenue-NW 44th Avenue-NW Lacamas Lane-NW 35th Avenue-NW 34th Avenue-NW Norwood Street between NW Dahlia Drive and NW 28th Avenue	Bicycle facility gap	\$2,900,000	42%	Camas	Tier 3
	Add bicycle improvements to NW 44th Avenue-NW Bass Street-NW 45th Avenue-NW 44th Avenue-NW Lacamas Lane-NW 35th Avenue-NW 34th Avenue-NW Norwood Street between NW Dahlia Drive and NW 28th Avenue (i.e., pavement markings/ signage designating it as a shared street for bikes).					
B14	Bicycle improvements on NW 28th Avenue-NW Fargo Street between NW Sierra Street and NW 18th Avenue	Bicycle facility gap	\$1,250,000	42%	Camas	Tier 3
	Add bicycle improvements to NW 28th Avenue-NW Fargo Street between NW Sierra Street and NW 18th Avenue (i.e., pavement markings/ signage designating it as a shared street for bikes).					
B15	Bicycle improvements on NW 18th Loop between NW 18th Avenue and NW Couch Street	Bicycle facility gap	\$400,000	42%	Camas	Tier 3
	Add bicycle improvements to NW 18th Loop between NW 18th Avenue and NW Couch Street (i.e., restripe with a bike lane on the uphill side).					
B16	Bicycle improvements on NW Sierra Street between NW 28th Avenue and NW 23rd Avenue	Bicycle facility gap	\$350,000	42%	Camas	Tier 3
	Add bicycle improvements to NW Sierra Street between NW 28th Avenue and NW 23rd Avenue (i.e., restripe with bike lanes).					
B17	Bicycle improvements on NW 23rd Avenue between NW Astor Street and NW Sierra Street	Bicycle facility gap	\$1,000,000	42%	Camas	Tier 3
	Add bicycle improvements to NW 23rd Avenue between NW Astor Street and NW Sierra Street (i.e., widen for bike lanes). Included in 2024 six-year Transportation Improvement Program as Priority #17.					
B18	Bicycle improvements on NW Pacific Rim Drive-NW Endicott Street-NW 37th Avenue between NW Parker Street and NW Dahlia Drive	Bicycle facility gap	\$1,150,000	42%	Camas	Tier 3
	Add bicycle improvements to NW Pacific Rim Drive-NW Endicott Street-NW 37th Avenue between NW Parker Street and NW Dahlia Drive (i.e., pavement markings/ signage designating it as a shared street for bikes).					
B19	Bicycle improvements on NW Julia Street-NW 26th Avenue-NW Maryland Street-NW Larkspur Street-NW Klickitat Street between NW Pacific Rim Drive and NW 16th Avenue	Bicycle facility gap	\$1,400,000	42%	Camas	Tier 3

