



# Transportation Improvement Board

## January 25 – 26, 2024

DoubleTree Downtown Olympia ~ Capitol Conference Room  
415 Capitol Way N  
Olympia, WA

**January 25, 2024**  
**2:00 p.m.**

### WORK SESSION AGENDA

			Page
2:00 p.m.	1. WELCOME from City of Olympia	Mayor Dontae Payne	
	2. PROGRAM & PROJECT MATTERS		
	A. Stage 2 Delay Reinstatement Request City of Tacoma- <i>E 64<sup>th</sup> Street</i>	Chris Workman Chris Storey	64
	B. Request for Scope Change and Stage 2 Delay Extension Yakima County- <i>Ahtanum Road (Phase 2)</i>	Ashley Probart Matt Pietrusiwicz	65
	C. Request for Scope Change and Stage 2 Delay Reinstatement City of Port Orchard- <i>Bethel Avenue</i>	Chris Workman Chris Hammer	70
	D. Request for Scope Change City of Ritzville- <i>6<sup>th</sup> Avenue Sidewalk</i>	Chris Workman	72
	E. Requests for Funding Increases 1) City of Normandy Park- <i>1<sup>st</sup> Avenue South Sidewalk</i> 2) City of Millwood- <i>Argonne Road (Phase 1)</i>	Chris Workman Tani Stafford Chris Workman	73 74
	F. Out-of-Call Project Recommendations	Chris Workman	76
	G. Complete Streets Program Criteria Review	Ashley Probart	77
	3. ADJOURNMENT	Vice Chair Low	



# Transportation Improvement Board

## January 25 – 26, 2024

DoubleTree Downtown Olympia ~ Capitol Conference Room  
415 Capitol Way N  
Olympia, WA

**January 26, 2024**  
**9:00 a.m.**

### BOARD AGENDA

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9:00 a.m.	1. CALL TO ORDER & WELCOME	Vice Chair Low	
	2. PUBLIC COMMENT		
	3. GENERAL MATTERS		
	A. Agency Presenters		
	1) Thurston County Public Works	Matt Unzelman	
	2) City of Tumwater	Mary Heather Ames	
	B. Approval of December 1, 2023, Minutes	Vice Chair Low	1
	C. Lightning Round: Board Updates	Board Members	
	D. Communications Report	Ashley Probart	6-53
	4. NON-ACTION ITEMS		
	A. Executive Director's Report	Ashley Probart	
	B. Financial Report	Vaughn Nelson	
	C. Engineering Report	Chris Workman	54
	5. ACTION ITEMS		
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	City of Tacoma- <i>E 64<sup>th</sup> Street</i>		
	B. Request for Scope Change and Stage 2 Delay Extension	Ashley Probart	65
	Yakima County- <i>Ahtanum Road (Phase 2)</i>		
	C. Request for Scope Change and Stage 2 Delay Reinstatement	Chris Workman	70
	City of Port Orchard- <i>Bethel Avenue</i>		
	D. Request for Scope Change	Chris Workman	72
	City of Ritzville- <i>6th Avenue Sidewalk</i>		
	E. Requests for Funding Increases	Chris Workman	
	1) City of Normandy Park- <i>1st Avenue South Sidewalk</i>		73
	2) City of Millwood- <i>Argonne Road (Phase 1)</i>		74
	F. Out-of-Call Project Recommendations	Chris Workman	76
	G. Adopt Complete Streets Criteria	Ashley Probart	77
	H. Board Chair & Vice Chair Elections	Ashley Probart	
	6. ADJOURNMENT	Vice Chair Low	

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Dress Code: Business Casual



## Transportation Improvement Board January 25 – 26, 2024

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### FUTURE MEETINGS

*March 21-22, 2024:* Holiday Inn Express & Suites, Sequim, WA

*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

**Transportation Improvement Board**  
*Meeting Minutes*  
**December 1, 2023**  
**Bellevue, Washington**

**TIB MEMBERS PRESENT**

Mayor Glenn Johnson, Chair  
Councilmember Sam Low, Vice Chair  
Aaron Butters  
Susan Carter  
Kent Cash  
Elizabeth Chamberlain  
Scott Chesney  
Vicky Clarke

Mike Dahlem  
Councilmember Hilda González  
Commissioner Scott Hutsell  
Les Reardanz  
Pete Rogalsky  
Mayor Kim Roscoe  
Jennifer Walker

**TIB MEMBERS EXCUSED**

Amy Asher  
Barb Chamberlain  
Dongho Chang  
Commissioner Al French  
Jane Wall

**TIB STAFF**

Ashley Probart, Executive Director  
Chris Workman, Deputy Director  
Vaughn Nelson, Finance Manager  
Olivia Holden, Engineering Secretary  
Greg Armstrong, Region Engineer  
Andrew Beagle, Region Engineer

**TIB MEMBERS UNEXCUSED**

Maria Thomas

**1. CALL TO ORDER**

Chair Glenn Johnson called the meeting to order at 9 a.m.

**Board Member Attendance**

**MOTION:** Chair Johnson presented a motion to excuse attendance for Board members Amy Asher, Barb Chamberlain, Dongho Chang, and Jane Wall. Maria Thomas is unexcused. Sam Low moved, and Scott Hutsell seconded the motion.

*Motion carried unanimously.*

**2. PUBLIC HEARING/COMMENT-Complete Streets WAC Revisions**

None noted.

**3. GENERAL MATTERS**

**A. Local Agency Presenters**

- 1) City of Bellevue
- 2) City of Kirkland

**B. Approval of September 22, 2023, Meeting Minutes**

**MOTION:** Sam Low moved to approve the September 22, 2023, Board Meeting Minutes as presented, and Scott Hutsell seconded.

*Motion carried unanimously.*

### **C. Lightning Round: Board Member Update**

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

- 1) Chair Johnson, Mayor, City of Pullman
- 2) Vice Chair Low, Councilmember, Snohomish County
- 3) Mike Dahlem, Public Works Director, City of Sumner
- 4) Kim Roscoe, Mayor, City of Fife

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

- 1) City of Seattle-railroad tracks at intersection of East Marginal Way and South Hanford Street need to be moved to build a bike lane in the Sodo neighborhood.
- 2) City of Sequim-construction slated to add sidewalk, bike lanes on Sequim Avenue. (\$1.07M TIB grant)
- 3) Town of Friday Harbor-Nash Street ribbon cutting.
- 4) City of Anacortes- The city council approved a contract award to SRV Construction, Inc. to perform infrastructure improvements along R Ave. between 34th Street and 22nd Street to the tune of \$4,324,831.
- 5) City of Anacortes-R Avenue closed for new construction.
- 6) City of Oak Harbor-NE 7<sup>th</sup> Street improvements.
- 7) City of Snoqualmie-Snoqualmie Parkway project complete.
- 8) City of Snoqualmie-Snoqualmie Parkway jurisdiction deferred.
- 9) WSDOT official: new projects funded ‘in lieu’ of infrastructure maintenance.
- 10) Prices skyrocket on Washington transportation projects, and few contractors want the jobs.
- 11) Washington DOT claims \$11 billion backlog of infrastructure projects.

## **4. NON-ACTION ITEMS**

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

### Staffing

- Olivia Holden, Engineering Secretary, has been helping to update presentations and creating special projects, such as an Otta Seal presentation.
- Christa Draggie, Region Engineer, will be on leave for military duties and service.

### Training & Conferences Attended by TIB Staff

- American Public Works Association (APWA) -WA Chapter: APWA tends to serve large agencies and focuses on leadership sessions or innovative project delivery.
- Infrastructure Assistance Coordinating Conference (IACC): IACC is put on by state agencies that provide technical assistance to small agencies, ranging from small towns to public utility districts.

### Ribbon Cuttings

Public gatherings post COVID seems to be picking up.

- City of Lakewood, Washington Boulevard
- City of Ferndale, Thornton Street project
- Clark County, NE 99<sup>th</sup> Street

### Legislative

The 2024 Legislative Session is the “short session” of 60 days. Specific to transportation, the Transportation Committees have their hands full with the mega projects that are in the hundreds of millions over estimated budgets while on the other hand, the budget has a large fund balance and foundational programs, such as preservation, are unfunded. WSDOT continues to have the legal requirement to fund fish passage culverts and that is the first call on the transportation budget.

Specific to TIB, a supplemental budget was not submitted due to our ability to manage within the enacted budget.

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

Financially, TIB is in a strong position. TIB has extra capacity for out-of-call projects in small cities and a large account balance when compared to March of 2021. TIB is expecting invoices from summer projects through the end of this year.

Gas tax revenue is TIB’s primary source of revenue, averaging \$8M from the tax. The gas tax revenue does not keep up with inflation; however, due to the Climate Commitment Act and other legislative changes, TIB is still able to conduct its work.

### **C. Engineering Report** – Deputy Director Chris Workman, reviewed the following:

#### Project Activity Report (PAR) (09/01/2023 – 10/31/2023)

During this PAR period, TIB completed 65 project actions, half being closeouts of projects that have been completed. Although the total change on the report shows \$1.86M surplus, the Kitsap County project (page 40 of the Board packet) shows as a withdrawal and gets included as part of the overall surplus. The project was combined with another of their projects and the funding was transferred, not surplussed. Therefore, the actual overall change to report is a \$19,748 increase.

### Updates

The Board approved a pilot project for the City of Marysville to install two sets of Rectangular Rapid 1 Flashing Beacons (RRFB). This project was recently completed and proved to cost about 25 percent of the cost of bidding it out.

Through the end of the year, engineering staff will review processes and programs to determine how we may be able to improve the application process or policies to reduce barriers and provide efficiency.

This past year, Christa Draggie established and conducted a new Project Management training. This training was well-attended, and TIB received several requests to add more Project Management training in 2024. Because of the demand and Christa’s absence in 2024, Deputy Director Workman intends to have each region engineer conduct at least one Project Management training within their region to continue to support the local agency need and requests.

## 5. ACTION ITEMS

### A. City of Vancouver: Stage 2 Delay Reinstatement Request

**MOTION:** Kent Cash moved, and Jennifer Walker seconded the motion to adopt the TIB staff recommendation to approve the reinstatement of TIB funds and allow the SE 1<sup>st</sup> Street project to be advertised for bids.

**Motion carried unanimously.**

### B. Request for Scope Change and/or Funding Increase

#### 1) City of College Place- NE Damson Ave

**MOTION:** Elizabeth Chamberlain moved, and Mayor Roscoe seconded the motion to approve the added scope and to award an increase of \$183,506 in construction funding for the NE Damson Avenue Project.

**Motion carried unanimously.**

#### 2) City of Pasco- Lewis Street Bridge

**MOTION:** Pete Rogalsky moved, and Les Reardanz seconded the motion to approve the staff recommendation to award an increase of \$2,000,000 in funding to the Lewis Street Bridge Project.

**Motion carried unanimously.**

#### 3) City of Burlington- East-West Connector

**MOTION:** Mayor Roscoe moved to consider the city's request for a funding increase, Aaron Butters seconded the motion.

**Motion did not carry.**

### C. Out-of-Call Project Requests – staff recommends adopting the below projects:

Agency	Scope	TIB Funding	Local Funding	Total
Reardan	Gravel conversion	\$850,000	\$0	\$850,000
Republic	Gravel conversion	\$1,150,000	\$0	\$1,150,000
Elma	Red streets treatment	\$950,000	\$50,000	\$1,000,000
Leavenworth	Red streets treatment	\$1,575,000	\$175,000	\$1,750,000
Medical Lake	Red streets treatment	\$702,050	\$36,950	\$739,000
Morton	Red streets treatment	\$1,092,500	\$57,500	\$1,150,000
Raymond	Red streets treatment	\$1,520,000	\$80,000	\$1,600,000
Soap Lake	Red streets treatment	\$2,150,000	\$0	\$2,150,000
Wapato	Red streets treatment	\$950,000	\$50,000	\$1,000,000
Chelan	Resin bonded treatment	\$162,000	\$18,000	\$180,000

Pateros	Resin bonded treatment	\$135,000	\$0	\$135,000
Total		\$11,236,550	\$467,450	\$11,704,000

**MOTION:** Scott Hutsell moved, and Hilda González seconded the motion to approve the staff recommendation to award funding for 11 out-of-call projects, as presented.

***Motion carried unanimously.***

**D. Complete Streets WAC Adoption**

**MOTION:** Vice Chair Low moved, and Scott Hutsell seconded the motion to approve the proposed Complete Streets WAC changes, as presented.

***Motion carried unanimously.***

**E. 2023 Grant Award Approvals**

**MOTION:** Chair Johnson moved, and Mayor Roscoe seconded the motion to adopt the staff recommendation for the 2023 project grant awards, as presented.

***Motion carried unanimously.***

**6. ADJOURNMENT**

**MOTION:** Chair Johnson made a motion to adjourn the meeting at 11:00 a.m.

**Future Meetings**

January 25-26, 2024: DoubleTree Downtown, Olympia, WA

March 21-22, 2024: Holiday Inn Express & Suites, Sequim, WA

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**SAM LOW, TIB VICE CHAIR**

**ATTEST:**

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**ASHLEY PROBART, EXECUTIVE DIRECTOR**



# Pullman mayor looks back on two decades at the helm

3 days ago



Glenn Johnson said anyone can be a good mayor, but what sets apart a great one is having a fantastic staff to help run the city.

Johnson will be retiring after 20 years as Pullman's mayor. He's the city's longest-serving one, first elected in 2004.

Though he's most known for his role in public service, Johnson is also well-recognized for being the voice of the Cougars. He's been the public-address announcer for Washington State University football and men's basketball games for more than 40 years.



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**Office of the City Manager**

December 6, 2023

Glenn Johnson, Chair  
Transportation Improvement Board  
505 Union Ave SE, Suite 350  
Olympia, WA 98501

Dear Chair Johnson,

I am writing on behalf of the City of Pasco to express our deepest appreciation to the Transportation Improvement Board for the recent allocation of \$1.6 million toward Pasco's Court Street/Road 68 Roundabout project. This funding marks a significant step in our ongoing efforts to improve our city's transportation infrastructure. Pasco is truly grateful for the TIB's support, which not only addresses immediate needs but also paves the way for future growth and better connectivity.

Highlighting the safety enhancements within the Court Street/Road 68 intersection, we understand the significance of these improvements in reducing crashes at this critical intersection. The TIB's support in enhancing safety measures is vital, emphasizing the joint commitment to creating a safer environment for both residents and visitors.

We also want to extend our sincere thanks for approving an additional \$2 million toward Pasco's Lewis Street Overpass Project. This project has been a longstanding endeavor for our community, spanning over two decades. The collaboration between the City of Pasco and the TIB in advancing this project has been unwavering. The extra funding from the TIB is instrumental in bringing this much-anticipated project to completion, expected next year.

Furthermore, the City of Pasco commends the professionalism, expertise, and commitment demonstrated by the TIB's engineers and staff. Their dedication and technical proficiency are admirable, making the TIB an outstanding partner for local agencies in Washington State seeking transportation improvements.

