

# 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

Interurban Trail Improvements: 160th ST SW to 167th PL SW

### B2. RTP ID#

N/A

### B3. Sponsor

Snohomish County

### B4. Co-Sponsor

### B5. Certification Acceptance?

Yes

### B6. CA Sponsor

## C. Project Contact Information

### C1. Name

Sheela George

### C2. Phone

425-388-3271

### C3. Email

Sheela.George@snoco.org

## 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.**

Construct Interurban Trail improvements from 160th Street SW to 167th Place SW. This 0.55 mile long segment is missing trail connections and consists of changing pedestrian facilities of different widths. Currently, the 164th Street SW corridor operates at maximum capacity, completely congested during the peak traffic periods.

The proposed improvements will provide a continuous 10 to 12-foot-wide shared use path separated from the roadway by curb and gutter on the west side of 13th Ave West/Meadow Road. All Interurban Trail users will cross 164th Street SW using the west leg of the intersection. Combining the movements of trail users to one leg of the intersection with this busy corridor will simplify the functionality of the traffic signal. Additionally, the proposed improvements will deliver a trail crossing of the 164th Street SW corridor that accommodates both existing and future non-motorized circulation between shopping areas, activity centers, and transit facilities.

**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?**

This trail improvement project is needed to close the gap and serve the higher pedestrian and bicycle traffic common in urbanizing areas, as well as to prepare for the planned Sound Transit Light Rail Station and Community Transit's new "Swift Orange Line" and the BRT stations that will be built near the trail. This project will serve more than just trail users because it is within the prism of a public road and is needed to accommodate pedestrians and bicyclists who might not otherwise use the Interurban Trail due to the lack of facilities that the current gap creates. The pathway will also improve accessibility for all by getting rid of barriers for those with disabilities.

## E. Project Location

**E1. Location**

Interurban Trail:: 160th ST SW to 167th PL SW

**E2. County/Counties**

Snohomish

**E3a. Beginning Landmark**

160th ST SW

**E3b. Ending Landmark**

167th PL SW

**E4. Map and Graphics**

[Project Vicinity Map.pdf \(587 KB\)](#)

[Interurban Trail Full Vicinity Map.pdf \(1.34 MB\)](#)

## 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 Interurban Trail improvement project is listed in the Snohomish County Bicycle Facility System Map (attached) and in the current Transportation Needs Report which is an appendix to the Snohomish County Comprehensive Plan. The Interurban Trail is listed under "Countywide Nonmotorized Transportation" starting on Page 48. (Section is attached.)

**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.**

17 Collector

## 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?**

This Trail Improvement Project is located in the SW UGA which is the fastest growing UGA in Snohomish County and the region. It connects and crosses 164th Street SW which is a high capacity corridor, has a planned Light Rail Station just east of I-5, and Community Transit's Swift Orange Line is expected to begin service in 2024. The trail will connect residents and commuters to bike facilities on 164th Street SW (to the east of the trail), sidewalks on 164th Street SW over I-5, Ash Way Park & Ride and Swamp Creek Park & Ride, 18 bus routes that serve the two Park & Rides, plus bus stops near the trail crossing, and improves access to the Boeing Freeway/Airport Manufacturing Industrial Center. The project is on the Countywide Bicycle Facility System.

### **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 project design will be compatible existing and future improvements. This includes access to the Sound Transit Light Rail station which will be constructed near I-5 and 164th Street SW. The 164th Street SW Corridor is on an Adaptive Signal System due to high vehicle volumes, park and rides, bus service, and future Sound Transit Light Rail and future Swift Orange Line. Although this project is not specifically listed in the RTP - High Capacity, the 164th Corridor improvement project is listed as ID #5649 with an overall estimated cost of over \$230 Million. The project will provide major widening and a BAT lane.

It is a pedestrian and transit-oriented area with a mix of high-density residential, office and retail uses, and community facilities. The entire system operates to direct and encourage growth through concurrency. Comprehensive plans at both the regional and local levels identify congestion as one of the principal impediments to growth and development. The project and the surrounding community are located in the County's SW UGA which is the fastest growing UGA in the region. Under the GMACP, the SW UGA is expected to absorb growth in Snohomish County by 2035 as follows: population – 34%/approximately 150,000 new residents; employment – 49%/approximately 92,000 new jobs; and housing units – 36%/over 64,000 new units.

Physical expansion of transportation facilities to accommodate this growth is no longer an option; it is too costly in both financial and environmental terms. In addition to hindering growth, the transport of goods and people between centers is also limited by roadway congestion.

### **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 entire trail is configured and developed or planned for development consistent with policy guidance in the County GMA Comprehensive Plan, Transportation Element (GMACP-TE): "Participate with WSDOT, cities and tribes within Snohomish County, the Bicycle Pedestrian Advisory Committee (BPAC), Puget Sound Regional Council (PSRC), and interested stakeholder groups to plan and develop a countywide system of bike and pedestrian facilities for non-motorized transportation consistent with the countywide bicycle and pedestrian facilities map." (See GMACP-TE, p. 48) For purposes of this application and consistent with the guidance, the Interurban Trail serves the Regional Growth Center and the Manufacturing Industrial Center of Paine Field/Boeing-Everett.

*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.**

This trail segment will fill in a gap in one of the longest trails in the region. It connects surrounding communities to the park and rides, future bus rapid transit stops, and a future light rail station. It will benefit a variety of users by providing an alternative form of transportation and integrates both active transportation and transit access by eliminating the gap in the trail and making the north-south route ADA accessible so people of all ages and abilities can access facilities, employment, businesses and residential areas.

The Project Vicinity Map, overall Snohomish County Interurban Trail Map, and the Bicycle Facility Map are attached.

### **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.**

Information on residents with disabilities is still being researched but it is important to note that this project contains elements that are conducive to residents with disabilities. ADA compliance features include minimal (<2%) slopes, wide non-motorized travel lanes, surface material favorable to wheel chair and walker use and resting areas including seating spaces at intervals consistent with current design standards.

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

This Trail Improvement Project will help address safety by:

- \* Grade separation of the trail to provide space between pedestrians and bicyclists and the roadway.
- \* Upgrading ADA facilities.
- \* Reducing midblock crossings by having facilities on one side of the roadway.

### **I4. Describe the connections to other multimodal facilities the project provides. For example, high capacity or other transit stations, ferry terminals, etc.**

The project will provide connections to the Ash Way Park & Ride and Swamp Creek Park & Ride, both located on the west side of I-5. There are currently 18 bus routes operated by Community Transit and Sound Transit that utilize these two Park & Rides.

