

**Clark County
Transportation Futures Committee Report
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**Clark County
Transportation Futures Committee Report
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Appendix A

**Synopsis of Transportation Futures Committee
Meetings**

Appendix A: Synopsis of Transportation Futures Committee Meetings

1. SEPTEMBER 28: WELCOME AND INTRODUCTION

- Overview of Process: The first meeting was convened by Vancouver Mayor Bruce Hagensen and Clark County Commissioner John Magnano. They discussed the Committee's mission and the importance of the group's work. Elaine Cogan the Committee's facilitator was introduced and asked members to introduce themselves, describe their interests and give one word that described themselves. Dean Lookingbill, RTC staff described the resource materials that were distributed and presented a meeting schedule.
- Your Perspective of Clark County's Future: Committee members discussed their perspective of the future transportation system.
- Resource Manual: The first sections of the resource manual were distributed which contained the following information: population/employment growth, traffic, transportation system, previous studies, agency roles, current plans/policies, transportation finance, Committee information.

2. OCTOBER 19: MISSION STATEMENT

- Clark County Growth Overview: The amount and location of growth between the 1960's to 1995 was presented. This included information on the following elements: population, employment, vehicles, Columbia River crossings, and transit ridership.
- Comprehensive Land Use Plans: The adopted transportation goals and policies in the GMA plans were presented. Key policies in the GMA plans included the following: improve mobility (focus is on persons not automobiles), limit roadway widening, improve pedestrian/bicycle network, and encourage development of traffic management programs.
- Travel Patterns and Volumes: A general overview of travel patterns and volumes was presented that included the major arterial system in Clark County and the Columbia River bridges. A chronology of the development of the I-205 corridor and other bi-state highway corridors was to be presented but was postponed until the next meeting.
- C-TRAN Six-Year Transit Improvements: Information on C-TRAN's six year transit development program was presented and handed out to the Committee.

3. NOVEMBER 2: TRAVEL VOLUMES AND PATTERNS (CONTINUED)

- Travel Patterns and Volumes: The discussion of travel patterns and volumes was carried over from the previous meeting. The following information was presented: population growth vs vehicle growth, 1995 average daily traffic, 2015 average daily traffic, Columbia river crossings, transit ridership, and household size/auto ownership.
- Alternative Transportation Modes: A presentation on alternative transportation modes was given that included the following: fixed-route transit, C-VAN paratransit, commute match program, vanpools, bicycle, telecommute, and commute trip reduction.
- Transportation Finance: An overview presentation was given that included the major sources of revenues (federal, state, and local). There was also a discussion local options.

- Other Information: Informational memorandums were also distributed on the following: level of service and concurrency, LRT election results, and college parking.

4. NOVEMBER 15: OREGON TRANSPORTATION PERSPECTIVE (METRO, ODOT, PORT OF PORTLAND)

- Oregon Transportation Perspective: As requested by the Committee, Oregon officials were asked to present their perspective on bi-state transportation issues. Andy Cotugno, Metro, highlighted their 2040 planning process, the role of light rail transit, and the relationship between transportation/growth management/land use. Bruce Warner, ODOT, discussed fiscal planning issues for state highways in the Portland region. He also addressed the gap between needs and projected revenues. Dave Lohman, Port of Portland, talked about the importance of trade to the region's economy.
- Other Information: Informational memorandums were also distributed on the cost of living comparison of Clark vs. Washington County, airshed emissions, traffic accidents, transit dependent population, and C-TRAN bus information.

5. DECEMBER 7: PRELIMINARY VISION WORKSHOP

- Community Outreach Program: An update of the Community Outreach program was presented to the Committee. This update also included an overview of the Perceptionnaire that would be distributed throughout the community.
- Preliminary Vision Workshop: The format of the meeting shifted from presentations to a Committee workshop. The workshop provided the opportunity for all members to express their ideas and opinions about the future of transportation in Clark County in the year 2015. The Committee was asked to imagine 20 years from now, in the best of all worlds and based on the information presented up to this point, describe the transportation system in Clark County that works best for the most people. The Committee's discussion included the following elements:
 - Local road and highway capacity
 - Public transit
 - Pedestrian/bicycle access
 - Freight mobility
 - Bi-state mobility
 - Other matters

6. JANUARY 4: DEVELOPMENT OF TFC'S TRANSPORTATION VISION

- Results of TFC Committee Questionnaire: The results of the Committee's questionnaire on future agenda items and the overall futures process was discussed.
- Current Community-Wide Transportation Goals and Policies: A memorandum was presented that highlighted the current community-wide transportation goals. These included those as adopted in the GMA Plan and the Metropolitan Transportation Plan.
- Development of TFC Vision: The December 7th summaries from each of the three sub-groups were discussed and then they continued to work to develop their vision.
- Information on telecommuting: A report conducted in the Puget Sound region on telecommuting was presented.

7. JANUARY 13: VISION WORKSHOP

- Transportation Futures Committee Vision Statement: The Committee completed their work in the three sub-groups. They reconvened as the full Committee and pulled together the three visions in one unified vision statement.

8. FEBRUARY 1: VISION ADOPTION AND IDENTIFICATION OF TRANSPORTATION PROBLEMS

- Vision Adoption: A Committee member presented the final draft vision statement for discussion. The Committee adopted the vision unanimously.
- In Light of Vision, Identify Problems: The Committee broke into small groups to identify and discuss transportation problems from their perspective and given the vision statement.

9. FEBRUARY 22: CONTINUED IDENTIFICATION OF TRANSPORTATION PROBLEMS

- Full Committee Discussion of Problem Categories and Future Agenda Items: A summary of problems statements from each group were presented to the whole Committee. The combined summary was then categorized according to the vision and developed into one overall statement.
- Other Information: A memorandum summarizing the commuter rail analysis conducted during the South/North Transit Corridor was presented along with a summary of regional travel forecasting workshop.

10. MARCH 12: TRANSPORTATION OPTIONS EVALUATION MATRIX AND THIRD CORRIDOR LOCATION

- Development of Transportation Options Evaluation Matrix: The Committee reviewed the draft transportation options evaluation matrix. The matrix contained criteria, problems, and issues interrelated to the TFC vision statement. The Committee discussed, revised and then adopted the matrix after adding several transportation project options, financing options and policy options.
- Third Highway Corridor Location: Two alternative highway Columbia River crossing/corridor concepts were presented. The Committee was not asked to endorse an alternative. Given that a third highway corridor was one of the bi-state options included in the mission statement, the Committee was to identify a corridor on the east side or the west side for evaluation and cost estimation. After an extended discussion the Committee selected the west corridor for further study.

11. MARCH 28: PANEL PRESENTATION

- Panel Presentation: As requested by the Committee, a panel presentation was given on alternative transportation perspectives. The panel included a local transportation activist and two transportation activists from Portland. Following their presentation the Committee asked questions.

12. MARCH 30: BI-STATE ISSUES

- I-205 LRT (Mel Gordon, Clark County Commissioner): Commissioner Gordon discussed his advocacy of I-205 LRT.
- I-5 LRT (Royce Pollard, City of Vancouver Mayor): Mayor Pollard discussed previous recommendations for LRT in the I-5 Corridor.

- I-5 Expansion (Gerry Smith, Regional Manager, WSDOT, Dave Williams, Traffic Manager, ODOT, and Bob Hart, Senior Transportation Planner, RTC): Respectively, they discussed short and long term improvements in the I-5 corridor within Clark County, I-5 Expansion improvement concept, and transportation issues in Oregon related to Clark County, especially the I-5 Corridor.
- Other Bi-State Modal Options: RTC staff discussed previous modal analysis conducted in the I-5 corridor consisting of commuter rail, river transit, and busway, and options raised during the TFC process including monorail, helicopter transport, and expanded commuter rail.
- Third Corridor Description/Issues: Consultant for Parsons Brinckerhoff described the assumptions of the third corridor and bridge option across the Columbia west of Vancouver Lake.
- Oregon Governor's Transportation Initiative: Andy Cotugno, Transportation Planning Director of Metro discussed Oregon Governor Kitzhaber's Transportation Initiative Program. Its scope includes prioritizing transportation needs and developing funding alternatives.
- Review of 1995 Oregon Legislature conclusions on the S/N Light Rail Transit Project

13. APRIL 20 (INTERNAL CLARK COUNTY ISSUES - SATURDAY WORKSHOP)

- TFC Perceptionnaire Results: The Committee received a summary of the Perceptionnaire. The non-scientific self-selecting questionnaire examined attitudes of Clark County residents regarding roads, transit, alternate modes, and transportation funding.
- Employer Examples of CTR (Tina Thomas, Employee Transportation Coordinator for Pacific Telecom) - Pacific Telecom's trip reduction program was described. It included an overview of the incentives and promotional techniques used to reduce single occupant vehicle use.
- Neighborhood Traffic Management and Livable Communities - Staff from Clark County and City of Vancouver described their respective neighborhood programs with emphasis on traffic calming projects. The jurisdictions have similar approaches for identifying, evaluating, and prioritizing projects. Meeky Blizzard of Sensible Transportation Options for People, discussed her group's efforts to promote transportation alternatives to help create more livable communities.
- Local Roads, Key Issues: The Committee was given a presentation of key information regarding pedestrian and bike needs, safety concerns, 1995 capacity deficiencies, 2015 capacity comparisons, and local road needs by impact fee zone.
- Local Transit, Key Issues: Staff from C-TRAN provided an overview of its transit service, growth in service and ridership, the C-VAN program, and other special services. The presentation also included a summary of the agency's efforts to increase ridership through surveys, outreach and marketing activities.

14. APRIL 25 (FINANCE)

- Transportation Finance Overview: The Committee was provided with an overview of state and federal funding for local transportation projects. It included a description of the distribution of funding by type, spending for transit versus highway projects, and the current federal funding program.

- State Transportation Financing: The state's transportation planning process for developing 20-year plans and six-year and annual transportation programs was explained with a focus on how projects are identified, categorized, and prioritized.
- Local Finance Options: Clark County described the county's process for financing transportation projects and talked about how 20-year plans, and six-year and annual programs and financing plans are developed. C-TRAN provided an overview of its financial planning process, focusing on the development of its six-year budget.

15. MAY 9

- Local Funding Alternatives: This was a continuation of the financing discussion initiated on April 25. Ron Bergman of Clark County described local funding options that could help meet the projected shortfall in revenue including options such as an employer tax, additional MVET, vehicle license fees, real estate excise tax, and sales tax. Fred Bateman of C-TRAN, compared C-TRAN with other Washington transit systems for transit taxes and service hours per capita, passenger trips per revenue mile, fare box recovery. He also discussed other transit finance issues.

16. MAY 23

- Bi-State Partnership: The TFC discussed a letter from the Joint Policy Advisory Committee on Transportation, presented by Bruce Warner of ODOT, regarding the need for a continued partnership between Washington and Oregon jurisdictions to address bi-state transportation problems. The partnership letter supported the TFC efforts to study a full range of transportation options and urged future bi-state cooperation to develop a consensus on transportation policies and solutions.
- Comparison of Bi-State Concepts: The Committee reviewed results of a comparison of the capital costs and transportation impacts of bi-state transportation improvement concepts consisting of: two new highway corridors and bridges (west of I-5 and east of I-205), I-5 Corridor Expansion, I-5 LRT, and I-205 LRT. Information presented for the improvement concepts included total cost, cost per mile, structure cost, travel demand and capacity, and implementation issues.

17. JUNE 6

- Commuter Rail Memo: The Committee was provided with a memorandum about the Bi-State Commuter Rail Concept proposed by the Association of Oregon Rail and Transit Advocates (AORTA). The purpose of the memo was to respond to the latest committee questions, compare commuter rail with LRT in the I-5 corridor, and respond to statements about commuter rail by AORTA from the Management Team.
- Transportation Opinion Survey: The Committee was given an overview of a scientific transportation opinion survey conducted by the firm of Davis and Hibbetts of motivated voters in Clark County. The survey was a follow-up to the earlier citizen perceptionnaire and was intended to provide an accurate picture of attitudes about growth and transportation options and transportation financing.
- TFC Workshops on Findings: Small Group Discussion: The Committee divided into three groups to begin to develop initial findings within their respective groups. The Transportation Option Evaluation Matrix worksheets were used as a guide as each group discussed the options and worked toward consensus on preferred options in each of the categories.

18. JUNE 13

- Full Committee discussion to develop Preliminary Findings: The full Committee met in an informal, round table environment to translate the individual small group matrices into findings. After the full Committee reached agreement on the basic set of preferences for each category, it completed development of draft findings on transportation policies and priorities for Transportation Policies, the Internal Clark County Transportation System, and Public Mass Transit Options.

19. JUNE 20

- Full Committee discussion to develop Preliminary Findings: The Committee met again in an informal, round table environment to complete the process for an initial set of draft findings for the last two categories: Bi-State Transportation Facilities and Local Financing.

20. JULY 11

- Final meeting of the Transportation Futures Committee: Full review, discussion, and refinement of the complete draft findings to reach consensus on the final version of the findings to be released for public review during the summer outreach program.
- Next Steps: The Committee was given an overview of the summer outreach program including three Community Open Houses in July, the development of a TFC brochure, and participation in the Clark County Fair. The purpose of the outreach program was to get public comment on the Committee's findings. The Committee was informed of the July 15 joint workshop when the findings would be reported to the Vancouver City Council and Clark County Commission and then released to the public.

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Appendix B

Citizen Perceptionnaire Results



"Citizens working together for solutions"

MEMORANDUM

To: Transportation Future Committee
From: Transportation Futures Management Team
Date: April 20, 1996
Subject: Citizen Perceptionnaire

As you recall a Citizen Perceptionnaire was developed early on in the transportation futures process. These perceptionnaires have been distributed to our community through the following channels: 1) Vancouver and Clark County Neighborhoods; 2) Vancouver and Camas-Washougal Chambers; 3) The Columbian and Reflector newspapers; 4) Camas Utility bills and; 5) through several other resources. Approximately 65,500 perceptionnaires have been distributed. Just this distribution alone has informed many of the households in Clark County about the transportation futures process. As of Monday, April 15, 1996 1,747 perceptionnaires have been returned. Of those perceptionnaires returned approximately 98% were from Clark County residents, the other 2% came from neighboring counties in Washington and Oregon.

The attached zip code map indicates the percentage of total perceptionnaire responses from each zip code. As can be seen there is a wide distribution of responses from throughout the county. As can be seen there is a higher proportionate share of responses from the Camas, Battle Ground, and Ridgefield zip codes.

As part of the perceptionnaire, respondents were asked to indicate their age and gender. When compared to the 1990 Census there are some notable differences. For purposes of analysis, we compared only those 16 years of age and older. The following two tables compare respondents to the 1990 Census.

Age	1990 Census	Perceptionnaire
61+	19%	28%
51-60	11%	22%
41-50	19%	25%
31-40	23%	17%
21-30	18%	4%
16-20	9%	4%

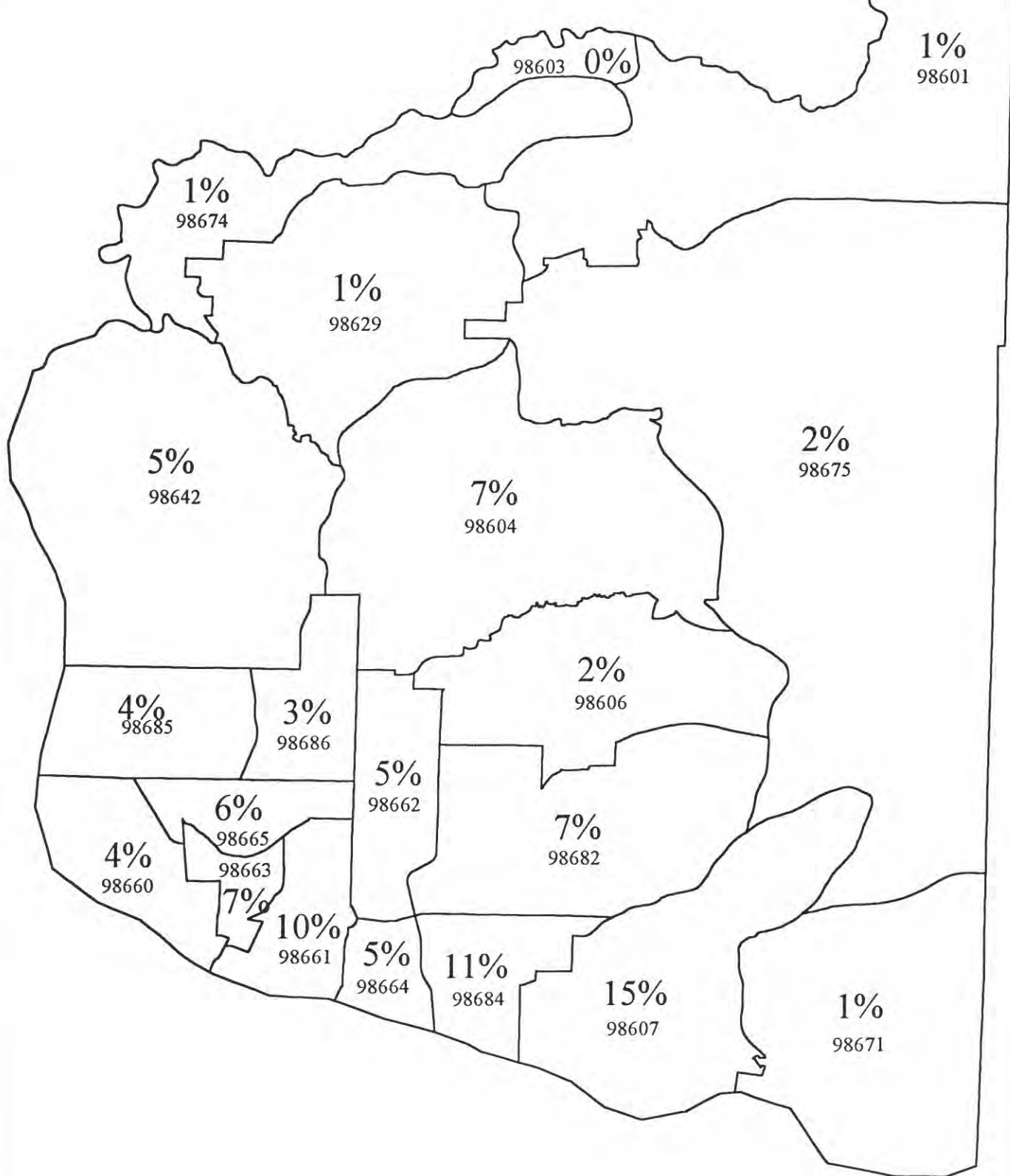
Gender	1990 Census	Perceptionnaire
Male	49%	60%
Female	51%	40%

The results of the overall survey have been attached for your information. These results are a tabulation by percentage for each question.

