

PSRC's 2023 Transportation Alternatives Program Application

Application Type

TAP Project Category - Pedestrian and Bicycle Project

General Project Information

Project Title	RTP ID#	Sponsor
Kenmore - SR522 West B Project	N/A	WSDOT - NW
Co-Sponsor	Certification Acceptance?	CA Sponsor
	Yes	

Project Contact Information

Name	Phone	Email
John Vicente	425-984-6154	jvicente@kenmorewa.gov

Project Description

Project Scope: Please provide a clear and concise (300 words or less) description of 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? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.

Provide an ADA accessible route to/from the Burke Gilman Trail, Log Boom Park, Kenmore Air, and multi-family housing units from SR522. Improved safety and comfort for cyclists access the Burke Gilman Trail. Remove barriers to ADA accessibility on the sidewalk along the south side of SR522 west of 61st Ave NE. This project will connect pedestrians from the south side of SR522 and pedestrians/cyclists to/from Lake Forest Park/trails/parks/residential to the City of Kenmore's Downtown/business corridor, a countywide regional growth center and to the City's northwest residential neighborhoods.

Previous projects near/within this corridor were submitted and funded with PRSC funds. KNM-3 covered right of way acquisition needed on the north side of SR522 west of 61st Ave NE. KNM-3A provided for the construction of improvements along the north side of SR522 and for 61st Ave NE. KNM-3A provided connections to the Burke Gilman Trail but were not ADA accessible (a Maximum Extent Feasible was approved given the significant grade changes). KNM-19 is State Connecting Washington funds for the same work as this application and will serve as the match for these funds if awarded (see funding section). This grant application is for new work that will provide ADA connections to/from the Burke Gilman Trail, Log Boom Park, Kenmore Air, and multi-family residential units.

Project Justification, Need or Purpose: Please explain (in 300 words or less) the intent, need or purpose of this project. What is the goal or desired outcome?

Access to the Burke Gilman Trail, Log Boom Park (the City's only public beach), and several multi-family residential structures to/from SR522 (and north) is not accessible for people with disabilities. 61st Ave also connects pedestrian/cyclists to Kenmore Air, a regional seaplane airport. Access for people with disabilities to/from these destinations is nearly impossible at this location and alternative accessible access is over half a

mile away. The sidewalk along the south side of SR522 connects to medical buildings and has a variety of barriers or non-compliant issues that do not meet with Americans with Disabilities Act (ADA) standards. This project will provide safe and accessible access to and from the trail, Kenmore Air, multi-family residential, medical buildings and Log Boom Park to Kenmore's downtown/business corridor and residents living north of SR522.

Project Location

Location	County/Counties
State Route 522	King
Beginning Landmark	Ending Landmark
61st Ave NE	Western City Limits

Map and Graphics

f-132-552-18733602_de8XkqbR_CA_Confirmation_SR_522_West_B.pdf, f-132-552-18733602_8Yf5m38Q_Graphics_SR522_West_B.pdf

Plan Consistency

Is the project specifically identified in a local comprehensive plan?

Yes

If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.

2015 Transportation Element of the Comprehensive Plan. Transportation Element Chapter 6, page 6-54. We are currently updating the Transportation Element with has added a new goal to provide pedestrian accessibility to all of Kenmore's destinations.

If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

Federal Functional Classification

Federal Functional Classification	Rural Functional Classification	Urban Functional Classification
		Principal Arterial

Support for Centers

Describe how the project will support the existing and planned housing/employment densities in the center.

By providing accessible and comfortable routes to and from areas south side of SR522 and the north side of SR522, we will have an accessible connection to existing businesses and residents on both sides of SR522 which will provide more accessible options to people that do not own a vehicle or prefer to walk/use transit and also provides better access for those that live/work outside of Kenmore. Adding comfort will also encourage non-

motorized travel to areas where parking is limited further encouraging use and support to higher density housing.

Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center

This project will support several of the City's goals regarding it's plan for development of its downtown.

Goal 1: Enhance Kenmore's quality of life as a place for people of all ages to live, raise children, recreate, work, shop, and socialize.-- Within this goal is the objective to promote mental and physical health of all community members by creating healthy, viable and safe neighborhoods where all people can live, work, and play regardless of ability. Emphasis it placed on providing walkability within the center and surrounding neighborhoods.

