

**Southwest Washington Regional Transportation Council
Board of Directors
July 2, 2019, Meeting Minutes**

I. Call to Order and Roll Call of Members

The Southwest Washington Regional Transportation Council Board of Directors Meeting was called to order by Chair Anne McEnerny-Ogle on Tuesday, July 2, 2019, at 4:00 p.m. at the Clark County Public Service Center Sixth Floor Training Room, 1300 Franklin Street, Vancouver, Washington. The meeting was televised and recorded by CVTV. Attendance follows.

Voting Board Members Present:

Shirley Craddick, Metro Councilor
Mike Dalesandro, Battle Ground Mayor
Shawn Donaghy, C-TRAN Chief Executive Officer
Carley Francis, WSDOT Regional Administrator
Paul Greenlee, Washougal Councilmember (Alt.)
Bart Hansen, Vancouver Councilmember
Scott Hughes, Port of Ridgefield Commissioner
Tom Lannen, Skamania County Commissioner
Temple Lentz, Clark County Councilor
Anne McEnerny-Ogle, Vancouver Mayor
Gary Medvigy, Clark County Councilor
Eileen Quiring, Clark County Councilor

Voting Board Members Absent:

Jim Herman, Port of Klickitat Commissioner
Melissa Smith, Camas Councilmember
Rian Windsheimer, ODOT Region 1 Manager

Nonvoting Board Members Present:

Larry Hoff, Representative 18th District
Vicki Kraft, Representative 17th District

Nonvoting Board Members Absent:

Curtis King, Senator 14th District
Chris Corry, Representative 14th District
Gina Mosbrucker, Representative 14th District
Lynda Wilson, Senator 17th District
Paul Harris, Representative 17th District
Ann Rivers, Senator 18th District
Brandon Vick, Representative 18th District
John Braun, Senator 20th District
Richard DeBolt, Representative 20th District
Ed Orcutt, Representative 20th District
Annette Cleveland, Senator 49th District
Monica Stonier, Representative 49th District
Sharon Wylie, Representative 49th District

Guests Present:

Ron Arp, Identity Clark County
Ed Barnes, I-5 Bridge Group – LRSWW
Keshia Blandford, Senator Murray's Office
Monica Fowler, C-TRAN
Sorin Garber, SGA Consulting
Larry Keister, Port of Camas-Washougal Commissioner
Rick Keniston, WSDOT SW Region
Jim Kepner, Citizen
Sarah Kohout, Representative Stonier's Office.
Scott Langer, WSDOT SW Region
John Ley, Citizen
Sharon Nasset, Third Bridge Now
Judith Perez, WSDOT SW Region
Gabe Philips, WSDOT Olympia
Bryan Stebbins, Senator Murray's Office

Staff Present:

Matt Ransom, Executive Director
Ted Gathe, Legal Counsel
Lynda David, Senior Transportation Planner
Mark Harrington, Senior Transportation Planner
Bob Hart, Transportation Section Supervisor
Dale Robins, Senior Transportation Planner
Diane Workman, Administrative Assistant

II. Approval of the Board Agenda

BART HANSEN MOVED FOR APPROVAL OF THE JULY 2, 2019, MEETING AGENDA. THE MOTION WAS SECONDED BY SHAWN DONAGHY AND UNANIMOUSLY APPROVED.

III. Call for Public Comments

Jim Kepner from Washington County in Oregon provided two handouts. He spoke about a corridor visioning study done in 2008 and a study done in Oregon in Washington County in 2016.

Temple Lentz and Vicki Kraft arrived at the meeting at 4:05 p.m.

John Ley from Camas spoke about the need of a new third bridge across the Columbia River.

Eileen Quiring arrived at the meeting at 4:08 p.m.

Sharon Nasset from Portland, Oregon, with the Economic Transportation Alliance (Third Bridge Now), a 501 c3 nonprofit spoke about a kick-off Open House they held on June 22, 2019, and a bridge crossing.

Ed Barnes from Vancouver with the I-5 Bridge Group spoke about the need for a new I-5 Bridge.

IV. Approval of June 4, 2019, Minutes

PAUL GREENLEE MOVED FOR APPROVAL OF THE JUNE 4, 2019, MINUTES. THE MOTION WAS SECONDED BY TEMPLE LENTZ AND UNANIMOUSLY APPROVED.

V. Consent Agenda

A. July Claims

B. Memorandum of Understanding Between RTC and the Clark County Treasurer, Resolution 07-19-16

C. Southwest Washington Regional Transportation Council Personnel Policy Manual, Resolution 07-19-17

D. RTC – City of Ridgefield Master Interlocal Service Agreement, Resolution 07-19-18

PAUL GREENLEE MOVED FOR APPROVAL OF THE CONSENT AGENDA JULY CLAIMS AND RESOLUTIONS 07-19-16, 07-19-17, AND 07-19-18. THE MOTION WAS SECONDED BY TEMPLE LENTZ AND UNANIMOUSLY APPROVED.

VI. 2019 Transportation Alternatives Grant Awards, Resolution 07-19-19

Dale Robins referred to the Resolution included in the meeting packet. The Transportation Alternatives program is basically a program that funds transportation improvements outside the curb such as pedestrian and bicycle improvements, although bicycles can be inside the curb, and viewing areas, trails, and safe routes to school. These are the primary funding type of projects that they see. Mr. Robins said that overwhelmingly, they have funded bike and pedestrian type of improvements in their region with these funds. RTC has selected projects

for the three-county RTPPO region, including Clark, Skamania, and Klickitat Counties. The RTC Board approved the process that they are using for the Transportation Alternatives program back in February.

Mr. Robins provided a synopsis of the process. They had a call for projects and seven projects were submitted. They opened it up for three weeks for public comments. They received 43 comments in total. The vast majority came from a well-organized Hazel Dell neighborhood that commented on the NE 68th Street sidewalk project. They received some comments on other projects in addition.

They had an evaluation team which included a citizen from the Clark County Bike and Pedestrian Advisory Committee, C-TRAN, WSDOT, Clark County Health Department, and RTC staff. They evaluated projects individually, and then projects were placed in rank order based on their scores. They took that to RTAC in June, and they recommended they follow the rank order of projects until they ran out of funding. They are here today to make the final selection of the projects.

