

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: 112th and Pacific/SR7 Nonmotorized Access to Transit</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: Pierce Transit</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 type="checkbox"/> Yes <input checked="" 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: Janine Robinson, AICP</p> <p>Email: jarobinson@piercetransit.org</p>

Phone: 253.984.8156

5 PROJECT DESCRIPTION

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.

Project Description:

Pierce Transit seeks to complete Preliminary Engineering for a project to construct pedestrian and bicycle improvements at the intersection of 112th & Pacific to accommodate substantial passenger transfer activity. Sidewalk/curb/gutter and wide curb lanes for bicycles will be designed on 112th between Pacific/SR 7 and A Street, with accommodation for two new bus stops with amenities to be installed (shelter, lighting, bench, trash can, bike rack) upon project completion. (See Attachment A - Vicinity Map, and Attachment B, Conceptual Design.)

Existing and Proposed Conditions and Type of Use:

The 600-foot block of 112th Street between Pacific Avenue and A Street is four lanes at A Street transitioning to five lanes at the Pacific Ave. intersection. The entire segment is flanked by paved and gravel shoulders. (See Attachment C - Existing Conditions Photos). The addition of the two new bus stops on 112th will increase the transit passenger/pedestrian activity at the intersection significantly.

This project will increase the overall safety of the 112th and Pacific intersection for transit passengers and non-motorized users. The project will allow Pierce Transit to save significant travel time by not requiring its newest trunk route, Route 4, to travel 0.6 miles south to the Parkland Transit Center and 0.6 miles north again to get back onto 112th. Passengers will be able to transfer at this intersection between Pierce Transit's busiest route, Route 1 (which travels North-South between Roy Y and Downtown Tacoma), and the Route 4, a new route that will replace the existing Routes 204 and 410 with one trunk route linking South Hill Mall with Lakewood Towne Center via Lakewood Sounder Station and 112th Street. Without these improvements, passengers will need to transfer between the Route 1 and the Route 4 at the Parkland Transit Center, as there are currently no bus stops on 112th at Pacific and, even if there were, no safe access to them due to the lack of sidewalks.

Project Need:

Improved pedestrian facilities are needed at this busy intersection. Pierce Transit's addition of the Route 4 service will add an estimated 200 transferring passengers per day (at current level of service) between Routes 1 and 4 at this intersection. This is in addition to the existing over 100 passenger boardings and alightings at the existing stops nearest the intersection. Passenger and pedestrian amenities are key to the success of the shift of transfer activity from the Parkland Transit Center to 112th and Pacific. By shifting the transfers to this location, a time savings of at least 10 minutes to each bus trip can be realized. A savings of 10 minutes for each trip could result in an annual operational cost savings of over \$500K. These are operational dollars that could be used to add service in other areas or additional frequency to routes in this area.

How the Project Meets Eligibility Requirements:

The project is eligible under the "Provision of facilities for pedestrians and bicycles" category. The project relates to surface transportation because it provides pedestrian and bicycle

	<p>transportation facilities which are currently non-existent on a major transit corridor at an intersection of another major transit corridor which includes pedestrian and bicycle facilities. The project will provide the Preliminary Engineering for new sidewalks and curb ramps, wide curb lanes, and two transit stops with bike racks. When the project is constructed Pierce Transit will install illuminated shelters, benches, and trash cans at the transit stops.</p>
<p>6</p>	<p>PROJECT LOCATION: 112th and Pacific Avenue/SR7 County(ies) in which project is located: Pierce County Answer the following questions if applicable:</p> <p>a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): 112th and Pacific Avenue/SR7</p> <p>b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): 112th and A Street</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 <input type="checkbox"/> Establishment of Transportation Museums
<p>PLAN CONSISTENCY</p>	
<p>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.</p>	
<p>8</p>	<p>CONSISTENCY WITH VISION 2040 AND TRANSPORTATION 2040</p> <p>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.</p>
<p>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.</p> <p>Certification Status: Certified Date of certification action (mm/dd/yy): 02/22/01</p>	

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): Connects the Puyallup South Hill and Lakewood Regional Growth Centers .
 - Regional Manufacturing/Industrial Center(s):
 - Local Town/Activity Center(s): The project is located in the Central Parkland/112th Street/Pacific Avenue neighborhood, a designated Mixed Use District.

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.

This project to add non-motorized access east of the 112th and Pacific/SR 7 intersection is consistent with the Transportation Element of the Pierce County Comprehensive Plan and with the Parkland-Spanaway-Midland (PSM) Communities Plan, in addition to the Pierce County Non-motorized Transportation Plan (NTP) . It is also included as "Route 4" in PierceTransit's 2010-2015 Transit Development Plan. The NTP includes Premier Priority Project M8 which calls for "Sidewalks and Paved Shoulders or Wide Lanes" on 112th Street. The PSM Plan calls for the same improvements, noted as High Priority Project #29 in that Plan. The project supports the following policies and provisions in the noted adopted Pierce County plans:

Pierce County Comprehensive Plan, Transportation Element (Ch. 19A.80)

19A.80.050 A. Multi-County Planning Policies (p. 10).