There are two existing Community Transit routes that operate on 164th Street SW corridor. Route 115 provides service between McCollum Park Park & Ride and Aurora Village; route 116 provides service between Edmonds Station and Silver Firs.

The project will improve non-motorized access to the forthcoming Community Transit Swift Orange Line, scheduled to begin service in 2024 and connect with the Lynwood City Center light rail station.

The trail will provide access for a future Sound Transit Light Rail station to be located near 164th Street SW and I-5.

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

This project will benefit a variety of users by providing an alternative form of transportation to access facilities, transit stops, park and rides, and employment opportunities; including along the busy 164th Street SW Corridor in the County's fastest growing SW Urban Growth Area. The project integrates both non-motorized



mobility and transit access. By making this segment ADA accessible, the benefits are magnified by providing access to potential users who are currently limited from such access. By connecting a variety of centers and educational and employment opportunities as described above, the project will work in conjunction with transit to reduce SOV commute trips and provide convenient and healthy options for errands, recreation, social and medical services which are available in regional and local centers.

**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.**

This trail segment will fill in a gap in one of the region's longest trails. It connects two communities to the future light rail station and bus rapid transit stops. These communities have higher than average percentages for the region of people of color, lower income people, older adults, and people with limited English proficiency. This trail segment will help people in these communities to walk or bike to transit and to major employment centers to the north and south. This area has also been identified by the Puget Sound Regional Council (PSRC) as a community in the top 10% of communities that bears the highest negative impacts of air pollution and has greater socioeconomic challenges. Not only will this trail segment open these communities to more economic and mobility opportunities, but this will also encourage more users in the greater region to choose alternatives to driving alone, which can decrease negative impacts, such as air quality, to these neighborhoods.

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

This trail improvement project will need to be built in order to offer ADA accessibility and non-motorized access to the future light rail station and upgrades to the I-5 crossing at 164th Street SW.

## **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.**

**I3. Describe the planned use of the facility and the project's relationship to the transportation system.**

**I4. 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.**

**I6. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.**

**I7. Describe the long-term preservation and/or maintenance plans for the facility.**

**I8. 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
Construction	2024	\$1500000
		\$
		\$

### Total PSRC Funding Request:

\$1500000

## 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
Local	Local	Secured	\$391000
			\$
			\$
			\$
			\$

### Total Preliminary Engineering/Design Phase Cost:

\$391000

Expected year of completion for this phase:

2024

### N. Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Secured	\$449000
			\$
			\$
			\$
			\$

### Total Right of Way Phase Cost:

\$449000

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

2024

## O. Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Secured	\$299000
Federal	TAP(PSRC)	Unsecured	\$1500000
			\$
			\$
			\$

**Total Construction Phase Cost:**

\$1799000

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

2025

## P. Other Phase

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

**Total Other Phase Cost:**

\$0

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

## Q. Project Summary

**Total Estimated Project Cost:**

\$2639000

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

12/31/2025

## R. Financial Documentation

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

The project is included in the County's Adopted Six Year Transportation Improvement Program (TIP). The amount in the current TIP is simply a placeholder to preserve the authority of the County Council to appropriate money to it and to apply for financial assistance. When the next TIP is prepared it will include the local matching share noted earlier and verify the authority of the council to accept the financial assistance requested in this application. When adopted, the local share will be duly appropriated and the financial assistance will be accepted according to law. (See Attached)

**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.**

[TIP Page.pdf \(135 KB\)](#)

## 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?**

03/21

**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.**

12/23

## 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).**

12/22

## 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)?

9/22

### 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.

1/24

### 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.

The project requires (8) ROW Partial Acquisitions and (16) Temporary Construction Easements.

The project requires a Land Disturbing Activity permit.

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

It is zoned as an Urban Center and is in a pedestrian and transit oriented area with a mix of high-density residential, office and retail uses, and community facilities. The entire system operates to direct and encourage growth through concurrency. Comprehensive plans at both the regional and local levels identify congestion as one of the principal impediments to growth and development. The project and the surrounding community are located in the County's SW UGA which is the fastest growing UGA in the region. Under the GMACP, the SW UGA is expected to absorb growth in Snohomish County by 2035 as follows: population – 34%/approximately 150,000 new residents; employment – 49%/approximately 92,000 new jobs; and housing units – 36%/over 64,000 new units.

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

No condemnation is anticipated at this time and the project schedule currently does not reflect any dates for condemnation. However, only about 10% of Snohomish County Public Works projects have gone on to condemnation.

If condemnation is needed, the county requests property owners to grant possession & use agreement for moving forward with the construction of the project. The county then settles with the owners during construction.

### 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 Cost Estimate Completion Date: June 2022 (Not yet started).

Relocation Plan is Not Needed.

ROW Certification Estimated Completion Date: April 2024 (Not yet started).

ROW Acquisition Estimated Completion Date: January 2024 (Not yet started).

FTA Concurrence is Not Needed.

WSDOT ROW Cert. Audit Estimated Completion Date: April 2024 (Not yet started.)

Relocation Certification is Not Needed.

## 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.**

[Interurban Trail 30 Est Draft-2021-11-22.pdf \(320 KB\)](#)

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

The project requires a NEPA (CE) Permit and a Land Disturbing Activity permit. Estimated NEPA Approval is December 2022.

**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)?**

12/23

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

6/24

## 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.**

Completion of this gap in the Interurban Trail will help ensure ADA accessibility and non-motorized mobility in a high demand area which is also environmentally-friendly and aligns with responsible growth management.

The trail's operation and benefits complement projects, programs and services in the County being implemented: TSM (Adaptive Signals); Traffic Demand Management (TDM), future Sound Transit light rail, and Community Transit's Swift Orange Line. The Interurban Trail Improvement project will connect ADA accessible opportunities in the SW UGA such that educational opportunities, day to day services, recreation and commuting are accessible with minimal SOV usage. This will ensure that the SW UGA can support and realize its growth projections from the County's GMA Comprehensive Plan.

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

An updated communication plan will be developed by the County which will include public meetings and newsletters/mailers to inform local residents and area businesses and other stakeholders. The project website will be updated with the progress of the project, timelines, and funding information.

