

WASHINGTON



UTILITIES AND TRANSPORTATION
COMMISSION

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**GRADE CROSSING PROTECTIVE FUND
2017 – 2019 GRANT APPLICATION
OPEN CALL FOR PROJECTS**


The Washington Utilities and Transportation Commission (commission), through its Grade Crossing Protective Fund (GCPF), provides grants for projects that eliminate or mitigate public safety hazards at railroad crossings and along railroad rights-of-way in Washington State. Any public, private or non-profit entity may submit an application to the commission for a GCPF grant.

To apply for a grant to eliminate or mitigate a public safety hazard at a railroad crossing or along a railroad right-of-way, complete the following information and submit it and any attachments to the commission. If you are proposing a change to the warning devices at a public railroad crossing, complete the GCPF petition form.

Please be sure to complete the entire form. Incomplete or missing information will delay the grant review process.

Applicant Information

Applicant Name: Kelly Peterson

Signature: 

Organization: City of Kent

Address: 400 West Gowe, Kent, WA 98032

Phone: (253) 856-5547

Email: Kpeterson@Kentwa.gov

Project Information

Attach additional sheets as necessary that provide the following:

1. A detailed summary of the hazard being addressed. Include any information about accidents or incidents at the site and photographs, drawings or other materials that support the application.

The City of Kent is seeking to eliminate trespassing and unauthorized pedestrian movement across BNSF Railway Company's right-of-way at several locations in the area of Downtown Kent (page A7). The proposed project to install fencing along the railroad tracks in strategic locations will eliminate these unauthorized crossings and compel pedestrians to use the safer, controlled railway crossings at nearby public roadways. This fencing project is a key component to Kent's strategies to improve safety features around the railroad tracks in Downtown Kent as we seek to establish a quiet zone where trains will no longer regularly sound their horns in the Downtown area.

The mainline of the BNSF railroad travels through Downtown Kent which is located near the midpoint between Seattle and Tacoma. This leads to high volumes of freight rail traffic to and from both the Port of Seattle and the Port of Tacoma. Approximately 65 trains per day pass through Downtown Kent on the BNSF main line. Kent also experiences high volumes of passenger rail traffic with an average of 15,950 passengers every weekday on Sounder Commuter rail and approximately 1,500 passengers per day on Amtrak Cascades trains that pass through Downtown Kent. The Amtrak passenger trains in particular travel at speeds of up to 79 miles per hour as they pass through Kent on the BNSF line.

These high volumes of rail traffic travel through an area with a high density of housing and employment. In 2015, the regional growth center in Downtown Kent, designated by the Puget Sound Regional Council (PSRC), had 1,485 residents and 4,311 jobs according to a PSRC report. Downtown Kent is also home to many service providers for at risk populations including the homeless and those with mentally illness. This density of activities and at risk populations results in a significant risk of pedestrians trespassing and being struck by trains.

Between 2011 and 2018 a total of five pedestrians and one bicyclist were struck and killed by trains in Downtown Kent. Two of these fatalities were related to trespassing that this fencing project will help to eliminate. See page A6 for a list of fatalities and page A7 for a map that showing their locations in relation to destinations and service providers in Downtown Kent.

City of Kent will seek to eliminate hazardous unauthorized crossings at the locations listed below, which are mapped in pages A1-A7.

- Fencing Area 1: Between West Titus Street and West Gowe Street, people have been observed parking directly east of the BNSF tracks, walking across the two sets of tracks, and hopping over a guardrail to access the back alley of businesses located on 1st Avenue South. These unauthorized crossings are dangerous because they lack appropriate signs and signals to warn pedestrians of oncoming trains. See pages A1-A2.
- Fencing Area 2: Between West Gowe Street and West Meeker Street some pedestrians take shortcuts across the unfenced parcels. These unauthorized crossings are dangerous because they lack appropriate signs and signals to warn pedestrians of oncoming trains. One of the parcels consists of Kent's Rosebed Park, which is currently open to the railroad tracks on one side. People engaged in recreational activities may be less aware of their surroundings and less attentive to trains traveling through the area. See page A3.
- Fencing Area 3: The City of Kent's Kaibara Park borders the west side of the BNSF tracks between West Meeker Street and West Smith Street. People may also take short cuts across the tracks from the park at unauthorized locations. These unauthorized crossings are dangerous because they lack appropriate signs and signals to warn pedestrians of oncoming trains. People engaged in recreational activities at the park may be less aware of their surroundings and less attentive to trains traveling through the area. See pages A4-A5.

2. A detailed summary of the proposed project and how it will eliminate or mitigate the hazard. Include any drawings or construction plans for the proposed project.

The proposed project will install six foot tall, vinyl coated, type 3 chain link fences in the locations detailed in the attached maps (pages A1-A7). A copy of the standard detail showing the type of fencing that will be constructed in the locations denoted in the maps is attached (pages A8-A9). Sound Transit installed a fence at the nearby Kent Sounder Station and anecdotally, the fence has been very successful in keeping pedestrians from the walking across the tracks between platforms at their station. The City of Kent expects the new fencing, which will be constructed in part with Grade Crossing Protection Funds, to significantly reduce the hazard of trespassing and unauthorized pedestrian crossings that occur these locations.

3. A list of all other companies, organizations, state agencies or local governments that may be involved in implementing this proposal, and the contact name, address and phone number for each (if known).

The City of Kent will be the lead agency for all fence installations. Kent will develop and administer the construction contract. Kent will obtain all required access and approvals from BNSF Railway Company. Kent has begun the process to obtaining approval from BNSF to install fencing on their respective rights-of-way.

The City of Kent: Kelly Peterson, Transportation Manager
400 West Gowe St, Kent, WA 98032
(253) 856-5547

BNSF Railway Company: Stephen Semenick, Manager Public Projects
2454 Occidental Ave S Ste 2D, Seattle, WA 98134
(206) 625-6152

4. A cost estimate, including:
- An itemized list of the total costs of the project.
 - Names of parties contributing to the project, including the applicant and the amount each is contributing.

a. The project will almost entirely consist of the installation of vinyl coated Type 3 chain link fence. The cost to install this type of fencing is estimated to be \$40 per lineal foot. The project will require approximately 1,120 LF of fencing. The total project cost is estimated at \$57,530.

- Bid Item: Black Vinyl Coated Chain Link Fence, Type 3 In Place (6' High): 1,120 LF at \$40/LF = \$44,800
- Bid Item: Railway Flagging: 5 days @ \$1,500/day = \$7,500
- Mobilization = 10% bid item total = \$52,300*0.10 = \$5,230
- Estimated Total Project Cost = \$57,530

b. The city is applying for a \$20,000 in Grade Crossing Protective Funds help pay for this project. The rest of the funding, a total of \$37,530 will come directly from the City of Kent.

5. The name of the party responsible for long-term maintenance, such as repair of fencing.

The City of Kent Public Works Department will be responsible for the long term maintenance of the fencing.

6. An estimated timeline of the project.

The City of Kent will contract to the install the fence soon after approval is obtained from BNSF. The city is actively working with BNSF to obtain the necessary lease agreements to install this fencing. We expect that the fencing will be installed by the end of 2019.

7. A description of how the project's success would be measured.

This will be termed a successful project when pedestrian trespassing to cross the railroad tracks at unauthorized locations is significantly reduced in Downtown Kent. These pedestrians, deterred by the installation of fencing, will choose to cross the tracks at the safer public roadway crossings, which are signalized and will be further improved by Kent's quiet zone project.

8. A description of the applicant's experience in grant management or completing grant projects of this nature, including years of experience, types of projects completed and project cost/scope.

Kent Public Works has managed grants of all sizes for countless projects and programs. Funding agencies include, but are not limited to: 1) The Freight Strategic Improvement Investment Board; 2) Transportation Improvement Board; 3) the Puget Sound Regional Council and 4) King County. Projects include but are not limited road preservation projects, capital improvement projects and the flood protection projects. These projects range from simple grind and overlay projects (\$1.5 Million) to railroad grade separation projects that exceed \$30 Million and require coordination with major utilities, railroads and property owners. Kent Public Works has project managers and accounting staff with over 20 years of grant management experience who have successfully delivered numerous grant funded projects.

9. Any other information the applicant believes would be useful to the commission in evaluating the project.

This project will improve the safety of pedestrians, park users, and rail passengers in Downtown Kent. It will also reduce the risk of major service interruptions for freight and passenger rail that take place when collisions occur. Installing this fencing will help to increase livability in Downtown Kent resulting in positive outcomes for population and job growth in this important regional economic center.

