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CLARK COUNTY  
WASHINGTON

COMMUNITY PLANNING

## MEMORANDUM

TO: Scot Fakler, Project Manager  
FROM: Gary Albrecht  
DATE: September 11, 2014  
SUBJECT: NE 94<sup>th</sup> Avenue – NE Padden Parkway to NE 99<sup>th</sup> Street, CRP #350822

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Below are comments from the Bicycle and Pedestrian Advisory Committee in accordance with the April 2014, Policy Statement with Clark County Public Works Department about procedures for bicycle and pedestrian feature reviews.

On July 22, 2014, the Bicycle and Pedestrian Advisory Committee had an opportunity to provide input on a 50% preliminary plan set for NE 94<sup>th</sup> Avenue, CRP #305822. The committee has the following comments.

1. The committee is requesting the 8' sidewalk on the east side of the road to be a minimum width of 10' for a multi-use path. Below are the standards from the Federal Highway Administration Designing Sidewalks and Trails for Access Part II of II: Best Practices Design Guide (updated 2/10/2014) for a shared-use path width.

### 14.6 Shared-use path width

The width of the shared-use path tread not only affects pedestrian usability but also determines the types of users who can use the path. Factors, such as the movement patterns of designated user groups, should be considered. For example, skaters may use a lateral foot motion for propulsion that is wider than the stride of most pedestrians. In addition, shared-use paths should be designed to accommodate high-speed users in both directions.

The tread of a shared-use path should be at least 3.05 m (10 ft) wide. A minimum of 2.44 m (8 ft) may be used on shared-use paths that will have limited use. Shared-use paths should also have graded areas at least 610 mm (2 ft) on either side of the path. On shared-use paths with heavy volumes of users, tread width should be increased to a range from 3.66 m to 4.27 m (12 ft to 14 ft).

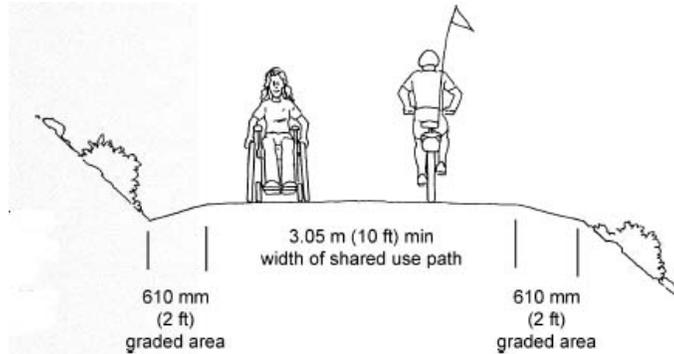


Figure 14-11. Shared-use paths should be designed with a minimum tread width of 3.05 m (10 ft) with graded areas of at least 610 mm (2 ft) on either side of the path.

Source: [http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/sidewalk2/sidewalks214.cfm](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/sidewalk2/sidewalks214.cfm)

2. This section of NE 94<sup>th</sup> Avenue is the primary alignment recommendation from the adopted Chelatchie Prairie Rail-with-Trail Corridor Study and built to a 10' width as originally envisioned. Screen shot of plan below.

Looking west at T-intersection of NE 78th Street & NE 47th Avenue.

Constrained ROW around industry north of NE 78th Street.

Padden Parkway Trail traversing I-205 via ped/bike bridge.

> A recent wetland mitigation project on Curtin Creek is visible from the rail ROW.

Curtin Creek Bridge at MP-6.5.

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Chelatchie Prairie Rail-with-Trail Corridor Study  
Clark County, Washington

Source: <http://www.clark.wa.gov/publicworks/chelatchie/maps.html>

3. The committee is requesting that the sidewalk be constructed of porous asphalt instead of cement concrete. Porous asphalt would make the pathway appear as part of the Chelatchie Prairie Trail.
4. As designed, the committee would like to see bike lanes in both northbound and southbound travel lanes.
5. If a 10' multi-use path is unattainable, the committee is requesting to shrink the bio retention cell from 10' to 8' so the 8' sidewalk could be enlarged to a 10' multi-use path.

The committee appreciates the opportunity to comment on this county road project. They look forward to providing feedback on future road projects.