

Transportation Alternatives Program 2015 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: Main Avenue Access Improvements

Project Location and Limits: Main Ave, Ridgefield, WA (370' +/- south of city limits north to National Wildlife Refuge)

Project Length (miles): 0.42

Agency: Clark County / City of Ridgefield

Contact Person: [REDACTED]

Telephone: [REDACTED] Email: [REDACTED]

Certified Acceptance Agency: Clark County & FHWA-Western Federal Lands (WFL)

Project Screening Criteria

Check all that apply.

- Project is consistent with the 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	02/15/2015	\$0	\$585,776	\$585,776
Right of Way	10/01/2015	\$0	\$10,000	\$10,000
Construction	11/01/2016	\$200,000	\$2,858,352	\$3,058,352
Totals	n/a	\$200,000	\$3,454,128	\$3,654,128
Overall Match Ratio:				94.53%

Project Type

Check all that apply.

- | | |
|---|---|
| <input checked="" type="checkbox"/> Bike/Pedestrian facilities | <input checked="" 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 checked="" 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:

This project will construct approximately 2,200 feet of multi-use pathway for pedestrians and cyclists along a high speed road where no sidewalk currently exists. The path will address safety issues by moving pedestrians from the vehicle travel lane to a dedicated paved path. See attached Project Map and Site Plan. This work will include:

- Construction of attached and detached paved multi-use pathway, approximately 10 foot wide (where feasible), from the end of the existing sidewalk (approximately 370' south of Ridgefield city limits) to the northern end of the Carty Unit National Wildlife Refuge (refuge) frontage near NW 291st Street.
- A new Main Avenue bridge over Gee Creek to carry the new path. This will replace the existing undersized culvert that is a flooding risk to public and a current barrier to fish passage. The new bridge will be slightly higher than the existing road grade in order to be above the 100-year flood elevation and to support a future pedestrian path under the bridge. Main will be raised either side of the bridge to make this vertical transition.
- Realignment of a residential driveway to construct the bridge and to improve sight distance.

This project will not only extend the sidewalk system near Ridgefield, but it will support and integrate with future improvements within the project limits:

- On the Refuge - A Nature/Visitor Center, pedestrian bridge (under construction), ADA and non-ADA trails.
- City of Ridgefield - A proposed trail along Gee Creek to the east connecting under the new Main Avenue bridge.

Per the attached letter, FHWA-Western Federal Lands (WFL) will be delivering this project. Should this application receive a TAP grant, Clark County will assign funds to WFL. Clark County and the City of Ridgefield will offer input and coordination throughout the project.

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 improve traffic safety and mobility of non-motorists. Currently, pedestrians and cyclists are forced to compete with vehicles in the travel lane. Within the project area, Main is a narrow 22-foot wide, two-lane rural road. Narrow (or non-existent) shoulders, missing sidewalks and roadside drainage ditches regularly force pedestrians into the vehicle lane. Vehicle speeds often exceed the 50 mph limit, creating a significant risk to pedestrians and bicyclists.

The proposed multi-use pathway will separate pedestrians and cyclists from vehicles and will increase safety for both motorists and non-motorists. This path will connect to the existing city sidewalk terminus to provide a continuous, safe route to the Carty Unit National Wildlife Refuge. The refuge offers year-round access to trails and wildlife viewing which attracts approximately 45,000 annual visitors. The proposed Nature Center is expected to increase daily visitors arriving by mixed modes of transportation.

This multi-use pathway will offer sweeping views of the refuge for over half of its length, is accessible to all and will provide a free recreational addition to the community. The path will not only provide the community with the means for alternate ways to access the refuge, but it will also provide a safer place for daily outdoor recreation and exercise.

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):

The proposed path will provide direct access to the refuge and will link to the existing city sidewalk to provide access to schools, stores, jobs, restaurants and community events.

