

# 179<sup>th</sup> Street Access Management and Circulation Planning

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Development Engineering Advisory Board

February 3, 2022



# Agenda

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- **Introductions**
- **Project Purpose and Need**
- **Planning Study Area**
- **Useful Weblinks**
- **History**
- **Existing Conditions**
- **Planned Improvements**
- **Proposed Plan**
- **Next Steps**
- **Questions**



## Project Purpose and Need

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- Promote safety and mobility of the future principal arterial while balancing the infrastructure and utility needs of development. The current topography of 179<sup>th</sup> Street contains significant hills and valleys.
- Improving 179<sup>th</sup> Street to a 4-lane street will require “cuts” and “fills”.
- Future access locations on/off 179<sup>th</sup> Street need to be considered for safety and mobility.



# Comprehensive Plan Circulation Policies

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- **Goal: Optimize and preserve the investment in the transportation system.**
  - 5.3.1 Development projects shall adhere to minimum driveway access spacing standards along arterial and collector streets to preserve the capacity of the transportation system. The county shall also work with Washington State Department of Transportation to ensure that minimum access spacing standards for state highways are maintained.
  - 5.3.5 The local street system shall be interconnected to eliminate the need to use collector or arterial streets for internal local traffic.



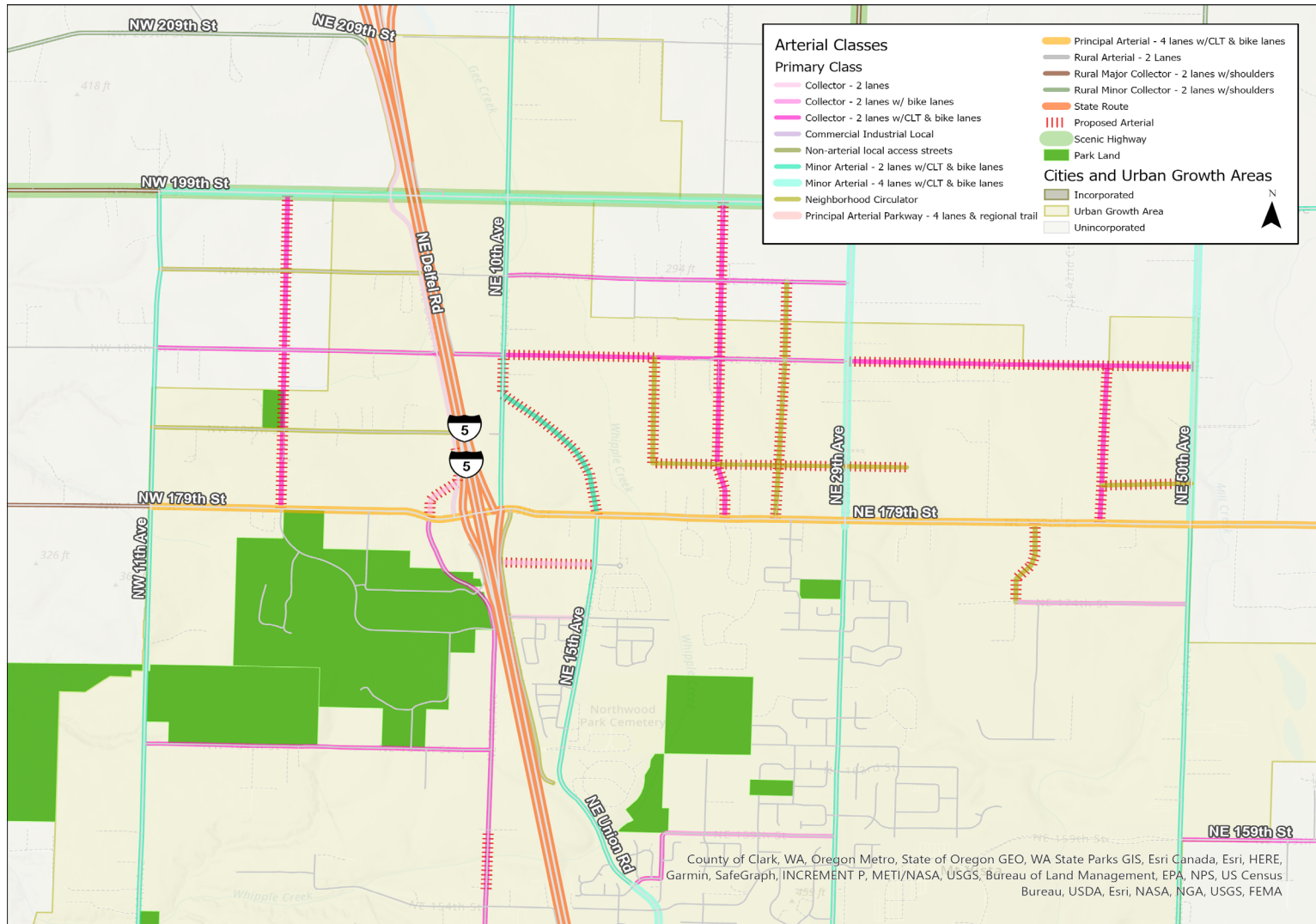
## Comprehensive Plan Circulation Policies (continued)

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- **Goal: Ensure mobility throughout the transportation system.**
  - 5.4.1 The county arterial system shall be planned in general conformance with nationally accepted arterial spacing standards.
  - 5.4.4 County roadways and intersections shall be designed when practical to achieve safety and accessibility for all modes. Arterial streets shall provide facilities for automobile, bike and pedestrian mobility as defined in the Arterial Atlas and shall include landscaping.



# Planning Study Area



# Useful Weblinks

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- [Interactive Project Webpage](#)
- [Clark County MapsOnline](#)
- [Washington Department of Transportation Interactive Maps](#)



# History

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- **2007 Periodic Comprehensive Plan Update**
  - Vancouver Urban Growth Area Expansion
- **2009 Mill Creek Sub-Area Plan Adoption**
  - Arterial Atlas Amendment
  - Zoning Code Amendment
  - Comprehensive Plan Amendment
- **2015 Connecting Washington funding package**
  - I-5/179<sup>th</sup> Street Interchange Reconstruction receive funding
- **2020 Urban Holding Removal**
  - Ordinance 2020-02-02 allows urban level development to proceed on ~2,200 acres.
- **2020 Pedestrian Accessway Code Adoption**
  - Ordinance 2020-12-02 approved requirement for providing pedestrian accessways on major streets



