

BEFORE THE WASHINGTON STATE TRANSPORTATION COMMISSION

IN RE: State Route 14)
Bella Vista Intersection Closure)
Milepost 7.47) FINDINGS AND ORDER
Hearing on Limited Access)

The hearing on the above entitled project was held, upon due notice to interested parties, beginning at 7:00 p.m., Tuesday, May 14, 1985 in the Mountain View High School Student Center, located at 1500 SE Blairmont Blvd., Vancouver, Washington, before Robert E. Lundgaard, Hearing Examiner.

The interested parties and organizations were represented as follows:

DEPARTMENT OF TRANSPORTATION, Robert Wright, Assistant Attorney General, Temple of Justice, Olympia, Washington 98504;

CLARK COUNTY, by David Sturdevant, Chairman Board of Commissioners, P.O. Box 5000, Vancouver, Washington 98668;

NANCY E. BARNES, by self, 1624 S.E. Manor Ave., Vancouver, Washington 98684;

L. L. BURSON, by self, 2608 S.E. Talton Ave., Vancouver, Washington 98684;

NORMAN BURSON, by self, 2608 S.E. Talton Ave., Vancouver, Washington 98684;

GARRETT CARMEL, by self, 37104 S.E. Gibson Rd., Washougal,
Washington 98671;

CASCADE PARK TERRACE APTS., by selves, 14005 S.E. Macwood
Dr., Vancouver, Washington 98684;

HARLAN G. COLLINS, by self, 2208 S.E. Park Crest Ave.,
Vancouver, Washington 98684;

BRENT C. DAVIS, by self, 2708 S.E. Bella Vista Loop,
Vancouver, Washington 98684;

RICHARD A. DITTMAR, by self, 1011 S.E. 146th Ct., Vancouver,
Washington 98684;

DENNIS ESCHLIMAN, by self, 14501 S.E. 14th St., Vancouver,
Washington 98684;

JOELLA FLANDERS, by self, 12619 S.E. McGillivray Blvd.,
Vancouver, Washington 98684;

J. FRIEDMANN, by self, 2818 S.E. Blairmont Dr., Vancouver,
Washington 98684;

LARHEA GALLAGHER, by self, 2203 S.E. 13th Ave., Vancouver,
Washington 98684;

GILBERT PACIFIC CORP., by David V. Imper, 9808 N.E. 81st.
Ct., Vancouver, Washington 98668;

NANCY GRENGS, by self, 2302 S.E. Blairmont Dr., Vancouver,
Washington 98684;

RUDY HANKE, by self, 1913 S.E. 130th Ave., Vancouver,
Washington 98684;

SHARON HOUCK, by self, 14106 S.E. 17th St., Vancouver,
Washington 98684;

DONALD E. HUGHES, by self, 15110 S.E. Graham Rd., Vancouver,
Washington 98684;

FRED A, LINDA D. AND CORINA KERR, by selves, 14605 S.E.
13th St., Vancouver, Washington 98684;

KENNETH M. KLEIN, by self, 2813 S.E. 138th Ave., Vancouver,
Washington 98684;

KATHERINE J. KRAUSS, by self, 2511 S.E. 151st Ave.,
Vancouver, Washington 98684;

RANDALL M. KRAUSS, by self, 2511 S.E. 151st Ave., Vancouver,
Washington 98684;

ROBERT E. LARSON, by self, 13109 S.E. Forest, Vancouver,
Washington 98684;

JUDY LIESER, by self, 1608 S.E. 145th Ct., Vancouver,
Washington 98684;

GLENN E. LORENTZ, by self, 1920 S.E. 127th Ave., Vancouver,
Washington 98684;

CATHERINE McCLARY, by self, 12502 S.E. 17th Circle,
Vancouver, Washington 98684;

FLORENCE MOORE, by self, 15602 S.E. 23rd St., Vancouver,
Washington 98684;

