Southwest Washington Regional Transportation Council

RTC STBG/CMAQ Urban Project Application

Instructions

Complete application in the space provided. Applicants are limited to application form, required attachments, and three additional pages of attachments. Submit completed application and attachments electronically to dale.robins@rtc.wa.gov. If you have questions contact Dale Robins at 564.397.5212.

General Information

Project Title: Everett Street Corridor Improvements

Project Limits: Everett Street - NE 35th Ave to NE 43rd Ave

Project Length (miles): 0.50 Federal Functional Class: Minor Arterial

Agency: City of Camas

Contact Person: James E. Carothers, Engineering Manager/City Engineer

Telephone: 360-817-7230 Email: jcarothers@cityofcamas.us

Certified Acceptance Agency: City of Camas

Project Screening Criteria

Check all that apply.

- ☒ Consistent with the Regional Transportation Plan, Local Comprehensive Plans, and Congestion Management Process. (Projects that add capacity must be listed in RTP).
- ☒ Federally classified facility of Urban Collector or above (here).
- ☐ Primary purpose of project is preservation or maintenance.
- ☒ Reasonable cost estimate and request is consistent with regional cost limits.
- ☒ Reasonable timeline for implementation.
- ☐ If operational improvement, the project is consistent with regional TSMO Plan.
- ☒ Project includes conduit.
- ☒ Administered by a Certification Acceptance (CA) agency.

Required Attachments

Attach all that are applicable for your project.

- ☒ Vicinity Map
- ☒ Urban Accident Analysis
- ☒ Typical Cross-Section and/or Project Diagram
- ☒ Digital JPG Project Photos (Maximum of 4)
- ☒ Additional Attachments (Maximum of 3 pages)

Cost Summary

Complete all cells to show total project cost, even if application is only seeking partial project funding or funding for one project phase. Only enter funds currently being requested under RTC Federal Request. All other funding is shown under Other Funds, including previously received RTC grant funds. Minimum match per phase is 13.5%. Project obligation deadlines will be tied to the date provided in the cost summary.

Project Phase	Obligation Date (MM/YYYY)	STBG/CMAQ Request	Other Funds	Total Cost	Match Ratio
Design	09/2024	$0	$1,700,000	$1,700,000	100.0%
Right of Way	09/2025	$625,000	$756,000	$1,381,000	54.7%
Construction	12/2027	$0	$12,417,000	$12,417,000	100.0%
Totals		$625,000	$14,873,000	$15,498,000	96.0%

Estimated date for completion of construction or project (MM/YYYY): 12/2029

Funding Partners

List all "Other Funds" contributing to the project (should match total shown under Other Funds above):

Funding Source	Amount
Previously acquired STBG	$475,000
Development Transportation Impact Fees	$2,000,000
City of Camas	$12,398,000

If project is not fully funded, describe how the project will obtain full funding?

Funding will be obtained through through other grants, loans and bonding.

Project Information

1. Project Description - Explain the nature of the project; indicate major work involved, and provide a brief comparison of existing and proposed conditions:

This project will reconstruct approximately one-half mile of NE Everett Street between NE 35th Avenue and NE 43rd Avenue, improving it from a rural road to urban arterial standards. Specific design features will include stormwater conveyance and treatment infrastructure, concrete curb and gutter, separated shared-use paths on both sides of the road, roadway illumination, conduit for future fiber optic facilities, and intersection control via roundabouts at NE 38th Ave. and NE 43rd Ave. Minimum roadway width will be 29-feet curb to curb.

The existing roadway has two lanes and is approximately 20-feet wide. There are discontinuous shoulders of varying width on both sides of the road, intermittent roadside parking, multiple clear zone obstructions and no pedestrian or bicycle facilities. The current right-of-way width is 60-feet and is encroached on by one building, utility poles, vehicle parking areas, retaining walls, and other structures.

The proposed work will be part of a larger project that will reconstruct approximately one mile of NE Everett Street between Lacamas Park and NE 3rd Street, terminating at the northern border between City of Camas and Clark County. This is referred to as the Everett Street Corridor and will be the primary access route between high-traffic locations including Lacamas Park, Camas High School, and 800 acres of projected residential and commercial development north of Lacamas Lake known as the North Shore Subarea.

The North Shore Subarea development is projected to generate approximately 1,400 jobs and housing for 8,000 people. It will also produce approximately 3,000 new vehicle trips during weekday peak hours. As the Everett Street Corridor will carry a significant amount of these new trips there will be a substantial increase in traffic delays. A diagram of the projected North Shore Sub-area development is included as an attachment.

The population of Camas has been projected to increase approximately 20 percent by 2035. The related increase in vehicular and multi-modal traffic, as well as the additional traffic generated by the North Shore Sub-area development makes the proposed Everett Street Corridor improvements a crucial element in maintaining a functional and safe transportation system.

2. Project Justification – Describe reason for project and problem project addresses:

Everett Street is currently a narrow two-lane road with discontinuous shoulders of inconsistent width. It lacks adequate intersection control, left turn lanes, sidewalks and bike lanes. Traffic pulling into driveways and side streets is forced stop in the travel lane to make a left turn, causing traffic to back up. Vehicle parking within the roadside clear zone creates a hazardous condition for people entering and exiting their cars. This combination of deficiencies creates a condition that subjects drivers, pedestrians and bicyclists to increased risk.

Bicyclists and pedestrians must currently use the roadway shoulder or the vehicular travel lanes when biking or walking within the project limits, and must cross Everett Street without a crosswalk at locations other than NE 43rd Avenue. Adding shared-use paths would significantly improve safety and encourage multi-modal travel. These improvements will promote the health and safety of the community, and align with WSDOTs Active Transportation Plan and Target Zero initiative.

Between 2021 and 2023 there were six reported traffic accidents within the project limits. It can be expected that adding intersection control via roundabout would reduce the likelihood of collisions and also reduce vehicle speeds. Adding roadway illumination and eliminating left turn motions will also likely reduce the severity and frequency of traffic accidents.

The Everett Street Corridor will be the south point of access to 800 acres of future residential and commercial development known as the North Shore Subarea. This development is projected to generate approximately 1,400 jobs and housing for 8,000 people. It will also produce approximately 3,000 new vehicle trips during weekday peak hours, further increasing the need for the benefits that the proposed Everett Street Corridor improvements will provide.

This project will increase safety for motorists, pedestrians and bicyclists while accommodating increased levels of traffic. It will also provide an opportunity to incorporate aesthetic elements that align with the City of Camas Gateway Corridor Standards. Enacting these standards will create a visually pleasing gateway to the city and be cohesive with previously constructed improvements south of the project.

3. Before and After Analysis – *Describe the goals of the project and how each goal will be analyzed prior to and after the project is constructed. Goals should focus on national performance measures of Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, and Reduced Project Delivery Delays. Analysis is due to RTC one year after project closure.*

The City has worked with the Project Advisory Committee, City Council, and the public to establish the following goals for the project:

1. Increase safety of pedestrians and cyclists by adding shared-use paths and ADA compliant curb ramps. Efficacy will be analyzed by comparing the constructed quantities of multi-modal facilities to the existing conditions.
2. Increase safety of motorists by constructing wider travel lanes, controlled access at intersections, and street lights. Efficacy will be analyzed by comparing the frequency of accidents before and after the project. Reporting may be 18 to 24 months after the project is constructed.
3. Improve infrastructure conditions by replacing a damaged and obsolete roadway with new roadway, multi-modal improvements and fiber optic conduit. Efficacy will be measured by comparing quantities of improved infrastructure before and after the project.
4. Reduce congestion through the use of intersection controls. Roundabouts will eliminate the need for vehicles in Everett Street to stop in the travel lane when making a turn. Efficacy will be measured by observing vehicle queues in Everett Street and side streets before and after the project.
5. Improve system reliability by providing safer roadway and multi-modal facilities. This in turn is expected to reduce the number of road closures due to accidents. Efficacy will be measured by comparing the frequency of accident related road closures before and after the project. Reporting may be 18 to 24 months after the project is constructed.
6. Increase environmental sustainability by installing modern stormwater treatment facilities and low-energy LED street lighting. Light coverage and intensity will be analyzed via photometric analysis before and after the project.
7. Improve connectivity by providing multi-modal improvements for pedestrians and bicyclists. Efficacy will be measured by comparing quantities of multi-modal facilities before and after the project.

Mobility

Use data from the Congestion Management Process, Traffic Count Program, or attach other documentation:

Existing Facility Type: 2 Lanes Improved Facility Type: 2 Lanes

CMP CCI: _____ or CMP Speed: _____

One-hour Peak directional Volume/Speed from other source: 814 (Attach documentation)

☒ Project is located on the RTC Designated Regional System (here)

☐ Congestion Management Network Facility (here)

What congestion management concern(s) does the project address and how?

The Everett Street Corridor experiences high traffic volumes and significant congestion in all directions during peak traffic hours. The only existing intersection control is a traffic signal at the NE 43rd Avenue intersection and stop signs at four intersecting side streets. There are no left turn lanes. The insufficient level of intersection control results in frequent traffic stoppages as vehicles making left turns from Everett Street wait for gaps in oncoming traffic. Congestion will become more severe as the North Shore Sub-area develops and the traffic volume in the corridor increases. A traffic study projects that the North Shore Sub-area will generate approximately 3,000 new vehicle trips during weekday peak hours. As the Everett Street Corridor will carry a significant amount of these new trips there will be a substantial increase in traffic delays.

This project will construct roundabouts and eliminate all left turn movements using a continuous raised median curb that extends through all minor intersections, which will in turn reduce the frequency of traffic stoppages and the traffic accidents associated with them.

Network Development: Extends Improvement

Explain the Type of Network Development:

This project will construct full-width roadway with continuous shared-use paths between NE 35th Avenue and NE 43rd Avenue. These improvements will extend multi-modal facilities that were previously constructed south of the project, and will eventually connect to future multi-modal facilities serving Camas High School on NE 43rd Avenue. It is part of a multi-phase plan to construct uninterrupted multi-modal facilities between downtown Camas and the north border between City of Camas and Clark County.

Street lighting and fiber optic conduit will also be extended the entire length of the project.

Multimodal/Operations

Type(s) of operational improvements included in project: (Check all that apply)

☐ Signal integration/upgrade

☐ Data collection (volume, speed, occupancy, classification)

☐ Traffic surveillance

☒ Communication infrastructure (conduit, fiber, switches, etc.)

☐ Variable message signage

☐ Traveler information

☐ Smart transit management/transit signal priority

☒ Roundabout(s)

Explain operational improvements:

Roundabouts will be constructed at NE 38th Ave. and NE 43rd Ave. in combination with a two-lane divided roadway and separated ten-foot wide shared-use paths on both sides of he road. This will slow traffic in Everett Street and make it easier for side-streets to enter the corridor. It will also eliminate left turn movements to and from Everett Street using a raised center median curb that extends through all minor intersections.

Conduit for future fiber optic installation will be constructed the entire length of the project.

Type(s) of multimodal improvements included in project? (Check all that apply)

☐ Transit expansion

☐ Peak hour C-TRAN buses - Number per hour: 0_____

☐ Exclusive transit lanes (Transit Only, BAT Lanes, etc.)

☐ Transit amenities (shelter, bus-pullout, etc.)

☐ Park and ride construction

☐ Carpool/Vanpool

☐ Improve non-motorized access to park and ride/transit

☐ Completes gap in bicycle or pedestrian route

☒ Constructs 10'+ separated path or two 5-foot striped bicycle lanes

☒ Sidewalks (both sides)

☒ Sidewalks wider than 5' and/or planter strip (3' minimum)

☐ Improves transit speed/reliability

☐ Transportation Demand Management (TDM)

☒ Contact C-TRAN's Capital Project Manager 360-696-4494 (10+ days prior to application submittal)

☒ Adopted Complete Streets Policy/Ordinance

☒ ADA Transition Plan (less than 10 years old)

Explain multimodal improvements:

This project will extend multi-modal facilities that were previously constructed south of the project, and will eventually connect to future multi-modal facilities serving Camas High School on NE 43rd Avenue. It is part of a multi-phase plan to construct uninterrupted multi-modal facilities between downtown Camas and the north border between City of Camas and Clark County. Improvements will include ten-foot wide shared use paths on both sides of the road that will grant access to businesses on Everett Street for several thousand residents, and enhance access to walking trails in nearby parks.

C-TRAN Deputy Director of Capital Projects and Planning was contacted on 6/26/2024 and confirmed that C-TRAN plans to extend service to the project area, possibly by 2030.

Safety

Collision Analysis Sheet – Annual Benefit: $58,004

Attach Accident Analysis Worksheet-using only Documented Countermeasures - FHWA, Target Zero or other.

Describe safety strategy and how it will address 3-year collision history:

Safety Strategy	Number of Collisions	Explanation of strategy and how it addresses collision
Intersection - Traffic C	2	Rear end collision. Roundabout intersection control will minimize traffic stoppages and reduce speed.
Road - Lane Delineat	2	Turning movement related collision. Elimination of left turn movements will alleviate approach turn conflicts.
Road - Lane Delineat	1	Head on collision with a deer. Street lighting will help to increase visibility of objects in the roadway.
Road - Lane Delineat	1	Single vehicle collision with traffic island. Street lighting will help to increase visibility of objects in the roadway.

Please explain how implemented safety strategies address potential safety/collision issues:

The traffic accidents counted in the collision analysis occurred between 2021 and 2023

This project will construct two roundabouts that eliminate left turn movements, which will in turn reduce the frequency of traffic stoppages and the traffic accidents associated with them.

Driver safety will be increased by widening the vehicular travel lanes, adding a continuous raised median curb and eliminating obstructions that are within the roadside design clear zone. Street lighting will also be extended the length of the project.

Multi-modal improvements will include separated ten-foot wide shared-use paths on both sides of the road.

This project satisfies multiple objectives described by the Traffic Safety Commission Target Zero Plan. The applicable objectives are:

PED4.8: Invest in and construct separated pedestrian facilities (sidewalks and multi-use paths)
BIC3.5: Construct more bike lanes, separated bicycle lanes, and separated bicycle facilities, especially in urban areas
LDX3.3: Remove/relocate objects, such as trees and utility poles in high risk locations in the clear zone
LDX3.5: Implement roadway design to be consistent with the surrounding context
INT1.3: Provide/improve left and right turn channelization

Existing and Proposed Conditions:

	Existing Condition	Proposed Condition
Average pavement width in feet	20	29
Minimum road standard width	29	
Number of travel lanes	2	2
Center turn lane/turn pockets	☐ Yes	☐ Yes
Average shoulder width in feet (including bike lanes)	0	3
Paved shoulder	☐ Yes	☒ Yes

Project Provides Access Management

☒ Add non-traversable median greater than 50% of project length

☐ Add C-curb at intersections or less than 50% of project length

☐ Close minor intersection(s)

☒ Reduce access points

☐ Eliminate existing at-grade crossing

Calculate Accident Rate (Attach page that shows math)

Corridor Accident Rate = ((Accidents / years/ distance in miles) x 1,000,000)/Annual Volume
Intersection Only Accident Rate = ((Accidents/years) x1,000,000)/Annual Volume

Accident Rate = 0.88

Economic Development

Freight Generators (Check one only)

- ☒ Improves existing access
- ☐ Creates new access
- ☐ Not Applicable

State Truck Classification (T1-T5): T-3 (here)

Describe how the project will improve access for existing employment, freight generators, distribution center, and CTR Employers:

The Everett Street Corridor will be the south point of access to 800 acres of future residential and commercial development known as the North Shore Subarea. This development is projected to generate approximately 1,400 jobs and housing for 8,000 people. This project improves access to commercial zoning and existing businesses on this corridor segment.

Multi-modal improvements will make commuting to work safer for employees who choose non-motorized means of travel.

Private Development (Check all that apply)

- ☐ Signed Development Agreements
- ☒ Private Investment in Public infrastructure

Summarize Private Investment

Investment Type	Number	Estimated Value
Impact Fees		$756,000
Frontage Improvements		$0
Other Development Agreements		$0

Environmental Justice

- ☐ Project intersects or borders Equity Focus Area (here)

Project Enhances: ☒ Bicycle, ☒ Pedestrian, and/or ☒ Transit

Explain:

Shared-use paths will be constructed the entire length of the project.

Financial/Implementation

Previously Completed Work – Prior to application submittal: (check all that apply)

- ☐ Land purchase not needed or completed
- ☒ Stamped Engineer Estimate Date: 07/01/24
- ☐ Survey Completed Date: _____
- ☐ Geotechnical Report Completed Date: _____
- ☐ Direct Purchase (Buses, Traffic Signal hardware, etc.)

Sustainability/Air Quality

Check all that apply:

- ☒ LID or Enhanced Treatment Stormwater Control
- ☒ Hardscaping or Native Planting (no permanent irrigation)
- ☐ Correction of Fish Barrier
- ☐ Enhances Stream Bank Conditions
- ☐ Corrects Existing Sensitive Area Impacts
- ☐ Appropriate Reduction in Existing Pavement Width
- ☒ Replace or Install Low Energy Street Lighting
- ☒ Reuse/Recycling of Materials
- ☐ In-Place Pavement Reconstruction or Structural Retrofit
- ☐ Transit – Reduced Emission
- ☐ Transit – Reduced Noise and Vibration
- ☐ Transit – Reduced Per Capita VMT
- ☐ Transit – Creating Livable Communities

Explain:

Drought resistant native plants that do not require irrigation will be used in all proposed vegetated areas.

Recycled asphalt pavement (RAP) and compost will be used when feasible.

Street lights will be low energy LED models complying with City standards for an arterial road.