

2018 Pedestrian and Bicycle and Safe Routes to School Application for Funding



Part 1: General Information

Funding Program: Select one.

Pedestrian & Bicycle Program – Infrastructure project (may include preliminary engineering)

Pedestrian & Bicycle Program – Design-only project

Safe Routes to School Program

Organization's name: City of Port Townsend

- Contact person: David Peterson, P.E.
- Title: City Engineer
- Phone: 360.379.5088
- Email: dpeterson@cityoft.us

State Legislative District: 24

Part 2: Project Summary

Project Title: Discovery Road Two-Way Cycletrack

Overall project limits: Beginning project limit: Rainier Street
Ending project limit: McClellan Street

Is this project on a State Route? No Yes: Route # _____ Milepost(s) _____

Project Description: Provide a summary of the project in a manner that could appear in the Statewide Transportation Improvement Program (STIP) for the project. Do not include quantities. Example: Install raised crosswalks, speed feedback signs, school speed zone signs, and bicycle/pedestrian safety education.

Install asphalt two-way cycletrack, sidewalks, ramps, crosswalks, dashed green bicycle lanes and push button activated LED crosswalk signs on the south side of Discovery Road between the existing cycletrack, shared-use path and sidewalks at Rainier Street and the cycletrack and sidewalks next to the Salish Coast Elementary School at McClellan Street.

Detailed Project Description: List the improvements/countermeasures/methods and location. Use the format below.

1. Asphalt Two-Way Cycletrack

- Construct a new cycletrack on the South side of Discovery Road to connect the recently installed cycle track and shared-use path at the Rainier Street roundabout with the new cycletrack adjacent to Salish Coast Elementary School at McClellan Street.

2. Sidewalks and Curb Ramps

- Construct a new sidewalk on the south side of Discovery Road between the existing sidewalk at the Rainier Street roundabout and the new sidewalk adjacent to Salish Coast Elementary at McClellan Street
- Construct a section of sidewalk on the north side of Discovery Road between the existing sidewalks at Towne Point Avenue and Rosecrans Street

3. Push Button Activated LED Crosswalk Signs and Crosswalks Across Discovery Road

- Eddy Street

- McPherson Street
- Towne Point Avenues
- McClellan Street
- Sherman Street

4. Dashed Green Bicycle Lanes Across Side Streets

- Howard Street
- Eddy Street
- McPherson Street

Project Schedule (Estimated milestones):

Project added to the Statewide Transportation Improvement Program (STIP)	December 2018
Project agreement signed	July 2019
Begin PE (PE phase authorized by funding agency)	July 2019
Community outreach/engagement	September 2019
Environmental documents approved	December 2019
Right-of-way completed (certification)	April 2020
Contract advertised	April 2020
Contract awarded	June 2020
Local transportation safety program (education/encouragement) begin (for Safe Routes to School Program projects only)	n/a
Local transportation safety program (education/encouragement) complete (for Safe Routes to School Program projects only)	n/a
Construction complete	April 2021

Project Cost and Funding Request:

Phase	Total cost	Match	Amount requested
Local transportation safety program - education/encouragement (SRTS projects only)	\$n/a	\$n/a	\$n/a
Preliminary Engineering (PE)	\$390,705	\$78,141	\$312,564
Right-of-Way (RW)	\$48,900	\$9,780	\$39,120
Construction (includes construction administration) (CN)	\$1,362,997	\$272,599	\$1,090,398
	\$	\$	\$
Total	\$1,802,603	\$360,520	\$1,442,082

Matching funds: Identify the specific source(s) of matching funds used for this project:

Matching funds for this project will be **City of Port Townsend** funds at 20% match.

Part 3: Background

Project Focus: Check all that apply

Pedestrian mobility **Bicyclist mobility** **Community health** Economic development Safety at crash location

Proactive/systematic safety – If this box is checked please indicate the process used to prioritize the proactive/systematic safety project (example – local roads safety planning process):

Need/purpose:

Summarize why this project is needed. This may include details about who it will serve, existing road conditions, origin/destination density at or near project location, factors indicating need for a systematic safety approach, potential to support economic development, wayfinding issues or other gaps in the system.

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. Visitors are also directed through navigation programs to use this route to reach Fort Warden – a popular tourist destination.

Existing Conditions: The roadway is very narrow (approximately twenty-one feet wide), is in poor condition, and has no shoulders and little or no 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, rough ditches and the limited shoulder areas. This is a popular route for bicyclists in and out of town and is an increasing used route for pedestrians, including children going to the new elementary school

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 Howard/Rainier Street (2012 TIB Urban Arterial Project) to the west, and the new cycletrack and sidewalk currently being constructed adjacent to the brand-new Salish Coast Elementary School along Discovery Road. Sidewalks on Sheridan, adjacent to the school, were constructed in 2015 with Safe Route to School funding.

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 and for users on the multiuse pathway from the north of the Discovery Road roundabout.

In addition to these existing neighborhoods, there is a high likelihood that higher density development will soon be occurring for the land in the vicinity of the new Rainier Street roundabout. Along with the new roundabout and trails, utilities have recently been extended to the north along Rainier Street as part of the construction of the City's new Water Treatment Plant. This area is zoned for commercial and multifamily activity and with new water, sewer, power, and streets that were installed, growth is anticipated in the area that will add to the pressure for bike and pedestrian facilities along Discovery Road. The City is completing a Subarea Plan for this section of town and the Plan is expected to be adopted by early 2019, further encouraging growth in this area.

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, and trees and special pedestrian crossings to encourage slower vehicle speeds. The proposed two-way cycletrack that this grant would construct is located and sized to allow same direction side by side riding on a protected bike lane when the future street is completed.

Community engagement: Describe the status/progress to date

Discovery Road Improvements from Rainier Street to Sheridan Street (the limit of this project) is the number one priority on the City's TIP, demonstrating the priority that the City Council places on this project. This project is identified in the City's Non-Motorized Transportation Plan as a Priority Project. In addition, this specific project proposal was discussed this year at two monthly public Non-Motorized Transportation Advisory Board meetings and at a City Council business meeting.

