



Meeting Minutes

Section 30 Sub Area Plan
18th Street Extension from 192nd to Goodwin Rd Meeting | July 29, 2008



AGENDA

Section 30 Sub Area Plan: 18th Street Ext. from 192nd to Goodwin Rd.

July 29, 2008 2:30-4:30
Mackay & Sposito Offices
1325 SE Tech Center Dr., Suite 140
695-3411

Invited: Tim Schauer, Andrew Young, Matt Ransom, Phil Wuest, Hassan Abdalla, Bill Whitcomb, Mike Mabrey, Heath Henderson, Curleigh Carothers, Monte Brachmann

Meeting Purpose: Identify opportunities, constraints, risks, and next steps for an east/west alignment of the 18th St. corridor east of 192nd Ave.

Background on Section 30 Plan & 18th Street Development (Matt / Tim / Phil)

- Importance of an early identification of the trade-offs between a 13th St. and 18th St. alignment east of 192nd Ave.

Background on Camas Annexation (Curleigh / Monte)

- Timeline for infrastructure planning and development
- Key considerations for 18th v. 13th St. alignment

Background on County process/schedule for Arterial Atlas amendment (Mike)

Discussion of 18th St. Alignment (All)

- Opportunities
- Constraints
- Risks

Discussion of 13th Goodwin Alignment (All)

- Opportunities
- Constraints
- Risks

BPA Issues (if not covered in prior discussion) (Hassan)

Summary & Next Steps

- Summarize findings
- Identify next steps
 - Additional information needed?
 - Arterial Atlas Amendment?

Interlocal effort for pre-design study?



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Attendees

- Phil Wuest (Vancouver)
- Hassan Abdalla (Vancouver)
- Matt Ransom (Vancouver)
- Bill Whitcomb (Vancouver)
- Ahmad Qayoumi (Vancouver)
- Mike Mabrey (Clark County)
- Heath Henderson (Clark County)
- Curleigh Carothers (Camas)
- Damon Webster (M&S)
- Tim Schauer (M&S)
- Andrew Young (M&S)

Goal for this meeting

- Discuss connections between Vancouver and Camas at 13th and 18th
 - Brainstorm fatal flaws
 - Develop preliminary risk assessment

Background

- Clark County did a transportation study on Section 30 in 2004. Since that time, conditions have changed significantly leading to a need to reconsider the conclusions of the 2004 plan.
 - Section 30 has been annexed into Vancouver
 - Vancouver estimates that 1,700 to 2,000 peak hour east-west trips will be going through this area in the future
 - Area north of Lacamas Lake has been annexed into Camas, and is slated for considerable growth that is not accounted for in the previous traffic analysis.
 - Camas estimates that 3,000 to 6,500 pm peak hour trips will be going through this area (east-west & north-south) in the future (Up to 4200 households and 3200 jobs).
 - Camas currently shows a connection from 18th to Goodwin in their 6-year TIP
 - Camas has no transportation funding right now and was instructed by their City Council to not pursue any at this time
- RTC Completed the Regional Transportation Corridors Study which calls for an 18th St. alignment to Goodwin Road.
- M&S did a study for transportation as well as land use on the northern 320 acres of Section 30
 - One of the main issues was how did 18th and 192nd connect
 - As it is now, which makes the extension to Camas easier
 - Through site making an extension to Camas much more difficult, but increasing the value to the properties
- Might be an endangered plant species, Camas Lily, in the area
 - Significant historical use to Native Americans

General

- Existing bridge on Goodwin might not be usable and will probably need to be replaced
 - Too low
 - Causes sanitary sewer and water issues
 - Often very close to being flooded (partly as function of lake levels—determined by the Camas Mill)
 - Currently acts as a dam which causes the area to the north to flood during minor events
 - The figure provided shows the flood plain as it is shown in GIS



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- Camas plans tentatively rely on two connectors through this area—13th/Camas Meadows, and 18th/Goodwin.
 - Needs to be cross checked with the latest version of the FEMA Maps
 - County Clean Water Group, Jeff Schnabel, may have detailed information on this area.
- Should consider phasing
 - Phase 1 would be the connection to Goodwin
 - Either 18th or 13th
 - Phase 2 would be the Goodwin improvements
 - Including bridge replacement
 - Probably fill as much as possible to limit the bridge length needed

