

PSRC's 2023 Transportation Alternatives Program Application

Application Type

TAP Project Category - Pedestrian and Bicycle Project

General Project Information

Project Title	RTP ID#	Sponsor
Meet Me on Meeker: Washington to Thompson	N/A	Kent
Co-Sponsor	Certification Acceptance?	CA Sponsor
	Yes	

Project Contact Information

Name	Phone	Email
David Paine	12538565564	dpaine@kentwa.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.

The project will construct the continuation of the Meet Me On Meeker multi-modal promenade along the south side of West Meeker Street between Washington Ave. and Thompson Ave. including a two-way, separated bikeway, sidewalk with buffer and amenity zones. The project includes curb bulb-outs for shorter pedestrian crossing distance and other pedestrian amenities. Improvements will accommodate existing and planned transit demands along the corridor.

This is the remaining segment of the Meet Me on Meeker Multimodal project from the Green River to Interurban Trail.

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?

This project will significantly improve the safety and comfort for all travel modes, while promoting economic development along this 'Main Street' commercial corridor in downtown Kent. The multimodal promenade will provide an attractive, active-transportation feature helping to connect this pedestrian-scaled corridor to the downtown core. This segment connects to the regional growth center (RGC) as its 'all-modes' gateway from the west with a mix of uses, including commercial and medium-density residential areas within walking distance to the west. This project significantly improves access with an all-ages-and-abilities bike connection, completing the planned network near SR 167, and is the most direct east-west Level of Transportation Stress (LTS 1) corridor planned to serve the Kent RGC and greater Kent area.

The Meet Me on Meeker project is transforming a vitally important commercial arterial into a true multimodal

corridor, allowing multiple transportation options and creating a sense of place. The project is located on the entryway corridor to the Kent RGC. The RGC and the adjacent uses are a designated receiving area for more infill, locally and regionally. Previous Meet Me on Meeker project segments along the corridor have attracted newly completed development to vacant parcels, including a long-standing brownfield. By 2026, the Meet Me on Meeker corridor will have been designed with almost a full mile constructed. The momentum achieved so far has spurred additional developer interest in the corridor. Development activity currently under construction includes – a new senior housing center and separate development to the east of the project site representing more than 500 homes both opening in 2023, with an additional significant commercial site. The Meet Me on Meeker vision is being realized through combined efforts leveraging private sector development and city funding supported through regional grant funding.

Project Location

Location	County/Counties
W Meeker Street	King
Beginning Landmark	Ending Landmark
Washington Avenue N (SR 181)	Thompson Avenue N

Map and Graphics

f-132-552-18672670_w61SgaBS_Meeker_location_and_segment_implementation_visual4.pdf, f-132-552-18672670_VIIXUqBS_Pages_from_Meeker_TAP_W3_attachment_MMoM_Standards.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.

(1) Kent Transportation Master Plan (a 2021-adopted update of the transportation element of the Kent Comprehensive Plan).

(2)F-9 - Meeker St - Convert Meeker ST/Lincoln Ave from Washington Ave to 4th Ave N to 3-lanes with bicycle facilities.

(3) Page 90-91

<https://www.kentwa.gov/home/showpublisheddocument/16634/637505338908130000>

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
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Support for Centers

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

As noted above, this segment is located at the west border of the Downtown Kent Regional Growth Center (Kent RGC). The project will complete the street by adding a more comfortable active transportation amenities - on the most direct route connecting between housing and neighborhood retail west of the project, to- jobs and services in the RGC. The project also serves as an added capacity project under the city's multimodal level of service standards for capacity building to allow for added housing and employment density within the RGC under the Washington Growth Management Act.

The adopted Downtown Subarea Action Plan (DSAP 2013), pursues a dense, mixed-use urban center supported by transit. The downtown subarea includes the Kent RGC. A map of the Downtown Subarea and the Kent RGC is included as an attachment ("Kent - MMoM – Map and Project Graphics"). This project spans the boundary of the RGC, making critical connections both to- and within- the RGC and within the larger downtown subarea. Located in the middle, Meeker Street acts as the economic heart of downtown, bisecting the RGC and connects to SR 516 at its west end and Central Avenue (also SR 516) to the east.

This project is the next segment link on the visionary, multimodal corridor concept for Kent connecting pedestrians, cyclists and other active transportation users from west to east and all of the activities along the corridor. The corridor includes: higher-density residential development, critical retail and service destinations, Kent Elementary School, grocery stores, the Interurban Trail, the Green River Trail, and multiple mixed-use commercial developments.

This project is the final segment to complete the connection between the Kent RGC and the rest of the corridor.

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

The segment will 'complete the street' and corridor for all modes, connecting the center and commercial to retail and housing to the west. The corridor will also then be completed from the higher density residential located west of the RGC to regional transit, the Interurban Trail, and downtown Kent.

The corridor is part of the City's adopted multimodal concurrency, making for a more resilient transportation network as well as providing essential supply to match the planned growth of the RGC in line with Washington state growth management requirements.

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.

The segment is part of the main, planned east-west All Ages and Abilities corridor spanning the length of the city and connecting to the RGC and connects the interurban trail and the green river trail, two heavily used multimodal shared use paths.

The project connects to the Interurban Trail 800 feet east of the project. The Interurban Trail is a popular trail for commuters, cyclists, recreational riders, joggers and pedestrians. To the east, the project connects to downtown streets and sidewalks leading to Kent Station (retail center), Kent Sounder Station and bus stops along the Meeker Street corridor. To the west, the project will extend toward the promenade and bikeway constructed along the Meeker Street corridor as part of other Meet Me on Meeker projects, extending to the Green River Trail connecting to residential and commercial properties as well as Kent Elementary School.

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.

In a survey for this project, pedestrians ranked their perception of walking on Meeker west of the RGC at a level three out of ten (mode score where 1 = very unsafe and 10 = very safe). Outreach with local neighbors yielded a similar result: a better sense of safety for nonmotorized users is highly desired here. The project provides a continuous, separated and buffered bicycle and pedestrian facilities, reducing a key barrier (exposure to vehicles) for all ages and abilities. The project is designed to improve bicycle and pedestrian safety at the highest level referenced in the PSRC facility and bicycle resource guide. The design recognizes that separating bicyclists and pedestrians reduces conflict between modes.

Survey respondents also consistently cited improvements to pedestrian areas (better lighting, wider sidewalks, more foot traffic, etc.) as key to the area's future. Key comments from community involvement related to increasing presence and activity on the street to reduce crime include the following: "It looks very run down and not very inviting;" needs "better lighting and more people around;" "safer areas;" "areas street side to sit and rest, read a book, or just watch people;" "it's not a safe street to walk or bike down;" "improve pedestrian walk areas;" "more pedestrian foot traffic."

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

A facility study completed by King County Metro for Route 165 serving the corridor called for bus stop improvements, which this project would implement. Multimodal improvements along this corridor will provide transit riders with more comfortable waiting and boarding experiences as well as providing buffer space for first mile/last mile connections. Without improvements, transit riders would access the transit stop (Metro Stop ID #57188) within the project limits via narrow sidewalks adjacent to the travel lanes. 100 buses per day serve the corridor on routes 165 and 914. Route 165 averaged 3,000 weekday boardings across its length in May 2023 according to the King County Metro Rider dashboard.

Metro dashboard:

<https://kingcounty.gov/depts/transportation/metro/about/accountability-center/rider-dashboard.aspx>

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.

Meeker is an all-day use location along the main commercial and residential activity corridor. The corridor is used in its current configuration by thousands of people every day to access businesses, jobs and services, or traversing the corridor across multiple modes to get to home, work, school, and recreate. Commuters and employees will also benefit from this project - connecting higher density housing to the west with destinations for those in the commercial businesses along Meeker or in Kent's downtown at the Regional Justice Center or City Hall. Commuters would benefit from this connection and eventually connections further to the east, including regional transit connections at the Kent Transit Center and Sounder Station.