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Citizen Perceptionnaire Results

Percent of Total Response by Zipcode



Citizen Perceptionnaire Results

1. Over the next five years I think transportation problems in Clark County will:
 - 2% Get better
 - 89% Get worse
 - 9% Stay about the same

2. Over the next five years, I think transportation problems between Oregon and Washington will:
 - 2% Get better
 - 86% Get worse
 - 12% Stay about the same

3. On a scale of 1-5 (1=very convenient, 5=very inconvenient) circle how convenient it is for you to get places within the county:
 - 12% Very convenient
 - 26% Somewhat convenient
 - 41% Convenient
 - 16% Somewhat inconvenient
 - 6% Very inconvenient

4. On a scale of 1-5 (1=very convenient, 5=very inconvenient) circle how convenient it is for you to get places in the Vancouver/Portland metropolitan area:
 - 8% Very convenient
 - 21% Somewhat convenient
 - 37% Convenient
 - 25% Somewhat inconvenient
 - 8% Very inconvenient

5. Assuming you have \$100 to spend on transportation projects in Clark County, please indicate how much you would give to the following (total should add up to 100):
 - \$6.77 Bicycle lanes/paths
 - \$5.11 Sidewalks
 - \$5.79 More transit service in rural areas
 - \$5.26 More transit service in urban areas
 - \$4.49 HOV (carpool) lanes
 - \$17.02 Light rail
 - \$19.73 Improvements to existing interstate and major highways
 - \$16.27 New interstate highways and bridges
 - \$17.92 Improvements to major streets
 - \$1.63 Other

6. Various ideas are being suggested to relieve traffic congestion. On a scale of 1 to 5 (1=most effective, 5=least effective), please rate the effectiveness of the following to help ease traffic congestion:

- 3.7 Bicycle lanes/paths
- 3.7 More sidewalks
- 3.3 More transit in rural areas
- 3.0 More transit in urban areas
- 3.1 HOV (carpool) lanes
- 3.1 Light rail
- 2.2 Improvements to existing interstate and major highways
- 2.5 New interstate highways and bridges
- 2.1 Improvements to major streets
- 2.5 Telecommuting (working at home)
- 2.4 Flexible work schedules
- 3.7 Congestion pricing (such as toll roads and parking fees)

7. If the community decides we need more money for transportation, here are some options. On a scale of 1 to 5 (1=strongly support, 5=strongly oppose) please indicate how you feel about them:

- 3.2 Adopt local gasoline tax
- 3.3 Increase state gasoline tax
- 4.2 Increase vehicle registration fee
- 4.2 Increase general sales tax
- 3.6 Toll roads and bridges

8. We would like to communicate with as many people as possible about our Transportation Futures Project. Please check ways you think we can be effective:

- 20% Newspaper stories
- 12% Network television coverage
- 6% Cable television
- 10% Radio
- 5% Advertising
- 13% Community or neighborhood newsletter
- 10% Public meeting
- 4% Internet
- 11% Mass mailings
- 8% Speakers to community groups

9. Age:

- 3% 15 or less
- 4% 16-20
- 4% 21-30
- 17% 31-40
- 24% 41-50
- 21% 51-60
- 27% 61 or over

10. Gender:

60% Male
40% Female

11. Please check one:

50% I live and work in Clark County
1% I live in Oregon and work in Clark County
23% I live in Clark County and work elsewhere
26% I am retired

*12. I generally get around by (check all that apply):

1475 Car
118 Bus
117 Bike
287 Walking
162 Sharing a ride

* Not all surveys contained question 12

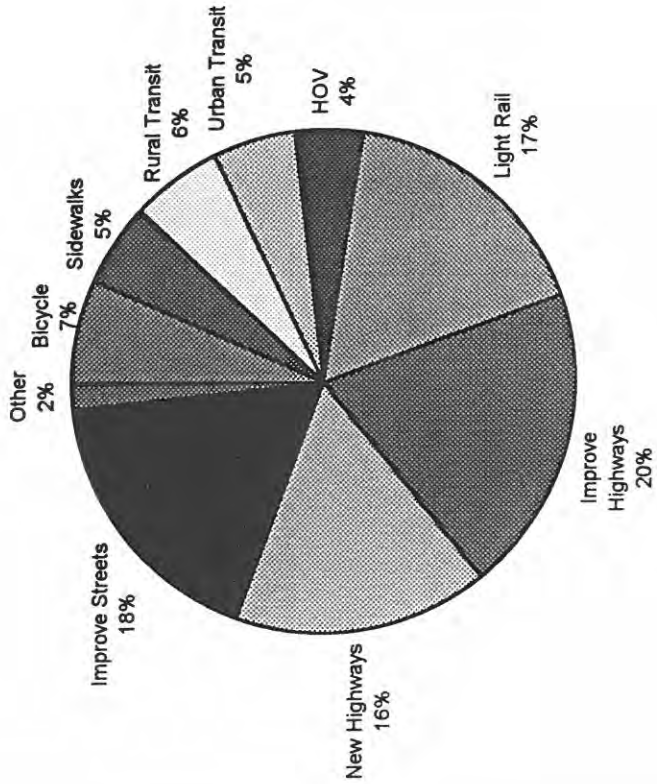
Citizen Perceptionnaire Results

Question 5

5. Assuming you have \$100 to spend on transportation projects in Clark County, please indicate how much you would give to the following:

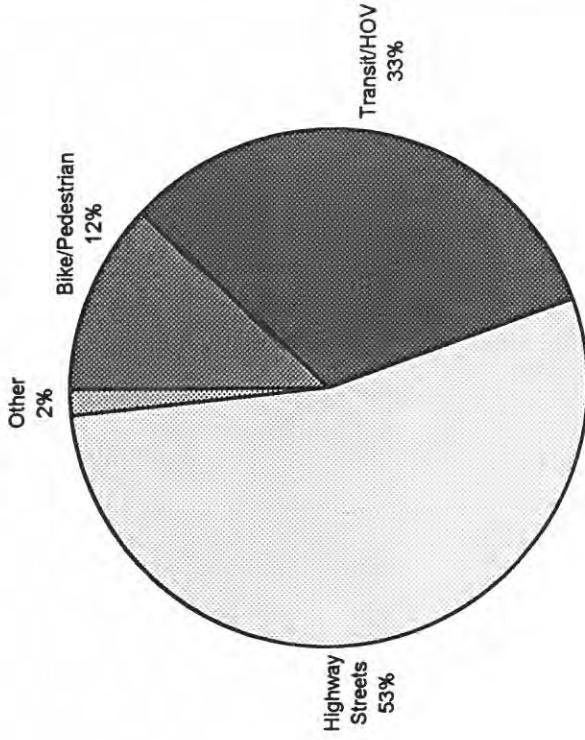
Question 5 Results

Where would you spend \$100 for transportation Improvements?



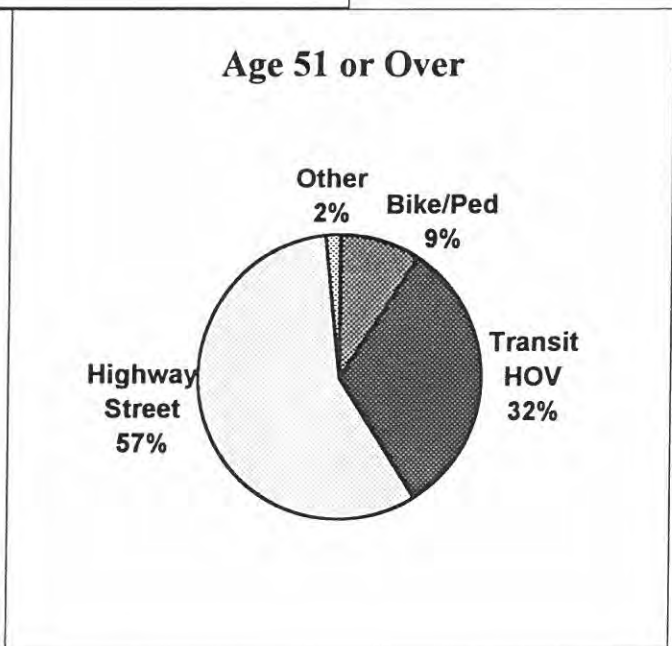
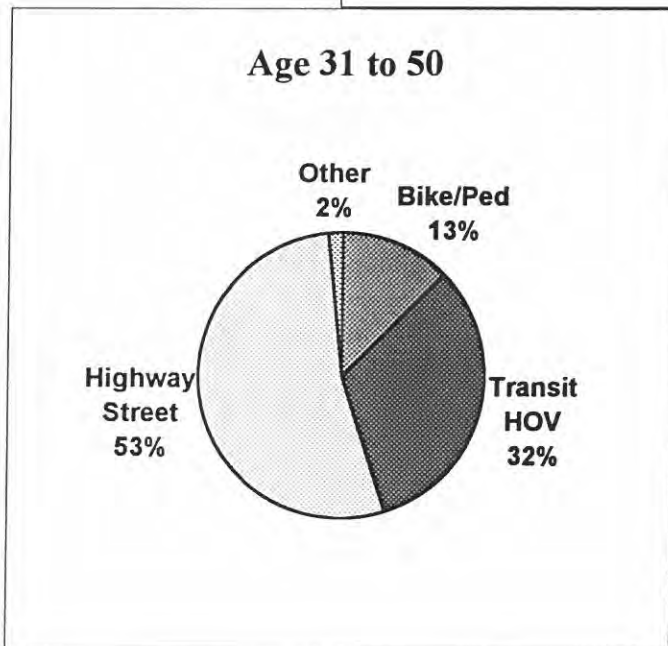
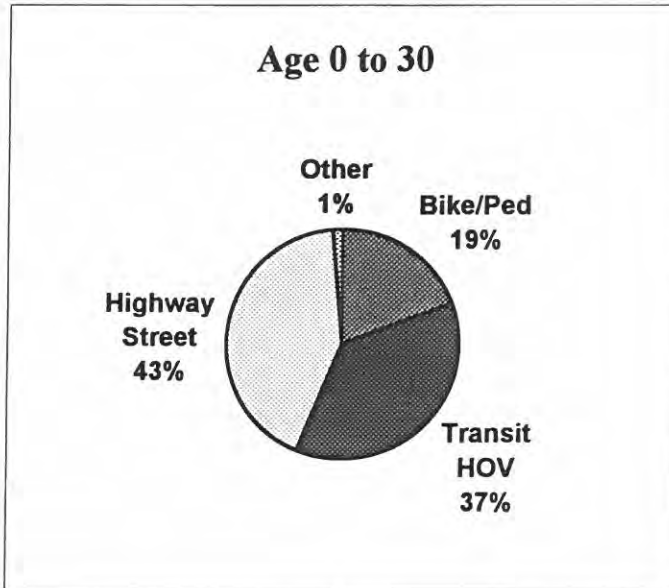
Summary of Question 5

Where would you spend \$100 for transportation Improvements?



Citizen Perceptionnaire Results

Question 5 By Age Group



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Appendix C

Abstracts of Previous Studies

ABSTRACTS OF PREVIOUS STUDIES

Over the last several years, studies have been conducted that have formed the basis of regional transportation policy for Clark County in the Portland/Vancouver bi-state region. There are also studies that have provided the technical support for policy decisions and have provided data about travel needs within the County.

Section A contains abstracts of studies that have formed regional transportation policy, Section B contains abstracts of other transportation studies, and Section C is a comprehensive listing of transportation related documents and resources that may be of interest to committee members.

A. Abstracts of Documents Affecting Regional Transportation Policy

- Name:** Columbia River Crossing Accessibility Study
- Conducted by:** Intergovernmental Resource Center for the Legislative Transportation Committee
- Date:** December 1988
- Purpose:** To evaluate future travel accessibility across the Columbia River and develop a potential scope of work for a future study analyzing the economic, environmental, and engineering feasibility of a future river crossing.
- Summary:** The study determined that travel demand across the Columbia River would exceed the capacity of the I-5 and I-205 bridges by the year 2010 and raised the prospect of a third bridge and freeway corridor through the region as well the potential for light rail transit.
-
- Name:** Clark County High Capacity Transit Analysis Final Report
- Conducted by:** Intergovernmental Resource Center for C-TRAN
- Date:** November 1991
- Purpose:** To determine the most appropriate high capacity transit (HCT) options and alignments that address internal Clark County and bi-state regional travel needs.
- Summary:** The study examined the suitability of high capacity transit in the I-5, I-205 and Fourth Plain Corridors and concluded: 1) All HCT options, including light rail, should be evaluated further in the bi-state Pre-Alternatives Analysis studies for the I-5 corridor. I-5 light rail ridership is the highest among HCT options; 2) All HCT bus options should be evaluated further in Pre-Alternatives

Analysis studies for the I-205 corridor; the Fourth Plain corridor should not receive further consideration for light rail.

Name: I-205 Glenn Jackson Bridge LRT Retrofit Study Summary Report

Conducted by: Intergovernmental Resource Center for C-TRAN

Date: December 1991

Purpose: To determine if the I-205 Glenn Jackson Bridge could structurally support busway or light rail operations and assess high capacity transit connections at the Gateway Transit Center for light rail, exclusive busway, and enhanced bus service.

Summary: The I-205 bridge can structurally support busway or light rail operations; electrification for light rail could be designed to avoid damage to the bridge structure due to stray currents; a transfer at Gateway Station is the most plausible service option. I-205 light rail transit (LRT) and four travel lanes in each direction could only be accommodated by removing the current inside and outside emergency lane shoulders. With LRT and only three travel lanes the existing emergency lane shoulders could be retained.

Name: Bi-State Transportation Study

Conducted by: Intergovernmental Resource Center and Metropolitan Service District

Date: November 1992

Purpose: To conduct an assessment of current and future transportation operations and conditions in the I-5 and I-205 freeway corridors linking the Portland and Vancouver metropolitan area, and identify potential short and long term improvements to maintain mobility in the corridors.

Summary: The I-5 corridor recommendations included the consideration of making improvements in the I-5 corridor to balance capacity along the corridor. The analysis assumed light rail transit in the I-5 corridor, but also called for additional improvements along I-5 and I-205 to improve traffic operations and safety. These included auxiliary lanes, ramp metering, and ramp improvements and connections.

Name: South/North Transit Corridor Study Priority Corridor Analysis

Conducted by: Metro

Date: March 1993

Purpose: To evaluate and recommend for further study a priority high capacity transit corridor from Clark County to Clackamas County. This analysis includes the consideration of both the I-5 and I-205 corridors. It resulted in the basis for the selection of I-5 as the first priority for high capacity transit in Clark County.

Summary: The analysis determined that construction costs for high capacity transit on I-5 are higher than for I-205 but that these costs are more than offset by higher ridership. Additionally, the I-5 corridor was found to have a higher number of current and projected households and employment, higher LRT ridership, and a higher level of roadway congestion.

Name: Tier I Technical Summary Report

Conducted by: Metro

Date: September 1994

Purpose: To provide a summary of the technical information developed to facilitate the South/North Tier I alignment and terminus choices.

Summary: The report formed the technical basis of the recommendation by the C-TRAN Board of Directors and Metro Council to pursue the South/North project in two study phases:

- (a) Phase I to consider a light rail project between the Clackamas Town Center area and the 99th Street area in Clark County.
- (b) Phase II to consider an extension of Phase I light rail south to Oregon City and north to the 134th Street/Washington State University area.

Name: Tier I Final Report - Final Recommendations

Conducted by: Metro

Date: November 1994

Purpose: The reports identifies the South/North Light Rail Transit terminus and alignment alternatives to be advanced into the Draft Environmental Impact Statement. It also addressed policies and

actions related to other aspects of the South/North Transit Corridor Study.

Summary:

The report contains the recommendation by the C-TRAN Board of Directors and Metro Council to pursue the South/North project in two study phases:

- (a) Phase I to consider a light rail project between the Clackamas Town Center area and the 99th Street area in Clark County.
- (b) Phase II to consider an extension of Phase I light rail south to Oregon City and north to the 134th Street/Washington State University area.

B. Additional Transportation Document Abstracts

Name: Columbia River Crossing Study

Conducted by: BRW for Tri-Met

Date: December 1993

Purpose: To evaluate three light rail alternatives for crossing the Columbia River including a low level movable span bridge, a high level fixed span bridge, an immersed tube tunnel and a bored tunnel.

Summary: The study developed preliminary information regarding engineering feasibility, cost, and potential alignment of the crossing alternatives and determined that a tunnel option is significantly more expensive than a high span or movable span bridge.

Name: River Transit Feasibility Report (DRAFT)

Conducted by: Tri-Met

Date: January 1994

Purpose: To examine three alternative forms of river transit service from Oregon City to St. Johns along the Willamette River and to Vancouver along the Columbia River and to compare those alternatives to current modes of public transportation.

Summary: The study found that river transit was not competitive with other forms of public transportation in the metropolitan region. The high operating cost combined with the low ridership for river transit did not justify the level of public transportation investment. The low ridership estimates are attributed to the lack of population and

employment densities along the river required to support this form of transit.

Name: I-205 Corridor Plan

Conducted by: Tri-Met

Date: June 1994

Purpose: This report resulted from the bi-state policy decision that selected I-5 as the next priority corridor for light rail transit. It focused on both short and long term needs for transit improvement in the I-205 corridor.

Summary: The report presents potential transit service and bus priority treatments that could be implemented in the I-205 corridor. It is designed to improve transit service and travel times to transit centers, park and ride lots, and major activity centers in the corridor, including Vancouver Mall, Portland, Airport, Gateway, and Clackamas Town Center. This facilitates connections between Clark County, Portland, and Clackamas County.

Name: South/North Transit Corridor Study, Draft Findings Report - Clark County: I-5/Highway 99 Alignment Alternatives

Conducted by: Parsons Brinckerhoff for Tri-Met

Date: July 1994

Purpose: To provide data to evaluate and refine light rail alignment alternatives in the portion of the South/North Corridor north of the NE 39th Street interchange to NE 134th Street, along the I-5 Corridor in Clark County. These data were developed to allow comparison of the I-5 and Highway 99 alignments in selecting an alignment to receive further analysis in the Draft Environmental Impact Statement.

Summary: Three conceptual alignments (east side of I-5, west side of I-5 and Highway 99) were examined. Based on the analysis, both I-5 alignments were found to have significantly fewer displacements and lower capital costs than the Highway 99 alignment.

Name: Interstate 5 - Main Street to Interstate 205, Environmental Impact Statement

Conducted by: Washington State of Department of Transportation

Date: February, 1989

Purpose: To conduct an environmental analysis of proposed improvements along Interstate 5.

Summary: This EIS analyzed the environmental impacts of widening of Interstate 5 from 4 to 6 lanes from Main St. in downtown Vancouver to the junction at Interstate 205 north of Vancouver. In addition the document included analysis of a new interchange at NE 99th St. in Vancouver.

Name: SR 500 Design Analysis Report, Interstate 5 to SR 503

Conducted by: Washington State Department of Transportation

Date: January, 1993

Purpose: The purpose of this study was to assess existing and future conditions along SR-500.

Summary: This study reported on the following: existing conditions, existing capacity analysis and level of service in 1991, future capacity analysis and level of service in 2010, collision history, evaluation of system alternatives and mitigated capacity analysis and recommendations.

Name: Park and Ride Study for Clark County, Washington

Conducted by: The Intergovernmental Resource Center

Date: November, 1991

Purpose: To analyze park and ride activity in Clark County and recommend changes to the regional park and ride system.

Summary: This study provided recommendations on park and ride facilities by analyzing travel demand forecasts, travel sheds and demand distribution. Transit flyer stops are evaluated along I-205. Bike plans and bicycle policies are also reviewed.

Three areas found to support additional park and ride demand were the I-5 corridor between central Vancouver and NE 99th Street, the I-205 corridor in the vicinity north of Vancouver Mall and NE 99th Street, and in east county north of SR-14 and east of 164th Avenue.

Name: Columbia River Bridge Traffic Reports

Conducted by: Southwest Washington Regional Transportation Council

Date: Current, updated annually

Purpose: This report is intended to provide historical data on Columbia River Bridge traffic from 1961 to the present.

Summary: The report contains graphs and tables of traffic volumes, by bridge, of daily volumes, average weekday, AM and PM peak and peak direction splits, and average annual 24 hour and peak hour traffic summaries.

Name: Vancouver Urban Area Transit Overlay District

Conducted by: City of Vancouver and Clark County

Date: May 1995

Purpose: The Transit Overlay District Ordinance is intended to improve transportation opportunities by providing for transit and pedestrian friendly development environments and to ensure development patterns that are consistent with the vision as described in the Vancouver Urban Area Comprehensive Plan.

Summary: One of the distinguishing features of the new Vancouver Urban Area Comprehensive Plan is the Transit Overlay District (TOD), which emphasizes development of a vibrant urban core. The TOD includes areas surrounding downtown Vancouver, Vancouver Mall, the new Washington State University campus near Northeast 134th Street, and the major corridors connecting these points.

Within this roughly L-shaped district, specific land use, parking, and setback standards have been applied. The area is intended to be reminiscent of commercial main streets of years past, with development oriented toward streets rather than toward parking lots. The goal is to promote intensive residential and commercial development that is pedestrian-friendly and that enhances mass transit options.

This growth management implementation measure was adopted in December 1994 and revised in May 1995 by the Vancouver City Council and the Clark County Board of Commissioners. Currently staff is reviewing implementation issues of this ordinance and will likely be proposing modifications in early 1996.

Name: Vancouver Urban Area Visual Preference Survey

Conducted by: City of Vancouver, Clark County and C-TRAN. Consulting services provided by A. Nelessen Associates, Inc.

Date: March 1993

Purpose: Establish aesthetic preferences related to land uses within the Vancouver urban area.

Summary: Several years ago, the City of Vancouver, in cooperation with Clark County and C-TRAN, initiated the community visioning process as a way of determining and focusing community opinion on some of the issues facing the city and urban growth area. The issues included downtown redevelopment, open space preservation, the river front and transit types and linkages.

The report, Vancouver Urban Area Visual Preference Survey, was part of a public process to define a vision for Vancouver's future. The process that created this report allowed and encouraged the community to evaluate the existing built and natural environment through a visual survey. Photo images of both local and similar places were shown to the community. The images include public buildings, houses, stores, parks, streets, open spaces and so on. Survey participants rated the images on a scale of +10 to -10.

Through these surveys, a vision for the community could be extrapolated. The vision included statements about open space, the waterfront, downtown, other centers, mixed use development, multi-family residential development, residential streets, street edges, and transit. These statements were then developed into policy statements in the comprehensive plan.

