



Puget Sound Regional Council

# Funding Application

<b>Competition</b>	Regional TAP
<b>Application Type</b>	Bicycle and Pedestrian
<b>Status</b>	submitted
<b>Submitted:</b>	September 20th, 2017 2:56 PM

## Project Information

- Project Title**  
Railroad St. Sidewalk
- Transportation 2040 ID**  
n/a
- Sponsoring Agency**  
Edmonds
- Cosponsors**  
N/A
- Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**  
Yes
- If not, which agency will serve as your CA sponsor?**  
N/A

## Contact Information

- Contact name**  
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## Project Description

- Project Scope**  
A 5' wide sidewalk exists on the west side of Railroad St. between SR-104 / Main St. and Dayton St. Unsafe pedestrian conditions are existing due to many cracks, up-rooting, and non-compliant ADA conditions on the driveway approaches and curb ramps. The project proposes to widen the existing sidewalk to 7' and install new curb and gutter along the entire stretch, in order to provide a fully compliant ADA sidewalk for users of all abilities and improve the walking conditions. Trees and root barriers will be installed. The grant request is to fund the design and construction phases. The PUD poles currently within the sidewalk area will be re-located as part of this project to provide pedestrians with full access to the sidewalk.
- Project Justification, Need, or Purpose**  
The purpose of this project is to improve pedestrian conditions along this key pedestrian link by providing safer and a more comfortable experience as users walk along this sidewalk. This stretch experiences high pedestrian activity at all times of the day since it connects to key destination points, such as the Port of Edmonds (including commercial area, beach access, Edmonds Pier) to the south and Downtown Edmonds, Waterfront, Ferry Terminal, Brackett's Landing (beach directly north of the Ferry Terminal), Transit Station (Community Transit and

Sound Transit service), and residential areas less than 1/4 mile away to the north. During the Summer months, pedestrian activity along this stretch is even greater due to the multiple festivals occurring within Downtown Edmonds and at the Port of Edmonds. The popular facilities located along this stretch (such as the Senior Center and multi-family residences) generate even greater pedestrian activity along Railroad St. The senior center is a popular destination for seniors in the Edmonds area, and attracts a higher percentage of mobility-challenged pedestrians. This project will improve the accessibility to the Senior Center for users with disabilities. The Edmonds City Code (ECC 18.90.040) states that the minimum sidewalk width is 7' along this stretch zoned as Commercial Waterfront. This project will enhance the pedestrian experience as users of all abilities will be able travel this stretch and encourage more use of it.

## Project Location

1. **Project Location**  
Railroad St.
2. **Please identify the county(ies) in which the project is located.**  
Snohomish
3. **Crossroad/landmark nearest the beginning of the project**  
Dayton St. @ Railroad St.
4. **Crossroad/landmark nearest the end of the project**  
SR-104 / Main St. @ Railroad St.
5. **Map and project graphics**  
Vicinity\_Map.pdf

## Plan Consistency

1. **Is the project specifically identified in a local comprehensive plan?**  
No
2. **If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.**  
N/A
3. **If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports.**  
This project will provide a fully compliant ADA facility, providing access to users of all abilities. In addition, the project will provide better connections and encourage active transportation. Therefore, it is consistent with multiple policies from multiple plans:
  - "Provide a safe and user friendly travel experience for all users" (#1 Goal listed in 2015 Transportation Plan)
  - "Design walking paths for use by people of all mobility levels Improvements to walking paths and curb cuts should meet ADA requirements." (Policy 1.4 / 2015 Transportation Plan)
  - "Encourage active transportation by providing safe facilities for bicycles and pedestrians" (Policy 4.1 / 2015 Transportation Plan).
 The Port of Edmonds has similar goals such as one identified in the Port of Edmonds Master Plan: "provide physical and programmatic amenities to encourage the public to visit the Port and access the water."

## Federal Functional Classification

1. **Functional class name**  
19 Urban Local Access

## Support for Centers

1. **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 southern end of this pedestrian corridor links directly to the Port of Edmonds. The northern end links directly to the Ferry Terminal, Downtown Edmonds, and multiple residential areas. The Senior Center and multi-family units are located along the west side of the stretch. This project will help significantly enhance this pedestrian corridor.
2. **Describe how the project supports existing and/or planned population/employment activity in the center.**

The project supports existing and planned population / employment activity in the center by providing safe wide pedestrian connections between the key destinations within proximity. Individuals wanting to connect between the two ends will have an alternate way of getting there upon project completion, aside from driving. The Senior Center is currently being re-developed (in design phase) and the proposed sidewalk improvements as part of the re-development are consistent with what is being proposed as part of this project.

