



DRAFT 2021-2026 TRANSPORTATION IMPROVEMENT PROGRAM

May 19, 2020

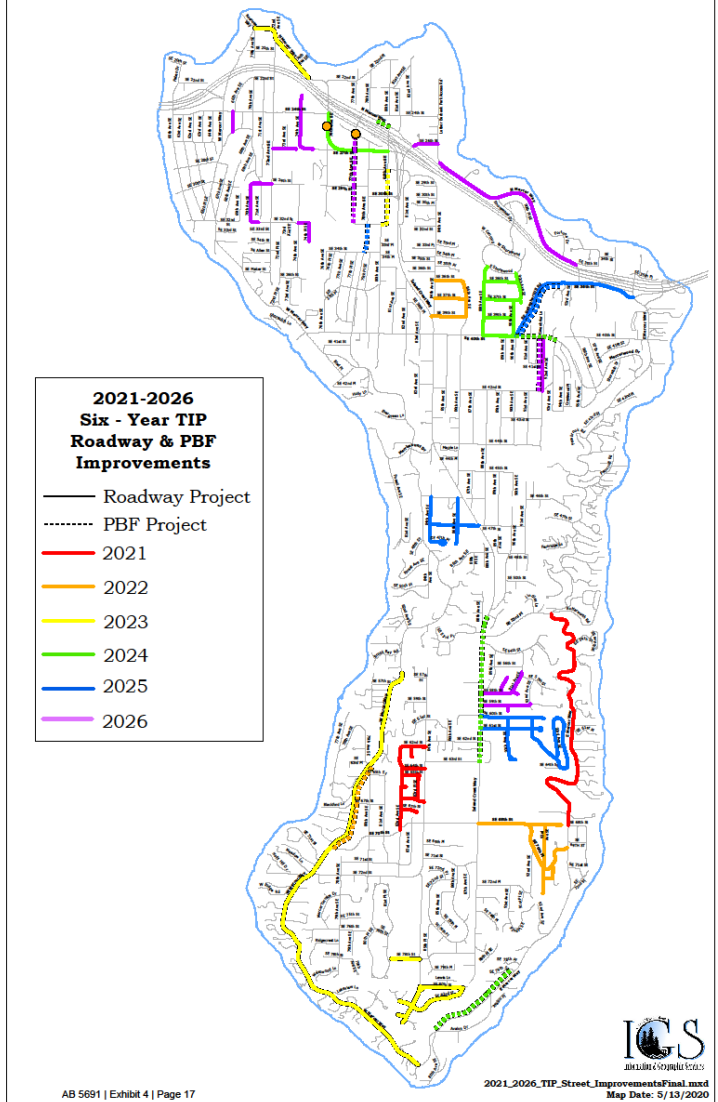
Background

- State requires annual update by July 1 (RCW 35.77)
- Goals include
 - Preserving/reinvesting in existing infrastructure
 - Adding new facilities to increase safety/capacity
 - Maintaining positive Street Fund balance
- Funding - Street Fund, grants, utility funds for utilities, no General Fund.
- TIP is dynamic. Needs and issues change. Updated annually.
 - Focus on the biennium. Leads to CIP budget process.
 - The rest is a “plan” that will change.



TIP Overview

- High level presentation (7 slides)
- TIP Priorities
- Program elements
- General questions from Council
- Funding
- Why Delay projects
- Refer to agenda bill for details
 - Ex. 1 – Project list (Mostly unchanged. Refer to status (new/modified/delayed) & project manager columns)
 - Ex. 3 – Project descriptions
 - Ex. 4 – Project map



