



STAFF REPORT/RESOLUTION

TO: Southwest Washington Regional Transportation Council Board of Directors
FROM: Matt Ransom, Executive Director *MR*
DATE: October 28, 2014
SUBJECT: **Grant Scope Change: City of Vancouver Evergreen Highway Trail, Resolution 11-14-19**

AT A GLANCE - ACTION

RTC Board action will modify the project scope for the Evergreen Highway Trail from a shared multi-use path to a pedestrian trail. The Evergreen Highway Trail received federal funds through the RTC regional project selection process, and action by the RTC Board as the granting agency is required for the City of Vancouver to proceed with a modified project scope. This scope modification will allow the City of Vancouver to construct the Evergreen Highway Trail as an eight-foot trail, with six-foot segments at a few constrained locations.

INTRODUCTION

The City of Vancouver is requesting to modify the grant scope for the Evergreen Highway Trail from a shared multi-use path to a pedestrian trail. The City has been awarded \$886,250 in federal grants for the Evergreen Highway Trail through the regional project selection process. The project was submitted and evaluated as a shared multi-use path, which would require a minimum 10-foot pathway as established by WSDOT's design manual. Due to constraints, the City is requesting that the trail be re-designated as a pedestrian trail, which would require a minimum width of five-feet. The City intends to construct an eight-foot trail for most of the length, with six-foot segments at a few constrained locations.

Since Local Agency Agreements have already been executed, a TIP amendment is not needed, but the granting agency (RTC) must approve the change in scope in order for the City of Vancouver to utilize the committed grant funds.

The City of Vancouver has stated that the proposed change is consistent with their overall 2006 Trail and Bikeway System Plan. The public was informed of the change at a recent Old Evergreen Neighborhood Association public meeting (September 23, 2014) and a notice has been placed on the City of Vancouver's website. The Evergreen Highway Trail Coalition and neighborhood have expressed support to proceed with this change.

The Regional Transportation Advisory Committee (RTAC) reviewed this change at their October meeting and has recommended approval by the RTC Board of Directors. The City of Vancouver correspondence requesting this change and additional information is attached to this resolution.

POLICY IMPLICATION

The expectation of RTC is that all projects funded through the regional project selection process will be built as described in the submitted grant application.

On occasion, proposed grant request are based on preliminary engineering details, and project sponsor may need to make significant design changes after the grant award. When this happens, project sponsors are required to request a grant scope change to ensure that the revised project scope still provides roughly the same benefits as the original grant application scope. The process to make this change must be transparent and provide adequate public involvement. This process also requires action by both RTAC and the RTC Board.

Action on this amendment confirms that the modified project scope provides approximately the same benefit and outcome as the original grant proposal, is consistent with long-range plans, and that the amendment process provided adequate public involvement.

BUDGET IMPLICATION

This project scope modification will allow the City of Vancouver to construct the next segment of the Evergreen Highway Trail within the existing budget.

ACTION REQUESTED

Adoption of Resolution 11-14-19, " Grant Scope Change: City of Vancouver Evergreen Highway Trail."

ADOPTED this _____ day of _____ 2014,
by the Southwest Washington Regional Transportation Council.

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL

ATTEST:

Jack Burkman
Chair of the Board

Matt Ransom
Executive Director

Attachments



September 30, 2014

Matt Ransom, Director
Southwest Washington Regional Transportation Council
PO Box 1366
Vancouver, WA 98666-1366

RE: City of Vancouver Evergreen Highway Trail
Request for Trail Re-Designation

Dear Mr. Ransom,

The City of Vancouver is requesting a trail re-designation for the Evergreen Highway Trail (current designation is a Multi-Use Path/Trail, the requested re-designation is a Pedestrian Trail).

Background: The City of Vancouver was successful in obtaining three grants for the referenced trail through the Southwest Washington Regional Transportation Council (RTC); back in 2002, the City utilized a CMAQ grant for the design and construction of the existing trail section between the Fish Hatchery and SE Ellsworth Road, the current grant (\$925,000 - 2010 TEP Application) for design, right of way and construction of the section between SE Ellsworth Road and the Webber Arboretum (Image Road), and the recently approved design-only grant (2013 TAP Application) for the section between SE Image Road and SE Chelsea Avenue. The current designation for the trail both through the funding applications and the Washington State Department of Transportation (WSDOT) Local Programs Office is a Multi-Use (Shared) Path.

