



Oxford Suites Yakima • Town Meeting Room • 1701 East Yakima Avenue, Yakima, WA

Date: May 16, 2024

Time: 2 p.m.

WORK SESSION AGENDA

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1. WELCOME from city of Yakima	Mayor Patricia Byers	
2. PROGRAM & PROJECT MATTERS		
A. Project Increase Request- City of Ruston	Chris Workman	20
B. Project Scope Change & Increase Request- City of Mabton	Chris Workman	21
C. Out-of-Call Project Request- City of Roslyn	Chris Workman	22
D. Delayed Project Report	Chris Workman	33
E. SCPP & APP Criteria Changes	Chris Workman	23
F. Complete Streets Early Opportunities – Round 2	Chris Workman	28
G. 2024 Program Call Size & Schedule	Vaughn Nelson	30
H. 2025 Meeting Locations	Ashley Probart	32
I. TIB Projects on WSDOT Right-of-Ways	Ashley Probart	
3. ADJOURNMENT	Chair Low	



Oxford Suites Yakima • Town Meeting Room • 1701 East Yakima Avenue, Yakima, WA

Date: May 17, 2024

Time: 9 a.m.

BOARD AGENDA

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1. CALL TO ORDER & WELCOME	Chair Low	
2. PUBLIC COMMENT		
3. GENERAL MATTERS		
A. Local Agency Presenters		
1) G & O Consulting	Mike Meskimen	
2) HLA Consulting	Ben Annen & Mike Battle	
B. Approval of March 22, 2024, Meeting Minutes	Chair Low	1
C. Lightning Round: Board Updates	Board Members	
D. Communications Report	Ashley Probart	35
4. NON-ACTION ITEMS		
A. Executive Director's Report	Ashley Probart	
B. Financial Report	Vaughn Nelson	
C. Engineering Report	Chris Workman	9
5. ACTION ITEMS		
A. Project Increase Request- City of Ruston	Chris Workman	20
B. Project Scope Change & Increase Request- City of Mabton	Chris Workman	21
C. Out-of-Call Project Request- City of Roslyn	Chris Workman	22
D. SCPP & APP Criteria Changes	Chris Workman	23
E. Complete Streets Early Opportunities – Round 2	Chris Workman	28
F. 2024 Program Call Size & Schedule	Vaughn Nelson	30
G. 2025 Meeting Locations	Ashley Probart	32
6. ADJOURNMENT	Chair Low	
FUTURE MEETINGS		
<i>September 26-27, 2024: Historic Davenport, Spokane, WA</i>		
<i>November 21-22, 2024: AC Marriott Vancouver Waterfront, Vancouver, WA</i>		

Transportation Improvement Board
Meeting Minutes
March 22, 2024
Sequim, Washington

TIB MEMBERS PRESENT

Mayor Hilda González, Vice Chair
Amy Asher
Aaron Butters
Susan Carter
Kent Cash
Barb Chamberlain
Dongho Chang
Scott Chesney

Andrew Denham
Commissioner Scott Hutsell
Councilmember Jon Pascal
Les Reardanz
Pete Rogalsky
Mayor Kim Roscoe
Jennifer Walker

TIB MEMBERS EXCUSED

Councilmember Sam Low, Chair
Elizabeth Chamberlain
Vicky Clarke
Commissioner Al French
Jane Wall

TIB STAFF

Ashley Probart, Executive Director
Chris Workman, Deputy Director
Vaughn Nelson, Finance Manager
Gena Workman, Executive Assistant

TIB MEMBERS UNEXCUSED

Maria Thomas

1. CALL TO ORDER

Vice Chair González called the meeting to order at 9 a.m.

Board Member Attendance

MOTION: Vice Chair González presented a motion to excuse attendance for board members Chair Low, Elizabeth Chamberlain, Vicky Clarke, Commissioner Al French, and Jane Wall. Maria Thomas is unexcused. Jennifer Walker moved, and Kent Cash seconded the motion.

Motion carried unanimously.

2. PUBLIC HEARING/COMMENT

None noted.

3. GENERAL MATTERS

A. Local Agency Presenters

- 1) City of Port Angeles-Jonathan Boehme
- 2) City of Port Townsend-Steve King
- 3) City of Sequim-Nick Dostie

B. Approval of January 26, 2024, Meeting Minutes

MOTION: Vice Chair González presented a motion to adopt the January 26, 2024, Board Meeting Minutes, as presented. Mayor Roscoe moved, and Les Reardanz seconded the motion.

Motion carried unanimously.

C. Lightning Round: Board Member Update

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

- 1) Vicky Clarke, Deputy Director, Cascade Bike Club (provided update on March 21)
- 2) Amy Asher, General Manager, Mason Transit Authority
- 3) Aaron Butters, Washington Manager, Lochner, Inc.
- 4) Susan Carter, VP of Transportation, Hopelink

D. Communications Report – Executive Director Probart highlighted the below news articles related to board activities and state or national trends that may influence future program decisions. Please see the meeting packet for the complete list of articles.

- 1) Downtown Pullman revitalization project gets OK, but some business owners say it'll doom them.
- 2) Busy summer of roadwork coming to Soap Lake-the other city project is a TIB \$2.15M grant for scrub seal.
- 3) March sees switchover of Discovery Road land closures.
- 4) 66th Ave project to reroute traffic in Mountlake Terrace.
- 5) Kent neighbors seek pedestrian upgrades along 132nd Ave SE.
- 6) Students want safer school crossings on Pacific Highway.
- 7) Monroe crosswalks at key locations to get more safety features-grant funding for the flashing beacons comes from TIB. The city will contribute 25% match of \$40,600, bringing total cost to \$203,000.
- 8) This Pierce County city spent \$457,600 on LED streetlight bulbs. Almost all quit working
- 9) Voters to decide fate of state's climate act

4. NON-ACTION ITEMS

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

Executive Director Probart presented a plaque to Pete Rogalsky in recognition of his service to TIB. Pete Rogalsky is retiring and today was his last TIB meeting.

TIB Projects

Most of staff time and energy since the last board meeting has been with the relaunch of the Complete Streets program: This ranged from sending out the notification, application development, accepting applications, reviewing them, reviewing them again, and putting together the recommended projects. Executive Director Probart acknowledged Deputy Director Workman's work on this process.

Of the 193 projects awarded by the board in December and January, only eight are not under contract. Three of the eight should be coming next week.

Events

Executive Director Probart attended the annual Women's Transportation Seminar Puget Sound Gala in which board member Barb Chamberlain received the Woman of the Year award.

Presentations

Executive Director Probart participated in a Complete Streets panel presentation before the Transportation Commission in February.

Executive Director Probart will provide a TIB update to the American Public Works Association, Washington State Chapter meeting in April.

Committee Participation

Executive Director Probart participates in the interagency collaborative group SYNC to discuss policy and projects. State agencies include the Department of Commerce with their multiple divisions, Department of Health, Department of Ecology and their respective drinking water and sewer projects. Common themes are agency capacity to deliver, and unit costs are higher than original grant applications.

Budget & Legislative

The Legislature and governor made no change to the TIB budget.

Cities/Counties/Ports have asked Executive Director Probart to participate in an early legislative strategy meeting next week as a start for the 2025 legislative session. The current concept is to start highlighting representative local projects that are regional in nature and lack funding, as well as continuing to push for more preservation funding.

Upcoming Rulemaking

The Department of Ecology is responsible for rulemaking for Climate Commitment Act Funding. One of the requirements is to measure greenhouse gas reductions. Executive Director Probart strongly recommended that TIB should provide information every five years or every decade to have a measurable reduction. For example, sidewalk completion segments will barely be measurable; however, funding multiple sidewalk completion segments over five or ten years should result in a measurable outcome.

Miscellaneous

The TIB office building has been sold, and TIB may be relocating to a different office space in 2024.

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

The TIB account balance is down \$4.5M since the beginning of the biennium. Reimbursements will slow over the next few months since this time of year projects are in design. Reimbursements will increase during the fall/winter, after construction season. TIB's last call for projects was large, and this means there are significant pending funding commitments. The out-of-call projects TIB has been granting are helping to replace the small 2020 call for projects. The 2024 TIB call is anticipated to be \$110M for the core programs and \$30M for Complete Streets.

C. Engineering Report – Deputy Director Workman reviewed the following:

Updates

- APWA conference April 10-11: all engineering staff will be in attendance.
- AI Pavement Condition Rating (PCR) Pilot: targeted to begin after APWA. A box with a camera attaches to the hood and records PCI instead of PCR. It will be a good opportunity for the engineers to compare the two. Staff hope to provide an update on the pilot at the September board meeting.
- Second round Complete Streets Early Opportunity: staff does not anticipate many applications due to the large number received for the first round.
- Annual Funding Workshops: staff are finalizing workshop locations and preparing presentations and workbooks. Workshops occur May through June. This year, TIB will test an open house style workshop in West Richland.

Project Activity Report (PAR) (01/01/2024 - 02/29/2024)

- 506 active projects with 178 currently under construction and many of those are on ad
- Good early bid estimates with a lot of bidders.
 - o Covington- Lakepointe Blvd.- \$2.5M surplus
 - o Kent- 76th Ave- \$345K surplus
 - o Cle Elum- First St- \$323K surplus
 - o Fife- N. Levee Road overlay- \$441K surplus

Preservation Update

Every two years, TIB provides a small city PCR update. TIB's goal is for streets to be at a 70 or above rating. Due to TIB's pilot bundle projects, many cities have increased to 70+ range. The bottom 14 cities are a TIB focus since they have the lowest PCR. The continued out-of-call projects should continue to help move these cities into the 70+ rating.

TIB is considering adding seal coat treatment criteria for its Arterial Preservation Projects (APP) and requested board input. Pete Rogalsky fully supports this approach and suggested adding micro surfacing as an option since their city has found this treatment to be effective. Dongho Chang mentioned that chip seal on an arterial road has been effective and helps with preservation. Aaron Butters suggested all reasonable treatments should be considered.

A consensus among board members was for staff to present APP seal coat preservation treatment criteria for approval at the May board meeting.

Staff also reviewed the engineering cost on several scrub seal and otta seal projects. The average price was 7.5% when there was significant TIB staff oversight. However, under TIB's current contract structure, a 30% charge is allowed. TIB staff continue to look for the best approach to manage these projects.

5. ACTION ITEMS

A. City of Olympia- Fones Road: Stage 2 Delay Reinstatement Request

MOTION: Vice Chair González presented a motion to adopt the TIB staff recommendation to approve the reinstatement of TIB funds and allow the Fones Road project to be advertised for bids. Jennifer Walker moved, and Susan Carter seconded the motion.

Motion carried unanimously.

B. City of Bainbridge Island- NE Wyatt Way: Request for Scope Change

MOTION: Vice Chair González presented a motion to adopt the staff recommendation to approve the scope change to delete the sidewalk along NE Eagle Harbor Drive. Scott Chesney moved, and Dongho Chang seconded the motion.

Motion carried unanimously.

C. Out-of-Call Project Requests

MOTION: Vice Chair González presented a motion to adopt the staff recommendation to approve the out-of-call list and award funding, as presented below. Les Reardanz moved, and Commissioner Hutsell seconded the motion.

Motion carried unanimously.

Agency	Scope	TIB Funding	Local Funding	Total
Malden	Otta seal on FEMA project	\$450,000	\$0	\$450,000
Newport	Chip seal by city forces	\$125,000	\$6,579	\$131,579
Rosalia	Chip seal by county	\$100,000	\$0	\$100,000
Total		\$675,000	\$6,579	\$681,579

D. Complete Streets Early Opportunity Recommendations

MOTION: Vice Chair González presented a motion to approve the staff recommendation to adopt the Early Opportunity Complete Streets project funding, as presented below. The Benton City project was removed from the original list sent to board members prior to today’s meeting. Barb Chamberlain moved, and Scott Chesney seconded the motion.

Barb Chamberlain questioned the likelihood for the town of Naches to meet its project timeline. Vaughn Nelson explained that the Naches project award is for design only and not construction, so there should not be a problem invoicing TIB in 2024.

At Thursday’s meeting, Chair Low reminded board members that the Complete Streets Early Opportunity projects are adopted as a whole program, not as individual projects. Therefore, board member recusal is not needed. Vice Chair González requested TIB staff let the town of Naches know to contact the city of Granger regarding their project plans.

TIB staff also communicated that agencies are required to invoice by April 1, 2025. Any invoices after that contract date are the responsibility of the grant recipient.

Motion carried unanimously.

