APPENDIX F

TRANSPORTATION CORRIDOR VISIONING PROJECT "THINK TANK" WORKSHOP #2

Transportation Corridor Visioning Project "Think Tank" Workshop #2
9 a.m. – 11:30 a.m., Friday, September 7, 2007
6th Floor Conference Room, Clark County Public Service Building
1300 Franklin St., Vancouver

Steering Committee Members: Councilperson Gerde (East County), Mayor Idsinga (Battle Ground/Yacolt), Mayor Irish (C-TRAN), Councilperson Leavitt (City of Vancouver), Commissioner Miller (Port of Vancouver), Commissioner Randel (North County), Commissioner Stuart (Clark County), and Don Wagner (WSDOT). **Staff:** Justin Clary (North County), Ed Pickering (C-TRAN), Matt Ransom (City of Vancouver), Pete Capell (Clark County), Trevor Evers (East County), Rob Charles (Battle Ground/Yacolt), Jack Burkman (WSDOT). **RTC and Consultant Staff:** Lynda David, Dean Lookingbill and Mark Harrington (RTC), Chuck Green (PB), Jeanne Lawson and Shareen Rawlings (JLA)

Desired outcome: interactive discussion of potential westside and eastside new regional corridors, including potential new crossings of the Columbia River. This discussion and outcome will be used by the project team to propose the types and locations of new regional transportation corridors for presentation at the October Steering Committee meeting.

AGENDA

Workshop purpose:

What are the options for a new westside regional corridor west of I-5? What are the options for a new crossing of the Columbia River west of I-5, and how can it connect to a new, westside regional corridor?

What are the options for a new, eastside regional corridor east of I-205? What are the options for a new crossing of the Columbia River east of I-205, and how can it connect to a new, eastside regional corridor?

9:00 a.m.	Welcome and introductions Introductions Project update Review desired outcomes Review workshop agenda	Lynda David and Dean Lookingbill (RTC)
9:15 a.m.	Summary of Proposed Corridor Map and Data	Chuck Green (PB) and Mark Harrington (RTC)
9:30 a.m.	Westside corridor discussion Purpose, function, expectations for corridor – land use, economic development, transportation New regional corridor options west of I-5 Options for new crossings of the Columbia River	Jeanne Lawson (JLA), Mark Harrington (RTC) and Chuck Green (PB)
10:15 a.m.	Eastside corridor discussion Purpose, function, expectations for corridor – land use, economic development, transportation New regional corridor options east of I-205 Options for new crossings of the Columbia River	Jeanne Lawson (JLA), Mark Harrington (RTC) and Chuck Green (PB)
11:00 a.m.	Summary and Action Items	Lynda David and Dean Lookingbill (RTC)
11:15 a.m.	Next steps and close Next Steering Committee meeting: 9:30-11:30 a.m. Friday, October 5, 2007	Lynda David (RTC)

Transportation Corridor Visioning Project "Think Tank" Workshop #2
TRANSPORTATION CORRIDORS
9 a.m. – 11:30 a.m. Friday September 7th, 2007
6th Floor Conference Room, Clark County Public Service Building,
1300 Franklin St., Vancouver

Welcome and Introductions (Lynda David and Dean Lookingbill)
Dean Lookingbill provided a brief project update, reviewed desired outcomes and explained the workshop agenda. He also described the desired meeting outcomes including discussion of Westside and Eastside corridors. Specifically corridors to be discussed are:

- Westside Corridor Options, including options for crossings of the Columbia River
- Eastside Corridor Options, including options for crossings of the Columbia River

Jeanne Lawson (JLA) revisited the main points from the previous Think Tank on land use and transportation as a foundation for today's discussion. She expressed the need to move forward in the project, and to begin to identify issues and concerns with the corridor alternatives that are currently on the board for discussion. She explained that as the study evolves, possibilities will be narrowed down. She reminded the group that the intent of the workshop structure is to gather a foundation of information to support Steering Committee decisions.

Summary of Proposed Corridor Map and Data (Chuck Green)
Chuck Green walked through a discussion of the corridor process, reminding the group of some of the discoveries arrived at through modeling, and during previous Think Tank discussion. He explained that the main, and perhaps most surprising, discovery is that there is not as great a demand for longer trips between regional centers, but rather a significant need to provide for shorter sub-regional trips. Chuck then moved to revisit a definition of regional corridor, and sub-regional corridor. He defined regional corridors in the context of freight routes, or routes that emulate a state highways system in function and are multi-modal in design. As part of this definition, Chuck also discussed access issues and restrictions associated with a regional corridor. Chuck explained that regional trips are typically defined as trips over 8 miles, however he noted that modeling exercises determined that there are a variety of work trips in the region that are less than that distance. Sub regional corridors are defined as routes that connect to the regional transportation system from urban areas within the county. Chuck explained that these corridors typically emulate a minor arterial or principal arterial in function. Sub regional corridors could also include facilities that provide access to and circulation within the county, linking community centers.

Based upon previous Think Tank and Steering Committee discussions, Chuck explained that the development of east and west corridor alternatives followed a desire to fill in an existing grid system. With that in mind, Chuck went on to describe six topics that he hoped to generate a discussion around. The topics are as follows:

- Land use and economic development

- Environmental (west side especially, wildlife refuge concerns)
- Consistency with planning policies
- Established neighborhoods and other developed areas
- Mobility: regional and sub-regional (what types of trips the corridor would serve)
- Function of Corridor

Chuck went on to describe a couple of key questions that came out of the previous Steering Committee meeting, focusing specifically upon a Committee concern regarding established communities vs. developing areas or rural areas in regards to Westside corridor development. He asked the group to keep that issue in the back of their minds as he walked through a description of the corridor alternatives.

Chuck provided a few examples of what a new regional corridor would look like. Examples include: SE 192nd Avenue, and Padden Parkway. He went on to explain that these types of regional corridors would require controlled access points, as well signalized intersections every mile to a mile and a half.

A participant asked for clarification regarding the trip projections arrived at through the modeling exercises. Specifically, of the additional trips that the region will realize, what percentage of trips are regional vs. sub-regional? Mark Herrington with RTC replied that, on average, the trip lengths forecast in the traffic modeling were around 5 miles. Chuck noted that the modeling exercises showed the majority of trips in the area to be sub-regional trips. However, if a significant, major new commercial area were to develop within the region then this could be a popular destination and may impact the number of trips and increase average trip lengths making more regional trips. A participant noted that a 50-year project timeline would impact the mean trip distance. Dean Lookingbill responded, acknowledging that development patterns and future growth trends will impact trips. He noted that commercial development traditionally follows residential growth. A Think Tank participant asked if trip projections in this study look just at Clark County or if they expanded to the whole region. Dean Lookingbill responded confirming that the whole region is included in the traffic modeling.

Eastside Corridor Connections

Chuck explained that the main objective with the Eastside connection alternative is to provide increased access between Battle Ground, Hockinson, North Camas, and South Camas, focusing on sub-regional trips. These corridors provide a regional alternative to SR 503, I-205 and SR 14 for intra-county personal trips. Chuck explained that traffic modeling in this area emphasized sub-regional trips as well as a connection between Clark County and the Columbia Gorge. When staff modeled traffic behavior in this area, several discoveries were determined that supported an eastside river connection, such as:

- An emphasis on sub regional connections to Airport Way Industrial Area, Gresham/Fairview, Columbia Gorge, and NE Portland.

The Eastside Connection Corridor would essentially serve as an arterial alternative to I-205 for eastside river crossings. Chuck went on to describe the eastside corridor

options. He explained that the existing alternatives suggest two options to the north, 2 to the south, and a common option in the middle of the region. In terms of a new regional corridor, there was an interest in increasing access between Battle Ground and the Camas/ Washougal area. Options E1 and E2 show two options for a Battle Ground Bypass alternative, which would essentially serve the Battle Ground center without creating a corridor that would go through the downtown. Chuck urged the group to focus on a couple of topics with these alternatives:

- Environmental constraints
- Building from established corridors
- Mitigating topographical constraints

A Think Tank participant asked why the E1 option was not extended to the west? He was interested in the reasoning behind not connecting this corridor alternative to the Westside connections? Chuck explained that the corridor alternatives were attempting to establish a grid system, and would eventually connect with other routes in the region. The Think Tank group expressed an interest in seeing more of a Westside connection with alternative E1. One participant recommended that this connection serve essentially as a loop that would tie into 259th Street. Other comments included a concern that alternatives seemed focused on a regional corridor promoting controlled access, which may make sense if attempting to bypass Battle Ground but less sense in terms of tying regional trips into Battle Ground's center. It was also suggested that there was a need for another avenue for the Port of Vancouver to expand in order to address freight concerns.