18th Street Alignment

- Opportunities:
 - Because this area is not an effective waterway, this project could be an overall basin water quality improvement project that could improve flow & connectivity between the east & west portions of the roadway. This comprehensive approach will make it easier to permit.
 - Because the existing bridge is a) old, b) narrow, and c) not on a great horizontal alignment, this project could replace it with a larger structure to the east matching up on a 45 mph curve with an 18th Street alignment; but leave the existing Goodwin Road alignment and bridge in place while the new facility is constructed.
 - Remove the barrier effect of the existing bridge on the Lacamas waterway.
 - More effective E/W alignment
 - Opportunity to connect Friberg Rd. to the new alignment, and straighten the intersections of 13th and Camas Meadows.
 - Phasing is straight forward—Phase I would connect 18th St. to the existing Goodwin. Phase II would build a new facility west of the existing Goodwin Rd.
 - Phase II, as described above, is needed with or without the 18th St. connection because of growth in Camas and the County, and constrained opportunity to cross the Lacamas basin between the east end of Lacamas Lake at Leadbetter, and 164th Ave.
 - With the 18th Street connection, the entire conception of east side circulation may shift to a focus on E/W circulation to I-205; this may provide an opportunity to look at the land use plan for the entire corridor.
 - An efficient vertical alignment could minimize the need for structures and hauling fill in from off site.
- Would require significant ROW takes
 - But provides significant opportunity to complete large scale water quality project.
 - Also, this will be one of the last remaining sections of the Lake (Vancouver) to Lake (Lacamas) regional trail. Building on the 18th St. alignment allows for relatively easy placement of the shared-use facility within the BPA ROW; narrowing the need for ROW for curb to curb construction.
 - Provides a significant opportunity to build an access managed facility, minimizing the need for overall ROW; from 172nd east to Goodwin.
- Alignment would need to be determined
- Existing structures in the way, but might not be too significant
 - Appears to be old farmhouse or barn
- Would probably pass through a field of Camas Lilies
- Would possibly pass through the 100-yr flood plain



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- Maybe do a temporary connection to Goodwin
 - Do permanent connection after Goodwin section improved and bridge upgraded
- Possible pre-existing mitigation site on the west side of Goodwin, just north of BPA property.
- Opportunity to build on fill with good permeability via culverts, rather than trying to build a structure across the whole thing.
- Archeological issues may be identified in the full EIS from the Camas Meadows Master Plan.

13th Street Alignment

- Alignment already defined
- ROW issue along frontages
 - Should not be a major issue, but will add to cost
 - North side is not so bad; south side has a lot of driveway access
 - Trees will have to be taken out.
- Access for homeowners
 - 5 land section with dedicated center left turn lane
- Where/how would road continue west of 192nd
 - Vertical alignment
 - Horizontal alignment
- A key consideration for the 13th St. alignment is the difficulty of extending 13th through the Harmony Site if Harmony is moved, and the rock underneath mined out.
- 13th St. as a non-regional facility has a lot more design/implementation flexibility.

Arterial Atlas Amendment

- Done once per year only
 - Must be done by November to be considered by Board of County Commissioners in January
 - Usually no real opposition from BOCC
- Will need to conclusively identify connections and/or destinations on both ends
- Will pursue with application in August of 2008, for 2009 consideration. Should be a joint application by Camas and Vancouver

Possible Major Issues or Fatal Flaws

- Environmental Process: EA will be needed; should be a joint jurisdiction project with Camas in the lead.
- Soils
 - 3 bands
 - Upper band away from creek
 - Mainly gravels
 - Middle band
 - Less gravels but still significant structural material
 - Lower band near creek
 - Muck/silt/organics
- Right of Way
 - Cost of acquisition
 - Owner
- Utilities
 - Only stormwater for COV and Clark County



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- Should not be an issue for Camas
 - Sanitary sewer is pumped in a different direction
 - Water already through
- Alignment
 - Need to be narrowed to 1 or 2 choices for 18th
- Archeological
 - Unknown at this time
- Street Section
 - Might be 5 lanes with a dedicated center left turn lane
 - Might be 4 lanes with a center barrier similar to Padden Parkway
 - Wide sidewalk on 1 side only
- Ground Water
 - Elevation below surface must be determined for cross country alignments

Next Steps

- Summary memorandum of meeting to all participants
- Incorporate what was learned by the existing studies for Section 30
- Pursue Arterial Atlas Amendment
- Ongoing discussion with Camas regarding joint pre-design study.
- Discussion with land use team about the future of the Harmony Sports complex.