

Technical Report 4

Sidewalk System Inventory

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Sidewalk System Inventory

Project Purpose

Pedestrian accessibility plays a crucial role for the Highway 99 sub-area plan. To insure that the availability of sidewalks is adequately addressed, it was determined that a detailed inventory of the sidewalk system should be completed. Two products of the sidewalk inventory include a map of the sidewalk system (Appendix A), and a sidewalk inventory database (Appendix B). The sidewalk system map and spreadsheet are also attached to this Technical Appendix. Both the map and spreadsheet provided the data for evaluation of sidewalk improvements. This information assisted in determining where gaps in the sidewalk system exist.

Inventory Process

Using ClarkView (the County's Geographic Information System), the Highway 99 street system was reviewed. ClarkView has a feature called "aerial." As the name suggests, the aerial feature displays a picture view of an area from above. Every street in the Highway 99 area was viewed with the aerial feature to determine whether or not a road section included sidewalk. Google Earth was used for areas where sidewalk was not readily apparent. Google Earth includes a street view, which is taken from a satellite picture. This inventory process generated 323 different sections of road. The information that ClarkView provided was then put into both mapping and Excel spreadsheet form, as previously mentioned.

The sidewalk inventory map was presented for comment at the Highway 99 Community Design Forum and Neighborhood Association meeting. This meeting was held on September 27th, 2007. The location of the meeting was the First Church of God at 3606 NE 78th Street in Vancouver, WA.

Finally, both Clark County Community Planning Staff and Clark County Public Works staff toured the Highway 99 planning area where areas were reviewed for sidewalk facilities. This field review occurred on August 15, 2007. Staff also performed a field check on January 24th, 2008.

Database and Mapping

For the purposes of this inventory, sidewalks are considered concrete, brick, or asphalt-paved surfaces. Sidewalks are clearly designated for pedestrian use. Hard-packed dirt and/or unmarked asphalt surfaces are not considered sidewalks. The inventory was categorized into the following descriptions:

- NS (No Sidewalk) - No Sidewalk is defined as an entire street section that does not have sidewalk. If a street section only has curb, it is also defined as having no sidewalk.
- SBS (Sidewalk on Both Sides) -As the name implies, sidewalk is present on both sides of the identified street section. In addition to the presence of sidewalk on both sides of the street, these sidewalks do not appear to have obstructions such as, utility poles on them.

- SWO (Sidewalk with Obstructions) - Some of the sidewalks in the planning area have physical obstructions located within the sidewalk area, and therefore, were labeled as "sidewalk with obstruction." Some of the sidewalks in the planning area, for example, have utility polls in the middle of the sidewalk.
- PS (Partial Sidewalk) - Partial Sidewalk means that a road section has sidewalk on only one side of the street, or sidewalk can disappear in a road section.

Prioritization Approach

Community Planning staff members met with Public Works staff members on January 3, 2008 to discuss the sidewalk construction program, specifically how Public Works ranks sidewalk projects. In general, Public Works staff indicated that they prioritize sidewalk projects that will provide connections between activities. Connecting schools to the residential areas are the most important consideration with connection to parks as second and connections from neighborhoods to various activity centers as third. Examples of activity centers include office and commercial centers, as well as, schools and parks.

Public Works has developed selection criteria for ranking potential sidewalk projects. A point system is used to score potential sidewalk projects. The most points a project could score, overall, would be 170 points. The evaluation criteria are placed under three broad categories. These categories are as follows: Safety (can score a maximum of 60 points); Access and Mobility (can score a maximum of 60 points); and Feasibility (can score a maximum of 50 points). The detailed description of the Evaluation Criteria to Prioritize Walkway Projects is provided in Appendix C of this Technical Report.

It was determined that the Highway 99 Sub-Area Plan Sidewalk Inventory Database (shown in Appendix B) would be reviewed and then a "first-cut" analysis would be performed. Those street sections that qualified under the "first-cut" analysis would, in turn, be provided to Public Works for ranking on the Clark County Walkways Project list.

The first step in the ranking process was, of course, to drop the street segments with Sidewalk on Both Sides (SBS) off the list. Those road sections were placed at the bottom of the Sidewalk Plan Improvement Matrix, no priority index number was assigned to these street sections, and are shown as white in color in Appendix B of this Technical Report.

The next round to be eliminated was the street sections that are slated for improvement projects on the County's "Transportation Improvement Program" and/or the County's "Capital Facilities Program." Those street sections were given a priority index number of 0, and are shown at the top of the Sidewalk Improvement Matrix with yellow color.

The street sections that met the "first-cut" are listed near the top of the Highway 99 Sub-Area Plan Sidewalk Plan Inventory Database and are shown as green in color in Appendix B of this Technical Report. The spreadsheet has a column (located on the far left side of the spreadsheet) labeled as "priority index." Street sections labeled 1 were considered to best fit the priorities of the plan. In other words, these street sections made the "first-cut."

Staff then reviewed the Sidewalk with Obstructions (SWO) street sections. Per the discussion with Public Works regarding the Walkways Connections Ranking List, it was believed that sections with sidewalk obstructions may not rank as highly as street sections with no sidewalk. Some street sections with obstructions, however, did make the "first-cut" if they fulfilled a mobility need such as providing access to parks.

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.

