



# Transportation Alternatives Program 2023 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](mailto: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: City of La Center

Contact Person: Tony Cooper

Telephone: (360) 263 7665 Email: acooper@ci.lacenter.wa.us

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	03/15/2023		\$234,000	\$234,000
Right of Way				\$0
Construction	06/01/2024	\$975,000	\$2,372,056	\$3,347,056
Totals	n/a	\$975,000	\$2,606,056	\$3,581,056
<b>Overall Match Ratio:</b>				72.77%

## 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:

This project addresses a gap in pedestrian and bicycle connection from new residential development at the northeast portion of La Center to the existing sidewalk that connects to downtown La Center.

The benefit is to provide pedestrian access from this new development to downtown for alternative modes of travel. This will provide a safe way to travel for the public as it provides a 10-foot wide path separated from the travel lane by a roadside ditch.

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, for bicyclists.

## Project Information

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

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

Currently there is no sidewalk along Pacific Highway between Larsen Drive to approximately 1,600 lineal south. 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 a majority of the travel lane is a 1 foot wide shoulder with steep side slopes of a roadside drainage ditch. The side slopes of the drainage ditch are approximately a 1:1 grade.

There is a guardrail at Jenny Creek, that separates traffic from the travel lane. The guardrail is approximately 1-foot away from the travel lane, and allows no pedestrian access.

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

A new City Park at Riverside Estates opened approximately six months ago. This park benefits residents that live north and south of this park that can use this shared use path to access the new park.

See schematic plans and cross section along the shared use path.

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, there has been 132 new homes constructed to date, and in the next 18 months there will likely be another 50 homes built, south of Pacific Highway.

There has also been new apartment buildings built, consisting of a 144 unit complex. In addition, homes from a new 95 unit subdivision are being built on the north side of Pacific Highway.

Currently there is no sidewalk or path for pedestrians or bicycles to travel between this new development and La Center Schools. Kalama, Woodland, Ridgefield, La Center (KWRL) bus service travel to and from these new homes, and apartment complex, to take students to the Elementary, Middle and High Schools in La Center. As development occurs, there will be more stops by buses along Pacific Highway.

The length of travel between Larsen Drive and the La Center Elementary School is just over 1 mile, and to the new Middle School about 2 miles. The distance between Larsen Drive and the La Center High School is 1.5 miles. During school hours, the traffic along 4th street, adjacent to the elementary and high school, backs up to adjacent streets. The shared use path will allow for additional students to bike or walk to school, to alleviate traffic congestion.

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 a destination point for concerts and other gatherings, and is within 1-mile of Larsen Drive.

Holley Park has a skate park and splash pad that can be used by younger and older youth during the summer, and is within 1.5 miles of Larsen Drive.

All of these facilities are within a reasonable distance for bicyclists or pedestrians for access from this new development by Larsen Drive.

## 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 master plan as an on-road trail. The Planning Commission has been in support of providing a path or trail connection between Riverside Estates and the existing city sidewalks. During planning meetings, the need for a safe walking and bicycle path has been discussed in the meeting, and public testimony for this path has been heard at these meetings. City Council has heard testimony during Council meetings from concerned citizens, and the Planning Commission 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 housing development is new and no data is available about an elderly population.

The 144 unit apartment complex Riverside Estates, does allow section 8 applications for low income housing, and they are receiving these applications. In addition, the apartment complex does have facilities for the elderly and disabled population. These facilities have been verified by the owner of the apartment complex.

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

No affordable houses 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 1:1 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 10-foot wide shared use paved path with a roadside ditch 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. Pacific Highway is 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.

The construction of Highland Terrace subdivision, on the north side of Pacific Highway, added ADA accessible ramps to allow pedestrians to cross to the south side of Pacific Highway. This crossing will provide access to the shared use path. Flashing beacons may be necessary to provide further safety for crossing to the south side of Pacific Highway. The city received a Safety Grant from WSDOT recently, and these beacons may be added as part of this safety project,

9. Readiness:

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

Please explain:

The project design was fully funded by a Transportation Alternative design grant that was obligated in March 2022 . The design by a consultant will begin the next month, and is anticipated to be complete by the end of 2023. The project construction cost is anticipated to be approximately \$3.347 million dollars. If the city receives \$975,000 dollars for this Transportation Alternative Program Grant, the city will need to fund approximately \$2.237 million dollars to construct the project. The city will apply for a WSDOT Safe Routes to School or Pedestrian and Bicycle Program grant to supplement some or all of this remaining cost.

