From:	Cnty 2025 Comp Plan
To:	jason.lugo@wsdot.wa.gov
Cc:	Cnty 2025 Comp Plan; Harrison Husting; Oliver Orjiako; Jose Alvarez; Rebecca Messinger
Subject:	FW: WSDOT Comments: Clark County Draft Transportation Capital Facilities Plan
Date:	Tuesday, September 15, 2026 9:19:14 AM
Attachments:	image002.png Clark County WSDOT commentsTransportation CFP.xlsx image003.png image004.png image005.png image006.png

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Good day, Jason,

Thank you very much for submitting WSDOT's comments related to the 2025 Comprehensive Plan update.

These will be added to the Comprehensive Plan Index of Record. I am including Rebecca Messinger from the Council's Office as well for awareness.

Best,

Jeff Delapena
Program Assistant
COMMUNITY PLANNING

564.397.4558

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From: Lugo, Jason <jason.lugo@wsdot.wa.gov>
Sent: Tuesday, September 15, 2026 9:07 AM
To: Harrison Husting <Harrison.Husting@clark.wa.gov>; Cnty 2025 Comp Plan <comp.plan@clark.wa.gov>
Cc: Lebowsky, Laurie <laurie.lebowsky@wsdot.wa.gov>; Albrecht, Gary <gary.albrecht@wsdot.wa.gov>; Bass, Dylan <dylan.bass@wsdot.wa.gov>; Whitfield, Jacob <jacob.whitfield@wsdot.wa.gov>; Schilperoort, LisaRene <lisarene.schilperoort@wsdot.wa.gov>; Gibbens, Jason <jason.gibbens@wsdot.wa.gov>; Southwick, Michael

<michael.southwick@wsdot.wa.gov>; Hajda, Courtney <courtney.hajda@wsdot.wa.gov>
Subject: WSDOT Comments: Clark County Draft Transportation Capital Facilities Plan

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RE: WSDOT Comments, Clark County Draft Transportation Capital Facilities Plan
September 15, 2026

WSDOT values Clark County as a partner and appreciates our collaboration to develop and support a safe and efficient multimodal transportation network.

Attached to this document is a form which contains a table with specific comments for your review.

Thank you for the opportunity to review the draft Clark County Transportation Capital Facilities Plan.
Please accept this email for the record.

Jason Lugo | Development Review Planner, SWR
11018 NE 51st Cir
Vancouver, WA 98682-6686
360-905-2084 | Jason.Lugo@wsdot.wa.gov





COMMENT FORM

Document title:	***Appendix A: Transportation Capital Facilities Plan and Chapter 5 Transportation Element of***
Reviewer(s):	WSDOT SWR Staff-Planning and Traffic

No.	Section	Page	Table	Department/Division	Comment
1	Table 9 - WSDOT Projects - Road Segments	31	9	Planning	Planning estimate for SR 500 Complete Street improvements was between $17-19 million for full build (roundabouts plus SUP on both sides). Not sure if County wants/needs cost estimate as it is not being included in financial analysis.
2	Table 9 - WSDOT Projects - Road Segments	31	9	Planning	For all roadway segments with improvements needed to address peak-hour capacity deficiencies - have full-day operations been looked at? What are the improvements proposed?
3	Table 10 WSDOT Projects - Intersections	32	10	Planning	Why is SR 503/119th not included in this list? SR 503 Corridor Plan calls out operations at this intersection reaching failure in PM peak-hour in the horizon year.
4	Table 10 WSDOT Projects - Intersections	32	10	Planning	RE; SR 503 at NE 144th, why this intersection? Is the County also proposing to construct the arterial to the west per the Arterial Atlas?
5	Table 10 WSDOT Projects - Intersections	32	10	Planning	RE: SR 503 at NE 131st, why this intersection? Did the County mean the proposed arterial to the north?
6	Table 9 - WSDOT Projects - Road Segments	31	9	Traffic	Line item for Salmon Creek Interchange Project Phase 2. Does this item include the relocation of the I-205 SB off-ramp from 134th St to 139th St? Issues on 134th St are related to intersection spacing. What about connection to I-205 SB on-ramp? Severe lane imbalance at 20th Ave signal due to lane assignment.

