



Puget Sound Regional Council

Funding Application

Competition	Regional TAP
Application Type	Bicycle and Pedestrian
Status	submitted
Submitted:	September 20th, 2017 3:24 PM

Project Information

- Project Title**
Interurban Trail & 66th Ave W Safety Improvements
- Transportation 2040 ID**
N/A
- Sponsoring Agency**
Mountlake Terrace
- 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**
Jesse Birchman
- Contact phone**
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- Contact email**
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Project Description

- Project Scope**
The project will design and construct improvements at the Interurban Trail (a regional multi-use trail) crossing at 66th Avenue W. The project supports the installation of curb-bulbs at all public roadway/trail intersections within Mountlake Terrace and active warning measures at all at-grade collector and arterial trail crossings. Improvements at the 66th Avenue W trail crossing include both curb bulbs and Rectangular Rapid Flashing Beacons (RRFBs). Roadway channelization will be determined through the design process but will reduce the number from 4 vehicular travel lanes to at least 3.
- Project Justification, Need, or Purpose**
The Interurban Trail is the non-motorized facility with the greatest pedestrian use within the City and also is frequently used by both commuter and recreational bicyclists. A notable portion of this activity is associated with Premera Blue Cross' Western Washington campus which is adjacent to the Interurban Trail and encourages employees' physical well being by incentivizing mid-day physical activity and non-single occupant vehicle commuting through their Commute Trip Reduction program. It is also the only regional multi-use trail within southwestern Snohomish County.

This project will reduce the likelihood of collisions between trail and roadway users by improving driver and trail user visibility and awareness of each other. The City and neighboring agencies have improved several trail crossing locations to reduce the likelihood of collisions between trail and roadway users but several collector and/or arterial locations within Mountlake Terrace currently provide only passive warning signs and crosswalks with nearby on-street parking. By constructing these safety improvements, trail users will be provided similar facilities along the length of the regional corridor and decreased risks to their safety.

Project Location

1. **Project Location**
Interurban Trail/66th Ave W
2. **Please identify the county(ies) in which the project is located.**
Snohomish
3. **Crossroad/landmark nearest the beginning of the project**
66th Ave W
4. **Crossroad/landmark nearest the end of the project**
66th Ave W
5. **Map and project graphics**
66th_Ave_And_Interurban.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.**
Providing, and improving pedestrian infrastructure such as this Interurban Trail crossing is consistent with multiple sections of the Transportation Element of the City's Comprehensive Plan (2017). The introductory "Importance of Walkability" and "Transportation Safety" sections of the Transportation Element (p. TR-5), and the "Pedestrian and Bicyclist Safety" section (p. TR-45) highlight the City's need to provide for safe interactions between pedestrians, bicyclists, and motor vehicles. The proposed project helps to achieve this by improving driver visibility of pedestrians and bicyclists on the Interurban Trail by providing curb bulbs at all public roadway crossings and active warning devices. Although not currently identified as a specific project, it is expected that this trail crossing improvements will be included in the 2018 update to the City's Comprehensive Plan and Transportation Master Plan.

Federal Functional Classification

1. **Functional class name**
17 Urban Collector

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 Interurban Trail extends from a point approximately 0.75 miles from the Northgate growth center and through beyond the Lynnwood growth center. This route passes through Mountlake Terrace and constructing this project will allow Mountlake Terrace to improve pedestrian and bicycle safety conditions at all trail-roadway crossings within the City's jurisdiction consistent with typical best practices. With improved safety, increases in multi-modal use of the trail are anticipated.
2. **Describe how the project supports existing and/or planned population/employment activity in the center.**
The largest employment concentration within Mountlake Terrace is approximately located north of 220th Street SW and west of I-5, and includes Premera's western Washington corporate campus while is located adjacent to the Interurban Trail. Premera encourages

commuting by non-single occupant vehicles through their required CTR program as well as mid-day physical activity incentives through their health and wellness programs. Both of these corporate programs result in greater pedestrian and bicycle use of the Interurban Trail adjacent to and near the Premera campus.