## 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:

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 La Center school district was contacted, and support this grant application of the pedestrian path. A letter of support is attached from the Superintendent of La Center School District.

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.

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

The road along Pacific Highway traverses Jenny 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 grant for design funded March 2022	\$200,000
City match for design	\$34,000
City match for this grant	\$2,372,056

## Other Information

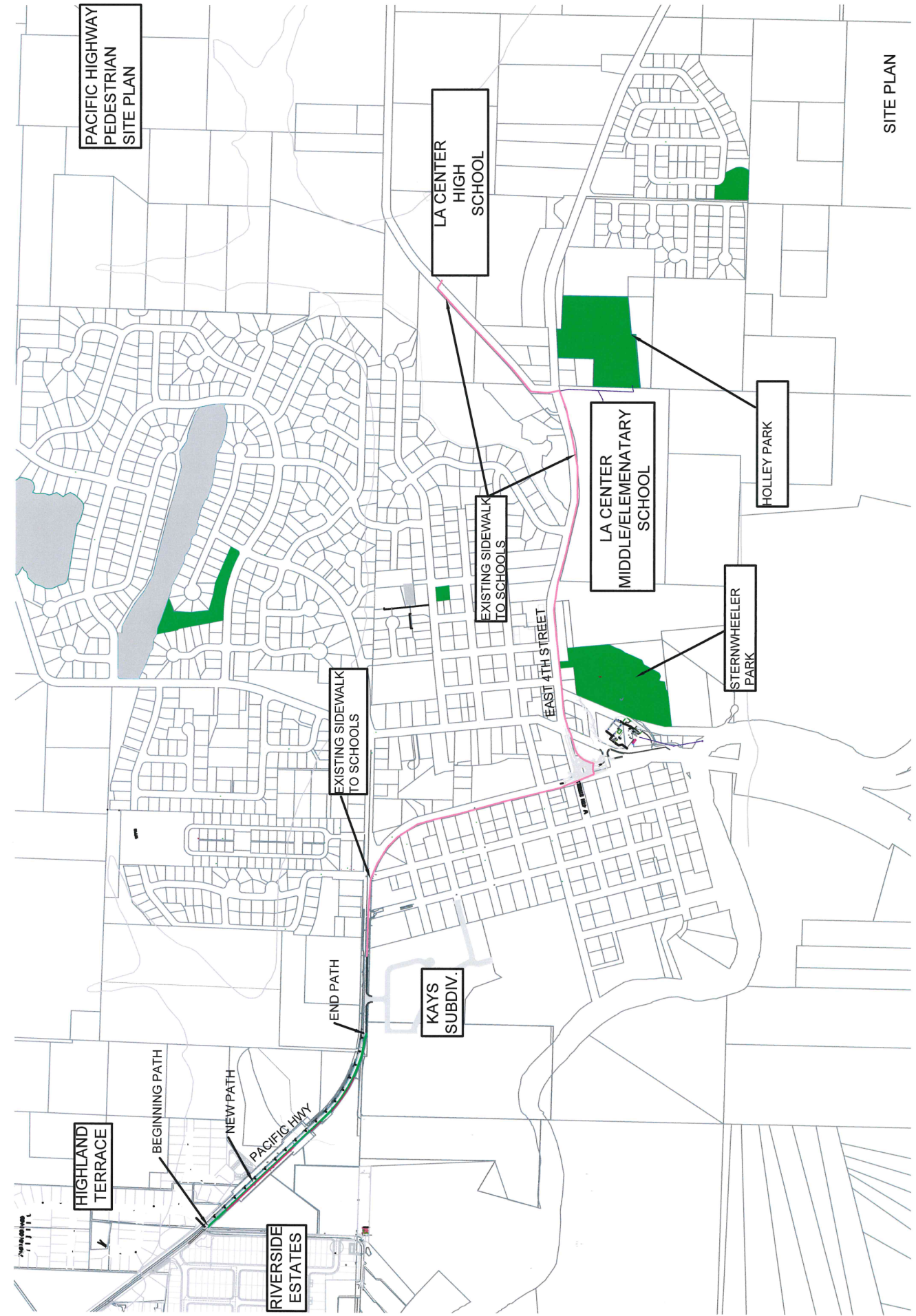
You may use this space to provide any additional project information considered worth noting:



CALL 48 HOURS BEFORE YOU DIG  
 DESIGNED: ALC  
 DRAWN: ALC  
 CITY PROJECT # 6  
 HOR. 1-800-424-5555  
 VERT. 3-31-23  
 DATE: 3-31-23  
 NORTHWEST PACIFIC HIGHWAY SAFETY UTILITIES CENTER  
 NORTHWEST PACIFIC HIGHWAY SAFETY UTILITIES CENTER

2023 TRANSPORTATION ALTERNATIVE

REV #	REVISION	DATE



PACIFIC HIGHWAY  
PEDESTRIAN  
SITE PLAN

LA CENTER  
HIGH  
SCHOOL

LA CENTER  
MIDDLE/ELEMENTARY  
SCHOOL

HOLLEY PARK

STERNWHEELER  
PARK

EXISTING SIDEWALK  
TO SCHOOLS

EXISTING SIDEWALK  
TO SCHOOLS

KAYS  
SUBDIV.

HIGHLAND  
TERRACE

RIVERSIDE  
ESTATES

BEGINNING PATH

NEW PATH

PACIFIC HWY

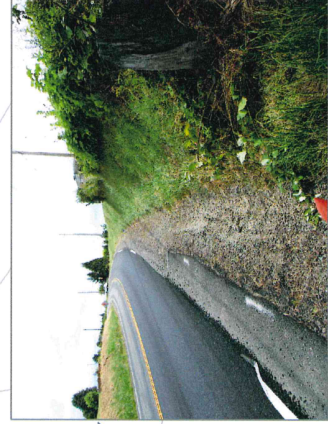
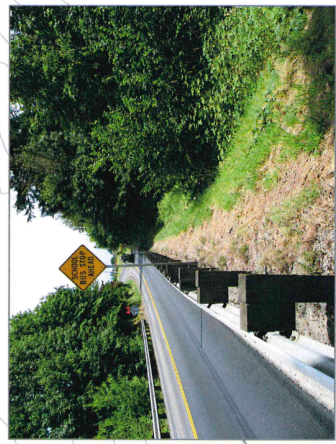
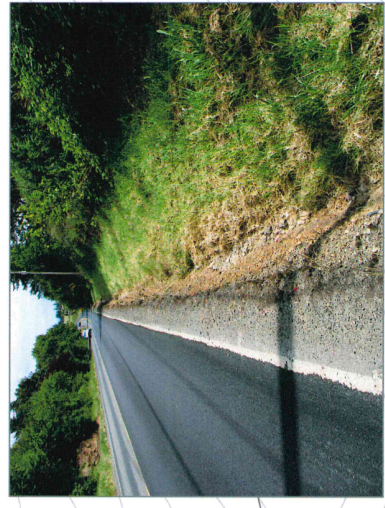
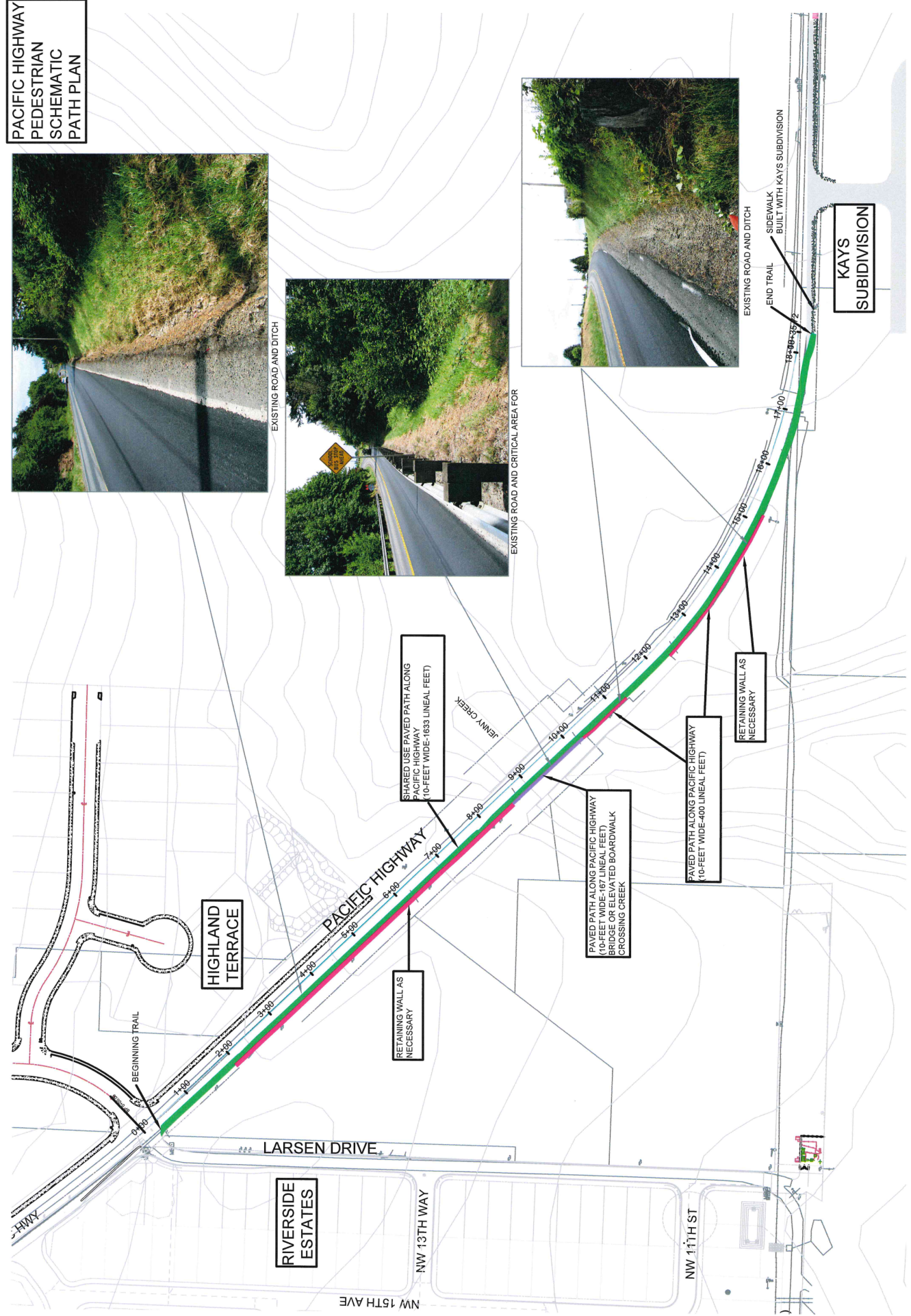
END PATH

