

# SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

## Project Descriptions (2022-2027)

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### ***[SP100] - Residential Street Resurfacing***

Historically, this program consists of hot mix asphalt (HMA) overlays on an average of 1.0 mile of residential streets annually. Several years ago, the City added chip sealing as another tool for street pavement preservation. To date, chip seal projects have been performed in 2011, 2013, and 2018. The Residential Street Preservation Program also improves about one substandard street per biennium, as the need arises.

The City's pavement condition data is an integral part of determining the locations and schedule of future residential street asphalt overlays and chip seal work. Pavement Condition Index (PCI) data was collected in 2013, 2016, and 2019. When PCI falls below a score of 70, staff considers a roadway for resurfacing. For roadways with resurfacing needs that also have pending utility work (storm drainage, new water main, etc.), these roadways are typically scheduled for paving in the years following completion of that major utility work. The timing and limits of residential street resurfacing work in future TIPs may change, as determined by updated pavement condition information.

Some of the residential roadways planned for future HMA repaving are listed below. Other roadways may be added or the timing of these streets below may change based on when and where water main construction, storm drainage construction, franchise utility work, and major housing projects occur.

- For 2022, three neighborhood areas are planned for repaving. First, SE 68<sup>th</sup> Street and 93<sup>rd</sup> and 94<sup>th</sup> Avenues are planned for HMA paving in conjunction with the arterial repaving of SE 68<sup>th</sup> Street and SE 70<sup>th</sup> Place. These roads have PCI's in the Fair, Poor, and Very Poor ranges. Secondly, the plat of Parkwest (bounded by 82<sup>nd</sup> Avenue, 83<sup>rd</sup> Place, SE 65<sup>th</sup>, and SE 70<sup>th</sup> Street) will receive HMA paving. These roadways also have PCI ratings in the Fair, Poor, and Very Poor ranges. Third, the Madrona Crest West area (SE 36<sup>th</sup>, SE 37<sup>th</sup>, and SE 39<sup>th</sup> Streets, 86<sup>th</sup> Avenue) is planned for an HMA overlay. These roadways were significantly impacted by a City watermain project in 2016. Staff has been delaying repaving here due to a large number of housing redevelopment projects in the neighborhood and the utility cuts and driveway work that is associated with new home construction.
- In 2023, roadways in the south end neighborhood of Island Point (84<sup>th</sup> Avenue, SE 80<sup>th</sup> and SE 82<sup>nd</sup> Streets) will be resurfaced, as well as SE 78<sup>th</sup> Street in front of Lakeridge Elementary School. These roadways have PCI's ranging from Fair to Very Poor to Failed.
- For 2024, the Madrona Crest East neighborhood (bounded by 88<sup>th</sup> and 90<sup>th</sup> Avenues, and SE 36<sup>th</sup> and SE 40<sup>th</sup> Streets) will received HMA paving following a large watermain replacement project in that same neighborhood, scheduled for construction in 2022. Current PCI's for this area range from Fair to Very Poor to Failed. Paving of these streets is planned to coincide with the arterial repaving of SE 40<sup>th</sup> Street from 88<sup>th</sup> to 93<sup>rd</sup> Avenues.

- In 2025, the neighborhood streets comprised of SE 60<sup>th</sup> and SE 61<sup>st</sup> Streets and 90<sup>th</sup>, 92<sup>nd</sup>, 93<sup>rd</sup>, and 94<sup>th</sup> Avenues (east of Island Crest Way) are planned for repaving. PCI's of these roads are in the Fair, Poor, and Very Poor ranges. Additionally, portions of SE 47<sup>th</sup> Street, 84<sup>th</sup> Avenue, and 86<sup>th</sup> Avenue, lying west of Island Crest Way will be repaved. These roadway PCI ratings range from Fair to Very Poor to Failed.
- Potential roadways to resurface in 2026 and 2027 include SE 58<sup>th</sup> and SE 59<sup>th</sup> Streets and 91<sup>st</sup> Avenue (lying east of Island Crest Way) and several streets in the First Hill neighborhood, including portions of 70<sup>th</sup>, 71<sup>st</sup>, and 74<sup>th</sup> Avenues.