Agency	Type of work	TIB Funding	Other Funding	Total
Bellevue	Sidewalk gaps, bulb-outs, ADA ramps, neighborhood entry treatment	\$600,000	\$1,581,014	\$2,181,014
Cle Elum	2nd street multi-use path/reduce street width	\$500,000	\$26,316	\$526,316
College Place	NE Rose pedestrian scale lighting for shared use path	\$487,160	\$54,130	\$541,290
Connell	School zone and speed feedback signs	\$95,000	\$5,000	\$100,000

Dayton	Install new/replace damaged sidewalk, ADA ramp, crosswalk markings	\$696,350	\$36,650	\$733,000
Duvall	Sidewalk gaps and bike lane	\$400,000	\$363,500	\$763,500
Edmonds	Main street bike lane, bulb-outs, ADA ramps, traffic calming	\$391,215	\$937,500	\$1,328,715
Ellensburg	Sidewalk gaps, ADA improvements, improve pedestrian lighting	\$500,000	\$88,235	\$588,235
Federal Way	Improved intersection streetlighting, speed advisory signs, crosswalk markings	\$120,800	\$30,200	\$151,000
Kenmore	Install sidewalk and buffered bike lane, extend bike lanes	\$185,120	\$46,280	\$231,400
Kennewick	Citywide ADA improvements	\$327,790	\$81,955	\$409,745
Kent	Adds paved, separated pathway from travel lanes	\$500,000	\$1,255,000	\$1,755,000
Kirkland	Sidewalks, RRFB's and pedestrian island	\$500,000	\$371,383	\$871,383
Kirkland	RRFB and ADA ramps	\$104,800	\$28,555	\$133,355
La Conner	Sidewalk gaps, ADA ramps, RRFB's	\$240,000	\$76,000	\$316,000
Longview	ADA ramp upgrades to community park	\$213,000	\$62,000	\$275,000
Maple Valley	RRFB's at six locations	\$334,080	\$83,520	\$417,600
Marysville	Citywide ADA Ramps	\$460,300	\$5,101,155	\$5,631,455
Marysville	RRFB's and marked crosswalks	\$47,740	\$14,527	\$62,267
Medical Lake	Restriping, sidewalks, lighting	\$1,586,720	\$101,280	\$1,688,000
Moxee	Sidewalk gaps and RRFB's	\$447,759	\$49,751	\$497,510
Mukilteo	Harbour Pointe paved path repair	\$500,000	\$728,207	\$1,228,207
Naches	Downtown revitalization plan	\$71,250	\$3,750	\$75,000
North Bend	Sidewalk gaps	\$500,000	\$937,500	\$1,437,500

Pacific	New sidewalks	\$539,750	95,250	\$635,000
Pateros	Crosswalks, bulb-outs, pedestrian lighting, bus stop enhancements, wayfinding signage, street furniture	\$881,239	\$100,000	\$981,239
Pierce County	ADA and sidewalk improvements	\$403,486	\$100,872	\$504,358
Port Townsend	Uptown business district improvements- ADA ramp upgrades, sidewalk repair, bulb-outs, bike lanes, street trees and rain gardens	\$493,500	\$90,000	\$583,500
Pullman	Downtown Revitalization	\$1,000,000	\$9,340,844	\$10,340,844
Raymond	Downtown ADA and sidewalks	\$550,000	\$28,947	\$578,947
Ridgefield	HAWK signal, sidewalk gaps, speed feedback signage, RRFB's, ADA ramps	\$260,000	\$65,000	\$325,000
Seattle	Lake Washington Blvd crossing enhancements, accessibility improvements, traffic calming	\$220,000	\$80,000	\$300,000
Sedro Woolley	Sidewalk and ADA upgrades	\$454,636	\$80,230	\$534,866
Snohomish County	RRFB's and ADA bus stop upgrades	\$368,700	\$92,515	\$461,215
Spokane	Traffic calming	\$500,000	\$2,474,904	\$2,974,904
Sumner	Sidewalk and ADA ramp repair	\$500,000	\$125,000	\$625,000
Sunnyside	Citywide ADA and sidewalk	\$500,000	\$88,235	\$588,235
Tacoma	Reduce roadway width, add sidewalks, ADA ramps, planters, illumination, artwork	\$408,289	\$114,070	\$522,359
Tonasket	Bike lanes, traffic calming, street furniture, aesthetic improvements	\$946,110	\$4,693,745	\$5,639,855
Twisp	Aesthetics- Banner replacements	\$42,750	\$2,250	\$45,000
Vancouver	Road diet, marked transit lanes, buffered bike lanes, vehicle/active transportation user separation	\$500,000	\$3,685,000	\$4,185,000

Walla Walla	Citywide ped improvements	\$541,248	\$312,813	\$854,061
West Richland	School zone RRFB's and ADA ramp upgrades	\$250,508	\$44,208	\$294,716
West Richland	Candy Mountain pathway gaps, RRFB's	\$131,739	\$79,000	\$210,739
Yakima	Bulb-outs, ADA ramps, RRFB's crosswalk signage and markings	\$198,300	\$375,000	\$573,300
Yelm	ADA Ramp upgrades	\$263,500	\$46,500	\$310,000
Total		\$19,762,839	\$32,510,278	\$54,010,630

6. ADJOURNMENT

Vice Chair González adjourned the meeting at 11:30 a.m.

Future Meetings

May 16-17, 2024: Oxford Suites, Yakima, WA

September 26-27, 2024: Historic Davenport, Spokane, WA

November 21-22, 2024: AC Marriott Vancouver Waterfront, Vancouver, WA

COUNCILMEMBER LOW, TIB CHAIR

ATTEST:

ASHLEY PROBART, EXECUTIVE DIRECTOR



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 03/01/2024 to 04/30/2024

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
APP Program							
3-W-948(004)-1	BATTLE GROUND	2024 Eaton Boulevard Overlay	Construction	CN	0	0	Director
3-P-144(005)-1	BRIER	2022 Overlay Award	Bid Award	CN BA	829,355	-216,145	Director
3-W-159(011)-1	BURLINGTON	2024 Overlay	Bid Award	CN BA	602,521	-68,979	Director
3-P-802(006)-1	DUVALL	NE 150th Street Overlay	Bid Award	CN BA	415,510	11,760	Director
3-P-134(001)-1	FIFE	N Levee Road Overlay	Bid Award	BA	587,941	-441,324	Director
3-P-130(004)-1	FIRCREST	2022 Overlay Award	Construction	CN	84,103	0	Director
3-P-130(005)-1	FIRCREST	2024 Overlay	Design	DE	97,434	0	Director
3-E-183(011)-1	GRANDVIEW	Wine Country Road Overlay	Construction	CN	48,150	0	Director
3-W-839(006)-1	LYNDEN	2022 Overlay Award	Audit	CC FV AD	208,760	6,869	Director
3-W-839(007)-1	LYNDEN	2024 1st Street Overlay	Construction	CN	89,920	0	Director
3-P-822(008)-1	MONROE	2022 Overlay Award	Bid Award	CN BA	798,445	0	Director
3-P-804(006)-1	NORTH BEND	North Bend Way Overlay	Audit	CC FV AD	547,359	-54,562	Director
3-W-157(001)-1	OAK HARBOR	W Whidbey Avenue Overlay	Contract Completion	CC	385,171	-35,214	Director
3-W-150(003)-1	PORT ANGELES	2024 Marine Drive Overlay	Bid Award	BA	534,558	-205,590	Director
3-E-167(004)-1	PULLMAN	Military Hill Overlay	Bid Award	BA	530,288	-43,187	Director



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From 03/01/2024 to 04/30/2024

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
3-W-126(010)-1	SEDRO WOOLLEY	2024 N Reed Street Overlay	Construction	CN	12,750	0	Director
3-P-823(009)-1	STANWOOD	2024 Overlay	Bid Award	CN BA	547,263	-84,860	Director
3-E-179(004)-1	SUNNYSIDE	Yakima Valley Highway Overlay	Construction	CN	48,618	0	Director
					Total APP Change	-1,131,232	
ATP Program							
P-P-809(P02)-1	CARBONADO	7th Street Sidewalk	Bid Award	BA	184,847	-89,665	Director
P-E-930(P06)-1	CLE ELUM	Second Street Pathway - Phase 1	Construction	CN	0	0	Director
P-P-802(P03)-1	DUVALL	Main Street (SR 203) / Cherry Street RRFB	Bid Award	BA	62,767	-5,063	Director
P-P-802(P04)-1	DUVALL	Main Street (SR 203) / Ring Street RRFB	Withdrawn	WD	0	0	Director
P-P-127(P05)-1	GIG HARBOR	Burnham Drive Sidewalk	Construction	CN	0	0	Director
P-P-199(P11)-1	LAKEWOOD	Union Avenue SW Sidewalk	Audit	CC FV AD	475,158	19,221	Director
P-P-109(P05)-1	MEDINA	NE 24th Street ADA Upgrade	Bid Award	CN BA	318,675	48,405	Director
P-P-822(P02)-1	MONROE	Fryelands Boulevard Pedestrian Crossings	Withdrawn	WD	0	-66,500	Director
P-E-923(P02)-1	PROSSER	Wine Country Road Lower Yakima Valley Pathway Connection	Bid Award	CN BA	69,939	-37,431	Director
P-P-102(P03)-1	RENTON	S 7th Street Improvements	Design	DE	0	0	Board
P-P-202(P06)-1	SHORELINE	8th Avenue NW Sidewalk	Design	DE	0	0	Director
P-P-806(P04)-1	SNOQUALMIE	384th Ave SE Sidewalk	Construction	CN	64,349	0	Director



Washington State Transportation Improvement Board

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P-P-885(P01)-1	TONASKET	4th Street Multimodal	Audit	CC FV AD	349,974	-4,166	Director
P-P-116(P02)-1	TUKWILA	S 119th Street Crossing	Contract Completion	CC	120,802	-54,197	Director
Total ATP Change						-189,396	
CSP Program							
C-E-930(004)-1	CLE ELUM	2nd Street multi-use path	Construction	DE CN	0	0	Director
C-E-177(002)-1	COLLEGE PLACE	NE Rose Street Pedestrian Lights	Design	DE	38,064	0	Director
C-E-924(002)-1	DAYTON	S. 4th Street sidewalk	Design	DE	57,000	0	Director
C-P-802(002)-1	DUVALL	142nd Place sidewalk - Phase 2	Design	DE	0	0	Director
C-E-175(003)-1	ELLENSBURG	Pedestrian Improvements	Design	DE	0	0	Director
C-P-113(002)-1	FEDERAL WAY	SR 99 pedestrian improvements	Design	DE	4,000	0	Director
C-P-108(001)-1	ISSAQUAH	Complete Streets Award	Audit	CC AD	500,000	0	Director
C-P-206(002)-1	KENMORE	NE 170 Street ped/bike improvements	Bid Award	DE CN BA	212,888	27,768	Director
C-E-173(002)-1	KENNEWICK	Citywide ADA Improvements	Construction	DE CN	0	0	Director
C-P-106(004)-1	KENT	132nd Avenue SE multi-use path	Bid Award	DE CN BA	471,601	-28,399	Director
C-P-111(003)-1	KIRKLAND	116th Avenue NE sidewalk improvements	Design	DE	0	0	Director
C-P-111(004)-1	KIRKLAND	RRFB project	Design	DE	0	0	Director
C-W-834(001)-1	LA CONNER	Pedestrian Improvements	Design	DE	0	0	Director



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C-W-187(002)-1	LONGVIEW	18th Avenue ADA Ramps	Design	DE	0	0	Director
C-P-205(001)-1	MAPLE VALLEY	Crosswalk safety RRFB	Design	DE	27,840	0	Director
C-P-143(001)-1	MARYSVILLE	Citywide ADA Ramps	Bid Award	DE CN BA	345,547	-114,753	Director
C-E-943(002)-1	MOXEE	Pedestrian Improvements	Design	DE	48,222	0	Director
C-P-117(001)-1	PACIFIC	New sidewalks	Design	DE	5,100	0	Director
C-E-883(001)-1	PATEROS	Commercial Avenue Multimodal Improvements	Design	DE	15,894	0	Board
C-P-027(003)-1	PIERCE COUNTY	Pedestrian improvements	Construction	DE CN	0	0	Director
C-W-151(002)-1	PORT TOWNSEND	Lawrence Street Pedestrian Improvements	Design	DE	49,000	0	Director
C-E-167(002)-1	PULLMAN	Downtown complete streets	Construction	DE CN	0	0	Director
C-W-971(001)-1	RAYMOND	Downtown Pedestrian Improvements	Design	DE	58,929	0	Director
C-W-950(001)-1	RIDGEFIELD	Hillhurst Pedestrian Improvements	Design	DE	24,000	0	Director
C-P-101(002)-1	SEATTLE	Lake Washington Blvd. renovations	Design	DE	0	0	Director
C-W-126(003)-1	SEDRO WOOLLEY	Sidewalk and ADA Ramp Upgrades	Construction	DE CN	0	0	Director
C-P-031(001)-1	SNOHOMISH COUNTY	Pedestrian improvements	Design	DE	31,249	0	Director
C-E-165(003)-1	SPOKANE	Traffic Calming - Cycle 10	Bid Award	DE CN BA	500,000	0	Director
C-P-131(003)-1	SUMNER	Pedestrian improvements	Design	DE	0	0	Director
C-E-179(001)-1	SUNNYSIDE	Citywide pedestrian improvements	Design	DE	53,845	0	Director



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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
C-P-128(003)-1	TACOMA	McKinley overlook complete streets	Construction	DE CN	62,530	0	Director
C-E-885(002)-1	TONASKET	Perfect Passage	Design	DE	0	0	Director
C-E-886(003)-1	TWISP	2024 Complete Streets	Construction	DE CN	0	0	Director
C-W-184(003)-1	VANCOUVER	Fourth Plain Boulevard	Construction	DE CN	0	0	Director
C-E-172(002)-1	WEST RICHLAND	School zone pedestrian improvements	Construction	DE CN	0	0	Director
C-E-172(003)-1	WEST RICHLAND	Candy Mountain pathway	Construction	DE CN	0	0	Director
C-W-978(001)-1	YELM	ADA Ramp Rehabilitation	Construction	DE CN	0	0	Director
Total CSP Change						-115,384	
LED Program							
S-P-137(001)-1	DUPONT	LED Streetlight Conversion	Contract Completion	CC	5,704	-5,846	Director
S-W-953(002)-1	KALAMA	LED Streetlight Conversion	Contract Completion	CC	33,623	0	Director
S-P-813(001)-1	ORTING	LED Streetlight Conversion	Bid Award	DE CN BA	49,000	0	Director
S-W-978(001)-1	YELM	LED Streetlight Conversion	Audit	CC FV AD	50,688	-62	Director
Total LED Change						-5,908	
SCAP Program							
6-E-930(006)-1	CLE ELUM	First Street	Contract Completion	CC	691,760	-27,089	Director
6-E-986(008)-1	COLFAX	Morton and Sumner Streets	Bid Award	BA	914,124	-372,128	Director



