

2018 SRTC Call for Projects Application



PROJECT TITLE: Ben Burr Crossings at 2nd Ave and 3rd Ave

AGENCY RANKING (your top 10 projects will receive bonus points; 1 = highest priority 10 = lowest): 6

REQUESTED SRTC REGIONAL FUNDS (STBG, CMAQ or STBG Set-Aside): \$746,099.00

GENERAL PROJECT INFORMATION

Agency or Organization	City of Spokane	Phone Number	625-6419
Contact Person	Brandon Blankenagel bblankenagel@spokanecity.org	Email Address	

Project Information

Project Location

The intersections of 2nd Avenue/Ben Burr Trail and 3rd Avenue/Perry Street/Ben Burr Trail.

Urbanized Area Urban Small Rural

Federal Functional Classification

2nd Avenue is a Minor Arterial

3rd Avenue is a Minor Arterial

Perry Street is a Major Collector

Project Description

Project scope (include termini and length)

This project will install crossing enhancements at the intersection of 2nd Avenue/Ben Burr Trail and at 3rd Avenue/Perry Street/Ben Burr Trail.

Existing and proposed conditions

Existing: The trail has been constructed and crosses 2nd and 3rd Avenues with uncontrolled crossings.

Proposed: The project would install a HAWK beacon at the 2nd Avenue crossing and either a HAWK or RRFB type crossing at 3rd Avenue. It will also improve the bus stops for Route 94 at 3rd Avenue/Liberty Park Place.

Project purpose and outcomes

To provide controlled crossings of 2nd and 3rd Avenues to improve safety and convenience for Ben Burr Trail users.

The project sponsor must indicate that the project, once completed, will be maintained for the life of the project.

Please describe the plan, cycle, funding source and enforcement mechanisms (i.e. snow removal policy) to maintain this project for year-round/four-season use.

City street maintenance is conducted by policy and season as appropriate. Winter snow removal is conducted first on arterial streets and hills, and secondarily on non-arterial streets. Spring and summer sweeping is conducted first on arterial streets, second to non-arterial streets, and will be repeated as time within the season allows. Fall leaf pick-up is conducted once annually, again with arterial streets first.

Sidewalk maintenance, by code, is the responsibility of adjacent property owners. Trails are not maintained, except through Riverfront Park.

Project Delivery Tools

- The project sponsor must certify that they will utilize all project delivery tools available, including eminent domain, to acquire ROW, if necessary, to meet project obligation schedules.

Attachments

- Vicinity map
- Typical Cross Sections (if changed from Eligibility Worksheet)
- Cost Estimate
- Project Endorsement form

Cost Information (in addition to the Cost Estimate)

Cost estimate notes (optional, if additional information is needed)

City of Spokane projects are eligible for programmatic match, which applies only to STBG grants. Programmatic match is implemented by using STBG dollars as required match, thus STBG grant awards are at 100%. Accounting of the use of programmatic match funds is kept through a ledger, reported quarterly to WSDOT.

Describe the commitment of secured matching funds or other funds and the status of obtaining any unsecured funds.

Note: matching funds must be available at the time of fund obligation.

The City of Spokane has obligated Arterial Street Funds for the purpose of matching grant funds for this project, as needed.

Please indicate if there are any circumstances that could delay the obligation of funds.

Project delivery will follow the schedule determined upon award. Unforeseen need to adjust project delivery timeframes could arise if key development is undertaken adjacent to the project corridor.

1. ECONOMIC VITALITY – 50 POINTS

Employment and Destination Accessibility

1a (15). To be scored internally by SRTC staff with the maps referenced in the table below

Project Score	Category	Criteria and Requirements
15	Provides a critical connection within or between two or more core areas. (see employment core map)	Maximizing or increasing system capacity. Increasing the efficiency of one or more modes. Reducing congestion.
10	Serves a regionally significant employment center (see employment density map)	Improving or enhancing the movement of workers. Providing new access to jobs. Improving or enhancing the movement of freight and services.
5	Serves a regionally significant transportation center (e.g. - park and rides, transit centers, etc.)	Improving access to terminals (air, transit, or multimodal)

1b (5). Please describe if the project serves other critical regional public facilities with significant activity (e.g. - Riverside State Park, Joe Albi Stadium, Avista Stadium/Fairgrounds, etc.) (High-Medium-Low)

The project serves Liberty Park and Aquatic Center and the Ben Burr Trail. The Ben Trail connects into the University District approximately ¼ mile northwest of this project site. The Liberty Aquatic Center is a busy draw in the summer and generated 13,690 visits during the 2017 swim season.

