

**Jefferson Countywide
Surface Transportation Block Grant (STBG) Program
2019-2022 Application**

Date: September 21, 2018

Project Title: Discovery Road Two-way Cycletrack and Sidewalk

STBG Funding Request: \$434,674

STIP Fiscal Year(s) of expenditure: 2019

General Information

Agency or Organization: City of Port Townsend

Contact Person: David L. Peterson, P.E. Phone: 360.379.5088 Email: dpeterson@cityofpt.us

Certificate Acceptance (CA) current: **Yes** Managing Federal Agency: WSDOT Local Programs
If No, our CA Agency is:

Project Information

Project Phases (Check all STIP phases that apply)

<input checked="" type="checkbox"/>	Planning		Right-of-way acquisition (ROW)
<input checked="" type="checkbox"/>	Preliminary Engineering (PE)		Construction (CN)
	Rolling Stock		Equipment

Type of Project (Check all categories that apply)

<input checked="" type="checkbox"/>	Safety		Preservation
	Transit		Capacity
	Roadway	<input checked="" type="checkbox"/>	Non-motorized
	Bridge and/or Tunnel		Port Industrial Freight Movement

Project Description and Background

(as listed in STIP, WSDOT LAA, Federal Prospectus or local TIP)

Project: This grant proposal is for the planning, design and right of way phase of a bicycle and pedestrian construction project on Discovery Road between the Rainier Street roundabout and the brand-new Salish Coast School. The future construction project includes approximately 3,000 feet of asphalt two-way cycletrack and concrete sidewalks on the south side of Discovery Road, crosswalks, ADA ramps and push button activated LED crosswalk signs.

Context: Discovery Road is unique in our City as it runs diagonally across our town, from the city limits to the west to the geographic center and beyond, continuing as F Street. It serves as the main arterial, in addition to SR 20, by which nearly every neighborhood is connected and is often the most direct and quickest way to travel within the city.

Existing Conditions: The roadway is approximately twenty-one feet wide and has little to no shoulders or ditches. Currently pedestrians and bicyclists along this route have nowhere to be and are forced to travel along the unimproved edge of the roadway; negotiating back and forth between the roadway, ditches and the limited shoulder areas.

Gaps: The proposed project would complete a gap in the bicycle and sidewalk network between the brand-new cycletrack, shared-use path and sidewalks on Rainier Street (2012 TIB Urban Arterial Project) to the west, and the new cycletrack and sidewalk adjacent to the brand-new Salish Coast Elementary School to the east.

Populations Served: A cycletrack and sidewalk on Discovery Road would provide a safe and direct route for pedestrians and bicyclists who live in the neighborhoods to the north and the south. The neighborhoods include Towne Point (165 homes), Laurel Heights (12 fourplexes), Rosecrans Terrace (28 homes), Hamilton Heights (90 homes), Nor'West Village Apartments, Sherman Street Apartments, Seaport Landing Retirement Home, Discovery View Retirement Home and additional single-family residences. Please see the attached zoning map. The proposed cycletrack would also provide a safe route for bicyclists coming into town from SR 20 via the new cycletrack on Rainier Street.

Long Term Goals: As shown in the typical cross-section, the plan is to ultimately transform Discovery Road into a complete street with sidewalks and protected one-way bike lanes on both sides of the road, narrow travel lanes, trees and special pedestrian crossings to encourage slower vehicle speeds. The proposed two-way cycletrack in this grant is sized to allow same direction side by side riding on a protected bike lane when the future street is completed.

Project Cost and Financing

I. Budget

IMPORTANT

Complete Excel spreadsheet “[Appl_SpreadSheet_A_ProjectCost](#)” to calculate project costs and STBG fund request.

Submit completed Excel spreadsheet with application. Include the name of your jurisdiction and project in the file name. (Ex. *JTA Heavyduty-Bus cost sheet.xls*)

II. Match 13.5% Secured?

<input checked="" type="checkbox"/>	Local	<input type="checkbox"/>	State	<input type="checkbox"/>	None
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Below discuss the matching funds for the project and make sure you identify how the match funds are secured or reasonably expected to be secured (example: if you have a grant, please list the award date or if these are agency funds, identify the mechanism for local taxes.)