Washington State Transportation Improvement Board

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Reporting Period
From 03/01/2024 to 04/30/2024

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-E-859(003)-1	GRAND COULEE	James Saunder Street and Fortuyn Road	Bid Award	BA	824,918	24,918	Director
6-W-828(008)-1	LANGLEY	Saratoga Road	Construction	DE CN	0	0	Director
6-W-957(113)-1	MONTESANO	W. Pioneer Avenue	Bid Award	BA	155,610	-33,390	Director
6-E-882(011)-1	OROVILLE	Ironwood Street	Construction	CN	156,332	0	Director
6-P-135(005)-1	RUSTON	Park Street	Construction	CN	47,016	0	Director
6-E-865(006)-1	SOAP LAKE	Canna Street and 1st Avenue NE	Construction	CN	100,250	0	Director
6-E-865(007)-1	SOAP LAKE	Main Avenue W	Construction	CN	132,500	0	Director
6-W-974(108)-1	STEVENSON	1st Street	Construction	CN	0	0	Director
6-E-946(006)-1	WAPATO	S Naches Avenue	Construction	CN	93,005	0	Director
6-E-946(007)-1	WAPATO	N Ahtanum Avenue Reconstruction	Design	DE	93,195	0	Director
Total SCAP Change						-407,689	

SCPP Program

2-E-907(004)-1	ALBION	2024 Otta Seal	Bid Award	CN BA	657,597	-42,403	Director
2-E-922(002)-1	BENTON CITY	2024 Chip Seal	Bid Award	CN BA	305,111	5,514	Director
2-P-801(003)-1	CARNATION	2021 Overlay	Audit	CC FV AD	125,532	-65,375	Director
2-E-847(003)-1	CASHMERE	2024 Street Maintenance	Bid Award	BA	56,124	-164,157	Director
2-E-901(005)-1	CHEWELAH	2024 Street Maintenance	Construction	DE CN	0	0	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 03/01/2024 to 04/30/2024

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-901(006)-1	CHEWELAH	2024 Chip Seal	Design	DE	2,850	0	Director
2-E-930(006)-1	CLE ELUM	2022 Seal Coat Award	Bid Award	CN BA	62,017	20,218	Director
2-P-115(004)-1	CLYDE HILL	2024 Overlay	Bid Award	CN BA	137,444	-12,556	Director
2-E-986(004)-1	COLFAX	2024 Otta Seal	Bid Award	CN BA	891,464	-1,108,536	Director
2-W-827(013)-1	COUPEVILLE	2022 Overlay Award	Audit	CC FV AD	241,750	-7,639	Director
2-W-827(014)-1	COUPEVILLE	2022 Seal Coat Award	Audit	CC FV AD	77,390	-64,208	Director
2-E-924(010)-1	DAYTON	2024 Otta Seal	Bid Award	CN BA	2,000,000	0	Director
2-W-955(002)-1	ELMA	2024 Red Town Initiative	Construction	CN	23,750	0	Director
2-E-849(002)-1	ENTIAT	2024 Street Maintenance	Bid Award	BA	76,190	-5,035	Director
2-E-910(002)-1	FARMINGTON	2024 Otta Seal	Bid Award	CN BA	722,645	72,645	Director
2-E-858(008)-1	GEORGE	2022 Crack Seal	Contract Completion	CC	8,518	-12,137	Director
2-P-819(007)-1	GOLD BAR	9th Street Overlay	Construction	CN	27,303	0	Director
2-P-819(008)-1	GOLD BAR	2024 Seal Coat	Construction	CN	22,640	0	Director
2-E-860(005)-1	HARTLINE	2024 Chip Seal	Construction	DE CN	0	0	Director
2-E-842(001)-1	HATTON	2024 Otta Seal	Bid Award	CN BA	289,000	-161,000	Director
2-E-931(013)-1	KITTITAS	2024 Chip Seal	Bid Award	BA	51,826	28,991	Director
2-E-850(005)-1	LEAVENWORTH	2024 Scrub Seal - Red Town InitiativeIncre	Construction	CN	22,500	0	Director



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Reporting Period
From 03/01/2024 to 04/30/2024

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-W-970(003)-1	LONG BEACH	Ocean Beach Boulevard Overlay	Withdrawn	WD	0	-204,915	Director
2-W-970(004)-1	LONG BEACH	2023 Seal Coat Award	Withdrawn	WD	0	-200,000	Director
2-E-914(004)-1	MALDEN	2024 Otta Seal	Design	DE	15,000	0	Director
2-P-109(007)-1	MEDINA	2024 Overlay	Bid Award	CN BA	148,728	9,984	Director
2-W-957(014)-1	MONTESANO	2024 Street Maintenance	Construction	CN	0	0	Director
2-W-957(015)-1	MONTESANO	2024 W Pioneer Avenue Overlay	Construction	CN	0	0	Director
2-E-892(007)-1	NEWPORT	2024 Chip Seal	Bid Award	DE CN BA	126,426	1,426	Director
2-W-958(004)-1	OAKVILLE	2024 Red Town Initiative	Construction	CN	25,000	0	Director
2-W-971(003)-1	RAYMOND	2024 Red Town Initiative	Construction	CN	23,750	0	Director
2-E-873(007)-1	REARDAN	Gravel Street Otta Seal	Construction	CN	25,000	825,000	Director
2-E-855(004)-1	REPUBLIC	Gravel Street Otta Seal	Construction	CN	58,660	0	Director
2-E-865(010)-1	SOAP LAKE	2021 Small City Maintenance	Audit	CC FV AD	47,829	-171	Director
2-E-865(011)-1	SOAP LAKE	2024 Scrub Seal - Red Town Initiative	Construction	CN	25,000	0	Director
2-W-977(002)-1	TENINO	2024 Park Avenue Overlay	Construction	CN	44,175	0	Director
2-E-945(002)-1	TIETON	2024 Overlay	Bid Award	CN BA	97,276	-30,714	Director
2-E-945(003)-1	TIETON	2024 Street Maintenance	Bid Award	BA	41,521	-24,385	Director
2-E-920(001)-1	UNIONTOWN	2022 Seal Coat Award	Bid Award	BA	89,584	89,584	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 03/01/2024 to 04/30/2024

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-920(002)-1	UNIONTOWN	2023 Otta Seal	Bid Award	BA	550,000	100,000	Director
2-E-946(003)-1	WAPATO	2022 Crack Seal	Audit	CC AD	19,902	-27,551	Director
2-E-946(004)-1	WAPATO	2024 Otta Seal	Bid Award	CN BA	950,000	0	Director
2-E-936(006)-1	WHITE SALMON	2022 Seal Coat Award	Audit	CC FV AD	161,064	-111,580	Director
Total SCPP Change						-1,089,000	
SP Program							
P-P-103(P04)-1	BELLEVUE	NE 8th Street	Withdrawn	WD	32,990	-321,490	Director
P-E-912(P03)-1	LACROSSE	Main Avenue and 2nd Street Sidewalk	Bid Award	BA	585,040	-106,702	Director
P-W-959(P05)-1	OCEAN SHORES	Point Brown Pedestrian Crossing	Audit	CC FV AD	160,765	-8,955	Director
P-E-887(P01)-1	WINTHROP	Castle Avenue Sidewalk	Audit	CC FV AD	661,822	40,420	Director
Total SP Change						-396,727	
UAP Program							
8-1-114(009)-1	BOTHELL	Meridian Avenue Roundabout	Bid Award	BA	693,951	-106,049	Director
8-5-192(015)-1	CENTRALIA	S Gold Street	Construction	CN	65,478	0	Director
8-4-177(010)-1	COLLEGE PLACE	NE Damson Avenue	Bid Award	CN BA	1,261,405	134,699	Director
8-4-175(021)-1	ELLENSBURG	Pfenning Road Sidewalk	Construction	CN	176,602	0	Director
8-1-127(010)-1	GIG HARBOR	Wollochet Drive Signal	Bid Award	CN BA	1,227,050	160,050	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 03/01/2024 to 04/30/2024

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-106(034)-1	KENT	Reith Road	Bid Award	BA	1,834,250	239,250	Director
8-5-187(018)-1	LONGVIEW	Olympia Way and Nichols Blvd	Construction	CN	340,800	0	Director
8-1-205(006)-1	MAPLE VALLEY	Maple Valley Highway (SR 169)	Construction	CN	522,750	0	Director
8-2-157(011)-1	OAK HARBOR	NE 7th Avenue	Bid Award	CN BA	702,174	-135,011	Director
8-5-195(017)-1	OLYMPIA	Fones Road SE	Construction	CN	0	0	Director
8-4-174(021)-1	PASCO	Court Street Roundabout	Construction	CN	0	0	Director
8-2-150(010)-1	PORT ANGELES	8th Street	Construction	CN	23,069	0	Director
8-2-153(003)-1	PORT ORCHARD	Bethel Avenue	Bid Award	BA	985,493	-184,507	Director
8-1-102(039)-1	RENTON	SW 43rd Street	Design	DE	0	0	Director
8-4-182(008)-1	SELAH	E Goodlander Road Signal	Bid Award	CN BA	538,020	-74,790	Director
8-5-194(012)-1	SHELTON	Olympic Highway North	Design	DE	356,976	0	Director
8-1-031(016)-1	SNOHOMISH COUNTY	35th Avenue W	Bid Award	BA	3,062,777	-289,543	Director
8-3-032(073)-1	SPOKANE COUNTY	Lincoln Road	Audit	CC FV AD	1,092,500	0	Director
8-3-032(074)-1	SPOKANE COUNTY	57th Avenue	Audit	CC FV AD	1,504,084	84,143	Director
8-1-128(096)-1	TACOMA	E 64th Street	Bid Award	BA	3,026,443	-973,557	Director
8-5-034(017)-1	THURSTON COUNTY	Marvin Road SE	Construction	CN	0	0	Director
8-1-116(014)-1	TUKWILA	Southcenter Boulevard Signal	Design	DE	0	0	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 03/01/2024 to 04/30/2024

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-5-184(040)-1	VANCOUVER	SE 1st Street	Bid Award	BA	1,892,899	-107,101	Director
8-5-184(042)-1	VANCOUVER	NE 137th Avenue	Bid Award	BA	3,250,000	0	Director
8-3-160(032)-1	WENATCHEE	McKittrick Street	Bid Award	BA	1,913,123	-384,987	Director
8-4-180(028)-1	YAKIMA	Nob Hill Boulevard Improvements	Bid Award	BA	957,599	-261,721	Director
Total UAP Change						-1,899,124	
Total Change						-5,234,460	

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



**City of Ruston – Park Street
 TIB Funding Increase Request
 May 17, 2024**

BACKGROUND

The city of Ruston is a small city in northern Pierce County with a population of 1,065 and has a 5% match requirement for TIB funding.

In 2021, the board awarded the city of Ruston \$628,502 for the reconstruction of Park Street from the end of road to Bennett Street. The project includes reconstruction of the street, storm drainage, streetlights, and sidewalk with curb bulbs.

STATUS

During the design, it was determined the original estimate was not accurate and additional funding would likely be required. Bids were opened April 30, which confirmed the current project funding is inadequate and an increase from TIB would be requested.

The maximum TIB administrative cost increase is \$125,000 for small city arterial projects.

However, the city is requesting an increase of \$250,547 in TIB funds and board action is required.

The city’s original match was \$80,000 or 89%. With this request, the city match has been increased to \$248,804, and they have maintained the 89% match ratio of eligible costs.

Agency	Funding at application	Funding proposed at Bid Award
Ruston	\$80,000	\$248,804
TIB	\$628,502	\$879,049
Dept. of Commerce	\$0	\$250,000
Total	\$708,502	\$1,377,853

RECOMMENDATION

Staff recommends approval to increase \$250,547 in TIB Funds.



Scope Change and Increase Request City of Mabton – 2022 Citywide Crack Seal May 17, 2024

BACKGROUND

The city of Mabton is in Yakima County and has a population of 1,965.

In 2022, the city received TIB maintenance funding to complete a citywide crack seal project. The county committed to completing the work in 2023 for an estimated cost of \$105,510. The county was unable to allocate resources in 2023 and notified the city they could coordinate for conducting the work in 2024.

STATUS

Staff was notified in April 2024 that the county is not able to complete the work again this year. Since this project was already delayed a year, and further postponement of maintenance will cause additional deterioration of the streets, staff wanted to investigate other options for construction this year.

Considering the current street network and the competitive prices for Otta seal projects this year, TIB staff asked the city and their consultant to fast track putting an Otta seal project on ad. The project is currently on ad for bids to be opened May 15: bid results will be shared at the board meeting.

SCOPE CHANGE

The scope change is to change the project from a citywide crack seal to a citywide Otta seal project. The revised scope will also consider existing gravel street conversion to Otta seal if bid prices are reasonable. The proposed change is estimated to increase the project cost by approximately \$585,490 and will provide a much-improved preservation solution for the whole street, instead of just the cracks. Please see the table below for original and anticipated costs.