TIP Prioritization

Comprehensive Plan & CIP Budget Policies

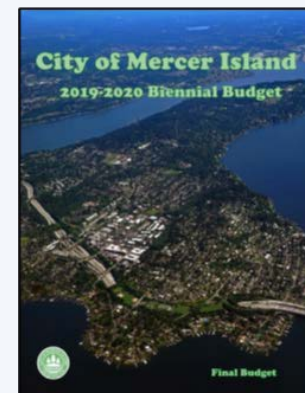
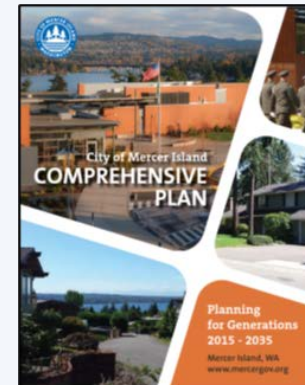
- Prioritizes “reinvestment” over constructing new facilities.

Reinvestment Projects

- Repaving of residential and arterial streets (called “preservation”).
- Projects prioritized based on Pavement Condition Index (3-year cycle). See AB pgs. 6-7.

New Construction

- Identified/prioritized based on staff analysis, public comment, PBF Plan, SRTS.
- Timing and coordination with other projects (TIP, TC, or utilities).



Program Elements

Preservation & Maintenance

(maintain what we have)

- Residential streets
(58 miles, 35 yr. cycle)
- Arterial streets
(26 miles, 25 yr. cycle)