- **NE 94th Street** (NE 94th Way to BPA Right-of-Way)-This project will facilitate sidewalk connections from the Highway 99 area to the BPA right-of-way and, ultimately the pedestrian connection should be made east of the BPA right-of-way.
- **NE Minnehaha Street** (NE 11th Avenue to NE 14th Court)-Sidewalks exist intermittently on this street section. This project will fill in sidewalk gaps, will provide access from a low-income residential area to bus service on Highway 99; and it will provide pedestrian access to a future trail on the Bonneville Power Administration (BPA) right-of-way. This project should provide a direct pedestrian connection from NE Minnehaha Street to through the BPA Right-of-Way connecting to east of the BPA right-of-way.
- **NE 68th Street** (Highway 99 to the BPA Right-of-Way)-Sidewalk improvements would provide a connection from the commercial area on Highway 99 through a residential area, to the Washington State University-Vancouver Extension site, and out to the BPA right-of-way.
- **NE 94th Way** (NE 94th Street to NE 30th Avenue)-The trail on the north side of Tenny Park does not extend all the way through to NE 30th Avenue. The Vancouver-Clark Parks & Recreation District does not include a trail connection north of Tenny Park in its comprehensive parks and trails plan. This project would connect the adjacent residential area to Tenny Park.
- **NE 26th Avenue** (NE 119th Street to NE 113th Street)-It would provide a pedestrian connection from the existing neighborhood to the Salmon Creek greenway and trail.
- **NE 16th Avenue** (NE 78th Street to NE 72nd Street)-It provides a pedestrian connection from an area of multi-family development to a street (NE 78th Street) with bus service. In addition, this sidewalk project would provide a pedestrian connection from this multi-family neighborhood to NE 78th Street and, eventually, to the WSU-Vancouver Extension service site.
- **NE 113th Street** (NE 30th Avenue to NE Sylvan Terrace Drive)-It would provide a pedestrian connection from a new neighborhood with sidewalks, through an older neighborhood without sidewalks and eventually to Highway 99.
- **NE Sherwood Boulevard** (NE 113th Street to the BPA right-of-way)-A companion project to the just mentioned NE 113th Street project because pedestrians would pass through NE 113th Street to access Highway 99. This project would install sidewalk on the south side of NE Sherwood Boulevard. This project should facilitate connections on both sides of the BPA right-of-way.

Projects Not Qualifying the “First-Cut Analysis”

The rest of the streets, without adequate sidewalk facilities for subsequent consideration on Public Works’ Walkway Connections Ranking list, are given a priority index assessment of 2. Nevertheless, these street sections do need adequate sidewalk facilities. It is recommended that the sidewalks with the priority index of 2 be eventually submitted to Public Works for future ranking and future grants or other revenue sources should be pursued. Some of the streets with sidewalks with obstructions should be considered for ADA accessibility projects. A circulation plan for areas without sidewalks may need to be undertaken at a future date.

Key Findings

Areas with no sidewalk exist throughout the study area. Pockets of neighborhoods, without sidewalks, are located next to new neighborhoods with full sidewalk fairly evenly throughout the Highway 99 planning area. Most likely, these neighborhoods were constructed between the 1950’s and 1970’s, when sidewalks were not required through government development codes and policies, and when the mobility of autos was favored over pedestrians.

In addition, these older neighborhoods tend to have lower densities than the newer neighborhoods with sidewalk. The lower density neighborhoods are less likely to have pedestrians than areas with multi-family development and, therefore, may score lower for future sidewalk projects than areas with higher density.

One other pattern of note is Highway 99, the section between NE 63rd Street and NE 99th Street. Large sections of the road have sidewalk obstructions. This section of Highway 99 may be improved through a County road fund for improving sidewalks to ADA standards, as well as through State and Federal Department of Transportation grants.

Pedestrian safety and access to transit stops is another key issue for the Highway 99 planning area. C-Tran staff was consulted to assist in identifying issues regarding pedestrian access to transit. According to C-Tran staff, several transit stops in the Highway 99 planning area lack adequate sidewalks. In addition, sidewalk improvements should be considered that improve the pedestrian environment. Such improvements would include the following: wider sidewalks, landscaping, and possibly street furniture.

Problematic areas where sidewalks are incomplete/non-existent:

- **Highway 99** (north of NE 99th Street): Both sides of this street have sidewalks that are not ADA accessible.
- **Highway 99** (near its intersection with NE 104th Street): Sidewalks are incomplete or non-existent at the northbound transit stops.
- **Highway 99** (near its intersection with NE 107th Street): Northbound transit stops have incomplete or non-existent sidewalks.
- **Highway 99** (near its intersection with NE 112th Street): Sidewalks are incomplete or non-existent for southbound transit stops.
- **NE 88th Street** (NE 15th to NE 25th Avenue): C-Tran has not placed a transit stop for eastbound buses along NE 88th Street because of the lack of sidewalks. The County has an improvement project for NE 88th Street that will probably construct sidewalks on this road section.

Clark County Public Works uses a rule of thumb cost estimate for sidewalk of \$5.00 per square foot. This cost does not, however, reflect the stormwater costs associated with sidewalk construction. In 2007, the County built two projects and the construction cost for one was \$14 per square foot and the other was \$42 per square foot. These projects were selected because they were relatively simple and stormwater costs were low. The cost to construct a sidewalk section could be significantly higher depending on stormwater, right-of-way purchase, and wall requirements. Further detailed analysis is needed before the exact costs of sidewalk construction in the Highway 99 area can be determined.

Trails

A final consideration is providing a system of trails through the planning area. Two trails are located in the Hwy 99 planning area. The Salmon Creek trail is located on the far north side of the Highway 99 planning area and the Ellen Davis Trail along NE Minnehaha is located on the south end.

The Salmon Creek trail meanders primarily on the northwest side of the Highway 99 planning area. With the replacement of Kline Line Bridge and improvement to its surrounding roads, the Salmon Creek trail will extend eastward toward the BPA right-of-way.

The Ellen Davis trail begins east of the planning area on NE St. James Road, just south of its intersection with NE Minnehaha Street. It follows Burnt Bridge Creek through the BPA right-of-way and the JD Ross Substation Complex, on NE 54th Street, then the trail turns south

