

# Transportation Alternatives Program 2013 Application

## Instructions

Complete application in the space provided. Applicants are limited to application form and 5 pages of attachments. Submit completed application and attachments electronically to [dale.robins@rtc.wa.gov](mailto:dale.robins@rtc.wa.gov). You will receive an e-mail confirmation within one business day of submittal. If you do not receive confirmation or have questions about the application contact Dale Robins at 360-397-6067 x5212.

## General Information

Project Title: NW 18th Ave Bike and Pedestrian trail link

Project Location and Limits: NW Beech St to SE 201st Street

Project Length (miles): .33 miles

Agency: City of Camas

Contact Person: [REDACTED]

Telephone: [REDACTED] Email: [REDACTED]

Certified Acceptance Agency: City of Camas

## Project Screening Criteria

*Check all that apply.*

- Project is consistent with the MTP/RTP
- Project contains at least one eligible Transportation Alternatives Category
- Project is directly related to the surface transportation system (except trails)
- Project does not supplement the construction of an existing project
- Project is open to public access

## Cost Summary

Project Phase	Start Date	TAP Funds	Other Funds	Total Cost
Design	09/01/2013	\$20,000	\$4,800	\$24,800
Right of Way		\$0	\$125,000	\$125,000
Construction	03/01/2014	\$200,000	\$50,500	\$250,500
Totals	n/a	\$220,000	\$180,300	\$400,300
<b>Overall Match Ratio:</b>				45.04%

## Project Type

Check all that apply.

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Bike/Pedestrian facilities              | <input type="checkbox"/> Vegetation management practices        |
| <input checked="" type="checkbox"/> Safe routes for non-drivers             | <input type="checkbox"/> Archaeological activities              |
| <input type="checkbox"/> Abandoned railroad corridors for trails            | <input type="checkbox"/> Environmental mitigation activity      |
| <input type="checkbox"/> Turnouts, overlooks, and viewing areas             | <input checked="" type="checkbox"/> Recreational Trails Program |
| <input type="checkbox"/> Control of outdoor advertising                     | <input type="checkbox"/> Safe Routes to School Program          |
| <input type="checkbox"/> Historic preservation of transportation facilities |   |

## Project Information

### 1. Project Description:

This project will complete approximately 1,650 feet of a vital pedestrian and bike link on the south side of NW 18th Avenue from NW Beech Street to SE 201st Avenue (see attached map). Preliminary design (see improvement plan) has identified two options to provide a safe link for both pedestrian and bicycle mobility. The first option is a 10 foot shared use path with separation from the existing travel lane and the second option includes the addition of a bike lane, curbing and an 6 to 8 foot shared path. Improvements will include ADA ramps, curbing, storm drainage improvements, possible retaining walls to mitigate grade issues, and landscaping for visual enhancement and screening. The path will be designed to minimize and or mitigate impacts to storm runoff by utilizing Low Impact Design (LID) methods.

The existing project corridor consists of a 22 foot rural roadway section with storm ditches adjacent to the travel lane. Currently, there is no safe pedestrian access, bike lane or regular transit service on this section of roadway. Historically pedestrians have used the Sharp Driveway located adjacent to NW 18th Avenue as an alternative passage through the area. Due to trespassing and liability concerns, Sharp Microelectronics is in the process of fencing their property to restrict access. The south side of the corridor consists of residentially zoned property with both developed and undeveloped parcels.

A Right of Way and topographic survey has been completed by Clark County for this project at a cost of \$4,100. OTAK engineering has donated \$2,500 of preliminary design for the project that will reduce the overall design costs for the project. The corridor has both City of Camas and Clark County rights of way. Clark County has committed to donate the existing county section to the City of Camas (see attached letter). A valuation for this right of way is estimated at \$125,000. With the exception of the donated Clark County right of way no additional right of way will be required to construct the proposed improvements. There are no known wetland, archaeological, or shoreline issues associated with this project.