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

[Bicycle Facility Map.pdf \(5.56 MB\)](#)

[Bicycle Facility Map Trail Zoom.jpg \(151 KB\)](#)

[Comp Plan Transportation Element.pdf \(1.61 MB\)](#)

[164th St SE SW RTIP Capacity.jpg \(98 KB\)](#)

## 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.



## Interurban Trail Improvements: 160th St SW to 167th Pl SW

DRAFT 30% ENGINEER'S ESTIMATE

UPI 20-0058-1 - RC1778

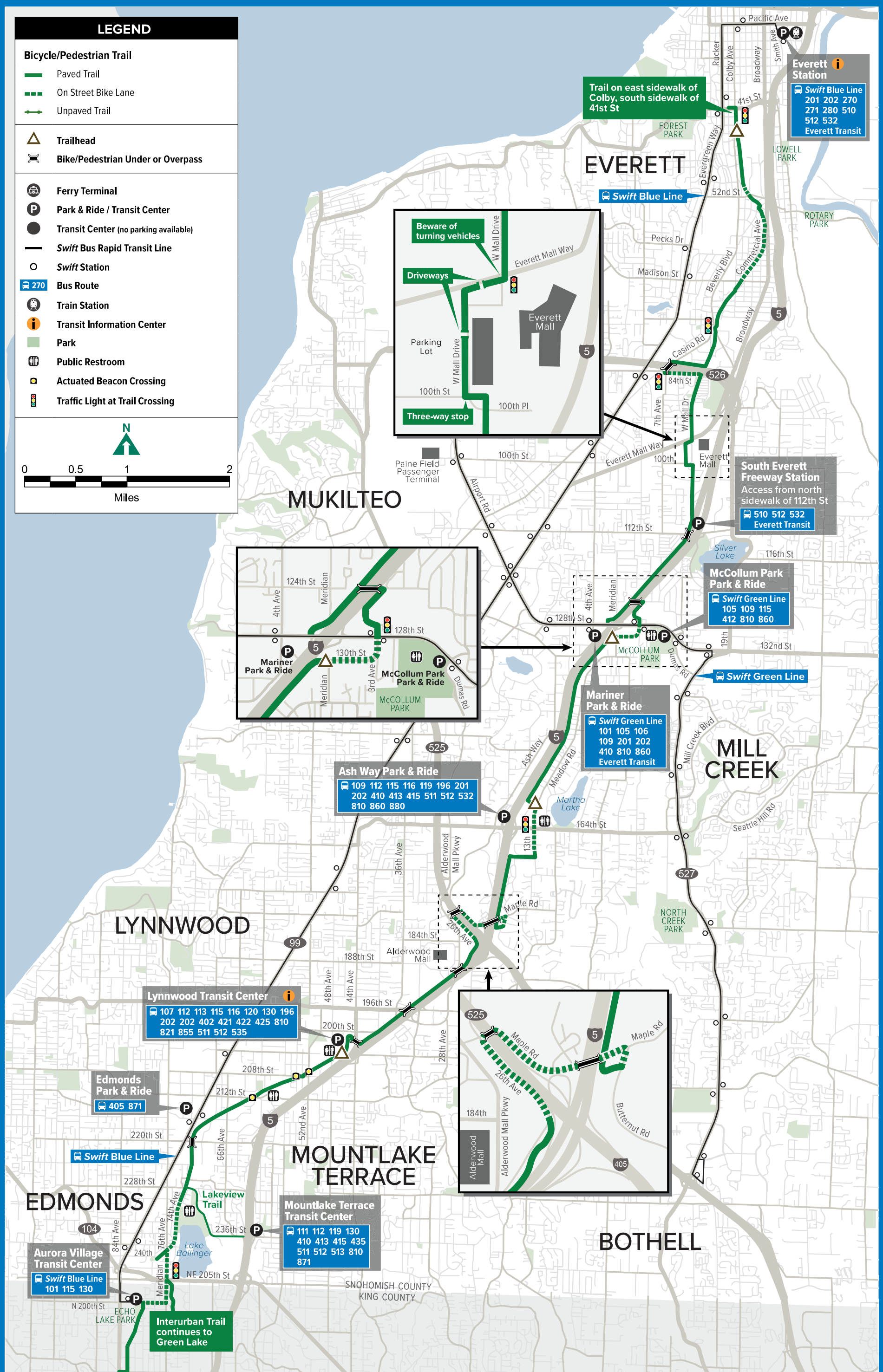
Preferred Alternative - Shared Use Path

## PROJECT ESTIMATING DATA

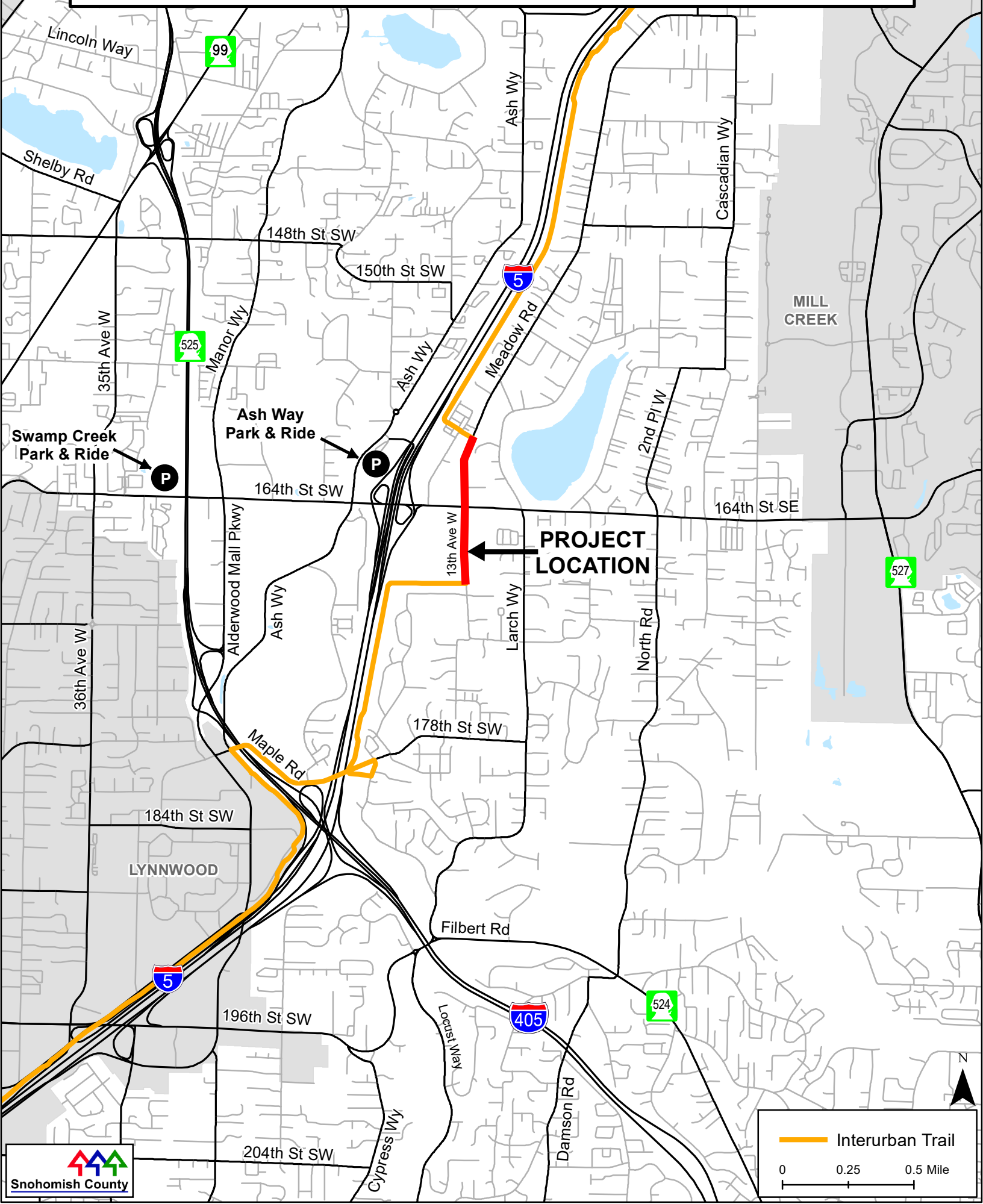
## ENGINEER'S ESTIMATE

ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
<b>PREPARATION</b>				
MOBILIZATION	1	L.S.		142,200
CLEARING AND GRUBBING	0.70	ACRE	\$30,000.00	21,000
REMOVING DRAINAGE STRUCTURE	15	EACH	\$700.00	10,500
REMOVAL OF STRUCTURE AND OBSTRUCTION	1	L.S.	\$32,000.00	32,000
REMOVING CEMENT CONC. SIDEWALK	1,850	S.Y.	\$10.00	18,500
REMOVING CEMENT CONC. CURB AND GUTTER	2,000	L.F.	\$8.00	16,000
REMOVING ASPHALT CONC. PAVEMENT	1,375	S.Y.	\$12.00	16,500
<b>GRADING</b>				
ROADWAY EXCAVATION INCL. HAUL	175	C.Y.	\$40.00	7,000
GRAVEL BORROW INCL. HAUL	1,300	TON	\$25.00	32,500
<b>STORM SEWER</b>				
CATCH BASIN TYPE 1	12	EACH	\$1,500.00	18,000
CORRUGATED POLYETHYLENE STORM SEWER PIPE 12 IN. DIAM.	100	L.F.	\$45.00	4,500
<b>SURFACING</b>				
CRUSHED SURFACING TOP COURSE	380	TON	\$40.00	15,200
<b>HOT MIX ASPHALT</b>				
HMA CL. 1/2 IN. PG 58H-22	200	TON	\$150.00	30,000
<b>EROSION CONTROL AND PLANTING</b>				
ESC LEAD	12	DAY	\$100.00	1,200
TOPSOIL TYPE A	0.32	ACRE	\$40,000.00	12,800
