

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. 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: Port Connector Bike/Ped Path

Project Location and Limits: Adjacent to SR 501, connecting bike path from port admin to Gateway Avenue trail.

Project Length (miles): 1,750 linear feet

Agency: Port of Vancouver

Contact Person: [REDACTED]

Telephone: [REDACTED] Email: [REDACTED]

Certified Acceptance Agency: Port of Vancouver

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	\$60,800	\$15,200	\$76,000
Right of Way				\$0
Construction				\$0
Totals	n/a	\$60,800	\$15,200	\$76,000
Overall Match Ratio:				20.00%

Project Type

Check all that apply.

- | | |
|---|---|
| <input checked="" type="checkbox"/> Bike/Pedestrian facilities | <input checked="" 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 grant request would fund completion of engineering services to construct a bicycle & pedestrian shared use path along the southern shoulder of State Route 501 in Vancouver, Washington. When completed, the path will provide 4.5 miles of road-separated, safe passage in the SR 501 corridor from West 26th Ave to Frenchman's Bar Park. This portion of the port's overall bike path plan is a high-impact area through a wetland mitigation site adjacent to the roadway, requiring construction of a raise platform above sensitive areas. The project will allow access to the port's growing west businesses, and facilitate a healthy community by creating a continuous, a safe pedestrian /bicycle route to local recreation areas and businesses.

((SEE ATTACHED PRELIMINARY DRAWINGS OF ELEVATED AND AT-GRADE PATH AND TRAIL ALIGNMENT IN YELLOW))

Project Information

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

This bicycle and pedestrian shared use path is part of a 4.5 mile road-separated pathway that will provide a safe alternative to single occupancy driving by creating an acceptable route for employees to transit to/from their place of business to nearby neighborhoods and downtown Vancouver. Currently, employees of businesses such as Waste Connections, Farwest Steel and the Clark County detention Facility are seeking an alternative to driving to work are forced to walk or bicycle on the roadway in a commercial area which is unsafe due to high volumes of vehicle traffic. With local bus service ending at West 26th Ave, near the end of the existing shared use path, pedestrian and bicycle usage will increase with the completion of a safe route.

This section of the multi-modal path includes a very complicated section of the path, which travels through a wetland mitigation site and completes the connection of a multi-use path from the convergence of Mill Plain and Fourth Plain boulevards, to the farthest western entrance to the port, where substantial growth, including the addition of Farwest Steel, Inc. is occurring.

Ultimately, the port intends on extending this pathway to connect to the existing Frenchman's Bar pathway, which begins at the Flushing Channel. This pathway will serve the public who want to safely access Vancouver Lake, Frenchmen's Bar, the southeastern end of the Ridgefield Wildlife Reserve, and other natural and residential areas.

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):

This multi-modal path will provide alternative modes to an industrial/maritime jobs center where 2,300 people commute to work each day. It will provide a safe, separate path for pedestrians and bicyclists to travel away from the truck-heavy SR 501/Lower River Road.

Specifically, the Port Connector path will extend from the port's central entrance at 3103 NW Lower River Road, past the new Centennial Industrial Park, to Gateway Avenue, where several new businesses are located and a new grade-separated overpass into Terminal 5 businesses and the Clark County Work Center, are located. This section of the port's multi-modal path will connect Fruit Valley, an environmental justice community, and several other nearby neighborhoods (Hough, Carter Park, Arnada, Shumway and Esther Short) to grocery stores, job centers, recreational areas and to C-Tran's network. More than 400 residences are located within 1/2 mile of the project within the Fruit Valley Neighborhood. Land use includes residential, industrial and commercial. An elementary school is within a half mile of this path, along with two low-income housing facilities owned by the Vancouver Housing Authority.

In addition to connecting to the port's main terminal area, administrative offices and existing industrial areas, it will also serve the Centennial Industrial Park (infrastructure to be complete by August 2013, first new tenant in 2014), which include over 50 acres of light industrial land, and the port's new businesses at Gateway Avenue.

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):

This pathway is consistent with GMA goals by completing multi-modal access connecting residential areas to jobs at the port's west end, providing infrastructure to support healthier lifestyles and creating multi-modal access to key recreational areas. It connects the Fruit Valley, Carter Park, Hough, Arnada, Shumway and Esther Short neighborhoods directly to a transit, pedestrian and bike network, supplying multi-modal access to employment and recreational areas along Lower River Road. The port and its tenants employ active, regular bike commuters, and the ranks are growing. The safety concerns regarding heavy freight, commercial and construction traffic, railroad tracks and general congestion are a deterrent for many, and a concern for those who commute via bike.

