

Transportation Alternatives Program 2013 Application

Instructions

Complete application in the space provided. Applicants are limited to application form and 5 pages of attachments. Submit completed application and attachments electronically to dale.robins@rtc.wa.gov. You will receive an e-mail confirmation within one business day of submittal. If you do not receive confirmation or have questions about the application contact Dale Robins at 360-397-6067 x5212.

General Information

Project Title: Bridging Byway Communities, Phase II-Stevenson Pathway Paving
 Project Location and Limits: Stevenson, WA Rock Creek Drive to Mallicott Road
 Project Length (miles): ~800 Feet
 Agency: City of Stevenson
 Contact Person: [REDACTED]
 Telephone: [REDACTED] Email: [REDACTED]
 Certified Acceptance Agency: WsDOT Local Programs or Skamania County

Project Screening Criteria

Check all that apply.

- Project is consistent with the MTP/RTP
- Project contains at least one eligible Transportation Alternatives Category
- Project is directly related to the surface transportation system (except trails)
- Project does not supplement the construction of an existing project
- Project is open to public access

Cost Summary

Project Phase	Start Date	TAP Funds	Other Funds	Total Cost
Design	03/01/2012	\$0	\$0	\$0
Right of Way	03/01/2012	\$0	\$0	\$0
Construction	08/01/2013	\$66,400	\$16,600	\$83,000
Totals	n/a	\$66,400	\$16,600	\$83,000
Overall Match Ratio:				20.00%

Project Type

Check all that apply.

- | | |
|---|---|
| <input checked="" type="checkbox"/> Bike/Pedestrian facilities | <input type="checkbox"/> Vegetation management practices |
| <input checked="" type="checkbox"/> Safe routes for non-drivers | <input type="checkbox"/> Archaeological activities |
| <input type="checkbox"/> Abandoned railroad corridors for trails | <input type="checkbox"/> Environmental mitigation activity |
| <input checked="" type="checkbox"/> Turnouts, overlooks, and viewing areas | <input checked="" type="checkbox"/> Recreational Trails Program |
| <input type="checkbox"/> Control of outdoor advertising | <input type="checkbox"/> Safe Routes to School Program |
| <input type="checkbox"/> Historic preservation of transportation facilities | |

Project Information

1. Project Description:

The second phase of a project intended to provide a safe bicycle and pedestrian alternative for users travelling between Stevenson, North Bonneville, and Cascade Locks, this project will pave a section of trail designed under a 2011 National Scenic Byways grant.

That work, Phase I of the Bridging Byway Communities project, completes all retaining walls and earthwork necessary to install a gravel pathway meeting ADA grade standards and paves an 8' pathway up to a scenic overlook on Rock Creek Drive. The work proposed in this project will pave the remainder of the pathway from the scenic overlook to a new plaza/rest area at the western edge of City Limits on Mallicott Road and result in a 12' wide ~800 foot long extension of Stevenson's pathway section. Completing this gap would conclude the final Stevenson component in the Bridging Byway Communities project and complete a long-standing City Goal.

First identified in the City's 1984 Comprehensive Plan (3.3.4.b on page 19), a bikeway from Stevenson past the Bridge of the Gods to North Bonneville, the Pacific Crest Trail and Beacon Rock has been incrementally completed. The initial efforts in attaining this goal were inward looking and focused on internal connections for the main tourist areas of town: first a trail was added from downtown Stevenson to the Skamania County Fairgrounds, then two trails were added through and around the Fairgrounds, then the pathway was extended from the Fairgrounds to the Skamania Lodge resort. With the Bridging Byway Communities project, the City has begun looking outward and considering how best to accommodate travelers within the region as a whole. With the extension to the scenic lookout mentioned above and the continued paving to Mallicott Road, the project will eliminate one of the two major pedestrian/cyclist/motorist conflict points (Rock Creek Drive & Hwy 14) and route pedestrians onto a safe and scenic link between the City and the Bridge of the Gods. Funding through the Transportation Alternatives Program will allow the City to continue in its decades-long persistence, celebrate realization of its previously identified visions, and truly provide transportation alternatives on a regional basis.