Adopted plan: If the project is in an adopted plan, list the plan name and date adopted

This project is adopted in the City's Transportation Improvement Program (TIP)

This project is identified in the City's adopted Non-Motorized Transportation Plan, 2011.

For fatal and/or serious injury bicyclist/pedestrian collisions from 2012-2016 at the project location(s) provide the:

Location	Crash report number	Contributing circumstances
1. none		
2.		
Etc.		

How many evident injury, possible injury, unknown injury or no injury crashes occurred between 2012-2016 at the project location(s)? 0

How many other bike/pedestrian collisions within 1 mile of the project may be addressed by the project? 0

Explain:

Speeds: At the proposed project location(s) what is the:

Posted travel speed (mph): 25

Operating speed (85th percentile) (mph): 33.15

Desired speed (the target speed) (mph): 25

At the proposed project location(s) what is the vehicle volume (average daily traffic-ADT): 3,271

What are the crossing accommodations at the proposed project location(s) (indicate number and type)

None 5

Marked crosswalks 1

Marked crosswalk plus traffic calming 1

Crossing guard or student safety patrol 0

Stop sign, traffic signal, flashing beacons 0

Greenhouse gas emissions policy

Does the local jurisdiction have an adopted greenhouse gas emissions policy (see [RCW 70.235.070](#) for details about this consideration)? Yes No

Americans with Disabilities Act (ADA): Note the local jurisdiction's progress toward meeting [ADA requirements](#) for public right of way: Example: Not started, 25% complete, complete. Not Started

Complete Streets Ordinance: Does the local jurisdiction have an adopted complete streets ordinance? Yes No

Bicycle Friendly Ranking: Does the local jurisdiction have a Bicycle Friendly Ranking? Yes No Applied in most recent cycle, awaiting results _____

Part 4: Additional Questions for Pedestrian and Bicycle Program Projects

(Complete this section, only if applying for Pedestrian and Bicyclist Program funding.)

Numbers of bicyclists and pedestrians at project location:

Number of people biking: 5/2/18 – 5/3/18 One Hour Average = 3, 9/25/18 One Hour Average = 4

Number of people walking: 5/2/18 – 5/3/18 One Hour Average = 9, 9/25/18 One Hour Average = 35

Date and method of biking and walking data collection:

The City collected counts on Wednesday 5/2 and Thursday 5/3 from 2:30pm to 3:30pm. Additional counts were recorded on Tuesday 9/25 between 7:00am and 8:00am and in the afternoon between 2:00pm and 3:00pm.

Currently pedestrian and bicycle volumes are reduced due to the lack of facilities for walking and bicycling.

Equity information

What percent of the population in the project location census block group are:

Living below the poverty line? 20.33%

Racial/ethnic minorities: 7.41%

Above 65 years old: 27.27%

Have disabilities: 16.61%

See the [WSDOT Data Portal](#) for this information.

Part 5: Additional Questions for Safe Routes to School Program projects

(Complete this section, only if applying for Safe Routes to School Program funding.)

Children Served

School(s) Name:

Number of children that live within one mile of the school(s) that would be served by the project _____

Number of children that get to the school(s) by: Walking _____ Biking _____ School Bus _____ Family Vehicle _____ Other _____

Date and method of data collection:

Equity information

What percentage of children that attend the priority school(s) are:

Eligible to receive free and reduced-price meals _____

Racial/ethnic minorities _____

See the [OSPI State Report Card](#) searchable website for this information.

Part 6: Additional Question for Multi-jurisdictional projects

If the project involves roadways/lands owned or managed by multiple public agencies, please list additional jurisdictions below and provide supporting documentation demonstrating project concurrence. If the project is on a state route include WSDOT Region Administrator concurrence.

Concurrence for this project:

Other name: Title: Address: Phone: Email:	Date
Other name: Title: Address: Phone: Email:	Date

Repeat as needed for additional concurrence.

Discovery Road Cycletrack and Sidewalk
Engineer's Estimate

ITEM	TOTAL QUANTITY	UNITS	UNIT COST	TOTAL
PREPERATION				
Mobilization (8%)	1	LS	\$67,874.16	\$67,874.16
Clearing and Grubbing	1	LS	\$60,000.00	\$60,000.00
Removal of Structures and Obstructions	1	LS	\$12,000.00	\$12,000.00
Remove Asphalt Concrete Pavement	1	LS	\$4,000.00	\$4,000.00
GRADING				
Sidewalk & Cycletrack Excavation / Shaping / Ditching	1	LS	\$70,000.00	\$70,000.00
DRAINAGE & STORM SEWER				
Catch Basin	8	EA	\$1,250.00	\$10,000.00
Storm Pipe	450	LF	\$41.00	\$18,450.00
Abandon Catch Basin	2	EA	\$500.00	\$1,000.00
Connection To Drainage Structure	3	EA	\$750.00	\$2,250.00
SURFACING				
HMA CL. 1/2 IN. PG 58 - 22 (3" Depth)	60	TONS	\$200.00	\$12,000.00
CSTC - Asphalt (2" Depth)	12	TONS	\$34.00	\$408.00
HMA CL. 1/2 IN. PG 58 - 22 (2" Depth) Cycletrack	325	TONS	\$150.00	\$48,750.00
CSTC - Asphalt (2" Depth)	250	TONS	\$34.00	\$8,500.00
Gravel Base - Cycletrack (4" Depth)	500	TONS	\$22.00	\$11,000.00
Cement Concrete Driveway 6	61	SY	\$50.00	\$3,065.00
Cement Concrete Sidewalk 4"	2,295	SY	\$45.00	\$103,275.00
Gravel Base - Sidewalk (4" Depth)	458	TONS	\$22.00	\$10,079.73
CSTC - Sidewalk (2" Depth)	229	TONS	\$34.00	\$7,788.88
Cement Concrete Curb and Gutter	225	LF	\$30.00	\$6,750.00
Gravel Base - Curb and Gutter (4" Depth)	7	TONS	\$22.00	\$160.42
CSTC - Curb and Gutter (2" Depth)	4	TONS	\$34.00	\$123.96
Curb Ramps	13	EACH	\$2,500.00	\$32,500.00
Truncated Domes	16	EACH	\$350.00	\$5,600.00
EROSION CONTROL				
Erosion Control During Construction	1	LS	\$8,000.00	\$8,000.00
LANDSCAPING/PLANTING				
Topsoil Type A	300	CY	\$50.00	\$15,000.00
Topsoil Type B	200	CY	\$25.00	\$5,000.00
Seeding	2.5	ACRE	\$6,000.00	\$15,000.00
RESTORATION/RELOCATION/OTHER				
Traffic Control	1	LS	\$145,000.00	\$145,000.00
Trimming and Cleanup	1	LS	\$8,000.00	\$8,000.00
Sawcutting	1	LS	\$800.00	\$800.00
Relocate Water Meters	3	EACH	\$500.00	\$1,500.00
Relocate Fire Hydrant	1	EACH	\$5,000.00	\$5,000.00
Relocate Water Air Release Valve	1	EACH	\$2,000.00	\$2,000.00
Adjust Valve Box	5	EACH	\$400.00	\$2,000.00
Re-move and Re-install Existing Fences	1	LS	\$18,000.00	\$18,000.00
Relocating Existing Mailboxes	2	EACH	\$150.00	\$300.00
Relocating Existing Signs	6	EACH	\$150.00	\$900.00
Push Button Flashing LED Sign Crossing	12	EACH	\$10,000.00	\$120,000.00
Crosswalk Striping Thermoplastic	952	SF	\$12.00	\$11,424.00
Dashed Green Bike Lane	496	SF	\$12.00	\$5,952.00
Plastic Stop Line	50	LF	\$12.00	\$600.00

