

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: Evergreen Trail

Project Location and Limits: SE Evergreen Highway - SE Chelsea Avenue to SE Image Road

Project Length (miles): 1.1

Agency: City of Vancouver

Contact Person: [REDACTED]

Telephone: [REDACTED] Email: [REDACTED]

Certified Acceptance Agency: City of Vancouver

Project Screening Criteria

Check all that apply.

- Project is consistent with the 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	09/01/2013	\$100,000	\$75,000	\$175,000
Right of Way	06/01/2015	\$65,000		\$65,000
Construction	12/01/2016	\$760,000	\$200,000	\$960,000
Totals	n/a	\$925,000	\$275,000	\$1,200,000
Overall Match Ratio:				22.92%

Project Type

Check all that apply.

- | | |
|---|---|
| <input checked="" type="checkbox"/> Bike/Pedestrian facilities | <input type="checkbox"/> Vegetation management practices |
| <input type="checkbox"/> Safe routes for non-drivers | <input type="checkbox"/> Archaeological activities |
| <input type="checkbox"/> Abandoned railroad corridors for trails | <input type="checkbox"/> Environmental mitigation activity |
| <input type="checkbox"/> Turnouts, overlooks, and viewing areas | <input 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:

When Evergreen Highway, or North Bank Highway as it was originally known, was completed in 1920, Clark County was clearly very different than it is today. The original vision for Evergreen Highway saw it reaching all the way to Yakima County to become a major east-west highway across Washington. Because of this vision for the highway, it was built like many of the roads in Clark County during that time with no facilities provided for pedestrian and bicyclists.

Its function as a highway was replaced in 1954 when SR-14 was opened and today the highway serves primarily residential neighborhoods as well as some recreation use and some through traffic. It is the main artery for the large residential areas along the corridor and provides local connectivity to regional roadways and the transit system. The area's poor street network and barriers (access control highway SR-14 and Columbia River frontage) do not allow for alternative off-street routes to transit, shopping opportunities, and other local destinations.

SE Evergreen Highway currently has no space to accommodate walkers, bicyclists, or persons with disabilities. The physical condition of the roadway is in significant decline and geometric deficiencies are common. The roadway consists of two 10 foot travel lanes, shoulders that are a combination of property owner improved driveways/parking spaces, gravel or no-shoulder, and the surface water drainage is primarily conveyed in an open ditch system. SE Evergreen Highway has also seen a significant increase in traffic in the last ten years due to motorists using it is an alternative to SR-14 due to the increased congestion that corridor is experiencing.

This project will complete a portion of the next section of the Evergreen Highway Trail identified in the Regional Trail and Bikeway System Plan. It will construct a shared use path on the south side of SE Evergreen Highway from SE Chelsea Avenue to SE Image Road. The pathway will be built of pervious asphalt, it will be 10 feet wide, and in most cases will be attached to the roadway.

Project Information

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

This area of Vancouver has a very limited transportation system due to the physical barrier of the Columbia River and SR-14. SE Evergreen Highway provides the only connection to the City's larger transportation system and is currently a substandard transportation facility. The roadway has only two 10 foot travel lanes and no bicycle or pedestrian facilities. Driving a vehicle is really the only safe option for residents so construction of the trail will provide an immediate increase in transportation options for residents in the area. It will allow residents to now walk and bicycle as well as provide a new connection to the regional transit system.

As noted in the 2006 Regional Trail and Bikeway System Plan: "Traditional shared-use paths or trails are the foundation of a comprehensive bicycling and walking system. These regional trails obviously offer numerous aesthetic and recreational opportunities for walkers, cyclists, equestrians and paddlers. But they can also provide commuter options for walking, hiking, bicycling, skating, or otherwise traveling to and from our daily destinations in Clark County."

The Evergreen Trail is part of a much larger, regional trail that will connect Ridgefield, Vancouver, Camas, and Washougal. The Lewis and Clark Greenway Trail follows the path of the Columbia River and in its completion will be over 46 miles long. At this time just under ten miles of the trail system has been built and the Evergreen Trail project will add another mile to the work already completed. Completion of this trail will work toward meeting a regional vision of creating communities that offer transportation choices, opportunities for physical activity, and that are more economically competitive.