SEEDING, FERTILIZING, AND MULCHING	0.32	ACRE	\$10,000.00	3,200
STREET CLEANING	75	HR.	\$120.00	9,000
INLET PROTECTION	110	EACH	\$100.00	11,000
EROSION/WATER POLLUTION CONTROL	1	EST.	\$5,000.00	5,000
HIGH VISIBILITY FENCE	1,100	L.F.	\$3.00	3,300
HIGH VISIBILITY SILT FENCE	2,500	L.F.	\$5.00	12,500
<b>TRAFFIC</b>				
CEMENT CONC. TRAFFIC CURB AND GUTTER	2,000	L.F.	\$25.00	50,000
CEMENT CONC. PEDESTRIAN CURB	520	L.F.	\$30.00	15,600
PERMANENT SIGNING	1	L.S.	\$25,000.00	25,000
PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	\$90,000.00	90,000
FLAGGERS	2,375	HR	\$60.00	142,500
CONSTRUCTION SIGNS CLASS A	875	S.F.	\$20.00	17,500
PORTABLE CHANGEABLE MESSAGE SIGN	9,800	HR	\$3.00	29,400
PEDESTRIAN CONTROL AND PROTECTION	1	L.S.	\$38,000.00	38,000
TRAFFIC SIGNAL SYSTEM MODIFICATION - 164 ST SW AT 13 AVE W	1	L.S.	\$37,500.00	37,500
<b>OTHER</b>				
ADJUST CATCH BASIN	15	EACH	\$500.00	7,500
ROADWAY SURVEYING	1	L.S.	\$38,000.00	38,000
CEMENT CONC. SIDEWALK	350	S.Y.	\$80.00	28,000
ROADSIDE CLEANUP	5,000	EST.	\$1.00	5,000
FORCE ACCOUNT	10,000	EST.	\$1.00	10,000
SPCC PLAN	1	L.S.	\$550.00	550
CEMENT CONC. DRIVEWAY	125	S.Y.	\$80.00	10,000
CEMENT CONC. DRIVEWAY APPROACH	630	S.Y.	\$90.00	56,700
CEMENT CONC. CURB RAMP	350	S.Y.	\$300.00	105,000
POROUS CEMENT CONC. SIDEWALK	3,130	S.Y.	\$105.00	328,650
CRUSHED GRAVEL RESERVOIR COARSE	1,500	TON	\$35.00	52,500
CONC. MODULAR RETAINING WALL TYPE A	430	S.F.	\$40.00	17,200
PROPERTY RESTORATION	37,500	EST.	\$1.00	37,500
<b>CONSTRUCTION TOTAL</b>				
				1,564,000
PE			25%	391,000
CE			15%	235,000
RIGHT OF WAY				449,000
<b>Total Project Cost</b>				<b>\$2,639,000</b>

