

# PSRC's 2021 Transportation Alternatives Program Application

*NOTE: This application results document contains all of the questions present within the 2021 TAP Application, including those that may have been skipped in the online application due to input provided.*

## A. Application Type

### A1. TAP Project Category

Bicycle and Pedestrian Projects

## B. General Project Information

### B1. Project Title

Entwistle/NE 45th Sidewalk

### B2. RTP ID#

N/A

### B3. Sponsor

Carnation

### B4. Co-Sponsor

### B5. Certification Acceptance?

No

### B6. CA Sponsor

King Co. DOT - Road Services

## C. Project Contact Information

### C1. Name

Mary Madole

### C2. Phone

425-549-0403

### C3. Email

mary.madole@carnationwa.gov

## D. Project Description

**D1. 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.**

The proposed street improvement is an arterial that runs east-west and connects downtown to the residential neighborhoods in the eastern half of the city. In the western part of the City the street is called E Entwistle Street, and it becomes NE 45th Street in the eastern part of the City. The project will install approximately 880 LF of 6' wide sidewalk, curb, gutter and stormwater collection and infiltration facilities on the south side of E Entwistle/NE 45th St between the Swiftwater and Brooktree neighborhoods, including installation of ADA compliant curb ramps and intermittent street trees between the curb and sidewalk. Low Impact Development (LID) features will be incorporated where technically feasible to reduce runoff and provide water quality treatment.

**D2. 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?**

Carnation is just over one square mile in size, with a compact urban form and centralized downtown that creates an opportunity for excellent pedestrian access. Entwistle Street is the arterial which connects many of Carnation's neighborhoods to the downtown. Pedestrian access via Entwistle Street is provided for much of the city, but there is a gap in the sidewalk between 329th and 334th Avenue impeding the only available pedestrian route to city services, transit, and recreational opportunities for more than 120 homes. As Entwistle serves through-traffic, vehicular speeds can be significantly higher than on other city streets. The completed improvements will create a safer roadway and complete a missing link in the non-motorized transportation network within our city, assuring adequate accommodation of the transportation needs for pedestrians, bicycles, the disabled, and those transporting small children.

## E. Project Location

**E1. Location**

E Entwistle/NE 45th St

**E2. County/Counties**

King

**E3a. Beginning Landmark**

329th Ave NE

**E3b. Ending Landmark**

332nd Ave NE

**E4. Map and Graphics**

[E4a Walkability Analysis from Carnation PROS Draft Plan 2021 0930.pdf \(793 KB\)](#)

[E4b NE 45th Improvements.pdf \(929 KB\)](#)

## F. Plan Consistency

**F1. Is the project specifically identified in a local comprehensive plan?**

Yes

**F2. If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.**

City of Carnation 2020 Comprehensive Plan Amendment, Transportation Element (Chapter 7):

GOAL T2: To develop, maintain and operate a balanced, safe, and efficient multi-modal transportation system to serve all persons, special needs populations and activities in the community. (page T-3)

Policy T2.1: The City will develop a future transportation system which encourages flexible, adaptive and multiple uses of transportation facilities and services. (page T-3)

Policy T2.2: The City will implement measures that will relieve pressures on the existing transportation infrastructure by approaches that include, but are not limited to: a.) Multi-modal transportation alternatives; b.) Land use coordination; and c.) Prioritized improvements (page T-3)

Policy T2.3: The City will integrate, coordinate and link the connections and transfer points between all modes of transportation. (page T-3)

Policy T2.7: The City will provide and promote the development of pedestrian and bicycle paths to schools, parks, transit and activity centers, as well as linkages between these paths. (page T-3)

GOAL T3: To recognize and promote pedestrian and bicycle movement as a basic means of circulation and to assure adequate accommodation of pedestrians, bicycles and handicapped persons' needs in all transportation policies and facilities. New development will be encouraged or in some cases required to implement Pedestrian Oriented Development design features that have been incorporated into City codes and standards, such as providing sidewalks or pathways and amenities such as street trees and street lighting, and

site design that encompasses connectivity with existing transportation facilities and between uses. (page T-4)  
Policy T3.7: Seek to improve the appearance of existing street corridors and incorporate high standards of design when developing new streets, including construction of sidewalks. Where appropriate landscaping, street furniture, lighting and other measures should be implemented to enhance the appearance of city street corridors. Existing trees along street rights-of-way should be preserved when trees are healthy and can be maintained, while at the same time introducing new trees where appropriate. (page T-5)

GOAL T5: To manage, conserve and protect Carnation's natural resources through a balance of development activities complemented with sound environmental practices. Where consistent with mobility goals, encourage green streetscapes that incorporate natural drainage, reduced impervious surface, and vegetation. Incorporate non-motorized transportation facilities into roadway improvements and new roadways. (page T-6)

Policy T5.1: New transportation facilities should be designed in a manner which minimizes impacts on natural drainage patterns, soil profiles and habitat. (page T-6)

Policy T5.2: Promote the use and development of routes and methods of alternative modes of transportation, such as transit, bicycling and walking, which reduce Carnation's consumption of non-renewable energy sources and reduce emission of greenhouse gases. (page T-6)

Policy T5.4: Carnation will seek to reduce levels of air pollutants and greenhouse gas emissions in an effort to maintain or do better than existing state and federal air quality goals and standards, by: providing a compact urban form that promotes non-motorized trips within the City; promoting economic development to increase local employment opportunities and to maximize the goods and services that are locally available; by working with partners such as King County, the Snoqualmie Tribe and the other Snoqualmie Valley cities to create transit service that provides real options for commuting to reduce trips to work; and by cooperating with regional employers to promote ride-share options. (page T-7)

Policy T6.3: Recognize the important role that public facilities and programs such as sidewalks, bike lanes, walking trails and street lights play in providing a healthy family environment within the community. (page T-8)

GOAL T7: To encourage pedestrian and bicycle transportation modes by providing a comprehensive system of walkways and trails that links residential areas to each other and to needed services. In addition to promoting non-motorized trips within the City, the trail system should be designed to provide for the recreational, cultural, environmental and aesthetic needs of City residents. As resources allow, the City will update the map of pedestrian and bicycle trails that serve Carnation. (page T-8)

Policy T7.2: Support the development of paths, signage, and marked roadways which link the Snoqualmie Valley Trail with Carnation's other trails and resources such as the rivers, parks and downtown commercial areas. (page T-8)

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City of Carnation Transportation Element Background Information & 2021 Transportation Improvement Plan: Pedestrian Circulation (page 16); Non-Motorized Improvement Projects (page 77)