Discovery Road Cycletrack and Sidewalk
Engineer's Estimate

ITEM	TOTAL QUANTITY	UNITS	UNIT COST	TOTAL
Cement Concrete Retaining Wall	650	SF	\$75.00	\$48,750.00
Sidewalk Railing	50	LF	\$150.00	\$7,500.00
SUBTOTAL				\$916,301.14
Contingency	25%			\$229,075.29
Construction Total				\$1,145,376.43
ENGINEERING & PERMITTING				
Design Engineering	18%			\$206,167.76
Survey	1	LS	\$10,000.00	\$10,000.00
Construction Easements	9,450	SF	\$2.00	\$18,900.00
Appraisals	1	LS	\$30,000.00	\$30,000.00
Wetland Mitigation	1	LS	\$50,000.00	\$50,000.00
Permitting	1	LS	\$10,000.00	\$10,000.00
PROJECT MANAGEMENT				
Construction Engineering	9%			\$103,083.88
City Project Management (Design & Construction)	20%			\$229,075.29
GRAND TOTAL				\$1,802,603.35
Samantha Trone, P.E., Assistant City Engineer				
Registered, State of Washington				

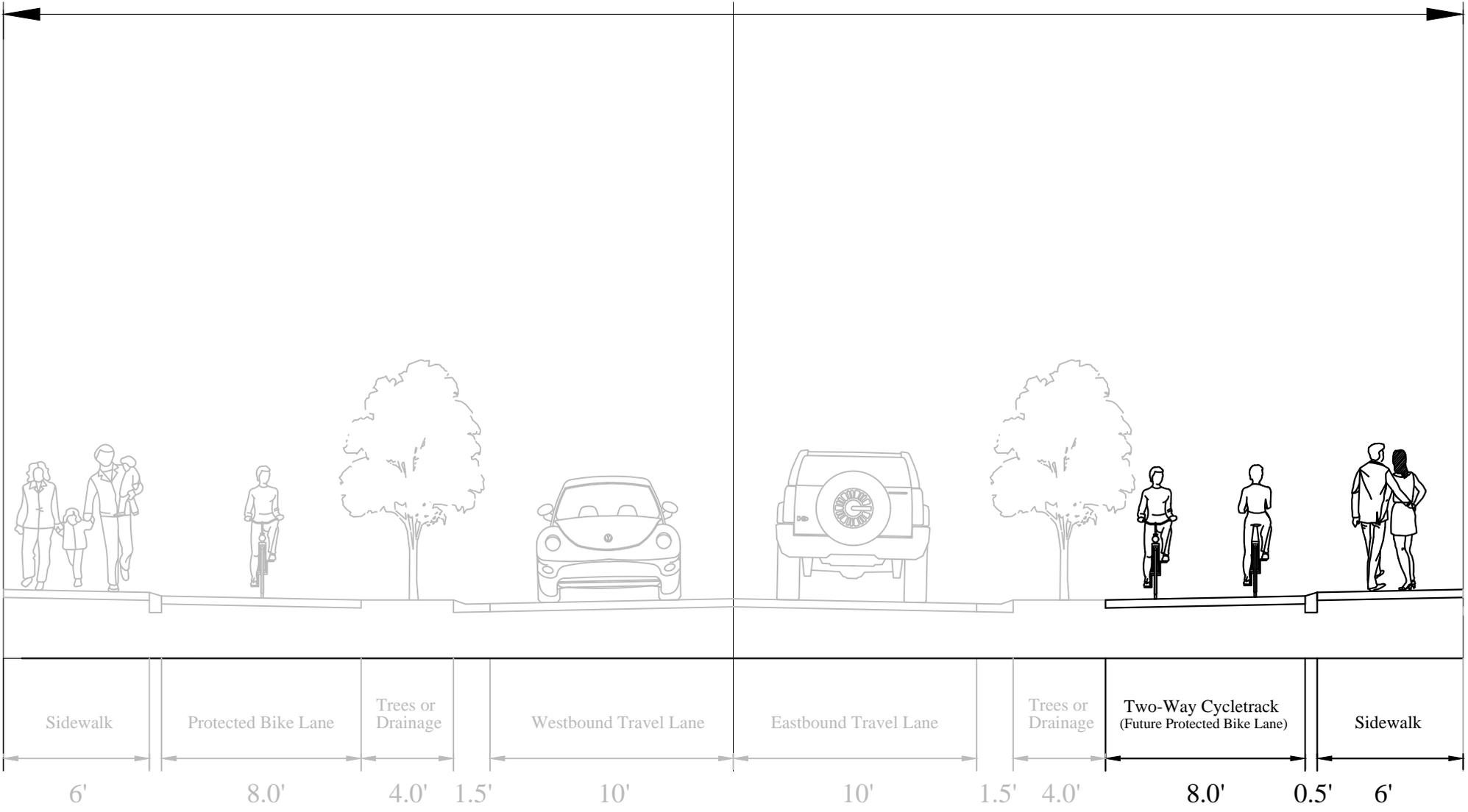


EXPIRES: 10/5/2018

R/W

R/W

60'