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):

Building the Evergreen Trail along SE Evergreen Highway will create new regional connections and significantly improve transportation choices for residents in the area. The trail will make a direct link to Wintler Park, the Waterfront Trail, and the Columbia Springs Environmental Education Center. Along with these direct links, the trail will also help residents reach work locations, commercial establishments, and other recreational opportunities. This will be done through the following modes:

Transit:

C-TRAN provides service along SE Evergreen Highway to SE Andresen Road with the #32, and access to it is just under 8 tenths of a mile away from the project terminus. A transit stop at this distance is still within a walkable range and would also provide a good bicycle to transit connection as all C-TRAN buses are equipped with bicycle racks. The trail will allow for a large expansion of residents to be able to access transit, allowing them to have better connections to other areas of the City.

Bicycle:

Constructing Phase I of the Evergreen Trail would create a 2 mile separated bicycle path that will connect residents to the I-205 bicycle path, which is a significant commuting route into Portland. It will provides residents access up SE Ellsworth Road into the City's major east/west bicycle corridor along McGillivray/SE 10th/St. Helens/MacArthur/McLoughlin. It will also provide residents access into downtown Vancouver through Evergreen Boulevard and the Waterfront Trail.

Walking:

Currently residents in the area have very limited choices as to where they can walk safely. SE Evergreen Highway has only two 10 foot travel lanes and limited shoulder areas. The shoulder areas are either drainage ditches, landscaping, or have topography issues that prevent people from walking. The trail will provide residents a safe, accessible, and comfortable place to walk.

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):

The Evergreen Trail project falls under numerous City of Vancouver Comprehensive Plan policies and is specifically identified in the Capital Facilities element of the Comprehensive Plan. The prominent Comprehensive Plan policy the project falls under is policy PFS-4 which states: "Develop and maintain an interconnected and overlapping transportation system grid of pedestrian walkways, bicycle facilities, roadways for automobiles and freight, transit and high-capacity transit service. Include support programs, such as traffic operations, transportation demand management, neighborhood traffic management, and the regional trails program." Other plans that specifically identify the trail include:

- City of Vancouver's Transportation System Plan (TSP): This plan was adopted in 2004 and identified the 12 mile trail as the Columbia River/Evergreen Highway Trail that starts at I-5 and extends all the way to SE 192nd Avenue.
- Clark County Regional Trail & Bikeway Systems Plan: This plan was adopted in 2006 and identifies the Evergreen Trail as the Lewis & Clark Greenway Trail. The entire Lewis and Clark Greenway Trail is a little over 46 miles long and includes the Evergreen Highway piece as part of the overall trail.
- Bi-State Regional Trails System Plan: This plan was adopted in 2010 as part of the regional Intertwine partnership planning process.

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

As noted above, currently SE Evergreen Highway only has two 10 foot travel lanes and no facilities for pedestrians or bicyclists. Because no facilities currently exist along with the high travel speeds on the corridor, it creates an unsafe and inaccessible place for many residents in the area. The trail project will build a separated 10 foot shared use path for all residents to use. The facility will be ADA compliant allowing for access where there currently is none, and creating a critical connection through the area.

The project is also bordered by two low/moderate census block groups that will now have access to a mile long facility, and eventually the whole SE Evergreen Highway Trail project that is planned to SE 192nd Avenue. Low to moderate income block groups are defined as 51% of the residents living within a block group that have incomes below 80% of the area median income. The project will allow residents to access the City's much broader transportation network, creating new connections to employment, commercial, and recreational areas.

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

While there are no affordable housing complexes within 1/2 mile of the project, there are two low/moderate census block groups within a 1/2 mile of the project that will be served by the trail. Residents in these block groups will be able to use the trail if they are traveling east/west along Evergreen and it provides them access to much broader transportation options as mentioned above.

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 posted speed limit on SE Evergreen Highway from SE Chelsea Avenue to SE Image Road is 35 MPH. The roadway consists of only two ten foot travel lanes and no paved shoulders. There are no facilities for bicyclists or pedestrians so if someone wants to travel by foot or bike along the corridor they are forced to either use the travel lane or try to walk along the gravel, grass, or ditch areas along the roadway. A pedestrian's chance of death when they are hit by a vehicle going 30 MPH is about 45%, but when the speeds get up to 40 MPH the chance of death jumps to over 80%. Traffic studies along SE Evergreen Highway show that the 85th% is between 35 MPH and 40 MPH which creates a very dangerous situation for pedestrians trying to use the corridor.