	TIB Funding	Local Funding	Total
Original scope	\$ 105,510	\$ 0	\$ 105,510
Revised scope	\$ 691,000*	\$ 0	\$ 691,000*
Change in funding	\$ 585,490*	\$0	\$ 585,490*

*Actual to be determined on May 15 and shared at board meeting

RECCOMENDATION

Depending on actual bid prices, it is anticipated the staff recommendation will be to approve the scope change and increase the TIB funding.



City of Roslyn- Out-of-Call Project Request

May 17, 2024

BACKGROUND

The city of Roslyn is in Klickitat County and has a population of 960 and has a 5% local match requirement.

As TIB staff reviews project applications, additional information is occasionally requested, or staff may need to further discuss the scope, schedule, or budget with the applicant before recommending the project to the board for funding.

Additionally, there are times when TIB staff learns of potential funding needs, partnerships, or other opportunities that do not align with the timelines of our yearly call for projects.

The city has unsuccessfully applied for funding to have the county chip seal several streets. During field reviews, it was determined the streets selected for treatment needed other significant rehabilitation or other treatment and the applications were deemed not appropriate.

STATUS

TIB staff worked with the city’s engineering consultant and the county to create a project that will prepare the streets for a future appropriate treatment, such as Otta seal. The county has committed to complete the pavement repair in their 2024 construction season setting up for a timely 2024 application to be submitted in August.

Agency	Scope	TIB Funding	Local Funding	Total
Roslyn	Citywide pavement repair and pre-level	\$300,000	\$15,790	\$315,790

RECOMMENDATION

TIB staff recommends approving \$300,000 as an out-of-call project for the county to complete pavement repair and pre-level.



**Preservation Criteria Updates
 May 17, 2024**

BACKGROUND

Each year, program criteria are reviewed and, if needed, proposed changes are brought before the board for consideration.

STATUS

Staff proposes updates to the Small City Preservation Program (SCPP) and Arterial Preservation Program (APP) criteria for the 2024 Call for Projects. A detailed list of the entire criteria set is attached, with proposed changes marked. A description of recommended updates is below.

Program	Analysis	Recommendation
Small City Preservation (SCPP)	Currently, we refer to chip seal as a treatment for rating. There are several other treatments that should be considered under a “sealcoat” umbrella (fog-seal, Otta seal, chip-seal, scrub-seal, slurry-seal, etc.).	<ul style="list-style-type: none"> All references to chip seal will be revised to sealcoat.
Arterial Preservation Program (APP)	Currently, HMA (hot mix asphalt) overlay is the only preservation treatment eligible for this program.	<ul style="list-style-type: none"> Approve sealcoat as an eligible preservation treatment.
Small City Preservation (SCPP) and Arterial Preservation Program (APP)	The current criteria include a breakdown of different levels of scoring related to the PCR that is observed in the field. This eliminates the opportunity for some grant requests on the higher or lower ranges to be provided points where there may be appropriate treatment depending on the context and classification of the street.	<ul style="list-style-type: none"> The breakdown of scoring will be eliminated and replaced with assignment of points based on visual inspection of existing pavement, consideration of treatment type proposed, and street context and usage.

RECOMMENDATION

Staff recommends adopting the updates to the Small City Preservation Program (SCPP) and Arterial Preservation Program (APP).

SMALL CITY PRESERVATION PROGRAM

Staff Rating Guidelines

Non-eligible Work

- Landscaping
- Major drainage
- New sidewalk where none exists
- Signage
- Guardrail

OVERLAY

Calculate Agency Rating **once** for each overlay application.

AGENCY RATING (20 pt max)

Economy of Scale (10 pt max)

- Documented response from provider 10
Letter or email with application
- Funded local street improvement (non-FHWA) 5

Deliverability (10 pt max)

- Past performance of TIB projects 0-10

SEGMENT RATING (80 pt max)

Calculate Segment Rating for **each** segment submitted.

- Preservation (overlay) 0-60
~~Medium Severe Alligator Cracking < 25 percent~~
Visual inspection of existing pavement to determine PCR
- ~~PCR over 65~~ 0
- ~~PCR between 60 & 35~~ 30-60
- ~~PCR less than 30~~ 0

Type of Route

- TIB Arterial 10
- Local Access 5

SMALL CITY PRESERVATION PROGRAM

Staff Rating Guidelines

Number of ADA ramps TIB is funding:

- None 10
- 1-5 7
- 6-9 5
- 10+ 0

SEALCOAT~~CHIP SEAL~~

Calculate Agency Rating **once** for each sealcoat~~Chip Seal~~ application.

AGENCY RATING (20 pt max)

Economy of Scale (10 pt max)

- Documented response from provider 0-10
Letter or email with application

Deliverability (10 pt max)

- Past performance of TIB projects 0-10

SEGMENT RATING (80 pt max)

- Preservation (sealcoat~~Chip Seal~~) 0-80
Visual inspection of existing pavement to determine PCR
 - ~~○ PCR over 80 0~~
 - ~~○ PCR between 80 & 40 10-80~~
 - ~~○ PCR less than 40 0~~

ARTERIAL PRESERVATION PROGRAM

Staff Rating Guidelines

ELIGIBLE WORK

- Overlay [and Sealcoat](#)
 - o Prep Work
 - o Striping
 - o Traffic Control
 - o Signal Detection [\(overlay only\)](#)
 - o ADA Ramps [\(overlay only\)](#)

AGENCY RATING (15 pt max)

Calculate Agency Rating **once** for each application.

Economy of Scale (10 pt max)

- Documented response from provider 10
Letter or email with application
- Funded local street improvement (non-FHWA) 5

Deliverability (5 pt max)

- Past performance of TIB projects 0-5

ARTERIAL PRESERVATION PROGRAM

Staff Rating Guidelines

SEGMENT RATING (85 pt max)

Calculate Segment Rating for **each** segment submitted.

Pavement Condition Rating 0-60

Visual inspection of existing pavement to determine PCR

~~● Preservation (Overlay)~~

~~Medium Severe Alligator Cracking < 25 percent~~

~~*Visual inspection of existing pavement to determine PCR*~~

~~○ PCR over 65 0~~

~~○ PCR between 60 & 35 30-60~~

~~○ PCR less than 30 0~~

Route Classification

- Principal Arterial 15
- Minor Arterial 10
- Collector 5

Number of ADA ramps TIB is funding:

- None 10
- 1-5 7
- 6-9 5
- 10+ 0



Early Complete Streets Opportunities- Round 2

May 17, 2024

BACKGROUND

In January, the board approved new criteria for the Complete Streets Program. The revised program was initiated for several key reasons:

- The Legislature added Climate Commitment Act (CCA) funding which almost doubled the historical program funding,
- The original nomination system from eight nominators was creating internal challenges for nominators and many small agencies struggled to compete; and
- TIB staff's ability to provide assistance and grant administration oversight was becoming increasingly difficult. After three nomination cycles, staff recommended aligning this program with the agency's traditional programs that are awarded every November/December.

The combination of increased funding, WAC revisions, reprogramming, and adjustments to align with other TIB programs has resulted in a projected two biennia of available grant funding. This is an estimated total of over \$60 million. This is with the assumption that Climate Commitment Act (CCA) funding will not be repealed. (If the CCA is repealed, the two biennial total is \$48 million.)

Since many types of Complete Streets projects can be constructed in a short time frame, staff recommended at the January 2024 board meeting an "Early Opportunities" grant funding option for qualifying agencies during the spring to fall 2024 construction season.

Staff recommended two "Early Opportunities" requests for grant funding to present to the board at the March and May board meetings.

STATUS

In March, the board approved 47 projects totaling \$19,877,839 in TIB awards for the first early opportunity round. The second early opportunity applications were due April 26 for consideration. As anticipated, staff received fewer applications (29) and is recommending 15 of those projects for approval, totalling \$3,858,739. In addition to advancing projects in 2024, the remaining \$30 million enables a more manageable Complete Streets Program size as part of the normal call for projects this year.

RECOMMENDATION

TIB staff recommends approving the Early Opportunity Complete Streets – Round 2 project funding, as presented.



2024 Program Call Size and Schedule Preview

May 17, 2024

BACKGROUND

Each year, TIB opens its call for projects in June, after the May board meeting. The annual call for projects covers TIB’s seven programs offered to counties, urban cities (population over 5,000) and small cities (population under 5,000).

STATUS

Typical assumptions and considerations made in the calculation for call size include:

- Outstanding obligations for current active projects (projection of annual expenditures),
- Out of call awards made during the year,
- Potential out of call awards for next year,
- Legislative budget authorization,
- Most recent state revenue forecast for each account (Transportation Improvement Account and the Small City Pavement and Sidewalk Account) and any other appropriations, and
- Projected schedule of expenditures for new commitments.

This year, the Complete Streets Program is following the same schedule and administrative process as the other six programs. The new schedule and process will not change the intent of funding projects that provide human scale infrastructure.

Proposed 2024 Program Size

Program	Proposed 2024 Call Size	2023 Final Approved Amounts
<i>Urban Programs</i> <ul style="list-style-type: none"> • Urban Arterial Program (UAP)/ Arterial Preservation Program (APP) • Active Transportation Program (ATP) 	\$82 Million \$8 Million	\$83.7 Million \$13.8 Million \$8.6 Million
<i>Small City Programs</i> <ul style="list-style-type: none"> • Small City Arterial Program (SCAP)/ Small City Preservation Program (SCPP)/ Small City Maintenance Program (SCMP) • Active Transportation Program (ATP) 	\$20 Million \$5 Million	\$15.1 Million \$8.6 Million \$2.3 Million \$5.2 Million
<i>Complete Streets Program</i> <ul style="list-style-type: none"> • For all agencies with an adopted complete streets ordinance. 	\$30 Million	Not offered
TOTAL	\$145 Million	\$137.3 Million

Adjustments may be made before the final staff recommendation to the board in November. Adjustments will be based on the quality, quantity, and mix of applications received, as well as any updates to TIB’s financial outlook.

Proposed Schedule

Date	Milestone
May 17, 2024	Preliminary program call size presented to board for approval
May 20, 2024	Applications posted and are available to agencies
May - June, 2024	Workshops offered for Urban and Small City programs
August 9, 2024	Grant applications due
November 21, 2024	Staff recommendation presented to the board
November 22, 2024	Recommended adoption of new projects

RECOMMENDATION

Approve the call size and schedule for the 2024 Call for Projects.



2025 TIB Meeting Schedule and Board Actions

Date	City	Board Actions
January 23 - 24	Olympia	Always in Olympia due to legislative session
March 27 - 28	Tacoma	Board typically reviews and adopts new grant criteria
May 15 - 16*	Wenatchee/Leavenworth	Board adopts preliminary grant sizes
September 25 - 26	Tri-Cities	Board receives preliminary grant application information, may take action to remove delayed projects
November 20 – 21*	Everett	Board adopts annual program

Meetings are held on the fourth Thursday & Friday of the meeting month. Please see below exception:

* Meeting date moved to the THIRD Thursday & Friday of the month due to Memorial Day & Thanksgiving (WSAC Nov. 18-20 ~ Spokane)



Delayed Projects Report

May 16, 2024

BACKGROUND

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

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

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

Agencies that may need to appear before the board have been involved in a two-year delayed projects process as outlined in WAC 479-05-213. Projects in Stage 1 Delay are required to submit an implementation plan that includes a committed advertisement date.

If the agency misses the agreed upon date set in Stage 1, the project moves to Stage 2. Projects in Stage 2 Delay are considered a contingency project and must appear before the board for reinstatement of construction funds. Grants are terminated for projects not reaching bid award within one year of moving to the contingency list.

TIB currently has 501 active projects: 98% of these projects are within targets established by the board.

Of the nine delayed projects reported:

- Eight projects are being reported to the board for the first time.
- One project (Yakima County) received board approval for a second contingency extension until September 2024 as part of their recovery strategy.

STATUS

Staff will continue to work with these agencies to establish expected performance dates and report to the board in September. If necessary, scheduled appearances before the board at subsequent meetings may occur.

RECOMMENDATION

No board action is required. An update will be provided in September for potential board action.

Delayed Projects

Agency	Program	Year Selected	Project Name	Delay Date	Delay Cause
Anacortes	UAP	2019	Commercial Avenue (SR 20 Spur)	July 2024	WSDOT & R/W
Concrete	SCAP	2021	Secondary Access	July 2024	R/W
Lake Forest Park	UAP	2019	SR 104	July 2024	R/W, Funding Gap, WSDOT oversight
Seattle	SP	2021	4th Avenue S Walkway	July 2024	WSDOT review & permitting
Bellevue	UAP (Const. only)	2022	150th Avenue	Jan 2024	WSDOT review
Lynnwood	UAP (Const. only)	2022	Poplar Way Bridge	Jan 2024	WSDOT & R/W
Mountlake Terrace	UAP (Const. only)	2022	56th Avenue W	Jan 2024	R/W, Funding Gap
Tacoma	UAP (Const. only)	2022	Sheridan Avenue Phase 1	Jan 2024	R/W
Yakima County	UAP	2016	Ahtanum Road-Yakima C/L to S 52nd Avenue	July 2021	Utilities & R/W

Indicates contingency project (Stage 2)

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POLITICS & GOVERNMENT

Updated: Richland public works director who built Duportail Bridge retiring after 30 years

BY TRI-CITY HERALD STAFF
UPDATED APRIL 03, 2024 11:03 AM



X



In 30 years with the city of Richland, Pete Rogalsky, P.E., helped lead countless initiatives, including construction of the Duportail Bridge. Rogalsky steps down this week. BOB BRAWDY
Tri-City Herald

RICHLAND, WA

Pete Rogalsky, P.E., Richland's longtime public works director, is stepping down almost 30 years to the day after he joined the city.

