

# City of North Bend's 6-Year (2026 – 2031) Transportation Improvement Plan (TIP) Project Narrative

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*I. Projects listed below will be completed in 2025 and are being removed from the City's 2026 – 2031 CIP.*

**T-001: SE 140<sup>th</sup> Street Sidewalk on North Side (Eagles Nest PL SE to Mori Estates)** - Project constructs sidewalk and provides improved pedestrian connectivity to nearby Twin Falls Middle School on north side of SE 140<sup>th</sup> Street from Eagles Nest Pl SE to Mori Estates. Project is anticipated to be constructed in Q3 2025.

**T-063: SR202 Sidewalk Gap Project (RR Crossing to North Bend Way)** – Project widens the sidewalk along the west side of SR-202 from North Bend Way south approximately 200 feet to the railroad crossing. Project is scheduled to be constructed in Q2 2025.

**T-062: Railroad Crossing Improvements** – Project replaces existing concrete panels, tracks, crossing gates, signals, and cantilevered flashing lights at 3 locations within city limits. It also relocates the existing train tracks between Bendigo (SR-202) and Main Avenue to the south by approx. 15 feet along McClellan Avenue. A future project removes the north side parallel tracks between Main Ave and Train Depot leaving the tracks on the southside. Project is being managed by the Railway Museum.

**T-030: NW 14<sup>th</sup> Street Widening and Reconstruction West of Bendigo Blvd (Phase 2)** – Project reconstructs and slightly widens NW 14<sup>th</sup> Street. Currently, NW 14<sup>th</sup> St is in poor condition. The new road was designed in 2024 and is scheduled to be constructed at the same time as the Meadowbrook Sewer ULID in 2025 but under a different bid schedule.

**T-XXX: 2025 Sidewalk Gap Projects:** Once funding was dedicated by City Council several years ago, then specific projects were determined in 2023, 2024 and now in 2025. Engineering is often done in Year 1 and construction is done in Year 2. 2025 sidewalk gap projects include:

- Thrasher Avenue south of NBW
  - North Bend Way south side Dahlgren to Snoqualmie Valley Trail
  - North Bend Way south side Tanner Road to SE 140<sup>th</sup> St
  - 5<sup>th</sup> Street, 6<sup>th</sup> Street and Main Avenue
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*II. Projects listed below are active projects or upcoming projects scheduled to begin in the next six years.*

TIP Priority Number is the first number listed below.

The Capital Project # has a T-#

Newly added projects to this year's 6-year TIP are highlighted in yellow below.

### **Highest Rated Projects:**

**1. T-044: SR202 Shared-Use Path and Pedestrian Bridge over South Fork Snoqualmie River:**

Project constructs a 200 hundred foot long bridge that will provide much safer access for the public over South Fork Snoqualmie River compared to the existing SR-202 bridge. New bridge will also function as a utility (sewer pipe) carrier. As such, the bridge is a highly rated transportation capital project, because the bridge will carry the important Meadowbrook sewer pipe which is planned to be built in 2025. Bridge is located north of vehicular SR-202 bridge. Bridge is located west of the WWTP frontage. Bridge will be owned, operated and maintained by the City.

**2. T-021A: South Fork Avenue Extension - Bendigo to NW 8<sup>th</sup> Street (Nintendo Bypass)** – Project extends South Fork Avenue to the north from the existing south Nintendo Gate to the intersection of North Bend Way and NW 8<sup>th</sup> Street to the proposed Starfish Roundabout. New road is approximately half mile long and is 60 percent grant funded.

**3. T-056: Roundabout at North Bend Way / NW 8<sup>th</sup> St Intersection (Starfish Roundabout)** –

Project is a 5-leg roundabout (Starfish) at the intersection of NBW and NW 8<sup>th</sup> Street. One leg of the roundabout is a new road currently in design called the South Fork Avenue Extension (“Nintendo Bypass”). Project is partly grant funded.

