

**Business of the City Council  
 City of Ruston, WA**

<p><b>Subject:</b>     <b>Discussion Item – City of Ruston’s 2023-2028 Transportation Improvement Program (6-Year TIP)</b></p> <p><b>Proposed Council Action:</b></p> <p>Discuss Ruston’s Proposed Six-Year Transportation Improvement Program Update. This matter will be set for Public Hearing and Action on June 21, 2022.</p>	<p><b>Dept. Origin:</b>     <b>Planning Dept.</b></p> <p><b>Prepared by:</b>     <b>Jennifer Robertson          City Attorney’s Office</b></p> <p><b>For Agenda of:</b>    <b>June 7, 2022</b></p> <p><b>Exhibits:</b>     <b>Six-Year TIP</b></p> <p><b>Concurred by Mayor:</b>     _____</p> <p><b>Approved/form by City Atty:</b>     <b><u>JSR/6-1-22</u></b></p> <p><b>Approved by Planning Director:</b>     _____</p> <p><b>Approved by City Engineer:</b>     _____</p>
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Initial & Date

**INFORMATION / BACKGROUND**

State law<sup>1</sup> mandates all local jurisdictions to annually adopt and submit to the state a six-year program of transportation improvements, known as the Local TIP. To be eligible to seek federal and state funding, the City must comply with state law and adopt an annual TIP.

**Background.** The six-year Local TIP serves as a general work plan for the development of local transportation systems and, as such, represents an important planning component under the State’s Growth Management Act.<sup>2</sup> The Washington State Department of Transportation (WSDOT) and Puget Sound Regional Council (PSRC) use Local TIPs as a tool for coordinating the transportation programs of local jurisdictions with those of regional agencies. PSRC monitors Local TIPs for projects of regional significance (to be modeled for air quality conformity) and projects supported by federal funds. These projects are incorporated into the Regional TIP, which is then forwarded for inclusion in the State TIP. In most instances, projects must be included on a Local TIP to be eligible for state and federal grant programs. Local TIPs need not be revenue constrained; jurisdictions can include projects they would choose to implement within the timeframe if funding were available. The updated TIP reflects the movement of projects which have been funded.

There are five projects which are being removed from the TIP that were on the most recently-adopted TIP as these projects have been completed. These include:

1. 53rd Street Preservation and Maintenance Project
2. 50th Street Seal Coat and Signage Project
3. Shirley Street Seal Coat and Signage Project
4. Bennett Street Seal Coat and Signage Project
5. Rust Way Seal Coat and Signage Project

<sup>1</sup> RCW 35.77.010.

<sup>2</sup> Chapter 36.70A RCW.

**Discussion.** The draft TIP is being presented to the Council for consideration and discussion on June 7th, but not for action. Action cannot be taken until *after* the required Public Hearing has been held. The Council will hold the required Public Hearing on the proposed City of Ruston 2023-2028 TIP project list on June 21, 2022 after which time the Council may adopt the updated TIP. The deadline for adoption is June 30, 2022.

**FISCAL CONSIDERATION**

There is no direct fiscal impact of adopting the 2023-2028 Transportation Improvement Program. However, the projects listed on the TIP become eligible for federal and state grant funding.

**RECOMMENDATION / MOTION**

Discuss proposed 2023-2028 Six-year TIP.

The required Public Hearing on the proposed City of Ruston 2023-2028 TIP project list is scheduled for June 21, 2022 after which time the Council may adopt the updated TIP.



# 2022 Six-Year Transportation Improvement Program

Project #	Funded Projects	
1	<b>Park Avenue Improvement Project (2024-2026)</b>	<b>\$708,502</b>
	The primary purposes of this project are to increase pedestrian comfort and safety along the south side of Park Avenue from Pearl Street to Bennett Street; maximize on-street parking; and replace the existing patch work of asphalt through grind and inlay of new asphalt. Elements include alignment of travel lane widths to 10 feet (consider conversion to one-way travel); install new sidewalks on the south side of the street; install bulb outs at all pedestrian crossings; add street lighting throughout; restriping, using thermoplastic where feasible; replace all traffic control and wayfinding signage. This project may be phased as needed to increase the likelihood of receiving potential grant funding. Previous discussions with Metro Parks Tacoma indicated a willingness to partner on this project in order to install mirrored improvements along the Point Defiance Park frontage.	
	<b>Funded: TIB/Small City Preservation Program (SCPP) 95%, Ruston REET/General Fund 5%</b>	
2	<b>Court Street Preservation and Maintenance Project - N Baltimore to Cul-De-Sac (2024-2026)</b>	<b>\$57,393</b>
	This project proposes to preserve the existing street and help prevent roadway surface failure upon Court Street from N Baltimore Street heading west to the terminus at the cul-de-sac. In addition to applying a chip seal coat to the existing asphalt, the project would include replacement of traffic control signs; and repainting and installation of thermoplastic for street markings such as stop bars, crosswalks, lane markers, and fire lanes.	
	<b>Potential Funding: TIB/Small City Preservation Program (SCPP) 95%, Ruston REET/General Fund 5%</b>	
3	<b>Sidewalk Replacement Program</b>	<b>\$5,000</b>
	City wide program to replace existing sidewalks as needed.	
	<b>Funded: AWC</b>	
4	<b>City Wide Storm Water Management Plan</b>	<b>\$112,500</b>
	Create an as-built of Ruston's storm water system and develop a long range plan to accommodate future growth.	
	<b>Funded: Ecology 75%, Ruston REET/General Fund 25%</b>	

