

Section V.d. 2014 King County Countywide Competition Application for PSRC's FHWA Funds (STP/CMAQ)

❖ Nonmotorized Program

This application is available on the King County Department of Transportation website at:
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

****Please read this section before completing the application****

The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for countywide funding may be compromised if the application is found to have omissions or inaccuracies.

Sponsors of projects recommended for funding as a result of the competition should be aware that information provided on this application will be used in the future to monitor compliance with PSRC's adopted project tracking policies. It is also important to remember that funds are awarded to projects, not agencies. Please refer to PSRC's website for more information on the project tracking program: www.psrc.org/transportation/tip/tracking.

Submitting Applications

There is no set page limit for applications submitted to the countywide competition. It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary. Attach your completed application to an email and send it to kcgrantcompetition@kingcounty.gov. All applications must be submitted by **11:59 p.m. Wednesday, May 7, 2014**.

Please note: the project budget spreadsheet is a required attachment, the budget spreadsheet can be downloaded from the following website:

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

Definition of a project:

For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If a project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center).

Projects that include multiple components or sponsors are allowed to be submitted, but the scope of work, funding amounts and schedules for each individual agency and/or component must be clearly identified at the time of application. If awarded PSRC funds, these projects may be separated into their individual components or lead agency in the regional Transportation Improvement Program. Each individual TIP project will be subject to PSRC's project tracking policies and will be administered according to the scope of work and funding awarded for each. **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

If you have questions please contact Peter Heffernan at 206-477-3814 or peter.heffernan@kingcounty.gov

Section VI.c. 2014 King County Countywide STP/CMAQ Non-Motorized Application

This application is available on the King County Web site at

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

PROJECT DESCRIPTION INFORMATION	
1	<p>Project Title: 1st Avenue and Railroad Avenue Bicycle Bypass (Railroad Ave. & SR-169 to 1st Ave. & SR-169)</p> <p><i>(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520 HOV (104th Ave NE to 124th Ave NE)</i></p>
2	<p>Sponsoring Agency: City of Black Diamond</p> <p>Also identify any co-sponsor(s):</p>
3	<p>Project Contact Person: Scott Hanis</p> <p>Address: PO Box 599; 24301 Roberts Drive, Black Diamond, WA 98010</p> <p>Phone: 360-886-5700</p> <p>Fax: 360-886-2592</p> <p>E-Mail: shanis@ci.blackdiamond.wa.us</p>

****Please read all of the text in this section before completing this application.****

<p>4</p>	<p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. Project scope: Please describe clearly and concisely 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? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p>This project will provide a 10-foot minimum bicycle bypass of SR-169. This project has four distinct sections. From north to south, the work and path is described as follows starting at the intersection of Railroad Avenue and SR-169:</p> <ol style="list-style-type: none"> 1) From SR-169, south 650 feet along Railroad Avenue - Pave the existing gravel road 24 feet wide for a shared bicycle facility with local traffic; 2) From the end of Railroad Avenue, south 755 feet along an old railroad grade to the north end of 1st Avenue - Clear the area 40 feet wide and pave a 10-foot wide multipurpose asphalt path; 3) From the north end of 1st Avenue, south 750 feet along 1st Avenue to Baker Street - Pave a 20-foot wide shared bicycle facility with local traffic; 4) From Baker Street, south 1,160 feet along 1st Avenue to SR-169 - Stripe a designated bicycle lane on the west side of the street. <p>b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>This section of SR-169 has limited visibility and is narrow. Widening the road through this section for bicycle facilities would likely create a need to condemn homes. This is a flat bypass that would allow bicyclists to stay off the narrow, limited visibility section of SR-169, have a low traffic route specifically for cyclists, and will link cyclists to the historic downtown area.</p>	
<p>5</p>	<p>Project Location: Railroad Avenue and 1st Avenue in Black Diamond</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project: Railroad Avenue and SR-169 <i>(Identify landmark if no crossroad)</i></p> <p>c. Crossroad/landmark nearest to end of project: 1st Avenue and SR-169 <i>(Identify landmark if no crossroad)</i></p>	
<p>6</p>	<p>Map: Include an 8½” x 11” legible vicinity map (if applicable) with completed application form. <i>If unable to send map electronically, provide separately by fax or mail.</i></p>	
<p>7</p>	<p>Federal Functional Classification Code <i>(Select only one)</i></p> <p><i>Assistance in determining the functional classification of a project is available by calling Stephanie Rossi at 206-971-3054.</i></p>	
	<p style="text-align: center;"><u>Rural Functional Classifications</u> <u>(“under 5,000 population”)</u> (Outside the federal-aid urbanized and federal-aid urban areas)</p> <p><input checked="" type="checkbox"/> 00 Exception</p>	<p style="text-align: center;"><u>Urban Functional Classifications</u> <u>(“over 5,000 population”)</u> (Inside the federal-aid urbanized and federal-aid urban areas)</p> <p><input checked="" type="checkbox"/> 00 Exception</p>