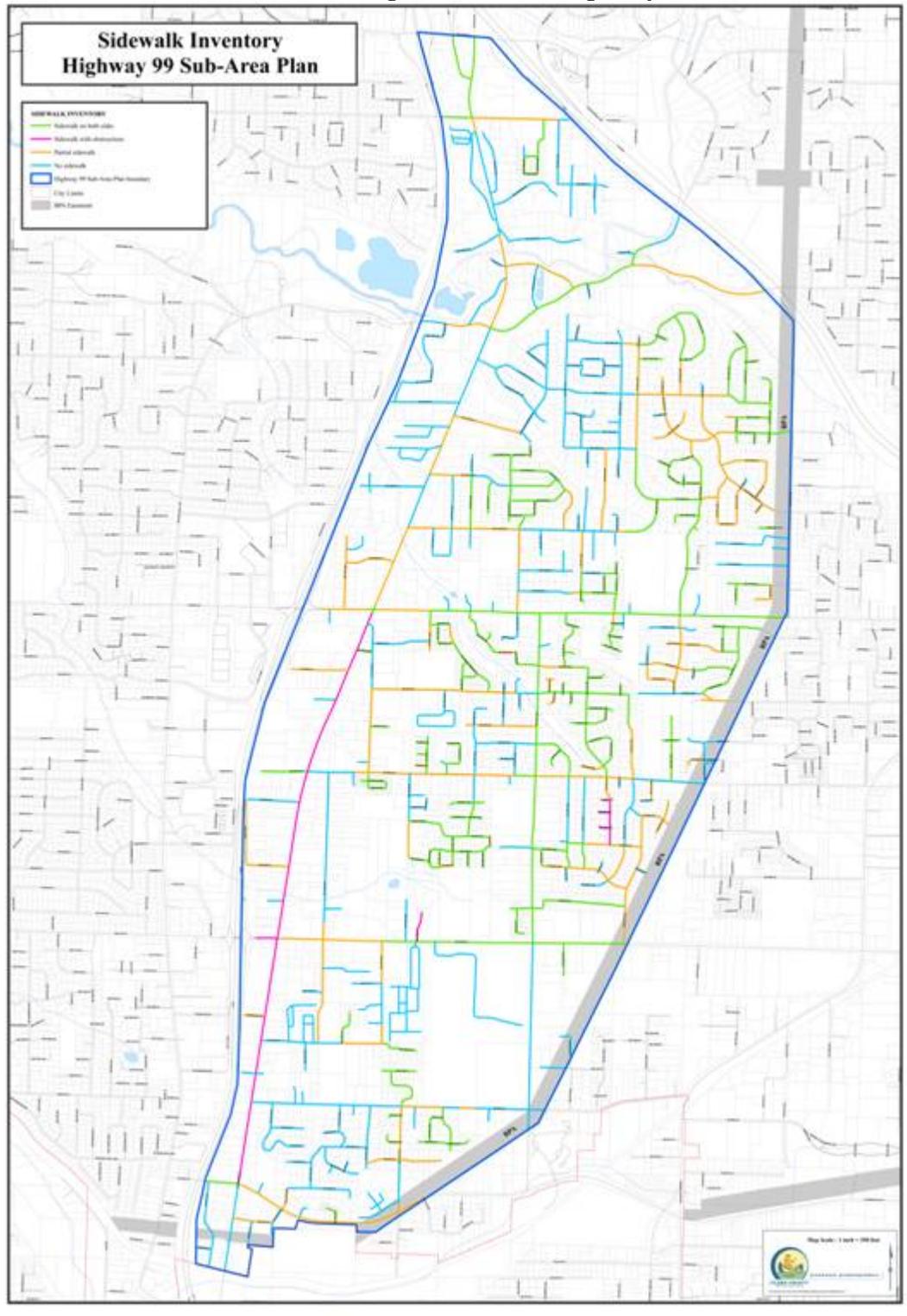
along a shared trail that leads to Leverich Park. The trail then winds south to NE 45th Street and west to Kiggins Bowl where it ends. The trail could continue north along NE Hazel Dell Avenue; however, it appears that a pedestrian crossing over Highway 99 would be required.

The Vancouver-Clark Parks Department is in the process of preparing a plan for a multi-use trail to follow the Chelatchie Prairie Rail. As part of this proposal, the Burnt Bridge Creek gap will be completed at Highway 99 and the Ross Complex. It will provide a connection between the Ellen Davis Trail and the future Chelatchie Prairie trail.

The BPA right-of-way logically appears to be the appropriate conduit for connecting these two trails. A trail could extend northward from the Ross Complex potentially all the way to I-205. As part of the future Chelatchie Prairie Trail, a connection should be made between the future Chelatchie Prairie Trail and the proposed multi-use trail on BPA right-of-way. This connection would need to cross Cold Creek. A connecting trail from BPA right-of-way west to the Salmon Creek Trail would provide the missing link and complete this trail circulation system.

APPENDIX A Highway 99 Sub-Area Plan Sidewalk Inventory Map

Sidewalk System Inventory Map



APPENDIX B Highway 99 Sub-Area Plan Sidewalk Inventory Database

Priority Index	Street Name	From	To	Functional Class	Total Length of Section (in feet)	Sidewalk Status
0	Highway 99	NE 122nd Street	NE 117th Street	Pr-4cb	2,085'	PS
0	Highway 99	NE 117th Street	NE 110th Street	Pr-4cb	3,074'	NS
0	Highway 99	NE 110th Street	NE 107th Street	Pr-4cb	1,442'	PS
0	Highway 99	NE 107th Street	NE 104th Street	Pr-4cb	1,842'	NS
0	Highway 99	NE 104th Street	NE 99th Street	Pr-4cb	432'	PS
0	NE 119th Street	451' past the intersection with Salmon Creek	I-205	M-2cb	1,096'	PS
0	NE 88th Street	NE 25th Avenue	NE 30th Avenue	C-2cb	352'	PS
0	NE 88th Street	Highway 99	615' East of Highway 99	C-2cb	1,230'	NS
0	NE 88th Street	615' from Highway 99	NE 24th Avenue	C-2cb	3,706'	PS
0	NE 88th Street	NE 30th Avenue	BPA R/W	C-2cb	1,750'	NS
1	Highway 99	NE 72 nd Street	63rd Street	Pr-4cb	3,772'	SWO
1	Highway 99	NE 63rd Street	Vancouver city limits	Pr-4cb	2,806'	NS
1	Highway 99	NE 129th Street	NE 122nd Street	Pr-4cb	1,639'	PS
1	NE 104th Street	NE 29th Avenue	NE 23rd Avenue	local	2,700'	NS
1	NE 104th Street	NE 23rd Avenue	Highway 99	nbrd collector	250'	PS
1	NE 113th Street	NE Sylvan Terrace Drive	NE 30th Avenue	local	2,316'	NS
1	NE 13th Avenue	NE 72nd Street	NE 88th Street	C-2	1,027'	PS
1	NE 16th Avenue	NE 78th Street	NE 72nd Street	local	1,888'	NS
1	NE 23rd Avenue	NE 104th Street	NE 102nd Street	nbrd collector	45'	PS
1	NE 23rd Avenue	NE 102nd Street	NE 100th Street	nbrd collector	640'	NS
1	NE 23rd Avenue	NE 100th Street	NE 99th Street	nbrd collector	122'	PS
1	NE 26th Avenue	NE 119th Street	NE 109th Street	local	5,322'	NS
1	NE 68th Street	NE 20th Avenue	265' from NE 20th Avenue	C-2	530'	NS
1	NE 68th Street	NE 17th Avenue	NE 20th Avenue	C-2	460'	PS
1	NE 68th Street	Highway 99	NE 17th Avenue	C-2	3,762'	NS
1	NE 68th Street	556' from NE 20th Avenue	BPA R/W	C-2	1,536'	NS
1	NE 68th Street	265' from NE 20th Avenue	556' from NE 20th Avenue	C-2	309'	PS
1	NE 94th Street	NE 15th Avenue	NE 25th Avenue	nbrd collector	1,069'	PS
1	NE 94th Street	NE 94th Way	BPA R/W	local	358'	PS
1	NE 94th Way	NE 95th Way	dead-end	local	2,052'	NS
1	NE Minnehaha Street	Highway 99	BPA R/W	M-4cb	5,190'	PS
1	NE Parkview Drive	Highway 99	NE Sylvan Terrace Drive	local	2,498'	NS
1	NE Sherwood Drive	NE 113th Street	BPA R/W	local	107'	PS
2	NE 100th Street	NE 23rd Avenue	dead-end	local	2,014'	NS
2	NE 102nd Street	NE 23rd Avenue	dead-end	local	1,422'	NS
2	NE 102nd Street	NE 13th Avenue	Highway 99	proposed road	300'	PS
2	NE 104th Loop	NE 104th Street	NE 104th Street	local	2,264'	NS