A concern regarding Alternative E2 on the Eastside connection was raised. This participant was concerned with 199th Street and stated he did not like the corridor going back down Main Street, Battle Ground. The suggestion to create 199th as a loop was agreed upon by the Think Tank. Other suggestions include: Widening the right of way on 199th.

A question was raised regarding staff's decision to locate a major arterial along a side of the region that does not have the same residential density or the same density forecasts as other areas of the community. Chuck explained that this was because the corridor was meant to serve as a bypass, not a sub regional connector between residential areas.

Another participant suggested that population growth patterns in Yacolt and NE Battle Ground seemed to support a northern connection alternative, such as E1.

At this point, the presentation shifted more to an open discussion of the eastside connection alternatives. During this conversation the following suggestions and concerns were raised:

- Suggestion to tie into the new interchange at Ridgefield
- Suggestion to make a color shift on the map where the Lacamas Basin crossing is highlighted, just to highlight the fact that the corridor does not cut across or over the lake

- Suggestion to "flip" the curve of the east side connector to avoid Green Mountain by staying west and then utilizing the existing bridge across the basin area. There is an opportunity to extend the right of way along existing roads in that area, which could help accommodate the corridor.
- There are presently movements forward in terms of having the Lacamas Basin area be a wildlife refuge/watershed restoration project. This presents a potential constraint that the corridor planning should take into account.
- Suggestion to make a main corridor on 192nd Avenue with an arterial connection to Camas/Washougal.

Chuck explained that there are two options in terms of mitigating impacts to Grove Field airfield—one that would go around the field to the east, and another to the west. He noted that the eastside has a mobile home park, which may present some environmental justice issues as well as a series of environmental concerns regarding impacts to existing streambeds.

Eastside Columbia Crossing

Chuck then moved to a discussion of the Eastside Columbia River Crossing. He explained that this river connection would facilitate a connection from Clark County to Airport Way. He outlined the connection on a map and referred Think Tank participants to several handouts that provided detailed route information. Several concerns were raised in reference to this crossing alternative. The first, expressed a concern that the eastside river crossing linked, almost exclusively, with I-84. Another Think Tank participant raised a concern that the bridge was located too far west and should move away from 192nd Avenue. This participant noted that the traffic lights on 192nd Avenue would restrict traffic flow, and suggested that the crossing be pushed farther east so that roadways can effectively push traffic across the river.

After this short discussion, Chuck went on to show a series of traffic demand models associated with this eastside river crossing. The data showed that the majority of trips moving from Clark County across the river were going to Gresham and East Portland (71% of total trips). Several participants asked for clarification around this demand. Chucked responded, explaining that there is a huge industrial pull on the Portland side. He went on to suggest that people that live in Clark County seem to be traveling across the river for work in Gresham or East Portland.

Another concern was raised regarding E4. This participant noted that alternative E4 would stop in Camas, which does not address all of those vehicles attempting to make through trips across the river.

Another suggestion was made to move the bridge over to the east so it would match up with Troutdale. Chuck noted the suggestion but called attention to the fact that the Reynolds Aluminum plant and the Troutdale airport would serve as substantial barriers.

A participant noted that part of the issue with using 192nd Avenue as the corridor crossing is the build out that that roadway has witnessed. This participant went on to

explain how expressways help to mitigate these concerns---specifically, by using outer lanes for continued arterial travel and center lanes as regional bypass options. He also noted that there was an opportunity to extend the right of way along 192nd.

Chuck directed the group's attention back to the north side of the river crossing, outlining Oregon trips and their impact on cross-river commuting. He explained that traffic modeling projected out 50 years showed that the majority of Oregon trips end up in East Vancouver (36%) and Camas/Washougal (24%). A participant asked for clarification regarding what percent of the trips are projected to be commuter trips. Chuck explained that the majority of trips that traveled from Clark County across the river are work trips. A participant noted that this traffic pattern could be largely due to the fact that historically Clark County has attracted cluster residential development, while Portland has focused more on attracting cluster industrial/commercial.

Another participant noted that a river crossing connection on the eastside would undoubtedly impact land use both in Clark County and in Portland. He expressed an interest in understanding what this change might look like. A second participant responded to the comment, suggesting that a possible solution would be to increase Clark County's receptiveness to business development.

Chuck Green and Dean Lookingbill reminded the group that an eastside river crossing does not function as an interstate, but instead serves as an additional river crossing between two areas. Dean asked the group to focus on a series of questions that could help structure feedback surrounding these alignments. Questions included: What is the purposed of these crossings? What is the function? What would need to be in place to order to ensure that a desired purpose and function were achieved?

A participant responded to Dean's questions, emphasizing a need to facilitate connections to the Mt. Hood Parkway. Another participant suggested that the riverside connection focus upon other arterial options, such as 181st, 282nd or 257th (although 257th could potentially create issues regarding the airport). He went on to explain that 181st would provide greater access to Gresham and Portland jobs.

This statement inspired a discussion among Think Tank participations regarding the role of policy decisions/land use goals vs. transportation options. A participant expressed a concern in utilizing transportation decisions to connect Clark County residents into Portland jobs on the other side of the river as opposed to connecting the river crossing into Portland residential hubs and encouraging business/industrial development in Clark County. He emphasized that there is a need to plan for these types of policy decisions, and to match the purpose and function of regional corridors with these land use/development and policy decisions.

Chuck explained that some of the traffic volumes associated with these options/alternatives are coming from trips that are moving off SR-503. He went on to note that when looking at the traffic model, without the new corridor factored in, traffic demand is already utilizing 182nd Avenue and eastside arterials to avoid congestion on

SR-503. Future traffic projections that do not include a new corridor show traffic demand on SR-503 to be at 80,000 vehicles per day, which is double what it is today. Several participants asked for clarification regarding these traffic volumes. Chuck explained that the majority of trips projected within the 50-year timeline are assumed to be work trips, stimulated by residential pull in the northern areas of the region and economic development in the south. Several comments were raised regarding traffic volumes. The first comment recommended SE 192nd Avenue as a sub-regional corridor. Other participants expressed a concern about traffic demand.

There was discussion of need for an Expressway with limited access that would provide for commercial traffic. SE 192nd Avenue can only function as a sub-regional corridor because of all the stops. A participant commented that a corridor that extends to a river crossing would probably need to be 7 lanes. If this were the case the 192nd and, further north, the 182nd Avenue corridor would change significantly in character. The same issues apply over in Camas where large growth in traffic volumes would require a significant corridor. Chuck noted that the facility would also need to be multimodal and there would need to be a policy effort to change traffic demand by encouraging other types of travel.

There were a number of questions about traffic volume numbers and it was suggested that before going out to the public with this there needed to be more clarity.

A participant commented that the traffic projections are based on current demographic trends. There was concern that the projections might not adequately and effectively look at commercial developments but only focus on residential development. Project staff assured that commercial development and employment growth is assumed in the travel model process.

Westside Connection Discussion

Chuck Green provided background on the Westside connection alternatives. He explained that the connection considerations on the Westside focus on increasing connections between the following destinations: Hayden Island, the Port of Portland Marine Terminal, St. Johns Neighborhood, NW industrial area, North Portland and the Port of Vancouver. He went on to define the nature of the Westside Corridor Connection, explaining that this Corridor would serve essentially as an arterial alternative to I-5, similar to what was proposed in the eastside corridor connection. Chuck referred the group to a slide depicting Westside Corridor Options. He explained that Option W1 was comprised of 2 sub-options and essentially proposed a new corridor west of Vancouver Lake. Westside option W2 followed the eastside of Vancouver Lake. This alignment would run parallel to the BNSF railroad corridor. He explained that extending either of these routes to a river crossing follows the bi-state industrial corridor alignment and would serve sub-regional trips between Ridgefield, Vancouver, and NW Portland.