<input type="checkbox"/> 01 Principal Arterial - Interstate <input checked="" type="checkbox"/> 02 Principal Arterial <input type="checkbox"/> 06 Minor Arterial <input type="checkbox"/> 07 Major Collector <input type="checkbox"/> 08 Minor Collector <input type="checkbox"/> 09 Local Access <input type="checkbox"/> 21 Proposed Principal Arterial – Interstate <input type="checkbox"/> 22 Proposed Principal Arterial <input type="checkbox"/> 26 Proposed Minor Arterial <input type="checkbox"/> 27 Proposed Major Collector <input type="checkbox"/> 28 Proposed Minor Collector <input type="checkbox"/> 29 Proposed Local Access	<input type="checkbox"/> 11 Principal Arterial – Interstate <input type="checkbox"/> 12 Principal Arterial – Expressway <input checked="" type="checkbox"/> 14 Principal Arterial <input type="checkbox"/> 16 Minor Arterial <input type="checkbox"/> 17 Collector <input type="checkbox"/> 19 Local Access <input type="checkbox"/> 31 Proposed Principal Arterial – Interstate <input type="checkbox"/> 32 Proposed Principal Arterial – Expressway <input type="checkbox"/> 34 Proposed Principal Arterial <input type="checkbox"/> 36 Proposed Minor Arterial <input type="checkbox"/> 37 Proposed Collector <input type="checkbox"/> 39 Proposed Local Access
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NOTE: Federally Funded Projects. A roadway must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects which are on a roadway with a functional classification of 09, 19, 29 or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".

Examples of Exceptions:

- Any bicycle and/or pedestrian project.
- Projects *not* on a roadway and using CMAQ or other funds
- Any transit project, including equipment purchase and park-and-ride lot projects.

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project’s suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council’s (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2014 STP/CMAQ King County Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2014. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC’s Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC’s Project Tracking Program, may eventually result in the loss and/or transfer of funds to another countywide project.

Application length: Please be as brief as possible but provide sufficient information on your project, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to kcgrantcompetition@kingcounty.gov. Please name the file "(Agency): (Project tile)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small

Jurisdiction, Large Jurisdiction, All Other, Preservation, Non-motorized). All applications will be posted to the King County Web site. All applications must be submitted by 11:59 p.m., Wednesday, May 7, 2014.

PROJECT EVALUATION INFORMATION

IMPORTANT INSTRUCTIONS: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to Section IVb, Evaluation Criteria for Countywide Grant Programs, Non-Motorized Projects for information on how the projects will be evaluated.

- **Part 1:** Choose one of the two project categories that best fits your proposed project and complete Section A or B
- **Part 2:** Complete all Sections C through F

PROJECT EVALUATION: PART 1

Choose which of the two Centers categories your project falls under:

- Project is located within a Center
> *NOTE: Complete Section A, then proceed to Sections C through F in Part 2*
- Connecting Corridors
> *NOTE: Complete Section B, then proceed to Sections C through F in Part 2*

SECTION A: CENTERS

Complete this section if your project is a “Centers” project, then proceed to Part 2

A. Please explain how your project addresses the following:

• Center Development

- Describe how the project will advance or support non-motorized modes within the center.
- Describe how the project or program will enhance or support the potential for increased housing/employment densities in the center.
- Describe how the project furthers the objectives and aims of existing adopted policies and plans for the center.
- Describe the level of public access to the project (for example, current and future land use in the vicinity of the facility such as schools, residences, commercial, retail, tourist areas, etc. that would be expected to provide utilization of the facility).

-This project will advance and support non-motorized modes within the center by creating a bypass for the use of non-motorized modes of transportation, at minimal grades away from high speed traffic, within and near Black Diamond's local centers. It will bring people right through the City's historic downtown area.