2. Develop and expand an efficient, balanced multimodal regional transportation system which connects centers and residential areas.

5. Emphasize transportation investments that provide alternatives to single-occupancy vehicles, such as transit, bikeways and pedestrian paths, passenger ferry service, and demand management.

7. Develop a regionally coordinated network of facilities for pedestrians and bicycles, which also provides effective accessibility to transit, ferry and rail stations and within centers.

B. Countywide Planning Policies (p.11)

2. Include the following facilities and system components in the multi-modal network: roads, including major highways, arterials and collectors, public transit, including bus, rail, and park & ride lots, non-motorized facilities, ferries, airports, parking facilities and facilities related to transportation demand management.

22. Provide for non-motorized transportation using measures including but not limited to bicycle-friendly roadway design, wider outside lane or shared parking/bike lanes, bike-

activated signals, covered, secure bicycle parking at all places of employment, bicycle racks and pedestrian pathways.

19A.80.060 Transit (p. 15)

H. Transit Access. Pierce County encourages transit access by:

1. Improving bicycle and pedestrian access to proposed transit centers, rail stations and bus stops.
2. Working with Pierce Transit and the development industry to integrate transit facilities (e.g., transfer centers, bus pullouts, bus shelters, transit information centers) and safe and convenient pedestrian and bicycle connections into residential, retail, manufacturing, commercial, and other types of activity centers.

19A.80.070 Nonmotorized Transportation (p. 17)

TRN Objective 2. Meet the needs of bicyclists, pedestrians and equestrians traveling on roads in the County and encourage the provision of non-motorized facilities, including sidewalks, where it is appropriate to provide safe and convenient access between properties and facilities.

3. Bicycle Transportation System. Pierce County designates and improves a system of bike lanes, wide curb lanes, and paved shoulders on the urban and rural roadway systems to connect major activity centers and destinations including linkages with other modes such as transit and ferries.

4. Pedestrian Transportation System. Pierce County designates and improves a system of sidewalks, pathways, and paved shoulders in the urban and rural areas to connect major activity centers and destinations including linkages with other modes such as transit and ferries.

Parkland-Spanaway-Midland Communities Plan

Objectives, Principles, Standards

Commercial Centers

LU-CI Objective 1, Principle 9. Promote facilities and improvements which support transit use in new development, redevelopment, and street projects. (p. 27)

LU-CI Objective 12. Principle 7. Pierce County Planning and Land Services shall work with Pierce Transit, WSDOT, and Pierce County Public Works and Utilities to develop a transit system that encourages movement through the Pacific Avenue, Mountain Highway, Portland Avenue, 112th Street, and 72nd Street corridors by bus. (p. 34)

LU-CI Objective 18, Principle 2. Create a street network that reflects the demand and need for motor vehicles, transit, pedestrians and bicyclists; provides a safe, convenient, attractive, and comfortable pedestrian and bicycling environment that eliminates potential conflicts and promotes safety for all modes of travel; and reinforces the different functions of streets by creating distinct identities for major rights-of-way. (p. 37)

Public Transportation and Commuter Trip Reduction (p. 189)

FS-T Objective 96, Principle 1. Transit shelters and secure bicycle racks should be provided at all major transit stops.

Principle 4. Mixed use development should be encouraged to create a demand for transit service in centers and Mixed Use Districts.

Principle 7. Work with Pierce Transit to increase the availability and effectiveness of transit in the commercial centers, in the connecting Mixed Use Districts, Employment Centers, residential areas, and the region at large.

Principle 9. Work with Pierce Transit, Washington State Department of Transportation (WSDOT), and Pierce County Public Works and Utilities to develop a transit system and pedestrian/bicycle system that encourages movement through commercial centers by foot, bus, or bike.

FS-T Objective 97, Principle 1, Standard 97.1.2. Priority shall be given to the maintenance and improvement of pedestrian amenities along major routes connecting the commercial centers to the residential neighborhoods.

Pierce County Nonmotorized Transportation Plan.

Policy 5.2 Transit Access (p. 24)

Pierce County encourages transit access by:

a. Improving bicycle and pedestrian access to proposed transit centers, rail stations and bus stops.

b. Working with Pierce Transit and the development industry to integrate transit facilities (e.g., transfer centers, bus pullouts, bus shelters, transit information centers) and safe and convenient pedestrian and bicycle connections into residential, retail, manufacturing, commercial, and other types of activity centers.

Pierce Transit 2010-2015 Transit Development Plan

Route 4 is listed in Pierce Transit's 2010-2015 Transit Development Plan (Appendix C, p.3). "This route would provide a Lakewood to Puyallup connection, bypassing the Parkland Transit Center with 15-minute frequency on weekday and 30-minute frequency on weekends. This trunk route would connect two regionally designated centers."