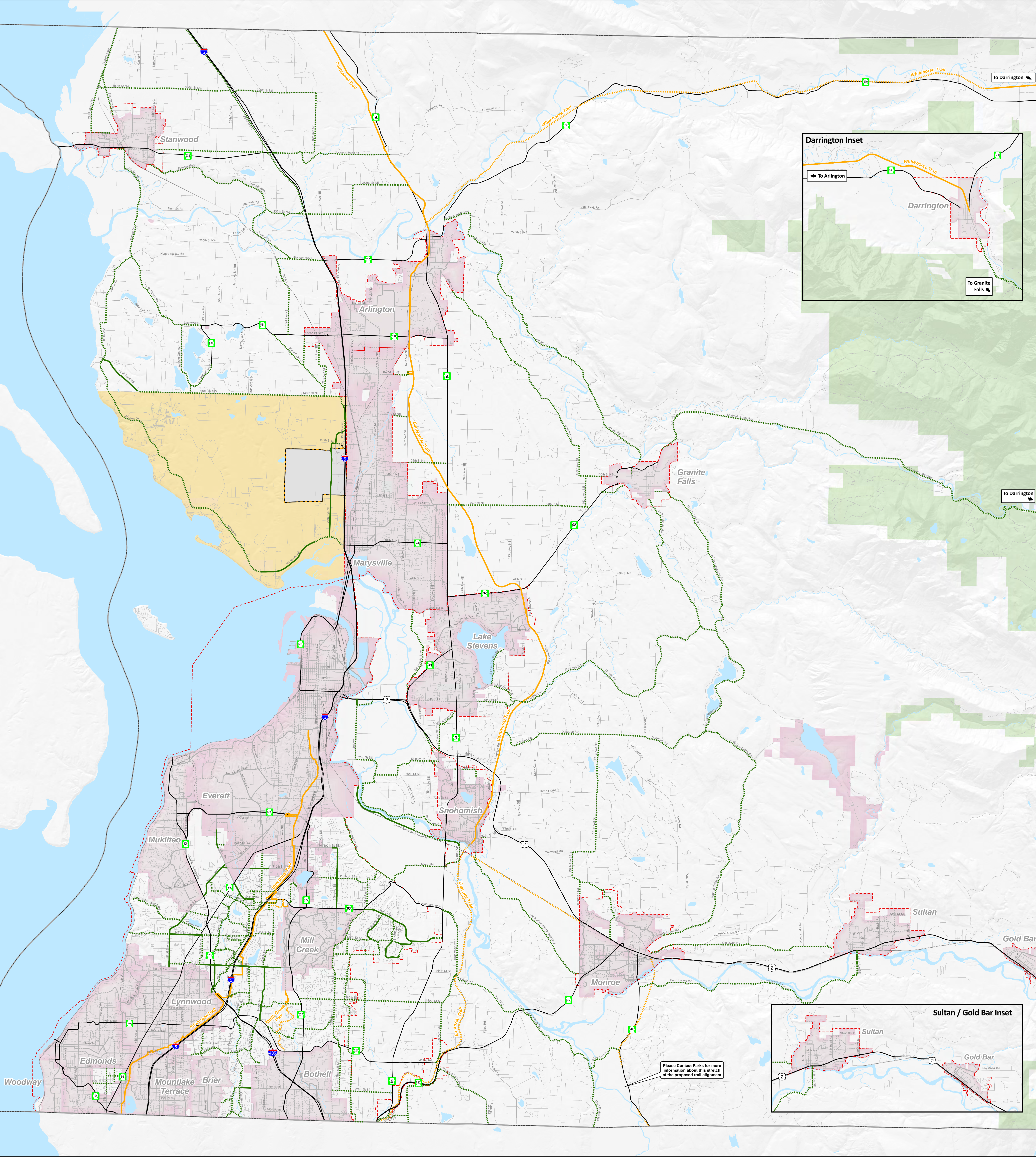
# INTERURBAN TRAIL



# Interurban Trail Improvements: 160th St SW to 167th PI SW







# SNOHOMISH COUNTY

# GMA

# COMPREHENSIVE PLAN

## Map 2

### Countywide Bicycle Facility System

**EFFECTIVE DATE: November 29, 2018**

County Bikeway

County Trail

Municipal Bikeway

Interstate/  
State Highway\*

Existing

Proposed

Incorporated City

Tulalip Reservation

County Boundary

UGA Boundary

National Forest

The Consolidated Borough of Quil Ceda Village

Interstate Highway

Arterial Roadway

Local Road

Railroad

Water

NOTE: All County Roads are Bicycle Facilities. Rural roads will have 7/8 foot shoulders. See county parks plan for additional trail information. See city plans for additional bike information. See state plan for additional bike information.

\* Option for Biking. See WSDOT Bike Map.