-This project will enhance the potential for increased employment densities in the center in the same manner in which a recent upgrade of a street in the historic downtown provided excellent commercial opportunities, including better access and better parking. This bypass will provide a safer route for bicyclists and other pedestrians to access the historic downtown area as well as reach jobs/shopping in the community commercial area to the north.

-This project furthers the objectives and aims of existing adopted policies and plans for the local centers by increasing visitors to increase business. This would increase incentive for people willing to visit these areas that may have been unaware of opportunities off SR-169. This gives people in and around Black Diamond one more option to access the downtown center as well as commercial centers in Black Diamond.

-There is a high level of public access for this project. This project borders the following zones in Black Diamond (map attached as well): Medium Density Residential (MDR 8); Public (lands and Black Diamond Elementary one block away); Residential (R4 and R6); Town Center (historic downtown core); Community Commercial (south end of project, more commercially zoned area approximately 300 feet north of the north end of project); and Master Planned Development to the north which will bring in new homes and business (MPD). This project is surrounded by everything in the City and will provide access to most, if not all, residents in the City as well as commuters working in Black Diamond.

• Project's Benefit to the Center

- Describe how the project remedies a current or anticipated problem for non-motorized modes within the center or reduces modal conflicts involving pedestrians and/or bicyclists?
- Describe the user groups who will benefit from this project (residents, commuters, employees, students, customers, tourists, seniors, people with disabilities, and those identified in the President's Order for Environmental Justice¹) and how it provides users with non-motorized option for travel.
- Describe how the project or program will improve: (address each relevant area)

¹ The President's Order for Environmental Justice states “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.”

- Bicycle facilities
- Walkability
- Public transit access
- Landscape and/or streetscape

-People traveling by non-motorized modes currently use SR-169 to access these local centers. The problem is there are narrow shoulders and not much room for expanding the width of the highway due to the proximity of housing. SR-169 also peaks on a hill in this area creating poor visibility for non-motorized modes, creating a danger to both pedestrians and drivers. People walking can still use a sidewalk on the east side of the highway, but bicyclists and walkers could come into conflict and most bicyclists will just stay on the road. These conflicts would be remedied through this portion of the City by constructing this bypass, allowing non-motorized modes to travel along a portion with minimal grades and away from high speeds.

-Residents of the City will benefit as they will have new means for accessing this area, which has the elementary school and the town center. Commuters in vehicles will not have to worry about pedestrians through this poor-visibility section of highway and bicyclists will not have to worry about being seen by drivers. Students will have another way to access Black Diamond Elementary. This bypass would take students right to 2nd Avenue (the same street of the school), or Baker Street and 1st Avenue which is just one block away from the school. There is a sidewalk on Baker Street that will take students to the school. Residents will have a new way of accessing businesses in the City. Many bicycle tourists roll through the City in the summer. This bypass will provide an easier, safer route and will provide access to the historic downtown that they may not otherwise be aware of. This bypass would go right through King County Senior Housing, which will provide a direct benefit to seniors living in this area. This area also is within a Block Group identified as a low-medium income area and will provide these users this non-motorized option for travel to local centers.

-This project will improve bicycle facilities as it will create facilities with bicyclists in mind. Walkability will be improved for pedestrians that would rather not walk up the hill on the highway. This would provide a flatter route. Public transit is limited in this area but pedestrians would be able to have safer access to the Metro bus stop at Roberts Drive and SR-169, only about 1,000 feet north of the north end of the project. The landscape would be improved in this area as dangerous cottonwood trees would be eliminated and replaced with conifer trees.

- **Circulation and Safety within the Center**

- Describe how the project improves access to major destinations or improves circulation within the center (home/work/school/other).
- Describe how the project or program completes a physical gap or completes an essential link in the non-motorized transportation network.
- Describe how the project improves safety or resolves an existing safety problem.
- Describe how the project extends or completes a regional or local bicycle or pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network.

-This project improves access by putting people right in the historic downtown area and, as discussed above, the project area is surrounded by very diverse zoning. Black Diamond Elementary is one block away from the middle of the project. Pedestrians typically would access this area traveling along SR-169 and then down Baker Street. This project will help get them off the highway and on a safer route for non-motorized modes of transportation.

-This project completes an essential link in the non-motorized transportation network by eliminating a dangerous section of SR-169 that has narrow shoulders in comparison to

stretches of SR-169 to the north and south of the project. Visibility is poor and there is not much room for non-motorized modes to be safely in or out of the travel lanes. This link would put non-motorized modes back on the highway, but at portions of the highway with wider and safer shoulders, along with better visibility.