As both the Northgate and Lynnwood growth centers continue to develop and increase in density, bicycle commuter activity on the Interurban Trail is anticipated to increase

The proposed trail crossing improvements will help to improve trail user safety near this high-activity employer and support the safety of regional trail users between the Northgate and Lynnwood growth centers.

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

With improved trail user safety provided by the project, the project is supportive of greater non-motorized travel to/from both the Lynnwood and Northgate growth centers planned for in Seattle and Lynnwood planning policies. Improved safety conditions at the Mountlake Terrace Interurban Trail crossings will help reduce concerns travelers may have that would decrease their choosing non-motorized modes of transportation.

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 proposed project will improve trail users' safety at the Interurban Trail crossing of 66th Avenue W. This supports this goal of all of Mountlake Terrace's Interurban Trail crossings using current best practices for mid-block pedestrian crossings.

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 improved trail crossing conditions provided by the project are intended to improve trail user safety and comfort by improving trail user and driver visibility of each other, as well as providing active warning measures at higher vehicle volume locations to improve driver yielding rates. The curb bulbs that will be provided also have the secondary benefit of potentially reducing vehicle speeds at the trail crossing locations, thereby likely reducing injury severity should a collision occur.

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

Within the Lynnwood growth center, the Interurban Trail directly connects to the Lynnwood Transit Center where the future Link Light Rail station will be constructed. In addition, the City of Mountlake Terrace has constructed the Lakeview Trail. Lakeview Trail connects the Interurban Trail to the Mountlake Terrace Transit Center and future Link Light Rail station, and the Town Center Planned Action area where the majority of the City's growth is planned in coming years.

The safety improvements provided by the project will help to encourage greater non-motorized trail use and regional connectivity to both Mountlake Terrace and Lynnwood Transit Centers and their respective light rail stations. Local bus stops are also located near the various trail crossing locations.

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.

NA

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

The Interurban Trail and its crossing locations are not currently threatened. Delays to funding do result in not improving risks to trail user safety, but no specific opportunity will be lost if this project is not funded.

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
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PE	2019	2019	\$8,315.00
construction	2019	2020	\$140,297.00

Total Request: \$148,612.00

Total Estimated Project Cost and Schedule

PE

Funding Source	Secured/Unsecured	Amount
Local	Unsecured	\$23,194.00
TAP	Unsecured	\$8,315.00
		<u>\$31,509.00</u>

Expected year of completion for this phase: 2019

Construction

Funding Source	Secured/Unsecured	Amount
TAP	Unsecured	\$140,297.00
		<u>\$140,297.00</u>

Expected year of completion for this phase: 2019

Summary

- Estimated project completion date**
December 2019
- Total project cost**
\$171,806.00

Funding Documentation

- Documents**
N/A
- 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.**
N/A

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
- Have preliminary plans been submitted to WSDOT for approval?**
No
- 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
- When are preliminary plans expected to be complete and approved by WSDOT (month and year)?**
May 2019

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).**
May 2019

Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**
No
2. **How many parcels do you need?**
N/A
3. **What is the zoning in the project area?**
N/A
4. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
N/A
5. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**
N/A
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.**
N/A

Project Readiness: Construction

1. **Are funds being requested for construction?**
Yes
2. **Do you have an engineer's estimate?**
Yes
3. **Engineers estimate document**
Interurban_Trail__66th_Ave_W_Safety_Improvement_Engineer's_Estimate.pdf
4. **Identify the environmental permits needed for the project and when they are scheduled to be acquired.**
None
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).**
May 2019
7. **When is the project scheduled to go to ad (month and year)?**
July 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.


The project is expected to be included in the City's 2018 update of the Transportation Master Plan and will include public/stakeholder involvement through that planning effort.