The recent funding allocations for both projects underscore our shared dedication to advancing transportation initiatives and improving the lives of our citizens. These projects will not only enhance our city's infrastructure but also contribute to a better quality of life for our residents.

Pasco is immensely grateful for the ongoing support and collaboration from the TIB. We deeply value our partnership and look forward to achieving further milestones together.

Warm Regards,

Adam R. Lincoln, ICMA-CM  
City Manager, City of Pasco

## Big Tri-City overpass project just got more expensive. Extra \$3M

**‘heartburn’ for council** By Eric Rosane Updated November 20, 2023 7:24 AM 00:02 02:18

See the design of Pasco's new Lewis Street overpass that will carry the roadway above the BNSF Railway tracks between Second and Oregon Avenues. The estimated \$36 million project has one travel lane in each direction, bike lanes and sidewalks. By City of Pasco A complex Tri-Cities traffic project will cost taxpayers millions more to complete. Nearly \$3 million worth of change orders and new consultant costs for the new Lewis Street overpass will come before the Pasco City Council on Monday. The project aims to replace the existing downtown underpass — a dated span built under the BNSF railyard in 1937 — with a new 625-foot-long overpass bridge. When finished, the new overpass will feature two lanes of traffic, bike lanes and sidewalks connecting downtown to east Pasco. Eastbound traffic on Lewis Street waits at the traffic signal at Oregon Avenue near the east end of the new Lewis Street overpass in Pasco. Eastbound traffic on Lewis Street waits at the traffic signal at Oregon Avenue near the east end of the new Lewis Street overpass in Pasco. Bob Brawdy [bbrawdy@tricityherald.com](mailto:bbrawdy@tricityherald.com) The new bridge has been a headache for contractors because of its size, the amount of materials needed, BNSF project regulations and the removal of old foundations and infrastructure. It's expected to open to vehicles in March and mostly completed by July. The old, crumbling underpass will then be demolished in early 2025. "Being one of the individuals whose responsible for the overall budget, and also transparency to the public, this is one that gives me heartburn because of the number of change orders and the total quantity that's being proposed changed," Councilwoman Zahra Roach said at the city council's recent study session. An excavator with a jackhammer attachment breaks up asphalt at the intersection of West Lewis Street and North 2nd Avenue recently near the west end of the new Lewis Street overpass in Pasco. An excavator with a jackhammer attachment breaks up asphalt at the intersection of West Lewis Street and North 2nd Avenue recently near the west end of the new Lewis Street overpass in Pasco. Bob Brawdy [bbrawdy@tricityherald.com](mailto:bbrawdy@tricityherald.com) Vancouver, Wash.-based Cascade Bridge was awarded the contract for about \$22.3 million, with a total price tag over \$36 million. Construction started in August 2021 with an initial finish date of 2023, but additional work and the complex nature of the project delayed the progress. In all, Cascade Bridge has requested more than \$3.7 million in additional funding over 27 change orders. More than \$1.7 million of that will come before the council this week. New spending will cover security fencing required by BNSF, the construction and installation of two BNSF-required signs on the bridge, installation of a new modified water service for BNSF and for traffic control barriers and signs. The majority of it, though — about \$1.5 million — is being spent to cover the time to redesign proprietary structural earth walls along the span and modifications to build them. The Lewis Street overpass bridge will replace the Lewis Street underpass under the BNSF railyard built in 1937. The Lewis Street overpass bridge will replace the Lewis Street underpass under the BNSF railyard built in 1937. Bob Brawdy [bbrawdy@tricityherald.com](mailto:bbrawdy@tricityherald.com) The council also will be asked to approve more than \$1.1 million in additional consultant costs for more on-site services related to the extended timeline. The Lewis Street Overpass project is being funded with \$24.4 million in Washington state money, \$8.4 million in city money and \$3.4 million from the federal government. City staff say they plan to pursue other funding opportunities to cover the shortfall. In the meantime, the city will use money from its own budget to temporarily cover the overrun.

Read more at: <https://www.tri-cityherald.com/news/local/article281851693.html#storylink=cpy>



December 6, 2023

Mr. Ashley Probart  
Executive Director  
Transportation Improvement Board  
505 Union Avenue SE, Suite 350  
Olympia, WA 98504

Dear Mr. Probart:

On behalf of the City of Spokane Valley City Council, its citizens and all its businesses and transportation users, we thank TIB for the 2023 funding award to the **Sprague Avenue Pedestrian Crossings, Chronicle Road and Mikinnon Road** project.

Our Sprague Ave. Pedestrian Crossings Project will greatly increase the safety and welfare of our non-motorized users at these selected locations and will also provide more suitable access to local commerce. This project aligns with the City's Safety Plan that aims to improve pedestrian crossing safety at multiple locations along Sprague Ave. These much needed crossings are greatly appreciated and will further support a safe transportation network in Spokane Valley.

We are excited to once again be partnering with TIB to deliver this project. The Spokane Valley team has always valued and enjoyed working with TIB and we look forward, as always, to better our transportation network through future opportunities.

Should you have any comments or questions, please don't hesitate to contact us.

With thanks and appreciation,

A handwritten signature in black ink, appearing to read "Pam Haley", written over a horizontal line.

Pam Haley  
Mayor

A handwritten signature in black ink, appearing to read "John Hohman", written over a horizontal line.

John Hohman  
City Manager

# Major Lakewood Route, Washington Boulevard, Reopens After Two-Year Closure

4 days ago



Washington Boulevard, a key route in Lakewood, has opened to traffic after over two years of phased closures. This marks a major step in a \$23 million road improvement project, the city's largest to date. Although the project continues, no further major road closures are expected. Drivers are warned to stay alert due to possible lane closures and ongoing construction.

The remaining tasks include completing connections to driveways and sidewalks, installing mailboxes and streetlights, landscaping, and other minor jobs. Lakewood Mayor Jason Whalen, City Council member Trestin Lauricella, City Manager John Caulfield, and other city department representatives marked the reopening with a ribbon-cutting ceremony.

Mayor Whalen took the opportunity to express gratitude to the city's project team, including the Public Works Engineering team. He also acknowledged the Transportation Improvement Board for its financial support, including approving two city grant requests totaling \$7 million for the project. The Lakewood Water District was also commended for its collaboration on the project, involving an upgrade of the water main during construction.

The city used design firms Parametrix and BCRA for the project. Despite the typical project timeline of 18 months to two years, the firms completed the design in five months to meet grant

request deadlines. Mayor Whalen also thanked the contractor, R.L. Alia Construction, and its project Superintendent Dick Wall and foreman Troy Anderson for their work.

In closing, Mayor Whalen thanked Lakewood residents and businesses for their patience during the road closures. He highlighted the long-term benefits of the improvements and expressed hope that residents will appreciate the new sidewalks, street lights, and better traffic flow.

# City of Leavenworth to improve streets with \$1.95 million state grant

- [Kalie Worthen](#)  
[World staff writer](#)
- Dec 22, 2023

World file photo/Don Seabrook

LEAVENWORTH — The [city of Leavenworth](#) will split its almost \$1.95 million Washington State Transportation Improvement Board (TIB) grant to rehabilitate the wear and tear on the city's streets. The transportation improvements are slated for 2024.

The Bavarian Village, usually topping lists for ideal Christmas vacations, ranked third-worst in Washington state for average pavement condition in spring 2023, according to a press release.

“Most of the city's streets were originally constructed by paving a thin layer of asphalt over existing dirt roads. As design standards have progressed and traffic volumes have increased over the years, most of the city's streets do not meet current standards,” according to the press release. “The deficient roadway structure has resulted in numerous obstacles for the preservation and maintenance of city streets.”

A bulk of the funding, roughly \$1.5 million, is designated for pavement preservation with a scrub seal. A scrub seal, similar to a chip seal, will fill existing roadway cracks and layer protection to the existing roadway surfacing, the release said.

Pedestrian curb ramps will be reconstructed and installed using a little less than \$278,000 out of the \$1.95 million pot. The curb ramps reconstructed will be on streets with plans for future road work. New curb ramps will be for streets with sufficient utilities, but limited in roadway structural improvements by existing non-ADA (Americans with Disabilities Act) compliant pedestrian curb ramps. In turn, 5,600 lineal feet of city streets will be eligible for structural improvements.

The remaining slice of the nearly \$2 million pie is \$90,000 earmarked for street maintenance, which includes crack sealing, spot pavement repair and pre-leveling.

“The implementation timeframe for each project is yet to be determined. Projects may be completed independently, concurrently, and/or simultaneously,” said Kara Raftery, city of Leavenworth communications and special projects manager.

According to Raftery, the road work will be implemented “strategically” to address urgent needs and minimize traffic impacts. Potential traffic impacts will be determined at the time of construction.

The [Washington State Department of Transportation](#) replaced concrete ramps and upgraded crossing buttons at Highway 2 and Ninth Street in Leavenworth in spring 2021.



# State grants boost Gig Harbor road projects

Posted on December 26th, 2023 By: [Ed Friedrich](#)

Share this article:

State grants will help pay for a traffic signal at Wagner Way and a shared-use path along a stretch of Burnham Drive. They are two of six Gig Harbor road projects expected to break ground in 2024.

The [Washington State Transportation Improvement Board](#) awarded \$1.1 million of the \$1.3 million needed to place the stoplight at Wagner Way and Wollochet Drive and contributed \$1.5 million for the \$5 million first phase of Burnham Drive half-width roadway improvements.



A fire department vehicle pulls out from Wagner Way, across from the Shell gas station. Photo by Ed Friedrich

TIB is an independent state agency created by the Legislature that distributes street construction and maintenance grants to 320 cities and counties. Funding comes from the state gas tax. It awarded 184 street and multimodal improvement grants to local agencies totaling more than \$137 million at its Dec. 1 meeting.

## Wagner serves growth, short-cutters

Not that long ago, Wagner Way didn't exist. It was built in 1999 or 2000, according to the city. It connects to 72nd Street, creating a shortcut between Wollochet and Skansie Avenue. Since it opened, a nature park, multiple professional centers and a retirement home have sprung up, along with housing developments off 72nd.

Wagner now carries a modest 2,000 drivers per day, according to the city, but they and those coming from the Shell gas station across the intersection can have difficulty entering Wollochet. They must look three directions, including east where a corner limits the view, and dart across at an opening. Often the stoplight at the Highway 16 offramp backs up Wollochet traffic past Wagner, blocking them in.



Wagner Way looking across Wollochet Drive at the Shell gas station. Several accidents have occurred here. Photo by Ed Friedrich

Misjudgments and impatience contributed to 37 accidents in the vicinity since 2018, according to police records. The mostly low-speed crashes inflicted 14 injuries. Nobody died.

“We have approximately 2,000 cars attempting to maneuver onto Wollochet each day, with Wollochet being much higher volume (17,000),” said City Administrator Katrina Knutson. “This project will make the intersection much safer for vehicles and pedestrians alike.”

## Not just a stoplight

Besides the new traffic signal, the project will improve pedestrian access, add a bike lane and repave the intersection. Also, the trail crossing on Wagner Way for [Adam Tallman Park](#) will receive curb ramps, pedestrian lighting and flashing beacons.

The city expects the Wagner-Wollochet intersection improvements to go out to bid in early 2024 with completion in the summer to fall, Knutson said.

Just up the road, projects on each side of the Highway 16-Wollochet interchange earlier received funding from a different state source. The Legislature in April allocated \$1.7 million to the city from its transportation budget.





Cars use the shoulder to turn right from the Highway 16 off-ramp onto Wollochet Drive.

On the west side, the city will add a right-turn lane to the eastbound Highway 16 off-ramp to Wollochet. Many right-turning drivers now use the paved shoulder to get around traffic turning left at the stoplight. The project budget is \$990,000.

On the east end, the city will build another right-turn lane, this one for drivers bound for the westbound on-ramp to Highway 16. It will allow them to bypass cars going straight at the signal to Pioneer Way. The cost is also \$990,000. It's uncertain when construction will begin on either end. Design has been underway for several months.





A footworn path along the east side of Burnham Drive will be replaced by a shared-use path.  
Photo by Ed Friedrich

The turn lanes will enable more traffic to move through each intersection on a green light. For both projects, a wall will have to be built or slope filled to widen the road.

# Grants will help fund Auburn street improvements

By [Reporter Staff](#) • December 8, 2023 1:30 am

The City of Auburn will use nearly \$5.5 million in grant funding to round out the funding of two street projects, one of them the widening of a part of Auburn Way South.

The grants, which the state Transportation Improvement Board awarded Dec. 1, are part of the statewide program to fund 184 different projects across Washington, totaling \$137 million.

Auburn will use the money to widen a portion of Auburn Way South (SR 164), creating a 5-lane, cross-section with two general purpose travel lanes in either direction, and provide a two-way, center-turn lane from Hemlock Street Southeast to Poplar Street Southeast.

This project will include the construction of new, 10-foot-wide sidewalks on either side, street lighting, and transit stop and utility improvements. The grant award from the Transportation Improvement Board is \$3,309,032, which is just over 41% of the eligible transportation construction costs. A combination of federal and state grants, water utility funds, and local city funds will fund the full project, which the city estimates will cost just under \$11 million.

The funds also will go toward improving the Regional Growth Center Improvements at the Third Street NE/Fourth Street NE intersections with Auburn Avenue and Auburn Way North to address non-motorized access and traffic operations and circulation by adding turn lanes and crosswalks and modifying signal operations.

The grant award from the Transportation Improvement Board is \$2,112,444, which is just over 57% of the eligible transportation construction costs. The full project is funded by a combination of Sound Transit and state grants, utility funds, and local city funds and is currently estimated to cost approximately \$4.6 million.



# Kent neighbors seek pedestrian upgrades along 132nd Avenue SE

Two deaths in 2023 along stretch of road motivate residents to send petition to City Council

- by [Steve Hunter](#)
- Friday, January 12, 2024 5:22pm
- [News](#)

With nearby cars going 40 mph and only [a narrow shoulder to walk along 132nd Avenue SE](#) in Kent, two neighbors head to the spot where a 12-year-old boy died last summer after a vehicle struck him while riding his scooter.

Neither Sam Hendricks nor Ernie Downes knew Gabriel Coury, who was killed July 11, 2023 near SE 231st Way. They didn't know Simran Gaut, 17, either. She was killed by a vehicle Jan. 8, 2023 while crossing in the 23300 block of 132nd Avenue SE, just south of the collision with Gabriel.

But the two deaths and an obviously hazardous area to walk influenced both men and 50 other Misty Meadows neighbors to sign a petition to the Kent City Council to improve pedestrian safety along the street.

- Related



[Candlelight vigil honors Kent Little League catcher Gabriel Coury | Photos](#) Jul 21, 2023

- [Teen pedestrian dies in Kent after collision with two vehicles | Update](#) Jan 8, 2023

“I have a 2-year-old and a 5-year-old and the 5-year-old attends Sunrise Elementary up the street,” Hendricks said about his motivation to lead the petition drive during a Jan. 9 interview near the street. “I saw the tragic accident that occurred at 132nd and felt I needed to do something extra with my own kids going to school up there and traveling the street.”

