

RTC

Corridor Visioning Project Steering Committee

3:30-5 p.m. Friday, October 6, 2006
Public Service Center, 6th Floor Training Room
1300 Franklin Street, Vancouver

AGENDA

Steering Committee Members:

Commissioner Randel (North County), Councilperson Irish (C-TRAN), Mayor Idsinga (Battle Ground/Yacolt), Commissioner Stuart (Clark County), Councilperson Leavitt (City of Vancouver), Commissioner Miller (Port of Vancouver), Councilperson Gerde (East County), and Don Wagner (WSDOT)

Steering Committee Staff Members:

Justin Clary (North County), Ed Pickering (C-TRAN), Sam Adams (Battle Ground/Yacolt), Pete Capell (Clark County), Matt Ransom (City of Vancouver), Larry Paulson (Port of Vancouver), Scott Sawyer (East County), and Michael Williams (WSDOT)

Meeting Purpose:

- Provide a project overview
- Determine protocols for how the Steering Committee will work together
- Introduce topics for second partnering session

3:30	Welcome and introductions <ul style="list-style-type: none">• Introductions• Meeting purpose• Review agenda	Jeanne Lawson
3:40	Study overview <ul style="list-style-type: none">• Purpose• Outcome• Decision-making structure	Lynda David and Dean Lookingbill, RTC
4:00	Chartering <ul style="list-style-type: none">• Roles and responsibilities• Protocols	Jeanne Lawson
4:30	Initial 50-year forecast	Lynda David
4:50-5:00	Next steps and close <ul style="list-style-type: none">• Purpose and goals discussion• Schedule upcoming meetings—please bring your calendars• Communications	Jeanne Lawson

RTC Corridor Visioning Project Steering Committee

MEETING REPORT

3:30-5 p.m. Friday, October 6, 2006
Public Service Center, 6th Floor Training Room
1300 Franklin Street, Vancouver

Steering Committee Members Present:

Councilperson Gerde (East County)
Mayor Idsinga (Battle Ground/Yacolt)
Councilperson Leavitt (City of Vancouver)
Commissioner Miller (Port of Vancouver)
Don Wagner (WSDOT)

Steering Committee Staff Members Present:

Justin Clary (North County)
Ed Pickering (C-TRAN)
Matt Ransom (City of Vancouver)
Scott Sawyer (East County)

RTC and Consultant Staff Present:

Lynda David (RTC)
Chuck Green (Parsons Brinckerhoff)
Kristin Hull (Jeanne Lawson & Associates)
Jeanne Lawson (Jeanne Lawson & Associates)
Dean Lookingbill (RTC)

WELCOME AND INTRODUCTIONS:

Introductions, Meeting purpose, Review agenda

Jeanne Lawson (JLA) welcomed Steering Committee members and introduced Committee members and project team. Staff working on the study includes Dean Lookingbill, Lynda David and Mark Harrington of RTC. Jeanne Lawson and Kristin Hull of Jeanne Lawson Associates will help guide public outreach efforts. Chuck Green will lead Parsons Brinckerhoff staff to provide conceptual engineering expertise looking at the feasibility of corridors we might identify as having demand for. Sam Seskin of CH2MHill will provide consultant expertise on land-use impacts.

The meeting purpose and agenda were reviewed: to provide a project overview, determine protocols for how the Steering Committee will work together and also talk about assumptions for the role of the local jurisdictions in the outreach program, discuss 50-year demographic forecasts as the basis for moving the Study forward and discuss topics for the second partnering session. Lynda said that a roster of Steering Committee members and senior staff representatives was included in meeting packets. The Steering Committee list also included a brief description of the role of the Committee as discussed by the RTC Board at the June 2006 RTC Board meeting.

STUDY OVERVIEW

Purpose, Outcome, Decision-making structure

Lynda David and Dean Lookingbill (RTC) provided a brief overview of the study as outlined in the meeting material titled “New Transportation Corridors Visioning.” Lynda explained that the RTC Board requested the Study. In March 2006, Mayor Idsinga asked the RTC Board to be proactive in planning for the future transportation system of Clark County. Mayor Idsinga asked that the Board consider how areas of growth will be connected in the future. Mayor Idsinga pointed out that it takes a long time to plan future highway corridors and though we have plans for a twenty-year transportation system there is need to look beyond the twenty-year horizon and consider highway corridors that need to be incorporated in future Comprehensive Growth Management and Metropolitan Transportation Plans. Mayor Idsinga suggested that a future connection between Battle Ground and Camas be considered. Lynda explained that at the May 2, 2006 meeting, the RTC Board adopted a policy statement, “Guidance for the Transportation Corridors Visioning Process and Context for Addressing New Columbia River Crossings Commissioner” a policy document originally drafted by Port Commissioner Arch Miller. This policy document was distributed to Steering Committee participants.

The key question will focus on “How will we get around Clark County in the longer term future?” Once we have answered this question we can look at travel demand across the Columbia river and address the feasibility of future river crossings. Commissioner Arch Miller questioned when we should involve decision-makers from Oregon in this. Jeanne Lawson answered that this is a critical issue that would be discussed in detail at the next meeting. She said we must be clear about our assumptions and expectations relating to analysis of river crossing and how we communicate with our neighbors across the river. We have worked on a lot of the past river crossing studies so we have a sense of what the issues are out there that need to be resolved. However, this Committee needs to make decisions on how we go about this. Dean Lookingbill said that we are first and foremost on a mission to look at internal Clark County travel and corridors and then turn attention to river crossings. Our first steps will be to consider Clark County’s future land uses and the resulting travel demand that creates the need for future transportation corridors within the County.

The Steering Committee discussed the Study’s decision-making structure. Dean Lookingbill said he views this Steering Committee as a policy, working group that forwards proposals for the RTC Board’s decision.

Jeanne Lawson asked the Committee whether they are comfortable with being the liaison with their respective jurisdictions and agencies as part of the outreach process for the Study. Mayor Idsinga said he would be sharing the information with his Council. He said he views this as an exercise in the power of possibility and hopes that the Study can eventually reach beyond laying the groundwork and connecting dots to look at future roads. Members discussed the year timeline for the Study and questioned what can be accomplished in a year and whether this may just be a first phase with a second phase that could get into more specifics relating to road alignments. Don Wagner said he would support having this Steering Committee focus at the

highest level first and identify where growth is most likely to occur in Clark County before addressing specific alignments and river crossing needs.

CHARTERING:

Roles and responsibilities, Protocols

Jeanne Lawson (JLA) led discussion on Steering Committee roles and responsibilities and Committee protocols. Members were asked to read through the two items distributed at the meeting; “RTC Corridors Visioning Steering Committee, Draft Purpose” and “RTC Corridors Visioning Steering Committee, Draft Protocols.” Steering Committee discussion is reflected in the edited versions of the documents (see attached redlined versions).

INITIAL 50-YEAR FORECAST:

Lynda David (RTC) led discussion of the initial 50-year forecast of demographics as outlined in the Memo circulated with meeting packets titled “Draft Forecast of 2050 Population and Employment, Transportation Corridor Visioning Study”. A graph titled “Clark County Population 1960-2050” was distributed at the meeting. Lynda explained that in order to analyze future forecast travel demand and resulting transportation system needs, a first step is to reach a decision on a forecast of future population, households and employment. After Committee discussion, it was decided that the Study should focus on how to plan for a future transportation system to accommodate the County’s population once it reaches a million. A projection of population indicates that the County could reach a million people in about 50 years. Committee members were concerned that a focus on detail relating to assumed annual growth rates would distract from the objective which is to take a pro-active approach to planning for a future transportation system.

NEXT STEPS AND CLOSE:

Purpose and goals discussion, Schedule upcoming meetings, Communications

Jeanne Lawson (JLA) led discussion of future meeting agenda. The committee felt it was very important to set a regular meeting day and time so that members can calendar future meetings. It was decided to calendar meetings on the first Friday of each month from 9:30 to 11:30 a.m. though some meetings would be cancelled. The Steering Committee will likely meet six times during the course of the year. The next meeting will be held on December 1, 2006, from 9:30 to 11:30 a.m. Communication with the Steering Committee will largely be by e-mail. E-mail communication may include seeking and obtaining feedback from Committee members on certain issues between meetings of the group.

RTC Corridor Visioning Project Steering Committee

9:30-11:30 a.m. Friday, December 1, 2006

North Conference Room 226 in the Clark County Elections/Auto Licensing Building at
1408 Franklin Street, Vancouver

Steering Committee Members:

Commissioner Randel (North County), Mayor Irish (C-TRAN), Mayor Idsinga (Battle Ground/Yacolt), Commissioner Stuart (Clark County), Councilperson Leavitt (City of Vancouver), Commissioner Miller (Port of Vancouver), Councilperson Gerde (East County), and Don Wagner (WSDOT)

AGENDA

Meeting purpose:

- Affirm protocols and expectations
- Review draft goals and objectives, expectations, work plan and schedule
- Review land use assumptions and allocations

9:30 a.m.	Welcome and introductions <ul style="list-style-type: none">• Introductions• Adopt meeting summary #1• Review agenda	Jeanne Lawson, JLA
9:40 a.m.	Public comment	
9:45 a.m.	Adopt protocols	Jeanne Lawson, JLA
9:50 a.m.	Expectations and assumptions <ul style="list-style-type: none">• Schedule• Work plan• Public involvement plan	Kristin Hull, JLA/Chuck Green, PB
10:05 a.m.	Draft goals and objectives	Jeanne Lawson, JLA
10:20 a.m.	Corridors <ul style="list-style-type: none">• Definition of a corridor• Study outcomes	Chuck Green, PB
10:35 a.m.	Columbia River crossing feasibility	Dean Lookingbill, RTC
11:00 a.m.	Land use and growth assumptions	Lynda David and Dean Lookingbill, RTC
11:20 a.m.	Public comment	
11:25 a.m.	Next steps and close <ul style="list-style-type: none">• Next meeting: 9:30-11:30 a.m. Friday, February 2, 2007	Jeanne Lawson, JLA

RTC Corridor Visioning Project Steering Committee

MEETING REPORT

9:30-11:30 a.m. Friday, December 1, 2006

North Conference Room 226 in the Clark County Elections/Auto Licensing Building at
1408 Franklin Street, Vancouver

Steering Committee Members Present:

Commissioner Roy Randel (North County)
Councilperson Tim Leavitt (City of Vancouver)
Commissioner Steve Stuart (Clark County)
Don Wagner (WSDOT)
Mayor James Irish (C-TRAN)

Steering Committee Staff Members Present:

Justin Clary (North County)
Ed Pickering (C-TRAN)
Matt Ransom (City of Vancouver)
Pete Capell (Clark County)
Lloyd Halverson (East County)
Sam Adams (Battle Ground/Yacolt)

RTC and Consultant Staff Present:

Lynda David (RTC)
Chuck Green (PB)
Mark Harrington (RTC)
Kristin Hull (Jeanne Lawson & Associates)
Jeanne Lawson (Jeanne Lawson & Associates)
Dean Lookingbill (RTC)

Citizens

Tad Winiecki

WELCOME AND INTRODUCTIONS:

Introductions, Meeting Summary #1, Review Agenda

Lynda David (RTC) welcomed participants to the meeting and introductions were made. Jeanne Lawson (JLA) reviewed the Steering Committee Protocols addressed at meeting #1 on October 6, 2006 as well as the meeting summary. The key is that this Steering Committee is a working group and the ultimate decision-making group is the RTC Board. Jeanne reminded the Committee that it was agreed there should be time for public comment at the beginning and end of Steering Committee meetings. Today's meeting purpose includes affirming protocols and expectations and a review of the work scope.

PUBLIC COMMENT

Tad Winiecki commented that the study provides an opportunity. He also commented that there are a few transportation myths that should be dispelled. It is a myth that you cannot build your

way out of congestion. You can build your way out of congestion if you build up your transport network as fast as you build your buildings. Another myth is that there are no silver bullets. The good news is that we do not need silver bullets as we can use steel bullets. In other words, there are some less expensive solutions coming along that can do a much better job than some of the expensive transportation solutions we now use. The future of transportation is going to be more automated, it is going to be more electric and smaller vehicles will be used. Therefore the impact of the new technologies is not going to be as great as some of the old technologies that we now use. Impacts on land use will be less as less space will be required and less space will be taken up by infrastructure. Tad said this is good news, we have a great opportunity and I am glad to help out.

STEERING COMMITTEE PROTOCOLS

The Committee affirmed the “RTC Corridors Visioning Steering Committee, Protocols” edited at the October 6, 2006 meeting.

EXPECTATIONS AND ASSUMPTIONS

Schedule, Work Plan, Public Involvement Plan

A handout titled, “RTC Corridor Visioning Process Timeline” was distributed. Kristin Hull (JLA) and Chuck Green (PB) led a discussion of the study work scope and schedule. Study tasks include: 1) Laying the groundwork, 2) Connecting the dots, 3) Engineering the lines, 4) Understanding implications and 5) Establishing the vision. The study will include “public outreach” though, given the study budget, it will need to be outreach that is strategic and targeted at advocacy groups such as Identity Clark County and chambers of commerce. Outreach to the community will need to be through jurisdiction staff who are supporting the Steering Committee. Jurisdictional staff will be relied upon to get the word out as they interact with the community as part of their regular work. People with a general interest in the study will be directed to the Study website.

Chuck Green explained that although the term engineering appears on the workscope/timeline PB’s work will largely focus on corridor practicality and feasibility. Chuck said he hoped the Committee could provide some feedback on what level of detail is expected. Task 3 will include looking at how potential corridors perform. There will be consideration of induced growth; how new corridors may influence and draw growth. Chuck reminded people of the I-5/I-205 North Corridor Strategy (2001)¹ study when an expert panel addressed how improvements to existing interchanges or construction of an additional interchange might impact land uses. There was a brief discussion about the study expectations. The study consultants and staff will be providing a meeting kit to help community outreach efforts. Also, there will be a website and online questionnaire to allow for the community to provide input and feedback. Jurisdictional representatives suggested getting the word out through existing newsletters and broadcast e-mails as well as the possibility of using utility bills.

Jeanne Lawson summed up discussion saying that there are budgetary constraints and that this is a busy time for planners but there is general agreement that jurisdictional planning staff can help

¹ http://www.wsdot.wa.gov/NR/rdonlyres/1FC263CF-9734-48C5-873D-61FD53A29691/0/strategy_report.PDF

with outreach efforts as part of their regular community interaction. At the conclusion of this phase of the study, we should have a clear way to move forward. However, though the goal is to work toward project implementation, there is awareness that this phase of the Study is conceptual in nature. Don Wagner emphasized that this is not at the stage of an environmental analysis (NEPA) process.

Committee members asked for background information on prior transportation planning studies that may be helpful as part of this Corridor Visioning study. Staff has already completed a review of policies of significance to this Study.

DRAFT GOALS AND OBJECTIVES:

Committee members reviewed the draft Goals and Objectives. Jeanne Lawson explained that Goals and Objectives serve as a useful tool in the evaluation of potential corridors. The draft Goals and Objectives have been drafted using existing policies and themes in place in current plans as their basis. Committee members suggested edits to the draft document. Staff will make the changes and bring back the product at the next Steering Committee meeting. Suggestions included replacing the words “presently served” in 2.1 with “adequately served”, making economic development a part of the goal to sustain community vitality, and replacing “Maintain” in 3.2 with “Enhance”.

Commissioner Stuart offered that Clark County will be conducting a 50-year visioning process in 2007 and wants any information from this Study to be integrated with it. There was Committee discussion emphasizing that this Study focuses on identifying “new” corridors largely outside existing Urban Growth Areas. However, it should be acknowledged in the Study report that demographic growth will result in impacts to existing transportation corridors. Commissioner Randel commented that previous corridor studies have focused on interstates and state routes. However, for travel within Clark County we should be looking at providing an alternative to traveling on the interstates.

Mayor Irish commented that the highway corridors should also accommodate transit as we look to connect the growth areas. The phrase in objective 3.3 “and do not increase reliance on the single occupant vehicle” may be a value statement but SOVs are mentioned as this reflects adopted policies. Mayor Irish said accommodating multiple modes can help decrease dependence on SOV travel. Objectives 4.1 and 4.2 should be stated positively and allow for flexibility. Committee members asked that a preface be added to the Goals and Objectives that would address the need to balance them.

CORRIDORS:

Definition, Study Outcomes

Anticipated study outcomes were also discussed under the Corridors agenda item. Chuck Green led a discussion of what type of corridor we anticipate trying to create and provided a draft corridor definition for this Study for Committee members to react to. Commissioner Stuart commented that a corridor should provide efficient movement with minimum intersections;

Padden Parkway rather than Mill Plain. Access management is important and the corridors should provide for longer distance trips within the County. The Committee discussed frontage roads. Chuck commented that we are not trying to get to design standards. Don Wagner commented that the term “state highway” should be deleted as it can convey anything from interstates to SR-503. Committee members commented that “Parkway” could mean different things to different people. However, in this community it tends to paint a mental picture of the Padden Parkway and its facility type. Pete Capell said that Parkway conveys an impression of a facility that has trees and vegetation that line the facility. Dean Lookingbill commented that we are still in a “discovery process” here and there may be several types of corridors that fit varying locations throughout the County. Lynda David commented that a high speed, limited access facility can create a barrier for people wanting to cross and can be detrimental to community building. The corridor depends on the location context. Pete Capell commented that we should not allow current County standards that only allow 2-lane rural arterials to confuse us in this process as we are looking to accommodate a population that is over double today’s population. Commissioner Randel commented that this process is not so much about design but is about identifying corridors to preserve for the future. How to move people within the corridors can be decided later. Corridors will be discussed further at the next meeting.

COLUMBIA RIVER CROSSING FEASIBILITY:

Dean Lookingbill said that crossing the Columbia River is not where we start this Study. Our primary focus is on how we get around Clark County. Dean suggested that the Bi-State Coordination Committee could provide a venue to coordinate with Oregon on potential additional crossings of the Columbia. Dean said that what we are trying to do differently in this process is to begin with looking at what we need in Clark County and then to look south at connections rather than past discussion that has focused on how to make connections across the river and then what does this mean once connected.

Dean reported that Commissioner Arch Miller and Scott Walstra have been discussing whether a different approach might be beneficial in studying potential future crossings. The approach would have the private sector experts consider “should you build another Columbia crossing and if so, where and how?” The ideas would then be taken out to the public for reaction and input.

LAND USE AND GROWTH ASSUMPTIONS:

Mark Harrington led the Committee through an explanation of work on land use and growth assumptions. RTC and Clark County’s GIS staffs have worked together to provide land use analysis. A map and pie chart were distributed. Mark reminded Committee members that instead of tagging the Study with a horizon year, the focus would be on preliminary planning for transportation corridors that might be needed to serve a County population of 1 million. Staff was directed to project existing Comprehensive Plan trends forward from the 20-year horizon into the future. Mark explained that with 1 million people the County could have about a half million jobs. For population, we project forward from the 2024 Growth Management Plan

population of 584,000, adding an additional 416,000. For employment we add another 241,000 jobs to reach the target of half a million.

Mark explained that the next step is to look at where to locate these additional people and jobs. It was assumed that the UGAs defined in the preferred alternative of the Comprehensive Plan FEIS are at or near buildout. Therefore, we looked at land outside of these UGAs. GIS staff conducted a Vacant Buildable Lands Model analysis to look at which land could accommodate population and employment. Mark said that our first step is to identify where development is likely not to occur. Mark showed GIS maps that included elevation bands. He also showed a pie chart showing land below 800 feet and outside of the FEIS alternative UGAs in various categories. Of these lands, 21% are identified as conservation areas defined in a County study led by Bill Dygert, 40% is vacant or underutilized and is therefore potentially buildable and 29% is vacant but has some critical lands component.

Mark said that we then looked at the land capacity. The 241,000 jobs were placed on lands primarily below 400 feet and this used up 32,237 acres using the Comprehensive Plan assumed densities of 11 jobs per acre. On the remaining 87,700 acres, 170,546 households were placed at a density of 6 dwelling units per acre at lower elevations and 4 units per acre on elevations above 400 feet because densities tend to diminish with elevation. However, the land outside the UGAs could not accommodate 16,123 of the households needed to fully accommodate the 1 million population. The question is how to address re-development and densification of existing UGAs to accommodate growth. RTC staff will be meeting with local planning staff to seek their input prior to the next meeting.

Dean Lookingbill summed up the approach saying we will be identifying where we are likely not to grow. He asked for Committee feedback on whether they can foresee growth north of the East Fork of the Lewis River. We also need feedback on whether to make existing UGAs denser than today. Mayor Irish commented that new transportation corridors would also influence growth.

PUBLIC COMMENT:

There was no public comment.

NEXT STEPS AND CLOSE:

Purpose and goals discussion, Schedule upcoming meetings, Communications

Don Wagner asked for a tracking of timeline and budget. Committee members should continue to hold the first Friday of each month from 9:30 to 11:30 a.m. open on their calendars. The next meeting will be held on February 2, 2007 in the PSC's 6th floor training room. The February meeting will focus on growth and allocation, outcomes of outreach to planning staff and on corridors.

RTC Corridor Visioning Project Steering Committee

9:30-11:30 a.m. Friday, February 2, 2007

Public Service Center, 6th Floor Training Room
1300 Franklin Street, Vancouver

Steering Committee Members:

Commissioner Randel (North County), Mayor Irish (C-TRAN), Mayor Idsinga (Battle Ground/Yacolt), Commissioner Stuart (Clark County), Councilperson Leavitt (City of Vancouver), Commissioner Miller (Port of Vancouver), Councilperson Gerde (East County), and Don Wagner (WSDOT)

AGENDA

Meeting purpose:

- Affirm goals and objectives
- Seek feedback on land use and growth allocation
- Confirm expectations for corridor identification and specificity
- Provide context for consideration of crossings of the Columbia River

9:30 a.m.	Welcome and introductions <ul style="list-style-type: none">• Introductions• Review meeting summary #2 and outcomes of the Dec. 1, 2006 meeting (affirm Goals and Objectives)• Review today's agenda	Lynda David, RTC
9:40 a.m.	Public comment	
9:50 a.m.	Land use and growth allocation <ul style="list-style-type: none">• Feedback from local jurisdictions• Nodes of growth	Lynda David and Mark Harrington, RTC
10:20 a.m.	Corridors <ul style="list-style-type: none">• Expected study outcomes• Definition• Corridor analysis methodology	Chuck Green, PB
10:50 a.m.	Crossings of the Columbia <ul style="list-style-type: none">• Previous studies and historical context	Dean Lookingbill and Lynda David, RTC
11:15 a.m.	Public comment	
11:20 a.m.	Next steps and close <ul style="list-style-type: none">• Project timeline and budget• Next meeting: 9:30-11:30 a.m. Friday, March 2, 2007	Lynda David, RTC

**RTC
Corridor Visioning Project Steering Committee**

MEETING REPORT

**9:30-11:30 a.m. Friday, February 2, 2007
Public Service Center, 6th Floor Training Room
1300 Franklin Street, Vancouver**

Steering Committee Members Present:

Commissioner Roy Randel (North County)
Commissioner Steve Stuart (Clark County)
Councilperson Helen Gerde (East County)
Councilperson Tim Leavitt (City of Vancouver)
Commissioner Arch Miller (Port of Vancouver)

Steering Committee Staff Members Present:

Ed Pickering (C-TRAN)
Pete Capell (Clark County)
Sam Adams (Battle Ground/Yacolt)
Matt Ransom (City of Vancouver)
Scott Sawyer (East County)
Jack Burkman (WSDOT)

RTC, Consultant Staff, and Local Staff Present:

Lynda David (RTC)
Chuck Green (PB)
Mark Harrington (RTC)
Dean Lookingbill (RTC)
Jeff Sarvis (La Center)
David Cusack (Clark County)

Citizens:

Tad Winiecki

WELCOME AND INTRODUCTIONS:

Introductions, Meeting Summary #2, Review Agenda

Lynda David (RTC) welcomed participants to the meeting, introductions were made, the December 1, 2006 meeting report was reviewed and today's meeting agenda previewed. Ms. David said the purposes of today's meeting are to affirm goals and objectives, seek feedback on the land use and growth allocation, confirm expectations for corridor identification and specificity, and provide context for considering crossings of the Columbia River. Ms. David explained that meeting packets contained a red line and full edited version of the study's goals and objectives that had been discussed at the previous meeting held on December 1, 2006. She said that these will be referred to frequently as we work through the study process. At this point, we are still in the study process phase of "laying the groundwork".

Commissioner Arch Miller said that the Port of Vancouver conducted a press conference earlier that morning to announce the Port's intention to purchase the Alcoa and Evergreen Aluminum properties that will allow opportunities to bring jobs to the region. The land purchase would include over 200 acres at a cost of over \$48 million.

PUBLIC COMMENT

Tad Winiecki, owner of Highway Transport Research, commented that transportation goals should be to increase mobility, reduce congestion, and make profits for transit system owners. Mr. Winiecki distributed copies of a handout showing a cross-section of a potential transportation solution. Mr. Winiecki commented that he has researched potential future transportation systems that travel at speeds of 600 miles per hour along the west coast. For a region such as Clark County, the travel speed would more likely be in the 300 miles per hour range. Mr. Winiecki told the Committee that consideration has to be given to turning radii with high speed transportation systems. He also spoke of the possibility for evacuated tube transportation.

LAND USE AND GROWTH ALLOCATION

Feedback from Local Jurisdictions, Nodes of Growth

Mark Harrington reviewed the land use information he had provided at the December 2006 meeting and provided the Committee with feedback he had received in meetings with local jurisdictions. Mark's presentation focused on where might growth go as we try to construct "a" possible future. Mark reviewed the elevation map as a place to start, the inclusion of Urban Growth Area boundaries and exclusion of conservation areas and state and Weyerhaeuser-owned forested lands. Mark said that the bottom line is we have about 120,000 gross acres available to accommodate the 186,669 growth in population and 241,316 growth in employment that would bring our County to a million population. Mark reminded the Committee that we had been unable to accommodate 16,000 of the households below 800 feet with the continuation of today's Comprehensive Plan assumptions for density. He went on to report that local staff and principles of economic geography point out that as metropolitan areas grow they also densify. Mark reported that in discussions with local jurisdictions a lot of focus had been on gaining their input on where growth might not occur in areas that would be difficult to develop because they are difficult to serve with utilities and infrastructure. Battle Ground commented that having development cross the East Fork of the Lewis River would be difficult with multiple bridges required and getting water uphill. Washougal also commented on the difficulties of bridging the Washougal and Little Washougal rivers. In summary, it would be difficult to develop across drainages and over high ridges and mountains such as Bald Mountain. There was agreement that future urban development would include redevelopment of existing centers at greater densities and infill on "never to convert" land as well as redevelopment of structures older than 75 years.

Given these considerations, Mark displayed a map showing possible future urban areas and a further map showing future urban centers or nodes of growth. Existing centers will grow up and out and new centers may occur where there are cross roads of major transportation facilities at new and developing interstate interchanges and long new corridors and centers where there are currently small centers or isolated clusters of housing such as Dollars Corner and Hockinson.

Mark displayed a map showing current and possible future urban centers. Mark reported that using existing assumption from the Comprehensive Plan process and some densification of growth nodes the one million population can be accommodated in the County. There were questions related to the gross densities assumed. Mark reported that residential densities were assumed at between 6 units and 8 units per acre depending on the area. He commented that if more multi-family is assumed then you can quickly change the pattern of growth. For employment lands, the County's Comprehensive Plan Final Environmental Impact Statement assumes 11 employees per net acre. However, with consideration for the split between industrial and non-industrial employment you could realize 15 to 16 employees per net acre of job-producing land. Mark commented on the "never to convert" lands which makes sense in the shorter term but with a 50-year horizon we are looking at infill occurring. Portland has continued to see increased densities even though the city has been "built out" for decades. This is an example of when metropolitan areas grow in population, they tend to densify.

On the subject of growth nodes, the most questions surround what is likely to happen in the Hockinson area. Dean Lookingbill said that if we revisit our goals, we are looking to connect growth centers and to serve them with transportation facilities. Commissioner Randel commented that traditionally in this county we have spent a lot of effort in trying to transport people and commodities to the interstate and move them through. However, here I think we have a great opportunity for change. What we have done is spend a lot of time and lots of money facilitating the export of our most valuable commodity, people. Historically, we seem to have been content being a bedroom community, I see this changing and this study provides us a great opportunity to establish the change. I think what we need to focus on here is how do we connect the urban centers and industrial/commercial centers together within the county. Dean Lookingbill said if we look at the map, the new growth nodes are to the north and east and that is where we need to look at providing transportation corridors. Commissioner Miller commented that every growth node on the map appears to be on an existing major throughway with the exception of Hockinson.

CORRIDORS

Expected Study Outcomes, Definition, Corridor Analysis Methodology

Chuck Green said we will be focusing on traffic flows between these nodes and the magnitude of transportation infrastructure needed and the constraints that have to be addressed. Chuck asked the Committee for their expectations for addressing future corridors. He provided some examples from previous transportation studies ranging from the "30,000 feet" approach in the Metropolitan Transportation Plan where corridors are mapped to providing aerial photography with contour details. The Committee said they favored using aerial photos with contours to guide the corridors study. Chuck said that much of this information can be obtained through GIS.

Dean Lookingbill said we should consider the process of how we get to the end point by taking the land use and growth centers and looking at major travel patterns between them so we get some order of magnitude of what that travel will be, identify where travel demand might indicate need for a corridor then as you study the corridor you have to look at constraints. The first step

will be to look at a countywide level rather than any detail but details will be added as the process advances. Matt Ransom said we need to consider the type of access these corridors will have, and we might want to look at design profiles especially to use in cost estimation.

CROSSINGS OF THE COLUMBIA:

Previous Studies, and Historical Context

Dean Lookingbill said he would set the context for crossings of the Columbia. He said that as discussed in the past, our priority concern is how we get around within Clark County but if as we go through the study process we get to where there are logical connections where we might want to look to the south and cross the Columbia then we should address where there should be additional crossings. We know that when we begin to look at connections to Oregon we will have to engage Oregon partners, ODOT, and Metro, etc.

Dean provided a historical context for looking at the cross-river issues. He provided maps from previous studies including a 1957 Vancouver street plan showing an I-205 alignment. Dean commented that as early as 1957 this I-205 crossing alignment was beginning to take shape yet the Glenn Jackson Bridge did not open until 1982. The map also showed a crossing east of Grand, and a Westside crossing. The next map was a PVMATS regional plan from 1971 with the plan horizon year of 1990, which continued to show a Westside crossing. The next map was a regional plan done by CRAG in 1978. The map showed the I-205 alignment and continued to show Westside crossings and a crossing from Camas to Oregon.

Dean said that the last time our region talked about crossings was after the 1995 light rail vote with the discussions of the Transportation Futures Committee. The Futures Committee was assigned the task of addressing future Columbia River crossings concepts. The framework was to look at providing a new crossing in the I-5 corridor, to look at a crossing to the west of I-5 and to the east of I-205. Dean focused on the highway components. Dean outlined the options as outlined on page 2 of the distributed Memo. He commented that the I-5 Corridor Expansion option sounds like today's Columbia River Crossing. In addition, options were studied that looked at a New West Columbia River Crossing, a New East Columbia River Crossing and I-205 LRT. A map showed the connections. Page 5 of the Memo described what was learned in this study that focused on new capacity. The West side connection was more expensive than the East because of the bridge structure that would be needed to bridge the significant wetlands. Much of the travel demand is for the I-5 corridor.

Dean said that this study and the possibility of addressing cross Columbia connections would be an agenda item for the Bi-State Coordinating Committee, which will meet on February 15th. Commission Stuart questioned why we keep returning to study cross-river transportation though he acknowledged that our study focuses first on the internal Clark County issues. Dean answered that he thinks past studies did not pay sufficient attention to land uses because transportation corridors should be fed by land use decisions, also we continue to be interested in costs to provide such crossings and we have to deal with the bi-state dilemma because Oregon has not been so receptive to additional crossings for a number of reasons. Commissioner Randal

agreed that a basic question that needs to be addressed is how serious is Oregon in addressing additional capacity needs across the Columbia? Commissioner Miller said that there is another key element to this study and that is one of leadership. Neil Goldschmidt provided leadership and got things done for Oregon. We have the ability through this study to put in ink where our corridors will be in Clark County if we have the leadership in this room to do this. Dean Lookingbill said that we will have to look at what could river crossings connect into and would they work with more focus on the land use issues. You need to consider the land use aspect from where might development happen and where might you need to restrict development. The question should be posed and answered, "What are we trying to achieve with any new corridor in terms of land use?"

Commissioner Miller said that he has a 1952 study from the Port of Camas-Washougal with the offer to build a new bridge across the Columbia in east county at a cost of \$2.5 million.

PUBLIC COMMENT:

There was no public comment at the conclusion of the meeting.

NEXT STEPS AND CLOSE:

Project Timeline and Budget, Next Meeting

Lynda David reported that a Website is being developed and will go online once more groundwork has been covered. Commissioner Stuart commented that the more information that can be provided on a Website the better.

Committee members should continue to hold the first Friday of each month from 9:30 to 11:30 a.m. open on their calendars. The next meeting will be held either on March 2 or April 6, 2007, in the PSC's 6th floor training room.

RTC Corridor Visioning Project Steering Committee

9:30-11:30 a.m. Friday, April 6, 2007

Public Service Center, 6th Floor Training Room
1300 Franklin Street, Vancouver

Steering Committee Members:

Commissioner Randel (North County), Mayor Irish (C-TRAN), Mayor Idsinga (Battle Ground/Yacolt), Commissioner Stuart (Clark County), Councilperson Leavitt (City of Vancouver), Commissioner Miller (Port of Vancouver), Councilperson Gerde (East County), and Don Wagner (WSDOT)

AGENDA

Meeting Purpose:

Task 1: "Laying the Ground Work" to Task 2: "Connecting the Dots"

- Review and approve growth allocation
- First level travel demand analysis
- Consider corridor evaluation framework and candidate corridors

9:30 a.m.	Welcome and Introductions	Lynda David, RTC
	<ul style="list-style-type: none">• Introductions• Review meeting summary #3 and outcomes of the Feb. 2, 2007 meeting• Bi-State Coordination Committee meeting on Feb. 15• Review today's agenda	
9:40 a.m.	Public Comment	
9:50 a.m.	Land Use and Growth Allocation	Mark Harrington, RTC
	<ul style="list-style-type: none">• Review and approve final growth allocation	
10:20 a.m.	Travel Demand	Mark Harrington, RTC
10:40 a.m.	Corridor Evaluation Framework	June Carlson, PB
	<ul style="list-style-type: none">• Corridor screening criteria	
11:15 a.m.	Public Comment	
11:20 a.m.	Next Steps and Close	Lynda David, RTC
	<ul style="list-style-type: none">• Project timeline and budget• Next meeting: 9:30-11:30 a.m. Friday, May 4, 2007 or Friday June 1, 2007	

**RTC
Corridor Visioning Project Steering Committee**

MEETING REPORT

**9:30-11:30 a.m. Friday, April 6, 2007
Public Service Center, 6th Floor Training Room
1300 Franklin Street, Vancouver**

Steering Committee Members Present:

Councilperson Helen Gerde (East County)
Mayor John Idsinga (Mayor of Battle Ground)
Mayor James Irish (C-TRAN)
Councilperson Tim Leavitt (City of Vancouver)
Commissioner Arch Miller (Port of Vancouver)
Commissioner Roy Randel (North County)
Commissioner Steve Stuart (Clark County)
Don Wagner (WSDOT)

Steering Committee Staff Members Present:

Jack Burkman (WSDOT)
Pete Capell (Clark County)
Justin Clary (North County)
Ed Pickering (C-TRAN)
Matt Ransom (City of Vancouver)

RTC, Consultant Staff, and Local Staff Present:

June Carlson (PB)
David Cusack (Clark County)
Lynda David (RTC)
Jeff Hamm (C-TRAN)
Mark Harrington (RTC)
Kate Lyman (PB)
Dennis Osborn (City of Battle Ground)
Dean Lookingbill (RTC)

Citizens:

Tad Winiecki

WELCOME AND INTRODUCTIONS:

Introductions, Meeting Summary #3, Feb. 15 Bi-State Coordination Committee, Review Agenda

Lynda David (RTC) welcomed participants to the meeting, introductions were made, the February 2, 2007 meeting report was reviewed and today's meeting agenda previewed. Ms. David reported that the study workscope and the land use work completed to date had been reviewed at the February 15 Bi-State Coordination Committee. The Oregon participants were open to discussion of future crossings of the Columbia. Ms. David said the primary purpose of

today's meeting is to move forward from "Laying the Groundwork" task to introducing the work of Task 2, "Connecting the Dots". She explained that the Committee would be asked to review and approve the land use work and growth allocation, preview a first level travel demand analysis and consider the corridor evaluation framework for candidate corridors.

PUBLIC COMMENT

Tad Winiecki said he wanted to clarify that the goals he had presented at the February 2 meeting were the goals of his company Higherway Transport Research. These goals are to increase mobility, reduce congestion, and make profits for transit system owners. He also clarified that the turning radii he had presented were for Evacuated Tube Transportation (ETT) rather than for any other technology. He cited the example of the TGV train which had recently set a wheeled train speed record but he said is unable to accelerate at such high rates of speed as ETT. Mr. Winiecki also pointed out that the Committee was thinking in terms of corridors but he likes to think in terms of transportation networks. The value of your network is dependent on the number of nodes so the value of your network goes up exponentially with the more places you connect. This is something this Committee might want to consider.