1c (5). Please describe if the project serves an area that is targeted for planned future growth or revitalization. (include local planning documentation as well as targeted investment details, if applicable) (High-Medium-Low)

Yes the trail connects to the Sprague Union District and the University District which have both been targeted for significant future growth. The \$50 million Avista Catalyst Project will house three Eastern Washington University programs along with other tenants and is expected to be complete in 2020.

Planning documents prepared for the area include the 2015 U-District Implementation Strategy and the 2012 South University District – Sprague Corridor Investment Strategy.

1d (5). Does the project have another connection to economic vitality that is not captured by, or in addition to, access to activity centers (Questions 1a,1b,1c) or freight use (Question 1f)? Please explain. (High-Medium-Low)

2nd and 3rd Avenues are T-3 routes on the state's Freight and Goods Transportation System. They are also a critical component of the I-90 ramp and frontage road system in the East Central Neighborhood. They will become increasingly important to local and regional transportation as the North Spokane Corridor is connected to I-90.

Existing Development (Internal Use Only)

1e (10). Is the project located within an area of significant existing employment density?

To be scored internally by SRTC staff with 2015 ESD information

- High – 10 points
- Medium – 5 points
- Low – 1 points

Freight Network (Internal Use Only)

1f (10). Is this project located on a FGTS classified T1, T2, T3 route, or on WSDOT's Truck Freight Economic Corridor?

To be scored internally by SRTC staff using the FGTS and WSDOT Truck Freight Economic Corridor Maps

- T1 - 10 points
- T2 – 6 points
- T3 – 4 points
- Otherwise included in WSDOT's TFEC - 2 points

2. COOPERATION AND LEADERSHIP – 50 POINTS

Local Planning Alignment

2a (15). How is this project consistent with your Comprehensive Plan and is it included in your Capital Improvement Program? (please provide the excerpt or citation)

Map TR 5 in the Comprehensive Plan shows the shared-use path crossing 2nd and 3rd Avenues. The Ben Burr Trail is also discussed on page 4-40.

Agency Coordination

2b (20). Does the project concept advance the goals of more than one jurisdiction and/or agency (including public/private partnerships)? If so, please describe:

Yes the project will comply with several of the City's Comprehensive Plan goals including TR 1 - Transportation Network For All Users, TR 5 - Active Transportation, TR 7 - Neighborhood Access, and TR 11 - Transit Operational Efficiency.

Public Involvement

2c (15). Please describe the extent to which the project has been reviewed by the public. **3 points/checkbox (15 point max)**

- Public meetings
- Workshops/Open houses
- Planning study
- Environmental review
- Legislative actions
- Other (please explain) Several workshops and meetings were held with the East Central Community during the design of the Ben Burr Trail. Crossing improvements were discussed at these meetings.

3. STEWARDSHIP – 50 POINTS

Environmental Mitigations

3a (10). Does the project improve the environment or minimize the environmental impact of the facility above and beyond current design standards? **2 points/checkbox (10 point max)**

- Green infrastructure (e.g. rain gardens, swales)
- Drought tolerant vegetation
- Air quality benefit
- Decrease in impervious area
- Use of recycled materials
- Flood damage mitigation
- Stream or wetland restoration
- LED lighting
- Other (please explain)

Ability to Advance

3b (15). Status of the project (check all that apply):

- Environmental documentation (NEPA) is complete – 5 points
- Right-of-way acquisition is complete or not needed – 5 points
- Design is 30% or more complete – 5 points

Funding

3c (10). Has the project received partial federal funding through SRTC in the past?

