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

159 St. E. (SR-7 to 3rd Ave. Ct. E.)

B2. RTP ID#

N/A

B3. Sponsor B4. Co-Sponsor

Pierce County

B5. Certification Acceptance? B6. CA Sponsor

Yes

C. Project Contact Information

C1. Name C2. Phone C3. Email
Peter Lewis-Miller 253-798-6813 peter.lewis-

miller@piercecountywa.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 project will construct sidewalk and shared-use paved shoulders on both sides of 159 ST E and connect to existing sidewalks at SR-7 and B ST E. The project will install LED pedestrian scale lighting to illuminate the sidewalk and extend the existing two-way left turn lane to B ST E, including necessary traffic signal modifications and pedestrian improvements at the intersection.

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?

New pedestrian facilities on 159th St. S./E. will allow the centers along SR-7 to grow in a manner consistent with Pierce County's comprehensive plan and with Vision 2050. The project is a "Premier" priority missing link in the Parkland-Spanaway-Midland Community Plan. It expands active transportation options for several

schools, commercial properties, and community amenities in a diverse, high poverty area. Investments at this location will reduce reliance on single-occupancy vehicles, increase safety for pedestrians, and promote equity.

This project complements Pierce Transit's "Stream" bus rapid transit (BRT) line on SR-7, which includes new stations at 159th St. S. and other critical locations between Tacoma and Spanaway. The BRT will provide frequent, reliable service to locally-designated centers in Parkland/Spanaway/Midland, and to Regional Growth Centers and Transit Centers in Tacoma. Pierce County's project will add sidewalk and shared-use paved shoulders on 159th St. S./E. to enable the community's access to this new transit option. This work was identified in Pierce Transit's "First/Last Mile Access Improvements" feasibility report during BRT planning. Without a connection, the community will not realize the full benefits of the bus rapid transit line.

E. Project Location

E1. Location

159th St. E.

E3a. Beginning Landmark

SR-7 (Pacific Ave. S.)

E2. County/Counties

Pierce

E3b. Ending Landmark

3rd Ave. Ct. E.

E4. Map and Graphics

159th St E Combined Attachments.pdf (6.73 MB)

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.

The project is a "Premier" priority on the Pierce County Comprehensive Plan. See ID # PSM42 on pages 12-150 and 12-152 of the Transportation Element, or page I-144 of the Parkland-Spanaway-Midland Community Plan.

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.

Urban Functional Classification (Over 5,000 population)

G2. Rural Func.

G3. Urban Func.

16 Minor Arterial

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?

The project provides direct non-motorized access to Bus Rapid Transit on SR-7, which is a major urban transit corridor linking the City of Tacoma with unincorporated Parkland/Spanaway/Midland. The corridor serves Pierce County's urban growth area connecting regionally- and locally-designated centers including the Tacoma Regional Growth Center, the Tacoma Dome Regional Transit Center, Garfield Towne Center near Pacific Lutheran University, the Sprinker Towne Center, the Mountain Highway Towne Center, and the future Mountain Highway Transit Center.

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.

VISION 2050

The 159th St. E. project serves a designated "High Capacity Transit Station Area" on SR-7, and is located within a "High Capacity Transit Community" in Pierce County's Urban Growth Area. The project aligns with Vision 2050's goal to accommodate employment growth, population growth, and reduce the number and length of vehicle trips (Vision 2050 p. 33) by enabling robust transit links between urban households and the centers where they work and shop. "Focusing growth in [high-capacity transit station areas] provides people with greater mobility options and increases access to jobs, schools, and services. Connecting people to jobs, services and transit shortens commutes, reduces pollution, and gives people more time to spend with their families" (Vision 2050 p. 7).

The project also advances the primary Regional Growth Strategy goal (Vision 2050, top of p. 23) and several Regional Growth Strategy Policies:

- Direct funding to centers and high capacity transit areas (MPP-RC-8).
- Encourage growth in designated countywide centers (MPP-RGS-11).
- Make high-density residential development more feasible by focusing infrastructure improvements around high-capacity transit stations (MPP-RGS-8), such as the one planned at the intersection of SR-7 / 159th St. S. PIERCE COUNTY COMPREHENSIVE PLAN

One goal of Pierce County's Comprehensive Plan is to create Towne Center communities which are "pedestrian- and transit-oriented and function as a central gathering place where community can live, shop, work, and play" (Plan p. I-38). The 159th St. E. project supports this population and employment growth by expanding non-motorized transit access and mobility in the urban corridor serving the County's designated centers. The project is also within a walkable 0.5 miles of the Sprinker Towne Center.

The project is an outworking of coordination efforts with Pierce Transit "to review bus service between and through...employment centers" (Action 7.10). Studies concerning implementation of the new Bus Rapid Transit (BRT) route on SR-7 have concluded that adding pedestrian facilities on 159th St. E. is a critical component for realizing the full benefits of BRT ("First/Last Mile Access Improvements", Pierce Transit 2018).

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.

PIERCE COUNTY COMPREHENSIVE PLAN

Pierce County's Comprehensive Plan defines "Towne Centers" as "pedestrian-oriented, compact communities with access to business and amenities from high-density multifamily residential." Towne Centers are intended to be the focal point of the community "to increase the draw of residents of nearby communities and visitors" (Goal PSM LU-8.2). Robust non-motorized transit access is required both at the point of origin and at the

Towne Center destination. The project accomplishes several comprehensive plan goals that implement this vision:

- "Focus future growth within Towne Centers and Corridors along SR-7..." (Goal PSM LU-2.1)
- "Promote the Towne Centers as compact, pedestrian- and transit-oriented gathering places for the communities." (Goal PSM LU-9)
- "...prioritize safe pedestrian connections to schools, parks, and Towne Centers..." (Action 7.1) The project is adjacent to two public schools, a preschool, and the Lake Spanaway Public Golf Course.
- The project is within 0.5 Miles of the Sprinker Towne Center, which requires "greater pedestrian and transit connectivity to surrounding neighborhoods" in order to "provide a central place for the community." (Plan p. I-33)
- "Develop economically strong Towne Centers" by meeting the pedestrian-oriented needs of Towne Center residents "and the surrounding communities..." (Goal PSM LU-13)
- "Increase transit service and facilities..." (Goal PSM T-2)

Additionally, the project area is zoned "Urban Corridor" (UCOR). This land use designation specifically supports the Towne Centers by "supplementing commercial and various residential uses along the major transportation corridors connecting to Towne Centers." Adequate facilities and connections to Bus Rapid Transit will assist recruitment of "pedestrian-oriented retail uses...in Towne Center and Urban Corridor zones" (Action 4.13). PIERCE COUNTY REGIONAL TRAILS PLAN

The project will complete the first segment of a proposed "Connector Trail" along 159th St. E./160th St. E./Military Rd. E. which will link Lake Spanaway Park with Cross Park in Frederickson. The goal for such trails is to "provide convenient connections through urban areas and from neighborhoods and link to regional trails or destinations."