0 1 2 4

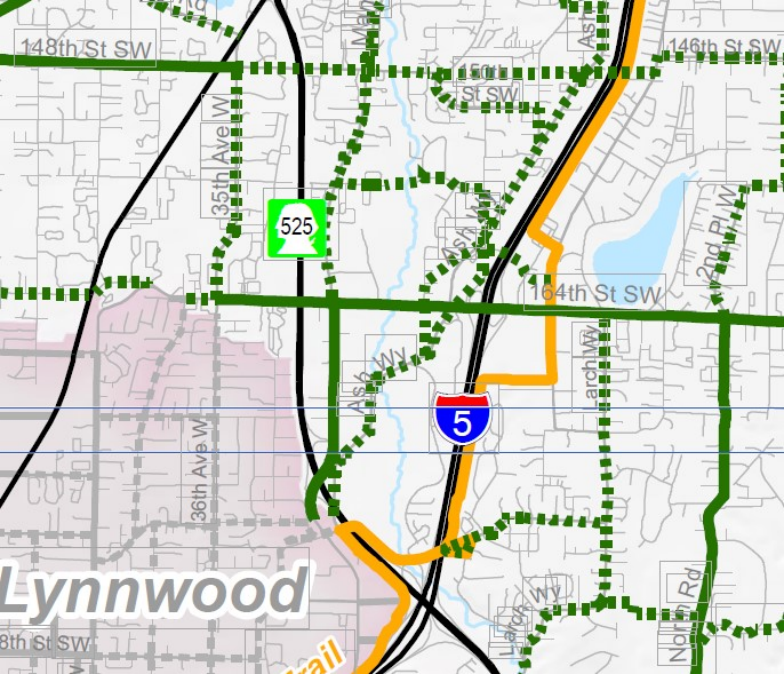
Miles

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Snohomish County

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148th St SW

146th St SW

35th Ave W

150th St SW

525

164th St SW

2nd Pl W

36th Ave W

Ash Wy

5

Larch Wy

Lynnwood

148th St SW

Trail

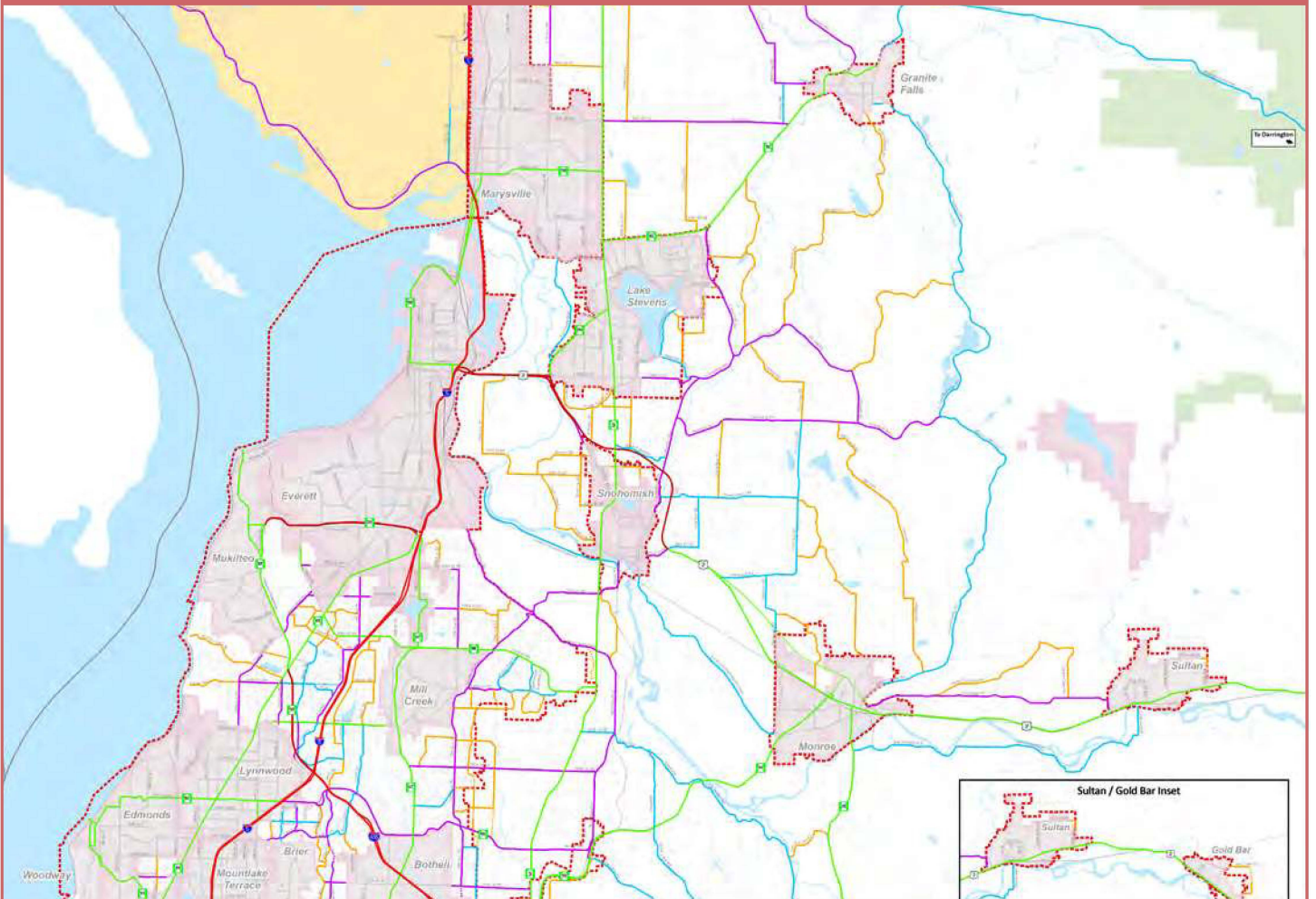
Larch

North Rd



# Transportation Element

A Component of the  
GMA Comprehensive Plan



- b. Funding The county would continue to aggressively pursue grants for pedestrian and transit improvements.

### 5. Process

Transit supportive actions are typically applied through routine county program administration, public works documents such as the six-year TIP, and interagency coordination and planning efforts. These actions are nonregulatory and have only indirect application to land development regulation since they mainly affect public works operations.

Transit compatibility actions, generally viewed as regulatory, are applied through the land development review process administered by the department of planning and development services. Transit compatible actions may affect approval decisions for permits and agreements as to the types and costs of development impact mitigation. The approval process involves an application for development permits, staff review and, in some cases, quasi-judicial hearings conducted by the Hearing Examiner.

Overall, these transit-supportive and compatible actions will provide support for public transportation through a full range of actions, from land use regulations such as minimum dwelling units per acre to implementation programs such as walkways within a quarter-mile of transit routes. By relating all of these measures to support transit, the county is building relationships between roadway and site design, land use, route planning, capital facility implementation programs and impact mitigation.

## **E. Countywide Nonmotorized Transportation**

*Participate with WSDOT, cities and tribes within Snohomish County, Bicycle Pedestrian Advisory Committee (BPAC), Puget Sound Regional Council (PSRC), and interested stakeholder groups to plan and develop a countywide system of bike and pedestrian facilities for nonmotorized transportation consistent with the countywide bicycle and pedestrian facilities map.*

### 1. Background

The continuous development and growth of the nonmotorized network in Snohomish County will reduce impacts to the environment (reduce greenhouse gases and vehicle demand), encourage enhanced community access, and promote healthy lifestyles and exercise. A countywide network of bicycle and pedestrian facilities is needed to allow bicycling and walking for people of all ages and incomes as a practical alternative to automobile travel in some cases. It will also make the broader community more accessible, enjoyable and safer.

It has been Snohomish County policy and practice that future urban roadways and improvements to existing urban roadways will be designed as “complete streets” to enhance the safety and mobility of all users, including pedestrians and bicyclists, consistent with the adopted design standards. Since the original 1995 transportation element was adopted, Snohomish County has included both bicycle and pedestrian facilities on all completed full corridor arterial widening projects, new arterials in urban areas, as well as completing a number of trail projects. Some examples of completed bicycle and pedestrian facility arterial/trail improvement projects include the following:



## SNOHOMISH COUNTY TRANSPORTATION ELEMENT

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### Corridors

- 112<sup>th</sup> St SW
- 148<sup>th</sup> St SW
- 164<sup>th</sup> St SW
- 52<sup>nd</sup> Ave West
- Beverly Park Rd/112<sup>th</sup> St SW
- Cathcart/132<sup>nd</sup>/128<sup>th</sup> St SW/Airport Rd

### Trails

- Centennial Trail
- Interurban Trail

In addition, the County requires that roadway frontage improvements be provided as properties are developed or redeveloped, including pedestrian and bicycle facilities as is appropriate.

