

# Transportation Alternatives Program 2021 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 564-397-5212.

## General Information

Project Title: NE Hazel Dell Avenue Sidewalk Improvements  
 Project Location and Limits: NE Hazel Dell Avenue (NE 99th Street to NE 117th Street)  
 Project Length (miles): 0.90  
 Agency: Clark County Public Works  
 Contact Person: Christopher Carle  
 Telephone: 564.397.4523 Email: chris.carle@clark.wa.gov  
 Certified Acceptance Agency: Clark County Public Works

## Project Screening Criteria

*Check all that apply.*

- Project is consistent with the 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	12/01/2019	\$0	\$215,000	\$215,000
Right of Way	01/01/2021	\$0	\$50,000	\$50,000
Construction	04/01/2022	\$600,000	\$640,000	\$1,240,000
Totals	n/a	\$600,000	\$905,000	\$1,505,000
<b>Overall Match Ratio:</b>				60.13%

## 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 type="checkbox"/> Recreational Trails Program              |
| <input type="checkbox"/> Control of outdoor advertising                     | <input checked="" type="checkbox"/> Safe Routes to School Program |
| <input type="checkbox"/> Historic preservation of transportation facilities |   |

## Project Information

### 1. Project Description:

#### Existing Conditions:

NE Hazel Dell Avenue is an important two-lane urban arterial that carries up to 800 vehicles an hour (9,083 ADT). Vehicle speeds are high and pedestrian/bicycle use is heavy. A bike-pedestrian count from a 3-hour observation on April 24, 2018, counted 26 bicyclists and 99 pedestrians. The existing state of the roadway is challenging for pedestrians for various reasons. In sections where sidewalks are missing, pedestrians are forced to walk on the narrow roadway shoulder and/or navigate rough, uneven terrain. Children, parents pushing strollers, people in wheelchairs and elderly pedestrians compete with vehicles and bicyclists for space to walk in the roadway. Cyclists also compete for space with pedestrians walking along the roadway. The shoulders vary in width (4.5-13 feet) on both sides of Hazel Dell Avenue from NE 99th Street to NE 117th Street.

There are several schools (both public and private) near the Hazel Dell Avenue corridor and many students walk alongside and cross the road to get to their schools. Pedestrians of all ages and abilities walk along the corridor. There are transit routes throughout the Hazel Dell Avenue corridor, including the 99th Street Transit Center, as well as stops south of NE 99th Street.

#### Project Scope: This project will:

- Build missing or damaged sidewalk segments and curb ramps to Americans with Disabilities Act (ADA) standards to complete a continuous sidewalk network from NE 99th Street to NE 117th Street.
- Restripe shoulders and add hatching, signage and bike symbols to provide continuous designated bike lanes on both sides of Hazel Dell Avenue from NE 99th Street to NE 117th Street.
- Move existing mid-block crossing at Sacajawea Elementary School south to the intersection at Hazel Dell Avenue and NE 112th Street to include a pedestrian crossing island.
- Install a Rapid Flashing Beacon at the NE 110th Street crossing.

Project Benefits: Hazel Dell Avenue is a major north/south route that extends from the City of Vancouver's Main Street to NE 117th Street. This project will:

- Extend the pedestrian transportation network on Hazel Dell Avenue from Main Street north to NE 117th Avenue, connecting to the existing transportation network at the northern and southern project termini.
- Provide continuous dedicated bike lanes throughout the corridor. This project provides designated bike lanes on both sides of Hazel Dell Avenue and extends the existing bike lanes on Hazel Dell Avenue. Hazel Dell Avenue is a major north/south route that extends from the City of Vancouver's Main Street to NE 117th Street.
- Improve safety for the crossing at Sacajawea Elementary School by eliminating a mid-block crossing and adding intersection crossings at both NE 110th Street and NE 112th Street with enhanced crossing treatments.
- Improves vehicular, bicyclist and pedestrian mobility while enhancing safety for all transportation modes.
- Improve travel options for people to get to schools, shopping, transit centers and stops, church, their homes, and other local destinations outside of the project limits (such as: Columbia River High School, Sonshine Daycare, Sonshine Elementary School, Sacajawea Elementary School, Hazel Dell Kinder Care North, Highgate Senior Living, Grocery Outlet, Dollar Tree, Dutch Brothers, Mimi's Laundromat, Planet Fitness gym, as well as other major retail destinations along/adjacent to this route).
- Allow for Vancouver School District to eliminate two or more bus stops along this route for Sacajawea Elementary School within their walking area. The sidewalk will create continuous safer sidewalk for the students who walk to school.

## Project Information

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

This project will remove pedestrians from the roadway to allow an alternative to walking in the roadway, thereby eliminating pedestrian-vehicle conflicts and pedestrian-bicycle conflicts. This project also improves vehicular, bicyclist and pedestrian mobility to enhance safety for all users. The project will benefit the community by allowing better pedestrian access to their homes, schools, shops, transit, and parks while increasing opportunity for walking for exercise and recreation.

This project will create a continuous sidewalk and dedicated bicycle route through this major north/south corridor, extending the existing sidewalk/bicycle network. Re-stripping the existing shoulders will provide designated bike lanes on both sides of Hazel Dell Avenue and extends the existing bike lanes from NE 99th Street to NE 117th Street completing the bicycle route gap. NE 117th Street further connects west toward Felida and east to the 35-acre Salmon Creek Regional Park. At the southern termini, the project will connect to existing sidewalk and bike lanes, southward into the City of Vancouver to Main Street. This connection allows safer and additional opportunities for pedestrian and bicycle travel to shops, restaurants, medical offices, apartment and senior living complexes, and the Burnt Bridge Creek and Discovery Trails, south of NE 99th Street.

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):

These improvements will further extend the transportation network on Hazel Dell Avenue from Main Street north to NE 117th Street and connect further west toward Felida and east to the 35-acre Salmon Creek Regional Park and shopping and transit on Highway 99. This project will provide the connection between the existing urban network on NE 99th Street and NE 117th Avenue with Columbia River High School, Sonshine Daycare, Sonshine Elementary, Sacajawea Elementary, Hazel Dell KinderCare North, Highgate Senior Living, Grocery Outlet, a laundromat and other major retail destinations along this route. In addition, Sacajawea Elementary School may be able to eliminate two or more bus stops along this route following project construction due to increased student walking/cycling opportunities.

This project will provide a continuous sidewalk/bicycle network, connecting to additional pedestrian and bicycle routes. It will create further options to walk and bike to C-TRAN bus routes, the 99th Street Transit Center, residents, jobs, shopping centers, medical offices and restaurants. This project will relocate the mid-block crossing at Sacajawea Middle School and enhance its crossing treatments adding a Rectangular Rapid-Flashing Beacon (RRFB) at NE 112th Street and a pedestrian crossing Island at NE 110th Street and improve illumination per the Clark County Pedestrian Crossing Treatment Policy.

## 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):

Specific adopted Clark County plans include:

- Clark County Pedestrian Crossing Treatment Policy
- 2021-2026 Transportation Improvement Program (Sidewalks and ADA Compliance Program)
- 2016-2035 Comprehensive Growth Management Plan and 20-year Capital Facilities Plan
- Clark County 2010 Bicycle and Pedestrian Master Plan
- Document Clark County Regional Trail Plan
- Heritage Trail Plan
- Clark County Complete Streets
- Burnt Bridge Creek Trail & Discovery Trail (approximately 2 miles south of NE 99th Street)

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

Building this project will provide a walking route for pedestrians, rather than requiring them to traverse rough and uneven terrain and/or be forced to compete with vehicles in the roadway. ADA compliant sidewalks will be built at the missing segments along with ADA-compliant sidewalk curb ramps at intersections. A retaining wall will be built along portions of Hazel Dell Avenue where necessary to address elevation shifts in order to install ADA compliant ramps. In addition, ADA deficiencies in existing sidewalk (such as large cracks and settlement) will be repaired or replaced.

More than 40 percent of nearby residents live below the poverty line. This project will provide a pedestrian route for those who may not have access to an automobile and rely on this intermittent sidewalk path for walking and biking to shopping centers, bus stops and schools.

C-Tran operates three bus stops directly on this segment of NE Hazel Dell Avenue, as well as stops on NE 105th Street, NE 9th Avenue, NE 9th Avenue and the 99th Street Transit Center. This project will provide a direct route of travel for those who walk to these C-Tran stops.

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

The Vancouver Housing Authority (VHA) operates low income housing in the project area, and additional housing just south of the project area. The VHA reports that there are 45 subsidized units in the Arbor Ridge Senior Apartments, and an additional 65 units in the Arbor Ridge Assisted Living Community.

## 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):

Lack of a continuous, uneven, separated sidewalk and dedicated bike lanes on Hazel Dell Avenue creates the following safety issues:

- Pedestrians are forced onto roadway due to intermittent/dead end sidewalk and rough roadway edge terrain.
- Pedestrian could potentially come into conflict with vehicles and bicyclists in the roadway.
- This also adds to congestion along busy Hazel Dell Avenue.
- Some school crossings are poorly located and marginally protected.
- Damaged, substandard, or missing ADA ramps are a tripping hazard and hinder travel for disabled people.
- Excessive speeds noted during peak hours with 373 vehicles traveling faster than 40 MPH daily.

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

This project will build missing sidewalk segments allowing for a complete sidewalk network from NE 99th Street to NE 117th Street. Shoulders will be re-striped for designated bike lanes. The construction of this sidewalk and re-striping will improve pedestrian safety by removing pedestrians from the roadway. Pedestrian-bicycle and pedestrian-vehicle conflicts are eliminated thereby reducing the potential for accidents.

The existing mid-block crossing at Sacajawea Elementary School will be moved south to NE 112th Street and crossing treatments will be enhanced with illumination and a Rapid Flashing Beacon. The county will be coordinate with the Vancouver School District to modify access to the school property to improve safety and connectivity. The NE 110th Street crossing will also be enhanced by adding a pedestrian crossing island and illumination to county standards.

Adding missing and repairing/retrofitting damaged ADA ramps will provide a smoother and safer transition to the street crossings and safer sidewalk for wheelchair bound people and pedestrians with strollers.

Striping bike lanes will visually reduce the roadway width which has been shown to reduce vehicular speed.

9. Readiness:

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

Please explain:

Right of way acquisition: We have 5 parcels that are in process to acquire a small portion of right of way with a total of 2,990 sf of land 6 parcels that we will be acquiring TCE's .

Permitting: The environmental permitting process has begun and anticipated to be approved Summer 2021.

Construction: Construction is planned for Spring/Summer 2022 following completion of the design and right-of-way phases.

## 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 School District supports this project as it provides an upgraded, safer and walkable route for students and all pedestrians of all walks of life. Clark County and the Vancouver School District have had multiple discussions and in the process of completing the project design. Please see the attached letter of support from the Vancouver School District.

The Clark County Bicycle and Pedestrian Advisory Committee also supports this project. A committee member took bike-pedestrian counts on April 24, 2018 for efforts in submitting a previous Pedestrian and Bicycle grant.

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

Constructing the missing sidewalk/bicycle segments and curb ramps per ADA standards will allow for a continuous, navigable sidewalk/bicycle on the busy Hazel Dell Avenue corridor from NE 99th Street to NE 117th Street. This project will create a continuous walkable sidewalk for safer pedestrian travel. The project will provide local residents the ability to walk/ride to nearby businesses, transit stops and access to additional destinations. Providing continuous connectivity of separated sidewalk will offer pedestrians a safer path network. The sidewalk project will support and encourage pedestrians to walk for recreation and exercise, in addition to travel.

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

The addition of a continuous sidewalk network, the project will create a safer pedestrian route for residents who do not have access to vehicles. Having this extended network will allow direct access to transit stops, shopping, medical facilities, schools, the Salmon Creek Regional Park and businesses outside of the project area. ADA upgrades also will provide a better network for those who rely on wheelchairs, those who are visually challenged, and for pedestrians with strollers or walkers.

Moving the mid-block school crossing and enhancing crossing treatments at NE 112th Street and NE 110th Street intersections will improve sight distance, visibility and safety for all pedestrians.

A continuous off-road sidewalk will remove pedestrians from the roadway to greatly enhance safety and mobility. This will lessen on-road congestion and eliminate on-road pedestrian-vehicle conflicts and pedestrian-bicycle conflicts.

## Project Information

13. List all funding partners contributing to the project:

Funding Source	Amount
Federal Funds – SW Regional Transportation Council/TA Award in 2019 for PE	\$79,600
State Funds – Transportation Improvement Board	\$300,000
Local Funds – County Road Fund	\$525,400

## Other Information

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

The Vancouver School District, Clark County Bicycle and Pedestrian Advisory Committee, neighborhood groups and citizens from the surrounding area highly support this project. Clark County has had previous conversations with the Vancouver School District and will be meeting to go over the project's final design.

NOTE: Clark County submitted applications for this project for Pedestrian and Bicycle grants in 2018 and 2020, which were not awarded.