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

This project will directly address pedestrian and bicycle safety by creating a separated facility away from the roadway. It will provide a facility that pedestrians, bicyclists, and people with disabilities can safely use away from passing motor vehicles.

9. Readiness:

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

Please explain:

Design for Phase I of the Evergreen Trail was originally completed in 1996 by Clark County through an Enhancement grant. In June of 2006 the City hired CH2M HILL to update the cost estimates, review any new environmental requirements, and evaluate different options to reduce costs and stage the project. CH2M HILL was the design firm that was hired by Clark County to complete the preliminary design and estimate back in 1996.

Since that time, Phase I has essentially been broken up into three pieces: SE Chelsea Avenue to SE Image Road; Image Road to SE 100th Court; and SE 100th Court to Ellsworth Road. The first section from SE Chelsea Avenue to SE Image Road doesn't have the environmental and topography constraints that the sections from SE Image Road to SE Ellsworth Road so the City anticipates a quicker design and implementation process.

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:

The public process for improvements along SE Evergreen Highway started over 35 years ago with most of the initial work beginning in 1991. At that time a group of citizens formed the Friends for Evergreen Highway and submitted a proposal for a pedestrian and bicycle trail along Evergreen Highway. The group had come together two years before that time to address the need for safe and adequate facilities for pedestrians and bicyclists along the roadway. After their formation, the Friends for Evergreen Highway completed a plan through a community lead public process. The purpose of this plan was to finalize the trail location and decide whether it should be: a trail exclusively along SE Evergreen Highway, a main trail on the highway with connections to existing access points along the river, a main trail on the highway with waterfront loops along the river, or trail along the riverfront exclusively, except where there were man-made or natural barriers.

The public process that aided in the development of this plan created a lot of community debate as to the trail alignment location. A number of residents in the area vehemently opposed having the trail along the waterfront. Groups like the Clark County Parks Commission wanted to see the trail along the highway with waterfront loops along the river, while the Friends of Evergreen Highway wanted the trail to stay exclusively along the highway. Through this public process the decision was made to focus on a trail that was primarily along Evergreen Highway with waterfront loops along the river.

The next step in the public planning process began in 1993 when Clark County applied for and received \$96,000 in Enhancement funds through the Regional Transportation Council (RTC) to fund a study that would finalize the design for Evergreen Highway. The transition from the earlier plan to this plan eliminated the trail loops along the waterfront and only looked at improvements along Evergreen Highway from SE Chelsea Avenue to SE 164th Avenue.

In 2006, the Friends for Evergreen Highway group joined with the Old Evergreen Neighborhood Association (OEHNA) and they continue to promote the need for this project in the community. In 2010 the OEHNA and the East Old Evergreen Highway Neighborhood Association both developed Neighborhood Action Plans that emphasized building a shared-use path facility along SE Evergreen Highway.

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

Overriding health data for Clark County that this project is aiming to address is: In Clark County, an estimated 32% of adults are obese (BMI 30) and 67% of adults are overweight or obese (BMI 25). In 2010, 22% of Clark County tenth graders were overweight and an additional 10% were obese. Regular physical activity reduces the risk of obesity and many obesity-related diseases. The Evergreen Trail project will provide direct opportunities for physical activity by providing, safe and separated facilities where currently no facilities exist.

The Clark County Growing Healthier Report from April 2012 identified goals, objectives, and strategies to address eight different topic areas that focus on the connection between health and the built environment. One of the eight topic areas is how the relationship between transportation infrastructure and land use determines transportation choices, which in turn influence our ability to get exercise as part of daily life. Goal 2 under this topic states to build neighborhoods that support active transportation. Strategy item 2.2 under this goal is to build active transportation infrastructure in the Urban Growth Area. The Evergreen Trail project provides a new facility in an area of the City that is significantly underserved with active transportation facilities.