CHRIS NEWHALL, by self, 2702 S.E. Talton Ave., Vancouver,
Washington 98684;

DALE OBBINK, by self, 312 Little Rock Way, Vancouver,
Washington 98664;

JOHN A. PHELPS, by self, 2670 S.E. 138th Loop, Vancouver,
Washington 98684;

CONSTANCE SCHREIBER, by self, 2500 S.E. Talton Ave.,
Vancouver, Washington 98684;

ED SHAW, by self, 2601 S.E. 138th Ave., Vancouver,
Washington 98684;

DAVID L. STALLARD, by self, 15103 S.E. Evergreen Hwy.,
Vancouver, Washington 98684;

JAYNIS STEWER (MR. AND MRS. DAN), by selves, 17401 S.E. 39th
St., Sp. 89, Camas, Washington 98607;

RITA TURNHAM, by self, 2008 S.E. Talton Ave., Vancouver,
Washington 98684;

KEN WAINWRIGHT, by self, 2414 Bella Vista Rd., Vancouver,
Washington 98684;

JEFF AND KAREN WALL, by selves, 2406 S.E. Talton Ave.,
Vancouver, Washington 98684;

JOYCE A. WALLIN, by self, 1603 S.E. 141st Ave., Vancouver,
Washington 98684;

C. S. WETHERELL, by self, 14616 S.E. 28th St., Vancouver,
Washington 98684;

ROD WHITESMITH, by self, 2014 S.E. 144th Ave., Vancouver,
Washington 98684;

CHAUNCEY D. WILLIAMS, JR., by self, 2211 Blairmont Dr.,
Vancouver, Washington 98684;

MARK YOUNGS, by self, P.O. Box 111343, Anchorage, Alaska
99511;

As a courtesy to interested citizens, the Commission furnishes a copy of the Findings and Order to all persons filing a Notice of Appearance even though some may not properly be parties to the hearing. For administrative convenience, all persons filing a Notice of Appearance are listed above. The Commission, by including a person in this listing and by furnishing a copy of the Findings and Order, does not acknowledge or necessarily recognize the recipient to be proper party to the hearing.

The meeting was called to order by Ed Ferguson, District Administrator, after which witnesses were called. Evidence was taken by a Court Reporter and thereafter transcribed. Certain exhibits were duly introduced as evidence. The undersigned members of the Transportation Commission have personally considered the transcript of the hearing. Based upon the oral evidence and the exhibits introduced in evidence, the Transportation Commission of the State of Washington makes the following findings:

I

The Washington State Department of Transportation first proposed the closure of the Bella Vista Intersection at SR 14 in 1976. At that time, Clark County Public Works asked that the intersection remain open until the internal street system north of SR 14 was completed sufficiently to provide access to Ellsworth and S.E. 164th Ave. via McGillivray Boulevard. McGillivray Boulevard was completed in 1979 and since that time local collector streets have been completed to provide required access.

II

The Department of Transportation received from Clark County their available data on planning, land use, local traffic, and other information. Thereafter, the Department prepared and submitted to the County an Access Report in accordance with RCW 47.52.131, et seq. By letter dated June 1, 1984, Clark County responded to the Access Report and concurred in the closure of the intersection. That letter was introduced into evidence marked Exhibit No. 5.

III

On April 25, 1985, the Project Development Engineer, by Order, set a hearing date in accordance with the provisions of RCW 47.52.131, et seq. Said Order was introduced into evidence marked Exhibit No. 1.

IV

Lue Clarkson, Administrator for the Washington State Transportation Commission, issued a Notice of Hearing. On April 25, 1985, an exact copy of the Notice and a copy of the Limited Access Plan were mailed to Clark County. An exact copy of the aforesaid was published in the Vancouver Columbian on May 1 and May 8, 1985 as shown by the Affidavit of Laura Wenrick, Principal Clerk of said newspaper, which Affidavit was introduced into evidence marked Exhibit No. 3A. Also, an exact copy of the aforesaid Notice was published in the Camas Post-Record on April 30 and May 7, 1985 as shown by the Affidavit of Ralph Fuccillo, Publisher of said newspaper, which Affidavit was introduced into evidence marked Exhibit No. 3B.