LAND USE AND GROWTH ALLOCATION

Review and Approve Final Growth Allocation

Lynda David introduced Mark Harrington to provide a review of the land use and growth allocations so that the Committee can approve the final growth allocation information. He reminded the Committee that for land use elevations and land available for urban development were considered and he reviewed the line demarking the primarily urban area with urbanized areas kept largely to the south side of the East Fork of the Lewis River. He reported that the one million population and half a million jobs in the County largely had been accommodated within the future urban area delineated on the map with an overall 10% boost in densities within Urban Growth Areas beyond the 2024 Comprehensive Plan density assumptions. This 10% increase in density was targeted toward existing urban centers rather than evenly spread. Mark also explained that given the location of China Ditch, the Hockinson growth center node had been shifted slightly to the northeast compared with the node location reviewed at the February meeting. Mark reviewed the comparative location of households for base year, the 2024 Preferred Alternative and 50-year Corridor Visioning Study. Mark gave examples. In Vancouver today the Vancouver Urban Growth Area has about 73% of the County's households but could have about 44% when the population reaches a million whereas what is now rural Clark County outside of UGAs has about 11% of households which could grow to 34% of the County's households when the population reaches a million. He reviewed a similar graphic depicting employment. About 90% of the growth beyond year 2024 will go outside of existing UGAs. Mark explained the trend for larger number of jobs per household established in the 2024 Comprehensive Plan is assumed to continue going from about 1.2 jobs per household in 2024 to about 1.3 jobs per household when population reaches one million. Commissioner Miller commented that the assumed increase in jobs from today forward is very aggressive. He pointed out that the location of jobs significantly affects where corridors may be needed. Mark showed a series of maps representing location of households and employment for base year, 2024 and Corridor Visioning Study future year when population reaches a million. Mark commented that up to 2024 we can apply a more specific Vacant Buildable Lands Model

(VBLM) parcel-based look at locations of households but for growth beyond 2024 we do not have the same parcel-based detail. There was discussion that the maps need to reflect where green belts are located, for example, the REET conservation areas and critical areas discussed at prior meetings. RTC staff will work to refine these maps. Mark commented that these maps reflect just a sketch way of looking at where growth may occur in the future as a basis for beginning to consider travel needs. He said that a detailed land use process would be required to fully consider growth and its location. Commissioner Stuart said this shows how things may go if we continue doing what we've been doing. If we increase densities a little but do not focus growth then growth will be spread just about throughout the whole county except for the hills in the northeast part of the County. He said this may be a first step to showing that we need to do things differently, to have more focused development, so that we can have more effective transit. Pete Capell commented that the TAZs in the currently rural areas of the County are larger than those in existing UGAs so this serves to spread out the future dots beyond 2024 out; if these TAZs were smaller we would not be looking at such widespread dots for years beyond 2024. Dean summarized that the maps show the starting point, the underlying land use basis we will assume to begin building the travel model for this Vision Plan so that we can assess future travel demand when the County reaches one million people. Don Wagner said this does provide a good basis for what our task is which is "connecting the dots". The Committee confirmed this land use would be used as the starting point for looking at travel demand.

TRAVEL DEMAND

Mark Harrington provided an overview of the use of the regional travel demand model in this study and reviewed preliminary results. He provided a summary of the overall magnitude of growth with population increasing to a million and jobs to a half million. Current travel demand is about 1.65 million person trips per day increasing to about 4.67 million in the future when population reaches a million. Cross-river travel demand increases from about 285,000 per day in the base year to about 465,000 trips in the Corridor Visioning future.

Mark Harrington explained we would be looking at the trip demand flowing between 21 districts within Clark County and looking at travel flows to begin identifying potential corridors needed to accommodate travel. He provided an example of the desire lines for person trips traveling from the Battle Ground district to the other districts in Clark County. Mark said the Battle Ground district generates about a quarter million daily person trips under the Corridor Visioning land use scenario. About 35% of the total trips and about 12% of work trips stay within the Battle Ground district. Mark said we would be using this type of process to look at travel between all of the districts and would continue to analyze which dots have sufficient travel between them to merit looking at potential new corridors to serve the travel demand. Commissioner Miller commented for many years jobs growth in Clark County had been concentrated along the river but jobs spread out in future years. Jobs located in the I-5 North corridor would allow the transportation system to be used in both directions though all directions may be full in the Corridor Visioning future because of the magnitude of growth. Commissioner Miller commented that the Port districts could step up to help jobs growth. Our next focus will be to look at thresholds for screening potential corridors that meet the objectives and goals of this study which is to identify new travel corridors to meet future travel demand.

CORRIDOR EVALUATION FRAMEWORK:

Corridor Screening Criteria

Lynda David introduced June Carlson of Parsons Brinckerhoff who is substituting today for Chuck Green. Ms. Carlson provided an introduction to the corridor evaluation framework. Discussion is leading up to the end goal of identifying potential new regional transportation corridors to accommodate longer-term development. This may result, some day, in corridor right-of-way reservation but June Carlson reminded this is a visioning study. Visioning should be prominent on any displays because thinking of the County with a million people and half a million jobs can be scary. Ms. Carlson said if you take each of the 21 district centers then you would come up with over 400 lines connecting the dots. These connecting lines are travel desire lines. We are now developing a set of criteria to narrow these desire lines down to about 150, and further screen to reduce to 10 or less potential new transportation corridors to study in detail.

Ms. Carlson directed attention to meeting materials; the Goals and Objectives defined by the Committee at an earlier meeting, and the RTC Corridor Visioning Study Screening Criteria. Evaluation criteria are based on the goals and objectives and these can help reduce over 400 desire lines down. The focus of this Study is on new corridors so desire lines that sit on an existing regional travel corridor will be excluded from consideration in this Study though we do recognize that these corridors exist, carry traffic and may need to be improved to enable them to carry more traffic in the future. Another consideration is whether a corridor serves current and/or future urban growth centers. If not, then these corridors would also be set aside. The next criterion is length of trip served by the corridor. June Carlson explained that we are ultimately defining a regional corridor. We know the average home based work trip for Clark County residents is now 8.8 miles, for trips staying within Clark County is 6.6 miles and for those crossing to Oregon is 14.5 miles. Therefore, looking at corridors that carry trip lengths of 8 miles minimum may be reasonable. Commissioner Stuart questioned whether it is possible to query the regional travel forecast model to learn the average trip length on existing regional corridors such as Padden Parkway or SR-502. Dean Lookingbill said this can be done and commented that work trips are usually longer than other trips.

June restated that the purpose today is to get some head nod on the first level of screening so staff can move ahead and apply them with the goal being to sift out many corridors and focus on potential new corridors where travel demand warrants. June Carlson said the next criterion is how many trips would the corridor carry? She clarified that O-D means Origin-Destination; the two ends of a trip. Commissioner Stuart questioned whether we would be looking at vehicle and transit trips. Dean Lookingbill answered we are looking at the broadest measure which is total person trips in whatever mode. 10,000 trips per day were suggested as the starting point for second level corridor screening. June Carlson said if we come out of the first screening with about 150 corridors and then reduce it to fewer than 10 we would be well served. Commissioner Miller said he expected a lot of the corridors to be in the same general areas. Committee members commented on the lack of and need for a transportation grid system in the currently rural areas. There was discussion on whether future corridors should be designed to carry a lot of through movement or designed for access to businesses with consideration for frontage roads.

There was discussion of the criteria, “Does route serve current and/or future urban or growth centers?” Committee members questioned whether there would be any corridors that would fail this criteria. Commissioner Randel said we should question the Study’s purpose, whether this is a reactionary vision or anticipatory. Do we anticipate and direct activity or do we react to it? Committee members responded that we should direct activity and may do so based on how new corridors are designed. Dean Lookingbill said it is an iterative relationship between land use development and transportation corridor development. New transportation corridors can result in development. Lynda David commented that in the Study workscope we anticipated the issue of induced growth. Sam Seskin, a national expert on land use and transportation integration, is part of the consultant team for this Study and will work with us to address this very issue. Dean Lookingbill reviewed with this Study’s construct where we started out looking at potential activity/growth centers and then what transportation corridors are needed to serve them. The vacant, buildable land model is used as the tool to populate the land up to the target numbers. Dean suggested that following the transportation analysis, as more is learned on land use impacts, a more detailed, refined, specific land use may need to be applied. However, we have no tool with which to do this at this stage of the study. Dean clarified that locating the corridors may lead you to want to make different land use decisions. Dean said we must remember that this is just a high level analysis at this point. June Carlson asked whether there was general agreement to use these criteria.

June Carlson then reviewed second screening criteria that may further whittle the number of corridors down to a reasonable number for detailed analysis. These second level screening criteria are documented on page 3 of 4 of the meeting materials. They include “Does the corridor have potential to provide a multimodal benefit?” The response to these criteria will be more than yes/no but could be high/medium/low or favorable/neutral/poor. June reviewed the criteria. Commissioner Stuart commented on the “Connecting Urban or Growth Centers” criteria. He asked whether a growth center can mean a job center as well as population center. He explained that the County’s goal is to have economic hubs and having corridors connecting people and jobs is a high priority. Mark Harrington commented that the urban/growth centers we located and have shown on maps are centers that have higher intensities of both employment and population. June Carlson commented that along with economic industrial use, there is also growth in other uses such as services along with the industry. Commissioner Stuart said that the type of growth centers is important to consider because travel speeds are likely to be less in mixed use centers where homes and business are in close proximity compared with speed on corridors connecting nodes and hubs. Councilperson Leavitt questioned the location of County economic hubs. Commissioner Stuart gave examples of the I-5 North Discovery Corridor and possibly in the SR-503 corridor with development of the Lagler property and the north side of Lacamas Lake in Camas. Commissioner Stuart also said a lot of jobs are anticipated in the Port of Vancouver but access is provided by the existing Mill Plain corridor. Councilperson Leavitt commented on the multimodal criterion and asked how this Study would interface with the High Capacity Transit Study. Dean Lookingbill said in the two studies we are dealing with different time horizons and different level of decision-making with this study dealing with a broader level of generalities. Dean said we are not going to be doing a transit forecast in this study but will be informed by the HCT Study. This Study will be more qualitative regarding transit.

June Carlson said following the second screening there will be a limited number of candidate corridors that PB staff will analyze. An example of what the Committee might expect was displayed, the example being potential corridors from Camas to Battle Ground shown on an aerial photo. Ms. Carlson said contours, minimizing environmental impacts and sensitive lands like wetlands, unstable slopes, threatened and endangered species and all environmental concerns will have to be considered. Impacts to established neighborhoods or business districts will need to be avoided as well as steep slopes. Impacts to known locations of cultural, historical or archaeological significance should be avoided or minimized. Transportation efficiencies will also need to be considered with out of direction travel minimized. There is also a cost effectiveness consideration because you want to use existing rights of way if possible, or utility corridors if feasible. Dean said that the timing of this step will likely be late summer but the display map provides a preview. June Carlson pointed out that crossing the Lacamas Basin is a challenge. She pointed out how many bridges would be needed in a corridor between Camas and Battle Ground and when existing development and neighborhoods are considered it really brings home the significance of this study. Ms. Carlson said you are wanting to plan future transportation corridors before development occurs so that you can minimize impacts.

Ed Pickering commented that a criterion should address potential river crossings and connection with Oregon if a potential river crossing termini on a new corridor this side of the river is identified. Then you need to have the discussion with Oregon. Dean Lookingbill commented that the second level screening is where we will start to have the cross-Columbia discussion though we already introduced the Corridor Vision study to the Bi-State Coordination Committee on February 15. It is significant for us because, as we heard from Mark Harrington, there will be travel demand for 465,000 person trips per day crossing the river. Dean Lookingbill had brought to the meeting an artist's rendition of a bridge recommended in a 1958 study commissioned by the Port of Camas-Washougal.

The Committee further discussed the Camas to Battle Ground potential corridors example PB staff brought to the meeting. Committee members commented there is more than one way to get from Point A to Point B. Commissioner Randel commented that there is already the skeleton for a grid system in the rural areas of Clark County and in the example there are a couple of existing corridors that could be utilized. We need to utilize the existing backbone that is already in place and we need to look at where this existing system needs to be enhanced to solve transportation capacity issues. Don Wagner commented that a problem we face is that the existing system is designed for local access and not for through movement. There was a grid system in place prior to the Padden corridor but the existing grid could not handle both need for local access and increased capacity. While obtaining right of way may be easier in existing corridors, June Carlson said in her experience access management and retrofitting existing lower volume streets into expressways is very difficult. Lynda David commented that the example map shows information the Committee requested at the last meeting to help make decisions; an aerial photograph with contour lines on it. It is an example of the tools we have at our disposal.

PUBLIC COMMENT:

Tad Winiecki suggested one more criteria for the second level screening, "would the new corridor help the public transportation network in Clark County?" He suggested it would be

helpful to think more in terms of networks than corridors and explained that if you take all desire lines, thinking in terms of a network, you look at how to link all desire lines efficiently.

Jeff Hamm cautioned that current Comprehensive Plans have a 2024 horizon but the Corridor Visioning Study looks another 25 years beyond. Transportation corridors are being planned based on a land use that is not adopted and has not been subject to public review. Commissioner Stuart responded saying this is a first step to look at potential transportation corridors. Following the first step, there will be re-focus on the land use to ask “if you build this transportation corridor what will happen to land use in this area?” Commissioner Stuart continued saying the interaction of land use and transportation is obvious but for land use modeling we have to start somewhere. The hope is that once we locate some potential new transportation corridors we will ask what impact these corridors might have on the land use and what influence the land use will have on the success of the transportation corridor. Then we can start having the discussion about do we need to change any of the land uses. Jeff Hamm responded that there is a large inherent assumption in the land use that needs to be vetted through the public process. You would not want to come out of this study and start to acquire right of way in corridors that your successors may not want to construct. Lynda David commented that, as stated at previous meetings, we are using many assumptions for land use and are beginning by projecting forward the Comprehensive Plan assumptions. This land use scenario is “a land use scenario” used as the first step in this Visioning study not “the land use scenario”. Mayor Idsinga said we should remember that this is a visioning process. The goal is to think over 50 years out and to start this thinking now else future mobility may be impeded. So, the Committee is beginning the look with a land use premise. Commissioner Stuart said this is a different study to the High Capacity Transit study. For a successful HCT system you need density around the lines. This corridor study is much broader as we are looking at travel from place to place and I think we have more leeway to be broader in our assumptions. Battle Ground, for example, is going to grow so we need to look at how trips can get to and from Battle Ground. Commissioner Stuart said that part of the fun of this Study is to provoke people into thinking about whether this is the land use scenario they envisage. This is a study of discovery. We are uncovering issues we must be aware of and address as we plan for the future of Clark County.

NEXT STEPS AND CLOSE:

Project Timeline and Budget, Next Meeting

Lynda David reported that Study timeline and budget look fine at the moment. She commented that we now have a lot of work on travel demand and travel desire line screening ahead of us. We will hold the next meeting on Friday, May 4th, when the focus will be on the first level screening of desire lines and the following month’s meeting will be held on June 1, 2007, 9:30 a.m. to 11:30 a.m., in the PSC’s 6th floor training room.

RTC Corridor Visioning Project Steering Committee

9:30 to 11:15 a.m. Friday, May 4, 2007
Public Service Center, 6th Floor Training Room
1300 Franklin Street, Vancouver

Steering Committee Members:

Commissioner Randel (North County), Mayor Irish (C-TRAN), Mayor Idsinga (Battle Ground/Yacolt), Commissioner Stuart (Clark County), Councilperson Leavitt (City of Vancouver), Commissioner Miller (Port of Vancouver), Councilperson Gerde (East County), and Don Wagner (WSDOT)

AGENDA

Meeting Purpose:

Task 2: "Connecting the Dots"

- Review "dots" to connect
- Travel demand
- Confirm first level corridor evaluation framework
- Corridor evaluation: first screening to narrow down candidate corridors

- | | | |
|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|
| 9:30 a.m. | Welcome and Introductions | Lynda David, RTC |
| | <ul style="list-style-type: none">• Introductions• Review meeting summary and outcomes of meeting #4 held on Apr. 6, 2007• Review today's agenda | |
| 9:40 a.m. | Public Comment | |
| 9:50 a.m. | Land Use | Mark Harrington, RTC |
| | <ul style="list-style-type: none">• Review district centers | |
| 10:00 a.m. | Travel Demand and Corridor Evaluation | Chuck Green, PB
Mark Harrington, RTC |
| | <ul style="list-style-type: none">• First round corridor screening criteria• Regional corridors• District to district travel demand• Initial screening of corridors• Second round screening criteria | |
| 11:00 a.m. | Public Comment | |
| 11:10 a.m. | Next Steps and Close | Lynda David, RTC |
| | <ul style="list-style-type: none">• Project timeline and budget• Next meeting: 9:30-11:30 a.m. Friday June 1, 2007 | |

**RTC
Corridor Visioning Project Steering Committee**

MEETING REPORT

**9:30 to 11:15 am Friday, May 4, 2007
Public Service Center, 6th Floor Training Room
1300 Franklin Street, Vancouver**

Steering Committee Members Present:

Councilperson Helen Gerde (East County)
Mayor John Idsinga (Battle Ground)
Councilperson Tim Leavitt (Vancouver)
Commissioner Arch Miller (Port of Vancouver)
Commissioner Roy Randel (North County)
Don Wagner (WSDOT)

Steering Committee Staff Members Present:

Jack Burkman (WSDOT)
Justin Clary (North County)
John Hoefs (C-TRAN)
Bob Nolan (Battle Ground)
Matt Ransom (Vancouver)
Scott Sawyer (East County)

RTC, Consultant Staff, and Local Staff Present:

David Cusack (Clark County)
Lynda David (RTC)
Chuck Green (PB)
Jeff Hamm (C-TRAN)
Mark Harrington (RTC)
Eryn Deeming Kehe (JLA)
Jeanne Lawson (JLA)
Dean Lookingbill (RTC)

Citizens:

Tad Winiecki

WELCOME AND INTRODUCTIONS:

Introductions, Meeting Summary #4, Today's Agenda

Lynda David (RTC) welcomed participants to the meeting and introductions were made. The April 6, 2007 meeting report was reviewed and today's meeting agenda previewed. Ms. David reported that the purpose today was to review land use assumptions and the screening criteria discussed in April and check

in on the “connect the dots” analysis phase currently underway. We will also review how the screening process is working and review the level two screening criteria discussed in April.

PUBLIC COMMENT

Mr. Tad Winiecki described his vision of future transportation systems for Clark County using small, automated, electric powered, demand responsive vehicles. He asked the group to raise their hands if they had been inside a demand response vehicle today. He pointed out that an elevator is just such a device. Mr. Tad Winiecki said he sees three levels for future transportation systems: 1) taxi-sized, battery powered vehicles ranging from golf cart to minivan size that can operate on existing and future street infrastructure, 2) fixed guideway, elevated system, using small vehicles accessed using horizontal elevators so they would not interfere with existing transportation systems we have now. Vehicles would travel at about 100mph on arterials, 3) inter-city, high speed (300 to 3,000 mph). Clark County may have two stations for the high speed system. Some of these systems could use the corridors that we are talking about in the Corridor Visioning study.

LAND USE

Review district centers

Lynda introduced Mark Harrington (RTC) to do a quick review of what’s been discussed in terms of land use and assumptions about growth nodes presented to the committee in April. The travel analysis is based on a future with an envisioned million people and half a million jobs. Mr. Harrington said this envisions the county population growing from just over 400,000 today to about 600K people by 2024 and growing another 400,000 to reach 1 million. It also envisions employment growing from about 124,000 today to about 260,000 by 2024 and growing an additional 200,000 plus to reach half a million jobs. Mr. Harrington commented that this is quite a large leap forward into the future. Therefore, we are visionaries in looking not at a future date but at “a” possible future with a million people and half a million jobs. This is one possible future not “the” future but it is what we are using to look at possible future transportation needs. Our challenge has been to try to locate the envisioned growth within the County. At first we looked at where we wouldn’t grow (State Forests, steep elevations, above 800 feet, some desire not to cross the east fork of the Lewis River. Mr. Harrington referred to the map to point out current and possible future locations of population centers (employment and possibly higher density housing). Lynda noted that this information was a review of previously presented material in April. This was meant to set the framework for discussion about travel demand and corridor evaluations.

TRAVEL DEMAND AND CORRIDOR EVALUATION

First round corridor screening criteria, Regional corridors, District to district travel demand, Initial screening of corridors, Second round screening criteria

Ms. David introduced Chuck Green to make a presentation on his work over the past month on “connecting the dots”. Mr. Green said the focus is on regional corridors and the regional transportation system. He presented a map of the primary transportation facilities that connect outlying urban and rural areas to each other and that are part of the primary traffic movers in the County. For the study, he divided

the area in 24 districts, including “external districts” of I-5 to the north and SR-14 to the east and Oregon districts. For now, we are focused on Clark County and will look at Oregon next.

Mr. Green explained that after running the traffic demand model, staff began looking at facilities that are at capacity and nearing capacity. As part of screening process discussed last month, the aim was to look at regional demand including trips that travel through the County or those that may start in the region and end outside. Staff also looked at connecting existing urban centers and existing regional trips. Mr. Green reminded the Committee that when we talk about the average regional trip length it was defined as 8 miles which is about the average work trip length. Shorter trips do not tend to travel outside of any individual district and were not taken into consideration for this study. Major regional facilities were taken into consideration as well as throughways for long distance freight.

Mr. Green said that staff first ran the RTC regional travel model with the Vision Plan trips (1 million population) assigned on a 2030 MTP network with a little more additional capacity added to existing roads so as not to constrain trips with the Vision Plan magnitude of growth. The bandwidth plot (map provided in presentation materials) shows that the regional corridors carry the bulk of the traffic. Not surprisingly, those areas with the widest bandwidth (I-5, I-205, SR-14) were at 150,000 vehicles or more per day. SR-502 and 503 were projected well over 50,000 vehicles per day. That is more than doubling the current amount of traffic on those facilities. 182nd Avenue is another facility that shows up with high traffic volumes. The next map showed volume to capacity ratio, what volume of vehicles are projected on a roadway in a one hour period and its capacity to carry those volumes. 0.9 v/c corresponds to a Level of Service D. The map showed 2030 MTP network capacity with Vision Plan future volumes in the PM peak one hour. The entire system was found to be at or over capacity with particular problems where there are no established regional corridors in current rural areas. Mr. Green explained that being 150% over capacity is not possible and what tends to happen is that the peak period will grow, traffic will find alternate routes if they are available. The map does not show stream, creek and river crossings, but Mr. Green said that v/c problems were severe at crossings such as at all crossings of the East Fork and crossings of the La Basin such as at Goodwin Road. Dean Lookingbill explained that the purpose of this v/c exercise is to look at the anticipated Vision Plan level of growth and use the performance of the 2030 MTP network as a launching point for looking at future facility needs. The dot growth maps reviewed at the last meeting, made it very clear where the magnitude of growth will be compared to where we currently have planned transportation facility improvements. John Hoefs questioned SR-14 v/c as he said he thought previous analysis had shown that volumes on SR-14 between I-5 and I-205 would not increase to any great degree. Ms. David explained that might have been the case in the 20 year period. However, this map shows the Vision Plan future (50/60 + years) where there are a million people making 4.67 million trips per day assigned to only a 2030 network. This map gives an indication where the real problem areas are. The arc around Clark country shown to have severe v/c problems are the currently rural areas where you don't have the local street connections made, the grid system is not complete, so there is not a lot of route choice in those areas.

Jeff Hamm asked Mark about the new urban areas and new centers in the outer reaches of the County. Of the total population growth and employment growth anticipated, he asked for a review of how much is going into those new areas and how much into existing areas. Mark responded that staff started with the

2024 Comprehensive Plan allocation of households and jobs, then existing urban areas were densified by an average of 10% not evenly spread but some areas were concentrated in higher intensity areas. The remainder of the forecast growth was allocated to outside 2024 Urban Growth Areas. Jeff Hamm questioned assumptions about trips per household. Denser areas have more transportation alternatives and may therefore generate fewer trips. Mr Harrington explained that this analysis is at the gross level so not all trip making factors have been taken into consideration. Dean reminded that the charge here was not to complete a full visioning process to ask what future we might want with level of densities fully addressed but our charge was to look at extending the policies and principles in the Comprehensive Plan. The transportation analysis is based on a certain level of assumptions and it is important for us to make the assumptions clear. Mark reiterated that this map looks at the performance of the 2030 transportation system but with longer-term travel demand of 1 million people and ½ million jobs. The network is “trapped in time”, but now we are planning further with the land use and adding additional demand on with no change in capacity. We are looking at how can we modify this network to accommodate additional growth; where are corridors needed and where do corridors need to be expanded to address some of the growth issues.

Jack Burkman clarified that this 2030 transportation network is what is in the Metropolitan Transportation Plan and assumes that everything in the MTP is funded and built. Then, on top of that you sprinkle a million people and this is the result. Therefore, there are multiple levels of assumptions. Justin Clary also added that it assumes that everyone travels in a similar way to today with no light rail etc. Dean reminded that this is a learning analysis not necessarily an end point analysis.

Chuck moved to the next map and reminded that for the purposes of this Vision Corridors Study the County is divided into districts. The next map showed “desire lines” for travel, linkages between destinations. Greater travel desire is indicated by heavier lines. He provided some examples. There is a lot of travel desire from the Discovery Corridor to points east to Battle Ground and Hockinson. He pointed out that 10,000 trips or more was a cut off point for this map so it shows only desire lines of 10,000 trips or more. There is a focus on lines of highest demand and promise for a new corridor. Major, existing regional corridors were shown in red on the map to provide a reference point. This map attempts to identify where new corridors may be needed. A possible new river crossing has not been identified at this time but its analysis will come later.

Mr. Green showed the next map, created to help identify areas for future corridors. He explained the desire lines do not necessarily follow existing major roadways. The thick yellow lines that show up are those that do not follow the established list of regional corridors. Commissioner Roy Randel mentioned that this map seems to indicate a change in the direction of traffic over time, less north-south and more diagonals across the County. Chuck pointed out that there is still a strong north-south demand. This map shows the influence of the location of nodes of growth and travel demand between them. There was discussion of the map. Chuck pointed out that there is much desire for travel between adjacent nodes of growth. . It is not so much about circumferential corridor travel but travel among the adjacent points in between which when strung together may make a circumferential corridor e.g. /Washougal to Hockinson to Battle Ground to I-5.

Mr. Green said that the travel demand across the river is not shown on the map at this time, but it will represent a significant number of trips and will be analyzed later in the study. Don Wagner mentioned that Oregon, in their 2035 plan, is doing similar work looking at future corridor needs. A map he has seen shows what they are thinking about in eastern Multnomah County with a connection from the Columbia River (Lady Island) area into the Boring/Damascus area roughly along 242nd. Mr. Wagner said we might want to start thinking about potential linkages. Mayor John Idsinga also thought it was a good idea to consider the cross river traffic. Dean said that we generalized the Oregon side at this point, but will want to start thinking about future connections that don't currently exist in the second round of analysis.

Matt Ransom commented that the Vancouver east district might be too big for our analysis. He suggested a split at 136th Avenue. Dean Lookingbill responded that we will keep this in mind in the next round especially when we begin to consider river crossing and what areas might be drawn to use it. Mr. Ransom added that the 192nd Avenue corridor is a barrier between Vancouver East and Camas area in this districting. Mr. Green commented that looking at a West /Fisher's Swale area would create a different pattern. Matt clarified that he is suggesting a new district because the areas are so distinct in considering intra-Clark County travel. Commissioner Arch Miller commented that the 192nd Avenue corridor goes through retail and commercial districts that are already developed and it might be too late to create a new use for the corridor.

Chuck showed "first level screening results", a list of candidate corridors to move forward into the next level of screening. Dean added that because of the abstraction, it might be difficult to see how the lines on the map relate to the corridors named on the list.

Don Wagner commented on possible corridors and how we get from Battle Ground to I-5 Discovery Corridor. He said current SR-502 corridor improvement planning and engineering, from Battle Ground to I-5, is revealing that any land good for a road is also good for homes but the homes are there and the road is not. We need to focus more on how you can preserve a corridor even though we don't know where it is. Scott Sawyer compared this to the Padden Parkway. Commissioner Roy Randel said this gets to whether the function of the work is to react to growth or to direct it. We can do either. You run out of space in reaction mode. Maybe we need to be in more of a leadership role, looking at saying where development should occur instead of reacting to where it is. Dean Lookingbill said this is so true. The purpose of this Corridor Visioning study is to find a starting point, to put a level of growth out there, learn from the analysis, given the assumptions of a GMA Plan extension, and out of that you look at future corridor needs. We may very well learn that while we are trying to locate corridors, adjustments also may have to be made on the land use side selecting where we should or should not develop. Once we have learned something about the transportation piece, we go back to reconsider the land use. This process is starting with the transportation piece first and is a good exercise to learn about what the 1 million people might mean. Commissioner Roy Randel said he questions the need to look at a third Columbia bridge crossing. He said if we do our job correctly we will be creating jobs on this side of the river so fewer people in the future will need to cross the river. Dean Lookingbill said that this growth assumption is already very aggressive in terms of employment growth on this side of the river and there will always be exchange across the river. The level of growth in the economy will probably require additional river crossing capacity. John Idsinga agreed that there will always be high demand for cross river travel

because people want choice in where they work, shop, and play. Also, the interstate corridors are the main freight corridors. The whole intent of the study is preserving corridors for the future. That is what we have to start on now, because if we do not then we will be purchasing multi million dollar homes in the future to create corridors in a reactionary process. He pointed to examples around the country, including Phoenix. They had to take a lot of homes out because they didn't plan for an airport. We should plan ahead and save the corridors now.

Jeff Hamm commented he would hope that the vision of this committee is corridors of the future. Also, he hoped the iterative process of going back and forth between transportation and land use continues to look at whether existing corridors will need attention in addition to new corridors. Dean added that this is a key question but our charge is to focus on the new corridors for this part of the process. We can go there but it will have a different tone from where we started out. Jeff Hamm questioned whether this process puts too much focus on new corridors. Chuck added that one of the criteria in the next step will have us look at new corridors to see if improved existing corridors may be used.

Mr. Green also said he had a cross river teaser because if you look at trips on I-5 and I-205 and look at where people get on and off the freeways a lot of the trips have a length of less than 8 miles. These are not regional trips according to our definition but they are using the interstates. The two crossings are serving state, regional and sub-regional travel. So, we need to think of the corridor's function as well as where it is supposed to be.

Mr. Green offered to provide maps for the group in PDF version if anyone needs them. He then went on to discuss next steps. The next steps include a second level screening, taking the yellow lines (recommended candidate corridors) and start working them. The analysis is going to be looking at those corridors that have potential multimodal benefit. Some might connect more than one destination or center. We might overlay existing safety issues to see how corridors might relieve safety problems. Right now this scenario is not compatible with planned land uses, because it is beyond the Comprehensive Plan horizon year. The next stage will be to look at consistency with the Clark County Plan. Are there corridors that we might want to preserve but might we go through existing neighborhoods. We will begin to look at corridors and how they align with sensitive lands, wetlands and habitat to see where these corridors could go. These are the second level screening criteria. We will begin to take the straight lines and fashion them into a more defined set of corridors.

Lynda David reiterated that the purpose of today's presentation was to make sure we are going in the right direction. Don Wagner said the point of why we are doing this to educate ourselves and our public on what the future might hold for us. The existing corridors have pressures today and I hope that this process will educate us about what will happen if we don't preserve the existing corridors that are carrying a lot of traffic. For the future, it needs to help educate us on where these demands are going to be and how quickly we are going to get to a spot like Salt Lake City where a corridor widening may mean having to take hundreds of homes. Our SR-502 corridor widening could result in having 200 affected parcels with a real estate take. We have to be smart. What we do in the next five years will greatly affect what somebody else gets to do in the future when we have the million people. He said that although he is not sure what happens with a new Columbia crossing it seems clear that if you continue to rely on the

interstate, you will mess up an important system that is critical for our state, other states and the national economy. Lynda David shared that travel demand for cross river traffic was 285,000 trips in 2005 increasing to 465,000 in this Vision Plan future scenario and this assumes a fairly aggressive employment growth in Clark County. It was also confirmed that the travel model input growth in population and considered growth in freight.

Councilperson Tim Leavitt said he is going to play skeptic. He questioned where would we find the money to set aside land for future corridors. Will there be political support at the State or local level? At what point is there a reality check? And are we talking about building ourselves out of growth because we all know that if you build it they will come. Should we be looking more at alternative modes of transportation instead of looking at increasing roads? Dean compared the work to a 12-hour clock, we started at midnight and it will be 1:00 or 1:30 when we finish. There is a lot of follow up that will be needed and a lot of iterations needed. We are learning as we see the results of the land use assumptions we have made. There are a host of policy issues that people might not agree with so how do we feed those back into the study process. Yes, we need to look at land use and cost, maybe we need to chart that out as we get into this. What do we do with the next 6 months of this study is to go through the discovery then set things up so that the discussions in the next round are discussions that people are ready to have. This is not an end point which is tough to manage. We will need to think about the sequence and the steps we need in order to address that.

Don Wagner said his answer would be that we cannot build our way out of congestion but the current system today is not adequate to meet future needs. Is there political will to follow through? When you consider the actions of the legislature to commit to funding projects in Clark County then the answer is affirmative. This involves educating a lot of people. The advantage is if you do it sooner rather than later, you can say up front that there is a need for a corridor. This will drive the final cost down as long as you have the financing up front. Commissioner Arch Miller said that there isn't enough money to buy all the right of way but there is ability through the stroke of a pen to limit development restrictions in those areas to preserve them. Justin Clary said that, to a limited extent, one of the identified corridors is already on the County's Arterial Atlas, the Westside extension from the I-5/219th interchange toward Ridgefield. It doesn't necessarily mean buying land now, but it puts conditions on development in the area.

Chuck followed up that part of the next step is to understand the policy discussion from today's meeting and find ways to not have so many identified lines on the map and better align to an actual corridor. The next maps will probably include more definition to the lines, similar to maps from last month that include some engineering behind these lines by overlaying them on an aerial photo. Dean added that the team will come back with a framework behind the policy discussion that need to happen with this group. It would be helpful to identify those issues and discuss with the group. Engineering analysis will continue through the summer. By August we may be able to tighten down the issues. In the fall, we will want to ask ourselves what follows next, including the steps for the land use discussion that arose today.

PUBLIC COMMENT

Ms. David asked if there were any additional comments from the public. Tad Winiacki commented on building your way out of congestion. One way to relieve congestion is to tear down buildings because

congestion comes along with buildings. The other way to relieve congestion is to build up the transportation network. If you tear down buildings or have an economic recession then your congestion goes away. Another thing that got us into congestion is that we have a lot of streets that do not go through in many areas. In this county many of the missing connections are because of natural barriers but cul de sacs are another cause. It is partly what we have already done in the past that wasn't too bright. We need to look at building a grid network of streets to provide many choices for travel routes as another way to relieve congestion. If we build up the transportation network, in elevated bridges and guideways we can eliminate the congestion. It might cost a lot of money, but so does congestion.

NEXT STEPS AND CLOSE:

Project Timeline and Budget, Next Meeting

Lynda David said there is an SR-502 meeting at Battle Ground High School on May 9th, from 4pm-7pm. RTC staff would be at the meeting to provide information on the Corridors Visioning Study as well as High Capacity Transit study and Metropolitan Transportation Plan update. Ms. David reported that budget expenditures appeared on schedule though RTC staff anticipate going to the RTC Board in June to ask for use of RTC STP funds to allow for increased consultant assistance on the study to replace RTC staff time. The next meeting is June 1, 2007. There will be a break from meetings in the summer. Ms. David concluded the meeting at 11:00am.

Clark County Transportation Corridors Visioning Study

New Corridor Screening

May 4, 2007

Screening Process

- Regional Corridor & Regional System
- Screening Criteria – Two Levels
- District-to-District Travel, when population reaches 1 million
- Identify existing corridors that are well over-capacity
- Identify significant travel desire where regional corridors do not exist

First Level Screening

- Travel path not necessarily along existing regional corridor
- Potential corridor serves current/future urban or growth centers
- Would serve primarily regional trips
- Exhibits characteristics of existing regional facilities such as average trip length or total traffic volumes

A Regional Corridor: Definition

A facility that *primarily*:

- Connects two or more non-contiguous urban centers (existing or future) within Clark County, and/or
- Carries traffic from points within Clark County to points outside of Clark County (or through Clark County).

Also, a facility that:

- Carries 10,000 or more person-trips per day (in the Vision Plan future)
- Has an average trip length of at least eight miles.

KL3

A regional corridor could also include facilities which:

- Connect a Port or other major regional facility to the regional system
- Are considered primary travel routes for long-distance freight vehicles.

