

2010 Statewide Transportation Enhancements Program PSRC Regional Application Form

****Please read all of the text in this section before completing this application****

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2010 Statewide Transportation Enhancements Program is awarded competitively to projects, and not to the sponsoring agency itself. Sponsors of projects that are awarded funds from this competition will be required to submit a more detailed application in order to program the funds into the State and Regional Transportation Improvement Program. Please refer to the Schedule in the Call for Projects for more information.

Email submissions are preferred: Attach your completed application to an email and send it to tipapp@psrc.org. Please name the file "**2010 Enhancements-[agency]-[project title]**". If you are unable to email the application, please mail a copy of the electronic file on diskette or CD, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the PSRC's web site. Mailed materials should be sent to: Tracy Murray, Puget Sound Regional Council, 1011 Western Avenue Ste 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Tracy Murray. For questions or to confirm receipt of your application, contact [Tracy Murray](mailto:Tracy.Murray@psrc.org), 206-971-3277.

Deadline: Applications must be received by PSRC by **5:00 PM on Monday, July 12, 2010**. Applications should be no more than **15 pages**, plus maps and/or other required supporting documentation.

PROJECT IDENTIFICATION AND DESCRIPTION	
1	<p>PROJECT TITLE: North Creek Regional Trail Project – 214th Street to Filbert Road Segment</p>
2	<p>TRANSPORTATION 2040 ID# 4172</p> <p>To be eligible for funding, regionally significant projects must be explicitly identified in Transportation 2040, the region's long-range Metropolitan Transportation Plan (MTP). For the 2010 Statewide Transportation Enhancements Program, this would apply to regionally significant nonmotorized projects such as separated trails. To confirm whether your project is specifically listed in Transportation 2040, refer to http://www.psrc.org/assets/3763/Appendix_M.pdf. For assistance or questions regarding these issues, contact Kimberly Scrivner, 206-971-3281.</p>
3	<p>SPONSORING AGENCY: City of Bothell</p> <p>Note: non-profit organizations may administer grants from the 2010 Statewide Transportation Enhancements Program <u>unless the project requires design, right of way acquisition, and/or construction</u>. In such cases, a public agency must serve as the project sponsor.</p> <p>Co-sponsor(s) if applicable:</p> <p><i>For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</i></p> <p>Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Please note: the requirement that public agencies have Certification Acceptance status has been waived for this program; however, all federal and state project requirements must still be met. Refer to the Washington State Department of Transportation Local Agency Guidelines Manual at http://www.wsdot.wa.gov/LocalPrograms/LAG/ for more information.</p>
4	<p>PROJECT CONTACT:</p> <p>Name: Eddie Low, P.E., Deputy Public Works Director, City of Bothell</p> <p>Email : eddie.low@ci.bothell.wa.us</p> <p>Phone: 425.486.2768 ext. 4464</p>

<p>5</p>	<p>PROJECT DESCRIPTION</p> <p>Describe the proposed work and explain the nature of the entire project, including the existing and proposed conditions and type of use. Explain why the project is needed and how the project meets the eligibility requirements of the selected Transportation Enhancements categories. Attach a detailed 8 ½" by 11" vicinity map. Photographs are welcome, but not required.</p> <p>The North Creek Regional Trail is a multi-purpose trail linking the communities of Everett, Mill Creek, and Bothell with portions of unincorporated Snohomish County. When completed, the trail will connect the Snohomish County Regional Interurban Trail at McCollum Park in Everett with the King County Regional Sammamish River Trail/Burke-Gilman Trail in Bothell.</p> <p>There is a formalized nonmotorized network that connects much of the trail alignment. However, major gaps in the network exist, particularly between Thrasher's Corner/North Creek Regional Park and the Canyon Park park-and-ride lot in Bothell. In these areas, informal trails and dangerous medians constitute the nonmotorized network. The project is needed to fill these gaps with a continuous trail network. The majority of these gaps have been filled, segment by segment, over the past 10 years. The 214th Street SE to Thrasher's Corner Plaza segment of the trail that would be constructed with Transportation Enhancement funding represents the final portion of the trail within the City of Bothell's jurisdiction.</p> <p>The 1,350 linear foot (LF) trail segment will be a separated, multi-use trail, with 10 to 12-foot wide asphalt pavement. As explained in this application, this project meets the eligibility requirements of the Pedestrian and Bike Facilities Transportation Enhancement Category because it would create a new (ADA compliant) multi-use path, primarily used for transportation. Please see the attached Map 3 for details of the project's vicinity.</p> <p>Completing the 4-mile Bothell portion of the North Creek Regional Trail will be an important milestone toward completion of the overall 10-mile North Creek Regional Trail, which will connect Regional Growth Centers, promote multi-modal transportation, and improve safety for the thousands of users drawn from activity centers along its alignment.</p>
<p>6</p>	<p>PROJECT LOCATION: The project is located west of and parallel to SR 527 within the City of Bothell.</p> <p>County(ies) in which project is located: Snohomish County</p> <p>Answer the following questions if applicable:</p> <p>a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): 214th Street SE and SR 527 (south extent of project location)</p> <p>b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): 500 LF south of Filbert Road/SR 524/208th St SE, near Thrasher's Corner (Intersection of SR 527 and SR 524 (north extent of project location)</p>
<p>7</p>	<p>PROJECT TYPE (Please select 1 or more of the following 12 eligible Transportation Enhancements categories):</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Provision of Facilities for Bicycles and Pedestrians <input type="checkbox"/> Acquisition of Scenic Easements & Scenic or Historic Sites <input type="checkbox"/> Scenic or Historic Highway Programs (including tourist & welcome center facilities) <input type="checkbox"/> Landscaping and other Scenic Beautification <input type="checkbox"/> Historic Preservation <input type="checkbox"/> Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities <input type="checkbox"/> Preservation of Abandoned Railway Corridors (including conversion and use for pedestrian or bicycle trails) <input type="checkbox"/> Control and Removal of Outdoor Advertising <input type="checkbox"/> Archaeological Planning and Research <input type="checkbox"/> Mitigation of Water Pollution due to Highway Runoff or Reduce Vehicle-Caused Wildlife Mortality while Maintaining Habitat Connectivity <input type="checkbox"/> Provision of Safety and Educational Activities for Pedestrians and Bicyclists