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.

By designing a project to construct non-motorized improvements at this location, Pierce Transit will be able to install transit stops and amenities that will allow service to directly connect the Puyallup South Hill and Lakewood regional growth centers with its trunk Route 4. The existing routes are delayed 10 minutes or more as they head south 0.6 miles (in each direction) to the Parkland Transit Center and passengers are required to transfer between two routes. The new Route 4 would remain on 112th and provide direct transfers to Route 1 (Pacific Ave.) at the improved intersection. Both routes serving this intersection will provide multi-modal, regional

	<p>connections by connecting directly with Sound Transit services. The Route 1, with northbound and southbound stops at this intersection, connects Spanaway and the Roy Y with Parkland, Tacoma Dome Station (TDS), and Downtown Tacoma. Regional connections to Sounder train service and ST Express Bus service can be made at Tacoma Dome Station. The Route 4 will provide multi-modal connections on the east and west portions of the route by providing direct service to Lakewood Sounder Station to the west and connections to Puyallup Sounder Station feeder bus service (Route 495) at South Hill to the east.</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>Pierce Transit has conducted three rounds of public outreach regarding the future of our service during our "PT Tomorrow" process. During the last two rounds we specifically describe Route 4. To date, we have received 40 comments in favor of Route 4 and three against. In recent on-board ridership surveys, roughly 75% of existing passengers supported the new Route 4 and the shift of bus transfer activity from Parkland Transit Center to 112th and Pacific. We have held numerous public meetings (see Attachment D for full listing); one specifically in the Parkland neighborhood on June 3, 2010 from 4:30-6:30 at Pacific Lutheran University. We also held a public hearing at Pierce Transit on June 14, 2010. We received this specific comment via our website: "I am recommending that Route 410 and 204 get combined into a new route [Route 4] but with the same stops to better streamline services". -Robert Taylor</p> <p>How the Project Meets State, Regional and Local Planning Objectives:</p> <p>The Washington State Bicycle Facilities and Pedestrian Walkways Plan - 2008-2027 includes five objectives which form the foundation of the plan (p.7). This project directly meets objective #2:</p> <p>#2: Integrating bicycle and pedestrian travel with public transportation.</p> <p>Bicycling and walking are ways people make connections with buses, trains, and ferries. Public transportation extends the journeys that people make by bicycling and walking. All buses, trains and ferries need to be easily accessible for bicyclists as well as pedestrians.</p> <p>Puget Sound Regional Council's (PSRC) Transportation 2040 Plan (April 2010, p. 85) calls for significant increases in regional and local transit service by 2040, with the following guidance for implementation [only relevant bullets included below]:</p> <ul style="list-style-type: none"> • Promote convenient transfers between transit and other travel modes, including walking, biking, and ferries, by improving transit centers and intermodal stations associated with major regional transit investments. • Ensure accessibility to transit facilities <p>In addition, Transportation 2040 (p.88) identifies, in Figure 34, Examples of Local Core Bus Service Improvements. For Pierce Transit, only four transit corridors are identified, two of which are relevant to this grant, as this is the intersection of two key corridors ("112th Avenue Bus" and "SR7 from Roy Y to Downtown Tacoma BRT")</p> <p>Many local policies and provisions are cited in response to #8, above, but one objective that is</p>

specifically met by this project is the following, from the Parkland-Spanaway-Midland Communities Plan (p. 32):

LU-CI Objective 18, Principle 2. Create a street network that reflects the demand and need for motor vehicles, transit, pedestrians and bicyclists; provides a safe, convenient, attractive, and comfortable pedestrian and bicycling environment that eliminates potential conflicts and promotes safety for all modes of travel...

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	06/30/11	\$194,133
		\$
		\$
		\$
		\$
TOTAL:		\$194,133

*** 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 (Bus stop amenities)	01/01/2013	Pierce Transit 2013 Annual Budget	\$26,956
			\$
			\$
			\$
			\$
TOTAL:			\$26,956

*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
Right of Way	01/30/2012		\$192,750
Construction	09/30/2012		\$995,554
Other (Bus stop	01/01/2013		\$96,512

construction)			
			\$
			\$
		TOTAL:	\$1,284,816

11D: Total Project Cost

Total estimated cost of each phase		Scheduled completion date by phase (mm/dd/yy)	
Planning:	\$none	Planning:	none
Preliminary Engineering/Design:	\$194,133	Preliminary Engineering/Design:	12/31/2011
Right of Way:	\$192,750	Right of Way:	07/30/2012
Construction:	\$995,554	Construction:	01/31/2013
Other (Specify):	\$123,468 (Bus Stops)	Other (specify):	03/31/2013
Total Project Cost:	\$1,505,905	Estimated date of completion (i.e. open for use)	4/30/2013

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

If the requested funding is obtained, the PE Phase will be fully completed for the project.