The project is included in the Clark County 2006 Regional Trail and Bikeway Systems Plan for the Lewis and Clark Discovery Greenway Trail. . Lower River Road, Fourth Plain and Mill Plain boulevards are all designated as regional freight corridors according to the RTC Clark County Freight Mobility Study, perpetuating challenges to safe bike commuting and access to recreational areas.

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

The project is located within the Fruit Valley Neighborhood, a low-income, diverse neighborhood with 92.5 percent of the students attending the Fruit Valley Grade school on subsidized lunch programs. A family center, which provides food, clothing and other support to low income families is located within the school itself due to the elevated needs of this particular neighborhood.

The Fruit Valley neighborhood is one of the lowest socioeconomic communities in Vancouver, with a median household income of \$31,121, compared to Vancouver's overall median of \$50,387.

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

The project is within the Fruit Valley Neighborhood, a socioeconomically diverse neighborhood which qualifies as an environmental justice community. The Fruit Valley Grade School, community center and family support center are all located within 1/2 mile of this project. Fruit Valley hosts two Vancouver Housing Authority low-income complexes, including Plum Meadows and McCallister Village.

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):

The project is located on a high-volume freight corridor with access to job centers, industrial and marine activities and recreational areas. There is an existing, approximately three-foot wide bike lane that provides perceptively inadequate safety for inexperienced cyclists and pedestrians. Most of the distance between the C-Tran Fruit Valley line terminus and the port's administration building does not include sidewalks, and is crisscrossed by rail tracks.

Additionally, Lower River Road is a flat, long stretch of road without stop signs, intersections or other deterrents outside of speed limit signs to control excessive speeds. 2012 traffic data indicates approximately 2400 daily trips on SR501, and 10,790 daily trips at the intersection of Mill Plain, Fourth Plain and SR501 (From RTC web site/PORTAL). Several severe accidents have occurred on Lower River Road in recent years, including one fatality and significant damage/injury due to high speeds, including the latest one which occurred directly in front of the port's administrative building.

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

The 12-foot pathway will provide a separate facility for bikes and pedestrians. Vegetation, signs and striping will add to the safety benefits of the path. Similar to the recently completed Parcel 1-A path near Gateway Avenue, stop signs and trail identification will be used to promote bicycle/pedestrian safety and truck/vehicle awareness.

The pathway would also separate slow-moving pedestrian and cyclists from higher-speed traffic along Lower River Road, greatly reducing a safety conflict between high speed vehicles. The bicycle and pedestrian shared use path will encourage a safe alternative to single occupancy driving by creating an acceptable route for employees to transit to/from their place of business to nearby neighborhoods and downtown Vancouver.

Many recreational bikers and runners utilize Lower River Road to access recreational sites. This unfunded section of the multi-use path will allow for safe travel for individuals and families access these areas.

9. Readiness:

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

Please explain:

Project alignment and preliminary engineering has been completed. This grant would complete engineering for a raised bike path in preparation for construction.

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:

The Vancouver Bicycle Club, City of Vancouver, Vancouver/Clark Parks Department and area neighborhoods have been highly interested in the completion of the port's multi-modal path project. There has been no opposition to the project, rather there is continuing interest and energy from the neighborhoods, cycling community and port tenants to construct the path. The port has worked in conjunction with the Vancouver/Clark Parks Department and the City of Vancouver to find funding to construct this phase of the multi-modal path. Multiple letters of support from bicycle clubs, neighborhoods and Vancouver/Clark parks are available in support of the port's multi-use path. Letters are available upon request.

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

This project is designed to increase bike, pedestrian and transit access to one of Vancouver's largest job centers. Maritime and industrial activities at the port employ 2,300 people, with more coming on line in 2014 as the Centennial Industrial Park is constructed. Additionally, several other private employers reside on Lower River Road, including Clark Public Utilities, Clark County Work Center (jail), a recycling center, Hickey Marine, Tidewater and others. Finally, it is a critical piece of pathway linking neighborhoods to highly used recreational areas, including Vancouver Lake and Frenchman's Bar.

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

The path will be a 12-foot, separated facility with asphalt surface, signage and landscaping. It will be designed to optimize access to job centers, while connecting efficiently to the port's overall multi-modal path. It will be similar in design to the recently completed Parcel 1-A path.

The path will be constructed adjacent to a wetland mitigation bank, requiring a raised platform that will afford safe passage, while protecting plants and wildlife and providing superb natural views to users.