## Project Information

2. Describe how the project will improve the public travel experience, and travel options, including the benefit to the community:

Installation of a pedestrian and bike link through this section of right of way will provide a safe alternative to vehicular travel for 900 to 1000 households for Camas, Vancouver, and County residents in the identified service area (see map). The path location on the south side provides alternate travel modes for residential areas to access a Prune Hill Sports Park and Prune Hill Elementary school to the east, and retail and medical facilities to the west all within a 1/2 mile. This project will complete a continuous pedestrian link from Camas to the 192nd corridor and east Vancouver. The route will help encourage work commute options throughout the community and specifically for the industrial area on Pacific Rim Boulevard. (see industrial employment area on vicinity map).

Prune Hill Sports Park is a heavily used City park for youth soccer, junior baseball, lacrosse, rugby and general park use. Prune Hill Elementary School is adjacent to Prune Hill Sports Park. The school has community events, play grounds, and other recreational programs. Parking for both facilities is limited. Providing a multi-modal option would help mitigate parking existing constraints.

Commercial/retail uses to the west including the 192nd corridor, provide medical and dental facilities, grocery shopping, dry cleaning, coffee, restaurants, banking, day care and many other community commercial opportunities. The east bound lane (south side) of the project has an uphill grade of approximately 5%. A safe link provides an option for bicyclists to avoid riding in the travel lane through this up hill section and allows families access to the City Park to the east by walking or biking without being in conflict with vehicular traffic. Prune Hill Sports Park is a major draw for the area as the closest park in a mile radius. The City of Vancouver Cycling Map lists this route as "difficult conditions". By improving this route, a safe alternative will be provided for commute and recreational biking serving the Prune Hill area. The project will promote running/walking/biking for health benefits, reduce the need for vehicular trips to access shopping, medical, and recreational opportunities. The project will provide improved ADA access and aid in meeting commute trip reduction goals.

3. Describe how the project provides a connection between modes, or improves transportation choices, or connects to land use services such as job locations, a civic center, library, grocery market, playground, retail center, medical office, school, and other. (Include modes and list of specific land uses connect within 1/2 mile of project):

The project will connect a network of residential developments and provide a non-vehicle option to access retail, medical, and recreational opportunities. Travel modes currently unavailable that would be provided by this project include pedestrian, bike, and ADA mobility. There is no regular bus service in this area with the exception of the C-TRAN Connector service. Winchester Hills Subdivision, and Stone Leaf Subdivision will benefit by having a safe link to the closest recreational opportunities at Prune Hill Sports Park, located 1/2 mile to the east. Knights Pointe, Grand Ridge, Riverview and Crown Pointe Subdivisions will have access to shopping and medical services on the 192nd and SE 34th Corridor located 1/2 mile to the west.

Prune Hill Sports Park has a soccer field, baseball field, walking track, basketball area, and playground. The park is heavily used for organized youth sports

This project will provide a safe walking and bike option for the job commuters in the area.

The Camas School District recently redefined school boundaries in the area, choosing to bus students from the Winchester Hills Subdivision to Grass Valley Elementary. Prior to the boundary adjustment, students from the area attended Prune Hill Elementary school, which is approximately 1/2 mile from the subdivision. Lack of a safe walking path was a factor in the boundary adjustment. While the project will not change the boundary back, it will remove the barrier if the school district evaluates boundaries in the future.

## Project Information

4. Describe how the project relates to an adopted plan such as the GMA plan, modal plan, neighborhood plan or other planning process. (Include name of Plan and attach a copy of page from plan that including project by name):

The 2004 City of Camas Comprehensive Plan has a number of goals and policies that address multimodal transportation including; Goal TR-1; Provide a balanced transportation system that supports the land use vision for industrial, commercial, and residential uses; Policy TR-4; Develop a safe and accessible pedestrian and bicycle system that includes shared roadways, multi-use paths, and sidewalks; Policy TR-5; Provide connectivity to each area of the City for convenient multi-use access; Policy TR-7; Construct multi-use paths where they can be developed with design components that address pedestrian and bicycle safety, Strategy TR-13; Coordinate with schools and the community to designate safe pedestrian and bicycle routes between residential areas, schools, and public facilities.

The adopted 2013 to 2018 Six Year Transportation Plan specifically lists this corridor for improvement and lists shared path and safety improvements city wide.

