



Transportation Improvement Board
September 27-28, 2018 – Pullman, Washington
Location: Courtyard Marriott
1295 NE North Fairway Road
Pullman, WA 99163
509-332-1500

September 27, 2018 – 2:00 pm
WORK SESSION AGENDA

		Page
2:00 pm	A. Welcome	Chair Johnson
	GENERAL MATTERS	
2:05 pm	B. Local Presentation: Pullman	Chair Johnson
2:25 pm	C. TIB 101: Selection Overview	Chris Workman
2:45 pm	D. WSDOT ADA Transition Plan	Jeff Carpenter
	PROGRAM & PROJECT MATTERS	
3:05 pm	E. Future Small City Program Changes	Chris Workman
3:25 pm	F. Relight Washington Update	Chris Workman
3:45 pm	G. Applications Received Overview	Vaughn Nelson
3:55 pm	H. Adjournment	Chair Johnson



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September 28, 2018 – 9:00 am
 BOARD AGENDA

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9:00 am	1. CALL TO ORDER	Chair Johnson
9:10 am	2. LOCAL PRESENTATION	Chair Johnson
9:25 am	3. GENERAL MATTERS	
	A. Approval of May 23, 2018 Minutes	Chair Johnson 4
	B. Communications	Ashley Probart
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	2. The Daily World – YMCA summer parks program returns to Hoquiam	21
	3. Daily Sun – Street light upgrade, maybe	22
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	13. go Skagit – Sedro-Woolley to incorporate fiber into Fruitdale Road project	39
	14. The Seattle Times – Lander St Bridge construction starts, shuts down Sodo-area	40
	15. Peninsula Daily News – Construction starts on West 10th St overhaul in Port...	41
	16. The Woodinville Weekly – City celebrates completion of Main St South project	43
	17. The Spokesman-Review – Commerce Department awards Spokane's efforts on...	44
	18. Herald Net – Roadwork by Edmonds-Woodway High School will end this...	45
	19. Westside Seattle – Port of Seattle, City of SeaTac, & IAC Properties break ground	46
	20. Kent Reporter – Stretch of James Street in Kent to get concrete replacement	48
	21. Daily Record – Under construction: City of Ellensburg plans road, utility projects	49
	22. go Anacortes – Roundabout construction at 32nd, D Ave to start in August	51
	23. Tri-City Herald – \$38M Duportail Bridge project reaches a critical point	52
	24. Stanwood Camano News – Stanwood road projects underway	54
	25. Bellevue Reporter – Bellevue Spring District development will add office, retail...	55
	26. Tacoma Weekly News – Port of Tacoma Road breaks ground	56
	27. The News Tribune – Major overhaul of Port of Tacoma Rd interchange kicks off...	57
	28. The Columbian – Construction on Northeast 119th Street 'one bite at a time'	58
	29. Union-Bulletin – What's Going Up?	60
	30. The News Tribune – Gig Harbor to celebrate completion of Harbor Hill Dr...	61
	31. Kitsap Sun – Road Warrior: Sign revives name of Bremerton neighborhood	62
	32. go Anacortes – Strike delays city roundabout paving	63
	33. go Anacortes – D Ave 32nd Street roundabout opening pushed back again	65
	34. Kitsap Daily News – Tremont work scrambles intersection commute	66



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35. Kitsap Daily News – Equipment operators strike halts work on Tremont project	67
36. Kitsap Daily News – Construction crews are back at work on county road...	69
37. pt Leader – ‘Party at Plaza’ to celebrate	71
38. pt Leader – City explains new parking, bike lanes	72
39. Bothell-Kenmore Reporter – Bothell Main St business bouncing back after...	74
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42. The Monroe Monitor & Valley News – Sultan construction impacts ahead	80
43. The Courier Herald – Buckley road work to be completed by mid-July	82
44. Methow Valley News – Street improvement project starts in Twisp	83
45. The Vidette – Problem stretch of Marcy Avenue getting a complete rebuild	84
46. The Chronicle – Winlock’s Fir St Bridge To Open Three Weeks Later Than...	85
47. Nisqually Valley News – City of Tenino Adopts Complete Streets Policy	86
48. Chinook Observer – Long Beach adopts ordinance promoting street safety	88

9:40 am	4.	NON-ACTION ITEMS		
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		B. Executive Director’s Report	Ashley Probart	
		C. Financial Report	Vaughn Nelson	
		D. Delayed Projects Response	Chris Workman	11
		E. Project Activity Report (5/1/18 – 8/31/18)	Chris Workman	13

10:55 am	5.	ADJOURNMENT	Chair Johnson
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FUTURE MEETINGS

- November 15-16, 2018 (SeaTac)
- January 24-25, 2019 (Olympia)
- March 21-22, 2019 (Tri-Cities)
- May 16-17, 2019 (Sequim)
- September 26-27, 2019 (Wenatchee)
- November 21-22, 2019 (Tacoma)

**Transportation Improvement Board
May 18, 2018
Kitsap Conference Center
Bremerton, Washington**

NOTES

TIB BOARD MEMBERS PRESENT

Commissioner Richard Stevens, Chair
Ms. Amy Asher
Ms. Alyssa Ball
Mr. Aaron Butters, P.E.
Mr. Jeff Carpenter, P.E.
Ms. Barbara Chamberlain
Commissioner Terri Drexler

Mayor Glenn Johnson
Mr. John Klekotka, P.E.
Ms. Colleen Kuhn
Mayor Ron Lucas
Ms. Laura Philpot, P.E.
Mr. David Ramsay
Mr. Mike Todd

TIB STAFF

Ashley Probart
Vaughn Nelson
Chris Workman, P.E.
Jason Phelps, P.E.
Kelsey Davis /recorder

TIB Members; Ms. Elizabeth Chamberlain, Commissioner Bob Koch, Mr. John Koster, Mr. Mick Matheson, P.E., and Ms. E. Susan Meyer were excused.

1. CALL TO ORDER

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

2. LOCAL PRESENTATIONS

Chal Martin, Public Works Director for the city of Bremerton spoke regarding their Bridge to Bridge Urban Trail a 3.5 mile Urban Bicycle trail which has benefited from TIB support in completion of two projects which together completed two miles of the trail.

On Thursday Tom Knuckey, P.E., the City Engineer for the City of Bremerton discussed the unique challenges Bremerton faces in trying to accommodate a number of needs for the population of the city. For example, the city transportation system has to work with the Puget Sound Naval Shipyard, which has a brief but very busy rush hour time period. The city also has more than twice the population of individuals with disabilities for a city of its size. With the help of their volunteer ADA committee, they developed a program for finding areas that are not ADA compliant or are ADA compliant, but not working optimally for the users. They developed intersection and sidewalk maps and scoring system to determine the locations in highest need of repair. They are also working to complete their Bridge to Bridge route which is helping to open up the waterfront access to the ADA entire population.

Craig Gregory, Public Works Director and Logan Brady, Senior Associate Engineer from the city of Shelton talked to the board about their Turner Avenue, full depth reclamation (FDR) project. TIB provided about 70% of funding for this project. The city also used local dollars and took advantage of economies of scale to do maintenance for two additional local residential streets. He also discussed their Downtown Connector Project, a large section of downtown, which includes a long windy uphill portion. The design for the entire project was strategic to try to slow traffic, eliminate unsafe left turns, add a bus pull-off area, and increase pedestrian safety and ADA needs. After this project is completed, nearly all of downtown Shelton will have improved pavement.

3. GENERAL MATTERS

A. Approval of March 23, 2018 Minutes

MOTION: It was moved by Mayor Johnson with a second by Ms. Philpot to approve the minutes of the March 23, 2018 board meeting.

Motion carried unanimously.

B. Communications

Ashley Probart discussed a few newspaper articles from the board packet as part of his Executive Director Report.

Three articles recognized TIB board members, Dave Ramsay, Ron Lucas, and Susan Meyer. One article gave an update on the Rectangular Rapid Flashers issue brought up at the March board meeting. In late 2017, TIB and all public owners were notified use of this safety device was suspended (due to patent issues). It appears the use of rectangular rapid flashing beacons has been reinstated. One article discusses a downtown Roslyn sidewalk project which is now waiting until autumn because the community is highly impacted by tourism. This highlights the importance of planning projects, when possible, with minimal impact to communities. An article from the Daily News provided an update from a Castle Rock project where the county provided matching funds for the project. It was brought to the attention of the Board in March that the city had certified its funding match the previous year, but actually had not secured them until the county provided the match this year.

4. NON-ACTION ITEMS

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

- Legislature update, no news is good news.
- Over the summer, staff will be reaching out concerning codification of funding and include other agencies also seeking similar codification.
- The WACs voted on in March were adopted first week of May.
- We will no longer be pushing construction only projects during our summer workshops since we are down to a more appropriate cash balance.
- A project cost management example: Lynwood project bids came back very high. City staff spoke to their council about using a different pavement treatment, and closing the road to reduce traffic control costs. The project was rebid, came in about \$2 million less, and was very close to the engineer's original estimate.
- In March, staff notified the Board that there were some requests for shifting the call for projects schedule. A customer survey was conducted and just completed before the Board meeting. Staff will review the results next week, and assess the pros and cons of a possible schedule change. Findings will be discussed at the September meeting.
- Mr. Workman talked about staff plans to do a pilot program on an Ilwaco road to test a few different treatment methods including fiber mix in which is supposed to decrease the reflection cracking.
- Project Events
 - Sammamish, SE 4th groundbreaking
 - Puyallup, Shaw Road groundbreaking
 - Bothell, Main Street, Ribbon Cutting
 - Duvall, 143rd and Main Street (SR 203), Ribbon Cutting
 - Bremerton, Lebo Boulevard, Ribbon Cutting

- Mason County draft discussion
 - Commissioner Drexler had requested information on how sidewalks can be funded in unincorporated areas in counties that have urban characteristics, or sidewalk needs, but do not officially have an “urban” designation.
 - Under current rules for sidewalk funding options:
 - The County Road Administration Board (CRAB) does not fund sidewalks;
 - The Department of Transportation (WSDOT) projects must be on state highways or through WSDOT Local Programs;
 - Local funds may be used at the discretion of the county; and
 - TIB can fund sidewalks within designated Urban Growth Areas or countywide if a Complete Streets grant is awarded.
 - Specific to Mason County, current TIB eligibility is either a Complete Streets grant award, or to seek an urban designation for those parts of the county in need of sidewalks.
 - However, and fair warning, designating an urban area under the Growth Management Act requires all publicly owned facilities to be improved to urban standards (i.e. roads, utilities, etc.). Alternatively, a County may designate a “fully contained community.” The population of a fully contained community must be planned for and included as part of the county’s total population projections it must accommodate under GMA.
 - Statewide, there are numerous communities in counties that have urban characteristics that are in need of sidewalks. Changing TIB’s rules to allow sidewalk funding in these areas would require a state legislative change.

B. Financial Report – Vaughn Nelson reported on the following:

The following is based on information available on the TIB public dashboard.

- The largest account, the Transportation Improvement Account, currently has a balance of \$27 million.
- The Small City Sidewalk and Paving Account balance is at \$1.4 million.
- This is about \$3 million up from the March meeting.
- These balances are typical for spring when there are few projects in construction.
- We expect the balances to continue to grow until summer construction season begins.
- There was a high historical trend of commitment prior to 2010. In 2010 TIB skipped a call due to the recession and have since been at a trend of slow increase of commitment.
- Now that fund balances have normalized, last year was likely the last one for a large call for projects at \$117M.
- This year, the suggested fund balance is more in line with leveling out this commitment level to a traditional \$100M to \$110M call for projects.

C. Project Activity Report – Jason Phelps reported on the following:

The following activity took place in March through April 2018.

- There were a high number of bid authorizations and bid awards.
- There were also 45 project completions, which is a bit higher than expected.
- TIB staff is continuing to manage increases.
- Receiving surprisingly good bids on Hot Mix Asphalt (HMA) particularly in the Yakima Valley.
- Notable Events
 - Airway Heights, Garfield, Russell and Sprague \$724,597 surplus
 - College Place, SW 4th and SW Academy \$280,266 surplus

- Fife, \$500,000 increase
- Sedro Woolley, \$251,800 surplus

D. Delayed Project Report – Chris Workman reported on the following:

Each May staff discusses projects with the board in Stage 1 Delay or Stage 2 Delay status based on project type and age. Projects in Stage 1 delay are required to submit an implementation plan that includes an anticipated bid award date. If the agency does not meet the agreed upon date set in Stage 1, the project moves to Stage 2 and becomes a contingency project. The agency must appear before the Board for reinstatement of construction funds. Many will be resolved this summer.

- Kent is expected to go to Ad this summer.
- Pomeroy appears to be ready to go to Ad soon.
- Seattle is anticipated to go to Ad in summer.
- Spokane County will also likely go to Ad in summer.
- Thurston County is waiting to proceed; the project has federal funding that will not be available until 2019. Staff is not putting into stage 2 delay yet but will continue to monitor the situation.
- Wilkeson requested an extension; if approved by the board they will stay in stage 1.
- Richland, Gage Blvd, Stage 2 has been discussed previously; the board previously opted to put it on delayed list. They will have another court meeting soon. It is possible there will be an update in September. Currently no funds are committed to this project until it proceeds.

5. ACTION ITEMS

A. 2018 Call Size

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

MOTION: It was moved by Ms. Philpot with a second by Mr. Klekotka to approve the 2018 project call size and schedule as presented.
 Motion carried.

B. 2019 Complete Streets Award Call Size

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.

Staff proposes the following nomination allocation, award levels, funding, and schedule.

Nomination Allocation (total 88 possible nominations)

- Department of Health – Tier 1 – 12 nominations
- Department of Transportation – Tier 1 – 12 nominations
- Cascade Bike Club – Tier 2 – 10 nominations
- Department of Archaeology and Historic Preservation – Tier 2 – 10 nominations
- Department of Commerce – Tier 2 – 10 nominations
- Futurewise – Tier 2 – 10 nominations
- Community Transportation Association NW – Tier 3 – 8 nominations
- Feet First – Tier 3 – 8 nominations
- Transportation Choices – Tier 3 – 8 nominations

Award levels between \$100K-\$1M and funding between \$10-15M based on predicted eligibility and nominations.

Proposed Schedule:

- July 2018 – Open Nominations
- December 2018 – Nominations Due
- January 2019 – TIB staff evaluates nominations
- February 2019 – TIB staff works with local agencies coming up with work plans
- March 2019 – TIB Board awards and authorizes funds for selected agencies

MOTION: It was moved by Commissioner Drexler with a second by Mayor Johnson to approve the 2019 Complete Streets Award program call as presented.
Motion carried unanimously.

C. Project Actions

1. Stage 2 Delay: City of Wilkeson – Foothills Trail Extension

MOTION: It was moved by Mr. Klekotka with a second by Commissioner Drexler to terminate the project if the contract is not awarded by August 15th, 2018.
Motion carried unanimously.

2. Reinstatement Request: City of Tumwater – Capitol Boulevard

This motion follows from the March board meeting.

Commissioner Stevens asked TIB engineer Mr. Phelps if Tumwater had not had an issue with the pocket gopher, to his best estimate, would this project already be completed.

Mr. Phelps confirmed that yes, he did believe this project would be done if not for the need to address the Mazama Pocket Gopher habitat issue. Ms. Philpot expressed concern

of going out for a late bid and non-favorable bid climate. Mr. Probart stated the risk is on the city and not TIB. The city will be unable to ask TIB for an increase.

MOTION: It was moved by Councilmember Todd with a second by Mayor Lucas to restore the project contingent upon the City of Tumwater awarding the project by August 15th, 2018. \$1,363,010 will be deducted from the 2018 Urban Arterial Program call for projects. Motion carried unanimously.

D. 2019 Meeting Locations

Proposed 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

MOTION: It was moved by Mayor Johnson with a second by Commissioner Drexler to adopt the 2019 meeting schedule as presented. Motion carried unanimously.

E. Chair & Vice Chair Elections

MOTION: It was moved by Mayor Lucas with a second by Commissioner Stevens to elect Mayor Glenn Johnson as Chair for July 1, 2018 – June 30, 2020. Motion carried unanimously.

MOTION: It was moved by Commissioner Drexler with a second by Councilmember Todd to elect Commissioner Richard Stevens as Vice Chair for July 1, 2018 – June 30, 2020. Motion carried unanimously.

6. ADJOURNMENT

The meeting adjourned at 10:59 a.m.



Federalizing Projects after TIB Grant Award

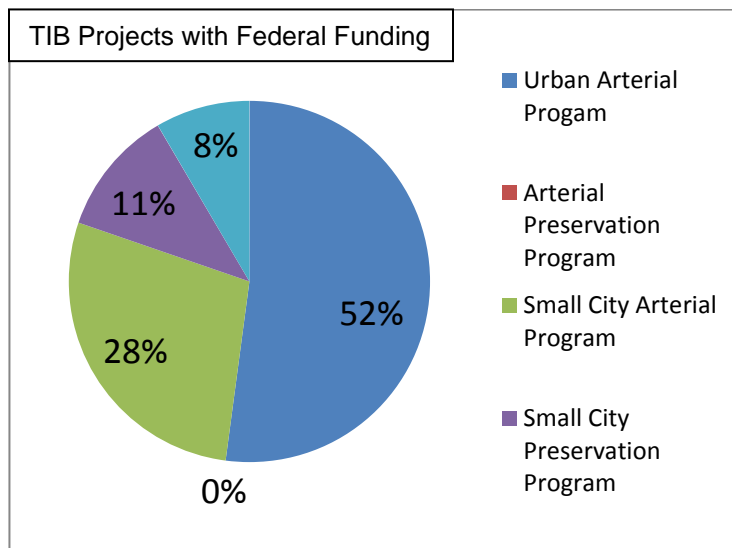
September 28, 2018

BACKGROUND

The Transportation Improvement Board approves over one hundred projects annually and has an average portfolio of approximately three hundred to three hundred fifty active transportation projects.

At the time of grant evaluation and award, applicants are required to identify funding partners, including whether they are public or private sector, and whether or not the funds are committed or planned. In the last grant award cycle, eleven different funding partners were identified. Specific to this staff report, 25% of the existing portfolio is federalized and 75% is not.

As a practical matter, arterial projects require additional partners and federal funding is routine. (A few preservation projects may have federal funding if authorized.) This is confirmed in review of TIB's current project portfolio:



STATUS

As noted above, 75% of TIBs current portfolio is not federalized. However, one or more TIB customers routinely substitute existing city/county funding with federal funds *after* a project is awarded. This fund swap can be anticipated when cities/counties are providing approximately \$200 million in matching funds.