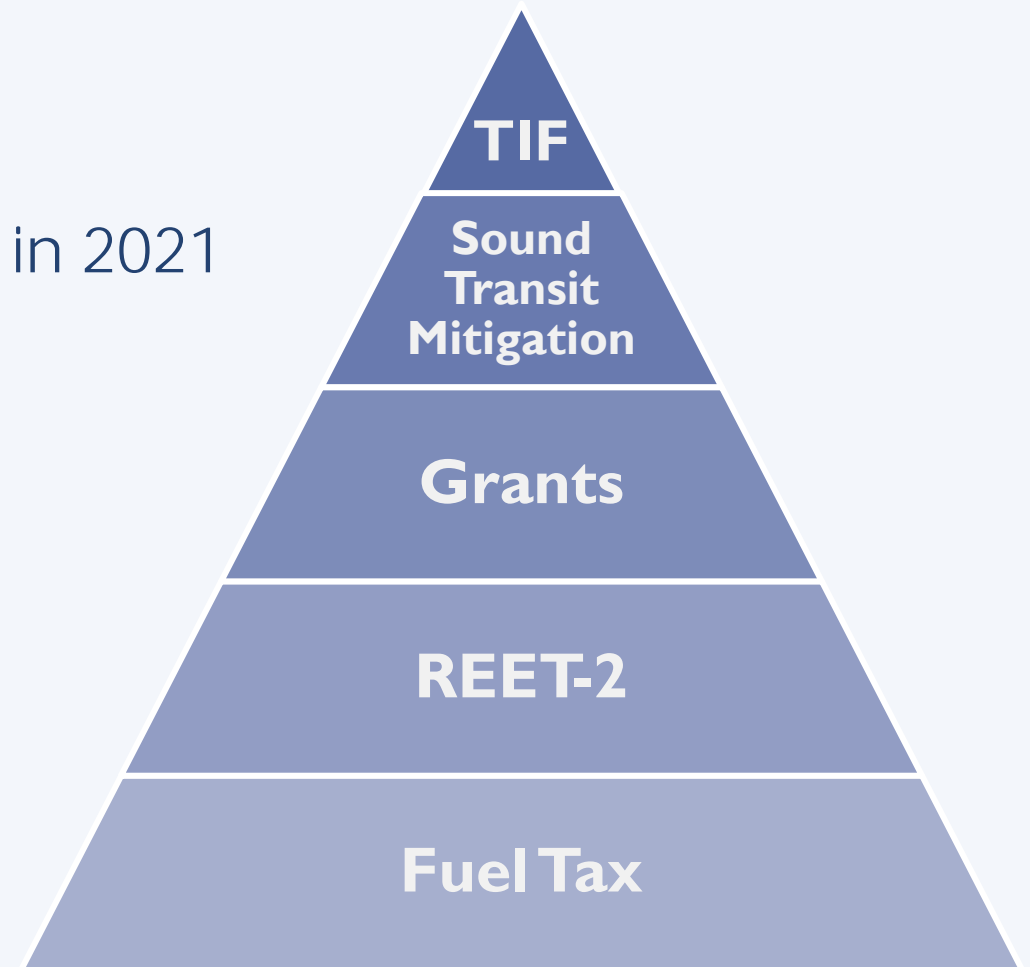
New Construction

- Pedestrian & bicycle facilities (PBF)
- East Link traffic/safety mitigation projects (from ST settlement funds)
- Other improvements



TIP Funding

- Street Fund revenues support the TIP
- \$5 Million projected Street Fund Balance in 2021
- Apply most restrictive revenues first



TIP Funding

Negative Impacts to Street Fund

- 14% annual revenue loss in Street fund due to Initiative-976
 - ~ \$375,000/ year -> MI Transportation Benefit District (TBD) **No more**
 - ~ \$34,000/ year -> State's Multimodal Transportation Account **No more**
- Preserve and maintain existing transportation infrastructure
- Maintain positive fund balance thru forecast



Why are some projects delayed?

- TIP takes into account staff capacity and other resources
- Reduced funding
- More realistic approach to scheduling work due to competing needs
- Workforce impacts related to COVID-pandemic
 - Delayed projects
 - Workforce reductions (Transportation Engineer)
- Key staff retirement (May 2020)



TIP Next Steps

- Public hearing tonight
- Feedback from Council
- Adoption scheduled for June 16th
- Adopted TIP must be forwarded to WSDOT and PSRC by July 1

Things to remember

- The TIP is a “plan”
- Things change. It’s updated annually based on the best information available at the time.



Additional Slides For Specific Project Discussions



80th Ave. SE Sidewalk Replacement (SP111)

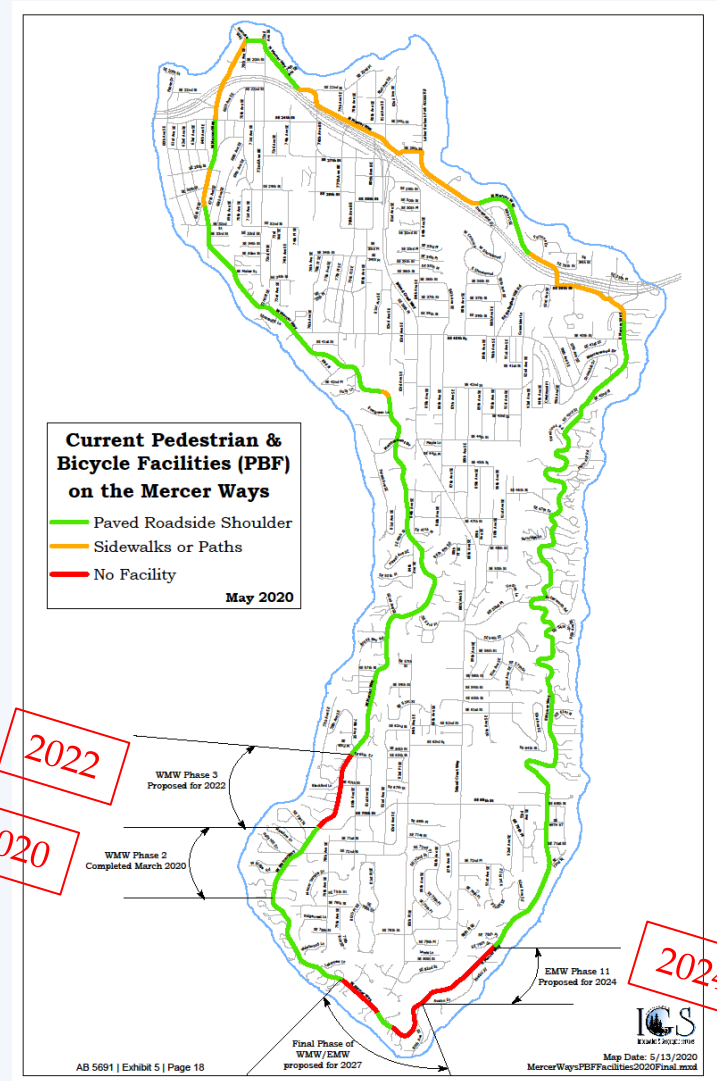
- SE 28th St. to SE 32nd St.
- One of the few areas not rebuilt during 1994-1996 TC street reconstruction projects.
- Replace narrow/broken sidewalk, curbs, street trees, new ADA ramps, and replace outdated streetlighting.
- Preliminary design started in 2019.
- Project timing delayed - staffing limitations, increased scope/cost.