Rogalsky confirmed April 5 will be his last day. The city will hold a public reception to honor his contributions from 9-11 a.m., April 4, in the council chambers at city hall, 625 Swift Blvd.



Pete Rogalsky, P.C., Richland's longtime public works director, is stepping down after 30 years with the city. KIMBERLY TESKE FETROW *Image courtesy city of Richland*

Rogalsky joined the city as a civil engineer April 4, 1994 and became city engineer in 2003. He was promoted to public works director a year later and held the position for almost 20 years.

As the senior official for public works, Rogalsky oversaw countless city projects, [from construction of the Duportail Bridge](#) to waterworks to landfill updates.

The Richland City Council honored Rogalsky with a resolution honoring his contributions at its regular business meeting on April 2. When asked how he would spend his Tuesday evenings, typically reserved for city council sessions, an emotional Rogalsky joked that he will take a business-as-usual approach to retirement.

"I'm going to put out a RFP (request for proposals) and I expect multiple bidders," he told Mayor Theresa Richardson.

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Rogalsky and his team touched virtually every aspect of Richland civil life.

In addition to leading the frequently controversial Duportail Bridge project, he navigated countless legal and [bureaucratic challenges](#) to extend Center Parkway across railroad tracks near Columbia Center.

He oversaw upgrades to water and sewer systems, closed one landfill, opened another, implemented traffic impact fees to offset the cost of new development, established a pavement preservation program and undertook “street projects too numerous to count,” according to the city.

When the Center Parkway project began in late 2022, Rogalsky spoke at a groundbreaking ceremony.

It took 22 years of planning to get to that point, he said, joking that [Richland brought “stubbornness”](#) to the effort. The new stretch of road links Gage Boulevard in Kennewick to Tapteal Drive in Richland, opening areas along Highway 240 to new development.

Rogalsky came to Richland after earning a civil engineering degree from UCLA.

The city previously advertised the job with a full time salary of \$150,000-\$209,000. His successor has not been selected. Carlo D’Alessandro, transportation and development manager, will serve as interim public works director until a candidate is selected.

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This story was originally published April 2, 2024, 5:00 AM.

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305/Johnson Parkway roundabout project receives state award

By [Tyler Shuey](#) • April 25, 2024 1:30 am



City of Poulsbo courtesy photo The sun sets behind roundabout artwork made by Elijah Burnett.

The city of Poulsbo recently received the 2024 Public Works Project of the Year Award from the American Public Works Association Washington Chapter for the Highway 305/Johnson Parkway roundabout project.

The award was presented in the Transportation (Small Agency) \$5 million – \$25 million category. Winning projects are publicly owned and promote excellence in construction, management, and administration. The awards recognize the alliance between the managing agency, contractor, consultant, and their cooperative achievements for the good of their communities, a city news release state.

The city completed the \$20.5 million project to serve the east urban area and provide a regional connection for North Kitsap between 305 and Lincoln Road, to ensure public safety and promote regional economic vitality, quality of life, the importance of the environment, and the diversity of citizens through essential public infrastructure, per the release.

Along with the roundabout the project includes a new road connecting to Noll Road, a nonmotorized tunnel crossing under 305, a new shared-use path, native artwork, art installation and a Welcome sign at the roundabout, removal of a fish barrier on Bjorgen Creek, and construction, restoration, and enhancement of 2.5 acres of wetlands.

Johnson Parkway is the biggest transportation project the city has undertaken. Construction started in January 2021 and finished in June of 2023.

The roundabout was funded by Connecting Washington Funds from the legislature, spearheaded by then state Sen. Christine Rolfes, who is now a Kitsap County commissioner. Other elements were funded by the city, Transportation Improvement Board, Federal Highway Administration, State Transportation Plan funds and city utility funds.

The primary contractor was Active Construction, Inc. out of Tacoma and the primary consultant was Parametrix out of Seattle. City Public Works superintendent Mike Lund, Parametrix senior consultant Mallory Wild, city engineer Josh Ranes, city senior field inspector Joe Smith, and city senior contract administrator April Zieman accepted the award in Vancouver last month.

Discovery Road improvements near completion



A revamped Discovery Road features fresh asphalt, a divided roadway, new sidewalk cuts and pedestrian access, and a two-lane bike path. City officials say the project is on schedule and should be finished, weather permitting, in June.

Photo by James Robinson

Posted Wednesday, April 24, 2024 12:00 am

By James Robinson

With utility lines buried and fresh asphalt laid, the Discovery Road project is well underway and appears to be on schedule, according to city staff.

“The project is being completed in the timeframe that was expected,” said Laura Parsons, project lead and civil engineer for the City of Port Townsend. “It is very difficult to predict the precise schedule of a large construction project because there are many unknowns, including, for example, the influence of weather.”

She said the city anticipates the majority of the project will be completed by the time of the ribbon-cutting ceremony scheduled for June 15.

The project area lies between the Rainier Street roundabout and Salish Coast Elementary School. It is about three quarters of a mile long and includes a portion of divided roadway,

sidewalks, a two-lane bikeway, enhanced pedestrian crossings, new street lighting, and new connections with existing bike and pedestrian routes.

The east end of the project will tie into the existing sidewalk and bikeway by Salish Coast Elementary School. The west end will tie into the existing sidewalk and bikeway by the Rainier Street roundabout.

Paving will be done in two phases, with the first phase of paving completed April 10. That paving included two inches of fresh asphalt on the roadway and the bike path from 14th Street to McClellan Street. Sidewalk work was also “mostly complete from McClellan to 14th streets,” Parsons said.

Discovery Road at 14th Street was closed on April 22.

Crews plan to lay the final two inches of asphalt from 14th to McClellan streets and between Rainier and 14th Streets in mid- to late May. The raised crosswalk at Sherman Street near Salish Coast Elementary also will be installed mid- to late May.

In addition, Parsons said, sidewalk work remains between 14th street and the Rainier Street roundabout, as does bikeway paving between 14th street and the roundabout, construction of a cul-de-sac at 14th Street adjacent to Discovery Road, and landscaping, installation of streetlights, signs, striping, and bus stop shelters.

When paving occurs in late May, drivers can expect delays of up to one hour.

The project will cost about \$5.5 million when complete.

“A project of this scale requires many years of planning and a combination of federal, state, and local dollars, all of which are identified specifically for this project,” Parsons said. This project’s grant funding is from the Transportation Improvement Board (TIB), Washington State’s Pedestrian and Bicycle Safety Program, and the Regional Surface Transportation Program (STP). The City went through a rigorous grant application process, and could only use the awarded funding for the Discovery Road Project, she said.

According to project materials, the city received grant funding in 2018, 2019 and 2020. The City received state Pedestrian & Bicycle Safety Program funding for \$1.4 million and federal Regional Surface Transportation Program (STP) funds for \$621,515. The City also received a grant from the state Transportation Improvement Board (TIB) for \$2.5 million. The City match, including utility funding, brings the current total project budget to \$5.5 million.

“With \$5.5 million, the City can afford to install bikeway, pedestrian facilities as well as reconstruct the roadway,” according to city documents.

The ribbon-cutting ceremony is scheduled from 2 to 4 p.m. on Saturday June 15.



Marine Drive in Port Angeles, shown Tuesday, is slated for repaving this summer to replace the aging and frequently-patched road surface. (KEITH THORPE/PENINSULA DAILY NEWS)

Bumpy section of Port Angeles' Marine Drive to be repaved

- by [Brian Gawley](#)
- Thursday, March 14, 2024 7:42am
- [NewsAs seen on Instagram...Clallam County](#)

PORT ANGELES — Bids for repaving and improving Marine Drive between the Tumwater Truck Route and Hill Street will be opened March 21 with construction beginning sometime after June 15, according to City of Port Angeles spokeswoman Jessica Straits.

The estimated \$1.1 million project will include removing and replacing the existing 1.1 miles of roadway, new traffic markings, plus removal and replacement of curbs, ramps and sidewalks, according to the project specifics. It won't begin before June 17 so hot asphalt can be available.

Mike Healy, the city's public works director, said the project will be funded by a \$740,149 grant from the state Transportation Improvement Board and a \$180,000 credit from contractor Scarsella Bros. of Kent, which did the wastewater capacity improvements last year.

"We had in (the contract) repaving of an area that was disturbed; the contractor had to replace the area torn up," Healy said.

However, Scarsella only applied cold mix, which doesn't work as well, because the weather wasn't warm enough for hot asphalt, he said.

“The capacity contractor (Scarsella) will bring it up to code. We got a grant to pave from curb to curb. When we get the bids, we will sit down with the low bidder for a pre-construction meeting and see how it goes. The funding is within the engineer's estimate, so I'm pretty confident about it,” Healy said.

The wastewater capacity improvement project replaced the Pump Station 3 (Hill Street and Marine Drive) force main and increased capacity of the West Fourth Street sewer from the intersection of Milwaukee Drive and N Street to the intersection of Fourth Street and Evans Avenue.

The area contains 41 percent of the city's utility customers and a significant portion of the city's projected growth, according to the city's website.

Burlington sees increase in cost for East-West Connector road

VINCE RICHARDSON Skagit Valley Herald
Apr 9, 2024





The Burlington East-West Connector road is photographed while under construction April 2.
Oliver Hamlin / Skagit Valley Herald

BURLINGTON — The city of Burlington is looking for ways to cover the increased cost of its East-West Connector road project.

The road will connect South Burlington Boulevard to South Walnut Street. It will meet up with South Burlington Boulevard at Costco Drive and with South Walnut Street at East McCorquedale Road.

The road, which is expected to be completed in November, will open up nine acres of commercial and residential land to development, which will include a 120-unit apartment complex.



In 2017, cost to build the quarter-mile road was estimated at \$3.6 million. The current estimate is \$5.7 million.

The increased cost has been an intense topic of conversation at City Council meetings.

“We now have a financial challenge in front of us,” city Public Works Director Marv Pulst said.

The city is looking at all avenues to close the funding gap — from getting money from outside sources to funding the shortfall itself.

“If push comes to shove and we cannot get outside funding, then we are looking at different ways to restructure our internal finances to accommodate the additional cost,” Pulst said.

Pulst said the city could draw from its sewer and stormwater funds to pay for those parts of the project.

“We certainly don't want to do that — drawing from other departments to piece together the funding gap — but if we have to we will have to do it internally,” he said.

Pulst attributes the increased cost to the COVID-19 pandemic, inflation, the cost of installing what are known as bioretention cells and the requirements by the state Transportation Improvement Board for putting the project out to bid.

"The primary contributor was the whole effect of the pandemic and the tremendous inflation it brought to the construction industry," he said. "That was the primary driver."

The Transportation Improvement Board has provided \$2.7 million for the project and the Skagit County Economic Development Program \$830,000.

In order to get the Transportation Improvement Board funding, the city had to put the project out to bid in June 2023.

"You never go out for bid in the summer, when everyone is loaded up with work and are probably not interested in bidding on your project and they are not interested in giving you the best price," Pulst said.

"So we got forced into a bad situation in terms of putting our project on the street. Typically, we wait until December or January to go out for bid."

As it became apparent during the pandemic that the cost of the project would increase, Pulst asked the Transportation Improvement Board for more funding.

The board, however, chose not to come to the project's aid.

"Frankly, I was astounded when they said no," Pulst said.

"Unfortunately, they didn't come through for us."



Then there are the costs associated with bioretention cells, which are landscaped depressions responsible for the capture and filtration of stormwater runoff from impervious surfaces.

Pulst said these cells are required by stormwater management regulations.

"It is also the design feature that has really driven up the cost of this project," he said.

The funding shortfall is just the latest challenge for a project that has faced them in the planning stage, in the design phase and through right-of-way procurement that included negotiations involving five properties.

The building of the road necessitated construction of a new building for the Skagit Cycle Center, which currently sits in the road's path on South Burlington Boulevard.

"The replacement bike shop is under construction and the bike shop is looking for partial occupancy the first part of May," Pulst said. "And we will be able to move the rest of the business over at the end of May and be in a position in June to demolish the existing shop."

The road will also improve access to La Quinta Inn & Suites, which sits on South Burlington Boulevard just north of the new road. The hotel opened in June 2019.

Vince Richardson can be reached at 360-416-2181, vrichardson@skagitpublishing.com

Vince Richardson

Newsroom



12th and Commercial Roundabout to be reconsidered at March 25 council meeting

- [CALEB SPROUS @goanacortes](#)
- 6 hrs ago



A rendering of the potential 12th and Commercial Ave. roundabout from the City of Anacortes website. The roundabout will be reconsidered by the city council at their March 25 meeting.

During the Committee Reports segment of the March 18 City of Anacortes City Council meeting, Councilmember Ryan Walters reported the city's Public Works Committee had recommended the council reconsider the proposed 12th and Commercial roundabout.

"(The Public Works Committee) had some additional questions and concerns after the presentation from two weeks ago, and our conclusion based on the information that we obtained in that meeting is that we should be reconsidering whether we pursue a roundabout at 12th and Commercial," Walters said.