Project Information

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

This project will provide aesthetic and safety improvements for pedestrians and cyclists and increase travel options for the community and the community's visitors.

-Aesthetic Improvements- The pedestrian plaza, landscape plantings and decorative boulders contemplated for this project will improve the cyclist and pedestrian travel experience and safeguard the intrinsic qualities of the Columbia River Gorge Scenic Byway.

-Safety Improvements- By diverting pedestrian and cyclist traffic off of Hwy 14 at one of the highest average daily traffic intersections, this project will improve the public travel experience by eliminating one of the two major pedestrian/cyclist/motorist conflict points between Stevenson and the Bridge of the Gods. Replacing the gravel trail with pavement in this area will also improve safety for pedestrian and cyclist users of the pathway. Construction of the terminal plaza, bollards, and landscaping will provide a physical and visual break that differentiates the pathway from the motorized travel portion of Mallicott Road.

-Increase Travel Options- Paving Phase II of the Bridging Byway Communities project will increase the likelihood that disabled users can navigate the pathway. This provides travel options for a wider range of users than currently exists.

-Community-Wide Benefits- Beyond the individual benefits of the above bullet points, the completion of this project would help the city's commercial areas capture new and repeat business from the byway tourists that generate 50% of our local sales tax receipts, create 22.5% of our workforce, and contribute 75 cents to every dollar spent in Stevenson.

See Photo attachment and Landscaping Plan.

3. Describe how the project provides a connection between modes, or improves transportation choices, or connects to land use services such as job locations, a civic center, library, grocery market, playground, retail center, medical office, school, and other. (Include modes and list of specific land uses connect within 1/2 mile of project):

Phase II of the Bridging Byway Communities project will directly connect to the publicly-accessible trail system, golf course, and other recreational amenities of Skamania Lodge, Stevenson's largest private employer. The proposed project also indirectly connects with public and private automotive parking and the Skamania County Region Transit system.

-Uses within 1/2 mile: Resort hotel, museum, assisted living facility, single-family residences, health clinic, gallery, County Fairgrounds and park, County general services building, WorkSource.

-Transmodal connections within 1/2 mile: Skamania Lodge, Columbia River Gorge Interpretive Center, Skamania County Fairgrounds/Rock Cove Park parking lots (primary destinations/departure points of recreation-seeking tourists), on-street parking, Hegewald Center Bus Stop, city street and sidewalk systems.

Project Information

4. Describe how the project relates to an adopted plan such as the GMA plan, modal plan, neighborhood plan or other planning process. (Include name of Plan and attach a copy of page from plan that including project by name):

This project has been listed in a variety of plans. Most recently, and by name, it was listed in the Skamania County Community Action Workplan adopted by the Board of County Commissioners. This workplan, is created by the Community Action Team as a way to identify the highest priorities for grant funding for all Stevenson and all other Skamania County jurisdictions/grant seekers. The project is the 6th priority on most recently adopted plan and also referenced by name in the 1984 Comprehensive Plan's section 3.3.4.b. (both attached).

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

Stevenson is a small community, with the bulk of its population base living within 1 mile of the proposed project. The housing stock in this area is heterogenous and includes both the most valuable residential structures and affordable housing complexes. The proposed project will benefit all users within this area. The closest residential use to the project is the Rock Cove Assisted Living Facility, which houses the elderly and disabled. By replacing the gravel trail with a paved trail, this project will ensure its usability for the more adventurous and mobile denizens of the Assisted Living Facility.

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

None within 1/2 mile.
Two (Rock Creek Terrace, 36 units & WAGAP Emergency Homeless Shelter, 5 units) within 1 mile and directly served by the existing trail.

