

City of Battle Ground

Non-Motorized Transportation Action Plan

March 31, 2022

Otak

Purpose

The purpose of this report is to create a Non-motorized Transportation Action Plan for the City of Battle Ground.

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Executive Summary

With a vision toward a balanced and multi-modal transportation system, the City of Battle Ground (City) developed this action plan to advance bicycle, pedestrian, and other non-motorized transportation modes as well as access to public transportation within the city. This plan picks up where the 2021 Transportation System Plan and the ADA Transition Plan left off. The objectives of the Battle Ground Non-Motorized Transportation Action Plan (NMTAP) are to develop a plan to enhance non-motorized transportation options such as sidewalks, pathways, trails, and bike lanes within the city and to identify and prioritize improvements that will increase mobility and safety for non-motorized users of the city's transportation system. The planning process included inventorying gaps and barriers to non-motorized travel within the city, developing a system of bicycle loops and walking tours, recommending a prioritized list of projects to overcome these gaps and barriers, and identifying a wayfinding signage strategy for non-motorized travelers to experience Battle Ground.

For the purposes of this plan, the term "non-motorized modes" includes pedestrians, wheelchairs, manual-powered and electronic-assist bicycles, tricycles, scooters, and any other mode of travel that does not involve a motor vehicle. The action plan effort focused on non-motorized trips around town as well as trips to and from public transportation.

The community was involved at multiple stages during development of the action plan. Outreach included a community survey to help identify gaps and barriers in the non-motorized system (lack of sidewalks or bike lanes, for example); interviews with bicycle and pedestrian stakeholder groups; and a virtual community meeting and online forum to review proposed loops, corridors, and wayfinding signage options. Suggestions for non-motorized travel routes evolved into a recommended system of bicycle loops and walking tours, wayfinding signage to provide traveler information about key destinations on these routes, and long-term recommendations for establishing multi-modal routes with the Washington State Department of Transportation (WSDOT) and Clark County.

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Section 1. Introductions

Background

"OUR VISION for Battle Ground is a vibrant, growing city that offers an unsurpassed quality of life for all residents, embracing its history, traditions and diversity... Our downtown district cultivates a flourishing artisan community of distinctive restaurants, entertainment, arts and crafts. Our community centers and open spaces provide unique places for people to gather and connect year-round. Our neighborhood districts create a sense of identity, belonging and well-being, while our entire city is enhanced and connected by a network of pedestrian walkways, bike trails, and public transit." (City of Battle Ground Vision Statement).

The community was heavily involved in the Battle Ground visioning process which culminated with the *Community Vision and Strategic Action Plan* in December 2018. The visioning process led to a concept for transportation investments that would make auto travel "one option of many" for getting around within the city. The vision recognized that "transportation access in Battle Ground is provided through a system of trails and local, collector, and arterial streets that provide improved connectivity for a range of transportation choices", which includes autos, bikes, pedestrians and transit.

The City's recently adopted *Transportation System Plan*[1] (TSP) is a long-range plan "to meet the multi-modal transportation needs of the community." The TSP includes a strong multi-modal project and program component which emphasizes non-motorized travel within the city.

Additionally, the City recently completed an ADA Transition Plan which establishes the City of Battle Ground's ongoing commitment to "providing equal access for all, including those with disabilities." That plan was a comprehensive evaluation of the City's facilities and policies related to the public rights-of-way to "determine what types of access barriers exist for individuals with disabilities."

These plans and programs envision a strong, non-motorized transportation system in the city. The NMTAP does the following:

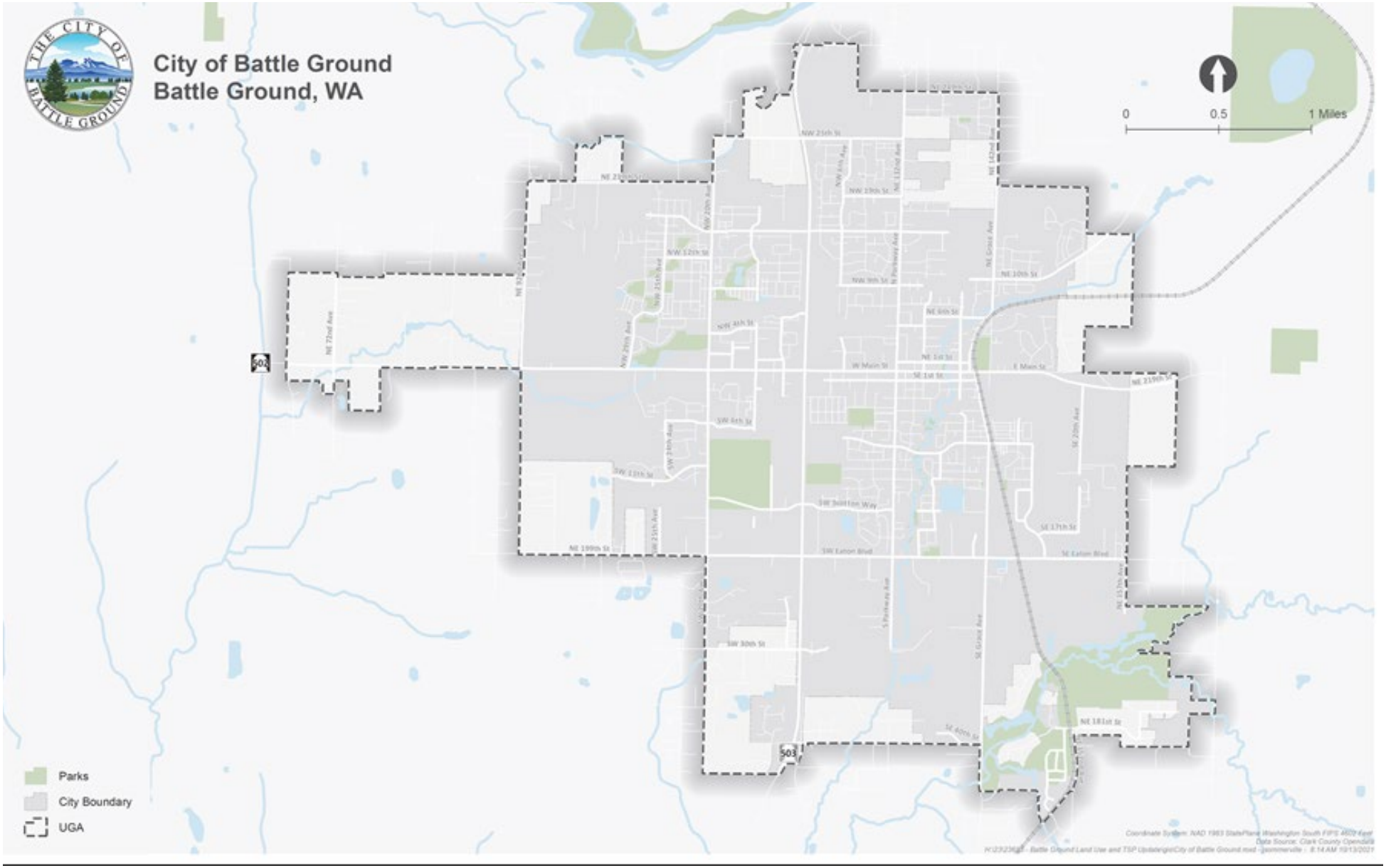
- Identifies and prioritizes projects to overcome gaps and barriers in the non-motorized system
- Identifies potential bicycle loops and walking tours
- Provides recommendations for future changes to City code, especially related to new development
- Provides recommendations for wayfinding signage for non-motorized travel around the city

The NMTAP focuses on bicycle, pedestrian travel, and non-motorized access to public transportation within the Battle Ground city limits. During the plan development effort, comments from the community led to recommendations for longer-term plans and projects outside of city limits and within the Battle Ground Urban Growth Area. These recommendations would require multi-jurisdictional coordination between Battle Ground, Clark County, and WSDOT. The focus was primarily on the city's arterial, collector, and neighborhood collector system. A map of the study area is shown in **Figure 1**.

[1] Battle Ground Transportation System Plan, adopted November 2021. https://www.cityofbg.org/DocumentCenter/View/8453/Transportation-System-Plan -

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FIGURE 1. STUDY AREA FOR NON-MOTORIZED TRANSPORTATION ACTION PLAN (FROM 2021 TRANSPORTATION SYSTEM PLAN)



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Goals and Objectives

The following goals guided the planning process to ensure a successful plan that has staff and community support as the City works toward implementation:

- The NMTAP focuses on bicycle and pedestrian modes (and electronically-assisted devices) as well as bicycle or pedestrian access to public transportation.
- The NMTAP will identify and recommend prioritized projects to overcome physical and programmatic gaps and barriers to non-motorized travel within Battle Ground city limits.
- Implementing the NMTAP will advance multi-modal and livability goals for the City's TSP and Vision related to non-motorized travel.
- The actions contained in the NMTAP are intended to increase active travel within the city.
- The actions contained in the NMTAP strive to realize an increased sense of pride in the community.



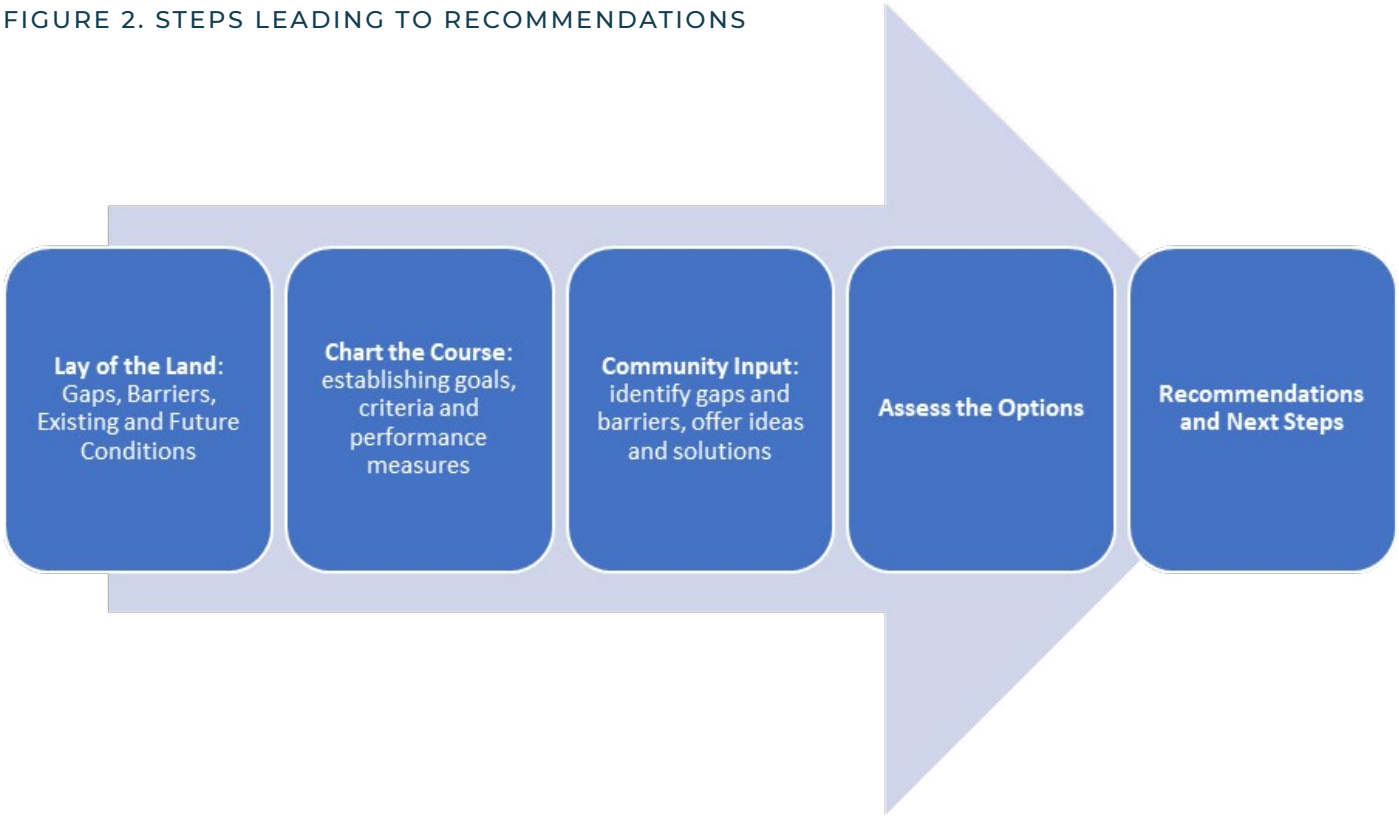
Gaps and barriers in the bicycle and pedestrian system discourage non-motorized travel in the City such as this example along NW 20th Avenue.

Process

City staff, community members, key stakeholder groups, and the consultant team, as well consultation with WSDOT and Clark County staff, collaborated in developing the NMTAP. The following steps, as depicted in **Figure 2**, led to the recommendations contained in this report:

1. Lay of the Land: review current plans, programs, and projects; survey the community and interview key stakeholders to identify gaps and barriers to non-motorized travel within the City of Battle Ground; examine and summarize existing and future conditions related to non-motorized modes of travel within the city; and create an inventory of gaps and barriers which would lead to a prioritized list of improvement projects to overcome them.
2. Chart the Course: set goals for the NMTAP; identify a system of bike loops, pedestrian corridors, and walking tours; and develop criteria with which to evaluate the options and strategies.
3. Community Input: invite the community and key stakeholders to participate in the process of identifying gaps and barriers; generate ideas for bike loops, walking tours, informational wayfinding signage, and projects to overcome gaps and barriers in the non-motorized transportation system.
4. Assess the Options: analyze the loops and corridors/tours options as well as the list of non-motorized projects.
5. Recommendations and Next Steps: using the evaluation criteria and performance measures, recommend a set of strategies to facilitate and enhance non-motorized travel within the city, including a system of bike loops and walking tours; long-term multi-modal projects to be undertaken in partnership with WSDOT and Clark County; wayfinding signage to assist bicycle and pedestrian trips; and suggested changes to City code to implement a non-motorized transportation system in concert with new development.

FIGURE 2. STEPS LEADING TO RECOMMENDATIONS



Section 2. Non-Motorized Transportation Overview

The NMTAP focuses on advancing active transportation within the city. Non-motorized transportation is travel by bicycling or walking, accessing public transportation, and other modes of travel without the use of an automobile. The NMTAP aims to increase the number of people using these non-motorized modes every day by identifying projects and programs to overcome gaps and barriers to non-motorized travel as well as develop an interconnected system of bicycle and pedestrian routes for travel within the city.

Studies have shown that investing in non-motorized transportation creates opportunities for people to get more exercise and be more active, which can reduce obesity and the risks for developing costly chronic conditions such as diabetes and cardiovascular disease. Studies have also shown that improving mobility for those with physical impairments to travel improves feelings of independence and reduces isolation, compared to areas where there are numerous barriers to non-motorized travel.

The City's TSP identified the pedestrian system as consisting of "sidewalks, multi-use paths, marked and unmarked signalized and unsignalized pedestrian crossings. These facilities provide residents the ability to access local retail/commercial centers, recreational areas, and other land

uses by foot. A safe, convenient, and continuous network of pedestrian facilities is essential to establishing a vibrant and healthy community while supporting the local economy."

The City's TSP requires facilities which accommodate bicycle travel to "consist of on-street bike lanes, shoulder bikeways, unmarked shared roadways, as well as off-street shared-use paths and trails. These facilities allow residents to travel to and from residential areas, schools, parks, retail/commercial centers, and other activity centers by bike."

Both the TSP and the ADA Transition Plan expanded the definition of non-motorized travel to include travel for those using mobility devices such as wheelchairs, walkers, and carts as well as manual-powered and electronic-assist bicycles, tricycles, and scooters which increase mobility for physically impaired residents and older adults. Access to and from public transportation using any of these methods is included in the scope of this plan.

Design Guidelines

The NMTAP is not a design study but is an action plan aimed at advancing non-motorized travel within the City of Battle Ground. For planning and designing future non-motorized transportation projects, there are a variety of design resources available. Several of these were identified in the Transportation System Plan and the ADA Transition Plan. Off-road trail facilities will also be informed by planning and design guidelines for the current update to the City's Parks, Recreation and Open Space Plan.

Planning and design of bicycle and transportation facilities and projects are guided by the following resources:

- American Association of State Highway and Transportation Officials (AASHTO) Guideline for the Development of Bicycle Facilities, 2012 (https://nacto.org/wp-content/uploads/2015/04/AASHTO_Bicycle-Facilities-Guide_2012-toc.pdf)
- National Association of City Transportation Officials (NACTO) Urban Street Design Guide and assorted design publications for bicycle facilities and pedestrian ways (https://nacto.org/)
- Washington State Department of Transportation Design Manual, Chapter 1515 "Shared Use Paths" and Chapter 1520 "Roadway Bicycle Facilities"
- City of Battle Ground Transportation Standard Design Details (https://cityofbg.org/227/Transportation).



Recently-improved South Parkway Avenue was built with Complete Street considerations.

Section 3. Lay of the Land: Current and Future Conditions

Previous Plans and Studies

Otak reviewed the following sources for information on the current and future conditions for non-motorized travel with the City of Battle Ground:

- **Battle Ground Transportation System Plan Update:** adopted November 2021 (https://www.cityofbg.org/DocumentCenter/View/8453/Transportation-System-Plan-)
- **Battle Ground ADA Transition Plan**: adopted 2021 (https://www.cityofbg.org/DocumentCenter/View/8525/ADA-Transition-Plan?bidId=)
- **Battle Ground Parks, Recreation and Open Space Plan**: last updated adopted 2015, currently going through an update process (https://www.cityofbg.org/869/Parks-Recreation-Open-Space-Plan).
- **SR 503 Corridor Plan: Vancouver to Battle Ground (WSDOT)**: examining the SR 503 corridor, with completion anticipated in March 2023 (https://wsdot.wa.gov/construction-planning/search-studies/sr-503-corridor-plan-vancouver-battle-ground)
- **Clark County (Interactive) Bike Map to Explore Clark County** (https://gis.clark.wa.gov/portal/apps/webappviewer/index.html?id=7acb756876004da7a6207748e82b5111)
- **Clark County Bicycle and Pedestrian Master Plan**: adopted October 2010 (https://clark.wa.gov/sites/default/files/dept/files/community-planning/bike-pedestrian-advisory-committee/10-1110_BPMP-Plan-wo-Appendices_PC_approved.pdf)
- **Regional Transportation Council's Local Roads Safety Plan City Safety Plan** for Battle Ground, February 2022 (https://www.rtc.wa.gov/reports/safety/SafetyPlan-BattleGround-220209.pdf)
- Active Transportation Planning by Regional Transportation Council (**Regional Active Transportation Plan for Clark County**, September 2021, (https://www.rtc.wa.gov/reports/atp/RAPT2021-Report.pdf) and Washington State Department of Transportation (**Active Transportation: 2020 and Beyond**, December 2021, https://wsdot.wa.gov/sites/default/files/2021-12/ATP-2020-and-Beyond.pdf)

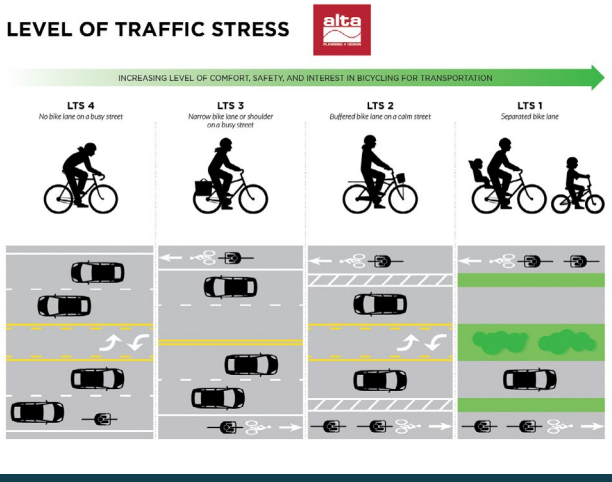
Gaps and Barriers to Non-Motorized Travel

Otak reviewed and summarized the plans, studies, and community survey to identify an inventory of gaps and barriers to non-motorized travel within the city. A map showing locations of gaps and barriers is included in **Figure 3** (where sidewalks or bike lanes are intermittent or discontinuous) and **Figure 4** (where bike lanes or sidewalks do not exist).

In 2019, as part of the TSP update, Kittelson and Associates developed a technical memorandum mapping qualitative Bicycle and Pedestrian Levels of Traffic Stress in the city. Bicycle Level of Traffic (LTS), developed by the Mineta Transportation Institute[2] is used to evaluate the range of experiences/or perceived safety and comfort. LTS is measured in terms of "stress" that a cyclist can experience on the roadway or a corridor relative to traffic speeds and volumes. Bike LTS ranges from BLTS 1 (little traffic stress) to BLTS 4 (high traffic stress). For the qualitative

[2] Mekuria, Maaza C., Furth, Peter C. and Nixon, Hilary. Low-Stress Bicycling and Network Connectivity. San José: Mineta Transportation Institute, 2012. CA-MTI-12-1005.

analysis, Kittelson applied data on volumes, speeds, crash history, and road conditions. A road segment with a BLTS 1 generally has low traffic speeds and low volumes and is suitable for all ages and abilities, including children. A road segment with a BLTS 4 generally has high speeds, high volumes, and is perceived as hazardous by most adults. BLTS 3 and 4 are considered higher stress levels that discourage bicycling and were included as an evaluation criterion to rate the gap and barrier projects.



Depictions of bicycle levels of traffic stress (from Alta Planning).

For Pedestrian LTS, Kittelson applied a methodology similar to that developed by the Oregon Department of Transportation (ODOT) for evaluating pedestrian facilities within urban and rural environments. It is a relatively simple assessment of the pedestrian environment that provides a similar, qualitative assessment of the pedestrian system as a companion measure to Bike LTS. The ODOT methodology classifies four levels of traffic stress that a pedestrian can experience on the roadway or along a corridor, ranging from PLTS 1 (little traffic stress) to PLTS 4 (high traffic stress). A road segment with a PLTS 1 generally has low traffic speeds and provides a high level of separation from vehicles. A road segment with a PLTS 4 generally has high speeds, high volumes, and limited, discontinuous, or no pedestrian accommodations. As with bikes, Pedestrian LTS 3 and 4 are considered high street routes and were included in the Pedestrian LTS criterion for gap and barrier projects. Bike and Pedestrian LTS are shown in **Figure 5** (source: Kittelson and Associates).

Appendix A contains the detailed inventory of gaps and barriers.

