City of Battle Ground
Transportation Challenges & Successes

Washington State Transportation Commission Presentation
September 13, 2022
Presentation Outline

• Capital – SW Eaton Boulevard Improvements
• Maintenance & ADA – NE Clark Avenue
• Capital – SR 503/SR 502 Congestion Relief
• Limited Access – SR 503/SW Rasmussen Boulevard Signal
• Wish List
• Questions
Capital – SW Eaton Boulevard Improvements
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Quick Facts

SW Eaton Boulevard

- 0.5-mile corridor
- Nearing 10,000 daily trips
- High accident rate
- New signal at SW 20th Avenue
- Additional lanes at signalized SR 503 intersection
Capital – SW Eaton Boulevard Improvements
Funding

- Total Costs = $7.6m-$8.6m
  - Design – $0.8m
  - Right-Of-Way – $1.8m
  - Construction – $5m-$6m

- Funding Sources
  - STBG (Federal) – $1.17m for Design & ROW [Secured]
  - STBG (Federal) – $1.93m for Construction [Secured]
  - City Concurrency Mitigation – $1.38m [Partially Secured]
  - Remainder [Partially Secured]
    - City Traffic Impact Fees
    - TIB Urban Arterial Program – $3.5m application currently in review
    - Other Grants
Challenges

• Right-Of-Way Needs – 20+ property owners
• Congested Utility Corridor
  • Battle Ground – Water, Sewer, Storm
  • Clark Regional Wastewater District – Sewer
  • Discovery Clean Water Alliance – Sewer
  • Clark Public Utilities – Water & Electric
  • Private Utilities – Communications & Natural Gas
• Williams Pipeline – Major line on east end of project
• WSDOT – SR 503 intersection design has had a lot of back and forth; Highway & Local Programs has huge backlog
• Funding
Capital – SW Eaton Boulevard Improvements

Successes

• Acquired $3.1m in Grants
• Obligated ROW Phase
• Completed 60% Plans
Maintenance & ADA Quick Facts

**Maintenance (2020 Data)**
- Centerline Miles = 78.7
  - Will add 10 more by 2023
- Current PCI = 72
  - Maintain PCI – $1.1m; $17.7m
  - Increase PCI By 5 – $1.8m; $14.2m
  - Unconstrained – $4.7m; $0

**ADA (2021 Data)**
- Sidewalk = 115 miles
  - Will add 10-15 more by 2023
- Curb Ramps = 2,283
- Full Compliance – $116.2m
Maintenance & ADA Funding

- TBD (Sales Tax, 2023 Estimates)
  - 0.1% - Council Decision - $807,411/yr
  - 0.2% - Citizen Vote - $1,614,822/yr
  - 0.3% - Citizen Vote - $2,422,233/yr

- City General Fund

- Grants
  - TIB Complete Streets – ADA
  - TIB Pavement Preservation – ADA, Maintenance
  - CDBG – ADA
  - WSDOT Safe Routes To School, Ped/Bike – ADA
Maintenance & ADA Challenges

- Funding Need = $133.9m
  - Maintenance Backlog – $17.7m
  - ADA Transition – $116.2m

- Amount Per Year (20 Years) = $6.7m
  - Doesn’t include $1.1m/year to maintain roads

- Possible TBD Revenues
  - 0.3% – $2.4m

- Possible Grant Revenues
  - TIB Pavement Preservation – $0.5m
  - City Valuation Limit – $3b
Maintenance & ADA Successes

- Fire Annexation
  - $1.1m of Street Preservation in 2022, including corresponding ADA ramps
- TBD – Sales Tax of 0.1%
  - $0.8m in 2023
- TIB Grant Request (Possible Future Success)
  - $0.5m in 2023 for Pavement Preservation
Capital – SR 503/SR 502 Congestion Relief

- Connection of NW 5th Way to SR 503 (Right-In/Right-Out). Completed in 2018
- Addition of a dual left turn lane at the W 15th Avenue/SR 502 intersection. Construction in 2022-2023
- Widening of NW 1st Street. Construction in 2022-2023
- Addition of right turn lanes in the WB, SB, and EB directions. Addition of dual left turn lanes in the NB and SB directions at the SR 503/SR 502 intersection. Construction in 2022-2023
- Reconstruction of medians to increase left turn storage length at W 8th Avenue signal. Completed in 2020
- Construction of NW 5th Street between SR 503 and N Parkway Avenue. Construction in 2024
- Signal removal at W 12th Avenue/SR 502. Completed in 2018
Capital – SR 503/SR 502 Congestion Relief
Quick Facts

• 7 Phase project to relieve congestion at SR 503/SR 502 intersection
  • 3 phases completed
  • 1 phase (and largest) bid and contracted
  • 2 phases will bid by end of year
  • 1 phase scheduled for 2024

• 50,000+ ADT
Capital – SR 503/SR 502 Congestion Relief Funding

• Total Costs = $12.2m (2020)

• Funding
  • Connecting Washington – $7.7m
  • STBG (Federal) – $4.1m

• Remaining Funding
  • City Traffic Impact Fees
  • Other City Funding
Capital – SR 503/SR 502 Congestion Relief Challenges

• High-Inflation
  • 7 Phase project scheduled over many years

• Staffing Levels – A lot of design is internal

• Federal Funding – Due to the rising costs the City applied for and received federal grants, which provided additional funds, but also led to additional requirements

• WSDOT – A number of the phases were at or abutting state facilities leading to WSDOT oversight, which adds to the complexity and review times

• Last phase of the project, NW 5th Street, is not fully funded and so far, there has been no State help to address the inflationary costs
Capital – SR 503/SR 502 Congestion Relief Successes

• Procured original $7.7m in Connecting Washington funding
• City staff securing $4.1m in additional grants for the 503/502 intersection project
• Completing first phases of the project
• Bidding and contracting the largest phase (503/502 Intersection Improvements)
Limited Access – SR 503/SW Rasmussen Blvd Signal
Quick Facts

- Transportation System Plan (TSP) and other traffic studies have identified that SR 503/SW Rasmussen Blvd meets signal warrants.
- City wants the SR 503 corridor to look and feel more like the SR 502 corridor including more access (including signal at Rasmussen and pedestrian access at various locations) and slower speed limits.
Limited Access – SR 503/SW Rasmussen Blvd Signal Funding

• Total Costs = $3.1m (2021 TSP)

• Funding – Currently proposed as a Developer constructed project with City Traffic Impact Fee credits
Limited Access – SR 503/SW Rasmussen Blvd Signal Challenges

• There are concurrency issues at other intersections that are partially attributable to not having a signal at this location, in particular Eaton
• WSDOT has denied the Signal application a couple of times
• SR 503 was developed as a limited access highway and WSDOT has been strict about allowing access even though the population and land use characteristics have changed significantly since then
• City currently has a willing Developer who wants to put the signal in, but is concerned about that going away
Limited Access – SR 503/SW Rasmussen Blvd Signal
Successes

• City updated Transportation System Plan, with contribution from WSDOT, which shows the continuing need for a signal

• WSDOT is completing a corridor study of SR 503 with partners such as Battle Ground serving on Technical Advisory Committee, which should hopefully address the City’s concerns
City of Battle Ground
Wish List

• Capital
  • Continued & Increased Support For TIB

• Maintenance & ADA
  • Increase Legislative funding options for City’s
  • Increase the $3b City valuation limit for TIB Pavement Preservation Grant Program

• WSDOT
  • Extra employee for Highway & Local Programs
  • Continued and increased collaboration with City’s with State Highways within their jurisdiction
Questions