ID ***	PROJECT DESCRIPTION**	PROJECT PURPOSE	ESTIMATED COST (2026 DOLLARS)	TIF ELIGIBLE SHARE	PRIMARY LEAD AGENCY	PRIORITY HORIZON
	Add bicycle improvements to NW Julia Street-NW 26th Avenue-NW Maryland Street-NW Larkspur Street-NW Klickitat Street between NW Pacific Rim Drive and NW 16th Avenue (i.e., pavement markings/ signage designating it as a shared street for bikes).					
B20	Bicycle improvements on NW Klickitat Street between NW 16th Avenue and NW McIntosh Road	Bicycle facility gap	\$500,000	42%	Camas	Tier 3
	Add bicycle improvements to NW Klickitat Street between NW 16th Avenue and NW McIntosh Road (i.e., pavement markings/ signage designating it as a shared street for bikes).					
B21	Bicycle improvements on SE Payne Road-NW 18th Avenue-NW Tidland Street-NW 16th Avenue between NW Pacific Rim Boulevard and NW Brady Road	Bicycle facility gap	\$6,600,000	42%	Camas	Tier 3
	Add bicycle improvements to SE Payne Road-NW 18th Avenue-NW Tidland Street-NW 16th Avenue between NW Pacific Rim Boulevard and NW Brady Road (i.e., widen for bike lanes). Included in 2024 six-year Transportation Improvement Program as Priority #24 and #25.					
B22	Bicycle improvements on NW 10th Avenue between NW 10th Place and NW Drake Street	Bicycle facility gap	\$850,000	42%	Camas	Tier 3
	Add bicycle improvements to NW 10th Avenue between NW 10th Place and NW Drake Street (i.e., pavement markings/ signage designating it as a shared street for bikes).					
S1	Shared-use path on NW Brady Road between the City limits and NW McIntosh Road	Pedestrian and bicycle facility gap	\$1,350,000	42%	Camas	Tier 3
	Create a shared-use path connection along the north side of NW Brady Road between the City limits and NW McIntosh Road. Included in 2024 six-year Transportation Improvement Program as Priority #21.					
S2	Shared-use path between NW 11th Avenue and NW 10th Avenue	Pedestrian and bicycle facility gap	\$450,000	42%	Camas	Tier 3
	Create a shared-use path connection between NW 11th Avenue and NW 10th Avenue. Will require grading, switchbacks and/or stairs to navigate the steep slopes.					
S4	Fallen Leaf Lake Park Crossing	Pedestrian and bicycle facility gap	\$50,000	42%	Camas	Tier 3
	Install a pedestrian and bicycle crossing on SR 500-NE Everett Street at Fallen Leaf Lake Park. This improvement includes a continental crossing, a median refuge island and pedestrian crosswalk signs.					
S5	Shared-use path on NE Leadbetter Road between SR 500-NE Everett Street and the Lacamas Lake boat ramp	Pedestrian and bicycle facility gap	\$800,000	42%	Camas	Tier 3
	Create a shared-use path connection along the north side of NE Leadbetter Road between SR 500-NE Everett Street and the Lacamas Lake boat ramp.					
S6	Shared-use path on NE Leadbetter Road between the Lacamas Lake boat ramp and NE 232nd Avenue-Northshore Boulevard	Pedestrian and bicycle facility gap	\$2,100,000	42%	Camas	Tier 3
	Close NE Leadbetter Road to motor vehicle traffic (except emergency services) between the Lacamas Lake boat ramp and NE 232nd Avenue-Northshore Boulevard and convert the roadway surface to a shared-use path.					
S7	Lacamas Trail SE Crown Road Crossing	Pedestrian and bicycle facility gap	\$1,800,000	42%	Camas	Tier 3
	Install a pedestrian and bicycle crossing on Crown Road at the Lacamas Trail. As part of this project, extend the sidewalk along the west side of SE Crown Road from Woodburn Elementary to the Lacamas Trail. This improvement includes a continental crossing, a median refuge island and pedestrian crosswalk signs.					
S8	E 1st Avenue Crossing	Pedestrian and bicycle facility gap	\$50,000	42%	Camas	Tier 3
	Install a pedestrian and bicycle crossing on NE 3rd Avenue at E 1st Avenue. This improvement includes a continental crossing, a median refuge island and pedestrian crosswalk signs.					
S9	NE Weir Street Crossing	Pedestrian and bicycle facility gap	\$50,000	42%	Camas	Tier 3
	Install a pedestrian and bicycle crossing on NE 3rd Avenue at NE Weir Street. This improvement includes a continental crossing, a median refuge island and pedestrian crosswalk signs.					

Note: * Project (or a portion of the alignment) is located outside the UGA and is shown for future planning purposes only.

** The project design elements depicted are identified for planning purposes. The actual design elements for any project are subject to change and will ultimately be determined through a preliminary and final design process and are subject to agency approval.

*** Some projects were omitted or relabeled from the draft project list, with ID's M15, M16, M23, M39, P13, P16, B9 and S3 missing from the final project list.

