



Transportation Improvement Board  
December 1-2, 2022

Four Points by Sheraton Hotel ~ Fairhaven Conference Room (2<sup>nd</sup> Floor)  
714 Lakeway Drive  
Bellingham, WA

**December 1, 2022**  
**2:00 p.m.**

WORK SESSION AGENDA

- 2:00 p.m. A. Welcome from the City of Bellingham Mayor Seth Fleetwood
- B. 2022 Project Recommendation Overview Ashley Probart/TIB Region Engineers
- C. Adjournment Chair Johnson



# Transportation Improvement Board

December 1-2, 2022

Four Points by Sheraton Hotel ~ Fairhaven Conference Room (2<sup>nd</sup> Floor)  
714 Lakeway Drive  
Bellingham, WA

**December 2, 2022**  
**9:00 a.m.**

## BOARD AGENDA

	Page
9:00 a.m. 1. CALL TO ORDER & WELCOME	Chair Johnson
2. PUBLIC COMMENT	
3. GENERAL MATTERS	
A. Local Agency Presenters	
1. City of Bellingham	Eric Johnston
2. City of Sedro Woolley	Mark Freiburger
3. City of Anacortes	Tim Hohmann
B. Approval of September 23, 2022, Minutes	Chair Johnson 1
C. Lightning Round: Board Updates	Board Members
D. Communications Report	Ashley Probart 6-28
4. NON-ACTION ITEMS	
A. Executive Director's Report	Ashley Probart
B. Financial Report	Vaughn Nelson
C. Engineering Report	Chris Workman 31
5. ACTION ITEMS	
A. 2022 Grant Award Approvals	Ashley Probart 35
6. ADJOURNMENT	Chair Johnson
 NEXT MEETING January 26-27, 2023 – Hampton Inn & Suites, Olympia	

**Transportation Improvement Board**  
*Meeting Minutes*  
**September 23, 2022**  
**Spokane, Washington**

**TIB BOARD MEMBERS PRESENT**

Mayor Glenn Johnson, Chair  
Councilmember Sam Low, Vice Chair  
Mr. Aaron Butters, PE  
Ms. Susan Carter  
Ms. Barb Chamberlain  
Mr. Dongho Chang, PE  
Mr. Scott Chesney  
Ms. Vicky Clarke

Mr. Mike Dahlem, PE  
Commissioner Al French  
Commissioner Scott Hutsell  
Mr. Les Reardanz  
Mr. Pete Rogalsky, PE  
Ms. Jane Wall  
Ms. Jennifer Walker

**TIB BOARD MEMBERS EXCUSED**

Ms. Amy Asher  
Ms. Elizabeth Chamberlain  
Councilmember Hilda Guzmán  
Ms. Maria Thomas

**TIB STAFF**

Ashley Probart, Executive Director  
Chris Workman, PE, Engineering Manager  
Vaughn Nelson, Finance Manager  
Andrew Beagle, PE, Region Engineer  
Gena Workman, Executive Assistant

**1. CALL TO ORDER**

Chair Sam Low called the meeting to order at 9 a.m.

**2. PUBLIC COMMENT**

None noted.

**3. GENERAL MATTERS**

**A. Appointment of TIB Chair and Vice Chair Positions**

**MOTION:** Commissioner French moved and Mr. Rogalsky seconded motion to approve appointment of Mayor Glenn Johnson to TIB Chair position and Councilmember Sam Low to TIB Vice Chair position.

*Motion carried unanimously.*

**B. Approval of May 20, 2022, Minutes**

**MOTION:** Commissioner French moved and Councilmember Low seconded motion to approve the May 20, 2022, Board meeting minutes as presented.

*Motion carried unanimously.*

**C. Lightning Round: Board Member Updates**

The following Board members provided overviews/updates on their respective agency or organization:

- Aaron Butters, PE, Senior Project Manager, HW Lochner Inc.  
Shorter term and routine projects are coming in at normal costs, but longer-term projects are building in increased costs. Staffing turnover and hiring continues to be a challenge

but has stabilized some since January. His company continues to use out-of-state staff working on in-state projects as needed. A hybrid working environment continues.

- Dongho Chang, PE, WSDOT State Traffic Engineer  
He is in a new role at WSDOT Transportation Authority Division. He discussed his role and seeking to optimize traffic engineering solutions for both the state and local agencies.
- Scott Chesney, AICP, Planning Director, Spokane County  
Spokane County has grown well past OFM projection in last 5 years and business job growth has exploded in the West Plains. The county is challenged with meeting short-term goals and taking on a more holistic approach to meeting goals. This includes collaborating with the City of Spokane and coordinating GMA goals.
- Vicky Clarke, Policy Director, Cascade Bicycle Club & WA Bikes  
Cascade Bicycle Club is a 52-year-old statewide advocacy organization, and she has been with Cascade Bicycle Club for six years. The club plans two world-class events, educates children on how to ride bikes, and advocates for infrastructure.  
In 2016 Cascade Bicycle Club merged with Washington Bikes. Washington Bikes is based in Olympia and advocates for biking policies with a top priority this legislative session to build a greater understanding of Move Ahead Washington to newer legislators.

**D. Communications Report** – Executive Director Probart highlighted the below news articles related to Board activities. Please see the meeting packet for the complete list of articles.

- Port of Benton terminates Tri-City railroad Co. lease after 10+ years of legal issues. This project has been on the TIB inventory since 2007 and is finally moving forward. Board member Pete Rogalsky provided additional information about the progress of the project.
- City of Kenmore West Sammamish River Bridge ribbon cutting: this project included a new bridge, an upgrade on the old bridge, and a dedicated bike/pedestrian lane on the bridge. Over 2,000 attended the event. The over \$30M project included \$7M in TIB grant funding.
- City of Poulsbo approves ADA ramp replacements - \$600,000 TIB grant.
- Yakima County: county commissioners approve \$3.5M Ahtanum Road improvement project - \$336,000 TIB grant. This article is a follow up to the May Board presentation. In May, the Board approved extending this project past its scheduled delay date.
- Royal City: applied for TIB Small City Preservation Program in 2022 Call. This is just one example of the process small cities take to apply for TIB grant funding.