Name: Mill Plain Extension Environmental Assessment

Conducted by: City of Vancouver

Date: May, 1994

Purpose: The Mill Plain extension will provide a second bridge access into the Port of Vancouver along 15th Street/Mill Plain corridor. This new street will connect the Port of Vancouver and recreational areas of Vancouver Lake and Frenchman's Bar with the downtown and I-5. Without this important corridor significant portions of industrial land in the Port cannot develop.

Summary: After two and one half years of effort, the Federal Highway Administration provided the environmental clearance to proceed with the project. Staff is currently working to conclude a funding search for the project.

The project will widen 15th Street, west of Franklin Street, providing two travel lanes with a landscaped median and bike lanes. In addition, a sidewalk will be constructed along the north side of Mill Plain for the neighborhood and a wide path/trail along

the south. All access to minor streets will be closed off and left turn pockets provided at the collector streets into the neighborhood.

Name: Clark County and City of Vancouver Capital Facilities Plans
Conducted by: Clark County and the City of Vancouver
Date: 1994
Purpose: The purpose of this study was to tabulate potential transportation improvement projects based on local analysis of projected 20 year (or six year) travel demand.
Summary: This is a list of projects by roadway segment and by jurisdiction of the identified transportation deficiency, the proposed project planning-level cost estimate, and the likely funding sources.

Name: Level of Service Standards for Clark County Jurisdictions
Conducted by: Clark County Department of Public Works
Date: August, 1994
Purpose: This report documents the work of the Clark County Level-of-Service Committee which developed level-of-service standards for Clark County transportation facilities.
Summary: The Committee considered the various approaches to the issue of concurrency and level-of-service (LOS) used by jurisdictions in areas of the country which have experience with Growth Management. From that experience and discussions with various "stakeholders" (e.g., business community, Chamber of Commerce, Clark County Homebuilders, Growth Management TAC, and CAC) the Committee made a recommendation of a "tiered" LOS system for the Vancouver Urban Area which allows for a lower LOS in designated "major intermodal transportation corridors" and the maintenance of a higher LOS on facilities that do not serve the identified major centers (Downtown, Vancouver Mall, and WSU/Mt. Vista).

Name: Safe Walkways for Clark County, 1993-98 Walkway Construction Program
Conducted by: Clark County Department of Public Services
Date: February 1993

Purpose: This report documents the work of the Clark County Safe Walkways Task Force in developing a priority ranking of walkways projects in the unincorporated urban area of Clark County.

Summary: The Task Force worked with staff to develop a ranking system that gave priority for walkway project funding to those locations with identified pedestrian safety deficiencies and access and mobility impediments, subject to two policies: (1) finish projects already started and (2) give higher priority to projects with greater cost efficiencies (e.g., having grant funding, right-of-way already acquired). This report is in the process of being updated and a 1995 study should be available in November or December.

Name: C-TRAN Ridership Fact Book, 1985-1994

Conducted by: Southwest Washington Regional Transportation Council

Date: 1995

Purpose: To provide C-TRAN ridership and related service statistics from 1985 through 1994.

Summary: This document describes service hours, passengers, passengers per hour, and subsidy per passenger for each route. This information is detailed by weekday, Saturday, Sunday/holiday, and by monthly statistics.

Name: Ridership Survey

Conducted by: Pulse Research, Inc. for C-TRAN

Date: January 1993

Purpose: To identify characteristics of current and potential users of C-TRAN services.

Summary: This document analyzes passenger survey responses which were collected between October and November of 1992. There is a comparison of weekday, Saturday and Sunday data, and of commuter, rural and urban data. Weekday and weekend data are also analyzed.

Passengers were asked to complete only one weekday survey and one survey for both Saturday and Sunday. A total of 5,637 surveys from respondents above the age of 12 were completed and returned.

Name: Latent Transportation Demand Study

Conducted by: Image Analysis, for C-TRAN

Date: February, 1995

Purpose: To assist C-TRAN in its understanding of the issues and factors that motivate residents to use or not to use public transit.

Summary: This document includes options and feedback from residents age 16 and over throughout Clark County. The following information is documented: public awareness of and sentiment towards C-TRAN as a provider of public transportation; factors that influence the decision to use or not to use C-TRAN; measurement of both riders' and non-riders' perception of how well C-TRAN serves the community; identification of commuter and ridership characteristics; measurement of public awareness regarding C-TRAN advertising and promotional activities; and identification of key demographic characteristics in Clark County.

Name: I-205 and East/West Arterials Study

Conducted by: Southwest Washington Regional Transportation Council

Date: Current - Completion scheduled in Spring 1996.

Purpose: Growth throughout the Burton and Cascade Park sub-regions has resulted in increased travel demand. Traffic congestion problems on I-205 are resulting in failure or near failure conditions at several locations, including I-205/Mill Plain interchange, Mill Plain/Chkalov intersection, I-205/SR-500 interchange and SR-500/112th Avenue intersection. The adopted Growth Management Act (GMA) comprehensive land use plans anticipate continued growth and will increase the need for improvements to the transportation system. Travel mobility and access needs will continue to increase on I-205, but become even more critical for the east/west arterial system that serves the Burton and Cascade Park areas.

The I-205 and East/West Arterials Study is bounded by the north side of SR-500 to the north, the south side of SR-14 to the south, the east side of Andresen Road to the west and the west side of 164th Avenue to the east. The study will address, in a multimodal context, solutions to the east/west arterial capacity and access issues, the I-205 interchange and capacity issues and the need to provide an additional east/west arterial interchange on I-205 between Mill Plain and SR-500.

A second phase of the study is anticipated that would extend the analysis from SR-500 to the junction of I-5 and I-205 to the north. This second phase would also address the high capacity transit corridor issues.

Name: Regional Park and Ride Study

Conducted by: Southwest Washington Regional Transportation Council

Date: Current - Completion scheduled for Spring of 1996

Purpose: The Park and Ride Study will address the transportation system in Clark County. It will examine transit demand related to specific origin and destination areas in the region. It will identify the capability of park and ride service to offer an alternative to the single occupant vehicle, and to accommodate commuter parking capacity outside dense activity centers.

The study will develop and evaluate a range of future park and ride system and service alternatives. The evaluation will include both joint use facilities and exclusive use facilities. Park and ride lot evaluation will examine security and function, including: commuter functions, development opportunities, van and car pooling functions, and satellite parking possibilities. The study will consider park and ride system needs with and without light rail transit.

C. Library of Other Transportation Related Documents

- HCT Environmental Assessment Phase I Final EIS, C-TRAN, March, 1993
- HCT Environmental Assessment Phase I Supplemental EIS, C-TRAN, June, 1993
- South/North Transit Corridor Study: Description of Wide Range of Alternatives Report, Metro, July 1993
- Tier I Evaluation Methodology Report, Metro, July 1993
- Appendix, Scoping Process Narrowing Report, Metro, October 1993
- Community Involvement Report, C-TRAN, October 1994
- South/North Transit Corridor Study Findings Transportation Management System Alternative, Metro, May 1995
- Appendix II Mode and Alignment Workshop, Metro
- South/North Transit Corridor Study - Design Images Program, Metro, November 1994
- Gateway LRT Capacity Technical Memo, Tri-Met
- Analysis of LRT Traffic Impacts: Vancouver CBD and CBD North, Tri-Met

- Light Rail Transit Representative Alternatives; Conceptual Design and Order of Magnitude Cost Estimate, Tri-Met, May 1994
- Southwest Washington Regional Freight Transportation Study, RTC
- Regional Traffic Count Manual, RTC, Current
- Vancouver Amtrak Station Study, RTC
- Transportation Management System Final Report, RTC
- Statewide Multimodal Transportation Plan, WSDOT
- I-5 - Seattle to Portland Inter-City ITS Corridor Study and Communication Plan, WSDOT
- SR-500 - Feasibility Study SR-5 to SR-503, WSDOT
- Service and Financial Plan Scenarios 1995, C-TRAN
- Proposed 1995 Bus Service Improvements, C-TRAN
- Central County Park and Ride Environmental Assessment, C-TRAN
- Vancouver Urban Area Mobility Management Element, Clark County and the City of Vancouver, 1994
- Six-Year Street Plan, City of Vancouver
- Neighborhood Action Plans (Ogden Neighborhood), City of Vancouver
- Vancouver Urban Area Parking Review Study, City of Vancouver
- Vancouver Urban Area Bicycle Plan, City of Vancouver
- Neighborhood Traffic Control Program, City of Vancouver
- Impact Fee Ordinance, City of Vancouver
- Downtown 2000 Five-Year Action Plan - Downtown Vancouver, City of Vancouver, May 1995
- Comprehensive Growth Management Plan - Transportation Element, Clark County, 1994
- Environmental Impact Statement: Comprehensive Growth Management Plans, Clark County 1994
- Clark County Capital Facilities Plan - Transportation, Clark County, 1994
- Clark County Trails and Bikeways Systems Plan, Clark County, 1992
- Six-Year Transportation Improvement Program, Clark County, 1994
- Rural Arterial Study, Clark County, 1994

**Clark County
Transportation Futures Committee Report
Appendices**

Appendix D

**Clark County - Local Road Needs by
Transportation Impact Fee Subareas**



"Citizens working together for solutions"

To: Transportation Futures Committee
From: Transportation Futures Management Team
Date: April 20, 1996
Subject: Local Road Needs by Traffic Impact Fee Subareas

The attached information provides a summary of the planned and programmed transportation improvements for both the 6-year and 20-year horizons organized by the City of Vancouver/County Traffic Impact Fee (TIF) Subareas. In preparing this summary, several assumptions were made:

1. Interstate Highway projects are not included.
2. Only "major" projects are listed separately. Major projects are defined as capital projects with a estimated cost of \$1 Million or more.
3. All the "non-major" projects (less than \$1 Million) were totaled and reported as "Other capital projects".
4. For on-going programs, like advanced right-of-way acquisition, that are line items in the 6-year improvement programs, the costs are allocated proportionately to each TIF subarea. All City of Vancouver line item on-going programs were allocated to the Vancouver TIF subarea.
5. For individual capital projects that straddle TIF subarea boundaries, the projects' costs were allocated proportionately to the TIF subareas identified. If a single subarea's allocation to a particular project is below the \$1 Million threshold used to define major projects, that portion of the major project is not listed individually within the project list for the subarea but included in the "Other capital projects" total.

It should be noted that the 6-year and 20-year programmed and planned projects described in these tables are based on the transportation modeling conducted using the most-recent Comprehensive Plan land use (361,100 population). There may be additional transportation improvements necessary to provide for the newest population forecast (437,000 population). This list also does not contain transportation improvements identified by the smaller cities (Camas, Washougal, Ridgefield, Battle Ground, La Center and Yacolt).

There may be some degree of double counting in this information since some projects are shared between jurisdictions and each jurisdiction may have described the specific projects differently and may have indicated either the total cost of the project or just their expected share of that total cost. All reasonable effort has been made to account and eliminate that double counting.

The nature of these estimates must be considered. The 6-year programming horizon offers a higher degree of calibration in the cost estimates than does the 20-year programming horizon. As well, the different jurisdictions involved use different approaches to compile the 6-year and 20-

Local Road Needs By Traffic Impact Fee Subareas

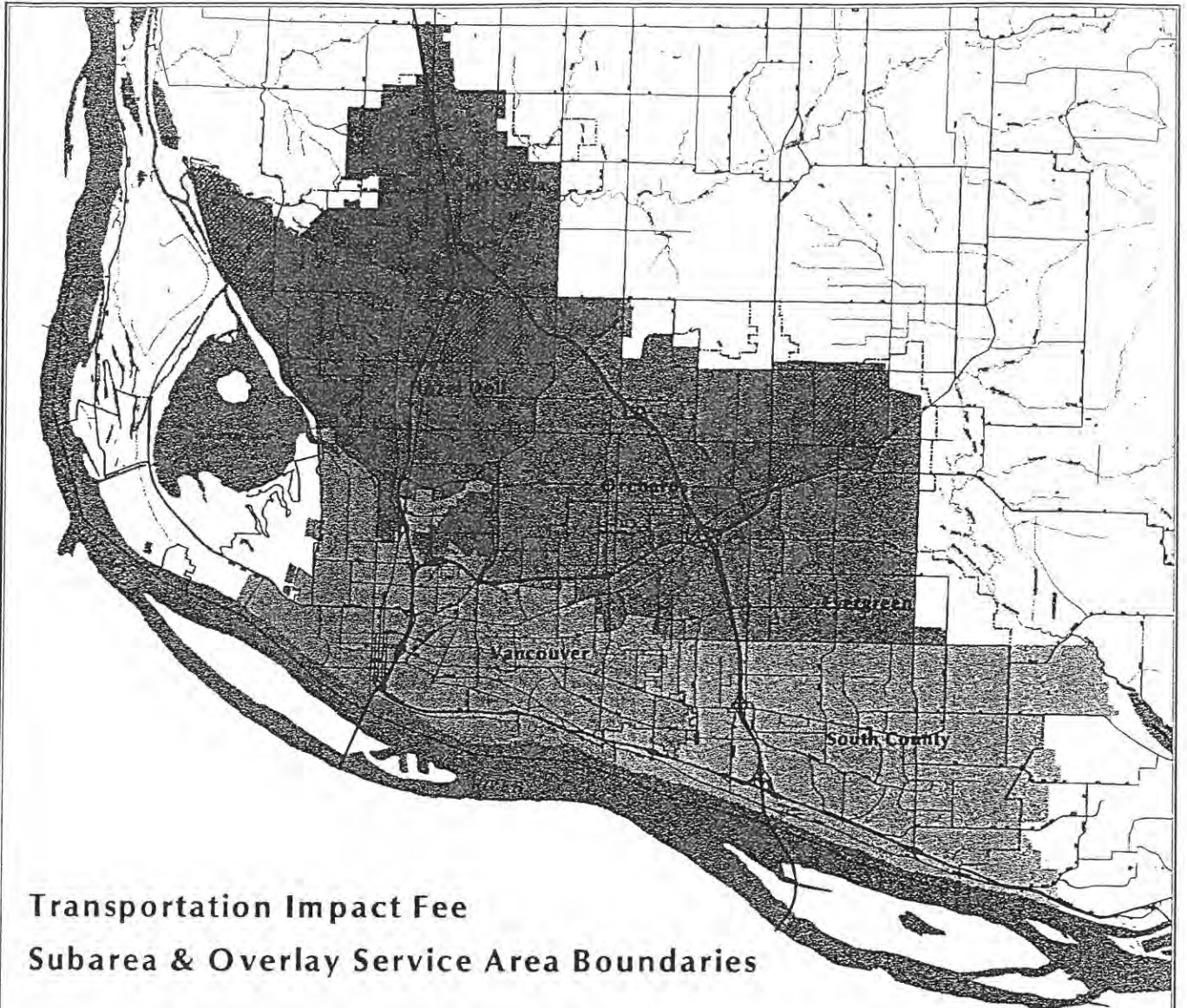
April 20, 1996

Page 2

year programs and plans. In the case of Clark County, the list of 6-year projects is constrained by the local funding projected and projections of success in grant application. The City of Vancouver places all expected short-term needs on the 6-year project list based on the staff expectation of need so that if grant funding opportunities arise between 6-year programming cycles responsiveness to those opportunities is ensured. The WSDOT has no 6-year list of funded projects that have guaranteed funding; the projects indicated by WSDOT for the 6-year program are those which the Region would advance if funding is allocated by the Legislature. For both the County and the City, the list of 20-year planned projects are those which they would construct given a bountiful funding situation (i.e., "wish list"). For the State, the 20-year planned projects are drawn for a list constrained by "historical funding levels"; the "wish list" would be much larger.

As part of the tables in this package, the "public : private" share is provided for each TIF subarea. These splits are developed as part of the TIF program. The requirements of an impact fee in the State of Washington is that the *new* trips (expected to be generated by growth within a subarea) only pay for the proportion of the facilities necessary to accommodate those new trips. So for every new transportation facility funded by a TIF, there is some of the cost born by growth and the balance is born by existing system users. That cost, the "private share", born by growth is translated into the TIF paid by each development. The "public share" is paid by the jurisdiction either from local funds or by obtaining grants. Where the public share is higher than the private share, the majority of the use of new facilities is being generated by existing land uses or uses external to the subarea. Where the private share is higher than the public share, the majority of the use of the new facilities is being generated by new development of land uses.

In this package you will find a map of the TIF subareas used to organize this summary and several tables of projects and costs. For each subarea, the 6-year projects are listed with the jurisdiction that supplied the information ("Juris."), the project name and short description, and the subarea's share of the total expected cost of the project cost (subject to the disclaimers previously cited). Please note that all figures are in thousands of dollars.



Transportation Impact Fee Subarea & Overlay Service Area Boundaries



- Area Annexed by Vancouver Since 1990
- Current Vancouver City Limits
- Urban Growth Boundary
- Water
- Overlay Service Area
 - 1 - Skunk Creek Area
 - 2 - S'Plex Area
 - 3 - NE 131st Ave Area
 - 4 - Fidd's Area

Legend

- #### TIF Subareas
- AM - Vancouver
 - Major D-8
 - District
 - Eastgreen
 - Vancouver
 - South County
 - Coquitlam Municipality
 - Battle Creek

- #### Functional Road Classifications
- State Route
 - Regional Arterial
 - Minor Arterial
 - Urban Collector
 - Major Collector
 - Minor Collector
 - Street/Highway



6-Year Projects in Mount Vista

Juris.	Project Name, Description	Subarea Share	TIF Project?
County	NE 179th Street at I-5, signal, ramp work, and frontage road work	\$3,409	No
County	NE 134th Street, NE Rockwell Dr. to WSU entrance, 4 lanes + bike lanes, sidewalks (Phase II)	\$1,400	Yes
County	Other capital projects	\$2,070	
Total		\$6,879	

20-Year Projects in Mount Vista

Juris.	Project Name, Description	Subarea Share	TIF Project?
County	NE 134th Street, I-5 to Highway 99; Widen to 8 lanes across interchange; rebuild interchange; expand Park-and-Ride and improve access; add bike lanes & sidewalks	\$5,000	No
County	NE 179th Street, Delfel Rd. to NE 15th Ave.; Widen to add turn lanes at I-5; fully signalize interchange	\$5,000	No
County	NE Union Rd, Whipple Creek to NE 179th St; New three lane roadway with bike lanes & sidewalks	\$2,800	Yes
County	NE 29th Ave, NE 139th St to NE 159th St; Widen to three lanes plus bike lanes & sidewalks	\$2,000	No
County	NW 134th-139th St./Tenny Road, NW 11th Ave. to I-5; Widen to 3 lanes plus bike lanes & sidewalks; add signals & illumination at NW 11th Ave. and at Clark/10th Ave.	\$1,600	Yes
County	NE 134th Street, Highway 99 to Rockwell; Widen to 8 lanes; add bike lanes & sidewalks; install signal & illumination at 20th Ave.	\$1,500	Yes
County	NE 179th Street, NE 15th Ave. to NE 29th Ave.; Rebuild to two lanes plus shoulders; improve sight distance; add signals & illumination at 15th & 29th Ave.	\$1,400	Yes
County	Other capital projects	\$1,673	

Total **\$15,973**

ALL COSTS IN THOUSANDS

Public : Private Share = 32% : 68%

6-Year Projects in Hazel Dell

Juris.	Project Name, Description	Subarea Share	TIF Project?
County	NW Lakeshore/78th St., Disc. Trail to I-5, bike/ped path + complete widening	\$4,900	Yes
County	NW 119th St., NW 7th Ave. to Hazel Dell Ave., new three-lane road with bike lanes and sidewalks	\$3,300	Yes
County	NE 117th/119th St., Highway 99 to east of NE Salmon Creek Ave., realign road, safety improvements + bike lanes, sidewalks	\$2,600	Yes
County	NE 78th St., NE 30th Ave. to St. Johns, 5 lanes + bike lanes & sidewalks, channelization	\$2,498	Yes
County	NW 99th St., Lakeshore to NW 21st Ave., widen to three lanes plus bike lanes and sidewalks	\$1,695	No
County	NE 99th St., 50th to St. Johns, new five-lane road	\$1,650	Yes
County	NE 134th Street, NE Rockwell Dr. to WSU entrance, 4 lanes + bike lanes, sidewalks (Phase II)	\$1,400	Yes
County	NE St Johns Rd, I-205 to 72nd Ave., 5 lanes + bike lanes, sidewalks	\$1,210	Yes
County	NE St Johns Rd, NE 50th Ave. to I-205, five lanes + bike lanes, sidewalks	\$1,195	Yes
County	Other Capital projects	\$2,800	
	TOTAL	\$23,248	