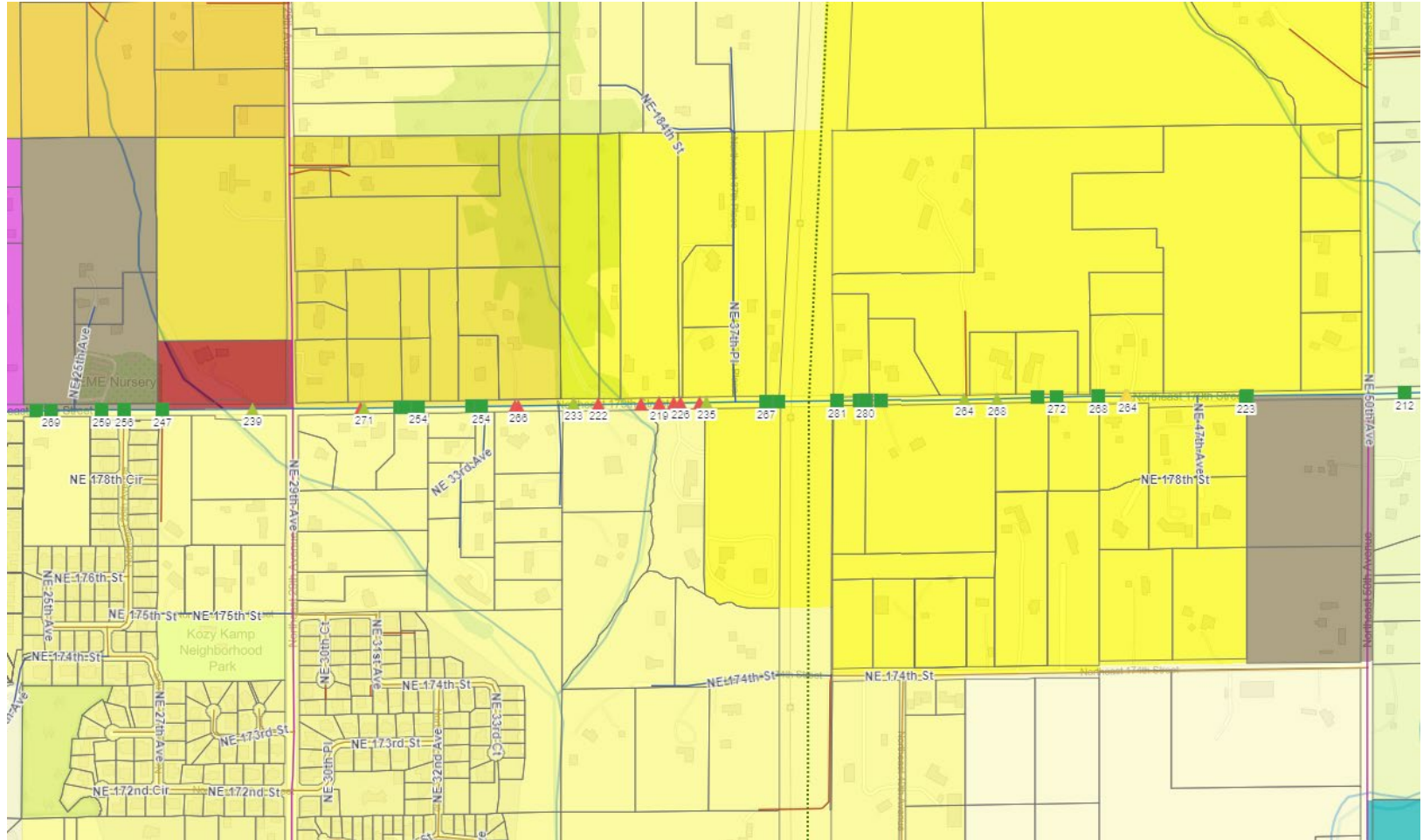


# Existing Intersection Control

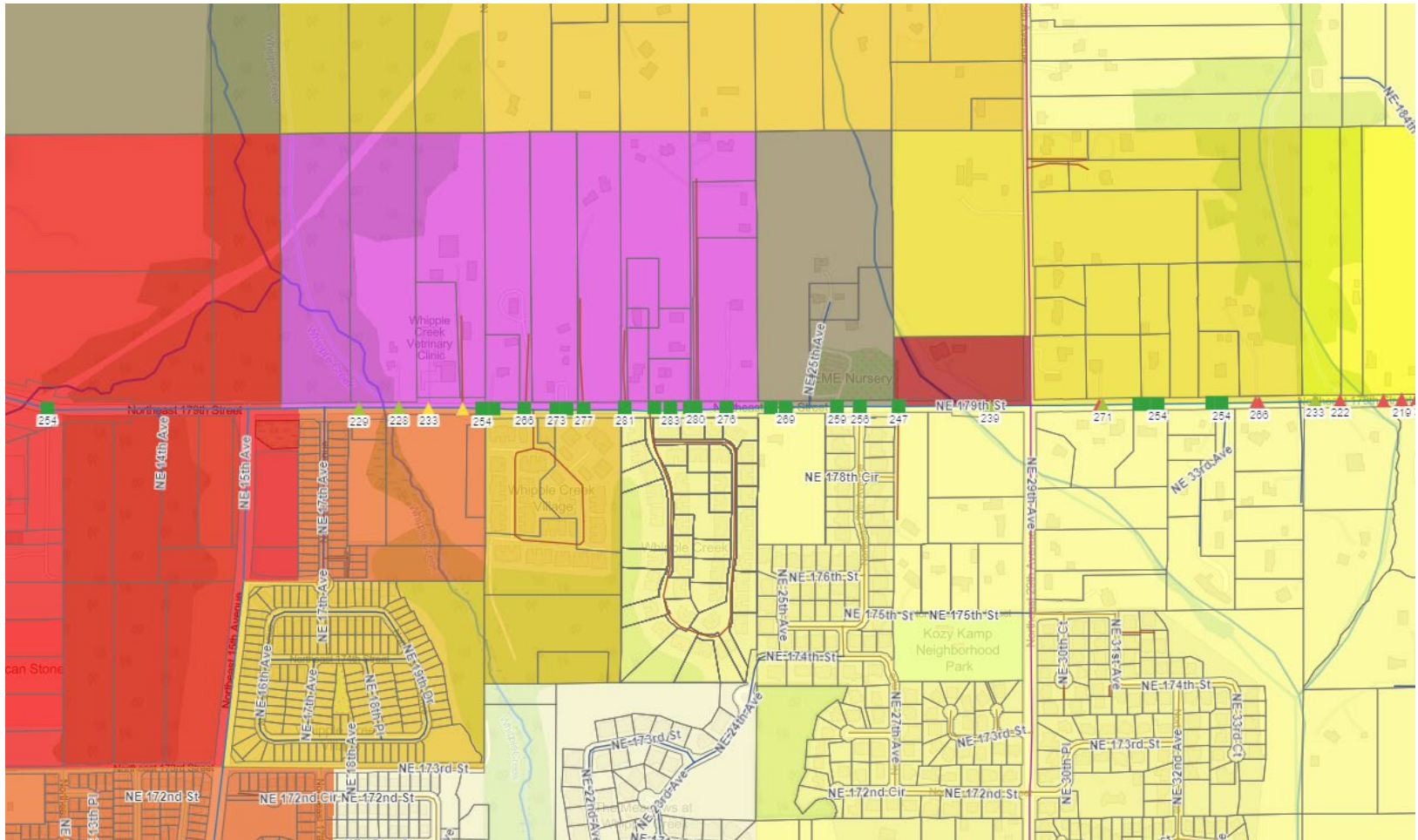
MAJOR STREET	MINOR STREET	INTERSECTION CONTROL TYPE
NW 179 <sup>TH</sup> STREET	NW 11 <sup>th</sup> Avenue	2-way stop control (NB and SB)
	NE 10 <sup>th</sup> Avenue South	1-way stop control (NB)
	NE 2 <sup>nd</sup> Avenue	1-way stop control (NB)
NE 179 <sup>TH</sup> STREET	NE Delfel Road South	Signalized
	NE Delfel Road North	1-way stop control (SB)
	I-5 SB On/Off Ramp	Signalized
	I-5 NB Off Ramp and NE 10 <sup>th</sup> Avenue	Signalized
	NE Union Road	1-way stop control (NB)
	NE 15 <sup>th</sup> Avenue	Signalized
	NE 26 <sup>th</sup> Avenue	1-way stop control (NB)
	NE 29 <sup>th</sup> Avenue	all-way stop control
	NE 50 <sup>th</sup> Avenue	all-way stop control



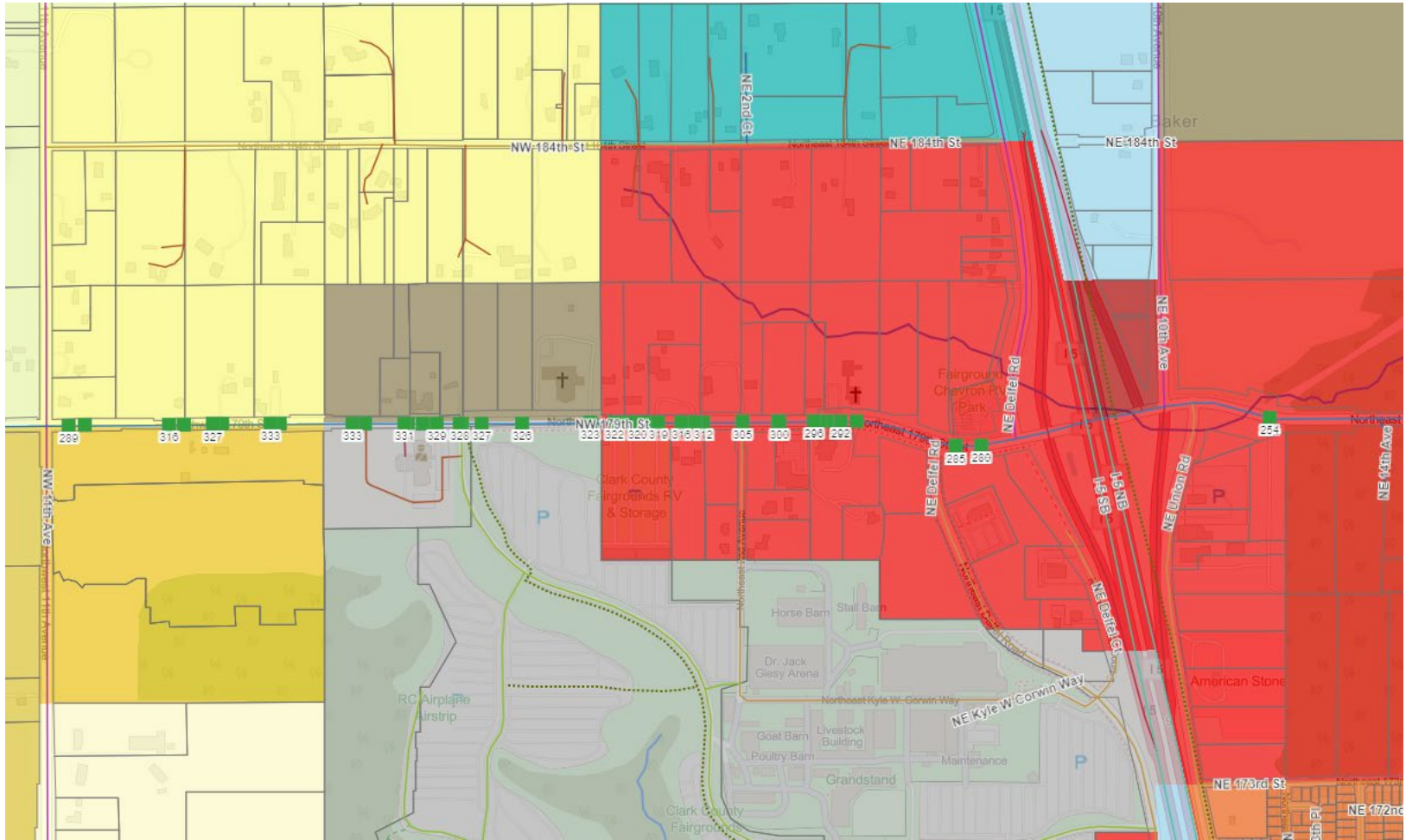
# Existing Driveways – Northeast 179<sup>th</sup> Street