No.	Section	Page	Table	Department/Division	Comment
7	Table 9 - WSDOT Projects - Road Segments	31	9	Traffic	Line item for NE 88th St. Prject description lists signal upgrades. What signal upgrades? This intersection is huge and several lanes in every direction. More detail needed. Also, this does not appear to be a WSDOT project.
8	Table 9 - WSDOT Projects - Road Segments	31	9	Traffic	Line item for NE Ward Rd. Not sure what is meant by "phased signals". Ward Rd SB already has two lanes. Additionally, there is already a signal here. A new one should not be added for the sake of maintenance and operations lifecycle costs put onto WSDOT.
9	Table 9 - WSDOT Projects - Road Segments	32	9	Traffic	Table 9, 1st row on page 9 is for SR 500 (EB & WB). For clarity, include "NE Fourth Plain Blvd" to better identify project location because NE 65th St crosses SR 500 in multiple locations.
10	Table 9 - WSDOT Projects - Road Segments	32	9	Traffic	Row 3 on this page is for SR 503 (NB). The boundries include "just north of intersection". WHat intersection?
11	Table 9 - WSDOT Projects - Road Segments	32	9	Traffic	Line item for SR 502 (WB), it mentions I-5 SB on-ramp with capacity deficiencies. How was this identified? This roadway segment has two lanes.
12	Table 9 - WSDOT Projects - Road Segments	32	9	Traffic	Last row in Table 9 on page 32 shows roadway segment from N of NE Padden Pkwy to N of NE Padden Pkwy. This is not a roadway segement. It describes a point.
13	Table 9 - WSDOT Projects - Road Segments	32	9	Traffic	What are the deficiencies for these rows? I am not aware. SR 500 (EB&WB) NE 65th St to NE 182nd Ave Improvements needed to address peak hour capacity deficiencies, SR 502 (WB) NE 10th Ave to NB I-5 off ramp Improvements needed to address peak hour capacity deficiencies SR 503 (NB) NE Roper Rd to NE Potter Rd Improvements needed to address peak hour capacity deficiencies
14	Table 10 WSDOT Projects - Intersections	32	10	Traffic	SR 503 & NE 131st St. This one is on WSDOT's radar due to public complaints forwarded by Clark County. This has been identified on previous studies and Clark County's arterial atlas.

No.	Section	Page	Table	Department/Division	Comment
15	n/a	n/a	n/a	Traffic	Not listed in this document are intersections with background and previous conversation with County staff. First is SR 503 & NE 119th St. The westbound approach experiences delay that exceeds level of service standards. This roadway is a County roadway. WSDOT has received feedback from the public about delay and congestion. WSDOT planning efforts have identified improvements needed. Adding capacity on 119th will facilitate improve LOS scoring and reduce congestion on the county roadway. The signalized intersection was designed and built to accommodate future widening on 119th. The signal operations cannot improve without improvements made on local roadway network.
16	n/a	n/a	n/a	Traffic	SR 500 (NE 117th Ave) & NE 65th St. Westbound approach experiences high level of delay. Future right turn lane would better facilitate movement and improve efficiency at signalized intersection. If not intersection improvement, adding parallel routes for local traffic and better circulation to nearby access points to state highway and local roadway network.
17	n/a	n/a	n/a	Traffic	SR 500 (NE 58th St) & NE 199th Ave. High crash location and increase delay reducing LOS standards.
18	Table 10 WSDOT Projects - Intersections	32	10	Traffic	These locations on the table are two-way stop-controlled (TWSC) intersections, but I am not aware capacity deficiencies. SR 503 NE 154th St Improvements needed to address peak hour capacity deficiencies SR 503 NE 144th St Improvements needed to address peak hour capacity deficiencies SR 500 NE 19th St Improvements needed to address peak hour capacity deficiencies I-5 NB off-ramp SR 502 Improvements needed to address peak hour capacity deficiencies
19	WSDOT Projects - Road Segments	32	9	Planning	None of the projects listed in Table 9 are included any WSDOT plan or planning study. Consider renaming the table. Were these projects identified as needed improvements in the review of the travel demand model run/capacity analysis? If so, possibly rename the table title to reflect the analysis results.

No.	Section	Page	Table	Department/Division	Comment
20	WSDOT Projects - Intersections	32	10	Planning	None of the projects listed in Table 10 are included any WSDOT plan or planning study. Consider renaming the table. Were these projects identified as needed improvements in the review of the travel demand model run/capacity analysis? If so, possibly rename the table title to reflect the analysis results.
21	Chapter 5: Transportation	4-5		Planning	Does not include reference to the 2024 WSDOT Highway System Plan (HSP)
22	Chapter 5: Transportation	4-5		Planning	Include the following language in the description for the Highway System Plan: Under Revised Code of Washington (RCW) 47.06.050: The State Highway System Plan serves as a vital component of the statewide multimodal transportation plan, outlining long-term program needs, financing strategies and system improvements. The 2024 HSP prioritizes the following funding approaches for WSDOT facilities as follows: 1.□irst fund operations maintenance, capital preservation and critical programs such as required fish passage projects and support programs. 2.□hen for any remaining funds, $2 should be spent on safety and efficiency strategies for every $1 spent on highway expansion projects.
23	Appendix A: Transportation Capital Facilities Plan	31	9	Planning	Please check with RTC staff on this project. It is an unfunded feasibility study listed in their Unified Planning Work Program.
24	Appendix A: Transportation Capital Facilities Plan	31-32	9	Planning	Projects listed in lines 5-14 are not listed in the RTC RTP or were not part of a WSDOT Planning study or Complete Streets Pre-Design

No.	Section	Page	Table	Department/Division	Comment

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