

Transportation Alternatives Program 2019 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 564-397-5212.

General Information

Project Title: NW Neighborhood Connectivity Improvements

Project Location and Limits: NW Lincoln Ave from 49th St to NW 54th Cir; NW 53rd St from Lincoln Ave to Harney St

Project Length (miles): 0.40 miles construction

Agency: City of Vancouver

Contact Person: Shannon Williams

Telephone: 360-487-7898 Email: shannon.williams@cityofvancouver.us

Certified Acceptance Agency: City 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	04/01/2018	\$0	\$199,000	\$199,000
Right of Way	06/01/2019	\$0	\$175,000	\$175,000
Construction	05/01/2021	\$400,000	\$847,600	\$1,247,600
Totals	n/a	\$400,000	\$1,221,600	\$1,621,600
Overall Match Ratio:				75.33%

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:

The NW Neighborhood Connectivity Improvement 2019 TAP Grant application focuses on safety improvements in the Northwest Neighborhood in Vancouver, Washington, which lacks sidewalks on the majority of its streets despite the fact that it contains three elementary schools, a regional bus route, parks, and access to the western trailhead of the Burnt Bridge Creek Trail.

The Northwest neighborhood is bisected by Lincoln Avenue, a collector arterial street that runs north-south that lacks sidewalks even though it is the only arterial street in the neighborhood and carries high traffic volumes of around 2,500 vehicles per day. The street is straight and has wide shoulders, inducing motorists to often exceed the 25 mph target speed; the 85th percentile speed is 32.7 mph.

Currently, pedestrians walk in the street along NW 53rd Street and along the shoulders of Lincoln Avenue. There are no sidewalks on Lincoln Avenue for almost the entirety of the Franklin Elementary School walk area, leading students as well as other residents to walk on the unprotected shoulder of the roadway. Designated waiting areas at bus stops are not ADA compliant, so people with mobility challenges must wait on the shoulder next to fast moving traffic.

This project includes five components which would fill gaps in the network to create safe walking facilities:

- Sidewalks and marked crossings on the west side of Lincoln Avenue between NW 48th Street and NW 54th Circle
- Sidewalks and marked crossings on the south side of NW 53rd Street between Lincoln Avenue and Harney Street
- Curb extensions and flashing beacons at the crossing of Lincoln Avenue at NW 53rd Street
- Curb extensions, marked crossing, and flashing beacons at the crossing of Lincoln Avenue at NW 49th Street
- Paved pathway between the eastern terminus of NW 49th Street and the eastern terminus of NW 51st Street to connect to an existing paved path at the rear of Franklin Elementary School

This project is one component of a long-term strategy for improving safety and accessibility for people walking and biking throughout the Northwest neighborhood. The following improvements identified in the City's Comprehensive Plan and/or Westside Mobility Strategy will build on the safety and accessibility improvements of this project:

- Sidewalks on both sides of Lincoln Avenue between NW 39th Street and Bernie Road
- Bike lanes on Lincoln Avenue between NW 39th Street and Bernie Road
- Bike boulevard treatment on NW 48th Street and Cherry Street
- Bike lanes on Bernie Road connecting to Burnt Bridge Creek Trail

Given the project's proximity to Franklin Elementary, the school has been an important partner on this project and views it as an important step toward promoting healthy behaviors and protecting student safety. Staff and teachers will further support the infrastructure investment by:

- Distributing educational materials to help students and parents learn the benefits of walking and biking and strategies for staying safe on their trip to school
- Updating and distributing school walk maps that include the new infrastructure and encourage students to use the marked and staffed crossing of Lincoln Avenue at NW 53rd Street
- Providing bicycle safety education classes in partnership with the school's Parent Teacher Association
- Planning activities to celebrate national Walk and Bike to School Day

Project Information

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

Residents and visitors in the Northwest neighborhood, who want to travel by modes other than a personal vehicle, are confronted with unsafe walking and biking conditions. People must walk or bike on the shoulder for the vast majority of the Lincoln Avenue corridor, which as the only arterial in the neighborhood carries high traffic volumes moving at fairly high speeds.

This project was strategically located near an elementary school and along a bus route where the needs are highest in order to remove safety barriers and improve travel options and experiences for the highest number of users.

Improvements to travel options include:

- The addition of sidewalks, enhanced crossings and a multi-use path improve safety for school children to use active modes of transportation to school.
- The addition of sidewalks along Lincoln Avenue provides people walking a safer place to travel that is separated from vehicular traffic.
- The addition of sidewalks, enhanced crossings, and curb ramps increase the accessibility of bus stops for transit users.

The City of Vancouver adopted a Complete Streets policy in 2017 that aims to create a safe, accessible street system that benefits users of all ages and abilities, regardless of how they choose to travel. This project starts the process of retrofitting older streets in a neighborhood that is currently lacking facilities that enable active transportation travel options, converting these facilities into complete streets.

