

2014 Pedestrian and Bicycle Program Grant Application Form



Project Title West Side Trail	City/County Fall City / King County
Project Location SR 202 Corridor/SE Redmond-Fall City Rd. (south side): SE 40 th St. (MP 20.49) to SE 42 nd St. (MP 21.39)	Date May 11, 2014
State Legislative District #: 5	Congressional District #: 8
Lead Agency and Project Manager Lead Agency Name: Fall City Metropolitan Park District Project Manager: Kirk Harris, PE, PMP Title: Commissioner Address: PO Box 1180, Fall City, WA 98024 Phone: 425-922-1120 Fax: 425-222-5106 E-mail: kirk.harris@fallcityparks.org	Grant Request and Total Project Cost: Engineering/Infrastructure \$ <u>180,000</u> Total Grant Request \$ <u>180,000</u> Match/In-kind \$ <u>20,000</u> Total Project Cost \$ <u>200,000</u> <input checked="" type="checkbox"/> Check if this project is "Design/Scoping" only.

Project Description (Describe the project specifically, be sure to include the project limits, connections, safety elements, etc.)

Project Purpose and Scope
The concept for the "West Side Trail" was first documented in May 2000 by a Fall City Community Advisory Group that was formed at the request of the King County Road Services Division. They recognized that traffic volumes along SR 202 had increased significantly and that pedestrian and traffic safety would be increased if a non-motorized trail separated from the roadway was built in this corridor in concert with a network of other proposed pedestrian access improvements, most of which were later implemented. Therefore the purpose of completing the project is to increase public safety, community connectivity, and recreational opportunities, as well as improve the west gateway to the town. The scope needed to accomplish these goals includes: facilitate stakeholder involvement and approvals, solicit and incorporate public input, and develop the design and environmental documents required for a new trail facility.

Project Limits
The proposed "West Side Trail" parallels the SR 202 corridor (SE Redmond-Fall City Road) between SE 40th Street (MP 20.49) and SE 42nd Street (MP 21.39) immediately west of downtown Fall City (**see Vicinity Map**). The proposed project length is 0.90 miles long. SR 202 is a two-lane rural highway within its 100-foot right-of-way. The non-motorized separated path is proposed to be constructed entirely within the south side of the existing right-of-way.

Connections
The proposed "West Side Trail" would create a more walkable community by linking key locations along the west side of Fall City including: downtown Fall City and its commercial core, King County's Fall City Library, Fall City Elementary School, Chief Kanim Middle School, Quigley Park, Fall City Community Park, and residential areas of Fall City (**see Zoning Map**). In addition to connections with SE 40th and SE 42nd Streets at the western and eastern limits of the project, respectively, the trail would provide walking connections between the northerly ends of 323rd Ave SE and 332nd Ave SE, where none safely exist today. The project would also provide a logical and direct non-motorized recreational connection to a six mile long route between Fall City and the City of Carnation via 324th Ave SE and other contiguous low volume rural farm roads. Safety, recreational, and economic benefits as a result of this project would be realized by the Fall City community with the addition of this valuable non-motorized connection.

Safety
The proposed "West Side Trail" project would enhance public safety for both motorized and non-motorized users of the SR 202 corridor by creating a separated non-motorized path opposite the State highway from its existing roadside ditch (**see Typical Cross Section**). Pedestrians often use the eastbound shoulder to travel within the project limits to walk to and from Fall City because the historically-disturbed terrain beyond the roadside ditch is uneven and overgrown with vegetation. The pedestrian's presence within this stretch of roadway creates an unsafe situation for both themselves and the motorist who must take them into account when traveling the 45 MPH posted speed within the two-lane, 23-foot wide travel-way route, at both night and day periods.

Recent Progress (Describe any efforts or portions of the project that have been completed or are underway)

The project has been included in the Capital Improvement Project list within the **2014-2019 Comprehensive Plan** for the Fall City Metropolitan Park District (FCMPD) that was adopted as an update to the original 2010-2015 Comprehensive Plan on January 14, 2014. The project is consistent with the goals and policies of the adopted plan.

