

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: Washougal's Columbia River Trail

Project Location and Limits: Washougal, WA A Street to Steamboat Landing

Project Length (miles): 0.63 mile long

Agency: City of Washougal

Contact Person: [REDACTED]

Telephone: [REDACTED] Email: [REDACTED]

Certified Acceptance Agency: WSDOT Local Programs

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	04/01/2015	\$163,941	\$102,630	\$266,571
Right of Way		\$0	\$0	\$0
Construction	09/01/2016	\$529,423	\$331,428	\$860,851
Totals	n/a	\$693,364	\$434,058	\$1,127,422
Overall Match Ratio:				38.50%

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:

Once completed, the Columbia River Trail – the project that is the subject of this grant application – will connect downtown Washougal and historic Steamboat Landing with the Port of Camas-Washougal (POCW) Marina and the planned redevelopment of a 40-acre defunct lumber mill site. The Columbia River Trail will create a strong connection between downtown Washougal and the waterfront redevelopment by establishing alternative transportation opportunities. In turn, this connection will make Washougal a more desirable place to live, work, and play.

The POCW is completing the design of a 0.7-mile shared-use waterfront trail and a 3.44-acre park. These recreational amenities, scheduled for summer 2015 construction, are anticipated to be the catalyst for future redevelopment. The Columbia River Trail project will construct 0.63 mile connection that will begin at the eastern terminus of the POCW trail and continue east along South A Street, then east through an existing 8- to 12-foot trail easement to Steamboat Landing Park, and on into downtown Washougal (see Figure 1). Every effort will be made to keep the trail 10 feet wide where possible to reduce conflicts of various users, however sections of the trail may be less because of the narrowing of the trail easement. At the western terminus of the Columbia River Trail, the future redevelopment of the 40-acre former Hambleton Lumber Mills site will include riverfront dining, retail, and commercial uses and a mix of jobs.

South A Street carries little traffic, serves only 16 residences, and is a dead end. The right-of-way ranges from 44 feet to 25 feet wide with an approximately 20-foot wide paved road. The north side of the street is a narrow shoulder (4.5 feet wide) adjacent to WSDOT right-of-way. The south side combines property owner-improved driveways/parking spaces, gravel, and open ditch. By maintaining a portion of the existing pavement for vehicular travel, identifying the shared use of the roadway with pavement markings, and using signage to prohibit parking, the improvements will make an affordable connection with minimal impacts to adjacent residents and existing stormwater facilities.

At the end of South A Street on the east side the 6- to 10-foot wide shared use trail will continue at grade within the existing 8- to 12-foot trail easement. Mitigating grade issues as the trail approaches Steamboat Landing may require sections of elevated boardwalks and constructing retaining walls. No grading will be carried out below the U.S. Army Corps of Engineers ordinary high water mark (see figures 2 & 3).

Whether they are walkers, bicyclists, or transit system users, residents and visitors will be able to move from the sidewalks of downtown Washougal through the existing pedestrian tunnel beneath SR-14 to the waterfront and on to the POCW marina and park, the new development, existing trail systems, and the communities of Camas and Vancouver. The Columbia River Trail project is the final critical link. The City's commitment to providing this trail connection demonstrates not only its support for alternative transportation improvements, but also its commitment to supporting the local economy and tourism opportunities.

Project Information

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

Downtown Washougal connects to Steamboat Landing Park via the pedestrian tunnel at Pendleton Way. However, current access to the POCW waterfront and the 40-acre redevelopment site is from C Street where that street crosses under SR-14 at the roundabouts at SE Union and Port Street. The project promotes the accessibility of the waterfront site for all users by providing an essential connection in the alternative transportation network. Once the Columbia River Trail is completed, pedestrians and bicyclists will be able to commute to work centers off road. Connecting pedestrians and bicyclists to the tunnel under SR-14 and to Steamboat Landing with a shared use trail to the waterfront will divert pedestrian and cyclist traffic from the roadways. It will improve the public travel experience by eliminating vehicle conflicts at the SE Union and Port Street roundabouts near SR-14. The project will create a looped connection by connecting the POCW waterfront trail to Steamboat Landing Park.