This project provide comfort and reliable access to and from the south side of Kenmore and the north side which enhances and encourages walkability for all ages. In providing this connection, we increase the potential of walkability from a greater area with the ability to access many area of recreation, commerce, and travel.

Category-Specific Criteria: Pedestrian and Bicycle Projects

Describe how the project extends or completes a regional or local pedestrian and bicycle system, and/or adds facilities to an existing pedestrian and bicycle system or network.

This project will provide ADA accessibility to/from the City's sidewalk network on SR522 and north and to the Burke Gilman Trail and existing sidewalk on NE 175th St which connects to Log Boom Park, multi-family housing, Kenmore Air and other water recreation businesses. This project will also enhance accessibility along SR522 to connect to existing medical facilities.

Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.

The Burke Gilman Trail, Kenmore Air, Log Boom Park, and multi-family residential units reside at lake level within Kenmore. Between these destinations and SR 522 is an approximate 160 feet long steep slope that is on average at 10% with slopes as steep as 20% in places. This is a barrier for people with mobility and/or health issues. This project will construct a connection that complies with the American's With Disabilities Act and removing that barrier of accessibility.

The sidewalk on the south side of SR522 has several locations where ADA accessibility is not met. This project will address these barriers to accessibility.

Describe the connections to transit stops and stations provided by the project, including bus, rail, ferries, etc.

61st Ave NE on SR522 is a transit stop for both King County Metro and Sound Transit. Sound Transit is also in the process of implementing its Stride program which will add Bus Rapid Transit to the SR522 corridor with stops at 61st Ave NE. Adding in accessible pedestrian facilities to the trail, log boom park, Kenmore Air, and the residences will provide ADA accessibility for transit user wanting access to and from these destinations. The 61st bus stop is the closest bus stop to the medical buildings west of 61st on SR522. Removing the barriers to ADA will improve access between the bus stop and destinations west of 61st Ave.

Describe the anticipated level of public usage within the community and how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.

The Burke Gilman Trail is a regional trail system with over 750,000 users per year. Log Boom Park is a local

park with the only beach access for the City. Along NE 175th at the bottom of 61st Ave NE are several multi-family housing structures. Access to and from these areas is relatively easy for very mobile individuals. For those that have mobility issues or complicated travel situations, access to/from the trail, log boom park, the residential units, and Kenmore air is not easy and sometimes impossible. Adding the ADA access will encourage and likely draw users to this access point but also may draw users of the current sidewalk connection to this new ADA connection as it is easier for not just those with mobility issues, but for those with more complicated travel needs (parents with strollers, carts, people hauling equipment, children on bikes, etc.). By increasing accessibility, it is anticipated that user numbers will increase benefiting commuters, residents, and commercial users.

Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

If this project is not funded, the project may not be constructable with the available funds. At best, the scope would need to be limited to provide basic access to/from the trail/park/Kenmore Air/residences. Basic access would provide a minimum 4-foot width with limited space for passing traffic and would restrict use for cyclists. Without this funding, the sidewalk on the south side of SR522 will not be upgraded to provide ADA accessibility to the medical facilities. Limited access may restrict users from accessing resulting in either reduced walking or seeking resources outside of the Kenmore reducing economic development, physical health, and the ability to enjoy local amenities.

Category-Specific Criteria: Equity

Section 1

Identify the population groups to be served by the project, i.e., people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English Proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations.

This project will primarily serve older populations and people with mobility issues. Providing an accessible route to/from the Burke Gilman Trail, Log Boom Park, Kenmore Air, and residences will provide accessibility that these individuals currently do not have. Similar issue exist on the south side of SR522 (to the medical buildings) though to a lesser degree. Individuals with wheel chairs may find it difficult to access the medial buildings.

Identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.

The closest access to/from the Burke Gilman Trail, Log Boom Park, the residences, and Kenmore Air to the NW corner of Kenmore is by way of 61st Ave NE. This access is 160 feet long and is on average 10% slope and at some locations as high as 20%. This is not accessible for those with mobility issues. To have an accessible connection to/from the NW corner of Kenmore, one would have to travel approximately 1/2 mile in the opposing direction and then back track for a total of a 1 mile trek. Providing ADA accessibility at 61st Ave NE would cut the 1 mile trek down to 160 ft. Existing conditions do not provide equity to the mobility challenged and older community.