- Yes No

3d (15). Does this project have additional local/state match funds above the required 13.5%? If so, please describe:

The City is willing to provide additional match in order to deliver this project. The match will come off the City's federal ledger for programmatic match, as additional STBG funds.

- 10% over required local/state match – 10 points

20% over required local/state match – 15 points

4. SYSTEMS OPERATIONS, MAINTENANCE AND PRESERVATION – 50 POINTS

Regional Priority Networks

4a (5). How does this project support the NHS system?

Please describe: The project ensure that Ben Burr Trail users can safely cross 2nd and 3rd Avenues, which function as frontage roads to I-90 and interact with the ramp terminals to the east.

4b (5). Does the project improve bicycle facilities that are on or directly connect to the regional priority bicycle network?

Yes No

If yes, please describe:

The Ben Burr Trail is shown on the regional priority bicycle network as a Shared Use Path.

4c (5). Does the project improve transit access and/or amenities on the High Performance Transit Network?

Yes No

If yes, please describe:

The project makes improvements to a local route.

4d (10). Does the project improve pavement condition on the NHS or improve a bridge on the NHS that is in poor condition? (Additional pavement and bridge condition information will be asked in the STBG supplemental application).

Yes No

Congestion

4e (15). Does the project address congestion in any of the following areas?

- Tier 1 CMP Corridor – 15 points
- Tier 2 CMP Corridor – 10 points
- Other Roadway Bottleneck (as defined in the [CMP report](#)) – 5 points

Please describe current congested conditions and the future projected levels of congestion after project implementation. Explain the methodology used.

4f (10). If indicated in the question above, does this CMP project utilize the following CMP strategies?

- Travel Demand Management – 10 points
- Operational Improvements – 6 points
- Capacity Improvement Strategies – 3 points

5. SAFETY AND SECURITY – 50 POINTS

Addresses Existing Safety Concern

5a (25 point max). Enter crash history based on previous 5 years of available crash data* (2012-2016):

Date	Crash Type	Applicable Countermeasure implemented by project
5/11/2013	E243315 – Evident Injury	HAWK or RRFB control for 2 nd Avenue crossing

*to add additional rows, press tab key

Crashes with fatalities	10 points/each
Crashes with injuries	5 points/each
Property damage only incidences	1 points/each

5b (25). Please describe the components of the project that benefit safety, regardless of crash history? (High-Medium-Low)
 The project provides crosswalk enhancements for the existing trail crossings at 2nd and 3rd Avenues. Currently those crossings are exposed to multiple-threat type collisions since pedestrians and cyclists must cross two lanes going the same direction. The posted travel speed for these roadways is 30 mph, but recent traffic studies show that the 85th %-tile travel speed is 42 mph on 2nd Avenue and 30 mph on 3rd Avenue. This makes it harder for cyclists and pedestrians to find a safe gap to cross the street.

6. QUALITY OF LIFE AND MOBILITY – 50 POINTS

6a (5). Do you have an adopted Complete Streets Policy? Yes No

If yes, how does this project comply with your Complete Streets Policy? (5)

The City's Complete Streets Policy is codified in SMC 17H.020. A "Complete Street" is a road that is designed to be safe for drivers; bicyclists; transit vehicles and riders; and pedestrians of all ages and abilities. This project will make the trail accessible to all users. It will also enhance the nearby bus stops.

If no, how does this project comply with SRTC's Safe & Complete Streets Policy? (3)

Bicycle and Pedestrian Improvements

6b (10). Will the project enhance pedestrian transportation/mobility? (Check all that apply – 10 point max)

- | | |
|--|---|
| <input checked="" type="checkbox"/> Add new sidewalks (6) | <input type="checkbox"/> Median Refuge (3) |
| <input type="checkbox"/> Both sides of street (1) | <input type="checkbox"/> Marked Crosswalk (3) |
| <input checked="" type="checkbox"/> Minimum 5-foot width (1) | <input checked="" type="checkbox"/> Crossing Enhancement (e.g. HAWK beacon, Countdown signal) (3) |
| <input type="checkbox"/> Completes gap (1) | <input type="checkbox"/> Education (2) |
| <input checked="" type="checkbox"/> Ext. of sidewalk network (1) | <input type="checkbox"/> Wayfinding (2) |

