ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

2020 IRTPO Surface Transportation Block Grant Prospectus

See last page of this application for submittal instructions and links to grant information. **Application Due Date: Thursday, March 12, 2020.**

Agency / Sponsor: City of Oak Harbor

Project Title / STIP ID: Midway Blvd. Improvement Project

Project Description: **Project elements include 3-in grinding of existing asphalt surface, re-paving with 3-in new HMA, upgrade all existing pedestrian curb ramps to current ADA standards, re-stripe roadway to a 3-lane section (2 thru lanes and a center turn lane) and provide bicycle lanes on both sides of the roadway, and upgrade traffic signal system at the intersection of Midway and Whidbey to camera signal control system.**

Improvement Type: 06 / 28 /

Functional Class (Road Projects): Minor Arterial

Other Project Information:

Road name or number: SE Midway Blvd / NE Midway Blvd.

Begin Termini: SE 8th Avenue End Termini: SR 20 Length (mi): 1.02

ROW Required: Yes ☐ No ☒ Environmental Type: CE

Agency Project ID: _____ Priority #: _____

Utility Codes: Cable ☒ Power ☒ Water ☒ Gas ☒ Sewer ☐ Phone ☒ Other ☐

Total Estimated Cost: $1,475,000 **STBG Funds Requested:** $950,000

Phase Estimates:

$0	$0	$1,475,000	$0
PE	ROW	CN	Planning

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TIP Information: _____ Hearing _____ Adoption _____ Amendment _____ Resolution #

Extended Project Description:

Island County is working to establish and construct a pedestrian and bicycle trail system throughout Island County. This project will provide a vital connection with that portion of the trail that is expected to be constructed beginning at the Intersection of SR 20 and NE Midway Blvd. and continue north to Ault Field Road.

The proposed project is to grind off 3-inches of existing asphalt and repave with 3-inch of new HMA. The existing roadway is currently posted at 30mph and is 50 feet wide and has 4 striped lanes of travel (2 lanes in each direction) with continuous sidewalks on both sides. Upon completion of the re-paving, the roadway will be striped with 2- 7 foot wide dedicated bicycle lanes for north and south bound travel, and 2- 12 foot wide vehicle travel lanes, and 1- 12 foot wide center turn lane to improve access to/from Midway. The existing traffic signal detection system will be replaced with a video detection system capable of detecting bicycle and motorcycle traffic.

All existing pedestrian ramps located at all road intersection will be removed and reconstructed to current ADA standards. All utility frames and grates will be adjusted to new final grade.

Summary of Project Benefits:

1) Provide a safe link for bicycle traffic through the city by avoiding SR 20.
2) Promote economic growth by routing bicycle traffic to the historic downtown and waterfront area of Oak Harbor.
3) Provide a safer turning movement using a continuous center turn lane along the length of the project.
4) Upgrading the traffic signal to video detection will reduce wait times and pollution, and the system will also detect bicycle and motorcycle traffic which will reduce those wait times as well.
5) Grinding and re-paving the roadway will extend the service life of the roadway
6) Upgraded ADA ramps will provide better access along or across the roadway corridor.
7) Use of thermoplastic pavement marking will reduce the level of maintenance of the roadway.
8) Promotes active lifestyle transportation

Project Specific Vicinity Map Attached: ☒ Yes ☐ Not Applicable

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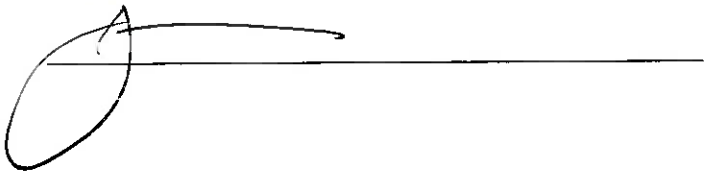
Local Project Approval:

STBG Project Prospectus prepared under the supervision of:



3/12/20
Date

Agency/Sponsor Contact Information:

Contact Person: James L. Bridges
Phone: (360) 279-4520
Email: jbridges@oakharbor.org

Mailing Address: James L. Bridges/Public Works Dept. *Name/Dept.*
865 SE Barrington Drive *Street/PO Box*
Oak Harbor, WA *City, State*
98277 *Zip Code*

Island RTPO Final Priority Ranking:

_____

Project Rating Criteria

Describe how the project addresses the rating criteria elements listed below, noting the following (note criteria are weighted, see Appendix B):

- Not every project is expected to align with every element or sub-element indicated
- Only establish links to the sub-elements if clearly applicable.
- Other relevant information about the project can be detailed under additional considerations.
- Project prioritization will depend primarily on the information provided.
- Headings and definitions reflect RCW 47.04.280 –Transportation System Policy Goals (additional point categories align with the Island Regionally Significant Transportation System (IRSTS) and are noted with *).
- Suggested subcategory points for each criterion (in parentheses) are noted.