Mr. Robins provided a slide with the rank order of the seven projects. The first project is 1st Street Pedestrian Amenities and Overlook in Stevenson; NE 68th Street Sidewalk in Clark County; Clark County's NE Hazel Dell Avenue Sidewalk; Vancouver's NW Neighborhood; Klickitat County Ballfield Road; Ridgefield Gee Creek Trail Connector; and City of Stevenson Del Ray Pedestrian Improvements.

RTAC's recommendation was to follow the rank order until they ran out of money. They recommended they award money contingent on agencies getting to 50% design by August 2020. This program is probably their worst program for project delivery of all of their projects. They're supposed to be small simple projects, and they seem to get hung up. By making the construction funds contingent on the 50% design allows projects to get there. They have to get there by August of 2020 in order to receive the construction funds. Both projects that are recommended for construction said that they can do it. So, they don't anticipate it being a problem, but they will have to move forward.

Mr. Robins provided a summary of the projects that are recommended for funding. First is the 1st Street Pedestrian Amenities and Overlook in the City of Stevenson. This project really provides a link from downtown Stevenson to the waterfront. It includes filling sidewalks that are missing, crosswalk, curb extensions for pedestrian safety, and a connecting trail down to the waterfront trail. They would receive \$133,000 in design money, which they anticipate they would be able to move forward with in August of this year, helping our region meet our obligation target. In 2020, they anticipate obligating construction funds of \$442,000.

The second priority is the NE 68th Street Sidewalk project. This is a Clark County project and City of Vancouver project. It provides continuous sidewalks on the south side of NE 68th Street with four key pedestrian crossings in the corridor. It is an expensive project at \$4.3 million and would receive \$1.7 million for construction. They are quite close to the 50% design already. It should not be a problem for them to get there.

The third project took up the last of the money that they had available. It was the NE Hazel Dell Avenue Sidewalk. This is near a school, sidewalks that all of a sudden end, sidewalks that have been destroyed by roots, no curb cuts at intersections, and a mid-block pedestrian crossing which is a little bit dangerous. This project would address the safety concerns and then really enhance the pedestrian movements in the corridor and especially for those that would be going to the school nearby. This project would receive \$79,600 for design only, but by receiving federal funds, the county is committing to construct the project. They anticipate that they would likely come back two years from now on their next call for projects and ask for construction funding.

The action before the board today is adoption of Resolution 07-19-19 which would award just over \$2.3 million in federal Transportation Alternative funding. Mr. Robins noted that actually includes \$600,000 of CMAQ money that was flexed over to the program that would fund three projects; two all the way to the construction and preliminary engineering only on one. This action would also amend the 2019-2022 Transportation Improvement Program to reflect those grant awards.

Councilor Shirley Craddick asked why it was taking so long for the design of the projects; was the holdup due to funding or a specific reason?

Mr. Robins said there wasn't a single reason. He said a lot of times the people thought they could do things quickly, but when you include right-of-way, you just can't. People thought they could design this year and construct next year. Once you include right-of-way, it is not likely that you can do a project that quick when you have to purchase right-of-way. That really slows up a project. Even a small sliver of right-of-way, slows up a project.

Councilor Craddick asked if that played a role in how they awarded the funds, on the historical ability to get the project designed.

Mr. Robins said they have not done that. But if you look at the memo, they did make it contingent on them to get to 50% design. That was to make sure that they get to that point. Once they get to 50% design, it is a lot easier for the project to get to construction on time. It was an encouragement to get the project going so they don't lose their funds.

Councilor Craddick asked if there were any hiccups that they have to hold the funds, any challenges that they are in where they are holding funds that are not being spent.

Mr. Robins said they have about four projects right now that are currently delayed that are holding them up, and it is making it more difficult for them to hit the obligation target. Even though they are small amounts, they total up to about close \$1 million that they are waiting on that should have been moved forward in 2019.

PAUL GREENLEE MOVED FOR APPROVAL OF THE 2019 TRANSPORTATION ALTERNATIVES GRANT AWARDS, RESOLUTION 07-19-19. THE MOTION WAS SECONDED BY TOM LANNEN AND UNANIMOUSLY APPROVED.

VII. SR-500/Fourth Plain Blvd. Study

Carley Francis provided some background for this study. WSDOT has recently been talking about practical solutions, which is their attempt to focus on the cost effective opportunities that they find in a way that meets the needs out there. In the recent Regional Transportation Plan that was adopted here, they actually carved out space for some of their high cost projects on that list to recognize that they were planning to do studies to make sure that they could present to folks good information about ways to address those problems that may or may not be at the same cost they historically thought. This study is an example. Ms. Francis said in part, they're looking at options that work safely and effectively in other states that may be new to this area. There's a track record for these unique ideas. It is just that they haven't necessarily implemented them in Washington State before. It is part of what they're looking to do with these things, and they may make people uncomfortable, but they know they have safe operating history. Ms. Francis said another thing to note is a particular challenge in this location, which exists in other places, is the lack in some locations in our area of good parallel routes and networks. In this location, there's a heavy load of traffic on to SR-500 and SR-503 in ways that created additional challenges for finding options. When thinking about development decisions, there are ways in which it ends up being better for the region for movement to have a more diverse system. Those are critical to consider about the smaller decisions that get made and whether or not they preserve the opportunity for folks to have a robust set of networks to manage across. In putting all of the traffic on the state system, you often get in challenging situations where the costs to make improvements and address problems goes up much higher than making sure that there is a roadway that is a parallel roadway that connects. Those are some of the challenges that they face in this study and looking at it.

Judith Perez from WSDOT Southwest Region's planning office and Rick Keniston with SW Region's traffic office provided a summary of the SR-500/Fourth Plain Intersection Operations Study. The report actually just came out, and it is about 1100 pages. They would like to focus on the process, the recommended package, and the next steps. The first slide showed the study area, the intersection they're talking about. SR-500 and Fourth Plain is the most congested and unreliable intersection in Clark County. Currently, this intersection operates at a level of service F, and they have over 70,000 vehicles that go through the intersection on a daily basis.

Using the practical solutions approach, they screened over 40 cost effective strategies. About 20 of those strategies were evaluated. They used the performance measures: safety, mobility, and reliability to determine which strategies were possible. After completing their analysis, they realized that none of the 20 strategies provided a substantial solution on its own. That was concerning. What they decided to do is group them with some capital projects in order to provide some options to further review and analyze. Ms. Perez said they may be wondering why each one of these strategies by themselves did not work. She said it comes down to what was mentioned by Ms. Francis, with the lack of parallel interconnected routes, without improved access, the users of the road are limited to using SR-500 or SR-503 and Fourth Plain.