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.

The project fills a gap in the sidewalk network connecting Pierce County's urban residents and schools to high capacity transit on SR-7. At the eastern project limits the new facilities will tie into sidewalk on B St. E. and separated paved paths continuing east along 159th St. E. At the western project limits SR-7 has sidewalk extending north and south from the future Bus Rapid Transit station.

Once the new sidewalk is complete the project will provide direct pedestrian access to community services and amenities including multiple schools, a grocery store, a drug store, a gym, places of worship, a food bank, and restaurants. There are also numerous destinations for active recreation within walking distance, such as Lake Spanaway Golf Course (0.3 Miles), Spanaway Park (0.4 Miles), a swimming pool (0.2 Miles), Sprinker Towne Center (0.5 Miles), and Sprinker Recreation Center (0.7 Miles) which offers ice skating, ball fields, basketball, tennis, a skate park, and much more.

The project connects to dedicated bike lanes on SR-7, which Pierce County is complementing with a 5 foot dual-purpose paved shoulder/bike lane on 159th St. S./E. The unmarked lane will provide ample room for cyclists to share the roadway with vehicles and pedestrians while making connections with transit.

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 sidewalk gap between B St. E. and SR-7 is commonly traveled, as evidenced by well-worn walking trails in

the roadside vegetation. However, the walk is uneven and unsafe, especially for mobility-impaired users. There are no alternate pedestrian routes that link this area's Neighborhood Corridor (NCOR) zoning to the Urban Corridor (UCOR) zoning around SR-7. Our project will remove this barrier, allowing non-motorized users of all abilities access to the amenities described in question I1 above.

Further, PSRC's Prioritization Webmap shows a population lacking vehicles just 0.25 miles to the east of the project limits. new sidewalk will be especially impactful for these road users who rely on active transportation to reach the expanding transit options on SR-7.

13. Describe how the project addresses safety and security.

From 2018 to 2020 there were 8 crashes within the project limits (WSDOT Crash Data). Thankfully, none of these incidence involved pedestrians, however 3 of the crashes occurred past the outside shoulder of the road, striking fences and other fixed objects. It is only good fortune that prevented more serious injuries. The project will add curb, gutter, sidewalk, paved shoulder, and roadside illumination, all of which will mitigate the dangers of run-off-road incidences for all users.

The project will also reconstruct or add curb ramps throughout the project limits, and replace the signal system and pedestrian crossing elements at the intersection of 159th St. E./B St. E. This community is home to several historically-disadvantaged populations (see question I6 below for details), so investments in this area help accomplish safety strategy PAB 3.4 from Washington's 2019 "Target Zero" Strategic Highway Safety Plan to "Increase infrastructure investments in underserved areas."

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

Within two years Pierce Transit will construct a High Capacity Transit station on SR-7 at the western project limits. See question H1 for the links this will make with local and regional centers. The current bus service along SR-7, Route 1, is already Pierce Transit's busiest line, with ridership anticipated to grow even further once the new bus rapid transit service begins. The 159th St. E. project bridges a non-motorized gap separating the urban community from this transit option.

I5. Describe how the project will project will benefit a variety of user groups, including commuters, residents, and/or commercial users.

159th St. S./E. is a T-3 truck route, and SR-7 is a T-2 route. The project will reduce or mitigate conflicts between freight traffic and non-motorized road users, providing separation with curb, gutter, and sidewalk, as well as illumination to enhance pedestrian visibility. The improvements will make this freight route more reliable and safe for all users.

Commuters benefit from the project with the expansion of multi-modal options connecting to local and regional centers. SR-7's well-developed bus service provides a single-bus option for all the employment opportunities from Spanaway to Tacoma. A transfer to Route 4 at 112th St. S. extends those possibilities to the regional growth centers in South Hill and Lakewood, as well. A non-motorized connection at 159th St. E. will make it viable for residents in the area to choose transit over personal vehicle use.

The project will also strengthen community connections for residents. Pedestrians will gain additional resources to safely move between services, amenities, and homes within their neighborhood. See question I1 for a specific list of links created within the community.

I6. 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.

Pierce County's project has the capacity to enhance environmental justice by providing non-motorized connections to new Bus Rapid Transit stations along SR-7 for nearly all the sensitive groups identified by the President's Executive Order. Vision 2050 notes that Transit Station Areas "with access to the region's jobs, institutions, and services, are critical focal points for achieving equitable access to opportunity for the region's residents" (Vision 2050 p. 69).

The project serves a racially diverse population in an area with poor economics and insufficient social opportunity. Residents in the project's census block group are 52% non-white, a substantially higher percentage than the Pierce County average of 35% (2020 Census Data). And the area rates "very low" on PSRC's opportunity index. "Economics" are also "very low" by PSRC's measure, while education, health, and transportation fare only slightly better with "low" ratings. Similarly, Washington State Department of Health's "Environmental Health Disparities" map scores disparities in the area an 8 out of 10, with the most impactful socioeconomic factors being the presence of sensitive race/ethnic groups (9 out of 10) and unemployment (10 out of 10).

PSRC's Project Selection Resource Map also shows that the project serves high concentrations of sensitive demographic groups. The area is "above regional averages" for the presence of:

- People with low income
- People with disabilities
- Older adults (age 65+)
- Youth (age 5-17)
- People of color
- 17. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

The project's PE phase is fully-funded with a federal grant, the ROW phase is partially-funded with local resources, and the CON phase is unfunded. The County must secure full funding to complete the project or risk returning federal design funds.

- I. Category-Specific Criteria: Historic Resources Projects
- **I1.** Describe the current or former transportation use of the facility.
- I2. 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.
- I5. 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.
- 13. Describe how well the project goes over and above what is normally required.
- 14. 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?

J2. Please provide the project's PSRC TIP ID.

PCO-179

K. PSRC Funding Request (cont.)

Phase	Year	Amount
Right of Way	2022	\$1077790
		\$
		\$

Total PSRC Funding Request:

\$1077790

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	STP	Secured	\$513158
Local	Local	Secured	\$139842
			\$
			\$
			\$

Total Preliminary Engineering/Design Phase Cost:

\$653000

Expected year of completion for this phase:

2025

N. Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount			
Federal	STP	Unsecured	\$1077790			
Local	Local	Secured	\$168210			
			\$			
			\$			

			\$				
Total Right of Way Phase Cost:							
\$1246000							

Expected year of completion for this phase:

2025

O. Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Unsecured	\$2952000
			\$
			\$
			\$
			\$

Total Construction Phase Cost:

\$2952000

Expected year of completion for this phase:

2026

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:

\$4851000

Estimated Project Completion Date (month and year):

December 2026

R. Financial Documentation

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

Attached is an excerpt from our 2022 6-Year Transportation Improvement Program showing the project. \$500,000 in local County Road Funds are committed to the ROW phase. If successful, these funds will be used to match the grant with the remainder going toward the Construction phase.

