

Transportation Alternatives Program 2021 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 564-397-5212.

General Information

Project Title: Pacific Highway Shared Use Path

Project Location and Limits: Pacific Highway from west end of Kays Subdivision to Larsen Drive

Project Length (miles): 0.34

Agency: La Center

Contact Person: Tony Cooper

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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	01/03/2022	\$201,500	\$31,500	\$233,000
Right of Way		\$0	\$0	\$0
Construction	01/01/2024	\$0	\$588,234	\$588,234
Totals	n/a	\$201,500	\$619,734	\$821,234
Overall Match Ratio:				75.46%

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 type="checkbox"/> Turnouts, overlooks, and viewing areas | <input type="checkbox"/> Recreational Trails Program |
| <input type="checkbox"/> Control of outdoor advertising | <input checked="" type="checkbox"/> Safe Routes to School Program |
| <input type="checkbox"/> Historic preservation of transportation facilities | |

Project Information

1. Project Description:

The project consists of installing a shared use path from new residential development, at the northwest end of La Center on Pacific Highway, to connect to the existing City sidewalk and shoulder used as a bike lane. The connection point from development to current city sidewalk is farther than 1,800 lineal feet. This path will begin at Larsen Drive (NW 14th Avenue), at Riverside Estates, and connect to the sidewalk for pedestrians and the existing 8-foot wide shoulder, recently placed for the half street improvements for Kay's Subdivision. The shared use path will consist of a 8 to 10-foot wide paved path separated by a concrete curb to provide protection from traffic along Pacific Highway.

The roadside ditch will need to be replaced with an underground storm pipe and catch basins to convey stormwater to Bolen Creek, consistent with the current drainage pattern.

Water quality treatment of the stormwater runoff ,that will combine with the stormwater from the street, may be treated to be consistent with the City stormwater ordinance.

Project Information

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

Currently there is no sidewalk along Pacific Highway between Riverside Estates (Larsen Drive) and Kay's Subdivision, 1800 lineal feet in length. There is currently only a 1-foot wide shoulder along each side of the two 12-foot wide travel lanes on Pacific Highway. Adjacent to this 1-foot wide shoulder is a steep slope roadside drainage ditch, that varies in side slope of 1:1 or steeper. Adjacent the guardrail at Brezee Creek, there is no shoulder at all.

Only vehicular traffic is allowed to drive on Pacific Highway, and no other way of travel is safe along this corridor.

A shared use 8 to 10-foot wide paved path along Pacific Highway will allow pedestrians and bicyclists to travel safely to school and to downtown La Center.

Walking or biking along this corridor is not possible currently, and this improvement will allow an alternative form of transportation for exercise and for bicyclists to travel to the downtown businesses, school, post office and library and public transportation.

There is currently a plan under review for a City Park at Riverside Estates. This park can also benefit residents that live south of Riverside Estates, on existing parcels that can use this shared use path to access the new park.

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):

With recent development of Riverside Estates, there is projected to be approximately 180 homes constructed in the next 18 months in Riverside Estates and possibly another 144 apartment complex units in the next two years. In addition, Highland Terrace on the north side of Pacific Highway is projected to have another 95 homes in the future.

Currently there is no sidewalk or path for pedestrians or bicycles to travel between Riverside Estates and La Center Schools. KWRL, and the original developer of Riverside Estates, assumed that travel from these homes for students will be by school bus. Currently KWRL stops on Pacific Highway and picks up and drops off students to recent homes constructed at Riverside Estates. As development occurs, there could be more stops by buses along Pacific Highway.

The length of travel, between the development at Larsen Drive and the La Center Elementary School, is just over 1 mile. The distance between Larsen Drive and the La Center High School is 1.5 miles. Larsen Drive is also within 1 mile of downtown La Center along the 4th Street corridor, and approximately 1.7 miles to the library and the post office. Sternwheeler Park is within 1-mile of Larsen Drive as well.

These are all within a reasonable distance for bicyclists or pedestrians to walk to the schools, or downtown businesses. In addition there are two major parks in the City that are accessible by the public. Holley Park has a skate park and splash pad, tennis courts, baseball and soccer fields that can be used by younger and older youth that will be more accessible to them.