20-Year Projects in Hazel Dell

Juris.	Project Name, Description	Subarea Share	TIF Project?
County	NE 78th St, Hwy 99 to Hazel Dell; Reconstruct I-5 interchange; construct I-5/99th St interchange; TSM; bike/walkways; turn lanes at Highway 99; initiate transit service	\$25,300	No
County	NE 99th Street, I-5 to NE 50th Ave.; Widen to five lanes from I-5 to east of Hwy. 99, four lanes to 25th, three lanes to 39th, four lanes to 50th, five lanes at 50th to St. Johns; add bike lanes & sidewalks; future transit service; signals at 25th, 32rd,	\$5,800	Yes
County	NE 99th St at I-5; New interchange (20% local match of 25,500k)	\$5,100	No
County	NE 88th St, NE Hwy 99 to NE St Johns; Widen to three lanes plus bike lanes & sidewalks; signal & illumination at Andresen	\$2,768	Yes
County	NE 25th Ave., NE Minnehaha St. to NE 99th St.; New and widened three-lane roadway with bike lanes & sidewalks	\$2,600	Yes
County	NE 119th Street, NE Salmon Creek Ave. to NE 50th Ave.; Minor realignment & widen to three lanes plus bike lanes & sidewalks	\$2,200	Yes
County	NW 78th Street, NW Lakeshore/31st Ave. to Hazel Dell; Widen to five lanes plus bike lanes & sidewalks	\$2,200	Yes
County	NW 119th St, NW 36th Ave to Cougar Creek; Widen to three lanes plus bike lanes & sidewalks; signal at NW 36th Ave	\$1,950	Yes
County	NW Lakeshore/31st Ave., NW 119th St. to NW 78th St.; Widen to three lanes plus bike lanes & shoulders; signals at 119th St., 99th St., 78th St.	\$1,810	Yes
County	NE 78th St, NE Hwy 99 to NE 30th Ave; Widen to five lanes plus bike lanes & sidewalks; add turn lanes at Hwy 99; signals at 16th and at 25th; initiate transit service	\$1,402	Yes
County	NE Hazel Dell Ave., NE 99th St. to NE 78th St.; Widen to five lanes plus bike lanes & sidewalks; double left turn lanes at 78th St.; add transit service I-5/99th St interchange	\$1,400	Yes
County	NE 119th St., NE Highway 99 to NE Salmon Creek Ave.; Realign & widen to three lanes plus bike lanes & sidewalks; signal at Salmon Creek	\$1,100	Yes
County	NE Hazel Dell Ave., at BN Railroad Bridge; Widen bridge to accommodate two travel lanes, median, bike lanes, sidewalks	\$1,000	No
County	Other Capital Projects		
		\$2,998	
	Total	\$57,628	

ALL COSTS IN THOUSANDS

Public : Private Share = 63% : 37%

6-Year Projects in Orchards

Juris.	Project Name, Description	Subarea Share	TIF Project?
County	NE Fourth Plain, 102nd Ave. to SR-503, Orchards Community Plan, widen to 5 lanes + sidewalks	\$5,300	Yes
WSDOT	SR 500 Widening to 4 lanes Ward Road to 162nd Av	\$4,000	No
County	NE Padden Pkwy, NE 78th St. to Andresen, new two-lane roadway with turn lanes at intersections; add transit service; bike/ped trail	\$4,070	Yes
County	NE Covington Rd., 102nd Ave. to 4th Plain, Orchards Community Plan, widen to 5 lanes + bike lanes, sidewalks and realign at 4th Plain	\$2,700	Yes
County	NE Covington Rd., 102nd Ave. to 76th St., 5 lanes + bike lanes	\$1,900	Yes
County	NE 138th Ave., NE 28th St. to NE 39th St., 3 lanes + bike lanes, sidewalks	\$1,800	Yes
County	NE Padden Pkwy Bike Route, SR-503 to Central County Park-and-Ride	\$1,400	No
County	NE St Johns Rd, I-205 to 72nd Ave., 5 lanes + bike lanes, sidewalks	\$1,210	Yes
County	NE St Johns Rd, NE 50th Ave. to I-205, five lanes + bike lanes, sidewalks	\$1,195	Yes
County/ City	Other Capital Projects	\$6,566	
Total		\$30,141	

20-Year Projects in Orchards

Juris.	Project Name, Description	Subarea Share	TIF Project?
WSDOT	SR 500/SR503 New interchange	\$21,900	No
WSDOT	SR500/NE 112th Av - Gher Rd New Interchange	\$32,400	No
County	NE Padden Pkwy, SR-503 to Ward Rd.; New two lane roadway with turn lanes at intersections; bike/ped trail; signal & illumination at 130th, 137th, 142nd, Ward Rd.	\$3,500	Yes
County	NE Padden Pkwy, NE 94th Ave. to SR-503; New four-lane roadway with turn lanes at intersections; bike/ped trail; signal & illumination at 107th Ave. and at 117th/SR-503	\$3,000	Yes
County	NE 99th St, NE St Johns Rd to NE 72nd Ave; New five lane roadway with bike lanes & sidewalks from 50th to St Johns; signal & illumination at St Johns	\$2,700	Yes
County	NE 88th St, NE St Johns Rd to Andresen; Widen to three lanes plus bike lanes & sidewalks; signal & illumination at Andresen	\$2,532	Yes
County	NE Andresen Road, NE 40th St. to NE 78th St.; Widen to four lanes, turn lanes/median, shoulders/bike lanes; add signal & illumination at 58th; modification at 78th St	\$2,450	Yes
County	NE 137th Ave., SR-500 to NE 99th St.; Widen to three lanes plus bike lanes & sidewalks	\$2,100	Yes
County	NE 72nd Ave, I-205 to NE St Johns; Widen to five lanes plus bike lanes & sidewalks; add transit	\$2,050	Yes
County	NE 119th St, NE 72nd Ave to NE 182nd Ave; Widen and add shoulders, improve sight distance, improve vertical alignment	\$1,800	No
County	NE 121st Ave./NE 71st St., SR-500/4th Plain to SR-503/11th Ave.; New three lane roadway with sidewalks; add signal at 121st/SR-500 and 71st/SR-503	\$1,700	Yes (Overlay)
County	NE 63rd St, NE 72nd Ave to NE 87th Ave; Widen to three lanes plus bike lanes & sidewalks; signal at 82nd Ave	\$1,270	Yes
County	NE 76th St., SR-503 to Ward Rd.; Add turn lanes at NE 130th, 137th, 142nd Aves. and at Ward Rd.; add signals at 130th, 142nd Aves. and at Ward Rd.; walkways	\$1,200	Yes (Overlay)
County	NE 78th St., NE St. Johns to Padden Parkway; Widen to four lanes; double left turn lanes at St. Johns; realign 78th St./Padden intersection & signalize; add signal at 47th Ave. and 58th Ave.; bike lanes & sidewalks; initiate transit service	\$1,000	Yes

Orchards

County NE Padden Pkwy, Andresen Rd. to NE 94th Ave.; Widen to four lanes with turn lanes; add bike/ped trail; signal & illumination at 94th Ave. Yes

\$1,000

County/ Other Capital Projects
City

\$6,020

Total

\$86,622

ALL COSTS IN THOUSANDS

Public : Private Share = 34% : 66%

6-Year Projects in Evergreen

Juris.	Project Name, Description	Subarea Share	TIF Project?
City	Burton Rd - Andresen to 119th Av	\$10,500	Yes
County	NE 28th St., 122nd to 142nd Aves., three-lanes + bike lanes, sidewalks	\$4,850	Yes
County	NE 138th Ave., NE18th to NE 28th Sts., 5 lanes + bike lanes, sidewalks	\$3,511	Yes
County	NE 137th Ave., 39th to 49th Sts., 3 lanes + bike lanes, sidewalks	\$1,900	Yes
County	NE 49th St., 122nd to 137th Aves., 3 lanes + bike lanes, sidewalks	\$1,715	Yes
City	NE 18th St Construction - 87th Av to 112th Av.	\$1,211	
City	NE 49th St widening NE 112th to NE 122nd Av	\$1,000	
County / City	Other Capital Projects	\$3,226	
Total		\$27,913	

20-Year Projects in Evergreen

Juris.	Project Name, Description	Subarea Share	TIF Project?
County	NE 18th St., I-205 to NE 138th Ave.; Build interchange at I-205; widen to five lanes plus bike lanes/bike path & sidewalks; add transit service; signal at NE (20% match for interchange)	\$4,675	Yes
County	NE 28th St, I-205 to NE 112th Ave; Widen to three lanes plus bike lanes & sidewalks; signal at 86th and at 98th; add transit service	\$3,700	Yes
City	Burton Road Widening - Fourth Plain to 18th St.	\$3,000	Yes
County	NE 162nd Ave, NE 39th to SR-500; Two lanes with left turn lanes at intersections; shoulders/bike lanes; signals at 49th, rebuild signal at SR-500; add transit	\$2,900	Yes
County	NE 28th St., NE 112th Ave. to NE 138th Ave.; Widen to three lanes plus bike lanes & sidewalks; add transit service; build 18th/I-205 interchange; signal at NE 112th Ave	\$2,450	Yes
County	NE 162nd Ave, NE 18th St to NE 39th St; signals at 18th, 28th; add transit service	\$1,750	Yes
County	NE 137th Ave., NE 49th St. to SR-500; Widen to three lanes with bike lanes & sidewalks; add transit service	\$1,700	Yes
County	NE 138th Ave., NE 39th St. to NE 49th St.; Widen to three lanes with bike lanes & sidewalks; signal & illumination at 39th St. and at 49th St.; add transit service	\$1,650	Yes
County	NE 18th St., NE 138th Ave. to NE 162nd Ave.; Widen to three lanes plus bike lanes/bike path & sidewalks; intersection improvements at NE 162nd Ave	\$1,350	Yes
County	NE 39th St., NE 112th Ave. to NE 122nd Ave.; New three-lane roadway plus bike lanes & sidewalks; add signal at 112th Ave.	\$1,150	No
County	Other Capital Projects	\$938	
Total		\$25,263	

ALL COSTS IN THOUSANDS

Public : Private Share = 44% : 56%

6-Year Projects in South County

Juris.	Project Name, Description	Subarea Share	TIF Project?
County / WSDOT	SE 192nd Ave., SE 15th St. to SR-14, new road and interchange + bike path	\$24,000	Yes
County	SE Mill Plain ext., 172nd Ave. to SE 1st St., new road	\$3,600	Yes
County	Scenic Evergreen Trail, Biddle Nature Preserve to 164th Avenue	\$2,640	No
County	SE 164th Avenue, SE 1st Street to SE Mill Plain, widen to four lanes, bike lanes, and sidewalks	\$2,510	Yes
County	NE 162nd Ave., NE18th St to NE 39th St, widen to add turn lanes/center median, shoulders/bike lanes	\$2,432	No
County	SE Ellsworth, 10th St. to SR-14, 5 lanes + bike lanes, sidewalks	\$2,150	Yes
County	Scenic Evergreen Trail, Vancouver/Chelsea Street to Ellsworth/I-205 Trail	\$2,000	No
County	NE 162nd Ave., 9th to 18th Sts., widen to add turn lanes/center median, shoulders/bike lanes	\$1,350	Yes
County	SE 164th Ave., McGillivray to SR-14, 4 lanes + bike (future HOV) lanes, sidewalks	\$1,290	Yes
County	SE Mill Plain, 121st Ave. to 164th Ave., reconstruct, widen 136th Ave. intersection (1996,98); access management + HOV (1999-2001); signals at Olympia and 155th Ave.	\$1,250	No
City	NE 18th St. Construction - 87th Av to 112th Av	\$1,211	
County	Scenic Evergreen Trail, Ellsworth/I-205 Trail to Biddle Nature Preserve	\$1,150	No
County	SE 7th St., SE Chkalov Drive to 136th Ave., complete widening for turn lanes, bike lanes and sidewalks; add signal & illumination at SE 136th Ave	\$1,100	Yes
County	Other Capital Projects	\$4,039	
	Total	\$50,722	

20-Year Projects in South County

Juris.	Project Name, Description	Subarea Share	TIF Project?
County	SE 192nd Ave., SE 15th to NE 18th St.; New three-lane roadway with bike lanes & sidewalks; signals at SE 15th St.	\$6,650	Yes
County	NE 18th St., I-205 to NE 138th Ave.; Build interchange at I-205; widen to five lanes plus bike lanes/bike path & sidewalks; add transit service; signal at NE (20% match for interchange)	\$4,675	Yes
County	SR-500, Vancouver to SR-14; Realignment along corridor; shoulder widening (20% match of 20,000k)	\$4,000	No
County	SE 20th Street, SE 164th Ave. to SE 192nd Ave; Widen to three lanes plus bike lanes & sidewalks	\$3,800	Yes
County	SE 164th Ave, SR-14 to NE 9th St; Widen to four lanes with possible bus/HOV lanes plus bikeways (which may be on parallel facilities) & sidewalks; signals at NE 11th, SE 20th, SE 29th; add transit service	\$3,300	Yes
County	SR-14 at SE 164th Ave; Rebuild interchange; transit & park-ride lot (20% match of 14,000k)	\$2,800	Yes
County	SR-14 at SE 192nd Ave; New interchange (20% match of 13,938k)	\$2,788	Yes
County	SE Ellsworth/105th Ave., SE 10th St. to Mill Plain; Widen to three lanes plus bike lanes & sidewalks	\$2,500	No
County	SE 1st St, SE 164th Ave to SE 192nd Ave; Widen to three lanes with sidewalks; signals at SE 164th Ave, SE 172nd Ave	\$2,177	Yes
County	SE 172nd Ave., NE 18th St. to Mill Plain; Three-lane roadway with sidewalks; signal at SE Mill Plain	\$2,050	Yes
County	SE 20th Street, SE 192nd Ave. to SE 202nd Ave.; New roadway with three lanes with bike lanes & sidewalks	\$2,000	Yes
County	NE 9th Street, I-205 bridge to NE 136th Ave.; Widen to three lanes plus bike lanes & sidewalks; add signal at 136th	\$1,700	Yes
County	SE 15th Street, SE 164th Ave. to SE 192nd Ave.; Widen to three-lane roadway with sidewalks; build SE 20th St; signal at SE 192nd; TSM/TDM	\$1,650	Yes
County	NE 18th St., NE 138th Ave. to NE 162nd Ave.; Widen to three lanes plus bike lanes/bike path & sidewalks; intersection improvements at NE 162nd Ave	\$1,350	Yes
County	NE 155th Avenue, NE 18th St. to SE Mill Plain; Widen to three lanes plus sidewalks	\$1,300	No
County	NE 9th Street, NE 139th Ave. to NE 151st Ave.; Improve roadway to three lanes with bike lanes & sidewalks	\$1,200	Yes
County	NE 9th/11th St, NE 151st to NE 162nd Ave; New three lane roadway with bike lanes & sidewalks	\$1,000	Yes
County	SE 176th Avenue, SE 15th St. to SE 34th St.; Construct three-lane road with sidewalks and bike lanes	\$1,000	No
County	Other Capital Projects	\$4,458	
Total		\$60,398	

ALL COSTS IN THOUSANDS

Public : Private Share = 56% : 44%

6-Year Projects in Vancouver

Juris.	Project Name, Description	Subarea Share
City	Mill Plain Extension	\$24,000
City	87th Av Extension Ph 1 & 2	\$4,000
City	Fruit Valley Road - 4th Plain to 34th	\$1,500
City	Devine Rd - Mill Plain to 18th widening	\$1,250
City	Fruit Valley Rd improv. 34th to 39th	\$1,190
City	Fourth Plain Widening - Hazelwood to Falk	\$1,100
City	Other capital projects	\$7,975
Total		\$41,015

20-Year Projects in Vancouver

Juris.	Project Name, Description	Subarea Share
City	SR 14/Blandford New Interchange	\$17,000
City	Fruit Valley Rd Street Improv. - 39th to Bernie	\$6,255
City	Andresen Widening - Mill Plain to Fourth Plain	\$4,155
City	SR-501/4th Plain corridor improvements to Fruit Valley	\$3,270
City	Columbia Bus. Park BN RR Bridge widening	\$3,000
City	Lincoln Av Street Improv. - 39th to Bernie	\$2,430
City	Fourth Plain widening - Daniels St. to C St.	\$1,800
City	St. Johns Bl widening - Fort Van. Way to SR500	\$1,610
City	Fruit Valley Rd Street Improv. - Bernie to 78th	\$1,530
City	54th Street widening	\$1,315
City	Other capital projects	\$5,701
Total		\$48,066

ALL COSTS IN THOUSANDS

6-Year Projects in Rural Area

Juris.	Project Name, Description	Subarea Share
County	NE 10th Ave., SR-502 - Carty Rd, corridor study & plan, widen with shoulders and reconstruct	\$4,950
County	NE 10th Ave., Carty Rd. to 264th St., widen with shoulders and reconstruct	\$2,500
County	NE Ward Rd., south of Davis to 119th St., safety improvement (straighten, realign)	\$2,202
County	NE 182nd Ave., NE 119th St. to Risto Rd., Widen and add shoulders	\$2,100
County	NE 72nd Ave., 179th-199th Sts., widen + shoulders	\$1,952
County	Bridge #100, NE 172nd Ave. over Lewis R., rebuild bridge	\$1,664
County	NW Pacific Highway, Toenjes to Bratton, fix slide problem	\$1,500
County	NE 72nd Ave., 199th-219th Sts., widen, shoulders	\$1,470
County	Other Capital Projects	\$1,220
Total		\$19,558

20-Year Projects in Rural Area

Juris.	Project Name, Description	Subarea Share
County	NE 119th St, NE 72nd Ave to NE 182nd Ave; Widen and add shoulders, improve sight distance, improve vertical alignment	\$10,200
WSDOT	SR503 Climbing Lane at Lewisville Park	\$5,200
County	NE 159th St, SR-503 to NE 182nd Ave; Widen and add shoulders, signal at 182nd Ave, other safety improvements	\$5,000
County	NW Hillhurst Road, NW Carty Road to Pioneer Ave/SR-501; Widen to three lanes with left turn lanes at intersections; bike lanes & sidewalks; add signal at Pioneer, Royle, & Carty Roads	\$3,700
WSDOT	SR502 Widen to 4 lanes from Dollars Corner to Battle Ground	\$3,200
County	Crown Road, 3rd Ave. to SE 23rd St.; Widen to three lanes with bike lanes/shoulders	\$2,000
County	NE 179th St., Cramer Rd to SR-503; Construct new two-lane roadway	\$2,000
County	NE 50th Ave, NE 179th St to NE 199th St; Widen and add shoulders; improve vertical alignment	\$2,000
County	NE 199th St, Battle Ground to 182nd Ave; Turn lanes; minor widening	\$1,700
County	NE 259th St, NE 72nd Ave to NE 82nd Ave; Widen and add shoulders	\$1,500
County	I-5, at La Center Rd. interchange; Widen overpass to 50', install signals, reconfigure intersections (20% match of 5,000k)	\$1,000
County	NE La Center Rd. , Bridge over E. Fork Lewis River; Widen to 34', add sidewalks	\$1,000
County	Other Capital Projects	\$1,923
Total		\$40,423

ALL COSTS IN THOUSANDS

Public : Private Share Not Available - No TIF-Funded Projects

**Clark County
Transportation Futures Committee Report
Appendices**

Appendix E

**TFC Community Open Houses - Summary
Report**

CLARK COUNTY TRANSPORTATION FUTURES COMMITTEE
COMMUNITY OPEN HOUSES
SUMMARY REPORT

Prepared by Cogan Owens Cogan
August 12, 1996

Staff from Cogan Owens Cogan, the City of Vancouver, Clark County, C-TRAN, the Regional Transportation Council (RTC) and the Washington Department of Transportation (WDOT) conducted three community open houses July 23 to 25, 1996 to present the findings of the Transportation Futures Committee (TFC) and obtain public comment. They were held in the following locations:

- July 23 - Center for Educational Leadership, Vancouver
- July 24 - Maple Grove Middle School, Battleground
- July 25 - Evergreen School District Administration Center, Vancouver

In an informal setting, participants had the opportunity to review large boards with the TFC's vision and findings and comment, using different colored dots to say whether they agreed (green), disagreed (red) or were unsure (yellow). They also were asked to add any written comments about specific findings.

Participants were given questionnaires also aimed at assessing their comments on the TFC's findings; they also were invited to participate in small group discussions to talk about the most pressing transportation problems in Clark County and potential solutions. Finally, information about future transportation plans was provided by each agency, with staff available to answer questions.

Overall, participants are very supportive of the TFC's work and generally agree with the findings. Areas of disagreement include:

- Participants do not support all the TFC's options to alleviate bi-state congestion. However, these results generally mirror the TFC's rankings: over half the participants support expanded or better bus service, HOV lanes, commuter rail, and reversible lanes; less than half support light rail, I-5 widening and a ferry system.
- The level of support for financing options does not match the TFC's rankings. More than half of the participants agree with reallocating funds for alternative modes, impact fees, and a local option sales and gas tax, while less than half favor tolls and mileage based fees. Half the participants support a tax on motor vehicle fuels and reduction in MVET while the other half disagree or are not sure.
- Less than half of the participants agree with investigating fareless transit areas.