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.

(select one) a. Final FHWA approval of environmental documents including:

(select one) - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

(select one) - Section 106 Concurrence.

(select one) - FHWA Environmental Classification Summary Checklist (or EA or EIS).

(select one) b. True Cost Estimate for Right of Way.

(select one) c. Right of Way Plans (stamped).

(select one) d. Relocation Plan (if applicable).

(select one) e. Right of way certification.

(select one) f. Certification Audit by WSDOT R/W Analyst.

(select one) g. Relocation Certification, if applicable.
 (select one) - Certification Audit by WSDOT of Relocation Process, if applicable.
 (select one) h. Engineer's Estimate.
 (select one) 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.

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.

Pierce Transit's PT Tomorrow project was launched in 2009 to design a financially sustainable transit system that the public values and uses. Redesigning the Pierce Transit system is an opportunity for us to reevaluate the 30-year old route structure and incorporate innovative and more effective service delivery methods into the Pierce Transit system. The new design is a strategic investment that we anticipate will deliver innovative service that will help make our community more livable. With the new system, we hope to increase opportunities for citizens to walk, bicycle, and use public transit. Active community involvement in the design of the new system was perceived as critical to its success. We asked our community to envision the Pierce Transit of the future. The ideas we gathered through this process influence the technical work of the redesign of our public transportation network.

During this process we have developed two plans - Reduction and Preservation. The Reduction plan is based on current funding and includes the elimination of many routes and reductions in frequency of service. The Preservation plan is based on what Pierce Transit could look like with additional funding provided by exercising our full taxing authority with an additional three-tenths of a percent sales tax. It includes higher frequencies, more direct service, and new routes. The objective is to service regional and community centers with employment, thus promoting economic development. It is important to note, and relevant to this application, that access to new bus stops at 112th and Pacific is important to both plans and results in the opportunity to provide straighter routing and fewer transfers. This, in turn, results in satisfied passengers and operational cost savings. The difference between the Preservation and Reduction plans related to the two routes serving the intersection of 112th and Pacific is in service frequency - 15-minute frequencies in the Preservation plan would be extended to 20-30 minute frequencies in the Reduction plan.

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

This project will complete the Preliminary Engineering to add sidewalks and bike facilities to access two new transit stops in a 600-foot block of 112th Street between Pacific Avenue/SR 7 and A Street. This project links directly to WSDOT's recently completed (2007) Safety Improvements Project on Pacific Ave/SR 7 which added 5 miles of sidewalks, bike lanes and street lights to SR 7 between SR 512 and SR 507 (Roy Y). Pierce County has a fully funded project (PCO-136 in the Regional TIP) for a new signal at 112th and A Street scheduled for completion in 2011. That project includes pedestrian facilities and signal activation at the intersection and directly links to the project in this grant application. The project provides direct access to transit stops and is also located 0.6 miles from the Parkland Transit Center which is linked to this intersection by bus, sidewalk and bike lane.

The project addresses current nonmotorized needs in the community, e.g., - gaps in the system; safety issues, etc.:

The Pierce County Bike Map shows this segment of 112th as "Without Wide Lanes or Paved Shoulders", so this can be considered a gap in the east-west system that links directly with the north-south bike lanes and sidewalks on Pacific/SR7. Implementation of this project will result in safer access for pedestrians and cyclists to the new and existing transit stops at this intersection. In fact, without these non-motorized access improvements, the east- and westbound transit stops cannot be safely implemented on 112th Street.

The level of public exposure or access to the project (for example, current and future land use in the vicinity of the facility):

112th Street is a busy arterial with average daily traffic volumes of 15,275 in this section, and 44,000 on Pacific/SR 7. Bus passengers are expected to add approximately 300 passengers per day to the intersection; this would be even higher with increased service frequencies. Land use in the direct vicinity of the project is commercial with emphasis on auto access. Adjacent to the south side of the project is a bank and a vacant lot. Adjacent to the north side of the project is a car dealer and retail uses with a large parking lot between the buildings and the street. Further east, west and south of the immediate project vicinity, behind the arterials, are single-family and medium-density residential uses. North of the immediate vicinity is the SR 512 interchange. The area is designated for Mixed Use Development and as a future transit "hub" where two trunk routes intersect, there is potential for more transit-oriented land uses to locate here.

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):

The project relates to surface transportation because it provides pedestrian and bicycle transportation facilities which are currently non-existent on a major transit corridor at an intersection of another major transit corridor which includes pedestrian and bicycle facilities. The project can be considered an "enhancement" because Pierce Transit could continue

	<p>operating a bus route along 112th without the two new bus stops and their associated pedestrian and bike access. However, the bus route would not be a "trunk" route which provides straight, frequent service because it would be diverting 10 minutes each direction to the Parkland Transit Center to allow passengers to transfer to the Route 1 which operates on Pacific/SR 7. The inefficiency of operating service in this manner would perpetuate because of a lack of safe access for transit passengers.</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> <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.