A participant asked why the study chose to pursue a connection on the west side of Vancouver Lake. This participant was interested in seeing the corridor cross near the

Vancouver Lake Flushing Channel with connection across Sauvie Island. Chuck explained that this decision was made in order to mitigate resistance from the Portland side of the river. In addition, he noted that travel demand analysis showed that the further west the connection was made the less the corridor was able to attract commuters across the new bridge. He went on to describe that data suggests trip capture areas suggest that more than half of Oregon trips are coming from Hayden Island and NW Portland. Therefore, a connection over Sauvie Island would inspire traffic to go back to I-5, which would defeat the purpose of the crossing.

A participant asked for clarification regarding staff's decision not to hook alternative W1a into the existing roadways west of the wildlife refuge. Staff explained that federal, state and environmental constraints contributed to the belief that it would be easier to stay out of the area of the wildlife refuge. A second participant suggested that alternative W1b move west and connect with existing roadways west of Vancouver Lake. He stated that this shift would allow the corridor to access high ground and an existing right of way on SR-501.

A participant urged Think Tank participants and staff to think about the impact of increased economic development at the Port. This participant suggested that a Westside corridor alternative needs to go around an unpopulated area in order to support increased freight traffic and Port expansion. This statement generated a conversation about freight traffic, port development, and the impacts associated with distribution center development. A representative from the Port of Vancouver emphasized the need to think about how distribution centers may impact connections with or interactions with the rail system and Port of Vancouver. A second participant noted that distribution centers do not want to locate in downtown areas and due to freight mobility they want to avoid sub-regional connectors and want to use regional facilities. This will be an important factor to plan for.

A participant asked if WSDOT owned the right of way before the wildlife refuge. If so, he suggested that there may be a legal basis there for pursuing crossing the refuge. Jeanne Lawson explained that this approach had been attempted in other transportation projects, but was largely unsuccessful. Chuck further explained that in PB's staff nationwide search, they had found no other successful crossing of a wildlife refuge by a transportation corridor unless it was a route to serve a National Park.

Chuck went on to describe traffic demands and trip counts associated with the western corridor region. He explained that a river crossing on the westside would serve more as a regional facility, creating an opportunity for trips to go from Oregon up to Ridgefield and the Discovery Corridor area. A participant suggested that the map outlining the Westside corridor connections be revised in order to more clearly identify the connection between SR-502 and Hillhurst Road.

A participant stated that the Westside corridor alternative did not seem to make sense without a river crossing. Chuck agreed with the statement, noting that the Westside connection would not address travel demand without a river crossing unless paired with

economic policy decisions to increase commercial and industrial development in Clark County. In response to a question regarding trip composition, Chuck explained that the majority of trips outlined in traffic modeling were car trips, not freight trips.

The Discovery Corridor is the main commercial/employment center in northwest County. The east to west connection is what is highlighted in the model. There is still uncertainty on what this area will look like around the Discovery Corridor, until further land use decisions are made that will determine its design and use. A participant asked if the model accommodated plans for a new casino in the area. Chuck explained that the model did not accommodate that specific development but did include significant employment in the La Center interchange area that could be viewed as surrogate for the casino. In response to his statement, several Think Tank participants cited a desire to see how traffic counts and traffic demand could be impacted by this type of commercial development in the north end of the region. Mark Harrington (RTC) confirmed that staff did incorporate a great deal of employment, and economic development, in this same north end of the region. A participant stated that it is not just where jobs are located, but also what types of jobs are located there. The multiplier can be huge. Mark Harrington further explained that what we have in the Discovery Corridor area includes economic/retail development for a 50 year forecast which is greater than the growth we envision 20 years out from now.

Chuck asked the group if there was interest in seeing any additional data. A member of the general public emphasized that there would be a need to stabilize the hillside along the regional corridor alternative that follows the railroad. Chuck responded, noting the comment but reminded the group that the later design stage of the process would have to address those types of concerns and issues.

Final Wrap Up: Discussion items-Dean Lookingbill and Jeanne Lawson

Dean Lookingbill provided a summary of key comments and suggestions. He began the wrap up by emphasizing a need to focus on the purpose, function, and expectations for a new regional corridor. He urged the group to think about the interaction between land use decisions, economic development and transportation investments. Dean went on to revisit key statements regarding both the eastside and westside connection alternatives. He reiterated the group's discussion that traffic volumes seemed to suggest that a westside connection did not seem to make sense without a river crossing. He noted that an eastside river connection appeared difficult to comprehend in terms of function and expectations. This is largely due to the fact that the corridor was included in modeling as a means of providing relief to I-205. Promoting a connection from Clark County to existing job centers in the Portland area creates a dilemma in terms of impacts to land use.

Dean said that there appears to be a lot of valid economic interest in seeing new corridors in the region. However, he said that there are two corridors already in place in Clark County; I-5 and I-205. Because of this he noted that there is a need to look at sub-regional vs. through regional facilities in terms of how these facilities will serve Clark County.

Jeanne reminded the group that, in this study, what the group was charged with doing was to look at regional corridors. However, in doing this, we have obviously determined that there is a significant need for sub regional corridors.

A participant recommended that one of the major findings that should come out of this Study is that the regional corridors will not function without sub regional corridors.

A second participant expressed a concern that the results from the RTC Study could potentially stall the momentum around the results from the High Capacity Transit Study. He mentioned that he would like to see more information focused on High Capacity Transit, as opposed to new crossings or major connections. Chuck Green and Dean Lookingbill responded to this comment, assuring participants that data from the RTC Study reinforce a need for regional advances in HCT. Chuck emphasized that the RTC study suggests that there is a need to search for broader solution outside of the construction of regional/sub-regional corridors.

Jeanne Lawson provided a wrap-up of the discussion. She questioned how we take this conversation out to the public before anything is set in stone? She said that this is really a brainstorming exercise. The discoveries that have been made here and the messages need to be refined before this is taken out the public. We need to remember that there are lots of options and lots of ideas. We are not close to the point of making any Yes or No decisions. Also, what we have been working on in this Study needs to mesh with the I-5 Columbia River Crossing project (CRC) and High Capacity Transit Study. Solutions require all of these discussions to reflect each other and work towards a common solution. During the discussion of this Study there has been a commitment to a community dialogue for a 50-year vision. The hope would be that the three avenues would converge. The discussion would then move towards---how do all of these pieces fit together? There was brief mention of a public meeting/open house but we need to figure out when this should occur. The need for providing order of magnitude costs, identifying potential impacts and coming up with findings and conclusions was also raised. Jeanne Lawson concluded the meeting saying that we had not had the opportunity to check in to question whether, in terms of the two main corridors, it makes sense to keep looking at these two major options?

The next Steering Committee meeting is scheduled for October 5th, 2007 beginning at 9:30 a.m. in the PSC 6th floor training room. The RTC Board will also be briefed on the Study with a presentation this fall.

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Clark County Transportation Corridors Visioning Study

Transportation Corridor Workshop

September 7, 2007

Meeting Outcome

- What are the options for a new, westside regional corridor west of I-5? What are the options for a new crossing of the Columbia River west of I-5, and how can it connect to a new, westside regional corridor?
- What are the options for a new, eastside regional corridor east of I-205? What are the options for a new crossing of the Columbia River east of I-205, and how can it connect to a new, eastside regional corridor?