Presentations of the "West Side Trail" project concept have been made to the local community in several forums ranging from regular monthly meetings of the FCMPD since August 2012, to the FCMPD booth at the community's annual Holiday Bazaar (on 2012-12-05), to the FCMPD booth at the annual Fall City Days festival (on 2013-06-15), to occasions at the monthly meetings of the Fall City Community Association (FCCA) whose meeting summaries are included in a monthly newsletter, *Fall City Neighbors*, to the community.

A **statistically valid survey** of the residents within the FCMPD completed in February 2011 by Hebert Research, Inc. identified that Walking and Hiking were the favorite park and recreation-related activities in which to engage by respondents, receiving 21.0% and 20.1% tallies, respectively. Biking and Hiking were listed as their second favorite activity with 19.5% and 13.4%, respectively.

The impetus of this project stemmed both from the outcome of the 2011 FCMPD survey, as well as the findings of a May 2000 report titled ***Pedestrian and Traffic Safety Recommendations to the Community*** prepared by a Fall City Community Advisory Group which was formed in October 1999 by the King County Road Services Division whose goal was to improve traffic, pedestrian, and bicycle safety in the unincorporated rural town of Fall City.

The "West Side Trail" project concept was incorporated into the designs of the **UW College of Built Environments** as presented by its **Storefront Studio** project which came and worked with the Fall City community and King County Department of Natural Resources and Parks, Historic Preservation Program, between April and June 2013.

Discussions about this trail project have taken place with representatives of the **Snoqualmie Valley School District** (SVSD) and the Washington State Department of Transportation (WSDOT), whose organizations are key stakeholders in this project. The SVSD has two public schools (Fall City Elementary School and Chief Kanim Middle School) that border the "West Side Trail" corridor. Principals of both schools are supportive of the project.

At the request of the WSDOT Highways & Local Programs Community Design Assistance Manager, the project concept was presented during a panel discussion topic on **Developing Paths and Trails in Washington** at both the Washington APA Planning Law Conference (2013-05-15) and Revitalize Washington Conference (2013-05-16) as part of sharing the "local agency experience" of coordinating with WSDOT to initiate and develop a trail project.

The project schedule and cost summary were developed by the FCMPD project manager in consultation with other **professional engineering consultants**. The FCMPD project manager is a licensed Professional Engineer (PE) in the state of Washington and certified Project Management Professional (PMP) by the Project Management Institute. His professional background is as a civil engineering consultant who has designed and managed transportation improvement projects, including non-motorized trail facilities, for local cities and counties for over 20 years.

PROJECT SCHEDULE AND COST SUMMARY SECTION

Project Element	Scheduled	Amount (grant amount only)
Project Development	Mo/Yr July 2015	\$25,000
Project Definition (agreement signed)	Mo/Yr September 2015	\$5,000
Begin PE	Mo/Yr November 2015	\$70,000
NEPA/SEPA Kickoff	Mo/Yr January 2016	\$25,000
Environmental Docs Approved	Mo/Yr July 2016	\$5,000
ROW Started [Trail Lease with WSDOT]	Mo/Yr August 2016	\$15,000
ROW Complete (certification)	Mo/Yr November 2016	\$5,000
Geometric/30% Design Complete	Mo/Yr March 2017	\$30,000
Contract Advertised	Mo/Yr	
Contract Awarded	Mo/Yr	
Open to Public (operationally complete)	Mo/Yr	

Project Cost Summary Note applicable grant costs		Dollars in thousands	Percent of Total	2015-17 Cash Flow (expenditures billed to WSDOT):	
Project Development		\$30,000	17%	<u>Date</u>	<u>Planned</u>
				9/15	\$ 30,000
				12/15	\$ 30,000
Engineering:				3/16	\$ 40,000
Preliminary Engineering		\$130,000	72%	6/16	\$ 20,000
Right-of-Way		\$20,000	11%	9/16	\$ 20,000
Construction		\$0	0%	12/16	\$ 20,000
Operations/Services		\$0	0%	3/17	\$ 10,000
				6/17	\$ 10,000
Total Grant Request:		\$180,000	90%	Total 15-17	\$ 180,000
Match Amount (if applicable):		\$20,000	10%	<i>Est. Re-appropriation</i>	\$ _____
				<i>Future Biennium</i>	\$ _____
Total Project Cost:		\$200,000	100%	TOTAL	\$ 180,000

Additional Comments Regarding Budget and Milestones:

Target Location Details Section

Current Conditions. Describe the current conditions (e.g., existing roadway conditions, speed, risk factors).

