

Transportation Alternatives Program 2015 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: Highway 99 Pedestrian/Bicycle Improvements

Project Location and Limits: Highway 99 (NE 63rd Street - NE 78th Street)

Project Length (miles): 0.75

Agency: Clark County

Contact Person: [REDACTED]

Telephone: [REDACTED] Email: [REDACTED]

Certified Acceptance Agency: Clark County

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	07/01/2015	\$50,000	\$61,050	\$111,050
Right of Way	01/01/2016	\$100,000	\$290,000	\$390,000
Construction	08/15/2016	\$100,000	\$935,950	\$1,035,950
Totals	n/a	\$250,000	\$1,287,000	\$1,537,000
Overall Match Ratio:				83.73%

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 type="checkbox"/> Safe Routes to School Program |
| <input type="checkbox"/> Historic preservation of transportation facilities | |

Project Information

1. Project Description:

This project will reconstruct the narrow, substandard sidewalk along the west side of Highway 99 between NE 63rd and NE 78th Streets; creating a more inviting, safe and ADA accessible pedestrian pathway along this 40 mph, principal arterial that carries more than 20,000 vehicles per day.

The existing sidewalk is not ADA accessible and presents multiple obstacles to pedestrian mobility including cracked, heaved and broken panels, dissimilar asphalt patches, encroachments from utility poles, vehicle overhangs and vegetation. In addition to the new sidewalk, a pedestrian actuated crossing of Highway 99 with center refuge island and dual-phase High-intensity Activated Crosswalk (HAWK) signal will be added south of NE 78th Street.

Other proposed **enhancements** include:

- Substandard existing sidewalk will be reconstructed and widened to 6 feet wide.
- Obstacles to pedestrian travel including utility poles in the sidewalk, vehicle overhangs, business signs and vegetation will be removed, relocated or avoided to meet ADA requirements for path width.
- C-curb/parking stops will be added where needed to prevent parked vehicles from overhanging the sidewalk.
- Existing driveways and curb returns will be upgraded.
- Existing transit stops will be relocated and/or enhanced in partnership with C-Tran.
- Existing signals at NE 63rd St, NE 68th St, NE 72nd St and NE 78th St will receive Audible Pedestrian Signal (APS) hardware and pushbuttons for the visually impaired.
- A striped Bicycle Buffer will be added, creating a 1 foot or wider buffer between vehicle and bicycle lanes. Bicycle lanes may also be widened to up to 8 feet in width, receive contrasting bike lane coloration, symbols and/or signs to enhance visibility and safety of bicyclists on this busy corridor.
- A street-side bicycle repair station will be included on a nearby parallel route. The exact location will be determined during the design phase.

This project will improve pedestrian, bicycle and motor-vehicle safety, significantly enhance multi-modal connectivity and enhance the economic competitiveness of Highway 99, a major commercial route through Clark County.

Project partners include C-Tran, and \$5 million in private redevelopment contiguous to this project now under construction (MAJ Place) near 72nd Street. A Letter of Support from C-Tran is included in the attachments.

Project Information

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

The existing sidewalk along the west side of Highway 99 is heavily used, despite being almost impassible at several locations because of substandard width and multiple utility poles in the middle of the walkway. The sidewalk condition is poor with heaved and broken sections and uneven asphalt patches. Intersection curb ramps are missing or do not meet ADA requirements. The lack of compliant curb ramps force people using wheelchairs, mobility scooters or baby strollers to travel in the roadway to avoid these obstructions.

More than 18 percent of nearby residents live below the federal poverty level, among the highest in the county. C-Tran's Highway 99 route is the third busiest in the entire system, boarding more than 12,000 riders per month within the project extent. Proposed sidewalk improvements will improve the travel experience and increase accessibility of transit stops for these residents who are much more reliant on non-motorized travel.

Often pedestrians attempt to cross Highway 99 at a mid-block location south of 78th Street which creates hazards for the pedestrians and motorists alike. This area has seen two pedestrian fatalities in the last 3 years, and other serious pedestrian injuries. Installation of the HAWK signal at this location will provide a safe route for pedestrians to cross Highway 99.