Recreational activity users would also benefit, as one of the goals of the Meeker project is to connect to the Green River Trail to the east. King County describes the Green River trail as "highly popular for a variety of user groups," all of whom would benefit from completion of this segment in line with funded segments to the east and west.

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

Redevelopment along Meeker is in progress, with three recent private development projects completed and three more, including a healthcare facility in the southwest quadrant of the Meeker Street/Washington Ave intersection in the development process. A contributing factor is the nearly \$220 million combined public and private investment in the multimodal Meeker vision. Delays in completing this section could stall the momentum achieved by the completion of segments west of the project site; over 3,500 feet constructed since 2018. Developers may view this delay as an obstacle, continuing to perpetuate the impression of residents and developers as un-inviting.

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.

Equity is an explicit component in the Kent TMP, and the project corridor serves the highest category of Underserved Communities population defined in the TMP using the following socioeconomic factors from the US CENSUS: Low-income households, Limited English proficiency, people of color, persons with a disability, youth and seniors, with population density used as a weighting factor.

Using the PSRC project selection resource map, the corridor serves above regional averages of: people of color (67% vs regional threshold of 36%), people of low income (44% vs regional threshold of 11%), persons with disabilities, (16% vs regional threshold of 11%), people with limited English proficiency (23% vs the regional threshold of 8.5%), youth (20% vs the regional threshold of 15.4%), and older adults (19% vs the regional threshold of 11%)

Not captured in the Census data, Kent is also a largely an embarkation point for immigrant and refugee populations due, in part, to lower than regional-average housing costs.

More on Transportation Equity in Kent's TMP (P.42 and Appendix C)

<https://www.kentwa.gov/home/showpublisheddocument/16620/637505338640970000>

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

Underserved populations disproportionately do not have access to a personal vehicle. The project increases accessibility to opportunities, jobs, education, basic and social services along the corridor via transit and active travel modes for all ages and abilities. The downtown area has a host of service centers to connect underserved

populations to, and regional transit connections to opportunity areas at points beyond. The corridor, and Route 165 specifically, is in the King County Metro long range plan as a planned BRT connection, branded as the Green River College Connector in part because of the Highline College connections at either end plus the campus building in downtown Kent.

As noted below, the underserved populations surveyed during the project development called out specifics of wanting more spatial separation from vehicles with walking, more pedestrian-oriented lighting and eyes on the street through active uses, which this project would provide.

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

The project provides a more comfortable and defined environment for all users, with emphasis on more active transportation users than the current configuration. The outreach identified the top priorities for this segment of Meet Me on Meeker which include separating walkers, bikers, and vehicles, improving crossings, preserving the existing trees, and more pedestrian-oriented lighting. The envisioned design for Meeker is anticipated to incorporate all these top priorities. The widened sidewalks increase space, visibility and buffering from moving vehicles for pedestrians and cyclists; and when coupled with lower speed and shortened crossings, improves the visibility and comfort for all users.

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 involvement has been key to the implementation of the Meet Me on Meeker vision and prioritization of Transportation Master Plan projects. Outreach included multiple community meetings, web surveys, tabling at school events, collaboration with the Kent Downtown Partnership, public walks, one-on-one meetings with property owners, public open houses, in-person surveys, including specific outreach to people of color and underserved communities. At the onset of the Meet Me on Meeker visioning, a walking audit of the corridor was completed with student participation from Kent Elementary School.

Extensive community involvement included online engagement, pop-ups at community centers, committee meetings, and targeted engagement with traditionally underserved communities was essential to developing the Kent Transportation Master Plan (TMP) and the Meet Me on Meeker project. While outreach with community members throughout the TMP update was a priority, there were three distinct phases. The first phase focused on gaining consensus on the TMP's goals and vision for transportation and on soliciting project ideas. The second phase focused on gathering feedback on the draft project list, which included detail on the Meet Me on Meeker project – council committees in a public forum, the Kent Bicycle Advisory Board, property owners and general public. Separately, extensive public outreach was completed with the development of the Meet Me on Meeker vision as a foundation between 2016 and 2018.

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

The extensive community involvement and coordination with the public noted above has been instrumental in ensuring design decisions made reflect the priorities of the community, such as the preference for more

pedestrian-oriented lighting and buffer from cars and trucks. Incorporation of CPTED principles as noted below – were also to address the express desires of the public – to improve the design of the corridor and provide more active uses, sense of place and space.

Section 3

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

The project is in an area of high 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.

More housing is urgently needed across the region and at every affordability level, which is in part why the PSRC has identified the project area as a RGC - to receive directed growth where infrastructure is in place or can be modified as through the implementation of multimodal capacity like the Meeker project - to accommodate it.

The Kent Housing Options Plan identifies several strategic policy objectives related to reducing the likelihood of displacement, including the following:

SPO 1-1: Actively support South King Housing and Homelessness Partners' and King County's efforts to establish monitoring programs, provide critical data that aids in identifying potential displacement, and explore city capacity to fill any gaps not addressed by those efforts.

SPO 1-5: Work closely with King County, Low Income Housing Institute, and others to identify properties at risk of renovation/ cost increase, or in need of more active management, for purchase and operations to preserve affordability and ensure quality of life.

SPO 1-6. Leverage existing resources that aid in displacement prevention and proactively disseminate that information to residents, including but not limited to foreclosure assistance, legal aid, and tax relief programs.

SPO 1-7. Advocate for legislation that provides more resources for eviction assistance and legal aid.

Kent Housing Options Plan

<https://www.kentwa.gov/home/showpublisheddocument/17086/637582439318100000>

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

The 2022 Local Road Safety Plan (LRSP) identified pedestrian involved crashes along this stretch of roadway and, though the project was conceived before the LRSP, identified this project for further development as a proven crash modification factor for the type of collision. The separated bike lanes at the intersection and along the corridor separate bike traffic from motor vehicles, improving safety and reducing the level of traffic stress for all ages and abilities. These bike lanes, especially when combined with on-street parking, serve to further separate pedestrians from motor vehicle traffic.

As noted above, the greater Meet Me on Meeker project incorporates elements of Crime Prevention Through Environmental Design (CPTED). CPTED is the multi-disciplinary approach for reducing crime through urban and environmental design and the management and use of built environments. A critical way the built environment

can contribute to safety in this area is to bring "eyes on the street," which this project would do by bringing space for more active transportation options to the street.

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.

The separated bike lanes at the intersection and along the corridor help protect riders of all ages and abilities and active transportation users of the corridor from motor vehicles where currently there is little separation from travel lanes. Currently there is also no bicycle-only infrastructure in this section of the corridor, which is planned for a Level of Transportation Stress – 1 facility as noted above. This project provides new infrastructure that attracts new riders, improves safety, and reduces the level of traffic stress for all users. The addition of bike lanes, especially when combined with select on-street parking, serve to further separate pedestrians from motor vehicle traffic, improving comfort and reducing stress for travelers.

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’s 2022 Local Road Safety Plan (LRSP) was developed in alignment with the principles of the Target Zero Plan from the Washington Traffic Safety Commission. Kent has a higher percentage of pedestrian-hit crashes than other western Washington cities (32.9%, 2022), half of which occurred at midblock locations. In line with the Target Zero focus on serious and fatal injury crashes, the road right-sizing of this project is identified as a top-ten potential project in the LRSP (page 14), with the associated crash modification factors these improvements bring.

Kent LRSP is posted here:

<https://www.kentwa.gov/home/showpublisheddocument/20042/638145778962270000>

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

Reducing the number of motor vehicle travel lanes on Meeker Street from four to two channelizes traffic in each direction to one lane. The vertical elements of the protected bike lanes with select on-street parking placement separates and visually narrows the roadway. All design elements combine to create a modern All Ages and Abilities facility that reduces enforcement needs and speeds while maintaining and even improving travel time reliability.