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FIGURE 3. PARTIAL OR DISCONTINUOUS BICYCLE AND PEDESTRIAN FACILITIES

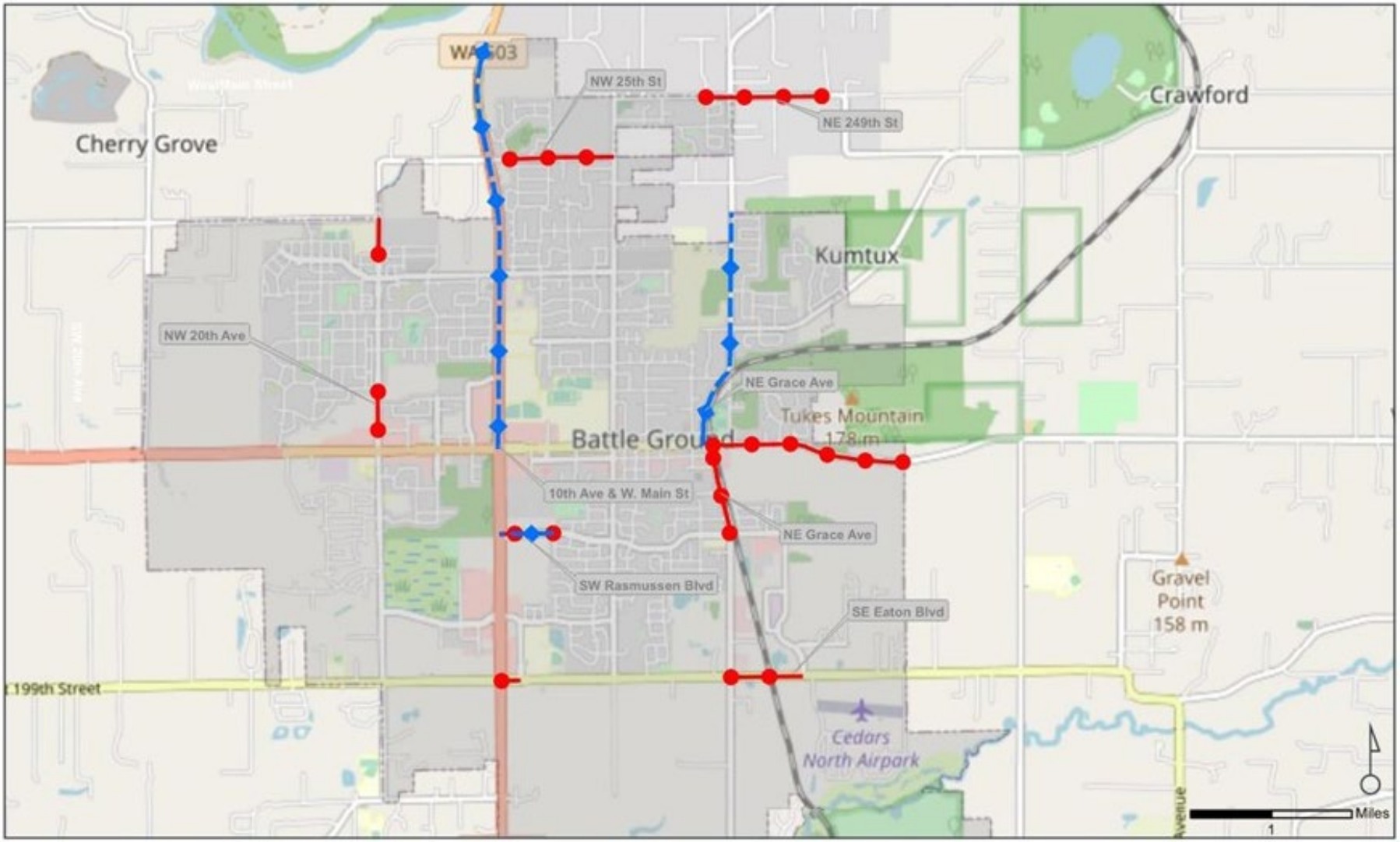
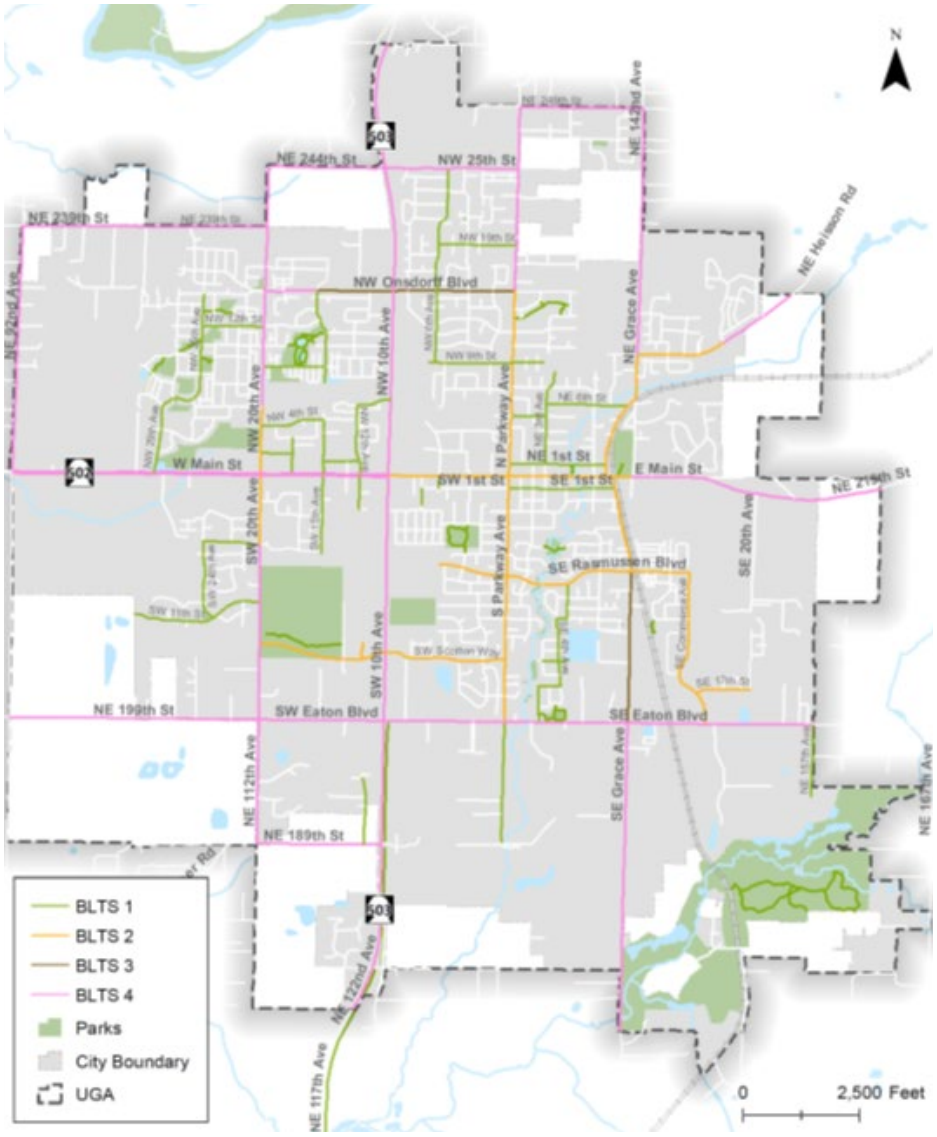
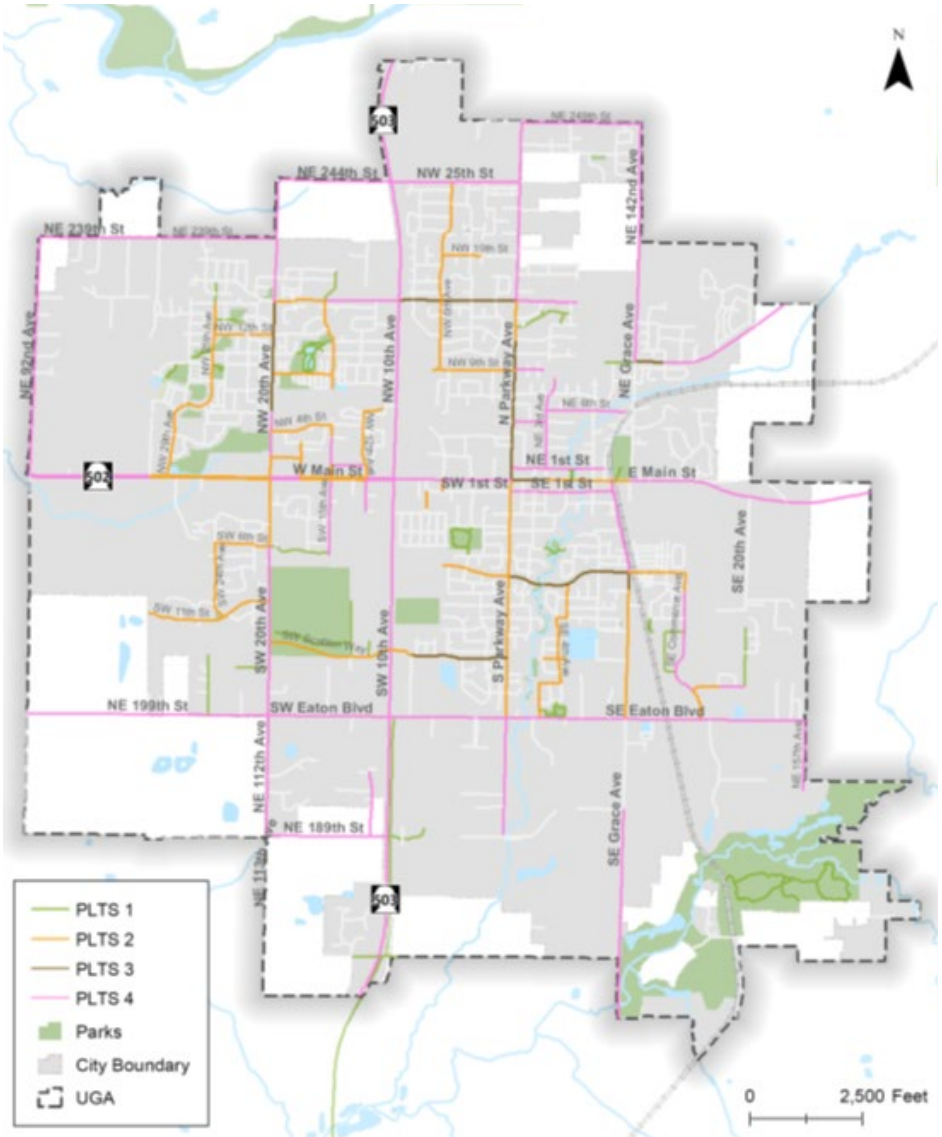


FIGURE 4. ROADWAYS WITH NO BICYCLE AND PEDESTRIAN FACILITIES



FIGURE 5. EXISTING BICYCLE AND PEDESTRIAN LEVELS OF TRAFFIC STRESS (SOURCE: KITTELSON & ASSOCIATES)





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Pedestrian and Bicycle Collisions

The Local Roads Safety Plan (LRSP): Battle Ground City Safety Plan collision data have been summarized for reported bicycle and pedestrian collisions with motor vehicles. **Figure 6** shows "heat maps" from the LRSP of vehicle collisions with bicyclists and with pedestrians from the LRSP (source: DKS Associates).

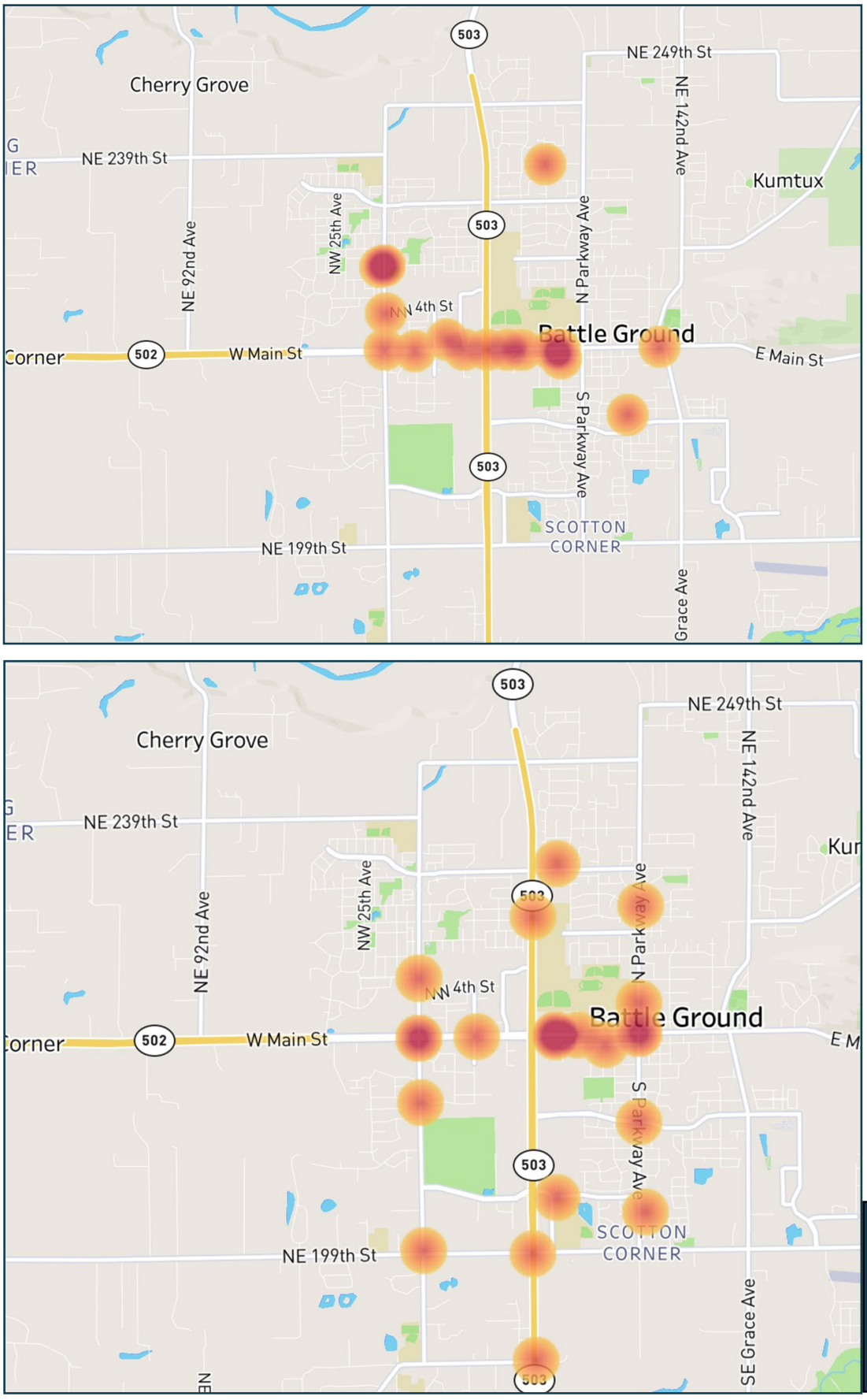
Figure 7 displays the inventory of gaps and barriers on the non-motorized system along with locations that have bicycle and pedestrian collision history.

Otak developed an interactive GIS story map of existing non-motorized conditions in the city. The map was used to assist in reviewing the locations of gaps and barriers; and to devise ideas for bike loops, multi-modal corridors, and walking tours with City staff, stakeholders, and community members.



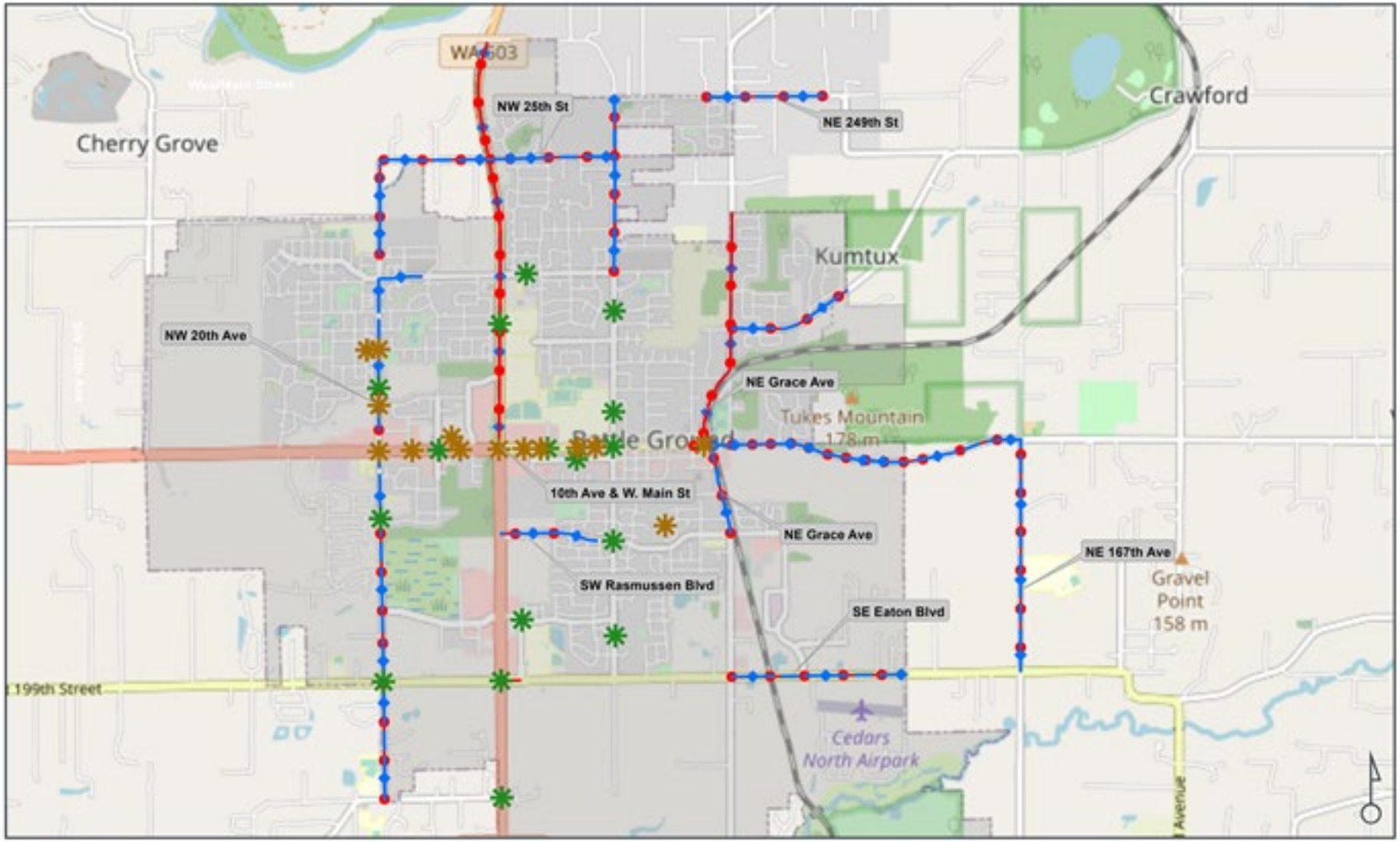
Discontinuity in the bicycle and pedestrian system may increase the risk of vehicle collisions with cyclists or pedestrians. This example of discontinuity is the non-motorized system is on Onsdorff Boulevard and NW 13th Avenue.

FIGURE 6. BICYCLE- AND PEDESTRIAN-INVOLVED COLLISION "HEAT MAPS"



Vehicle/ Bicycle Collisions, 2016-2020. Source: DKS, Local Roads Safety Plan: Battle Ground City Safety Plan

FIGURE 7. BICYCLE AND PEDESTRIAN SYSTEM GAPS AND BARRIERS WITH COLLISION HISTORY



BATTLE GROUND NON-MOTORIZED TRANSPORTATION ACTION PLAN

PED/BIKE COLLISIONS & IDENTIFIED GAPS IN PED/BIKE NETWORK

Bicycle Collisions

Pedestrian Collisions

Partial or Discontinuous Bicycle Facilities

Partial or Discontinuous Pedestrian Facilities

THE CITY OF Battle Ground WASHINGTON

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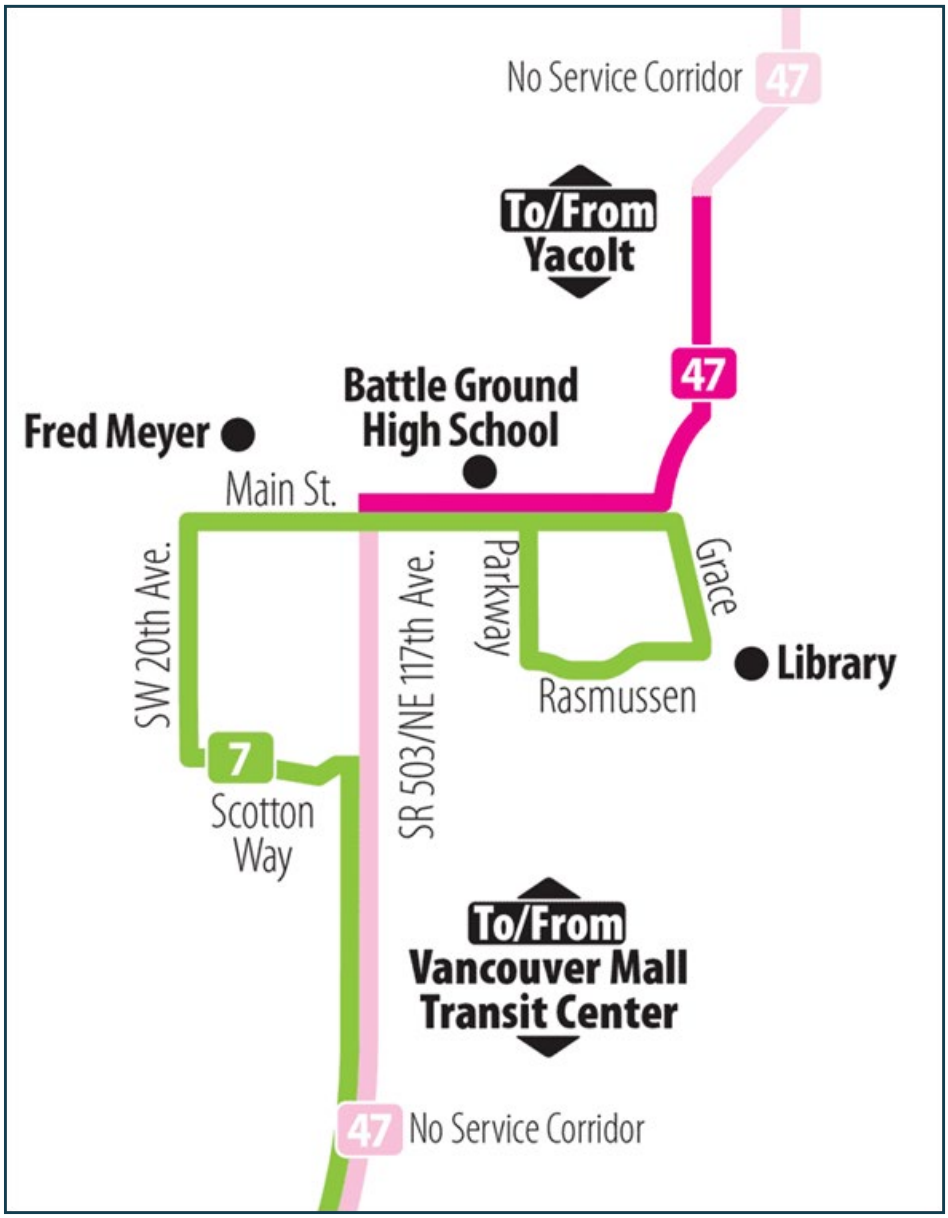
Public Transportation Access

The primary public transportation provider for the City of Battle Ground is C-TRAN. C-TRAN currently provides service via the following routes:

- Route 7 Battle Ground: weekday, 30-minute frequency service; weekend, hourly service. "There are several stops within Battle Ground, and service connects to Vancouver Mall Transit Center.
- Route 47 Battle Ground/Yacolt: a weekday, express-type service with morning and afternoon peak service connecting to Yacolt on the north. There are two stops along Main Street in Battle Ground, and services connects to Vancouver Mall Transit Center south of Battle Ground.

A map of C-TRAN's Battle Ground area service is shown in **Figure 8**.

FIGURE 8. C-TRAN BATTLE GROUND SERVICE MAP (FROM C-TRAN.COM)



Community in Motion (formerly Human Services Council of Clark County) sponsors the North County Shuttle Service. It provides free shuttle transportation for north Clark County seniors, persons with disabilities, and socially isolated individuals for travel into Battle Ground. Trip purposes can be for medical appointments, shopping, meals, community services, socialization opportunities, and more.

Through discussions with officials from Community in Motion and the Accessible Transportation Coalition, many of the North County Shuttle trips are for health and senior services and living facilities along 20th Avenue and Main Street in the city.

The North County Shuttle service area map is shown below in **Figure 9**.

FIGURE 9. NORTH COUNTY SHUTTLE SERVICE MAP (FROM COMMUNITY IN MOTION)



Section 4. Community Input

Process

Several opportunities were available for community feedback in the development of the NMTAP. Community members and stakeholder groups were first given the opportunity to complete a survey where they indicated their bicycle and pedestrian travel habits, identified gaps and barriers to non-motorized travel, and provided their thoughts on projects and corridors to address gaps and barriers. Stakeholder groups representing those traveling by bicycle, as pedestrians, travelers with physical impairments and disabilities, as well as older adults in Clark County were included in the community input process.

Community input helped the project team to develop a more thorough gaps and barriers inventory; to identify several bicycle loops, multi-modal corridors and walking tours for consideration; and to generate ideas for wayfinding and traveler information options.