EAST 4TH STREET

SITE PLAN



REV #	REVISION	DATE



**PACIFIC HIGHWAY  
 PEDESTRIAN  
 SCHEMATIC  
 PATH PLAN**







PO Box 1840 • 725 Highland Road  
La Center, WA 98629

Tel 360.263.2131 • Fax 360.263.1140

Tony Cooper, P.E., City Engineer  
City of La Center  
210 E. 4<sup>th</sup> Street  
La Center, WA 98629

March 8th, 2023

Letter of Support  
Pacific Highway Shared Use Path Project

Dear Tony:

The La Center School District offers this letter of support for the City's application to the Regional Transportation Commission (RTC) for the Transportation Alternative Grant for the construction of the Pacific Highway Shared Use Path.

Pacific Highway is a Minor Arterial and is an alternate route of travel between La Center and Woodland for vehicles, including oversized loads routed by Clark County.

Currently, there is no sidewalk or path for pedestrians or bicycles to travel between the new residential development, north of the city, to the existing sidewalk connecting to La Center Schools. KWRL bus service currently stops on Pacific Highway at these new homes to pick up and drop off students. It is unsafe for pedestrians and bicyclists to travel along Pacific Highway from this new development, because there is not enough width on the shoulder for a safe commute. As development occurs, there will be more stops by buses along Pacific Highway.

Thank you for the opportunity to provide our support for this high-priority Shared Use Path project that will provide a safe alternate mode of transportation along the Pacific Highway. Please contact us to discuss any support opportunities that the District may be able to provide.

Sincerely,

A handwritten signature in blue ink, appearing to read "Peter Rosenkranz", is written over a horizontal line.

Peter Rosenkranz, Superintendent

La Center School District