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 project improves safety and connectivity in the Northwest neighborhood for multiple modes, including walking, biking and transit. Installing sidewalks on Lincoln Avenue would provide a safe walking corridor that is separate from the roadway and fast-moving car traffic between NW 48th Street and NW 54th Circle and would improve walking access to Franklin Elementary and a new park currently in the planning phase located just south of the school.

The flashing beacons planned on Lincoln Avenue at NW 53rd and NW 49th Streets will improve safety for schoolchildren who need to cross Lincoln Avenue to get to and from school, and allow the Vancouver School District to not have to bus a large group of students on the west side of Lincoln Avenue once complete.

The beacons are strategically placed near existing bus stops to provide safe crossings to and from bus stops. This would improve conditions for transit users who must currently walk along the shoulder of the street to reach bus stops with very few marked crossings and wait in the grass for the bus. Transit users with mobility devices would no longer be forced to wait in the shoulder for the bus if heading southbound because the new sidewalk and curb ramps on the west side of Lincoln Avenue would provide an accessible and safe waiting location.

The flashing beacon at NW 53rd Street and Lincoln Avenue will also assist people riding bikes from the west side of the neighborhood to reach the existing dedicated bike route on NW 53rd Street, which provides access to Franklin Elementary School, the new proposed park, and Our Lady of Lourdes Catholic School.

The Northwest neighborhood is an attractive place to live because it is close to or lies in between desirable destinations for residents and visitors. The following community resources are located within 1/2 mile of the project area:

- Burnt Bridge Creek Greenway Trail
- Lincoln Elementary School
- Franklin Park
- Goody's Market
- Franklin Elementary School
- Our Lady of Lourdes Catholic School
- Lincoln park (new proposed park)

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):

City of Vancouver Comprehensive Plan, adopted in 2011

- Page 5-17, Promote accessibility, not just mobility; Create livable streets; Support all travel modes; and Help build a truly walkable community

Westside Mobility Strategy, adopted in 2016

- Page 32, Recommendation 6.1: Complete key sidewalk infill connections north of 39th Street
- Page 33, Recommendation 6.2: Enhance pedestrian crossings of west side arterials

City of Vancouver 2019 - 2014 Transportation Improvement Program, adopted in 2018

- Page 94, NW Neighborhood Circulation Improvements Project Detail Sheet

Northwest Neighborhood Action Plan, 1996

- Page 12, Mobility Management

Lincoln Neighborhood Action Plan, 2011

- Page 24, Objectives 4.6 and 4.7

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

It is not unusual to see people walking in the street throughout the Northwest neighborhood given its widespread lack of sidewalks. The lack of facilities in this area puts neighborhood residents who are elderly, below the poverty level, rely on mobility devices, or do not own a motor vehicle at a particular disadvantage.

According to the US Census 2013-2017 American Community Survey, the percentages of the Northwest neighborhood who are either a racial or ethnic minority (17.9%), below the poverty rate (5.42%), or have a disability (12.3%) are fairly consistent with Vancouver as a whole.

There is a significantly higher percentage of neighborhood residents who are over 65 years old (30.5%) compared to Vancouver as a whole (14.7%). This data points to the importance of improving safety, mobility and access to transit, which would help older residents meet their transportation needs and age in place. There is also a higher percentage of neighborhood residents who are under 18 years old (30.8%) compared to Vancouver as a whole (23.1%) which supports the need to enhance safety and accessibility for school children in the neighborhood. We strategically located the project near Franklin Elementary School to enhance safety and accessibility for both school children and residents needing to access the bus or other neighborhood amenities in this area.

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

There are 203 publicly funded affordable housing units out of 2,976 housing units within 1/2 mile of the project.

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):

Lincoln Avenue is the only arterial street in the neighborhood and carries high traffic volumes of around 2,500 vehicles per day. It also lacks sidewalks, safe pedestrian crossings, ADA compliant access to C-TRAN bus facilities, and safe access routes to Franklin Elementary School. This project addresses the following safety issues:

- People walking must use an unprotected shoulder of Lincoln Avenue
- C-TRAN bus stops locations on Lincoln Avenue are not ADA accessible
- The posted speed of 25 mph is not supported by the design of the roadway. The 85th percentile speed is 32.7 mph
- A designated crossing for students walking to and from school at the intersection of 53rd and Lincoln has pavement striping only. To reach Franklin Elementary from the west, the only alternative to walking along the unprotected shoulder on Lincoln Avenue is to cross the arterial at unstaffed and unmarked crossings at NW 49th Street, NW 50th Street or NW 51st Street.

