

# Transportation Alternatives Program 2017 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: NW Neighborhood Connectivity Improvements

Project Location and Limits: NW Lincoln from 52nd to 54th, NW 53rd, NW Grant Street and NW 43rd

Project Length (miles): .94 miles (.72 miles design and construction, and .22 miles design only)

Agency: City of Vancouver

Contact Person: [REDACTED]

Telephone: [REDACTED] Email: [REDACTED]

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	10/01/2018	\$145,265	\$53,560	\$198,825
Right of Way	06/01/2019	\$26,456	\$9,754	\$36,210
Construction	04/01/2020	\$506,334	\$186,686	\$693,020
Totals	n/a	\$678,055	\$250,000	\$928,055
<b>Overall Match Ratio:</b>				26.94%

## 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 Improvements-Phase 1 2017 TAP Grant application focuses on strategic implementation of active transportation, traffic calming and pedestrian safety improvements in a west Vancouver neighborhood that lacks sidewalk, bike or ADA facilities. The project has 3 major components that represent a key initial investment in active transportation and safety:

1. It will construct a new sidewalk, curb and stormwater facilities on the west side of Lincoln Ave and a safe pedestrian crossing with a Rapid Flashing Rectangular Beacon (RRFB) and curb extensions at the intersection of Lincoln Ave and NW 53rd Street. There are no sidewalks and minimal pedestrian crossing facilities in this area.
2. It will build a neighborhood bike route that connects 2 separate Public Works street projects forming a continuous neighborhood bike route connection between parks, schools, neighborhoods and other destinations. There currently no neighborhood bike routes.
3. It will include the design of sidewalks on the south side of NW 53rd Street and design of a multi-use path connecting dead-end streets to an existing pedestrian path along Harney Street. The design of these facilities will help the City with leveraging this grant to attract more grant funding via the 2018 Safe-Routes-to School (SRTS) Grant cycle. The sidewalk and the path will strategically connect to existing and new pedestrian facilities that increase the ability of safe, off street pedestrian access to Franklin Elementary School.

The NW neighborhood, compared to other neighborhoods in west Vancouver, is notable for its lack of sidewalks and bike facilities 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 recreational trail. It is also known for a stretch of Lincoln Ave that is the only arterial roadway west of I-5 without any sidewalk facilities. These deficiencies were noted in the City's Westside Mobility Strategy adopted in July 2016 (see attachments).

Currently, pedestrians walk in the street along 53rd and along the shoulders of Lincoln Ave. Facilities that are meant for vehicle travel and parking are used for pedestrian mobility. While this project will not fix all of Lincoln Ave, it is the first step to providing safer, physically separated facilities for pedestrians and improved facilities for people who bike.

Future phases of the project will continue (as recommended by the Westside Mobility Strategy) with implementation of sidewalks, curbs and stormwater facilities and extending the neighborhood bike route south to connect with the existing parks and facilities along the Columbia River.

Project partners include the Vancouver School District (see attachments for letter of support) and the NW Neighborhood Association which vigorously supports pedestrian and bike mobility improvements in their neighborhood.

## Project Information

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

The City of Vancouver is developing a Complete Streets policy that will focus on providing safe, accessible streets for all users, ages and abilities regardless of their preferred mode of travel. Without sidewalks or bike facilities, travel options are limited, and the public travel experience in the NW Neighborhood does not meet this pending policy objective. This Phase 1 project, strategically located near an elementary school and on an arterial roadway, begins the long-term process to retrofit incomplete streets and make them safer and more accessible for all users throughout the community:

- On NW Lincoln Avenue, an arterial without curbs or sidewalks, a state-of-the-art pedestrian crossing and 4 blocks of separated sidewalk and street trees will be built along a busy arterial and school access route, enabling improved access to transit and active transportation on facilities specifically designed for pedestrians of all ages and abilities.
- Design for additional sidewalk and a multi-use path pedestrian facility will put the City in an advantageous position for additional grant funding to continue with complete street pedestrian facility improvements.
- The bike route improvements will provide a broader benefit for active transportation by completing a neighborhood bike route connecting to the Burnt Bridge Creek Trail, a regional recreational destination.