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City of Carnation Parks, Recreation, and Open Space Plan 2021: Accessibility & Gap Analysis (pages 6-34 and 6-36)

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2021 King County Countywide Planning Policies:

EC-17: Add to the vibrancy and sustainability of our communities and the health and well-being of all people through safe and convenient access to local services, neighborhood-oriented retail, purveyors of healthy food (e.g. grocery stores and farmers markets), and transportation choices. (page 65)

EC-22: Encourage economic activity within Rural Cities in the Rural Area, at an appropriate size, scale, and type that does not create adverse impacts to the surrounding Rural Area and Resource Lands and will not create the need to provide urban services and facilities to those areas (page 66)

T-12: Prioritize federal, state, regional and local funding to transportation investments that support countywide growth targets and are focused on multi-modal mobility and safety, equity, and climate change

goals, as well as centers (local, countywide and regional) where applicable and consistent with the Regional Growth Strategy. (page 69)

T-29: Design roads, including retrofit projects, to accommodate a range of travel modes within the travel corridor in order to reduce injuries and fatalities, contribute to achieving the state goal of zero deaths and serious injuries, and encourage physical activity. (page 72)

**F3. 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.**

## G. Federal Functional Classification

### G1. Federal Func. Class.

Rural Functional Classification (Under 5,000 population)

### G2. Rural Func.

06 Minor Arterial

### G3. Urban Func.

## H. Support for Centers

**H1. Describe the relationship of the project to the center(s) it is intended to support. For example, is it located within a designated regional, countywide or local center, or is it located along a corridor connecting to one of these areas?**

Carnation is a small city surrounded by rural areas and does not contain any Regional Growth Centers as designated in the 2021 King County Countywide Planning Policies; however, the City's downtown is located along SR 203 and serves as the local center for both the City as well as the surrounding rural areas. Entwistle Street in downtown, which becomes NE 45th Street in the eastern part of the City, provides a critical connection between the downtown commercial center and the eastern residential neighborhoods.

Carnation's flat topography and compact urban form is ideal for pedestrian circulation within a square mile that is safe and convenient for residents, including the elderly, youth, and persons with disabilities. A connected sidewalk/trail system within the city promotes physical activity; connects neighborhoods to each other and to schools, libraries, and social services (such as the Senior Center, Hopelink food bank, etc.); to goods and services that are available in the commercial center; to transit stops that are in the commercial center; and to the natural areas and recreational opportunities along the rivers and hillsides to the east and west. As such, the non-motorized circulation network is one of Carnation's most valuable amenities. This project will provide a connection to eliminate an existing sidewalk gap that isolates more than 120 homes in the eastern neighborhoods from Carnation's pedestrian network, thus connecting the residents to other neighborhoods, activities, transit, and commercial and social services.

**H2. Describe how the project supports existing and/or planned population/employment activity in the center and implements specific policies or projects identified for the center in an adopted plan.**

The completed improvements will create a safer roadway and complete a walkway gap in support of a "walkable" community. Carnation Comprehensive Plan Goal T2 establishes a goal for a multi-modal transportation system to serve all persons, special needs populations and activities in the community. This

project will help meet that goal, and is supported by Policy T2.7 to provide pedestrian and bicycle paths to schools, parks, and activity centers.

The project is also consistent with King County Countywide Planning Policy EC-17 and will add to the vibrancy and sustainability of our community and the health and well-being of people through health and convenient access to local services, neighborhood-oriented retail, purveyors of health food and transportation choice.

**H3. Describe how the project helps the center develop in a manner consistent with the adopted policies and plans for the center. For example, implementing specific policies or projects identified for the center in an adopted plan.**

The project is consistent with Carnation Comprehensive Plan Goal T3 to promote pedestrian and bicycle movement as a basic means of circulation and to assure adequate accommodation of pedestrians, bicycles and handicapped persons' needs in transportation facilities; and Goal T7 to encourage pedestrian and bicycle transportation modes by providing a comprehensive system of walkways and trails that links residential areas to each other and to needed services.

By constructing multi-modal transportation links to the city center, the proposed pedestrian and bicycle connections to the City center is also consistent with King County Countywide Planning Policy EC-22 and will encourage economic activity within our rural city that does not create adverse impacts to the surrounding Rural Area and Resource Lands and will not create the need to provide urban services and facilities to those areas.

*NOTE: "I. Category-Specific Criteria" will only be filled out for the project category being applied to (question A1).*

## **I. Category-Specific Criteria: Bicycle and Pedestrian Projects**

**I1. Describe how the project extends or completes a regional or local bicycle and pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network.**

There is currently no complete sidewalk or trail network connections in Carnation east of 329th Ave. The only access to the city's eastern neighborhoods is along E. Entwistle which accommodates bicyclists and pedestrians along the majority of its length, except for one 880-foot segment without sidewalks or bicycle lanes. There are no alternative routes. This project will fill-in the missing link, completing the sidewalk system to the City's eastside neighborhoods.

Additionally, the regional Snoqualmie Valley Trail intersects Entwistle Street 1,700 feet west of the project. This project will complete uninterrupted pedestrian and bicycle facilities along the full length of E Entwistle Street from the the Snoqualmie Valley Trail to the eastern Carnation city limits.

**I2. 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 existing paved street is 22-ft wide, with ditches and swales on each side of the street. Pedestrians walking from the east region of the city to the city center walk in the travel lanes. The swale is a barrier to pedestrian passage and will be replaced with an infiltration facility and a walkway.

**I3. Describe how the project addresses safety and security.**

There is a community demand for a safe bicycle and pedestrian links from the eastside neighborhoods to the city center. The project will accommodate the needs of pedestrians, bicycles and handicapped persons by

providing safe, walkable route from residential neighborhoods to the city center, regional trails and transit facilities.

**14. Describe the connections to other multimodal facilities the project provides. For example, high capacity or other transit stations, ferry terminals, etc.**

The project will install an ADA compliant sidewalk segment, completing a missing gap in the city's pedestrian network and will provide pedestrian, bicycle and wheelchair access to the transit stops in the city center and to the Snoqualmie Valley Trail that intersects Entwistle Street, 1,700 feet west of the project.

**15. Describe how the project will project will benefit a variety of user groups, including commuters, residents, and/or commercial users.**

The project will benefit residents who will be able to walk or ride a bicycle to the city center or regional trail networks, students who will be able to safely ride bicycles or walk to their schools and commuters who will be able to access the business and transit services on Tolt Ave (SR-203).