As part of the Commercial Avenue Complete Street Project, the roundabout and other proposed changes to the corridor aimed to improve safety for pedestrians and bikers, and to improve economic development between 11th and 34th streets, according to the city's website.

The last vote by council took place in 2021, when the council unanimously voted to pursue a roundabout design for the 12th and Commercial intersection. The Anacortes American reported in 2021 that city staff and engineers had recommended the roundabout at the intersection.

The first phase of the project was estimated at \$5.5 million.

After announcing the Public Works Committee's recommendation, Walters told the meeting's attendees the cost of the project exceeds the total of grant receipts by the city for the project.

"I think we always knew (this) was going to be the case, but we are running up against hard timelines," Walters said. "We don't know the final cost of the project at this point.

An additional concern noted by Walters was that construction for the intersection could last for six months.

The recommendation from the committee is for council to revisit the proposed roundabout at their March 25 meeting. In a Tuesday email, Walters told the Anacortes American the question to reconsider the roundabout will be on the next council agenda.

"We wanted to get that in front of you right away because if we do want to change course, there are instructions we got to give our consultants to minimize the damage to what we've spent on the grant so far," Walters said at the March 18 meeting.

Mayor Matt Miller noted the consultant is approaching 60% design on the project and a prompt decision from council "would be better."

City backtracks on 12th and Commercial roundabout, will pursue signalized intersection

- [CALEB SPROUS @goanacortes](#)
- 18 hrs ago

The City of Anacortes reversed its course on pursuing a roundabout at 12th and Commercial following a City Council vote at their April 1 meeting.

With the roundabout design no longer in play, the Anacortes City Council has elected to pursue a signalized intersection in its stead.

The 12th and Commercial roundabout was conceived as part of the city's Complete Streets Project.

In 2019, the City of Anacortes City Council unanimously voted to pursue the design of a roundabout at the 12th and Commercial intersection as part of the project. According to the city's website, the project intends to improve multimodal transportation, such as walking, riding a bike or using transit.

Alta Planning + Design is contracted with the city for the project, and the city council authorized the contractor to proceed to 30% design of the roundabout at the intersection in Aug. 2023.

"For members of the public, I think it's important to realize, yes, we spent money on a 30% design, but that's one of the reasons why you do spend money on the 30% design. To find out ... we were still not satisfied with the answers that we got ..." Mayor Matt Miller said.

"Is it really going to make difference in pedestrian safety? Is it really going to make a difference in traffic flow?" he said.

Most recently, Alta Planning provided a project update at the March 4 city council meeting.

According to a presentation by City of Anacortes Public Works Director Andy Rheume at the city council's April 1 meeting, the total cost of the project is estimated to be roughly \$5.2 million, land acquisitions needed for the project not included.

So far, the city has spend \$465,000 toward the project, \$355,000 of that total coming from grants and \$109,000 in city funds.

Washington State Department of Transportation awarded \$2.6 million in grant funding toward the Complete Streets project. However, with the city council electing to change course, the city

will need to submit a letter expressing their intent to change the project's scope and provide a new project timeline.

"Approval of continued grant funding will be contingent on WADOT's approval of the city's changing proposed scope and schedule," Rheume said at the April 1 meeting. "In other words, we are rather likely to have the change in scope and schedule accepted, but we do run a chance that WADOT- there's no guarantees that WADOT continues to fund the project."

Rheume added discussions with WADOT sounded positive and demonstrated the state entity's willingness to work with the city on the changes.

Reconsideration of the roundabout stemmed from the city's Public Works Committee raising potential issues with the project, including a looming deadline for one of the project's grant funding sources, according to comments made by Councilmember Ryan Walters at the April 1 meeting.

"... We may not really like the outcome of, there may not be a substantial improvement to the intersection, but also that we don't have the money for the construction estimate," Walters said.

Additionally, the councilmember disputed the roughly \$5 million projected cost of the Complete Streets project, referring to the estimate as five years old and assuming the cost would exceed \$6 million with inflation.

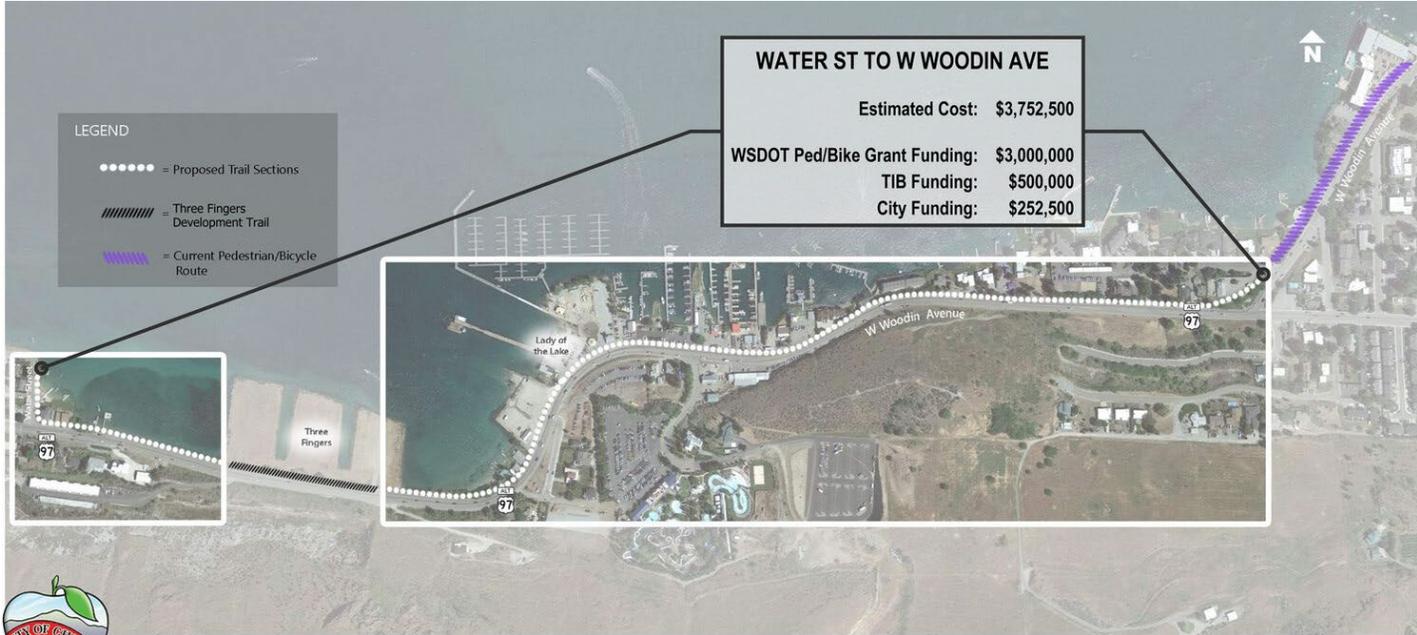
Following discussion of the project, City Councilmember T.J. Fantini motioned for the city to proceed with a signalized intersection in place of a roundabout at the intersection of 12th and Commercial. His motion was seconded by Walters and the decision was approved with a unanimous 6-0 vote.

According to remarks by Rheume at the April 1 meeting, the signalized intersection will operate with technology which detects vehicles to minimize wait times.

"There's different technologies nowadays," he said. "... if you're the only one there and there's no one else coming, (the traffic signal) will switch right for you."

The signalized intersection is expected to cost less than the roundabout, according to comments by Rheume.

Funding moves Lakeside Trail from priority toward reality



CITY OF CHELAN - LAKESIDE TRAIL/PATHWAY



The new Lakeside Trail will extend from Water Street on the west to downtown Chelan.
 COURTESY OF CITY OF CHELAN/SCJ ALLIANCE

[Previous](#) [Next](#)



Posted Wednesday, April 3, 2024 7:46 pm
 By MIKE MALTAIS
 Ward Media Staff Reporter

CHELAN—City residents and visitors will soon see a new addition along a portion of SR 97 south of Lake Chelan, thanks to a recent grant from the Washington State Department of Transportation (WSDOT).

At the city council workshop on Tuesday, April 2, the city public works team announced that it received \$3 million in grant funding last year from WSDOT’s Pedestrian and Bicycle Program to complete the Lakeside Trail from Water Street to West Woodin Avenue in downtown Chelan.

The state Transportation Improvement Board (TIB) is providing an additional \$500,000 and the city is kicking in \$252,500 to bring the total funding package to \$3,725,500.

“We’re sitting very favorable from an advance funding perspective to be able to execute a project that has long been a priority of the city,” said SCJ Alliance Project Manager Dan Ireland.

The SCJ team previewed the trail project PowerPoint for workshop feedback.

“We’re in the infancy stage of this project,” said Ireland “It’s already being used, just in an informal way and we are going to make it more adaptable to all people, all users, and all abilities.”

Ireland noted that in addition to funding, WSDOT would also participate.

“DOT’s going to be very much involved in the process because it’s their right-of-way,” Ireland said. “It’s going to be a pretty heavily used trail.”

Project Engineer Caitlin Mehall introduced the various design renderings for buffer strips and other features.

“We’re looking at two different styles of roadway,” said Mehall, contrasting the more residential with the commercial areas.

The projected development timeline is:

- 30 percent design development by April 1.
- 60 percent design development by June 1.
- 90 percent design development by August 1.
- Community outreach – Environmental by Sept. 1.
- Final contract plans by Oct. 1
- Right-of-way finalized by Oct. 1.
- Out for bid October-November.
- Contract award December 2024-January 2025.
- Construction completed by June 2025.

Coupeville walkway projects move forward

The walkway improvements on Front Street and Main Street in Coupeville will finally happen.

By [Luisa Loi](#) • April 23, 2024 1:30 am



The Front Street boardwalk in Coupeville will be replaced.

After some waiting, the walkway improvements on Front Street and Main Street in Coupeville will finally happen.

During a meeting with the town council on April 9, Mayor Molly Hughes said these projects are long overdue and have been in the town's budget for three years but had to be set aside as there were other important projects that needed to be dealt with first.

The public is invited to a meeting that will be held at 6 p.m. on May 7 at the Coupeville Recreation Hall to learn more about the projects and provide input.

Both projects together will cost a total of about \$700,000, according to Public Works Director Joe Grogan, and work will begin in the fall after tourist season and be finished by the end of the year.

According to the mayor, the Washington Transportation Improvement Board combined both projects together, providing the town with grant funds that would cover 37% of the cost for each project, with the rest being covered by the town.

To Hughes and Grogan, this is unfortunate as, in other circumstances, the Main Street Sidewalk project alone could have received 95% of the funding in grants, they said at the meeting.

This union and the smaller-than-usual allocation for Main Street, Hughes said, were a result of the complexity of the Front Street boardwalk project, which is much more complex than the projects the Transportation Improvement Board is used to.

The Front Street part of the project involves about 150 feet of boardwalk that represents a safety risk as parts of it are failing. While it has been reinforced with stainless hardware as a temporary fix, the wood needs to be replaced, Grogan said, adding that boardwalks are high maintenance.

According to the current engineering estimations, Grogan said in an interview, the project might cost between \$555,000 and \$572,000.

Another risk, he said, lies in the location of the boardwalk, which is at the edge of a bank — the buildings stand on pilings. The new boardwalk will be “anchored” to the bank. Furthermore, the new boardwalk will have a stormwater collection system as it lacks one in its current state, which Grogan said is contributing to the erosion of the bank.

Furthermore, the new walkway will have better access for people with disabilities.

The Main Street sidewalk project will cost about \$170,000, and will involve the construction of a one block sidewalk connection from Coveland Street to Front Street on the east side of Main Street.

During the meeting, Councilmember Pat Powell and some members of the public expressed concern over the lack of prior communication with the community, to which Hughes said a community meeting was already part of the plan and that the design is still unfinished.

Several community members also voiced their concerns over losing the boardwalk’s historic character, the challenge of accessing buildings during construction work and the risk of destabilizing the slope and contributing to bank erosion.

The aesthetics and material of the new boardwalk, Grogan said in the interview, have yet to be determined but are not his priority as he said he is advocating for a safe walkway that is accessible to all.

“Safety is paramount to the town,” he said. “We have elderly tourists visiting here year round and only one ADA access to the entire north sidewalk.”

The next step is to complete the design of the projects, which is currently at 75%, and start the bidding process.

This street extension project in Lacey is finally about to begin, city says

Story by Rolf Boone, The Olympian (Olympia, Wash.)

• 4h • 2 min read

Mar. 29—The College Street Northeast extension, a project that apparently has been decades in the making, could finally go out to bid later this year, a city official told Lacey City Council at a recent work session.

The project would extend the street from Eighth Avenue Northeast to 15th Avenue Northeast.

How long has the city been working toward this goal? Lacey Mayor Andy Ryder, who recently turned 50, said he could recall seeing a sign announcing the future extension when he was a student at Chinook Middle School.

"It's been in the works a while," said Public Works Director Scott Egger.

As part of the extension, the city had to acquire right of way or negotiate construction easements for 13 properties. Nine of those have been secured with four more to go. Those final agreements are expected to be settled in the next month or so, according to information shared during the work session.

Mayor Ryder asked whether fences along the extension will be built. As part of the negotiations, every property owner between Eighth Avenue and 15th Avenue will receive a fence, he was told.

Once that happens, the project could go out to bid later this spring. It is estimated the project will take 250 working days and be complete toward the end of summer 2025.

Some other construction updates the council heard:

— Golf Club Road Southeast: This \$6.5 million project to replace water and sewer lines, which actually began on Lacey Boulevard Southeast in June 2023 before turning south onto Golf Club Road, is nearly complete, said city design and construction manager Ashley Smith. The street is currently being repaved — work that is expected to be complete in mid-April — followed by re-stripping of the street in May.