Stakeholders

The following stakeholder groups participated in meetings to provide their input on the gaps and barriers inventory as well as ideas for projects, loops, and corridors:

- Bicycle and pedestrian groups, including Bike Clark County and Vancouver Bicycle Club (Nov. 2021 through Jan. 2022)
- Battle Ground general public – through community surveys (Nov. and Dec. 2021)
- Clark Communities Bicycle and Pedestrian Advisory Committee (Jan. 25, 2022)
- Clark County Commission on Aging (Jan. 19, 2022)
- Community-in-Motion's Accessible Transportation Coalition (Jan.7, 2022)

Generally, the bicyclists interviewed tended to be frequent cyclists in and around Battle Ground; they reported being comfortable biking on a variety of roads under a variety of conditions. Those representing pedestrian and mobility impaired groups tended to have limited travel range (i.e., less than a mile for their trips); they reported using public transportation for trips to and from their destinations in the city.

A detailed summary of stakeholder interviews is contained in Appendix B.

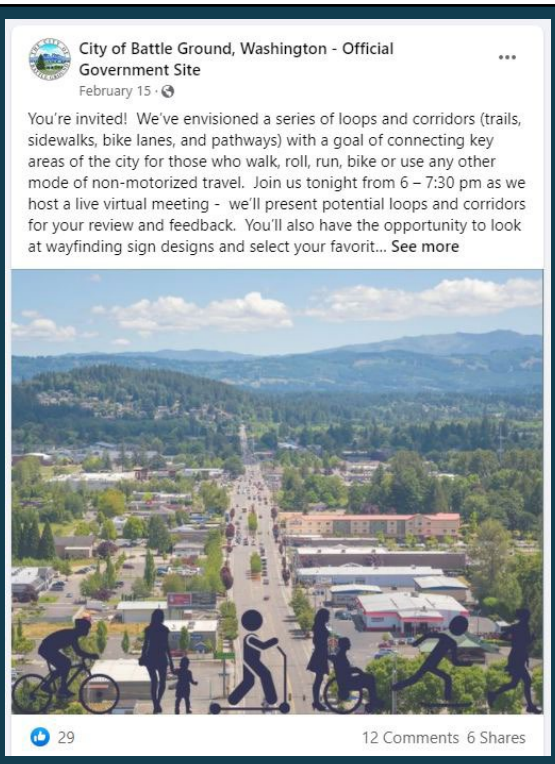
Community Surveys, Meetings, and Online Forum

An initial survey was conducted to ask the community to identify gaps and barriers to non-motorized travel within the city and to seek their feedback regarding potential improvements to address those barriers. A total of 88 comments were received, and the database from this survey is shown in Appendix B.

The following locations were identified by multiple community members as having gaps and barriers to non-motorized travel where they believed the City should implement program improvements:

- People liked how Parkway Avenue has been developed with bike lanes and sidewalks for most of its length between Eaton Boulevard through Main Street and north of Main Street. They would like to see other corridors such as 20th Avenue and Grace Avenue developed the same way.
- NW and SW 20th Avenue between Eaton and Onsdorff Boulevards does not have continuous bike lanes, and there are several segments where sidewalks do not exist.
- Onsdorff Boulevard (between 20th Avenue going east to intersection of Hwy 503) does not have continuous bike lanes.

- Main Street west of SR 503 has on-street bike lanes, while Main Street to the east of SR 503 does not. Generally, families did not feel comfortable riding along either section of Main Street due to traffic and truck volumes, speeds, and (east of SR 503) lack of bike facilities. There was a suggestion to consider a parallel route, such as SE 1st Street, as a "quiet" alternative to Main Street.
- Grace Avenue between Main Street/Old Town and Battle Ground Village: while the segment from Eaton Boulevard to Rasmussen Boulevard has bike lanes and sidewalks, north of Rasmussen Boulevard there are neither. There was substantial interest in being able to walk to Battle Ground Village and the public library in that area.
- People like the off-street path on the east side of SR 503 south of Eaton Boulevard, except that it does not have adequate access from adjacent neighborhoods. There was a lot of interest in extending this off-street, multi-use path north to Lewisville Park and to provide more frequent access from side streets and neighborhoods.
- Several stakeholders indicated that a reasonable bike loop would be Eaton Boulevard to the south, Onsdorff Boulevard to the north, 20th Avenue to the west, and Grace Avenue to the east.



Social media and the City's website were used to promote community events for the Non-motorized Transportation Action Plan.

Otak facilitated a community meeting on February 15, 2022, to present the gaps and barriers inventory and the draft loops and corridor maps. Otak also presented the preliminary options for wayfinding signage and encouraged participants to vote for their favorite option. Attendees at the community meeting participated in a discussion about the work, and feedback was provided about the draft loops and corridors and approach to wayfinding.

Otak also conducted an online community forum to present project information and gather additional input (similar information as the community meeting). The forum ran from Feb 15-22, 2022. There were 11 votes for wayfinding signage (the preferred design is shown below in the Wayfinding section), two comments on gaps and barriers, and one comment on the proposed loops and corridors.

Opportunities to complete surveys and to attend the community meeting and online forum were advertised on the City's Facebook page, the City's project webpage, and in City press releases.

Section 5. Analysis and Evaluation

Criteria and Performance Measures

An initial set of criteria helped guide development of non-motorized loops and corridors both within the city and the Battle Ground Urban Growth Area. During the development of loop and corridor options, based on staff and community input, bicycle and pedestrian modes have been separated into different systems: bicycle loops, pedestrian walking tours, and multi-modal corridors.

Additionally, the bicycle loops have been separated into two tiers: those entirely within Battle Ground city limits and those which require coordination with either WSDOT or Clark County. The latter set of loops or multi-modal corridors are considered long-term projects due to the length and level of planning and funding coordination needed between the City and its partner agencies.



The following guiding criteria were used to develop the options for bicycle loops, multi-modal corridors, and pedestrian walking tours:

- Focus on routes entirely within city limits
- Loops, corridors, and tours should connect to key destinations within the city, including:
  - Main Street connect to key destinations within the city, including:
  - Main Street and Old Town
  - Battle Ground Village
  - City Hall
  - Medical and health care facilities
  - Senior living facilities
  - Schools
  - Parks, open spaces, and nature facilities
  - Commercial/retail centers
  - Battle Ground Community Center
- Loops, corridors, and tours should focus on the city's arterial, collector, and neighborhood collector system.
- Bicycle loops should be four miles or less in length and have defined starting and ending points, preferably with parking available for those traveling from outside the loop area.
- Bicycle loops should be easy to navigate and consider all ages and abilities.
- Pedestrian walking tours should recognize the need to address gaps and barriers to compliance with design criteria from the ADA and prioritize projects within those tours to resolve non-ADA compliant sidewalks and curb ramps.

Loops and Corridors

The following were identified as bicycle loops for consideration:

- **Battle Ground North Loop:** begin and end at the Daybreak Schools campus, with the loop touring north Battle Ground neighborhoods and Main Street/Old Town.
- **Battle Ground South Loop:** various options to begin and end the loop, including Battle Ground High School, the Wal-Mart shopping complex, or Battle Ground Village; touring the south neighborhoods and commercial centers along the route, as well as Battle Ground Village and Main Street/ Old Town.
- **Old Town/Village Loop:** connecting from Main Street in Old Town to Battle Ground Village and the library, with much of the route using Grace Avenue, for which a multi-modal improvement project is now being designed.
- **Main Street/Old Town Multi-Modal Corridor:** traveling on Main Street from the west side of the city through the City Center, Old Town, and ending at the Battle Ground Community Center. A "quiet route" option for all ages and abilities would travel south on SE 7th Avenue to SE 1st Street, and travel east to Grace Avenue. This route has much lower traffic volumes and slower speeds to accommodate bicycle users of all ages and abilities.
- **Main Street/Old Town Walking Tour:** this would travel from the west side of the city through the City Center and Old Town, ending at Battle Ground Community Center.
- **Old Town/Village Tour:** similar to the Old Town/Village Loop, this would travel between Old Town, Battle Ground Village, and the library using Grace Avenue once the multi-modal project has been built.
- **Remy Nature Park Tour:** a west-side of town walking tour emphasizing Remy Nature Park as its centerpiece.
- **Tukes Valley Loop:** this route would travel outside of the city on Main Street/NE 219th Street and connect to the Tukes Valley Elementary School area, returning via NE 199th Street/Eaton Boulevard.
- **Meadow Glade/Dollars Corner Loop:** would use the existing SR 503 Multi-Use Trail to travel to Meadow Glade, and then rural county routes to travel north to Dollars Corner via NE 72nd Avenue, and back to the city using SR 502/Main Street.
- **Daybreak Loop:** this would travel outside the city using SR 502/Main Street to NE 72nd Avenue, then north to the area of Daybreak Park, then back to the city using rural county roads and traveling by the Daybreak Schools campus along NW 20th Avenue.
- **SR 503 Multi-Use Trail:** this would extend the existing multi-use trail on the east side of SR 503 from Eaton Boulevard through the city and up to Lewisville Park.

After discussions with City staff and the community, the Tukes Valley Loop, Meadow Glade/ Dollars Corner Loop, Daybreak Loop, and SR 503 Multi-Use Trail options are identified as long-term, non-motorized plans because of extensive coordination needed between the City and either Clark County or WSDOT to realize those corridors or loops in the future.

Gaps and Barriers Projects

The inventory of gaps and barriers to non-motorized travel combined with input from the TSP, ADA Transition Plan, and the community and stakeholder process resulted in a list of non-motorized improvement projects.

The evaluation used a "check-mark" system, similar to that used in the Local Roads Safety Plan, to assess candidate projects. Using the following criteria, candidate projects received check marks if they addressed the following:

- ☑ A pedestrian or bicycle gap or barrier included in the non-motorized inventory.
- ☑ If the project was located along a bicycle or pedestrian "high level of traffic stress" route (Level of Traffic Stress 3 or 4).
- ☑ A history of vehicle collisions with bicycles or pedestrians based on collision history provided in the Local Roads Safety Plan or identified in the TSP.
- ☑ A relatively lower cost to implement; projects with costs of $500,000 or less received a check mark in this category.
- ☑ Community support – projects which were identified by multiple community members or stakeholders, or were considered a high priority in the ADA Transition Plan, received a check mark.

Each check mark was awarded one point. The number of check marks was summed for each project; up to eight (8) possible points.

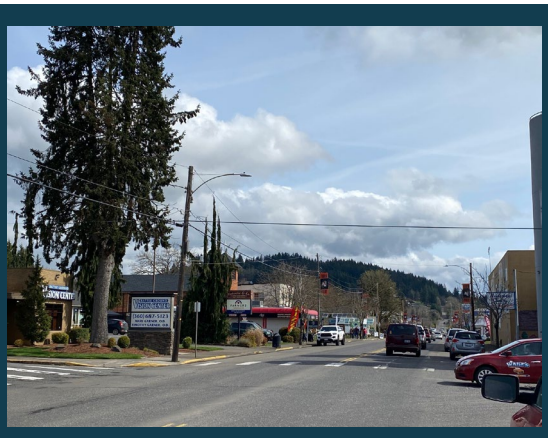
A full list of projects is shown in Appendix D.

Section 6. Recommendations and Next Steps

Bicycle Loops, Multi-Modal Corridors, and Walking Tours

After assessing the input and analysis of the various non-motorized loops and corridors, the following recommendations were made:

- **Bicycle and pedestrian travel modes should be considered independently.** Bicycle travel tends to be longer distance trips. Routes should consider the potential for travel by all ages and abilities.
- **Pedestrian routes should be oriented toward smaller loop routes or corridors, known as "walking tours."** Development of walking tours should consider improvements necessary to accommodate those with mobility impairments and compliance with ADA standards.
- **The system of bicycle loops and walking tours should provide safe and efficient access** to C-TRAN bus stops and to the North County Shuttle service provided by Community in Motion.

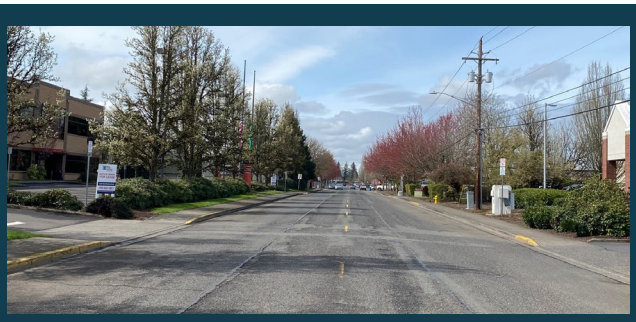


Main Street through Old Town is a busy mix of cars, trucks, parked vehicles and pedestrian along and crossing the street. It does not have on-street, dedicated bicycle facilities.

- **Main Street/Old Town Multi-Modal Corridor:** Main Street through the city, through Old Town, end ending at the Community Center should be recognized as the "heart of the city" in recognizing it as a multi-modal corridor – cars, trucks, public transportation, school buses, bicycles and pedestrians. East of SE 7th Avenue, the Main Street/ Old Town corridor should be developed in tandem with a "quiet, all ages and abilities route" option along SE 1st Street between SE 7th Avenue and Grace Avenue.
- **Bike loops which travel outside of the Battle Ground city limits will need to be developed in coordination with Clark Count**y, as these will travel on rural roadways that currently have little or no shoulder space to accommodate bicycle travel.
- **The City should work in close coordination with WSDOT to extend the SR 503 multi-use path north of Eaton Boulevard,** through the city and north to Lewisville Park. Access to the SR 503 multi-use path should be available from collectors and arterials which intersect SR 503. Access at other points should also be explored.
- **The City should also work with WSDOT to establish a regional, east-west corridor along SR 50**2 connecting I-5 with the city and the Main Street corridor through Old Town.
- **The City should examine the potential of anchor parking, or "trailheads," for each of the bicycle loops at locations such as parks, schools, and other public parking locations.** The bike loop and walking tour recommendations can provide input to the Parks Plan update for considerations for anchor parking locations at the endpoint of each loop and walking tour.

Non-Motorized Considerations Along State Highways

As the SR 503 corridor is currently undergoing a corridor study which will culminate in a Corridor Plan, the concept of extending a multi-use path on the east side of SR 503, within the WSDOT right-of-way, is recommended to be forwarded to WSDOT for their consideration. The City has a current project to build this multi-use trail between Main Street and Onsdorff Boulevard.



SE 1st Street paralleling Main Street through Old Town is a quiet street with low speeds and traffic volumes. Improvements should focus on making it an all-ages and abilities bike and pedestrian alternative to Main Street.

Access to this multi-use path should be at approximately 1/3 mile spacing via intersecting roadways which have signalized intersections on SR 503. This would allow access between the path and land uses west of SR 503 via signalized crossings. The 1/3 mile spacing is roughly the average spacing of intersecting collectors and arterials between Eaton Boulevard and Main Street (Eaton Boulevard, Rasmussen Boulevard, Scotton Way, and Main Street). North of Main Street, access parameters should be similar to the 1/3 mile spacing using intersecting corridors which have signalized intersections with SR 503.

Along the SR 502 corridor, the recommendation is for the City to work with WSDOT and Clark County to identify a multi-modal, regional connection between Battle Ground's City Center westward to Dollars Corner, Duluth, and eventually crossing I-5 via a future South Ridgefield Connector into the City of Ridgefield. This long-term study should address the type of multi-modal treatments that would best work for that corridor, including the concept of a separated, multi-use trail.

The map showing the recommended system of bicycle loops and connections with the state highway system is shown in **Figure 10**. The map showing the recommended walking tours is shown in **Figure 11**.

FIGURE 10. RECOMMENDED BICYCLE LOOPS AND STATE HIGHWAY REGIONAL TRAIL CONNECTIONS

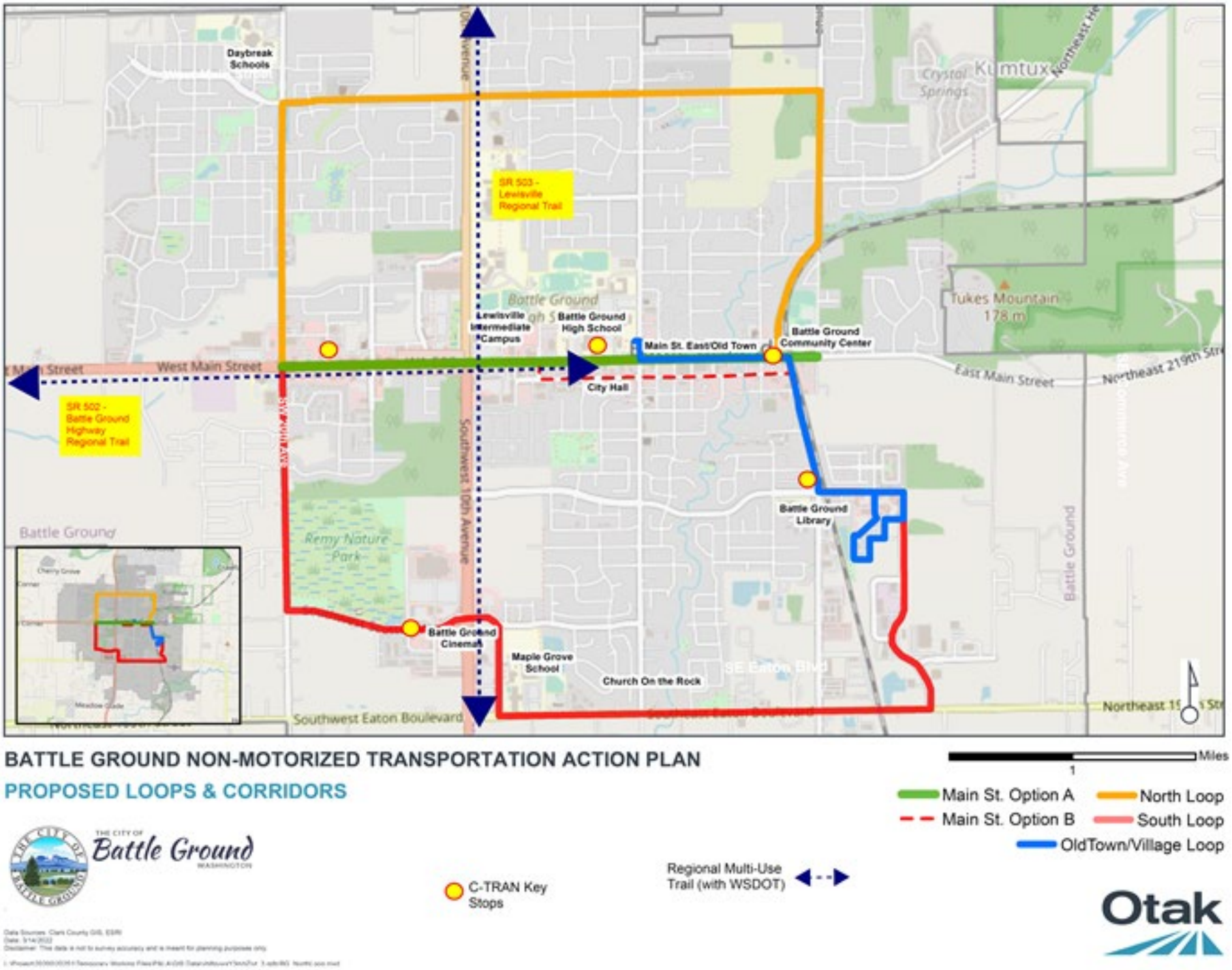
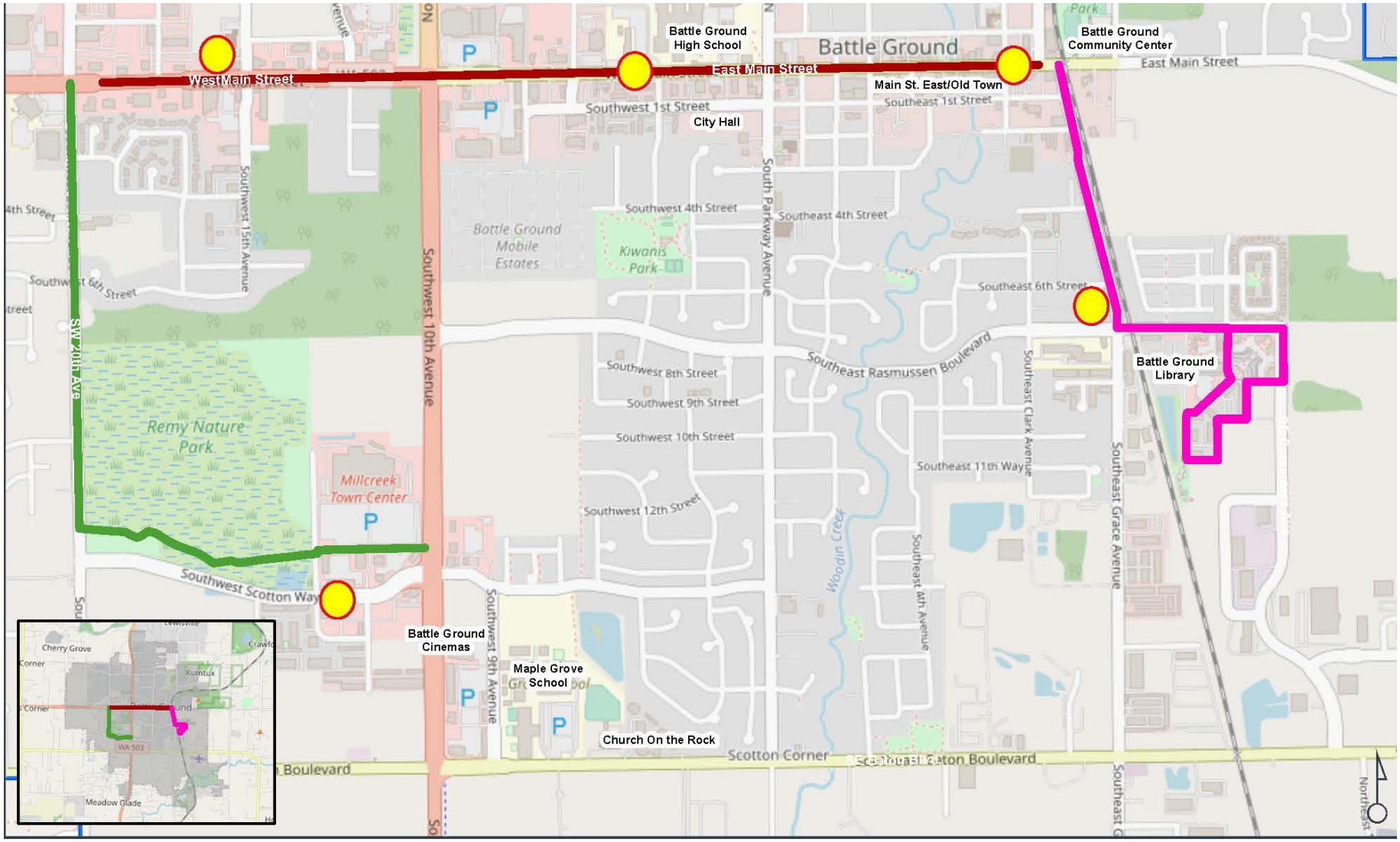


FIGURE 11. RECOMMENDED WALKING TOURS



BATTLE GROUND NON-MOTORIZED TRANSPORTATION ACTION PLAN

PROPOSED: BATTLE GROUND WALKING TOURS

THE CITY OF Battle Ground WASHINGTON

Data Sources: Clark County GIS, ESRI
Date: 3/16/2022
Disclaimer: This data is not to survey accuracy and is meant for planning purposes only.

L:\Project\20200\20251\Temporary Working Files\P &LA\GIS Data\yhtfgvwxY3mhZjvt_3.gdb\RemyWalTour.mxd

Otak

Enhanced Bicycle and Pedestrian Design Treatments

Future improvements to the collector and arterial system, and for intersections with state highways, enhanced bicycle and pedestrian enhancements should be included in design considerations; this includes bike detectors at signals, high visibility signage and markings for bicycles and pedestrians, and reduced lane widths to minimize the amount of traffic lanes pedestrians need to cross at intersections.

Lewis and Clark/Chelatchie Prairie "Rail-with-Trail"

Community members were also interested in developing a trail within the county-owned Chelatchie Prairie Railroad right-of-way that would allow for a connection between Vancouver, Brush Prairie, Battle Ground, and Yacolt. However, ongoing litigation involving Clark County and the railroad operator has resulted in this rail-with-trail vision to be placed on indefinite hold. Depending on the resulting litigation resolution, the City may want to revisit this idea in the future and develop interagency agreements on use of the railroad right-of-way for a trail.