**16. Describe how the project will benefit populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.**

The populations identified in the President's Order for Environmental Justice are the most likely not to have access to vehicles and most reliant on alternative modes of transportation. This project provides bicycle and pedestrian access to the city center including: transit service, the senior community center, social services provided through Hopelink, schools, regional library and retail business.

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

This project is estimated to cost \$489,320, and the City has \$66,059 available for design and construction. The project is contingent on the remainder being funded from the PSRC Transportation Alternatives Program (TAP).

## **I. Category-Specific Criteria: Historic Resources Projects**

**11. Describe the current or former transportation use of the facility.**

**12. Describe the historic significance of the facility. This could include designation as a local, state or national landmark; listing as a contributing part of a local, state or National Register historic district; or a determination of eligibility for listing in the National Register.**

**13. Describe the planned use of the facility and the project's relationship to the transportation system.**

**14. Describe how the project is part of a larger historic preservation plan.**

**15. Describe the level of public access to the project, including access for populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.**

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

**17. Describe the long-term preservation and/or maintenance plans for the facility.**

**18. Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.**

## **I. Category-Specific Criteria: Environmental Projects**

**I1. Describe the relationship of the project to the transportation system.**

**I2. Describe the level of public access to the project, including access for populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.**

**I3. Describe how well the project goes over and above what is normally required.**

**I4. Describe the long-term maintenance plans for the project.**

**I5. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.**

**I6. Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.**

## **J. PSRC Funding Request**

**J1. Has this project received PSRC funds previously?**

No

**J2. Please provide the project's PSRC TIP ID.****K. PSRC Funding Request (cont.)**

Phase	Year	Amount
PE/Design	2022	\$75280
Construction	2023	\$414040
		\$

**Total PSRC Funding Request:**

\$489320

**Total Estimated Project Cost and Schedule****L. Planning Phase**

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

**Total Planning Phase Cost:**

\$0

**Expected year of completion for this phase:****M. Preliminary Engineering/Design Phase**

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Unsecured	\$65117
Local	Local	Secured	\$10163
			\$
			\$
			\$

**Total Preliminary Engineering/Design Phase Cost:**

\$75280

**Expected year of completion for this phase:**

2022

**N. 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:**

## O. Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Unsecured	\$358145
Local	Local	Secured	\$55895
			\$
			\$
			\$

**Total Construction Phase Cost:**

\$414040

**Expected year of completion for this phase:**

2023

## P. Other Phase

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

**Total Other Phase Cost:**

\$0

**Expected year of completion for this phase:**

## Q. Project Summary

**Total Estimated Project Cost:**

\$489320

**Estimated Project Completion Date (month and year):**

09/30/2023

## R. Financial Documentation

**R1. Please enter a description of your financial documentation in the text box below.**

The City of Carnation has adopted this project within its Six Year Transportation Improvement Program. The local funds are available and can be appropriated within the City's annual budget by the June 1 obligation date.

**R2. 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.**

[R2a EEntWalk Worksheet.pdf \(116 KB\)](#)

[R2b EEntWalk 109 Fund Financial Analysis.pdf \(178 KB\)](#)

## Project Readiness

### S. Preliminary Engineering/Design

**S1. Are you requesting funds for ONLY a planning study or preliminary engineering?**

No

**S2. What is the actual or estimated start date for preliminary engineering/design?**

04/2022

**S3. Is preliminary engineering/design complete?**

No

**S3a. What was the date of completion (month and year)?**

**S4. Have preliminary plans been submitted to WSDOT for approval?**

No

**S3b. 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.**

**S5. When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.**

06/2022

## T. Environmental Documentation

**T1. 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)

**T2. Has NEPA documentation been approved?**

No

**T3. Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**

10/2022

## **U. Right of Way**

**U1. Will Right of Way be required for this project?**

No

**U2. What is the actual or estimated start date for right of way (month and year)?**

**U3. 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.**

**U4. 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.**

**U5. What is the zoning in the project area?**

**U6. Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**

**U7. Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**

**U7a. If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**

**U8. 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.**

## V. Construction

### V1. Are funds being requested for construction?

Yes

### V2. Do you have an engineer's estimate?

Yes

### V3. Please attach the engineer's estimate.

[NE 45th St PBP Const Est.pdf \(72 KB\)](#)

### V4. Identify the environmental permits needed for the project and when they are scheduled to be acquired.

### V5. Are Plans, Specifications & Estimates (PS&E) approved?

No

### V6. Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?

12/2022

### V7. When is the project scheduled to go to ad (month and year)?

03/2023

## W. Other Considerations

### W1. 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.

For many years, the residents along E Entwistle Street have expressed their concern to the City regarding the lack of a safe pedestrian access route. In 2008, numerous residents of the neighborhood united to submit group comment to the City expressing support for the E Entwistle/NE 45th St sidewalk project. The need to fill the gap in the sidewalk is also feedback that is also frequently provided by citizens at City Council meetings, sent by email, and in citizen surveys.

### W2. Describe the public review process for the project and actions taken to involve stakeholders in the project's development.

The East Entwistle St Sidewalk has been included in the City's Six-Year Transportation Improvement Program since 2004 has been identified as a high priority by the community each year.