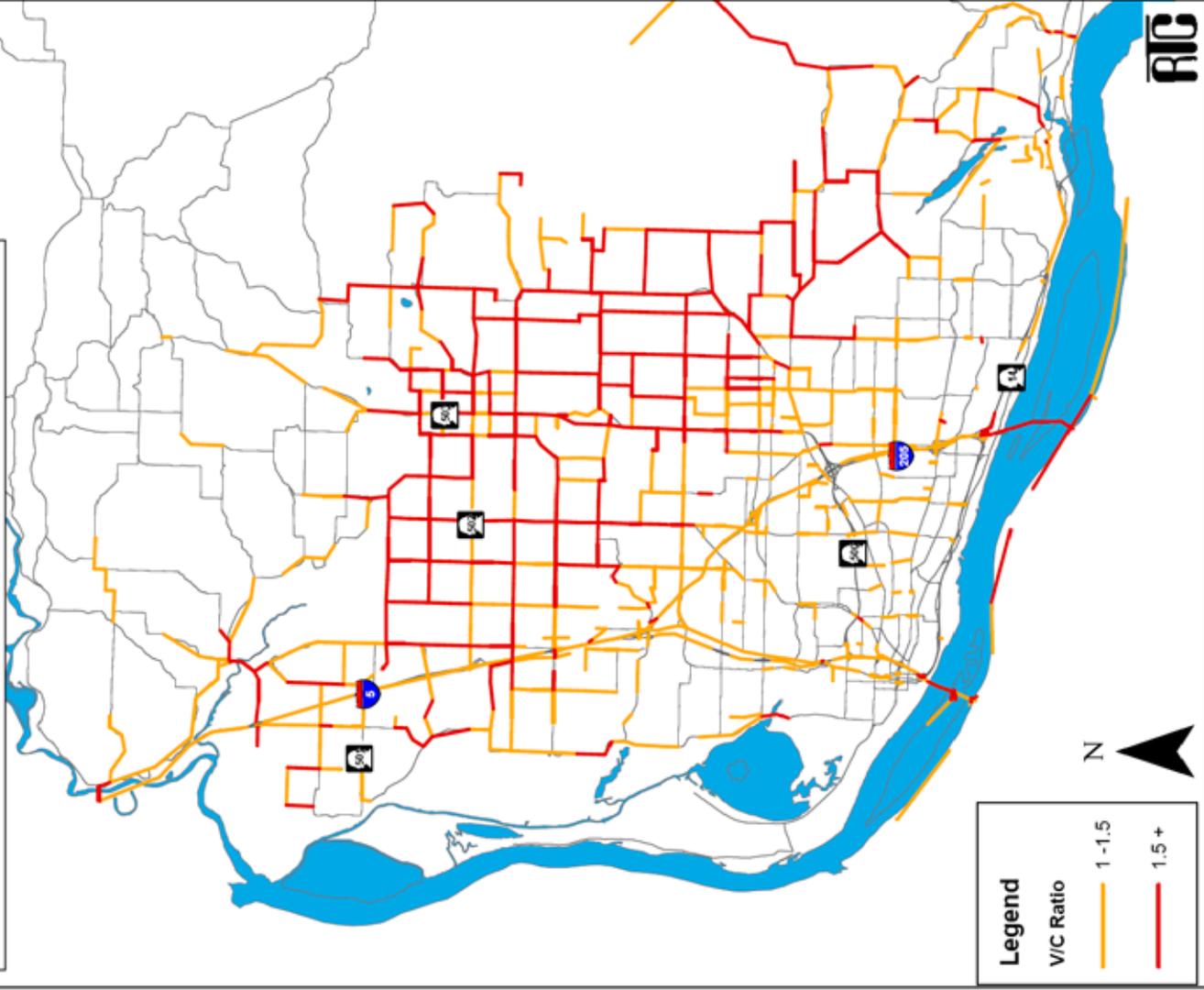
Corridor Visioning:
Future Network Volumes



Traffic Assignment
Results – Vision Plan
Future Scenario*

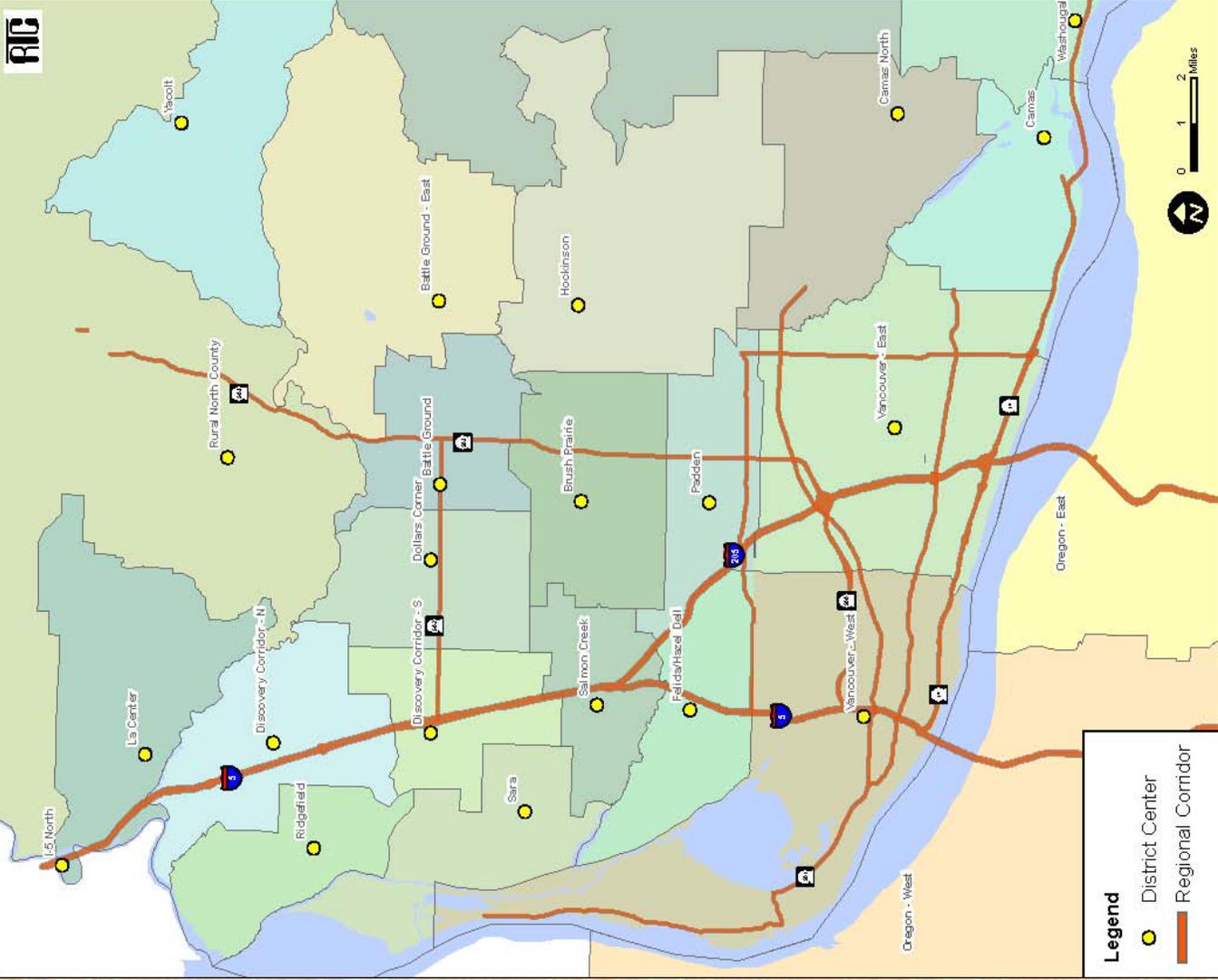
* When Clark County's
population reaches 1 million
people and 500,000 jobs

Corridor Visioning:
Future Volume-to-Capacity Ratio on MTP Network



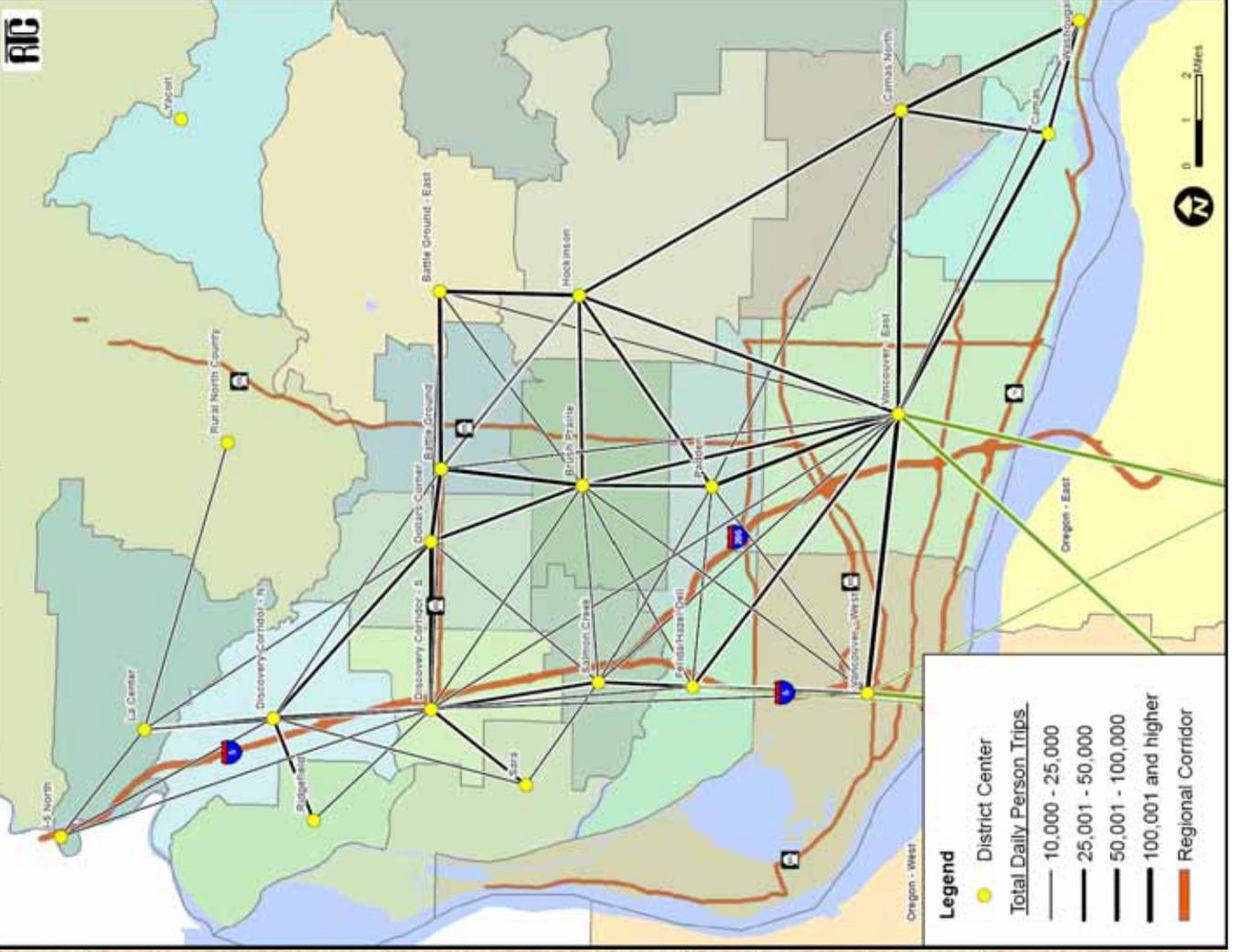
Traffic Assignment
Results – Corridors
Over Capacity in
Vision Plan Future
Scenario

Districts and Regional Transportation Corridors



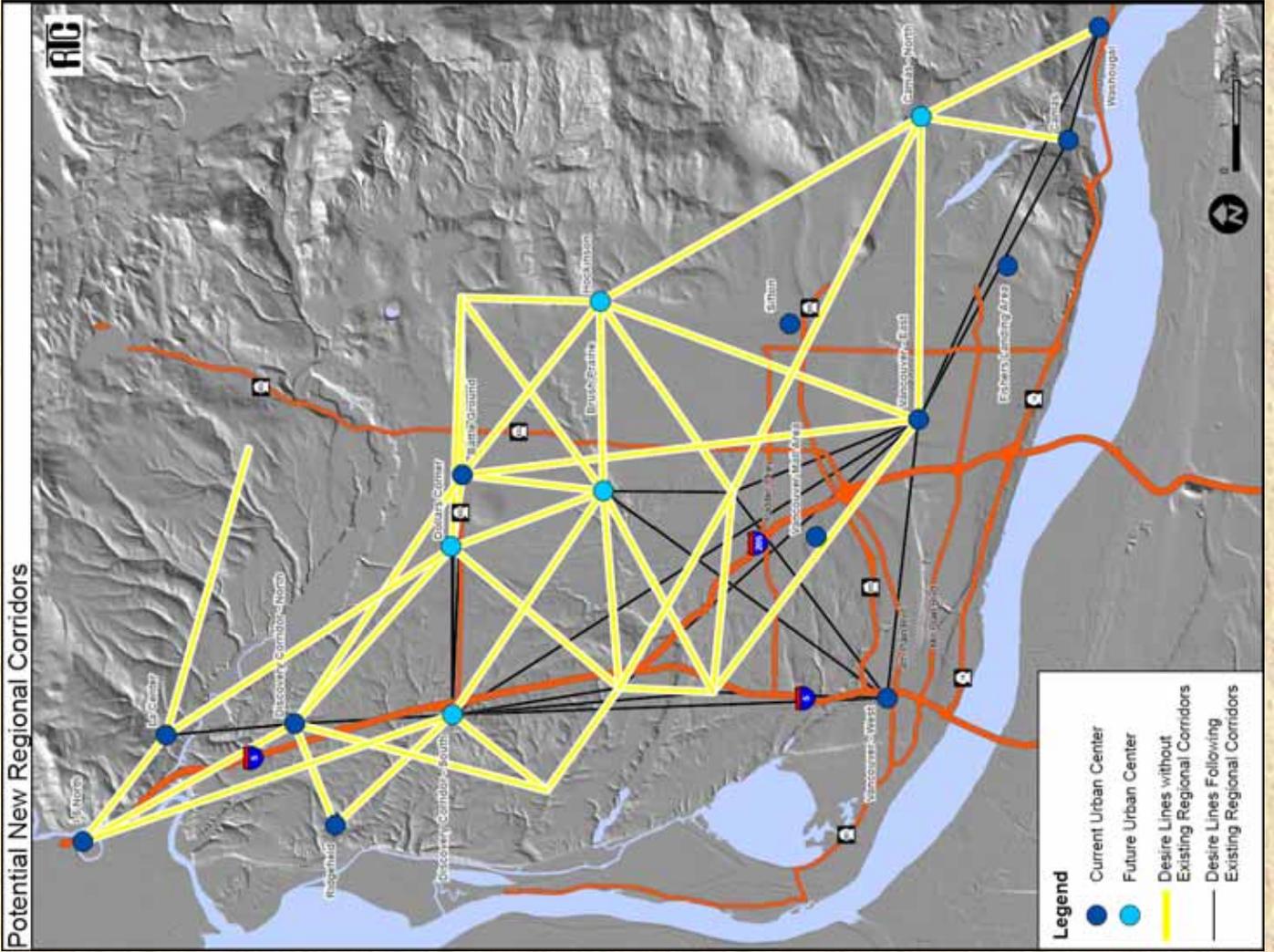
Districts and Regional Transportation Corridors

Corridor Visioning: Total Daily Person Trips > 10,000



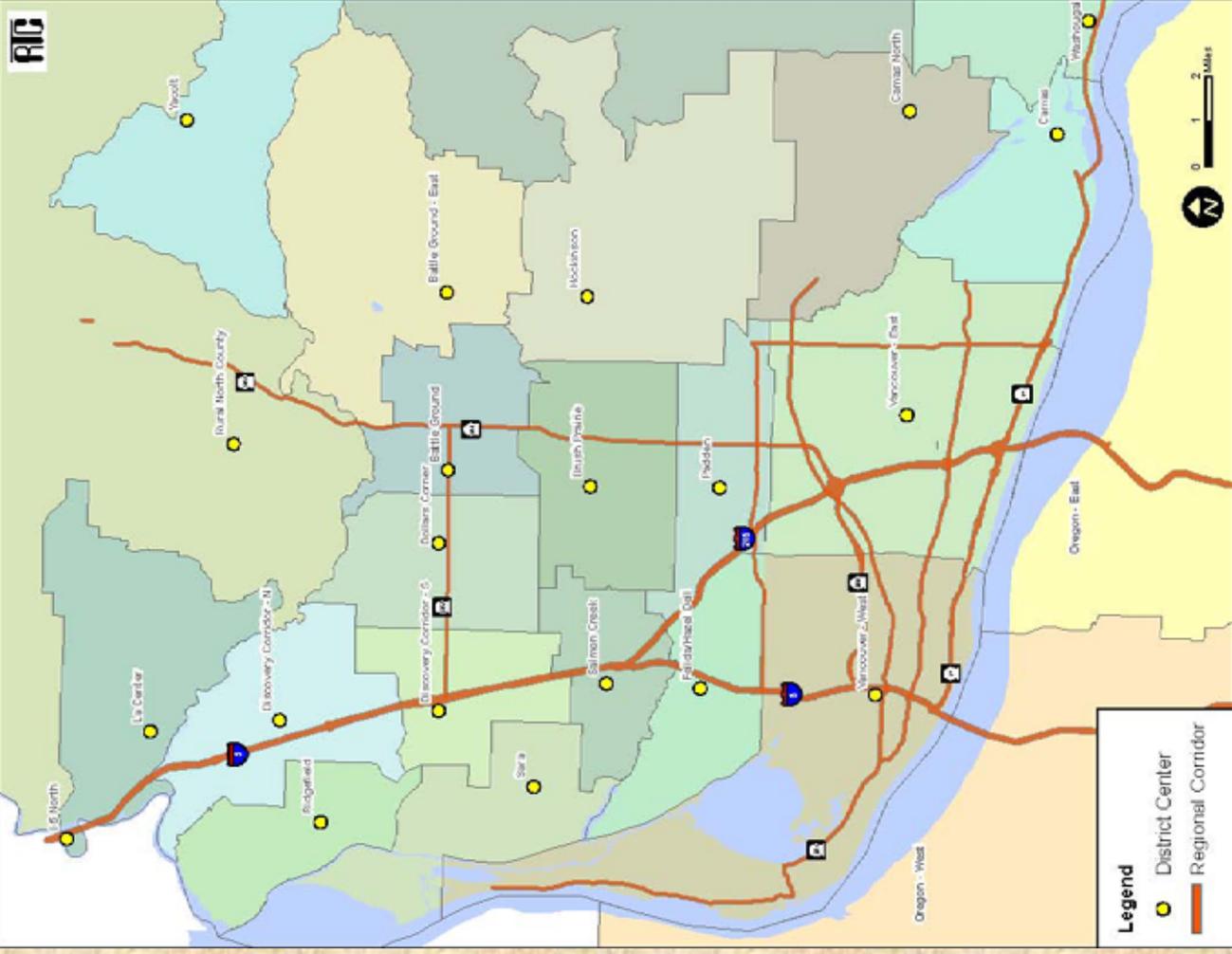
Vision Plan
Scenario: >10,000
Daily Person Trips





Recommended
Candidate Corridors
for Further
Consideration

Districts and Regional Transportation Corridors



Districts and Regional Transportation Corridors

First-Level Screening Results

La Center to

- Northeast Clark County
- Dollars Corner
- I-5 North (external)

Discovery Corridor (North or South) to

- Dollars Corner – Battle Ground – Hockinson
- Ridgefield
- Salmon Creek/Felida
- Brush Prairie

Brush Prairie to

- Hockinson
- Salmon Creek/Felida
- Hazel Dell

First-Level Screening Results (Continued)

Battle Ground/East Battle Ground to

- Brush Prairie
- Hockinson – Camas and Camas North - Washougal
- Vancouver East

Salmon Creek/Felida/Hazel Dell to

- Padden/SR 503 area
- Vancouver East
- Salmon Creek/Felida
- Brush Prairie

Camas North to

- Padden/SR 503 area
- Vancouver East
- Camas
- Washougal

Second Level Screening

- Potential multi-modal benefit
- Connects more than one center
- Has the ability to improve safety in the region
- Exhibits characteristics of existing regional facilities
- Provides relief to existing regional corridors
- Is compatible with planned land uses
- Has political and community support

RTC Corridor Visioning Project Steering Committee

9:30 to 11:30 a.m. Friday, June 1, 2007

Public Service Center, 6th Floor Training Room
1300 Franklin Street, Vancouver

Steering Committee Members:

Commissioner Randel (North County), Mayor Irish (C-TRAN), Mayor Idsinga (Battle Ground/Yacolt), Commissioner Stuart (Clark County), Councilperson Leavitt (City of Vancouver), Commissioner Miller (Port of Vancouver), Councilperson Gerde (East County), and Don Wagner (WSDOT)

AGENDA

Meeting Purpose:

Task 3: "Engineering the Lines"

- Confirm candidate corridors and related policy issues
- Columbia river crossings -

9:30 a.m.	Welcome and Introductions <ul style="list-style-type: none">• Introductions• Review meeting summary and outcomes of meeting #5 held on May 4, 2007• Review today's agenda	Lynda David, RTC
9:40 a.m.	Public Comment	
9:50 a.m.	Corridor Evaluation <ul style="list-style-type: none">• Corridor screening• Top candidate corridors• Corridor constraints	Chuck Green, PB
10:45	Policy Issues <ul style="list-style-type: none">• including right of way preservation, network connectivity, access management	Chuck Green, PB
11:00	Columbia River Crossings	Dean Lookingbill, Lynda David (RTC)
11:15 a.m.	Public Comment	
11:25 a.m.	Next Steps and Close <ul style="list-style-type: none">• Project timeline and budget• Next meeting: 9:30-11:30 a.m. Friday, August 3, 2007	Lynda David, RTC

**RTC
Corridor Visioning Project Steering Committee**

MEETING REPORT

**9:30 to 11:30 a.m. Friday, June 1, 2007
Public Service Center, 6th Floor Training Room
1300 Franklin Street, Vancouver**

Steering Committee Members:

Commissioner Randel (North County), Mayor Irish (C-TRAN), Mayor Idsinga (Battle Ground/Yacolt), Commissioner Stuart (Clark County), Councilperson Leavitt (City of Vancouver), Commissioner Miller (Port of Vancouver), Councilperson Gerde (East County), Don Wagner (WSDOT)

Steering Committee Staff:

Scott Sawyer (City of Washougal), Jack Burkman (WSDOT), Justin Clary (City of Ridgefield), David Cusack (Clark County), Jeff Hamm (C-TRAN), Ed Pickering (C-TRAN)

RTC, Consultant Staff, and Local Staff Present:

Chuck Green (PB), Dean Lookingbill (RTC), Mark Harrington (RTC), Jeanne Lawson (JLA), Kalin Schmoldt (JLA)

Citizens:

Tad Winiecki
Vinton Erickson

WELCOME AND INTRODUCTIONS:

Introductions – Dean Lookingbill called the meeting to order and described the meeting purpose. He noted that the meeting would focus on the candidate corridors, how they were decided, and related policy issues. He noted that there would be some broad discussion of policy and facility issues for the Columbia River crossing. Lookingbill clarified that the Columbia-crossing reference refers to a potential third or fourth crossing—not the I-5 crossing.

There were no comments on the agenda.

Lookingbill led a quick round of introductions.

Review meeting summary and outcomes of meeting #5 (5/4/2007) – Lookingbill reviewed the content of the previous meeting summary and noted the discussion of the first round criteria screening. He noted that there would be several content-neutral corrections. There were no comments or changes.

Review today's agenda – Lookingbill summarized the agenda. He noted that they would also want to discuss the vision for the individual district centers that will host the projected half-million new jobs and how they will connect with future land use planning processes.

PUBLIC COMMENT

Tad Winiecki shared progress regarding his proposed future transportation program. He noted the revised location of a suggested evacuated tube transport route through Cowlitz County farther west from the railroad tracks. He noted that in Clark County it would be routed through Ridgefield and under Vancouver Lake. He noted that the plan would require some dredging, but he did not anticipate dredging

as a big expense. He expressed general satisfaction with the direction the group is taking. He noted that he is working on a map for elevated personal automated transport .

CORRIDOR EVALUATION

Corridor screening

Chuck Green reminded the group of the screening process discussion from the May 4, meeting. He noted how the first level of screening had involved identifying desire-lines that form connections within the county, and the next level which involves narrowing the desire-lines into promising candidate corridors. Green noted that the process involved looking at the county from a higher level, in terms of 24 districts in Washington and Oregon—instead of the 600 zones in the travel model. He discussed the definition of a regional corridor, noting how the definition essentially describes the Clark County state highway system with the addition of 4th Plain.

Green described how the criteria had been applied to the initial candidate corridors. He noted that the six second level screening criteria were more detailed than the first level and he noted the measuring tools for each. Green noted that the corridor screening matrix was completed with the exception of the *land use* and *public and community support* criteria.

Green noted that while they had expected to find demand for long distance (10+ miles) linkages across the county, they were finding the highest demands for sub-regional connections between adjacent centers. He also noted that they were starting to see more east/west demand in addition to north/south. He noted several employment and activity centers emerging under the Vision Plan scenario. Green said that he was surprised to find that Salmon Creek to Hazel Dell is starting to attract trips from the county traveling east/west. He noted the lack of through connections for these trips.

Jeff Hamm asked for clarification on how the sub-regional demand was determined. Green explained that they had used the land uses in the RTC model and the Vision Plan Scenario to project land use scenarios based on the MTP 2030 transportation network. He noted that the sub-regional demands were “popping up” at the locations where the network appeared over-capacity. Green indicated the handout depicting volume/capacity ratios and explained that the circles indicate creek or river crossings that are over capacity in the Vision Plan scenario. He noted that the legend had been cut off and that the yellow lines indicate “at or over capacity,” and the red lines indicate “way over capacity.”

Ed Pickering noted that there appeared to be an unknown urban center at 72nd and 179th. Green explained that the center was supposed to represent the Brush Prairie area. Pickering noted that the desire-lines passing through the area made it attractive to land use. Green explained that the light blue dots depicted “unknown” centers. Dean Lookingbill reiterated his earlier comment that little time has been spent discussing the vision for the centers. Green agreed that the placement of the dot is an important part of the land use discussion.

Top candidate corridors

Chuck Green directed the group’s attention to the map of yellow and green corridors. He reiterated how shorter trips between adjacent districts had emerged as a significant transportation need; this represents sub-regional demand. He noted that corridors colored green would be carried forward. He noted that they had considered data from the High Capacity Transit System Study, truck corridors, and existing high-accident corridors.

Justin Clary expressed surprise that there was no connection between I-5 and Dollar’s Corner on SR 502. Green said it was not present because they were already anticipating the planned improvements for the existing SR 502 corridor and that this study is examining potential *new* corridors. Additionally, there is demand between the two “dots” but it didn’t rank among the top candidate corridors based on the

screening criteria. Clary asked about the connection between Battle Ground and Dollar's Corner. Green said that a new corridor could be either north or south of SR 502. He noted that moving the corridor north would result in a disconnected grid system. He said that planning is proceeding for the SR 502 corridor, though it was possible that the line between I-5 and Dollar's Corner could be added back if there are enough new trips.

Tim Leavitt asked about completing the loop connection between Rural North County and Battle Ground – East. Chuck Green noted that the corridor hadn't satisfied the 10,000 trip cutoff as projected to 2050. Mark Harrington also noted that there were no urban lands in the district and the trips would be too spread out. Green reiterated that the district "center" was highly dispersed.

John Idsinga asked about the traffic volumes from Battle Ground on SR 503, and how it compares to Battle Ground – East which is much more rural. Mark Harrington said that they were anticipating that Battle Ground – East will eventually look much like Battle Ground looks today.

Mayor Irish asked whether the projections have considered the possibility of 18,000+ potential trips to a casino as well as the traffic resulting from people trying to avoid the casino-induced traffic. Mark Harrington said that while the casino itself was not in the model, considerations were made for significant jobs and population growth in the area. Chuck Green noted that a casino would be more trip-intensive, could inspire a new desire-line east to west at La Center. Mayor Irish said that he felt a casino should be considered as the transportation corridors evolve. Dean Lookingbill reiterated that they have anticipated the area as full of uses (employment, households, etc), casino or otherwise. Arch Miller noted that casino traffic would seem to be different in nature than residential traffic. Miller asked whether the Cowlitz Tribe had completed a related traffic study. Green said that he had done the study himself. He noted that the draft is complete and that in his opinion the primary impacts will be focused along I-5 with some east-west impact. Jack Burkman noted that Green's assumption was based on Clark County's existing densities which could change as the County grows. Miller noted that Congressman Baird is soliciting comments about the casino, and traffic appeared to be a major issue that should be brought up. Miller suggested the discussion could be an agenda item at the next RTC Board meeting. Tim Leavitt asked whether the current projections indicate a worst-case-scenario around the La Center junction or whether a casino would be worse. Green said that he anticipated a casino creating more trips. Mayor Irish asked whether impacts had been considered for people in the region who will try to avoid I-5 by shifting to other roads. Green noted that trips to casinos would fit different patterns, oriented towards Fridays, weekends, and occasional evenings. Burkman noted that they would see bypass trips around all of the district centers. He asked whether a casino would drive longer distance trips than standard employment centers. Harrington confirmed that it would draw from the whole region.

Chuck Green noted the Traffic Assignment Results Map. He explained that the orange, yellow, and red lines indicated a need for four or more lanes. He noted various east/west connections and where existing connectors were expected to grow. He noted that he expected the trips to be largely sub-regional in nature and avoid I-5. He noted the high volume/capacity ratios in the eastern part of the county, the traffic volumes on SR 500, and the high v/c ratios for river and creek crossings. Green explained that the findings indicated a demand for sub-regional corridors and connections for regional centers. He named facilities such as Padden Parkway and the expressway section of SR-500 as examples. He noted the need for a sub-regional grid system. He said that dealing with the high volume river and creek crossings is probably its own policy issue. Green explained that the next step is to identify conceptual alignments. Justin Clary asked whether lines that parallel existing corridors (such as SR-503) have the potential to overload the existing facility. Green said that they were originally trying to identify new corridors as well as relieve existing corridors. Jack Burkman also noted the question of whether SR-503 was well situated to accommodate future needs or whether it needs to be shifted elsewhere.

Jeff Hamm asked whether it would be possible to produce a map that showed over-capacity transit links. Mark Harrington noted that they had begun this study looking only at auto traffic. He noted that they had coded the transit network from the 2030 MTP that doesn't include transit in the projected urban areas. He noted that while they can look at the existing system, it wouldn't give a good sense of the expanded urban area. Hamm asked whether unconstrained transit could change the color of some of the corridors. Harrington said it was possible. Dean Lookingbill noted that while it probably wouldn't eliminate any of the corridors, it would create a sense of what needs to be added in order to reach the desired levels of operations. Chuck Green noted that the lines are spread out, so there isn't a specific center to serve with transit. He noted the question of how to create a system that serves all of the centers.

Mayor Idsinga asked for the relative volumes for SR-503 today as compared to the 2050 projections. Dean Lookingbill offered to find out. Idsinga said he was curious about the projected volumes considering new growth. Lookingbill noted that other facilities will also be needed.

Corridor Constraints

Dean Lookingbill noted that while the green lines indicate general destinations and give some indications of potential parallel facilities, they would need to be translated into actual corridors. He noted the east/west demand for access to I-5 as well as the north/south demand in the eastern part of the county. He explained that Chuck Green will be looking at aerial images and considering existing facilities and geography as he creates potential corridors.

Jack Burkman asked whether I-5 was being considered as a corridor within the larger context of the West Coast. Mark Harrington said that they did try to account for traffic entering and leaving the region. Chuck Green said it was an important policy issue to deal with I-5 as a corridor of regional, national, and international significance, but reiterated that they are also seeing demand for short trip oriented sub-regional travel.

POLICY ISSUES

Chuck Green recapped the potential policy issues he heard from the group regarding casinos, land use distribution, layouts of district centers, and potentially connecting Dollar's Corner to Discovery Corridor South.

Dean Lookingbill noted how the gap between Battle Ground and Camas was the result of prior thinking about corridors, and he noted how looking at the sub-regional nature of trip demands begins to change the nature of the potential corridors and creates the possibility for new activity centers. He raised the question whether such corridors should be treated as purely limited access facilities with limited development opportunities or whether a land use plan should be developed around the whole corridor. He noted that the issue was more complicated than plowing through an area with a new roadway.

Mayor Irish noted that the I-205 corridor had been intended as a corridor to bypass I-5, but despite the "bypass" nature it still resulted in changing the land uses around it. Irish indicated that developing a corridor between La Center and Washougal (for example,) would bring development of the east county with it, particularly if another Columbia River crossing emerges. Tim Leavitt agreed, noting that he didn't want to see another situation like Mill Plain or SR 500 as it was originally built. He also expressed concern about Padden Parkway. He suggested looking into the sub-regional corridor connections similar to the current retrofit for SR 500. Dean Lookingbill noted that he was hearing support for limiting the number of access points between the sub-regional centers. He raised the question of whether limited access should be created by buying driveway access or building a new corridor with limited access. Jack Burkman noted that SR-503's initial orientation towards providing increased local access as well as capacity has proved problematic.

Chuck Green noted that they would like to hold the land use discussion soon. Jack Burkman asked what was expected for the outcome of the discussion. Green explained that they would be considering the effect of the corridors on land uses as well as how land uses will drive the location of the corridors. Dean Lookingbill said they would be describing different land use scenarios to Sam Seskin and getting feedback on potential outcomes that might evolve over time. Jeanne Lawson noted that they would like to get input on the land uses that the committee would like to explore. Chuck Green said that it would be an opportunity for Sam Seskin to relate what he's seen elsewhere in the country and provide the group an opportunity to share what it knows of local issues in a back and forth discussion of potential corridor scenarios. Lawson noted that the outcome will be a paper that Sam Seskin will produce. She encouraged the group to let them know if there were specific questions that Seskin should have in advance. Jeff Hamm suggested that he would like to see land use projections if the assumptions for the density of the UGA were increased by 10% or so.

Mayor Irish noted that the act of locating corridors will effectively serve to alter land uses. Dean Lookingbill acknowledged the chicken and egg nature of how corridors affect land use and vice versa, noting that they were currently looking at land use as the driver. He said they were trying to gather enough information so they could develop a sense of where they need to start acquiring right of way.

Chuck Green noted that they had originally intended that the think tank would be for staff, but asked whether the Steering Committee wanted to participate. There was general interest among the group. Dean Lookingbill said he would contact the group with more details.

COLUMBIA RIVER CROSSINGS

Dean Lookingbill distributed a map of the Columbia River crossing area for reference. He asked the group to think broadly about what the function of a third crossing might be: should it be a bypass facility—a “reliever corridor,” or a new metropolitan corridor? Mayor Idsinga said it would serve as a metropolitan corridor that would help relieve the pressure on the other two bridges by serving trips in the metropolitan region.

Dean Lookingbill noted that they had looked at the 500,000 trips across the river and how many were internal, regional, or from longer distances. He noted that only 14% of the trips were from outside the region, and so a bypass purpose wouldn't serve a large portion of the need.

Lookingbill asked about a potential crossing location. Mayor Idsinga noted that it would be difficult or impossible to connect to Portland between the two current crossings because of the Portland Airport. Lookingbill noted that other crossings may be equally unlikely.

Commissioner Randel asked what the crossing might connect to. Lookingbill suggested that it could connect to I-84 or just to Columbia Blvd. Mayor Idsinga noted that if money or environmental concerns weren't an issue, he would like to see an eastside connection to Hwy 26 and eventually to I-5.

Lookingbill noted that they had used the Corridor Visioning (2050+) forecast to consider where crossing trips were coming from relative to a north/south line at Andresen Road. He said that they had found about 33% of the trips to be internal (coming from Clark County and crossing the river), while 33% stayed to the west, and 26% stayed to the east. The results gave no clear indication of where a corridor would need to be located.

Jeff Hamm raised the question of whether the bridge should behave like the I-5 Bridge or the Hawthorne Bridge. Lookingbill said it could be a high level arterial.

Mayor Idsinga noted that there appeared to be more growth potential to the east because it was not yet as developed as the west. Lookingbill acknowledged the room for development on the east side. He noted that they can't develop all of Vancouver Lake, and noted that they would be constrained by the connections Oregon will allow.

Mayor Irish noted that many of the cars entering Clark County on I-205 and taking SR 14 appear to be making local trips. He suggested a crossing from Wood Village. Lookingbill noted another chicken and egg scenario, reminding the group how I-205 created a huge economic development opportunity. He said that they would need to shape and clarify whether they wanted the same thing.

Mayor Idsinga noted that transportation was the key to economic development, and that planning will cause people to come. Leavitt agreed, noting that providing access creates development. Lookingbill asked whether it was important to identify the facility or the development first. Leavitt responded that it was for others to decide what to do with the land after the road has been built.

Commissioner Randel noted that land uses will change greatly because of forces like gas prices. He noted that he expected to see more short distance trips.

Jeanne Lawson noted that although the process could not address the Columbia crossing issue on its own, it is possible to carry the conversation about opportunities to a bi-state forum. She noted that she had heard discussion and focus on new corridors with the developing understanding that the existing corridors may not be adequate to meet future needs. She noted that this could change the character of the expectations for the outcomes of the study.

PUBLIC COMMENT

Vinton Erickson – Erickson asked whether the people traveling to a casino would be included as new trips along I-5. Dean Lookingbill said that there would be new trips with the new destination. Erickson asked whether people would be coming from as far as Hillsboro. Lookingbill said that the new center could attract people from Hillsboro. Erickson noted an article highlighting work for a proposed I-605 corridor from Battle Ground that would pass over Sauvie Island and through Cornelius Pass. He noted that the proposal was shut down because of environmental concerns. He noted that trucking is likely to double in the next 20 years and that a casino is likely to run 24/7 and create new traffic. He indicated that an I-605 corridor could be a boon for Hillsboro and the west side of Portland. He noted that investment in an I-605 corridor would mean not having to make improvements to I-5 or I-205 over the next 20 years.

NEXT STEPS AND CLOSE

Project timeline and budget

Dean Lookingbill noted that they intended to propose an expanded consultant contract to the RTC Board to increase support for items like meeting preparation and presentation development. He reminded the group that he would be looking for a meeting date in late June for the land use discussion. He noted that the August 3 meeting will take the abstract green lines and begin to look at where the corridors might go.

Next meeting:

9:30-11:30 a.m.

Friday, August 3, 2007

Clark County Transportation Corridors Visioning Study

Results of Second Level Corridor Screening

June 1, 2007

Screening Process

- Regional Corridor & Regional System
- Screening Criteria – Two Levels
- District-to-District Travel, when population reaches 1 million
- Identify existing corridors that are well over-capacity
- Identify significant travel desire where regional corridors do not exist

A Regional Corridor: Definition

A facility that *primarily*:

- Connects two or more non-contiguous urban centers (existing or future) within Clark County, and/or
- Carries traffic from points within Clark County to points outside of Clark County (or through Clark County).

