



2 Transportation

The ~~T~~ransportation ~~chapter~~ Element provides an overview of the City's transportation system and establishes the eCity's goals and policies for developing the ~~transportation~~ system within the La Center Urban Growth Area (urban growth areaUGA). It is a guide for making long-term and short-term transportation decisions. The transportation chapter discusses roadway and multimodal mobility and accessibility needs, improvements needed to enhance safety, non-motorized travel (bicycles and pedestrians), and public transit, and addresses the impacts of future land development activity on the system. The ~~T~~ransportation ~~chapter~~ Element also summarizes the Ceity's transportation ~~system plan~~ capital facilities plan (CFP).

Growth Management Act

The Growth Management Act (GMA) transportation goal requires a comprehensive ~~look at~~ review of the local transportation system, including:

- » Encouraging efficient multi-modal transportation systems that are based on regional priorities coordinated with county and city comprehensive plans;
- » Establishing consistency with ~~county~~ county-wide planning policies and city and county land use plans;
- » Estimating traffic impacts on state-owned facilities resulting from land use assumptions;
- » Providing an inventory of existing transportation facilities and services;
- » Providing a multiyear financing plan for new improvements, with appropriate parts serving as the basis for a six-year transportation improvement plan.

The GMA also establishes a "concurrency" requirement. Concurrency requires adequate and necessary public services and facilities are in place at the time of new development to accommodate the impacts of the development; ~~or, Alternatively, a financial commitment is in place to complete the improvements or strategies within six years, public services or facilities must be programmed and available within a specified time or when a particular impact threshold is met.~~

Regional Coordination

The ~~C~~eity's transportation chapter is consistent and coordinated ~~s~~ with regional transportation plans (RTPs) by including the seven projects outlined in the RTP in this assessment. Regional partnerships are maintained with the Southwest Washington Regional Transportation Council (RTC), Clark County, C-TRAN, Washington State Department of Transportation (WSDOT), and other cities in Clark County. The ~~C~~eity participates in the ~~Regional Transportation Council~~ RTC, which serves as the area's federally designated Metropolitan Planning Organization and state-designated Regional Transportation Planning Organization. ~~The Regional Transportation Council~~ RTC maintains and runs traffic models for all jurisdictions within Clark County based on

Clark County's comprehensive plan map. As a result, each jurisdiction's land use and transportation plans are consistent with other jurisdictions.

Transportation Revenue Sources

The City uses three funding sources to maintain the existing road system and build future projects that meet the City's projected population growth needs. These funding sources include the following:

- » **State Gas Tax and Electric Vehicle Fees:** The money can be used for any road-related purpose, including walking, biking, bridge, street, signal, and safety improvements. The City received \$66,000 in gas tax revenue and typically uses it for road maintenance projects.
- » **Transportation Impact Fees (TIFs):** These are one-time fees the City charges to new residential and commercial developers to offset the anticipated traffic impacts from their project (i.e., charges to fund the increased number of people in newly developed housing and using the road(s)). The general public does not pay these fees. These City is considering raising these fees per vehicle trip over the planning horizon to account for the increased growth and need for improvements anticipated by 2045. TIFs are tied to development, thus are unpredictable. In previous years, TIF revenue has been as much as \$1.2 million and as low as \$300,000.
- » **Grants:** The City received several million dollars in grant revenues in the last funding cycle (2024). These funds are available only when awarded for specific projects so they are not a recurring revenue source like the state gas tax or TIFs. These federal and State grants have funded projects such as the shared-use path along Northwest Pacific Highway and the East Fourth Street Widening Project. The City continues to seek grants to fund various city projects.
- » **Potential Funding Sources:** There are various sources offered by state and federal government agencies, which could be considered to fill funding gaps. These additional funds are potentially available from the Federal Highway Administration, WSDOT, the Transportation Improvement Board, and the Public Works Board to which the City are consistently pursuing. Also available pursuant to the Revised Code of Washington (RCW) 36.73 is a locally adopted Transportation Benefit District (TBD). Revenue generated from either vehicle license fees or a sales tax increment eligibly covers the cost of transportation construction, maintenance, and operation. As of December 2024, 120 cities and towns in Washington have established TBDs.
- » Each source must be used for specific projects that reach specific mobility, safety, or multi-modal goals to be eligible such as the shared-use path project along Northwest Pacific Highway. Many of these funding sources are often competitive. A complete list of the available sources is shown in Table 10 of Attachment A (La Center Capital Facilities Plan: Transportation).