The width of the finished path will allow for concurrent use by bicyclists and pedestrians.

Project Information

13. List all funding partners contributing to the project:

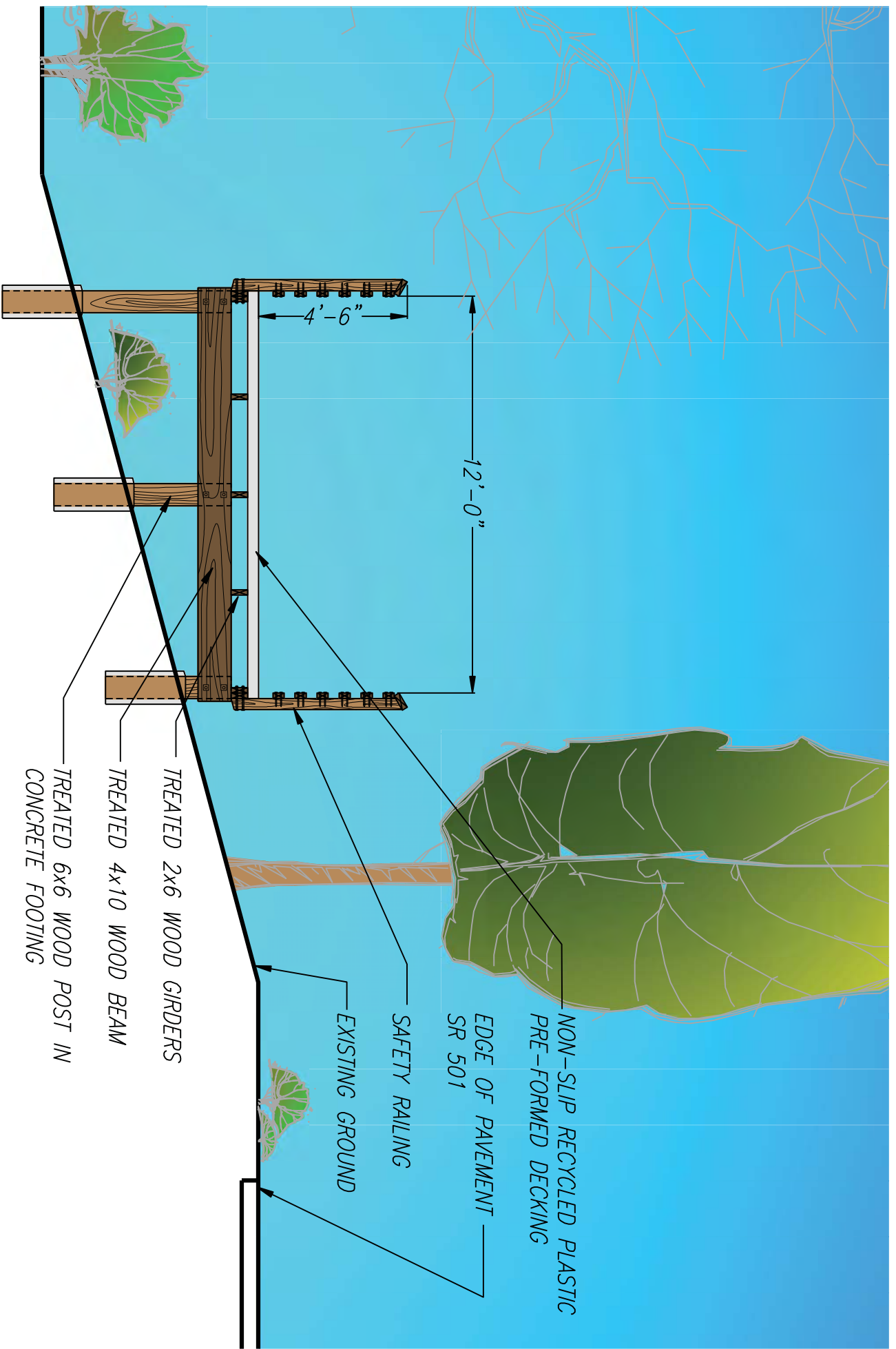
Funding Source	Amount
Port of Vancouver	\$15,200

