

From: [ANDREW PETERSON](#)
To: [Sonja Wiser](#)
Subject: Roadway Amendments and 159th st
Date: Tuesday, October 13, 2020 12:17:19 PM

CAUTION: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Andrew Peterson here again and just wanted to add to my Testimony.

In the end these bike lanes are good on main roads where they are needed. But on a road such as 159th were in the end these bike lanes can not even connect to Union road or 20th directly from 29th Ave I really dont feel are needed. And the fact they will take away parking needed and used in front of our homes. These bike lanes on 159th once again are not needed or fair to the people who live on this neighborhood road. Our safty and being able to use the parking in front of our homes should take precedence over un needed bike lanes on 159th.

Andrew Peterson 360-521-6672
2611 ne 159th st
Ridgefield Wa 98642



Clark Communities Bicycle and Pedestrian Advisory Committee
1300 Franklin Street, 6th Floor
Vancouver, WA 98660



Clark County Council
PO Box 5000
Vancouver, WA 98666-5000

Dear Council:

The Clark Communities Bicycle Pedestrian Advisory Committee (CCBPAC) is writing to you to express our support of the proposed Arterial Atlas Map Amendments as presented in the GIS Story map located at <https://arcg.is/1WTOeG>.

The role of the CCBPAC is to advise the County and participating city and state government staff on matters involving bicycle and pedestrian transportation. Some of the responsibilities we are tasked with include:

- Encouraging walking and cycling as forms of transportation;
- Advising agencies on ways to improve bicycle and pedestrian safety; and
- Making recommendations to staff regarding prioritization and improvement of pedestrian and bicycle facilities.

In fulfilling these responsibilities, it is very important to the members of the CCBPAC to ensure Clark County provides active transportation facilities that meet the needs of all Clark County residents and visitors, regardless of their level of mobility. These proposed map changes fulfill the active transportation needs of all Clark County residents and visitors, and we urge you to adopt these amendments.

Thank you for considering CCBPAC's support of the proposed Arterial Atlas Map amendments.

Sincerely,

Clark Communities Bicycle and Pedestrian Advisory Committee
Michael Andreotti, CCBPAC Chair

CCBPAC Members:

Michael Andreotti, Chair
Tom Baltes
Bill Baumann
Marlin Brinkley
Jerrold Castillo

Anna Dearman, Vice Chair
Garrett Hoyt
Dan Packard
Sherrie Thomas

From: Gary Albrecht
To: Jan V. R. Lance; Sorja Wiser
Subject: RE: Comments about Roadway Amendments-Arterial Atlas Map (CPZ2020-00012)
Date: Friday, October 2, 2020 10:12:06 AM
Attachments: [lmasa001.png](#)
[lmasa002.png](#)

Hello Rodger,

Good questions about NE 152nd Avenue.

Please go to the GIS Story Map, here is the link: <https://arcg.is/1WTOeG> Best viewed through a desktop application.

Please click on the Bike Routes tab as it shows the existing bicycle lanes. Adding bike lanes onto NE 152nd would connect into existing bike lanes on NE Ward Rd.

The adopted Clark County Bicycle and Pedestrian Master Plan has a proposed bike lane traveling north from NE Ward Rd. up NE 152nd Avenue for a short segment of road. The pink and red dashed line show the proposed bike lane.



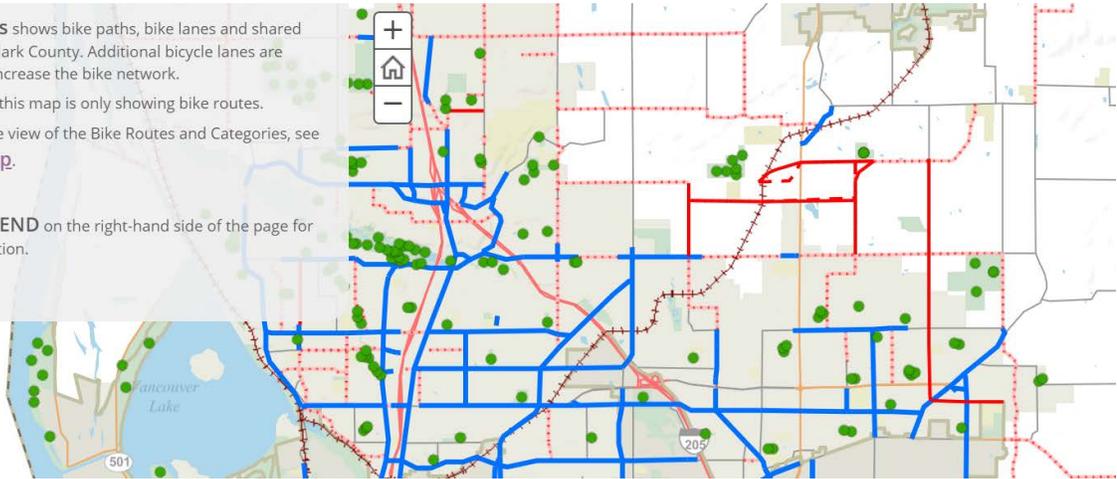
To save time, I have added a snap shot of the bike lane tab from the story map, below.

Bike Routes shows bike paths, bike lanes and shared roadways in Clark County. Additional bicycle lanes are proposed to increase the bike network.

In the legend, this map is only showing bike routes.

For a complete view of the Bike Routes and Categories, see the [bike map](#).

Click the **LEGEND** on the right-hand side of the page for more information.



The Six-Year Transportation Improvement Program has a project on NE 152nd Avenue from Padden Parkway to NE 99th Street improving this segment to include bike lanes and sidewalks.

The Northeast 152nd Avenue corridor is proposed to reclassify from a two-lane collector (C-2) with parking to a two-lane collector (C-2b) with bike lanes and no parking. Northeast 152nd Avenue connects the arterials of Northeast 99th Street and Padden Parkway and serves York Elementary School. Northeast 152nd Avenue terminates at Ward Road. To the east of this intersection, Northeast 78th Street continues east connecting to Frontier Middle School and Pioneer Elementary School. Northeast 78th Street is proposed to be reclassified as a C-2b in order to provide a continuous bike route from York Elementary School to Frontier Middle School. Northeast 144th Street connects to Northeast 152nd Avenue in the rural area south of Battle Ground. The entire corridor would provide another option for people riding bicycles traveling north instead of traveling on State Route 503.

Here is a link to the staff report.

<https://clark.wa.gov/sites/default/files/media/document/2020-09/Oct%2015%20Hrg%20Staff%20Report.pdf>

NE 172nd includes proposed bike lanes from the adopted Clark County Bicycle and Pedestrian Master Plan. We will continue reviewing the Arterial Atlas and make proposed changes as needed.

You're welcome to call me and talk about any of this information.

Gary



Gary Albrecht
Planner III, AICP
PUBLIC WORKS, TRANSPORTATION
564.387.4318



From: Jan V <janscheisse@hotmail.com>
Sent: Thursday, October 1, 2020 8:04 PM
To: R Lance <rrlance@comcast.net>; Sonja Wiser <Sonja.Wiser@clark.wa.gov>; Gary Albrecht <Gary.Albrecht@clark.wa.gov>
Subject: Re: Comments about Roadway Amendments-Arterial Atlas Map (CPZ2020-00012)

CAUTION: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Rodger,
Thanks for taking the time to learn about this change and comment. I have not paid enough attention and will look it up!
Jan

From: R Lance <rrlance@comcast.net>
Sent: Thursday, October 1, 2020 7:41 PM
To: sonja.wiser@clark.wa.gov <sonja.wiser@clark.wa.gov>
Subject: Comments about Roadway Amendments-Arterial Atlas Map (CPZ2020-00012)

Planning commission,
I am looking at the proposed road improvement to 152nd Ave. Granted, any improvement to bicycle and pedestrian safety is greatly appreciated, However, I question the wisdom to encourage bicyclist on 152nd Ave. at all. I never could understand the reasoning of putting a cyclist on a bike path and then dumping them onto a narrow busy road such as 152nd Ave. to finish their trek on. Even if the proposed bike lane continued to 159th St., Again... where would they go from there?
Why not improve 172nd Avenue instead? 172nd is so much nicer of a road to bicycle on even without a designated bike lane. Why encourage riders to be on such a busy street as 152nd Ave? I live on 152nd Avenue next to the Padden. I have lived here prior to the first shovel of dirt being turned to build the expressway. The Padden has an excellent bicycle/ pedestrian lane that stretches for miles. Very save on both ends with easy access to other save roads to travel on. Please give some thought to what happens at the end of your proposed addition. Thank you.
Rodger Lance,
8309 NE 152nd Ave.
Active member of the Vancouver Bicycle Club

From: [Gary Albrecht](#)
To: [Sonja Wiser](#); [ANDREW PETERSON](#)
Subject: RE: Roadway Amendments bike lanes on 159th St a concern
Date: Tuesday, October 13, 2020 10:49:02 AM
Attachments: [PC Agenda for 10-15-2020 - Rev 2020-10-07.pdf](#)

Hi Mr. Peterson,

Here is the agenda for the PC Hearing on Thursday, October 15th.

Gary

From: Gary Albrecht
Sent: Tuesday, October 13, 2020 7:39 AM
To: Sonja Wiser <Sonja.Wiser@clark.wa.gov>; ANDREW PETERSON <andrewppeterson@msn.com>
Subject: RE: Roadway Amendments bike lanes on 159th St a concern

Hi Andrew,

Here is a link to Clark County Public Works to report a road concern such as street lighting and speeding.

<https://clark.wa.gov/public-works/report-park-road>

Please contact Clark County Sheriff's office to report speed concerns on NE 159th Street.

<https://clark.wa.gov/sheriff/sheriff-contact-information>

You'll have to contact your local postmaster to discuss relocating mailboxes on NE 159th Street.

Here is a link to the Arterial Atlas, where you can learn more about the proposed amendments. This link is best viewed through a desktop application.

<https://arcg.is/1WTOeG>

Gary



Gary Albrecht
Planner III, AICP
PUBLIC WORKS, TRANSPORTATION
564.397.4318



From: Sonja Wiser <Sonja.Wiser@clark.wa.gov>
Sent: Tuesday, October 13, 2020 6:51 AM
To: ANDREW PETERSON <andrewppeterson@msn.com>
Cc: Gary Albrecht <Gary.Albrecht@clark.wa.gov>
Subject: RE: Roadway Amendments bike lanes on 159th St a concern

Thank you; your comments will be sent to the Planning Commission and added to the record

From: ANDREW PETERSON <andrewppeterson@msn.com>
Sent: Monday, October 12, 2020 5:01 PM
To: Sonja Wiser <Sonja.Wiser@clark.wa.gov>
Cc: Gary Albrecht <Gary.Albrecht@clark.wa.gov>
Subject: Roadway Amendments bike lanes on 159th St a concern

CAUTION: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern,

I received in the mail information about Roadway Amendments- In The Know about the proposal for bicycle lanes on 159th St. I feel this is not safe or needed for residents that live on 159th because there will not be enough parking (just in our driveways at times). And even the number of vehicles at my house at times with people living with me we have had to park on 159th. I will not have my guests or people living with me park on 29th or 25th Ave because of how unsafe these roads can be. Were on a steep hill and just for some, walking to and from will be difficult. Plus additional parking areas are distant. There is also no lighting on our road. Speed is also a concern because people really tend to drive much faster than 35mph on 159th. I feel our property value and curbside appeal will also be affected. And the need for additional parking that will be needed on my property if these bike lanes happen. Will cost me a considerable amount of money and time. This has me contemplating selling my house if this happens.

I know as well at the bottom of 159th to 20th Ave additional parking on the main road is needed for residents living near by. Also I feel 20th Ave to 156th to access NE Union Rd is an

area with current traffic and speed safety a concern. I have noticed in this area children at play crossing roads carelessly and just the other day I noticed a couple kids playing in a big pile of leaves right on the side of the road.

I really feel the speed limit needs to be lowered to at least 25mph from Union Rd to 29th Ave for all of our safety in this area.

Another concern for us that live on 159th is mail boxes are on the other side of the road from our houses. At times I have found it unsafe to get the mail because of people speeding over or up the hill. Also no sign warning to slow down coming from 29th Ave over hill because of sight impairment on 159th St.

I also feel and notice most people on bikes use 157th St to get from 29th Ave to Union Rd/20th Ave. This is a more safe neighborhood road with lower traffic and speed limit. These bike lanes are not needed or wanted on 159th and is really a unnecessary expense. And hard on all of us who live directly on 159th losing parking and use of the street like it has been for years. Money to be spent on improving bike lanes on 179th and 29th Ave would be a better plan.

Andrew Peterson 360-521-6672
2611 NE 159th St. Ridgefield Wa 98642

From: [Gary Albrecht](#)
To: [QUENTIN PORTER](#)
Cc: [Sonja Wiser](#)
Subject: RE: Citizen Inquiry on 21st Avenue Roadway Proposal
Date: Tuesday, October 6, 2020 2:05:09 PM

Hi Margie,

Thank you for your email. This proposal is a planning exercise for NW 21st Avenue between NW 99th Street and NW 119th Street with a proposed change from a C-2 to a C-2b. No development will occur with this proposed change.

The C-2 classification has a roadway width of 38 feet. The C-2b has a 34 foot roadway width. At the time development occurs it depends on the existing conditions if the road will be widened and how much will be widened if any expansion has to occur.

Sewer development would not be part of this map change. It would be a good time to coordinate with the sewer district at the time of development and have a conversation about including sewer in front of your house.

Sidewalks are a requirement of both road classifications, and will be added as development occurs or the county determines that NW 21st Avenue needs to be built as a capital project.

Clark County has a 20-year Capital Facilities Plan; NW 21st Avenue is not included as a project in this plan. The county also has a 6-year Transportation Improvement Program that is a list of funded projects from the 20-year plan. There are no funds set aside in the 6-year plan either.

Here is a link to the Arterial Atlas, where you can learn more about the proposed amendments.

<https://arcg.is/1WTOeG>

Please let me know if you have any more questions.

Gary

From: QUENTIN PORTER <qzmaporter@comcast.net>
Sent: Tuesday, October 6, 2020 12:22 PM
To: Gary Albrecht <Gary.Albrecht@clark.wa.gov>
Subject: RE: Citizen Inquiry on 21st Avenue Roadway Proposal

CAUTION: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Gary, I was not able to view your attachment. But I guess I can just ask you my

questions here in the email. Will the road be widened? If so how much?
Will sewer in front of my house be added? Will sidewalks also be added to the areas
where there are none? These are the things that would affect me most.
Thanks for your help
Margie Porter

On 10/05/2020 4:08 PM Gary Albrecht <gary.albrecht@clark.wa.gov> wrote:

Hi Margie,

I am happy to answer your questions. What you like to discuss? You're welcome to
call me if it is easier to communicate over the phone.

Gary



Gary Albrecht
Planner III, AICP
PUBLIC WORKS, TRANSPORTATION
564.397.4318



From: Sonja Wiser <Sonja.Wiser@clark.wa.gov>

Sent: Monday, October 5, 2020 12:06 PM

To: Margie Porter (qzmaporter@comcast.net) <qzmaporter@comcast.net>; Gary Albrecht <Gary.Albrecht@clark.wa.gov>

Subject: Citizen Inquiry on 21st Avenue Roadway Proposal

Hi Gary, I have a citizen/friend who has questions on the 21st Avenue Roadway proposal. I am assuming this falls within the Arterial Atlas project. Can you help her with questions and what this may mean to her. Margie, I am enclosing the Planning Commission weblink for you to review which has all the documents related to the proposal you have in question. Let me know if you have further questions and thanks again !

<https://clark.wa.gov/community-planning/planning-commission-hearings-and-meeting-notes>



DEVELOPMENT and ENGINEERING ADVISORY BOARD (DEAB)

Memorandum

TO: Clark County Council
FROM: DEAB
DATE: September 16, 2020
RE: Pedestrian Access Code Revision (CCC 40.350.015.E.)
Arterial Atlas Amendments

During its September 3rd (WebEx) meeting, DEAB reviewed and discussed said subjects. A brief background and DEAB motions are as follows:

Pedestrian Access Code Revision:

Per attached, the review authority may require an off-street accessway be constructed to provide direct routes for pedestrians and bicyclists not otherwise provided by the street system to mitigate the impact of development.