Project Information

7. Identify the safety issues addressed by project (collision data, lack of adequate safe crossing or access, lack of separated facility, high speed or volume, other):

The gravel surface for the trail in this hilly area limits its usability for elderly and disabled users and cyclists alike, and in doing so, limits the pathway's effectiveness of this route as a separated bicycle and pedestrian facility. The trail meets Mallicott Road at an angle suggesting the continuation, rather than the termination, of the roadway.

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

By converting the gravel surface to a paved surface, pedestrian trail users will have surer footing and as they traverse up and/or down the slope, and bicycle users will be better able to maintain speeds when going uphill and control speeds when travelling downhill. Adding such conveniences and removing such physical and psychological impediments for these users will ensure this route is properly used as the separated facility that it is intended to be. Construction of the plaza, bollards, and landscaping at the trail's terminus on Mallicott Road will provide a physical and visual break that differentiates the pathway from the motorized travel area and decrease the potential for pedestrian-automotive conflicts. See landscaping plan.

9. Readiness:

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

Please explain:

The design, right-of-way, and permitting of both Phase I and Phase II of the Bridging Byway Communities project is paid for by the previous National Scenic Byways Grant. Design is currently at 90%, negotiations for right-of-way are underway, and permit applications are being reviewed. All components are expected to be complete by the time the Transportation Alternatives Program funding is awarded.

Project Information

10. Describe how the local community and other agencies have been involved in the planning process for the project.

List any opposition to the project and how it was overcome:

Phase I of the Bridging Byway Communities project was a collaborative success. Fifteen letters of support were received from a diverse array of Oregon and Washington recreational users, service providers, and special interest groups. The City of Stevenson partnered with the Port of Cascade Locks, Oregon to study the structural feasibility of adding a trail to their Bridge of the Gods and with the Port of Skamania County to update visitor-oriented kiosk signage. The trail portion of Phase I and the paving portion of Phase II have been the City's sole responsibility. Updates to the Skamania County Public Works Department, stewards of Mallicott Road, have been frequent and ongoing, and it is hoped that completing the trail to the edge of city limits will encourage and enable signage, striping, and/or surfacing improvements to continue the trail to the Bridge of the Gods and beyond. Opposition to the project has been expressed at City Council meetings, but the opposition has been directed at the budgetary aspects of the trail and not the trail concept itself. To overcome these concerns, the City Council directed staff to apply for grant funding through the Transportation Alternatives Program. Members of the Community Action Team also saw the value in this project and rank it as a top ten (#6) priority for funding.

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

As a bicycle and pedestrian facility, this project inherently enables improved public health and increased physical activity. The Columbia Gorge Running Club is ready to incorporate the trail extension into various of their monthly fun runs. The trail will be promoted as a recreation activity for visitors and will extend the existing trail already heavily used by residents. There is also a budding effort from the Skamania Lodge, Bonneville Hot Springs Resort, and Beacon Rock State Park to promote European-style point-to-point overnight hikes utilizing the improved trail system.

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

A landscaping plan for this portion of the pathway has been prepared by JD White and Associates. The plan includes decorative landscape boulders, planting of trees and shrubs, and a welcoming plaza including a bench rest area and space for installation of kiosk signage introducing visitors to the Stevenson trail system. These aesthetic contributions to quality of life complement the aforementioned safety and economic contributions.

Project Information

13. List all funding partners contributing to the project:

Funding Source	Amount
City of Stevenson	\$16,600
Transportation Alternatives Program Grant	\$66,400

Other Information

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

We believe the timing of this project ideally meshes with the recently accelerated schedules for delivery of federally funded projects. Early this summer, the City will be going out for bids on Phase I of the Bridging Byways project and meeting all federal compliance required of that project. The City could elect to include the Phase II improvements in the same bid as an add-on to the base bid, thereby saving mobilization costs. If awarded the grant, we could then engage the contractor for the added improvements and proceed to deliver Phase II almost immediately. However, if grant reviewers believe that this situation would make the project ineligible under the Project Screening Criteria, the City could forego the add-on and initiate a new bid procedure.