AGENDA

- Summary of Proposed Corridor Map and Data
- Westside Corridor and River Crossing Discussion
- Eastside Corridor and River Crossing Discussion
- Summary and Action Items
- Next Steps and Close

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

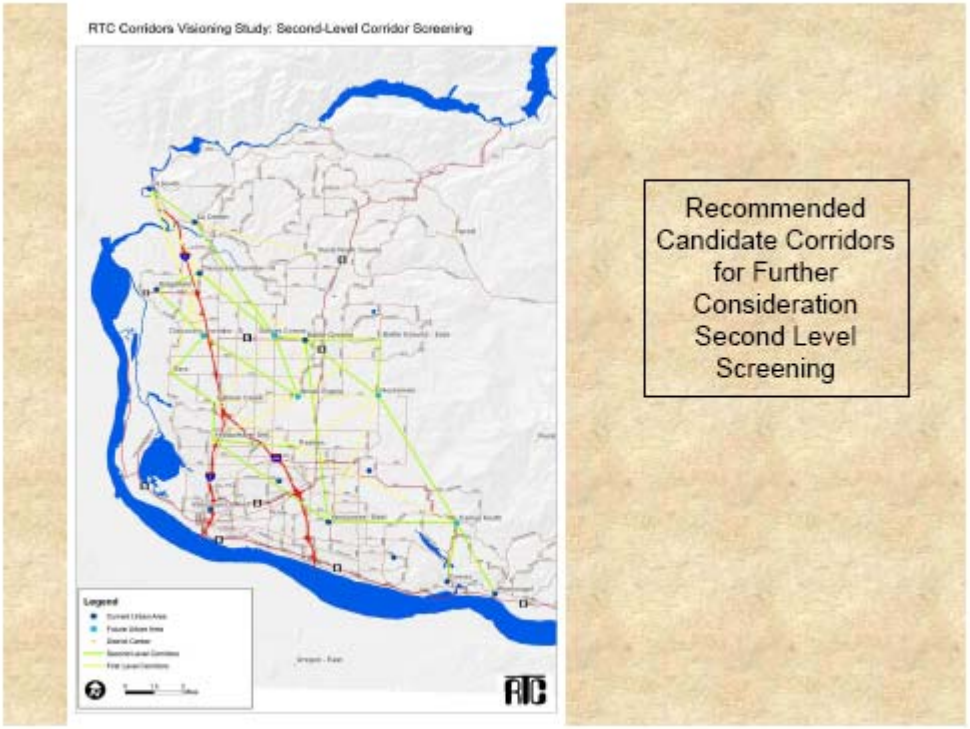
- Emulates a state highway in function and multimodal use
  - Regional transit and highway trips
  - Long-haul truck/freight
  - Regional bicycle/pedestrian trips
- Connects two or more non-contiguous urban centers with at least one inside Clark County
- Carries 10,000 or more person-trips per day (in 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

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.



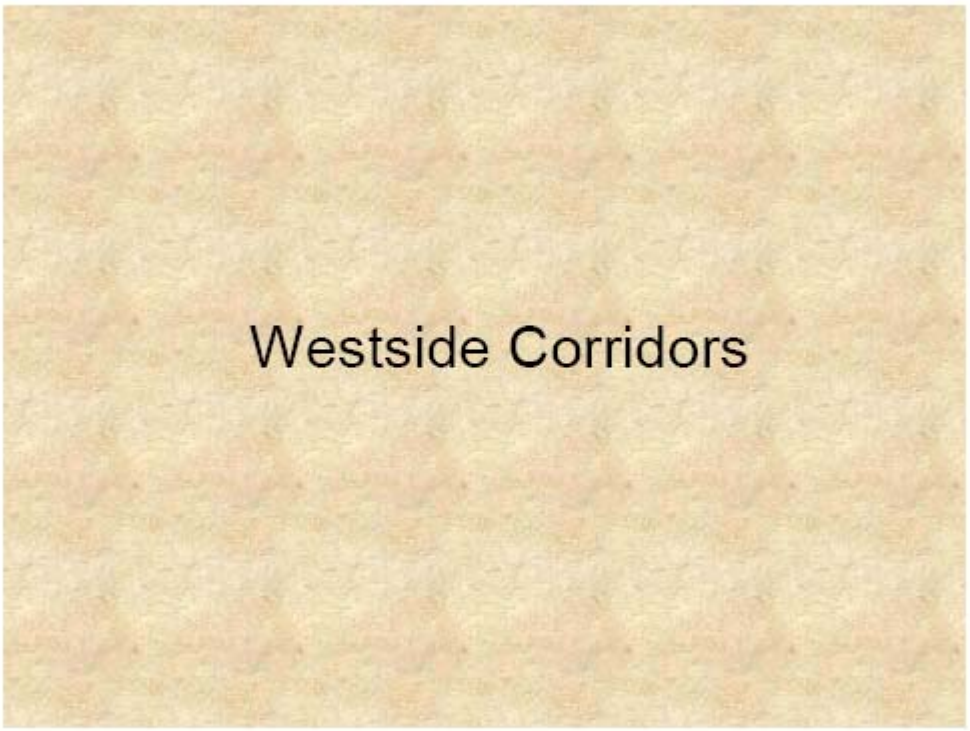
Discussion Considerations

- Land Use/Economic Development
- Environmental
- Consistency with Planning Policies
- Established neighborhoods and other developed areas
- Mobility: regional and subregional
- Function of corridor

What do these corridors look like?

Local examples:

SE 192nd Avenue, Padden Parkway


Westside Corridors

Considerations for Westside Corridor

- Subregional connections to
  - Ridgefield
  - Discovery Corridor
  - Felida/Lakeshore
  - Vancouver – West
- Regional Alternative to I-5 for Intra-County Trips

Considerations for Westside River Crossing

- Subregional connections to
  - Hayden Island
  - Port of Portland Marine Terminals
  - St. Johns/Northwest Portland Industrial Area
  - North Portland
- Arterial Alternative to I-5 for River Crossings

Westside Corridors

- W-1a and b utilize WSDOT right-of-way for SR 501
- W-2 uses Lakeshore/ NW 36th Avenue and NW 26th Avenue alignment
- Alignment parallel to BNSF Railroad corridor
- Portion crossing Columbia River follows "Bi-State Industrial Corridor" alignment from the Columbia River Crossing EIS
- Serves subregional trips between Ridgefield, Vancouver, and Northwest Portland

Westside Corridors – Map of SR 501 Right-of-Way (1966)

Westside Corridors - Evaluation Data

Data	W-1a	W-1b	W-2
Wildlife Refuge Impacts (Linear Ft.)	12,100	Minimal	0
Habitat Area/Buffers (Linear Ft)	400	3,700	620
Floodplain (linear ft.)	41,500	33,000	14,600
Steep slopes (>10%, linear feet)	170	2,500	860
Wetlands (linear ft.)	3,700	5,100	2,900
# Stream/creek/river crossings	4	8	8
Alignment through developed neighborhoods (%)	20-25%	20-25%	50-60%
Other major features touched or crossed	Flushing channel; Vancouver Lake Park	Flushing channel; Vancouver Lake Park	Burnt Bridge Creek delta

New Westside Crossing of the Columbia

- Modeled as a "Parkway" type arterial
- 4-6 lanes, modeled without tolls
- Connections:
  - Clark County: approx. Mill Plain at NW 26th Ave.
  - Oregon: Hayden Island: follows Portland Road and railroad "trench"
  - Oregon: Follows Columbia Blvd west through St. Johns, crosses Willamette and connects to US-30 northwest of Linnton
- Connections with I-5 via Mill Plain, Marine Drive, Columbia Blvd, and US-30

New Westside Crossing of the Columbia

- Daily volumes across Columbia River: 42,000
- Peak hour volumes across Columbia: 5000 peak direction
- Volumes along Westside corridors (no river crossing)
  - W-1a/b: 6,000 north, 18,000 south
  - W-2: 18,000 north, 35,000 south
- Volumes along Westside corridors (with river crossing)
  - W-1a/b: 14,000 north, 19,000 south
  - W-2: 23,000 north, 56,000 south

  "North" = around 78th Street

  "South" = north of Mill Plain Blvd.

