

Draft 8/23/16 - John



**CITY OF
NORTH BONNEVILLE**

**SIX YEAR
TRANSPORTATION PLAN**

2017 - 2022

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Introduction

All cities are required by RCW 35.77.010 to adopt a 6-year Transportation Improvement Program (TIP) (see appendix A). This TIP is also called for by, and is an element of, the city's Capital Facilities Plan. Elements of the TIP that have regional significance should be submitted to the Southwest Washington Regional Transportation Council (RTC), which will use the information in their regional TIP, which in turn is forwarded to the Washington State Department of Transportation (WSDOT) or inclusion in the state TIP.

All projects receiving Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funds must be in the regional TIP and STIP. Additionally, all projects receiving state funds must be included in the TIP and STIP.

Project prioritization in this document is chiefly based on the condition of the facility, with the facilities in the worst condition being rated the highest. Certain gravel roads that are not heavily used are given lower ratings.

City Background

North Bonneville is a small community located in the heart of the Columbia River Gorge in Washington State. The city was founded during the construction of the original Bonneville Dam on the north bank of the river beside the dam, but was almost entirely removed for the construction of a new power house in the mid-1970's. By 1978, the Corps of Engineers had constructed and relocated the town to a new location one mile west. Much of the city's infrastructure is therefore about 37 years old.

Amendments and Updates

The TIP can be amended at any point during the year, however the most usual timing is during the city's budget process. This TIP must be updated on an annual basis.

Relationship with Public Safety

The city's and county's abilities to provide full law enforcement coverage is significantly restricted due to limited funding, and will likely continue to be restricted in the future. This increases the importance of developing structural traffic improvement strategies to minimize speeding and traffic accidents, thus reducing the need for public safety coverage. Improved signage and traffic calming devices can be high impact, low cost methods of improving traffic flow. The separation of vehicles, bicycles and pedestrians are also important considerations.

Vegetation maintenance along city streets is an important part of public safety as well. In the 2016 case of Wuthrich v. King County, the Washington Supreme Court stated, "A municipality's duty to maintain its roadways in a reasonably safe condition for ordinary travel is not confined to the asphalt. If a wall of roadside vegetation makes the roadway unsafe by blocking a driver's view of oncoming traffic at an intersection, the municipality has a duty to take reasonable steps to address it."

Relationship with Economic Development

The relationship between street infrastructure and economic development activities is particularly close. To attract and maintain businesses, a community needs street infrastructure that will facilitate customer traffic and enable the smooth transportation of goods. This not only includes well maintained street infrastructure, but also ancillary facilities such as parking (the lack of parking for semi-trucks has been an issue in regional news recently), pathways/sidewalks, and multi-modal facilities where appropriate such as train, bus and water access.

One transportation project that the city is particularly interested in for economic development purposes is the removal of the City's limited road access designation with the Washington Department of Transportation (WDOT). With this removal, the city will be able to reduce the speed limit, thus making access easier and safer, and improving the visibility of the community for commerce.

Parking facilities can also have a large impact on economic development. The city's Central Business District (CBD) does not have typical on-street parking, rather the only parking opportunities are in city-owned parking lots. The potential of business or business/residential development may be limited by the number of spaces available in these lots. Hence additional off-street parking facilities may be required to adequately develop the CBD.

Relationship with Public Health

Providing for a walking and bicycling is vital to the city's transportation infrastructure for community health in addition to the other reasons detailed in this plan. Encouraging the community to walk and bike results in substantial health benefits which have been widely discussed and recognized elsewhere.

The city's goal is to not only provide facilities for walking and biking, but to make them attractive and efficient to encourage their use. Factors that are taken into consideration include the presence of conveniently accessible pathways, the quality and condition of those pathways, rights of way for future pathways and the improvement of existing ones, abutting traffic and road conditions, land use patterns, building accessibility from the pathway system, and safety. Continuing to build and maintain pathways away from roads, but near to all housing and commercial buildings, the city will address many of these factors.

Three projects that are particularly vital to the improvement of the city's walkability are:

- improvement and addition of pathway lights,
- maintenance of street-crossing striping, and
- the addition of a path to the commercial area along Evergreen Drive, including a connection to existing paths across the Hamilton Creek bridge.

ADA transition plan

The city is already highly accessible to persons with disabilities, with limited raised curbs or other obstructions and ADA compliant crossings in its pathway system. To

improve accessibility to persons with disabilities, the city will seek opportunities to provide audible signals and highly visible visual cues at street intersections.

Complete Streets Approach

The city will plan, design, operate and maintain its streets while considering all transportation users and modes per RCW 47.04.320, the Complete Streets Award Program. This approach is exemplified in this document, which separately discusses all aspects of transportation, their impacts on each other, and the interactions of transportation with other community issues such as public health and safety.

As of the completion of the June, 2016 update to this plan, the City is in the process of developing and adopting a Complete Streets Ordinance.

Multi-Modal Aspects

The city currently has facilities for walking, mass transit, non-motorized vehicle, and (recreational only) boating transportation in addition to motorized vehicle transportation. It does not have facilities for commercial boating, rail, or air transportation. The nearest commercial marina is in Vancouver (approximately 45 minutes), nearby railway access is available in the Port of Camas-Washougal (approximately 25 minutes), and air transportation is available at the Portland International Airport (approximately 35 minutes). Access to all these nearby facilities is available via State Route 14.

Skamania County Transit provides the only public transportation option, with bus service to North Bonneville at Bonneville Way and CBD, Bonneville Hot Springs, and at the Bonneville Dam. This service travels between Carson and Fisher's Landing Transit Center in Clark County (intersection of SE 164th Avenue and SE Cascade Park Drive. North of SR 14) two times per day, Monday-Thursday, and three times per day on Friday. It allows linkage with C-Tran (Clark County bus service) to access the Portland/Vancouver metropolitan area. Skamania County Transit will pick up from other locations in North Bonneville with 24 hours' notice.

Additional bus stops are used primarily by the Stevenson School District for student pickup, but they could be used by Skamania County Transit if they were to expand their route within the city. These bus stops are located at:

- West Cascade Dr. and Pahatu
- West Cascade Dr. and Columbia
- Garrison Dr. and Fort Rains
- W. Cascade Dr. and Bonneville Dr. (CBD)
- Garrison Dr. and Chenoweth
- Garrison Dr. and Shahala
- West Cascade Dr. and Yehuh
- Evergreen Dr. and Sunset Dr.
- East Cascade Dr. and Park Lane
- East Cascade Dr. and Greenleaf Drive
- Lakeside Way and Look-in Lane
- East Cascade Dr. and Hot Springs Ave.

The city recognizes the need for a fully multimodal transportation system and will continue to seek avenues for adding to its current infrastructure. That said, there is no

room within city limits for a viable runway for air transportation, the railway tracks are elevated above street level and difficult to access, and all land adjacent to the Columbia River within the city is owned by the Corps of Engineers. Development of a fully multi-modal system within the city is unlikely.

ATVs are prohibited from North Bonneville streets and pathways for safety reasons.

Community engagement

North Bonneville will continue to comply with all community engagement regulations regarding updates to this plan. This plan is reviewed and discussed annually by the city's Planning Commission, adopted by the City Council if amended, and discussed whenever a transportation project is brought before the City Council.

Financing

There are few financing resources available for transportation projects. Real Estate Excise Tax (REET) and Motor Vehicle Excise Tax (MVET) funds are limited in the city, and are used to help fund street and pathway maintenance. With all internal funds being used for regular maintenance (pot hole repair, crack sealing) the city is dependent on outside sources for major repairs such as overlays and chip seals.

Funding sources for some projects may include the following:

	Loan	Grant	Other
US HUD (CDBG)	X	X	
Public Works Trust Fund	X		
USDA Rural Development	X	X	
Community Economic Revitalization Board (CERB)	X		
Private Charities (REI, Cabela's, Nautilus, etc.)		X	
WA State Recreation and Conservation Programs		X	
WA State Transportation Improvement Board (TIB)		X	
Freight Mobility Strategic Investment		X	
Small Cities Preservation Program		X (0% match)	
Small Cities Arterial Program (SCAP)		X (0% match)	
Pedestrian Safety and Mobility Programs		X	
Small City Sidewalk Program		X (5% match)	
Small City Federal Match Program		X	
LED Retrofit Program			
Complete Streets Award Program		X	
Federal Lands Access Program		X	
Federal Department of Transportation (managed through TIB)			
Recreational Trails Program		X	
Bridge Rehabilitation and Replacement		X	
National Park Service			
– Rivers, Trails and Conservation Assistance Program		X	X
WA State Pedestrian and Bicycle Safety Grant Program		X	
Safe, Accountable, Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)		X	
City Transportation Impact Fee (TIF)			X

Arterial streets are generally funded through Washington State Department of Transportation (WSDOT) programs. Under these programs local cash investment is 10% or less and can be funded through existing taxing and funding structures.

The formation of a Transportation Benefit District (TBD) may be an option to consider for funding the city's streets, bridges and pathways. RCW 36.73 provides for TBDs to institute up to 0.2% sales tax and/or a \$100/vehicle license fee – both funding sources require voter approval. The 0.2% sales tax could generate about \$20,000 per year while the vehicle license fee could generate about \$7,000 per year (assuming 2 cars per home and 350 homes).

Another local funding option may be one or more Local Improvement Districts (LIDs), as agreed to by particular neighborhoods. Predicated on the increased property values of an area in which a project is undertaken, each participating property owner's property taxes are increased for a limited time to pay for a project. Usually tied to a bond, there is no legal limit to the funding that could be raised via this tool, but realistically the funding level will need to be commensurate with the anticipated increase in property values. See RCWs 36.94.220 - 36.94.300.

Transportation Facilities

Streets

There are approximately 12 miles of streets in the city of North Bonneville; about 10 miles owned by the city (see Appendix E for full list). Minor maintenance (filling pot holes, striping) is performed on a regular basis and the streets are generally in good condition. A few streets are failing and in need of immediate rebuilding, particularly Evergreen Drive, East Cascade Drive, and Hot Springs Way. The city, with assistance from the Transportation Improvement Board, should undertake a full review of its streets every five years to ascertain roadway conditions and to help set priorities on maintenance projects.

The city has no responsibility for streets owned by other entities and has no plans to assist in their upkeep.

Abbreviated Street Inventory

City Ownership

4.67 miles of street are collectors / minor arterials
5.42 miles of streets are local streets
0.14 miles are gravel
515 Street and Pathway Light Poles

Private Ownership

0.81 miles unpaved
0.13 miles paved

Federal Ownership (Corps of Engineers)

1.4 miles paved

Constructed in 2012-13, the 0.35 mile Coyote Ridge was the most recent street constructed. It will remain the property of the Port of Skamania County until additional site grading and adjoining infrastructure are completed to meet city standards (it lacks street and pathway lighting, and a secondary access road). Site development may only occur when these items are met and the infrastructure (water, sewer, road, pathway, street lights, etc.) is deeded to the city, or when the above is included as part of a development agreement.

Removal of Limited Access Highway Designation:

SR14 runs through the center of North Bonneville for about five [5] miles.

Roughly half our citizens live on either side of this highway, yet there is only one adequate pedestrian conduit across SR 14 over that five [5] mile stretch of City to link those citizens living south of SR14 with those living on the north (and those two pathways are within ½ mile of each other). The highway's presence, and complemented by high traffic speeds, almost totally segregates those citizens on the south from accessing their neighbors on the north and vice versa. This separation impairs opportunities for social gatherings, community affairs, worship, recreation activities, economic development and public safety. SR 14 further impairs tourism activities by blocking visitor traffic between our Hot Springs Resort and Green Leaf Lake from the Bonneville Dam and Fort Rains Historic Site.



