TIB 2023 UAP Funding Application – Text Inputs to Online Application

City of Port Townsend | Legislative District 24

Arterial: Lawrence Street | Congressional District 6

Harrison Street to Walker Street | Total Length in Miles = 0.33 (1,745 LF)

AADT = 3,645 (2018)

Contact: Steve King (360) 379-5090 sking@cityofpt.us

DAHP Location Information: Section 02 Township 31N Range 01W

Functional Class	Fed Route	Truck Route	Intersection Only	Project Type
Major Collector	7612	No	No	Reconstruction

APPLICATION ATTACHMENTS (Shown In companion document)

Individual Documents Need to be Uploaded with online TIB Application

- ✓ **Project No. 28 in 2025-2030 Transportation Improvement Program**
- ✓ **Gantt Chart Schedule (Excel Spreadsheet)**
- ✓ **Crash History Documentation (Excel Spreadsheet)**
- ✓ **Detailed Vicinity Map Showing Project Limits = Google**
- ✓ **Detailed Project Cost Estimate with PE Stamp**
- ✓ **Plan View of Project (Cad Drawing)**
- ✓ **Typical Roadway Sections (Street Mix Profiles)**
- ✓ **Port Townsend Non-Motorized Transportation Plan**
  - Adopted by Ordinance No. 3056 on 6/6/2011
- ✓ **Traffic Study** *(No LOS improvement; no study conducted)*
- ✓ **Project Pictures** *(Provided by City of PT)*

Project Funding

TIB Funding Request	Max TIB Ratio	Construction Ready?
$5,329,500	85%	No; Request both Design & Construction

TIB funds distributed proportionally through all project phases? *Up to City*

Funding Partners

City of Port Townsend	Public	In TIP/CIP	$940,500 (15%)

Total Project Cost = $6,270,000

Identify the community's need for this project (1,500 character max; 1,495 with spaces below)

Lawrence Street is a major route for walking, biking, rolling, and transit in the Uptown Business District, which includes many commercial destinations for residents and visitors alike. On-street parking exists on both sides but is unmarked and poorly organized. A continuous sidewalk exists along the north side for all six blocks from Harrison to Walker and along the south side from Harrison to Benton, but there is no sidewalk for the three blocks between Benton and Walker. The City Non-Motorized Plan identifies Lawrence Street as a top priority corridor for bicycle lanes and local ADA advocacy group Disability Awareness Starts Here (DASH) has identified Lawrence Street as a key route that needs sidewalk and ADA accessibility updates. The street surface is in extreme need of pavement repairs and constructing ADA ramps ahead of resurfacing stretches paving investments to repair more street over time. Improving ADA, pedestrian, bicycle, transit and driving connections between the Public Library at Harrison 6 blocks southwest to Walker Street, while retaining on-street parking would improve accessibility, mobility, and safety for all users walking, biking, and rolling to their destinations in the Uptown Business District. To comply with the Port Townsend GMA Comprehensive Plan, Non-Motorized Plan, Complete Street ordinance, and Greenhouse Gas emission reduction policy, the City is seeking TIB grant funding to reconstruct Lawrence Street for people of all ages and abilities.

Identify the solution to the need described above (1,500 character max; 1,474 w spaces below)

Port Townsend has successfully changed Water Street and Tyler Street with 9.5 foot vehicle lanes and 7 foot parking lanes to allow installation of 6-foot marked bicycle lanes with a 2-foot horizontal buffer against on-street parking on each side of the street and is currently rechannelizing 3 blocks of Lawrence Street to these dimensions now. Narrow vehicle travel lanes and distinct delineation of parking lanes, buffer, and dedicated bicycle lanes, provides significant awareness to drivers that there are other users of the street environment and to be alert for their presence. The need for ADA improvements provides an opportunity to complete the 3 blocks of missing sidewalk from Walker to Benton and to construct curb extensions (aka "bulb-outs") and marked crosswalks at each intersection. This will improve each driver's visibility and awareness of people walking, rolling, and crossing. The physical presence of each curb extension connected by continental style crosswalk markings will catch the attention of drivers and visually narrow the perceived width of the street, thus encouraging lower vehicle speeds, while also shortening the distance for people to cross the street. TIB is currently funding the City's reconstruction of three blocks of Lawrence Street with this configuration from Tyler to Harrison and this project will extend ADA, pedestrian, bicycle, vehicle, and parking improvements on the next six blocks of Lawrence Street to Walker Street.

Does this project need a sidewalk deviation? No

Describe Construction "Other" work

Underground water, and potentially sewer, utility work will be completed in advance of the corridor surface transportation improvement project.

Describe any "non-eligible" work n/a

Per scope, City staff must enter all utility-related answers below in online application

What is the condition of the storm water conveyance facilities?