The existing conditions of this corridor present several risks to pedestrians and bicyclists due the combined factors of vehicular speeds, roadway and shoulder widths, and the proximity of non-motorized users to motorized users.

SR 202 is a two-lane rural highway with a travel-way of 23 feet and with paved shoulders that vary between 5 and 8 feet wide each side along the entire project length (MP 20.49 to MP 21.39). The posted speed limit between MP 20.49 and MP 21.03 is 45 MPH and between MP 21.03 and MP 21.39 is 30 MPH. The existing roadway section appears to generally be situated within the center of the existing 100-foot wide roadway right-of-way. Under this scenario, approximately 30 feet of public right-of-way is available between the edge of pavement and right-of-way limit in which to develop a separated non-motorized trail for the community.

The roadway is primarily separated from the adjacent gently rolling topography by roadside ditches on both sides. The north side of SR 202 does not connect to most of the pedestrian generators adjacent to and within the project limits and exhibits the presence of wetlands adjacent to segments of the roadway. The south side of SR 202 connects to most of the pedestrian generators (two public schools, the public library, commercial and residential areas) that abut the project limits. The proposed trail is proposed to be within existing WSDOT right-of-way and be principally separated from the existing roadway with a roadside ditch to enhance the safety of non-motorized users.

Target Location Details Section (Continued)

Distance from major housing, commercial attraction, transit station or other bicycle or pedestrian generator. Distance (miles) <u>0</u> Comments: Fall City is one of three unincorporated rural towns in King County and regularly attracts recreational bicyclists as a place to start when riding the scenic rural country roads of the Snoqualmie Valley. The trail would also provide a direct connection between residential areas and the commercial area of downtown Fall City.	<u> </u> Nationally designated Main Street Community	Operating speed (85 th percentile): <u>unk</u> MPH
	<u> </u> National Main Street Affiliate	Posted Travel Speed
	<u> </u> National Historic District	<u>45 / 30</u> MPH

<p>Prior traffic collisions involving bicyclist/pedestrian at project site within past three years. (Please indicate number of crashes and severity):</p> <table border="1"> <thead> <tr> <th></th> <th>Number</th> <th>Severity</th> </tr> </thead> <tbody> <tr> <td>At the project site</td> <td>unk</td> <td>unk</td> </tr> <tr> <td>Other bike/pedestrian collisions within 1 mile that would be addressed by the project.</td> <td>unk</td> <td>unk</td> </tr> </tbody> </table>		Number	Severity	At the project site	unk	unk	Other bike/pedestrian collisions within 1 mile that would be addressed by the project.	unk	unk	<p>Signalized Intersection Spacing or Distance to Alternate Crossing Facility.</p> <p>Distance (feet) <u>n/a</u></p> <p>Comments: There are no signalized intersections within the unincorporated rural town of Fall City. The alternate route a pedestrian or bicyclists would have to take without using the SR 202 corridor from downtown Fall City to access 324th Ave SE north of SR 202 and the low volume rural roads which connect to the City of Carnation, the nearest community 6 miles to the north, would be via a detour on SE 44th Street to the south that is 0.6 mile longer than the proposed direct route.</p>
	Number	Severity								
At the project site	unk	unk								
Other bike/pedestrian collisions within 1 mile that would be addressed by the project.	unk	unk								
<p>Width of Roadway: Varies between 33 and 39 feet</p> <p>Number of Lanes (include turn lanes) <u>2</u></p> <p>Comments: There is one left turn lane at the entrance to Chief Kanim Middle School along the SR 202 route.</p>	<p>Existing Traffic Volumes.</p> <p>Volume (Average Daily Traffic) <u>7,300</u></p> <p>Number of people biking/walking <u>unk</u></p> <p>Comments: A count of non-motorized users has not been conducted, but users are regularly witnessed using the SR 202 shoulders.</p>									
<p>Describe "Complete Streets" type policies, ordinances, standards, and practices in place to help ensure project success.</p> <p>The FCMPD has adopted a number of policies within its 2014-2019 Comprehensive Plan that are consistent with "Complete Streets" types of policies enacted by cities and counties, which require planners and engineers to "routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation." Relevant excerpts of the comprehensive plan are as follows:</p> <p>OUR GOALS</p> <ol style="list-style-type: none"> 6. Provide opportunities that enhance and inspire quality of life, good health, and a sense of wellness. 7. Enhance and expand recreational opportunities for residents within the District. <p>Design and Access Standards</p> <p>Promote facilities that are accessible, environmentally friendly, safe, easy to maintain, with life-cycle features that account for long term costs and benefits.</p> <p>Trail Systems</p> <p>Develop a high quality interconnected system of park trails and corridors that allow public access to public lands, parks, and neighborhoods.</p> <ul style="list-style-type: none"> • Create an interconnected off-road trail system providing access to environmental corridors, natural areas, historic sites, scenic vistas, parks, public facilities, and local business districts for local resident hikers. • Identify and support an on-road bicycle route system providing access to historic areas, scenic vistas, parks, public facilities, and business districts for local resident commuter and recreational biking enthusiasts. Support linking local on-road bicycle routes with regional routes to provide opportunities for extended touring opportunities for local and regional enthusiasts alike. • Create an interconnected off-road multipurpose hike, equestrian, and bike trail system providing access to major parks, schools, public facilities, business districts, and other trail corridors. 										