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.

2022-2027 TIPExcerpt qvAn.pdf (659 KB)

Project Readiness

- S. Preliminary Engineering/Design
- **S1.** Are you requesting funds for ONLY a planning study or preliminary engineering?
- **S2.** What is the actual or estimated start date for preliminary engineering/design? Sept 2020
- **S3.** Is preliminary engineering/design complete?
- S3a. What was the date of completion (month and year)?
- **S4.** Have preliminary plans been submitted to WSDOT for approval?
- 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. 5/30/2022

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 <u>Local Agency Guidelines Manual</u>.

Documented Categorical Exclusion (DCE)

T2. Has NEPA documentation been approved?

No

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

4/30/2022

U. Right of Way

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

Yes

- U2. What is the actual or estimated start date for right of way (month and year)? May 2022
- 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.

 April 2022
- 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.

In general the County's existing rights include everything within about 30 feet of the centerline of 159th St. S./E. and the project proposes to expand that to 35 feet. Additional acquisitions will be needed at the west end of the project on the Safeway property and at the curb return corners at A St. S. and B St. E. Temporary easements are proposed for reconstructing driveway and private road approaches, plus for matching the sidewalk improvements into existing paved walkways on the school property.

U5. What is the zoning in the project area?

Urban Corridor (UCOR), Neighborhood Corridor (MCOR), Moderate Density Single Family (MSF)

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

The schedule reflects all parcels being acquired through mutual agreement or granting of possession and use in advance of a condemnation trial. Condemnation authority needs to be approved by Pierce County Council and that is built into the schedule.

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

Yes

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.

ROW Plans complete and signed - March 2022, plan development is underway and on schedule.

True Cost Estimate (now called "ROW Funding Estimate") - May 2022, not yet started.

Relocation Plan - May 2022, not yet started.

ROW Certification - February 2025, not yet started.

ROW Acquisition - January 2025, not yet started.

FTA Concurrence - N/A

Certification audit by Washington State Department of Transportation Right of Way Analyst - February 2025, not yet started.

Relocation Certification - N/A

V. Construction

V1. Are funds being requested for construction?

No

V2. Do you have an engineer's estimate?

Yes

V3. Please attach the engineer's estimate.

159thEngineersEstimate.pdf (237 KB)

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

NEPA CE - 2022 Q2 SEPA - 2022 Q3

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)?

March 2025

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

April 2025

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.

STAKEHOLDER SUPPORT

The project is supported by regional stakeholders like ForeverGreen Trails, a 501c3 nonprofit serving the

residents of Pierce County through advocacy, education, and promotion to facilitate the development of a regional trails network. We have attached a letter from Executive Director Larry Leveen expressing ForeverGreen Trails' recommendation for the project.

CONCERNING THE PROJECT NAME AND LIMITS

Application reviewers may notice that the project limits and name don't exactly match some of the attachments and narrative included with our request. This is because from SR-7 to A St. S. (40% of the project limits) the road is named "159th St. S." And from A St. S. to 3rd Ave. Ct. E. (60% of the project limits) the road is named "159th St. E." For simplicity, the project has been named after the larger segment. The project is also federally-funded in the design phase, and the limits for the federal project are from SR-7 to B St. E. Pierce County will be seeking a modification of these limits in 2022 to include 3rd Ave. Ct. E., as is shown in this grant application. The change will ensure that the non-motorized connections to the adjacent schools and sidewalks are all in good repair.

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

The need for this project and its various elements has become evident due to several sweeping planning efforts which engaged community stakeholders for their development. These include:

COMPREHENSIVE PLAN / COMMUNITY PLAN UPDATES

The project is identified as a pedestrian- and bicyclist-oriented street in need of streetscape improvements in Pierce County's 2021 "Centers and Corridors" community plan update (p. I-58). The update was developed between 2016 and 2019 by a citizen advisory committee with input from the general public and support from Pierce County and Pierce Transit staff. Multiple community meetings, presentations, and online open houses where held each year, and thousands of mailers reached out for public participation and comment. ADA TRANSITION PLAN

Pierce County's ADA self-evaluation was completed in 2015 with input from multiple public meetings, followed by the development and adoption of a robust ADA Transition Plan in 2020. The two reports contain a detailed analysis of the County's existing facilities and plot a course for providing accessible spaces into the future. The 159th St. E. project will replace or upgrade several curb ramps and pedestrian push buttons which rank among the highest 50% of non-compliant facilities in the plan.

SUSTAINABILITY 2030

Pierce County adopted a new Sustainability Plan in 2021. This plan and its initiatives were coordinated and co-developed with cities, jurisdictions, and tribal stakeholders throughout Pierce County. Among the actions proposed, T-2 speaks to identifying "strategies to increase first/last mile access" to transit and T-21 encourages the County to "significantly increase the amount of bicycle and pedestrian infrastructure with a focus on creating accessibility in the urban area and connections to cities." Pierce County is prioritizing the 159th St. E. project in response to these needs.

W3. 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 Kim Pearson at kpearson@psrc.org to have it returned to you.

PIERCE COUNTY PLANNING & PUBLIC WORKS (TRANSPORTATION IMPROVEMENT SECTION)