Priority Index	Street Name	From	To	Functional Class	Total Length of Section (in feet)	Sidewalk Status
2	NE 104th Street	NE 29th Avenue	142' east of NE 29th Avenue	local	142'	PS
2	NE 105th Street	NE 37th Avenue	NE 36th Avenue	local	294'	PS
2	NE 106th Street	NE 36th Avenue	NE 33rd Avenue	local	107'	PS
2	NE 106th Street	Highway 99	Interstate 5	local	1,740'	NS
2	NE 107th Street	NE 20th Avenue	NE 22nd Place	local	1,336'	Not yet built
2	NE 107th Street	Highway 99	NE 20th Avenue	local	478'	PS
2	NE 109th Street	NE 26th Avenue	NE 29th Avenue	local	2,104'	NS
2	NE 10th Avenue	NE Minnehaha Street	stub-out	local	892'	NS
2	NE 10th Avenue	NE 68th Street	NE 65th Street	local	1,556'	NS
2	NE 110th Street	NE 27th Avenue	NE 29th Avenue	local	1,212'	NS
2	NE 110th Street	Highway 99	NE Sylvan Terrace Drive	local	622'	PS
2	NE 111th Circle	dead-end	NE 35th Court	local	90'	PS
2	NE 111th Circle	dead-end	dead-end	local	952'	PS
2	NE 111th Street	NE 26th Avenue	dead-end	local	1,068'	NS
2	NE 112th Circle	dead-end	NE 32nd Avenue	local	326'	NS
2	NE 112th Street	Highway 99	Interstate 5	local	2,056'	NS
2	NE 113th Street	NE 30th Avenue	NE 35th Avenue	local	1,800'	PS
2	NE 114th Street	NE 28th Avenue	NE 29th Avenue	local	554'	NS
2	NE 114th Street	NE 27th Avenue	NE 28th Avenue	local	716'	NS
2	NE 114th Street	NE 26th Avenue	NE 27th Avenue	local	514'	NS
2	NE 115th Street	NE 27th Avenue	NE 26th Avenue	local	656'	NS
2	NE 116th Street	NE 26th Avenue	NE 29th Avenue	local	1,456'	NS
2	NE 119th Street	Highway 99	NE 26th Avenue	local	1,087'	PS
2	NE 11th Avenue	NE Minnehaha Street	NE 63rd Street	local	392'	PS
2	NE 121st Street	Highway 99	dead-end	local	2,896'	NS
2	NE 122nd Street	Highway 99	dead-end	local	1,568'	NS
2	NE 125th Street	NE 25th Avenue	dead-end	local	438'	NS
2	NE 12th Avenue	NE 72nd Street	dead-end	local	878'	NS
2	NE 12th Avenue	NE 63rd Street	NE 65th Street	local	1,358'	NS
2	NE 13th Avenue	NE 99th Street	dead-end	proposed road	1,650'	PS
2	NE 13th Avenue	NE 78th Street	NE 72nd Street	local	2,363'	PS
2	NE 14th Avenue	NE 68th Street	NE 66th Street	local	872'	NS
2	NE 14th Avenue	NE 66th Street	NE 65th Street	local	620'	NS
2	NE 14th Court	NE 64th Street	dead-end	local	296'	NS
2	NE 15th Avenue	NE 94th Street	Highway 99	local	2,178'	NS
2	NE 15th Avenue	NE 88th Street	NE 94th Street	local	330'	PS
2	NE 16th Avenue	NE 78th Street	dead-end	local	1,340'	NS
2	NE 16th Avenue	NE 68th Street	stub-out	local	2,006'	NS