FIGURE 23: PLANNED ROADWAY AND INTERSECTION PROJECTS

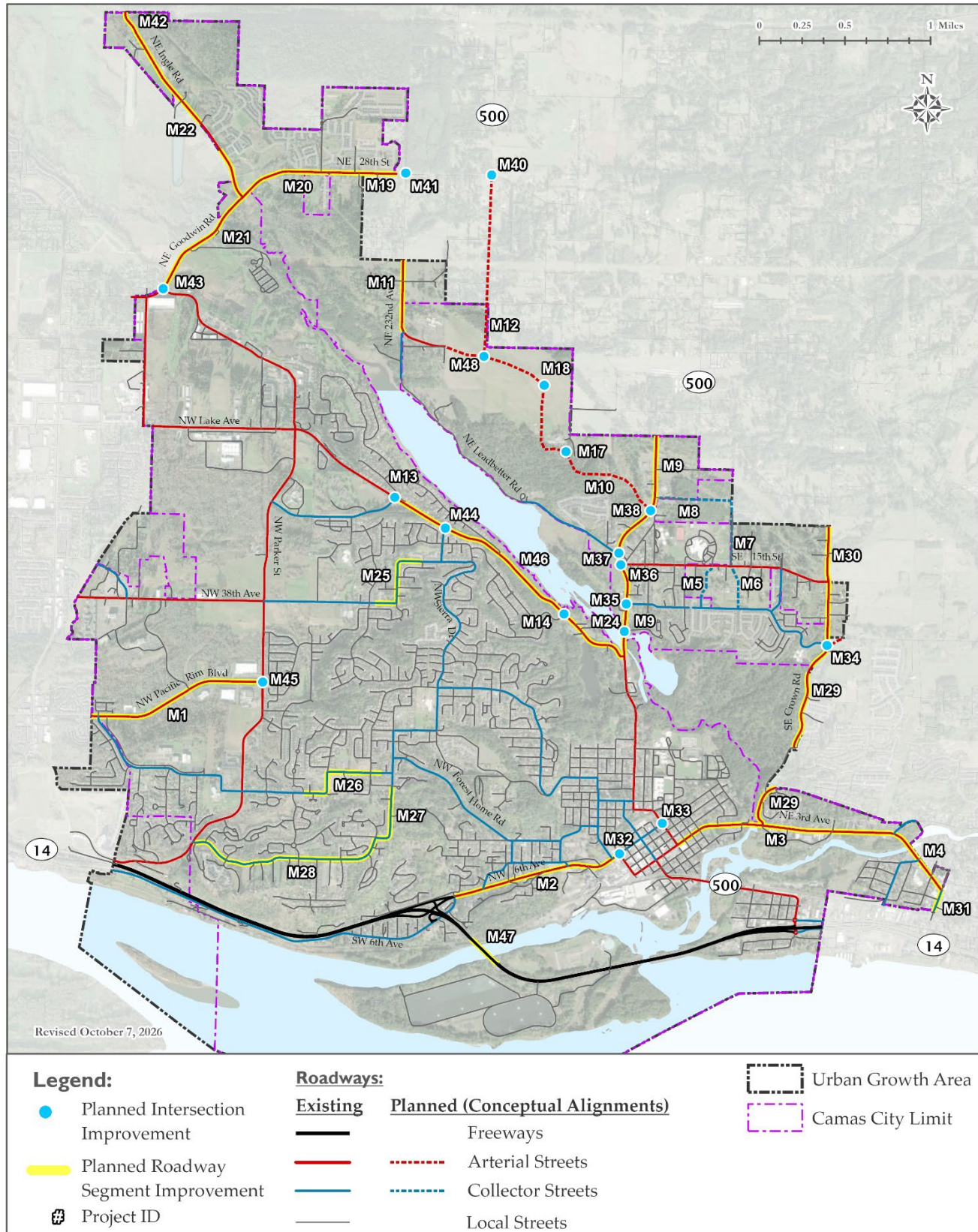