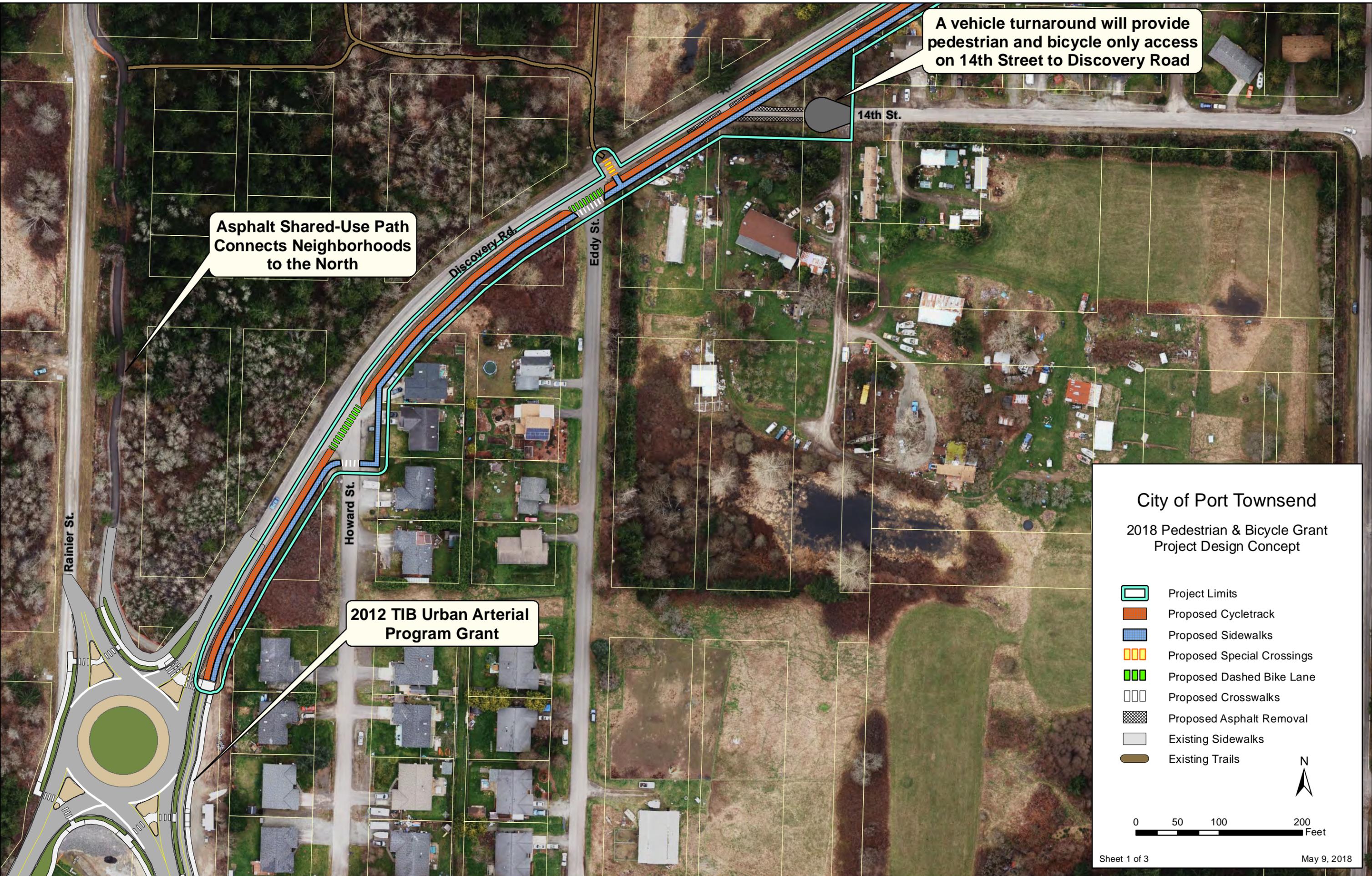


Discovery Road Typical Cross-Section
 ~Proposed Pedestrian & Bicycle Grant ~
 (With Long Term Improvements Shown in Grey)