Existing Conditions: Inventory

Pedestrian and Bicycle Facilities

The ~~city~~City adopted standard specifications to accommodate pedestrian and bicycle use of streets. The ~~city~~City adopted the Standard Specifications for Road, Bridge and Municipal Construction published or adopted by ~~the Washington Department of Transportation WSDOT~~ and the American Public Works Association (APWA) and all subsequent revisions thereto. The design criteria set forth in ~~the La Center Municipal Code (LCMC 12.10).050~~ and drawings of typical sections for roadway construction are on file with the ~~e~~City.

To further support multi-modal travelers, the ~~city~~City also adopted a complete streets ordinance in 2019. The ordinance requires every construction project within the city limits to implement safe roads for drivers, bicyclists, transit vehicles and riders, and pedestrians of all ages and abilities in accordance with LCMC 12.30. The policy creates an equitable transportation system for all people using the public road system regardless of how they choose to travel.

Striped shoulders exist along La Center Road ~~and short segments of Highland Avenue and Fourth Street~~. On other roadways within the city, bicycle users currently share the roadway with motorized traffic. ~~One break in the bicycle network exists on Fourth Street between downtown and the schools on Highland Avenue~~. Sidewalks exist in much of the downtown area and throughout most of the newer residential areas. In the older sections of town, sidewalks exist only sporadically. The ~~city~~City requires construction of sidewalks in all new residential developments ~~and bike lanes on all arterials and major collector streets~~. **[Placeholder for self-evaluation of existing ADA facilities]**.

~~There are also four non-motorized trails in the city limits: The Brezee Creek Trail that connects Fourth Street to 14th Circle, a connecting trail from 14th Circle to 16th Street, the Heritage Trail, the Stephens Hillside Subdivision Trail, and the East Fork Lewis River Trail east of La Center Road.~~

Transit

C-TRAN, Clark County's public transit provider, currently provides limited transit service ~~in the plan area~~ via the ~~La Center connector~~C-TRAN Current, with ~~regular on-demand~~ service ~~between neighborhoods in La Center and the Junction Park--and-Ride in Ridgefield to Vancouver's Rose Village neighborhood and the cities of Camas and Ridgefield~~. Route 48 also connects riders to Ridgefield, Ilani Casino, and 99th Street Transit Center with weekday service from their stop at East Birch Avenue and East Sixth Street.

Streets

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The existing street network is made up entirely of two-lane roadways except for a short three-lane roadway segments along La Center Road. Turn lanes exist at several intersections. Roundabouts are located at Pacific Highway and 4Fourth Street and at the La Center Road interchange with Interstate 5 (I-5). Traffic control is provided by posted stop sign controls at many intersections. No traffic signals currently exist but one is planned at the intersection of 4Fourth Street and Highland Road as part of the 4Fourth Street widening project. The highest traffic volumes occur along La Center Road between I-5 and downtown. The Regional Transportation Council#RTC, as part of the Metropolitan Transportation Planning process, classifies streets according to their functional classification system:

- » Principal Arterials serve as the main travel routes through the city. These roadways serve the highest number of motor vehicles and are primarily used for longer-distance trips. (principal and minor arterials) consist of a connected network of rural routes with appropriate extensions into and through urban areas, which serves regional and subregional trips. Direct access from abutting properties is typically prohibited or restricted.
- » Minor Arterials connect principal arterials to major collectors, which help connect vehicles to neighborhoods, commercial areas, and other similar sites.
- » Major Collectors connect to neighborhoods and generally provide more direct access to properties or driveways than arterials. Collectors provide connections through and between neighborhoods and sub-regions of the county, and serve as the principal means of land access to residential neighborhoods, commercial centers, and into and through industrial and business parks. Access is provided to adjacent land uses, but is often managed to occur at appropriately spaced locations and is often shared between adjacent land uses.
- » Minor Collectors provide more direct access to residences and serve very limited -through traffic heading to other parts of the city.
- » Local Access-sStreets provide direct access to residences in La Center without serving cars going to other areas in the city. lack essential arterial characteristics and are designated as local or neighborhood access roadways.

The existing physical roadway characteristics and traffic control for the city's urban growth area: La Center developed a functional classification system for its street facilities. Functional classifications and corresponding design standards are compatible between the city and county

Figure 1: East Fork Lewis River Bridge



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(see [Table 1](#)). This coordination allows the facilities to blend and function well (i.e., the sidewalks align; ~~and lanes are of have a similar width and configuration, etc.~~).

Table 1: Functional Street Classifications

Street	City Classification	Federal/County Classification*
La Center Road	Principal Arterial	Major Collector
Pacific Highway	Minor Arterial	Rural Major Collector
E. 4th-East Fourth Street	Minor Arterial	Major Collector
NW Timmen Road	Minor Arterial	Major Collector
NE Lockwood Road	Minor Arterial	Major Collector
NE Highland Road	Major Collector	Minor Collector
Aspen Avenue	Major Collector	Major Collector
North Fork Avenue	Major Collector	Not Classified
<u>West 19th Street</u>	<u>Major Collector</u>	<u>Not Classified</u>
NE 339th Street	Major Collector	Minor Collector
NW Spencer Road	Major Collector	Minor Collector
NW 324th Street	Minor Collector	Not Classified
NW Paradise Park Road	Major Collector	Not Classified
<u>West Fifth Street</u>	<u>Minor Collector</u>	<u>Not Classified</u>
<u>NW 13th Avenue</u>	<u>Minor Collector</u>	<u>Not Classified</u>
<u>NE 24th Avenue</u>	<u>Minor Collector</u>	<u>Not Classified</u>
<u>NE John Storm Avenue</u>	<u>Minor Collector</u>	<u>Not Classified</u>

* Inside City/Outside City Limits

Existing Conditions: Level of Service

Pedestrian and Bicycle Facilities

Level of traffic stress (LTS) measures the comfort a person walking or bicycling feels on a particular roadway, where 1 is the most comfortable and 4 is the least. Figures 2 and 3 show the existing LTS on streets located outside of residential neighborhoods.

Downtown and the streets north of that area generally have the lowest levels of LTS for pedestrians, which means these routes are more comfortable for people walking. The level of stress felt by people bicycling is generally higher on many of the same roadways throughout the city.