## Unfunded Projects

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### Highland Street Improvement Project (2023-2025)

\$2,500,000

The primary purposes of this project are to increase pedestrian comfort and safety within and surrounding the Pearl District commercial center; maximize on-street parking; and replace the existing patch work of asphalt through grind and inlay of new asphalt. Elements include reduction of travel lane widths from 15 feet to 10 feet; maximize sidewalk widths and provide reverse angle parking within 1/2 block north and south of 51st with parallel parking in all other areas; install missing sidewalk segments south of 51st; lower the grade of the western sidewalk just north of 51st (currently about 2-3 higher than the street); install retaining walls where needed; install bulb outs at all pedestrian crossings; add street lighting throughout; restriping, using thermoplastic where feasible; and replace all traffic control and wayfinding signage. This project may be phased as needed to increase the likelihood of receiving potential grant funding, with the intersection of Highland and 51st as the preferred first phase.

**Potential Funding Sources:** TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%

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### Pearl Street Pedestrian Safety/Bulb Out Project (2023-2025)

\$2,750,000

The purpose of this project is to combine storm water treatment/storage facilities with bulb outs along Pearl Street to increase pedestrian comfort and safety and to improve storm water facilities. Primary project elements include installation of bulb-outs containing storm water facilities; bulb-outs to reduce cross walk widths; restriping, using thermoplastic where feasible; and replacing traffic control and wayfinding signage. This project may be phased as needed to increase the likelihood of receiving potential grant funding.

**Potential Funding Sources:** TIB/Small City Arterial Program (SCAP), Ecology Stormwater Fund, Ruston REET/General Fund

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### 51st Street Realignment Project (2023-2025)

\$4,250,000

The primary purpose of this project is to provide maximum bicycle and pedestrian comfort and safety along Ruston's Primary Pedestrian Connectivity Route, (as identified in Ruston's Comprehensive Plan), between Pearl Street and Ruston Way - linking the dense residential areas of Ruston and North Tacoma with the Point Ruston project and waterfront. Project elements include, vehicle travel lane width reductions from 14-15 feet in width down to 10-11 feet in width; shifting vehicle travel lanes to the southern extent of the available right of way to make room for maximum sidewalk width along the northern extent; installation of bicycle lanes; installation of a substantial retaining wall and guard rail structure along the south side (adjacent to the BNSF railway property); increased on-street parking where feasible; install bulb-outs to reduce pedestrian crossing widths at Bennett/51st, Shirley/51st, Highland/51st, and Pearl/51st; update all traffic control and wayfinding signs; restriping/thermoplastic; and install street lighting as needed. This project may be phased as needed to increase the likelihood of receiving potential grant funding.