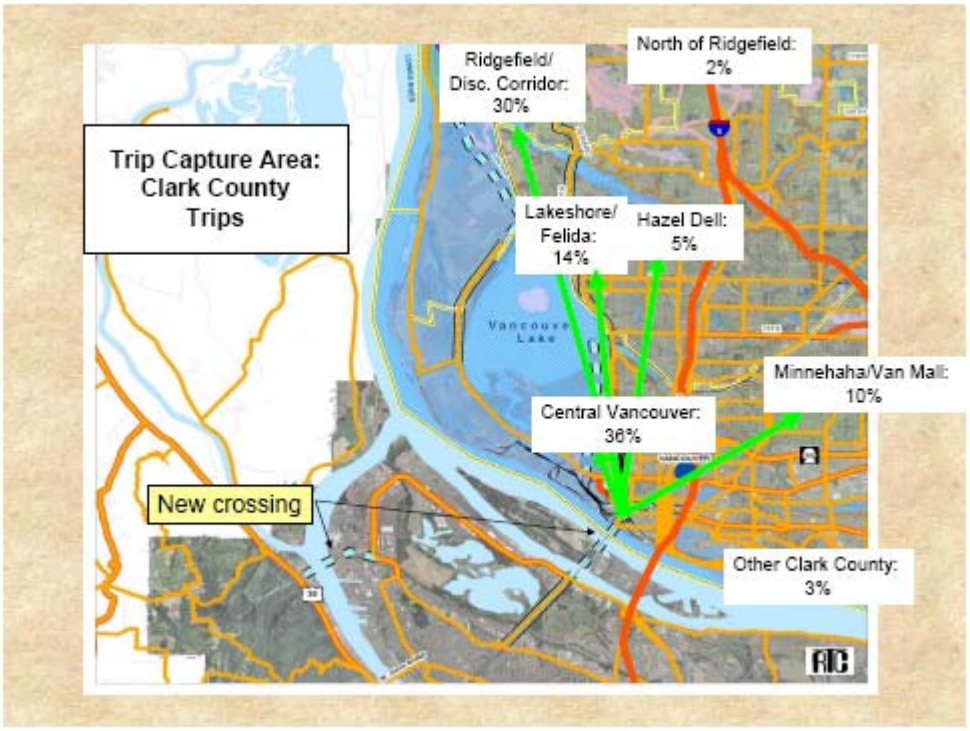
Findings: New Westside Corridor and Crossing West of I-5

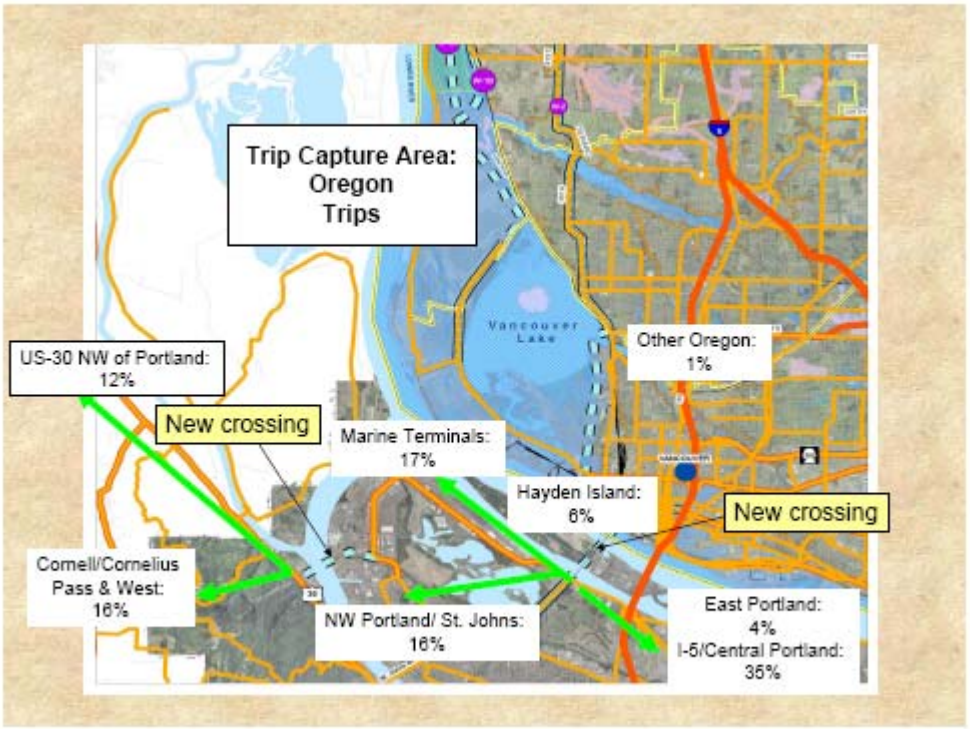
- Minor relief to I-5 (about 8% fewer trips)
- Some I-205 trips backfill onto I-5 Bridge
- Minimal relief to I-205 due to trip shifting
- Land use implications on each side of river (along the corridor)
- Increases cross-river travel about 3-4% (latent demand)
- Some Clark County trips shifted off of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

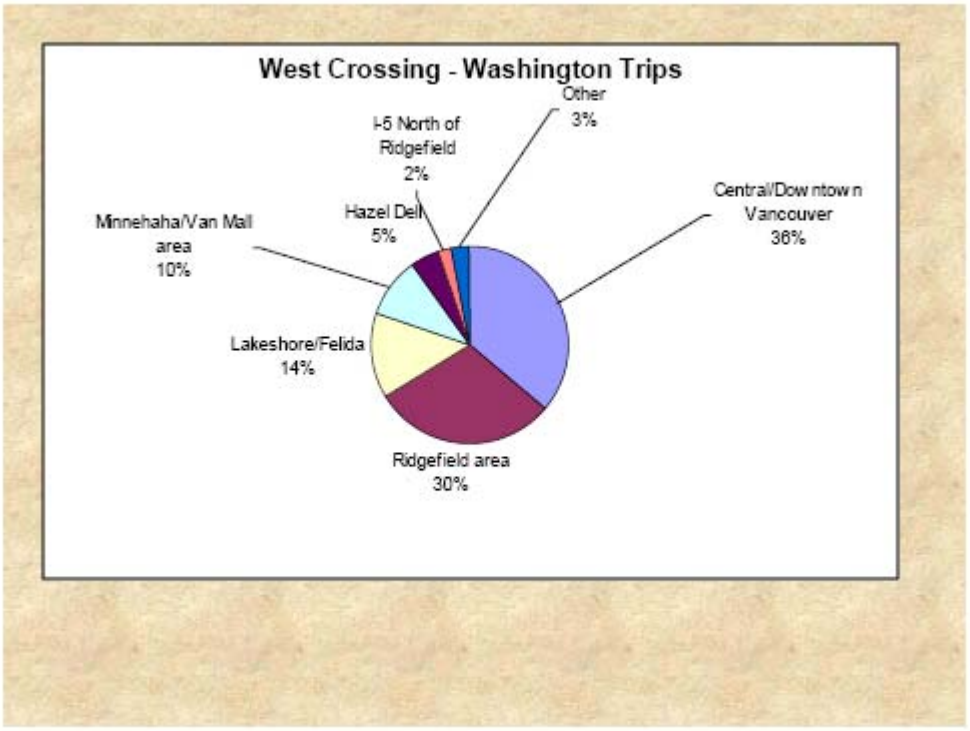
Findings Continued: New Westside Corridor and Crossing West of I-5