Projects

Applying the project evaluation criteria allowed for a ranking of the list of non-motorized gap and barrier projects. These projects are prioritized into Short Term (1-5 years), Medium Term (6-10 years), Long Term or Multi-Modal Capital Improvement Projects (over 10 years), Partner Projects (intergovernmental coordination between the City and WSDOT or Clark County), and Transportation Improvement Projects which are currently funded for construction within the next 2-3 years.

The full list of project ratings and rankings is contained in Appendix D.



Wayfinding

Another important aspect to encouraging and facilitating non-motorized travel within the city is a system of wayfinding signs. Options from other jurisdictions in the area (Hillsboro, Vancouver, Clark County) as well as research of wayfinding projects elsewhere led to the following design parameters for wayfinding signage:

- The color palette should match what is being used by the City of Battle Ground
- The signs should include the City's logo and depict non-motorized travel modes
- Rather than carry the name of the specific loop, corridor, or walking tour, the signs should say "Experience Battle Ground" and point the traveler to two or three key destinations at key locations.
- Based on a community suggestion, include a QR code in the sign to enable the traveler to pull up the City's web page map of the non-motorized loops, corridors, or walking tours; ideally, with a pin showing the current "you are here" location of the traveler allowing them to use the map feature to pull up parks, community centers, stores, restaurants, landmarks, or other destinations in the immediate vicinity. The information could be housed on a web page maintained by the City, which could be operated efficiently by incorporating changes to the on-line database, rather than changing information on each sign.

FIGURE 12. PREFERRED WAYFINDING SIGNAGE



The community and Non-Motorized Action Plan study team overwhelmingly preferred the wayfinding signage shown in **Figure 12**.

The wayfinding signs would show key destinations and distances on each sign. Signs would be deployed via a wayfinding signage plan that is a recommended next phase of this Non-Motorized Transportation Action Plan.

A future project phase will include development and implementation of a Wayfinding Signage Plan identifying locations where wayfinding signs would be deployed, the destination messaging on each sign, and procurement of an initial set of signs to deploy on loops, corridors, or walking tour routes throughout the city.

Funding Sources

Funding sources emphasizing bicycle and pedestrian improvements, and access to public transportation, which could be used for advancing priority projects in the NMTAP include:

- **WSDOT Bicycle and Pedestrian Program Funding Opportunities** (https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs)
  - Bicycle and Pedestrian Program: a biennial competitive program focusing on projects "to improve the transportation system to enhance safety and mobility for people who choose to walk or bike".
  - Safe Routes to School Program: funding to "improve safety and mobility for children by enabling and encouraging them to walk and bicycle to school." Projects must be two-miles of primary, middle and high schools (K-12).
- **Transportation Alternatives (TA) Program:** emphasizes smaller-scale projects including pedestrian and bicycle facilities. Funding is also sub-allocated to the Regional Transportation Council for programming in Clark, Skamania and Klickitat Counties.
  - Transportation Alternatives Board (http://www.tib.wa.gov/grants/grants.cfm)
  - Complete Streets Program: Projects which improve streets to "accommodate all users, including pedestrians, access to transit, cyclists, and motorists of all ages and abilities." (Battle Ground is eligible as it has a Complete Streets ordinance in effect)
  - Sidewalk Program: Projects for pedestrian projects where the primary trip purpose is transportation (and not recreation).
- **Community Development Block Grant Program** (https://clark.wa.gov/community-services/community-development-block-grant#): Federal Housing and Urban Development funding administered by Clark County. Eligible projects must primarily benefit persons of low and moderate income, and could include sidewalk and street improvements enhancing non-motorized transportation in these areas. There are some locations in Battle Ground which are eligible for these projects. The project must also be an eligible activity.
- **The Regional Transportation Council administers federal funding apportioned to the Clark County Region** (https://rtc.wa.gov/programs/tip/projects/). Programs which could provide funding for non-motorized transportation projects include:
  - Surface Transportation Block Grant (STBG): flexible Federal Highway Administration funding which can be used for a wide range of transportation improvements including auto, transit, bicycle, pedestrian, and planning projects.
  - Congestion Mitigation and Air Quality Improvement (CMAQ): a federal funding program for projects and programs that improve air quality and reduce congestion. These could be traffic signal improvements to detect bicycles and enhance pedestrian mobility through intersections, bicycle and pedestrian projects on the arterial system which contribute toward air quality improvements and encouragement of non-motorized travel modes, and access to public transportation.
  - Transportation Alternatives Program (TA or TAP): RTC administers the regional allocation of TAP funding for community improvements such as pedestrian and bicycle facilities, non-motorized access to public transportation and safe routes to schools.

- **Federal Infrastructure Investment and Jobs Act (IIJA):** signed into law in the fall of 2021, this five-year program provides immediate funding opportunities to build new or modernized infrastructure to support jobs as the country recovers from the COVID-19 pandemic. The IIJA enhances existing federal transportation funding programs (see above for those with funding opportunities for projects enhancing non-motorized transportation). It also renews, enhances or establishes new programs targeting traffic safety education related to bicycles and pedestrians; improves funding for bicycle transportation and pedestrian walkways by providing for electric bicycles and adding micromobility as an eligible use of funds for construction of walkways and bicycle transportation facilities; establishes a carbon reduction program which encourages on-road and off-road multi-use trails; and a number of other programs aimed at improving safety for bicycle and pedestrian users of the road and public transportation systems.
- **Other funding options are summarized in the 2021 TSP Update.**

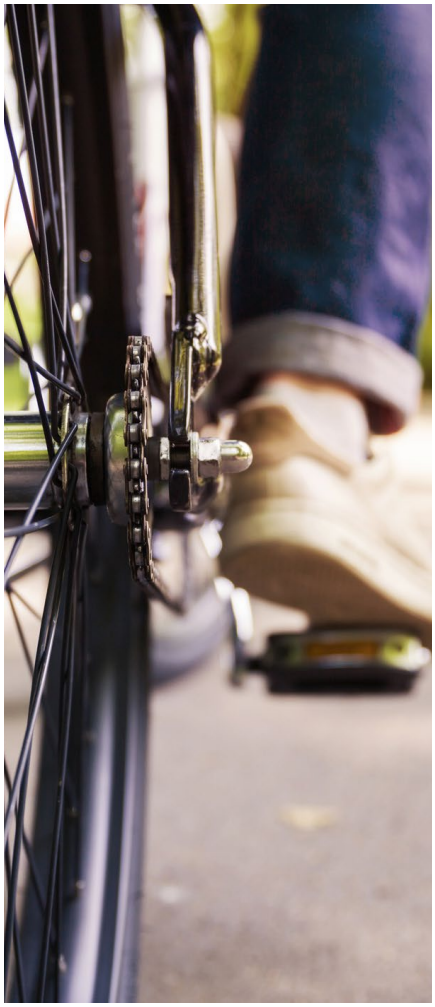
Additionally, the City should consider an annual "set-aside" budget as part of the Transportation Improvement Program to implement priorities to resolve gaps and barriers in both the bicycle as well as pedestrian system, and to address those improvement needs identified in the ADA Transition Plan.

Parks Plan Update

A process is currently underway to update the City's Parks, Recreation, and Open Space (PROS) Plan (Plan). The purpose of the Plan is to "identify a vision for Battle Ground parks, open spaces, and trails for the next 20 years, including specific goals and actions for achieving that vision." That process is currently underway and is anticipated to result in an updated PROS Plan later in 2022.

It is recognized in the NMTAP that the bike loops, multi-use corridor along Main Street, and walking tours may need trailhead parking facilities for out-of-area visitors who want to experience Battle Ground via bicycling or walking. These parking facilities could be located at schools, recreational facilities, or parks. The recommendations from this Plan should be forwarded to the PROS Plan update for consideration for development of trailhead parking, and to the City to potentially develop an interagency agreement with Battle Ground School District for use of parking facilities on non-school days, such as weekends, for trailhead parking for these loops, corridors, and tours.

Other opportunities with the Parks Plan update include amendments to the City's development and zoning codes, as described in the next section.



City Policies and Codes

The City's current Title 17 Zoning Code includes provisions for developers to include trails contained in the adopted 2015 Parks, Recreation, and Open Space Plan:

- Chapter 17.128 Parks, Recreation, and Open Spaces - Section 17.128.040.2.b(iii) requires that "trail linkages shall be provided consistent with the provisions of the parks plan." The requirement applies if a project is required to provide parks/open space as determined based on the neighborhood park service area (NPSA). The plan referenced is the 2015 Parks, Recreation & Open Space Plan, which is currently being updated. The applicability thresholds for this chapter do not capture all projects (mostly larger projects and/or those more than one mile from the nearest park).
- Battle Ground Municipal Code Section 16.130 *Required Improvements and Dedications*[3] allows for the city to require or accept special dedications and reservations of land during land division for public improvements. The city uses this provision regularly to set aside wetlands within subdivisions as natural areas and to build trails within them with a public access overlay. The Parks Plan update is assessing connecting these green spaces with trails throughout the city which would enable the trail system to be interconnected in the future.

The City of Ridgefield Development Code includes provisions which require developers to extend or connect to an interlinked trail system as part of their planned unit developments and allow credits toward trail quantity requirements of the code. This is included in RMC Chapter 18.401.065 as shown below. It should be noted that while Ridgefield does have a trails plan as part of its Parks and Recreation Comprehensive Plan, Battle Ground does not, but a public trails plan is currently being considered as part of the Parks Plan update.

"C. Connections.

1. *PUD subdivisions with a planned public trail mapped in the Ridgefield Parks and Recreation Comprehensive Plan shall build the public trail. Required public trails count toward the trail quantity required in subsection (B) of this section.*
2. *To the extent practical, new trails shall connect to adjacent built and planned private trails in order to create a continuous and usable network of residential trails across the city.*
3. *Dead-end trails are prohibited, unless the end of the trail is at the edge of the subdivision and adjacent to another property that the Director determines is likely to be developed with trails in the future based on zoning and suitability of the adjacent site for development. This provision does not prohibit typical trail endpoints that lead to or from a street, park, viewpoint, water body, or similar points.*
4. *In addition to providing recreational benefits, trails shall facilitate convenient pedestrian connections (such as mid-block connections) and connect to parks and open spaces."*

Another potential option to consider is a code amendment to require developments to build direct non-motorized access to the arterial system. In late 2020, Clark County Code Sections 40.350.015 & 40.220.010 were amended to require new developments to install pedestrian accessways directly connecting from the development to the adjacent arterial roadway in situations where the pedestrian would otherwise need to walk over one-half mile to access the public roadway network. Providing a pedestrian accessway provides a more direct route and encourages bicycle and pedestrian travel, as well as improved access to bus stops.

[3] https://www.codepublishing.com/WA/BattleGround/#!/BattleGround16/BattleGround16130.html#16.130

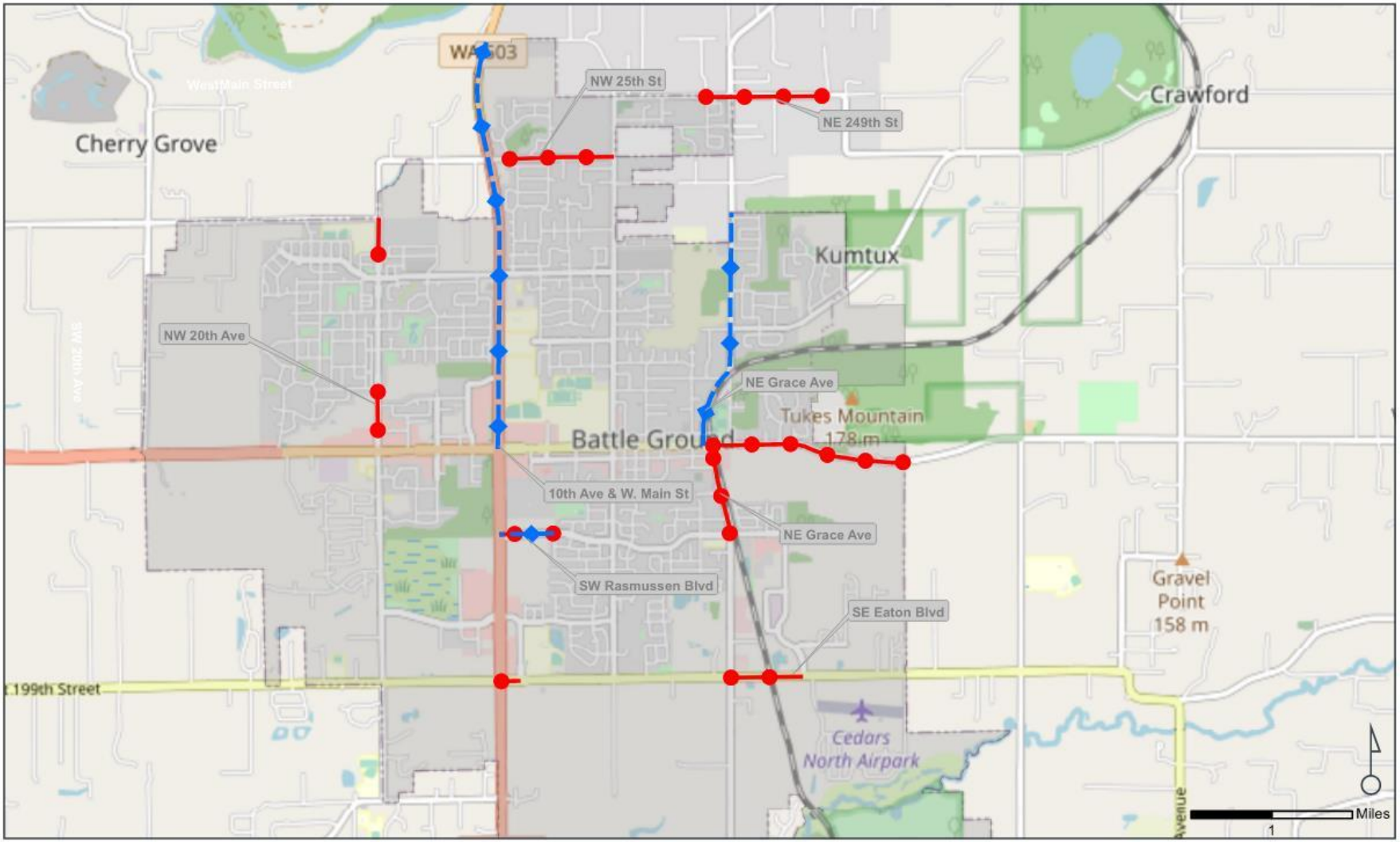
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Appendix A:

Inventory of Gaps and Barriers

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STREET	LOCATION/INTERSECTION	GAP OR BARRIER	EXISTING FACILITIES	Ped Gap or Barrier	Bike Gap or Barrier		Planning Cost Estimate	Reference	Legend
SW 20th Avenue	SW Eaton Blvd. to Meadow Glade	No bike lanes, no sidewalks, poor lighting	No bike lanes, no sidewalks	N	N		$4.4M	2021 TSP Pg. 43 Map ID 87	N = No pedestrian or bike facility
SW 20th Avenue	SW Eaton Blvd. to Scotton Way	No bike lanes, no sidewalks; nature trail north of Scotton to Walmart ends before 20th, no where to go	No bike lanes, no sidewalks	N	N		$2.8M	2021 TSP Pg. 42 Approx. 0.5 of Map ID 69	P = Partial or Discontinuous
SW 20th Avenue	Scotton Way to SW 7th Street	No bike lanes, no sidewalks	No bike lanes, no sidewalks	N	N		$3.4M	2022 TSP Pg. 42 Approx. 0.6 of Map ID 69	(Blank) = sidewalk or bike lane exists on both sides
SW 20th Avenue	SW 7th Street to Main Street/ SR 502	No bike lanes	Sidewalks both sides		N		$2.8M	2021 TSP Pg. 42 Approx. 0.5 of Map ID 69	B = barrier/ uneven sidewalk panel
NW 20th Avenue	Main Street/ SR 502 to NW 1st Way	N/A	Sidewalks and bike lanes both sides						NA = Corridor does not exist
NW 20th Avenue	NW 1st Way to NW 5th Street	No sidewalk west side, no bike lanes, no crosswalk across 20th Ave to get to and from existing sidewalk	Sidewalk east side	P	N		$0.4M	2021 TSP Pg. 42 Approx. 0.3 of Map ID 49	TIP= improvement project planned
NW 20th Avenue	NW 5th Street to NW Onsdorff Blvd.	No bike lanes; no crosswalks across 20th; parked cars on street block visibility of pedestrians trying to cross 20th Ave.	Sidewalks both sides		N		$0.8M	2021 TSP Pg. 42 Approx. 0.7 of Map ID 49	L = street lighting needs upgraded
NW 20th Avenue	Onsdorff to NW 17th Street	No bike lanes	Sidewalks both sides; crosswalks crossing 20th Ave at NW 17th St.		N		$0.5M	2021 TSP Pg. 41 Approx. 0.2 of Map ID 32	NC = no crosswalk
NW 20th Avenue	NW 17th Street to NE 239th Street	No bike lanes; no sidewalk east side	Sidewalk west side	P	N		$0.7M	2021 TSP Pg. 41 Approx. 0.3 of Map ID 32	
NW 20th Avenue/ NE 112th Ave.	NE 239th Street to NE 244th Street	No bike lanes; no sidewalks	No bike lanes, no sidewalks	N	N		$1.1M	2021 TSP Pg. 41 Approx. 0.5 of Map ID 32	
NE 244th Street/ NW 25th St.	NE 112th Avenue to SR 503/ NW 10th Ave.	No bike lanes; no sidewalks	No bike lanes, no sidewalks	N	N		$3.7M	2021 TSP Pg. 41 Map ID 24	
NW 25th Street	SR 503/NW 10th Ave to NW 9th Ave.	No bike lanes; no sidewalks	No bike lanes, no sidewalks	N	N		$0.8M	2021 TSP Pg. 41 Approx. 0.2 of Map ID 27	
NW 25th Street	NW 9th Ave to NE 132nd Ave./ Parkway Ave.	No bike lanes; no sidewalk north side	Sidewalk south side	P	N		$3.4M	2021 TSP Pg. 41 Approx. 0.8 of Map ID 27	
NW 25th Street	NE 132nd Ave./ Parkway to NE 142nd Ave./ Grace Ave.	Corridor does not exist	No corridor	NA	NA		$4.0M	2021 TSP Pg. 41 Map ID 29	
SW Eaton Blvd.	West city limits to SR 503/ SW 10th Ave.	No bike lanes; no sidewalks	No facilities; project is funded for construction within 2-3 years.	TIP	TIP				
SW Eaton Blvd.	At SR 503/ SW 10th Ave.	Difficult to come off of SR 503 path to cross intersection	Multi-use path east side south of Eaton; curb-tight sidewalk on both sides north of Eaton		B		$1.6M	2021 TSP Pg. 40 Same Location as Map ID O	
SW Eaton Blvd.	SR 503/SW 10th Ave to SW 9th Ave.	No sidewalk south side	Bike lanes/ shoulders both sides; sidewalk north side	P			$1.0M	2021 TSP Pg. 40 Approx. 0.2 of Map ID 14	
SW/SE Eaton Blvd.	SW 9th Ave. to SE 5th Ct.		Bike lanes & sidewalks both sides						
SE Eaton Blvd.	At SE 5th Ct.	Low spots on the sidewalk in this area cause water to pond over the sidewalk when it rains, causing pedestrians to detour in to street or into the soggy grass.	Bike lanes & sidewalks both sides				$0.1M	2021 TSP Pg. 44 Approx. 0.05 of Map ID 98	
SE Eaton Blvd.	SE 5th Ct. to SE Grace Ave.		Bike lanes & sidewalks both sides						
SE Eaton Blvd.	SE Grace Ave. to Commerce Ave.	Little or no sidewalks, no bike facilities to make loop from Battle Ground Village to Grace along Eaton	No continuous sidewalks, narrow shoulders	N	P	Should this be in NN? No, partial sidewalk network (although discontinuous)	$3.2M	2021 TSP Pg. 40 Approx. 0.6 of Map ID 14	
SE Eaton Blvd./ NE 199th Street	Commerce Ave. to east city limits	No sidewalks or bike lanes	No sidewalks or bike lanes	N	N		$4.9M	2021 TSP Pg. 40 Approx. 0.9 of Map ID 14	
SW Scotton Way	SW 20th Ave. to SR 503/ SW 10th Ave.	High speeds affect ability to use crosswalk at SW 15th Ave and at SW 13th Ave.	Bike lanes and sidewalks both sides				$2.0M	2021 TSP Pg. 40 Similar to Map ID V	
SW Scotton Way	SR 503/ SW 10th Ave to S Parkway	High speeds affect ability to use crosswalk at SW 9th Ave and at SW 6th Ave.	Bike lanes and sidewalks both sides				$0.0M	2021 TSP Pg. 39 Similar to Map ID J	
SE Scotton Way	S. Parkway to SE Grace Ave.	Corridor does not exist	No corridor	NA	NA		$2.2M	2021 TSP Pg. 43 Map ID 74	
S. Parkway Ave.	S. Eaton Blvd. to Main Street		Bike lanes and sidewalks both sides						
N. Parkway Ave.	Main Street to Onsdorff Blvd.		Bike lanes and sidewalks both sides						
N. Parkway Ave./ NE 132nd Avenue	Onsdorff Blvd. to north city limits	No bike lanes; no continuous sidewalks	No bike lanes, no sidewalks	N	N		$6.6M	2021 TSP Pg. 41 Map ID's 28 + 35	
SE Grace Ave.	Eaton Blvd. to Rasmussen Blvd.		Bike lanes and sidewalks both sides						
SE Grace Ave.	At Rasmussen Blvd.	A lot of kids cross at the intersection between neighborhoods east and west of Grace. Although there is a four-way stop, drivers don't pay attention. Need more street lighting on both streets. No flashing crosswalk signs.	Intersection is all-way stop with crosswalks and LED street lighting on all four quadrants.				$1.0M	2021 TSP Pg. 40 Similar to Map ID U	
SE Grace Ave.	SE Rasmussen Blvd. to Main Street	No bike lanes, no continuous sidewalks, no safe walking path from Battle Ground Village to Old Town Main Street.	No bike lanes,discontinuous sidewalk west side	P	N	TIP= improvement project planned			
SE Grace Ave.	At Main Street	Confusing intersection for pedestrians to cross as Main Street does not stop	No crosswalks	NC	NC		$1.0M	2021 TSP Pg. 40 Similar to Map ID U	
NE Grace Ave.	At Main Street	While intersection has three-way stop, it is very dark.	No street lights at intersection.	L	L		$1.0M	2021 TSP Pg. 40 Similar to Map ID U	
NE Grace Ave.	Main Street to NE 1st Street	Bikes ride in shared parking lane	Sidewalks both sides; shared bike/parking lane both sides		P		$0.5M	2021 TSP Pg. 42 Approx. 0.1 of Map ID 60	
NE Grace Ave.	NE 1st Street to north city limits	High traffic speeds, no continuous sidewalks, narrow and discontinuous bike lane shoulders	No sidewalks, some shoulders of 4' or more for bikes but not continuous	N	P		$13.0M	2021 TSP Pg 42 & 41 Approx. 0.9 of Map ID 60 + Map ID 38	
SE Rasmussen Blvd.	SE Grace Ave. to S. Parkway Ave.	Some sections of sidewalk have heaves due to tree roots that create tripping hazards for the elderly	Continuous sidewalks both sides; need to identify locations of sidewalk upheavals. No bike lanes	B			$0.8M	2021 TSP Pg. 42 Approx. 0.7 of Map ID 49	
SW Rasmussen Blvd.	S. Parkway to SW 4th Ave.		Sidewalks both sides; no bike lanes		N		$0.4M	2021 TSP Pg. 42 Approx. 0.3 of Map ID 49	
SW Rasmussen Blvd.	SW 4th to SR 503/ SW 10th Ave.	Corridor not continuous	Corridor ends before SR 503	P	P	Missing piece to complete the corridor.	$1.6M	2021 TSP Pg. 40 Map ID 12	
SR 503/10th Avenue	Eaton Blvd. to Main Street	No multi-use path	Curb-tight sidewalk both sides; shoulders can accommodate bikes			Current TIP project $1M from Main to Scotton	$2.6M	Based on current TIP project from Main to Scotton	
SR 503/10th Avenue	North of Main Street to north city limits	Walking between Battle Ground and Lewisville park along 503 is very dangerous. It would be great to have sidewalks or a walking path from BG to Lewisville park. No separated trail or active transportation facilities.	No sidewalks; shoulders can accommodate bikes	N	P		$11.6M	2021 TSP Pg. 41 Map ID 26	
SR 503/10th Avenue	South of Eaton	Separated multi-use trail along east side to 149th Street, difficult to access at intermediate points		B	B		$3.0M	2021 TSP Pg. 40 Similar to Map ID U. (3 intersection improvements for better access)	
SR 502/ West Main Street	At NW 12th Avenue	Poor lighting at crosswalk, lights usually out so it's dark and unsafe to cross. Cars pulling into turn coming from 503 are usually going fast and don't use blinker. Hate crossing here since button and light were removed.	Signal and crosswalks across SR 502/ Main Street have been removed. Street lights appear to be non-LED luminaires	L	L		$1.0M	2021 TSP Pg. 40 Similar to Map ID U	
Onsdorff Blvd.	NW 20th Ave to NW 16th Ave.	Bike lanes were removed	Sidewalks both sides; bike lanes exist in two-lane section to the east of NW 16th Ave but not in the widened section from NW 16th to NW 20th Ave.		N		$0.9M	2021 TSP Pg. 39 Approx. 0.5 of Map ID 1	
Kiwanis Park		Sections of walking path flood during high rain events		B					
SE 4th Avenue	South of Scotton Way	Sidewalk is so overgrown with plants that it is difficult to even walk on. Has been this way for years.	Sidewalk is continuous and curb tight but there is some vegetation growth encroaching on sidewalk.	B					
Main Street	East of Railroad to east city limits	When I was taking a class in BG I walked into town. E Main St/NE 219th ST was treacherous. Cars would go by and I would be poised to jump in the ditch to avoid getting hit.	Sidewalk north side to NE 11th Ct.; otherwise no sidewalks or bike lanes	P	N		$9.7M	2021 TSP Pg. 42 Map ID 63	
NE 10th Street/ Heisson Road	NE Grace Ave. to east city limits	No sidewalk, very small/non existent bike lane	Sidewalks exist both sides from Grace to NE 12th Ave., south side from NE 12th Ave. to NE 14th Ave. No bike lanes and no shoulders to accommodate bikes	N	N		$6.2M	2021 TSP Pg. 42 Map ID 61	
Walmart area	Remy trail, Scotton area	Sidewalk is desperately needed for the magnolia place people and all the neighborhood people to access the entire Walmart complex and area. They need to be able to access the Remy trail with wheelchairs, bikes, and strollers. 20th Ave is treacherous trying to get to the trail and businesses on the other end. Ditches on both sides snd no shoulder. A sidewalk would connect many many people to all of those businesses at Eaton and 503.	See SW 20th Avenue issues				$9.6M	2021 TSP Pg 42 & 40 Approx. Map ID 69 + 4 of Map ID U (4 intersection improvements for better access)	
Various	Citywide	We need bike lanes and we need better pedestrian signals for the blind and with individuals who has a disability. We need to repave all the streets, sidewalks in the city limits. That's my suggestion.							
NE 219th Street loop	East of town	I live at Falcon Crest Estates and I drive Main Street to 219th turning south on NE 167th Ave. 4 times a day from Tukes Valley MS. and there are groups of Bicyclist's riding this loop... I see a lady who ties to walk the edge of the road (very narrow) every day. I would love to walk this loop safely and stop in at the Winery La Uva Fortuna Farms for lunch and walk back into town along a bike path along NE 219th St.. We need a path along Grace and Fair Grounds and under highway Tunnels or bicycle bridges (no stairs) at 502 and at 503 connecting each quadrant of the city and to connect shopping. most preferable green belts with bike paths connecting all areas of our beautiful town, parks and nature viewing spaces....		N	N	It looks like 167th is outside the city limits	$9.7M	2021 TSP Pg. 42 Similar to Map ID 63	
Various		I walk frequently from NW 4th Ave to Onsdorff to Main Street. Many cross walks are not maintained. Paint is too light, or totally missing, and even when they are clearly marked people don't stop. Maybe signs at all the major intersections (without lights) saying something like "it's the law to stop for pedestrians".					$6.0M	2021 TSP Pg. 40 Similar to Map ID U. (6 intersection improvements for safer access)	
Various	Citywide	Need dedicated BICYCLE LANES AND PEDESTRIAN FOOT PATHS throughout Battle Ground!							
Various	Northeast side	No sidewalks in a number of locations between 249th and Main St along both 132nd and 142nd and along 249th between 132nd and 142nd, making it less safe to walk or ride a bike from the neighborhoods along 249th.					$21.8M	2021 TSP Pg 41 & 42 Sum of Map IDs 35 + 28 + 23 + 38 + 60	
Lewis and Clark Railroad Right of Way	Through town and connecting north and south	I think we have a huge opportunity to convert unused Railways to bicycle paths. It's been proven to be very inexpensive, a good example being the banks to Vernonia Trail in Oregon We experience this Gap when we try to Traverse the real way bed from Main Street 2 Battle Ground Lake State Park. We ended up pushing our mountain bikes along the railway, until we encountered the bike path after an hour or so. The railway bed already has a perfect substrate for pouring of asphalt. Additionally, attempting to ride a bicycle to Battle Ground Lake State Park over the roadway is an experience that requires one to take their life in their hands. Please consider this as a primary opportunity. Also, as an Battle Ground resident , an avid member of the cycling community, and a previous businessman in the industry, I would enjoy being considered a stakeholder and present for any events related to this project David Howard 503.314.7920 Dr.howard@usbank.com					$0.7M	2021 TSP Pg. 44 Approx. 0.5 of Map ID 104 (Estimated cost to construct multiuse trail from Main St. to existing multiuse trail at Battle Ground Lake State Park.)	
Lewis and Clark Railroad Right of Way		There is a 1/2 built trail along the old railroad tracks from BG lake going towards the community center. Many people would use this biking and walking trail to the lake. I believe it is intended to someday connect to Hantwick Trail, Lucia Falls, and Moulton Falls. The land by Hantwick has been reserved now for recreation. The Chinook trail which connects to the Gorge and the PCT starts at the Hantwick parking area. Recreation and community use of these assets would create increased recreation use and revenue. It will also allow for better community access by bike, horse, and foot traffic.					$0.7M	2021 TSP Pg. 44 Approx. 0.5 of Map ID 104 (Estimated cost to construct multiuse trail from Main St. to existing multiuse trail at Battle Ground Lake State Park.)	
SW 1st Street	Near City Hall	Sidewalk on south side has tripping hazard: the sidewalk here near an embedded sewer cap is raised above the rest of the sidewalk and is a tripping hazard.	Continuous sidewalk but panel elevated at sewer manhole	B					
NE 249th Street	West of NE 142nd Ave to city limits	Discontinuous sidewalks; no shoulders for bikes	Sidewalk exists south side only from NE 142nd Ave. to NE 8th Pl., and near NE 4th Ave.	P	N		$3.1M	2021 TSP Pg 40 & 41 Sum of Map IDs 22 + 23	
General	General	I wanted to provide feedback to implore you that - while accommodating non-motorized traffic is something to address - PLEASE do not do it at the expense of impeding/constricting motorized traffic. Motorized traffic is the primary form of travel in the area and it's already congested in many areas due to the town's growth. I would be disappointed to see accommodation made for the non-motorized traffic minority while the majority of traffic is negatively impacted. We see this in areas that have reduced car travel lanes for bicycles, for example. Thank you for your consideration!							
General	General	No barrier. There are plenty of sidewalks. No need to add anything else.							