Mr. Keniston said as they looked at those 40 options during their discussions, they found that there were a lot of really lower cost things that they could look at, operational improvements that they could look at. They put those off on to what they called standalone strategies. Each one, when they go to the capital packages that they looked at, each one will have an option A and B, which includes the standalone, lower cost strategies. They will pursue those on their own as resources allow in the traffic office. They have money to partner with some of the locals on those.

The first one is on SR-503, the next signal north of the SR-500/SR-503 intersection, there's the traffic signal that just seems to stop everybody every time going north. Currently, that one today is operating, because of the way it was built, it is an off-set intersection, so the traffic can't go east and west together. They have to have a split-phase signal where all one direction goes one way and these stop and the other direction goes the other way. It is a very inefficient traffic signal. If they make a minor improvement by moving the through lane north a bit and then the left turns can go at the same time. They could then take one of the phases out of the signal, which would improve the overall flow north and south on SR-503 through the big intersection with a little more level of service from an F to a D.

The second improvement is the traffic timing, which of course, WSDOT, City of Vancouver, and Clark County will continue to work together, since these are the three jurisdictions that meet in this same general area, to continue coordinating the traffic signals while these improvements are being made. They'll continue with that. Overall, in order to maximize the through put, there's going to be some hard choices they will have to make on these corridors. They have north/south congestion and east/west congestion. At some point, they are going to have to make the hard decision to turn down the green time at some of the crossroads. Mr. Keniston said he thinks it is time to share the pain a bit for all travelers. Traffic coming out of the commercial establishments, say at 65th Street or 121st Avenue, they may have to wait a little longer for the better of the overall system. Arterials such as Fourth Plain and SR-503 must have a higher priority than the side streets, since they serve a much higher traffic volume. Allowing that green time, a little more green time at each signal phase will get more traffic through this corridor. Another thing they could do at this intersection and other intersections is utilize more of the flashing yellow left turn lanes that you get instead of a green arrow where you have to wait no matter what. It turns to a flashing yellow and you just go when there is a gap. That adds getting traffic through an intersection. They are installing those where ever they can. WSDOT, City of Vancouver, and Clark County are now just entering into a centralized signal system that all of their traffic signals communicate on a single server. So given any kind of incidents on the highways, they can all talk together and change the traffic signal patterns to make the traffic flow better.

The next improvement, real-time travel signs. They have a new variable message sign on SR- 503 just north of the Padden Parkway that they can program to give travelers travel time information to give them options and a way to get to I-205 quicker via the Padden Parkway or if

there's an incident on Padden, the sign will say to go down SR-503 to get to I-205 that way and how many minutes it is on each one. You can make your choice.

Representative Vicki Kraft asked if there are any studies done as to how much that actually helps reduce congestion. She said now with so many people using their phones for GPS and tracking, she said she would rather see the money for the signs go elsewhere.

Mr. Keniston said there is definitely changing technology that creates a major deficit of those. There are still a lot of people out there that don't have phones that do that. Yet, you're probably right; your cars have it inside them. This is just an option. They are going to continue to look at the intelligent transportation systems and whatever the cheapest ways are. They are not tied to the solution. He said Representative Kraft was right; the technology does play a big piece in what they do on these things.

Ms. Perez talked about the five packages that they proposed through the study. The first one is the SR-500/503 Full Grade Separation Corridor Improvement Package. She said as Mr. Keniston mentioned, improvements A and B, the turn lanes and flashing yellow arrow lights and signal timing, will be the common denominator on every package. She would skip those since they were already covered. She would focus on C and D. The full grade separation components on this package are currently listed under the Regional Transportation Plan (RTP) for \$60 million; although, the project in the RTP does not include the roundabout component of it. It is a two-layer proposal if you look at it that way. C will be the top layer. You have a bridge or you could call it an elevated deck, and it will eliminate delays and reduce the number of conflicts. You will have cars going northbound and southbound just on this elevated bridge over the intersection. Underneath, you have a roundabout that will take care of your turning movement. So if you want to go from SR-500 to Fourth Plain or SR-500 to Fourth Plain west, you will go around the roundabout. There is an estimate that the elevated deck will increase the travel time about 3.2 miles per hour. The roundabout will increase the travel time about 11 miles per hour. So it is quite a significant change.

Mr. Keniston said if you have a signalized intersection underneath, the level of service would go from an F today to a B in the morning and level D in the afternoon. A roundabout, if you put that down underneath the bridge would go from level of service F to an A both in the a.m. and the p.m. But you're also directing traffic over the bridge to the signals at 65th Street, 71st Street, 76th Street, and Padden Parkway. That's a two to three minute travel time savings for the project from Fourth Plain to the Padden Parkway. Ms. Perez said the estimated planning cost for this package is between \$55 - \$70 million dollars.

The next package is a Fourth Plain Boulevard Flyover Ramp Corridor Improvement Package. It is something that they in this region are familiar with the flyover approach. WSDOT studied it about 12 years ago. The concept is if you're coming from the Hockinson area on Fourth Plain going toward SR-500 and that westbound movement, you're on a ramp going through. Whether it is going to SR-500 or for SR-500 to Fourth Plain you'll be elevated above the intersection. It will mitigate the westbound queueing on Fourth Plain in the morning peak and

also the northbound travel because it will be able to go straight. The speed will increase offering a travel time saving of about 26 minutes for those folks going toward Battle Ground.

Mr. Keniston said in the morning, the westbound to southbound failing level of service would go to a level of service C, and in the afternoon, the level of service of the intersection would be going from a failing to a level of service E with this option. The cost estimate for the planning is \$20-\$30 million.

The next package is the Fourth Plain Boulevard Eastbound Widening Corridor Improvement Package. In focusing on improvements C and D, C will mitigate all of the eastbound queues stacking between SR-503 and 121st Avenue. This is combining all of the right turn lanes into an extra third lane going between SR- 503 and 131st Avenue. By adding this third lane, the travel speed would increase by 2.7 miles per hour. In addition they're proposing to have a right turn lane from SR-500 to Fourth Plain because that is one of the heaviest movements in the afternoon, they are proposing to do that to increase the capacity so then the cars are not queued and stopped on SR-500.