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

This project includes five components that would fill gaps in the pedestrian network and create safe routes for children to get to school and safe routes for residents to access local bus stops and other neighborhood amenities:

1. Sidewalks and marked crossings on the west side of Lincoln Avenue between NW 49th Street and NW 54th Circle will provide a safe and accessible place to walk separated from traffic.
2. Sidewalks and marked crossings on the south side of NW 53rd Street from Lincoln Avenue to Harney Street will provide a safe and accessible place to walk separated from traffic and a safe connection to Franklin Elementary School.
3. Curb extensions and flashing beacons at the crossing of Lincoln Avenue at NW 53rd Street will enhance protection and safety for residents and students crossing Lincoln Avenue.
4. Curb extension, marked crossing, and flashing beacons at the crossing of Lincoln Avenue and NW 49th Street will enhance protection for residents and students crossing Lincoln Avenue and add a safe connection to the proposed multi-use path near Franklin Elementary School.
5. Paved pathway between the eastern terminus of NW 49th Street and the eastern terminus of NW 51st Street to connect to an existing paved path at the rear of Franklin Elementary School will improve the neighborhood's pedestrian network, especially as it relates to safe routes to school.

9. Readiness:

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

Please explain:

- Design is progressing and should be at 70% level in September 2019.
- Right of way acquisition: Every effort is being made to minimize the project impacts to right-of-way. Several small strips of right-of-way and temporary construction easements will be required.
- Permitting: The environmental permitting process will begin with the approval of the 50 percent construction plan set. The NEPA Categorical Exclusion Documentation Form has been drafted and will be submitted for approval by WSDOT/FHWA in July 2019.
- Construction: Construction is planned for 2020/2021 following completion of the design and right-of-way acquisition 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:

Project planners from the City of Vancouver engaged the community in multiple ways to develop this proposal:

- Sidewalks and improved pedestrian crossings of Lincoln Avenue were identified during the planning process for the City's Westside Mobility Strategy (WMS). The WMS is a study of the transportation network in neighborhoods and industrial areas west of Interstate 5 that seeks to identify strategies for improving the network while balancing economic development, neighborhood livability and urban vitality. Community members emphasized the need for sidewalks on Lincoln Avenue and NW 53rd Street during the project's initial Community Forum on May 30, 2015, and during a Community Bike Ride in the area on October 12, 2015.

- In collaboration with school administration, project planners presented options for improving pedestrian accessibility to Franklin Elementary to the school's Parent Teacher Association (PTA). PTA representatives believed sidewalks on Lincoln Avenue and/or NW 53rd Street would have the greatest effect on safety and could encourage more students to walk to school. Sidewalks on NW 53rd Street were seen as particularly important because students funnel to this street at the same time that it is used heavily by motorists to access the school.

- Planning staff have presented the proposed project to the Northwest Neighborhood Association, who in the past had advocated for sidewalks on Lincoln Avenue and NW 53rd Street. The neighborhood also received a grant from the City's Neighborhood Traffic Calming Program in 2017 for speed radar feedback signs to help manage speeds and improve safety for people walking and biking. The neighborhood association is highly supportive of the proposal.

Letters of support have been provided by the Vancouver School District, Clark County Public Health Department, and the Northwest Neighborhood Association and are available upon request.

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

A key to increasing physical activity is to provide the facilities that enable the activity. The Northwest neighborhood has the least amount of pedestrian facilities in Vancouver west of I-5 and would greatly benefit from infrastructure improvements.

The new sidewalks and enhanced crossings along Lincoln Avenue will greatly improve safety along the corridor and enable more physical activity. These safety improvements along with the multi-use path near Franklin Elementary will improve access to schools, parks and nearby recreational trail facilities to encourage neighborhood children and other community members to be more active.

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

Improvements that enable greater mobility options help to create healthier neighborhoods. Currently, mobility in the Northwest neighborhood is vehicle oriented and pedestrians must walk in the unprotected street shoulders. This project initiates a process to start building safe sidewalks, pedestrian crossings, improved access to transit, and ADA accessibility that contributes to a quality of life that offers alternatives to auto-oriented mobility.

Providing separated pedestrian facilities and enhanced crossings close to an elementary school improve safety for children to get to school and move around their neighborhoods, enabling more opportunities for play and healthy, active lifestyles.

For neighbors with mobility challenges, providing sidewalks and curbs with curb ramps will increase safety and well-being. Project improvements will also add ADA access to C-TRAN bus stops, providing greater accessibility and mobility for all residents.

Project Information

13. List all funding partners contributing to the project:

Funding Source	Amount
Federal CMAQ funds awarded in 2017 for design	\$145,000
City of Vancouver match for CMAQ design funding	\$54,000
WSDOT 2019-21 Safe Routes to School funds, awaiting Legislative approval	\$500,000
City of Vancouver dollars for right-of-way acquisition	\$175,000
City of Vancouver match for 2019 TAP grant for construction	\$347,600

Other Information

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

Given the previous grant funds the City of Vancouver has been awarded, if the City were to receive the Transportation Alternatives funds requested for this project, it would complete the funding needed in order to guarantee construction in 2021. As stated throughout this application, securing this funding would ensure much needed multimodal safety improvements in a neighborhood currently lacking facilities that enable active transportation travel options.