- DEAB Motion: Support the amendment with changes as discussed in the 9/3 DEAB meeting, including email confirmation. Motion passed unanimously.

Arterial Atlas Amendments:

Per attached, reclassify or modify some 14 collectors of the Arterial Atlas.

- DEAB Motion: Support the amendments as presented. Motion passed unanimously.

From: [Gary Albrecht](#)
To: [David Douglas](#)
Cc: [Sonja Wisler](#)
Subject: RE: (CPZ2020-00012)
Date: Monday, October 12, 2020 9:27:42 AM

You're welcome Mr. Douglas.

Gary

From: David Douglas <dcdnw1@comcast.net>
Sent: Monday, October 12, 2020 9:26 AM
To: Gary Albrecht <Gary.Albrecht@clark.wa.gov>
Subject: Re: (CPZ2020-00012)

Good Morning Gary,

Thank you for the quick reply, and also for the contact information.

I thought it was going to be a yea or nay vote, and then work would be scheduled. I must not have read the fine print.

Thanks again,

David

On Oct 12, 2020, at 8:50 AM, Gary Albrecht <Gary.Albrecht@clark.wa.gov> wrote:

Hello Mr. Douglas:

This is a planning exercise, **no development** will occur as a result of the proposed amendments. There is no funding set aside to be these proposed bike lanes. They would only get built through new development, or the county has a capital project that will build the improvements. Currently, the county's 20-year Capital Facility Plan does not include road segments associated with these proposed amendments. The county also has a 6-year Transportation Improvement Program that is a list of funded projects from the 20-year plan. There are no funds set aside in the 6-year plan either.

When development occurs, Clark County Public Works would follow the process described in the property acquisition web page, link below.

<https://clark.wa.gov/public-works/property-acquisition>

For speed limit problems, please contact Clark County Sherriff's office. Here is a link to report road concerns to Clark County Public Works.

<https://clark.wa.gov/public-works/report-park-road>

I hope this information is helpful in understanding these proposed planning changes.

Gary

[<ATT16879 1.jpg>](#)

Gary Albrecht
Planner III, AICP
PUBLIC WORKS, TRANSPORTATION
564.397.4318

[<ATT59839 2.jpg>](#) [<ATT84764 3.jpg>](#) [<ATT07831 4.jpg>](#)

-----Original Message-----

From: Sonja Wiser <Sonja.Wiser@clark.wa.gov>
Sent: Monday, October 12, 2020 7:14 AM
To: David Douglas <dcdnw1@comcast.net>
Cc: Gary Albrecht <Gary.Albrecht@clark.wa.gov>
Subject: RE: (CPZ2020-00012)

Thank you David; your comments will be added to the record

-----Original Message-----

From: David Douglas <dcdnw1@comcast.net>
Sent: Friday, October 9, 2020 1:15 PM
To: Sonja Wiser <Sonja.Wiser@clark.wa.gov>
Subject: (CPZ2020-00012)

CAUTION: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am the property owner of 11405 NW 21st Ave. While I don't think it will directly affect me, I want to state my opinion of the proposal (CPZ2020-00012) to add bike lanes to 21st Ave.

I see very little bike traffic going by my home now. Even with children out of school, and many adults not working. While it sounds like a good wholesome healthy idea to encourage bicycle transportation, I don't think it will. I think there are several reasons it should be abandoned. And I doubt any slight increase in the number of bike riders could possibly justify the expense that this proposal would cost.

And by the way, just what is the estimated cost to the tax payers going to be?

Especially at a time like this. I'm sure Covid has had a tremendous effect on what Clark County has in it's budget. I've read that Clark County had predicted a budget shortfall of between 5 and 13 million dollars in 2020. If we are that far behind, is this a smart way to spend the money we currently have? Are there not other projects that would benefit more Clark County residents than this one that benefits a few?

The distance between NW 99th St. and NW 119th ST. is approximately 1 mile. I came to that figure by using Google Earth.

I think what is being proposed means that the county will be confiscating many sections of private property from homeowners along that mile stretch in order to widen the Avenue. Any idea on how many, and how will they be compensated for that?

The widening of the road and the addition of a bike lane on each side of 21St. Ave, besides taking property, would also require the removal of many native trees and quite a bit of vegetation. While I'm not a tree hugger, I see no reason for removing these trees. It appears that it would also require relocating all the telephone poles on the east side of 21st, and several on the west side. How far back would they need to be? How far up into someones front yard would they need to be? Or is the County planning on taking them under ground? And then how would they provide service from the edge of the street to homes on 21St Ave.

21st is also a major traffic route for cars, and also is a bus route. So it's not your quiet little side street. There are no stop signs or speed bumps between NW 99th St. and 119th St. So generally traffic along 21st goes faster than the posted limit. Are you going to address that problem?

These are my reasons for opposing the proposal.

Thank you for your time, and I look forward to a reply.

David Douglas

Most Relevant ▾

Comment as Clark County WA Public Works 🗨️ 📷 📄 🗨️

Paul Riewer
 One of the worse modifications they've made here I portland is to put the right turn protective dividers in...it wiped out the right turn lane for cars ...now we have to wait for the light and thru traffick is in our lane...and no bikes to be seen...what a crock

1

Like · Reply · Message

Ben Kirsten
 Why not use the fuel TAX money we pay to maintain roads instead of wasting it on bike lanes and other stuff if bicyclists want bike lanes let them pay taxes to pay for it !

3

Like · Reply · Message

Dustin Riddle
 What is the name of this street? It looks similar to another street that I know of.

Like · Reply · Message

Bob Van
 Also all the roundabouts the geniuses put in are a very bad choice.

1

Like · Reply · Message

Christopher White
 Get rid of the bike Lanes... There is no reason that 100% of the population should pay for something that is only used by 1% of the population.

1

Like · Reply · Message

Jeff Udy
 Go back to Portland if you need a special bike lane. Here we drive cars on tax paid roads. Every day at 6 am I count at least 35 cars on my commute to work that have Oregon plates. You like it there so much move back. Don't change our world to the crazy world your running from.

Like · Reply · Message

Clark County WA Public Works

October 5 at 11:21 AM · 🌐

We've got big plans and we need your input! We are p changes to the Arterial Atlas that would improve bicyc transportation mobility and safety. Learn more about o changes by visiting our story map and website, then se feedback! Story map: <https://bit.ly/3lgORZC> and websi <https://bit.ly/36Bj7dU>



Clark County WA Public Works

Government Organization

5,833

People Reached

1,358

Engagements

Boosted on October 5 at 12:11 PM Completed

By Cindy Gonzalez

People Reached	3.9K	Messaging Conversations...	8
----------------	-------------	----------------------------	----------

[View Results](#)

👍 🤔 😊 61

183 Com

7 1 Reply



Beth Learn

Please don't try to be like Portland that now has more traffic and emissions and only some empty bike lanes to show for it. Take NE 102nd Ave for example. It used to flow pretty well, but then they gridlocked it on purpose to discourage car travel and encourage bike travel, totally ignoring the actual needs of that community.

Like · Reply · Message · 1w



↳ 12 Replies



Fayeflutter Woodbead

As a bike rider, I have no problem using a sidewalk and yielding to pedestrians.

As a walker, I find I'm lacking a paved area to be safe away from cars way more often than I ever wish for a bike lane.

As a driver, I really wish lanes were wider.

Like · Reply · Message · 6d



↳ 12 Replies



Cinzia Bottaro Torres

Traffic is more a big concern ! Especially on major street near communities with houses ! My house is backing on Ne 162 avenue!its a nightmare cars are speeding like in a highway 🤔

Like · Reply · Message · 5d



Stephen Smythe

Yea I'm all for more bike lanes , and tax the bikes for them !

Like · Reply · Message · 3d



Tony Easter

I can think of some roads that could use widening and/or sidewalks added, like 137th Ave south of Fourth plain, instead of worrying about bike lanes...

If bicyclist want bike lanes, impose a bicycle tax and make them legally responsible to be licensed while using said bike lanes.

Like · Reply · Message · 6d



↳ 3 Replies

↳ 3 Replies



Jeremy Hopkins

We need sidewalks in inner Clark county still, and outer Clark county. There's roads that don't even have sidewalks. Clark county shouldn't be putting bike lanes in when we don't even have sidewalks on all of our already existing roads. Not to mention roads that still need to be re paved.

Like · Reply · Message · 1w



39

↳ 4 Replies



James M Gray

Oh yeah do like Portland and completely ruin the flow of traffic so 5 or 6 bike riders have a complete land of traffic to themselves all the while they don't have to follow and rules of the road or carry ins because they have complete right of way everywhere under every condition and pay no lic fees or road taxes like in the ever rising temporary gas tax hahaha! That's a joke that never ends but multiples over and over please do and piss off the rest of the drivers in the whole area!what a mess!

Like · Reply · Message · 6d



12



KC McKennie

I wish there were actual sidewalks on our road. It is hard to take young kids on bike rides on roads where the speed limit doesn't seem to be important.

Like · Reply · Message · 4d



1



Margot Rice

We live in Clark County for a reason and it is not bike lanes. Don't let the people who pushed through the bike lane on Columbia in Vancouver push you around!

Like · Reply · Message · 1w



18

↳ 2 Replies



Bruce Rauch

I would agree to bike lanes but only on Arterials with sidewalks.

Like · Reply · Message · 1w



3



Laurie Kennedy

When bicycles have to pay for yearly registration to pay for roads, then let's talk.

Like · Reply · Message · 1w



34



Nick McConnell

Would love to see more paths similar to Burnt Bridge Creek in Vancouver and Portland's Springwater Corridor trail and i205's multi-use path. They really do serve as a safe way for bicyclists, joggers and walkers to move through the city while avoiding a lot of vehicle traffic. When the paths are wide enough and foot traffic is respected- they're almost like expressways for bicyclists. And as someone who enjoys exploring these paths regularly, I absolutely do appreciate the trails we have now! I.e. Padden Parkway bridge/path and alike.

Like · Reply · Message · 6d · Edited



Julia Chez

Put plates on the bikes and charge them for them so they can help pay for the lanes

Like · Reply · Message · 4d



Hailey Johnson

Definitely need to prioritize the traffic issues for growing Vancouver and the lack of sidewalks, specifically the lack in front of schools before we prioritize bike riders. Let's worry about kids and commuting to work first.

Like · Reply · Message · 1w



↳ 1 Reply



Alesha Mason

While you're at it can ya place road signs for cyclists to follow the rules of the road too? Or make the laws for them more clear. Seems not many actually know the rules of riding on the roads.

Like · Reply · Message · 5d



George Schneider

Here's MY input as a former property owner in Cascade Park. Go with the money, and there's little money with the Spandex Mafia. Note that they don't crowd the bike lanes looking to go shopping and spend big dollars, but the CARS you must restrict by giving them what they DEMAND are full of folks with money, who may very well cross the river to spend their money now. In the past two decades, Portland has spent at least \$30M on bike riders. Now, they actually want to slow ALL traffic down to bicycle speeds (the "20 is plenty" campaign). Note that people are leaving Portland in droves.

Like · Reply · Message · 4d



Like · Reply · Message · 4d



Scott Peck

Let bicyclists use every bit of asphalt that they have paid for, which is none of it.

...

Like · Reply · Message · 12

Like · Reply · Message · 6d

↳ 3 Replies



Jesse Bauer

Asking for your input is their way of saying "We don't care what you think, we're doing it our way". By-by tax dollars.

...

Like · Reply · Message · 2

Like · Reply · Message · 2d



Kenny Gentry

We don't need bicycle infrastructure. We need Hwy 14 infrastructure from 205 northbound onto the 14 east all the way past 192. That's what we need

...

Like · Reply · Message · 3

Like · Reply · Message · 5d



August Major

Pave the roads we paid for time and time again. I'll be sending the bill for the bent wheels on my car. Can you direct me to your risk department? Thank u

...

Like · Reply · Message · 13

Like · Reply · Message · 1w

↳ 3 Replies



Clifford Pepper

Concentrate on sidewalks. Bicycles, by law, can ride with traffic on the road

...

Like · Reply · Message · 6

Like · Reply · Message · 1w



Tim Rowe

We don't need more "bike lanes" we need wider roads with more lanes of vehicleular travel

...

Like · Reply · Message · 19

Like · Reply · Message · 1w

↳ 1 Reply



John Clark

please no!!! bikes are not cars and have no place in the road. build them a side walk or something

...

Like · Reply · Message · 4

Like · Reply · Message · 1w



Scott Myrick

Get over that bs..this isnt frickin' portland...folks here drive cars and trucks and pay road taxes..BIKES DONT! JEEZUZ

...

Like · Reply · Message · 4

Like · Reply · Message · 6d

4



Mickeyl King

You have a lot more than bike lanes that need to be done

..

Like · Reply · Message · 1w

7

↳ 1 Reply



Bill Field

No more bike lanes..

7

Like · Reply · Message · 1w



Jeremy Lee Deegan

I vote NO on bike lanes. Make them driver to a bike track.

Like · Reply · Message · 5d

2



Curt Deel

Don't add bike lanes.... keep them off our roads.

Like · Reply · Message · 1w

17



Scott Myrick

Have you got the message yet Clark county? We DO NOT need to waste more of our tax money on a single bike lane for the 9 bike riders in the county! Fix the roads which is your job!

Like · Reply · Message · 1d

1



William Hall

No. Please oh please NO!

Dont emulate pdx.

They've spent probly millions on re routing motorized traffic around bike lanes, bike only zones at intersections, and creating parking and driving nonsensical lanes where the bike lane is next to the curb and car parking lane is where the outside drive lane was...its crazy BIGGEST issue is COST AND COMMON SENSE use of funds.

They've spent (i think i read) a couple million dollars to INCONVENIENCE MORE THAN 98% of the city populatuon to CATER to the other 1.5% !?!?

*a poll read on Lars Larson on time said only a littlwbover 1% of portlanders are regular bike riders or use bike as their main form of transportation for work or other places.

Please no. 🙏

Like · Reply · Message · 2d

Like · Reply · Message · 2d



Jeremy Lee Deegan

We need more Stop lights thru out the city. Slower speeds. Mirrors and video projection monitors at blind corners. We need rotating blinders for the roads going from east to west so we are not blinded when it rains and then you all decide to let the sun out with the aluminumoxide you spray in the sky which inturn create wrecks. Which then blocks lanes. Then the corona gets in the air from all the sun rays forcing it in to our cars intake air system and in turn is forced in to our lungs via the heating/cooling system in our car. Come on guys. We really need these things. Do not worry about bikes. There a thing of the past. I endorse high taxes upon everyone. at least 64.9% on every living sole. Look forward to voting Inslee right back in to position.

Like · Reply · Message · 3d



1



Betty Weller

Start requiring A License For Bicycle Riders to pay for their Own Bicycle Lanes! DUGH!

Like · Reply · Message · 5d



7

↳ 1 Reply



Donald Greer

NO TO ANY BIKE IMPROVEMENTS. PORTLAND DESTROYED THERE STREETS AND FOR WHAT. 11 BIKES A DAY? DONT BE LIKE PORTLAND. WE JOINED CLARK COUNTY TO GET AWAY FROM THESE BAFOONS!!

Like · Reply · Message · 5d



8



Randy White

How about you focus on the roads for the cars FIRST!!!! They are horrible!!!

Like · Reply · Message · 6d · Edited



6



Tim Sullivan

Paying attention Vancouver City council??? Majority of people are saying NO MORE BIKE LANES

Like · Reply · Message · 1d



1



Richard Britschgi

I am not supporting any bike lanes...IF THEY don't pay taxes like other transportation tax payers. WE ARE NOT PORTLAND!!!