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):

A mix of development within the project area include offices, retail shops, a major grocery store, medical/dental and residential. People who park at one location can use the sidewalk as a multi-modal connection to visit nearby businesses. Likewise, knowing that a safe accessible sidewalk exist, people can take transit to the area, walking to their final destination(s) including:

- Retail/Services: Fred Meyer, 8 different multi-tenant strip shopping centers.
- Grocery/Food: Fred Meyer, Panera, Peachtree Pie House, multiple fast-food options.
- Medical: Gentle Dental, Family Urgent Care Clinic, Westside Eye Clinic.
- Banking: Bank of America, Chase (inside Fred Meyer), US Bank.
- Lodging: Quality Inn
- Recreation: Hazel Dell Lanes

Zoning along the corridor is General Commercial (GC). High density residential is found 1-2 blocks east of Highway 99 (R-22, R-30), and industrial uses are within 1/4 mile to the south/southeast.

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):

Sidewalks and pedestrian features are emphasized design elements for new developments as described in the Highway 99 Sub-Area Plan adopted by the Board of County Commissioners in 2008. The sub-Area Plan builds on more than 15 years of work by the Team 99 Committee of interested citizens formed in 1999.

The attached technical appendix to the Sub-Area Plan specifically lists the NE 63rd-NE 99th Street section of Highway 99 as a "Priority 1" for improvements due to "obstructions throughout the section" and the need to "facilitate pedestrian access to transit and commercial activities." This project is also listed in the County Transportation Improvement Plan and Annual Construction Plan.

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

At present, it's not uncommon to see parents with strollers, disabled people in wheelchairs or scooters traveling in the street due to the deteriorated, inaccessible sidewalk along Highway 99.

Many low income and disadvantaged populations do not have full-time access to a car, and elderly people often limit driving. Both populations are more reliant on the ability to walk to destinations, or easily walk to transit. Federal statistics also list this area as among the lowest-income in the county, with 12.5% to 17.5% of the population living below the Federal poverty line.

Reconstructing the sidewalk and enhancing bicycle lanes along this heavily traveled portion of Highway 99 will significantly improve the ease of accessing C-Tran route #71 thus increasing mobility of these less auto-dependent populations. Pedestrians and bicyclists traveling to or from nearby bus routes on Hazel Dell Avenue and 78th Street will also be able to complete their trips more easily.

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

There are no designated affordable housing complexes within 1/2 mile of this project, however up to 17.5% of the population in the immediate area lives below the Federal poverty level, the second highest quintile measured by Clark County Public Health and U.S. Census Bureau.

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):

Current conditions along Highway 99 create several safety issues including lack of access, lack of separated facilities and lack of adequate safe crossings:

- Narrow sidewalk and utility poles that further restrict usable sidewalk width limit pedestrian access to transit stops and businesses, especially for the disabled.
- Deteriorated, cracked and broken sidewalk forces pedestrians to walk in the street unsafely mixing pedestrians, bicycles and motor vehicles on a single facility with minimal separation.
- Curb ramps are missing or not compliant with ADA regulations further reducing pedestrian access through the corridor.
- Lengthy distances between intersections create incentive for pedestrians to unsafely attempt to cross Highway 99's five lanes of 40 mph traffic.
- The bike lane is immediately adjacent to high speed, high volume traffic. This lack of separation discourages use by bicyclists.

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

Constructing a smooth, flat, ADA compliant sidewalk will provide safer access for pedestrians and create a new safe crossing:

- A smooth, flat ADA compliant sidewalk will improve pedestrian access to businesses that line Highway 99
- Users of wheelchairs, mobility scooters and others will gain a usable, separated pedestrian facility, removing them from the street and providing a buffer zone from automobile traffic.
- ADA ramps will be installed where missing or upgraded to meet current regulations.
- A new mid block crossing will create a safe, defined crossing point near the location of a 2014 pedestrian fatality and a serious injury in 2012. The proposed HAWK signal with center pedestrian refuge island will stop vehicle traffic north and south bound in turn. Pedestrians can safely cross the busy highway in stages via the refuge island, continuing across the remaining half road with traffic being stopped only as long as necessary and only in one direction at a time. This mode of operation will eliminate driver frustration at being stopped for unnecessarily long periods.
- A painted Bicycle Buffer 1 foot or more wide will increase separation between the vehicle lane and bike lane, enhancing bicyclists comfort and safety.