FIGURE 24: PLANNED PEDESTRIAN PROJECTS

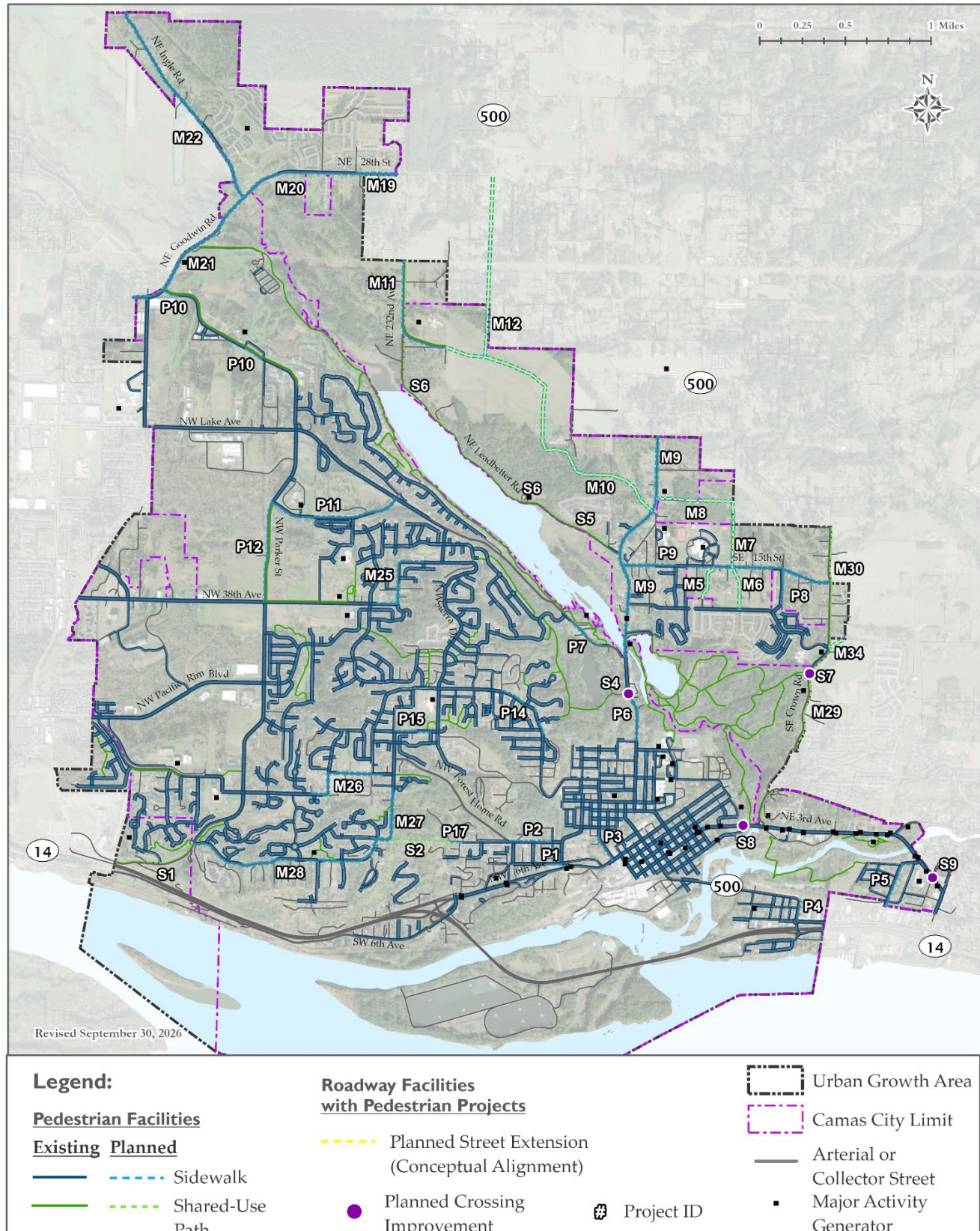
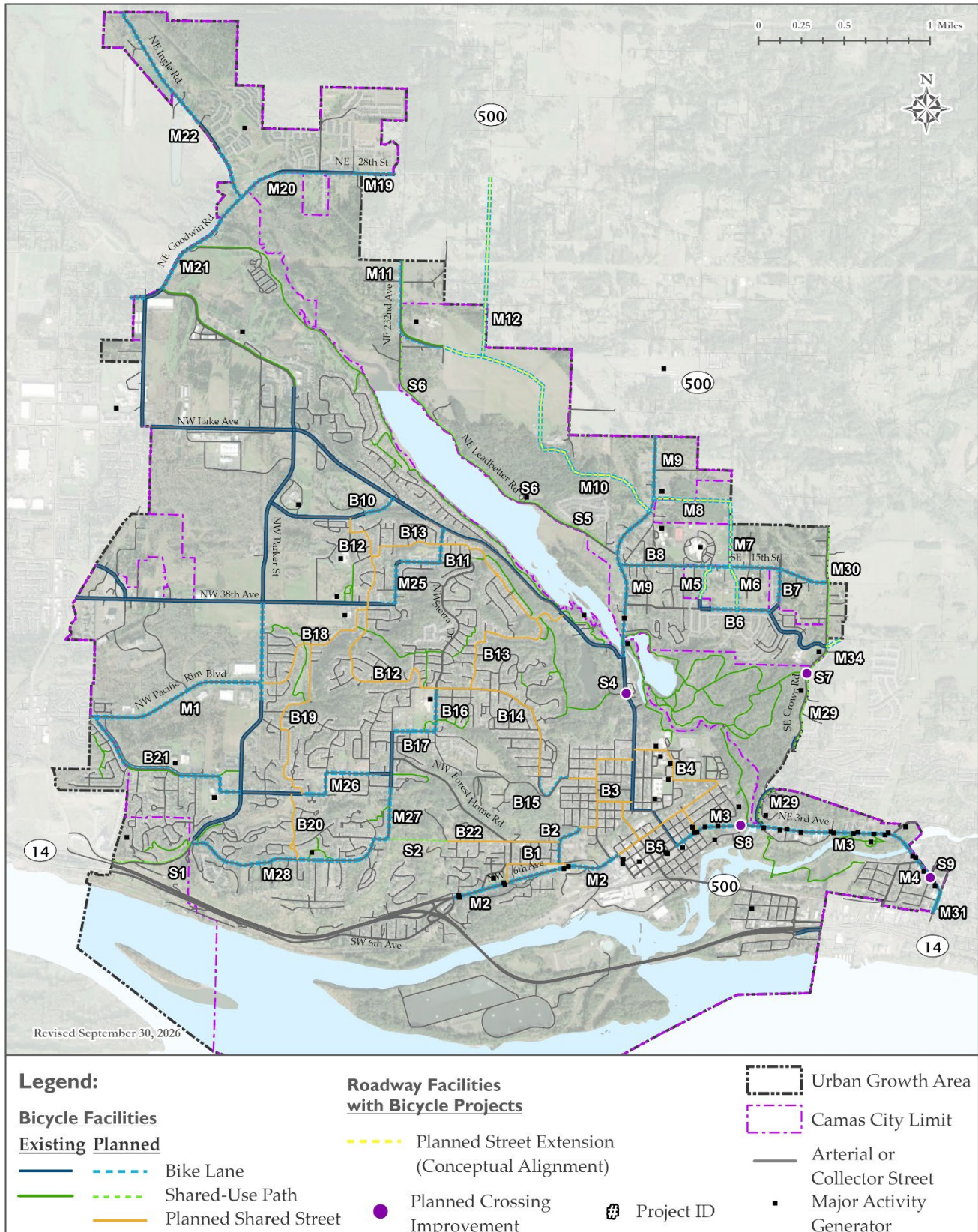