Snohomish County has made significant progress on its bicycle and walkway facility network; however, improvements are still needed to complete the County system. Snohomish County has collaborated with cities and tribes, the state, PSRC, and interested stakeholder groups to designate bikeways and develop planned improvements for bicycle facilities. By reviewing both the planning documents and communicating with the various stakeholders, the county continues to maintain consistency with bicycle and pedestrian facilities that connect with adjacent jurisdictions, residential and employment areas, community and regional destinations, schools, and public transit services. The county has mapped existing pedestrian facilities to better identify gaps in the system. Planning for facilities and improvements to increase safety has been done by reviewing pedestrian and bicycle collision data. Snohomish County has, in collaboration with Community Transit and the Cities of Everett and Mukilteo, identified bicycle and pedestrian access needs in the *Swift* bus rapid transit (BRT) station areas. (ref. 20)

Over the next 20 years Snohomish County will be working to fill identified pedestrian and bicycle connectivity gaps to major transit routes and school facilities. For example, the County is working with school districts to build pedestrian facilities with dedicated funding through the Safe Kids Improved Pathways (SKIP) program. (ref. 21) This funding will also be leveraged as grant match and or bonding to increase program funding. The County will continue to build nonmotorized facilities as part of arterial system improvement projects and require these facilities as part of development as is appropriate.

### Bicycle Facilities

Generally speaking there are four types of bicycle facilities and five types of pedestrian facilities.

- Shared Use Paths: Located on exclusive right-of-way and physically separated from motorized traffic, these paths serve multiple users including pedestrians, bicyclists, and possibly equestrians. Shared use paths include the Centennial Trail and the Interurban Trail.
- Bicycle (Bike) Lanes: Bicycle lanes are designated for exclusive use by bicyclists and are delineated from traffic lanes by a painted or thermoplastic stripe. They are distinguished from the off-road paths in that they are not separated from motorized traffic. Bicycle lanes can be present with or without walkways. Walkways can be traditional raised sidewalks or extensions of the paved roadway surface and its shoulders with a painted or thermoplastic line serving as delineation.



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- Signed Shared Roadway: Shared roadways are roadways with appropriate widening and striping that have been designated by signs as a suggested route for bicyclists. Roadway shoulders, may also serve as pedestrian facilities. Roadway shoulders are generally suitable for a mix of pedestrian and bicycle use where the volume of pedestrians and bicyclists is low.
- Shared Roadway: All roadways open to both bicycle and motor vehicle traffic. Delineated bicycle facilities are not provided.

### Pedestrian Facilities

- Sidewalk separated by curb, gutter, and planter strip  
A dedicated concrete or asphalt facility constructed between the curb line, in the lateral line of a roadway, and adjacent property.
- Walkway separated by ditch, gravel, or planter strip  
Walkways are designated for pedestrian and nonmotorized traffic and typically constructed of asphalt and built over existing ground without being raised. Separation from vehicle traffic may be provided by, a ditch, gravel shoulder, planter strip, or open space.
- Raised walkway separated by extruded curb  
Same as "Walkway" described above except raised in elevation.
- At-grade paved shoulder adjacent to travel way  
Paved roadway shoulder typically separated from traffic by striping.
- Shared Use Paths  
See "Shared Use Paths" definition above under Bike Facilities.

Considering the different skill level and preferences of pedestrians and bicyclists, a countywide nonmotorized network that contains a balance of these facility types coordinated between jurisdictions is the most practical philosophy. Relying only on exclusive, non-shared facilities would do little to assist the experienced cyclist who desires a safer but still direct transportation route along existing roadways. Exclusive facilities are rather expensive in terms of right-of-way and development costs; thus a network based solely on these facilities would be very limited in geographic coverage. Conversely, providing too few miles of exclusive or separated facilities would limit the riding opportunities of the less experienced bicyclist.

As part of the pedestrian and bicycle component of the transportation element, Snohomish County has created both bicycle and pedestrian maps to identify designated bikeways for bicycle facilities and corridors and existing facilities for pedestrians. The bicycle facilities system map displays both existing and proposed county bikeways lanes, shared use paths, regional trails, and paved road shoulders. In addition, the map shows the bicycle facilities of the state and local jurisdictions to show how the county's facilities link to those in adjacent jurisdictions. It is also used as a regulatory document indicating where bicycle lanes must be built as capital projects are constructed or developer frontage improvements are required. Planned bicycle facility improvements can be found in Table 14 "Recommended County Arterial Improvement Projects" listed under project description.

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The pedestrian facilities map displays existing county sidewalks, pedestrian connectors, and other facilities in areas of high pedestrian use such as designated centers, major transit routes, and school walk routes. The map also shows state and local jurisdiction pedestrian facilities. It can be found in the Inventory of Transportation Facilities and Services. Planned pedestrian facility improvements can be found in Table 14, "Recommended County Arterial Improvement Projects", listed under project description.

### **2. Regulatory Actions**

Snohomish County regulates bicycle facility requirements, design, plans, and programs via the county's land development codes and the Engineering Design & Development Standards (EDDS) (ref. 22). The Countywide Bicycle Facility System map is used to determine where bike lanes are required in urban areas. Also per EDDS, rural arterials are required to be built with a minimum shoulder width that can be used by bicycles. Snohomish County Unified Development Code regulates pedestrian and nonmotorized facility requirements and EDDS provides design standards for urban and rural pedestrian facilities. Sidewalks are required on both sides in urban areas while rural areas must have either separated walkways or widened shoulders that can be used by pedestrians.

#### **a. Design Standards**

The County, WSDOT, and the cities work to maintain and use compatible bicycle and pedestrian facility design standards. The County has instituted a set of bicycle and pedestrian facilities standards that include sensitivity to the needs and abilities of the different users and consistency with the countywide bicycle facility system map. The rural and urban standards for bicycle and pedestrian facilities included in the County's EDDS are consistent with state and national design guidelines. Design standard issues include:

- drainage grates that are safe for bicyclists and flush to the roadway surface;
- at-grade railroad crossings at right angle to the rails;
- pavement structure and surfaces free of irregularities;
- sight-distance;
- signing and marking;
- geometrics (width, clearance, design speed, grades sight-distance);
- traffic control devices (including signal actuation devices sensitive enough to detect bicycles); and
- intersection design treatments that allow safe bicycle turning.