Mr. Keniston said one might ask why they didn't look at widening both directions on this one. It is trying to be the practical solutions mode and not make another \$50-\$60 million project. They chose the worst of the two directions, and it is the afternoon peak hour. That is what they ran the scenario on, the east bound third lane. It really goes from a level of service F to an E in the afternoon peak hour. There is some improvement but not great. The estimated planning cost is between \$20 and \$30 million.

The next package is the SR-503 Northbound Widening Corridor Improvement Package. That is very similar to the Fourth Plain but going to the other direction. What they are proposing here is adding a third lane going northbound between the intersection and Padden Pkwy. The p.m. average travel speeds will increase by 6.3 miles per hour. They're also proposing to connect, which right now is a right turn lane only, to extend it to connect to 112th, and that will improve to add capacity. This will help folks get through the intersection faster. This option, the northbound third lane also goes, which is the peak of the two directions, that's the heavier movement, from a level of service F to an E. The estimated planning cost is \$15 to \$25 million. It is a little less expensive than the Fourth Plain one just because the right-of-way costs are a little cheaper, less issues to deal with.

The next package is the Fourth Plain Blvd. Displaced Left Corridor Improvement Package. It is a little innovative and out of the box. This is the one that Carley Francis was referring to. Although they don't have this particular application in the state of the Washington, Utah, Michigan, and Virginia use it widely. A similar concept to the Displaced Left has been applied in Lacey at SR-510 and I-5, and that is a Diverting Diamond interchange and they're similar. There are a lot of similarities between these two applications; the traffic kind of works the same. They would show a brief video shortly. So the configuration will significantly increase the west bound left turn capacity, reducing the intersection delay, and it is going to improve the level of

service from an F to a B in the afternoon and from an F to an A in the morning. The average travel time will increase by five minutes per hour.

Mr. Keniston said that is why this option popped out as exciting, because they changed from an F to a B and an F to an A on basically using the existing pavement that is out there. There is a little bit of right-of-way to move the right turn eastbound, but using the existing pavement without building structures or anything and they get a B and an A out of it. The estimated costs will be \$7 to \$10 million.

A video from Virginia Department of Transportation was provided. It presented innovative intersections, the Displaced Left Turn or DLT is one intersection. It is made up of one main intersection and two left turn crossovers. DLTs can be designed with left turn crossovers on only the major street or on both the major street and side streets. In advance of the main intersection, left turn vehicles use the crossovers to cross to the other side of the road which allows left turns and opposing through movements to move simultaneously through the main intersection. DLTs are designed to accommodate all roadway users including larger vehicles such as school buses, emergency vehicles, and trucks, as well as pedestrians and cyclists. The video showed how a DLT works for motorists when only the major street has the crossovers. On the side street, motorists turn left, continue straight and turn right just like at a conventional intersection. From the major street, motorists continue straight and turn right at the main intersection like at a conventional intersection. To turn left, motorists cross to the opposite side of a street at a signalized crossover and then proceed to the main intersection to complete the left turn. Pedestrians and cyclists can also navigate a DLT. Pedestrians use marked crosswalks to safely cross the intersections. Cyclists have the choice to either navigate the intersections using crosswalks and pedestrian paths or if they are more comfortable, cyclists can follow the same paths as vehicles. There are several benefits of a DLT design, such as improved safety. DLTs reduce and spread out the number of points where vehicles cross paths which decreases the potential for crashes. Increased efficiency: at a DLT, left turns and opposing through movements can move at the same time through the main intersection. This means a DLT operates with fewer traffic signal phases and less delay. Better synchronization: at a DLT, the main intersection and crossover traffic signals are synchronized, which allows through traffic to spend less time stopped and improves corridor travel times. To improve safety and efficiency on Virginia roads, Virginia DOT works with local jurisdictions to find the right intersection type for a location and tailors the design to its specific needs.

Ms. Perez asked if there were any questions regarding the DLT. She said it is a different concept.

Gary Medvigy said they saw this with County Council a while back. He asked if they exist right now and if there was a location nearby where they could drive through this and experience it.

Ms. Perez said the states of Utah, Michigan and Virginia have them.

Councilor Medvigy asked how long have they been up and running and if they have accident statistics? He said he wondered how an inebriated person makes it through there, much less a sober one.

Mr. Keniston said from his experience, these are so well marked with curb and paint striping, you don't know you're doing it. You follow the traffic. The lights go with you, the green lights ahead of you. They are very intuitive.

Councilor Medvigy asked if they had seen an increase in accidents.

Mr. Keniston said not that they have heard.

Councilor Hansen said it was great to have the state representation here today at RTC. That's where his question kind of lies as well. He said if they were to go with a large build option, wouldn't they have to take this to the state legislature, and they would say give us the lowest cost options before that happens. Then we would examine those and come back with a plan to do an overpass or something of the large build.

Mr. Keniston said he thinks using practical solutions is how they work with the community on coming up with what they think is the best option, given the right project and the right time and the right to solve the problem that they all identify is what is out there. That's what they're doing here. They're looking at lower costs, and they're recommending a lower cost solution here over a very high cost.

Councilor Hansen said he understood that, but if they were to go to a larger build option you could be looking at a three, four, five-year wait in order to get something like that done; because you would have to get the funding package after you examined the low cost options. He asked if that was correct. (Yes, it was). He said that's why he liked this Displaced Left Turn corridor improvement idea because if this is something that can work, it looks like a lower cost option that they're already addressing. He asked as far as implementation time, what they would be looking at for this idea as compared to a buildout.

Mr. Keniston said it would be two years of design, because it looks like they will have to take a little bit of the Golden Corral property there for the right turn.

Ms. Perez reminded folks that any of the concepts or packages that they are presenting today will have to be designed and will have to get money. None of them are funded today. It will be up to the legislature to fund them. They will have to design them; they will have to figure out all the details before anything is done.

Carley Francis said she wanted to address Councilor Hansen's question. To reiterate, all of these packages would have to go to legislature for funding. The intention of bringing forward a variety of cost options is to provide options and potentially make it more viable to move through the process. She said they don't get to make those decisions, certainly. She said the other comment just is that with the scale of need that is represented in the RTP right now for regional systems, there is a very active question to ask about what is the highest and best use of funds and how do we want to allocate those based on our representatives who do the work

in Olympia to get funds for the region. There is always cost to that in tradeoffs. She said they want to make sure those options are on the table so folks can make an educated decision about those tradeoffs.