Following is a summary of responses for each finding. Results are summarized for individual open houses (in tabular form) and the group as a whole (tables and charts).

VISION

To promote regional mobility of people and goods, Clark County will have a comprehensive transportation system accountable to the public that:

	Overall Results		
	Agree	Disagree	Not Sure
Provides choices and alternatives	100%	0%	0%
Enhances quality of life, and is	100%	0%	0%
Socially, environmentally and economically responsible	100%	0%	0%
Efficient	100%	0%	0%
Responsive	100%	0%	0%
Linked to land use	100%	0%	0%
Safe, and	100%	0%	0%
Accessible to all	--	---	---

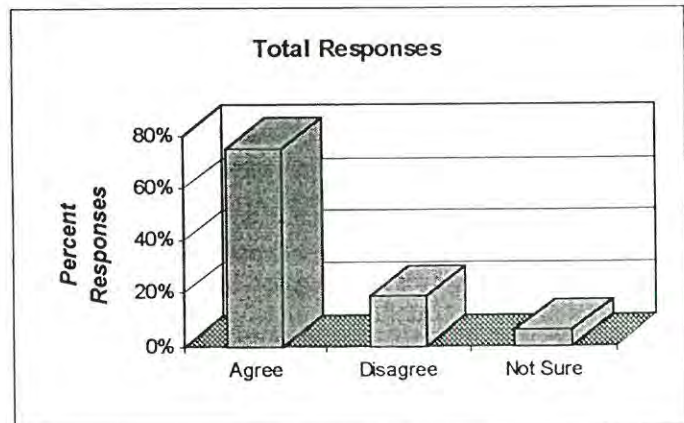
Comments:

- Quality of life most important
- We should try for a system that reduces travel times compared to present travel times.
- Land use is really the main issue here; it's the root cause of the traffic congestion.
- Nothing is efficient unless done properly.

OVERALL FINDING

The Transportation Futures Committee finds that current and past land use and transportation planning and funding have encouraged use of the auto to the detriment of alternative modes of transportation, such as public mass transit, bicycle and pedestrian travel. The Committee recommends adjusting this imbalance by supporting a balanced approach to improvements, including public mass transit, bicycle and pedestrian facilities and roads.

	Agree	Dis-agree	Not Sure
Open House 1	60%	20%	20%
Open House 2	50%	50%	0%
Open House 3	100%	0%	0%
Total	75%	19%	6%



Comments:

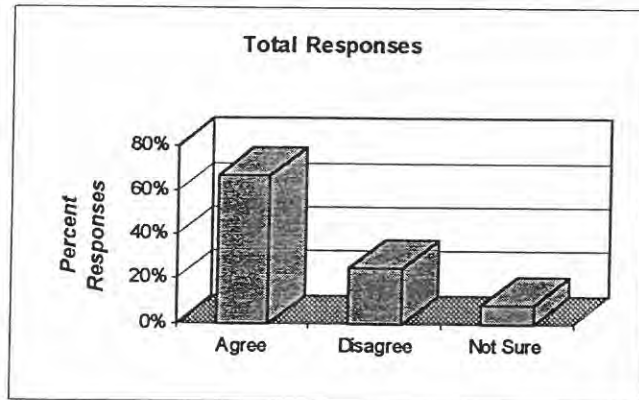
- Growth means more people. Our "planning" is not good for 250,000. What is there here to take care of 500,000 or more? More people require more roads.
- People love their cars. Bicycles will be a hard sell and so will buses. Schedules are important.

POLICIES

1. *The Committee finds that land use decisions should not only be supported by transportation planning, but should encourage more responsible neighborhood development that supports multiple transportation alternatives. Techniques to achieve this goal include:*

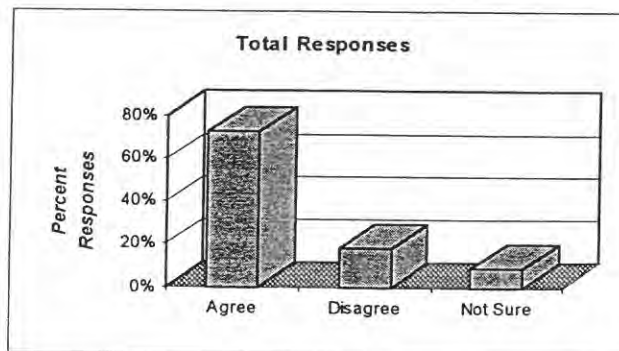
- *Allow for appropriate commercial development in predominantly residential neighborhoods.*

	Agree	Dis-agree	Not Sure
Open House 1	67%	33%	0%
Open House 2	67%	33%	0%
Open House 3	67%	0%	33%
Total	67%	25%	8%



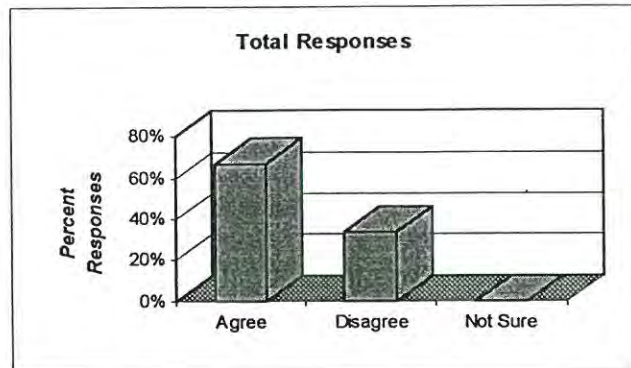
- *Reduce or eliminate minimum parking requirements in favor of maximum requirements.*

	Agree	Dis-agree	Not Sure
Open House 1	100%	0%	0%
Open House 2	0%	50%	50%
Open House 3	83%	17%	0%
Total	73%	18%	9%



- *Provide significant incentives for businesses to reduce parking needs and improve access for pedestrians, bicyclists and buses.*

	Agree	Dis-agree	Not Sure
Open House 1	40%	60%	0%
Open House 2	50%	50%	0%
Open House 3	100%	0%	0%
Total	67%	33%	0%

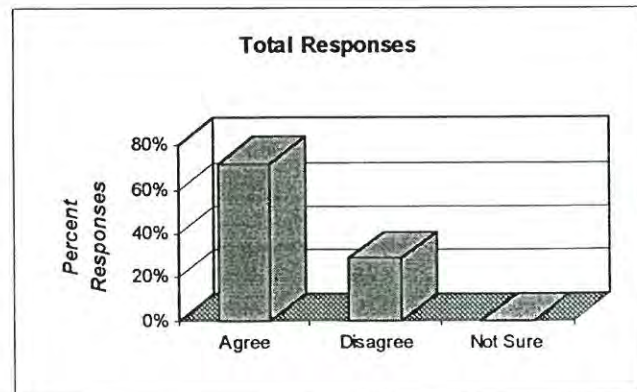


Comments:

- What incentives will really get people out of their cars? I'm in favor, but who else is?
- Put residential higher density in commercial areas. Opposite of this.
- Not necessary if residential is located very near commercial.
- Mixing commercial development in residential areas encourages use of auto for transportation.
- Need good sidewalks if you want people walking.
- What are examples of appropriate commercial development?
- What do parking requirements mean?
- Slow residential development, especially around difficult to maintain roads such as 162nd and 164th.

2. *The Committee finds that local government should include capacity for public mass transit and other alternative modes in overall road capacity when meeting concurrency requirements.*

	Agree	Dis-agree	Not Sure
Open House 1	50%	50%	0%
Open House 2	50%	50%	0%
Open House 3	100%	0%	0%
Total	71%	29%	0%



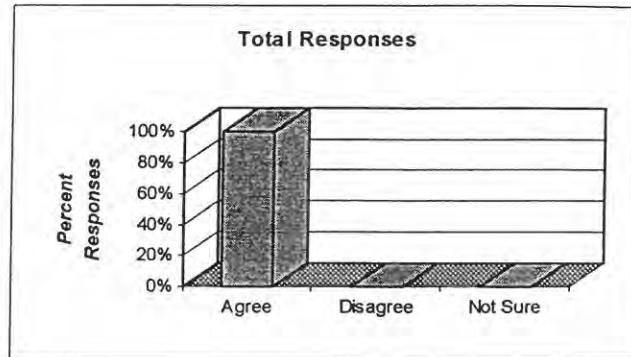
Comments:

- What alternative modes?

3. To reduce commuting trips, the Committee supports incentives for the private sector and requirements for government to encourage the following:

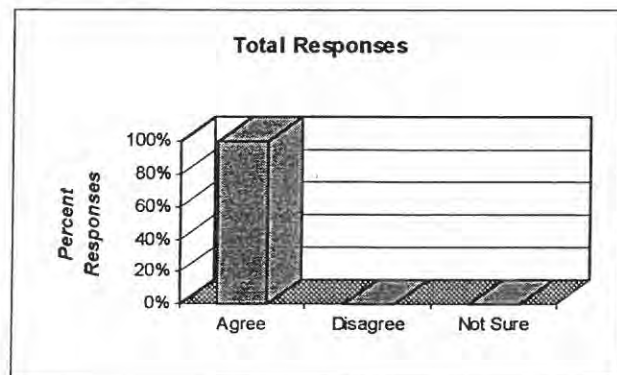
• *Telecommuting*

	Agree	Dis-agree	Not Sure
Open House 1	---	---	---
Open House 2	---	---	---
Open House 3	100%	0%	0%
Total	100%	0%	0%



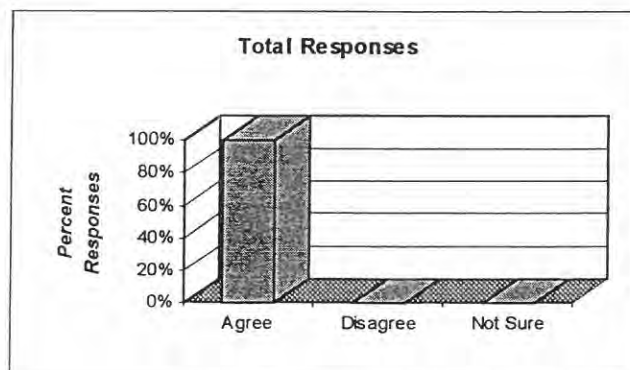
• *Altered work hours (flex-time or staggered work hours)*

	Agree	Dis-agree	Not Sure
Open House 1	100%	0%	0%
Open House 2	100%	0%	0%
Open House 3	100%	0%	0%
Total	100%	0%	0%



• *Ride-sharing*

	Agree	Dis-agree	Not Sure
Open House 1	100%	0%	0%
Open House 2	---	---	---
Open House 3	100%	0%	0%
Total	100%	0%	0%

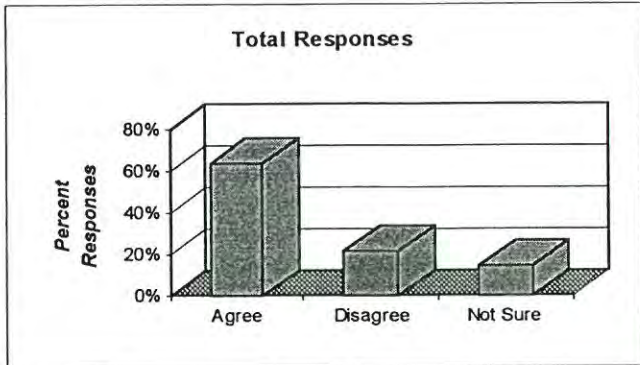


Comments:

- So, if I take 30 minutes more to rideshare, then have the company give me 30 minutes or take 30 minutes off my day if they are pushing ridesharing.

4. *The Committee endorses sufficient funding for maintenance and necessary expansion of our existing road system.*

	Agree	Dis-agree	Not Sure
Open House 1	50%	50%	0%
Open House 2	100%	0%	0%
Open House 3	56%	22%	22%
Total	64%	21%	14%

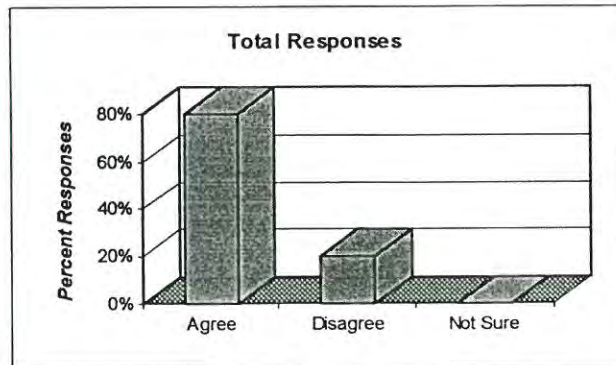


Comments:

- Need to improve grid.

5. *The Committee strongly encourages consistent and regular coordination between public and private entities engaged in transportation planning and construction.*

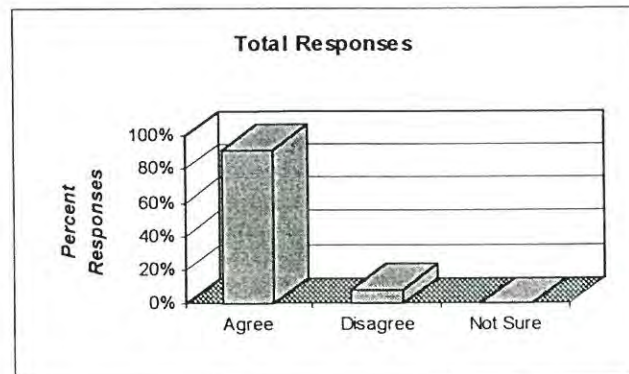
	Agree	Dis-agree	Not Sure
Open House 1	—	—	—
Open House 2	67%	33%	0%
Open House 3	100%	0%	0%
Total	80%	20%	0%



INTERNAL CLARK COUNTY TRANSPORTATION SYSTEM

1. *The Committee favors a multi-modal approach (i.e., roads, bicycles, pedestrian and public transit facilities) to address current and future transportation problems.*

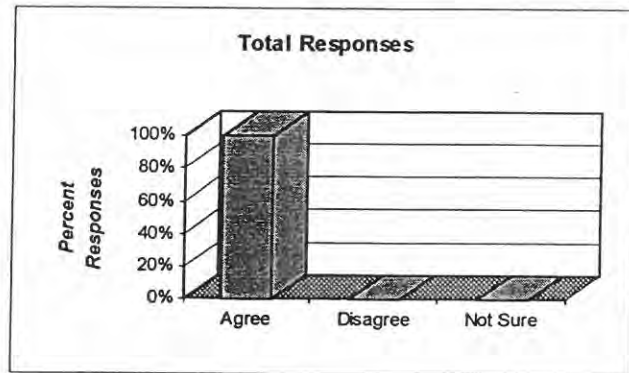
	Agree	Dis-agree	Not Sure
Open House 1	100%	0%	0%
Open House 2	67%	33%	0%
Open House 3	100%	0%	0%
Total	92%	8%	0%



Comments:

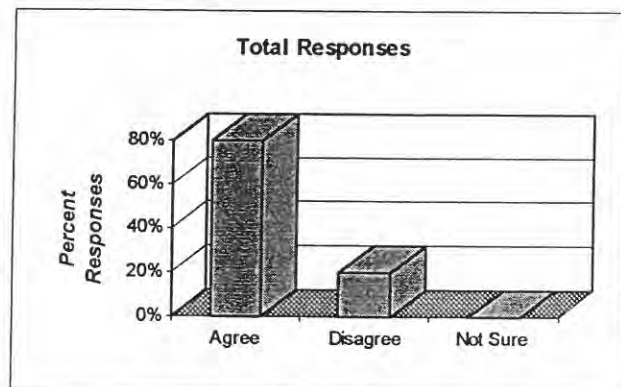
- Need equestrian lanes along country roads.
2. *The Committee finds that a grid system improves links between neighborhoods, helps decentralize traffic throughout the road system, improves access for emergency vehicles and fosters use of alternative means of travel (such as public mass transit, bicycling and walking).*
- *For new development, a grid system should be encouraged or required.*

	Agree	Dis-agree	Not Sure
Open House 1	100%	0%	0%
Open House 2	---	---	---
Open House 3	100%	0%	0%
Total	100%	0%	0%



- *For existing development, property owners should be encouraged to provide easements for bicycle or pedestrian paths or roads that increase transportation connections.*

	Agree	Dis-agree	Not Sure
Open House 1	50%	50%	0%
Open House 2	67%	33%	0%
Open House 3	100%	0%	0%
Total	80%	20%	0%



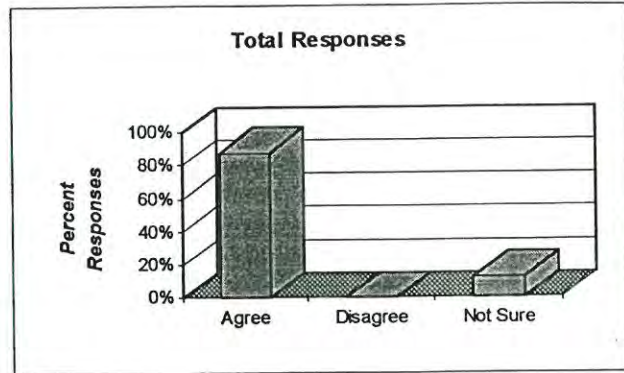
Comments:

- Buses should go to train stations and airports to link transportation modes.
- Who put developers in charge of designing the public road system anyway? They design arterials, why not local streets?
- No one is in charge; that's the problem.

3. The Committee finds that the following facilities and techniques will help attain the vision (not in order of priority):

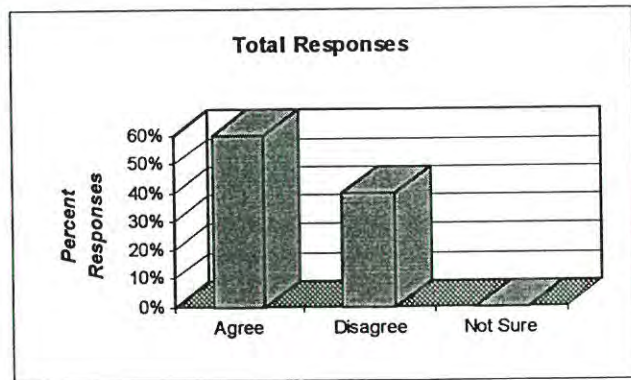
- HOV lanes

	Agree	Dis-agree	Not Sure
Open House 1	67%	0%	33%
Open House 2	100%	0%	0%
Open House 3	100%	0%	0%
Total	88%	0%	13%



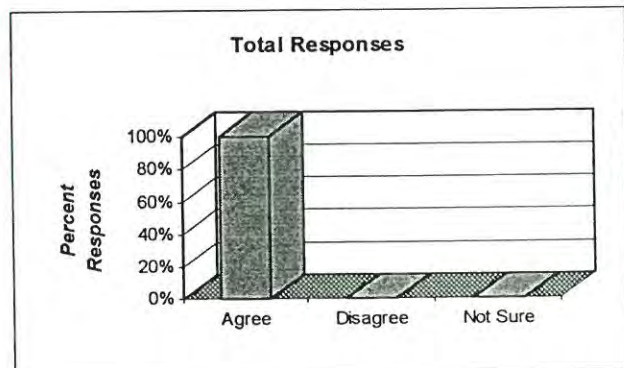
- Neighborhood traffic calming strategies

	Agree	Dis-agree	Not Sure
Open House 1	67%	33%	0%
Open House 2	0%	100%	0%
Open House 3	100%	0%	0%
Total	60%	40%	0%



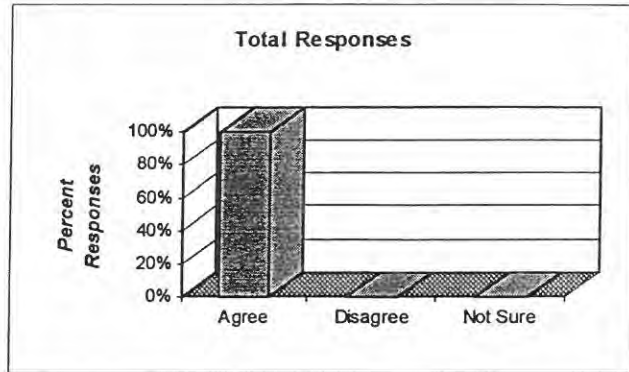
- Signalization/timing improvements

	Agree	Dis-agree	Not Sure
Open House 1	100%	0%	0%
Open House 2	100%	0%	0%
Open House 3	100%	0%	0%
Total	100%	0%	0%



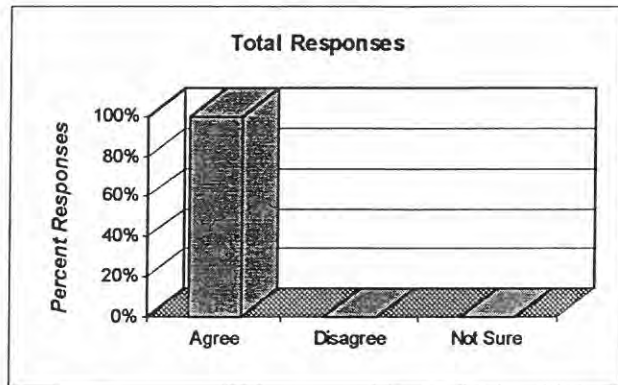
- Ramp metering

	Agree	Dis-agree	Not Sure
Open House 1	100%	0%	0%
Open House 2	100%	0%	0%
Open House 3	100%	0%	0%
Total	100%	0%	0%



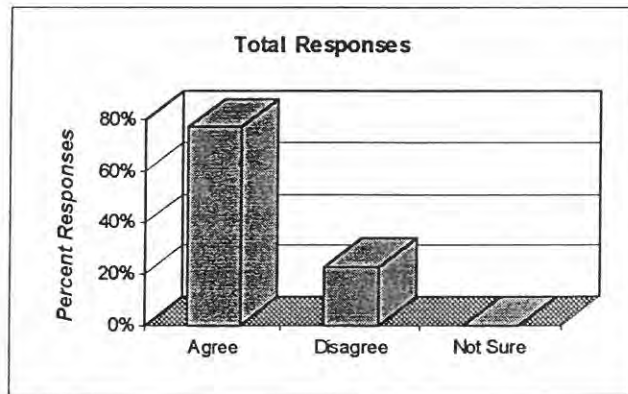
- Safety improvements

	Agree	Dis-agree	Not Sure
Open House 1	100%	0%	0%
Open House 2	---	---	---
Open House 3	100%	0%	0%
Total	100%	0%	0%



- Complete network of sidewalks

	Agree	Dis-agree	Not Sure
Open House 1	80%	20%	0%
Open House 2	0%	100%	0%
Open House 3	100%	0%	0%
Total	77%	23%	0%

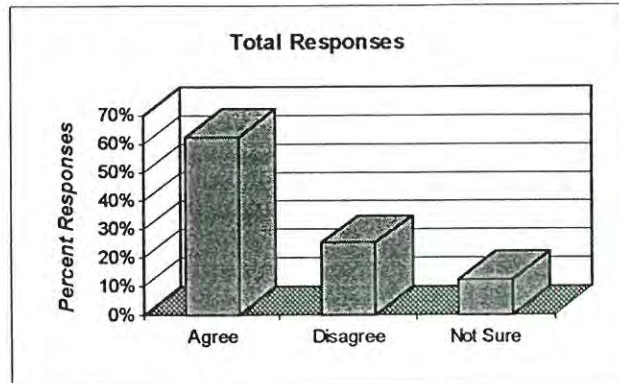


Comments:

- Every subdivision should have sidewalks.