FIGURE 25: PLANNED BICYCLE PROJECTS



CHAPTER 5.

Implementation and On-Going Strategies

The following chapter summarizes system performance outcomes and provides transportation strategies and policy considerations for plan implementation and monitoring. Some are emerging issues to be monitored, and others are ongoing but need greater emphasis or attention. Addressing these will take the City time to evaluate, and they may require future decisions from the City Council.

SYSTEM PERFORMANCE OUTCOMES

This TSP uses system performance measures to support the City's transportation planning and decision-making process. The performance measures serve as the link between TSP goals and plan implementation by enabling the City to measure the degree to which the TSP investments support City-wide priorities through 2045. While the performance assessment does not represent the complete picture, it does offer a baseline against which to assess how the policies, investments, and planning decisions made in this plan may affect the future.

The three TSP performance measures include: 1) Pedestrian Level of Traffic Stress; 2) Bicycle Level of Traffic Stress; and 3) Vehicle Congestion. The current TSP system performance assessment is based on the existing motor vehicle, pedestrian and bicycle facilities and highlights changes in 2045 both without and with the planned TSP projects identified in Chapter 4 along all collector and arterial street segments in the Camas planning area.

PEDESTRIAN AND BICYCLE LEVEL OF TRAFFIC STRESS OUTCOMES

The pedestrian and bicycle LTS evaluation provides a quantitative metric to understand a multimodal user's perception of the safety and comfort of the transportation network and was used by the TSP to understand key gaps and barriers to walking and biking in the City's planning area.

Results of the pedestrian and bicycle LTS evaluations are summarized in Table 10. All collector and arterial streets in Camas must provide an LTS of 2 or better for pedestrian and bicycle facilities, of which an estimated 60 percent of these streets (or about 57 total miles) are forecasted to exceed that threshold by 2045 without any improvements (see Table 10). This TSP includes an estimated \$77 million in targeted improvements to address gaps in the walking and biking networks in the City's planning area through 2045. Table 10 shows that these projects will improve about 20 miles of pedestrian facilities (or about 79 percent of the LTS 3 or 4 miles) and 23 miles of bicycle facilities (or around 73 percent of the LTS 3 or 4 miles) that were forecasted to exceed the LTS threshold by 2045.