The project is important to the public travel experience because it represents a shift in priorities for the City of Vancouver. The improvements are focused on a neighborhood lacking facilities that enable active transportation travel options. They start the process of retrofitting older streets and turning them into complete streets.

The benefit to the community is from the long-term and forward-looking commitment the project represents. More than just providing facilities, the project initiates an implementation strategy to strategically leverage grant funding to attract additional future grant funding.

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 NW Neighborhood is an attractive place to live because it is close to or lies in between desirable destinations for residents and visitors. Within 1/2 mile of the project area is:

- Burnt Bridge Creek Greenway Trail
- Franklin Elementary School
- Lincoln Elementary School
- Our Lady of Lourdes Catholic School
- Hidden Park
- Franklin Park
- Latte Da Coffee House and Cafe (the neighborhood gathering spot)

## 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):

From the Westside Mobility Strategy (WMS), Adopted July 2016:

MOBILITY GOAL 6: Make Walking Safe and Convenient for All

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 westside neighborhoods.

The project also relates to WMS MOBILITY GOAL 5: Complete Key Connections in the Bikeway Network

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 in the NW neighborhood. Throughout most of the neighborhood, there is nowhere else to walk. And along the long straight arterial through the middle of the neighborhood, sidewalk facilities are needed the most to improve safety, mobility, and access to transit.

The lack of facilities in this area puts the elderly, people who are below the poverty level, people who rely on mobility devices, and those that do not own or can operate motor vehicles at a mobility disadvantage. Although census block data shows the NW Neighborhood to be above the poverty level, 31.3% of the children who attend Franklin Elementary are eligible for free and reduced price meals. Within a .5 mile radius of the project area, however, the census data shows a greater amount of residents in adjacent neighborhoods who are closer to or below poverty level. If they don't own a car, they walk on streets that do not have facilities for safe non-auto mobility - even to get to a bus stop.

Adding designated pedestrian and bike facilities in areas where they currently do not exist will improve mobility options for disadvantaged populations including elderly, disabled minority and low-income populations.

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

There are 203 publicly funded housing units and a total 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):

Conditions along Lincoln Ave. create several safety issues including lack of pedestrian and bike facilities, lack of adequate safe arterial crossings, lack of safe access routes to Franklin Elementary School, lack of safe and ADA compliant access to C-TRAN bus facilities:

- Pedestrians walk on paved shoulders on Lincoln Street. The designated separation between pedestrians and moving traffic is the 4" fog line striping.
- The posted speed of 25 MPH is not supported by the design of the roadway. The long straight road with paved shoulders easily accommodates driving above the speed limit.
- A designated school student pedestrian arterial crossing at the intersection of 53rd and Lincoln has pavement striping only.
- C-TRAN bus stops locations on Lincoln Ave are not ADA accessible.
- A lack of designated bike facilities discourages bike mobility in the NW neighborhood.

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

The new sidewalk, crossing and bike route will improve accessibility and neighborhood connectivity to schools, parks and recreational trail facilities:

- New separated concrete sidewalks will provide pedestrians and students safer accessibility to the designated student crossing at 53rd/Lincoln.
- With concrete curbs, street trees, separated sidewalks, curb extensions, improved pavement markings and safe pedestrian crossings to help define the travel way, the safety of the neighborhood will increase along the long straight arterial roadway.
- The designated school student pedestrian crossing at the intersection of 53rd and Lincoln will become safer with an improved pedestrian crosswalk, curb extensions, and a Rapid Flashing Rectangular Beacon (RRFB).
- Users of wheelchairs, mobility scooters and other devices will gain from improved access to transit and be out of the roadway on a separated facility.
- The project sharrows on Lincoln, 43rd and Grant Streets will connect to two other new bike facilities on 46th Street and Grant Street south of 39th and heighten awareness of people who are driving that they need to share the travel lane with people on bikes

9. Readiness:

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

Please explain:

Conceptual designs and cost estimates are at 10% completion.