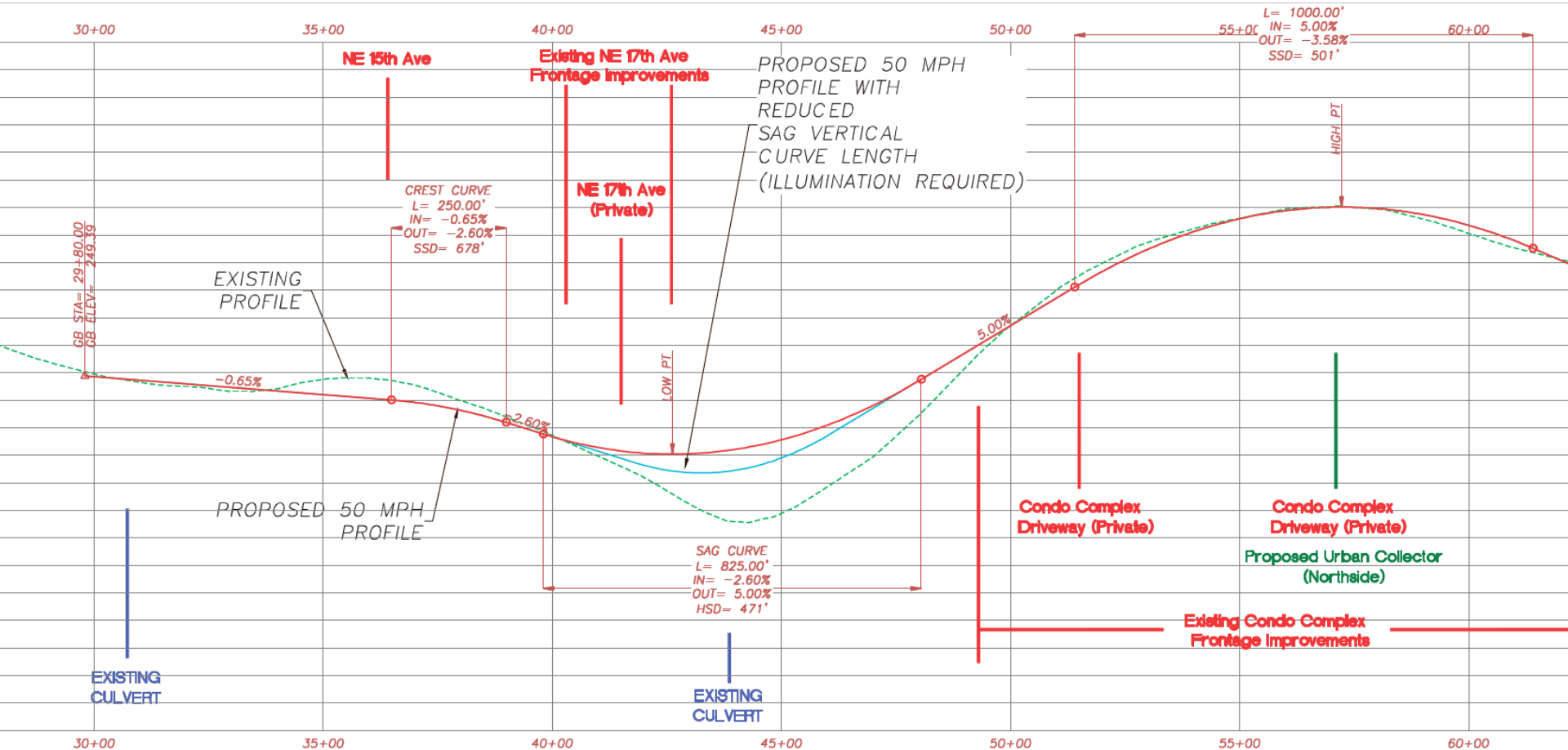
# Existing Driveways – Northeast 179<sup>th</sup> Street (continued)



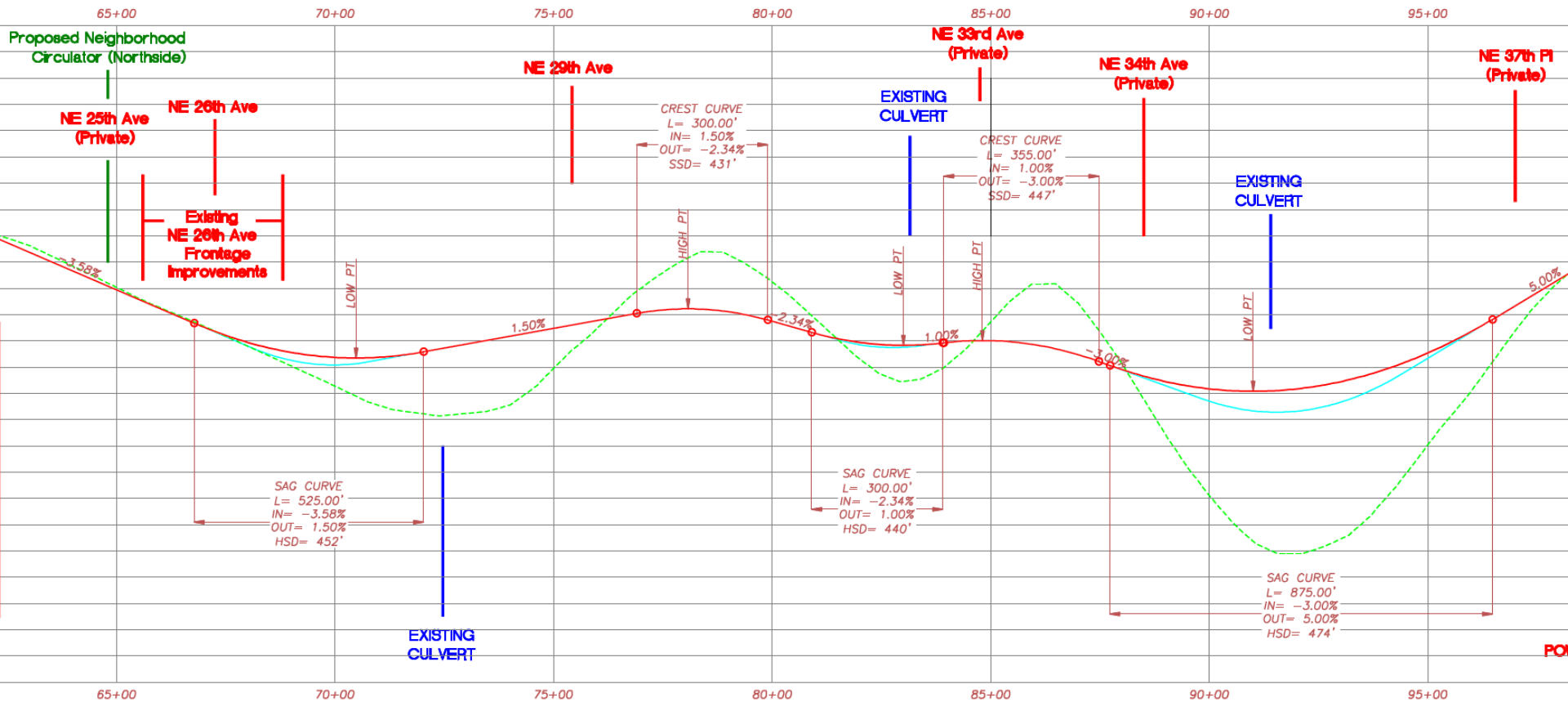
# Existing Driveways – Northwest 179<sup>th</sup> Street



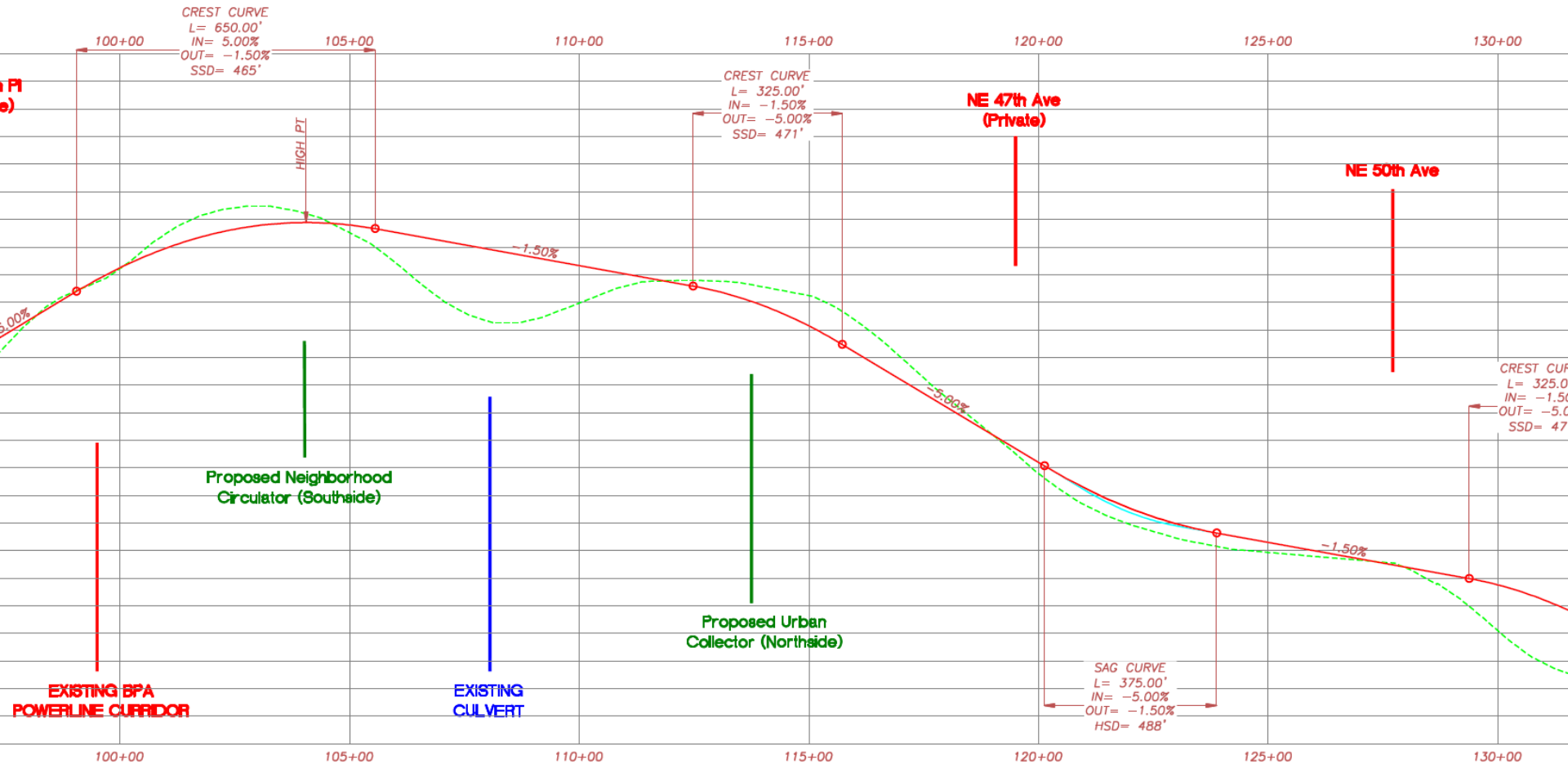
# Topology – East (15<sup>th</sup> Avenue to 22<sup>nd</sup> Avenue)