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
PE/Design		\$
Right-of-Way		\$
Construction	2025	\$2500000

Total PSRC Funding Request: \$2500000

Total Estimated Project Cost and Schedule

Planning Phase

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

Total Planning Phase Cost: \$0

Expected year of completion for this phase:

Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Secured	\$300000
State			\$
			\$
			\$
			\$

Total Preliminary Engineering/Design Phase Cost: \$300000

Expected year of completion for this phase: 2024

Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Secured	\$500000
			\$
			\$
			\$
			\$

Total Right of Way Phase Cost: \$500000

Expected year of completion for this phase: 2025

Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	STP	Reasonably Expected	\$2500000
Local	Local	Secured	\$500000

			\$
			\$
			\$

Total Construction Phase Cost: \$3000000

Expected year of completion for this phase: 2025

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):
\$3800000	March, 2026

Financial Documentation

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

City of Kent financial ledger demonstrating local funds balance of \$1,356,410 as secure and available for the design and ROW, and construction phases.

City of Kent TIP excerpt.

Adopted TIP here:

<https://www.kentwa.gov/home/showpublisheddocument/20424/638217346957330000>

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-132-346-18672670_hFISY7BO_Meeker_Ledger_2023.pdf, f-132-346-18672670_1Dbe0w2k_Pages_from_2024_2029_TIP_Kent.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)?

November, 2024

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.

N/A

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

April, 2024

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).

October, 2024

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)?

March, 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.

January, 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.

Fee acquisition of frontage for Right-of-Way

Temporary Easements for purposes of construction.

What is the zoning in the project area?

GC-MU - General Commercial/Mixed Use

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

The City has a history of reaching positive negotiations with property owners in the past. Kent has ROW staff in house and can condemn property where necessary through council action if needed.

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.

- Right-of-way certification will be completed with WSDOT.

- Right-of-way acquisition will begin in March of 2024 using local funds, and estimated to be complete by January 2025.

Construction

Are funds being requested for construction?

Yes

Do you have an engineer's estimate?

Yes

Please attach the engineer's estimate.

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

CE

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)?

January, 2025

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

March, 2025

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.

Kent is actively working with King County Metro and neighboring South County/regional partners on a speed and reliability project for Route 165 which traverses this segment of Meeker St. This first-mile/last-mile improvement would also aid in the performance of that route and recommended transit stop enhancements.

Kent is also actively working with King County Metro for the inclusion of Rapid Ride routes in the downtown corridor on Meeker St. As one of the eight corridors being considered by King County in 2023 for the next generation of BRT to be implemented between 2030 and 2040, the Rapid Ride service would connect Meeker St. to the Kent Des Moines Light Rail Station, downtown Kent, Kent Station, Kent East Hill and Green River College.

The Sound Transit Sounder station is located at the center of the Downtown Kent RGC. Accessible by existing sidewalks, Meeker St. is part of a broader corridor that will connect the Kent Des Moines Light Rail Station to the Sounder Station in downtown Kent.

Kent has facilitated a Bicycle Advisory Board (KBAB) for over 20 years. The board meets monthly to identify deficiencies and vocalize the cycling concerns, requests and provide advice for City programs, policies and projects.

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

Public involvement was key to the development of the Meet Me on Meeker vision and nomination of Transportation Master Plan projects. Outreach included multiple community meetings, on-line surveys, tabling at school events, collaboration with the Kent Downtown Partnership, public walks, one-on-one meetings with property owners, public open houses, in-person surveys, including specific outreach to people of color and underserved communities. A walking audit with participation from Kent Elementary School Students was also done in 2016.

This coordination with the public has been instrumental in ensuring design decisions made reflect the priorities of the community, such as the preference for more pedestrian-oriented lighting and buffers from cars and trucks. The outreach identified improvements to the crossings as the top priority for this segment of Meet Me on Meeker. The envisioned design for Meeker St. is anticipated to address these specific community concerns as well as broader priorities such as connectivity, the separation of pedestrians, bicyclists, and vehicles, and fostering a sense of place – stated goals of the Kent Transportation Master Plan.

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

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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.