This TSP addresses all feasible gaps in the walking and biking networks on collector and arterial streets in the City's planning area through 2045. An estimated 5 miles of pedestrian facilities and 8 miles of bicycle facilities along these streets (see Table 10) were deemed infeasible due to physical and natural constraints that prevent adherence to the multimodal network design requirements. However, there was typically a sidewalk available on one side of the street along these segments or a parallel bike route identified in the TSP to serve users of these facilities.

TABLE 10: MULTIMODAL LEVEL OF TRAFFIC STRESS IN CAMAS PLANNING AREA

MULTIMODAL LEVEL OF TRAFFIC STRESS	PEDESTRIAN NETWORK				BICYCLE NETWORK			
	2045 WITHOUT TSP PROJECTS		2045 WITH TSP PROJECTS		2045 WITHOUT TSP PROJECTS		2045 WITH TSP PROJECTS	
	TOTAL MILES	SHARE OF TOTAL MILES	TOTAL MILES	SHARE OF TOTAL MILES	TOTAL MILES	SHARE OF TOTAL MILES	TOTAL MILES	SHARE OF TOTAL MILES
EXTREME STRESS MILES (LTS 4)	5.15	11%	11.09	23%	4.77	10%	9.13	19%
HIGH STRESS MILES (LTS 3)	16.58	35%	31.08	65%	11.94	25%	30.26	64%
MODERATE STRESS MILES (LTS 2)	10.56	22%	2.41	5%	7.03	15%	1.71	4%
LOW STRESS MILES (LTS 1)	15.31	32%	3.02	6%	23.85	50%	6.50	14%
TOTAL MILES*	47.60	100%	47.60	100%	47.60	100%	47.60	100%
TOTAL MILES OVER LTS 2	25.87	54%	5.43**	11%	30.89	65%	8.21**	17%
CHANGE (WITH PROJECTS - WITHOUT PROJECTS)			-20.44	-79%	CHANGE		-22.67	-73%

Source: Based on existing pedestrian and bicycle facilities in 2024 and planned TSP projects along all collector and arterial street segments in the Camas planning area.

*Total miles include the length of all collector and arterial street segments in the Camas planning area.

**An estimated 5 miles of pedestrian facilities and 8 miles of bicycle facilities along collector and arterial streets were deemed infeasible due to physical and natural constraints that prevent adherence to the multimodal network design requirements. However, there was typically a sidewalk available on one side of the street along these segments or a parallel bike route identified in the TSP to serve users of these facilities.

VEHICLE CONGESTION OUTCOMES

Mobility targets for intersections in the City's planning area provide a metric for assessing the impacts of new development on the existing transportation system and for identifying where capacity improvements may be needed.

Results of the vehicle congestion evaluation are summarized in Table 11. This TSP includes performance standards for motor vehicles, of which 16 of the 50 key intersections in Camas (i.e., intersections of two collector and/or arterial streets) are forecasted to exceed that threshold by 2045 without any improvements (see Table 11). The TSP includes conceptual intersection enhancements, and locations of future collector and arterial streets that will help to provide additional travel routes and alleviate some of the local traffic from streets in the Camas planning area through 2045. Table 11 shows that these projects will improve the 16 substandard intersections that were forecasted to exceed the vehicle congestion threshold by 2045.