#### 4. NON-ACTION ITEMS

**A. Executive Director's Report** – Executive Director Probart reported on the following:

##### Staffing

- TIB continues to utilize a combination of in-office and remote work schedules.
- Region engineering staff have been conducting pavement ratings and agency visits across the state. This year's pavement ratings are now complete. Approximately one-fourth of the 1,500 miles of the small city network are rated each year.
- TIB region engineers conducted 24 training workshops after Memorial Day weekend.

##### New Board Members

- Conducted a virtual group orientation for Vicky Clarke, Cascade Bicycle Club/Washington Bike; Scott Chesney, Spokane County; and Dongho Chang, WSDOT.
- Met with TIB's new OFM budget analyst and future Board member Maria Thomas.

Strategic Plan – Executive Director Probart provided a draft overview of TIB’s 10-year Strategic Plan that was established in 2013.

HEALS Act - The 2021 HEALS Act had several deadlines for the six covered (required) agencies to meet as part of the statewide goal to improve inclusion and social equity. These agencies and the HEALS Act leadership teams are well behind on the deadlines. TIB staff will continue to monitor the progress of the covered agencies, and hopefully by 2023, there will be information that the Board can consider for TIB purposes.

#### TIB Project Events

- City of Kenmore Ribbon Cutting-68<sup>th</sup> Avenue NE Bridge, \$7M out of \$33M
- City of Aberdeen Ribbon Cutting-E Market Roundabout-\$500,000 out of \$2M
- City of Richland Groundbreaking-Center Parkway-\$644,320 TIB Grant
- Snohomish County Ribbon Cutting-35<sup>th</sup> Avenue will be October 5. Greg Armstrong will attend because Director Probart will be at the APWA conference in Spokane-\$5M TIB Grant

Events - Executive Director Probart attended or presented at the following events:

- Presented at the Transportation Commission meeting on how Move Ahead Washington will benefit TIB.
- Road User Charge Steering Committee Meeting - May 23, 2022.
- Cascade Bicycle Club annual fundraiser - May 25, 2022.
- Association of Washington Cities - June 21-24, 2022.
- Participated on city preservation needs panel at the Washington State Good Roads and Transportation Association - July 21, 2022.
- IACC, October 18-20. Most engineering staff will attend and participate in Technical Committees. Andrew Beagle and Chris Workman will provide a presentation on complete streets, cross-sections and preservation.

#### TIB Project Updates

- All projects awarded from last year are now under contract.
- At the March Board meeting, TIB staff flagged the growing concern that TIB is likely to see bid prices over the director’s authority. As a proactive move, the Board took action to allow staff to forward projects over the executive director’s limit to the TIB chair/vice chair over the summer. To date, TIB has not invoked this authority.

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

#### TIB finances

TIB fund balances are now at \$60M and is due in part to a series of one-time, extenuating circumstances. This is well above the \$35-\$40M that is targeted at this time of year. Over the next few months, reimbursements for project closeouts will reduce some of this fund balance. TIB continues to review new spending opportunities to assist local communities.

#### Revenue and Program Funding Overview

All TIB revenues are established by statute or in legislative financial plans and approximately \$240M is codified. The Board sets the annual call size and final grant amounts.

Below are the three accounts TIB manages and their funding sources:

1. *The Transportation Improvement Account* is funded by the Monthly Gas Tax Deposit, Transportation Partnership Account Transfer, Motor Vehicle Account Transfer, Electric Vehicle Fee, and Move Ahead Washington.
2. *The Small City Sidewalk and Pavement Account* is funded by the Monthly Gas Tax Deposit, Transportation Partnership Account Transfer, and Interest.
3. *The Complete Streets Account* is funded by Biennial Appropriation; Climate Active Transportation Account; and Gifts, Grants, or Endowments.

**C. 2022 Delayed Project Report** – Chris Workman, PE, reviewed the two stages of project delays and provided a current list of TIB delayed projects.

**D. Engineering Report** – Chris Workman, PE, reported on the following:

Project Activity Report (05/01/2022-08/31/2022)

Even with some increase requests, there continues to be a surplus in funds. Electric City withdrew since they could not meet the completion deadline for their Complete Streets grant. City of Seattle returned TIB funding since project costs were covered other funding partners.

Staffing

- Christa Draggie has been conducting a survey for new training provided by TIB. The training was planned to commence in January; however, Christa was called to National Guard duty and the project has been delayed.
- Andrew Beagle has moved to Spokane and will be switching regions with Jonathon Heusman.
- Engineers have recently completed 400 miles of pavement ratings and reviewed 315 applications.

Presentations – Chris Workman provided the following presentations to the Board:

- Scrub Seal Application
- Project Selection Overview

Engineering Manager Report

- Met with WSU about research they are doing with King County on mixing plastics with asphalt.
- Attended International Transportation Engineers
- Attended National Association of City Transportation Officials (NACTO).

**5. ACTION ITEMS**

**A. City of Airway Heights SR2-Request for Reinstatement**

**MOTION:** Ms. Barb Chamberlain moved, and Vice Chair Low seconded the motion to approve reinstatement of TIB funds in the amount of \$97,269 and to allow the project to be advertised for bids.

*Motion carried unanimously.*

**B. City of Grand Coulee Federal Way- Request for Cost Increase**

**MOTION:** Mr. Reardanz moved, and Ms. Walker seconded the motion to approve \$32,800 to fully fund the added construction costs.

*Motion carried unanimously.*

**C. City of Tumwater Capitol Blvd-Request for Cost Increase**

**MOTION:** Chair Johnson moved, and Ms. Walker seconded the motion to approve the bid award and increase TIB funds up to \$3.2M for a total of \$9,829,120.

*Aaron Butters abstained. Motion carried.*

**6. ADJOURNMENT**

Chair Johnson moved to adjourn the meeting at 10:30 a.m., and Ms. Clarke seconded the motion.