Councilor Hansen said what he was pointing out was as far as the time frame goes, he didn't see a reason why you couldn't have two options going on at the same time. One in the immediate, if it is going to happen in the next few years after design, and then that doesn't really look like it takes too long to implement. Whereas in a full buildout on a bridge, even if you had the funding for it, you could be looking -- for the St. Johns overpass how long did it take to get that taken care of? This is more elaborate than that even if you do the overpass. He said he was looking at what could be done in the more immediate future in order to address the safety.

Ms. Francis said it might be more viable to move forward.

Shirley Craddick said she wanted to make sure to understand how to read this. She said the option that includes the roundabout has a cost estimate is at \$55 to \$70 million. That is the one where they are suggesting the overpass. She asked if that cost is the amount that a roundabout would cost also.

Ms. Perez said that is a planning estimate and includes estimated for right-of-way and estimated for the whole project. The entire over structure plus the roundabout underneath that is included in that estimate.

Councilor Craddick said she misread; this is not either or, this is both, one on top of the other. She said in going to the Displaced Left Turn package that was on the screen, it looks like there would be right-of-way that would have to be purchased. She asked if the \$7 to \$10 million still a reasonable amount for that.

Mr. Keniston said their technical advisory team looked at this and said they need to do more analysis. This is just a high level study, but they think it would be better if they analyzed a roundabout at 121st Avenue and a roundabout at 65th Avenue, the next two signals that are from Fourth Plain. The roundabout combined with the displaced left turn brought it up to \$13 to \$17 million total. Then you're addressing a very large wide array of improvements within that area.

Councilor Craddick said but it would be a fair amount of land that would have to be purchased.

Mr. Keniston said there is some. Not giant, they're not buying a business.

Representative Kraft said she was curious in their look at the intersection. She said as you look at the traffic today and the amount of congestion, she asked if they could speak to if there is a worst portion that has to be addressed first from a traffic congestion standpoint. If you look at Fourth Plain as the cutting line, would the more impacted or more congested section be Fourth Plain to SR-500 going toward I-205 versus Fourth Plain toward SR-503 and up?

Ms. Perez said the study showed that the intersection by itself is level of service F and also 65th Street and SR-503 is a level of service F and 121st Avenue and Fourth Plain is at a level of service F. Everything else around was either an E or D. It was really proportional. There was no one corridor that was in better shape than the other one. It was having the lack of parallel routes and people who need to get from point A to point B have to take SR-503 or Fourth Plain pretty much.

Mr. Keniston said the predominant movement is from west to south. That is why they had the fly-over ramp, and the displaced left turn has been for that movement. At one point, they had triple lefts there. It is that predominant. But he said, Fourth Plain itself, north-south is almost as heavy. It is a bad intersection.

Mr. Keniston said their final slide is the recommendation. Their Technical Advisory Committee for this project is composed of WSDOT, the City of Vancouver, Clark County, C-TRAN, and RTC. They recommended the Fourth Plain Displaced Left as a preferred option to go and along with that, the stand alone options that they talked about in the beginning. As they talked, they're facing a current and future Clark County where growth is outpacing the revenues for infrastructure investments. Over the past several years, WSDOT has identified and developed planning level solutions to many of their major highway bottleneck locations. They continuously include these large scale projects in their Regional Transportation Plan. Year after year goes by and few of these projects receive funding for transportation. Examples are this intersection, and another example is I-205 from SR-500 to Padden Parkway. So WSDOT is now taking a different approach to addressing safety and congestion. With the financial constraints and the lack of funding for large scale projects, they have to get more creative looking at this. So they have to identify smaller scale, localized improvements that they could reasonably fund with their existing resources or pooled funding resources either through their local partners or RTC. They're looking to provide drivers with basically predictability and reliability. Can you predict how long it will take to get to work every morning? They're saying that they are really not going to solve the problem, but can they get it down to how many minutes it will take you plus or minus ten. That's a goal. And then increased safety is the other thing. They discovered a prime example of comparing benefits to costs on this study with the companion study that they're conducting on I-205. The cost to build the SR-500/SR-503 grade separated interchange as shown earlier provides drivers with a two or three-minute time saving between Fourth Plain and Padden Parkway. That cost is very comparable to the cost of a series of I-205 operational fixes that they are looking at between Padden Parkway and Airport Way across the I-205 bridge. That project provides drivers with an average time saving of 20 to 30 minutes for a trip for the same cost. These are the types of comparison, prioritization, and decision-making tools that they are moving towards to stretch their scarce improvement dollars and get the best bang for their buck. With this strategy in mind, they are recommending the Fourth Plain Displaced Left Corridor Package as an effective lower cost solution.

Ms. Perez said the next steps that they have for these studies are that they are going to work with the RTC staff to replace the current project with the DLT. So as she mentioned before, the

current project is the \$60,000 grade separation project. With that project they could get level of service A with the roundabout, and with the bridge on top, they will be at a level of service D, and they will gain 3.2 miles per hour with the bridge and 11 miles per hour with the roundabout. The DLT gives them a level of service A in the morning and B in the afternoon, and they will gain five miles per hour. Then also, they will have to work with the City of Vancouver and Clark County to find the funds in order to design and construct the displaced left turn at SR-500 and Fourth Plain. In order to select which component to design with what is on the board, they'll have to do further analysis to determine whether they will do the improvements that Mr. Keniston is talking about or do roundabouts on 121st Avenue and 65th Street. They just have to do some modeling in order to determine which will be the best bang for the buck. That will be all parts of the design project when they get there after they get the funding. Ms. Perez said it was an exciting project. They started with a lot of different options and ended up with just one they felt strongly that it could move forward.

Eileen Quiring asked if the right-of-way that would be projected in the recommended project is included in the \$13-17 million cost estimate.

Ms. Perez said that cost estimate listed is for preliminary cost ranges for planning purposes only. The numbers that you see there are planning estimates, just very high level planning estimates. They will have to narrow down the costs if the project moves forward.

Commissioner Lannen asked in looking at the data with the projected time saving, is that assuming everybody is driving at the speed limit?