Within 1/2 mile radius of project:

- Parks: National Wildlife Refuge
- Schools: Union Ridge Elementary School
- Businesses: Port of Ridgefield
- Restaurants: Myrtle's Tea House

Within 3/4 mile radius of project:

- Parks: Overlook Park, Davis Park and Skate Park, Ridgefield Marina
- Schools: View Ridge Middle School
- Public Services: C-Tran connector bus stop, Ridgefield Community Library, Ridgefield Post Office, Police Department, Ridgefield City Hall
- Banks: Sterling Bank, Umpqua Bank
- Grocery: Ridgefield Pioneer Market, Starliner Café and Grocery, Ridgefield Liquor
- Businesses: Country Insurance, Coach's Cuts Barbershop, Ridgefield Flowers, One Source Food Solutions, Ridgefield Wellness & Nutrition, Antique Store, Ridgefield Hardware, Bob's Automotive
- Restaurants: Pioneer Street Cafe, DJ's Southern Comfort Restaurant, Sportsmen's Grill, El Rancho Viejo, Vinnie's Pizza
- Recreation: Pickled Herring Art Studio, Old Liberty Theater, Northwest Workouts, Ridgefield Kayak Rentals

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 is found in the the Clark County 2015-2020 Transportation Improvement Program (TIP), see attached.

Links to other plans (and page numbers) referencing this project are provided at the end of this application:

- 2015 Clark County Annual Construction Program (ACP)
- The 2006 City of Ridgefield Comprehensive Park and Recreation Plan and the City's 2010 Transportation Capital Facilities Plan aim to improve community access to natural areas and achieve trail connectivity.
- Clark County's 2010 Bicycle and Pedestrian Master Plan proposed to connect the refuge to the City of Ridgefield and nearby Gee Creek.
- The US Fish and Wildlife Service proposes to build a Nature/Visitor Center at the Carty Unit near the north terminus of this project. A pedestrian bridge is under construction and a future ADA trail project will connect parking, headquarters and select areas of the refuge. USFWS will also expand the non-ADA trail system within the refuge.

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

This project will expand the sidewalk system near the Ridgefield downtown providing access to many businesses and public services.

Presently, access to the refuge via the narrow travelway is extremely hazardous to disadvantaged, elderly or disabled citizens due to the risk of vehicles colliding with pedestrians. This obvious safety issue now discourages those citizens from attempting to access the refuge on foot, bicycle, wheelchair or motorized scooter. The project will provide a separated path that not only will appear safe, but will be safe for these citizens to use.

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

There are two units (one duplex) within a 1/2 mile of the project along N. 4th Place. The City of Ridgefield has identified this area as a low-income area. An additional 12 units of affordable housing are within 0.6 miles of the project.

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):

A total of six reported collisions including one fatality have occurred within the proposed project limits (all have occurred on the north end along the refuge frontage near NW 291st Street). The collisions involved vehicles leaving the roadway and striking objects and or roll overs. No accidents involving a pedestrian being struck by a vehicle have been reported, but refuge staff have observed several near misses. Pedestrians in the roadway cause vehicles to cross the center line to pass introducing the chance of a collision with oncoming traffic.

In the County, for most of the project's length, Main Avenue has a legal limit of 50 mph with no designated safe crossings. The southern portion of Main has heavy tree canopy and vegetation to the edge of roadway impairing site distance and visibility.

Ridgefield is a fast growing community and a recent traffic study, conducted as part of the proposed Refuge Nature Center, anticipates average daily traffic counts to increase 65% by 2020. As populations and vehicles on the roadway increase, so will pedestrians and the their need for a safer alternative path along Main.

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

Removing the pedestrians from the roadway to a designated path will enhance the experience and safety of pedestrians and motorists along this section of road. The construction of the path will also improve vehicle sight distance by cutting roadside embankments and vegetation.

9. Readiness:

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

Please explain:

Western Federal Lands (WFL) has provided a 20% design including plan view, profile and sections for the road, path and bridge.

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 refuge attracts nearly 45,000 visitors a year and has great community support. A survey for the 2006 City of Ridgefield Comprehensive Park and Recreation Plan shows 56% of respondents supported the creation of more trails and facilities that encourage exercise and recreation. A city survey also found 96.5% of residents consider parks important to quality of life and ranked "enjoying the outdoors or nature" as the top ranked reason for using parks. Despite the lack of connecting trail, 90% of city residents reported visiting the refuge.