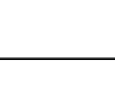
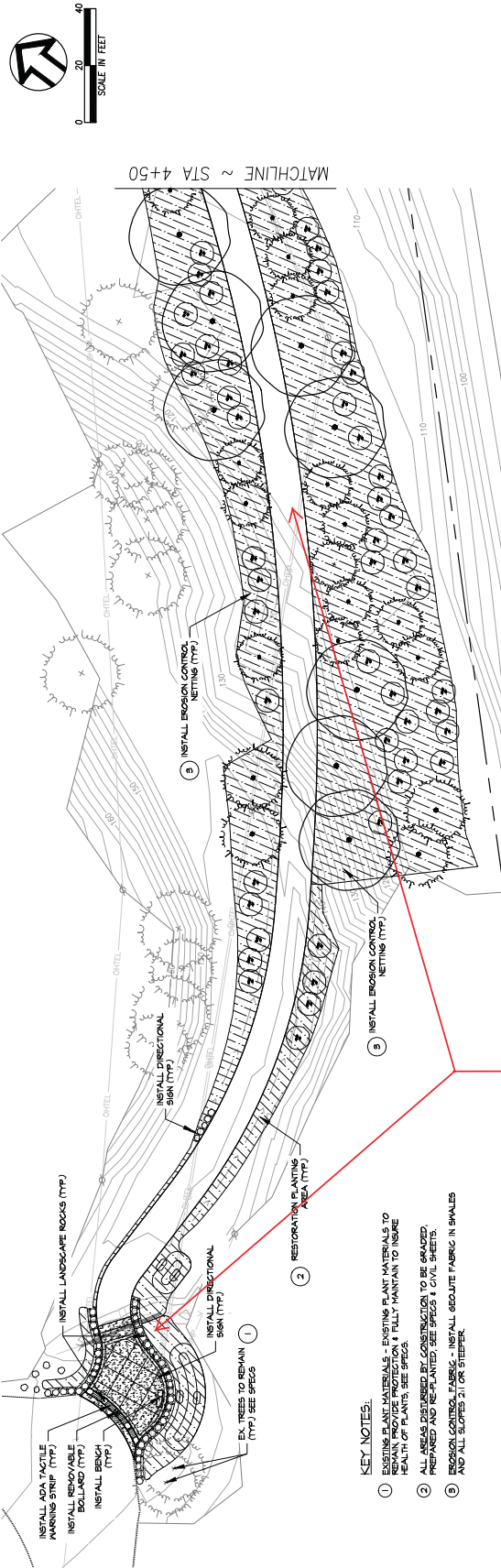
NO.	REVISION	BY	DATE