PROJECT DESCRIPTION SECTION

Project Impact: How will the project meet the four goals?

(a) Promoting healthy communities that support walking, bicycling and using public transportation.

The “West Side Trail” project will promote a healthy community through its high visibility as an improvement project to the State highway which passes through the heart of Fall City. The SR 202 corridor is our community’s “Main Street”. On a smaller scale, SR 202 connects our commercial core with our schools, our library, our parks, and our residential areas. On a larger scale, SR 202 connects our community with the City of Redmond to the west and the City of Snoqualmie to the east. There are currently no facilities for pedestrians beyond the downtown core (SE 42nd St./334th PI SE to 338th PI SE) along the SR 202 corridor, our “Main Street”. The proposed project extends ADA-compliant pedestrian facilities from SE 42nd St. to SE 40th St., 0.90 miles to the east and will enable the community to safely complete walk route loops on a combination of low volume local roads and the proposed trail that is separated from a high volume highway. The proposed non-motorized trail will also provide a safe access from Fall City to multiple miles of low volume rural farm roads for recreational bicycling that provide the opportunity to create a healthier community.

(b) Improving safety by designing major arterials to include features such as wider sidewalks, dedicated bicycle facilities, medians, and pedestrian streetscape features, including trees where appropriate.

The “West Side Trail” project will improve safety of both the motorist and the non-motorist users of the SR 202 corridor by removing the need for pedestrians and bicyclists to use the existing shoulders to travel the route. Projects that include features such as separated paths and that employ the “complete streets” approach have been proven to reduce the risk of crashes, injuries, and fatalities and increase the safety for motorists, pedestrians, and bicyclists of all ages and abilities.


(c) Protecting the environment and reducing congestion by providing safe alternatives to single occupancy driving.

The “West Side Trail” project will protect the environment by being designed with a vertical alignment that closely follows the gently rolling topography of the project site. Its horizontal alignment and width will be designed to be context sensitive to preserve mature trees and vegetation to the maximum extent feasible. Citizen input on the trail design has requested that construction materials be considered which are environmentally-friendly. For example, permeable surfaces, where appropriate, have been requested that enable natural drainage and are compatible with equestrian users as well as pedestrians and bicyclist. The separated trail has been proposed to be situated on the south side of the SR 202 corridor to better access the pedestrian generators of the community and also because existing wetlands are present on the north side of the corridor. Use of the trail itself is beneficial to the environment by providing residents an alternative means to driving in order to access key aspects of their community such as schools, the library, parks, and the commercial area by walking or biking.

(d) Preserving community character by involving local citizens and stakeholders to participate in planning and design decisions.

