



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: Port Connector Bike/Pedestrian Path Segment 2
 Project Location and Limits: Adjacent to SR 501, connecting multi-modal path from Port Admin to Gateway Ave trail
 Project Length (miles): 1750 linear feet (.33 miles)
 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 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				\$0
Right of Way				\$0
Construction	01/01/2016	\$500,000	\$300,000	\$800,000
Totals	n/a	\$500,000	\$300,000	\$800,000
Overall Match Ratio:				37.50%

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 checked="" 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 construction for a needed connection of a bicycle & pedestrian shared use path along the southern shoulder of State Route 501 (Lower River Road) in Vancouver, Washington. As of now pedestrians and bikers will have to leave a separated safe path from SR501 and join with the heavy traffic for a distance of 1,750 linear feet, then reconnect to a safe path. The targeted area, a 4.5 mile section of State Route 501 is a two lane unlimited access bituminous asphalt roadway between West 26th Avenue and Frenchman's Bar park. This roadway provides the only access to popular recreational areas such as Frenchman's Bar Park and Vancouver Lake as well as multiple large industrial businesses with a newly 58 acres business park ready to build, and another 56 acres that will be developed at a later time, located in the vicinity of the Port of Vancouver. This portion of the port's overall bike path is a high-impact area through a wetland mitigation site adjacent to the roadway, requiring construction of a raise platform, about 450 feet in length, above sensitive areas. The project will allow access to the port's growing west businesses and facilitate a healthy community by creating a continuous, safe bicycle & pedestrian route to employment and recreational sites that include, waterfront, fishing, picnic grounds and sports facility.

The construction of this section of the port's multi-modal path system utilizes the fully design grant that was funded by TAP to bring this investment to full completion. The port has also pursued other grant funding from WSDOT, Bicycle & Pedestrian Safety Grant. To date, no other grant funds have been received.

((SEE ATTACHED APPENDIX A - 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 will be a 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 Farwest Steel, Waste Connections, Subaru, 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 and high speeds of vehicle and truck traffic. With local bus service ending at Mill Plain Blvd this path will contribute to a continuous safe passage for pedestrians and bicyclists to arrive on Lower River Road to their destination being work, place of business, or recreational.

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.

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 a safe access to Vancouver Lake, Frenchman'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 job 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 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 Ester Short) to job centers, recreational areas and to C-Tran's network that ends at Mill Plain Blvd. More than 400 residences are located within 1/2 mile of the path within the Fruit Valley Neighborhood. Land use includes residential, industrial and commercial. An elementary school is within a 1/2 mile of the 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 is the new Centennial Industrial Park (CIP) that contains over 100 acres that will bring businesses to build and become apart of the community. It is estimated around over a 1,000 jobs will be the outcome of the CIP project. This safe multi-path will appeal to these businesses that are looking to build and knowing that the path will also entice new employees or needing to relocate current employees. This path will connect these new businesses and employees to the C-Tran network.

((SEE APPENDIX B- C-TRAN MAP and CENTENNIAL INDUSTRIAL PARK (CIP))))

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 Ester 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 biking community is 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 Bike-way 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.

((SEE APPENDIX C - CLARK COUNTY 2006 REGIONAL TRAIL AND BIKE-WAY SYSTEMS PLAN))

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 89.9 percent of the students attending the Fruit Valley Elementary on subsidized lunch programs, according to the Vancouver School District website. 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 in Vancouver, with a median household income of \$31,468.00 compared to Vancouver's overall median of \$49,271.00 (2012 www.Areavibes.com)

This multi-modal pathway will connect this neighborhood to employment and recreational areas for their families that is safe and not car dependent.

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

This project is within the Fruit Valley Neighborhood, a socioeconomically diverse neighborhood which qualifies as an environmental justice community. The Fruit Valley Elementary, community center and family support center are all located with 1/2 mile of the entrance of the path. 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 jobs centers, industrial and marine activities and recreational areas. There is an existing, approximately three foot wide bike lane on the road that provides perceptively inadequate safety for inexperienced cyclists and pedestrians.