159TH STREET SOUTH/159TH STREET EAST SR7 to 300' East of B Street East

CRP 5926

Prepared By: R. Engelhardt/F. Martin

Checked By: L. Ross Date: 11/5/2021

ENGINEER'S ESTIMATE

ITEM NO. QUANTITY UNITS			ITEM DESCRIPTION	UNIT	TOTAL		
			PREPARATION	PRICE	AMOUNT		
1	LUMP SUM	L.S.	MOBILIZATION	10%	188,500.00		
2	LUMP SUM	L.S.	CLEARING AND GRUBBING	10,000.00	10,000.00		
3	LUMP SUM	L.S.	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	5,000.00	5,000.00		
4	110	L.F.	REMOVING PLASTIC LINE	10.00	1,100.00		
5	8	EACH	REMOVING PLASTIC TRAFFIC MARKING	100.00	800.00		
6	96	S.F.	REMOVING PLASTIC CROSSWALK LINE	15.00	1,440.00		
7	0.5	HUND	REMOVING RAISED PAVEMENT MARKER	2,500.00	1,250.00		
					_,		
			GRADING				
8	1,600	C.Y.	ROADWAY EXCAVATION INCL. HAUL	50.00	80,000.00		
9	1,200	C.Y.	EMBANKMENT COMPACTION	30.00	36,000.00		
	· ·				•		
			DRAINAGE				
10	LUMP SUM	L.S.	STORMWATER INFILTRATION SYSTEM	75,000.00	75,000.00		
11	LUMP SUM	L.S.	STORMWATER TREATMENT SYSTEM	50,000.00	50,000.00		
			STORM SEWER				
12	17	EACH	CATCH BASIN TYPE 1	750.00	12,750.00		
13	1	EACH	CATCH BASIN TYPE 2 48 IN. DIAM.	4,000.00	4,000.00		
14	1,980	L.F.	SCHEDULE A STORM SEWER PIPE 12 IN. DIAM.	50.00	99,000.00		
			SURFACING				
15	2,030	TON	CRUSHED SURFACING BASE COURSE	50.00	101,500.00		
	272	211	HOT MIX ASPHALT	20.00	- 100 00		
16	370	S.Y.	PLANING BITUMINOUS PAVEMENT	20.00	7,400.00		
17	1,918	TON	HMA CL. 1/2 IN. PG 58H-22	100.00	191,800.00		
18	20	TON	HMA FOR APPROACH CL. 1/2 IN. PG 58H-22	130.00	2,600.00		
			EROSION CONTROL AND ROADSIDE PLANTING				
19	25	DAY	ESC LEAD	100.00	2,500.00		
20	19	EACH	INLET PROTECTION	75.00	1,425.00		
21	1,500	L.F.	SILT FENCE	7.50	11,250.00		
22	EST. 5,000	DOLLAR	EROSION/WATER POLLUTION CONTROL	1.00	5,000.00		
23	3,100	S.Y.	STRAW MULCH	5.00	15,500.00		
24	1.0	ACRE	SEEDING, FERTILIZING, AND MULCHING	1,500.00	1,500.00		
25	3,300	S.Y.	TOPSOIL TYPE C	15.00	49,500.00		
			TRAFFIC				
26	3,460	L.F.	CEMENT CONC. TRAFFIC CURB AND GUTTER	20.00	69,200.00		
27	<i>5,750</i>	L.F.	PAINT LINE	0.55	3,162.50		
28	350	L.F.	PAINTED WIDE LANE LINE	3.50	1,225.00		
29	504	S.F.	PLASTIC CROSSWALK LINE	12.00	6,048.00		
30	100	L.F.	PLASTIC STOP LINE	16.00	1,600.00		
31	12	EACH	PLASTIC TRAFFIC ARROW	380.00	4,560.00		
32	8	EACH	PLASTIC TRAFFIC LETTER	165.00	1,320.00		
33	3	EACH	PLASTIC BICYCLE LANE ARROW	200.00	600.00		
34	3	EACH	PLASTIC BICYCLE LANE SYMBOL	600.00	1,800.00		
35	3.5	HUND	RAISED PAVEMENT MARKER TYPE 1	2,000.00	7,000.00		
36	0.45	HUND	RAISED PAVEMENT MARKER TYPE 2	2,500.00	1,125.00		
37	LUMP SUM	L.S.	PERMANENT SIGNING	8,175.00	8,175.00		

ITEM NO.	QUANTITY	UNITS	ITEM DESCRIPTION	UNIT PRICE	TOTAL AMOUNT
38	1,000	L.F.	TEMPORARY PAVEMENT MARKING-SHORT DURATION	0.50	500.00
39	LUMP SUM	L.S.	ILLUMINATION AND INTERCONNECT SYSTEM	105,000.00	105,000.00
40	EST. 5,000	DOLLAR	ELECTRICAL SERVICE CONNECTION FEE	1.00	5,000.00
41	LUMP SUM	L.S.	TRAFFIC SIGNAL SYSTEM	335,000.00	335,000.00
42	480	HR	PORTABLE CHANGEABLE MESSAGE SIGN	10.00	4,800.00
43	LUMP SUM	L.S.	OTHER TEMPORARY TRAFFIC CONTROL	5,000.00	5,000.00
44	1,800	HR	FLAGGERS	55.00	99,000.00
45	400	HR	OTHER TRAFFIC CONTROL LABOR	55.00	22,000.00
46	LUMP SUM	L.S.	TRAFFIC CONTROL SUPERVISOR	25,000.00	25,000.00
47	96	S.F.	CONSTRUCTION SIGNS CLASS A	20.00	1,920.00
			OTHER ITEMS		
48	LUMP SUM	L.S.	UTILITY COORDINATION	1,000.00	1,000.00
49	1,300	C.Y.	STRUCTURE EXCAVATION CLASS B INCL. HAUL	25.00	32,500.00
50	9,000	S.F.	SHORING OR EXTRA EXCAVATION CLASS B	5.00	45,000.00
51	600	C.Y.	PIPE ZONE BACKFILL	50.00	30,000.00
52	100	MGAL	WATER	50.00	5,000.00
53	LUMP SUM	L.S.	SURVEYING	2,500.00	2,500.00
54	2,294	S.Y.	PERVIOUS CONCRETE FOR SIDEWALK	60.00	137,640.00
55	2,294	S.Y.	PERVIOUS CONCRETE UNDERDRAIN SYSTEM	40.00	91,760.00
56	2,294	S.Y.	PERVIOUS CONCRETE TESTING	5.00	11,470.00
57	100	S.Y.	CEMENT CONC. SIDEWALK	50.00	5,000.00
58	70	S.Y.	CEMENT CONC. APPROACH	70.00	4,900.00
59	8	EACH	CEMENT CONC. CURB RAMP TYPE 1 PC	1,500.00	12,000.00
60	6	EACH	CEMENT CONC. CURB RAMP TYPE 2 PC	1,700.00	10,200.00
61	6	EACH	CEMENT CONC. CURB RAMP TYPE 3 PC	1,700.00	10,200.00
62	EST. 1,000	DOLLAR	ROADSIDE CLEANUP	1.00	1,000.00
63	LUMP SUM	L.S.	TRIMMING AND CLEANUP	1,000.00	1,000.00
64	EST. 5,000	DOLLAR	MINOR CHANGE	1.00	5,000.00
65	LUMP SUM	L.S.	SPCC PLAN	500.00	500.00
66	LUMP SUM	L.S.	FDC PLAN	500.00	500.00
67	2	EACH	MAILBOX SUPPORT TYPE 1	1,000.00	2,000.00

DISCLAIMER - PRELIMINARY PLAN ONLY SUBJECT TO REVISION

Pierce County makes no warranty, expressed or implied, concerning the content, accuracy, currency, or completeness of the data contained herein. Pierce County makes no warranty of fitness for any particular purpose, and no representation as to the quality of any data. No employee or agent of Pierce County is authorized to waive or modify this disclaimer.