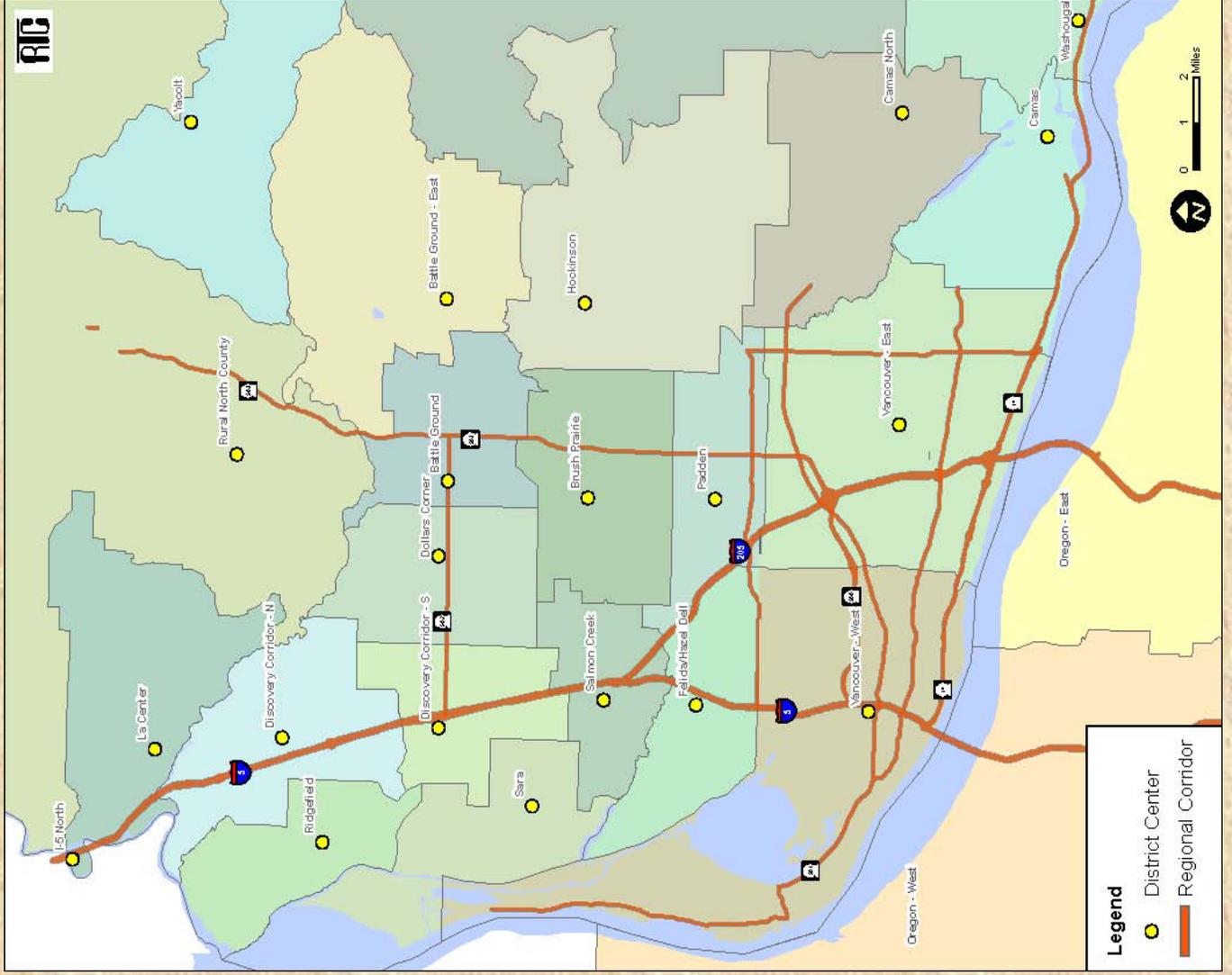
Also, a facility that:

- Carries 10,000 or more person-trips per day (in the Vision Plan future)
- Has an average trip length of at least eight miles.

A regional corridor could also include facilities which:

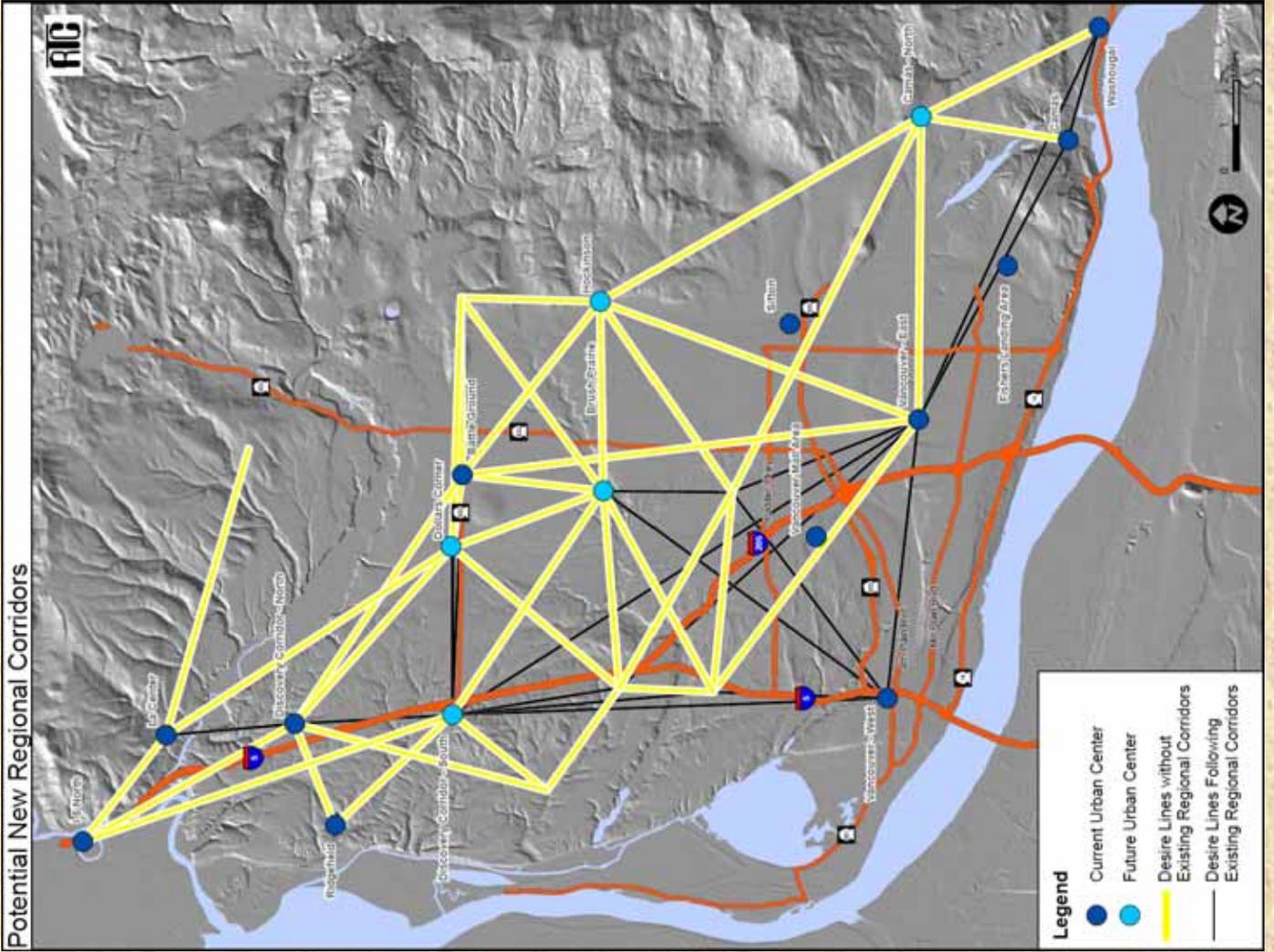
- Connect a Port or other major regional facility to the regional system
- Are considered primary travel routes for long-distance freight vehicles.

Districts and Current Regional Transportation Corridors



First Level Screening

- Travel path not necessarily along existing regional corridor
- Potential corridor serves current/future urban or growth centers
- Would serve primarily regional trips
- Exhibits characteristics of existing regional facilities such as average trip length or total traffic volumes



Recommended
Candidate Corridors
for Further
Consideration
First Level
Screening

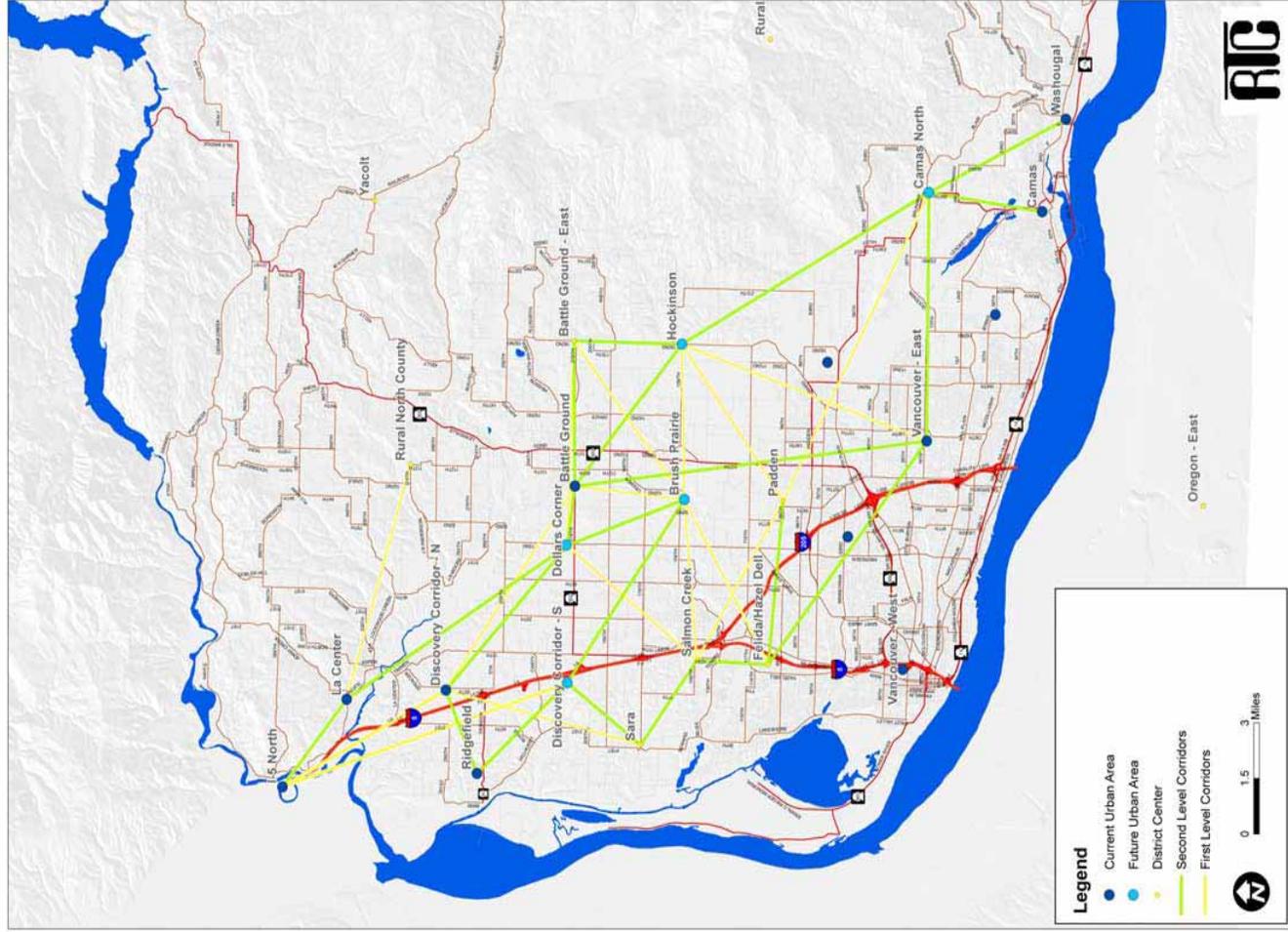
Second Level Screening

- Potential multi-modal benefit: truck/freight, transit, bike, walk, car
- Connects more than one center
- Has the ability to improve safety in the region: relief to high accident corridors
- Exhibits characteristics of existing regional facilities
- Provides relief to existing regional corridors
- Is compatible with planned land uses
- Has political and community support

Second Level Screening Results

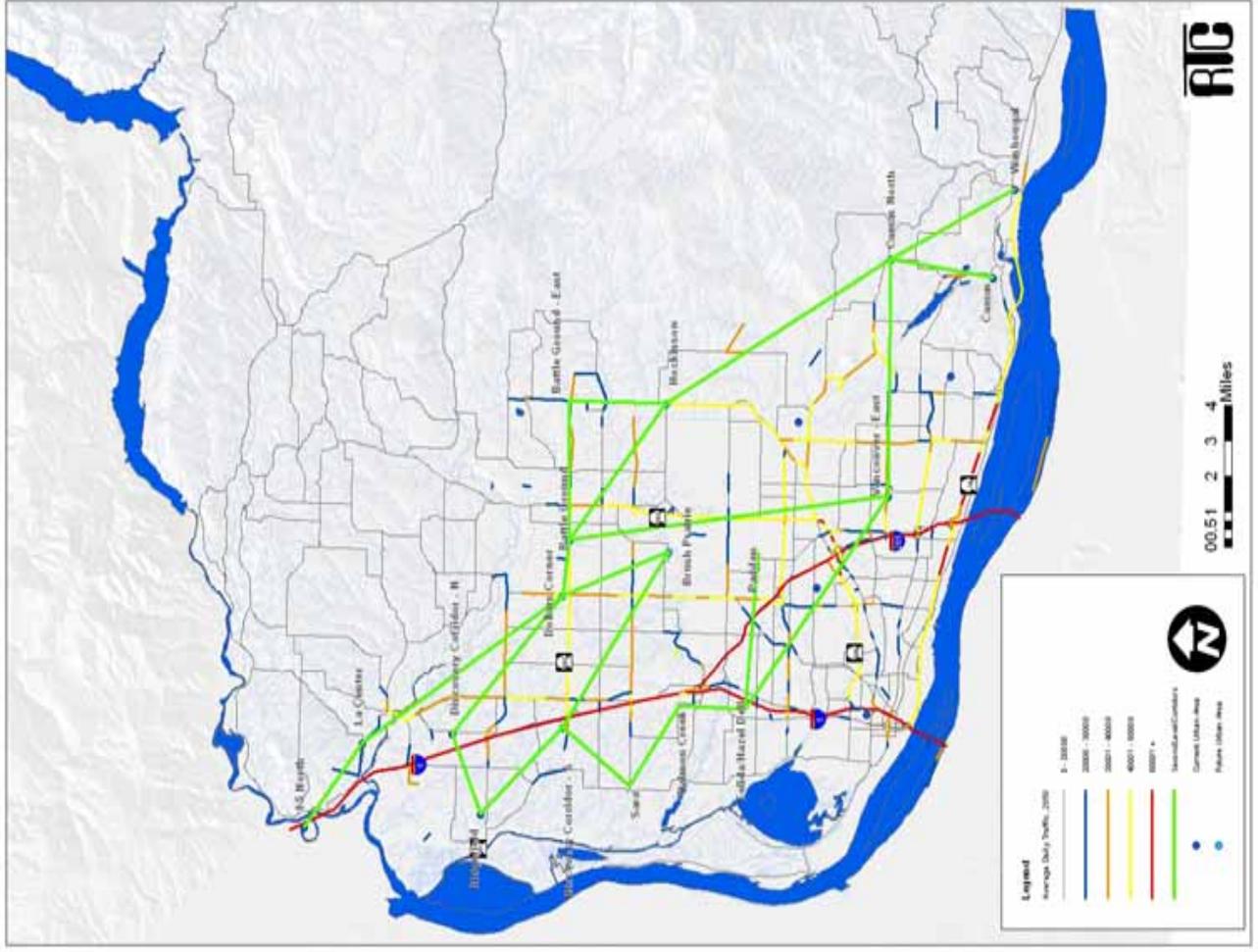
- Highest demand linkages are mostly sub-regional connections
- North-south corridors: parallel to I-5 from Woodland to Vancouver; Battle Ground/Hockinson/Dollars Corner to south part of county
- East-west corridors: Discovery Corridor to BG/Dollars Corner/Hockinson and to Brush Prairie
- Salmon Creek/Felida/Hazel Dell has several connections that pass this screening
- Most creek/river crossings are well over capacity in Vision Plan scenario
- Still need to evaluate land use aspect of screening as well as evaluating political and community support

RTC Corridors Visioning Study: Second-Level Corridor Screening



Recommended Candidate Corridors for Further Consideration Second Level Screening

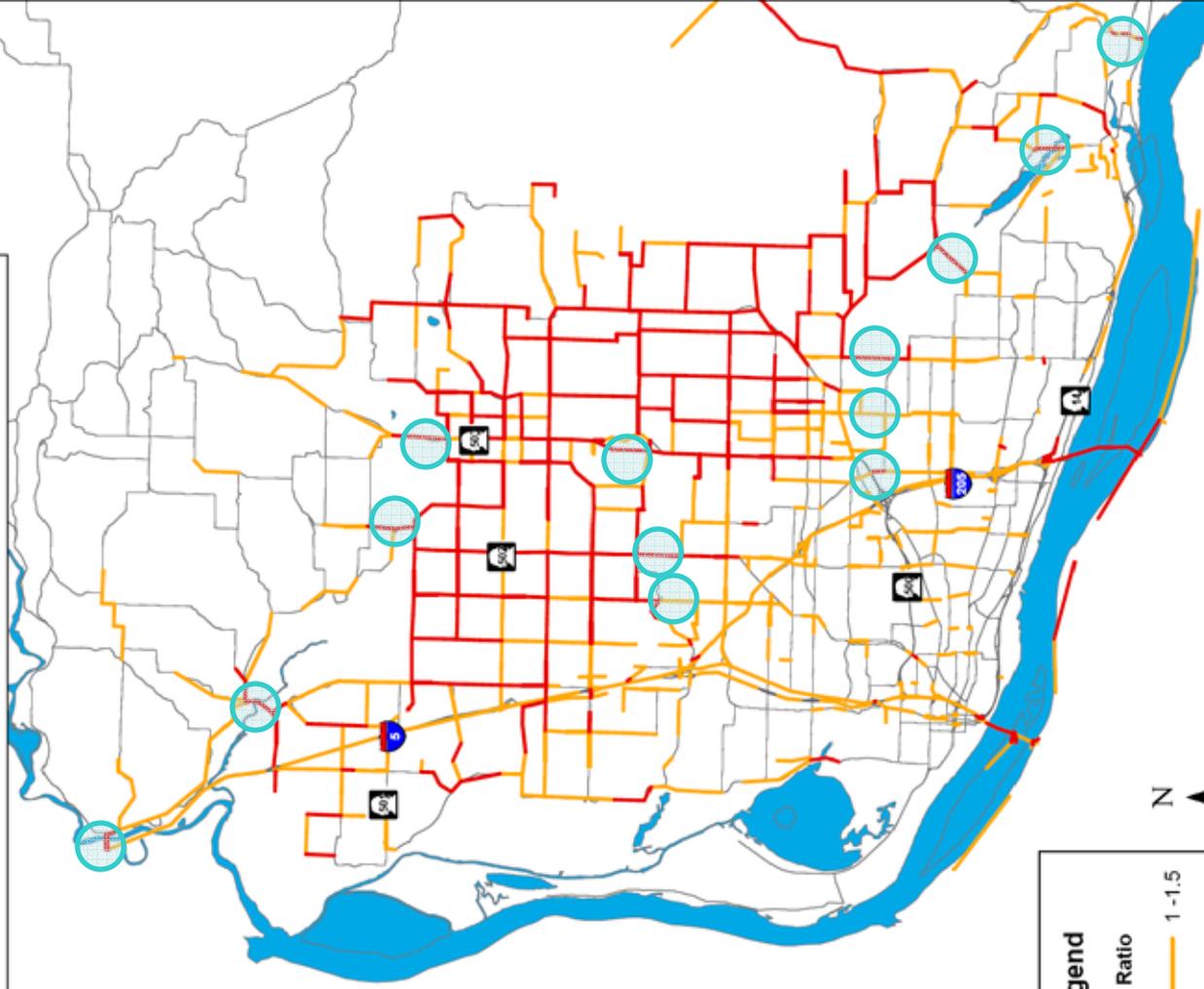
**RTC Corridors Visioning Study:
Future Network Volumes and Potential Corridors**



**Traffic Assignment
Results –Vision Plan
Future Scenario***

* When Clark County's population reaches 1 million people and 500,000 jobs

Corridor Visioning:
Future Volume-to-Capacity Ratio on MTP Network



Traffic Assignment
Results – Corridors
Over Capacity in
Vision Plan Future
Scenario

○ = Creek/River Crossing

Legend

V/C Ratio

1 - 1.5

1.5 +



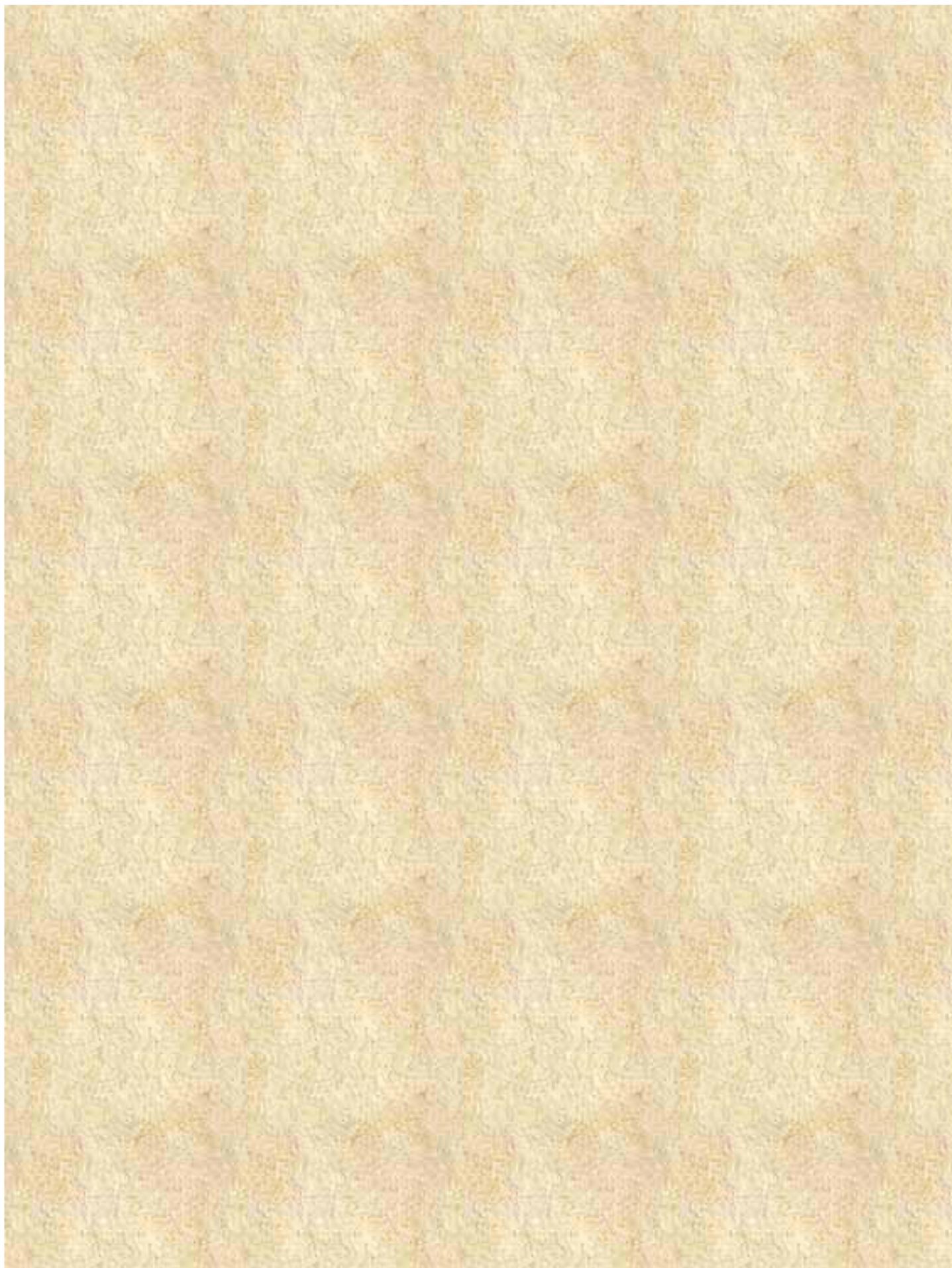
ATC

Policy Issues for Discussion

- Regional vs. sub-regional nature of trips
- Planning/design definition for corridors that carry mix of regional & sub-regional trips
- Land use implications, especially in Vision Plan centers
- What to do with I-5: potential parallel facilities?
- Function of corridor connecting to new crossing over Columbia River

Next Steps in Screening

- “Think Tank” for land use discussion
- Need to gauge political and community support (or opposition) for each of the candidate corridors
- Finalize list of promising corridors (Second Level Screening)
- Develop preliminary alignments for the potential corridors



RTC Corridor Visioning Project Steering Committee

9:30 to 11:30 a.m. Friday, August 3, 2007

Public Service Center, 6th Floor Training Room

1300 Franklin Street, Vancouver

Steering Committee Members:

Commissioner Randel (North County), Mayor Irish (C-TRAN), Mayor Idsinga (Battle Ground/Yacolt), Commissioner Stuart (Clark County), Councilperson Leavitt (City of Vancouver), Commissioner Miller (Port of Vancouver), Councilperson Gerde (East County), and Don Wagner (WSDOT)

AGENDA

Meeting Purpose:

“Engineering the Lines/Understanding Implications”

- Steering Committee feedback on future corridors, transportation network and land use implications
- Review Columbia river crossing travel demand analysis

9:30 a.m.	Welcome and Introductions <ul style="list-style-type: none">• Introductions• Review meeting summary and outcomes of meeting #6 held on June 1, 2007• Review today’s agenda	Lynda David, RTC Jeanne Lawson, JLA
9:40 a.m.	Public Comment	
9:50 a.m.	Review of Land Use Workshop/Think Tank	Lynda David, RTC
10:10 a.m.	New Transportation System Corridors and Network <ul style="list-style-type: none">• Discovery Corridor transportation network• East county to north county corridor	Chuck Green, PB
10:50 a.m.	Columbia River Crossings <ul style="list-style-type: none">• Preliminary travel demand analysis• Bi-state Coordinating Committee feedback	Chuck Green (PB), Mark Harrington (RTC)
11:10 a.m.	Public Comment	
11:20 a.m.	Next Steps and Close <ul style="list-style-type: none">• Project outreach• Project timeline and budget• Next meeting: 9:30-11:30 a.m. Friday, September 7, 2007	Lynda David, RTC Jeanne Lawson, JLA

**RTC
Corridor Visioning Project Steering Committee**

MEETING REPORT

**9:30 to 11:30 a.m. Friday August 3, 2007
Public Service Center, 6th Floor Training Room
1300 Franklin Street, Vancouver**

Steering Committee Members:

Councilperson Helen Gerde (East County), Councilperson Tim Leavitt (City of Vancouver), Commissioner Arch Miller (Port of Vancouver), Commissioner Roy Randel (North County), Commissioner Steve Stuart (Clark County), Don Wagner (WSDOT)

Steering Committee Staff:

Jack Burkman (WSDOT), Pete Capell (Clark County), Rob Charles (Battle Ground), David Cusack (Clark County), Trevor Evers (City of Washougal), Bart Gernhart (WSDOT), Jeff Hamm (C-TRAN), Ed Pickering (C-TRAN), Matt Ransom (City of Vancouver)

RTC, Consultant Staff, and Local Staff Present:

Lynda David (RTC), Chuck Green (PB), Mark Harrington (RTC), Jeanne Lawson (JLA), Shareen Rawlings (JLA)

Citizens:

Tad Winiecki

WELCOME AND INTRODUCTIONS:

Introductions- Lynda David called the meeting to order and described the meeting purpose. She noted that the meeting today would focus on obtaining feedback on future corridors and future transportation networks in the area, as well as to review the Columbia River crossing demand. There were no comments on the agenda. Lynda then led a quick round of introductions, including the introduction of interim Public Works Director for the City of Washougal, Trevor Evers.

*Review meeting summary and outcomes of meeting report #6 (6/1/2007)-*Arch Miller noted that there were a couple of corrections to the content of meeting report #6. These edits included:

- Correction to the second sentence under “*Review today’s agenda*” which states that the “individual district centers that will host the projected one million jobs”. This number is not accurate – the Vision Plan was to accommodate 500,000 jobs.
- Grammatical change on the same page, under the “*Public Comment*” section, 2nd sentence. Changing the sentence starting with “He in Clark County” to “He noted that in Clark County”.

REVIEW OF LAND USE WORKSHOP/THINK TANK DISCUSSION

Lynda went on to review some of the key messages or key points derived from the last Think Tank Workshop held on July 12th, 2007. She directed the group to a handout summarizing the workshop's main discussion points. She explained that the Think Tank workshop was based primarily upon a presentation from consulting team member Sam Seskin (CH2M Hill). This presentation explored two main questions: (1) How will different transportation corridors impact land use in the region? (2) How will corridors impact growth patterns? The discussion surrounding these questions explored how growth and policy impacts urban form, specifically in Clark County.

Lynda revisited Sam Seskin's key message, explaining that transportation decisions are not the only factor that impact growth trends, and growth patterns. In addition to a variety of behavioral/cultural decisions, policy decisions and market factors all play a large role in shaping growth. The key message from the Think Tank discussion focused on this interaction between the market, infrastructure (ie: transportation investments), and land use policies. The Think Tank also discussed the fact that Clark County's growth is based upon a history of local land use planning decisions, but is also heavily impacted by bi-state policy decisions. Seskin's "take away" message from the Think Tank workshop essentially highlighted the difficulties associated with answering how future growth patterns will be influenced. However, understanding the interaction between regional influences such as market factors, infrastructure, and policy decision will help the County prepare and direct future growth patterns.

Lynda opened the discussion to committee members who were in attendance at the last Think Tank meeting. Arch Miller said he would have liked to have the Think Tank Meeting Summary in advance of the Steering Committee Meeting. He also emphasized the fact that the Think Tank group did not arrive at any decisions during the last meeting.

In reference to the Think Tank's discussion of increasing energy costs, Committee member Don Wagner suggested that the group use the term "operating costs" as a more effective and realistic measure of impact. Don's comment spurred a group discussion surrounding the impact of rising gasoline prices. Don, and committee member Steve Stuart, noted that recent studies have shown that there has been virtually no price sensitivity in terms of traffic impacts over the past 5 years. Project staff, Chuck Green, noted that in the last 3 years gas prices have gone up at least 50%, but the biggest factor in transportation behavior is the out of pocket costs associated with driving, such as parking fees or tolls. People pay for gas with credit cards and don't feel the immediate impact. Jeff Hamm asked the group to remember that the Steering Committee was charged with looking 50 years forward, and that the future may not look anything like that last 50 years. Price increases in petroleum may prove to be a serious concern. Steve Stuart offered a rebuttal to Jeff's comment, arguing that while the future may look much different, technological advances in alternative fuel sources, hybrids, etc will also continue.

Committee member Tim Leavitt expressed a concern inspired by Sam Seskin's Think Tank presentation. He noted that people expect that public agencies have a responsibility to get people

to and from their destinations regardless of current and future land use decisions. Steve Stuart responded to his comment, noting that the U.S. fee-based system of infrastructure improvements makes it difficult to generate revenue up-front in order to fund this infrastructure. He went on to describe the European model, which uses a different fee structure to provide and develop transportation infrastructure. Chuck Green added to Steve's comment, providing the example of the European "turn key" operation, which generates funding for the development of transportation facilities up front using private funds. Steve Stuart asked committee member Don Wagner for clarification regarding the applicability of this "turn key" model in Washington State. Don explained that the state could have a private firm build the road, and then create toll stations to pay back their initial investment as long as there has been legislative approval. He went on to note that the State of Oregon is currently in the process of working through similar legislation with the Newberg-Dundee project but are having a very difficult time making that type of transportation decision work economically.

Jeanne Lawson expressed the desire to revisit Arch Miller and Tim Leavitt's comments regarding the previous Think Tank discussion. She noted that Arch's point in terms of final decisions was very important. She reminded the group that the Think Tank was not charged with making any decisions. In response to Tim's comment, Jeanne emphasized policy's role in shaping how and where growth will occur. She revisited Sam Seskin's main point that if you know where you want incoming growth to occur then that is, to some degree, a policy decision; where and how that will happen, specifically in terms of transportation infrastructure.

Jeff Hamm noted that he didn't think the County has been rigorous enough in policy decisions to shape or influence growth thus far. Arch Miller raised the example of the Chelatchie Railroad, specifically in terms of the tremendous potential this area has to accommodate transit (light rail, trolley, street car). He went on to note that the County already owns the right of way, and emphasized the need to preserve the corridor in order to provide transit opportunities in the future.

Steve Stuart asked project staff to clarify if the Steering Committee was deciding or recommending modes for any of the proposed regional corridors. Lynda and staff confirmed that this was not a decision the group would be making. The Committee expressed a desire to see that all alternatives include multi-modal options.

Arch Miller noted that the Steering Committee, thus far has not weighed commute time. He urged that the group consider, and factor in commute times as they plan for transportation and land use in the future. Lynda responded to Arch's comment, referencing an increased desire to live close to work. She referenced Sam Seskin's point that single family growth often is the first to take advantage of transportation infrastructural improvements. Committee member Roy Randel asked for an example of where in Clark County transportation infrastructure had resulted in increase growth. The group responded with the example of I-205, the Mill Plan east extension, and 192nd Avenue.

NEW TRANSPORTATION SYSTEM CORRIDOR OPTIONS - (*Chuck Green, PB*)

Chuck Green presented a brief run-through of the corridor development process. He reminded the Committee that the process had uncovered the fact that there were far fewer regional trips than originally anticipated and more sub-regional trips. Therefore, the process has moved to address mostly sub-regional corridors that would minimize impacts to the environment, neighborhoods and town centers throughout the region. He directed the group to a handout, and PowerPoint presentation that addressed corridor definitions, regional corridor definitions, and sub-regional corridor definitions.

Chuck described the main points that came out of the previous Think Tank Workshop, mainly that parcelization in the County will have an impact on growth patterns in the region. Church explained that this parcelization would most likely result in the “filling in of a grid system” in the west.

Chuck went on to discuss the Discovery Corridor. He explained that there is a need for further study and definition with this corridor specifically. Questions to be answered include the design and type of development the Corridor will attract. Will it be a business park? Mixed use? Spread out development? Chuck explained that until this area is defined, it would be difficult for staff to determine the best transportation infrastructure to accommodate it.

Under the current concept, staff is looking at getting people to and from the Discovery Corridor via subregional arterials. He also noted that the west 219th Street corridor is currently on the County’s plan, but is not yet in RTC’s Metropolitan Transportation Plan. At this point, interest is in extending Carty road to the east of NE 10th Avenue to establish a true east-west connection in the area.

Questions staff needs to answer include:

- Parallel facilities on the west and east side of I-5
- Encourage an alternative to using I-5 for “short” interstate trips.
- Should interchanges be tied together with service roads? Or should a parallel connector system serve more of local access.

Chuck explained that these questions can’t be answered until the land use decisions are finally made.

Tim Leavitt asked for clarification regarding a proposal to extend 15th. (Note: this is in reference to the current SR 502/NE 10th Avenue corridor north of 179th Street, which in the county’s plan would be shifted approximately ¼ mile east to line up with NE 15th Avenue which the County recently completed on the south side of 179th Street). Chuck responded to Tim’s question, explaining that the extension of 15th was still in the Plan.

Steve asked for clarification regarding the size of the regional corridors. Chuck explained that these larger corridor lines related to longer distance trips. He went on to note that travel demand modeling had shown that there is a mix in terms of long distance trips, and shorter sub-regional trips. How long a corridor goes and what it ties into could create more of a regional corridor. Steve noted that the area around some of the larger corridors is already built-out as residential areas. He asked how staff proposed to create a regional corridor that falls within the definition the Steering Committee had established for a regional corridor. Particularly, Steve and other committee members were concerned about the project team proposal to upgrade NW 31st/36th Avenue/Lakeshore/Hillhurst Road to a regional corridor.

Chuck responded to his question, noting that traffic modeling showed that a widening of I-5 (as in Seattle) would make I-5 so large that it would serve as a barrier. Therefore, when you start looking at adjacent development along I-5, staff needed to consider the wildlife refuge area as a “hands off” area, and therefore needed to look for other options south. If the refuge was open as a possibility then staff could pursue other options. Steve Stuart then encouraged the group to look at all options, including the possibility of a new corridor through the refuge on old WSDOT right-of-way that still exists, specifically in terms of mitigating residential impacts. Lynda reminded the group that travel analysis has really shown a greater demand for shorter, local trips. She noted that although the area in question is already largely developed, there are areas, such as Sara, that is not currently developed but is in the “million population” future creating a need for future access. Committee Member Don Wagner supported Steve Stuarts comment. He stated that the original concept of the Steering Committee was to look at the development of new regional corridors. From that standpoint, he believes there is a need to look at the refuge area to see if it provides a viable option. Roy Randel expressed a desire to see the Discovery Corridor “box” extended to 10th on the east side. In addition, he proposed that 10th should become a major transportation corridor connection to the Ridgefield junction which has already been developed.

Tim Leavitt called the group’s attention to the Port of Vancouver, noting the Port’s economic role in the community and therefore a need to provide critical freight connections. Arch Miller responded to Tim’s comment, noting that the majority of businesses within the Port district are freight rail dependent but also noting that the Port was adding lots of jobs and therefore commuters. He agreed with Tim’s comment, and urged the group to focus on Westside connections. There was also discussion about the impact of truck traffic through the Fruit Valley/Lakeshore areas.