Asphalt Shared-Use Path
Connects Neighborhoods
to the North

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

2012 TIB Urban Arterial
Program Grant

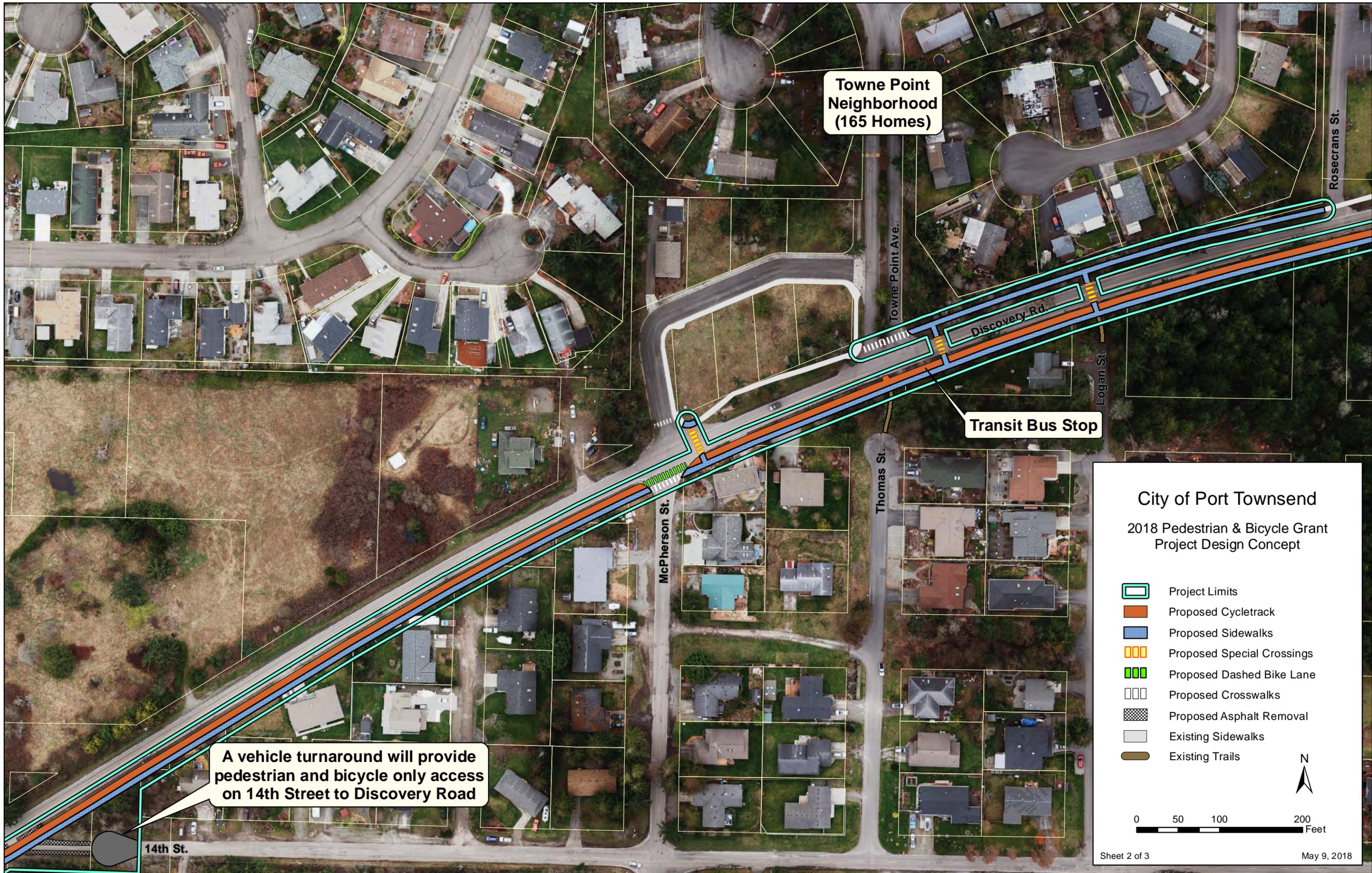


City of Port Townsend
2018 Pedestrian & Bicycle Grant
Project Design Concept

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

0 50 100 200 Feet

Sheet 1 of 3 May 9, 2018



**Towne Point Neighborhood
(165 Homes)**

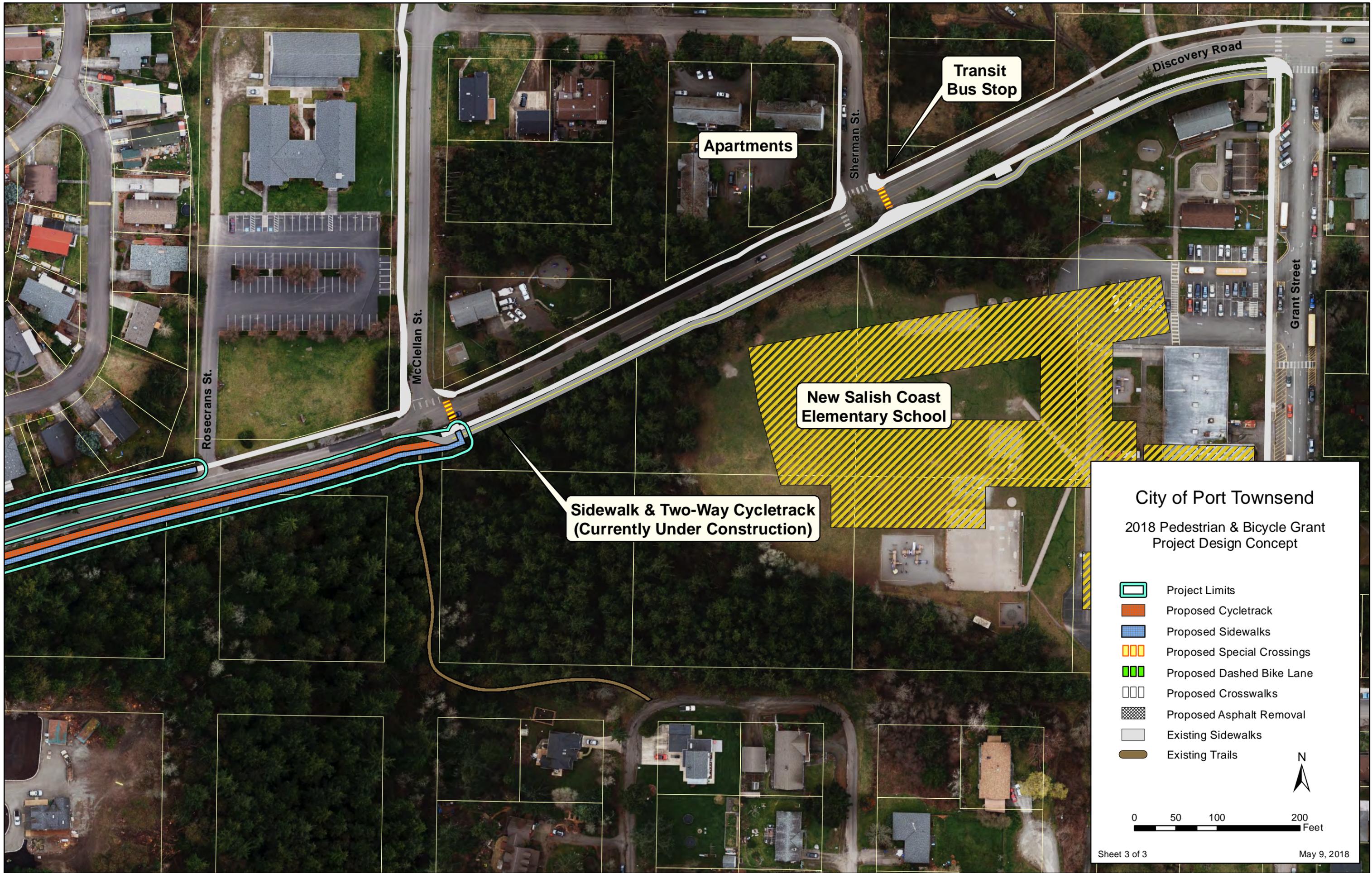
Transit Bus Stop

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

City of Port Townsend
2018 Pedestrian & Bicycle Grant
Project Design Concept

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

N
0 50 100 200 Feet



Apartments

Transit Bus Stop

New Salish Coast Elementary School

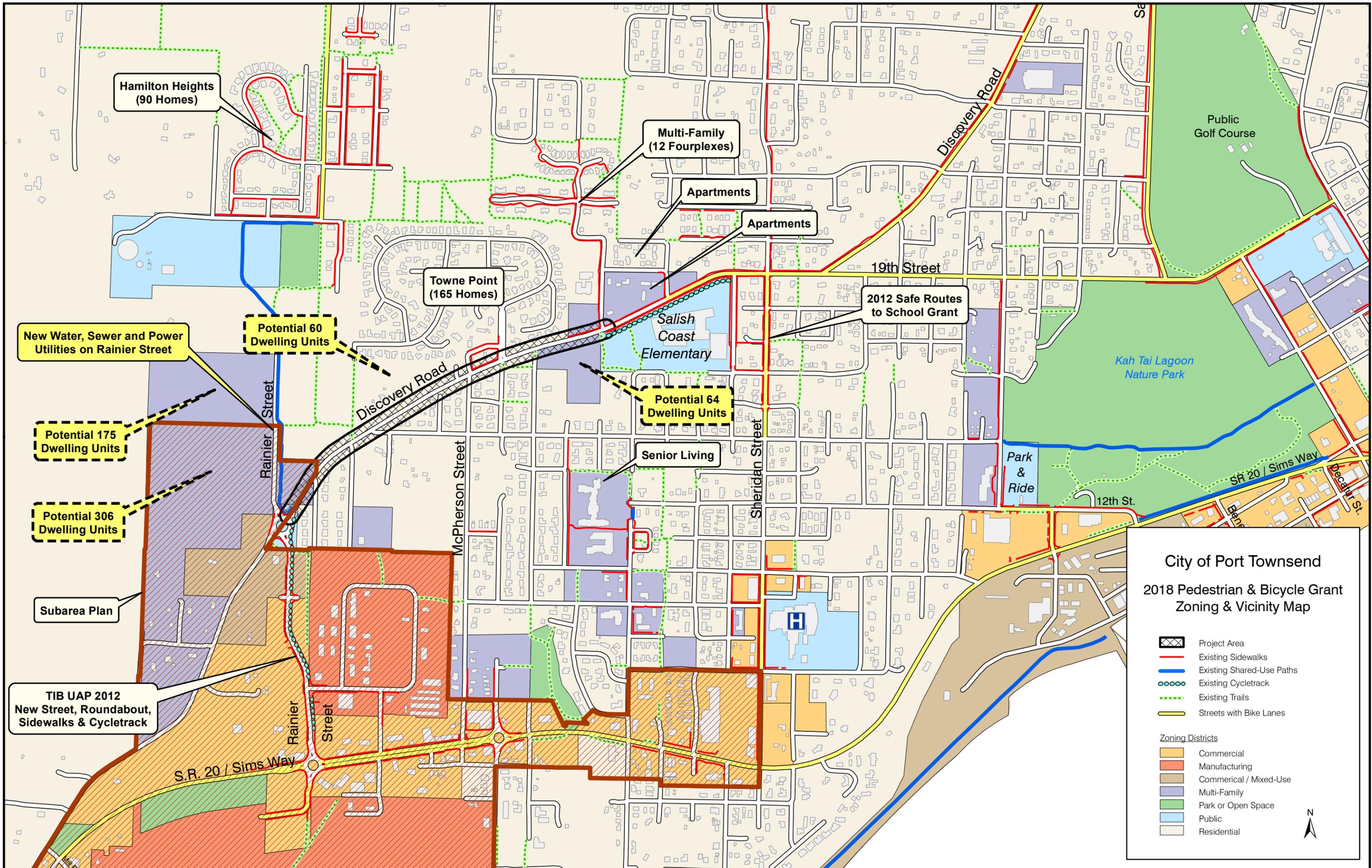
Sidewalk & Two-Way Cycletrack (Currently Under Construction)

City of Port Townsend

2018 Pedestrian & Bicycle Grant Project Design Concept

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-  Existing Sidewalks
-  Existing Trails





Hamilton Heights
(90 Homes)

Multi-Family
(12 Fourplexes)

Apartments

Apartments

Towne Point
(165 Homes)

2012 Safe Routes
to School Grant

New Water, Sewer and Power
Utilities on Rainier Street

Potential 60
Dwelling Units

Potential 64
Dwelling Units

Potential 175
Dwelling Units

Senior Living

Potential 306
Dwelling Units

Subarea Plan

TIB UAP 2012
New Street, Roundabout,
Sidewalks & Cycletrack

City of Port Townsend
2018 Pedestrian & Bicycle Grant
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