Matching agency funds will be budgeted by City Council through the Streets Capital Infrastructure program. Discovery Road upgrades is the number one project in the City TIP.

Project Significance

I. Project Readiness

Is this project in the latest STIP 2018-2021?	X	Yes	<input type="checkbox"/>	No
Will this project be approved to the STIP 2019-2022?	X	Yes	<input type="checkbox"/>	No

II. Consistent with Regional and Washington Transportation Plans (RCW 47.04.280)

Preservation	<input type="checkbox"/>	Yes	X	No
Safety	X	Yes	<input type="checkbox"/>	No
Economic Vitality	X	Yes	<input type="checkbox"/>	No
Mobility	X	Yes	<input type="checkbox"/>	No
Environmental	X	Yes	<input type="checkbox"/>	No
Stewardship	X	Yes	<input type="checkbox"/>	No

Briefly describe how project is consistent with the Washington Transportation Plan (RCW 47.04.280) as checked above. (250 words)

This multimodal transportation project is consistent with WTP 2035. A two-way cycletrack and sidewalk reduces carbon emissions, improves the health of citizens and communities, supports State initiatives in energy and the environment and provides for Washington's future economic vitality and quality of life.

III. Briefly describe how the project is consistent with the PRTPO Regional Transportation Plan. (https://www.wsdot.wa.gov/partners/prtpo/docs/materials/prtpo_rtp_final_2015.pdf) (250 words)

The proposed project is consistent with the following goals of the PRTPO Regional Transportation Plan:

Goal 2: Multimodal Transportation System – A system that increases travel options and reduces the need to drive

Goal 3: Barrier Free Transportation – A system that supports the needs of youth, elders, people with disabilities, language barriers, and those with low income

Goal 4: System Safety & Security – Provides for safe school walking routes

Goal 6: Travel Demand Management – Decreases auto traffic by encouraging other means

Goal 9: Streets – Supports “complete streets” design which accommodates active and motorized modes

Goal 12: Biking – Increases the share of all trips made safely and conveniently by biking

Goal 13: Walking – Increases the share of all trips made safely and conveniently by walking

IV. Briefly describe how the Project relates to the agency or tribe’s local comprehensive plan.

(250 words)

The City’s Comprehensive plan recognizes that transportation facilities must function for all modes: pedestrians, bicyclists, transit riders and motorists and safely provide accessibility for all users, especially the youth, elderly, poor and disabled. In addition, streets must not only move people and goods, but must support healthy lifestyles, enhance the quality of life of residents and support the preferred land use pattern.

This project also specifically meets goals four and five of the Transportation Element which supports a multimodal street system and the creation of a safe and convenient environment for walking and bicycling with a connected network of pedestrian and bicycle facilities, which are integrated with the streets and other transportation facilities.

Approval of Funding Request

This eligible STBG agency/tribe will abide by the approved WSDOT policies and procedures for obligation, transfer of funds and federal project implementation.

This agency/tribe concurs and will adhere with the FAST Act requirements. These include:

- Responsible for providing the required matching funds, and
- Responsible for project phase obligation within the date range identified below, and
- Responsible for all ineligible project costs and cost overruns, and
- Provide ongoing maintenance and operation of the funded project, and
- Will ***RETURN*** the Jefferson county-wide STBG funds if the agency/tribe is found to be incapable of obligating within the date range identified below or as exceptions are approved by the Lead Agency (Jefferson County) as supported by WSDOT Local Programs:

Obligate Awarded STPG Funds between January 2019 and September 2021.