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

Numerous studies from around the country have shown the value of trails and how they can lead to changes like increased property values, reduced crime rates, and improved health of residents. The level of walking and bicycling in a community is considered to be an indicator of community livability which can lead to increased opportunities for economic development and overall quality of life. This project will work toward creating a more livable, active, and healthy community. It will do this by providing new transportation access and choices; providing regional links to recreational opportunities like the Waterfront Trail and Wintler Park; providing new opportunities for being physically active; and using a design that is environmentally friendly.

Project Information

13. List all funding partners contributing to the project:

Funding Source	Amount
City of Vancouver Local Funds	\$275,000

Other Information

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

The planning for improvements along SE Evergreen Highway started over 20 years ago and this project is another step in the process to provide a trail or facility along the entire length of the corridor. The first plan for the corridor was completed in 1991 as part of the public process by the Friends for Evergreen Highway community group. The purpose of this plan was to finalize where the trail alignment should be: a trail exclusively along Evergreen Highway, a main trail on the highway with connections to existing access points along the river, a main trail on the highway with waterfront loops along the river, or trail along the riverfront exclusively, except where there were man-made or natural barriers. At that time it was decided to focus on the option of putting the main trail along the highway with waterfront loops along the river.

The next step in the planning process began in 1993 when Clark County applied for and received \$96,000 in Enhancement funds through the Regional Transportation Council to fund a study that would finalize the design for Evergreen Highway. The transition from the earlier plan to this plan eliminated the trail loops along the waterfront and only looked at improvements along SE Evergreen Highway from SE Chelsea Avenue to SE 164th Avenue. Clark County Parks and Recreation was the lead for the project and resulted in a final plan being completed in 1994.

An extensive public process occurred in the development of the plan which included a project advisory committee, 2 community meetings, and numerous workshops. The intent of the plan was to finalize a design and cross section for pedestrian and bicycle improvement. Once the plan in 1994 was completed that provided a preferred cross-section to move forward with, Clark County then started the design and construction elements of the project. In 1995 Clark County applied for and received \$250,000 in Enhancement funds through RTC to design Phase I and Phase II of the Evergreen Trail. Part of the funding was also used to start some right-of-way acquisition process.

In 1996 Clark County submitted grants for both Phase I and Phase II construction, but only Phase II was funded due to its connection to the I-205 bicycle path. The total project cost was over \$1.3 million, and was a combination of \$200,000 in Enhancement funds, \$350,000 in Congestion and Mitigation Air Quality (CMAQ) funds, and \$549,000 of local match funds.

In 1997 the City of Vancouver completed a large annexation that brought Evergreen Highway under City jurisdiction, so the project funding was transferred over to the City of Vancouver to complete the project design and construction. Final construction of Phase II (Ellsworth Road to the Biddle Nature Preserver) was completed in 2001 and is the only piece of the trail that has been constructed.

In an attempt to keep the project moving forward, the City hired CH2M HILL in June of 2006 to update the 1996 cost estimate, review any new environmental requirements, and evaluate different options to reduce costs and stage the project. The cost estimate updates included right of way, easement, and condemnation costs, but no work was done to obtain the needed easements or environmental permits due to lack of project funding. The City applied for and received an Enhancement grant in 2010 for the section from SE Ellsworth Road to SE Image Road. Construction on the section from SE Ellsworth Road to SE 100th Court is anticipated in late 2014.