Although the city/county may be saving its funding, it has direct consequences to TIB:

- TIB scoring criteria awards three additional points if a project is not federally funded. The “fund swap” concern is that a project may not have been awarded in a competitive grant process; and
- Projects with federal funds are typically delivered in a longer time frame, and frequently cost twenty percent more. The project owner almost always requests TIB to share in the increase at the time of project close out. At project close out, it is very difficult to assign which cost increases are a direct result of federalizing the project. Current recourse is staff denial of some or all of the increase request or the project owner can make a request to the Board.

RECOMMENDATION

Informational only- no action required.



Delayed Projects Response

September 28, 2018

BACKGROUND

TIB staff reported to the Board ten projects that missed the performance standard for reaching bid award at the May 18, 2018 Board meeting. The requirements defined in WAC 479-05-211 are:

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

Projects in Stage 1 delay are required to submit an implementation plan that includes an anticipated bid award date. If the agency does not meet the agreed upon date set in Stage 1, the project moves to Stage 2 and becomes a contingency project. The agency must appear before the Board for reinstatement of construction funds.

STATUS

Five of ten projects reported in May are now under construction and are removed from the delayed projects list. Currently, TIB has 407 active projects; over 98% of these projects are within targets established by the Board.

The following summarizes the status of the four Stage 1 delayed projects and the one Stage 2 delayed project that is on the contingency list:

Stage 1

- *Kent – S 224th Street* – Right of Way had to go to condemnation and is now resolved. Permits have been a challenge and the city was recently informed the Corps of Engineers requires additional work. This will add 3 to 9 months to the process. The city plans to phase the project with phase 1 scheduled for advertisement in November 2018 and Phase 2 in June 2019.
- *Pomeroy – 6th Street Bridge* – Based on the hydraulic analyses that was completed, several design changes were required. Additional delays were caused by not anticipating right of way processes for construction easements. WSDOT requires the federal construction money to be obligated by October 1st, 2018 to be eligible for the 13.5 percent construction match which is the limit TIB will allow. The schedule now shows obligation September 17-28, 2018 with an advertisement date in December 2018. (The local match requirement increases to twenty percent if the obligation date is missed.)
- *Seattle – Fairview Avenue* – There are three main reasons for this project delay. There was a SEPA appeal that delayed the project for seven months; mitigation negotiations with the Muckleshoot tribe took nine months which delayed some permitting; and a Section 106 reversal by DAHP took five months to resolve. Those issues have been resolved and once two non-environmental permits are issued, they will go to advertisement, which is anticipated in November, 2018.
- *Thurston County – Mullen Road SE* – Several issues impacted the construction schedule including staffing issues and right of way acquisitions. Right of Way continues to be the critical path and the revised schedule provides for advertising the project in August 2019. Therefore, TIB should anticipate this project as a discussion in the May 2019 delayed projects update.

Stage 2

- *Richland - Gage Blvd/Center Parkway* – The board granted a time extension for this project until the Washington Utilities and Transportation Commission (UTC) ruled on the city's request for an at-grade railroad crossing. The UTC ruled in favor of the city but the railroad appealed the decision. Ongoing decisions and appeals have continued.

Staff continues to work with these agencies to establish expected performance dates and to schedule appearances before the Board at subsequent meetings, if necessary.

RECOMMENDATION

Informational only- no action required.

Delayed Projects

Agency	Project Number	Year Funded	Current Phase	Project Name	Delay Stage	Total TIB Remaining TIB Total Project Cost
Kent	8-1-106(031)-1	2013	Design	S 224 th Street – 88 th Avenue S to 94 th Avenue S	1	5,000,000 4,095,061 8,281,691
Pomeroy	6-E-929(104)-1	2015	Design	6 th Street Bridge – MP 0.064 to MP 0.122	1	215,190 182,008 1,490,000
Seattle	8-1-101(158)-1	2016	Design	Fairview Avenue – Eastlake Avenue E to Yale Avenue N	1	5,530,000 5,530,000 23,400,000
Thurston County	8-5-034(016)-1	2013	Design	Mullen Road SE – Lacey C/L to Carpenter Road	1	4,590,000 4,443,848 7,650,000
Richland	9-E-171(003)-3	2005	Design	Gage Blvd/Center Parkway – Gage Blvd to Taptéal Dr	Contingency	644,320 644,320 2,265,600

 Indicates contingency project



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
APP Program							
3-W-948(001)-1	BATTLE GROUND	FY 2017 Arterial Preservation Project	Audit	CC FV AD	329,501	-36,621	Director
3-W-159(005)-1	BURLINGTON	FY 2019 Overlay Project	Bid Award	BA	221,535	15,000	Director
3-E-168(004)-1	CHENEY	FY 2019 Overlay Project	Bid Award	BA	320,064	-81,739	Director
3-P-204(006)-1	COVINGTON	FY 2019 Rehabilitation Project	Bid Award	CN BA	685,338	0	Director
3-E-161(003)-1	EAST WENATCHEE	FY 2019 Overlay Project	Bid Award	CN BA	557,244	72,558	Director
3-E-183(007)-1	GRANDVIEW	FY 2019 Overlay Project	Audit	CC FV AD	170,837	-28,063	Director
3-W-158(001)-1	POULSBO	FY 2019 Rehabilitation Project	Design	DE	28,035	0	Director
3-W-126(005)-1	SEDRO WOOLLEY	FY 2019 Overlay Project	Bid Award	CN BA	358,000	0	Director
3-E-178(005)-1	TOPPENISH	FY 2019 Overlay Project	Construction	CN	44,561	0	Director
3-W-186(001)-1	WASHOUGAL	FY 2018 Rehabilitation Project	Bid Award	BA	482,588	0	Director
Total APP Change						-58,865	
CSP Program							
C-P-103(001)-1	BELLEVUE	Complete Streets Award	Audit	CC FV AD	500,000	0	Director
C-P-139(001)-1	EDMONDS	Complete Streets Award	Audit	CC FV AD	250,000	0	Director
C-E-175(001)-1	ELLENSBURG	Complete Streets Award	Audit	CC FV AD	250,000	0	Director
Total CSP Change						0	
LED Program							
S-E-848(001)-1	CHELAN	LED Streetlight Conversion	Bid Award	DE CN BA	63,627	0	Director
S-E-924(001)-1	DAYTON	LED Streetlight Conversion	Bid Award	DE CN BA	52,849	-11,118	Director
S-P-124(001)-1	ENUMCLAW	LED Streetlight Conversion	Bid Award	DE CN BA	257,950	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
S-E-940(001)-1	GRANGER	LED Streetlight Conversion	Bid Award	DE CN BA	53,203	0	Director
S-E-941(001)-1	HARRAH	LED Streetlight Conversion	Bid Award	DE CN BA	17,319	0	Director
S-W-949(001)-1	LA CENTER	LED Streetlight Conversion	Audit	CC	35,987	-8,748	Director
S-E-896(001)-1	LATAH	LED Streetlight Conversion	Audit	FV AD	21,150	0	Director
S-E-943(002)-1	MOXEE	LED Streetlight Conversion	Bid Award	DE CN BA	13,283	0	Director
S-E-944(002)-1	NACHES	LED Streetlight Conversion	Bid Award	DE CN BA	22,400	0	Director
S-W-963(001)-1	NAPAVINE	LED Streetlight Conversion	Audit	CC FV AD	29,649	0	Director
S-P-112(002)-1	NORMANDY PARK	LED Streetlight Conversion	Bid Award	DE CN BA	130,900	0	Director
S-W-959(001)-1	OCEAN SHORES	LED Streetlight Conversion	Audit	CC FV AD	42,831	-1,326	Director
S-E-929(001)-1	POMEROY	LED Streetlight Conversion	Bid Award	DE CN BA	39,521	0	Director
S-E-937(001)-1	PRESCOTT	LED Streetlight Conversion	Bid Award	DE CN BA	9,874	0	Director
S-E-884(001)-1	RIVERSIDE	LED Streetlight Conversion	Audit	CC FV AD	14,705	1,005	Director
S-E-898(001)-1	ROCKFORD	LED Streetlight Conversion	Audit	CC AD	24,907	-7,093	Director
S-W-194(001)-1	SHELTON	LED Streetlight Conversion	Audit	CC FV AD	266,913	0	Director
S-W-974(001)-1	STEVENSON	LED Streetlight Conversion	Bid Award	DE CN BA	118,298	0	Director
S-E-178(001)-1	TOPPENISH	LED Streetlight Conversion	Bid Award	DE CN BA	179,428	0	Director
S-E-181(001)-1	UNION GAP	LED Streetlight Conversion	Audit	CC FV AD	58,789	12,565	Director
S-E-181(002)-1	UNION GAP	LED Streetlight Conversion	Bid Award	DE CN BA	198,575	0	Director
S-W-960(001)-1	WESTPORT	LED Streetlight Conversion	Audit	FV AD	64,731	0	Director
S-E-947(001)-1	ZILLAH	LED Streetlight Conversion	Bid Award	DE CN BA	61,924	0	Director
Total LED Change						-14,715	

SCAP Program

6-P-119(004)-1	ALGONA	Pacific Avenue N	Audit	CC FV AD	355,994	-1,200	Director
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Washington State Transportation Improvement Board

Project Activity Report

Reporting Period

From 05/01/2018 to 08/31/2018

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-E-934(005)-1	BINGEN	Humboldt, Cedar and Cherry Streets	Design	DE	62,415	0	Director
6-W-837(013)-1	BLAINE	Hughes Avenue and Peace Portal Intersection	Bid Award	CN BA	814,271	-94,382	Director
6-W-837(014)-1	BLAINE	Sweet Road	Audit	CC FV AD	407,093	0	Director
6-W-837(015)-1	BLAINE	H Street	Construction	CN	39,048	0	Director
6-P-801(008)-1	CARNATION	West Morrison Street	Bid Award	CN BA	788,211	47,483	Director
6-E-848(006)-1	CHELAN	Woodin Avenue	Bid Award	BA	250,000	0	Director
6-W-832(005)-1	CONCRETE	Main Street	Audit	CC FV AD	478,096	89,036	Director
6-E-849(005)-1	ENTIAT	Cammack Avenue and Olin Street	Construction	CN	38,557	0	Director
6-W-838(107)-1	EVERSON	Lincoln Street Improvements, Phase 2	Bid Award	CN BA	125,960	0	Director
6-W-825(008)-1	FORKS	Elderberry Ave	Bid Award	BA	900,015	80,140	Director
6-W-831(006)-1	FRIDAY HARBOR	Web Street and A Street	Bid Award	BA	1,063,756	89,371	Director
6-W-834(006)-1	LA CONNER	N 3rd Street and State Street	Audit	CC FV AD	719,999	15,000	Director
6-W-957(008)-1	MONTESANO	Marcy Street	Bid Award	CN BA	563,220	11,610	Director
6-E-865(003)-1	SOAP LAKE	Division Street	Construction	CN	106,875	0	Director
6-P-824(013)-1	SULTAN	1st Street and 8th Street	Bid Award	BA	877,560	119,270	Director
6-E-886(007)-1	TWISP	Twisp Avenue, 2nd Avenue, 3rd Avenue, Lincoln Street, Methow Street	Bid Award	BA	744,590	-26,598	Director
6-W-967(001)-1	VADER	A Street	Bid Award	BA	424,185	-99,648	Director
6-E-936(007)-1	WHITE SALMON	SE 4th Avenue	Bid Award	CN BA	209,730	-101,308	Director
6-P-816(103)-1	WILKESON	Foothills Trail Extension Through Town Center of Wilkeson to Railroad Avenue	Bid Award	CN BA	38,549	0	Director
6-E-947(013)-1	ZILLAH	First Avenue	Audit	CC FV AD	974,422	-21,172	Director
6-E-947(014)-1	ZILLAH	West Third Avenue/G Street	Bid Award	BA	525,183	17,183	Director
Total SCAP Change						124,785	



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
SCPP Program							
2-E-921(002)-1	ASOTIN	FY 2019 Rehabilitation Project	Bid Award	CN BA	170,553	1,634	Director
2-P-809(002)-1	CARBONADO	FY 2019 Rehabilitation Project	Bid Award	BA	73,578	-11,442	Director
2-E-877(003)-1	CONCONULLY	FY 2018 Rehabilitation Project	Bid Award	BA	326,891	-23,109	Director
2-E-924(006)-1	DAYTON	FY 2019 Rehabilitation Project	Bid Award	BA	132,500	0	Director
2-E-895(003)-1	FAIRFIELD	FY 2019 Seal Coat Project	Bid Award	DE CN BA	86,537	-86,537	Director
2-E-858(005)-1	GEORGE	FY 2019 Rehabilitation Project	Contract Completion	BA	292,894	-54,928	Director
2-E-935(003)-1	GOLDENDALE	FY 2018 Overlay Project	Audit	CC FV AD	353,782	7,930	Director
2-E-859(003)-1	GRAND COULEE	FY 2019 Seal Coat Project	Bid Award	BA	183,163	-3,911	Director
2-E-903(003)-1	KETTLE FALLS	FY 2019 Seal Coat Project	Bid Award	BA	206,471	104,304	Director
2-E-904(001)-1	MARCUS	FY 2019 Seal Coat Project	Bid Award	BA	96,729	11,201	Director
2-E-862(010)-1	MATTAWA	FY 2019 Rehabilitation Project	Bid Award	CN BA	351,992	-36,508	Director
2-E-897(004)-1	MEDICAL LAKE	FY 2017 Overlay Project	Bid Award	CN BA	251,563	36,690	Director
2-E-905(002)-1	NORTHPORT	FY 2019 Seal Coat Project	Bid Award	BA	121,572	-574	Director
2-W-976(001)-1	RAINIER	FY 2018 Rehabilitation Project	Audit	CC FV AD	222,310	-2,690	Director
2-E-873(004)-1	REARDAN	FY 2019 Rehabilitation Project	Bid Award	CN BA	300,254	27,296	Director
2-E-845(005)-1	RITZVILLE	FY 2018 Rehabilitation Project	Audit	CC	318,967	-6,465	Director
2-E-865(009)-1	SOAP LAKE	FY 2019 Rehabilitation Project	Construction	CN	33,700	0	Director
2-E-899(002)-1	SPANGLE	FY 2018 Rehabilitation Project	Audit	CC FV AD	356,093	22,358	Director
2-E-919(003)-1	TEKOA	Tekoa-Farmington Road Overlay	Bid Award	DE CN BA	25,000	0	Director
Total SCPP Change						-14,751	

SP Program

P-W-156(P07)-1	BELLINGHAM	12th Street	Audit	FV AD	176,489	0	Director
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Washington State Transportation Improvement Board

Project Activity Report

Reporting Period

From 05/01/2018 to 08/31/2018

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-W-156(P08)-1	BELLINGHAM	N Samish Way	Bid Award	CN BA	266,569	16,569	Director
P-P-809(P01)-1	CARBONADO	Farm Street	Bid Award	BA	369,220	50,000	Director
P-W-006(P08)-1	CLARK COUNTY	Highway 99 - KlinlineSidewalk	Design	DE	20,000	0	Director
P-E-902(P01)-1	COLVILLE	SR 395	Construction	CN	26,215	0	Director
P-P-818(P02)-1	DARRINGTON	Givens Avenue	Audit	CC FV AD	332,253	26,660	Director
P-E-164(P01)-1	EPHRATA	1st Avenue NW	Bid Award	BA	272,113	-57,888	Director
P-W-985(P01)-1	FERNDALE	Cherry Street	Bid Award	CN BA	143,326	42,726	Director
P-W-825(P05)-1	FORKS	A, B, and C Streets SE, and Spartan Avenue	Withdrawn	CN WD	42,786	0	Director
P-W-831(P03)-1	FRIDAY HARBOR	Nichols Street	Bid Award	BA	254,416	23,574	Director
P-P-819(P04)-1	GOLD BAR	10th Street	Audit	CC FV AD	191,518	5,953	Director
P-P-106(P04)-1	KENT	132nd Avenue SE (North)	Bid Award	BA	532,081	-108,559	Director
P-W-834(P02)-1	LA CONNER	State Street	Bid Award	CN	113,730	0	Director
P-W-828(P01)-1	LANGLEY	De Bruyn Avenue to First Street	Audit	CC FV AD	208,486	18,993	Director
P-P-104(P02)-1	MERCER ISLAND	Island Crest Way	Audit	FV AD	225,262	0	Director
P-P-104(P03)-1	MERCER ISLAND	SE 40th Street	Bid Award	BA	550,000	50,000	Director
P-P-112(P02)-1	NORMANDY PARK	1st Avenue S (SR 509)	Bid Award	CN BA	294,961	47,161	Director
P-W-971(P01)-1	RAYMOND	US 101	Bid Award	CN BA	201,188	-20,692	Director
P-W-971(P02)-1	RAYMOND	Park Avenue	Bid Award	CN BA	167,485	15,481	Director
P-W-126(P04)-1	SEDRO WOOLLEY	SR 20	Bid Award	CN BA	221,980	-17,520	Director
P-E-165(P06)-1	SPOKANE	Sunset Boulevard	Bid Award	BA	450,000	50,000	Director
P-E-165(P07)-1	SPOKANE	Driscoll Blvd	Design	DE	34,406	0	Director
P-E-032(P08)-1	SPOKANE COUNTY	Palouse Highway	Bid Award	CN BA	323,730	-9,228	Director
P-E-208(P03)-1	SPOKANE VALLEY	Bowdish Road and 12th Avenue	Audit	FV AD	275,822	0	Director
P-E-925(P01)-1	STARBUCK	Main Street, Baxter Street, and Front Street	Audit	CC FV AD	105,543	1,505	Director
P-E-179(P02)-1	SUNNYSIDE	Edison Avenue	Bid Award	BA	154,440	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-E-178(P03)-1	TOPPENISH	Mural Route Sidewalk Improvements	Construction	CN	18,995	0	Director
P-W-184(P08)-1	VANCOUVER	Fourth Plain Boulevard	Bid Award	CN BA	213,538	4,758	Director
P-W-186(P02)-1	WASHOUGAL	SE Evergreen Way	Contract Completion	CC	144,871	-19,944	Director
P-P-816(P01)-1	WILKESON	SR 165	Bid Award	CN BA	350,000	0	Director
Total SP Change						119,549	

UAP Program

8-2-154(015)-1	ANACORTES	D Avenue	Bid Award	CN BA	421,627	-26,437	Director
8-4-002(006)-1	ASOTIN COUNTY	Fleshman Way	Audit	CC	3,200,000	0	Director
8-5-948(005)-1	BATTLE GROUND	S Parkway Avenue	Audit	CC FV AD	2,970,759	284,366	Director
8-1-103(028)-1	BELLEVUE	120th Avenue NE, stage 3 widening	Audit	CC FV AD	3,761,282	-119,530	Director
8-1-114(007)-1	BOTHELL	Bothell Way NE	Audit	CC	4,998,094	-383,224	Director
8-2-152(026)-1	BREMERTON	Lebo Boulevard	Audit	CC FV AD	5,241,025	120,000	Director
8-5-185(008)-1	CAMAS	NW Camas Meadows Drive/NW Larkspur Street	Bid Award	CN BA	2,283,304	-1,141,696	Director
8-5-006(039)-1	CLARK COUNTY	NE 72nd Avenue	Audit	CC	2,587,500	0	Director
8-5-006(040)-1	CLARK COUNTY	NE 99th Street and SR 503 Intersection	Audit	CC FV AD	2,000,000	0	Director
8-5-006(041)-1	CLARK COUNTY	NE 119th Street E	Bid Award	BA	4,200,000	200,000	Director
8-1-802(004)-1	DUVALL	SR 203	Audit	CC	4,429,939	-100,000	Director
8-3-161(011)-1	EAST WENATCHEE	Highline Drive	Audit	CC FV AD	2,013,907	-37,048	Director
8-1-113(012)-1	FEDERAL WAY	S 356th Street	Audit	CC	3,221,500	-124,738	Director
8-3-988(002)-1	LIBERTY LAKE	Liberty Lake Drive	Audit	CC	1,491,070	210,300	Director
8-1-140(020)-1	LYNNWOOD	36th Avenue W	Bid Award	BA	3,973,604	-26,396	Director
8-2-155(017)-1	MOUNT VERNON	College Way (SR 538)	Construction	CN	0	0	Director
8-1-145(004)-1	MUKILTEO	Harbour Point Boulevard	Construction	CN	185,178	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-813(003)-1	ORTING	SR 162	Audit	CC FV AD	1,043,850	0	Director
8-1-150(009)-1	PORT ANGELES	W 10th Street	Bid Award	CN BA	1,250,001	100,000	Director
8-1-102(036)-1	RENTON	Main Avenue S	Audit	CC FV AD	1,178,463	34,551	Director
8-3-165(090)-1	SPOKANE	Five Mile Road	Design	DE	0	0	Director
8-3-208(008)-1	SPOKANE VALLEY	Mission Avenue	Bid Award	BA	2,489,265	-227,067	Director
8-4-176(026)-1	WALLA WALLA	2nd Avenue	Bid Award	BA	976,189	41,339	Director
Total UAP Change						-1,195,580	
UCP Program							
9-W-196(007)-1	TUMWATER	Capitol Boulevard (Old Hwy 99)	Bid Award	CN BA	1,444,661	0	Director
Total UCP Change						0	
Total Change						-1,039,577	

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

TACOMAWEEKLY

City awarded Public Works honors

by Steven Dunkelberger

May 21, 2018

The City of Tacoma's Public Works Department was recently selected to receive the American Public Works Association 2018 Project of the Year. Tacoma was selected for the Tacoma Avenue South Bridge Rehabilitation project and will receive this award at a presentation scheduled in August 2018.