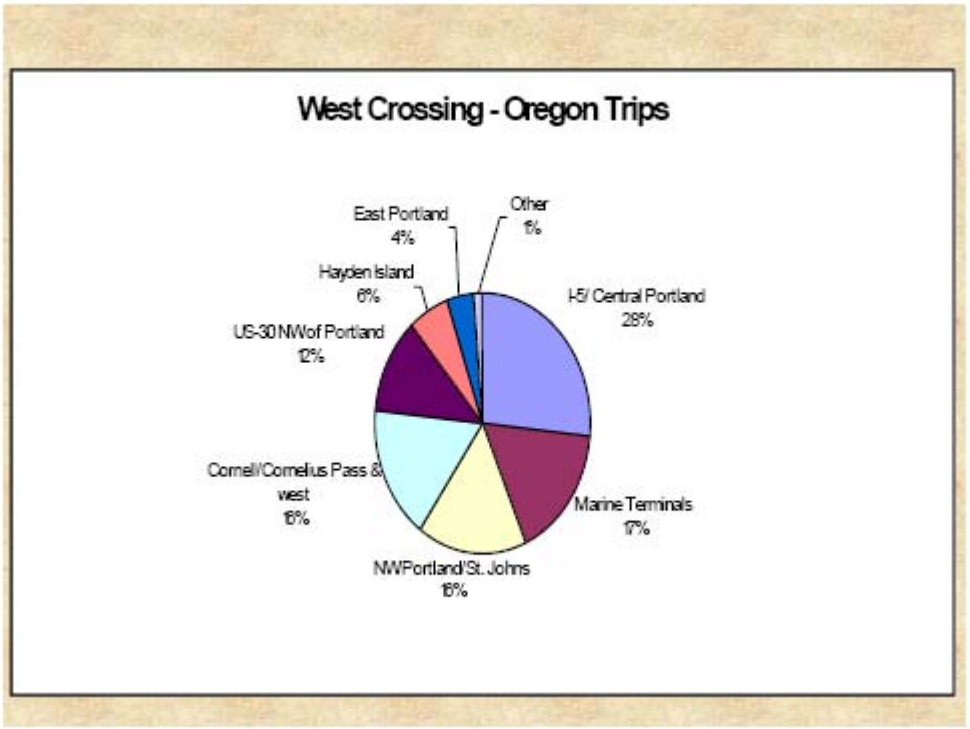
- Washington side: exhibits characteristics of both a regional and sub-regional corridor: half of Clark County trip ends are Ridgefield and north, half are central/west Vancouver area
- Oregon side: over half of trip origins/destination are longer distances: central Portland and I-5 south, Cornelius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

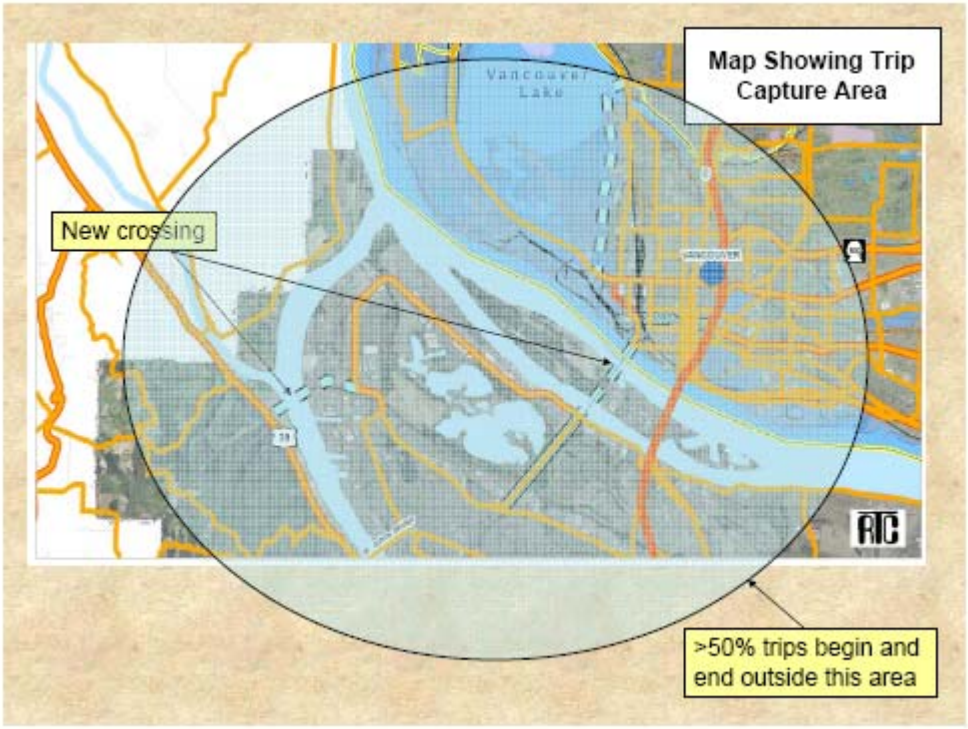
Westside Corridors
Crossing the Columbia River


Trip Capture Area:
Clark County
Trips
Ridgefield/
Disc. Corridor:
30%
North of Ridgefield:
2%
Lakeshore/
Felida:
14%
Hazel Dell:
5%
Minnehaha/Van Mall:
10%
Central Vancouver:
36%
New crossing
Other Clark County:
3%


Trip Capture Area:
Oregon
Trips
US-30 NW of Portland:
12%
New crossing
Marine Terminals:
17%
Other Oregon:
1%
Hayden Island:
6%
New crossing
Cornell/Cornelius
Pass & West:
16%
NW Portland/ St. Johns:
16%
East Portland:
4%
I-5/Central Portland:
35%

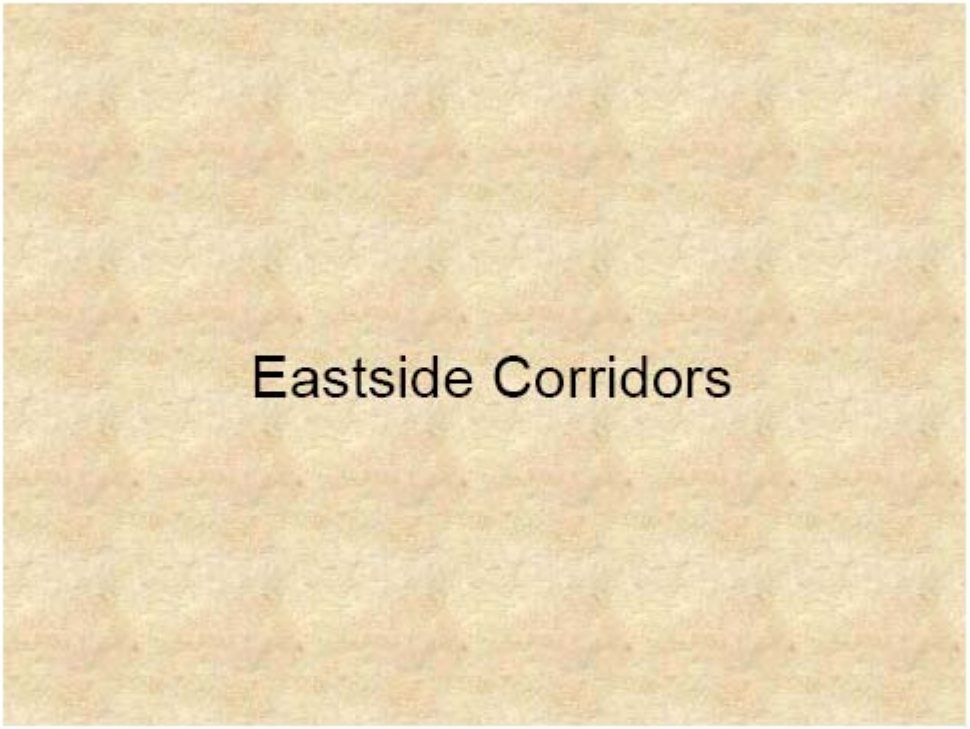

West Crossing - Washington Trips
Other
3%
I-5 North of
Ridgefield
2%
Hazel Dell
5%
Minnehaha/Van Mall
area
10%
Central/Dow ntow n
Vancouver
36%
Lakeshore/Felida
14%
Ridgefield area
30%


West Crossing - Oregon Trips
East Portland
4%
Other
1%
Hayden Island
6%
I-5/ Central Portland
28%
US-30 NW of Portland
12%
Cornell/Cornelius Pass &
west
16%
Marine Terminals
17%
NW Portland/St. Johns
16%



Discussion Items

- Purpose, function, expectations for new corridor – land use, economic development, transportation
- New regional corridor options west of I-5
- Options for new crossings of the Columbia River