**3. Describe how the project helps the center develop in a manner consistent with the adopted policies and plans for the center.**

In 2011, a Complete Streets policy was adopted indicating that: "The City of Edmonds will plan, design, and construct all new transportation projects to provide appropriate accommodations for pedestrians, cyclists, transit users and persons of all abilities." This project is consistent with last policy since the sidewalk will be fully ADA compliant and accessible by users of all abilities. As previously indicated, the Senior Center is currently including as part of re-development identical upgrades to the pedestrian facility in front of their property to what proposed in this project.

## Criteria: Bicycle and Pedestrian Projects

**1. 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 will directly to the west of Downtown Edmonds and improve the walking conditions along this key sidewalk link, connecting a collector street (Dayton St.) on the south end to a State Route (SR-104 / Main St.) on the north end. Pedestrians will be provided with a safe pedestrian environment along the entire stretch to access the various destinations they are trying to reach within proximity.

**2. Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e., safety and comfort, distance, slope, gaps, etc.**

The project will provide a safer pedestrian connection between the two roadways. The experience of all of the pedestrians using this sidewalk every day will be enhanced with this project since pedestrians will be able to walk two abreast or will be able to easily cross when going in opposite direction (=> currently difficult condition). More pedestrians will use this pedestrian corridor upon project completion.

**3. Describe the connections to other multimodal facilities the project provides.**

The project will provide safe connections to various multimodal regional facilities, such as:

- Edmonds Ferry Terminal (direct link on the north end of the project)
- Edmonds Transit Station (for Community Transit buses / direct link and across the railroad track)
- Sound Transit Station (direct link and across the railroad track)

**4. Describe how the project will benefit a variety of user groups, including those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities, those located in highly impacted communities and/or areas experiencing high levels of unemployment or chronic underemployment.**

All users including people with disabilities will benefit from this project since a safe mode of transportation will be provided to connect from SR-104 to Dayton St. along Dayton St. An additional route will be provided to complete safe physical exercise for other users. Completion of such projects has numerous community benefits since more people will walk this stretch, thus improving their health, and reducing their stress level.

**5. Discuss whether the resource is threatened and if there will be a loss of opportunity if this project is not funded.**

If this project isn't funded, an inconsistent sidewalk width will be provided since the Senior Center will their re-development. In addition, the area won't be as appealing to future prospective re-developers along Railroad St. or SR-104 since a sidewalk width would be able to accommodate the pedestrian demand.

## PSRC Funding Request

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

No

**2. If yes, please provide the project's PSRC TIP ID**

N/A

Phase	Year	Alternate Year	Amount
PE	2018	2019	\$121,000.00
construction	2019	2020	\$604,000.00

Total Request: \$725,000.00

## Total Estimated Project Cost and Schedule

### PE

Funding Source	Secured/Unsecured	Amount
TAP	Unsecured	\$121,000.00
Local	Secured	\$19,000.00
		<u>\$140,000.00</u>

**Expected year of completion for this phase: 2018**

### ROW

Funding Source	Secured/Unsecured	Amount
Local	Secured	\$20,000.00
		<u>\$20,000.00</u>

**Expected year of completion for this phase: 2018**

### Construction

Funding Source	Secured/Unsecured	Amount
Local	Secured	\$98,000.00
TAP	Unsecured	\$604,000.00
		<u>\$702,000.00</u>

**Expected year of completion for this phase: 2019**

### Summary

- Estimated project completion date**  
December 2019
- Total project cost**  
\$862,000.00

## Funding Documentation

- Documents**  
Minor\_Sidewalk\_Program\_(TIP).pdf
- 2. Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program should also be included.**  
The City has programmed \$100,000 in local funding from 2018 through 2020 for the Minor Sidewalk Program (as shown on page 3 of the Transportation Improvement Program / TIP). Local funds appearing in the first (3) years (from 2018 through 2020) are considered constrained and secured. Funds from this program will provide the required local match for the design phase in 2018 and construction phase in 2019.

## Project Readiness: PE

- Are you requesting funds for ONLY a planning study or preliminary engineering?**  
No
- Is preliminary engineering complete?**  
No
- What was the date of completion (month and year)?**  
N/A

4. **Have preliminary plans been submitted to WSDOT for approval?**  
No
5. **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.**  
N/A
6. **When are preliminary plans expected to be complete and approved by WSDOT (month and year)?**  
December 2018

## Project Readiness: NEPA

1. **What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**  
Categorical Exclusion (CE)
2. **Has the NEPA documentation been approved?**  
No
3. **Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**  
June 2018

## Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**  
Yes
2. **How many parcels do you need?**  
3
3. **What is the zoning in the project area?**  
Commercial Waterfront
4. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**  
This process should be a quick turnaround since only Temporary Construction Easements are needed, at only 3 parcels. Therefore, condemnation won't be an issue for this project.
5. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**  
Yes
6. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**  
N/A
7. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**  
The only ROW needed for this project will be for Temporary Construction Easement (100% funded by local funds). The TCE's should be signed and recorded by Summer '17.