The Tacoma Avenue South Bridge Rehabilitation project was awarded the APWA Washington State Project of the Year in 2017 making it eligible for the national award. Both awards were from the Historical Restoration/Preservation category for projects between \$5 million and \$25 million.

The project was completed in June 2016 at a total cost of \$13 million. Funding was provided from the city, the Federal Local Bridge Program and the Transportation Improvement Board.

This bridge, located on Tacoma Avenue South between Center and South Delin streets, was originally constructed in 1930. The project provided a complete rehabilitation of the over 80-year-old bridge including new girders, deck, wider sidewalks, guardrails and streetlights. Traffic lanes were reconfigured to three vehicular lanes and two bicycle lanes were also added.

TranTech Engineering, LLC provided design for the project, construction was done by Quigg Bros., Inc. and the project was managed by Tacoma's Public Works Engineering Division.

YMCA summer parks program returns to Hoquiam

by Dan Hammock

May 15, 2018

The City of Hoquiam is teaming up with the YMCA of Grays Harbor for the Summer Parks program, which will provide kids with fun activities and a free meal and snack during summer vacation.

There will be activities like an arts and crafts table and athletics, including soccer, said Hoquiam mayor Jasmine Dickhoff at the Monday City Council meeting. There will also be a learning component, specifically a section dedicated to STEM (science, technology, engineering and mathematics) education designed to help young people get interested in careers in those much-needed fields.

Kids will also be provided a full meal and a snack, said Hoquiam city administrator Brian Shay. Kids who rely on free school lunches all too often have to go without when school is not in session. This will help bridge the gap for young people in need.

Councilman Ben Winkleman lauded the agreement between the city and YMCA. “This is something that is needed that was missed when it went away,” he said.

The program runs from June 18-Aug. 24, five days a week for nine weeks and four days a week for the remaining week. Activities are centered around the Art Pocklington Central Play Park across Levee Street from Al’s Humdinger on Emerson Avenue.

Per the agreement, the YMCA will provide at least two mentors, coordinate and supervise recreation and enrichment activities for the three-hours-per-day program, and assist with serving food provided by the Hoquiam School District. The city will provide the park facility and restroom, water and garbage support — “Something we do anyway (at the park),” said Dickhoff — as well as compensating the YMCA a little over \$5,000 at the completion of the program.

“Plus the kids will conduct morning and afternoon cleanups at the park, which will free up our parks department to do maintenance in other locations,” added Dickhoff.

Parents will be notified in a number of ways about the availability of the program. Fliers will be distributed to area schools, and YMCA volunteers and city officials will provide boots on the ground, knocking on doors and meeting parents face to face to explain the program to them. City funding will come from the thousands of dollars the city will save by changing city street lights to LED lights, which was made possible through a grant from the State Transportation Improvement Board. The council unanimously approved the agreement.



Street light upgrade, maybe

by Ted Escobar
August 27, 2018

Folks who have complaints or questions about street lighting in Sunnyside may just want to sit in on tonight's city council meeting.

The meeting, which begins at 6:30 p.m., will take place at the Law and Justice Center, 401 Homer St.

One of the items on the action agenda is consideration of authorizing City Manager Don Day to sign an agreement with Pacific Power and the Washington Transportation Improvement Board (TIB) for the replacement of 810 street lights with LED lighting.

Grandview is going through that process now, replacing a few less than 700 fixtures.

The TIB provides the funding, and Pacific Power does the changeover work.

It is estimated the savings to Grandview from reduced power usage will be \$50,000 yearly, and that money will be dedicated to street maintenance.



DAILY SUN NEWS

SUNNYSIDE, WASHINGTON

Street light offer cities can't refuse

Daily Sun News Editorial

August 29, 2018

The Washington Transportation Improvement Board is making an offer that municipalities across the state can't refuse.

So far, Grandview and Sunnyside have signed up for the TIB's Relight Washington Program.

But the proposition must have made city council members and mayors wonder if this offer was too good to be true.

The TIB provides the cities grants with which to pay the cost of changing all street lamps to LED lighting. That money is passed on to Pacific Power, which is responsible for the work.

After the LED change over, cities realize a substantial savings in their yearly power usage. That's \$59,000 for Sunnyside and \$50,000 for Grandview.

This program makes sense. Makes one wonder why government can't make this much sense more often.

Street light upgrades coming to most of the Yakima Valley

Street light upgrades coming to most of the Yakima Valley.

by Gustavo Olguin

September 5, 2018

SUNNYSIDE, Wash.- They line our streets and guide you through town on your way home.

But now cities all over Yakima county are upgrading those street lights through a project called Re-Light Washington.

Pacific Power and a state agency called the Transportation Improvement Board (TIB) will be replacing thousands of old bulbs with brand new LEDs.

“The most important part for the cities is the cost savings that converting to LED street lights makes. The energy savings is pretty incredible,” Lori Froehlich with Pacific Power said.

Grandview was the first to sign on with the project but since then, eight other cities have been added to that list.

Sunnyside is one of the cities that has jumped on board with this project and is the biggest one so far.

City manager Don Day said switching out around 800 of these lights is going to save them thousands of dollars a year.

“It's approximately \$60,000. I think it was \$59,000 and some change. The money will go back into the general fund and we've got lots of needs,” he said.

Sunnyside is putting forward around \$280,000 to switch out the bulbs, but will be reimbursed by TIB and Pacific Power.

Don Day said they already put LED lights in downtown Sunnyside, but will now have them throughout the rest of the city.

“I think the benefit is going to be outstanding. You're going to see brighter streets. All the lights downtown are LEDs and there's a lot of light downtown. It's like walking in the day time when walking in downtown,” Day said.

Some of the other cities involved include: Toppenish, Zillah, Harrah, Moxee, Naches, Selah and Union Gap.

Lori Froehlich with Pacific Power said many of these smaller cities don't have much lighting.

So, the new bulbs will brighten up areas better. Which could increase safety for people living nearby.

“That helps with crime too. Lighting up more areas. It's a better brighter light,” Froehlich said.

Yakima is the only city in the county that doesn't qualify for the project because of its size, but almost every other town in the valley will be shining a little bit brighter by spring of next year.

Years and billions: Fixing sidewalks, ramps for the disabled

Snohomish County and cities face a mammoth task in making walkways compliant with ADA regulations.

by Melissa Slager

September 7, 2018

EVERETT — Making it safe for a person with disabilities to cross a street is no straight line.

There are 30 standards to meet just for a basic curb ramp, such as the degree of its slope and the type of surface.

ADVERTISING

inRead invented by Teads

Local governments are taking stock of how well their sidewalks and crosswalks meet such rules, and they face a daunting task ahead with billions of dollars worth of work that will take decades to complete.

That's where George Basioli steps in.

The Edmonds man, who is blind, led a walking tour of downtown Everett for area public works employees and contractors Friday. The tour was part of a one-day training workshop by Snohomish County to help participants better understand the standards for public right-of-way facilities — sidewalks, crosswalks, bus stops — under the Americans with Disabilities Act.

Basioli was there to show them the “why” of all the rules.

“There's been extreme improvement in the last five years,” he said. “But people don't know how the system works if they don't see it hands-on.”

The walking tour is a new piece to the training workshop, which the county has offered at least once a year since 2014. Basioli also helped with a walking tour in August.

The training was born from a federally mandated self-evaluation program the county started in 2011.

During that study, the county found that 93 percent of its curb cuts weren't up to snuff. Neither were 62 percent of sidewalks, 60 percent of crosswalk push buttons or 90 percent of bus stops, according to a 2016 story in The Daily Herald.

Some of the problem areas predated the ADA. Others were updated, but to old standards. Some simply got the standards wrong.

“It wasn't just the county in this predicament. It was pretty much every local agency that I know of. We were all in this same boat together,” county engineer Ryan Peterson said.

One problem? A lack of training.



George Basioli, of Edmonds, who is blind, demonstrates the necessity of exact standards for sidewalks, curbs, crosswalks, bus stops and more, Friday in downtown Everett. (Dan Bates / The Herald)

The county has since seen its own compliance increase.

For example, in 2016 there were 156 sidewalk ramps constructed in unincorporated Snohomish County. Of these, six had measurements that were slightly off. That's 12 measurements out of 4,600, Peterson noted. Much better than previous years.

"We made big strides, and I think our training has a lot to do with that," he said.

But there's still a long way to go.

A big to-do list

Snohomish County estimates there are \$1 billion worth of facilities that are not compliant, including about 10,000 curb ramps and 400 miles of sidewalk. They fix things as they go, but staff also are working on a list of priority projects with help from an advisory group. They expect to have a draft plan later this month. The goal is to get the highest priorities fixed within 12 years.

Local cities are going through the same process.

Some, like Marysville, have yet to get started. That city intends to start in 2019.

Others, like Edmonds, have finished. The city's study, published in 2017, resulted in a wide range of recommendations, including avoiding the use of "handicap" in policy documents and adding sidewalks to snow and ice control measures.

Complaints from Edmonds residents will help steer future improvements. Locations that serve public facilities, clinics, bus stops and other high-traffic areas also will get higher priority. A separate pedestrian crossing project will upgrade ramps at nine locations across the city in 2019. An ADA curb ramp program addresses a handful of ramps each year.

Staff are looking for grants to do more, engineer Bertrand Hausz said. He'd like to form a city crew focused solely on curb ramps, which would be cheaper than hiring out the work.

Everett is in the midst of its study.

Public works staff are working on their final plan of attack. The to-do list is a long one: 60 percent of more than 3,480 curb ramps, and roughly 7 in 10 crosswalk buttons, just to give two examples.

"Right now that list is in the form of a foot-high pile of paper," city engineer Ryan Sass said.

How much would it cost to fix it all?

"I'm pretty sure that number would start with a 'B'," Sass said.

Moving targets



**George Basioli, of Edmonds, demonstrates for groups on tour outside the Snohomish County Campus on Friday how important safety standards are for public right-of-ways such as sidewalks, crosswalks, bus stops and more. Here, Basioli and his service dog size up a curb at a large intersection as he explains the requirements for safety.
(Dan Bates / The Herald)**

Like other cities, Everett had already been chipping away at these problems. City concrete crews spend \$1.4 million per year on new sidewalks, curb ramps and driveways, for example. The crew averages 60 to 80 new ramps per year, most of them replacements.

The ADA standards have evolved over time.

The act was passed in 1990. The right-of-way recommendations came two years later, with updates in 2002, 2005, 2011.

Technically speaking, the standards are still considered in flux.

That's brought a change in perspective, Sass said.

"We thought, OK, we'll figure out what we have to do and get it done," he said. "But what we've come to realize over time is the ADA isn't really like that. It's an evolving standard, and we're always learning how to accommodate people and their varying abilities. We're going to make great strides ... But it's not something you ever get done with."

Moving forward

Basioli has experienced that evolution.

When he first started crossing Highway 99, there were no sidewalks or audible signals on the pedestrian button to let him know when it was safe. Tones were added in the early 2000s. And then around Christmas 2017, the buttons were upgraded with signs and a recorded voice.

Walking to the store or a meeting still isn't the simplest thing, Basioli said, even with a guide dog. "But it's a lot easier than it was 30 years ago."

Advising local governments on that work has helped Basioli through his own struggles, he said.

Basioli was born blind in one eye and partially blind in the other. He completely lost his sight in 2003.

"I used to wake up in the morning crying, wondering, 'What I am going to do today?' I had to learn how to accept it," he said.

He got connected to folks working at the county. And he's now co-chair of the advisory committee, helping plan fixes.

"I realized I can make it better for people coming up behind me," he said.

He's encouraged by the progress and eager to spur more.

"Every place, it's getting better, because people are starting to understand," he said.

Melissa Slager: streetsmarts@heraldnet.com, 425-339-3432.



George Basioli presses a button to demonstrate how sound and vibration signals are used to help both hearing- and vision-impaired pedestrians trying to cross a street downtown.

(Dan Bates / The Herald)

Lynden Tribune

Student safety to LMS — parts of Line and Bradley roads lack sidewalks

by Ashley Hiruko

September 5, 2018 Updated September 12, 2018

City needs millions yet to fully complete corridor project between schools

WHATCOM — There is little sidewalk space to travel on Bradley and Line roads. And it could take more than two years for the City of Lynden to obtain project funding and complete the concrete walking path planned to connect the Lynden middle and high schools.

As it stands, Bradley Road has sidewalks surrounding the high school, and a paved path is in front of the new Lynden Middle School leading north toward Aaron Drive.

“It’s all we had funding for, at this point,” said Steve Banham, public works director.



A Lynden Middle School student crosses Line Road after the first day of school on Aug. 30. Traffic counters (shown) are in place. (Ashley Hiruko/Lynden Tribune)

The city has been working toward the project for years, Banham said, and officials were successful in getting both Bradley and Line roads listed as principal routes years back with the state — qualifying them for funding.

But little traffic, before the new middle school opened last week, in these areas made it challenging to obtain dollars. The city uses trip counts, or the number of commuters who use certain roads, to help justify the urgency and necessity of a project. Accident numbers are also taken into account by the state when granting project money.

The city project also fell short of criteria needed to qualify for the Washington Safe Routes to School Program and Transportation Improvement Board funding.

“At this point, based on the trips on those roads and the types of travel there, we don’t compete well with other projects vying for those state funds,” Banham said.

Traffic counters have already been placed in the area, now that school is started. “We wanted to get numbers as soon as we could,” Banham said.

With new traffic numbers, the plan is to seek more state money for improvements. He estimates the earliest improvements will happen on the roadway itself is by summer 2022.

Bradley and Line show their history as basic county roads in the fastest-growing part of Lynden.

A state capital budget request last year was filed for \$3 million to complete improvements to both roads. Phase 2 of the Bradley and Line Corridor Project would complete a half mile of “needed safety and street improvements” on Bradley in front of the high school, a city description of the project says.

This includes new curb, sidewalk, street and gutter reconstruction and would incorporate stormwater quality facilities, acting as a safeguard for the Nooksack Basin water supply.

According to the funding request, phase 1 of the corridor project was completed in 2017. The cost was \$1 million and used all Lynden city funds. This included transportation impact fees from the school district. Phase 1 made improvements to the Line Road area along the Lynden Middle School and nearby residential developments.



Crossing guards help with pedestrian crossings near Lynden Middle School.
(Ashley Hiruko/Lynden Tribune)

The city project was broken into three phases due to costs. The last phase will likely “address roadway, pedestrian and culvert improvements needed between Phase 1 and 2,” the request says.

An existing creek culvert and fish-bearing stream along Line Road further complicates the project, and increases the amount of money needed to finish construction, Banham said. “We would have to replace the culvert with something bigger based on what Fish & Wildlife would want from us.”

Before the new school started on Aug. 30, middle school staff were supplying information to families about the safest routes to travel to school from both directions on Line Road, Lynden Superintendent Jim Frey said.

“Routes for bicycle traffic and students on foot have been designated in order to maximize safety and keep students off busy roads as much as possible,” Frey said.

Safe routes to and from Lynden schools is a priority for the district, Frey said.

“Walking routes are obviously more safe when there are sidewalks to utilize, as there is a delineation between what is the road and pedestrian space,” Frey said. “There are some places on each road that I do not feel are safe for kids to travel on and encourage students, families and drivers to be very careful and aware.”