9. Readiness:

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

Please explain:

Conceptual designs and estimates (10%) are complete. Consultant selection to continue detailed design work is in progress. Right of Way survey to determine impacts on adjacent property and potential acquisitions needed is complete.

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 Highway 99 area has been the subject of several local community plans and activities. A 2007-2008 sub-area plan to guide development of the area included 12 different community members including 3 neighborhood associations.

The corridor also figured as a prominent area of need in the 2010 Clark County Bicycle and Pedestrian Plan. Eighteen different community leaders participated in the development of this 20-year plan. The Bicycle and Pedestrian Advisory Committee currently includes 11 members of the community who provide input on county projects and proposals, including this one.

The only opposition to this project involved the site of a proposed street-side bicycle repair station originally planned for Highway 99. Members of the biking community argued strongly for moving this elsewhere, suggesting Hazel Dell Avenue or another nearby location. Their feedback has been incorporated with this application, which now proposes locating the repair station "on a nearby parallel route."

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

A smooth, attractive walkway encourages more physical activity: walking to destinations or walking to a bus instead of traveling by car. The additional walking increases physical activity and public health.

Proposed enhancements to the bicycle lane promote more use of bicycles, either on their own or in conjunction with 3 major C-Tran routes along or nearby this project. The ability to bus or bicycle to this busy commercial corridor, then transition to a safe, comfortable sidewalk for the rest of a commuter or shopper's trip can be a significant incentive to avoid or reduce motor vehicle use in favor of more physical activity, improving individual and public health.

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

Landscaping / hardscaping or other design elements to be determined as the design process progresses may include decorative concrete, planting strips, street trees, furniture (benches, trash receptacles, etc.), or other elements that beautify the streetscape. These landscaping elements contribute to quality of life by encouraging people to linger, interact and enjoy the area instead of racing to their destination.

Project Information

13. List all funding partners contributing to the project:

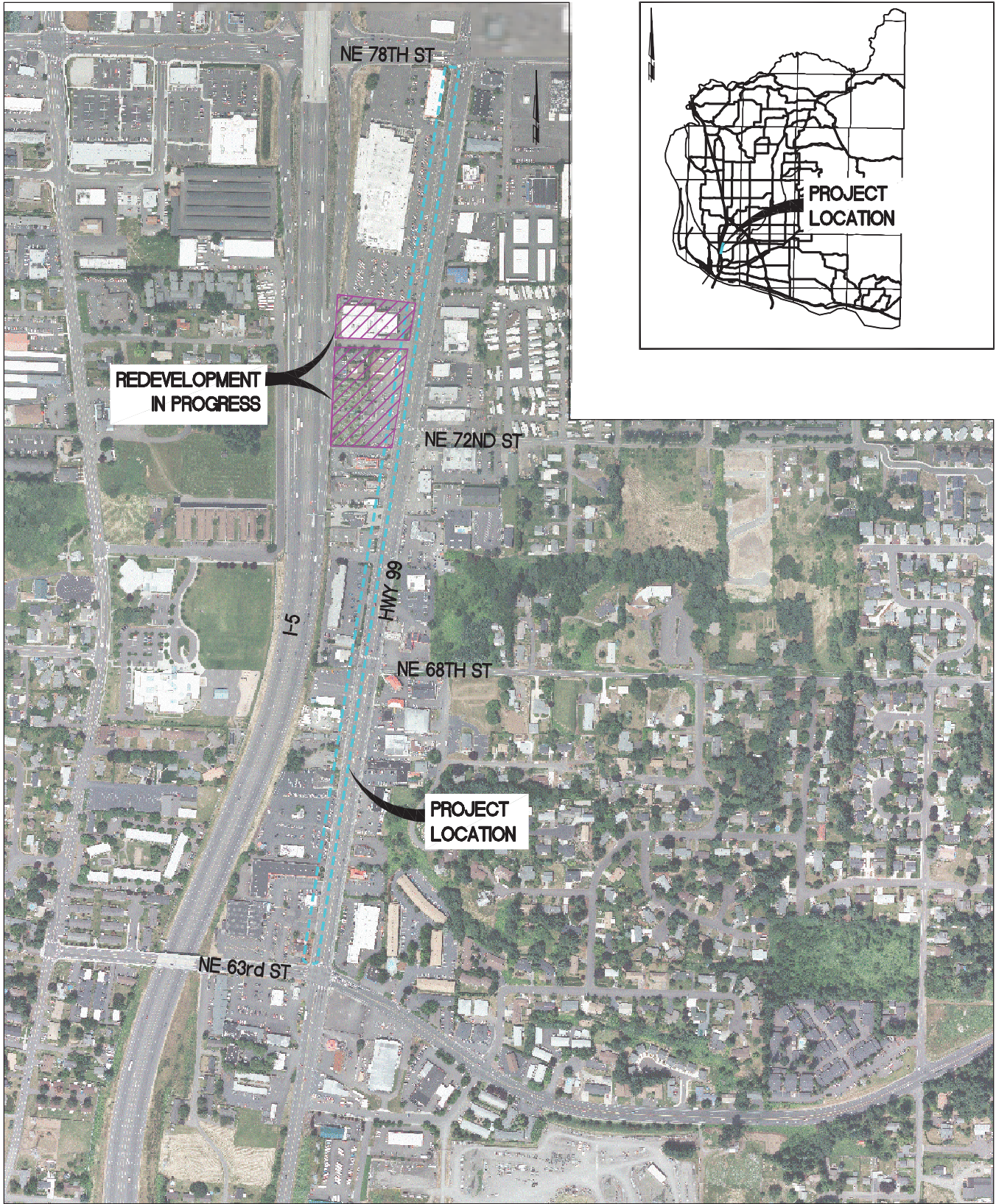
Funding Source	Amount
WSDOT Bicycle & Pedestrian Program Grant	\$725,000
TIB Sidewalk Program Grant	\$250,000

