2024 UAP Funding Application

Urban Arterial Program (UAP)

Agency Name
City of Port Townsend

Legislative District(s)
24

Arterial Name
Lawrence Street Multimodal Improvements

Congressional District(s)
6

Project Limits
Harrison St to Walker St

Total Length in Miles
0.33

Agency Contact	Phone Number	Email Address
Steve King	(360) 379-5090	sking@cityofpt.us

Average Annual Daily Traffic (AADT)
3,645

DAHP Location Information
02 31N 01W

Functional Class	Federal Route	Truck Route	Intersection ONLY?	Project Type
Urban Collector	7612	Not a Truck Route	No	Reconstruction

Application Attachments

Include the following attachments with your application

	Documentation
☑	Excerpt from adopted Six-Year Transportation Improvement Program showing project
☑	Detailed vicinity map clearly showing project limits
☑	Detailed project cost estimate signed by a professional engineer registered in Washington State
☑	Typical roadway section(s)
☐	Funding commitment from all funding partners
☑	Gantt Chart Schedule
☐	Written concurrence from WSDOT if project is on or connects to a state highway
☑	Adopted bicycle plan if project includes bicycle facilities
☐	Signal Warrant with Engineering Study
☐	Bridge Sufficiency Rating Report
☐	Department of Archaeology & Historic Preservation (DHAP) concurrency letter
☑	Crash history documentation (Required for Safety band)
☑	Traffic Study stamped by a Washington State professional engineer (Required for Mobility band)
☐	Development map showing development site(s) (Required for Growth & Development band)
☐	Comprehensive plan excerpt defining the economic development project (Required for Growth & Development band)
☐	Comprehensive plan excerpt defining agency CBD & urban activity centers (Required for Growth & Development band)
☑	Project Pictures (7 picture(s) attached.)

Project Funding

Total Requested TIB Funds
$2,992,000

Maximum TIB Ratio
85%

Is this a construction ready project? **NO**

Are TIB funds distributed proportionally through all project phases? **YES**

Justification for NOT distributing TIB funds proportionally across all phases.

Phase	Total Project	TIB Funds	Local Funds
Design Engineering	582,000	421,531	160,469
Right of Way	0	0	0
Construction Engineering	353,000	255,671	97,329
Construction Other	154,000	111,539	42,461
Construction Contract	3,042,000	2,203,259	838,741
Total	4,131,000	2,992,000	1,139,000
		Noneligible Engineering	128,600
		Other Noneligible Costs	354,000
		Total Eligible Cost	3,648,400
		TIB Matching Ratio	82%

Funding Partners

Local funds are correct.

Source	Public or Private	Commitment Letter	Amount
City of Port Townsend	Public	In CIP	1,139,000
			0
			0
			0
			0
			0
			0
Funding Partner Total			1,139,000

☐ Are additional funds, not listed above, still being sought?

List additional funding sourcesl being sought:

Project Description

Identify the community's need for this project

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. The corridor is primary access to SR20 and the entire Uptown neighborhood and historic district. On-street parking serves both sides but is poorly organized. Existing sidewalk and pavement are in poor condition and sidewalk is missing on the south side for 3 blocks creating a barrier to all users. The City Non-Motorized Plan identifies the street as a top priority for bicycle lanes and sidewalks. ADA advocacy group Disability Awareness Starts Here (DASH) has identified Lawrence Street as a priority route that needs sidewalk and ADA accessibility facilities. Jefferson Transit utilizes Lawrence for two routes and supports the project. Jefferson County Farmers Market is located in heart of Uptown and also supports the project for improved access. The City of PT is one of the oldest communities in the Nation in terms of demographics. The lack of barrier curb and non-motorized facilities is a real problem for an aging community. A higher level of disability results driving a high level of need for protected sidewalk and ADA facilities. Finally, this project preserves on-street parking to support infill development with ADUs and middle housing. The street is a proxy for urban services to support the infill goals of the City where urban services in Uptown are walkable including a grocery.

Identify the solution to the need described above

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 door zone against on-street parking on each side of the street. 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 and to construct bulb-outs and marked crosswalks at each intersection. This will improve each drivers 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 Citys 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. Finally, pavement rehabilitation will address a huge liability for the new TBD which voters passes a 0.3% sales tax with 80% approval.

Does this project need a sidewalk deviation? **NO**

Describe the needed sidewalk deviation

Describe Construction Other work

Construction other includes staff administrative costs for the project that is not eligible for TIB reimbursement. These costs come throughout the project process and particularly high during construction where more staff time is required.