4. *The Committee encourages local government to develop and implement a rating system for the quality and safety of non-vehicular transportation facilities.*

	Agree	Dis-agree	Not Sure
Open House 1	100%	0%	0%
Open House 2	25%	50%	25%
Open House 3	100%	0%	0%
Total	63%	25%	13%



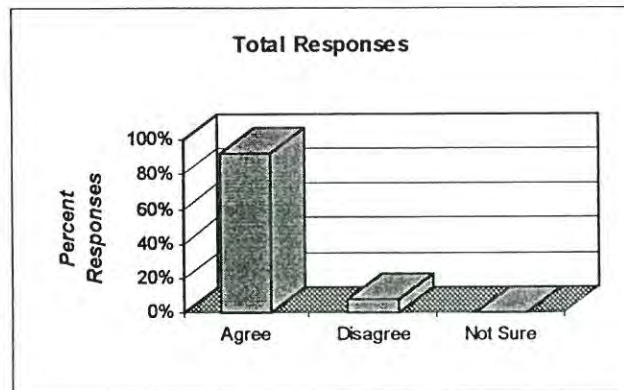
Comments:

- Work with public/neighborhoods.

PUBLIC TRANSIT OPTIONS

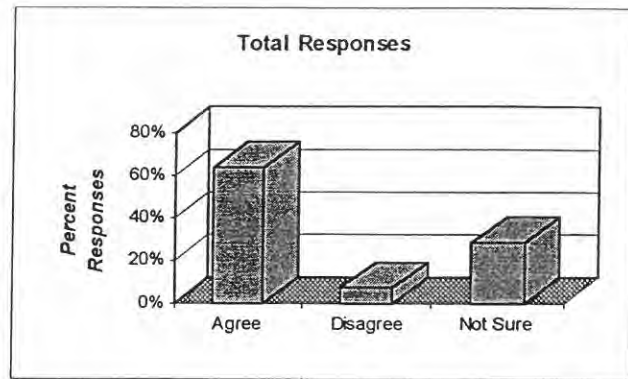
1. *The Committee finds that public mass transit is an integral component of a multi-modal transportation system that provides alternatives to driving alone.*

	Agree	Dis-agree	Not Sure
Open House 1	100%	0%	0%
Open House 2	75%	25%	0%
Open House 3	100%	0%	0%
Total	92%	8%	0%



2. *The Committee finds that current transit service should be more flexible and efficient. Some commercial or residential areas developed at urban densities are not adequately served. In other cases, existing service to more rural areas is not cost-effective and may not be desired by area residents. Consideration should be given to decreasing service in such areas to increase coverage and frequency in urban areas.*

	Agree	Dis-agree	Not Sure
Open House 1	100%	0%	0%
Open House 2	75%	0%	25%
Open House 3	33%	17%	50%
Total	64%	7%	29%

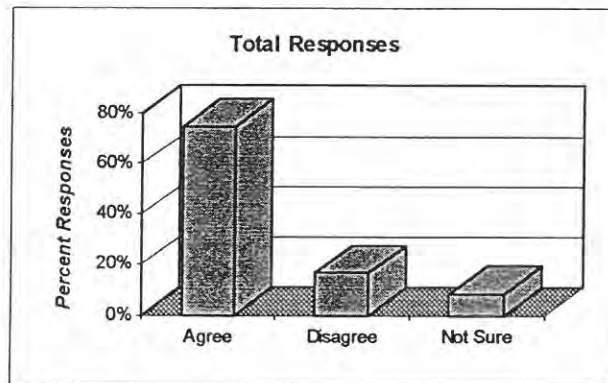


Comments:

- Maintain transit in rural areas.
- Definitely needs to be more efficient; less free rides; more purchase knowledge.

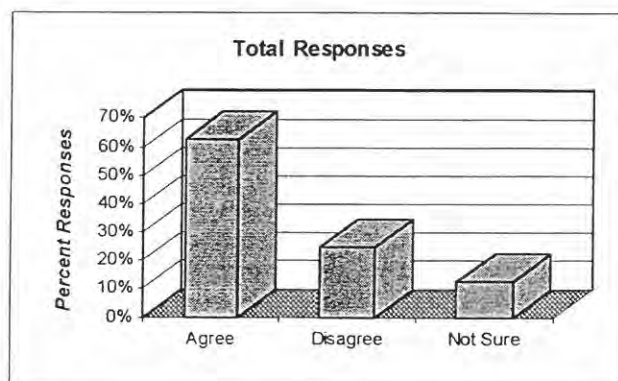
3. *The Committee finds that public mass transit service provides a social service function by enhancing mobility for those who are unable to use a private automobile or other means of transport. The community should continue to be committed to providing public transit service to ensure mobility for all.*

	Agree	Dis-agree	Not Sure
Open House 1	100%	0%	0%
Open House 2	50%	50%	0%
Open House 3	80%	0%	20%
Total	75%	17%	8%



4. *The Committee finds that para-transit service should be made available for the entire area within the Clark County/transit service boundary to improve mobility for all qualified citizens in the community.*

	Agree	Dis-agree	Not Sure
Open House 1	100%	0%	0%
Open House 2	33%	67%	0%
Open House 3	67%	0%	33%
Total	63%	25%	13%



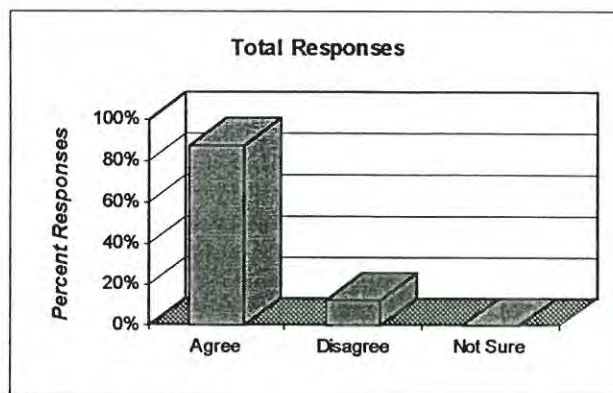
Comments:

- More para-transit is very important everywhere.

5. *The Committee recommends the following:*

- *Investigate serving middle and high school students with C-TRAN service instead of the current separate school bus system to reduce overall transportation costs and improve efficiency.*

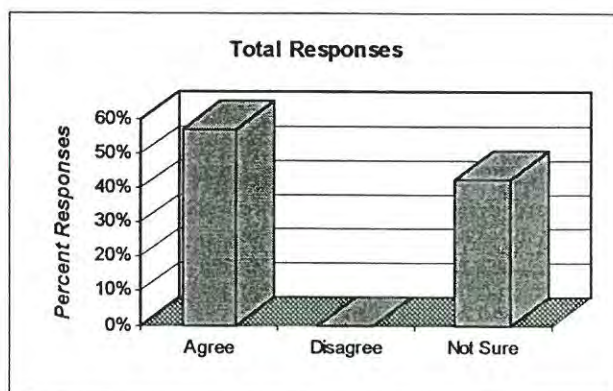
	Agree	Dis-agree	Not Sure
Open House 1	100%	0%	0%
Open House 2	50%	50%	0%
Open House 3	100%	0%	0%
Total	88%	12%	0%



Comments:

- Only if it would eliminate school bus use, accommodate students and reduce taxes.
- *Encourage private transit service while protecting the public utility aspect of C-TRAN.*

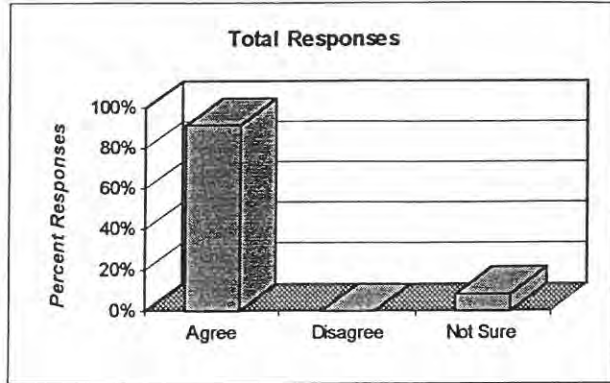
	Agree	Dis-agree	Not Sure
Open House 1	100%	0%	0%
Open House 2	100%	0%	0%
Open House 3	0%	0%	100%
Total	57%	0%	43%



6. The Committee also supports continued investigation of:

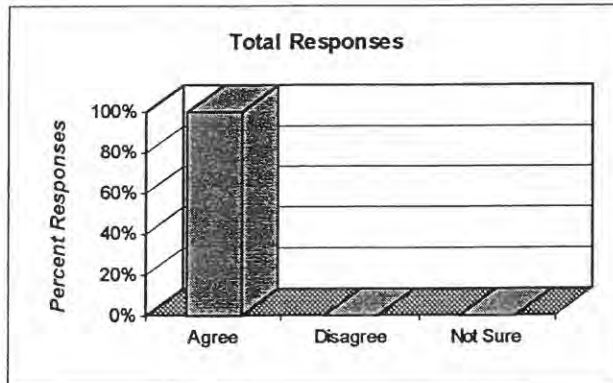
- *Additional express routes*

	Agree	Dis-agree	Not Sure
Open House 1	100%	0%	0%
Open House 2	100%	0%	0%
Open House 3	80%	0%	20%
Total	92%	0%	8%



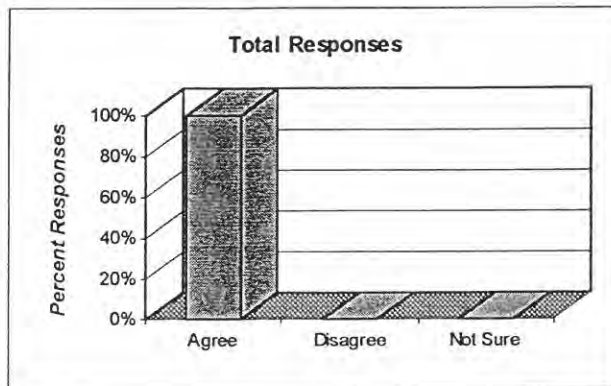
- *Increased service between activity centers*

	Agree	Dis-agree	Not Sure
Open House 1	100%	0%	0%
Open House 2	—	—	—
Open House 3	100%	0%	0%
Total	100%	0%	0%



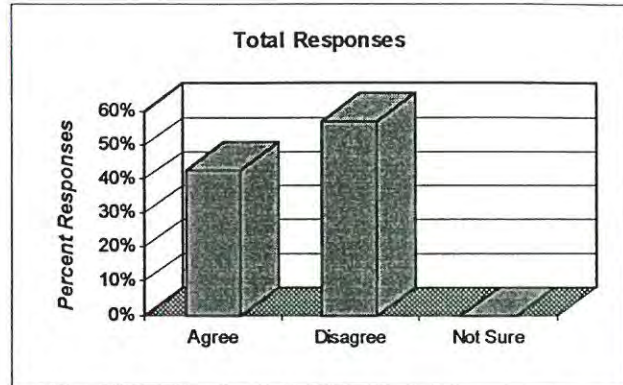
- *Use of smaller vehicles for feeder service*

	Agree	Dis-agree	Not Sure
Open House 1	100%	0%	0%
Open House 2	100%	0%	0%
Open House 3	100%	0%	0%
Total	100%	0%	0%



- *Fareless areas*

	Agree	Dis-agree	Not Sure
Open House 1	33%	67%	0%
Open House 2	0%	100%	0%
Open House 3	100%	0%	0%
Total	43%	57%	0%



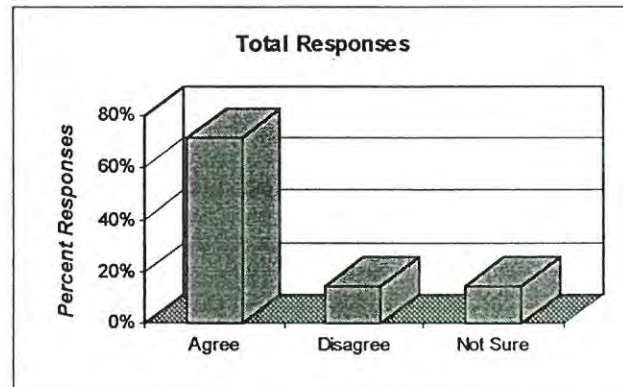
BI-STATE TRANSPORTATION FACILITIES

1. *The Committee supports a balanced approach to bi-state transportation issues, focusing on:*

Reducing demand for new transportation facilities and improvements in the long-term, by:

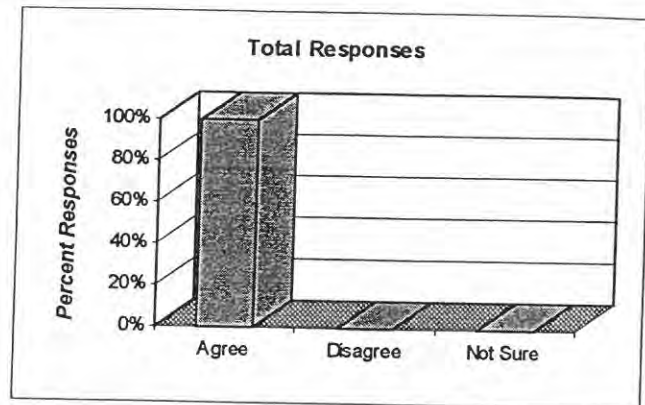
- *Encouraging economic development that supports family wage jobs in Clark County and reduces the need to commute to Oregon*

	Agree	Dis-agree	Not Sure
Open House 1	80%	20%	0%
Open House 2	60%	20%	20%
Open House 3	75%	0%	25%
Total	71%	14%	14%



- *Promoting the use of alternative modes of transportation to driving along (e.g., public transit, carpooling, bicycling, altered work hours and telecommuting)*

	Agree	Dis-agree	Not Sure
Open House 1	100%	0%	0%
Open House 2	100%	0%	0%
Open House 3	100%	0%	0%
Total	100%	0%	0%

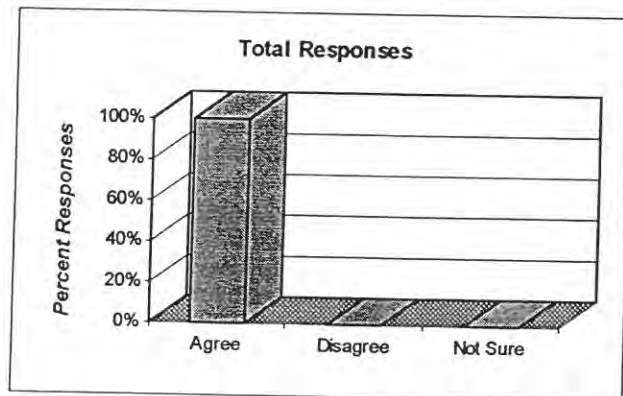


Comments: County government can't dictate wages.

Increasing capacity to accommodate long-term population growth and continued need for bi-state transportation facilities, with first priority on the I-5 corridor. Making more effective use of existing facilities is a high priority in this order of preference.