## 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 Ave. were identified during the planning process for the city's Westside Mobility Strategy (WMS). The WMS studied the transportation network in neighborhoods and industrial areas west of I-5 and identified strategies for improving the network while balancing economic development, neighborhood livability and urban vitality. Community members emphasized the need for sidewalks on Lincoln Ave. and 53rd St. during the project's initial Community Forum on May 30, 2015 and during a Community Bike Ride in the area on October 12th, 2015.
- The neighborhood, Vancouver School District and Franklin Elementary community were engaged in a 2016 Safe Routes to School Grant application in this same area. City staff presented options for improving pedestrian accessibility to Franklin Elementary to the school's Parent Teacher Association (PTA). PTA representatives believed sidewalks on Lincoln Ave. and/or 53rd St. would have the greatest effect on safety and could encourage more students to walk to school.
- City staff also presented the proposed project to the Northwest Neighborhood Association. In the past, the neighborhood association had advocated for sidewalks on Lincoln Ave. and 53rd St. The neighborhood association is highly supportive of the proposal.

There has been no opposition to this project. Discussions regarding pedestrian and bicycle infrastructure were well received by the residents and community members.

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

The new sidewalk, crossing and neighborhood bike route will enable more physical activity (walking, biking) and attract or encourage other people to be active with better access to schools, parks and recreational trail facilities.

The new bike route interconnects with existing bike facilities, expanding the route options that people would feel more comfortable riding on. A key to increasing physical activity is to provide the facilities that enable the activity. The NW neighborhood, with the least amount of bike and pedestrian facilities in Vancouver west of I-5, will benefit from these Phase 1 investments in pedestrian and bicycle infrastructure.

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

Improvements that enable greater mobility options helps to create healthier neighborhoods. Currently, mobility in the NW neighborhood is dominantly vehicle-oriented. This project initiates a process to start building safe sidewalks, pedestrian crossings, traffic calming, ADA accessibility, and neighborhood bike routes that contribute to a quality of life that offers alternatives to car-oriented mobility. More specifically, the RRFB will make more people aware of pedestrians crossing the street before they even have to step off the sidewalk. Concrete curbs, something that is so common they are taken for granted, will define the travel way from the sidewalk and street tree area. Curb ramps will allow people with mobility devices to get to and on/off the C-TRAN bus stop more easily. Basic sidewalks will enable leisurely paced strolls down the block. Sharrow pavement markings will provide guidance to people who bike through the neighborhood and also raise awareness that the roadway is a shared travelway.

In many Vancouver neighborhoods, such as the neighborhoods south of 39th Street, these basic necessities have been in place for so long they are taken for granted. Adding the basic elements of curbs, curb-ramps, sidewalks, street trees, and bike routes is a dream many residents and will significantly contribute to greater quality of life - and community pride - in the NW neighborhood.

## Project Information

13. List all funding partners contributing to the project:

Funding Source	Amount
City of Vancouver	\$250,000
Grant Funding - TAP Request	\$678,055