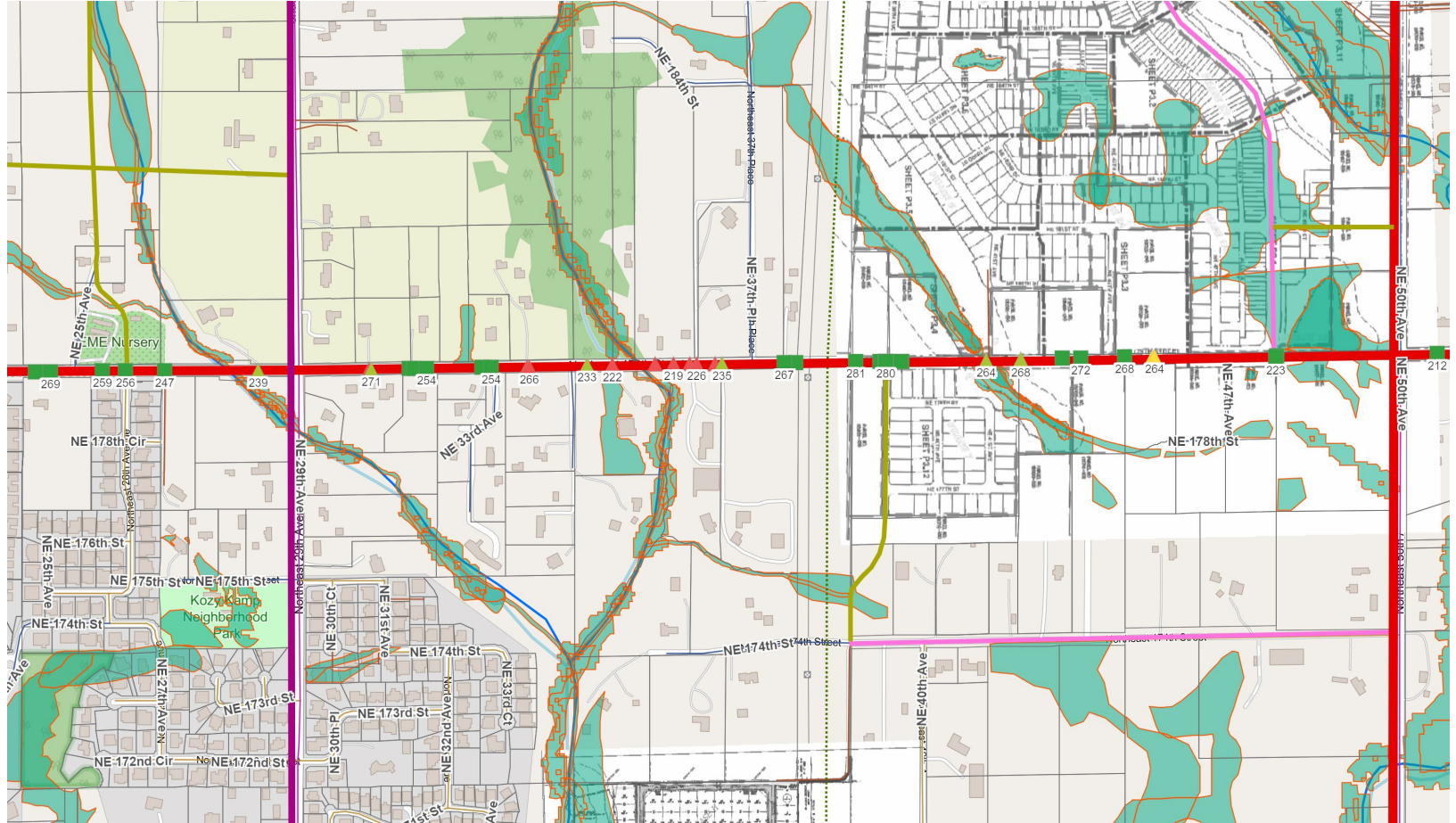
# Topology – East (25<sup>th</sup> Avenue to 37<sup>th</sup> Avenue)