**Next Meeting**

December 1-2, 2022

Four Points Sheraton Hotel

Bellingham, WA

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**MAYOR GLENN JOHNSON, TIB CHAIR**

**ATTEST:**

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**ASHLEY PROBART, EXECUTIVE DIRECTOR**

# Getting There: New roundabout, bridges and Bigelow Gulch construction coming to Spokane in 2023 as part of six-year transportation plan

Mon., Oct. 17, 2022

By [Laurel Demkovich](#)  
[laureld@spokesman.com](mailto:laureld@spokesman.com)(509) 416-6260

Get ready for a new roundabout at 57th Avenue and Freya Street, the second phase of the Bigelow Gulch project and new bridges at Little Spokane Drive and Euclid Road.

Those are just a few new transportation projects coming to Spokane next year as part of the county's long-term transportation plan. Over the next six years, proposed construction in the county will cost about \$190 million, though most of it will come from state and federal grants.

"We have a lot of really good projects programmed going forward," County Engineer Matt Zarecor said [at a county strategic meeting](#) last week.

The six-year plan averages about \$32 million a year in new transportation projects, though 2023 is slightly larger due to the more expensive projects starting. For every \$1 spent by the county, another \$3.50 is provided by grants or outside funding, Zarecor said.

The six-year plan is intended to guide the planning and implementation of transportation improvements, according to the 2022-27 plan.

Projects that are scheduled for the later years of the plan are often more general. All of the funding for projects starting next year is already secured, Zarecor said.

One new project coming in 2023 is a roundabout at 57th Avenue and Freya Street. Construction will start next spring, with the hope it will be open for traffic by the fall.

Besides the roundabout, improvements include adding pedestrian access and improving stormwater facilities, signage and illumination.

The project will cost about \$1.2 million, with 60% coming from grants.



The county decided a roundabout would be better than the current stop signs at the intersection to accommodate growth in traffic and pedestrian volumes, Zarecor said.

Another one of the most anticipated projects starting next year is phase two of the Bigelow Gulch and Forker Corridor.

The second phase of the multiyear project includes realignment and widening the connection between Project 1 at Havana Street and Project 3 at Weile Road. All of the projects are part of the Bigelow Gulch/Forker Corridor Improvement, which realigns, widens and reconstructs the freight route that connects at Sullivan Road and Wellesley Avenue. The corridor will eventually connect Spokane and east Spokane Valley, bypassing Interstate 90.

The second phase will start in spring and will focus on removing curves and fixing elevation changes.

“It will be a very welcomed change, make that corridor much quicker and safer for people to be traveling,” Zarecor said.

The goal is to have this corridor open to traffic by 2024, but the exact dates of a road shutdown to accommodate construction are still up in the air.

The county is trying to plan for the shortest amount of closures on the road as possible.

The total cost for Bigelow Gulch Project 2 will cost about \$15 million, but only about \$1.1 million is coming from county dollars, with most of it coming from federal and state grants.

The projects in the six-year plan are spread out throughout the county in urban and rural areas with an emphasis on cost-efficient improvements for existing roads. It also includes recurring projects, such as preservation projects, traffic control sign and signal improvements and small bridge projects, according to the plan.

Zarecor said there’s a lot of “all over the map” proposals, looking at the next six years.

A number of other preservation or roundabout projects are coming in 2023. Here are some highlights for the next year:

- Bigelow Gulch and Forker Connector Phase 2.
- 57th Avenue preservation.

- 57th Avenue and Freya Street roundabout.
- Lincoln Road from Crestline to Market Street reconstruction.
- Columbia Drive pavement replacement.
- Otis Orchards new sidewalk and school flashing lights.
- Euclid Road bridge replacement.
- Brooks Road reconstruction.
- Little Spokane Drive bridge replacement.
- West Terrace stormwater facilities installation.

### **Work to watch for**

Work on Riverside Avenue downtown will shift beginning Monday, causing closure of the road between Stevens and Wall streets. Stevens Street will be reduced to one lane starting at Spokane Falls Boulevard, and Washington Street will have a single lane closure starting at Riverside Avenue.

The \$4 million project will create new bicycle lanes and install stops for the bus rapid transit City Line project by the Spokane Transit Authority. It's scheduled to be completed this fall.

The eastbound curb lane of Riverside Avenue will be closed between Washington and Browne streets downtown on Tuesday.

The eastbound curb lane of Whistalks Way between River Ridge Boulevard and Randolph Road will close Tuesday through Oct. 24.

# State grant funds will help improve Anacortes' R Avenue

- [By Cooper Castelle ccastelle@goanacortes.com](mailto:ccastelle@goanacortes.com)
- Sep 13, 2022



Part of the funding will go to build a roundabout at 30th Street and R Avenue.

Cooper Castelle / Anacortes American

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Washington State Department of Transportation funds will help the City of Anacortes continue to improve R Avenue.

At the City Council meeting Monday, Mayor Matt Miller accepted a National Highways Freight Program grant intended to continue longterm improvements to R Avenue.

Anacortes has been awarded \$3,484,000 in transportation grant funds, distributed through the state Department of Transportation.

The match for the grant, which will be used toward the city's Comprehensive Plan as a traffic capacity improvement, is 13.5% or \$550,000, bringing the project's total to \$4 million.

Funds will be used for the construction of a roundabout at 30th and R Avenue as well as an extension on the center median at 28th and 34th streets. The project will create a connection from the Tommy Thompson Trail to the Anacortes Community Forest Lanes via the 29th Street and H Avenue bike routes defined in the Anacortes Bike and Walks Plan.

The council voted unanimously to approve the motion.

# WA faces an epidemic of inaccessible sidewalks

Oct. 3, 2022 at 6:00 am





1 of 2 | Krystal Monteros, chair of the Tacoma Area Commission on Disabilities, heads home after giving a tour of spots where she has struggled with Tacoma’s sidewalks en route to church or her bus stop. (Ken Lambert / The Seattle Times)

[Skip Ad](#)

By

[David Kroman](#)

Seattle Times staff reporter

The Tacoma apartment was listed as wheelchair accessible, but it didn’t matter, because Krystal Monteros couldn’t get there in the first place.