Authorized Signature

Date

Print Name

Title

Please Include With This Application:

- Spreadsheet_A_ProjectCost
- Copy of project from your current TIP, if available

RCW 47.04.280 Language, For Your Reference

Preservation – To maintain, preserve and extend the life and utility of prior investments in transportation systems and services:

- Establish a higher priority for maintenance and preservation
- Develop sustainable funding sources that allow a more cost-effective, proactive approach to system maintenance preservation and rehabilitation or replacement of critical infrastructure including transit vehicles and ferries

Safety – To provide for and improve the safety performance and security of transportation customers and the transportation system:

- Improve safety and security for all transportation modes and users on the complete system including state, local and tribal infrastructure
- Enhance transportation security through identifying and maintaining critical airports

Economic Vitality – To promote and develop a transportation system that stimulates, supports, and enhances the movement of people and goods to ensure a prosperous economy:

- Support economic vitality through more efficient freight and passenger mobility and accessibility
- Work to maintain and expand flight offerings from smaller commercial airports

Mobility – To improve the predictable movements of goods and people throughout Washington State:

- Anticipate and work to address the implications for changing travel patterns and preferences
- Prepare for impacts and benefits of constantly evolving technology
- Reduce obstacles to multimodal travel and increase the number of realistic travel choices for any given trip

Environmental – To enhance Washington’s quality of life through transportation investment that promotes energy conservation, enhances healthy communities, and protects the environment:

- Reduce transportation system’s impacts on natural environment and decrease associated carbon-based greenhouse gas emissions
- Improve the energy efficiency of the entire transportation sector

Stewardship – To continuously improve the quality, effectiveness, and efficiency of the transportation system:

- Integrate land use policy and transportation planning, including clear linkages between WTP 2035 and the goals of the State’s Growth Management Act
- Extend mobility and accessibility to all user groups, and distribute costs more equitably

Project Cost: Jefferson County-wide Region, STBG 2019-2022 project projection

Project Title: Discovery Road Two-way Cycletrack and Sidewalk

Project Cost and Financing

Project Description

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Auto fill cells

STBG amount request	Matching funds required (13.5%)	SubTotal STP & Matching funds
\$ 434,674	\$ 67,839	\$ 502,513

Use this information to complete Project Cost and Financing Below

List every phase, funding source, and dollar amount that accounts for the total cost of the project SEPERATELY (i.e. include planned phases and estimates; add additional rows if needed)

Phase	Program Year	Federal		13.5% Match (for STP)		Other State		Other Local		Phase Totals
		Fund Source	Dollar Amount	Fund Source	Dollar Amount	Fund Source	Dollar Amount	Fund Source	Dollar Amount	
Planning	2019	STBG	\$64,875	City	\$ 10,125					\$ 75,000
PE	2019	STBG	\$327,500	City	\$ 51,113					\$ 378,613
ROW	2019	STBG	\$42,299	City	\$ 6,602					\$ 48,900
CN										\$ -
Other										\$ -
(Extra)										\$ -
(Extra)										\$ -
(Extra)										\$ -

Subtotals:

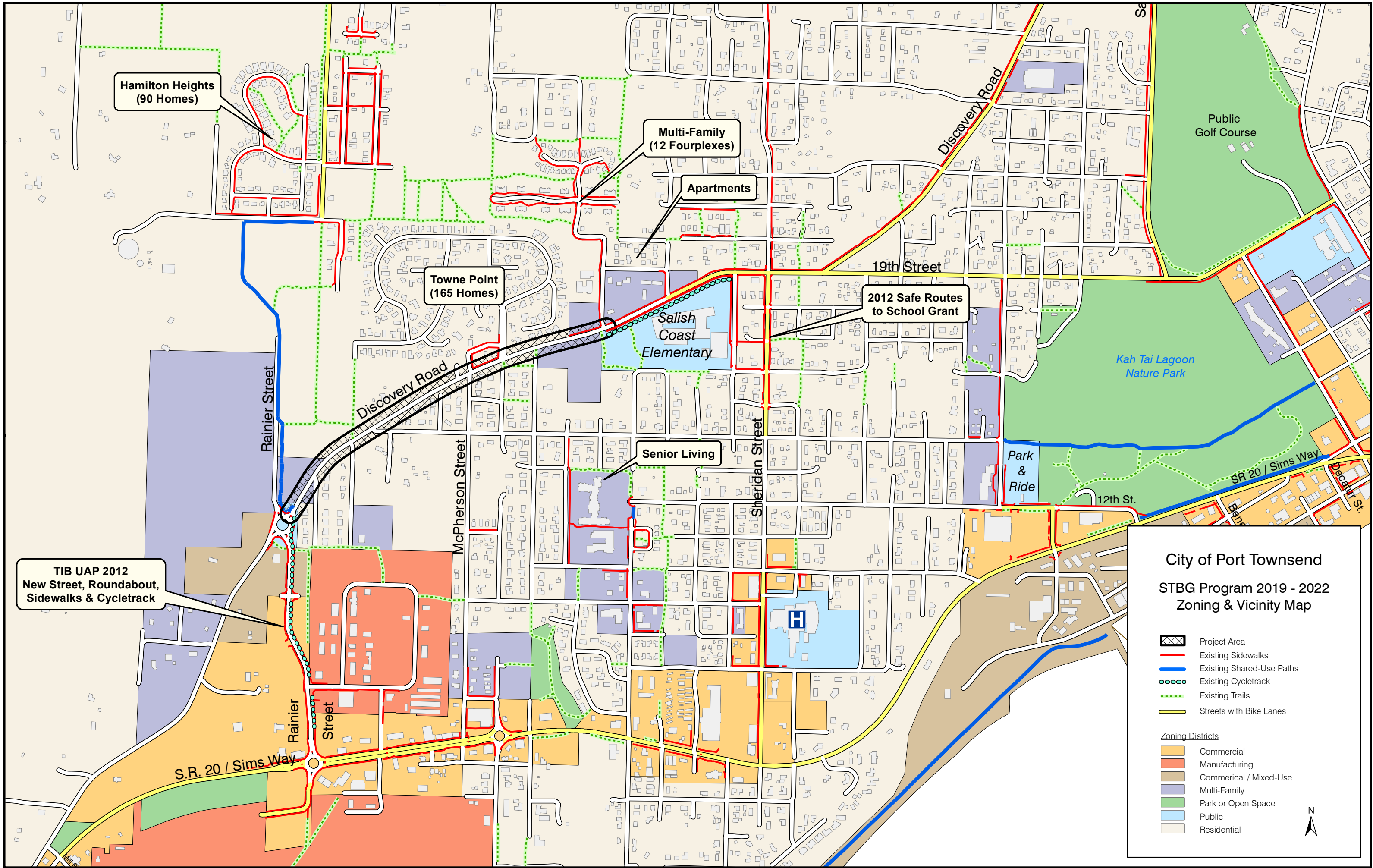
\$ 434,674

\$ 67,839

\$ -

\$ -

Total Project Cost: \$ 502,513



Hamilton Heights
(90 Homes)

Multi-Family
(12 Fourplexes)

Apartments

Towne Point
(165 Homes)