Current standards for a multi-use (shared) path require a minimum 10 foot pathway surface with two foot shoulders, additionally, the Multi-Use Path (MUP) will require either a 5 foot minimum buffer separation between the pathway and the auto travel lane, or, a positive barrier such as a jersey or other crash rated system. These design standards are contained within Chapter 42 of the Local Agency Guidelines (LAG) Manual. Table 1.1 in Chapter 42 of the LAG refers to the WSDOT Design Manual when facilities are designed to accommodate bicycles. Chapter 1515 of the WSDOT Design manual address criteria for Shared-Use Paths which are defined as paths that are separated from the roadway and are intended to accommodate pedestrian, bicycles and other related trail users. The criteria set by WSDOT's Design Manual for the MUP designation have very minimum flexibility for design deviations.

Challenges for Meeting Current MUP Standards: Original planning efforts including the design and the construction of the existing section between the Hatchery and SE Ellsworth Road was based on a multi-use (shared) Path designation, however, since the construction of that trail section, the MUP standards have changed and have made it very challenging to implement along

the Evergreen corridor. Within the section that is currently under design (SE Ellsworth to Webber Arboretum) we have encountered 4 very narrow creek crossings, very large growth trees within or adjacent to the existing right of way, very costly ROW purchases, large decorative front yard walls with expensive fencing, and some very steep driveways to the south; these features and improvements make it extremely difficult to implement the current standards for MUP designation in this section. Recent discussions with the WSDOT Local Programs Office reveals that trail re-designation may be the only option for implementing the City's trail vision under the existing design constraints.

Advantage for Using Pedestrian Trail Designation: Under the Pedestrian Trail designation, the standards would provide flexibility for trail sections from 6 foot surface at the most constrained sections to a desirable 10 foot trail. It is our intent and desire to implement the maximum desirable width where practical. However, based on our current design limitations for the section between SE Ellsworth and the Webber Arboretum, a 10 foot surface has become difficult to accommodate. In this section, we will be able to construct an 8 foot for most of the trail sections with the ability to reduce it to a 6 foot section at the most constrained locations. Future sections east of the Hatchery are anticipated to have similar constraints, especially east of 164th Ave.

We request your approval for a Pedestrian Trail designation for the Evergreen Highway Trail and if approval is granted, please forward the necessary information to WSDOT Local Programs Office.

Thank you for your time and consideration in this matter. Please contact me if you have any questions or if you need additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Carlson", followed by the word "FOR" in a similar cursive style.

Brian Carlson, Director of Public Works
City of Vancouver

C:

M. Hassan Abdalla
Jennifer Campos
Chris Malone
Dan Swensen



October 8, 2014

Matt Ransom, Director
Southwest Washington Regional Transportation Council
PO Box 1366
Vancouver, WA 98666-1366

RE: City of Vancouver Evergreen Highway Trail – Trail Re-Designation Request
Responses to RTC Requested Documents

Dear Mr. Ransom

The City of Vancouver is responding to the Regional Transportation Council (RTC) requested information to process our trail re-designation for the Evergreen Highway Trail (see attached email from Dale Robins dated October 02, 2014). Our responses are mainly related to the section of trail that is currently under design (Ellsworth to Weber Arboretum):

Consistency with the adopted 2006 Regional Trail and Bikeway System Plan:

Under the project summary for the Lewis & Clark Greenway Trail (formerly known as Vancouver Lake, Waterfront Trail, Evergreen Highway Trail), under Environmental Constraints, it was specifically stated that because of the trail 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. Our request is mainly due to environmental constraints and is consistent with overall 2006 Trail and Bikeway System Plan (please see attached pages 2-8 through 2-10 of the 2006 Trail & Bikeway System Plan).

General Public Awareness of the Requested Changes:

Original planning and design efforts included numerous public meetings and discussions with the neighborhoods along the Evergreen corridor and the Evergreen Trail Coalition; in a most recent Old Evergreen Neighborhood Association public meeting (held on September 23, 2014), where over 50 residents were in attendance, City staff and the Chair of the Trail Coalition Committee gave an update on the current trail project and the efforts to get the Regional Transportation Council ("RTC") to re-designate our trail project as a "pedestrian trail" rather than a "multi-use" trail. No one opposed or raised concerns about the City's direction. In fact, City staff heard very clearly that the trail has been wanted for a long time and the residents were very weary of the process that had been required to get the project progressed this far. (please see attached the meeting minutes of the Old Evergreen Neighborhood Association for the September 23, 2014 meeting) We have also attached a letter of support for the trail re-designation from the Evergreen Highway trail Coalition. Additionally, the City will post on the city's project website a public notification related to the effort of the re-designation of the trail.

Vicinity Maps Showing the Locations and Reasons for the Modifications:
Please see attached map with information requested.

We request your approval for a Pedestrian Trail designation for the Evergreen Highway Trail.
Thank you for your time and consideration in this matter. Please contact me if you have any questions or if you need additional information.

Sincerely,



Brian K. Carlson, P.E.
Director of Public Works
City of Vancouver

C:

M. Hassan Abdalla
Jennifer Campos
Chris Malone
Dan Swensen