

From: [Sonja Wisner](#)  
To: [Ryan Hubert](#); [Byrant Eng](#); [Karl Johnson](#); [Matt Swindel](#); [Richard Torres](#) ([Ricktortes001@gmail.com](mailto:Ricktortes001@gmail.com)); [Ron Barca](#); [Steve Mrazich](#) ([smrazich@landerholm.com](mailto:smrazich@landerholm.com))  
Cc: [Gary Albrecht](#)  
Subject: CP2 2020-00012 Arterial Atlas  
Date: Thursday, October 1, 2020 7:13:00 AM  
Attachments: [jma3001.png](#)  
[jma3002.png](#)  
[jma3003.png](#)

**Public Comment which will be upload to the PC website**

From: Gary Albrecht <[Gary.Albrecht@clark.wa.gov](mailto:Gary.Albrecht@clark.wa.gov)>  
Sent: Monday, September 28, 2020 9:56 AM  
To: Sonja Wisner <[Sonja.Wisner@clark.wa.gov](mailto:Sonja.Wisner@clark.wa.gov)>; June Kline <[junekline994@yahoo.com](mailto: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 78<sup>th</sup> Street will be classified as a C-2b, which goes through the intersection of NE Ward Road.  
NE 152<sup>nd</sup> Ave between NE Ward Rd and slightly north of NE 144<sup>th</sup> 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.

A screenshot of a web application titled "Arterial Atlas Proposed Amendments". The page has a teal header with navigation tabs: "Transportation Planning", "Proposal", "Background", "C-2", "C-2b" (which is highlighted with a red box), "M-2cb", "Bike Routes", "Aging in Place", and "Volumes". On the right side of the header, it says "A Story Map" with social media icons for Facebook and Twitter. The main content area features a large graphic for "Two Lane Collector with Bike Lanes (C-2b)". The graphic shows a cross-section of a road with a 34-foot roadway width and a 60-foot right-of-way. The road layout includes, from left to right: "Clear Space", "Sidewalk", "Bike Lane", "Travel Lane", "Travel Lane", "Bike Lane", and "Clear Space". A list of specifications for C-2b streets is provided on the left: 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, and Cross Streets: Min. 275 ft. separation.

Gary



Gary Albrecht  
Planner III, AICP  
PUBLIC WORKS, TRANSPORTATION  
564.387.4318



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

I will forward your question to Gary Albrecht. Thanks June

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**From:** June Kline <[juneKline994@yahoo.com](mailto:juneKline994@yahoo.com)>  
**Sent:** Monday, September 28, 2020 9:11 AM  
**To:** Sonja Wisser <[Sonja.Wisser@clark.wa.gov](mailto:Sonja.Wisser@clark.wa.gov)>  
**Subject:** cp22020-00012

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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:** [John Kimsey](#)  
**To:** [Sonja Wiser](#)  
**Subject:** CPZ2020-00012 Roadway amendments  
**Date:** Saturday, September 26, 2020 9:36:54 PM

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Hi,

I own property on NW 21<sup>st</sup> Ave affected by this.

I've lived in this area all of my 57 years. Specifically around 21<sup>st</sup> Ave.

In general, I would echo all of the sentiments in the letter from Clark County Citizens United.

There are much better uses for this money, then spending it to support the 2% of the local population that commutes via bicycle with money that is meant to maintain the roads of Clark County.

Especially during these more challenged budgets.

Specifically with regards to NW 21<sup>st</sup> Ave, I can't think of a road I've seen less bicycles on, doing any "reclassification" of NW 21<sup>st</sup> Ave., is, in my opinion, a complete total wasted effort.

In many sections of the road, it already has adequate space off the fog line, and in others, without widening the road, I don't see it as being practical.

Doesn't the county have more pressing and important things to do with my tax dollars?

- John Kimsey

**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

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Public Comment which will be uploaded to the PC webpage

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**From:** Gary Albrecht <[Gary.Albrecht@clark.wa.gov](mailto:Gary.Albrecht@clark.wa.gov)>  
**Sent:** Wednesday, September 30, 2020 7:58 AM  
**To:** Christian Sturtevant <[cjsturtevant@gmail.com](mailto:cjsturtevant@gmail.com)>  
**Cc:** Sonja Wiser <[Sonja.Wiser@clark.wa.gov](mailto: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 119<sup>th</sup> 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



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**From:** Christian Sturtevant <[cjsturtevant@gmail.com](mailto:cjsturtevant@gmail.com)>  
**Sent:** Tuesday, September 29, 2020 5:02 PM  
**To:** Gary Albrecht <[Gary.Albrecht@clark.wa.gov](mailto: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: Christopher Berkompas  
Cc: Rebekah Wiser  
Subject: RE: Question Regarding Proposed Roadway Amendment  
Date: Thursday, October 1, 2020 11:55:42 AM  
Attachments: image001.png  
image002.png  
image003.png  
image004.png

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?