Other Information

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

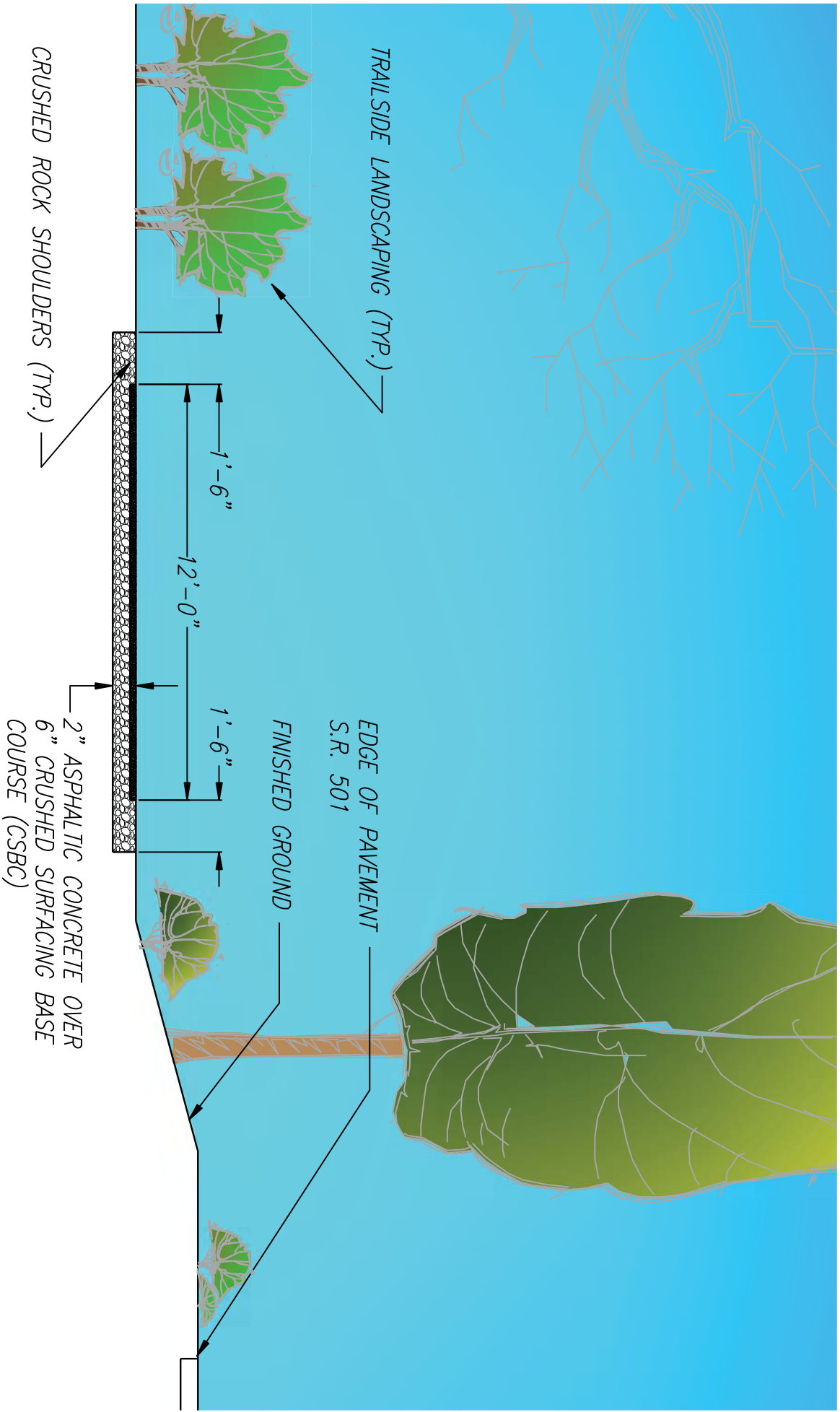
The Port Connector section of the bike/ped path is the final piece to complete (if the Transit Terminus to Port Center section is funded through TAP) a contiguous, road-separated multi-use path, connecting to the regional and city bike path system, all of the port's facilities, and a significant portion of SR501 to the Flushing Channel.

The port requires funding to complete the engineering of a raised platform over this more complicated section. Once engineering is complete, the port intends to seek funding to construct and complete this section of the pathway.



TYPICAL SECTION - ELEVATED TRAIL

NTS



TYPICAL SECTION - TRAIL ON GRADE

NTS



- NOTES**
1. THE SCOPE OF THIS SURVEY IS TO SHOW SURFACE ELEVATIONS ALONG THE EDGE OF PARCELS OF 30' AND BETWEEN THE POINTS OF THE SURVEY.
 2. FIELD WORK FOR THIS SURVEY WAS PERFORMED BY [NAME] ON [DATE].
 3. THE LOCATION AND BEARINGS ARE 2017 CLEAR COUNTY DIGITAL DATA.
 4. A FEW MAJOR ELEVATIONS WERE SHOWN FOR GENERAL REFERENCE. THESE ELEVATIONS EXIST BUT ARE NOT SHOWN ON THIS SURVEY.