The adopted 2007 Parks, Recreation and Open Space Comprehensive Plan calls for a connector trail on this corridor (T-24) as a link to trail T-1, T-23, and Prune Hill Sports Park.

The project is consistent with the Clark County Bicycle and Pedestrian Master Plan South Clark County Map (2009); which shows this route as a previously proposed shared use path

The Vancouver Bike Map lists this section as "Difficult Conditions".

5. Describe to what extent the project will improve mobility for disadvantage populations, including elderly, disabled minority, and low income populations:

The addition of the shared path and ADA compliant curb ramps at NW Beech and NW Deerfern provide a safe passage for the target populations. As stated in the Knights Pointe HOA letter, there are existing residents that are bound to wheel chairs and scooters that have no safe alternative other than driving. While no affordable housing was identified in the area, there is no restriction on future development or individual homeowners converting existing housing stock in the identified service area.

6. List affordable house complex and number of housing units that are within 1/2 mile of project:

Currently there are no identified affordable housing units in the 1/2 mile radius. There is undeveloped property in the 1/2 mile zone that can be develop as affordable housing. The Camas Comprehensive plan states "Encourage the availability of affordable house to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock." Current land use zoning in the area allows for affordable housing development

The 51 unit Camas Ridge apartment complex is a recent example of affordable housing construction in the general area. The City was active in siting of this complex, and provided reduced impact fees as stipulated in Camas Municipal Code 3.88.140.

## Project Information

7. Identify the safety issues addressed by project (collision data, lack of adequate safe crossing or access, lack of separated facility, high speed or volume, other):

Safety issues in the corridor include:

- Lack of a separated pedestrian path - pedestrian and bike use must currently walk in the travel lane.
- Lack of a designated bike lane which requires riders to be in conflict with traffic on the 5% gradient.
- Site distance constraints due to horizontal and vertical alignment of the existing roadway.
- ADA access.
- A 5% uphill gradient which creates a large speed differential between the bicyclist and vehicle traffic sharing the lane. This coupled with the narrow roadway, lack of shoulder and site constraints listed above puts all parties at risk. The slow pace of a bicycle encourages passing and creates a potential conflict with oncoming traffic.

There was one accident in the corridor in 2012. A traffic count conducted 3/29/2013 showed an AADT of 2,400 per day with a 4% truck volume.

8. Describe how the project addresses the safety issues identified:

A shared use path through this section completes a gap that will allow pedestrians and up-hill bike traffic to get out of the travel lane and away from direct conflict with vehicles. The separate path also removes the vision constraints of walking in the travel lane. Installation of ADA ramps at Beech and Deerfern will allow for ADA access to all the amenities described above. The combination of the separate bike lane and shared use path allows for bicyclists to navigate the 5% grade out of the traffic lane.

9. Readiness:

- Design at 70% or higher
- Right of way acquisition complete or not needed
- Environmental permits approved

Please explain:

A full right of way and topographic survey has been completed by Clark County at a donated cost of \$4,100. Otak Engineering has donated \$2,500 in staff time to develop drawings utilizing the County data that shows a preliminary alignment and cross sections for the project. All proposed work will be constructed within current City right of way and the existing County right of way that will be donated to the City (see attached letter of commitment). A cursory review of the environmental issues has shown no apparent archaeological, wetland or shoreline issues are present at the site.

## Project Information

10. Describe how the local community and other agencies have been involved in the planning process for the project.

List any opposition to the project and how it was overcome:

Public involvement includes:

- Public hearing on 6 year street plan.
- Meetings with concerned citizens and Sharp Microelectronics.
- Meeting with president of Knights Pointe Homeowners Association.
- Letter to adjacent property owners informing them of the grant opportunity and upcoming survey work.
- Contact with adjacent property owners to discuss the proposed project.
- Grant application discussion at City of Camas Council Workshop.

If the City is selected for funding, an open house will be held early in the design stage for public comment and input on the project.

This project enjoys broad support from the community as shown in the attached letters. No opposition has been expressed to date.