- | | |
|--|---|
| | <ul style="list-style-type: none">• 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). |
|--|---|



Pierce Transit

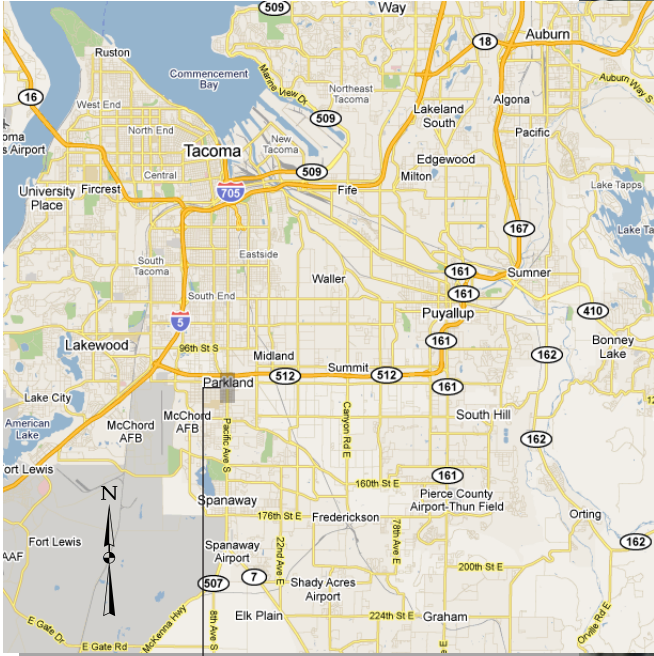
2010 Statewide Transportation Enhancements Program

112th and Pacific/SR7 Nonmotorized Access to Transit Application

Attachments:

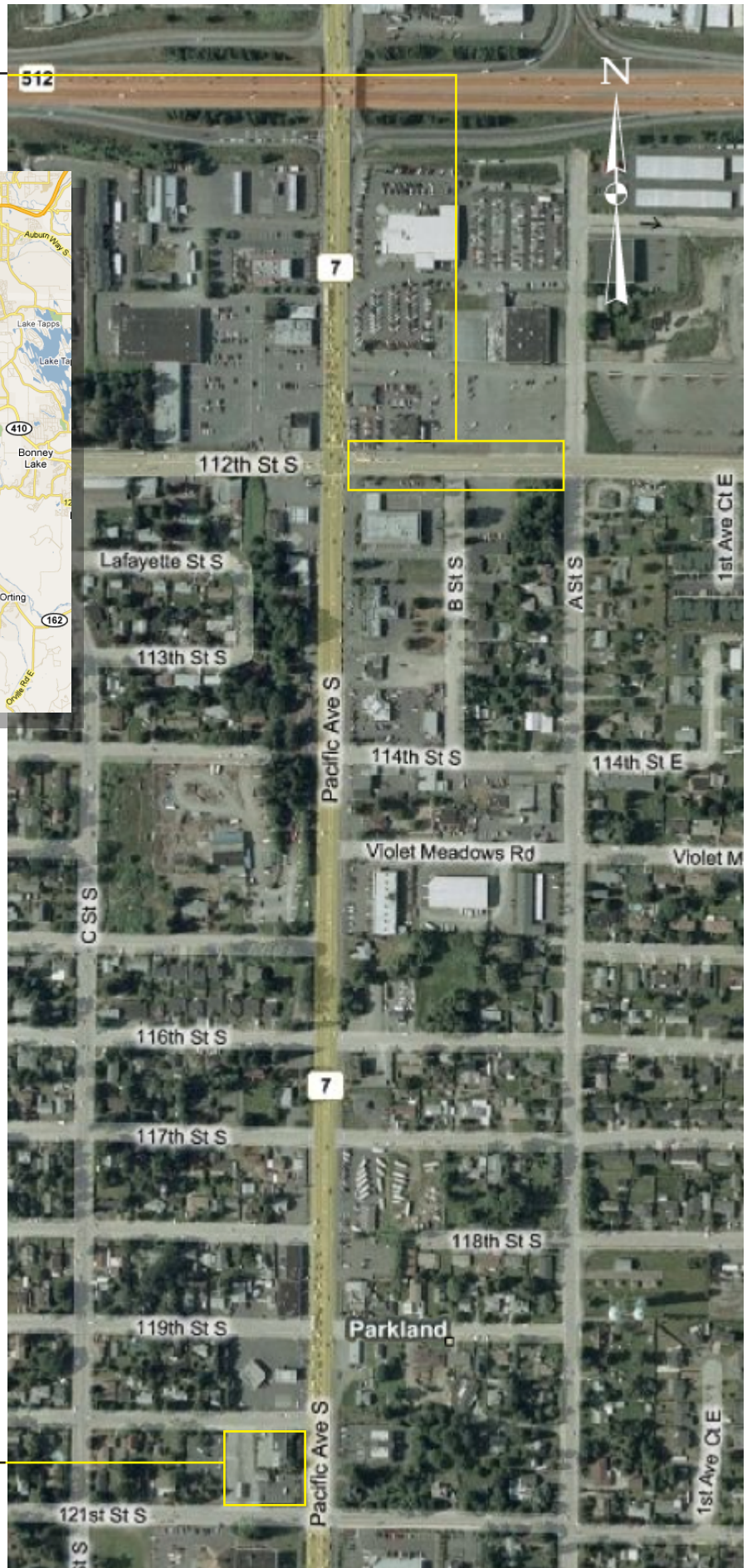
- A Vicinity Map
- B Conceptual Design
- C Existing Conditions Photos
- D Public Meetings Schedule
- E Letters of Support