Like · Reply · Message · 2d



12

↳ 1 Reply

↳ 1 Reply



Chris Heflen

I'm an avid cyclist. I have a family that I want to get home to after every ride. But I'm also car driver and what was done on McArthur and now Tech Center drive is worthless and a waste of resources. A bike lane, then a giant waste a space, then a car lane? What's the point? How about you finish widening 18th East of 136th until it runs into 192nd and through to 1st Street? All that traffic on that road and the Harmony Sports complex, etc...over there.

Quit trying to squeeze out traffic and forcing congestion. You will not change anything that way.

I think it's also ridiculous that Mill Plain has a bike lane. You WOULD be caught dead if you rode on that. Think Clark County. THINK!!

Like · Reply · Message · 5d · Edited



Carl Gibson

We DO NOT wish to be Portland. There isn't enough bicycles on the road to justify this kind of expenditure. Use the money to FIX what is currently in need of repair.

Like · Reply · Message · 6d



↳ 2 Replies



Lewis Wills

There are WAY more vehicles than bikes, this is NOT Portland, do not cater to bicycles, they don't even contribute to registration fees for the roads anyway. It only impedes traffic even worse and irritates even more. We have enough irritation and aggravation on the roads ALREADY!

Like · Reply · Message · 2d · Edited



↳ 1 Reply



Katie Richards

Yes to sidewalks and no to bike lanes. I think there's very little of both pedestrians and bike riders and they can share. It's safer that way

Like · Reply · Message · 4d



↳ 2 Replies



Terry Busch

Just STOP IT! YOU STEAL \$40.00 a year in vehicle licence for crap!

Bike fees for bike LANES!

Like · Reply · Message · 5d



5

↳ 9 Replies



Erik Smith

It rains 9 months out of the year. Nobody is switching to bicycles Stop wasting money

Like · Reply · Message · 5d



3



Bob Van

Tax dollars better spent, jailing the dips that tailgate me all day long, the people the flip me off when I drive the speed limit on padden parkway, and the dips that don't open up a distance between cars when trying to merge.

Like · Reply · Message · 1d · Edited



Brian Bower

Vancouver wants to be like Portland. Next thing ya know .you have graffiti all over..riots . more shooting and stabbings ...Ya might as well let the Max build thier rail system over 205.....Nuff said

Like · Reply · Message · 5d · Edited



1



Maureen D Ds

This is not Portland. Thank God.. NO NO NO

Like · Reply · Message · 5d · Edited



3



Jim Harrison

What do you want to change that you don't want to say?

Like · Reply · Message · 2d



Heather Woodbyrne

Roads and sidewalks fixed

Like · Reply · Message · 5d



1



Ron Peters

Bike lanes are about advancing a social agenda rather than traffic management

Like · Reply · Message · 4d



4



Roger Sheetz

Priority is sidewalks, not bike lanes...We are that wacky PDX!

Like · Reply · Message · 1w



5



Kevin D. J. Armstrong

Gee... screw up traffic, eliminate parking... Brilliant!



4



Heather Woodbyrne

I walk and take a bus. Please be careful if on sidewalk

...

Like · Reply · Message · 5d



Ken Stryker

Can we start by fixing our residential streets?

...

Like · Reply · Message · 4d · Edited



2



Jim Harrison

Or You could just say what it is.

...

Like · Reply · Message · 1w



2

↳ 1 Reply



Matt Dorado

Haha! Typical CC replies.

...

Like · Reply · Message · 1w



2



Brad Remsing

Save the money for a new 1-5 crossing

...

Like · Reply · Message · 3d



1



Dianna Harris

I think bikes should not be on highways.

...

Highways n streets are for automobiles

Like · Reply · Message · 2d



Mack Nicholson

Please do it we need more bicycle Lanes

...

Like · Reply · Message · 2d



Eugene York

Lets not become portland please.

...

Like · Reply · Message · 1d



1



Rick McArthur

My tax dollars pay for painting and labor for bike lanes when there is a side is waste on my dollars.

...

Like · Reply · Message · 2d



Marc Elfving

Require a bike license and plate. So drivers can report bad cyclist

...

Like · Reply · Message · 3d

Like · Reply · Message · 3d



Daniel Komm

This input will be taken about as seriously as the input everyone gave about SR500 and Falk Rd. The decisions are already made theyre just going through the motions so they can say they allowed public comments

...

Like · Reply · Message · 1w

19

↳ 5 Replies



Rodney Randall

Should Bicycles have to register their vehicles just like cars do to pay for infrastructure maintenance, etc? Seems fair enough.

...

Like · Reply · Message · 1w

14

↳ 1 Reply



Candace Moon

YES to more bike lanes! It's difficult sharing the sidewalk with other bicyclists & pedestrians. Not everyone owns a vehicle, & most times I would much rather ride my bicycle to work, grocery, park, etc. than use my vehicle (trying to cut down on emissions). This is a FANTASTIC idea, I am ALL for networks providing bicycle access.

...

Like · Reply · Message · 4d

5

↳ 4 Replies



Carole Bigwood

Sidewalks over bike lane's is what is needed more people walk than bike and my area has no sidewalks and the roads are not very wide. Always afraid that they might get hit. Kids normally use to walk to schools. Very dangerous around here

...

Like · Reply · Message · 6d

4

↳ 1 Reply



Kaja Fily

In school, I didn't have a car. No money for insurance, gas, and upkeep. But I had a bike and used it to get to work, long after I finally could afford a car. I use a lot of these roads, riding my bike to visit our kids and grandkids and also for errands. I really appreciate the bike lanes. When the grandkids were little, we had trouble getting them from their house to just about anywhere because they happen to live in a bit of town that has a few stretches that are just unsafe. They loved to ride with us, but there were tough segments. Some changes here will make some of our commutes much safer. Also anything you can do to help pedestrians and cyclists cross major roads would be much appreciated, like SR 503. It's fine when I'm driving, of course. Just tough to get across highways that divide areas without realizing that some of us are on foot or pedaling.

Like · Reply · Message · 1w



Faye Jenkins-Edwards

If a road you are putting bike lanes on do not have sidewalks I cannot support your plan. There are far more people who walk (especially kids) and they have no protection against traffic. Plus, we need to reinforce helmet laws. Also, train people in what the law says about the legal way to ride a bike!

Like · Reply · Message · 1d



Krista Cashatt

No sense. Do I see a single bicycle being used. No. Never. This stupidity is limitless. Where is the off button.

Like · Reply · Message · 2d



Michael S Dooley

I live on a side street. They narrowed it, took away 3/4 of parking on the street, and added in a bike lane when there is a main arterial street just a few blocks away running the same direction. Now the street is way too crowded, I have to park 6 blocks away from my home(I live in outer southeast close to Gresham), people are getting hit now, cars are getting hit, and the increase in trash and other things has gone through the roof, and the bike lane is basically empty all the time. Don't be like the morons in Portland. It's not a paradise except to those who think North Korea is an idealistic country.

Like · Reply · Message · 3d

Like · Reply · Message · 3d



Jerry Hughes
Right just what we need more freeking bike lanes

...

Like · Reply · Message · 2d



John Walker
Yes on bikes. Share the road.

...

Like · Reply · Message · 2d

...



Max Mamedoff
Wtf!!

...

Like · Reply · Message · 1d

...



Adam Grauer
No

...

Like · Reply · Message · 2d

...



Holly Van Horn

...

Like · Reply · Message · 3d



Phil Jauron
How about bikes pay for their stuff. How about they follow the law. How ticket them for violating the law. How about they have insurance

...

Like · Reply · Message · 4d

👍 3

↳ 1 Reply

...



Ted Bogner
No Leave it alone

...

Like · Reply · Message · 4d

👍 2



Betty Weller
No Way!

...

Like · Reply · Message · 5d

...



Anthony Corbin
Dont do it

...



Scott Myrick
Dont piss away our money!!

...

Like · Reply · Message · 6d



Gloria Bong
NO,

...

Like · Reply · Message · 6d



Bill McCommon
Go to hell Washington libtards !!!

...

Like · Reply · Message · 6d



...



Brad Remsing
Oh Hell NO

...

Like · Reply · Message · 6d



Kelly Harrell
No.

...

Like · Reply · Message · 1w



Margot Rice
No thanks!

...

Like · Reply · Message · 1w

...

Most Relevant is selected, so some comments may have been filtered out.

From: Gary Albrecht
To: fred@7elive.com
Cc: Sanja.Wise
Subject: Arterial Atlas Proposed Amendments
Date: Wednesday, October 7, 2020 10:55:43 AM
Attachments: image009.png

Hello Florence,

Thank you for the voicemail message.

Here is a link to the story map <https://arcg.is/1WTOeG> This map is best viewed from a desktop application.

I have taken a screen shot from the story map, your property is circled in red below.

The proposal is to move the proposed road (solid red line) to match the parcel lines (dashed red line), and to change the classification from a C-2 to a M-2cb. Prior to 2019, this proposed road was classified as a M-2cb. We are proposing to change it back to a M-2cb.

Please call me so we can continue this discussion.

Gary



Gary Albrecht
Planner III, AICP
PUBLIC WORKS, TRANSPORTATION
564.397.4318



From: [Gary Albrecht](#)
To: [Sonja Wiser](#)
Subject: FW: CPA2020-00012
Date: Thursday, October 8, 2020 4:05:44 PM

From: Gary Albrecht
Sent: Thursday, October 8, 2020 4:02 PM
To: jhjenny@comcast.net; Sonia.Wiser@clark.wa.gov; Rob Klug <Rob.Klug@clark.wa.gov>; Christine Cook <Christine.Cook@clark.wa.gov>; Jose Alvarez <Jose.Alvarez@clark.wa.gov>; Larisa Sidorov <Larisa.Sidorov@clark.wa.gov>; Michael Sallis <Michael.Sallis@clark.wa.gov>; Jacqueline Kamp <Jacqueline.Kamp@clark.wa.gov>
Subject: RE: CPA2020-00012

Thank you very much Ms. Jenny for your email.

Thank you for your comments; I will forward to staff and the Planning Commission and add to the record.

Gary

From: Joann Jenny <jhjenny@comcast.net>
Sent: Thursday, October 8, 2020 3:29 PM
To: Sonia.Wiser@clark.wa.gov; Rob Klug <Rob.Klug@clark.wa.gov>; Christine Cook <Christine.Cook@clark.wa.gov>; Gary Albrecht <Gary.Albrecht@clark.wa.gov>; Jose Alvarez <Jose.Alvarez@clark.wa.gov>; Larisa Sidorov <Larisa.Sidorov@clark.wa.gov>; Michael Sallis <Michael.Sallis@clark.wa.gov>; Jacqueline Kamp <Jacqueline.Kamp@clark.wa.gov>
Subject: CPA2020-00012

CAUTION: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Why is the county adding an new road (134th ST) when the county already has trouble maintaining the existing roads. What I see from this proposal is that NE 132nd Ave will become a race track for the people wanting to get off of SR503. Since this is a rural area, what about the environmental impact, what about the impact on the native species. Where will the birds, deer, coyotes and other animals go?

That is to say nothing of what it will do to the dairy. If you people want to run all the farmers out of Clark County, this is a good way to do it. When your grocery store shelves are bare, you won't need to look very far for the reason. It seems like to me, this is a very short sighted proposal, has any consideration been given to the amount of money the Lagler Dairy contributes to the Clark County economy and also the number jobs that it provides?

Obliviously, there is a bunch of money crossing peoples palms, who don't live in this area and don't care about the quality of life for the residents. My family has been in this area since 1909, to say this proposal is a disappointment to me, is an understatement. Having worked for the County for 34 years, I understand how these things work. Just push the change down people's throats, regardless of the consequences.

Joann Jenny

13010 NE 132nd Ave.

Brush Prairie, WA 98606

From: [Gary Albrecht](#)
To: [Margot Rice](#)
Cc: [Sonja Wisler](#)
Subject: RE: Bike lanes
Date: Wednesday, October 7, 2020 2:42:07 PM

Thank you for your email. Your comment will be available for the Planning Commission to consider at their October 15th Public Hearing.

-----Original Message-----

From: Margot Rice <mrd303@gmail.com>
Sent: Wednesday, October 7, 2020 2:41 PM
To: Gary Albrecht <Gary.Albrecht@clark.wa.gov>
Subject: Bike lanes

CAUTION: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please don't spend money on bike lanes! Put in more sidewalks or improve our existing roads for our increased traffic. The number of bikers is small percentage of road users and you almost never see them out in the rainy season which is 1/2 the year.

If you consider the Facebook comments as a sample of how Clark County feel then you will stop this now!

Sincerely,

Margot Rice

Sent from my iPhone

From: [Gary Albrecht](#)
To: [Paula Tuholski](#); [Sonja Wiser](#)
Subject: RE: Roadway Amendment (CPZ2020-00012)Reclassify NE 78th St between NE Ward Rd an NE 172nd from 2-lane collector to 2-lane collector with bike lanes
Date: Monday, October 12, 2020 8:37:22 AM

Hello Mr. and Mrs. Tuholski,

This is a planning exercise, **no development** will occur as a result of the proposed amendments. There is no funding set aside to be these proposed bike lanes. They would only get built through new development, or the county has a capital project that will build the improvements. Currently, the county's 20-year Capital Facility Plan does not include road segments associated with these proposed amendments. The county also has a 6-year Transportation Improvement Program that is a list of funded projects from the 20-year plan. There are no funds set aside in the 6-year plan either.

Gary

From: Paula Tuholski <paulatuholski@gmail.com>
Sent: Sunday, October 11, 2020 1:15 PM
To: Gary Albrecht <Gary.Albrecht@clark.wa.gov>; Sonja Wiser <Sonja.Wiser@clark.wa.gov>
Subject: Roadway Amendment (CPZ2020-00012)Reclassify NE 78th St between NE Ward Rd an NE 172nd from 2-lane collector to 2-lane collector with bike lanes

CAUTION: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Gary,

We have lived at our current residence of 15304 NE 78th Street for 29 years and adamantly disagree with the proposal to add bike lanes to NE 78th street. This is a residential neighborhood so by removing all parking you remove the ability to host ANY activities in our home with family, friends, and church. Hosting a birthday celebration, church group or baby shower would not be possible without available parking for guests.

78th street already has a significant issue with speeding which we have repeatedly reported and have been told there is not enough staff to monitor it. Perhaps a consideration should be made for speed bumps to enhance this residential street, rather than widening it, taking property from owners, and deterring from the current residential feel for the occasional bike rider. On an average day, there may be one to two bicyclists going by our residence. There are more people walking than there are riding their bikes.

Safe bike access is currently available from 152nd Ave via Padden Parkway (path) and Ward Road (bike lanes) to 162nd Ave. Both Padden and Ward are non-residential streets where parking is not necessary.

Additionally, we are interested in knowing how your proposal would affect our property at 15304 NE 78th street. Where are the funds coming from to pay for this project? Rather than Bike Lanes, perhaps extending sidewalks on 78th St to 162nd Ave could take priority and would enhance our residential neighborhood and safety.

Sincerely,

Mike & Paula Tuholski
15304 NE 78th Street

From: [Gary Albrecht](#)
To: [Nels Mickaelson](#)
Cc: [Sonja Wiser](#)
Subject: RE: Arterial Atlas
Date: Monday, October 12, 2020 8:02:09 AM

Hi Nels,
Thank you very much for this answer.

Gary

From: Nels Mickaelson <Nels.Mickaelson@clark.wa.gov>
Sent: Monday, October 12, 2020 8:00 AM
To: Gary Albrecht <Gary.Albrecht@clark.wa.gov>
Subject: RE: Arterial Atlas

Good Morning Gary,

Gary Bishop indicated that he made an error when coding the change for the ordinance and included the entire segment. He has made the change. You should see it in week when updates publish.

Thank you



Nels Mickaelson
GIS Coordinator
G.I.S. Division

564-397-4643



From: Gary Albrecht <Gary.Albrecht@clark.wa.gov>
Sent: Friday, October 9, 2020 8:23 AM
To: Nels Mickaelson <Nels.Mickaelson@clark.wa.gov>
Subject: Arterial Atlas

Good morning Nels,

With the proposed Arterial Atlas Amendments that I am working on as part of CPZ2020-00012, I am reviewing the RILB ordinance attached.