11. Describe how the project improves public health and increase physical activity:

Providing a safe shared use path will provide options to vehicular travel; promote walking, jogging, biking, and provide ADA access. The link will provide safe options for commute trip reduction goals reducing emissions.

12. Describe how the project includes design elements that contribute to quality of life:

Landscaping will be used to enhance the corridor and provide screening to existing residents. The City will look for opportunities to place a seating area along the corridor and will evaluate the addition of street lighting along the path area as part of the project design and public input.

## Project Information

13. List all funding partners contributing to the project:

Funding Source	Amount
Clark County Right of Way donation	\$125,000
City of Camas	\$52,800
Knights Pointe Estates Homeowners Association	\$2,500
Grant	\$220,000
Donated to date:County survey \$4,100 & OTAK preliminary design work \$2,500	\$6,600

## Other Information

You may use this space to provide any additional project information considered worth noting:

This grant is vital to the success of this project. Local budget constrains make funding projects like this highly improbable with the pressure of funding basic municipal service. This grant provides a real opportunity to leverage scarce local resources to make these much needed improvements.

There is strong community support for the project shown by the letter and cash commitment of the Knights Pointe HOA.

The project will have a significant impact on the area by providing a safe option to walk/bike to work, school, recreation, and shopping. There is another significant benefit to linking neighbors, as the HOA letter points out, "Perhaps one of the most overlooked but most advantageous traits of a walking path is that as the neighbors use the path, they begin to meet each other. It is extremely beneficial for neighbors to become acquainted in our area. This helps build a strong sense of community, links neighborhoods together, and has been shown repeatedly to reduce the crime rate in the area."

Sharp Microelectronics has indicated that they will likely participate in the project with a land donation for storm water treatment, if needed, or a cash donation. A firm commitment letter from corporate headquarters was not possible by the application deadline.

Camas City Council authorized the submission of this application at the April 15, 2013 meeting.

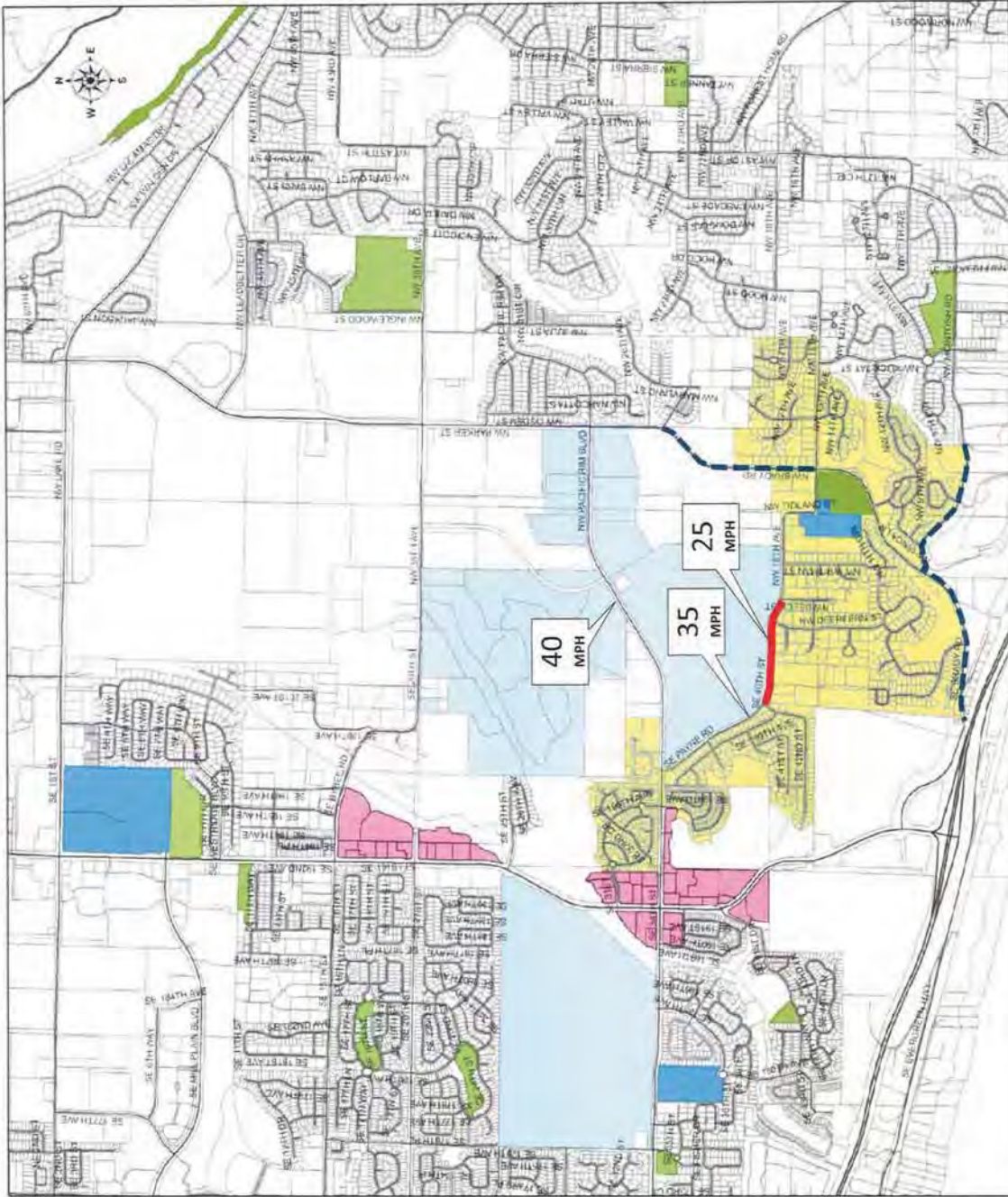
Exhibits for this application include:

- A map showing the project location, service area, parks, schools, retail, and industrial jobs land. The map also shows other deficient roadways in the area that limit or segregate the community from multi-modal options.
- Preliminary drawing and a cross-section of the two options to complete the link
- Letter of commitment from Clark County for Rright of way donation.
- Letter of support and financial commitment from Knights Pointe Subdivision HOA
- Letter of support from concerned citizen

The City of Camas is a CA agency with experience in delivering compliant complex Federal and State funded projects on time and on budget.



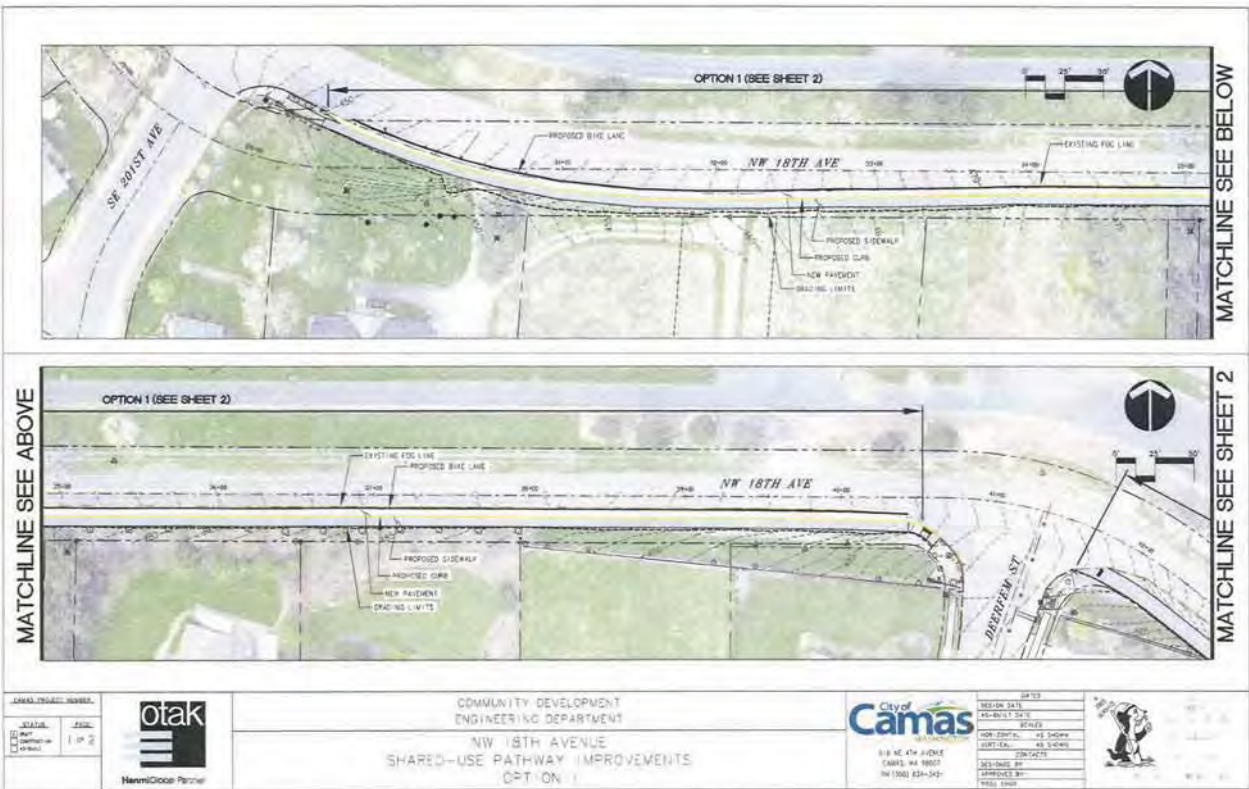
# NW 18th Ave Shared Path Project



## LEGEND

- SERVICE AREA
- INDUSTRIAL EMPLOYMENT AREA
- RETAIL/COMMERCIAL/MEDICAL
- COMMUNITY PARKS
- SCHOOLS
- PROJECT LOCATION
- RURAL ROAD SECTION  
NO BIKE OR PEDESTRIAN  
ACCOMMODATIONS