TABLE 11: VEHICLE CONGESTION IN CAMAS PLANNING AREA

ID	STUDY INTERSECTION	EXISTING TRAFFIC CONTROL	2045 WITHOUT TSP PROJECT			RECOMMENDED TSP IMPROVEMENT	2045 WITH TSP PROJECT		
			DELAY	LOS	V/C		DELAY	LOS	V/C
1	NW Grand Ridge Drive at NW Brady Road	Two-Way Stop Control	9/20	A/C	0.42/0.24	n/a	-	-	-
2	NW Brady Road at NW McIntosh Road	Two-Way Stop Control	9/36	A/E	0.26/0.45	n/a	-	-	-
3	NW Brady Road at NW 16th Avenue	Traffic Signal	20	B	0.79	n/a	-	-	-
4	Pacific Rim Boulevard at Payne Road	Traffic Signal	13	B	0.47	n/a	-	-	-
5	Pacific Rim Boulevard at Fisher Creek Drive	Two-Way Stop Control	8/22	A/C	0.10/0.76	n/a	-	-	-
6	Pacific Rim Boulevard at NW Parker Street	All-Way Stop Control	36	F	1.02	Intersection improvements*	15	B	0.48
7	NW 38th Avenue at NW Parker Street	Traffic Signal	25	C	0.78	n/a	-	-	-
8	SE Bybee Road at SE 20th Street	Traffic Signal	24	C	0.73	n/a	-	-	-
9	NW Leadbetter Drive at NW Parker Street	Two-Way Stop Control	9/43	A/E	0.26/0.57	n/a	-	-	-
10	Lake Road at NW Parker Street	Traffic Signal	22	C	0.67	n/a	-	-	-
11	NW Payne Street at NW Lake Road	Two-Way Stop Control	10/38	A/E	0.27/0.59	n/a	-	-	-
12	NW Friberg-Strunk Street at Lake Road	Traffic Signal	23	C	0.80	n/a	-	-	-
13	NW Friberg-Strunk Street at Union High	Two-Way Stop Control	8/14	A/B	0.16/0.12	n/a	-	-	-
14	NE 13th Street at NW Friberg-Strunk Street	Traffic Signal	19	B	0.80	n/a	-	-	-
15	NW Camas Meadows Drive at NE Goodwin Road	Two-Way Stop Control	11/294	B/F	0.41/1.25	Intersection improvements*	15	B	0.76
16	NE Ingle Road at NE 28th Street	Traffic Signal	17	B	0.74	n/a	-	-	-
17	NE 232nd Avenue at NE 28th Street	Two-Way Stop Control	9/237	A/F	0.16/1.40	Intersection improvements*	16	B	0.78

ID	STUDY INTERSECTION	EXISTING TRAFFIC CONTROL	2045 WITHOUT TSP PROJECT			RECOMMENDED TSP IMPROVEMENT	2045 WITH TSP PROJECT		
			DELAY	LOS	V/C		DELAY	LOS	V/C
18	NE 28th Street at SR 500-NE 242nd Avenue	Two-Way Stop Control	9/124	A/F	0.27/1.13	Intersection improvements*	9	A	0.61
19	NE 199th Avenue at SR 500-NE 58th Street	Two-Way Stop Control	9/356	A/F	0.19/1.70	Intersection improvements*	11	B	0.62
20	SR 500 at NE 3rd Street	Roundabout	6	A	0.37	n/a	-	-	-
21	SR 500-NE Everett Street at SE Leadbetter Road	Two-Way Stop Control	9/20	A/C	0.28/0.29	n/a	-	-	-
22	SR 500-NE Everett Street at NE 43rd Avenue	Traffic Signal	11	B	0.55	n/a	-	-	-
23	SR 500-NE Everett Street at NE 38th Avenue	Two-Way Stop Control	10/69	B/F	0.45/0.56	Intersection improvements*	8	A	0.69
24	SR 500-NE Everett Street at NW Lake Road	Roundabout	11	B	0.66	n/a	-	-	-
25	NW Lake Road at NW Lacamas Lane	Two-Way Stop Control	11/62	B/F	0.42/0.22	Intersection improvements*	6	A	0.62
26	NW Lake Road at NW Sierra Street	Two-Way Stop Control	12/735	B/F	0.31/2.29	Intersection improvements*	11	B	0.66
27	NW Lake Road at NW Leadbetter Drive	Two-Way Stop Control	10/166	A/F	0.32/1.14	Intersection improvements*	14	B	0.64
28	NW Sierra Street at NW 45th Avenue	Two-Way Stop Control	8/18	A/C	0.22/0.13	n/a	-	-	-
29	NW Dahlia Drive at NW 38th Avenue	Two-Way Stop Control	9/47	A/E	0.15/0.67	n/a	-	-	-
30	NW Utah Street at NW 28th Avenue	Two-Way Stop Control	8/12	A/B	0.09/0.22	n/a	-	-	-
31	NW Sierra Drive at NW 28th Avenue	All-Way Stop Control	10	B	0.30	n/a	-	-	-
32	NW Astor Street at NW Forest Home Road	Two-Way Stop Control	8/11	A/B	0.08/0.24	n/a	-	-	-
33	NW Astor Street at NW 18th Avenue	Two-Way Stop Control	8/11	A/B	0.07/0.15	n/a	-	-	-
34	NW Forest Home Road at NW 10th Avenue	Two-Way Stop Control	8/11	A/B	0.07/0.22	n/a	-	-	-
35	Division Street at NW 18th Avenue	Two-Way Stop Control	8/12	A/B	0.22/0.32	n/a	-	-	-
36	NW 6th Avenue at SR 14 Ramps	Roundabout	74	F	1.24	Corridor Improvements**	14	B	0.61
37	NW 6th Avenue at NW Logan Street	Two-Way Stop Control	11/35	B/E	0.74/0.29	n/a	-	-	-
38	NW 6th Avenue at NW Ivy Street	Two-Way Stop Control	10/115	B/F	0.45/0.25	Corridor Improvements**	4	A	0.47
39	NW 6th Avenue at Drake Street	Two-Way Stop Control	11/221	B/F	0.42/1.18	Corridor Improvements**	5	A	0.49
40	NE 6th Avenue at NE Division Street	Two-Way Stop Control	12/154	B/F	0.56/0.56	Corridor Improvements**	4	A	0.59
41	NE 6th Avenue at NE Adams Street	Two-Way Stop Control	291	F	2.09	Corridor Improvements**	10	A	0.66
42	NE 6th Avenue at SR 500-NE Garfield Street	Two-Way Stop Control	9/93	A/F	0.29/0.88	Intersection improvements*	6	A	0.48
43	NE 3rd Avenue at SR 500-NE Garfield Street	Traffic Signal	18	B	0.68	n/a	-	-	-