## Other Information

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

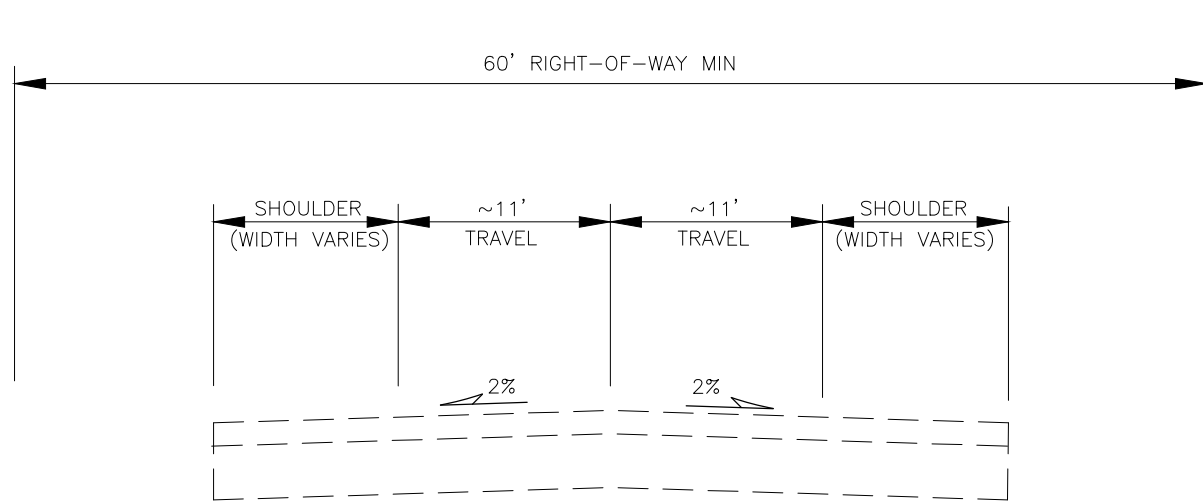
### Accompanying Attachments

- Attachment - 2017 CoV TAP Map
- Attachment - Westside Mobility Strategy Recommendations
- Attachment - VSD Letter for CoV 2017 TAP Grant
- Attachment - NW Neighborhood Current Conditions
- Attachment - 2017 TAP grant typical sections