**4. T-055: Cedar Falls Way Pedestrian Improvements (Maloney Grove Ave to 436<sup>th</sup> Ave SE)** –

Substantial public safety project constructs new sidewalk along south side of Cedar Falls Way from Maloney Grove Ave to 436<sup>th</sup> Ave SE. Project also adds street lights along the roadway and at intersections.

**5. T-020: Roundabout at North Bend Way / Mt Si Road Intersection** – This transportation congestion relief project serves an increasing number of vehicles traveling east/west on NBW and also provides an improved and safer vehicular movement turning left from Mt Si Road onto NBW. Project will decrease likelihood of dangerous T-bone type collisions.

**6. T-061: Tanner Trail Phases 2 & 3 Construction** – Project consists of continuing Tanner Trail to the east, parallel to North Bend Way from its current location near City Hall to connect with Snoqualmie Valley Trail. Trail extension is more than 1 mile long. Paved trail will be 10 feet wide.

**7. T-070: 2 RRFBs at Park St Roundabout** – This is a newly created project in the interest of public safety to install 2 RRFBs on the North Bend Way crosswalks at the roundabout. RRFBs would not be included on the Downing Avenue or Park Street approaches.

**8. T-034: Park Street Corridor Re-channelization** – The Park Street corridor between Bendigo Blvd (SR-202) and the NBW / Park Street roundabout currently has 2 parking shoulders, 2 travel lanes and 2 sidewalks. This corridor may be modified, widened, and/or improved to create more capacity, enhance public safety, and/or improve pedestrian conditions. This may include multiple projects. One of the projects currently being designed is the Main Avenue / Park Street Intersection Improvements.

**9. T-046: McClellan Alley Improvements** – Project is in the early stages of planning and engineering design. Goal is to create a one-way travel lane with angle parking, shared use path, improved storm drainage collection and conveyance, provide a fats/oils/grease interceptor vault(s) for downtown restaurants, undergrounding of power and communication lines, create shared trash enclosures for businesses, improve landscaping / screening conditions and widen the sidewalk.

**10. T-045: Roundabout at SR-202 / Mt Si Blvd Intersection** – Project replaces an existing traffic signalized intersection that lacks full mobility with a 2-lane roundabout and ADA compliant ramps and walkways; it improves crosswalks; it constructs a landscaped central island and medians; and it improves walkability and bicycle access for increased access to local businesses, the outlet mall and the future hotel. Transportation mobility will be greatly increased. Project is tracking the timeline of the hotel at the outlet mall.

### **Medium High Rated Projects:**

**11. T-XXX: 2026 Sidewalk Gap Projects:** Once funding was dedicated by City Council several years ago, then specific projects were determined in 2023, 2024 and now in 2025. Engineering is often done in Year 1 and construction is done in Year 2. Potential 2026 sidewalk gap projects include:

- Sidewalk on eastside of Mt. Si Road north of the Mt Si Road / NBW Roundabout
- Stilson Avenue between North Bend Way and Cedar Falls Way

**12. T-017: Roundabout at 468<sup>th</sup> Avenue SE / Middle Fork Road Intersection** – Project constructs a roundabout as a truck turnaround to include provisions for pedestrian and bicycle travel such as sidewalks and bike lanes. Project is located at the SE 140<sup>th</sup> Street terminus. Engineering design has been completed. ROW acquisition and construction are outstanding items. Middle Fork Development who has a Development Agreement with the City may choose to build this roundabout and request a TIF credit.

**13. T-049: NW 8<sup>th</sup> Street Widening and Sidewalk between North Bend Way and Bendigo Blvd. -** Project provides an improved and safer connection from NBW to SR-202 that is more aligned with the City's Public Works Standards than the current condition. Project includes a sidewalk, improved pavement, storm drainage collection and storm drainage conveyance.

**14. T-038: Downtown Parking Lot / Garage** – Project is very conceptual at this time. It could create 50-100 new parking stalls at an unidentified location downtown. Parking could be at grade with land acquisition or could be a parking garage (smaller footprint). Location has not been determined. Project could be split into two or three separate parking projects.