Most trail users prefer to be off road and surrounded by the natural landscape. As an alternative to accessing the waterfront from C Street, pedestrians and bicyclists will be able to use this off-road connection surrounded by natural beauty along the Columbia River. Natural features and/or art to entice people to walk from one location to the next, inform them with signage, and encourage them to return with improved pedestrian and bicycle pathways. Additional elements such as striping, railings, pedestrian lighting, and landscaping will be considered during design to improve actual and perceived safety and enhance screening and the visual experience.

The Columbia River Trail will provide recreational access in both directions along the waterfront. With connection to Steamboat Landing (Figure 4), users to the east will be able to access the trail along the Levee trail, Captain William Clark Park, Steigerwald Lake National Wildlife Refuge, and future Columbia River Gorge trails such as the Pacific Crest Trail and a trail to Stevenson. On the west, connecting the City to the POCW trail will furnish a connection into Camas via local parks/trails such as Goot Park, Washougal Waterline Trail, Round Lake Trail system, and Lacamas Heritage Trail. Current design and development work on the 18th Street Trail by the City of Vancouver will connect this system even further west to Burnt Bridge Creek Trail and Ellen Davis Trail near Vancouver Lake.

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):

Transportation options in the waterfront area are very limited because SR-14 is a physical barrier. Today, the only ways to access the waterfront and the 40-acre mixed-use redevelopment site from downtown Washougal are by vehicle from SR-14, or both vehicle and pedestrian west along C Street, crossing at the WSDOT roundabouts at Port Street. C Street is a 2-lane urban collector with a 25-mph posted speed limit, parking on both sides, and a sidewalk on the north side. Multiple roads and driveways interrupt the sidewalk system making it a challenge for ADA access. C Street is a long-distance collector that travels through multiple land uses. Identified in the City's Streets and Transportation Plan as a corridor with "pedestrian and bicycle safety concerns." Until improvements are made, driving remains the preferred way to get to the waterfront along this route.

The Columbia River Trail project will provide an alternative – a safe, off-road connection to work and recreation with a separate path for pedestrians and bicyclists. The project trail is within a 1/2 mile of affordable housing and bus routes serving Vancouver, Camas, and Washougal.

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 Columbia River Trail project is listed in various plans, most recently in these two planning documents; Comprehensive Park, Recreation, and Trails Plan and Washougal Waterfront: A Community Connected. The City's Comprehensive Park, Recreation, and Trails Plan names the trail specifically and states: "The Columbia River Trail provides an important east-west connection in Washougal from the Columbia River Gorge to the Camas city limits, as well as viewing opportunities along the Columbia River. Washougal should seek opportunities to increase access at points along the levee and improve trail spurs that currently exist. In the summer of 2010, the SR-14 pedestrian tunnel opened to allow a seamless access between the downtown core and the Columbia River. The City of Washougal aims to create a pedestrian connection from Steamboat Landing west to the Port of Camas/Washougal Marina."

As a part of the POCW trail project, Portland State University graduate students worked with the community, POCW, and City to create a visioning and planning document, "Washougal Waterfront: A Community Connected," which was adopted in June 2014. The purpose of the plan was to develop a community vision for the waterfront that would reconnect downtown Washougal to its waterfront. The public gave feedback through a survey and social media and in meetings and stakeholder interviews. The plan recommends completing the connection of the POCW waterfront trail to Steamboat Landing in collaboration with private property owners within the next two years.

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

As noted above, the only access to the POCW waterfront park/trail and 40-acre redevelopment is from C Street and the facilities for pedestrians and bicyclists along this highly travelled vehicular corridor are limited. This access is an unsafe and inaccessible route for many residents and visitors. The Columbia River Trail will build a 6- to 10-foot-wide shared use path usable by all. The facility will be ADA-compliant, allowing access and creating a critical connection to the waterfront.