The neighbors want the city to focus on the the stretch of 132nd from SE 240th to SE 228th Place, just south of Sunrise Elementary School, 22300 132nd Ave. SE, which has sidewalks near it.

“We believe that implementing measures such as curbing, a speed bump, or ideally, a full sidewalk would greatly enhance pedestrian safety,” Hendricks said in his letter to the council. “This is not only crucial for the students attending Sunrise in the area but also for the high schoolers I see walking to the bus stop during the early pre-dawn hours.”

City crews installed a please don’t drink and drive sign with Gabriel Coury’s name this summer along the street. King County prosecutors have charged a Maple Valley man with vehicular homicide after he reportedly hit Gabriel at a high rate of speed and while drunk, according to King County Superior Court documents.

“While the addition of a ‘please don’t drink and drive’ sign was a positive improvement after the last fatality, and the ‘school zone speed limit when children are present’ was a welcome addition, these measures fall short of providing real safety and peace of mind for pedestrians,” Hendricks said. “A full sidewalk, for instance, would offer a more comprehensive solution.”

The letter concluded with urging “the city council to take swift action for the sake of the safety of their constituents and the community at large.”

Neighbors simply don’t feel safe walking along 132nd Avenue.

“We have certainly seen it become a street you can’t walk, run or bike on,” said Becky Ledosquet, one of the neighbors who signed the petition. “Dave (her husband) used to bike and run, but he does not feel safe. I crossed it all the time when the kids went to Sunrise, but even the crosswalk seems unsafe now.”

The posted speed limit on the popular north-south route is 35 mph, but few drivers seem to pay attention to that.

“People drive it like it’s a highway,” Ledosquet said. “We get passed on 132nd by people crossing the double yellow line to pass all the time. They all drive it going 40 to 50 mph every day. The number of accidents on 132nd is ridiculous.”

## City response

City Public Works Director Chad Bieren told the Kent Reporter several projects are planned to improve pedestrian safety along 132nd Avenue.

“We continue to seek grant funding to improve 132nd Avenue SE, and council accepted a state Transportation Improve Board grant on Dec. 12, 2023 to update the marked crosswalk at 132nd Avenue SE/SE 234th Street with pedestrian-actuated flashing beacons,” Bieren said in a Jan. 8 email.

“We will also widen the shoulder and add curbing along the west side of 132nd Avenue SE from SE 240th Street to the existing sidewalk at SE 228th Street,” Bieren said. “Preliminary estimates for the work place the value at approximately \$400,000, and our goal is to have it completed this summer.”

Hendricks appreciates the city is taking steps to help solve the problem.

“A walking path there provides a little bit of comfort but a sidewalk will be ideal,” Hendricks said. “With a curb, it will be helpful to get people from point A to point B.”

Bieren said the city was awarded two grants several years ago from the state Transportation Improvement Board to construct a walking path along 132nd Ave SE between SE 240th and SE 272nd streets. The path was completed in two phases during the summers of 2017 and 2018.

“The existing walking path along 132nd Avenue SE south of SE 240th Street provides a more comfortable experience for users than the shoulder it replaced, and we expect that the proposed upgrades north of SE 240th Street will do the same,” Bieren said.

Ultimately, Bieren said, 132nd Avenue SE will be widened to include sidewalks and bike lanes on both sides of the street, as noted in the city’s Transportation Master Plan.

Under the plan, one project would widen 132nd to three lanes with a buffered or separated bike lane from SE 208th St to SE 228th, fill sidewalk gaps and evaluate a full signalized intersection at 132nd Ave SE/SE 224th

St. The second project would widen the street to three lanes with a bike lane from SE 228th to SE 240th and fill sidewalk gaps.

That work, however, will cost millions of dollars and remains years away.

“The estimated cost of the project is \$20 million and there is no set time frame for construction,” Bieren said.

## **Local cities to get \$3.9 million for streets**

Last updated 12/6/2023 at 1:14pm

Six local municipalities will receive nearly \$3.9 million in funding help for street projects in 2024, having been selected by the state Transportation Improvement Board, the agency announced this week.

Coulee Dam will get more than \$1 million for two projects: \$546,185 will go for chip sealing many streets in the city. Another \$486,406 will go to wheelchair ramp upgrades in multiple locations.

Electric City will get \$155,000 for street maintenance.

Grand Coulee will get \$126,875 for Spokane Way improvements from Alcan Road to East Grand Coulee Avenue (SR-174).

Wilbur is set to receive over \$747,000: \$716,277 for an overlay project, and \$31,476 for street maintenance.

# Soap Lake receives \$2.15M streets grant

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Sections of Sixth Street SE, pictured, are scheduled for improvements in 2024, with the help of a \$2.15 million grant from the Washington Transportation Improvement Board.

IAN BIVONA/COLUMBIA BASIN HERALD

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by [CHERYL SCHWEIZER](#)

Staff Writer | December 12, 2023 6:17 PM

**SOAP LAKE** — The city of Soap Lake will be doing some work on its streets in 2024 with the help of a \$2.15 million grant from the Washington Transportation Improvement Board.

Michael Woodkey of Gray and Osborne, the city’s engineers, told Soap Lake City Council members it’s a short-term fix.

“This is a three to five, maybe seven years if you’re lucky, band-aid,” Woodkey said. “It’s not the perfect fix.”

A study by Gray and Osborne about two years ago estimated the city had about \$30 to \$40 million in road repairs, he said.

Alex Kovach, the city planner and building official said which streets will be upgraded is still a work in progress.

“The engineers provided a preliminary map at the last council meeting, but it is subject to changes as they go through design and planning,” Kovach wrote in response to a question from the Columbia Basin Herald.

Woodkey told council members that the selected streets will be covered with what he called scrub seal.

“It’s kind of a better chip seal type of treatment,” Woodkey said. “It’ll seal up the cracks a lot better.”

The process is similar to chip-sealing, but includes a step to push the chip-seal material into the existing cracks, according to information from RoadResource.org.

“Some of your streets are so far deteriorated that some of the cheap fixes won’t work,” Woodkey said. “This is TIB’s shot to get you back on track.”

The preliminary street work map includes Fir Street North, Lakeshore Drive and Juniper Street North, all to the city limits; Second Avenue SW from State Route 17 to the city limits, Main Avenue East from SR 17 to Eastlake Avenue, and Eastlake Avenue to Third Avenue NE. Sixth Avenue SE from SR 17 to Division Street SE and Canna Street from Second Avenue SE to Sixth Avenue SE also are included. But that list, Kovach said, is subject to change.

“There is a balance to achieve between fund limits, which roads are in most need and which are eligible,” Kovach wrote. “The engineers will do a complete analysis to make sure the city is getting the most from the TIB grant. Some roads may be added or deleted from this preliminary map.”

Some streets are in very poor repair and as a result, would cost more to fix, Kovach wrote. Others have more traffic and are a higher priority as a result. Some roads are scheduled to be torn up and rebuilt as part of other projects, and TIB officials asked that anything scheduled for work within the next three years be excluded from this project. A section of Dogwood was excluded because it’s scheduled to be torn up as part of a project to upgrade a sewer lift station, Woodkey said.

Sections of street could be added or subtracted as the design work continues, he said.



# Warden awarded \$1.8M TIB grant

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Warden community members play with a volleyball in Warden City Park during the 2023 Community Days event in September. City Administrator Kriss Shuler said the city's Parks and Recreation Open Space Plan is going well.  
GABRIEL DAVIS/COLUMBIA BASIN HERALD

[Previous Next](#)  
by [GABRIEL DAVIS](#)

Staff Writer | December 18, 2023 3:37 PM

**WARDEN** — The city of Warden was recently awarded a \$1.77 million grant from the Washington State Transportation Improvement Board for reconstructing First Street North, according to City Administrator Kriss Shuler, who also said the city's Parks and Recreation Open Space Plan process is going well.

"The TIB award is for First Street North," Shuler said. "It's an industrial road that leads down to a number of agricultural businesses. So, the award was for the \$1,772,000 for the reconstruction of that roadway. And the city's share on top of that will be \$93,300. That's 5%. That is the match that we have for that TIB project."

Shuler said the grant would be paid in the form of a reimbursement and aside from the city's matching funds is a full grant.

"It was this summer, earlier this summer, that we did apply for it. So this year, we applied when their programs opened up," Shuler said. "That is probably the second time that we have applied for that particular road project."

Shuler said it was nice to finally have the project scheduled and part of the city's Transportation Improvement Plan.

"That was one of the largest awards in this area for that program," Shuler said. "For TIB, as far as I know, this is probably the largest one that the city has received, but costs go up, so it's relative."

Shuler elaborated on how often the city receives TIB awards.

"Lately, we've probably had one per year, at least, over a number of years, whether it be a sidewalk grant or a resurfacing project or a reconstruction project," she said.

The project likely won't start until 2025, Shuler said.

"By the time you go through the process of the design and getting everything approved, which will be done next year, and then going out to bid, I'm anticipating 2025."

Shuler presented notice of the award at the Dec. 12 Warden City Council meeting. At the meeting, the council also started the closeout process on a different TIB project that was completed earlier in the year, the North County Road reconstruction project.

During that meeting, Shuler also updated the council on the Parks and Recreation Open Space Plan process and that the city's planner, SCJ Alliance, is hoping for more community surveys before moving on. In a later interview, Shuler explained the process in more detail.

"SCJ alliance is doing a little push on some more outreach to the community to get some more surveys done, and that is in relationship to down the road when this plan is done," Shuler said, "when you go out for funding...(agencies) want to see that the community's input is being followed (and ask) 'What did they want? What are they trying to update and upgrade? What did your community ask for?' They're just not getting a lot of responses, or not as much as they would like."

The planning process has still received significant public input so far, Shuler said.

"At the end of October, we actually had a local workshop, where our SCJ Alliance and (Washington State University) landscape architects were together here and met with people, and now they're just doing a social media push, and then I believe in January they're going to have another workshop," she said.



The Dec. 12 meeting also featured a ceremony recognizing Mayor Tony Massa and Council member Lori Watson-Esparza's time with the council, which will come to an end Jan. 1. According to the agenda memo, Watson-Esparza has served as a council member since 2019, and Massa has served as Mayor since 2012, before which Massa served as a council member from 2005 to 2011.

After recognizing Massa and Watson-Esparza, Shuler swore in Warden's new Mayor Rosealia Martinez and new council members Amalia Campos, Jesus Martinez and Brittney Pittman, who will all begin their terms Jan. 1.

# Othello declines \$400K grant due to matching requirements



Othello City Engineer Shawn O'Brien, right, explains during Monday's regular meeting the Othello City Council's options in accepting or declining a \$400,000 Washington Transportation Improvement Board grant with higher matching fund requirements than the city originally budgeted.

GABRIEL DAVIS/COLUMBIA BASIN HERALD

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| January 9, 2024 5:15 PM

**OTHELLO** — The Othello City Council unanimously voted to decline a \$400,000 Washington Transportation Improvement Board grant during Monday's regular meeting that would have added sidewalks to several Othello streets.

According to City Engineer Shawn O'Brien, due to the state's classification of the project, the city's matching fund requirement was 34% higher than anticipated.

"Last year we came to (council) and we set aside \$40,000, or earmarked \$40,000, to be our 10% match our \$400,000 TIB grant application," O'Brien said.

During the July 24 Othello City Council meeting in which the council voted to apply for the grant, O'Brien said the two streets the city intended to use the money for were Juniper Street and Fourth Avenue since they are higher volume streets.

"When we submitted this project to TIB, we listed two primary streets that were right around that \$440,000 cost, and then we listed some additional streets and said we want to get as much done with that \$440,000 as possible," O'Brien said. "TIB, instead of awarding us the \$400,000 grant with the 10% match, awarded it as if we were going to do the whole list of projects, and that came up to about a \$714,000 estimate. That was not what we budgeted for."

If the city accepted the grant, it would have to match 44% of the \$400,000, meaning the city would have to contribute \$314,600, which is \$275,600 more than the council budgeted for the grant when the city applied last summer.

"The grant was awarded on a competitive basis and, most likely, we got some additional points because we were doing such a large match, which was not our intention," O'Brien said. "We were pretty clear that, 'Here's all the options on our collectors and arterials, and we're going to pick from this list.'"

Corey Everett suggested that the council use funds from another project in the same fund, specifically from \$600,000 set aside for chip sealing city roads, to cover the additional matching funds and not lose out on the \$400,000 reimbursement.

"My view on it is those sidewalks need to go in. They do. I live on Fourth (Avenue) and it's just absolutely dangerous for those kids walking. On Juniper (Street) it's the same way. I mean, it's just that we have this huge opportunity for \$400,000," he said. "The streets need chip sealed, I get it. But our streets are just getting worse. The speed humps didn't slow cars down too much; they're still flying down Fourth Avenue. But that's what I want, to take a little from that chip seal and add it to this grant."

Mayor Shawn Logan responded to Everett.

"I think this would be a good time to mention that our grant writer is applying for a separate grant that would pay for Fourth Avenue," he said.

O'Brien added that one of the two original streets the city planned on adding sidewalks to, Fourth Avenue, is not actually eligible for the grant, as it does not have a federal ID number attached to it. O'Brien also said that TIB told him declining the grant would not affect the city's chances of obtaining it again if the city reapplies for the grant next year.

"We have other options. The reality is that we may not be able to get to these sidewalks this year. One of our tasks was to reach out to the property owners and find out who might be in support of them," O'Brien said. "We are going to still reach out and survey everybody to see what support there is for sidewalks... It may be delayed a year, but in reality, this project was probably going to be on the outer list, after getting chip seal out, and one of the benefits of having money for the

chip seal is it's a larger product; we'll get better prices on rock and oil, because the mobilization cost gets spread out over a larger area, with larger volumes."

Council member Genna Dorrow proposed declining the grant.

"In the light that Fourth (Avenue) is ineligible right now for the sidewalks, I think that maybe we would be better off leaving the money in for the chip seals and getting a better price that way and then and hoping that our grant writer can get some money and that we can get (the sidewalks) done next year," she said.

The council agreed on this plan of action and voted unanimously to decline the TIB grant.

# **Downtown Pullman project flops with zero bidders willing to take it on; the city is determined to revitalize anyway**

Sun., Dec. 3, 2023

By [Tod Stephens](#)

[tods@spokesman.com](mailto:tods@spokesman.com)(509) 459-5581

On Wednesday, the time had come for City of Pullman officials to open bids from contractors for a project to revamp its downtown into a beautiful, economic driver.

But they had nothing to open.

“I was shocked,” said Mike Urban, city administrator.

Since 2019, City of Pullman officials have met with consultants in traffic modeling, utilities design, landscape architecture and public engagement to develop a concept design that will revamp its downtown core.

Wider sidewalks, updated roads, a pedestrian bridge and residential buildings are just a few aspects of the project that is intended to attract business, people and economic prosperity to the Palouse town.

This was made possible by approximately \$9 million from the American Rescue Plan Act. According to Urban, the request for proposals disclosed about \$8 million to be spent on the project.

