

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: _____
Project Limits: _____
Project Length (miles): _____ Federal Functional Class: _____
Agency: _____
Contact Person: _____
Telephone: _____ Email: _____
Certified Acceptance Agency: _____

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.
- ☐ 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. Only enter funds requested under STBG/CMAQ Funds. If project has previously received STBG/CMAQ funds; those funds are shown under Other 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					
Right of Way					
Construction					
Totals					

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

Funding Partners

List all secured "Other Funds" contributing to the project:

Funding Source	Amount

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

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:

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

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 1 year after project closure.*

Mobility

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

Existing Facility Type: _____ Improved Facility Type: _____

CMP CCI: _____ or CMP Speed: _____

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

☐ Project is located on the RTC designated regional System (<https://rtc.wa.gov/programs/rtp/clark/> - Right sidebar)

☐ Congestion Management Network Facility

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

Network Development: _____

Explain the Type of Network Development:

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:

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

- ☐ Transit expansion
- ☐ Peak hour C-TRAN buses - Number of buses per hour: _____
- ☐ 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 Street Policy/Ordinance

Explain multimodal improvements:

Safety

Collision Analysis Sheet – Annual Benefit: _____ (Attach Accident Analysis Worksheet)

Please explain how implemented safety strategies address current collision issues (3-year accident history). Must have a collision associated with each strategy:

Safety Strategy	Number of Collisions	Explanation of strategy and how it addresses collision

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

Existing and Proposed Conditions:

	Existing Condition	Proposed Condition
Average pavement width in feet		
Minimum road standard width		
Number of travel lanes		
Center turn lane/turn pockets	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes
Average shoulder width in feet (including bike lanes)		
Paved shoulder	<input type="checkbox"/> Yes	<input type="checkbox"/> 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 = _____

$((12/5/0.5) \times 1,000,000) / 4,820,920 = 0.9957$

Economic Development

Freight Generators (Check one only)

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

State Truck Classification (T1-T5): _____ <http://www.wsdot.wa.gov/Freight/FGTS/CountyMaps.htm>

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

Private Development (Check all that apply)

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

Summarize Private investment

Investment Type	Number	Estimated Value
Impact Fees		
Frontage Improvements		
Other Development Agreements		

Environmental Justice (From RTC produced map)

- ☐ Project intersects or borders Low Income Population Census Tract
- ☐ Project intersects or borders Minority Population Census Tract
- ☐ Project enhances bicycle, pedestrian, or Transit travel

Explain:

Financial/Implementation

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

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

Sustainability/Air Quality

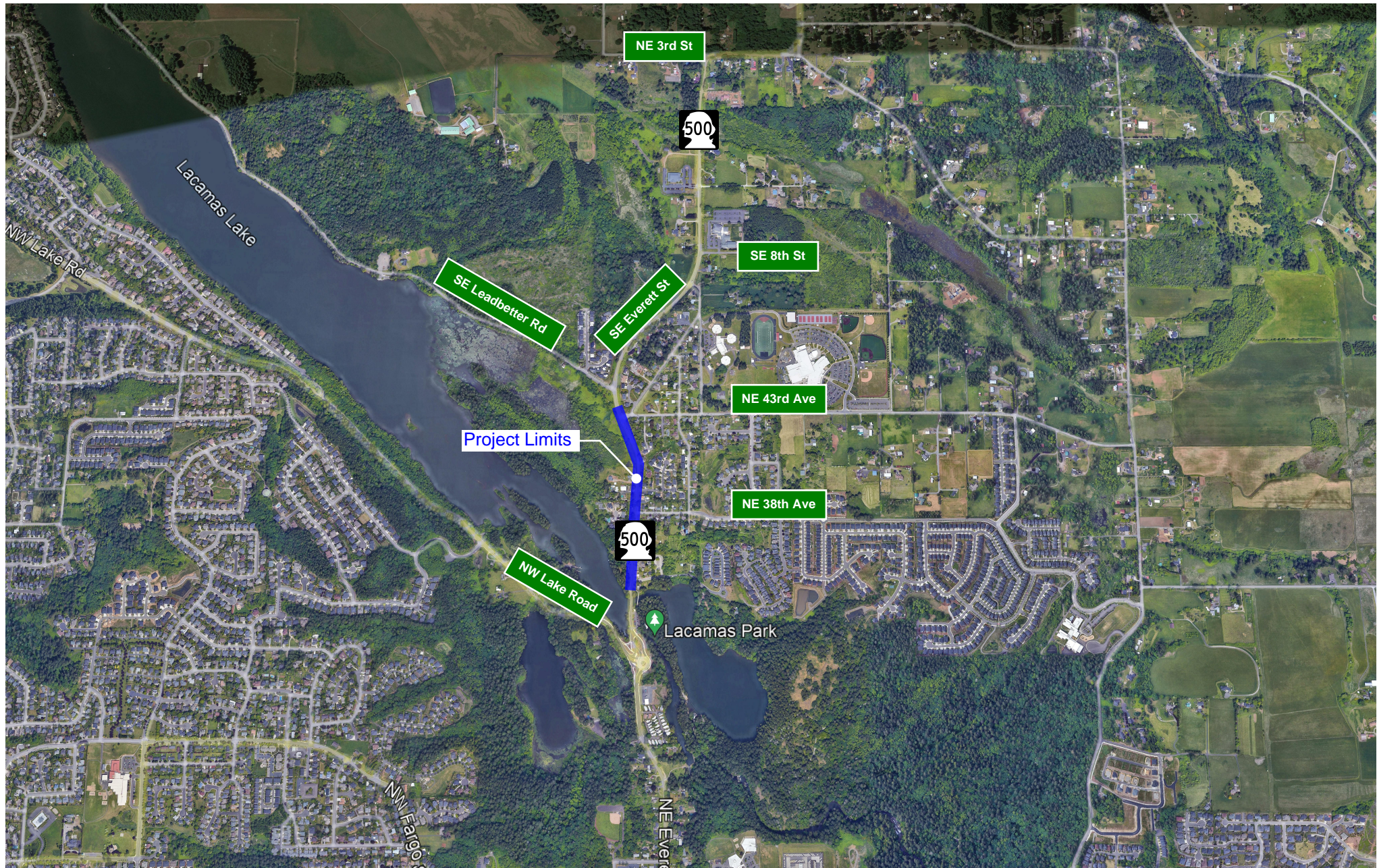
Check all that apply:

- ☐ 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:

CITY OF CAMAS

SR-500/EVERETT STREET CORRIDOR



VICINITY MAP

Urban Accident Analysis

Agency **City of Camas**
Project Name **SR-500/Everett St. Corridor**

Instructions

- Use Accident Data from the **three** most current years
- Select the Location Type (Intersection or Midblock)
- Enter the Location by specifying the intersection cross street or midblock parameters
- Enter the number of Property Damage Only (PDO) Accidents, Injuries and Fatalities for each Accident Type

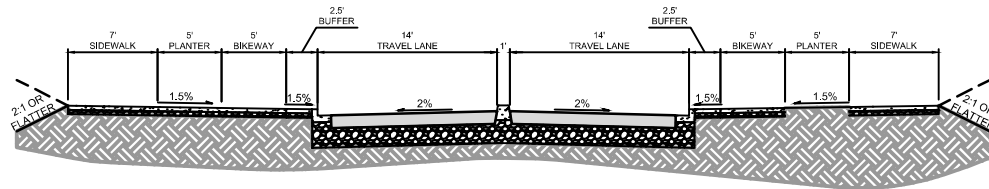
	Total Number	Factor	Accident Cost
PDO Accidents	4	\$5,064	\$20,256
Injuries	1	\$284,956	\$284,956
Fatalities		\$3,366,388	
TOTAL	5		\$305,212

Annual Benefit
\$15,261

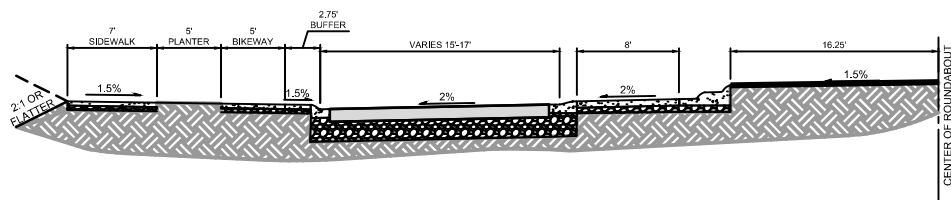
Select Location Type	Enter Accident Location (Cross Street or Midblock Location)	Select Accident Type	Enter Number of PDO Accidents	Enter Number of Injuries	Enter Number of Fatalities	Enter Primary Countermeasure
Midblock	Mile post 17.72	Rear End	1	0	0	Add street lights
Intersection	Mile post 17.57	Approach Turn	0	1	0	Add left turn lane
Midblock	Mile post 17.50	Rear End	1	0	0	Add street lights
Midblock	Mle post 17.50	Head On	1	0	0	Add street lights
Intersection	NE 43rd Ave. Mile post 17.33	Approach Turn	1	0	0	Add left turn lane

Select Location Type	Enter Accident Location (Cross Street or Midblock Location)	Select Accident Type	Enter Number of PDO Accidents	Enter Number of Injuries	Enter Number of Fatalities	Enter Primary Countermeasure

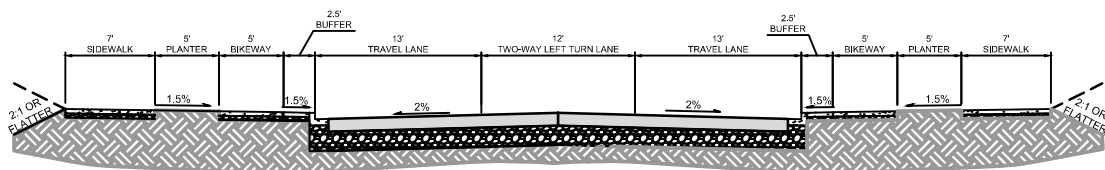
CITY OF CAMAS SR-500/EVERETT STREET CORRIDOR



ROUNDABOUT CORRIDOR TYPICAL SECTION



ROUNDABOUT TYPICAL SECTION



SIGNALIZED TYPICAL SECTION

TYPICAL SECTIONS

SR-500/EVERETT STREET CORRIDOR SITE PHOTOS



Figure 1 – SR-500/NE Everett St. looking north, approximately 50 feet north of NE 35th Ave.



Figure 2 – SR-500/NE Everett St. looking south, approximately 200 feet north of NE 35th Ave.



Figure 3 – SR-500/NE Everett St. looking north, approximately 150 feet south of NE 39th Ave.



Figure 4 – SR-500/NE Everett St. looking north, approximately 100 feet north of NE 35th Ave.



**Washington State
Department of Transportation**

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

July 11, 2023

The Honorable Pete Buttigieg
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg,

The Washington State Department of Transportation (WSDOT) supports the City of Camas' 2023 Surface Transportation Block Grant Program application for the SR-500/ NE Everett Street from NE 35th Avenue to NE 43rd Avenue project. This Project aligns with WSDOT agency goals and objectives, is part of a long-term transportation plan, and has potential benefits beyond just the immediate project location.

The project will complete final design and permitting to further the multimodal improvements the City of Camas has constructed on the Everett Street/SR-500 corridor. When complete, this newly renovated corridor will provide necessary pedestrian and bicycle access, stormwater and vehicle traffic improvements and safety enhancements to ensure connectivity to nearby recreational areas, school district facilities, neighborhoods and local businesses.

We are pleased to partner with the City of Camas and support their effort as it seeks funding to implement the SR-500/ NE Everett Street corridor improvement project and urge you to make this federal STBG investment in Camas' future.

We hope you will give this project full and fair consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Millar'.

Roger Millar, PE, FASCE, FAICP
Secretary of Transportation

cc:

James Carothers, Engineering Manager, City of Camas



SE Lake Rd. / SR - 500 (Everett Rd.)

Use the tabs below to select various information provided for this intersection. The first tab offers a map of the intersection location, and a means of locating nearby count locations. Data for each intersection is offered by "leg" which is, at times, not entirely intuitive. Waving your mouse over the names above should clear up any ambiguities. Directional Average Weekday (24 hour average), AM Peak Hour (7-8 a.m.), PM Peak Hour (peak hour between 4-6 p.m.), and PM Peak Turn Movement (right, left, and through), are included in the summary. The final tab provides scanned PDF documents (where available) of the original count data for this intersection.

Location	North Leg	South Leg	West Leg	Scans			
North Leg Traffic Counts (SR - 500 (Everett Rd.))							
Year	NB ADT	SB ADT	ADT	NB PM	SB PM	NB AM	SB AM
2018	6592	6616	13208	650	526	709	597
2016	6120	6148	12268	613	497	592	567
2012	4852	5081	9933	453	338	535	546
2009	3760	3703	7463	401	296	108	232
2006	4560	4615	9174	533	434	153	299
2004	4107	4253	8360	428	285	147	316
2002	3604	3497	7100	385	231	105	363
1999	3789	3957	7745	437	280	152	456
1997	4020	4241	8261	423	271	122	401
1995	3124	2834	5957	339	214	94	268
1988	0	0	0	0	0	0	0
1986	0	0	0	0	0	0	0
1981	0	0	0	0	0	0	0

2016 ADT	2018 ADT	Linear Annual Growth (Calculated)	2023 ADT (Projected)
12,268	13,208	3.83%	15,737

Conceptual Planning

Draft Concept Plan – Option B

- Estimated capacity: 4,735 dwelling units, 12,785 residents, and 2,170 jobs
- Trails located throughout the subarea provide opportunities for recreation and promote walkability.
- A mixed use and commercial core along a new major roadway allows for a commercial center to the subarea with commercial nodes providing "neighborhood-scale" commercial uses.
- Trails and pathways connecting residential and commercial/mixed-use areas can increase walkability to neighborhood commercial centers and throughout the subarea.
- Business park and commercial areas are located to the north to take advantage of flatter land and avoid residential land in the airport overlays.
- A business park area located near the high school could provide opportunities for campus connections and job-training.
- A mix of single-family and multifamily areas centrally located and throughout the subarea provide opportunities to encourage a variety of housing types and sizes.

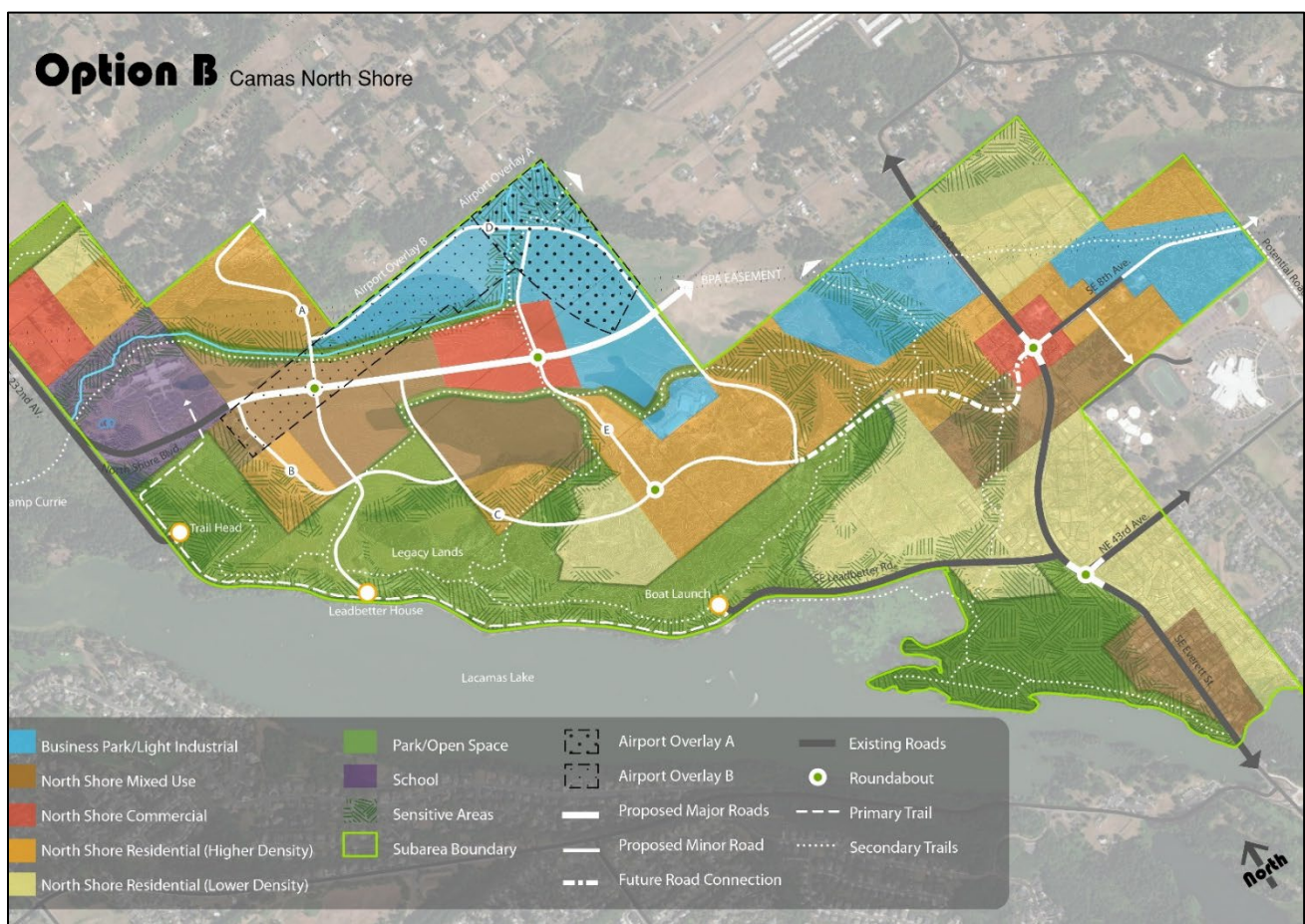


Figure 9. Draft Concept Plan – Option B