Accompanying Attachments:




- 2019 CoV TAP Map
- 2019 TAP typical cross sections
- NW Neighborhood Current Conditions
- Detailed Cost Estimate
- Plan References





2019 TAP GRANT

NW Neighborhood Connectivity Improvements

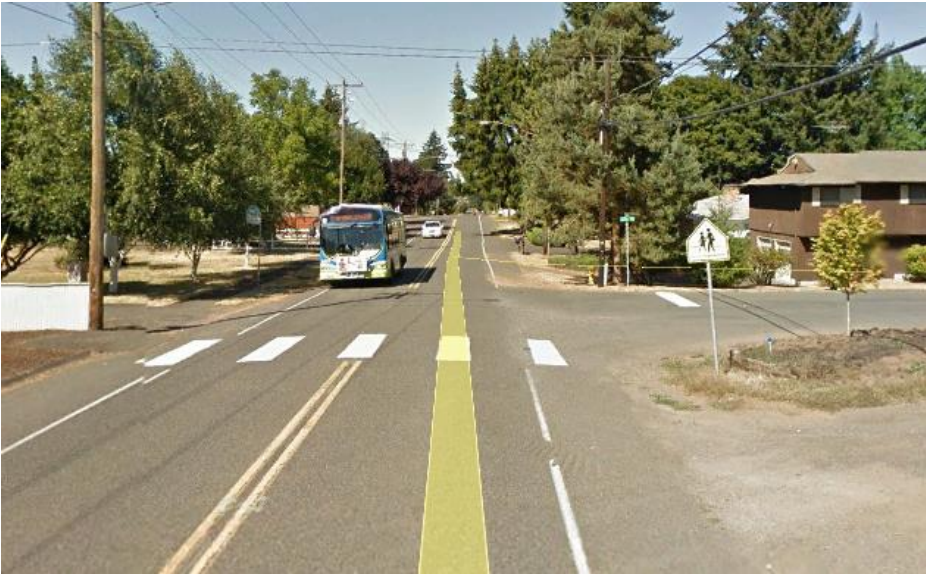
Legend

-  Bus Stops
-  Schools
-  Parks

Project Elements

-  Sidewalk/Multi-use Path
-  RRFB/Enhanced Crossings

City of Vancouver 2019 TAP Grant Application
Northwest Neighborhood Connectivity Improvements
 Existing Conditions Images



Lincoln Ave Looking North - Existing Pedestrian Crossing at NW Lincoln/NW 53rd Street would be upgraded to an RRFB.



NW 53rd Looking West – Existing Street 1 block west from Franklin Elementary. Pedestrians, including school children going to and from Franklin Elementary, have to walk around parked cars and in the street between destinations.



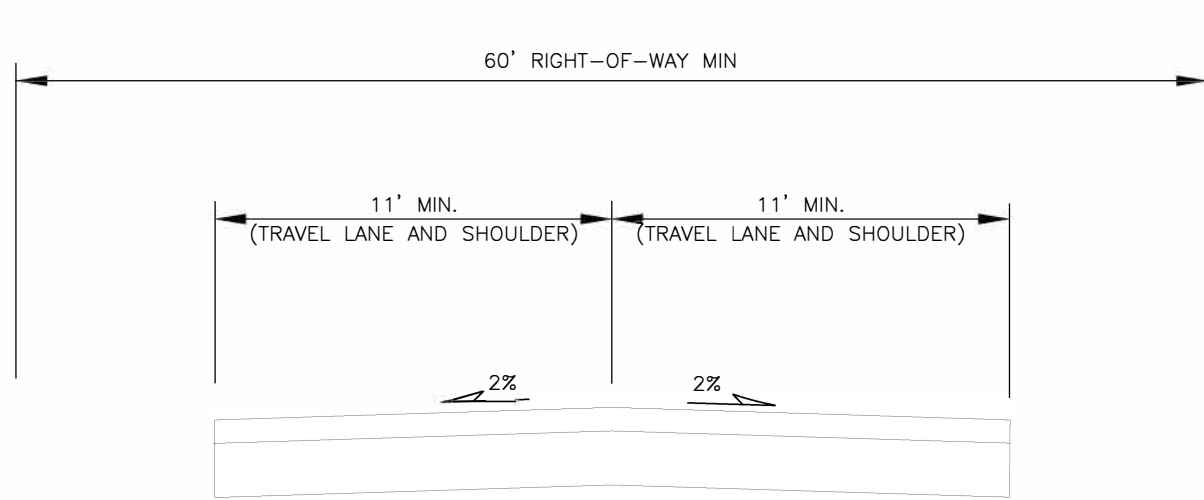
Lincoln and NW 49th Street Looking North – Sidewalks on the west side of Lincoln would prevent pedestrians from having to use the unprotected shoulder; the bus stop at the northwest corner of intersection would become accessible for all users; the proposed RRFB at this intersection would create a safe crossing for all users and provide safe access to the proposed pedestrian path shown below.