# Topology – East (BPA Right-of-Way to 50<sup>th</sup> Avenue)

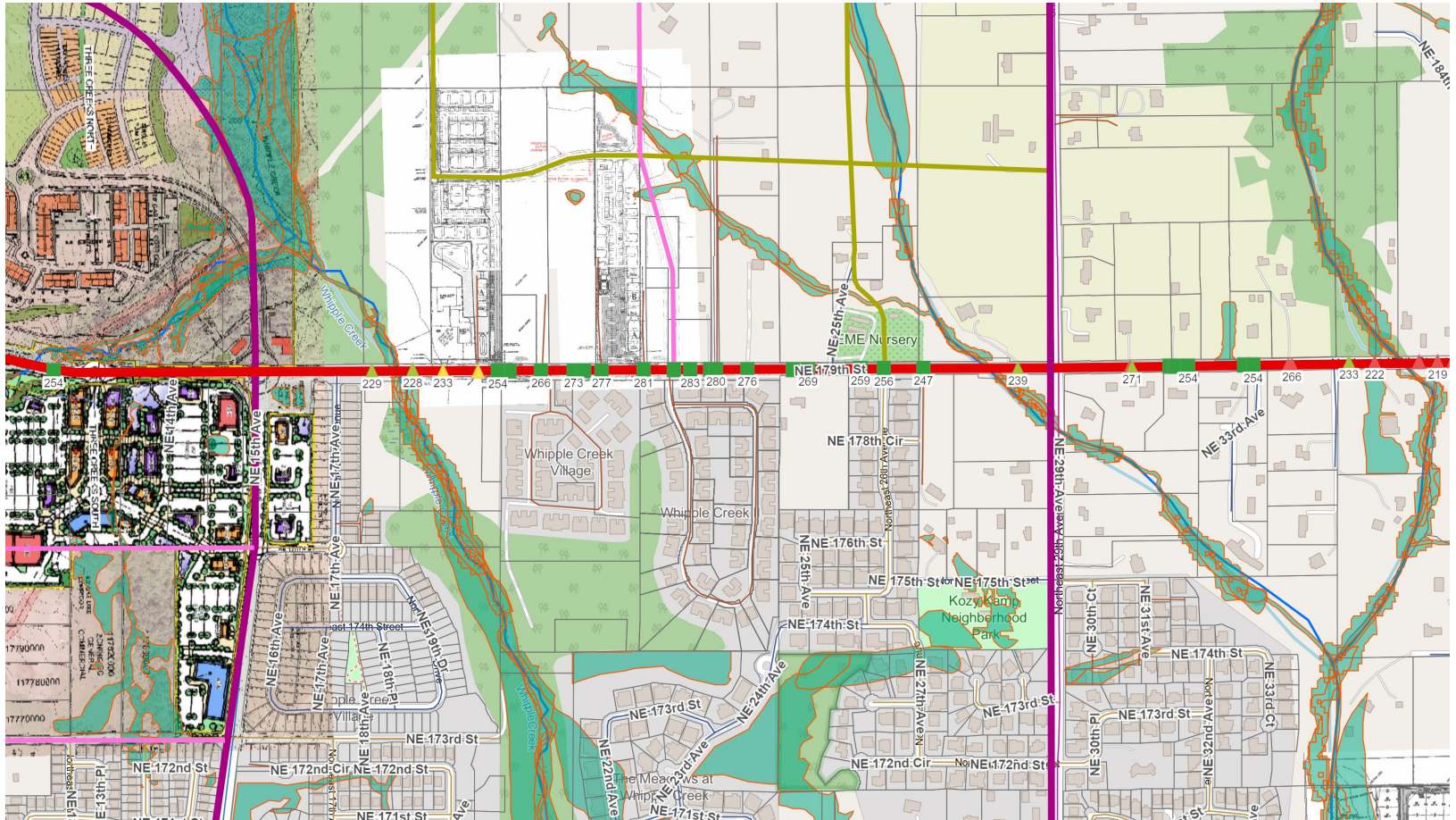


# Environmental Constraints – Northeast 179<sup>th</sup> Street

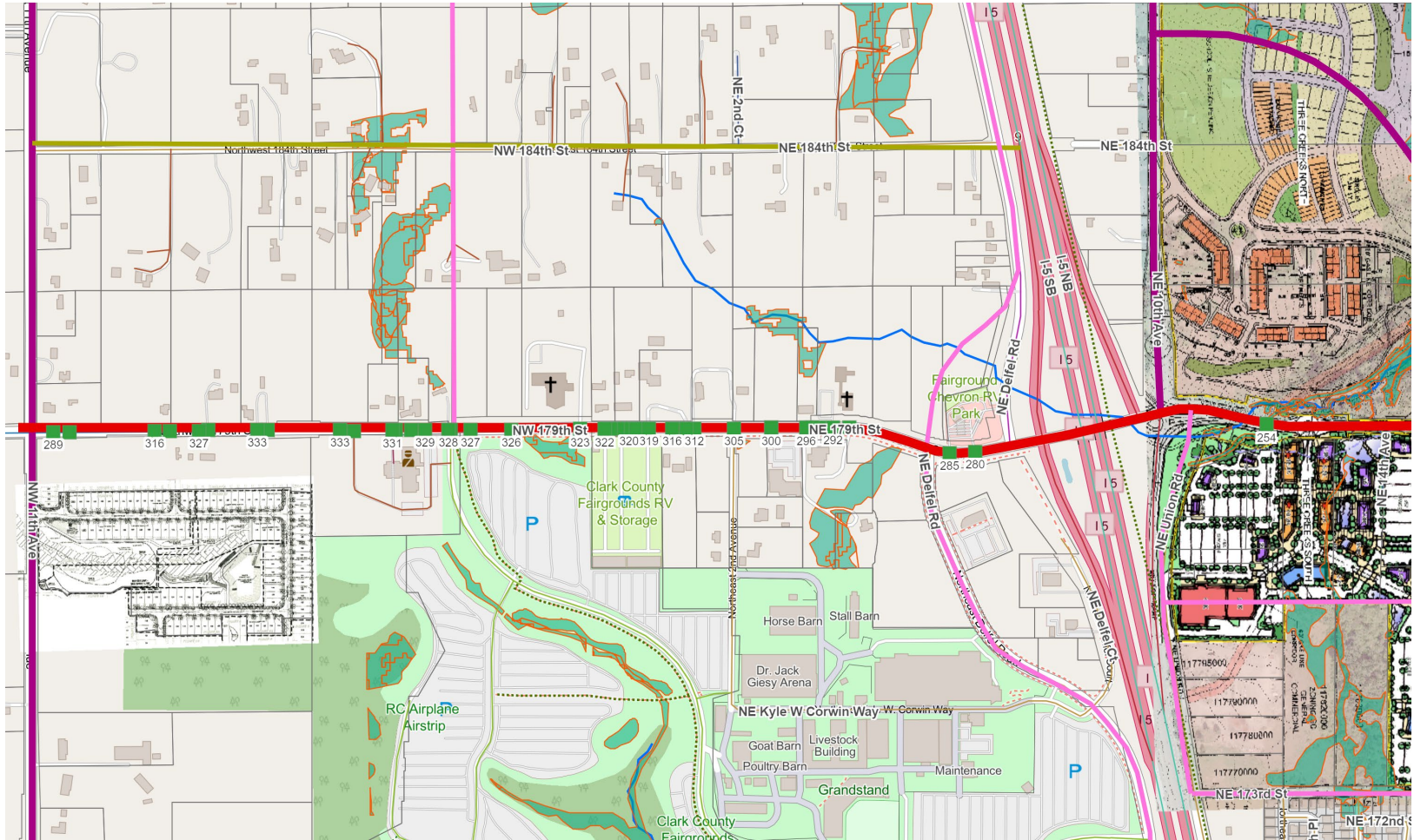




# Environmental Constraints – Northeast 179<sup>th</sup> Street (continued)



# Environmental Constraints – Northwest 179<sup>th</sup> Street

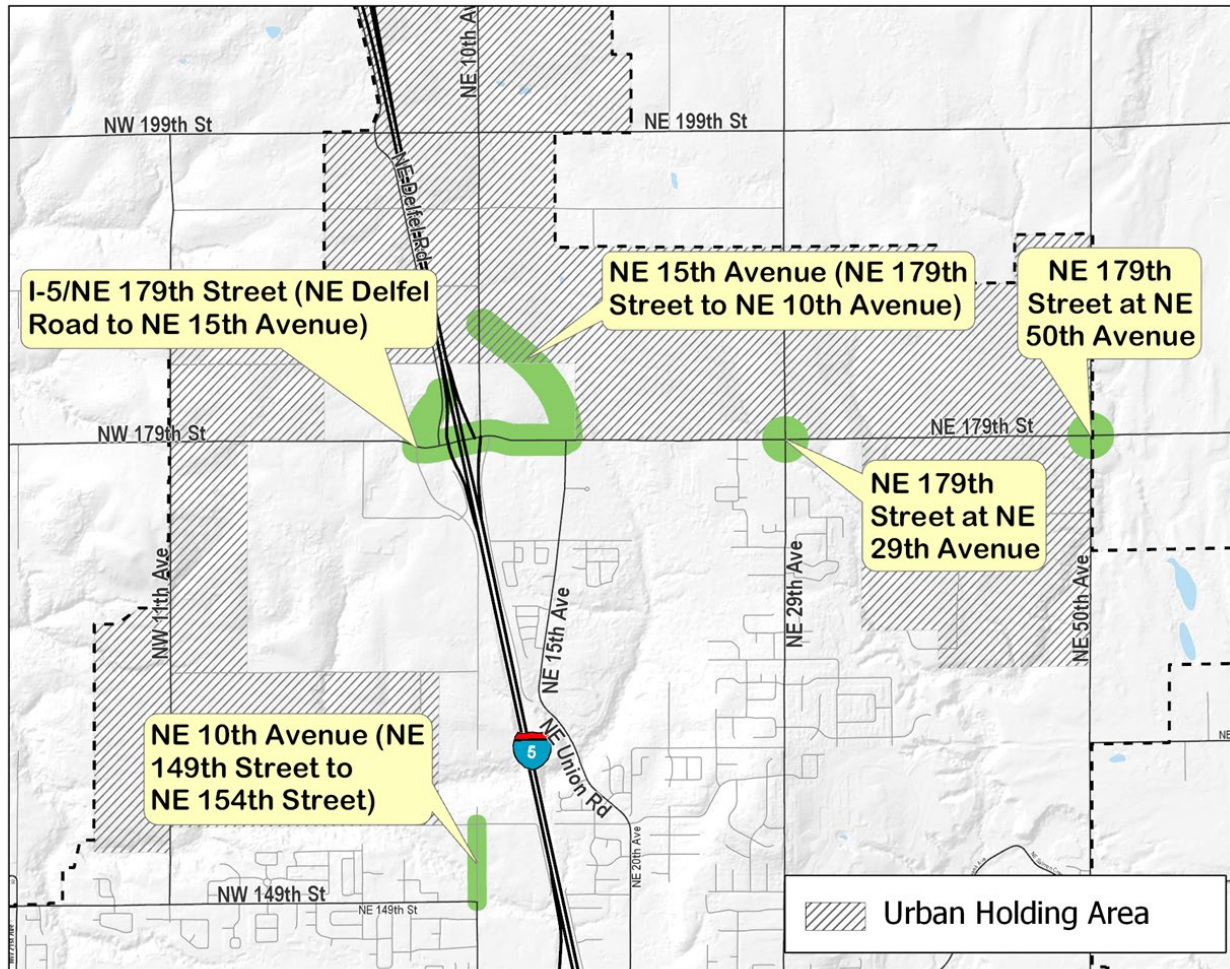


# Collisions (2015-2019)

LOCATION	COLLISION TYPE					SEVERITY		
	ANGLE	REAR END	TURNING	SIDE-SWIPE	OTHER	SEVERE INJURY	OTHER INJURY	PDO
179 <sup>TH</sup> ST (NOT INCLUDING INTERSECTIONS)	1	3	3	2	10	0	7	12
179 <sup>TH</sup> ST (INCLUDING INTERSECTIONS)	26	8	10	5	15	1	35	28



# Planned Improvements



# Northeast 29<sup>th</sup> Avenue Roundabout



4'x4' FILTERRA TREATMENT FACILITIES



**LEGEND**  
- - - - - PL - - - - - PL - - - - - PL - - - - - PL  
PROPERTY LINE

**Otak**  
Otak, Inc.  
700 Washington St., Suite 300  
Vancouver, WA 98660  
360.737.9813  
www.otak.com

OCTOBER 2021  
PROPOSED  
DEVELOPMENT PLAN  
179TH+29TH ROUNDABOUT



# Northeast 50<sup>th</sup> Avenue Roundabout



**LEGEND**

- - - - - PROPERTY LINE  
 - - - - - 100 YEAR FLOODPLANE



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OCTOBER 2021  
 PROPOSED DEVELOPMENT PLAN  
 179TH + 50TH ROUNDABOUT