Mr. Keniston said no, that is an increase from today's existing failing congestion miles per hour with an increase of an average five or six miles an hour through the corridor on the peak hour. It is an increase on each of those; it may be going 15 miles an hour.

VIII. Regional Traffic Safety Data

Dale Robins referred to the memo included in the meeting packet. He said safety is a critical component of their Regional Transportation planning process. It is always important that they do all they can to save lives. Part of what brought this about was really on March 5th the RTC Board adopted safety targets, performance measure safety targets for fatalities and serious injuries. There were a lot of questions at the time about what this means and how they got to the total. Today, Mr. Robins is going to give them a quick overview and tell them about how they resolve these issues.

Target Zero is the Statewide Transportation Plan, and its goal is to reduce traffic fatalities and serious injuries to zero by 2030. This is an aspirational goal. Basically every person killed or seriously injured in a traffic crash is enormous and unacceptable. We need to do all we can to reduce it to zero. Target Zero is a data driven Plan, so it is based on existing collisions. It identifies critical factors: what are the things that are contributing to these fatalities and serious injuries. It identifies and prioritizes strategies to address those problems. One of the

great things about it is it is really unifying. We have the police, the engineers, and the politicians all working towards the same goal.

Mr. Robins provided an example of how fatality rates have changed over a 50-year period from the mid-1960s to mid-2016. It was also listed in the memo. The fatality rate has dramatically declined. As seen between the 1960s to the 1980s, it was a really sharp decline. The laws that were implemented in the State of Washington during that time were shown. The 1980s and 1990s still saw a good decline. But just like many things, as you start to hit those declines, it becomes more and more difficult to continue to go. Mr. Robins said that is our goal. We want to continue to go down. There have always been peaks and valleys. Sometimes you can see a direct correlation to a law, like when the seatbelt law went in, they saw a great decline. We saw a significant decline after motorcycle helmets were required. There are some direct relations. Other times we did things that should have seen an improvement and they saw a slight increase for a few years. There are a number of factors playing into this. There is population growth and other things, and it all has an impact.

A look at fatality rates and serious injuries within Clark County over the last decade was provided. What they're seeing is actually fatality rates have been going up, while serious injuries have seen a slight decline. This is consistent with what the national numbers are doing. We've come out of a recession; populations increase and the economy is improved just giving more risk to the average driver as they drive more and more miles. Some people think it might be related to other issues such as distracted driving or lack of law enforcement. There are a number of factors that go into this. We don't really know what it all relates to. We can see a direct correlation with the economy.

What Washington State Target Zero has done is identify factors, and they put them in three priority levels. Mr. Robins quickly covered the top two. What you're going to see is that most of these are behavioral or choices and not really ones that necessarily engineering can resolve. Priority level one shows that when it comes to overall fatalities in particular, impaired driving, over 50 percent of all fatalities have an impaired driver. Mr. Robins noted that when they look at fatalities, they can have multiple factors. They could have been speeding with an impaired driver for example. The second highest is speeding. Young drivers come in at third. Also noted under serious injuries, at 44.7 percent, they are the highest when it comes to serious injuries as a factor. In Clark County, historically, young drivers have been higher than the state, but actually what has happened over the last five to ten years is the state has caught up with Clark County for whatever reason. We have seen, as you know, driver training removed from the schools and to private schools. Mr. Robins said he didn't know if that's a factor or what the issues are. Maybe it is that 18-year-olds now can get a driver's license without even going to driving school. Those all contribute to their inexperience and might be leading to some of those issues. Run off the road, which is predominantly, leaving the road, often happens in rural areas, at curves, and they end up in the ditch. Intersection related is at 27 percent.

When looking at the second priority, they are still pretty significant, but they start to see a significant decline in numbers. Unrestrained occupants are almost 26 percent of fatalities. Mr.

Robins noted that Washington State has one of the highest seatbelt usage in the nation, and they're still seeing that as a fairly high factor. Unlicensed drivers, whether that is a suspended license or don't have a license for whatever reason. Distracted driving, that includes playing with your radio or your cell phone and eating, all of those things add to distracted driving. Pedestrians: basically when you're over 20 miles an hour, pedestrians don't have a lot of protection, and they often lose. This level also includes motorcyclists and head on collisions. Priority three goes into other factors, such as heavy trucks and senior drivers. A much lower fatality rate when they get to those types of things.

So what the state has really done is that in Target Zero they have identified what they call the Five E's Strategies, even though the fifth one is not an E. They include Education. We've seen commercials on the radio and on the television trying to educate people. They also go into the school system and try to educate people. Enforcement: the law enforcement is out there and has a click it or ticket type campaign that we've seen; Enforcements of impaired driving at certain holidays. We also see Engineering where we're trying to clear the clear zone around roads and other safety improvements that they do to make the transportation system safer. And then Emergency Medical Services where the training has improved on how to react to traumatized victims in collisions and how to deal with them so we could save lives. The last one is Leadership / Policy and that is the elected officials making laws and policies to help the safety of individuals on the transportation system. Mr. Robins said again, that's a quick overview. There is some information, more detailed information, on the factors within Clark County in the memo if you like to look at those.

IX. Other Business

From the Board

Chair McEnerny-Ogle asked Carly Francis for an update on the bridge office work and then C-TRAN on any changes with BRT or other topics.

Carley Francis said based on legislative action this past year, obviously there were funds provided to WSDOT to open up their project office. She said it is worth noting that as a formal discussion among the project partners, that issue has been essentially dormant for five years. Restarting that effort is an activity in and of itself that is expected to take some time, and their intention as an agency is really to approach that conversation with a spirit of partnership and collaboration across those partners and try to make sure that there is a good working basis for moving things forward. So, she thinks that mostly to say that that will take some time, and it doesn't mean that anything is running at any level of speed anytime soon. Ms. Francis said they will be working to reach out to folks and have a couple of folks within the region who have allocated to help support that effort. But she said, quite frankly, the shape and form of that will come out of conversations with the project partners that will occur over the next handful of months.