Additionally, the city cannot partake in all of Washington State's transportation goals that include connectivity, walkability and lessening of auto dependency because the City does not have the capacity to unite its citizenry resulting from the presence of a concrete barrier that emphasizes transportation movement over community needs.

To compensate for this untenable separation, our children and elders make mad dashes across the highway to sustain relations– a highway where the speed is roughly 60 miles an hour. It is just a matter of time before a child seeking to connect with a friend on the other side of the highway will be killed.

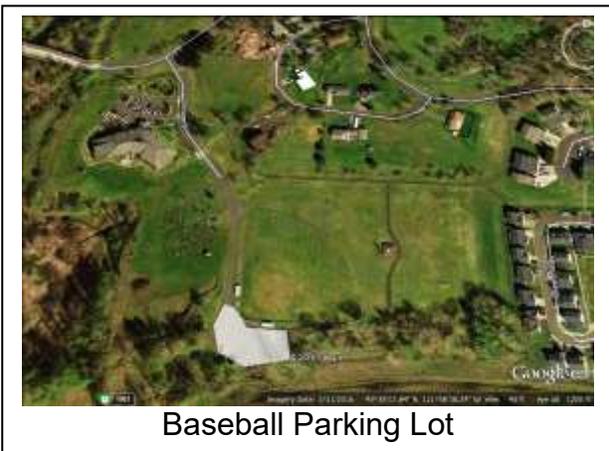
The solution to this situation is to install safe pedestrian passages across this highway through our community. This cannot occur while the speed through North Bonneville remains 60+ miles and hour without pedestrian protected relief from a continuous onslaught of vehicles.

Ironically, it is the state's own regulations that serve as the single biggest impediment to the community's transportation safety. This impediment results from the fact the stretch of SR 14 through North Bonneville is designated as a LIMITED ACCESS ROAD. And that designation encourages driving speeds that make it impossible to install pedestrian crossings and assures the community will remain divided on so many fronts.

Accordingly, the city is seeking to have the limited highway access designation removed and complemented by signage that slows down traffic speeds through North Bonneville to some safe and sane tolerances while affording the City opportunities to advance public safety and meet transportation goals.

Parking

The City owns 5 parking lots, 4 within the CBD and 1 at the ball fields. This parking is adequate for current needs, but may not be adequate for future development. All lots are in need seal-coating and restriping. Otherwise they are in fair condition.



Pathways

The city maintains a pathway system in lieu of traditional sidewalks, winding between and among neighborhoods and streets. The pathways are open to pedestrians, bicycles, golf carts, and self-balancing personal transportation devices (NBMC 12.12.010 – 12.12.030). Total pathways measure about 12.5 miles (it's worth noting that the pathway system is slightly longer than the city's street system):

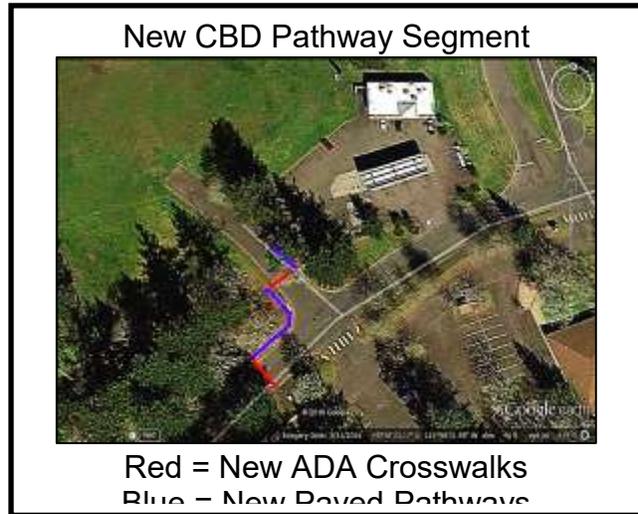
- City Owned / Paved 9.13 miles
- City Owned / Unpaved 1.20 miles
- Non City Owned / Paved 0.36 miles
- Non City Owned / Unpaved 1.78 miles

The use of a pathway system rather than traditional sidewalks results from cost saving measures by the federal government when it moved the city in the mid-1970s. The pathway system does not follow the roadways, using its own right-of-way among and through neighborhoods, but does rely upon pedestrian pathways laid across roadways to connect together the various pathway segments. As a result, pedestrian traffic is further separated from roadways than in other communities. Also due to its unique alignments, travel between some parts of the city can be more convenient via the pathway system than via roadways. The pathway system creates an extensive barrier free transportation conveyance that is helpful to the young and infirm.

Today the city has land use regulations that require property owners fronting a city roadway to install public sidewalks and/or paved pathways as part of a land use development or redevelopment.

Minor maintenance (cleaning, filling pot holes) is performed through the street fund. In 2013 the city undertook an extensive project to replace the sections of pathway in the worst condition causing potential trip hazards. While there remain additional damaged sections, funding for their replacement has not been identified.

A significant project the city wishes to accomplish for safety reasons is to add two ADA-compliant crosswalks and about 120 of paved pathway between CBD Parking Lot #2 and the gas station on Talema. These links are of particular importance because it has been observed that children from the South side of the city frequently cross Cascade Drive at this location in order to access the gas station, which includes a popular mini-mart. The City already owns right-of-way for this project; it will be easily accomplished once funding is available.



In line with this project is the need for maintaining cross-walk striping. Existing striping is fading, causing potential safety hazards for pedestrians.



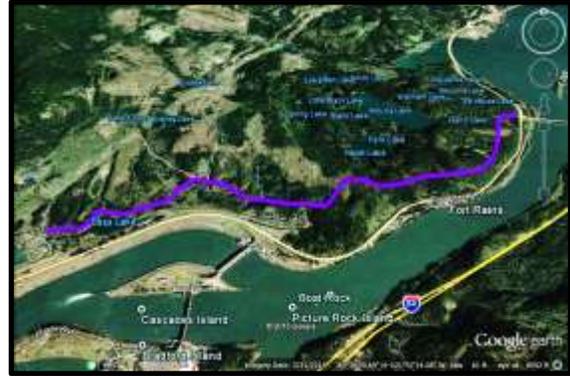
The City also supports the Columbia Trail Link, connecting city paths to the Bonneville Dam Visitor Center, which is being pursued by the Corps of Engineers.

Additionally, the city is seeking opportunities to pursue several exciting projects:

- A West Trail to connect with Beacon Rock State Park
- An East Trail to connect with the Pacific Crest Trail, the Bridge of the Gods, and the City of Stevenson



Conceptual Trails to Beacon Rock



Conceptual Trail to Pacific Crest Trail

The East and West trails are included in the Friends of the Columbia Gorge Towns to Trail program, which the city has approved in principle. The goal of this program is to develop a 34-mile trail connecting Steigerwald National Wildlife Refuge in Washougal to Cape Horn, Beacon Rock State Park, and the Pacific Crest Trail as well as the communities of Washougal, North Bonneville, and Stevenson. No complete design nor funding for these projects has been determined in detail.

The city has no responsibility for pathways owned by other entities and has no plans to assist in their upkeep.

Bigfoot Discovery Trails

As part of the general city pathway system, the city has adopted a Bigfoot Discovery Trails Plan. This plan incorporates specific features into the pathway system meant to improve marketability, accessibility and preservation of the city pathways and unique surroundings. The Bigfoot Discovery Trail Plan is attached as Appendix K.

The Bigfoot Discovery Trail system overlaps the city's trail system. Features include interpretive signage, maps, geocaches, bigfoot carvings, and a story line to go with the bigfoot carvings. Trail upkeep is the responsibility of the city, while the Discovery Trails Committee assists with upkeep of the special features.

The efforts of the Discovery Trail Committee have succeeded in increasing tourism traffic, with 1,600 documented visits to geocache sites.

Bicycle Facilities

The provision of bicycling facilities is particularly important to the city for a number of reasons:

- Along with walking, bicycling is the most fuel-efficient form of transportation over relatively short distances.
- Bicycle commuting in Washington has increased over 75% in the last ten years.
- In 1982 Interstate highway shoulders in Washington opened to bicyclists.
- For cyclists, over half (57%) of fatal collisions occurred while riding with traffic.
- RCW 47.30 requires highway designs to accommodate facilities for pedestrians and bicyclists where these facilities are a part of local plans, and to provide for alternative paths and trails if highway construction severs an existing path or trail.
- RCW 47.80.026 requires that development patterns in local and regional comprehensive plans promote pedestrian and bicycle transportation.
- RCW 36.70A.070 requires comprehensive plans to include pedestrian and bicycle components that identify and designate improvements for facilities and corridors.

While the city is not required to plan under the Growth Management Act (GMA), the Land Use Element of its comprehensive plan considers utilizing urban planning approaches that promote physical activity per (RCW 36.70A.070).

The large size and diversity of the city's bicycle facilities makes the city particularly friendly to bicycle use and benefits the community in multiple ways.

- Public Health is benefited by providing a low-cost exercise option for that fits all skill and fitness levels.
- Public Safety is augmented by separating motorized and non-motorized modes of transportation.
- Economic Development is promoted by attracting employers and workers seeking an outdoor-oriented community.

The following list of existing bicycle facilities within the city includes the level of difficulty for bicyclists.

City Owned

- City pathway system (generally paved, mild slopes, easy difficulty)

Non-City Owned

- Strawberry Island paths owned by the Corps of Engineers (unpaved, moderate slopes, intermediate difficulty)
- Fort Cascades paths owned by the Corps of Engineers (unpaved, mild slopes, easy difficulty)

Outside City

- Forest Service paths (unpaved, steep slopes, hard difficulty), accessible via private properties on the north side of the city.

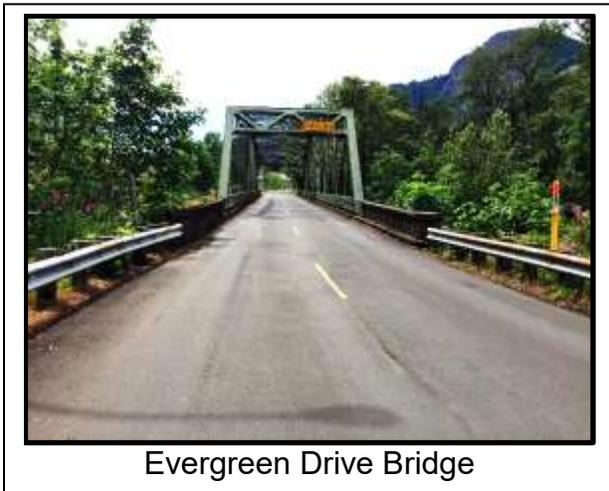
Any development of the city's pathway system (discussed above) will also benefit its bicycle facilities. Additionally, the city desires to enhance its facilities with additional bicycle-oriented as follows:

- Additional multi-use pathways;
- Better connectivity to Forest Service trails outside the city (mostly likely to occur with development of land to the north of Greenleaf Lake);
- Potentially additional bicycle-only pathways (an example may be the Volcanic Bicycle Path, which has been started in the right of way north of State Route 14); and
- Potentially a pump track, a type of bicycle park that contains a looping trail system of dirt berms and "rollers" (smooth dirt mounds for pumping) for bicycling without the need for pedaling, that the city has been discussing with the Port of Skamania County.