Priority Index	Street Name	From	To	Functional Class	Total Length of Section (in feet)	Sidewalk Status
2	NE 17th Avenue	NE 68th Street	NE 65th Street	local	563'	PS
2	NE 17th Avenue	NE 65th Street	BPA R/W	local	1,348'	NS
2	NE 18th Avenue	NE 84th Way	NE 88th Street	local	1,512'	NS
2	NE 18th Avenue	NE 82nd Street	NE 84th Way	local	569'	PS
2	NE 19th Avenue	NE 98th Street	stub-out	local	542'	PS
2	NE 19th Avenue	NE 86th Street	dead-end	local	216'	NS
2	NE 19th Avenue	NE 104th Street	NE 107th Street	local	1,696'	NS
2	NE 19th Court	NE 78th Street	dead-end	local	103'	SWO
2	NE 20th Avenue	NE 104th Street	dead-end	local	612'	NS
2	NE 21st Avenue	NE 88th Street	NE 91st Street	local	1,588'	NS
2	NE 21st Avenue	NE 86th Circle	NE 88th Street	local	902'	NS
2	NE 21st Court	NE 91st Street	dead-end	local	876'	NS
2	NE 21st Court	NE 107th Street	dead-end	local	1,062'	Not yet built
2	NE 22nd Place	NE 83rd Street	NE 84th Street	local	180'	PS
2	NE 23rd Avenue	NE 91st Street	dead-end	local	1,334'	NS
2	NE 24th Avenue	NE 90th Street	NE 88th Street	local	1,034'	NS
2	NE 24th Avenue	NE 117th Street	NE 119th Street	local	1,438'	NS
2	NE 24th Court	NE 94th Street	dead-end	local	526'	NS
2	NE 25th Avenue	NE 129th Street	dead-end	local	2,054'	NS
2	NE 25th Court(N&S sides of road)	NE 94th Street	dead-end	local	167'	PS
2	NE 25th Place	NE 106th Street	NE 104th Street	local	159'	PS
2	NE 27th Avenue	NE 114th Street	NE 115th Street	local	280'	NS
2	NE 27th Avenue	NE 109th Street	NE 111th Street	local	1,014'	NS
2	NE 27th Avenue	NE 104th Street	NE 102nd Street	local	738'	PS
2	NE 27th Avenue	dead-end	NE 116th Street	local	496'	NS
2	NE 27th Court	NE 125th Street	dead-end	local	900'	NS
2	NE 27th Court	NE 109th Street	dead-end	local	588'	NS
2	NE 28th Avenue	NE 114th Street	NE 115th Street	local	544'	NS
2	NE 28th Avenue	NE 104th Street	NE 109th Street	local	2,528'	PS
2	NE 28th Court	NE 82nd Way	dead-end	local	304'	NS
2	NE 28th Place	NE 99th Street	NE 98th Way	local	142'	PS
2	NE 29th Avenue	NE 84th Street	NE 82nd Way	local	1,103'	PS
2	NE 29th Avenue	NE 84th Street	NE 88th Street	local	2,216'	NS
2	NE 29th Avenue	dead-end	NE 109th Street	local	4,326'	NS
2	NE 29th Court	NE 109th Street	dead-end	local	926'	NS
2	NE 30th Avenue	NE 86th Street	NE 80th Street	local	1,781'	PS
2	NE 30th Avenue	NE 30th Court	NE 95th Street	local	220'	PS

Priority Index	Street Name	From	To	Functional Class	Total Length of Section (in feet)	Sidewalk Status
2	NE 30th Avenue	NE 109th Street	NE 116th Street	local	2,686'	PS
2	NE 30th Avenue	439' from NE 94th Street	NE 88th Street	local	1,324'	PS
2	NE 30th Court	NE 96th Street	dead-end	local	598'	NS
2	NE 31st Court	dead-end	dead-end	local	545'	PS
2	NE 32nd Avenue	NE 94th Way	NE 99	local	1,641'	PS
2	NE 32nd Avenue	NE 113th Street	NE 36th Court	local	609'	PS
2	NE 33rd Avenue	NE 115th Street	NE 113th Street	local	429'	PS
2	NE 33rd Avenue	NE 110th Street	NE 108th Street	local	81'	PS
2	NE 33rd Court	NE 96th Street	dead-end	local	252'	NS
2	NE 36th Avenue	NE Sherwood Drive	NE 105th Street	local	641'	PS
2	NE 37th Avenue	NE Sherwood Drive	NE 105th Street	local	595'	PS
2	NE 38th Court	NE Sherwood Drive	dead-end	local	60'	PS
2	NE 38th Place	NE 101st Street	dead-end	local	173'	PS
2	NE 59th Street	Interstate 5	NE 6th Avenue	local	494'	NS
2	NE 61st Street	NE 10th Avenue	Highway 99	local	435'	PS
2	NE 63rd Street	NE 11th Avenue	dead-end	local	2,236'	NS
2	NE 64th Street	NE 65th Street	stub-out	local	1,578'	NS
2	NE 64th Street	NE 12th Avenue	dead-end	local	786'	NS
2	NE 65th Street	NE 16th Avenue	stub-out	local	905'	PS
2	NE 65th Street	NE 12th Avenue	NE 16th Avenue	local	1,318'	NS
2	NE 65th Street	NE 10th Avenue	dead-end	local	1,464'	NS
2	NE 66th Street	stub out	NE 14th Avenue	local	490'	NS
2	NE 66th Street	NE 10th Avenue	dead-end	local	1,046'	NS
2	NE 6th Avenue	NE 63rd Street	city limits	local	2,804'	NS
2	NE 72nd Street	NE 14th Court	NE 16th Avenue	local	615'	PS
2	NE 72nd Street	Highway 99	NE 14th Court	local	2,334'	NS
2	NE 75th Street	NE 13th Avenue	stub-out	local	640'	NS
2	NE 76th Street	NE 16th Avenue	dead-end	local	940'	NS
2	NE 78th Street	NE 16th Avenue	Highway 99	Pr-4cb	450'	SWO
2	NE 82nd Circle	NE 82nd Way	dead-end	local	920'	NS
2	NE 82nd Street	NE 30th Avenue	BPA R/W	local	276'	NS
2	NE 82nd Way	NE 25th Place	NE 30th Avenue	local	722'	PS
2	NE 84th Street	NE 27th Avenue	NE 30th Avenue	local	464'	PS
2	NE 86th Street	NE 30th Avenue	BPA R/W	local	141'	PS
2	NE 86th Street	NE 29th Avenue	NE 30th Avenue	local	462'	NS
2	NE 86th Street	NE 18th Avenue	NE 19th Avenue	local	532'	NS
2	NE 89th Circle	NE 27th Avenue	dead-end	local	307'	PS

