Funding Application

**Competition**  
Regional TAP

**Application Type**  
Bicycle and Pedestrian

**Status**  
submitted

**Submitted:**  
September 20th, 2017 4:42 PM

Project Information

1. **Project Title**  
40th Street Improvements

2. **Transportation 2040 ID**  
Exempt

3. **Sponsoring Agency**  
University Place

4. **Cosponsors**  
N/A

5. **Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**  
Yes

6. **If not, which agency will serve as your CA sponsor?**  
N/A

Contact Information

1. **Contact name**  
Jack Ecklund

2. **Contact phone**  
(253) 686-3066

3. **Contact email**  
jecklund@cityofup.com

Project Description

1. **Project Scope**  
This project will provide curb, gutter, planter strips, sidewalk, street lights, improved bicycle lane markings and signage, and pedestrian and bicycle amenities along the north side of 40th Street west between Drexler Drive W and 67th Avenue. The storm system will be replaced/modified as necessary to accommodate the improvements.

2. **Project Justification, Need, or Purpose**  
40th Street is a busy principal arterial street along the project limits. This street is a major east/west corridor connecting the Cities of University Place, Fircrest and Tacoma and is often used by commuters as the most convenient route to Highway 16.

   Sidewalks were constructed along the south side of the street under a previous safe routes to schools grant, however little to no sidewalks exist along the north side in the project area leaving only a narrow gravel shoulder for pedestrians. The existing street lighting was designed to illuminate only the south side of the street, resulting in poor lighting conditions for pedestrians and cyclists along the north side.
The proposed improvements will provide safe dedicated facilities for walking and biking along this critical corridor. New street lighting will illuminate pedestrian and bicycle areas, improving safety for all travel modes. Planter strips will buffer pedestrians from traffic and will calm traffic to enhance safety. Access to residential, commercial, and recreational areas will be improved for all travel modes. The dedicated non-motorized facilities will provide safe, viable, efficient, and clean alternatives to the Single Occupant Vehicle resulting in improved access, travel, and mobility for all travel modes and reducing pedestrian and bicycle conflicts with motorists. The proposed street lighting will illuminate the pedestrian and bicycle areas and greatly increase the visibility of pedestrians and bicycles to motorists. Pedestrian and bicycle amenities such as benches, trash cans, bikeracks, landscaping, and way finding signage will be added along the corridor to further create an inviting environment for non-motorized users and further encourage non-motorized transportation as a travel mode alternative along the corridor.

Project Location

1. **Project Location**
   40th Street W

2. **Please identify the county(ies) in which the project is located.**
   Pierce

3. **Crossroad/landmark nearest the beginning of the project**
   Drexler Drive W

4. **Crossroad/landmark nearest the end of the project**
   67th Avenue

5. **Map and project graphics**
   40th_Imps_Grant_App_2016_TYPX_VICMAP.pdf,
   2017_STP_Grant_Application_Maps_40TH_IMPROVEMENTS_.pdf

Plan Consistency

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

2. **If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.**
   Project is in the City's 6-yr TIP page 3, project 17. The project is also consistent with the goals and polices of the transportation element of the City's Comprehensive Plan. An example of this is policy RT1A: Create a transportation network that includes vehicle, pedestrian, bicycle, and transit components located throughout the City, and connecting to adjacent communities, to provide for the safe, efficient, convenient and reliable movement of people goods and services. In addition, the City's 6-yr TIP is specifically incorporated into the Comprehensive Plan by reference on page 6-51 of the Comprehensive Plan.

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.**
   N/A

Federal Functional Classification

1. **Functional class name**
   14 Urban Principal Arterial

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?**
   This project serves the University Place Provisional Regional Growth Center. The western portion of the project is within this center. This street is one of the primary East-West routes serving this center and connects the University Place Growth Center to the City of Fircrest local center and the City of Tacoma. This roadway is also heavily used by commuters travelling to and from the University Place Growth Center and Highway 16.