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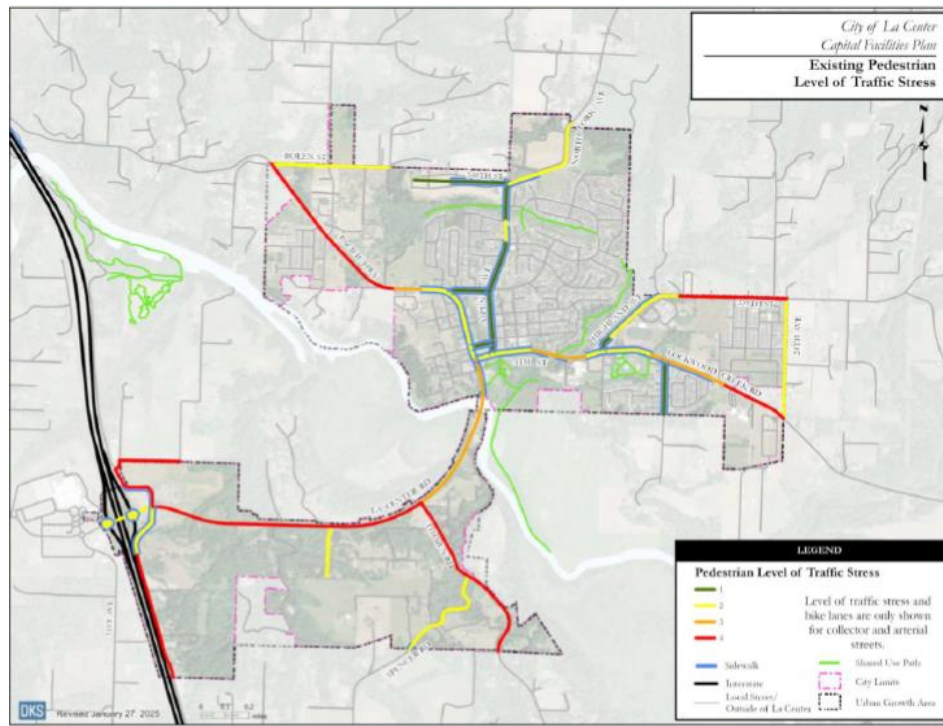
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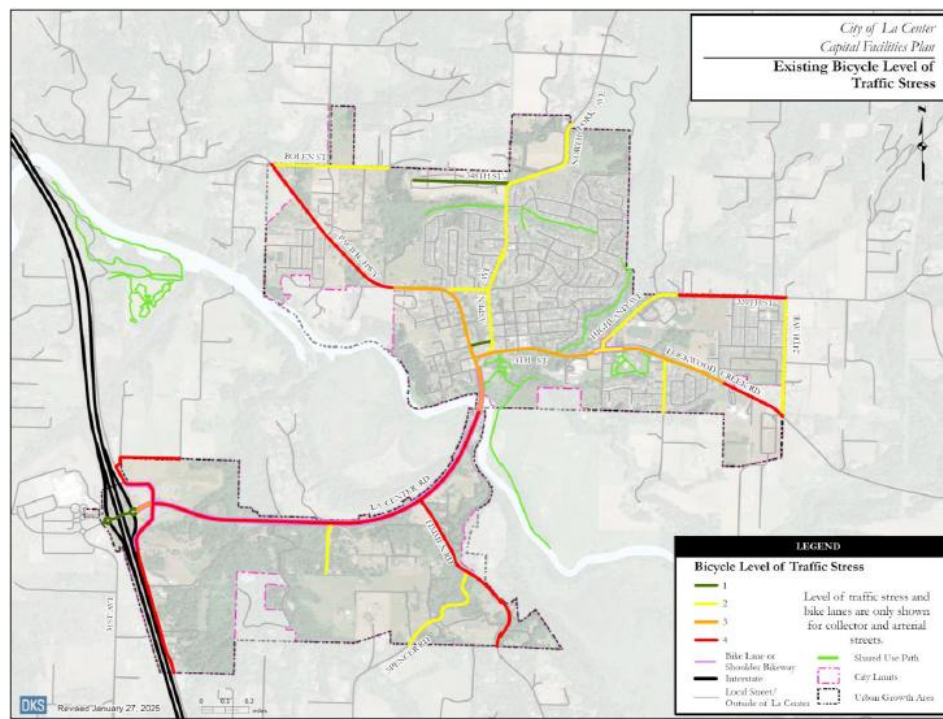
Figure 2: Pedestrian Level of Traffic Stress



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Figure 3: Bicycle Level of Traffic Stress



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The City adopts level of service (LOS) standards to determine the ideal number of vehicles on streets and at intersections before they begin experiencing too much congestion. These standards also determine when roadway improvements may be needed to reduce congestion to keep traffic moving. LOS rates the streets and intersections from A through F, with A being the best travel conditions and F being worst.