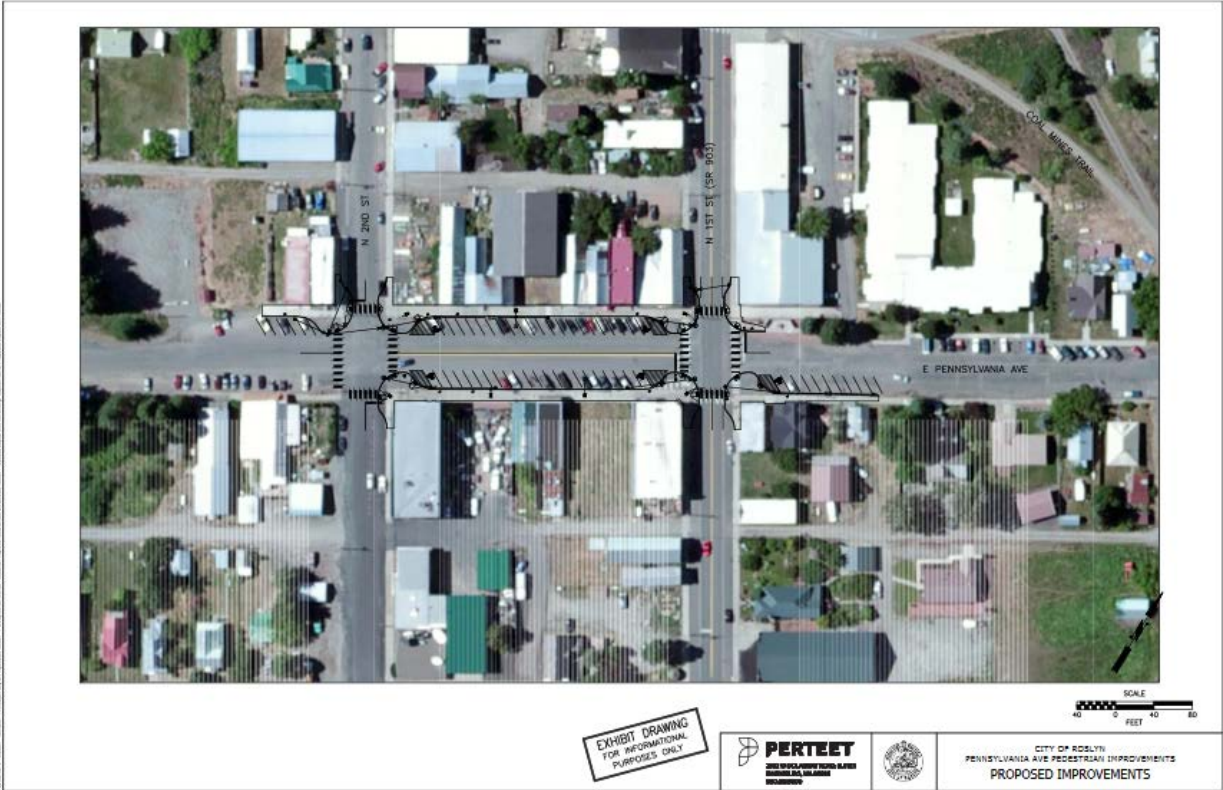
Good walking routes and trails do exist on the north side of the middle school, Banham said. “The weak link at this point is this south section.”

Meanwhile, anticipating school traffic, the west shoulder of Line Road was widened by four feet behind the edge line, allowing for more foot walking space. And there have been planning talks about potentially adding in road reflector buttons, adding safety during darker settings, Banham said.

“Not encouraging people to walk that way, but we wanted to at least have something there,” Banham said. “If people do travel that way, they’ll be less likely to have a problem.”

Roslyn sidewalk project on hold until after Labor Day

by Karl Holappa
 May 15, 2018



An overview of Roslyn's Pennsylvania Avenue project. Black lines show where sidewalk and crosswalk improvements are taking place, as well as the installation of curb extensions.

The Pennsylvania Avenue sidewalk improvement project in Roslyn is running behind schedule.

The project began in late March and was expected to be done by Memorial Day. Due to technical issues involving drainage pipe replacement on the north side of the street, the project has taken longer than expected.

The construction on the south side of the street will be suspended until Labor Day to reduce the impact on Roslyn's downtown core during the busy summer season.

Roslyn Public Works Director Myke Woodwell said the contractor, DJB Construction of Wenatchee, found that the original drainage pipes were twice as deep in the ground as they expected them to be.

"They needed to spend more time excavating to get down to depth," Woodwell said. "That's what really pushed things back."

The project is replacing old sidewalks and storm drains. It also will add curb extensions to make crossings safer.

Karissa Witthuhn, project manager with Perteet Engineering said issues like this aren't uncommon when working with antiquated systems.

“It’s an old city and that just happens,” Witthuhn said. “Stuff is underground that people don’t know about. When that happens, the contractor has to stop what they’re doing, and we have to find out what the pipe is and figure out how to address that and move forward.”

Woodwell said despite the setback, the construction crew has found ways to keep moving forward. The plan called for the north side of the sidewalk to be done in sections, but the crew moved ahead on the north side to ensure that it could be completed by Memorial Day.

Witthuhn said the contractor may bring more equipment in to speed up the process after Labor Day, but could face similar challenges.

“It’s a whole new area that they haven’t dug up yet, so we don’t know,” Witthuhn said.

Woodwell said he expects the contractors to encounter the same issue on the south side of Pennsylvania Avenue.

“They’re connecting to the exact same pipes,” Woodwell said. “It would be expected.”

Although the \$620,000 construction project is still within budget, Woodwell said it may encounter extra costs by completion because of the depth issue.

Witthuhn said there are contingencies in the contract to accommodate issues that may arise.

Despite the setback, Woodwell is confident that DJB Construction will work hard to complete the project as fast as possible once they resume after Labor Day.

“I think the contractor’s done a really good job of staying on top of the game and moving things forward,” Woodwell said. “He seems to be able to adapt to the changes.”

Under construction: Part of Roslyn sidewalk improvements finished

by Daily Record Staff
 June 18, 2018

Half of Roslyn’s Pennsylvania Avenue sidewalk improvement project is complete, with the rest slated for construction after Labor Day.

The north half of the Pennsylvania Avenue project was finished last month.

“Our sidewalk project went phenomenally well,” Roslyn Public Works Director Myke Woodwell said. “Everybody’s enjoying a nice new smooth sidewalk on that side of the street.”

The south side of the street was originally slated for completion before Memorial Day, but complications with pipes found under the sidewalk on the north side slowed the construction progress, causing the second half of the project to be delayed until after Labor Day weekend.



The new sidewalks are finished on the north side of Pennsylvania Avenue in Roslyn.
 Karl Holappa / Daily Record

Woodwell said the project will most likely resume a week or two after Labor Day. He said the farmers market needs to wrap up before they start demolition of the south side. He said the project is slated to run six to eight weeks. Officials don’t expect any further delays because the issues on the south side will be like what they have already experienced during the demolition of the north side.

“They’ll run into the same issues again, but they have a better idea of what’s already there already,” Woodwell said.



The new sidewalks are finished on the north side of Pennsylvania Avenue in Roslyn. The city will begin work on the south side of the street after Labor Day.
 Karl Holappa / Daily Record



Patience in the heat

by Scott Hunter

July 25, 2018

Summer heat seems to make us a little surly at times, but we're better off keeping our cool.

Like when you come across road maintenance work. In the heat. When you're in a hurry.

Time for a deep breath, often needed when traveling out of town, but this summer, locals may be in for patience-testing even close to home.

You know about that if you live in east Coulee Dam, where crews are building improved sidewalks and curbs in spots lined out in a Transportation Improvement Board-funded project in much of the area around the school buildings. Patience, says Mayor Larry Price; it should be completed by the middle of next month.

Or, if you've needed to head over to Keller, or just get home up Peter Dan Road, which is being repaired due to a landslide, you may have had choice words regarding the detour route.

Next time you're ready to utter those words, just be thankful you're not working on that road in that heat. That might help you cool off.

Short-term rental proposal outlined by Planning Commission

by Angelo Bruscas
August 29, 2018

A proposal to allow short-term vacation rentals in residential Ocean Shores neighborhoods near the ocean was formally presented by the Planning Commission to the City Council Monday night.

Although no action was taken, there was wide-ranging comment pro and con. Short-term rentals are now only allowed in an area largely confined to the downtown area and around Damon Point and the Marina, in B-1 retail/commercial and B-2 general commercial zones.

"I am absolutely opposed to what is being proposed," said longtime resident Lillian Broadbent, noting previous proposals on short-term rentals were rejected by votes from citizens. "It really is a people's issue and it should be up to the people," Broadbent said.

Proponents contend increasing vacation rental opportunities will enhance economic opportunities as well as help maintain properties.

"Weekend rentals have to be the best-kept homes in the neighborhood," said Thorn Ward of John L. Scott real estate and a longtime resident who also maintains two vacation rentals.

The new "overlay zone provision" proposed by the Planning Commission would apply to all properties west of Ocean Shores Boulevard, and all properties south of Marine View Drive to Damon Point.

The definition of short-term vacation rental as spelled out in the Planning Commission recommendation would be "any dwelling or condominium or portion thereof that is available for use or is used for accommodations or lodging of guests, paying a fee or the compensation for a period of less than 30 consecutive days." Under the new policy, using a home for a short-term rental would require a permit from the Planning Department.

Three Planning Commission members presented the proposal, with Greg Cox noting, "We are not a decision-making body." He acknowledged there were different sides to the issue.

"It's not going to get any easier. We are really not going to convince people that are in the various camps," he said.

Showing a map of the proposal, Cox noted it was generally about 10 percent of the lots in Ocean Shores. Provisions in the document were meant to satisfy public concerns, he said.

A short-term vacation rental permit and occupancy tax registration are required for each short-term rental unit. The application must detail number of rooms and people the property will accommodate, the name of a local property manager and phone number of a local contact person. It also must include plans for parking and trash management, proof of a city business license, and a copy of the proposed rental agreement.



Other requirements:

- The applicant must produce proof to the Planning Department of homeowner's liability insurance coverage.
- The application must include a statement from city building or fire officials affirming the property and structures comply with all applicable building codes and fire codes, as well as a statement affirming all taxes, fees and other charges have been paid.

Short-term vacation rental permits would be valid for one year from the date they are issued if such a proposal was adopted by the City Council.

"Are there issues with lifestyles on overnight rentals? Yes, but there are ways to control those," said Jim Donahoe of Windermere Real Estate in Ocean Shores, whose family moved to the area in 1962.

Donahoe noted he first proposed expanding short-term rentals to the city two years ago. "If somebody has a better alternative revenue stream for the city, please stand up," Donahoe said. "It's been two years, where is that alternative?"

Another opponent of the proposal, Marlene Penry, disputed the premise that there were "hundreds of illegal overnight rentals so we are losing tax revenue." Penry also disputed a contention that real estate sales were being lost because of the policy that prevents overnight rentals in residential zones.

"I have talked to people who say they wouldn't have bought their house here if people could do it," Penry said.

Commission member Eric Noble, who manages the Worldmark Mariner Village on Ocean Shores Boulevard, said the Planning Commission took a lot of time looking at the issue and noted the Planning Commission looked at short-term rentals in a number of areas, including how they were regulated in Port Townsend, Palm Springs and several coastal communities. "It's a pretty thorough understanding of the effect it would have on the residents here," he said of measures in place to take care of most issues.

Planning Commission member Dan Bricker said he was against the proposal at the beginning but became convinced it was best for Ocean Shores: "I think it's probably a pretty good thing to have Ocean Shores do on a limited basis."

Council members appeared to want more details, such as the number of houses and properties that would be affected in the area, how many short-term rentals now exist legally in the city, and what the potential economic benefits would be, something the Planning Commission did not quantify. "The biggest argument about why we would do it would be economic feasibility," said Council member Jon Martin. "I just don't see a reason why we would do short-term rentals if there wasn't an economic reason to do it."

Pt. Brown on hold

The Council also appears ready to put the brakes on the Pt. Brown sidewalks/crosswalks and bike lane project, with discussion on how to return the remaining grant funding and how to restart a public review process on the future of the city's main boulevard.

"We need to do something with Pt. Brown, but we don't know exactly what that something is," Martin said. The project was driven by grants, forcing the city "to make decisions that for the long-term we maybe don't want as a city."

Options include scaling the project back, along with creating development standards that currently don't exist.

"The biggest part is going to be for the Council to decide if they truly are going to give the grant money back," Mayor Crystal Dingler said. The city had received an initial federal grant for preliminary engineering, with commitments

from the Grays Harbor Council of Governments, the federal Transportation Alternative Program, and the state Transportation Improvement Board.

Dingler said meeting the grant requirements was driving the cost of the project too high for the city to continue.

“It was too much,” she said.



The value of grants | Mayor's Corner

by Mayor Dave Earling

July 19, 2018

Hard as it may be to believe, we're already entering budget season and need to start planning for 2019.

So as I contemplate our revenues and expenditures from the 30,000-foot level before diving into the details, I'm awestruck by one particular set of big numbers: the grant funding we've been able to secure over the past few years.

Since I have been in office, we have been pretty straightforward in letting you know the value of grants for funding important projects in the city.

We may not do a press release with every grant, but we attempt to let you know about major projects and how various levels of other governments assist with the work we accomplish.

I recently heard a presentation by two of our fine department directors, Carrie Hite of Parks and Phil Williams of Public Works, on the grants the city has received or has in the pipeline over the past six years.

While I knew we were very successful, I frankly was stunned with the accumulative totals: 61 grants producing over \$56 million.

That \$56 million included \$1.78 million for stormwater projects, \$40.01 million for transportation projects and \$14.48 million for parks. Stunning numbers and what success! (You can view the presentation, which includes a full list of projects, online at bit.ly/2NX4823).

Keep in mind the grants and dollar amounts in this week's column are only from the two departments mentioned above. All departments apply for and receive grants.

We have a number of great staff grant writers who research available grants and determine if we have a qualifying project we should submit for the grant. Understand there are grants available from the federal, state, regional and county governments, as well as private grants.

Understand, too, the City usually has to provide some dollars as a local match to qualify for these grants. And, while we have been successful in obtaining the grant funding I mentioned, it's important to realize that many other agencies actively compete for the same dollars.

So sometimes we are successful, other times not.

Obtaining grants is not just about filling out a form and submitting it. Staff is actively engaged in meeting and explaining our projects at the local and regional level.

We also have active assistance from our lobbyists in Olympia and Washington, D.C., to work with legislators and congress members and their agency staff. Staff and I also make periodic journeys to state and federal offices to advocate for projects.

Grants for projects can vary in size and scope as well as dollar amounts.

Examples for Parks and Recreation range from a state of Washington grant of \$75,000 for the Edmonds Veterans Plaza to \$500,000 from the state Recreation and Conservation Office (RCO) for the City Park spray pad, to \$1.5 million from the Hazel Miller Foundation for Civic Field.

For Public Works, examples range from \$348,000 for a walkway on 238th Street SW from Highway 99 to SR 104 from the State Transportation Improvement Board (TIB) to a federal grant of \$3.02 million improvements at 76th Avenue West and 212th Street SW, to a \$10 million appropriation from the state Legislature for improvements to Highway 99.

I know some folks do not agree with obtaining grants. While I understand that viewpoint, grants are there to improve the needs and quality of communities. Without access to these funds, cities the size of Edmonds would not have the resources for major improvements.

In conclusion, lots of hard work, telephone calls, emails, meetings, touring potential sites, City staff time, great support from our elected leaders in the Legislature and Congress and their staff, teamed with our great project proposal team, have brought Edmonds great success.

Another way to look at it is this: Imagine how much less we would have without this success.

We should all be pleased and proud of the progress made, and be sure to thank our terrific city staff.



Sedro-Woolley to incorporate fiber into Fruitdale Road project

by Kimberly Cauvel

May 29, 2018

SEDRO-WOOLLEY — Construction that is set to begin on Fruitdale Road now will include the installation of pipe for the future fiber optic network the Port of Skagit and Skagit Public Utility District have agreed to build across Skagit County.

The city of Sedro-Woolley, Port of Skagit and Skagit County each contributed to the cost of the Fruitdale Road project, which will improve access to the historic Northern State Hospital campus they are working to redevelop.

The campus is now called the SWIFT (Sedro-Woolley Innovation for Tomorrow) Center.

As part of the Fruitdale Road project that includes building a roundabout at the campus entrance, repairing a collapsed section of the road northeast of the entrance, and repaving the road and adding sidewalks from the entrance to the intersection with McGarigle Road, the port will pay to also install a SWIFT Center entrance sign and pipe for fiber optic cables.

“We want, collectively, to provide more service providers to access the SWIFT Center site,” Port of Skagit Executive Director Patsy Martin said. “We’re taking title of the SWIFT Center July 1 and having multiple internet service providers available to ride on the dark fiber backbone ... is great.”

She said current tenants including the Job Corps program, Pacific Northwest Trails Association and state Military Department will benefit from having a fiber network available. The fiber network may also be important for Janicki Bioenergy, a local company that is expected to anchor the redeveloped campus.

The port will reimburse the city for the added fiber optic and sign elements of the project, which are expected to cost about \$90,000, according to the agreement between the city and port.

The port will also pay the city 5 percent of the cost of the pipe and sign parts of the project to compensate for the city’s administration of the project. That cost will be about \$4,500.

The SWIFT Center sign will be modeled after those at other port properties, including the Skagit Regional Airport and La Conner Marina, according to the agreement.

The installation of pipe for fiber optic cables along Fruitdale Road will be the first such project in Sedro-Woolley.

Sedro-Woolley Public Works Director Mark Freiberger said incorporating the pipe for fiber cables into the project is more efficient than trying to add them later.

Construction equipment will begin to appear this week along Fruitdale Road between McGarigle Road and the SWIFT Center entrance in preparation for the start of construction next week.

Starting June 4, crews will build sidewalks along the road, repair the damaged section of the road and install new sewer lines near the campus, Freiberger said. In late July, work will begin on a roundabout at the campus entrance.

Freiberger said all the Fruitdale Road improvements included in the project are expected to be completed by mid-September.

The Seattle Times

Lander Street Bridge construction starts, shuts down Sodo-area road until 2020

by Mike Lindblom

May 29, 2018 - updated June 4, 2018

Drivers in the Sodo area will have to detour around South Lander Street until early 2020, after construction began Tuesday for the long-delayed overpass above freight and passenger rail tracks.

Limited access to local businesses, along with a walking and bicycling passage, will be maintained, according to the Seattle Department of Transportation.

The planned four-lane bridge will cost \$123 million, aiming to avert long traffic delays and reduce threats to people walking over surface tracks that handle at least 100 trains per day in Sodo, according to a city study of Sodo traffic.

The Lander corridor between First Avenue South and Third Avenue South closed to general traffic last week, while six King County Metro Transit routes from West Seattle and Vashon Island were detoured in March.

Sen. Maria Cantwell joined Seattle Mayor Jenny Durkan and Port of Seattle Commission President Courtney Gregoire at a ceremony Tuesday marking the start of construction. Cantwell has supported the project for years; it will draw on \$45 million from a federal freight-mobility fund that she sponsored.

The current design is leaner and cheaper than some past versions, but unpopular among some Seattle safe-streets activists because the city designed just one walk-bike lane along the north flank of the bridge.

Work is underway on the deep foundations of bridge columns, according to the Seattle Department of Transportation. They'll extend 150 feet down, penetrating loose fill soil and Sodo's buried tideflats, to reach solid earth.

The construction blockage may compound Seattle congestion while the Alaskan Way Viaduct is demolished next year, and multiple downtown tower projects and a convention-center expansion hinder other routes. The Highway 99 tunnel, due to open this fall, will include a Sodo interchange. That will give south-end drivers a new option to reach the sports stadiums and Starbucks headquarters.