-This would resolve the existing safety problem of poor visibility and an insufficient buffer for non-motorized modes. This project would eliminate the problem through this portion of SR-169.

-Non-motorized modes already use SR-169; this project creates a safer portion through this problem area. Sidewalks have been constructed in the last decade that link this downtown area to the King County Library on Roberts Drive (via Baker Street, Morgan Street and Roberts Drive) as well as newer pedestrian facilities within the town center.

SECTION B: CONNECTING CORRIDORS

Complete this section if your project is a “Connecting Corridors” project, then proceed to Part 2.

A. Please explain how your project addresses the following:

- **Benefit to Center**

- Describe how the project provides users traveling to/from the center(s) with non-motorized options for travel.
- Describe how the project furthers the objectives and aims of adopted policies and plans for the center(s).
- Describe how this project will benefit or enhance support the development of the center(s). Does it support multiple centers?

- **System Continuity, Circulation and Safety**

- Describe how this project or program provides a "logical segment" that links to a center
- Describe how the project fills in a missing link or removes barriers to a center, and how the project extends or completes a regional or local bicycle or pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network
- .Describe how the project improves safety and/or reduces modal conflict.

- **Sustainability**

- Describe how this project or program supports a long-term strategy to maximize the efficiency of the corridor and/or the bicycle or pedestrian network.
- Describe the user groups who will benefit from this project over time (residents, commuters, employees, students, customers, tourists, seniors, people with disabilities, and those identified in the President’s Order for Environmental Justice) and how it provides users with non-motorized options for travel.

PROJECT EVALUATION: PART 2

SECTION C: PROJECT READINESS/FINANCIAL PLAN

Once Section A or B in Part 1 has been completed, complete all of Part 2, Sections C through G.

2. Financial Plan

In this section, sponsors will address questions regarding the funding request, the total estimated project cost and schedule, and the project's readiness to obligate PSRC funds. Sponsors should be aware of the following information before completing this section:

Funding Request: Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. A sponsor may request funding for both preliminary engineering and right of way phases or preliminary engineering and construction phases, but not both right of way and construction phases.

Funding Requirements: A minimum of 13.5% of local matching funds is required for both Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.

Obligation Requirements: Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies here. For more information on PSRC's project tracking program, please go to www.psrc.org/transportation/tip/tracking.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

2.1. Select only one funding source below, STP or CMAQ.

STP

CMAQ

2.2. Identify the amount requested by phase, and identify the estimated year of obligation (2015, 2016 or 2017).

<u>Phase</u>	<u>Amount</u>	<u>Estimated Year of Obligation</u>
PE/Design	\$118,937.00	2016
Construction	\$687,644.00	2017
Other	\$41,117.00	2017

2.3 Identify the project phases that will be fully completed if requested funding is obtained:

PE/Design, Construction, and Other (Project Management & Administration)

2.4 Project Budget and Schedule

In this section you will be asked to provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified above must also be reflected in the Project Budget and Schedule spreadsheet. Use as many rows per phase as necessary to reflect the financial plan for each phase. The required table to provide this information is a separate Excel spreadsheet which you will need to download from following King County website:
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

Attach the completed spreadsheet, along with this application, and submit via email to kcgrantcompetition@kingcounty.gov, by the deadline of 11:59 p.m. May 7, 2014. The Project Budget and Schedule spreadsheet form may be downloaded at:
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

Project Readiness:

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before federal funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which obligation prerequisites and milestones apply to their specific project.
- Identify which of these have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all obligation prerequisites and milestones not yet completed.

In the section below, sponsors will be asked to provide complete information on the status of necessary milestones for the project seeking PSRC funds. Past experience has shown that delays in one phase often result in a delay to subsequent phases. PSRC's project tracking policies require that funds be obligated within a set timeframe or be returned for redistribution. Consequently, sponsors are encouraged to carefully consider the complexity of their project and develop a project schedule that is realistic.

Based on the phase(s) for which PSRC funds are being requested, please answer the questions below. If funds are requested for Planning or Preliminary Engineering/Design only, this section is not required.