PLANTING PLAN
BEGIN TO STA 8+50

wallis engineering
1325A
03/2013
PROJECT NO.
DATE

CITY OF STEVENSON
STEVENSON TRAIL EXTENSION

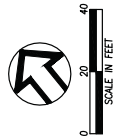
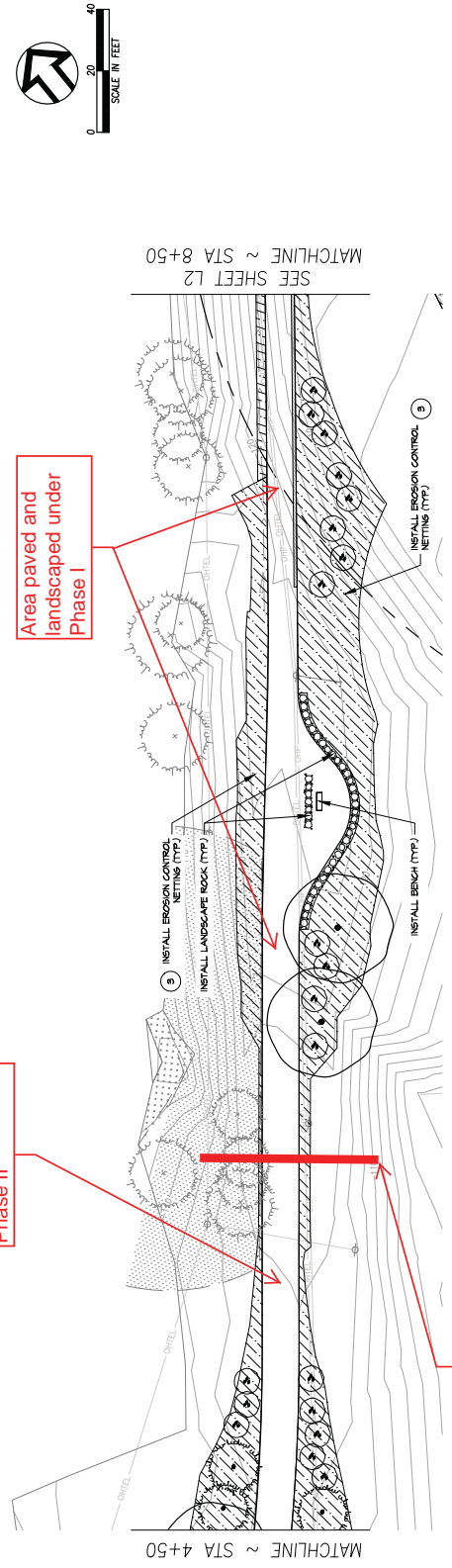
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PLANTING PLAN

KEY NOTES:

- 1 EXISTING PLANT MATERIALS - EXISTING PLANT MATERIALS TO REMAIN PROVIDE PROTECTION & FULLY MAINTAIN TO INSURE HEALTH OF PLANTS. SEE SPEC.
- 2 ALL AREAS DISTURBED BY CONSTRUCTION TO BE GRADED, PREPARED AND RE-PLANTED. SEE SPECS & CIVIL SHEETS.
- 3 EROSION CONTROL FABRIC - INSTALL GEOTEXTILE FABRIC IN SWALES AND ALL SLOPES 2:1 OR STEEPER.