Priority Index	Street Name	From	To	Functional Class	Total Length of Section (in feet)	Sidewalk Status
2	NE 89th Circle	NE 19th Court	dead-end	local	304'	Not yet built
2	NE 89th Street	NE 24th Avenue	dead-end	local	514'	NS
2	NE 90th Circle	NE 19th Court	dead-end	local	308'	Not yet built
2	NE 90th Circle	BPA R/W	dead-end	local	94'	PS
2	NE 90th Street	NE 25th Avenue	NE 21st Avenue	local	1,932'	NS
2	NE 91st Street	stub out	NE 25th Avenue	local	1820'	PS
2	NE 95th Street	NE 30th Avenue	NE 32nd Avenue	local	388'	PS
2	NE 95th Street	Highway 99	dead-end	local	762'	PS
2	NE 96th Street	NE 30th Avenue	NE 33rd Court	local	716'	PS
2	NE 96th Way	NE 21st Place	NE 23rd Avenue	local	311'	PS
2	NE 97th Circle	dead-end	NE 32nd Avenue	local	476'	PS
2	NE 97th Street	NE 32nd Avenue	NE 35th Avenue	local	262'	PS
2	NE 97th Street	NE 15th Avenue	NE 19th Avenue	local	1,840'	NS
2	NE 98th Circle	dead-end	dead-end	local	1,512'	NS
2	NE Brookview Drive	NE Parkview Drive	NE Sylvan Terrace Drive	local	1,926'	NS
2	NE Strand Road	Highway 99	dead-end	local	2,402'	NS
2	NE Summit Ridge Drive	Highway 99	NE Sylvan Terrace Drive	local	772'	NS
2	NE Sylvan Terrace	NE 110th Street	dead-end	local	3,540'	NS
	NE Salmon Creek Avenue	451' past the intersection with Salmon Creek	I-205	C-2cb	2,600'	SBS
	Highway 99	NE 134th Street	NE 129th Street	Pr-4cb	2,598'	SBS
	Highway 99	NE 88 th Street	NE 99 th Street	Pr-4cb	21,704'	SBS
	NE 100th Circle	NE 101st Street	dead-end	local	492'	SBS
	NE 101st Street	dead-end	BPA R/W	local	1,384'	SBS
	NE 104th Circle	dead-end	NE 33rd Avenue	local	146'	SBS
	NE 104th Circle	BPA R/W	dead-end	local	986'	SBS
	NE 105th Circle	dead-end	NE 33rd Avenue	local	984'	SBS
	NE 105th Street	NE 22nd Place	NE 24th Avenue	local	786'	SBS
	NE 106th Street	NE 33rd Avenue	NE 30th Avenue	local	1,380'	SBS
	NE 106th Street	NE 22nd Place	NE 25th Place	local	1,908'	SBS
	NE 107th Street	NE 33rd Avenue	NE 31st Avenue	local	542'	SBS
	NE 107th Street	NE 22nd Place	NE 25th Place	local	1,540'	SBS
	NE 108th Circle	dead-end	NE 107th Street	local	306'	SBS
	NE 108th Street	NE 33rd Avenue	NE 107th Street	local	866'	SBS
	NE 108th Street	NE 22nd Place	NE 25th Place	local	1,106'	SBS
	NE 109th Circle	NE 22nd Place	dead-end	local	630'	SBS
	NE 109th Street	NE 22nd Place	NE 27th Avenue	local	646'	SBS
	NE 110th Street	NE 36th Court	dead-end	local	1,060'	SBS

Priority Index	Street Name	From	To	Functional Class	Total Length of Section (in feet)	Sidewalk Status
	NE 110th Street	NE 26th Avenue	NE 34th Avenue	local	4,260'	SBS
	NE 111th Street	NE 36th Court	NE 38th Court	local	1,054'	SBS
	NE 113th Street	NE 35th Avenue	NE 38th Court	local	1,410'	SBS
	NE 115th Circle	dead-end	NE 30th Avenue	local	750'	SBS
	NE 115th Circle	dead-end	NE 36th Court	local	354'	SBS
	NE 115th Street	NE 34th Avenue	NE 33rd Avenue	local	690'	SBS
	NE 116th Street	NE 30th Avenue	NE 34th Avenue	local	2,236'	SBS
	NE 117th Street	Highway 99	NE 24th Avenue	M-2cb	1,740'	SBS
	NE 119th Street	NE Salmon Creek Avenue	451' past the intersection with Salmon Creek	M-2cb	902'	SBS
	NE 119th Street	NE 26th Avenue	NE Salmon Creek Avenue	M-2cb	1,822'	SBS
	NE 125th Way	NE 23rd Avenue	NE 24th Avenue	local	426'	SBS
	NE 126th Street	NE 23rd Avenue	NE 24th Avenue	local	416'	SBS
	NE 129th Street	I-5	I-205	local	4,166'	SBS
	NE 134th Street	I-205	NE 20th Avenue	M-4cb	1,340'	SBS
	NE 14th Court	NE Minnehaha Street	dead-end	local	644'	SBS
	NE 14th Court	NE 72nd Street	dead-end	local	1,106'	SBS
	NE 17th Avenue	NE 70th Street	NE 68th Street	local	1,824'	SBS
	NE 19th Avenue	NE 99th Street	NE 98th Street	local	454'	SBS
	NE 19th Avenue	NE 67th Street	NE 66th Street	local	770'	SBS
	NE 19th Court	NE 88th Street	dead-end	local	1,192'	SBS
	NE 19th Place	NE 98th Street	NE 97th Street	local	618'	SBS
	NE 20th Avenue	NE 68th Street	stub-out	local	1,456'	SBS
	NE 20th Avenue	NE 104th Street	NE 107th Street	local	1,686'	SBS
	NE 20th Place	NE Tenny Creek Drive	NE 94th Street	local	956'	SBS
	NE 20th Place	NE 88th Street	NE 90th Circle	local	1,338'	SBS
	NE 20th Place	NE 83rd Street	NE 82nd Street	local	562'	SBS
	NE 21st Avenue	NE 86th Circle	NE 84th Street	local	1,090'	SBS
	NE 21st Avenue	NE 84th Street	NE 84th Street	local	922'	SBS
	NE 21st Place	NE 99th Street	NE 96th Way	local	1,708'	SBS
	NE 21st Place	NE 83rd Street	stub-out	local	476'	SBS
	NE 22nd Avenue	NE 83rd Street	stub-out	local	520'	SBS
	NE 22nd Place	dead-end	NE 109th Street	local	1,928'	SBS
	NE 23rd Avenue	NE 96th Way	NE 25th Avenue	local	1,034'	SBS
	NE 23rd Avenue	NE 126th Street	NE 125th Way	local	528'	SBS
	NE 23rd Avenue	NE 105th Street	NE 104th Street	local	492'	SBS
	NE 24th Avenue	NE 129th Street	NE 125th Way	local	1,656'	SBS
	NE 24th Avenue	NE 109th Street	dead-end	local	184'	SBS