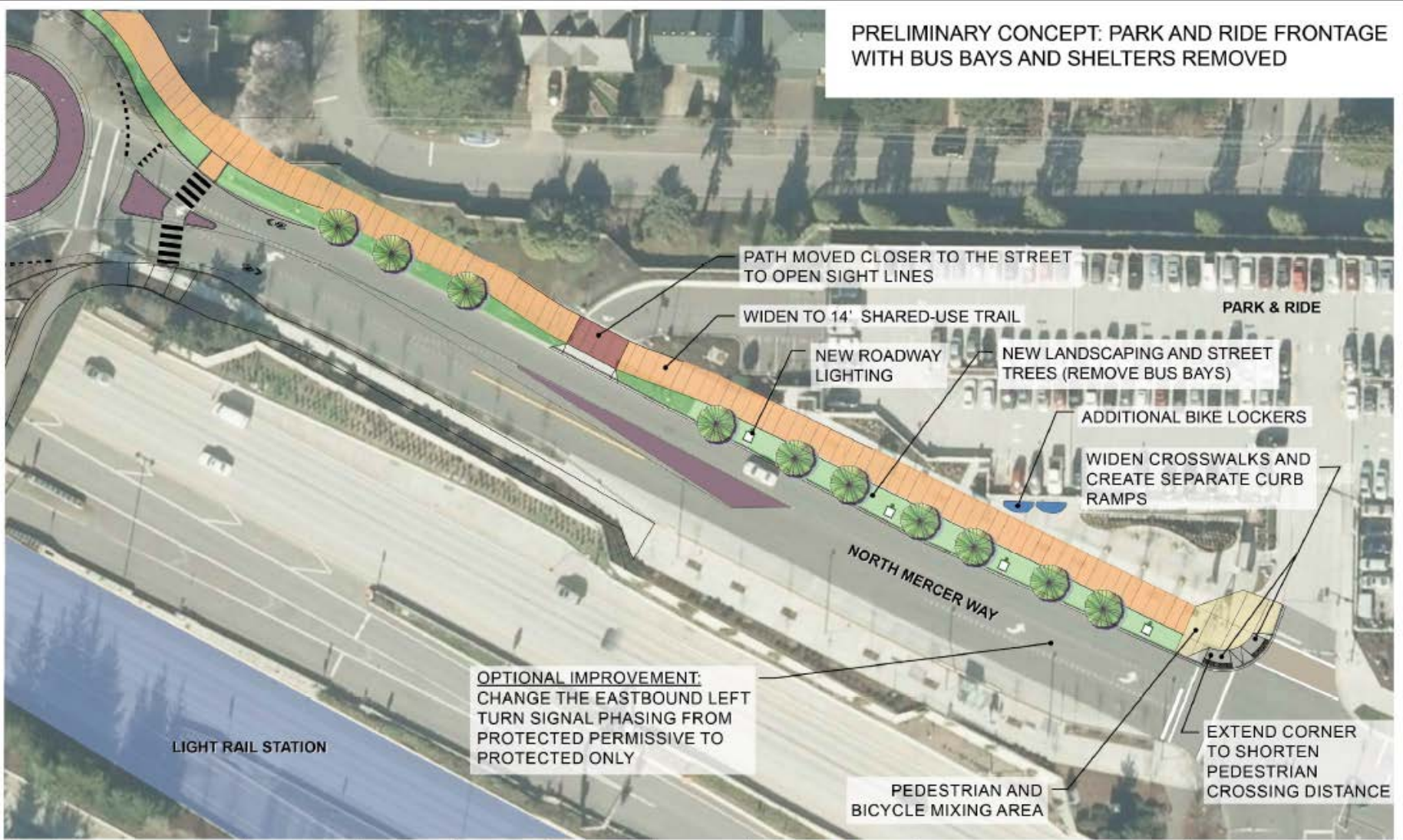
Mercer Way Shoulder Development (SP113 & SP114)

