## 2014 City Safety Program Grant Application



### Washington State Department of Transportation

Local Programs Division

Instructions: Please fill out this grant application completely. Applications that are not complete will not be
<b>considered.</b> Applications can be filled out by hand and attachments can be hand drawn. Applications are <b>due by</b> <b>11:59 p.m. on Wednesday, July 16, 2014</b> by email to H&LPGrants@wsdot.wa.gov. Please refer to City Safety Program in the subject line of your email.
<ul> <li>If you have questions about this program, please contact:</li> <li>Region Local Programs Engineer: See http://www.wsdot.wa.gov/LocalPrograms/regional.htm for contact information.</li> <li>Susan Bowe, P.E., Traffic Services Manager, susan.bowe@wsdot.wa.gov, 360-705-7380.</li> </ul>
Date: 7/16/2014
Type of project: Spot location (projects at intersections, midblock locations, or on corridors) (Spot Location Subprogram)
Systematic (low cost, widespread, risk-based projects in the city or over wide areas of the city) (Systematic Subprogram)
Project title: Monroe Street Lane Reduction and Hardscape – Indiana Ave to Kiernan Ave
Does the project currently have federal funding? No
Federal aid project number (if assigned): n/a
Name of city: Spokane
WSDOT Region assigned to the city: See http://www.wsdot.wa.gov/LocalPrograms/regional.htm for more information.
Northwest Olympic Southwest North Central South Central Eastern
Name of contact person(s) for questions about this grant application: Title: Brandon Blankenagel or Inga Note Phone: 509-625-6419 or 509-232-8813 Email: <u>bblankenagel@spokanecity.org</u> or <u>inote@spokanecity.org</u> Mailing address: 808 W Spokane Falls Blvd., Spokane, WA 99201
Name of contact person(s) for questions about this grant application: Title: Brandon Blankenagel or Inga Note Phone: 509-625-6419 or 509-232-8813 Email: bblankenagel@spokanecity.org or inote@spokanecity.org Mailing address: 808 W Spokane Falls Blvd., Spokane, WA 99201 Legislative district(s): 3rd Congressional district: 5th

**WSDOT concurrence if the project is on a state route.** Projects on state routes must have been coordinated through the appropriate WSDOT regional office. Attach a letter or email that indicates concurrence with this application. Contact the Region Local Programs Engineer to request concurrence. *Not a State Route* 

**Project location and detailed description of work:** Describe in detail the specific improvements to be made and the location(s) where the improvements will be made. Use the format below. See examples. Include specific street and intersection names, including all known versions of the name (example: Pear St./ Main St. & 4<sup>th</sup> Ave.).

If a project is at a location that was recently annexed from a county, include the county road number(s) and milepost(s) (example: Road 70070 MP 7.07). For projects on state routes, include the state route number(s) and milepost(s) (example: SR 700 MP 70.70). To identify state route mileposts, see <a href="http://www.wsdot.wa.gov/mapsdata/roadway/pdf/HwyLog2013Statewide.pdf">http://www.wsdot.wa.gov/mapsdata/roadway/pdf/HwyLog2013Statewide.pdf</a> or <a href="http://www.wsdot.wa.gov/mapsdata/tools/srweb.htm">http://www.wsdot.wa.gov/mapsdata/tools/srweb.htm</a>. Attach additional sheets if necessary.

#### Also attach a vicinity map(s) that identifies the location of all improvements.

Example 1: This example is for a fictitious spot location project titled Peninsula Rd. and Ocean Beach Dr. Intersection Safety.

Improvement/countermeasure #1 Install a left turn lane.

1. Peninsula Rd. & Ocean Beach Dr. (north and south legs)

Example 2: This example is for a fictitious systematic project titled Orchard District Traffic Signal Improvements.

<u>Improvement/countermeasure #1</u> Install flashing yellow arrow signal operation.

- 1. Apple St. & 1<sup>st</sup> Ave. (northbound and southbound)
- 2. Pear St./Main St. & 4<sup>th</sup> Ave. (northbound and southbound)
- 3. Quince St./SR 700 MP 70.24 & 1<sup>st</sup> Ave. (northbound)
- 4. (list continues)

<u>Improvement/countermeasure #2</u> Install yellow retroreflective tape on traffic signal backplates.