Salish Coast
Elementary

2012 Safe Routes
to School Grant







Senior Living

Kah Tai Lagoon
Nature Park








Public
Golf Course

TIB UAP 2012
New Street, Roundabout,
Sidewalks & Cycletrack

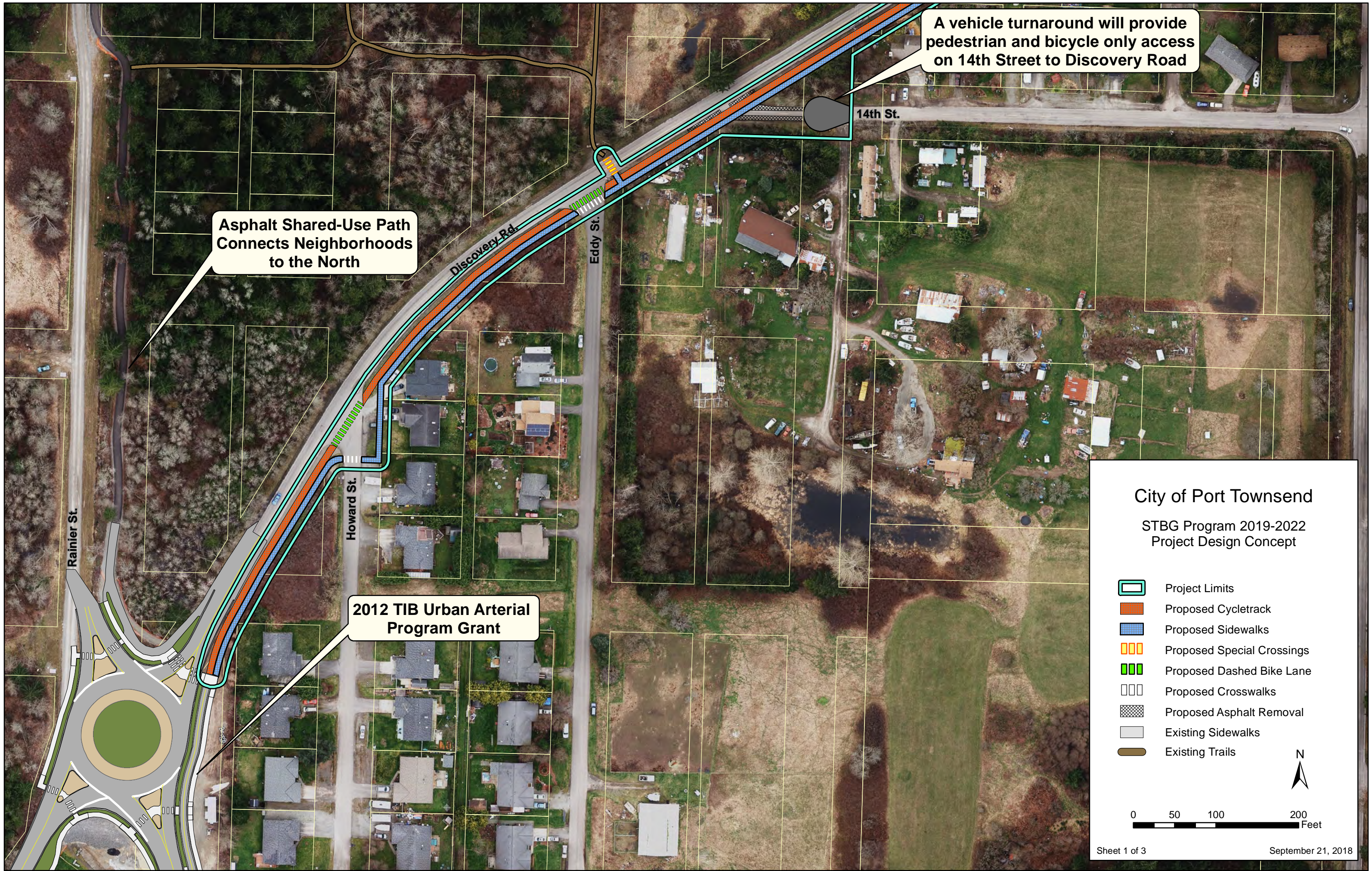
City of Port Townsend
STBG Program 2019 - 2022
Zoning & Vicinity Map

-  Project Area
-  Existing Sidewalks
-  Existing Shared-Use Paths
-  Existing Cycletrack
-  Existing Trails
-  Streets with Bike Lanes

Zoning Districts

-  Commercial
-  Manufacturing
-  Commercial / Mixed-Use
-  Multi-Family
-  Park or Open Space
-  Public
-  Residential

N












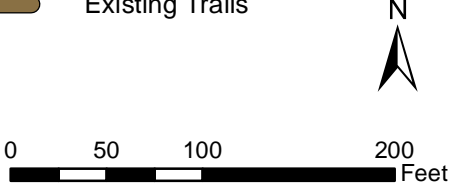
A vehicle turnaround will provide pedestrian and bicycle only access on 14th Street to Discovery Road