### ***Arterial Street Improvements***

- **[SP101] Arterial Preservation Program** work continues annually. The purpose of this program is to extend the life of arterial streets proactively, by repairing isolated pavement failure areas through crack sealing, square cut patching, and grinding and repaving of full-lane-width segments. Crack sealing extends the life of existing pavements by sealing out water intrusion.
- **[SP103] SE 68<sup>th</sup> Street and SE 70<sup>th</sup> Place (Island Crest Way to East Mercer Way)** was added to the TIP in 2013 as an HMA resurfacing project. The pavement on SE 68<sup>th</sup> Street dates to about 1985 and SE 70<sup>th</sup> Place was last resurfaced in 2001. Pavement condition ratings are in the Fair and low Satisfactory ranges. SE 70<sup>th</sup> Place was crack sealed in 2011 and again in 2016. This project had originally been budgeted for construction in 2020; but was rescheduled to 2022. This overlay will be coupled with HMA repaving of nearby residential streets, also planned for 2022.
- **[SP104] North Mercer Way (7500 block to Roanoke Way)**. This project will resurface North Mercer Way with an HMA overlay in 2023. The roadway was last repaved in 1994 and its current PCI ratings are in the Fair and low Satisfactory ranges. Work scope will include repaving the roadway and the adjacent eastbound pedestrian shoulder.
- **[SP105] West Mercer Way (SE 56<sup>th</sup> Street to East Mercer Way)** is planned for resurfacing in 2023 with a chip seal. This roadway was last repaved in 1995 with an HMA overlay. Its current PCI's are in the low Satisfactory range and its condition will continue to slowly decline. Patching and crack sealing have both been performed in recent years. Chip seal resurfacing is a cost-effective way improve the condition of this 2.3-mile long segment of West Mercer. An alternative preservation scenario for this area of West Mercer Way is an HMA overlay at a later date, when its pavement condition has worsened. This would be no sooner than 2027.
- **[SP110] SE 27<sup>th</sup> Street (76<sup>th</sup> Ave SE to 80<sup>th</sup> Ave SE)** will resurface SE 27<sup>th</sup> Street from 76<sup>th</sup> Avenue to 80<sup>th</sup> Avenue in the Town Center with a grind and HMA overlay of the existing roadway in 2024, after construction of the light rail station is complete. This roadway was last resurfaced in 1994 and its current PCI is in the Fair range.
- **[SP107] SE 40<sup>th</sup> Street (88<sup>th</sup> Avenue SE to 93<sup>rd</sup> Avenue SE)**. This project will resurface SE 40<sup>th</sup> Street with a grind and HMA overlay process. It is planned for 2024, after completion of a large water main construction project in the Madrona Crest East neighborhood (to the north) and sidewalk improvements from Gallagher Hill Road to 93<sup>rd</sup> Avenue SE. This overlay will be coupled with hot mix asphalt repaving of the residential

streets in Madrona Crest East, also planned for 2024. Sidewalks and bike lanes between 88<sup>th</sup> Avenue SE and Gallagher Hill Road were constructed in 2018.

- **[SP106] Gallagher Hill Road (SE 36<sup>th</sup> Street to SE 40<sup>th</sup> Street)** is proposed for resurfacing with an HMA overlay in 2025. Last repaved in 1988, Gallagher Hill Road's current PCI rating is in the Fair range and staff believes that by 2025 its rating could decline to Poor.
- **[SP108] SE 36<sup>th</sup> Street (Gallagher Hill Road to East Mercer Way)**. This project will resurface SE 36<sup>th</sup> Street with an HMA overlay in 2025. This roadway was rebuilt in the mid 1980's by WSDOT as part of the I-90 freeway improvements. Its current PCI rating is Fair; but is expected to decline further in the coming years. This pavement has performed well, but will be nearly 40 years old in 2025, and will need resurfacing. Project elements will also include sidewalk repairs for ADA compliance.
- **[SP109] North Mercer Way (8400 to SE 35<sup>th</sup> Street)**. This project will resurface North Mercer Way with an HMA overlay in 2026. Work will also include sidewalk repairs for ADA compliance and resurfacing of nearby SE 26<sup>th</sup> Street (Island Crest Way to 84<sup>th</sup> Avenue). This portion of North Mercer was last repaved in 1994 by WSDOT at the end of the I-90 freeway construction. While its PCI ratings are in the Satisfactory and Fair ranges, staff believes PCI's will drop into the Poor range by 2025, after completion of the upcoming King County North Mercer Interceptor Sewer pipe project.
- **[SPXXX] East Mercer Way (SE 36<sup>th</sup> Street to SE 40<sup>th</sup> Street)**. This is a newly proposed project to resurface this portion of East Mercer Way with a HMA overlay in 2027. Last repaved in the mid-1980's by WSDOT, this roadway's current PCI is in the low Satisfactory range and staff believes it will drop to Fair by 2027.