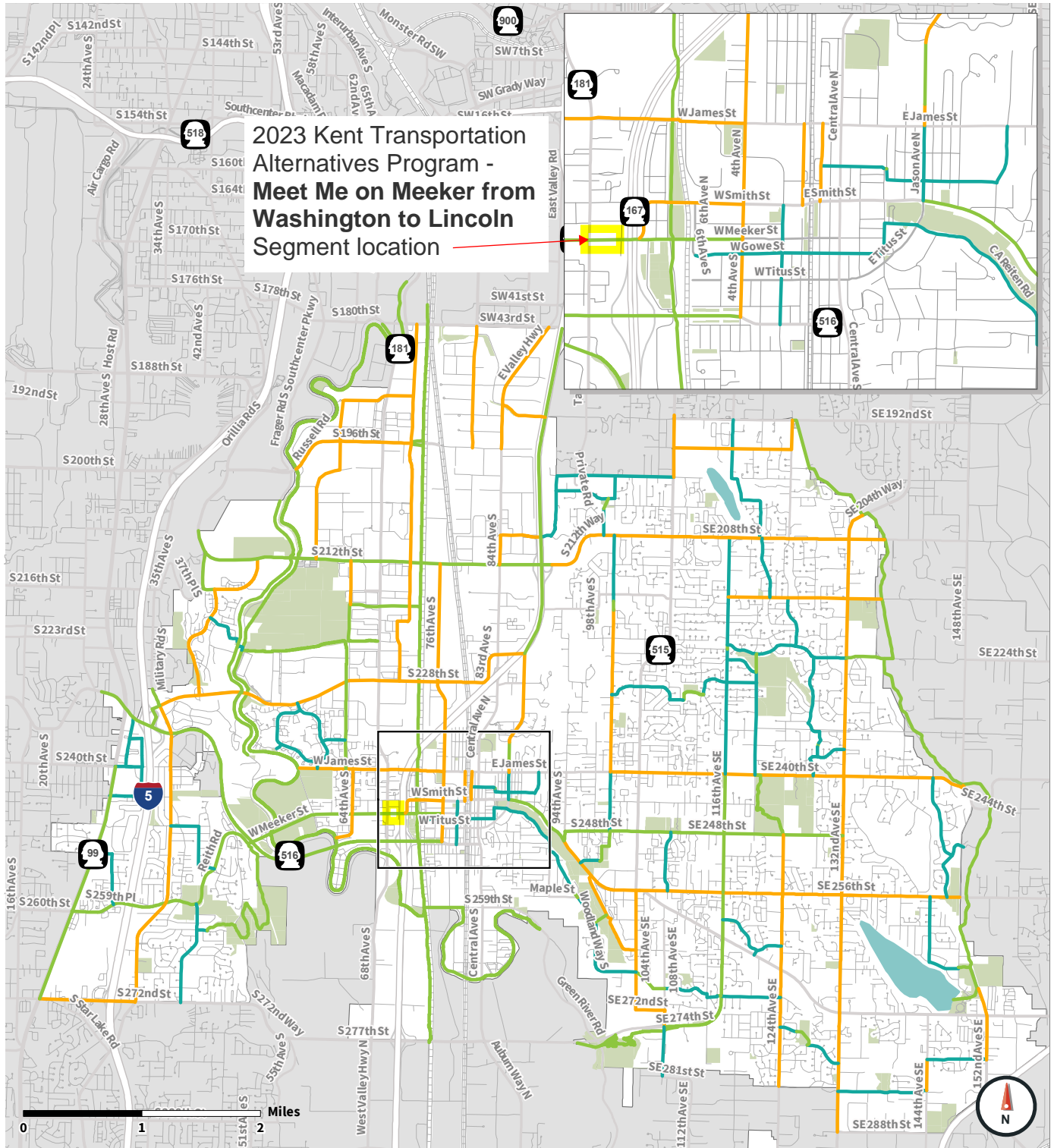


Figure 25
Proposed Bicycle Level of Stress Network

LTS

- 1
- 2
- 3

City of Kent
Project Status by Job, Obj, Sub

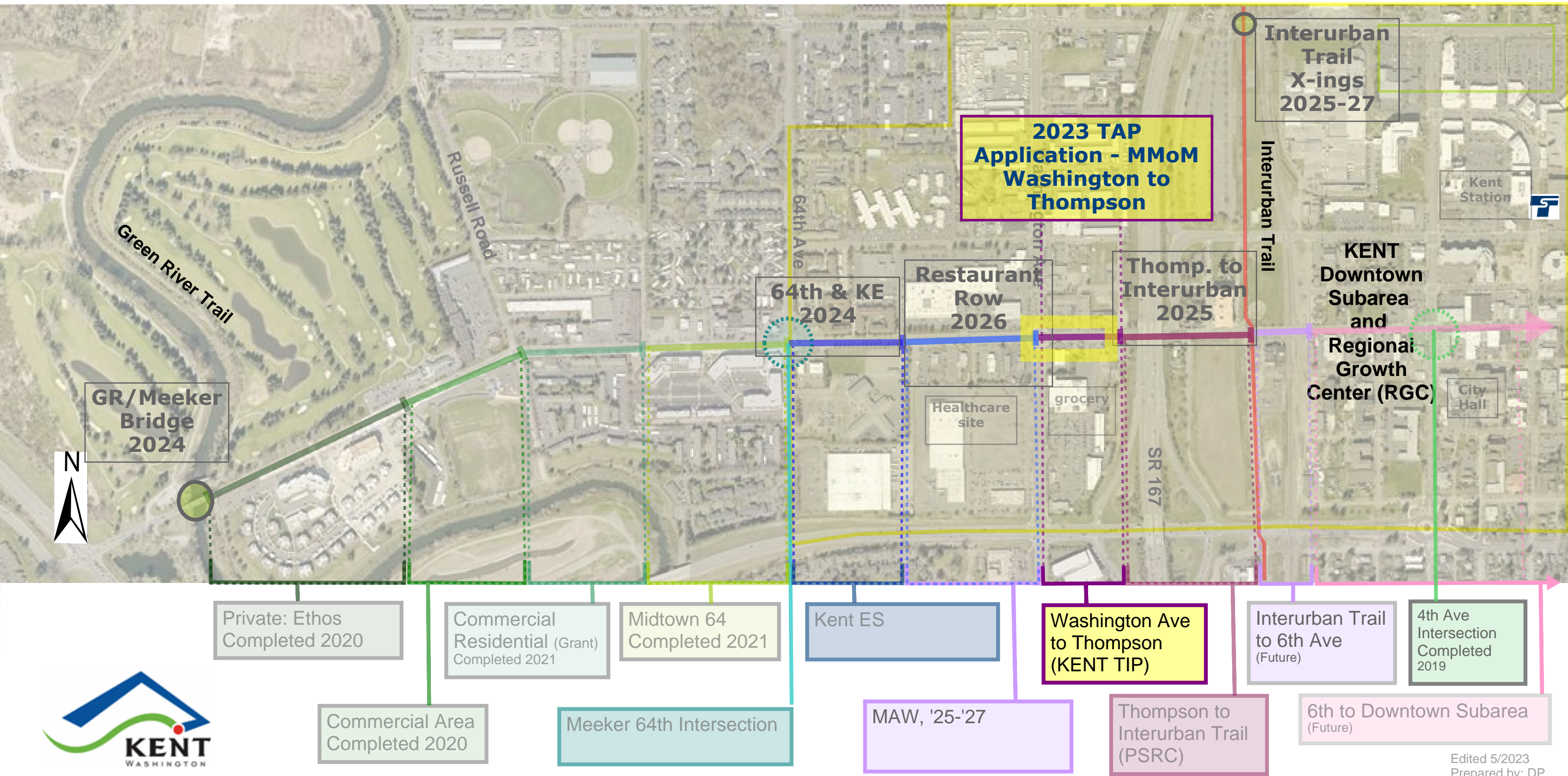
Object	Subsidiary	Subledger	Description	Budget	Prior Years	Fiscal YTD	Project To Date	Balance	% Spent
Fund: 03300	Job #:	M20051	Meet Me On Meeker						
56718			Other Donations		24,143.18-		24,143.18-	24,143.18	
56985	901		Reimbursements		1,000.00-		1,000.00-	1,000.00	
59710		10009000 C	TI-GF-Other Uses	1,399,820-	1,399,820.00-		1,399,820.00-		100.00
59710		11105100 C	TI-US-PW Administration	150,000-	150,000.00-		150,000.00-		100.00
59710		15009000 C	TI-CR-Other Uses	1,560,000-	1,560,000.00-		1,560,000.00-		100.00
59710		31000000 C	TI-Street Capital Projects	331,100-	322,820.00-		322,820.00-	8,280.00-	97.50
59710		33000000 C	TI-Other Capital Projects	39,700-	38,500.00-		38,500.00-	1,200.00-	96.98
63180	7475		Mtc & Construct Supp		16,061.27		16,061.27	16,061.27-	
63500	7475		Tools & Minor Equip		100.70		100.70	100.70-	
64110	530		Contractor Services	500,000				500,000.00	
64110	7475		Contractor Services	39,700	33,885.12		33,885.12	5,814.88	85.35
64110	9417		Contractor Services	288,200				288,200.00	
64129	7475		Architect/Engr Svc-I		4,439.17		4,439.17	4,439.17-	
64140	901		Legal Services		975.00		975.00	975.00-	
64190	1026		Other Professional Svcs	500,000				500,000.00	
64190	7475		Other Professional Svcs	90,820				90,820.00	
64190	901		Other Professional Svcs	331,100	421,097.92		421,097.92	89,997.92-	127.18
64190	905		Other Professional Svcs		119.83		119.83	119.83-	
64190	910		Other Professional Svcs		1,559.05		1,559.05	1,559.05-	
64190	9417		Other Professional Svcs	60,000				60,000.00	
64310	910		Dues & Membership Fee		200.00		200.00	200.00-	
64510	7475		Equip Rental		114.95		114.95	114.95-	
65100		10000000 C	TO-General Fund		550,000.00		550,000.00	550,000.00-	
65100		10009000 C	TO-GF-Other Uses	550,000				550,000.00	
65100		15009000 C	TO-CR-Other Uses	750,000	750,000.00		750,000.00		100.00
65100		31000000 C	TO-Street Capital Projects	331,100	322,820.00		322,820.00	8,280.00	97.50
65100		33000000 C	TO-Other Capital Projects	39,700	38,500.00		38,500.00	1,200.00	96.98

City of Kent
Project Status by Job, Obj, Sub

<u>Object</u>	<u>Subsidiary</u>	<u>Subledger</u>	<u>Description</u>	<u>Budget</u>	<u>Prior Years</u>	<u>Fiscal YTD</u>	<u>Project To Date</u>	<u>Balance</u>	<u>% Spent</u>
			Total Revenue	3,480,620-	3,496,283.18-		3,496,283.18-	15,663.18	100.45
			Total Expenditures	3,480,620	2,139,873.01		2,139,873.01	1,340,746.99	61.48
	Total Job #	M20051	Meet Me On Meeker		1,356,410.17-		1,356,410.17-	1,356,410.17	



MEET ME ON MEEKER SEGMENT IMPLEMENTATION



Meet Me on Meeker Meeker Multimodal - Washington to Thompson

Project Number: 23-3003

Prepared By: DP/CAM

Date 6/26/2023

ITEM NO.	ITEM DESCRIPTION	UNIT	QUAN.	UNIT COST	TOTAL COST
SCHEDULE I - STREET					
1000	Mobilization	LS	1	\$ 194,000	\$194,000
1005	Clearing and Grubbing	LS	1	\$ 10,000	\$10,000
1010	Remove Existing Asphalt Concrete Pavement	SY	1900	\$ 60	\$114,000
1020	Remove Cement Concrete Sidewalk	SY	500	\$ 75	\$37,500
1025	Remove Cement Concrete Curb and Gutter	LF	600	\$ 20	\$12,000
1040	Removal of Raised Pavement Markers and Painted and/or Thermoplastic Traffic Markings	LS	1	\$ 10,000	\$10,000
1045	Removal of Traffic Signs	LS	10	\$ 1,000	\$10,000
1050	Saw Cut Existing Asphalt Concrete Pavement	LF	1800	\$ 15	\$27,000
1055	Saw Cut Existing Cement Concrete Sidewalk/ Pavement	LF	500	\$ 20	\$10,000
1060	Roadway Excavation Incl. Haul	CY	250	\$ 100	\$25,000
1065	Unsuitable Foundation Excavation Incl. Haul	CY	25	\$ 150	\$3,750
1075	Gravel Borrow, Including Haul and Compaction	TON	200	\$ 50	\$10,000
1080	Crushed Surfacing Top Course, 5/8 Inch Minus	TON	100	\$ 65	\$6,500
1085	Crushed Surfacing Base Course, 1-1/4 Inch Minus	TON	50	\$ 65	\$3,250
1100	HMA Class 1/2", PG 58V-22	TON	250	\$ 210	\$52,500
1110	Planing Bituminous Pavement, 2 Inch Thick	SY	3000	\$ 20	\$60,000
1125	Hot Plant Mix for Temporary Pavement Patch	TON	20	\$ 300	\$6,000
1130	Reinforced Cement Concrete Crosswalk, 8 Inch Depth with Saw Cut Scoring	SY	1500	\$ 230	\$345,000
1142	Cement Concrete Ra. Slab (4 Inch Thick)	SY	20	\$ 100	\$2,000
1144	Detectable Warning Surface	SF	200	\$ 100	\$20,000
1145	Cement Concrete Sidewalk, (4 Inch Thick)	SY	20	\$ 90	\$1,800
1146	Linear Stamped Cement Concrete Sidewalk, (4 Inch Thick)	SY	20	\$ 200	\$4,000
1147	Cement Concrete Sidewalk, (4-Inch Thick), 1' x 1' Saw Cut Scoring	SY	650	\$ 210	\$136,500
1165	Cement Concrete Sidewalk Ramp Type Single Direction A	EA	6	\$ 2,500	\$15,000
1205	Cement Concrete Curb and Gutter	LF	100	\$ 50	\$5,000
1211	Pedestrian Curb	LF	30	\$ 90	\$2,700
1212	Cement Concrete Traffic Curb	LF	600	\$ 70	\$42,000
1218	Linear Accent Pavers	LF	70	\$ 100	\$7,000
1225	Adjust Existing Manhole Frame and Cover to Finished Grade	EA	6	\$ 2,000	\$12,000
1250	Meeker Street Bench Type 1 (Backless)	EA	4	\$ 3,500	\$14,000
1255	Meeker Street Litter Receptacle, Type 1	EA	4	\$ 3,500	\$14,000
1265	Meeker Street Heavy Duty Bollard	EA	8	\$ 2,500	\$20,000
1270	Meeker Street Freestanding Planter	EA	7	\$ 2,100	\$14,700
1320	Project Sign	EA	1	\$ 1,000	\$1,000
1342	Pothole Utilities	EA	10	\$ 500	\$5,000
1355	Minor Changes	CALC	1	\$ 15,000	\$15,000
TOTAL SCHEDULE I- STREET					\$ 1,268,200
SCHEDULE IV - STORM					
4015	Storm Sewer Pipe, 12 Inch Diameter	LF	40	\$ 120	\$ 4,800
4080	Catch Basin, Type 1	EA	4	\$ 1,500	\$ 6,000
4135	Remove Existing Storm Sewer Pipe or Culvert	LF	30	\$ 30	\$ 900
4150	Shoring or Extra Excavation Class B	SF	200	\$ 50	\$ 10,000
4170	Pipe Zone Bedding	TON	20	\$ 40	\$ 800
4180	Bank Run Gravel for Trench Backfill	TON	50	\$ 40	\$ 2,000
TOTAL SCHEDULE IV - STORM					\$ 24,500
SCHEDULE V - TRAFFIC CONTROL					
5005	Flaggers	HR	1000	\$ 80	\$ 80,000
5010	Construction Signs Class A	SF	500	\$ 20	\$ 10,000
5015	Traffic Control Supervisor	HR	400	\$ 120	\$ 48,000
5016	Temporary Pavement Marking – Short Duration	LS	1	\$ 3,000	\$ 3,000
5020	Other Temporary Traffic Control	LS	1	\$ 5,000	\$ 5,000
5155	Uniformed Police Officer	HR	200	\$ 200	\$ 40,000
5030	Portable Changeable Message Sign	HR	3000	\$ 10	\$ 30,000
5042	Traffic Sign	EA	8	\$ 500	\$ 4,000
5100	Single Solid Plastic Edge Line	LF	1350	\$ 2	\$ 2,025
5105	Profiled Plastic Double Yellow Center Line	LF	200	\$ 8	\$ 1,600
5110	Profiled Plastic Wide Line	LF	400	\$ 10	\$ 4,000
5112	Plastic Dotted Bike Lane Line	LF	300	\$ 6	\$ 1,800
5114	Median Striping	LF	600	\$ 10	\$ 6,000
5116	Plastic Stop Line (24 Inch Wide)	LF	30	\$ 15	\$ 450
5120	Plastic Crosswalk Line	SF	450	\$ 10	\$ 4,500
5125	Plastic Traffic Arrow	EA	5	\$ 400	\$ 2,000