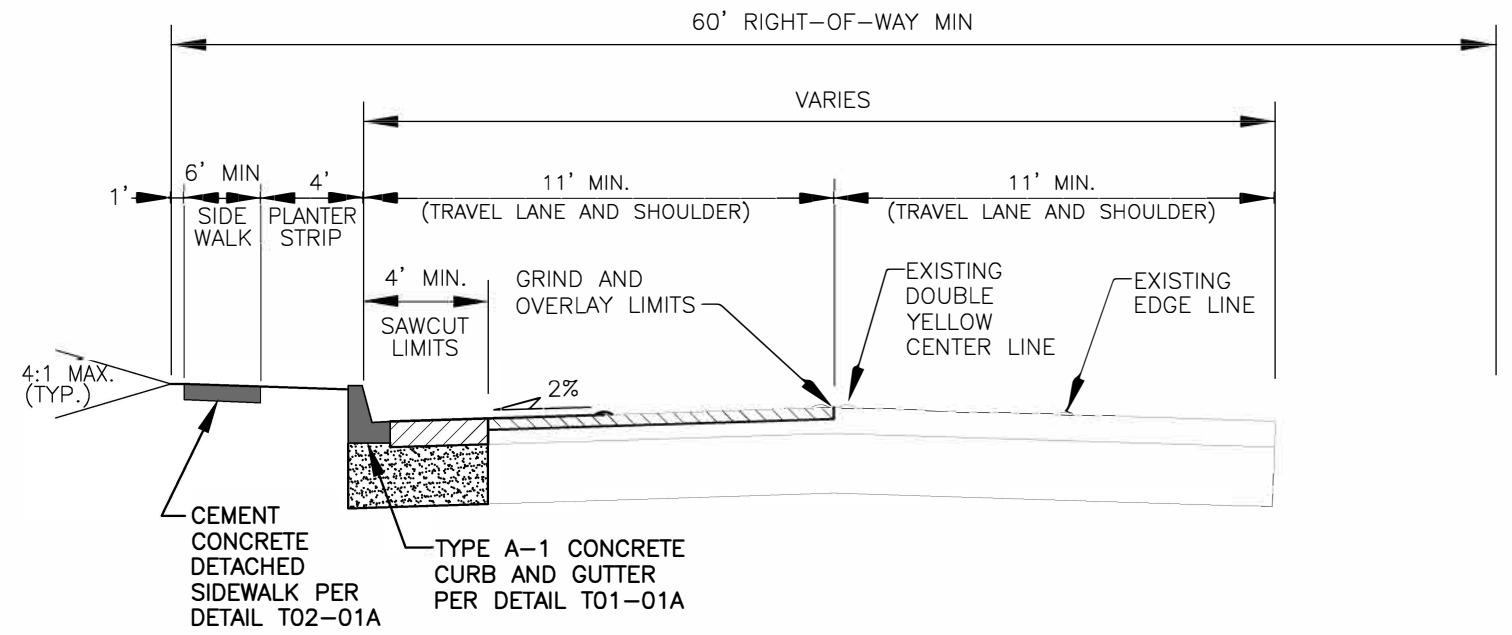
New pedestrian path would connect NW 49th St to NW 51st St/NW Harney St. path

The pedestrian path on the west side of Franklin Elementary makes a strategic connection from the adjacent neighborhood to the school grounds.

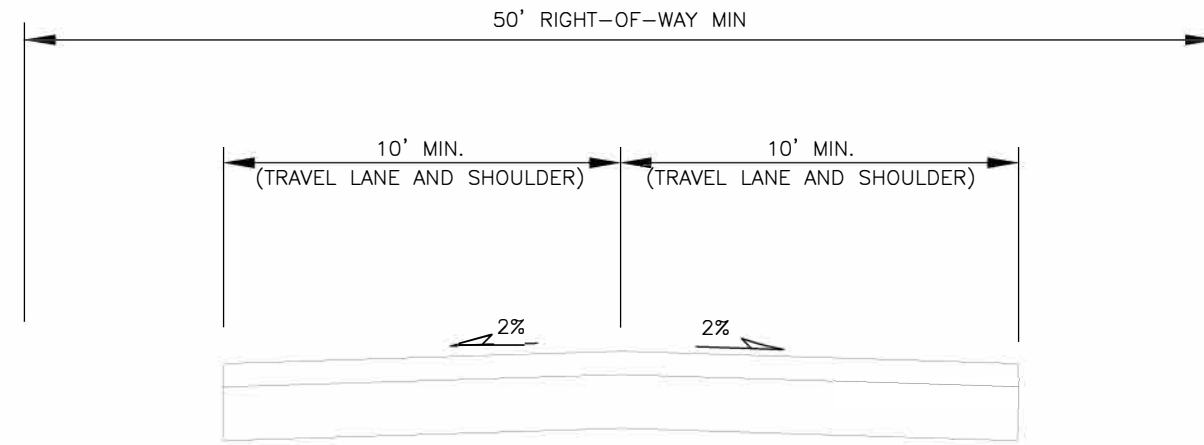
I:\PROJECTS\331 PROJECTS\072461 - NW NEIGHBORHOOD CONNECTIVITY (LINCOLN SIDEWALKS)\PS&E\DESIGN\072461.PBASE.DWG 10/29/2018