**Potential Funding Sources:** TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%, and/or Developer Mitigation

8	<b>Shirley Street Improvement Project (2025-2027)</b>	<b>\$1,500,000</b>
<p>The primary purposes of this project are to increase pedestrian comfort and safety along Shirley Street from 51st Street to Park Avenue; maximize on-street parking; and replace the existing patch work of asphalt through grind and inlay of new asphalt. Elements include alignment of travel lane widths to 10 feet; maximize sidewalk widths; lower the grade of the western sidewalk just north of 51st (currently about 2-3 higher than the street); install retaining walls where needed; install bulb outs at all pedestrian crossings; add street lighting throughout; restriping, using thermoplastic where feasible; replace all traffic control and wayfinding signage. This project may be phased as needed to increase the likelihood of receiving potential grant funding.</p>		
<p><b>Potential Funding Sources:</b> TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%</p>		
9	<b>Commercial Street Improvement Project (2026-2028)</b>	<b>\$1,750,000</b>
<p>The primary purposes of this project are to increase pedestrian comfort and safety along Commercial Street from Winnifred Street to Baltimore Street; maximize on-street parking; and replace the existing patch work of asphalt through grind and inlay of new asphalt. Elements include alignment of travel lane widths to 10 feet; install sidewalks on the south side of the street; replace the sidewalks on the north side of the street along Rust Park with wider sidewalks; install retaining walls where needed; install bulb outs at all pedestrian crossings; add street lighting throughout; restriping, using thermoplastic where feasible; replace all traffic control and wayfinding signage. This project may be phased as needed to increase the likelihood of receiving potential grant funding.</p>		
<p><b>Potential Funding Sources:</b> TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%</p>		
10	<b>49th Street Improvement Project (2026-2028)</b>	<b>\$1,750,000</b>
<p>The primary purposes of this project are to increase pedestrian comfort and safety along 49th Street from Orchard Street to Pearl Street; maximize on-street parking; install bicycle lanes as part of Ruston's bicycle route connecting the Winnifred bicycle lanes (currently N of 51st) to the Baltimore Street bicycle lanes at 49th Street; and replace the existing patch work of asphalt through grind and inlay of new asphalt. Elements include alignment of travel lane widths to 10 feet; install new sidewalks on both sides of the street; install bulb outs at all pedestrian crossings; add street lighting throughout; restriping, using thermoplastic where feasible; replace all traffic control and wayfinding signage. This project may be phased as needed to increase the likelihood of receiving potential grant funding.</p>		
<p><b>Potential Funding Sources:</b> TIB/Small City Arterial Program (SCAP), TIB/Small City Preservation Program (SCPP), WSDOT Pedestrian and Bicycle Safety Grant, and Ruston REET/General Fund.</p>		

11	<b>Winnifred Street Improvement Project (2026-2028)</b>	<b>\$1,750,000</b>
<p>The primary purposes of this project are to increase pedestrian comfort and safety along Winnifred Street from 49th Street to 51st Street; maximize on-street parking; install bicycle lanes as part of Ruston's bicycle route connecting the Winnifred bicycle lanes (currently N of 51st) to the Baltimore Street bicycle lanes at 49th Street; and replace the existing patch work of asphalt through grind and inlay of new asphalt. Elements include alignment of travel lane widths to 10 feet (consider conversion to southbound one-way travel to allow more room for pedestrians and bikes); install new sidewalks on both sides of the street; install bulb outs at all pedestrian crossings; add street lighting throughout; restriping, using thermoplastic where feasible; replace all traffic control and wayfinding signage. This project may be phased as needed to increase the likelihood of receiving potential grant funding.</p>		
<p><b>Potential Funding Sources:</b> TIB/Small City Arterial Program (SCAP), TIB/Small City Preservation Program (SCPP), WSDOT Pedestrian and Bicycle Safety Grant, and Ruston REET/General Fund.</p>		
12	<b>Bennett Street Improvement Project (2026-2028)</b>	<b>\$800,000</b>
<p>The primary purposes of this project are to increase pedestrian comfort and safety along two segments of Bennett Street from 51st Street to 52nd Street, and then from 53rd Street to Park Avenue; maximize on-street parking; and replace the existing patch work of asphalt through grind and inlay of new asphalt. Elements include alignment of travel lane widths to 10 feet; install new sidewalks on both sides of the street, as needed; install bulb outs at all pedestrian crossings; add street lighting throughout; restriping, using thermoplastic where feasible; replace all traffic control and wayfinding signage.</p>		
<p><b>Potential Funding Sources:</b> TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%</p>		
13	<b>Argyle Place Improvement Project (2026-2028)</b>	<b>\$800,000</b>
<p>The primary purposes of this project are to increase pedestrian comfort and safety along Argyle Place from Park Avenue to its southern terminus at Winnifred; maximize on-street parking; and replace the existing patch work of asphalt through grind and inlay of new asphalt. Elements include alignment of travel lane widths to 10 feet; install new sidewalks on both sides of the street, as needed; install bulb outs at all pedestrian crossings; add street lighting, where feasible; restriping, using thermoplastic, where feasible; replace all traffic control and wayfinding signage.</p>		
<p><b>Potential Funding Sources:</b> TIB/Small City Preservation Program (SCPP) 95%, Ruston REET/General Fund 5%</p>		
14	<b>Alley South of 49th at South City Limits Between Baltimore Street and Orchard Street (2026-2028)</b>	<b>\$650,000</b>
<p>Alley reconstruction, minor storm water facilities improvements, asphalt, striping and signage as needed.</p>		
<p><b>Potential Funding Sources:</b> TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%</p>		
15	<b>Alley South of Commercial Street Between Commercial Street and Baltimore Street (2026-2028)</b>	<b>\$650,000</b>
<p>Alley reconstruction, minor storm water facilities improvements, asphalt, striping and signage as needed.</p>		
<p><b>Potential Funding Sources:</b> TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%</p>		

## Recurring Projects

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### Sidewalk Replacement Program

\$35,000

City wide program to replace existing sidewalks as needed.