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. The roadway has a posted speed limit of 45 MPH and is increasingly utilized by heavy machinery, trucks and non-commercial vehicles as a result of commercial growth in the area. Traffic data from 2012 indicates approximately 2400 daily trips on SR501 and 10,790 daily trips at the intersection of Mill Plain, Fourth Plain and SR501 (From RTC website/portal). Several severe accidents have occurred on Lower River Road in recent years, including one fatality in 2012 and significant damage/injury due to high speeds.

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

The 12-foot wide pathway will provide a separate passage for pedestrians and bikes to access employment, point of business and recreational sites. Vegetation, signs and striping will add to the safety benefits of the path; similar to the completed Parcel 1-A path near Gateway Ave. Stop signs and trail identification will be used to promote pedestrian/bicycle safety and vehicle/truck awareness. Bollards or other barriers to vehicles access will be installed at the approaches.

This safe pathway would also separate slow-moving pedestrians and cyclists from higher speed traffic along Lower River Road, greatly reducing a safety conflict between high speed vehicles, trucks and trailers. The pedestrian and bike shared path will encourage 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 runners, walkers and bikers utilize Lower River Road to access recreational sites that provide waterfront, fishing, picnic grounds and sports facilities. This unfunded section of the multi-use path will allow for safe travel for individual and families to access these areas. With offering safe pathways for walkers, runners, and bikers comes with use from all community members. This area will be more safer for events such as the Vancouver USA Marathon, Columbia River Triathlon & Fitness Festival, and PDBA Dragon Boat Regional Championships.

9. Readiness:

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

Please explain:

Design is complete by utilizing grant funds from TAP. This grant would help fund the construction portion of the path that will make a continuous safe pathway from the first phase at West 26th to an existing path at Farwest Steel that ends at Gateway Ave. This grant would allow bicyclist and pedestrians to stay on the path and not have to be forced on to the heavy truck traffic road that is the only road to access employment, place of business and recreational sites. The Port would be obligated within 1 - 2 years. Construction would take about 6 months.

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 every from the neighborhoods, bicycle community and port tenants to construct this 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 section of the path allows bicyclist and pedestrians to travel and enjoy a safe distance from the continuous trucks and high speed traffic. 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 that employs 2,300 people, with more added to the count with Centennial Industrial Park as early as 2016. The raise platform that is needed for the wetlands will be a destination for viewing nature. Additionally, several other private employers reside on Lower River Road, including Clark Public Utilities, Clark County Work Center, 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:

This path will be a 12-foot wide, 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 design.

The path will be constructed adjacent to a wetland mitigation bank, requiring a raised platform, about 450 feet long, that will afford safe passage, while protecting plants and wildlife along with providing 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	\$300,000

