

RESOLUTION 2019-P

**A RESOLUTION OF THE TOWN OF EATONVILLE, WASHINGTON,
SUPPORTING THE SR161/WASHINGTON AVENUE NORTH
CORRIDOR STREETScape PHASE 2 GRANT PROCESS AND
COMMITMENT TO PROVIDE THE 13.5% LOCAL MATCH**

WHEREAS, the Town of Eatonville has submitted a grant application to the Puget Sound Regional Council for the SR 161/Washington Avenue N Corridor Streetscape Phase 2 project, with an anticipated construction cost of \$2,480,000.00 and an anticipated completion year of 2021; and

WHEREAS, this project is specifically identified in the 2015 Eatonville Comprehensive Plan and the 2019-2024 Six Year Transportation Improvement Plan; and

WHEREAS, the project was presented to the Transportation Coordination Coalition on May 2, 2019 and a recommendation was made to move the project forward to the Pierce County Regional Council; and

WHEREAS, on May 16, 2019 the Pierce County Regional Council voted in support of the grant moving forward to Puget Sound Regional Council, with the application due to them by May 31, 2019 and a final presentation the week of June 10, 2019; and

WHEREAS, if awarded, the fiscal impact to the Town will be a 13.5% local financial match in the amount of \$334,800.00; and

WHEREAS, the Town intends to apply for the Small City Federal Match Program by the Transportation Improvement Board for \$125,000; and

WHEREAS the remainder local match, or the total amount if the Town is not successful in receiving Transportation Improvement Board funds, will include funds from the Transportation Benefit District where the Town Council voted to hold 50% to go towards local matches, the Real Estate Excise Tax (REET), Storm Drain Fund and the Electric Fund; and

WHEREAS, the Town Council has reviewed the attached Puget Sound Regional Council RTCC Funding Application and believes that moving forward with the grant process is in the best interests of the Town of Eatonville; now, therefore;

**THE TOWN COUNCIL OF THE TOWN OF EATONVILLE, WASHINGTON,
HEREBY RESOLVES AS FOLLOWS:**

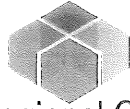
THAT: Eatonville Town Council is in support of the RTCC Funding Application, attached hereto as Exhibit A, for funds to complete the SR161/Washington Ave N Corridor Streetscape Phase 2 project with a fiscal impact to the Town of \$334,800.

PASSED by the Town Council of Town of Eatonville and attested by the Town Clerk in authentication of such passage this 28th day of May, 2019.

Mike Schaub, Mayor

ATTEST:

Kathy Linnemeyer, Town Clerk



Puget Sound Regional Council

RTCC Funding Application

Competition Capital Project
Status completed
Prepopulated with screening form? Yes

Introduction

1. Project title

SR 161/Washington Ave N Corridor Streetscape Phase 2

2. T2040 ids string

N/A

3. Sponsoring agency

Eatonville

4. Cosponsors

N/A

5. Sponsoring agency certification acceptance status

No

6. Ca sponsoring agency

N/A

Contact Information

1. Contact name

Abby Gribi

2. Contact phone

360-832-3361 x105

3. Contact email

TownAdmin@eatonville-wa.gov

Project Description

1. Project scope

This project will construct improvements along SR 161/Washington Ave N from approximately 250' north of Center Street E to Lynch Creek Road E. Improvements will include new sidewalks and ADA compliant curb ramps, illumination, storm drainage, landscaping, and civic amenities. Rapid rectangular flashing beacon (RRFB) system will be installed at the intersection with Carter St E to provide safe crossing to Eatonville Elementary and Middle Schools.

Project Location

1. Project location

SR 161/Washington Ave N

2. Project counties

Pierce

3. Crossroad or milepost beginning

250' north of Center Street E

4. Crossroad or milepost end

Lynch Creek Road E

Plan Consistency

1. Identified in local comprehensive plan

Yes

2. In comprehensive plan explanation

This project is specifically identified in the 2015 Eatonville Comprehensive Plan under Section 16.12.1 Roads and Streets Projects. It is listed under Table 16-3 Six Year Street Plan 2015-2020, page 16-14. It is listed in 2019-2020 as State Route 161 Streetscape project.

The project is also listed in the Town's 2019-2024 Six Year Transportation Improvement Plan (STIP).

3. Not in comprehensive plan explanation

N/A

Federal Functional Classification

1. Functional class name

06 Rural Minor Arterial

Local and Regional Policy Support

1. Improvements or strategies

This project is specifically identified in the 2015 Eatonville Comprehensive Plan under Section 16.12 Roads and Streets (pages 16-13 and 16-14). The project is consistent with Section 10.7.4 of the Comprehensive Plan Policy 4d which aims to “integrate Town Center development with transportation corridor development along Washington Avenue and Mashell Avenue” (page 10-16).

It is also listed in the Town of Eatonville 2019-2024 Six Year Transportation Improvement Plan (STIP).

The detailed vision for the project was established in the 2007 Town Center and Corridor Plan. The plan was developed in an effort to revitalize Downtown Eatonville, including development of the citizen-run Eatonville Downtown Development Association (EDDA). One objective of the Plan is to create a pleasant and vibrant pedestrian environment. This project will meet that objective.

2. How project fits character

The Town has already completed redevelopment of the Mashell Avenue Corridor, from which the Washington Avenue Corridor streetscape is derived. The overall streetscape theme promotes the Town’s history by using historical themed lighting and street furniture. The Comprehensive Plan Section 10.7.4 Goal LU-4 is to “promote a pleasant, pedestrian-oriented town that serves residents and tourists while protecting the Town Center’s historic character.” Examples of how this will be achieved includes installation of pedestrian-scale lighting and wayfinding; constructing a network of sidewalks that create a safe walking environment and meet accessibility requirements; and installing trees, landscaping and street furniture to create a more pleasant environment for pedestrians.

Mobility, Accessibility, and Safety

1. Issues being addressed

The completed Phase 1 of the overall project constructed a new traffic signal at Eatonville's busiest intersection which alleviated the significant traffic backups, especially during the tourist season when backups used to extend more than a mile out of town and required that a police officer direct traffic. Phase 2 will complete the project and will remedy existing

safety issues by providing ADA accessible curb ramps and sidewalks. A new rapid rectangular flashing beacon will be installed for the north leg crosswalk of the Washington Ave/Carter Street intersection to accommodate safer crossing for the young students of the Eatonville Elementary and Middle Schools. New illumination will also be installed along the entire corridor which will enhance better visibility for drivers and pedestrians.

2. Provide better access

The project will improve pedestrian access to many community destinations within the town of Eatonville. Along Washington Avenue, there are many retailers including a grocery store, restaurants, coffee shops, and a medical facility. One of the goals of the project is to integrate Town Center development with a transportation corridor development along Washington Avenue and Mashell Avenue (parallel to Washington Avenue, one block west), thus creating a compact rural Town Center serving the commercial, retail and service needs of both the local residents and those traveling through Eatonville.

3. Multimodal improvements

The project is multimodal and will improve efficiency and safety for pedestrians, motorists and commercial truck traffic. The town is not served by transit. A major factor in the ability to provide safe access for all modes is the 25 mph speed limit along the corridor. To improve access and safety for truck traffic, the turning radii at the intersections were increased to accommodate the many number of logging trucks that transport between the forestland east of Town and the port and mills northwest of Town. The improvements to pedestrian and vehicular traffic are described herein.

4. Pedestrian improvements

The corridor is not an inviting or safe environment for pedestrians due to narrow sidewalks, substandard pedestrian crossings, a lack of buffering between sidewalks and the roadway, out of compliance ADA facilities, and a lack of general streetscape amenities including lighting, landscaping, and street trees. Out of Eatonville School District's five schools, three are located within one block of this corridor. This stretch Washington Avenue is flooded with pedestrians at school opening and closing times when pedestrian safety concerns are greatest.

5. Contributes to demand management

The project will contribute to transportation demand management by encouraging pedestrian access to the business in and around the Town Center. By providing a safe and comfortable pedestrian environment, residents will be able to walk instead of use their vehicle.

System Performance and Innovative Solutions

1. Improvements increase reliability

To improve access and safety for truck traffic, the curb returns at the intersection were realigned to accommodate the many number of logging trucks that transport between the forestland east of Town and the port and mills northwest of Town. By modifying the curb

returns, truck traffic will be able to move through this typically congested area with less delay. The project has received approval of the WSDOT Channelization plan.

The street improvements are designed to accommodate the anticipated long-term growth and will ensure safe and efficient vehicular travel through the corridor for many years to come.

2. Improvements maximize efficiency

Maximizing the efficiency of the transportation system with the rural center was addressed during Phase 1 with the installation of a new traffic signal at the Washington Avenue and Center St intersection. The ability to adjust the signal timings has significantly reduced delay as compared to the previous all-way stop.

3. Innovative concepts studied

The project will provide LED street lighting along the corridor to improve safety, visibility and security for all users. The project will also improve Washington Avenue/Carter Street intersection by installing another solar-powered RRFB on the north leg of the intersection to serve the Eatonville Elementary and Middle Schools.

Social Equity, Environmental Justice, and Public Health

1. Social groups being served

The following information was obtained from the PSRC Project Selection Resource Map:

Disabled Population = 15%-20%

Poverty = 8%-12%

Elderly Population = 11%-14%

Opportunity Index = Very Low Opportunity

Minority Population = 0%-17%

In addition to Census data, local school data was also obtained. The nearest schools to the project area are Eatonville Elementary, Eatonville Middle School, and Eatonville High School. All schools are within 300 feet of the project area. Eatonville Elementary and Middle School are accessed directly from Washington Ave N / SR 161. According to the National Center for Education Statistics, Eatonville Elementary and Middle School had the following demographics for the 2016-2017 school year:

Eatonville Elementary School

Title I School

Total student body = 364

White = 83.5%

Hispanic = 8.8%

Two or More Races = 4.7%

American Indian and Alaska Native = 1.6%

Asian = 0.8%

Black = 0.3%

Native Hawaiian/Pacific Islander = 0.3%

Free or reduced price lunch eligible = 48.4%

Eatonville Middle School
 Title I School
 Total student body = 388
 White = 82.7%
 Two or More Races = 7.0%
 Hispanic = 6.4%
 Black = 1.3%
 Native Hawaiian/Pacific Islander = 1.3%
 American Indian and Alaska Native = 0.8%
 Asian = 0.5%
 Free or reduced price lunch eligible = 42.0%

There will be no long term impacts as the project does not involve the creation of new roads or property relocations. Short term noise increases from construction activities will be the primary impacts. They will be minimized by conducting construction activities within normal business hours or as allowed by the Town of Eatonville’s Municipal Code (EMC 8.11). No other social, environmental or economic impacts are anticipated as a result of this project. Short term impacts would affect all populations equally.

The project will not result in any impacts to buildings or structures. The right-of-way acquisitions proposed are minor strips of property along the corridor to allow for the construction of pedestrian facility upgrades. Access to properties will not be altered or disrupted during project activities. The project will not require a detour.

The project will benefit all populations equally by improving pedestrian facilities, safety, and the quality of Eatonville’s town center. Any notifications and/or information about the project that goes out to the public will follow Title VI requirements. Based on the analysis presented in this report, it is concluded that EJ populations are not expected to experience disproportionately high adverse impacts as a result of the project.

Phase	Year	Alternate Year	Amount
construction	2021	2022	\$2,145,200.00

Total Request: \$2,145,200.00

PSRC Funding Request

Planning

Funding Source	Secured/Unsecured	Amount
Local	Secured	\$20,300.00
STP(R)	Secured	\$150,000.00
		\$170,300.00

Expected year of completion for this phase: 2007

PE

Funding Source	Secured/Unsecured	Amount
Local	Secured	\$40,900.00
STP(R)	Secured	\$230,000.00
		\$270,900.00

Expected year of completion for this phase: 2013

ROW

Funding Source	Secured/Unsecured	Amount
Local	Secured	\$23,000.00
STP(R)	Secured	\$147,100.00
		\$170,100.00

Expected year of completion for this phase: 2019

Construction

Funding Source	Secured/Unsecured	Amount
Local	Reasonably Expected	\$334,800.00
STP(R)	Unsecured	\$2,145,200.00
		\$2,480,000.00

Expected year of completion for this phase: 2021

Other

Funding Source	Secured/Unsecured	Amount
Local	Secured	\$70,400.00
TIB	Secured	\$125,000.00
STP(R)	Secured	\$770,000.00
		\$965,400.00

Expected year of completion for this phase: 2018

Summary

1. Estimated project completion date

December 2021

2. Total project cost

\$4,056,700.00

PSRC Funding Request (cont'd)

1. Documents

N/A

2. Funds description

The Town will provide 13.5% local match. The Town intends to apply for the Small City Federal Match Program by the Transportation Improvement Board (TIB) for \$125,000. The Town was successful in getting this same grant for the construction of Phase 1 of the SR161/Washington Ave N Corridor Streetscape project.

The remainder local match of \$209,800 will include funds from the Transportation Benefit District (TBD). The Town has established a plan where 50% of TBD money goes towards local matches. The Town's Electrical Department and Storm Department will also contribute funds towards illumination and storm improvements. Any remaining funds needed will come from Real Estate Excise Tax (REET).

Project Readiness

1. Requesting funds for planning or pe

No

2. Preliminary engineering complete

Yes

3. Preliminary engineering completion date

August 2013

4. Preliminary plans submitted to wsdot

N/A

5. Preliminary engineering plans other

N/A

6. Preliminary engineering plans estimated completion date

N/A

Environmental Impact

1. Environment level doc

Categorical Exclusion (CE)

2. Nepa doc approved

Yes

3. Nepa approval date

February 2015

Right of Way

1. Right of way required

Yes

2. Parcel count

2

3. Zoning in parcel area

The project area is zoned as commercial.

4. Possibility of condemnation

Fill in.

5. Experience in conducting right of way

No

6. Consultant start time

April 2011

7. Relevant right of way milestones

The project completed right-of-way acquisition for Phase 1 construction which was focused at the Washington Avenue/Center Street intersection for the installation of the new traffic signal at that location. Phase 2 construction will require 2 small right of way acquisitions at the Carter Street intersection in order to provide adequate pedestrian access route and ADA compliant curb ramps. The project will also need one temporary construction easement from 1 parcel at the Lynch Creek Rd E intersection to provide the necessary tie in to existing conditions at the end of the project limits.

Total Estimated Project Cost and Schedule

1. Construction funds requested

Yes

2. Engineers estimate

Yes

3. Engineers estimate document

N/A

4. Environmental permits

NEPA approval was acquired in 2015.

5. Pse approval

No

6. Pse approval date

September 2020

7. Project to ad date

November 2020

Other Considerations

1. Additional aspects description

N/A

2. Included innovative components

N/A

3. Determining benefits process

N/A

4. Final documents

N/A

13.5% Local Match

SR161/Washington Ave N Corridor Streetscape

Phase 2 Funding Plan

	Current Balance	2019 Estimated Revenue	2019 Total Estimated Available Funds
TBD Fund(Reserved Match Amt)	90,956.64	25,000.00	115,956.64
REET Fund	200,960.75	30,000.00	230,960.75
		<u>Estimated Total Funds Available</u>	<u>346,917.39</u>
<hr/> 13.5% Local Match Amount <hr/>			
Electric Capital Fund			23,000.00
Storm Drain Capital			91,000.00
TBD			110,400.00
REET			110,400.00
		<u>Total 13.5 Local Match Amount</u>	<u>334,800.00</u>