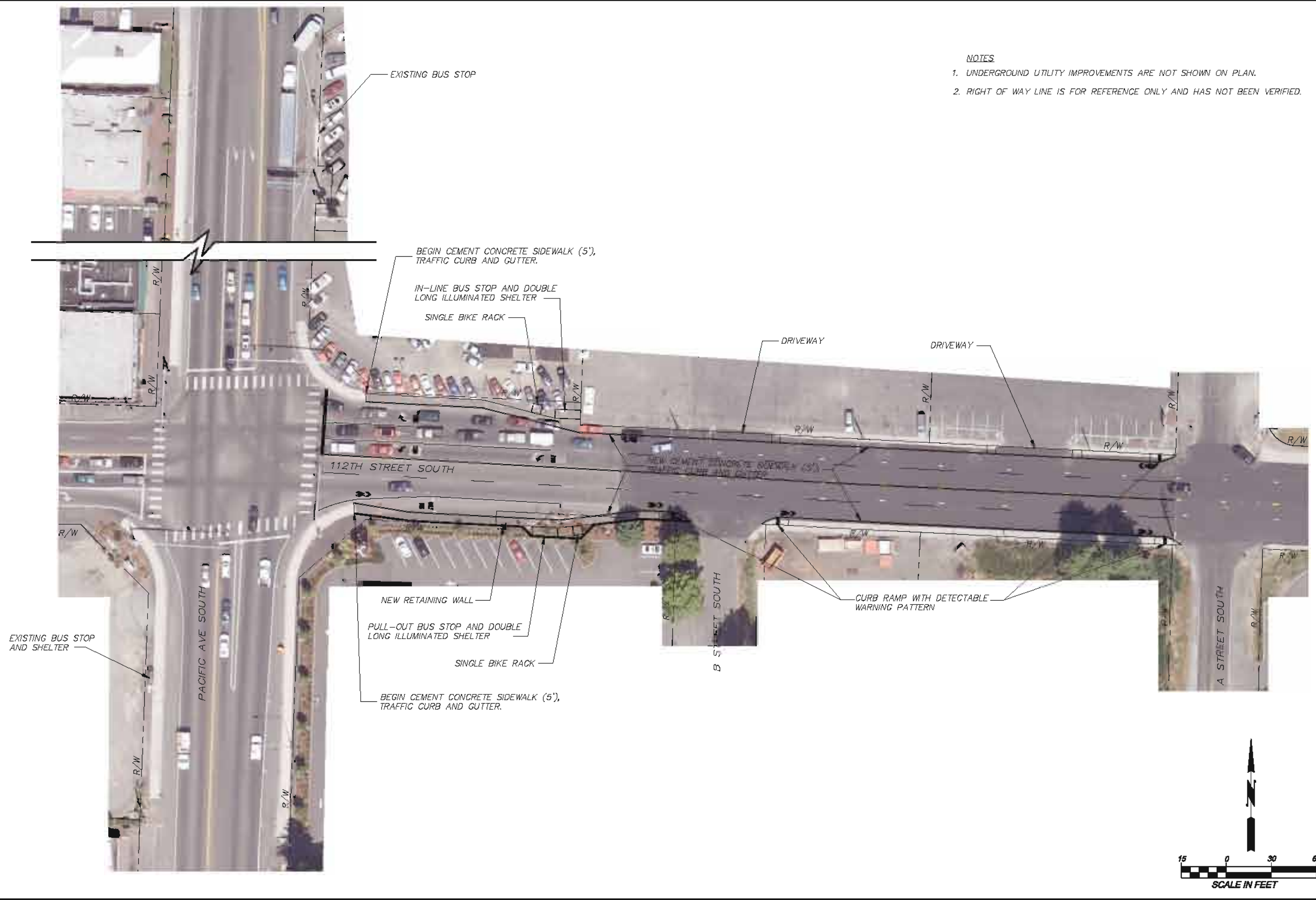
Project area.



Area shown in map on right.