Roy Randel noted that intruding upon the refuge would be a monumental question. Steve agreed, stating that it would be interesting to look at this simply because the Committee has been charged with looking at all possible options. Steve noted the need to exhaust all options from a public outreach perspective.

Bart Gerhart provided the Committee with an example of a plan for a tolled, access-controlled facility. He referred to the “Commerce Corridor” study which looked at creating a truck-oriented, high-quality route to the east of I-5 to serve as a bypass of congested locations along I-5. The idea centers upon a very limited access facility to help mitigate impacts on

environmentally sensitive areas. Bart explained that the basic concept is that a very limited access with interchanges every 5-8 miles limits sprawling growth. This model could be used to prohibit sprawl in areas that are already sensitive environmentally and residentially.

Action Item: Project team staff will analyze a potential new corridor west of NW 36th/31st Avenue/Hillhurst using WSDOT right-of-way in the Ridgefield Wildlife Refuge.

Eastside Corridor Connections

Chuck Green went on to explain the eastside corridor connections. Again, he directed Committee members to a handout and PowerPoint presentation outlining different models. He explained that the east side proved to be more difficult in terms of filling in the grid system due to a variety of environmentally sensitive areas. In trying to define a new corridor in this area, staff needed to establish what the corridor would be attempting to represent (i.e.: is it a bypass? Will it serve sub-regional traffic mobility as well as regional mobility?). Different options address different connections. The different connection options (Options A, B, C and D) inspired a discussion regarding regional connectors. Tim Leavitt asked for clarification regarding why a corridor selection should be limited to one option or another. He stated that it may be more appropriate to include more than one option (such as options C and D). Chuck responded to his comment, noting that the study report could include both. He went on to explain that due to the amount of trips it would be possible to justify both, but probably not as two regional corridors. Other concepts could include something like an access controlled parkway concept. Chuck explained the staff attempted to use existing corridors where possible. However, there were a few concerns with doing this—specifically driveway access restrictions.

He went on to note that there is already a fair amount of infrastructure on the eastside. The biggest issue in filling in the grid system on this side is crossing of the Lacamas Basin. Chuck noted that there are a handful of environmental concerns with physically crossing the basin, in terms of flood plains, etc. There is an option to use the existing bridge on SR-500, but the connector will ultimately still have to provide access to the north. Modeling showed that this corridor will be a significant corridor for carrying trips, and could relieve traffic on SR 503.

Committee member Steve Stuart asked Chuck if staff had looked at future transportation infrastructure, specifically in terms of what may be available in the next 20 years to tie a regional system into. Chuck described that at this point the corridor was still a rural facility even in the 20-year horizon. Lynda David reminded the group that the Corridor plan is still very tentative, and very conceptual. She went on to note that there are not any definitive alignments at this point in the process. Steve Stuart added to her comment, stating that it would be beneficial to start a conversation with all jurisdictions in terms of coordinating corridor connections. Lynda noted that there are still a lot of environmental concerns regarding connectivity issues as well as the entrance to Camas via the lake.

Steve noted that Battle Ground would have the same issues with the eastside corridor option. If Option B is pursued it may be a more realistic means of mitigating potential residential impacts.

It was noted that Option B would help get people into the city instead of around it. Chuck stated that if there was group consensus around Option B, that the Committee could go ahead and select the option to be moved forward. Steve asked for clarification in terms of what types of decisions and/or input the Committee should provide. Chuck explained that PB would be working on creating an evaluation matrix that would try to balance or illustrate impacts to local residential/environmental areas. Jeanne Lawson responded to Steve's question, reminding the group that this matrix would help to give the group a target for planning. However, there are going to be stages of analysis to help narrow down a final decision.

Arch Miller recommended that Option B run straight east into where Option A would start to come down. In addition, he recommended that staff create a series of roads that would go north to Option A. Option A would not be a major regional thoroughfare and could spare expenses associated with running Option B down. Don Wagner asked Chuck for clarification regarding improvements to the southern part of 182nd. Steve and Chuck responded, stating that the plan was in action, but still very much up in the air. A concern regarding a corridor transition from downtown Battle Ground was raised, specifically in terms of potential alignment issues and impacts to the existing built environment. Chuck noted that the displays of each option would be available at the next Steering Committee meeting.

Jeanne Lawson asked the group to remember that the Steering Committee was looking at corridors in reference to future population demands. She noted that it was important to think about community centers and how future development patterns can either create fragmented communities, or smaller community centers.

Action Item: project team staff will continue to evaluate regional corridor options for the Battle Ground to Camas connection.

COLUMBIA RIVER CROSSINGS

Chuck went on to discuss the development of a new crossing over the Columbia River. He referred the Committee to a handout outlining modeled crossings, as well as a PowerPoint presentation showing travel demand and trip information associated with each model. Chuck explained that the crossing had been modeled as a parkway type arterial, with four lanes. In looking at where the majority of trips would be coming from and going to, it was established that most trips are going to or coming from East Vancouver, Camas/Washougal, central Vancouver and north on I-205. In terms of Oregon trips, most were coming from or going to Gresham and East Portland, with 13% coming from or going to the Columbia Gorge. Chuck explained that these trips all fit into the definition of a sub-regional connector.

Steve Stuart asked if the size of the crossing facility determined the trip patterns. Chuck responded to his question, clarifying that the size of the facility did not have an impact on 75% of trip demand. Jeff Hamm asked if staff had modeled the crossing impact to I-205. Chuck confirmed, stating that the new Columbia River crossing increased cross-river travel about 6-7%

(latent demand), and provided relief to I-205. Chuck also noted that modeling indicated that there was no traffic relief provided to I-5 with the new river crossing. Chuck noted that the crossing was modeled as a free facility not as a toll bridge. He then asked the group if staff should be looking at pursuing a new crossing west of I-5. He also asked the group what their preference would be in terms of connecting a Columbia River crossing to a new regional intra-county corridor. He explained that in terms of the growth and land use changes in the region, much of the development will be node type development.

Jeanne reminded the group they had decided to pursue crossing corridors at a bi-state level, specifically those that can connect with new Clark County arterial corridors. Arch Miller commented on the corridor process, noting that the corridor alternatives had been boiled down quite a bit—and now only include a west side connection, an east side corridor, and a Columbia crossing. Arch's comment was confirmed. Jeanne Lawson responded to Arch's statement, re-emphasizing the theme from the previous Think Tank meeting which seemed to stress that there was a need for a mix of corridor options in the region. Arch Miller stressed the point that the Steering Committee needed to pursue a discussion about filling in the regional transportation grid system, and pass this recommendation on to RTC.

Lynda David reminded the group that the Steering Committee's role is to determine if there are any NEW corridors with potential. She reminded the group that the purpose of the Steering Committee was to provide recommendations to the RTC /board in terms of how the County will plan for these corridors in the future. Recommendations for completing a grid system will be addressed as part of the regular Metropolitan Transportation Plan and County Comprehensive Growth Management Plan process.

Jeff Hamm noted that he was in support of having staff look at another crossing for sub-regional travel. He also suggested that it would be helpful to look at studies of high capacity transit movement, and to have the Steering Committee briefed on high capacity transit so that the two concepts of corridors and transit are compatible.

Arch Miller raised the point that if growth continues as projected, and the transportation infrastructure filled in, gridlock will still continue. Roy Randel agreed, but noted that transit could alleviate traffic. He urged for density increase around transit lines. Arch Miller agreed, but also stressed the role that cultural and behavioral preferences play in peoples' transportation decisions.

Steve Stuart noted that there was a possibility to locate an arterial connection across a re-designed rail bridge. He discussed population preferences in terms of arterial travel versus major connector travel, as well as the sales tax leakage associated with locating businesses to accommodate those preferences.

Roy Randel asked about cooperation from Oregon in terms of a new Columbia Crossing carrying traffic from across the river. He stated that there was a need to work together to address congestion and infrastructure. Roy Randel emphasized the need to create job locations in the

Clark County region before spending money on infrastructure improvements that will simply help to export people and commodities across the river.

Arch Miller noted that the following questions would be addressed at an upcoming port meeting: Where are people in the region going to live? Where are industrial parks going to be located? Where will new parks be located? He said the Ports should look at rail capacity, location of business parks and providing transit for employees in these areas.

Lynda said that this Committee's study of any new Columbia River crossing would be an agenda item for the Bi-State Coordination Committee.

Action item: project staff will model and analyze a potential crossing of the Columbia River west of I-5.

PUBLIC COMMENT

Tad Winiacki - Winiacki invited staff to view pictures and plans for a future transportation system. He stated that he would hold further comment until the next meeting, due to the fact that the Committee meeting had run overtime.

NEXT STEPS AND CLOSE

Lynda noted that the next meeting would continue to explore the location of possible corridor solutions. The next meeting is scheduled for Friday, September 7, 2007.

Clark County Transportation Corridors Visioning Study

Preliminary Transportation Corridor
Recommendations
August 3, 2007

Corridor Process

- District-to-District Travel, when population reaches 1 million
- Modeling showed need for regional AND subregional corridors
- Land use “think tank” workshop discussion incorporated
- Alignments attempted to minimize impacts to environmentally sensitive areas

Corridor Definitions – Regional Corridor

- Emulates a state highway in function and multimodal use
 - Regional transit and highway trips
 - Long-haul truck/freight
 - Regional bicycle/pedestrian trips
- Connects two or more non-contiguous urban centers with at least one inside Clark County
- Carries 10,000 or more person-trips per day (in the Vision Plan future)
- Has an average trip length of at least eight miles (regional trip).
- Could connect a Port or other major regional facility to the regional system

KL3

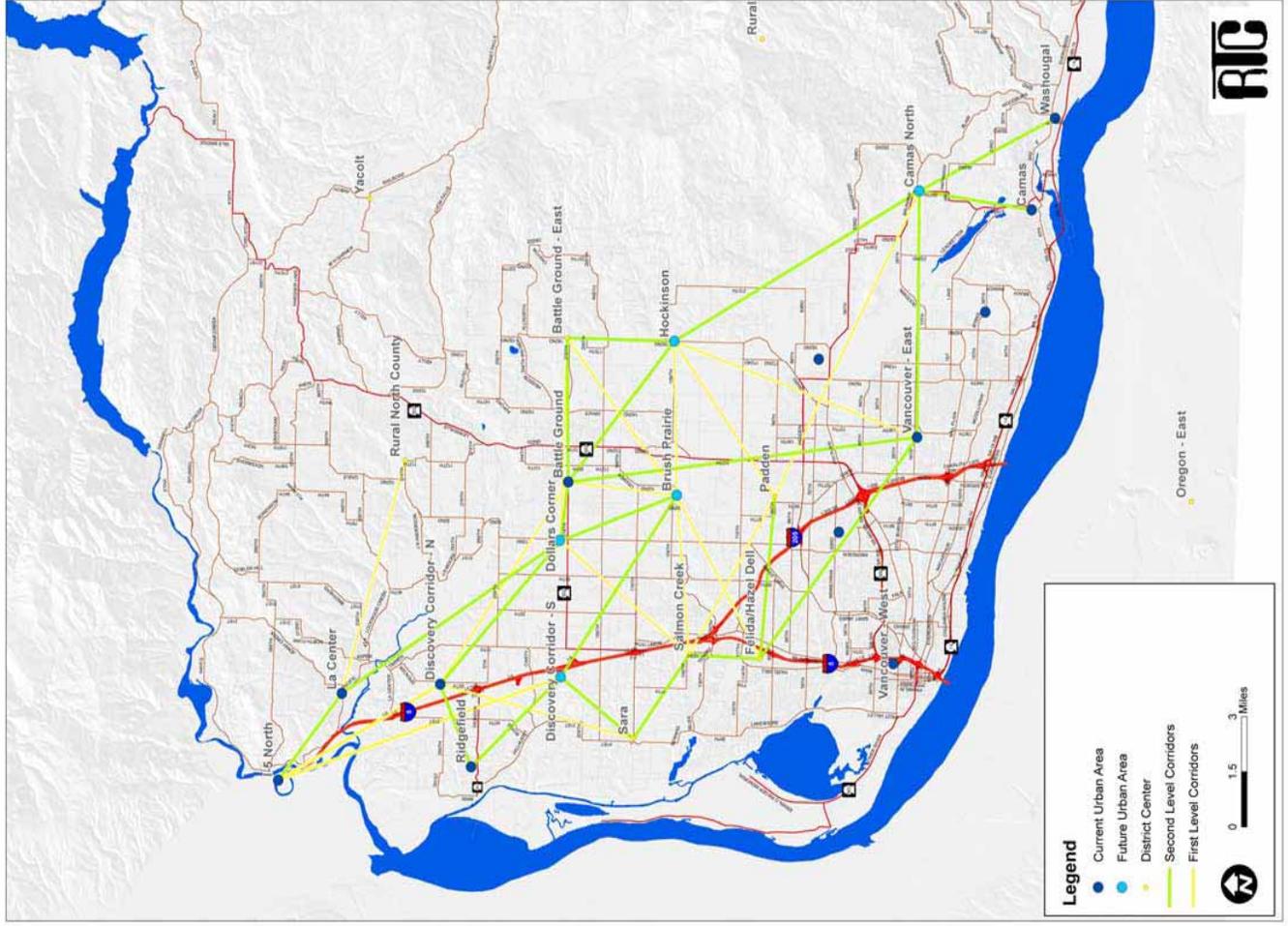
Corridor Definitions – Subregional Corridor

- Connects to the Regional Transportation System from urban areas within the county
- Emulates a minor or principal arterial in function with some multimodal use
 - Mix of regional/sub-regional transit and highway trips
 - Truck/freight movement for access
 - Localized and subregional bicycle/pedestrian trips
- Carries an equivalent amount of regional and subregional trips.

Could also include facilities which:

- Provide access to and circulation within a subarea
- Could parallel and relieve regional corridors.

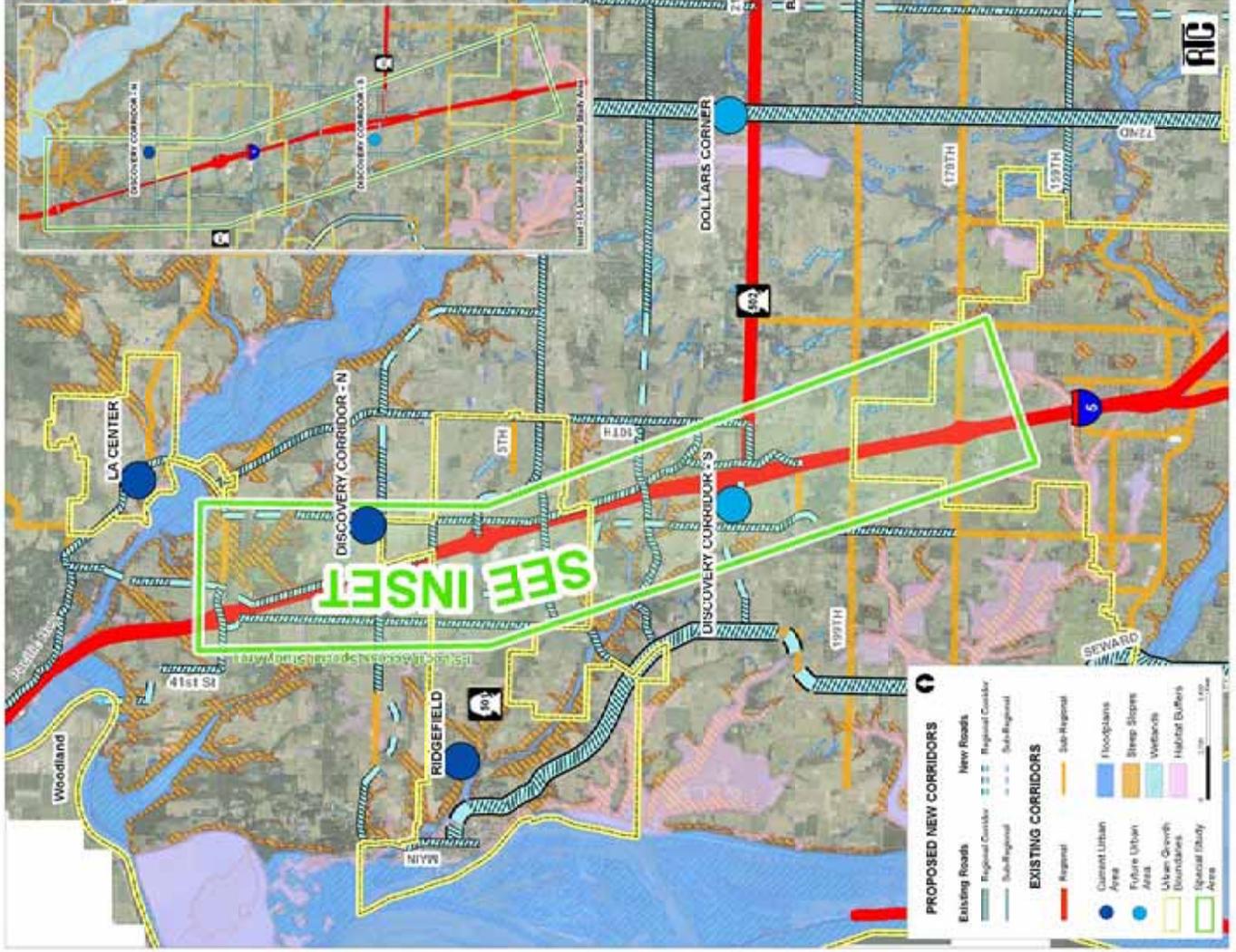
RTC Corridors Visioning Study: Second-Level Corridor Screening



Recommended
Candidate Corridors
for Further
Consideration
Second Level
Screening

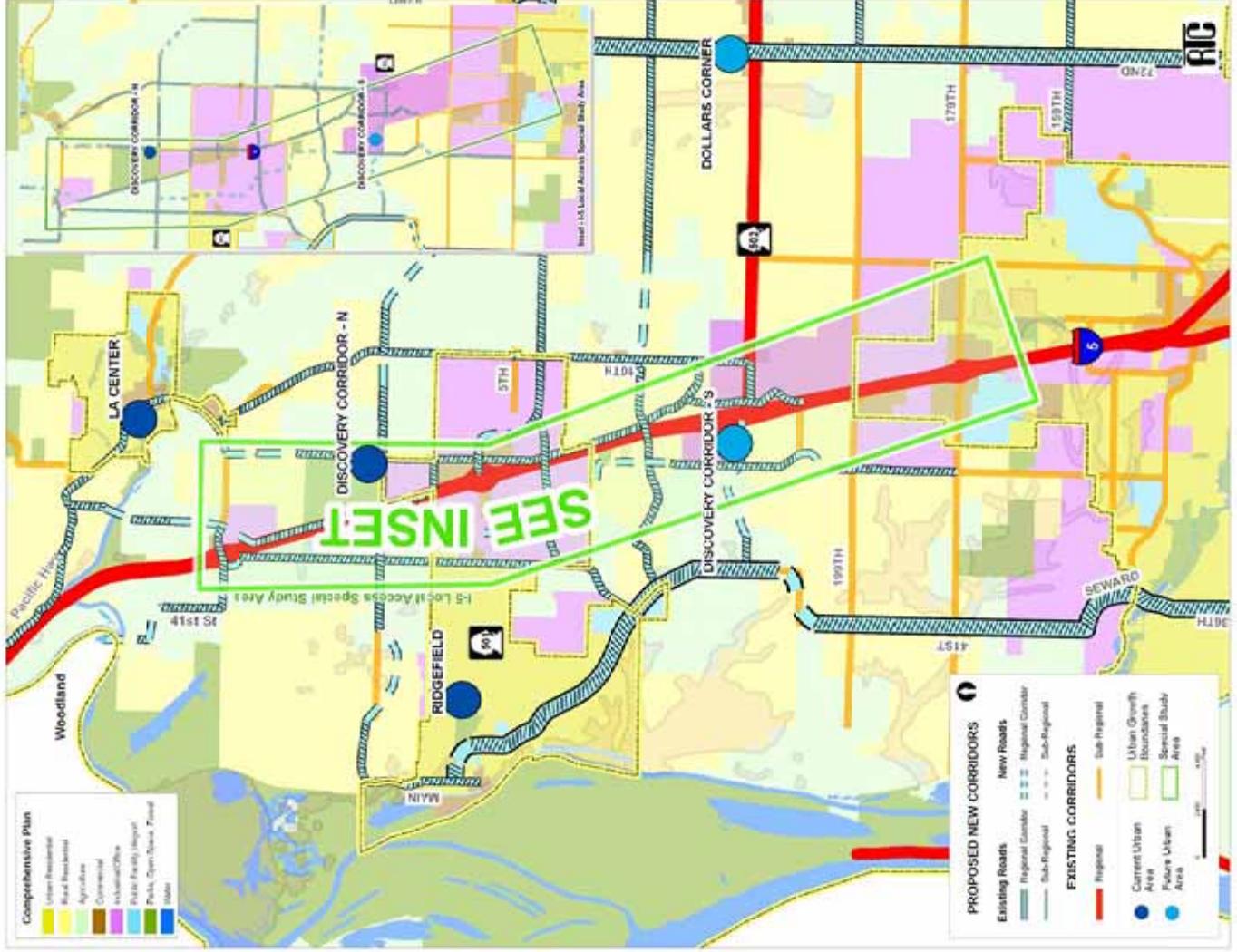
West County Corridors – Aerial Mapping

- Primarily grid-type system
- Discovery Corridor needs further study and definition
- Upgrade 72nd Avenue and NW 31st/ Hillhurst to regional corridors



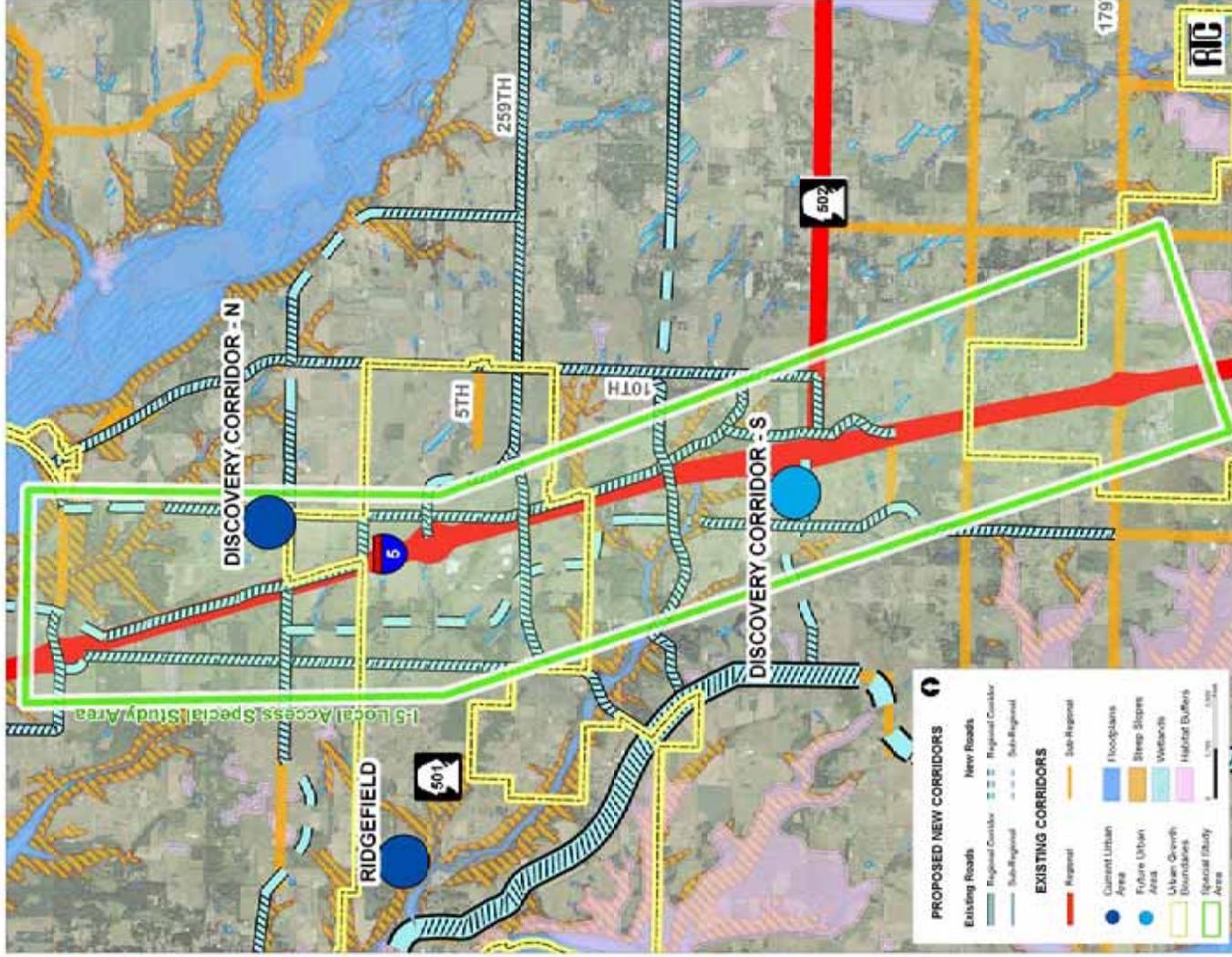
West County Corridors – With Proposed Comprehensive Plan

- Primarily grid-type system
- Discovery Corridor needs further study and definition
- Upgrade 72nd Avenue and NW 31st/ Hillhurst to regional corridors



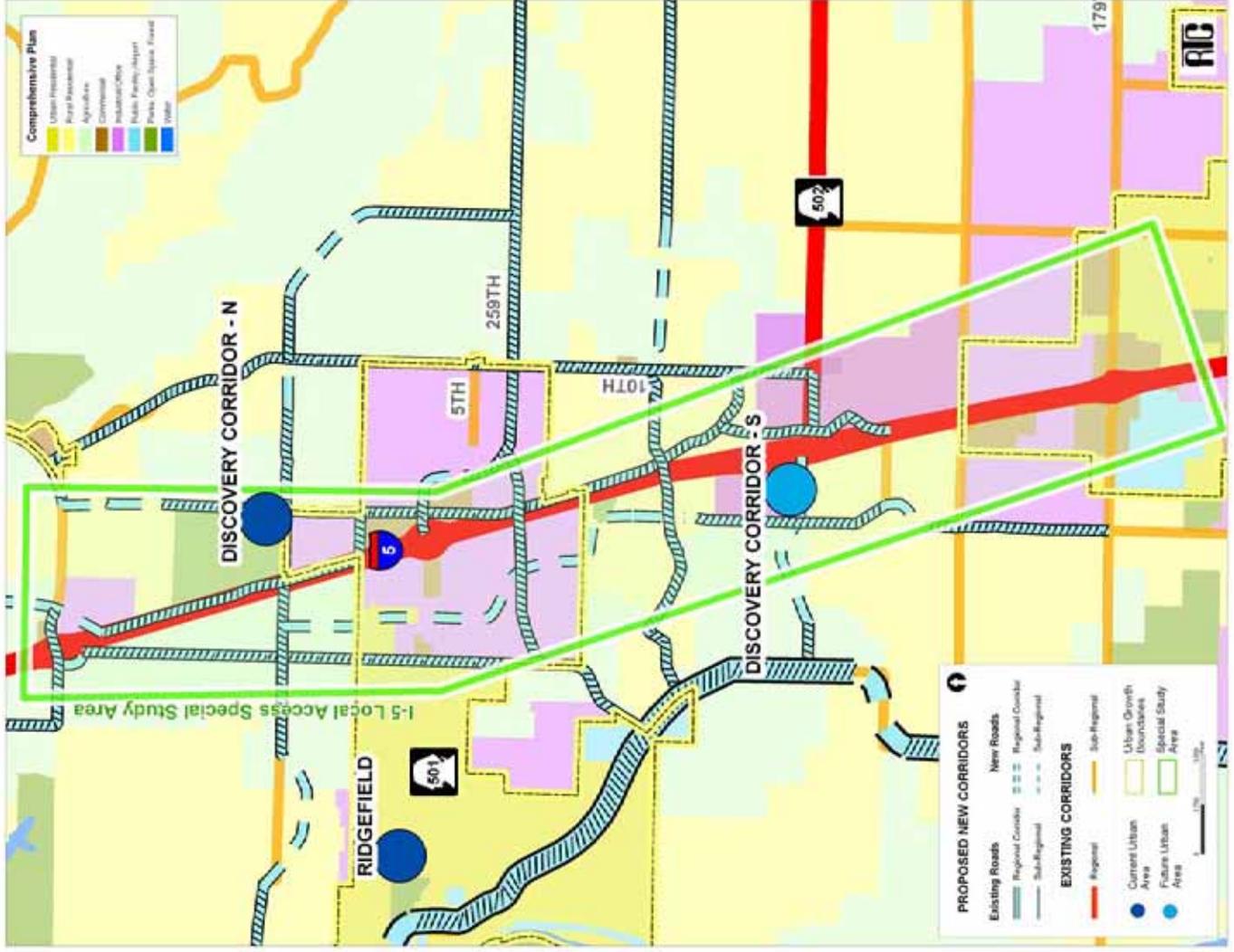
Discovery Corridor – Aerial Mapping

- Land use could either support business/office parks or industrial with warehouses/distribution centers
- Land use focus “drives” transportation system
- System could be for access, circulation, or get local trips off of I-5
- Tie the interchanges together?



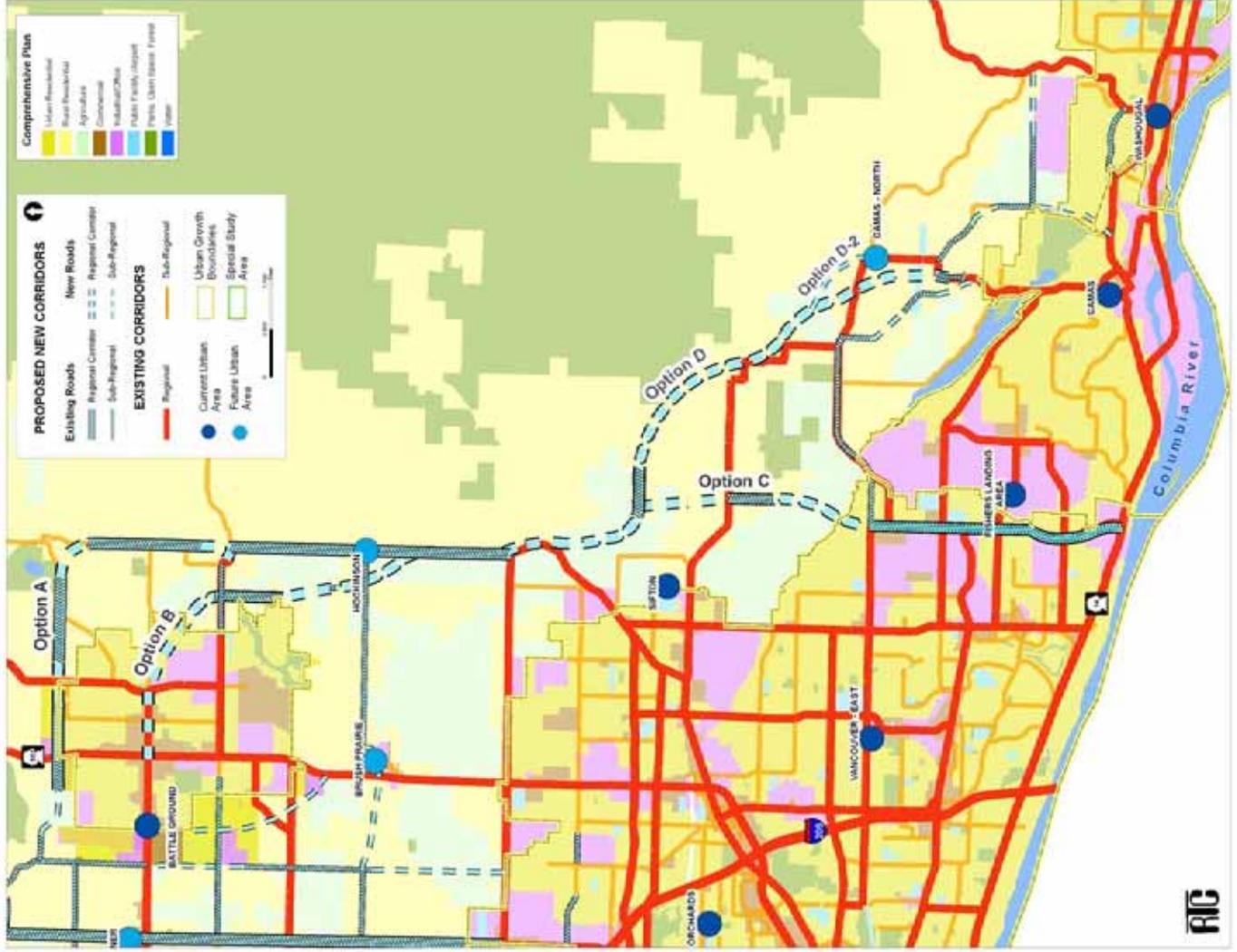
Discovery Corridor – With Proposed Comprehensive Plan

- Discovery Corridor concept starting to evolve
- Land use could either support business/office parks or industrial with warehouses/distribution centers
- Land use focus “drives” transportation system
- System could be for access, circulation, or get local trips off of I-5
- Tie the interchanges together?



East County Corridors – With Proposed Comprehensive Plan

- New Regional Corridor: Battle Ground to Camas/ Washougal
- Sub-options for BG-C/W Corridor
- Should it connect to a new crossing of the Columbia River?
- Corridors could relieve SR 503



Policy Issues for Discussion

- Regional vs. sub-regional corridors
- Discovery Corridor vision and how it affects/ is affected by transportation
- What to do with I-5 in Discover Corridor: potential parallel facilities? Connect interchanges?
- Function of Battle Ground-to-Camas/ Washougal regional corridor
- Should a regional corridor connect to a new crossing over the Columbia River?

Next Steps in Screening

- Need to gauge political and community support (or opposition) for each of the candidate corridors
- Further analysis of new crossing of the Columbia River (evaluate one west of I-5?)
- Policy discussion on these preliminary potential corridors
- Costs, analysis, and strategies for preserving corridor(s)

RTC Corridor Visioning Project Steering Committee

9:30 to 11:30 a.m., Friday October 5, 2007

Public Service Center, 6th Floor Training Room, 1300 Franklin Street, Vancouver

Steering Committee Members:

Commissioner Randel (North County), Mayor Irish (C-TRAN), Mayor Idsinga (Battle Ground/Yacolt), Commissioner Stuart (Clark County), Councilperson Leavitt (City of Vancouver), Commissioner Miller (Port of Vancouver), Councilperson Gerde (East County), and Don Wagner (WSDOT)

AGENDA

Meeting Purpose:

- Staff response to a series of data requests raised at the Corridors “Think Tank” Workshop including: additional trips, regional vs. sub-regional trips, housing and jobs growth, and comparative traffic impacts of the proposed Cowlitz Casino.
- Review of Westside-Eastside and connecting Loop regional corridors.
- First review of overall set of potential regional and sub regional corridors.
- Identification of key policy issues for development of a set of conclusions and strategies for recommending new regional transportation corridors.
- Discussion of approach and schedule for public meetings.

9:30 a.m.	Welcome and Introductions <ul style="list-style-type: none">• Introductions• Review meeting summary and outcomes of Corridors “Think Tank” workshop, September 7, 2007• Review today’s agenda	Lynda David, RTC Jeanne Lawson, JLA
9:40 a.m.	Public Comment	
9:50 a.m.	Report on Corridors “Think Tank” Workshop Data Requests <ul style="list-style-type: none">• Land use forecast, order-of-magnitude change 2005, 2024 GMA Plan, Transportation Vision Plan• Additional travel demand, regional vs. sub-regional trips.• Employment and transportation comparison between proposed Cowlitz Casino and the Vision Plan	Lynda David, RTC Mark Harrington, RTC Chuck Green, PB
10:10 a.m.	Conclusions from Corridors “Think Tank” Discussion on Westside and Eastside Columbia River Crossing Corridors <ul style="list-style-type: none">• Westside• Eastside• Loop, east-west connection	Chuck Green, PB
10:25 a.m.	Review of Overall Corridors Vision for Regional and Sub-Regional Corridors <ul style="list-style-type: none">• Identification of key study conclusions and strategies	Jeanne Lawson, JLA Chuck Green, PB
10:55 a.m.	Approach and Schedule for Study Outreach	Jeanne Lawson, JLA
11:10 a.m.	Public Comment	
11:20 a.m.	Next Steps and Close <ul style="list-style-type: none">• Project timeline and budget• Next meeting: 9:30-11:30 a.m. Fri., Nov. 2, 2007	Lynda David, RTC Jeanne Lawson, JLA

**RTC
Corridor Visioning Project Steering Committee**

MEETING REPORT

**9:30 to 11:30 a.m. Friday October 5, 2007
Public Service Center, 6th Floor Training Room
1300 Franklin Street, Vancouver**

Steering Committee Members:

Commissioner Arch Miller (Port of Vancouver), Commissioner Steve Stuart (Clark County), Mayor Irish (C-TRAN)

Steering Committee Staff:

Jack Burkman (WSDOT), Rob Charles (Battle Ground), David Cusack (Clark County), Matt Ransom (City of Vancouver), Ed Pickering (C-TRAN), Jim Carothers (City of Camas); Justin Clary (City of Ridgefield)

RTC, Consultant Staff, and Local Staff Present:

Dean Lookingbill (RTC), Lynda David (RTC), Chuck Green (PB), Mark Harrington (RTC), Jeanne Lawson (JLA), Shareen Rawlings (JLA), Adrienne Dedona (JLA)

Citizens:

Tad Winiecki
Sharon Nasset

1. Welcome and Introductions (*Lynda David and Jeanne Lawson*)

Lynda David called the meeting to order and led introductions. She defined the purpose of the meeting and reviewed the agenda. Lynda noted that the majority of today's Steering Committee meeting would be dedicated to the review of data requests received during the September 7th Think Tank meeting. These requests included:

- Additional Trips
- Regional vs. sub-regional trips
- Housing and job growth
- Comparative traffic impacts of the proposed Cowlitz Casino

2. Public Comment

Tad Winiecki shared copies of the High Speed Personal Transit Map he had developed. He explained that he is having some issues addressing high-speed transit on the Westside due to a hunting ground and other environmental concerns such as unstable slopes. Hunters could shoot holes through the pipeline for the Evacuated Tube. Tad would like to receive greater feedback on his plans.