## Project Readiness: Construction

1. **Are funds being requested for construction?**  
Yes
2. **Do you have an engineer's estimate?**  
Yes
3. **Engineers estimate document**  
Signed\_Engineer's\_Estimate.pdf
4. **Identify the environmental permits needed for the project and when they are scheduled to be acquired.**  
SEPA and NEPA will be completed by June 2018.
5. **Are Plans, Specifications & Estimates (PS&E) approved?**  
No
6. **Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).**

December 2018

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

January 2019

## Other Considerations

1. **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.**

n/a

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

Since this project is located within an area with high pedestrian activity and provides access to many key destinations, an Open House will be held at the start and the middle of the design phase. This process will guarantee that all project elements have correctly been incorporated and no items have been forgotten.

3. **Final documents**

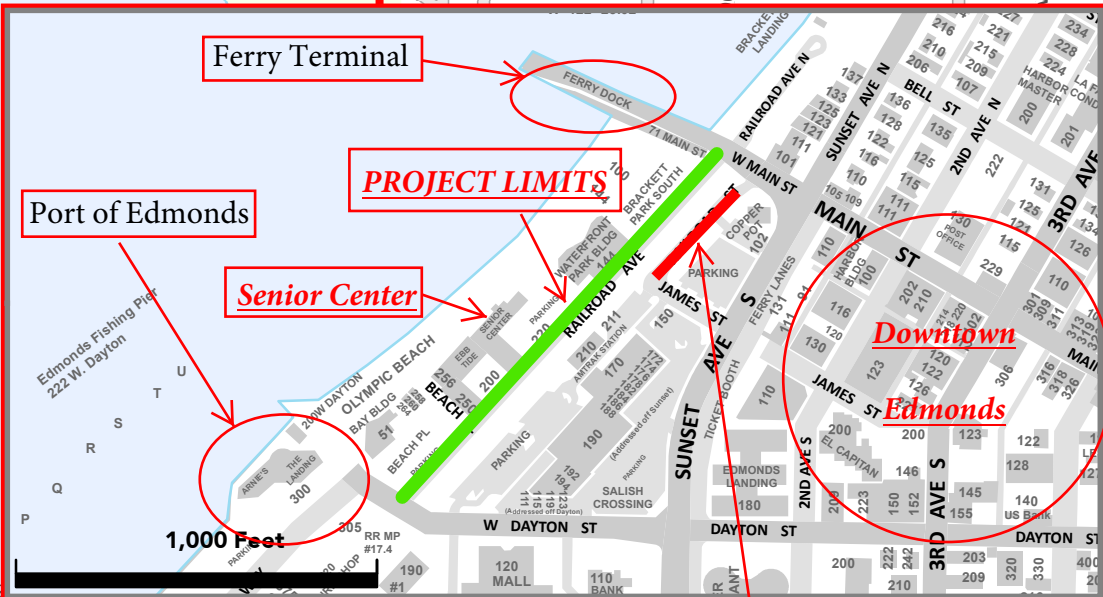
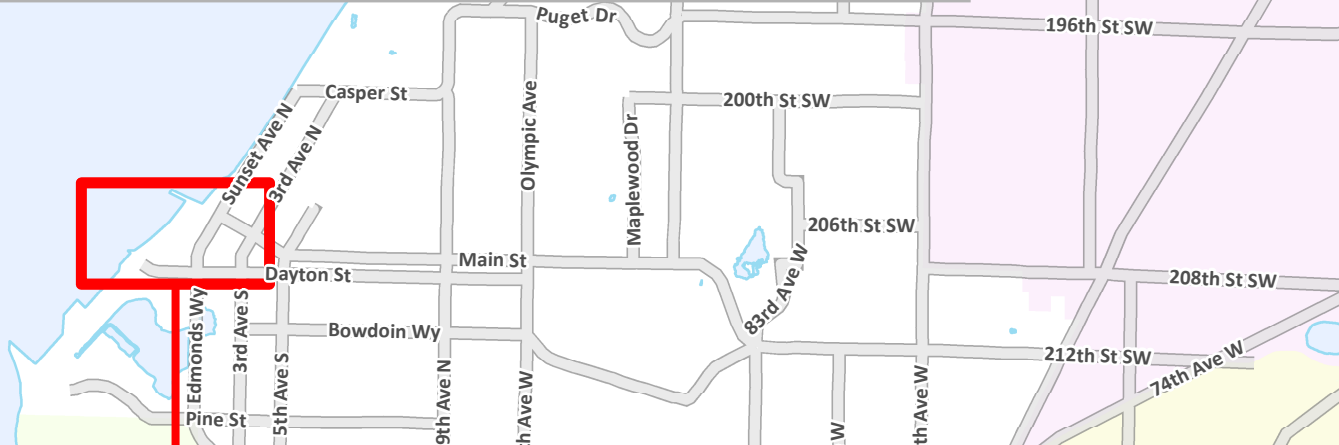
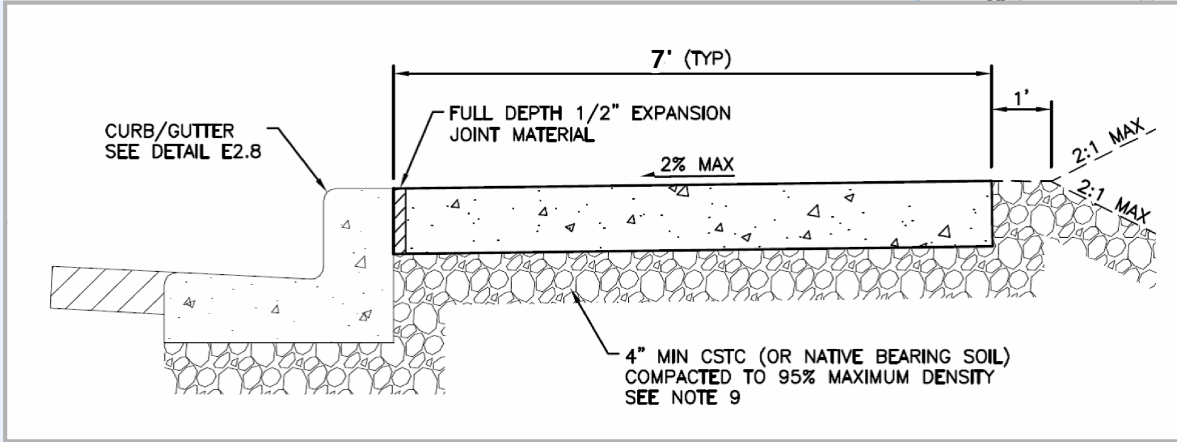
N/A