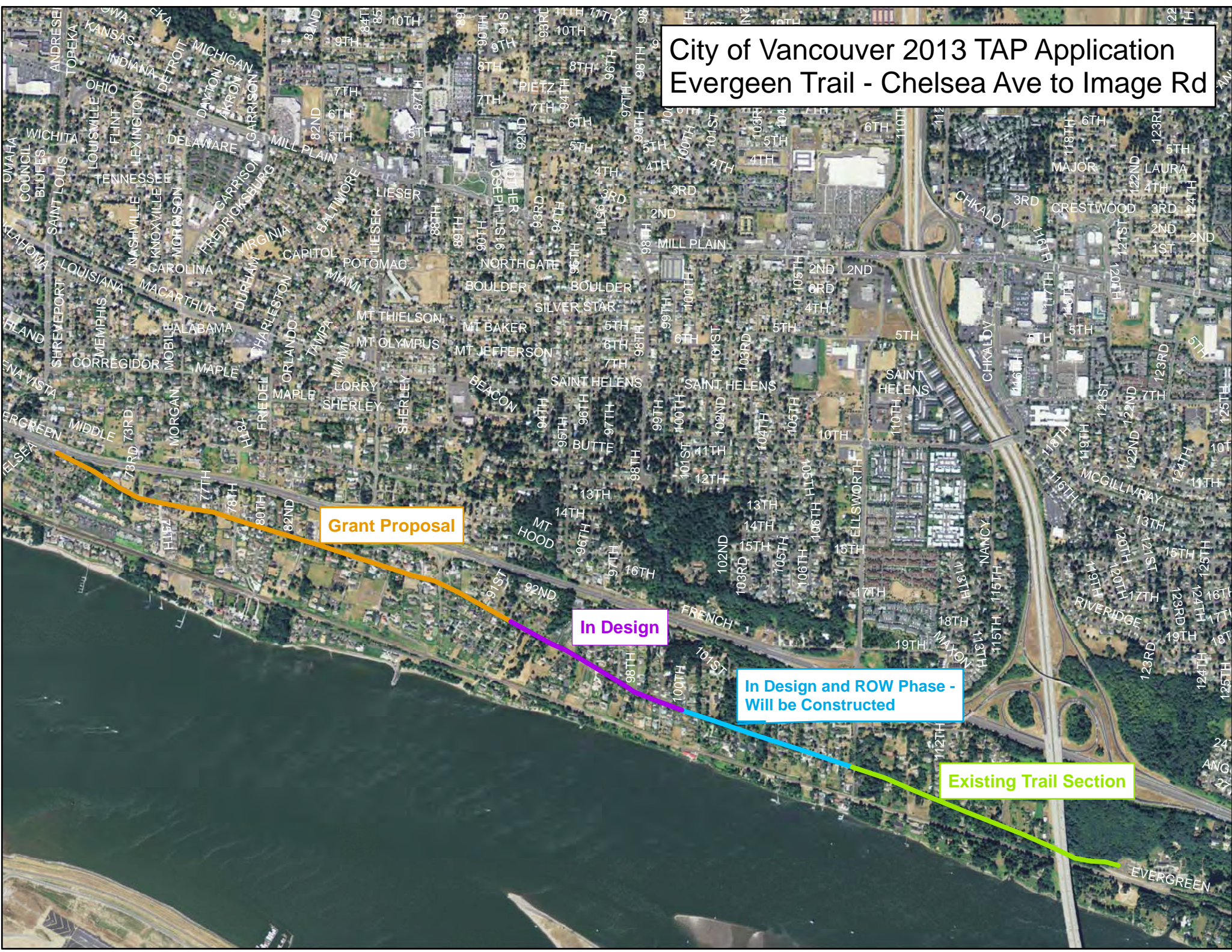
**071448 EVERGREEN HWY PATHWAY
SE CHELSEA AVE. TO SE IMAGE RD.
~6100 LF SECTION ONLY**