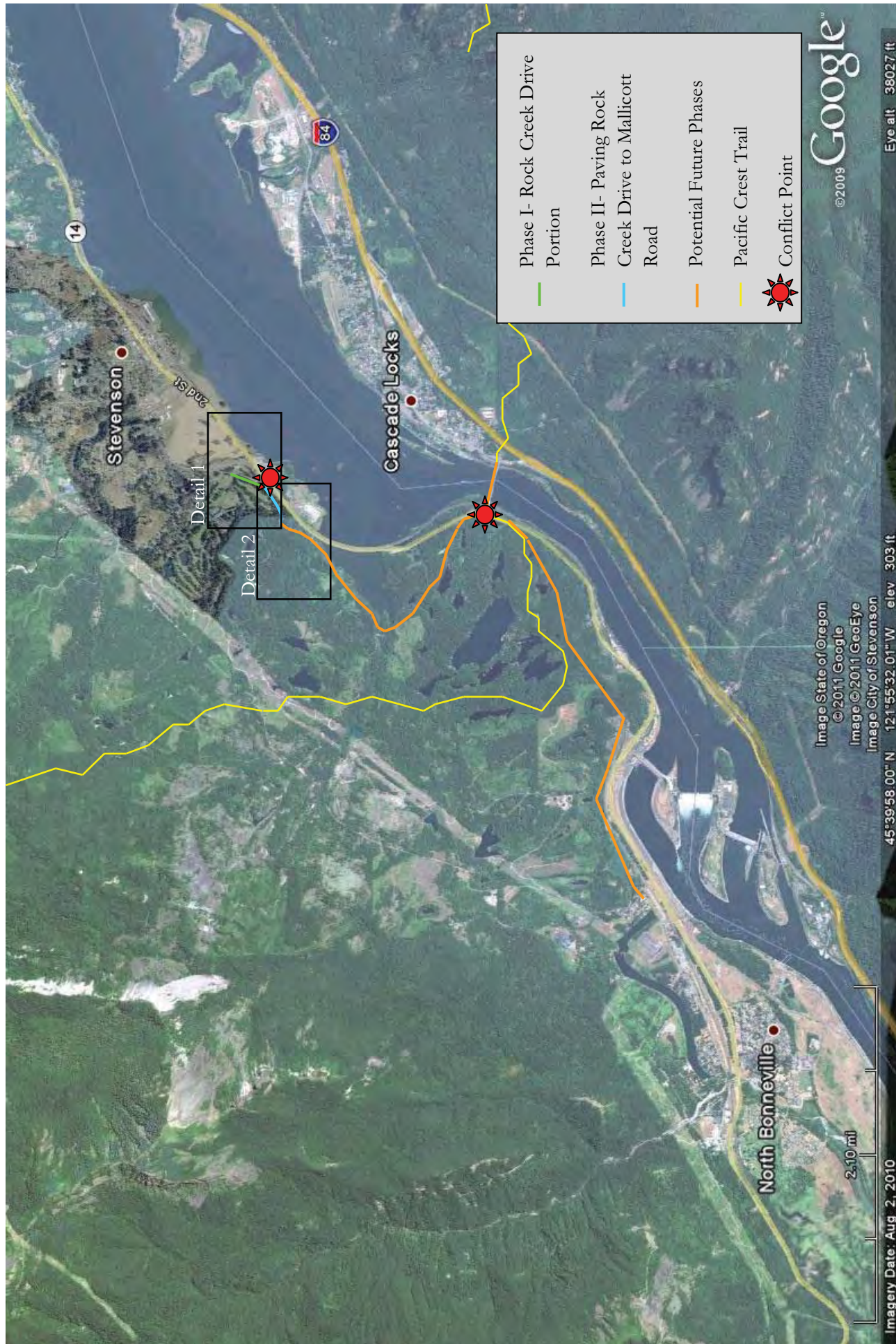
PLANTING PLAN

Area paved and landscaped under Phase I

Area proposed for paving and landscaping under Phase II

Approximate transition from Phase I to Phase II

MAP 1-PROJECT CONCEPT



DETAIL 1-STEVENSON TRAIL LOCATION ON ROCK CREEK DRIVE (PHASE I)



Phase I completes paving up to scenic overlook above Rock Creek Drive and removes pedestrians from narrow shoulders on Hwy 14.



DETAIL 2-STEVENSON TRAIL ROCK CREEK DRIVE TO MALICOTT ROAD (PHASE II)



Phase II will pave the hillslope and along the utility corridor to a plaza at Mallicott Road and City Limits