"It's just an infrastructure upgrade," said Smith in June 2023 about the project. She added that the infrastructure in the area was "very old."

— Terry Cargil Reservoir: This \$8.5 million project to build a 1.25 million-gallon water tower at 4504 B Intelco Loop SE is also nearly done. The top of it has been installed and now it will be blasted and coated. A section of Intelco Loop also has to be repaved. It is set to be complete in the third quarter of this year.

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Nine months later, Longview crews prepare to open 46th Avenue bridge

- [Brennen Kauffman](#)
- 6 hrs ago

April should see the final steps of the road improvements and new bridge that have been under construction on 46th Avenue for nine months.

The multi-million project is improving the [road surface between Ocean Beach Highway and Olympia Way](#), replacing the bridge over the slough, and adding blocks of sidewalks to the neighborhood.

Officials said the final painting and lane lines for the road should be completed by the end of April.

This week construction crews from Rotschy Inc. started to finalize their work on the bridge, which has delayed the project.

Darin Kysar, project manager for Rotschy Inc., said the bridge work should be finished enough to reopen the road to traffic in about two weeks. The concrete for the bridge's surface and side barriers was poured Tuesday and Wednesday.

A construction worker drives an excavator across the 46th Avenue bridge on Monday, March 25 in Longview. Crews aim to open the road to traffic in the next few weeks.

Why the delay?

The road reconstruction has been in the works since late 2019, when [the city received a \\$3 million grant](#) from the state Transportation Improvement Board. The Longview City Council approved a \$4.7 million bid for the project in early 2023.

The total funding for the project is around \$5 million, with Longview providing \$1.1 million through the water and sewer fund and the remaining funds coming from a federal transportation grant.

Construction was originally expected to be finished well before the end of 2023 but the engineers ran into issues with the groundwater and overall ground quality around the bridge.

Longview city engineer Sam Barham said the site had to install six dewatering wells under the bridge to dry out and stabilize the area. Kysar said it took longer than expected for the massive support poles that were driven into the ground to stabilize enough for the current construction.

Safe route to school

Mary Townsend has been living next to the bridge construction process since June. As the construction crews worked on the bridge Monday afternoon with excavators and grinders, Townsend stood on the newly-built sidewalk in front of her house talking to the workers.

Mary Townsend, left, talks to construction workers building the 46th Avenue bridge on Monday, March 25 in Longview. Townsend lives next to the construction that has been going on since June.

Townsend said she was happy the city was doing the work despite the noise and frequent detours. The road, dotted with pot holes, had been roughly maintained for years.

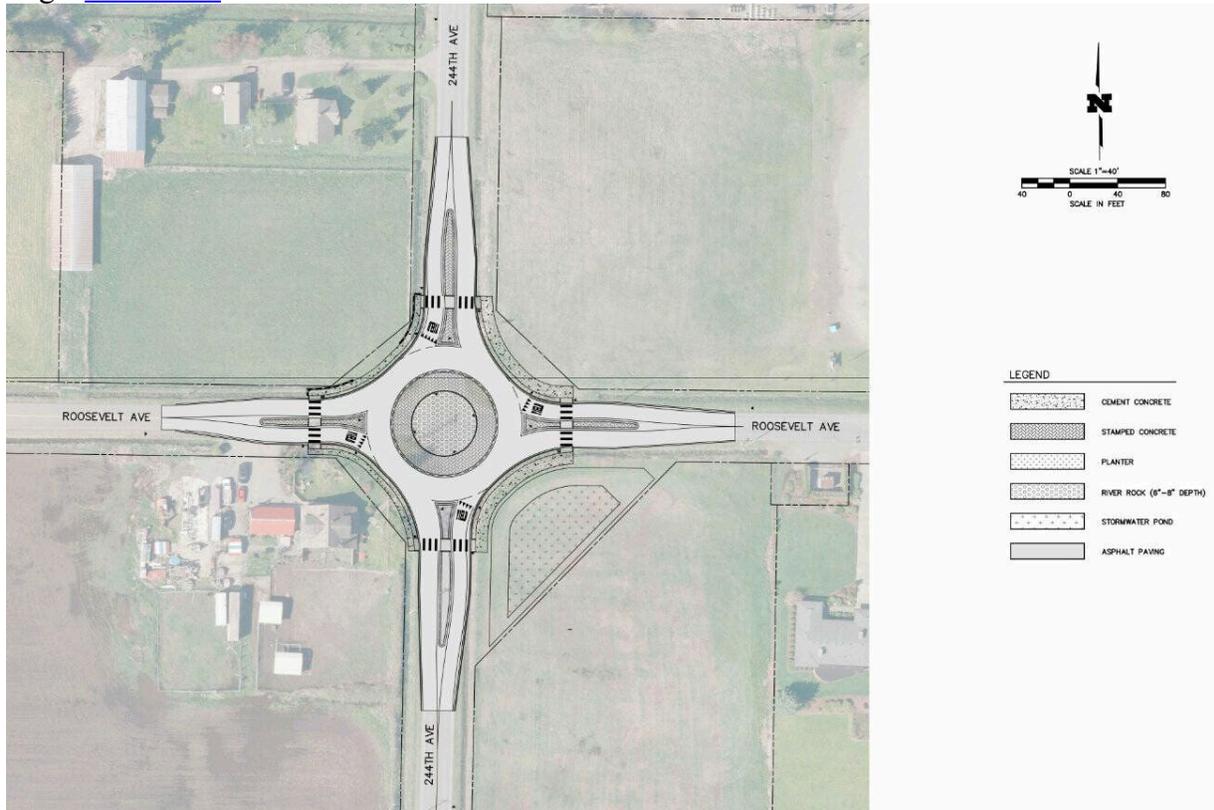
In addition to the road improvements, the project adds and expands the sidewalks on both sides of the street, which makes it easier for neighborhood kids to get to Robert Gray Elementary School. One of the primary goals for the project was creating a safer route to the school.

Roundabout coming to Roosevelt and 244th

Drivers should note that portions of Roosevelt will be closed during summer construction.

By [Ray Miller-Still](#) • April 8, 2024 1:40 pm

Tags: [Enumclaw](#)



sketch of how the one-lane roundabout at the Roosevelt Avenue and 244th Avenue intersection will look like, once construction is completed in September. Image courtesy of the city of Enumclaw

Another roundabout is coming to Enumclaw.

The Enumclaw City Council awarded a bid to Maple Valley-based Sascon LLC to replace the two stop signs on Roosevelt Avenue at the intersection of Roosevelt and 244th Avenue (just south of the Veterans of Foreign Wars building) for a single-lane roundabout during its March 11 meeting.

The total cost of the project is expected to be just under \$1.1 million; the city will be paying more than \$784,000 from collected impact fee funds (not the general budget) and a \$558,000 grant from the Washington State Transportation Improvement Board. Most of the project will be constructing the roundabout, but there will also be sewer and gas line improvements made in the area.

According to city documents, the intersection has a “failing level of service,” which, in plain English, means the intersection caused “significant” vehicle delays, as drivers often found themselves being unable to turn onto 244th at the two-way stop, Enumclaw City Administrator Chris Searcy said in an email interview.

Not only that, but there’s been an average of three car crashes or other incidents (falling into a ditch, running into street signs, etc.) at this intersection per year. Only a one crash in recent years resulted in a “suspected” serious injury, and there have been no fatalities reported.

Putting in a roundabout is expected to increase safety at the intersection, as roundabouts in general reduce up to 37% of all collisions, according to the Washington State Department of Transportation.

Most construction is slated to take place between June 17 and Sept. 24. Drivers can expect 244th to remain open during construction, but portions of Roosevelt will be closed and detours put in place.

OTHER PROJECTS

This roundabout project is not the only one slated for this summer and fall, though this undertaking is by far the largest and most expensive planned for this year.

AdChoices 

According to the city of Enumclaw’s 2023-2026 Transportation Improvement Program (TIP), there are numerous pavement preservation projects planned for around the city, including on 268th Avenue, from McHugh Avenue to the northern city limits; Monroe Street, from SR 410 to Railroad Street; Watson Street, from Dickson Avenue to Bongard Avenue; and 244th, from McDougall to the southern city limits.

Finally, there are a few sidewalk extensions, from Boyle Street to 244th Avenue; Farrelly Street to Okerlund Drive; and Bondegard Avenue to Dickson Avenue.

The TIP is expected to be updated this summer, with new estimated costs, completion years, and, possibly, brand new projects.

Groundbreaking Begins on East Marginal Way Improvement Project: Upgrades and Safety Enhancements Coming to Our Local Streets

15 hours ago

Seattle Mayor Bruce Harrell, the Seattle Department of Transportation (SDOT), and project partners have started the East Marginal Way Corridor Improvement Project. The project aims to upgrade streets for heavy freight, improve safety, and add protected bike facilities. Partners include the Port of Seattle, the SODO Business Improvement Area, the maritime community, freight haulers, and federal and state transportation agencies.

The project will add features to improve the area. These include signal upgrades and weigh-in-motion technology for better access to the Port and industrial lands. Bike enhancements will include protected bike lanes and signalized bike crossings. The project aligns with the city's Vision Zero Commitment, which aims to eliminate traffic-related deaths or serious injuries.

The project focuses on three transportation challenges: safety, mobility, and street maintenance. It aims to improve safety and reliability, support heavy freight loads, promote efficiency, and separate non-motorized and vehicle traffic.

Construction will start from S Spokane Street to S Atlantic Street. This phase includes utility upgrades and a new water main installation before repaving the street. Future phases will continue to improve safety and mobility, depending on funding availability.

The project has support from the Biden-Harris Administration, Senators Patty Murray and Maria Cantwell, Congress members Pramila Jayapal and Adam Smith, and others. Additional funding comes from the Federal Highway Administration, the RAISE grant program, and the Puget Sound Regional Council. The project is a key step in improving the city's infrastructure and travel safety.



Crews will finish the third and final phase of raising 76th Avenue South between South 212th Street and South 228th Street to curtail the flooding from Mill Creek. COURTESY PHOTO, City of Kent

Crews to begin work on \$13.8 million final phase of 76th Avenue upgrade

Street to be raised above Mill Creek floodplain, paved with concrete; bridges to replace culverts

- by [Steve Hunter](#)
- Thursday, March 21, 2024 1:25pm
- [News](#)

Crews will start construction next month in Kent on the third and final phase of raising 76th Avenue South to curtail flooding from Mill Creek that has hampered the street for years.

The Kent City Council approved a \$13.8 million bid in February for the project, with about \$11 million covered by state grants and the rest by the city. The work is along [76th Avenue South between South 212th Street and South 228th Street](#).

“Without these funding partners, the city would not be able to complete the project at this time,” City Public Works Director Chad Bieren said in a March 20 email.

The city received grants of \$5 million from the Washington State Freight Mobility Strategic Investment Board; \$3 million from the state Department of Ecology; and \$3 million from the Washington State Transportation Improvement Board, Bieren said. The city will cover its portion with monies from its street fund (property taxes) and storm drainage utility fund (fees).

“This is the south phase of a three-phase project to raise the road out of the Mill Creek floodplain and pave with concrete to improve the lifecycle of the street surface,” Bieren said. “The project will replace five undersized culverts with three new bridges to improve fish habitat and creek conveyance.”

The council approved a \$4.4 million bid for the first phase of the project in 2020, including a \$2.5 million grant from the state Transportation Improvement Board. That work was completed in 2021. Crews finished the \$4 million second phase in 2023, which included a \$3.48 million grant from the Puget Sound Regional Council.

Kent received a lot of grant help in part because the street serves approximately 5,800 businesses employing more than 77,000 people, according to city documents. Aerospace company Blue Origin is the largest employer along the street.

“This is the last 1,200 feet of the roadway raising,” Bieren said.

The project raises the existing road surface above the Federal Emergency Management Agency (FEMA) 100-year flood elevation with a concrete roadway. Crews also will remove eight deficient culverts at five locations; construct two voided slab concrete girder bridges and one steel girder bridge; expand the Mill Creek channel; and construct fish habitat improvements.

Tacoma-based Active Construction Inc. submitted the lowest and responsive bid out of three bids received, according to city documents.

“We expect work to start late April/early May with all construction completed fall 2025 – a two-year construction season is necessary due to work in and around Mill Creek.” Bieren said.



A rendering of the roundabout to be built along Reith Road at the intersection of Lake Fenwick Road and 44th Avenue South. COURTESY IMAGE, City of Kent

Reith Road in Kent to get two new roundabouts this year

City Council approves \$4.28 million bid; project to start in late May or early June

- by [Steve Hunter](#)
- Thursday, April 11, 2024 3:51pm
- [News](#)

Driving up and down Reith Road in Kent will take on a whole new look and process with construction to start soon on two new roundabouts.

The Kent City Council on April 2 unanimously approved a \$4.28 million low bid to Puyallup-based Northwest Cascade Inc. to construct the roundabouts. The company had the lowest of four bids.

“We are very excited about this,” said City Public Works Director Chad Bieren during his report to the council. “We’ve had a number of inquiries over the years about getting up and down the hill. ... We are hoping to calm traffic and slow speeds down.”

The roundabouts will go in at the intersections of [Reith Road with Lake Fenwick Road](#) and [Reith Road with South 253rd Street](#). The existing stop sign controlled intersections will change to single-lane compact roundabouts to improve traffic flow for people walking, biking and driving.

