

PSRC's 2023 Equity Pilot Program Projects

Sponsor	Project Title	Amount Requested	Project Phase	Project Description
Tacoma	South 38th St. & South Cedar St. Pedestrian Safety Improvements	\$1,000,000	Construction	The S 38th St & S Cedar St. Pedestrian Safety Improvement project is located near the center of the Tacoma Mall Regional Growth Center. The first major element of the project is construction of pedestrian crossing improvements at the intersection including curb bulbs, accessible curb ramps, high visibility crosswalk markings, accessible pedestrian signal (APS) push buttons, implementation of leading pedestrian intervals (LPI), and replacement of traffic signal heads to meet current standards. The second major project element is the construction of a segment of 10' wide sidewalk to meet Tacoma's mixed-used center designated pedestrian street design standards and close a greater than 400' gap in the sidewalk network on the north side of South 38th St. Street trees and landscaping will be added in the areas where new sidewalks are constructed.
Seattle	Beacon Avenue South Safety Project	\$865,000	Preliminary Engineering	The Beacon Ave Safety Project will create a safe and direct route connecting the Beacon Hill neighborhood to Seattle's growing downtown bike lane network and the regional trail network. It also improves non-motorized access to several business districts, the Veterans Administration hospital, Jefferson Park, and the Beacon Hill light rail station within a growing neighborhood. The northern segment is fully funded and construction will begin in spring 2024. It includes 1.5 miles of protected bike lanes and enhanced neighborhood streets through the heart of the North Beacon Hill Urban Village, with a connection to new protected bike lanes to downtown and the existing I-90 Trail at the southern end of the Jose Rizal Bridge. This grant request would fully fund the Preliminary Engineering phase of the project's central segment, extending south from S Spokane St to S Columbian Way (approximately 0.85 miles). Future projects would extend these facilities to S Myrtle St, reaching a total length of approximately 3.9 miles and providing access to this key non-motorized and transit corridor for the entire Beacon Hill community.
Federal Way	BPA Trail - City Center Extension	\$600,000	Preliminary Engineering	Construct a shared use path along the north side of S 324th and the west side of 23rd Ave S from the BPA Trail terminus at 11th Pl S/S324th to the new Sound Transit LINK Light Rail Station at 23rd Ave S / S 320th Street. Construct at least two (2) enhanced/protected crosswalks.
Snohomish County	Center Road Pedestrian Improvements	\$485,000	Preliminary Engineering	The requested grant funds will be used for the Preliminary Engineering (PE) necessary for the proposed pedestrian improvements. This 0.2-mile-long segment is missing sidewalk on the north side of Center Road between 10th Ave W and 8th Ave W. In addition to constructing sidewalk to fill the gap, improvements will also include curb and gutter, and planter.
WSDOT NW Region	SR 99 Preliminary Design Study	\$1,000,000	Planning Study	Complete a Preliminary Design Study for SR 99 from 168th Street SW to Airport Road in Snohomish County inclusive of the WSDOT Complete Streets process. This study will emphasize community engagement, more specifically co-creating a multimodal plan for SR 99 that addresses the transportation needs of communities, especially environmental justice populations, dependent on this segment of SR 99. As part of that vision, the study will identify 1) bicycle and pedestrian facilities that meet WSDOT's LTS standards, 2) locations for new protected active transportation crossings to access critical destinations, 3) multimodal safety improvements at and between intersections, 4) transit speed and reliability and bicycle/pedestrian access improvements to support the Swift Blue line and future transit investments, 5) equitable transportation facilities for people with disabilities and Limited English proficiency (LEP), 6) consistently reliable and lower-speed travel times for motorists, 7) pedestrian and cyclist nighttime visibility and comfort, and 8) other strategies that focus on increased performance of existing roadways before considering adding vehicle capacity, known collectively as Transportation Systems Management and Operations (TSMO). Resulting recommendations should support consistently reliable and lower-speed travel times for motorists, pedestrian and cyclist all-day visibility and comfort; and ridership for local investment in frequent, high-capacity transit.
Kent	Benson Corridor 20-minute Neighborhood Plan	\$750,000	Planning Study	The Benson Corridor plan will provide visioning, policy, and specific actions to transform a four mile north-south corridor into a 20-minute neighborhood. Tasks will engage on stakeholder co-creation, understanding existing land use and transportation conditions, housing affordability and displacement, equitable redevelopment, climate resilience implementation, and multimodal access and facility planning. It will result in a ready-to-implement plan with updated SEPA analysis which facilitates and streamlines redevelopment opportunities as well as transit-oriented land use, zoning, design standards, and capital planning support.
Pierce Transit	Equitable Bus Shelter Program	\$1,000,000	Construction	Pierce Transit has 556 fixed route bus shelters in its capital facilities inventory that are located throughout the Pierce County Public Transportation Benefit Area (PTBA) or service area, 389 of which are approaching 20 years old or are anticipated for new installation with upgraded shelters which are safer and illuminated. Most are beyond their useful life showing significant signs of age, damage, vandalism, or are faded and unsightly. Pierce Transit has budgeted to replace approximately 121 shelters in 2023-2024 at a cost of \$3,125,000 in local funds, for which we are actively seeking external funding. Pierce Transit requests \$1,000,000 for this application. If Pierce Transit were to be awarded, PSRC funds would be used instead of local funds to replace approximately 40 shelters.
Tulalip Tribes	Marine Drive / Hermosa Heights Safety Improvements	\$684,283	Construction	The Marine Drive/Hermosa Heights - Safety Improvements project will enhance safety for pedestrians, bicyclists and users of other modes of travel in crossing Marine Drive in the vicinity of the currently developing Hermosa Heights housing development north of Marine Drive. Additional residential development is anticipated in the near future adjacent to Hermosa Heights. Correspondingly, these planned road improvements will also enhance safety, mobility and efficiency for traffic of all types moving along Marine Drive in and out of this vicinity.

total requested \$6,384,283