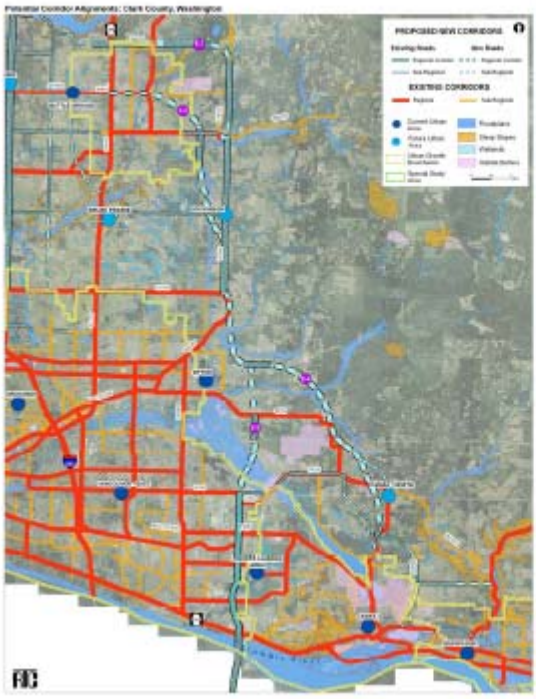


Considerations for Eastside Corridor

- Subregional connections to
  - Battle Ground
  - Hockinson
  - Camas North
  - Camas/Washougal
- Regional Alternative to SR 503, I-205 and SR 14 for Intra-County Trips

Considerations for Eastside River Crossing

- Subregional connections to
  - Airport Way Industrial Area
  - Gresham/Fairview
  - Northeast Portland
- Regional Connections to
  - Columbia Gorge
- Arterial Alternative to I-205 for River Crossings



East County Corridors – Aerial Mapping

- 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

Eastside Corridors - Evaluation Data

Data	E-1	E-2	E-3	E-4
Wildlife Refuge Impacts (Linear Ft.)	None	None	None	None
Habitat Area/Buffers (Linear Ft)	Minimal	Minimal	1130	910
Floodplain (linear ft.)	1,850	4,500	5,200	3,100
Steep slopes (>10%, linear feet)	Minimal	Minimal	Minimal	Minimal
Wetlands (linear ft.)	880	1,300	2,000	800
# Stream/creek/river crossings	15	13	15	13
Alignment through developed neighborhoods (%)	20-30%	30-40%	40-45%	30-40%
Major features touched or crossed	Salmon Creek	Salmon Creek; China Ditch	Lacamas Basin	Lacamas Creek (using existing crossing)

New Crossing of the Columbia

- Modeled as a "Parkway" type arterial
- Four lanes, modeled without tolls
- Connections:
  - Clark County: approx. 192nd Avenue at SR 14
  - Oregon: approx. I-84 at 181st Avenue in Gresham
- Connections with Airport Way and Sandy Blvd. and other supporting road improvements
- Clark County: also modeled with Option A/C

New Eastside Crossing of the Columbia

- Daily volumes across Columbia River: 78,000
- Peak hour volumes across Columbia: 4700 peak direction
- Volumes along Eastside corridors (no river crossing)
  - Option C: 70,000 north, 35,000 south (192nd Ave.)
  - Option D: 70,000 north, 25,000 south (north of Camas), 28,000 on 192nd Ave.
- Volumes along Eastside corridors (with river crossing)
  - Option C: 77,000 north, 39,000 south (192nd Ave.)
  - Option D: 77,000 north, 39,000 south (north of Camas), 32,000 on 192nd Ave.

Findings: New 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)

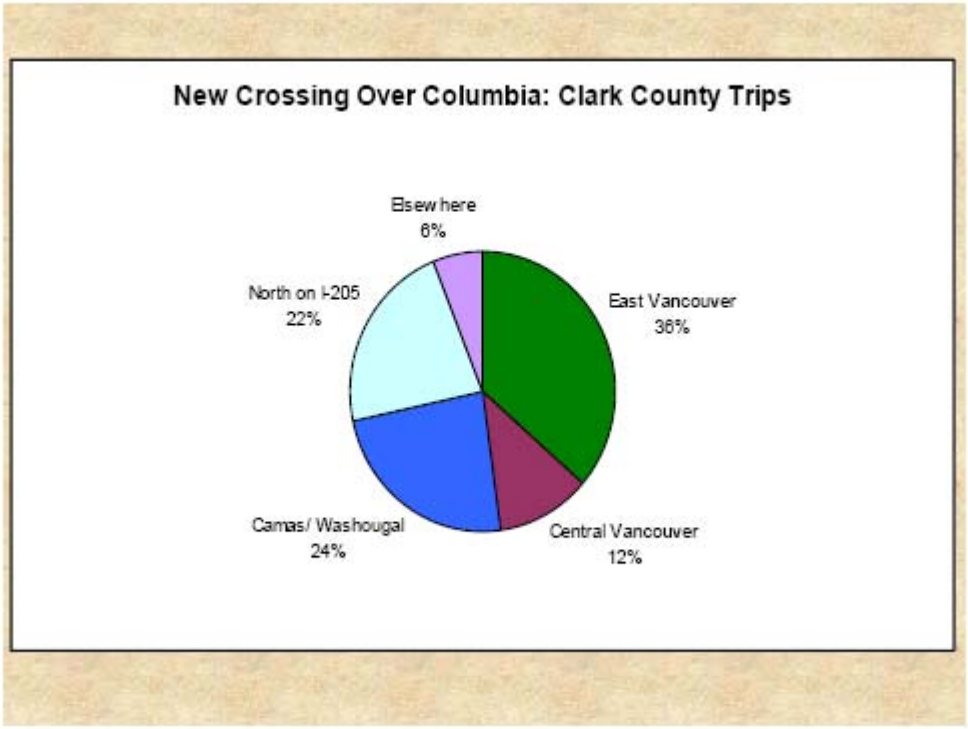
Findings Continued: New Eastside Corridor and Crossing East of I-205

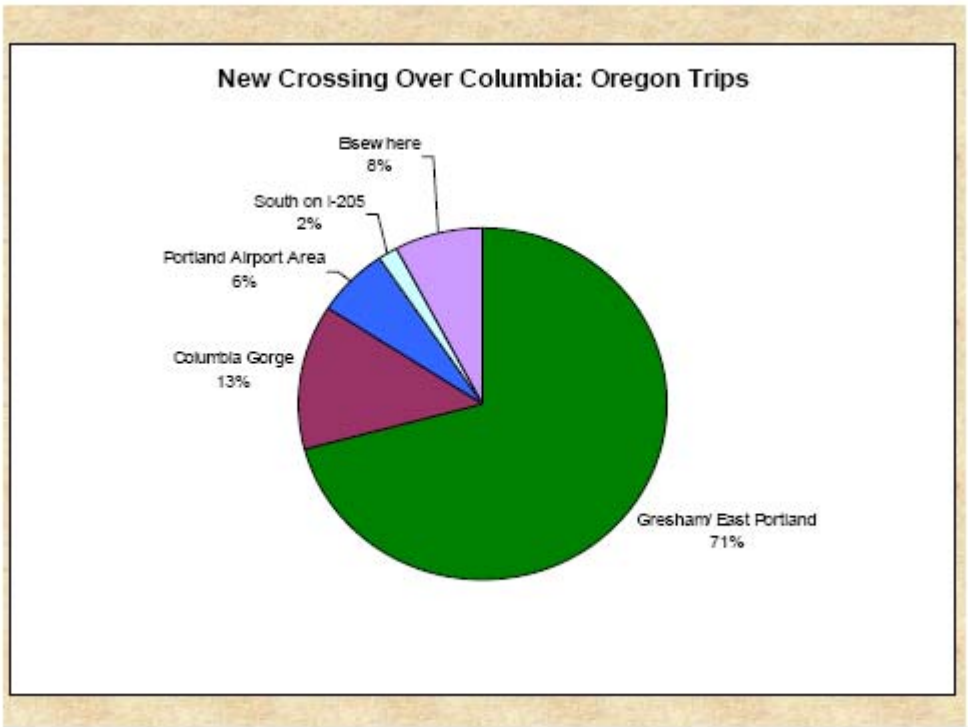
- Washington side: Exhibits characteristics of a sub-regional corridor: most Clark County trip ends south of 18th Street and east of I-205
- Oregon side: over half of trip origins/destinations are within 2-3 miles of crossing: sub-regional corridor.