# City of Edmonds

## Railroad St Walkway Improvements

 Proposed Sidewalk



City of Edmonds  
City of Lynnwood  
City of Mountlake Terrace

Transit Station (Community Transit / Sound Transit)

## Engineer's Estimate for Railroad St. Sidewalk project

Item	Unit Cost	Quantity	Unit	Cost
Survey	\$5,000	1	LS	\$10,000
Mobilization	\$25,000	1	LS	\$25,000
TESC	\$2,000	1	LS	\$5,000
Traffic Control	\$10,000	1	LS	\$40,000
Remove sidewalk	\$45	350	CY	\$15,750
Remove curb and gutter	\$10	600	LF	\$6,000
Sawcut	\$5,000	1	LS	\$5,000
Vegetation / Tree removal	\$2,000	1	LS	\$5,000
Property restoration	\$5,000	1	LS	\$10,000
Utility adjustment	\$20,000	1	LS	\$20,000
Remove curb and gutter	\$10	600	LF	\$6,000
Curb and gutter	\$35	600	LF	\$21,000
Driveway entrance	\$7,500	5	EA	\$37,500
Concrete sidewalk	\$1,050	55	SY	\$57,750
CSBC	\$50	78	Ton	\$3,900
Trees / Tree grates	\$2,000	10	EA	\$20,000
Root barrier	\$20	300	LF	\$6,000
Curb ramp	\$10,000	5	EA	\$50,000
Unexpected site changes	\$15,000	1	LS	\$15,000
<b>Subtotal</b>				<b>\$358,900</b>
Design Contingency (50%)				\$179,450
Inflation / year (3% / yr)				\$21,534
Design (25%)				\$140,000
TCE				\$20,000
Management Reserve (10%)				\$35,890
Permitting (5%)				\$17,945
City PM / Admin (5%)				\$17,945
Construction Management (25%)				\$89,725
<b>TOTAL</b>				<b>\$862,000</b>