Bridges

There are 15 bridges and one tunnel in North Bonneville; eight owned by the city, three owned by the Washington State Department of Transportation, and four bridges and a tunnel owned by the Burlington Northern Santa Fe Railroad (BNSF). Bridge locations may be found in Appendix D, Pathway & Bridges Map.

Evergreen Drive. The Evergreen Bridge crosses Hamilton Creek and is an old, steel structure that requires inspections every other year (performed via contract with Skamania County). While in satisfactory condition, it provides no safe or detached pedestrian access as it was designed for vehicles only at the time of construction as a state highway bridge in 1924. It is in need of periodic minor maintenance, which is handled through the city's street fund.



Evergreen Drive Bridge

The Evergreen Bridge will need to be repainted at some point. This project will involve significant environmental considerations and will be costly. Timing and costs have not been identified, though it is assumed that this project will be eligible for grant funding. The City desires to provide pedestrian access adjacent to or as part of the bridge.

West Cascade Drive. The bridge crossing Hamilton Creek is in good shape and presently requires little maintenance. This bridge provides good pedestrian separation on both sides.

East Cascade Drive. There are three bridges on East Cascade Drive: Moffet Creek, Greanleaf Creek, and Carpenter Creek. Moffet and Greenleaf bridges are both concrete and were replaced in 2001. They include separated pedestrian and bicycle access over Greenleaf and Moffett Creeks.



The Carpenter Creek Bridge lies at the terminus of East Cascade Drive, where it becomes a private road named Shelly Lane. It is narrow, in need of maintenance, and provides no pedestrian/bicycle separation.



Bridges over Pedestrian Trails. There are three bridges crossing pedestrian paths, two on Garrison Drive and one on West Cascade Drive. They are all in adequate condition and presently require no maintenance.



East Garrison Drive Bridge



Pathway Bridge on W. Cascade Drive



West Garrison Drive Bridge



Moffet Creek Bridge

Department of Transportation. The three WSDOT State Route 14 bridges (over Hamilton Creek, over East Cascade Drive, and over the BNSF railway on the East end of the city) appear to be in good condition. Pedestrian paths cross underneath two bridges, providing two safe pedestrian linkages between the North and South sides of the city.



SR 14 Bridge – Hamilton Creek



SR 14 Bridge – East Cascade Dr.



SR 14 Bridge – Rail Overpass

Burlington Northern Santa Fe (BNSF). BNSF owns five bridges and a tunnel in the city:
From West to East their locations are:

- Crossing Grenia Road
- Crossing State Route 14,
- Crossing Hamilton Creek,
- Crossing Hot Springs Way, and
- Tunnel, over which is access to the Pacific Crest Trail.

The two bridges over SR 14 are concrete and appear to be in good condition. The bridge over Hamilton Creek is steel and appears to need repainting. The two bridges crossing city roads (Grenia Road and Hot Springs Way) seem to be in

adequate repair, but are too narrow and potentially dangerous for both pedestrians and vehicles – the bridge over Grenia Road allows only single-vehicle access, while the bridge over Hot Springs Way narrowly allows for two-vehicle access.



RR Tunnel Bridge



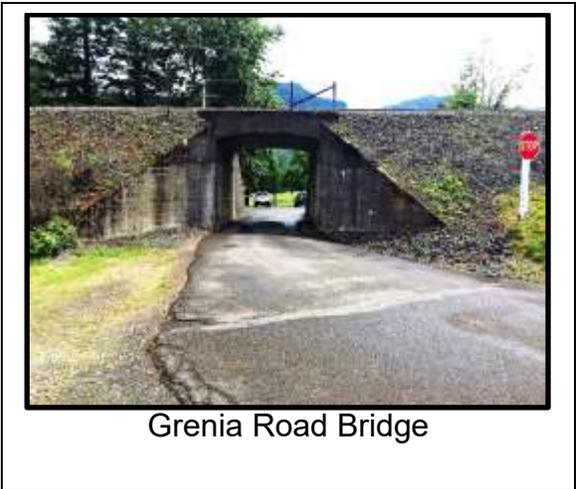
Hamilton Creek RR Bridge



Hot Springs Way Bridge



Bridge over East Cascade Dr.



Grenia Road Bridge

Railroad Right-Of-Way

RCW 35.77.010(3) requires that this document address the preservation of railroad rights-of-way in the event that a railroad ceases to operate. The Burlington Northern Santa Fe (BNSF) railroad maintains tracks that roughly parallel State Route 14 through the city. In the event that BNSF ceases to operate in the City's jurisdiction, the City anticipates maintaining that right-of-way as a trail.

Appendix A – Text of RCW 35.77.010

Perpetual advanced six-year plans for coordinated transportation program expenditures — Nonmotorized transportation — Railroad right-of-way.

(1) The legislative body of each city and town, pursuant to one or more public hearings thereon, shall prepare and adopt a comprehensive transportation program for the ensuing six calendar years. If the city or town has adopted a comprehensive plan pursuant to chapter [35.63](#) or [35A.63](#) RCW, the inherent authority of a first-class city derived from its charter, or chapter [36.70A](#) RCW, the program shall be consistent with this comprehensive plan. The program shall include any new or enhanced bicycle or pedestrian facilities identified pursuant to RCW [36.70A.070](#)(6) or other applicable changes that promote nonmotorized transit.

The program shall be filed with the secretary of transportation not more than thirty days after its adoption. Annually thereafter the legislative body of each city and town shall review the work accomplished under the program and determine current city transportation needs. Based on these findings each such legislative body shall prepare and after public hearings thereon adopt a revised and extended comprehensive transportation program before July 1st of each year, and each one-year extension and revision shall be filed with the secretary of transportation not more than thirty days after its adoption. The purpose of this section is to assure that each city and town shall perpetually have available advanced plans looking to the future for not less than six years as a guide in carrying out a coordinated transportation program. The program may at any time be revised by a majority of the legislative body of a city or town, but only after a public hearing.

The six-year plan for each city or town shall specifically set forth those projects and programs of regional significance for inclusion in the transportation improvement program within that region.

(2) Each six-year transportation program forwarded to the secretary in compliance with subsection (1) of this section shall contain information as to how a city or town will expend its moneys, including funds made available pursuant to chapter [47.30](#) RCW, for nonmotorized transportation purposes.

(3) Each six-year transportation program forwarded to the secretary in compliance with subsection (1) of this section shall contain information as to how a city or town shall act to preserve railroad right-of-way in the event the railroad ceases to operate in the city's or town's jurisdiction.

Appendix B – Detail of Capital Projects

Proj. #	Project Name	2017	2018	2019	2020	2021	2022	Later	Total	Priority	Notes
	<u>New Paving</u>										
1	HWY 14 Deceleration Lane							650,000	\$ 650,000	D	For entrance to Dam Access Road, Awaiting property development.
2	Hamilton Creek			260,000					\$ 260,000	B	Evergreen Drive to End of Road, Gravel Rd. (Needs Drainage Mitigation)
	Subtotal	-	-	260,000	-	-	-	650,000	\$ 910,000		
	<u>Major Repair</u>										
3	Evergreen Drive - Phase II	322,000							\$ 322,000	A	Railroad Bridge to East Cascade Drive, PCR 33
4	East Cascade Drive		430,000						\$ 430,000	A	Evergreen Drive to Roosevelt, 4590 ft. long
5	Hot Springs Way			100,000					\$ 100,000	A	Entire road, PCR 72
	Subtotal	322,000	430,000	100,000	-	-	-	-	\$ 852,000		
	<u>Chip Seals</u>										
6	Hamilton	15,000							\$ 15,000	B	West Cascade Drive to West Cascade Drive, PCR 54
7	Pahatu	10,000							\$ 10,000	B	West Cascade Drive to end of road, PCR 54
8	Shahala	12,500							\$ 12,500	B	Garrison to End of Road, PCR 54
9	Bonneville Drive	3,500							\$ 3,500	B	Town Entryway from SR 14 to Cascade Drive, PCR 63
10	Shahala East	10,000							\$ 10,000	B	Shahala to End of Road, PCR 63
11	Pioneer Drive	7,500							\$ 7,500	B	Garrison to Island Way, PCR 63
12	Columbia	18,500						-	\$ 18,500	B	West Cascade Drive to end of road, PCR 63
13	Celilo	10,000							\$ 10,000	B	Garrison Drive to end of road, PCR 64
14	Garrison Drive	3,000							\$ 3,000	B	Shahala to Pioneer Drive, PCR 64
15	Sun Tillikum	8,800							\$ 8,800	B	Garrison Drive to end of road, PCR 68
16	Sunset Drive	10,300							\$ 10,300	B	Windsong Drive to Evergreen, PCR 70
17	Windsong Dr	1,800							\$ 1,800	B	Evergreen Drive to Sunset Drive, PCR 70
	Subtotal	110,900	-	-	-	-	-	-	\$ 110,900		

Proj. #	Project Name, Continued	2017	2018	2019	2020	2021	2022	Later	Total	Priority	Notes
	Other Projects										
18	Crack Sealing	5,000	5,000	5,000	5,000	5,000	5,000		\$ 30,000	A	
19	Repaint Evergreen Bridge							1,650,000	\$1,650,000	D	
20	Re-Seal Parking Lots			25,000				25,000	\$ 50,000	B	CBD and Baseball lots
21	Re-Stripe Parking Lots			15,000				15,000	\$ 30,000	B	CBD and Baseball lots
22	Ballast Replacement Program	3,570	3,570	3,570	3,570	3,570	3,570		\$ 21,420	A	
23	Street Light Conversion to LEDs		unknown						\$ -	A	This would obviate the need for the Ballast Replacement Program
24	Street Light Replacements	13,500							\$ 13,500	A	6 poles currently out of service
25	Hot Springs Way Change to 1-lane									C	
	Subtotal	22,070	8,570	48,570	8,570	8,570	8,570	1,690,000	\$1,794,920		
	Bicycle Facilities										Notes
25	Pump Track		unknown						\$ -	A	In partnership with the Port of Skamania, located in Cayote Ridge
26	Volcanic Bikes Bike Path		35,000						\$ 35,000	A	Along city ROW north of highway 14
	Subtotal	-	35,000	-	-	-	-	-	\$ 35,000		
	Pathways										Notes
27	New CBD Trail and Crosswalks		195,000						\$ 195,000	A	Provides safe access for area frequented by pedestrians
28	Bigfoot Trails Improvements	5,000	5,000	5,000	5,000	5,000	5,000		\$ 30,000	B	
29	Trail to Beacon Rock State Park			unknown					\$ -	C	Partner with Friends of the Gorge and WA Fish and Wildlife
30	Trail to Pacific Crest Trail (PCT)			unknown					\$ -	C	Connection to Stevenson Trail; Partner with Friends of the Gorge
31	Columbia Trail			unknown					\$ -	C	Partner with the Port of Skamania to build trail to Bonneville Dam
32	Pedestrian Crossing at Grenia / SR 14					100,000			\$ 100,000	C	In-Pavement Flashers (may be split into two projects)
33	Ped. Crossing at Hot Springs / SR 14					100,000			\$ 100,000	C	In-Pavement Flashers (may be split into two projects)
34	New Stop Signs, Paths & Crosswalks				2,000				\$ 2,000	C	Intersection of Garrison and West Cascade Drive
	Subtotal	5,000	200,000	5,000	5,000	5,000	5,000	-	\$ 225,000		
	Grand Total	461,987	675,588	415,589	17,590	215,591	15,592	2,340,000	4,129,820		
	Funding										Notes
	Street Fund	4,000	4,000	4,000	4,000	4,000	4,000		\$ 24,000		Budget is roughly \$50,000 for operations, leaving little for capital
	REET	5,000	5,000	5,000	5,000	5,000	5,000		\$ 30,000		
	MVET								\$ -		City has roughly \$20,500 MVET/year, used for salaries
	Lodging Tax	5,000	5,000	5,000	5,000	5,000	5,000		\$ 30,000		Available for Bigfoot Trail Improvements and other tourism facilities
	Volunteer Trail Building		35,000						\$ 35,000		Estimated Value of Volunteer Work
	Partnerships / LIDs								\$ -		Unknown levels of city participation
	Grant / Loans	416,800	408,500	95,000					\$ 920,300		Unknown/Varying availability
	Total	430,800	457,500	109,000	14,000	14,000	14,000	0	1,039,300		