Meet Me on Meeker Meeker Multimodal - Washington to Thompson						
Project Number: 23-3003						
Prepared By: DP/CAM						Date 6/26/2023
5130	Plastic Access Parking Space Symbol	EA	2	\$ 500	\$ 1,000	
5135	Plastic Bicycle Lane Symbol	LF	8	\$ 300	\$ 2,400	
5145	Plastic Green Bike Lane	SF	520	\$ 50	\$ 26,000	
5150	Raised Pavement Marker Type 2	HUND	1	\$ 1,000	\$ 1,000	
5155	Traffic Pylon	EA	4	\$ 1,000	\$ 4,000	
TOTAL SCHEDULE V - TRAFFIC CONTROL						\$ 276,775
SCHEDULE VI - ELECTRICAL						
6000	6 Foot Diameter Traffic Loop	EA	4	\$ 1,100	\$ 4,400	
6013	Junction Box, Type 1	EA	18	\$ 750	\$ 13,500	
6020	Conduit Pipe 2 Inch Diameter Schedule 80 PVC	LF	1200	\$ 20	\$ 24,000	
6025	Spare Conduit Pipe 4 Inch Diameter Schedule 80 PVC With Pull Rope	LF	500	\$ 25	\$ 12,500	
6040	Meeker Street Standard, Dual Pedestrian Luminaire and Pole	EA	12	\$ 20,000	\$ 240,000	
6075	Electrical Wiring and Connections	LS	1	\$ 100,000	\$ 100,000	
6100	Sand For Conduit Bedding	TON	100	\$ 75	\$ 7,500	
6110	Installation and Connections- City Owned Video Detection Camera	EA	1	\$ 30,000	\$ 30,000	
TOTAL SCHEDULE VI - ELECTRICAL						\$ 431,900
SCHEDULE VII - TEMPORARY EROSION AND SEDIMENTATION CONTROL						
7015	Inlet Protection	EA	15	\$ 125	\$ 1,875	
7030	ESC Lead	HR	20	\$ 100	\$ 2,000	
7040	SPCC Plan	LS	1	\$ 2,500	\$ 2,500	
7050	Street Cleaning	HR	40	\$ 150	\$ 6,000	
7055	Erosion/Water Pollution Control	FA	1	\$ 15,000	\$ 15,000	
TOTAL SCHEDULE VII - TEMPORARY EROSION AND SEDIMENTATION CONTROL						\$ 27,375
SCHEDULE VIII - ROADSIDE RESTORATION						
8001	Irrigation System, Complete	LS	1	\$ 40,000	\$ 40,000	
8002	Landscaping	LS	1	\$ 40,000	\$ 40,000	
8003	Landscaping Restoration	FA	1	\$ 20,000	\$ 20,000	
8005	Topsoil, Type A	CY	60	\$ 60	\$ 3,600	
8015	Wood Chip Mulch	CY	20	\$ 50	\$ 1,000	
TOTAL SCHEDULE VIII - ROADSIDE RESTORATION						\$ 104,600
SCHEDULE I - STREET						\$ 1,268,200
SCHEDULE IV - STORM						\$ 24,500
SCHEDULE V - TRAFFIC CONTROL						\$ 276,775
SCHEDULE VI - ELECTRICAL						\$ 431,900
SCHEDULE VII - TEMPORARY EROSION AND SEDIMENTATION CONTROL						\$ 27,375
SCHEDULE VIII - ROADSIDE RESTORATION						\$ 104,600
CONTINGENCY					20%	\$ 426,670
CONSTRUCTION ENGINEERING					20%	\$ 426,670
CONSTRUCTION TOTAL COST						\$ 2,986,690
INFLATION						\$ 113,310
TOTAL PROJECT COST						\$ 3,100,000

W Meeker Street Frontage from Washington Avenue to Thompson Avenue

Project Name	W Meeker Street Frontage from Washington Avenue to Thompson Avenue	Project Number	23-30
Location	W Meeker Street from Washington Avenue to Thompson Avenue	Year	2027
Description	Construct new two-way separated bike facility on the south side of the street, with on-street parking and roadway improvements from Washington Avenue to Thompson Avenue N. The project will narrow the roadway to 3 lanes, install buffer islands between the bike lanes and travel lanes, street lighting, landscaping, and pedestrian amenities.	Status	Programming

Cost		Funding Plan			
		Local	External, Secured	Unsecured	Total
Planning / Other	\$ -				
Preliminary Engineering	\$ 300,000	-	-	5,100,000	5,100,000
Right of Way	\$ -				
Construction	\$ 4,800,000				
Total	\$ 5,100,000				

S 216th Street - 99th Avenue S to 108th Avenue SE (SR 515/Benson Highway)

Project Name	S 216th Street - 99th Avenue S to 108th Avenue SE (SR 515/Benson Highway)	Project Number	23-31
Location	From 98th Avenue S to 108th Avenue SE (SR 515/Benson Highway)	Year	2025
Description	Construct a three-lane roadway from 98th Avenue S to 108th Avenue SE (SR 515/Benson Highway), This project widens S 216th Street to three lanes and includes full-width paving; concrete curbs, gutters, and sidewalks; five-foot paved shoulders; street lighting; storm drainage; landscaping; utilities and channelization.	Status	In Design

Cost		Funding Plan			
		Local	External, Secured	Unsecured	Total
Planning / Other	\$ -				
Preliminary Engineering	\$ 1,680,000	-	14,630,000	-	14,630,000
Right of Way	\$ 1,680,000				
Construction	\$ 1,450,000				
Total	\$ 11,500,000				

• MEET ME ON •
MEEKER
KENT, WASHINGTON

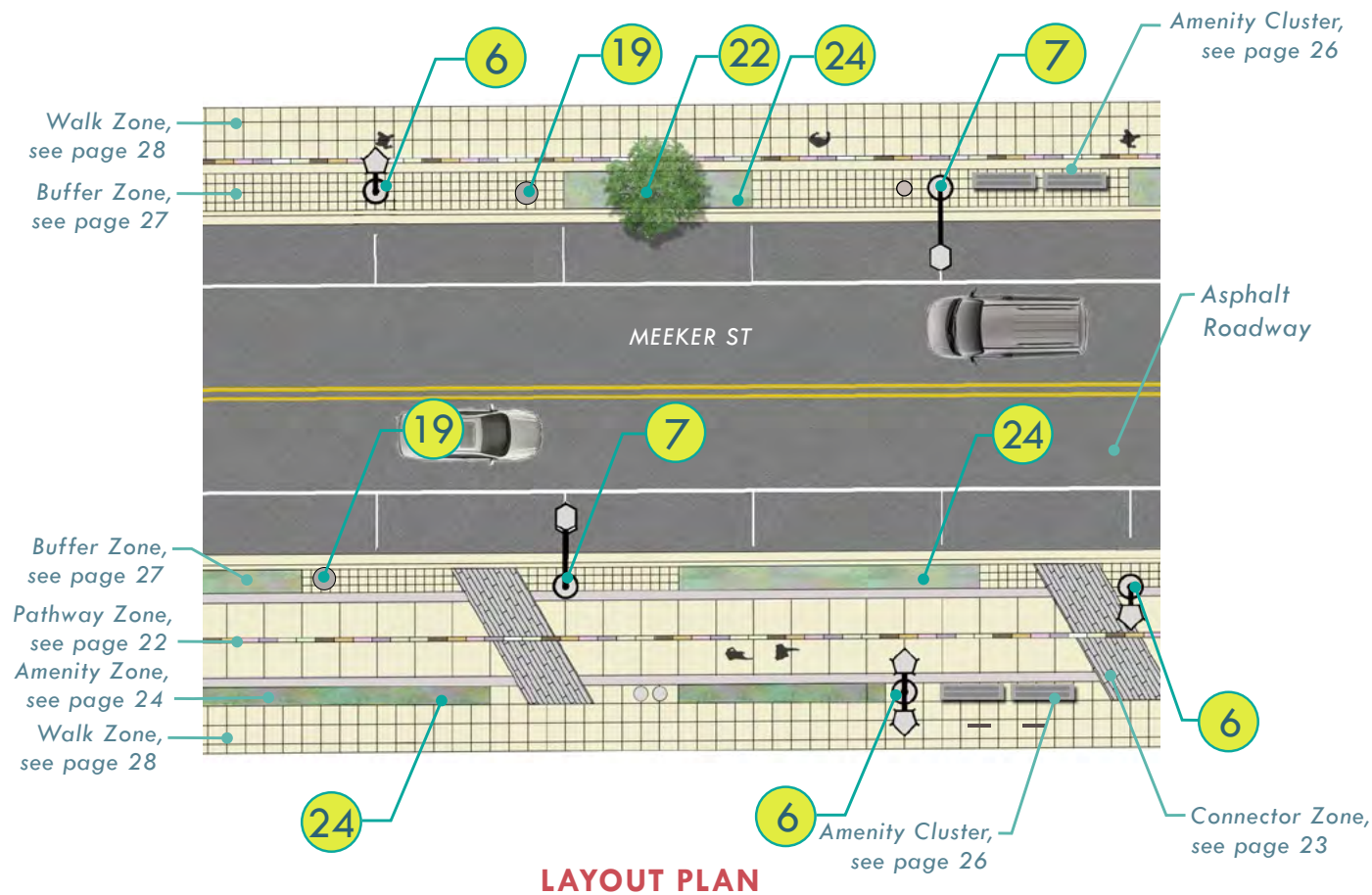


MEEKER STREET
STREETScape DESIGN & CONSTRUCTION STANDARDS

ADOPTED BY CITY COUNCIL ORDINANCE 4262
EFFECTIVE JANUARY 11TH, 2018

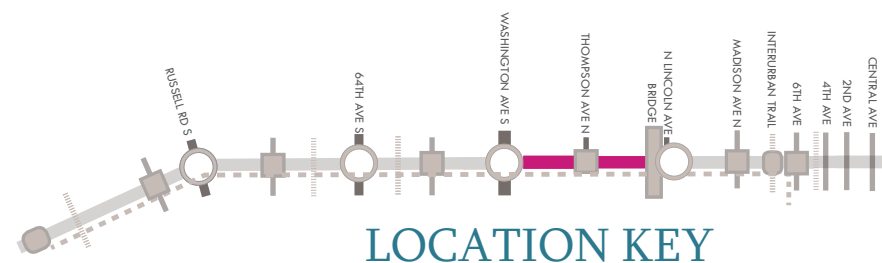
STREETScape TYPES | STREETScape TYPE B

(BETWEEN WASHINGTON AVENUE AND SR-167)