Local citizens have been and will continue to be involved with the development of this project. The concept of the “West Side Trail” was first documented in a May 2000 Pedestrian and Safety Recommendations to the Community report prepared by a Fall City Community Advisory Group as part of a King County project. Since August 2012, public feedback on the project has been solicited and considered during a number of public forums including FCMPD and FCCA meetings, and winter and summer events. Stakeholder input has been sought from representatives of the Snoqualmie Valley School District and WSDOT. Twenty (20) property parcels abut the existing WSDOT right-of-way for SR 202 along the route, including the two (2) public schools. A context sensitive design approach will be taken to work with each parcel owner to develop a project that is compatible with the adjacent use and also meets the projects goals. The role of the local citizens and stakeholders is essential to the success of the design phase of the project.

Fall City is one of three rural towns specifically designated by King County. The rural town designation recognizes the historical development of an unincorporated rural area that includes a commercial center and has a higher density residential settlement pattern than the rest of the rural parts of the County. The SR 202 corridor serves as the western “gateway” to Fall City. Improvements to this “gateway” are consistent with the community’s character.

Project is listed in Local TIP: Yes <input checked="" type="checkbox"/> No	ADA Transition Plan: Yes <input checked="" type="checkbox"/> No
Project is listed in an Adopted Plan: <input checked="" type="checkbox"/> Yes No	Plan: <u>2014-2019 Comprehensive Plan</u> Date Adopted: <u>January 14, 2014</u>
APPLICATION CONCURRENCE	
Transportation Agency Engineer, Traffic Engineer, or Director – Infrastructure Approving Authority	
Name: Lori Watts Title: President, Commissioner, Fall City Metropolitan Park District Address: PO Box 1180, Fall City, WA 98024 Email: lori.watts@fallcityparks.org Phone: (425) 829-9473	Date 5-09-2014 
WSDOT Official (if project is on a State Highway)	
Name: Title: Address: Email: Phone:	Date

West Side Trail (SR 202 Corridor) - Vicinity Map



(C) 2008 King County

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Date: 5/7/2014

Source: King County iMAP - Property Information (<http://www.metrokc.gov/GIS/iMAP>)

**Fall City Metropolitan
Park District**

FALL CITY
(unincorporated
rural town),
KING COUNTY

↑ 6 miles to Carnation and Tolt-MacDonald Regional Park via low volume rural roads