# Street Classifications – Major Roads

Street Classifications	Right-of-way Width	Pavement Width	Design Speed	Direct Access (yes or no)	Spacing
Principal Arterial 4 Travel Lanes Center Turn Lane Bike Lanes	100 Feet	72 Feet	50 mph	No	2-5 Miles
Minor Arterial 4 Travel Lanes Center Turn Lane Bike Lanes	100 Feet	72 Feet	40 mph	No	Less than 2 Miles
Minor Arterial 2 Travel Lanes Center Turn Lane Bike Lanes	72 Feet	48 Feet	40 mph	No	Less than 2 Miles
Collector 2 Travel Lanes Center Turn Lane Bike Lanes	70 Feet	46 Feet	35 mph	No	Less than 2 Miles
Collector 2 Travel Lanes Bike Lanes	60 Feet	34 Feet	35 mph	No	Less than 2 Miles
Collector 2 Travel Lanes	60 Feet	38 Feet	35 mph	No	Less than 2 Miles



# Street Classifications – Local Roads

Street Classifications	Right-of-way Width	Pavement Width	Design Speed	Direct Access (yes or no)
Commercial/Industrial Road - Local	60 Feet	42 Feet	40 mph	Yes
Commercial/Industrial Road – Local with Bike Lanes	70 Feet	52 Feet	35 mph	Yes
Commercial/Industrial Road – Local with Parking	60 Feet	38 Feet	35 mph	Yes
Commercial/Industrial Road – Storefront	65 Feet	40 Feet	25 mph	Yes
Neighborhood Circulator	54 Feet	36 Feet	25 mph	Yes
Local Access Road	46 Feet	28 Feet	25 mph	Yes

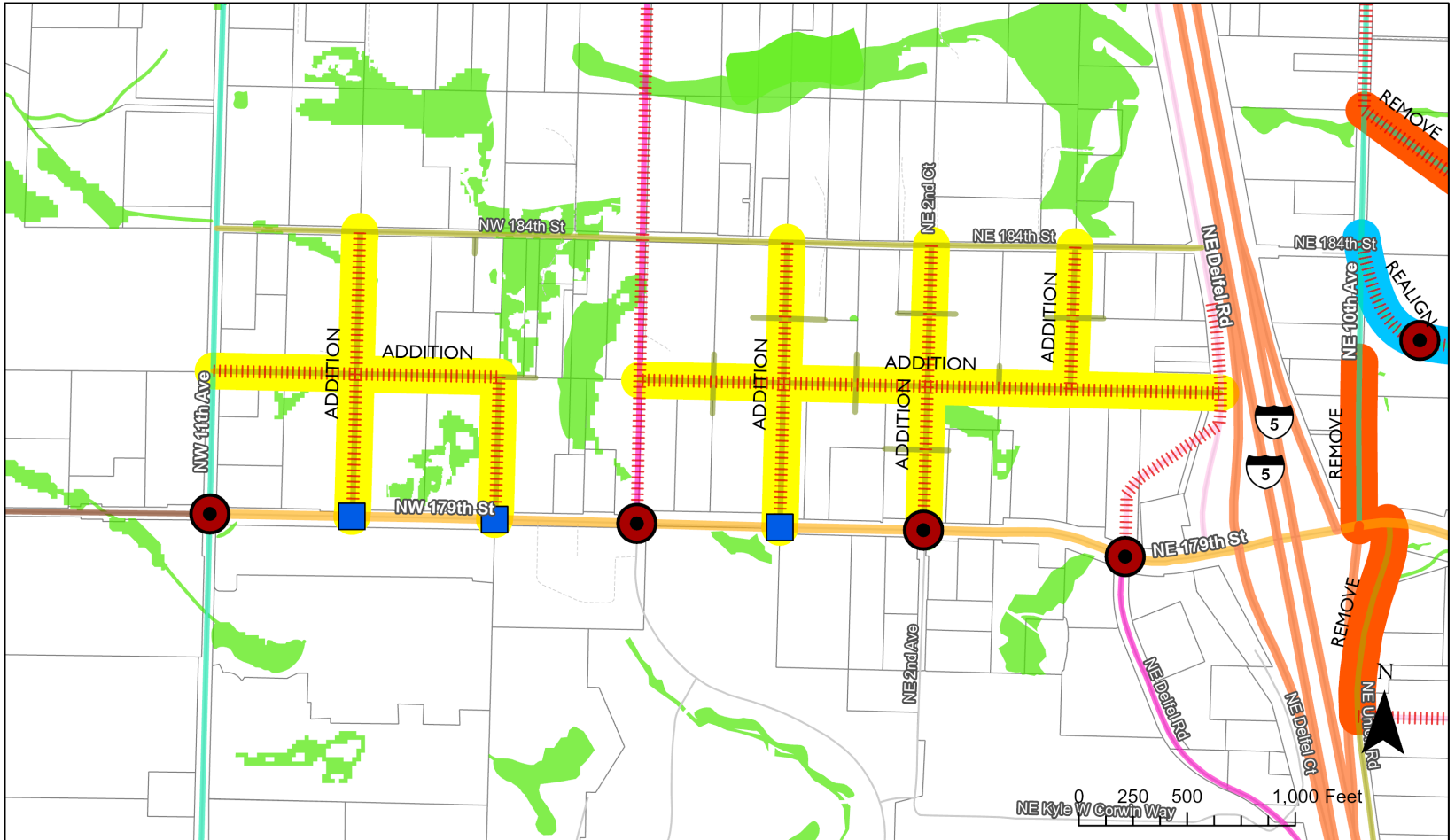






# 179th Street Access Management and Circulation Plan

Northwest 179th Street: Northwest 11th Avenue to Northeast Delfel Road



### Type of Intersection

- Interim Access, Emergency Use Only \*
- Proposed Arterial
- Interim Full Access, Future Right In / Right Out
- Roundabout
- Shared Access - Right In / Right Out

### Amendment Types

- Change
- Addition



Potential Wetlands Presence

### Arterial Atlas Classifications

- Collector - 2 lanes

Minor Arterial - 4 lanes w/CLT & bike lanes

Collector - 2 lanes w/CLT & bike lanes

Commercial Industrial Local

Non-arterial local access streets

Minor Arterial - 2 lanes w/CLT & bike lanes

Minor Arterial - 4 lanes w/CLT & bike lanes

Neighborhood Circulator

Principal Arterial Parkway - 4 lanes & regional trail

Principal Arterial - 4 lanes w/CLT & bike lanes

Rural Major Collector - 2 lanes w/shoulders

Rural Arterial - 2 Lanes

Rural Minor Collector - 2 lanes w/shoulders

State Route

\* The interim and future access of specific developments is determined based on the conditions of approval. The effect of the conditions will be coordinated with the engineering/design of 179th Street improvements, construction of and access to alternative circulation route(s), the responsible official imposing the conditions, and the property owners.

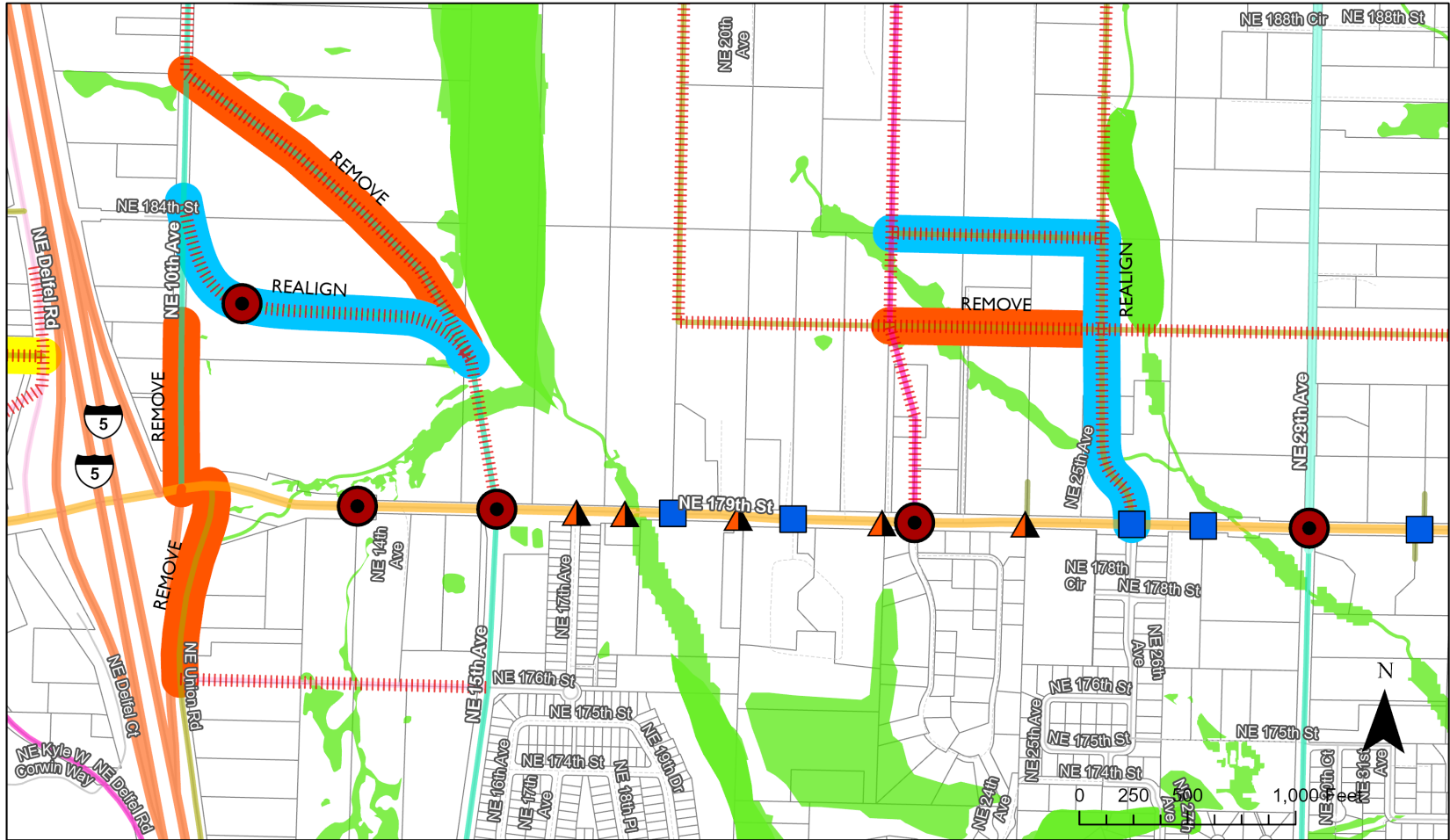
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# I 179th Street Access Management and Circulation Plan