- 1. Apple St. & 1<sup>st</sup> Ave.
- 2. (list continues for Apple St.)
- 3. Apple St. & 10<sup>th</sup> Ave.
- 4. Pear St./Main St. & 1<sup>st</sup> Ave.
- 5. (list continues for Pear St./Main St.)
- 6. Pear St./Main St. & 10<sup>th</sup> Ave.
- 7. (list continues)

The collisions referenced here are from Jan 2008 through Dec 2013.

Improvement/countermeasure #1 (Road Diet CMF=0.71 for all collisions) Road diet from 5 lanes to 3 lanes removes 2<sup>nd</sup> travel lane improving visibility for left turns, widening curb lane for safer bicycle use, increasing buffer to fixed objects, removing 2<sup>nd</sup> conflicting lane for vehicles turning onto Monroe, separates opposing travel lanes with a buffer, reduces sideswipes.

- 1. Monroe/Cleveland (E174358, 3213763)
- 2. Monroe/Alice (3555319)
- 3. Monroe/Shannon (3555586, E124379, 2924400, 2685853, 3214305, 3211614, 3303093, E165185)
- 4. Monroe/Mansfield (3149436, E232938, E244861, 3212020, E233399)
- 5. Monroe/Frederick (E076796, E135483)
- 6. Monroe/Chelan (3404551, 3060078, E272214, E073057)
- 7. Monroe/Montgomery (2565322)

- 8. Monroe/Jackson (3214011, E164290)
- 9. Monroe mid-block (2932662, 2695794)
- 10. Monroe/Cora (3411209, E271259)
- 11. Monroe/Dalton (E178037)
- 12. Monroe/Carlisle (E195466)

Improvement/countermeasure #2 (CMF=0.56 for fatalities, 0.63 for injuries) Curb extensions shorten crossing distance for pedestrians at uncontrolled crossings. Crosswalks are more visible to pedestrians and drivers. (Road Diet **CMF=0.71 for all collisions)** Road diet eliminates 2<sup>nd</sup> conflicting travel lane and minimizes multiple threat collisions. (Linear Ped Lighting at intersections = 0.22 for fatalities, applied to "Dark" only) Construct pedestrian lighting along part of the corridor.

- 1. Monroe/Mansfield (3528998, 3149894, 3365360)
- 2. Monroe s/o Fairview (E277962)

Improvement/countermeasure #3 (Curb extension CMF=0.63 for fatalities) Curb extensions shorten crossing distance for pedestrians at controlled crossings. (Exclusive Ped Phase CMF=0.34 for all collisions) This location will also be changed from a signal to a HAWK, so that pedestrians will have an exclusive phase to cross the street. (Road Diet CMF = 0.71 for all collisions) Road diet eliminates 2<sup>nd</sup> conflicting travel lane and minimizes multiple threat collisions. (Median CMF = 0.25 for all collisions) Install refuge median for crosswalk. (Linear Ped Lighting at intersections = 0.22 for fatalities, applied to "Dark" only) Construct pedestrian lighting along part of the corridor. 1.

Monroe/Montgomery (2450641)

Improvement/countermeasure #4 (CMF=??) Curb extensions shift through traffic away from parked cars, both on Monroe and on side-streets near Monroe.

- 1. Monroe/Fairview (E172675)
- 2. Monroe/Mansfield (E283633)

Improvement/countermeasure #5 (Remove unwarranted signal CMF=0.53 for fatal/injury, 0.24 for PDO) Remove unwarranted signal at Monroe/Montgomery and replace with HAWK. Results in less red time for Monroe traffic and reduces red-light running and rear-ends.

1. Monroe/Montgomery (3633207, E234413, E104414, E071144, 3305728, 3303508, 3177491, 2924396)

Street and pedestrian and bicycle facility characteristics: Complete the following questions. Attach additional sheets if necessary.

Describe the existing pedestrian and bicycle facilities at the project location.

There are no bike lanes on the corridor and it is not designated as a bicycle route.

Sidewalks adjacent to the parking lane are 4' in width. It widens to 11' at the corners. There are marked crosswalks at the signalized intersection of Monroe/Montgomery. Uncontrolled crosswalks are marked at Grace. York, Carlisle, and Mansfield.

Identify the roadway width, sidewalk width, number and configuration of lanes and bicycle lanes, speed limit, and the estimated average daily traffic (ADT) volume.

The road width is 50 feet between curbs. Sidewalk width varies from 4 to 11 feet. Travel lanes include two lanes in each direction with a TWLTL. Lane widths average 10 feet with a 7-foot parking lane inset into the sidewalk periodically. There are no bike lanes.