King County

Begin Project MP 20.49

Chief Kanim Middle School

**West Side Trail
(SR 202 Corridor)
south side of road**

**Fall City
R-4
Elementary
School**

**End Project
MP 21.39**

Fall City Community Park



(C) 2008 King County

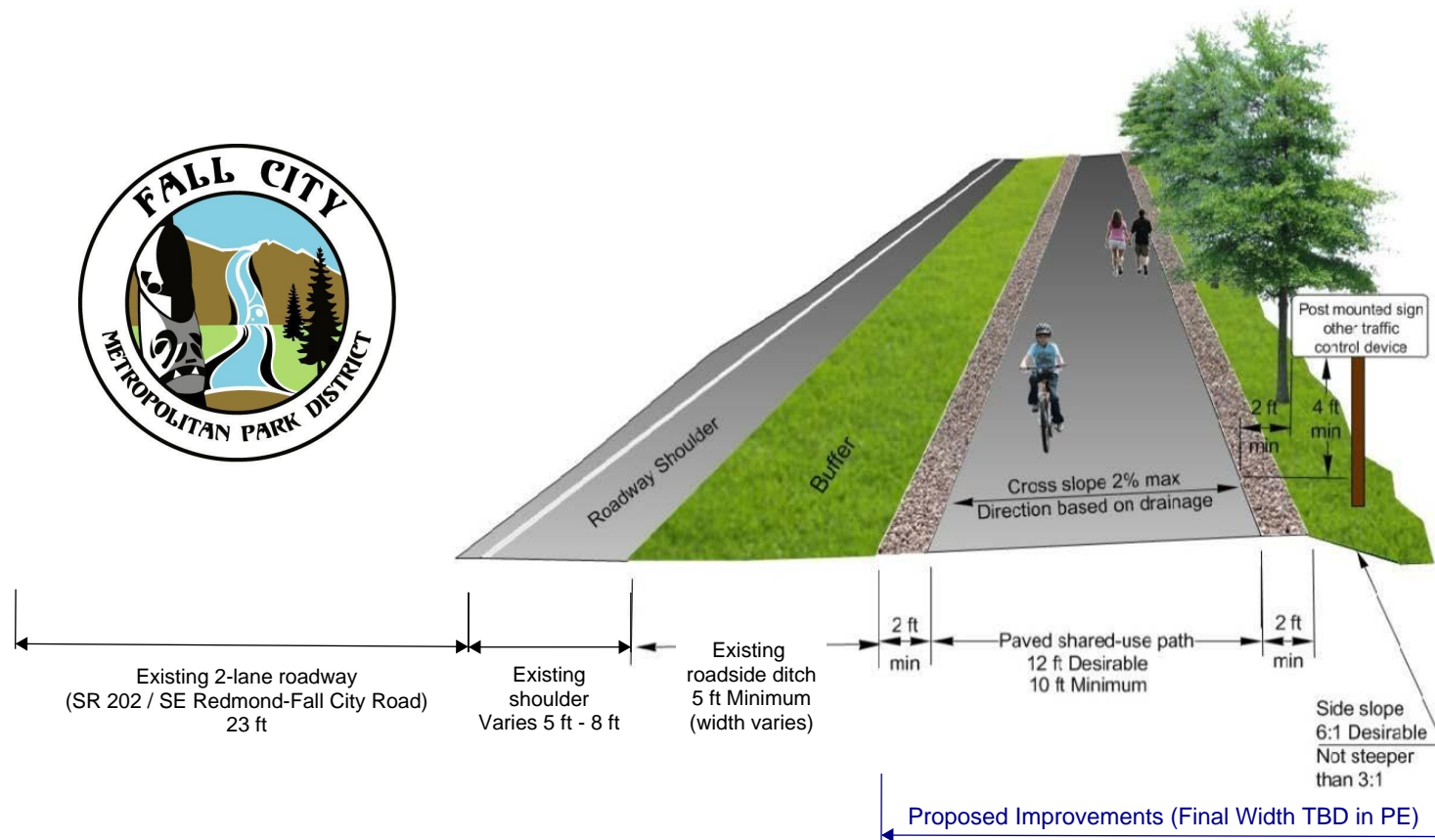
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Fall City Metropolitan Park District

West Side Trail (SR 202 Corridor) - Typical Cross Section Fall City (unincorporated rural town), King County Fall City Metropolitan Park District



**View looking easterly
MP 20.49 Rt. to MP 21.39 Rt.**



**Washington State
Department of Transportation**

Lynn Peterson
Secretary of Transportation

May 15, 2014

Northwest Region
15700 Dayton Avenue North
P.O. Box 330310
Seattle, WA 98133-9710
206-440-4000
TTY: 1-800-833-6388
www.wsdot.wa.gov

Kirk Harris, Commissioner
Fall City Metropolitan Park District
PO Box 1180
Fall City, WA 98024

Subject: SR 202 (MP 20.49 – MP 21.39)
West Side Trail
Program Letter of Support

Dear Mr. Harris:

The Washington State Department of Transportation (WSDOT) is submitting this letter in support of the above mentioned project.

The intent of this project is to enhance public safety for both motorized and non-motorized users within this SR 202 corridor by providing separate pathway for non-motorized users.

The trail will create a more walkable community by linking key locations along the west side of Fall City – downtown/business area, schools, library, park, etc. The trail will also provide walking connections between the northerly ends on the City and will provide a logical recreational connection to a six mile route to the City of Carnation.

This letter of support is based on the design concept only. As design details are finalized, we will need to review and approve applicable plans for the project. Also, please note that since the trail within the highway right of way is located in unincorporated King County, an airspace lease which conveys the maintenance responsibility of the trail to the City has to be executed between WSDOT and the Fall City Metropolitan Park District (Park District). We look forward to working with the Park District to expedite this important project.

Sincerely,

Michael A. Cotten, PE
Assistant Regional Administrator – King and Snohomish Counties

cc: Day / Project File
E. Conyers (Highways and Local Programs)
M. Beaulieu (King Area Traffic)