Construction starts on West 10th Street overhaul in Port Angeles

by Rob Ollikainen
July 27, 2018

PORT ANGELES — Construction has begun on a major overhaul to West 10th Street between N and I streets on the west side of Port Angeles.

The busy arterial was closed to non-local traffic Monday and will remain closed until the work is completed in late October or November, city officials said.

Alternates are available on West Fourth and West 18th streets.

The crumbling 0.6-mile section of West 10th Street between I and N streets will be completely rebuilt as part of the grant- and taxpayer-funded project, which was identified as a top priority in the city's Transportation Improvement Plan.

"It's huge project for Port Angeles," city engineer and project manager Jonathan Boehme said in a Wednesday interview.

"Tenth Street has been a street that's needed serious work for a number of years now, so we're really excited to have the available funding."

A sidewalk will be added to the north side of 10th Street, providing a "great safety benefit" for students walking to and from Hamilton Elementary School, Boehme said.

New driveway entrances, curb, gutter and stormwater conveyance will be installed between M and N streets.

Aging water mains will be replaced and a new sewer crossing will be built at 10th and L streets to provide for future connections, city officials said.

Once completed, West 10th Street will have two vehicle lanes and two bicycle lanes between N and I streets.

The City Council awarded a \$2.52 million construction contract to low-bidder Lakeside Industries of Port Angeles on July 3.

The city received a \$1.25 million grant from the state Transportation Improvement Board to help pay for the improvements.

The city matched the grant with \$504,999 in voter-approved transportation benefit district funding, real estate excise taxes and stormwater and water utility funds, according to city documents.



**A dump truck makes its way through a construction zone as flaggers control traffic along West 10th Street in Port Angeles on Wednesday.
(Keith Thorpe/Peninsula Daily News)**

City voters approved a 0.2 percent sales tax increase in August 2017 to fund the transportation benefit district. West 10th Street had been identified as the No. 1 priority for the taxing district.

“We’re shooting for being done by the end of October,” Boehme said of the weather-dependent construction.

“At this point, our best expectations are that they would be completed by Oct. 26.”

Meanwhile, another city-hired crew has begun installing safety fencing along the Eighth Street bridges.

West Eighth Street is closed to eastbound traffic over both bridges. Westbound traffic is being maintained and one sidewalk is open to pedestrians.

Businesses remain open during construction.

The safety fencing is being installed by Interwest Construction of Sequim, which submitted a low bid of \$770,000.

A community block party is planned for Sept. 19 — a Wednesday — to dedicate the re-opening of the Eighth Street bridges, City Council member Cherie Kidd has announced.

There will be live music on each bridge, food vendors, chalk art and free root beer floats at the Sept. 19 event, Kidd said.

“Mark your calendars with a big red circle,” Kidd told the City Council last week.

“When the fences are complete, we’re going to have a community party to celebrate the new bridges, and it’s going to be wonderful.”



City celebrates completion of Main Street South project

by Lisa Allen

May 15, 2018

On April 25, the city of Duvall officially celebrated the completion of the Main Street South project. The ribbon-cutting ceremony took place at the pocket park (the “Rosenbach Corner”) on the corner of NE 143rd and SR 203. The small piece of land was donated to the city by Ruth Ann Rosenbach, who, with her husband Rex first moved to the property in the 1980s, building the home on the hill that overlooks the valley. They originally purchased the upper five acres for the homesite and bought the lower six acres at a later date, according to Ruth Ann’s sister-in-law Patsy Rosenbach. Although the house and five acres were sold a few years ago, Ruth Ann still owns the lower six acres, Patsy said.

Ruth Ann Rosenbach shares a moment with Duvall Mayor Amy Ockerlander after the pair cut the ribbon. (Photos by Lisa Allen) Rex and Ruth Ann pastured a herd of beef cattle on their property for years, the herd becoming something of a landmark for those coming into town. Although Rex has since passed away, members of the Rosenbach family, including Ruth Ann, her son Roger (who engraved and set the stone marking the corner), his wife Marilyn, Patsy and her daughter Stacy Rosenbach-Duex, were there to share in the celebration of the completion of the project which included construction of the pocket park. Like Rex and Ruth Ann, Patsy and her husband also bought property on 143rd for pasture for their daughters’ horses and built a house there in 1973.

Among the speakers at the ceremony was Duvall Main Street South Project Manager Shaun Tozer who noted that the \$11 million project from Ring Street to Big Rock Road was the “largest public works project ever in Duvall.” Grants paid for the majority of the expenses.

City Engineer Boyd Benson explained later that grants covered 57.7 percent of the project and the rest of the money came from developer impact fees and a loan taken out by the city that is being repaid by funds from the Real Estate Excise Tax (REET). Work began in the fall of 2016 and was mostly completed by fall 2017, he added.



Ruth Ann Rosenbach shares a moment with Duvall Mayor Amy Ockerlander after the pair cut the ribbon.
(Photos by Lisa Allen)



The stone marking the corner was engraved and set by Roger Rosenbach.

THE SPOKESMAN-REVIEW

Commerce Department awards Spokane's efforts on East Sprague

by Kip Hill

May 26, 2018

The city of Spokane's efforts to revitalize the East Sprague corridor have earned plaudits from the state's Department of Commerce.

The pilot project, first announced in 2013, that funneled investment dollars for streetscape improvements, promoting housing construction and improving pedestrian access in alleyways, earned the state's Smart Partnership Award for 2018, part of an annual recognition of "smart growth planning" in Washington.

"This partnership model is replicable in most communities, and demonstrates effective prioritizing practices, high-quality design, and sustainable principles," said a news release from the Commerce Department announcing the award.

A cornerstone of the East Sprague revitalization, a \$4.3 million overhaul of the arterial between Helena and Stone streets, opened last fall. Private investment in the area has been booming, to the tune of \$4 million in real estate sales dating to 2014. Other improvements, including construction of stormwater tanks and a planned, 24-hour crisis children's center, demonstrate the payoff of the investment, said City Council President Ben Stuckart, the project's chief backer on the panel.

"That's great news," Stuckart said when informed of the award Friday. "That validates everything we're trying to do on Sprague."

The award notes the partnership among the city, the Spokane Regional Health District, Community Frameworks and the East Sprague Business Association.

Brian Coddington, a spokesman for the mayor's office, said Friday the award showed Spokane was being recognized for its smart planning. He said the next step is the completion of the University District Gateway Bridge, connecting the Sprague corridor to the higher education incubator at the eastern edge of downtown.

"You're seeing a lot of the smart investment on Sprague, and it's starting to be recognized on the national scale," Coddington said. "It's pretty exciting to see Spokane at the center of that."

The city of Kennewick also received a Smart Partnership award for its work on the Vista Field project, focused on redevelopment of the city's decommissioned airport into an urban center that includes canals, mixed-use buildings and a performance art center.



FILE - New landscaping and sidewalks, part of the City of Spokane's recently completed street reconstruction of Sprague Avenue between Helena and Stone Streets, seen in September 2017. The street improvements are part of the reason Spokane was recognized this week for its work to revitalize the East Sprague corridor, along with several other partner agencies.

(Colin Mulvany / The Spokesman-Review)

Roadwork by Edmonds-Woodway High School will end this summer

The project aims to improve traffic flow as well as make travel safer for cyclists.

by Herald Staff

May 24, 2018

EDMONDS — Construction to improve the intersection of 76th Avenue W and 212th Street SW by Edmonds-Woodway High School will wrap up this summer.

Final paving and paint striping for the \$5.9 million project — which started construction in spring 2017 — will take place this summer, possibly in July. The final tasks were initially scheduled for spring, but the work was postponed because of settlement issues in the existing pavement over the winter. Final repairs will be wrapped into the repaving work.

The project aims to improve traffic flow as well as make travel safer for cyclists.

When complete, there will be new turn lanes, a traffic signal and bike lanes. Utilities also were converted to an underground system.

Westside Seattle

Port of Seattle, City of SeaTac, and IAC Properties break ground on industrial site

June 7, 2018



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

Port of Seattle, City of SeaTac, and IAC Properties break ground on industrial site

Thu, 06/07/2018

information from Port of Seattle

The Port of Seattle, City of SeaTac, and IAC Properties (IAC) broke ground today on a 26-acre underdeveloped property to create a 460,000 square foot industrial facility that will employ approximately 400 full time workers. Tenants may include food processors, manufacturers, and logistics providers that support the aviation and air cargo industries.

“When fully developed, the IAC Commerce Center — SeaTac project in the City of SeaTac will be home to around 400 full-time employees with an estimated payroll of more than \$28 million annually,” said Port of Seattle Executive Director Steve Metruck. “This is a major milestone in our partnership with local communities to develop economic activity and new local jobs, including up to 90 prevailing wage construction jobs during the build out of the property.”

“The City welcomes this important economic development project and the positive impacts it will create. The investment made by the City and its partners in completing the 24th Avenue corridor has, and will play an important role in the City’s future,” said SeaTac Mayor Michael Siefkes. “The jobs, tax revenues and permit fees are all

important to the community's health. The partnership established with both the development team and the Port will pay dividends now and into the future."

"We are very excited to be working with the City of SeaTac, the Port of Seattle and the Trammell Crow Company to help fulfill the Port's Century Agenda of bringing jobs to the market with the development of this new state of the art 460,000 square foot warehouse distribution facility," said IAC Properties President Larry Krasner.

Located just north of the Des Moines Creek Business Park (DMCBP) in the City of Des Moines, this 25.62-acre undeveloped property is zoned Aviation Commercial (AVC) and will expand upon the success of the industrial development at the DMCBP. It will also represent the first new industrial development on Port property in the City of SeaTac in many years.

The purpose of developing IAC Commerce Center — SeaTac is to put the property back into productive use that supports both the City's tax-base and is compatible with airport operations. To ensure a Fair Market Rent for the land, the Port appraised the property in its current condition and then competitively offered the property to the development community through an extensive Request For Proposal (RFP) process. This ensured the Port had a strong basis to evaluate proposals for financial implications, job creation, and aspirational goals.

Over the past five years the Port has leased land and seen new development on over 100-acres of property surrounding the airport. When this SeaTac property is fully developed, these properties will support over 4,000 jobs, with 3,500 at Des Moines Creek Business Park in Des Moines; 400 at the NERA development in Burien and 400 at IAC Commerce Center — SeaTac, in SeaTac.

SeaTac

Highline Times

Stretch of James Street in Kent to get concrete replacement

Elsewhere: Crews to extend 132nd Avenue pathway

June 15, 2018

Crews will start work in July in Kent to replace deteriorated asphalt pavement with concrete along a portion of East James Street.

Crews will put 8 inches of concrete down along James Street between Central Avenue North and Clark/Jason Avenue North. The City Council awarded the low bid on June 5 to Kiewit Infrastructure West, of Federal Way, for \$1.89 million. Money from the city's business and occupation tax will pay for the work.



"Concrete takes longer to put down, but it will last all of our lifetimes," Public Works Director Tim LaPorte said to the council. "It will last at least 50 years. If you look at pavement on I-5, that was put down in 1961 or 1962 and it's still mostly there. It's a very superior product to use when you have a high water table."

That high water table and a clogged-up Mill Creek causes flooding on James Street during rainstorms. A new pump station helped reduce flooding but until the city dredges Mill Creek water will reach the street, LaPorte said.

City staff looked at doing part of the section of James Street in asphalt but the council asked for it all to be concrete, which added about \$100,000 to the project.

Crews will replace some of the existing pedestrian curbs and new ADA (Americans with Disabilities Act) compliant pedestrian push buttons will be installed at the east corners of the intersection. City staff expects the work to be completed in September.

Two years ago crews installed new asphalt overlay on the upper part of the James Street hill.

132nd Avenue walking path

The council also approved a bid of \$511, 616 to Axum General Construction, of Maple Valley, to build a walkway along the west side of 132nd Avenue Southeast between Southeast 240th Street and Southeast 248th Street.

Kent installed a new pedestrian pathway last year between Southeast 248th Street and Kent Kangley Road. A state Transportation Improvement Board grant will help pay for the project.

"It's not a great place to walk in the present, so this basically adds a walking path," LaPorte said.



Under construction: City of Ellensburg plans road, utility projects

by Shani Bemis
June 16, 2018

The city of Ellensburg's construction season is well underway with a few projects already completed and more work to begin soon. Derek Mayo, city engineer, said 2018 will see a typical number of construction projects within the city limits, along with a significant amount of design and permitting work for what is looking to be a busy construction season next year.

"This year we have a handful of projects, but no large scale projects," he said. "Next year will be a very busy year construction wise."

The following is a list from Mayo of the 2018 capital projects:

- Canyon Road overlay project: This project will repave Canyon Road from Interstate 90 through Umptanum Road, and also repave a portion of Umptanum Road. Work will begin in late June, with upgrading ADA ramps and lowering utilities, to allow for the asphalt grinding and paving that will take place early July. The grinding, paving and permanent striping will take place at night, to minimize impacts to traffic and businesses.

The total project cost is \$612,000, with \$300,000 of the project being covered by a grant from the Washington State Transportation Improvement Board. The remaining funding is coming from the city of Ellensburg.

- Palouse to Cascades (John Wayne) Trail reconnection: The next section of the trail will be constructed from its current end at 18th Avenue (East of Alder Street) to 14th Avenue, with the trail wrapping around the Central Washington University challenge course, running adjacent to Brooklane Street, then terminating at 14th Avenue and Alder Street. This project is currently in the design phase. Depending on the availability of funding, construction of the trail will either be fall of this year, or spring of 2019. The estimated cost of the half mile trail extension is approximately \$435,000, with 80 percent of the funding coming from a Transportation Alternative Program federal grant and a required 20 percent Ellensburg match.

- Pedestrian crossing improvements on Wildcat Way and on Dean Nicholson Boulevard: This project will install pedestrian crossing improvements on Wildcat Way north of 11th Avenue and on Dean Nicholson Boulevard near the CWU tennis courts (between Walnut and Alder streets) The crossing improvements include installation of ADA curb ramps and solar powered pedestrian crossing lights, similar to the ones installed on Mountain View Avenue last year. The total project cost of \$130,000, with \$97,000 coming from a Bicycle and Pedestrian WSDOT grant and \$33,000 funding from the city of Ellensburg.

- Complete streets sidewalk improvements (This project was completed in May): The city received \$250,000 from the Washington State Transportation Improvement Board's Complete Streets program and used these funds to construct missing sidewalk segments around town. Locations included Willow Street and Helena Avenue.

The city also removed and replaced deteriorated sidewalk on the north side of Capitol Avenue between Pine Street and Ruby Street and rebuilt one block of the alley between Seventh Avenue/University Way and Water Street/Main Street.

- Shop second access and utility extension project: This project will extend a water main from the City Shop on Industrial Way to Anderson Road, completing an important loop to the water system. The project will also install a second driveway from the back of the City Shop to Anderson Road.
- Municipal well: The city is also completing the design for the drilling of a new municipal well, which would connect to the city's water system. The well location is north of the Palouse to Cascades Trail (formerly called the John Wayne Trail) and north of Mount Stuart Elementary school. The well is currently in the design and permitting phase, with hopes of drilling the approximate 1,000 feet deep well late this year or early next year.
- Bowers Road gas main extension: Approximately 1,000 feet of new gas main will be installed along the southern shoulder of Bowers Road this fall. This work will be outside of the roadway and will not have an immediate impact on traffic.
- No. 6 Road gas main extension: In conjunction with work being completed by Kittitas County Public Works, the City Gas department will be installing approximately 1,500 feet of gas main on No. 6 Road.



Roundabout construction at 32nd, D Ave to start in August

June 20, 2018

Another roundabout construction project is set to begin in August.

Construction of the single-lane roundabout at 32nd Street and D Avenue should last about three weeks.

The Anacortes City Council awarded a project contract to SRV Construction, Inc. for \$576,700 at its meeting Monday.

The city received a grant of \$421,600 from the state Transportation Improvement Board for the project and will make up the remaining \$306,000, which also includes construction management and design work, in city impact fees.

The roundabout is aimed to alleviate the bottleneck at the intersection, especially during school commute hours.

About 16 school buses use the intersection a day, along with 25 heavy vehicles traveling to a nearby asphalt plant.

The project includes eight-inch sidewalks, American Disabilities Act compliant ramps and crosswalks.

\$38M Duportail Bridge project reaches a critical point

by Wendy Culverwell
June 22, 2018

Richland, WA - The construction team working on Richland's Duportail Bridge is preparing for a critical juncture in the two-year project.

July 1 marks the first date the Apollo Construction-led team can legally work in the Yakima River.

Workers have until Sept. 30 to build the foundation footings that will rest in the river. The narrow window to work in the river is timed to coincide with minimal fish and spawning activity in the river.

In preparation, Malcolm Drilling Co., a subcontractor, started drilling six shafts associated with three piers on the downtown side of the river this week. Two piers are on the shoreline and the third will rest in the river.

A temporary rock berm in the river will serve as a construction platform for the summer work.

"This is all about the foundation work this summer," said Julie West, transportation and development manager for the Richland Public Works department.

It will get a second shot at working in the river in 2019 when the bridge deck will be installed.

West said the \$38 million project to link central Richland to the Queensgate area is on schedule for its planned 2020 opening.

The city awarded a \$25 million construction contract to Apollo, which began work in February.

The project includes construction of the bridge, as well as approaches and intersections. The bridge will have two lanes in either direction as well as pedestrian and bicycle lanes and will carry a new water main to serve south Richland.

In the meantime, Apollo and its team are working on the downtown side of the river on the abutment, sound walls and in-ground infrastructure. Greenish pipe visible in photos is part of the storm pipe system.

The water main will replace the aging water line that rests on the bottom of the river.



Construction crews work on the Duportail Bridge on the north side of the Yakima River in Richland. The estimated \$38 million project will link Richland's waterfront, central business district and Queensgate areas. Watch a video at: tricityherald.com/video Bob Brawdy Tri-City Herald



Richland's new bridge will carry Duportail Street across the Yakima River when it opens in 2020. Apollo Construction, the contractor, is building the bridge's easternmost bridge support, shown in the forefront of this rendering. Image courtesy city of Richland

The new bridge improvement connections between Richland's traditional core and its blossoming southern district by extending Duportail Street across the river to the Queensgate area.

The launch of the bridge project coincides with work to widen Queensgate and install two roundabouts between Interstate 182 and Keene Road.

Bridge funding includes \$22.5 million from 2015 Connecting Washington transportation package, \$9 million from the state's transportation improvement board, \$2.7 million in various federal awards, \$1.6 million spent by the city in the planning stages and \$1.66 million financed by the controversial \$20 fee assessed on vehicles registered in the city of Richland.

The \$7.25 million water main project is funded with a \$2 million grant from the Federal Emergency Management Agency, with the city's water utility covering the balance of the cost.

The city posts updates and project information on its website:

<https://www.ci.richland.wa.us/departments/public-works/capital-projects/duportail-bridge>

A short drone video of the construction site is available at:

<http://www.tri-cityherald.com/news/local/article213528899.html>



**Crews work on the future Duportail Bridge on the north side of the Yakima River in Richland. The estimated \$38 million project will link Richland's waterfront, central business district and Queensgate areas. Watch a video at: tricityherald.com/video
Bob Brawdy Tri-City Herald**

Stanwood road projects underway

by Peggy Wendel
June 26, 2018

The traffic knot at the intersection of 92nd Avenue and 271st Street in Stanwood has been untangled for now. Bright orange-red traffic cones that had decorated the street to guide cars through construction are gone now that the first step is complete: upgrade the curb ramps up to ADA (American Disabilities Act) standards.

Shawn Smith, city engineer, tells us that when the construction project is finished in late August, 92nd Avenue will be overlaid from the south side of 271st Street to 276th Street, more commonly known as Lover's Lane, at the NE corner of Heritage Park.



Grinding and paving is expected to begin Aug. 1 but could start earlier, he said. The project includes a full-width grind through the intersection and north to the bowling alley, then a partial grind along the school bus garage lot. The north end will be fully ground, regraded and then paved. Grinding, paving, striping and shoulder gravel is scheduled for completion within three weeks.

The city has another summer paving project on one of the parallel Cedarhome drives in Stanwood.

The Cedarhome Drive that goes under the Pioneer Highway viaduct, not the brick street on the hill, will be repaved, beginning at the viaduct and up the hill to the intersection at 276th Street, Smith said.

Both the Cedarhome Drive and 92nd Avenue projects are partially grant funded through the state, the transportation benefit district and Snohomish County. The two projects will be paved at same time in August.

Meanwhile, Smith said, "Downtown's looking pretty good."

Underground leak

Public Works finally located and repaired the break in the sewer line next to the main pump station on 94th Drive NW, south of Stanwood Middle School.

The mysterious leak would stop whenever workers dug down to the pipe.

"The hole in the main would leak, then get plugged up with stuff, then it would give way and leak again," Smith said. "It should be good to go now."

BELLEVUE REPORTER

Bellevue Spring District development will add office, retail space

Pine Forest Properties is planning a new development which will add 889,000-square-feet of space.

by Aaron Kunkler

July 6, 2018

The master development plan for a Spring District complex has been approved by Bellevue city staff, adding another project to the area's growing list of developments.

Pine Forest Properties is seeking to build a transit-oriented development at 1445 120th Avenue Northeast across the street from the site of the coming light rail station, which is expected to be completed in 2023. The project would demolish three existing industrial buildings and warehouses on three parcels and erect six new buildings totalling more than 889,000 square feet along with nearly 2,000 underground parking stalls on the 8.35 acre site.

The project will be built in three phases and will include four residential buildings and two office buildings. The office buildings and one residential building will include a total of 6,000-square-feet of retail space on the ground floor. It is expected to include 435 apartments, 412,200-square-feet of office with buildings ranging from six to nine stories in height. Construction could begin in 2019.

The office space could accommodate around 2,550 workers and the residential units could provide space for roughly 600 residents.

Pine Forest Properties declined to comment for this story until they had received entitlement approvals, which they expect to receive soon.

The project would join a growing roster of projects that have broken ground or been recently completed in the quickly-growing area of Bellevue. Construction on an 11-story office building started earlier this year. The Block 16 development will add 316,000-square-feet of office space in addition to 13,000-square-feet of retail space to the district. It is scheduled to open in 2020.

By 2019 the Spring District is expected to have roughly 800 apartments. Several other developments will be opening in coming years, including Block 24, a nine story development with more than 166,600-square-feet of office space and the already completed Sparc which came online in 2017 with 309 apartment units. The Arras apartments will add another 309 apartments and is scheduled to open this year.

Finally, ALMI Residential Properties is building 204 apartment units in a complex, which will open in late 2019.

The Spring District is a 16-block, 36-acre development area being guided by Wright-Runstad with the intention of creating a transit-oriented district with retail, office and residential uses.



TACOMAWEEKLY

Port of Tacoma Road breaks ground

by Tacoma Weekly Staff

July 18, 2018

The City of Fife celebrated the groundbreaking of the Port of Tacoma Road Interchange Project, Phase One at the Fabulich Center 2:30 p.m. on today. Speakers included Gov. Jay Inslee, Senator Hans Zeiger, Representative Jake Fey, Pierce County Executive Bruce Dammeier, Port Commissioner Don Meyer, representatives from the Freight Mobility Strategic Investment Board, Transportation Improvement Board, Fife Mayor Kim Roscoe and Councilmember Pat Hulcey.

The groundbreaking of this project is the culmination of decades of design, wetland mitigation, funding requests and collaboration, said Roscoe. "This project is a key step forward in solving our transportation issues in this region, and sets the stage for the future of Fife," Mayor Roscoe said.

The Port of Tacoma Road Interchange Project marks an investment of \$42.5 million and the collaborative effort between Federal, State (FHWA, WSDOT, FMSIB, TIB), Tribal and local governments. Roscoe says the scope, scale and government-to-government collaboration demonstrates the need for this project to be completed. "This interchange serves as a critical access point into and out of the Port of Tacoma, acting as a conduit for state and international trade," she said.

This project will provide road, intersection and interchange improvements by reconfiguring the existing interchange to a split diamond with one-way couplet. The Port of Tacoma Road and its existing bridge over Interstate 5 will be converted to one-way southbound traffic, while the parallel 34th Avenue East and its new bridge over I-5 will be made one-way northbound.

At the completion of the project, access to the Port of Tacoma, safety and the operation of I-5 mainline will be improved. The design work for Phase 2 has begun and funding is currently being sought.

Major overhaul of Port of Tacoma Road interchange kicks off in Fife

by Meredith Spelbring
July 18, 2018

Part one of a two-part, \$42.5 million construction project for Port of Tacoma Road in Fife began Wednesday.

The interchange project, expected to be completed in 2020, will:

- Convert Port of Tacoma Road and its bridge over Interstate 5 to a one-way, southbound road.
- Make 34th Avenue East and a new bridge over the freeway into a one-way, northbound road.
- Build ramps on and off southbound I-5.
- Widen 12th Street East to four lanes to support traffic to the Port of Tacoma from I-5.

Fife Public Works Director Russ Blount said measures have been taken to reduce the effects on commuters.

“We are doing everything possible to keep it off-line for I-5,” he said. “There will be some short-term ramp closures, but mainly at night. Someone with a night-shift job might have to use a different exit off I-5, but most of the work will have minimal impact on I-5 users.”

The updates are expected to ease traffic problems on I-5 as well as on streets and intersections in the area, plus improve moving freight in and out of the port.

The ground-breaking ceremony was held Wednesday with Fife Mayor Kim Roscoe, Pierce County Executive Bruce Dammeier Gov. Jay Inslee scheduled among those speaking.

During the interchange project, Loves Travel Stop at Port of Tacoma Road and 12th Street East will close for eight - months.

The second phase of the project is to begin in 2021 and be completed in 2023. The project involves efforts of federal, state, tribal and local governments.

“This is a really important project to the city of Fife, to the port and to the state, so we are glad it’s moving,” Blount said.



A major construction project involving Port of Tacoma Road is expected to improve moving freight in and out of the Port of Tacoma.

Peter Haley The News Tribune

Construction on Northeast 119th Street ‘one bite at a time’

Multiyear project continues slowly but surely

by Jake Thomas

July 30, 2018

Whenever Robin Washington, a project manager with Clark County Public Works, is asked why the improvements on Northeast 119th Street are taking so long to build, she likens it to another large undertaking.

“I ask people, ‘How do you eat an elephant?’” she said. “One bite at a time.”

Now the county is finishing one bite and is starting on another as it continues its multiyear project to upgrade Northeast 119th Street from a two-lane country road with no sidewalks or bicycle lanes to an arterial intended to accommodate growing suburbanization.

Washington said that McDonald Excavating, a Washougal-based contractor, is wrapping up work on a stretch of Northeast 119th Street between Northeast 50th Avenue and Northeast 72nd Avenue. Work between 72nd and Northeast 87th Avenue was completed last year, and now contractor Rotschy is launching a project from 87th to Northeast 112th Avenue. The county awarded the Vancouver-based company an \$11.18 million contract, according to a news release.

Clearing the way

Washington said that crews will be out clearing the roadsides and cutting trees in anticipation of upgrades. She also said that utilities will also have to clear pipes and poles that are in the way. She said the project will last two seasons and expects it to be finished in late 2019, according to a county news release.

According to the news release, more than \$50 million will be spent on the corridor. The county has been awarded two grants to help pay for construction: a \$4 million state Urban Arterial Program grant through the Washington State Transportation Improvement Board and a \$3.1 million federal Surface Transportation Program grant through the Southwest Washington Regional Transportation Council.



A new phase of improvements to Northeast 119th Street is due to kick off. The former farm road has become a major arterial linking Salmon Creek with Brush Prairie. (Nathan Howard/The Columbian)



Washington explained that the project has been broken into chunks because of the order in which permits are approved and projects funded.

“You can’t do it all in one long stretch,” she said. “It doesn’t work very well.”

The upcoming construction will widen and improve the current road to a four-lane arterial with two lanes in each direction, as well as a center turn lane, a bike lane, sidewalks and facilities to collect and treat polluted stormwater runoff, according to a county news release.

Additionally, the project will make upgrades to Clark Public Utilities’ water lines and Clark Regional Wastewater District’s sewer lines, as well as improve the Chelatchie Prairie Railroad crossing west of Northeast 102nd Avenue, according to the release.

The speed limit in the construction zone will be reduced to 25 mph during construction for the safety of workers and drivers, according to the release. Fines will be doubled for speeding and other infractions in the construction zone.

A short section of the street will be closed for up to 14 days during construction. Citing the high number of school buses that use the road, Washington said that the closures are expected to occur before classes resume.

“That’s why it’s planned for August,” she said. “We want it done before those buses start running.”

Not everyone is happy about how long the construction is taking. Bill Zimmerman, the co-owner of Bi-Zi Farms, said that while the upgrades will improve the road, all the construction has negatively affected his retail farm, which he described as being “right smack dab in the middle” of the construction.

“Well, to be honest with you, it’s put all of our plans for the farm on hold now,” he said. He said he’s held off on purchasing any new machinery or taking on any debt out of fear that the construction will further affect his business.

What's Going Up?

Improvements on Fourth Street and Academy Way in College Place

by Karlene Ponti

August 5, 2018



Academy Way and the West end of Fourth Street in College Place are being redone.
Brenden Koch

A project to update and reconstruct deteriorated roadways in College Place is being done in two phases.

Phase 1 is the portion of Fourth Street from Davis Avenue to Academy Way, and Academy to Whitman Drive. Phase 2 will complete the project by extending the finishing work on Fourth from Davis to College Avenue.

Phase 1 will include two traffic lanes on Fourth, 5-foot sidewalks on both sides, a two-way cycle lane on the south side of the road and parallel parking on the north side.

“It was originally a sidewalk project,” City Engineer Robert Gordon said.

The scope of the project was then expanded to include surfacing and extend the work to Academy. The base of the roadway is being ground and then will be resurfaced. Since it’s a road project, there will only be minor work on utilities, Gordon said.

Timeline: Phase 1 of the project began in early June and is expected to be complete in September.

“It may be into the start of school by a week or two,” Gordon said.

General Contractor: Humbert Asphalt, Inc.

Cost: The total project is just under \$1.2 million, funded by the Transportation Improvement Board.



The city had gotten federal grants, then the state picked up the whole project and the grant money was returned.

For more information: See the City of College Place's website

http://www.cpwa.us/departments/public_works/fourth_and_academy_way.php

Gig Harbor to celebrate completion of Harbor Hill Drive Extension

by Gateway staff
August 7, 2018

After months of construction and detours, the city of Gig Harbor is ready to celebrate completion of the Harbor Hill Drive Extension.

The extension “is a much-needed improvement to traffic flow between downtown Gig Harbor and the Harbor Hill area,” Mayor Kit Kuhn said in a press release. “It will truly be connecting our communities together.”

The connection is expected to ease traffic congestion off Borgen Boulevard and the Burnham Drive, Borgen Boulevard and state Route 16 roundabout. Improvements consisted of a new roadway and two roundabouts with storm drainage, sidewalks, pedestrian guardrail, landscaping and street lighting.



A ribbon cutting ceremony to celebrate the opening of the Harbor Hill Drive Extension will be held at 11 a.m. on Aug. 11 at the new intersection City of Gig Harbor Courtesy.
-Courtesy

Work on the \$9 million project began in July 2017 and construction was completed weeks ahead of schedule, the press release stated. Funding came from a state grant, city traffic impact fees and hospital benefit zone taxes. Latest news by email

A ribbon-cutting ceremony will be held 11 a.m. Saturday (Aug. 11) near the roundabout intersection of Harbor Hill Drive and Sentinel Drive. Parking will be available at the Tom Taylor Family YMCA, 10550 Harbor Hill Drive, according to a city press release.

After a short presentation and the ribbon cutting, guests will walk the roadway to the lower roundabout prior to opening to traffic. Pierce Transit’s Get Around Gig Harbor Trolley will bring guests back to the upper roundabout.

Road Warrior: Sign revives name of Bremerton neighborhood

by Travis Baker, Road Warrior
August 14, 2018

The in basket: When I wrote in early June about Ric Logg's worry that a large new pedestal sign was blocking drivers' views where Sheridan Road flows into Lebo Boulevard and both then become Tracyton Beach Road, I had only Rick's photograph of the sign, which reads 'Sheridan Park,' to go on.

I knew Sheridan Park was the historic name of World War II housing in that area, but felt it had evolved over the years to mean the area around the city of Bremerton's park department many blocks south of there. I wondered how it had been revived as a definitive area that needed a sign and what its boundaries are.

The out basket: Chal Martin, Bremerton public works director, told me: "When we went through the design process (for the improvements to Lebo), the consultant did some research and came across the 'Sheridan Park' concept, as you noted below.

"I don't know what boundaries were defined," he said, "but we did note that the area up to Sheridan still contains the WWII housing units today. The general thought was to use the street project to redefine a 'neighborhood' feel that might have been diluted over time. So we saw this concept as a good opportunity to do that.

"The (state) Transportation Improvement Board grant funding allows for a small amount of the total to be put against amenities, including signs. We also painted the columns under the (Warren Avenue) bridge, and also used a different type of street lighting, more clumped at the intersections, to further provide a unique architectural feel, different from the rest of the city.

"I think it turned out pretty well in that regard (except for the sign location at the Sheridan end, which is a little hard to see around).

"I do think new street markings improve visibility and make it more comfortable for drivers," Chal said.

Have a question for the Road Warrior? Call 360-792-9217 or email tvvisb@wavecable.com.



Travis Baker, Road Warrior

Strike delays city roundabout paving

by Sarah Doyle
August 29, 2018

Union construction workers and engineers haven't been able to come to an updated agreement with contractors for two months, resulting in increased tensions and slowed work schedules.

Workers went on strike Aug. 21, according to the International Union of Operating Engineers (IUOE) Local 302 website. The strike has affected the construction of a roundabout at 32nd Street and D Avenue, Anacortes Public Works Director Fred Buckenmeyer said.

Paving work on the roundabout is subcontracted through SRV Construction to Lakeside Industries, which gave the city a notice of delay, he said. The roundabout was scheduled to be completed by Sept. 6, before school starts, he said.

At this point, it is unclear when the work will be done.

"Beyond a doubt, the contractor is not going to be able to have it paved to meet deadline," Buckenmeyer said. "Lakeside has got contracts all over the state, they're going to be slammed."

He said Anacortes Public Works will do everything possible to have the roundabout open to traffic by Sept. 6 or 7, which means it won't be paved but will likely be dirt or gravel. School buses use the intersection, making it imperative to allow traffic through, he said.

Buckenmeyer said most Anacortes projects were finished before the strike began, including the paving of M Avenue.

"We got lucky," he said. "We dodged a bullet that would've been disastrous."

Workers at Lakeside Industries are part of the IUOE Local 302, according to the delay notice. Operating engineers include heavy equipment operators, mechanics, surveyors in the construction industry, and stationary engineers who work in operations and maintenance in building and industrial complexes, according to the Washington State Labor Council.

The union has been in labor disputes with the Associated General Contractors of Washington (AGC) over the Western Washington Master Labor Agreement related to wages, hours and working conditions, according to union updates and AGC's website.

The IUOE Local 302 contract with ACG ended May 31, and the two sides have not come to a new agreement. Two tentative agreements have been voted down by union members, with the most recent offering a 15 percent increase to pay packages over three years and language improvements, according to AGC's website.



Completion of a new roundabout at 32nd Street and D Avenue was delayed due to a strike. Here, the roundabout is seen on Aug. 27.

Jacqueline Allison / Anacortes American

“Despite our May 31st contract expiration date, our members continued going to work as the Local’s leadership bargained in good faith towards an agreement that would be approved by the membership,” union business manager Daren Konopaski wrote on Aug. 28.

The first proposed labor agreement was rejected by 64 percent of union voters on July 25, and the second was rejected by a majority on Aug. 20, according to union updates. The union strike began the next day.

Contractors met with the union for the first time since the strike on Monday, Aug. 27., but the meeting was short and contractors did not budge from their last proposal, according to the union. No new negotiation dates have been scheduled, according to the latest update.

D Ave/32nd Street roundabout opening pushed back again

by Jacqueline Allison

September 10, 2018

A roundabout project at 32nd Street and D Avenue has been delayed again and is now set to open at 5 p.m. Friday, according to Anacortes Public Works Project Manager Gunnar Christiansen.

But after the weekend, the plan is to again close down the intersection beginning Monday, Sept. 17, for two days for the final paving, striping and pavement marking work, he said.

A detour to help drivers navigate the area will remain in place while the intersection is closed.

The project was slowed in August due to a union strike. On Thursday, a tentative agreement was reached between the International Union of Operating Engineers Local 302 and the Associated General Contractors of Washington, according to the union's website.

Now, the weather will be the biggest variable in how quickly the project is completed, Christiansen said.

Another city project, work involving slurry seal of roads in west Fidalgo Island neighborhoods, has been pushed back a year.

"We're opting to suspend it until next July or August because there's so much uncertainty," Christiansen said.

The roads targeted for slurry seal treatment are in moderate to good condition, so the project will be able to wait another year, he said



Completion of a new roundabout at 32nd Street and D Avenue was delayed due to a strike. Here, the roundabout is seen on Aug. 27.

Jacqueline Allison / Anacortes American

Tremont work scrambles intersection commute

But new roundabout at South Kitsap Boulevard is taking shape.

by Bob Smith

July 31, 2018

PORT ORCHARD — If you needed proof that the Tremont Street road widening project is progressing, look no further than the intersection of Tremont and South Kitsap Boulevard.