Intersections in La Center with stop signs or roundabouts must move traffic at LOS E or better during the busiest times of day, which tend to be the morning and evening commutes. The green "checkmark" shown in Table 2 means the intersection is moving traffic through at an appropriate rate whereas the red "x" indicates traffic exceeds the standard.

Table 2: Existing Level of Service (2025)

Intersection	Equal to or better than LOS "E"	
	Morning Commute (7 a.m.-9 a.m.)	Evening Commute (4 p.m.-6 p.m.)
Pacific Highway/East Fourth Street	✓	✓
Fourth Street/Aspen Avenue	✓	✓
Aspen Avenue/Fifth Street	✓	✓
La Center Road/Timmen Road	✓	✓
Fourth Street/Highland Avenue-Ivy Avenue	×	✓
La Center Road/Paradise Park Road	✓	✓

Existing Conditions: Transportation Demand Management

[PLACEHOLDER CONTENT FOR TDM STRATEGIES:] Transportation demand management (TDM) encompasses a broad variety of strategies that provide alternatives to driving alone on congested roads. Some TDM strategies may reduce the need for motorized or physical travel altogether. Having effective TDM strategies is just as critical as having capacity and operations strategies to keep people and goods moving, particularly when the ability to expand infrastructure is limited. An efficient transportation system supports economic development by saving time and money for people and businesses. Other benefits include reducing energy consumption and air pollution, while helping preserve and maintain the roadway network by lessening wear and tear from vehicle travel.

TDM policies are most effective in areas where the underlying design of the urban space supports the full range of transportation options, including walking, bicycling, and transit. Without a supporting land use context, promoting use of other modes is difficult. When evaluating a TDM program, the community should consider the extent to which existing and planned land uses and transportation investments support your community's goals, including any TDM goals, such as increasing biking and pedestrian trips in downtown, increasing safety on streets and sidewalks, and providing increased health benefits to individuals.

TDM strategies encourage more people to take fewer motor vehicle trips. Having fewer drive-alone travelers on the roads reduces delay for all system users, which can make travel planning more reliable. By reducing vehicle miles traveled, TDM strategies can decrease the number of collisions.

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TDM strategies may include the following.

» Promoting:

- o Ridesharing
- o Bicycling
- o Walking
- o Greater use of public transportation

» Employer Policies

- o Telework (including videoconferencing and Internet-based meetings)
- o Flexible work hours or compressed work schedules (e.g., working four 10-hour days)
- o Parking management
- o Changes in land use and urban form
- o Improved transit service.

Future Demand

The ~~city~~City relies on the regional transportation planning model, developed and maintained by the ~~Southwest Washington Regional Transportation Council~~RTC, to analyze the La Center transportation network. This computer model is based upon existing road conditions and known travel demand. Where projected demand exceeds current or proposed capacity, new capital facilities projects are identified to correct the problem.

Bicycle/Pedestrian

La Center has adopted and periodically revised its standard street specifications (Chapter 12.10 LCMC) that accommodate non-motorized uses within public rights-of-way.

Bicycles

The City ~~of La Center~~ should plan for bike lanes to be provided on all arterials and collectors within the next 20-~~y~~years. In addition, bike lanes should be striped on arterial and collector streets where existing pavement widths allow. These improvements could be ~~achieved~~gained at a relatively low cost. On neighborhood connectors and local streets, traffic volumes and speeds are expected to be relatively low, and bike lanes are not appropriate.

Figure 4: Pedestrian Trail in La Center



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Striped ~~s~~Shoulders

On other roadways within the city, bicycle users share the roadway with motorized traffic. Future bicycle improvements identified in conjunction with street improvements will provide bicyclists with full accessibility on the city's major streets.