Please go to Exhibit 3, the only changes made to NE 132nd Avenue were a road segment between NE 144th St. and the intersection of NE 139th St./NE 132nd Ave. from a 2-lane minor arterial (M-2cb) to a 2-lane collector (C-2).

For some reason, the entire NE 132nd Avenue segment from NE 144th Street to NE 119th Street changed from a M-2cb to a C-2.

Can you confirm that this is a GIS mapping error?

Gary

From: [Nick Johnson](#)
To: [Sonja Wiser](#)
Subject: Arterial atlas map cpz2020-00012
Date: Sunday, October 11, 2020 4:14:46 PM

CAUTION: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I would like to comment on the above proposal.

I live on 159th Circle and our back yard is on 159th street at the top of hill. We have no objection to having a bicycle lane on 159th except for the possible hazard it may have.

Many times when cars come from 29th Avenue and turn west onto 159th the temptation to speed up-hill and see if they can "catch a little air" like in the movies creates a dangerous situation on its own. It is also the same with cars coming east but because of the shorter stopping distance once over the hill it happens less frequently.

The short sight distance before a car reaches the apex of the hill would put any cyclist in danger even with a bike lane.

The steepness of that stretch of roadway distracts bicyclists now. I would like the planning committee to re-examine the recommendation before it is approved.

Thank you for your time.

Nick Johnson
2713 NE 159th Circle
Ridgefield, WA 98642

(360) 597-3369
(360) 581-9123 cell

From: [Steve and Barbara Schrag](#)
To: [Sonja Wiser](#)
Subject: Bicycle Infrastructure
Date: Tuesday, October 6, 2020 2:29:36 PM

CAUTION: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I received the proposal regarding the proposed bicycle infrastructure for bicycles on NW 21st Street.

While I am a proponent for alternate transportation including bicycles, this proposal seems to be a proposal that goes nowhere and does not connect any major thoroughfare. There are also bicycles lanes on much of the road and the law states that motorists should share the lanes anyway.

A better proposal is to have a traffic calming program that reduces the speeds on 21st from the excessive speeds that people travel. I have asked in the past to reduce the speed limit or patrol and ticket those who exceed the limit. The hill that I look at south of NW 110th when I try to turn left onto 21st is a tough situation with cars going 45-50 mph coming over the hill going north. Everyone on NW 110th has had this experience--maybe limited sight signs or bot dots or something.

I don't anticipate that whatever infrastructure is done will make biking (or car travel) and more safe without a traffic calming aspect to the program.

Stephen Schrag
the.schrags@comcast.net
2005 NW 110th St.

From: [Carol Levanen](#)
To: [Sonja Wiser](#)
Subject: Re: CPZ2020-00012 Arterial Atlas Proposed Amendments
Date: Friday, September 11, 2020 2:03:40 PM
Attachments: [01 - DNS Arterial Atlas Amendments.pdf](#)

CAUTION: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

FOR THE PUBLIC RECORD

RE: ACCOMMODATION OF BICYCLE INFRASTRUCTURE IN CPZ2020-00012

Clark County Citizens United, Inc. **does not support** the proposed amendments CPZ2020-00012 Arterial Atlas, to include construction of bicycle infrastructure, for many good reasons.

1. The money that would be used to accommodate additional bicycle infrastructure (lanes) should be used for more important infrastructure needs, such as sidewalks, vehicle road improvements, parking, and construction of new roads. Clark County must use the reduced tax dollars wisely.
2. This proposal would remove parking locations, making it more difficult for those needing to park a vehicle. This in turn forces them to park in dangerous and illegal places. So often bike paths replace critical parking space. So much so, that commerce suffers.
3. The bicycle is rarely used for transportation needs, and instead is used for recreation and drug transport. When put in the correct category, it falls squarely in the realm of "feel good" sports, for a select few. To be fair, all recreational sports should be given the same attention, including horseback riding, but not on the backs of the taxpayer and the general road fund.
4. The bicycle trails that already exist, are more often use by the men who ride bicycles to transport drugs from one location to another. This clearly is the case in Hazel Dell and other locations. They are criminals who don't have drivers licenses, and use these bike trails for access to crime.
5. Much of the money used for bicycle infrastructure, from the general road fund, comes from the discretionary Rural Road Fund, that has been diverted into the general road fund. Rural people do not want their allotted money to go toward a sport activity that only serves a select few. Instead they want to see the Rural Road Fund used for vehicle travel and rural road maintenance, as the state of Washington intended.
6. The roads where bicycle lanes have been constructed, are far more dangerous than before they were constructed. Drivers are often not sure where they can drive

and their attention must be redirected to the bike lanes and vehicle lanes. This prevents them from having complete attention on the surrounding traffic, thereby causing dangerous conditions and safety issues.

Clark County has never surveyed the taxpayers as to whether they want their road fund tax dollars used for bike paths or roads. CCCU believes the overwhelming answer would be to spend the money on roads. Regardless of what other localities think and do, it is the taxpayers and citizens of Clark County who will be footing the bill for this proposal. They need to have a voice in the matter. The money should be spent on road infrastructure improvements for vehicle travel that enhances the lives of all our citizens, and not just a select few.

Sincerely,

Carol Levanen, Exec. Secretary

Clark County Citizens United, Inc. P.O. Box 2188 Battle Ground, Washington 98604
E-Mail cccuinc@yahoo.com

On Wednesday, September 9, 2020, 09:11:00 AM PDT, Sonja Wiser <sonja.wiser@clark.wa.gov> wrote:

Comments are Due by October 13, 2020

Description of Proposal: *Arterial Atlas proposed amendments (CPZ 2020-00012 Arterial Atlas)* –

The proposal is to *amend the Clark County Comprehensive Plan Arterial Atlas Map* to reclassify

certain streets to accommodate bicycle infrastructure and realign planned roads.

From: [Sonja Wiser](#)
To: [Bryan Halbert](#); [Bryant Enge](#); "Karl Johnson"; [Matt Swindell](#); [Richard Torres \(Ricktorres001@gmail.com\)](#); [Ron Barca](#); "Steve Morasch (stevem@landerholm.com)"
Cc: [Gary Albrecht](#)
Subject: Inquiry regarding fiber optic and CPZ2020-00012 Arterial Atlas
Date: Thursday, October 1, 2020 7:17:00 AM

Public Comment which will be uploaded to the PC webpage

From: Gary Albrecht <Gary.Albrecht@clark.wa.gov>
Sent: Wednesday, September 30, 2020 7:58 AM
To: Christian Sturtevant <cjsturtevant@gmail.com>
Cc: Sonja Wiser <Sonja.Wiser@clark.wa.gov>
Subject: RE: Inquiry regarding fiber optic and CPZ2020-00012

Hi Christian,

These proposed roadway amendments are a planning exercise; no immediate road improvements will occur as a result of these proposed changes. When this roadway segment is ready to be improved either from development or through a county capital project (meaning that the county pays to have the improvements made similar to what was recently done with NE 119th St.), it would be a good time to install telecommunication upgrades in this area.

I am uncertain when the telecommunications will be upgraded. Clark County does not provide internet service, install fiber optic cable for public use. Clark County has installed fiber optic cable for traffic signals, but the public or telecommunication providers are not allowed to tie into that fiber optic cable for traffic signals.

Please contact your telecommunications provider and ask them when they plan on installing fiber optic cable in this area. Let me know if you have any additional questions about these proposed Arterial Atlas Map Amendments. Thank you for reaching out to me.

Gary



Gary Albrecht
Planner III, AICP
PUBLIC WORKS, TRANSPORTATION
564.397.4318



From: Christian Sturtevant <cjsturtevant@gmail.com>
Sent: Tuesday, September 29, 2020 5:02 PM
To: Gary Albrecht <Gary.Albrecht@clark.wa.gov>
Subject: Inquiry regarding fiber optic and CPZ2020-00012

CAUTION: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Gary Albrecht,

This email is in regards to the proposed roadway amendments (CPZ2020-00012). I live along 132nd Ave, between 119th and 144th street, one of the roads that is being considered for reclassification and improvements.

I would like to know if there are any telecommunications upgrades planned as a part of these improvements. Currently, the only fixed internet service we have access to is DSL (a jury-rigged phone line) providing 10mpbs down and 1mpbs up. The minimum speed to be considered broadband by the [FCC is 25/3 mbps](#). Furthermore, in the same report by the FCC, they state that 85% of American's have access to speeds exceeding 250/25 mbps! A road expansion seems like the absolute best time to quickly and inexpensively install fiber optic cable to replace our aging telecommunications service.

Let me know if there is anyone else I should forward this to.

Regards,
Christian Sturtevant

From: [Gary Albrecht](#)
To: [Wendy Davis](#)
Cc: [Sonja Wiser](#)
Subject: RE: Comments on the Arterial Atlas Amendment
Date: Wednesday, October 7, 2020 8:38:24 AM

Thank you for your email. Your comment will be available for the Planning Commission to consider at their October 15th Public Hearing.

Gary

-----Original Message-----

From: Wendy Davis <wendy.davis@comcast.net>
Sent: Tuesday, October 6, 2020 9:07 AM
To: Gary Albrecht <Gary.Albrecht@clark.wa.gov>
Subject: Comments on the Arterial Atlas Amendment

CAUTION: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

10/6/20

My comments on the Arterial Atlas Amendment:

I really like this idea. We live out off 139th street near 87th ave and would love to have more side walks/bike paths... I am hoping that is the plan. The roads around hear are narrow and not that conducive to pedestrian travel. In fact we had a pedestrian get hit and killed on 139 this year. So yes, pedestrian walk ways are needed.

Wendy Davis

8004 NE 144th Circle
Vancouver Wa 98662

From: [Gary Albrecht](#)
To: [Christopher Berkompas](#)
Cc: [Senja Weber](#)
Subject: RE: Question Regarding Proposed Roadway Amendment
Date: Friday, October 2, 2020 1:48:09 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Hello Rebekah,

There are many steps that would need to happen for a road improvement to obtain funding for needed improvements. Clark County Comprehensive Growth Management Plan has a 20-year Capital Facilities Plan (CFP). If there is a need for a transportation improvement in a specific area, then the road segment would end up on the 20-year CFP. The CFP is evaluated and updated annually. The next step is making it into the 6-year Transportation Improvement Program.

At this point, a road improvement could be funded and built within a 6-year period.

Annual updates of the CFP occur through a public process involving Planning Commission Hearing and County Council Hearing. Property owners would be notified of the proposed changes and given the opportunity to comment and provide input at the public hearings.

I am not sure when property owners would be notified if property acquisition is needed for the improvements.

Gary

From: Christopher Berkompas <christopherandrebekeh@gmail.com>
Sent: Friday, October 2, 2020 9:52 AM
To: Gary Albrecht <Gary.Albrecht@clark.wa.gov>
Subject: Re: Question Regarding Proposed Roadway Amendment

Hi Gary,

Okay, that's interesting to know that there are no funds currently set aside for this project. What steps, though, come between now (this planning exercise with no funding) and actual road expansion? Also, at what points/steps are property owners notified and given an opportunity to give input? Thanks!

Rebekah

On Thu, Oct 1, 2020 at 11:55 AM Gary Albrecht <Gary.Albrecht@clark.wa.gov> wrote:

Hello Rebekah,

You're very welcome. This is a planning exercise; no development is scheduled to happen within the next 20 years based on the current Clark County Comprehensive Growth Management Plan Arterial Atlas. There are no funds set aside in the 20-year capital facility plan or the 6-year Transportation Improvement Plan.

When development occurs, Clark County Public Works would follow the process described in the property acquisition web page, link below.

<https://clark.wa.gov/public-works/property-acquisition>

I hope this information is helpful in understanding these proposed planning changes.

Gary

From: Christopher Berkompas <christopherandrebekeh@gmail.com>
Sent: Thursday, October 1, 2020 11:44 AM
To: Gary Albrecht <Gary.Albrecht@clark.wa.gov>
Subject: Re: Question Regarding Proposed Roadway Amendment

Hi Gary,

Thanks for the extra information!

The question I now have is about compensation for the ROW expansion. Based on the expanded ROW it looks like we would lose not only property along 132nd and 144th, but fencing, an automatic gate, fruit trees/bushes, and an established walnut/shade tree that are on our property (not the current ROW). How will property owners be compensated for the land/structures that are taken in the ROW expansion?

Also, what is the time table on this road expansion plan if it passes?

Thank you!
Rebekah

On Thu, Oct 1, 2020 at 10:08 AM Gary Albrecht <Gary.Albrecht@clark.wa.gov> wrote:

You're very welcome Rebekah. ROW will be evenly expanded at the time of development. NE 144th St. is proposed to reclassify from a C-2 to a M-2cb also. #6 will not get built, and this proposal will expand NE 132nd Ave to NE 144th St.

On NE 132nd Ave., the current ROW of a C-2 is 60 feet. The current ROW is approximately 30 feet in picture below.

Arterial Atlas Proposed Amendm... MapsOnline, Clark County WA, G... Clark County... Planning Commission Hearings... 04 - Transportation Impact Anal... 04 - Transportation Impact Anal... 0

gis.clark.wa.gov/mapsonline/?site=WorkBench&ext=1

Apps BPAC Clark County Washi... Community Plannin... Public Works_CC MapsOnline, Clark... Clark County, GIS P... Arterial Atlas Propo... Drupal 8 Meet Info Revised Code of W... Washington Admini...

MAPSONLINE
Clark County WASHINGTON

WorkBench

Map Sites Find Parcel Locate Address Find Lat/Long Get Directions Print Map Disclaimer Help

Layers Search Info

Show / Hide

Measure Report

Length Information

Feet:	30.14
Yards:	10.05
Miles:	0.01
Meters:	9.19
Kilometers:	0.01

Below is a line showing 72'. For the record, last year the road classification was changed from a M-2cb to a C-2 the current classification. This change was part of CP22019-00032 GMA Compliance. <https://clark.wa.gov/community-planning/planning-commission-hearings-and-meeting-notes?year=2019>

The Staff report also indicates that this area is part of an adopted SR 503 circulation plan that shows NE 132nd as a minor arterial, circulation plan attached.

These proposed changes go back to the classifications prior to 2019 that were consistent with the adopted SR 503 circulation plan.

Arterial Atlas Proposed Amendm... MapsOnline, Clark County WA, G... Clark County... Planning Commission Hearings... 04 - Transportation Impact Anal... 04 - Transportation Impact Anal... 03 Tran

gis.clark.wa.gov/mapsonline/?site=WorkBench&ext=1

Apps BPAC Clark County Washi... Community Plannin... Public Works_CC MapsOnline, Clark... Clark County, GIS P... Arterial Atlas Propo... Drupal 8 Meet Info Revised Code of W... Washington Admini...

MAPSONLINE
Clark County WASHINGTON

WorkBench

Map Sites Find Parcel Locate Address Find Lat/Long Get Directions Print Map Disclaimer Help

Layers Search Info

Show / Hide

Measure Report

Length Information

Feet:	72.61
Yards:	24.20
Miles:	0.01
Meters:	22.13
Kilometers:	0.02

Gary

From: Christopher Berkompas <christopherandrebekeh@gmail.com>
Sent: Thursday, October 1, 2020 9:13 AM
To: Gary Albrecht <Gary.Albrecht@clark.wa.gov>
Subject: Re: Question Regarding Proposed Roadway Amendment

Hello Gary,

Thank you for your prompt reply! It was very helpful but I have some follow up questions.

I see that for an M-2cb the street width is 48 ft and the right-of-way (ROW) is 72 ft. Currently there appears to be a 40 ft ROW on 132nd and a 60 ft ROW on 144th. Is the ROW planned to be evenly expanded along the roads, or more on the West/East or North/South sides of 132nd/144th? Also, I've attached a picture of our property from the GIS website. Can you mark out approximately how much of the road would be expanded?

Another question is with regard to #6 on the map. This segment is on the current adopted Arterial Atlas Map, but is it still the plan to build this road? Is the proposal to expand 132nd straight up to 144th (modification #14) AND also build road #6, or to only work modification #14 and NOT build road #6?