City officials expected general contractors to design and work with subcontractors to put together bids that would have included the scope of work and their estimated cost. Then, the city would analyze the bids, ensure their cost estimates are accurate and their scope of work is feasible, and choose which one is best to put under contract.

In his 20-year career, Urban has seen only one other request for proposal garner zero bids. As he points out, this is rare, because bidders are not limited by what they submit in their bids.

“To get no bids, not even an outrageous one from someone saying they’ll do it for \$200 million, is just so uncommon,” he said.

This is a setback to the project that was already operating on a tight deadline. Through community input, the city hoped to complete construction work by the first Washington State University football game of 2024. This is because games are a major driver for business, said Tawny Szumlas, owner of Rico’s Public House in downtown Pullman.

“We get hit with our six biggest weekends here – it’s a lot of money,” Szumlas said. “So it makes a big difference for us.”

The city has worked closely with Welch Comer & Associates, Inc., which designed the project. Matt Gillis, vice president of the firm, said he is sensitive to the worries of business owners.

“We talked to a lot of the businesses about the impact of the football season, and it was substantial, especially the restaurants,” Gillis said. “We want to accommodate that as best we can.”

Next football season is when the changes to the Pac-12 will apply. WSU Cougars fans are eager to understand what a fall of football will be like without the inter-conference matchups that attract tens of thousands of fans.

Szumlas, who serves on the Board of Directors of the Pullman Chamber of Commerce, said these games are very important to local commerce.

“We have, like, 32,000 people that live here, then all of the sudden we have an extra 30,000 people come, and they all want to eat and drink at the same time,” she said.

Though Szumlas is thankful for the games and the business the university brings, she hopes Pullman can rely less on them in the future.

“I’m super excited about the downtown project, because we need a little facelift,” she said. “Look around at all these other towns that are reviving their downtown. Maybe there’s hope that we won’t be forced to live for those six weekends every year.”

Welch Comer & Associates had a part in many of those other downtown projects brought up by Szumlas.

Colville, Chewelah, Post Falls, Rathdrum, Sandpoint, Bonners Ferry, Hayden, Moscow and Lewiston all have downtown projects the firm has worked on, according to Gillis.

“This is the type of work we’re geared for,” he said. “We’re very familiar and passionate about this type of work.”

Despite the impressive resumé of the firm, Pullman faces a unique situation. If the fallout of the Pac-12 causes a drop in attendance at sporting events, businesses would struggle, Szumlas said.

“We’re going to be coming out of our really sucky summer because of the construction and then not having those big football weekends – that could be really bad,” she said.

Gillis recognizes the potential problems.

“We’re working hard to minimize them, and ensuring the schedule is maximized for their benefit is one of our goals,” he said.

One option to minimize effects on businesses could be to push the timeline to another year. Mallory Nash, executive director of the Downtown Pullman Association, said this is worthy of consideration.

“Whether the project proceeds this year or the next, the crucial aspect is the city’s continued dedication to support revitalization efforts in our downtown,” Nash said in a statement. “The timing, while important, should not compromise the quality and success of the project.”

But next year is the latest for the project. According to Urban, the federal rescue plan funds either have to be spent or under contract by the end 2024.

City officials know of four contractors who have done work to formulate a bid, and are talking with them to understand what barriers kept them from submitting.

These discussions may result in negotiations with contractors, Gillis said.

“We’re trying to address their issues and see if we can come up with a contract at a price that we can afford,” he said.

As of now, he is still hopeful to maintain the timeline.

Gillis said some barriers can be overcome. If the price point was not right or some tweaks need to be made to the design, they still can be.

Insurmountable barriers could be a certain building material that cannot be obtained because of supply chain disruptions, for instance.

Though he has no clear indication of what barriers are at play, Urban is determined to revitalize downtown Pullman and not let the funds go unspent.

“We’re trying to save this thing,” he said. “When the government hands you money, I’ll be darned if I’m going to hand it back.”

# Tragic Pedestrian Fatality in Gig Harbor Spurs Urban Road Safety Discussion

22 hours ago



Image via [www.thenewstribune.com](http://www.thenewstribune.com)

The peaceful routine of a Gig Harbor Tuesday morning was shattered when a 57-year-old pedestrian was fatally struck by an SUV. On Point Fosdick Drive near the 4800 block, a local man, dressed in dark clothing, was hit by a Mercedes Benz SUV driven by a 54-year-old woman. The specifics of whether he was crossing or simply standing in the lane are unclear. The driver stayed at the scene, and while the man was rushed to Tacoma General Hospital, he tragically passed away later that afternoon.

This harrowing event did not result in criminal charges for the driver and caused significant disruption, with the northbound lane of Point Fosdick Drive being closed for over two hours. The incident has reignited discussions on urban road safety and the necessity for innovative design to protect pedestrians. With a shocking 7,508 pedestrian deaths recorded in 2022, it's clear that immediate action is needed. Urban planners are now looking to implement narrower lanes that naturally slow traffic, wider sidewalks, and traffic calming measures.

These changes are part of a larger effort to combat the increased risks that come with the suburbanization of poverty and the prevalence of dangerous 'stroads'. Enhanced street lighting, especially the adoption of LED technology, is another critical factor in preventing accidents like the one in Gig Harbor. Well-lit crosswalks and intelligent lighting systems that react to changing conditions can significantly decrease risks for pedestrians after dark.

The Federal Highway Administration has introduced tools such as 'My Street' for safety planning and initiatives like 'Nighttime Visibility for Safety'. Additionally, the Safe Streets and Roads for All grants exemplify the commitment to funding infrastructure projects aimed at pedestrian safety. As urban areas evolve, the integration of smart road design and lighting technology remains vital in safeguarding pedestrian lives. The tragedy in Gig Harbor underscores the urgency of these initiatives, as communities nationwide strive to ensure their streets are not only efficient but also secure for all users.



# Why are so many American pedestrians dying at night?

Dec. 12, 2023 Updated Tue., Dec. 12, 2023 at 5:43 p.m.

By Emily Badger, Ben Blatt and Josh Katz New York Times

Sometime around 2009, American roads started to become deadlier for pedestrians, particularly at night. Fatalities have risen since, reversing the effects of decades of safety improvements. And it's not clear why.

What's even more perplexing: Nothing resembling this pattern has occurred in other comparably wealthy countries. In places like Canada and Australia, a much lower share of pedestrian fatalities occurs at night, and those fatalities – rarer in number – have generally been declining, not rising.

In America, these trends present a puzzle that has stumped experts on vehicle design, driver behavior, road safety and how they interact: What changed, starting about 15 years ago, that would cause rising numbers of pedestrian deaths specifically in the U.S. – and overwhelmingly at night?

“This is something that, quite frankly, our profession missed,” Rebecca Sanders, the founder of Safe Streets Research and Consulting, said of the toll of nighttime deaths. “I think we missed that for a long time.”

In 2021, more than 7,300 pedestrians died in America – three in four of them during the hours between sunset and sunrise.

This trend exists on top of what is already a growing gap in roadway deaths between the U.S. and other countries. Speed limits on local roads are often higher in the U.S., laws and cultural prohibitions against dangerous driving can be weaker, and American infrastructure in many ways has been designed to enable speeding cars.

Those baseline conditions may mean, researchers suggest, that American roads – and the pedestrians walking along them – have been especially susceptible to potential new risks like smartphones and bigger vehicles.

But even that is only part of the picture.

“I don't have any definitive answers for this,” said Jessica Cicchino, the vice president for research at the Insurance Institute for Highway Safety. Ms. Cicchino, like many observers, has puzzled over how rapidly nighttime deaths have risen. “What is it that's happening specifically in the dark?”

## **The danger of darkness**

For starters, it's important to understand just how stark the threat of darkness is for pedestrians in the U.S. Federal data that tracks every roadway fatality makes clear that the problem is not just about the behaviors and routines that happen to occur around nighttime (leaving work, for example, or going to bars). It is darkness itself that matters.

"It's purely an effect of daylight or darkness – and it's huge for pedestrians," said Michael Flannagan, a retired professor at the University of Michigan.

In the dark, pedestrians are harder to see than other road users. They typically don't wear reflective gear or lights, and their outerwear is often a dark color. American roads also weren't particularly engineered with this risk in mind.

"We literally taught generations of engineers to design conditions for daylight and not to consider nighttime," Dr. Sanders said.

The risk for other road users is higher during the day: The majority of deaths among vehicle occupants occur then. Until the last few years, that was true of cyclist fatalities, too. Even incidents of cars driving off the road don't spike with nightfall in the same way that pedestrian fatalities do.

Darkness, it appears, especially threatens people on foot.

Or, rather, people on foot in America. In comparable countries, pedestrians are generally more likely to be fatally struck during the day.

## **New risks**

The most obvious potential risks that have changed in America since 2009 are found inside vehicles – in drivers fiddling with smartphones, in the dashboard displays that have grown more complex, in the growing weight and force of vehicles themselves.

Smartphones have become ubiquitous with remarkable speed, overlapping closely with the timeline of rising pedestrian deaths. Apple's iPhone was introduced in 2007. Within a few years, one-third of American adults said they owned a smartphone. By 2021, according to the Pew Research Center, 85% did.

When it comes to other sources of driver impairment, "there's no particular reason to believe that alcohol, speeding or fatigue necessarily have changed in any kind of big way," said David Strayer, a psychologist who studies driving at the University of Utah. "What has changed is the amount of technology that we're surrounding ourselves with."

Smartphones – and the way they can distract drivers and pedestrians – aren't uniquely American. But there is one thing that is still distinctly so: the pervasiveness in the U.S. of automatic transmissions, which help free up a driver's hand for other uses. Just 1% of all new passenger

vehicles sold this year in the U.S. had manual transmissions, according to the online car-shopping resource Edmunds. In Europe, manual transmissions are declining in popularity as a share of new light vehicles sold. But they still make up about 70 to 75 % of cars on the road, estimated Felipe Munoz, senior analyst at JATO Dynamics.

It's perhaps not surprising then that Americans spend nearly three times as much time interacting with their phones while driving as drivers in Britain, according to smartphone data collected by Cambridge Mobile Telematics, which helps auto insurers, carmakers and local governments track and reduce dangerous driving. In the U.S., that distracted driving – detected when phones are tapped or in motion in vehicles traveling faster than 9 miles per hour – also typically peaks in the evening hours, according to the company's data.

Though this data doesn't capture exactly what people are doing on their phones, evening is when people often coordinate social activities and manage after-hours work messages and tasks. America's round-the-clock work culture may contribute to that trend.

"The adoption of smartphones for the past 15 years – where we are today, being addicted on social media and other apps – absolutely contributes to the increase in fatalities on our roads," said Matt Fiorentino, Cambridge Mobile Telematics' vice president for marketing.

Official data linking smartphones and crashes is hard to find, though, given that the police typically don't ask people involved if they were using phones (and those people might not answer truthfully anyway).

Beyond just display screens, new vehicles have also changed to be wider, longer, taller and heavier. Not only do heavier vehicles hit pedestrians with more force, but they also often have worse brake times, meaning a driver who notices a pedestrian at the last second may strike that person at higher speeds. Studies have also indicated that vehicles with taller hoods are more likely to kill if they hit pedestrians; they strike people closer to the head or torso, instead of the legs.

While researchers have pointed toward vehicle size as a factor explaining America's high overall rate of pedestrian fatalities, several said they were skeptical that it explains much of the increase since 2009. That's because American cars were relatively large even before 2009, and the rate at which new cars replace existing ones is slow.

"In explaining the big run-up in pedestrian deaths, it's not actually a huge portion," said Justin Tyndall, an assistant professor at the University of Hawaii Economic Research Organization. His research estimates that the change in vehicle types since 2009 is responsible for less than 100 additional deaths per year. By comparison, around 3,300 more pedestrians died in 2021 than in 2009.

Similarly, ownership of smaller vehicles (like sedans, coupes and station wagons) is down since 2009. But total pedestrian deaths from these same cars are up more than 70% , suggesting the problem cannot be attributed to increased car size alone.

The behavior of drivers inside vehicles – of any type – may also have changed over this time for a few additional reasons, researchers suggest. This timeline also overlaps with the rise of opioids and the legalization of recreational marijuana. But there is little research about how marijuana affects driving.

Periodic federal roadside surveys, last updated in 2013-14, have found declining alcohol use by drivers and a rising share testing positive for drugs. A more recent federal study, collecting data from trauma centers and medical examiners about seriously or fatally injured road users, found in the years leading up to the pandemic that half of the drivers studied tested positive for at least one active drug. During the pandemic, that share rose to 65% . The results, the authors warned, “could be indicative of a growing problem.”

## **Societal change**

None of the explanations so far easily accounts for the full rise of pedestrian fatalities in the U.S. But while less obvious than driver and vehicle behavior, changes that have happened outside the car and across American society may be just as important.

One theory is that Americans have been migrating toward the Sun Belt, including parts of the country that developed in the auto age, that have particularly poor pedestrian and transit infrastructure, and that have some of the highest pedestrian fatality rates. The rise in pedestrian deaths has been nationwide, with per-capita pedestrian fatality increases in 47 states since 2009. But many areas that have had poor pedestrian safety records going back decades – especially metro areas in Florida, Texas and Arizona – have seen the greatest recent population growth.

The number of pedestrian fatalities in Florida has increased 75% since 2009, while the population has increased around 17% . Such state population changes alone don’t explain most of the rise in deaths, however. More relevant patterns may have to do with where, specifically, people have moved within those states.

Nationwide, the suburbanization of poverty in the 21st century has meant that more lower-income Americans who rely on shift work or public transit have moved to communities built around the deadliest kinds of roads: those with multiple lanes and higher speed limits but few crosswalks or sidewalks. The rise in pedestrian fatalities has been most pronounced on these arterials, which can combine highway speeds with the cross traffic of more local roads.

Research has found that pedestrian deaths over the last 20 years have declined in downtown areas and increased in the suburbs, often in places where lower-income residents live. Such suburban arterial roads are also where many communities have allowed multifamily and affordable housing construction that has been less welcome in neighborhoods with inherently safer streets.

In Portland, for example, immigrants and lower-income residents priced out of other parts of the city have moved in along some of the region’s most notoriously dangerous corridors, like 122nd Avenue, a five-lane arterial that runs through the city’s most racially and ethnically diverse neighborhoods.

“Now we have folks that are living, working, shopping, going to school directly on these roads that were essentially built as highways,” said Dana Dickman, the traffic safety section manager for the Portland Bureau of Transportation.

In more recent years, the rise of homelessness in many American cities since about 2016 has also put a growing vulnerable population on streets in conflict with speeding cars. In 2021, 70% of Portland’s pedestrian fatalities were among the homeless. Last year, about a third were, similar to recent data in Los Angeles. Such data is relatively limited and new, but other cities including Colorado Springs and San Jose, California, have also noted a rise in pedestrian fatalities among the homeless.

The homeless population may have little choice but to be out at night, and near dangerous roads.

