

PSRC's 2023 Transportation Alternatives Program Application

Application Type

TAP Project Category - Pedestrian and Bicycle Project

General Project Information

Project Title	RTP ID#	Sponsor
102nd Ave NE Downtown Access Improvements Project	N/A	Bothell
Co-Sponsor	Certification Acceptance?	CA Sponsor
	Yes	

Project Contact Information

Name	Phone	Email
Allyx Copeland	425.419.3779	allyx.copeland@bothellwa.gov

Project Description

Project Scope: Please provide a clear and concise (300 words or less) description of the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.

Located in downtown Bothell, this project will consist of complete street improvements between the planned Sound Transit 522 BRT (STRIDE) station on NE 185th St and the King County Park-N-Ride lot located north of 102nd Ave NE bridge. The proposed improvements within 102nd Ave NE include sidewalks, utility relocation, ADA complaint ramps and driveways, pedestrian safety improvements, urban landscape with trees, street illumination, and the removal of pedestrian obstructions.

Project Justification, Need or Purpose: Please explain (in 300 words or less) the intent, need or purpose of this project. What is the goal or desired outcome?

In 2018, in support of bus rapid transit (BRT) services, including Sound Transit (ST) Stride, King County Metro (KCM) Rapid Ride, and Community Transit (CT) SWIFT Green Line, Sound Transit initiated efforts to provide pedestrian improvements and regional connections within key areas of Western Washington cities. Once the BRT improvements are in place to support the projected increase in transit ridership, all BRT, KCM and CT services will utilize the NE 185th St Transit Corridor to eventually meet at the Bothell Transit Hub I-405/ SR 522 interchange, next to the UW Bothell/ Cascadia Campus. With this in mind, the 102nd Ave NE and the 185th NE corridors were recognized by Sound Transit as areas where focused improvements, including transit enhancements, safe pedestrian access to transit facilities, street lighting, and ADA accessibility, will significantly benefit the regional and local community.

The desired outcome of this project is to promote and increase transit ridership and pedestrian traffic within the Bothell downtown area. By elevating pedestrian accessibility and safety along 102nd Ave NE, commuters and the traveling public, using the King County Metro's Kaysner Park-N-Ride and Bus Rapid Transit Stations/Stops

on NE 185th St, will have the necessary facilities required to make their transit connections to regional and local destinations.

Project Location

Location	County/Counties
102nd Ave NE	King
Beginning Landmark	Ending Landmark
NE 185th St	North of 102nd Ave NE Bridge

Map and Graphics

f-132-552-18649379_KMk3BAN_UPDATED_LOCATION_MAPS.pdf

Plan Consistency

Is the project specifically identified in a local comprehensive plan?

No

If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.

If no, please describe how the project is consistent with the applicable local comprehensive plan, including 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.

The Imagine Bothell Comprehensive Plan (2015) identifies the City's 2024-2029 Six-Year Transportation Improvement Plan (TIP), page TR21. The related 102nd Ave NE Downtown Transit Access Improvements project can be found under TIP #18, page 13. This project is consistent with the Imagine Bothell Comprehensive Plan, including the specific local policies and provisions:

TR-G4: Encourage walking, bicycling, ridesharing and taking transit in order reduce congestion and greenhouse gas emissions, improve mobility and overall public health, and improve mobility choices for people with special transportation needs.

TR-P16: Provide transit stops and related amenities to enhance bicycle and pedestrian accessibility consistent with transit agency requirements and plans. (TR-G4, TR-G5)

TR-P18: New development in the City activity centers should be designed and built to be transit oriented.

TR-P23: Improve accessibility to transit facilities for all users including persons with special transportation needs such as the disabled, elderly, youth and low-income populations.

TR-P24: Encourage Active Transportation Plan goals by contributing to the creation and completion of an active transportation network that connects within and between regional centers and improves access to transit and is accessible by everyone.

TR-A31: Coordinate on a regular basis with King County Metro, Community Transit, and Sound Transit to improve pedestrian safety in and around transit areas such as bus stops and Park Transit to improve pedestrian safety in and around transit areas such as bus stops and Park and Ride lots. Safety measures include but may not be limited to traffic signals, street lighting, sidewalks, and crosswalks.

TR-A33: Pursue partnerships with King County Metro, Community Transit, and Sound Transit on the planning, funding, and implementation of transit improvements within Bothell.

TR-A40: Promote transit usage in roadway improvements by providing for transit stops and related amenities consistent with transit agency requirements.

TR-P41: Provide pedestrian access to activity centers such as Canyon Park and Downtown Bothell.

TR-P44: A comprehensive network of sidewalks/walkways connecting with shared use paths should be developed to provide alternative routes to employment centers, shopping areas, transit stops, schools, and recreation facilities.

TR-P48: Encourage Active Transportation Plan goals by supporting actions to increase the number and frequency of people choosing active transportation in the region and improve safety and comfort for active transportation users.

This project is also consistent with the following transit plans:

Community Transit Long Range Plan: This project will complete a critical downtown sidewalk corridor with safe pedestrian street crossings necessary for people to access bus stops, which is listed as one of twelve measures that will contribute to the successful operation of transit services. This project is consistent with Community Transit's goal to redevelop or enhance existing access to park and rides by cultivating collaboration between new development and public transit agencies.

King County Metro Strategic Plan for Public Transportation: This project meets King County Metro goals including, 1) Support thriving, equitable Transit-Oriented Community that fosters economic development by constructing a more pedestrian friendly and transit supportive environment, and 2) Improving Access to mobility by making sidewalks a priority.

Federal Functional Classification

Federal Functional Classification	Rural Functional Classification	Urban Functional Classification
		Exception

Support for Centers

Describe how the project will support the existing and planned housing/employment densities in the center.

This project is located within Bothell Downtown Local Growth Center; designated as a Countywide Candidate Growth Center (including the joint college campus for University of Washington Bothell and Cascadia College). It also supports the corridor serving the designated Regional Growth Center of Bothell Canyon Park and the City's North Creek Business Park Local Center.

Bothell's Downtown Center is where a lively and synergistic mix of ground floor shops, restaurants, cafes, entertainment venues, and personal services are clustered and continuously lining and activating key streets. Above the ground floor are offices and residences to support the pedestrian-oriented businesses and enliven the area. Newly improved areas of downtown are pedestrian havens with comfortable, well-lit sidewalks along small blocks that combine to create a compact and walkable core area.

The proposed improvements are an integral part of the bigger picture that supports Bothell's growth in the Canyon Park Regional Growth Center and Local Centers, including the increase in 13,000 jobs, 8,000 in population/housing, and 4,000 in college attendees. To maintain the existing business focus with some new

restaurant, retail amenities, and infill development, the Canyon Park Regional Center is expected to grow from 19 people/acre to 45 people/acre in population by 2050. The Bothell Downtown Local Growth Center is expected to grow from 2,500 to 3,900 in employment and from 7,800 residents to 11,400 residents in the next 20 years.

Within a quarter mile, walkable radius from the project location, there are the following planned/ existing development and services that rely on the existing pedestrian facilities:

- 1) Direct Connections with Canyon Park Regional Growth Center
- 2) Direct connection with Sound Transit STRIDE, King County Rapid Ride, and Community Transit SWIFT BRT services at 102nd Ave NE and NE 185th St
- 3) Direct connection with a King County Metro Park-N-Ride lot with 450+ parking spaces
- 4) 9+ bus stops operated by various transit services, including King County Metro, Sound Transit, and Community Transit
- 5) 12 multi-story, high-density mixed use and apartment buildings with parking facilities
- 6) A combination of multi-family and single-family dwellings
- 7) Senior Living apartments and retirement communities
- 7) 40+ businesses, including restaurants, government services, banks, churches, and so on.

Presently, the pedestrian facilities along 102nd Ave NE are rundown, outdated, and in need of rehabilitation. The sidewalks are 4-ft. to 5-ft. in most locations; missing the required ADA provisions; and riddled with pedestrian hazards and obstructions. Pedestrian and roadway lighting are sparse and lacking in some areas. This project will support the existing and planned housing/employment densities in the center by completing an active transportation network of sidewalks that improves access in accordance with Comprehensive Plan policies.

Additionally, 102nd Ave intersects with Main St, also referred to Festival Street, and is where the Bothell/Kenmore Chamber of Commerce hosts many events and block parties throughout the year. This project strives to extend the downtown vision and aesthetic through the addition of tree plantings and curb bulb outs at bus stops, intersections, and driveways. The intent is to improve not just safety, but the overall pedestrian experience, in hopes it will draw more visitors to the downtown area and stimulate the local economy.

Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center

The City of Bothell adopted a Downtown Revitalization Plan in July 2009 with the purpose of providing a policy framework to positively affect the evolution of the downtown and its environs, to reverse the forces of disinvestment in its historic center, and to fully restore and heighten the vitality, character and civic beauty of the district, by reviving and enhancing its iconic image and function as the real heart of the City. More specifically, it is the community's intention to:

1. Give the community "A Place to Go" in the heart of the City - one that is meaningful to community members, provides for daily needs as well as special events, and appeals to families and Bothell citizens of all ages.
2. Enhance the essential "publicness" of downtown – its wide range of public places, civic buildings, and community services. Make downtown the welcoming place to go to meet, be at the center, and feel a sense of shared common ground in Bothell.
3. Revitalize the economic fortunes and visual character of downtown, and particularly of the City's historic Main Street.
4. Maintain downtown's distinctive regional character as a town center set amidst forested hills.
5. Link the downtown core to the Sammamish River and the Park at Bothell Landing.

6. Link the Downtown Core to the University of Washington Bothell/Cascadia Community College campus (UWB/CCC).
7. Enhance mobility and connectivity to and through the district via automobile, transit, bicycle and pedestrian travel.
8. Protect the character and quality of life of residential neighborhoods.
9. Support sustainable, environmentally responsible development.

The 102nd AVE NE itself bisects the heart of the revitalized downtown area and plays an integral part of the Downtown Community Activity Center. The project is located on a key street which helps meet each of the intentions noted above by the City. It will provide facilities to enjoy and connect to downtown business and activities; take center stage as a connecting corridor to parks, trails, bike travel and transit; provide a link to important public destinations, including the college; and improve the overall feel and character of the downtown area.

In the last decade the downtown area has seen substantial growth and development as part of the Downtown Revitalization Plan, including nearly 2400 dwelling units and 291,000 square feet of commercial space completed or in progress to date, and an estimated 875 more dwelling units and 82,000 square feet of commercial space planned for the future. On 102nd Ave NE alone there have been 2 multifamily developments constructed in the last five years with a total of over 250 dwelling units, and another development on its way. (see included map materials for development).

Lastly, the project is identified in the City's 2024-2029 Six-Year Transportation Improvement Plan (TIP); and consistent with many Bothell Comprehensive Plan policies, the Community Transit Long Range Plan and King County Metro Strategic Plan for Public Transportation. Many of the policies focus on promoting transit use and increasing accessibility for persons with special transportation needs, such as the disabled, elderly, youth and low-income populations.

Category-Specific Criteria: Pedestrian and Bicycle Projects

Describe how the project extends or completes a regional or local pedestrian and bicycle system, and/or adds facilities to an existing pedestrian and bicycle system or network.

The new sidewalks are located in the middle of the downtown area and will join with the existing sidewalk network, including the joining of other corridors such as NE 185th St, NE 183th St and Main Street. Its purpose is to be one of the key walking routes in the downtown area. This street is also planned to contain a future shared use bike path, which connects 102nd Street directly to the Sammamish River and Burke Gilman Regional Trails.

Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.

The benefits and improvements this project propose are focused towards (1) the individuals who rely on access to transit services, (2) those with disabilities relying on safe and reliable pedestrian pathways to meet personal care needs, and (3) creating a pedestrian friendly environment with access to a range of ground floor shops, restaurants, cafes, entertainment venues, and personal services.

The existing sidewalks are narrow, 4-ft. to 5-ft, and are plagued with trip hazards due to their age, use, and above-ground utility placement. The ramps at intersections and driveways do not meet current ADA standards and crossings at key points are prone to potential conflicts with vehicles. The corridor also lacks adequate

lighting and space to comfortably move about.

To alleviate these shortfalls, the planned improvements for 102nd Ave NE will complete ADA complaint ramps at the necessary intersections and alley entrances; street lighting throughout; wide and leveled sidewalks; and bulb-outs at driveways, intersections, and bus stops. To reduce conflicts with vehicles and pedestrian traffic, bus bulb outs and curb extensions will be used for 4 main safety purposes:

- 1) Demark "gateways" at minor streets;
- 2) Define street parking and encourage slower traffic speeds;
- 3) Encourage slower turning speeds and reduce pedestrian crossing lengths at intersections;
- 4) Protect transit stop loading areas.

Transit services are also currently restricted by the existing travel way and lack of designed loading areas. The current 10-ft driving lane widths within 102nd Ave NE make it difficult for transit, utility, and emergency services to traverse without avoiding conflicts with parked vehicles and pedestrians. This project also proposes to widen the existing 10-ft. driving lanes to 11-ft., while keeping the 7-ft. parking lanes, within 102nd Ave. Sidewalks will also be widened out at bus stops so that passengers can load and unload with walking through a parking lane to the bus.

Describe the connections to transit stops and stations provided by the project, including bus, rail, ferries, etc.

This project's planned improvements for 102nd Ave NE logically connects NE 185th St with the King County Metro Park-N-Ride entrance. NE 185th St is a transit corridor with service routes currently being provided by Community Transit and King Country Metro, but will be expanded by 2026 with new Bus Rapid Transit routes, including Sound Transit Stride, King County Rapid Ride and Community Transit SWIFT. A safe pedestrian connection between the King County Metro Park-N-Ride and bus stations/stops along NE 185th St is vital to both Sound Transit's and the City of Bothell's future planning.

Within a two-block, walkable radius from the project location, 102nd Ave NE, there are the following existing and planned transit facilities:

- 1) Direct Connections with Canyon Park Regional Growth Center
- 2) Direct connection with Sound Transit STRIDE, King County Rapid Ride, and Community Transit SWIFT BRT services at 102nd Ave NE and NE 185th St
- 3) Direct connection with a King County Metro Park-N-Ride lot with 450+ parking spaces
- 4) 9+ bus stops operated by various transit services, including King County Metro, Sound Transit, and Community Transit

Describe the anticipated level of public usage within the community and how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.

The anticipated level of public usage within the community will be very high. The 102nd AVE NE roadway bisects the Downtown Community Activity Center, which is filled with a variety of businesses, restaurants, medical and financial services, senior centers, shopping, residences, and visitors (commuters). The public utilizes this as a main thoroughfare already as it is the only roadway that connects the southern parts of the City directly to the downtown area. It is also a major spine for all modes of transportation including approximately 8,300 vehicles per day (which is to increase to over 10,000 in 20 years); currently subject to 34 round trip transit stops; directly connects to the King County Park and Ride lot and BRT transit operations on NE 185th that will serve the greater Puget Sound area; and directly connects with the Sammamish River and Burke Gilman trails.

With ongoing development on this route, as well as the downtown area, this 102nd Ave project will be a welcoming improvement to the many trail users, pedestrians, transit and commuters, including an increase in population of 7,800 residents to 11,400 residents over the next 20 years.

Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

If this project is not funded, the necessary sidewalk improvements will not be completed to create an accessible walking corridor between the King County Park and Ride lot and BRT services on NE 185th Street. It is anticipated that these improvements, which make transit more accessible, will spur development opportunities in the downtown area, as well as, build a more pedestrian-friendly environment for residents and visitors to utilize local businesses and restaurants. Notwithstanding, the project will benefit those who rely on transit services that may not otherwise be able to seek out better economic opportunities without an alternative mode of transportation.

Category-Specific Criteria: Equity

Section 1

Identify the population groups to be served by the project, i.e., people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English Proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations.

The benefits and improvements this project propose are focused towards (1) the individuals who do not rely on or have access to personal vehicles and, instead, rely on access to transit and transit services, and (2) those with disabilities relying on safe and reliable pedestrian pathways. The project is located within the heart of downtown near transit-dependent populations and looks to improve this population's accessibility to surrounding existing and planned transit services.

Within a 1-mile radius, the population surrounding the project area includes: 18% over the age of 64, 29% minority, including 6% black, 1% American Indian, 8% Asian, 7% Hispanic; 16% low income and 7% limited English speaking households. (All data provided by EPA's Environmental Justice Screening and Mapping Tool (Version 2.2) and PSRC Data Portal: Opportunity Index Equity Tracts).

Identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.

Despite Bothell's increase in development, there are still parts of downtown that have not seen the benefit to upgraded infrastructure and have been left to use inadequate facilities for access to services and transit. This affects many of the population noted above in the previous question. Some of the populations of concern use a number of facilities nearby the project including 7 senior housing complexes, 4 senior centers, 6 medical clinics, 1 specialty education center, 3 daycares, 2 colleges, 2 affordable housing units, and more. All of which are within 1 mile of the project site. It is critical that these populations have safe and secure walking paths and not just in the newly developed areas of the downtown.

The disparities or gaps in the transportation system simply revolve around providing a reliable pathway to goods, services and employment to meet the needs for potentially disadvantaged and underrepresented parts of the

downtown community populations. All populations must have direct access to safe, secure and equitable facilities to destinations whether for shopping, medical services, employment, etc. At the moment, the facilities used on 102nd Ave NE are not considered adequate.

In addition, the future BRT transit services, which may be a primary source of transportation for many of these populations, are a main reason for proposing these pedestrian improvements. Sound Transit has partnered with City of Bothell to upgrade this inadequate corridor with the understanding that suitable facilities are needed to overcome the barriers, such as lighting, safe crossings and smoother walk surfaces, and improve the availability of transit use.

Describe how the project addresses those disparities or gaps and benefits the population groups identified under Step 1.

To better serve the aforementioned population groups and improve access, this project proposes the following:

- (1) increase the driving lane widths from 10-ft to 11-ft for safer travel and reduce conflicts
- (2) level and widen sidewalks (from face of curb to back of walk) for improved access
- (3) install street lighting along 102nd Ave for better visibility
- (4) install curb bulb outs at minor streets, intersections, and bus stops for safer crossings
- (5) install ADA complaint ramps at the necessary intersections to meet accessibility needs
- (6) relocate obstructing aboveground utilities
- (7) install pedestrian fall protection

Section 2

Describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.

Preliminary outreach first began during the compilation and establishment of the 2015 Imagine Bothell Comprehensive Plan, specifically within the City's Six-Year Transportation Improvement Plan (TIP), where this project is listed. Productive public outreach occurred when the City of Bothell met with Sound Transit and discussed their vision for downtown Bothell and the neighboring cities. Both Sound Transit and the City of Bothell are striving to better serve the population groups adjacent to the project area. In partnership with Sound Transit to meet projected transit demands with the proposed BRT corridor from Shoreline to the UW/Cascadia College Campus in Bothell, Bothell received a grant to reconstruct the 102nd Street NE corridor between the transit park and ride to proposed Stride Stations.

As part of the City's inclusive outreach for this project, consideration has been given to the elder population (18%). Also, approximately 7% of the population in the project area have limited English speaking households. Languages to note in linguistically isolated households are Spanish (26%), Indo-European (31%), and Asian Pacific Island (40%).

Since the start of this project, an Engagement Plan report has been used to initiate the following efforts as part of the public outreach process that helped with the development of the project:

1. Established a City website page that describes the project;
2. List project as part of the Capital Facilities Plan approved by City Council in a public forum;

3. Engaged with property and business owners who are impacted by the project;
4. Communicating effectively through one-on-one meetings and public meetings;
5. Educated the community about the project improvements by providing clear, accurate, and timely information.
6. Have built relationships with community-based organizations such as the Chamber of Commerce and Downtown Business Association.

Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.

Between the Sound Transit and City of Bothell outreach, the project has developed to address business, public and transit concerns. Pedestrian and transit accessibility improvements were the basis for this project's design. Based on feedback from several stakeholders, the City has implemented an increase in travel lane width; bulb outs at minor streets, intersections and bus stops; street lighting to produce the best visibility; and updated curb ramps. The final project will produce a pedestrian-friendly environment that enhances the downtown development in combination with direct connections to transit.

The main influence for the project was related to public outreach for the proposed Bus Rapid Transit corridor planned for 2026 with service routes provided by Community Transit, Sound Transit and King Country Metro. By 2026, new Bus Rapid Transit routes, including Sound Transit Stride, King County Metro Rapid Ride and Community Transit SWIFT, will begin servicing NE 185th St. This project's planned improvements for 102nd Ave NE logically connects NE 185th St with the King County Metro Park-N-Ride entrance located a few blocks south.

The location, scope, design and timing of this project was heavily influenced by the completion of the proposed BRT improvements to ensure that safe and secure facilities on 102nd Ave can be provided by the day of opening.

Section 3

Is the project in an area of low, medium, or high displacement risk?

Medium

If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks.

Although this project does not pose a displacement risk, it is part of the City's Downtown Subarea Plan, which was established to orchestrate private and public investment activities in the heart of the City. Ordinance No. 2270 in 2018 was passed, in which the 2018 Housing Strategy identified affordable housing requirements related to increases in development capacity as an important strategy for promoting housing, initiating amendments to the Downtown Transition district density limits in addition to the rezone proposal. To further mitigate the risk of displacement in the downtown area, the Ordinance added the following section to Comprehensive Plan Portion of the Downtown Subarea Plan and Regulations:

"3. Affordable Housing Overlay

- a. Applicability. All developments within the Downtown Transition District Affordable Housing Overlay creating five (5) or more new dwelling units shall provide for affordable housing units within the development.
- b. The provisions of Chapter 12.07 BMC apply to the affordable housing required by this section, except as

expressly provided within this section.

c. Minimum Requirement. At least ten percent (10%) of the number of new dwelling units created within a development shall be affordable to moderate income households, as defined in BMC 12.07.015.A.1.”

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

This project focuses on at least two aspects of the Pedestrian Facility Resource Guide to make this route safer and secure for pedestrians, including constructing a sidewalk/pedestrian corridor and the use of bulb outs or curb extensions at minor streets and intersections. This project utilizes bulb outs at key locations to help tone down traffic and turning speeds and create a more visible environment by encouraging driver attention. Bulb outs or curb extensions will also be used for 5 main safety purposes:

- 1) Demark “gateways” at minor streets;
- 2) Define street parking and encourage slower traffic speeds;
- 3) Encourage slower turning speeds and reduce pedestrian crossing lengths at intersections;
- 4) Protect transit stop loading areas
- 5) Keeping line of sight clear by keeping parked vehicles away from corners

Other safety and security improvements include additional lighting installed evenly along 102nd Ave to improve visibility, and compliant ADA facilities. Currently, this street has minimal lighting and fall protection along the walkways, non-complaint ramps and undesirable walking surfaces.

Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or adding or improving facilities for pedestrian and bicycle safety and comfort.

The existing sidewalks are narrow, 4-ft. to 5-ft, and are plagued with trip hazards due to their age and use. The intersection of NE 183rd St and 102nd Ave NE lacks ADA compliant ramps. Some frontages lack standard fall protection. The corridor also lacks adequate lighting and space to move about without conflicts.

This project will specifically help vulnerable users in the downtown area and those using transit, including the senior population living nearby within designated housing and those who may have disabilities. These users are prone to injury caused by trip hazards, inadequate ADA facilities, lack of lighting, conflicts with doors from cars or businesses, and inaccessibility to transit loading.

To alleviate these shortfalls, the planned improvements for 102nd Ave NE are: removal and relocation of obstructions and encroachments, pedestrian fall protection fencing where required, ADA complaint ramps at the necessary intersections, street lighting throughout, wide and leveled sidewalks, and bulb-outs at driveways, intersections, and bus stops.

Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?

The City of Bothell Road Safety Strategic Plan utilizes 5-yrs period crash data and problem areas to identify the top crash types within the City limits. Using this crash data, the City's plan determines where risk factors are

present at specific crash locations and determines where else within the City these risk factors are present. Improvements are then identified and prioritized to address the highest priority locations in order to eliminate these identified high-risk factors. The prioritized lists of projects for the City is presented in this Road Safety Strategic Plan.

Also, the City adopted a Road Safety Strategic Plan in 2020 and the plan is a precursor to meeting Washington State Target Zero goal. The safety plan builds on the City's adopted resolution for Complete Street with Downtown Revitalization Plan by focusing on a sustainable and walkable downtown environment.

Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.

This project utilizes bulb outs at key locations to help tone down traffic and turning speeds and create a more visible environment by encouraging driver attention. It is expected the traffic will slow at minor intersection street crossings where bulb outs are used in anticipation of vehicular or pedestrian traffic.

Enforcement will not be required because this project builds upon the downtown nature of the project location and the pedestrian walking environment as part of the Downtown Center and its Revitalization Plan.

PSRC Funding Request

Has this project received PSRC funds previously?	Please provide the project's PSRC TIP ID.
No	

PSRC Funding Request (cont.)

Phase	Year	Amount
Construction	2024	\$900000
		\$
		\$

Total PSRC Funding Request: \$900000

Total Estimated Project Cost and Schedule

Planning Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Planning Phase Cost: \$0

Expected year of completion for this phase:

Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Secured	\$532000
			\$
			\$
			\$
			\$

Total Preliminary Engineering/Design Phase Cost: \$532000

Expected year of completion for this phase: 2023

Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Right of Way Phase Cost: \$0

Expected year of completion for this phase:

Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Secured	\$1109000
Federal	TAP(PSRC)	Unsecured	\$900000
			\$
			\$
			\$

Total Construction Phase Cost: \$2009000

Expected year of completion for this phase: 2025

Other Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Other Phase Cost: \$0

Expected year of completion for this phase:

Project Summary

Total Estimated Project Cost:	Estimated Project Completion Date (month and year):
\$2541000	July, 2025

Financial Documentation

Please enter a description of your financial documentation in the text box below.

This project is currently in the City of Bothell's adopted 7-year Capital Facilities Plan (CFP) 2023-2029 budget under T-86. Please see the attached CFP sheet with the local and pending federal funding breakdown. As depicted in the attached CFP sheet, the previous spending through 2022 for design was \$307,000 (first column). These costs have been covered with local funds (\$71,000 CIP funds and \$236,000 Sound Transit funds). The total secured local funding for design is \$307,000 (up to 2022) plus \$225,000 (in 2023) = ~ \$532,000.

The matching funds for construction are also secured from Local and Sound Transit Access Grant sources; \$520,000 City of Bothell Funds and \$589,000 Sound Transit Funds. The total secured local construction funding is \$1,109,000.

A Letter of Support from Sound Transit is also attached.

Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

f-132-346-18649379_UfoUopR3_CFP_2023-2029_Sheet.pdf, f-132-346-18649379_c2Uh7F9j_LOS_for_Bothell.pdf

Project Readiness

Preliminary Engineering/Design

Are you requesting funds for ONLY a planning study or preliminary engineering?

No

What is the actual or estimated start date for preliminary engineering/design?

January, 2021

Is preliminary engineering/design complete?

No

What was the date of completion (month and year)?

August, 2023

Have preliminary plans been submitted to WSDOT for approval?

No

Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.

Advertise ready project documents will be completed by August 2023. NEPA and No-ROW Certification Letter have been completed by the City and are ready to be sent to WSDOT for final review and approval. Once construction funding is secured, this project will be added to the STIP, at which time these items will be submitted to WSDOT for review.

When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.

August, 2023

Environmental Documentation

What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project? For more information on NEPA requirements, please refer to WSDOT's [Local Agency Guidelines Manual](#).

Categorical Exclusion (CE)

Has NEPA documentation been approved?

No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

December, 2023

Right of Way

Will Right of Way be required for this project?

No

What is the actual or estimated start date for right of way (month and year)?

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What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)? If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.

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Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits. Refer to [Chapter 25 of WSDOT's Local Agency Guidelines Manual](#) for more information.

What is the zoning in the project area?

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if applicable. Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.

Construction

Are funds being requested for construction?

Yes

Do you have an engineer's estimate?

Yes

Please attach the engineer's estimate.

f-132-540-18649379_kDg5iFam_2023_Engineer_Estimate.pdf

Identify the environmental permits needed for the project and when they are scheduled to be acquired.

SEPA Exemption and Shoreline Exemption permits are needed, and both have been acquired.

Are Plans, Specifications & Estimates (PS&E) approved?

No

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?

November, 2023

When is the project scheduled to go to ad (month and year)?

May, 2024

Other Considerations

Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.

The project will be ad-ready by August. Once construction funds are secured, PS&E, NEPA, and No ROW Cert. are ready to be sent to WSDOT for approval.

This project is a pedestrian improvement project funded in part by Sound Transit, which meets the appropriate exceptions for projects located on non-federally functionally classified route. With this being said, the south half of the project area (102nd Ave NE between Main St and the bridge) is functionally classified as a Major Collector (FCID 2452).

Describe the public review process for the project and actions taken to involve stakeholders in the project's development.

The City is in partnership with Sound Transit to construct the proposed improvements to meet local and transit

user needs. As part of an agreement, the City provides ST contract documents at established check points to ensure that the project is meeting transit needs. A letter of support is attached in reflection of this agreement.

In addition, the City has been in contact with each impacted property through one-on-one meetings, and has also brought the project before the public through City Council meetings. The impacted property/business owners next to the proposed improvements are in support of the project, but do have concerns about the construction work in front of their properties. Common concerns are mainly related to the construction work in front of the businesses or public meeting places of worship, where access may be limited. To address these concerns, the project will specify periods of time for each block of construction and specify access to driveways at all times. The City Council has fully supported the project.

An Open House event or Pre-construction Public Meeting will be scheduled to update the public of the impacts when the project becomes fully funded for construction .

Please upload any relevant documents here, if they have not been uploaded previously in this application.

End of the Application

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Nick Johnson at njohnson@psrc.org to have it returned to you.



June 20, 2023

Erin Leonhart, Interim City Manager
City of Bothell
18305 101st Ave NE
Bothell, WA 98011

**Re: FHWA TAP Grant Funding Competition
Downtown Bothell Stride Station Access Improvements – 102nd Ave NE**

Dear Mrs. Leonhart,

Sound Transit is pleased to support the City of Bothell's request for PSRC TAP funds for their upcoming Downtown Bothell Stride Station Access Improvements – 102nd Ave NE project.

We consider this project a significant complement to the planned Stride Bus Rapid Transit (BRT) service in the City of Bothell. The improvements provide much needed safe and convenient access along 102nd Ave NE between our proposed transit stations on NE 185th St and the existing park and ride on State Route 522.

With the expected increase in regional ridership in future years, projects such as these are a key element in the success of our expansion of the BRT services as well as opportunities to the Bothell community, and UW Cascadia College students and faculty who depend on transportation alternatives other than personal vehicles.

As your partner through the investment of Sound Transit System Access Funds, we are grateful for Bothell's commitment to regional transit and its pursuit in procuring additional funds to complete the construction of this project.

Sincerely,

John S. Henry
Chief Financial Officer

cc: Lisa Wolterink, Deputy Executive Director Fares, Grants and Revenue

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CHIEF EXECUTIVE OFFICER

Julie E. Timm

102nd Ave NE Downtown Access Improvements

Dollars in Thousands (000)

ESTIMATED PROJECT COSTS	Projected Spending Thru 2022	Budgeted		Estimated					Estimated Spending 2023 - 2029	Total Estimated Project Costs Thru 2029
		2023	2024	2025	2026	2027	2028	2029		
Design	307	225							225	532
ROW Acquisition									0	0
Construction			2,009						2,009	2,009
TOTAL ESTIMATED COSTS	\$307	\$225	\$2,009	\$0	\$0	\$0	\$0	\$0	\$2,234	\$2,541

ESTIMATED PROJECT FUNDING	Projected Funding Thru 2022	Budgeted		Estimated					Estimated Spending 2023 - 2029	Total Estimated Project Costs Thru 2029
		2023	2024	2025	2026	2027	2028	2029		
SECURED FUNDING										
Capital Improvement Fund (Real Estate Excise Tax 2 Qtr)	71	225	366						591	662
Arterial Street Fund			154						154	154
Sound Transit Access Fund	236		589						589	825
TOTAL SECURED FUNDING	\$307	\$225	\$1,109	\$0	\$0	\$0	\$0	\$0	\$1,334	\$1,641
UNSECURED FUNDING										
Grant Pending (TAP)			900						900	900
TOTAL UNSECURED FUNDING	\$0	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$900	\$900

TOTAL ESTIMATED FUNDING	\$307	\$225	\$2,009	\$0	\$0	\$0	\$0	\$0	\$2,234	\$2,541
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PROJECT VARIANCES	Projected Funding Thru 2022	Budgeted		Estimated					Project Variances 2023 - 2029	Total Project Funding Thru 2029
		2023	2024	2025	2026	2027	2028	2029		
Secured Funding	307	225	1,109	0	0	0	0	0	1,334	1,641
Unsecured Funding	0	0	900	0	0	0	0	0	900	900
Estimated Project Cost	307	225	2,009	0	0	0	0	0	2,234	2,541
TOTAL PROJECT VARIANCES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



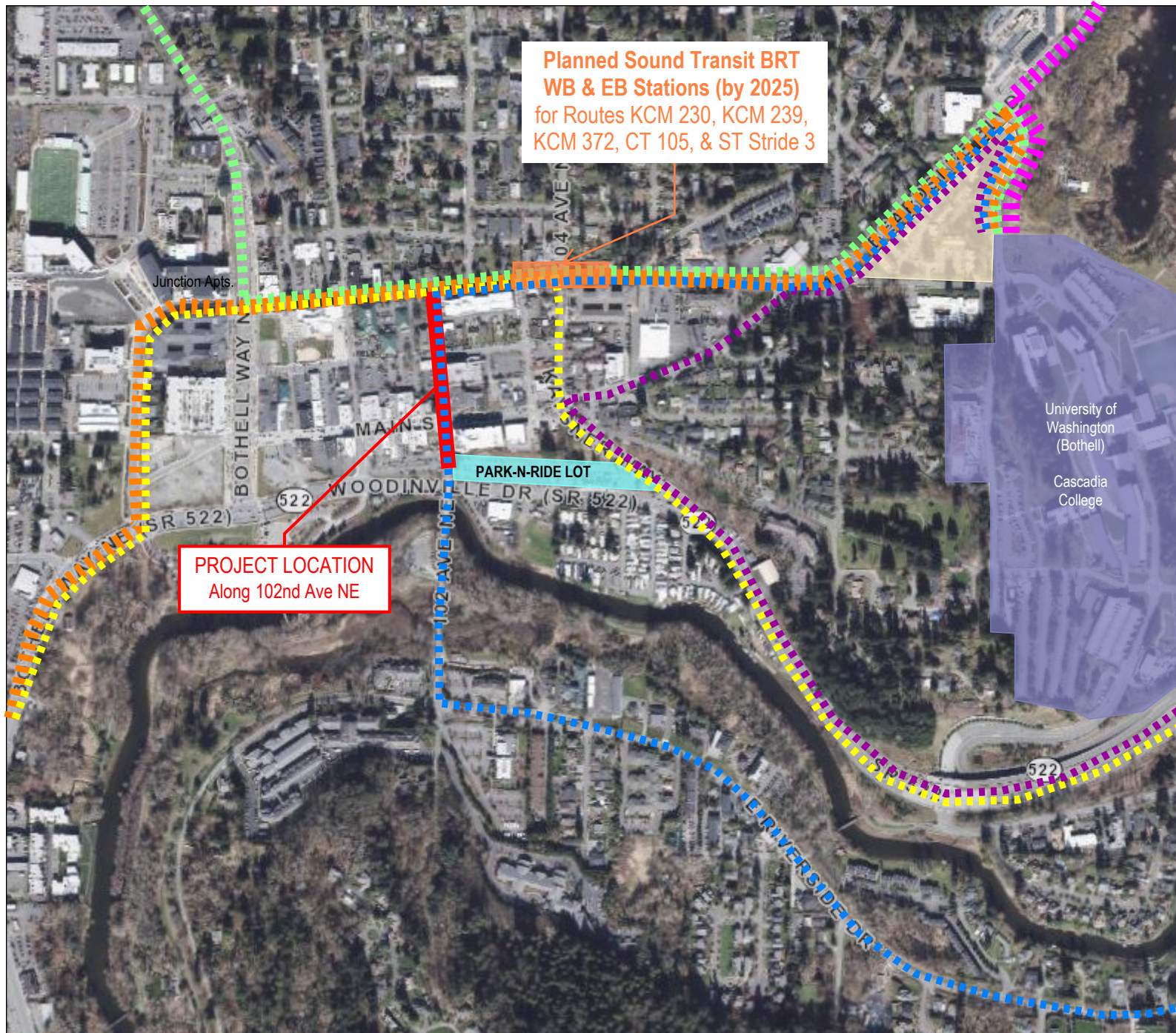
CITY OF BOTHELL
102nd Ave NE Downtown Access Improvements
 Construction Cost Estimate

City of Bothell July 2023

SCHEDULE A						
No.	Spec. No.	Description	Quantity	Unit	Unit Cost	Total
1	1-04	Minor Change	1	EST	\$ 35,000.00	\$ 35,000.00
2	1-05	Roadway Surveying	1	LS	\$ 9,000.00	\$ 9,000.00
3	1-05	Licensed Surveyor	1	EST	\$ 7,500.00	\$ 7,500.00
4	1-06	ADA Features Surveying	1	LS	\$ 4,000.00	\$ 4,000.00
5	1-05	Record Drawings (min bid \$5,000)	1	LS	\$ 5,000.00	\$ 5,000.00
6	1-07	SPCC Plan	1	LS	\$ 500.00	\$ 500.00
7	1-07	Pedestrian Traffic Control	1	LS	\$ 6,000.00	\$ 6,000.00
8	1-09	Mobilization	1	LS	\$ 70,000.00	\$ 70,000.00
9	1-10	Project Temporary Traffic Control	1	LS	\$ 94,000.00	\$ 94,000.00
10	1-10	Portable Changeable Message Sign	3360	HR	\$ 4.00	\$ 13,440.00
11	2-01	Clearing and Grubbing	1	LS	\$ 6,000.00	\$ 6,000.00
12	2-02	Removal of Structures and Obstructions	1	LS	\$ 7,000.00	\$ 7,000.00
13	2-03	Roadway Excavation Incl. Haul	1	LS	\$ 24,000.00	\$ 24,000.00
14	2-03	Soil Excavation for Tree Roots	1	LS	\$ 8,000.00	\$ 8,000.00
15	2-09	Shoring or Extra Excavation Class B	1	LS	\$ 500.00	\$ 500.00
16	4-04	Crushed Surfacing Base Course	150	TON	\$ 55.00	\$ 8,250.00
17	4-04	Crushed Surfacing Top Course	220	TON	\$ 55.00	\$ 12,100.00
18	5-04	HMA Cl. 1/2" PG 58H-22 for New Pavement	100	TON	\$ 200.00	\$ 20,000.00
19	5-04	Adjustment of Gas Valve	4	EA	\$ 750.00	\$ 3,000.00
20	5-04	Adjustment of Utility Cover	1	EA	\$ 750.00	\$ 750.00
21	5-04	Adjust Storm Drainage Structure to Grade	3	EA	\$ 750.00	\$ 2,250.00
22	6-13	Reconstruct Rockery Wall	250	SF	\$ 30.00	\$ 7,500.00
23	6-13	Reconstruct Brick Wall	7	SF	\$ 500.00	\$ 3,500.00
24	7-01	Downspout and Roof Drains	1	EA	\$ 1,800.00	\$ 1,800.00
25	7-01	Sidewalk Drain	1	EA	\$ 1,200.00	\$ 1,200.00
26	7-06	Trench Drain	90	LF	\$ 400.00	\$ 36,000.00
27	7-14	Remove Hydrant Assembly	2	EA	\$ 2,000.00	\$ 4,000.00
28	7-14	Hydrant Assembly	2	EA	\$ 8,500.00	\$ 17,000.00
29	7-15	Replace 1-in Water Service	1	EA	\$ 1,800.00	\$ 1,800.00
30	7-15	Adjust Existing Water Service	2	EA	\$ 500.00	\$ 1,000.00
31	8-01	Erosion Control and Water Pollution Prevention	1	LS	\$ 6,300.00	\$ 6,300.00
32	8-02	Topsoil Type A	100	CY	\$ 70.00	\$ 7,000.00
33	8-02	Seeded Lawn Installation	20	CY	\$ 5.00	\$ 100.00
34	8-02	Bark or Wood Chip Mulch	20	CY	\$ 85.00	\$ 1,700.00
35	8-02	Fine Compost	20	CY	\$ 86.00	\$ 1,720.00
36	8-02	PS Parrotia persica 'JL Columnar'/ Persian Spire Parrotia; 2" Cal., 10'-12' Ht.	5	EA	\$ 650.00	\$ 3,250.00
37	8-02	PS Cercidiphyllum japonicum 'Hannah's Heart'/ Hannah's Heart Katsura; 2" Cal., 10'-12' Ht.	3	EA	\$ 650.00	\$ 1,950.00
38	8-02	PS Arctostaphylos x 'Pacific Mist'/ Pacific Mist Manzanita; 1 Gal. Cont.	83	EA	\$ 35.00	\$ 2,905.00
39	8-02	PS Arctostaphylos uva-ursi 'Point Reyes'/ Point Reyes Kinnikinnick; 1 Gal. Cont.	55	EA	\$ 25.00	\$ 1,375.00
40	8-02	Root Barrier	170	LF	\$ 15.00	\$ 2,550.00
41	8-02	Tree Watering Bag System	8	EA	\$ 35.00	\$ 280.00
42	8-02	Property Restoration	1	EST	\$ 5,000.00	\$ 5,000.00
43	8-04	Cement Conc. Traffic Curb and Gutter	1080	LF	\$ 75.00	\$ 81,000.00
44	8-04	Cement Conc. Modified Traffic Curb	80	LF	\$ 80.00	\$ 6,400.00
45	8-04	Cement Conc. Thickened Edge	260	LF	\$ 40.00	\$ 10,400.00
46	8-04	Cement Conc. Extruded Curb	60	LF	\$ 30.00	\$ 1,800.00
47	8-06	Cement Conc. Driveway Entrance	110	SY	\$ 150.00	\$ 16,500.00
48	8-12	Black Vinyl Coated Chain Link Fence	120	LF	\$ 100.00	\$ 12,000.00
49	8-14	Cement Conc. Sidewalk	660	SY	\$ 120.00	\$ 79,200.00
50	8-14	Cement Conc. Curb Ramp - Blended Transition	4	EA	\$ 7,000.00	\$ 28,000.00
51	8-20	Illumination and Future Interconnect System, Complete	1	LS	\$ 80,000.00	\$ 80,000.00
52	8-21	Permanent Signing	1	LS	\$ 4,000.00	\$ 4,000.00
53	8-21	Install Wayfinding Sign, V.2.8.20	1	LS	\$ 5,000.00	\$ 5,000.00
54	8-22	Remove Pavement Markings	1	LS	\$ 4,000.00	\$ 4,000.00
55	8-22	Plastic Stop Line	50	LF	\$ 12.00	\$ 600.00
56	8-22	Plastic Crosswalk Line	340	SF	\$ 10.00	\$ 3,400.00
57	8-22	Plastic Parking Symbol	28	EA	\$ 25.00	\$ 700.00
58	8-22	Plastic Line	1100	LF	\$ 6.00	\$ 6,600.00
59	8-22	Plastic Channelization Arrow	2	EA	\$ 350.00	\$ 700.00
60	8-35	Potholing	5	EA	\$ 800.00	\$ 4,000.00
Schedule A Subtotal:						\$ 788,520.00
SCHEDULE B						
No.	Spec. No.	Description	Quantity	Unit	Unit Cost	Total
1	1-04	Minor Change	1	EST	\$ 8,000.00	\$ 8,000.00
2	1-05	Roadway Surveying	1	LS	\$ 2,000.00	\$ 2,000.00
3	1-09	Mobilization	1	LS	\$ 10,000.00	\$ 10,000.00
4	1-10	Project Temporary Traffic Control	1	LS	\$ 12,000.00	\$ 12,000.00

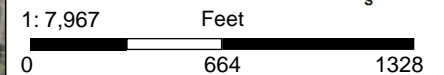
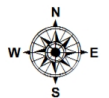
5	1-10	Flaggers	80	HR	\$ 65.00	\$ 5,200.00
6	1-10	Portable Changeable Message Sign	680	HR	\$ 4.00	\$ 2,720.00
7	5-04	Planing Bituminous Pavement	890	SY	\$ 18.00	\$ 16,020.00
8	5-04	Fiber Reinforced HMA Cl. 1/2" PG 58H-22 for Wearing Course	120	EA	\$ 225.00	\$ 27,000.00
9	5-04	Adjustment of Gas Valve	5	EA	\$ 750.00	\$ 3,750.00
10	5-04	Adjustment of Utility Cover	7	EA	\$ 750.00	\$ 5,250.00
11	5-05	Grinding Cement Concrete Pavement, 1" Max	890	SY	\$ 25.00	\$ 22,250.00
12	8-22	Plastic Stop Line	20	LF	\$ 12.00	\$ 240.00
13	8-22	Plastic Parking Symbol	7	EA	\$ 25.00	\$ 175.00
14	8-22	Plastic Line	260	LF	\$ 6.00	\$ 1,560.00
Schedule B Subtotal:						\$ 116,165.00
OTHER						
		Illumination System Supplied by PSE	1	EST	\$ 250,000.00	\$ 250,000.00
		Joint Utility Trench/Undergrounding Aerial	1	EST	\$ 250,000.00	\$ 250,000.00
Construction Cost Subtotal						\$ 1,404,685.00
Contingency (10%)						\$ 140,468.50
Construction Engineering (5%)						\$ 77,257.68
Construction Management (25%)						\$ 386,288.38
TOTAL CONSTRUCTION COST						\$ 2,009,000.00

102nd Ave NE Downtown Access Improvements Project (Transit Map)



- Existing & Proposed Bus Routes**
- King Co Metro (KCM) Route 230, KCM Route 372, & Sound Transit (ST) Stride 3
 - Community Transit (CT) Route 105 (Future CT Swift II Green Line)
 - KCM Route 239
 - KCM Route 230, CT Route 424, & CT Route 106
 - KCM Route 342
 - ST Route 535

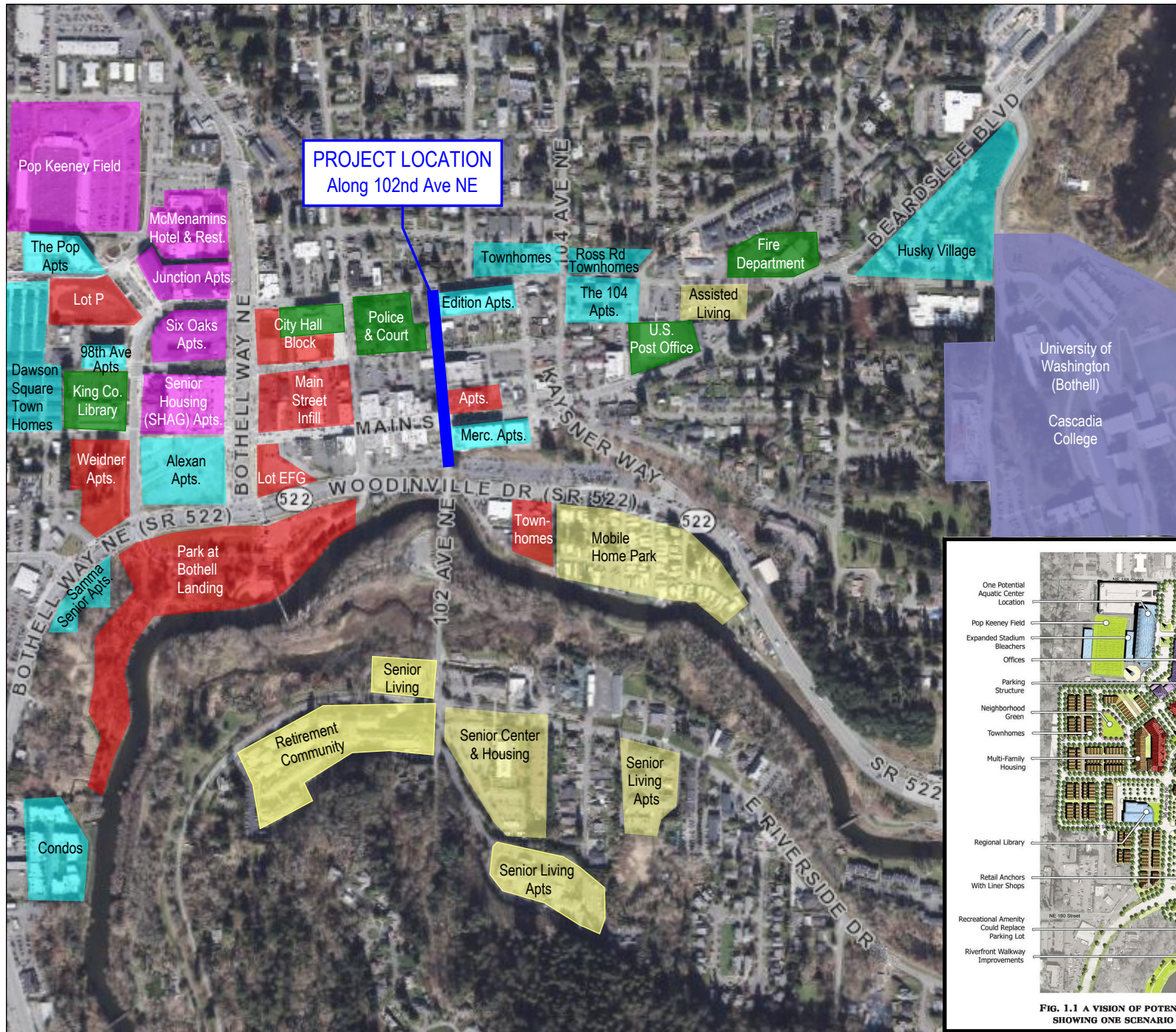
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Notes:
Project Vicinity
to Transit

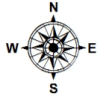
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102nd Ave NE Downtown Access Improvements Project (Development Map)



- Senior Living (55+)/Low Income
- Public Services
- New Development (< 5 years)
- New Development (< 10 years)
- Future Development

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1: 7,967 Feet
0 664 1328

Notes:
Project Vicinity to Development

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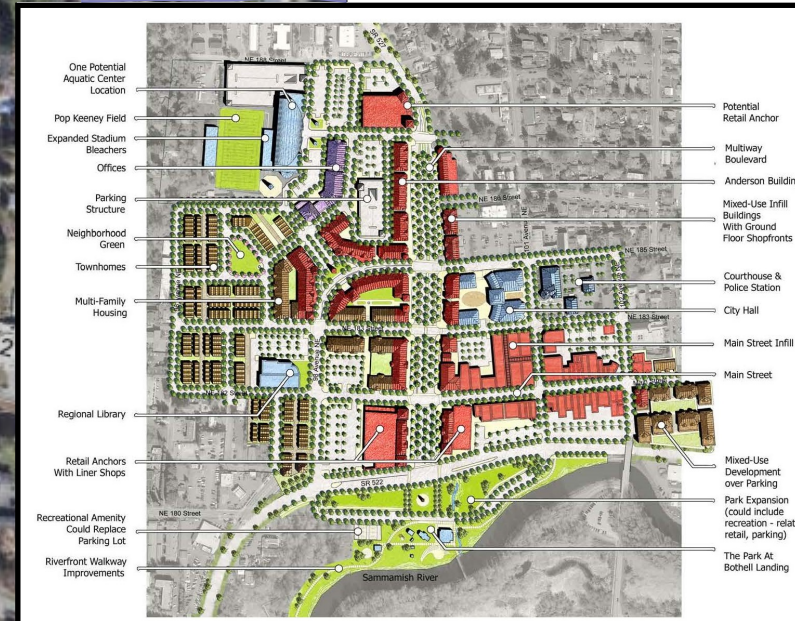
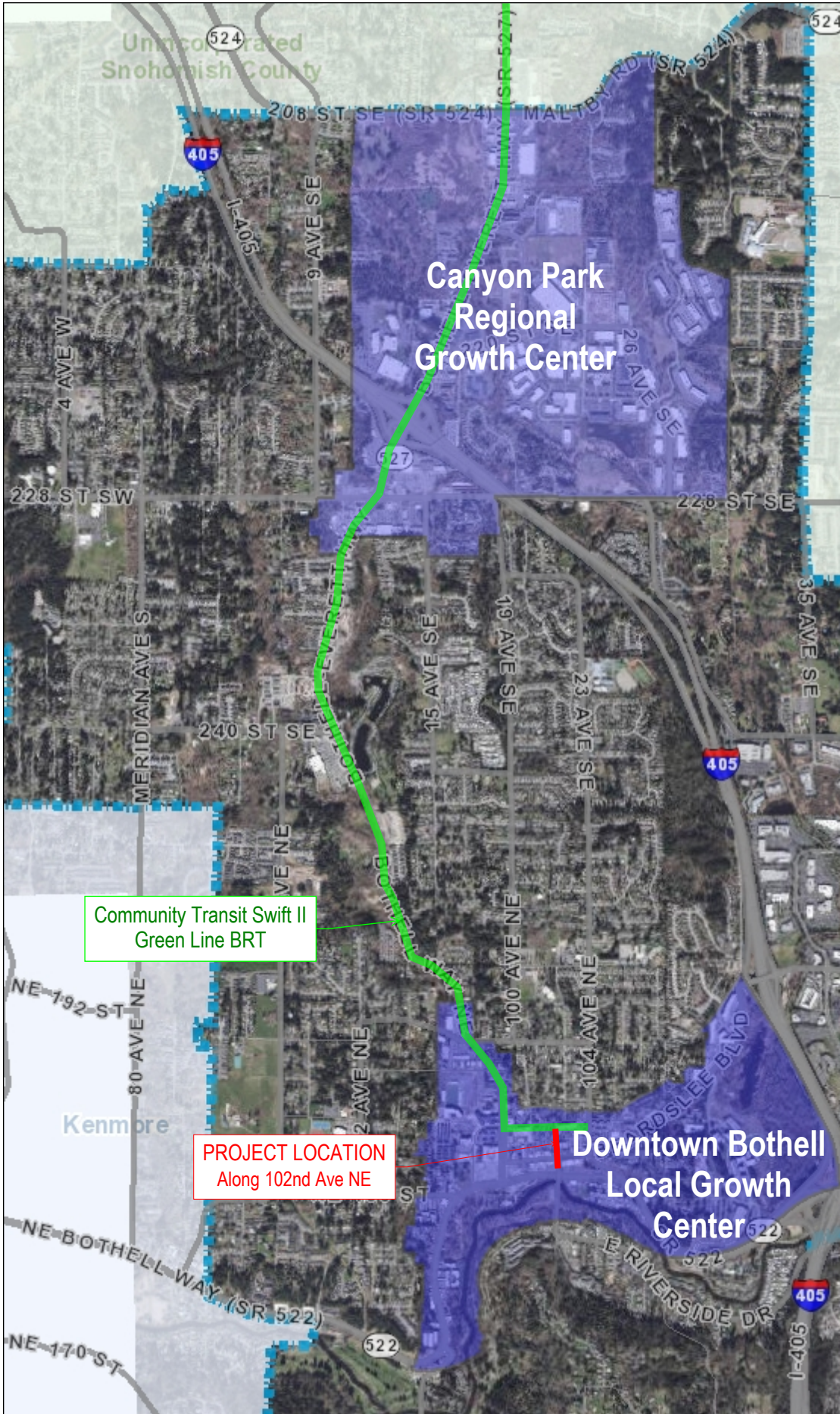


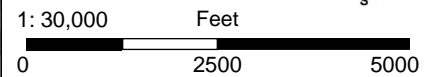
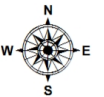
FIG. 1.1 A VISION OF POTENTIAL FUTURE DEVELOPMENT IN DOWNTOWN BOTHELL SHOWING ONE SCENARIO FOCUSING ON REDEVELOPMENT IN THE CORE AREA

102nd Ave NE Downtown Access Improvements Project (Bothell Growth Centers)



Bothell City Limits
2020-Mar Ortho (Bothell)

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Notes:

Project Vicinity to
Growth Centers

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