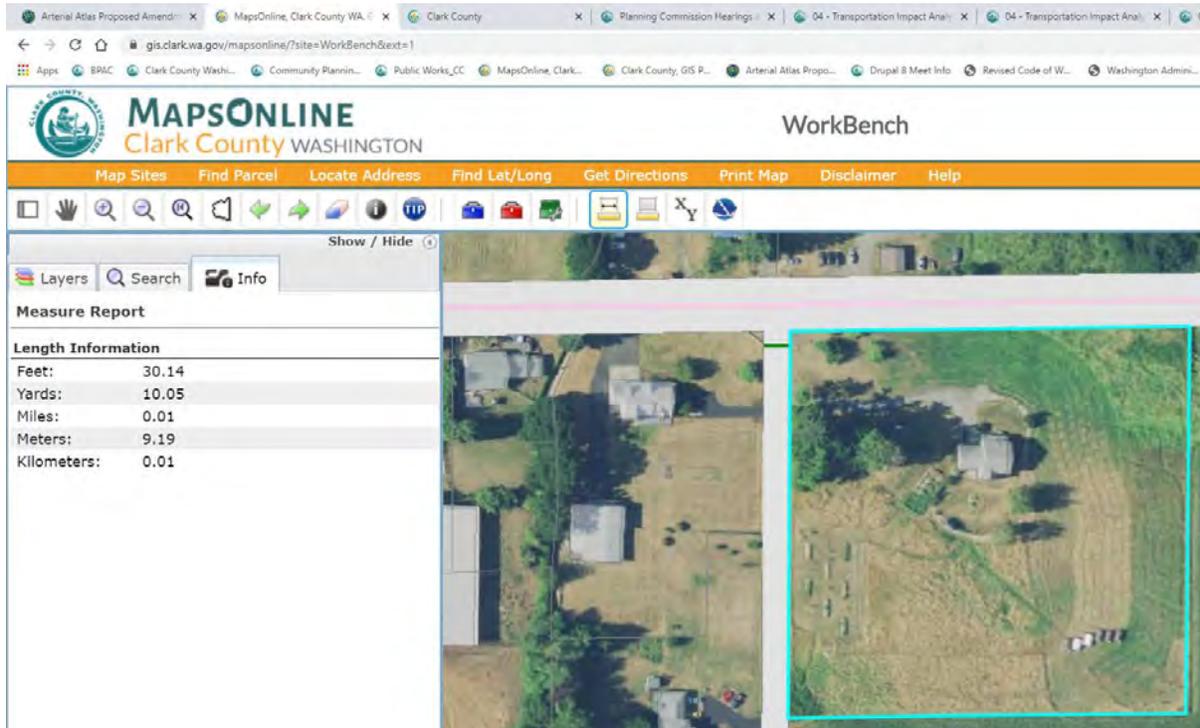
Also, what is the time table on this road expansion plan if it passes?

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 144<sup>th</sup> 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 132<sup>nd</sup> Ave to NE 144<sup>th</sup> St.

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



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 CPZ2019-00032 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 132<sup>nd</sup> 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 Amend... MapsOnline, Clark County WA... 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 BRAC Clark County Wash... Community Plann... Public Works\_CC MapsOnline, Clark... Clark County, GIS P... Arterial Atlas Propo... Drupal 8 Meet Info Revised Code of W... Washington Admin...

**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](mailto:christopherandrebekeh@gmail.com)>  
**Sent:** Thursday, October 1, 2020 9:13 AM  
**To:** Gary Albrecht <[Gary.Albrecht@clark.wa.gov](mailto: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](mailto: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 132<sup>nd</sup> Ave between approximately NE 137<sup>th</sup> St to NE 144<sup>th</sup> 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.



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



Clark County, Washington

Two Lane Arterial with Center Lane Turn & Bike Lanes (M-2cb)

48' Roadway Width  
72' Right of Way

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](mailto:christopherandrebekeh@gmail.com)>  
**Sent:** Wednesday, September 30, 2020 10:14 PM  
**To:** Sonja Wisner <[Sonja.Wisner@clark.wa.gov](mailto:Sonja.Wisner@clark.wa.gov)>; Gary Albrecht <[Gary.Albrecht@clark.wa.gov](mailto: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



**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](http://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 149<sup>th</sup> Street. WSDOT staff would welcome dialogue about connectivity west of SR 503 in the vicinity of NE 149<sup>th</sup> Street. A second, related future discussion item would include options regarding the future configuration of the intersection of SR 503 and NE 149<sup>th</sup> 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 51<sup>st</sup> Circle  
Vancouver, WA 98682-6686  
C:(360) 773-7652  
[LebowsL@wsdot.wa.gov](mailto:LebowsL@wsdot.wa.gov)

cc: File