Shawn Donaghy provided an update on C-TRAN's Bus Rapid Transit. They had the Federal Transit Administration out here from Washington, D.C. a few weeks back with some folks from

the FTA Region Ten office. They gave them a tour of the corridor, and said they're extremely excited on a few fronts. Mr. Donaghy said he thinks they have been very adamant about why this is a lot bigger than just a bus rapid transit line. The FTA was extremely impressed, based on infrastructure needs along the corridor and growth in terms of what the FTA calls value capture, which is a transit project being larger than a transit project, and what it means to the community. There is a significant amount of growth along Mill Plain, specifically past Chkalov all the way out past 164th Avenue to 192nd Avenue. They were excited to see that. It serves two college campuses and two hospital districts. Especially as they have conversations about an aging community and how they are able to connect those in a rapid fashion throughout the county, especially along Mill Plain along the hospital district. Every milestone that they have needed to hit thus far they've been a little ahead of the timeline. Mr. Donaghy said he didn't want to get too far ahead and say they'll be way ahead on schedule. But he said it is turning out to be very successful. They're getting great feedback from both their advisory committee and a lot of the business community along that corridor. Mr. Donaghy said he is really anxious and really wanted to say thanks to WSDOT and the City of Vancouver. They've come up with a pretty interesting solution for the bridge across I-205 and how they are going to be able to really deal with that traffic pattern problem. So it really is the work of several agencies together trying to solve several problems, not just the transit related issues. He's really excited to be able to update on that progress.

Gary Medvigy asked if there were mile stones set for this office for the bridge and timelines on any specific goals.

Carley Francis said in the budget bill that came out from legislature, there are expectations of reporting. There is a status report that is expected this December and a status report that is expected for next December. There is also the expectation for a finance plan, which would be conceptual in nature that is also due in December of next year. Those are milestones that have been established by legislature. The act of moving a project forward is not insignificant. They do not have yet a full-fledged structure for what that schedule looks like. Ms. Francis said frankly, without having really worked that up with partners, there's not a way to give you a firm and complete answer on the exact pathway and the time frame for that. Part of the work here ends up being how do you find some level of consensus among those parties about exactly how to move forward, and that's a deliberative process type of thing that goes forward over time. As a rough sense of scale, her predecessor was telling folks that to complete a Supplemental Environmental Impact Statement, which is the assumed next possible step, it could be three to five years and \$50 to \$100 million to do that. Ms. Francis said those are very rough stats without having been in the room with those partners to figure out what that actual body of work is. That is really the first step one, figuring out a structure of working relationships among those parties and then also mapping out what the project management and project development process look like, which would have a much more firm sense of schedule associated with it.

Councilor Medvigy said other than reporting, your only set goal is to have a finance plan a year from December.

Ms. Francis said there are the two status reports that are in there. She also said within the message that was sent from the Oregon Governor to the Oregon Transportation Commission, there was an expectation there of having a project office established by the end of the year. There are a variety of metrics out there. Ms. Francis said, quite plainly, it would be inappropriate for her to make a commitment on behalf of eight agencies that need to work together to bring something forward to be specific about a timeframe right now.

Representative Kraft spoke to Ms. Francis and said she had mentioned there were some local partners that were kind of stepping forward at this point, along with project partners. Representative Kraft asked if she was able to speak to whom some of those partners are at this point.

Ms. Francis said the only ones really that are sort of known from the previous process specifically are those entities who were engaged in the Environmental Impact assessment in concert with WSDOT. That's the Washington State D.O.T. and Oregon D.O.T., C-TRAN and TriMet, RTC and Metro in Oregon, and then also the cities of Vancouver and Portland. There are different roles depending on the responsibility each of those entities have for either owning and operating something in the long run or being a facilitator for the dedication of funds which is a role that RTC Board plays or having a connection point with the system. That's sort of more of the city component there, as there's a connection to those facilities. Of anything that is known, those are the parties for them to first work with to figure out how to move that project forward.

From the Director

Mr. Ransom provided a Project Showcase for Clark County's NE 10th Avenue (NE 154th St. to NE 164th St.) and attended the ribbon cutting. This was developed, managed, and implemented by Clark County. RTC's contribution to this project improvement was \$2.8 million, and there was \$23 million in total costs. What was unique about this project is that it was truly a connector. It connected Tenth Avenue on the south side of Whipple Creek and on the north side creating a new arterial where you can traverse from 139th Street up to 179th Street. It is a major improvement for Clark County. Congratulations went out to their staff.

Mr. Ransom said a question arose at the last meeting, and he thought they would spend a few minutes reviewing this this evening. Part of this is to set them up for a conversation that they're going to have next month where the Board has asked for a review of a prior RTC study which was a 2008 Corridor Visioning Study which is often referred to or questions arise about. The question came from the Board, and this is in response to RTC's Congestion Management Process, which is the reporting of work that assess or enumerate the cost of congestion. Mr. Ransom provided a memo and attachments to answer this question as holistically as possible. There are regional studies, and links were provided in the memo, in reference to two studies: one in 2005 and one in 2014. Also, attached for their reference was the 2014 version. This was

commissioned by the Portland Business Alliance titled Economic Impacts of Congestion. This body of work in 2014 tried to enumerate that from the perspective of congestion and costs associated and impacts broadly within the Oregon economy. He said it is an interesting read, and they have attempted to define what those costs are and what the implications are, et cetera.

At the national level, there is a company called INRIX that annually reports traffic congestion data. RTC has used their data sets in the past. They publish what they refer to as a scorecard. It is not only national, but international scorecard where they assemble all the data that they collect and then they match it together and come out with some kind of congestion index. This is often referred to in public policy, as well as in the news, as you know x area is the most congested as number ten on the list or number eight on the list. They try to enumerate based on their metrics and methodology what a ranking would be.

Mr. Ransom said there are different perspectives as well. He provided a look at a perspective from academia. This is a paper that was published this last year. They looked over the course of 30-some odd years of data and asked the broad question, does congestion really affect the economy. Their results suggest that the potential negative impact of congestion on the economy does not deserve the attention that it receives. It broadly says that areas grow in spite of congestion, and you can have vibrant economies.

Mr. Ransom wanted to review quickly the body of work that the Secretary of Transportation of Washington presents annually to the State Legislative Transportation Committees. The presentation was from January of this year when Secretary Millar published this work. Mr. Ransom said maybe to some extent, this is an editorial comment. Some people raised their eyebrows and said what are you trying to say? When given the broad question what is it going to take to build your way out of congestion? He had his team within the department apply the metrics and it will take x and y. You see in the Vancouver area to have free flow during peak hours you may need up to 38 new lane miles of roadway on I-5 and I-205. You may make the observation is that even possible? Then in the second slide, the Secretary points out some of the assumptions or issues that we get into when we say we need to solve congestion. You can see the factors that go into that.