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 City of La Center Parks Master Plan shows the Pacific Highway trail as part of the trail master plan. The Planning Commission has been in support of providing a path or trail connection between Riverside Estates and the existing city sidewalks. At Planning Commission meetings, the discussion of a safe walking and bicycle path has been discussed, and public testimony for these facilities was raised. City Council has heard testimony from concerned citizens, and the Planning Commission members to provide a safe walkway and bicycle path along Pacific Highway.

In addition ,the City's Comprehensive Plan describes a connection for pedestrians to walk safely along Pacific Highway to the downtown area.

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

Housing at Riverside Estates is new and no data is available about an elderly population. There is likely an average income for this population in this development.

With the future apartment complex planned at Riverside Estates, there could easily be elderly and disabled residents living in the complex that would benefit from a pedestrian path.

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

The housing proposed in Riverside Estates consists of MDR-16 houses, that are more densely spaced than typical residential development. The proposed apartment complex at Riverside will have more affordable units than the typical residential housing, but no affordable housing complexes will likely be adjacent to the proposed path.

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):

There is currently only two 12-foot wide travel lanes with no shoulder. A 2:1 or steeper sloped drainage ditch is adjacent to the edge of the travel lane.

There is no place for pedestrians or bicyclists to cross from the north to south side of Pacific Highway. The speed limit along Pacific Highway is signed for 35 mph, but traffic analysis in June of 2020, show that the 85% speed is 42 mph.

One of the residents along Pacific Highway testified to both the the Planning Commission and City Council about a death that occurred by a pedestrian walking along the corridor. This death happened in the 1970's so there is no traffic data that could be found to verify this testimony.

Since 2015, there has been three reported accidents by WSDOT on Pacific Highway along this corridor. One of them was a possible injury accident.

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

The project will add a new 8 to 10-foot wide shared use paved path with a concrete curb separating the travel lane from the pedestrians and bicyclists. Currently it is not safe for pedestrians to walk along this length of Pacific Highway. Pedestrians have to walk along the roadside ditch to prevent them from walking in the travel lane.

Since this highway is federally classified as a major collector, it has a varied use of the type of vehicles. It is also currently a route that is used by Clark County to divert long and overweight vehicles north to avoid the deficient bridge on I-5 over the Lewis River. Some of these large loads and other delivery and emergency vehicles that travel this corridor exceed the posted speed limit and make it very dangerous for anyone to walk or bike.

With the construction of Highland Terrace, on the east of Pacific Highway, there will be ADA accessible ramps to allow pedestrians to cross to the south side of Pacific Highway to access the shared use trail. Flashing beacons may be necessary as well, as part of this project, to allow the safe crossing across Pacific Highway.

9. Readiness:

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

Please explain:

There is potentially no right of way needed to construct this shared use path. Retaining walls will be needed along the Bolen Creek crossing and along some of the steep cut slopes.

This project will complete the surveying, design and critical area permitting to allow construction to be completed.

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 Planning Commission has heard testimony from residents along Pacific Highway that want a sidewalk or path. One of the Planning Commissioners, and several residents have testified to City Council to install a path along Pacific Highway.

As stated previously, a pedestrian path is listed in City's Parks and Trail Plan and in the Comprehensive Plan to extend a path along Pacific Highway to connect residents to the City downtown district and to the I-5 junction.

There will likely be public outreach to support the project prior to construction.

The school district was contacted previously for the 2020 Safe Routes to school application and they are in support of the project.

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

This shared use path will allow students to access all the schools in La Center by bicycling or walking. In addition it will promote exercise for all residents along this corridor to allow them a walking and biking path to local businesses and parks.

The path will allow safe access of Holley Park for youth to travel to the baseball, softball and soccer fields.

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

The road along Pacific Highway traverses Bolen Creek, and a trail along this corridor will promote an aesthetic view of the critical area adjacent to the creek. Trees and/or vegetation can be added along the path, to provide shade, and a scenic route.

Project Information

13. List all funding partners contributing to the project:

Funding Source	Amount
Transportation Alternative	\$201,500
City Match	\$31,500

Other Information

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

Besides the recent development of Riverside Estates and future adjacent development, there are other residents that live along Pacific Highway. There are parcels north of Riverside and south of Riverside that have residential homes and farms.

Although most of these residents have not commented to a future path, it is reasonable to assume that these residents will benefit from the path for both exercise and a means travel other than by vehicle.

