Transportation Improvement Board
May 17-18, 2018 – Bremerton, Washington
Location: **Kitsap Conference Center - Bremerton Harborside**
100 Washington Ave.
Bremerton, WA 98337
360-377-3785

May 17, 2018 – 2:00 pm
WORK SESSION AGENDA

Before the board meeting there will be a ribbon cutting for Lebo Boulevard at 1:00 pm.

				Page
2:00 pm	A.	Welcome from the City of Bremerton	Mayor Greg Wheeler	
		GENERAL MATTERS		
2:05 pm	B.	City of Bremerton Presentation on ADA Program	Chal Martin, City of Bremerton	
2:25 pm	C.	State Transportation Budget Overview	Alyssa Ball	
2:40 pm	D.	TIB Revenue Overview	Vaughn Nelson	
		PROGRAM & PROJECT MATTERS		
2:55 pm	E.	2018 Proposed Call Size	Vaughn Nelson	18
3:05 pm	F.	2019 Proposed Complete Streets Award	Chris Workman	20
3:15 pm	G.	Project Actions		
		1. Stage 2 Delay: City of Wilkeson – Foothills Trail Extension	Ashley Probart Mayor Jeff Sellers, City of Wilkeson Scott Sawyer, SCJ Alliance	22
		2. Reinstatement Request: City of Tumwater – Capitol Boulevard	Jason Phelps Jay Eaton, City of Tumwater	24
3:45 pm	H.	Adjournment	Chair Stevens	

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May 18, 2018 – 9:00 am
BOARD AGENDA

				Page
9:00 am	**1.**	**CALL TO ORDER**	Chair Stevens	
9:05 am	**2.**	**LOCAL PRESENTATIONS**	Chair Stevens	
9:25 am	**3.**	**GENERAL MATTERS**		
		A. Approval of March 23, 2018 Minutes	Chair Stevens	4
		B. Communications	Ashley Probart	
		1. Kirkland Reporter - City celebrates former city manager's legacy of service		30
		2. The Seattle Times - Steilacoom's mayor, foe of Sound Transit's $54B plan, now on...		32
		3. The Spokesman-Review - E Susan Meyer keeps the buses running on time at STA		35
		4. The Suburban Times - New curb ramps, sidewalks to be installed on C St South		39
		5. Mercer Island Reporter - NIM tackling Mercer Way shoulder paving, biking...		40
		6. Kirkland Reporter - Feds reinstate use of rectangular rapid flashing beacons		42
		7. The Daily Record - Roslyn begins work on downtown sidewalk project		43
		8. The Star - Sidewalk fix coming with bigger project in C.D.		45
		9. Clark County Today - Clark County wants to compete for Complete Streets...		46
		10. South Whidbey Record - Parking drives First Street project talk		48
		11. The Star - Trail work starts in Elmer City		50
		12. Covington Reporter - New sidewalk in Covington will be built next year		51
		13. Maple Valley Reporter - Maple Valley nearing the threshold to maintain SR 169		53
		14. Covington Maple Valley Black Diamond Reporter - Governor Jay Inslee signs Bill		55
		15. Herald Net - New road set for fast-growing area in Arlington		56
		16. Moscow-Pullman Daily News - Colfax plans $1.9 million road project		57
		17. Peninsula Daily News - Open house to detail plans for West 10th St in Port Angeles		58
		18. The Daily News - County to help fund Castle Rock street improvements		59
		19. Herald Net - County plans to widen, improve 35th Avenue near Mill Creek		60
		20. The Spokesman-Review - New roundabout and bridge to be built on Trent as...		62
		21. Discover Ferndale - Washington Street project to close road for months		64
		22. The Star - Major street will get treatment this year		65
		23. Methow Valley News - Street upgrades and water line improvements underway...		66
		24. Thurston Talk - Intersection of Capitol Boulevard and Trosper Road Prepares for...		67
		25. Bothell-Kenmore Reporter - Bothell's Main Street could be opening within a month		70
		26. Bothell-Kenmore Reporter - Bothell celebrates Main St on April 28		72
		27. The Woodinville Weekly - Mixed Reactions to Bothell's Main Street...		73
		28. Bothell-Kenmore Reporter - Bothell main street grand reopening draws huge...		75
		29. Union-Bulletin - Second Avenue work to begin later this spring		77
		30. Peninsula Daily News - Port Townsend's Water Street paving to begin Thursday		78
9:35 am	**4.**	**NON–ACTION ITEMS**		
		A. Executive Director's Report	Ashley Probart	
		B. Financial Report	Vaughn Nelson	

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		C. Project Activity Report (3/1/18 – 4/30/18)	Jason Phelps	11
		D. Delayed Projects Report	Chris Workman	18
10:05 am	**5.**	**ACTION ITEMS**		
		A. 2018 Call Size	Ashley Probart	21
		B. 2019 Complete Streets Award Call Size	Chris Workman	23
		C. Project Actions		
		1. Stage 2 Delay: City of Wilkeson – Foothills Trail Extension	Ashley Probart	25
		2. Reinstatement Request: City of Tumwater – Capitol Boulevard	Jason Phelps	27
		D. 2019 Meeting Locations	Ashley Probart	28
		E. Chair & Vice Chair Elections	Ashley Probart	29
10:45 am	**6.**	**ADJOURNMENT**	TIB Chair	

FUTURE MEETINGS
September 27-28, 2018 (Pullman)
November 15-16, 2018 (SeaTac)

Transportation Improvement Board
March 22, 2018
Hilton Garden Inn
Yakima, Washington

TIB BOARD MEMBERS PRESENT		**TIB STAFF**
Commissioner Richard Stevens, Chair	Mr. John Klekotka, P.E.	Ashley Probart
Ms. Alyssa Ball	Ms. Colleen Kuhn	Vaughn Nelson
Mr. Aaron Butters, P.E.	Mayor Ron Lucas	Chris Workman, P.E.
Mr. Jeff Carpenter, P.E.	Mr. Mick Matheson, P.E.	Gloria Bennett, P.E.
Ms. Elizabeth Chamberlain	Ms. Laura Philpot, P.E.	Kelsey Davis /recorder
Commissioner Terri Drexler	Mr. David Ramsay	
Mr. Gary Ekstedt, P.E.	Mr. Martin Snell	
Mayor Glenn Johnson	Mr. Mike Todd	

TIB Members Ms. Amy Asher, Ms. Barbara Chamberlain, Commissioner Bob Koch, Mr. John Koster, Ms. E. Susan Meyer, CEO were excused.

1. CALL TO ORDER

On Thursday Deputy Mayor of Yakima, Dulce Gutierrez, welcomed the board to the city.

Chair Stevens called the meeting to order at 9:00 a.m.

2. LOCAL PRESENTAITONS

Larry Mattson and Alan Adolf from the Yakima Valley Conference of Governments spoke regarding their work and challenges ensuring their large and small communities alike have their transportation needs met. They shared that their federal funds are scheduled through 2025. Although this provides funding certainty, no provisions for project cost increases are included.

Matt Peitrusiewicz and Kent McHenry from Yakima County spoke regarding the Yakima Avenue project. Yakima Avenue is a large project with many phases. The state legislature has provided funding for phases 2 and 3 which involve crossing the interstate and crossing the river. The city is currently looking for funding for Phase 1 and will be putting in an application this year for this project.

Gary Ekstedt gave a presentation to the board regarding the state of the Rattlesnake Ridge Landslide situation.

Brett Sheffield and Bob Desgrosellier from the City of Yakima talked about projects in Yakima which will improve the accessibility, look, and feel of the city and encourage development.

Ardele Steele, the planning and community development director for the city of Zillah, spoke regarding planned development and embracing commercial zoning potential. Mike Battle, spoke regarding the Vintage Valley Parkway extension which will bring water, sewer, and transportation to the new development area. They are looking for funding and hope to be able to acquire what is needed for construction in 2020.

3. GENERAL MATTERS

A. Approval of January 26, 2018 Minutes

MOTION: It was moved by Mayor Johnson with a second by Mayor Lucas to approve the minutes of the January 26, 2018 board meeting with the addition that those not present at the Friday meeting were excused.
Motion carried unanimously.

B. Communications

Ashley Probart discussed a few newspaper articles from the board packet.
One article from the Methow Valley News titled "Watch your step" talked about a plan in Winthrop to improve pedestrian mobility in part with a Complete Streets Grant. From a Kirkland Reporter article, Kirkland is ending their use of rectangular flashing beacons; this is due to a patent issue which means the beacons may not be used currently. However this issue seems to be progressing and we may see use of these beacons again. There were a few articles discussing Relight Washington or LED streetlights in general. An article titled "Bellevue completes first segment of Spring Boulevard" from the Bellevue Reporter discusses some utility relocation going on in the area; this has the potential to postpone a TIB project. Staff is monitoring the situation and will let the board know if anything occurs that will delay the project. The Port Angeles Transportation Benefit District (TBD) was highlighted in an article from the Peninsula Daily News. The article discussed a street to be reconstructed with funds from their TBD and a TIB grant.

4. NON-ACTION ITEMS

A. Executive Director Report – Ashley Probart reported on the following:

- Legislative Update: Vaughn Nelson and Ashley Probart were summoned by Senate staff about 3 weeks into session regarding the TIB account balances. They were able to show the fund balances were appropriate and being effectively utilized.
- In seeking Connecting Washington Fund codification, TIB staff partnered with other boards such as County Road Administration Board (CRAB) and Freight Mobility Strategic Investment Board (FMSIB.) The request passed in the House Transportation Committee but did not pass the Senate Transportation Committee. An in depth explanation of why the bill did not come up for a vote was not provided by the Senate. The good news is that the bill is already drafted and can be submitted again next year.
- City of Tumwater: in 2013 the city was awarded the Capital Boulevard Project. In 2015 TIB gave them a deadline of June 2018 to come up with a plan to deal with a protected animal habitat issue or have funding withdrawn. They have been aggressively pursuing solutions and will likely present in May to let the board know if they have a resolution.
- Some of TIB's customers have asked if TIB would consider changing its grant award cycle. The request is to shift each event in the cycle 2 months earlier in the year. Staff will reach out for customer input over the next several weeks and will report back in May. If the response is favorable, staff may look at implementing the shift for the cycle beginning in 1-2 years.
- Staff is developing an online electronic application for the sidewalk program to test the possibility of moving to electronic applications in the future.
- Project events:
    - Groundbreaking for Duportail Bridge

B. Financial Report – Vaughn Nelson reported on the following;
This information is also available on the TIB public dashboard.

- Last month the TIA balance was $18 million which was the low for the year.
- Staff expects March and April to be slow months for billings.
- TIB receives about $9-10 million a month between all funding sources.
- In February, more billings were received than revenue. In March, this will flip.
- At the beginning of the biennium, the balance was at a high of nearly $64 million.
- $20 million is the target for the year low.
- The accelerated spending was planned due to the high fund balance and to fulfil the TIB goal to put money into roads rather than in the bank.
- In 2016, there were large surpluses on closeout projects. This trend has been shifting to less surpluses and more increase requests. As this shifts further to more increase requests, TIB will be careful not to over expend on projects and increase allowances.
- These increases will also affect the next call for project size in November.

C. Project Activity Report – Chris Workman reported on the following:
The following activity took place in January through February 2018.

- There were no real surprises this period.
- A net increase of project spending of about $622,000.
- 83 projects moved to design phase; these represent the progression from November board award to design.
- Increases this period were more rounded off and limited than in previous years due to staff doing more work managing increases.
- We want to encourage fiscal responsibility.
- Staff is trying to be a bit more aggressive with pursuing close outs to make sure completed projects don't sit on the books.
- If an agency is slowed down by some sort of dispute, and notifies TIB, the director is more likely to be sympathetic. Those agencies who have been contacted by staff but have not been receptive or unresponsive should not expect increases at final closeout. This will never be a surprise to agencies.
- Notable events
    - Bellingham- Mahogany/Artic $631,225 surplus
    - Pierce County- Stone Drive $248,460 increase
    - Puyallup- Shaw Road $500,000 increase
    - Tukwila- 53rd Ave. South $200,000 increase
    - Woodinville- NE 175th Street $200,000 increase
    - There were 8 new bid awards in the Relight Washington Program this is a direct result of the board decision to borrow money from the next cycle.

5. ACTION ITEMS

A. WAC Chapters 479-05, 476-06, & 479-14

WAC	Description	Difference	Summary
479-05-012	Emergent nature project submission and limitations	Revised	Technical correction and broadens definition to include federal/state/locally declared emergency eligibility.

479-06-080	Final Settlement	Revised	Facilitates project close-out when 95% of funds have been expended.
479-14-006	Previously funded projects	Revised	Clarifies the previously funded projects limitation applies to the small city and urban arterial programs; allows traffic demand, new technology to be eligible
479-14-215	Small city match funding allocation	Revised	Proposes that executive director will recommend annual federal funding match allocations to the board.
479-14-270	Small city federal match funding eligibility and application	Revised	Requires small cities to use small city arterial program application form.
479-14-271	Restriction on use of small city federal match funding	Partial Repeal	Repeals requirement that all other local funding sources must be sought before applying to TIB
479-14-272	Small city federal match funding priority	Repealed	Repeals the first-come, first funded priority.
479-14-431	Award criteria for the sidewalk program	Enhanced	Eligibility criteria would include latecomer agreement eligibility; sustainability criteria is updated.
479-14-431	Matching requirement for the sidewalk program	Updated	Matching requirements are updated and harmonized to be consistent with other TIB programs.

A Public Hearing and Overview of WAC Chapters 479-05, 479-06, & 479-14 was held during the Thursday work session.
Commissioner Richard Stevens, Chair, called the WAC Public Hearing to order at 2:11pm.

Ashley Probart gave a brief overview of the proposed WAC changes.

There was no written testimony.
There was no oral testimony.

The WAC Public Hearing was adjourned at 2:38 pm.

MOTION: It was moved by Johnson with a second by Lucas to adopt the amended rules in WAC Chapters 479-05, 479-06, and 479-14 as presented.
Mr. Snell abstained from voting on the 479-14 portion.
Motion carried unanimously.

B. Criteria Point Revision

During the Thursday Work Session, Chris Workman gave a summary of the proposed criteria updates. Every year, staff reviews the process from the previous year and determine if there are any changes that could be made to improve. These proposed changes came from this process.

Ms. E. Chamberlain asked if the word "appropriate" was officially defined. Mr. Workman stated it is not but staff feels it is important for this to be somewhat subjective. Not all projects will need the same size sidewalk depending on generators.

Program	Analysis	Recommendation
UAP	**Sustainability-** The average sustainability points for the past five years is less than 10 pts. This is mostly due to having measures that are not part of most projects, or measures that have become standard practice and no longer scored as an incentive.	1. Reduce the maximum available points from 15 to 10 and put more points toward constructability where projects tend to max out. 2. Add one point for having a Complete Streets ordinance. 3. Modal Measures: Remove points related to HOV; Revise promoting greater sidewalk and buffer to "Appropriate sidewalk cross-section." 4. Environmental Measures: Remove elements for fish barrier removal, enhancing stream bank condition, and correcting sensitive area impacts as these would be required by permits and are not good elements as incentives for points; Remove the reduction of existing pavement and replace with "Appropriate roadway cross-section." 5. Energy Measures: Reduce the maximum points from four to three; Remove elements for replacing or installing low energy street lighting since that is common practice now; Add points for converting warranted intersections to roundabouts.
	Constructability- The average constructability points for the past five years is 14.5 with many scoring the current maximum 20 points. The more points one receives in this category provides a stronger indication of the likelihood of a	1. Increase the maximum available points from 20 to 25 to provide a better indication of successful projects. 2. Full funding: Add one point for having an adopted Transportation Benefit District (TBD), or other

	successful project.	locally dedicated transportation funding by ordinance. 3. Construction Readiness: Under "No federal funding" element, delete "unless construction ready" and increase the point value from one to three.
SP	**Local Support-** Small amounts of federal funding in sidewalk projects tend to add costs to the overall project.	1. Add 3 points for no federal funding.
	Sustainability- The average sustainability points for the past five years is less than 6. This is mostly due to having measures that are not part of most projects, or measures that have become standard practice and no longer scored as an incentive.	1. Add one point for having a complete streets ordinance. 2. Delete "sidewalk width greater than TIB standard &/or planter strip"; remove "sidewalk network development", and replace with "appropriate sidewalk cross-section." 3. Delete "replace or install low energy street lighting." 4. Delete "recycled material usage."
SCAP	**Safety-** Very few projects obtain many safety points which is beyond the control of the city.	1. Reduce the available points in the correctable crash history category from 15 to 10 points, and the overall maximum safety points from 40 to 35. 2. Change the incident descriptions to match similar to the urban program descriptions.
	Local Support- Cities can control or impact project scoring with this category.	1. Increase the maximum points from 20 to 25. 2. Add two points for having an adopted Transportation Benefit District (TBD), or other locally dedicated transportation funding by ordinance. 3. Add 3 points for no federal funding.
	Sustainability- The average sustainability points for the past five years is less than 6. This is mostly due to having measures that are not part of most projects, or measures that have become standard practice and no longer scored as an incentive.	1. Add one point for having a complete streets ordinance. 2. Delete "Sidewalk width greater than TIB standard &/or planter strip"; remove "sidewalk network development", and replace with "appropriate sidewalk cross-section." 3. Delete "replace or install low energy street lighting."

MOTION: It was moved by Mr. Snell with a second by Mayor Johnson to approve the updates to the Urban Arterial Program, Sidewalk Programs, and Small City Arterial Program as presented.
Motion carried unanimously.

C. Project Action

Bid Award & Increase Request: City of Davenport – 7th & Park St.

Mr. Probart introduced the project. In November 2016, the city was awarded $428,331 in sidewalk funding for 7th Street and Park Street. The project removes and replaces deteriorated sidewalk on the west side of 7th street and failing stone retaining walls on both sides of 7th Street. Construction of the sidewalk on the east side of 7th Street connects the high school complex to the city park and central business district. The project also includes installation of ADA ramps on Park at 7th and 6th Street intersections and repair of deteriorated sidewalk panels.

In January 2018, TIB staff presented this information. The board took action on two motions:

- Approved the motion to omit sidewalk construction on the south side of Park Street; and
- Rejected (failed) the motion to authorize a $74,580 cost increase.

The cost increase was denied due to the inclusion of replacing a failing stone retaining wall on the east side of 7th Street between Marshall and Park. As presented, no sidewalk construction was shown as occurring on this project segment. As a result, there was not a TIB nexus or justification for correcting the retaining wall.

After the January board Meeting, staff determined that a sidewalk will be installed on the East side of 7th Street. This results in a nexus for covering the retaining wall.

MOTION: It was moved by Mr. Matheson with a second by Mr. Ekstedt to approve a $74,580 increase for a $502,911 TIB fund total for the City of Davenport, 7th Street and Park Street Sidewalk project.
Motion carried unanimously.

6. ADJOURNMENT

The meeting adjourned at 10:50 a.m.

Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 03/01/2018 to 04/30/2018

APP Program

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
3-P-144(003)-1	BRIER	FY 2019 Overlay Project	Bid Award	CN BA	306,607	-36,603	Director
3-W-159(005)-1	BURLINGTON	FY 2019 Overlay Project	Construction	CN	8,487	0	Director
3-E-168(002)-1	CHENEY	FY 2017 Arterial Preservation Project	Audit	CC FV AD	373,711	-77,940	Director
3-E-168(003)-1	CHENEY	FY 2018 Overlay Project	Audit	CC FV AD	373,054	-52,014	Director
3-E-168(004)-1	CHENEY	FY 2019 Overlay Project	Construction	CN	32,935	0	Director
3-P-204(003)-1	COVINGTON	FY 2017 Arterial Preservation Project	Audit	CC FV AD	599,386	-46,413	Director
3-P-204(004)-1	COVINGTON	FY 2018 Rehabilitation Project	Audit	CC FV AD	259,920	-45,650	Director
3-P-137(002)-1	DUPONT	FY 2017 Arterial Preservation Project	Audit	CC FV AD	362,299	-54,952	Director
3-E-183(007)-1	GRANDVIEW	FY 2019 Overlay Project	Bid Award	BA	198,900	-111,717	Director
3-W-188(002)-1	KELSO	FY 2018 Overlay Project	Bid Award	CN BA	500,000	0	Director
3-P-822(006)-1	MONROE	FY 2019 Overlay Project	Bid Award	CN BA	506,000	66,000	Director
3-W-194(003)-1	SHELTON	FY 2019 Rehabilitation Project	Bid Award	CN BA	311,518	40,633	Director
3-P-142(005)-1	SNOHOMISH	FY 2019 Overlay Project	Bid Award	CN BA	529,781	19,431	Director
3-P-823(004)-1	STANWOOD	FY 2019 Overlay Project	Bid Award	CN BA	455,308	-153,977	Director
3-W-186(001)-1	WASHOUGAL	FY 2018 Rehabilitation Project	Bid Award	CN	482,588	0	Director
3-W-978(003)-1	YELM	FY 2018 Overlay Project	Audit	FV AD	422,275	0	Director
				Total APP Change		-453,202	

CSP Program

C-E-944(001)-1	NACHES	Complete Streets Award	Audit	CC AD	125,000	0	Director
C-P-131(001)-1	SUMNER	Complete Streets Award	Audit	CC FV AD	250,000	0	Director
				Total CSP Change		0	

Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 03/01/2018 to 04/30/2018

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
LED Program							
S-E-893(001)-1	AIRWAY HEIGHTS	LED Streetlight Conversion	Audit	CC FV AD	14,850	-1,800	Director
S-E-847(001)-1	CASHMERE	LED Streetlight Conversion	Bid Award	DE CN BA	328,053	0	Director
S-E-161(002)-1	EAST WENATCHEE	LED Streetlight Conversion	Bid Award	BA	126,127	-5,123	Director
S-E-895(001)-1	FAIRFIELD	LED Streetlight Conversion	Audit	FV AD	27,900	0	Director
S-E-935(001)-1	GOLDENDALE	LED Streetlight Conversion	Audit	CC FV AD	202,538	86,525	Director
S-E-871(001)-1	HARRINGTON	LED Streetlight Conversion	Audit	FV AD	26,550	0	Director
S-W-949(001)-1	LA CENTER	LED Streetlight Conversion	Bid Award	DE CN BA	44,735	0	Director
S-E-896(001)-1	LATAH	LED Streetlight Conversion	Audit	CC	21,150	-5,400	Director
S-E-988(001)-1	LIBERTY LAKE	LED Streetlight Conversion	Audit	CC FV AD	51,750	4,050	Director
S-P-822(002)-1	MONROE	LED Streetlight Conversion	Bid Award	DE CN BA	11,345	0	Director
S-W-973(001)-1	NORTH BONNEVILLE	LED Streetlight Conversion	Bid Award	DE CN BA	101,563	0	Director
S-E-905(001)-1	NORTHPORT	LED Streetlight Conversion	Audit	CC FV AD	18,000	450	Director
S-E-881(001)-1	OKANOGAN	LED Streetlight Conversion	Audit	CC FV AD	82,544	5,844	Director
S-E-898(002)-1	ROCKFORD	LED Streetlight Conversion	Audit	CC FV AD	20,250	0	Director
S-E-906(001)-1	SPRINGDALE	LED Streetlight Conversion	Audit	CC FV AD	14,850	-900	Director
S-E-900(001)-1	WAVERLY	LED Streetlight Conversion	Audit	FV AD	8,550	0	Director
S-W-960(001)-1	WESTPORT	LED Streetlight Conversion	Audit	CC	64,731	-7,069	Director
S-E-936(001)-1	WHITE SALMON	LED Streetlight Conversion	Audit	CC FV AD	70,075	-12,671	Director
				Total LED Change		63,906	
SCAP Program							
6-E-907(002)-1	ALBION	F and 2nd Streets	Design	DE	30,000	0	Director
6-P-808(013)-1	BUCKLEY	River Avenue	Bid Award	BA	677,393	125,000	Director

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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-E-848(006)-1	CHELAN	Woodin Avenue	Construction	CN	0	0	Director
6-E-986(007)-1	COLFAX	Cedar Street and Oak Street	Bid Award	CN BA	1,013,555	100,372	Director
6-E-856(002)-1	COULEE CITY	N 4th Street	Bid Award	CN BA	762,410	12,410	Director
6-E-849(006)-1	ENTIAT	Lakeshore Drive	Bid Award	BA	148,269	16,643	Director
6-W-838(006)-1	EVERSON	Kirsch Drive	Audit	CC FV AD	603,666	-131,820	Director
6-W-825(008)-1	FORKS	Elderberry Ave	Construction	CN	56,718	0	Director
6-W-831(006)-1	FRIDAY HARBOR	Web Street and A Street	Construction	CN	164,178	0	Director
6-P-820(008)-1	GRANITE FALLS	Burn Road	Bid Award	CN BA	704,895	-44,654	Director
6-W-949(005)-1	LA CENTER	Pacific Highway	Bid Award	BA	680,930	0	Director
6-W-956(I04)-1	MCCLEARY	South 3rd Street Improvements	Bid Award	DE CN BA	272,756	0	Director
6-E-881(I09)-1	OKANOGAN	Upper Pine Street	Design	DE	20,200	0	Director
6-E-864(004)-1	ROYAL CITY	Camelia Street	Bid Award	BA	1,483,658	27,023	Director
6-P-824(013)-1	SULTAN	1st Street and 8th Street	Construction	CN	87,495	0	Director
6-E-945(004)-1	TIETON	South Tieton Road	Bid Award	CN BA	641,528	-70,972	Director
6-E-886(007)-1	TWISP	Twisp Avenue, 2nd Avenue, 3rd Avenue, Lincoln Street, Methow Street	Construction	CN	88,983	0	Director
6-W-967(001)-1	VADER	A Street	Construction	CN	60,442	0	Director
6-E-854(004)-1	WATERVILLE	Walnut Street	Design	DE	57,642	0	Director
6-E-936(006)-1	WHITE SALMON	NW Lincoln Street	Audit	CC FV AD	521,637	-37,092	Director
6-E-947(014)-1	ZILLAH	West Third Avenue/G Street	Construction	CN	62,215	0	Director
				Total SCAP Change		-3,090	

SCPP Program

2-E-921(001)-1	ASOTIN	FY 2019 Seal Coat Project	Bid Award	BA	26,256	0	Director
2-P-800(007)-1	BLACK DIAMOND	FY 2019 Seal Coat Project	Bid Award	BA	117,566	18,807	Director

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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-876(002)-1	BREWSTER	2017 WSDOT North Central Region Chip Seal	Audit	CC FV AD	134,380	-12,450	Director
2-E-876(003)-1	BREWSTER	FY 2019 Seal Coat Project	Construction	DE CN	0	0	Director
2-P-809(002)-1	CARBONADO	FY 2019 Rehabilitation Project	Construction	CN	8,200	0	Director
2-E-877(003)-1	CONCONULLY	FY 2018 Rehabilitation Project	Construction	CN	55,903	0	Director
2-E-926(003)-1	CONNELL	Columbia Avenue Chip Seal	Bid Award	DE CN BA	28,796	0	Director
2-E-924(006)-1	DAYTON	FY 2019 Rehabilitation Project	Construction	CN	11,250	0	Director
2-E-858(005)-1	GEORGE	FY 2019 Rehabilitation Project	Construction	CN	37,050	0	Director
2-E-935(003)-1	GOLDENDALE	FY 2018 Overlay Project	Bid Award	BA	345,852	50,000	Director
2-W-969(003)-1	ILWACO	FY 2019 Rehabilitation Project	Design	DE	66,826	0	Director
2-E-889(006)-1	IONE	FY 2017 Seal Coat Project	Audit	FV AD	240,309	0	Director
2-E-931(010)-1	KITTITAS	FY 2019 Overlay Project	Bid Award	BA	129,350	-150	Director
2-E-850(002)-1	LEAVENWORTH	FY 2017 Overlay Project	Bid Award	BA	477,000	-55,653	Director
2-E-843(001)-2	LIND	FY 2019 Rehabilitation Project	Bid Award	BA	47,791	-16,371	Director
2-E-943(004)-1	MOXEE	FY 2019 Overlay Project	Bid Award	CN BA	206,189	-53,809	Director
2-E-872(003)-2	ODESSA	FY 2019 Rehabilitation Project	Bid Award	BA	129,111	80,304	Director
2-E-855(002)-1	REPUBLIC	FY 2017 Overlay Project	Bid Award	BA	144,410	-7,985	Director
2-E-845(005)-1	RITZVILLE	FY 2018 Rehabilitation Project	Bid Award	BA	325,432	-26,163	Director
				Total SCPP Change		-23,470	

SP Program

P-W-156(P07)-1	BELLINGHAM	12th Street	Audit	CC	176,489	38,815	Director
P-P-809(P01)-1	CARBONADO	Farm Street	Construction	CN	36,832	0	Director
P-E-901(P02)-1	CHEWELAH	US 395	Audit	CC FV AD	253,193	12,086	Director
P-E-870(P08)-1	DAVENPORT	7th Street and Park Street	Bid Award	BA	502,911	74,580	Board

Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 03/01/2018 to 04/30/2018

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-E-164(P01)-1	EPHRATA	1st Avenue NW	Bid Award	CN	272,113	0	Director
P-W-831(P03)-1	FRIDAY HARBOR	Nichols Street	Construction	CN	26,635	0	Director
P-P-819(P04)-1	GOLD BAR	10th Street	Bid Award	BA	185,565	-49,359	Director
P-E-935(P06)-1	GOLDENDALE	S Columbus Avenue ADA Ramps	Withdrawn	WD	0	0	Director
P-P-106(P03)-1	KENT	132nd Avenue SE	Audit	FV AD	473,784	0	Director
P-P-106(P04)-1	KENT	132nd Avenue SE (North)	Construction	CN	73,920	0	Director
P-P-111(P06)-1	KIRKLAND	124th Avenue NE	Construction	CN	0	0	Director
P-E-852(P05)-1	MANSFIELD	5th Avenue/Main Street (SR 172)	Design	DE	58,360	0	Director
P-P-104(P02)-1	MERCER ISLAND	Island Crest Way	Audit	CC	225,262	-32,076	Director
P-P-104(P03)-1	MERCER ISLAND	SE 40th Street	Bid Award	CN	550,000	0	Director
P-E-166(P03)-1	MILLWOOD	Grace and Sargent	Audit	CC FV AD	323,276	29,801	Director
P-E-905(P02)-1	NORTHPORT	South Avenue/4th Street/Center Avenue (SR 25)	Audit	CC FV AD	414,368	8,149	Director
P-W-158(001)-1	POULSBO	NW Finn Hill Road	Design	DE	0	0	Director
P-P-101(P06)-1	SEATTLE	Greenwood Avenue N	Bid Award	BA	600,000	0	Director
P-E-165(P06)-1	SPOKANE	Sunset Boulevard	Construction	CN	58,090	0	Director
P-E-208(P03)-1	SPOKANE VALLEY	Bowdish Road and 12th Avenue	Contract Completion	CC	275,822	-13,941	Director
P-E-208(P04)-1	SPOKANE VALLEY	32nd Avenue	Bid Award	CN BA	377,920	407	Director
P-E-208(P05)-1	SPOKANE VALLEY	Mission Avenue	Design	DE	48,000	0	Director
P-E-906(P03)-1	SPRINGDALE	SR 231	Design	DE	45,000	0	Director
P-W-974(P01)-1	STEVENSON	Gropper Road	Audit	CC FV AD	248,124	-25,057	Director
P-E-179(P02)-1	SUNNYSIDE	Edison Avenue	Construction	CN	17,820	0	Director
P-W-186(P03)-1	WASHOUGAL	SE Evergreen Way	Bid Award	BA	180,678	0	Director
				Total SP Change		43,405	

Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 03/01/2018 to 04/30/2018

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
UAP Program							
8-3-893(004)-1	AIRWAY HEIGHTS	Garfield, Russell, and Sprague, Phase 1	Audit	FV AD	1,665,920	0	Director
8-3-893(005)-1	AIRWAY HEIGHTS	Garfield, Russell, and Sprague	Bid Award	CN BA	1,573,328	-724,597	Director
8-1-817(006)-1	ARLINGTON	Arlington Valley Road	Bid Award	BA	2,318,747	-41,253	Director
8-1-103(027)-1	BELLEVUE	120th Avenue NE	Audit	CC FV AD	3,000,000	0	Director
8-1-103(030)-1	BELLEVUE	NE Spring Boulevard, Zone 2	Design	DE	0	0	Director
8-5-006(041)-1	CLARK COUNTY	NE 119th Street E	Construction	CN	0	0	Director
8-4-177(008)-1	COLLEGE PLACE	SW 4th Street and SW Academy Way	Bid Award	CN BA	985,334	-280,266	Director
8-1-110(007)-1	DES MOINES	S 216th Street (segment 1-A)	Audit	CC FV AD	2,093,910	-104,767	Director
8-1-139(002)-1	EDMONDS	228th Street SW/SR 99	Audit	CC FV AD	1,365,638	-127,865	Director
8-1-134(015)-1	FIFE	Port of Tacoma Road Interchange with I-5	Bid Award	BA	7,600,000	500,000	Director
8-1-108(010)-1	ISSAQUAH	E Lake Sammamish Parkway SE	Audit	FV AD	3,424,037	0	Director
8-1-111(019)-1	KIRKLAND	124th Avenue NE	Bid Award	BA	708,775	-81,225	Director
8-2-018(008)-1	KITSAP COUNTY	Jackson Avenue SE	Design	DE	506,814	0	Director
8-1-199(014)-1	LAKEWOOD	S Tacoma Way	Audit	CC FV AD	1,240,000	36,547	Director
8-3-988(003)-1	LIBERTY LAKE	Mission Avenue	Audit	CC FV AD	547,656	0	Director
8-3-844(005)-1	OTHELLO	14th Avenue	Audit	CC FV AD	1,558,951	0	Director
8-1-150(009)-1	PORT ANGELES	W 10th Street	Design	DE	4,797	0	Director
8-4-923(004)-1	PROSSER	7th Street	Bid Award	CN BA	1,078,602	50,000	Director
8-1-207(002)-1	SAMMAMISH	SE 4th Street	Bid Award	BA	4,000,000	0	Director
8-1-101(157)-2	SEATTLE	23rd Avenue	Bid Award	BA	2,100,000	0	Director
8-2-126(011)-1	SEDRO WOOLLEY	Fruitdale Road	Bid Award	BA	1,531,923	-251,800	Director
8-5-194(011)-1	SHELTON	Alder Street/Olympic Hwy N	Bid Award	CN BA	3,489,152	159,462	Director
8-1-031(013)-1	SNOHOMISH COUNTY	35th Avenue SE	Bid Award	BA	4,200,000	200,000	Director

Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 03/01/2018 to 04/30/2018

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-3-208(006)-1	SPOKANE VALLEY	McDonald Road	Audit	CC FV AD	1,316,220	-26,299	Director
8-3-208(008)-1	SPOKANE VALLEY	Mission Avenue	Construction	CN	74,000	0	Director
8-3-208(009)-1	SPOKANE VALLEY	Broadway Avenue	Bid Award	CN BA	1,500,666	-299,334	Director
8-1-128(094)-1	TACOMA	S 38th Street	Bid Award	BA	1,413,179	0	Director
8-4-178(005)-1	TOPPENISH	2nd Avenue	Bid Award	CN BA	1,169,868	-34,234	Director
8-1-116(013)-1	TUKWILA	West Valley Highway (SR 181)	Design	DE	280,820	0	Director
8-4-176(024)-1	WALLA WALLA	Isaacs Avenue	Audit	CC FV AD	2,452,584	78,266	Director
8-4-176(026)-1	WALLA WALLA	2nd Avenue	Construction	CN	20,000	0	Director
8-3-160(028)-1	WENATCHEE	McKittrick Street	Bid Award	BA	1,349,205	122,655	Director
8-3-160(029)-1	WENATCHEE	Red Apple Road	Bid Award	BA	1,245,264	80,804	Director
				Total UAP Change		-743,906	

UCP Program

9-W-151(006)-1	PORT TOWNSEND	Howard Street	Audit	CC FV AD	2,233,301	0	Director
				Total UCP Change		0	
				Total Change		-1,116,357	

PND - Pending DE - Design BA - Bid Award FV - Final Voucher WD - Withdrawn
PD - Predesign CN - Construction CC - Contract Completion AD - Audit

Delayed Projects Report

May 18, 2018

BACKGROUND

TIB staff reports to the Board on all projects that missed the performance standard for reaching bid award. The standard is defined as:

- Urban Programs – must reach bid award within 4½ years
- Construction Ready – must reach bid award within 1 year
- All Other Programs – must reach bid award within 2½ years

When project delays are the result of environmental issues, right-of-way issues, changes in funding partnerships, funding shortfalls, or the public involvement process, TIB staff attempt to aid the agency in advancing the project.

Agencies that may need to appear before the Board have been involved in a two-year delayed projects process as outlined in WAC 479-05-213. Projects in Stage 1 delay are required to submit an implementation plan that includes an anticipated bid award date. If the agency misses the agreed upon date set in Stage 1, the project moves to Stage 2. Projects in Stage 2 delay are moved to contingency and must appear before the Board for reinstatement of construction funds. Grants are terminated for projects not reaching bid award within one year of moving to the contingency list.

TIB currently has 421 active projects; over 97% of these projects are within targets established by the Board.

Of the 10 delayed projects this year:

- 7 projects are being reported to the Board for the first time and will receive a letter from the Executive Director.
- 2 projects (Blaine and Wilkeson) were both reported to the Board in May 2017 and have plans to advertise this summer. If they do not advertise this summer, an update will be provided at the September Board meeting.
- 1 project (Richland) moved to contingency status in 2012 and remains in court over the railroad crossing.

STATUS

The following summarizes the status of the Blaine and Wilkeson projects (which were scheduled for Stage 2), and Richland which is on the contingency list:

Blaine – Hughes Avenue – The city plans to advertise summer 2018 they are coordinating with WSDOT, BNSF Railroad and WSDOT Highways and Locals Programs.

Wilkeson - SR 165 Foothill Trail – This project is federally funded and working through the process of federal right of way acquisition and certification and obtaining WSDOT approvals, the city expects to bid in summer 2018.

Richland - Gage Blvd/Center Parkway – The May 2013 Board meeting granted the city a time extension on this project until resolution of an at-grade railroad crossing approval request from the Washington Utilities and Transportation Commission. The WUTC Commission granted the approval request by the city, but this decision has been appealed by the railroad to court.

Staff will continue to work with this agency to establish expected performance dates and report to the Board in September and if necessary schedule appearances before the Board at subsequent meetings.

RECOMMENDATION
No Board action is required.

Delayed Projects

Agency	Project Number	Funding Series	Current Phase	Project Name	Delay Stage	Total TIB Remaining TIB Total Project Cost
Blaine	6-W-837(013)-1	2016	Design	Hughes Avenue – Peace Portal Drive to Odell Street	**1**	908,653 856,360 2,004,453
Everson	6-W-838(I05)-1	2014	Design	Lincoln Street – Everson Road to Washington Street	**1**	165,234 126,073 1,493,336
Everson	6-W-838(I07)-1	2015	Design	Lincoln Street – Washington Street to Blair Drive	**1**	125,960 97,093 1,246,030
Kent	8-1-106(031)-1	2015	Design	S 224th Street – 88th Avenue S to 94th Avenue S	**1**	5,000,000 4,095,061 8,281,691
Pomeroy	6-E-929(I04)-1	2015	Design	6th Street Bridge – MP 0.064 to MP 0.122	**1**	215,190 182,008 1,490,000
Seattle	8-1-101(158)-1	2018	Design	Fairview Avenue – Eastlake Avenue E to Yale Avenue N	**1**	5,530,000 5,530,000 23,400,000
Spokane County	P-E-032(P08)-1	2017	Design	Palouse Highway – 61st Avenue to Hilby Station	**1**	332,958 294,597 443,945
Thurston County	8-5-034(016)-1	2015	Design	Mullen Road SE – Lacey C/L to Carpenter Road	**1**	4,590,000 4,443,848 7,650,000

Agency	Project Number	Funding Series	Current Phase	Project Name	Delay Stage	Total TIB Remaining TIB Total Project Cost
Wilkeson	P-P-816(P01)-1	2016	Design	SR 165 – Foothills Trail to Railroad Street	**1**	350,000 350,000 825,000
Richland	9-E-171(003)-3	2007	Design	Gage Blvd/Center Parkway – Gage Blvd to Tapteal Dr	**Contingency**	644,320 644,320 2,265,600

Indicates contingency project

2018 Schedule and Preliminary Program Call Size

May 18, 2018

BACKGROUND

The annual call for projects is announced to customers following the May board meeting. The board is responsible for approving the call size and eligibility for each program. After the board approves the preliminary call size, agencies are notified, applications are posted to the TIB website, funding workshops take place, and agency visits are offered. Applications are due to TIB on August 17th, 2018. Staff recommended grants will be presented to the board for consideration and adoption on November 16th, 2018.

TIB staff members have evaluated project demand estimates, current fund balances, and the most recent revenue forecast.

STATUS

Assumptions made in the calculation for call size include:

- Outstanding obligations for current active projects (projection of annual expenditures);
- Most recent revenue forecast for each account (Transportation Improvement Account and the Small City Pavement and Sidewalk Account) plus any other appropriations; and
- Projected schedule of expenditures for new commitments.

Adjustments may be made before the final staff recommendation to the board in November. This will be based on adjustments made to current grants and updated revenue forecasts.

Preliminary 2017 Program Size

Program	**Proposed Call Size**
Urban Programs	
• Urban Arterial Program (UAP)	$72 M
• Arterial Preservation Program (APP)	$8 M
• Urban Sidewalk Program (SP)	$5 M
Small City Programs	
• Small City Arterial Program (SCAP)	$13 M
• Small City Preservation Program (SCPP)	$6 M
• Small City Sidewalk Program (SP)	$3 M
TOTAL	**$107 Million**

Urban Programs

The urban programs proposed call size includes the Urban Sidewalk Program (SP), Urban Arterial Program (UAP) and the Arterial Preservation Program (APP). Adjustments may be made to the APP and the UAP depending on the quality and quantity of applications received. Some regions may have more preservation needs than others and more Arterial Preservation Program projects may be awarded to ensure regional equity.

Small City Programs
The small city programs consist of the Small City Arterial Program (SCAP) and the Small City Preservation Program (SCPP). The same concept for mixing the allocations in the urban programs is used for the small city programs between the SCPP and SCAP.

Proposed Schedule

Date	Milestone
May 17-18, 2017	Preliminary program call size presented to board for approval
June 1, 2017	Applications posted and are available to agencies
June 4-21, 2017	In-person funding workshops throughout the state and webinars offered
August 17, 2017	Grant applications due
November 15, 2017	Staff recommendation present to the board
November 16, 2017	Recommended adoption of new projects

RECOMMENDATION
Staff recommends the board approve the presented schedules and authorize the preliminary call sizes.

2019 Proposed Complete Streets Award

May 18, 2018

Background

The Washington State Legislature created the Complete Streets Award Program as an incentive to encourage city and county governments to adopt a complete streets policy; these policies mandate that cities and counties plan, design, operate, and maintain their streets while considering all transportation users and modes.

A city or county becomes eligible for a Complete Streets Award when they adopt a system-wide complete streets policy. If a city or county receives a Complete Streets award, they can become eligible for an additional award after the initial award is complete and closed out.

Currently, 91 cities and one county have adopted complete streets ordinances. In January 2017, the TIB provided 39 awards totaling $10.5M. These projects have a requirement to be completed within three years from the award date, or the agency must return the remaining money not expended.

Status

As part of the development of the Complete Streets Program, the MIG/SVR consultant team conducted a survey of both nominators and agencies that both received awards and those that did not. TIB staff has spoken of the results previously with the Board. Tailoring grant award sizes (i.e. $100,000 to $1M) to meet the different size and complexity of street systems was a key finding.

Many agencies are anticipating the next call for nominations and expect to adopt an ordinance by summer. Others that have received an award in the last call are trying to complete their projects in hopes for another nomination and additional funding this call.

Nomination Allocation

TIB limits the number of nominations based on the number of eligible agencies, the amount of funding, and the size of the nominating organization.

Nominators	Nominations
Tier 1 Department of Transportation Department of Health	12 each
Tier 2 Cascade Bike Club Futurewise Department of Commerce Dept. of Archaeology and Historic Preservation	10 each

Tier 3 Community Transportation Association-NW Transportation Choices Feet First	8 each
TOTAL	88

Award levels
In the first award cycle, TIB provided awards between $125K-$250K to agencies that were considered "Initiators", those that were starting to implement complete streets ethic. Those that had a strong ethic were considered "Implementers" and awarded up to $500K.

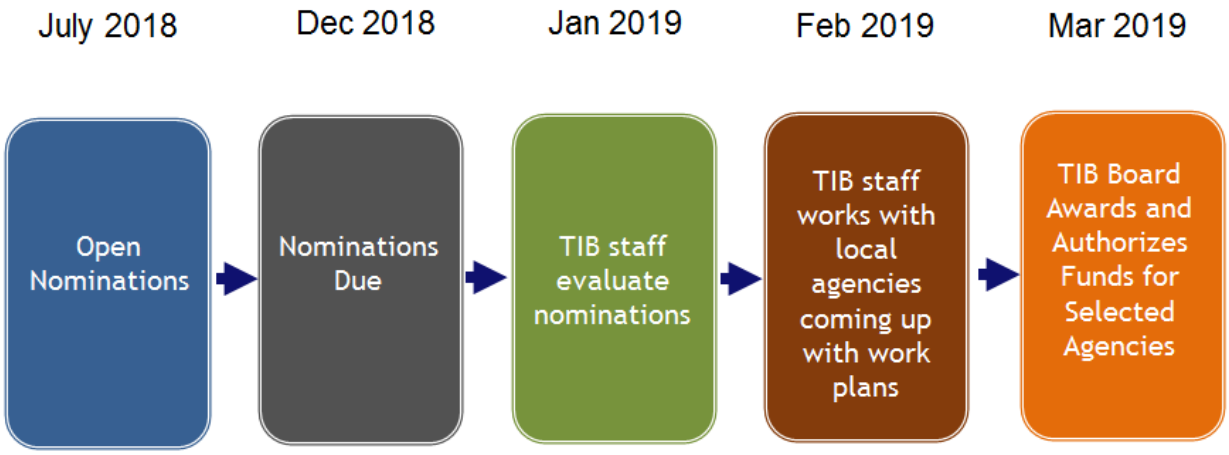
Some smaller agencies have expressed concern of the ability to spend all of their award money on eligible complete streets type of projects within the required three year time frame. Unalike, some of the bigger urban areas felt $500,000 could be spent easily and in some cases not enough incentive to encourage a complete streets ordinance as the program intended.

For the above reasons, TIB staff is recommending award levels between $100K-$1M for this next cycle.

Funding
TIB currently has $7M available from the 2017-2019 biennia and $14M that will be available for the 2019-2021 biennia. Therefore, depending on the number of nominated agencies, strength of nominations, and proposed work plans, TIB will have the funding to award up to $21M.

Although TIB staff would like to award all of the $21M to get on a biennial cycle, it is anticipated that we will recommend between $10-15M based on predicted eligibility and nominations.

Proposed Schedule



Recommendation
Staff recommends the board approve the presented schedule, proposed level of 88 nominations, and maximum award level limit of up to $1M and program level up to $21M.

Delayed Project Action
Town of Wilkeson – SR 165 (Foothills Trail)

May 18, 2018

LOCATION
Wilkeson (population 490) is located in Pierce County and is eligible for the Transportation Improvement Board's small city programs.

BACKGROUND
This project will extend the Foothills Trail on abandoned railroad right of way through the Town of Wilkeson.

TIB has provided two grants for the Foothills Trail:

- In May 2013, $38,549 was awarded as a federal match project for design and right of way phases.
- In November 2014, a $350,000 Small City Sidewalk Program grant was awarded to match a $475,000 Bike Pedestrian Safety grant from WSDOT-Local Programs. The funding package stated that the project would be advertised in the spring of 2015.

Since the original November 2014 award, the project has encountered right of way and design issues.

According to WAC 479-05, TIB has implementation protocols to ensure project delivery, or to allow the Board to terminate a project and reallocate funds:

Program Type	**Board Award to Construction Requirements (WAC 479-05)**	**Stage 1: Delay**	**Stage 2: Contingency**
Urban	4.5 years	• TIB Staff reports to Board • Executive Director sends letter to local agency • Local agency is to provide revised time line acceptable to Executive Dir./Board	• Missed deadlines = contingency • Board must restore contingency project to active status before the Ex. Dir. authorizes next project phase. • A project on contingency list for twelve months will be terminated. • The agency may reapply for funding in a future grant application cycle.
Construction Ready	1 year		
All Other Programs	2.5 years		

In May 2017, Staff reported to the Board that the Town of Wilkeson had entered Stage 1: Delay status.

Over the long history of this project, TIB staff has met or been in direct contact with the current and former Mayor of Wilkeson. In addition, staff has met with the consultant team for the Town of Wilkeson.

Summary of TIB staff actions with the Town of Wilkeson- SR 165 (Foothills Trail) project:

Program Type	Board Award to Construction Requirements (WAC 479-05)	Stage 1: Delay
Small City Sidewalk Program-	2.5 years- • Awarded 2014 • Funding package state project would advertise Spring 2015 • <u>No action by May 2017.</u>	✓ Reported to Board May 2017 ✓ Letter sent ✓ Town responded with proposed project Ad date of November 2017 • Right of Way (ROW) issues unresolved, Ad date revised to March 2018 • March/April 2018-ROW still unresolved • April: Executive Director contacts Mayor Sellers and sends letter that project needs to advertise by May 16th or appear at May Board meeting due to pending Stage 2: Contingency status.

May 2018 update:
The town is currently working with WSDOT-Local Programs to certify right of way. This is expected to be completed in late May. Once right of way is completed, the next steps are:

- Obligate construction funds (minimum of two weeks);
- Advertise project (three weeks); and
- Award project at July council meeting.

STAFF RECOMMENDATION:
Approve a time extension to award the contract by August 1st 2018. If it cannot be awarded by August 1, 2018, project will be automatically terminated. If the project is terminated, they would be allowed to reapply for TIB when the project is ready for construction.

Reinstate Project
City of Tumwater – Capitol Boulevard (Tumwater Blvd to 73rd Ave)

May 18, 2018

LOCATION
The City of Tumwater (population 23,210) is located in Thurston County and is eligible for the Transportation Improvement Board's Urban Arterial and Sidewalk Program.

BACKGROUND
The city received $1,444,661 in TIB funding for the Capitol Boulevard project in November 2011. This project will widen Capitol Boulevard to four travel lanes and a continuous two-way, left turn lane. The project work will include curb, gutter, sidewalks, bike lanes, street lighting, landscaping, storm water improvements, and an overlay of the existing pavement. The widened portion of the street will be full-depth construction.

Due to the project being located within the federally protected Mazama pocket gopher habitat, an approved US Fish and Wildlife mitigation plan is required. The City worked on both project specific as well as a citywide mitigation approval. In 2015, the city was still unsure on the timeline required to get the mitigation plan approval.

- This triggered Stage 1: Delay status.
- TIB's "Stage 2: Contingency" status requirements of meeting defined project timelines within twelve months were unlikely.

At the September, 2015 board meeting, the Board approved a motion to "terminate remaining TIB Funds for the project with the option to restore funding if the project becomes construction ready before June 1, 2018". The City had spent $81,651 in Design funds.

STATUS
The city is requesting Board action to restore the project.

The City is prepared to go forward with the project, but has encountered a procedural step that delays the project after the June 1, 2018 deadline. Progress to date includes:

- ✓ Design is complete;
- ✓ The PS&E is complete;
- The city plans to advertise the contract in early June of 2018.
- US Fish and Wildlife approval is anticipated in July, 2018 (it is currently out for public comment).

Through a provision in the advertised contract, if the permit is not received by August 15, 2018, the project will not be awarded and Tumwater agrees to withdraw the project.

RECOMMENDATION
Staff recommends restoring the project with the agreed upon provisions in the contract and withdrawing the project if the target dates are not met. If approved, $1,363,010 will be deducted from the 2019 Urban Arterial Program call for projects.

2019 TIB Meeting Schedule

DATE	CITY
January 24-25	Olympia
March 21-22	Tri-Cities
May 16-17*	Sequim
September 26-27	Wenatchee
November 21-22	Tacoma

* Meeting date moved to THIRD Thursday & Friday of month due to Memorial Day

Election of Chair and Vice Chair
Two Year Term: July 1, 2018 – June 30, 2020

May 17, 2018

BACKGROUND

The Chair and Vice Chair of the TIB are elected every two years by the members of the Board. Both are selected from among the six elected officials serving on the Board (TIB Bylaws, Article II, Sections 1(a) and 1(b)). One is to be a county official and one a city official (TIB Bylaws, Article II, Section 1(c)). The Chair traditionally alternates between the longest serving city and county representatives. The 2018 to June 2020 Chair position is to be from a city and the Vice Chair from a county.

The current elected CITY officials serving on the Board (in alphabetical order) are:

- Pullman Mayor Glenn Johnson: Board term runs through June 30, 2020; eligible for reappointment
- Steilacoom Mayor Ron Lucas: Board term runs through June 30, 2020; eligible for reappointment
- Mill Creek Councilmember Mike Todd: Board term runs through June 30, 2022; eligible for reappointment

The current elected COUNTY officials serving on the Board (in alphabetical order) are:

- Mason County Commissioner Terri Drexler: Board term runs through June 30, 2020; eligible for reappointment
- Franklin County Commissioner Bob Koch: Board term runs through June 30, 2020
- Grant County Commissioner Richard Stevens: Board term runs through June 30 2018; eligible for reappointment

BOARD ACTION

Friday, May 17 Board Meeting:
Nominations and election of Chair (city)
Nominations and election of Vice Chair (county)

KIRKLAND REPORTER

City celebrates former city manager's legacy of service

by Katie Metzger
March 20, 2018

Green Kirkland Stewards and Green Kirkland Partnership paid tribute to "volunteer extraordinaire" Dave Ramsay at Juanita Bay Park on March 16, recognizing his tremendous efforts to restore the community's forested parkland.

Kirkland parks advocate Nona Ganz gives former City Manager Dave Ramsay a plaque featuring a blackberry root, to commemorate his years of service to restore parkland.
Katie Metzger/staff photo

Ramsay, who served as Kirkland's city manager from 1998 to 2010 and helped found the Green Kirkland Partnership in 2005, went on to volunteer more than 1,050 recorded hours in seven parks over 13 years.

Before retiring, Ramsay had a 36-year career in local government, and also served for three years as a Peace Corps volunteer in Sierra Leone. He recently moved from Kirkland to Seattle, and will soon start working in Ravenna Park, after spending his Friday mornings restoring open space in Juanita Bay with the same group since 2009.

Dave Ramsay admires a plaque recognizing his restoration efforts. "I got a lot of plaques in my day, but this tops them all," he said.
Katie Metzger/staff photo

Ramsay's Friday work group hosted a gathering to wish him well and honor his "inspiring legacy of visionary public service accomplishments." In honor of the group's mission to remove the six- to eight-foot walls of blackberry bushes, which occurred over six years, Ramsay was gifted with a blackberry root mounted on a plaque, along with blackberry tea, jam and snacks, and new gloves, goggles and other equipment.

Ramsay said he was "surprised and humbled" by the recognition. He said he enjoyed the "blackberry therapy" — which at times was "like hand-to-hand combat" — and the company over the years of work in Kirkland's parks.

Ramsay said his main goal was to "give Mother Nature a helping hand." He first noticed a problem with Kirkland's forested parkland during a tour of Juanita Bay Park with council members while he was city manager.

"It was a lightbulb moment," he said. "Until then, we thought we had done a good job with open space because we had acquired and preserved it. But we had to maintain it too…Given the city's budget, there was only so much we could do. And that's where the volunteers came in."

Ramsay, with parks and community services director Jennifer Schroder and Forterra trustee Nona Ganz worked with Forterra (then Cascade Land Conservancy) to establish the Green Kirkland Partnership. For starting this program,

Ramsay will receive the city's first Founder's Award at its annual volunteer dinner at Peter Kirk Community Center on April 12.

The partnership has been successful. By the end of 2017, it had 96 acres in restoration in 18 parks, 48,000 native plants installed and a total of 90,000 volunteer hours with a value of more than $2 million. Partnership supervisor Sharon Rodman said that the volunteers, especially the Green Stewards, are the "heart" of the program. A steward training program is coming up on March 24.

"He came up with the idea at his desk in City Hall and since then he has done a tremendous amount of work on the ground and in the ground," Ganz said about Ramsay. "Thank you for not moving to Seattle sooner, before all the work was done."

Members of Dave Ramsay's family and Friday work group pose at a gathering to recognize his service at Juanita Bay Park on March 16.
Katie Metzger/staff photo

Dave Ramsay hugs attendees at a gathering recognizing his work in and for Kirkland Parks.
Katie Metzger/staff photo

Dave Ramsay's volunteer work group gathers in Juanita Bay Park to wish him well in his move to Seattle.
Katie Metzger/staff photo

The Seattle Times

Steilacoom's mayor, foe of Sound Transit's $54B plan, now on agency's board

by Mike Lindbolm
March 13, 2018

Ron Lucas said Sound Transit's expansion creates decades of higher taxes and won't relieve congested highways. He wants to turn attention northward and make sure light rail gets to Everett as early as possible.

Thursday, March 8, 2018. Ron Lucas, vice-chair of the Sound Transit board.
(Steve Ringman/The Seattle Times)

Ron Lucas, mayor of the waterfront town of Steilacoom, publicly opposed Sound Transit's $54 billion expansion plan two years ago, saying it creates decades of higher taxes and won't relieve congested highways.

Now he's vice chairman on the transit board, appointed in January.

A retired Army colonel, Lucas survived a helicopter crash in Vietnam and later served as an Army inspector general. Most of his Pierce County neighbors opposed ST3 while King and Snohomish voters propelled the measure to victory.

Here are highlights from an interview with The Seattle Times last week.

Q: We're choking in traffic all over the region. Why did you think ST3 was a bad option?

A: "When you get below Federal Way, coming to Pierce County, if it's a billion dollars a mile, there's six, seven, eight miles there's nothing going on, and it ends at [Tacoma's] Freighthouse Square," he said.

[The 9½-mile trackway and stations are estimated at $2.1 billion, not counting trains, a maintenance base, finance charges and inflation.]

Lucas rejects the assumption that people will converge at the Tacoma light-rail station to ride north toward Seattle because, he believes, most population growth will be in east Pierce County areas like Puyallup. "Nobody's going to ride it," he said.

High-capacity rail fits well in Seattle or Redmond, but "90 percent" of growth in the region will happen in car-dominated suburban communities, he expects.

Lucas also doubts that, financially, ST3 will make it to Everett or even Tacoma without further taxes. In that case, Seattle and King County would get its projects, but regional projects "will fail at ST4."

Q: Why join the board if you opposed the plan?

A: “I’m there representing with my focus on the portion to Pierce County and Everett,” he said. In watching out for the interests of suburbs, Lucas said he’s taking over for Sumner Mayor Dave Enslow, an ST3 supporter who died in December a short time before he was to leave office and retire.

Q: What changes in ST3 do you support that are affordable, practical and legal?

A: “I would be an advocate to try and get Everett earlier,” he said. The Lynn-wood-Everett corridor isn’t scheduled to get light rail until 2035. “Snohomish County north toward Marysville and Arlington is jammed, it’s terrible.”

Money for Everett service must be found somehow, he said, a matter he’ll press at the board’s spring retreat. Lucas would consider removing “infill stations” someplace else.

ST3 promised Graham Street and North 130th Street infill stops in Seattle, another at Boeing Access Road in Tukwila, and potential stops at 220th Street Southwest in Mountlake Terrace, Highway 99/Airport Road in Everett, and Lakemont in southeast Bellevue.

Outer cities like Mill Creek deserve bus-rapid transit and creative ideas, such as using church parking lots “instead of building parking garages all the time, to get the suburban people off the road in greater numbers,” he said.

Q: Do you support proposals to let Pierce County or cities secede from ST3?

A: “No.”

However, he’s warming to another critics’ proposal — for the public to directly elect the transit-board members, in hopes they will more closely scrutinize costs and plans.

Currently the 18-member board includes the executives of Pierce, Snohomish and King counties, as well as the state transportation secretary. The other members are elected officials appointed by county executives.

He’s amazed to see the county executives, along with fellow members Seattle Mayor Jenny Durkan and Tacoma Mayor Victoria Woodards, devote time to Sound Transit.

“They’ve got a bazillion things to do, and looking into anything is not what happens,” he said. Staff reports fly through committees and win quick board approval, he said.

“We usually only have five to seven board members there, because they have other jobs. I’m somewhat going toward the elected board, but I have difficulty with that. It will turn into a political football anyway, but possibly they will have more time to get involved.”

State Sen. Steve O’Ban, R-University Place, has proposed letting cities or a county nullify ST3 taxes by public ballot. Secession bills have no chance in the present Legislature, Lucas said.

But within five to 15 years, he said, when car-tab taxes remain high, traffic worsens and ST3 construction costs increase, voters will demand changes.

“It’s going to get so bad that they’re going to ‘throw the bums out’ that are on the board, from the standpoint that you’re going to have to come up with a different fix to move people.”

Q: Pierce County Executive Bruce Dammeier said in nominating you for Pierce County’s vice-chair slot, “He does his homework and I can guarantee he will ask his share of the difficult questions.” What are a couple examples?

A: The board on March 1 approved a $574,115 repair bill for damage caused by an SUV hitting a light-rail train in Sodo. Repairs come with a five-year or 500,000 mile warranty. “Which is it?” Lucas asked. He was told the railcars go just 68,000 miles a year, so the five-year limit didn’t make sense to him. He said he intends to follow up.

A Sounder train mysteriously stopped Feb. 23 while Lucas rode to Seattle. He emailed Sound Transit CEO Peter Rogoff, who explained that sometimes a connection drops in Sounder’s new satellite-based crash prevention system, and the train halts for rebooting. “I don’t know that anybody else has asked him a question about that,” Lucas said.

Q: What’s your impression of management and leadership at Sound Transit?

A: Rogoff was a “perfect fit” to help compete for federal grants, after working for Congress and heading the Federal Transit Administration, said Lucas. However, the board denied Rogoff a 2017 bonus, based on employee complaints of an abrasive management style.

“He was on staffs. I don’t know that he managed large numbers of people. If you’ve not been in Washington, D.C., and I have been, it’s a rock ’em, sock ’em deal. [Lucas pounds the table and mimics a boss giving orders.] Whose guy, man or woman, is the bigger one and who’s got the heft, and what kind of money’s involved to do that?”

The 800-person staff is the size of a military battalion, not especially large, he said. Lucas said Rogoff is making progress adapting to Seattle, and maybe could use a couple aides with particular skills to manage the organization.

Q: ST3 promises Sounder trains in 2036 to Tillicum and DuPont near Joint Base Lewis-McChord, at $325 million to serve 1,000 to 2,000 people. Is that a good investment?

A: “Crazy, isn’t it?”

DuPont is bracing for rapid growth, and leaders want trains to bring commuters to its 400 acres of industrial lands and the Amazon fulfillment center, he said. But currently, Sound Transit’s riders in the area tend to be park-and-ride users from Thurston County passing through — instead of soldiers or warehouse workers.

So it’s not clear that JBLM is a great transit market. Lucas said it might be, but Sounder won’t link the base to shopping centers. “Leaving out the Tacoma Mall was an error because that’s how you could get people there and cars off the road from a lot of different places.”

THE SPOKESMAN-REVIEW

E. Susan Meyer keeps the buses running on time at Spokane Transit Authority

by Michael Guilfoil
May 7, 2018

Spokane Transit Authority leader Susan Meyer poses for a photograph at the facility on Wednesday. Named CEO in 2005, Meyer also serves on the Washington State Transportation Improvement Board, which distributes nearly $100 million annually for transportation projects.
(Kathy Plonka / The Spokesman-Review)

It's Bloomsday, which means thousands of local residents will participate in an activity they do only once a year.

Riding a Spokane Transit Authority bus.

E. Susan Meyer, STA's chief executive officer, expects 15,000 runners and walkers to leave their cars and trucks at home this morning and board a more inexpensive, convenient and environmentally sensitive means of travel.

FIVE FACTS
STA created: 1981
Employees: 552
Fleet: 143 buses; 176 vans
2017 ridership: 10.3 million
More information: www.spokanetransit.com

With the aid of 75 extra drivers and a team of volunteers assisting first-timers at STA'S park-and-ride lots, Meyer hopes to coax traditional non-coach riders into considering mass transit alternatives year-round.

During a recent interview, she discussed washing dishes, winning over detractors, and why even motorists benefit from public transit.

S-R: Where did you grow up?

Meyer: I was born in Pasco. We moved to Cheney when my parents opened the Beehive Restaurant, then on to Odessa, Soap Lake, and finally, Davenport as they bought other restaurants. They divorced when I was in fourth grade, and mom kept the Davenport cafe.

S-R: What was your first real job?

Meyer: I washed dishes and cleaned tables when I was 9.

S-R: What career did you envision for yourself?

Meyer: When I was 14, I imagined someday becoming a funeral director. I knew the people who owned the local funeral home, and it seemed like a good job. The appeal may also have been driven by a good-looking high school boy who was their intern. The owners said I had to be 16 to intern, but by then I'd lost interest.

S-R: What do you remember about high school?

Meyer: I may have been one of the first Running Start students. In 1974, a friend and I went to the principal and said there was nothing to take in the afternoon, and we wanted to go to SFCC. We finished our two-year degrees a year after we graduated from high school. I was always in a hurry. I just wasn't sure where I was going.

S-R: What next?

Meyer: I tried selling real estate for eight months, but it was hard being only 18. People would come to my open houses and say, "Is your dad here?" I think I sold one house. I moved to Minneapolis on a whim, got a job, had a child, kept the child but not the father, and moved home to live with my parents at 21. When Heather was about two months old, I went back to college and got a degree in psychology from Eastern Washington University. Not long after that, I started working on my MBA. It took me five years, going to school at night while raising Heather and working full time at EWU on alumni relations and fundraising.

S-R: And after earning your MBA?

Meyer: In '88, I got a job as administrator of Momentum, an economic development organization. After seven years, I left to work for Pacific Gas Transmission as their government-affairs person in Washington and Idaho. After that I worked at Telect in Liberty Lake as vice president of HR and corporate communications.

S-R: Was there a common theme to all those jobs?

Meyer: What they had in common was that I wasn't really prepared for any of them when I was hired.

S-R: That was the case again in 2005 when you were chosen to lead STA?

Meyer: True. I was surprised they were interested in me, because I hadn't been a CEO. I hadn't been an operations director. I hadn't been in transit. But they were looking for someone who could bring a private-sector approach to running a government agency. I learned transit after I got here.

S-R: What do you remember about the early years?

Meyer: STA was at a difficult point. The previous CEO had refined the organizational structure, which cost some people their jobs. But she also got a crucial ballot measure passed. She started the revolution, then I came along to start the evolution – stabilizing the organization.

S-R: What sort of reception did you get?

Meyer: Many employees didn't want a business person as CEO. I got letters and phone calls saying, basically, "I was here when you came, and I'll be here when you're gone." My contract was only for one year, which created an opportunity for people to try forcing me out. Once the board realized what was going on and gave me a longer-term contract, things started settling down.

S-R: What have been some milestones since your arrival?

Meyer: In 2007, I asked several transit leaders I'd met at a conference to come audit our organization from a quality perspective. They rode the buses, visited with managers, and after three or four days concluded we were not maintaining our vehicles well enough, and were keeping them too long. We assumed we were being good stewards, but the public got the opposite impression. Based on their recommendations, we launched a program called Quality Counts. We hired enough mechanics and cleaners to deep clean the buses every 10 weeks instead of every 20, and we hired enough coach operators so every driver could go through advanced training each year.

S-R: How about more recently?

Meyer: At the end of 2016, voters passed a $220 million ballot measure to fund a 10-year plan for more and better transit.

S-R: Along the way, did anyone ever approach you and say something along the lines of "I was skeptical at first, but things have turned out better than I thought"?

Meyer: Coach operators have told me that. Union officers don't always agree with my decisions, but we meet with all employees every three or four months to talk about the budget, performance and projects, and I answer any questions they have.

S-R: What's STA's annual budget?

Meyer: This year, we'll spend $73.5 million on operating expenses and $43.5 million on capital improvements. We're a pay-as-you-go, no-debt agency, which is unusual.

S-R: How about revenue sources?

Meyer: A voter-approved .7 percent sales tax accounts for 75 percent of our budget. The rest comes from rider fares and federal funding.

S-R: You're seeking a major federal grant, correct?

Meyer: Yes. We're hoping to get $54 million to help pay the capital cost of a proposed 6-mile Central City Line route between Browne's Addition and Spokane Community College. We estimate the total capital cost at $72 million.

S-R: What does STA do best?

Meyer: Depends on who you ask. Many taxpayers think we do best at running a cost-effective service. We have the lowest cost per ride of any large urban transit system in the state. Riders think we do best at being on time and providing good customer service.

S-R: What could you do better?

Meyer: Provide more service to more places. That's what our 10-year plan includes.

S-R: Is there a busiest time of year?

Meyer: Winter, when people choose to ride the bus instead of driving.

S-R: What's your typical day?

Meyer: Ten to 12 hours during the week, plus weekends as needed.

S-R: Looking back, what's been the biggest surprise?

Meyer: I came in thinking there were too many people in administration, and that coach operators were paid too much. I was wrong on both counts. As we pursued a more aggressive plan for technology development and service expansion, we needed additional people with expertise in planning, accounting, finance and information services. And coach operators are paid competitively. They weren't overpaid then, and they aren't now.

S-R: What's the range of coach operator salaries?

Meyer: They start at $19 an hour, and go up to $26 after six years.

S-R: How long do drivers stick around?

Meyer: A long time. Last week we celebrated a man who was retiring after 40 years.

S-R: Who's best suited to drive a bus?

Meyer: Someone who's easy going and likes people. Having an innate driving talent is also good, but we don't hire people only for safe driving. We hire them because they're good with people.

S-R: When you speak to groups, what message do you try to convey?

Meyer: That public transit is an essential service, like police and fire. But unlike police and fire, people who use transit help pay for it. There is value to public transit even for people who don't use it. If 40 or 60 people are on a bus while you're commuting to work, those people are not in cars, slowing you down. Transit helps traffic move.

S-R: What could STA do to get more people riding a bus?

Meyer: Provide more service to more places. But one thing that keeps people from trying us is their fear of getting on the wrong bus, or not knowing how to pay. We have a video on our website that explains that.

S-R: Were you enthusiastic about public transit before joining STA?

Meyer: No. I was uncomfortable around some of the people who rode the bus – people who appeared not to be employed, or had lots of little kids in tow. I came from a business background, so I had a bias I had to get over.

S-R: Do you ride a bus to work now?

Meyer: Sometimes. That's why I tell people they don't have to marry public transportation. They can just date us. Drive to work when it makes sense, and take the bus when that makes sense.

THE SUBURBAN TIMES

New curb ramps, sidewalks to be installed on C Street South

by Pierce County News
May 2, 2018

New curb ramps and sidewalks will be installed on C Street South to improve accessibility and sidewalk connectivity. Construction will start May 7, and is expected to be complete by mid-August.

New curb ramps that comply with Americans with Disabilities Act (ADA) standards will be installed at each intersection on C Street South from Wheeler Street South through Lafayette Street South. New sidewalks will be built on both sides of C Street South between Lafayette Street South and 112th Street South.

Work hours will be from 8:30 a.m. to 3:30 p.m. on weekdays. Impacts to motorists and pedestrians will be minimal. Periodic sidewalk closures will be needed. During these closures, a pedestrian detour route will be put into place.

Asphalt Patch Systems is the contractor. The construction cost is $396,775. The project is funded with a grant from the Washington State Transportation Improvement Board.

Learn more about the project at www.piercecountywa.org/crp5860.

Pierce County is currently developing the ADA Transition Plan for Public Rights of Way. This plan will guide the county when scheduling projects to bring existing pedestrian facilities located in the public right-of-way in unincorporated Pierce County into compliance with ADA standards. Learn more at www.piercecountywa.org/ADAtransition.

Mercer Island REPORTER

NIM tackling Mercer Way shoulder paving, biking safety and more | Neighbors in Motion

by Nicholas Deshais
April 17, 2018

Editor's note: This is the fifth of an occasional article written by Neighbors in Motion (NIM), a Mercer Island organization dedicated to improving and increasing bicycling and walking on Mercer Island. Typically, these articles will focus on bicycle and pedestrian safety, rules and courtesy.

Q. What has Neighbors in Motion (NIM) accomplished lately?

A. Glad you asked. Consistent with its goal of making our roads safer for everyone, NIM has worked actively with the city on several issues.

The Mercers, north end and city center projects. For years NIM has advocated for the ongoing effort to pave all the inside shoulders on West, East and North Mercer Way. In 2015, for example, the city planned to add a sidewalk to a section of road that already had an excellent one. Working with city, NIM successfully lobbied for moving those funds to instead pave a curvy, hilly section of West Mercer Way that had no shoulders on either side. Only a few miles of shoulders remain unpaved.

The Aubrey Davis Park (I-90) trail (across the north end of the Island, bridge to bridge) remains an ongoing project. NIM has worked with the city, Sound Transit, the Department of Transportation and others to plan for bicycle and pedestrian facilities and safety in the various construction projects scheduled for the north end of the Island, such as the King County sewer project, Sound Transit light rail and bus intercept project, first and last mile(s) solutions and bike parking and lockers at the park and ride.

NIM also supports the new Aubrey Davis Park Master Plan. More immediate issues include tree roots, which have buckled the pavement on parts of the ADP trail, and utility covers below street level, which are hazardous for bikes

going north/downhill on West Mercer Way north of the I-90 on-ramp. NIM reported the issues and the city has agreed to the repairs.

School pedestrian and biking safety. NIM has worked with the Mercer Island School District to ensure that all the schools published easy to find, safe school zones, as required by state law. David Bynum, district transportation director, reported that schools previously had identified zones, but some were not easy to find. This school year all Mercer Island elementary schools are addressing this. Northwood designated a route, and West Mercer and Island Park are updating their routes. Lakeridge is reviewing its route but likely will not make any changes. Contact your local school for details.

With the opening of Northwood, most kids on MI are within a mile of his/her grade school. Those living outside the one-mile radius or a designated walk zone are expected to ride the bus.

The school district will review whether to designate a route for Islander Middle School. The high school is accessed by Metro.

The North-South bike route. Installation of signage and road markings on the city's designated North-Sound bike route have been approved and funded by the city. Improved marking of this route was postponed to this spring due to weather and other constraints. Pavement markings (mostly sharrows) and signage will be installed as the weather allows. (Note: NIM has raised a concern with the city about the recent placement of some bike route signs, which it expects to resolve soon.)

The N-S bike/pedestrian route has two missing links. One is on SE 40th between Island Crest Way and 86th SE. In January 2018 the city obtained a grant of $500,000 from the state Transportation Improvement Board to help fund a project to install bike lanes and sharrows and improve pedestrian access on SE 40th. Construction is expected to begin in June.

The remaining and more challenging "missing link" is on Island Crest Way between SE 62nd and 90th SE (the mailboxes). NIM encourages public support for completing this missing link. Contact NIM or the city if you have any suggestions.

The Neighbors in Motion, Mercer Island, Steering Committee includes James Stanton, Robert Olson, Mark Clausen, Jeff Koontz and Kirk Griffin. Contact NIM at Board@NeighborsinMotion.org.

KIRKLAND REPORTER

Feds reinstate use of rectangular rapid flashing beacons

The use of the beacons was terminated due to a patent issue associated with the device.

March 29, 2018

The use of rectangular rapid flashing beacons was terminated due to a patent issue associated with the device.
Courtesy of City of Kirkland

The Federal Highway Administration (FHWA) is once again allowing Rectangular Rapid Flash Beacons (RRFBs) to be installed and used in cities across the nation. This decision comes after an outcry from cities across the U.S., including Kirkland, and is a big win for safety in the city.

The FHWA had previously revoked the use of RRFBs due to patent issues. The reversed decision came about because Canadian company Carmanah Technologies Corporation purchased and disclaimed the RRFB patents. This ensures that cities throughout the nation can use the pedestrian safety devices.

For more information on the FHWA's reversed decision to reinstate the RRFB as an option, please reference their March 20, 2018, Memorandum.

DAILY RECORD
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Roslyn begins work on downtown sidewalk project

by Karl Holappa
March 27, 2018

The Pennsylvania Avenue improvement project in Roslyn is set to begin this week.

The project area will begin west of the intersection of Pennsylvania Avenue and Second Street, and will end just east of the intersection of Pennsylvania Avenue and First Street/state Route 903. The city of Roslyn and consultant Perteet had public meetings last year about the plans.

Karissa Witthuhn, project manager with Perteet, said the project will take approximately two months, and should be done by the end of May.

Witthuhn said the main purpose of the project is to replace the sidewalks on both sides of Pennsylvania Avenue.

“If you go up there you can see they’re kind of sluffing off and sort of deteriorating,” Witthuhn said. “So we’ll remove the sidewalks that are there and put in new ones.”

The project will also replace the storm drain system on the block, and will install curb extensions, otherwise known as bulb-outs, at both intersections.

“The idea here is to make the crossings safer,” Witthuhn said. “They work by having pedestrians waiting to use the crosswalk out closer to the traveled lane, so it’s easier for drivers to see the pedestrians waiting to cross, and it’s easier for the pedestrians to see the cars coming down the road.”

Witthuhn said these curb extensions will be particularly helpful on the intersection of Pennsylvania Avenue and First Street, due to the heightened through-traffic in the summer to and from the recreation areas north of Roslyn.

The work will only be performed on one side of the street at a time, and is being broken up into four sections for each side. The work will start at the intersection of Second Street and Pennsylvania Avenue and work east from there. There will be no road closures during the project, and parking will only be affected in the section that is being worked on.

“There’ll still be plenty of parking,” Witthuhn said. “Businesses will be open during during construction and the contractor is required to provide access to the businesses.”

Witthuhn said the biggest concern they have heard from business owners is the ability to have customers access their business during the project. She said the contractor, DJB Construction from Wenatchee, is aware of those concerns.

“We feel like the contractor who has been awarded the project has shown so far that they are really aware of that,” Witthuhn said. “(The contractor) wants to help keep access as open as possible and be communicative with business owners so they know what to expect.”

Witthuhn said weather can always be a factor.

“With the snow gone right now, that’s the main thing,” Witthuhn said. “If they get some really rainy days up there they won’t be able to work, but for the most part it should be fine.”

Having the project complete before the busy summer season is a top priority.

“Thats a big goal is to be done by Memorial Day,” Witthuhn said.

The Star

Sidewalk fix coming with bigger project in C.D.

by Scott Hunter
March 14, 2018

Coulee Dam will get some sidewalks fixed when a big project moves forward this year, the result of a vote to move ahead despite higher-than-expected bids on the street project to revamp an area on the east side of town, including Cedar Street.

The council accepted a bid from Moreno and Nelson Construction for $820,000 for the work, about 5 percent of which the city must pay with its own funds, about $4,900. The rest comes from the state Transportatin Investment Board. The highest bid came in at more than $1 million. Engineers had estimated $730,000.

The city council awarded the bid Feb. 28, after a lengthy discussion on whether to accept the project, which includes paying the contractor to fix varioius sidewalks in town. The city budgeted $50,000 to do that work, but Councilmember Fred Netzel objected to paying that money to contractors instead of the city crew.

Councilmember Keith St. Jeor said the town would get more for the money by using the concrete contractor already mobilized for the larger job.

Netzel moved and Councilmember Bob Poch seconded the motion to accept the bid and move forward with the project. It passed unanimously.

A survey of the town's sidewalks mapped about a thousand spots that could use work. Some of the worst in town are along Ferry and Stevens Avenues, which Netzel has been advocating to fix for years.

The bulk of the work will happen in June, with some pre-construction activity occuring in April and May.

CLARK COUNTY TODAY.com
Your News Source with Integrity

Clark County wants to compete for Complete Streets money

Adoption of a Complete Streets ordinance would make the county eligible for grant money from the state

by Chris Brown
May 3, 2018

CLARK COUNTY — What's in a name? For Clark County, it could be up to half a million dollars.

At a Wednesday morning council work session, planning department staffers explained why the council should adopt a Complete Streets ordinance, essentially to qualify for grant money from the state that can be used for local transportation initiatives.

The Complete Streets program was introduced by the state legislature nearly seven years ago as a way of setting down into law the concept that streets should be for everyone, from cars to bicyclists and pedestrians of all ages.

County planners explain to council members the need for a Complete Streets ordinance at a work session this week.
Photo by Chris Brown

According to County Planner Gary Albrecht, the current codes the county uses for road projects already meet the Complete Streets requirements, but the county has never formally adopted the concept.

"We have street standards already that we're using that meet the concept of Complete Streets," Albrecht told the council members. "The arterials, the collectors, have designations in them that already accommodate for sidewalks for pedestrians, already accommodate for bicyclists and travel lanes."

County planner Gary Albrecht (center) explains a point about the Complete Streets ordinance to county commissioners at a Wednesday work session.
Photo by Chris Brown

The county must adopt a Complete Streets ordinance in order to be eligible for Washington State Transportation Improvement Board grants, which range from $115,000 to $500,000 annually. The funds are designated as flexible, meaning the county could use them for a range of transportation projects, so long as they fall within the Complete Streets umbrella. That might mean adding sidewalks to existing streets, new crosswalks, and other improvements.

One thing you're not likely to see though are road diets, at least in unincorporated Clark County. Council member Eileen Quiring made it a point to say she won't vote for a Complete Streets ordinance if it means taking away room for cars on some streets.

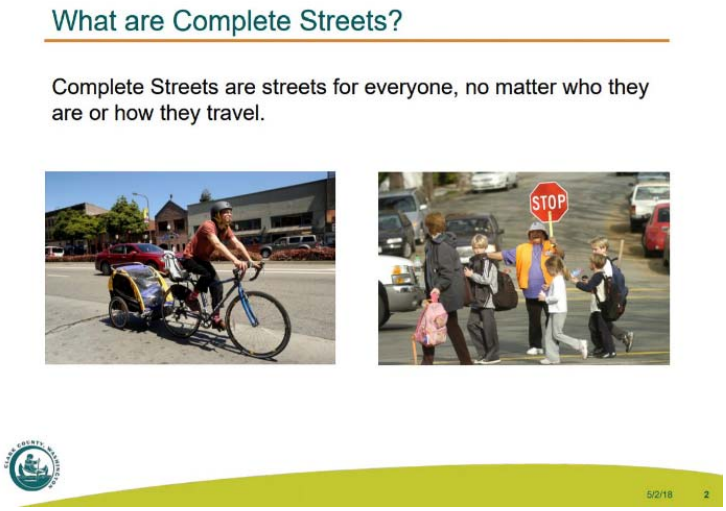
"I watched the city of Portland, and Multnomah County, change four-lane streets to two-lane car streets," she says, "and put in bike paths. And there were already sidewalks, but they took out actual travel lanes for cars and they put bike paths. And I don't want to see that. I don't want to see us transforming what we already have difficulty getting around in this county with our transportation plan, eliminating general purpose lanes for cars."

Quiring was told that road diets are something happening more in urban environments, rather than "the fringe," which is what most of Clark County's roads would be considered. Vancouver Mayor Anne McEnerney-Ogle, at a transportation forum hosted by the League of Women Voters of Clark County last month, mentioned that road diets could soon be a reality in her city.

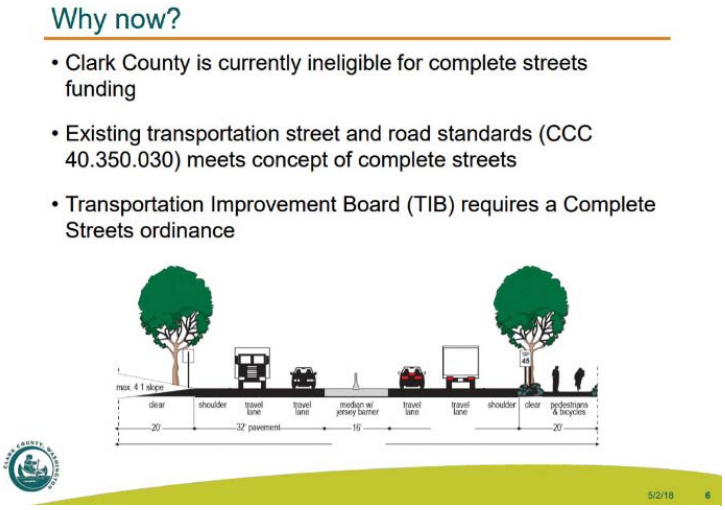
"Pedestrian safety is a huge problem right now," McEnerny-Ogle told the group. "What's causing that? Is it distracted drivers? Probably. We may be looking at a road diet, and it's not going to be an easy thing of taking four lanes down to three – one in each direction and a center turn, but as we look at it we are rebuilding and building new roads with this idea of Complete Streets."

For now, at least, there are no plans within Clark County's transportation system to remove any vehicle lanes, but future new roads will certainly include more safety improvements for bicyclists and pedestrians. The planning commission staffers also assured the council that a Complete Streets ordinance likely would not add to the cost of projects in the pipeline, since current codes match up to mandates in the state program.

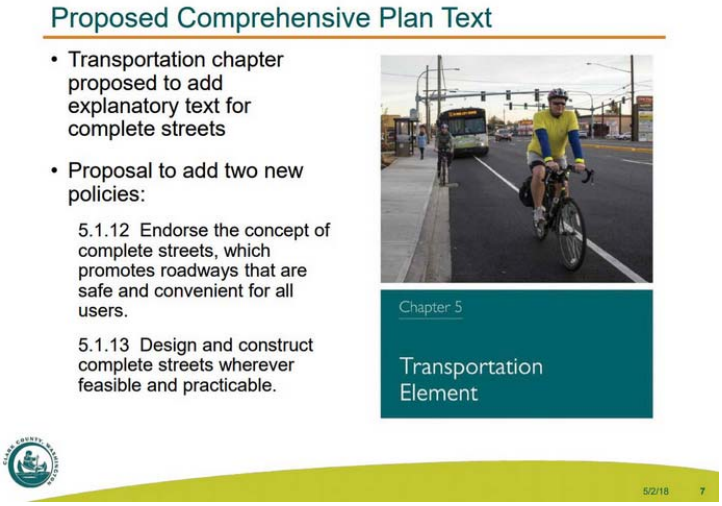
The discussion over Complete Streets will pop up again for a Planning Commission hearing that the public can weigh in on May 17, before heading to the full council for a vote by this Fall.



This slide explains the concept of Complete Streets.
Photo courtesy Clark County Planning Commission



This slide outlines the reasons Clark County should pass a Complete Streets ordinance, along with a cutout view of Padden Parkway as an example.
Photo courtesy Clark County Planning Commission



This slide outlines what a Complete Streets ordinance would add to existing transportation codes.
Photo courtesy Clark County Planning Commission

SOUTH WHIDBEY RECORD

Parking drives First Street project talk

Langley at crossroads: Parallel or angled?

by Patricia Guthrie
March 31, 2018

It's no secret that finding a place to park on First Street in Langley is difficult, if not impossible.

However, residents have found talking about parking in Langley can be just as exasperating as the prattle about the issue rolls on.

But a public meeting Wednesday sparked thoughtful discussion among some 80 residents as they looked over city plans to redesign First Street, which would eliminate some parking spaces.

Langley residents look over different proposals for reconfigured parking along First Street at a public forum Wednesday night.
Photos by Patricia Guthrie/Whidbey News Group

Billed as a continuing conversation, the forum was sponsored by the City of Langley and Langley Main Street Association; two meetings on the same topic were previously held.

Questions about which kind of parking — parallel or angled — is safer, most beneficial to shops and restaurants and allows for the greatest number of vehicles dominated the conversation.

The aesthetics of both kinds of parking were also scrutinized; some favored parallel parking because it opens up First Street, allowing for historic buildings to be better seen, while others said angled parking elicits more of a small-town feel.

Some merchants expressed dismay at the thought of fewer convenient parking opportunities for customers when there's not enough now — and new First Street businesses are expected to open soon.

In 2016, the city was awarded a $250,000 grant from the state Transportation Improvement Board's Complete Streets Awards Program to be used for aesthetic and safety improvements along First Street from Wharf Drive to Anthes Avenue. Adding raised crosswalks and handicapped parking spaces are priorities.

Wednesday evening, parking proposal blueprints were rolled out on ten round tables inside the Fellowship Hall at Langley United Methodist Church. In small groups of five to seven people, residents scrutinized the drawings, then wrote down comments which were collected at the end.

One option would switch parking on the north side of First Street from angled to parallel, losing a dozen spaces; another option would keep angled parking but also resulted in fewer spaces to park.

"When adding crosswalks and adding motorcycle parking, they'll be a loss of parking spaces no matter if it's angled or parallel parking," explained Brigid Reynolds, director of community planning.

A suggestion by David Price, owner of edit., on First Street, was also distributed. It showed how changing the angle of diagonal parking to 45 degrees from its current 36 degree angle would result in fewer spaces being affected by the redesign.

Complete Street guidelines and philosophy must be considered when choosing the redesign, Reynolds told the gathering.

Instead of roads being viewed only as avenues for cars, streets are being recognized as a public entity that should incorporate gathering spaces and encourage walking and bicycling, she said.

Langley's Second Street, with its wider curbed sidewalks, plaza with metal tables and chairs, raised crosswalk and flower displays, is such an example. Its redesign, finished in 2014, cost $2.2 million.

The Second Street project also resulted in fewer parking spaces, especially in front of Callahan's Fire House. But the redesign ended up helping the glass blowing business, owner Callahan McVay said in an interview.

"Our business is up 100 percent from last winter quarter," McVay said. "It's the pedestrian flow, the foot traffic. I lost parking spaces but business has improved so their forecast of gloom and doom is unfounded."

Cities adopting Complete Street strategies have reported an increase in sales at businesses along a redesigned corridor, Reynolds stated.

About 80 Langley residents looked over different proposals for reconfigured parking along First Street at a public forum Wednesday night.

Langley residents look over different blueprints for redesigning Front Street parking at a city meeting. Divided into small groups, they wrote comments and also read suggestions.

Des Rock, owner of Useless Bay Coffee Company, pointed out that Langley is not just for visitors but has a market town heritage. Many businesses depend on local customers to stay afloat. But if it gets harder for South Whidbey residents to run errands and grab a bite to eat, maybe they'll stop trying, leading Langley one step closer to becoming a theme park, he said.

No matter what's decided, expect criticism, Chris Salomone advised. He's worked as a city planner for decades around the country, most recently in Bellevue and now resides in Langley. Salomone told the story of what happened 40 years ago when Carlsbad, Calif. city officials decided to eliminate diagonal parking.

"After we did it, the people who weren't involved in the decision began to complain to the merchants," he said. "So the merchants put up a wanted poster with my face on it, reading, 'If you can't find a parking space, call this man.'"

The Star

Trail work starts in Elmer City

by Roger S. Lucas
March 21, 2018

Elmer City's "Complete Streets" project is underway and officials expect paving to start as soon as the weather warms up. Here, equipment driver Mathew Matt confers with town public works Director Jimmer Tillman. Currently, Matt is packing gravel fill, preparing for the paving part of the Transportation Improvement Board grant project. - Roger S. Lucas photo

Elmer City's "Complete Streets" project is underway and officials expect paving to start as soon as the weather warms up. Here, equipment driver Mathew Matt confers with town public works Director Jimmer Tillman. Currently, Matt is packing gravel fill, preparing for the paving part of the Transportation Improvement Board grant project.
Roger S. Lucas photo

Elmer City's "Complete Streets" project that will connect town streets to the Downriver Trail is underway.

Public Works Director Jimmer Tillman said that paving of the 2,300-foot trail will begin as soon as the weather warms.

Elmer City awarded the work to be funded through a $250,000 state Transportation Improvement Board grant to DW Excavating, Inc., of Davenport, Wash.

The winning bidder has shaped the trail that runs along the Lower River Road and is currently laying a gravel underlay before paving can be done.

The bid of $159,726 for construction was awarded in mid-February.

The "Complete Streets" program requires that projects are user-friendly to pedestrians, bicyclists and motorists alike.

It is the third TIB project grant that Elmer City has received.

When the trail is complete, residents will be able to go by sidewalk to the trail and gain access to the 6.5-mile Downriver Trail along the Columbia River via two crosswalks.

Tillman said the town plans to apply for another grant that would allow residents a connector that will be an extension of what is being done now.

The two crosswalks and signage are also part of the current grant.

The project is being promoted locally as a way for residents to develop a healthy walking lifestyle.

The $250,000 grant covers engineering costs as well as construction costs.

REPORTER
COVINGTON | MAPLE VALLEY | BLACK DIAMOND

New sidewalk in Covington will be built next year

The new sidewalk will make 164th Avenue more accessible for the public.

by Kayse Angel
March 26, 2018

Image pulled from Google Maps.

The city of Covington is implementing a new sidewalk on the east side of 164th Avenue Southeast between Southeast 264th Street and south of Southeast 269th Street, that will connect from Kentwood High School to the Covington Library.

According to Robert Lindskov, Covington's engineer, this improvement has been a long time coming.

"Council introduced this project into the 6-Year TIP in the spring of 2014. For the 2015 to 2020 Transportation Improvement Program, council prioritized this project highly and directed staff to begin design in 2015," he said.

The project also includes installation of a "drainage swale" — or a shallow ditch to help with draining of water — with under drainage "to convey and treat surface water," according to information given by Karla Slate, the communications and marketing manager for Covington.

Once completed, there will be a sidewalk spanning from Kentwood High School to the Covington Library.

The total cost for the construction of the new sidewalk is $1,056,040, according to Lindskov.

He said this money is being funded through three different sources — Puget Sound Regional Council (Federal Funds), the Transportation Improvement Board (State Funds) and Surface Water Management (Local Funds).

Lindskov said he can't pinpoint exactly when public concern for safety arose for this street, but he said it came from mostly metro users since there is a bus stop on that stretch of road.

With the new sidewalk in place, Lindskov said he hopes walking increases in this area.

"I believe it will make walking more desirable, with it becoming safer and more aesthetically pleasing," he said.

Construction for the new sidewalk will start in Spring 2019 Lindskov said.

Although there will be construction, the road will still be open for people to drive through.

"The worst impact will be off-peak, single lane closures, with flagging," Lindskov said.

With Kentwood, the Covington Library and metro bus stops in this area, Lindskov said this is a high-traffic area and said this sidewalk will add "the missing link" to Covington.

“This new sidewalk will complete a missing link in our non-motorized route plan. It will provide safe walking routes for students, library patrons, and Metro bus route users,” he said. “It will allow users of all abilities to access our downtown core and it will help reduce Highway 18 as a pedestrian barrier. I believe it will make walking more desirable, with it becoming safer and more aesthetically pleasing.”

REPORTER
COVINGTON | MAPLE VALLEY | BLACK DIAMOND

Maple Valley nearing the threshold to maintain SR 169

They are in the process of changing the population threshold from 25,000 to 35,000.

by Kayse Angel
March 9, 2018

The Maple Valley City Council has asked to raise the required population threshold from 25,000 to 35,000, in order to maintain state Route 169.

According to Maple Valley Mayor Sean Kelly, it is a requirement in Washington State that when a city reaches a population of 25,000, that city must maintain any and all state roads that pass through it. The bill that establishes this is called House Bill 2948.

The city would have to maintain traffic control signals, signs, traffic control devices and other expenses necessary to maintain the highway, according to the bill.

Maple Valley is verging this number now at around 24,000.

Kelly said he and other council members realized the city does not have the money to maintain these roads right now, so during their annual meeting with the legislature, the council proposed to raise this number to 35,000.

According to the bill, if a city fails to follow the obligations set, the mayor will be notified to start maintaining the state road within 30 days. If nothing is done by then, the cost will be deducted from any sums in the "motor vehicle fund" or to be credited to the city or town.

"We briefly talked to Representative Paul Graves about this last year, so he knew it was coming, he was there to support us on it (and) he's the one who worked on it," Kelly said. "We got down there and started talking to a couple of legislatures and they started saying 'Oh that kind of makes sense, it's been a long time since we've looked at this.'"

The amendments Maple Valley requested — to change the population number from 25,000 to 35,000 — is currently waiting to be signed by Gov. Jay Inslee.

"It passed the House (of Representatives), and it went over to the Senate and then it passed the Senate and now it's off to the governors desk for his signature," Kelly said. "I mean the governor isn't going to veto that, I would think he's not going to veto it because the Washington State Department of Transportation isn't fighting it very much, they just asked that we phased it in."

According to Kelly, the Washington State Department of Transportation is asking that the population limit be raised every few years, and not all at once.

For example, Kelly said, "This year would be 27,000 people and then in three years it would be 30,000 and another three years it would be 33,000 and then it would top out at 35,000."

Although this bill is on the verge of changing soon, Kelly said cities that have already been affected by the 25,000 population threshold, will not be affected by the new amendments of the bill.

“Lets say a city right now is at 29,000 population, they told that city three or four years ago, ‘Hey, we’re not going to do your maintenance anymore, so they (WSDOT) cleared that out of their budget,” Kelly said. “They don’t have it in their budget to bring those cities back.”

This means WSDOT can budget every few years to maintain roads for cities that have not reached the gradual population threshold growth, but cannot do the same for cities that have already reached that mark a while ago, even though the threshold limit is changing.

Kelly said he thinks by the time the city of Maple Valley reaches 35,000 it will have enough money to maintain the roads.

“It’s going to be a long time before we get to that 35,000 threshold because we’re going to slow down on building in the city because we’re built out,” Kelly said. “We’ll probably get close to 30 or 31,000 in the next eight years.”

Kelly said the city of Maple Valley could not have done it without the help of their legislatures.

“This has been an outstanding partnership between the city of Maple Valley and our state legislatures, Rep. Paul Graves and Senator Mark Mullet. If it wasn’t for them, this wouldn’t have happened,” Kelly said.

REPORTER
COVINGTON | MAPLE VALLEY | BLACK DIAMOND

Gov. Jay Inslee signs Bill

March 16, 2018

Gov. Inslee signing the bill on March 15.
Submitted photo

The Maple Valley City Council and City Manager, Laura Philpot, traveled to Olympia on March 15 for an exciting moment.

Gov. Jay Inslee signed the Bill that raises the population threshold in cities from 25,000 to 35,000.

For more information see the artitle titled “Maple Valley nearing the threshold to maintain SR 169.”

HeraldNet
EVERETT, WASHINGTON

New road set for fast-growing area in Arlington

Arlington Valley Road will be another route for businesses along busy 67th Ave. to reach the highway.

by Kari Bray
April 8, 2018

ARLINGTON — City leaders recently awarded a $3 million construction contract to build a new road in the Kent Prairie area, a fast-growing part of the city.

Arlington Valley Road is to be a new route linking 74th Avenue NE to 191 Place NE, just west of Highway 9. It would be another option for businesses along busy 67th Avenue to reach the highway.

The Arlington City Council on March 19 voted to award the construction contract to Seattle-based Scarsella Brothers Inc.

The plan is to have a new street with two traffic lanes and a center turn lane. The road would be about three-quarters of a mile long. Designs call for a paved path alongside for pedestrians and bicyclists.

The city included the new road in its transportation planning more than a decade ago. It's been part of Arlington's comprehensive plan since 2005. But another route for industrial businesses wasn't needed during the recession. Now, as the manufacturing industry in North Snohomish County expands, the road has become a priority again.

"We're really excited to get going on this project. It's going to help, especially those industrial manufacturing sites that are in the Kent Prairie area," city spokeswoman Kristin Banfield said. "It also opens up properties that don't have transportation access right now. It opens up the back side of those properties so they can potentially be developed."

Arlington Valley Road would serve commuters as well as trucks hauling supplies and products.

In spring 2015, City Council members determined that Kent Prairie was one of the areas in the city most poised for development, according to city documents. They noted that improved infrastructure was needed. The Arlington Valley Road is a key piece of that, Banfield said.

The design has since been finished, right-of-way obtained and permits issued. Because it's a new road, it took time to acquire the property, Banfield said. The city began seeking bids from contractors in February. Construction is expected to start soon and finish this fall.

There are several new buildings nearing completion in the area at the moment, including the Park 77 apartments and a new Bartell Drugs store. More projects are happening all over town, Banfield said. As the city grows, one of the biggest concerns is transportation and traffic flow.

"This is one of those big projects that will help address some of those transportation issues," Banfield said. "I really think our businesses are going to enjoy having that connection and being able to funnel themselves off of the arterials and directly to Highway 9."

The city received a $2.3 million grant from the state Transportation Improvement Board to build Arlington Valley Road. Traffic fees paid on new development also are expected to go toward the project.

Kari Bray: 425-339-3439; kbray@heraldnet.com.

MOSCOW-PULLMAN DAILY NEWS

Colfax plans $1.6 million road project

City officials say the work will repair roadway and aging water, sewer infrastructure

by Scott Jackson
March 15, 2018

Colfax is planning a road and infrastructure improvement project totaling nearly $1.6 million for the summer, city officials say.

Colfax Public Works Director Matt Hammer said the project addresses two stretches of road on Cedar and Oak streets that are six-tenths of a mile each. Hammer said the work done to the roadway itself will cost around $960,000, but $913,000 of that will be covered by a grant from the Washington Department of Transportation's Transportation Improvement Board.

Hammer said due to money constraints, these kinds of projects only become possible about once every 10 years. He said this project specifically brings much needed improvements to an area where most of the infrastructure dates back to the '50s and '60s. Hammer said part of the reason the roadwork is so extensive is because they must replace everything all the way down to the base.

"The base of the road itself is subpar, so any improvements you do on top of that bad base, it's only as good as the foundation," Hammer said.

Colfax resident and former city councilwoman Sarah McKnight said the roadways see a good amount of traffic for residential roads, partially because Cedar Street is a convenient route for accessing recreation destinations on the north end of town.

"It's gotten a lot busier over the last 15 years because they put in the McDonald Park and there's a lot of baseball games down there and softball games," McKnight said. "Sometimes there's quite a bit of traffic when the weather's nice for golfing because the golf course is down there."

McKnight said she and her neighbors often have to leap wide puddles to reach their homes when parking on the street.

"The road's quite bumpy and there's a lot of uneven parts of the road - it's just in poor condition," McKnight said. "Ten being the best, I'd say the condition of Cedar Street is probably about a three, and Oak Street, the one over, is probably a one. It's just god-awful."

Hammer predicted the project would take all summer. It's largely up to the contractor, he said, but the city hopes to start the project in June with the expectation that it will take 95 work days to complete. Hammer said he expects there will be some temporary road closures, but that will also be left to the discretion of the contractor.

PENINSULA Daily News

Open house to detail plans for West 10th Street in Port Angeles

by Rob Ollikainen
March 16, 2018

PORT ANGELES — City officials will host an open house this month to discuss plans to rebuild a narrow and bumpy section of West 10th Street.

The two-hour open house will begin at 5 p.m. March 29 in the Hamilton Elementary School library, 1822 W. Seventh St., Port Angeles.

Crews will resurface and add bike lanes along a 0.6-mile failing section of West 10th Street between South N and I streets.

In addition to new asphalt, curb, gutter, drainage and bicycle lanes, a sidewalk will be added on the north side of West 10th between N and M streets.

The street is used by students walking to and from Hamilton.

Port Angeles Public Works Director Craig Fulton has said the goal is to begin construction by the end of this summer and complete the work by the end of the year.

The timing will depend on the approval of permits and the weather, Fulton told the City Council last month.

The city received a $1.15 million grant from the state Transportation Improvement Board to cover most of the $1.8 million cost.

At the open house, city engineers will be on hand to answer questions and discuss why the project is important, what improvements are being made and the timeline.

“We would like your opinion on the proposed project,” a city flyer said.

For information, call Jonathan Boehme, a city engineer, at 360-417-4811.

TDN.com
The Daily News Online - Serving The Lower Columbia

County to help fund Castle Rock street improvements

by Jaime Archer
March 28, 2018

Huntington Avenue and Dougherty Drive are slated for road improvements

Cowlitz County will help Castle Rock pay for construction work done on Huntington Avenue South and Dougherty Drive. On Monday night, the Castle Rock City Council approved an interlocal agreement that allows the county to provide about $262,000 of sales and use tax revenue for the two projects.

Clerk/Treasurer Ryana Covington noted that “part of that is in a grant and then half of it is a loan.”

Covington also said Tuesday that Huntington Avenue South will receive a new asphalt overlay. Work on Dougherty Drive will be more extensive, with new sidewalks and lighting.

In total, work on the streets is expected to cost around $2 million. The agreement between Castle Rock and the county specifies that work will be completed no later than Sept. 30, 2019.

It also requires that the city repay the county half its contribution — $131,000— with an interest rate of 1.5 percent. That money will come from the city’s transportation benefit district.

The Huntington Avenue South project will cost about $952,000, with federal funding from the Surface Transportation Program covering about $823,000 of the cost. The Dougherty Drive project has received two different grants from the Transportation Improvement Board, which together cover about $918,000 out of the project’s $1.05 million total cost.

The council also passed on first reading a resolution for the August ballot for a property tax levy meant to fund the city’s library in 2019. The resolution will be presented in second reading at the next council meeting on April 9.

If approved by voters, the city would levy a tax of $0.50 per $1,000 of assessed property valuation, making it identical to the current levy. The owner of a $200,000 would pay $100.

HeraldNet
EVERETT, WASHINGTON

County plans to widen, improve 35th Avenue near Mill Creek

The road is due to get a center tur n lane plus bike lanes, planter strips and sidewalks.

by Noah Haglund

April 6, 2018

MILL CREEK — As homebuilding boomed in surrounding neighborhoods, the road network lagged. In some places, it literally sagged.

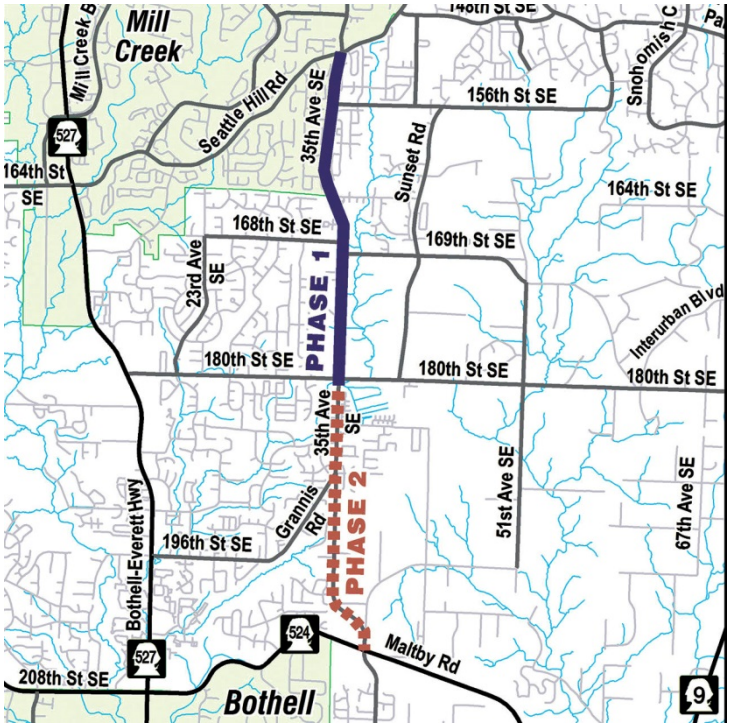
During the coming construction season, local governments plan to start getting important arterials in the Bothell and Mill Creek areas up to speed.

Snohomish County is preparing to put a contractor to work next month widening nearly two miles of 35th Avenue SE. The work should stretch into 2019.

The city of Mill Creek, meanwhile, plans to fix a separate section of 35th Avenue that's prone to sinking. And by the end of the summer, the county expects to wrap up ongoing work on Seattle Hill Road.

"We know we're playing catch-up, but we're bound and determined to make it right now," said Councilman Terry Ryan, whose district covers the Mill Creek and Bothell areas. "We're going to need to do more. This is what we can afford to do now."

That means delays and detours for the next few years, but the promise of better things to come.



Snohomish County is planning to widen 35th Avenue SE between Seattle Hill Road and 180th Street SE. The work is planned over this year and next year. More widening on 35th Avenue to the south is expected in the years to follow. Mill Creek also is getting ready to fix a sinking section of the arterial in the coming months.
(Snohomish County)

Anyone who wants to learn more has the chance to stop by two open houses this month. The first is being hosted by Mill Creek at City Hall North from 5:30 to 7:30 p.m. Thursday. That meeting also will highlight nearby work on state routes, Community Transit's future Swift Green Line and utility projects, as well as the detours all of that work is bound to create.

The second open house is being hosted by Snohomish County at Mill Creek Elementary School from 5:30 to 7:30 p.m. April 25. The meeting will focus on the next phase of widening 35th Avenue.

The upcoming work will expand 35th Avenue to three continuous lanes between Seattle Hill Road (152nd Avenue NE) and 180th SE, a distance of nearly two miles. The two-lane road is due to get a center turn lane, plus bike lanes, planter strips and sidewalks on both sides. Work is supposed to start in May and finish next year.

The County Council on Wednesday approved a low bid of nearly $8.7 million for the work from Marshbank Construction of Lake Stevens. The total budget is about $13.5 million, after factoring in design, permitting and other costs.

On the portion of the road due for the upgrades, traffic grew by about 30 percent from 2001 to 2017, or about 2 percent per year, according to the county.

On adjoining Seattle Hill Road, similar widening improvements started last year from 132nd Street SE south to 35th Avenue. County public works officials said that work is on track to wrap up this summer.

The second phase of work on 35th Avenue SE is slated to start in 2020 and finish the following year. It would extend the improvements north of 180th Street SE south down to Maltby Road.

By 2021, the county anticipates getting to work punching through 43rd Avenue SE and Sunset Road as a parallel arterial to the east. That would create a through street from 180th to Maltby Road that doesn't exist now.

Mill Creek is preparing to start a $6.5 million project later this spring to fix 35th Avenue around the Penny Creek crossing. That's north of the county work. The city roadwork will cause the full closure of 35th between 141st and 144th streets SE in Mill Creek through October. The detour route is via 132nd Street SE and Seattle Hill Road.

Parts of 35th Avenue have settled more than 2 inches during the past three years and 2 feet over the past 10 years, the city reported. That's been ongoing since 2003, when the county widened 35th in that area using fill on top of peaty soil. City officials also said the surrounding wetlands have been rising because of urban development upstream and beaver dams downstream.

Noah Haglund: nhaglund@heraldnet.com. Twitter: @NWhaglund.

Open houses

Two upcoming open houses focus on major roadwork in and around Mill Creek:

On Thursday, Mill Creek officials will be joined by representatives from other agencies. The meeting is scheduled from 5:30 to 7:30 p.m. at Mill Creek City Hall North, 15720 Main St. Topics include city, county and state road projects, as well as Community Transit's future Green Line and utility work in the area.

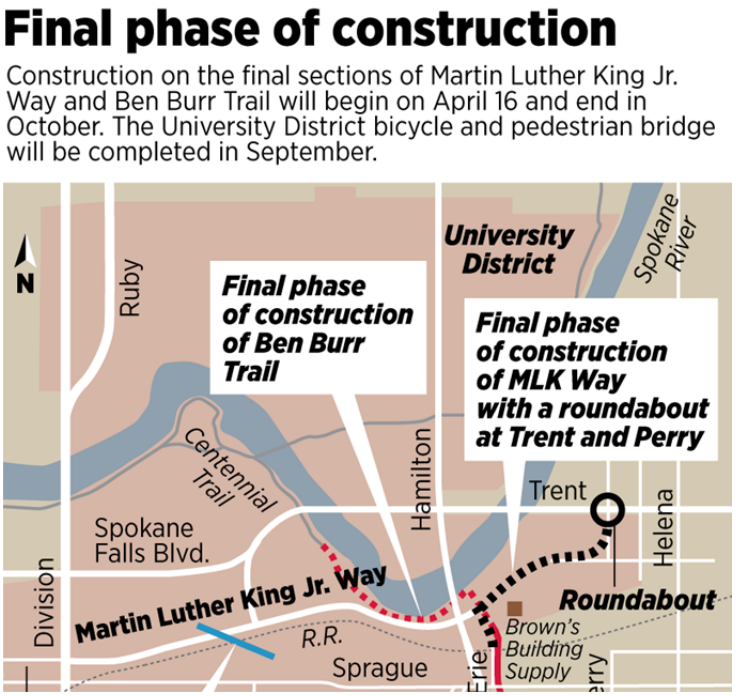
On April 25, Snohomish County Public Works has scheduled an open house to discuss the next phase of widening 35th Avenue SE, from Seattle Hill Road to 180th Street SE. The meeting is set from from 5:30 to 7:30 p.m. at Mill Creek Elementary School, 3400 148th St SE.

THE SPOKESMAN-REVIEW

New roundabout and bridge to be built on Trent as part of U-District road project

by Nicholas Deshais
April 11, 2018

A new roundabout, followed by a bridge replacement project, will disrupt the commute of about 11,000 drivers daily using Trent Avenue east of downtown during the next year.



Beginning Monday, Trent Avenue between Hamilton and Helena streets will be closed through early September for work to build a roundabout at Trent and Perry Street, creating the easternmost terminus of Martin Luther King Jr. Way, the University District thoroughfare.

And next year, the Washington State Department of Transportation will replace the aging, historic East Trent Bridge just west of the city's project.

The new road will link the city core with the East Central neighborhood, creating a critical connection between two parts of town the city has heavily invested in during recent years – the University District and East Sprague Avenue. The extension will look similar to the existing boulevard, with one lane in each direction, a raised median and 5-foot bike lanes on either side, according to planning documents.

The project also will continue the Ben Burr Trail to the edge of the Spokane River, where it will join an existing spur of the Centennial Trail near the Don Kardong Bridge, a pedestrian and bicyclist crossing to Gonzaga University.

Marlene Feist, director of strategic development for the city public works and utilities department, said the new roads and routes will open a part of town few have seen before, despite its central location.

"It's a whole new view of our community," she said. "We'll see the river from a whole new vantage."

The work will be done by L&L Cargile Inc. of Spokane Valley, which submitted the low bid of $3.7 million. The bid was approved by City Council this week. The project is funded through a mix of federal, state and local dollars.

The Riverside extension, as the project originally was called, was envisioned in 2009 and started in 2011 with a new road paralleling the railroad tracks between Division Street and Sherman Avenue. Last year, the city extended the road from Sherman to Erie Street, below the Hamilton overpass.

This year's work will finish the construction of MLK Way, the name given to the road by the City Council in 2011 to honor the civil rights leader.

Feist said the project should be done in October.

But before that can happen, the city must go to court to defend its action to start eminent domain proceedings condemning a parcel of land owned by Ron Brown, owner of Brown Building Materials. The city's planned route would take MLK Way through Brown's parking lot on the west side of the building.

The city and Brown negotiated for years about what was needed for the project. At a City Council discussion of the condemnation in June 2016, city officials said the city offered a “fair market value” of $35,000 to Brown for the land it needed for the road. Brown requested $1.9 million for his entire property.

An agreement was not reached. Brown hired attorney Bob Dunn in the matter, and a court date is scheduled for next month.

Feist said the city has an alternate route around Brown’s property as a contingency if a court decision isn’t timely enough for the construction schedule. But she said the city anticipated getting a favorable ruling in time for the new road to be built.

“We’re relatively confident that we’ll get this all buttoned up,” Feist said. “We can condemn the property. We have the right to do this. It’s really just setting value.”

Feist said any money paid to Brown will come from the project funds. If the judgment goes beyond what the city has set aside, a dollar figure Feist would not share, the city would dip into its arterial street fund.

In an interview Tuesday, Brown said the city’s planned route is “going to hurt my business tremendously” but he planned to keep his business going, whether or not the city takes his parking lot.

Brown, whose business has operated in that part of town for 40 years, acknowledged the new road would give him “good exposure” with more traffic, but said he is worried about the ability of freight trucks to safely deliver supplies.

“The way the city has it designed, trucks turn around in the parking lot. I just don’t think it’s safe,” he said. “If I can’t get the trucks in and out of there, I can’t get the stuff I need to sell.”

Washington Street project to close road for months

by Discover Ferndale
April 24, 2018

Locals likely recall when Washington Street between Vista Drive and 3rd Avenue was closed back in 2016 between June and October while the road surface was reconstructed and sidewalk and other improvements were made. This year, the same is planned for the section of Washington Street to the west between Main Street and Vista Drive.

Road closed sign. File photo: Discover Ferndale

City officials announced today the project is scheduled to begin Monday, April 30th and will result in closing the road to through traffic 24 hours a day including weekends and holidays. Signs will direct drivers to a detour route via 4th Avenue.

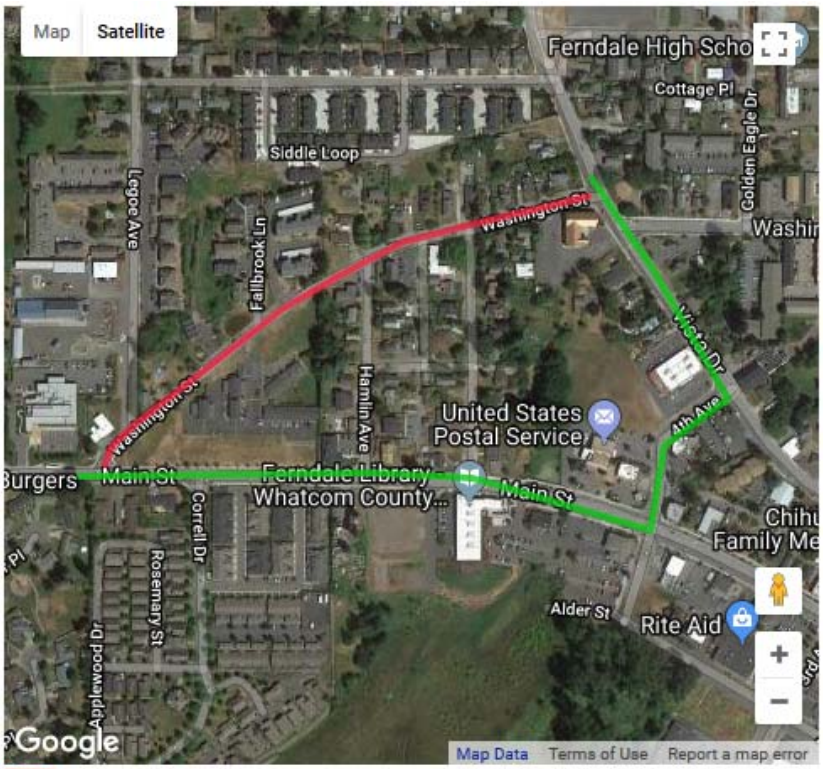
City of Ferndale Capital Projects Manager Katy Radder says the plan is for the road to be closed through October and perhaps longer depending on weather and if there are any project surprises.

Traffic to residences and businesses along the closed road will be permitted through the closure area according to City officials.

The 2016 project did include surprises including locating unforeseen pipes that had been long enough ago that there were no records of their existence. This delayed the project several days.

City officials say the project will widen and improve Washington Street from Main Street to Vista Drive to include new 5-foot-wide sidewalks, curbs, gutters, shoulders for bicycle use, an improved bus pullout and 11-foot-wide travel lanes for vehicles.

The project will be paid with a $733,933 grant award from the Washington State Transportation Improvement Board's Urban Arterial Program, sales tax proceeds into the City's Transportation Benefit District and utility funds.



RED = road closed zone

GREEN = detour route

The Star

Major street will get treatment this year

by Roger S. Lucas
April 25, 2018

Drivers on a main Grand Coulee street will notice a major maintenance effort this year, as Spokane Way and other streets receive a pavement treatment.

Grand Coulee has hired Gray & Osborne as its engineering firm to oversee a pavement maintenance project expected to be done sometime this year.

Public works Director Dennis Francis said the chip-sealing project will begin at SR-174, and come down Spokane Way to the Teepee Restaurant, then start again on the other side of Midway Avenue, up Second Street to B Street. Some small "dig outs" are also included in the project, Francis stated.

City Clerk Lorna Pearce said that a date hasn't been set for the work but that it will be done sometime this year.

Gray & Osborne had been helpful in preparing advance materials that took the city through the grant application process, and has done several engineering projects in Grand Coulee in recent years.

The city has received a $181,071 grant from the Department of Transportation's Transportation Improvement Board (TIB), for a major chip sealing project.

"We are trying to coordinate with TIB work planned at Elmer City so there would be just one setup fee," Pearce stated.

Elmer City opened its bid for a $68,000 chip seal project on the Lower River Road last week, but city officials stated that bids came in well over the grant amount.

"We have sent the bids to the Transportation Improvement Board to see what they want do," public works Director Jimmer Tillman stated.

Methow Valley News
LOCALLY GROWN, INTERNATIONALLY KNOWN SINCE 1903 WWW.METHOWVALLEYNEWS.COM

Street upgrades and water line improvements underway soon in Twisp

by Ann McCreary
April 26, 2018

Drivers and pedestrians will have to negotiate construction on streets in the northeast part of Twisp, where a $1.2 million water and street upgrade project is expected to get underway next month.

Segments of six streets east of Twisp's downtown area will be dug up to install new water lines. Pavement on those sections will be reconstructed after the water lines are installed, said Twisp Public Works Director Andrew Denham.

"It's going to be a long project. There will be periods of time with road closures," Denham said. The town expects to select a contractor for the project in early May and begin work soon after that, he said. A little over one-half mile of streets will be impacted.

Streets involved in the work include Second Avenue east of Glover Street, Methow Street, the lower part of Third Avenue, Twisp Avenue, Lincoln Street and North Glover Street. The project includes improvements to the intersection at Second Avenue and Lincoln Street, and new sidewalk construction on Second Avenue from Glover Street to the end of the street at the Methow River to provide a route for pedestrians to the central business district.

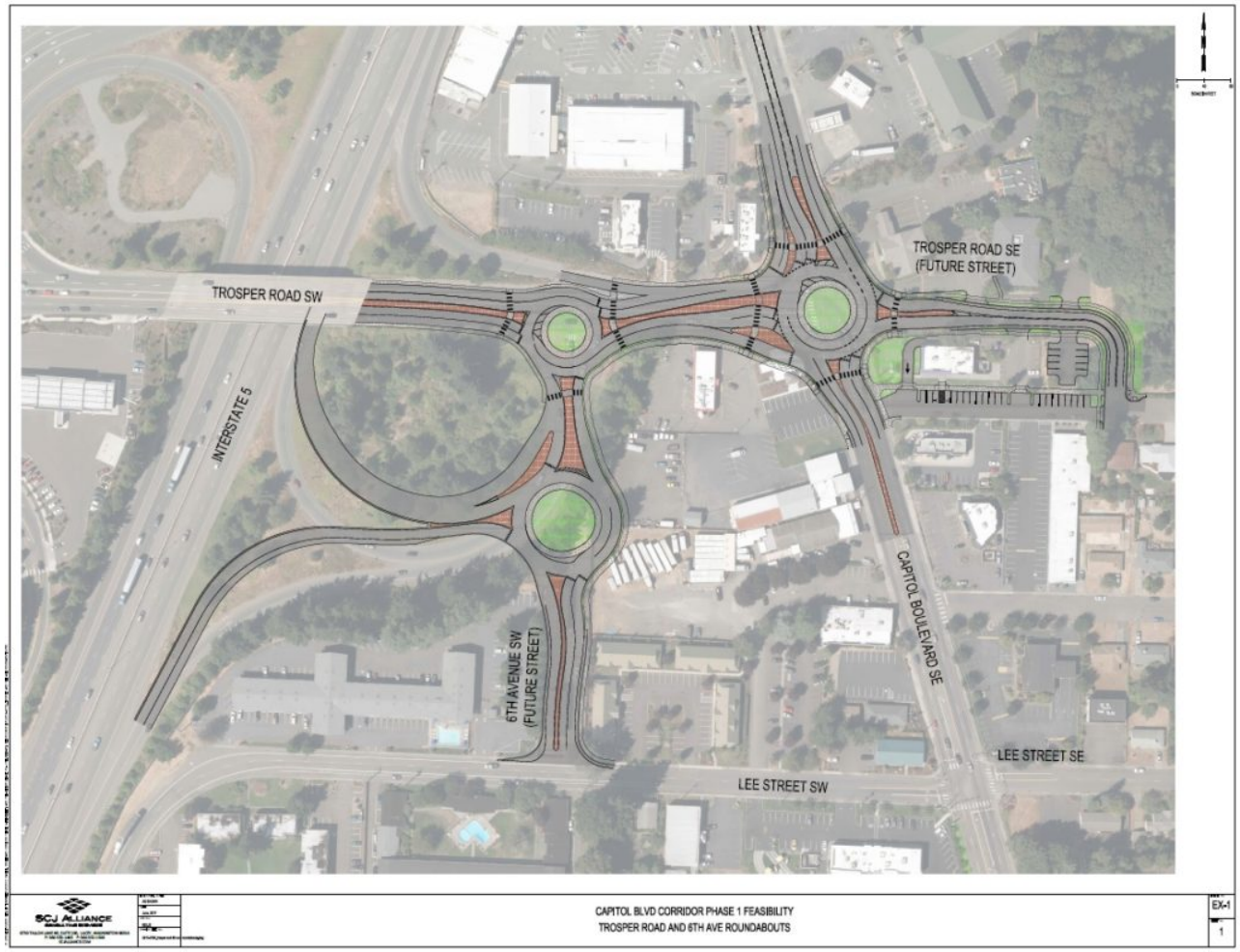
The project will replace aging water lines with larger pipes to improve fire flow in residential areas and will repave the streets after the water system work is completed.

Deciding factors for working on these street segments included low fire flow and aging water lines, Denham said. The water pipes "were way undersized" and pavement on those streets is deteriorating, he said. "We put together a project to take care of both of those problems."

The town received $500,000 in grants and loans from the U.S. Department of Agriculture Rural Development program for the water line upgrade, and $771,000 from the state Transportation Improvement Board for the street work.

Intersection of Capitol Boulevard and Trosper Road Prepares for a Makeover

by Heidi Smith
April 27, 2018



A diagram showing the proposed roundabouts.
Photo courtesy: SCJ Alliance

If you've ever tried to get to the freeway during rush hour from the intersection of Capitol Boulevard and Trosper Road, then you know: congestion is a problem. Even though there are two left turn lanes directing people northbound onto Trosper, most people pile into one lane to reach I-5.

"Everyone's loaded up in the shared left turn/through lane, so it doesn't work very well," says Scott Sawyer, a Principal with SCJ Alliance. "Everything backs up and it gets very difficult to get in and out of businesses along that corridor."

But help is on the way and by the time the makeover is complete, the area will have a different flavor, Sawyer says. "It's going to feel more like a busy downtown commercial center than a regional arterial."

Several years ago, The City of Tumwater hired an urban design firm to do a corridor study along Capitol Boulevard between M Street and Israel Road. The corridor plan identified ways to strengthen the business climate, enhance

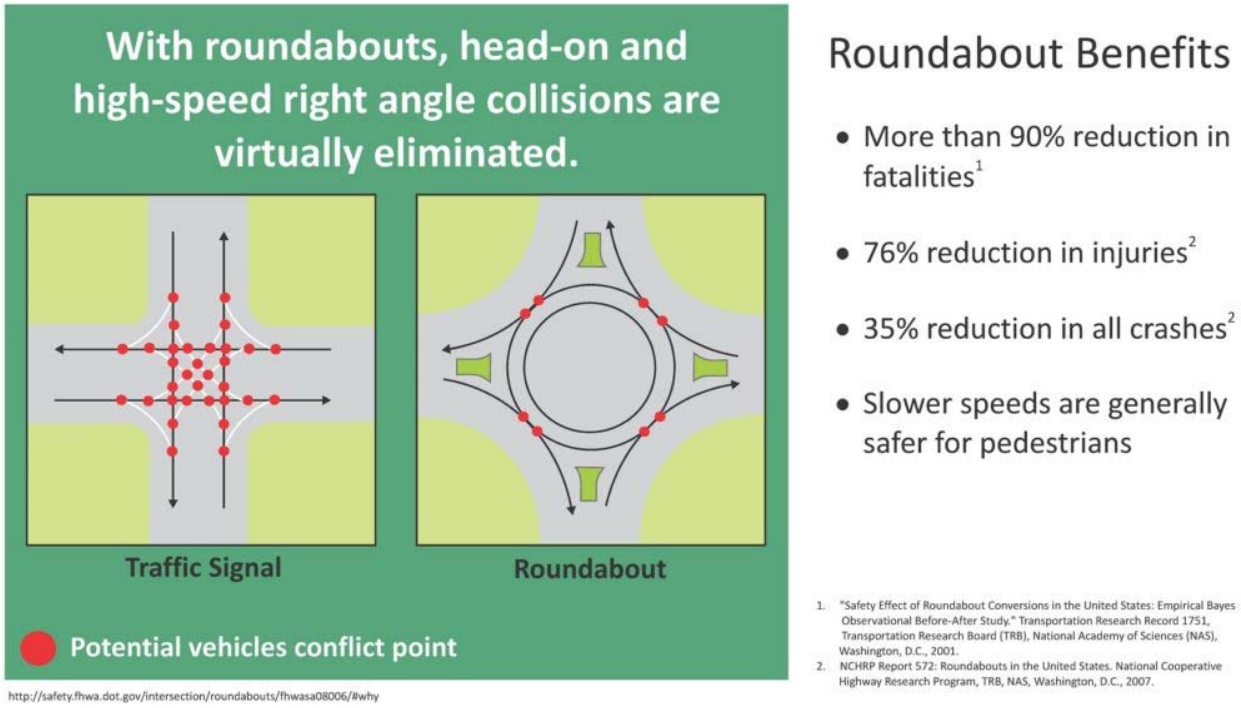
the aesthetic appeal, improve safety, and expand transportation options for all modes of travel. Once the corridor plan was complete, the city hired SCJ Alliance to perform a feasibility review and conduct the preliminary engineering of the transportation options. SCJ was also tasked to look at the Capitol/Trosper intersection issues, which weren't addressed in the corridor study.

SCJ is in the preliminary engineering phase of creating improvements to that intersection. These include modified freeway on-ramps as well as a series of roundabouts to alleviate traffic and make the neighborhood more bicycle- and pedestrian-friendly. "In addition to addressing congestion, we're looking to encourage more walking and biking," says Sawyer.

The first issue is dealing with the people attempting to get to the freeway. The proposed solution is to realign the ramps so that both terminate on 6th Avenue, a new road connecting Lee to Trosper, away from the main intersection. "In the future, you could be heading north into town, coming up Capitol or Linderson Street, and you wouldn't have to go all the way to Trosper to get on the freeway," says Sawyer. "We think having two options to access I-5 will become self-regulating to split traffic about 50-50 between the two access points. Everything starts to work better from there."

Once traffic has been diverted from the junction of Capitol and Trosper, the next step will be to replace the stoplight there with a roundabout. "We went through a fairly robust analysis to decide on the best way to control the intersection, and the roundabout was the winner," says Sawyer.

Roundabouts are statistically safer and usually do a better job of keeping traffic flowing. "It's really hard to argue with data from around the U.S. and the globe. When it comes to safety, signals don't even come close to roundabouts. And roundabouts perform better than a signal in keeping vehicles moving, especially during off-peak hours," Sawyer explains. "When it isn't rush hour, the roundabout is always moving, as opposed to having to randomly wait at a red light."



A chart showing the conflict comparisons.
Photo courtesy: SCJ Alliance

Roundabouts will also be added at 6th Avenue and Trosper as well as the section of 6th Avenue where the freeway on- and off-ramps will be located.

Because of the road improvements, some businesses and an apartment complex will be acquired. Sawyer believes the owners understand the need for the changes. “They’re not happy about moving their businesses, but they understand what we’re doing and why we’re doing it,” he says. “We’ve done our best to figure out solutions with broad support, not only from the Department of Transportation but with the city and the people who work and live around there.”

Aside from hosting a series of open houses and providing briefings at city council meetings, the company has met with residents and business owners one on one and in small groups. Such outreach efforts will continue as the project progresses, Sawyer says. “We’ll continue to keep people informed as to what’s going on.”

The Bigger Picture

The intersection improvements are part of a bigger picture that involves creating more of a neighborhood character in that section of Tumwater. “In the long run, the city is looking at creating mixed-use neighborhoods along Capitol Boulevard between M Street and Israel Road,” says Sawyer. The plan calls for this section of Capitol Boulevard to be transformed into a boulevard, with a median, narrower traffic lanes to calm speeds, bike lanes, widened sidewalks and roundabouts at key intersections to provide access.”

Scott Sawyer at an open house discussing plans. Photo courtesy: SCJ Alliance

In the more immediate future, the changes should help people get where they want to go with less delay while making the intersections safer for cyclists, pedestrians and cars alike. “This should help traffic move more smoothly,” Sawyer says. “The changes will also create better connections that run parallel to Capitol Boulevard; that should cut down on the number of left turns and create better access to some of the businesses there.”

Initial planning work was funded by a $500,000 federal grant through the Thurston Regional Planning Council, and roughly half of the project’s $12 million in funding is provided by a grant from the Transportation Improvement Board (TIB). “TIB was a natural fit for the kinds of problems we’re solving,” says Sawyer.

Currently, SCJ is wrapping up the preliminary engineering phase. NEPA and SEPA reviews are complete, and they’ll begin moving into the “Right of Way” phase, where needed properties are purchased before actual construction can begin.

“Tumwater’s plans are going to transform this intersection and corridor,” says Sawyer. “It’s an exciting time for the city.”

For more information about SCJ Alliance, visit their website or call 360-352-1465.

BOTHELL-KENMORE REPORTER

Bothell's Main Street could be opening within a month

The road was scheduled to reopen last November but contractors could not find metal sleeves needed to cast concrete.

by Aaron Kunkler
April 5, 2018

Main Street in downtown Bothell could be open within the next month after delays extended the road's closure for more than five months.

While city officials did not have a firm opening date, they were optimistic the road would reopen by May following the street's closure in segments beginning last fall. Improvements on the road include widening the sidewalks to allow businesses to use outside space in an effort to make the city more walkable.

The road was scheduled to be reopened last November but the project contractors were unable to find metal sleeves needed to cast concrete. Road, curb and sidewalk work could not begin until bollard foundations using the metal sleeves were completed. Underground utility work took longer than anticipated as well, with city staff saying this was partially due to the age of Main Street.

Segments of Bothell's historic Main Street have been closed since last fall as development setbacks pushed a reopening date back to this spring.
Aaron Kunkler/Sound Publishing

Work on Main Street is one of the final pieces of the city's plan to revitalize the city's downtown core. This included the purchase of 18 acres from the Northshore School District to be sold off to developers. All but one of these lots has been sold.

The city purchased additional lots downtown, including one designated Block D along State route 522 and Bothell Way N.E., which is contaminated by petroleum, as well as solvents from a former dry cleaning business on-site.

Bothell Senior Planner Dave Boyd said the city was close to getting authorization from the state to develop on the land as they work to clean the site.

"It's been a bit of a long haul," Boyd said.

The city's revitalization plan was expected to use $150 million of public funding for infrastructure projects, with private investments exceeding this. City staff will be presenting an update to the City Council on the revitalization efforts in a June 12 study session.

Six lots are available for sale from the city, while many others are being developed by private companies.

These include the Mercantile Building and the former Bothell Mall along Main Street, which were destroyed in a fire during the summer of 2016. No cause for the fire was established, which started in the Mercantile Building construction site and spread to the historic Bothell Mall and damaged other businesses in the vicinity.

Two hotels are planned adjacent to Bothell's City Hall, but as of March 21, city officials had not received permit applications from the Hotel 360 Group to actually build on the plots.

Finished projects include work on the multi-way project along Bothell Way N.E., widened roads and side-roads added to help ease congestion and promote walk-ability. Upgrades to State route 52 undertaken by the city has also been completed.

Cascadia College and UW Bothell worked with the city to finalize a new master plan and includes a long-term intent to build out on Beardslee Ave to improve the campus and amenities.

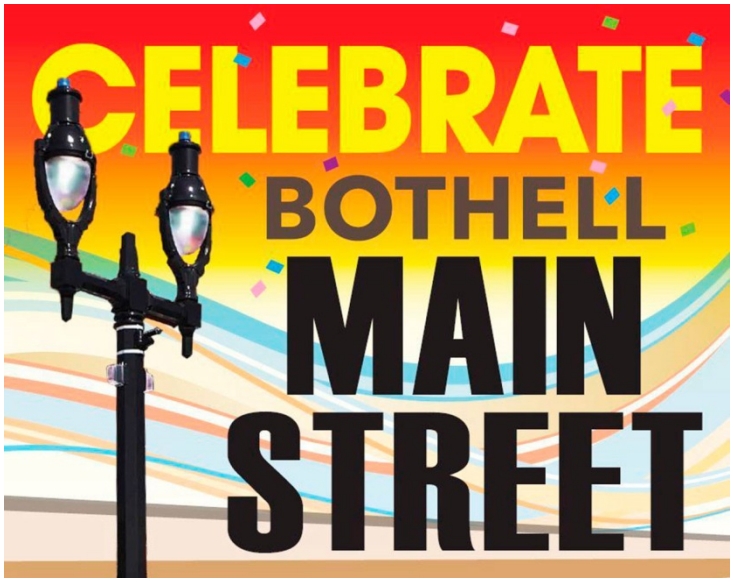
The nearby Village at Beardslee Crossing is wrapping up development on planned residential units.

BOTHELL-KENMORE REPORTER

Bothell celebrates Main St. on April 28

The celebration recognizes the completion of the Main Street Enhancement Project.

April 19, 2018



The public is invited to a free party on April 28 from 12 to 3 p.m. celebrating the completion of the Main Street Enhancement Project and to rediscover the many shops, restaurants and businesses in Bothell's historic downtown. The event will welcome families to enjoy live music, kids' activities and more.

Event festivities will include

- Official ribbon-cutting ceremony at 12:30 p.m.
- Live music featuring Tweety and the Tom-Cats, 1 to 3 p.m.
- Bouncy house provided by Northshore Rotary Club
- Touch-a-Truck, with big equipment from the Public Works and Fire departments, as well as bicycle and motorcycle police
- Sidewalk chalk art, sponsored by Nancy Pipinich State Farm Insurance
- Specials, demonstrations and discounts from many Main Street shops and restaurants
- Local schools are in on the fun: Canyon Park Middle School will provide music and Bothell High School football players will be volunteering
- Food and drinks available for purchase at participating restaurants
- Happy Hour from 3 to 5 p.m. at participating Main St. businesses

This event is a partnership among the Main Street merchants, the Greater Bothell Chamber of Commerce, the Northshore Rotary Club and the City of Bothell.

Main St. will be closed from Bothell Way to 102nd Ave. Northeast from 9 a.m. to 4:30 p.m. Party-goers and other visitors to downtown have several options for parking, including the City Hall garage at 18415 101st Ave. NE which is open from 6:30 a.m. to midnight daily and the temporary gravel parking lot near Baskin Robbins is open for Main Street public parking. Additionally, on-street parking is available on Bothell Way along the access lanes.

The project, which accrued construction costs of $5.8 million, revitalizes Main Street as a pedestrian-friendly downtown urban center, straightening the street's curved alignment and framing the street with wide sidewalks and flexible parking areas. The project stretches two city blocks from Bothell Way to 102nd Ave Northeast. Modern urban design elements include wide, curbless sidewalks; space for outdoor dining, retail and gathering areas.

The Washington State Transportation Improvement Board provided a $4.7 million grant for the project.

The Woodinville Weekly
The Northlake News | The Valley View
Community Newspapers Since 1976

Mixed Reactions to Bothell's Main Street Enhancement Project

by Emily Gilbert, UW News Lab Student Journalist
May 1, 2018

The community came out to celebrate the opening of Bothell's revitalized Main Street last Saturday, although reactions to the project from some downtown businesses were mixed for some of its design elements and construction delay.

The view from the north end of Main Street. The city installed 80 removable metal posts that separate flexible use parking spaces from the sidewalk. The city hopes that the parking spaces will be used for outdoor dining when not occupied by cars.
Photo by Emily Gilbert

The street has been under construction since April 2017 as part of Bothell's Main Street Enhancement Project. City officials said plans for these updates have been in the works for almost a decade.

The city started planning for the Main Street updates in 2009, but the plans were put on hold as the area around Bothell Crossroads was developed. Those plans were revisited after a fire in 2016 drew attention to the downtown area and spurred the plan into action.

The project spans two city blocks. The work included a complete reconfiguration to make the street straight, to add a curbless sidewalk, and to install signs, planter boxes, a water main, a storm sewer and street lighting.

The city says that the curbless sidewalks will make it easier for people to walk along the street. The project also carves out parking spaces along the sidewalks, which the city hopes could provide places for outdoor dining when cars aren't parked in them. The parking spaces are between the planter boxes, and removable metal posts line one side. The metal posts serve as the barrier from the street to the sidewalk.

The project cost $5.8 million, which was funded in part by a grant from the State Transportation Improvement Board.

Although many in the community are happy to have most of the construction done, some business owners have concerns about the project.

Santo Roman, owner of Rain City Wines, said the tight-knit business community on Main Street discussed the enhancement project plans after the fire in 2016. He said businesses knew the project would impact them but that the updates were needed.

"It was an older infrastructure that needed to be updated," Roman said.

However, he criticized the new parallel parking spots and planter boxes. "Every morning we hear people hitting the planter boxes," he said. "They're so large."

This mural of Main Street in Bothell shows how far the city has come. The mural is by artists Pat Benson and Pat Pierce.
Photo by Emily Gilbert

Across the street from Rain City Wines, Rachman Cantrell owner of Bothell Jewelers & Collectibles also expressed concern over the new parking spots. Cantrell has been in business for more than 30 years.

“Well for one thing, the parking is terrible,” Cantrell said. “I was watching someone yesterday who was blocking traffic,” he said of a driver attempting to parallel park, who eventually drove gave up and drove away. “It’s not an improvement over what was here before,” he added.

A couple stores down from Cantrell’s business, Brad Weber, assistant manager of Music & Arts, said he liked the updates but also had some safety concerns.

“I think it’s pretty good,” he said of the updates as a whole. “It still has the same mood as it did before, but it’s just cleaner.”

One worry he has is the lack of curb cuts. “We definitely have people parking on the sidewalks,” he said.

He said he was especially concerned about the safety of those walking on the sidewalk after a driver had intentionally hit people crossing the street earlier this month. He pointed to the Karate studio across the street and said he was particularly worried about the kids who come to Music & Arts after Karate practice.

All three men criticized the delay in work. Barbara Ramey, a communications officer for the city, explained, “We had offered the contractor an incentive if they could complete the project by November 2017. They weren’t able to do that,” she said in an email.

Eve Livingston with the Chamber was at the Saturday celebration and said, “We’re happy it’s done. It took longer, as it always does. Everybody hung in there together.”

Of the new parking spaces she added, “I think people are going to get used to them.”

With Main Street construction now complete, Bothell is ready for the future.

BOTHELL-KENMORE REPORTER

Bothell main street grand reopening draws huge crowd despite rain

The $5.8 million Main Street project began in April 2017 to revitalize and improve the area after a large fire that damaged the area in the summer of 2016.

by Evan Pappas
May 2, 2018

Bothell citizens gather for a historic picture on the new Main Street.
Evan Pappas/Staff Photo

Hundreds of Bothell residents gathered on Main Street on Saturday to celebrate the completion of the Main Street Enhancement Project.

The $5.8 million Main Street project began in April 2017 to revitalize and improve the area after the large fire that damaged the area in the summer of 2016.

Barbara Ramey, communications officer at the city of Bothell, said the project changes to the downtown included road reworking, additional parking and new utilities infrastructure.
"Some highlights of the project are that it straightened out the alignment of the road, there was a whole bunch of underground utility work, it was really important because underneath the road the utilities were super old and needed to be replaced," she said. "We got almost $5 million from the State Transportation Improvement Board for construction, that's just the construction cost, that really was what enabled the project to move forward."

The event was co-sponsored by the city of Bothell, the Bothell Chamber of Commerce, the North Shore Rotary and Main Street merchants. In addition to several booths from local organizations and businesses, the celebration had a

bounce house for young children, and live music was performed by the Canyon Park Middle School Jazz Band and local group Tweety and the Tomcats.

As part of the official ribbon cutting, all of the event attendees gathered behind the ribbon for a photo of of the street. The photo was intentionally recreating an older historic photo of the Bothell main street as a way to show how much progress has been made in the city's history.

Washington Transportation Improvement Board Executive Director Ashley Probart (left) and Bothell Mayor Andy Rheaume spoke to the crowd about all the work that went into developing the project.
Evan Pappas/Staff Photo

Bothell citizens explore the redesigned street.
Evan Pappas/Staff Photo

Mayor Rheaume cuts the ribbon after a group countdown from the crowd.
Evan Pappas/Staff Photo

Second Avenue work to begin later this spring

by Andy Monserud
May 4, 2018

Construction on Second Avenue from Rose Street to the U.S. Highway 12 overpass is still in the works for this summer despite delays resulting from a known archaeological site within the corridor.

An overhaul of the cracked and pitted arterial street will begin later this spring and is expected to finish this fall, according to public works officials. The city is currently seeking bids for the road project.

The bidding process, however, was delayed by about 60 days, according to City Manager Nabiel Shawa. Consultants hired by the city had to work with the state Department of Archaeology and Historic Preservation as well as local tribes to produce a report and clear the site for the planned work, according to Doug Eaton, an engineer with the city.

But public works officials were already aware of the Native American site beneath the street and bricks in front of the building that until recently housed Jacobi's Italian restaurant because of past work done on the Second Avenue corridor. Those factors played into the design process, Eaton said.

"It hasn't delayed our delivering this project in the time frame that we were originally anticipating and hoping for," he said.

Additional details on the site were not available; information on sites of archaeological importance are not subject to public disclosure for fear of theft or vandalism.

Second Avenue will become a one-way street several blocks southbound into town for much of the summer and portions will be closed for shorter periods, according to Monte Puymon of the city's engineering division.

Those hoping to leave town, he said, will have to make their way to Highway 12 via Myra Road or the eastbound-only intersection on Clinton Street.

PENINSULA Daily News

Port Townsend's Water Street paving to begin Thursday

by Jeannie McMacken
May 6, 2018

Work is underway to prepare for Thursday's paving of Water Street between Tyler and Polk streets. Once completed, the project moves south towards the ferry terminal. Street paving of the final section of the Water Street Enhancement Project will take place in June. The project's completion date is slated for June 27. (Jeannie McMacken/ Peninsula Daily News)

PORT TOWNSEND — The Water Street Enhancement Project team will check one more item off its to-do list this week as the first stage of street paving begins.

Interwest Construction will pave Water Street between Taylor and Polk streets on Thursday. Work will begin at 7 a.m. and continue until 6 p.m., with traffic reduced to one lane and travel delays of up to 15 minutes or more.

Sidewalks will be open, except for those on Tyler Street, which will be closed during the afternoon hours.

Laura Parsons, manager of the Water Street Enhancement Project, suggests drivers use Washington Street as an alternative route.

"Vehicles will be allowed on Water Street as there will be one lane open at all times," Parsons advised. "But, there will be delays because of the heavy equipment moving around.

"Expect to see large 50-foot trucks funneled up Lawrence and then looped around to Water Street where they will drop their loads in a continual cycle."

Parsons warned that, in addition to an unpleasant odor, there will be a vibration felt during the day-long process.

She said a message board will be installed at Kearney Street advising motorists to use Washington Street to access downtown businesses.

City Public Works Inspector Scott Studeman is pleased with the work and progress to date on the enhancement project.

“It’s been very fast-paced,” Studeman said. “This has been one of the most pushed, yet organized projects I’ve ever been around in my 45 years in the business.”

The project began on Jan. 2 and has experienced only one lost day due to snow. Workers are from Sequim and Port Angeles, with two crew members from Chimacum. The teams work four 10-hour shifts and use Fridays to catch up with unforeseen projects that need attention.

“The fact that everything is going in at the same time makes this project somewhat unique,” Studeman said. “We’re putting water in, putting in sewer repairs, sidewalks, doing joint utility trenching for PUD power and communications, putting in fire service lines, putting in all conduit for tree lighting and irrigation. Then there’s what we’ve taken out, too.”

Parsons said the public doesn’t see what’s going on in the trenches, but it looks like a different world down there to an engineer.

“The undergrounding project is a new approach to delivering power,” she said.

“The PUD decided to take the opportunity to do this since we were digging up the whole street. It will really help with the beautification of downtown, besides being practical. You don’t have to worry about wind knocking power lines down or cars running into poles.

Studeman said that the PUD “needs the room we’ve been using in order to do their job. They need to pull all their wiring through the conduit. It is quite a process.”

Parsons said by 2020 all the poles will be removed. In the meantime, the poles will continued to be used until the switch is made.

The crews did not discover any artifacts during the dig, but there were a few surprises.

“We found sewer services that were about ready to fail,” Studeman said.”We replaced all the old clay pipes with PVC, and all the old gas lines were removed.”

Parsons said workers discovered an old concrete highway under the asphalt on the east side of Water Street. They knew it was there, but didn’t realize it had rebar in it.

“It took extra time time and effort of an unexpected nature to deal with it,” she said.

Pedestrians will note the sidewalks are a bit bigger. Parsons said the parking spaces were a bit wide, so they were narrowed and that allowed more room.

The trees that were removed were causing problems, according to Studeman.

“The roots were growing into the foundations of buildings,” he said.

Replacement trees will begin being planted on May 14, and are species that are considered a little less aggressive.

“The maples on Water Street have been vetted by the City’s Street Tree Advisory Board,” Parsons said. They are Autumn Blaze maple trees, also known as Jeffer’s Red. Rain gardens will be installed to treat the stormwater before it goes out to Puget Sound.”

James Gambell, Interwest Construction's superintendent of the project, is grateful to the residents and businesses that have had to deal with a lot of interruptions.

"This project has been very busy and challenging, but everyone has been so nice," Gambell said. "The Belmont has provided the crew with lunch, twice. Ribs and lasagna.

"One traffic controller got roses. Howell's provided sandwiches for the crew.

"Everyone has been very patient. We really appreciate it."

Gambell said that the hardest part is about done.

"The rest should go fast."

After the paving is done, the project will move west towards the ferry terminal.

And, to add to the congestion, the state Department of Transportation will begin grading work today, said city officials, starting at the ferry terminal in preparation for resurfacing state Highway 20 to Four Corners Road.

The six-mile project, which was awarded to Lakeside Industries Inc., will necessitate overnight single lane closures each Sunday through Thursday from 8 p.m. to 6 a.m., according to the Transportation website.

Daytime delays also are planned for installation of 13 ADA-accessible sidewalk ramps.

Work is expected to be finished by the fall.