“Where they’re actually living unhoused – next to freeways, next to undercrossings – those are typically places that are busy streets,” said Tim Weisberg, a deputy director for the California Office of Traffic Safety.

Nationwide, the overwhelming majority of the rise in pedestrian deaths since 2009 has come among working-age Americans, reinforcing the idea that this shift may also have to do with where those people are living and spending time.

People 17 and younger are bucking the overall trend, and deaths of children walking are at a record low. Not only are children less likely to be walking at night when the majority of pedestrian deaths occur, but studies have estimated that the percentage of children who walk or bike to school has declined precipitously over the past 50 years.

Individually, any of these theories seems unsatisfying. But put together, it’s clear that there’s been a particularly American mix of technological and social changes over the past decade and a half. And they have all come on top of a road system and an ingrained culture that prioritizes speed over safety. Whatever has happened over this time has reversed years of progress on daytime pedestrian fatalities, too, leading to a modest increase in deaths. Nighttime, however, has the potential to amplify many of these risks.

A transportation system that’s safer by design – as in many European countries – might better absorb any one of these dangers. Distracted drivers are safer at lower speeds. People out at night are safer with well-lit crosswalks.

Even “monster trucks are safe on safer roads,” said Nicholas Ferenchak, a professor at the University of New Mexico and director of the Center for Pedestrian and Bicyclist Safety.

Now imagine distracted drivers in monster trucks on high-speed roads in the dark.

# A roundabout threatens this small Pierce County town. There's 1 big mistake to blame

## | Opinion

By Matt Driscoll,

1 day ago

The decisions we make today can ripple — often for decades.

While it can be difficult to appreciate in the heat of the moment, the big ones put dominoes in motion, setting the stage for the issues we'll grapple with in the years to come, even some that feel small or inconsequential to most people.

Take Tehaleh, for instance, the massive and ever-growing development [on the Bonney Lake plateau](#).

Roughly 30 years ago, it was drawn up as [the mythical Cascadia](#), a future home to thousands of residents and countless thriving businesses, the largest planned community in the state. Then the Great Recession hit, the developer went bankrupt and the bottom fell out, leaving newly paved roads without any homes or upper-middle-class families to occupy them.

It wasn't until a new developer stepped in to revive the plan in 2012 — with the county's blessing, despite traffic and infrastructure concerns expressed by Bonney Lake officials — that the pieces began to fall into place. Today, the expansive development is home to [more than 5,000 people](#), with a median household income of nearly \$123,000.

As always, the future calls for more, more, more. It's like a suburban Disneyland. The only things missing are costumed cast members and daily parades.

The development has felt like an overly optimistic fig leaf for sprawl since the very beginning, at least in the estimation of many who followed the saga closely.

This brings us to a simple roundabout, coming soon to McMillin, a small rural [community along State Route 162](#), in the Puyallup Valley and the shadow of Mount Rainier. It's part of the long-foretold New Rhodes Lake Road East project, designed to establish a second route from Orting to Tehaleh, providing an alternative to 198th Avenue East, which to this day is still the only way in and out of the community built from scratch.

What do the two things have in common?

Everything.

In McMillin, residents fear that the new roundabout will forever change their cherished farming community, and not for the better, whether anyone cares about their hyper-local plight or not.

All of it — or nearly all of it — is a result of the decision so many years ago, one that allowed a shining new suburban enclave to be built on a hill in otherwise rural Pierce County.

File it away as a lesson for the future.

They say change is inevitable, and they're right, but that doesn't mean the options of today aren't determined by what happened in the past.

In short: Without Tehaleh — and the thousands of vehicles that now come and go from it every day — there's a decent chance the people of McMillin wouldn't be in this pickle.

The town wouldn't be facing what John Gardner, the longtime president of [the McMillin Grange](#), describes as an existential threat in the form of a roundabout.

According to Gardner, the planned roundabout could spell the demise of an important civic organization he's been part of for more than 50 years. At the very least, he knows a handful of 100-year-old maple trees — five of them, to be exact, planted when the Grange was established — will be chopped down, lost to supposed progress.

Gardner also knows it's coming, whether he likes it or not.

The [decision to install a roundabout](#), which the state Department of Transportation identified as the best way to accommodate increased traffic in the area, has long been made.

While the \$150 million [New Rhodes Lake Road East project](#) is a largely Pierce County undertaking, with Tehaleh's developer responsible for hiring the contractor and footing much of the bill, the roundabout falls under [WSDOT jurisdiction](#), given its placement along SR 162.

According to WSDOT spokesperson Cara Mitchell, the calculations are based on extensive traffic studies and best practices for efficiently moving vehicles through a growing transportation corridor.

“We did a corridor study that started in 2015. There was broad community and stakeholder engagement on that, and that report basically spelled out what the guidelines are for any future expansion. It's the guidebook you go back to,” Mitchell said. “The data pointed to roundabout, so that's where the path forward started.”

Pierce County spokesperson Libby Catalinich referred questions about the roundabout and its local impact to WSDOT.

In the past, county officials have described the New Rhodes Lake Road East project as essential to mitigate increasing traffic demands related to Tehaleh and population growth in East Pierce



County, though some elected officials — like Pierce County Council member Dave Morell — have [opposed the construction of a roundabout](#).

Earlier this year, Pierce County Executive Bruce Dammeier was joined by Morrell and County Council member Paul Herrera at a [groundbreaking ceremony](#) for the New Rhoades Lake Road East project, held in Tehaleh.



The McMillin Grange and its five maple trees have been just off WA-162 for nearly 100 years, Tuesday, Nov. 21, 2023, in Puyallup, Wash. A proposed roundabout at WA-162 and 128th St E. intersection would affect the Grange and the nearby neighbors. Brian Hayes/bhayes@thenewsribune.com

### **Between a roundabout and a hard place**

Gardner's opposition to the planned roundabout is genuine and understandable.

Construction will require the state to acquire a chunk of the McMillin Grange's land, leaving the resulting intersection at SR 162 and 128th Street East only a few feet from its doorstep.

Gardner told me the McMillian Grange is in negotiations with the state for the purchase of the land, not that it has any choice.

The organization — which has historic roots in the small farming community, like local granges across the state and country — stands to be compensated at “fair market value” under state law, Mitchell confirmed.

Best case scenario, Gardner said the Grange will receive roughly \$50,000 in return, a relative pittance, in his estimation, particularly for an important civic organization that was struggling to hold on long before the COVID-19 pandemic decimated its meager financial reserves. Roughly \$20,000 of it will serve as compensation for the five maple trees that will be lost, he said.

Mitchell declined to provide specifics of the deal, citing ongoing negotiations.

“The roundabout in itself is going to make it difficult for us to get in and out of our property at the grange hall, and our biggest income is for renting out our building for weddings and parties and funeral gatherings,” Gardner recently explained by phone.

“We survive by people coming to the grange hall, and we’re afraid we’re going to be locked out,” he told me. “It’s going to keep people away from it.”

Gardner doesn’t just fear change in an abstract sense. His concerns include practical matters, he said, including the current condition of the old McMillin school house that’s been home to the grange for roughly a century.

Gardner is worried that construction and increased traffic related to the new roundabout will shake the old brick building to dust, and he might have a point.

“When they take the front of our property, we’re going to be within 35 feet of (the roundabout), and the bricks they used for the building are no longer suitable,” Gardner said.

“I don’t know how else to put it: it’s an inferior brick,” he added.

“We’re afraid that bringing those heavy trucks closer to the building will result in a lot of structural damage.”



Vehicles

drive down WA-162 in front of the McMillin Grange and its 5 oak trees, Tuesday, Nov. 21, 2023, in Puyallup, Wash. A proposed roundabout at WA-162 and 128th St E. intersection would affect the Grange and the nearby neighbors. Brian Hayes/bhayes@thenewstribune.com

## Beyond McMillin Grange

In a community with more acres of farmland than residents, Gardner isn't the only person who worries about what the future will bring, or the only one harboring concerns.

For more than a decade — since long before the roundabout was a gleam in some traffic planner's eye — people have been organizing in what has, at times, been a dispiriting effort to protect the place they love.

Maxine Herbert-Hill is one of them. Roughly six years ago, she helped to co-found the [SR 162 Community Group](#), which fought the roundabout tooth and nail — ultimately, to no avail.

Herbert-Hill, 76, grew up near McMillin; she and her husband still live in the house where she was raised, she told me.

Since retiring as the director of Pacific Lutheran University's internship office in 2014, Herbert-Hill's passion for the area has inspired a new pastime, she explained: learning the ins and outs of road planning.

Herbert-Hill was recently appointed as a volunteer member of [Pierce County's Transportation Advisory Committee](#), and she knows more than most. She rattles off street names and traffic-

design best practices like an old pro, even if her assessment of what's best for McMillin runs counter to every explanation and data point WSDOT has cited.

Like Gardner, Herbert-Hill is resigned to the fact that a roundabout will be built where SR 162 intersects with 128th Street East, not far from her home, though she doesn't like it.

She thinks congestion will make it impossible for residents to get in and out of their homes and worries that critical services, like fire and emergency responders, will no longer be able to adequately access her community. She worries that local businesses and farms will suffer. She's concerned about pedestrian safety, particularly with the popular Foothills Trail nearby.

But that battle's over, Herbert-Hill acknowledged.

Today, she spends much of her time and energy trying to make sure the impact on her small community is considered the next time a big decision is made.

There will be more roads to build, Herbert-Hill told me, and more land-use planning to do. People will continue to arrive.

The choices we make now, she said, will define how the future looks and feels — for better or worse.

Once you pave over rural farmland it's gone for good, Herbert-Hill notes.

History suggests she's right.

"If you want to wind back the clock 40 years, it was stupid for Pierce County to allow this to happen," Herbert-Hill told me, describing the local impact of the Tehaleh development that now looms so large.

"But that's ancient history. You've got to live with what you've got," she added.

"In the future, it seems kind of idiotic to use this farmland for anything but what it can do best — and that's grow food. It's valuable, and it needs to be protected."



# What's on the transportation agenda for WA lawmakers

Dec. 27, 2023 at 6:00 am Updated Dec. 27, 2023 at 6:00 am



The massive 520 bridge lid project is seen from the air in this view looking east, with Lake Washington in the background, on July 16. Bids for replacing the 520 bridge over Portage Bay were more than \$500 million over the expected cost. (Ken Lambert / The Seattle Times)

By

[David Kroman](#)

Seattle Times staff reporter

[Traffic Lab](#) is a Seattle Times project that digs into the region's thorny transportation issues to explore the policies and politics that determine how we get around and how billions of dollars in public money are spent. It is funded with the help of community sponsor PEMCO Mutual Insurance Company. Seattle Times editors and reporters operate independently of our funder and maintain editorial control over Traffic Lab content.

If it were up to him, Sen. Marko Liias would focus solely on traffic safety in the 2024 legislative session. But as the cost of highway projects and fish passages has skyrocketed, next year's transportation agenda has been rewritten in recent months, forcing lawmakers to take a second look at their budgets and timelines for delivering long-promised projects.

“There’s some stuff we have to talk about, which is how to land the plane, so to speak, on these big projects,” said Liias, D-Edmonds, chair of the Senate Transportation Committee.



“How do we reshuffle, restructure and set more realistic expectations about what we can deliver?” said state Sen. Marko Liias about... (Elaine Thompson / The Associated Press, 2020)

Less than two years ago, the Legislature passed a momentous, \$17 billion transportation funding measure. It was billed as a means to finally deliver on highway megaprojects while improving transit across the state. Now, lawmakers are forced to watch as the ambitions the package contained dwindle as costs rise.

Safety will still be a topic of conversation when the session begins Jan. 8. The state is on pace to match or even exceed last year’s 740 traffic deaths, a number that itself was a more than 30-year high.

Liias is freshly returned from Finland, where he and a group of state officials visited to learn more about that country’s efforts to eliminate traffic deaths. Legislators are likely to again take up the question of a lower blood alcohol limit and expanded enforcement.

Still, some of the oxygen for safety was taken out of the room when lawmakers received a series of bad reports regarding the state’s capital program. The cost to convert three ferries to hybrid-electric is now \$30 million more than budgeted. The price for work on I-405 to expand express lanes and lay the groundwork for a new bus stop came in \$234 million more than expected. Bids

for replacing the 520 bridge over Portage Bay in [Seattle were more than \\$500 million over the expected cost.](#)



The ferry Wenatchee, seen at Harbor Island in Seattle on Oct. 19, is part of Washington State Ferries' aging fleet. The cost to convert three ferries to hybrid-electric is now \$30 million more than... (Erika Schultz / The Seattle Times)

And the biggest blow came when the Washington State Department of Transportation revised upward its estimates by nearly \$4 billion to replace hundreds of culverts — or large pipes — beneath state roads to improve salmon passage, as mandated by a federal court.

“It was just one shock after the next,” said Rep. Andrew Barkis, R-Olympia.

Because the cost for the projects is spread out over years, Liias said lawmakers can address the issue over more than just one legislative session. But it will be important to begin a conversation about how to reshuffle resources, by moving dollars around in the budget or delaying other projects — or some of both.

“How do we reshuffle, restructure and set more realistic expectations about what we can deliver on the rest of the program?” he said. “So there’s the stuff that I wasn’t planning to do and then stuff that we have to do in terms of the moral imperative at the moment of traffic safety.”

Chair of the House Transportation Committee, Rep. Jake Fey, D-Tacoma, said his committee will scrutinize the cost overruns. The contract for 520 has not yet been awarded and Fey said he has reservations of writing a check that’s 70% higher than what the state expected. At the same time, delaying runs the risk of further increasing the total cost.



“I’m not seeing Prince Charming or anybody else coming forward with a bunch of money solving the problem for us this session,” he said. “I think we have to look at what is out in front of us and make some decisions about how far we can go into each realm, whether it’s ferries, culverts or projects.”



A culvert in Skokomish Park in Shelton, Mason County, seen Nov. 3, is on the list of culverts to be replaced. (Kevin Clark / The Seattle Times)

The state’s transportation budget, which relies heavily on a 49-cent gas tax, is separate from the general fund. In 2022, however, budget writers approved a \$2 billion transfer from the general fund to the transportation budget.

Republicans are interested in doing more of that. Barkis said he will propose diverting sales tax from cars and trucks, that normally go into the general fund, to the transportation budget, as he’s unsuccessfully done in the past.

Sen. Curtis King, R-Yakima, and ranking member of the Senate Transportation Committee, said, “From my standpoint, I think we need to have some very good conversations with the operating budget and I think we can show them that if we have a good transportation system, it’s good for the operating budget.”

But Democrats have been hesitant to lower the wall between the two, largely because that would mean transportation would compete for dollars directly with social programs and education.

One thing that's unlikely to happen this coming year: new taxes. Taxes and the cost of gas in Washington are already hot issues and 2024 is an election year. Lias said whatever solution they come up with will be bipartisan, which almost certainly rules out new gas taxes.

Lawmakers are likely to look to money generated from the state's auction of carbon credits, especially for improving fish culverts. But the wrinkle there is [an initiative to repeal the auction appears headed to the ballot](#).