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1 Preservation 8pts

Maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.

1) Utilizes and improves the existing right of way to promote multimodal transportation
2) Maintains existing function of the corridor
3) Grind and overlay will extend the life of the roadway

2 Stewardship 8pts

Continuously improve the quality, effectiveness, and efficiency of the transportation system.

1) Incorporates multimodal elements (bicycle lanes) into the project
2) Project uses modern design concepts, video technology, and materials to provide a safer corridor for all users.
3) Proposed design will provide a safe path for cyclists that does not currently exist.

3 Access* 8pts

Promoting transport options that allow people to reach basic needs, employment, school, and other high-value activities without excessive financial or time costs.

1) Island Transit has several bus stops along this corridor and the potential for more pedestrian traffic will allow them more access to these services.
2) Upgraded ADA ramps will provide better access to businesses and local neighborhoods along and from this corridor.
3) The project adds 2 dedicated bicycle lanes. Existing roadway was striped for vehicles only.
4) Existing lane configuration made it difficult for left turning traffic and caused delay. Proposed lane configuration will provide for a continuous left turn lane.

4 Mobility 8pts

Improve the predictable movement of goods and people throughout Washington State, including congestion relief and improved freight mobility

1) Mode separation, by creating bike lanes that do not currently exist, will provide more efficient movement for traffic, pedestrians and cyclists alike.
2) Installation of the video detection system, and eliminating the single direction signal phasing, will improve travel times and decrease traffic delay.
3) Introduction of bike lanes establishes the first leg of a circulatory bike route through the City.
4) Proposed continuous turn lane allows/removes turning traffic from the travel lane for decreased travel times

Project Rating Criteria

5 Economic Vitality 8pts

To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy;

1) Midway Boulevard is a business corridor in Oak Harbor that will benefit from increased accessibility

2) Increases vehicle accessibility to businesses by reducing conflicts for left-turning movements
3) Increases pedestrian accessibility to businesses by reconstructing sidewalk ramps to ADA standards
4) Increase bicycle accessibility to business by adding dedicated bike lanes in each direction along Midway Boulevard
5) The Main Street USA endorsed downtown Oak Harbor on SE Pioneer Way will benefit from the increased accessibility for bicycles from SR20 to SE Pioneer Way along Midway Boulevard

6 Equity* 8pts

Developing transportation improvements that target disadvantaged and/or underserved populations.

1) Reconstructs sidewalk ramps to current ADA standards
2) Adds dedicated bike lanes, 7 feet wide, in each direction
3) Provides increased accessibility for Oak Harbor Elementary school students.
4) Additional considerations (max 1pt)

7 Safety 8pts

Provide for and improve the safety and security of transportation customers and the transportation system

1) Adds dedicated bike lanes, 7 feet wide, in each direction
2) Adds a center left turn lane
3) Reconstructs sidewalk ramps to current ADA standards

8 Environment 8pts

Enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

1) Video traffic detection system will reduce wait times and continuous center turnlane will reduce slow downs and congestion.
2) Provides ample mitigations for environmental impacts (2pts)
3) Completes the first leg of a citywide bicycle route through the waterfront and historic downtown area of Oak Harbor
4) Promotes healthy active lifestyle
5) Additional considerations (max 1pt if less than 8)

9 Planning Consistency* 8pts

Project is consistent with regional and local planning efforts or otherwise demonstrates support.

1) The 2016 Oak Harbor Transportation Comprehensive Plan identified a Midway Boulevard Road Diet as the number two top project the community desires and Midway Boulevard / Goldie Road Bike Lane as the number four top project the community desires.

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Project Rating Criteria

10 Opportunities & Partnerships* 8pts

Project leverages alternative funding sources and emphasizes partnerships between agencies and/or stakeholders.

1) The City will pursue Transportation Improvement Board Pavement Preservation Funds to be used alongside this STBG grant.

