

PSRC Rural Town Centers and Corridors Program
Projects Recommended for Selection
 July 2007

County Area	Project Title	Lead Agency	Phase	Federal Funds Proposed for Approval	Comments - Explanation
KING	SR203/Tolt Avenue Redevelopment Plan	City of Carnation	Planning	\$177,000	Planning for redevelopment of SR203/Tolt Ave to create "Main Street" within city limits
	SR 203/Main Street Reconstruction (NE Bird St. to NE Ring St)	City of Duvall	Capital: Design & Construction	\$475,000	Main Street rehabilitation project through "old town" continues implementation of priority project from SR203 Pilot Corridor Study
KITSAP	Miller Bay Corridor Suquamish Safe Routes to School construction	Kitsap County	Capital Construction	\$250,000	Builds upon 2005 planning grant to develop pedestrian project linking tribal residential areas to school and commercial center
PIERCE	SR165 and Ryan Road Realignment Project	City of Buckley	Capital Construction	\$500,000	Project at SR 165 and multiple intersections, including SR 410 and Foothills Trail, to redevelop and realign roadways to improve auto, pedestrian and bicycle safety and traffic flow
	SR 161: Lynch Street to Mashell River	City of Eatonville	Capital PE & Environ documentation	\$348,000	Follow up to 2005 downtown planning grant to develop preliminary engineering and environmental documents for up to four downtown "Main Street" type projects
SNOHOMISH	* Phase III of Sultan Basin Road Realignment with US 2	City of Sultan	Capital Design	\$250,000	Phase III (final phase I & II completed Feb 2007) to design south leg of Sultan signalized intersection that removed unsafe access to/from US 2
Total Federal Funds				\$2,000,000	

Contingency Projects for Rural Town Centers and Corridors Funding

Contingency projects proposed for future funding if additional funds become available
prior to next round of rural grant solicitations
July 2007

The following two projects were found to have merit as safety improvement projects. However, these projects were also found to have some issues and concerns that are recommended to be addressed prior to being eligible for potential future rural program funding, *if* such were to become available. These issues and the recommended conditions to be resolved are described below each project.

<p><u>Contingency #1</u> US 2 Corridor – Gold Bar Center-Access Study</p>	<p align="center">City of Gold Bar</p>	<p align="center">Planning</p>	<p align="center">\$68,285</p>	
	<p>Project: Proposing an off-road bike-pedestrian walkway to enable safe access between residential housing area and commercial center that currently is limited to ped-bike access along narrow shoulder of SR2.</p> <p>Issue/Concern: Gold Bar should reexamine proposed planning scope of project to explore all options that could meet this need and document the associated environmental impacts (especially wetlands). Staff feels that the requested funding level could be inadequate for a proper study and suggests the city review its scope in consultation with Snohomish County and WSDOT, and subsequently seek supplemental funding. The results of a preferred project approach will also need to be incorporated and adopted into the city’s comprehensive plan.</p> <p>Condition: As of June 2007, Gold Bar does not yet have a certified plan and this must be accomplished in accordance with PSRC’s formal certification action before any funds can be eligible to be approved.</p>			
<p><u>Contingency #2</u> Lincoln/Noll Road Roundabout</p>	<p align="center">Kitsap County</p>	<p align="center">Capital: Design & Construction</p>	<p align="center">\$250,000</p>	
	<p>Project: Purpose is to create a traffic roundabout to address safety problems at an off-set intersection of two roadways.</p> <p>Issue/Concern: The project has merit but needs further planning to determine potential environmental impacts and more thoroughly plan and consider how it might propose to accommodate pedestrian and bicycle travel, and how such modes will be integrated into the surrounding transportation network where they are limited or non-existent. It is also uncertain that all options have been explored for full project funding that may yet be needed to accomplish construction. This would include exploring development impact fees and/or conditions for planned future developments in this area. This approach to supplemental funding is widely used by many cities and counties in the region.</p> <p>Condition: As this project is not yet in any currently adopted city or county plan the City of Poulsbo and Kitsap County need to evaluate appropriate lead responsibilities for its further planning and development and subsequently have a further refined project adopted into a local jurisdiction’s transportation element of its comprehensive plan.</p>			