Program began in 2002 to create new paved shoulders suitable for pedestrian & bicycle use.

- Exhibit 5 depicts progress and remaining phases (red).
- At least one project per biennium. (2020, 2022, 2024)
- Focus mostly on EMW but also some on NMW and WMW.
- Majority complete. (80% of 11 miles)



North Mercer Way – MI P&R Frontage Improvements (SP123)



77th Ave. SE Channelization - SE 32nd St. to NMW (SP126)

Mercer Island City Code 19.11.120 Street Standards (updated in 2016)

*All major new construction abutting 77th Avenue SE or 78th Avenue SE shall improve the right-of-way adjacent to the property as required in **Figure 14**. Major new construction abutting all other streets shall improve the right-of-way adjacent to the property as required by the Mercer Island Town Center Streetscape Manual. **The design commission may require or grant a modification to the nature or extent of any required street improvement for any of the following reasons upon recommendation by the city engineer:***

- A. If unusual topographic or physical conditions preclude the construction of the improvements as required; or*
- B. If the required improvement is part of a larger project that has been scheduled for implementation in the city's six-year capital improvement program; or***
- C. If angled parking is required but parallel parking would enhance pedestrian, vehicle or bicycle safety, or result in a more desirable pedestrian environment; or*
- D. If other unusual circumstances preclude the construction of the improvements as required.*



77th Ave. SE Channelization - SE 32nd St. to NMW (SP126)



77th Ave. SE with Xing Hua site to the right



Figure 14 (MICC 19.11.120)



77th Ave. SE Channelization - SE 32nd St. to NMW (SP126)

MICC 19.11.120 Street Stds.

- Major new developments must meet street standards – parking lanes + 1 lane each direction w/sharrow or DC may grant a modification to the nature or extent of improvement with recommendation from City Engineer IF the required improvement is part of a larger project that has been scheduled for implementation in the City's six-year capital improvement program.

Xing Hua (Mud Bay) project must comply with current regulations

- Building the improvements in front of the site creates awkward transitions between existing/new street cross-sections, piecemeal appearance, impacts traffic.
- DC could consider recommendation from CE to ask developer to share in the cost of larger project (if in 6-year CIP) and
- Council could change street standard later but prior to SP126 construction and rescope SP126 accordingly.
- DC is approving authority for Xing Hua project. Council is approving authority of TIP and any amendments to development regulations.



North-South Bike Route on ICW (90th Ave. SE to SE 63rd St.) (SP119)

- Ph. 1 & 2 (alternatives ID/analysis and public engagement) programmed for 2019-2020, Council funded with ST mitigation funds.
- Complex, challenging corridor – mature trees, diverse users, competing interests, no simple solution.
- Scope, timing, and budget for future phases (feasibility, pre-design, design, construction) programmed after Council selection of alternative.
- Added in 2018 TIP process. Reprogrammed to 2023-2024 due to lack of staff resources.