**15. T-071: Pedestrian Level Lighting along Tanner Trail (Downtown to Cedar Falls Way)** – Project adds low level or bollard type lighting adjacent to Tanner Trail from Downtown NB to Cedar Falls Way as a safety improvement.

**16. T-021B: South Fork Levee Setback** – Project removes existing left bank levee between SR-202 and North Bend Way and sets the levee back to create more flood storage area. The City currently owns the property to set the levee back. Project has received some grant funding and staff continues applying for grant funding via WA State Floodplains by Design and King County Flood Control District.

**17. T-072: City Wide Intersection Lighting Study and Prioritized Projects** – This project conducts lighting level studies on intersections throughout the city to make sure adequate lighting is available for all users followed by a prioritized list of projects and implementation of those projects.

**18. T-015: Ballarat Ave Widening and Sidewalk from NE 6<sup>th</sup> to NE 12<sup>th</sup> Streets** – Project reconstructs Ballarat Ave including enlarging culverts and related stormwater facilities. Adds a widened shoulder to possibly fit combined bike lane / walking shoulder (no parking). Road may have thickened edge section. Project may not get built until public sewer is constructed first.

**19. T-052: Tanner Road Improvements (north of North Bend Way)** - Project would result in a safer pedestrian corridor on Tanner Road from residential area (Cascade Canyon) to the north down to its intersection with NBW. Road could possibly be widened, as current pavement width is only 20 feet.

**20. T-025: SE 146<sup>th</sup> Street Reconstruction from 468<sup>th</sup> Ave SE to east city limits** – Project reconstructs deteriorated 2-lane roadway with pavement suited to heavy vehicle loads. Thicker pavement section is necessary to handle truck traffic.

**21. T-064: Complete Streets Segment 1 North Bend Way (Western City Limits to SF Snoqualmie River Bridge)** - Improvements along this NBW segment could include a shared use path, angle parking, reduction in travel lanes from 4 to 2. This segment is west of the proposed Starfish Roundabout. City has obtained a \$1,002,519 TIB grant for engineering design.

### **Medium Rated Projects:**

**22. T-065: Complete Streets Segment 2 North Bend Way (SF Snoqualmie River Bridge to Park Street Roundabout)** - Placeholder for potential future improvements along this NBW segment.

**23. T-066: Complete Streets Segment 3 North Bend Way (Park Street Roundabout to Cedar Falls Way Roundabout)** - Placeholder for potential future improvements along this NBW segment.

**24. T-067: Complete Streets Segment 4 North Bend Way (Cedar Falls Way Roundabout to SE 140<sup>th</sup> Street)** - Placeholder for potential future improvements along this NBW segment.

**25. T-068: Complete Streets Segment 5 North Bend Way (SE 140<sup>th</sup> Street to 468<sup>th</sup> Avenue SE)** - Placeholder for potential future improvements along this NBW segment.

**26. T-022: South Fork Avenue Extension – New Vehicular Bridge across SF Snoqualmie River (Mt Si Blvd to Maloney Grove Avenue SE)** – Very large project requires ROW to extend road as a collector street to serve future residential development from Mt Si Blvd to Maloney Grove Ave. This is an extremely large and expensive \$25 million project that includes a new vehicular bridge over South Fork Snoqualmie River. Project is partly inside and outside City Limits.

**27. T-069: SF Snoqualmie River Pedestrian Bridge Upstream of Bendigo Blvd near Senior Center** - New bridge (could be shared use for peds and bikes) will provide access across South Fork Snoqualmie River. Bridge will be located south of SR-202, but final decision has not been made on exact location. It could be near the Shamrock Park / Si View MPD Facility or further south toward Old Si View / New Si View neighborhoods. This ped. bridge would access the area west of the South Fork which includes the Safeway complex. Project is conceptual at this time. Project is just outside City Limits.

**28. T-041: Left Turn Pocket on Northbound 436<sup>th</sup> Avenue SE to Cedar Falls Way including Sidewalks** – Project was added based on recommendation from 2017 LOS Study by Pertee. Existing channelization of 436<sup>th</sup> Avenue between the 2 constructed roundabouts will be evaluated.

**29. T-024: SE 16<sup>th</sup> Street Extension from Maloney Grove Ave SE to 436<sup>th</sup> Ave SE** – Project reserves public right-of-way (ROW) to extend a collector street from Maloney Grove Ave to Stilson Ave to serve future residential development. Project connects with SE 16<sup>th</sup> Street running east to west through Cedar Landing Plat built in 2021. This project is partly outside City Limits.

**30. T-027: Bendigo Blvd Traffic Reconfiguration – 3rd Street to North Bend Way** – Due to traffic congestion at North Bend Way / Bendigo Blvd intersection, better queuing configurations for through and turning movements will be developed. Work will consist of restriping and resigning the corridor and creating time-restricted parking areas related to peak traffic hours.

**31. T-023: SE 146<sup>th</sup> Street / 468<sup>th</sup> Avenue SE Intersection Improvements**– Project is for intersection control improvements yet to be defined.

**32. T-042: Roundabout at Cedar Falls Way / Maloney Grove Ave Intersection** – Project was added based on recommendation from 2017 LOS Study by Pertteet. ROW is quite wide here. Acute turning angles are present. Project unnecessary until there are substantially more trips at the intersection. Project is scheduled for the 2030's.

**33. T-028: North Bend Way / Ballarat Avenue All Way Stop or Traffic Signal** – Project is tentative, awaiting outcome of traffic redistribution as a result of other projects in the downtown area. If implemented, and due to recent level of service below city LOS standard “D” on Ballarat Avenue leg of intersection with North Bend Way, a signal could be installed to decrease traffic congestion. Signal would be installed using poles and mast arms at each corner. Signal would be interconnected and synchronized with signal at NBW / Bendigo Blvd intersection. All-way stop can also be considered. Doing nothing is also being considered.

**34. T-051: NE 8<sup>th</sup> Street Storm and Reconstruction Project** – Project installs storm drainage infrastructure and roadway reconstruction from Ballarat Ave to Thrasher Ave. Project likely won't be done until public sewer is built first.

**35. T-073: Cedar Falls Way North Side Paved Shoulder Widening (from City Hall to Maloney Grove Avenue)** - Existing paved shoulder is ~4 feet wide. New shoulder would be 9 feet wide, so project would increase width by 5 feet. New shoulder would be ~400 feet long. New shoulder would result in safer overflow parking to City Hall during once per year (or more) City Council Meetings. Shoulder parking would create nearly 20 additional stalls. Currently, the overflow is for City staff and Council to park in the PW parking lot. Small project cost anticipated to be \$200,000.

#### **Re-Occurring Projects (As funding allows)**

- **Pavement Overlay Program** - To protect the city's investment in its roadway system, regular maintenance is required. One of the maintenance components includes providing overlays to extend the life of the street surfaces and protect the roadway bases. The ideal program would provide \$540k/year of overlay work to maintain City's current Pavement Management Index (PMI) of 76. As of 2023, the City is budgeting \$475k/year. City typically receives grants every other year from the Transportation Improvement Board (TIB) on arterial roadways to cover the revenue.
- **Crack Sealing** - The City provides annual crack sealing in various locations to preserve the City's roadways. Public Works staff has done this work internally and it has been contracted out too.
- **Sidewalk Trip Hazard Elimination** - Trip hazards in the existing sidewalk system will be systematically repaired through either removal of affected sidewalk panels, removing the cause of the problem, re-pouring the panels, or by grinding the problem areas and resurfacing the affected areas. Budget was \$200k/year, but was dropped off for 2024-2026.

- **Inactive: Alley Reconstruction and Overlay** - Various locations. Develop an annual program to reconstruct and overlay alleys to reduce maintenance costs. Back in 2017, this program was funded for 1 year, and several designs were completed, but funding for construction has not been budgeted.