- Vegetated / protected buffer (1)
- Upgrade to existing sidewalk (6)
 - Greater width (1)
 - Add vegetated / protected buffer (1)
 - Removes barriers (1)
 - Repairs heaves (1)
- Separated shared use path
 - 10-foot min. width, not including shoulders (8)
 - 12-foot or greater in width, not including shoulders (9)
- Widen roadway shoulders in rural context (6-foot min. width) (5)
- Other (please explain) (2)
- Enforcement (2)
- Data Collection (2)
- ADA enhancements (e.g. curb ramp upgrades) (2)

6c (10). Will the project enhance bicycle transportation? (Check all that apply – 10 point max)

- Add new striped bike lanes (6)
 - Minimum 5-foot width (2)
 - Completes gap (2)
 - Ext. of bike lane network (2)
- Upgrade to existing striped bike lanes (6)
 - Greater width (1)
 - Add protected buffer (2)
 - Surface repair (1)
- Separated shared use path
 - 10-foot min. width, not including shoulders (8)
 - 12-foot or greater in width, not including shoulders (9)
- Widen roadway shoulders in rural context (6-foot min. width) (5)
- Bike Boulevard/Neighborhood Greenway (4)
- Crossing/Intersection Enhancement (HAWK beacon, Signal detection/actuation, Bike box, etc.) (3) for existing shared-use path
- Other (please explain) (2)
- Bike Parking (2)
- Bike Lockers (2)
- Pavement Markings (2)
- Education (2)
- Wayfinding (2)
- Enforcement (2)
- Data Collection (2)

6d (5). The project is located within an area of significant existing population.
 Scored internally by SRTC staff by population density based on US Census blocks:

- High – 5 points
- Medium – 3 points
- Low – 1 point

Transit Access

6e (10). Will the project enhance public transportation and/or amenities? (Check all that apply and note if you have multiples of any of the transit elements – **10 point max**)

- | | |
|--|---|
| <input type="checkbox"/> Bus stop shelter/screening (3) | <input type="checkbox"/> Enhanced pedestrian crossing near bus stop (3) |
| <input type="checkbox"/> Bus stop lighting/infrastructure (2) | <input checked="" type="checkbox"/> Improved rider access/connectivity to transit (3) |
| <input type="checkbox"/> Bench (2) | <input type="checkbox"/> New transit vehicles (4 per vehicle) |
| <input checked="" type="checkbox"/> Concrete pad/foundation for bus stop or bench (2) | <input type="checkbox"/> School bus operational improvement (2) |
| <input type="checkbox"/> Real time information sign (2) | <input type="checkbox"/> Education (2) |
| <input type="checkbox"/> Signal priority for transit vehicles (2) | |
| <input type="checkbox"/> Bus bay/pull-out (2) | |
| <input type="checkbox"/> Boarding bulb stop (2) | |
| <input type="checkbox"/> Park & Ride (4) | |
| <input type="checkbox"/> Improved transit service (e.g. higher frequency, longer operating hours, greater capacity, new route) (5) | |
| <input checked="" type="checkbox"/> Other (please explain) (2) The outbound Route 94 stop is located at the corner of 3 rd /Perry/Liberty Park Place. This stop would be improved with a boarding pad. A new outbound stop location would be placed on Liberty Park Place just southeast of 3 rd Avenue. This stop would be improved with a boarding pad and sidewalk connecting it to the intersection. A shelter could be added for the inbound stop if warranted by rider counts. | |

Transportation Choices

6f (5). How does the project support health-promoting transportation options for people of all abilities and ages (walking, biking, transit, safe routes to school, etc.)? If so, please describe.

This project improves use of the trail for all ages and abilities. This will make the trail more usable for kids to ride bicycles from the north side of the freeway to the swimming pool and park. It will also improve the accessibility of the transit route that stops in front of the park.