11/5/21 LMR

Date Initials



Bid Item Subtotal

Contract Estimate

\$2,073,020.50

Miscellaneous (10% Bid Item Subtotal)

\$207,302.05

Inflation (4 years @ 3% per year - until 2025)

\$2,280,322.55 \$286,200.57

TOTAL CONTRACT ESTIMATE

\$2,567,000

CONSTRUCTION PHASE

Contract Total Construction Engineering (15% Total Contract Estimate) \$2,567,000 \$385,000

CONSTRUCTION PHASE TOTAL

\$2,952,000

2022-2027 TRANSPORTATION IMPROVEMENT PROGRAM

				20	<i> </i>	<i></i>	W)	IAIIO	14 11411	1101				ZIVI					
			2022	ANNUA	L PRO	GRAM		20	23 Future	e Allocat	ion	20	24 Futur	e Allocat	ion	2025	- 2027 Fut	ture Allo	cation	2022
Pierce County	Project	Prior	Re	venue Sou	rces in \$1,00	00's	2022	Re	venue Sour	ces in \$1,00	00's	Re	venue Sour	ces in \$1,00	00's	Re	evenue Sour	ces in \$1,00	J0's	- 2027
Planning & Public Works	Phase	Expend.	Local	Federal	State	Other	Total	Local	Federal	State	Other	Local	Federal	State	Other	Local	Federal	State	Other	TOTAL
Project Title:																				
136 ST E	PE	101												•						
<u>Limits:</u>	'																			
-94 Av E to 97 Av E	FE	45	30 CRF				30													30
Scope Description:																				
-Construct curb, gutter, and sidewalk to fill pedestrian network gap along north side of 136	ROW																			
St E.																				
Other project information:	CON		 173 CRF		332 SP		505	4 CRF												509
Priority Group: ER-U Work Class: 1			170 0141		002 01			- 0111												003
CRP: 5921 Est. Total Cost: 690 Map ID: 751 Fully funded: Yes	Total	146	203		332		535	4												539
Map Page No.: 4 Council District: 1]							•										
Length (miles): 0.23 Flements F,G	$ \uparrow $	$ \uparrow $	$ \uparrow $	$ \uparrow $			\sim	$ \uparrow $			\sim		\sim	\sim	$\overline{\gamma}$	\frown	$ \uparrow $	$ \curvearrowright $	\sim	\sim
Project Title:	PE	217	 96 CRF	130 STPU	,		226													226
159 ST S / 159 ST E	II.'-	217	50 011	100 011 0			220													220
Limits: -SR7 to 300' East of B St E																				
	FE		17 CRF	43 STPU		•	60	20 CRF	130 STPU	-										210
Scope Description: -Install sidewalk, shared-use paved shoulder and																				
LED lighting on both sides of roadway. Extend two-way left turn lane to B St E. Traffic signal	ROW		250 CRF				250	250 CRF												500
and pedestrian improvements at the intersection.																			 	+
Other project information:	CON																			
Priority Group: NM Work Class: 4 CRP: 5926 Est. Total Cost: 1,160								070	400											
Map ID: 760 Fully funded: No	Total	217	363	173			536	270	130	00									<u> </u>	936
Map Page No.: Council District: 3 Length (miles): 0.33 Elements: B,F,G,J,W			J.L	I	1							1				1				.=
Project title:	\ \ \ \	\ \ \	k x x	x x x	X	<u> </u>	X X	<u> </u>	\ \ \ \ \	X X X	\ \ \ \ \	\ \ \ \ \ \	\ \ \ \ \ \ \	\ \ \ \			\ \ \ \ \	X X X	<u> </u>	<u> </u>
160 ST E	PE		15 CRF	135 STPU			150													150
Limits:	'																			
-66 Av E to 81 Av E	FE							10 CRF	90 STPU											100
Scope Description:																			<u> </u>	<u> </u>
-Resurface/restore roadway pavement surface. ADA compliance to be fullfilled by replacing	ROW																			
/installing new sidewalk ramps and modifing	KOW						1													
intersection Ped push buttons as feasible.	0011							450 55-				05 05-	0.45							
Other project information: Priority Group: PRSV Work Class: 4	CON							150 CRF	1,350 STPU			35 CRF	315 STPU							1,850
CRP: 5941 Est. Total Cost: 2,100	Total		15	135			150	160	1,440			35	315							2,100
Map ID: 782 Fully funded: Yes Map Page No.: 5 Council District: 1	iotal		15	135			130		1,6	600			3	50			· ·			2,100
Length (miles): 0.93 Elements: D,F,G,K																				

159th St. E. (SR-7 to 3rd Ave. Ct. E.)

Vicinity Map





Legend

Project Location

Road Class

FFCDesc

Urban

Principal Arterial; other

Urban Minor Arterial

Urban Major Collector

Urban Local Access



This is not a survey. Orthophotos and other data may not align. Pierce County assumes no liability for variations ascertained by actual survey. All data is expressly provided "as is" and with all faults.



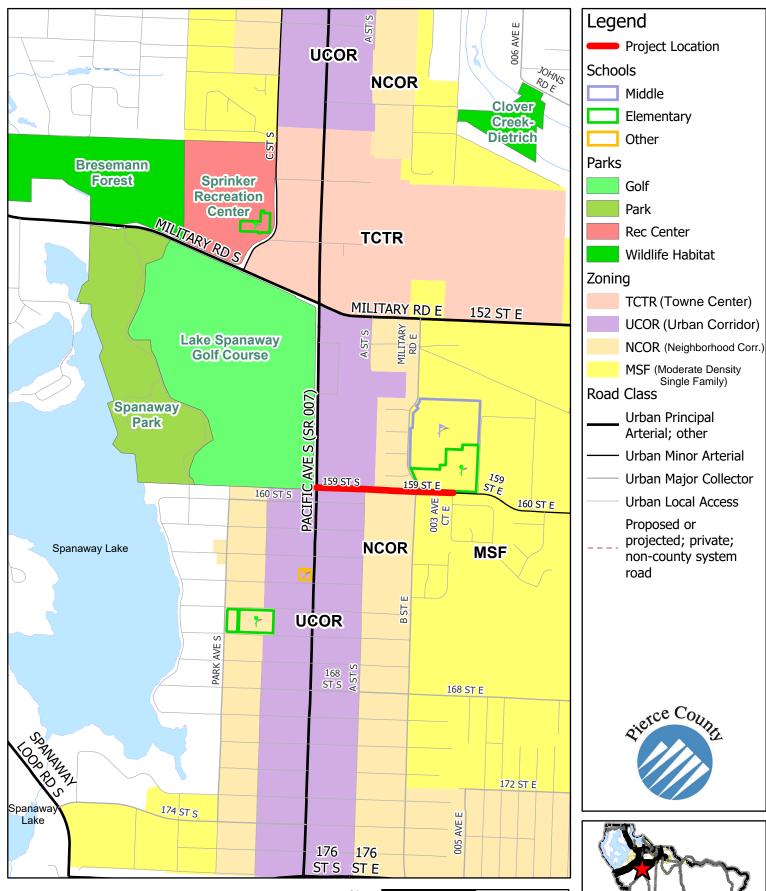
0 100200

400 600 Feet

800

159th St. E. (SR-7 to 3rd Ave. Ct. E.)