VERTICAL DATUM

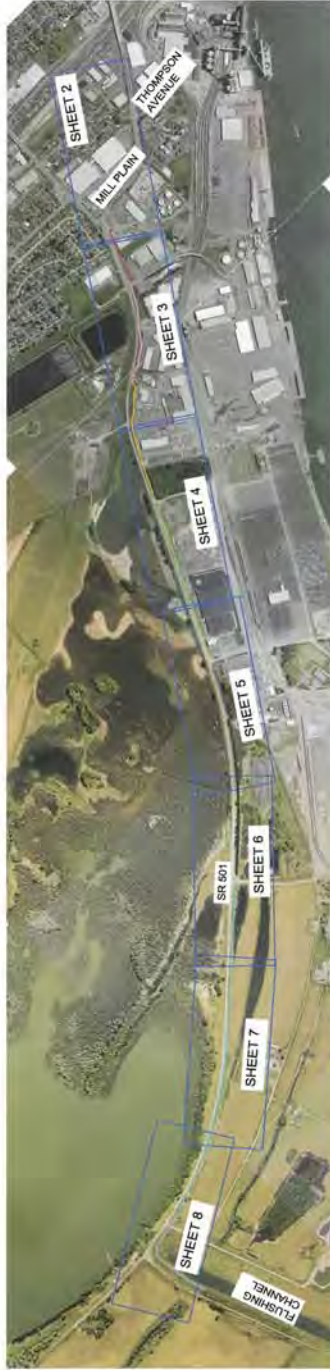
ELEVATIONS SHOWN ON THIS SURVEY ARE VERTICAL CURVED SURFACE ELEVATIONS AS SHOWN IN RECORD OF SURVEY BOOK 45, PAGE 178.

HORIZONTAL DATUM

BEARINGS BASED ON ASSUMPTION SOUTH STATE PLANE. COORDINATES BASED ON ASSUMPTION NORTH STATE PLANE. DISTANCES SHOWN IN RECORD OF SURVEY BOOK 45, PAGE 178.

BOUNDARY NOTE

BOUNDARY LINES AND POINTS OF ANY LINES SHOWN HEREON ARE NOT TO BE CONSIDERED AS BOUNDARY LINES. THE RECORD OF SURVEY BOOK 45, PAGE 178, IS THE NORTH RIGHT OF WAY OF THE TRAIL. ANY ADJACENT PROPERTY OWNERS SHOULD BE MADE AWARE OF RECORD DATE AND OTHER SURVEYING SHOULD BE CONSIDERED APPROXIMATE.