Describe the existing storm water issues

Describe the proposed storm water solution

Describe any other (related) work

The 3 blocks of reconstruction on Lawrence Street (Harrison to Tyler) is funded by a TIB Complete Streets grant

Project Utilities

Water Utilities

Age of Utilities	Planned Work	Utility Condition	Improvements Funded

Sewer Utilities

Age of Utilities	Planned Work	Utility Condition	Improvements Funded

Power Utilities

Age of Utilities	Planned Work	Utility Condition	Improvements Funded

Additional Utilities

Age of Utilities	Planned Work	Utility Condition	Improvements Funded

Describe utility relocations necessary for this project

Describe any other work related to the project

Roadway Geometrics

	Segment One		Segment Two	
Segment Termini	Walker to Harrison			
Segment Length Ft	1,745 LF			
ADT Volume	3,645			
	Existing	**Proposed**	**Existing**	**Proposed**
Pavement Width Curb to edge	40	40		
Number of General Purpose Lanes	2	2		
Travel Lane Width	11	9		
Continuous Left Turn Lane Width (Ft)	0	0		
Posted Speed Limit	25	25		
Shoulder or Parking Width (Average)	8	7		
Bike Lane Type	No Facilities	Marked Bike Lane		
Bike Lane Width (Ft)	0	6		
Pedestrian Buffer (Width between curb and sidewalk in feet)				
Sidewalk 1 or 2 side	2*	2		
Sidewalk Width (Ft)	5	5		
Median?	No	No		
Shoulder or Parking Placement	Both Sides	Both Sides		
Shoulder or Parking Surface	Paved	Paved		
Parking Type	On Street	On Street		
Segment Percent On-Street Parking (1 side = 50%)	100%	100%		
Curb Placement	Both Sides	Both Sides		
Storm Drainage	Yes	Yes		
Segment meets ADA Standards	No	Yes		
Street Lighting	Yes	Yes		
Fixed Objects	**36**	**30**		
By Segment (Block)				
Walker to Cass	Poles 7; Fire hydrant; Electric box **(9)**	8		
Cass to Calhoun	Poles 4; Electric box **(5)**	4		
Calhoun to Benton	Poles 5 **(5)**	5		
Benton to Pierce	Poles 4; Fire hydrant; Electric box **(6)**	5		
Pierce to Van Buren	Poles 4 **(4)**	4		
Van Buren to Harrison	Poles 5; Fire hydrant; Electric box **(7)**	6		

*No existing sidewalk for 3 blocks south side between Walker and Benton

Intersection Geometrics

Note: All 5 individual intersections have almost identical geometrics, as listed below

	Segment One		Segment Two	
Intersection Location	5 individual intersections			
Major Approach ADT	3,650			
Minor Approach ADT	Range = 430 to 1,850			
	Existing	**Proposed**	**Existing**	**Proposed**
Intersection Control	Stop Controlled Minor Approaches	Stop Controlled Minor Approaches		
Intersection Type	4-leg	4-leg		
ADA-compliant	No	Yes		
Intersection Lighting	Yes	Yes		
Dedicated Left Turn	No	No		
Dedicated Right Turn	No	No		
Protected Left Turn Phasing	No	No		

Project Schedule

Enter Target Dates

Milestone	Date
Start Design	03/01/2025
Environmental Documentation Complete & Permits Approved	08/31/2025
Right-of-Way Acquisition Complete	n/a
Contract Advertisement	03/01/2026
Contract Award	04/01/2026
Contract Completion	12/31/2026

Gant Chart Schedule *(Excel doc required to be uploaded in online application)*

Gantt Chart Schedule for Port Townsend Lawrence Street

	2024					2025											2026									
Project Milestones	A	S	O	N	D	J	F	M	A	J	J	A	S	O	N	D	J	F	M	A	J	J	A	S	O	N	D
Application	■																										
TIB Board Mtg				■																							
TIB Funding Available						■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Begin Project Design								■	■	■	■	■	■	■	■	■											
Environmental Documents Complete									■	■	■	■															
Permits Approved									■	■	■	■															
Right-of-Way (None Needed)																											
Contract Advertisement																	■										
Contract Award																		■									
Contract Completetion																			■	■	■	■	■	■			

Safety/Crash Analysis *(Excel doc required to be uploaded in online application)*

Property damage only incidents **4** Incidents with injuries **1** Incidents with fatalities **0**

Crash Location/Type	PDO	Injuries	Fatalities	Primary Countermeasure
Lawrence/Walker		1		Curb extensions, crosswalks, signs, tighter turn radius
Lawrence/Walker	1			Same
Lawrence/Walker	1			Same
Lawrence/Walker	1			Same
Lawrence/Harrison	1			Same

Mobility

- Congestion No

Network Connectivity

- Completes Corridor
- Completes gap between existing improvements (Existing must be urban standards)
- ✓ Extends existing improvements (Existing must be urban standards)
  (Lawrence from Tyler to Harrison is funded by a TIB Complete Streets grant)
- Project does NOT complete or extend any existing improvements
- Project constructs new road

Modal Access

Transit facility access provided by the project One bus stop within project limits

Non-motorized path access provided by the project Access to designated paved path

Describe the non-motorized path (500 characters max; 485 with spaces below)

As recommended by local ADA advocacy group Disability Awareness Starts Here (DASH) and the City Non-Motorized Plan, the six blocks of Lawrence Street between Harrison and Walker will construct ADA ramps and curb extensions at each intersection, 3 blocks of sidewalk on the south side, and rechannelize Lawrence Street with 9-foot-wide vehicle lanes; add a 6-foot-wide marked bicycle lane and a 2-foot-wide painted buffer next to a 7-foot-wide on-street parking lane in each direction.