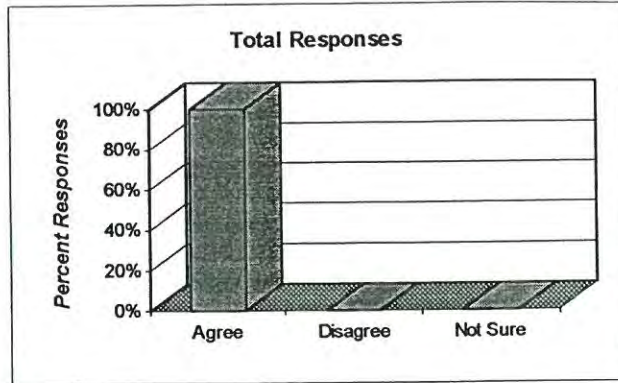
- *Improved and/or expanded bus service*

	Agree	Dis-agree	Not Sure
Open House 1	100%	0%	0%
Open House 2	100%	0%	0%
Open House 3	100%	0%	0%
Total	100%	0%	0%



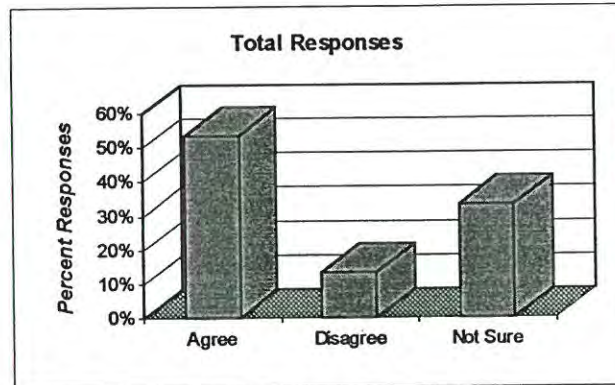
- *High Occupancy Vehicle lanes*

	Agree	Dis-agree	Not Sure
Open House 1	100%	0%	0%
Open House 2	100%	0%	0%
Open House 3	100%	0%	0%
Total	100%	0%	0%



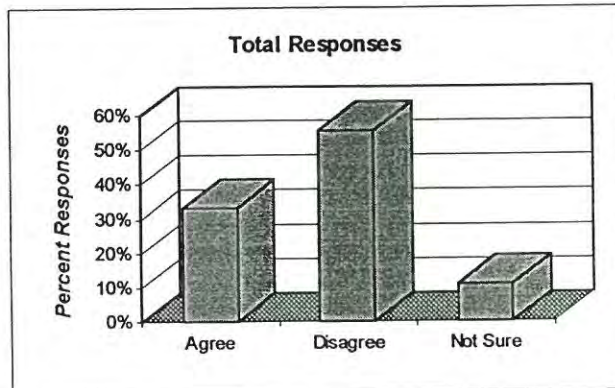
- *Commuter Rail*

	Agree	Dis-agree	Not Sure
Open House 1	33%	17%	50%
Open House 2	0%	0%	100%
Open House 3	75%	13%	13%
Total	53%	13%	33%



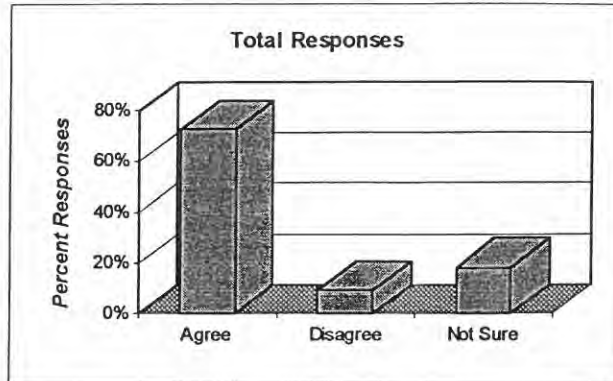
- *Light Rail*

	Agree	Dis-agree	Not Sure
Open House 1	27%	73%	0%
Open House 2	0%	100%	0%
Open House 3	50%	17%	33%
Total	33%	56%	11%



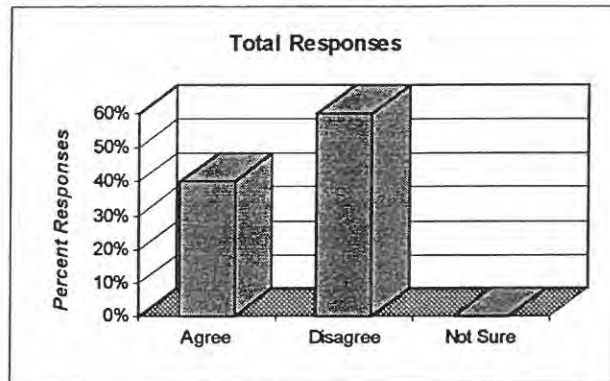
• *Reversible Lanes*

	Agree	Dis-agree	Not Sure
Open House 1	100%	0%	0%
Open House 2	100%	0%	0%
Open House 3	50%	17%	33%
Total	73%	9%	18%



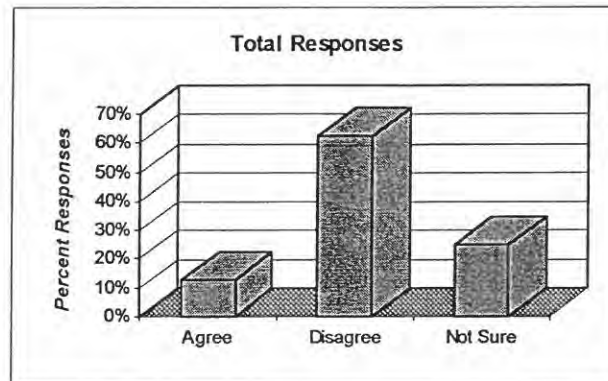
• *I-5 widening (highway and bridge)*

	Agree	Dis-agree	Not Sure
Open House 1	56%	44%	0%
Open House 2	100%	0%	0%
Open House 3	0%	100%	0%
Total	40%	60%	0%



• *Ferry system*

	Agree	Dis-agree	Not Sure
Open House 1	33%	67%	0%
Open House 2	0%	0%	100%
Open House 3	0%	75%	25%
Total	13%	63%	25%

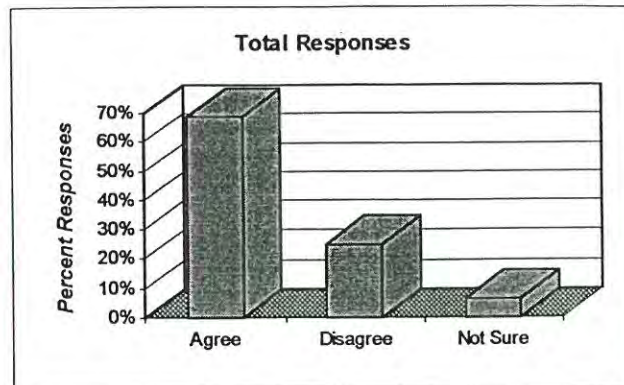


Comments:

- Personal (1-2 passenger capacity/car) monorail is lighter, faster, cheaper, more convenient than previously proposed light rail.
- Light rail only on current trackage. Burlington-Northern up Lewis & Clark Railway. No new bridge; use Burlington-Northern bridge.

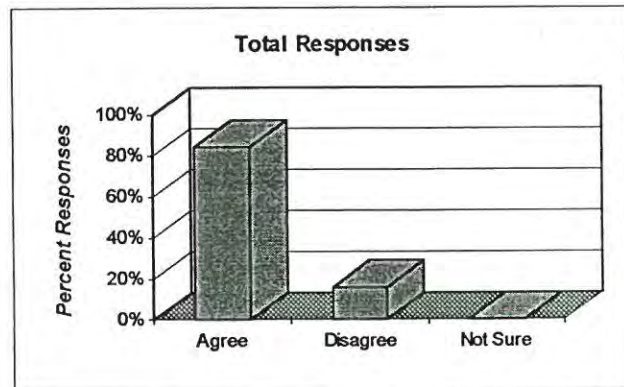
2. *The Committee finds that a third auto bridge and highway corridor is not an acceptable solution to bi-state congestion.*

	Agree	Dis-agree	Not Sure
Open House 1	71%	29%	0%
Open House 2	25%	50%	25%
Open House 3	100%	0%	0%
Total	69%	25%	6%



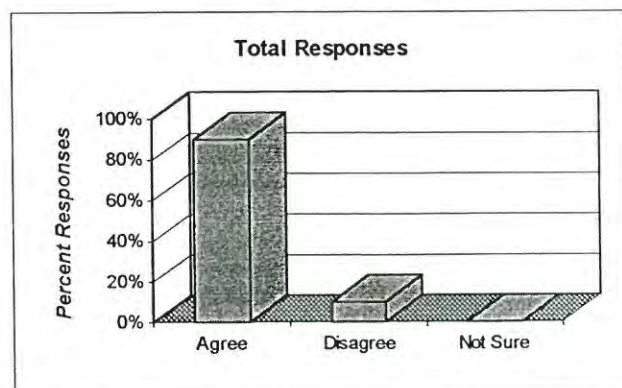
3. *The Committee finds that reducing automobile congestion and demand will free up capacity for freight highway needs. In addition, the committee supports the practice of "piggybacking" (transporting truck containers by rail) as well as improved rail/truck/port connections (also referred to as multi-modal freight facilities).*

	Agree	Dis-agree	Not Sure
Open House 1	73%	27%	0%
Open House 2	100%	0%	0%
Open House 3	100%	0%	0%
Total	84%	16%	0%



4. *The Committee urges local, state and federal officials to actively represent the needs of Clark County commuters to Oregon.*

	Agree	Dis-agree	Not Sure
Open House 1	67%	33%	0%
Open House 2	100%	0%	0%
Open House 3	100%	0%	0%
Total	90%	10%	0%

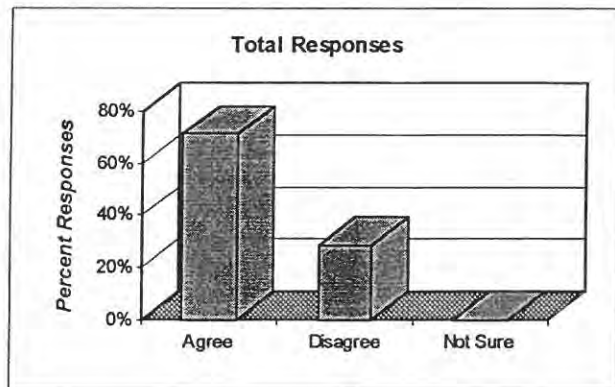


LOCAL FINANCING

1. *The Committee finds that the following transportation financing principles will best attain the Committee's vision:*

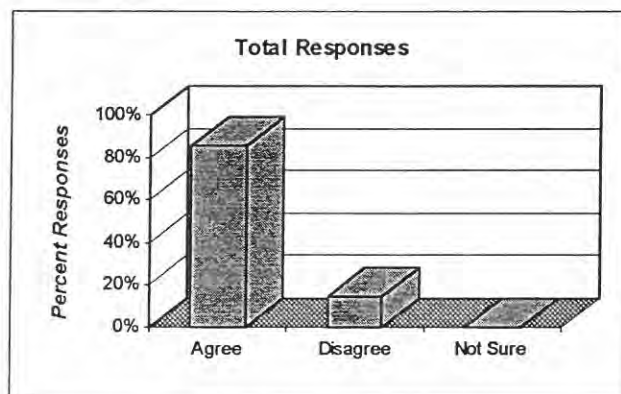
- *The cost to the user of a transportation alternative, whether collected at the point of use or through taxation, should increase in proportion to use consistent with encouraging alternatives that minimize impacts on the environment and resource consumption.*

	Agree	Dis-agree	Not Sure
Open House 1	100%	0%	0%
Open House 2	50%	50%	0%
Open House 3	100%	0%	0%
Total	71%	29%	0%



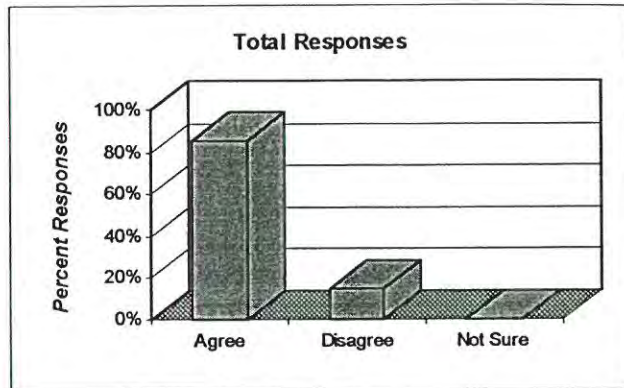
- *Funding for transportation alternatives that minimize impacts on the environment and resource consumption should be encouraged.*

	Agree	Dis-agree	Not Sure
Open House 1	67%	33%	0%
Open House 2	---	---	---
Open House 3	100%	0%	0%
Total	86%	14%	0%



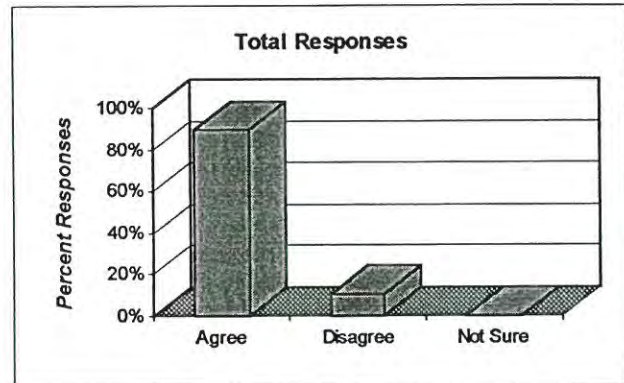
- *Financing mechanisms that retain local money (i.e., taxes and fees) within Clark County and provide for local options should be favored.*

	Agree	Dis-agree	Not Sure
Open House 1	0%	100%	0%
Open House 2	100%	0%	0%
Open House 3	100%	0%	0%
Total	86%	14%	0%



- *Public awareness of the true or full costs of transportation alternatives should be enhanced.*

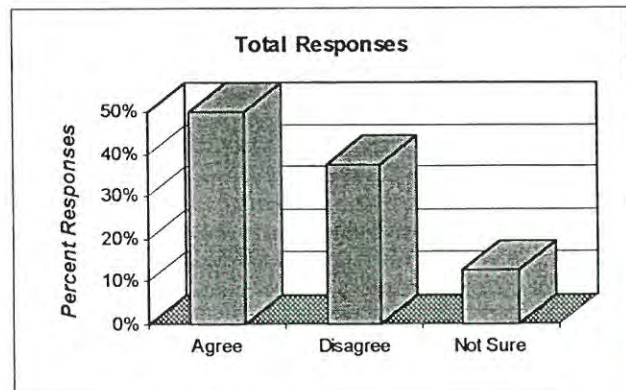
	Agree	Dis-agree	Not Sure
Open House 1	100%	0%	0%
Open House 2	50%	50%	0%
Open House 3	100%	0%	0%
Total	90%	10%	0%



Comments:

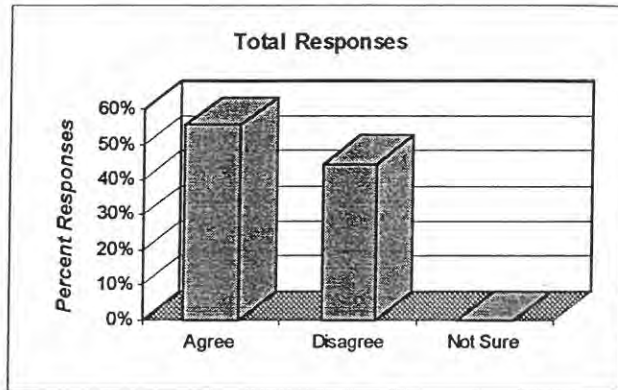
- Don't forget environmental costs.
2. *The Committee supports the following financing mechanisms, in order of preference:*
- *Sales tax on motor vehicle fuel coupled with a reduction in motor vehicle excise taxes (MVET)*

	Agree	Dis-agree	Not Sure
Open House 1	33%	67%	0%
Open House 2	0%	100%	0%
Open House 3	75%	0%	25%
Total	50%	38%	13%



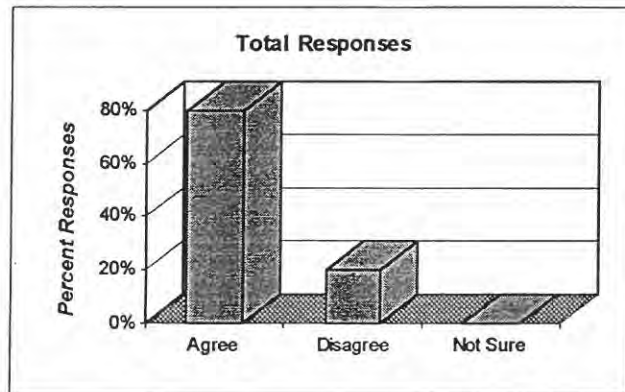
- Local option gas tax and local option sales tax

	Agree	Dis-agree	Not Sure
Open House 1	25%	75%	0%
Open House 2	0%	100%	0%
Open House 3	100%	0%	0%
Total	56%	44%	0%



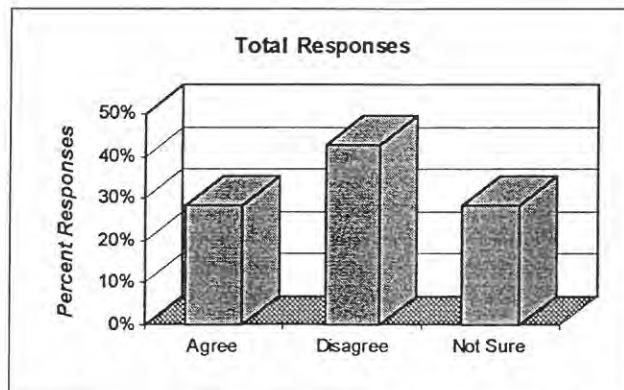
- State funds reallocated for alternative modes

	Agree	Dis-agree	Not Sure
Open House 1	100%	0%	0%
Open House 2	0%	100%	0%
Open House 3	100%	0%	0%
Total	80%	20%	0%



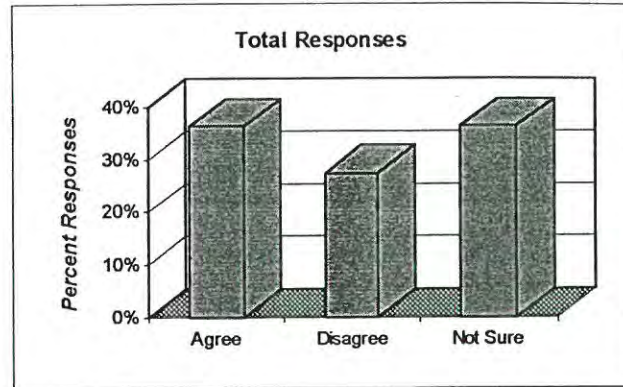
- Mileage-based fees

	Agree	Dis-agree	Not Sure
Open House 1	33%	67%	0%
Open House 2	0%	100%	0%
Open House 3	33%	0%	67%
Total	29%	43%	29%



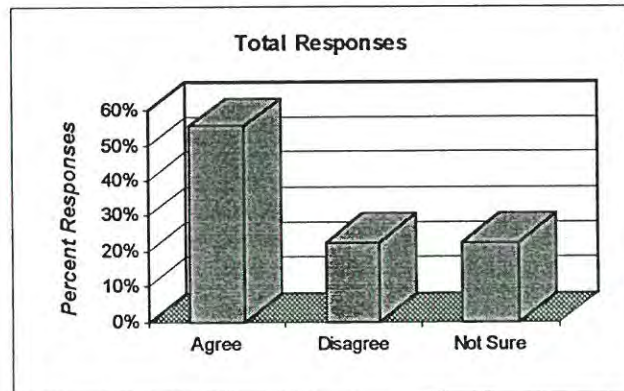
- *Tolls*

	Agree	Dis-agree	Not Sure
Open House 1	25%	50%	25%
Open House 2	0%	100%	0%
Open House 3	50%	0%	50%
Total	36%	27%	36%



- *Impact fees*

	Agree	Dis-agree	Not Sure
Open House 1	25%	25%	50%
Open House 2	0%	100%	0%
Open House 3	100%	0%	0%
Total	56%	22%	22%



Comments:

- Work with Oregon - a sales tax on gas may shift sales across border.
- Tolls only for short periods.

**CLARK COUNTY TRANSPORTATION FUTURES COMMITTEE
COMMUNITY OPEN HOUSES
SUMMARY OF SMALL GROUP DISCUSSIONS**

Summary of Agreement with Problems Identified by the TFC

Problem	Number of Discussion Group Participants										
	Group 1		Group 2		Group 3			Group 4		Total	
	A	D	A	D	A	D	N	A	D	A	D
Land use and transportation actions encourage the use of the auto to the detriment of alternative modes of transportation.	1	2	3		4			6		8	2
There are not enough incentives for citizens, public and private sectors to use telecommuting, staggered work hours, ride-sharing, or other ways that relieve auto congestion. * Comment: Employees not given enough incentives	3	*	3		2	2		6		8	2
Clark County roads do not have a sufficient grid system to connect neighborhoods. * Comment: Biggest problem.	3	*	3		2	1	1	5	1	8	1
Some urban areas are under-served by public mass transit while some rural service is underutilized. ** * Comments: Not certain. I don't know.	*		2		1	2	1	6*		3	2
Congestion on I-5 between Oregon and Washington is the major bi-state transportation problem.	3		3		4			6		10	
There are insufficient funds to maintain and build needed roads. * Comment: Depends on where funds originate.	2	1	3		2		2	6		7	1
Public representatives are not forceful enough in advocating in Oregon for Washington commuter needs. * Comment: Not enough to make a judgment	3		*			3	1	6		3	3
Individual users of the transportation system do not pay proportionate to their use. *** * Comments: Depends on type of user. Agree if we don't penalize them.	*	2	3*		2	1	1	6*		5	3
Clark County does not retain enough of the taxes and fees for transportation paid by County residents. * Comment Other sources of highway funding?	3	*		3	2		2	6		5	3
The public is not sufficiently aware of the full costs of transportation alternatives.	2	1	3		1	1	2	6		6	2
Other ideas?											

A = Agree; D= Disagree; N= Not enough information

** Group 4 amended statement to read "Some urban areas are under-served by public mass transit while some rural service should be adjusted."

*** Group 4 amended statement to read "Individual users of the automobile, personal vehicles do not pay proportionate to their use."

DISCUSSIONS

Group 1

- Vision Statement OK

Solutions

- Free 30-day bus pass recommended as an incentive to starting using the bus more. (3 concurred)
- Need more discussion between state officials and railroad companies. We could make better use of existing rail infrastructure.
- Need existing expertise in private sector to help with public transportation system.
- Coordinate transportation projects better.
- Widen I-5 to 3 lanes each way all the way through Portland (including Rose Quarter). (4 concurred)
- Use HOV lanes on I-5. (3 concurred)
- Emphasize carpooling. (2 concurred)
- Implement grid system.
- Add highways.
- Add off-ramp (from I-205) at Burton Road.
- More bus routes and service on major transit routes. (3 concurred)

Group 2

- Living in the country is too car-dependent.
- I miss public transit (the way it is on the East Coast).
- Biking is fun and healthy.
- I am concerned about safety for little kids going to school (e.g., Evergreen School District).
- Transportation needs to be integrated into our land use planning process.
- If households in Clark County would reduce trips by one daily, there would be less congestion; they may need to be educated about more efficient use of their car.
- Fishers Landing development (Newland West) is a good example of integrating residential, commercial, trails, bike paths, etc. Should be done in other subdivisions.
- Support staggered work hours.
- Grid system distributes traffic more evenly.
- We encourage future development to integrate a grid system.
- Taking the bus requires a mental adjustment (same thing with kids).

Group 3

- Land use emphasis in the Vision statement should be greater.
- Work with business community to develop incentives. It is in the community's interest to have alternatives.
- Reprioritize the budget system.
- Distribute fact sheet on current funding costs.

Group 4

General Comments:

- Clark County puts in more than it gets back.
- The public is not sufficiently aware of the health and environmental benefits and full costs of transportation alternatives.

Concerns:

- Paratransit availability
- Growth in Cascade area and traffic congestion (e.g., Chakolov/Mill Plain)
- Bus service
- Crime level
- Couldn't get to meeting for lack of bus service
- Can't get to work on Saturday/Sunday because of lack of bus service

Vision Statement:

- Concern about how city/county will uphold the statement "Does the county support the Vision?"
- City hasn't been receptive in past, so why now?

Questionnaire:

- Hard to give incentives when there is no bus service in off hours.
- Employers need more ways to give incentives, i.e., pay for bus passes.
- More people on buses gives buses (C-TRAN) more income for more buses.
- City/county planning not working to keep greenbelts; making false promises.
- Not paying enough attention to adult communities who need better access.
- Underutilized areas may grow as population gets older.
- Are we a donor state from transit funds?

Additional Discussion

Vision

- Discuss efficiency, economy and funding.
- Mention safety record associated with auto use.

- Very good.
- Mobility - being mobile doesn't necessarily mean that access is good. Ties back to land use. Accessibility to particular destinations is the objective.

Policies

- Any mention of increasing density in residential? should be included as a policy.
- Parking "need" in whose eyes? Don't build excess parking. Substitute a better term (e.g., "capacity" or "accommodation") for "needs".
- Pedestrian, bicyclists and transit users subsidize auto users and parking. Free parking is not free.
- Who decides what is necessary road expansion? This is the root of the problem! Concentrate on alternatives.
- HOV lanes should be added only if existing lanes are used, not if new lanes are created. Are there restrictions on doing this?
- There is always capacity.
- What about emphasis on SR 14 (in addition to I-5)? Can't divorce bi-state and intra-Clark County.

Problems

- Arterial roads are laid out well for transit.
- The county was laid out when people didn't want through roads.
- Transit is underutilized because an area is under-served. This is a divisive statement.
- Do bi-state problems occur at the peak hour only?
- We have insufficient funds to maintain existing facilities and no funds to build new ones.

Other Ideas

- Is C-TRAN providing enough service?
- No, because of growth in Clark County (according to a C-TRAN driver).
- Proposed statement: "C-TRAN provides all public transit needed in Clark County". Group rejects.

**Clark County
Transportation Futures Committee Report
Appendices**

Appendix F

**TFC Findings Survey - Brochure and Tabulation
of Results**

- 53,000 questionnaires distributed
- 48,000 direct mail brochures were sent to motivated voters (people who voted two of the last four elections)
- 5,000 copies were distributed at the Clark County Fair, Chambers of Commerce, banks, City Halls, and other locations throughout the county
- More than 4,600 were returned

We Want To Hear From You!

The findings developed by the Transportation Futures Committee, together with comments from Clark County citizens, will be reviewed by city and county officials this fall. Here are some ways you can become involved:

- Fill out the attached survey and mail it back to the address noted by August 31.
- Call *The Columbian* Transportation Futures Committee hotline to give us your comments: 699-6000, ext. 3636.
- Leave your comments via the Internet or e-mail. Our Web page address is: <http://www.pacifier.com/~transfut>
Our e-mail address is info@rtc.ua.gov
- Call 737-6118, ext. 4330 to request a speaker for your group.

BACK

Our Transportation Future Is In Our Hands

Findings of the Clark
County
Transportation
Futures Committee

SUMMER
1996



"Citizens working together for solutions"

FRONT
COVER

Why Plan For Our Transportation Future?

Within the next two decades, an estimated 150,000 additional people will live in Clark County. How should we get around in the years to come? What priorities should we give to new roads...fixing up existing ones...public transit...encouraging flexible work hours and telecommuting?

What Is The Transportation Futures Committee?

Last summer, to address these and other issues, the Vancouver City Council and the Clark County Board of Commissioners appointed a 28-member citizens committee comprised of a broad range of citizens representing diverse occupations, geographical areas and backgrounds. Since then, the Transportation Futures Committee has met regularly to evaluate our community's transportation goals, develop a vision for Clark County and suggest solutions to our transportation problems.

What Is The Committee's Vision?

The Transportation Futures Committee developed the following vision for transportation in Clark County over the next 20 years:

To promote regional mobility of people and goods, Clark County will have a comprehensive transportation system accountable to the public that provides choices and alternatives; enhances quality of life; and is socially, environmentally and economically responsible, efficient, responsive, linked to land use, and accessible to all.

What Happens Next?

After exploring a full range of transportation options that fit with its adopted vision, the Transportation Futures Committee recently issued a set of findings. This fall, after community review, these findings will be presented to the Clark County Board of Commissioners and the Vancouver City Council.

To receive a full copy of the findings, please call *The Columbian* Transportation Futures Committee hotline at 699-6000 ext. 3636.

The following statements are based on the findings reached by the Transportation Futures Committee. Please fill out your responses to these statements below and mail to the address on the other side by August 31.

What is your opinion about the following (1=disagree, 5=agree):

1. Current and past land use, transportation planning and funding have encouraged use of the auto to the detriment of alternatives such as public transit, bicycling and walking. A more balanced approach toward transportation is needed.

1 2 3 4 5
 2. Land use decisions should encourage neighborhood developments that support transportation alternatives.

1 2 3 4 5
 3. Sufficient funding for maintenance and necessary expansion of our existing road system should be provided.

1 2 3 4 5
 4. We should provide additional incentives for citizens and the private sector and requirements for government to encourage telecommuting, altered work hours (flex-time or staggered work hours) and ride sharing.

1 2 3 4 5
 5. A grid system that connects streets improves links between neighborhoods, helps decentralize traffic, improves access for emergency vehicles and fosters alternative means of travel such as public mass transit, bicycling and walking should be encouraged or required in new and existing neighborhoods.

1 2 3 4 5
 6. On a scale of 1 through 5, (1= least important, 5= most important) how would you rate the following options to ease transportation problems?
 - HOV lanes for two or more riders 1 2 3 4 5
 - Traffic calming (such as speed bumps) 1 2 3 4 5
 - Signalization/timing improvements 1 2 3 4 5
 - Ramp metering 1 2 3 4 5
 - Complete network of sidewalks 1 2 3 4 5
 7. Transit is an integral component of a multi-modal system that provides alternatives to driving alone.

1 2 3 4 5
 8. The community should continue to be committed to providing public transit service to ensure mobility for all.

1 2 3 4 5
 9. To make transit service more flexible and efficient, consideration should be given to decreasing service in areas of low usage and increasing coverage and frequency within urban areas.

1 2 3 4 5
-
10. Paratransit service should be available within the entire Clark County transit service boundary for all who qualify.

1 2 3 4 5
 11. We should investigate providing middle and high school students with C-TRAN service instead of the current separate school bus system.

1 2 3 4 5
 12. It is desirable to encourage private transit service while protecting the public utility aspect of C-TRAN.

1 2 3 4 5
 13. C-TRAN should continue to investigate:
 - Additional express routes 1 2 3 4 5
 - Increased service between activity centers 1 2 3 4 5
 - Use of smaller vehicles for feeder service 1 2 3 4 5
 - No-fare areas 1 2 3 4 5
 14. We should take a balanced approach to bi-state transportation issues between Oregon and Washington.

1 2 3 4 5
- a) Reduce demand for new bi-state facilities by:
- Encouraging economic development that supports family wages in Clark County and reduces the need to commute to Oregon. 1 2 3 4 5
 - Promoting alternatives to driving alone (e.g. public transit, carpooling, bicycling, altered work hours and telecommuting) 1 2 3 4 5
- b) Increasing road capacity to accommodate long term growth with first priority on the I-5 corridor.

1 2 3 4 5

 15. Rank the following from 1 to 7 in order of priority as ways to address bi-state I-5 corridor congestion problems (please do not use the same ranking more than once):
 - Improved and/or expanded bus service _____
 - HOV lanes using existing facility _____
 - I-5 widening (highway and bridge) for general purpose traffic _____
 - Light rail _____
 - Reversible lanes _____
 - Commuter rail _____
 - Ferry system _____

16. A third auto bridge and highway corridor is not an acceptable solution to bi-state congestion.
 1 2 3 4 5
17. We should support "piggybacking" (transporting truck containers by rail) as well as improved rail/truck/port connections to improve the mobility of freight.
 1 2 3 4 5
18. The cost to the user of a transportation alternative, whether collected at the point of use (e.g. gas pump, toll booth) or through taxation, should increase in proportion to the use of that alternative, consistent with encouraging use of alternatives that minimize impacts on the environment and resource consumption.
 1 2 3 4 5
19. Funding and use of transportation alternatives that minimize impacts on the environment and resources should be encouraged.
 1 2 3 4 5
20. I favor financing that retains local money within Clark County and provides for local options (i.e. taxes and fees)
 1 2 3 4 5
21. The public needs to be made aware of the true or full costs of transportation alternatives.
 1 2 3 4 5
22. Please rank the following from 1 to 6 in order of preference (do not use the same ranking more than once):

- Mileage based fees _____
- State funds reallocated for alternative modes _____
- Sales tax on motor vehicle excise fuels coupled with a reduction in motor vehicle excise tax (MVET) _____
- Impact fees _____
- Tolls _____
- Local option gas taxes and local option sales tax _____

Age:
 15 or under 41-50
 16-20 51-60
 21-30 61 or over
 31-40

Gender:
 Male Female

Zip Code: _____

Please check one:
 I live and work in Clark County.
 I live in Oregon and work in Clark County.
 I live in Clark County and work elsewhere. Where do you work? _____
 I am retired and live in _____.

Thank you for your comments!

PANEL #5

PANEL #6

PANEL #7

Please apply postage here

Transportation Futures Committee
 1351 Officers Row
 Vancouver, WA 98661

TFC Findings Survey

A more balanced approach toward transportation is needed.		
Q1	Total	%
Strongly Disagree	839	18%
Somewhat Disagree	388	8%
Neutral	722	15%
Somewhat Agree	778	16%
Strongly Agree	2009	42%
Grand Total	4736	100%

Land use decision should support transportation alternatives.		
Q2	Total	%
Strongly Disagree	663	14%
Somewhat Disagree	349	7%
Neutral	647	14%
Somewhat Agree	877	19%
Strongly Agree	2196	46%
Grand Total	4732	100%

Sufficient funding for our existing road system should be provided		
Q3	Total	%
Strongly Disagree	246	5%
Somewhat Disagree	187	4%
Neutral	690	15%
Somewhat Agree	943	20%
Strongly Agree	2616	56%
Grand Total	4682	100%

We should provide additional incentives to encourage telecommuting, altered work hours.		
Q4	Total	%
Strongly Disagree	511	11%
Somewhat Disagree	291	6%
Neutral	751	16%
Somewhat Agree	956	20%
Strongly Agree	2226	47%
Grand Total	4735	100%

A street grid system should be encouraged in new and existing neighborhoods		
Q5	Total	%
Strongly Disagree	579	12%
Somewhat Disagree	300	6%
Neutral	635	14%
Somewhat Agree	904	19%
Strongly Agree	2276	48%
Grand Total	4694	100%

Ease transportation problems - HOV Lanes		
Q6a	Total	%
Least Important	753	17%
Less Important	532	12%
Neutral	928	20%
More Important	993	22%
Most Important	1321	29%
Grand Total	4527	100%

Ease transportation problems - Traffic Calming		
Q6b	Total	%
Least Important	1552	34%
Less Important	829	18%
Neutral	921	20%
More Important	556	12%
Most Important	708	16%
Grand Total	4566	100%

Ease transportation problems - Signal Timing		
Q6c	Total	%
Least Important	173	4%
Less Important	159	3%
Neutral	549	12%
More Important	1141	24%
Most Important	2704	57%
Grand Total	4726	100%

Ease transportation problems - Ramp Metering		
Q6d	Total	%
Least Important	736	16%
Less Important	647	14%
Neutral	1411	30%
More Important	974	21%
Most Important	867	19%
Grand Total	4635	100%

Ease transportation problems - Sidewalk Network		
Q6e	Total	%
Least Important	731	15%
Less Important	599	13%
Neutral	951	20%
More Important	817	17%
Most Important	1622	34%
Grand Total	4720	100%

TFC Findings Survey

Transit is an integral component of a multi-modal system that provides alternatives to SOV.		
Q7	Total	%
Strongly Disagree	553	12%
Somewhat Disagree	391	8%
Neutral	976	21%
Somewhat Agree	995	21%
Strongly Agree	1726	37%
Grand Total	4641	100%

The community should be committed to providing public transit service to ensure mobility.		
Q8	Total	%
Strongly Disagree	522	11%
Somewhat Disagree	357	7%
Neutral	717	15%
Somewhat Agree	959	20%
Strongly Agree	2211	46%
Grand Total	4766	100%

Decrease transit service in areas of low usage and increase coverage/frequency within urban areas.		
Q9	Total	%
Strongly Disagree	473	10%
Somewhat Disagree	416	9%
Neutral	1126	24%
Somewhat Agree	1351	29%
Strongly Agree	1345	29%
Grand Total	4711	100%

C-VAN service should be available within the entire Clark County transit service boundary.		
Q10	Total	%
Strongly Disagree	601	13%
Somewhat Disagree	404	9%
Neutral	849	18%
Somewhat Agree	928	20%
Strongly Agree	1942	41%
Grand Total	4724	100%

Provide middle and high school students with C-TRAN service instead of school bus system.		
Q11	Total	%
Strongly Disagree	1093	23%
Somewhat Disagree	421	9%
Neutral	748	16%
Somewhat Agree	830	18%
Strongly Agree	1623	34%
Grand Total	4715	100%

Encourage private transit service while protecting the public utility aspect of C-TRAN		
Q12	Total	%
Strongly Disagree	743	17%
Somewhat Disagree	539	12%
Neutral	1351	30%
Somewhat Agree	905	20%
Strongly Agree	957	21%
Grand Total	4495	100%

C-TRAN should add express routes.		
Q13a	Total	%
Strongly Disagree	361	8%
Somewhat Disagree	200	4%
Neutral	784	17%
Somewhat Agree	1268	27%
Strongly Agree	2020	44%
Grand Total	4633	100%

C-TRAN should increase service between activity centers		
Q13b	Total	%
Strongly Disagree	348	8%
Somewhat Disagree	242	5%
Neutral	1027	22%
Somewhat Agree	1357	29%
Strongly Agree	1632	35%
Grand Total	4606	100%

C-TRAN should use smaller buses to feed primary bus lines		
Q13c	Total	%
Strongly Disagree	259	6%
Somewhat Disagree	183	4%
Neutral	730	16%
Somewhat Agree	1207	26%
Strongly Agree	2301	49%
Grand Total	4680	100%

C-Tran should have no-fare areas		
Q13d	Total	%
Strongly Disagree	1072	23%
Somewhat Disagree	471	10%
Neutral	916	20%
Somewhat Agree	731	16%
Strongly Agree	1435	31%
Grand Total	4625	100%

TFC Findings Survey

We should take a balanced approach to bi-state transportation issues between OR and WA.		
Q14	Total	%
Stongly Disagree	650	14%
Somewhat Disagree	213	5%
Neutral	669	15%
Somewhat Agree	852	19%
Stongly Agree	2159	48%
Grand Total	4543	100%

Reduce demand for new bi-state facilities by encouraging family wage jobs in Clark County.		
Q14a1	Total	%
Stongly Disagree	668	14%
Somewhat Disagree	349	7%
Neutral	764	16%
Somewhat Agree	839	18%
Stongly Agree	2071	44%
Grand Total	4691	100%

Reduce demand for new bi-state facilities by promoting alternatives to driving alone.		
Q14a2	Total	%
Stongly Disagree	514	11%
Somewhat Disagree	291	6%
Neutral	735	16%
Somewhat Agree	1006	21%
Stongly Agree	2161	46%
Grand Total	4707	100%

We should increase capacity to accommodate growth with first priority on the I-5 corridor.		
Q14b	Total	%
Stongly Disagree	920	20%
Somewhat Disagree	419	9%
Neutral	961	21%
Somewhat Agree	811	18%
Stongly Agree	1484	32%
Grand Total	4595	100%

Rank in order of priority as a way to address bi-state I 5 corridor congestion problems		
Q15	Avg.	Rank
Bus Service	3.41	1
I-5 Widening	3.48	2
HOV Lanes	3.52	3
Reversible Lanes	3.77	4
Light Rail	3.97	5
Commuter Rail	4.09	6
Ferry System	5.36	7
Average	3.94	

A third auto bridge and highway is not an acceptable solution to bi-state congestion.		
Q16	Total	%
Stongly Disagree	2090	45%
Somewhat Disagree	443	10%
Neutral	613	13%
Somewhat Agree	335	7%
Stongly Agree	1173	25%
Grand Total	4654	100%

We should support "piggybacking" as well as improved rail/truck/port connections.		
Q17	Total	%
Stongly Disagree	304	7%
Somewhat Disagree	166	4%
Neutral	743	16%
Somewhat Agree	981	21%
Stongly Agree	2475	53%
Grand Total	4669	100%

The cost to the user should increase in proportion to the use of that alternative.		
Q18	Total	%
Stongly Disagree	1022	23%
Somewhat Disagree	387	9%
Neutral	1079	24%
Somewhat Agree	865	19%
Stongly Agree	1091	25%
Grand Total	4444	100%

Funding of alternatives that minimize impacts on the environment should be encouraged.		
Q19	Total	%
Stongly Disagree	545	12%
Somewhat Disagree	329	7%
Neutral	787	17%
Somewhat Agree	967	21%
Stongly Agree	2046	44%
Grand Total	4674	100%

I favor financing that retains local money within Clark County and provides for local options.		
Q20	Total	%
Stongly Disagree	462	10%
Somewhat Disagree	280	6%
Neutral	1061	23%
Somewhat Agree	1063	23%
Stongly Agree	1664	37%
Grand Total	4530	100%

TFC Findings Survey

The public needs to be made aware of the true or full costs of transportation alternatives.		
Q21	Total	%
Stongly Disagree	152	3%
Somewhat Disagree	51	1%
Neutral	203	4%
Somewhat Agree	575	12%
Strongly Agree	3727	79%
Grand Total	4708	100%

Rank in order of preference:		
Q22	Avg.	Rank
State funds for alternative modes	2.88	1
Fuel sales tax/reduced excise tax	3.25	2
Impact Fees	3.31	3
Milage based fees	3.60	4
Local option gas tax/sales tax	3.79	5
Tolls	3.80	6
Average	3.44	

Age:		
Age	Total	%
16-20	29	1%
21-30	203	4%
31-40	699	15%
41-50	1132	24%
51-60	993	21%
61 or over	1635	35%
Grand Total	4691	100%

Gender:		
Sex	Total	%
Couple	9	0%
Female	2113	47%
Male	2422	53%
Grand Total	4544	100%

Zip Codes		
Zip	Total	%
97217 (Portland)	1	0%
97230 (Portland)	1	0%
97470 (Portland)	1	0%
97685 (Portland)	1	0%
97850 (Portland)	1	0%
98000 (Various WA Zipcodes)	4	0%
98601 (Amboy)	18	0%
98604 (Battle Ground)	275	6%
98606 (Brush Prairie)	78	2%
98607 (Camas)	219	5%
98629 (La Center)	73	2%
98642 (Ridgefield)	162	4%
98660 (Vancouver)	153	3%
98661 (Vancouver)	421	10%
98662 (Orchards)	269	6%
98663 (Vancouver)	214	5%
98664 (Ellsworth)	311	7%
98665 (Hazel Dell)	322	7%
98668 (Caples PO Box)	7	0%
98671 (Washougal)	122	3%
98674 (Woodland)	22	1%
98675 (Yacolt)	33	1%
98682 (Orchards)	321	7%
98683 (Cascade Park)	459	10%
98684 (Cascade Park)	291	7%
98685 (Felida)	335	8%
98686 (Felida)	266	6%
Grand Total	4380	100%

Where do you live and work:		
Live	Total	%
Clark County	2120	45%
Oregon/Clark County	9	0%
Clark County/Elsewhere	974	21%
Retired	1621	34%
Grand Total	4724	100%