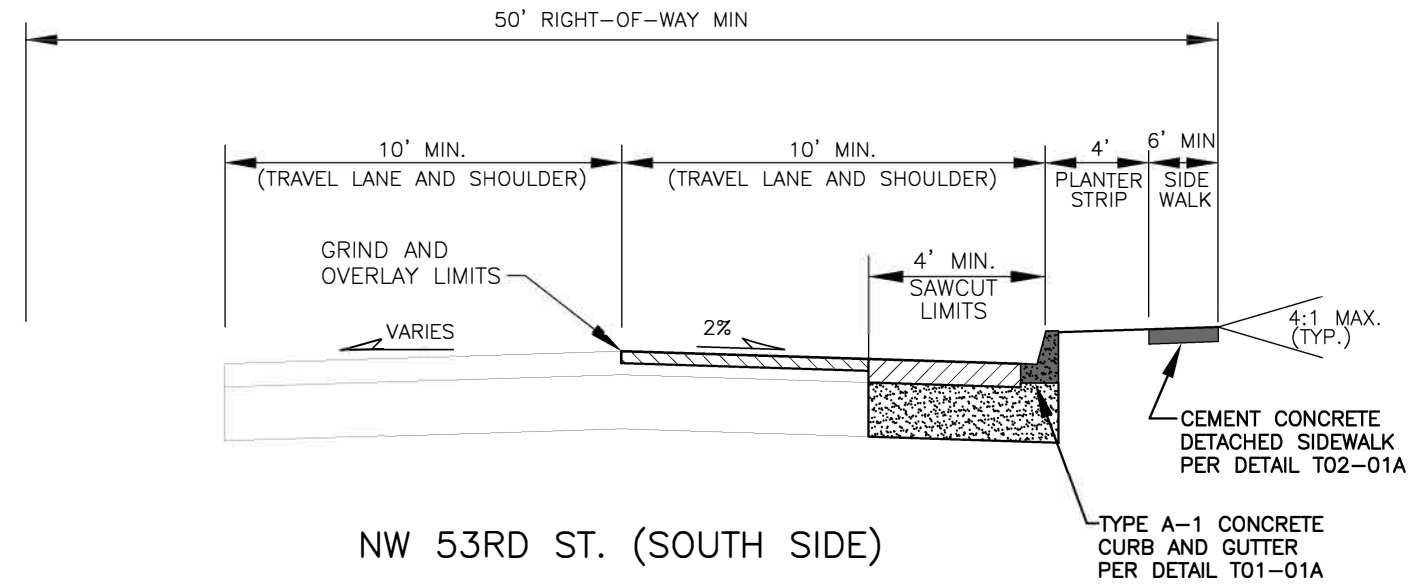
EXISTING CONDITIONS NW LINCOLN AVE.



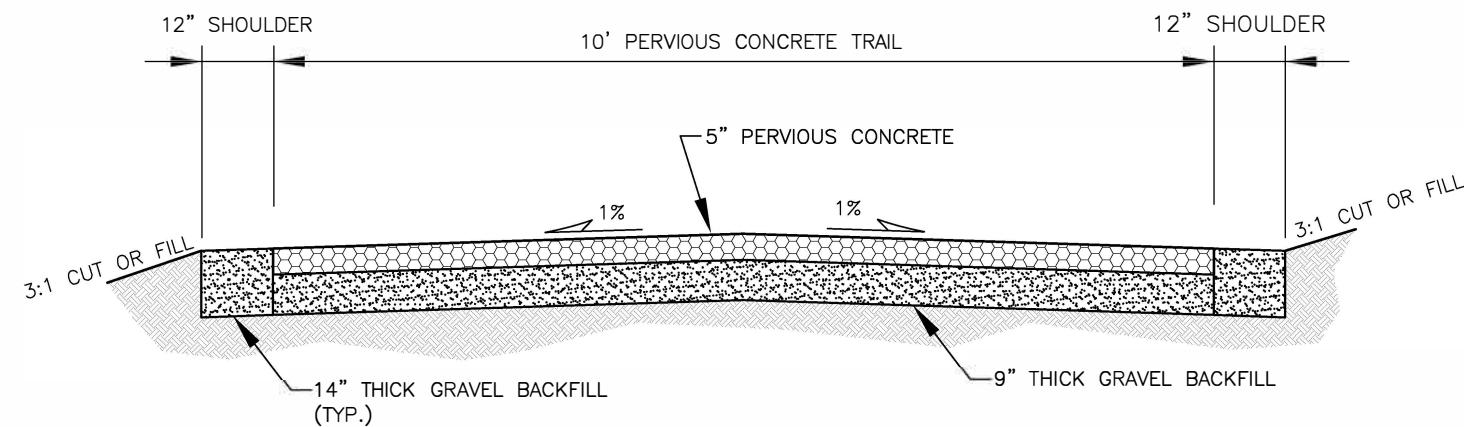
NW LINCOLN AVE. (WEST SIDE)



EXISTING CONDITIONS NW 53RD ST.