MATCHLINE SEE ABOVE

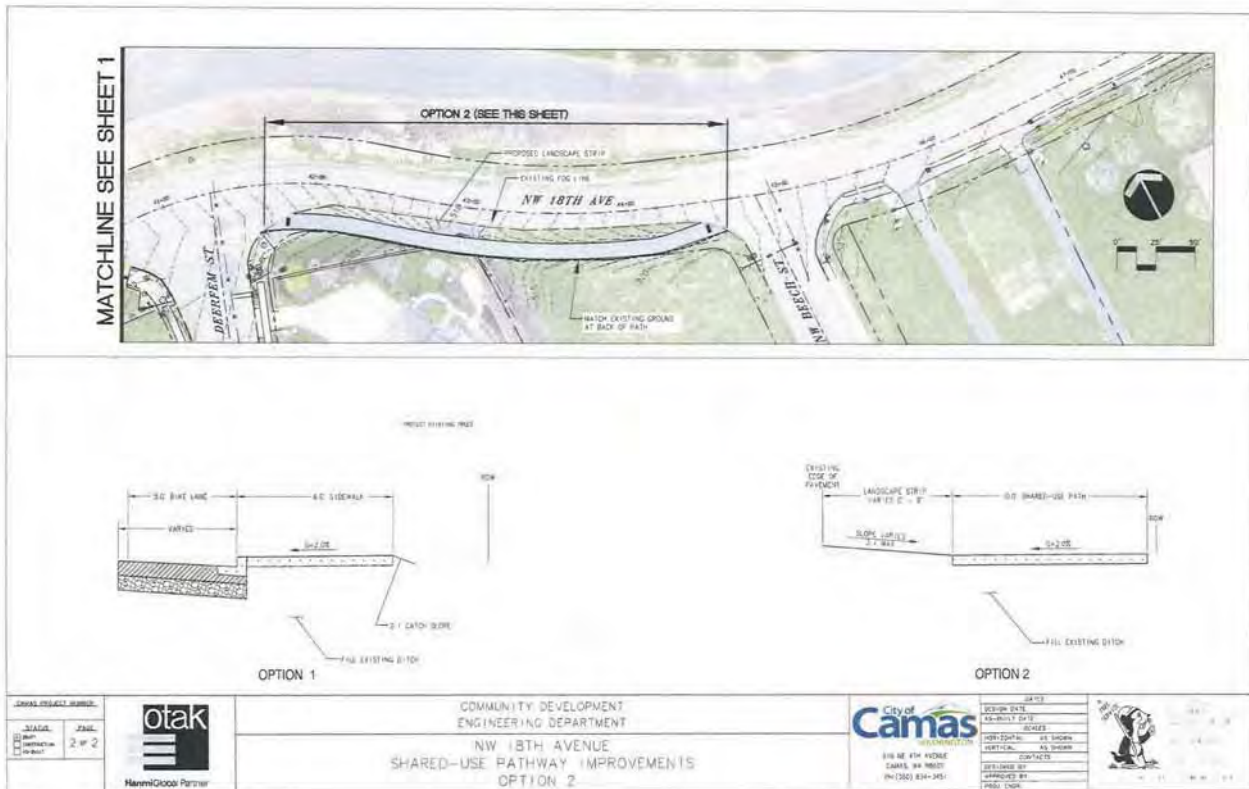
MATCHLINE SEE BELOW

DRAWING PROJECT NUMBER	
STATE	FILE
CD	1 OF 2
 Harsco/Good Partner	

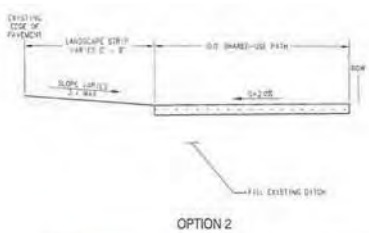
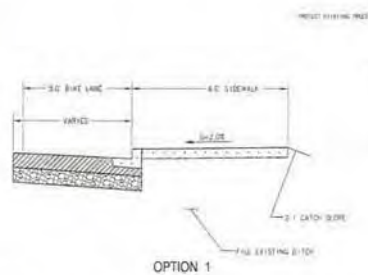
COMMUNITY DEVELOPMENT  
ENGINEERING DEPARTMENT  
NW 18TH AVENUE  
SHARED-USE PATHWAY IMPROVEMENTS  
OPTION 1


City of **Camas**  
 818 NE 4TH AVENUE  
 CAMAS, WA 98607  
 (509) 834-3452

DATE	10/11/11
DESIGN DATE	10/11/11
AS-BUILT DATE	
SCALE	AS SHOWN
DESIGNED BY	AS SHOWN
CHECKED BY	AS SHOWN
APPROVED BY	AS SHOWN
PROJECT NUMBER	11001



MATCHLINE SEE SHEET 1



DRAWING PROJECT NUMBER	
STATE	FILE
CD	2 OF 2
 Harsco/Good Partner	

COMMUNITY DEVELOPMENT  
ENGINEERING DEPARTMENT  
NW 18TH AVENUE  
SHARED-USE PATHWAY IMPROVEMENTS  
OPTION 2

City of **Camas**  
 818 NE 4TH AVENUE  
 CAMAS, WA 98607  
 (509) 834-3452

DATE	10/11/11
DESIGN DATE	10/11/11
AS-BUILT DATE	
SCALE	AS SHOWN
DESIGNED BY	AS SHOWN
CHECKED BY	AS SHOWN
APPROVED BY	AS SHOWN
PROJECT NUMBER	11001





proud past, promising future

CLARK COUNTY  
WASHINGTON

April 16, 2013

Eric Levison, Public Works Director  
City of Camas  
616 NE 4th Avenue  
PO Box 1055  
Camas, WA 98607

Dear Mr. Levison:

**RE: Transportation Alternatives Application-NW 18<sup>th</sup> Avenue/Payne Road Walkway**

This letter is to confirm that Clark County Public Works will dedicate that portion of SE 40<sup>th</sup> Street easterly of SE 201<sup>st</sup> Avenue to the City of Camas in support of your Transportation Alternatives project. Southeast 40<sup>th</sup> Street in the County becomes NW 18<sup>th</sup> Avenue in the City of Camas.

The value of this 35,674 square foot right-of-way dedication is estimated at \$125,000. In addition, Clark County Public Works has further supported the project by providing \$4100 in surveying services.

