

From: [Suzan Poisner](#)
To: [Jeffrey Delapena](#)
Subject: FW: Comment on Updating the Arterial Atlas for Clark Cty Comp Plan
Date: Thursday, July 9, 2026 10:05:59 AM

For the record. Thanks

Suzan Poisner she/her/hers
Transportation Planner III
COMMUNITY PLANNING

564.397.4876

-----Original Message-----

From: Walter Valenta <waltervalenta@gmail.com>
Sent: Thursday, July 9, 2026 9:08 AM
To: Suzan Poisner <Suzan.Poisner@clark.wa.gov>
Cc: Michael Sallis <Michael.Sallis@clark.wa.gov>; Harrison Husting <Harrison.Husting@clark.wa.gov>; Doug Kolberg <dougkolberg@yahoo.com>
Subject: Re: Comment on Updating the Arterial Atlas for Clark Cty Comp Plan

Suzan and transportation team,

Yes, we would like to request moving the proposed Atlas changes to the 2026/27 Docket agenda.
We found your email very thoughtful. Thank you for keeping us informed on the best way for updating the Arterial Atlas.

Walter Valenta
waltervalenta@gmail.com
503-880-0181

> On Jul 9, 2026, at 8:07 AM, Suzan Poisner <Suzan.Poisner@clark.wa.gov> wrote:

>

> Walter,

> It was my pleasure to meet you last week when you attended the July 1st County Council meeting. We have now received multiple requests to update the Arterial Atlas similar to yours.

>

> Due to the timing of these submittals, the changes will not be reflected as part of the clean-up efforts related to the Arterial Atlas for the upcoming July 15/16 work sessions with Council and Planning Commission, nor will they be reflected in the Comprehensive Plan update packets going to Commerce and RTC in two weeks.

>

> However, we would like to offer this option for moving these requests forward as a Docket agenda item:

> We would like to process these requests as part of the 2026/27 Docket agenda. We will identify Docket items in the fall of 2026, review/process them in 2027 with changes going into effect in January 2028.

>

> This approach will enable us enough time to research these alignments, pull the related land use decisions, and make sure we are not recommending changes to Council that conflict with other historic decisions without a full understanding of what has transpired.

>

> I wanted to assure you that your request has been heard, but we just don't have the time to Please let me know if you have any questions.

>

> Suzan Poisner she/her/hers

> Transportation Planner III

> COMMUNITY PLANNING

>

> 564.397.4876

> -----Original Message-----

> From: Walter Valenta <waltervalenta@gmail.com>

> Sent: Tuesday, June 30, 2026 11:21 AM

> To: Suzan Poisner <Suzan.Poisner@clark.wa.gov>; Michael Sallis <Michael.Sallis@clark.wa.gov>

> Cc: Walter Valenta <waltervalenta@gmail.com>

> Subject: Comment on Updating the Arterial Atlas for Clark Cty Comp Plan

>

>

> EXTERNAL: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

>

>

>

> Suzan Poisner and Michael Sallis

> Clark County Transportation Planning

>

> Please accept this comment on updating the Arterial Atlas as part of the Clark County Comprehensive Plan Update.

>

> Thank you,

> Walter Valenta

> waltervalenta@gmail.com

> 503-880-0181

>

From: [Suzan Poisner](#)
To: [Jeffrey Delapena](#)
Cc: [Harrison Husting](#); [Jose Alvarez](#)
Subject: FW: Comment on Updating the Arterial Atlas for Clark Cty Comp Plan
Date: Tuesday, June 30, 2026 11:39:15 AM
Attachments: [Arterial Atlas Comments.pdf](#)

Jeff,

Please add this communication (below and attached document) to our Comp Plan update index. If you are using Key Words to organize the index, these are related to the "Arterial Atlas" updates related to the Comp Plan update work.