V

State Route 14 is an important part of the highway system of the State of Washington and represents a substantial investment of highway funds.

This highway is the main link between the I-5/I-205 corridor in the Vancouver area and all of the southern Washington communities along the Columbia River Gorge. This includes the rapidly growing commercial and industrial areas of Fishers and Camas/Washougal port areas in east Clark County. It is therefore essential that we improve the safety of this highway and mitigate increases to system congestion.

State Route 14 is currently classified as a Principal Arterial is identified for full access control on the Department of Transportation's Master Plan for Limited Access Highways. Commission Resolution No. 26, dated April 17, 1952, established partial access control along this section of SR 14. A limited access plan entitled "SR 14 VANCOUVER TO FISHER ROAD, PLAN SHOWING ACCESS, CLARK COUNTY" dated April 29, 1952, was approved pursuant to the aforesaid resolution. The state then acquired right of way and access rights from each property owner.

VI

In addition to the exhibits previously mentioned, the following exhibits were entered into evidence at or subsequent to the hearing and made a part of the record:

Exhibit No. 6	Letter from Dean Lookingbill, Transportation Planner-Intergovernmental Resource Center dated May 13, 1985.
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- Exhibit No. 7 Letter from Jean Husemann dated May 1, 1985.
- Exhibit No. 8 Letter from Harold Seeds dated March 11, 1985.
- Exhibit No. 9 Letter from Jerrell B. Mugg dated April 24, 1985.
- Exhibit No. 10 Letter from Raymond Brady, M.D. dated April 17, 1985.
- Exhibit No. 11 Letter from Verna Hanke dated May 8, 1985.
- Exhibit No. 12 Letter from John R. Thompson dated May 7, 1985.
- Exhibit No. 13 Letter from Pam Morris dated May 8, 1985.
- Exhibit No. 14 Letter from Jan Swanson dated May 9, 1985.
- Exhibit No. 15 Letter from Bruce Crunican dated May 8, 1985.
- Exhibit No. 16 Letter from Jim and Ann Stewart dated May 8, 1985.
- Exhibit No. 17 Letter from Sue Miller, President, Norwood Meadows Neighborhood Assoc. dated May 10, 1985.
- Exhibit No. 18 Letter from Judy Lieser dated May 14, 1985.

- Exhibit No. 19 Petition supporting closure dated
May 12, 1985.
- Exhibit No. 20 Letter from Mr. and Mrs. Randall Krauss
dated May 14, 1985.
- Exhibit No. 21 Letter from Nancy Gringa dated May 14,
1985.
- Exhibit No. 22 Letter from John Poehlman dated May 14,
1985.
- Exhibit No. 23 Letter from C. S. Wetherell dated
May 14, 1985.
- Exhibit No. 24 Diagram from David Suther - no date.
- Exhibit No. 25 Letter from L. Collins - no date.
- Exhibit No. 26 Letter from Kenneth M. Klein - no date.
- Exhibit No. 27 Letter from Mr. Wainwright - no date.
- Exhibit No. 28 Letter from Rod Whitsmith - no date.
- Exhibit No. 29 Letter from Joella Flanders dated
September 19, 1984.

VII

Based upon projected population figures provided by the Intergovernmental Resource Center, which constitute the best evidence available, tremendous industrial, commercial, and residential growth will occur to the north and east of the Bella Vista/SR 14 Intersection within the next 25 years. The average

daily traffic on SR 14 at Bella Vista is expected to increase from 20,000 today to 68,000 in 2010.

Continued use of Bella Vista as an at-grade intersection will severely and adversely impact the traffic carrying capacity of SR 14 and creates an unsafe condition for motorists using SR 14. These conditions become more severe as traffic increases through the years.