LAYOUT PLAN

Streetscape Type B provides a reduced promenade section between east of the Washington Avenue South intersection and the SR-167 overpass, to accommodate existing businesses and limited ROW. The multi-modal promenade is continued through this section on the south side with the Pathway and Walk Zone.

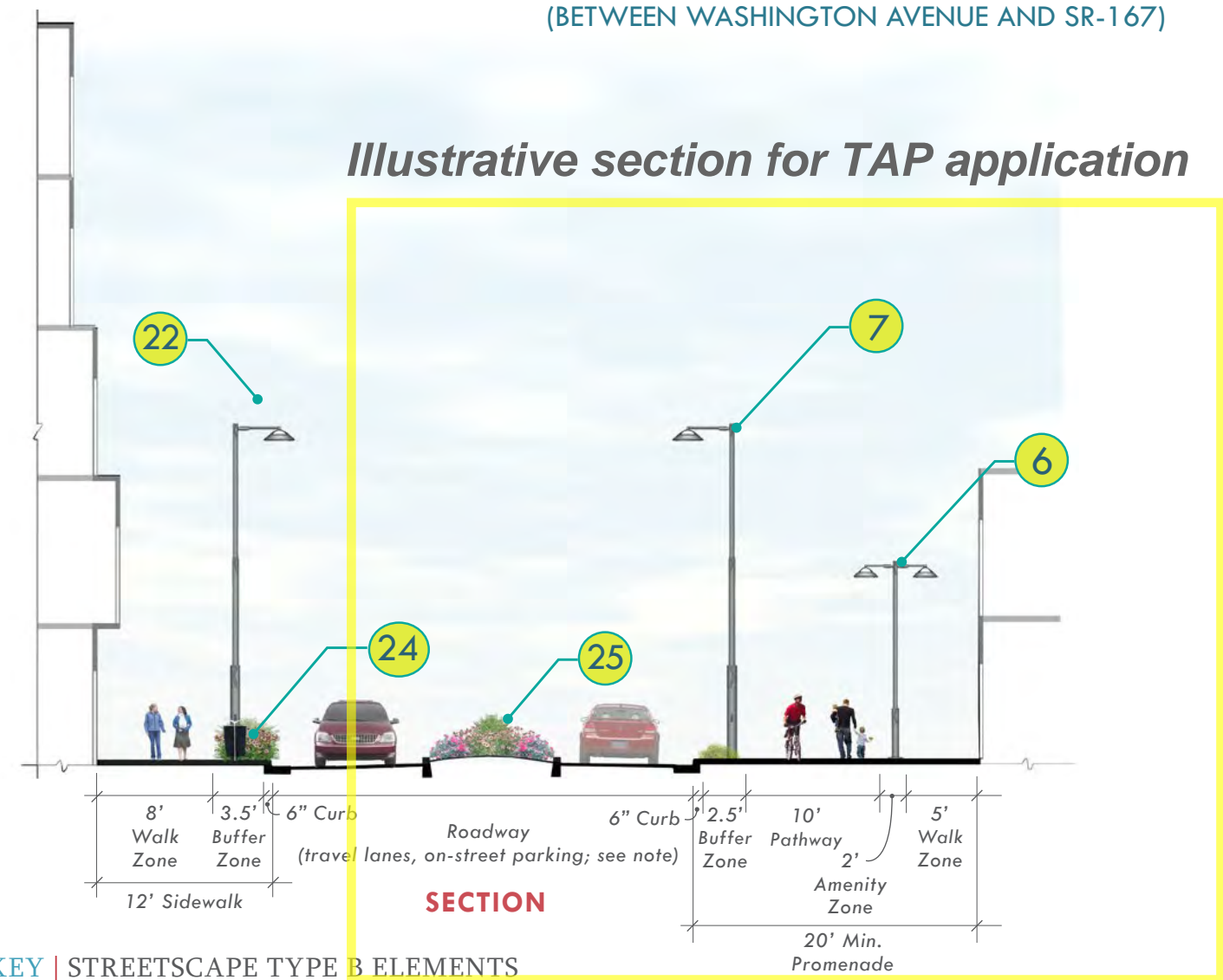


LOCATION KEY

Indicates Streetscape Element number; see key

STREETScape TYPES | STREETScape TYPE B

(BETWEEN WASHINGTON AVENUE AND SR-167)



