Washington State
Department of Transportation
Lynn Peterson
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July 7, 2015

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Gordy Euler, Community Planner
Clark County Community Planning
1300 Franklin Street PO Box 9810
Vancouver, WA 98666

Re: CPZ2014-00006 Lagler/Acklerland
Rural Industrial Land Bank
SR 503, MP 3.50

Dear Mr. Euler:

The Washington State Department of Transportation (WSDOT) appreciates the opportunity to coordinate with Clark County on this proposal. WSDOT reviews this proposed Rural Industrial Land Bank (RILB) with great interest, as it straddles SR 503. This highway is a congested corridor and every access point increases the risk of collisions. In order to maintain the safety and mobility on this corridor, it is important that access to SR 503 be managed. Therefore, the county arranged a meeting of county and WSDOT staff at WSDOT offices on July 1, 2015. Clark County was represented by Laurie Lebowsky, Gordy Euler, Matt Hermen and Caroline Heniges. WSDOT was represented by Michael Williams, Dave Bellinger, Jeff Barsness and Ken Burgstahler. Clark County staff presented an overview of the RLIB, discussed traffic circulation and modeling results.

WSDOT would like to note the following:

- As has been previously discussed, only one traffic signal will be permitted between the existing signals at NE 119th Street and NE 149th Street/NE Caples Road with this or any future development in this corridor. According to WAC 468-85-040(3)(b)(i), the minimum spacing is one-half mile. Therefore, the new signal should be at approximately NE 134th Street. A signal will not be permitted at NE 144th Street or NE 131st Street, so the road network being discussed now should also be able to accommodate any future development between NE 119th Street and NE 149th Street. As this corridor develops, left turns to and from the highway will be eliminated, either with centerline median curb or concrete barrier.
- WSDOT concurs with utilizing a parallel and gridded circulation system to provide alternative travel routes. This system should intersect SR 503 at the traffic signals.

- According to an email from the county's traffic consultant, Kittelson & Associates, the RILB will not create systemic capacity issues. However, the traffic modeling results appear to indicate otherwise. This should be further reviewed.
- The county and applicant should be aware of stormwater issues. In particular, WSDOT has a stormwater easement through the Ackerland property (west of SR 503).

These comments are based on the meeting between Clark County staff and WSDOT, and are preliminary, only. As this proposal proceeds through the county review process and when proposed developments are brought forward for review, 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 of any development of this property by WSDOT.

Thank you for meeting with us and providing the opportunity to comment on this application. If you have need of additional information, please contact Mr. Ken Burgstahler, Southwest Region Planning Office, at (360) 905-2052.

Sincerely,

Michael Williams
Southwest Region Planning Manager

MW: kb