



JOINT TRANSPORTATION COMMITTEE JUNE 18, 2024

Elizabeth Chamberlain, City Manager

A WONDERFUL PLACE TO **LIVE WORK PLAY**



OVERVIEW

1. Improving transportation safety
2. Challenges with preservation and maintenance of infrastructure
3. Bridge Inventory and Prioritization of Projects

A WONDERFUL PLACE TO **LIVE WORK PLAY**



IMPROVING TRANSPORTATION SAFETY

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Isaacs Avenue Project

- Corridor Study 2017
- Phased construction between 2019-2020
- 4-lane corridor with no bike lanes, difficult pedestrian crossings
- Constructed a 3-lane corridor, added bike lanes, improved pedestrian access with RRFB's and refuge islands
- 6 funding sources to complete project
 - \$2.96M DOE Stormwater
 - \$5.61M TIB
 - \$2.22M STBG through MPO
 - \$865,720 WSDOT Ped/Bike Safety Grant
 - \$325,251 TBD (local)
 - \$2.21M IRRP (local)
 - **Total \$14.18M**



ALDER/POPLAR CORRIDOR





ALDER/POPLAR CORRIDOR

Looking west towards Palouse intersection/redesign of access to Alder Street



ALDER/POPLAR CORRIDOR

Colville Street looking south



ALDER/POPLAR CORRIDOR



Poplar Street looking west approaching 3rd Avenue

Funding:

- \$1.25M WSDOT Safety Program Grant
- \$1.32 STBG Grant MPO/WSDOT
- \$2.54M TIB
- \$1.23M DOE Stormwater Grant
- \$4.75M IRRP/TBD (local funds)
- **Total: \$11.09M**

ROSE STREET PRESERVATION

- Construction this summer
- Pavement preservation project
- Keep the good roads good – Rebuilt Rose Street 2013-2015
- Grant Funds: \$1,674,000
- Transportation Benefit District Funds: \$1,897,000

Rose St. Collision Heat Map

Legend

- Along the Rose St. corridor, there have been a total of 206 crashes within the last 5 years (2016-2021).
- 🚶 There have been 6 crashes involving pedestrians due primarily to drivers not yielding to pedestrians in marked crosswalks, resulting in multiple injuries
- 🚲 There have been 5 crashes involving bicycles due primarily to vehicles colliding with bicycles at driveways or intersections, resulting in multiple injuries and a severe injury
- Along the Rose St. corridor, there are 76 driveways.
- ★ Along the Rose St. corridor, there are 26 intersections.



The above image depicts the crashes along Rose St. from Myra Rd in the SW corner, to Park St. The data was collected by Washington Department of Transportation (WSDOT) from 2016-2021 and is shown as a heat map for better visualization purposes. The more concentrated in a given area are represented by darker, more red areas as shown in the scale bar.



Why 3 lanes instead of 4?

- Safety!!
- Isaacs Avenue 3-laning has resulted in a 50% reduction in crashes, a 78% reduction in injury-related crashes, and zero reported fatal or serious injury crashes or bike/ped crashes

Final Criteria Ranked TBD Projects (2023)

2023 Rank	2013 Rank	Street	Citizen Rank	VOTES		CLASSIFICATION / ADT's			TOTAL
				Votes	Points	ADT's	Classification	Points	Points
1	8	Poplar Street	1	74	74	8,600	200	43	117
2	5	2nd Avenue	14	17	17	9,800	105	93	110
3	1	Rose Street	20	13	13	9,400	100	94	107
4	3	Alder Street	6	30	30	10,800	175	62	92
5	4	Howard Street	2	60	60	7,100	249	29	89
6	7	Plaza Way	17	14	14	11,900	200	60	74
7	15	3rd Avenue	3	49	49	2,400	304	8	57
8	N/A	Roosevelt Street	10	22	22	7,000	225	31	53
9	13	Clinton Street	4	39	39	3,000	240	13	52
10	10	Chestnut Street	8	25	25	7,100	262	27	52
11	9	Wilbur Avenue	16	15	15	9,300	265	35	50
12	17	Main Street	5	32	32	4,000	253	16	48
13	19	Pine Street	9	22	22	4,600	200	23	45
14	N/A	Fern Avenue	21	13	13	5,100	200	26	39
15	14	Whitman Street	7	27	27	4,100	390	11	38
16	12	Myra Road	25	0	0	7,300	200	37	37
17	11	Bryant Avenue	13	18	18	4,400	252	17	35
18	N/A	Division Street	12	19	19	3,900	314	12	31
19	18	Melrose Street	22	12	12	3,100	200	16	28
20	16	Park Street	23	12	12	4,200	288	15	27
21	20	Boyer Avenue	11	21	21	1,900	320	6	27
22	N/A	Sumach Street	25	10	10	3,700	360	10	20
23	N/A	4th Avenue	19	13	13	2,300	400	6	19
24	21	Highland Road	18	14	14	700	400	2	16
25	N/A	Morton Street	24	11	11	800	400	2	13

Current 10-year Term complete or in active design/construction:

➤ Priority ranked streets: 1-5, 9-10, 13, 15, and 18.



PRESERVATION & MAINTENANCE CHALLENGES

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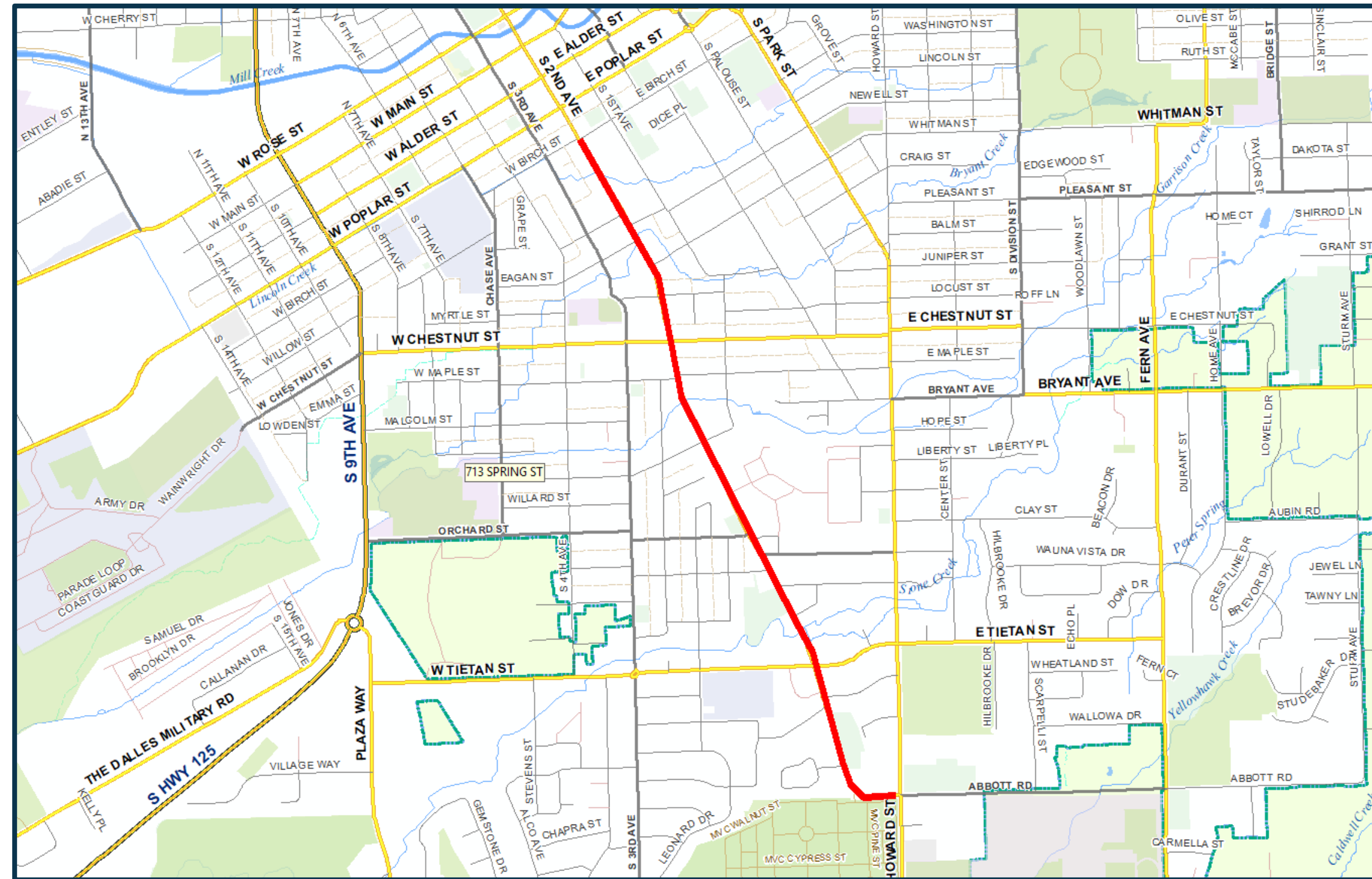


ADA TRANSITION PLAN

- Agencies with 50 or more employees required to develop an ADA Transition Plan in order to maintain federal funding
- Adopted by City Council October 28, 2020
- Identified an \$85M to remove all ADA barriers within city right-of-way
- Depending on the preservation treatment, addressing ADA may be required which adds increased costs
- Preservation and maintenance funding not sufficient to address the street cross section let alone the ADA improvements required

2ND AVENUE PAVEMENT RESTORATION 2" MILL AND FILL TREATMENT

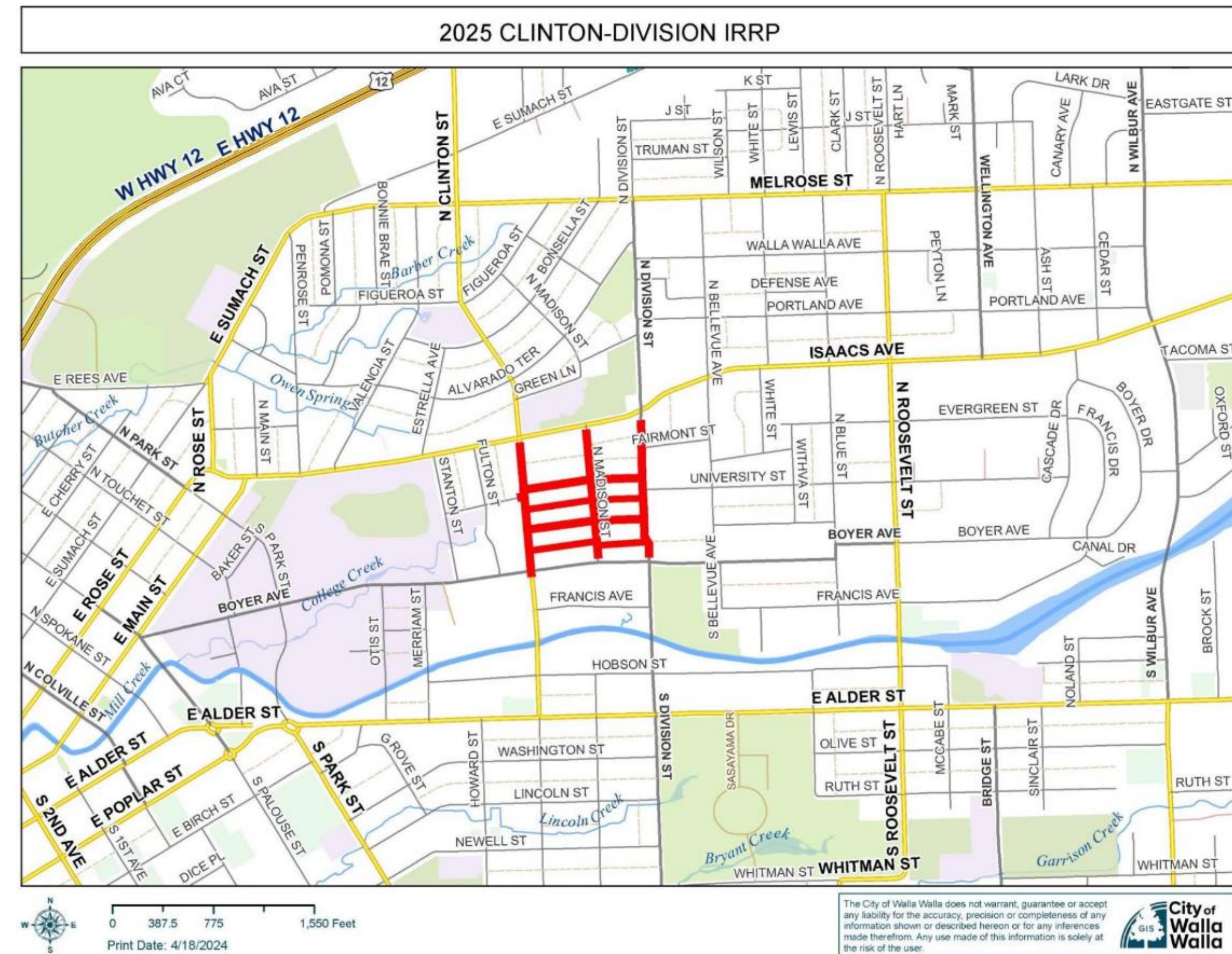
- Required to update ADA along corridor; ramps completed Spring 2024
- Re-paving underway; complete August 2024
- Grant funding: \$1,513,000
- Transportation Benefit District Funding: \$387,000





LOCAL ROADS – PRESERVATION/MAINTENANCE

- Relies entirely on local resources; \$2.75M average street maintenance budget
- Local roads typically not state and federal grant eligible because those roads are not eligible to be federally classified
- Labor market challenges in hiring temporary street maintenance employees – fallen behind on cracking sealing maintenance, about 2 years behind
- City has implemented Infrastructure Repair and Replacement Program (IRRP) that tackles the trifecta of failing water, sewer, and street; annually ~\$4.6M





BRIDGE SAFETY

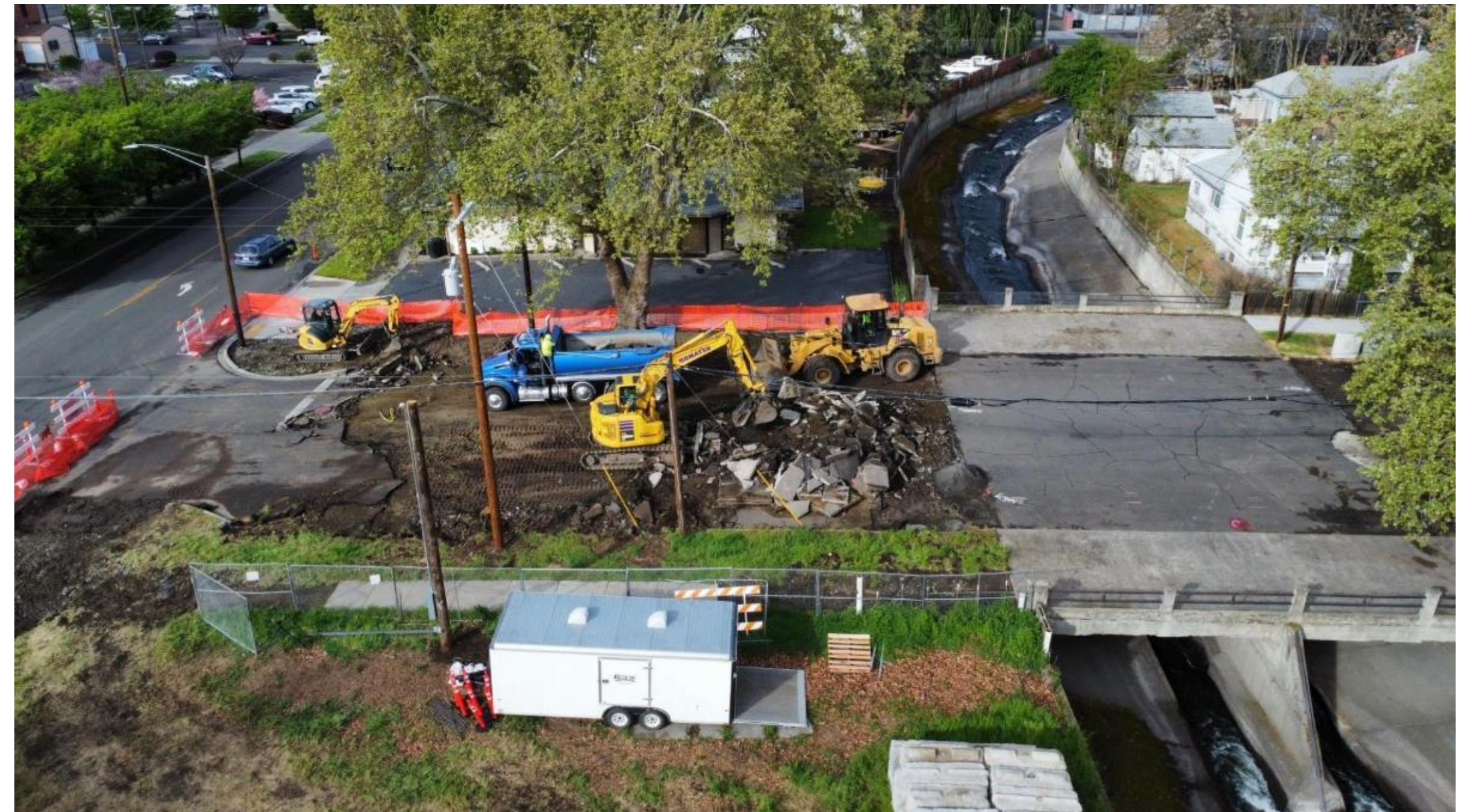
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BRIDGE SAFETY APPROACH

- In 2017, completed an inventory and analysis to prioritize the city's bridge for rehabilitation or replacement
- 39 bridges put into 4 categories:
 - Category 1: Highest need, most deterioration, lowest capacity ratings
 - Category 2: Generally fair to good condition but load ratings are lowest and candidate for replacement not rehabilitation
 - Category 3: Generally fair to good condition, not structurally deficient so would not qualify for grant funding under WSDOT's Local Bridge Program
 - Category 4: Generally good condition, not posted for capacity, not structurally deficient
- Since the priority list established in 2017, completed the top 3 priority bridges that were weight restricted (impacting emergency response); grant funding for 3 additional bridges over Mill Creek in design/construction; grant funding addressing preventive maintenance in 2025 for 9 additional bridges





THANK YOU !!!

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Walawála Plaza

- \$1,250,441 ARPA Funding
- \$163,383 Water Fund
- \$15,604 Wastewater Fund
- Opened May 5, 2023

SENIOR CENTER PARKING LOT

- \$375,255: ARPA Funding
- \$190,000: Community Development Block Grant Funds
- \$565,255: Bid Award
- Project completed: Fall 2022



TBD Participation Summary

	<u>PROJECT</u>	<u>TOTAL</u>	<u>TBD</u>	<u>%</u>	<u>MILES</u>
2013	Rose Street	\$ 2,319,580	\$ 1,972,315	85%	0.98
2014	Rose Street	\$ 1,131,009	\$ 338,231	30%	0.26
	Wilbur Avenue	\$ 1,163,516	\$ 317,511	27%	0.16
2015	Rose Street	\$ 3,388,407	\$ 771,845	23%	0.88
	Alder Street	\$ 3,079,567	\$ 249,549	8%	0.36
	Chip, Choke & Fog	\$ 304,060	\$ 169,060	56%	2.35
2016	Blue Street	\$ 454,656	\$ 166,432	37%	0.16
2017	Isaacs Ave (Phase I)	\$ 5,477,124	\$ 385,345	7%	0.76
	Pavement Preservation	\$ 323,495	\$ 12,993	4%	2.46
2018	2 nd Avenue	\$ 1,893,356	\$ 569,132	30%	0.32
2019	Howard/Bryant	\$ 1,059,193	\$ 80,569	8%	0.05
19/20	Isaacs Ave (Phase II)*	\$ 9,700,000	\$ 471,152	5%	2.66
2021	9 th /Plaza/Dalles/Tietan*	\$ 5,500,000	\$ 198,000	4%	0.70
	Park Street*	\$ 4,750,000	\$ 668,000	14%	0.99
2022	Alder/Poplar (Merriam to Colville)*	\$ 7,900,000	\$ 2,068,000	26%	0.63
	Poplar (Colville to 5 th)*	\$ 8,200,000	\$ 1,823,000	22%	0.37
	TOTAL*	\$ 56,643,963	\$ 10,261,134	18%	14.09

* Indicates projects are not complete (Effective July 11, 2023)