### ***Pedestrian and Bicycle Facilities – New***

- **[SP111] 80<sup>th</sup> Avenue SE Sidewalk Improvements (SE 28<sup>th</sup> Street to SE 32<sup>nd</sup> Street)**. This project will reconstruct curbs, sidewalks, and ADA ramps, primarily along the east side of 80<sup>th</sup> Avenue, and replace street trees with a new design that will allow space for trees to mature without sidewalk damage. Work along 80<sup>th</sup> Avenue will also include replacement of the outdated street lighting fixtures. This section of 80<sup>th</sup> Avenue was not rebuilt during the 1994-1996 Town Center Streets reconstruction effort and suffers from significant sidewalk damage from tree roots, poor ADA accessibility, and poor sidewalk lighting. Design work on this project began in 2019, with construction originally anticipated in 2020; however, work scope has increased significantly and construction is now reprogrammed for 2023.
- **[SP112] 78<sup>th</sup> Avenue SE Sidewalk Improvements (SE 32<sup>nd</sup> Street to SE 34<sup>th</sup> Street)**. This project proposes to replace curbs, sidewalks, and street trees along the east side of the roadway with a new design that will allow space for new street trees to mature without sidewalk damage. In addition, ADA accessibility and street lighting would be improved on both sides of the roadway. This section of 78<sup>th</sup> Avenue was not rebuilt during the 1994-1996 Town Center Streets reconstruction effort and suffers from significant sidewalk damage from tree roots. Design work is planned to start in 2024 and construction is planned for 2025.
- **[SP114] West Mercer Way Roadside Shoulders - Phase 3 (SE 70<sup>th</sup> - SE 65<sup>th</sup>)**. The Roadside Shoulder Development Program was established in 2002 to construct new paved shoulders along the Mercer Ways for pedestrian and bicycle use (constructed independently

from roadway improvement projects). Shoulders have been under construction in phases since 2004. This project, planned for construction in 2022, will complete a gap in paved shoulders along the northbound side of West Mercer Way between SE 65<sup>th</sup> and SE 70<sup>th</sup> Streets. Currently, paved shoulder exists along 77% of West Mercer Way's 6.0-mile length.

- **[SP113] West Mercer Way Roadside Shoulders – Phase 4 (8100 WMW - 8400 EMW).** This project will build a new paved shoulder from the 8100 block of West Mercer Way around the south tip of the Island to the 8400 block of East Mercer Way. Construction is planned for 2024.
- **[SP115] Gallagher Hill Road Sidewalk Improvement (SE 36<sup>th</sup> Street to 40<sup>th</sup> Street).** This project will complete the gap in the sidewalk infrastructure on Gallagher Hill Road connecting SE 40<sup>th</sup> Street to the SE 36<sup>th</sup> Street/North Mercer Way intersection at the bottom of Gallagher Hill. The project, proposed for construction in 2025, will build concrete curb, gutter, and sidewalk along the east side of the roadway in conjunction with the planned resurfacing of Gallagher Hill Road.
- **[SP116] SE 40<sup>th</sup> Street Sidewalk Improvements (Gallagher Hill Road to 93<sup>rd</sup> Avenue SE).** Proposed for construction in 2024, this project will build concrete curb, gutter, sidewalk, and bike lane along the south side of SE 40<sup>th</sup> from Gallagher Hill Road to 93<sup>rd</sup> Avenue SE, and along the north side from Gallagher Hill Road to Greenbrier Lane. This project will complete the PBF infrastructure along SE 40<sup>th</sup> Street between Island Crest Way and Mercerwood Drive by providing continuous, uniform sidewalk and bike routing along both sides of the street. This project is a high priority request of the School District staff and supports “Safe Routes to School” principles for the schools and facilities within the School District campus and a bus stop location for Islander Middle School. The adjacent roadway will be repaved after completion of this work through an arterial street overlay (SP107).
- **[SP118] ADA Compliance Plan Implementation** is a biennial program to identify, inventory, prioritize, design, and construct spot improvements to pedestrian facilities citywide to meet compliance standards established by the Americans with Disabilities Act (ADA).
- **[SP125] PBF Plan Implementation** is an annual program to identify, prioritize, design and construct small spot improvements and gap completion projects to pedestrian and bicycle facilities citywide as identified in the PBF Plan. Specific projects for this program have not yet been identified or prioritized for construction. Proposed focus is on implementation of signage and pavement markings to support sharing of the road by all users and completion of missing links in sidewalk or trails to fill gaps in the PBF system.
- **[SP126] 77<sup>th</sup> Avenue SE Channelization (SE 32<sup>nd</sup> to North Mercer Way).** This project will modify existing channelization to provide on-street parking from SE 32<sup>nd</sup> to SE 27<sup>th</sup> Streets in the Town Center and provide sharrows in the northbound and southbound travel lanes to connect to the I-90 Mountains to Sound trail in accordance with Town Center street standards described in MICC 19.11.120.
- **[SPXXX] SE 32<sup>nd</sup> Street Sidewalk Replacement (77<sup>th</sup> to 78<sup>th</sup> Avenues).** This newly proposed project in 2024-2025 will replace the sidewalk and street trees on the south side of the roadway to address damage and uplift caused by existing street trees. This wide sidewalk provides access to Mercerdale Park and is used by the Farmer’s Market.