- Freight facility access provided by the project:

  No Freight Facility Access improvements

- Project relieves a bottleneck **No**

  Does not relieve a bottleneck

Central Business District/Urban Activity Center Access

Select the CBD/Urban Activity Center access provided by the project:

Improves network or circulation within Urban Activity Center

Describe the CBD/Activity Center access improvements (500 characters max; 455 with spaces below)

TIB is funding the Larence Street improvements to ADA, pedestrian, bicycle, and driving connections on the 3 blocks from Tyler to Harrison. TIB funding to continue these corridor improvements for another 6 blocks southwest to Walker Street, while retaining on-street parking, will improve accessibility, mobility, and safety for all users walking, biking, rolling, riding transit, and driving to their destinations throughout the Uptown Business District.

Signal Management

n/a

Growth & Development

n/a

Physical Condition

Structural Deficiencies

Walls – No

Bridges – No

Slope Stability – No

Storm Water Conveyance – Yes

Culverts – No

Subgrade – No

Physical Deficiencies **(500 characters max for each answer)**

Deficiency 1 – Pedestrian Hazards

Describe the deficiency and the corrective measure to address it (461 w spaces below)

There is no sidewalk on the south side of Lawrence from Walker to Benton, all intersections need ADA ramp and crossing upgrades, and driver visibility of pedestrians at intersections is poor. Constructing 3 blocks of new sidewalk will provide continuous pedestrian connectivity. Curb extensions with ADA ramps and crosswalk markings will narrow intersection approaches, shorten crossing distance, highlight pedestrian space, and increase pedestrian visibility.

Deficiency 2 – Channelization

Describe the deficiency and the corrective measure to address it (486 w spaces below)

Lawrence Street has minimal delineation of physical space and no bike lanes. Rechannelization and narrowing vehicle lanes to 9 feet and parking lanes to 7 feet will allow 6-foot bike lanes with a 2-foot buffer next to parking on Lawrence Street. The delineation of vehicle lanes, bike lanes, crossings, and parking lanes will clearly define physical space on the street and will encourage slower vehicle speeds by alerting drivers to the presence of people walking, biking, and rolling.

Deficiency 3 – Turning Radius

Describe the deficiency and the corrective measure to address it (486 w spaces below)

Little to no corner delineation or curb configuration at intersections can result in higher speed vehicle turns, which puts people walking, biking, and rolling at higher risk. Curb extensions and narrowing of intersection approaches will tighten turn radii and intentionally slow vehicles to navigate narrower approaches. Slower speed turns will provide increased reaction time to drivers and help to reduce risk to people crossing streets, walking, biking, and rolling.

Deficiency 4 –

Describe the deficiency and the corrective measure to address it

Deficiency 5 –

Describe the deficiency and the corrective measure to address it

Deficiency 6 –

Describe the deficiency and the corrective measure to address it

Sustainability & Constructability

Agency Policies and Ordinances

- ✓ Agency has adopted Complete Streets ordinance

  Ordinance Number Adoption Date

- ✓ Agency has adopted Greenhouse Gas Emissions policy

  Policy Number Adoption Date

- ○ Agency has adopted a "No Cut" ordinance

  Ordinance Number Adoption Date

- ✓ Agency has adopted TBD or other locally dedicated transportation funding by ordinance

  Ordinance Number Adoption Date

Sustainability Measures

Number of Peak Hour Transit Buses 2

Bicycle Facility Project EXTENDS bicycle lane or path

Select the sustainable elements that appear within the project limits

- ○ Adds a queue jump or transit-only lane
- ✓ Incorporates low-impact drainage
- ✓ Incorporates Hardscaping or climate-appropriate planting and no permanent irrigation
- ○ Add solar-powered signage
- ○ In-place pavement recycling or structural retrofit

Describe the sustainability elements selected above

Construction Readiness & Ease of Implementation

- This project is construction ready and will be advertised before June 1, 2025

Indicate where in the process the project is for each component at the time of application

PSE % Complete	0%
Permits	Not started
ROW	None needed
Cultural Resources	Not started
Utilities	Utility work needed and fully funded
Federal Permits Required or WSDOT Involvement	No

Accelerated Construction Methods

Road will be closed during construction Unknown

Describe below any other accelerated construction methods that will be used Unknown