Thanks,

Suzan

Suzan Poisner she/her/hers
Transportation Planner III
COMMUNITY PLANNING

564.397.4876

-----Original Message-----

From: Suzan Poisner

Sent: Tuesday, June 30, 2026 11:30 AM

To: 'Walter Valenta' <waltervalenta@gmail.com>

Cc: Jose Alvarez <Jose.Alvarez@clark.wa.gov>; Harrison Husting <Harrison.Husting@clark.wa.gov>

Subject: RE: Comment on Updating the Arterial Atlas for Clark Cty Comp Plan

Walter,

Thank you for reaching out with your request for changes to the Arterial Atlas.

I will follow up if we have questions. We are finishing the draft work on the Arterial Atlas this week to prepare for work sessions with County Council and Planning Commission later this month.

Have a wonderful day,

Suzan

Suzan Poisner she/her/hers
Transportation Planner III
COMMUNITY PLANNING

564.397.4876

-----Original Message-----

From: Walter Valenta <waltervalenta@gmail.com>

Sent: Tuesday, June 30, 2026 11:21 AM

To: Suzan Poisner <Suzan.Poisner@clark.wa.gov>; Michael Sallis <Michael.Sallis@clark.wa.gov>

Cc: Walter Valenta <waltervalenta@gmail.com>

Subject: Comment on Updating the Arterial Atlas for Clark Cty Comp Plan

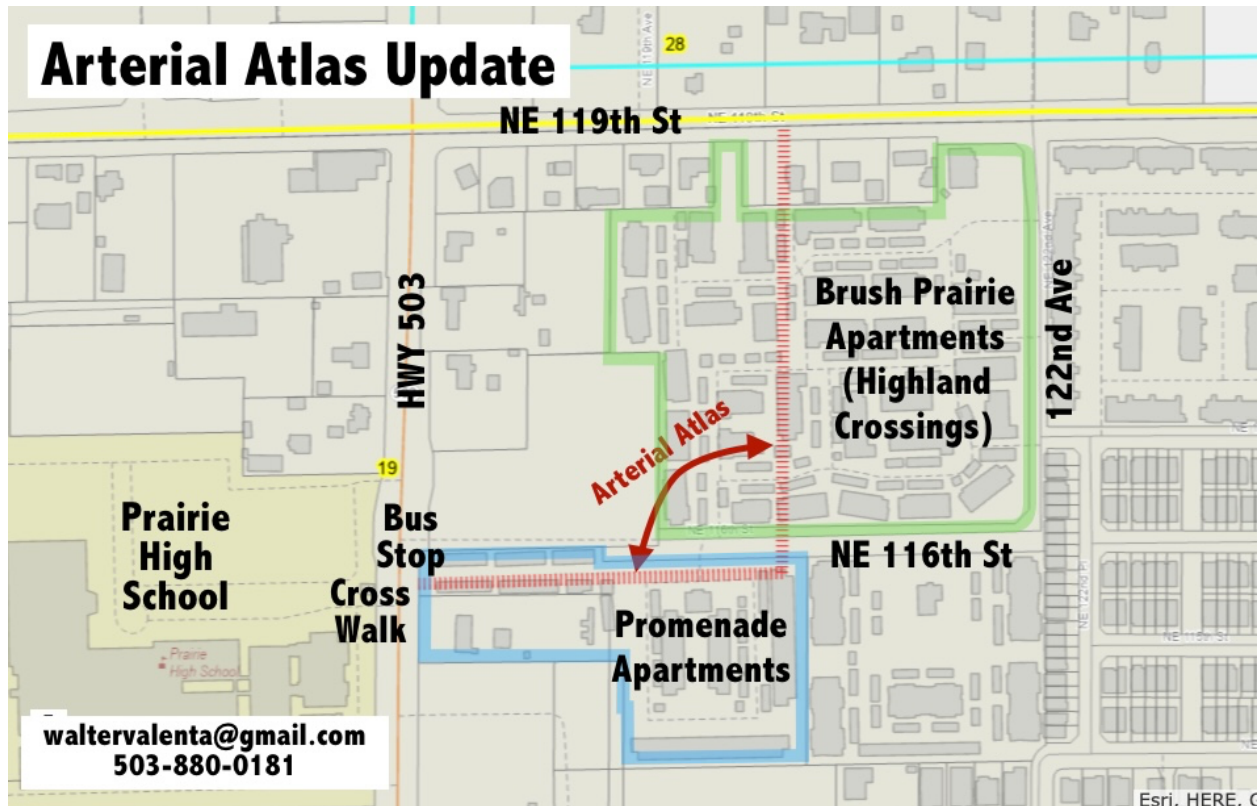
EXTERNAL: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Suzan Poisner and Michael Sallis
Clark County Transportation Planning

Please accept this comment on updating the Arterial Atlas as part of the Clark County Comprehensive Plan Update.

