

September 3, 2015

Clark County Councilors  
Clark County Planning Commission  
P.O. Box 9810  
Vancouver, WA 98666-9810

Oliver Orjiako  
Director, Clark County Community Planning  
P.O. Box 9810  
Vancouver, WA 98666-9810

**Comments submitted for the Record for the September 3, 2015 hearing on the Draft Supplemental Environmental Impact Statement.**

Dear Clark County Councilors, Planning Commissioners and Dr. Orjiako:

I am submitting these comments for the record as part of the September 3, 2015 hearing on the Draft Supplemental Environmental Impact Statement (DSEIS) for the Comprehensive Plan update. I am submitting these as a candidate for Clark County Council District 2, and as a resident of Clark County.

**Request that All Five Councilors Act on Preferred Alternative**

I will repeat my request made at the April 14, 2015 hearing on Alternative 4. The current Comprehensive Plan process, including SEPA Supplemental Environmental Impact Statement development, would have the current three-person Council making a preferred alternative decision before November 2015. That would prevent the two new Council positions, under the adopted Home Rule Charter, from having a part in such an important policy decision.

**As such, I am requesting that the Council postpone any decision on the Preferred Land Use Alternative until all five County Councilors are seated in office.**

**To implement this request and address State mandated deadlines, I recommend that the County Council adopt Alternative 1, the current Comprehensive Plan, as the "Interim Comprehensive Plan", for a period of two years.** I am recommending the county undertake a value-based Comprehensive Planning process, which I outline later in this letter.

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As the county's former Transportation Manager and as a professional with over 23 years of transportation experience in Clark County, I am focusing my comments on Transportation for the DSEIS. The DSEIS provides a good, qualitative assessment of the four land use alternatives. I am providing a quantitative assessment of each alternative.

A matrix containing my more detailed analysis is included as an attachment to this letter.

**Alternatives 1 and 3**

Alternatives 1 and 3 have the least detrimental impacts on the county's transportation system. Additionally, they have the least impact on the affordability of the transportation capital facilities plans for each alternative, including roads/freight, C-TRAN, and bicycle/pedestrian facilities.

Both Alternatives 1 and 3 contain a balance of urban and rural residential development and jobs. There will be measurable increases in traffic congestion along major corridors as road and public transportation improvements will not keep up with increases in trips and traffic congestion. There will be some increase in traffic congestion along major rural arterials such as NW 31<sup>st</sup> Avenue, NE 72<sup>nd</sup> Avenue, and NE 182<sup>nd</sup> Avenue.

With continued non-residential fee waivers, the county will struggle to implement much-needed transportation improvements to NE 10<sup>th</sup> Avenue, NE 179<sup>th</sup> Street, NE 72<sup>nd</sup> Avenue, and other arterials.

**Alternatives 2 and 4**

Alternatives 2 and 4 will both result in increased rural trip making and increased traffic on rural arterials. With a larger number of rural lots possible compared to Alternatives 1 and 3, without corresponding job creation, residents of the rural area will travel long distances to job markets in Ridgefield, Vancouver, Camas and Oregon. Several rural corridors will experience over-capacity conditions during peak periods.

These alternatives will have the highest negative impacts on public transportation (C-TRAN), pedestrian and bicycle travel and facilities, and safety.

These alternatives will increase traffic levels, and therefore expand the hours of over-capacity demand, on both I-5 and I-205 across the Columbia River compared to Alternatives 1 and 3. It is likely that with the amount of congestion and idling delays of vehicles on the I-5 and I-205 corridors, and the expanded hours of over-capacity congestion, the region's air quality could suffer to the point nearing being in non-attainment.

**My Value-Based Planning Proposal**

After talking with a number of people across the political spectrum at and subsequent to the Hockinson open house as well as hundreds of people during my campaign, I recommend that the county hold off on further developing and assessing alternatives and instead, undertake a broad, value-based community discussion on

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what should go into the Comprehensive Plan. I believe there are components of Alternative 4 that could be incorporated to protect property rights and family investments while also being compliant with the Growth Management Act.

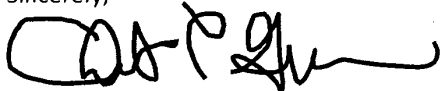
As a candidate for County Council, if elected, I would be happy to champion such an effort. I do not have any financial gain realized in any of this effort nor am I associated with anyone who does stand to gain financially.

**My Value-Based Plan process includes:**

- **Reaching community agreement or informed consent on values and performance measures** with which to develop and evaluate the Plan.
- **Inclusion, rather than exclusion**, by involving a comprehensive variety of community groups, such as Clark County Citizens United, Friends of Clark County, land conservation as well as the building and development community, and others, to provide input and discuss trade-offs of various options.
- **Bringing in a group such as WSU-Vancouver's Initiative for Public Deliberation to facilitate a series of forums to capture community input.**
- **Allowing County Planning staff to fairly and equitably develop and evaluate a plan for community review, before acted on by the FIVE County Councilors.**

Thank you for your consideration.