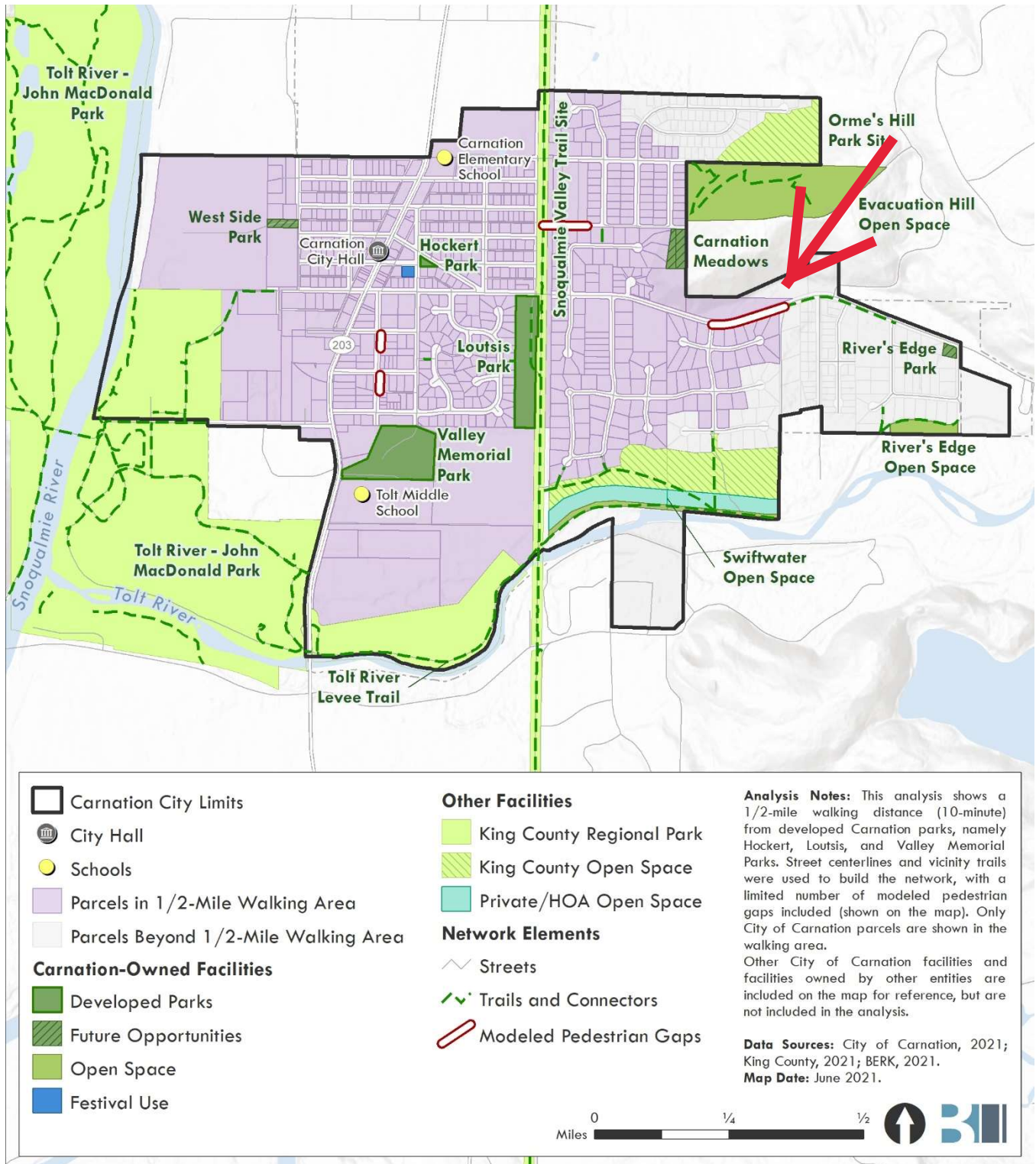
### W3. Please upload any relevant documents here, if they have not been uploaded previously in this application.

[W3 Citizen Comments 2008.pdf \(672 KB\)](#)

## 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 Kim Pearson at [kpearson@psrc.org](mailto:kpearson@psrc.org) to have it returned to you.

Exhibit 34. Developed Carnation Parks Walkability Analysis



Sources: City of Carnation, 2021; King County, 2021; BERK, 2021.



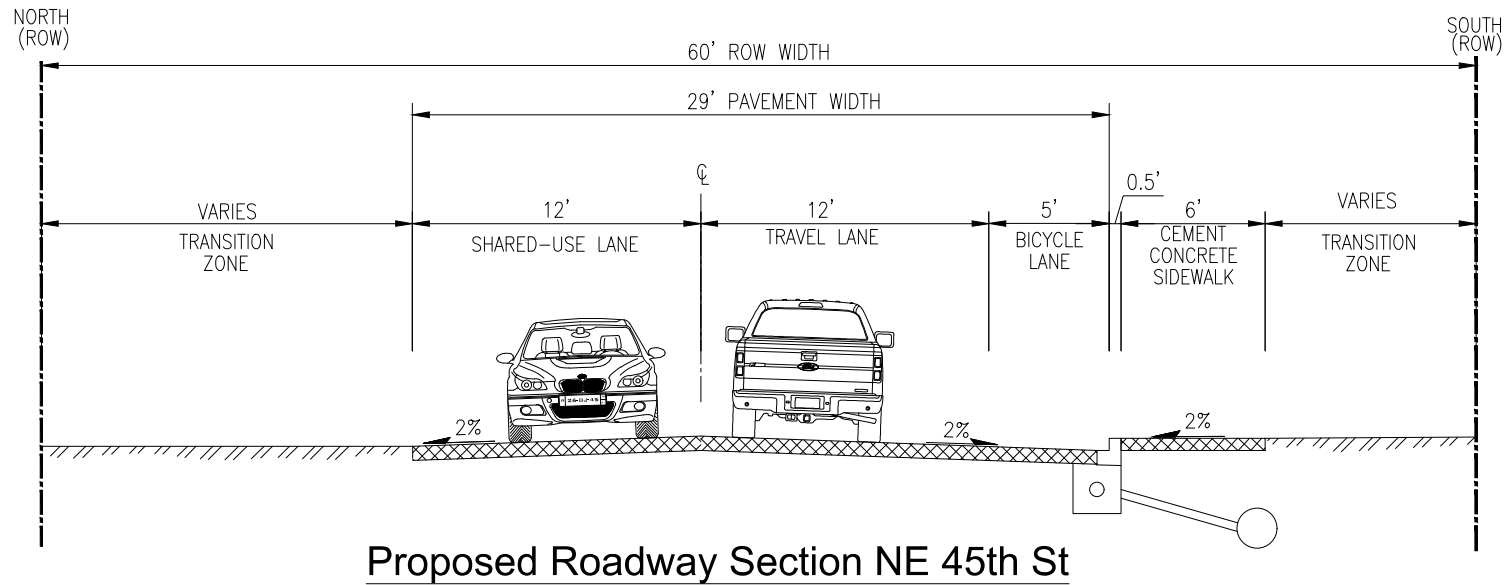
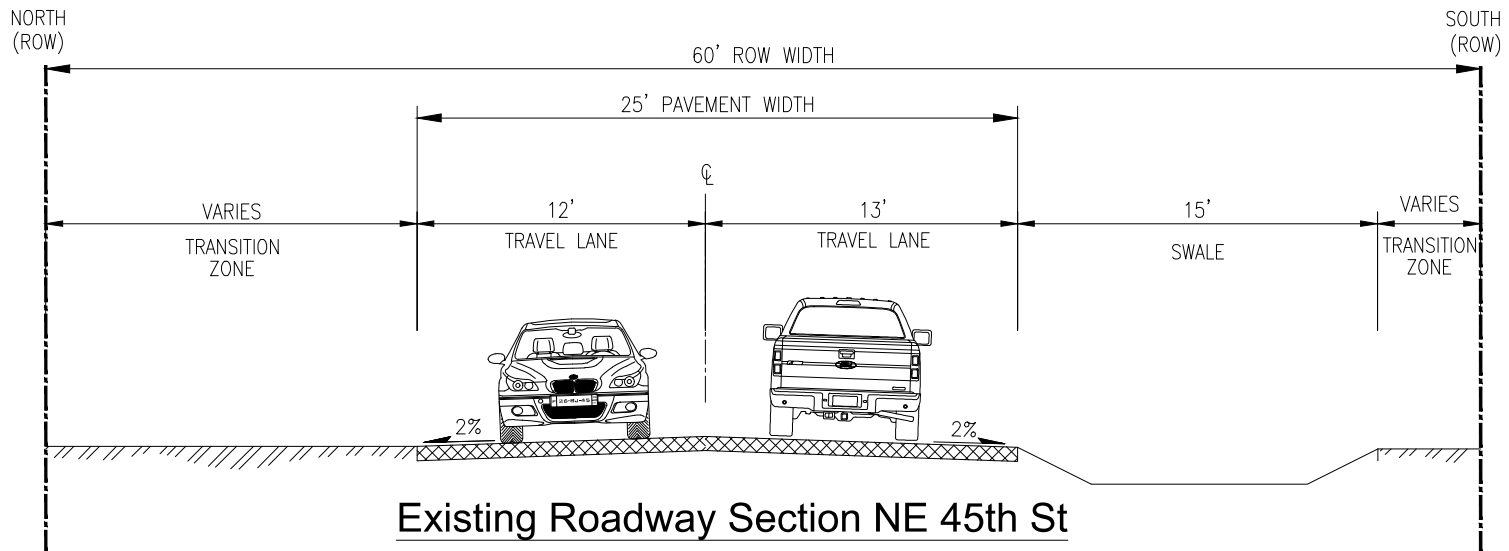