Illustrative section for TAP application

SECTION

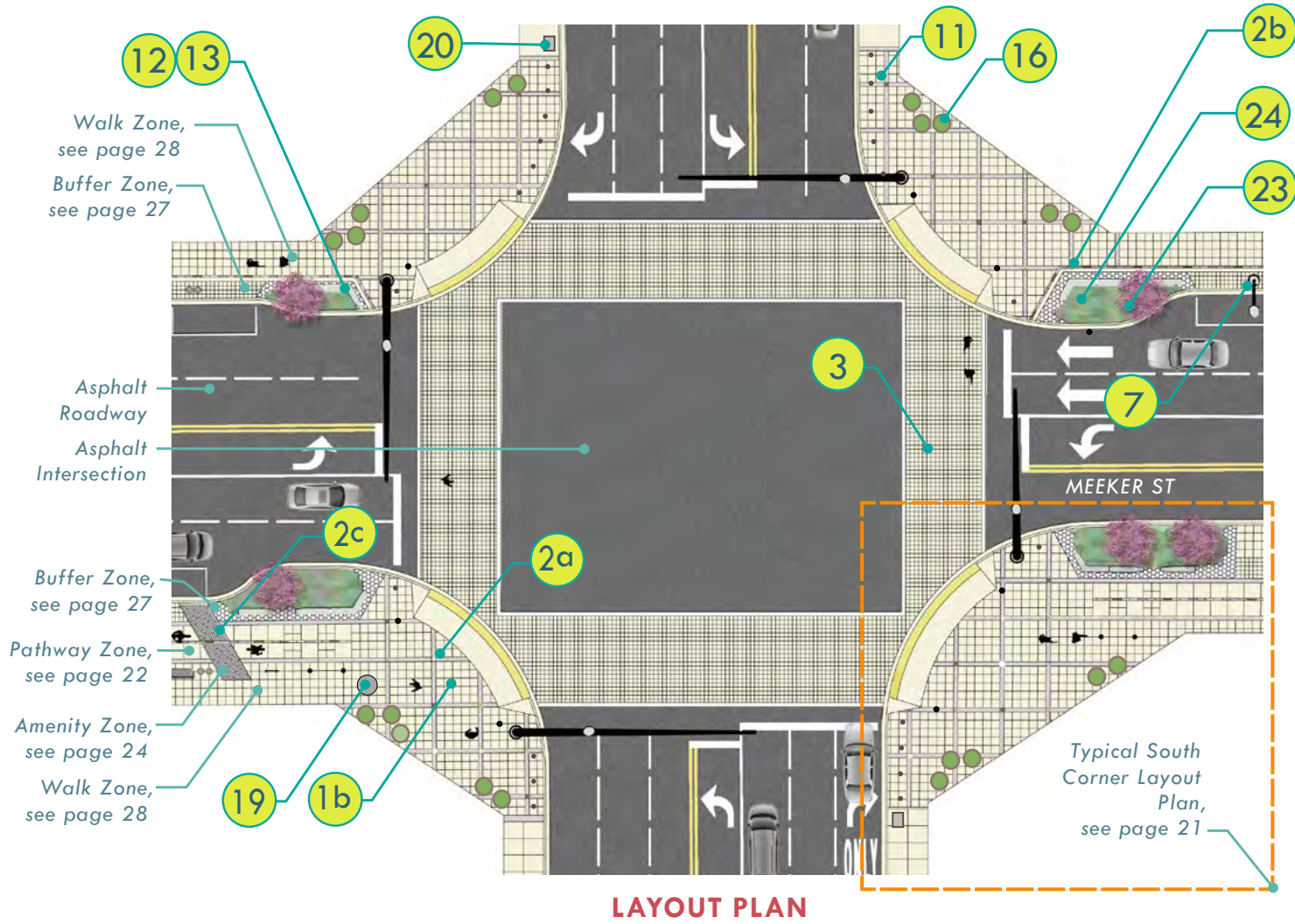
KEY | STREETScape TYPE B ELEMENTS

- 6 Pedestrian Lighting, typ. [60'-80' O.C., staggered]pg. 34
- 7 Street Lighting, typ. [70'-90' O.C., staggered]pg. 34
- 19 Decorative Utility Covers (as required within sidewalk paving) *pg. 43
- 22 Street Tree, typ.pg. 45
- 23 Accent Tree, typ.pg. 46
- 24 Planter, typ.pg. 47
- 25 Planted Roadway Medianpg. 49

* Not shown

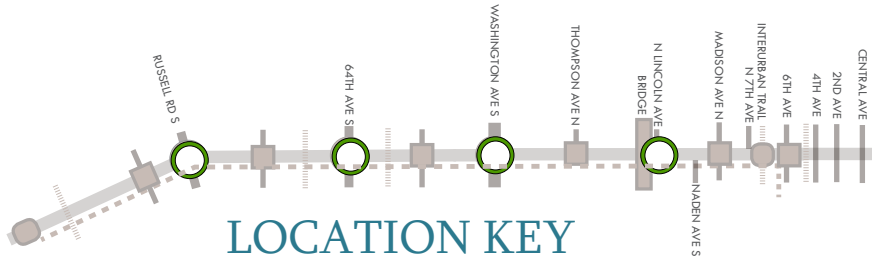
NOTE: Minimum required dimensions shown, where feasible the full buildout standard section shall be implemented, or at the discretion of the City. Layout shown is for illustrative purposes only; see Streetscape Zones (page 22-28) for hardscape requirements and additional required streetscape elements within each zone. Actual roadway and streetscape designs to be approved by the City of Kent; all construction details shall be per current City of Kent standard details and applicable Meeker Street Construction Standards, Appendix B.

INTERSECTION TYPES | SIGNIFICANT INTERSECTION



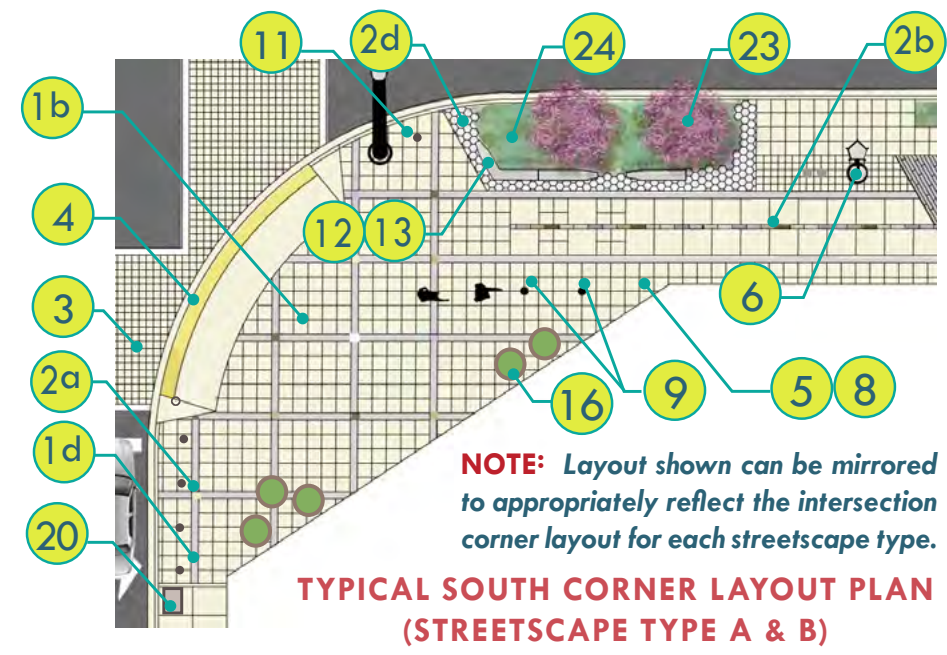
Significant Intersections are located along Meeker Street at Russell Road, 64th Avenue, Washington Avenue and Lincoln Avenue. These signalized intersections accommodate larger volumes of vehicular traffic as well as alternative modes of transportation circulating through the space.

NOTE: Layout shown is for illustrative purposes only and shows only the streetscape elements required at the Significant Intersections; see Streetscape Zones (page 22-28) for additional required streetscape elements within each zone. Actual roadway and streetscape designs to be approved by the City of Kent; all construction details shall be per current City of Kent standard details and applicable Meeker Street Construction Standards, Appendix B.



Indicates Streetscape Element number; see key

INTERSECTION TYPES | SIGNIFICANT INTERSECTION



NOTE: Layout shown can be mirrored to appropriately reflect the intersection corner layout for each streetscape type.



Example of intersection treatments including, seating, potted and landscaped planters

KEY | SIGNIFICANT INTERSECTION ELEMENTS

1b	2'x2' Scored Cement Concrete Sidewalk	pg. 30
1d	Colored Cement Concrete Band	pg. 30
2a	Square Accent Pavers	pg. 31
2b	Linear Accent Paver Band	pg. 31
2c	Linear Stamped Concrete [within Connector Zone]	pg. 31
2d	Hexagon Pavers	pg. 31
3	Cement Concrete Crosswalk	pg. 32
4	ADA Detectable Warning Surface, typ.	pg. 32
5	Wayfinding Sign, typ. (design and location TBD)	pg. 33
6	Pedestrian Lighting, typ. [60'-80' O.C., staggered]	pg. 34
7	Street Lighting, typ. [70'-90' O.C., staggered]	pg. 34
8	Accent Column Lighting, typ. (optional;)	pg. 35
9	Accent Bollard Lighting [8'-10' O.C.; two (2) at each South Side Significant Intersection Corner]	pg. 35
11	Heavy Duty Bollard, typ. [6' O.C.; 3' from roadway edge]	pg. 36
12	Standard Bench [two (2) min. along planter at Buffer Zone] *	pg. 37
13	Modular Bench, typ. (optional alternate to standard)	pg. 38
16	Freestanding Planter, typ.	pg. 41
19	Decorative Utility Covers (as required within sidewalk paving) *	pg. 43
20	Utility Boxes, typ. (as required)	pg. 43
23	Accent Tree, typ.	pg. 46
24	Planter, typ.	pg. 47

* Not shown