

# 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: Port of Vancouver Multi-Modal Path Program -Transit Terminus to Port Center Project

Project Location and Limits: Convergence of Mill Plain/Fourth Plain to Port Office and Central Industrial Area

Project Length (miles): The path will be .5 miles in length.

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	02/01/2013	\$25,600	\$6,400	\$32,000
Right of Way	01/01/2013	\$0	\$0	\$0
Construction	02/01/2014	\$264,000	\$66,000	\$330,000
Totals	n/a	\$289,600	\$72,400	\$362,000
<b>Overall Match Ratio:</b>				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:

IDENTIFIED NEED -Alternative Modes Access to Jobs:

The Port of Vancouver's Multi-Modal Path Project is primarily a jobs access program that includes building a separated bike/pedestrian path, connecting residential areas, the City of Vancouver's bike path system and CTran's bus service network to an accessible, safe multi-modal path system. The port has completed its survey and alignment study, and the entire project is within port property and/or Washington State Department of Transportation easements, leaving no outstanding Right of Way acquisitions.

The project identified for this application is called the Transit Terminus to Port Center Project. It will construct an approximate one-half mile section of the multi-modal path stretching from the confluence of Mill Plain, Fourth Plain and Lower River Road/SR 501. The path will be constructed to connect with the City of Vancouver bike trail system, and the terminus of C-Tran's Fruit Valley bus line at the end of Mill Plain Boulevard. It will be constructed as a separated, 12 foot-wide paved path that will afford separation from the freight-heavy roadway, providing needed safety benefits in this congested industrial area. It will also include stop signs along the path at intersections with cross streets, industrial entrances and the main marine gate entrance to the port, providing additional safety to pedestrians and bicyclists. The project will also include landscaping that adds physical separation from the road and greater to the safety of the path. Landscaping will be designed to manage invasive blackberries and other vegetation that exist alongside the roadway. The project does include selected signs and street furniture to improve user experience and enhance safety along the path system.

The port is committed to completing this multi-modal corridor over time, and has constructed other individual projects (sections) of the path, most recently completing an approximately one-half mile section in front of the new Farwest Steel manufacturing facility and Gateway Avenue access to the port's west tenants. Each section is a discrete project, which is triggered by port development requirements, or as funds become available. The Transit Terminus to Port Center Project has no identified funding source, and is along a built section of the port, leaving this important piece without a funding trigger or source.

When complete, the path will be approximately 3.7 miles in length, from the convergence of Mill Plain and Fourth Plain boulevards, past the port's future Columbia Gateway marine and industrial park, to the Flushing Channel. When fully developed, the path will provide thousands more industrial and trade employees a safe, efficient way to get to work and to some of our region's most utilized recreational areas.

## Project Information

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

This project is designed to improve the public travel experience, while increasing safety. Lower River Road offers views of and access to, natural areas and access to some of the region's best recreational sites (Vancouver Lake, Frenchman's Bar, Ridgefield Wildlife Reserve). However, the way to get there is treacherous. The port's Multi Modal Path Project has the benefit of natural areas within view, but the bike rider or pedestrian must utilize a roadway shared primarily with freight, commercial trucks, construction trucks, recycling vehicles, boat trailers and other large vehicles. Traffic on the road is a deterrent to families and a hazard to regular bike commuters and pedestrians and recreational cyclists, and is the only connection to these prime recreational areas.

The Transit Terminus to Port Center path will provide a significant portion of a grade-separated, landscaped path that provides the public with safe access to work and play. It will provide a key portion of the path that will enable families to access recreational areas more safely.

The full project will connect to Vancouver Lake, Frenchman's Bar and other natural areas. These are highly-used recreational areas where families and individuals frequently visit. To date there is not a separated bike/pedestrian path (with the exception of the sections the port has completed). Although completion of the multi-modal path out to the Flushing Channel (Vancouver Lake area) is planned, its funding and design feasibility is longer term, due to the port's development plans and timeline. However, the addition of the proposed section (Transit Terminus to Central Port) of this path would create safe access to much of the port's job generators and a significant step forward in the longer-term plan of multi-modal path access to key recreational areas. A letter from the Arnada Neighborhood Association to this effect, is included.

(( SEE ATTACHED ALIGNMENT MAPS)))

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 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 Transit Terminus to Port Center path will connect with C-Tran's Fruit Valley line that runs through an environmental justice community and several other nearby neighborhoods (Hough, Carter Park, Arnada, Shumway and Esther Short), connecting residents 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 included, 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, which include over 50 acres of light industrial land. The park is currently under construction, with planned completion of the infrastructure, including improvements to SR501 (turn lane) by August 2013. The port plans to build the first industrial facility in early 2014, with potential of another facility coming on line the same year. This area is projected to generate up to 500 new jobs, depending on the industries. The Transit Terminus to Center Port project will provide safe access to this new job center as well.

((((SEE ATTACHED CENTENNIAL INDUSTRIAL PARK RENDERING)))

## 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 creating multi-modal access connecting residential areas to jobs, 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.

((VANCOUVER/CLARK PARKS BIKE PLAN & CITY OF VANCOUVER BIKE MAP AVAILABLE UPON REQUEST))

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.

((CENSUS LINKS: <http://portlandpulse.org/node/223> and <http://quickfacts.census.gov/qfd/states/53/5374060.html> ))

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.

((SEE ATTACHED PHOTO OF RECENTLY COMPLETED PARCEL 1A TRAIL & SIGNAGE)))

9. Readiness:

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

Please explain:

Currently engineering and design is at the approximate 30% level of completion. Topographic survey is completed for the subject corridor. Upon consultation with our engineering consultant, we understand that design could be completed and submitted for permitting in less than 60 days from notice to proceed. We anticipate the full engineering and permitting process could be completed in 180 days or less. We are prepared to commence with construction in early 2014.

## 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, with particular interest in the Transit Terminus to Central Port project. 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.

((((LETTERS OF SUPPORT FROM VANCOUVER/CLARK PARKS DIRECTOR, FRUIT VALLEY NEIGHBORHOOD ASSOCIATION, ARNADA NEIGHBORHOOD ASSOCIATION, SHUMWAY NEIGHBORHOOD ASSOCIATION, BIKE CLARK COUNTY, CLARK COMMUNITIES BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE---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 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	\$72,400
Transportation Alternatives Program	\$289,600

## Other Information

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

This project has gained support from our city and parks partners, neighborhoods and the bicycling community. It is a critical piece in connecting transit to our key job centers, and will fill a separate piece of the port's overall bike path plan that has independent utility in connecting to existing city/regional bike paths, the transit system and a low-income community, to a key job center and some of our county's most utilized parks.



- 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 THAT ARE NOT SHOWN ON THIS SURVEY.

**VERTICAL DATUM**

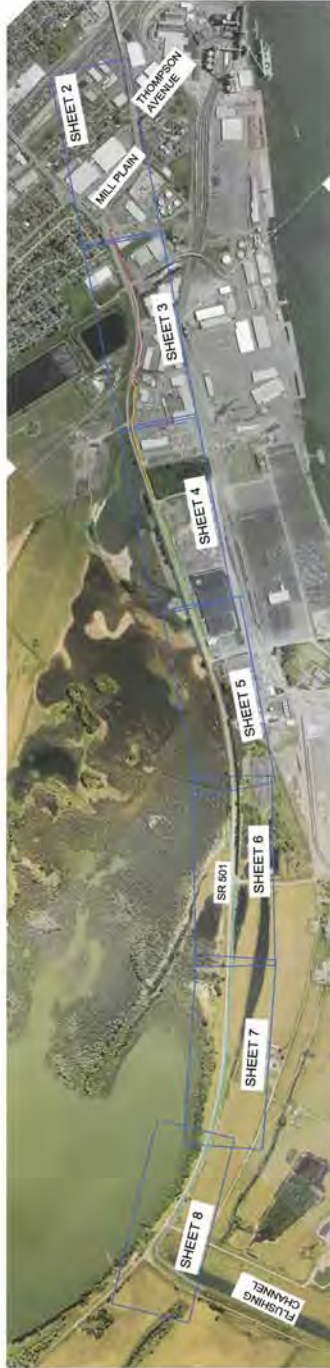
ELEVATIONS SHOWN ON THIS SURVEY ARE VERTICAL CURVED 47 CONTROL NETWORK AS SHOWN IN RECORD OF SURVEY BOOK 39, PAGE 178.

**HORIZONTAL DATUM**

BEARINGS BASED ON NAD83 NORTH STATE PLANE. HORIZONTAL CONTROL NETWORK AS SHOWN IN RECORD OF SURVEY BOOK 39, PAGE 178.

**BOUNDARY NOTE**

BOUNDARY LINES AND BOUNDS OF ANY LOTS SHOWN HEREON ARE NOT TO BE CONSIDERED AS A GUARANTEE OF TITLE. THE RECORD OF SURVEY BOOK 39, PAGE 178, IS THE NORTH RIGHT OF WAY FOR THE PORT OF VANCOUVER TRAIL ALIGNMENT. ANY OTHER SURVEYS SHOULD BE CONSIDERED APPROXIMATE.