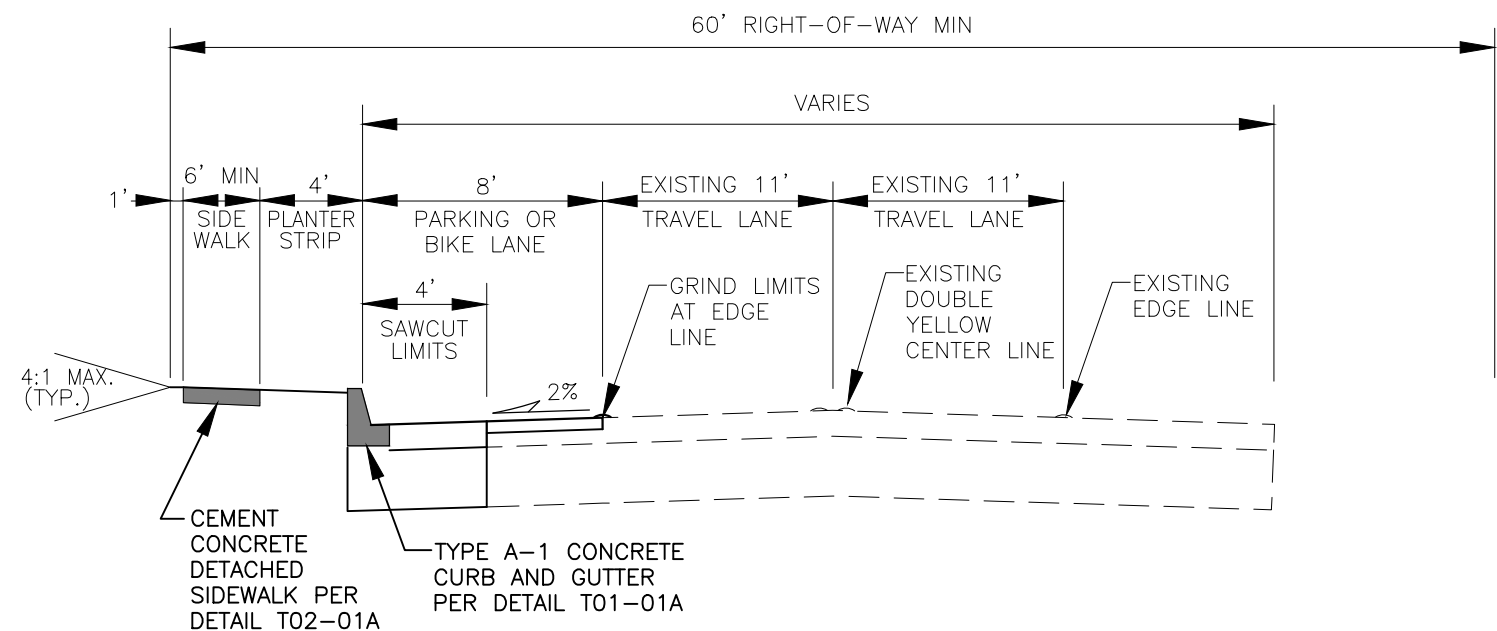




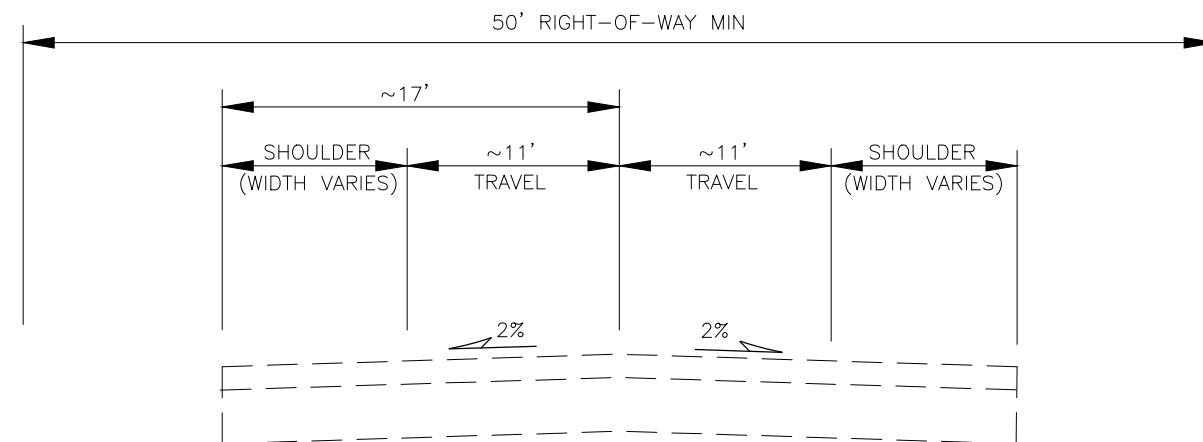
I:\PROJECTS\ACTIVE PROJECTS\710302 PROJECTS\GRANT APPLICATIONS\2017 NW PED-BIKE CONNECTIVITY GRANT\PHASE LINCOLN 52ND TO 54TH 53RD HARNEY PATH AND SHARROW ROUTE.DWG 4/6/2017



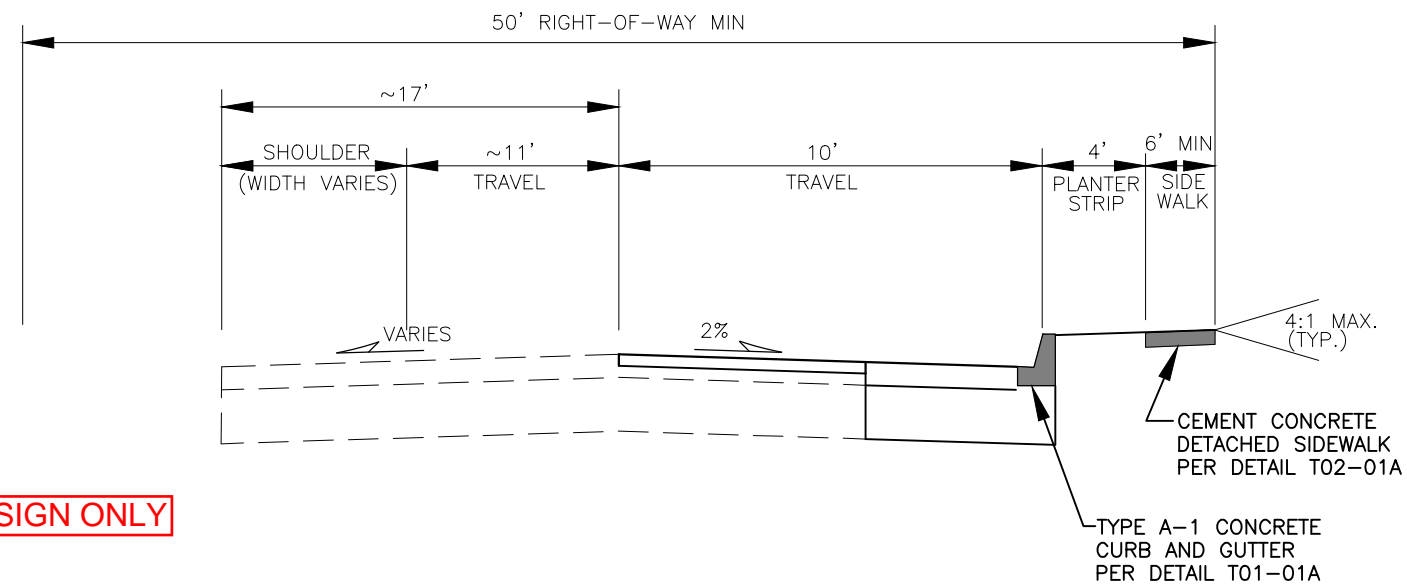
EXISTING CONDITIONS NW LINCOLN AVE.