By providing better connections to job centers and recreational opportunities, the project will improve mobility for low income residents. The Columbia River Trail project will provide an alternative route along the waterfront, creating a safer route for those who use it for recreation and for commuting. With the existing connection to Steamboat Landing through the pedestrian tunnel, the trail will promote walking, biking, and running both for recreation and to work, which in turn will reduce the number of vehicular trips. The nearest transit stop is approximately 0.3 mile away, on E Street. C-TRAN's Route 92 and Route 114 connects downtown Washougal, Camas, and Fisher's Landing Transit Center in Vancouver. Several affordable multi-family housing complexes are close to the site. With this new, more accessible route, people with limited incomes or mobility will be more able to enjoy the beauty of the Columbia River waterfront and the health benefits of using the trails along it.

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

The area within a half-mile of the site includes both single- and multi-family homes. There are approximately 16 complexes with five or more units nearby. Examples include Clark Village Apartments, Rockwood Terrace Apartments, and Cavalier Apartments II (Figure 4). These complexes consist of low/moderate housing units comprising low-income one, two, and three bedroom apartments insured by HUD with Section 8 subsidized housing rental assistance. In addition to multi-family complexes, the project area includes approximately 719 single-family homes within the ½ mile boundary.

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):

Recent improvements to SR-14 added roundabouts with sidewalks connecting C Street under SR-14 at Port Street to the waterfront near Parker's Landing, the marina, the 40-acre redevelopment site, and the POCW waterfront park and trail. These improvements allow access by pedestrians and bicyclists from Washougal's downtown core to the waterfront along C Street. However, as identified in the City's Streets and Transportation Plan, C Street is a corridor with "pedestrian and bicycle safety concerns." Parking on both sides of the street, no bike lanes and multiple intersecting roads/driveways interrupts the sidewalks making it challenging for users and ADA accessibility.

The Columbia River Trail will provide an alternative off-road connection via the pedestrian tunnel near the east end of Pendleton Way to historic Steamboat Landing. The shared use trail will continue to the POCW trailhead at South A Street. The loop created with the completion of the Columbia River Trail will provide an alternative travel route away from traffic, especially for families with young children and users with limited mobility. In addition, according to the user's point of origin, the loop may give better access – for example, users coming from Camas may prefer to access the site from SE Union Street or Port Street roundabouts and users starting from near downtown Washougal and the east may prefer to use the pedestrian tunnel.

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

As an alternate to C Street, this off-road facility for pedestrians and bicyclists will separate users from vehicular traffic, greatly reducing conflicts at the roundabouts, which are now the only access to the site.

9. Readiness:

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

Please explain:

The City is completing land surveys, including topographic surveys, geotechnical evaluations, and archeological studies in anticipation of grant funding. The City is reviewing scope and fees for the development of 50 percent engineering design drawings that will be used to submit for land use and environmental permitting. The project site is within City and WSDOT easements and right-of-way acquisition will not be required.

The City is committed to connecting downtown Washougal to Steamboat Landing to the POCW trail and the 40-acre redevelopment site and is actively looking for partnerships and funding opportunities. The project is anticipated to be 50 percent completed and submitted for permitting in less than four months from notice to proceed. The full engineering and permitting process could be completed in 8 months or less with construction work beginning in late 2016.

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 recreational improvements planned and completed by the POCW along the waterfront have created an increased need for a connection from downtown Washougal to the waterfront. As a part of the POCW project, Portland State University graduate students worked with the community, POCW, and City to create the "Washougal Waterfront: A Community Connected," plan which was adopted in June 2014. The purpose of the plan was to develop a community vision to reconnect downtown Washougal to its waterfront. The process engaged community members, business owners, and agencies to provide feedback on their desires for the plan. They gave input in surveys, meetings, stakeholder interviews, and via social media.