#### **b. Collaboration on Grants and Funding**

The public works and parks departments, along with cities, tribes, and the state, will collaborate in the pursuit of grants from both the public and private sectors to fund the development of bicycle and pedestrian facilities. Such funds could be used for physical facilities or used for realignment. Any principal or minor arterial should include consideration of bicycle safety or other bicycle operational problems that could not be feasibly mitigated.

### **3. Process**

Bicycle and pedestrian facility design standards can be refined as needed through routine administrative updates of existing design manuals and programming documents by public works. This measure has indirect application to land development regulation since they affect county facility design, operations, and review of the county's CIPs. See Map 2: Countywide Bicycle Facility System for the coverage and type of existing and proposed bikeways. See the Southwest Area Pedestrian Facility System Map in the Inventory of Transportation Facilities and Services for the coverage and type of existing pedestrian facilities.

The process of how nonmotorized projects are prioritized and funded is covered in Chapter VI: County Project Prioritization and Programming Process in the transportation element. This section describes how countywide arterial improvement projects are programmed and funded, which is the same method used for nonmotorized projects.

As stated above in the bicycle and pedestrian component and as per EDDS, road construction, reconstruction, or frontage improvement projects within urban areas are required to have sidewalks and also striped bike lanes if designated as a county bikeway on the Countywide Bicycle Facility System Map. Snohomish County will continue to build pedestrian and bicycle projects as part of arterial widenings and to require full frontage improvements as development occurs.

### **F. Air Quality Conformity and Climate Change**

*In order to meet the requirements of the federal Clean Air Act, the air quality provisions of the Federal Transportation Acts, the Clean Air Washington Act, and other relevant legislation, Snohomish County will commit to work with Puget Sound Regional Council, Puget Sound Clean Air Agency, WSDOT, transit agencies, and other jurisdictions in the development of transportation control measures and other transportation and air quality programs where warranted.*

#### **1. Air Quality Conformity**

The federal Clean Air Act requires states to have State Implementation Plans (SIPs) to achieve established air quality standards for several different pollutants.

The United States Environmental Protection Agency (EPA) has set National Ambient Air Quality Standards (NAAQS) for the following six common air pollutants (criteria pollutants): Ozone (O<sub>3</sub>), Particulate Matter (PM<sub>2.5</sub>, PM<sub>10</sub>), Carbon Monoxide (CO), Nitrogen Oxides (NO<sub>2</sub>), Sulfur Dioxide (SO<sub>2</sub>) and Lead (Pb). These pollutants can harm health and the environment.

Table 12 presents the National ambient air quality standards (NAAQS) in parts per million as adopted by the EPA and the Washington State Department of Ecology (Ecology). The NAAQS consist of primary standards designed to protect public health and secondary standards designed to protect public welfare (e.g. preventing air pollution damage to vegetation). The more stringent secondary standards are used to regulate air quality.

Based on measured ambient air quality data, EPA and Ecology designate all portions of the state as attainment (meeting a NAAQS standard), nonattainment (not meeting a NAAQS standard), or unclassifiable (not enough information to designate). If, as is the case of most of

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Sponsor: **SNOHOMISH COUNTY**

Project ID: **5649**

Title: **164th St SE/SW**

MTP Status: **Candidate**

Estimated Cost: **\$230,100,000**

Description:

Widen 164th St SE/SW to increase vehicle capacity along the corridor and across I-5 through the addition of a BAT lane and a dedicated transit, bike and pedestrian crossing of I-5. The project will provide needed speed and reliability improvements on the corridor for future Community Transit Swift BRT. Project is an important link to a future Sound Transit light rail station at Ash Way Park and Ride.

Location / Facility:

164th St SE/SW Corridor

From:

35th Ave W

To:

SR 527

County:

Snohomish County

Completion Year:

2025

Type:

Major Widening-HOV

<b>C.00.79</b> XC0079	<b>39 Ave SE Sidewalk: 228 St SE to 226 St SE</b>	TSA E	Cncl Dist 4	Type 32	LFC 16	FFC 16	Mgr SG	Construct 900 LF sidewalk on the west side of 39th Ave from 228th St to 226th St.
	<b>2022-2027</b>	<b>2022</b>	<b>2023</b>	PE		<b>2024</b>	CE CN	<b>2025-2027</b>
	TDM/EE	<u>151</u> 151		<u>26</u> 26		<u>125</u> 125		
<b>C.00.80</b> XC0080	<b>Damson Rd Sidewalk at 213 St SW</b>	TSA F	Cncl Dist 4	Type 32	LFC 17	FFC 17	Mgr SG	Construct 300 LF sidewalk on the east side of Damson Rd from 214th St to 213th St.
	<b>2022-2027</b>	<b>2022</b>	<b>2023</b>			<b>2024</b>		<b>2025-2027</b> PE PE CE CN
	County	<u>490</u> 490				<u>490</u> 490		
<b>C.01.01</b> 1502	<b>Pedestrian Facility Feasibility Studies</b>	TSA N/A	Cncl Dist All	Type 32	LFC All	FFC All	Mgr SG	Preliminary pedestrian facility feasibility studies.
	<b>2022-2027</b>	<b>2022</b>	PE	<b>2023</b>	PE	<b>2024</b>	PE	<b>2025-2027</b> PE PE PE
	County	<u>180</u> 180	<u>30</u> 30	<u>30</u> 30		<u>30</u> 30		<u>90</u> 90
<b>C.09.03.02</b> 1595	<b>Transportation Demand Management on Regional Corridors</b>	TSA D/F	Cncl Dist 2,3,4,5	Type 24	LFC N/A	FFC N/A	Mgr NH	Corridor TDM on 5 corridors to reduce trips, reduce emissions, and improve mobility.
	<b>2022-2027</b>	<b>2022</b>	CN	<b>2023</b>	CN	<b>2024</b>		<b>2025-2027</b>
	CMAQ	195		22				
	TDM/DD	19		2				
	TDM/FF	<u>12</u> 226	<u>10</u> 200	<u>2</u> 26				
<b>C.41</b> 1778	<b>Interurban Trail Improvements: 167 Pl SW to 160 St SW</b>	TSA N/A	Cncl Dist 4	Type 32	LFC 17	FFC 17	Mgr OF	Construct missing links in Interurban Trail along Meadow Rd and 13 Ave W, between 160 St SW and 167 Pl SW.
	<b>2022-2027</b>	<b>2022</b>	PE RW	<b>2023</b>	PE	<b>2024</b>	CE CN	<b>2025-2027</b>
	County	1,236	230	62		944		
	PED/BIKE SAFETY?	<u>411</u> 1,647	<u>230</u> 230	<u>62</u> 62		<u>411</u> 1,355		