The posted speed limit is 30 mph. ADT is approximately 19,000.

Do the existing pedestrian and bicycle facilities meet your city's current design standards and Americans with **Disabilities Act standards?** 

Most of the curb ramps are not up to current standards and will need to be replaced.

What pedestrian and bicycle facilities does this project address?

Although the project will not add bike lanes it will include some additional bicycle racks or corrals to provide access to the adjacent businesses.

Curb extensions will be widened at all intersections, median refuge islands will be installed at some crosswalks and curb ramps will be rebuilt to current ADA standards. Pedestrian lighting will be installed on part of the corridor.

For pedestrian and bicycle facilities not addressed by this project, what would it cost to bring those facilities up to current standards?

In order to continue pedestrian lighting along the full corridor, it would cost roughly \$700,000 more than the request below.

**Crashes (crash types) addressed**: The project must address at least one fatal or serious injury crash or crash type from 2008-2012 (calendar years) found in WSDOT's collision database. A benefit/cost process will be used to score grant applications. Provide a description of the fatal and/or serious injury crashes or the fatal and/or serious injury crash types being addressed by the proposed improvements/countermeasures. Refer to the actual collision report numbers if you feel that this would be helpful. Attach additional sheets if necessary.

To request collision data for your project, complete a 2014 City Safety Program Request for Collision Data form at http://www.wsdot.wa.gov/mapsdata/collision/pdf/2014\_CitySafetyProgram\_CollisionDataRequest.pdf. If a project is at a location that was recently annexed from a county, include the county road number(s) and milepost(s). The form can be returned by mail, fax, or email to: Collision Data & Analysis Branch, Washington State Department of Transportation, P.O. Box 47381, Olympia, WA 98504-47381, fax: 360-570-2449, email: collisionanalysis@wsdot.wa.gov. For questions about ordering data, please contact 360-570-2454 or collisionanalysis@wsdot.wa.gov. Once the data is received, please direct all questions to your agency's <u>Region Local Program Engineer</u> or Susan Bowe (Susan.Bowe@wsdot.wa.gov, 360-705-7380).

#### The project addresses 2 Fatal collisions.

**2450641** – This collision occurred in the signalized crosswalk at Monroe/Montgomery. The collision occurred at night. The pedestrian was hit by a police officer. Further details are not readily available. This type of collision would be corrected by removing two of the travel lanes to eliminate multiple threat, constructing curb extensions, converting the traffic signal to a HAWK, and adding a median refuge to the center of the roadway. Pedestrian lighting will also be installed. See countermeasure #3

**3528998** – This collision occurred just north of the marked, uncontrolled crosswalk at Monroe/Mansfield. It occurred at night. Three pedestrians were crossing the street and were struck by a driver in the inside lane. The collision resulted in the death of two persons, a mother and child. This collision pattern will be corrected by providing more separation between the sidewalk and travel lane, removing two travel lanes to eliminate multiple threat, and providing curb extensions at the marked crosswalks. Pedestrian lighting will also be installed. See countermeasure #2.

All other collisions that would be corrected by this improvement are listed in the Improvement/Countermeasure section.

**Project cost and Grant Request:** Projects require a 10 percent local match. Projects that are advertised for construction by September 30, 2017 are eligible for 100% funding for construction (no local match required for eligible federal expenditures). Projects must be fully funded between this grant and other funding sources, if applicable.

**Include a detailed cost estimate with this application.** The estimate must clearly show totals for all project phases (preliminary engineering, right-of-way, construction), as applicable. The cost estimate for construction must be determined assuming that the project will be built by contract and follow the Local Agency Guidelines (LAG) manual.

Phase	Total cost	Amount funded from previous Highway Safety Improvement Program (HSIP) funds	Match (Amount funded from other sources)	Amount requested from this grant (2014 City Safety Program)
Preliminary	\$438,000	0	0	\$438,000
Engineering				
Right-of-Way	\$30,000	0	0	\$30,000
Construction	\$3,352,000	0	0	\$3,352,000
Total	\$3,820,000	0	0	\$3,820,000

#### Identify the source of matching funds utilized for this project:

If a need arises for matching funds on this project, they will be provided through Real Estate Excise Tax revenue dedicated to arterial street improvements.

**Estimated milestones from the project schedule:** Provide the estimated month and year for each milestone below. The milestones need to be determined assuming that the project will be built by contract, not by local agency or a partner agency's forces. Project selections will be made in December 2014.

