

# Six Year CIP, TIP, Non TIP

Ryan Osada, Public Works Director  
Jeff Swanson, Interim City Manager  
July 14, 2025 City Council Meeting

# Overview

- How does the Six Year CIP, TIP, Non TIP fit in with other elements of planning and operating the City's Transportation System?
- How does the timing for the anticipated TSP update align with the proposed sidewalk design projects in the Six-Year Program?
- What does the public involvement process entail for project design and other community feedback?
- How do we determine project priority for each project category?



How does the Six Year CIP, TIP,  
Non TIP fit in with other  
elements of planning and  
operating the City's  
Transportation System?

# Context: Middle Housing Mitigations

- Transportation System → City already experiencing right of way use conflicts and design patchwork
- Strategy to address:
  - Transportation System Plan (TSP) update (Comprehensive Plan Transportation and Circulation element, Chapter 5)
  - Street Design Standards Update (Comprehensive Plan Community Design element, Chapter 3)
    - Updated designed cross-sections for facility designations
    - Codify required improvements for new development/substantial redevelopment
    - Complete Streets Ordinance
    - Vehicular Surfaces and Parking
  - Six-Year TIP
  - Concurrency Ordinance; Traffic Impact Fee Schedule and Ordinance



## (continued) TSP Update

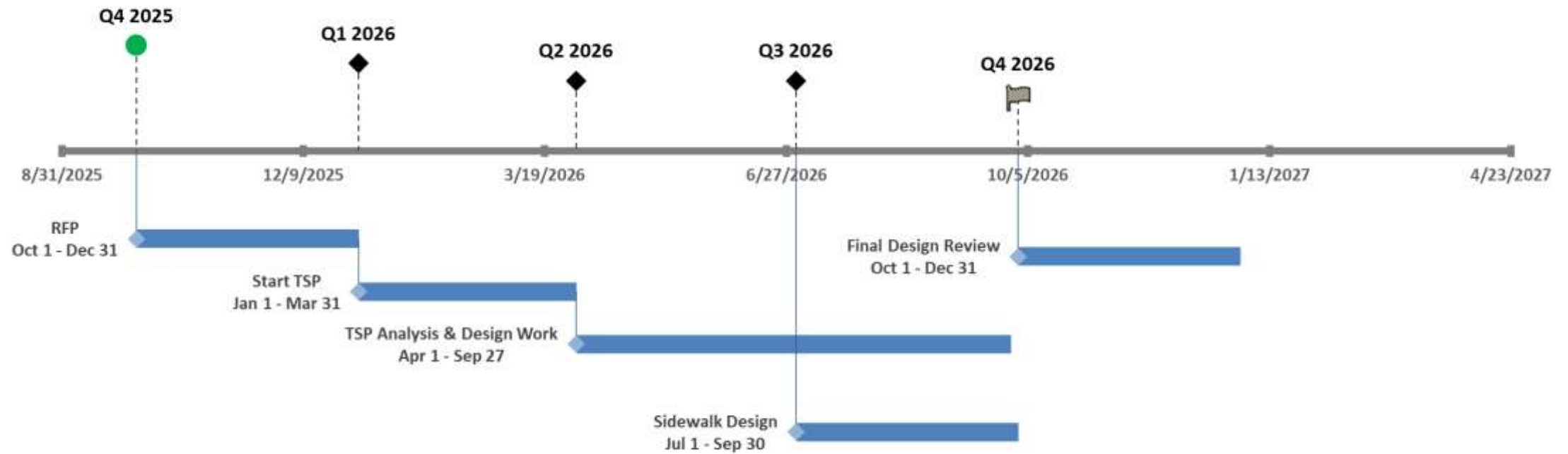
The main requirements a transportation element must address can be summarized as:

- **Land Use Assumptions:** Estimates of travel based on land use assumptions.
- **Traffic Impacts:** Estimated multimodal level of service (LOS) impacts on state-owned transportation facilities (replaces the long-standing LOS standard based solely on traffic).
- **Facilities and Service Needs:** Inventory of transportation facilities and services, LOS standards, actions to bring facilities into compliance, traffic forecasts for at least 10 years, and identification of system needs.
- **Finance Plan:** A multi-year plan to cover transportation improvements.
- **Intergovernmental Coordination:** Efforts to coordinate with other governmental entities, including relevant federal, state, and regional partners.
- **Demand Management Strategies:** Strategies to manage transportation demand, like commute trip reduction, transit passes for selected group (e.g., student), parking charges, high occupancy lanes, telework, vanpools, transportation-oriented development (TOD), and more. See the Washington State Department of Transportation's (WSDOT) Transportation Demand Management webpage for more examples.
- **Pedestrian and Bicycle Component:** Provisions for active (non-motorized) transportation.

How does the timing for the anticipated TSP update align with the proposed sidewalk design projects in the Six-Year Program?



### **\*DRAFT\* TSP AND CIP/TIP SIDEWALK DESIGN TIMELINE**



What does the public involvement process entail for project design and other community feedback?



## From MRSC...

“A public participation plan, which is the first step in the planning process and required as part of any GMA comprehensive plan, identifies inclusive public engagement strategies that help shape the plan’s vision, goals, and policies, including those in the transportation element. Engagement can include any combination of strategies such as open houses, focus groups, online engagement platforms, surveys, and more...”

“Guided by public input, the transportation element should include an overall transportation vision, goals, and policies that address all modes of travel, transportation demand management, and funding. The goals and policies should guide and inform implementation strategies, including development regulations and the capital budget...”

“The GMA emphasizes concurrency, which refers to the timely provision of public facilities and services relative to the demand for them. Maintaining concurrency means that adequate public facilities are in place to serve new development as it occurs or within a specified period.”

How do we determine project  
priority for each project  
category?



# I. STREET IMPROVEMENT PROJECTS

- Based on Pavement Condition Rating (PCR) by TIB which is updated every 2 years.
- Prioritize Minor Arterial, Collector and Local Access streets
- Other factors include safety, deterioration rate (Overlake Drive Bridges), funding, community input.

## II. STORM DRAINAGE PROJECTS

- Typically, stormwater improvements are done ahead of overlays
- Prioritize segments that have reported drainage problems



### III. SIDEWALK / PATH PROJECTS

- Legal or Regulatory Mandates such as ADA Compliance
- Prioritize access to schools, city hall, post office and parks
- Long Range Plans (Comp Plan)

## IV. BUILDING RESTORATION AND IMPROVEMENTS

- asset preservation
- Health and safety
- Service level improvements



## V. PARKS PROJECTS

- Service Level Improvements
- Community Benefit
- Budget
- Health and safety (ponds, invasive species)

# REVIEW

- Reevaluate priorities annually
- Conditions Change
- Funding availability (grants, donations)
- Community priorities shift
- Service level improvements



# Questions and Discussion

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