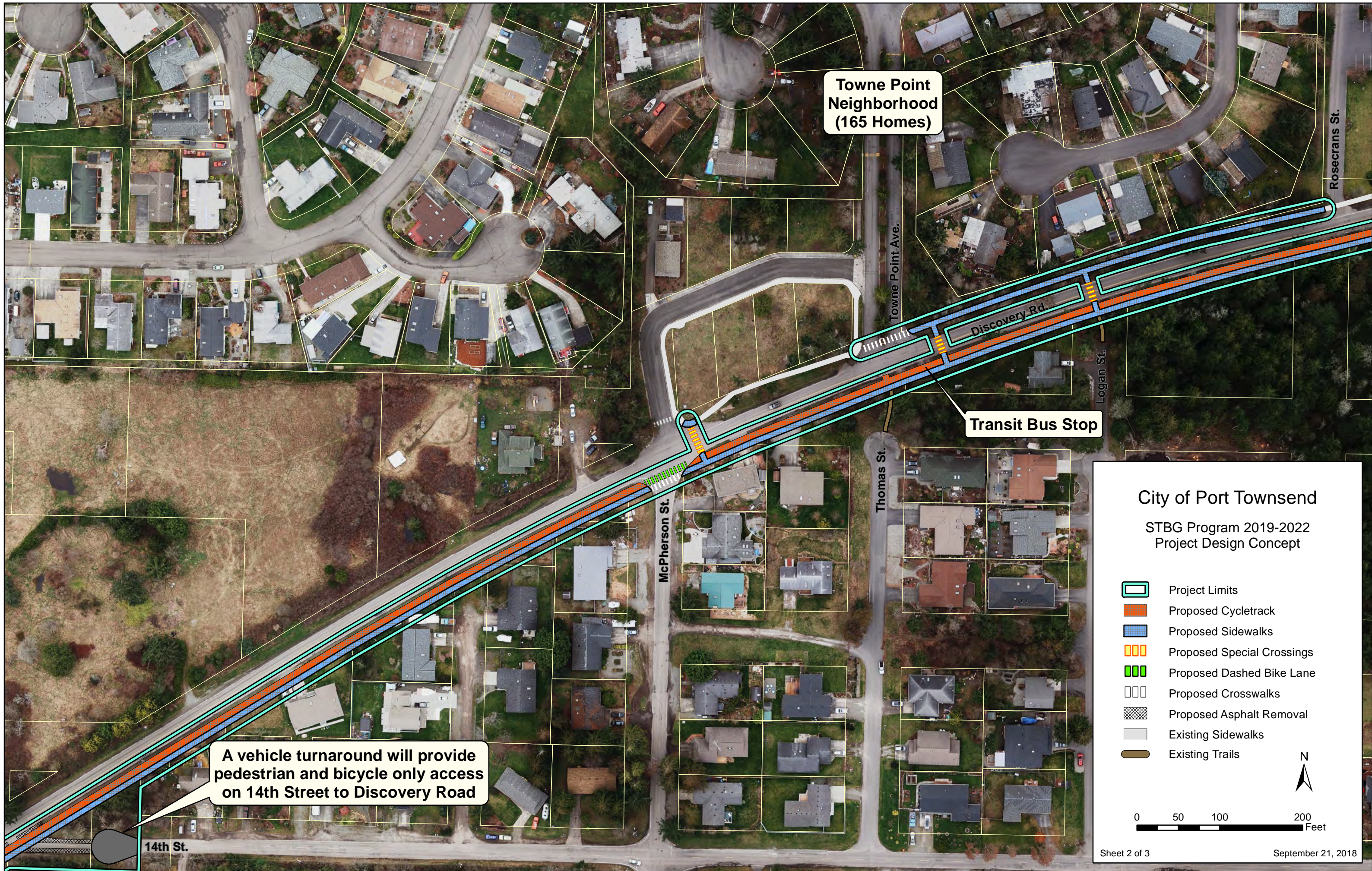
Asphalt Shared-Use Path Connects Neighborhoods to the North

2012 TIB Urban Arterial Program Grant

City of Port Townsend
 STBG Program 2019-2022
 Project Design Concept

-  Project Limits
-  Proposed Cycletrack
-  Proposed Sidewalks
-  Proposed Special Crossings
-  Proposed Dashed Bike Lane
-  Proposed Crosswalks
-  Proposed Asphalt Removal
-  Existing Sidewalks
-  Existing Trails