STREET WORK

Item No.	Item With Price Bid					WSDOT SECTION
	(Unit Price to be Written in Words)	Unit	Unit Price	Quantity	Total Price	
1	SPCC Plan	L.S.	\$2,000.00	1	\$2,000.00	1.07
2	Pedestrian Control and Protection	L.S.	\$8,000.00	1	\$8,000.00	
3	Mobilization	L.S.	\$75,000.00	1	\$75,000.00	1.09
4	Project Temporary Traffic Control	L.S.	\$26,500.00	1	\$26,500.00	1.10
5	Construction Signs Class A	S.F.	\$10.00	250	\$2,500.00	
6	Portable Changeable Message Sign	HR	\$3.00	200	\$600.00	
7	Sequential Arrow Sign	HR	\$2.00	200	\$400.00	
8	Traffic Control Supervisor	L.S.	\$2,000.00	1	\$2,000.00	
9	Flaggers and Spotters	HR	\$45.00	400	\$18,000.00	1.10
10	Clearing and Grubbing	L.S.	\$50,000.00	1	\$50,000.00	2.01
11	Adjust Water Meter	EACH	\$200.00	3	\$600.00	
12	Adjust Water Valve	EACH	\$400.00	3	\$1,200.00	
13	Adjust Fire Hydrant	EACH	\$1,200.00	3	\$3,600.00	
14	Adjust Gas Valve	EACH	\$200.00	1	\$200.00	
15	Adjust Manhole	EACH	\$250.00	0	\$0.00	
16	Removal of Structures and Obstructions	L.S.	\$10,000.00	1	\$10,000.00	2.02
17	Removal of Curb	LF	\$10.00		\$0.00	2.02nin
18	Sawcut	L.F.	\$1.50	672	\$1,008.00	2.02
19	Roadway Excavation Incl. Haul	C.Y.	\$35.00	4500	\$157,500.00	2.03
20	Crushed Surfacing Base Course	C.Y.	\$40.00		\$0.00	4.04
21	HMA Cl. 1/2" PG 64-22 (driveway connections)	TON	\$150.00		\$0.00	5.04
22	Inlet Protection	EACH	\$75.00	21	\$1,575.00	8.01
23	Erosion/Water Pollution Control	EST.	\$18,000.00	1	\$18,000.00	8.01
24	Seeded Lawn Installation	S.Y.	\$4.00	0	\$0.00	8.01
25	Topsoil Type A	C.Y.	\$45.00	1	\$45.00	8.02
26	Cement Concrete Curb, Type E-1	LF	\$12.00	1165	\$13,980.00	8.14
27	Cement Concrete Driveway Entrance	S.Y.	\$40.00	613	\$24,520.00	8.14
28	Cement Concrete Sidewalk (pervious)	S.Y.	\$65.00	1579	\$102,635.00	8.14
29	Detectable Warning Device - Pre-Cast Tile	S.F.	\$30.00	204	\$6,120.00	
30	Mailbox Support Type 1	EACH	\$250.00	41	\$10,250.00	8.18
31	Mailbox Support Type 2	EACH	\$250.00		\$0.00	8.18
32	Mailbox Support (Module)	EACH	\$150.00	9	\$1,350.00	8.18
33	Mailbox Special (brick or stone structure)	EACH	\$250.00	4	\$1,000.00	
34	Permanent Signing	L.S.	\$2,000.00	1	\$2,000.00	8.21
35	Retaining Wall (250 LF)	S.F.	\$50.00	1,000	\$50,000.00	8.24
36	Railing	L.F.	\$143.00	250	\$35,750.00	8.24
				TOTAL	\$626,333.00	

CONSTRUCTION CONTRACT		\$626,333.00
DRAINAGE & ENVIRONMENTAL MITIGATIONS		\$50,000.00
CONTINGENCY	15%	\$ 101,449.95
TOTAL ESTIMATED CONSTRUCTION CONTRACT		\$777,782.95
SURVEY, DESIGN ENGINEERING AND PERMITTING		\$ 175,000.00
CONSTRUCTION ENGINEERING, SURVEY AND INSPECTION		\$ 115,000.00
ROW or Easement To Be Acquired		\$ 65,000.00
TOTAL ESTIMATED PROJECT COST		\$1,132,782.95

City of Vancouver 2013 TAP Application Evergreen Trail - Chelsea Ave to Image Rd



Grant Proposal

In Design

**In Design and ROW Phase -
Will be Constructed**

Existing Trail Section

PROJECT 2: Columbia River/Evergreen Highway

The Columbia River / Evergreen Highway section extends from the River at I-5 eastward to SE 192nd Ave. Currently a wide sidewalk serves trail users on a direct route along Columbia Way from I-5 to Marine Park although the ultimate goal is to develop a shared use path in closer proximity to the riverfront. Approximately 10 new miles of trail are being proposed in order to construct a 12 mile long path that stretches along the river from I-5 to 192nd Ave. The numbering of segments in this section runs from west to east.