ID	STUDY INTERSECTION	EXISTING TRAFFIC CONTROL	2045 WITHOUT TSP PROJECT			RECOMMENDED TSP IMPROVEMENT	2045 WITH TSP PROJECT		
			DELAY	LOS	V/C		DELAY	LOS	V/C
44	NE 3rd Avenue at SR 500-NE Dallas Street	Traffic Signal	16	B	0.77	n/a	-	-	-
45	Crown Street at 3rd Avenue	Traffic Signal	20	B	0.69	n/a	-	-	-
46	Shepherd Road at NE 3rd Avenue	Traffic Signal	11	B	0.42	n/a	-	-	-
47	NE 3rd Avenue at NE 4th Street	Traffic Signal	6	A	0.40	n/a	-	-	-
48	Weir Road at NE 3rd Avenue	Two-Way Stop Control	10/106	A/F	0.14/1.00	Corridor Improvements***	7	A	0.38
49	SE 283rd Avenue at SE 23rd Street	Two-Way Stop Control	8/13	A/B	0.23/0.21	n/a	-	-	-
50	SE 283rd Avenue at SE 15th Street	Two-Way Stop Control	8/13	A/B	0.16/0.26	n/a	-	-	-

Notes: **Red shading** indicates an intersection with two-way stop control that exceeds the vehicle congestion threshold of LOS "E" or v/c 0.90, or an intersection with traffic signal, roundabout or all-way stop control that exceeds the vehicle congestion threshold of LOS "D" or v/c 0.85.

Intersection operations are reported for the entire intersection at traffic signals, roundabouts or all-way stop control intersections, and for the worst major street movement/worst minor street movement at two-way stop control intersections.

* Intersection improvements to be confirmed through future design and may include the potential installation of roundabout or traffic signal.

** Corridor wide improvements to NW/NE 6th Avenue between Norwood Street and Adams Street to be confirmed through future design to address congestion at intersections, safety and bicycle facility gaps and may include the potential installation of a traffic signal.

*** Corridor wide improvements to NE 3rd Avenue between NE Garfield Street and SE Lechner Street to be confirmed through future design to address congestion at intersections, safety and bicycle facility gaps and may include the potential installation of a traffic signal.

STEPS TO SUPPORT PLAN IMPLEMENTATION

Chapter 3 of the TSP includes several updated transportation standards and regulations. These apply to the construction of new transportation facilities and to the operation of all facilities to ensure they are designed appropriately, and that the system functions as intended. These standards and regulations will need to be added by reference or incorporated into the City's Municipal Code and/or Development Code:

ACTION: Amend the Camas Municipal Code to:

- Update references to adopted vehicle functional classifications, as well as area designations, consistent with the TSP.
- Update references to minimum street cross-section and facility widths, consistent with the TSP.
- Update references to vehicle mobility standards and new pedestrian and bicycle level of traffic stress targets for City streets, consistent with the TSP.
- Update references for transportation facility and access spacing standards identified the TSP for City streets.