

Transportation Alternatives Program 2023 Application

Instructions

Complete application in the space provided. Applicants are limited to application form and 5 pages of attachments. Submit completed application and attachments electronically to dale.robins@rtc.wa.gov. You will receive an e-mail confirmation within one business day of submittal. If you do not receive confirmation or have questions about the application contact Dale Robins at 564-397-5212.

General Information

Project Title: City of Bingen Sidewalk Design - Alder and Cedar

Project Location and Limits: Alder and Cedar between Steuben and Franklin, City of Bingen, WA

Project Length (miles): 0.14 miles

Agency: City of Bingen

Contact Person: Krista Loney

Telephone: 509-493-2122 Email: administrator@bingenwashington.org

Certified Acceptance Agency: Washington State Department of Transportation

Project Screening Criteria

Check all that apply.

- Project is consistent with the RTP
- Project contains at least one eligible Transportation Alternatives Category
- Project is directly related to the surface transportation system (except trails)
- Project does not supplement the construction of an existing project
- Project is open to public access

Cost Summary

Project Phase	Start Date	TAP Funds	Other Funds	Total Cost
Design	01/01/2024	\$100,000		\$100,000
Right of Way				0
Construction	01/01/2026		\$415,000	\$415,000
Totals	n/a	\$100,000	\$415,000	\$515,000
Overall Match Ratio:				80.58%

Project Type

Check all that apply.

- | | |
|---|--|
| <input checked="" type="checkbox"/> Bike/Pedestrian facilities | <input type="checkbox"/> Vegetation management practices |
| <input checked="" type="checkbox"/> Safe routes for non-drivers | <input type="checkbox"/> Archaeological activities |
| <input type="checkbox"/> Abandoned railroad corridors for trails | <input type="checkbox"/> Environmental mitigation activity |
| <input type="checkbox"/> Turnouts, overlooks, and viewing areas | <input type="checkbox"/> Recreational Trails Program |
| <input type="checkbox"/> Control of outdoor advertising | <input type="checkbox"/> Safe Routes to School Program |
| <input type="checkbox"/> Historic preservation of transportation facilities | |

Project Information

1. Project Description:

The City of Bingen requests design funding for sidewalks on Alder Street and Cedar Street, two critical locations in Bingen. The City has prioritized seeking grants to fund these two smaller sections because they are both high-traffic areas:

- a) Sidewalk design of 1.5 blocks along the west side of Alder Street between Steuben and Franklin. This would be a continuation of an existing truncated sidewalk that serves ½ the block between Steuben and Humboldt.
- b) Sidewalk design of one block along the east and west sides of Cedar Street between Steuben and Humboldt.
- c) Sidewalk design for one block along the east side of Cedar Street between Humboldt and Franklin. The City has a prior agreement with The Society Hotel to pay for these improvements, but the City needs assistance with the engineering.

These sidewalks are a total of 739 linear feet and will connect the Mount Adams Transportation Services bus stop by The Society Hotel to Steuben, the main road through Bingen. It will also connect traffic on Alder Street to the bus stop located at 400 W. Steuben.

The City of Bingen has a goal to improve the walkability of the community by installing sidewalks. Approximately 90% of Bingen streets do not have sidewalks and this is a common topic of discussion among residents. It is estimated that installation of sidewalks in this small, rural community will cost upwards of \$9,000,000.

The City held a community planning event on October 28, 2022 to gather feedback from the community on what they would like to see in the future in Bingen. One of the concerns voiced by the group was dependence on cars because of gaps in the walking and biking infrastructure. After the planning meeting, the City Council adopted the following vision for the City:

"Bingen is a vibrant, friendly, walkable town nestled in the heart of the Columbia River Gorge. We are proud of what makes our community unique: our entrepreneurial and working-class spirit, having cultural & economic diversity, our proximity to outdoor recreation, providing a range of housing choices, and being a collaborative partner for regional services. We envision planning and policy directives which preserve Bingen's authenticity, history, and natural environment with consideration for equity and long-term livability."