Establishment of Transportation Museums

PLAN CONSISTENCY

Cities, towns and counties seeking federal funds managed by PSRC may submit an application only if their comprehensive plan has been certified by PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, nonprofit organizations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with VISION 2040 and Transportation 2040, the central Puget Sound region's long-range Metropolitan Transportation Plan. For questions on consistency and certification, contact [Rocky Piro](#), 206-464-6360.

8 CONSISTENCY WITH VISION 2040 AND TRANSPORTATION 2040

All applicants must answer the questions in this section. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC website at www.psrc.org/growth/planreview/statusreportppr/. For copies of VISION 2040 or Transportation 2040 documents, please contact the PSRC [Information Center](#), 206-464-7532. Regionally significant projects that expand transportation system capacity must be identified in Transportation 2040. This includes nonmotorized trails and separated pathways. For assistance refer to www.psrc.org/transportation/t2040/ or contact [Kimberly Scrivner](#), 206-971-3281.

Indicate the current certification status of the local comprehensive plan in the community where the project is located. Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.

Certification Status: Certified Date of certification action (mm/dd/yy): 07/27/2007

Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes. (See http://www.psrc.org/assets/465/Centers_small.pdf for more information.)

- The project is located outside the designated urban growth area.
- The project is located within the designated urban growth area.
- The project is located within an identified regional growth center or town/activity center. Refer to <http://www.psrc.org/growth/centers/> for more information. For identified local city/town locations, please describe.
 - Regional Growth Center(s): Bothell/Canyon Park .
 - Regional Manufacturing/Industrial Center(s):
 - Local Town/Activity Center(s):

Is the project specifically identified in a local comprehensive plan?

- Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:
 - (1) City of Bothell Comprehensive Plan (Imagine Bothell...)
 - (2) Transportation Element
 - (3) pages TR-6, TR-34, TR-40, TR-47, Figure TR-9 (Existing and Proposed Bicycle Facilities)
 - (2) Canyon Park Subarea Plan
 - (3) pages CP-3, CP-5, CP-6

No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

ADDITIONAL REGIONAL PROJECT EVALUATION

Part 1: Questions for All Projects

Instructions: Once all of the sections in Part 1 have been completed (questions 9 through 13), complete the appropriate questions in Part 2 (question 14 and one only of questions 15 through 18). Refer to the Regional Project Evaluation Criteria to assist you in answering these questions.

9 RELATIONSHIP TO CENTERS

Describe the relationship of the project to a regional growth center, town/activity center or connecting corridor.

The North Creek Regional Trail is a multi-purpose trail linking the communities of Everett, Mill Creek, and Bothell with portions of unincorporated Snohomish County. When completed, the trail will connect the Snohomish County Regional Interurban Trail at McCollum Park in Everett with the King County Regional Sammamish River Trail/Burke-Gilman Trail in Bothell. The trail is located within and will support the PSRC-designated Regional Growth Center of Bothell/Canyon Park. The trail will also directly support the City of Mill Creek, one of the fastest-growing communities in the Puget Sound region.

The project will also support additional PSRC-designated Regional Growth Centers in the project vicinity by connecting these centers to the Bothell/Canyon Park Regional Growth Center, shown on Map 1: Lynnwood (via the Interurban Trail), Downtown Everett (via the Interurban Trail), Redmond-Downtown (via the Sammamish River Trail), Redmond-Overlake (via the Sammamish River Trail and SR 520 Trail), and the University Community (via the Burke-Gilman Trail).

As a result of this project, trail users will be able to access over 300 miles of trail inventory in the King County Regional Trail system, providing non-motorized access to many of the Puget Sound's most populous Regional Growth Centers.

The project sponsors, including Snohomish County and the Cities of Bothell and Mill Creek, have examined a variety of alignment alternatives to ensure that the trail provides the best corridor connectivity throughout the centers and their surrounding environs. Major considerations covered in the North Creek Regional Master Plan Trail Alternatives Analysis included trail experience, availability of public land, trail safety, cost considerations, environmental constraints and permitability, and time factors.

The City of Bothell is the project sponsor for the portions of the trail—including the 214th Street SE to Filbert Road segment that is the subject of this grant application—within the City of Bothell. Bothell has been working with the City of Mill Creek and Snohomish County to plan and coordinate key missing links of the North Creek Regional Trail. The 214th Street SE to Filbert Road Segment will complete the 4 mile portion of the trail within the City of Bothell's jurisdiction.

In order to properly address the trail's design and features, responses to short-answer questions in this funding application have been split into two sections:

- The North Creek Regional Trail section addresses the design and features of the overall 10-mile trail, extending from the Interurban Trail in Everett to the Burke-Gilman Trail in Bothell.
- The 214th Street SE to Filbert Road section addresses the design and features of the portion of the 1,350 LF trail section that is the subject of this funding application.

	<p>Because of its implications for regional connectivity, the project should be considered first as an overall regional master plan trail project; however, it is also necessary to differentiate and present the features of the trail that will actually be constructed with the requested Statewide Transportation Enhancement funds.</p> <p>214th Street SE to Filbert Road Segment</p> <p>Within Bothell’s jurisdictional boundaries, the project extends from North Creek Park and Thrasher’s Corner in the north to the University of Washington-Bothell campus in the south (see Map 2). Construction of the 214th Street SE to Filbert Road segment occurs within the PSRC designated Bothell/Canyon Park Regional Growth Center.</p> <p>The 1,350 LF trail segment will be a separated, multi-use trail, with 10 to 12-foot wide asphalt pavement. The 214th Street SE to Filbert Road segment represents the final portion of the trail within the City of Bothell’s jurisdiction. Completing the 4-mile Bothell portion of the North Creek Regional Trail will be an important milestone toward completion of the overall 10-mile North Creek Regional Trail connection between the Interurban Trail in Everett and the Sammamish River Trail/Burke-Gilman Trail in Bothell.</p>
<p>10</p>	<p>COMMUNITY SUPPORT</p> <p>Describe the public review process for the project. List all letters received or other types of support for the project; include any negative response to the project. Provide the dates, times and locations of all public presentations. If appropriate, describe how the project meets identified state, regional and/or local planning objectives.</p> <p>One of the foremost considerations of the alternatives analysis completed in 2003 was public support for the North Creek Regional Trail Project, which required that trail experience, availability of public land, trail safety, cost considerations, environmental constraints, permitability, and time factors be carefully considered. These considerations were discussed with members of the public and project stakeholders during a series of meetings held by the Cities of Mill Creek and Bothell in conjunction with Snohomish County.</p> <p>As a result of this robust public process, a master trail plan within the City of Bothell’s jurisdiction was commissioned in 2003-2004. Due to funding constraints, the trail was implemented in phases. Construction for all segments within the City of Bothell’s jurisdiction, except the 1,350 LF portion in this application, will be complete by the end of this summer, 2010. Snohomish County is currently planning the trail segments within its jurisdiction, which included three open houses in June 2010. Approximately 30 citizens attended each meeting, and their comments expressed support for the North Creek Trail.</p> <p>Important users of the trail, including users of the 195th Street YMCA, Seattle Times employees, University of Washington – Bothell and Cascadia Community College students, employees of firms in the Bothell and North Creek Business Parks, and residents in surrounding neighborhoods, have demonstrated their support for the project at various times.</p> <p>The North Creek Regional Trail Project also meets City, County, Regional, and State Planning Objectives, as detailed below.</p> <p>The North Creek Regional Trail is named by location and type in several major planning documents, including:</p> <ul style="list-style-type: none"> • Washington Recreation and Conservation Office (formerly IAC), Assessment of Outdoor Recreation in Washington State (2002-2007)

- Snohomish County Parks Comprehensive Plan (2007)
- King County Park, Recreation and Open Space Plan (2010)
- King County Open Space System Plan (2010)
- King County Comprehensive Plan Update (2010)
- King County's Regional Trails Needs Report (2008)
- Regional Trail Inventory and Implementation Guidelines (2004)

The North Creek Trail Project fulfills visions in:

- City of Bothell Comprehensive Plan – Parks and Recreation Element (2004)
- City of Everett, Parks and Recreation Strategic Plan (2007)
- City of Mill Creek Comprehensive Plan – Parks and Recreation Element (2009)

214th Street SE to Filbert Road Segment

Starting in 2003, the City of Bothell engaged relevant stakeholders, including business and property owners, city representatives, landscape architects and engineers, in meetings to provide the opportunity for stakeholder input. All 13 comments received were supportive of the project, voicing only specific trail implementation concerns and alignment preferences.

In 2004, the Bothell City Council, after several public meetings and two public hearings, decided to proceed with development of a shared use path through Bothell on the alignment depicted in the attached maps.

11 FINANCIAL PLAN

Please fill out Tables 11A - D below and corresponding questions 11E - F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables 11A -C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table 11D). The tables require sponsors to list the Transportation Enhancements funds being requested (Table 11A), as well as ALL other sources of secured (Table 11B) and unsecured funds (Table 11C) needed to complete the project.

Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source. Totals of federal and other funds listed in Tables 11A - C should equal the total project cost in Table 11D. Funding Commitment Letters must be provided for all financial partners.

Required Match: No local match is required; projects may be funded with 100% Enhancement funds.

11A: Enhancements Funds Requested

Phase (Planning, Preliminary Engineering, Right of Way, Construction, Other)	Estimated Obligation Date by Phase (mm/dd/yy)*	Enhancements Funds Requested
Preliminary Engineering/Design	2/1/2011	\$120,000
Right of Way	2/1/2011	\$150,000
Construction	10/1/2011	\$650,000
Other (City Administrative Costs)	10/1/2011	\$30,000
		\$
TOTAL:		\$950,000

*** Note: the required obligation deadline for these funds is no later than two years from selection approval,**

estimated to be January 2011.

11B: Existing Secured Funding

Phase	Estimated Obligation date by Phase (mm/dd/yy)*	Source	Amount
Other (City Administrative Costs)	12/1/2011	City of Bothell	\$50,000
			\$
			\$
			\$
			\$
TOTAL:			\$

*For tables B and C "obligation" may be defined as expenditure or other commitment of funds; for more information regarding secured and unsecured funding sources please refer to <http://www.psrc.org/assets/469/SecuredUnsecured.pdf>.

11C: Needed future funding (unsecured) Do not include the grant funds requested in Table 11A

Phase	Estimated Obligation date by Phase (mm/dd/yy)*	Source	Amount
			\$
			\$
			\$
			\$
			\$
		TOTAL:	\$

11D: Total Project Cost

Total estimated cost of each phase		Scheduled completion date by phase (mm/dd/yy)	
Planning:	\$	Planning:	
Preliminary Engineering/Design:	\$120,000	Preliminary Engineering/Design:	8/1/2011
Right of Way:	\$150,000	Right of Way:	8/1/2011
Construction:	\$650,000	Construction:	12/1/2011
Other (Specify):	\$80,000 (City Administrative Costs)	Other (specify):	12/1/2011
Total Project Cost:	\$1,000,000	Estimated date of completion (i.e. open for use)	12/1/2011

11E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:

PE, ROW, CN

11F. If unable to completely fill out Table D (Total Project Cost), please explain why:

12 PROJECT READINESS

Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question #12.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question 12A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where “Item not yet completed” is selected, and for any additional requirements pertaining to the project, provide details in question 12B, including the estimated schedule for completion.

12A. Check all that apply. If no ROW is required for the project, select “not needed” for sections b through g.

Not yet completed a. Final FHWA approval of environmental documents including:

Not yet completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Not yet completed - Section 106 Concurrence.

Not needed - FHWA Environmental Classification Summary Checklist (or EA or EIS).

Already completed b. True Cost Estimate for Right of Way.

Not yet completed c. Right of Way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Not yet completed e. Right of way certification.

Not yet completed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.

Not needed - Certification Audit by WSDOT of Relocation Process, if applicable.

Already completed h. Engineer's Estimate.

Not yet completed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

12B. Additional information: include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

a. Critical Area Alteration Permit: Application materials would include JARPA, wetland analysis report, mitigation and monitoring plan, compliance with City codes (expected approval: 5/1/11)

a. Endangered Species Act (ESA) consultation: Depending upon potential impacts, a letter of No Effect (NE), Biological Evaluation (BE), Biological Assessment (BA), or if potential for serious harm occurs a Biological Opinion would be required (expected approval: 8/1/11)

a. Section 106: The historic preservation review process mandated by Section 106 requires coordination with the DAHP (expected approval: 5/1/11)

c. Right of Way Plans (expected: 8/1/2011)

e. Right of Way Certification (expected: 9/1/2011)

f. Certification Audit by WSDOT (expected: 10/1/2011)

As indicated above, the project has been designed, permitted, constructed, and delivered in phases due to funding availability. The project has previously received federal grant funding support. Previous phases have been partially-funded under the federal Transportation Equity Act of the 21st Century (TEA-21) and the federal Safe, Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) program, which provided a total of approximately \$3,300,000 in federal funding for previous phases of the North Creek Trail project located in Bothell.

In addition, the North Creek Regional Trail received additional funding from the Federal Highway Administration, including \$1,100,000 in 2009 under the American Recovery and Reinvestment Act of 2009 (ARRA). The City of Bothell has demonstrated the ability to manage federal funds responsibly. All the federal funds, including the recent \$1,100,000 of ARRA funds, have been obligated and all the construction is either completed or well underway, with final completion this summer.

214th Street SE to Filbert Road Segment

The total cost estimate for the 4 miles of the North Creek Regional Trail that are located in Bothell is \$7.9 million, including planning, design, environmental work, right-of-way acquisition, construction, and construction administration. On the whole, the City has contributed \$2.5 million in matching funding towards the completion of the project in Bothell.

For this last segment of the North Creek Trail in Bothell, the city will be providing matching funds of another \$50,000 towards the 214th Street SE to Filbert Road portion of the project. These funds will be allocated for design and permitting. Due to the recent economic downturn, the City is unable to obligate further funding to support the 214th Street SE to Filbert Road segment. This application is to request 2010 Statewide Transportation Enhancement funds for the balance of the planning, engineering, and construction. With the Enhancement funding, the project is ready to proceed rapidly with permitting, design, right of way acquisition, obligation, and construction completed by December 2011.

13 OTHER CONSIDERATIONS

Please describe any additional aspects of your project not requested in the application that could be relevant to the final project recommendation and decision-making process. No points will be given to this section.

PART 2: CATEGORY SPECIFIC QUESTIONS

14 Select one of the following four categories that best fits your project and follow the corresponding instructions:

Nonmotorized Projects: Complete question 15.
 Scenic Resources Projects: Complete question 16.
 Historic Resources Projects: Complete question 17.
 Environmental Projects: Complete question 18.

15 NONMOTORIZED PROJECTS

Instructions: Complete this section if you selected “Nonmotorized Projects” in question 14.

Please explain how your project addresses the following:

- The project extends, completes or otherwise adds to an existing nonmotorized system or network.
- The project connects or links to other multimodal facilities (such as transit stations).
- The project addresses current nonmotorized needs in the community, e.g., - gaps in the system; safety issues, etc.
- The level of public exposure or access to the project (for example, current and future land use in the vicinity of the facility).
- Explain how the project relates to surface transportation. If the project has recreational aspects, demonstrate that the purpose is primarily for transportation rather than recreation. Explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).

The project extends, completes or otherwise adds to an existing nonmotorized system or network:

North Creek Regional Trail

The North Creek Regional Trail connects to the 12-mile Snohomish County Regional Interurban Trail at McCollum Park in Everett and the 42-mile King County Regional Sammamish River Trail/Burke-Gilman Trail in Bothell. As a result of this project, trail users will be able to connect with the over 300 miles of trail inventory in the King County Regional Trail system, and over 34 miles of trail in the Snohomish County Regional Trail System. The trail will connect to many of the Puget Sound’s most populous PSRC-designated Regional Growth Centers. The portion of the trail located within the City of Bothell is approximately 4 miles long. Construction of existing segments will be complete this summer and fall, with the exception of a final 1,350 LF segment, which is the subject of this application.

214th Street SE to Filbert Road Segment

Previous segments were staged and constructed in phases due to funding and permitting considerations. Currently, bicycle

lanes are provided on the entire length of SR 527 (with the exception of the bridge over I-405), in the Bothell/Canyon Park Subarea of Bothell. However, key sections are missing. There are bicycle lanes on both sides of 228th Street SE between SR 527 and the I-405 overcrossing. In addition, there are striped shoulders on 228th Street SE east of I-405 overcrossing, although they are not signed for bicycle use. Bicycle lanes constructed as part of the SR 524 widening project provide connections to an existing nonmotorized network and leverage previous city investments in its nonmotorized network. The completed North Creek trail would serve as a shared use path for both bicyclists and pedestrians, connecting businesses, retail centers, and neighborhoods.

The project connects or links to other multimodal facilities such as transit stations.

North Creek Regional Trail

Transit service within the project vicinity is provided by Sound Transit and Community Transit, which both operate bus service along I-405. Both transit agencies have bus stops at the Canyon Park park-and-ride lot located off 17th Avenue SE at the northeastern corner of the I-405/SR 527 interchange.

Community Transit provides local transit service along SR 527, 228th Street SE, and throughout the Canyon Park business center. Bothell's Transportation Improvement Program (TIP) includes a proposal by Sound Transit to construct a pedestrian bridge over I-405 from the newly-improved Canyon Park park-and-ride lot to a new bus stop (freeway station) on the southbound I-405 onramp from northbound SR 527. The 214th Street SE to Filbert Road Segment trail segment will tie-in to this nonmotorized network, leveraging past and future investments in nonmotorized infrastructure.

214th Street SE to Filbert Road Segment

As noted above, sidewalks and bike lanes were constructed as part of the SR 524 widening project completed in 2008. The City identified the need for continuous sidewalks on at least one side of the roadway along 31st Avenue SE. Multimodal facilities linking to this trail include the regional freeway flyer transit stop at the I-405/ SR 527 interchange, the Canyon Park park-and-ride, North Creek Regional Park, Thrasher's Corner Park and retail center, Lake Pleasant, Canyon Park Business Park, the YMCA, the North Creek Sports Fields, and the University of Washington-Bothell and Cascadia Community College Campuses.

The project addresses current nonmotorized needs in the community.

Gaps in the System

North Creek Regional Trail

There is a formalized nonmotorized network that connects much of the trail alignment. However, major gaps in the network exist, particularly between Thrasher's Corner/North Creek Regional Park and the Canyon Park park-and-ride lot. In these areas, informal trails and dangerous medians constitute the nonmotorized network. The intent of the project is to fill these gaps with a continuous trail network. The majority of these gaps have been filled, segment by segment, over the past 10 years. The 214th Street SE to Filbert Road segment is the last remaining incomplete segment within the City of Bothell.

214th Street SE to Filbert Road Segment

An existing nonmotorized facility extends from SR 524 south to approximately behind Discount Tire (20914 Bothell-Everett Hwy). Another existing nonmotorized facility begins at approximately the intersection of 214th Street SE and SR 527/Bothell-Everett Highway (see Map 3). This project will connect those two existing facilities providing a continuous trail facility for use by the general public.

Safety Issues

North Creek Regional Trail

Currently, gaps in the trail network force bicyclists and other nonmotorized users—particularly beginners, children, and handicapped users—onto busy streets lacking dedicated bicycle lanes. The project completes a network of separated trails and bicycle lanes, allowing nonmotorized transportation users of all ability levels continuous travel between destinations.

214th Street SE to Filbert Road Segment

Currently the gap in the nonmotorized network forces users of the existing nonmotorized facilities to cut through busy parking lots or travel along SR 527/Bothell-Everett Highway, which is a busy, five-lane highway. The proposed segment will have separate right-of-way, keeping bicyclists and other currently vulnerable nonmotorized users out of harm's way.

	<p>The level of public exposure or access to the project (current and future land use in the vicinity of the facility).</p> <p>North Creek Regional Trail</p> <p>Public exposure and access to the project will be available to recreational users and commuters. Connections with high public exposure include Lake Pleasant, Canyon Park Business Park, the YMCA, the North Creek sports fields, and the regional freeway flyer transit stop at the I-405/SR 527 interchange. The North Creek Regional Trail extends through a highly populous urban/suburban area. Accordingly, land use within the Regional Trail’s immediate vicinity is predominantly mixed use, commercial, retail, and residential.</p> <p>214th Street SE to Filbert Road Segment</p> <p>Public facilities, which will provide exposure and access in the immediate vicinity of the 214th Street SE to Filbert Road Segment, include the North Creek Regional Park, Thrasher’s Corner Park and the Thrasher’s Corner Retail Center. Nearby are the University of Washington – Bothell and Cascadia Community College campuses; each have approximately 3,300 full-time equivalent (FTE) students, and are expected to grow to 10,000 FTE students at full build out of the college campus. Current and future land uses in the immediate vicinity of the 214th Street SE to Filbert Road segment include mixed use/commercial residential. The segment vicinity is designated as a Commercial Office Zone by the City of Bothell. Because the segment is contained within the PSRC-designated Bothell/Canyon Park Regional Growth Center, more nonmotorized users will have the opportunity to use the trail in the future as the center accepts its share of regional growth.</p> <p>Explain how the project relates to surface transportation. If the project has recreational aspects, demonstrate that the purpose is primarily for transportation rather than recreation. Explain how this enhancement is ‘over and above’ normal activities (not routine/required).</p> <p>North Creek Regional Trail</p> <p>The North Creek Regional Trail connects to the 12-mile Snohomish County Regional Interurban Trail at McCollum Park in Everett and the 42-mile King County Regional Sammamish River Trail/Burke-Gilman Trail in Bothell. As a result of this project, trail users will be able to connect with the over 300 miles of trail inventory in the King County Regional Trail system, and over 34 miles of trail in the Snohomish County Regional Trail System. The trail will connect to many of the Puget Sound’s most populous and growing PSRC-designated Regional Growth Centers. While the trail will serve recreational purposes, its main purpose is to serve as a critical nonmotorized link between major population centers in Snohomish and King Counties. The greater North Creek Regional Trail will connect the Bothell Urban Center with the Mill Creek Town Center and the City of Everett, the fifth largest urban center in the greater Puget Sound area.</p> <p>All of these centers are rapidly-expanding, but provide limited nonmotorized infrastructure for commuters. The North Creek Trail will allow nonmotorized commuters of all skill levels to travel safely between centers, improving public health, reducing greenhouse gas emissions and reducing congestion without requiring significant future public expenditure for operation or maintenance.</p> <p>214th Street SE to Filbert Road Segment</p> <p>As noted previously, the 214th Street SE to Filbert Road segment would be a critical link in the North Creek Regional Trail, an essential nonmotorized thoroughfare in the regional surface transportation network. The Enhancement funding would lead to the construction of the 1,350 LF 214th Street SE to Filbert Road segment of the North Creek Regional Trail. The funded planning, design, and construction activities would therefore not be categorized as routine or normal.</p>
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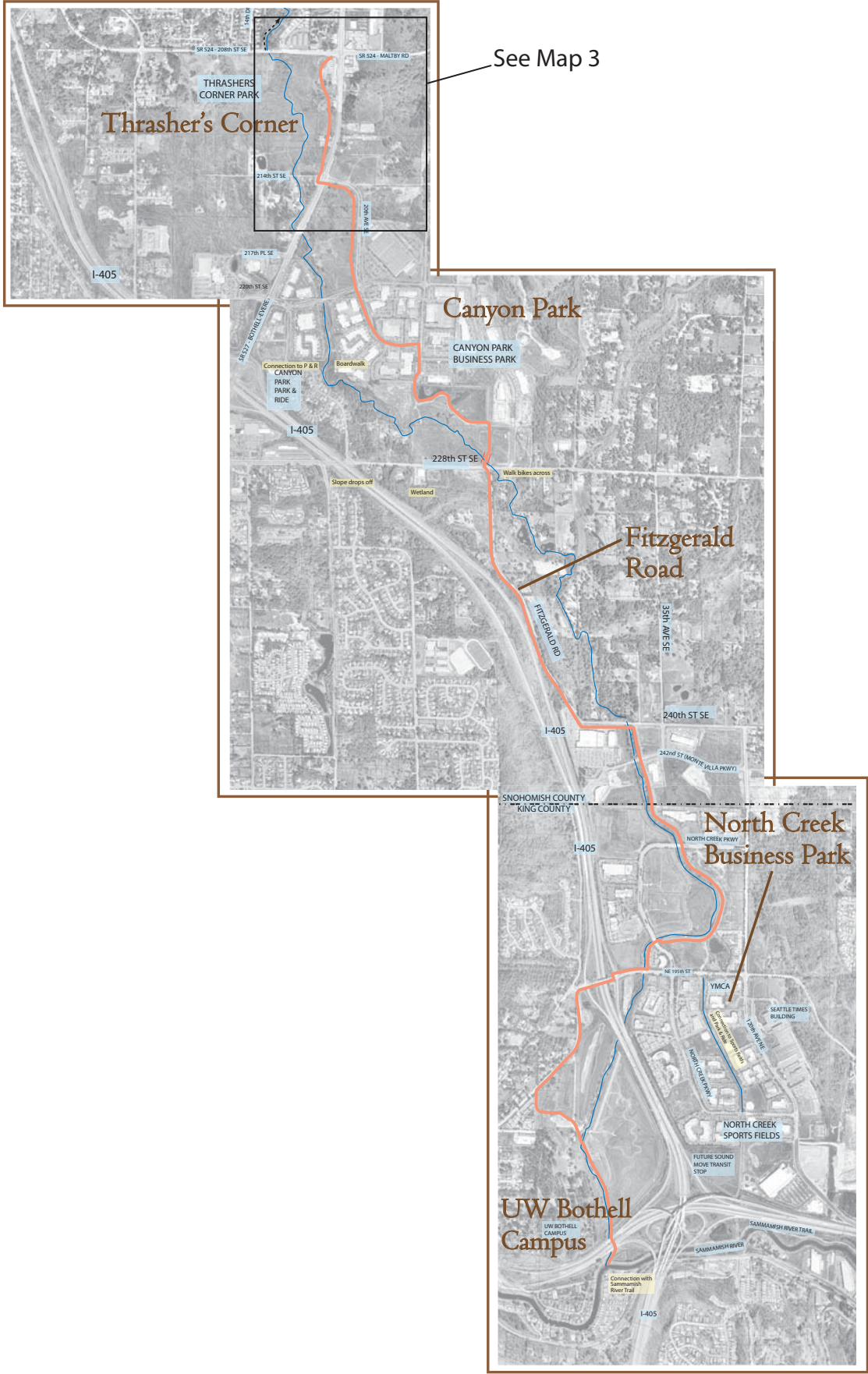
<p>16</p>	<p>SCENIC RESOURCES PROJECTS</p> <p><u>Instructions: Complete this section if you selected “Scenic Resources Projects” in question 14.</u></p> <p>Please explain how your project addresses the following:</p> <ul style="list-style-type: none"> • The project promotes greater public appreciation or use of the transportation system. • The project contributes to the preservation of significant scenic resources. • The level of public exposure or access to the project. • Long-term preservation plans to maintain the scenic character of the property. • Whether or not there is perpetual ownership of the property. • Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded. • Explain how the project relates to surface transportation; explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).
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17	<p>HISTORIC RESOURCES PROJECTS</p> <p><u>Instructions:</u> Complete this section if you selected “Historic Resources Projects” in question 14.</p> <p>Please explain how your project addresses the following:</p> <p><u>For site-specific and/or capital projects:</u></p> <ul style="list-style-type: none"> • The historic significance of the facility. • The planned use of the facility. • Whether or not the project is part of a larger historic preservation plan. • The level of public exposure or access to the project. • Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded. • The long-term preservation and/or maintenance plans for the facility. • Explain how the project relates to surface transportation; describe the current or former transportation use of the facility. Explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required). <p><u>For planning projects:</u></p> <ul style="list-style-type: none"> • The project’s relationship to the protection of historic or archaeological resources. • Whether or not the project is part of a larger historic preservation plan. • The long-term plan for ongoing management, updating and training. • The level of public exposure or access to the project. • Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded. • Explain how the project relates to surface transportation; explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).
18	<p>ENVIRONMENTAL PROJECTS</p> <p><u>Instructions:</u> Complete this section if you selected “Environmental Projects” in question 14.</p> <p>Please explain how your project addresses the following:</p> <ul style="list-style-type: none"> • The relationship of the project to the transportation system. • The need for the project. • The long-term maintenance plans for the project. • Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded. • Explain how the project relates to surface transportation; explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).



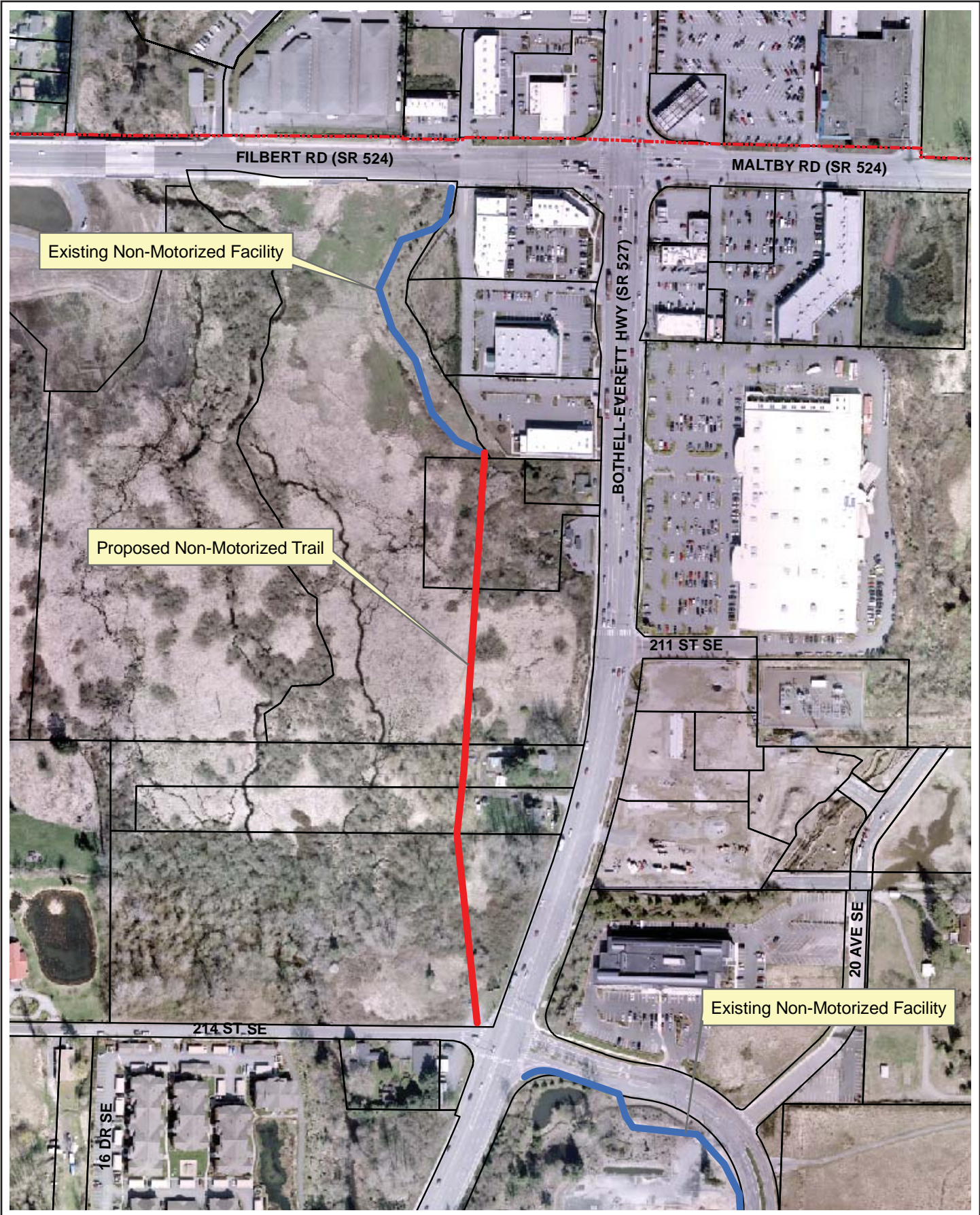
Map 1. Regional Trail Connections to PSRC Growth Centers





See Map 3

Map 2. North Creek Trail within the City of Bothell



North Creek Non-Motorized Trail

Map 3. 214th Street SE to South of SR 524 Segment



The City of Bothell delivers this data (map) in an AS-IS condition. GIS data (maps) are produced by the City of Bothell for internal purposes. No representation or guarantee is made concerning the accuracy, currency, or completeness of the information provided.
 Map Prepared by: _____
 February, 2010