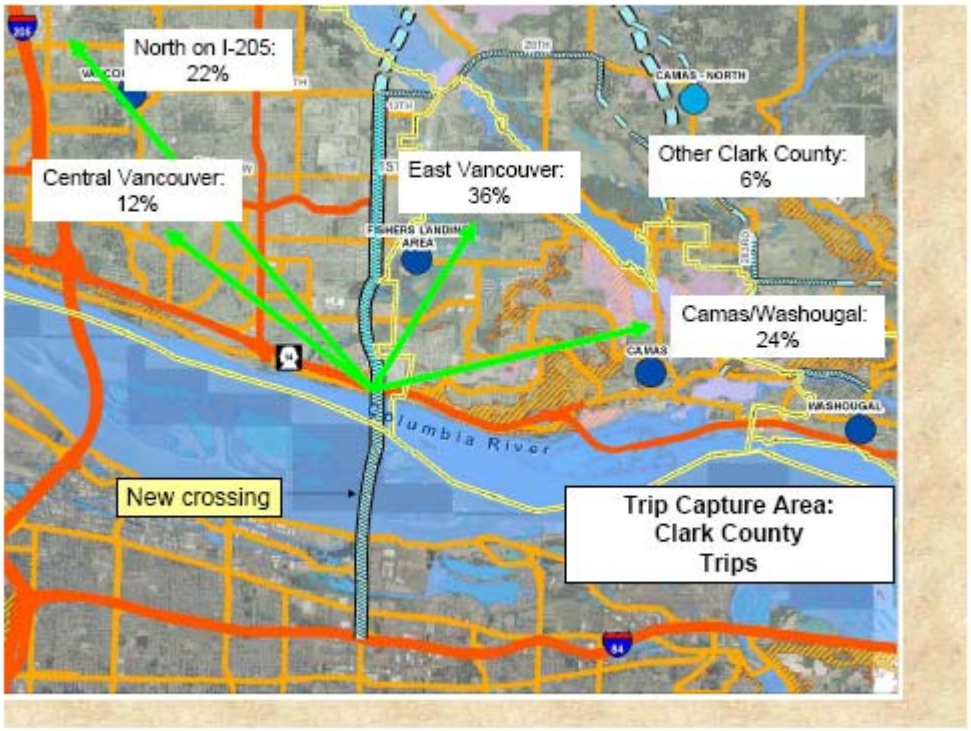
-

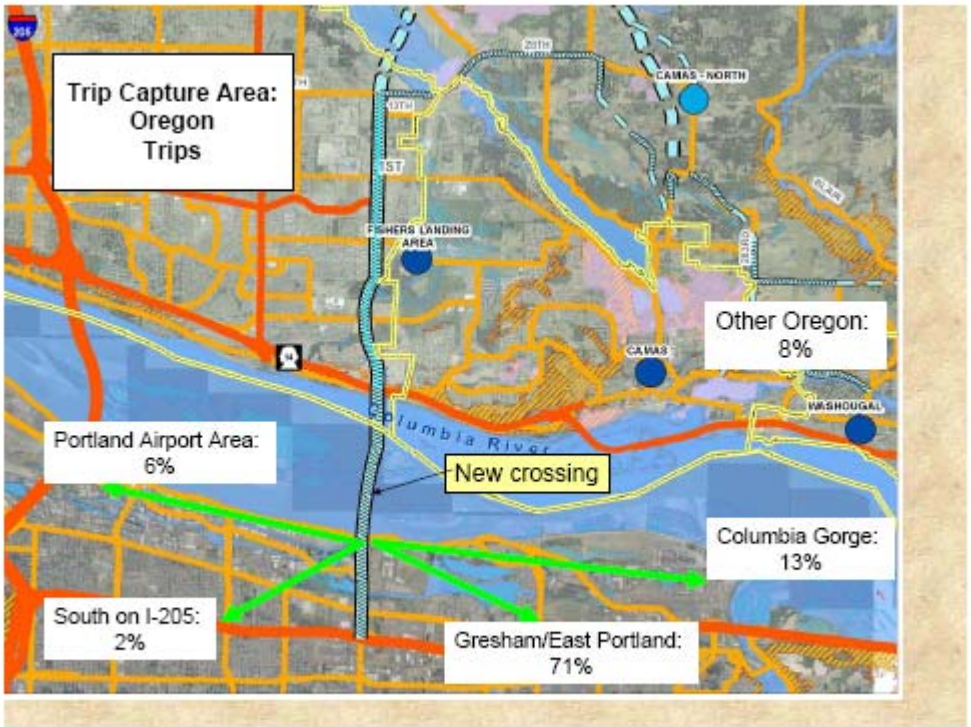
Aerial Map Showing Modeled Crossing

New crossing


New Crossing Over Columbia: Clark County Trips
Elsewhere
6%
East Vancouver
36%
Central Vancouver
12%
Camas/ Washougal
24%
North on I-205
22%


New Crossing Over Columbia: Oregon Trips
Elsewhere
8%
South on I-205
2%
Portland Airport Area
6%
Columbia Gorge
13%
Gresham/ East Portland
71%


North on I-205:
22%
Central Vancouver:
12%
East Vancouver:
36%
Other Clark County:
6%
Camas/Washougal:
24%
New crossing
Trip Capture Area:
Clark County
Trips
CAMAS - NORTH
CAMAS
WASHOUGAL
FISHERS LANDING AREA
Columbia River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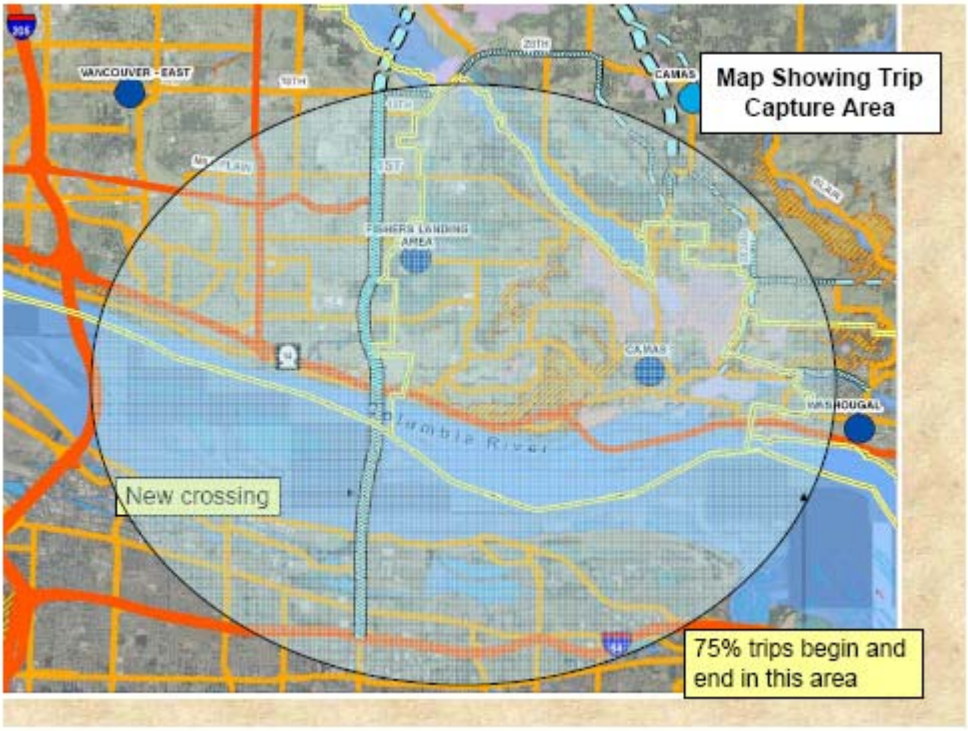
CAMAS - NORTH
CAMAS
WASHOUGAL
FISHERS LANDING AREA
Columbia River



Discussion Items

- Purpose, function, expectations for new corridor – land use, economic development, transportation
- New regional corridor options for east County
- Options for new crossings of the Columbia River

Where do we go from here?

- Steering Committee meeting October 5
- RTC Board presentation
- Public meeting/open house
- Evaluation of costs, potential impacts
- Findings and Conclusions
- Next steps and corridor preservation strategies