VIII

At the hearing it was suggested that a traffic signal be installed at the intersection. The Department is planning the upgrading of SR 14 to a full limited access highway between Vancouver and Camas. A traffic signal would severely impact the traffic carrying capacity of SR 14 and negate improvements planned at other intersections and interchanges. Also, a signal at this location would result in excessive delay and a significant increase in accident frequency (especially the rear-end type) for the 20,000+ vehicles on SR 14. Overall, road user costs would be expected to increase. Increased congestion on the only potential east-west fully controlled access highway facility in the Vancouver urban area would result.

IX

At the hearing it was suggested to construct a frontage road from Bella Vista easterly to SE 164th Avenue. This does not appear to be a feasible alternate at this time because of the proposed Fairway Village development between Bella Vista Road and S.E. 164th Avenue. The environmental impact study for this development required that it have internal circulation only with access points to McGillvary and S.E. 164th Avenue. No traffic is allowed into the development from the west. Therefore, construction of a frontage road through this area is not considered feasible.

X

At the hearing it was proposed that improved deceleration and acceleration ramps be provided with right turn-in and right turnout of the Bella Vista Intersection so that partial access is maintained. The proposal is undesirable because of the close proximity of the 164th Avenue Interchange one mile east and the SR 205 Interchange 1.5 miles west. If acceleration and deceleration ramps are constructed to allow proper acceleration and deceleration tapers, there would be insufficient room for weaving between adjacent ramp terminals. The current nationally recognized standards contained in "A Policy on Design of Urban Highways and Arterial Streets" published by the American Association of State Highways and Transportation Officials (AASHTO), require approximately 3,000 feet of weaving room using the current average daily traffic volume. At this location, only 1,000 feet is available for weaving. Projected increased in traffic volume would make the required weaving room even longer.

XI

Several statements were made at the hearing that supported elimination of left-turn movements to and from Bella Vista Road immediately, but not closing the right turning movements until other improvements in the general area are made. Many near accidents have occurred because of people trying to enter the flow of traffic on SR 14 with insufficient acceleration and merging room. People traveling SR 14 have complained about the merging problem. A conflict study conducted by the Department at this intersection during February of 1982 substantiated this problem. The study showed that vehicles entering the intersection from the north leg of Bella Vista Road to westbound SR 14 and vehicles leaving SR 14 eastbound to the north leg of Bella Vista Road caused enough conflict to require corrective action. With the opening of the I-205 Bridge in late 1982, and the subsequent

increase in traffic at the Bella Vista intersection, these conflicts have increased dramatically to the point where corrective action must be taken. Proper distance does not exist between highway entrances and exits for sufficient weaving if longer acceleration and deceleration ramps were constructed. Without improvements to the acceleration and deceleration ramps, closure is warranted immediately.

Based upon the findings and evidence supporting them, the Washington State Transportation Commission

ORDERS:

I

That the grade intersection at Bella Vista Road on SR 14 be closed completely.

II

That the plan entitled "SR 14, VANCOUVER TO FISHER ROAD, PLAN SHOWING ACCESS", dated April 29, 1952, revised March 25, 1985, is hereby adopted.

ADOPTED this 20th day of June, 1985.

WASHINGTON STATE
TRANSPORTATION COMMISSION

Pat Wanamaker
PAT WANAMAKER, Chairman

Bernice Stern
BERNICE STERN, Vice Chairman

Vaughn Hubbard
VAUGHN HUBBARD, Member

Richard Odabashian
RICHARD ODABASHIAN, Member

Albert D. Rosellini
ALBERT D. ROSELLINI, Member

Jerry Overton
JERRY OVERTON, Member

Leo B. Sweeney
LEO B. SWEENEY, Member

ATTEST:

Lue Clarkson
LUE CLARKSON, Administrator

APPROVED AS TO FORM:

Thomas R. Harbington
Assistant Attorney General