The plan identified the need to create the loop connection discussed above; after the completion of the plan, the Connections Committee, composed of community members, continued the effort. The POCW trail to Steamboat Landing connection is necessary to creating the loop identified in the plan. The Columbia River Trail project enjoys broad community support, with no opposition expressed to date. If the Columbia River Trail is selected for funding, the City plans to hold an open house early in design to seek public comment and input. The community will be engaged and updated throughout trail design.

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

As research shows, parks and trails promote public health and can reduce crime. Connecting people to their communities and the natural environment motivates them to participate in physical activity, helps reduce stress, and improves overall mental health. While adding ADA-accessible facilities for walking, running, and biking obviously improves public health, this type of enhancement can also foster interaction and build a strong sense of community by linking neighborhoods.

Those who use the Columbia River Trail will be separated from vehicular traffic, which will decrease their risk of injury. In addition to its connections with surrounding trail systems, which are already heavily used, the trail will be promoted to residents and visitors as a regional recreational resource that extends the existing trail system. Because of its local and regional connections, the Columbia River Trail project will provide safe options for commute trip reduction and for reducing emissions.

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

Every day, one reads of the increasing threats posed by obesity and inactivity to physical and mental well-being. It is true that the Columbia River Trail will increase the opportunities of residents and visitors to access active transportation and recreational opportunities. The proposed trail is a critical piece of the pathway that links neighborhoods to highly used recreational areas like Steamboat Landing, Captain William Clark Park, Steigerwald National Wildlife Refuge, the marina, Waterfront Park, and eventually to the Columbia River Gorge. But in addition to completing the pathway for these active users, the Columbia River Trail will provide opportunities for the simplest but most enjoyable of outdoor activities: watching the river and enjoying the landscape. Well-executed design elements will complement the surroundings and features such as the POCW waterfront trail and the pedestrian tunnel. During design, the City will look for opportunities to place site furnishings along the corridor. The Columbia River Trail project will use natural features and/or art to entice people to walk from one location to the next, inform them with signage, and encourage them to return with improved bike and pedestrian pathways. Lighting and additional elements (e.g., striping, railings, and landscaping) will be evaluated as part of project design and will be used for visual enhancement and screening. Public input will be part of these decisions.

Project Information

13. List all funding partners contributing to the project:

Funding Source	Amount
City of Washougal	\$434,058
Transportation Alternatives Program Grant	\$693,364

Other Information

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

The Columbia River Trail project is listed in various planning documents as mentioned in Question 4, with the addition of the City's Comprehensive Plan and its Strategic Plan. Both these planning documents include elements calling for multi-modal transportation improvements. The goals and policies in Washougal's 2003 Comprehensive Plan that address multi modal transportation include Section 4.11 and Goal 6 states: "To establish an efficient circulation system which, by design, integrates the full range of land uses in a way to accommodate and encourages a variety of transportation alternatives such as carpooling, public transit, bicycles, and walking."

The Washougal 2013 Strategic Plan supports enhancements to transportation and public infrastructure by stating the need to "improve multi-modal transportation opportunities" and "provide quality streets and control systems for the efficient movement of traffic." In addition, the plan recommends strategies to "strengthen the local economy through recruitment, expansion, retention and support of new businesses in Washougal" and "partner with private and public sectors to actively market Washougal as a tourist destination: gateway to the Gorge, parks and wildlife, and waterfront development."

The City is seeking out opportunities for grant funding and will continue to look for partnerships with the Port of Camas-Washougal, the City of Camas, Clark County, and Friends of the Gorge. The City also will explore the possibilities of public-private partnerships because, by increasing the interest of the local community, the trail will make the community more attractive to potential residents and for ongoing commercial activity. Discussions with the POCW and the land owner/developer of the 40-acre redevelopment site indicate they will likely participate in supporting the project, however, a firm commitment was not possible by the application deadline.