Describe Non-eligible work

Non-eligible work includes staff costs overhead costs. Additionally, non-eligible costs include underground utility work on water and sewer unrelated to road construction. These utility costs include their prorated share of engineering costs.

What is the condition of storm water conveyance facilities? **POOR**

Describe the existing storm water issues

This segment of Lawrence street effectively has no formal stormwater facilities except for culverts and a roadside channel. The existing channel is not a curb and not a ditch but high flows exist along the edge of pavement during rainfall events. See pictures for sample.

Describe the proposed storm water solution

The project will install a 12 CPE SD Pipe the entire length of the projects with rain gardens and catch basin inlets. The rain gardens will serve as water quality treatment and aesthetic improvements. The pipe will connect into existing tightline systems to fill a gap. This system will prevent damage to the pavement and save maintenance costs.

Describe any other work

Project Utilities

Water Utilities

☐ No water utilities

Age of Utilities	Planned Work	Utility Condition	Improvements Funded?
- 31 years or older	- Repair Existing	- Fair	- Yes

Planned Water Improvements (funding, coordination, schedule)

Replacement of water service lines, water meters, hydrants and some valves are anticipated. Existing AC pipe is in good condition.

Sewer Utilities

☐ No sewer utilities

Age of Utilities	Planned Work	Utility Condition	Improvements Funded?
- 31 years or older	- Repair Existing	- Fair	- Yes

Planned Sewer Improvements (funding, coordination, schedule)

Sewer pipe CIPP and spot repairs are planned ahead of paving in as needed locations. Property owners will be encouraged to repair laterals if necessary.

Power Utilities

☐ No power utilities

Age of Utilities	Planned Work	Utility Condition	Improvements Funded?
- Unknown	- Leave Existing in Place	- Good	

Planned Power Improvements (funding, coordination, schedule)

Additional Utilities

Age of Utilities	Planned Work	Utility Condition	Improvements Funded?
-	-	-	-

Planned Improvements (funding, coordination, schedule)

Age of Utilities	Planned Work	Utility Condition	Improvements Funded?
-	-	-	-

Planned Improvements (funding, coordination, schedule)

Describe utility relocations necessary for this project

Some power and overhead communication lines are expected to need to be relocated. Adequate right of way behind the proposed walk exists for relocation. Sometimes, the PUD will choose to underground overhead power instead of overhead relocation. Either way, there is adequate space for relocation.

Describe any other work related to the project.

Roadway Geometrics

Enter the parameters as they currently exist and after the project is constructed

	Segment One		Segment Two	
Segment Termini	Harrison to Walker			
Segment Length (in Feet)	1,745			
Average Daily Traffic Volume	3,645			
	Existing	**Proposed**	**Existing**	**Proposed**
Pavement Width Curb to curb or edge to edge	40	40		
Number of General Purpose Lanes Do NOT include Transit/HOV or Continuous LT Turn Lane	2	2		
Travel Lane Width Typical lane width	11	10		
Continuous Left Turn Lane Width Enter width of lane in feet	0	0		
Speed Limit Enter the posted speed limit	25	25		
Shoulder or Parking Width Enter average width per side in feet	9	7		
Bicycle Lane Type	No Facilities	Bicycle Lane		
Bicycle Lane Width Bicycle lane width in feet	0	6		
Pedestrian Buffer Width between curb and sidewalk in feet	17	19		
Sidewalk Placement	Intermittent	Both Sides		
Sidewalk Width Enter the width of the sidewalk in feet	5	5		
Is there a median?	No	No		
Shoulder or Parking Placement	Both Sides	Both Sides		
Shoulder or Parking Surfacing	Surfaced	Surfaced		
Parking Type	Parallel	Parallel		
Percent On Street Parking Total % of segment (e.g. parking one side is 50%)	90%	70%		
Curb Placement	None	Both Sides		
Storm Drainage	Swale / Ditch	Enclosed System		
Segment meets ADA standards	No	Yes		
Is there any street lighting present?	Yes	Yes		
How many fixed objects are present?	7	0		

Intersection Geometrics

Enter the parameters as they currently exist and after the project is constructed

	Segment One		Segment Two	
Intersection Location	Lawrence and Walker Intersection			
Major Approach Average Daily Volume	3,645			
Minor Approach Average Daily Volume	1,840			
	Existing	**Proposed**	**Existing**	**Proposed**
Intersection Control	Stop Controlled Minor Approaches	Stop Controlled Minor Approaches		
Intersection Type	4-Leg	4-Leg		
Intersection meets ADA standards	No	Yes		
Is there intersection lighting present?	Yes	Yes		
Is there a dedicated left turn lane?	No	No		
Is there a dedicated right turn lane?	No	No		
Is there protected left turn phasing?	No	No		