Since the middle of June, commuters heading to SR 16 and McCormick Woods from downtown Port Orchard via Tremont are traveling through this intersection that's been stripped of its asphalt and usual traffic signal, leaving traffic flaggers during the day to signal drivers along the gravel and dirt stretch of roadway. At night, a four-way stop sign controls the pace of traffic.

The intersection upheaval — which started June 18 when the intersection signal was removed — is part of the project's phase 2 work. Construction crews are reshaping the normally busy intersection into a new roundabout. Another one is being built at the intersection of Pottery Avenue and Tremont Street. A detour around the street widening project currently



While the intersection at Tremont Street and South Kitsap Boulevard is now an almost unrecognizable square of gravel and dirt, one of the street-widening project's roundabouts is beginning to take shape. Traffic to and from SR 16 and McCormick Woods is being rerouted along side streets and reconnected to Tremont at the east end of the project.
(Bob Smith | Kitsap Daily News)

redirects eastbound traffic from Tremont to South Kitsap Boulevard, then detours to Pottery Avenue, May Street West and Roland Avenue, where motorists reconnect with Tremont.

While the intersection is almost unrecognizable now, traffic is still able to reach businesses in the area, including the busy Harrison Hospital Port Orchard/Doctors Clinic sector. Residential access also is unaffected, project planners said.

On the other end of the project, traffic normally turning north on Pottery at the Tremont intersection continues to be rerouted to Pottery via the Tremont Place side street.

The Tremont project's second phase is scheduled for completion in November. The overall project is expected to be completed in spring 2019.

Tremont Street is the gateway arterial leading into the city of Port Orchard. Efforts have been underway since 2005 to widen the at-capacity arterial. That year, the city first received federal funds to complete the design, right-of-way acquisition and an environmental review.

The project is expanding Tremont from two lanes to four, adding two roundabouts, bike lanes and sidewalks. Utility improvements and other safety and capacity upgrades also are being made during construction, according to the city's public works department.

Equipment operators strike halts work on Tremont project

Other road projects in Kitsap County also affected by the work stoppage.

by Bob Smith

August 31, 2018

PORT ORCHARD — The long-anticipated finish of the Tremont Street widening project most likely will keep commuters hanging just a bit longer after equipment operators assigned to the effort went on strike last week.

A tentative contract offer to the union representing mechanics, surveyors and heavy equipment operators — the International Union of Operating Engineers Local 302 — was rejected by its membership. That rejection, in turn, has impacted the construction crew working on the Tremont project. Also affected by the labor quarrel are pavers, as well as concrete pumpers and hoisters, who work under the Western Washington Master Labor Agreement. They also joined union members by walking off the job.

As of Friday, Aug. 31, the Tremont project still was on hold due to the equipment operators being off the job, said Mark Dorsey, the city of Port Orchard's public works director, said.

Their walk-off has put a damper on the Tremont project just as the first visible signs of progress — paving work on one of the project's roundabouts — had begun.

The timing of the strike cut both ways for both the city and its commuters. On a positive note, the first layer of asphalt had been laid on the roundabout at the intersection of South Kitsap Boulevard and Tremont Street, ensuring that motorists won't have to deal with muddy conditions later into the rainy season if the strike drags on. On the other hand, a strike is pushing the project's finish line further to the right on the work schedule just as the new roadway was finally rounding into shape.

Dorsey said the strike isn't just a worry for the Tremont project, but a major issue for other road projects in Kitsap County.

"A lengthy delay will be problematic for all of Western Washington," Dorsey said of the strike. "We've already issued four non-working days for last week and anticipate this to continue."

The director said it was too early to know how the work stoppage would affect the \$22 million Tremont project's end date in the spring. Two roundabouts, including another at Tremont's intersection with Pottery Avenue, highlight the road project that will widen the major Port Orchard-to-State Highway 16 arterial from two to four lanes and include sidewalk and bus-rider additions and improvements.



Work on the City of Port Orchard's Tremont street widening project has been halted because of a contract dispute by union equipment operators.

(Bob Smith | Kitsap Daily News file photo)

Another road widening project in the county affected by the work stoppage — this one on Silverdale Way — was nearing completion. The \$11 million project was, in fact, one month short from being finished. Paving had yet to begin on that effort to widen the street from two to five lanes.

Other projects affected by the strike in Kitsap County include work to widen shoulders on Miller Road and Fletcher Bay Road on Bainbridge Island, and a retaining wall project on the west side of Silverdale Way.

Construction crews are back at work on county road projects

Tremont, Silverdale Way widening work has resumed.

by Bob Smith

September 10, 2018

PORT ORCHARD — Heavy equipment operators returned to work Monday on the City of Port Orchard's Tremont street widening project and Kitsap County's Silverdale Way road improvement work after union officials and contractors agreed to a new three-year contract on Sept. 6.

The end of the 17-day work stoppage affecting the project and others throughout Western Washington was reached when negotiators for the International Union of Operating Engineers (IUOE) Local 302 and the Associated General Contractors of Washington, representing area contractors, tentatively agreed to a new three-year contract.

The Local 302 union branch said it directed its members to report back to work on Friday, Sept. 7, although Port Orchard's Dorsey said he was notified that Sept. 10 would be the first day back for workers at the Tremont project.



Construction crews work on the Tremont Street widening project prior to a three-week strike that ended Sept. 6. (Bob Smith | Kitsap Daily News file photo)

Prior to the contract agreement announcement, the union and a number of contractors had disclosed earlier in the week they had reached side deals to begin work on individual projects throughout Western Washington.

The union represents workers who pump concrete, lay pavers and transport construction materials. The work stoppage in Kitsap County most noticeably affected work at the Tremont project's South Kitsap Boulevard intersection and widening work on Silverdale Way, which was being overseen by Kitsap County.

At the time of the walkout, construction crews had just completed putting down the first layer of asphalt at the Tremont-South Kitsap intersection. That was a glimmer of good news for the City of Port Orchard, which otherwise might have had to deal with a muddy, unpaved intersection if the strike had continued into the winter months. The Silverdale Way project was only a few weeks away from completion, frustrating the county's public works officials who feared the strike might run long enough to intersect with the start of the rainy season.

Gunnar Fridriksson, Kitsap County Public Works project manager, said workers from construction contractor Ceccanti were at the Silverdale Way project site on Sept. 7. He said county project staff met with crew leads Sept. 10 to go over the work schedule.

"With fall weather just around the corner," Fridriksson wrote in an email, "concentration will be on getting the final lift of asphalt throughout the project."

The City of Port Orchard issued a news release Sept. 10 stating that the contractor's crew was back to work on the Tremont project. While detours are still in effect, the release stated, "a single lane in the roundabout is open to traffic and drivers are advised to follow established roundabout rules of the road."

The release referenced the South Kitsap Boulevard-Tremont intersection roundabout, where curb and gutter work and base paving between SR 16 and South Kitsap Boulevard had been completed just prior to the start of the strike on Aug. 21.

Dorsey said last week that the city hadn't yet determined if the Tremont project's schedule would slide past its spring 2019 completion date. Once the remaining underground sewer and electrical work is completed, Dorsey said asphalt base coursework between South Kitsap and Port Orchard boulevards will get underway.

The Tremont project is still in its second phase. Work crews have removed existing utilities, are constructing a rock wall along the road and are moving forward with the roundabout at Pottery Avenue. Before phase 2 work is completed, crews will have made enough progress so that two-way traffic can move down the center of Tremont between South Kitsap Boulevard and Pottery, according to the city's Tremont project website (www.tremontstreetwidening.com).



Work has resumed on the Tremont Street widening project. (City of Port Orchard photo)

City officials say that the street widening project will improve travel times for drivers and commuters connecting between the city and State Route 16. Additionally, they said the roadway will be brought up to current standards that improve safety, particularly for bicyclists and pedestrians, and will add a polished "gateway" appearance for motorists entering into Port Orchard on one of its three major arterials.

According to The Seattle Times, the master labor agreement agreed to by negotiators covers work throughout Western Washington. Workers at the outer edges of the region, an area where the cost of living is lower, will receive a 16-percent wage increase. Contractors, the newspaper said, had sweetened their total compensation offer throughout the week.

What was finally agreed to was an offer to increase total pay and benefits by 17.8 percent over three years. That is higher than the 15-percent increase union members rejected last month. Union members currently make \$37.70 to \$43.13 an hour in base pay, following a 6-percent wage jump over their most recent three-year contract, which expired in June.

While the terms of a new contract were agreed to by both parties, union members must ratify it for it to officially take effect.

'Party at Plaza' to celebrate

by Kirk Boxleitner

July 3, 2018

Gray skies and a persistent drizzle could not keep crowds away from the newly inaugurated Tyler Street Plaza June 30, as city of Port Townsend officials joined community representatives to celebrate the official close of construction on Water Street, even though rain delays had forced the last of the paving to be pushed back into the following week.

As Better Living Through Coffee treated attendees of the ribbon-cutting ceremony Saturday afternoon to free cups of joe, the Belmont restaurant served up crab and artichoke spread to visitors from as far away as Seattle, all while Jonathan Doyle provided musical accompaniment and the progress of construction was showcased through a series of sketches capturing what the city's downtown looked like as it was being rebuilt.

Port Townsend Mayor Deborah Stinson noted everything from Taylor Street to the ferry terminal had been remade, "from what you can't see" underground, including the water mains and miles of conduits for power and communications lines, "to what you can see" on the street level itself, including the paving, landscaping and exterior power outlets for holiday lights.

Stinson touted new striping to help keep bicycles safe, and new curb cuts to help make the way easier for pedestrians and those in wheelchairs alike.

"And, of course, we've gained our beautiful new Tyler Street Plaza here, which will be the site of many parties," she said.

Stinson acknowledged the construction was a "complex project" incurring "a lot of destruction," she also praised it as "an investment in our infrastructure" yielding long-term contributions to "the viability and vitality" of downtown Port Townsend.

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Among the laundry list of "thank yous Stinson" passed on before cutting the ribbon, she noted how often she heard people in town compliment the professionalism and courtesy of Interwest Construction, and pointed out the Washington State Transportation Improvement Board had expanded the original scope of the project by "asking if we could use a little more money."

Stinson credited the Jefferson County Public Utility District, under Assistant General Manager Kevin Streett, with laying the underground lines, and expressed her gratitude to the Port of Port Townsend for providing a staging site for construction equipment at Point Hudson Marina.

But beyond the Port Townsend Main Street Program, the Jefferson County Chamber of Commerce, state Rep. Steve Tharinger and City Manager David Timmons, Stinson thanked the business owners of Water Street for pulling together for the past six months, as well as all the customers who made an effort to navigate the construction, so they could continue to patronize those merchants.

City explains new parking, bike lanes

by Kirk Boxleitner

August 1, 2018

The city of Port Townsend has not lost any parking spaces, and the misaligned lanes leading up to the ferry terminal intersection are slated to be corrected.

These were among the updates, in the wake of the Water Street construction project, that city of Port Townsend Civil Engineer Laura Parsons wanted to share with the merchants of the Port Townsend Main Street Program July 25.

One misconception she addressed was word-of-mouth the sidewalk expansions had cost the city's downtown anywhere between 30 to 40 parking spaces, when in fact, Parsons informed the merchants zero regular parking spaces were lost.

“We actually gained three ADA parking spaces,” Parsons said, referring to spaces complying with the Americans with Disabilities Act. “We retained the same number of regular spaces by using the overall space more efficiently.”

Parsons elaborated by making the parking spaces more uniform in size, the city was able to condense some of the spaces, so even with the addition of the Tyler Street Plaza and rain gardens on the ends of sidewalks, the net loss of parking spaces was kept to zero.

“But those spaces should still be able to accommodate vehicles as big as sedans and pickup trucks,” Parsons said.

With the exception of a few sign-identified 15-minute spaces, such as the spot in front of Waterfront Pizza, Parsons noted all the parking spaces have a time limit of two hours or less.

“During construction, we admittedly let parking enforcement slide,” Port Townsend Police Community Service Officer Wendy Davis said. “But now that that's over, we're going to put a focus on ongoing enforcement.”

Parsons also answered questions about the pavement striping leading up to the ferry terminal intersection, which she acknowledged is currently offset, due to the city of Port Townsend and the state of Washington both conducting street projects in that area.

Parsons assured motorists dotted-line striping would be extended, to show drivers “exactly where to go,” and was amenable to suggestions for additional clarifying measures, from arrows to signs indicating which directions vehicles are allowed to turn.

Parsons likewise freely conceded the new bicycle lanes have inspired some measure of confusion. Questions from motorists and cyclists alike indicated they were uncertain about the meaning of the difference between the solid and dotted lines of the bike lanes, as well as why certain segments are solid or striped green.

“The dashed line is on the side of the bike lanes next to car traffic,” Parsons said. “It indicates that cars and other vehicles can drive into those spaces, like delivery trucks. It indicates a shared space.”

Parsons elaborated the stretches of solid green are “bike boxes,” where cyclists can wait while the light is red, whereas dashed green indicates segments where cars can turn through.

“And the two solid white lines together are where neither bikes or cars should be,” Parsons said, adding this should provide a buffer for parked cars to open their doors without impeding the progress of cyclists.
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One place where striping will not return, according to Parsons, is the center of Water Street.

“It was incorrect striping anyway because the dashed line that was there technically indicated passing was allowed, which it wasn't,” Parsons said. “Without a centerline, cars should feel free to move further away from the bike lanes on the sides of the street.”

Moving onto the subject of Tyler Street Plaza, Parsons clarified its current furniture belongs to the Port Townsend Main Street Program, but she also suggested that the space could be due for more permanent furniture.

“And it's not intended for private use, or for vendors,” Parsons said. “It's meant purely for public use.”

When one merchant worried the sidewalks' new rain gardens could attract trash, Parsons promised public works crews would collect the trash, and teased the planned installation of centralized trash compactors, with at least one in the plaza and the other in the uptown district.

While Parsons suggested at least part of the compactors' load would be reserved for recycling, she also pointed out that China's refusal to accept recycling from the United States could require changes in Jefferson County's recycling procedures.

BOTHELL-KENMORE REPORTER

Bothell Main Street business bouncing back after construction

After a fire and construction slowed business, many merchants are seeing people return.

by Aaron Kunkler

September 10, 2018

Bothell Main Street businesses owners say they are finally starting to recover after business took a hit as the city redeveloped the downtown thoroughfare.

The Reporter has been covering Bothell's Main Street businesses since a fire swept through several buildings during the summer of 2016 and during the city's upgrades and reconstruction that started soon after. During that time many merchants on Main Street said the fire cleanup and construction had reduced the number of customers coming through their doors. The city finished work on most of Main Street last April, one year after it began, and many merchants said business is picking back up.



Karen Cho, of Hana Sushi, said business has been picking up since June and is almost back to normal. Many new customers are eating at the restaurant and she likes how the new, wider sidewalks look. During redevelopment, the city converted many angled parking spots into a fewer number of parallel spots.

"For now, there's not a big problem," Cho said of parking, but said it may be harder to find parking once the Mercantile Apartments are completed.

However, Bothell Jewelers and Collectibles owner Rachman Cantrell said the lack of parking has contributed to fewer people coming through his doors.

"A lot of people don't know how to park in what they call the designated parking spots," Cantrell said.

Selyn Boutique employee Stephanie Park said that since opening just over a year ago their business has been affected by construction. She said, like many other business owners, that business is starting to pick up and that they're recovering from it.

Across the street at Harmony Massage, Julie and Kirk Bradley said their business has also been improving. Harmony Massage is both a boutique and massage parlor. The massage parlor didn't see a drop in business, which the Bradley's attribute to it being reservation-based. However, less pedestrians meant fewer people stopped into the boutique. They like the improvements the city made to the sidewalks, which they said has increased the number of people walking around downtown Bothell.

"Since it's been done, it's just been so much better," Julie Bradley said.

Other business owners, like Rain City Wines' Santo Roman said he's seen no changes in business during or following construction.

The \$5.8 million Bothell Main Street project was one of the city's final pieces in its plan to revitalize the downtown core. It widened sidewalks to make them more walkable and to let businesses use the space out front for seating and displays. The street was also straightened out and work was done to modernize the underground utilities. Nearly \$5 million of the total project cost came from the Washington state Transportation Improvement Board.

The roadwork was scheduled to be finished last November, but the project contractors were unable to find metal sleeves needed to cast concrete. Work on the road, curb and sidewalk couldn't begin until bollard foundations using the metal sleeves were completed. This coupled with delays in underground utility work took longer than anticipated, pushing the project's completion back five months.



Work progresses

August 1, 2018



Workers from Omak-based Proline Concrete Cutting work on the curbs and sidewalks on Civic Way in Coulee Dam. The \$836,384 project to fix Coulee Dam's streets and sidewalks on the east side of town is being paid for with \$794,565 in grant money from the Transportation Improvement Board, which is part of the state Department of Transportation. The city provided a 5-percent match of \$41,819. Former Mayor Greg Wilder applied for the grant in 2016. The work should be complete by about mid-August, Mayor Larry Price said.

- Jacob Wagner photo



Construction season brings improvements on 1st and 8th streets

by City of Sultan

The city will kick off the summer construction season with the long-awaited 1st and 8th Street project. Construction along 1st Street is slated to begin between Monday, May 28 and Monday, June 4, and should be complete by the end of October.

The city understands that road rehabilitation projects can be troublesome and inconvenient, and asks for your patience during the construction process. The city will do everything it can to minimize the negative impacts and is happy answer questions and discuss concerns.

1st Street from High Avenue to Trout Farm Road



The city was awarded grant funding from the Washington State Transportation Improvement Board (TIB) to help fund the transportation portion of the project, which reconstructs 1st Street from High Avenue to Trout Farm Road. Access to 1st Street will be impeded during construction, with limited ingress and egress available to residents of 1st Street only.

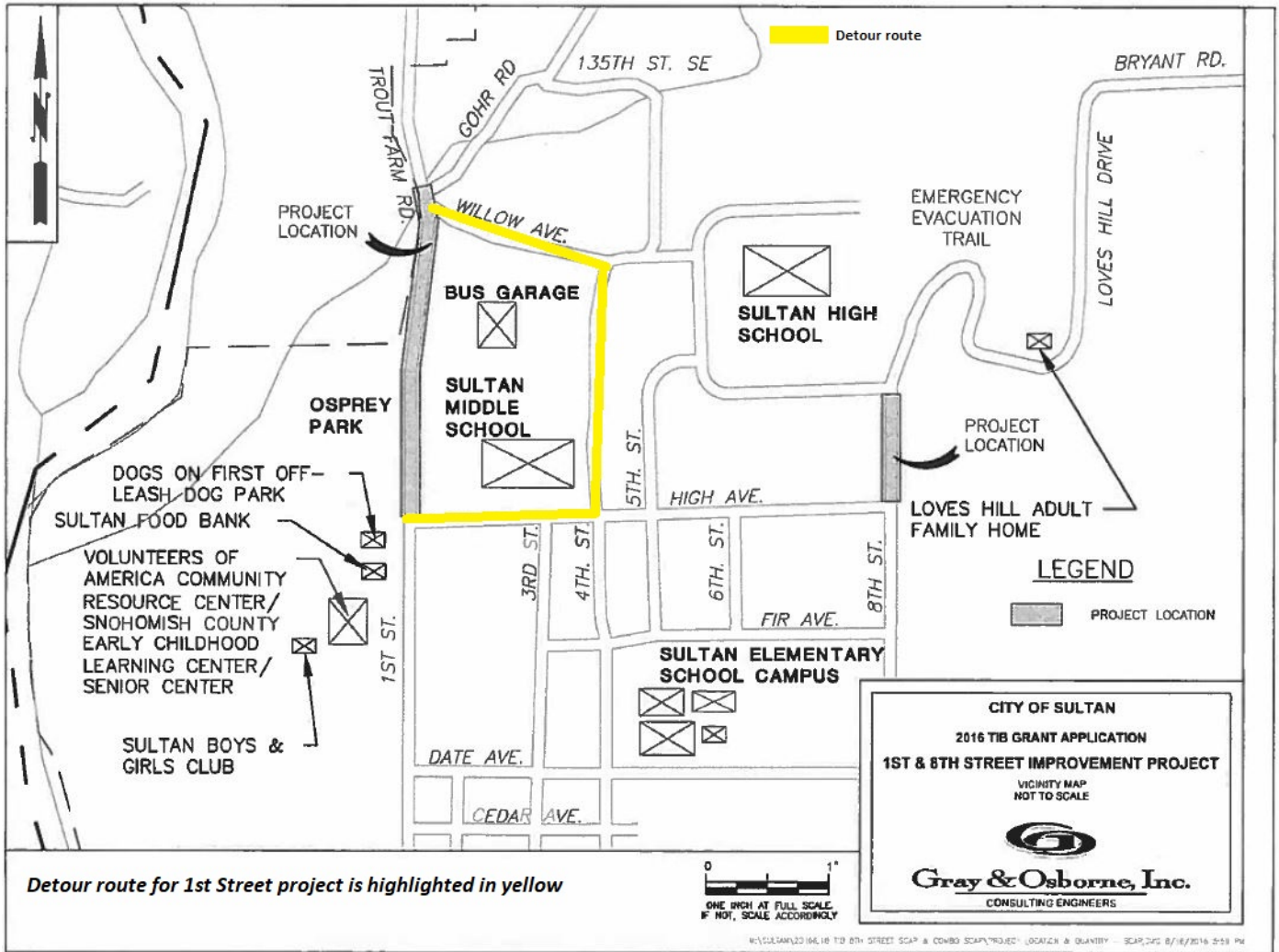
No through traffic will be permitted during construction.

First Street residents may experience a complete road closure as the utility lines are laid. The city will communicate expediently with residents should complete closure be necessary. This will mean 1st Street residents will potentially need to pursue offsite parking, so that access to their vehicles is not interrupted.

The city will keep 1st Street residents informed throughout the process.

Trout Farm Road residents will be asked to use the detour route, which utilizes Willow Avenue, 4th Street and High Avenue. From Trout Farm Road, the route heads east along Willow Avenue to 4th Street. From there, travelers can take High Avenue west back towards 1st, or may continue south on 4th to connect with U.S. 2.

The detour route will be marked with signage, and should be simple for residents to navigate.



Parking directly east of the athletic fields at Osprey Park will be unavailable during the construction. Park users are welcome to park in front of the Dogs on First off-leash dog park, or near the city yard, located on 1st Street south of High Avenue.

The 1st Street portion of the project uses a technique known as full-depth reclamation to reconstruct roughly .33 miles of 1st Street from High Avenue to Trout Farm Road. The project includes improvements to the pedestrian facilities, with the existing sidewalk on the east side of 1st extended south to connect with sidewalk system on High Avenue.

In addition to the roadway improvements, the city will install new, 12-inch ductile iron water main along 1st Street, taking the existing 6-inch asbestos cement water main out of service. Currently not served by the city sewer system, 8-inch PVC sewer line will be added as part of the project.

8th Street overlay

The 8th Street portion of the project overlays 8th Street from High Avenue to the Sultan High School bus access gate. The water and sewer utilities on 8th Street are in good condition and do not need refurbishment. The total project length on 8th Street is .13 miles.



The 8th Street overlay portion of the project will take place during the summer months so as not to disrupt Sultan School District bus traffic.

Project funding

The 1st and 8th Street project was funded during the 2016 TIB grant cycle. The bid was awarded to SRV Construction during the Sultan City Council Meeting on Thursday, May 10, 2018. Total project cost is \$1,533,951.72, which includes \$183,610.85 for the water main, \$605,794.37 for the sewer utility line, and \$744,546.50 for road and storm improvements.

The city was awarded a total of \$758,290 in TIB funding to complete the transportation improvement portions of the project. The utility improvements are funded with capital utility funds.

3rd Street reconstruction

Next on the agenda is the 3rd Street reconstruction project, which rebuilds 3rd Street from U.S. 2 to Cedar Avenue. The 3rd Street project is in the design phase, with construction slated for 2019.

More about the TIB

The TIB is an independent state agency dedicated to improving transportation systems across the state. Created by the Washington State Legislature, the TIB “funds high priority transportation projects in communities throughout the state to enhance the movement of people, goods and services.”

TIB grants are funded through the state’s fuel tax system, which directs 3-cents per gallon to the TIB to support its programs.

Please contact Sultan Public Works Director Nate Morgan at nate.morgan@ci.sultan.wa.us with questions and concerns. The city will continue to seek additional grant opportunities to complete the reconstruction of 3rd Street.

Sultan construction impacts ahead

Street improvement project to detour drivers this summer

by Kelly Sullivan

July 3, 2018

Drivers navigating Sultan this summer will have to account for a large construction project that includes parts of First and Eighth streets.

Construction on First Street began around the start of June, and is expected to continue through the end of October, according to the City of Sultan. Traffic will not be able to pass between High Avenue to Trout Farm Road on First Street, or High Avenue to the Sultan High School bus access gate at the evacuation route trailhead on Eighth Street during construction, according to the agency.

“The city understands that road rehabilitation projects can be troublesome and inconvenient, and asks for your patience during the construction process,” according to a city news release.

Washington State Transportation Improvement Board grant money helped cover some costs of the more than \$1.54 million project, which will rehabilitate just less than a half-mile of roadway combined with long-awaited improvements, according to the city.

Parking could become a challenge while some work is done on First Street. The city reports some owners may have to park their cars offsite while utility lines are being installed.

The city is planning to provide advanced warning of any closures, and the community will be notified throughout the process, according to the release.

Osprey Park will be tougher to access, but the public space will remain open for the duration. Parking has been blocked off near the covered basketball courts for the time being because of construction, according to the city. Visitors can leave their car at the Dogs on First off-leash park, or by city yard, according to the agency.

“The detour route will be marked with signage, and should be simple for residents to navigate,” according to the city.

Drivers coming from Trout Farm road will head down Willow Avenue, Fourth Street and High Avenue, according to the city. The High Avenue alternative route will guide traffic west to reconnect with First Street, or south down 4 Street to get to U.S. Highway 2.

The community will see more than just smoother streets as the work is completed.



Construction began on First Street in Sultan around the start of June, and is expected to continue through the end of October. A short stretch of Eighth Street will also be repaved this season.

Photo by Kelly Sullivan

A southbound section of sidewalk that stretches along the east side of the street will be connected with a walkway on High Avenue, according to the city. A water main made with asbestos cement will be replaced with new ductile iron equipment, as part of the project, and new sewer line will be added.

The Eighth Street project was timed to not disrupt Sultan School District services, according to the city. About 0.13 miles of the road will be paved over, but the sewer and water equipment is not in need of repairs.

The city reports it is funding the utility improvements with capital utility funds, and the transportation-related work with transportation improvement board grant money, which amounted to more than \$758,300 — the grant was awarded two years ago.

Costs for the project were broken down by the city: Replacing the water main costs about \$183,600; a sewer utility line is about \$605,800, and the road and storm drain upgrades about \$744,550.

Next up is another construction project planned for Third Street, for which the city is still trying to secure funding. The project is in the design phase, and construction is expected to begin in 2019, according to the city.

Buckley road work to be completed by mid-July

Commuters will continue to be detoured around River Avenue while 1,000 feet of road is worked on.

by Kevin Hanson

May 18, 2018



Detours will remain in place until mid-July, when work crews expect to complete the River Avenue project in Buckley.

KEVIN HANSON PHOTO

River Avenue congestion will continue into July, causing Buckley motorists to continue their detour around a busy construction site.

Work began the first week of April in the vicinity of the Buckley Youth Center, when the project's general contractor – Reed Trucking and Excavation of Puyallup – started tearing up busy River Avenue and a side street.

When the project is completed in mid-July, the roadway will be widened to include angle parking, along with curbs, gutters, sidewalks and lighting. Improvements to the city stormwater collection system are underground.

In all, the project entails about 1,000 feet of road surface.

While normal traffic is being detoured around the construction site, things like mail delivery and garbage service have not been disrupted.

The city project carries a total price tag of a bit more than \$1.3 million, including all the engineering and design work. Financing was helped by a state Transportation Improvement Board grant of \$552,000 and a payment of almost \$129,000 from Puget Sound Energy.

Street improvement project starts in Twisp

Will provide new pavement, water lines, sidewalks

by Ann McCreary

July 5, 2018

Construction crews will begin tearing up the pavement on several streets in the northeast part of Twisp next week when work begins on a \$1.2 million water and street upgrade project that will continue through September.

More than 20 residents and business owners who will be affected by the project attended a community meeting last week to learn more about the project and ask questions of town officials and engineers.

The “Downtown Improvement Project” will entail removing pavement, replacing aging water lines with larger lines to improve water pressure and fire flow, installing new sidewalks and pathways, and repaving.

Segments of six streets east of Twisp’s downtown area — a little over one-half mile of streets — will be impacted by the construction and temporary closures. They include Second Avenue east of Glover Street, Methow Street, the lower part of Third Avenue, Twisp Avenue, Lincoln Street and North Glover Street.



Jake Dial (left), an engineer with Varela & Associates, discussed plans for water line and street improvements in the northeast part of Twisp with neighborhood residents during a community meeting last week at the Methow Valley Community Center.

Photo by Ann McCreary

The work will begin July 9 when contractors bring in equipment to pulverize pavement in the construction area, a noisy process that should take two or three days, said Jake Dial, an engineer with Varela and Associates, an engineering firm hired by Twisp to design and manage the project.

Residents and business owners should expect disruptions to traffic and water service during the project, said Dial. “It will be a pain in the butt, there’s no way around it,” he said. “It will be an inconvenience.”

Although streets will be closed to general traffic, they will remain open to local access by residents, said Andrew Denham, Twisp public works director. He said access to the Wagner Memorial swimming pool in Twisp Town Park will be maintained during the project.

When new water pipes are being installed, there will be brief interruptions of water service, lasting less than 24 hours. Residents will be given 24-hour notice of the interruptions by personal visits or notices hung on their doors, Denham said.

Two crews will be working four days a week; one crew replacing water lines and the other crew on streets. All water meters will be replaced with new automated “radio read” meters, and water pressure in homes will improve, Denham said. The project is expected to wrap up at the end of September when repaving is completed.

Denham said this part of Twisp was chosen for improvements because of aging, undersized water lines and deteriorating pavement on local streets. The project addresses both issues, he said. The town received \$500,000 in grants and loans from the U.S. Department of Agricultural Rural Development program for the water line upgrade and \$771,000 from the state Transportation Improvement Board for the street work.

Problem stretch of Marcy Avenue getting a complete rebuild

by Dan Hammock
July 19, 2018

With the East Pioneer Avenue project completed, the City of Montesano’s Public Works Department has switched its focus to a steady maintenance headache of a stretch of Marcy Avenue, according to Public Works director Mike Olden.

“We’re completely rebuilding Marcy Avenue from Main Street to Sylvia Street,” he said. “The piece between South Main and River Street has really been a maintenance headache.”

The major overhaul will be a complete overhaul of the street, including sidewalk, curb and gutter replacement and street paving, along with new storm drains, said Olden.

“They’re going full bore on it now, they started last Monday (July 9),” he said. “It’s scheduled to go through the end of August.”

There are detours in place, with plenty of options for getting around the work area, north of the blocks with the El Rancho and Gepettos restaurants, the fitness club and NAPA Auto Parts.

“We have quite a bit of flexibility in there to close it off for the project,” said Olden.

Other sections of Marcy Avenue have seen better days, having taken the bulk of the Pioneer Avenue East paving project detour traffic for the majority of the long construction period, which just ended a few weeks ago. At the July 9 meeting, the City Council voted to amend the city’s 2018 transportation plan to include specific language to address the problem spots on Marcy, which should make the project qualified for state transportation funds for repair. A week later, the status of this potential project is still up in the air, according to Olden.



A look east along Marcy Avenue in Montesano taken July 16. Two blocks between South Main and River Street South have long been a maintenance headache for city street crews and are getting a complete rebuild over the next month or so.
DAN HAMMOCK | TWIN HARBORS NEWSPAPER GROUP



The intersection of Marcy Avenue and South River Street in Montesano is now covered in steel plates as contractors begin a complete rebuild of Marcy Avenue between South Main and South River.
DAN HAMMOCK | TWIN HARBORS NEWSPAPER GROUP

Winlock's Fir Street Bridge To Open Three Weeks Later Than Anticipated

by Katie Hayes
July 26, 2018

WINLOCK — Although the Fir Street Bridge was set to open on July 31, Mayor Don Bradshaw said it will not open until the third week of August.

“(It’s) simply because of a delay we had with a company,” Bradshaw said at Winlock City Council’s Monday night meeting. “We’re pushing hard for before school (starts).”

Bradshaw would not comment on the delay after the meeting adjourned and said the city would issue a press release when it was ready. It was unclear when exactly that will be.

According to previous Chronicle reporting, the bridge was damaged by the 2007 flood and completely removed in October 2017.



Two construction workers wade through the water, one holding a large construction bag attached to a crane, at the Fir Street Bridge construction site in October, 2017 in Winlock.
Jared Wenzelburger / jwenzelburger@chronline.com)

The Chronicle reported in 2017 that the replacement project was expected to cost \$3.5 million. A federal bridge grant program was set to fund most of that \$3.5 million, with a 13.5 percent match from state Transportation Improvement Board funds covering the rest.

In addition, the council could not address two agenda items.

Although it was listed on the agenda, there was no law enforcement update because Winlock Chief of Police Stephen Valentine was not present. Bradshaw said Valentine, who is the only officer in the department, was on a call.

The following day, Valentine told The Chronicle he would not give a public law enforcement update until the next council meeting, which is on Aug. 6. In the meantime, he had no information to share with the public.

“I give law enforcement updates to the council, not over the phone, so I will not be giving one regardless,” he said.

When asked if the council would make that information available to the public, Valentine said he did not know.

In addition, the council did not go into executive session for “Potential Litigation” because the city’s attorney was not present.



City of Tenino Adopts Complete Streets Policy

by Racquel Muncy
May 17, 2018

Tenino City Council recently elected to make its streets safe for everyone, no matter their preferred form of transportation, by adopting a Complete Street policy.

Complete Streets are designed to create a street network that works for everyone using a combination of sidewalks, bike lanes, accessible public transportation stops, safe crossing opportunities and roundabouts among many other options.

In order to incentivize local governments to adopt Complete Streets policies, the Washington State Legislature created the Complete Streets Award Program in 2016. The Transportation Improvement Board looks for cities who have gone above and beyond in implementing Complete Streets practices throughout all of their transportation practices.

Local governments in the early stages of the Complete Streets adoption are able to receive a \$250,000 award, while those with more highly integrated policies are capable of receiving \$500,000. These grants are to be used to complete eligible Complete Streets projects.

The overall goal of Complete Streets is to encourage a healthy lifestyle and community by promoting walking, bicycling and using public transportation and to protect the environment by reducing congestion and providing safe alternatives.

Tenino chose to participate in the state's program because it demonstrates some of the best standards and, the incentive brings along the chance at additional funding, according to Tenino mayor Wayne Fournier. It will also help to overall better the city.

"Lots of streets around here have outlived their wear," Fournier said.

There are several projects that the city has in mind, including a remodel of Highway 507.

Tenino also has many Complete Streets starting-point possibilities. A few of these possibilities include incorporating complete streets guidelines into the comprehensive plan, improving their walk, transit and bike score, hold Complete Streets workshops for stakeholders or even establishing a Complete Streets committee.

The decision to adopt a Complete Streets policy came at the perfect time, seeing as May is National Bike to Work month. Thurston County also holds a bicycle commuter challenge during May which is free to everyone and everyone receives prizes. All miles biked for practical purposes count, the more days and miles biked the better the prize.

"There is activities all over the country to celebrate and promote bicycling as a means of transportation," Duncan Green said, coordinator for the Bicycle Commuter Challenge.

Washington state is deemed the most bike friendly state by the League of American Bicyclists for the ninth consecutive year.

“That doesn’t just come automatically,” Green said. “Washington state and its local jurisdictions have to work hard to earn that.”

Last year, 1,600 people collectively logged around 90,000 miles during the Bicycle Commuter Challenge throughout May, equalling a 45 ton CO2 reduction in Thurston County alone.

The Board of Thurston County Commissioners declared May as Bicycle Commuter Month for Thurston County.



Long Beach adopts ordinance promoting street safety

Ordinance may help city gain project funding

by Alyssa Evans

September 11, 2018

LONG BEACH — The City of Long Beach is emphasizing its commitment to being a pedestrian and bicycle friendly city.

At its Sept. 4 meeting, Long Beach City Council voted unanimously to adopt a “Complete Streets” ordinance.

The optional ordinance makes the city eligible for certain Washington State Transportation Improvement Board funding sources. Mayor Jerry Phillips said the ordinance may help further beautification efforts for North Long Beach.

The ordinance encourages cities to provide safe access to all travelers of all ages, abilities and financial resources when planning, designing and constructing roadways.

Another purpose of the ordinance is to promote pedestrian, bicycle and public transportation. Intended results of this include reducing negative environmental impacts, promoting healthy living, advancing the well-being of travelers and supporting compact development. The overall goal of the program is to meet the needs of all travelers.

The city will complete a review of streets, including looking at if main streets have lighting, sidewalks and bike lanes.

The “Complete Streets” concept encourages changing decision-making processes so all roadway users are considered at every stage of planning, designing, building and operating of roadways.