When the bus dropped her at the closest stop, Monteros, a wheelchair user, found herself on a small concrete island with only gravel “sidewalks” to either side. The building she wanted to visit was to the south, but her path to get there ended with a 6-inch drop and no ramp. The four-lane road didn’t have any crossings.

So Monteros got out her cellphone and canceled her appointment for a tour. Then she waited once more for the bus that had just dropped her off.

“If I can’t access them through public transportation, I’m not going to live there,” she said. “I’m going to be trapped in my unit.”

Between Monteros and a new apartment sat obstacles that, to many, likely wouldn’t register at all: a missing sidewalk and a curb without a ramp. Yet, for her and other wheelchair users, such barriers mean

dramatic daily limits on where she can go and what she can do. Monteros, who was born with spina bifida, leaving her without the use of her legs below her knees, has to know her routes in advance. “If I don’t know the area, I’m not going to go there by myself,” she said.



Krystal Monteros, chair of the Tacoma Area Commission on Disabilities, shows where a sidewalk to a Tacoma bus stop becomes a stretch of gravel. (Ken Lambert / The Seattle Times)

Across Washington lies a glut of impassable sidewalks for people with disabilities. At thousands of intersections, sidewalks end without a ramp to the street. Where there are ramps, a Seattle Times review of more than 30 cities’ and counties’ assessments of their roads and sidewalks found no jurisdiction where even 50% comply with the Americans with Disabilities Act — a microcosm of sidewalks’ sorry state. In most locations, close to three-quarters are out of compliance: too narrow, too steep, too rough, gaps in the concrete and more.

In Auburn, 71% of curb ramps do not meet ADA standards; in Battle Ground, Clark County, 65%; Olympia, 71%; Marysville, 75%.

The list goes on, a catalog of all the places people with disabilities struggle to go.

Cities and counties are legally obligated under the landmark 1990 federal law to tackle the problem. But the job is so vast and the price so high that tentative plans for replacement look decades into the future.

In unincorporated King County, where just 10% of curb ramps were found to be ADA compliant, the cost of upgrades is estimated to be \$500 million. Kirkland’s sidewalk repair plan runs until nearly 2060. In Olympia, which has either no or inadequate ramps on more than 4,000 sidewalks, the cost is put at more than \$100 million. The city’s 2023 budget for its sidewalk repair program is \$200,000.

The collective cost across Washington is well into the billions.

“It’s pretty overwhelming to look at it and say, holy moly,” said Desiree Winkler, Federal Way’s deputy of public works.

Accountability is spotty, largely based on complaints or litigation. More money is becoming available at the state level for sidewalk projects thanks to a \$17 billion transportation funding measure passed by lawmakers this year. But little money is dedicated from the state or federal government specifically for accessibility.

As a result, cities are mostly on their own — here and around the country — to fix what can feel like an unfixable problem.

“We need \$106 million,” said Mark Russell, Olympia’s public works interim director. “I don’t see the state and community supporting that kind of investment that quickly.”







1 of 3 | Seattle Department of Transportation crews, including Pita Moimoi, left, work on improving the accessibility of sidewalks at Latona Avenue Northeast and Northeast 51st Street in Seattle in late July. (Erika Schultz / The Seattle Times)

## ADA attorney

By the time she left the U.S. Attorney’s Office in the Western District of Washington this year, Christina Fogg was the only attorney working on ADA issues, and only part time.

“I could make a full-time job just doing ADA enforcement,” said Fogg, who now works for Metropolitan King County Councilmember Rod Dembowski. “It was always a frustration to not have more resources. I got this feeling, certainly with respect to ADA, of ‘how many stones are we leaving unturned?’ “

Title II of the ADA mandates that no person with disabilities “be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity.” An estimated 8% of Washington residents have some kind of mobility disability, [according to the Centers for Disease Control and Prevention](#).

Any government with at least 50 employees must conduct an evaluation of its streets’ accessibility. But absent ADA police, enforcement is complaint-based and change comes mostly through litigation.

“Lawsuits are making a bigger impact — more than policy — in that they’re raising awareness and making local governments commit,” said Yochai Eisenberg, a professor of disability and human development at the University of Illinois at Chicago.

In 2015, three men with disabilities sued the city of Seattle in federal court over curb ramps they [alleged](#) were “too narrow, too steep, or too cracked, broken, or uplifted to be used by individuals with mobility disabilities.” A 2013 evaluation found 5,000 ramps to be out of compliance with the ADA, 1,750 severely so.

The city agreed to a settlement with Disability Rights Washington that mandated it build or fix 1,250 ramps per year over the next 18 years, at a cost of roughly \$300 million.

“Very few neighborhoods were ‘walkable’ as a wheelchair user, primarily because of that issue,” said Conrad Reynoldson, the attorney who represented the men and a wheelchair user himself.

Lawsuits like the one in Seattle have popped up in large cities in recent years, including in Philadelphia, Atlanta, Los Angeles, Portland, Chicago and others — one of the only avenues to force change.

At the same time, smaller communities often have similar or worse ADA compliance.

“It was really frustrating that that’s the only way these things come up, because how many people even know they can turn to the [Department of Justice]?” said Fogg.

# Warden preps for N. County Road improvements



A portion of North County Road in Warden from W. 1st Street to south of Road 7.5 will be rebuilt and resurfaced beginning Monday, Oct. 17, according to Warden City Administrator Kristine Shuler.

SOURCE: CITY OF WARDEN/COLUMBIA BASIN HERALD

by Charles Featherstone  
| October 12, 2022 3:56 PM

**WARDEN** — Work is set to start next week on a major improvement of North County Road, the major route north out of Warden, according to Warden City Administrator Kristine Shuler.

Speaking at a regular meeting of the Warden City Council on Tuesday, Shuler said the work to rebuild and repave roughly a third of a mile of North County Road — Road U north of Warden — from the intersection of W. 1st Street (S.R. 170) to just south of Road 7.5 needs to begin soon before colder weather forces the state’s asphalt plants to close.

“The way the weather is going, that won’t be until December,” said Council Member Byron Starkey.

“They plan to start on Oct. 17 and expect it will take 10 days,” Shuler said, adding that traffic will be detoured around construction during a very busy harvest season for all the packing facilities on North County Road.