NW LINCOLN AVE. WEST SIDE

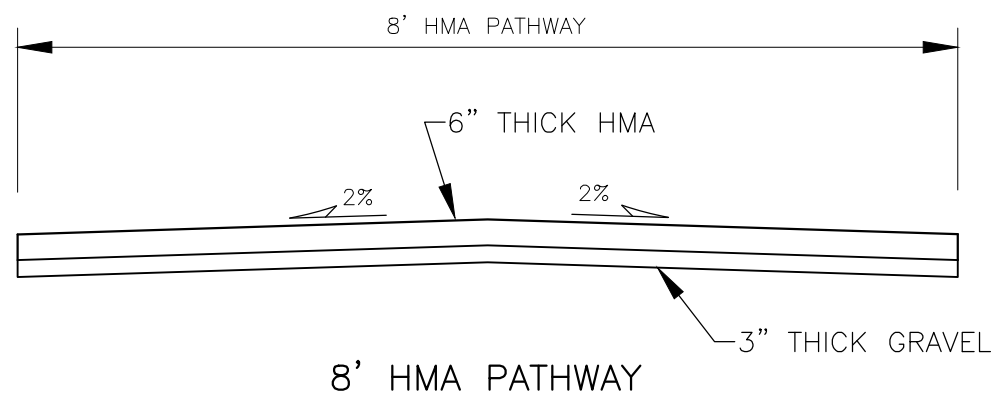


EXISTING CONDITIONS NW 53RD ST.



NW 53RD ST. SOUTH SIDE

NW 53RD ST. - DESIGN ONLY

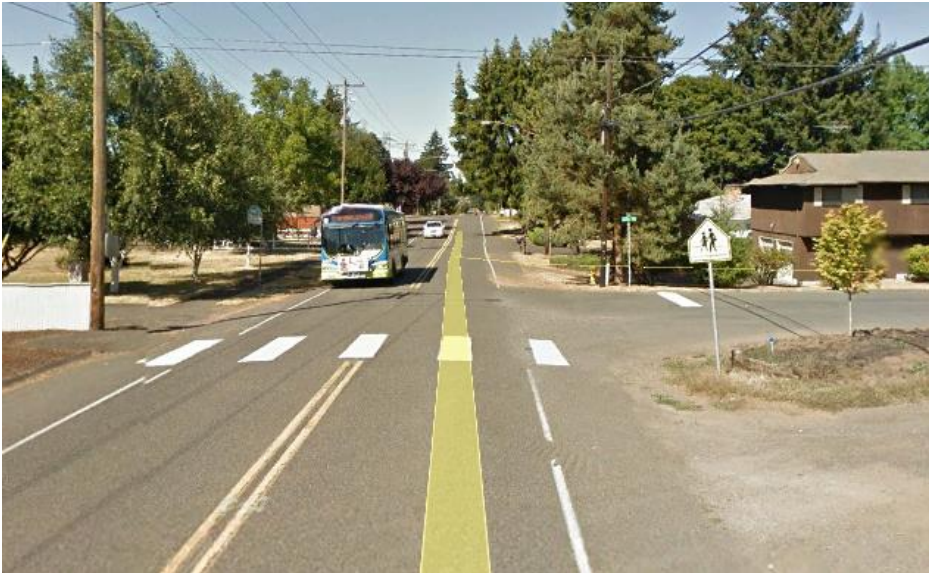


PATHWAY - DESIGN ONLY



2017 TAP GRANT  
NORTHWEST NEIGHBORHOOD CONNECTIVITY 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. PATHWAY - NW 49TH ST. TO NW 51ST ST.  
TYPICAL SECTIONS