Sharon Nasset—commented on the Vision Plan in relation to the Columbia River Crossing study. Ms. Nasset referred to the Candidate Corridors map and pointed out that the Westside river crossing option 4 is the exact same plan that had been presented to the Columbia River Crossing (CRC) project. She reminded that the Ports of Portland and Vancouver are inside the

Bridge Influence Area (related to the CRC). She cautioned that 4f guidelines should be followed in the CRC process; options that are feasible and prudent should be considered before doing anything to historical structures. She said the CRC project is violating federal policy and the NEPA process by not looking at this Westside river crossing option. She said the Westside crossing is feasible because a river crossing was built on the alignment in 1906 and is prudent because it is documented in both Washington and Oregon transportation planning documents. She asked that the Steering Committee contact the federal government. Lynda David responded that in the Vision Plan process, the Westside crossing has not yet been proved to be feasible but is shown as a “candidate” corridor.

Jeanne Lawson reminded the Committee where we are in the Vision Plan process and that today’s meeting is about putting together the information to serve as the foundation for decision-making. She said that there were specific information requests and suggestions that came out of the September 7 that will be reviewed. Also, we will talk about how to take this out to the public. She reminded the Committee that the Visioning Study does not determine river crossing alignments, rather, the intent of the river crossings discussion is to identify where a conversation should be initiated with cross-river partners through, for example, the Bi-State Coordination Committee. The purpose of this conversation is not to suggest any final designs, corridors, or decisions—but instead suggests topics of interest to pursue as a potential vision for future transportation developments in the region.

3. Report on Corridors “Think Tank” Workshop Data Requests

Lynda David, Mark Harrington, Chuck Green)

Mark Harrington referred the Committee to a PowerPoint presentation and reviewed growth rates and projected development at the 2024 horizon year of the current Comprehensive Plan and in the Vision Plan future when Clark County could reach 1 million in population and ½ million jobs. On the maps, growth and location is depicted by dots. The base year (2005) has about 151,000 households, the adopted Comprehensive Plan (2024) has about 230,000 households and the Vision Plan has about 417,000 households. Densities are increased in the existing growth centers by an average 10%. Commissioner Steve Stuart asked whether 14,000 people were added to the adopted Comprehensive Plan as a requested Plan override by the City of Vancouver. Staff indicated they would make this change. Mark noted that the Battle Ground area is projected to receive a significant amount of residential growth.

Mark explained that jobs were projected to double between years 2005 and 2024. Commissioner Steve Stuart again requested that staff include adopted Comp Plan City of Vancouver jobs. Mark said he would work with local staff to make the changes. Mark went on to explain that these maps and data sets on potential future growth will be used as foundation for the Transportation Corridor Visioning discussion.

Commissioner Arch Miller asked for clarification regarding why jobs represented in projections for the year 2024 increased to 2 people per job as opposed to 3 people per job which is the

current status in Clark County. Mark explained that the 2024 Comprehensive Plan indicates that there are approximately 1.12 jobs per household in Clark County. He explained that as Clark County continues to grow, jobs will follow residential development. One of the factors influencing growth in jobs in Clark County is a decrease in the percentage of exchange in terms of residents commuting to Oregon for work. Dean Lookingbill reminded that projections and base assumptions for this Corridor Visioning Study continue current policy trends forward from the twenty-year Comprehensive Plan.

Mark described trip composition, showing a diagram representing trip length as well as the percentage of regional trips traveling through the project area. Mark also addressed questions raised during the previous Think Tank meeting regarding the impacts of the proposed Cowlitz Casino. He explained that the Cowlitz tribe projects the casino to create about 16,700 weekday daily trips, 100 new households, and about 3,200 jobs. Mark explained that the Vision Plan projects 52,000 weekday daily trips for the northwest county area where the proposed casino would be located, as well as 3,000 households and 10,000 jobs so the Plan accounts for additional jobs and households in the area. Commissioner Steve Stuart asked for clarification regarding the density per acre of those projections. Dean Lookingbill explained that these numbers were pulled out specifically to address concerns and questions raised at the Think Tank discussion. The specific concern was whether the Vision Plan modeling incorporates sufficient jobs/residential growth in the Northwest Clark County area including a possible casino, possible growth resulting from a possible casino and general growth in the area. Chuck Green explained that these projections indicate that the information included in the study adequately addresses population growth and job creation in the Northwest corner of the region. Mayor Irish said that the nature of the casino and the land uses that will be impacted by the development of this specific land use will have a direct impact on traffic flow and behavior. He requested that staff provide information regarding how these specific developments (i.e. destinations, resorts, casinos) have impacted traffic behavior in other areas and translate those impacts to Clark County.

4. Conclusions from Corridors “Think Tank” Discussion on Westside and Eastside Columbia River Crossing Corridors *(Chuck Green)*

Jeanne Lawson introduced the concept and background behind the Columbia River Crossing Corridors. She explained that this process addressed the needs and demand projected for the region as a foundation for discussions regarding the location/purpose of a possible new river crossing. This process does not identify or recommend what the actual connection will be.

Chuck Green referred the group to an updated candidate regional corridor map. He explained that the changes made were designed to address the notion of a loop system and alternative links across the river; ideas that were raised during the Think Tank Meeting on September 7th. Chuck reminded the group that this visioning process is NOT part of a NEPA project nor are the

connectors or proposed crossings. Chuck went on to explain that the corridors represented on the map show candidates that will be used to look at the needs and vision for regional transportation.

Chuck noted that there was a strong desire from both the Think Tank and the Steering Committee not to put a regional corridor through downtown Battle Ground. In order to accommodate that, two new corridor options were developed for the north. Chuck referred the group to the map and walked through overviews of each of the North corridor options.

Option North 1:

Chuck explained that Option North 1 provided a greater ability to provide transportation capacity on 199th Street. He also noted that the purpose of Option North 1 would be to serve the east/west demand, which was more effectively addressed if the corridor was not doglegged as previously proposed.

Option North 2:

A Committee member asked if there was any demand for an east-west connection further south. Chuck explained that there is demand for sub-regional connections. He explained that based upon the parcelization and policy framework assumptions, staff analysis did not see any major developments in the sub-region that would require a regional corridor. He went on to mention that staff was simultaneously looking at High Capacity Transit as an option to increase connections in the southern areas of the region.

Options East

Chuck explained that the Lacamas Basin is an issue in locating East corridor options, specifically in terms of avoiding environmental and topographical constraints along the 182nd corridor while moving away from Battle Ground center. Chuck presented brief description of each of the corridor options including Option East 1, Option East 2, Option East 3 and Option East 4. Chuck explained that both Option 4 and Option 3 could provide for transit connections with transit routes extending to the MAX line on the Oregon side. Chuck also explained that these corridor options provide for cross river trips most of which have originate further south than 18th street on the Clark County side.

Option East 4:

There is a possibility to shift this corridor depending upon Camas's plans. A shift could be made to west of Grove Field airfield. An issue is that the corridor goes through downtown Camas which would have significant impacts to Camas though Central Camas is a destination for many trips in this model. The cross-river corridor connection for Option East 4 reflects plans from 1957.

Justin Clary requested data such as a volume map or screenline counts showing movement and trip destinations in the region.

Jeanne Lawson noted that the next step of the Transportation Visioning Study process would be to take information out to the public. She urged the group to think about and anticipate what

types of questions the public might raise and, in turn, what types of data/information staff should work to pull together as they prepare for public outreach.

A Committee member requested that staff work to develop a list of trade-offs for each of the corridor candidates and recommended options highlighted.

A Committee member asked a clarifying question regarding Corridor Option East 2, specifically, if regional access to Option East 1 would be eliminated following the selection of Option East 2. Chuck responded, explaining that if Option East 2 were to be pursued, there would be an opportunity to make a sub-regional corridor that would follow a similar route to Option East 1.

Options West

Chuck went on to field questions and comments regarding the new Westside corridor options. He explained that there are still some concerns on the Westside of the region in terms of the difficulty in planning major corridors before land use decisions or a land use vision are created for the Discovery Corridor. In order to accommodate this, staff developed several corridor options to accommodate trips going south on the west side of the region. Chuck provided a brief overview of these options, referring the group to a map outlining major routes and environmental constraints.

Chuck explained that there are a lot of engineering challenges and considerations in planning for a river-crossing on the Westside of the County. He said that the main impacts to consider will be railroad and Port impacts, as well as the interaction between northern trips and other Port trips. Chuck went on to describe the strong trip interactions between St. Helens and other Portland NW regions and a Westside river crossing connector. Commissioner Steve Stuart suggested that staff pursue a connection between Columbia Boulevard, across the tip of the Port and connecting up with the regional corridor. Mayor Irish responded that if the crossing took this path it would cut through the NW industrial park.

Sharon Nasset explained that this crossing and this corridor have also been studied on the Portland side by the I-5 Task Force. Jeanne responded to the comments raised by Committee members and the public, reminding the group that any recommendations and corridor candidates that come out of this discussion would be subject to heavy analysis later in the process.

Commissioner Arch Miller responded to some of the comments raised regarding the Port crossing. He explained some of the Port constraints, namely regional freight mobility and Willamette river crossings, and recommended a different route to that suggested by Commissioner Stuart.

5. Review of Overall Corridors Visions for Regional and Sub-Regional Corridors (*Jeanne Lawson, Chuck Green*)

Chuck moved on to review the results and impacts of the regional and sub-regional corridor alternatives. He began with the Westside connections explaining that Westside corridors provide relief to I-5 (about 8% fewer trips on I-5). Chuck mentioned that traffic modeling also suggested that there are a lot of people using I-205 that really want to be on I-5. In addition, land use implications on both sides of the river increase cross-river travel about 3-4% (latent demand).

Jack Burkman asked for clarification regarding the main benefit of the Westside corridor, given the impacts that Chuck just mentioned. Chuck explained that the main benefit of the Westside Corridor connection is that it provides an arterial or local alternative to I-5, which provides some relief to the St. Johns (Portland) area and enhances Port to Port connections between Portland and Vancouver. Burkman responded, suggesting that the quantitative evidence doesn't seem to support the viability of the Westside connection as a corridor.

Jeanne Lawson reminded the group that these corridor options have been studied in order to address the scope and charge of the RTC Steering Committee. She explained that recommendations do not need to be pushed forward at this point in the process. Commissioner Steve Stuart suggested that the Discovery Corridor will have a major impact on job location, population distribution, traffic and freight flow. Burkman went on to suggest that the southern connections should be included as a separate alternative in order to break apart the data and present the benefits of the Westside corridors to the public.

Commissioner Arch Miller mentioned that the Port of Vancouver is looking to expand, which will increase freight traffic to about 1,000 trucks a day. He said that Mill Plain through downtown Vancouver cannot handle this type of traffic increase. He explained that the south corridor across the river serves as an additional outlet for those trucks as well as the cars that will be moving into and out of these two areas. Commissioner Miller went on to mention that staff and Steering Committee members need to be prepared to field questions from the public when this information goes out the community.

Mayor Irish expressed a concern that these corridor alternatives appear solely to represent freeway options. His concern centered on a desire to address the charge of the RTC Visioning Study---mainly to suggest connections that would help to connect to a grid system and to promote greater access within the Clark County region. He noted that if the Steering Committee suggested routes that are designed to alleviate traffic on I-5 and I-205 then the Committee is suggesting freeways that seem to be outside of the scope of the project.

6. Approach and Schedule for Study Outreach (*Jeanne Lawson*)

Jeanne Lawson revisited the main points, and follow-up items. These items included:

- Looking at a different connection for the west river crossing
- Screenline volumes in terms of looking at the demand for both the east and the west sides options
- Clarifying and showing the river crossings as separate options
- Details/information regarding the traffic impacts of the casino
- Changes related to growth for the City of Vancouver's as part of the Comprehensive Plan process

Jeanne then moved into a discussion of the next stage of the Transportation Corridors Visioning process to bring information regarding the Committee's recommendations to the public. She explained that previously in the process, there was not enough clarity or detail regarding corridor considerations making it difficult to present this information to the public. However, at this point in the process, there is now enough detail and data behind recommendations to make outreach more successful. She went through a list of 2007 outreach events and opportunities, including:

- RTC Board meeting briefings
- Bi-state Coordination Committee meetings
- SR-502 open house
- Clark County fair

Jeanne said there is a need to move forward quickly with outreach efforts in order to effectively gather feedback and input from the public. She explained that staff was looking at a November outreach schedule which would work to refine the "story" of the project, create fact sheets, update the project website, and create press releases in preparation for a community open house. She went on to explain that the November open house would allow for RTC to combine the event with an open house on the Metropolitan Transportation Plan update. She explained that the hope would be to bring feedback from the public to the Steering Committee in December 2007.

Dean Lookingbill explained that this process will begin with the RTC Board meeting on November 6. Jeanne and Dean also emphasized the need to share the Study with the media. Dean explained that the focus of these potential new corridors is about serving the population growth and employment growth that the area will witness in the next 50 or so years. Jeanne Lawson welcomed comments and suggestions regarding the story board slides that were presented to the Committee. She asked if the group was comfortable with taking this information out to the public. Arch Miller expresses a concern with a news/media emphasis on outreach. He explained that in his experience residents read headlines. He also mentioned that the Oregonian circulation in Clark County was quite low. Jeanne acknowledged this will be a challenge. She suggested outreach through neighborhood mailings. Commissioner Steve Stuart

suggested that the Open House could also be combined with High Capacity Transit Study outreach efforts. Jeanne and Dean agreed with this suggestion, and acknowledged that there was an interest in coordinating the two projects.

7. Public Comment

Tad Winiacki-

Mentioned that the high speed transport map he addressed earlier include provision for movement of freight of less than ½ ton. He explained that this freight movement could help to alleviate some of the freight mobility concerns that were raised earlier in the Committee's discussion.

Sharon Nasset-

Urged the Steering Committee to look at the I-5 Columbia River Crossing project Task Force numbers and compare them with the Vision Plan. She said the Columbia River Crossing study did no engineering, no modeling and no design but said 27% of trips would be taken off I-5 whereas this Study reports 8% shift from I-5. She quoted analysis reports from the I-5 Columbia River Crossing. Jeanne Lawson asked that the particular analysis she was quoting from be provided to Chuck Green for his review. Ms. Nasset also reiterated the point she made earlier regarding Bridge Influence Area.

8. Next Steps and Close (Lynda David, Jeanne Lawson)

In closing, Jeanne expressed a small concern with the upcoming schedule and compressed timeline for outreach events. She noted that project staff wanted to maintain momentum, but would be open to considerations if steering committee members felt that the timeline was too short. The group seemed to agree with the proposed schedule and recommended that staff move forward with outreach events.

Due to the compressed November timeline, there will be no November Steering Committee Meeting. The next meeting will be held on December 7th, 2007 from 9:30 a.m. until 11:30 a.m. at the Public Service Building in Vancouver.

Clark County Transportation Corridors Visioning Study

Steering Committee

October 5, 2007



AGENDA

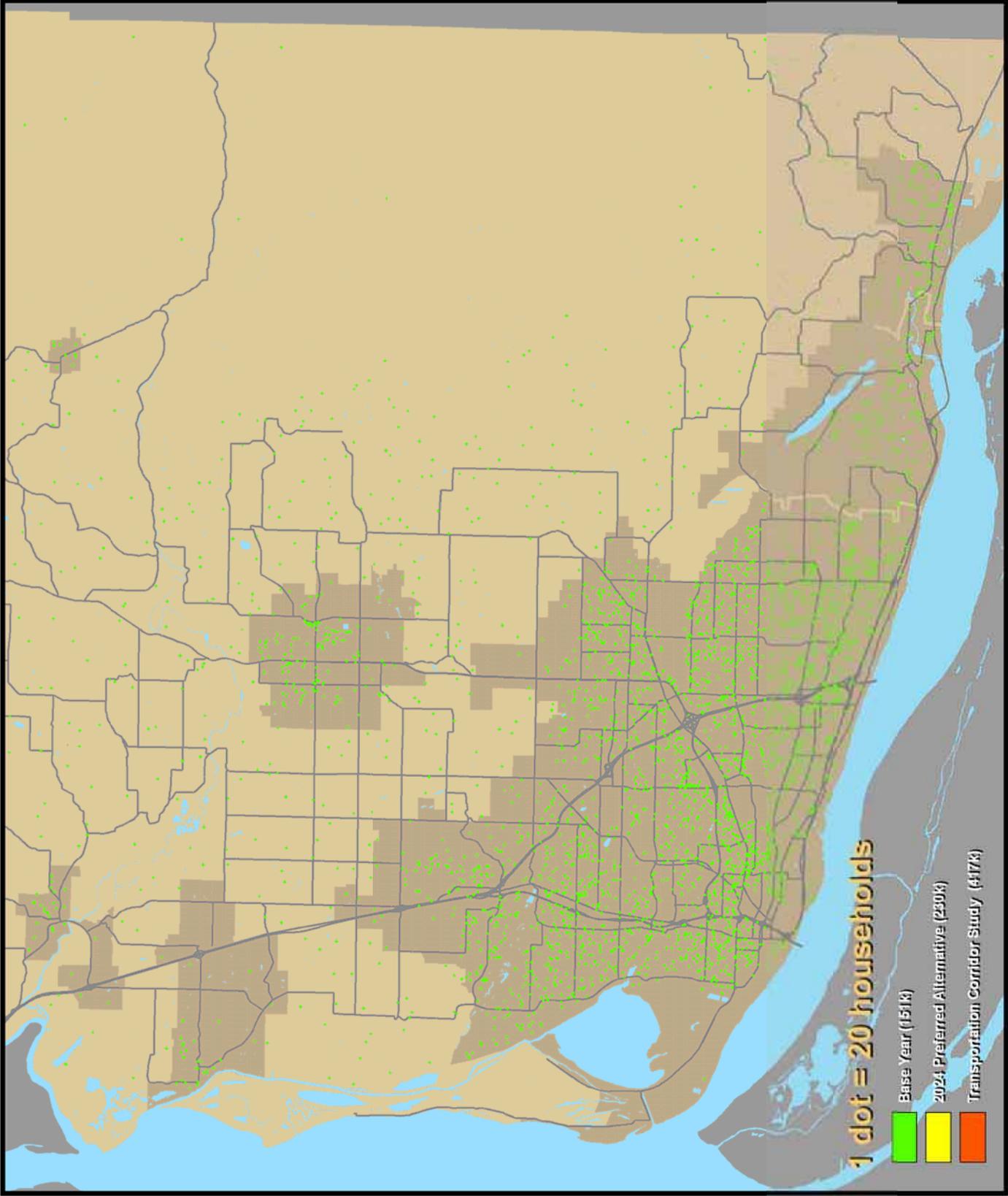
- Respond to Think Tank Questions
- Review Westside, Eastside, “Loop” New Regional Corridor options
- Identify key policy issues for developing a set of conclusions
- Discuss strategies for recommending new regional transportation corridors
- Discuss approach and schedule for public meetings

Housing and Job Growth Assumptions

- Compares existing, 2024 Comprehensive Plan, and Vision Plan assumptions
- Dots represent 20 households and 40 jobs

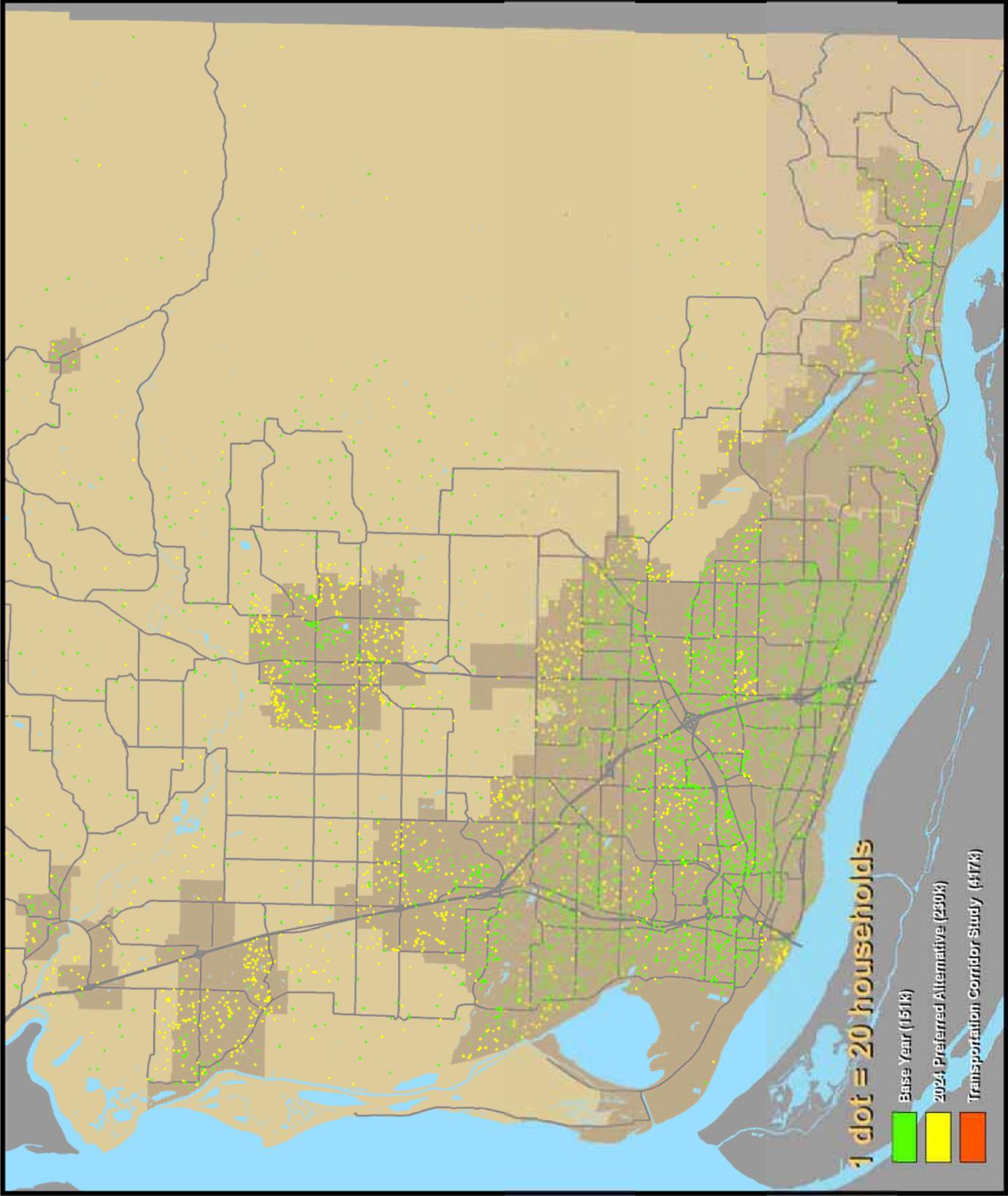
1 dot = 20 households

-  Base Year (151k)
-  2024 Preferred Alternative (250k)
-  Transportation Corridor Study (417k)



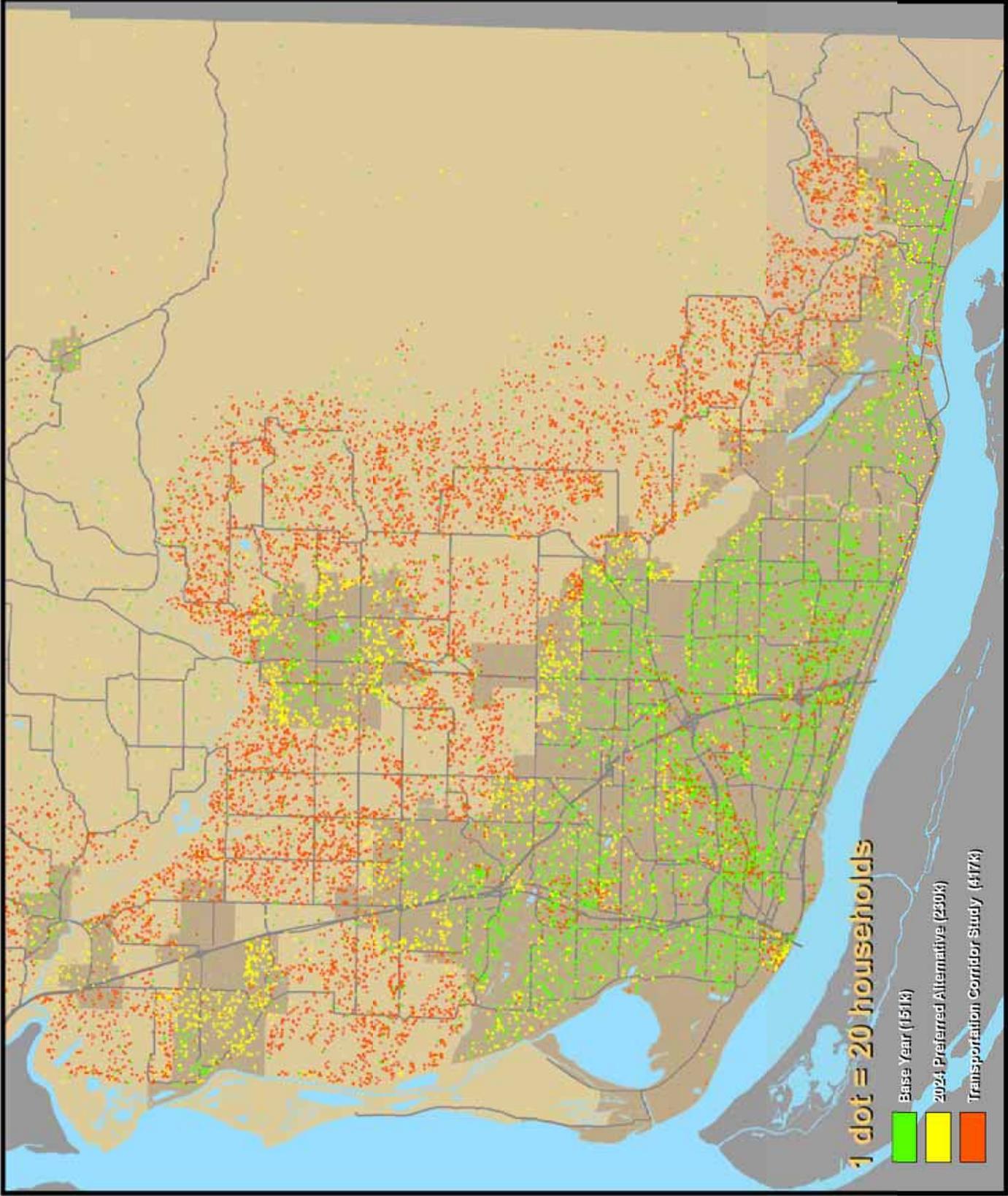
1 dot = 20 households

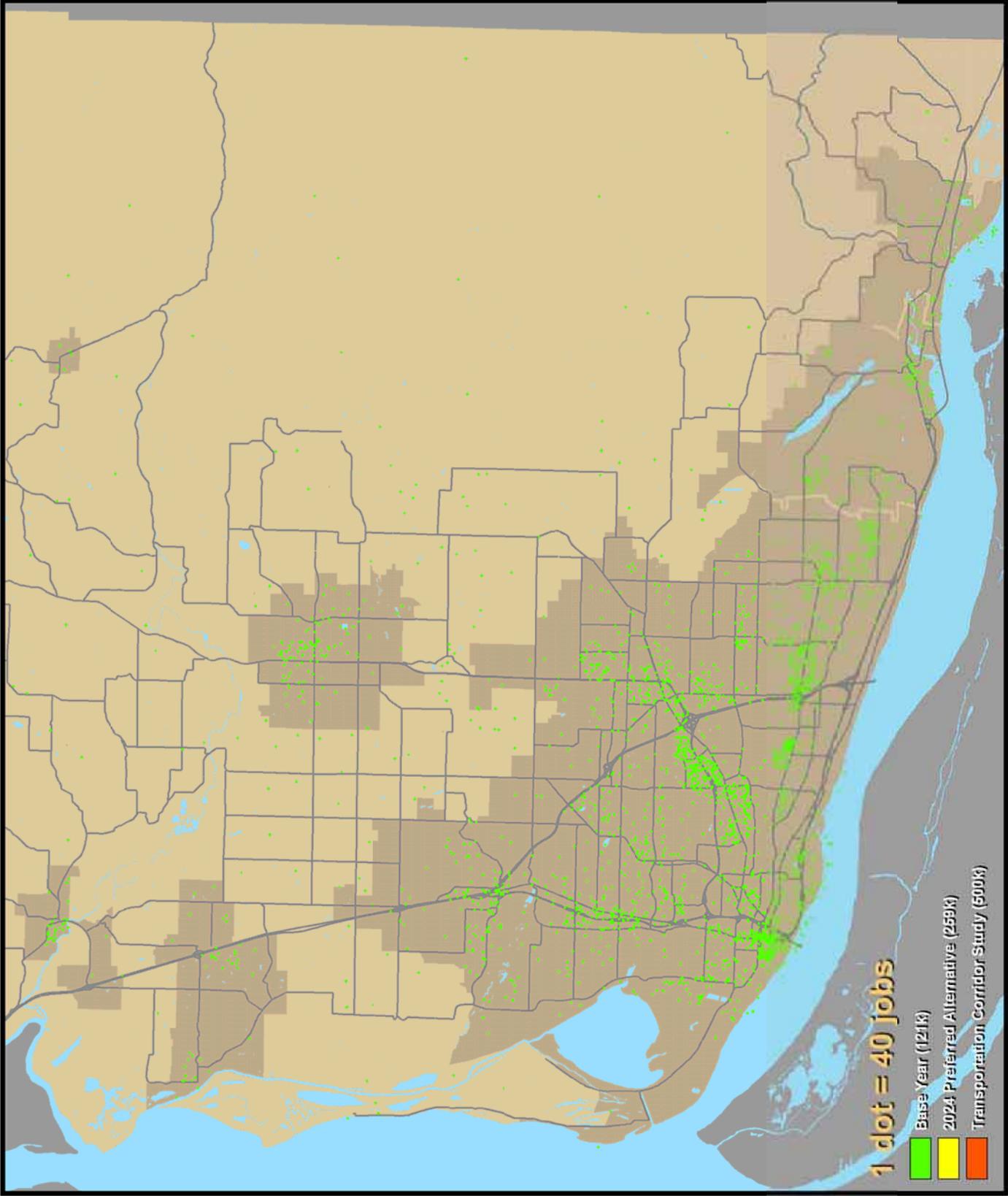
- Base Year (151k)
- 2024 Preferred Alternative (250k)
- Transportation Corridor Study (417k)

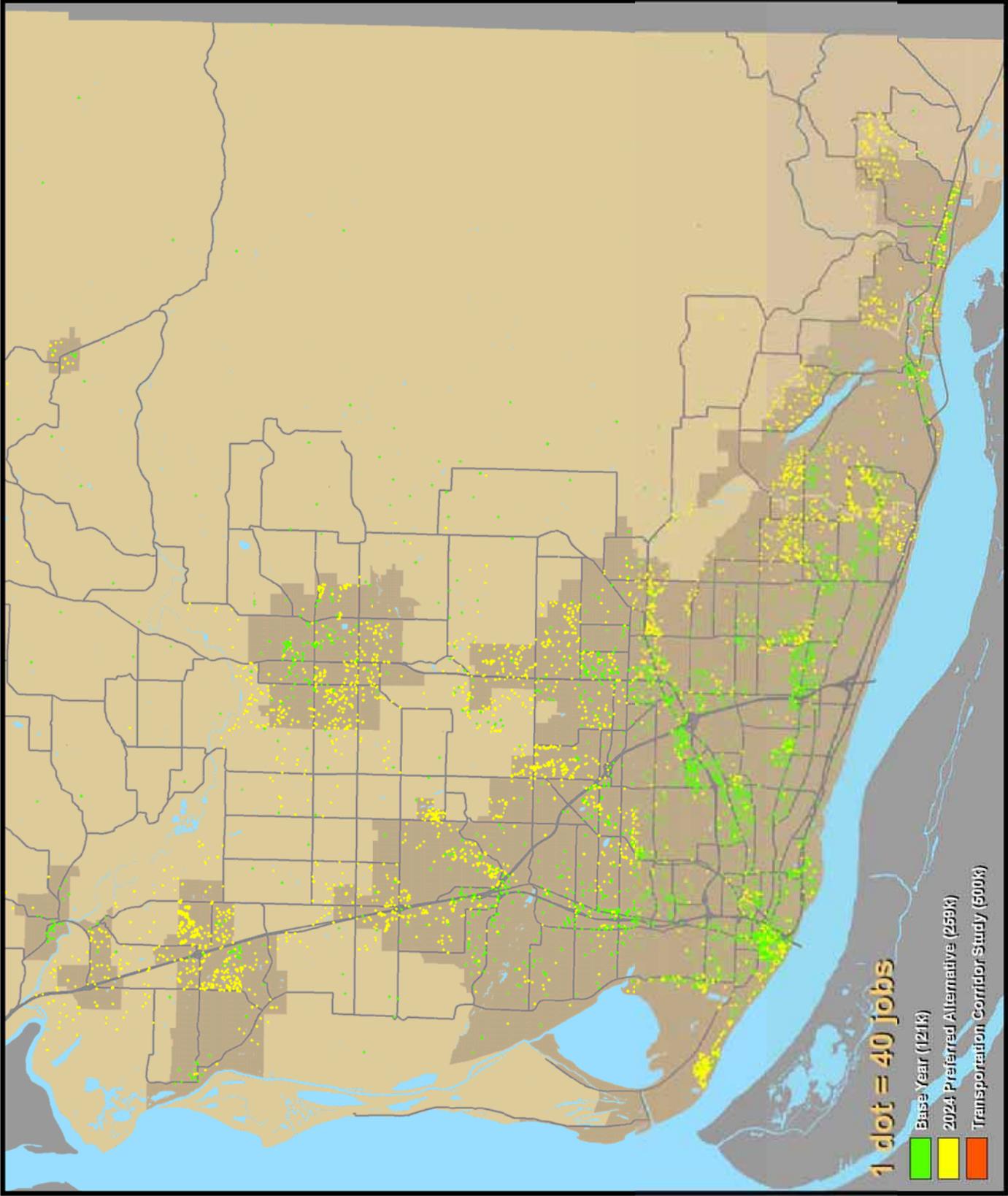


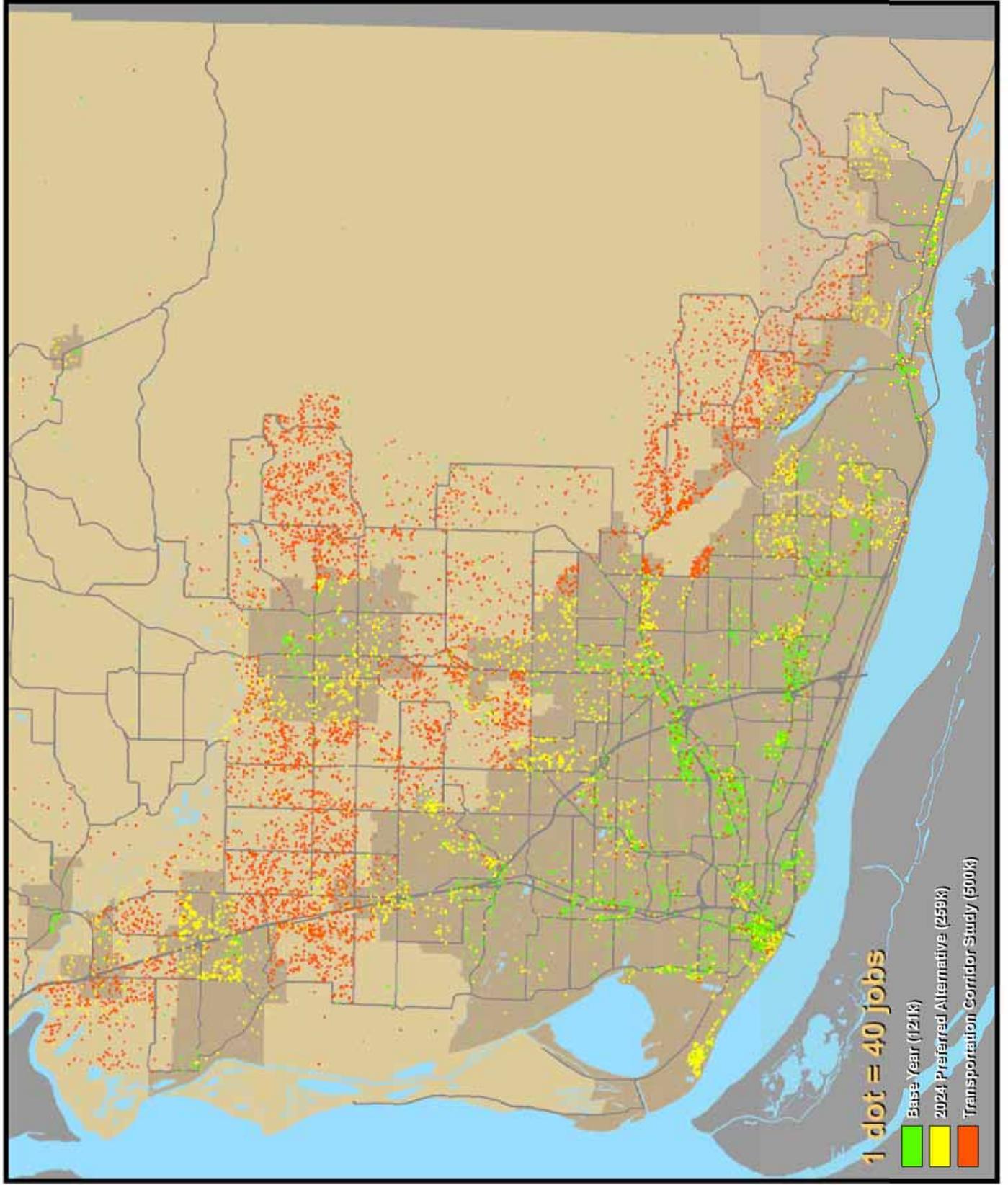
1 dot = 20 households

- Base Year (151k)
- 2024 Preferred Alternative (230k)
- Transportation Corridor Study (417k)