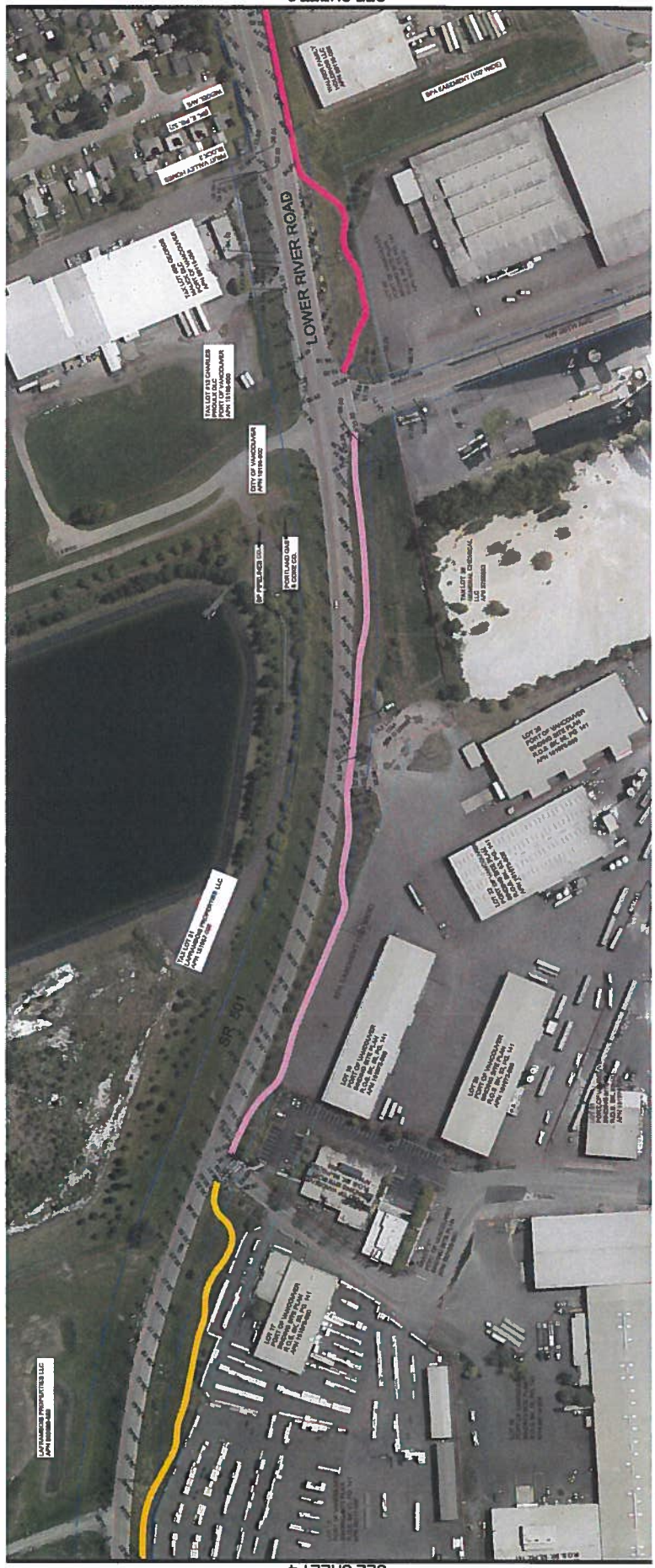
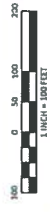
Other Information

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

The Port Connector section of the bicycle & pedestrian path is the final and critical piece to complete 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. With out funding the path will have a section where bicyclist and pedestrians are forced to leave a safe path and merge on the road with traffic. This is a deterrent for many users. This connection will increase healthy activities and not be so car dependent for employees, employers and recreational users. A safe and attractive path way will bring more usage for the community.

The design is complete by funding from TAP and upon the appropriate funding the port will be able to start construction 1-2 years.

APPENDIX A



SEE SHEET 4

SEE SHEET 2

- TRAIL SEGMENT 1A* — Construction complete in many
- TRAIL SEGMENT 1B* —
- TRAIL SEGMENT 2* — Port Connector

* REMOVED TRAIL SEGMENTS WILL BE ADDED TO THE PORT CONNECTOR



REVISIONS

PORT OF VANCOUVER - SR 501
MULTI USE TRAIL ALIGNMENTS

Mackay + Sposto 1135 SE TEICHMEYER DRIVE, SUITE 140
VANCOUVER, WA 98683
PHONE: (509) 296-7725
FAX: (509) 595-5833
www.mackaysposto.com