- **[SPXXX] East Mercer Way Roadside Shoulders - Ph 11 (SE 79<sup>th</sup> St. to 8400 block).** This project will create a new paved shoulder from SE 79<sup>th</sup> St to the 8400 block. This is the final phase of the Mercer Way Roadside Shoulder projects and will remove the last gap in pedestrian and bicycle facilities along East Mercer Way's entire 4.8-mile length. Construction is planned for 2026.

### ***East Link Traffic/Safety Mitigation Projects***

- **[SP119] North – South Bike Route, Island Crest Way (90<sup>th</sup> Avenue SE to SE 63<sup>rd</sup> Street).** The intent of this project is to complete the missing section of north-south bicycle route along Island Crest Way between 90<sup>th</sup> Ave SE and SE 63<sup>rd</sup> St. Recognizing the complexity and challenges in this corridor, the proposed project will be phased over several years. The project currently includes two pre-construction phases. Phase 1 includes identification of alternatives, feasibility, and public engagement. This phase will begin in Q4 2022 with consultant selection and conclude in 2024 with selection of the preferred project alternative by the City Council. Phase 2 includes preliminary and final design starting in 2025. These phases will be funded with Sound Transit Mitigation funds. The scope and cost of design (Phase 2) will not be known until the conclusion of Phase 1 but \$200,000 is reflected in the TIP as a placeholder. Phase 3 (construction) cost and timeframe will not be reflected in the TIP until after the project scope is approved and cost estimates are developed. Staff will pursue grant funding opportunities for construction if available.
- **[SP120] Sunset Highway/77<sup>th</sup> Avenue SE Intersection Improvement.** This intersection is directly adjacent to the East Link station access and is expected to experience an increase in pedestrian and bicycle traffic, as well as vehicle traffic once the station opens. A long-term solution could be to install a rectangular rapid flashing beacon (RRFB) system or other urban design type intersection to improve pedestrian and bicycle crossings and vehicular circulation. Further evaluation and design are needed. The project will be funded with Sound Transit Mitigation funds. The project location is within WSDOT limited access and will require WSDOT review and approvals. Consultant design will begin in 2021 with construction in 2022.
- **[SP121] Mid-block Crosswalk on 76<sup>th</sup> Avenue (between SE 24 and SE 27<sup>th</sup> Streets).** This project will construct a mid-block crosswalk in the 2400 block of 76<sup>th</sup> Ave SE to include a pedestrian activated rectangular rapid flashing beacon (RRFB) signal, center median, ADA curb ramps, and crosswalk markings. Consultant design will begin in 2021 with construction in 2022.
- **[SP123] North Mercer Way Park and Ride Frontage Improvements.** This project will modify the frontage of the North Mercer Way Park and Ride by removing the bus bay on the north side of the roadway, widening the I-90 Mountains to Sound trail to meet current standard for a multi-use facility, providing a mixing zone at 80<sup>th</sup> Ave SE crossing, improving sight lines at the western driveway access, relocating street lighting, and providing a new landscape area to match existing landscape. This project is planned for construction after the East Link Station is open and bus drop off/pick up is no longer needed on the north side of the road.