NW 53RD ST. (SOUTH SIDE)



NW HARNEY RD. TRAIL



2019 TRANSPORTATION ALTERNATIVES
NW NEIGHBORHOOD CONNECTIVITY (LINCOLN SIDEWALKS)
BEN FRANKLIN ELEMENTARY SCHOOL IMPROVEMENTS
NW LINCOLN AVE. - NW 52ND ST. TO NW 54TH CIR. AND
NW 53RD ST. - NW LINCOLN AVE. TO NW HARNEY RD.
NW HARNEY RD. TRAIL - NW 49TH ST. TO NW 51ST ST.
TYPICAL SECTIONS

2019 TAP Application - NW Neighborhood Connectivity Improvemnts
 NW Lincoln Ave. Sidewalk & Crossing Improvements - NW 49nd St. to NW 54th Cir.
 NW 53rd St. Sidewalk Improvements - NW Lincoln Ave. to NW Harney St.
 NW Haney St. Pathway Improvements - NW 49th St. to NW 51st St.

Engineer's Estimate (25% Design)

STREET WORK						
Item No.	Item With Price Bid	Unit	Unit Price	Quantity	Total Price	WSDOT SECTION
	(Unit Price to be Written in Words)					
1	SPCC Plan	LS	\$1,000.00	1	\$1,000.00	1-07
2	Pedestrian Control and Protection	LS	\$2,000.00	1	\$2,000.00	1-09
3	Mobilization	LS	\$75,000.00	1	\$75,000.00	1-10
4	Project Temporary Traffic Control	LS	\$50,000.00	1	\$50,000.00	1-10
5	Construction Signs Class A	SF	\$10.00	400	\$4,000.00	1-10
6	Portable Changeable Message Sign	HR	\$6.00	1,500	\$9,000.00	1-10
7	Sequential Arrow Sign	HR	\$3.00	2,000	\$6,000.00	1-10
8	Traffic Control Supervisor	LS	\$7,000.00	1	\$7,000.00	1-10
9	Flaggers and Spotters	HR	\$50.00	2,000	\$100,000.00	1-10
10	Clearing and Grubbing	LS	\$11,000.00	1	\$11,000.00	2-01
11	Removal of Structure and Obstruction	LS	\$15,000.00	1	\$15,000.00	2-02
12	Sawcut	LF	\$3.00	1,798	\$5,394.00	2-02*
13	Roadway Excavation Incl. Haul	CY	\$30.00	555	\$16,650.00	2-03
14	Crushed Surfacing Base Course	CY	\$40.00	202	\$8,080.00	4-04
15	Planing Bituminous Pavement	SY	\$10.00	2,004	\$20,040.00	5-04
16	HMA Cl. 1/2 In. PG 64-22	TON	\$175.00	1,147	\$200,725.00	5-04
17	HMA Cl. 1/2" PG 64-22 (temporary ADA ramps)	TON	\$175.00	3	\$525.00	5-04
18	Job Mix Compliance and Compaction for Asphalt	LS	\$5,000.00	1	\$5,000.00	5-04
19	Adjust Manhole	EACH	\$500.00	7	\$3,500.00	7-04
20	Adjust Valve Box	EACH	\$500.00	9	\$4,500.00	7-05*
21	Moving Existing Hydrant	EACH	\$1,500.00	2	\$3,000.00	7-05*
22	Adjust Water Meter	EACH	\$200.00	18	\$3,600.00	7-05*
23	Storm Filter Catch Basin, Type 1	EACH	\$7,500.00	6	\$45,000.00	7-05
24	Catch Basin	EACH	\$1,200.00	6	\$7,200.00	7-05
25	Ductile Iron Pipe, 8 Inch Diam.	LF	\$40.00	96	\$3,840.00	7-15
26	Inlet Protection	EACH	\$500.00	23	\$11,500.00	8-01
27	Erosion/Water Pollution Control	CALC	\$7,500.00	1	\$7,500.00	8-01
28	Topsoil Type A	CY	\$30.00	50	\$1,500.00	8-02
29	Bark or Wood Chip Mulch	CY	\$20.00	50	\$1,000.00	8-02
30	Trees Shrubs and Groundcover	LS	\$25,000.00	1	\$25,000.00	8-02
31	Root Barrier	LF	\$5.00	696	\$3,480.00	8-02*
32	Plant Establishment - 2nd Year	LS	\$2,000.00	1	\$2,000.00	8-02*
33	Irrigation System	LS	\$8,000.00	1	\$8,000.00	8-03
34	Cement Concrete Curb and Gutter, Type A-1	LF	\$45.00	1424	\$64,080.00	8-04*
35	Cement Concrete Grade Correction Curb	L.F.	\$40.00	191	\$7,640.00	8-04*
36	Cement Concrete Driveway Entrance Type 3	SY	\$55.00	186	\$10,230.00	8-06
37	Cement Concrete Sidewalk and Ramp	SY	\$45.00	876	\$39,420.00	8-14*
38	Detectable Warning Device - Pre-Cast Tile	SF	\$40.00	285	\$11,400.00	8-14*
39	Rapid Rectangular Flashing Beacon Installation	LS	\$40,000.00	2	\$80,000.00	8-20*
40	Illumination System	LS	\$12,000.00	1	\$12,000.00	8-20*
41	Permanent Signing	EACH	\$175.00	40	\$7,000.00	8-21
42	Paint Line	LF	\$0.50	1,290	\$645.00	8-22
43	Paint Wide Line	LF	\$1.00	45	\$45.00	8-22
43	Plastic Crosswalk Line	SF	\$6.00	660	\$3,960.00	8-22
44	Plastic Stop Line	LF	\$10.00	114	\$1,140.00	8-22
45	Pervious Cement Concrete Trail	SY	\$85.00	576	\$48,960.00	**