"That's going to be fraught with controversy," said Barkis.

On safety, lawmakers are likely to consider lowering the maximum blood alcohol content for drivers from 0.08% to 0.05%. It's a change backed by the National Highway Traffic Safety Administration and one considered during the 2023 legislative session. It failed to advance, in part due to concerns from the hospitality industry.

Amy Freedheim, head of the King County Prosecuting Attorney's Office felony traffic unit, said it would be an important change because, at 0.08%, the "vast majority" of people show significant impairment.



# Washington State Transportation Improvement Board

## Project Activity Report

Reporting Period  
From 11/01/2023 to 12/31/2023

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>APP Program</b>							
3-W-189(008)-1	ABERDEEN	2022 Overlay Award	Contract Completion	CC	452,717	-13,930	Director
3-W-948(003)-1	BATTLE GROUND	2022 Overlay Award	Audit	CC FV AD	387,878	-24,830	Director
3-W-159(010)-1	BURLINGTON	2023 Overlay Award	Audit	CC FV AD	617,813	137	Director
3-W-193(004)-1	CHEHALIS	Main Street Overlay	Audit	FV AD	586,170	0	Director
3-P-204(007)-1	COVINGTON	SE 256th Street Overlay	Contract Completion	CC	437,576	-7,799	Director
3-P-802(006)-1	DUVALL	NE 150th Street Overlay	Design	DE	8,500	0	Director
3-E-183(011)-1	GRANDVIEW	Wine Country Road Overlay	Design	DE	48,150	0	Director
3-W-839(007)-1	LYNDEN	2024 1st Street Overlay	Design	DE	89,920	0	Director
3-W-153(001)-1	PORT ORCHARD	2022 Overlay Award	Audit	CC FV AD	320,847	-5,129	Director
3-E-167(003)-1	PULLMAN	Bishop Boulevard Overlay	Audit	CC FV AD	619,867	-17,614	Director
3-E-167(004)-1	PULLMAN	Military Hill Overlay	Design	DE	0	0	Director
3-W-126(009)-1	SEDRO WOOLLEY	Cook Road Overlay	Contract Completion	CC	379,370	-14,058	Director
3-P-142(010)-1	SNOHOMISH	Avenue D Overlay	Design	DE	4,250	0	Director
3-P-823(009)-1	STANWOOD	2024 Overlay	Design	DE	11,050	0	Director
3-E-179(003)-1	SUNNYSIDE	Yakima Valley Highway Overlay	Audit	CC FV AD	376,124	-2,893	Director



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3-W-186(002)-1	WASHOUGAL	2024 Main Street Overlay	Design	DE	105,400	0	Director
Total APP Change						-86,116	
<b>ATP Program</b>							
P-W-189(P04)-1	ABERDEEN	US 101 Safety Improvements	Design	DE	0	0	Director
P-P-808(P01)-1	BUCKLEY	Foothills Trail Crossing	Construction	CN	25,178	0	Director
P-E-930(P06)-1	CLE ELUM	Second Street Pathway - Phase 1	Design	DE	0	0	Director
P-E-177(P03)-1	COLLEGE PLACE	SE 8th Street Sidewalk	Design	DE	75,600	0	Director
P-P-802(P03)-1	DUVALL	Main Street (SR 203) / Cherry Street RRFB	Design	DE	0	0	Director
P-P-802(P04)-1	DUVALL	Main Street (SR 203) / Ring Street RRFB	Design	DE	0	0	Director
P-W-953(P09)-1	KALAMA	S 10th Street and Date Street Sidewalk	Audit	CC FV AD	219,645	-2,944	Director
P-W-970(P01)-1	LONG BEACH	2nd Street NE Sidewalk	Design	DE	38,760	0	Director
P-P-143(P03)-1	MARYSVILLE	53rd Ave NE Shared Used Path	Construction	CN	0	0	Director
P-P-143(P04)-1	MARYSVILLE	RRFB Pilot Project	Audit	CC FV AD	23,138	-8,862	Director
P-W-956(P07)-1	MCCLEARY	W Maple Street Sidewalk	Design	DE	57,209	0	Director
P-P-109(P05)-1	MEDINA	NE 24th Street ADA Upgrade	Design	DE	31,185	0	Director
P-P-027(P09)-1	PIERCE COUNTY	Gem Height Drive E RRFBs	Design	DE	70,032	0	Director
P-P-027(P10)-1	PIERCE COUNTY	Ainsworth Avenue S RRFB	Design	DE	36,785	0	Director



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P-P-142(P01)-1	SNOHOMISH	13th Street Intersection Improvements	Design	DE	8,454	0	Director
P-P-031(P03)-1	SNOHOMISH COUNTY	Puget Park Drive RRFBs	Design	DE	16,608	0	Director
P-E-032(P09)-1	SPOKANE COUNTY	Rowan Ave. ADA Ramp Replacement	Design	DE	55,400	0	Director
P-E-208(P10)-1	SPOKANE VALLEY	Sprague Ave. Pedestrian Crossings	Design	DE	51,384	0	Director
P-P-133(P03)-1	STEILACOOM	Townwide RRFB Project	Construction	CN	29,400	0	Director
P-E-886(P02)-1	TWISP	North End SR 20 PedestrianBike Path	Design	DE	0	0	Director
P-W-186(P05)-1	WASHOUGAL	Evergreen Way Sidewalk	Design	DE	95,200	0	Director
Total ATP Change						-11,806	
<b>CSP Program</b>							
C-P-106(003)-1	KENT	Complete Streets Award	Audit	CC AD	750,000	0	Director
Total CSP Change						0	
<b>SCAP Program</b>							
6-P-801(010)-1	CARNATION	E Bird Street	Construction	CN	78,625	0	Director
6-P-801(011)-1	CARNATION	McKinley Street	Construction	CN	54,403	0	Director
6-E-930(005)-1	CLE ELUM	First Street	Contract Completion	CC	634,947	-15,973	Director
6-E-930(008)-1	CLE ELUM	First Street - Phase 3	Design	DE	0	0	Director
6-E-902(011)-1	COLVILLE	Summit Street	Audit	CC FV AD	1,161,608	-46,829	Director



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6-E-926(008)-1	CONNELL	S Fifth Avenue	Audit	FV AD	410,428	0	Director
6-E-878(007)-1	COULEE DAM	6th Street	Audit	CC FV AD	829,851	8,460	Director
6-P-811(014)-1	EATONVILLE	View Crest Drive and Center Street	Bid Award	CN BA	336,912	-95,887	Director
6-W-838(009)-1	EVERSON	S Harkness Street	Design	DE	78,885	0	Director
6-W-825(009)-1	FORKS	West E Street	Design	DE	66,500	0	Director
6-W-831(009)-1	FRIDAY HARBOR	Nash Street	Contract Completion	CC	714,231	0	Director
6-W-953(012)-1	KALAMA	China Garden Road	Design	DE	70,253	0	Director
6-W-957(113)-1	MONTESANO	W. Pioneer Avenue	Construction	CN	13,500	0	Director
6-W-973(007)-1	NORTH BONNEVILLE	Cascade Drive and Hot Springs Way	Design	DE	38,000	0	Director
6-E-881(011)-1	OKANOGAN	3rd Avenue Improvements	Design	DE	142,500	0	Director
6-E-881(111)-1	OKANOGAN	Oak Street	Bid Award	BA	66,591	-6,309	Director
6-W-972(011)-1	SOUTH BEND	First Street	Design	DE	63,068	0	Director
6-P-815(003)-1	SOUTH PRAIRIE	Pioneer Way E (SR 162)	Design	DE	108,778	0	Director
6-W-968(010)-1	WINLOCK	NW Arden Avenue	Design	DE	104,500	0	Director
Total SCAP Change						-156,538	

### SCPP Program

2-E-907(004)-1	ALBION	2024 Otta Seal	Design	DE	20,000	0	Director
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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-907(005)-1	ALBION	2024 Street Maintenance	Design	DE	0	0	Director
2-E-934(001)-1	BINGEN	2022 Overlay Award	Audit	CC FV AD	121,662	-50,754	Director
2-E-934(002)-1	BINGEN	2022 Maintenance Project	Audit	CC FV AD	23,241	-13,572	Director
2-E-851(007)-1	BRIDGEPORT	16th Street Overlay	Audit	CC FV AD	225,000	-10,001	Director
2-E-847(003)-1	CASHMERE	2024 Street Maintenance	Construction	DE CN	0	0	Director
2-P-115(004)-1	CLYDE HILL	2024 Overlay	Design	DE	25,568	0	Director
2-E-908(005)-1	COLTON	2024 Chip Seal	Design	DE	0	0	Director
2-E-902(002)-1	COLVILLE	2024 Street Maintenance	Construction	DE CN	0	0	Director
2-W-827(013)-1	COUPEVILLE	2022 Overlay Award	Bid Award	BA	249,389	-27,167	Director
2-W-827(014)-1	COUPEVILLE	2022 Seal Coat Award	Bid Award	BA	141,598	0	Director
2-W-827(015)-1	COUPEVILLE	2024 Chip Seal	Construction	DE CN	14,639	0	Director
2-E-869(003)-1	CRESTON	City Wide Otta Seal	Audit	CC FV AD	647,677	-40,727	Director
2-E-924(010)-1	DAYTON	2024 Otta Seal	Design	DE	23,750	0	Director
2-E-857(006)-1	ELECTRIC CITY	2022 Maintenance Project	Audit	CC FV AD	47,593	16,487	Director
2-W-955(002)-1	ELMA	2024 Red Town Initiative	Design	DE	23,750	0	Director
2-E-849(002)-1	ENTIAT	2024 Street Maintenance	Construction	DE CN	0	0	Director
2-E-895(005)-1	FAIRFIELD	2024 Street Maintenance	Design	DE	0	0	Director





# Washington State Transportation Improvement Board

## Project Activity Report

Reporting Period  
From 11/01/2023 to 12/31/2023

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-895(006)-1	FAIRFIELD	2024 Scrub Seal	Design	DE	9,292	0	Director
2-P-819(007)-1	GOLD BAR	9th Street Overlay	Design	DE	27,303	0	Director
2-P-819(008)-1	GOLD BAR	2024 Seal Coat	Design	DE	22,640	0	Director
2-P-820(008)-1	GRANITE FALLS	N Alder Avenue Overlay	Audit	CC FV AD	295,896	-54,887	Director
2-P-820(009)-1	GRANITE FALLS	Alpine Street Overlay	Design	DE	18,651	0	Director
2-E-927(004)-1	KAHLOTUS	2022 Crack Seal Award	Audit	FV AD	104,010	0	Director
2-W-953(005)-1	KALAMA	2022 Maintenance Project	Audit	FV AD	35,625	0	Director
2-W-953(006)-1	KALAMA	2024 Chip Seal	Design	DE	19,000	0	Director
2-E-931(012)-1	KITTITAS	2022 Crack Seal	Contract Completion	CC	9,532	-58,455	Director
2-E-850(005)-1	LEAVENWORTH	2024 Scrub Seal - Red Town InitiativeIncre	Design	DE	22,500	0	Director
2-E-904(002)-1	MARCUS	2023 Citywide Maintenance	Audit	CC FV AD	2,860	-2,333	Director
2-W-956(005)-1	MCCLEARY	2023 Seal Coat Award	Audit	CC FV AD	87,424	-12,576	Director
2-P-109(007)-1	MEDINA	2024 Overlay	Design	DE	13,437	0	Director
2-E-928(004)-1	MESA	2022 Crack Seal	Audit	CC FV AD	18,918	3,252	Director
2-W-957(014)-1	MONTESANO	2024 Street Maintenance	Design	DE	0	0	Director
2-W-957(015)-1	MONTESANO	2024 W Pioneer Avenue Overlay	Design	DE	0	0	Director
2-W-957(016)-1	MONTESANO	2024 Chip Seal	Design	DE	0	0	Director



# Washington State Transportation Improvement Board

## Project Activity Report

Reporting Period  
From 11/01/2023 to 12/31/2023

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-W-961(006)-1	MORTON	2024 Red Town Initiative	Design	DE	23,750	0	Director
2-W-963(006)-1	NAPAVINE	2nd Ave SE Overlay	Design	DE	20,900	0	Director
2-E-892(006)-1	NEWPORT	Newport - 2023 Seal Coat	Contract Completion	CC	52,710	-7,229	Director
2-E-872(004)-1	ODESSA	2024 Maintenance Project	Design	DE	0	0	Director
2-E-929(005)-1	POMEROY	2022 Seal Coat Award	Audit	CC FV AD	218,402	-46,367	Director
2-W-971(004)-1	RAYMOND	2024 SW Raymond Overlay	Design	DE	65,048	0	Director
2-E-898(005)-1	ROCKFORD	2024 Street Maintenance	Construction	DE CN	0	0	Director
2-E-898(006)-1	ROCKFORD	2024 Pavement Preservation	Design	DE	6,000	0	Director
2-P-135(003)-1	RUSTON	2021 Court Street Seal Coat	Audit	CC FV AD	72,769	12,919	Director
2-E-865(011)-1	SOAP LAKE	2024 Scrub Seal - Red Town Initiative	Design	DE	25,000	0	Director
2-E-933(007)-1	SOUTH CLE ELUM	2024 Chip Seal	Design	DE	0	0	Director
2-P-815(004)-1	SOUTH PRAIRIE	2024 Otta Seal	Design	DE	15,000	0	Director
2-P-815(005)-1	SOUTH PRAIRIE	2024 Maintenance Project	Construction	DE CN	0	0	Director
2-E-874(009)-1	SPRAGUE	2022 County Chip Seal	Contract Completion	CC	88,572	8,457	Director
2-E-906(004)-1	SPRINGDALE	2024 Street Maintenance	Construction	DE CN	0	0	Director
2-W-974(003)-1	STEVENSON	McEvoy Lane Overlay	Audit	CC FV AD	47,444	-26,702	Director
2-W-977(002)-1	TENINO	2024 Park Avenue Overlay	Design	DE	44,175	0	Director



# Washington State Transportation Improvement Board

## Project Activity Report

Reporting Period  
From 11/01/2023 to 12/31/2023

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-945(002)-1	TIETON	2024 Overlay	Design	DE	13,100	0	Director
2-E-945(003)-1	TIETON	2024 Street Maintenance	Design	DE	0	0	Director
2-E-946(004)-1	WAPATO	2024 Otta Seal	Design	DE	23,750	926,250	Director
2-E-854(005)-1	WATERVILLE	2024 Street Maintenance	Construction	DE CN	0	0	Director
2-E-900(003)-1	WAVERLY	2024 Scrub Seal	Design	DE	8,973	0	Director
2-E-875(007)-1	WILBUR	2024 Street Maintenance	Construction	DE CN	0	0	Director
2-E-875(008)-1	WILBUR	2024 Overlay	Design	DE	64,054	0	Director
<b>Total SCPP Change</b>						<b>616,595</b>	