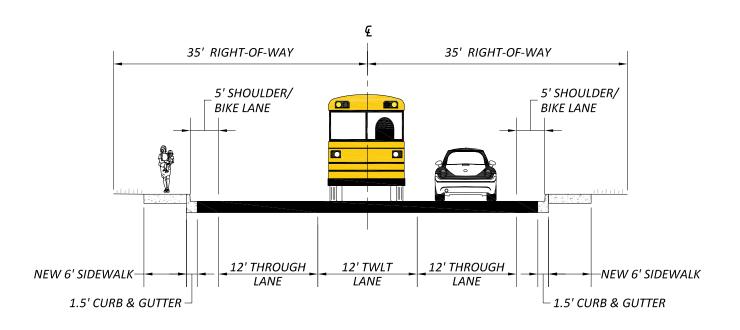
Zoning and Community Amenities



This is not a survey. Orthophotos and other data may not align. Pierce County assumes no liability for variations ascertained by actual survey. All data is expressly provided "as is" and with all faults.







ROADWAY SECTION



Office of the County Engineer
Tacoma Mall Plaza
2702 South 42nd Street, Suite 109
Tacoma, Washington 98409

An APWA Accredited Agency

159TH STREET SOUTH / 159TH STREET EAST
SR7 TO 3RD AVENUE COURT EAST
CRP 5926
PROPOSED ROADWAY SECTION

159th St. E. (SR-7 to 3rd Ave. Ct. E.) **Existing Roadway Pictures**

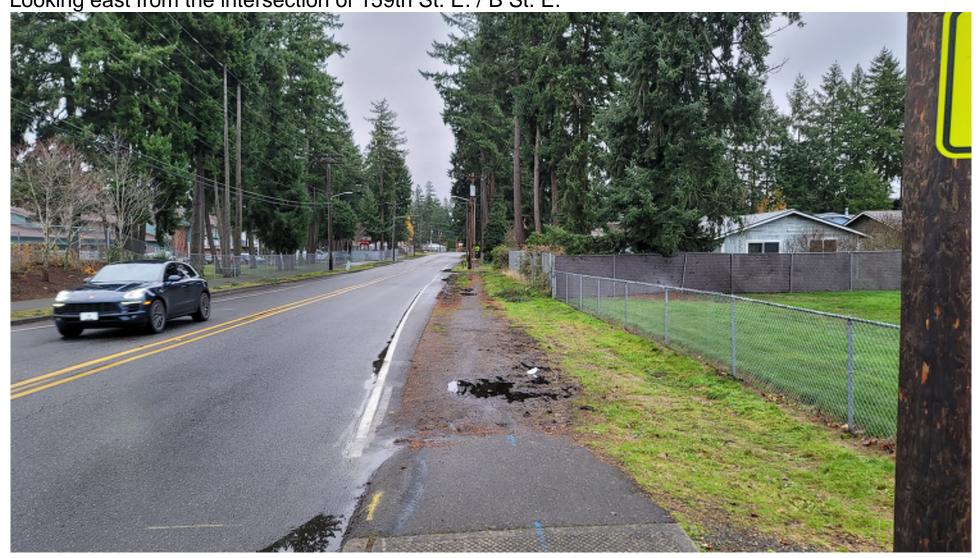
Intersection of 159th St. E. / B St. E., looking northwest



159th St. E. (SR-7 to 3rd Ave. Ct. E.)

Existing Roadway Pictures

Looking east from the intersection of 159th St. E. / B St. E.



159th St. E. (SR-7 to 3rd Ave. Ct. E.) **Existing Roadway Pictures**

Looking west from the intersection of 159th St. E. / B St. E.



159th St. E. (SR-7 to 3rd Ave. Ct. E.)

Existing Roadway Pictures

Looking west toward SR-7



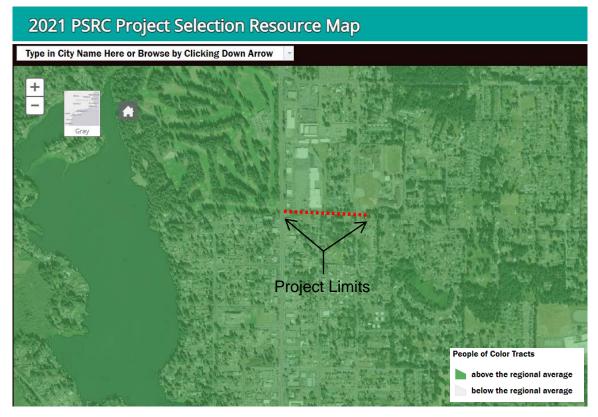
159th St. E. (SR-7 to B St. E.)

PSRC Project Selection Resource Map Screenshots

Opportunity Index



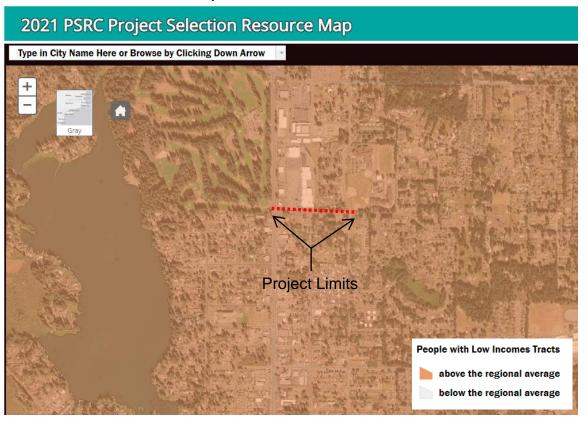
People of Color



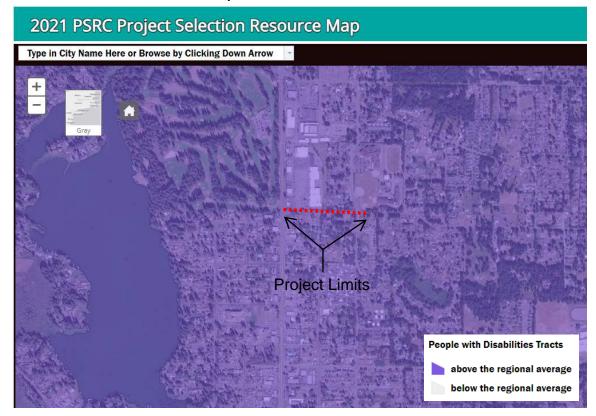
159th St. E. (SR-7 to 3rd Ave. Ct. E.)