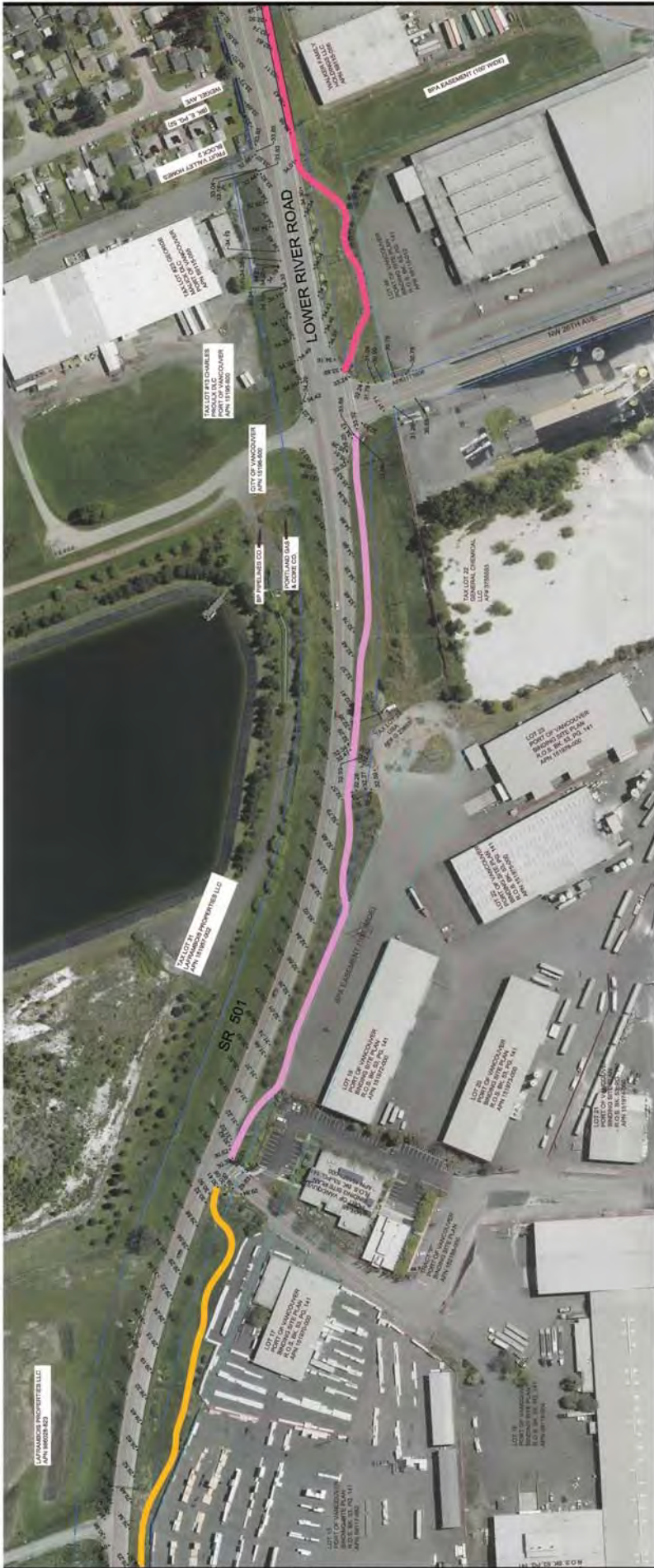
REVISIONS

PORT OF VANCOUVER - SR 501
MULTI USE TRAIL ALIGNMENTS

MackKay Sposito 1325 SE TECH CENTER DRIVE SUITE 140
VANCOUVER, WA 98641
PHONE: (206) 451-7776
FAX: (206) 451-2833
www.mackkaysposito.com

DATE: 12/15/21
SCALE: 1" = 2000'
DRAWN BY: [Name]
DATE PLOTTED: 12/15/21
FILE: 1333 DAILY CROSSINGS

JOB NUMBER: **15553**
SHEET: [Number]
1 of 8



- TRAIL SEGMENT 1A *
- TRAIL SEGMENT 1B *
- TRAIL SEGMENT 2 *

* PROPOSED TRAIL LOCATION WAS SCALED FROM DRAWING PROVIDED BY THE PORT OF VANCOUVER

**PORT OF VANCOUVER - SR 501
MULTI-USE TRAIL ALIGNMENTS**

REVISIONS



DATE: 1/28/23
SCALE: 1" = 100'
DRAWN BY: EPH
DATE PLOTTED: 1/28/23
FILE: 15553_EPHL_CROSSINGS

MacKay + Spósito 1325 SE TECH CENTER DRIVE, SUITE 140
VANCOUVER, OR 97043
PHONE: (503) 695-2411
FAX: (503) 695-2833
www.mackay-sposito.com

PROJECT NUMBER: 15553
SHEET NUMBER: 3 of 8

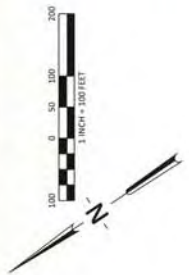
SEE SHEET 2

SEE SHEET 4



— TRAIL SEGMENT 2 *
— TRAIL SEGMENT 3 **

* PROPOSED TRAIL LOCATION WAS SCALED FROM
 ** PROPOSED TRAIL LOCATION WAS DERIVED FROM AN
 AERIAL PHOTOGRAPH PROVIDED BY GRASP MAPCOLE



SEE SHEET 3

SEE SHEET 5

REVISIONS

PORT OF VANCOUVER - SR 501
MULTI-USE TRAIL ALIGNMENTS

Mackay Sposito - 135 45 45th Avenue NE, Suite 140
 VANCOUVER, WA 98631
 PHONE: (206) 895-2411
 FAX: (206) 895-2758
 EMAIL: MS@MS-ENGINEERS.COM

DATE: 12/1/22
 SCALE: 1" = 100'
 DRAWN BY: JMS
 DATE PLOTTED: 12/1/22
 SHEET NUMBER: 15553
 SHEET TOTAL: 4 of 8