Having the design work complete would allow Bingen to apply for construction funding with a project that is shovel-ready.

Costs in the Cost Summary are slightly inflated from the project estimate in this packet due to federal management of the project, inflation, and the bidding requirement.

Project Information

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

This project would immediately improve the walkability of Bingen. Alder receives a high volume of pedestrian use because the Post Office is located at the corner of Alder Street and Steuben Street. Residents currently walk in the road on Alder to avoid cars parked along the shoulder. Designing and eventually installing sidewalks would provide a consistent surface for all pedestrians (including those with wheelchairs and strollers) and also establish a necessary safety barrier between vehicles and pedestrians. Cedar experiences a similar level of traffic because of the proximity to The Society Hotel, whose guests regularly walk down Cedar to explore Bingen's commercial district located on Steuben. Installing sidewalks on both streets would connect residents to Mount Adams Transportation Services bus stops at 400 W. Steuben and 413 E. Humboldt. It would also connect residents to Daubenspeck Park for recreation, and Bingen's business corridor featuring gas stations, stores, restaurants, and social services. Sidewalks along Steuben and down Maple street lead to outdoor recreation at Bingen Point along the beautiful Columbia River.

3. Describe how the project provides a connection between modes, or improves transportation choices, or connects to land use services such as job locations, a civic center, library, grocery market, playground, retail center, medical office, school, and other. (Include modes and list of specific land uses connect within 1/2 mile of project):

This project would prepare the City of Bingen to install sidewalks on Alder and Cedar Streets, allowing Bingen residents to safely access Mount Adams Transportation Services bus stops at 400 W Steuben and 413 E Humboldt. The City of Bingen submitted an application in March 2023 for an AARP Community Challenge Grant to fund covered bus shelters with lights and seating. Sidewalks would also connect to the planned bicycle/pedestrian route along Oak Street/SR 141 when it is installed as part of a WSDOT repaving and Complete Streets project in two years time.

Improved sidewalk infrastructure would connect Bingen housing with the waterfront, bus stops, Daubenspeck Park, public parking, restaurants, retail commercial offices and important community resources like the Bingen Theater, City Hall, WAGAP Food Bank, and Post Office.

Project Information

4. Describe how the project relates to an adopted plan such as the GMA plan, modal plan, neighborhood plan or other planning process. (Include name of Plan and attach a copy of page from plan that including project by name):

The City of Bingen is currently developing a new Comprehensive Plan which will include a section on transportation. The City held a community planning event on October 28, 2022 to gather feedback from the community on what they would like to see in the future in Bingen. One of the concerns to be addressed in the Comprehensive Plan Report is the car dependency of residents because of gaps in the walking and biking infrastructure. The need for sidewalks is addressed in the Transportation, Public Facilities, and Utilities Element of the report from this event.

For the past decade, sidewalks on Alder Street in Bingen have been acknowledged as a priority on Bingen's Transportation Improvement Program (TIP) that Bingen submits to the Washington State Department of Transportation. Recently, Bingen's Parks and Streets Committee recommended elevating this project within the ranking system on the TIP. Our community is motivated to see this improvement take place.

The Regional Transportation Plan for Klickitat County lists "Vision and Values: Provide for Viable and Livable Local Communities" as one of the key goals. A viable, livable community has basic necessities like sidewalks.

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

This project will complete the design work for future installation of sidewalks on Alder and Cedar Streets and will benefit the entire community. Elderly and disabled people would benefit from the walkability or wheelability of a flat, level surface to travel. According to the Washington State Regional Transportation Council (RTC) database, 25% of Bingen residents are over 65, 19% have some form of disability, and 16% live below the local poverty level. More than 25% of the White Salmon/Bingen population is Hispanic and just over 3% of the population in Klickitat County is Native American. In our region, Hispanics are three times more likely to live in poverty and Native American poverty rates are even higher. ACS data from 2019, shows that those in poverty are four times more likely not to own a car or have unreliable transportation than other residents. This is further confirmed by the 2016 Gorge Community Health Assessment which identifies transportation as the 2nd most important social determinant of health in the Gorge, just behind affordable housing. While Bingen is geographically close to services provided in neighboring communities, the steep, mountainous terrain makes it difficult to get around without the aid of a vehicle. This is why Bingen is trying to improve access to bus transportation by installing sidewalks, and, under a separate grant, protective shelters and benches at the bus stops.

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

The Columbia Gorge Court apartments, located at 310 W Franklin, is a 21-unit affordable housing complex that borders Alder Street and would directly benefit from sidewalk improvements.

McKenzie River Construction is planning a development of workforce housing on the West side of Bingen. This development will have 64 apartments, 12 single family units, and 16 multifamily units.

Project Information

7. Identify the safety issues addressed by project (collision data, lack of adequate safe crossing or access, lack of separated facility, high speed or volume, other):

As a rural city, Bingen straddles the line of having some infrastructure to keep residents safe while simultaneously existing with many unimproved areas. Much of the infrastructure we do have is directly correlated to municipal effort and funding we receive. The sections of Bingen's existing sidewalks line SR-14 because the State is required to consider safety along their routes. Pedestrians don't only exist along the highway—we know they are utilizing the rest of city streets. Most of our data is in the form of observation by City staff, Council members, and community input. We know that when there aren't sidewalks that pedestrians primarily utilize the the edges of the roadway out of common sense. However, because there isn't a formal demarcation like a sidewalk, many property owners and visitors park along those margins which forces pedestrians into the vehicle travel lanes.

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

Installing sidewalks removes pedestrians from vehicle travel lanes by creating an elevated, separate, clearly-delineated path of travel. Pedestrians don't only exist along the highway—we know they are utilizing the rest of city streets. Most of our data is in the form of observation by City staff, Council members, and community input. We know that when there aren't sidewalks that pedestrians primarily utilize the the edges of the roadway out of common sense. However, because there isn't a formal demarcation like a sidewalk, many property owners and visitors park along those margins which forces pedestrians into the vehicle travel lanes.

9. Readiness:

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

Please explain:

Design: This project would fund design for sidewalks on Alder and Cedar Streets. The city has procured a quote from Gray and Osborne to complete the design work for these sidewalks

Right of Way Acquisition: The City of Bingen already owns the right of way for the proposed sidewalks.

Environmental Permits: Permits would need to be sought during a future construction phase.

Project Information

10. Describe how the local community and other agencies have been involved in the planning process for the project.

List any opposition to the project and how it was overcome:

Sidewalks have been requested in Bingen for many years. Humboldt Street benefited from sidewalk installation as part of another project that had Transportation Improvement Board funding. Ash is the only street in Bingen that has full sidewalks north of Steuben Street. Adding sidewalks on Alder Street has been on Bingen's Transportation Improvement Plan (TIP) for years. City of Bingen staff and residents are in full support of installing sidewalks.

Washington Gorge Action Programs (WAGAP) is the social services organization in the City of Bingen. WAGAP has been a strong supporter for any community improvements that help those who are low-income, disabled, elderly and otherwise need assistance. They operate the local foodbank and are strong advocates for any improvement in Bingen. WAGAP was a supporter of the application that Bingen submitted to purchase bus shelters with lighting and seating.

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

The project decreases potential sprained ankles from residents walking on the gravel-strewn or crumbly sides of the road. The project also decreases the potential of automobile versus pedestrian crashes by providing a elevated, separated, clearly-delineated path to travel.

The eventual installation of sidewalks would invite the community to walk, bike, rollerskate, skateboard, or participate in other activities that benefit from a smooth, level surface. Connectivity among city streets would increase the distance that walkers or runners could safely travel while remaining within the City of Bingen.

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

This project benefits from construction that is already partially completed on the west side of Cedar Street. There is already a compliant ramp on the corner of Cedar and Humboldt to allow for easy transition from road to sidewalk.

Project Information

13. List all funding partners contributing to the project:

Funding Source	Amount

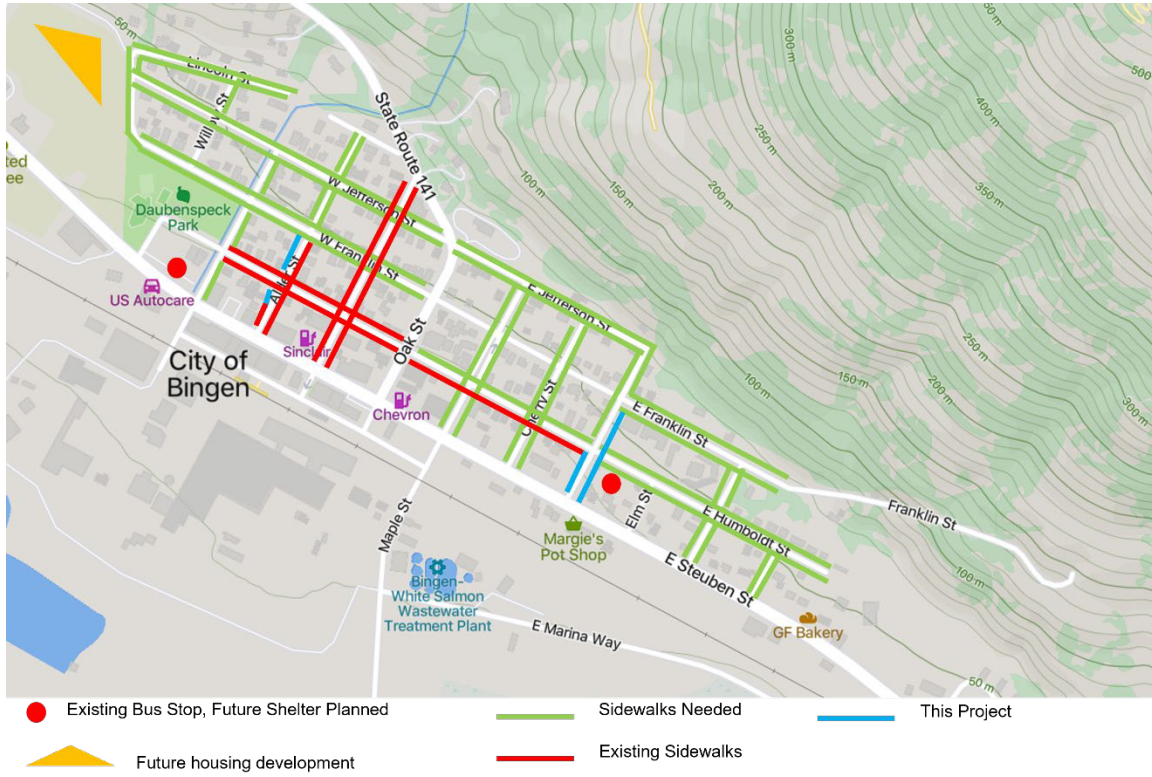
Other Information

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

Please see the included City of Bingen TAP Application Supplement.



City of Bingen Transportation Alternatives Program Supplement



Project Photos



Cedar, west side, between Steuben and Humboldt



Ramp, southwest corner of Cedar and Steuben, completed as part of another project



Cedar, east side, between Steuben and Humboldt



Cedar, east side, between Humboldt and Franklin – The Society Hotel funding construction



Alder, west side, between Steuben and Humboldt



Alder, west side, between Humboldt and Franklin



Six Year Transportation Improvement Program From 2023 to 2028

Agency: Bingen
 County: Klickitat
 MPO/RTPO: RTC

N Inside

Y Outside

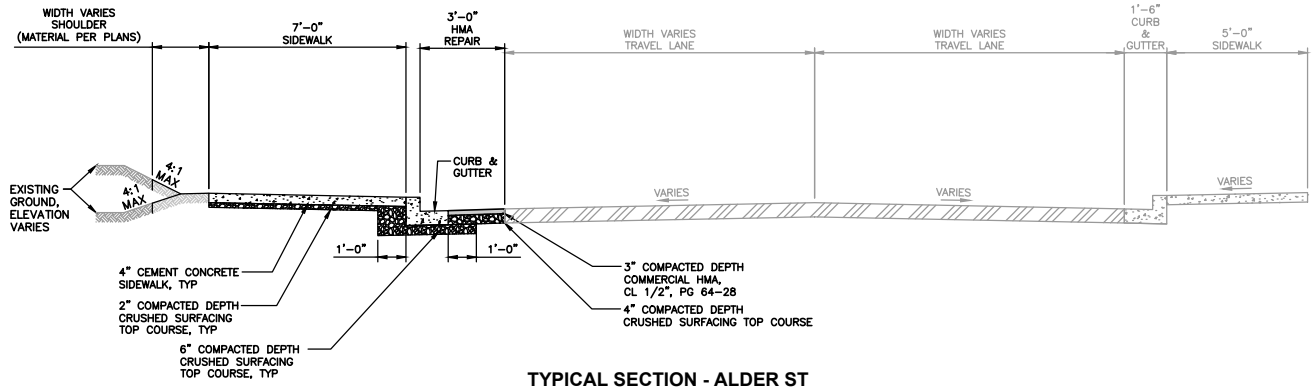
Functional Class	07	Priority Number	8	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
				100 North Alder Sidewalks N. Alder Street Alder & Steuben to Alder & Humboldt Replace sidewalk on east side of Alder and construct new sidewalk on 1/2 of west side of Alder	WA-08932					06		0.040	CE	No

Funding							
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Funds	Local Funds	Total Funds
P	ALL	2028		0	0	189,000	189,000
Totals				0	0	189,000	189,000

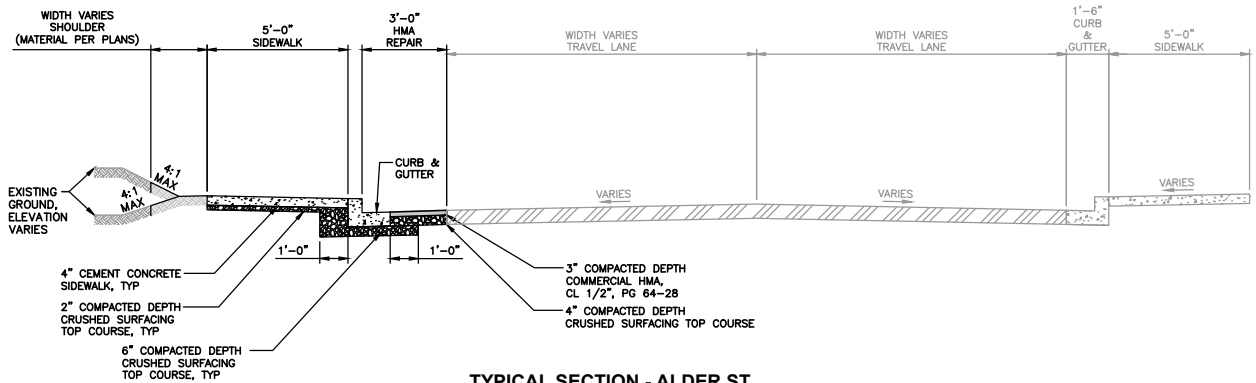
Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	189,000
Totals	0	0	0	0	189,000

City of Bingen
Cedar Street Sidewalk Improvements
(Cement Concrete Sidewalk Construction, Steuben to Franklin, East Side)
Estimated Project Cost
(March 2023 ENR National Construction Cost Index # 13176)

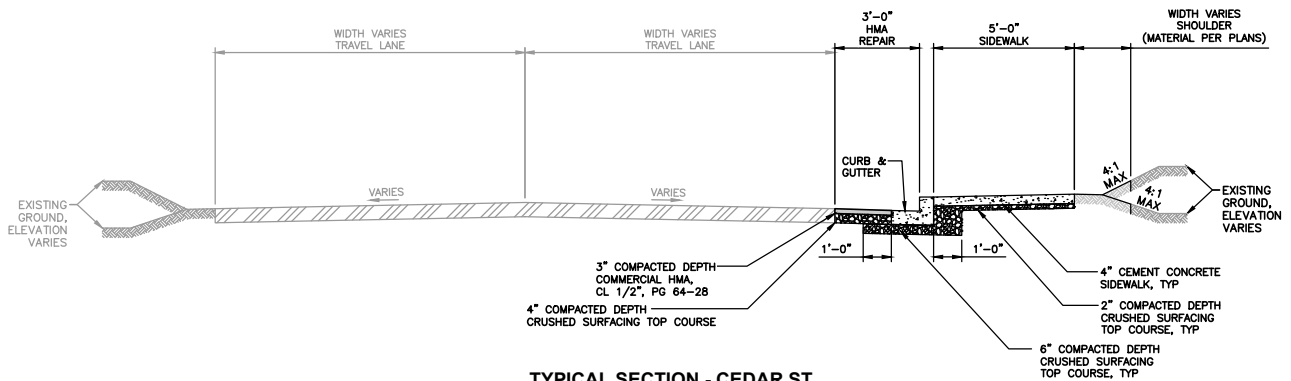
NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
1	Mobilization, Cleanup, and Demobilization	1	LS	\$23,000	\$23,000
2	Minor Changes	1	CALC	\$15,000	\$15,000
3	SPCC Plan	1	LS	\$1,500	\$1,500
4	Project Temporary Traffic Control	1	LS	\$10,000	\$10,000
5	Excavation, Embankment and Grading, Incl. Haul	130	CY	\$80	\$10,400
6	Controlled Density Fill	20	CY	\$250	\$5,000
7	Crushed Surfacing Repair	170	SY	\$15	\$2,550
8	Commercial HMA Pavement Repair	260	SY	\$80	\$20,800
9	Storm Sewer Pipe, 12 In. Diam. (Incl. Bedding)	400	LF	\$80	\$32,000
10	Catch Basin, Type 1	6	EA	\$3,000	\$18,000
11	Rock Excavation	30	CY	\$300	\$9,000
12	Trench Excavation Safety Systems	1	LS	\$1,000	\$1,000
13	Adjust Meter Box	2	EA	\$1,500	\$3,000
14	Erosion/Water Pollution Control	1	LS	\$2,500	\$2,500
15	Cement Conc. Traffic Curb and Gutter	550	LF	\$80	\$44,000
16	Cement Conc. Pedestrian Curb	120	LF	\$60	\$7,200
17	Cement Conc. Driveway Entrance	70	SY	\$100	\$7,000
18	Cement Conc. Sidewalk	210	SY	\$80	\$16,800
19	Cement Conc. Curb Ramp	6	EA	\$3,500	\$21,000
20	Permanent Signing	1	LS	\$2,500	\$2,500
Subtotal (rounded):					\$252,300
Construction Contingency @ 25% (rounded):					\$63,100
Total Construction Cost:					\$315,400
Preliminary Engineering, Admin., Fiscal, Legal (15%, rounded):					\$47,300
Construction Engineering (15%, rounded):					\$47,300
Right of Way:					\$0
Total Estimated Project Cost:					\$410,000



**TYPICAL SECTION - ALDER ST
STEUBEN ST (SR 14) TO W HUMBOLDT ST**
NTS



**TYPICAL SECTION - ALDER ST
W HUMBOLDT ST TO W FRANKLIN ST**
NTS



**TYPICAL SECTION - CEDAR ST
STEUBEN ST (SR 14) TO E FRANKLIN ST**
NTS


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CITY OF BINGEN

ALDER AND CEDAR SIDEWALK TAP APPLICATION

FIGURE 1

TYPICAL
SECTIONS



Gray & Osborne, Inc.

CONSULTING ENGINEERS