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CLARK COUNTY
WASHINGTON

NOTES COMMUNITY PLANNING

Salmon Creek Sub-Area Plan

Technical Advisory Committee
Key Recommendations
Salmon Creek TAC Workshop
Mobility Opportunities
April 7 & April 21, 2010

Auto Circulation

- NE 15th Avenue extension north of 179th Street may be impossible due to topographic and environmental constraints unless the intersection is relocated to the west.
- The NE 164th Street over-crossing of I-5 should continue to be analyzed as an alternative to the NE 10th Ave crossing over Whipple Creek. It would improve access to the Fairgrounds, Amphitheater and park.
- Consider access to WSU-Vancouver from NE 29th Avenue either as a general purpose driveway or as a transit only access.
- Evaluate the extension of NE 139th Street east of NE 29th Avenue to Salmon Creek Road.
- Unless NE 179th Street and 50th Avenue are improved to the standard, they will not be able to support a future research park or the projected growth of WSU.

Transit

- There would be substantial time savings if the bus route were to be changed to NE 29th Avenue instead of Salmon Creek Road. Buses would probably enter campus and stop near the Student Center.
- A loop route north on 29th Avenue, west on NE 159th Street and south on NE 20th Avenue would be possible, but further analysis is needed.
- Kaiser Permanente was unwilling to allow buses onto their site in 2007. They are a CTR employer, so there may be some leverage.
- The current bus route no longer circulates onto the Legacy and Vancouver Clinic sites due to low demand and safety issues crossing NE 23rd Avenue.
- The exact future route and how the new park and ride on NE 139th Street will be integrated are yet to be determined.

Bicycle and Pedestrian

- Consideration should be given to overall connectivity for bicycles and pedestrians. Cul de sacs, for example, are unnecessary. Improved connectivity correlates to improved health.
- Have a policy to increase bicycle and pedestrian connectivity. It does not mean that there has to be a full road, instead consider a bicycle and pedestrian path.
- Eliminate fences between commercial and residential areas, specifically, the commercial area and adjacent residential area located on the north side of NE 139th Street.
- Develop a high density, mixed use area south of NE 139th Street between NE 20th and NE 29th Avenue.
- Need frontage improvements for the corner of NE 29th Avenue and NE 139th Street.
- Look at better opportunities for bike and pedestrian connections on NE 134th Street after the Salmon Creek interchange project.

- Provide bicycling and pedestrian alternatives on lower speed & volume streets in the area.
- Provide bicycle and pedestrian connections for Kozy Kamp Park.
- Could use a signal at NE 20th and NE 144th
- At NE 154th – there is a curve in NE 20th/ Union and a lot of pedestrian traffic. There is not a lot of sight distance for cars and is dangerous for peds.
- NE 29th: There is a ped trail out from WSU to NE 29th, cars travel fast and there are a lot of kids near the park. Need to slow down traffic. Look at traffic calming possibilities.
- NE 29th: The WSU trail is a multi-use trail that could be a possible CTRAN stop. It is a natural hub
- NE 50th: If urbanized, it could be a dangerous route (traffic moving too fast)
- 174th /29th – Kozy Kamp: There are connectivity issues – it should be a Tier 1 instead of Tier 2 because of the park's timeline.
- WSDOT doing away with mid block crossings because they are dangerous. What are county policies?
- 144th thru – connectivity? Kaiser is there – cut thru parking lot? ☺
- Schools – Safe Routes?
 - Pleasant Valley Park trail to Salmon Creek Avenue – needs connection to this trail at Pleasant Valley School (Mike to look into it)
- WSU talking with county to re-align Salmon Creek Ave to make it safer
- Contemplated 3rd entrance to WSU – connecting with Salmon Creek Ave. (vehicular access-traffic studies indicate it may be warranted)
- Close to Pleasant Valley Park trail? May be an opportunity for connection.
- Other possible connections if campus develops on East side (housing, research facilities, other uses)?
 - Bike trail connection parallel to 50th, from Salmon Creek North. Currently it is an unpaved trail. Could be improved with future development
 - Extending bike lane to 159th as back way into campus
 - Stripe 72nd for bicycles
- Sidewalk Issues?
 - Areas where mailboxes block sidewalk – maybe better mailbox design?
- Are there any pedestrian friendly streets in sub-area?
 - 15th
 - 20th: 129th – 154th – very good pedestrian facilities, but not enough street trees
 - west side has issues; need trees to break up asphalt and concrete
- Bike friendly streets – None
 - On WSU campus – yes
 - Topography causes problems
 - 20th is ok
 - 144th? – Good for going down towards Albertsons, but not good for going back up
- 159th to 72nd: Mostly thru rural area – probably won't be built for awhile
 - probably has low traffic volume
 - Alternate route? 54th/64th?
 - Striping possibility? Not enough pavement to stripe.
 - Sharrow possible
- 179th cross is risky (I-5 to 15th)
- 134th: 29th to Freddy's – lots of cars and freeway ramps, lights
 - Interchange project and diverted traffic may provide more Right of Way opportunities for bike/ped
- 159th: Very wide, west of 29th to Union – bike lane? YES!! It would be easy to do. Recently paved.
- Pavement conditions?
 - 159th has chipped seal (50th – 72nd and further east)
 - WSDOT using harder aggregate for chipped seal
- Bike trail crossing – need to ensure proper sight visual for safety
- Bike access to transit?
 - New park-n-ride at 136th/NE 10th

- CTRAN wants to hear how to best service bicyclists and pedestrians
 - Roundabouts – creates narrow channeled lanes
 - 2 good east to west bike routes from transit center to Legacy and WSU & beyond.

Trails

- Need to use trails where there are no streets
- SC Avenue/50th Ave up to 159th – informal trail – should make it more formal
 - Go behind housing development- cut the corner, if possible
- East of 20th: Legacy property undeveloped (only one)
 - 150th to 20th – bike and pedestrian trail only (informal trail)
- Informal trails in green area
- Within residential areas? Connect cul-de-sacs when possible, appropriate
 - Realistic connections between Mill Creek to WSU – instead of BPA alignment
- Horse Trails?
- Pedestrian only trails (non paved trails)?
 - Along Whipple & Mill Creeks – good place for pedestrian trails –informal now, but they do not connect (private trails)
- Regional trail connections?
 - WSU connection to Salmon Creek (shown in Master Plan)
- Both sides of 179th: Connect to Whipple, Mill Creeks, to potential school?
 - BPA cuts through – recommended trail? Existing trail connects to cul-de-sac and WSU (private trail)

Action Items:

1. The TAC requested the following topics to be added to future meetings:
 - Form-Based Code – roundtable discussion on design standards. Do they apply here?
2. Review the Parks shapefile, there appears to be a missing park.
3. Homework assignment: Look in area for sidewalk issues
4. Staff will put together a survey for area residents
5. What can be done along Whipple Creek? Staff will look into possible opportunities and constraints.

Next Meeting: Wednesday, May 5 at 2:30pm (Public Service Center – downtown Vancouver – 6th Floor. (Meetings May 19 and June 2 will be at the 78th Street Ops Center.)

Topics: Visioning exercise – Land Use