In between the roundabouts, the outside travel lanes will be converted to separated one-way bike lanes while still maintaining needed capacity on the corridor with one-lane in each direction, according to city Public Works documents. The bike lanes will provide separated space for people who ride bikes, increase the separation between car travel lanes and the sidewalk, and help fill a gap in the city's bike network.

People who walk will benefit from street crossings that will be shorter, simpler and some will benefit from flashing beacons that flash when a button is pressed.

The project will also extend the sidewalk towards Kent-Des-Moines Road (SR 516) on one side of Reith Road while providing rideable shoulders in both directions for bikes.

"I know there are a lot of neighbors in that area that are really excited to have this project going," Mayor Dana Ralph said at the meeting.

The city's awarding of the project means work will start soon.

"We anticipate work will start late May/early June," Bieren said in an April 11 email. "Much of the construction will be completed this summer/fall, with some work completed in the spring of 2025."

Drivers should expect temporary traffic control, lane closures, road closures and detours during the construction phase of this project.

The city received an \$1.59 million grant from the state Transportation Improvement Board (funded by the gas tax) to help pay for the project. The remain costs will be covered by a combination of monies from the city street fund (paid for by the city business & occupation tax) and city Transportation Impact Fees (charged to new developments and pre-existing structures with a major change in use), according to city documents.

Pedestrian death

Back in 2019, Sarah Kier sought improvements to the Reith Road intersection with Lake Fenwick Road, shortly after Larry Kier, 37, her brother, was struck and killed by a pickup driver as he walked across the street on Aug. 23, 2019.

During an interview with the Kent Reporter in 2019 at the intersection, Kier couldn't believe what she saw, according to the article.

She discovered a intersection so dangerous for pedestrians that they crossed the street in fear to get to two nearby bus stops. Kier said her brother had visited his girlfriend's apartment near the intersection that night and left to catch a bus.

“People looked absolutely terrified,” Kier said as she watched them cross Reith Road.

“Sometimes they just stand there for a while. One girl kept walking back and forth trying to figure out the best place to cross. People are thinking about it, but there’s nothing here.”

Kier continued.

“When I sat here and watched people try to cross the street, that’s what made me really mad,” she said. “It doesn’t need to happen to anyone else, but with no lighting, no crosswalk this isn’t OK, it’s not safe for people. It’s not just about me and my brother and being emotional, this is not OK.”

The roundabouts are expected to slow traffic and give pedestrians a safer place to cross, according to city documents.

Road safety plan re-energizes Second Street revamp concept

A city transportation plan open house is scheduled 4-7 p.m. April 30 in the Carnegie at First and Cedar

By [Michael Whitney](#)

[Wednesday, April 17, 2024](#)

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SNOHOMISH — Two serious car crashes, one a fatality caused by unusual circumstances, last month at Second and Maple gave the city’s public works director Nova Heaton a lot of deep consideration to do.

She was already lined up to present a clarion call for better road safety to the March 19 council meeting, and then these crashes happen right before it?

It’s not coincidental transportation is in the spotlight. Still, after calls about risks to pedestrians and perennial speeding complaints, the city will be asking the public where to focus efforts.

This week at Tuesday’s City Council meeting after press time, a city consultant will walk through suggestions for Snohomish’s transportation system, including arterials such as Second Street.

Know of an unsafe road? People can weigh in at a Transportation Master Plan open house on Tuesday, April 30 from 4 to 7 p.m. at the Carnegie Building.

City Hall has been slowly setting the table for safer roads for pedestrians, bicyclists and motorists alike.

A couple of years ago, it initiated a plan toward revised road design standards that consider pedestrians’ and bicyclists’ needs more heavily into account.

A couple of weeks ago, the City Council approved pursuing Heaton’s plan to reduce the number of people injured on roads.

The city has possessed a near-complete redesign for Second Street done by professionals since 2020 but has no money yet to act on it.

The idea turns Second Street into a tree-lined road with a median. A state bicycle-and-pedestrian-safety grant the city won paid for almost the entire design job.

The plan for Snohomish's busiest thoroughfare by traffic volume takes away the road's width, and the design is meant to limit on-street parking and limit entering and exiting some businesses. Officials have said these changes will slow down traffic with a side effect of dissuading cut-through traffic coming off of U.S. 2 and Highway 9.

The city will restart pursuing grant funding for Second Street, Heaton said in March.

A key step for Second Street is done: Last summer, the city put in new utilities underneath, including a sewer-stormwater separation trunkline and building a 24-inch pipe to guide the downstream part of Swifty Creek right to the Snohomish River.

Crash data

Snohomish saw 620 collisions between 2018 and 2022, the latest data available, although most were between cars, with just 20 collisions with pedestrians and 6 with bicyclists.

Even so, residents frequently complain to officials that they feel unsafe walking in town.

More than 30% of the collisions happened along Avenue D, Second Street and Bickford Avenue, in that order.

Pine Avenue and Tenth Street was Snohomish's most crash-prone intersection.

Fatalities have been few.

Before the March 17 fatal crash at Second Street and Maple Avenue caused by the driver excessively speeding and crashing ([see story](#)), Snohomish's last road fatality was in 2016 when two vehicles crashed in the 3300 block of Bickford Avenue.

Serious injuries, though, have happened.

In almost four out of 10 of these 620 collisions, someone didn't give right-of-way or didn't stop at the stop sign. In some cases, the pedestrian caused the collision.

Distracted driving caused almost one-third of the accidents.

Road safety and pedestrians

The road safety plan council just adopted looks to reduce collisions by 10% in one year. It will include reviewing intersections to make targeted safety improvements, speed enforcement by police and conducting safety education campaigns.

The city will also work to paint crosswalks more clearly and identify high-risk pedestrian crossing areas.

In the past 20 years, there have been only two pedestrian fatalities in Snohomish, one in 2008 and one in 2006. Both pedestrians died later in a hospital. The 2008 death was at 13th and Avenue D; the 2006 death was at night after being hit while crossing Second Street at Avenue A in dark and rainy conditions; a stoplight has since been added there partially because of this incident.

In 2021, the city came close to lowering speed limits to 20 mph across much of town to address speeding. It didn't authorize making a blanket change, though, instead creating a method to petition the city where officials decide on a case-by-case basis.

Pedestrian safety factored into Snohomish's then-push for reducing speed limits.

Pedestrian fatality studies say that 9 out of 10 people survive being hit by a car going 20 mph, but the chances of survival drop to 5 out of 10 if a car going 30 mph hits you, according to 1990s data from the National Highway Traffic Safety Administration utilized by Vision Zero Seattle. The same data showed most collisions are at slower speeds.

Automakers have changed vehicle designs to create blunt front ends for pedestrian safety. The idea, originating from Europe, says it is safer for the body to take a broader blow versus being hit at a narrow point and being thrown onto the hood.

However, cars are heavier and larger than before. Bigger vehicles are incidentally due to each automaker having to work around tightening U.S. fuel economy standards, which have a sort-of loophole "determined by the literal 'footprints' of the vehicles it makes," noted the University of Michigan.

In 2011, U of Michigan scientists Kate Whitefoot and Steven Skerlos predicted tightening fuel economy standards would cause vehicles classified as light trucks -- all SUVs, all pickups, and some crossovers -- would grow in size for the sake of 'making the grade' with the government's CAFE standards.

Unlucky you if you are hit by one.

Nationally, pedestrian deaths are up, according to database work by University of Hawaii researcher Justin Tyndall.

"Between 2010 and 2021 the number of pedestrians killed annually in collisions increased by 72%, from 4,300 to 7,400," Tyndall wrote. The annual death rate was falling from 1995 onward until we reached 2010.

In a 2024 paper, Tyndall directly cross-relates pedestrian deaths with vehicles getting bigger -- specifically vehicle nose height and vehicle weight. These heights and weights can be attributed

together with the rise of SUVs and trucks in sales market share. Tyndall suggests setting a federal limit of 4.1 feet for maximum vehicle nose heights to improve pedestrian safety.

In related news

For crosswalk safety, the city will install rectangular rapid flashing beacons at Fifth Street and Avenue E near Snohomish High School and at Maple and Pine avenues where the Centennial Trail goes through, city Public Works Services Manager Tim Cross said. These could be up by this summer.

Shoreline residents brace for 7 months of traffic headaches while work is underway for light rail opening

Crews are putting in left turn lanes, removing all signals and adding two two-lane roundabouts.

Author: Drew Andre

Published: 9:49 AM PDT April 10, 2024

Updated: 9:49 AM PDT April 10, 2024

SHORELINE, Wash. — A seven-month road closure is a little over a week underway in Shoreline. Crews are renovating North 145th Street and the Interstate 5 interchange.

The project is designed to prepare for the [new light rail](#) station to open later this year and keep up with the growth of the area.

Along 145th there are road closure signs, construction crews and sounds of chainsaws. The area is full of traffic drums as drivers pass by.

"It's just so much traffic," Roshni Patel, who lives near the construction site, said. "We have to take different detours sometimes taking us 10-15 minutes longer."

One week in, Patel and others living near the closure are adjusting to using alternate routes like 130th Street. All of them appear to be more congested.

"We get it. It's hard," City of Shoreline Public Works Director Tricia Juhnke said.

The city said the full closure will speed up construction. The result will lead to improved safety and better traffic flow.

Crews are putting in left turn lanes, removing all signals and adding two two-lane roundabouts.

"There's no stopping and waiting. Cars can continually move through the roundabout, and so we don't see the backups and congestion," Juhnke said.

The project widens 145th Street. That means removing 317 trees. Some in the community fought hard to save them but the efforts were not successful.

Instead, the city said it's planting 800 new trees to replace them.

"We've saved trees where we can save trees, but there's just a lot that are right in the way of the improvements we need to make," Juhnke said.

City leaders consider it a long-term investment. The project will create easier access to public transportation and fewer cars idling at lights due to the roundabouts.

Despite the traffic delays, some living in the area said it will be well worth the wait.

"I think we'll have a slightly more livable city, that's a little more walkable, that's friendly towards cars and pedestrians," another person living near the construction said.

Juhnke said the changes will have a lasting impact on how traffic moves through the corridor and region.

Sound Transit announced this month that the new light rail station will open in August. However, 145th Street will still be closed for a couple more months after that.

"Our contractor will need to make provisions to make sure we can get cars, bikes and pedestrians to the new station safely," Juhnke said.

The closure ends this fall, but construction on the project is expected to continue into the fall of 2025.

Wenatchee awards \$1.6 million contract for McKittrick Street improvements, construction expected in May

- [By Oscar Rodriguez](#)
[World staff writer](#)
- Apr 12, 2024
-

WENATCHEE — The [Wenatchee City Council](#) awarded on Thursday a \$1.6 million construction bid for the McKittrick Street improvements.

The city awarded the contract to Selland Construction Inc., a Wenatchee contractor, for improvements on McKittrick Street between Pershing Street and Pine Street, about a third of a mile of the road.

The improvements include “street reconstruction and widening, installing stormwater line and structures, new sidewalks, curb and gutter and illumination,” according to a city staff report.

Parking on the road will be removed on both side of the road so that bike lanes can be installed. The street will be lit along the span of the project.

Funding for the project originates from a state Transportation Improvement Board grant of \$2,298,100 in November 2021.

The city also approved another contract to relocate the Chelan County PUD’s water infrastructure like hydrants, water chambers and about 210 feet of water main, according to a city staff report.

Zach Horton, Wenatchee project engineer, said the construction bid from Selland Inc. came under the engineer’s estimate at a “very favorable bid price for us.”

Mayor Mike Poirier was concerned about any disruptions to the soccer season given any potential road closures during construction. The Foothill Middle School field is adjacent to McKittrick Street.

Hari Sharma, Wenatchee project engineer, also commented that Link Transit, the two-county area’s public transit system, had expressed concern over impacts to their routes. Sharma said the city would work with Link Transit to minimize the disruption.

But Horton clarified that the road would be closed to local traffic for the duration of the project.

“There will still be access to the public parking lot at our (Wenatchee City Public Works) building, and we can maintain access across the way to get to there,” Horton said. “But yeah, we will have to manage some of that traffic crossing the Foothill fields.”

Sharma said construction would begin in May and last approximately 85 working days.

City of Ridgefield acquires Pioneer Street from WSDOT



Courtesy image

Posted Monday, April 1, 2024 1:33 pm

The Reflector

The City of Ridgefield will take ownership of state Route 501, also known as Pioneer Street, from the Washington State Department of Transportation (WSDOT), according to an announcement last week.

This change will have no immediate effect on residents or drivers. The city does anticipate traffic impacts with the planned widening of Pioneer between 56th Avenue and Royle Road this year, however.

The most immediate impact of this transfer will be providing more local control for the design and construction of the planned Interstate 5 to Royle Road transportation improvements, a news release by the city stated.

City Public Works staff will coordinate with WSDOT to ensure a smooth transfer that accounts for all safety and maintenance considerations.

This transfer of ownership will allow the City of Ridgefield to transition Pioneer Street into a “multi-modal city arterial main street” rather than maintain it as a state highway, according to a release.

This route jurisdiction transfer was approved and signed into law during the Washington state Legislature 2024 session on March 13.

In January 2023, city staff inquired into the transfer of jurisdiction of Pioneer Street.

To learn more about traffic impacts in Ridgefield, visit ridgefieldwa.us/220/Road-Construction-Traffic-Impacts, or sign up for traffic emails at shorturl.at/djpOU.