Project Detail Sheet
Project #1 – SR 14 Deceleration Lane Construction

Vicinity Map



Project Summary

Priority: D
Length: 0.07 miles (375 feet)
Status: Awaiting funding and/or site development
Purpose: Enable safe access to Dam Access Road;
Impact: Economic development
Timeline: Concurrent with property development
Description: Construct a deceleration lane for exit from State Route 14 on to the Dam Access Road. Lane length will be as recommended by Washington Department of Transportation. Ancillary improvements include Highway signage, striping
Partners: Washington Department of Transportation, Port of Skamania County, Corps of Engineers, Bonneville Power Administration
Notes: None

Cost Estimates

Engineering: \$150,000
 Real Property: \$0 (Existing ROW)
 Construction: \$500,000

Funding

Loan(s): \$
 County Road Fund: \$
 TIF: \$
 Federal Grant(s): \$
 Other / Partners
 Port of Skamania: \$
 Corps of Engineers: \$
 Bonneville Power: \$
 Projected Funds: \$0
 Unfunded: \$650,000



Project Detail Sheet
Project #2 – Hamilton Creek Drive Paving

Vicinity Map



Project Summary

Priority: B
Length: 0.16 miles (850 feet)
Status: Awaiting funding and/or site development
Purpose: Improve access to commercial properties
Impact: Economic development
Timeline: 2019 if successful with grant application, or Concurrent with major property development
Description: Pave existing road and provide drainage mitigation
Partners: Skamania County (property owner)
 Private property owners
 Community Economic Revitalization Board (CERB) Grant via the State Department of Commerce
Notes: This project may be a good candidate for funding via Local Improvement District (LID)

Cost Estimates

Engineering: \$60,000
 Real Property: \$0 (Existing ROW)
 Construction: \$200,000

Funding

Loan(s): \$
 County Road Fund: \$
 TIF: \$
 Federal Grant(s): \$
 Other / Partners
 Port of Skamania: \$
 Private Landowner(s): \$
 LID: \$
 Projected Funds: \$0
 Unfunded: \$260,000



Project Detail Sheet
 Project #3 – Evergreen Drive Full Depth Reclamation (phase II)

Vicinity Map



Project Summary

Priority: A
Length: 0.47 miles (2,500 feet)
Status: Awaiting funding
Purpose: Road preservation and maintenance
Impact: Maintains viability and transportation access
Timeline: None.
Description: Pavement overlay.
 Ancillary improvements include pathway crossing striping
Partners: Washington Department of Transportation
Notes: None



Cost Estimates

Engineering: \$74,000
 Real Property: \$0
 Construction: \$248,000

Funding

Loan(s): \$
 County Road Fund: \$
 TIF: \$
 Federal Grant(s): \$
 Other / Partners
 Private Landowner(s): \$
 Projected Funds: \$0
 Unfunded: \$322,000

Project Detail Sheet
 Project #4 – East Cascade Drive Full Depth Reclamation

Vicinity Map



Project Summary

Priority: A
Length: 0.63 miles (3,300 feet)
Status: Awaiting funding
Purpose: Road preservation and maintenance
Impact: Maintains viability and transportation access
Timeline: None
Description: Pavement overlay.
 Ancillary improvements include pathway crossing striping
Partners: Washington Department of Transportation
Notes: Chip Sealing may provide additional life while awaiting funding for full overlay.



Cost Estimates

Engineering: \$100,000
Real Property: \$0 (Existing ROW)
Construction: \$330,000

Funding

Loan(s): \$
County Road Fund: \$
TIF: \$
Federal Grant(s): \$
Other / Partners
 Private Landowner(s): \$
Projected Funds: \$0
Unfunded: \$430,000

Project Detail Sheet
Project #5 – Hot Springs Way Overlay

Vicinity Map



Project Summary

Priority: A
Length: 0.07 miles (350 feet)
Status: Awaiting funding
Purpose: Road preservation and maintenance
Impact: Maintains viability and transportation access
Timeline: None
Description: Pavement overlay.
 Ancillary improvements include pathway crossing striping
Partners: Washington Department of Transportation
Notes: Chip Sealing may provide additional life while awaiting funding for full overlay

Cost Estimates

Engineering: \$20,000
 Real Property: \$0 (Existing ROW)
 Construction: \$80,000

Funding

Loan(s): \$
 County Road Fund: \$
 TIF: \$
 Federal Grant(s): \$
 Other / Partners
 BNSF: \$
 Private Landowner(s): \$
 Bonneville Power: \$
 Projected Funds: \$0
 Unfunded: \$100,000



Project Detail Sheet
 Project #6 – Hamilton Chip Seal

Vicinity Map



Project Summary

Priority: B
Length: 0.3 miles
Status: Awaiting funding
Purpose: Road preservation and maintenance
Impact: Maintains viability and transportation access
Timeline: None
Description: Chip seal.
Partners: Washington Department of Transportation
Notes: Needed to maintain asphalt integrity.



Cost Estimates

Engineering: \$0 (None Needed)
 Real Property: \$0 (Existing ROW)
 Construction: \$15,000

Funding

Loan(s): \$
 County Road Fund: \$
 TIF: \$
 Federal Grant(s): \$
 Other / Partners
 Private Landowner(s): \$
 Projected Funds: \$0
 Unfunded: \$15,000

Project Detail Sheet
 Project #7 – Pahatu Chip Seal

Vicinity Map



Project Summary

Priority: B
Length: 0.2 miles
Status: Awaiting funding
Purpose: Road preservation and maintenance
Impact: Maintains viability and transportation access
Timeline: None
Description: Chip seal.
Partners: Washington Department of Transportation
Notes: Needed to maintain asphalt integrity.



Cost Estimates

Engineering: \$0 (None Needed)
 Real Property: \$0 (Existing ROW)
 Construction: \$10,000

Funding

Loan(s): \$
 County Road Fund: \$
 TIF: \$
 Federal Grant(s): \$
 Other / Partners
 Private Landowner(s): \$
 Projected Funds: \$0
 Unfunded: \$10,000

Project Detail Sheet
Project #8 – Shahala Chip Seal

Vicinity Map



Project Summary

Priority: B
Length: 0.25 miles
Status: Awaiting funding
Purpose: Road preservation and maintenance
Impact: Maintains viability and transportation access
Timeline: None
Description: Chip seal.
Partners: Washington Department of Transportation
Notes: Needed to maintain asphalt integrity.



Cost Estimates

Engineering: \$0 (None Needed)
 Real Property: \$0 (Existing ROW)
 Construction: \$12,500

Funding

Loan(s): \$
 County Road Fund: \$
 TIF: \$
 Federal Grant(s): \$
 Other / Partners
 Private Landowner(s): \$
 Projected Funds: \$0
 Unfunded: \$12,500

Project Detail Sheet
 Project #9 – Bonneville Drive Chip Seal

Vicinity Map



Project Summary

Priority: B
Length: 0.07 miles
Status: Awaiting funding
Purpose: Road preservation and maintenance
Impact: Maintains viability and transportation access
Timeline: None
Description: Chip seal.
Partners: Washington Department of Transportation
Notes: Needed to maintain asphalt integrity.



Cost Estimates

Engineering: \$0 (None Needed)
 Real Property: \$0 (Existing ROW)
 Construction: \$3,500

Funding

Loan(s): \$
 County Road Fund: \$
 TIF: \$
 Federal Grant(s): \$
 Other / Partners
 Private Landowner(s): \$
 Projected Funds: \$0
 Unfunded: \$3,500

Project Detail Sheet
Project #10 – Shahala East Chip Seal

Vicinity Map



Project Summary

Priority: B
Length: 0.2 miles
Status: Awaiting funding
Purpose: Road preservation and maintenance
Impact: Maintains viability and transportation access
Timeline: None
Description: Chip seal.
Partners: Washington Department of Transportation
Notes: Needed to maintain asphalt integrity.



Cost Estimates

Engineering: \$0 (None Needed)
 Real Property: \$0 (Existing ROW)
 Construction: \$10,000

Funding

Loan(s): \$
 County Road Fund: \$
 TIF: \$
 Federal Grant(s): \$
 Other / Partners
 Private Landowner(s): \$
 Projected Funds: \$0
 Unfunded: \$10,000

Project Detail Sheet
 Project #11 – Pioneer Drive Chip Seal

Vicinity Map



Project Summary

Priority: B
Length: 0.15 miles
Status: Awaiting funding
Purpose: Road preservation and maintenance
Impact: Maintains viability and transportation access
Timeline: None
Description: Chip seal.
Partners: Washington Department of Transportation
Notes: Needed to maintain asphalt integrity.



Cost Estimates

Engineering: \$0 (None Needed)
 Real Property: \$0 (Existing ROW)
 Construction: \$7,500

Funding

Loan(s): \$
 County Road Fund: \$
 TIF: \$
 Federal Grant(s): \$
 Other / Partners
 Private Landowner(s): \$
 Projected Funds: \$0
 Unfunded: \$7,500

Project Detail Sheet
 Project #12 – Columbia Chip Seal

Vicinity Map



Project Summary

Priority: B
Length: 0.398 miles
Status: Awaiting funding
Purpose: Road preservation and maintenance
Impact: Maintains viability and transportation access
Timeline: None
Description: Chip seal.
Partners: Washington Department of Transportation
Notes: Needed to maintain asphalt integrity.



Cost Estimates

Engineering: \$0 (None Needed)
 Real Property: \$0 (Existing ROW)
 Construction: \$18,500

Funding

Loan(s): \$
 County Road Fund: \$
 TIF: \$
 Federal Grant(s): \$
 Other / Partners
 Private Landowner(s): \$
 Projected Funds: \$0
 Unfunded: \$18,500

Project Detail Sheet
 Project #13 – Celilio Chip Seal

Vicinity Map



Project Summary

Priority: B
Length: 0.20 miles
Status: Awaiting funding
Purpose: Road preservation and maintenance
Impact: Maintains viability and transportation access
Timeline: None
Description: Chip seal.
Partners: Washington Department of Transportation
Notes: Needed to maintain asphalt integrity.



Cost Estimates

Engineering: \$0 (None Needed)
 Real Property: \$0 (Existing ROW)
 Construction: \$10,000

Funding

Loan(s): \$
 County Road Fund: \$
 TIF: \$
 Federal Grant(s): \$
 Other / Partners
 Private Landowner(s): \$
 Projected Funds: \$0
 Unfunded: \$10,000

Project Detail Sheet
 Project #14 – Garrison Chip Seal, Shahala to Pioneer Drive

Vicinity Map



Project Summary

Priority: B
Length: 0.06 miles
Status: Awaiting funding
Purpose: Road preservation and maintenance
Impact: Maintains viability and transportation access
Timeline: None
Description: Chip seal.
Partners: Washington Department of Transportation
Notes: Needed to maintain asphalt integrity.



Cost Estimates

Engineering: \$0 (None Needed)
 Real Property: \$0 (Existing ROW)
 Construction: \$3,000

Funding

Loan(s): \$
 County Road Fund: \$
 TIF: \$
 Federal Grant(s): \$
 Other / Partners
 Private Landowner(s): \$
 Projected Funds: \$0
 Unfunded: \$3,000

Project Detail Sheet
 Project #15 – Sun Tillikum Chip Seal

Vicinity Map



Project Summary

Priority: B
Length: 0.175 miles
Status: Awaiting funding
Purpose: Road preservation and maintenance
Impact: Maintains viability and transportation access
Timeline: None
Description: Chip seal.
Partners: Washington Department of Transportation
Notes: Needed to maintain asphalt integrity.



Cost Estimates

Engineering: \$0 (None Needed)
 Real Property: \$0 (Existing ROW)
 Construction: \$8,800

Funding

Loan(s): \$
 County Road Fund: \$
 TIF: \$
 Federal Grant(s): \$
 Other / Partners
 Private Landowner(s):\$
 Projected Funds: \$0
 Unfunded: \$8,800

Project Detail Sheet
 Project #16 – Sunset Drive Chip Seal

Vicinity Map



Project Summary

Priority: B
Length: 0.2 miles
Status: Awaiting funding
Purpose: Road preservation and maintenance
Impact: Maintains viability and transportation access
Timeline: None
Description: Chip seal.
Partners: Washington Department of Transportation
Notes: Needed to maintain asphalt integrity.



Cost Estimates

Engineering: \$0 (None Needed)
 Real Property: \$0 (Existing ROW)
 Construction: \$10,300

Funding

Loan(s): \$
 County Road Fund: \$
 TIF: \$
 Federal Grant(s): \$
 Other / Partners
 Private Landowner(s): \$
 Projected Funds: \$0
 Unfunded: \$10,300

Project Detail Sheet
 Project #17 – Windsong Drive Chip Seal

Vicinity Map



Project Summary

Priority: B
Length: 0.03 miles
Status: Awaiting funding
Purpose: Road preservation and maintenance
Impact: Maintains viability and transportation access
Timeline: None
Description: Chip seal.
Partners: Washington Department of Transportation
Notes: Needed to maintain asphalt integrity.



Cost Estimates

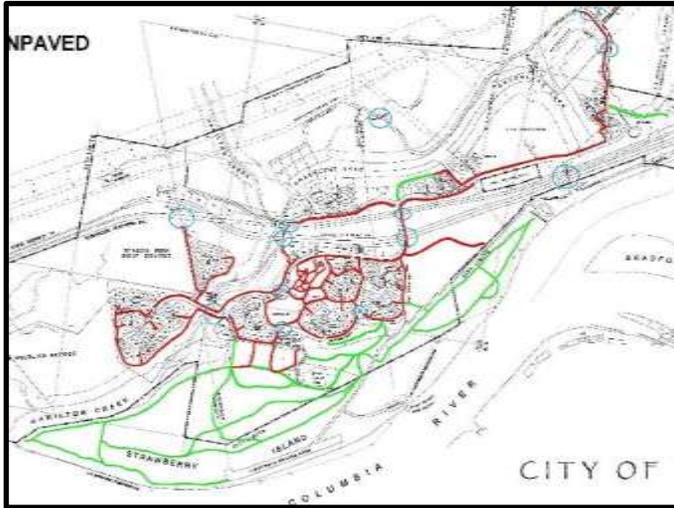
Engineering: \$0 (None Needed)
 Real Property: \$0 (Existing ROW)
 Construction: \$1,800

Funding

Loan(s): \$
 County Road Fund: \$
 TIF: \$
 Federal Grant(s): \$
 Other / Partners
 Private Landowner(s): \$
 Projected Funds: \$0
 Unfunded: \$1,800

Project Detail Sheet
 Project #18 – Annual Crack Sealing

Vicinity Map



Project Summary

Priority: A
Length: Varies each year
Status: Program underway
Purpose: Road preservation
Impact: Lengthens life of roadway system
Timeline: Annual
Description: Crack Sealing
Partners: None
Notes: Needs 2 years of catch-up, then more modest annual program



Cost Estimates

Engineering: \$0
Real Property: \$0
Construction: \$5,000 (annual cost)

Funding

Loan(s): \$
County Road Fund: \$
TIF: \$
Federal Grant(s): \$
Other / Partners
 Street Fund / REET: \$5,000
Projected Funds: \$5,000
Unfunded: \$0

Project Detail Sheet
 Project #19 – Repaint Evergreen Bridge

Vicinity Map



Project Summary

<u>Priority:</u>	D
<u>Length:</u>	N/A
<u>Status:</u>	Awaiting funding
<u>Purpose:</u>	Extend bridge life
<u>Impact:</u>	Bridge maintenance
<u>Timeline:</u>	None
<u>Description:</u>	Bridge painting
<u>Partners:</u>	Washington Department of Transportation Skamania County
<u>Notes:</u>	Low priority (bridge is in adequate condition); Specialized, environmentally sensitive work



Cost Estimates

Engineering:	\$150,000
Real Property:	\$0
Construction:	\$1,500,000

Funding

Loan(s):	\$
County Road Fund:	\$
TIF:	\$
Federal Grant(s):	\$
Other / Partners	
Private Landowner(s):	\$
Projected Funds:	<u>\$0</u>
Unfunded:	\$1,650,000

Project Detail Sheet
 Project #20 – Seal Parking Lots

Vicinity Map



Project Summary

Priority: B
Area: Roughly 100,000 SF
Status: Awaiting funding
Purpose: Extend pavement life
Impact: Maintenance
Timeline: None
Description: Seal coat
Partners: Washington Department of Transportation
 Skamania County
Notes: Should be performed every 5 years or so



Cost Estimates

Engineering: \$5,000
Real Property: \$0
Construction: \$20,000

Funding

Loan(s): \$
County Road Fund: \$
TIF: \$
Federal Grant(s): \$
Other / Partners
 Street Fund / REET: \$5,000
Projected Funds: \$0
Unfunded: \$20,000

Project Detail Sheet
 Project #21 – Re-Stripe Parking Lots

Vicinity Map



Project Summary

Priority: B
Area: Roughly 100,000 SF
Status: Awaiting funding
Purpose: Maintenance
Impact: Enables efficient use of facilities
Timeline: None
Description: Striping
Partners: Washington Department of Transportation
 Skamania County
Notes: Should be performed every 5 years or so

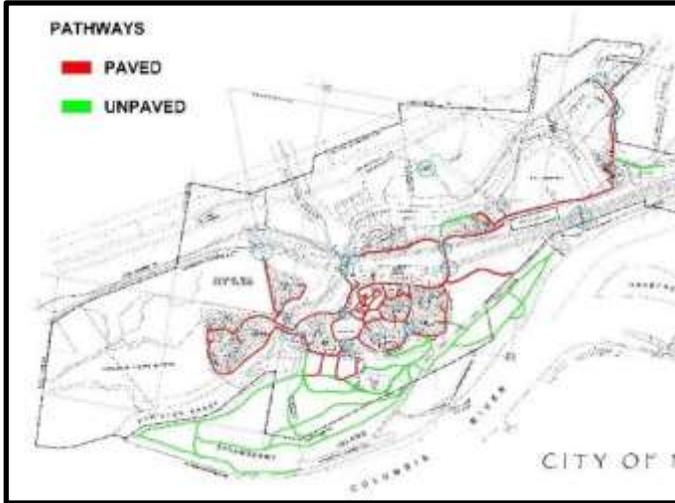


Cost Estimates
 Engineering: \$5,000
 Real Property: \$0
 Construction: \$10,000

Funding
 Loan(s): \$
 County Road Fund: \$
 TIF: \$
 Federal Grant(s): \$
 Other / Partners
 Street Fund / REET: \$5,000
 Projected Funds: \$0
 Unfunded: \$10,000

Project Detail Sheet
 Project #22 – Ballast Replacement Program

Vicinity Map



Project Summary

Priority: A
Number: 357 street and pathway lights
Status: Partially Funded
Purpose: Maintenance
Impact: Public Safety
Timeline: Annual program
Description: Light ballast replacement
Partners: Skamania PUD
Notes: Would be obviated by switching to LED lights



Cost Estimates

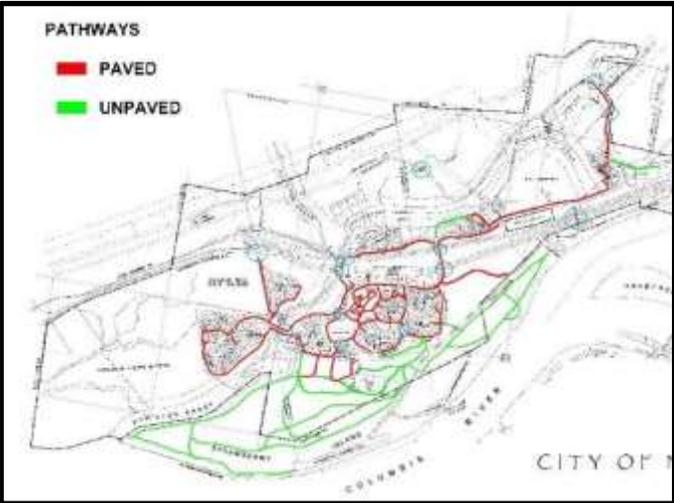
Engineering: \$0
 Real Property: \$0
 Construction: \$3,570

Funding

Loan(s): \$
 County Road Fund: \$
 TIF: \$
 Federal Grant(s): \$
 Other / Partners
 Street Fund / REET: \$1,000
 Projected Funds: \$0
 Unfunded: \$2,570

Project Detail Sheet
 Project #23 – Street Light Conversion to LEDs

Vicinity Map



Project Summary

Priority: A
Number: 357 street and pathway lights
Status: Awaiting Funding
Purpose: Replace old ballasts with LED lights
Impact: Reduced Maintenance Costs
 Increased Energy Efficiency
Timeline: Awaiting Funding
Description: Light ballast replacement with LEDs
Partners: Skamania PUD
Notes: Removes needs for annual ballast replacement program



Cost Estimates

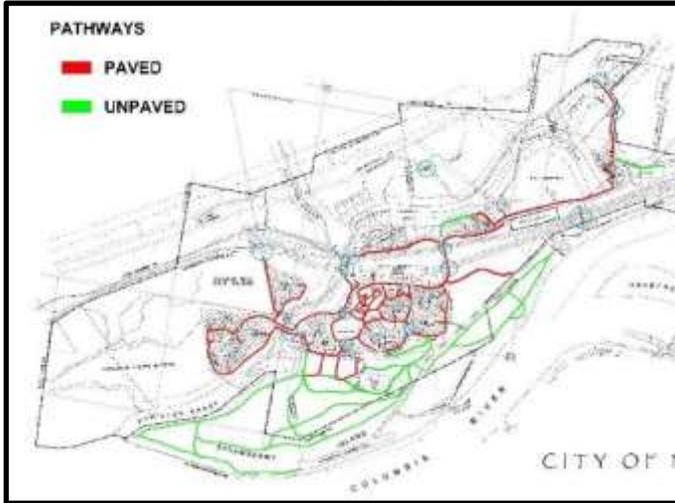
Engineering: \$ unknown
 Real Property: \$0
 Construction: \$ unknown

Funding

Loan(s): \$
 County Road Fund: \$
 TIF: \$
 Federal Grant(s): \$ possible
 Other / Partners
 Skamania PUD: \$ unknown
 Projected Funds: \$0
 Unfunded: \$ unknown

Project Detail Sheet
 Project #24 – Street Light Replacements

Vicinity Map



Project Summary

Priority: A
Number: 3
Status: Awaiting funding
Purpose: Replacement of damaged poles
Impact: Maintenance
Timeline: None
Description: Fixture / pole replacement
Partners: None
Notes: Performed as needed



Cost Estimates

Engineering: \$ unknown
 Real Property: \$0
 Construction: \$3,900

Funding

Loan(s): \$
 County Road Fund: \$
 TIF: \$
 Federal Grant(s): \$
 Other / Partners
 Street Fund / REET: \$3,900
 Recovered Damages: \$2,000
 Projected Funds: \$0
 Unfunded: \$0

Project Detail Sheet
Project #25 – Bicycle Pump Track

Vicinity Map



Project Summary

<u>Priority:</u>	A
<u>Area:</u>	1 acre
<u>Status:</u>	Awaiting Council approval
<u>Purpose:</u>	Construct bicycle pump track
<u>Impact:</u>	Encourage public health Support recreation Support tourism
<u>Timeline:</u>	None
<u>Description:</u>	Construct bicycle pump track
<u>Partners:</u>	Volcanic Bikes Port of Skamania County
<u>Notes:</u>	None

Cost Estimates

Engineering:	\$ unknown
Real Property:	\$ 0 (donated or minimal lease)
Construction:	\$ unknown

Funding

Loan(s):	\$
County Road Fund:	\$
TIF:	\$
Federal Grant(s):	\$
Other / Partners	
Tourism:	\$
Port of Skamania:	\$
Private Partners:	\$
Volunteer Labor:	\$
Projected Funds:	<u>\$0</u>
Unfunded:	\$ unknown



Project Detail Sheet
Project #26 – Volcanic Bike Track

Vicinity Map



Project Summary

Priority: A
Length: unknown
Status: Awaiting Council approval
Purpose: Construct bicycle track north of freeway
Impact: Encourage public health
 Support recreation
 Support tourism
Timeline: None
Description: Construct bicycle track
Partners: Volcanic Bikes
Notes: None



Cost Estimates

Engineering: \$ unknown
 Real Property: \$ 0 (donated or minimal lease)
 Construction: \$ unknown

Funding

Loan(s): \$
 County Road Fund: \$
 TIF: \$
 Federal Grant(s): \$
 Other / Partners
 Tourism: \$
 Port of Skamania: \$
 Private Partners: \$
 Volunteer Labor: \$
 Projected Funds: \$0 _____
 Unfunded: \$ unknown

Project Detail Sheet
Project #27 – New CBD Trail and Crosswalks

Vicinity Map



Project Summary

Priority: A
Length: 175 feet
Status: Awaiting Funding
Purpose: Public Safety
Impact: Encourage public health
 Helps complete trail system
 Improves public safety
Timeline: None
Description: Stripe crosswalks across Cascade Drive and Talema
 Construct paved pathway along Cascade Drive and Talema
 CDBG
Partners: Washington Department of Transportation
Notes: While there are no accident statistics, this project has high support among community and there is evidence of high traffic and pedestrian congestion. Project may require additional engineering and purchase of right-of-way.



Cost Estimates

Engineering: \$ 45,000
 Real Property: \$ 0 (existing ROW)
 Construction: \$ 150,000

Funding

Loan(s): \$
 County Road Fund: \$
 TIF: \$
 Federal Grant(s): \$
 Other / Partners
 Tourism: \$
 Port of Skamania: \$
 Private Partners: \$
 Projected Funds: \$0
 Unfunded: \$ 195,000

Project Detail Sheet
Project #28 – Bigfoot Trail Improvements

Vicinity Map

Project Summary



<u>Priority:</u>	B
<u>Length:</u>	N/A
<u>Status:</u>	Ongoing
<u>Purpose:</u>	Tourism
<u>Impact:</u>	Encourages tourism
<u>Timeline:</u>	Annual upgrades
<u>Description:</u>	Additional interpretive signage, bigfoot carvings and similar improvements
<u>Partners:</u>	City Tourism Fund
<u>Notes:</u>	Annual program operated by the Bigfoot Trail committee. Improvement Vary



Cost Estimates

Engineering:	\$ unknown
Real Property:	\$ unknown
Construction:	\$ 5,000 per year

Funding

Loan(s):	\$
County Road Fund:	\$
TIF:	\$
Federal Grant(s):	\$
Other / Partners	
Tourism Fund:	\$5,000
Projected Funds:	<u>\$5,000</u>
Unfunded:	\$0

Project Detail Sheet
 Project #29 –Trail to Beacon Rock State Park

Vicinity Map



Project Summary

Priority: D
Length: Approximately 2 miles
Status: Awaiting design and funding
Purpose: Tourism
Impact: Encourages tourism
 Encourages Public Health
Timeline: Unknown
Description: Construct hiking trail through the Pierce Wildlife Refuge to Beacon Rock State Park
Partners: Friends of the Gorge
 Washington Fish and Wildlife
Notes: Trail should be sited to minimize intrusion near city residents and to maximize use of old gravel roadways. Initial phase may be a primitive trail.



Cost Estimates

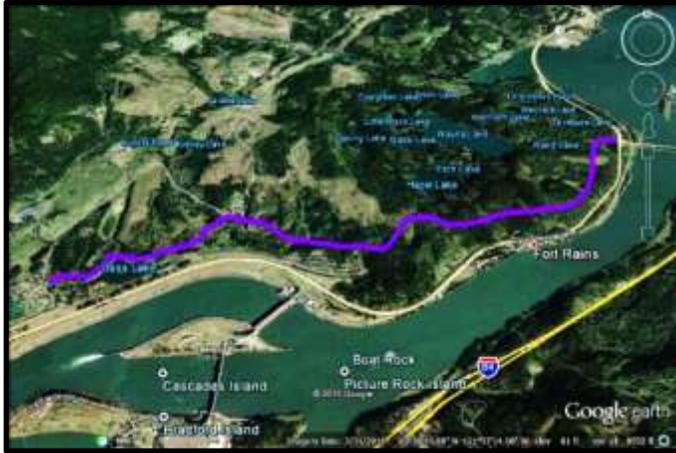
Engineering: \$ unknown
 Real Property: \$ unknown
 Construction: \$ unknown

Funding

Loan(s): \$
 County Road Fund: \$
 TIF: \$
 Federal Grant(s): \$
 Other / Partners
 Tourism Fund: \$
 Projected Funds: \$ _____
 Unfunded: \$0

Project Detail Sheet
 Project #30 –Trail to Pacific Crest Trail (PCT)

Vicinity Map



Project Summary

Priority: D
Length: Approximately 2.75 miles
Status: Awaiting design and funding
Purpose: Tourism
Impact: Encourages tourism
 Encourages Public Health
Timeline: Unknown
Description: Construct hiking trail from Bass Lake to the PCT Trail Head at The Bridge of the Gods
Partners: Friends of the Gorge
 Bonneville Power
 Corps of Engineers
 BNSF
 Pacific Crest Trail Association
Notes: None



Cost Estimates

Engineering: \$ unknown
 Real Property: \$ unknown
 Construction: \$ unknown

Funding

Loan(s): \$
 County Road Fund: \$
 TIF: \$
 Federal Grant(s): \$
 Other / Partners
 Tourism Fund: \$
 Projected Funds: \$ _____
 Unfunded: \$0

Project Detail Sheet
Project #31 – Columbia Trail

Vicinity Map



Project Summary

<u>Priority:</u>	D
<u>Length:</u>	Approximately 2.75 miles
<u>Status:</u>	Awaiting design and funding
<u>Purpose:</u>	Tourism
<u>Impact:</u>	Encourages tourism Encourages Public Health
<u>Timeline:</u>	Unknown
<u>Description:</u>	Construct hiking along the Dam Access Road out to Bonneville Dam
<u>Partners:</u>	Port of Skamania County Bonneville Power Corps of Engineers BNSF
<u>Notes:</u>	None

Cost Estimates

Engineering:	\$ unknown
Real Property:	\$ unknown
Construction:	\$ unknown

Funding

Loan(s):	\$
County Road Fund:	\$
TIF:	\$
Federal Grant(s):	\$
Other / Partners	
Tourism Fund:	\$
Projected Funds:	\$ _____
Unfunded:	\$0



Project Detail Sheet
Project #32 – Pedestrian Crossing and Pathway at Grenia / SR 14

Vicinity Map



Project Summary

Priority: C
Length: 80 Feet (SR 14 Crossing)
 300 Feet (Pathway)
Status: Awaiting Design and Funding
Purpose: Public Safety
 Pedestrian Connectivity
Impact: Encourage public health
 Helps complete trail system
 Improves public safety
Timeline: None
Description: Install crosswalk striping and in-pavement flashers across SR 14, and
 Construct a paved pathway to the Grenia Road underpass
Partners: None
Notes: May be split into two projects, primarily due to separate jurisdictions (WSDOT versus City); one for flashers/striping and one for the pathway.

Cost Estimates

Engineering: \$ 20,000
 Real Property: \$ 0 (existing ROW)
 Construction: \$ 80,000

Funding

Loan(s): \$
 County Road Fund: \$
 TIF: \$
 Federal Grant(s): \$
 Other / Partners
 None: \$
 City Street Budget: \$
 Projected Funds: \$ _____
 Unfunded: \$100,000



Project Detail Sheet
Project #33 – Pedestrian Crossing at Hot Springs / SR 14

Vicinity Map



Project Summary

Priority: C
Length: 500 Feet
Status: Awaiting Design and Funding
Purpose: Public Safety
Impact: Encourage public health
 Helps complete trail system
 Improves public safety
Timeline: None
Description: Stripe crosswalks across West Cascade Drive
 Construct paved pathways along Hot Springs Way
 Construct raised pathway through Hot Springs Way underpass
 Install striping and in-pavement flashers across SR 14
Partners: None
Notes: May be split into two projects, primarily due to separate jurisdictions (WSDOT versus City); one for flashers/striping and one for the pathways.

Cost Estimates

Engineering: \$ 40,000
 Real Property: \$ 0 (existing ROW)
 Construction: \$ 200,000

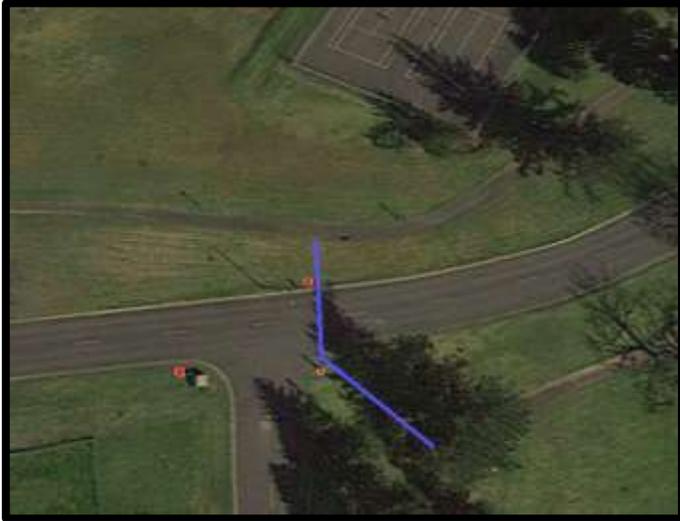
Funding

Loan(s): \$
 County Road Fund: \$
 TIF: \$
 Federal Grant(s): \$
 Other / Partners
 None: \$
 City Street Budget: \$
 Projected Funds: \$ _____
 Unfunded: \$200,000



Project Detail Sheet
 Project #34 – New Stop Signs, Paths and Crosswalks at Garrison Drive/West Cascade Drive Intersection

Vicinity Map



Project Summary

<u>Priority:</u>	C
<u>Length:</u>	80 Feet
<u>Status:</u>	Funded in Future Budget
<u>Purpose:</u>	Public Safety
<u>Impact:</u>	Encourage public health Helps complete trail system Improves public safety
<u>Timeline:</u>	None
<u>Description:</u>	Stripe crosswalks across West Cascade Drive Construct paved pathways from existing paths to street corners Install 3-way Stop Signs
<u>Partners:</u>	None
<u>Notes:</u>	Project is important for tourism (disc golf users) and citizen safety.

Cost Estimates

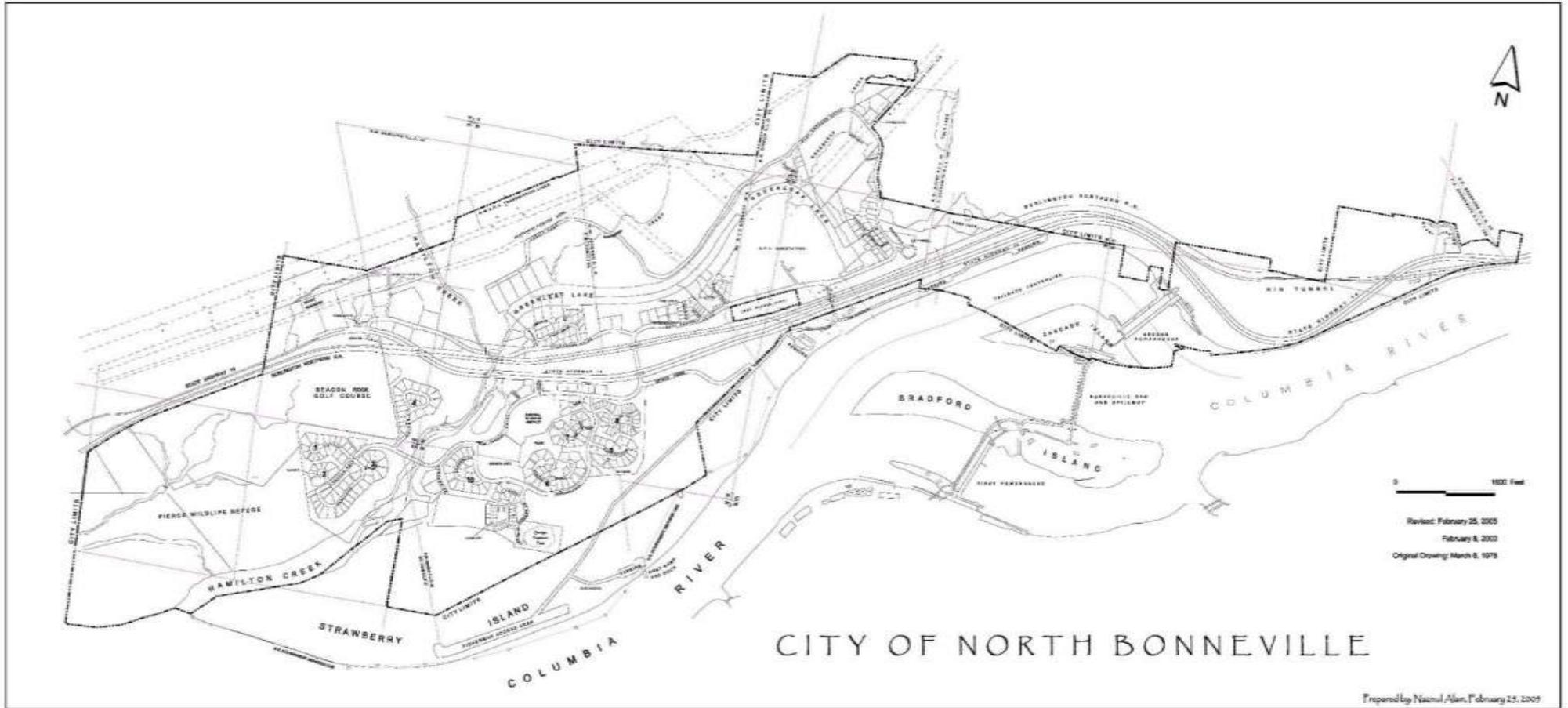
Engineering:	\$ 0
Real Property:	\$ 0 (existing ROW)
Construction:	\$ 2,000

Funding

Loan(s):	\$
County Road Fund:	\$
TIF:	\$
Federal Grant(s):	\$
Other / Partners	
None:	\$
City Street Budget:	\$2,000
Projected Funds:	<u>\$2,000</u>
Unfunded:	\$0



Appendix C – Street Map

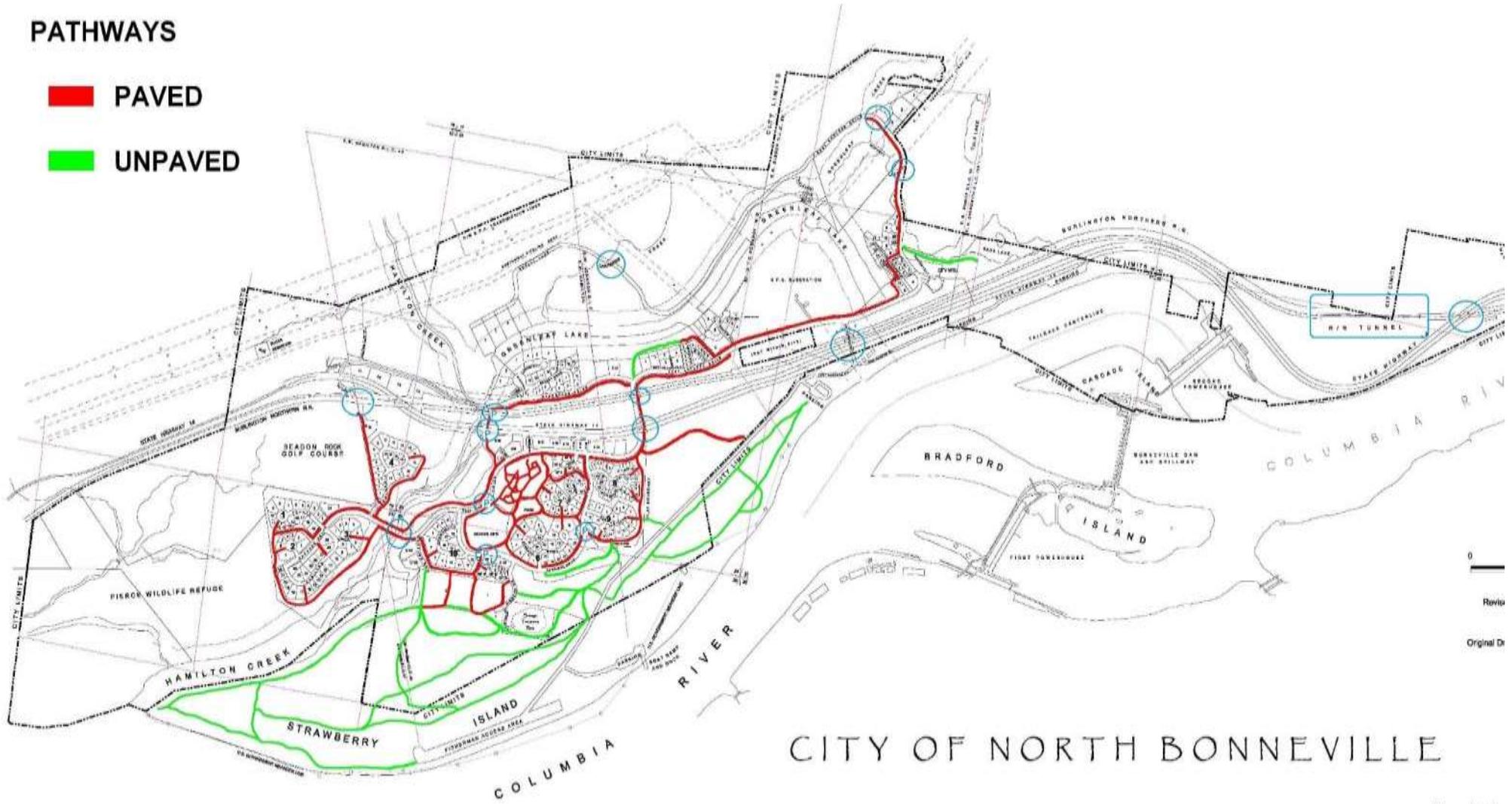


Prepared by Naimul Ajan, February 25, 2005

Appendix D – Pathway & Bridges Map

PATHWAYS

- █ PAVED
- █ UNPAVED



CITY OF NORTH BONNEVILLE

0
Revised
Original D
P. J. L.

Appendix E – List of Streets & Mileage

	Major		Residential
	Arterial	Collector Access	
Amber Way			.06
Aria Way			.06
Bonneville Drive		.07	
Celilo			.20
Chenowuth			.18
Chinook			.02
Columbia			.40
Coyote Ridge (not yet deeded to city)			.35
East Cascade Drive		2.85	
Evergreen Drive		.87	
Farwest			.09
Fort Rains			.17
Garrison Drive		.71	
Greenleaf Drive			.11
Grenia Road			.09
Halo Chako			.02
Hamilton			.30
Hot Springs Way		.07	
Island Way			.23
Lakeside Court			.05
Lakeside Way			.10
Look-in Lane			.08
Pahatu			.20
Pioneer Drive			.15
Portage Drive			.17
Roosevelt			.05
Shady Oak Lane			.07
Shahala			.25
Shahala East			.20
Sun Tillikum			.18
Sunset Drive			.20
Talema			.04
Wacomac			.07
WanaKawok			.09
Warren Road			.08
Wauna Lake Road			.06
West Cascade Drive		.85	
Whiskey Flat			.09
Windsong Circle			.09
Windsong Drive			.12
Yehuh			.05
		<u>5.42 mi.</u>	<u>4.67 mi.</u>
Hamilton Creek Drive (city street - not paved)			<u>.17</u>
Aalvik (private – not paved)			.05
Greenleaf Lane (private – not paved)			.03
Heron Drive (private – paved)			.03
Hot Springs Ave. (private – paved)			.07
Maile Lane (private – not paved)			.05
Park Lane Place (private – not paved)			.03
Park Lane Road (private – not paved)			.07
Powell Blvd. (private – not paved)			.08
Shelly Lane (private – not paved)			.49
Tanner Drive (private – not paved) (not completed or marked)			.04
Dam Access Road (Corps owned – paved) (portion in city limits)			.51
Fort Cascades Drive (Corps owned – paved) (portion in city limits)			.89
State 14 (portion within city limits)		3.82	

Appendix F – Glossary

Access Street: Access Streets provide direct access to adjoining properties within a neighborhood. Through trips are discouraged and parking is allowed. In general, these streets do not connect directly to arterials.

Arterial Street: An Arterial is a major street carrying the traffic of local and collector streets to and from freeways and other major streets. Arterials may have limits on driveway and intersection spacing. Arterials are classified as either Regional or Major.

CDBG: Community Development Block Grant. A program of the federal department of Housing and Urban Development that targets low and moderate income areas with money to make capital improvements that benefit the area's health and standard of living.

Capacity: The maximum rate at which vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions; usually expressed as vehicle per hour.

Collector Street: Collectors provide for land access and traffic circulation within and between residential neighborhoods, and commercial and industrial areas. Direct access to adjacent land uses, however, is still subordinate to traffic movement. Access to abutting properties is controlled through the use of raised channelization, driveway spacing and pavement markings. Typically, collectors are not continuous for great lengths, nor do they form a continuous network by themselves.

Comprehensive Plan: A twenty-year long range plan intended to guide growth and development of a community. Comprehensive Plans are required by the Growth Management Act. The plans establish goals and policies for managing population growth and land development while ensuring that the growth is adequately served by public facilities.

Growth Management Act (GMA): Washington State's Growth Management Act was adopted in 1990 to address the negative consequences of unprecedented population growth and suburban sprawl. Its requirements include guaranteeing the consistency of transportation and capital facilities plans with land use plans.

Right-Of-Way (ROW): Right-Of-Way is property held by the city for public roads, facilities and improvements.

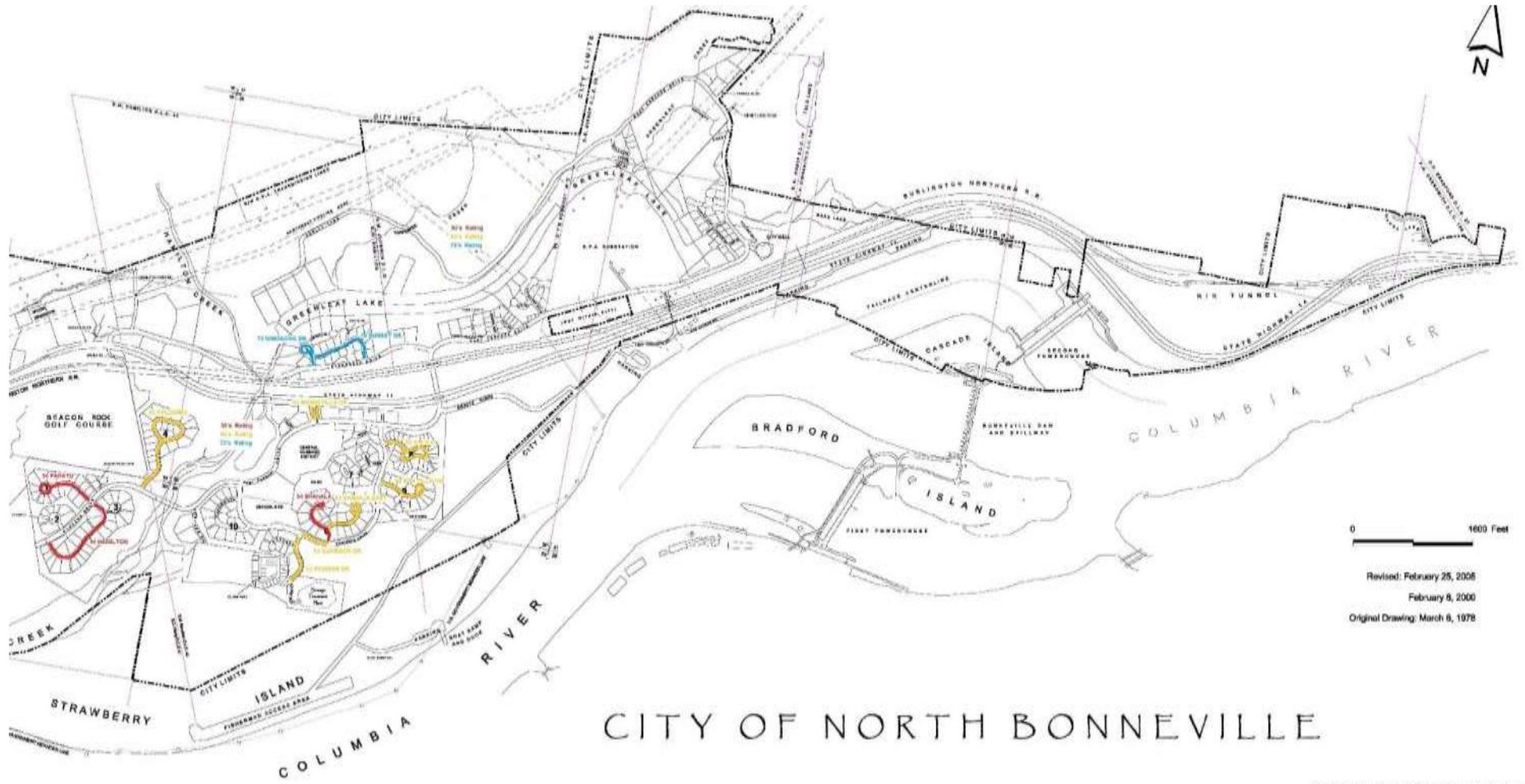
Appendix G – 2015 Street Survey

City of North Bonneville								
Small City Street Inventory - Segment Data								
Arterial	Termini	Segment Length	Travel Lanes	Pavement Width	Roadway Surface	PCR Score	Rating Status	Date Rated
AMBER WAY	CASCADE WAY to EOR	0.06	2	24	ACP	77	Good	5/13/2015
ARIA WAY	CASCADE WAY to AMBER WAY	0.06	2	24	ACP	80	Good	5/13/2015
CASCADE DR	AMBER WAY to AMBER WAY	0.05	2	32	ACP	32	Poor	5/12/2015
CASCADE DR	AMBER WAY to GREENLEAF DR	0.09	2	32	ACP	36	Poor	5/12/2015
CASCADE DR	BONNEVILLE DR to TALEMA	0.08	2	30	ACP	80	Good	5/12/2015
CASCADE DR	COLUMBIA to PORTAGE DR	0.13	2	28	ACP	72	Good	5/12/2015
CASCADE DR	EVERGREEN DR to GARRISON DR	0.32	2	30	ACP	72	Good	5/12/2015
CASCADE DR	EVERGREEN DR to PARK LANE	0.09	2	32	ACP	40	Poor	5/12/2015
CASCADE DR	FARWEST to PAHATU	0.09	2	28	ACP	80	Good	5/12/2015
CASCADE DR	GARRISON DR to PORTAGE DR	0.11	2	30	ACP	72	Good	5/12/2015
CASCADE DR	GARRISON DR to YEHUM	0.03	2	30	ACP	80	Good	5/12/2015
CASCADE DR	GREENLEAF to HOT SPRINGS WAY	0.32	2	32	ACP	59	Fair	5/12/2015
CASCADE DR	HAMILTON to FARWEST	0.04	2	28	ACP	80	Good	5/12/2015
CASCADE DR	HOT SPRINGS WAY to LOOKIN LANE	0.27	2	28	ACP	72	Good	5/12/2015
CASCADE DR	LOOKIN LANE to SHADY OAKS	0.06	2	28	ACP	72	Good	5/12/2015
CASCADE DR	PAHATU to COLUMBIA	0.13	2	28	ACP	80	Good	5/12/2015
CASCADE DR	PARK LANE to PARK LANE	0.08	2	32	ACP	36	Poor	5/12/2015
CASCADE DR	PARK LANE to AMBER WAY	0.03	2	32	ACP	36	Poor	5/12/2015
CASCADE DR	POWELL BLVD to SHADE OAK	0.19	2	28	ACP	72	Good	5/12/2015
CASCADE DR	RESORT ENTRANCE to POWELL BLVD	0.08	2	28	ACP	80	Good	5/12/2015
CASCADE DR	TALEMA to GARRISON DR	0.19	2	30	ACP	80	Good	5/12/2015
CASCADE DR	YEHUM to BONNEVILLE DR	0.13	2	30	ACP	81	Good	5/12/2015
CASCADE MALL DR	CENTRAL BUSINESS DISTRICT to	0.38	2	28	ACP	72	Good	5/13/2015
CELILO	GARRISON DR to EOR	0.2	2	28	ACP	64	Fair	5/12/2015
CHENOWUTH	GARRISON DR to GARRISON DR	0.17	2	28	ACP	72	Good	5/12/2015
CHINOOK	FORT RAINS to EOR	0.033	2	28	ACP	72	Good	5/12/2015
COLUMBIA	CASCADE DR to EOR	0.398	2	28	ACP	63	Fair	5/12/2015
DAM ACCESS	SR 14 to PARK	0.09	2	24	ACP	86	Good	5/12/2015

Appendix H – 2015 Street Survey Map



Appendix I – Map of Planned Street Repairs



Revised: February 25, 2006
February 8, 2000
Original Drawing: March 8, 1978

Prepared by Nazmi Ajan, February 23, 2009

Appendix J – Text of RCW 47.04.320

Complete Streets Award Program

RCW 47.04.320

Complete streets grant program—Purpose—Goals—Awards—Report.

(1) The transportation improvement board shall establish a complete streets grant program within the department's highways and local programs division, or its successor. During program development, the board shall include, at a minimum, the department of archaeology and historic preservation, local governments, and other organizations or groups that are interested in the complete streets grant program. The purpose of the grant program is to encourage local governments to adopt urban arterial retrofit street ordinances designed to provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users, with the goals of:

- (a) Promoting healthy communities by encouraging walking, bicycling, and using public transportation;
- (b) Improving safety by designing major arterials to include features such as wider sidewalks, dedicated bicycle facilities, medians, and pedestrian streetscape features, including trees where appropriate;
- (c) Protecting the environment and reducing congestion by providing safe alternatives to single-occupancy driving; and
- (d) Preserving community character by involving local citizens and stakeholders to participate in planning and design decisions.

(2) For purposes of this section:

- (a) "Eligible project" means (i) a local government street or road retrofit project that includes the addition of, or significant repair to, facilities that provide street access with all users in mind, including pedestrians, bicyclists, and public transportation users; or (ii) a retrofit project on city streets or county roads that are part of a state highway that include the addition of, or significant repair to, facilities that provide access with all users in mind, including pedestrians, bicyclists, and public transportation users.
- (b) "Local government" means incorporated cities and towns and counties that have adopted a jurisdiction-wide complete streets ordinance that plans for the needs of all users and is consistent with sound engineering principles.
- (c) "Sound engineering principles" means peer-reviewed, context sensitive solutions guides, reports, and publications, consistent with the purposes of this section.

(3) In carrying out the purposes of this section, the transportation improvement board may award funding, subject to the availability of amounts appropriated for this specific purpose, only to eligible projects that are designed consistent with sound engineering principles.

(4) The transportation improvement board must report annually to the transportation committees of the legislature on the status of any grant projects funded by the program created under this section.

Appendix K – Bigfoot Discovery Trails Plan