Priority Index	Street Name	From	To	Functional Class	Total Length of Section (in feet)	Sidewalk Status
	NE 24th Avenue	NE 106th Street	NE 105th Street	local	458'	SBS
	NE 24th Court	NE 80th Street	dead-end	local	1,002'	SBS
	NE 25th Avenue	NE 99th Street	NE 78th Street	local	10,512'	SBS
	NE 25th Place	NE 82nd Way	NE 83rd Way	local	530'	SBS
	NE 25th Place	NE 108th Street	NE 106th Street	local	900'	SBS
	NE 26th Avenue	NE 99th Street	NE 98th Street	local	346'	SBS
	NE 26th Avenue	NE 90th Street	NE 88th Street	local	948'	SBS
	NE 26th Avenue	NE 78th Street	dead-end	local	1,018'	SBS
	NE 26th Court (N&S of street)	NE 94th Street	dead-end	local	708'	SBS
	NE 26th Place	NE 98th Street	NE 94th Street	local	1,410'	SBS
	NE 27th Avenue	NE 94th Street	NE 96th Street	local	780'	SBS
	NE 27th Avenue	NE 102nd Street	NE 104th Street	local	624'	SBS
	NE 27th Court	NE 100th Street	dead-end	local	350'	SBS
	NE 28th Avenue	NE 90th Street	NE 89th Street	local	1,016'	SBS
	NE 28th Place	NE 98th Way	NE 96th Way	local	808'	SBS
	NE 28th Place	NE 87th Circle	NE 84th Street	local	2,860'	SBS
	NE 28th Place	NE 87th Circle	NE 88th Street	local	1,532'	SBS
	NE 29th Court	NE 94th Street	dead-end	local	292'	SBS
	NE 30th Avenue	NE 94th Street	439' from NE 94th Street	local	878'	SBS
	NE 30th Avenue	NE 106th Avenue	NE 109th Street	local	2,026'	SBS
	NE 30th Court	dead-end	NE 116th Street	local	206'	SBS
	NE 31st Avenue	NE 108th Street	142' east of NE 29th Avenue	local	804'	SBS
	NE 31st Avenue	NE 107th Street	NE 108th Street	local	722'	SBS
	NE 32nd Avenue	NE 88th Street	dead-end	local	2,070'	SBS
	NE 32nd Court	dead-end	NE 116th Street	local	318'	SBS
	NE 32nd Court	dead-end	NE 107th Street	local	202'	SBS
	NE 33rd Avenue	NE 116th Street	NE 115th Street	local	1,844'	SBS
	NE 33rd Avenue	NE 108th Street	1,222' from NE 99th Street	local	2,894'	SBS
	NE 33rd Avenue	1,222' from NE 99th Street	NE 99th Street	C-2	2,316'	SBS
	NE 34th Avenue	NE 116th Street	NE 115th Street	local	1,370'	SBS
	NE 34th Court	dead-end	NE 113th Street	local	364'	SBS
	NE 35th Avenue	NE 97th Street	NE 98th Circle	local	794'	SBS
	NE 35th Avenue	NE 113th Street	NE 36th Court	local	1,836'	SBS
	NE 36th Avenue	NE 36th Court	NE 113th Street	local	1,300'	SBS
	NE 36th Court	NE 113th Street	dead-end	local	802'	SBS
	NE 36th Court	NE 101st Street	dead-end	local	660'	SBS
	NE 36th Court	dead-end	NE 115th Circle	local	600'	SBS

Priority Index	Street Name	From	To	Functional Class	Total Length of Section (in feet)	Sidewalk Status
	NE 36th Place	NE 99th Street	NE 95th Way	local	1,802'	SBS
	NE 37th Court	NE 110th Street	dead-end	local	308'	SBS
	NE 38th Court	dead-end	dead-end	local	2,266'	SBS
	NE 63rd Street	Interstate 5	Highway 99	local	1,102'	SBS
	NE 66th Circle	NE 66th Street	dead-end	local	614'	SBS
	NE 66th Circle	NE 17th Avenue	dead-end	local	626'	SBS
	NE 66th Street	dead-end	NE 66th Circle	local	1,018'	SBS
	NE 67th Circle	NE 17th Avenue	dead-end	local	402'	SBS
	NE 67th Street	NE 19th Avenue	NE 20th Avenue	local	378'	SBS
	NE 70th Street	stub out	dead-end	local	1,082'	SBS
	NE 72nd Circle	NE 72nd Street	dead-end	local	548'	SBS
	NE 72nd Street	NE 16th Avenue	NE 72nd Circle	local	660'	SBS
	NE 78th Street	Highway 99	Interstate 5	Pr-4cb	1,054'	SBS
	NE 78th Street	BPA R/W	NE 16th Avenue	Pr-4cb	7,276'	SBS
	NE 80th Street	NE 30th Avenue	stub-out	local	3,864'	SBS
	NE 82nd Street	NE 18th Avenue	NE 21st Avenue	local	1,334'	SBS
	NE 83rd Street	NE 19th Avenue	NE 22nd Place	local	1,946'	SBS
	NE 84th Street	NE 26th Avenue	NE 27th Avenue	local	496'	SBS
	NE 84th Street	NE 22nd Place	NE 84th Way	local	1,166'	SBS
	NE 84th Way	NE 18th Avenue	NE 84th Way	local	1,530'	SBS
	NE 85th Circle	NE 21st Avenue	dead-end	local	374'	SBS
	NE 85th Circle	dead-end	NE 28th Place	local	352'	SBS
	NE 85th Street	dead-end	NE 21st Avenue	local	644'	SBS
	NE 86th Circle	dead-end	NE 28th Place	local	348'	SBS
	NE 86th Circle	dead-end	dead-end	local	1,092'	SBS
	NE 87th Circle	dead-end	NE 28th Place	local	210'	SBS
	NE 88th Circle	Highway 99	dead-end	C-2cb	1,460'	SBS
	NE 88th Circle	NE 19th Court	dead-end	local	308'	SBS
	NE 88th Street	NE 24th Avenue	NE 25th Avenue	C-2cb	668'	SBS
	NE 89th Circle	NE 26th Avenue	dead-end	local	642'	SBS
	NE 90th Circle	NE 20th Place	dead-end	local	340'	SBS
	NE 90th Street	NE 27th Avenue	NE 28th Avenue	local	768'	SBS
	NE 90th Street	NE 25th Avenue	NE 26th Avenue	local	858'	SBS
	NE 91st Circle	NE 15th Avenue	dead-end	local	604'	SBS
	NE 91st Street	dead-end	NE 91st Way	local	474'	SBS
	NE 91st Street	dead-end	dead-end	local	562'	SBS
	NE 91st Way	NE 92nd Circle	NE 91st Street	local	990'	SBS