Proposed Improvements - Plan View

City of Carnation

NE 45th St Improvements





City of Carnation

NE 45th St Improvements





Six Year Transportation Improvement Program (STIP) 2022-2027  
Financial Forecast and Analysis

109 TRAFFIC IMPACT FEE FUND			Actual	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Six-Year Period Total
			2015-20	2021	2022	2023	2024	2025	2026	2027	
Beginning Cash Balance - 109 Fund				\$ 310,515	\$ 60,940	\$ 122,024	\$ 191,554	\$ 295,948	\$ 323,323	\$ 95,841	
Revenues - 109 Fund											
Traffic Impact Fees			\$ 403,302	\$ 50,000	\$ 125,000	\$ 125,000	\$ 150,000	\$ 125,000	\$ 125,000	\$ 100,000	\$ 750,000
Larson Avenue Connector (NE 40th to Entwistle St.)			\$ -	\$ -	\$ -	\$ -	\$ 138,094	\$ 294,150	\$ 1,058,719	\$ -	\$ 1,490,963
E Entwistle/NE 45th Sidewalk (329th to 332nd Ave - 880 LF)			\$ -	\$ -	\$ 65,117	\$ 358,145	\$ -	\$ -	\$ -	\$ -	\$ 423,262
McKinley Ave. Sidewalk (Eugene to Blanche St.)			\$ -	\$ -	\$ 379,243	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 379,243
Other (Investment & Bond Interest)			\$ 6,311	\$ 425	\$ 425	\$ 425	\$ 425	\$ 425	\$ 425	\$ 425	\$ 2,550
Total Revenues			\$ 409,614	\$ 50,425	\$ 569,785	\$ 483,570	\$ 288,519	\$ 419,575	\$ 1,184,144	\$ 100,425	\$ 3,046,017
Expenses - 109 Fund											
Tolt Ave CBD Improvements (RW)			\$ (192,732)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transfer-Out to 301: Tolt Ave CBD Improvements (CN)			\$ -	\$ (300,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Larson Avenue Connector (NE 40th to Entwistle St.)			\$ -	\$ -	\$ -	\$ -	\$ (184,125)	\$ (392,200)	\$ (1,411,625)	\$ -	\$ (1,987,950)
E Entwistle/NE 45th Sidewalk (329th to 332nd Ave - 880 LF)			\$ -	\$ -	\$ (75,280)	\$ (414,040)	\$ -	\$ -	\$ -	\$ -	\$ (489,320)
McKinley Ave. Sidewalk (Eugene to Blanche St.)			\$ -	\$ -	\$ (433,420)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (433,420)
Total Expenses			\$ (192,732)	\$ (300,000)	\$ (508,700)	\$ (414,040)	\$ (184,125)	\$ (392,200)	\$ (1,411,625)	\$ -	\$ (2,910,690)
Ending Cash Balance - 109 Traffic Impact				\$ 60,940	\$ 122,024	\$ 191,554	\$ 295,948	\$ 323,323	\$ 95,841	\$ 196,266	

City of Carnation Transportation Improvement Plan

**Six Year Transportation Improvement Program (STIP)**

**TIP # WA-03839**

**Project Title: E Entwistle/NE 45th Sidewalk (329th to 332nd Ave - 880 LF)**

**Project Worksheet**

**Project No: NM1**

**Project Type: Non-Motorized**

**TIP Start Year = 2022**

**DESCRIPTION & PRIMARY PROJECT COMPONENTS:**

Installation of approximately 880 LF of 6' wide sidewalk, curb, gutter and stormwater collection and infiltration facilities on the south side of the street between the Swiftwater and Brooktree neighborhoods; installation of ADA compliant curb ramps and intermittent street trees between the curb and sidewalk. Low Impact Development (LID) features will be incorporated where technically feasible to reduce runoff and provide water quality treatment.

**JUSTIFICATION, BENEFITS, & SUSTAINABILITY:**

This project would fill in gaps on the south side of the road between an existing sidewalk from the city center to 329th Ave and new pathways installed by developers between 332nd Avenue and 334th Avenue. This is the only available pedestrian route to City services for more than 120 homes. Parents and children living along this roadway have united and expressed their concern to the City regarding the lack of a safe pedestrian access route along this roadway. The completed improvements will create a safer roadway and complete a walkway gap in support of a "walkable" community.