Thank you,
Walter Valenta
waltervalenta@gmail.com
503-880-0181

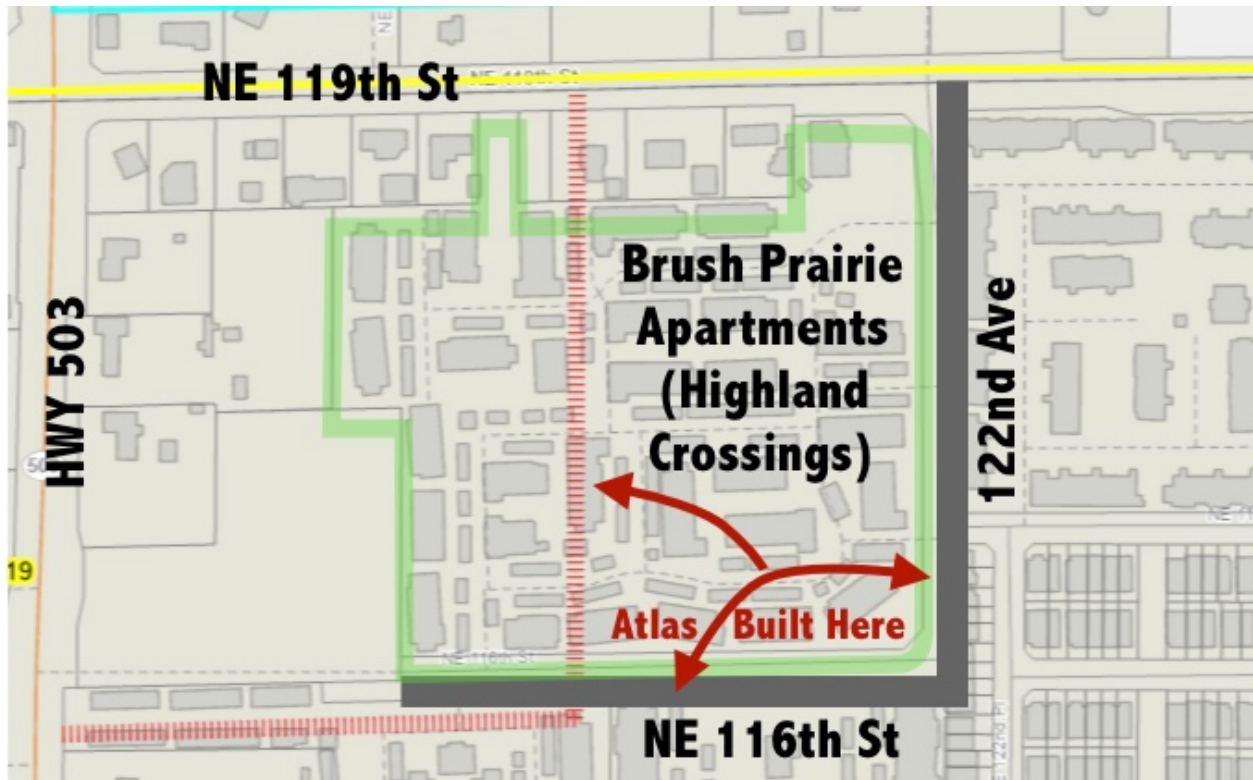
Comment on Updating the Arterial Atlas Maps



These requirements of the Arterial Atlas in this location have been satisfied by completed developments and WsDOT restrictions. This segment should be removed from the Atlas map as part of the Clark County Comp Plan Update

Four Reasons why:

- 1) Brush Prairie Apartment built the North-South and East-West Atlas connections.
- 2) Promenade Apartments built the East-West Atlas connections.
- 3) WsDOT access management will not allow a vehicle connection onto HWY 503 where the Arterial Atlas proposes.
- 4) C-Tran and WsDOT have built a transit stop and HAWK cross walk where the Atlas proposes a vehicle connection to HWY 503.