Project Schedule

Enter target dates

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

Safety/Crash Analysis

☑ Consider this application in the Safety Band

*Enter the total numbers for crash history within the project limits. Include crash history from the last **three** years. Crash documentation must be attached so TIB staff can analyze the information. WSDOT does not provide pedestrian only incident information, this must be documented by your agency.*

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

Crash Location/Type	PDO?	Injuries	Fatalities	Primary Countermeasure
Lawrence/Harrison Intersection	Yes	0	0	Access control
Lawrence/Walker Intersection	No	1	0	Access control
Lawrence/Walker Intersection	Yes	0	0	Access control
Lawrence/Walker Intersection	Yes	0	0	Access control
Lawrence/Walker Intersection	Yes	0	0	Access control

Mobility

☑ Consider this application in the Mobility Band

Congestion

☐ **Project addresses congestion on the system or specific adjacent route.**

Describe the congestion the project addresses.

The corridor does not have a traffic congestion problem. However, the City focuses more on active transportation barriers in terms of mobility. The corridor is a barrier to pedestrians with incomplete sidewalk and to bicyclist given there are not designated bicycle facilities. What sidewalk does exist is a pedestrians struggling with disabilities. Port Townsend is one of the oldest communities in the Nation increasing the need for ADA compliant facilities.

Network Connectivity

☐ **Completes Corridor** Corridor Termini:

☐ **Completes gap between existing improvements (Existing improvements must meet urban standards.)**

☑ **Extends existing improvements (Existing improvements must meet urban standards.)**

☐ **Project does NOT complete or extend any existing improvements**

☐ **Project constructs a new road**

Modal Access

Transit facility access provided by the project: **Multiple bus stops within project limits**

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

Describe the non-motorized path.

The corridor does not have a traffic congestion problem. However, the City focuses more on active transportation barriers in terms of mobility. The corridor is a barrier to pedestrians with incomplete sidewalk and to bicyclist given there are not designated bicycle facilities. What sidewalk does exist is a pedestrians struggling with disabilities. Port Townsend is one of the oldest communities in the Nation increasing the need for ADA compliant facilities.

Freight facility access provided by the project:

No Freight Facility Access improvements

Select ALL freight carrying modes accessing the facility

☐ Airplane ☐ Rail ☐ Ship ☐ Truck Trucks per day: 0

☐ **Project relieves a bottleneck**

Describe the bottleneck the project addresses and the proposed solution.

Central Business District/Urban Activity Center Access

CBD/Urban Activity Center access provided by the project:

Connects to Urban Activity Center

Describe the CBD/Activity Center access improvements.

The Uptown Business district is part of the Citys commercial core tied into Downtown. This corridor is the key feeder to the business district from SR20. Additionally, important services such as a Community Center which is home to the Senior Center as well as the public library, and fire station are all located on this corridor. No-motorized accessibility as well as retaining on street parking serves the neighborhood and the business district as well as supports prioritized infill housing.

Signal Management

☐ **Project adds signal interconnect**

☐ **Project connects to Traffic Management Center (TMC)**

Growth & Development

☐ Consider this application in the Growth & Development Band

- ☐ Project supports a specific commercial economic development site
- ☐ Development fulfills the comprehensive plan
- ☐ Zoning is in place for this specific commercial development

Describe the commercial economic development site the project supports.

Choose the description that best describes the status of the infrastructure tied to the economic development site.

Water at development	Sewer at development	Power at development	Percent of permits issued
			0%

Describe the development agreement, if one exists.

Provide the following information regarding the economic development site this project supports.

Number of dwelling units	Number of jobs created	Total development site acreage
0	0	0

Choose the development type.

Choose the description that best describes **WHERE** the economic development site is located.

Choose the description that best describes the **PROXIMITY** of the project to the economic development site.

Physical Condition

Structural Deficiencies

Select any items from the list below that apply to this project. Explain how the project fixes any structural issues.

Walls - No

If YES, briefly describe the deficiency and the corrective measures to address it.

Bridges - No Bridge Rating: --

If YES, briefly describe the deficiency and the corrective measures to address it.

Slope Stability - No

If YES, briefly describe the deficiency and the corrective measures to address it.

Stormwater Conveyance - Yes

If YES, briefly describe the deficiency and the corrective measures to address it.