**Potential Funding Sources:** Ruston REET/General Fund

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### Signs and Striping Maintenance Program

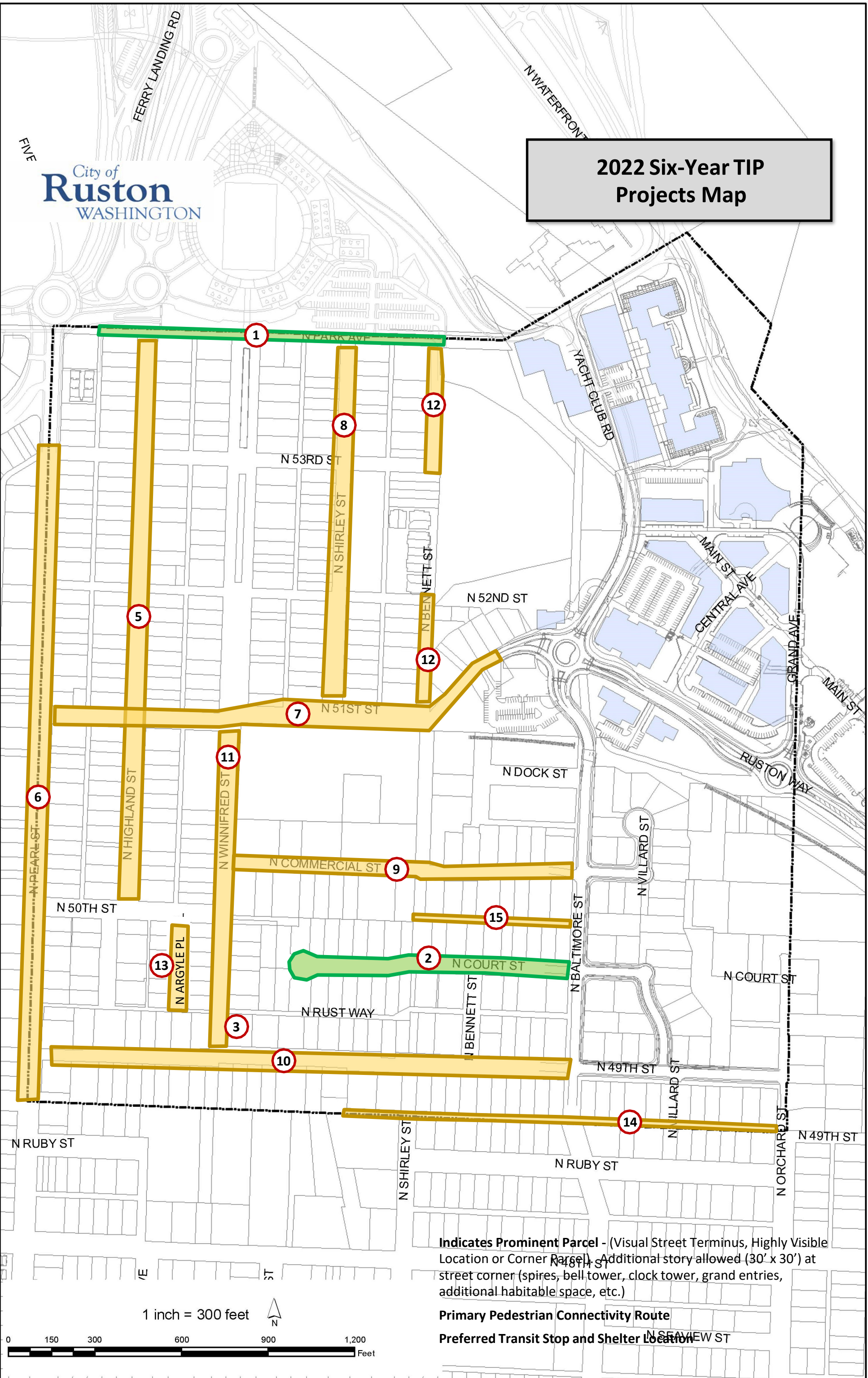
\$125,000

City wide program to replace existing street name and traffic control signage; and striping, as needed. Project also to include installation of Ruston Loop Trail wayfinding signage, street name inlays and Ruston entry signs.

**Potential Funding Sources:** Washington State Community Economic Revitalization Board (CERB), Port of Tacoma Local Economic Investment Fund, TIB Grants, Ruston REET/General Fund



**2022 Six-Year TIP  
Projects Map**



**Indicates Prominent Parcel** - (Visual Street Terminus, Highly Visible Location or Corner Parcel). Additional story allowed (30' x 30') at street corner (spires, bell tower, clock tower, grand entries, additional habitable space, etc.)

**Primary Pedestrian Connectivity Route**

**Preferred Transit Stop and Shelter Location**