“Right now it is so busy,” she added.

Shuler said the total cost of the project is \$825,000, with about 10% of that coming from the city and the rest coming from the Washington State Transportation Improvement Board. The city budgeted approximately \$1 million for street maintenance and repair work as part of the city's overall \$5.9 million spending plan for 2023.

## Aberdeen's new roundabout opens without a hitch

By Matthew N. Wells The Daily World • September 17, 2022 1:30 am



Nick Bird, city engineer for Aberdeen, talks a little after noon on Wednesday, Sept. 14, 2022, about the safety the new roundabout brings to the drivers, bicyclists, and pedestrians. “From a safety standpoint, this is the best thing that could be installed in this location,” Bird said.

The city of Aberdeen completed construction of a roundabout in less than five months after construction was slated to take six months.

And now, the city has its first roundabout in the downtown core, according to Nick Bird, city engineer for the Aberdeen. The roundabout replaces the former five-way intersection at East Market Street, F Street, and the one-way street, Fuller Way.

Various city officials and several local residents were on-hand Wednesday Sept. 14, to witness the opening of the roundabout with a ribbon-cutting ceremony. Instead of using large, ceremonial scissors to cut the pink ribbon, they used a different approach.

Aberdeen Mayor Pete Schave drove through the ribbon in a Rognlin's Inc. dump truck. The dump truck was equipped with a pup trailer.

Rick Sangder, public works director for Aberdeen, held one end of the ribbon and Bird held the other end as Schave effortlessly drove west down East Market Street, and then through the roundabout.

According to Sangder, Schave is a former truck driver and is “very proud” of that time in his life. In addition to having Schave drive the truck, the display served another purpose.

“This seemed like a good way to get the opening of the roundabout some attention, while also showing the ease a dump truck pulling a pup trailer could maneuver the intersection,” said Sangder on Wednesday afternoon.

The roundabout project had plenty of attention since construction started April 18. The former intersection was closed, partially or fully, throughout the summer, which forced motorists to reroute and use the surrounding blocks.

Bird said having the roundabout will make it safer for drivers, bicyclists and pedestrians.

“From a safety standpoint, this is the best thing that could be installed in this location,” Bird said.

Bird spoke a little about what having the roundabout accomplishes.

“This roundabout creates an opportunity where we minimize traffic conflicts, minimize potential serious accidents, eliminating those 90-degree intersection impacts, and reducing the speed at which those impacts occur,” Bird said.

Sangder said he didn’t have any concerns about the roundabout’s orientation, or the ability to motorists to maneuver in it.

“It is a single lane roundabout, which removes the concerns with people changing lanes while in it,” Sangder said. “And we flattened out the oval to move truck traffic through it easier in the east and west directions.”

Bird provided a few rules for driving through the single-lane roundabout.

- Yield to drivers already in the roundabout
- Don’t stop in the roundabout (except for pedestrians)
- Pedestrians should cross at the designated crosswalks because it’s the safest way to cross any of the roadways

Bird said the roundabout was designed so pedestrians only have to focus on one direction of travel at a time. He also said the bike lanes within the roundabout provide an option for bicyclists to either ride in the travel lane, or to use a ramp to and from a shared use path. He said it allows bicyclists to travel away from vehicles if so desired.

The first few drivers who motored their way through the roundabout after it was opened were driving a Chevrolet Silverado, a Fifth Wheel RV, and a couple of cars.

It’s a good thing that the roundabout project is finished now instead of in the fall, when the rain should start to drop. Bird told *The Daily World* in mid-June that the project had to be done before the rain starts because the sub-base has to dry out.

“You cannot put asphalt down in the rain, so you have to have some reasonable weather to work with,” Bird said. “It is Western Washington. That’s part of the challenge of what we deal with.”

Bird spoke briefly about how the project came together.

“Back in April we broke ground on a pretty exciting project — the first roundabout within the downtown core of the city of Aberdeen,” Bird said. “It was called the Downtown Aberdeen Revitalization Traffic Improvements, or as we on the engineering team call it, DARTI.”

Sangder said the project cost was “a little north of \$2 million.” He said the project was “a long time coming,” and that he is “very pleased” with the roundabout having opened on Wednesday.

“It is always nice to get a project done on time and early,” Sangder said. “There are so many times that things happen out of your control that can delay a project. Rognlin’s (Inc.) worked with city staff to resolve issues quickly and efficiently.”

# Grover Street project an improvement to Lynden's infrastructure, mayor says

- By Leora Watson Staff Reporter
- Sep 28, 2022 Updated 1 hr ago



**An aerial photograph shows the completion of the Grover Street overlay project going west.** (Courtesy photo)

LYNDEN — After two months of construction, the City of Lynden has completed its Grover Street overlay project.

Mayor Scott Korthuis explained that the construction project involved resurfacing of Grover Street from Third to Lawrence streets and upgrading traffic deception induction loops at Third and First streets intersections.

Providing American Disability Act-compliant ramps that align with current standards and new road striping was also part of the project, Korthuis said.



According to Korthuis, the project is a continuation of one of the city's long-term goals to restore the conditions of the key arterials in Lynden, especially with the intersection of First and Grover streets being a primary truck route in and out of Lynden on Hannegan Road.

"Having good surface streets, for the quantity of truck traffic that goes through there, it's just a wonderful improvement to our infrastructure," said Korthuis.

While the project officially began on July 18, it was long in the works, according to Korthuis.

"We probably had it on our five-year plan for four years," said Korthuis. "Then the actual engineering work was done in the past 18 months. So it's been, like so many projects, a long time in the process to finally complete."

The estimated total cost for the project was \$885,000, according to Korthuis, with \$480,000 for demolition, new asphalt surfacing and traffic control, \$100,000 in upgrading ADA compliant pedestrian facilities and \$150,000 in new roadway, intersection induction loops, channelization and stripping.

Grant money was used toward the project, according to Korthuis, such as a \$400,000 grant from the Transportation Improvement Board and a \$500,000 grant from Whatcom County Economic Development Investment program.

Funds from the City Transportation Benefit District, a part of Lynden sales taxes, for engineering were used according to Korthuis.