Activity:	Prior Year(s)	2022	2023	2024	2025	2026	2027	Beyond 2027	TOTALS
<b>FUNDING SOURCES</b>									
LOCAL FUNDS	\$ -	\$ 10,163	\$ 55,895	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,058
301 Fund - REET(1&2)									\$ -
109 Fund - TIF		\$ 10,163	\$ 55,895						\$ 66,058
GRANT FUNDS	\$ -	\$ 65,117	\$ 358,145	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 423,262
Secured Grants									\$ -
Un-secured Grants (PSRC TAP)		\$ 65,117	\$ 358,145						\$ 423,262
OTHER FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other <_____>									\$ -
<b>TOTAL FUNDING SOURCES =</b>	<b>\$ -</b>	<b>\$ 75,280</b>	<b>\$ 414,040</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 489,320</b>
<b>CAPITAL EXPENDITURES</b>									
		<i>Capital Expenditures Reflect 2020 Dollars</i>							
Design (PE)		\$ 75,280							\$ 75,280
Right of Way Acquisition (RW)									\$ -
Construction (CN)			\$ 376,400						\$ 376,400
Construction Management (CM)			\$ 37,640						\$ 37,640
<b>TOTAL EXPENDITURES =</b>	<b>\$ -</b>	<b>\$ 75,280</b>	<b>\$ 414,040</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 489,320</b>

**CITY OF CARNATION**  
**Pedestrian and Bicyclist Program**  
**NE 45th ST Bike and Sidewalk Improvements**  
 329th Ave NE to 332nd Ave NE

**ESTIMATE OF PROBABLE CONSTRUCTION COST**

Item	Standard Item	Quantity	Unit	Unit Price	Total
1	Mobilization	1	LS	8%	\$ 23,230
2	Clearing and Grubbing	1	LS	\$ 6,000	\$ 6,000.00
3	Removal of Structure and Obstruction	1	LS	\$ 10,000	\$ 10,000.00
4	Sawcutting Asphalt Pavement	880	LF	\$ 5	\$ 4,400.00
5	Roadway Excavation including Haul	350	CY	\$ 40	\$ 14,000.00
6	Crushed Surfacing Base Course	140	TON	\$ 45	\$ 6,300.00
7	Crushed Surfacing Top Course	270	TON	\$ 45	\$ 12,150.00
8	HMA CL. 1/2 In. PG 64-22	200	TON	\$ 110	\$ 22,000.00
9	Cement Concrete Sidewalk	560	SY	\$ 50	\$ 28,000.00
10	Temporary Erosion and Sedimentation Control	1	LS	\$ 2,500	\$ 2,500.00
11	Street Tree	14	EA	\$ 360	\$ 5,040.00
12	Topsoil, Type A	80	CY	\$ 100	\$ 8,000.00
13	Cement Conc. Traffic Curb and Gutter	880	LF	\$ 50	\$ 44,000.00
14	Paint Lines	1670	LF	\$ 4	\$ 6,680.00
15	Permanent Signing	1	LS	\$ 3,000	\$ 3,000.00
16	Curb Ramps	2	EA	\$ 3,000	\$ 6,000.00
17	Project Temporary Traffic Control	1	LS	\$ 12,000	\$ 12,000.00
18	Catch Basin Type I	5	EA	\$ 2,500	\$ 12,500.00
19	Schedule A Storm Sewer Pipe, 12 in. Diam	635	LF	\$ 80	\$ 50,800.00
20	Stormwater Treatment and Infiltration	1	LS	\$ 35,000	\$ 35,000.00
22	Roadside Cleanup	1	LS	\$ 2,000	\$ 2,000.00

<b>CONSTRUCTION SUBTOTAL</b>		<b>\$ 290,370</b>
CONSTRUCTION CONTINGENCY	20%	\$ 62,719.92
<b>CONSTRUCTION TOTAL</b>		<b>\$ 376,400</b>
<b>CONSTRUCTION ENGINEERING</b>	10%	<b>\$ 37,640.00</b>
<b>DESIGN ENGINEERING</b>	20%	<b>\$ 75,280.00</b>
<b>PROJECT TOTAL</b>		<b>\$ 489,320</b>

**August 24, 2008**

**As a group of concerned citizens from the city of Carnation**, we would like to express our strong desire to receive this grant to fund a sidewalk from the River's Edge development along Entwistle/Tolt River Road to the Swiftwater development.

Our reasons are threefold:

1. The **safety of our citizens** especially the large number of children in the development (approx. 65 children)
2. Reduction in "short-trip" drives by allowing a safe walk into town
3. Enhance the public aesthetic of a well-traveled Carnation road

Of these three, public safety is the overwhelming top motive to see the sidewalk installed.

A few facts and observations that illustrate how the sidewalk would support our three reasons include:

- Rivers Edge is a 30 home development with over 65 children and their parents. It is located less than 1 1/2 miles from downtown Carnation. To reach River's Edge, you must travel on Entwistle Street, which turns into Tolt River Road. Currently, the sidewalk of that road ends at the second entrance to the Swiftwater Neighborhood, leaving approx. 1/4 of a mile without a sidewalk between River's Edge and Swiftwater. This busy section of the road is quite narrow, winds and includes a blind turn with ditches and blackberry bushes along the side.
- At many points the road is just wide enough for two passing cars. When pedestrians and cars in both directions are on the road at the same time a very dangerous situation arises.
- Constant speeding - it is a regularly observed occurrence that drivers dramatically speed up as soon as they have passed the current sidewalk. Without a sidewalk, drivers think they are out of city limits and on their way down the river road, picking up their speed well over the 25 mph zone. Psychologically, having a sidewalk encourages safe "25 mph" driving.
- The blind corner approximately half-way between River's Edge and Swiftwater (see pictures of corner) causes speeding cars to drive critically close to the road's edge where pedestrians currently must travel.
- The children in the neighborhoods (65 of them in River's Edge and many friends who come from close neighborhoods like Swiftwater) are young and highly unpredictable walking and biking along the side of such a busy road without the protection of a sidewalk. Two-thirds of these children are under 12 years of age. They need the sidewalk now, not in 5 or 10 years.
- Public Access- a large number of us walk to public services, including: two schools, library, city building, farmers market, post office, grocery store, restaurants and more. Entwistle road provides the only walkable access to these services. We would like to feel safe walking into town.
- The road is currently used by pedestrians several times every day. With a safe, convenient sidewalk the usage would double, triple or more. This creates less traffic, less pollution, greater health and a greener Carnation.

We appreciate your consideration to fund the Carnation Tolt River Rd./ Entwistle Rd. sidewalk extension and believe that the sidewalk would be a very valuable and highly used resource to the Carnation community. We have attached additional signatures and testimonials showing support for the sidewalk.

Thank you,

Concerned Citizens in the Carnation community

8 year residents of the River's edge community in Carnation, we are continually concerned with the absence of a stretch sidewalk between our community and the Swiftwater community. There are 30 homes within River's Edge along with a few others in the nearby vicinity which occupy approximately 130 residents, 70 of which are young children. It is great to live in a small town where you can walk, run or bike to enjoy the outdoors and support our local businesses. Our family and our neighbors enjoy visiting the park, the library, walking trails, the farmers market, restaurants, and shopping in Carnation. Having these things available within walking distance is a great benefit to living in our town. Additionally, we live in such a beautiful community that is a great place to get outdoors and exercise. However, without a sidewalk connecting our community to town, it becomes a very dangerous outing every time we attempt to walk this stretch of road. We have personally experienced many "close calls" when using this stretch of the road as cars speed past without noticing the pedestrians. Children walking and/or riding bikes is especially scary because they are small and much harder to be seen. There are dangerous curves, narrow sections and blind spots along this road that increase the chance for accidents. As traffic increases and as more families and individuals attempt to walk/jog/bike along this road, the greater the chance for a tragic accident. It is in the community's best interest to proactively minimize this risk by adding a sidewalk connecting River's Edge to the rest of the community, providing a safe pedestrian pathway into town. With the city of Carnation's continued growth, this initiative is critical to the safety and vitality of our community.

Thank you,

The Studer Family (Dan, Poppy & Elizabeth)  
3412 NE 42<sup>nd</sup> Street  
Carnation, WA 98014

One of our favorite family summer activities is to ride bicycles from our River's Edge home to the downtown Carnation shopping center to get ice cream at Blake's. On the stretch from Swiftwater to River's Edge there is no sidewalk at all, instead we have a winding narrow road and cars drive inches away at 25-40 miles per hour. It is frightening to see our children have to stop and move toward the unpaved grassy or wooded ditch areas to allow room to the passing vehicle, so they will not get hit. The Entwistle/Tolt Avenue route is our only choice into town with no other route alternatives. The presence of a paved sidewalk will reduce the likelihood of a vehicle/pedestrian crash. For the safety of our kids and the community, please consider our plea; our neighborhood needs a sidewalk that is suited for bikes and pedestrians to share.

Sincerely,

The Colby Family  
33386 N.E. 42<sup>nd</sup> Place  
Carnation, WA. 98014

We need a sidewalk connecting Swiftwater and River's Edge. The road is very narrow -- too narrow for 2 cars to pass with a pedestrian on the road (or a pedestrian on the foot-wide shoulder). If two cars are passing each other with a pedestrian on the road, one car must stop to allow the other car to pass. Unfortunately, sometimes this doesn't happen -- drivers continue on at their current speed so they come within inches of the pedestrian. At one of these times, my husband's coat was brushed by the side view mirror of a passing truck. Thankfully he was not hurt, but one more inch, and he certainly would have been.

Excessive speed is also an issue on this road. Because the sidewalks and painted lines end after Swiftwater, drivers assume they're out of the city limits and begin to pick up speed. It is not unusual to see more than half of the passing cars to be speeding -- some traveling at close to 50 miles per hour.

Walking along this street, which we do every day with our three dogs, is stressful enough during the summertime, but is downright dangerous during the wintertime when we must walk after dark. Limited visibility is a big problem on this narrow stretch of road because of the blind curves, the lack of painted lines on the road, and because there is only one streetlight between the two developments. We have been forced into the ditch several times on our walks through this stretch.

Of course, all of these issues are exacerbated by rain - which, as you know, we see a lot of out here.

Please allow us to get a sidewalk as soon as possible for our safety, the safety of our pets, and for the safety of the other families and the over 60 children in our neighborhood.

Sincerely,

Kristin and Gary Brown  
33411 NE 43<sup>rd</sup> Pl  
Carnation WA 98014

One day soon a walker or walkers on their way to or from town on 45<sup>th</sup> St. are going to be hit by a car. Daily, many of us, adults, teenagers, Mothers with little ones enter 45<sup>th</sup> at 334<sup>th</sup> heading for town and for the first 3/10ths of a mile, on this narrow, curving road with brush or ditches on both sides, there is no sidewalk. More of us are walking, the population out the road is growing, thus more cars. When are we going to recognize the danger and build a sidewalk?

Bob Patterson  
4213 336<sup>th</sup> Ave NE  
Carnation WA, 98014

To whom it may concern,

My name is Lydia Teichmann. My husband Chris and I live at 33420 NE 43<sup>rd</sup> Pl in the River's Edge subdivision in Carnation. It's a great place to live because it is so close to everything in Carnation. In this day and age walking or taking your bike to town in Carnation to perform every day errands is priceless with global warming behind our tails and gas prices soaring. The problem, however is that the stretch of road between 'River's Edge' and 'Swiftwater' the next subdivision does not have a sidewalk. This has been a hot topic among all the residents in this subdivision for a long time. My wife and I have personally experienced several close calls with vehicles traveling along this stretch of Entwistle road (length between 331st and 334th). It is extremely unnerving to walk there and have to fear for your safety whenever cars are passing by. A sidewalk would alleviate all these safety concerns for all residents, adults and especially the many children that travel this busy stretch of road by foot. We understand that there are other projects that are in need of renovation, but do we need to wait until a pedestrian is struck to expedite the sidewalk construction!

Sincerely, Chris and Lydia Teichmann  
33420 NE 43<sup>rd</sup> Pl  
Carnation WA 98014

A sidewalk between Rivers Edge and Swiftwater would improve the quality of life of the citizens of Carnation. We have young children, and the no-sidewalk zone between Rivers Edge and Swiftwater is just not safe for them to walk or ride bikes, even with a parent. This effectively limits our access to town. We cannot trust that drivers will

slow down when they are passing us, in fact they often don't! And cars speeding by at more than 25 miles an hour, passing within inches of unpredictable children is simply a recipe for disaster. We should not wait to put this safety measure in until there is a tragic accident. It seems common sense that the sidewalk would be connected, allowing residents safe access to the town's pedestrian friendly amenities, including walking trails, parks, the library and businesses. In addition, the sidewalk would truly incorporate the underutilized Rivers Edge Park into the city's park system, connecting it via a walking path to other area attractions. A sidewalk would be a good use of the city's resources, well-used by residents and improving public safety and quality of life for the citizens of Carnation.

Thank you for your careful consideration!

Theresa & Mike Tenney

33468 NE 42nd St

Carnation, WA 98014

I am writing in support of installing a sidewalk on Entwistle/Tolt River Road between the neighborhoods of Rivers Edge and Swiftwater in Carnation, WA.

My husband and I moved to Carnation 4 years ago. We chose Carnation for the small town, community feel, the proximity to friends and family, the abundance of outdoor activities and most importantly because of the number of young families with children in the area. It was our plan to start and raise a family here. In the 4 years since we moved in we have been blessed with two little girls. Carnation has turned out to be everything we thought it would and feel so lucky to be part of this town.