### SP Program

P-W-006(P10)-1	CLARK COUNTY	NE 68th Street Sidewalk	Bid Award	BA	400,000	0	Director
P-W-953(P08)-1	KALAMA	Cedar Street and S 10th Street Sidewalk	Audit	CC FV AD	243,666	-3,433	Director
P-P-106(P06)-1	KENT	Russell Road	Audit	CC FV AD	770,558	-23,241	Director
P-W-961(P06)-1	MORTON	Main Avenue	Audit	CC FV AD	85,000	0	Director
P-E-165(P10)-1	SPOKANE	Haven Street Sidewalk	Bid Award	BA	177,348	-30,022	Director
P-W-184(P09)-1	VANCOUVER	Devine Road	Audit	CC FV AD	400,000	0	Director
<b>Total SP Change</b>						<b>-56,696</b>	



# Washington State Transportation Improvement Board

## Project Activity Report

Reporting Period  
From 11/01/2023 to 12/31/2023

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>UAP Program</b>							
8-3-893(006)-1	AIRWAY HEIGHTS	10th Avenue Extension	Construction	CN	286,096	0	Director
8-2-154(017)-1	ANACORTES	R Avenue Improvements	Construction	CN	0	0	Director
8-2-156(043)-1	BELLINGHAM	Meridian St	Construction	CN	10,000	0	Director
8-1-114(009)-1	BOTHELL	Meridian Avenue Roundabout	Design	DE	0	0	Director
8-5-185(010)-1	CAMAS	NW 38th Avenue	Design	DE	0	0	Director
8-4-177(011)-1	COLLEGE PLACE	SW Mojonier Road Improvements	Design	DE	0	0	Director
8-3-009(012)-1	DOUGLAS COUNTY	21st St NE	Design	DE	282,018	0	Director
8-3-161(015)-1	EAST WENATCHEE	19th Street NW Phase 1	Construction	CN	0	0	Director
8-1-124(006)-1	ENUMCLAW	244th Avenue Roundabout	Construction	CN	52,679	0	Director
8-2-985(011)-1	FERNDALE	Ferndale Terrace	Design	DE	0	0	Director
8-1-106(035)-1	KENT	76th Avenue S South Phase	Construction	DE CN	0	0	Director
8-1-199(017)-1	LAKEWOOD	S Tacoma Way Signal	Design	DE	96,600	0	Director
8-1-199(018)-1	LAKEWOOD	Custer Road W	Design	DE	619,546	0	Director
8-5-187(018)-1	LONGVIEW	Olympia Way and Nichols Blvd	Design	DE	340,800	0	Director
8-5-187(019)-1	LONGVIEW	Nichols Boulevard	Withdrawn	WD	0	-1,566,400	Director



# Washington State Transportation Improvement Board

## Project Activity Report

Reporting Period  
From 11/01/2023 to 12/31/2023

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-2-155(019)-1	MOUNT VERNON	Laventure Road	Design	DE	219,567	0	Director
8-1-813(004)-1	ORTING	Kansas Street Reconstruction	Design	DE	180,000	0	Director
8-1-027(072)-1	PIERCE COUNTY	122nd Avenue E	Design	DE	1,476,582	0	Director
8-4-182(008)-1	SELAH	E Goodlander Road Signal	Design	DE	0	0	Director
8-1-202(008)-1	SHORELINE	145th Street (SR 523)	Bid Award	BA	5,000,000	0	Director
8-1-202(009)-1	SHORELINE	N 145th Street (SR 523) Phase 1	Bid Award	BA	5,000,000	0	Director
8-1-031(018)-1	SNOHOMISH COUNTY	Alderwood Mall Parkway	Design	DE	150,000	0	Director
8-3-165(093)-1	SPOKANE	Riverside Ave.	Design	DE	80,500	0	Director
8-3-032(076)-1	SPOKANE COUNTY	Hatch Road Reconstruction Phase 2	Design	DE	254,442	0	Director
8-1-203(006)-1	UNIVERSITY PLACE	Grandview Avenue Roundabout	Design	DE	96,800	0	Director
8-1-198(006)-1	WOODINVILLE	131st Avenue NE (SR 202) Trestle Replacement	Design	DE	395,000	0	Director
Total UAP Change						-1,566,400	
Total Change						-1,260,961	

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



## Stage 2 Delay- Request for Reinstatement

### City of Tacoma- E. 64<sup>th</sup> Street

January 26, 2024

#### BACKGROUND

This project was awarded as construction-only funding with the expectation that the project would be advertised for construction within one year; however, extended delays caused it to be placed into Stage 2 Delay status. The following table provides a timeline of events and TIB grant amount:

Agency	Original scheduled bid date	Stage 1 delay	Stage 2 delay	Termination date	TIB Grant Amount
Tacoma	10/1/2022	1/1/2023	7/11/2023	7/1/2024	\$4,000,000

#### STATUS

The city will provide a presentation and request the Board to reinstate TIB funding to allow the project to proceed to construction phase. It is TIB standard practice that projects placed into Stage 2 Delay do not receive consideration for funding increases.

#### RECOMMENDATION

Staff recommends approval to reinstate TIB funds and allow the project to be advertised for bids.



## Scope Change and Stage 2 Delay Extension Request Yakima County – Ahtanum Road (Phase 2)

January 26, 2024

### BACKGROUND

The Yakima County-Ahtanum Road Project has been before the Board on two previous occasions.

Yakima County applied three years before this project was ultimately funded. The cross-sections applied each year varied. After the 2014 and 2015 unsuccessful applications, TIB staff recommended reducing the cross-section width and using a shared use path in lieu of sidewalks on both sides.

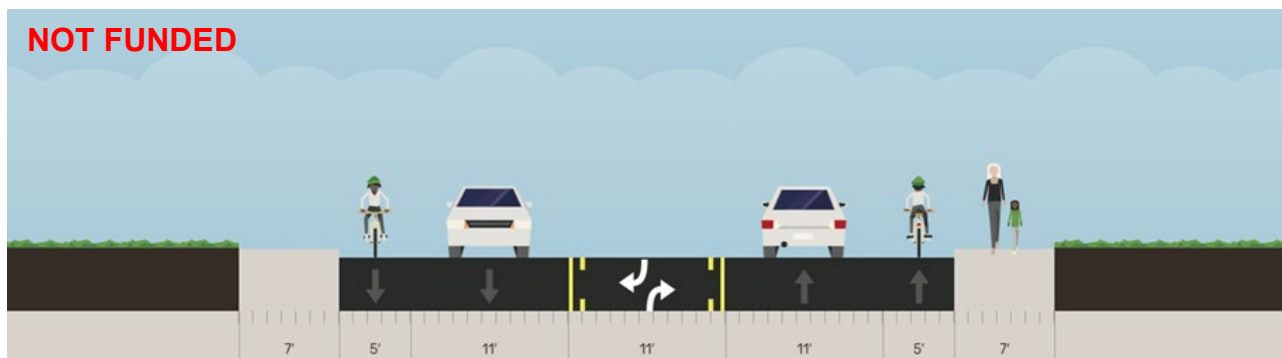


Figure 1- Cross-section 2014 application

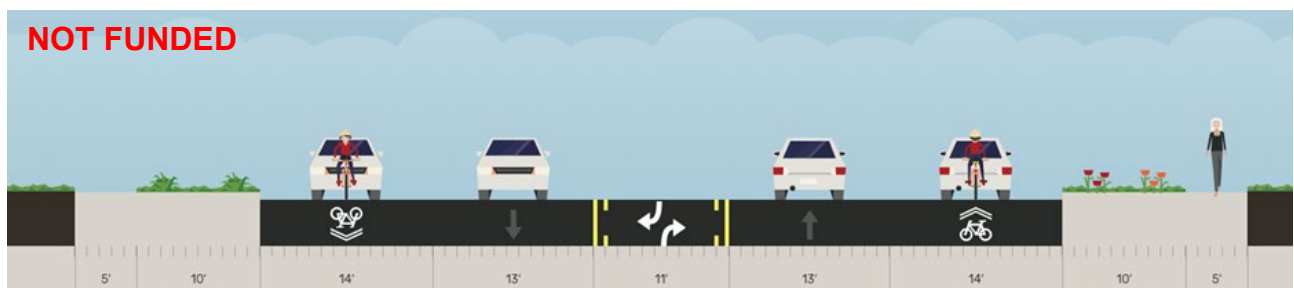


Figure 2- Cross-section 2015 application

In 2016, the Board approved \$2,500,000 of a \$6,558,976 project which included reconstructing 1.62 miles of roadway from Yakima City limits (near S. 26<sup>th</sup> Ave.) to S 52<sup>nd</sup> Ave. with a cross-section as shown below. The Board also approved a sidewalk deviation since a 12-foot multi-use asphalt pathway on the north side was proposed.

The project generated the most points and was funded under the Urban Arterial Program Safety band based on several factors, including the number of crashes and two pedestrian fatalities. In addition, the county projected 25-30% average daily traffic increase from a new fruit packing facility and a 19-field soccer/athletic complex off 38<sup>th</sup> Ave., which has since been built.



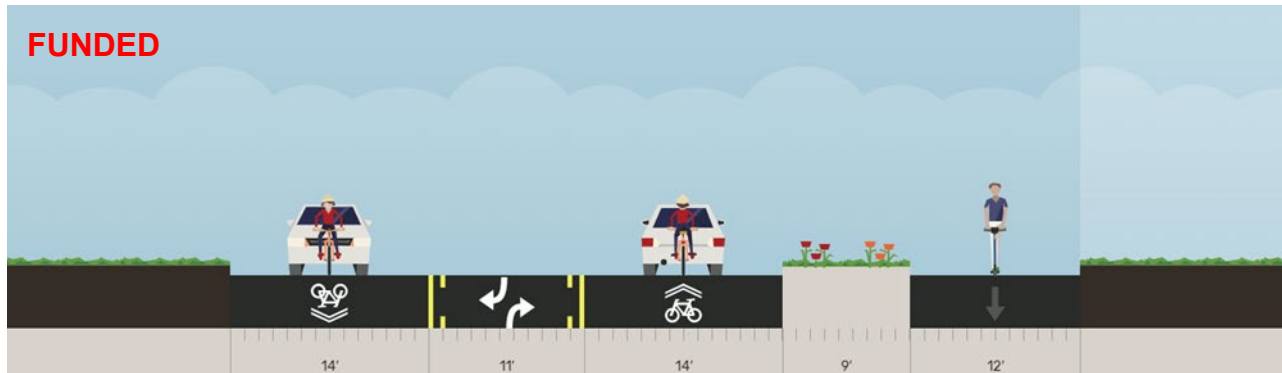


Figure 3- Cross-section approved in 2016.

Improvements include roadside illumination, improved signage, a three-leg signal system at the 52<sup>nd</sup> Avenue intersection, and replacement of the Bachelor Creek bridge.

Since the grant was awarded, the project has been delayed multiple times for bridge design, right-of-way, and utility relocation delays. The project was moved to Stage 1 Delay and reported to the Board in May 2021 for failing to advertise for bids within the required TIB timeline.

In May 2022, the project was moved to Stage 2 Delay and the Board allowed the project to be phased. The phasing was to allow the portion that did not have associated delays to be built while the utility and right-of-way delays on the second section were being worked on.

At that time, the Board also approved a time extension for the project to be in Stage 2 Delay no longer than the January 2024 Board meeting at which time the county is required to request reinstatement and proceed to advertising for bids on the second phase or the grant would be terminated.

## PHASE 1 BUILT



Figure 4- Cross section built in Phase 1



The cross-section built in the first phase does not match the TIB approved cross-section as shown in Figure 3. The cross-section that was completed has wider travel lanes, a wider swale, and narrower shared use path as shown in Figure 4

## SEPTEMBER 2023 BOARD MEETING SUMMARY

At the September 2023 Board meeting, staff requested Yakima County to provide a status update on their project. TIB staff concerns were:

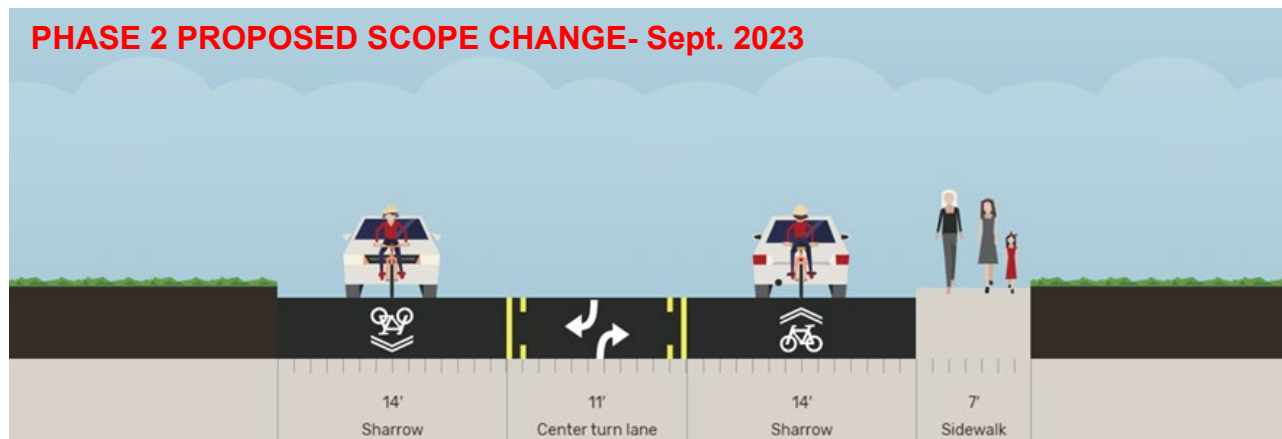
- A proposed design change in Phase 2 of the project; and
- Yakima County's ability to acquire right-of-way by the January 2024 Stage 2 Delay deadline.

At the September 2023 Board meeting, Yakima County staff provided the following updates:

Phase 1: Has been under construction for the past few years and is nearing completion.

Phase 2: Nearby property owners raised concerns about Phase 2 property impacts and the new cross-section.

The county anticipated difficulties in right-of-way acquisitions that could lead to the condemnation process for some property owners. The county contacted TIB staff requesting a scope change (approval of cross-section change) for the second section that is still under design and scheduled for January advertisement. The scope change proposed to eliminate the swale and install curb and a seven-foot sidewalk adjacent to the roadway, rather than the original separated, 12-foot shared-use path.



*Figure 5-Proposed new cross-section for Phase 2*

The revised section would decrease the amount of right-of-way required from several property owners and reduce the impact the project would have on them. With the proposed change, the county believed there was a possibility they could complete the right-of-way acquisition and bid the project pending board approval in January.



The Board rejected the county's proposal and adopted a new motion to require a cross-section with at minimum a 13-foot sidewalk, two driving lanes, and one two-way left turn lane in order to receive TIB funding.

### UPDATED STATUS

TIB staff has met with Yakima County since the September 2023 Board motion.

The county reviewed the Board's motion and has determined it is not practical. They have communicated to TIB staff that an alternative design can be implemented that will allow for a 10-foot shared path and allow for consistent design for the travel lanes.