Additional Project Information

1. Project Status:

a) Fulfills the recommendation of existing plan(s)? ☒ Yes ☐ No

i) Plan title(s) & years: 2016 Transportation Comprehensive Plan

b) Estimated timeline (month/year): Start: January 2021 Finish: Summer 2022

2. Cost Estimates:

a) Percent of P.E. completed: 0 %

b) Date cost estimates prepared: March 12th, 2020

c) Source of information for developing cost estimates: WSDOT Unit bid analysis and local bid database

d) Source of matching funds: Local Arterial Street Fund Funds approved? ☒ Yes ☐ No

e) Biological Assessment (BA): ☐ Yes ☒ No

3. Site Evaluation:

a) Soil type: Per the NRCS soils mapping, underlying soils consist of approximetly 80% Everett-Alderwood complex, 15% Whidbey-Hoypus complex, and 5% other

b) Wetlands on site or vicinity? ☐ Yes ☒ No Maybe

c) Known archaeological sites in project vicinity? ☐ Yes ☒ No Maybe

d) Steep and/or unstable slopes on project site? ☐ Yes ☒ No

e) List known protected or endangered species living on or near project site:

None

f) Will a drainage plan be required? ☐ Yes ☒ No

g) Is project located in a flood hazard area? ☐ Yes ☒ No

h) Is the project subject to Section 4(F) or Section 106? ☐ Yes ☒ No

4. Right of Way Acquisition:

a) Describe right of way or easements that have been obtained: None required

b) Describe necessary right of way or easements that have not been finalized: None Required

5. Indicate known significant public support or opposition: Public input during comp plan adoption prioritized the project as #2 and #4 priority projects

6. **Explain how project complies with the American's with Disabilities Act.**

Project reconstructs existing pedestrian ramps to current ADA standards

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Submittal Instructions

- Application Due Date: March 12, 2020 by 4:30 PM
- Submit an electronic copy and 5 paper copies to:

  Susan Driver
  IRTPO Transportation Planner
  Island County Public Works
  P.O. Box 5000
  Coupeville, WA 98239
- Inquiries:

  Susan Driver
  (360) 678-7959

Grant Guidance

See Special Federal-aid Funding Surface Transportation Block Grant Program (STBG) Implementation Guidance (Revised by the FAST Act) (dated March 7, 2016) for more information about the program. In particular, see section (D) **"Eligibility"**.

https://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STP.htm

General Instructions

Awarded projects must be entered into WSDOT's online Statewide Transportation Improvement Program (STIP) database. It may be more efficient to do project planning directly in the STIP database. Projects without secured funding can be entered in the system as "planned". See **Additional STIP Database Fields** below and the STIP Manual for more information on this tool. Or contact Susan Driver for assistance.

Application Fields:

- Project Title/STIP ID:
  - Title-Once entered in STIP, the title will be used throughout the life of project. The STIP allows up to 255 characters. The preference is for short titles that easily identify a project, while distinguishing it from similar projects (ex., *Badger Mountain - Candy Mountain Connector Pathway*).
  - STIP ID-usually this number is generated automatically when you input a project in the STIP database
- Project Description: This should capture the general scope of work.
  - Excessive detail may limit project flexibility.
  - Ex., *Construct a new multimodal pathway along Dallas Road between the Badger Mountain trailhead and the new Candy Mountain trailhead*
- Improvement Type: See Appendix A
- Functional Class: Refer to WSDOT Functional Classification Map
- Road name or number: 255 Characters
- Begin/End Termini: enter milepost (WSDOT milepost tool) or street names
- Length: Enter length in miles

- ROW Required: Check yes if project will require right of way acquisition

General Instructions

- Environmental Type: Enter one of the following codes
  - **CE** – Categorically Exempt
  - **DCE** – Documented Categorically Exempt
  - **EIS** – Environmental Impact Statement
  - **EA** – Environmental Assessment
- Utility Codes: Check if project will require utility relocates or have other impacts on utilities

Application Fields (continued):

- Total Estimated Cost: This estimate includes all phases and funding sources (both planned and secured)
- STBG Funds Requested: Total federal funding award requested for this project call
- Phase Estimates: Estimating phase costs may help with budgeting discussions. A separate preliminary engineering phase aids in initial project obligation.
- TIP Information: Enter public hearing, adoption, and amendment dates, and the resolution number for the project's relevant Transportation Improvement Plan

Additional STIP Database Fields

The entry fields on page one of this application cover most of the online STIP database fields. Note that:

- The IRTPO only awards regionally significant projects, as defined by the Island Regionally Significant Transportation System (IRSTS).
- Our region = Northwest
- We are outside the MPO Boundary
- Project Number = Federal aid number
  - This number is only assigned after federal funds are obligated and stays with project thereafter
  - Federal Transit Administration numbers should be entered in the notes section
- Structure ID # applies to bridges only
- Notes field can be used to record any other information (such as obligated funds) that may be helpful in tracking a project's progress

Appendix A

IMPROVEMENT TYPE CODES

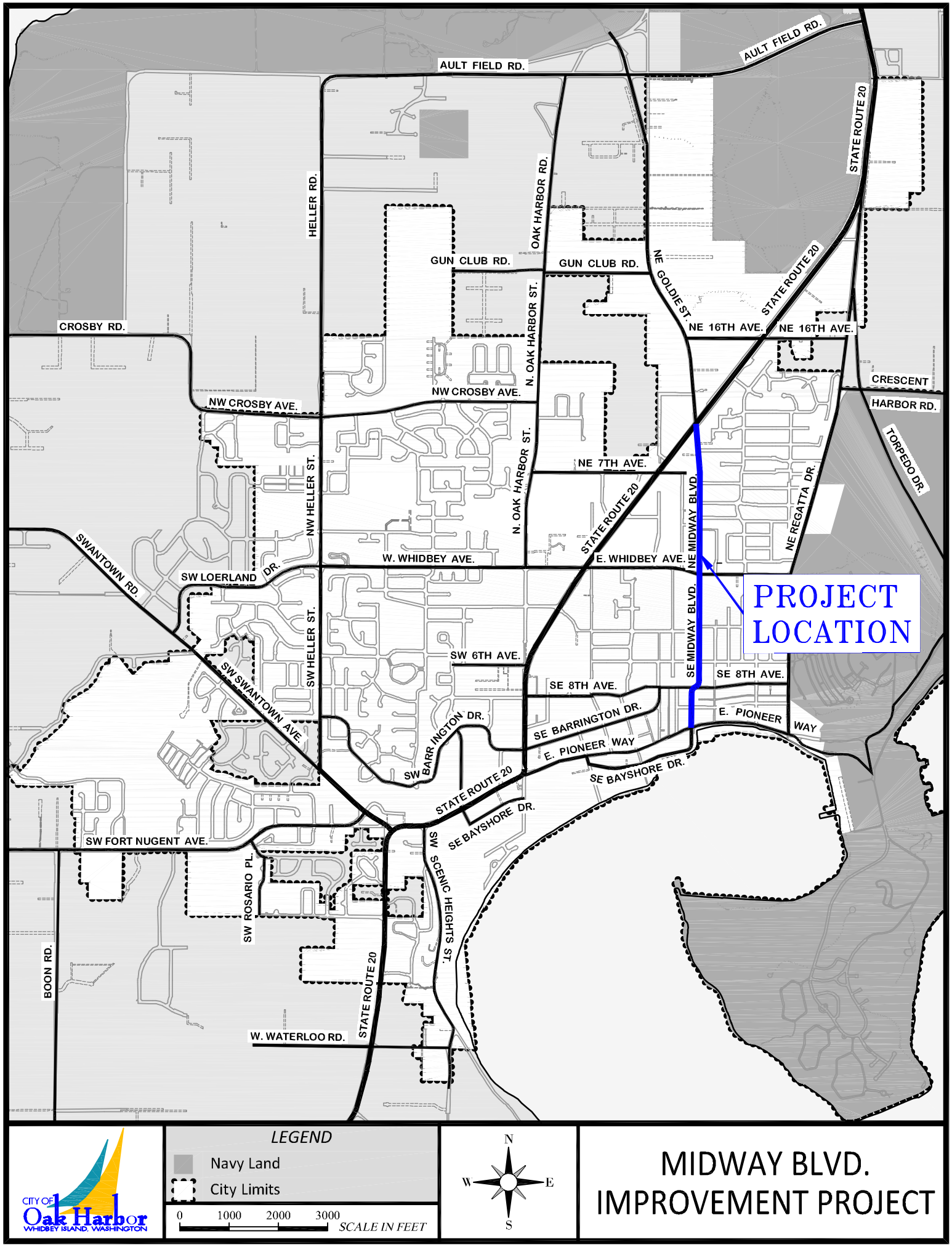
01 – New Construction Roadway	25 – Vehicle Weight Enforcement Program
03 – Reconstruction, Added Capacity	26 – Ferry Boats
04 – Reconstruction, No Added Capacity	27 – Administration
05 – 4R Maintenance Resurfacing	28 – Facilities for Pedestrians and Bicycles
06 – 4R Maintenance – Restoration & Rehabilitation	29 – Acquisition of Scenic Easements and Scenic or Historic Sites
07 – 4R Maintenance – Relocation	30 – Scenic or Historic Highway Programs
08 – Bridge, New Construction	31 – Landscaping and Other Scenic Beautification
10 – Bridge Replacement, Added Capacity	32 – Historic Preservation
11 – Bridge Replacement, No Added Capacity	33 – Rehab & Operation of Historic Transp. Buildings, Structures, Facilities
13 – Bridge Rehabilitation, Added Capacity	34 – Preservation of Abandoned Railway Corridors
14 – Bridge Rehabilitation, No Added Capacity	35 – Control and Removal of Outdoor Advertising
15 – Preliminary Engineering	36 – Archaeological Planning & Research
16 – Right of Way	37 – Mitigation of Water Pollution due to Highway Runoff
17 – Construction Engineering	38 – Safety and Education for Pedestrians/Bicyclists
18 – Planning	39 – Establishment of Transportation Museums
19 – Research	40 – Special Bridge
20 – Environmental Only	41 – Youth Conservation Service
21 – Safety	42 – Training
22 – Rail/Highway Crossing	43 – Utilities
23 – Transit	44 – Other
24 – Traffic Management/Engineering – HOV	45 – Debt Service
	47 – Systematic Preventive Maintenance

Appendix B

Scoring Criteria Weighting

Criteria*	%	Rank
Equity	14.5%	1
Safety	14.5%	1
Access	13.6%	2
Opportunities & Partnerships	10.9%	3
Preservation	9.1%	4
Stewardship	9.1%	4
Economic Vitality	9.1%	4
Mobility	8.2%	5
Environment	7.3%	6
Planning Consistency	3.6%	7

*Project evaluation criteria scores are weighted according to the table at right (approved by IRTPO Executive Board April, 2018).


AULT FIELD RD.
AULT FIELD RD.
STATE ROUTE 20
HELLER RD.
OAK HARBOR RD.
GUN CLUB RD.
GUN CLUB RD.
NE GOLDIE ST.
STATE ROUTE 20
CROSBY RD.
NE 16TH AVE.
NE 16TH AVE.
N. OAK HARBOR ST.
NW CROSBY AVE.
CRESCENT
HARBOR RD.
NW CROSBY AVE.
TORPEDO DR.
NE 7TH AVE.
NW HELLER ST.
N. OAK HARBOR ST.
STATE ROUTE 20
NE MIDWAY BLVD.
NE REGATTA DR.
SWANTOWN RD.
W. WHIDBEY AVE.
E. WHIDBEY AVE.
SW LOERLAND DR.
PROJECT LOCATION
SW HELLER ST.
SW 6TH AVE.
SE MIDWAY BLVD.
SE 8TH AVE.
SE 8TH AVE.
SW SWANTOWN AVE.
SE BARRINGTON DR.
E. PIONEER WAY
SW BARRINGTON DR.
E. PIONEER WAY
SE BAYSHORE DR.
STATE ROUTE 20
SE BAYSHORE DR.
SW FORT NUGENT AVE.
SW ROSARIO PL.
SW SCENIC HEIGHTS ST.
BOON RD.
STATE ROUTE 20
W. WATERLOO RD.
LEGEND
Navy Land
City Limits
0 1000 2000 3000
SCALE IN FEET
N
W
E
S
CITY OF Oak Harbor
WHIDBEY ISLAND, WASHINGTON
MIDWAY BLVD. IMPROVEMENT PROJECT

Lane Reconfiguration

Description

The removal of a single travel lane will generally provide sufficient space for bike lanes on both sides of a street. Streets with excess vehicle capacity provide opportunities for bike lane retrofit projects.