Project added to the local agency's Transportation Improvement Program (TIP): Feb 2015 Project added to the regional TIP: Apr 2015 Project inclusion in the Statewide Transportation Improvement Program (STIP): Apr 2015

Project definition (Project Prospectus and Local Agency Agreement signed/Begin PE): June 2016 National Environmental Policy Act (NEPA) kickoff: July 2016 Environmental documents approved: June 2017 Right of way start: Feb 2017 (minor ROW anticipated for Construction Easements) Right of way certified: June 2017 Geometric/30% design complete: Sept 2016 General plan/60% design complete: Feb 2017

Advertisement date: July 2017 Contract award date: Sept 2017 Open to traffic (operationally complete) date: August 2018

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<b>Monroe St</b>		t Limits			Feet
Lane Reduction and Hardscape - Indiana Ave	Public	School		Geographic	÷ → E
to Kiernan Ave					ŝ
<u>HSIP 2014</u>				THIS IS NOT A LEGAL DO The information shown on th from various sources and is provision Information shows	CUMENT: his map is compiled subject to constant h on this map should
Printed by: srmckee Print date: 7/16/2014				not be used to determine the in relationship to property l streets, etc.	location of facilities ines, section lines,

Project name: Monroe St Lane Reduction and H	ardscape - Indiana	a to Kie	rnan Pro	oj ID 2013922
description	<u>aty</u>	<u>unit</u>	<u>unit cost</u>	extension
	GENERAL			
Mobilization	1	LS	\$70,000	\$70,000
Traffic Control	1	LS	\$75,000	\$75,000
Install Hawk Signal	1	LS	\$300,000	\$300,000
Install Pedestrian Lighting	1	LS	\$600,000	\$600,000
			subtotal:	\$1,045,000
	STREET WORK			
Removal asph con Type 1	5,677	SY	\$5	\$28,383
Removal Cem Conc Sidewalk/Driveway	2,670	SY	\$12	\$32,040
Rem Exist Curb	8,500	LF	\$8	\$68,000
Roadway Excavation Including Haul	48	CY	\$20	\$963
Prep Untreated Roadway	6,925	SY	\$3	\$20,774
Crushed Surfacing Base Course	769	CY	\$35	\$26,931
Hot Mix Asphalt Patching 70 - 28 5-Inch Thick	6,925	SY	\$23	\$159,270
Soil Residual Herbicide	6,925	SY	\$0.50	\$3,462
Cem Conc Curb and/or Gutter	8,941	LF	\$23	\$205,643
Traffic Island Concrete	90	SY	\$60	\$5,400
Reinforced Doweled Curb	360	LF	\$32	\$11,520
Signs & Markings	1	LS	\$50,000	\$50,000
Flex Cut	35,764	LFI	\$0.40	\$14,306
			subtotal:	\$626,692
SIDI	EWALK & DRIVEW	AY		
Rigid Cut	19,000	LFI	\$0.40	\$7,600
Cem Conc Sidewalk	6,897	SY	\$45	\$310,345
Crushed Top Course for SW, & DW including Ex	383	CY	\$45	\$17,243
Truncated Domes	832	SF	\$25	\$20,800
			subtotal:	\$355,988
	DRAINAGE			
PVC SWR Pipe 8" DIA inlcuding Trench Ex	1,200	LF	\$20	\$24,000
Catch Basin	41	EA	\$1,700	\$69,700
			subtotal:	\$93,700
	LANDSCAPE			
Tree Planting	30	EA	\$300	\$9,000
Irrigation System	1	LS	\$20,000	\$20,000
			subtotal:	\$29,000
			construction subtotal	\$2,150,380
	40.00/			
Scope Contingency	10.0%			\$215,038
	40.00/		construction subtotal	\$2,365,418
Construction Contingency	10.0%			\$236,542
Construction Lotal			Construction Total	\$2,601,960
O set set	0.001			
	2.0%			\$52,039
	2.0%			\$52,039
	10.0%			\$260,196
Admin, legal, & permits	1.0%			\$26,020
Right of way Certification	1.0%			\$26,020
	15.0%		nrojaat tatal	JJU,294
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# Estimated inflation of 3% per year

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	2014	2018	
For Program			
Preliminary Engineering	390	\$437,129	
Right - of - Way	26	\$29,142	
Construction	2,992	\$3,351,324	
	3,409	\$3,817,595	Project Cost
		Use \$3,820,000	