Parkland
Transit
Center





NOTES

1. UNDERGROUND UTILITY IMPROVEMENTS ARE NOT SHOWN ON PLAN.
2. RIGHT OF WAY LINE IS FOR REFERENCE ONLY AND HAS NOT BEEN VERIFIED.



3701-98th Street S.W. P.O. Box 99070 Lakewood, Washington
253-581-8080 FAX 253-581-8075

112TH & PACIFIC CONCEPTUAL DESIGN

PROJECT NUMBER

Project No. _____

Date 07/07/10

Revision _____ Date _____

Designed JMH

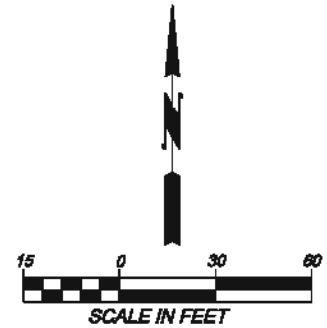
Drawn LMC

Checked JMH

Scale 1"=30'

Sheet _____

of Sheets 1



Attachment C: Existing Conditions Photos

North side of
112th looking east
from Pacific/SR7



South side of 112th
looking east from
Pacific/SR7



South side of 112th
looking west towards
Pacific/SR7



Community Design Workshops

Lakewood/University Place - 10/6, 7:00 – 8:30 PM

Pierce Transit Training Center (Rainier Room)
3720 96th St SW, Lakewood, WA 98499
Served by Routes 48, 300

Puyallup/South Hill - 10/14, 7:00 – 8:30 PM

South Hill Library
15420 Meridian E, Puyallup, WA 98375
Served by Routes 402,490

South Tacoma - 10/15, 7:00 – 8:30 PM

South End Neighborhood Center
7802 South L St, Tacoma, WA 98408
Served by Routes 48, 54

Gig Harbor/Key Peninsula - 10/20, 6:30 – 8:00 PM

City Hall, 3510 Grandview Street, Gig Harbor, WA 98335
Served by Routes 100, 102

Downtown Tacoma – 10/26, 7:00 – 8:30 PM

Evergreen State College (Commons Area)
1210 6th Ave, Tacoma, WA 98405
Served by Routes 1, 26, 16, 28

Parkland/Spanaway - 10/29, 7:00 – 8:30 PM

Parkland/Spanaway Library
13718 Pacific Ave S, Tacoma, WA 98444
Served by Routes 1

Downtown Puyallup #2 – 11/02, 6:00 – 7:30 PM

Puyallup Library (South Room)
324 S. Meridian
Puyallup, WA
Served by Route 402

Sumner/Bonney Lake – 11/10, 6:00 – 7:30 PM

Sumner City Hall (Council Chambers)
1104 Maple St, Sumner, WA 98390
Served by Routes 408, 409

North & West Tacoma - 11/12, 7:00-8:30 PM

University of Puget Sound (Rotunda)
1500 N. Warner, Tacoma, WA 98416
Served by Routes 16, 51





System Redesign Public Meetings

Lakewood/DuPont/University Place

Tuesday, March 23, 2010, 6:00 – 7:30 PM
Pierce Transit Training Center (Rainier Room)
3720 96th St SW, Lakewood, WA 98499
Served by Routes 48, 300

Gig Harbor/Key Peninsula

Monday, March 29, 2010, 6:00 – 7:30 PM
Civic Center – Council Chambers
3510 Grandview Street, Gig Harbor, WA 98335
Served by Routes 100

Parkland/Spanaway

Wednesday, March 31, 2010, 6:00 – 7:30 PM
Paradise Village Bowl
12505 Pacific Ave S., Tacoma, WA 98444
Served by Routes 1, 444

Tacoma *(Afternoon and evening meeting times available)*

Thursday, April 1, 2010, 3:00 – 4:30 PM or 6:00 – 7:30 PM
Evergreen State College (Commons Area)
1210 6th Ave, Tacoma, WA 98405
Served by Routes 1, 16, 28, 57

Puyallup/South Hill/Sumner/Bonney Lake

Monday, April 5, 2010, 6:00 – 7:30 PM
Puyallup Library (North & South Rooms)
324 S. Meridian, Puyallup, WA 98371
Served by Route 402





System Redesign Open House Locations and Dates

BONNEY LAKE

June 2nd 5:00-7:00pm
Bonney Lake Senior Center
19304 Bonney Lake Blvd, Bonney Lake 98390
Served by Route 407

PARKLAND/SPANAWAY

June 3rd 4:30-6:30pm
Pacific Lutheran University, East Campus (Gym),
Corner of 121st S & Pacific Ave, Tacoma 98447
Served by Routes 1, 45, 55, 204, 410, 444

PUYALLUP/SOUTH HILL/SUMNER

June 7th 4:30-6:30pm
Kalles Junior High School (Commons)
501 Seventh Ave SE, Puyallup 98372
Served by Route 402

