From: Cnty 2025 Comp Plan
To: Lynn; Cnty 2025 Comp Plan
Cc: Rebecca Messinger
Subject: RE: Comment pertaining to update of CGM plan: 50th Ave and 139th St NE
Date: Monday, October 12, 2026 1:28:49 PM

Hello Lynn,

Thank you very much for submitting these comments related to the 2025 Comprehensive Plan update.

Confirming this has been received and will be added to the Comprehensive Plan Index of Record. Forwarding to additional staff as well to be shared with the council.

Jeff Delapena
Program Assistant
COMMUNITY PLANNING

564.397.4558

NOTICE OF PUBLIC DISCLOSURE: This e-mail account is public domain. Any correspondence from or to this e-mail account may be a public record. Accordingly, this email, in whole or in part may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.

-----Original Message-----
From: Lynn <lstiglich@comcast.net>
Sent: Monday, October 12, 2026 1:20 PM
To: Cnty 2025 Comp Plan <comp.plan@clark.wa.gov>
Subject: Comment pertaining to update of CGM plan: 50th Ave and 139th St NE

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.

Dear Committee Members,

Thank you for your work on the county's comprehensive growth management plan.

My comment pertains to the plan update at the intersection of NE 50th Avenue and NE 139th Street, and the land to the south and east. I understand that medium density housing is being designated.

This decision will greatly increase the volume of traffic coming from those residences. Many people will be traveling to get to I-5 or I-205. The most direct routes (which are not very direct) are the use of 131st St and Corbin Road, or Salmon Creek Road past WSU-V.

Corbin Road was not intended for the volume of traffic it currently experiences, which is largely due to all the houses built on the east side of 50th Avenue. It has not had a full two lane repaving in years, only asphalt patches here and there or tar with pea gravel overlay. The curvy narrow road and the elevation gradient make widening it a costly and time consuming project. It is also a corridor where many animals, especially deer cross the road to access the Salmon Creek. More car-deer collisions will occur with more traffic, as well as car only accidents because

people drive too fast and end up nose down off the edge of the road. It is dangerous in slippery, snowy conditions as well.

Leaving the proposed residences heading north takes one past Pleasant Valley elementary and middle schools, where cars do not always slow down when students are being dropped off and picked up. The route to I-5 and I-205 then proceeds past WSU-V which has already added considerably to the traffic volume resulting in significant backups.

Leaving the proposed residences heading south takes one to 119th Street or eventually St Johns Road, which are definitely longer and less convenient ways to get where one wants to go.

More traffic will ultimately necessitate stoplights at most of the intersections mentioned, as well as at 139th Street and 72nd Avenue.

Growth in our county has been significant over the past twenty to thirty years, with little improvement to the existing roads that were not built for the traffic they now experience, especially in this area.

This issue needs to be seriously addressed, with plans and solutions well publicized and funded.

Thank you for acknowledging and addressing my concerns.
Respectfully,

Lynn Stiglich
4214 NE 136th Circle
Vancouver, WA 98686
Lstiglich@comcast.net