Northeast 179th Street: Northeast 10th Avenue to Northeast 29th Avenue



### Type of Intersection

- ▲ Interim Access, Emergency Use Only\*\*
- ▨ Proposed Arterial
- Interim Full Access, Future Right In / Right Out
- Roundabout
- Shared Access - Right In / Right Out

### Amendment Types

- Change
- Addition

- Realign
- Remove
- Potential Wetlands Presence
- Arterial Atlas Classifications
- Collector - 2 lanes

- Collector - 2 lanes w/ bike lanes
- Collector - 2 lanes w/CLT & bike lanes
- Commercial Industrial Local
- Non-arterial local access streets
- Minor Arterial - 2 lanes w/CLT & bike lanes
- Minor Arterial - 4 lanes w/CLT & bike lanes
- Neighborhood Circulator
- Principal Arterial Parkway - 4 lanes & regional trail
- Principal Arterial - 4 lanes w/CLT & bike lanes
- Rural Major Collector - 2 lanes w/shoulders
- Rural Arterial - 2 Lanes
- Rural Minor Collector - 2 lanes w/shoulders
- State Route

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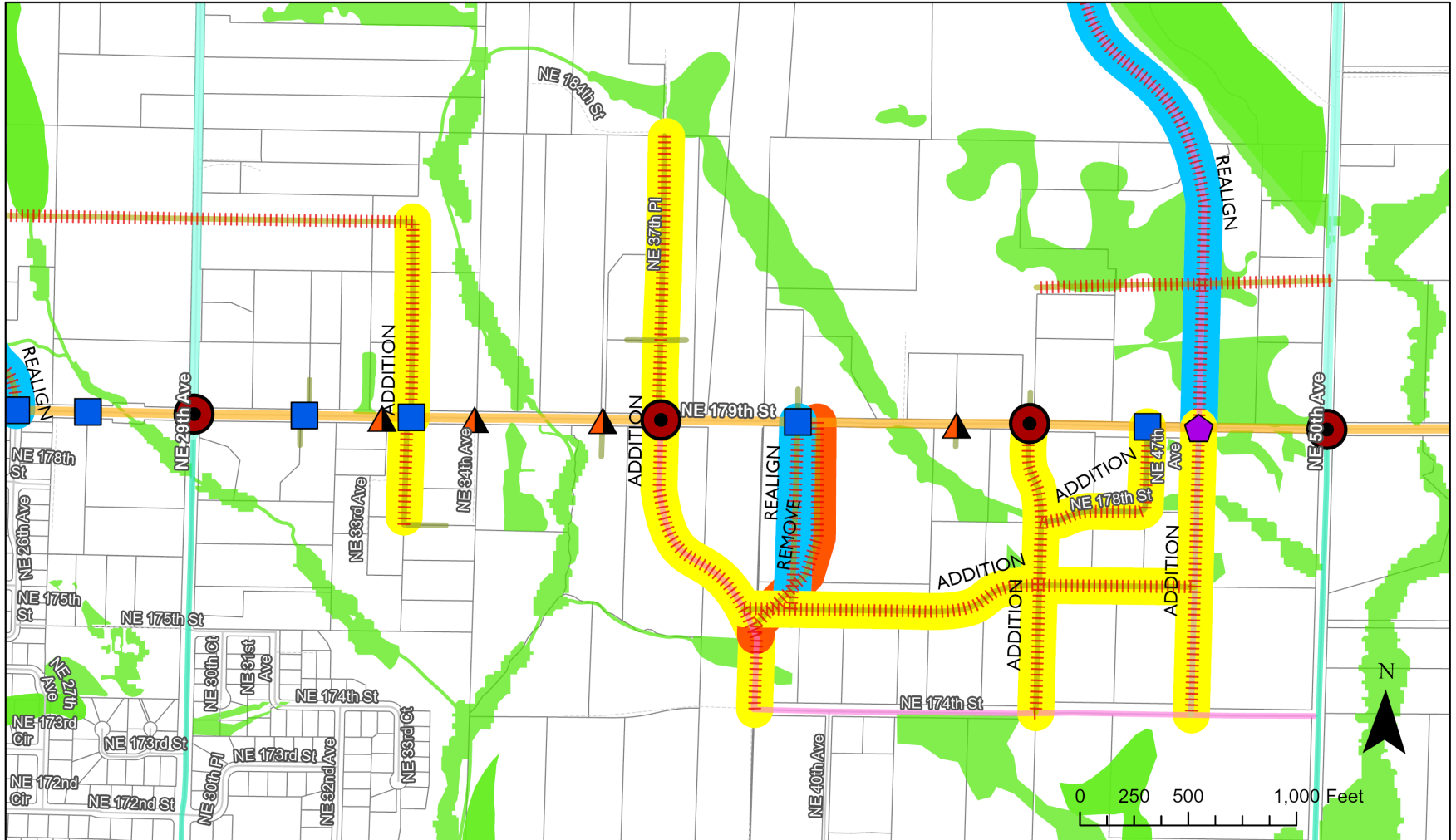
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# 179th Street Access Management and Circulation Plan

Northeast 179th Street: Northeast 29th Avenue to Northeast 50th Avenue



## Type of Intersection

- Interim Full Access, Future Right In / Right Out
- Roundabout
- Shared Access - Right In / Right Out

- Interim Access, Emergency Use Only \*
- Proposed Arterial

## Amendment Types

- Change
- Addition

- Realign
  - Remove
  - Potential Wetlands Presence
- ## Arterial Atlas Classifications
- Collector - 2 lanes

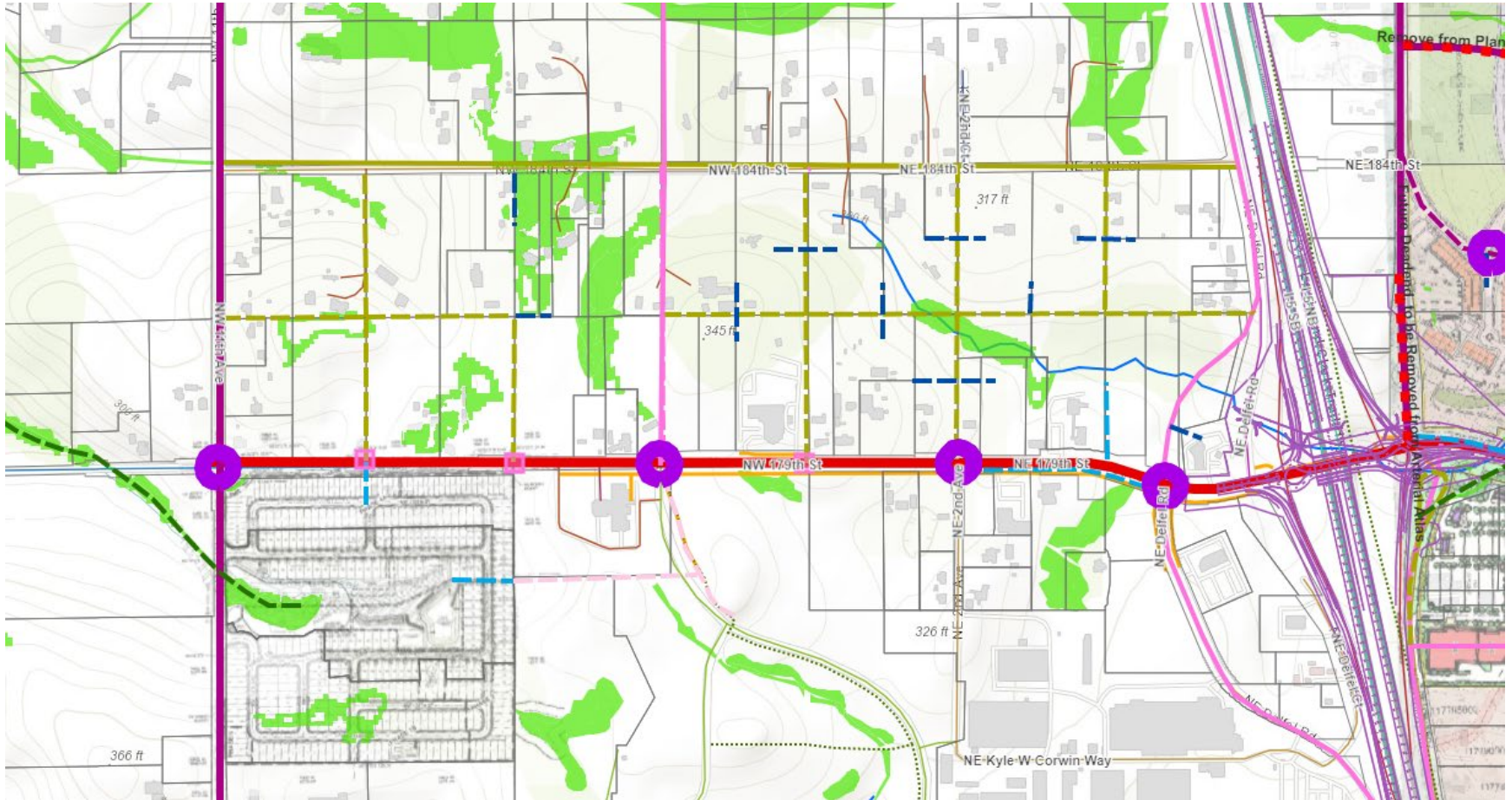
- Collector - 2 lanes w/ bike lanes
- Collector - 2 lanes w/CLT & bike lanes
- Commercial Industrial Local
- Non-arterial local access streets
- Minor Arterial - 2 lanes w/CLT & bike lanes