REVISIONS

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

**MackKay Sposito** 1325 SE TECH CENTER DRIVE SUITE 140  
VANCOUVER, OR 97043  
PHONE: (503) 835-2413  
FAX: (503) 835-2833

DATE: 12/15/21  
SCALE: 1" = 2000'  
DRAWN BY: [NAME]  
DATE PLOTTED: 1/17/23  
FILE: 1333 DRAIN CROSSINGS

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





SEE SHEET 3

BEGIN MAP

**TRAIL SEGMENT 1A\***



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

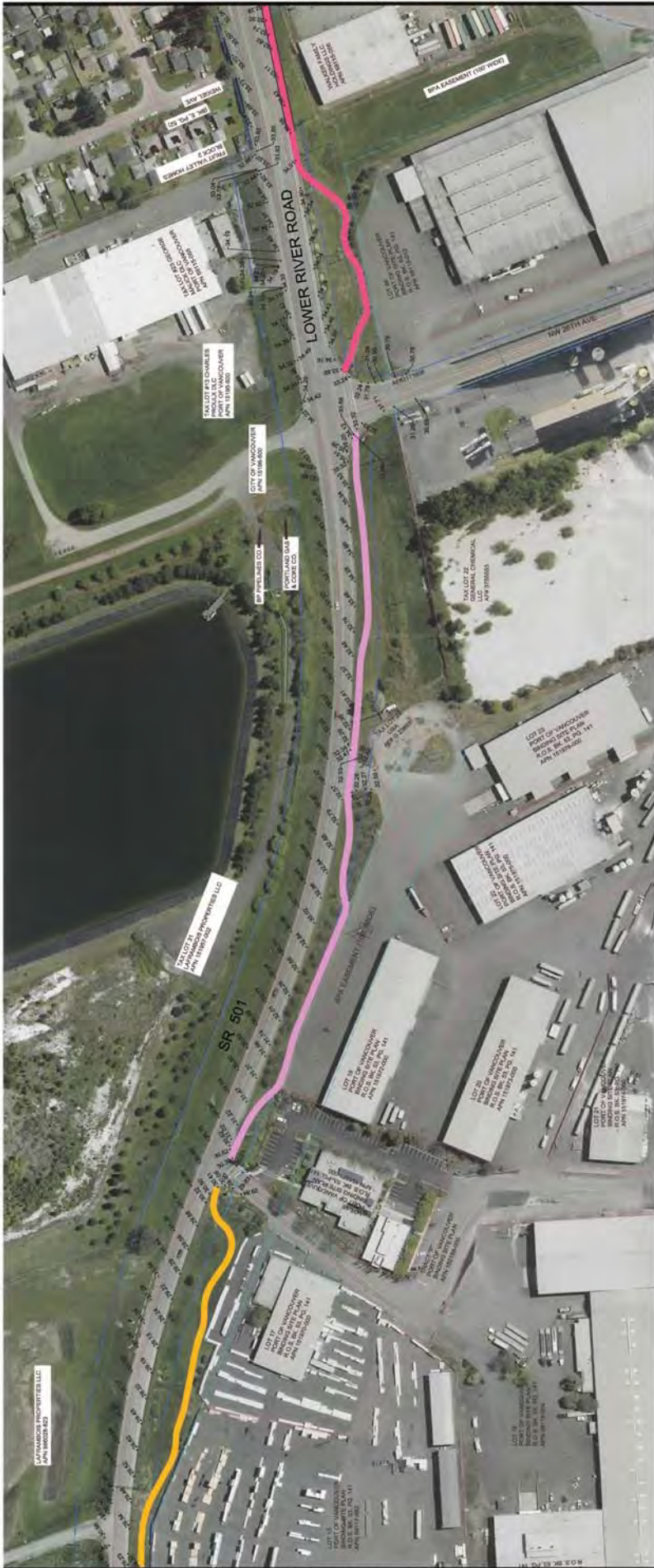
REVISIONS

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

**MacKay + Spósito** 1325 SE FISS CENTER DRIVE, SUITE 100  
VANCOUVER, WA 98683  
PHONE: (509) 895-2411  
FAX: (509) 895-2426  
WWW.MACKAYSPOSITO.COM

DATE: 12/17/23  
SCALE: 1" = 50'  
DRAWN BY: GJM  
DATE PLOTTED: 12/17/23  
FILE: 15553 SR501\_CROSSINGS.dwg  
JOB NUMBER: 15553  
SHEET: 2 of 8





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

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

REVISIONS

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

**MackKay Sposito** 1325 SE TECH CENTER DRIVE, SUITE 140  
VANCOUVER, OR 97043  
PHONE: (503) 495-2411  
FAX: (503) 495-2776  
www.mackkaysposito.com

DATE: 1/28/23  
SCALE: 1" = 100'  
DRAWN BY: EPH  
DATE PLOTTED: 1/28/23  
FILE: 1325 SR501\_CROSSINGS.dwg

JOB NUMBER: 15553  
SHEET: 3 of 8



SEE SHEET 2

SEE SHEET 4



**Centennial Industrial Park**  
**Completion Date: Summer, 2013**





NO  
MOTOR  
VEHICLES

KEEP  
OFF