3. If funds are requested for Right of Way:

3.1 What is the status of Preliminary Engineering/Design?

- Is the PE/Design phase complete? No
- If not, identify all relevant milestones, including the current status and estimated completion date of each. For example:
 - What is the level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
 - Environmental Impact Statement (EIS)
 - Environmental Assessment (EA)

- Documented Categorical Exclusion (DCE)
- Categorical Exclusion (CE)
- Has the NEPA documentation been approved? Please provide the date of approval, or the anticipated date of completion. November 2015
- At what stage of completion is your design?
 - Have Preliminary Plans been submitted to WSDOT for approval? No
 - If not, when is this milestone scheduled to be complete?
December 2016
 - When are Preliminary Plans expected to be approved? January 2017
- Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion. Final Design March 2017

3.2 What is the status of Right of Way?

- How many parcels do you need? 0
- What is the zoning in the project area (e.g., commercial, residential, etc.)? Town Center, Commercial, Residential, and Public
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. Condemnation will not be necessary
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? We have experience although right of way acquisition will not be necessary.
- If not, when do you expect a consultant to be selected, under contract, and ready to start? Not applicable
- Identify all relevant right of way milestones, including the current status and estimated completion date of each. For example:
 - True cost estimate of Right of Way November 2015
 - Right of Way Plans (stamped) November 2015
 - Relocation Plan (if applicable) Not applicable
 - Right of Way Certification November 2015
 - Right of Way Acquisition November 2015
 - Certification Audit by WSDOT Right of Way Analyst November 2015
 - Relocation Certification, if applicable Not applicable

4. If funds are requested for Construction:

4.1 Complete sections 3.1 and 3.2 above.

4.2 What is the status of the milestones for the construction phase?

- Do you have an Engineer's Estimate? Please provide a copy if available. No. Cost estimate is based on similar projects on a dollars/foot basis.
- Identify the environmental permits needed for the project and when they are scheduled to be acquired. There is the potential need for an HPA Permit as there is a stormwater discharge area that could be labeled as a wetland. We will need to insert a culvert at this point so as to not impede the discharge. There is the potential that we will have to document tree removal (if there are any trees being removed covered in the City's tree ordinance) although a permit will not likely be required. An HPA Permit, if necessary, would be obtained during the early part of design in 2016.
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. No - March 2017
- When is the project scheduled to go to ad? March 2017

REMINDER: When you submit this application, please remember to also attach the Project Budget and Schedule spreadsheet and any maps or other project schematics, if applicable.

SECTION D: COMMUNITY SUPPORT/ENVIRONMENTAL JUSTICE/PLANNING

4. Please explain how your project addresses the following:

- Has the project been developed through a collaborative and inclusive planning process? Please describe. (If not, please describe how developed.)
- Is this project or program specifically identified in a local plan, transit plan, or regional plan. If not, is the project or program consistent with plan policies? Please provide citation of the corresponding policies and/or specific project references in the identified plan.
- Is this an important opportunity--if we fund this project or program now, what other benefits will result?
- Will an opportunity be missed if the project is not funded in this competition?

-Yes the project has been developed through a collaborative and inclusive planning process. This project was part of the City's Capital Planning Process which included three open public meetings and a public hearing.

-Yes. This project is part of the City's Capital Improvement Program.

-This is a very important opportunity. This project will provide for the additional benefits of the enjoyment of City-purchased open space and will provide improved local access roads.

-An opportunity will be missed as construction prices are rising. Construction of this project at a later date will be more expensive.

SECTION E: MODE SHIFT

5. Please explain how your project addresses the following:

- Describe how the project eliminates SOV trips and induces a mode shift..
- Discuss the potential for non-motorized use. For example, use counts and/or user survey data from existing similar facilities combined with data on the population in the surrounding area to estimate the potential number of users of the proposed facility (more, less and why)
- Describe how the project connects to other non-motorized facilities.

-SOV trips can be reduced by people wanting to visit these local centers as individuals. The focus of this project is on encouraging individuals to use this bypass and non-motorized modes of transportation. There will be those individuals looking to visit these centers that will be more willing to ride a bicycle rather than creating one more SOV trip to these centers.

-This project will provide easier access for non-motorized modes of transportation from north Black Diamond to the historic downtown area.

-At either end of the project area there are wide shoulders that have been beneficial to non-motorized modes of transportation. It is through the project area where things get dangerous. Aside from the bypass area, the bypass would also connect to a sidewalk on Baker Street which connects to Railroad Avenue and Morgan Street. The sidewalk on Morgan Street connects to sidewalks on Roberts Drive which leads to City Hall and the King County

Library. Many parts of the City will be connected by these non-motorized facilities creating a more pedestrian-friendly City.