Describe how the project addresses those disparities or gaps and benefits the population groups identified under Step 1.

This project will construct a wide, accessible ramp from SR522 to the Burke Gilman Trail at 61st Ave NE that can be utilized comfortably by both pedestrians and cyclist.

Section 2

Describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.

Public outreach was conducted as part of a corridor-wide engagement process in the mid-2000s. As part of that process, a desire for safe pedestrian access was paramount. As part of that public process, SR522 from 61st Ave NE to 83rd Ave NE has been rebuilt to provide this desire. The City recently completed its Transportation Element outreach and also performed outreach in 2021/2022 for the City's ADA Transition Plan and Pedestrian Priorities Plan. As part of all that outreach, accessibility and safe access were key to the public. This latest outreach prompted the need for ADA Accessibility to the Burke Gilman Trail, Log Boom park, Kenmore Air, and the residents below SR522.

Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.

The recent outreach changed this project from a sidewalk with buffer along SR 522 between 61st Ave NE and the western boarder with dual left turn lane at 61st Ave NE to an ADA accessible connection to the trail, park, residents, and airport along with improving ADA accessibility along the existing sidewalk on the south side of SR522.

Section 3

Is the project in an area of low, medium, or high displacement risk?

This project is in a low area of displacement risk.

If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks.

N/A

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

Adding an ADA ramp to the trail provide a safe and accessible route that is easier for people with limited mobility. People with mobility issues or older populations may have difficulties utilizing 61st Ave to access the Burke Gilman Trail, Park, Airport, residential areas, and the City's downtown and shopping areas. This creates a high risk of injury and health issues especially on high heat days.

Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or adding or improving facilities for pedestrian and bicycle safety and comfort.

This project provides accessibility for people with mobility issues and for older individuals. Current access is very steep and for some untraversable which may force individuals into making decisions that would be not preferable and otherwise would not be made if not for the accessibility issues. With the growing climate change and hotter summers, vulnerable individuals that cannot tolerate high activity in the heat could potentially suffer ill effects attempting to climb 61st Ave in times of excessive heat. With the steep slope of 61st, individual with mobility issues that rely on hand powered devices will likely have difficulties navigating down the hill. There is a risk that someone may lose control on the steep slope and injure themselves. Having a more gentle route with areas of rest will make access to/from SR522 safer for those individuals.

Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?

The city has a Target Zero policy adopted in 2014. This policy establishes a framework that seeks to provide safe, comfortable, and accessible access to all forms of multimodal transportation. To meet with this goal, this project was modified from its original scope established a decade ago to be in alignment with this policy.

Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.

This project does not reduce reliance on enforcement or design for decreased speeds as there are no issues with nor any expected regarding speed..

PSRC Funding Request

Has this project received PSRC funds previously?	Please provide the project's PSRC TIP ID.
No	

PSRC Funding Request (cont.)

Phase	Year	Amount
		\$0
Construction	2026	\$2319000
		\$

Total PSRC Funding Request: \$2319000

Total Estimated Project Cost and Schedule

Planning Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Planning Phase Cost: \$0

Expected year of completion for this phase:

Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
State	Other State	Secured	\$574009
			\$0
			\$
			\$
			\$

Total Preliminary Engineering/Design Phase Cost: \$574009

Expected year of completion for this phase: 2026

Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
State	Other State	Secured	\$100000
			\$
			\$
			\$
			\$

Total Right of Way Phase Cost: \$100000

Expected year of completion for this phase: 2025

Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Unsecured	\$2319000
State	Other State	Secured	\$1325957
			\$
			\$
			\$

Total Construction Phase Cost: \$3644957

Expected year of completion for this phase: 2026

Other Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$

			\$
			\$

Total Other Phase Cost: \$0

Expected year of completion for this phase:

Project Summary

Total Estimated Project Cost:	Estimated Project Completion Date (month and year):
\$4318966	December, 2026

Financial Documentation

Please enter a description of your financial documentation in the text box below.

Award letter from WSDOT on available State funds.

Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

f-132-346-18733602_ECmrwijG_f-132-346-18674610_UYGIs0ou_Funding_Carryover_SR522_West_B_2023.pdf

Project Readiness

Preliminary Engineering/Design

Are you requesting funds for ONLY a planning study or preliminary engineering?

No

What is the actual or estimated start date for preliminary engineering/design?

October, 2023

Is preliminary engineering/design complete?

No

What was the date of completion (month and year)?

January, 2026

Have preliminary plans been submitted to WSDOT for approval?

No

Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.

Environmental documents are expected to be completed by December 2024 with approvals given by December 2025.

When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.

November, 2025

Environmental Documentation

What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project? For more information on NEPA requirements, please refer to WSDOT's [Local Agency Guidelines Manual](#).

Categorical Exclusion (CE)

Has NEPA documentation been approved?

No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

December, 2025

Right of Way

Will Right of Way be required for this project?

Yes

What is the actual or estimated start date for right of way (month and year)?

July, 2024

What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)? If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.

July, 2025

Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits. Refer to [Chapter 25 of WSDOT's Local Agency Guidelines Manual](#) for more information.

Temporary construction easement and permanent easements will be needed to connect to the Burke Gilman Trail. Temporary construction easement may be needed to replace a driveway approach for a private property.

What is the zoning in the project area?

Commercial and Parks.

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

The project is has approximately 18 months reserved for right of way acquisition. It is assumed that negotiation or property rights will be successful within 12 months. However, if negotiations are not showing any positive progress within 9 months, condemnation procedures will commence giving 9 months to complete the process.

Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

Yes

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if applicable. Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.

TCE is expected by June 2024

No relocation plan necessary

ROW certification expected September 2025

ROW acquisition expected July 2025

FTA Concurrence not necessary

Certification audit by WSDOT ROW Analyst. Unknown, assumed around September 2025

Relocation certification, not necessary

Construction

Are funds being requested for construction?

Yes

Do you have an engineer's estimate?

Yes

Please attach the engineer's estimate.

f-132-540-18733602_DymhWI2e_Cost_Estimates_SR522_West_B_Kenmore_2023.pdf

Identify the environmental permits needed for the project and when they are scheduled to be acquired.

NEPA - July 2025

SEPA - July 2025

Are Plans, Specifications & Estimates (PS&E) approved?

No

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?

November, 2025

When is the project scheduled to go to ad (month and year)?

January, 2026

Other Considerations

Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.

61st Ave NE is the closest access to/from the Burke Gilman Trail, Kenmore Air, Log Boom Park, and the residences along NE 175th St and to/from City's commercial areas and residences to the NW corner of Kenmore. Alternative access would require a 1 mile circumnavigation for those with mobility issues. 61st Ave is also the first street intersecting the trail coming from Lake Forest Park. Access to businesses and medical facilities is manageably accessed from 61st for those without mobility issues. Alternatives would again be to

circumnavigate 1 mile to reach these locations.

Describe the public review process for the project and actions taken to involve stakeholders in the project's development.

Public outreach was conducted for the corridor wide study. This project in its current form has been part of the City's Capital Improvement Program, Comprehensive Plan update, and Transportation Improvement Plan. All of these involved public hearings, discussions with city council and planning commission (comp plan only).

Please upload any relevant documents here, if they have not been uploaded previously in this application.

End of the Application

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Nick Johnson at njohnson@psrc.org to have it returned to you.

From: [Moini, Mehrdad](#)
To: [John Vicente](#)
Cc: [Ramirez, Vicki](#); [Larsen, Renae L.](#)
Subject: RE: [EXTERNAL] FW: CA Confirmation
Date: Tuesday, July 11, 2023 3:52:04 PM
Attachments: [image001.png](#)

This email originated from outside your organization. Be cautious of phishing attempts. Please do not click on links or open attachments unless you are confident of the source of this email and know the contents are safe.

Good Afternoon John,

We would be happy to serve as CA for this project. Thank you.
-- Mehrdad

From: John Vicente <JVicente@kenmorewa.gov>
Sent: Tuesday, July 11, 2023 3:09 PM
To: Ramirez, Vicki <RamireV@wsdot.wa.gov>; Moini, Mehrdad <MoiniM@wsdot.wa.gov>
Subject: [EXTERNAL] FW: CA Confirmation

WARNING: This email originated from outside of WSDOT. Please use caution with links and attachments.