PSRC Project Selection Resource Map Screenshots Cont.

People with Low Income



People with Disabilities

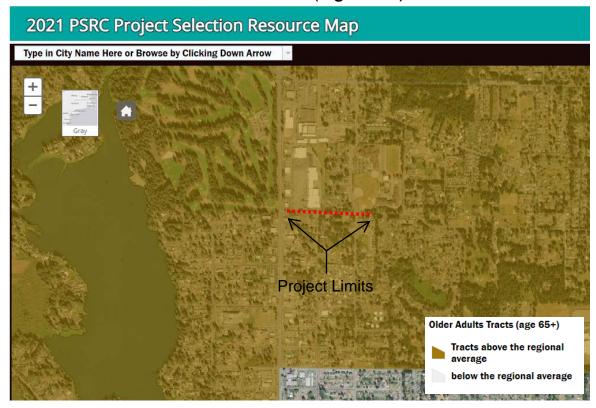


Source: https://www.psrc.org/sites/default/files/projectselectionresourcemap2021.html

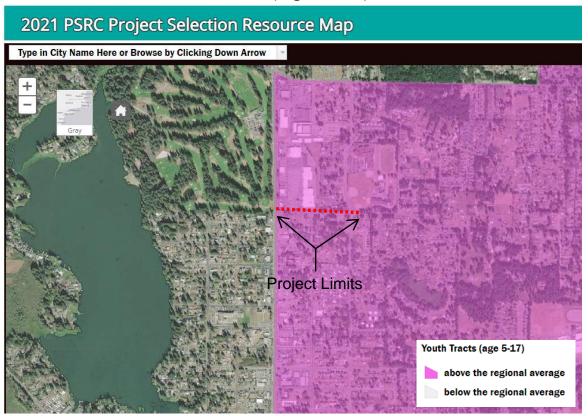
159th St. E. (SR-7 to 3rd Ave. Ct. E.)

PSRC Project Selection Resource Map Screenshots Cont.

Older Adults (Age 65+)



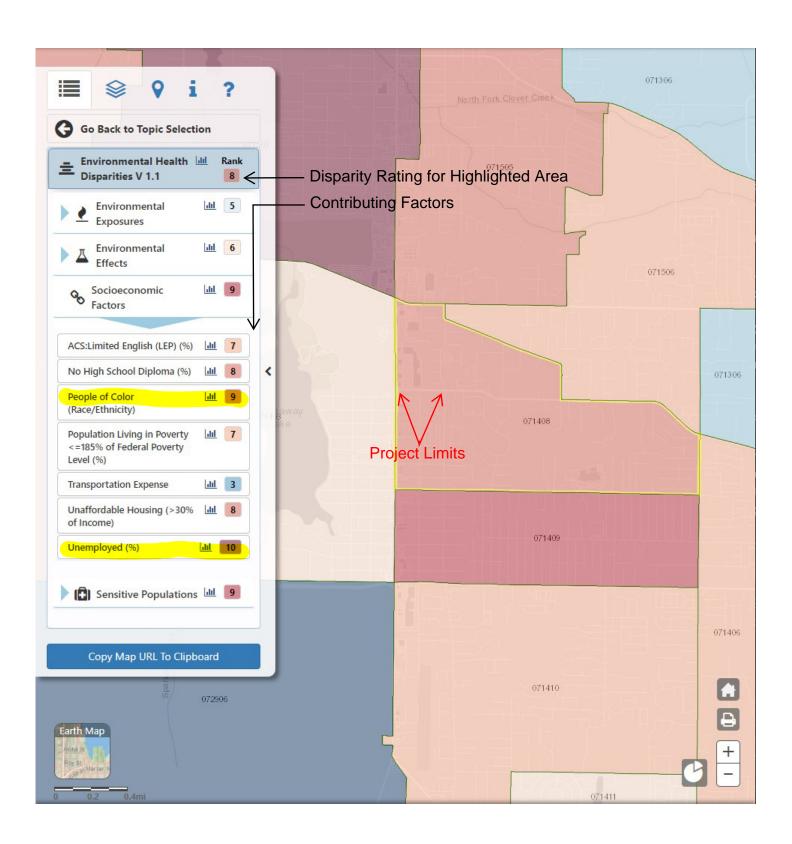
Youth (Age 5-17)



Source: https://www.psrc.org/sites/default/files/projectselectionresourcemap2021.html

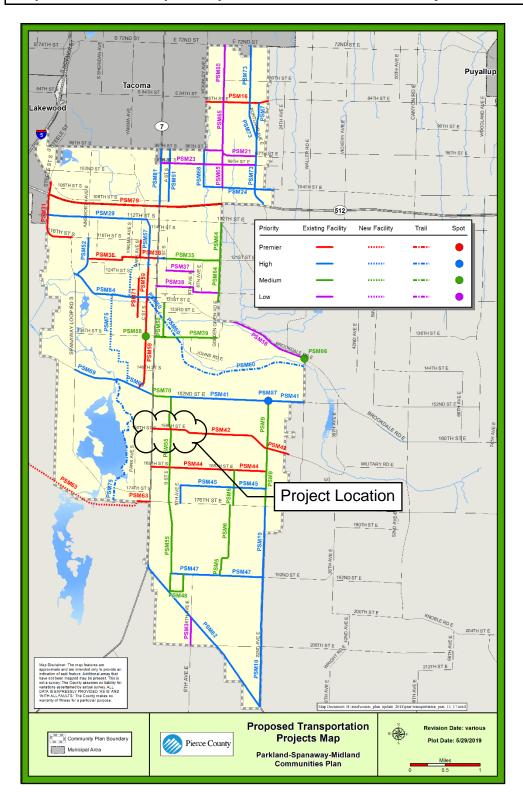
159th St. E. (SR-7 to B St. E.)

Washington DOH Environmental Health Disparities Map



PARKLAND-SPANAWAY-MIDLAND

Map 12-32: Parkland-Spanaway-Midland Communities Plan Project Recommendations



Regional Trails Plan

Appendix G, Trail Inventory Detail, provides a detailed inventory of the existing and proposed trail system in Pierce County.

Exhibit 6-1. Trail Classifications Under the Parks Trail System



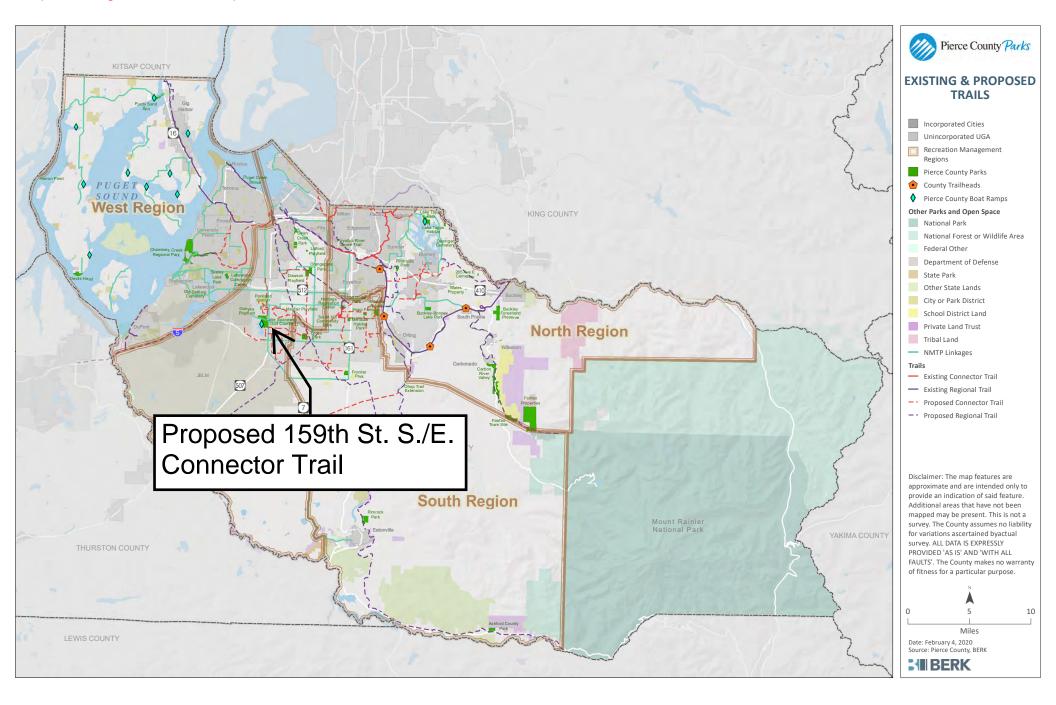
Regional trails form the spine of the trail network. Regional trails link parks, open spaces, public facilities, cities and towns, and other destinations of interest. These trails are a non-motorized, multi-modal network extending into neighboring counties and jurisdictions, serving as recreational and commuter corridors.

Connector trails provide convenient connections through urban areas and from neighborhoods and link to regional trails or destinations.

Intrapark trails are located within park boundaries and consist of nature trails, footpaths, and multimodal trails.

Existing Trails

Pierce County Parks' about 40 miles of trails span the park system, providing regional recreational opportunities and local park amenities. The majority of the trail system is made up of the Foothills Trail (21 miles); the balance includes Connector Trails (2.4 miles) and Intrapark trails (15.8 miles) that are managed within parks. Exhibit 6-2 provides an inventory of the existing trail system.



Excerpt from Washington State Strategic Highway Safety Plan 2019, aka "Target Zero"

	Strategies for Pedestrian and Bicyclists (PAB) Fatalities and Serious Injur	ies
Objective	Strategies	Implementation Areas
PAB.1. Reduce the effect of motorist speeds where	PAB.1.1 Increase public awareness of the significance of speed on pedestrian and bicyclist injury severity. (R, NCHRP)	Education
pedestrians or bicyclists are expected.	PAB.1.2 Invest in and construct roadway reconfigurations, roundabouts and other recommended FHWA safety countermeasures specific to pedestrian and bicyclist safety. (R, FHWA)	Engineering
	PAB 1.3 Revise design practices to emphasize context and target speed to reflect the needs of people walking and biking. (R, FHWA)	Engineering
PAB.2. Expand and improve pedestrian and bicyclist crossing opportunities.	PAB.2.1 Reduce crash exposure safety at pedestrian and bicyclist crossings by investing in and installing refuge islands and raised crossings, and shortening crossing distances with bicycle friendly curb extensions where these crosswalk enhancements are needed. (P, NCHRP)	Engineering
	PAB.2.2 Invest in and increase the use of rectangular rapid flashing beacons and pedestrian hybrid beacons where these crosswalk enhancements are needed. (R, CMF)	Engineering
	PAB.2.3 Increase sight distance and visibility at pedestrian and bicyclist crossings by clearing vegetation, extending crossing times, adding pedestrian and bicyclist leading intervals and/or adding pedestrian scale illumination. At mid-block locations, provide adequate distance between stop bars and the crossing. (R, NCHRP).	Engineering
PAB.3. Complete a network of pedestrian and bicyclist facilities.	PAB.3.1 Invest in and construct separated pedestrian facilities (sidewalks and multi-use paths), especially in urban areas and adjacent to schools, bus stops, and school walk areas. (P, NCHRP)	Engineering
	PAB.3.2 Create neighborhood greenways with pedestrian and bicyclist priority on low volume, low speed streets. (R, CMF)	Engineering
	PAB.3.3 Invest in and construct more buffered bike lanes, protected separated bicycle lanes, and separated bicycle facilities or shared-use paths, especially in urban areas and adjacent to schools, bus stops, and school walk areas. (U)	Engineering
	PAB.3.4 Increase infrastructure investments in underserved areas. (U)	Leadership
	PAB.3.5 At traffic signals, use bicycle signal heads. At intersections install colored bicycle boxes. (U)	Engineering
	PAB.3.6 Remove permissive left turn signals that conflict with pedestrian/bicyclist movements and eliminate right turn on red at signals. (U)	Engineering
P: Proven R: Recommended 1	U: Unknown	

Executive Officers

Terry Reid President

Alan Carter Mortimer

V.P./Secretary

Rob Buck Treasurer

Board Members

Mary Dodsworth Eric Guenther Roxanne Miles Bob Myrick

Staff

Larry Leveen Executive Director November 29, 2021

Clint Ritter, P.E. Pierce County Planning & Public Works 2702 S 42nd St., Suite 109 Tacoma, WA 98409

Dear Mr. Ritter:

I am writing to communicate my organization's support of your TAP application for the 159th Street East project. These active mode improvements will help connect people of all ages, abilities, and income levels to Pacific Avenue/SR7, which, in addition to having important destinations, provides transit between Tacoma and the unincorporated County. The SR7 corridor is slated for bus rapid transit as well, which will improve regional mobility for all, especially those who do not have access to a car.

Thank you for being responsive to the needs of citizens in this area by programming these improvements.

Thank you for your consideration,

Larry Leveen

Executive Director