SECTION F: AIR QUALITY

NOTE: While project sponsors are not requested to provide detailed quantitative analyses at this time, those projects that are selected for CMAQ funds will be asked to assist staff in quantifying the benefits of their projects prior to TIP submittal.

6. Describe how your project will reduce emissions. Include discussion of the population served by the project – who will benefit, where and over what time period. Be as specific as possible and include examples. Answers will vary depending on the type of project, for example:

- Describe how your project will reduce VMT, either by eliminating or shortening vehicle trips;
- Describe how your project will result in a mode shift from SOVs to transit, carpool or nonmotorized;
- Describe how your project will result in an increase in transit ridership, either through new transit service or greater accessibility to transit;
- Describe how your project will improve the flow of traffic and reduce the amount of idling vehicles - how will this project relieve an existing problem;
- Describe how your project will reduce emissions through alternative fuels or vehicles.

-VMT will be reduced/eliminated as more people will feel encouraged to utilize non-motorized modes of transportation with safer facilities.

-The mode shift to non-motorized will be based on people being encouraged to use these safer facilities and to travel in a manner they have not felt comfortable doing in the past.

-Metro transit has a bus stop on SR-169 and Roberts Drive that will be more accessible by people willing to use transit but maybe not willing to travel through this portion of SR-169 via non-motorized modes.

-Traffic won't be slowed by bicyclists through this area, bicyclists entering back onto SR-169 at the end of the bypass will benefit from downward slope on both ends and will be able to travel at speeds closer to the speed of traffic. Motorists are currently slowed by bicyclists through this portion of SR-169 as they travel uphill and, with limited site distance, may not feel safe passing a bicycle.

-Reduced emissions will be seen through a mode shift to these non-motorized modes of transportation.

Section V.e. Total Estimated Project Cost and Schedule

Please fill in as many rows as needed in the tables below, to fully and accurately reflect your

Project Sponsor	City of Black Diamond
Project Title	1st Avenue and Railroad Avenue Bicycle Bypass

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Planning Planning Planning			

Planning TOTAL: \$ -

Estimated Planning Completion Date (month and year): _____

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
PE/Design	TIB Federal Grant Matching	Reasonably Expected	\$ 18,563
PE/Design	PSRC	Unsecured	\$ 118,937
PE/Design			

Preliminary Engineering / Design TOTAL: \$ 137,500

Estimated PE/Design Completion Date (month and year): 3/1/2017

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Right of Way Right of Way Right of Way			

Right of Way TOTAL: \$ -

Estimated ROW Completion Date (month and year): _____

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Construction	TIB Federal Grant Matching	Reasonably Expected	\$ 107,321
Construction	PSRC	Unsecured	\$ 687,644
Construction			

Construction TOTAL \$ 794,965

Estimated Construction Completion Date (month and year): 12/1/2017

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Project Mgmt	TIB Federal Grant Matching	Reasonably Expected	\$ 6,418
Project Mgmt	PSRC	Unsecured	\$ 41,117