Figure III-3: Project 2, Columbia River / Evergreen Highway



2006 Trail & Bikeway Systems Plan

Regional Trail Name: Lewis & Clark Greenway Trail



Vicinity Map



Project Summary

Project Number:

Regional Trail Name: Lewis & Clark Greenway Trail (formerly known as Vancouver Lake Trail, Waterfront Trail, Evergreen Highway Trail)

User Groups: Pedestrians, Bicycles, Paddlers
 *Equestrian use is not permitted in the City of Vancouver

Project Length: 46.1 miles (9.5 miles built)

Project Description: This trail corridor extends from Washougal to Vancouver and on to Ridgefield following the Columbia River downstream re-tracing the route of Meriweather Lewis and William Clark 200 years ago. Along the route are several historical markers and parks and stops dedicated to their Corps of Discovery. This trail corridor is a multi-modal facility that accommodates walkers and bicyclists. Some reaches of the greenway accommodate horse riders as well. Sidewalks or bike lanes may be either separated or attached to roadways.

Environmental Constraints: Because of this trail's relationship to the Columbia River, some alignment alternatives may present greater shorelines, habitat and wetland permitting that may necessitate extensive preconstruction costs. Alignment alternatives analysis at sensitive areas may be necessary.

Cross-Section Detail

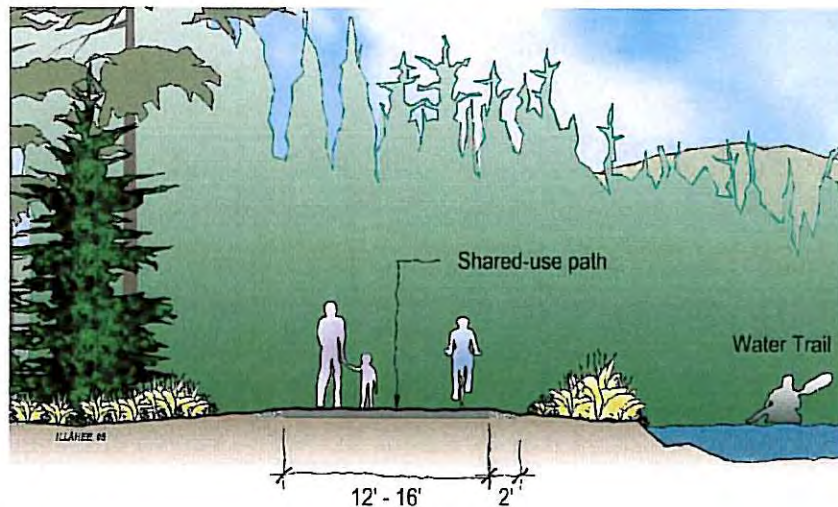
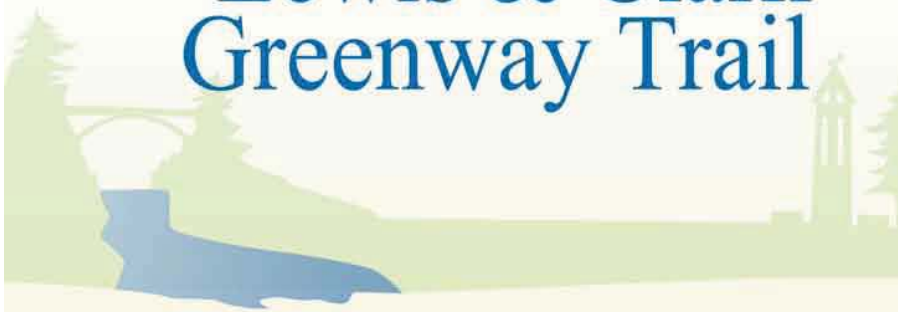


Figure 1

Lewis & Clark Greenway Trail



LEWIS & CLARK GREENWAY TRAIL - 46 MILES
 Provide a trail along the Columbia River extending from Washouga through Vancouver, then north to Ridgefield, following the route of Meriwether Lewis and William Clark in 1805.

- TRAIL FACTS:**
- Retraces the route of Lewis and Clark passing several historical markers dedicated to their Corps of Discovery.
 - Connects neighborhoods with employment centers and schools in Vancouver and Camas, Washouga, and Multnomah County.
 - Joins five premier parks and trails in Clark County for pedestrians and bicyclists using 12.4 miles of existing trails.
 - Provides equestrian access as the trail travels outside of City of Vancouver limits.