## **Other**

- **[SP122] Minor Capital – Traffic Operations Improvements** is a biennial program to provide minor capital transportation improvements city wide to address traffic operations issues and concerns. Typical projects include upgrading signs to new mandated standards, channelization modifications or improvements, roadway safety improvements, upgrading traffic signals for increased efficiency and safety, and new or revised street lighting.
- **[SPXXX] Pedestrian and Bicycle Facilities Plan (PBF Plan) Update** is proposed for the 2026-2027 biennium to provide a comprehensive update to the current PBF Plan, last updated in 2010 from the original 1996 plan. Over time standards have changed and new facilities have been built. Updates to the Plan will incorporate the results of the ADA Transition Plan, evaluate the use of urban street design guidelines such as NACTO, and identify/evaluate projects, provide a preliminary scope of work, and establish priorities of work with the intention of providing a roadmap, foundation, and timeline for future improvements.

## **Unfunded PBF Projects – Beyond 2027**

- **North – South Bike Route, Island Crest Way (90<sup>th</sup> Avenue SE to SE 63<sup>rd</sup> Street) Construction.** Phase 3 of this project is the construction phase. It will construct the missing link in the North-South Bike Route on Island Crest Way. Project SP119 reflects the phases leading up to construction. The cost and timeframe for construction will be determined after the project scope is approved and preliminary design is underway (Phases 1 & 2). Staff will pursue grant funding opportunities for construction if available.
- **84<sup>th</sup> Avenue SE Sidewalk Improvements (SE 33<sup>rd</sup> Place to SE 36<sup>th</sup> Street).** This project proposes to install concrete curb, gutter, and sidewalk along the east side of 84<sup>th</sup> Avenue SE to provide a “safe walk route” for Northwood Elementary and the High School. It is a medium priority request of the School District.
- **86<sup>th</sup> Avenue SE Sidewalk Improvements (SE 42<sup>nd</sup> Street to Island Crest Way).** This project proposes to install concrete curb, gutter, and sidewalk along the east side of 86<sup>th</sup> Ave SE to provide a walking facility where none currently exists. The project will complete a missing link in the sidewalk network and connect Island Crest Way and adjacent neighborhoods to the High School, Northwood Elementary School, the Mary Wayte Pool, and PEAK. Drainage work will be required, and road widening to provide shared space for bicycles is a potential element.
- **Merrimount Drive Sidewalk Improvements (Island Crest Way to West Mercer Way).** The project proposes to install concrete curb, gutter, and sidewalk along both sides of Merrimount Drive. The project improves walkability by providing a defined route and place for school kids to walk and wait for the school bus or walk to West Mercer Elementary. The project was requested by several property owners living adjacent to Merrimount Drive. The estimated cost is approximately \$960,000.
- **78<sup>th</sup> Ave SE Sidewalk Improvements (SE 40<sup>th</sup> – SE 41<sup>st</sup>).** This project proposes to install concrete curb, gutter and sidewalk along the west side of 78<sup>th</sup> Ave SE to provide a walking facility where none currently exists. The project will create a connection from the adjacent

neighborhood to SE 40<sup>th</sup> Street, providing access to the Town Center and West Mercer Elementary School.

- **92<sup>nd</sup> Avenue SE Sidewalk Improvements (SE 40<sup>th</sup> Street to SE 41<sup>st</sup> Street).** This project will build concrete curb, gutter, and sidewalk along the west side of 92<sup>nd</sup> Avenue to provide a “safe walk route” for Northwood Elementary and the High School, as well as a bus stop location for Islander Middle School. The estimated cost is \$610,000. This project will complete a missing link on 92<sup>nd</sup> Avenue by connecting with sidewalks the School District constructed in 2015 along the High School frontage, creating a continuous sidewalk from SE 40<sup>th</sup> to SE 42<sup>nd</sup> Streets. This project may be eligible for TIB or SRTS Grant funding. This is a low/moderate need for the School District. City and District staff will monitor the need and propose in a future TIP if warranted.