HIGHLAND CROSSINGS Apartment Development

The North-South connection and a portion of the East-West connection of the Arterial Atlas was built with the Brush Prairie Development (now called Highland Crossings Apartments)

Brush Prairie Land Use Reviews - PSR2016-00003; SEP2016-00006; EVR2016-00021

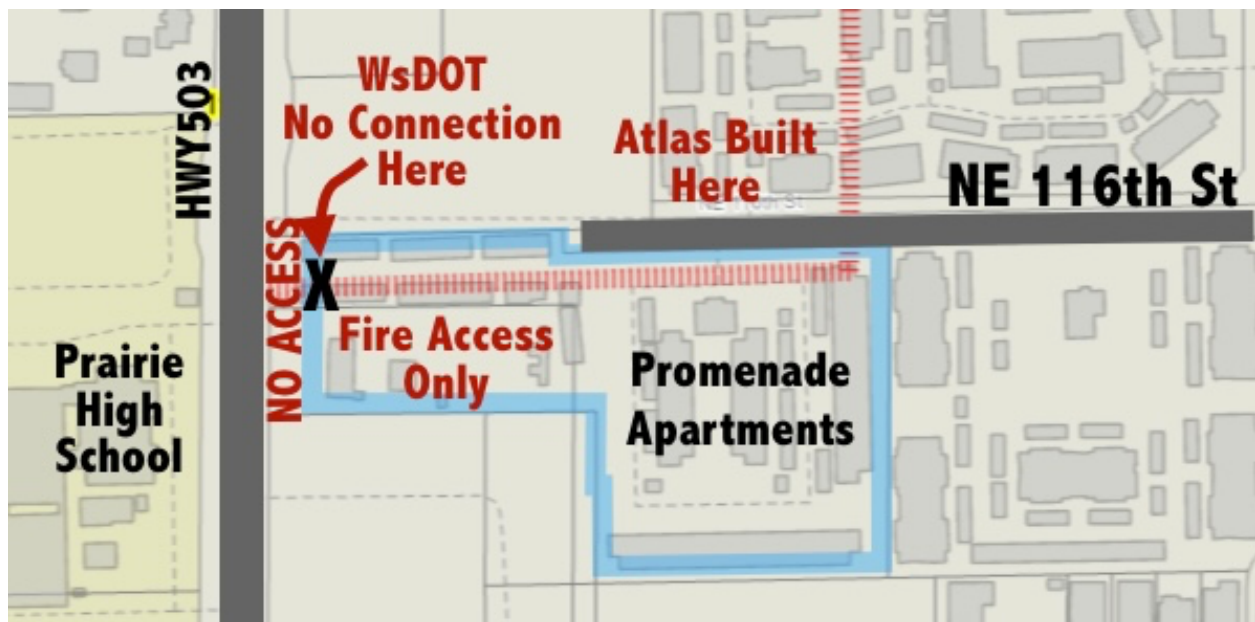
See Page 8 of 29 of the Staff Report

Transportation Finding #2 - Road Circulation

The applicant has proposed public "Local Commercial/Industrial" frontage roads consisting of NE 122nd Ave. and NE 116th Street. These proposed roads meet the north-south and east-west local/industrial road alignments that are a part of the county's arterial atlas. The applicant has submitted a road modification that addresses reduced intersection spacing between the existing NE 116th Way and the proposed NE 116th Street. The minimum intersection spacing requirement of 500 feet associated with NE 119th Street has been satisfied. The intersection of private NE 116th Ave. and NE 116th St. will be located more than 800 feet to the west of the proposed intersection of NE 122nd Ave. and NE 119th St. The proposed intersection of NE 120th Ave. and NE 116th St. will align with an existing private road that intersects to the north of NE 116th St. The project does not propose driveway access directly to NE 119th Street. The roadway circulation plan complies with the circulation plan requirements, Section CCC 40.350.030(B)(2).