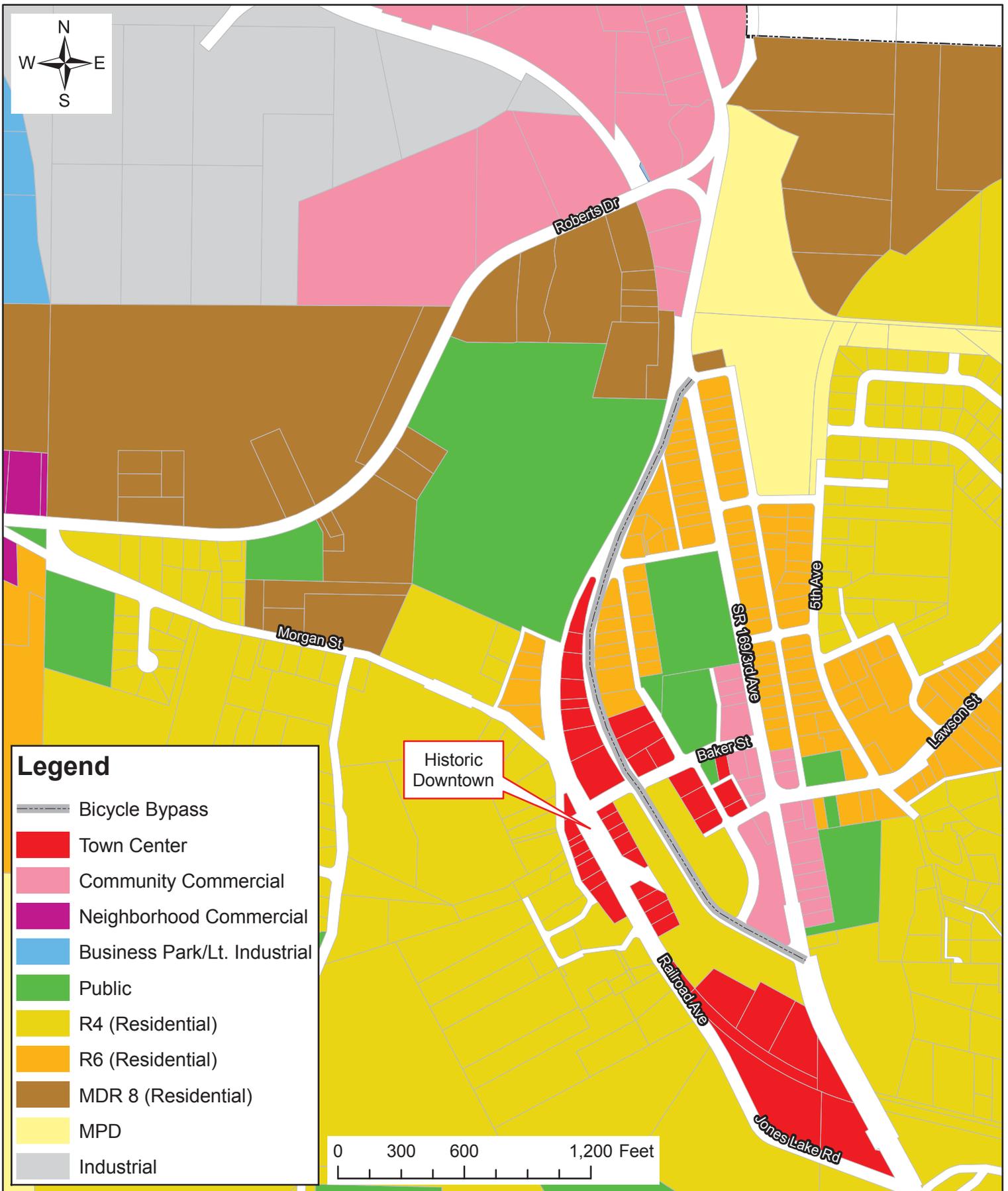
Other TOTAL: \$ 47,535

Estimated Other Completion Date (month and year): 12/1/2017

TOTAL Estimated Project Cost, All Phases: \$ 980,000

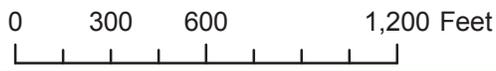
Estimated Project Completion Date (month and year): 12/1/2017

* Additional information on these categories may be found at
<http://www.psrc.org/assets/11214/FinancialConstraintGuidance.pdf>.