Thank you!
Rebekah

On Thu, Oct 1, 2020 at 7:34 AM Gary Albrecht <Gary.Albrecht@clark.wa.gov> wrote:

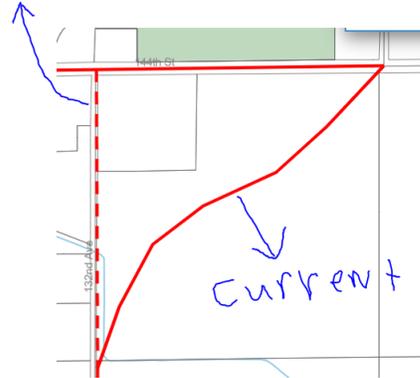
Good morning Rebekah,
Thank you for the email. I understand your confusion; there is a lot happening at this corner of the proposed amendments.

The GIS Story map can help reduce the confusion. Here is a link to the story map <https://arcg.is/1WTOeG> This map is best viewed from a desktop application.

On the proposal tab the current alignment is number 6 amendment,

Planned NE 132nd Ave between approximately NE 137th St to NE 144th St from a 2-lane collector (C-2) to a 2-lane minor arterial (M-2cb) Current road alignment is shown below. In your email below, you are describing this as a new road; it is not new and is in the current adopted Arterial Atlas Map.

New proposal



The modification (#14) is to move the alignment so that it the planned road goes along NE 132nd Avenue terminating at NE 144th Street.

Please go to the tab marked M-2cb to see a cross-section of what this road segment will look like. To save time, I have added a screen shot of what a M02cb looks like.

Arterial Atlas Proposed Amendments

Transportation Planning

Proposal

Background

C-2

C-2b

M-2cb

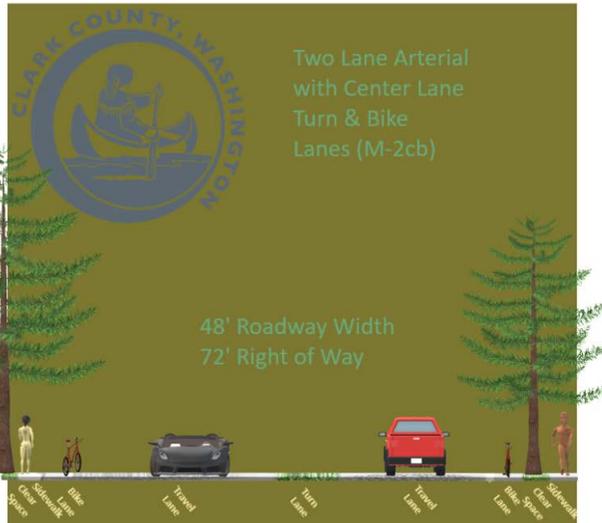
Bike Routes

Aging in Place

Volumes

Minor arterials (M-2cb) collect and distribute traffic between principal arterials and streets of lower classification, thus providing for movement within subareas of the county. They are primarily designed to accommodate through-traffic but may provide direct access for more intensely developed properties. Fixed route transit, bicycle, and pedestrian activity is moderate.

- Street Width: 48 ft.
- Right-of-way: 72 ft.
- Design Volume: <16,000 vehicles per day
- Design Speed: 40 MPH
- Typical Posted Speed: 35 MPH
- Maximum Grade: 6 to 10 percent Cross Streets: Min. 500 ft. separation



I hope these answers help reduce the confusion about these proposed amendments. If not, I am happy to talk on the phone about the proposal.

Gary



Gary Albrecht
Planner III, AICP
PUBLIC WORKS, TRANSPORTATION
564.397.4318



From: Christopher Berkompas <christopherandrebekeh@gmail.com>
Sent: Wednesday, September 30, 2020 10:14 PM
To: Sonja Wiser <Sonja.Wiser@clark.wa.gov>; Gary Albrecht <Gary.Albrecht@clark.wa.gov>
Subject: Question Regarding Proposed Roadway Amendment

CAUTION: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I'm writing with regard to the Proposed Roadway Amendments in Brush Prairie. I'm a homeowner at the corner of 132nd and 144th and I'm confused by the proposal.

Our driveway is directly off of number 14 on the map (a red dashed line) that is categorized as "Modify". (The proposal reads: A planned NE 132nd Ave road extension between at approximately NE 137th St to NE 144th St to follow NE 132nd Ave to NE 144th St.)

What does "Modify" mean? Is this number 14 segment slated for any expansion? (The rest of 132nd is proposed to be expanded to a M-2cb.) I would like details on what is proposed for this segment in particular.

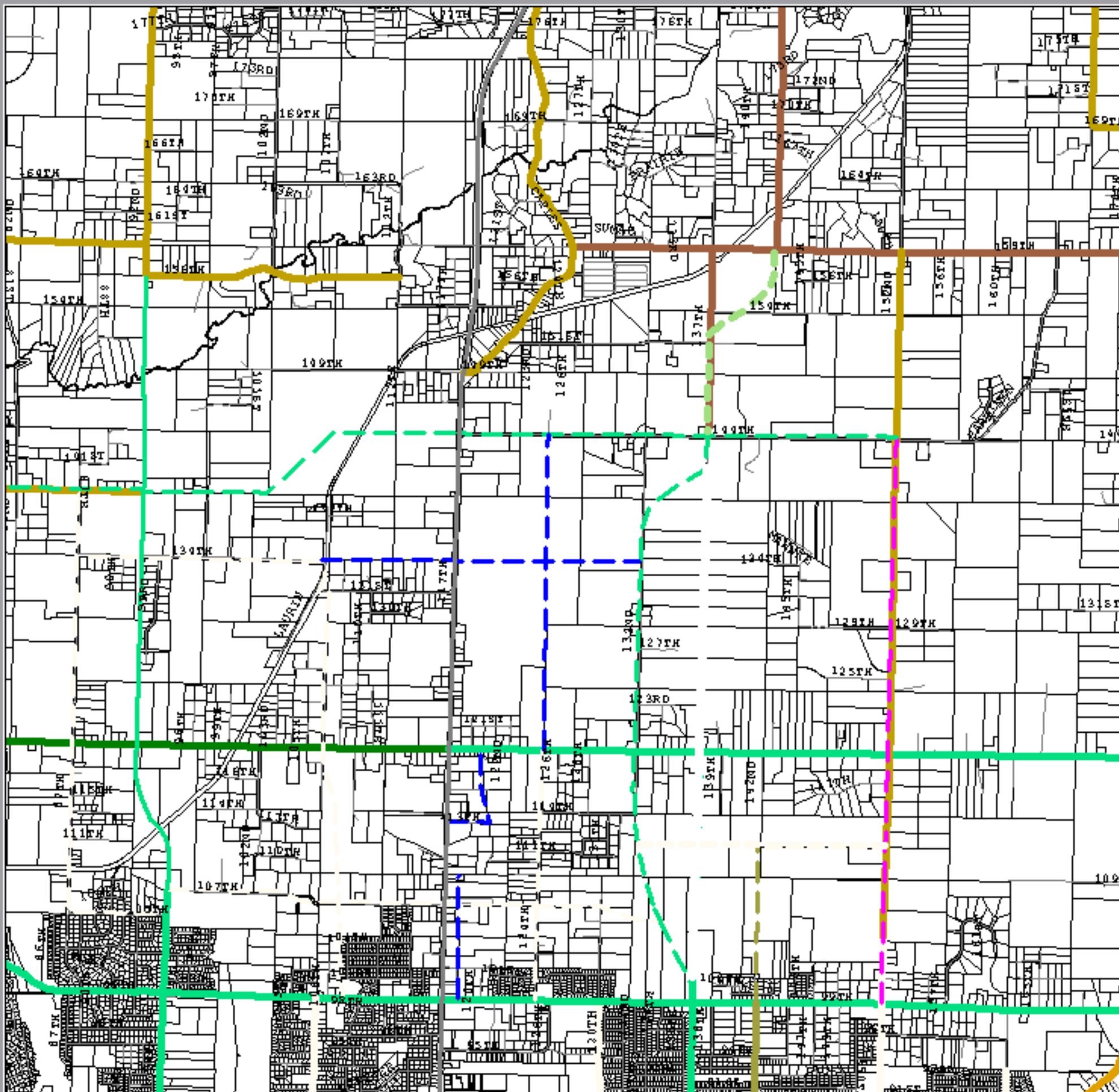
Also, there appears to be a new road proposed in the field bordering our property (number 6 on the map). Is that correct?

Thank you!

Rebekah Berkompas
14311 NE 132nd Ave
Brush Prairie, WA 98606

SR-503 Circulation Plan

Adopted 12/20/05



- Arterial Classifications
- Neighborhood
 - Industrial
 - Collector - 2 lane
 - Collector w/ bike
 - Collector 3 lane w/ bike
 - Minor Arterial - 3 lane
 - Minor Arterial - 5 lane w/ bike
 - Principal Arterial - 3 lane
 - Principal Arterial - 5 lane
 - Parkway Arterial - 5 lane
 - Rural Minor
 - Rural Major
 - State Highway
 - Roads

(Scale 1:27000) 1000 0 1000 2000 3000 4000 Feet

Plot Date: Dec 20, 2005
Map produced by: MGM



From: [Christopher Berkompas](#)
To: [Sonja Wiser](#)
Subject: Roadway Amendments-Arterial Atlas Map (CPZ2020-00012)
Date: Saturday, October 10, 2020 8:59:20 AM

CAUTION: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We're writing to express opposition to the proposed Roadway Amendments-Arterial Atlas Map (CPZ2020-00012), particularly the proposed expansion of NE 132nd Ave, between 119th St and 144th St.

It is clearly a costly project, both to adjacent homeowners and taxpayers. It is unclear who benefits from this proposal at this time, or whether taxpayers support it. What is the projected cost of implementing the expansion? Will bike traffic justify that cost, or does it only make sense as part of a larger plan that needs to be explained to the community?

If the roadway expansion does take place, we particularly oppose Amendment 14 (which replaces Amendment 6). We would support retaining the planned road in Amendment 6 because it would limit impacts to 5 homes which lie along the proposed expansion in Amendment 14. Additionally, the originally planned road in Amendment 6 is more consistent with the long-term plan treating 132nd as an arterial road for drivers heading north and south. The modification in Amendment 14 will continue to force northbound drivers to turn right, then left to continue north on 137th, which is more dangerous than a single intersection.

Christopher & Rebekah Berkompas
14311 NE 132nd Ave
Brush Prairie, WA 98606

From: scubarobdives@gmail.com
To: [Sonja Wiser](#); [Matt Hermen](#); gary.alrecht@clark.wa.gov
Subject: Oct 15 2020 Planning Meeting comments for 21st Ave Pedestrian Improvements
Date: Wednesday, October 14, 2020 1:14:10 PM

CAUTION: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Clark County Planning Team,

I'd like to provide comments in regards to the proposed addition of dedicated pedestrian access along 21st Ave, specifically between NW 119th St and NW 94th St. I believe and support a dedicated pedestrian access is needed and should be added to NW 21st Ave. The addition of nearly 10,000 new homes in the Felida area and the fact that 21st street has become a primary arterial nearly equal in traffic counts as NW Lakeshore Ave and rapidly approaching NE Hazel Dell Ave, a dedicated and safe access for pedestrians is critical to supporting the local community that lives on/near 21st Ave. The increase traffic generated by all the new homes in the area has resulted in a 500% increase in traffic accidents on NW 21st Ave and has recently had fatal accidents on 99th Street and 119th Street. NW 21st Ave is a primary road that has bus stops for six (6) different Vancouver Public Schools (Lakeshore Elementary, Columbia River High School, Jefferson Middle School, Felida Elementary and Vancouver School of Arts, and iTech Academy. Pre-COVIN on any given day over 200 students accessed or used 21st Ave to get to their bus stops. Hundreds of other residents use the road for walking, running, dog walking, etc. daily. There are very few times during the day a pedestrian is not accessing and using a part of NW 21st Ave between 94th and 119th. The road also supports regular C-Tran riders as provides primary bus stops for them.

Currently, hundreds of kids and residents travel up/down NW 21st Ave to access community parks, school playgrounds, friends, neighbors, etc. The complete lack of infrastructure, lack of any shoulder, etc. present a significant safety hazard and will eventually result in a fatality that could have been prevented. The current sidewalk segments are in-complete and switch randomly from side to side along 21st Ave requiring people to cross the roadway multiple times to use the few available sidewalks. The rolling hills associated with the roadway present blind spots and other hazards.

21st Ave needs a dedicated pedestrian access that is illuminated, meets ODOT standards and complies with ADA standards for disabled residents. A dedicated multi-use path that would support pedestrians, cyclists, skateboarders, etc would be preferred over a traditional sidewalk. A multi-use path could be set off of the roadway to provide protection and distance between vehicles and pedestrians. If a sidewalk is installed it should run the entire length of 21st Ave on one the same side of the roadway. It should include necessary lighting and reflective/illuminated crosswalks at key intersections to support safe pedestrian access and enhance their visibility to drivers. The addition of this pedestrian access is important to the community, would improve safety and will save a life if installed.

I support the use of Transportation Improvement funds (TIP) or Clark County general funds to support this project.

Thank you for including these comments for consideration of the planned pedestrian improvements for 21st Ave.

Robert Moriarty

From: [VICTOR TUMANOFF](#)
To: [Sonja Wisser](#)
Cc: [Evelyne Tumanoff](#)
Subject: Oct. 15 Public Hearing Roadway Amendments
Date: Thursday, October 15, 2020 11:10:52 AM

CAUTION: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Sonja,

After reviewing the DNS for the planned Roadway Amemndments-Arterial Atlas Map ([CPZ2020-00012](#)), my understanding is there will be no physical widening of NW 21st Ave for the area between NW 101st St and NW 119th St. Is this correct? Rather it will be a re-classification of the street and possible road markings (road paint and signage).

Thank you, in advance, for your assistance and answer to my question.

Kind regards,
Victor Tumanoff

Sent from my T-Mobile 4G LTE device



**Washington State
Department of Transportation**

Southwest Region
11018 Northeast 51st Circle
Vancouver, WA 98668-1709
360-905-2000 / Fax 360-905-2222
TTY: 1-800-833-6388
www.wsdot.wa.gov

October 01, 2020

Gary Albrecht
Clark County Public Works
1300 Franklin Street
Vancouver, WA 98660

Re: CPZ-2020-00012: ARTERIAL ATLAS AMENDMENTS

Dear Mr. Albrecht:

We appreciate the opportunity to review the proposed arterial atlas amendments located near SR 503.

The proposed roads will provide for local street connectivity and circulation. We support re-classifying streets to ensure bicycle facilities will be part of the future transportation infrastructure. The local road system will provide for the future transportation needs of the community, as well as help protect the taxpayers' investment in SR 503.

WSDOT would welcome the opportunity to collaborate on development of a plan for the future of SR-503, if the County is supportive of an effort.

One location for future discussion would be the intersection of SR 503 and NE 149th Street. WSDOT staff would welcome dialogue about connectivity west of SR 503 in the vicinity of NE 149th Street. A second, related future discussion item would include options regarding the future configuration of the intersection of SR 503 and NE 149th Street.

We appreciate this opportunity to comment on the proposed docket item and to work with Clark County on transportation planning. Feel free to contact me with questions or concerns. My contact information is listed below.

Best regards,
Laurie Lebowsky
Pronouns: She/Her/Hers
Region Planning Director
Southwest Region
11018 NE 51st Circle
Vancouver, WA 98682-6686
C:(360) 773-7652
LebowsL@wsdot.wa.gov

cc: File

Aug. 20, 2020

Gary Albrecht, Planner III
Clark County Public Works
1300 Franklin St., Vancouver, WA 98666

RE: Letter of support for 2020 Arterial Atlas Amendments

Dear Mr. Albrecht,

The Commission on Aging focused on transportation in 2018, especially for people 60 and older. Transportation allows residents of all ages and abilities to connect with others and maintain independence and is the hallmark of a livable community. The need for streets designed to be safe and convenient for motorists, bicyclists and pedestrians, regardless of age or ability is critical to the livability of a community.

The importance of multiple mobility options was noted in the 2012 Aging Readiness Plan with a recommended strategy that stated: *“Aggressively and systematically invest in completing sidewalk and bike lane connections, particularly to parks, schools, transit stops and major urban destinations such as retail centers, medical and recreational facilities and public buildings”* (Aging Readiness Plan, page 51).

In addition, the commission’s 2019 Annual Report which focused on transportation, included a recommendation to *“seek diverse and creative approaches to fund programs that establish safe and complete pedestrian and bicycle networks”* (2019 Annual Report, page 13).

At the August 19, 2020 Commission on Aging remote meeting, the commission voted unanimously to issue their support for the approval of the proposed 2020 Arterial Atlas amendments, especially for those that provide or enhance multiple mobility options for pedestrian and bicyclists.

Sincerely,



Larry J. Smith
Chair



Chuck Green
Vice Chair

The Clark County Commission on Aging provides leadership in community engagement and advocacy of Clark County's Aging Readiness Plan, especially for those 60 and over who plan to age in place.

From: [David Douglas](#)
To: [Sonja Wiser](#)
Subject: (CPZ2020-00012)
Date: Friday, October 9, 2020 1:15:38 PM

CAUTION: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am the property owner of 11405 NW 21st Ave. While I don't think it will directly affect me, I want to state my opinion of the proposal (CPZ2020-00012) to add bike lanes to 21st Ave.

I see very little bike traffic going by my home now. Even with children out of school, and many adults not working. While it sounds like a good wholesome healthy idea to encourage bicycle transportation, I don't think it will. I think there are several reasons it should be abandoned. And I doubt any slight increase in the number of bike riders could possibly justify the expense that this proposal would cost.

And by the way, just what is the estimated cost to the tax payers going to be?

Especially at a time like this. I'm sure Covid has had a tremendous effect on what Clark County has in it's budget. I've read that Clark County had predicted a budget shortfall of between 5 and 13 million dollars in 2020. If we are that far behind, is this a smart way to spend the money we currently have? Are there not other projects that would benefit more Clark County residents than this one that benefits a few?

The distance between NW 99th St. and NW 119th ST. is approximately 1 mile. I came to that figure by using Google Earth.

I think what is being proposed means that the county will be confiscating many sections of private property from homeowners along that mile stretch in order to widen the Avenue. Any idea on how many, and how will they be compensated for that?

The widening of the road and the addition of a bike lane on each side of 21St. Ave, besides taking property, would also require the removal of many native trees and quite a bit of vegetation. While I'm not a tree hugger, I see no reason for removing these trees. It appears that it would also require relocating all the telephone poles on the east side of 21st, and several on the west side. How far back would they need to be? How far up into someones front yard would they need to be? Or is the County planning on taking them under ground? And then how would they provide service from the edge of the street to homes on 21St Ave.

21st is also a major traffic route for cars, and also is a bus route. So it's not your quiet little side street. There are no stop signs or speed bumps between NW 99th St. and 119th St. So generally traffic along 21st goes faster than the posted limit. Are you going to address that problem?

These are my reasons for opposing the proposal.

Thank you for your time, and I look forward to a reply.

David Douglas

FOR THE PUBLIC RECORD

TO: All Concerned

RE: Roadway Amendments-Arterial Atlas Map ((CPZ2020-00012)

This letter is to express opposition to the proposed Roadway Amendments-Arterial Atlas Map (CPZ2020-00012). More specifically, our opposition is to the roadway expansion on 132nd Ave. between 119th St. and 144th St. This street runs through dozens of single-family residences, restricted wetlands, protected riparian wildlife zones, and protected species zones.

A. The road expansion on 132nd Ave. would adversely affect numerous residences, and runs into designated wetlands, riparian species area, and a species protection area.

With the glance at a map, the stretch of road on 132nd between 119th St. and 144th St. may look like agricultural farmland, and most of the land in this area is designated as such. However, this area of 132nd Ave. has 23 single-family residences running down it. If the road were widened as much as 16 feet on each side, this would encroach directly into the front yards of these houses. Some of these houses are within about 30-50 feet of 132nd Avenue, which would put the new road right near the fronts of these houses.

In addition to this intrusion into the front yards of these houses, this expansion is an especially expensive proposition for the county to undertake. All of these homeowners must be compensated for the lost land and decreased value of their properties due to the new road in their front yards. And the taxable base of all these houses would all decrease.

Perhaps even more disturbingly, this particular stretch of 132nd Avenue is particularly unique in the area because there are five areas of wetlands that touch or run across 132nd in this stretch. There is one protected riparian habitat that touches the road. And there is one protected species area adjacent to the road. Expanding the road would eliminate some of these areas, and cause environmental damage to others. This expansion would ignore the reason that these areas were protected in the first place.

This road expansion on 132nd Avenue should not be approved, because it would affect numerous single-family residences along the road and damage or destroy several protected wetlands.

B. If the road expansion were approved, only the east side of 132nd should be expanded.

As noted above, there are numerous residences on 132nd Ave. However, the majority of permanent residences are on the west side of 132nd Ave. Fewer permanent residences are on the east side of 132nd Ave., and several of those houses on the east side of 132nd that are situated close to the road are mobile houses or houses without foundations. Those houses could possibly be moved towards the back of the property, further from the road. Additionally, all of the electrical lines and poles serving this area run along the west side of 132nd Ave. Therefore, there would be less impact to the residents – and less cost to the county – to expand only the east side of 132nd.

It was also observed that several protected areas run along 132nd Ave. Most of these are on the west side of 132nd Ave. There are only two of these protected wetlands on the east side of 132nd Ave. And the protected species area is wholly on the west side. Therefore, there would be less impact and destruction to these protected areas if the road were expanded onto the land on the east side of 132nd Ave. instead of both sides.

C. The proposed roadway reclassification for 132nd Avenue includes the provision for posting a speed limit of 40 mph. on what is a rural residential road.

Reclassifying 132nd Avenue from a two-lane collector C-2 to an M-2cb minor arterial roadway is unnecessary and will increase both the traffic and speed of traffic in the neighborhood which will adversely affect the quality of life for the residents of the street who now enjoy relative peace and quiet.

D. Conclusion

The proposed roadway reclassification for 132nd Avenue is opposed for several reasons (noted above) that contribute to the loss of property, the endangerment of protected environments, and the decrease in the quality of life the residents have come to enjoy.

Consider instead, using taxpayers' money to expand 119th Street, which is adjacent to hundreds of apartments and houses and would provide those residents with a means to safely walk or ride bikes to shopping areas and bus stops.

As noted by Clark County Citizens United in their opposition, Clark County has never surveyed the taxpayers as to whether they want their road fund tax dollars used for bike paths or rural road expansion, and it is the taxpayers and citizens of Clark County who will be paying for this proposal. They need to have a voice that will be heard in the matter.

We respectfully request the opportunity to speak at the Public Hearing on October 15, 2020.

Frank M. Washko and Leslie A. Washko, 14200 NE 132nd Avenue, Brush Prairie, WA, 98606

From: [Sonja Wisner](#)
To: [Ryan Hubert](#); [Bryan Eng](#); [Karl Johnson](#); [Matt Swindell](#); [Richard Torres](#) ([ricktorres001@gmail.com](#)); [Ron Barca](#); [Steve Mrazuch](#) ([steve@menderholm.com](#))
Cc: [Gary Albrecht](#)
Subject: CP2 2020-00012 Arterial Atlas
Date: Thursday, October 1, 2020 7:13:00 AM
Attachments: [jma3e001.png](#)
[jma3e002.png](#)
[jma3e003.png](#)

Public Comment which will be upload to the PC website

From: Gary Albrecht <Gary.Albrecht@clark.wa.gov>
Sent: Monday, September 28, 2020 9:56 AM
To: Sonja Wisner <Sonja.Wisner@clark.wa.gov>; June Kline <junekline994@yahoo.com>
Subject: RE: cp22020-00012

Hello June,
Good question, but not a simple answer. NE Ward Road is classified as a Principal Arterial – 4 lanes with center lane turn and bike lanes (yellow line in picture below).

NE 78th Street will be classified as a C-2b, which goes through the intersection of NE Ward Road.
NE 152nd Ave between NE Ward Rd and slightly north of NE 144th St from a 2-lane collector (C-2) to a 2-lane collector with bike lanes (C-2b)

NE Ward Road is built out, here is a screen shot from Maps online.



A change from a 2-lane collect to a 2-lane collect with bike lanes would add a requirement of adding bike lanes approaching NE Ward Road.

Here is a link to the [STORY MAP https://arcg.is/1WTOeG](https://arcg.is/1WTOeG) Best viewed from a desktop application.

A C-2b will look like the graphic below.

Arterial Atlas Proposed Amendments

A Story Map

Transportation Planning | Proposal | Background | C-2 | **C-2b** | M-2cb | Bike Routes | Aging in Place | Volumes

Collector streets (C-2b) connect local traffic to arterial roads. Access to abutting properties and parking is controlled through the use of raised channelization, driveway spacing, and pavement markings.

- Street Width: 34 ft.
- Right-of-way: 60 ft.
- Design Volume: 2,000 to 12,000 vehicles per day
- Design Speed: 35 MPH
- Typical Posted Speed: 30 MPH
- Maximum Grade: 7 to 10 percent
- Cross Streets: Min. 275 ft. separation

Two Lane Collector with Bike Lanes (C-2b)

34' Roadway Width
60' Right of Way

A 3D perspective diagram of a road cross-section. From left to right, it shows: a sidewalk with a person walking, a clear space, a bike lane with a bicycle, a travel lane with a grey car, another travel lane with a blue car, another bike lane with a bicycle, another clear space, and another sidewalk with a person walking. The diagram is set against a background of trees and a circular seal with the text 'CLATSOP COUNTY, WASHINGTON'.

Gary



Gary Albrecht
Planner III, AICP
PUBLIC WORKS, TRANSPORTATION
564.387.4318



From: Sonja Wiser <Sonja.Wiser@clark.wa.gov>
Sent: Monday, September 28, 2020 9:13 AM
To: June Kline <juneKline994@yahoo.com>
Cc: Gary Albrecht <Gary.Albrecht@clark.wa.gov>
Subject: RE: cp22020-00012

I will forward your question to Gary Albrecht. Thanks June

From: June Kline <juneKline994@yahoo.com>
Sent: Monday, September 28, 2020 9:11 AM
To: Sonja Wiser <Sonja.Wiser@clark.wa.gov>
Subject: cp22020-00012

CAUTION: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.
what will the road prism look like for n.e. 78th street and n.e. 152nd ave. ie road widening, sidewalks, hideout lane, etc thanks ralph k.

From: [Paula Tuholski](#)
To: [Gary Albrecht](#); [Sonja Wiser](#)
Subject: Roadway Amendment (CPZ2020-00012)Reclassify NE 78th St between NE Ward Rd an NE 172nd from 2-lane collector to 2-lane collector with bike lanes
Date: Sunday, October 11, 2020 1:15:20 PM

CAUTION: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Gary,

We have lived at our current residence of 15304 NE 78th Street for 29 years and adamantly disagree with the proposal to add bike lanes to NE 78th street. This is a residential neighborhood so by removing all parking you remove the ability to host ANY activities in our home with family, friends, and church. Hosting a birthday celebration, church group or baby shower would not be possible without available parking for guests.

78th street already has a significant issue with speeding which we have repeatedly reported and have been told there is not enough staff to monitor it. Perhaps a consideration should be made for speed bumps to enhance this residential street, rather than widening it, taking property from owners, and deterring from the current residential feel for the occasional bike rider. On an average day, there may be one to two bicyclists going by our residence. There are more people walking than there are riding their bikes.

Safe bike access is currently available from 152nd Ave via Padden Parkway (path) and Ward Road (bike lanes) to 162nd Ave. Both Padden and Ward are non-residential streets where parking is not necessary.

Additionally, we are interested in knowing how your proposal would affect our property at 15304 NE 78th street. Where are the funds coming from to pay for this project? Rather than Bike Lanes, perhaps extending sidewalks on 78th St to 162nd Ave could take priority and would enhance our residential neighborhood and safety.

Sincerely,

Mike & Paula Tuholski
15304 NE 78th Street

From: [Gary Albrecht](#)
To: [Nels Mickaelson](#)
Cc: [Sonja Wiser](#)
Subject: RE: Arterial Atlas
Date: Monday, October 12, 2020 8:02:09 AM

Hi Nels,
Thank you very much for this answer.

Gary

From: Nels Mickaelson <Nels.Mickaelson@clark.wa.gov>
Sent: Monday, October 12, 2020 8:00 AM
To: Gary Albrecht <Gary.Albrecht@clark.wa.gov>
Subject: RE: Arterial Atlas

Good Morning Gary,

Gary Bishop indicated that he made an error when coding the change for the ordinance and included the entire segment. He has made the change. You should see it in week when updates publish.

Thank you



Nels Mickaelson
GIS Coordinator
G.I.S. Division

564-397-4643



From: Gary Albrecht <Gary.Albrecht@clark.wa.gov>
Sent: Friday, October 9, 2020 8:23 AM
To: Nels Mickaelson <Nels.Mickaelson@clark.wa.gov>
Subject: Arterial Atlas

Good morning Nels,

With the proposed Arterial Atlas Amendments that I am working on as part of CPZ2020-00012, I am reviewing the RILB ordinance attached.

Please go to Exhibit 3, the only changes made to NE 132nd Avenue were a road segment between NE 144th St. and the intersection of NE 139th St./NE 132nd Ave. from a 2-lane minor arterial (M-2cb) to a 2-lane collector (C-2).

For some reason, the entire NE 132nd Avenue segment from NE 144th Street to NE 119th Street changed from a M-2cb to a C-2.

Can you confirm that this is a GIS mapping error?

Gary

From: [Sonja Wiser](#)
To: [Bryan Halbert](#); [Bryant Enge](#); [Karl Johnson](#); [Matt Swindell](#); [Richard Torres \(Ricktorres001@gmail.com\)](#); [Ron Barca](#); [Steve Morasch \(stevem@landerholm.com\)](#)
Cc: [Gary Albrecht](#)
Subject: CPZ2020-0001 Arterial Atlas Amendments
Date: Tuesday, October 6, 2020 12:22:00 PM

fyi

-----Original Message-----

From: Gary Albrecht <Gary.Albrecht@clark.wa.gov>
Sent: Tuesday, October 6, 2020 12:04 PM
To: Blake Reuss <clickclackclake@icloud.com>
Cc: Sonja Wiser <Sonja.Wiser@clark.wa.gov>
Subject: RE: Clark county

Thank you for your email. Your comment will be available for the Planning Commission to consider at their October 15th Public Hearing.

-----Original Message-----

From: Blake Reuss <clickclackclake@icloud.com>
Sent: Tuesday, October 6, 2020 11:31 AM
To: Gary Albrecht <Gary.Albrecht@clark.wa.gov>
Subject: Clark county

CAUTION: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I don't think most of these roads are appropriate (safe) for bikes even if you added a bike lane. I'm not sure if you get out much around town but Vancouver is filled with horrible drivers. And why should bicyclists get a say in it when they don't have to pay registration fees/taxes to use the road. Multiple times on 152nd ave I've crested a hill/ came around blind corners coming out towards brush prairie and you have an elderly couple halfway in the road on their bikes. I don't think creating a few bike lanes should be a Priority for Clark county at the moment when theirs so many more relevant things our area needs.

Sent from my iPhone

From: [Barsness, Jeff](#)
To: [Gary Albrecht](#)
Cc: [Sharon Lumbantobing](#); [Sonja Wisler](#)
Subject: RE: Planning Commission Hearing
Date: Tuesday, October 6, 2020 12:23:35 PM
Attachments: [image001.png](#)
[WSDOT Letter.pdf](#)

CAUTION: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Gary,

Thank you for your email. You are correct, WSDOT does not support a new intersection at this location. I've attached the letter we submitted to Clark County in 2008 that addresses the access to SR 503. The third paragraph on the first page states our reasons. With the significant residential development to the east of the Promenade North development we feel this is even more true today than in 2008. There is just not enough right of way to the south of this location to construct a right turn deceleration lane for people to safely slow down to make a right turn. The SR 503/NE 119th Street intersection is only 700' north and has a dedicated right turn lane for people wishing to travel east and then south on NE 122nd Avenue to reach this location. We're going to talk about this later this afternoon and see who should attend the Planning Commission Hearing next week.