The project concept is a joint effort of the City of Ridgefield, Clark County, Ridgefield National Wildlife Refuge and Western Federal Lands (WFL).

Clark County has a summary of this project on the county news page. Contact information is provided for public comment. This project is also listed in the Transportation Improvement Program (TIP) which is created using a public process.

Attached is a letter from Western Federal Lands describing their commitment to deliver the project. Support for the project has also been communicated by:

- Senator Patty Murray
- Congresswomen Jaime Herrera Beutler
- Ridgefield School District
- Friends of Ridgefield Wildlife Refuge
- Port of Ridgefield

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

The multi-use pathway will encourage the community and visitors to walk or cycle and connect with the outdoors. The path will conveniently be close to the downtown and residential areas, and it is anticipated that the community will use this facility for daily exercise and recreation but will see heavier use during community events such as Birdfest & Bluegrass (with activities at both ends of the proposed path, the refuge and downtown), farmers market and 4th of July celebrations.

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

This project will move pedestrians and cyclists from the high speed and dangerous roadway to a multi-use pathway that will provide a safer, quieter and a more scenic experience. It is anticipated that the path will encourage more people to visit the refuge via alternate modes of transportation who currently do not feel comfortable to do so in the travel lane of Main Avenue.

Project Information

13. List all funding partners contributing to the project:

Funding Source	Amount
Federal Highway Administration (FHWA) Federal Lands Access Program (FLAP) grant	\$2,960,820
City of Ridgefield Partnership	\$175,985
Clark County Road Fund	\$117,323
Federal Lands Transportation Program (FLTP)	\$200,000
Total	\$3,454,128

Other Information

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

Attachments:

- Project Map and Site Plan
- Current Conditions Pictures
- 2015-2020 Clark County Transportation Improvement Program (TIP) Excerpt
- Western Federal Lands Letter of Support

Click the icons below to view the following plans:

2006 City of Ridgefield Parks and Recreation Plan (page 67)
http://www.ci.ridgefield.wa.us/sites/default/files/fileattachments/Public%20Works/page/1064/ridgefield_2014_park_rec_comp_plan_update_final.pdf



2015 Clark County Bike and Pedestrian Plan (Appendix B, page 160)
http://www.clark.wa.gov/planning/bikeandped/documents/10-1110_BPMP-Appendices_PC_approved.pdf



2015 Clark County Annual Construction Program
 (page 3 of 4 ACP for 2015 Table)
http://www.clark.wa.gov/publicworks/construction/documents/TIP_adopted.pdf

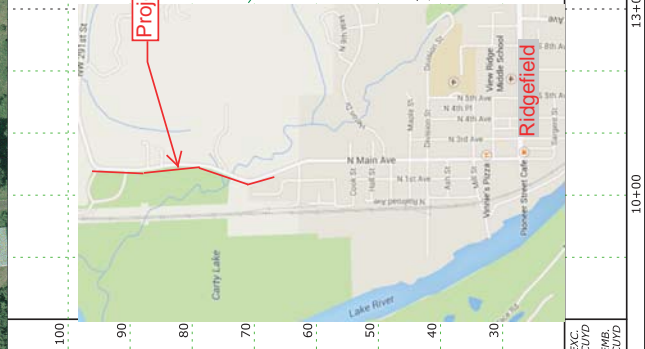
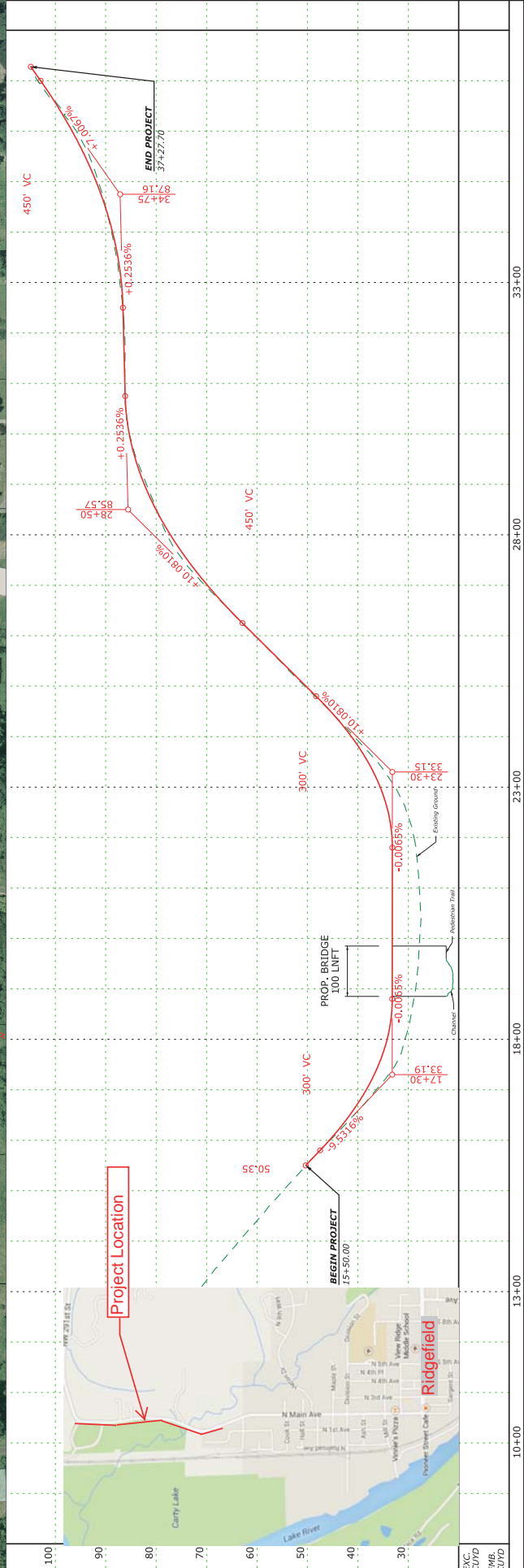
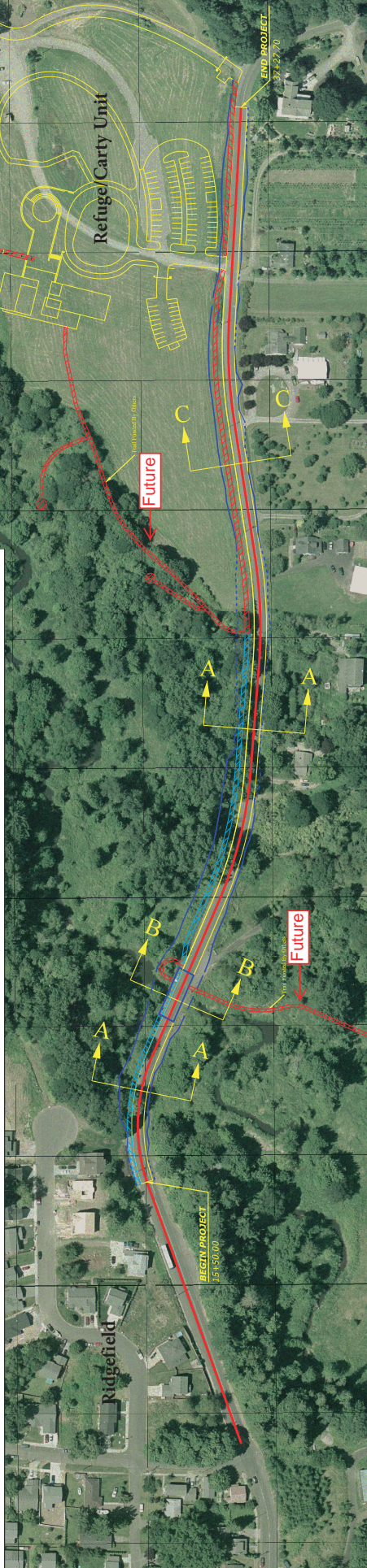
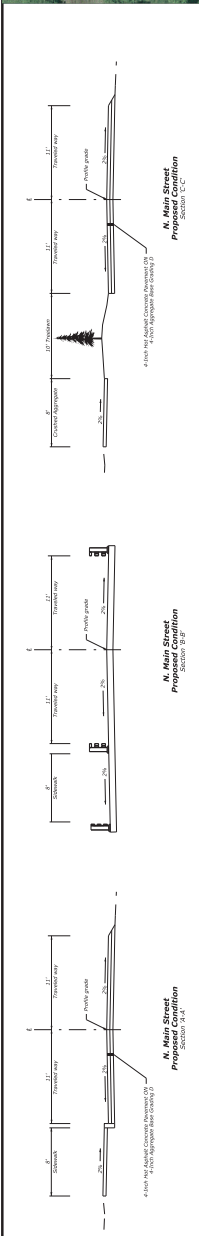


2015-2020 Clark County Transportation Improvement Program
 (page 3 of 4 in TIP Ongoing Program Table)
http://www.clark.wa.gov/publicworks/construction/documents/TIP_adopted.pdf



2011 US Fish and Wildlife Service Regional Alternative Transportation
 Evaluation Report (page 10)
http://ntl.bts.gov/lib/50000/50800/50890/RATE_ReportR1.pdf





Main Avenue Access Improvements

Ridgefield National Wildlife Refuge

Current Conditions



Cross Section AA, Approximately Stn 16+00:

Looking south toward Ridgefield (Left)

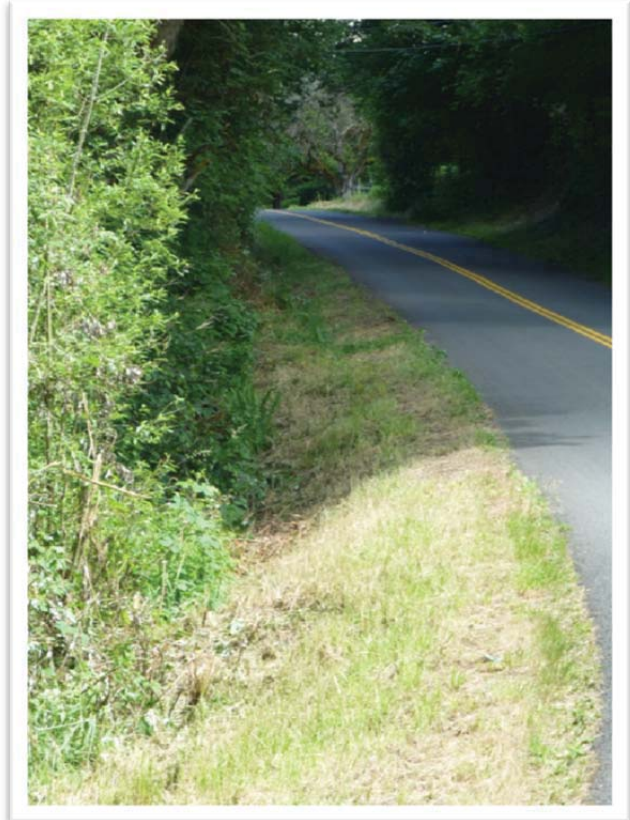
Looking north toward Refuge (Right)



Pedestrians walking to refuge in vehicle travel lane

**Main Avenue Access Improvements
Ridgefield National Wildlife Refuge**

Current Conditions (ctd.)



North sections near Refuge:

Approximately Stn 28+00(Left)

Approximately Stn25+00 (Right)



Undersized culvert causing overtopping of roadway during heavy rains (multiple times per year)

**2015 - 2020 Transportation Improvement Program
Ongoing Program Projects Funding Analysis**

NA A N K	Project Name	Phase	Spent to Date	2015				2016				2017				2018				2019				2020				Project Total	TIF Area Eligibility
				CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other		
NA	NE 28th Street - 2R (NE 82nd Avenue - SR-503) Project #: TBD	PE ROW CN Total	0 0 0 0	5,000 0 0 0	0 0 0 0	13,000 0 0 0	0 0 0 0	156,000 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	176,000 0 0 0	0	
NA	NE Blair Road (NE 19th Street - NE Washougal River Road) Project #: 32212	PE ROW CN Total	165,000 28,000 0 193,000	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	171,000 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1,366,800 200,000 0 1,566,800	0
NA	NE Manley Road (NE 24th Street - NE 82nd Avenue) Project #: 32202	PE ROW CN Total	100,000 0 0 100,000	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1,606,000 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1,836,000 279,000 0 2,115,000	0
NA	NW Hayes Road - 2R (Woodland Bridge - Cadden Hill Road) Project #: TBD	PE ROW CN Total	0 0 0 0	5,000 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	53,000 0 0 53,000	0
NA	Serra Junction Slope Stabilization - Phase 2 (NW 17th Street - South of NW 41st Avenue) Project #: 33522	PE ROW CN Total	33,000 0 0 33,000	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	465,000 0 0 465,000	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	465,000 0 0 465,000	0
NA	Sidewalk Program (Various locations) Project #: 30111	PE ROW CN Total	25,000 0 2,600 27,600	80,000 0 0 80,000	0 0 0 0	30,000 10,000 20,000 0	0 0 0 0	30,000 150,000 180,000 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	280,000 755,000 70,000 1,055,000	0
NA	ADA Compliance Program (Various locations) Project #: 31311	PE ROW CN Total	27,000 0 56,000 83,000	0 0 0 0	0 0 0 0	5,000 0 40,000 0	0 0 0 0	210,000 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	62,000 351,000 45,000 658,000	0
NA	Hazel Dell Sidewalks (Aki Road - NE 63rd Street) Project #: 32932	PE ROW CN Total	144,000 34,000 25,000 203,000	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	144,000 34,000 446,000 624,000	0
NA	Highway 58 Pedestrian/Bicycle Improvements (NE 63rd Street - NE 78th Street) Project #: 351322	PE ROW CN Total	0 0 0 0	111,000 390,000 0 501,000	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	111,000 390,000 811,000 1,312,000	0
NA	Main Avenue Access Improvements (North to the City Uniths/Quarters) Project #: TBD	PE ROW CN Total	0 0 0 0	10,000 0 0 10,000	0 0 0 0	25,000 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	35,000 0 0 35,000	0
NA	NE 68th Street Sidewalk (NE 59th Avenue - NE Andressen Road) Project #: 352622	PE ROW CN Total	1,000 145,000 0 146,000	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	25,000 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1,000 145,000 398,000 643,000	0
NA	NW 68th Street West Sidewalk (NW 4th Avenue - NE 2nd Avenue) Project #: 323012	PE ROW CN Total	1,000 145,000 0 146,000	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	398,000 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1,000 145,000 66,000 216,000	0
NA	Sawson Creek Avenue Multi-Use Pathway (WSU Entrance - Pleasant Valley Park) Project #: 350022	PE ROW CN Total	100,000 5,000 0 105,000	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	100,000 5,000 72,000 177,000	0



U.S. Department
of Transportation

**Federal Highway
Administration**

Western Federal Lands Highway Division
610 E. Fifth Street
Vancouver, WA 98661
Phone 360-619-7700
Fax 360-619-7846

February 18, 2015

In Reply Refer To: HFL-17

Mr. Matt Ransom
Southwest Washington Regional Transportation Council
1300 Franklin St, 4th Floor
Vancouver, Washington 98660

Dear Mr. Ransom:

The City of Ridgefield and Clark County have advised us that they may apply for Transportation Alternatives Program (TAP) funding for the North Main Street, Ridgefield, Washington project. This project has been awarded Federal Lands Access Program (FLAP) funding of up to \$3 million. The FLAP funding is eligible to be used as the required non-Federal match for the TAP program. The Western Federal Lands Highway Division (WFLHD) of the Federal Highway Administration is developing this project.

This letter documents that if TAP funding is awarded to Clark County for this project, WFLHD will, if requested by Clark County, facilitate the transfer of any TAP funds awarded directly to WFLHD. The funds would be added to the project currently being developed by this office. If TAP funding is transferred directly to WFLHD, we will assume federal responsibility for the stewardship and oversight of these funds.

If you have any questions, please call me at 360-619-7922, or e-mail me at phyllis.chun@dot.gov.

Sincerely yours,

Phyllis R. Chun
Planning and Programs Manager

ecc:

Pete Field, Program Coordination Manager, WFLHD
Michael Traffalis, Project Manager, WFLHD
William Wright, Clark County
Steve Stuart, City of Ridgefield