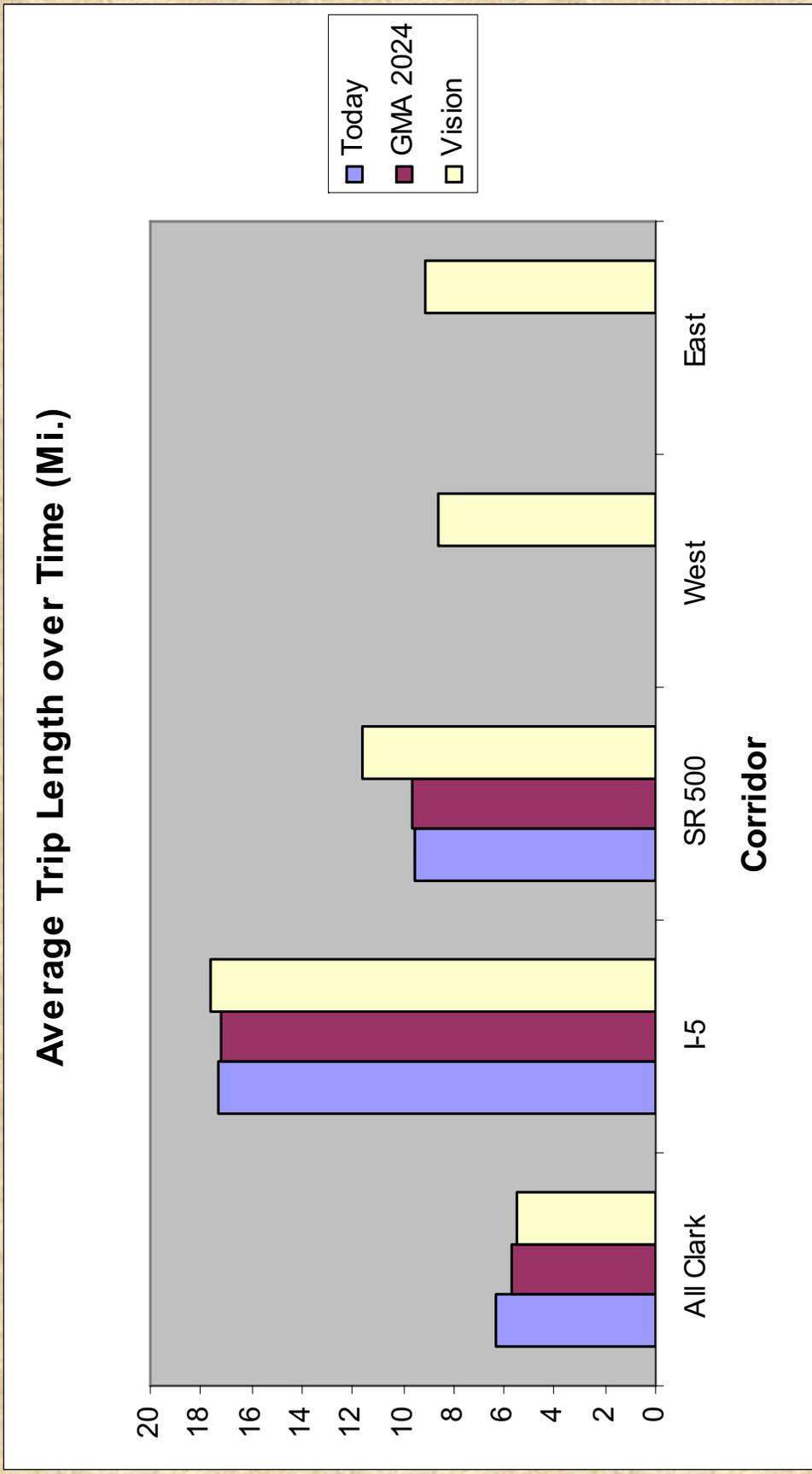
1 dot = 40 jobs

- Base Year (121k)
- 2024 Preferred Alternative (256k)
- Transportation Corridor Study (500k)

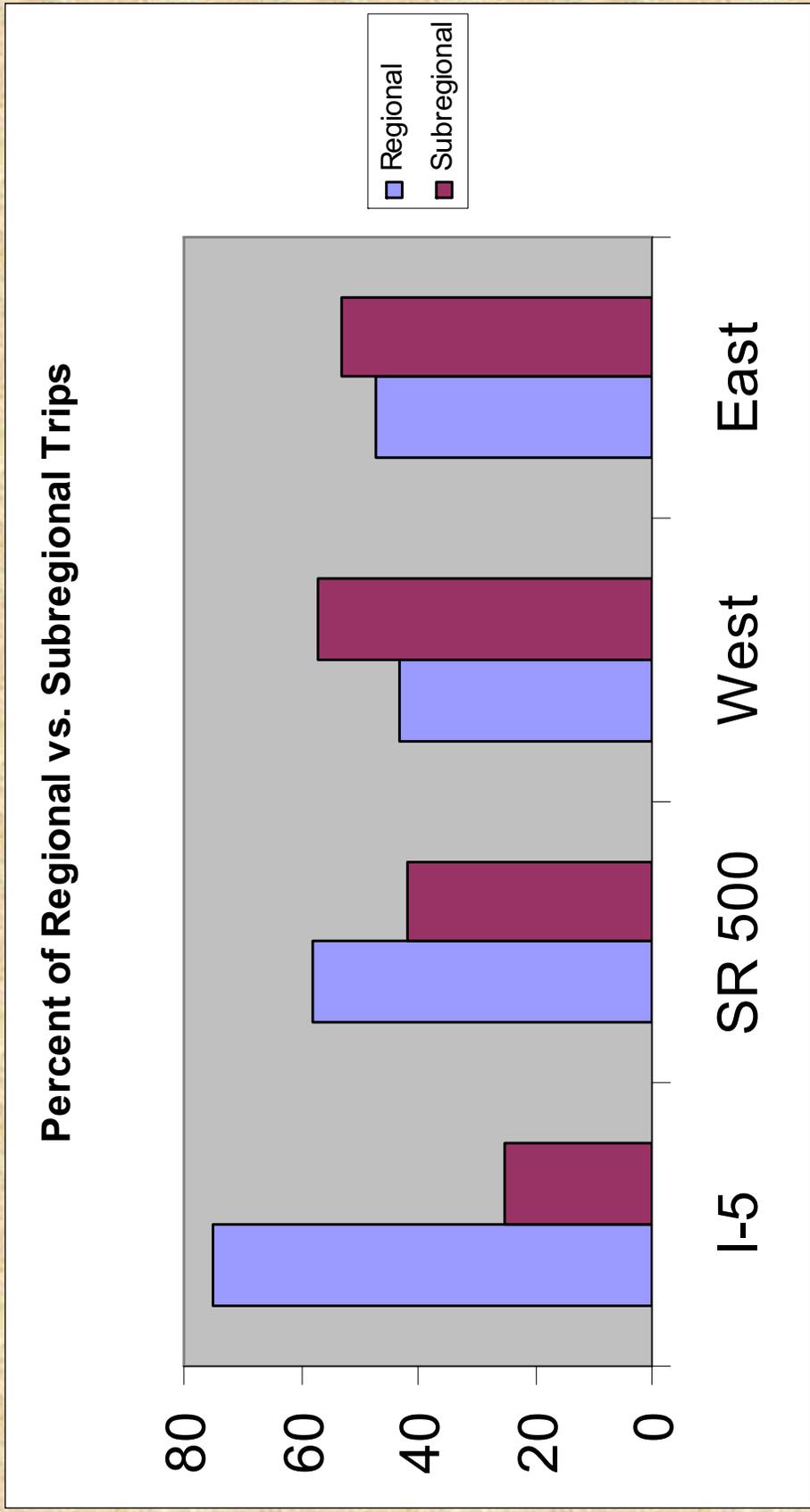
Regional vs. Subregional Trips

- Average Trip Length >8 miles = Regional Trip
- Vision Plan scenario for current locations (I-5 north of Interstate Bridge, SR 500 east of I-5)
- New Corridors: Westside north of Fourth Plain, Eastside north of Camas
- Trip length summarized for countywide trips

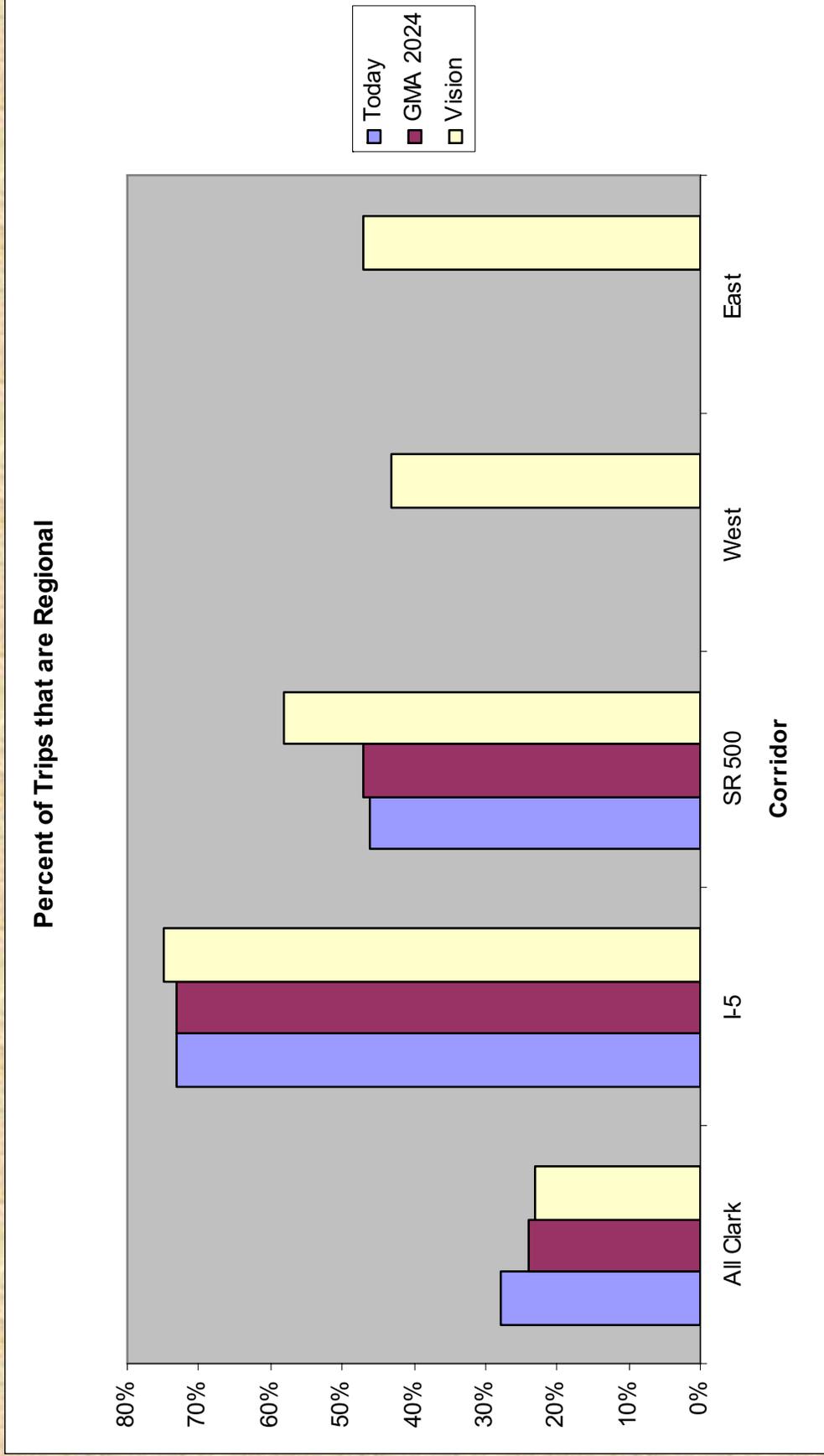
What type of trips use these corridors?



What type of trips use these corridors?



What type of trips use these corridors?

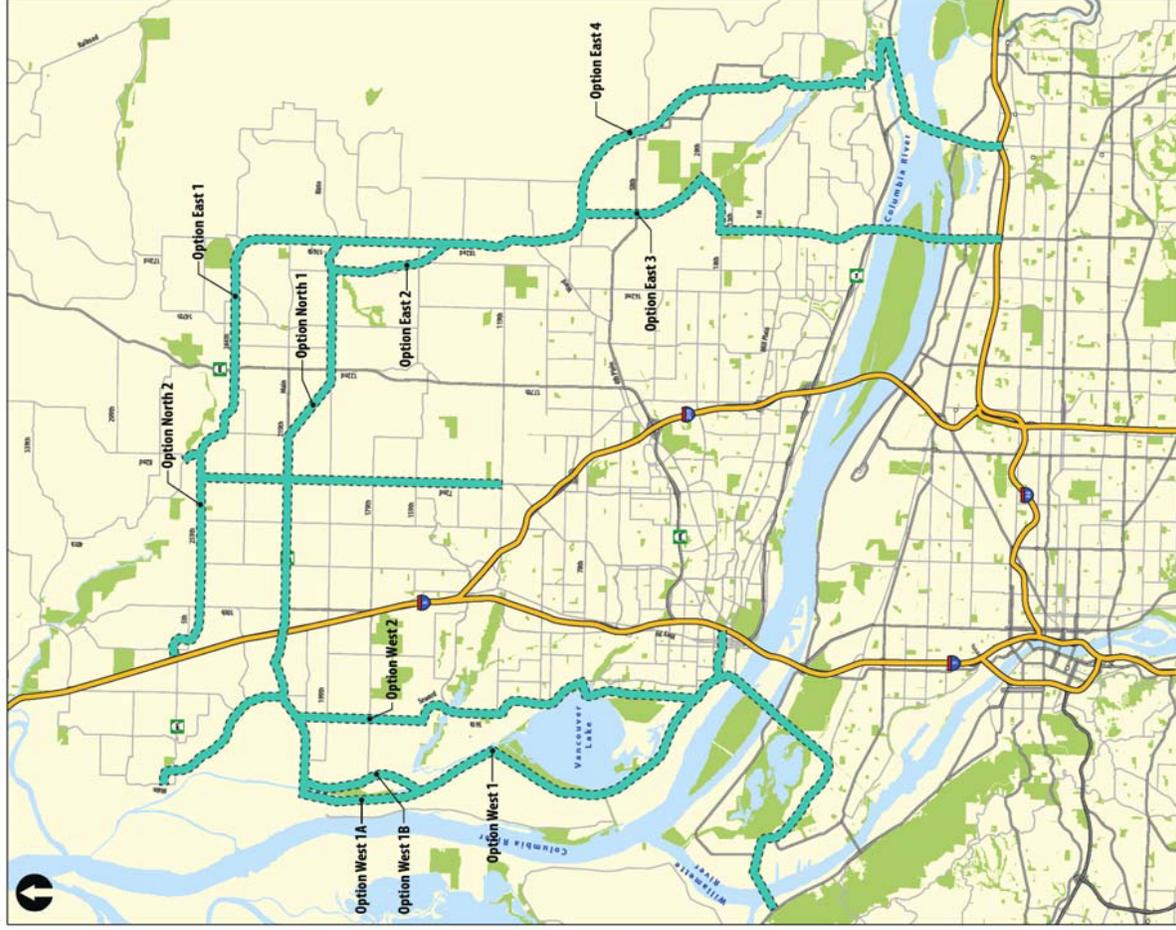


How is Cowlitz Casino Considered?

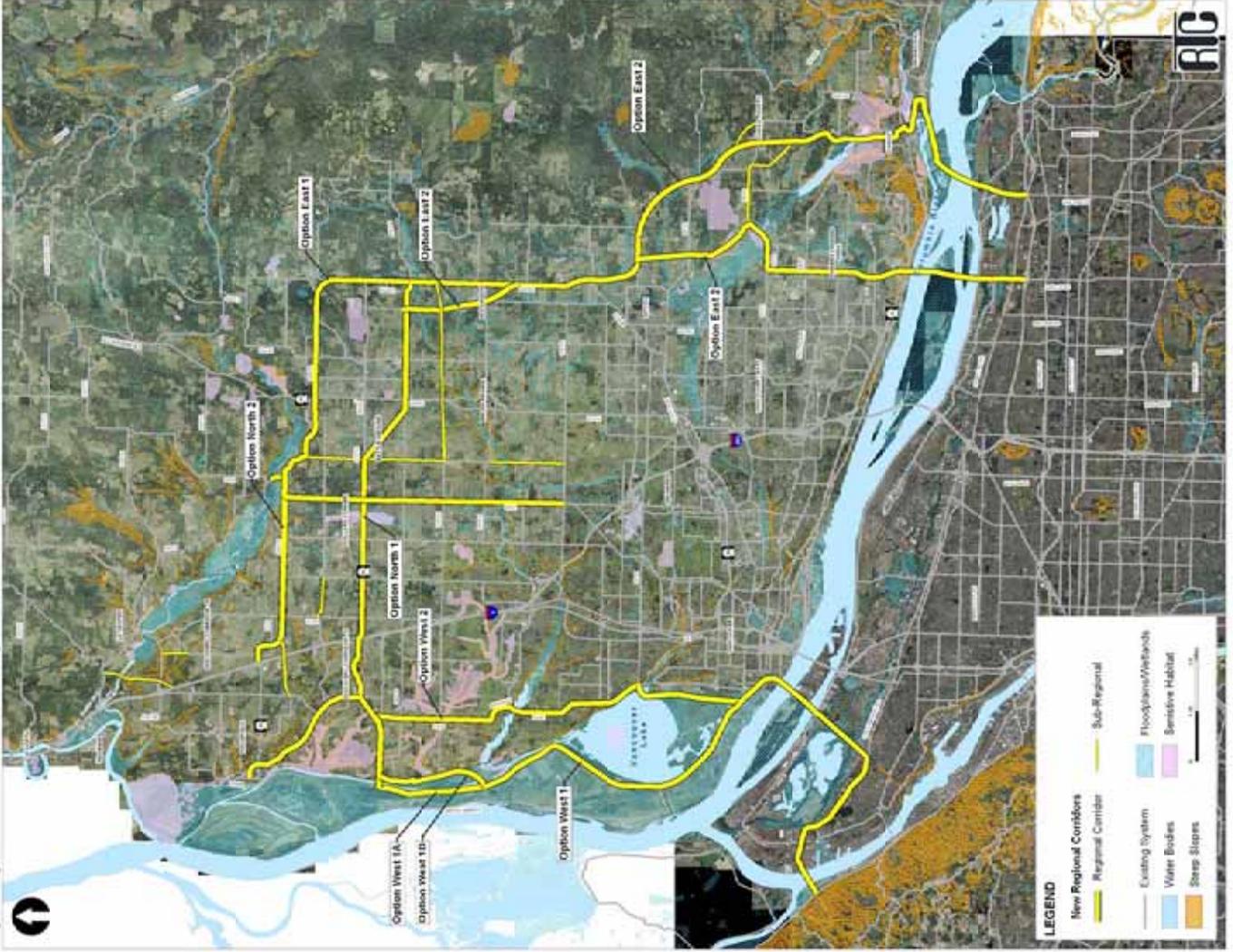
Measure	Vision Plan Model	Cowlitz Casino EIS Traffic Study
Weekday Daily Trips	52,000	16,700
Land Use	3,000 households, 10,000 jobs	<100 households, ~3,200 jobs

Corridor and Crossing Maps

RTC



Recommended
Candidate
Corridors for
Consideration

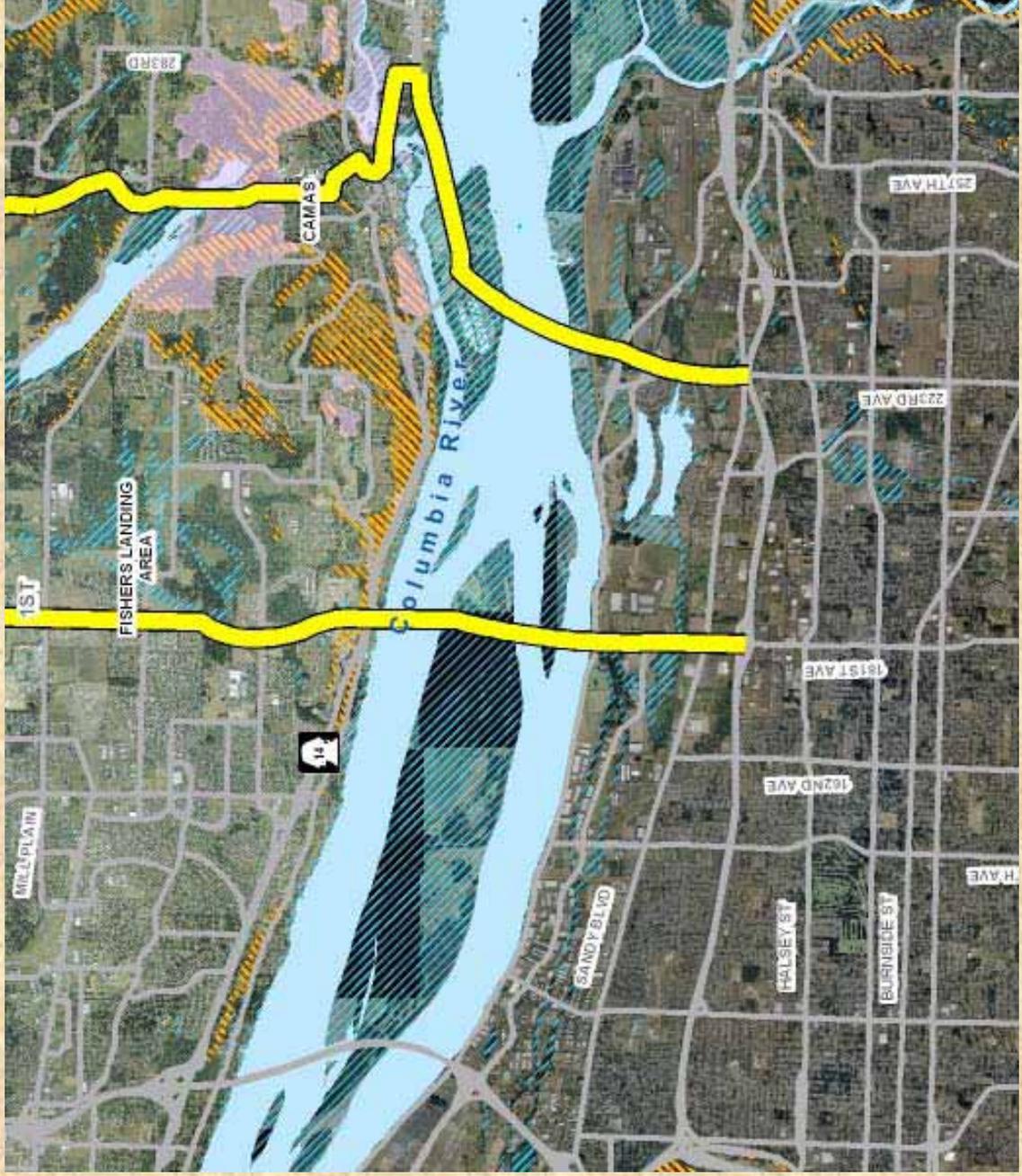


Recommended
Candidate
Corridors for
Consideration

Westside Candidate Corridors Crossing the Columbia River



Eastside Candidate Corridors Crossing the Columbia River



Findings: New Westside Corridor and Crossing West of I-5

- Minor relief to I-5 (about 8% fewer trips)
- Some I-205 trips backfill onto I-5 Bridge
- Minimal relief to I-205 due to trip shifting
- Land use implications on each side of river (along the corridor)
- Increases cross-river travel about 3-4% (latent demand)
- Some Clark County trips shifted off of I-5 corridor north of Columbia River

Findings Continued: New Westside Corridor and Crossing West of I-5

- Washington side: exhibits characteristics of both a regional and sub-regional corridor: half of Clark County trip ends are Ridgefield and north, half are central/west Vancouver area
- Oregon side: over half of trip origins/destination are longer distances: central Portland and I-5 south, Cornelius Pass, and northwest along US-30

Findings: New Eastside Corridor and Crossing East of I-205

- No impact to I-5
- Some relief to I-205 (15-20% fewer trips; sub-regional trips removed; still over capacity)
- Land use implications on each side of river (along the corridor)
- Increases cross-river travel about 7-10% (latent demand)

Findings Continued: New Eastside Corridor and Crossing East of I-205

- Washington side: Exhibits characteristics of a sub-regional corridor: most Clark County trip ends south of 18th Street and east of I-205
- Oregon side: over half of trip origins/destinations are within 2-3 miles of crossing: sub-regional corridor.

Where do we go from here?

- RTC Board presentation
- Public meeting/open house
- Evaluation of costs, potential impacts
- Findings and Conclusions
- Corridor preservation strategies and next steps

Public Outreach – What’s Been Done

- RTC Board Meetings: Updates April, May, & September 2006; June & August 2007
- SR 502 Open House: June 2007
- Clark County Fair: Aug 2007
- Bi-State Coordination Meetings: March & April 2006, July 2007

Public Outreach Strategy

- Project “Story Boards”
- Complete the Fact Sheet
- Mid-November: outreach meeting(s)
- Update RTC Website with Visioning Study info.
- News feature
- Jurisdictional outreach – November, December
- Bring Feedback to Steering Committee in December 2007

RTC Corridor Visioning Project Steering Committee

9:30 to 11:30 a.m., Friday December 7, 2007

Public Service Center, 6th Floor Training Room, 1300 Franklin Street, Vancouver

Steering Committee Members:

Commissioner Randel (North County), Mayor Irish (C-TRAN), Mayor Idsinga (Battle Ground/Yacolt), Commissioner Stuart (Clark County), Councilperson Leavitt (City of Vancouver), Commissioner Miller (Port of Vancouver), Councilperson Gerde (East County), and Don Wagner (WSDOT)

AGENDA

Meeting Purpose:

- To provide the Steering Committee with feedback from outreach efforts.
- Final review of candidate corridors and summary map prior to drafting Study Report document.
- Discussion of strategies for preserving new transportation corridors.
- Review timeline for conclusion of current phase of the Corridors Visioning Study.
- Discussion of what happens after Study Conclusion.

9:30 a.m.	Welcome and Introductions <ul style="list-style-type: none">• Introductions• Review meeting summary and outcomes of meeting #9 held on October 5, 2007• Review today's agenda	Lynda David, RTC
9:40 a.m.	Public Comment	
9:50 a.m.	Feedback from Outreach Efforts <ul style="list-style-type: none">• Report on November 6 RTC Board presentation and November 15 open house.	Lynda David, RTC Chuck Green, PB
10:00 a.m.	Review of New Candidate Regional Corridors and River Crossings Map <ul style="list-style-type: none">• Westside• Eastside• Loop, east-west connection	Chuck Green, PB
10:15 a.m.	Strategies for Preserving New Transportation Corridors	Chuck Green, PB
10:30 a.m.	Drafting of Final Report	Chuck Green, PB
10:45 a.m.	Timeline to Study Conclusion and Next Steps	Chuck Green, PB; Lynda David, RTC
11:10 a.m.	Public Comment	
11:20 a.m.	Meeting Close <ul style="list-style-type: none">• Next meeting date: January 11, 2008, 9:30 to 11:30 a.m. (tentative)	Lynda David, RTC

**RTC
Corridor Visioning Project Steering Committee**

MEETING REPORT

**9:30 to 11:30 a.m. Friday December 7, 2007
Public Service Center, 6th Floor Training Room
1300 Franklin Street, Vancouver**

Steering Committee Members:

Roy Randel (Port of Ridgefield), Helen Gerde (City of Camas), John Idsinga (Battle Ground), Tim Leavitt (City of Vancouver)

Steering Committee Staff:

Pete Capell (Clark County), Rob Charles (Battle Ground), Justin Clary (City of Ridgefield), Katy Brooks for Larry Paulsen (Port of Vancouver), Ed Pickering (C-TRAN), Phil Wuest (City of Vancouver), Jim Dunn (City of Washougal), Jeff Hamm (C-TRAN), Jack Burkman (WSDOT)

RTC, Consultant Staff, and Local Staff Present:

Lynda David (RTC), Chuck Green (PB), Mark Harrington (RTC), Jeanne Lawson (JLA), Adrienne DeDona (JLA)

Citizens:

Tad Winiecki

1. Welcome and Introductions (*Lynda David and Jeanne Lawson*)

Lynda David called the meeting to order and led introductions. She defined the purpose of the meeting and reviewed the agenda.

- Jeanne discussed the status of the committee and that we've reached the point when the group should be beginning to document the work that has been done. She also noted that there is about to be some turnover in the committee due to recent elections that have taken place. Lynda added that the purpose of this meeting would be to make some decisions about what to include in the draft report. Lynda also stated that the draft report would be issued in January, additional input would be provided in February and Board action to approve the report would be in March. RTC's desire is to have this phase conclude within the next two months or so.
- Jeanne mentioned that there should be a discussion about whether or not to include a statement in the report about the need for a street grid system.
- Jeanne and Lynda also discussed with the group the importance of making decisions about who would continue to be involved through this phase of the process or if they could bring a replacement up to speed. The overall sentiment of the group seemed to be that it was important to make decisions with the people who have participated throughout this study.

2. Public Comment

Tad Winiecki –

Stated that he removed the vacuum tube route from the wildlife area where the hunters would shoot it. He also mentioned that there are some known restrictions with building limited access highways –they become barriers for other crossings in some cases. This causes more

congestion. Mr. Winiecki suggested that the group plan ahead and make considerations for arterial crossings that facilitate pedestrian and bicyclist crossings and prevent added congestion.

3. Feedback from Outreach Efforts (*Lynda David*)

Report on November 6 RTC Board presentation and November 15 Open House

Lynda summarized the public outreach that has occurred for the project, which includes:

- Began outreach at Clark County Fair in 2006 and in 2007.
- Provided information at SR 502 outreach meetings in June 2007.
- Provided information about possible corridors for cross-river travel at the Bi-State Coordination Committee meetings.
- Provided regular status reports at RTC Board meetings.

November 15th Open House

- Media outreach – sent press releases to The Columbian, The Reflector, The Camas Post, and The Oregonian. The end result was fairly short pieces regarding the Open House.
- A one page flyer circulated to the city and county neighborhood mailings.

Open house on November 15th – Staff in attendance got good feedback about some of the alignments – the overall feedback was positive. Most people applauded the effort and need for new corridors. There was some support for the loop concept and new crossings over the Columbia. There were no comments received about the west corridors. There was general support for the new east-west corridor (North corridor) connection. There was some concern over one of the east alignments. About 25 or 30 people attended, although not many signed in. There were quite a few comments supporting 219th as an east-west connection. People were aware of the CRC and were generally supportive, including planning for future, additional crossings. Some people were cautionary about the costs for Columbia crossings.

Questions/Discussion:

Group - Questions were raised about the distribution of the open house notices. Staff in attendance stated that there were attendees from all around the County. The Open House also included information about the Metropolitan Transportation Plan and the Clark County HCT System study.

Jeanne - Noted that it was important to put the public outreach in perspective. There was certainly a lot more that could have been done, but the agreement from the group was that, given the limited budget, it didn't seem appropriate to spend the money to do a countywide mailing at this point in the process. A more aggressive outreach can take place after some decisions have been made.

Lynda - Pointed out that there had been a change in reporters at the Columbian covering Transportation. Lynda and David Cusack had spoken with Columbian reporter Michael Anderson about the Corridors study earlier in 2007 but Don Hamilton is covering transportation now.

Councilmember Leavitt – Requested that there eventually be a follow-up effort with the reporters to provide them with a more detailed overview/orientation to the project.

4. **Review of New Candidate Regional Corridors and River Crossings Map** (*Chuck Green*)

- **Westside**
- **Eastside**
- **Loop, east-west connection** (renamed to “North” corridor)

Chuck provided a quick report on the status of the map showing new candidate regional corridors and river crossings. Chuck began discussion saying the cross river alignments have not received a lot of discussion outside of the Steering Committee other than some review with the Portland side at the Bi-State Coordination Committee. The next step is to start focusing on these alternatives and making decisions about which corridors to forward into future phases of the Visioning Study and perhaps eventually include in the Metropolitan Transportation Plan.

Questions/Discussion:

Jeff Hamm – Questioned whether the corridors match well with corridors planned for improvement in the County’s adopted growth management plan.

Chuck – Responded that the corridors had been looked at but pointed out that some of these future proposed corridors are still outside of the urban growth areas. We are looking at establishing some sub-regional corridors or upgrading them over time as the areas continue to urbanize under the new plan. Areas that are substandard now are going to become even more substandard. We are also looking at drawing a box around I-5 from 179th street north (in the area of the Discovery Corridor plan). At this point in time it’s difficult to determine what that transportation system should look like in the area of the Discover Corridor. We currently don’t have enough land use information to make decisions about what that might look like.

Councilmember Leavitt – Commented that he thought there might be some County plans related to the Discovery Corridor area.

Chuck - Said the plans for the area north of 179th are still unclear but Ridgefield does have a parallel arterial system in their plan.

Katy Brooks – Commented that the west side crossing seems to be serving a very limited market.

Chuck – Answered by saying the alignment previously considered a crossing to Sauvie’s Island, which was later removed based on previous political decisions.

Katy Brooks – Said there are always going to be issues with crossings, there will always be tradeoffs that have to be made. We should continue to look at crossings purely as how they will benefit trade and economic development.

Chuck – Said that, when evaluated, they did see that the further north or west the optional crossings were, the less market they served.

Councilmember Gerde – What do the green areas on the map represent?

Chuck – The green areas represent areas where a couple of combinations could be put together.

Councilmember Gerde – Requested a similar option down on the east end in Camas near the Mill (option E 4).

Mayor Idsinga – Questioned whether Option West 4 was aligned on Columbia Boulevard.

Chuck – Confirmed that Option West 4 did follow Columbia Boulevard and its connection to I-5. Chuck also commented that some of these corridors are serving as an I-5 bypass.

Mayor Idsinga – Commented that the Columbia Boulevard connection would also serve as a great freight corridor option.

Commissioner Randel – Commented that Port traffic comes out of 4th Plain Boulevard out of the docks and asked where the traffic then went to?

Katy Brooks – Answered that 72% of Port traffic is rail and this will rise to 80% in the future.

Commissioner Randel – The Port is generating a tremendous amount of truck trips. Does it make sense to put them on I-5? Should we be thinking about other options?

Chuck – The trucks have a variety of destinations. Getting from Terminal 4 to the St. Johns Bridge would include some type of access through a neighborhood area. The preferred access is at Marine Drive or Columbia Boulevard. From there, most trips go south or east.

Commissioner Randel – Commented that planning efforts underway in Oregon would have to consider this additional access to I-5 at these locations.

Councilmember Leavitt – Mill Plain is going to have a hard time supporting additional truck traffic so we are going to have to come up with another alternative.

Mayor Idsinga – asked if rail is going to keep going up wouldn't that also mean an increase in the number of trucks. Trucks would like to avoid other traffic. If there is a bridge between the Ports it would be a benefit to congestion north and south as well as to both Ports.

Jeff Hamm – Isn't the preference to put freight on I-5? Shouldn't we be providing access options for other traffic?

Mayor Idsinga - Trucks will take the easiest route vs. the shortest route. They want to maintain speed and reduce contact points with cars.

Jack Burkman – Commented that he seemed to remember this study didn't show as much volume on the west side, north of the river.

Chuck – Answered that north of 78th Street there were between 6,000 (West 1 options without crossing) and 14,000 (West 1 options with river crossing) vehicles a day but about 70,000 vehicles a day on East options (north of 78th Street, without river crossing). Chuck said west side river crossing options don't so much serve interstate needs but serve sub-regional markets.

Commissioner Randel – Inquired about the impact to the wildlife refuge.

Chuck – Answered by saying the option shown does clip a small area of refuge which would have to be addressed in an EIS. He also stated that the completed report will analyze each alignment and include information of this kind.

Katy Brooks – Asked if there was any value to color coding what corridors have the most intensity since it seems like the western most option gathers the least amount of trips.

Chuck – Answered by saying that color coded maps based on the volumes are available and the report will likely include this type of information.

Mayor Idsinga – Is there a possibility of combining option west 1 and 2?

Chuck – We can engineer what this could look like.

Jeff Hamm – Is there a possibility of reporting mode split?

Mark Harrington – The study has typically reflected where people desired to go rather than the mode they would be traveling in – right now it wouldn't be a fair or accurate representation to report mode split.

Jeanne – Stated that the original purpose was to get ideas for future corridors rather than focus on mode. She did comment that there should be some documentation of this in the study report.

Jeff Hamm – There seems to be some tension between transit and non-transit oriented travel.

Chuck – We could show which corridors would be better for regional transit routes. Some routes have better alignment with transit connections based on where they are coming from and going to. The east west connections do not seem to have those types of opportunities.

Jack Burkman – Questioned is there some way to preserve some of these corridors for transit and how do we get that reflected into this report? When looking at this I cannot differentiate which of these would be better over another.

Mark Harrington – What we've come up with here is very tied to the land use assumptions. A different land use plan could change this transportation vision. These corridors are very dependent on land use development. Tension between transit and highway is also tied to the type of future land use development. These are potential corridors and the caveat that underlies the study is the land use assumptions made.

Jeanne – There are assumptions that there will be transit on some of these corridors, just not the type of transit which can be determined once land use is realized and density is increased. At the Think Tank meetings we heard examples of how things grew from centers and the types of patterns that developed. We need to reflect upon those patterns and how these growth and land use patterns might apply here. At that time, we made some decisions about a grid system and how it develops with the evolution of land use. Clark County is dealing with critical growth issues with an enormous amount of cross-over in discussions on land use. Reflecting back on the Land Use Think Tank, there is a mixture of policy, transportation and market that determines what happens in the long term. These decisions are going to feed decisions about land use and facilities. These decisions will ultimately give us a framework to move forward.

Jack Burkman – We are going to see a growing need for transit throughout all of these areas. That can be based on development patterns that we are seeing today.

Jeanne – Somehow we have to make a point that transit is not being ignored.

Jack Burkman – Any one of these corridors could be determined for transit, traffic or freight.

Katy Brooks – Commented that it's all dependent on trip volume.

Jeanne – From discussion, in terms of this map, I haven't heard anything that needs to be changed other than a couple of new ellipses that would identify potential different connections.

Chuck – Commented that Commissioner Steve Stuart is not here but he had previously voiced concern about going through neighborhoods in the western option around Lakeshore.

Group – A discussion by several members followed with regard to a possible illustration for a planned connection at Pioneer and downtown Ridgefield. There could be a cut through further to the east at railroad (Royle Road and 45th vs. taking Hillhurst). Several people

agreed that it made sense to connect the regional system. However, there currently is not a lot of volume on these roads.

Chuck – Commented that this is why it seems to make sense to just draw a box around the Discovery Corridor area because it's not clear which direction it should go at this time.

Jack Burkman - Do we want to put a couple of options in there that show a couple of options for access into Ridgefield?

Justin Clary – There is already the Pioneer Street corridor that is going to connect people to downtown and expand to a four lane corridor. It's currently on the County's Arterial Road Atlas. It will also be more of a straight shot to the 219th interchange.

Mayor Idsinga – Indicated that we should leave it as is. The Royle and 45th connection will get developed as the area grows, but we should show an option to connect from Lakeshore north-east.

Group – There was a discussion and agreement not to include the box for Discovery Corridor on the main Study map.

Group – There was a discussion and agreement to develop a companion map that shows corridor volumes.

Group – There was a discussion and agreement to develop a document based on feedback heard so far.

Jack Burkman – Raised the question of how to minimize the possibility of change in direction of the report with possible new Committee members in January?

Mayor Idsinga – Indicated that he will be asking his City Council to be able to continue to represent Battle Ground through the end of this process. He would also like to see the same with Arch Miller and Helen Gerde.

Jeanne – Cautioned those who would be seeking continued appointment after the elections to consider whether or not they would still be representative of the community as well as whether or not they will be supported at the point of decision making.

Jack Burkman – Added that if everyone can agree now if the document reflects what this body decided upon, then it will continue to move forward. Jack also asked if new people could be brought on board with some level of continuity.

Mayor Idsinga – Answered by saying it would be difficult to bring someone in with two meetings left with no foundation on the decision making process up to now. He has continued to keep the Battle Ground Council informed and will continue to do so because he doesn't want the Council to be inundated with 16,000 people coming to them from the community asking questions about why this is happening.

Jeanne- The RTC and other jurisdictions need to start moving this process forward and need to build capacity at the decision-maker level.

Group – There was a group discussion and agreement to continue to focus on a grid system as well as the candidate corridors shown on the overall Vision Plan map.

5. Strategies for Preserving New Transportation Corridors (*Chuck*)

History of corridor preservation in Clark County:

I-5, I-205, Padden Parkway, 192nd Avenue, and others on a smaller segment and level. All of these were preserved before development.

- Padden Parkway went through an EIS and the right of way was established in the 50s.
- 192nd Avenue was preserved in the 80s and 90s after a plan was established, then an EIS was done in the 90s.

See Power Point presentation for development history and options.

Conclusion:

- There are ways to establish and preserve right of way.
- The dedication process in mostly rural areas are not included in the 20 year comprehensive planning process. There can't be a requirement for dedication without a corridor and alignment being shown on an adopted plan.
- Existing sources of funding are inadequate to preserve corridors.
- The next step is identifying another source of money and going after it.
- Need to identify a strategy to continue to carry forward the plan.
- There was a suggestion to include the plan in the County's Arterial Road Atlas.
- *Katy Brooks* – Suggested that there be a review schedule once every 5 years as part of RTC's charge (monitor the population and possibly modify the plan).
- *Pete Capell* – Commented that it would be prudent to acquire land while it's rural. If you allow improvements on the land needed for right of way then it becomes expensive and difficult to realize the plan.
- *Lynda David* – Suggested that if the plan is included in the strategic part of Metropolitan Transportation Plan, then it could be revisited every 5 years and decisions could be made as to when projects might be brought into the comprehensive plan.
- *Jeanne* – Noted that the goal for the next meeting would be to cover the challenges and what viable options there were.

6. Drafting of Final Report

7. Timeline to Study Conclusion and Next Steps (*Lynda David*)

Lynda summarized the timeline and next steps for the Study.

- The purpose of today's meeting was to get some consensus on the map in order to move forward with preparation of a draft report.
- At the January meeting, a draft report would be reviewed and checked to ensure past discussions were adequately reflected.
- It is anticipated that an Open House would be held towards the end of January to gather feedback on the draft report
- In February a decision will be made on the final report to be recommended to the RTC Board.

Jack Burkman – Asked if there is a need for a second generation steering committee to take next steps in order to get the plan threaded into the County planning documents. He noted that in 5 years there would be a lot of turnover in the RTC Board.

Jeanne – Mentioned two examples of long-term corridor planning that she has been involved in for many years.

- Sunrise Corridor (OR): Began working on the Sunrise Corridor in the 80s. Because the County kept moving it forward, the long-term goals continue to be generally the same although lots of time has passed and turnover has occurred. A record of decision by the County would have helped due to land acquisition difficulties and noise impacts. Although outrageously expensive, it does seem that it will eventually be built.
- Tualatin-Sherwood Corridor: Has been different from Sunrise because the conversation has not continued. There are a lot of political differences now and the project may never be completed because consensus cannot be met.

8. Public Comment

Tad Winiecki -

Commented that he didn't hear the report on public outreach, but that he did hear from people who attended the open house that they wanted to travel faster but didn't want to pay for it. Mr. Winiecki also commented that during the discussion he heard that no decisions had been made with regard to transit. He mentioned that he has developed a plan and map for a pipeline transit system vs. a roadway system.

9. Meeting Close

- **Next meeting date: January 11, 2008, 9:30 to 11:30 a.m.** (note that this meeting date is slightly different from the typical schedule.)

Clark County Transportation Corridors Visioning Study

Steering Committee
December 7, 2007

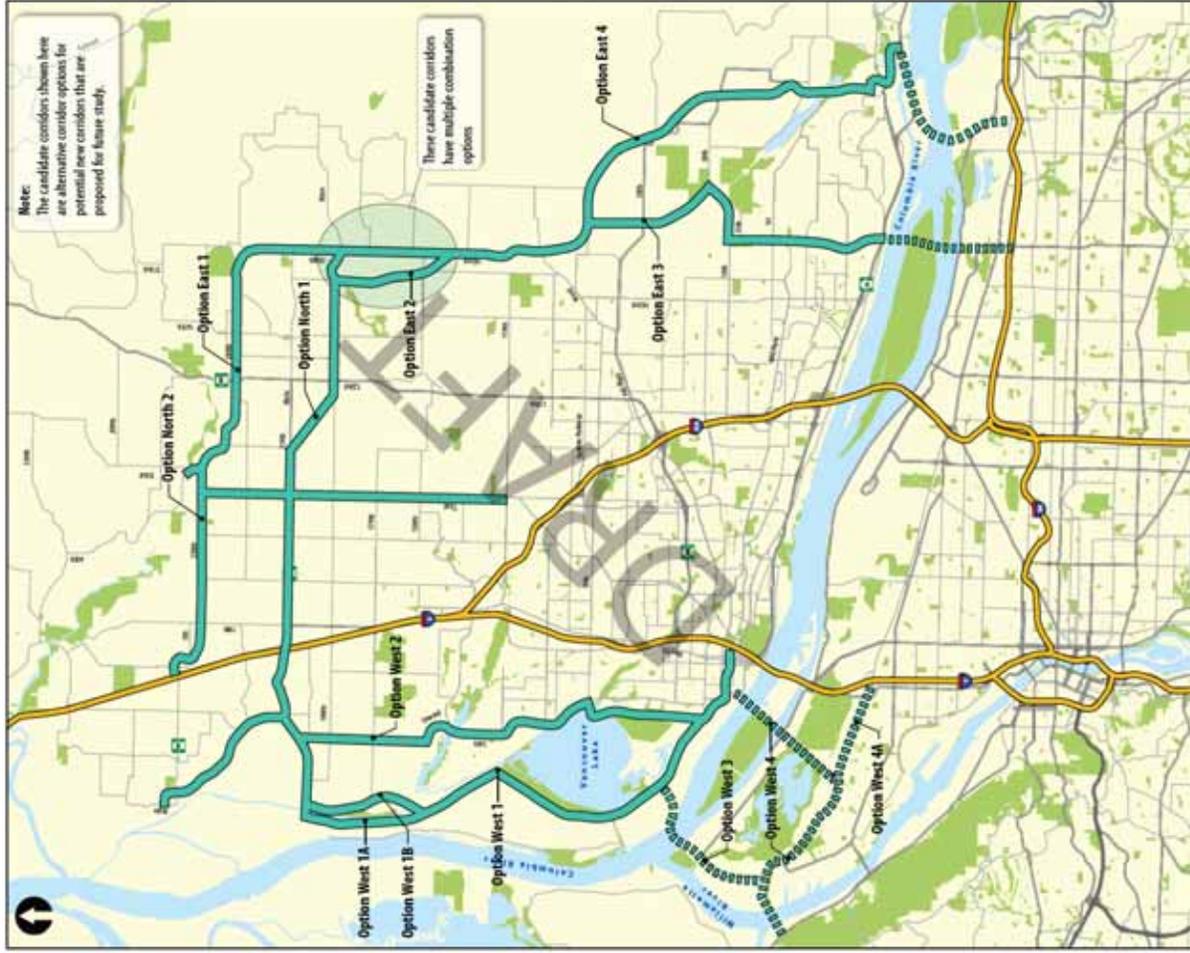


AGENDA

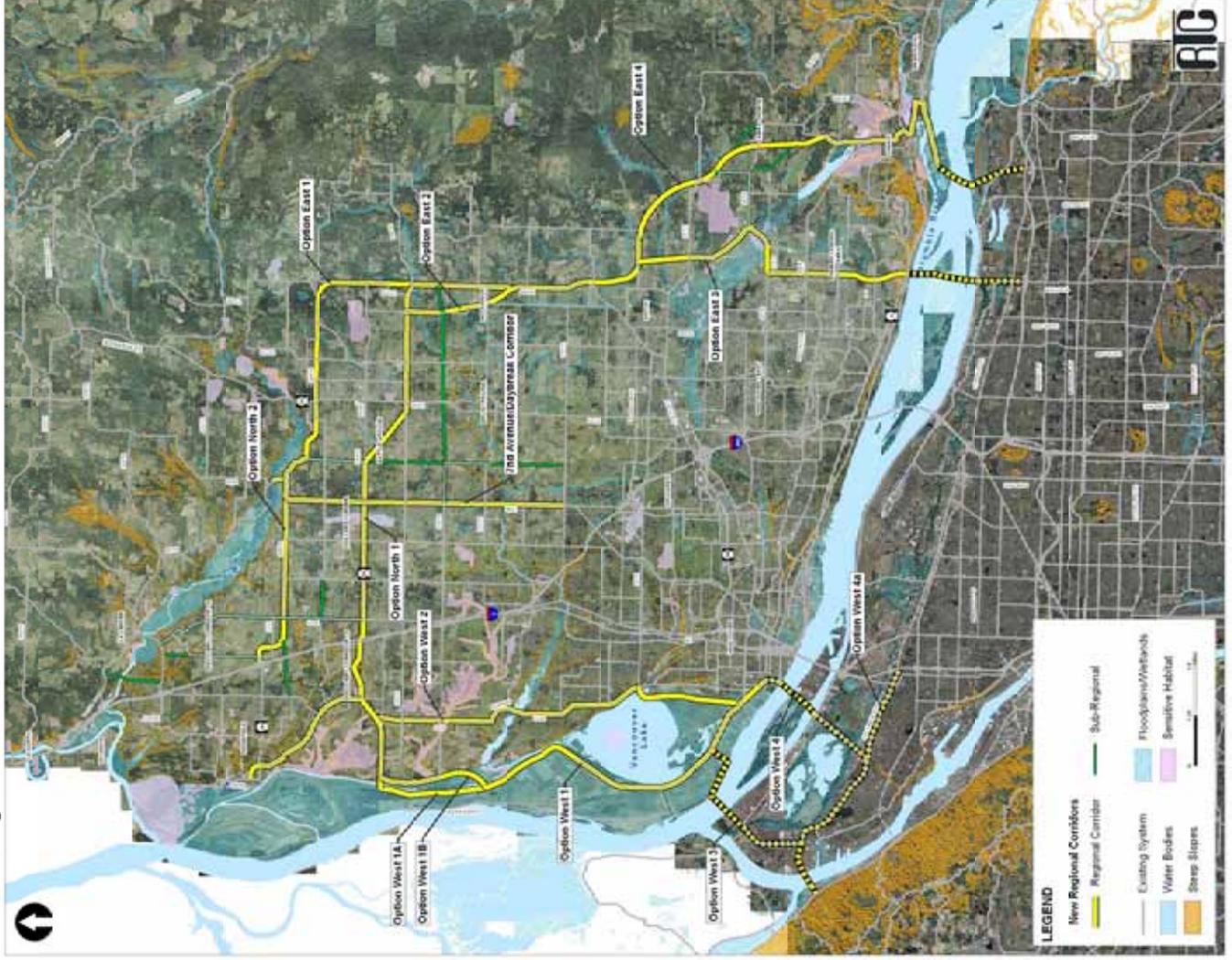
- Summaries of RTC Board Presentation and Public Open House
- Review Recommended Candidate Corridors Map
- Discuss strategies for preserving new transportation corridors
- Final report and next steps

Corridor and Crossing Maps

RTC



Vision Plan: Engineering the Lines
Candidate New Regional Corridors



Recommended Candidate Corridors for Consideration

Corridor Preservation Discussion

RTC

History of Corridor Preservation in Clark County

- I-5 and I-205 corridors
- Padden Expressway/Parkway
- 192nd Avenue
- Others on smaller or segment level

Padden Parkway

- Started in the 1950s, from Highway 99 eastward to Ward Road
- Gained through developer exactions, dedications, county ROW purchases
- Used road funds, traffic impact fees, and developer ROW contributions
- County sold off western “third” as corridor west of St. Johns was abandoned

192nd Avenue

- Environmental study set alignment in 1990s
- County commissioners adopted ordinance setting centerline alignment
- Gained through developer dedications, county ROW purchases, project ROW acquisition
- Used county/Vancouver road funds, traffic impact fees, state/federal funds, and developer ROW contributions

Corridor Preservation Options

- Development Exactions/Dedications
- Access management/setback requirements
- Willing-seller purchase of ROW over time
- Land banking/land swaps
- Federal Funding I: Project purchases after tiered Environmental review (NEPA)
- Federal Funding II: “hardship or imminent development”

Things to Watch For

- Developer exactions/dedications are becoming legally more difficult without development nexus
- Federal funding requires NEPA approval to establish a corridor (and may require local agency ordinance)
- State highway corridor requires legislative action
- Federal funding available for “hardship” or “imminent development” cases

Where Else Has This Been Done?

- SW Portland Metro - Tualatin/Sherwood and Newberg/Dundee Bypasses
- Hillsborough County (FL) Corridor Preservation Plan/Program
- Riverside County, California Community and Environmental Transportation Acceptability Process (CETAP)
- Kankakee County, Illinois (relied on setbacks)

Final Report

- Introduction
- Laying the Groundwork: Definition of a Regional Corridor, Baseline Information, Corridor Screening Methodology
- Corridor Development: Assessment of Candidate Corridors, Description of Corridors and Alignments
- Understanding the Implications: Corridor benefits, costs, public comment/support, Induced Growth Assessment
- Establishing the Vision: Financing and corridor preservation strategies, next steps

Where do we go from here?

- Public Open House: January
- Draft Report (late December)
- Final Report (late January):
 - Findings and Conclusions
 - Corridor Preservation Strategies
- Steering Committee Action (January)
- Bi-State Coordination Committee (February)
- RTC Board Action (March)

RTC Corridor Visioning Project Steering Committee
9:30 to 11:30 a.m., Friday, January 11, 2008
Clark County Elections Building, 1408 Franklin Street, Vancouver

Steering Committee Members:

Commissioner Randel (North County), Mayor Irish (C-TRAN), Mayor Idsinga (Battle Ground/Yacolt), Commissioner Stuart (Clark County), Councilperson Leavitt (City of Vancouver), Commissioner Miller (Port of Vancouver), Councilperson Gerde (East County), and Don Wagner (WSDOT)

AGENDA

Meeting Purpose:

- Review and discuss the Summary Report and its recommendations.
- Formulate strategies for preserving new transportation corridors.
- Develop ideas, content and approach for a Phase II Transportation Corridors Visioning Process.
- Set final meeting date.

9:30 a.m.	Welcome and Introductions <ul style="list-style-type: none">• Welcome/Introductions• Review December 7, 2007 meeting summary• Review today's agenda	Lynda David, RTC
9:35 a.m.	Public Comment	
9:40 a.m.	Transportation Corridors Visioning Summary Report <ul style="list-style-type: none">• Review report findings and conclusions• Continue formulating draft recommendations	Lynda David, RTC Chuck Green, PB
10:20 a.m.	Continue Discussion of Strategies for Preserving New Corridors <ul style="list-style-type: none">• Right of Way Preservation• Comprehensive Plan Implications• Establishing Regional Agreement	Chuck Green, PB
10:50 a.m.	Approach and Content for Phase II <ul style="list-style-type: none">• Need and Purpose• Land Use – Transportation Interrelationship• Decision-making process	Lynda David, RTC Committee Members
11:10 a.m.	Final Meeting Date and Approach for Sending Recommendations to RTC Board	Lynda David, RTC Committee Members
11:15 a.m.	Public Comment	
11:25 a.m.	Next Steps and Close	Lynda David, RTC

**RTC
Corridor Visioning Project Steering Committee**

MEETING REPORT

**9:30 to 11:30 a.m. Friday January 11, 2008
Clark County Elections Building, 1408 Franklin Street, Vancouver**

Steering Committee Members:

Councilperson Molly Coston and Councilperson Helen Gerde (East County), John Idsinga (Battle Ground/Yacolt), Mayor James Irish (C-TRAN), Arch Miller (Port of Vancouver), Commissioner Roy Randel (North County), Don Wagner (WSDOT).

Steering Committee Staff:

Jack Burkman (WSDOT), Rob Charles (Battle Ground), Jeff Hamm (C-TRAN), Katy Brooks (Port of Vancouver), Justin Clary (City of Ridgefield).

RTC, Consultant Staff, and Local Staff Present:

Dean Lookingbill (RTC), Lynda David (RTC), Mark Harrington (RTC), Chuck Green, (PB), Jeanne Lawson (JLA), Adrienne DeDona (JLA).

Citizens:

Ed Barnes

Commissioner Philip Parker (Washington State Transportation Commission)

Tad Winiecki.

1. Welcome and Introductions (*Lynda David, RTC and Jeanne Lawson, JLA*)

Lynda David called the meeting to order and led introductions. She defined the purpose of the meeting and reviewed the agenda.

- Jeanne mentioned that at the end of the meeting, the goal would be to have attendees put down their ideas for how to move the plan forward.

2. Public Comment

Tad Winiecki – provided clarification regarding automated transportation in relation to evacuated tube transportation as he felt there could be some confusion. He clarified that evacuated tube transportation would be for inter-city trips in a vacuum pipeline. Evacuated tube transportation is not for local trips within Clark County but Clark County would be a trip origin or destination. Personal automated transportation could provide for local trips and would be an elevated system (personal monorail). Mr Winiecki said he had brought a handout which is a draft of an article on building our way out of congestion which he wants to submit to the Vancouver Business Journal. He asked for comments. Mr. Winiecki described some of the requirements for putting an automated transport system in Clark County. It would be possible by making it a licensed and regulated system similar to other utilities (gas, electricity, etc.). The lowest level of automated transport would be robo taxis that run along streets and could be franchised like other taxi companies. To operate best they would need lots of through streets. They could avoid congested arterials. The next level would be elevated personal monorails which would need utility easements, franchise

agreements, safety regulations and inspections, access roads for maintenance, building permits and special cars to move around in. Evacuated tube transportation would be for inter-city transportation which would need easements and routing would have to be along fairly straight lines. .

3. **Transportation Corridors Visioning Summary Report** (*Chuck Green, PB*) Review report findings and conclusions. Continue formulating draft recommendations.
- Based on feedback received by RTC, it was determined that a summary report would be developed with accompanying appendixes to provide more detailed information and technical data.
 - The draft report is put together much like a story. It discusses who participated, what the purpose of the plan is, how the plan evolved, etc.

Highlights of the report and feedback from the group (*Chuck Green, PB*):

- ***How corridors were identified*** – During the study process, it was found that a lot of the desire lines were along existing corridors and in the 50 year vision many of those corridors were well over capacity. Existing corridors were mostly screened out as the purpose was to analyze potential new corridors. The lines that were left were shorter and sub-regional in nature. This changed the overall dynamic of the study from regional to focus on sub-regional trips. The end result is the map on page 10.

Questions & Answers:

Arch Miller – Will this document go to other agencies or groups to approve, such as the Clark County Commissioners?

Dean Lookingbill – RTC hasn't anticipated that any groups would take formal action other than the RTC Board.

Arch Miller – Recommended that the plan go to all other Clark County jurisdictions for approval or acceptance.

Dean Lookingbill – Sending the plan out to other jurisdictions could be part of the recommendation the group makes.

Jeanne – Making that recommendation would be an appropriate discussion later in the agenda when we talk about what needs to happen to move this process forward.

Arch Miller – Suggested creating an executive summary so that not every elected official needs to read 30 or more pages in order to understand the document.

John Idsinga – Agreed, and also suggested sending it to the State level because state legislators need to understand this Study in case they are asked to fund parts of the system. Funding it locally is great, but these potential new corridors will likely need state funding.

Jeanne – Clarified whether or not the funding would be for right of way or construction?

John Idsinga – Suggested securing funding as soon as possible. He used Padden Parkway as an example – it took 50 years to acquire the right of way for that

project. Need to preserve corridors now. If we start building homes where new transportation corridors should be located then our children won't be able to afford to build the corridors.

Roy Randel – Commented that RTC would be meeting with Senator Patty Murray on Monday, January 14. We should show her the Study and demonstrate that we are planning ahead and visioning. We would not be asking for money now but it is a good example of our collaborative planning efforts.

Arch Miller – Recommended holding a session with all of the members to cover the purpose of the document (State and Federal Legislative members).

John Idsinga – Recommended including the State Transportation Commission.

Arch Miller – Said that State and Federal legislators should be made aware of this Study and briefed in advance before they get calls from constituents and local governments.

- ***Westside Corridor*** – During the Study, there was some concern from the group that the original corridor went through a lot of Westside neighborhoods. As a result, another corridor was identified that went to the west around Vancouver Lake and into the Port. As part of the technical research, the PB team found no examples of a corridor being built through a wildlife refuge anywhere in the nation except for access to the wildlife refuge. Therefore, some lines going north through the refuge were deleted. There still might be a small part of the refuge that would be touched by the corridor as the SR-501 right of way goes under the refuge. This would require an EIS analysis to analyze whether you could mitigate for impacts.

Questions & Answers:

Justin Clary – the City of Ridgefield has a history of working with the refuge in trying to construct a wastewater system through the refuge out to the Columbia river. In 1999, US Congress passed new rules associated with the US Fish and Wildlife Service. The new rule requires completion of a compatible use determination. The rule says that **all** other options must be explored. Cost and time cannot be considered in the evaluation. Then the process comes down to a discretionary decision by USFWS staff. You have to demonstrate that whatever you are building meets the mission of the USFWS. It is very difficult and requires that you look at everything from in the air to the center of the earth.

Arch Miller – Said that the Port had a similar issue with the West 1 option when the Port of Vancouver proposed a new rail on a west Vancouver Lake alignment—the State Department of Fish and Wildlife and Department of Ecology would not approve. The SR-501 corridor on the west side is still under the management of WSDOT. The right of way for the SR-501 corridor goes as far north as the western options.

Don Wagner – the SR-501 corridor around the west side of Vancouver Lake is still in the ownership of WSDOT. While we acknowledge that it may be very difficult to build something on it, it is still in the possession of WSDOT.

- ***New western corridor*** - At the last meeting there was a new western corridor added to the map - West 1C - because of concern about the refuge and concern about how an alignment might traverse steep slopes in the NW 199th Street area. West 1C goes from 119th west to the north side of Vancouver Lake, around and south to the Port.
- ***Eastside*** – The proposed east corridor connecting Camas to Battle Ground could be regional or sub-regional in nature depending on potential connections across the Columbia River. Modeling has shown very high traffic volumes (over 70,000 vehicles per day) in this area which would required an 8-lane expressway. During the study, however, it was determined that all trips are funneling onto a single corridor without a collector system in place. It doesn't seem likely there will be a need for such a large corridor system if a full collector system is in place. However, high traffic volumes can be anticipated in this area nonetheless. Chuck also recalled that we had a dichotomy as to whether to go through the center of Hockinson recognizing that it would become more of a center under this vision or whether we should go around the center to protect it as a center. There are two schools of thought – one is mobility between centers and the other is preservation of the centers so we continue to have two separate lines on the map.
- ***The ellipses*** refer to different options to get through an ellipsed area. At the last meeting a new ellipse was added in the central part of Camas.

Questions & Answers:

John Idsinga – raised concerns that in the Hockinson area, property may be purchased in hope of attaining higher prices during corridor right-of-way acquisition, similar to SR-502/Dollars Corner experiences. John commented that he thinks East 3/192nd Avenue seems to be the most viable option between the two East options.

Helen Gerde – said she agreed that the 192nd Avenue corridor may be the best for the region. Though, Camas recognizes that the East 4 option will also be needed and Camas is already looking at options for travel on the north and east sides of Lacamas Lake.

Jeanne - Asked if the group should be stating their preferences now.

Don Wagner – Said that this seems more like a 50,000 foot level plan. Each corridor will still need to go through a State Environmental Policy Act (SEPA)/National Environmental Policy Act (NEPA) process in the future. Shouldn't need to get into a discussion about which roadway is preferred at this point, rather, in this phase of the study we should focus on concepts. Just discuss needs vs. options. We have concluded in this phase of the study that there appears to be a significant demand for travel from Battle Ground to and through the Hockinson area then to the Camas/Washougal area.

Jim Irish – Asked if there is a demand for crossing the Columbia on the east end how do we start the process?

Don Wagner – Said that at some point, the conversation should be raised with Gresham, Fairview and Troutdale and other communities on the Oregon side. He said for this phase of the Study it should be stated in the report that there is travel demand and have a dashed line across the river.

Jeff Hamm – Asked if it would be worthwhile to look at modeling the land use impacts as a result of some of these options, especially if another river crossing comes into play?

Dean Lookingbill – Said that is something that needs to be done, specifically with river crossings. Right now, this study phase is focused on getting the ideas on a map. In the future, the process will move forward to look at how to get the ideas to come to fruition.

Jeff Hamm – Cautioned that we are not going to be able to afford this, even in 50 years. He asked whether there is a portion that we should focus on first that is affordable and addresses land use and growth issues the most? He commented that we should not get too locked in to one area.

Don Wagner – Said when Padden Parkway right-of-way was purchased people probably thought we'd never be able to afford to build it. However, affordability does not mean that we should not try to move forward to at least protect the right of way or recognize the right of way in a planning process if there is a demand for travel in this area - plan for new corridors and purchase of right-of-way. He agreed with Jeff Hamm that we should be planning on what to do first and that segments of new corridors should be phased to best address growth needs. This Plan advises people and agencies on what they should be looking at and, perhaps, planning to connect to from the local transportation system to the regional transportation system. This Plan should be the catalyst for others to start taking action.

Jim Irish – commented how important it is to have route options. He said the recent flooding and closure of I-5 in the Chehalis area has proven that having a number of corridor route choices are important.

- **North Corridor** – We found a lot of east-west travel demand between the Battle Ground and Ridgefield areas. There is need for completion of a grid system of streets. However, even with a grid system, there is still need for regional connecting corridors. SR-502 and the 219th Street extension is a regional corridor. There is still additional travel demand from SR-503 west. SR-502 has a lot of limitations in that there are a lot of driveways that hamper its capacity. Even if you have a lot of access management on SR-502 there is demand for a corridor further north in the County – Option North 2 – to connect to the Ridgefield I-5 interchange. At the last meeting, it was concluded that any connection between the North 2 corridor west from I-5 to Ridgefield would be localized. The Ridgefield Wildlife Refuge would present a problem in continuing any regional transportation corridor south and west of Ridgefield.

Questions & Answers:

Don Wagner – Predicted that SR 502 will be widened with some access control but as the area develops there will probably be need for frontage roads.

Roy Randel – Expressed his concern with this plan from a state-wide freight mobility perspective. He questioned whether there had been discussions regarding a crossing on the Columbia somewhere between Woodland and the Longview area and connect south in Oregon to Hillsboro and down?

Don Wagner – Stated that there had been discussions but not much consideration for a crossing in the Woodland area.

There was discussion of the Western Bypass Study in Oregon.

Jeanne Lawson – commented that with the Western Bypass Study, Metro has a long-standing policy to not add a crossing. You would have to have a very significant political change at Oregon regional and city levels for connection to happen. On the south side of the river, land use impacts are the primary consideration any time you talk about a major road.

Roy Randel – commented that it seemed a bit shortsighted of cities in this region to want regional corridors going through their cities rather than around such as in Houston or Washington DC.

Dean Lookingbill – The crossing plans did not look at freight transportation very much. It is something that needs more focus in the next round of decisions just as transit would need to be addressed in the next round.

Chuck Green – Added that this study has always considered the proposed corridors as multi-modal.

Don Wagner – Said the key is to figure out how the travel demand is solved. We are a little bit ahead of Seattle in regards to this study. He gave the example of the Alaska Way Viaduct – they began trying to solving a problem highway but maybe other local streets, other than the Viaduct, can accommodate some of the capacity instead of just the Viaduct.

Arch Miller – Said the map is excellent but it lacks 2 things. It doesn't identify all the major existing corridors (should put in another color) as well as identify the corridors that are already in the planning process (e.g. SR 502, 72nd Avenue). This would make it look more manageable/doable.

- ***Corridor Analysis (Chuck Green, PB):***

There was a lot of analysis done during the study with many graphics and maps showing traffic projections, percentages, etc. He commented that a lot of detailed work would go into the technical appendices. Chuck also reviewed the two Think Tank meetings.

4. **Continue Discussion of Strategies for Preserving New Corridors** (*Chuck Green, PB*): Right of Way Preservation, Comprehensive Plan Implications, and Establishing Regional Agreement

Chuck said he would continue from the presentation at the last meeting.

- ***What's happened since Padden Parkway***–

Since the days when the Padden Parkway corridor was starting to get preserved, there have been numerous changes in zoning code, development code, federal and state right of way laws, changes in funding statues and more importantly are changes brought about by case law e.g. the nexus test that the Supreme Court passed down in the Dolan case about 15 years ago.

The methods used to secure the Padden right-of-way back in the 1950s will not work today (i.e. exactions). Today we call them dedications but the process is difficult. We are looking for options we have to try to preserve right of way in new corridors. The problem we have today, overall, is that statutes and case law have come to a single point - that we cannot set aside anything through development for right of way preservation or purchase unless you have an adopted line on a map. You cannot use this Study to go and tell a developer to set aside land for future right of way or even setback for a future corridor.

Chuck summarized strategies some agencies use to get through the next step to start preserving corridors:

- ✓ Access management or setbacks – They tend to happen only when development happens but don't tend to cost a lot for the agency.
- ✓ Federal funds – used to acquire right-of-way in hardship situations (if you have a line on the map and the owner is having difficulty selling because of the line on the map or they are ill or have financial difficulties and they are a willing seller, you can use federal funds to purchase the land in advance of a project). Also if there are plans for a large subdivision to be built that would preclude the corridor from being built, you can use federal funds to acquire right-of-way. It is used spottily.
- ✓ Tier 1 NEPA process – planning process to designate a line on a map then you could use federal funds to purchase a swath of land in advance of a project. Tier 1 ends with a corridor definition. In the future a Tier 2 or EIS process would be developed to settle on the amount of land you really need and, where specifically, the corridor goes.

During the process it has been found that federal laws limit how far in the process you can plan for corridors (20 years). They defer to an MPO's Metropolitan Transportation Plan. There is reluctance to spend funds for corridors that may be needed further out than 20 years. Different FHWA districts have different approaches to this policy. They may be more reluctant in urbanized areas where funds are tight.

A good example of corridor preservation strategies was used on 192nd Avenue which has been done in the past twenty years and much was done using current state and federal environmental laws. The corridor preservation strategy for 192nd

Avenue complied with environmental procedures that are mostly still in place today. 192nd Avenue was built using private, state and federal funds. The County had to adopt an alignment and a width for the corridor which was then used to get land dedications. The difficult part was dealing with changes in stormwater procedures because they became a lot more stringent than they were 20 years ago. Pete Capell brought up an interesting point at the last meeting that it will be a lot less expensive to buy land before it becomes urban. Because of that, a phasing and implementation plan should be developed that includes how to acquire this land before it becomes urban.

Jeanne – Reminded the group that at the next meeting they would essentially be approving the document.

Dean Lookingbill – Added that each key staff person from represented jurisdictions are asked to provide input.

Lynda David – Said that members who were not present had received the summary report and have been asked to provide feedback.

Questions/Discussion:

5. Approach and Content for Phase II (*Lynda David, RTC and Chuck Green, PB*)

- **Need and Purpose**
- **Land Use – Transportation Interrelationship**
- **Decision-making process**

Items to update before approval:

1. Map – add existing corridors and corridors in the planning process.
2. Create an Executive Summary for other jurisdictions.

Next Steps/Approach Ideas:

1. Forward to other agencies/jurisdictions for concurrence:
 - Cities
 - Clark County
 - WSDOT
 - State and Federal Legislators
2. Land Use – test and refine
3. Identify portion of system needed most first.
4. Have development community look at land use:
 - BIA
 - Clark County Association of Realtors
 - CREDC
6. Have private sector included in distribution/acceptance/support
 - Identity Clark County
 - Chamber of Commerce
5. Have a small focus group/feedback session with development community and private sector representatives.

6. Request that the document be part of the Clark County Arterial Atlas.
7. Discuss with federal legislators and encourage them to be thinking of earmarks for reauthorization.
8. Send it to each Clark County city and ask them to integrate it into their plans as a tool to prevent development along the corridors. Get each community to start thinking about what the future looks like.
9. Get feedback from each agency/jurisdiction to be integrated into the process for phase II.
10. Other modes of transportation should be addressed in phase II.
11. Get a recommendation from the RTC Board in order to carry forward the plan. Get a longer-range strategy in place for when to revisit the planning process.
12. Request that there be integration between transportation planning and land use planning at the local level.
13. Put the plan in the County's proposed 50-year vision plan.
14. Communicate with legislators. Explain to them the process so they understand what's been done and what is desired. Ask them for their ideas on policy and funding in order to implement the plan.
15. Consider changing the goal of the project to say "framing" the question...
16. Consider changing the word "analyze" to "study" in the purpose of the plan.
17. Continue bi-state communication.

7. Public Comment

Ed Barnes – After the paper mill is gone in Camas, the region should be ready to jump on it as part of the land could be useful for a river crossing location. Mr. Barnes also recommended that RTC obtain copies of a freight study completed a few years ago. The study showed that the groups involved didn't support a new river crossing. Their priority was to get I-5 fixed to help ease traffic movement from Mexico to Canada. However, Mr. Barnes stated he believes that at some point in the future, there will be a need for an upriver crossing in the vicinity of Camas. A crossing in the St. Johns/Linnton vicinity is not a very feasible option. Ed talked about the problem of all the gasoline storage tanks in the Linnton area. Camas is a viable option and should be tracked for land availability and possible acquisition.

Tad Winiecki – Asked if there would be another public outreach open house like the one in November?

Lynda – Said we are looking at the possibility of an open house or some kind of additional outreach.

Mr. Tad Winiecki thanked the Steering Committee for recognizing that other transportation modes need to be addressed. Tad Winiecki said he had laid out plans for evacuated tube and personal elevated transport so two more modes have been addressed by him. Personal elevated transport could accommodate 30% of the Clark County trips. Evacuated tube transport would provide for growth in longer distance trips, such as trips to Seattle.

Ed Barnes – Ed Barnes also added that the future for multiple modes of transportation should be planned for. Southwest Washington recently lost a solar power provider because Lear jets cannot land in Vancouver. The company moved to Hillsboro instead. He recommended airport location should be considered when planning for other transportation modes in the area.

8. Next Meeting Date (*Lynda David, RTC and Committee Members:*

Next meeting date: is tentatively scheduled for Thursday, February 7th, 9:30 to 11:30 a.m.

NOTE: This has since been re-scheduled for Friday, February 15th, 11:30 a.m. to 1:30 p.m.