Jeff

From: Gary Albrecht <Gary.Albrecht@clark.wa.gov>
Sent: Monday, October 5, 2020 8:18 AM
To: Barsness, Jeff <BarsneJ@wsdot.wa.gov>
Cc: Sharon Lumbantobing <Sharon.Lumbantobing@clark.wa.gov>; Sonja Wisler <Sonja.Wisler@clark.wa.gov>
Subject: Planning Commission Hearing

Good morning Jeff,
Clark County Planning Commission held a work session on 10/01/2020 discussing an annual review request, CPZ2020-00010 Promenade North.

<https://clark.wa.gov/community-planning/planning-commission-hearings-and-meeting-notes>

The applicant is requesting to amend the comprehensive plan and zoning map designation from Commercial (CC) to Urban High Density Residential (R-30).
Property location is below.

WSDOT has indicated that the subject property **cannot have direct access** from SR-503.



File # CPZ2020-00010, SN 200200000
T3N R2E Sec 34
Preliminary Land Division

Owner: KLAVANO JOHN & KLAVANO SANDRA

● Subject Property Location
■ Comp Plan Boundary

The Planning Commission would like you to attend the Planning Commission Hearing on October 15, 2020 and explain why WSDOT will not grant access onto SR-503. Hearing begins at 6:30 p.m.

We will send an invitation to the hearing. Thank you very much for taking the time to help the Planning Commission understand why direct access is not granted to the subject property.

I will call you as a follow-up to this email.

Gary



Gary Albrecht
Planner III, AICP
PUBLIC WORKS, TRANSPORTATION

564.397.4318





**Washington State
Department of Transportation**

Paula Hammond, PE
Secretary of Transportation

Southwest Region
11018 Northeast 51st Circle
PO Box 1709
Vancouver, WA 98668-1709

360-905-2000
Fax 360-905-2222
TTY: 1-800-833-6388
www.wsdot.wa.gov

December 30, 2008, REVISED December 31, 2008

Alan Boguslawski, Planner
Clark County Community Development
1300 Franklin Street
P.O. Box 9810
Vancouver, WA 98666

Re: The Promenade
SR 503, MP 2.64

Dear Mr. Boguslawski:

The Washington State Department of Transportation (WSDOT) staff has reviewed your Request for Land Use Review for The Promenade. Approval will permit a mixed-use development consisting of 112 apartment units in four buildings as well as a two-story commercial building on 5.19± acres. WSDOT sent you a comment letter dated October 23, 2008. The project was then placed on "Hold" in order to resolve access issues. Since that time, a significant amount of additional review has occurred, as well as discussions, both internally at WSDOT, and with the applicant. As a result, WSDOT would like to revise our previous comment letter, and address our concerns with the following comments.

The applicant proposes accessing NE 117th Avenue, which is a state highway (SR 503). WSDOT has jurisdiction over this access per RCW 47.50, WAC 468.51 and WAC 468.52. The Access Management Law (Chapter 468-52 WAC) has classified this portion of SR 503 as a Class 3 highway. According to RCW 47.50.010(3), it is the policy of the legislature that: (a) The access rights of an owner of property abutting the state highway system are subordinate to the public's right and interest in a safe and efficient highway system; and (b) Every owner of property which abuts a state highway has a right to reasonable access to that highway...but may not have the right of a particular means of access. The right of access to the state highway may be restricted if, pursuant to local regulation, reasonable access can be provided to another public road which abuts the property."

It is our understanding that the county is requesting a public neighborhood circulator passing through the site, and intersecting SR 503. This intersection would serve as the entrance to The Promenade. Due to the traffic from The Promenade, and traffic from future development that would utilize this circulator to access SR 503, a northbound right turn deceleration lane is required on SR 503 at this intersection. However, we have found that it is impossible to construct this right turn lane, due to the inability to obtain right of way from the property to the south of The Promenade, as well as physical constraints along the Brush Prairie Cemetery frontage.

Because an adequate intersection can't be constructed at this location, and in order to provide access to The Promenade, WSDOT proposes the following:

EXHIBIT #

18

1. WSDOT will permit a temporary driveway cut at this location.
2. This driveway cut is to provide access to a driveway serving The Promenade ONLY. We request that this not be a public road at the access to SR 503, and no other parcels or developments be permitted to use this driveway to access SR 503.
3. When access becomes available to The Promenade from other developments, the temporary driveway cut will be closed. At that time, The Promenade will be required to obtain access through these other developments.
4. WSDOT understands that The Promenade proposes to utilize the existing driveway for the parcel to the north as an emergency access. Bollards or some other devices are to be placed across this access as it enters The Promenade, to restrict it to emergency vehicles only. However, WSDOT would like to make you aware that, when the parcel to the north is developed, its driveway will be closed, as well as the driveway serving The Promenade. Therefore, the emergency, as well as the primary access from The Promenade to SR 503 will not be available.
5. The county has asked if emergency access will be permitted through the temporary driveway and driveway cut once it is closed. Bollards are to be placed across this access at that time, to restrict access to emergency vehicles only. WSDOT will permit the driveway connection to remain, providing that the bollards are installed. However, the driveway drop will need to be removed, in order to prevent non-emergency vehicles from attempting to utilize this access. Emergency vehicles will need to mount the curb to utilize this access. The curb and sidewalk will need to be constructed to withstand the imposed loads of fire apparatus.

WSDOT would have the proponent be aware that this development is in the vicinity of a High Accident Corridor (HAC), SR 503 milepost 1.50 to 2.99. A HAC is defined as "A highway corridor 1 mile or greater in length where a five-year analysis of collision history indicates that the section has higher than average collision and severity factors." The proposed safety solution for this deficiency is to install center median curbing on SR 503 to restrict left turn movements.

The applicant was told at the preapplication conference that median curbing wasn't to be installed immediately, but would be constructed as the area develops. This curb would block left turn movements to and from Prairie High School, located on the east side of SR 503. However, a new access road, connecting the school to a new signalized intersection on NE 119th Street is being planned. Construction of this access road will permit placement of median curbing on SR 503 along the frontage of the subject site. This will likely occur in 2009.

The applicant should participate in the construction of this median curb. This is justified under SEPA for the following reasons:

- As stated above, SR 503 in the vicinity of this development is a HAC. As a HAC, there is an identified public safety hazard to the traveling motorists on SR 503.



- The applicant's Traffic Impact Analysis (TIA) identifies 807 net new vehicle trips per day with 89 net new trips occurring in the PM Peak Hour. This increase as a direct result of this development will exacerbate an already hazardous condition.
- The installation of the center median curb will significantly reduce the number and severity of accidents at this location. The Access Management Manual produced by the Transportation Research Board shows several studies where a Two-Way-Left-Turn-Lane (TWLTL) was replaced by center median resulting in a 15% to 57% reduction in the number of accidents.
- The installation of center median is a relatively low cost solution for this intersection.

WSDOT recommends that the applicant contribute a proportionate share of the construction costs of the median curb, in lieu of constructing a short section of curb in the vicinity of their project.

The median curb will render the proposed access driveway drop to right-in, right-out only. Even if this curb is not constructed soon, this access must be restricted to right-in, right-out movements by some means, due to the safety issues discussed above.

The proposed access road is immediately south of, and adjacent to an existing driveway, which appears to serve two large residential lots. When the parcel to the north develops, this driveway access should be eliminated, and access to these parcels should be provided via the applicant's proposed onsite road.

When the parcel to the north of The Promenade develops and requests access to SR 503, WSDOT will require them to construct a full intersection, including a northbound right-turn deceleration lane on SR 503. This lane will probably extend along the frontage of The Promenade. The Promenade will likely utilize this intersection for access to SR 503, as the temporary access will be closed. Therefore, in order to accommodate this future turn lane as well as the associated sidewalk, illumination, utilities and stormwater facilities, WSDOT requests that The Promenade donate 16 feet of right of way along the frontage of this site. WSDOT only accepts and recognizes donations by means of a Warranty Deed along a State highway, even if property will eventually vest with a local jurisdiction. Conventional plat dedications do not carry the same legal status as Warranty Deeds. The ownership of right of way along a State highway granted only by a plat dedication can cause serious problems in the future if that right of way needs to be certified for a State or Federally funded highway improvement project. The right of way donation process could take several months to complete and should be started as early as possible to avoid potential delays to the project.

Intersection Plans must be submitted for WSDOT's review and approval for the proposed road intersection with SR 503. It is the responsibility of the proponent to stay in close contact with WSDOT during their design and application stages as WSDOT has the authority to accept or reject intersection plans.



**Washington State
Department of Transportation**

Paula Hammond, PE
Secretary of Transportation

Southwest Region
11018 Northeast 51st Circle
PO Box 1709
Vancouver, WA 98668-1709

360-905-2000
Fax 360-905-2222
TTY: 1-800-833-6388
www.wsdot.wa.gov

December 30, 2008

Alan Boguslawski, Planner
Clark County Community Development
1300 Franklin Street
P.O. Box 9810
Vancouver, WA 98666

Re: The Promenade
SR 503, MP 2.64

Dear Mr. Boguslawski:

The Washington State Department of Transportation (WSDOT) staff has reviewed your Request for Land Use Review for The Promenade. Approval will permit a mixed-use development consisting of 112 apartment units in four buildings as well as a two-story commercial building on 5.19± acres. WSDOT sent you a comment letter dated October 23, 2008. The project was then placed on "Hold" in order to resolve access issues. Since that time, a significant amount of additional review has occurred, as well as discussions, both internally at WSDOT, and with the applicant. As a result, WSDOT would like to revise our previous comment letter, and address our concerns with the following comments.

The applicant proposes accessing NE 117th Avenue, which is a state highway (SR 503). WSDOT has jurisdiction over this access per RCW 47.50, WAC 468.51 and WAC 468.52. The Access Management Law (Chapter 468-52 WAC) has classified this portion of SR 503 as a Class 3 highway. According to RCW 47.50.010(3), it is the policy of the legislature that: (a) The access rights of an owner of property abutting the state highway system are subordinate to the public's right and interest in a safe and efficient highway system; and (b) Every owner of property which abuts a state highway has a right to reasonable access to that highway...but may not have the right of a particular means of access. The right of access to the state highway may be restricted if, pursuant to local regulation, reasonable access can be provided to another public road which abuts the property."

It is our understanding that the county is requesting a public neighborhood circulator passing through the site, and intersecting SR 503. This intersection would serve as the entrance to The Promenade. Due to the traffic from The Promenade, and traffic from future development that would utilize this circulator to access SR 503, a northbound right turn deceleration lane is required on SR 503 at this intersection. However, we have found that it is impossible to construct this right turn lane, due to

the inability to obtain right of way from the property to the south of The Promenade, as well as physical constraints along the Brush Prairie Cemetery frontage.

Because an adequate intersection can't be constructed at this location, and in order to provide access to The Promenade, WSDOT proposes the following:

1. WSDOT will permit a temporary driveway cut at this location.
2. This driveway cut is to provide access to a driveway serving The Promenade ONLY. We request that this not be a public road at the access to SR 503, and no other parcels or developments be permitted to use this driveway to access SR 503.
3. When access becomes available to The Promenade from other developments, the temporary driveway cut will be closed. At that time, The Promenade will be required to obtain access through these other developments.
4. WSDOT understands that The Promenade proposes to utilize the existing driveway for the parcel to the north as an emergency access. Bollards or some other devices are to be placed across this access as it enters The Promenade, to restrict it to emergency vehicles only. However, WSDOT would like to make you aware that, when the parcel to the north is developed, its driveway will be closed, as well as the driveway serving The Promenade. Therefore, the emergency, as well as the primary access from The Promenade to SR 503 will not be available.

WSDOT would have the proponent be aware that this development is in the vicinity of a High Accident Corridor (HAC), SR 503 milepost 1.50 to 2.99. A HAC is defined as "A highway corridor 1 mile or greater in length where a five-year analysis of collision history indicates that the section has higher than average collision and severity factors." The proposed safety solution for this deficiency is to install center median curbing on SR 503 to restrict left turn movements.

The applicant was told at the preapplication conference that median curbing wasn't to be installed immediately, but would be constructed as the area develops. This curb would block left turn movements to and from Prairie High School, located on the east side of SR 503. However, a new access road, connecting the school to a new signalized intersection on NE 119th Street is being planned. Construction of this access road will permit placement of median curbing on SR 503 along the frontage of the subject site. This will likely occur in 2009.

The applicant should participate in the construction of this median curb. This is justified under SEPA for the following reasons:

- As stated above, SR 503 in the vicinity of this development is a HAC. As a HAC, there is an identified public safety hazard to the traveling motorists on SR 503.
- The applicant's Traffic Impact Analysis (TIA) identifies 807 net new vehicle trips per day with 89 net new trips occurring in the PM Peak Hour. This increase as a direct result of this development will exacerbate an already hazardous condition.

- The installation of the center median curb will significantly reduce the number and severity of accidents at this location. The Access Management Manual produced by the Transportation Research Board shows several studies where a Two-Way-Left-Turn-Lane (TWLTL) was replaced by center median resulting in a 15% to 57% reduction in the number of accidents.
- The installation of center median is a relatively low cost solution for this intersection.

WSDOT recommends that the applicant contribute a proportionate share of the construction costs of the median curb, in lieu of constructing a short section of curb in the vicinity of their project.

The median curb will render the proposed access driveway drop to right-in, right-out only. Even if this curb is not constructed soon, this access must be restricted to right-in, right-out movements by some means, due to the safety issues discussed above.

The proposed access road is immediately south of, and adjacent to an existing driveway, which appears to serve two large residential lots. When the parcel to the north develops, this driveway access should be eliminated, and access to these parcels should be provided via the applicant's proposed onsite road.

Intersection Plans must be submitted for WSDOT's review and approval for the proposed road intersection with SR 503. It is the responsibility of the proponent to stay in close contact with WSDOT during their design and application stages as WSDOT has the authority to accept or reject intersection plans.

If work is required of this development within WSDOT right of way that is not covered under submitted SEPA documentation, then the applicant may be required to file additional SEPA documentation. Mitigation requirements may include, but are not limited to, roadway widening, stormwater treatment and detention, intersection improvements, and wetland impacts. Filing additional SEPA documentation could add significant time to the review process. To avoid these delays, it is recommended that the applicant contact WSDOT early in the process to identify potential mitigation measures that may be required.

WSDOT will require the following for all work within WSDOT right of way:

- Proposed changes to State facilities must be designed to current WSDOT standards and specifications.
- Plans must be reviewed and approved by WSDOT prior to beginning work.
- Engineering calculations, plans and reports submitted for review and approval must bear the seal and original signature of a professional engineer licensed in the State of Washington.
- Copies of all environmental documentation required of this project by any local, State, or Federal jurisdiction. Failure to provide this documentation may result in a substantial delay of approval by WSDOT.
- Construction must be done in accordance with the current WSDOT Standard Specifications for Road, Bridge, and Municipal Construction manual.

- Construction inspection will be performed by WSDOT at the developer's expense.

Since this development will require work within WSDOT right of way, WSDOT will require that the developer enter into a developer agreement with WSDOT. The Developer Agreement is a contract between WSDOT and the developer stating each party's rights and responsibilities, and describing the proposed work. It typically includes a standard agreement form, right of way plan sheet(s), and a complete set of specifications and engineering plans. Any alteration to the standard wording on the pre-printed developer agreement form must be approved by the Attorney General's office prior to execution of the agreement.

The applicant should be aware that there may be utilities within WSDOT right of way that could require relocation. These utilities may include, but are not limited to, fiber optic, natural gas, power, phone, and drainage and may be above or below ground. It is recommended that the applicant contact WSDOT to determine if there are utilities in the vicinity of this development that will be impacted. The relocation of some of these utilities could add a substantial cost increase to this project. In particular, the applicant should be aware of a concrete-encased fiber optic line along SR 503 in this area. Previous developments along this corridor have found this line to be close to the surface, and very expensive to move. Therefore, WSDOT suggests that the exact location of this line be determined prior to final plans, as it may impact the design of these improvements.