Hi Vicki/Mehrdad

Renae is out so forwarding my inquiry to you both. See below.

John

From: John Vicente
Sent: Tuesday, July 11, 2023 1:30 PM
To: 'Larsen, Renae L.' <LarsenR@wsdot.wa.gov>
Subject: CA Confirmation

Hi Renae

I am applying for TAP funds for the SR522 West B project and PRSC wants confirmation that WSDOT has the capacity to serve as CA for this project. Looking at design starting this fall with construction in 2025.

Could you please confirm?

Thanks
John

John F. Vicente, P.E., P.M.P.

City Engineer/Engineering Director | City of Kenmore
18120 68th Ave. NE | Kenmore, WA 98028

Tel: (425) 398-8900 | Dir: (425) 984-6154
jvicente@kenmorewa.gov | www.kenmorewa.gov



SR522 West B

CITY OF KENMORE

Date Prepared

June 23, 2023

Construction Days: 180

Engineer's Estimate -- Planning Level

Construction year

2026

Item No.	Description	Bid Quantity	Unit	Unit Rate	Total
1	Mobilization	1	LS	\$ 210,721.79	\$ 210,721.79
2	Project Temporary Traffic Control	1	LS	\$ 115,970.40	\$ 115,970.40
3	Removal of Structure and Obstruction	1	LS	\$ 31,801.00	\$ 31,801.00
4	Clearing and Grubbing	1	LS	\$ 38,350.00	\$ 38,350.00
5	Permanent Signing	1	LS	\$ 52,360.00	\$ 52,360.00
6	Construction Surveying	1	LS	\$ 163,076.00	\$ 163,076.00
7	Landscaping/Landscape Restoration	1	LS	\$ 163,076.00	\$ 163,076.00
8	Sawcutting	220	LF	\$ 5.90	\$ 1,298.00
9	Backfill for walls	4,000.0	CY	\$ 46.02	\$ 184,080.00
10	Handrailing	1500	LF	\$ 236.00	\$ 354,000.00
11	HMA	180	Ton	\$ 236.00	\$ 42,480.00
12	Crushed Surfacing Top Course	300.0	Ton	\$ 64.90	\$ 19,470.00
13	Soldier Pile Wall	4,737.0	SF	\$ 147.50	\$ 698,707.50
14	Cement Conc. Sidewalk	1,040.0	SY	\$ 70.80	\$ 73,632.00
15	Cement Conc. Curb and Gutter	220.0	LF	\$ 53.10	\$ 11,682.00
16	Wetland Mitigation	1.0	LS	\$ 35,400.00	\$ 35,400.00
17	Cement Conc. Driveway Entrance Type 1	70.0	SY	\$ 88.50	\$ 6,195.00
18	Roadway Excavation incl haul	280	CY	\$ 118.00	\$ 33,040.00
19	Ped Lighting Pole	7	EA	\$ 11,800.00	\$ 82,600.00
SubTotal Cost				\$	2,317,939.69
Contingency				30%	\$ 695,381.91
Total Construction Cost with				\$	3,013,321.60
				% of Const. Cost	
Design				19%	\$ 572,531.10
ROW					\$ 100,000.00
Const. Management				27%	\$ 813,596.83
Total Project Cost					\$ 4,499,449.53

May 19, 2023

Mr. John Vicente
City Engineer
City of Kenmore
18120 68th Ave NE
Kenmore, Washington 98028-2071

**RE: Complete SR 522 Improvements-Kenmore
HLP-CNWA(024)
Connecting Washington – Capital Project
2023-25 Transportation Budget
State Funding**

Dear Mr. Vicente:

WSDOT is pleased to advise you that the 2023-25 Transportation Budget has revised the above-mentioned project funding through the Connecting Washington (CWA) program. The state funding is limited as shown below:

Complete SR 522 Improvements-Kenmore	\$2,000,000
<i>2021-23 Available Funding: \$ 500,000</i>	
<i>2023-25 Available Funding: \$ 1,500,000</i>	

In the event the 2021-23 funding is not all reimbursed, WSDOT will need to request the remaining funding through the 2024 supplemental budget development. Until the funding is provided by the legislature, WSDOT can only reimburse your agency for the approved work completed each biennium, as reflected above. Therefore, it is critical that the city update the Local Project Report detailing the project's delivery, so that the funding aligns with the city's schedule.