Project Priority	Project Title	Lead Jurisdiction	Type	Estimated Total Cost	Existing/Committed Funding	Funding Request	Notes
1	Carson Water System	PUD	Infrastructure	\$ 2,500,000.00	\$ 200,000.00	\$ 2,300,000.00	Phase 1 - Cost of service analysis. A district coalition formed between Port, County and PUD. Engineering, well and reservoir assessment needed.
2	Woody Biomass Utility Feasibility Study	Port of Skamania County	Technical assistance	\$ 38,000.00	\$ 8,000.00	\$ 30,000.00	Study on viability of Combined-Heat-and-Power (CHP) system. Applied for CERB grant on 4/1/2013
3	CR Shoreline Improvement/Enhancement/Rock Creek Dredging Ph. 1, 2 & 3	County/Port/City Stevenson	Infrastructure	\$ 2,050,000.00	\$ 275,000.00	\$ 1,775,000.00	Municipal research on hotel/motel fund use. Permits received. Some funds received from ALEA.
4	Secondary Well Pump/raise	North Bonneville	Infrastructure	\$ 1,650,000.00	\$ 450,000.00	\$ 1,200,000.00	Have price now, seeking funding; will work with grantwriter. Nearly finished with initial planning phase and will begin looking for money. Have water rights.
5	Stevenson Wastewater-Plan update	City of Stevenson	Technical assistance	\$ 1,277,000.00	\$ 27,000.00	\$ 1,000,000.00	possible grant/loan combo for remaining balance needed. Actively searching.
6	Pathway Extension	City of Stevenson	Infrastructure	\$ 790,000.00	\$ 500,000.00	\$ 290,000.00	Engineering completed. Partially funded through National Semi-Bypass grant. Submitted an additional grant request.
7	Wind River Business Park Water/Wastewater Systems	Port of Skamania County	Infrastructure	\$ 2,000,000.00	\$ 430,000.00	\$ 1,570,000.00	Mult phase project. \$50k grant rcvd from USDA to do Feasibility study w/\$30k match from .03 dollars. Senate and House approved \$350k for project. Phase 1 - Well analysis. Have \$20k in-kind match. Archeologist sample done, next is the Discovery plan.
8	Cascades Business Park Infrastructure D/E/C Phase 3	Port of Skamania County	Infrastructure	\$ 1,281,000.00	\$ 1,081,000.00	\$ 200,000.00	Phase 3, illumination plan, street lights, additional grading and roadwork
9	WRMS Education Center	SCSD	Technical assistance	\$ 200,000.00	\$ 152,000.00	\$ 48,000.00	School District looking for facility use change to an education center. Working with regional community college's.
10	Discovery III Building	Port of Skamania County	Infrastructure	\$ 2,000,000.00	\$ -	\$ 2,000,000.00	15,000 sq. ft building in budget. Need tenant before beginning construction.
11	Cascade Avenue Rebuild	City of Stevenson	Infrastructure	\$ 571,500.00	\$ 70,000.00	\$ 501,500.00	Rebuild Cascade Ave to meet diversifying needs of growing commercial and rec use in an Industrial center.
12	Broadband Telecommunications - Last Mile	SCEDC	Infrastructure	\$ 850,000.00	\$ -	\$ 850,000.00	Middle mile nearing finish, lots of requests for last mile. On hold until Broadband study is finished.
13	Gropper and Kanaka Road Infrastructure update	City of Stevenson	Infrastructure	\$ 700,000.00	\$ 55,000.00	\$ 645,000.00	Applying for TIB grant this year, potential to combine with RTBO funds.
14	Skamania County Strategic Plan update	SCEDC	Technical assistance	\$ 90,000.00	\$ -	\$ 90,000.00	Looking at grants. Requesting funding from local agencies. Checking with WSU-Vancouver about students updating parts of the plan. On hold.
15	SR 14 Dam Access Rd Intersection Improvements	Port of Skamania County	Infrastructure	\$ 824,000.00	\$ 124,000.00	\$ 700,000.00	Cascades Park Intersection: Easement app submitted to Corp for Port Cascade and Highway 14.