Construction Contract			\$953,554.00
Drainage & Environmental Mitigation			\$8,000.00
Construction Contingency	15%		\$143,033.10
Total Estimated Construction Contract			\$1,104,587.10
Design Engineering (Including Survey)	21%		\$199,000.00
Const. Eng. and Const. Inspection	15%		\$143,033.10
Right of Way (Temporary Construction Easements) Per SF	\$5.00	7,527	\$37,635.00
Right of Way (Utility Easement) Per SF	\$15.75	60	\$945.00
Right of Way (Residential Acquired - Land) Per SF	\$20.00	446	\$8,920.00
Right of Way (Negotiations, Appraisals and Fees) Per Parcel	\$7,500.00	17	\$127,500.00
Total Estimated Right of Way Phase			\$175,000.00
TOTAL ESTIMATED PROJECT COST			\$1,621,620.20



4/24/19

City of Vancouver Transportation Alternatives Grant Application Summary of Related Plans

This project relates to numerous adopted plans, which are listed below. Links are provided for each document.

[City of Vancouver Comprehensive Plan](#), adopted in 2011:

Chapter 5, Public Facilities and Services, Transportation, page 5-17

- Promote accessibility, not just mobility: Accessibility ensures that all users of the transportation system have equal access to safe and quality facilities, regardless of transportation mode choice. This project will improve accessibility and safety for pedestrians and transit users.
- Create livable streets: Street treatments (paving type, sidewalks, lighting, street trees, signs, and furniture such as benches and trash cans) should address the needs of regular users and the surrounding area. This project will improve safety and accessibility for regular transit users and students walking to and from Franklin Elementary on a daily basis.
- Support all travel modes: This requires planning and providing facilities for automobile, transit, pedestrian, and bicycle travel, which this project successfully accomplishes.
- Help build a truly walkable community: Vancouver residents have made it clear streets need to be more accessible and safer for pedestrians, especially along minor neighborhood arterials like Lincoln Avenue.

[Westside Mobility Strategy](#), adopted in 2016:

MOBILITY GOAL 6: Make Walking Safe and Convenient for All, pages 32-33

- Recommendation 6.1: Complete key sidewalk infill connections north of 39th Street - The sidewalk network north of 39th Street is inadequate to support a safe walking environment. A lack of sidewalks may be acceptable on some local access streets due to low traffic speeds and volumes, but sidewalks are necessary on Lincoln Avenue—a collector arterial—and in specific locations that provide connections to schools, parks, and transit stops.
- Recommendation 6.2: Enhance pedestrian crossings of westside arterials - Arterial intersections and other crossing locations can present significant barriers between neighborhoods and destinations for people who walk. In addition to safety concerns, pedestrian comfort should also be considered. Where traffic speeds and volumes are higher, such as on arterials, the desired level of pedestrian crossing protection is higher. Enhancing the frequency and safety of crossing locations of arterials is key to achieving more balanced mobility across west side neighborhoods.

[City of Vancouver 2019 – 2024 Transportation Improvement Program](#), adopted in 2018:

NW Neighborhood Circulation Improvements (page 94): This project is listed as a multimodal project in the City's Transportation Improvement Program that will install sidewalks and enhanced pedestrian crossings at key locations around Franklin Elementary School and improve pedestrian safety and accessibility in the area.

[Northwest Neighborhood Action Plan](#), 1996

Mobility Management, Objective 1 (page 12): Improve circulation throughout the neighborhood in part by enhancing pedestrian safety throughout the neighborhood.

[Lincoln Neighborhood Action Plan](#), 2011

Mobility Management, Goal 4.A: Make bicycling, walking, and bus use safe and attractive alternatives for local trips and for commuting (page 22)

- Objective 4.6 (page 24): Improve safety of neighborhood streets. Lincoln Avenue is highlighted by name and one of the action steps includes ensuring there are favorable conditions for pedestrians, including safe crossings, especially along school walk routes.
- Objective 4.7 (page 24): Provide, improve, and maintain sidewalks, complete with curbs and ADA compliant ramps, along neighborhood streets. This objective includes multiple action steps that highlight the need for sidewalks, ADA improvements, and improving school walk routes.