It truly is a dream come true minus the stretch of road I mention above. Anyone who lives in Rivers Edge or beyond is required to use this horrifying road if they wish to walk into town or connect to any of the beautiful surrounding trails. There is no alternate route. For such a small stretch of road it has a significantly negative impact on the families who live near.

As a new mother I walked in circles around my block rather than taking my newborn on the "death walk". After months of feeling cut off from the rest of the town we now brave the road but not without fear of speeding cars and huge trucks barreling around the corner. Both sets of grandparents refuse to walk our girls outside the neighborhood without us, solely due to that part of the road. It also hinders walking traffic in the opposite direction. We have friends in the Swiftwater neighborhood who prefer to drive the short distance rather than take their kids on this dangerous excursion. We see countless families walking single file, hanging on the edge of the ditch in hopes of getting out of the way of oncoming traffic. I'm in a constant state of panic that one day one of the numerous young children who ride bikes will have an accident on this road and I'm afraid without a sidewalk this scenario is more likely to be a when rather than if.

We feel this small improvement would make a world of difference. Please help us keep our children safe.

Thank you,

Erin Foster

Rivers Edge Resident

4285 336th Ave NE

Carnation, WA 98014

Document put together by:

Lynley and Todd Hogan      33446 NE 42<sup>nd</sup> St. Carnation WA 98014

I would like to express my support for the town of Carnation to complete the sidewalk on Entwistle Road from the Swiftwater development to the Rivers Edge development. This is a dangerous section of road, with cars often traveling well over the posted 25 MPH and containing a blind curve. When the sidewalk ends at Swiftwater drivers assume that they have left the city limits and immediately accelerate.

The over 50 children in Rivers Edge are forced to walk in the road to get to any location in town as this is the only road into or out of the development. Rivers Edge is a very active community, with many residents not minding the short walk into the heart of town; however any walk, either to the grocery store, community event, or elementary school, requires you to walk this treacherous section of road. With the city, county, and state encouraging people to walk where possible it seems a logical project to complete sooner instead of asking people to risk injury or death.

Besides children, many members of the community walk, jog, bike, or walk their dogs along this road. I have witnessed several near misses between cars and pedestrians forced to walk in the road due to lack of a sidewalk. This sidewalk needs to be built now, not in five years. If a child or adult is killed on this road 5 years will be too late for them.

Dana and Brad McCabe  
4213 334th Ave NE  
Carnation, WA 98014



August 23, 2008

RE: Addition of sidewalk from River's Edge Development to Swiftwater Development

Dear City Council members,

I would like to suggest that the addition of a sidewalk between the River's Edge Development and the Swiftwater Development would benefit the residents of Carnation. As of now, walking or riding a bike on Tolt River Road is dangerous not only for our children but for all residents. Many cars increase their rate of speed once they pass the Swiftwater Development heading East on Tolt River Road. It doesn't matter if I'm walking at 6AM, during the day or evening. The fact remains that MANY cars and trucks speed. All you have to do is be out there in the early morning hours or when school is released for the day and the police could issue many tickets!

I know that every time I walk outside of River's Edge and head into town that I am taking a chance on my safety. I always breathe a sigh of relief when I reach the wider street near Swiftwater. At least there I have room to move over if I need to. I am a "walker" and am out on the roads a lot. It is not any one specific driver type. I have seen people of all ages speed and drive recklessly on the road.

Please consider the need for a sidewalk between the River's Edge and Swiftwater Developments. I have lived here for almost 9 years and have been waiting patiently for the Town of Carnation to help our community with this need. Please take the time to consider this request. We have many children and families that walk and ride bikes on Tolt River Road. Please help us keep our streets safe.

Thank you for your consideration of this request.

Sincerely,  
The Retter Family

In support of the Carnation City Tolt River Rd. / Entwhistle Rd. sidewalk extension:

Josasa Sinder	33447 NE 42 <sup>nd</sup> St Carnation WA
MW Limboe	" " "
Prop. [Signature]	33412 NE 42 <sup>nd</sup> St Carnation, WA
Andrew K. Lim	33415 NE 42 <sup>nd</sup> St Carnation 98014
Daniel S. DeBaker	4201 334 <sup>th</sup> Ave NE, Carnation, 98014
[Signature]	33412 NE 42 <sup>nd</sup> St, Carnation, WA 98014
[Signature]	4213 334 NE CARNATION, WA 98014
[Signature]	4207 334 <sup>th</sup> NE Carnation, WA 98014
[Signature]	4219 334 <sup>th</sup> NE Carnation WA 98014
Kareeta Renter	33402 NE 43 <sup>rd</sup> Pl. CARN. 98014
James B. Jones	33412 NE 43 <sup>rd</sup> Pl CARN. 98014
[Signature]	33412 NE 43 Pl CARN 98014
[Signature]	33401 NE 43 <sup>rd</sup> Pl CARNATION 98014
Subj. R. Teichmann	33420 NE 43 <sup>rd</sup> Pl. Carnation, 98014
Chlo. Teich	33420 NE 43 <sup>rd</sup> Pl CARNATION 98014
[Signature]	33428 NE 43 <sup>rd</sup> Pl Carnation 98014
[Signature]	33411 NE 43 <sup>rd</sup> Pl Carnation 98014
Kristina Brown	33411 NE 43 <sup>rd</sup> Pl Carnation 98014
Stacy Alch	33397 NE 42 <sup>nd</sup> Pl. Carnation 98014
Guernsey [Signature]	33397 NE 42 <sup>nd</sup> Pl Carnation 98014
Shawn Johnson	33395 NE 42 <sup>nd</sup> Pl. Carnation 98014

Rose Francis

33342 NE 42nd Pl

98014

Gina Colby

33386 NE 42nd Pl

98014

Ches Vargas

33471 NE 42 St

98014

ANA VARGAS

33471 NE 42 St

98014

Orangas

33471 NE 42nd St

98014

~~Donna~~

33471 NE 42nd St

98014

~~John~~

33503 NE 42nd St

98014

~~John~~

33512 NE 42nd St

98014

~~John~~

33512 NE 42nd St

98014

Shirley Patterson

4213 336th Ave NE

98014

Robert Patterson

" " "

98014

Jeanne Jensen

4229-336 Ave NE Cam.

98014

~~John~~

" " " "

~~John~~

33494 NE 42nd St

98014

~~John~~

33494 NE 42nd St

98014

Regina Scott Hogan

33446 NE 42nd St

98014

Tom Scott Hogan

33446 NE 42nd St