Other Information

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

Accompanying attachments:

1. Vicinity Map
2. Annual Construction Plan (ACP) showing project listing
3. Highway 99 Sub-Area Plan showing project listing
4. Letter of Support - C-Tran
5. Current Condition Photos.



HWY 99 PED/BIKE IMPROVEMENTS - VICINITY MAP

ANNUAL CONSTRUCTION PROGRAM FOR 2015 Continued

Item No.	6YR Rank	Road Log No.	4	5	6	7	8	9	10	11	12	13	14	15	16	17
ROAD/PROJECT NAME AND LOCATION (Termini description or MP's; Bridge#)			Project Length (miles)	Func. Class	Work Code(s)	Environ. Assessmt.	Source of Funds (\$1,000's)			Construction						
							County	Source (Amount)	PE	ROW	CE	Contract	County Forces			Total
Ongoing Programs																
Total Ongoing Programs - Road Preservation Program																
18	NA	NA		NA	NA	ABCDEKL	I	540	RAP(43),STP-R(25)		408	20	4,449	7,183	96	13,304
			<ul style="list-style-type: none"> • NE Manley Road - (NE 244th Street - NE 82nd Avenue) - Project #: 322012 • Cary Road Reconstruction - (NE 10th Avenue - NW Hillhurst Road) - Project #: 322112 • NE Blair Road - (NE 19th Street - NE Washougal River Road) - Project #: 322212 • Sara Junction Slope Stabilization - Phase 2 - (NW 179th Street - South of NW 41st Avenue) - Project #: 333522 • Landslide Monitoring - (Various locations) - Project #: 381012 • NE 298th Street - 2R - (NE 82nd Avenue - SR-503) - Project #: TBD 													
Total Ongoing Programs - Rural Road Improvement Program																
19	NA	NA		NA	NA	ABDEFH	I	1,289	TAP(909)		408	195	5	0	0	608
			<ul style="list-style-type: none"> • ADA Compliance Program - (Various locations) - Project #: 313111 • Hazel Dell Sidewalks - (Alki Road - NE 63rd Street) - Project #: 322922 • NW 68th Street West Sidewalk - (NW 4th Avenue - NE 2nd Avenue) - Project #: 323012 • Salmon Creek Avenue Multi-Use Pathway - (WSUV Entrance - Pleasant Valley Park) - Project #: 333022 • Highway 99 Pedestrian/Bicycle Improvements - (NE 63rd Street - NE 78th Street) - Project #: 351322 • NE 107th Avenue Sidewalk - (NE Covington Road - NE 76th Street) - Project #: 351822 • NE 131st Avenue Sidewalk - (NE Fourth Plain Road - NE 76th Street) - Project #: 351912 • Main Avenue Access Improvements - (Ridgefield City Limits - National Wildlife Refuge) - Project #: 352322 • NE 58th Street Sidewalk - (NE 59th Avenue - NE Andresen Road) - Project #: 352622 													
Total Ongoing Programs - Sidewalks and ADA Compliance Program																
20	NA	NA		NA	NA	ABDEFGH	I	386	CMAQ(515),HSIP-HRRP(150), Partnership(220)		416	589	98	1,094	1	2,198
			<ul style="list-style-type: none"> • Transportation Safety Improvements Program (Various locations) Project #: 314122 • TSMO Corridor Improvement- Phase 2 - (Various locations) - Project #: 313722 • NE Salmon Creek Avenue Traffic Signal - (at NE 119th Street) - Project #: 332922 • VAST: Highway 99 Traffic Responsive Incident Management - (NE Ross Road - NE 134th St) - Project #: 340022 • Hayes, Washougal River and Lockwood Creek Roads Safety Improvements - (Various locations) - Project #: 351622 • Signal, Timing, Evaluation, Verification, and Enhancement - (Various locations) - Project #: 352122 • Traffic Signal Upgrades - (Various locations) - Project #: TBD 													