City of Vancouver 2017 TAP Grant Application  
**Northwest Neighborhood Connectivity Improvements**  
 Existing Conditions Images



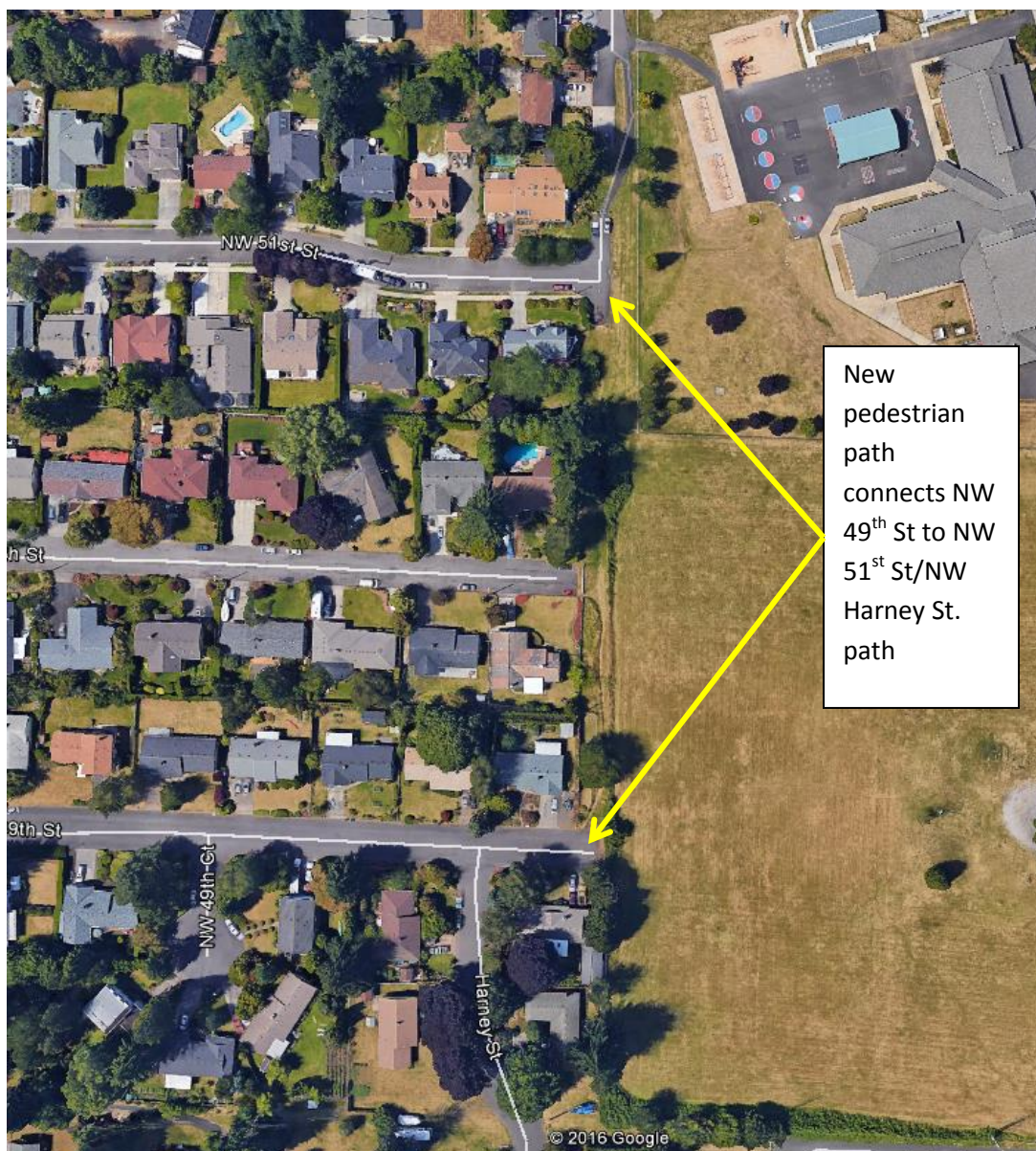
Lincoln Ave Looking North - Existing Pedestrian Crossing at NW Lincoln/NW 53rd Street



NW 43rd St Looking West toward Lincoln Ave- This low-traffic, shady residential street will become part of a westside neighborhood bike route



NW 53<sup>rd</sup> Looking West – Existing Street 1 block west from Franklin Elementary. Pedestrians have to walk around parked cars and in the street between destinations.