16	New 750 gpm Pump/Truck	City of Stevenson	Infrastructure	\$ 600,000.00	\$ 200,000.00	\$ 400,000.00	Critical need for a second fire engine for backup, currently on one operational fire engine. Fire department went on 108 call outs in 2011. Submitted grant request, waiting on request.
17	Wind River Business Park Infrastructure	Port of Skamania County	Infrastructure	\$ 180,000.00	\$ 180,000.00	\$ -	Processing building upgrades for tenant to move in (roof and paint). Approved for .09 funding (used \$50k)
18	Art Mural for Hegewald Center	Skamania County	Infrastructure	\$ 50,000.00	\$ -	\$ 50,000.00	Ready to go
19	Feasibility Study- Multi-use trail to Beacon Rock	North Bonneville	Technical assistance	\$ 400,000.00	\$ -	\$ 400,000.00	Phase 1 funded. Feasibility study underway. City met with Jim Clapp who opposed the trail through the refuge. Looking for other options.
20	Stevenson Waterfront Bldg & Access Design/Engineering/Construction	Port of Skamania County	Infrastructure	\$ 1,934,000.00	\$ 20,000.00	\$ 1,914,000.00	3 waterfront properties have been purchased; awaiting funding; currently looking for \$5 and developer. \$10k funding from Port to tear down existing building
21	Wastewater Treatment Plant Upgrade	City of Stevenson	Infrastructure	\$ 3,500,000.00	\$ 400,000.00	\$ 3,100,000.00	Phase 1 finished. On hold until plan is finished.
22	Wind River Boat Launch / Dredging Improvements	Skamania County	Infrastructure	\$ 2,000,000.00	\$ -	\$ 2,000,000.00	Plans should be done by Dec. Negotiating w/ WASDOT on right of way. Possible RCO in 2014. Need 25% match.
23	Russell Ave. Upgrade-Final Phase	City of Stevenson	Infrastructure	\$ 3,000,000.00	\$ 400,000.00	\$ 2,600,000.00	No (immediate action) no change this quarter. Looking at 2012, need match. On hold until railroad crossing is finished.
24	Tichenor Building Mezzanine Expansion	Port of Skamania County	Infrastructure	\$ 250,000.00	\$ 50,000.00	\$ 200,000.00	On hold
25	Indoor Shooting Range	Skamania County	Infrastructure	\$ 225,000.00	\$ 75,000.00	\$ 150,000.00	Commitment of raw land and cash; rescheduled; need lead agency RCO
26	Stevenson Quiet Zone	City of Stevenson	Infrastructure	\$ 690,000.00	\$ 190,000.00	\$ 500,000.00	Received grant, SEPA done, working on contract with BNSF- still.
27	Storage Improvements-Level 4	City of Stevenson	Infrastructure	\$ 550,000.00	\$ -	\$ 550,000.00	Upper level reservoir - expansion; no change this quarter. In preliminary design. On hold.
28	Community Pool	Stevenson/Carson SD	Infrastructure	\$ 200,000.00	\$ -	\$ 200,000.00	School working on an RFP to be released soon.
29	Light Industrial Mfg. Site Infrastructure	City of Stevenson	Infrastructure	\$ 425,000.00	\$ 125,000.00	\$ 300,000.00	No change this quarter; waiting on WKO
30	Geothermal Feasibility Study	PUD/Ska.Co.	Technical assistance	\$ 175,000.00	\$ 25,000.00	\$ 150,000.00	On hold at this time
31	City of Stevenson Sewer Line Extension and Waterline Replacement	City of Stevenson	Infrastructure	\$ 75,000.00	\$ 15,000.00	\$ 60,000.00	Reviewing RDA in Jan
32	Renewable and Energy Efficiency for Public Facilities	Skamania County	Infrastructure	\$ 2,200,000.00	\$ -	\$ 2,200,000.00	In progress. Looking at potential grants. Rebate program for WRBP.
33	County Transit System Expansion	Skamania County	Infrastructure	\$ 217,000.00	\$ 29,295.00	\$ 187,705.00	Grant submitted 4/5/2013 for funding through the Federal Highway Administration program
Total				\$ 32,342,500.00	\$ 5,081,295.00	\$ 27,261,205.00	

Updated: March 27, 2013

From 1984 Comp Plan, Page 19

3.3.4 Bicycle Traffic

Findings:

- a. At present, little provision has been made for the use of bicycles as an alternative means of transportation.
- b. A bikeway between Stevenson, North Bonneville, and Beacon Rock has been proposed.

Policies: