

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: Scenic Hill Walkway</p>
2	<p>TRANSPORTATION 2040 ID# N/A</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 Kent</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: N/A</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: Jim Storment Email : jstorment@ci.kent.wa.us Phone: 253-856-5550</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 Scenic Hill Walkway project would construct a five-foot wide asphalt path through the Scenic Hill neighborhood, starting from an existing sidewalk system that connects to downtown Kent's regional growth center, and ending at Scenic Hill Elementary School. Existing roadways in the neighborhood are constructed with no sidewalks, and they discourage walking and cycling in an area that would otherwise encourage active transportation. The Scenic Hill neighborhood is a medium-density community of older single-family homes, directly connected to downtown Kent but retaining a slightly more rural feel because of protected, forested areas, and mature trees scattered throughout the neighborhood. It typically draws stable, family-oriented homeowners with a strong sense of community.</p> <p>Minor streets are typically wide, and only carry local traffic, which produces fine conditions for walkers and cyclists. However, the neighborhood's collector streets are narrow, two-lane roads with a mix of gravel shoulders, paved shoulders, and virtually no pedestrian accommodations. These collector roads - Reiten Road, Maple Street, and Woodland Way - provide access to an elementary school and a large community center. They also support through traffic to the arterial street system.</p> <p>The proposed facility is a five-foot wide asphalt walkway, beginning at the intersection of Reiten Road and Guiberson Street. Existing sidewalks extend northwest from this point, connecting to downtown Kent's street and sidewalk network at the west end of the neighborhood. The new walkway would continue south, along the east side of Reiten Road, to Walnut Street. At Walnut Street, the pathway would shift to the west side of Reiten Road. This gives pedestrians a safe and clearly marked place to cross to the west, for access to the school and community center. Walnut Street is currently marked with a crosswalk, while many nearby crosswalks are unmarked, to encourage pedestrian crossings at this location. As the roadway curves, the path would continue south along the west side of Reiten Road, then east along the south side of Maple Street, then southeast along the west side of Woodland Way. The pathway would end at the entrance to the Scenic Hill Elementary School and community center.</p>
<p>6</p>	<p>PROJECT LOCATION: City of Kent</p> <p>County(ies) in which project is located: King County</p> <p>Answer the following questions if applicable:</p> <p>a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): Intersection of Reiten Road and East Guiberson Street</p> <p>b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): Woodland Way at Scenic Hill Elementary School</p>
<p>7</p>	<p>PROJECT TYPE (Please select 1 or more of the following 12 eligible Transportation Enhancements categories):</p> <p><input checked="" type="checkbox"/> Provision of Facilities for Bicycles and Pedestrians</p> <p><input type="checkbox"/> Acquisition of Scenic Easements & Scenic or Historic Sites</p> <p><input type="checkbox"/> Scenic or Historic Highway Programs (including tourist & welcome center facilities)</p> <p><input type="checkbox"/> Landscaping and other Scenic Beautification</p> <p><input type="checkbox"/> Historic Preservation</p> <p><input type="checkbox"/> Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities</p> <p><input type="checkbox"/> Preservation of Abandoned Railway Corridors (including conversion and use for pedestrian or bicycle trails)</p> <p><input type="checkbox"/> Control and Removal of Outdoor Advertising</p>

- Archaeological Planning and Research
- Mitigation of Water Pollution due to Highway Runoff or Reduce Vehicle-Caused Wildlife Mortality while Maintaining Habitat Connectivity
- 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](mailto:Rocky.Piro@psrc.org), 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](mailto:Information.Center@psrc.org), 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](mailto:Kimberly.Scrivner@psrc.org), 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): 01/12/06

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): .
 - 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:

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.

Kent's policy documents and financial documents strongly support walking and cycling facilities: Kent's Comprehensive Plan states that we will "provide non-motorized facilities within all areas of the city," and "establish a network of bicycle routes within the city to connect those land uses likely to produce significant concentrations of bicycle usage." The City's Comprehensive Plan was adopted on April 18, 1995, and non-motorized goals and policies are contained on pages 9-44 and 9-45. The city's Transportation Improvement Program includes two on-going programs for city-wide bicycle and pedestrian facility

improvements. With combined funding of approximately \$15 million, these programs are designed to "help achieve the City's goals for improving mobility, reducing vehicle trips, increasing physical exercise, and improving transportation connectedness."

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	<p>RELATIONSHIP TO CENTERS</p> <p>Describe the relationship of the project to a regional growth center, town/activity center or connecting corridor.</p> <p>The Scenic Hill neighborhood is adjacent to and partially overlapping Kent's designated regional growth center. The project site is located approximately half a mile from the growth center's eastern border, but this walkway would complete a continuous route from the elementary school and the community center to the regional growth center.</p>
10	<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>The project has received strong support from the Scenic Hill neighborhood. Long-time community members recall that the need for this facility has been noted by the community and discussed with the city for over 25 years. Some recent meetings that include discussions of the walkway were held on 1/23/09, 2/12/09, 8/13/09, and 11/12/09. These include regular meetings of the Scenic Hill Neighborhood Council, and special meetings with City of Kent Transportation Engineering staff.</p> <p>Other supporters of the project include the Kent School District and the Kent Swim and Tennis Club. Both are significant stakeholders, as the walkway would improve safety for many of their students, their families, and their patrons.</p> <p>Concerns have been raised by the Hillcrest Burial Park, as students and other passersby have often littered and caused other problems on their property. Cemetery owners and managers have shared their concerns with City staff, and the City is sensitive to these issues.</p> <p>Letters of support are submitted with this application.</p>
11	<p>FINANCIAL PLAN</p> <p>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.</p> <p>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</p>

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	03/01/2011	\$49,375
Right of Way	03/01/2011	\$11,500
Construction	10/01/2011	\$424,125
		\$
		\$
TOTAL:		\$485000

*** 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
			\$
			\$
			\$
			\$
			\$
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:	\$N/A	Planning:	N/A
Preliminary Engineering/Design:	\$49,375	Preliminary Engineering/Design:	03/01/2011
Right of Way:	\$11,500	Right of Way:	03/01/2011
Construction:	\$424,125	Construction:	10/01/2011
Other (Specify):	\$N/A	Other (specify):	N/A
Total Project Cost:	\$485,000	Estimated date of completion (i.e. open for use)	10/01/2011

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

The requested funding will allow completion of all project phases, from preliminary engineering

	<p>through construction.</p> <p>11F. If unable to completely fill out Table D (Total Project Cost), please explain why: N/A</p>
<p>12</p>	<p>PROJECT READINESS</p> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> • 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. <p>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.</p> <p>12A. Check <u>all</u> that apply. If no ROW is required for the project, select "not needed" for sections b through g.</p> <p style="padding-left: 40px;">Not yet completed a. Final FHWA approval of environmental documents including:</p> <p style="padding-left: 80px;">Not yet completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.</p> <p style="padding-left: 80px;">Not yet completed - Section 106 Concurrence.</p> <p style="padding-left: 80px;">Not yet completed - FHWA Environmental Classification Summary Checklist (or EA or EIS).</p> <p style="padding-left: 40px;">Not needed b. True Cost Estimate for Right of Way.</p> <p style="padding-left: 40px;">Not needed c. Right of Way Plans (stamped).</p> <p style="padding-left: 40px;">Not needed d. Relocation Plan (if applicable).</p> <p style="padding-left: 40px;">Not needed e. Right of way certification.</p> <p style="padding-left: 40px;">Not needed f. Certification Audit by WSDOT R/W Analyst.</p> <p style="padding-left: 40px;">Not needed g. Relocation Certification, if applicable.</p> <p style="padding-left: 80px;">Not needed - Certification Audit by WSDOT of Relocation Process, if applicable.</p> <p style="padding-left: 40px;">Already completed h. Engineer's Estimate.</p> <p style="padding-left: 40px;">Not needed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.</p> <p>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.</p> <p>N/A</p>
<p>13</p>	<p>OTHER CONSIDERATIONS</p> <p>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.</p> <p>In light of the currently restrained economic conditions, the City of Kent has proposed a facility that addresses pedestrian safety issues with minimal cost. Retrofit sidewalk systems, with their related drainage improvements, are typically cost-prohibitive - especially in very weak economies like we're currently facing. The proposed project offers very comparable levels of pedestrian safety, and encourages non-motorized transportation, as a typical sidewalk network would do.</p> <p>The Scenic Hill neighborhood has participated twice in the City of Kent's Neighborhood Traffic</p>

Management Program (NTMP), once specifically targeting vehicle speeds on Reiten Road. Very limited options are available for addressing these concerns within the NTMP, for two reasons. First, speeds are slightly under the program's threshold for installing physical devices such as speed humps. Second, the NTMP discourages the use of such devices on collector roads because delays to emergency responders tend to offset any safety gains that come from improving general traffic operations. Additional roadside signage, police patrols, and neighborhood newsletters have combined to help reduce speeds in the area. However, these reductions don't adequately address the very difficult mix of road users on these roads.

The City of Kent also proposed a Local Improvement District (LID) that would allow homeowners to partially subsidize the cost of the walkway, but again, two factors prevented this plan from moving forward effectively. First, Washington State laws clearly require that LIDs may only charge owners as much as the increase in property value that will come with the street improvements. In this case, staff analysis concluded that an asphalt walkway would not noticeably increase property values in the area, and an LID would not be an option for the asphalt walkway. Second, while the City proposed an LID for a concrete sidewalk, economic conditions once again halted this plan. While some homeowners had previously wished to pay for a part of the project cost, and pitch the idea to their more skeptical neighbors, they eventually agreed that the cost per home would not be reasonable with a major recession on everyone's mind.

Again, the City endeavored to bring forward a solution that would recognize the budget constraints of the City, its citizens, and all levels of government.

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**

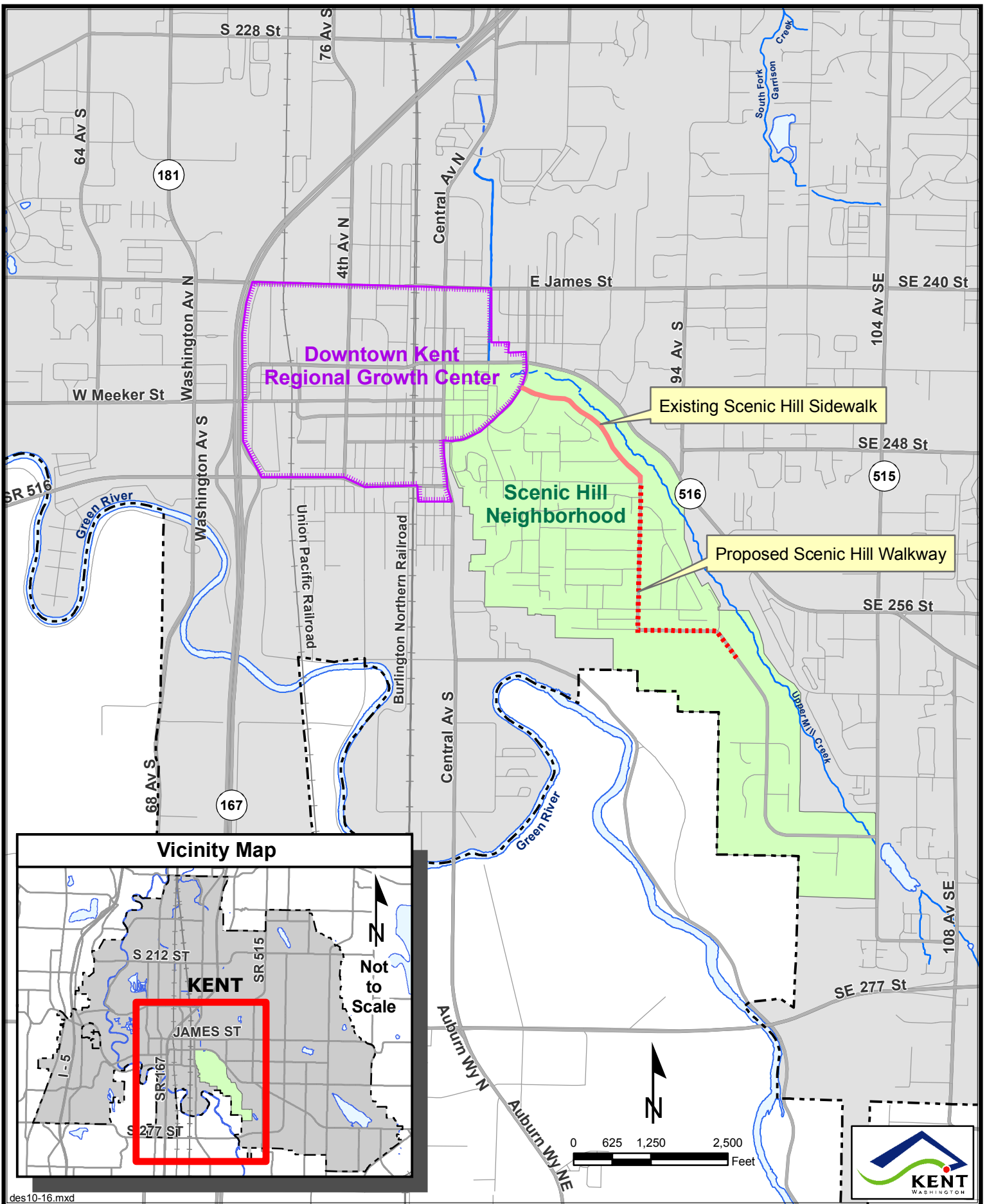
Instructions: Complete this section if you selected "Nonmotorized Projects" in question 14.

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 Scenic Hill Walkway will provide safe access from neighborhood homes to the City of Kent's downtown area, and to the elementary school and community center that are the focal point of this residential community. Streets in this part of town were built without pedestrian accommodations, although the neighborhood would naturally support active transportation. The homes and the surrounding landscape create a neighborhood that is family-oriented and holds a strong sense of identity and community. The distance is less than a mile from most of these

	<p>homes to downtown Kent, the elementary school, or the community center.</p> <p>The community center contains a swimming pool, five tennis courts, and attractive open spaces. The swimming pool and tennis courts are private facilities, typically serving over 100 members and guests each day from throughout the city. Adjacent picnic areas, playground, and open space are open to the public and may draw dozens of visitors on a typical summer day - typically from the Scenic Hill neighborhood.</p> <p>Walking and cycling to the school or community center are common practices, but they carry a real or perceived risk on these roads with no walkways and discontinuous shoulders.</p>
16	<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).
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: Complete this section if you selected “Environmental Projects” in question 14.</u></p>



Scenic Hill Walkway



Many roads in the Scenic Hill neighborhood are wide and lightly traveled. They can provide a safe and comfortable environment for a mix of drivers, cyclists, and walkers.



As pedestrians make their way onto the neighborhood's collector roads, a very different feeling emerges with heavier vehicle traffic, narrow lanes, and virtually no pedestrian accommodations.



The project begins by extending an existing sidewalk along Reiten Road. This sidewalk enters Scenic Hill from downtown Kent, approximately half a mile away.



Along the route, the lack of pedestrian facilities combines with hill crests and curves that make the road very unwelcoming for pedestrians – especially families or groups of children.



An existing sidewalk at East Walnut Street helps to shift pedestrians to the west side of the street, giving access to the major destinations ahead.



Scenic Hill Elementary School, Kent Swim and Tennis Club, and a public play area await at the top of the hill. These facilities draw both pedestrians and drivers from the Scenic Hill neighborhood, and they can also draw drivers from throughout the city – making an especially awkward mix of road users during these facilities' peak times.

July 6, 2010

Jim Storment, Senior Engineering Tech
Public Works Department, City of Kent
220 Fourth Av S
Kent, WA 98032

Dear Mr. Storment,

For the last several years the Scenic Hill Neighborhood Council has worked towards improving the conditions in Scenic Hill in regards to Traffic Calming and Pedestrian Safety. The board members researched and addressed various problems of safety with City Staff. There have been frequent comments and concerns expressed about speeding and pedestrians nearly being hit. The largest concern is that there is an elementary school in the area and children are often at risk. The various issues researched in an attempt to address possible avenues to increase safety are included on page 3 in a question and answer format that we posted on our web site.

We learned that the residents have been seeking sidewalks for Scenic Hill for nearly 25-30 years. Since we had exhausted all of our options for mitigating speeding, it made sense to focus on pedestrian safety. Our neighborhood almost completely lacks sidewalks and typically has no safe pedestrian passages on our busiest streets (e.g. Reiten and E. Maple). Scenic Hill is one of, if not the oldest platted neighborhood in Kent. We have homes that were built in the 1890's as well as homes that were built in the 1990's and everything in between. That means our neighborhood was developed decades before the city had a sidewalk requirement for home developers. Newer neighborhoods in Kent all have nice curb and gutter and sidewalk improvements in them as a result. We have passionately urged the city to consider adding sidewalks in our neighborhood and they have refused. We thought our only option was to execute an LID (Local Improvement District) whereby we need to vote to levy a tax on ourselves to pay for the sidewalk improvement. That doesn't appear to be a viable option at this time with the economic downfall.

To hear now that there is possibility of a grant that may be available to implement sidewalks/walking paths is very exciting as it gives us hope for safety for pedestrians! We had hoped for a minimum of a sidewalk/walking path that would stretch from E. Titus to 104th as it winds through Scenic Hill on Reiten, Maple, and Woodland Way. There is some sidewalk at the beginning from Titus on Reiten to Guiberson where it ends. If it could then continue from Guiberson to 262nd PI it would fill in the gap without sidewalks on the North side of Scenic Hill. Sidewalks begin again at 262nd PI on Woodland Way and continue to approximately 267th on Woodland Way. It would be great to also include an added walkway from 267th on Woodland Way to 104th AV. This would provide the continuation of sidewalks through the South end of Scenic Hill. This would give us sidewalks to cover the north to the south end of the busy thoroughfare through Scenic Hill. The Scenic Hill Neighborhood Residents and the Board Members would be most appreciative of anything City Staff can do to make that happen.

A few comments from residents:

- "I would love to see sidewalks on Reiten Road. I do not let my children go up and down Reiten Road either via foot or bike because of lack of shoulder that exists and my concerns of traffic that a person can encounter on that road. Our Cub Scout pack annually does a scouting for food drive. Our area has always been Scenic Hill but we

don't place door hangers or pick up food from any of the houses along Reiten Road due to our concerns for the boys' safety."

- "I am afraid to cross the street to get my mail as people come up the hill so fast that they don't see pedestrians."
- "I would love to walk in my neighborhood, but it is too dangerous without sidewalks."
- "I would walk farther, but I only go until the sidewalk ends and then turn around."
- "I am afraid for my children when they walk to school or anywhere on Scenic Hill."
- "Please, please help us get some safe sidewalks on Scenic Hill."

The Scenic Hill Neighborhood Council takes this problem very seriously and would really like to find a solution to get sidewalks or a walking path provided at a minimum on the busiest route through Scenic Hill. We are extremely hopeful that this can be done before someone gets seriously hurt. Thank you to the City Staff for your efforts to assist us in that goal by the grant application. Please contact me if you have any questions that I can assist you with. My number is 253-859-1171.

Sincerely,

Mary Ann Kern

Scenic Hill Neighborhood Council Board Members 2010:

- President Brian Raynes
- V. President Joshua Douglass
- Secretary Mark Ekern
- Treasurer Mary Ann Kern

Scenic Hill Neighborhood Council Board Members 2009:

- President David Huseby
- V. President Don Denoff
- Treasurer Teri Lewis
- Secretary Mary Ann Kern

Scenic Hill Neighborhood Council Board Members 2008

- President Shannon Hernandez
- V. President Teri Lewis
- Treasurer Jennifer Hanke
- Secretary Denise Bohannan

The following is a summary of research/actions taken by board members in the form of Frequently Asked Questions that we posted on our Web-site:

Scenic Hill Neighborhood Speeding/Pedestrian Safety

- Q: People speed all the time past my house, isn't there anything we can do about that?
- A: Yes there is. The neighborhood council has been working through the city's traffic abatement program for the past two years. The city and your neighbors have collected speeding data that confirmed our speeding issue. Last year the city installed two solar radar speed signs, one at each main entrance to our neighborhood. As of December 2009, the new speed data shows that cars have slowed down significantly because of the signs.
- Q: Can't we put in speed bumps?
- A: No. Speed bumps were nixed by the fire department because it would limit their access times to the neighborhood. Besides, speed bumps usually result in an increase of engine noise as drivers slow down to go over the bump and then gun their engine to make up for lost time.
- Q: What about round-abouts?
- A: This was given some serious consideration but again, the fire department's requirements disqualified round-abouts as a solution. The fire department requires a radius of 100 feet to ensure that fire trucks can make the turn. The result would have been that some of our neighbor's homes would have to be condemned and torn down to make room for the round-abouts.
- Q: What about lowering the speed limit?
- A: Lowering the speed limit will not happen for several reasons. First of all, there are a significant number of neighbors who do not want to lower the speed limits. Without a consensus this will not happen. Second of all, the city has said that the Reiten/Maple/Woodland Way corridor has an "arterial" traffic designation that prevents it from having a 25 MPH speed limit. Originally, when the designation was made, the speed was raised to 35 MPH but after quite a bit of protest from neighbors, the city lowered the speed to 30 MPH.
- Q: So what can we do?
- A: Since we have exhausted all of our options for mitigating speeding, it makes sense to focus on pedestrian safety now. Our neighborhood almost completely lacks sidewalks and typically has no safe pedestrian passages on our busiest streets (e.g. Reiten and E. Maple). Scenic Hill is one of, if not the oldest platted neighborhood in Kent. We have homes that were built in the 1890's as well as homes that were built in the 1990's and everything in between. That means our neighborhood was developed decades before the city had a sidewalk requirement for home developers. Newer neighborhoods in Kent all have nice curb and gutter and sidewalk improvements in them as a result. We have passionately urged the city to consider adding sidewalks in our neighborhood and they have refused. Our only option is to execute an LID (Local Improvement District) whereby we vote to levy a tax on ourselves to pay for the sidewalk improvement.



July 8, 2010

Jim Storment
City of Kent

RE: Grant Application for Scenic Hill Walkways

On behalf of the Kent School District and our Transportation Department, I would like to make sure you know how much we are in support of your work to prepare this grant for safe walkways for all students living in the Scenic Hill Elementary School area.

This particular area has been a concern because of the numerous homes and number of students walking to and from their elementary school.

Thank you for your help in making this a safer place for all students getting to and from their school and for the local residents also.

Sincerely,

A handwritten signature in black ink, appearing to read "Kathy Fosjord", is written over the typed name.

Kathy Fosjord
Transportation Manager

jlt