DATE: 11/13/2014
SCALE: 1" = 100'
DRAWN BY: [Name]
CHECKED BY: [Name]
FILE: 11531 04041_CTRAIL2.DWG

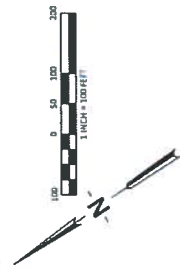
JOB NUMBER: 15553
SHEET: 3 of 8

APPENDIX A



SEE SHEET 5

SEE SHEET 3



— TRAIL SEGMENT 2* — Port Connector
— TRAIL SEGMENT 3** — Existing path

* PROPOSED TRAIL LOCATION WAS SCALED FROM
 DRAWINGS PROVIDED BY THE PORT OF VANCOUVER
 ** PROPOSED TRAIL LOCATION WAS OBTAINED FROM
 AERIAL PHOTOGRAPHS PROVIDED BY GUYTON BLACKWELL



REVISIONS

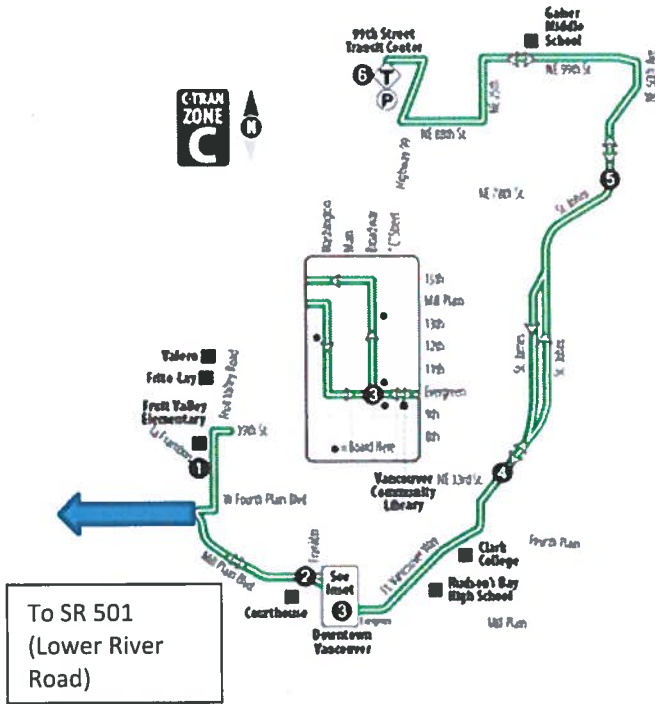
PORT OF VANCOUVER - SR 501
 MULTI-USE TRAIL ALIGNMENTS

Mackay + Spofis 1335 HATCH CENTER DRIVE, SUITE 140
 VANCOUVER, WA 98643
 PORTLAND, (509) 284-4726
 FAX: (509) 255-0831

DATE: 1/17/17
 SCALE: 1" = 100'
 SHEET: 4 OF 8
 FILE: 15553 SR501_CDR008.DWG

C-Tran

This multi-modal path would connect with Vancouver's public transportation allowing for safe modes of transportation via bike or walking, which will help with Lower River Road not be so car dependent. This path will allow connections with a very wide range of destinations.



Route #25 Destinations

- ❖ Fruit Valley Elementary School
- ❖ Courthouse
- ❖ Van Vista
- ❖ Downtown Vancouver
- ❖ Marshall Center
- ❖ Hudson's Bay High School
- ❖ Center for Community Health
- ❖ Veterans Hospital
- ❖ St Johns/St. James Roads
- ❖ Gaiser Middle School
- ❖ 99th Street Transit Center

Centennial Industrial Park

(CIP)

Pictured below is the CIP ready for development. As you can see this path, marked in black, will be right across the street and will connect people to C-Tran, other businesses, and recreational spots for this newly development as well as the already established working and residential community.