BATTLE GROUND NON-MOTORIZED TRANSPORTATION ACTION PLAN

IDENTIFIED AREAS WITH PARTIAL BICYCLE OR PEDESTRIAN INFRASTRUCTURE

Partial or Discontinuous Pedestrian Facilities

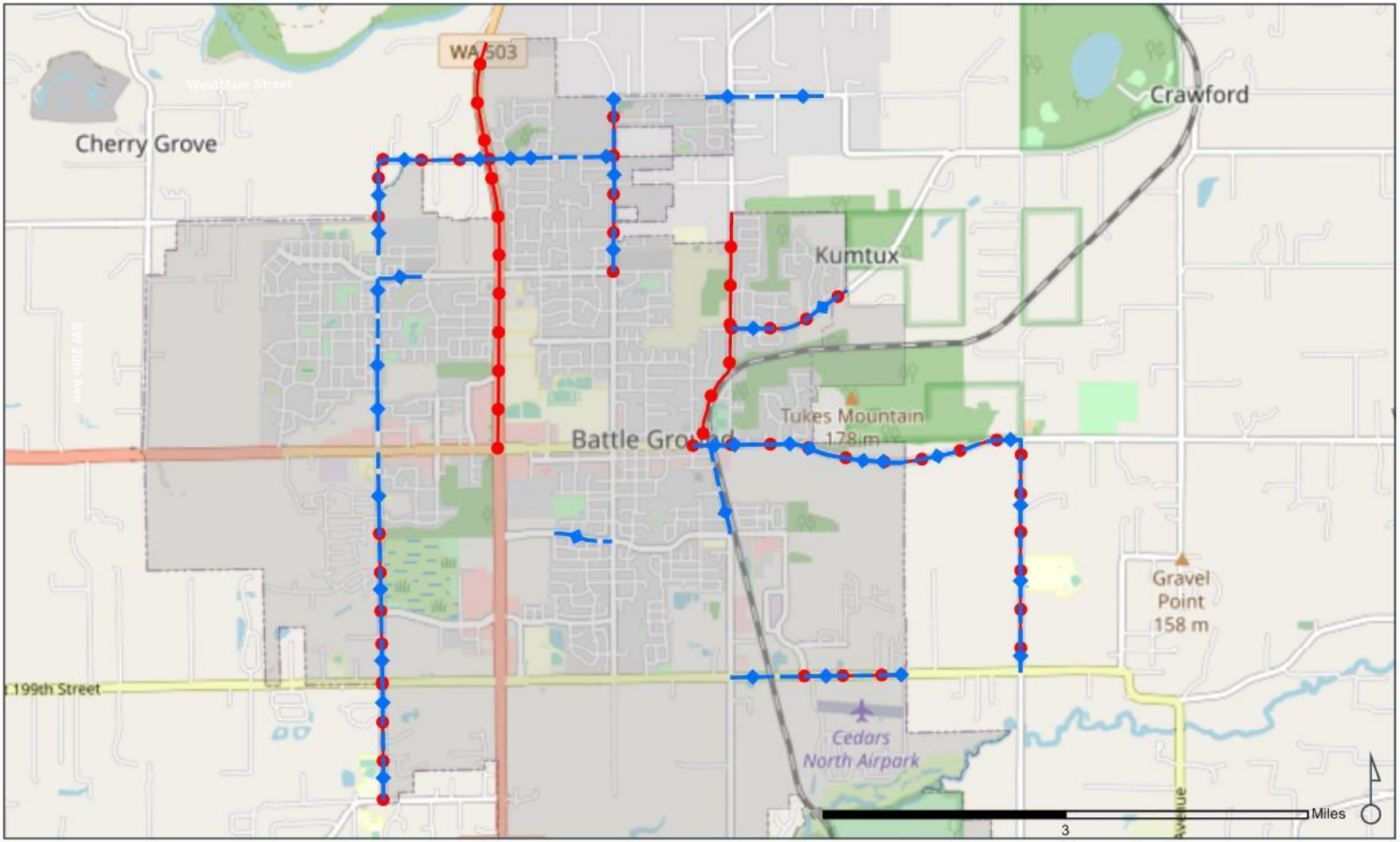
Partial or Discontinuous Bicycle Facilities

Battle Ground

THE CITY OF Battle Ground WASHINGTON

Otak

Data Sources: Clark County GIS, ESRI
Date: 2/4/2022
Disclaimer: This data is not to survey accuracy and is meant for planning purposes only.



BATTLE GROUND NON-MOTORIZED TRANSPORTATION ACTION PLAN

IDENTIFIED AREAS WITH NO BICYCLE OR NO PEDESTRIAN INFRASTRUCTURE

No Bicycle Facilities

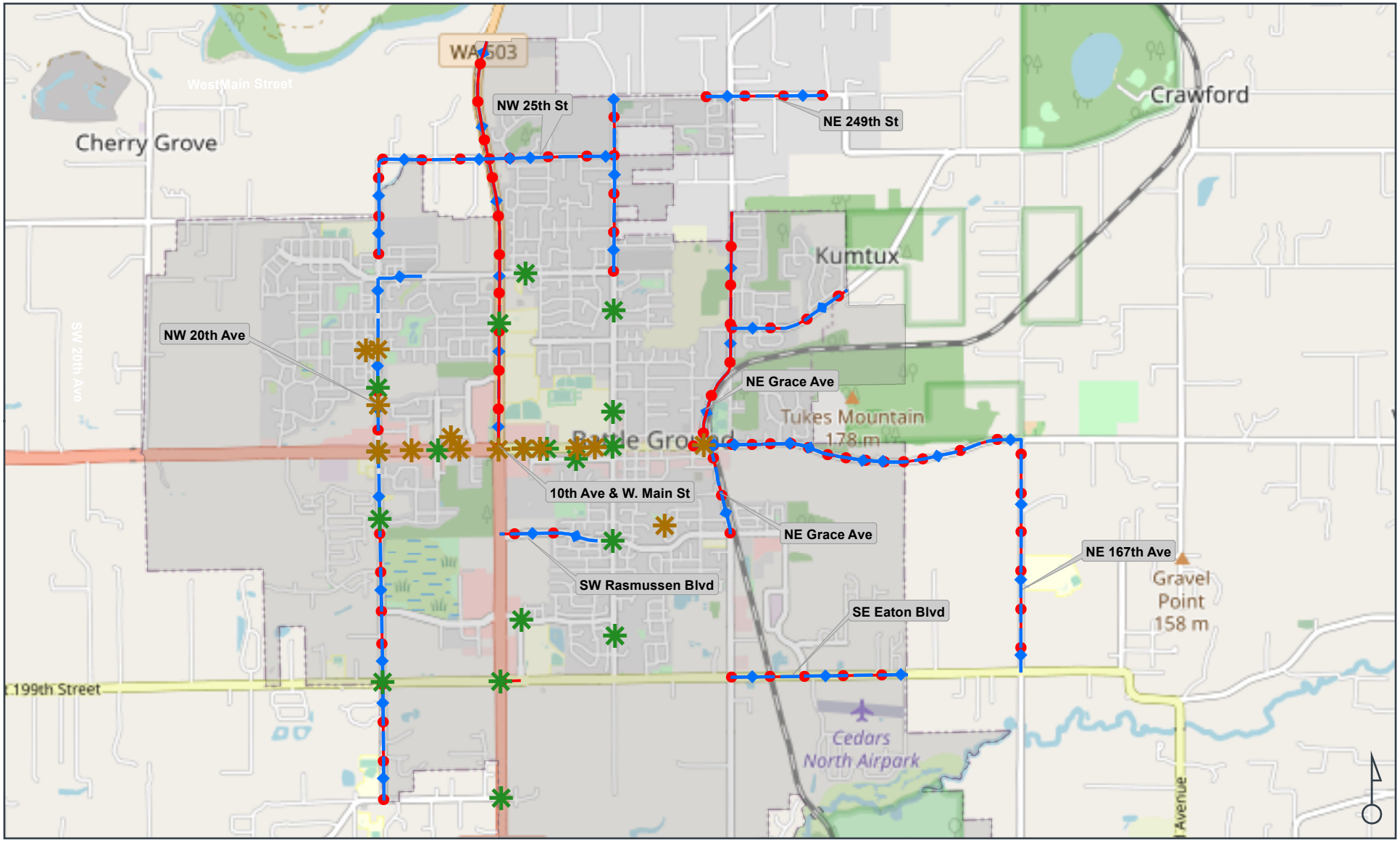
No Pedestrian Facilities

Battle Ground

THE CITY OF Battle Ground WASHINGTON

Otak

Data Sources: Clark County GIS, ESRI
Date: 2/4/2022
Disclaimer: This data is not to survey accuracy and is meant for planning purposes only.



BATTLE GROUND NON-MOTORIZED TRANSPORTATION ACTION PLAN

PED/BIKE COLLISIONS & IDENTIFIED GAPS IN PED/BIKE NETWORK

Miles
1

Bicycle Collisions

Pedestrian Collisions

Partial or Discontinuous Bicycle Facilities

Partial or Discontinuous Pedestrian Facilities

THE CITY OF Battle Ground WASHINGTON

Otak

Data Sources: Clark County GIS, ESRI, WSDOT
Date: 3/16/2022
Disclaimer: This data is not to survey accuracy and is meant for planning purposes only.

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Appendix B:

Summary of Community Input (from surveys, meetings, and interviews)

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Community Outreach Summary

Date: 3/21/2022

Subject: Non-Motorized Transportation Action Plan - Community Outreach Summary

Project No.: 20251.003

STAKEHOLDER INTERVIEWS

Otak conducted stakeholder interviews with interested parties to gather input on gaps and barriers in the non-motorized transportation network. Below is a summary of those interviews.

Interview Date: December 9, 2021
Participants: Bike Clark County representatives, Vancouver Bike Club representatives
Discussion Questions:

1. Do you sometimes use non-motorized options when traveling in and around Battle Ground?
2. In your experience with non-motorized transportation, have you come across gaps or barriers that made it difficult for you to continue your travel? Please indicate what types of gaps or barriers and describe.
3. If possible, please indicate specific locations where you have experienced gaps or barriers in your non-motorized travel.
4. What types of solutions would you like to see the City implement to fix the gaps and barriers you identified?
5. Near what areas would you like to see better non-motorized transportation facilities?
6. Are there specific loops, corridors, or linkages you would like the City to prioritize for non-motorized transportation improvements?

Discussion Summary:
Generally, these stakeholders are frequent cyclists in and around Battle Ground and are comfortable biking on a variety of roads under a variety of conditions. Below are areas where they identified gaps/barriers:

- Onsdorff Blvd between 20th Ave going east to intersection of Hwy 503. Onsdorff used to have a good bike lane, construction caused removal of bike lane – it is no longer marked, space might be there but it was never re-striped. Westbound bike lane also runs out in same area.
- Other similar issues on Onsdorff – bike lane is on and off. It's a main east-west route north of downtown (might be the only route).
- Families don't ride bikes on Main Street through downtown because it doesn't feel safe (traffic volume and speed, no striped facilities).
- Grace Ave on the east side – majority (from Eaton to Rasmussen) has a bike lane but then disappears to the north – would be a great improvement – gets lots of bike traffic. No shoulder
- On west side – 20th Ave is a major north-south route – no bike lane, no shoulder south of 219th/502 (except a block near the Vancouver Clinic)
- Off street path that goes all the way to Hwy 502 – parallels 503 from 149th to 40th. You can access the path from 154th St but requires "climbing through a hole in the fence". Path is about 3 miles total, but doesn't get a lot of use due to access and conditions.

- Parkway has bike lanes the full length between Eaton and Main north to Onsdorff. Should make the same improvements to 20th and Grace – would provide 3 ways through town. Main St. would be ideal but harder to do.
- South of Main St – use SW 1st St between Grace and Wilco Farm Store – but need better access from Main St.

Several stakeholders also indicated that a reasonable bike loop would be: Eaton to the south, Onsdorff to the north, 20th Ave to the west, and Grace Ave to the east.

In terms of recommended improvements or approaches, stakeholders identified the following:

- New taxes or City-wide fees would be very challenging and not popular
- Need to improve Main Street so it's more multi-modal and less emphasis on vehicle travel, or provide a low-impact alternative route on 1st Street, one block south.
- Improve Onsdorff for better east-west connections for bikes.

ADDITIONAL PRESENTATIONS/DISCUSSIONS

In addition to the stakeholder meetings above, Otak also attended several meetings with organizations to present information about the NMAP and gather feedback. Those meetings were:

- Clark Communities Bike/Ped Advisory Committee – January 25, 2022
- Clark County Commission on Aging – January 19, 2022
- Community in Motion Accessible Transportation Coalition – January 7, 2022

COMMUNITY MEETING & ONLINE FORUM

Otak facilitated a community meeting on February 15, 2022 to present information being developed for the NMAP, including the gaps and barriers inventory and the draft loops and corridor maps. Otak also presented the preliminary options for wayfinding signage and encouraged participants to vote for their favorite. Attendance at the community meeting was low (about 4 people participated), but there was a good discussion about the work and feedback was provided about the draft loops and corridors and approach to wayfinding.

Otak also conducted an online community forum to present project information and gather additional input (similar information as the community meeting). The forum ran from Feb 15-22, 2022. There were 11 votes for wayfinding signage (Option 1 was the favorite), two comments on gaps and barriers, and one comment on the proposed loops and corridors.

The community meeting and online forum were advertised on the City's Facebook page, the City's project webpage, and a City press release.

COMMUNITY GAP AND BARRIER SURVEY DECEMBER 2021	
COMMENT #	**Please describe the location and gap/barrier that you encountered.**
1	Sw 20th Ave to sw scotton way there is a large gap with no sidewalk , lots of people ride their bikes or walk to try to get to scotton way, I have seen many close close calls.
2	A lot of kids, including our own walk between these two neighborhoods east and west of grace. It is so scary because the drivers never pay attention and have almost hit kids multiple times. Along with almost hitting each other. There isn't any sufficient lighting for the older kids to cross the street safely and be seen either. Which means they have to be home before dark but in the winter that is closer to 4pm. Sort sort of flashing lights for the kids to push to cross the street or flashing stop signs for drivers as well as more street lighting.
3	We have the paved walking path from 20 ave toward Walmart, along scotton street. But 20 ave dosen't have sidewalk and it not safe to get into this walking path especially with kids. 20 ave is very busy now. Please consider to install sidewalks on 20 ave.
4	No sidewalk on Eaton from Grace Ave eastbound. No sidewalk on Grace Ave from Eaton to Main Street.
5	North Parkway from Onsdorff north to 249th st. Hwy 503 from Main St north at least to Onsdorff.
6	Missing sideways
7	Major heaves in sidewalk completely around Wellington Square and on Rasmussen between Grave and Parkway. There are a lot of elderly walking in this area which increases the possibility of falling/tripping
8	No sidewalk or shoulder between SW 6th and Scotton. Lots of kids walking from Maple Grove to their house are walking on the road. I road my bike along this stretch to go to work at River HomeLink and didn't feel safe.
9	Sidewalk is so overgrown with plants that it is difficult to even walk on. Has been this way for years.
10	sw 20th ave,. not even a shoulder. very dangerous
11	Drainage here is terrible, the street floods when it rains making it impassible.
12	No sidewalks along SW 20th and into NE 112th Ave Poorly marked crosswalk on NE 189th st completely unlit at night

13	There is a 1/2 built trail along the old railroad tracks from BG lake going towards the community center. Many people would use this biking and walking trail to the lake. I believe it is intended to someday connect to Hantwick Trail, Lucia Falls, and Moulton Falls. The land by Hantwick has been reserved now for recreation. The Chinook trail which connects to the Gorge and the PCT starts at the Hantwick parking area. Recreation and community use of these assets would create increased recreation use and revenue. It will also allow for better community access by bike, horse, and foot traffic.
14	When I was taking a class in BG I walked into town. E Main St/NE 219th ST was treacherous. Cars would go by and I would be poised to jump in the ditch to avoid getting hit.
15	During busy hours/ dark hard to cross with cars going
16	When walking or biking to Walmart or the restaurants / businesses on Scotton Way from Main Street using SW 20th Ave. the are no sidewalks or shoulder. I have used the edge of the road but that is difficult and cars don't always move over.
17	No sidewalk, very small/non existent bike lane
18	Sidewalk is desperately needed for the magnolia place people and all the neighborhood people to access the entire Walmart complex and area. They need to be able to access the Remy trail with wheelchairs, bikes, and strollers. 20th Ave is treacherous trying to get to the trail and businesses on the other end. Ditches on both sides snd no shoulder. A sidewalk would connect many many people to all of those businesses at Eaton and 503. Thank you Michelle Vanderhoef
19	Between meadow glade and the Walmart shopping center area there is a very large section on 20th (including through the stop sign at the busy 199th intersection) with no sidewalks. The sidewalk goes halfway in both directions but a large chunk in the middle is missing and is a dangerous road to walk on without it.
20	We need bike lanes and we need better pedestrian signals for the blind and with individuals who has a disability. We need to repave all the streets, sidewalks in the city limits. That's my suggestion.
21	I live at Falcon Crest Estates and I drive Main Street to 219th turning south on NE 167th Ave. 4 times a day from Tukes Valley MS. and there are groups of Bicyclist's riding this loop... I see a lady who ties to walk the edge of the road (very narrow) every day. I would love to walk this loop safely and stop in at the Winery La Uva Fortuna Farms for lunch and walk back into town along a bike path along NE 219th St.. We need a path along Grace and Fair Grounds and under highway Tunnels or bicycle bridges (no stairs) at 502 and at 503 connecting each quadrant of the city and to connect shopping. most preferable green belts with bike paths connecting all areas of our beautiful town, parks and nature viewing spaces....
22	
23	Large stretches on Eaton where there is absolutely no place to walk.

