



# Issues, Challenges, Successes

Presentation to: Washington State Transportation  
Commission

June 15, 2016

# Regional Planning Agency



# Strategic Issues

## **Skamania and Klickitat Counties**

- Bridges (*Hood River, Bridge of the Gods*)
- SR-14 Trucks (*OR weight mile tax diversion*)
- Safety (*ex. rock-fall*)
- Coordination with Gorge region stakeholders
- Deliver Connecting WA Projects

# Strategic Issues

## Clark County

- Interstate Bridges (*I-5, I-205*)
- Transit System Enhancements
- Arterials urban upgrades vs. Maintenance
- Technology Investments
- Deliver Connecting WA Projects
- *Growth (population and economy)*

# Clark Region Project Showcases

Regional Arterial Upgrades

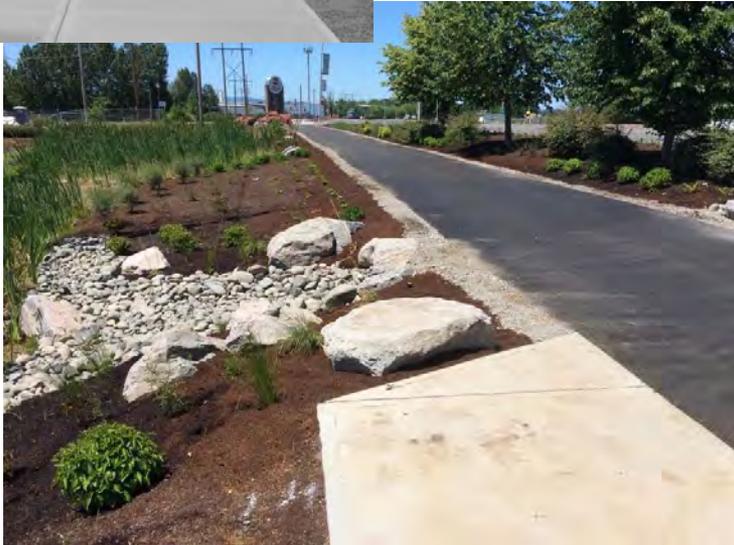


Bi-State Travel Time Reader Boards

Advanced Signal Systems & Technology



Regional Trail Links



# Clark County Regional Summary: 2011 vs 2015

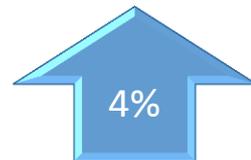
Population



Bridge C-TRAN



Employment



Bridge Volume



Taxable Sales

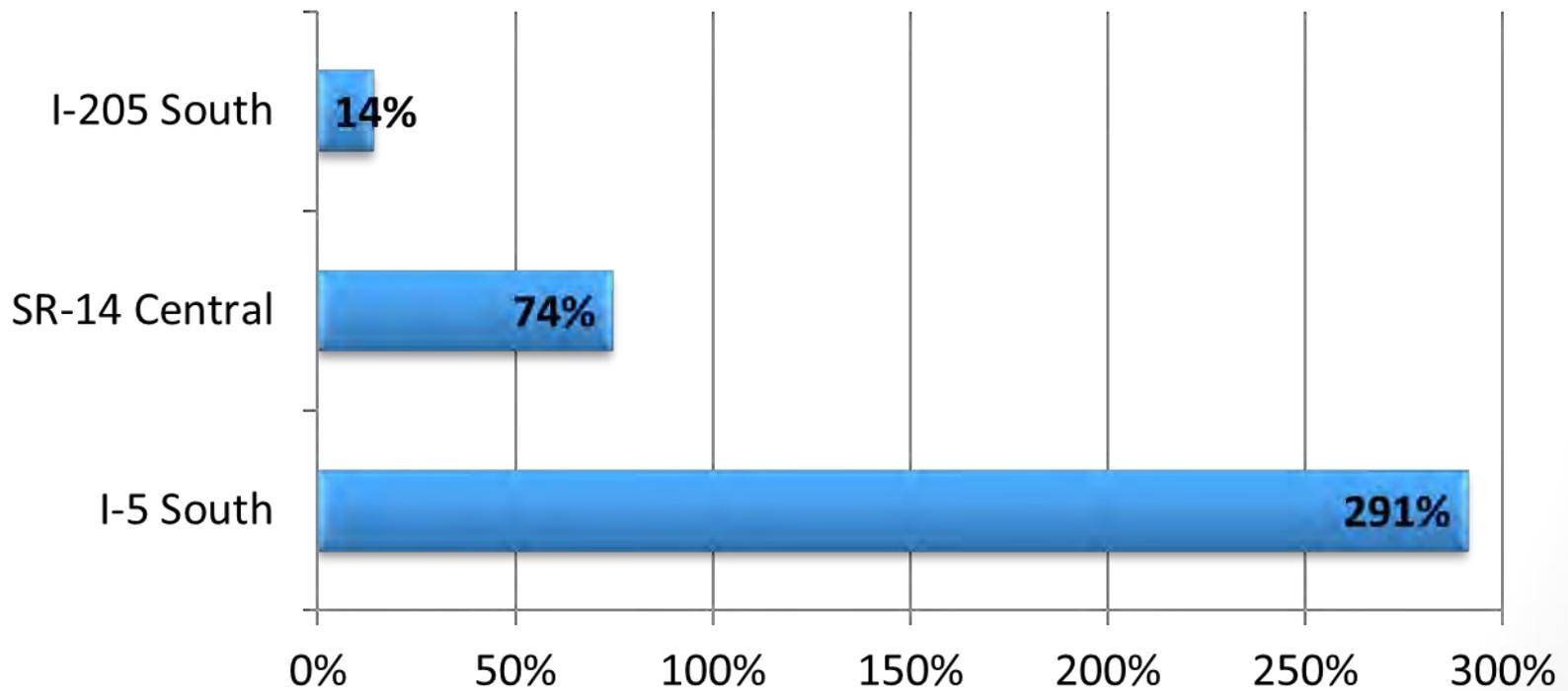


Evening Speed



# Columbia River Delay

## Morning Peak Hour Delay (6:30-8:30 am) 2011 Compared to 2015



# Regional Corridors (bi-state)

Location	Total Volume	Volume Per Lane
I-5/Columbia River	136,321	<b>22,720</b>
I-205/Columbia River	<b>161,738</b>	20,217
I-205/Columbia Blvd.	128,960	21,493
I-5/Terwilliger	117,913	19,652
I-84/Hollywood	133,891	22,315
Hwy 26/Tunnel	132,213	19,350

*Source: Portal and ODOT data station*

# Connecting WA Projects

<b>Projects in Clark County</b>	<b>Total (1,000)</b>
I-5 Mill Plain Interchange	\$98,700
SR-14/Camas Slough Bridge	\$25,000
SR-502 Main Street Project/Widening	\$7,700
I-5/179th St. Interchange	\$50,000
SR-501/I-5 to Port of Vancouver	\$6,000
Ridgefield Rail Overpass	\$7,768
West Vancouver Freight Access	\$1,900
27th Street Extension & Rail Overpass	\$7,500
Brady Road	\$6,000
Street Imp. Near School for Blind	\$50
<i>sub total</i>	\$210,618
<b>Transit Projects in Clark County</b>	
Vancouver Mall Transit Center	\$3,200