Sunlight Supply Inc. plans to build its national corporate headquarters at the port's Centennial Industrial Park. The light-industrial property features 58 ready-to-build acres and 50 adjacent acres for future development

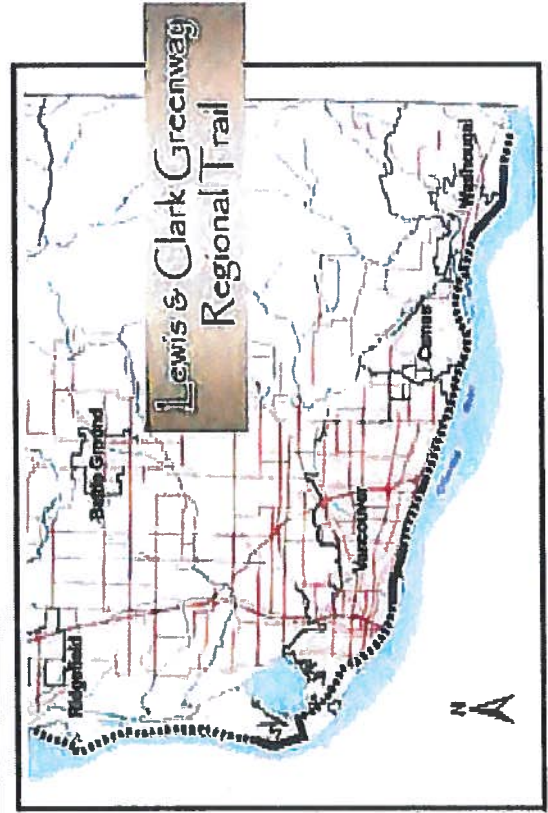
POV website



2006 Trail & Bikeway Systems Plan Regional Trail Name: Lewis & Clark Greenway Trail



Vicinity Map



Project Summary

Project Number:

Regional Trail Name: Lewis & Clark Greenway Trail (formerly known as Vancouver Lake Trail, Waterfront Trail, Evergreen Highway Trail)

User Groups: Pedestrians, Bicycles, Paddlers
*Equestrian use is not permitted in the City of Vancouver

Project Length: 46.1 miles (9.5 miles built)

Project Description: This trail corridor extends from Washougal to Vancouver and on to Ridgefield following the Columbia River downstream re-tracing the route of Meriwether Lewis and William Clark 200 years ago. Along the route are several historical markers and parks and stops dedicated to their Corps of Discovery. This trail corridor is a multi-modal facility that accommodates walkers and bicyclists. Some reaches of the greenway accommodate horse riders as well. Sidewalks or bike lanes may be either separated or attached to roadways.

Environmental Constraints: Because of this trail's relationship to the Columbia River, some alignment alternatives may present greater shorelines, habitat and wetland permitting that may necessitate extensive preconstruction costs. Alignment alternatives analysis at sensitive areas may be necessary.



Cross-Section Detail

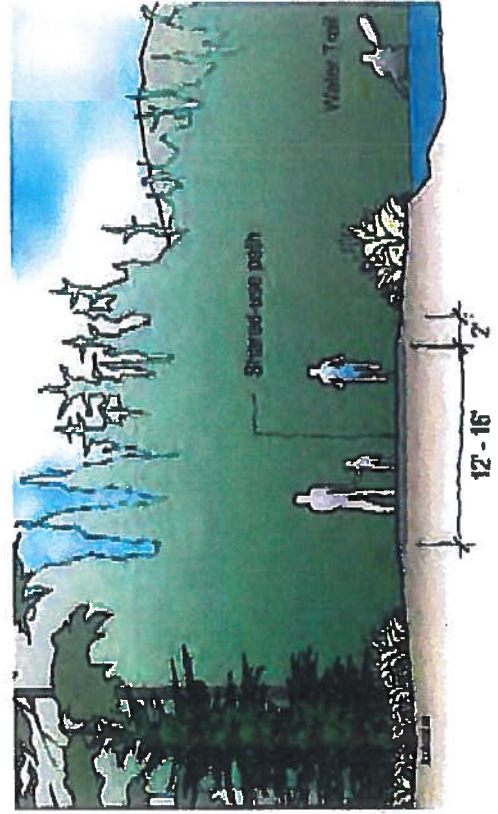


Figure 1