24	SW 20th Ave. needs safe sidewalks from SW 7th Circle to Scotton Way, with necessary crosswalks and additional lighting.
25	I walk frequently from NW 4th Ave to Onsdorff to Main Street. Many cross walks are not maintained. Paint is too light, or totally missing, and even when they are clearly marked people don't stop. Maybe signs at all the major intersections (without lights) saying something like "it's the law to stop for pedestrians".
26	Parkway by nw 25th to the high school area
27	No sidewalk to make a loop from grace to battle ground village to Eaton. Missing sidewalk near tracks and school bus parking area.
28	On 20th the sidewalk disappears on both sides of the road and the road gets very narrow. Although there are many areas in town with this reality, I feel this one might be a priority because it is a common path for people walking especially to and from walmart. I always worry about hitting people when I drive through. There's that beautiful path that goes next to the wildlife reserve but no safe way to access it. We think it would be so fun to bike to walmart but that little strip makes it pretty dangerous. Thanks and good luck!
29	Traffic on Scotton Way is terrible! Vehicles move way to fast on this curvy road and do not stop at the designated pedestrian crossing. Even with a crossing guard, it does not feel safe to send my kids walking to school when they have to cross this road. It's only getting worse with the new 7-11 shopping center!
30	SW 20th Ave between SW 7th Cir and SW Eaton Blvd. sourly needs to be widened and both sidewalks and Bike lanes added . Many times over the years bicyclists and pedestrains making there way to Walmart or the movie theater on this streach of road are put in harms way by passing traffic that has to swerve into the oncoming lanes to avoid hitting them. This was supposed to have been done back in 2017 but it keeps getting postponed and the last I was told, funds have not been allocated for this scheduled improvement. I worry that someone may get hit before it ever gets completed.
31	Need a sidewalk from Main Street to the library!
32	Poor lighting at crosswalk, lights usually out so it's dark and unsafe to cross. Cars pulling into turn coming from 503 are usually going fast and don't use blinker. Hate crossing here since button and light were removed.
33	
34	No sidewalk between a little past SW. 6th St. to the road that Walmart is on. It's very difficult to walk there safely without sidewalks.
35	There needs to be a crosswalk on NE 20th Ave. in the vicinity of Goodwill and People's Community Credit Union. People walking out of Albertsons arrive at 20th Ave. and have no place to go other than run across 20th to a sidewalk. Assuming the city does not plan to install a sidewalk along its property contiguous to the Albertson's driveway, there should be a crosswalk for pedestrians at this location.

36	Need dedicated BICYCLE LANES AND PEDESTRIAN FOOT PATHS throughout Battle Ground!
37	No sidewalk here. Makes it dangerous to be a pedestrian here
38	Sidewalk only present in one lane not good
39	Please add sidewalks or bike lanes along Eaton Blvd from Grace Ave to Battle Ground Village. Very dangerous to walk along this busy roadway.
40	There are no sidewalks. It is very dangerous
41	No sidewalks
42	No sidewalks
43	No edge of the road.
44	50 mi per hour speed limit, almost nonexistent bike lane, narrow Diminishing side walks. New Development (Creekside) presents New hazardous pedestrian potential disasters! Need a bus route on Grace Ave past creekside
45	No sidewalks in a number of locations between 249th and Main St along both 132nd and 142nd and along 249th between 132nd and 142nd, making it less safe to walk or ride a bike from the neighborhoods along 249th.
46	I think we have a huge opportunity to convert unused Railways to bicycle paths. It's been proven to be very inexpensive, a good example being the banks to Vernonia Trail in Oregon We experience this Gap when we try to Traverse the real way bed from Main Street 2 Battle Ground Lake State Park. We ended up pushing our mountain bikes along the railway, until we encountered the bike path after an hour or so. The railway bed already has a perfect substrate for pouring of asphalt. Additionally, attempting to ride a bicycle to Battle Ground Lake State Park over the roadway is an experience that requires one to take their life in their hands. Please consider this as a primary opportunity. Also, as an Battle Ground resident , an avid member of the cycling community, and a previous businessman in the industry, I would enjoy being considered a stakeholder and present for any events related to this project David Howard 503.314.7920 Dr.howard@usbank.com
47	Main St to BG Village, I can get all the way from my house off of Onsdorf to Main St, but to get from Main St, down Grace to the Village is very scary. Ditches on either side of the road and very few people observe the speed limit of 25. I do not attempt to ride my bike to the village any longer, but it would be great to ride there and enjoy the amenities there.
48	Grace Avenue between Rasmussen Blvd and East Main Street. NO SIDEWALKS.

49	No shoulder in this stretch.
50	Very narrow with no shoulders. This is true farther north on 20th where there are medians. Traffic speed would be safer at 25 mph past Daybreak Middle School.
51	The bike lanes were taken out.
52	No bike lanes.
53	No safe walk way to Main St. Sidewalk ends.
54	Difficult for traffic coming off of 503 to see crosswalk making it unsafe to cross and continue east on SW Scotton Way.
55	The nature path from Walmart to 20th ends into 20th. A barrier forces pedestrians to walk into oncoming traffic or step into into deep weeds to get onto the sidewalk leading to Scotton.
56	2 low spots on the sidewalk in this area cause water to gather (deep puddles) over the sidewalk when it rains. pedestrians need to detour in to street or into the soggy grass to get around them.
57	Walking between Battle Ground and Lewisville park along 503 is very dangerous. It would be great to have sidewalks or a walking path from BG to Lewisville park.
58	Due to parked cars in front of this crosswalk (north-bound), pedestrians attempting to walk to the West are obscured from oncoming traffic.
59	This part of Kiwanis park walking path floods out when it rains (2-4" standing water).
60	Tripping hazard: the sidewalk here near an embedded sewer cap is raised above the rest of the sidewalk and is a tripping hazard.
61	Crossing SE Grace from Main Street is dangerous as oncoming traffic from Main turning on to Grace does not stop.
62	Please add a sidewalk between Main Street and Battle Ground Village (Rasmussen). Walking from Main Street to Rasmussen on Grace is dangerous to pedestrians and sometimes causes car drives to invade oncoming traffic to provide extra room.
63	Their are no sidewalks or shoulders to walk or ride bikes into town.
64	Lack of active transportation facilities on SW Eaton Blvd, SR 503, SW 20th, & Grace makes it difficult to get around on foot or by bike. Need to provide facilities for all abilities
65	It's difficult to come off the SR503 path or to enter it if I'm on a bike.
66	No bike lanes.
67	503 adjacent pathways (east side): see comment above

68	Grace Ave. south of NE 10th St. all the way to Rasmussen. Thank you
69	ne 249th st. west of 142nd ave.
70	My family and I love to walk all around Battle Ground. We Walk shopping, out to eat and to all of our appointments. We would love for there to be sidewalks all along Grace so that we are able to walk to main street from Rasmussen. We also encounter a lot of the sidewalks being blocked from cars, basketball hoops and other items that make it difficult with young children to walk through town. Thank you for addressing this.
71	The intersection of E Main & NE Grace is too dark. This can be a tricky intersection as there is a lot of traffic traveling in different directions as well as skateboarders, bicycles, and people on foot. There tends to be a lot of youth coming and going from the skate park. They lack experience and awareness of their surroundings. This leads to pedestrian dangers and near misses. Westbound vehicles must stop and yield to eastbound traffic turning left (northbound), this often times gets ignored or mistaken. I believe a street lamp at the very least would improve safety. A modified crosswalk would also be a great addition in my opinion.
72	From nw 20th Ave and sw 6th street to Scotton way needs a sidewalk.
73	There are some long stretches of NE 142nd Ave that do not have any sidewalk on either side. It is not safe to walk or bike on this stretch of road even though there are existing subdivisions and new developments with hundreds of homes along this road. It would be good if pedestrians and bike riders could safely travel this corridor to get to Main street and then connect to other areas in BG.
74	This stretch of road where NE 142nd Ave turns into Grace and then intersects with Main Street is not safe to walk or ride bike because of the lack of sidewalks along long stretches of the road. The part of the road that curves as it nears Main Street (right after crossing the creek) is also dangerous to pedestrians and bike riders because of greatly reduced visibility.
75	There are long stretches of NE 132nd Ave that do not have sidewalks on either side of the road. It is not safe to walk or ride bike on this long stretch of road that connects to Parkway Avenue. This would be an excellent road to place sidewalks/trails to allow for a pedestrian/bicycle corridor down to Main Street.

76	On SW 20th Ave there are a few blocks between about 11th and Scotton where there is a gap with no sidewalk on either side of the street. I live in one of the neighborhoods off of 20th and I, and other of my neighbors, like to walk to the shopping center on Scotton. The lack of sidewalk and increased traffic makes this dangerous. This section of 20th also contains the entrance to the paved trail along Mill Creek. More families could enjoy that beautiful trail if it could be accessed safely from a sidewalk.
77	This stretch of street between the Battle Ground village and Main St. has mostly no sidewalks for pedestrians to walk. This is a busy road making it difficult to walk safely. Most people have to resort to walking on the train tracks.
78	When riding bikes from east to west, once you cross over 503 it narrows to no bike lane for a short distance
79	On the southbound side on the road there is no bike lane and almost no room past the white line. For people who walk they can walk on the opposite side of the road but then there isn't a crosswalk to get back into the albertsons parking lot area without going all the way up to the stop light.
80	Sw 20th needs a sidewalk to scotton way
81	No sidewalks on much of NW 20th Avenue, particularly bad on the section N of Scotton. This makes it hazardous to walk as there is almost no shoulder there either. General lack of bicycle lanes, at least in the NW section of town.
82	
83	I wanted to provide feedback to implore you that - while accommodating non-motorized traffic is something to address - PLEASE do not do it at the expense of impeding/constricting motorized traffic. Motorized traffic is the primary form of travel in the area and it's already congested in many areas due to the town's growth. I would be disappointed to see accommodation made for the non-motorized traffic minority while the majority of traffic is negatively impacted. We see this in areas that have reduced car travel lanes for bicycles, for example. Thank you for your consideration!
84	
85	There is no public sidewalks on either side except a small sidewalk near SW 11th St. There are children that are forced to walk in the road who walk to Battle Ground HS. This is an unsafe area to travel on foot or bike. It is only a matter of time until someone gets hurt unfortunately.
86	No barrier. There are plenty of sidewalks. No need to add anything else.
87	Lack of safe sidewalks to walk from Old Town to BG Village

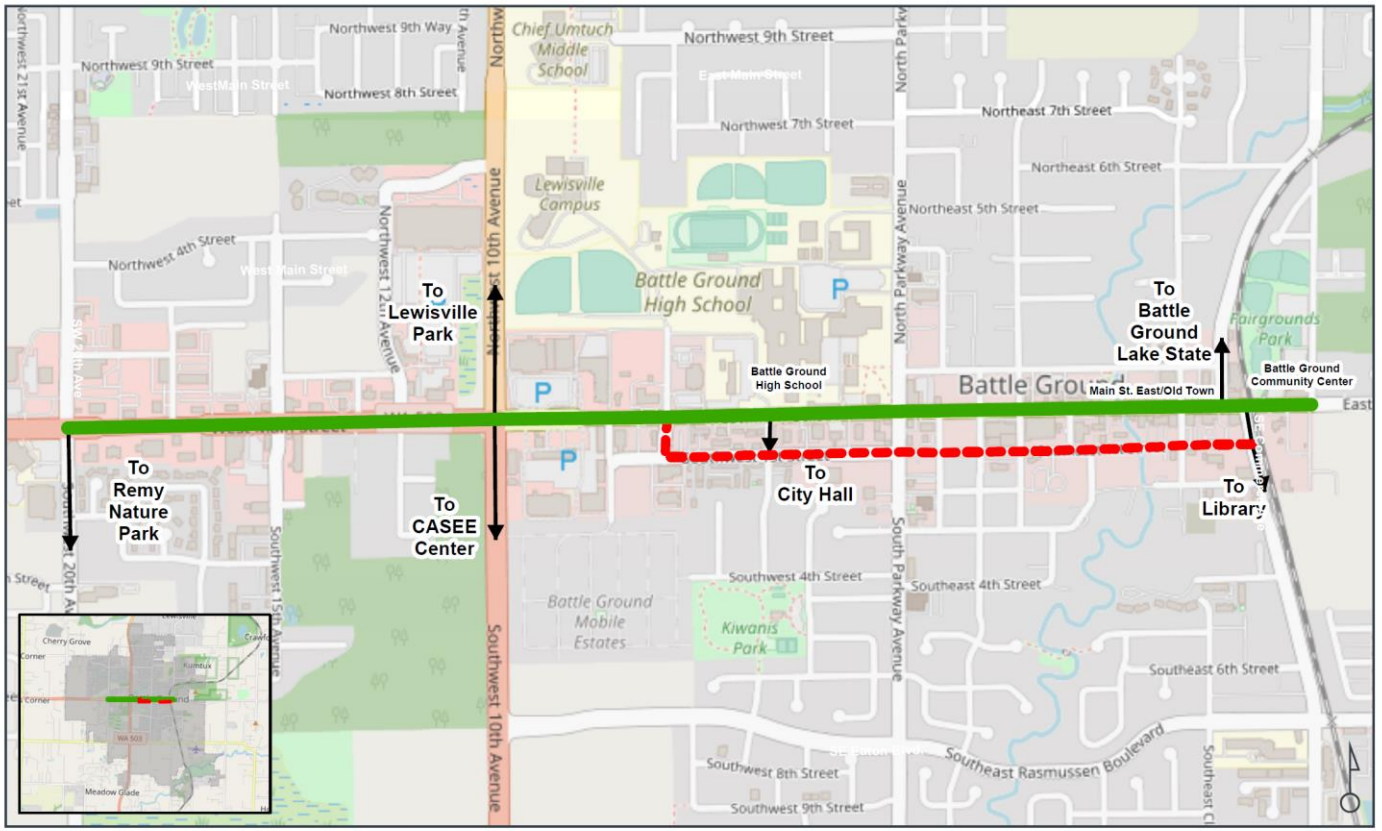
88	This stretch going south to reach the library area includes walking along the edge of the street

Appendix C:

Recommended Bike Loops and Walking Tours

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Main Street Corridor



BATTLE GROUND NON-MOTORIZED TRANSPORTATION ACTION PLAN

PROPOSED: MAIN STREET ROUTES

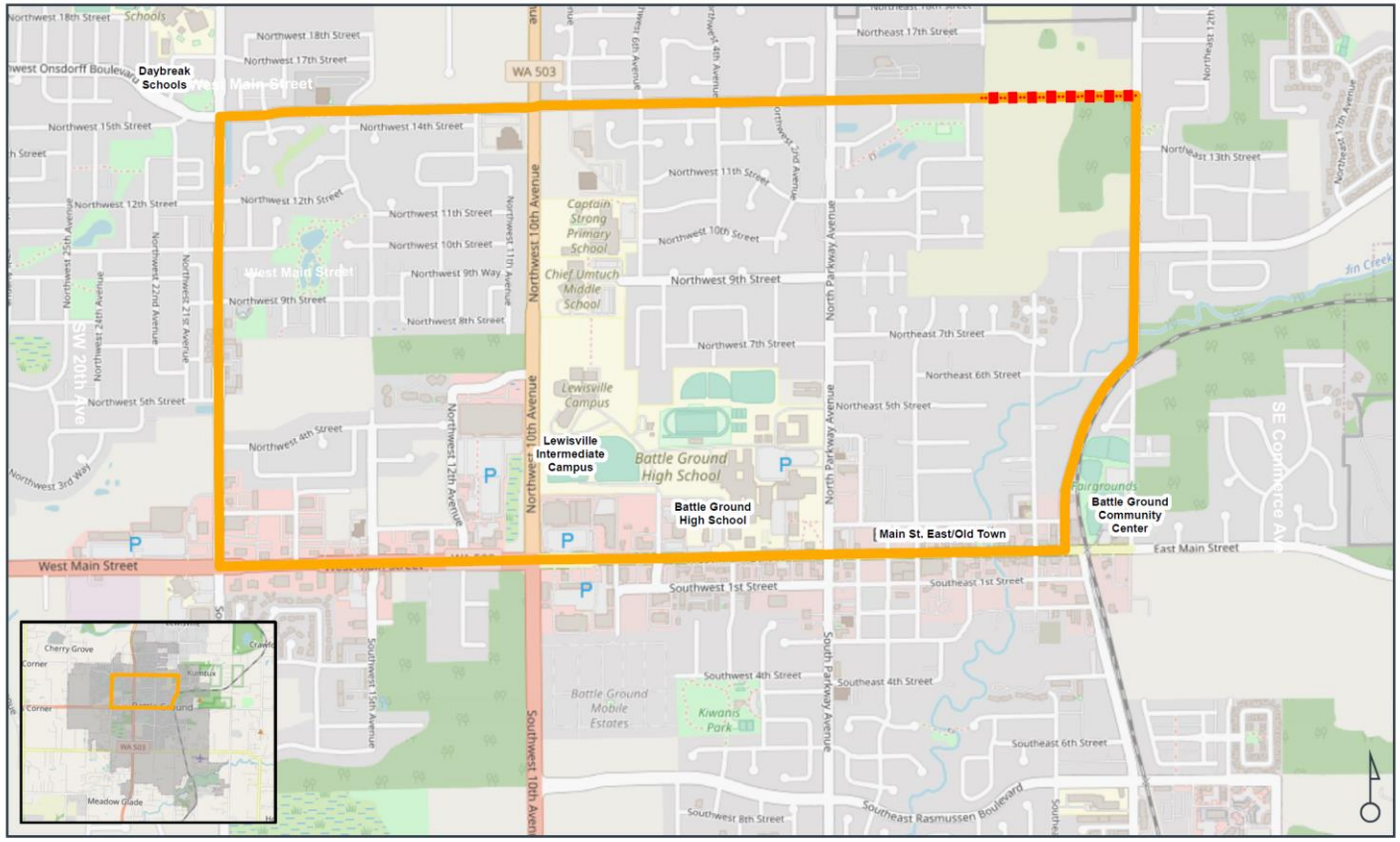
THE CITY OF Battle Ground WASHINGTON

Otak

Data Sources: Clark County GIS, ESRI
Date: 3/16/2022
Disclaimer: This data is not to survey accuracy and is meant for planning purposes only.

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Battle Ground North Bike Loop



BATTLE GROUND NON-MOTORIZED TRANSPORTATION ACTION PLAN

PROPOSED: BATTLE GROUND NORTH LOOP

Miles

1

Future Connection

North Loop

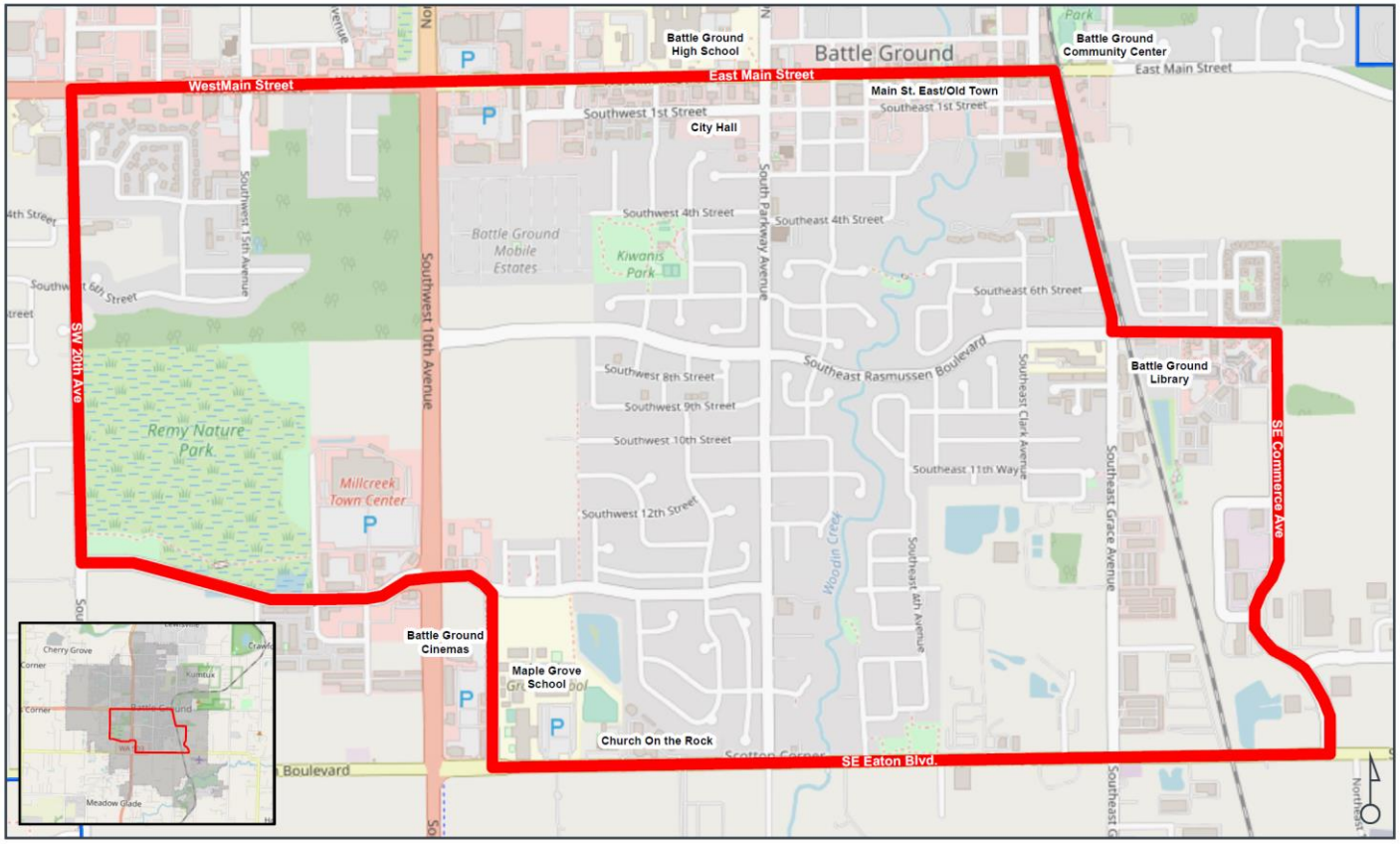
THE CITY OF Battle Ground WASHINGTON

Otak

Data Sources: Clark County GIS, ESRI
Date: 3/15/2022
Disclaimer: This data is not to survey accuracy and is meant for planning purposes only.