New pedestrian path connects NW 49<sup>th</sup> St to NW 51<sup>st</sup> 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

## Make Walking Safe and Convenient for All

The historic street pattern of most of Vancouver’s westside—an interconnected grid—makes walking a pleasant and convenient way to get around for many residents. The wide sidewalks and well-furnished streetscapes around Esther Short Park and throughout much of Uptown Village are some of the most enjoyable and safe places to walk in all of Vancouver. Yet, this grid network is interrupted in a number of ways that makes walking more hazardous and inconvenient:

- Pedestrian crossings of arterial streets are too infrequent and widely spaced, which induces people to cross against traffic flow and often without a striped crosswalk or traffic control signal.
- Some signalized crossings of arterial streets may not provide sufficient time for people to cross, especially the mobility-impaired and elderly. Three of the four pedestrian traffic fatalities on the westside between 2010 and 2014 involved an elderly or mobility-impaired person crossing a street, and two of those fatalities were at a striped crosswalk or traffic control signal.
- Signalized crossings sometimes have long wait times for pedestrians in order to move traffic through the intersection, but this can cause pedestrians to cross against traffic flow.
- While sidewalks are available throughout most local streets on the westside, they are inconsistent or generally absent in some neighborhoods. Sidewalks are only on one side of the street or not available throughout the Fruit Valley neighborhood and all of the neighborhoods north of 39th Street. Sidewalks are missing in several areas south of 39th Street, and sometimes affect access to schools, parks and transit stops, common destinations for people who walk, especially more vulnerable populations such as children, elderly or mobility-impaired persons.

- Sidewalks are available on almost all arterial streets, but the experience of walking on those streets is sometimes unpleasant or unsafe due to urban design issues. These include narrow sidewalks with no buffer to heavy traffic or intersection curb radii that are more oriented to providing higher speed vehicle turning movements than safe pedestrian crossings.

### Recommendations

#### 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.



Lincoln Avenue is the only arterial on the westside without sidewalks



*Imagine what you can learn!*

April 14, 2017

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

Dear Dale:

On behalf of the Vancouver School District, I would like to express our full support of the City of Vancouver's Northwest Neighborhood Connectivity Improvements project and TAP Grant application. The proposed project consisting of a west side sidewalk on Lincoln Avenue from NW 52<sup>nd</sup> Street to NW 54<sup>th</sup> Street and a safer crossing at Lincoln Avenue and 53<sup>rd</sup> Street increases the walkability of students to and from Franklin Elementary School.

The City's 2016 Westside Mobility Strategy identified pedestrian and bike improvements in the vicinity of Lincoln Avenue as a priority. The Vancouver School District and the City jointly applied for a Safe Routes to School Grant application in summer of 2016 but were unsuccessful. Together we are determined to get the necessary improvements implemented. That is why the TAP Grant application also includes the request for funding for the design of the sidewalk and the south side of on NW 53<sup>rd</sup> St and the pedestrian path connecting NW 49<sup>th</sup> Street to NW 51<sup>st</sup> Street at the west edge of the school property. We are planning to work with the City and pursue a Safe Routes to School Grant application in 2018 – but with a more robust grant request strategy with a shovel-ready approach to implementation

These improvements represent the first phase of a longer term commitment to improving multi-modal accessibility and connectivity in the Northwest neighborhood by the City of Vancouver. We are excited that the City is focusing on improvements in this area. Please feel free to contact me if you have any questions.

Thank you,

A handwritten signature in blue ink, appearing to read "Jennifer C. Halleck", is written over a white background.

Jennifer C. Halleck  
Facility Planner

**Vancouver Public Schools**

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