2. **Describe how the project supports existing and/or planned**
This project connects to and serves the University Place Regional Growth Center and serves as corridor between this Growth Center and the Fircrest local center. This project will result in a continuous non-motorized corridor between these two centers as well as to the residential and commercial areas in between. The project will support the existing and planned housing and employment densities in these centers by improving the pedestrian and bicycle routes along the corridor, and improving safety of the corridor through lighting and the separation of travel modes. These improvements provide safe and viable travel mode alternatives and expand and enhance the person and goods carrying capacity to and from these vital centers.

The project will support the establishment of new jobs/businesses and help retain existing jobs and businesses by completing this vital gap and providing a well-integrated multimodal transportation network. This will help support the City's other growth management goals and policies including those addressing economic vitality and livability; it will improve accessibility for economic development; it will enhance the quality of life; it will enhance individual ability; and it will enhance University Place's role in the regional economy by supporting economic development within the City's Provisional Regional Growth Center thereby improving the ability of businesses to draw their workforce and customer base. By completing this gap, this project will improve safe & convenient access to and from the various centers, residential and commercial areas and the major destinations within the centers.

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

The project will support the adopted plans and objectives of these centers in accordance with the following goals and policies of the University Place Comprehensive Plan: Policy TR11C - Support VISION 2040 and the Regional Growth Strategy by promoting Transit Oriented Development and improving connections between the University Place Regional Growth Center and other growth centers. Work with Lakewood, Fircrest, Tacoma, Pierce Transit and Sound Transit to identify and improve transportation facilities between regional growth centers and along transit routes that connect them; Policy TR2B - Design and build Complete Streets with facilities for all modes of transportation. Connect residential neighborhoods to commercial mixed-use centers and public transit with sidewalks, paths and bike lanes to provide greater access to transportation choices for those who do not drive and those who have limited mobility resources; Policy TR1A - Create a transportation network that includes vehicle, pedestrian, bicycle and transit components located throughout the City and connecting to adjacent communities, to provide for the safe, efficient, convenient and reliable movement of people, goods and services; and Policy TR11D - Ensure Comprehensive Plan consistency with the Regional Transportation Plan, Transportation 2040, by prioritizing growth within the City's Regional Growth Center and supporting the development of a safe and efficient transportation network.

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 completes a gap in the City's pedestrian network making connections to existing sidewalks at Drexler Drive and 67th Avenue. This project will also connect to existing sidewalk connections along Emerson Street to the east and Bridgeport Way to the west and will result in completing the non-motorized network in this corridor with continuous improvements/facilities between Grandview Drive and Orchard Street.

This project also connects to the regional bicycle network at 67th Avenue as well as the bicycle lanes constructed along Bridgeport Way.

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 improve the circulation and provide enhanced opportunities for active transportation between, to and from the centers along the corridor. The completion of this gap, will improve the walkability of the corridor by providing safe, inviting, fully accessible and dedicated pedestrian facilities where none exist including anew fully signalized crossing of this busy street. Pedestrians and cyclists will be able to better access the public transit located along both 40th Street and Bridgeport Way. This project also will provide a connection between the regional bike network and the University Place Provisional Regional Growth Center, greatly improving bicycle mobility and increasing the viability of cycling as a transportation mode choice to travel to, from and between the centers. The landscaped planter strip and decorative street lighting will provide streetscape improvements along the corridor that will enhance both the safety and comfort for all users of the transportation system. In addition, the landscaped planter strip, street lights, and street trees have the effect of visually narrowing the appearance of the roadway and result in a traffic calming effect along the corridor. Based on past projects in the City with similar improvements, the City has observed an average speed reduction of 5 to 7 miles per hour along the roadway segment upon completion of the project. The proposed speed radar signs will further
promote safe speeds in the corridor. This traffic calming will improve the safety of pedestrians, cyclists, and motorists alike along the corridor.

3. **Describe the connections to other multimodal facilities the project provides.**
   This project will provide connections to Pierce Transit bus route 53 that runs through the project area as well as extend the connection to Pierce Transit bus route 2 that runs along Bridgeport Way just to the west of the project. These transit routes further connect the University Place Growth Center to the Regional Growth and Local Centers of Tacoma and Lakewood.

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.**
   This project will provide connections to Pierce Transit bus route 53 that runs through the project area as well as extend the connection to Pierce Transit bus route 2 that runs along Bridgeport Way just to the west of the project. These transit routes further connect the University Place Growth Center to the Regional Growth and Local Centers of Tacoma and Lakewood.