Public Works does have a revenue source for upgrading sidewalks to the standards of the Americans with Disabilities (ADA). It is part of their sidewalk program, but is earmarked for ADA improvements. The program is completely funded through the County Road Fund program and currently has \$50,000-\$100,000 available in revenue. State and Federal grants may also be available for upgrading sidewalks to ADA standards.

Road sections with a prioritization number of 2 are streets that needed sidewalks but appeared not to address the highest priorities in terms of pedestrian mobility for the Highway 99 sub-area plan. Those with a priority index number of 2 would be included for submission to Public Works, for a subsequent round of ranking for their Walkways Connections ranking list. The street sections with a priority index of 2 are placed below the street sections with 1 are colored pink.

"First-Cut Analysis"

Projects that comprise the first round of projects submitted to Public Works for their consideration are listed near the top of the Highway 99 Sub-Area Plan Sidewalk Plan Improvement Matrix and are shown as blue-gray (Appendix B of this Technical Report).

As previously stated, Public Works staff indicated the priorities for pedestrian mobility. Access to schools was considered as a top priority. The following street sections were given a priority index of 1 because they provided pedestrian mobility to schools:

- **NE 23rd Avenue** (NE 100th Street to NE 102nd Street)-It runs next to Sarah J. Anderson Elementary school. This project also earns an index number of 1 because it would address any gaps in sidewalk that the currently funded Washington Department of Transportation (WSDOT) project for this street does not provide.
- **NE 104th Street** (NE 23rd Avenue to NE 29th Avenue)-This street section also serves pedestrians from the neighborhood to Sarah J. Anderson Elementary school. WSDOT is also funding a sidewalk improvement project on this sidewalk section to provide a pedestrian connection between both Sarah J. Anderson Elementary and Gaiser Middle School. A Clark County sidewalk project would fill any sidewalk gaps.

The following streets are given a priority index assessment of 1 because they provide pedestrian connections between activity centers such as, transit centers and parks:

- **Highway 99** (NE 63rd Street to Vancouver City Limits)-It provides a pedestrian connection on a major thoroughfare with transit service, and it also provides pedestrian access between unincorporated Clark County and the City of Vancouver.
- **Highway 99** (NE 63rd Street to NE 99th Street)-Highway 99 from NE 63rd Street to NE 78th Street has sidewalk with obstructions throughout this section. This road section would facilitate pedestrian access to transit and commercial activities.
- **Highway 99** (NE 122nd Street to NE 129th Street)- This street section has partially built sidewalk. This project made it on the short list because it could be a project to fill in the sidewalk gaps, and it could provide access from the Highway 99 area to the Salmon Creek Trail.
- **NE 13th Avenue** (78th Street to NE 88th Street)-This street section provides access from an area with multi-family housing to two major streets (NE 78th Street and NE 88th Street) with bus service.
- **NE 94th Street** (NE 15th Avenue to NE 25th Avenue)-The majority of this street section will be improved through development; however, it was kept on the "first-cut" list because it might be a good project for installing sidewalks where gaps exist.