The county has worked with adjacent property owners and has now reduced and identified approximately ten parcels that will need to be acquired. This process is underway.

The county will request the following from the Board:

1. An extension of its Stage 2 Delay status that is scheduled for January 2024.
2. A revised project scope with the following cross-section:
  - 10-ft unseparated shared-use path on the north side (connects into recently built 10-ft separated shared-use path);
  - 12-ft outside travel lanes (includes gutter pan); and
  - 11-ft two-way-left-turn-lane



### RECOMMENDATION

This project was primarily funded because of safety concerns, history of crashes (including pedestrians), and projected growth in the area. There was a history of cross-section revisions and discussions between 2014-2016, and there was plenty of opportunity for community engagement during the same time as well as completing any needed right-of-way.



State of Washington  
Transportation Improvement Board

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In April 2020, TIB staff was notified that “Right-of-way is pretty much complete, currently working on getting utilities out of the way.” A routine status update in Fall 2023 with the January 2024 Stage 2 Delay deadline approaching daylighted the right-of-way concerns.

Although the County’s new proposal does not match Phase 1, it is safer for non-motorized users.

Staff recommendations are:

Approve Yakima County’s revised project scope with the following cross-section:

- 10-ft unseparated shared-use path on the north side (connects into recently built 10-ft separated shared use path);
- 12-ft outside travel lanes (includes gutter pan); and
- 11-ft two-way-left-turn-lane

Extend the Stage 2 Delay deadline to the September 27, 2024, Board meeting for project reinstatement.



## Stage 2 Delay- Request for Scope Revision and Reinstatement City of Port Orchard- Bethel Avenue

January 26, 2024

### BACKGROUND

This project was awarded as construction-only funding in 2021. The original scope of the project was to construct roundabouts at the intersections of Lincoln Avenue / Mitchell Avenue (TIB funding) and Bethel Avenue / Lincoln Avenue / Lundberg Road (federally funded) and the removal of the intersection at Bethel Avenue / Mitchell Avenue (federally funded).

It was anticipated that including the federally funded roundabout as part of this project would have the benefits of economy of scale, construction staging and coordination with one contractor. However, delays in federal permitting and uncertainty of scheduling put TIB funding at risk and the partnership benefits have diminished.

The revised scope is to remove the federally funded portion of the project from the TIB funded project due to federal funding permitting delay. The federally funded portion includes the construction of the Bethel Avenue / Lincoln Avenue / Lundberg Road roundabout and removal of the intersection at Bethel Avenue / Mitchell Avenue.

The revised TIB funded scope will include the construction of a roundabout at the Lincoln Avenue / Mitchell Avenue intersection. The following table provides the funding overview:

Agency	Original Funding	% of original funding	Revised Funding	% of revised funding
TIB	\$1,170,000	38.9%	\$1,170,000	80%
City	\$341,000	11.3%	\$292,500	20%
<b>Federal</b>	<b>\$1,500,000</b>	<b>49.8%</b>	<b>\$0</b>	<b>0%</b>
Total	\$3,011,000	100%	\$1,462,500	100%

The expectation was that the project would be advertised for construction within one year; however, extended delays caused it to be placed into Stage 2 Delay status. The following table provides a timeline of events and TIB grant amount awards:

Original Bid Date	Stage 1 Delay	Stage 2 Delay	Termination Date	TIB Grant Amount
4/1/2022	1/1/2023	4/30/2023	4/30/2024	\$1,170,000

### STATUS

The city will provide a presentation and request the Board to revise the scope of the project and reinstate TIB funding and allow their project to proceed to construction phase. It is

standard practice that projects placed into Stage 2 Delay do not receive consideration for increase requests.

**RECOMMENDATION**

Staff recommends approval of the scope revision, reinstatement of TIB funds and to allow the project to be advertised for bids.



**Scope Change Request**  
**City of Ritzville – 6<sup>th</sup> Avenue Sidewalk**  
January 26, 2024

**BACKGROUND**

The City of Ritzville is in Adams County and has a population of 1,785.

In 2022, the city received TIB funding to replace the existing sidewalks along both sides of 6<sup>th</sup> Avenue from Division Street to Chelan Street and to construct ADA ramps at the intersections of Columbia and Palouse Streets. The project also includes striping and removing obstructions, such as trees and overgrown shrubbery. The sidewalks serve as a route for nearby residents and children walking to and from school.

**STATUS**

After initial design efforts, some residents along the project began to express concerns about the proposed work and how it would affect their frontage areas. The city decided it was not necessary to replace all the sidewalks as originally planned, since many sections are still in satisfactory condition. It was also determined they mistakenly applied for six-foot wide sidewalks while the entire sidewalk system throughout the city is five-foot wide which they would like to maintain as their standard.

The city requests a scope change to reduce the sidewalk replacement and only replace sections of sidewalk that are damaged, settled, or heaved with new sidewalk in-kind. Other elements of scope will remain. The scope change is estimated to reduce the project cost by \$99,186 and continue to fulfill the intent of the original project intent. Please see the table below for original and proposed costs.

	<b>TIB Funding</b>	<b>Local Funding</b>	<b>Total</b>
Original scope	\$ 485,654	\$ 27,061	\$ 512,715
Revised scope	\$ 392,853	\$ 20,676	\$ 413,529
Change in funding	(\$ 92,801)	(\$ 6,385)	(\$ 99,186)

**RECCOMENDATION**

Staff recommendation is to approve the scope change and adjust the TIB funding to \$392,853.





**City of Normandy Park – 1<sup>st</sup> Avenue South Sidewalk  
TIB Funding Increase Request**

January 26, 2024

**BACKGROUND**

The City of Normandy Park is in southern King County with a population of 6,840 and has a 15% match requirement for TIB funding.

In 2020, the Board awarded the City of Normandy Park \$305,840 for the construction of a sidewalk along the west side of 1<sup>st</sup> Avenue South (SR 509) from S 174<sup>th</sup> Street to S 176<sup>th</sup> Street. In addition, the project constructs storm drainage to complete an existing gap along the corridor.

The project was advertised for bids in March of 2023.

In April 2023, higher bids resulted in a TIB administrative funding increase of \$50,000, utilizing the executive director's \$50,000 funding limit. WAC 479-05-202 requires Board action for increase requests above the executive director's authority.

**STATUS**

After the project was awarded for construction, WSDOT withheld a general permit for work within the WSDOT right-of-way until the city added work to replace traffic signal loops. This requirement resulted in 440 linear feet of conduit and trenching to install a new service with the stipulation that work must be completed at night. This change order resulted in \$236,584 in additional material and traffic control costs to improve the pedestrian facilities along the state route.

**RECOMMENDATION**

Staff recommends approval of an additional increase of \$150,000 to fully fund the added WSDOT required construction costs.



**City of Millwood**  
**Argonne Road Phase 1 - Request for Funding Increase**  
January 26, 2024

**BACKGROUND**

The City of Millwood has a population of 1,925 and is located in Spokane County, adjoining the City of Spokane Valley.

Argonne Road functions as the city's primary commercial 'main street' but also serves as a regional principle arterial with 33,000 average daily traffic (ADT).

On December 1, 2023, the Board awarded two projects, Phase 1 and Phase 2, to reconstruct the full Argonne Road corridor through the city of Millwood. Project details as awarded are shown below.

Argonne Phase 1 started design in 2018 with several design phase challenges including rail coordination and right-of-way needs. Currently, the project is at final design and completing mediation for 'possession and use' with the one remaining property owner.

At the time of the Board award, the city was still pursuing \$1.15M in additional funding from Spokane Regional Transportation Council (SRTC) that previously awarded the project Congestion Mitigation and Air Quality (CMAQ) funding. The Board awarded \$125,000 in TIB funds as the anticipated federal match for Phase 1.

Phase 2 is fully funded with TIB and local agency funds.

**STATUS**

The city failed to obtain additional SRTC funding needed for Phase 1 and is requesting a funding increase from TIB to fully fund the project. TIB staff sees great value in the overall project and would likely recommend Phase 1 in future grant cycles. In addition, TIB staff anticipates possible opportunities with a potential TIB funding increase. TIB staff has discussed the following potential conditions with the city, should the Board approve the funding increase:

1. Reduce the posted speed from 30 mph to 25 mph for the full corridor.
2. Both phases will be combined and constructed together in 2024 instead of separately in two different years. This should produce an overall better bid process due to economy of scale. In addition, the disruption to the traveling public and adjacent business will be reduced to one year instead of two.

A final decision from the City of Millwood regarding the posted speed will require Millwood City Council action per their municipal code. The city understands that should their council not take this action, all TIB funding for Phase 1 will be withdrawn.

Risks include federalizing Phase 2, updating environmental documentation for expanded project, and accelerating design development of Phase 2. To mitigate these potential risks, the city seeks this increase as soon as possible. Their consultant has confirmed they have labor resources to accelerate project development of Phase 2 and TIB staff has offered to assist with partnering agency coordination on the change. The recommended funding increase and schedule change is shown below.

<b>Project</b>	<b>Existing Funding</b>	<b>Revised Funding Request</b>	<b>Change</b>	<b>Existing Bid Date</b>	<b>Revised Bid Milestone</b>
<b>Argonne Road Phase 1</b>	<b>\$3,170,092</b>	<b>\$4,323,347</b>	<b>\$1,153,255</b>	<b>Feb 2024 (if fully funded)</b>	<b>May 2024</b>
City of Millwood	\$315,000	\$315,000	-		
SRTC CMAQ	\$2,855,092	\$2,855,092	-		
TIB	\$125,000	\$1,278,255	\$1,153,255		
<b>Argonne Road Phase 2</b>	<b>\$1,483,400</b>	<b>No change</b>	<b>-</b>	<b>January 2025</b>	<b>May 2024</b>
City of Millwood	\$74,170	No change	-		
TIB	\$1,409,230	No change	-		

## **RECOMMENDATION**

Increase TIB funding to total \$1,278,255 for Phase 1 with the requirements that the Argonne Road corridor posted speed is reduced to 25 mph and Phase 1 and Phase 2 projects are constructed together in 2024.



## Out-of-Call Project Requests

January 26, 2024

### BACKGROUND

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 learn of potential funding needs, partnerships, or other opportunities that do not align with the timelines of our yearly call for projects.

### STATUS

To take advantage of these opportunities, TIB staff reviews requests, project needs, and timelines to determine potential out-of-call recommendations to the Board. This month, there are seven requests that will be presented and recommended for approval.

Agency	Scope	TIB Funding	Local Funding	Total
Albion	Gravel conversion	\$700,000	\$0	\$700,000
Colfax	Red streets treatment	\$2,000,000	\$100,000	\$2,100,000
Dayton	Red streets treatment	\$2,000,000	\$100,000	\$2,100,000
Farmington	Gravel conversion	\$650,000	\$0	\$650,000
Hatton	Gravel conversion	\$450,000	\$0	\$450,000
Oakville	Red streets treatment	\$500,000	\$0	\$500,000
South Prairie	Gravel conversion	\$145,000	\$0	\$145,000
Total		<b>\$6,445,000</b>	\$200,000	\$6,645,000

### RECOMMENDATION

TIB staff recommends approving the out-of-call list and funding as presented.



## Complete Streets Grant Program Criteria

January 26, 2024

### BACKGROUND: STATE LAW AND FUNDING

The Complete Streets Grant Program was established in 2015 as part of the Connecting Washington Transportation Revenue Package.

State law, RCW 47.04.320, requires cities and counties to adopt a complete streets ordinance to be eligible for grant funding. The ordinance should be, "designed to provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users."

Of the total 320 cities (281) and counties (39), 160 ordinances have been adopted.

	Westside	Eastside	Total Statewide
Urban	63	23	86
Small City	14	53	67
County	5	2	7
<b>Total</b>	<b>82</b>	<b>78</b>	<b>160</b>

State law also required: "During program development, the board shall include, at a minimum, the department of archaeology and historic preservation, local governments, and other organizations or groups that are interested in the complete streets grant program."

The 2022 Move Ahead Washington Transportation Package doubles the program to over \$33M/biennium. Connecting Washington allocated \$14.67M a biennium for this program and \$19.067M from the new Climate Active Transportation Account. The Climate Active Transportation Account is anticipated to have new reporting requirements that are currently out for public comment and are scheduled to be adopted in 2024.

### TRANSPORTATION IMPROVEMENT BOARD POLICY AND CRITERIA

The Board is establishing new Complete Streets Program policy under Washington Administrative Code (WAC) 479-10. The new WAC policy replaces the nomination process with new policy that aligns with traditional TIB programs.

A unique feature of "complete streets" is that the range of project solutions varies significantly when compared to TIB's traditional programs, such as the Arterial Preservation Program, Small City Preservation Program or Urban Arterial Programs.

As a result, staff is proposing broad criteria that can flex to accommodate small-scale ADA retrofits or more comprehensive complete street projects that would include sidewalks, curb bulb-outs, bicycle lanes, etc.

The proposed criteria are for all eligible agencies statewide.

Another unique feature of the Complete Streets Program is that all city streets and county roads may be eligible for grant funding.

The staff jury process will require intensive review of each grant application and has already been scheduled for Fall 2024.

Note: Based on the current pool of eligible agencies, staff does not recommend allocating limited funding on a geographic or urban/small basis.

## RECOMMENDATION

Adoption of Complete Streets Criteria.

### Draft WAC For Reference:

#### WAC 479-10-535 Award criteria for the complete streets program.

The board establishes the following criteria for use in evaluating complete streets grant applications:

- (1) Purpose and need of proposed complete street elements; and
- (2) Constructability-Demonstrates a strong likelihood to achieve full funding, obtain permits, acquire right of way, and reach construction within the timelines established in WAC 479-05-211.

### Evaluation of the Strength of Complete Streets Ordinance (high/medium/low)

(Is the agency implementing the ordinance, consistent with Smart Growth America elements, plans, project history, etc.)

### Narrative of Project (high/medium/low)

Agency will be required to describe purpose and need of proposed complete street project(s).

### Complete Streets Solutions (high/medium/low)

The evaluation of "CS Solutions" is based on how well the treatment meets the purpose and need identified in the Narrative of the Project.

#### Examples of Complete Streets Solutions that will be identified in an agency application:

Complete Streets access

Project solution

- # ADA barriers removed
- Bike lanes
- Length of improvement
- Restores network/completes gaps
- Adds speed management
- Appropriate cross-section
- Pedestrian scale lighting
- Curb extensions (bulb-outs)
- Other traffic calming (medians, refuge islands, etc.)
- Gateway signs/wayfinding/decorative signs
- Decorative surface treatment
- Decorative lighting/street furniture
- Other streetscape improvements
- General appearance/feel
- Other

### Constructability (high, medium, low)

Demonstrates a strong likelihood to achieve full funding, obtain permits, acquire right-of-way, and reach construction within the timelines established in WAC 479-05-211.

#### Examples of Constructability criteria that will be included in the application:

- Transportation Benefit District or other locally dedicated fund source
- Construction ready
- Environmental complexity
- Utilities located prior to project or no relocation required
- Local match