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Battle Ground South Bike Loop



BATTLE GROUND NON-MOTORIZED TRANSPORTATION ACTION PLAN

PROPOSED: BATTLE GROUND SOUTH LOOP

Miles

1

Battle Ground South Loop

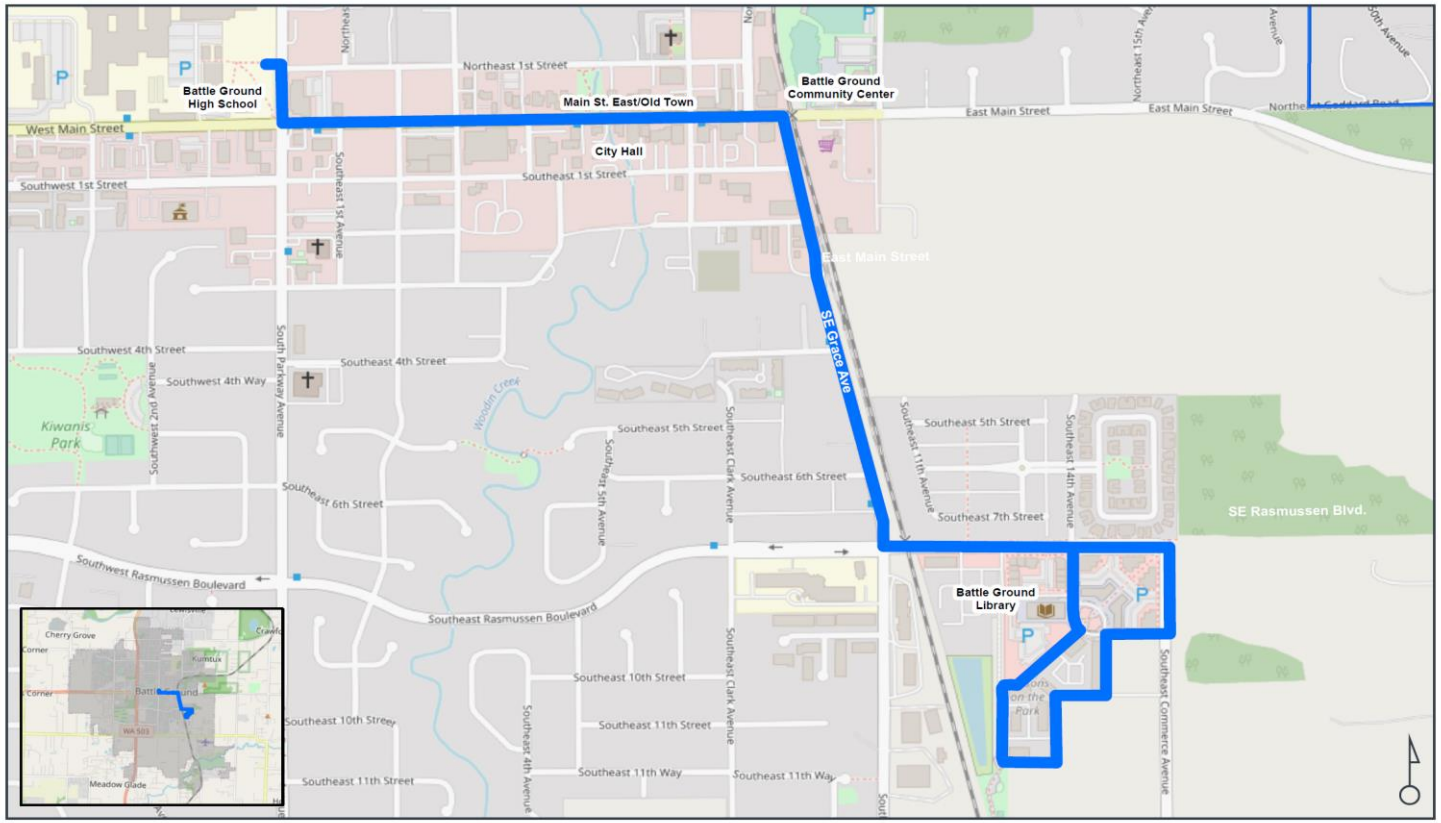
THE CITY OF Battle Ground WASHINGTON

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Data Sources: Clark County GIS, ESRI
Date: 3/16/2022
Disclaimer: This data is not to survey accuracy and is meant for planning purposes only.

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Old Town/Village Bike Loop



BATTLE GROUND NON-MOTORIZED TRANSPORTATION ACTION PLAN

PROPOSED: OLD TOWN/VILLAGE LOOP

Miles
0.5

OldTown/Village Loop

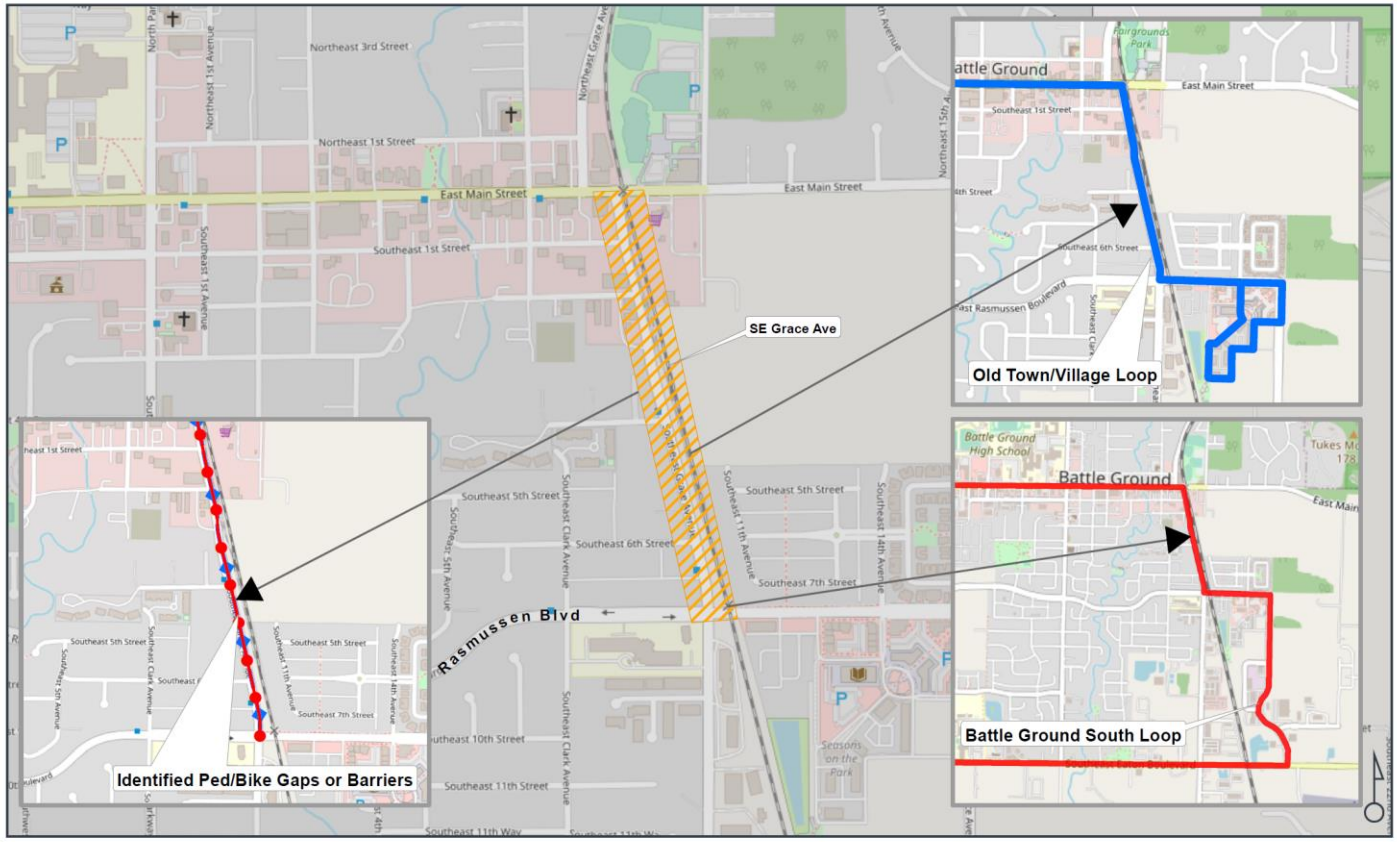
THE CITY OF Battle Ground WASHINGTON

Otak

Data Sources: Clark County GIS, ESRI
Date: 3/16/2022
Disclaimer: This data is not to survey accuracy and is meant for planning purposes only.

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Grace Avenue Route and Transportation Improvement Project Area



BATTLE GROUND NON-MOTORIZED TRANSPORTATION ACTION PLAN

UPCOMING SE GRACE AVE IMPROVEMENT PROJECT

Miles

0.5

- SE Grace Ave Improvement Project
- Partial or Discontinuous Pedestrian Facilities
- No Bicycle Facilities
- Battle Ground South Loop
- OldTown/Village Loop

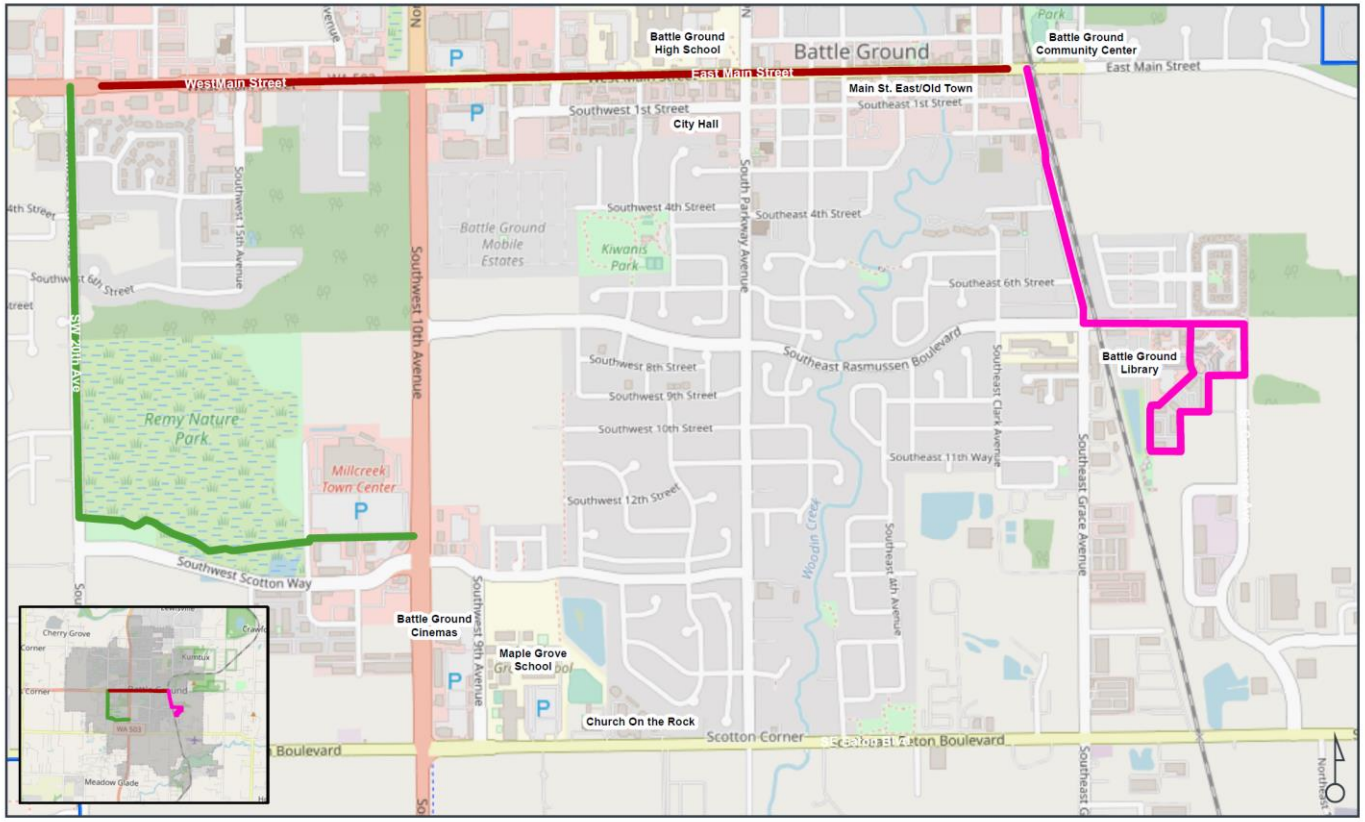
THE CITY OF Battle Ground WASHINGTON

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Data Sources: Clark County GIS, ESRI
Date: 3/17/2022
Disclaimer: This data is not to survey accuracy and is meant for planning purposes only.

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Walking Tours



BATTLE GROUND NON-MOTORIZED TRANSPORTATION ACTION PLAN

PROPOSED: BATTLE GROUND WALKING TOURS

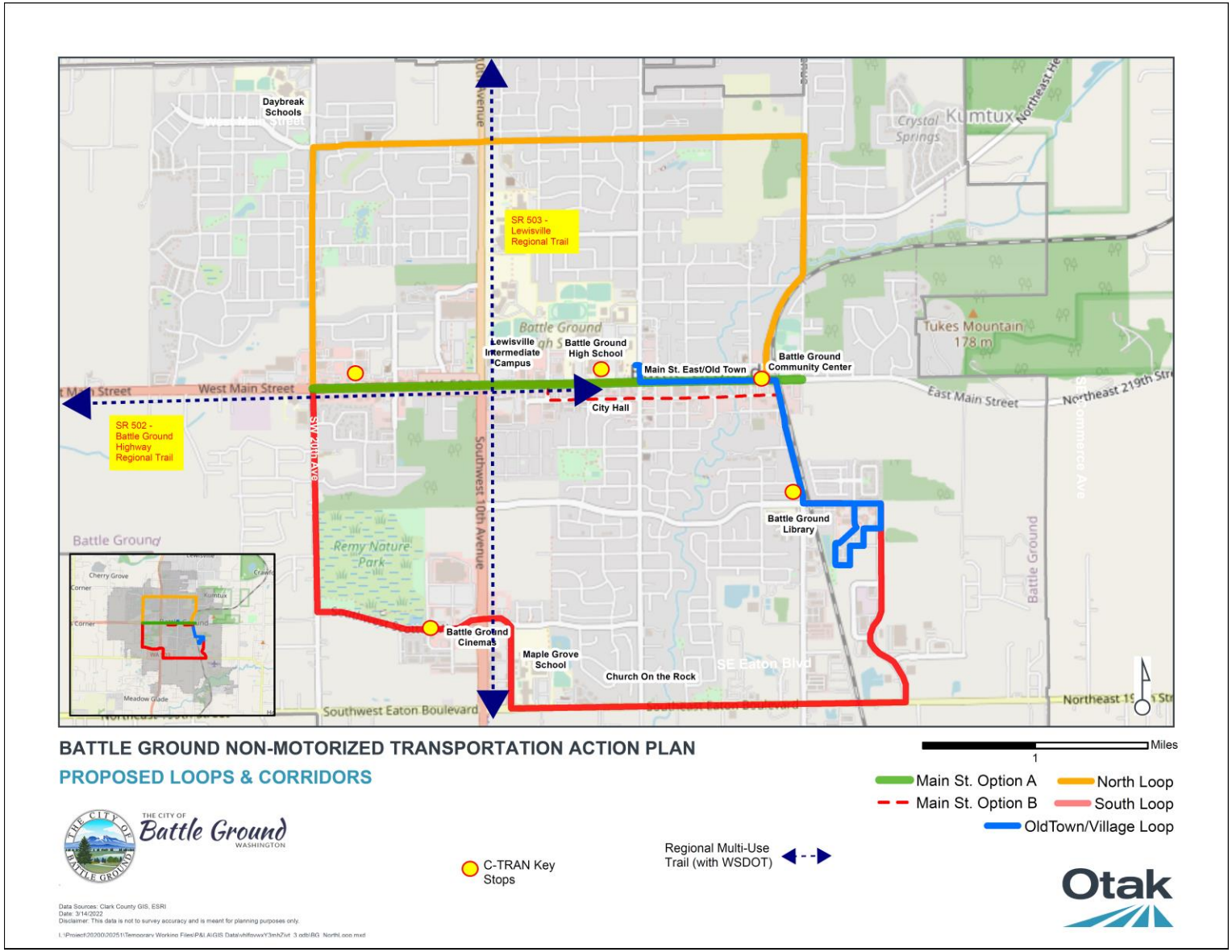
THE CITY OF Battle Ground WASHINGTON

Data Sources: Clark County GIS, ESRI
Date: 3/16/2022
Disclaimer: This data is not to survey accuracy and is meant for planning purposes only.

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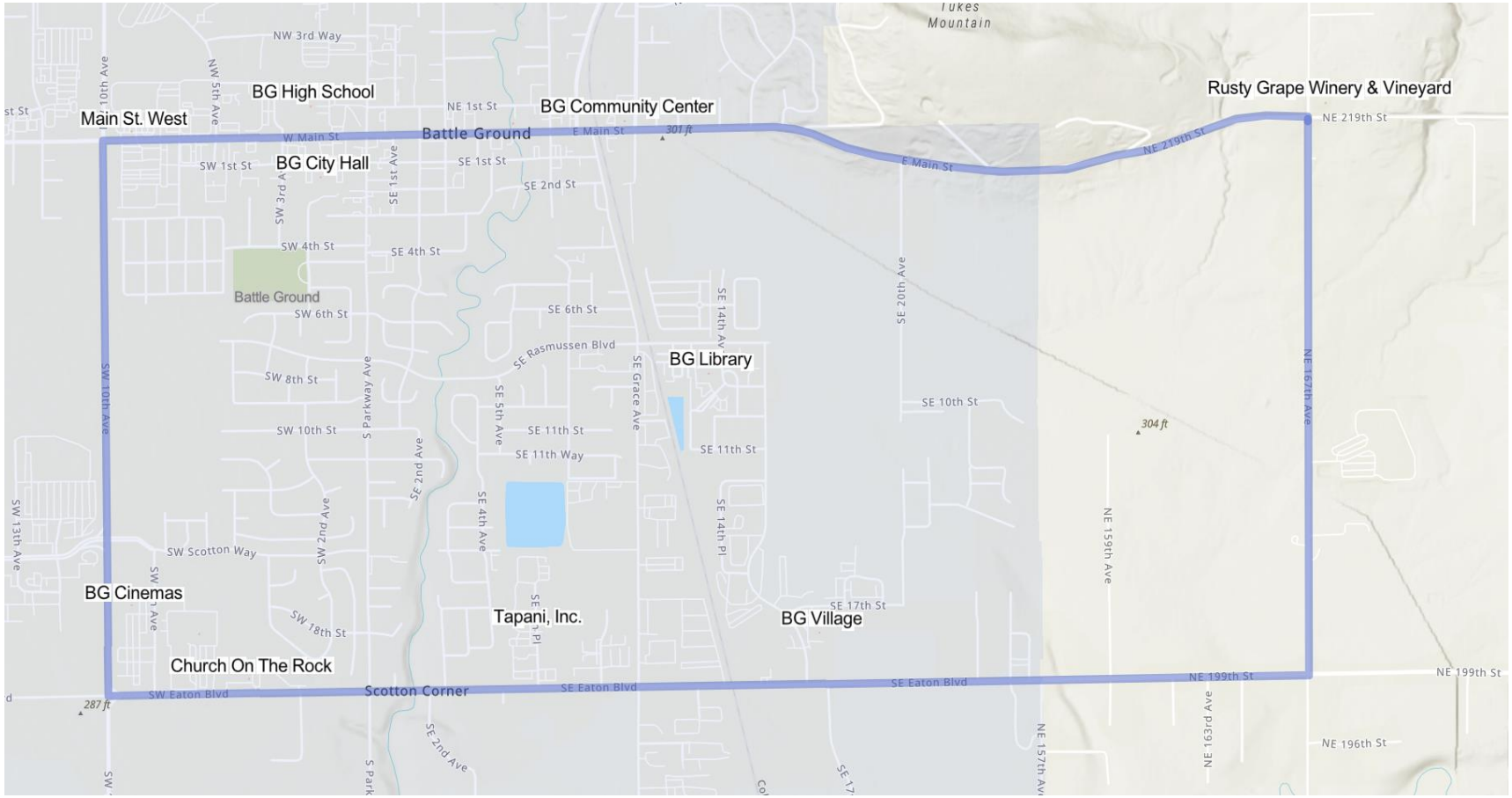
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WSDOT State Highway Routes

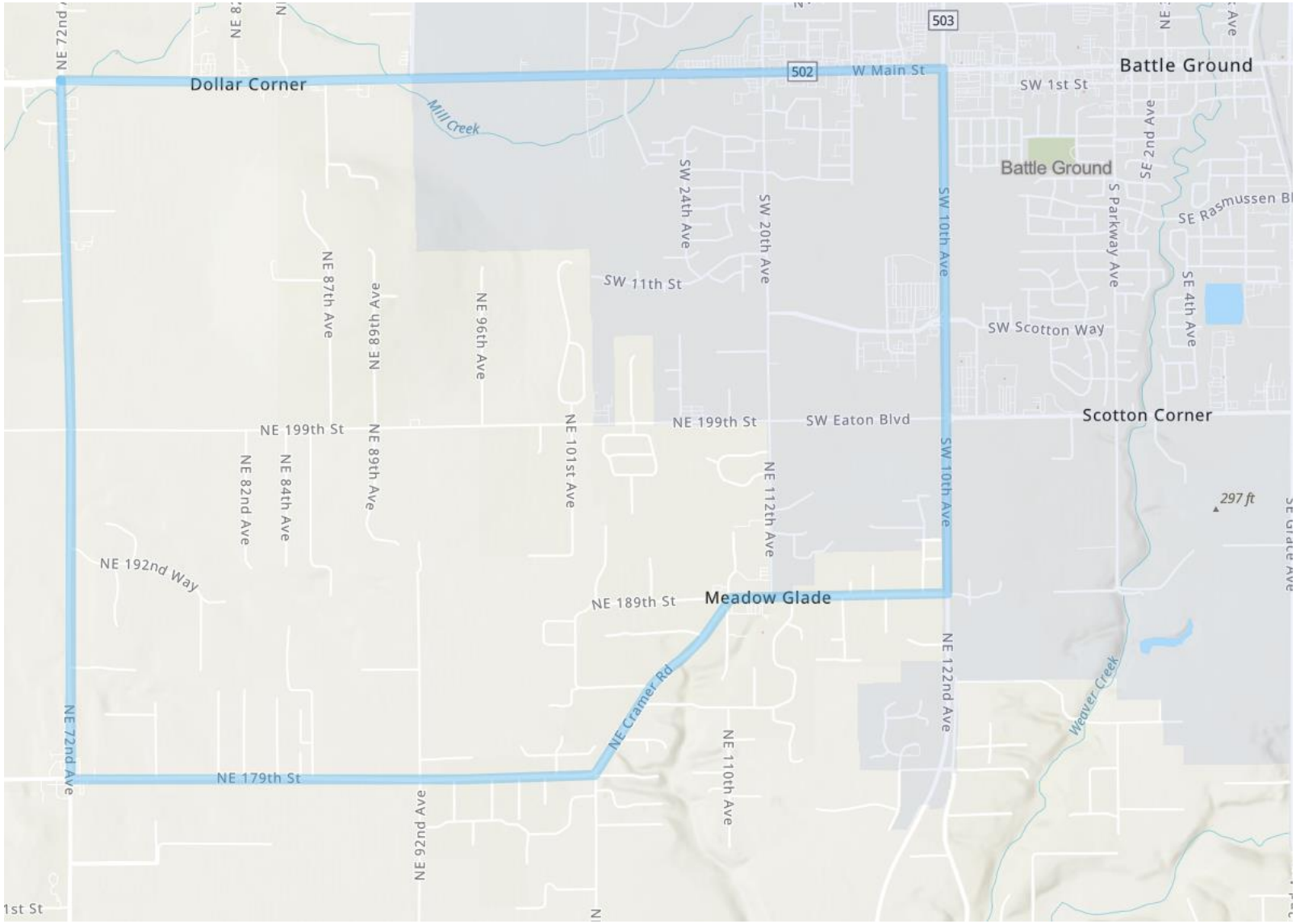


Long Term Bike Loops (Coordinated with Clark County)