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April 1, 2015

Dale Robins
Regional Transportation Council
1300 Franklin Street
Vancouver, WA 98666-9810

Dear Dale,

On behalf of C-TRAN, I would like to express our full support of Clark County's Highway 99 Pedestrian/Bicycle Improvement project. The proposed project will consist of sidewalk reconstruction on the west side of Highway 99, the installation of a hawk signal, and improved bicycle access.

The project will be a significant improvement along the Highway 99 corridor. It will benefit a variety of interests (i.e. bicyclists, pedestrians, transit riders). The sidewalk reconstruction will provide safer, more ADA accessible paths with limited obstructions and can help provide improved bus stops while the new hawk signal will provide a safer, easily accessible crossing. We are also highly in favor of the potential 8 foot sidewalk option, where applicable, as it would provide plenty of space for any additional pedestrian amenities and bus stop amenities (i.e. benches, shelters, etc.). We look forward to exploring opportunities for improved passenger amenities.

Please feel free to contact me if you have any questions.

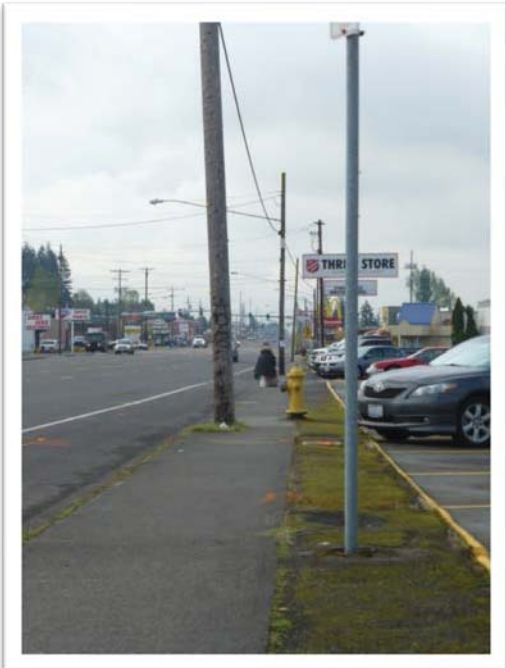
Sincerely,

A handwritten signature in blue ink, appearing to read 'Scott Patterson'.

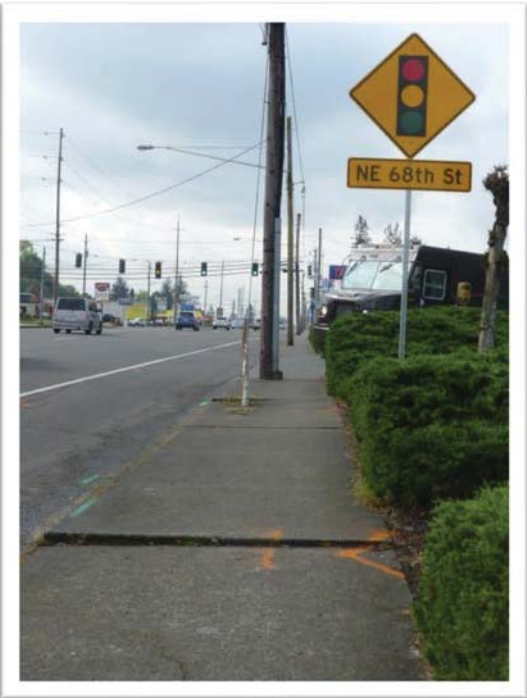
Scott Patterson
Director of Planning and Development

Highway 99 Pedestrian Bicycle Improvements

Current Condition Photos



North end of project, vicinity of NE 78th Street



South end of project, vicinity of NE 68th Street