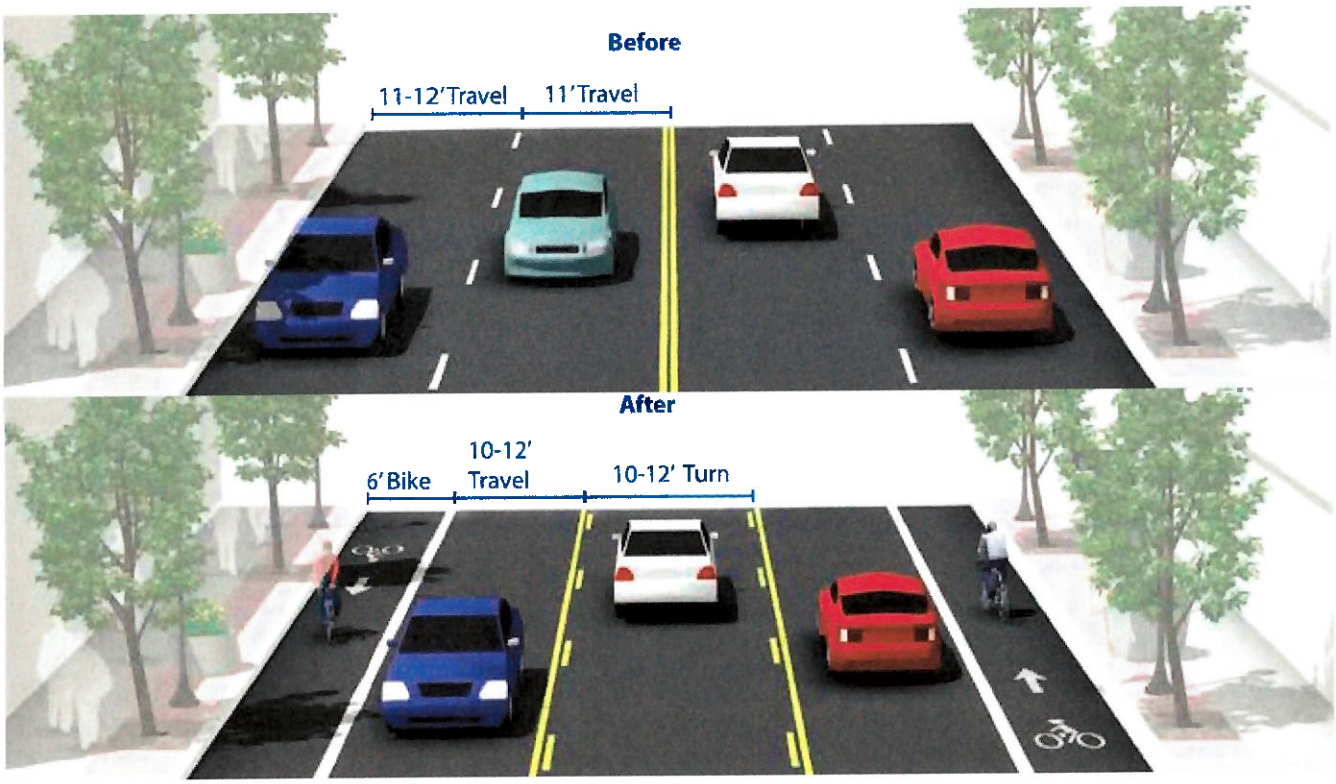
Guidance

Vehicle lane width:

- Width depends on project. No narrowing may be needed if a lane is removed.

Bicycle lane width:

- Guidance on bicycle lanes applies to this treatment.



Discussion

Depending on a street's existing configuration, traffic operations, user needs and safety concerns, various lane reduction configurations may apply. For instance, a four-lane street (with two travel lanes in each direction) could be modified to provide one travel lane in each direction, a center turn lane, and bike lanes. Prior to implementing this measure, a traffic analysis should identify potential impacts.

Additional References and Guidelines

AASHTO. *Guide for the Development of Bicycle Facilities*. 2012.
FHWA. *Evaluation of Lane Reduction "Road Diet" Measures on Crashes*. Publication Number: FHWA-HRT-10-053. 2010.
NACTO. *Urban Street Design Guide*. 2013.

Materials and Maintenance

Repair rough or uneven pavement surface. Use bicycle compatible drainage grates. Raise or lower existing grates and utility covers so they are flush with the pavement.