According to the land use review of the Brush Prairie Development (Highland Crossing Apartments) this requirement of the Arterial Atlas was satisfied when the Brush Prairie development was built and NE 122nd Ave and NE 116th Street were dedicated.

This portion of the Arterial Atlas should be removed from the Map Update



PROMENADE Apartment Development

A portion of the East-West connection of the Arterial Atlas designation was constructed as part of the Promenade Apartments. **According to that land use review building the remaining portion of the public street and a connection to HWY 503 was not required.** Also WsDOT would not allow a direct HWY 503 connection.

From Promenade Land Use Review DS1401SPR-Revised 11/26/08

Page 10

Finding 10 Road Circulation

The applicant submitted a cross circulation plan that is a part of a traffic study. The applicant is proposing access to the north, east, and south to parcel #200171-000.

The state has limited access to SR 503 (see Exhibit #18) and the applicant provided a road modification that addresses the cross circulation code. Therefore, staff finds that the project complies with the circulation plan requirements of Section 40.350.030(B)(2).

Page 11-12

Finding 12 Road Modifications

The applicant submitted a road modification application dated November 11, 2008 (Exhibit #12) and an associated addendum (Exhibit #17). The applicant requests relief from two code standards:

1. The cross circulation plan as it relates to a maximum 800-foot block length.
2. Insufficient driveway spacing between the existing driveway to the north of the property and the proposed intersection of NE 116th Street and NE 117th Avenue.

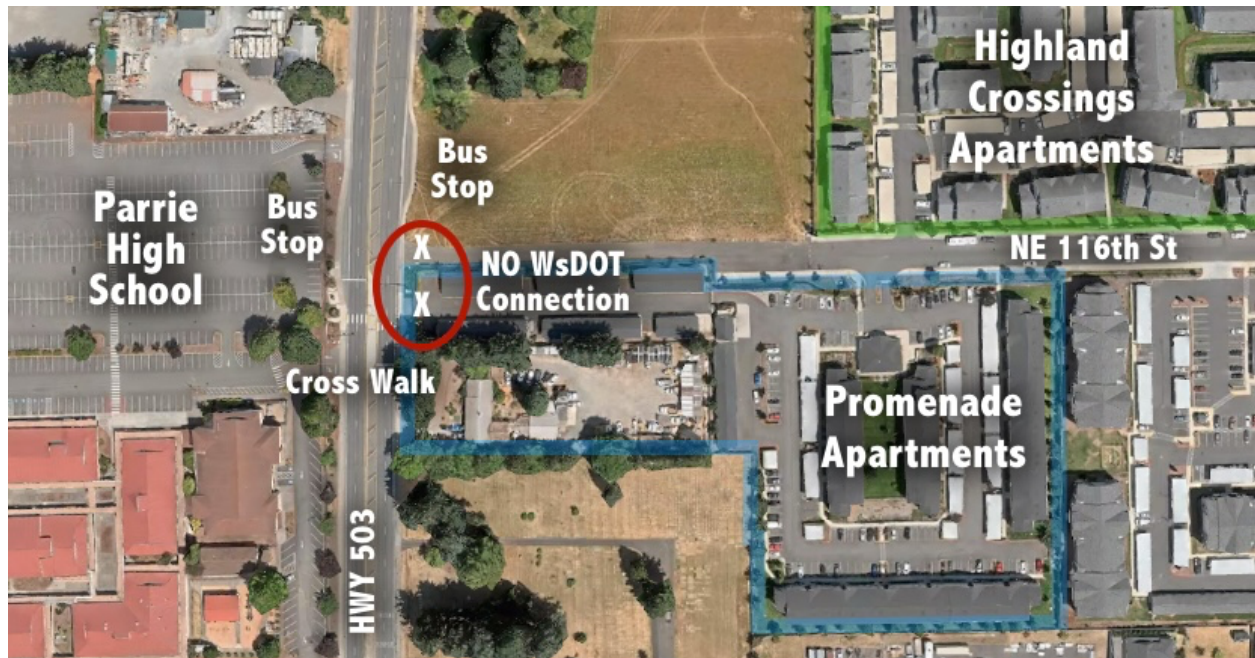
From Promenade Land Use Review DS1401SPR-Revised 11/26/08