Pedestrians

Several streets in La Center have either no sidewalks or sidewalks on only one side of the street, especially in areas without any recent development. The City's development codes require all new roads to include sidewalks on both sides and/or street improvements on the property side. [Placeholder for city self-evaluation of opportunities to improve ADA access].

Transit

C-TRAN, Clark County's public transit provider, currently ~~provides~~serves limited transit service to La Center. The tribal casino, Ilani, is served by the C-TRAN ~~La Center Connector~~Current dial-a-ride-on-demand service and ~~the casino's private~~Route 48 bus service from Ridgefield. In early 2025, C-TRAN added a new bus stop on Route 48 located at Birch Avenue and Sixth Street in downtown La Center. Additional service is not expected in the near term.

Streets

Local conditions are expected to be exacerbated by rural traffic traversing the city to cross the East Fork Lewis River, estimated at ~~45% to 53%~~65 percent of the total bridge traffic.

The bottle-neck effect currently caused by rural ~~and card room~~ traffic, coupled with additional residential development and the tribal casino at the Junction, could exceed bridge design capacity within the planning horizon (2045~~36~~). Consequently, the ~~city~~City intends to relieve bridge crossing pressure by encouraging residential and mixed-use development as part of the Timmen Landing subarea plan, on the southwestern side of the river. The subarea plan is intended to balance commute and home--to-school travel patterns in the area.

~~Addressing the issues and constructing improvements noted below could help provide a more complete circulation system in the city and increase network capacity:~~

- ~~» Interstate 5 at NW 319th Street. The development of the tribal casino at the interchange resulted in rebuilding and re-aligning streets at the interchange in 2017, including Paradise Park Road.~~
- ~~» NW Bolen Street (NW 9th Avenue to NE Aspen Avenue). Construct a new roadway with sidewalks.~~
- ~~» NW La Center Road at NW Timmen Road. This intersection is expected to exceed LOS F without signalization. Roundabout construction was added to the 6-year TIP in the CFP costing \$1.5 million.~~

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- » ~~NW 4th Street at N Aspen Avenue. The southbound to eastbound left turn movement is expected to exceed LOS D without improvements.~~
- » ~~NW 4th Street from Cedar Avenue to Highland Avenue—Widen the road corridor to accommodate bicycle lanes and sidewalks on both sides of the roadway to comply with the City's Complete Streets Ordinance. The improvements will also include a new traffic signal at Highland Avenue and NW 4th Street. Funding has been appropriated for design from the Department of Commerce and this project is currently under design.~~
- » ~~Second Bridge across the East Fork Lewis River. Although expensive, a second crossing of the East Fork Lewis River (extending from the interchange area to NW 14th Avenue) could relieve the downtown area of considerable congestion and provide secondary access for emergency medical services currently located southwest of La Center. The need for such a crossing is beyond the 20-year planning horizon, but should be evaluated in a future update.~~

To help improve future traffic conditions, the City is anticipated to have available funding to build the following three projects by 2031 using the state gas tax, electric vehicle fees, TIFs, and awarded grants:

- » Add a new roundabout at the La Center Road-/Paradise Park Road intersection.
- » Install new pedestrian and bicycle signage at the Fourth Street/Stonecreek Drive intersection.
- » Install a traffic refuge area along 4th Street and a pedestrian crossing under a new bridge over Brezee Creek, across 4th Street.
- » Install new pedestrian and bicycle signage (Rapid Flashing Beacons [RRFB]) near the Holly Park parking lot entrance along Lockwood Creek Road.
- » Install buffered bike lanes and sidewalks on both sides Fourth Street from east of Cedar Avenue to Highland Avenue with a new Brezee Creek Bridge.

Table 3 shows the intersections that are projected to meet the mobility standard during the evening commute in 2045 based on the anticipated population growth once these projects are built.