NON-MOTORIZED TRANSPORTATION PLAN

Adopted by Ordinance No. 2643

June 1, 1998

Supplemented by Ordinance No. 3056

June 6, 2011

City of Port Townsend

City of Port Townsend

250 Madison Street

Port Townsend, WA

(360) 385-7212

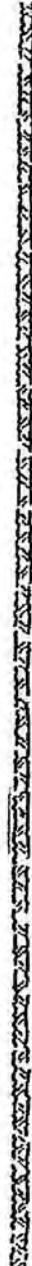
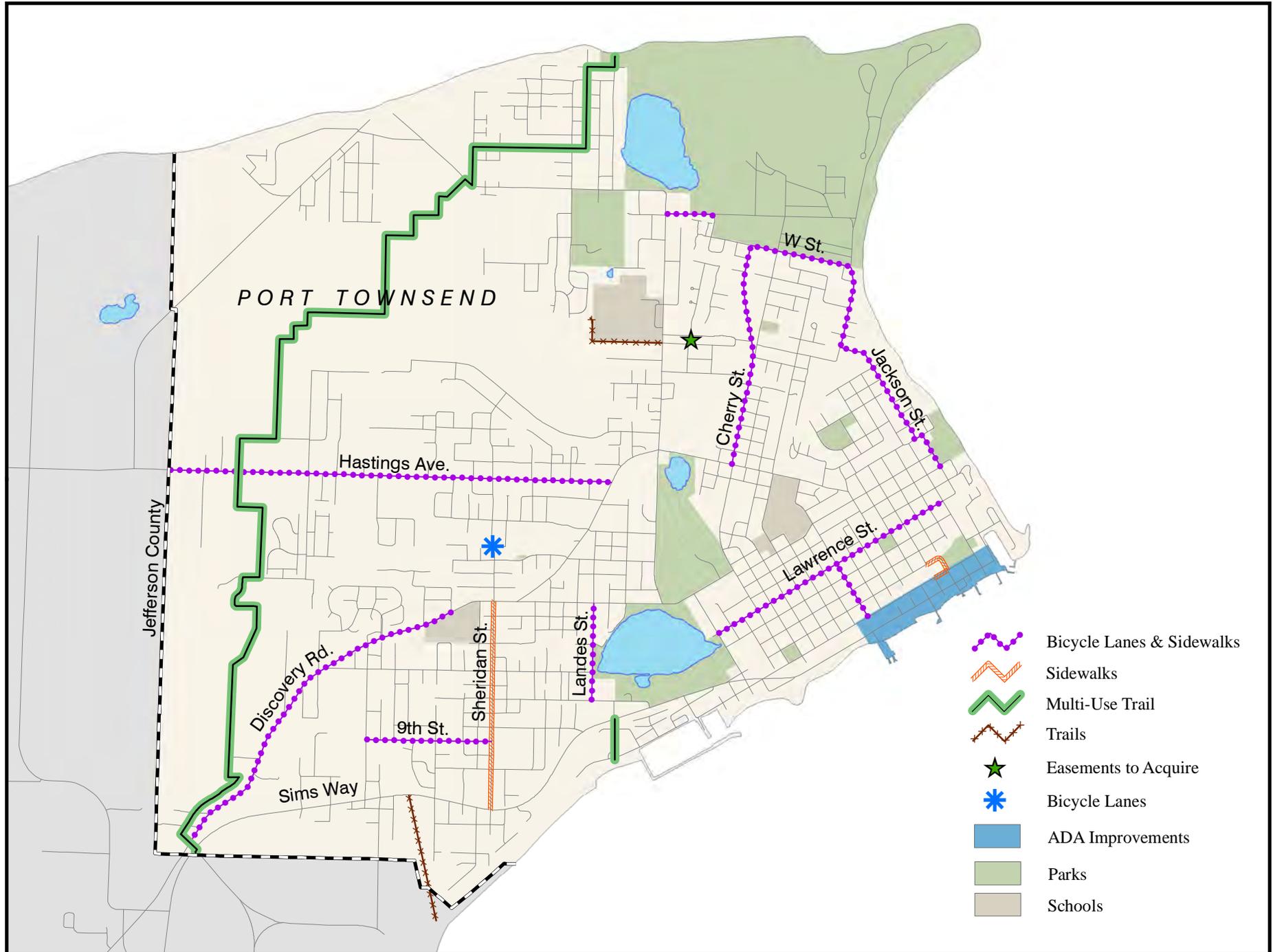
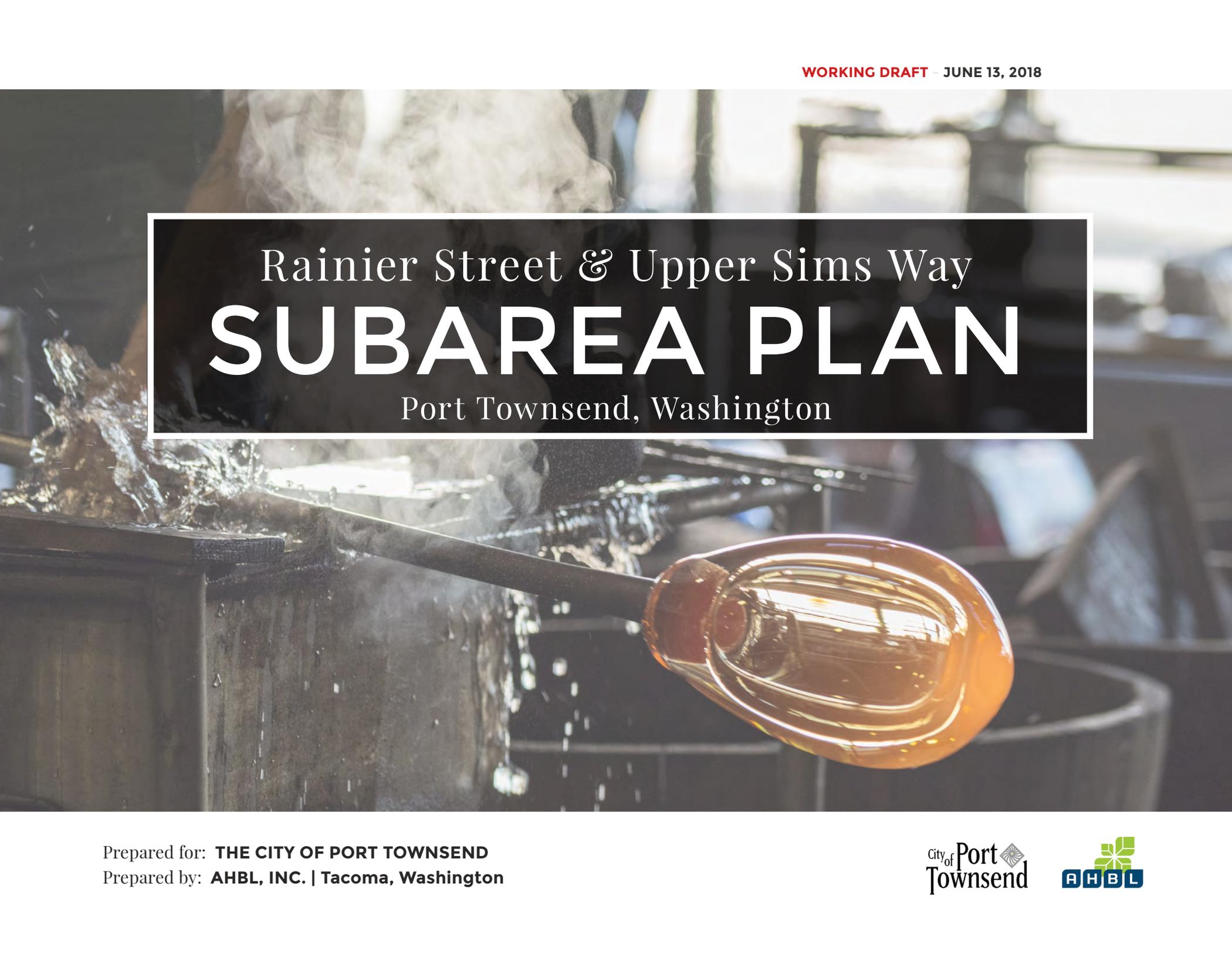