Railroad Commitment

If the applicant is not the railroad owning the crossing or the tracks, the applicant must submit the attached Railroad Commitment form completed and signed by the railroad owning the crossing or tracks.

Submitting the Application

After completing the application, please send the original to:

Washington Utilities and Transportation Commission
Attention: Grade Crossing Protective Fund
1300 S. Evergreen Park Drive SW
PO Box 47250
Olympia, WA 98504-7250

A signed application may be filed electronically at records@utc.wa.gov. When filing electronically, please specify “Grade Crossing Protective Fund” in the subject line.

Assistance

For questions or assistance, please contact:

- Betty Young at (360) 664-1202 or C:\Users\Kpeterson\mailbyoung@utc.wa.gov
- Lori Halstead at (360) 664-1262 or lhalstea@utc.wa.gov

Railroad Commitment

The undersigned represents the Railroad Company in the accompanying GCPF application.

We have reviewed the application and are satisfied that the conditions are the same as described by the applicant in this matter. We agree to allow construction, modification or demolition on a railroad right-of-way as described in the application.

Stephen Semenick

Printed name of Railroad Representative



Signature of Railroad Representative

Manager Public Projects

Title

BNSF Railway Company

Name of Railroad

2454 Occidental Ave S Suite 2D, Seattle WA 98134

Mailing Address of Railroad

206-625-6152

Telephone Number

Stephen.Semenick@BNSF.com

Email

Date:

6/7/18



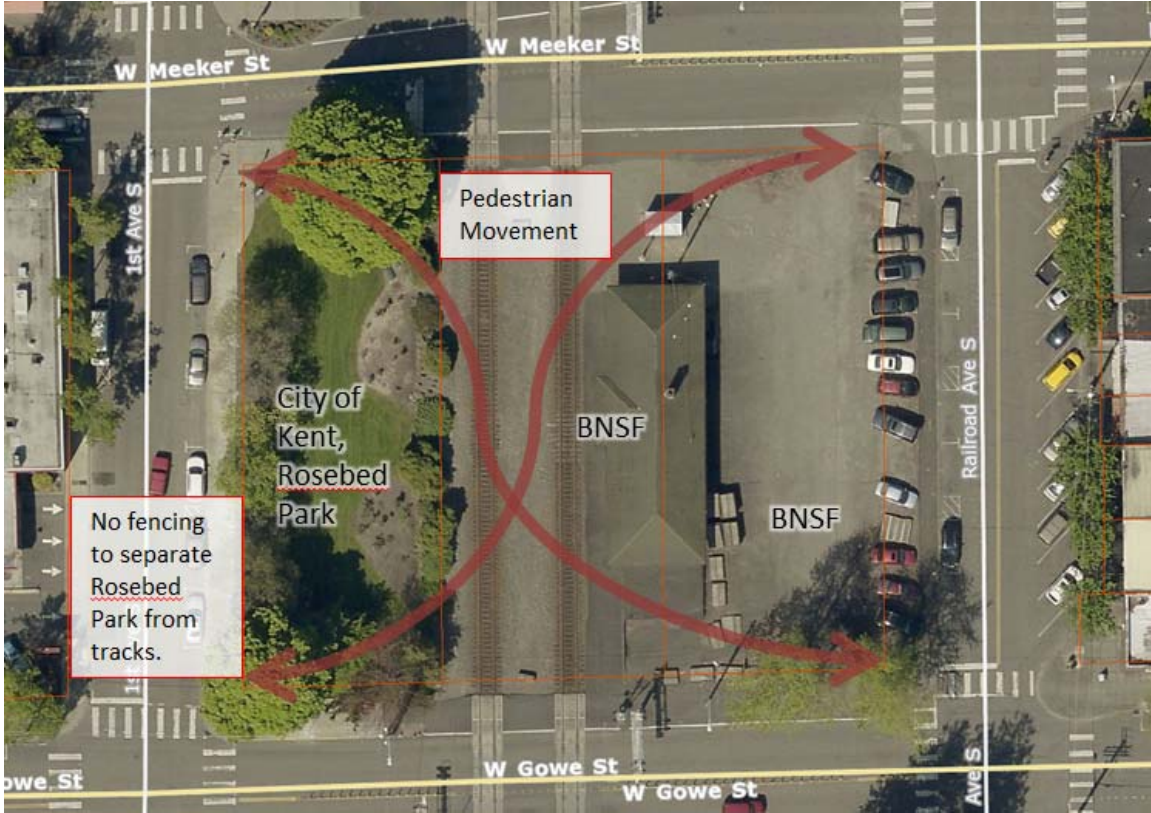
Fencing Area 1: People park east of tracks and walk to alley on west side.



Fencing Area 1: New fencing will eliminate walking across tracks to access alley.



Fencing Area 1: Street View image looking south from West Gowe Street, parking on the east side of the tracks to reach the backs of businesses on the west side of the tracks.



Fencing Area 2: Park is unfenced. Pedestrians cross tracks at unauthorized locations.



Fencing Area 2: New fencing will protect park users and eliminate unauthorized crossings.



Fencing Area 3: Park is unfenced. Pedestrians might cross tracks at unauthorized locations.



Fencing Area 3: New fencing will protect park users and eliminate unauthorized crossings.



Fencing Area 3: Trains travel past Rosebed Park at speeds of up to 79 mph with no physical separation from the recreation areas.



Fencing Area 3: Park landscaping has grown closer to BNSF tracks over the years.

Grade Crossing Fatalities in Downtown Kent 2011-2018

3/2/2017 KENT, King County – A pedestrian was struck by a Union Pacific Railroad freight train at West James Street, USDOT 396578L.

5/11/2014 KENT - 81 year-old male pedestrian struck by Amtrak passenger train at Titus Street crossing in Kent.

5/10/2011 KENT - 47 year-old male bicyclist rode around flashing lights and lowered gates and was struck by Amtrak passenger train at Gowe Street crossing. Incident occurred on the BNSF Northwest Division (Seattle Subdivision) at milepost 16.34X.

8/5/2011 KENT - Male pedestrian struck by Amtrak passenger train while crossing tracks at the James Street crossing in Kent. Flashing lights were operating and gates were lowered. Incident occurred on the BNSF Northwest Division (Seattle Subdivision) at milepost 15.4X.

Trespass Fatalities in Downtown Kent 2011-2018

7/16/2017 KENT, King County - A pedestrian was struck by a BNSF Railway freight train at railroad milepost 16.3x near or at the Sounder Station.

12/1/2011 KENT - 46 year-old male pedestrian struck by Sound Transit commuter train near Meeker Street crossing in Kent. Incident occurred on the BNSF Northwest Division (Seattle Subdivision) at milepost 16.19X.

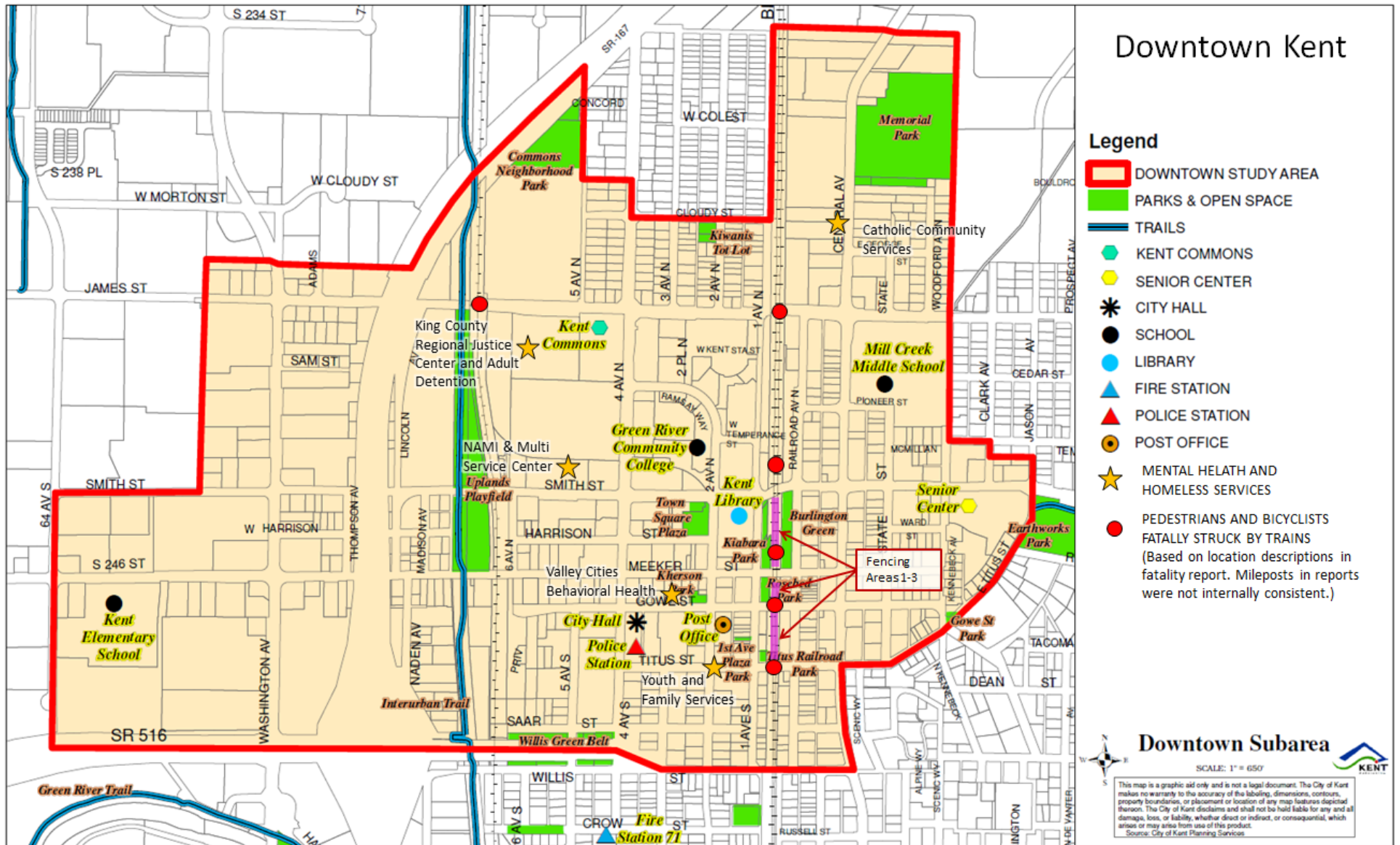
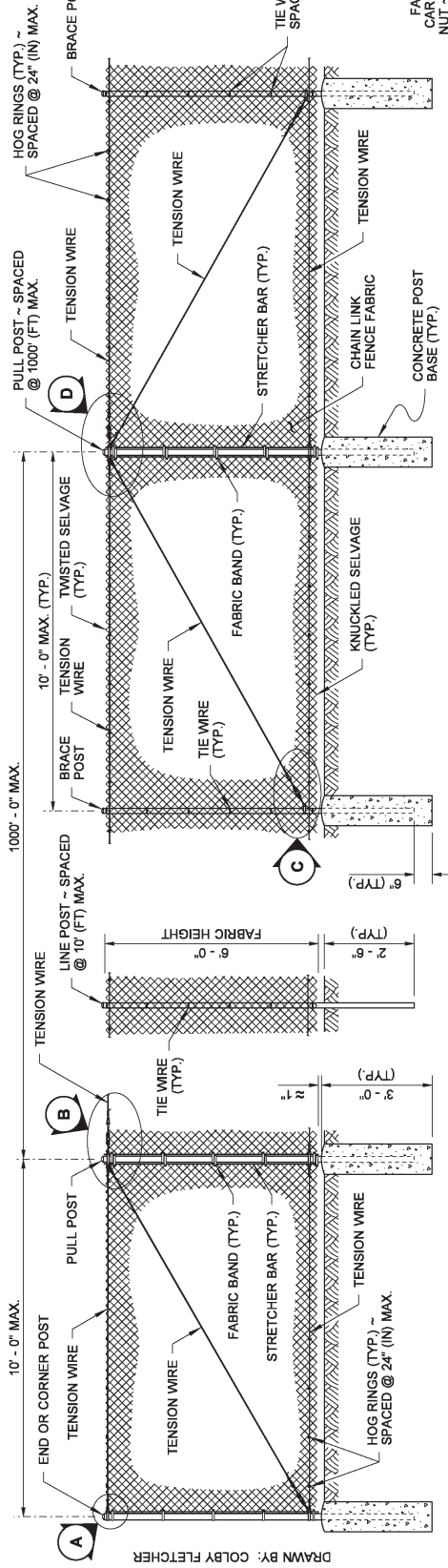


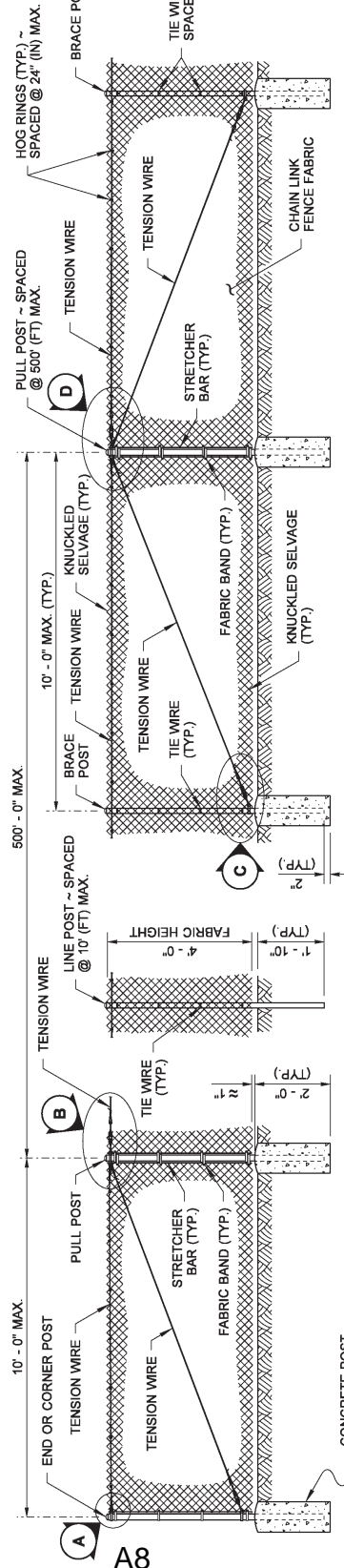
Figure 14: Downtown Kent

NOTES

1. All concrete post bases shall be 10" (in) minimum diameter.
2. Along the top and bottom, using Hog Rings, fasten the Chain Link Fence Fabric to the Tension Wire within the limits of the first full fabric weave.
3. Details are illustrative and shall not limit hardware design or post selection of any particular fence type.
4. Fencing shall be used for security and boundary delineation only.

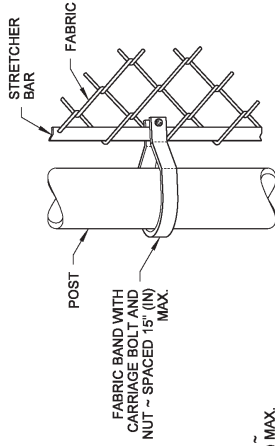


TYPE 3



TYPE 4

METHOD OF FASTENING STRETCHER BAR TO POST



Barry, Ed
 Jul 14 2015 11:14 AM
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CHAIN LINK FENCE TYPES 3 AND 4