6g (5). Does the project include design elements that contribute to quality place making? If so, please check all that apply. (5 point max)

- | | |
|--|---|
| <input type="checkbox"/> Pedestrian lighting (1) | <input type="checkbox"/> Unusual or unique surfaces (pavers or stamped) (2) |
| <input type="checkbox"/> Traffic calming measures (2) | <input type="checkbox"/> Raised or uniquely treated crosswalks (2) |
| <input type="checkbox"/> Landscaping, pots/planters, tree grates (1) | <input type="checkbox"/> Garbage/recycling receptacles (1) |
| <input type="checkbox"/> Other design elements, please describe (1) | <input type="checkbox"/> Bollards (1) |

Project Name: Ben Burr Crossings Improvements		\$1,121,953		
Description: Install HAWK beacons at 2 locations and improve transit stops				
<u>Work Description</u>	<u>Qty</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Extension</u>
GENERAL				
Mobilization	1	LS	\$60,000	\$60,000
Traffic Control	1	LS	\$50,000	\$50,000
SPCC Plan	1	EA	\$500	\$500
			subtotal:	\$110,500
EXCAVATION				
Clearing & Grubbing	1	LS	\$2,000	\$2,000
Sawcutting Rigid and Flexible Pavement	27	LFI	\$3	\$80
Removal Exist Curb and Gutter	120	LF	\$10	\$1,200
Roadway Excavation Including Haul	33	CY	\$30	\$1,000
			subtotal:	\$4,280
STREET				
Prep Untreated Roadway		SY	\$10	\$0
Crushed Surfacing Base Course	18	CY	\$40	\$711
HMA CL 1/2 IN. PG 70-28, 7 INCH THICK	80	SY	\$43	\$3,440
SOIL RESIDUAL HERBICIDE	80	SY	\$2.00	\$160
Cem Conc Curb and/or Gutter	120	LF	\$25	\$3,000
Signs & Markings	1	LS	\$5,000	\$5,000
Ped Beacon with lighting	2	LS	\$200,000	\$400,000
			subtotal:	\$412,311
SIDEWALK & DRIVEWAY				
Removal Cem Conc Sidewalk/Driveway	27	SY	\$15	\$400
Cem Conc Sidewalk	148	SY	\$50	\$7,389
Crushed Top Course for SW, & DW including Ex	12	CY	\$70	\$862
			subtotal:	\$8,651
LANDSCAPE				
Excavation and site grading for bus stops	1	LS	\$5,000	\$5,000
Hydroseeding	40	SY	\$5	\$200
			subtotal:	\$5,200
			Construction Subtotal	\$540,942
Scope Contingency	30.0%			\$162,283
			Construction Subtotal	\$703,225
Construction Contingency	10.0%			\$70,322
Construction total			Construction Total	\$773,547
Geotech	1.5%			\$11,603
Surveying	2.0%			\$15,471
Design & Bid Docs	10.0%			\$77,355
Admin, Legal, & Permits	1.0%			\$7,735
Property Purchase				
Construction Mgmt	15.0%			\$116,032
			Project Total	\$1,001,744
Unit costs from year...		for construction in...		
	2017		2021	
For Program				
Preconstruction	112		\$125,624	
Property Purchase	0		\$0	
Construction Total	774		\$866,373	
Const mgmt	116		\$129,956	
	1,002		\$1,121,953	Project Cost





Funding partners breakout

Total Eligible Street Cost	\$1,121,953
STBG Set-Aside	\$746,099
33.5% Local Match (Programmatic if STBG Award)	\$375,854

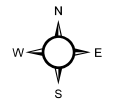
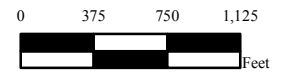
Ben Burr Trail Crossing Improvements