Priority Index	Street Name	From	To	Functional Class	Total Length of Section (in feet)	Sidewalk Status
	NE 92nd Circle	NE 27th Avenue	dead-end	local	838'	SBS
	NE 94th Street	NE 25th Avenue	NE 30th Avenue	local	2,716'	SBS
	NE 95th Circle	dead-end	NE 27th Avenue	local	570'	SBS
	NE 95th Street	NE 20th Place	NE Tenny Creek Drive	local	518'	SBS
	NE 95th Way	NE 36th Place	NE 94th Way	local	920'	SBS
	NE 96th Street	NE 33rd Court	NE 35th Place	local	1,290'	SBS
	NE 96th Street	NE 26th Place	NE 25th Avenue	local	840'	SBS
	NE 96th Street	NE 26th Place	NE 27th Avenue	local	754'	SBS
	NE 96th Way	Highway 99	NE 15th Avenue	local	498'	SBS
	NE 96th Way	dead-end	dead-end	local	646'	SBS
	NE 97th Street	NE 35th Avenue	NE 36th Place	local	504'	SBS
	NE 97th Street	NE 19th Avenue	NE Tenny Creek Drive	local	472'	SBS
	NE 97th Way	NE 28th Place	dead-end	local	418'	SBS
	NE 98th Circle	NE 35th Avenue	dead-end	local	306'	SBS
	NE 98th Street	NE 35th Avenue	BPA R/W	local	1,214'	SBS
	NE 98th Street	NE 26th Avenue	dead-end	local	412'	SBS
	NE 98th Street	NE 19th Avenue	NE Tenny Creek Drive	local	640'	SBS
	NE 98th Way	NE 28th Place	dead-end	local	284'	SBS
	NE 99th Street	NE 19th Avenue	BPA R/W	M-4b	10,802'	SBS
	NE 99th Street	Interstate 5	Highway 99	C-2	1,716'	SBS
	NE 99th Street	Highway 99	NE 19th Avenue	M-4b	1,810'	SBS
	NE Salmon Creek Drive	NE 119th Street	451' past intersection with NE 119th Street	C-2cb	902'	SBS
	NE Tenney Creek Drive	NE 98th Street	NE 97th Street	local	1,148'	SBS
	NE Tenney Creek Drive	NE 97th Street	NE 94th Street	local	2,034'	SBS

APPENDIX C Clark County Public Works Walkway Connections Scoring Criteria

Evaluation Criteria to Prioritize Walkway Projects

Listed below are the evaluation criteria used to prioritize the 2007 project candidates.

Safety—Maximum 60 points.

1. Pedestrian accidents: 15 points if one or more pedestrian accident(s) has been reported during the last 5 years. Maximum 15 points.
2. Pedestrians within roadway. 10 points if shoulder width is within 1 foot of travel way; deduct 2.5 points for each additional foot of available walkway shoulder. (Most travel lanes are 12' wide) Maximum 10 points.
3. Daily traffic counts: (ADT) 1 point for each 400 vehicles per day. Maximum 10 points.
4. Substandard Roadway Design (vertical or horizontal curves): One curve: 2.5 points. Two or more curves: 5 points. Maximum 5 points.
5. Posted speed limit: 35 mph or more: 10 points. 30 mph: 5 points, 25 mph or less: No points. Maximum 10 points.
6. V ditch: 1 point for every 10% (by length of segment) where V-ditch exists. No points if V-ditch is not present. Maximum 10 points for 100% V-ditch

Access and Mobility—Maximum 60 points.

** Access" or "Direct Access" below means pedestrians are not blocked by railroads, arterials, freeways, waterways or other barriers within distance stated.

1. Bus Stops: Walkway creates/improves access to busses within $\frac{3}{4}$ mile of the walkway segment. 5 points: Both C-Tran and school bus stops. 3 points for C-Tran or School bus stop. Maximum 5 points
2. Household Density: One point for every 100 households directly accessing C-Tran or school bus stop within $\frac{3}{4}$ mile of walkway. Maximum 5 points.
3. Parks Nearby: 10 points if walkway accesses two or more parks within $\frac{1}{2}$ mile of proposed walkway, 5 points for one park, 0 points no parks.
4. Schools Nearby: 5 points if walkway accesses two or more schools within 1 mile, 2.5 points for one school, 0 points if walkway accesses no schools.
5. Safe Walkway Designation: 10 points if proposed walkway follows a school district-designated safe walkway route for elementary school.
6. Healthcare facilities (e.g. medical office) 5 points if two or more are accessible within $\frac{1}{2}$ mile. 3 points for one facility.
7. Shopping areas: 1 point for each store within $\frac{1}{2}$ mile of proposed walkway, up to maximum 5 points if walkway accesses five or more stores.
8. Community facilities (library, recreational center, movie theater, sport complex, ball field, etc.): 5 points if walkway accesses two or more community facilities within $\frac{1}{2}$ mile. 3 points for one community facility not already counted (excludes parks, schools, healthcare facilities, shopping areas).
9. Gap project: 10 points if the walkway segment is less than 100 linear feet. Deduct 1 point for every additional 100 linear feet.

Feasibility—Maximum 50 points.

1. Right-of-Way (ROW): 10 points if NO ROW is required. Deduct 1 pt for each 10% (by length) where ROW must be obtained. Maximum 10 points.
2. Environmental constraints: 5 points if project does not create impact and 0 points if project creates impact.
3. Coordinated Effort: 5 points if there is pre-existing input from Neighborhood Association, Fire Marshall, Police Departments or School Districts. Maximum 5 points.
4. Potential Development: Up to 10 points if adjacent parcels judged unlikely for re-development within 1-3 years. Deduct points to possible 0 if development judged highly likely. Maximum 10 points
5. Funding (Federal, State or Local): 10 points if there is a grant from any 2 agencies. 5 points if one agency/program; 0 point if no outside funding available.
6. Park Construction: Points awarded if Construction-phase money is allocated: 10 pts: rent or next plan year (ie: 2008 or 2009) 5 pts: Funding allocated in plan years 3-5