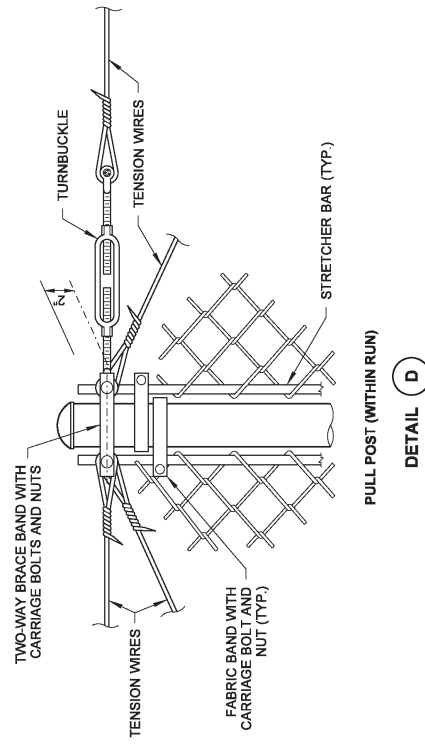
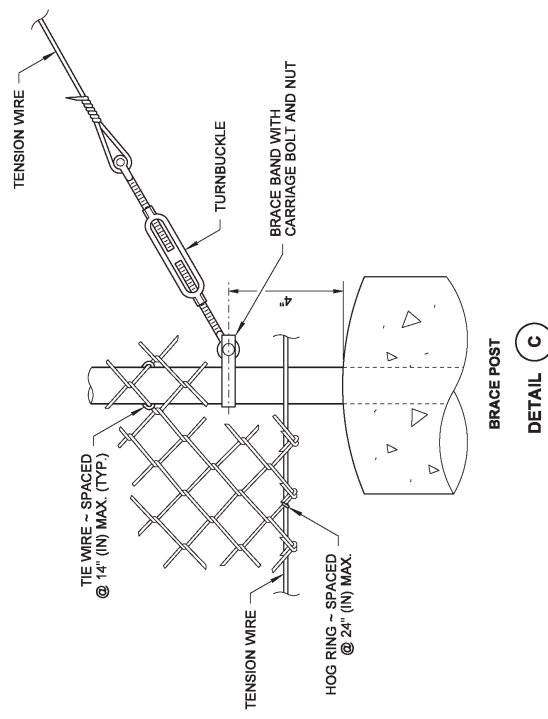
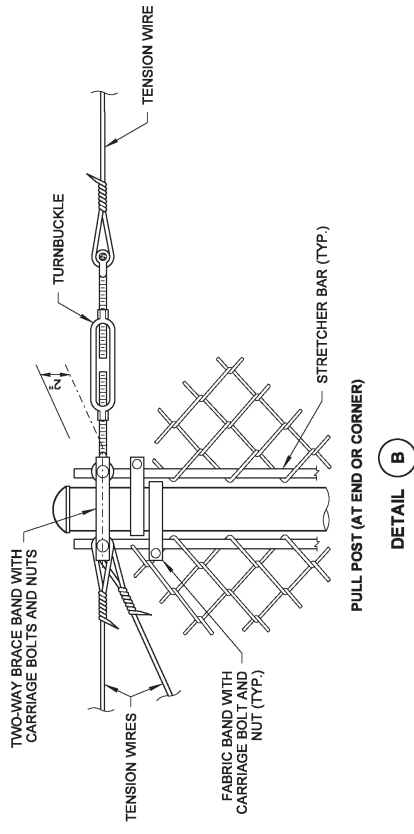
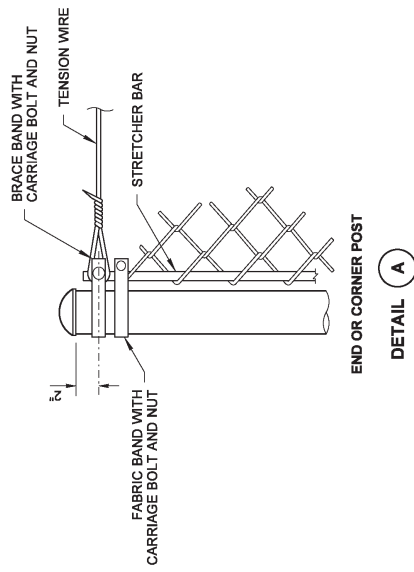
STANDARD PLAN L-20-10-03

SHEET 1 OF 2 SHEETS

APPROVED FOR PUBLICATION
 Carpenter, Jeff
 Jul 14 2015 11:24 AM
 STATE DESIGN ENGINEER
 Washington State Department of Transportation

POST AND RAIL SPECIFICATIONS			
POST	PIPE NOM. SIZE (SCH. 40) I.D.	ROLL FORMED	
		SECTION	WEIGHT (lb/ft)
END, CORNER, OR PULL POST	2 1/2" DIAM.	Y	5.10
LINE OR BRACE POST	2" DIAM.	Z	1.85

DRAWN BY: COLBY FLETCHER



Colby Fletcher
 Barry, Ed
 Jul 14 2015 11:14 AM
 CoSign

**CHAIN LINK FENCE
 TYPES 3 AND 4**

STANDARD PLAN L-20.10-03
 SHEET 2 OF 2 SHEETS

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