The Columbia River Trail project will benefit all users within the area. This project will provide a connection to a multi-modal transportation system and provide residents with new connections to employment and commercial and recreational areas. This grant is essential to the success of the Columbia River Trail project. Given today's economic constraints, funding basic services is difficult; funding trail projects like this with only City resources is improbable. The project is critical to connecting downtown Washougal to its waterfront and the 40-acre redevelopment site.

Coupled with Washougal's waterfront and downtown amenities and the allure of the Columbia River, the regional trail network completed by this link will be a major visitor attraction and a considerable public benefit. This Columbia River trail project represents a not-to-be-missed opportunity to connect to over 38 miles of regional recreational trails across Vancouver, Camas, Washougal, and the outlying areas of the Gorge (see Figure 5). As we said above, this Columbia River Trail project is a not-to-be-missed opportunity; it will leverage local resources to connect Washougal to over 38 miles of regional recreational trails across Southwest Washington and the Gorge.



- PORT OF CAMAS-WASHOUGAL TRAIL
- SHARED ROADWAY (2040 LF)
- ON GRADE TRAIL (578 LF)
- ELEVATED BOARDWALK (510 LF)
- RETAINING WALL (224 LF)

LEVEE TRAIL TO CAPTAIN
 WILLIAM CLARK PARK AND
 STEIGERWALD LAKE NATIONAL
 WILDLIFE REFUGE

FIGURE 1: COLUMBIA RIVER TRAIL - CONCEPTUAL PLAN

CITY OF WASHOUGAL

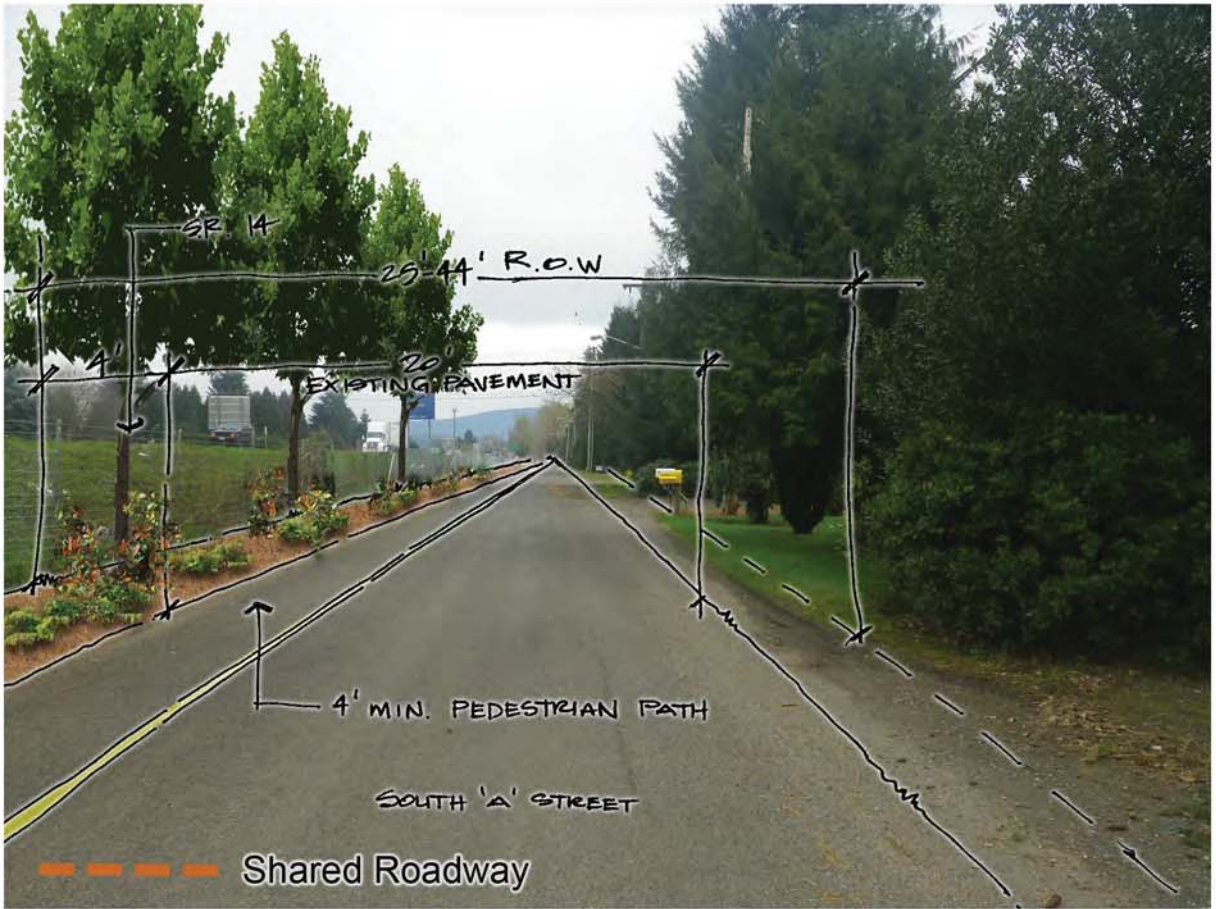
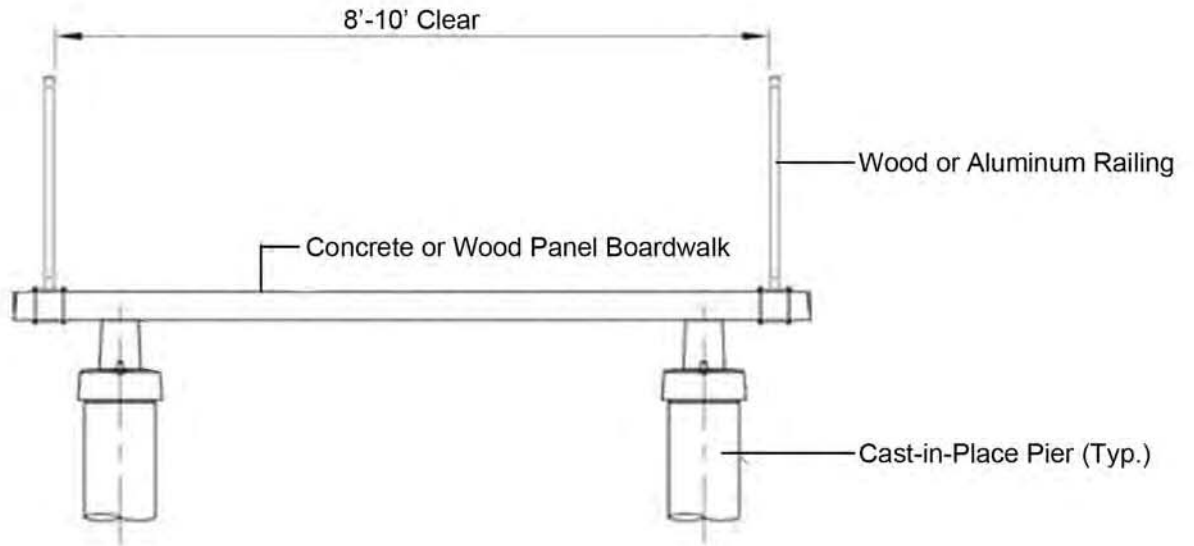
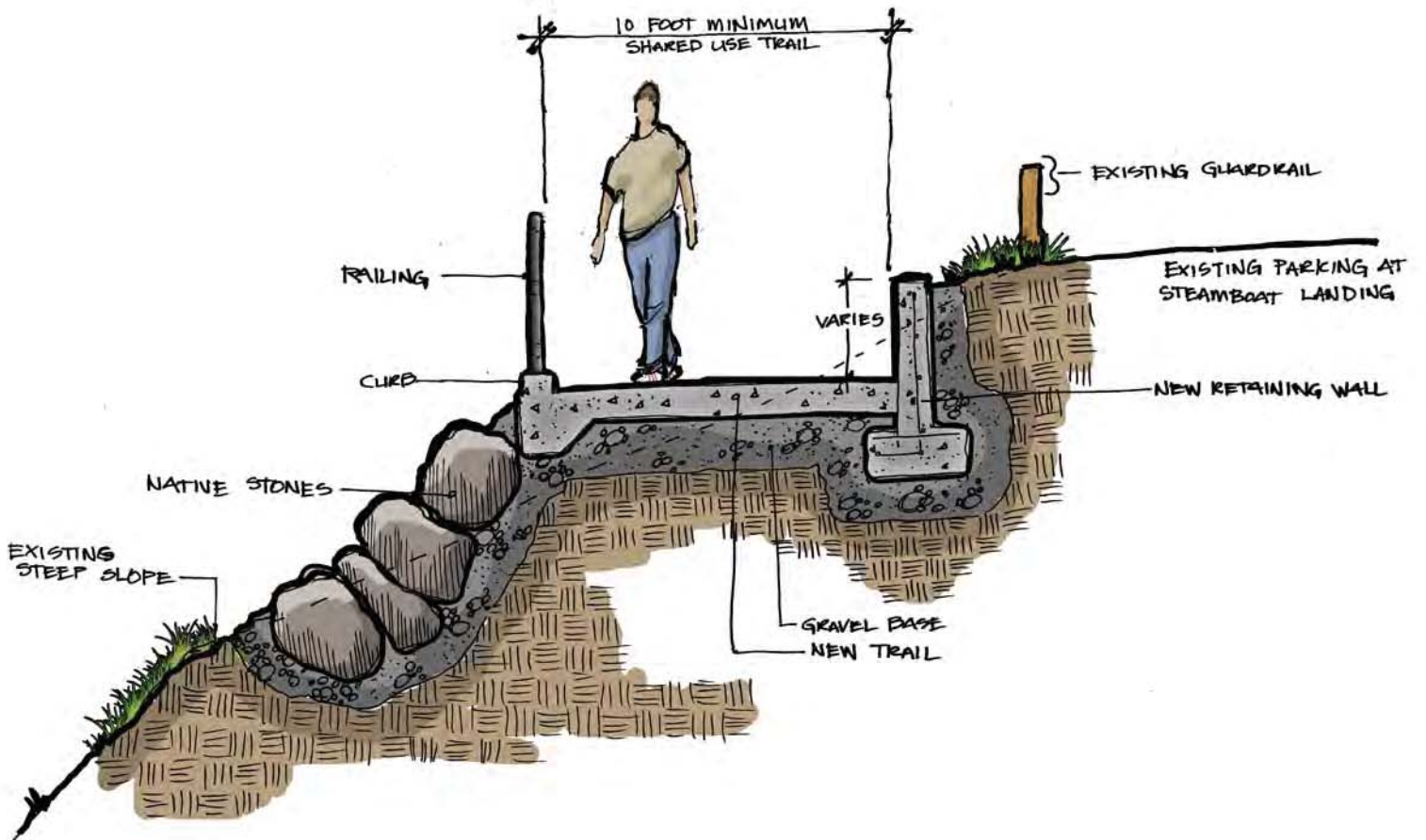