Table 3: Future Level of Service after Funded Improvements (2045)

<u>Intersection</u>	<u>Equal to or better than LOS "E" Evening Commute (4 p.m.-6 p.m.)</u>
<u>Pacific Highway/East Fourth Street</u>	<u>✓</u>
<u>Fourth Street/Aspen Avenue</u>	<u>×</u>
<u>Aspen Avenue/Fifth Street</u>	<u>✓</u>

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<u>Intersection</u>	<u>Equal to or better than LOS “E” Evening Commute (4 p.m.-6 p.m.)</u>
<u>La Center Road/Timmen Road</u>	<u>×</u>
<u>Fourth Street/Highland Avenue-Ivy Avenue</u>	<u>✓</u>
<u>La Center Road/Paradise Park Road</u>	<u>✓</u>

To improve future road conditions and support the anticipated growth, the City recommends ~~the~~ projects to improve congestion and help keep vehicles moving in 2045. A complete list of these projects is shown in Table 8 of Attachment A (La Center Capital Facilities Plan: Transportation). These are the most notable projects from that recommended list:

- » Widen La Center Road from Paradise Park Road to Fourth Street by widening the bridge to four travel lanes, with bike lanes, sidewalks, and a multi-use path. The improvements would also include a new roundabout at the La Center Road-/Timmen Road intersection.
- » Install a pedestrian/bicycle bridge that connects Brezee Creek Trail to La Center High School. The improvements would also include trail connections to Pioneer Loop east of Timmen Court and Seventh Street at the end of the cul-de-sac (project T24).

The City needs approximately ~~\$X~~ million to complete the full list of recommended projects and meet mobility standards for many of the busiest intersections across the city. Of the ~~\$X~~ million, a little more than ~~\$X~~ million is eligible for TIF funding (see the Revenue Sources section for background on funding sources). Table 4 shows the intersections that are projected to meet these standards during the evening commute in 2045 if the full list of recommended road improvements are built. **[NOTE: CONFIRM NUMBERS ABOUT FUNDING IN FINAL TSP]**

Table 4: Future Level of Service after Funded/Unfunded Improvements (2045)

<u>Intersection</u>	<u>Equal to or better than LOS “E” Evening Commute (4 p.m.-6 p.m.)</u>
<u>Pacific Highway/East Fourth Street</u>	<u>✓</u>
<u>Fourth Street/Aspen Avenue</u>	<u>×</u>
<u>Aspen Avenue/Fifth Street</u>	<u>✓</u>
<u>La Center Road/Timmen Road</u>	<u>✓</u>
<u>Fourth Street/Highland Avenue-Ivy Avenue</u>	<u>✓</u>
<u>La Center Road/Paradise Park Road</u>	<u>✓</u>

Transportation Goal and Policies

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This also applies to the list of the projects below and the attachment itself.

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The following Goal and Policies provide guidance for the City in making decisions to deliver its multi-modal transportation system and services to all citizens of the community. The City aims to provide an accessible, equitable, safe, and efficient transportation system to preserve and enhance the quality of life for its residents.

Transportation Goal

La Center shall provide a multi-modal transportation system, which safely, attractively, and efficiently serves existing and proposed land uses within the Urban Growth Area UGA.

Transportation Policies

Policy 2.1.1 La Center shall coordinate with the Regional Transportation Council RTC, Clark County, Washington State Department of Transportation WSDOT, C-TRAN, and other carriers to ensure that La Center transportation facilities, services, and policies function as part of a cohesive regional system.

Policy 2.1.2 La Center shall adopt specific multi-modal level-of-service LOS standards for roads and intersections within the urban growth area UGA.

Policy 2.1.3 La Center shall analyze development projects for potential significant impacts to the La Center transportation system. The city City shall impose mitigation measures, including payment of TIFs, when development proposals would result in safety hazards, or a decline of level-of-services LOSs below adopted city City level-of-service LOS standards.

Policy 2.1.4 La Center shall generally prohibit direct residential driveway access onto arterial streets shall be prohibited with and encourage access to local streets encouraged.