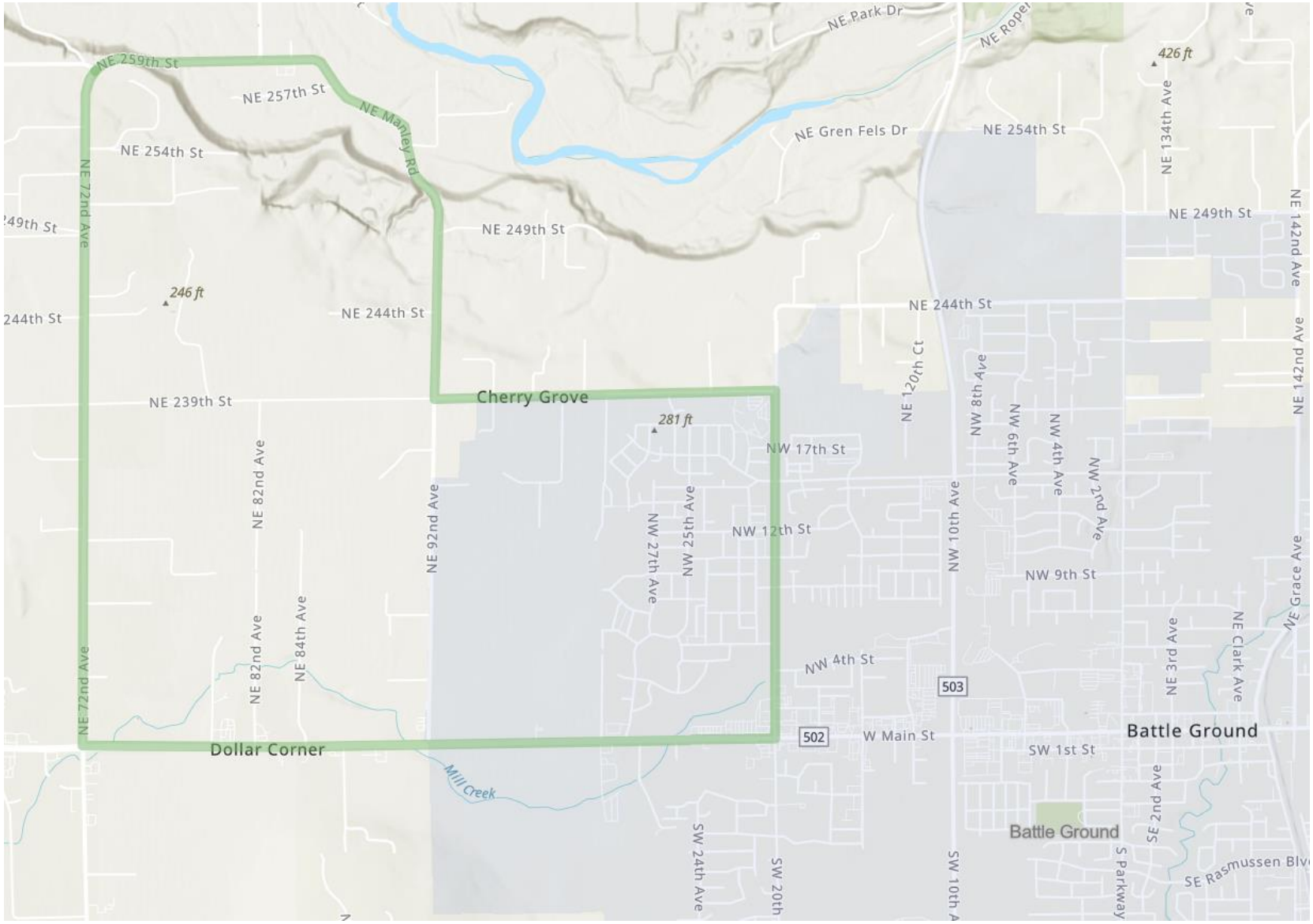
Tukes Valley Loop



Meadow Glade / Dollars Corner Loop



Daybreak Loop



Appendix D:

Non-Motorized Project Evaluations and Rankings

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Non-Motorized Transportation Project Evaluations

Location/ Project	Planning-Level Approximate Cost (1)	Addresses Bike Gap or Barrier	Addresses Ped Gap or Barrier	High Bicycle LTS 3 or 4 (2)	High Pedestrian LTS 3 or 4 (2)	Non-Motorized Safety Concerns (3)	Non-Motorized Connections (4)	Low Cost to Implement (5)	Community Support	Total	Additional Comments
SW 20th Avenue, south of Eaton to Meadow Glade, add shoulders	$4,400,000	✓	✓	✓	✓	✓	✓			7	Long-term improvement with Clark County
SW 20th Avenue, Eaton to Scotton Way Complete Street with bike lanes and sidewalks	$2,800,000	✓	✓	✓	✓	✓	✓		✓	7	
SW 20th Avenue, Scotton Way to SW 7th Street, Complete Street with bike lanes and sidewalks	$3,400,000	✓	✓	✓	✓	✓	✓		✓	7	
SW 20th Avenue, SW 7th Street to Main/ SR 502, widen to add bike lanes (sidewalks already exist)	$2,800,000	✓	✓			✓	✓		✓	5	
NW 20th Avenue, NW 1st Way to NW 5th Street, enhanced bike shared lane markings and signage, complete sidewalks, add crosswalk (possibly with RRFB)	$500,000	✓	✓		✓	✓	✓	✓	✓	7	
NW 20th Avenue, NW 5th Street to NW Onsdorff Blvd., enhanced bike shared lane markings (where posted speed limit does not exceed 35 mph) and signage, enhanced crosswalks at key locations (possibly with RRFB)	$800,000	✓	✓	✓	✓	✓	✓		✓	7	
NW 20th Avenue, NW Onsdorff Blvd. to NW 17th Street, widen road with enhanced bike shared lane markings (where posted speed limit does not exceed 35 mph) and signage, enhanced crosswalk at 17th or 20th Street (possibly with RRFB)	$500,000	✓	✓	✓	✓	✓	✓	✓	✓	8	
NW 20th Avenue, NW 17th Street to NE 239th Street, widen road with enhanced bike shared lane markings (where posted speed limit does not exceed 35 mph) and signage, complete sidewalks	$700,000	✓	✓	✓	✓	✓	✓		✓	7	
NW 20th Avenue/ NE 112th Avenue, NE 239th Street to NE 244th Street, widen to Minor Arterial standards including bike lanes and sidewalks	$1,100,000	✓	✓	✓	✓	✓	✓			6	
NW 25th Street/ NE 244th Street, NE 112th Avenue to SR 503/ NW 10th Avenue, widen to Minor Arterial standards including bike lanes and sidewalks	$3,700,000	✓	✓	✓	✓	✓	✓			6	
NW 25th Street, SR 503/ NW 10th Avenue to NW 9th Avenue, widen to Major Collector standards including bike lanes and sidewalks	$800,000	✓	✓	✓	✓					5	
NW 25th Street, NW 9th Avenue to Parkway/NE 132nd Avenue, widen to Major Collector standards including bike lanes and complete sidewalks	$3,400,000	✓	✓	✓	✓	✓	✓			6	Could be completed by developer improvements

Location/ Project	Planning-Level Approximate Cost (1)	Addresses Bike Gap or Barrier	Addresses Ped Gap or Barrier	High Bicycle LTS 3 or 4 (2)	High Pedestrian LTS 3 or 4 (2)	Non-Motorized Safety Concerns (3)	Non-Motorized Connections (4)	Low Cost to Implement (5)	Community Support	Total	Additional Comments
NW 25th Street, Parkway/NE 132nd Avenue to Grace/ NE 142nd Avenue, construct missing link to Major Collector standards including bike lanes and sidewalks	$4,000,000	✓	✓			✓	✓			4	Could be completed by developer improvements
SW Eaton Blvd., SR 503/ NW 10th Ave. to NW 9th Ave., complete sidewalk south side	$1,000,000		✓	✓	✓	✓	✓		✓	6	
SE Eaton Blvd. at SE 5th Ct., fix low spots on the sidewalk experiencing ponding.	$100,000		✓	✓	✓	✓	✓	✓	✓	7	
SW Eaton Blvd., Grace to Commerce, improve to Minor Arterial standards with bike lanes and sidewalks	$3,200,000	✓	✓	✓	✓	✓	✓		✓	7	
SW Eaton Blvd./ NE 199th St., Commerce to east City limits, improve to Minor Arterial standards with bike lanes and sidewalks	$4,900,000	✓	✓	✓	✓	✓	✓			6	
SW Scotton Way, SW 20th Ave. to SR 502/ NW 10th Ave., enhanced pedestrian crosswalks (possibly including RRFB)	$75,000		✓			✓	✓	✓	✓	5	May be good Transportation Alternatives or Bike/Pedestrian funding request
SW Scotton Way, Parkway to Grace, complete Neighborhood Collector with bike lanes and sidewalks	$2,200,000	✓	✓							2	Provides non-motorized alternative to Eaton or Rasmussen; likely built be developer improvements
Grace Ave., Main Street to NE 1st Street, sidewalk repairs and bike shared lane markings (where posted speed limit does not exceed 35 mph) and signage, improve crossing visibility at Main and Grace	$75,000	✓	✓			✓	✓	✓	✓	6	
Grace Ave., NE 1st Street to north City limits, improve to Minor Arterial standards with bike lanes and sidewalks	$13,000,000	✓	✓	✓	✓	✓	✓		✓	7	Development may build some improvements; along “Rails with Trails” corridor with county’s railroad; popular route to Battle Ground State Park. Long-term loop with Clark County via Heisson Road.
SE Rasmussen, Grace to Parkway, sidewalk repairs	$50,000		✓		✓			✓	✓	4	
SE Rasmussen, complete corridor to SR 503/SW 10th Avenue, including intersection improvements at SR 503 and connection to SR 503 multi-use trail	$1,600,000	✓	✓			✓			✓	5	
SR 502/Main Street at NW 12th Avenue, enhanced crosswalk (location where previous signal was removed for access management and operations)											Project not recommended. Too close to the NW 10th Avenue intersection and traffic queues may encroach into the crosswalk, increasing risk of vehicle/ pedestrian collisions.

Location/ Project	Planning-Level Approximate Cost (1)	Addresses Bike Gap or Barrier	Addresses Ped Gap or Barrier	High Bicycle LTS 3 or 4 (2)	High Pedestrian LTS 3 or 4 (2)	Non-Motorized Safety Concerns (3)	Non-Motorized Connections (4)	Low Cost to Implement (5)	Community Support	Total	Additional Comments
SE 1st Street, SE 4th Street to Grace, "Quiet" all-ages route, sidewalk repairs	<$75,000	✓	✓	✓ (On Main)	✓ (On Main)	✓ (On Main)	✓	✓	✓	**8**	All ages and abilities "quiet" bike and pedestrian route parallel to Main Street, one block south.
Onsdorff Blvd., NW 20th to SR 503/NW 10th Avenues, bike shared lane markings (NW 20th Ave. to NW 16th Ave.) and signage	$100,000	✓		✓	✓	✓	✓	✓	✓	**7**	Widening project at Onsdorff and SW 20th removed on-street bike lanes. This project would provide sharrow markings and bike signage.
Main Street, Railroad to East City Limits, reconstruct to Minor Arterial standards including bike lanes and sidewalks	$9,700,000	✓	✓	✓	✓		✓		✓	**6**	Part of long-term loop route to be coordinated with Clark County.
NE 249th Street, west Parkway to east City limits, complete missing segments to Neighborhood Collector standards including bike lanes and sidewalks	$3,100,000	✓	✓	✓	✓				✓	**5**	Corridor can be completed with developer street improvements.
Sidewalk repairs, various locations, as identified in gap & barrier inventory, ADA Transition Plan, TSP 2021 Update	TBD		✓					✓	✓	**3**	Recommendation is to make this an annual program in the City's Transportation Improvement Program
SR 503 Multi-Use Trail, Eaton Blvd. to Main Street/ SR 502 (also includes improvements to tie in to existing trail south of Eaton)	$2,640,000	✓	✓	✓	✓	✓	✓		✓	**7**	Would be coordinated with WSDOT
SR 503 Multi-Use Trail, Onsdorff to Lewisville Park	>$3,000,000	✓	✓	✓	✓	✓	✓		✓	**7**	Would be coordinated with WSDOT
Rail-to-Trail Project, Lewis and Clark Railroad right-of-way, north of City to south of City.	>$2,000,000	✓	✓				✓		✓	**4**	Planning and development for project on-hold due to litigation involving Clark County and the railroad operator. Could possibly be long-term regional trail coordinated with Clark County.
Grace Avenue, Main Street to Rasmussen, improve to Minor Arterial standards with bike lanes and sidewalks	$6,300,000	✓	✓		✓	✓	✓		✓	**6**	Currently planning for construction in 2023.

Location/ Project	Planning-Level Approximate Cost (1)	Addresses Bike Gap or Barrier	Addresses Ped Gap or Barrier	High Bicycle LTS 3 or 4 (2)	High Pedestrian LTS 3 or 4 (2)	Non-Motorized Safety Concerns (3)	Non-Motorized Connections (4)	Low Cost to Implement (5)	Community Support	Total	Additional Comments
SW Eaton Blvd., SW 20th Avenue to SR 503/ SW 10th Avenue, widen to Minor Arterial standards including bike lanes and sidewalks	$5,954,000	✓	✓	✓	✓	✓	✓		✓	**7**	Currently planning for construction in 2023-24.
SR 503 Shared Use Pathway, Main Street to NW Onsdorff Blvd.	$936,000	✓	✓	✓	✓	✓	✓		✓	**7**	Currently planning for construction in 2022.

(1) Sources: Battle Ground 2021 TSP Update; 2015 TSP Update; Transportation Improvement Program.
(2) Kittelson and Associates as part of TSP Update, 2019 technical memorandum.
(3) Bicycle and pedestrian collision history based on data from Local Roads Safety Study (DKS for RTC, February 2022).
(4) Part of proposed bike loop or walking tour within City limits.
(5) “Low cost to implement” are projects with <$500,000 cost

RECOMMENDED NON-MOTORIZED PROJECT RANKINGS

Location/ Project	Planning-Level Approximate Cost (1)	Addresses Bike Gap or Barrier	Addresses Ped Gap or Barrier	High Bicycle LTS 3 or 4 (2)	High Pedestrian LTS 3 or 4 (2)	Non-Motorized Safety Concerns (3)	Non-Motorized Connections (4)	Low Cost to Implement (5)	Community Support	Total	Additional Comments
HIGH PRIORITY NON-MOTORIZED PROJECTS (1-5 YEARS)											
NW 20th Avenue, NW Onsdorff Blvd. to NW 17th Street, widen road with enhanced bike shared lane markings (where posted speed limit does not exceed 35 mph) and signage, enhanced crosswalk at 17th or 20th Street (possibly with RRFB)	$500,000	✓	✓	✓	✓	✓	✓	✓	✓	**8**	
SE 1st Street, SE 4th Street to Grace, "Quiet" all-ages route, sidewalk repairs	<$75,000	✓	✓	✓ (On Main)	✓ (On Main)	✓ (On Main)	✓	✓	✓	**8**	All ages and abilities "quiet" bike and pedestrian route parallel to Main Street, one block south.
SE Eaton Blvd. at SE 5th Ct., fix low spots on the sidewalk experiencing ponding.	$100,000		✓	✓	✓	✓	✓	✓	✓	**7**	
NW 20th Avenue, NW 1st Way to NW 5th Street, enhanced bike shared lane markings (where posted speed limit does not exceed 35 mph) and signage, complete sidewalks, add crosswalk (possibly with RRFB)	$500,000	✓	✓		✓	✓	✓	✓	✓	**7**	
SW 20th Avenue, Eaton to Scotton Way Complete Street with bike lanes and sidewalks	$2,800,000	✓	✓	✓	✓	✓	✓		✓	**7**	
SW 20th Avenue, SW Scotton Way to SW 7th Street, Complete Street with bike lanes and sidewalks	$3,400,000	✓	✓	✓	✓	✓	✓		✓	**7**	
NW 20th Avenue, NW 5th Street to NW Onsdorff Blvd., enhanced bike shared lane markings (where posted speed limit does not exceed 35 mph) and signage, enhanced crosswalks at key locations (possibly with RRFB)	$800,000	✓	✓	✓	✓	✓	✓		✓	**7**	
Onsdorff Blvd., NW 20th to SR 503/NW 10th Avenues, bike shared lane markings (NW 20th Ave. to NW 16th Ave.) and signage	$100,000	✓		✓	✓	✓	✓	✓	✓	**7**	Widening project at Onsdorff and SW 20th removed on-street bike lanes. This project would provide sharrow markings and bike signage.
NW 20th Avenue, NW 17th Street to NE 239th Street, widen road with enhanced bike shared lane markings (where posted speed limit does not exceed 35 mph) and signage, complete sidewalks	$700,000	✓	✓	✓	✓	✓	✓		✓	**7**	Includes western terminus of Battle Ground North bike loop

Location/ Project	Planning-Level Approximate Cost (1)	Addresses Bike Gap or Barrier	Addresses Ped Gap or Barrier	High Bicycle LTS 3 or 4 (2)	High Pedestrian LTS 3 or 4 (2)	Non-Motorized Safety Concerns (3)	Non-Motorized Connections (4)	Low Cost to Implement (5)	Community Support	Total	Additional Comments
MEDIUM-TERM NON-MOTORIZED PROJECTS (6-10 YEARS)											
SW Eaton Blvd., Grace to Commerce, improve to Minor Arterial standards with bike lanes and sidewalks	$3,200,000	✓	✓	✓	✓	✓	✓		✓	**7**	
NW 25th Street, NW 9th Avenue to Parkway/NE 132nd Avenue, widen to Major Collector standards including bike lanes and complete sidewalks	$3,400,000	✓	✓	✓	✓	✓	✓			**6**	Could be completed by developer improvements
NW 25th Street, Parkway/NE 132nd Avenue to Grace/ NE 142nd Avenue, construct missing link to Major Collector standards including bike lanes and sidewalks	$4,000,000	✓	✓			✓	✓			**4**	Could be completed by developer improvements
SW Eaton Blvd., SR 503/ NW 10th Ave. to NW 9th Ave., complete sidewalk south side	$1,000,000		✓	✓	✓	✓	✓		✓	**6**	
Grace Ave., Main Street to NE 1st Street, sidewalk repairs and bike shared lane markings (where posted speed limit does not exceed 35 mph) and signage, improve crossing visibility at Main and Grace	$75,000	✓	✓			✓	✓	✓	✓	**6**	
SE Rasmussen, complete corridor from SW 4th Ave.to SR 503/SW 10th Avenue, including intersection improvements at SR 503 and connection to SR 503 multi-use trail	$1,600,000	✓	✓		✓	✓			✓	**5**	
SW Scotton Way, SW 20th Ave. to SR 502/ NW 10th Ave., enhanced pedestrian crosswalks (possibly including RRFB)	$75,000		✓			✓	✓	✓	✓	**5**	May be good Transportation Alternatives or Bike/Pedestrian funding request
NW 25th Street, SR 503/ NW 10th Avenue to NW 9th Avenue, widen to Major Collector standards including bike lanes and sidewalks	$800,000	✓	✓	✓	✓					**5**	
SW 20th Avenue, SW 7th Street to Main/ SR 502, widen to add bike lanes (sidewalks already exist)	$2,800,000	✓	✓			✓	✓		✓	**5**	
NW 20th Avenue/ NE 112th Avenue, NE 239th Street to NE 244th Street, widen to Minor Arterial standards including bike lanes and sidewalks	$1,100,000	✓	✓	✓	✓					**4**	
SE Rasmussen, Grace to Parkway, sidewalk repairs	$50,000		✓		✓			✓	✓	**4**	
Sidewalk repairs, various locations, as identified in gap & barrier inventory, ADA Transition Plan, TSP 2021 Update	TBD		✓					✓	✓	**3**	Recommendation is to make this an annual program in the City's Transportation Improvement Program
SW Scotton Way, Parkway to Grace, complete Neighborhood Collector with bike lanes and sidewalks	$2,200,000	✓	✓							**2**	Provides non-motorized alternative to Eaton or Rasmussen; likely built be developer improvements

Location/ Project	Planning-Level Approximate Cost (1)	Addresses Bike Gap or Barrier	Addresses Ped Gap or Barrier	High Bicycle LTS 3 or 4 (2)	High Pedestrian LTS 3 or 4 (2)	Non-Motorized Safety Concerns (3)	Non-Motorized Connections (4)	Low Cost to Implement (5)	Community Support	Total	Additional Comments
LONG-TERM NON-MOTORIZED PROJECTS OR COMPLETED AS PART OF CAPITAL TRANSPORTATION IMPROVEMENT PROJECTS											
Grace Ave., NE 1st Street to north City limits, improve to Minor Arterial standards with bike lanes and sidewalks	$13,000,000	✓	✓	✓	✓	✓	✓		✓	**7**	Development may build some improvements; along "Rails with Trails" corridor with county's railroad; popular route to Battle Ground State Park. Long-term loop with Clark County via Heisson Road.
SW Eaton Blvd./ NE 199th St., Commerce to east City limits, improve to Minor Arterial standards with bike lanes and sidewalks	$4,900,000	✓	✓	✓	✓	✓	✓			**6**	
NE 249th Street, west Parkway to east City limits, complete missing segments to Neighborhood Collector standards including bike lanes and sidewalks	$3,100,000	✓	✓	✓	✓				✓	**5**	Corridor can be completed with developer street improvements.
NW 25th Street/ NE 244th Street, NE 112th Avenue to SR 503/ NW 10th Avenue, widen to Minor Arterial standards including bike lanes and sidewalks	$3,700,000	✓	✓	✓	✓					**4**	
NON-MOTORIZED PROJECTS TO BE COORDINATED WITH OTHER JURISDICTIONS											
SR 503 Multi-Use Trail, Eaton Blvd. to Main Street/ SR 502 (also includes improvements to tie into existing trail south of Eaton)	$2,640,000	✓	✓	✓	✓	✓	✓		✓	**7**	Would be coordinated with WSDOT
SR 503 Multi-Use Trail, Onsdorff to Lewisville Park	>$3,000,000	✓	✓	✓	✓	✓	✓		✓	**7**	Would be coordinated with WSDOT
SW 20th Avenue, south of Eaton to Meadow Glade, add shoulders	$4,400,000	✓	✓	✓	✓	✓	✓			**7**	Long-term improvement with Clark County
Main Street, Railroad to East City Limits, reconstruct to Minor Arterial standards including bike lanes and sidewalks	$9,700,000	✓	✓	✓	✓		✓		✓	**6**	Part of long-term loop route to be coordinated with Clark County.

Location/ Project	Planning-Level Approximate Cost (1)	Addresses Bike Gap or Barrier	Addresses Ped Gap or Barrier	High Bicycle LTS 3 or 4 (2)	High Pedestrian LTS 3 or 4 (2)	Non-Motorized Safety Concerns (3)	Non-Motorized Connections (4)	Low Cost to Implement (5)	Community Support	Total	Additional Comments
Rail-to-Trail Project, Lewis and Clark Railroad right-of-way, north of City to south of City.	>$2,000,000	✓	✓				✓		✓	**4**	Planning and development for project on-hold due to litigation involving Clark County and the railroad operator. Could possibly be long-term regional trail coordinated with Clark County.
SR 502/Main Street at NW 12th Avenue, enhanced crosswalk (location where previous signal was removed for access management and operations)											Project not recommended. Too close to the NW 10th Avenue intersection and traffic queues may encroach into the crosswalk, increasing risk of vehicle/ pedestrian collisions.
CURRENT TRANSPORTATION IMPROVEMENT PROJECTS CONTAINING NON-MOTORIZED ELEMENTS											
SW Eaton Blvd., SW 20th Avenue to SR 503/ SW 10th Avenue, widen to Minor Arterial standards including bike lanes and sidewalks	$5,954,000	✓	✓	✓	✓	✓	✓		✓	**7**	Currently planning for construction in 2023-24.
SR 503 Shared Use Pathway, Main Street to NW Onsdorff Blvd.	$936,000	✓	✓	✓	✓	✓	✓		✓	**7**	Currently planning for construction in 2022.
Grace Avenue, Main Street to Rasmussen, improve to Minor Arterial standards with bike lanes and sidewalks	$6,300,000	✓	✓		✓	✓	✓		✓	**6**	Currently planning for construction in 2023.

(1) Sources: Battle Ground 2021 TSP Update; 2015 TSP Update; Transportation Improvement Program.
(2) Kittelson and Associates as part of TSP Update, 2019 technical memorandum.
(3) Bicycle and pedestrian collision history based on data from Local Roads Safety Study (DKS for RTC, February 2022).
(4) Part of proposed bike loop or walking tour within City limits.
(5) “Low cost to implement” are projects with <$500,000 cost