- Minor Arterial - 4 lanes w/CLT & bike lanes
- Neighborhood Circulator
- Principal Arterial Parkway - 4 lanes & regional trail
- Principal Arterial - 4 lanes w/CLT & bike lanes
- Rural Major Collector - 2 lanes w/shoulders

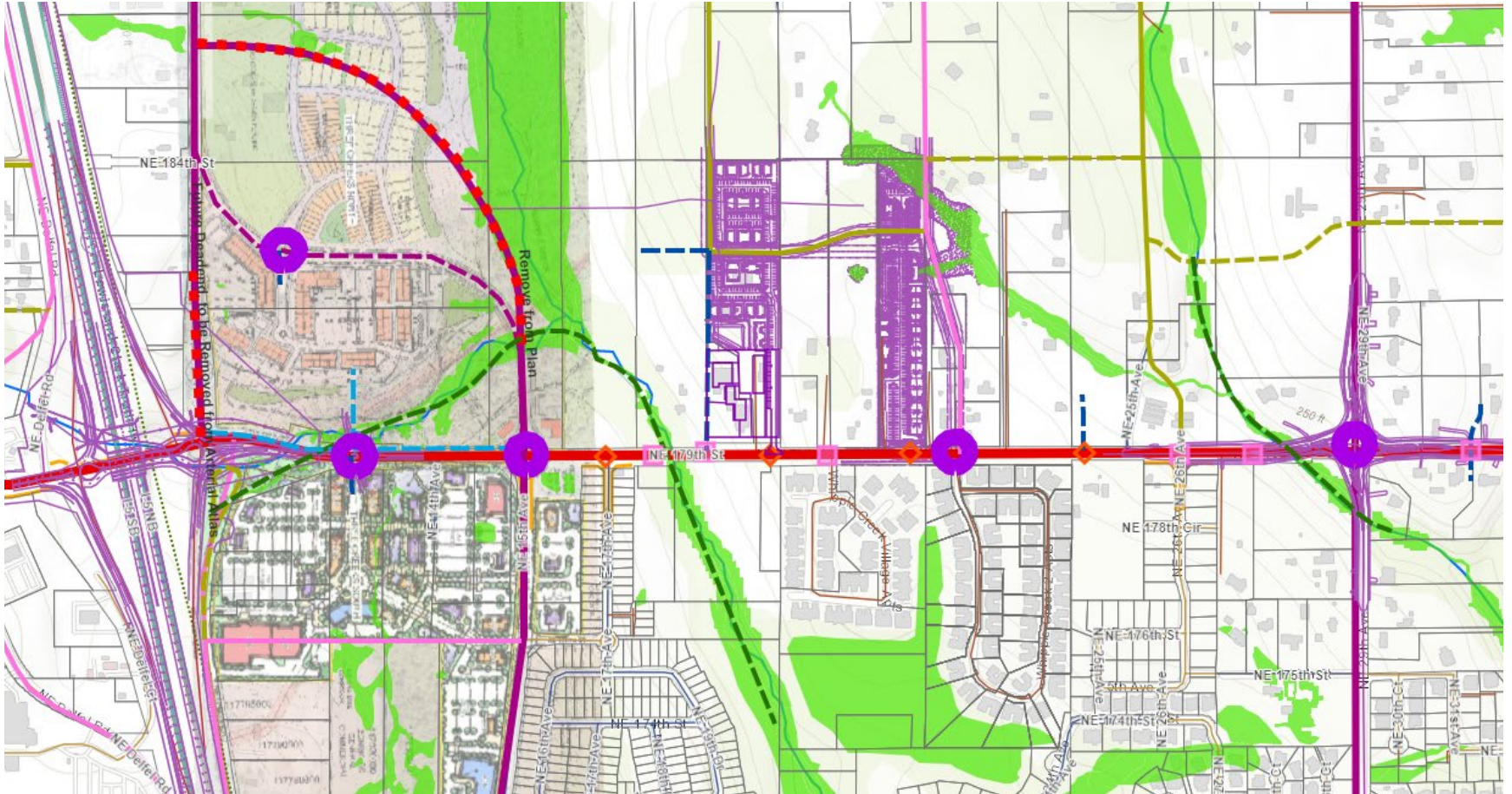
- Rural Arterial - 2 Lanes
- Rural Minor Collector - 2 lanes w/shoulders
- State Route

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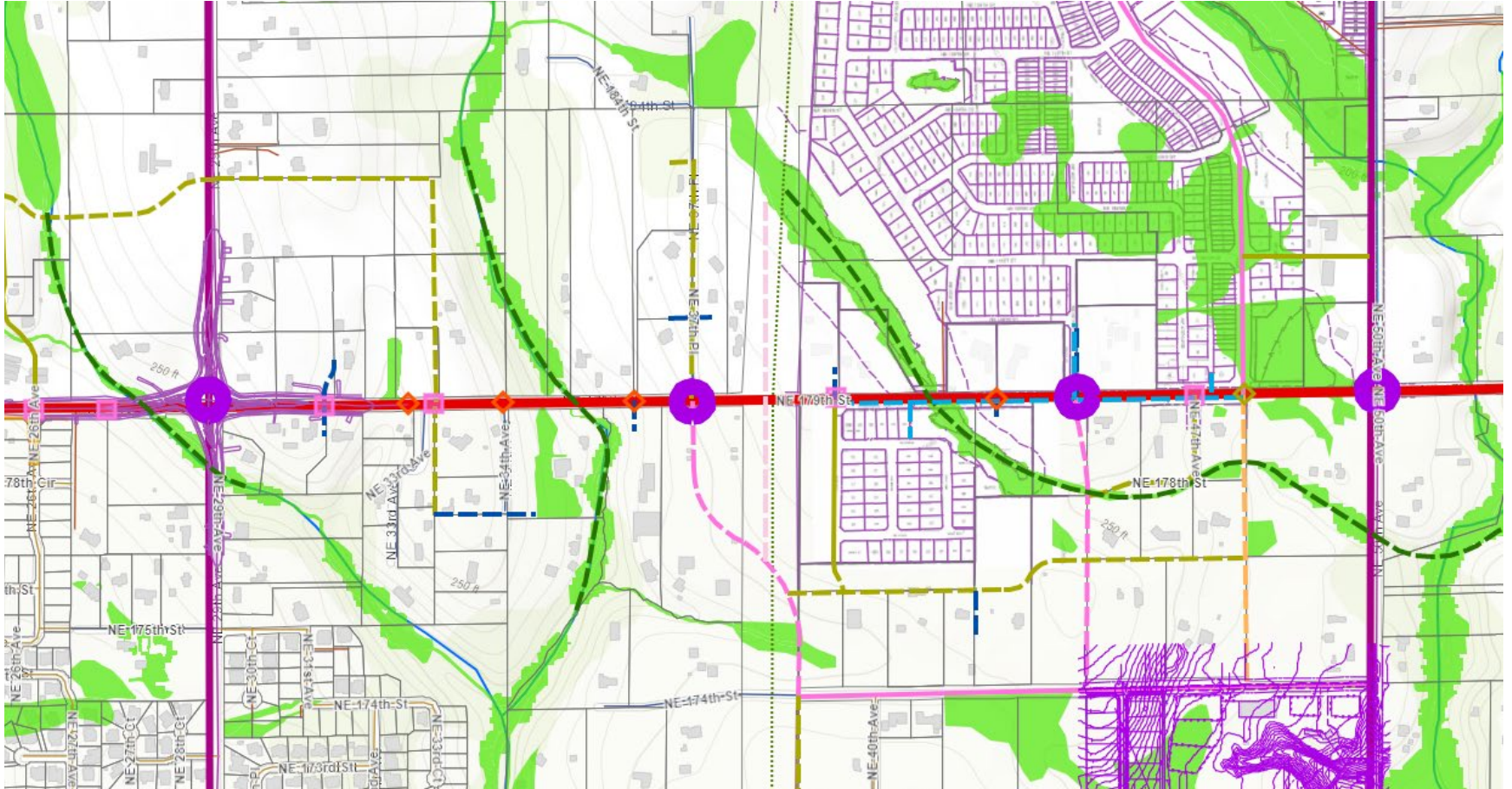
# Pedestrian, Wildlife and Local Street Connectivity



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# Pedestrian, Wildlife and Local Street Connectivity



## Approval Process Steps

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- **Final Report Drafted – January 2022**
- **SEPA Process – January 2022**
- **Public Outreach and Notice – January 2022**
- **Development Engineering Advisory Board – February 3, 2022**
- **Planning Commission – February 17, 2022**
- **County Council – March 15, 2022**



## Recommendation

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- **Clark County Public Works is recommending approval of the Arterial Atlas amendments to implement the 179<sup>th</sup> Street Access Management and Circulation Plan.**





# Thank you!

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- **Contact Information**

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