Policy 2.1.5 La Center shall Direct encourage commercial/industrial driveway access onto arterial streets shall be encouraged where practical and minimize with access to local streets prohibited to avoid impacting residential neighborhoods.

Policy 2.1.6 La Center shall require street improvements (roadbed, curbs, and gutters, sidewalk, planting strips, and lighting) concurrent with new commercial, industrial, and residential development.

Policy 2.1.7 La Center shall continue to require sidewalks for new residential, industrial, and commercial developments.

Policy 2.1.8 La Center shall coordinate with C-TRAN or other service providers to provide bus stop transit service to nearby cities and park-and-ride facilities as needed. La Center shall encourage the use of public transportation, car carpooling, and other strategies to reduce traffic congestion.

Policy 2.1.9 La Center shall promote local street patterns, which inherently control speeding while providing adequate connectivity for emergency services and local traffic.

Policy 2.1.10 La Center shall develop and implement transportation impact fees TIFs within the city consistent with state law.

Policy 2.1.11 La Center shall complete~~Consider the feasibility of the~~ a second east-west traffic road and with or pedestrian corridor facilities within the city limits on Bolen Street from Pacific Highway to North Fork Avenue.

Policy 2.1.12 Develop transportation concurrency regulations consistent with RCW 36.70A.070(6)(b) and shall e~~La Center shall evaluate the need for transportation demand management-TDM strategies as an chapter of its-the~~ transportation capital facilities plan to maintain consistency with the transportation concurrency regulations outlined in RCW 36.70A.070(6)(b).

Policy 2.1.13 La Center shall R~~require~~ new development to provide bike lanes, proportionate to the development's impacts, on all major roadways, such as arterials, and collectors. The city~~City~~ may provide bike lanes when feasible and when resources are allocated to such improvements.

Policy 2.1.14 La Center shall P~~promote~~ pedestrian and bicycle trails, which provide transportation utility, as well as recreational opportunities. Where practical, trail design should accommodate emergency vehicles.

Policy 2.1.15 La Center shall R~~require~~ new development to provide LED street lighting and full cutoff acorn lights, which minimizes glare and light pollution, to comply with the 'Dark Sky' design guidelines.

Policy 2.1.16 La Center shall D~~develop~~ an arterial-/collector ~~arterial~~ network that facilitates emergency services access.

Policy 2.1.17 La Center shall P~~promote~~ park-and-ride facilities on the arterial and collector street network.

Policy 2.1.18 La Center shall widen La Center Road from Paradise Park Road to downtown and re-rebuild the existing bridge because t~~The single crossing of the East Fork of the Lewis River presents significant emergency access and public safety concerns. At the next update to the La Center Comprehensive Plan, the city shall study opportunities for creating an additional river crossing, such as, upgrading or replacing the existing East Fork bridge, a second river crossing, or other alternatives.~~

Policy 2.1.19 La Center shall~~The City,~~ in coordination with private developers, Clark County, and funding partners such as WSDOT, ~~should~~ construct an uninterrupted ~~pedestrian connections~~shared-use path along Northwest Pacific Highway from the northwestern c~~City~~ limits to downtown so that pedestrians, including children walking to school, can walk safely.

Policy 2.1.20 La Center shall continually implement its complete streets program for all new development, retrofits, and/or reconstruction projects for the safe accommodation of pedestrians, bicyclists, transit users, motorists, emergency responders, freight, and users of all ages.

Policy 2.1.21 La Center shall implement TDM strategies to encourage alternative transportation modes, optimize the use of existing transportation infrastructure, and enhance the overall quality of life for residents and visitors.

~~Policy 2.1.19~~Policy 2.1.22 La Center shall continue to coordinate with Clark-Cowlitz Fire Rescue early, often, and throughout transportation planning efforts of new roads, streets, and

land use developments to ensure adequate emergency access and efficiencies throughout the city.