Sincerely,

Peter Capell, PE.  
Public Works Director/County Engineer

cc: Bill Wright, PE., Transportation Programming



Camas City Council  
616 NE 4<sup>th</sup> Ave  
Camas, WA 98607

April 9, 2013

Dear Camas City Council Members,

The Knights Pointe HOA Board of Directors is writing this letter on behalf of our members and surrounding neighbors. We are writing to request approval from the Council for a grant to provide a safe walking path to connect our area with medical facilities, retail areas, other neighborhoods, Prune Hill Elementary School, and City park. With no sidewalks on 18th St. to safely get to any of the above mentioned areas, the homeowners in our area are eager to have a pedestrian walkway from our neighborhood to these surrounding areas. The Knight's Pointe HOA Board of Directors has made a financial commitment of \$2,500 to support this project.

Our association has a diverse age group of families who would benefit significantly from the construction of this path. We have many families with young children. The parents take them for stroller rides while they exercise. We also have homeowners who must use a wheelchair or a scooter to get around. These people cannot travel to the retail areas, or parks except by car.

With the proposed pathway, we would all have the ability to get to the school, park, medical facilities, and retail areas without the use of a car. Using the path would reduce pollution and cut down on automobile use along this road. It would also provide additional areas for walking or running, which promotes a healthy lifestyle. Perhaps one of the most overlooked but most advantageous traits of a walking path is that as the neighbors use the path, they begin to meet each other. It is extremely beneficial for neighbors to become acquainted in our area. This helps build a strong sense of community, links neighborhoods together, and has been shown repeatedly to reduce the crime rate in the area.

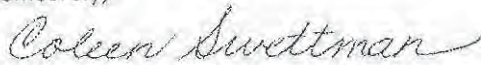
As you are aware, there is no sidewalk or shoulder on the side of 18<sup>th</sup> St, so anyone who is walking to visit a friend or classmate in Winchester Hills must walk on the road itself. This is very dangerous for anyone, but especially for children. Due to safety considerations, our neighbors and their children in Winchester Hills cannot walk safely to the school or park to play and exercise.

The impact of this walkway would greatly benefit three large subdivisions and several smaller ones by providing them a way to connect with neighbors and multiple additional facilities.

We request the City Council approve this grant application so the process may move forward towards the actual construction of this path. We are available to meet with any additional questions that you may have.

We thank you for your consideration of our request.

Sincerely,



Coleen Swettman on Behalf of the Knights Pointe Home Owners Association

Knights Pointe Home Owners Association: Board of Directors  
Coleen Swettman, President  
Seppo Saarinen, Vice President  
Richard Ying  
Edward Cai  
Mary Ann Suyematsu

4/9/2013

Andrew A. Thorburn  
4821 SE Grand Ridge Dr  
Camas, WA 98607

Mr. Eric Levison  
Public Works Director, City of Camas  
PO Box 1055  
Camas, WA 98607

Reference: NW 18<sup>th</sup> Ave Bike and Pedestrian Trail Link

Dear Mr. Levison,

I'm writing to express my support for the referenced project, which completes a pedestrian link between several residential developments in my neighborhood. I became involved in the project last summer while on one of my occasional runs up SE Payne Road towards NW Beech St. Since it was approaching dusk and the sidewalk ends at SE 201<sup>st</sup> Ave, I crossed over to the Sharp Microelectronics property and continued running towards NW Beech St. I was met by a Sharp security guard, who kindly asked me to depart the property.

That encounter spurred me to initiate a series of meetings with you, Sharp's Facilities Manager Casey O'Dell, and the Knights Pointe Homeowner's Association President, Coleen Swettman. Through these meetings I've learned of many other residents who use that section of roadway for walking/running/biking, and of the overwhelming support for completing the pedestrian trail. I cringe at the potential for a pedestrian/vehicle accident in the area before we get the link completed.

I'm extremely grateful for the work that you, the City of Camas and Clark County have already done to prepare the project for the RTC Transportation Alternatives Program. I know that many residents of Grand Ridge, Knights Pointe and other adjoining neighborhoods join me in expressing our support for this project! Thank you -

Sincerely,



Andrew A. Thorburn