Applicant's Discussion

1. According to the applicant: "We propose to provide more cross circulation to the east via NE 116* Street and provide an adequate commercial driveway access to the 1-acre south of the site instead of a public street which puts a burden on our project and the 1-acre commercial parcel. The function would be the same, providing links to NE 117" Avenue and potentially to NE 119'h Street some distance away from the signal and facilitating driveway access to roads at a lower classification than these two arterials. Other linkages to be constructed by others in the future will access to the site. A public roadway is not necessary since it cannot be extended nor will it provide any future access, circulation or connection to any other roadways or parcels further south, again because of the existing cemetery in that area. The need is to only serve the 1-acre parcel, which is zoned commercial. Providing a proposed commercial driveway from that property onto SR 503. The 1-acre parcel will have its internal circulation most likely through a parking lot. A public road through that small site will create burden and take away a large chunk of that site with little developable area left for a commercial building and parking." The applicant believes this request can be justified according to criteria CCC 40.550.010(A)(1)(a) and CCC 40.550.010(A)(1)(b).

According to their land use review of the Promenade Apartments, and the restrictions placed on any future connection to HWY 503, the requirement of the Arterial Atlas was satisfied.

This portion of the Arterial Atlas should be removed from the Map Update



WsDOT and C-Tran Improvements

WsDOT will not allow a General Vehicle Access from NE 116th St onto HWY 503.

Additionally WsDOT and C-Tran have built as a Transit Stop and a newly constructed HAWK crosswalk at the location where the Arterial Atlas proposes a vehicle connection.

116' Street Property-Pre-App Conference. SR 503 MP 2.67.

Please see letter dated May 17, 2023 from WsDOT as a comment to the proposed development Pre-App Conference. SR 503 MP 2.67. stating that no connection to HWY 503 would be allowed.

SR 503 (NE 117" Ave) is classified as a Class 3 Managed Access Highway along the site's frontage. Chapter 468-51-030 WAC states that "every owner of property which abuts a state highway where limited access rights have not been acquired has a right to reasonable access, but may not have the right to a particular means of access, to the state highway system. The right of access to the state highway may be restricted if, pursuant to local regulation, reasonable access to the state highway can be provided by way of another public road which abuts the property." As the property has reasonable access to SR 503 via 116* Street and other public roads, WSDOT will not permit direct access to SR 503 from this development except for the existing emergency access.

See Email dated Feb 4, 2026 from WsDOT to Clark County Staff discussing the proposed 116' Street – Kolberg Conditional Use Application regarding the Transit Stop and HAWK Cross Walk. Per the general provisions of the Access Management rules [WAC 468-51-030(1)], while every property owner abutting the state route has a right to reasonable access to the state route, that does not establish the right to a particular means of access to the state route. Right of access to the state route may be restricted if reasonable access to the state highway can be

provided by way of another public road abutting the property. In this case, reasonable access to the state route can be provided via the local street network (using 116th Street, to 122nd Ave, to 119th Street). The applicant has not demonstrated that this access connection is needed for this development in their traffic study. Even if the traffic study showed LOS deficiencies on the local street network, mitigation of those deficiencies should be considered before requesting direct access to the state route.

In addition, if approval were to be granted to allow direct access to SR 503 via 116th Street, there are design elements necessary that would be difficult to provide given the access connection's proximity to transit stops, a recently constructed HAWK signal, and limited frontage. Turn channelization, if deemed necessary, would require the purchase of adjacent property, which may be infeasible due to existing development.

Conclusion

The public street connections envisioned by the Arterial Atlas have already been built by earlier developments.

The ability to actually connect to HWY 503 where the Atlas recommends is not allowed by WsDOT.

The envisioned HWY 503 connection location additionally is in conflict with the C-Tran Bus Stop and recently built HAWK cross walk.

Please remove the Arterial Atlas designation on this portion of the Map as part of the Clark County Comprehensive plan update.

Sincerely,
Walter Valenta
503-880-0181
waltervalenta@gmail.com