"It's a maintenance project, it preserves our infrastructure so it doesn't degrade any further," said Korthuis, who says the roads will not need maintenance again for another 10 years.

Korthuis would like to thank the community of Lynden for their patience as they have completed this and other projects.

# Olympia City Council opens public hearing for Fones Road improvement project



**At the Olympia City Council meeting on October 4, 2022, Olympia Public Works Director Mark Russell said they hope to start the construction of the Fones Road improvement in 2023.**

JOLT STAFF PHOTO VIA ZOOM

Posted Wednesday, October 5, 2022 7:38 pm

#### RELATED

[Olympia street improvement in the works](#)

#### RELATED

[New roads, more bike paths part of Olympia's 2023 capital facilities plan](#)

**By Lorilyn C. Lirio**

Olympia Public Works Director Mark Russell gave an overview of the Fones Road improvement project during the eminent domain public hearing at the city council meeting last night, October 4.

"Fones Road is in bad shape," Russell told the council members, explaining that the road's current condition has incomplete sidewalks and bike facilities with only one crosswalk that is not ADA (Americans with Disabilities Act) accessible.

They hope to construct sidewalks and bike lanes on both sides of [Fones Road](#), roundabouts, safer pedestrian crossings, landscaping, lighting, and ADA accessibility improvements.

He said the Fones Road improvement project hits all the goals the city wants to achieve, including directly serving commercial, industrial, and residential properties, improving the road and the pavement conditions, and improving sidewalks and bike facilities.

Russell revealed that about 5,000 people live within a half-mile or 10-minute walk to Fones Road. He said the east side had been designated as a historically disadvantaged community by the US Department of Transportation.

"The 2020 census data also indicates that this is a more racially diverse part of our community than other parts. Investing in this reflects the city's commitment to improving equity," said Russell.

Russell said that those who drive will benefit from the increased safety and improved roadway surface, and those who do not will find it much easier to get around."

### **Fones Road timeline**

According to Russell, they have begun right-of-way acquisition. "We reached out to all property owners along the corridor and had discussions. "

The city began right-of-way acquisition this summer and plan to finish it next year. According to their timetable, the construction is set to start by summer 2023.

Olympia, according to Russell, has secured approximately \$6 million in federal and state grants for the project.

### **Eminent domain and condemnation process**

Russell said accepting the federal funds has obligated Olympia to multiple processes, including eminent domain. As part of the process, the city council opened a public hearing for the eminent domain process last night.

Eminent domain is the right of the government to take private property and convert it to public use, such as roads. Condemnation is the process by which a government agency can exercise this power. The Fifth Amendment requires the government to pay landowners "just compensation."

For the acquisition procedure, Kinnon Williams of Foster Garvey PC said they followed policies outlined in [RCW 8.26.180](#); appraising the property, sending a written offer, and giving a reasonable time to negotiate.

"We offer those people [who own property in the proposed construction area] exactly what the appraiser says is worth," said Williams.

"So far, we have been unsuccessful [with all parties] in reaching an agreement, but we let them know that we are presenting this to the city council to determine whether to pursue this further [including eminent domain]," Williams said.

If the city approves the eminent domain and condemnation, Williams said they will file a petition asking the court to declare that "this is a public use and that it is necessary."

### **Public hearing**

Three property owners shared their comments on the project.

Raj Singh expressed concerns about the proposed roundabouts.

"The Home Depot entrance where the roundabout is proposed is also where all the trucks go into Home Depot to load and unload. We have concerns about the ingress and egress of these trucks. How are those 53-foot trucks - that are coming and out - to make the roundabouts?" Singh inquired.

Singh said the properties impacted because of these roundabouts have only one way of ingress and egress. "So you can only take a right, and then you have to go to the next roundabout to come around. That is a traffic impact to the site."

# Orondo Avenue intersection gets peninsula, bike lanes, merging lanes

- [By Emily Thornton](#)  
[World staff writer](#)
- Sep 30, 2022



Workers remove asphalt around a new plaza that is being built between Okanogan Avenue and Methow Street at Orondo Avenue Thursday. The Chelan County Courthouse is in the background.

This aerial photo shows the intersection of Orondo Avenue, Okanogan Avenue and Methow Street in Wenatchee. Provided photo/Google Maps

WENATCHEE — Driving by Orondo Avenue's intersection with Okanogan Avenue and Methow Street? It may have a detour, some construction equipment or concrete pouring.

The result will include a sort of peninsula/plaza, shorter crosswalks and bike lanes.

The city of Wenatchee is redoing the area as part of its participation in Smart Growth America National Complete Streets Coalition's (NCSC) Washington Complete Streets Leadership

Academy. The state program is meant to help jurisdictions implement safer and more accessible streets.

The city received a state Complete Streets grant of \$600,000 for a series of projects to be constructed between 2022 and 2025, according to Jake Lewing, Wenatchee Public Works Department senior project engineer.

Making Orondo Avenue intersection improvements, restriping Cherry Street, between Miller Street and Western Avenue, and adding buffered bike lanes will use \$110,000 of that grant — as part of the city’s Pavement Preservation project. The total cost for the 2022 Pavement Preservation project is about \$4 million.

The city looked at how intuitive an intersection is in its current state when choosing the site, according to Wenatchee World archives. The Okanogan Avenue, Orondo Avenue and Methow Street intersection has a combined seven lanes, marked and unmarked bike lanes, parking lanes and three crosswalks, seemingly making it a good choice.

City officials have said the many directions and legs of the intersection can be confusing for users.

One of the changes underway is a sort of peninsula between Orondo Avenue, Okanogan Avenue and Methow Street.

This will be done by narrowing Methow Street and widening a pedestrian area between Okanogan Avenue and Methow Street. Okanogan Avenue also will be narrowed so it remains “consistent with the intersection to reduce the length of the crosswalk at Orondo (Avenue),” Lewing wrote in an email. Left and right turns will still be permitted from Okanogan Avenue.

Additionally, the rest of the “peninsula will be hardscaped with decorative concrete and rock mulched areas creating a plaza-like space,” Lewing wrote.