Work within or adjacent to WSDOT right of way will require an approved Traffic Control Plan. The applicant's Traffic Control Plan must conform to current WSDOT standards as set forth in the "Manual on Uniform Traffic Control Devices". The plan shall also document how the applicant will provide for safe and efficient movement of vehicles on the state highway system during construction within or adjacent to the state's facilities.

Please be advised that WSDOT is required to be reimbursed by agreement for our actual direct and related expenses associated with this project. All work performed within the WSDOT right of way will require our technical review, permits, inspection and approval by WSDOT prior to construction. This reimbursable agreement must be in place prior to WSDOT reviewing any plans submitted for approval.

Facilities to address onsite stormwater are proposed adjacent to the SR 503 right of way. These facilities may need to be moved to accommodate the required intersection improvements at this location.

Due to the proximity of this proposal to a state route, WSDOT will require that lighting installed by the applicant must be of an appropriate wattage and be shielded and/or directed according to RCW 47.36.180 to avoid any glare to the motorists on SR 503.

Signing and advertising adjacent to state highways are controlled by certain regulations and restrictions. Signing plans must be submitted to WSDOT's Southwest Region Traffic Operations office for review and approval.

Because of the proximity of your project to the state highway system, noise generated by traffic may be greater than the level established for control of highway noise by Federal highway Administration (FHWA) regulations. Because the highway predates this development, WSDOT will not be responsible for any traffic noise mitigation measures that may be necessary. WSDOT concludes that at a minimum, a note must be placed on the face of the plat as a disclosure to any potential property owners.

These comments are based on a preliminary review of your project. As this project progresses, there may be need for additional information by this department for further review. There may be other issues and requirements by this department that are not stated here. Other issues or requirements may include, but are not limited to, drainage, illumination, access, signing, and channelization. This review does not constitute final approval by WSDOT.

Thank you for the opportunity to comment on the above referenced project. If you have need of additional information, please contact Mr. Ken Burgstahler, Southwest Region Development Review Office, at (360) 905-2052.

Sincerely,



Jeff Barsness
Assistant Planning Manager

JB: kb .

From: [Gary Albrecht](#)
To: [Margot Rice](#)
Cc: [Sonja Wisler](#)
Subject: RE: Bike lanes?
Date: Friday, October 9, 2020 7:10:56 AM

The meeting is virtual.

Due to COVID-19, the Oct. 15 Planning Commission hearing will be held remotely via Webex. There are two ways to attend the meeting.

- 1. Join by computer:** <http://bit.ly/Oct15HearingA>
Meeting #: 146 360 6436
Password: 1234
- 2. Join by phone:** 1-408-418-9388
Meeting #: 146 360 6436

For detailed instructions on how to join and/or participate in the WebEx meeting, please see this [handout](#).

<https://clark.wa.gov/community-planning/planning-commission-hearings-and-meeting-notes>

From: Margot Rice <mrd303@gmail.com>
Sent: Thursday, October 8, 2020 9:22 PM
To: Gary Albrecht <Gary.Albrecht@clark.wa.gov>
Subject: Re: Bike lanes?

Is the meeting virtual or in person?

Sent from my iPhone

On Oct 8, 2020, at 3:02 PM, Gary Albrecht <Gary.Albrecht@clark.wa.gov> wrote:

Hello Ms. Rice,

Thank you for your email. Bike lanes are not new to Clark County. Clark County has an adopted 2010 Clark County Bicycle and Pedestrian Master Plan with recommended bike lanes.

Two previous bicycle plans have been completed in Clark County: the 1972 Bicycle Plan and 1996 Clark County Bicycle Commute Plan. The first bicycle plan was a very basic plan addressing the modern trend of bicycling, which started in the early 1970's. The purpose of the 1996 Bicycle Commute Plan was to develop a strategy to encourage more people to use bicycling as a way to ride to work.

Here is a link to the 2010 bike and ped plan.

https://clark.wa.gov/sites/default/files/dept/files/community-planning/bike-pedestrian-advisory-committee/10-1110_BPMP-Plan-wo-Appendices_PC_approved.pdf

There is no push from the City of Vancouver to add bike lanes. Here is some history about bike lanes and the work that we have done to include bike lanes in Clark County.

Clark County's Bicycle and Pedestrian Advisory Committee is a committee appointed by the county manager. Their mission is to implement the bicycle and pedestrian master plan.

<https://clark.wa.gov/public-works/overview>

The Clark County Bicycle and Pedestrian Plan envision an interconnected transportation system where:

- People can bicycle or walk safely and conveniently to all destinations within reasonable walking or bicycling distance;
- Schoolchildren will have safe routes to walk and cycle to school;
- People can walk or ride to and from their transit stops and have a comfortable and convenient place to wait or transfer;
- Bicyclists and pedestrians can enjoy Clark County's natural beauty;
- Appropriate transportation choices are available to all;
- Transportation facilities are designed to encourage active transportation; and
- Clark County will promote the economic development opportunities related to bicycling.

Click on the link to the electronic map showing bike lanes in Clark County.

<https://gis.clark.wa.gov/portal/apps/webappviewer/index.html?id=7acb756876004da7a6207748e82b5111>

Clark County Comprehensive Growth Management Plan Community Framework for Transportation states "The *Community Framework Plan* envisions a shift in emphasis of transportation systems from private vehicles to public transit (including high-capacity transit,) and non-polluting alternatives such as walking and bicycling." See page 17 in link below.

https://clark.wa.gov/sites/default/files/dept/files/community-planning/comprehensive-plan/2016%20Comp%20Plan/Amendments/2015-2035%20Comprehensive%20Plan-ORD_%202020-02-02.pdf

Clark County's Arterial Atlas is the 20-year transportation map showing locations of arterial, collector streets, and proposed roads. Bike lanes are on arterial and collector classified roads.

There are proposed bike lanes in the bike and ped plan that will not get built unless the road classification changes to include bike lanes.

Clark County Planning Commission is holding a public hearing on

October 15,

2020 to discuss proposed Arterial Atlas Amendments.

A proposal to amend the Clark County Comprehensive Plan Arterial Atlas Map reclassifying certain streets to accommodate bicycle infrastructure and realign planned roads intending to improve transportation mobility options and improve safety.

Here is a link to the project, CPZ2020-00012: Arterial Atlas Amendments

<https://clark.wa.gov/public-works/arterial-atlas-amendment>

This is a planning exercise, **no development** will occur as a result of the proposed amendments. There is no funding set aside to be these proposed bike lanes. They would only get built through new development, or the county has a capital project that will build the improvements. Currently, the county's 20-year Capital Facility Plan does not include road segments associated with these proposed amendments.

Here is one last link to the [Staff Report](#) that the Planning Commission will consider on the 15th. The reclassification of these road segments will improve the livability of our community by allowing multiple mobility options to residents of all ages and abilities.

Please let me know if you have any additional questions.

Gary

[<image004.jpg>](#)

Gary Albrecht
Planner III, AICP
PUBLIC WORKS, TRANSPORTATION
564.397.4318

[<image006.jpg>](#)

[<image008.jpg>](#)

[<image010.jpg>](#)

From: Cnty Public Works Customer Service <pubwks.cservice@clark.wa.gov>
Sent: Thursday, October 8, 2020 2:20 PM
To: Gary Albrecht <Gary.Albrecht@clark.wa.gov>; Matt Hermen <Matt.Hermen@clark.wa.gov>
Cc: Magan Reed <Magan.Reed@clark.wa.gov>
Subject: FW: Bike lanes?

Gary/Matt:

Can one of you gentlemen please contact Ms. Rice and address her concerns?

Thank you,

<[image001.jpg](#)>

Suzie Wick

Clark County Public Works
4700 NE 78th St Bldg A
Vancouver WA 98665
564.397.2446
Suzie.Wick@clark.wa.gov
www.clark.wa.gov/public-works

<[image002.jpg](#)>

From: Margot Rice <mrd303@gmail.com>
Sent: Thursday, October 8, 2020 1:56 PM
To: Cnty Public Works Customer Service <pubwks.cservice@clark.wa.gov>
Subject: Bike lanes?

CAUTION: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Public Works,

I have been looking all over the website to find out where the idea of the bike lanes got started. The strategic plan has not been updated in a couple of years and didn't see it mentioned. Was there a survey that went out that I missed? Was there a push from the Vancouver city government?

There are so many more important things the Public Works should be spending money on that more people would benefit from and be used more than 6 months out of the year.

Is there a public hearing planned on bike lanes in the near future?

Thank you,
Margot Rice

From: [Gary Albrecht](#)
To: [Margot Rice](#)
Cc: [Sonja Wisler](#)
Subject: RE: Bike lanes?
Date: Friday, October 9, 2020 7:12:29 AM

You're very welcome. These comments will be included in the public record and shared with the Planning Commission and County Council.

Gary

From: Margot Rice <mrd303@gmail.com>
Sent: Thursday, October 8, 2020 9:19 PM
To: Gary Albrecht <Gary.Albrecht@clark.wa.gov>
Subject: Re: Bike lanes?

Thanks for all the info! People really don't realize what and how these long range plans could/ should be changed until they really pay attention. Who could have predicted we would be where we are now. 2020 is not what people envisioned in 2010.

Sent from my iPhone

On Oct 8, 2020, at 3:02 PM, Gary Albrecht <Gary.Albrecht@clark.wa.gov> wrote:

Hello Ms. Rice,

Thank you for your email. Bike lanes are not new to Clark County. Clark County has an adopted 2010 Clark County Bicycle and Pedestrian Master Plan with recommended bike lanes.

Two previous bicycle plans have been completed in Clark County: the 1972 Bicycle Plan and 1996 Clark County Bicycle Commute Plan. The first bicycle plan was a very basic plan addressing the modern trend of bicycling, which started in the early 1970's. The purpose of the 1996 Bicycle Commute Plan was to develop a strategy to encourage more people to use bicycling as a way to ride to work.

Here is a link to the 2010 bike and ped plan.

https://clark.wa.gov/sites/default/files/dept/files/community-planning/bike-pedestrian-advisory-committee/10-1110_BPMP-Plan-wo-Appendices_PC_approved.pdf

There is no push from the City of Vancouver to add bike lanes. Here is some history about bike lanes and the work that we have done to include bike lanes in Clark County.

Clark County's Bicycle and Pedestrian Advisory Committee is a committee appointed by

the county manager. Their mission is to implement the bicycle and pedestrian master plan.

<https://clark.wa.gov/public-works/overview>

The Clark County Bicycle and Pedestrian Plan envision an interconnected transportation system where:

- People can bicycle or walk safely and conveniently to all destinations within reasonable walking or bicycling distance;
- Schoolchildren will have safe routes to walk and cycle to school;
- People can walk or ride to and from their transit stops and have a comfortable and convenient place to wait or transfer;
- Bicyclists and pedestrians can enjoy Clark County's natural beauty;
- Appropriate transportation choices are available to all;
- Transportation facilities are designed to encourage active transportation; and
- Clark County will promote the economic development opportunities related to bicycling.

Click on the link to the electronic map showing bike lanes in Clark County.

<https://gis.clark.wa.gov/portal/apps/webappviewer/index.html?id=7acb756876004da7a6207748e82b5111>

Clark County Comprehensive Growth Management Plan Community Framework for Transportation states "The *Community Framework Plan* envisions a shift in emphasis of transportation systems from private vehicles to public transit (including high-capacity transit,) and non-polluting alternatives such as walking and bicycling." See page 17 in link below.

https://clark.wa.gov/sites/default/files/dept/files/community-planning/comprehensive-plan/2016%20Comp%20Plan/Amendments/2015-2035%20Comprehensive%20Plan-ORD_%202020-02-02.pdf

Clark County's Arterial Atlas is the 20-year transportation map showing locations of arterial, collector streets, and proposed roads. Bike lanes are on arterial and collector classified roads.

There are proposed bike lanes in the bike and ped plan that will not get built unless the road classification changes to include bike lanes.

Clark County Planning Commission is holding a public hearing on **October 15, 2020** to discuss proposed Arterial Atlas Amendments.

A proposal to amend the Clark County Comprehensive Plan Arterial Atlas Map reclassifying certain streets to accommodate bicycle infrastructure and realign planned roads intending to improve transportation mobility options and improve safety.

Here is a link to the project, CPZ2020-00012: Arterial Atlas Amendments
<https://clark.wa.gov/public-works/arterial-atlas-amendment>

This is a planning exercise, **no development** will occur as a result of the proposed amendments. There is no funding set aside to be these proposed bike lanes. They would only get built through new development, or the county has a capital project that will build the improvements. Currently, the county's 20-year Capital Facility Plan does not include road segments associated with these proposed amendments.

Here is one last link to the [Staff Report](#) that the Planning Commission will consider on the 15th. The reclassification of these road segments will improve the livability of our community by allowing multiple mobility options to residents of all ages and abilities.

Please let me know if you have any additional questions.

Gary

[<image004.jpg>](#)

Gary Albrecht
Planner III, AICP
PUBLIC WORKS, TRANSPORTATION
564.397.4318

[<image006.jpg>](#)

[<image008.jpg>](#)

[<image010.jpg>](#)

From: Cnty Public Works Customer Service <pubwks.cservice@clark.wa.gov>
Sent: Thursday, October 8, 2020 2:20 PM
To: Gary Albrecht <Gary.Albrecht@clark.wa.gov>; Matt Hermen <Matt.Hermen@clark.wa.gov>
Cc: Magan Reed <Magan.Reed@clark.wa.gov>
Subject: FW: Bike lanes?

Gary/Matt:

Can one of you gentlemen please contact Ms. Rice and address her concerns?

Thank you,

[<image001.jpg>](#)

Suzie Wick

Clark County Public Works

4700 NE 78th St Bldg A

Vancouver WA 98665

564.397.2446

Suzie.Wick@clark.wa.gov

www.clark.wa.gov/public-works

[<image002.jpg>](#)

From: Margot Rice <mrd303@gmail.com>

Sent: Thursday, October 8, 2020 1:56 PM

To: Cnty Public Works Customer Service <pubwks.cservice@clark.wa.gov>

Subject: Bike lanes?

CAUTION: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Public Works,

I have been looking all over the website to find out where the idea of the bike lanes got started. The strategic plan has not been updated in a couple of years and didn't see it mentioned. Was there a survey that went out that I missed? Was there a push from the Vancouver city government?

There are so many more important things the Public Works should be spending money on that more people would benefit from and be used more than 6 months out of the year.

Is there a public hearing planned on bike lanes in the near future?

Thank you,
Margot Rice

From: [Gary Albrecht](#)
To: [ANDREW PETERSON](#); [Sonja Wiser](#)
Subject: RE: Roadway Admendments 159th bike lanes
Date: Wednesday, October 14, 2020 2:58:51 PM

Thank you for your comments; I will forward to staff and the Planning Commission and add to the record.

Gary

From: ANDREW PETERSON <andrewppeterson@msn.com>
Sent: Wednesday, October 14, 2020 9:24 AM
To: Sonja Wiser <Sonja.Wiser@clark.wa.gov>
Cc: Gary Albrecht <Gary.Albrecht@clark.wa.gov>
Subject: Roadway Admendments 159th bike lanes

CAUTION: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello. Just thought of this and would like this added to my testimony.
Do you really think a bike lane going up a steep hill like the one on 159th will even really even be used? I dont think I have seen more then three people in the fifteen plus years living at the top of this hill even attempting it. Most walk their bikes up this hill on the sidewalk. This bike lane going up this hill will not get used. Again this would make home owners on this road have to use areas for guest parking that is unsafe and to far from our homes.

I would love to see anyone supporting this bike lane to ride up it. And when at the top tell me it is needed and worth the loss of parking/safety to homeowners who live on it.
Andrew Peterson
2611 NE 159 th St
Ridgefield, Wa