Lastly, what are the societal costs of congestion and how do those compare to other issues in the transportation network? What this data reports is that when you think about the costs to society or the costs to the economy, the most impactful are the costs associated with collisions and safety related damages. The cost of congestion is a cost, but when you take people out of productive work and collisions and repairs and so on and so forth, safety is the biggest drag on the economy. So it is noteworthy to think well, that's why Target Zero, notwithstanding its lofty aspirations, is a very important public policy question. How do we reduce the number of collisions and thereby shift costs into productive use. So you may ask what does this all mean. It depends on what your intent is. You find a report that says this and that.

Mr. Ransom offered at the back of the memo a couple of observations. They will think about them more next month when they think about long, long-term planning. The question really is around this table, where do you allocate resources and what are you trying to accomplish? The things that come to mind are really what is the community that you're trying to build and how do you define that community and how you allocate resources to address known issues. In the case of RTC, we have a plan that invests or is purported to invest a couple of billion dollars in addressing transportation deficiencies. That would be across the spectrum of potential modal options. There is a commitment to build to improve; Tenth Avenue is a good example of that. Conversely, you can't build forever. How do you take this value based discussion which is what is acceptable versus the community that I want to build. Those are the more important questions. Have we defined clearly the 50-year vision for this community, and are we on trajectory for that. They will try to have some conversation about that next month. Are we making the investments that would support the quality of life that we want to achieve? From a technical standpoint, and this is where things get a little wonky, there is this engineering guidebook; it is called the Highway Capacity Manual. Level of Service was referenced earlier in the meeting. That is a definition of a value. What is interesting is that value is established by the Institute of Transportation Engineers (ITE) in their technical manual called the Highway Capacity Manual (HCM), initially published in 1950. Between 1950 and 2016, that manual has been updated six times. In each instance of update, the calculation of delay, so the level of service A, B, C, D, E, and F changes. What does that mean? It means congestion, even the representation of congestion is a value. It is a function of time. It is not permanent; it changes. If the ITE HCM can change what delay means, think about that within the community. It is important when they think next month about long, long-term planning; what is the community they're building; is the infrastructure aligned with that, and does it align with the values they are trying to achieve. Mr. Ransom said that's the work they are interested in, and he knows they are collectively interested in that work. So that's the cost of congestion report, and the links are provided. Mr. Ransom said if anyone wanted the academic paper, the link doesn't go to the whole paper. Contact him and he would share it for you.

Representative Kraft said she appreciated the report and the kind of reality of what that look is for the cost of congestion. Notably, that we are impacted, and we saw I-5 and I-205 as highly impacted. Representative Kraft said those are probably the biggest part, because we have two corridors across the river. So as a non-voting member that sits on the board, she asked in moving forward that they look strongly at a third corridor quickly. She said they could talk about the value pricing and making it painful for people so that they are forced into other modes. She asked everyone as policymakers to listen to citizens and to be cognizant that they're driving their cars and that will not change anytime soon. Representative Kraft said the sooner they can start having a collective dialogue about a third bridge, a third connector, in conjunction with I-5 replacement. She said they will do all of their citizens a favor, as well as themselves, in saving headaches, because they can't wait 40 more years or whatever it will be for a third corridor. Representative Kraft said she just wanted to put that forth. She said it is a little bit of the obvious, but she thinks they have to be mindful of that moving ahead.

Mr. Ransom had a couple of other updates. He would provide a report on obligation status. They were talking about that earlier in terms of grant awards. Staff made the comment and the Board acted on a provisional. If things aren't obligated, Mr. Ransom has to amend the TIP administratively in August. Dale Robins is tracking this weekly with members and grant recipients. He said it looks like they are going to meet their target so they won't have to change money or pull money away from projects. Those projects that were on the cusp of maybe, maybe not, they communicate that they probably will. They take them at their word. So, that's potentially a positive report. Mr. Ransom would report back in August in terms of where that ends up.

Mr. Ransom attended two meetings this month. One he wanted to show today. This was a ribbon cutting for a Port of Vancouver pedestrian / bike trail on Lower River Road. He showed the picture of the ribbon cutting to celebrate their work, and he was there by invitation to give some remarks on behalf of RTC. This also was a Transportation Alternative project grant award from a couple of years ago, \$560,000 from RTC and that program committed to that project. He said it was a nice day, and RTC Board Chair McEnerny-Ogle was there, as well as Vancouver Councilor Ty Stober, Port of Vancouver Commissioners Orange and Oliver, and the Port Director Julianna Marler.

Mr. Ransom attended a meeting in the Gorge and thought this was interesting if you're looking for history about the Gorge Scenic Act, and why it was put together. Commissioner Tom Lannen and Mr. Ransom attended that meeting. A special speaker was invited to brief Gorge jurisdictions from both sides of the river. This individual worked and was a legislative aid for Senator Mark Hatfield, and was the chief representative for Senator Hatfield in the development, the writing, and the crafting of the law which then became the Gorge Scenic Act. The briefing was recorded. Mr. Ransom said he thought it most interesting in terms of as we all deal with, how did this come to be, and who made that decision, and why did they think this. The speaker shared his own review and memory with this group of 25 elected officials and agency officials in this meeting, really, the reasons for that, what was trying to be accomplished. The Gorge Scenic Act affects the work of RTC's members in the Gorge and into Clark County. It affects the work RTC does. They change projects and the way they look because of it. Mr. Ransom said he thought it beneficial to hear the history. He said if anyone is interested in that recording, he could point you in the direction. It might give you a different perspective, very appreciative that this individual was still around to share his story.

Lastly, RTC's next meeting has changed location. The room they usually are in is occupied for election night coverage. RTC will be going to Vancouver City Hall Aspen meeting room August 6th at 4 p.m.

X. Adjourn

The meeting was adjourned at 5:30 p.m.

Councilor Medvigy said he had a question in regard to Representative Kraft's statement. He asked when the Visioning Study and an additional corridor discussion were going to be on the agenda.

Mr. Ransom said that will be on the agenda at the next meeting in August.

Anne McEnery-Ogle, Board of Directors Chair