



December 2006

## The Scrimmage Line

### On the Field

The next CIC meeting will take place in January of 2007. Stay tuned and Happy New Year!

The Scrimmage Line serves as the Current Issues Coalition's "Condensed Minutes."

CIC is a committee of the Responsible Growth Forum and meets monthly to review issues relating to growth in Southwest Washington.

For more information on the CIC, please contact Megan Forell at (360) 695-1385.

Wayne Kittelson, principal of Kittelson & Associates and nationally recognized engineer, provided CIC meeting attendees with a 50,00 foot view of transportation in Clark County and the Portland metro area. Kittelson & Associates provides transportation planning, engineering, and research services to public and private organizations throughout the United States and internationally. With firms in Portland, Baltimore, Boise, Fort Lauderdale, Orlando, Phoenix and Tucson, the professionals who work for Kittelson strive to improve highway and transit system performance for users of all modes.

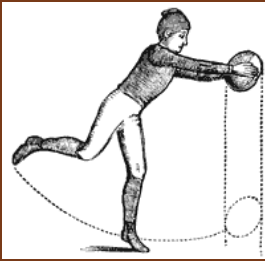
As part of RGF's continuing goal of advocating for sensible, balanced growth, board members have indicated a desire to produce a set of white papers, detailing transportation issues within Clark County. In an effort to drill down to the core of this issue, CIC hosted Mr. Kittelson at the December 6th RGF – CIC meeting. Besides having a breadth of experience in transportation planning, the information presented will be used as a guide for our upcoming project.

To begin the discussion, Mr. Kittelson began with a historical outline of major changes to transportation in the region, including women re-entering the work force. He went on to explain that 30 to 40 years ago, transportation was a different world- level of service was not planned for and transportation systems used theoretical capacity numbers to drive infrastructure. In 1965, transportation planners decided the current transportation systems contained fatal flaws, therefore pushing for the creation of "level of service".

As time went on, cities began to use congestion as a tool to manage the overall flow of traffic, which in turn encouraged commuters to use alternative modes of transportation. The difficulty with this model is managing the balance between effective congestion and quality of service. Wayne explained that by not adding capacity to road systems, cities have gone far beyond effective congestion, creating economic and quality of life problems. He reiterated, "Cities cannot not build their way out of congestion."

### Oregon vs. Washington

When comparing the two states (Oregon and Washington), Wayne suggested that long ago, Portland decided to adopt the model of "good congestion" by not adding capacity to road systems. In Wayne's opinion, the world views Portland as a successful experiment in transportation planning because of their revitalization of the downtown area and their efforts to encourage alternative modes. On the opposite side of the spectrum, Clark County has typically followed a more traditional, pro-development form of government supporting roads over the implementation of alternative transportation. The state of Washington continues to support the economic vitality of the region, believing economic stability to be more important than creating expensive, alternative transportation methods.



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Wayne clarified that solutions do exist to improve transportation on freeways, including metered on-ramps that use timed entries based on the flow of traffic. This technology allows for predictable planning of peak hour travel, enabling freeways to work at capacity.

In regards to tolling, Wayne explained that incentives are being implemented, nation-wide, to encourage travelers to drive at specific times of days. For instance, the toll price may be slightly lower at 6:00am (lower freeway capacity) versus 7:30am (high freeway capacity).

## **Changing the way Washington looks at the transportation issues**

Towards the end of the discussion, thoughts changed from how to get Oregon to understand our perspective, to what would happen if we reevaluated our role in regional transportation. For instance, people choose to live in Washington because they often times enjoy a more suburban lifestyle. Based upon this theory, maybe we should be looking at Washington as a single, self-contained community that downplays alternative transportation and encourages a more suburban style of development.

## **We just have a bad neighbor**

Jerry Olson went on to discuss that as traffic worsens, citizens will have to make a choice about work and life. Portland may no longer be an option for Washingtonians, as infrastructure and the I-5 bridge may never be completely "fixed". By creating enough land for jobs, Clark County could become it's own self-contained economic region.

In conclusion, Wayne suggested RGF identify the following statements in order to move forward with the white papers:

- Identify the issue
- Don't provide a vision for solving the problem but simply provide information to broaden people's perspective on the issue
- Use analogies/experiences from other states and/or cities (NY, Tualatin/Sherwood)
- Keep in mind that cities cannot not build their way out of congestion
- Take the issue from a historical perspective- "This is what we could potentially look like in 30 years."

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