Figure 2: On Grade and Shared Roadway Trails



— — — — — Elevated Boardwalk Concept



— — — — — Retaining Wall Concept

Figure 3: Elevated and Retaining Wall Trails



Figure 4: Community Connection - Loop Trail

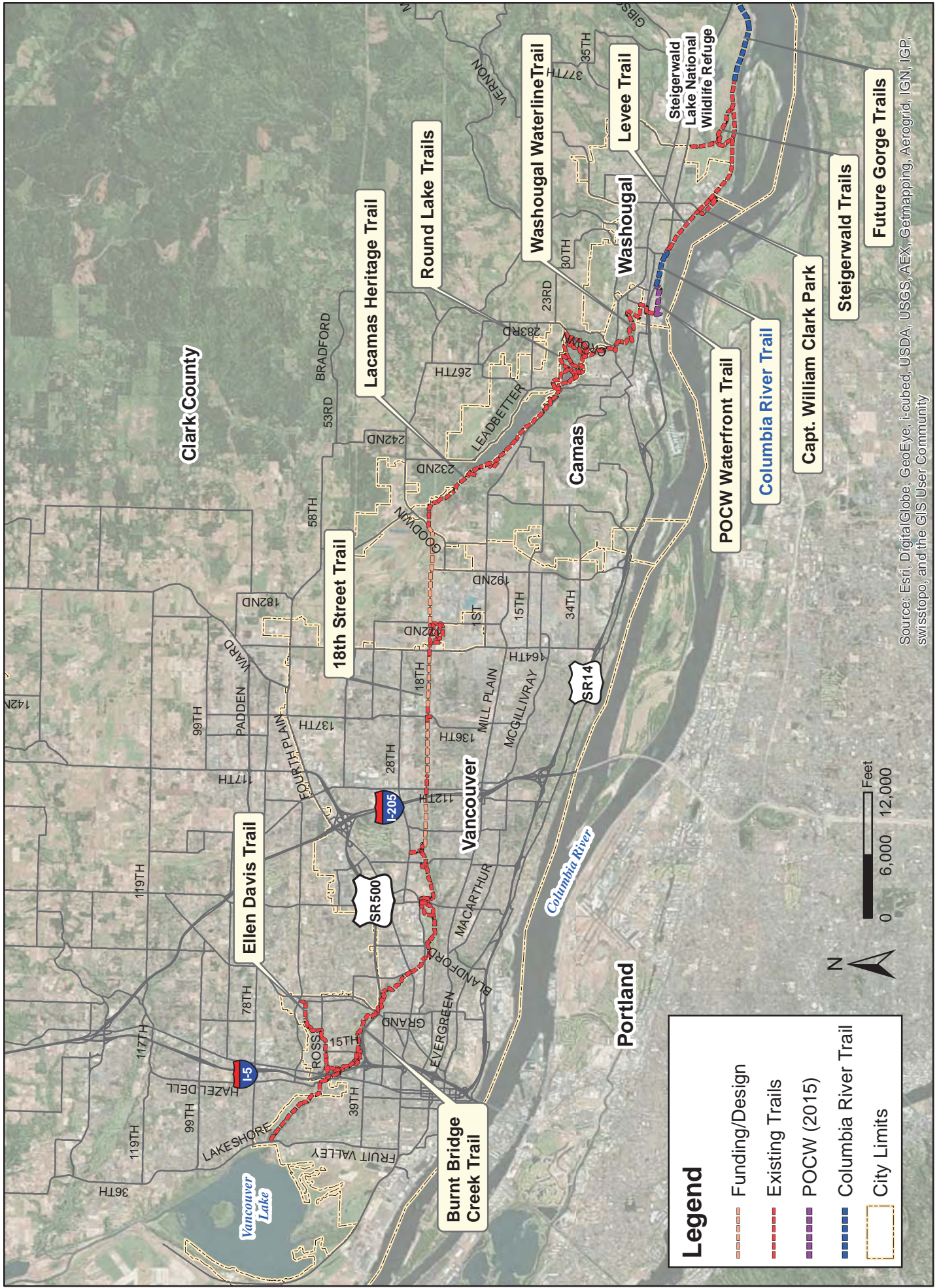


Figure 5: Regional Trail Connection