Sincerely,



Chuck Green

Ridgefield Resident

Candidate for Clark County Council District 2

**Attachment 1: Roadway Transportation Measures**

Measure	2014-2015	2035			
	Current	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Cross-Columbia River Trips	284,327	356,700	Likely >380,000	Similar to Alternative 1	Likely >380,000
Hours/weekday over capacity, I-5 Bridge and approaches	4-5 hours	10-11	Likely 10-13	Similar to Alternative 1	Likely 10-13
Major Facilities at LOS E/F (Clark County only)	I-5, 2 miles I-205, 2.5 miles SR-14, 1.5 miles 4 <sup>th</sup> Plain, 2.5 mi. 18 <sup>th</sup> Street, 2 mi.	I-5, 5 miles I-205, 3 miles SR-14, 2 miles 4 <sup>th</sup> Plain, 3 miles 18 <sup>th</sup> Street, 4 mi. SR 503, 7 miles 134 <sup>th</sup> Street Andresen Road, SR 500 to 78 <sup>th</sup> Street  Mill Plain 162 <sup>nd</sup> /164 <sup>th</sup> La Center Road	I-5, 6 miles I-205, 3.5 miles SR-14, 2 miles 4 <sup>th</sup> Plain, 3 miles 18 <sup>th</sup> Street, 4 mi. SR 503, 7 mi. 134 <sup>th</sup> Street Andresen Road/72 <sup>nd</sup> Avenue, Dollars Corner to 78 <sup>th</sup> Street Mill Plain 162 <sup>nd</sup> /164 <sup>th</sup> La Center Road 182 <sup>nd</sup> Ave. Lakeshore/NW 36th	I-5, 5 miles I-205, 3 miles SR-14, 2 miles 4 <sup>th</sup> Plain, 3 miles 18 <sup>th</sup> Street, 4 mi. SR 503, 7 miles 134 <sup>th</sup> Street Andresen Road, SR 500 to 78 <sup>th</sup> Street  Mill Plain 162 <sup>nd</sup> /164 <sup>th</sup> La Center Road	I-5, 6 miles I-205, 3.5 miles SR-14, 2 miles 4 <sup>th</sup> Plain, 3 miles 18 <sup>th</sup> Street, 4 mi. SR 503, 7 miles 134 <sup>th</sup> Street Andresen Road/72 <sup>nd</sup> Avenue, Dollars Corner to 78 <sup>th</sup> Street Mill Plain 162 <sup>nd</sup> /164 <sup>th</sup> La Center Road 182 <sup>nd</sup> Ave. Lakeshore/NW 36th
Impacts to Roadway Capital Facilities Plan	---	Moderate, relatively financially constrained	Moderate-to-substantial. Rural improvements not funded.	Moderate, relatively financially constrained	Moderate-to-substantial. Rural improvements not funded.
Safety – High Accident Locations	23 intersections	Likely slight increase in collisions at high accident locations	Likely moderate increase in collisions at high accident locations; higher risk of increased vehicle & bike collisions on rural arterials	Likely slight increase in collisions at high accident locations	Likely moderate-to-high increase in collisions at high accident locations; higher risk of increased vehicle & bike collisions on rural arterials

Sources: RTC Traffic Counts, RTC Congestion Management Monitoring Report, RTC 2014 Safety Management Assessment, Current Clark County Comprehensive Growth Management Plan, DSEIS, ODOT reports by Cambridge Systematics, RTC Model runs (extrapolations by C. Green).

**Attachment 2: Other Transportation Measures**

Measure	2014-2015	2035			
	Current	Alternative 1	Alternative 2	Alternative 3	Alternative 4
C-TRAN accessibility (walk/bike access to bus routes)	Urban: Good  Rural: only selective service	Urban: Good  Rural: only selective service; 7,000 new lots not within transit access	Urban: Good  Rural: only selective service; 8,220 new lots not within transit access	Urban: Good  Rural: only selective service; 7,000 new lots not within transit access	Urban: Good  Rural: only selective service; 12,400 new lots not within transit access
C-TRAN operating costs	Balanced	Moderate budget impacts if rural service extended	Moderate-to-high impacts if rural service extended; may require tax increase	Moderate budget impacts if rural service extended	Moderate-to-high impacts if rural service extended; may require tax increase
Walk/Bike impacts		Moderate impacts on rural bike/walk	Higher traffic on rural bicycling corridors	Moderate impacts on rural bike/walk	Higher traffic on rural bicycling corridors
Freight	Substantial delays to regional and interstate freight on I-5 and I-205. Hanjin pulling out of Port of Portland has increased truck traffic on I-5 by as much as 400-500 per day.	Substantial delays to regional and interstate freight on I-5 and I-205. Without improvements to I-5 or I-205 crossings of the Columbia River, truck/freight delays will double, increasing the cost of goods.	Substantial delays to regional and interstate freight on I-5 and I-205, even higher than Alternatives 1 and 3. Without improvements to I-5 or I-205 crossings of the Columbia River, truck/freight delays will more than double, increasing the cost of goods over that of Alternatives 1 and 3.	Substantial delays to regional and interstate freight on I-5 and I-205. Without improvements to I-5 or I-205 crossings of the Columbia River, truck/freight delays will double, increasing the cost of goods.	Substantial delays to regional and interstate freight on I-5 and I-205, even higher than Alternatives 1 and 3. Without improvements to I-5 or I-205 crossings of the Columbia River, truck/freight delays will more than double, increasing the cost of goods over that of Alternatives 1 and 3.

Sources: RTC Traffic Counts, RTC Congestion Management Monitoring Report, RTC 2014 Safety Management Assessment, Current Clark County Comprehensive Growth Management Plan, DSEIS, ODOT reports by Cambridge Systematics, RTC Model runs (extrapolations by C. Green).