No stormwater facilities exist for the entire facility other than remnant of a ditch. The project will tight-line the stormwater system and connect to and existing piped conveyance system on both ends of the project thereby filling a gap.

Culverts

If YES, briefly describe the deficiency and the corrective measures to address it.

Culverts exist across driveways and side streets. The culverts are effectively bubble up catch basins with pipes that do not function well during large rain events. The culverts will be replaced with at piped conveyance system.

Subgrade

If YES, briefly describe the deficiency and the corrective measures to address it.

Subgrade has completely failed due to poor soils underlying. Soils in this area are highly sensitive to water and are approximately 24 inches deep as shown in the pictures. Instead of the high cost of digging soils out, the city will deploy cement treated full depth reclamation to stabilize subgrade to support truck traffic. The City performed a 150 ft test which is performing well with 5-8% cement treatment 12 deep below the HMA pavement.

Physical Deficiencies

Select the deficiency type and describe the existing deficiency within the project limits. Describe the project corrective measure(s) that eliminate or mitigate the deficiency.

Deficiency 1 - Pedestrian Hazards

Describe the deficiency and the corrective measures to address it.

Numerous pedestrian hazards exist from lack of connections, lack of ADA facilities, and trip hazards where sidewalk exists. The project replaces failed sidewalk and installs missing sidewalk. Pedestrian safety bulbouts are proposed at intersections to create pedestrian around parked cars and to visibility. Bulb outs with pedestrian islands at the intersections help provide traffic calming as well.

Deficiency 2 - Channelization

Describe the deficiency and the corrective measures to address it.

The existing very wide and large street invites high speeds. Narrowing the street lane widths to 9.5 feet in the City has shown to be effective in reducing speeds along with bulbouts and pedestrian islands. Water Street in Downtown has proven to be very effective with this configuration. The proposed cross sections maximizes efficiency of pavement width without widening the overall cross section.

Deficiency 3 - Obstructions

Describe the deficiency and the corrective measures to address it.

Numerous obstructions are unprotected by curb. Departure from the roadway and hitting fixed objects are in the top 3 most common accident types which may be tied to the Citys demographic. Thus pedestrians and fixed objects are at higher risk of being hit by a motor vehicle.

Deficiency 4 - Sight Distance

Describe the deficiency and the corrective measures to address it.

Sight distance at corners are often obstructed by parked vehicles. Bulbouts correct sight distance challenges by forcing separation between parked cars and intersections.

Deficiency 5 - Turning Radius

Describe the deficiency and the corrective measures to address it.

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 re-channelize 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.

Deficiency 6 - none

Describe the deficiency and the corrective measures to address it.

Sustainability & Constructability

Agency Policies and Ordinances

- [x] Agency has adopted Complete Streets ordinance
  - Ordinance Number: 3155
  - Adoption Date: September 19, 2016
- [x] Agency has adopted Greenhouse Gas Emissions policy
  - Policy Number: 11-036
  - Adoption Date: November 21, 2011
- [ ] Agency has adopted a "No Cut" ordinance
  - Ordinance Number
  - Adoption Date
- [x] Agency has adopted TBD or other locally dedicated transportation funding by ordinance
  - Policy Number: 3319
  - Adoption Date: July 24, 2023

Sustainability Measures

Number of peak hour buses	2
Bicycle Facility	Project EXTENDS bicycle lane or path

Select the sustainable elements that appear within the project limits

- [ ] Adds queue jump or transit only lane (describe location below)
- [x] Incorporates low impact drainage or enhanced treatment stormwater controls
- [x] Incorporates Hardscaping or climate-appropriate planting and no permanent irrigation
- [ ] Add Solar-powered signage
- [x] In-place pavement recycling or structural retrofit

Describe the sustainability elements selected above

Full depth reclamation with cement treatment saves an immense amount of unsuitable foundation haul by treating the existing soils to form a solid subgrade. This sustainability measure saves greenhouse gas emissions during construction as well as public resources to achieve a desired pavement longevity outcome. The city plants native species in rain gardens at intersections to reduce maintenance and plant drought resiliency in a harsh urban environment while treating stormwater.

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
Right of Way	None Needed
Cultural Resources	Not Started
Utilities	Utility Work Needed and Fully Funded
Federal Permits Required for Project or WSDOT Involvement?	No

Accelerated Construction Methods

- [x] **Road will be closed during construction**

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

Closure of half of the street at a time will be permitted to create expediency in construction of sidewalk. Full dept reclamation is a 3-day process for rebuilding the subgrade and paving compared to traditional excavation of unsuitable and rebuilding the street. This allows for short term closure of the entire street.