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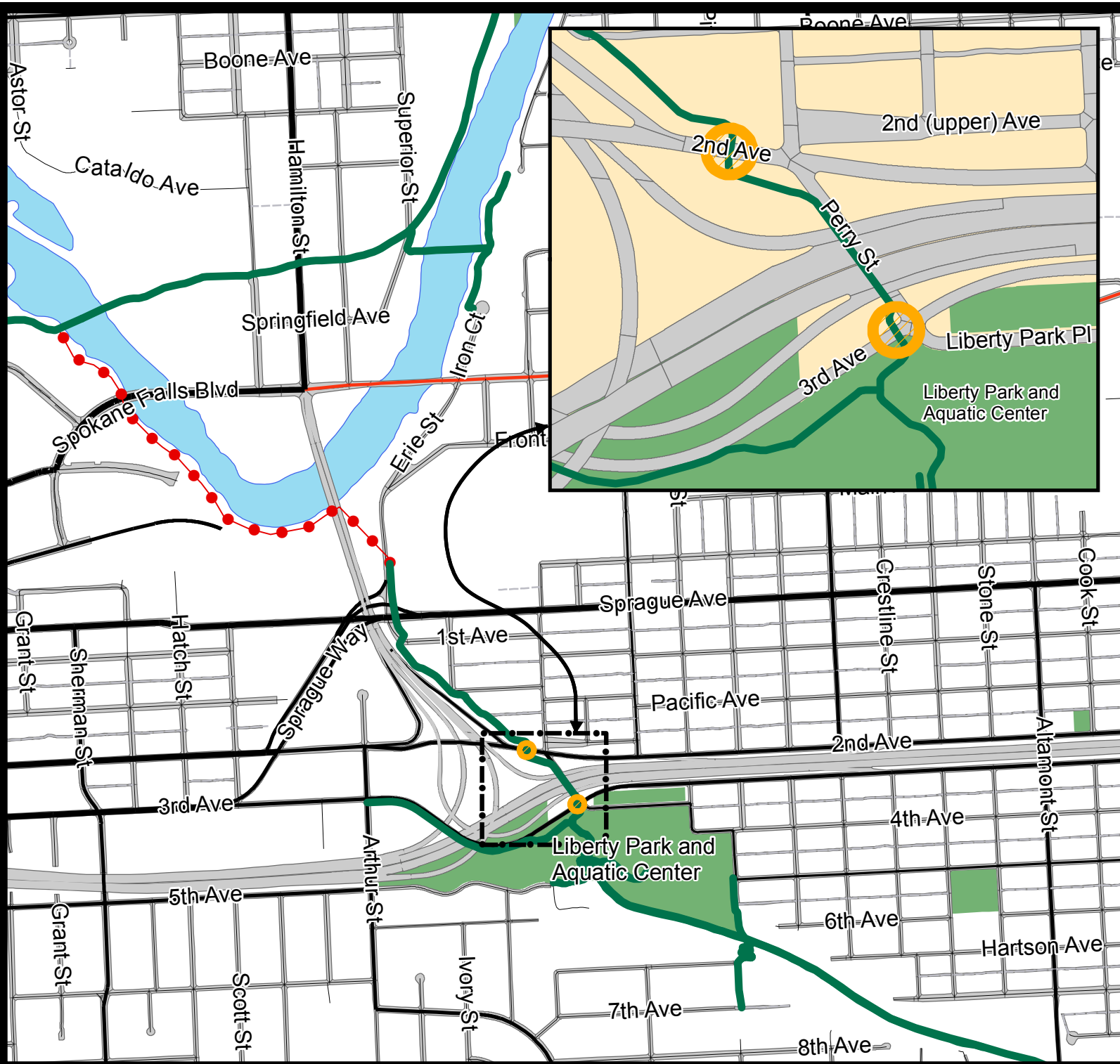
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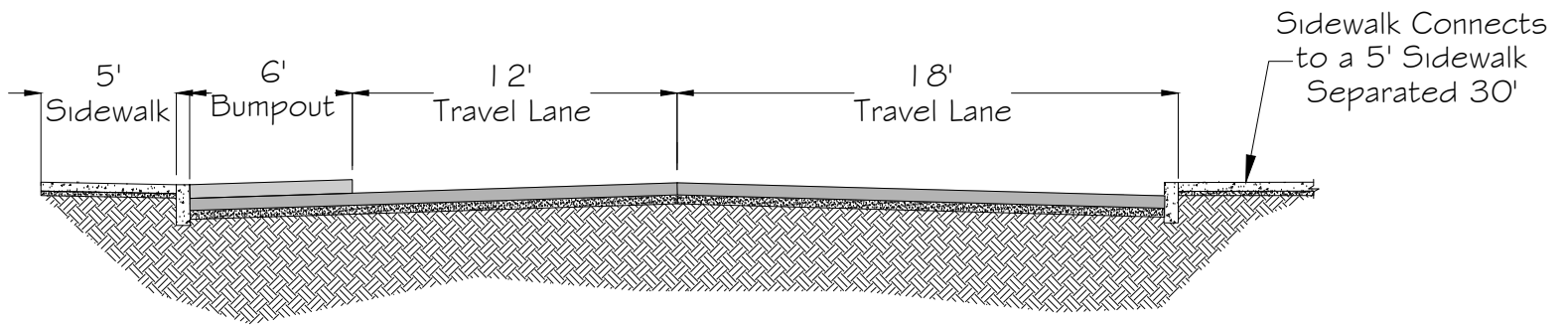
-  Existing Trails
-  Ben Burr Trail (Under Const.)
-  City Park
-  Crossing Improvements