Legend

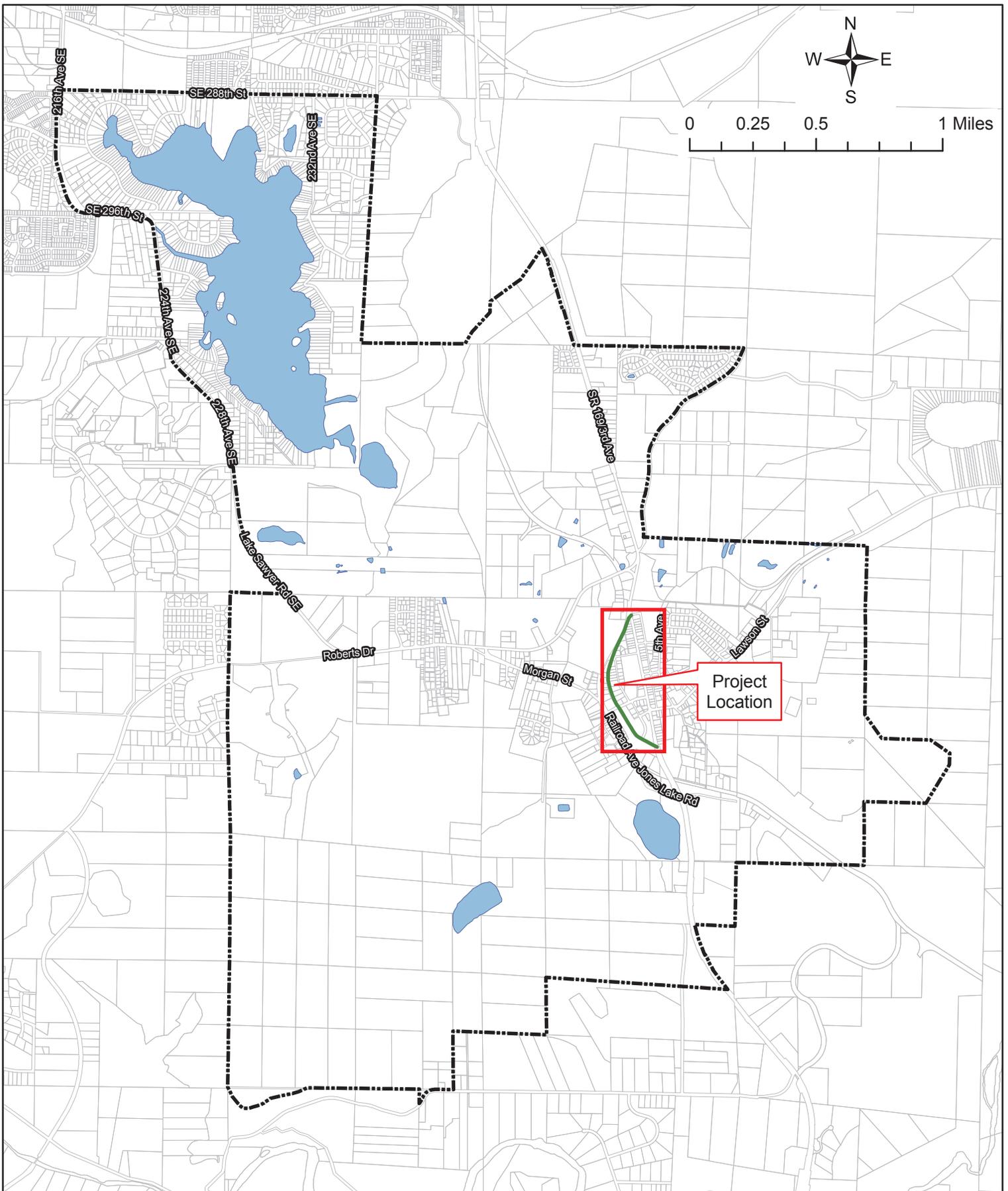
- Bicycle Bypass
- Town Center
- Community Commercial
- Neighborhood Commercial
- Business Park/Lt. Industrial
- Public
- R4 (Residential)
- R6 (Residential)
- MDR 8 (Residential)
- MPD
- Industrial



Author: Scott Hanis

Revised: April 29, 2014

1st Avenue & Railroad Avenue Bicycle Bypass Project Area Zoning



Author: Scott Hanis

Revised: April 29, 2014

1st Avenue & Railroad Avenue Bicycle Bypass

Vicinity Map

CITY OF BLACK DIAMOND
1st Avenue and Railroad Avenue Bicycle Bypass



North end of project looking south along SR 169, bypass would go to the right (west) down Railroad Ave



Gravel portion of Roberts Drive

CITY OF BLACK DIAMOND
1st Avenue and Railroad Avenue Bicycle Bypass



Along Railroad Avenue progressing towards 1st Ave. right of way. Some clearing will be necessary



1st Ave. looking north. City owns right of way past dead end (where the cars are located)

CITY OF BLACK DIAMOND
1st Avenue and Railroad Avenue Bicycle Bypass



1st Ave. looking south towards Baker St.



Looking north on 1st Ave. from Baker St.

CITY OF BLACK DIAMOND
1st Avenue and Railroad Avenue Bicycle Bypass



1st Ave. looking south at King County Senior Housing - from Baker St.



Looking west from south end of project along 1st Ave. King County Senior Housing

CITY OF BLACK DIAMOND
1st Avenue and Railroad Avenue Bicycle Bypass



South end of project, looking south along SR 169 (downhill) where bicyclists would enter/leave bypass



South end of project looking north along SR 169 (uphill), bicyclists would no longer have to travel up/down this this portion of the highway.

CITY OF BLACK DIAMOND
1st Avenue and Railroad Avenue Bicycle Bypass



Bicycle rack in the historic downtown in front of the Black Diamond Bakery