**Towne Point Neighborhood
(165 Homes)**

Transit Bus Stop

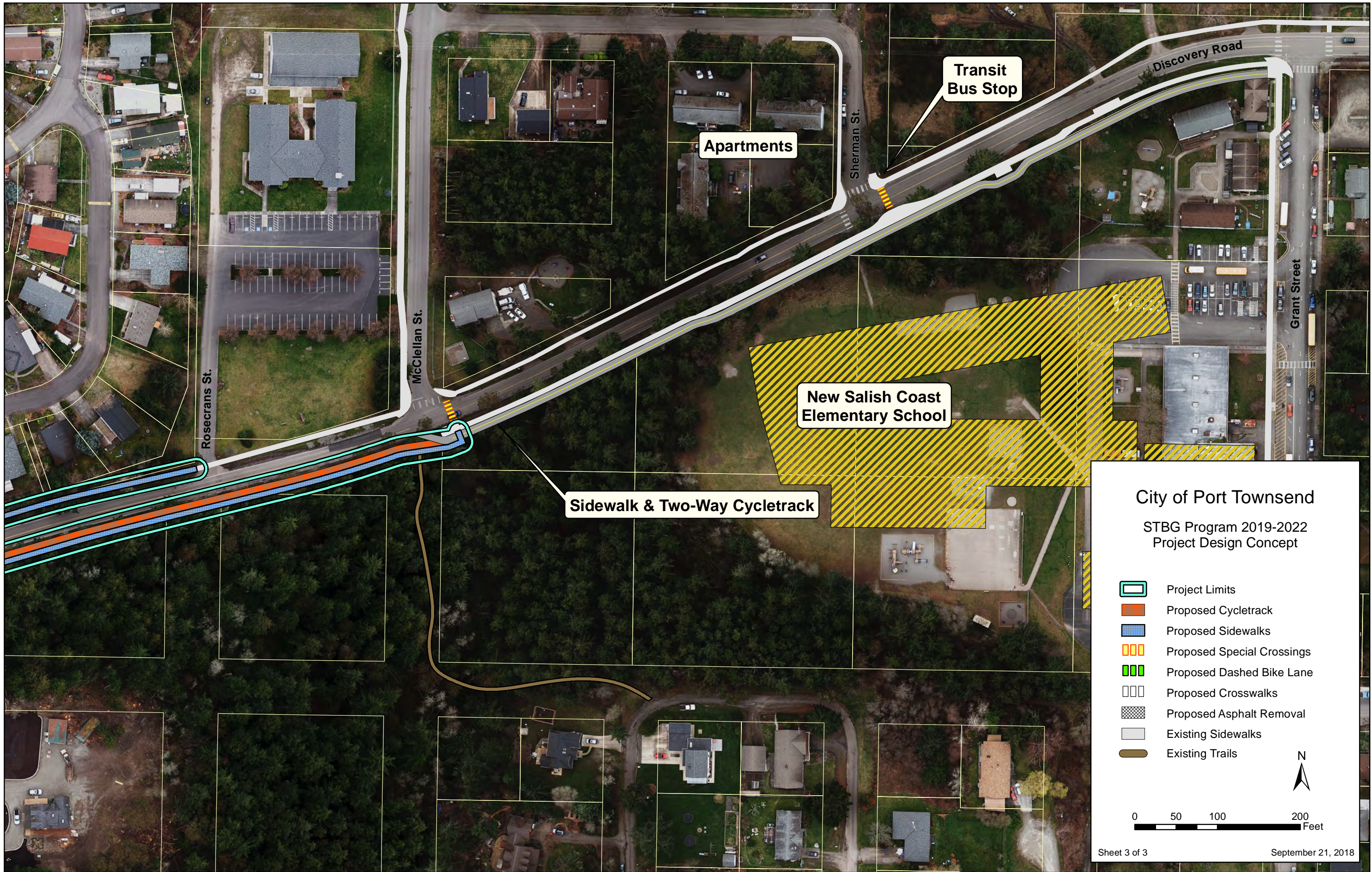
**A vehicle turnaround will provide
pedestrian and bicycle only access
on 14th Street to Discovery Road**

City of Port Townsend
STBG Program 2019-2022
Project Design Concept

-  Project Limits
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-  Proposed Asphalt Removal
-  Existing Sidewalks
-  Existing Trails

0 50 100 200 Feet

Sheet 2 of 3 September 21, 2018












Transit Bus Stop

Apartments

New Salish Coast Elementary School

Sidewalk & Two-Way Cycletrack

City of Port Townsend
 STBG Program 2019-2022
 Project Design Concept

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