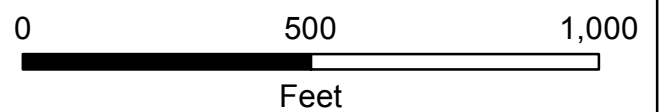
3. Final documents

N/A



***Interurban Trail Crossing Safety Improvements
66th Ave W and Interurban Trail***

 Curb Bulbout and Rapid Flashing Beacons (RRFBs)





CITY OF MOUNTLAKE TERRACE

Bid Schedule - City of MLT

Interurban Trail & 66th Ave W Safety Improvements				ENGINEER'S ESTIMATE	
ITEM No.	ITEM DESCRIPTION	UNIT	CONTRACT QUANTITY	CONTRACT UNIT PRICE	CONTRACT AMOUNT
1	Force Account for Unanticipated Work	FA	1.00	\$ 5,000.00	\$ 5,000.00
2	Contractor Surveying, including As-Built Drawing	LS	1.00	\$ 3,000.00	\$ 3,000.00
3	SPCC Plan	LS	1.00	\$ 800.00	\$ 800.00
4	Additional Potholing	FA	1.00	\$ 800.00	\$ 800.00
5	Mobilization	LS	1.00	\$ 11,050.00	\$ 11,050.00
6	Project Temporary Traffic Control	LS	1.00	\$ 5,000.00	\$ 5,000.00
7	Flaggers and Spotters	HR	180.00	\$ 60.00	\$ 10,800.00
8	Construction Signs Class A	SF	20.00	\$ 50.00	\$ 1,000.00
9	Remove and Dispose of Existing Cement Conc. Sidewalk, Sidewalk Ramp, Driveway & ACP	SY	368.00	\$ 20.00	\$ 7,360.00
10	Remove and Dispose of Existing Concrete Curb	LF	191.00	\$ 18.00	\$ 3,438.00
11	Crushed Surfacing Top Course	Ton	90.00	\$ 35.00	\$ 3,150.00
12	Commercial HMA For Pavement Repair, Incl. Excavation and Haul	Ton	67.00	\$ 150.00	\$ 10,050.00
13	Asphalt Cost Price Adjustment	Ton		\$ 110.00	\$ -
14	Commercial HMA or Asphalt Treated Base for Temporary Patch	Ton	14.00	\$ 70.00	\$ 980.00
15	8"φ Class 52 D.I. Storm Pipe	LF	50.00	\$ 80.00	\$ 4,000.00
16	Catch Basin Type 1	EA	2.00	\$ 1,500.00	\$ 3,000.00
17	Adjust Catch Basin, Type 1, and Provide Frame & Locking Cover	EA	0.00	\$ 850.00	\$ -
18	Temporary Water Pollution/Erosion Control	FA	1.00	\$ 2,500.00	\$ 2,500.00
19	Catch Basin Inlet Protection	EA	2.00	\$ 75.00	\$ 150.00
20	Topsoil Type A	CY	30.00	\$ 60.00	\$ 1,800.00
21	Cement Concrete Traffic Curb and Gutter	LF	202.00	\$ 25.00	\$ 5,050.00
22	Cement Concrete Pedestrian Curb	LF	68.00	\$ 20.00	\$ 1,360.00
23	Cement Concrete Sidewalk	SY	141.00	\$ 80.00	\$ 11,280.00
24	Detectable Warning Surface (truncated dome)	SF	60.00	\$ 60.00	\$ 3,600.00
25	RRFB Pedestrian System Complete Assembly	LS	1.00	\$ 25,000.00	\$ 25,000.00
25	Plastic Crosswalk Line	SF	72.00	\$ 15.00	\$ 1,080.00
26	Plastic Stop Line	LF	0.00	\$ 5.50	\$ -
27	Paint Line	LF	40.00	\$ 5.50	\$ 220.00
Subtotal				\$	121,468.00
Washington State Sales Tax @ 0.0% - Department of Revenue Rule 171				\$	-
Subtotal include WA Sales Tax				\$	121,468.00
Contingency		5%	\$	6,074.00	
Construction Cost				\$	127,542.00
PE - Mountlake Terrace					
MLT designs		20.00%	\$	25,509.00	
Survey consultant			\$	6,000.00	
Contract Administration - Mountlake Terrace					
MLT administration		10.00%	\$	12,755.00	
				\$	-
Total of Project cost				\$	171,806.00