Vicinity Map



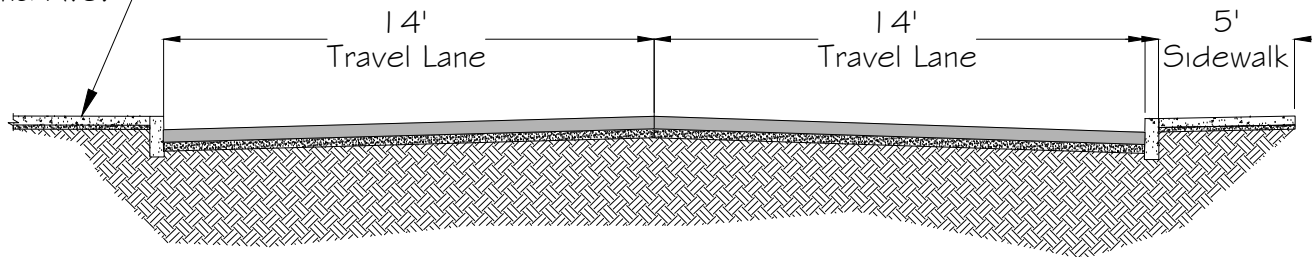
THIS IS NOT A LEGAL DOCUMENT.
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.





Existing Cross Section
Second Ave, at Crosswalk Facing West

Sidewalk Continues Under Bridge and Connects to Sidewalk on Second Ave.



Existing Cross Section
Third Ave, at Crosswalk Facing East

2018 SRTC Call for Projects



Local Agency Project Endorsement

PROJECT TITLE: Ben Burr Trail Crossings at 2nd Ave and 3rd Ave

The attached project application reflects established local funding priorities consistent with the adopted local plans and/or programs.

The project described is financially feasible; local match revenue identified on the project application is available and will be committed to the project if it receives the requested grant.


Costs identified in the application represent accurate planning level estimates needed to accomplish the work described herein. As stated in policy 6.1 of the 2018 TIP Guidebook, any cost overruns are the responsibility of the project sponsor.

The project sponsor must certify that they will utilize all project delivery tools available, including eminent domain, to acquire ROW, if necessary, to meet project obligation schedules.

The use of federal funds for this project entails administrative and project compliance for which the project sponsor will be responsible.

This project has the full endorsement of the governing body/leadership of this agency or organization. This document must be signed by a person in a position or a representative of a governing body that has the authority to make decisions for the entire organization. It is up to the applicant to determine the appropriate representative to sign this endorsement.

Scott Simmons - Public Works Director
Name and Title of Designated Representative



Signature of Designated Representative

5-11-2018
Date