



Salmon Creek Sub-Area Plan

Technical Advisory Committee
Wednesday, March 10, 2010
2:30 PM – 4:00 PM
Legacy Salmon Creek Medical Center – 6th Floor Conference Room

The meeting began at 2:35pm.

Attendees included Colete Anderson (Clark County), Steve Bacon (CRWWD), Ken Burgstahler (WSDOT), Lisa Goorjian (Parks), Samantha Guse (NoSCNBA), Brendon Haggerty (Health), Dennis Johnson (FNBA & Bicycle Advisory Committee), Jacqueline Kamp (Clark County), Mike Mabrey (Clark County), Avril Massey (NoSCNBA), Bryan Snodgrass (City of Vancouver), Bridget Schwarz (FNBA), Linda Small (Clark County), Dave Taylor (3Creeks & City of Ridgefield), and Lynn Valenter (WSU-V).

Excused: Oliver Orjiako (Clark County), Barbara Anderson (NoSCNBA), and Scott Gullickson (SC Business), Beth Holmes (3Creeks), Mike Bomar (BIA), Jim Spinelli (Legacy).

Following introductions the TAC reviewed the transportation issues and constraints throughout the sub-area.

Technical Report 2 on Mobility was presented to the group by Mike Mabrey. Mike explained that most of the sub-area was placed in Urban Holding in 1997 pending completion of a road plan. The road plan was adopted later that year and Urban Holding was lifted early 1998, however most of the proposed improvements were found to be impractical and cost-prohibitive because of environmental and other constraints.

Mike explained that overall, the area has a small percentage of principal arterials and urban collectors compared to other areas and the percentage of interstate roads is high. The geography and topography causes barriers for circulation with most of the traffic congregating along 134th and Salmon Creek Avenue. WSU-Vancouver is a large entity that generates a lot of trips. After the Salmon Creek Interchange Phase I is complete, 139th will share a lot of the traffic load. 134th / Salmon Creek, which is a main avenue of travel, is a concurrency corridor. Public facilities have to be adequate in order to develop.

Mike talked about the VAST program, which is fiber-optics that interconnects signals and reader-boards. The county has been working with other jurisdictions (State/Federal) to coordinate signals in the area.

Lisa Goorjian asked whether we should include the trail network/plan to the mobility technical report to assist with trips in places where roads cannot be built. Everyone agreed that it should be included.

The TAC discussed the idea of C-TRAN having a stop on 29th to drop and pick up students as well as neighborhood residents. There will be a follow-up discussion later.

Bryan Snodgrass asked if the Pedestrian Plan had been mapped. Staff stated that it will be completed and brought to the group for review.

Ken Burgstahler from Washington Department of Transportation gave an overview of the Salmon Creek Interchange project, which includes the 139th St overpass; widening 139th Street; re-working signals;



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improvements to 20th; shifting of freeway ramps; and moving the Park-n-Ride to 10th Ave. He passed around a map of the project area and explained that the areas in red indicate roads that will be closed

or removed. Ken informed the group that if they would like more information on the project to visit the Washington Department of Transportation web site.

Linda Small from Clark County Public Works gave a preliminary overview of the 179th Street Interchange project. The traffic engineering group DKS is assisting the county with the project. The first step is the Interchange Justification Report which is being worked on now. The county is also working on the alternative analysis and will have a micro-simulation to show the public. The county is anticipating starting construction of the project in 2014. The funding needs to be in place and the county is waiting on the Local Revitalization Financing funds as well as what was promised from the anticipated Killian development. It is an ambitious schedule with eight alternatives being modeled. The county will select three that have no impact or the least impact on I-5. The county is working with the amphitheater on scheduling so as to not make the traffic issues worse. The main goals of the project are mobility and safety. The web site is anticipated to be up and running by May/June.

Bridget Schwarz said the north end of Delfel is extremely dangerous. Linda explained that with this project, it will be realigned. Bridget asked that they don't do both interchanges at the same time. Linda explained that work on 179th will follow the completion of 139th.

There was discussion among the group about whether Salmon Creek Ave should be re-classified since it will never have bike lanes. There seems to be an issue with what the arterial atlas says compared to what is actually on the ground.

Brendon Haggerty passed out a handout to the group on Network Connectivity by Census Block Group. Brendon explained that to increase physical activity there must be opportunities for connectivity. Connectivity is linked with walkability and livability. It is measured by the connected node ratio which among other data calculates the percentage of cul-de-sacs and dead-ends in a block group.

Colette informed the group that Laurie from Community Planning will be giving a presentation on the Bike and Pedestrian plan at a future meeting.

Going back to Mike's Technical Report there was a question about the proposed Walmart and whether it would impact freight. Mike explained that the Walmart is site specific and would not be part of the overall modeling.

Lynn Valenter gave the group an overview of Washington State University-Vancouver and their Master Plan. Washington State University began offering courses in Southwest Washington in 1983 as part of the Southwest Washington Joint Center for Education. In 1989, the University formally established Washington State University Vancouver as a branch campus of the state's land-grant institution. WSU purchased 351 acres site in 1991 and opened in 1996 for upper-division courses. In Fall 2006, WSU Vancouver admitted freshmen and sophomores for the first time and began offering lower-division courses.

Campus Amenities

- 12 buildings
- More than 6 miles of bicycle and pedestrian trails
- Landmark Firstenburg Family Fountain
- Hillside amphitheatre
- Art sculptures and galleries
- 200-seat lecture hall
- 14 computer labs
- A comprehensive library
- Fitness center

- Outdoor sports court and sports fields
- Coffee bar and cafe

- Students of color represent 15% of total enrollment
- More than 130 fulltime, Ph.D. faculty 15,600 area WSU alumni, nearly 8,000 of whom graduated from WSU Vancouver
- More than 186,000 alumni worldwide

Fun Facts

- Enrollment (Fall 2010): 2,892 Students; 2,259 FTE (full-time equivalent)
- Female: 57.4%, Male: 42.6%

The 2007 Master Plan estimates that by 2020 there will be 6,000 FTE. (1 student = 15 credits)

WSU Vancouver is moving toward a full service university. Some of the activity or uses needed to support a full service university include: fraternities, fast food, copy centers, coffee houses, banking, service stations, room for spin-off business, community center/fitness hub, sport complex/stadium, mixed use centers, and multi-family housing. Surveys indicate that safe/well lighted pathways within a 20 minute walk from campus would be ideal. As our population continues to age, seniors may want to locate near universities to take advantage of the variety of activities.

Research and Technology Park

The university has a 10-year understanding with the Steinmueller family that in the near future the family would gift acreage abutting 50th Avenue. This property is currently zoned Office Campus and could play an important roll in creating a full service university.

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.

Next Meeting: Wednesday, March 24 at 2:30pm (Legacy Salmon Creek Medical Center – 6th Floor)

Topics: Transportation, Bicycle and Pedestrian Schools

Meeting adjourned at 4:05pm.