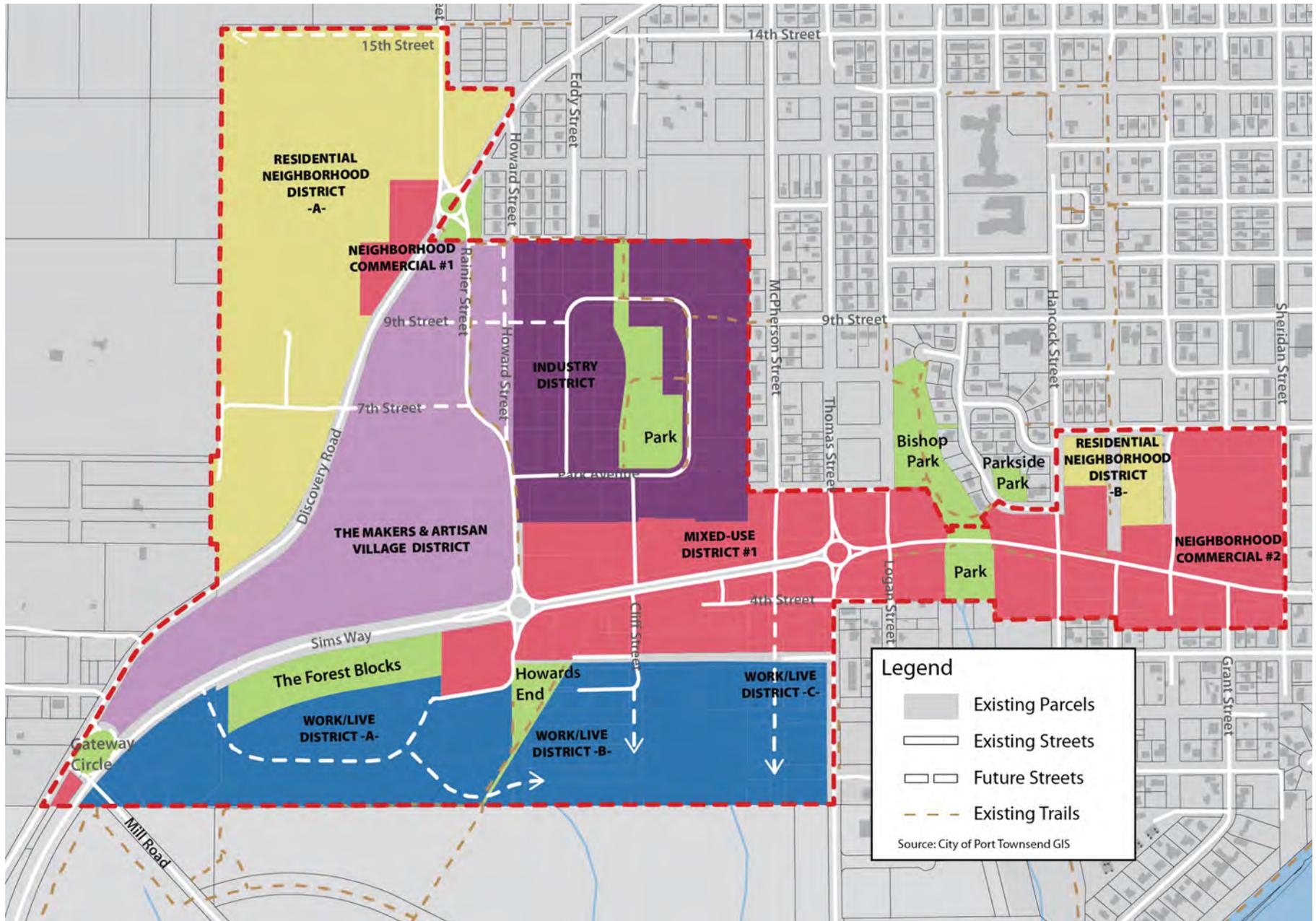
FIGURE 5.3 PRIORITY PROJECTS 2010





Rainier Street & Upper Sims Way
SUBAREA PLAN
Port Townsend, Washington

Prepared for: **THE CITY OF PORT TOWNSEND**
Prepared by: **AHBL, INC. | Tacoma, Washington**



Rainier Street & Upper Sims Way Subarea Concept Plan