LAKESWOOD/UNIVERSITY PLACE

June 8th 4:30-6:30pm
Pierce Transit Training Center
3720 96th St SW, Lakewood 98499
Served by Routes 48, 300

TACOMA

June 9th 4:30-6:30pm
The Evergreen State College (Commons)
1210 6th Ave, Tacoma 98405
Served by Routes 1, 16, 28, 57

GIG HARBOR/KEY PENINSULA

June 10th 4:30-6:30pm
Civic Center (Council Chambers)
3510 Grandview St, Gig Harbor 98335
Served by Route 100

Meetings will also be held in Korean & Spanish:

Junta Pública en Español
May 24th 4:30-6:30pm
Portland Avenue Community Center
3513 E. Portland Ave., Tacoma 98404
Served by Route 54
(Meeting held in Spanish)

Presentation in English with Korean translation
May 26th 11:00am
Presentation with questions after
Korean Women's Association
123 East 96th Street, Tacoma 98445
Served by Route 1

A formal public hearing will be held by the Board where comments on the final alternatives are encouraged and may be submitted in person or in writing.

Public Hearing on System Redesign Alternatives

June 14th 4:00pm
Pierce Transit Training Center
3720 96th St SW, Lakewood 98499
Served by Routes 48, 300

Registered SHUTTLE customers may obtain specialized transportation to and from an Open House or Public Hearing by calling SHUTTLE at 253.581.8100 from one to five days in advance of the event. An interpreter for the hearing impaired will be provided upon request with a minimum notice of two weeks.



**Washington State
Department of Transportation**
Paula J. Hammond, P.E.
Secretary of Transportation

Olympic Region Headquarters
5720 Capitol Boulevard, Tumwater
P.O. Box 47440
Olympia, WA 98504-7440

360-357-2600
Fax 360-357-2601
TTY: 1-800-833-6388
www.wsdot.wa.gov

July 7, 2010

Lynne Griffith, CEO
Pierce Transit
3701 96th Street SWPO Box 99070
Lakewood, WA 98496-0070

Dear Ms. Griffith:

I am writing to express WSDOT's support for Pierce Transit's 112th and Pacific Avenue Pedestrian/Bike Access and Transit Improvement project.

This project has been reviewed, and subsequently identified as an important priority by the regional transportation planning organization as it will connect improved bike and pedestrian facilities on 112th Street with the sidewalks and bike lanes WSDOT recently completed on SR 7/Pacific Avenue south of 112th. In addition to WSDOT working closely with Pierce Transit on a transit signal priority (TSP) project to improve transit throughput at various intersections on SR7/Pacific Avenue and includes the intersection at 112th. The combination of improved access with increased efficiency at this intersection means that public transportation may be a more viable option for commuters who currently travel by Single Occupant Vehicle (SOV).

We at WSDOT agree with this assessment and look forward to working with Pierce Transit as you plan and implement these improvements.

If you have questions please contact my representative T.J. Nedrow at (360) 357-2728.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kevin J. Dayton'.

Kevin J. Dayton, P.E.
Region Administrator

KD:tn/mb

cc: T.J. Nedrow, WSDOT, MS 47440



Pierce County

Public Works and Utilities

Brian J. Ziegler, P.E.
Director

Brian.Ziegler@co.pierce.wa.us

2702 South 42nd Street, Suite 201
Tacoma, Washington 98409-7322
(253) 798-7250 • Fax (253) 798-2740

July 9, 2010

Lynne Griffith, CEO
Pierce Transit
3701 96 Street SW
PO Box 99070
Lakewood, WA. 98496-0070

Re: Letter of Support for Pierce Transit's Transportation Enhancement Grant Request -
112 and Pacific Pedestrian/Bike Access and Transit Improvements

Dear Ms. Griffith:

Pierce County is pleased to support Pierce Transit's grant request for Transportation Enhancement funding for preliminary engineering of the proposed 112 and Pacific Pedestrian/Bike Access and Transit Improvements. The project will provide connectivity to the existing bicycle and pedestrian facilities that exist on SR7/Pacific Avenue and will complete a missing gap in the pedestrian and bike facilities along 112 Street. The addition of sidewalks and wide lanes for bikes on 112 Street has been identified as a high priority by Pierce County in both our Parkland-Spanaway-Midland Communities Plan and our Non-Motorized Transportation Plan.

The new sidewalks, wide curb lanes and bus stop amenities would result in a much safer intersection, particularly for transit passengers accessing and transferring between routes serving the busy 112 and Pacific Ave corridors. Pierce County supports improvements that make access to transit safer and more convenient. Pierce County is interested in working with Pierce Transit to plan and implement these improvements.

Sincerely,



Brian J. Ziegler, P.E.
Director

cc: Rory Grindley, P.E., County Traffic Engineer
Jesse Hamashima, Transportation Planning Supervisor
Shawn Phelps, Transportation Planner
File