   The non-motorized improvements provide for and encourage alternatives to single-occupancy vehicle (SOV) travel and increase travel options within the corridor for commuters, residents, commercial users, highly impacted communities, seniors, people with disabilities and low-income populations. This corridor serves University Place Regional Growth Center and the City of Fircrest local center. By providing safe, efficient, and clean alternatives to SOV travel, this project will improve the capacity and efficiency of the corridor for all users.

   In addition, the improved street lighting will improve the visibility and safety for all users of the roadway.

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

**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

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Total Request: $640,100.00

**Total Estimated Project Cost and Schedule**

**PE**

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Total: $120,000.00

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

**Construction**

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Total: $640,100.00
Expected year of completion for this phase: 2020

Summary

1. Estimated project completion date
   12/2020
2. Total project cost
   $740,000.00

Funding Documentation

1. Documents
   Match_Certification_letter_40th_Street_Improvements.doc
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.
   Matching funds are available and secured for this project (see attached letter from City Finance Director Leslie Blaisdell). In addition, the local funds have been identified as secured for the project in the City's 6-yr Transportation improvement plan.

Project Readiness: PE

1. Are you requesting funds for ONLY a planning study or preliminary engineering?
   No
2. Is preliminary engineering complete?
   No
3. 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)?
   12/18

Project Readiness: NEPA

1. What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
   Documented Categorical Exclusion (DCE)
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).
   11/18

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

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**Project Readiness: Construction**

1. Are funds being requested for construction?
   Yes

2. Do you have an engineer's estimate?
   Yes

3. **Engineers estimate document**
   40th_Sidewalk__Drexler_to_67th_Preliminary_Estimate_082917.pdf

4. Identify the environmental permits needed for the project and when they are scheduled to be acquired.
   No environmental permits other than NEPA are required. A previous NEPA had been performed for the south side of the street and no historic or cultural properties were identified. No complications are expected in this process.

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).
   1/19

7. When is the project scheduled to go to ad (month and year)?
   2/19

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**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.
   Evergreen primary school is located along this corridor. Pedestrian safety has been a significant concern of the school district. In addition, the roadway is located on a hill making vehicle speeds high, further demonstrating the need for safe dedicated pedestrian facilities.

2. Describe the public review process for the project and actions taken to involve stakeholders in the project's development.
   This past year, several public and focus group meetings were held to seek input on the further development of the City's growth center and to develop a sub area plan. As part of this process the local business owners were engaged and solicited for input. Support for non-motorized improvements (both constructed and planned) was very high during this outreach work. In addition, Evergreen primary school is located along this route and the school district has been very supportive of improving non-motorized access to their schools.

3. **Final documents**
   40th_St_bike_map.pdf, 40th_Street_Disability_Status.pdf, 40th_Street_Household_Income.pdf
PROJECT LOCATION

EXIST. IMPROVEMENTS

40TH ST. W. IMPROVEMENTS
DREXLER DR. W. TO 67TH AVE. W.
PROPOSED TYPICAL SECTION
LOOKING EAST
NOT TO SCALE

P:\DWG\2017\Grant Apps 2017\40th Imps Grant App 2016 TYPX\VICMAP.dwg 9/20/17
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**TOTAL CONSTRUCTION COST** $550,000

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**Total Project** $740,000
September 20, 2017

Kelly McGourty  
Puget Sound Regional Council  
1011 Western Avenue, Suite 500  
Seattle, WA 98104

Re: Certification of Grant Match  
City of University Place

Ms. McGourty:

The City of University Place has applied for grant for the 40th Street Improvements Project. The estimated City match for this project is $99,900.

Funding is available for the required grant match. The City has unallocated funds available in our Public Works Capital Improvement Fund in excess of the required $99,900. Additional funds are available in the Surface Water Management Fund (for any SWM applicable portion of the project), Real Estate Excise Tax Fund, Arterial Street Fund and General Fund.

If you have any questions or require any additional information please do not hesitate to contact me at 253-460-2517.

Sincerely,

Leslie Blaisdell  
Finance Director

c: Jack Ecklund, City Engineer