<i>sub total</i>	\$3,200
<b>Projects in Gorge Region</b>	
SR-14/Bingen Overpass	\$22,900
SR-14/Wind River Junction	\$5,150
<i>sub total</i>	\$28,050
<b>Total</b>	<b>\$238,668</b>
<i>Compiled by RTC; July 2015.</i>	
<i>Connecting Washington enacted for FY2016-FY2031</i>	

# Regional Needs *(Clark snapshot)*

## Planned Regional Investments *(from 20-Year Regional Transportation Plan)*

Summary: significant investment needs on the “regional” transportation network, in order to build a multi-modal transportation system to serve resident / business travel demand in 20-year forecast.

### Regional Transportation Plan 20-year Estimates (2014)

System	Need
Regional System Improvements	\$1,779,191,883
Local System Improvements*	\$910,767,527
Maintenance / Preservation (regional and local)	\$4,877,402,855

### Select / Priority Corridor Investment Needs

#### I-5

- Columbia River Bridge Replacement
- Interchange improvements at SR-500; NE Fourth Plain Blvd.

#### I-205

- Add 3<sup>rd</sup> Lane between SR-500 and Padden Expressway

#### SR-14

- Add 3<sup>rd</sup> Lane between I-205 / SE 164<sup>th</sup> Ave
- Interchange / intersection improvements in Washougal

#### SR-500

- Interchange improvements at NE 42<sup>nd</sup> Ave; NE 54<sup>th</sup> Ave.

#### Transit

- NE 18<sup>th</sup> Park-n-Ride relocation (*Evergreen Transit Ctr*)

#### County / City Major Arterial Upgrades

- County: Hwy 99; NE 119<sup>th</sup> St; NE 179<sup>th</sup> St
- Vancouver: NE 18<sup>th</sup> St; SE 1<sup>st</sup> St; NE 137<sup>th</sup> Ave
- Battle Ground: SE Grace Ave
- Camas: 6<sup>th</sup> Ave / Norwood roundabout
- Washougal: 27<sup>th</sup> St / Port access improvements
- Ridgefield: Pioneer St

### Pending Studies to Optimize Interstate Corridor Performance

- Shoulder Running Bus feasibility study (I-205 and I-5)
- Advanced Traffic Operations study (I-5 Corridor)
- Travel Demand Management Program (peak-hour commute for Interstate Corridors)



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