The city earlier this year considered closing the northmost part of Methow Street to create a sort of plaza about the same length as the Steamers West parking lot to the street’s east, according to World archives. That was nixed, Lewing said, to maintain access to the businesses in that area.

Other changes include:

- Merging Orondo Avenue’s two westbound lanes prior to vehicles reaching the crosswalk. This allows pedestrians to cross two, rather than three, wide lanes of traffic.
- Extending bicycle lanes in both directions on Orondo Avenue from just west of Washington Street to the intersection with Chelan Avenue. The bike lanes will also be separated from the outside drive lanes with a 2-foot buffer, Lewing wrote.

Construction should be mostly complete by the end of October, Lewing wrote. The city hired Central Paving LLC as the primary contractor, which is using subcontractors. KPG Psomas is designing and managing construction, he wrote.

The city had a pop-up event in July, which included closing off streets, creating bike lanes and changing lanes, so people could see what the intersection might look like. It also solicited feedback from residents in English and Spanish.

At that time, reduced crosswalks had the most support from people who commented, according to World archives. Marked bike lanes and using the north part of Methow Street as an active space also received positive feedback. Some people suggested having a food truck Friday or other events in the area.





# Washington State Transportation Improvement Board

## Project Activity Report

Reporting Period  
From 09/01/2022 to 10/31/2022

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>APP Program</b>							
3-W-159(009)-1	BURLINGTON	2021 Overlay	Audit	CC	486,953	-21,069	Director
3-W-188(003)-1	KELSO	FY 2022 Overlay Project	Audit	CC FV AD	500,000	0	Director
3-P-112(007)-1	NORMANDY PARK	FY 2022 Overlay Project	Audit	CC FV AD	330,915	-64,132	Director
3-W-126(008)-1	SEDRO WOOLLEY	2021 Trail Road Overlay	Audit	CC FV AD	134,300	-18,459	Director
3-E-182(006)-1	SELAH	Fremont Avenue Overlay	Audit	CC	359,749	-3,468	Director
						<b>Total APP Change</b>	<b>-107,128</b>
<b>CSP Program</b>							
C-P-801(001)-1	CARNATION	Complete Streets Award	Audit	CC AD	500,000	0	Director
C-W-155(001)-1	MOUNT VERNON	Complete Streets Award	Audit	CC AD	350,000	0	Director
						<b>Total CSP Change</b>	<b>0</b>
<b>SCAP Program</b>							
6-E-878(007)-1	COULEE DAM	6th Street	Construction	CN	86,946	0	Director
6-E-894(115)-1	DEER PARK	Crawford Avenue	Audit	CC	101,972	0	Director
6-E-859(002)-1	GRAND COULEE	Federal Avenue	Audit	CC FV AD	556,896	32,800	Director
6-E-871(010)-1	HARRINGTON	W Adams Street	Audit	CC FV AD	291,722	-5,796	Director



# Washington State Transportation Improvement Board

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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-E-850(012)-1	LEAVENWORTH	14th Street	Audit	CC	359,527	16,579	Director
6-W-970(005)-1	LONG BEACH	Washington Avenue	Audit	CC FV AD	386,613	7,176	Director
<b>Total SCAP Change</b>						<b>50,759</b>	
<b>SCPP Program</b>							
2-P-119(005)-1	ALGONA	2021 Overlay	Audit	CC	189,437	-4,783	Director
2-P-115(003)-1	CLYDE HILL	Citywide Crack Seal	Audit	CC FV AD	46,198	11,548	Director
2-E-878(005)-1	COULEE DAM	FY 2022 Seal Coat Project	Audit	CC FV AD	173,178	329	Director
2-E-924(009)-1	DAYTON	2022 Citywide Crack Seal	Audit	CC FV AD	71,250	0	Director
2-W-831(007)-1	FRIDAY HARBOR	2022 Pavement Repairs	Bid Award	DE CN BA	50,000	0	Director
2-W-969(004)-1	ILWACO	Maintenance Crack Seal	Audit	CC FV AD	40,474	3,068	Director
2-W-949(004)-1	LA CENTER	2021 Overlay	Audit	CC FV AD	134,728	-5,978	Director
2-E-913(002)-1	LAMONT	2021 Small City Maintenance	Audit	CC FV AD	4,359	-5,086	Director
2-W-970(002)-1	LONG BEACH	Maintenance Crack Seal	Audit	CC FV AD	108,618	0	Director
2-W-956(004)-1	MCCLEARY	Citywide Crack Seal Program	Audit	CC	29,569	4,405	Director
2-P-109(004)-1	MEDINA	City-wide Crack Seal	Audit	CC FV AD	36,405	0	Director
2-W-957(008)-1	MONTESANO	E Broadway Avenue Chip Seal	Audit	CC	105,380	-15,620	Director
2-W-957(010)-1	MONTESANO	Citywide Crack Seal Program	Audit	CC FV AD	89,329	68,429	Director



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-W-963(004)-1	NAPAVINE	Maintenance Crack Seal	Audit	CC FV AD	40,498	2,469	Director
2-W-958(003)-1	OAKVILLE	Maintenance Crack Seal	Audit	CC	71,500	0	Director
2-E-872(003)-1	ODESSA	FY 2019 Rehabilitation Project	Audit	CC FV AD	39,511	-5,477	Director
2-E-883(007)-1	PATEROS	Warren Avenue Seal Coat	Audit	CC	91,978	-60,619	Director
2-P-814(005)-1	ROY	City-wide Crack Seal	Audit	CC FV AD	31,100	8,700	Director
2-W-972(007)-1	SOUTH BEND	Maintenance Crack Seal	Audit	CC FV AD	40,845	13,010	Director
2-W-841(006)-1	SUMAS	Maintenance Crack Seal	Bid Award	DE CN BA	26,249	0	Director
2-W-968(004)-1	WINLOCK	Maintenance Crack Seal	Audit	CC FV AD	26,970	1,646	Director
<b>Total SCPP Change</b>						<b>16,041</b>	

## SP Program

P-E-893(P03)-1	AIRWAY HEIGHTS	SR 2	Construction	CN	9,531	0	Director
P-W-152(P01)-1	BREMERTON	Bremerton Sidewalk Gap Improvements	Audit	CC	148,000	0	Director
P-E-879(P02)-1	ELMER CITY	Elmer City Access Road and Front Street	Audit	CC	145,088	-6,468	Director
P-W-959(P05)-1	OCEAN SHORES	Point Brown Pedestrian Crossing	Construction	CN	20,540	0	Director
P-E-179(P04)-1	SUNNYSIDE	6th Street	Bid Award	BA	348,542	21,302	Director
P-P-116(P01)-1	TUKWILA	Macadam Road S Sidewalk	Audit	CC	320,000	0	Director
P-E-866(P01)-1	WARDEN	E 1st Street	Audit	CC FV AD	305,255	0	Director



# Washington State Transportation Improvement Board

## Project Activity Report

Reporting Period  
From 09/01/2022 to 10/31/2022

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
					<b>Total SP Change</b>	<b>14,834</b>	
<b>UAP Program</b>							
8-1-125(004)-1	BURIEN	S 136th Street	Construction	CN	0	0	Director
8-2-018(009)-1	KITSAP COUNTY	Greaves Way	Construction	CN	142,731	0	Director
8-1-199(015)-1	LAKEWOOD	Gravelly Lake Drive and Washington Boulevard SW	Audit	CC	2,913,729	219,750	Director
8-1-140(021)-1	LYNNWOOD	Beech Road	Withdrawn	WD	0	-1,915,348	Director
8-1-027(071)-1	PIERCE COUNTY	Canyon Road E	Bid Award	CN BA	2,000,000	0	Director
8-1-101(160)-1	SEATTLE	East Marginal Way S	Construction	CN	324,964	0	Director
8-3-208(011)-1	SPOKANE VALLEY	N Argonne Road	Audit	CC	1,792,872	-91,582	Director
8-5-196(018)-1	TUMWATER	Capitol Boulevard South, Trosper Road SE	Bid Award	BA	9,829,120	3,200,000	Director
					<b>Total UAP Change</b>	<b>1,427,654</b>	
					<b>Total Change</b>	<b>1,387,326</b>	

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



# Washington State Transportation Improvement Board

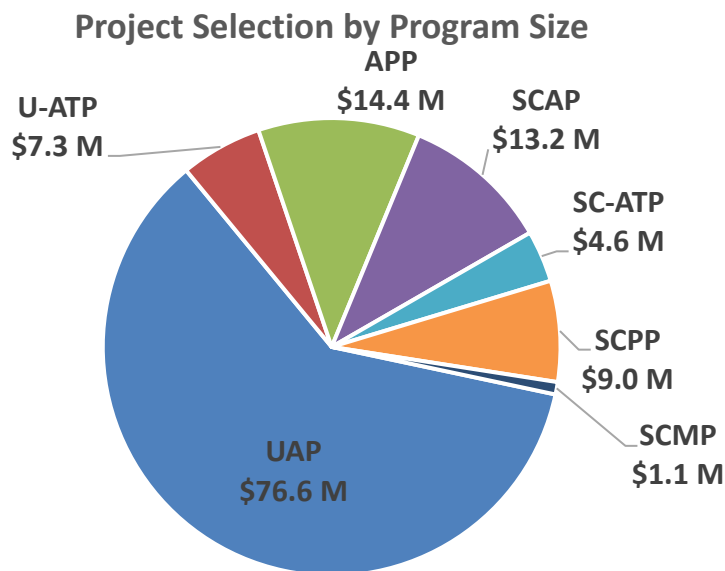
## December 2022 Priority Array

The Transportation Improvement Board (TIB) was created in 1988 to ensure equitable and efficient investment in local transportation projects throughout Washington State. Most of the program funding comes from three cents of the state gas tax with all revenues totaling around \$120 million per year.

This year, 173 projects are recommended for grant funding through seven programs:

- *Urban Arterial Program (UAP)* – supporting safety, growth & development, mobility, and physical condition
- *Urban Active Transportation Program (U-ATP)* – building highly connected active transportation networks in downtowns and activity centers
- *Arterial Preservation Program (APP)* – enables larger scale preservation projects for low assessed value urban cities
- *Small City Arterial Program (SCAP)* – establishing the integrity of the small city street system while minimizing costs
- *Small City Active Transportation Program (SC-ATP)* – creating connectivity within and between the central business district and non-motorized generators
- *Small City Preservation Program (SCPP)* – provides funding for chip seal, overlay of existing pavement, and required ADA upgrades
- *Small City Maintenance Program*– provides funding for crack seal and pavement repair.

Grants recommended for funding in December 2022 (for FY 2024) total \$126.8 million and producing \$233.7 million in total improvements throughout the state. The largest TIB program is the Urban Arterial Program, with \$76.6 million in grants recommended for funding.





# TIB Application and Funding Summary

## *December 2022 Priority Array*

### Summary of Applications Received

Program	Applications	Funds Requested
Urban Arterial Program	64	\$157,915,538
Urban Active Transportation Program	31	\$10,881,709
Arterial Preservation Program	32	\$17,405,244
Small City Arterial Program	48	\$33,018,237
Small City Active Transportation Program	33	\$11,529,476
Small City Preservation Program	62	\$13,877,077
Small City Maintenance Program	38	\$2,500,338
<b>TOTAL</b>	<b>308</b>	<b>\$247,127,619</b>

### Summary of Recommended Funding

Program	Number of Recommended Projects	Recommended TIB Funds	Total Project Cost
Urban Arterial Program	33	\$76,556,481	\$242,022,278
Urban Active Transportation Program	22	\$7,324,520	\$20,089,759
Arterial Preservation Program	26	\$14,412,640	\$17,609,505
Small City Arterial Program	21	\$13,219,364	\$17,845,042
Small City Active Transportation Program	14	\$4,625,995	\$5,846,206
Small City Preservation Program	38	\$9,545,148	\$9,958,185
Small City Maintenance Program	19	\$1,098,656	\$1,148,316
<b>TOTAL</b>	<b>173</b>	<b>\$126,782,804</b>	<b>\$312,519,291</b>