

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

### **Auto Circulation**

- NE 15<sup>th</sup> Avenue extension north of 179<sup>th</sup> Street may be impossible due to topographic and environmental constraints unless the intersection is relocated to the west.
- The NE 164<sup>th</sup> Street over-crossing of I-5 should continue to be analyzed as an alternative to the NE 10<sup>th</sup> Ave crossing over Whipple Creek. It would improve access to the Fairgrounds, Amphitheater and park.
- Consider access to WSU-Vancouver from NE 29<sup>th</sup> Avenue either as a general purpose driveway or as a transit only access.
- Evaluate the extension of NE 139<sup>th</sup> Street east of NE 29<sup>th</sup> Avenue to Salmon Creek Road.
- Unless NE 179<sup>th</sup> Street and 50<sup>th</sup> 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 29<sup>th</sup> Avenue instead of Salmon Creek Road. Buses would probably enter campus and stop near the Student Center.
- A loop route north on 29<sup>th</sup> Avenue, west on NE 159<sup>th</sup> Street and south on NE 20<sup>th</sup> 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 23<sup>rd</sup> Avenue.
- The exact future route and how the new park and ride on NE 139<sup>th</sup> 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 139<sup>th</sup> Street.
- Develop a high density, mixed use area south of NE 139<sup>th</sup> Street between NE 20<sup>th</sup> and NE 29<sup>th</sup> Avenue.
- Need frontage improvements for the corner of NE 29<sup>th</sup> Avenue and NE 139<sup>th</sup> Street.

- Look at better opportunities for bike and pedestrian connections on NE 134<sup>th</sup> 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 20<sup>th</sup> and NE 144<sup>th</sup>
- At NE 154<sup>th</sup> – there is a curve in NE 20<sup>th</sup>/ Union and a lot of pedestrian traffic. There is not a lot of sight distance for cars and is dangerous for peds.
- NE 29<sup>th</sup>: There is a ped trail out from WSU to NE 29<sup>th</sup>, cars travel fast and there are a lot of kids near the park. Need to slow down traffic. Look at traffic calming possibilities.
- NE 29<sup>th</sup>: The WSU trail is a multi-use trail that could be a possible CTRAN stop. It is a natural hub
- NE 50<sup>th</sup>: If urbanized, it could be a dangerous route (traffic moving too fast)
- 174<sup>th</sup> /29<sup>th</sup> – 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?
- 144<sup>th</sup> 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 3<sup>rd</sup> 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 50<sup>th</sup>, from Salmon Creek North. Currently it is an unpaved trail. Could be improved with future development
  - Extending bike lane to 159<sup>th</sup> as back way into campus
  - Stripe 72<sup>nd</sup> for bicycles
- Sidewalk Issues?
  - Areas where mailboxes block sidewalk – maybe better mailbox design?
  - **Homework assignment: Look in area for sidewalk issues**
  - **Staff will put together a survey for area residents**
- Are there any pedestrian friendly streets in sub-area?
  - 15<sup>th</sup>
  - 20<sup>th</sup>: 129<sup>th</sup> – 154<sup>th</sup> – 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
  - 20<sup>th</sup> is ok
  - 144<sup>th</sup>? – Good for going down towards Albertsons, but not good for going back up
- 159<sup>th</sup> to 72<sup>nd</sup>: Mostly thru rural area – probably won’t be built for awhile

- probably has low traffic volume
- Alternate route? 54<sup>th</sup>/64<sup>th</sup>?
- Striping possibility? Not enough pavement to stripe.
- Sharrow possible
- 179<sup>th</sup> cross is risky (I-5 to 15<sup>th</sup>)
- 134<sup>th</sup>: 29<sup>th</sup> 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
- 159<sup>th</sup>: Very wide, west of 29<sup>th</sup> to Union – bike lane? YES!! It would be easy to do. Recently paved.
- Pavement conditions?
  - 159<sup>th</sup> has chipped seal (50<sup>th</sup> – 72<sup>nd</sup> 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 136<sup>th</sup>/NE 10<sup>th</sup>
  - 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/50<sup>th</sup> Ave up to 159<sup>th</sup> – informal trail – should make it more formal
  - Go behind housing development- cut the corner, if possible
- East of 20<sup>th</sup>: Legacy property undeveloped (only one)
  - 150<sup>th</sup> to 20<sup>th</sup> – 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 179<sup>th</sup>: Connect to Whipple, Mill Creeks, to potential school?
  - BPA cuts through – recommended trail? Existing trail connects to cul-de-sac and WSU (private trail)
  - What can be done along Whipple Creek? **Staff will look into possible opportunities and constraints.**