In order to meet the state requirements, the following are required:

- Reporting of benefits and expenditures for transit, bicycle, and pedestrian elements at award and during construction annually is required. (see attached)
- Project expenditures incurred before receiving notice from Local Programs of state fund authorization are not eligible for reimbursement.
- Please refer to the Local Programs webpage for detailed authorization information including: (<http://www.wsdot.wa.gov/localprogams/>)

Mr. John Vicente
City of Kenmore
May 19, 2023

- ✓ Local Agency Guidelines (LAG) manual for detailed requirements;
- ✓ Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP amendments, as applicable);
- ✓ Funding and billing forms;
- ✓ Local Project Report is required to be completed by the end of June and December each year. To access the database you will need an account name and password. Your account name is **Kenmore** and your password is **Kenmo985**. The password is case sensitive.

Also, the legislature expects that for some projects, costs will be reduced due to the application of practical solutions. We look forward to further conversations to understand the current status of your project and the results you expect to achieve.

Local Programs encourages all agencies to submit monthly progress billings to ensure timely reimbursement of eligible expenditures.

For assistance, please contact your Region Local Programs Engineer, Mehrdad Moini, at (206) 440-4734 or Mehrdad.Moini@wsdot.wa.gov.

Sincerely,



Jay Drye, PE
Director
Local Programs

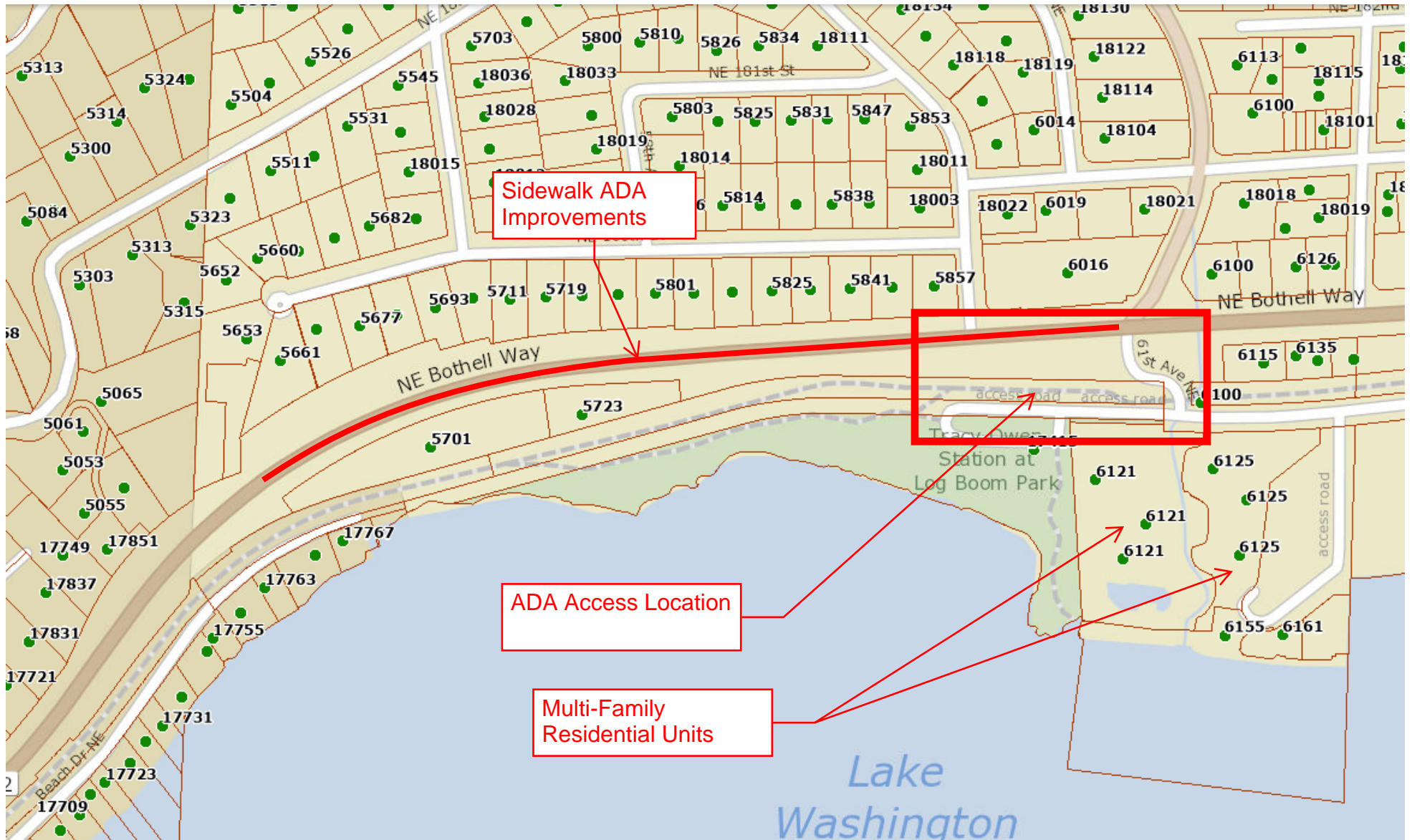
Attachment

JD:st

cc: Kelly McGourty, Transportation Director, PSRC
Mehrdad Moini, Northwest Region Local Programs Engineer

Connecting Washington Projects – Reporting Requirements

1. **At Contract Award** – report the estimated cost to implement any transit, bicycle or pedestrian project elements.
2. **Annually**, report separately on amounts **expended and the funds utilized** to benefit transit, bicycle and pedestrians. To assist in approximating the amount of funding spent on a contract, below are some types of work for each of the elements:
 - **Transit elements**, such as:
 - ✓ Bus pullout
 - ✓ Direct Access On/Off ramp
 - ✓ HOV/HOT Lane
 - ✓ Park and Ride Lot
 - ✓ Transit stops/shelters
 - ✓ Business Access & Transit (BAT) lanes
 - **Bicycle elements**, such as:
 - ✓ Stand-alone/separate path
 - ✓ Shared use path (50% bicycle/50% pedestrian)
 - ✓ Drainage systems associated with the path (ignore if incidental)
 - ✓ Joint use shoulder including pavement marking & signage (shoulder was widened for bicycles to travel on)
 - ✓ Bike lane on bridge (% based on width of lane to total bridge width)
 - ✓ Bike racks on buses, at trailheads, on local routes or schools
 - ✓ Bike parking stations
 - ✓ Bike share projects
 - ✓ Roadway reconfiguration (road diets) (50% bicycle/50% pedestrian)
 - ✓ Raised crosswalk/intersection (50% bicycle/50% pedestrian)
 - ✓ Curb extensions (bulb out) (50% bicycle/50% pedestrian)
 - **Pedestrian elements**, such as:
 - ✓ Sidewalk and trails or walking path
 - ✓ Shared use path (50% bicycle/50% pedestrian)
 - ✓ Curb and gutter for sidewalk
 - ✓ Drainage systems associated with the path (ignore if incidental)
 - ✓ Sidewalk on bridge (% based on width of sidewalk to total bridge width)
 - ✓ Electronic Walk Sign with audio speaker (APS)
 - ✓ Lighting at pedestrian crossing (if easy to break out of illumination system)
 - ✓ Pedestrian lighting
 - ✓ Crosswalk pavement markings and signage
 - ✓ ADA accessible curb ramps
 - ✓ Roadway reconfiguration (road diets) (50% bicycle/50% pedestrian)
 - ✓ Raised crosswalk/intersection (50% bicycle/50% pedestrian)
 - ✓ Curb extensions (bulb out) (50% bicycle/50% pedestrian)
 - ✓ Refuge Islands



Sidewalk ADA Improvements

ADA Access Location

Multi-Family Residential Units

CITY OF KENMORE



ENGINEERING DEPARTMENT
(425) 398-8900

FIGURE

NOT TO SCALE

Date:

ACCESS ROUTE TO/FROM SR 522 TO BURKE GILMAN TRAIL,
LOG BOOM PARK, AND KENMORE AIR





BURKE GILMAN TRAIL



LOG BOOM PARK



MULTI-FAMILY RESIDENTIAL





CITY OF KENMORE

ENGINEERING DEPARTMENT
(425) 398-8900

FIGURE

NOT TO SCALE

Date: