



## AGENDA

### SHORELINE CITY COUNCIL WORKSHOP DINNER MEETING

Monday, February 27, 2012  
5:45 p.m.

Conference Room 104 · Shoreline City Hall  
17500 Midvale Avenue North

**TOPIC/GUEST:** Shoreline Farmers Market

### SHORELINE CITY COUNCIL BUSINESS MEETING

Monday, February 27, 2012  
7:00 p.m.

Council Chamber · Shoreline City Hall  
17500 Midvale Avenue North

	<u>Page</u>	<u>Estimated Time</u>
<b>1. CALL TO ORDER</b>		7:00
<b>2. FLAG SALUTE/ROLL CALL</b>		
<b>3. REPORT OF THE CITY MANAGER</b>		
<b>4. COUNCIL REPORTS</b>		
<b>5. PUBLIC COMMENT</b>		
<i>Members of the public may address the City Council on agenda items or any other topic for three minutes or less, depending on the number of people wishing to speak. The total public comment period will be no more than 30 minutes. If more than 15 people are signed up to speak, each speaker will be allocated 2 minutes. When representing the official position of a State registered non-profit organization or agency or a City-recognized organization, a speaker will be given 5 minutes and it will be recorded as the official position of that organization. Each organization shall have only one, five-minute presentation. Speakers are asked to sign up prior to the start of the Public Comment period. Individuals wishing to speak to agenda items will be called to speak first, generally in the order in which they have signed. If time remains, the Presiding Officer will call individuals wishing to speak to topics not listed on the agenda generally in the order in which they have signed. If time is available, the Presiding Officer may call for additional unsigned speakers.</i>		
<b>6. APPROVAL OF THE AGENDA</b>		
<b>7. CONSENT CALENDAR</b>		7:20
(a) Minutes of Business Meeting of January 23, 2012	<u>1</u>	
Minutes of Special Meeting of February 6, 2012	<u>7</u>	
(b) Approval of expenses and payroll as of February 16, 2012 in the amount of \$1,012,691.20	<u>12</u>	
(c) Adoption of Ordinance No. 629, Amending Shoreline Municipal Code Section 3.01.010, Planning and Development Services Fees for Administrative Design Review	<u>13</u>	

**8. ACTION ITEMS: OTHER ORDINANCES, RESOLUTIONS, AND MOTIONS**

(a) Adoption of the 2012 Comprehensive Plan Docket 16 7:25

**9. NEW BUSINESS**

(a) Discussion of Annexation of 145<sup>th</sup> Corridor 21 7:55

(b) Discussion of Sidewalk Prioritization Criteria 37 8:40

**10. ADJOURNMENT** 9:10

*The Council meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at 801-2231 in advance for more information. For TTY service, call 546-0457. For up-to-date information on future agendas, call 801-2236 or see the web page at [www.shorelinewa.gov](http://www.shorelinewa.gov). Council meetings are shown on Comcast Cable Services Channel 21 and Verizon Cable Services Channel 37 on Tuesdays at 12 noon and 8 p.m., and Wednesday through Sunday at 6 a.m., 12 noon and 8 p.m. Online Council meetings can also be viewed on the City's Web site at <http://shorelinewa.gov>.*

**CITY OF SHORELINE**

**SHORELINE CITY COUNCIL  
SUMMARY MINUTES OF BUSINESS MEETING**

Monday, January 23, 2012  
7:00 p.m.

Council Chamber – Shoreline City Hall  
17500 Midvale Avenue North

**PRESENT:** Mayor McGlashan, Deputy Mayor Eggen, and Councilmembers Hall, McConnell, Winstead, Salomon, and Roberts

**ABSENT:** None

**1. CALL TO ORDER**

At 7:00 p.m., the meeting was called to order by Mayor McGlashan, who presided.

**2. FLAG SALUTE/ROLL CALL**

Mayor McGlashan led the flag salute. Upon roll call by the City Clerk, all Councilmembers were present.

**3. CITY MANAGER'S REPORT**

Julie Underwood, City Manager, provided reports and updates on various City meetings, projects, and events. She noted that there are vacancies on the Planning Commission and the Library Board.

**4. COUNCIL REPORTS**

Mayor McGlashan reported on various items, including the outstanding job the Public Works Department did with the City's snow response, the Boy Scouts' Pinewood Derby, the Council Mini-Retreat, and Council support of marriage equality legislation.

**5. PUBLIC COMMENT**

a) Art Maronek, Shoreline, discussed the Seattle Public Utility (SPU) acquisition of water services in the City of Shoreline, noting that there is no tentative agreement and the City does not have correct figures regarding the costs.

b) Mary Lynn Potter, Shoreline, reported that her neighborhood loses power between 12 and 15 times per year due to faulty underground conduit, and she is informing Seattle City Light, the City of Seattle, and the City of Shoreline.

c) Wendy DiPeso, Shoreline, noted that if the Shoreline Water District took over operations of SPU water, it would achieve the goal of unifying each utility under one entity.

d) Bob Ransom, Shoreline, discussed the history of the water utility acquisition and suggesting that the Council invite him and former Councilmember Ronald Hansen to discuss it in more detail.

e) Suzanne Pardee, Shoreline, suggested the City install wells in parks as an emergency measure, and also commented on the lack of code enforcement involving trees in Innis Arden.

Ms. Underwood responded to public comments and suggested the Council draft a letter in support of working with the residents in Ms. Potter’s neighborhood to fix the problems. She confirmed that the due diligence report from the proposed SPU acquisition would be available to the public. Mayor McGlashan noted that there is no tentative agreement with SPU, just a verbal agreement to move forward with the due diligence phase.

**6. APPROVAL OF THE AGENDA**

**Upon motion by Councilmember Winstead, seconded by Councilmember McConnell and unanimously carried, the agenda was approved.**

**7. CONSENT CALENDAR**

**Upon motion by Councilmember Roberts, seconded by Deputy Mayor Eggen and unanimously carried, the Consent Calendar was approved.**

- (a) **Minutes of Special Meeting of January 3, 2012**  
**Minutes of Special Meeting of January 9, 2012**

(b) **Approval of expenses and payroll as of January 13, 2012 in the amount of \$1,917,784.27 as described in the following detail:**

**\*Accounts Payable Claims:**

<b>Expense Register Dated</b>	<b>Check Number (Begin)</b>	<b>Check Number (End)</b>	<b>Amount Paid</b>
1/5/2012	49033	49046	\$82,997.32
1/5/2012	49047	49069	\$464,603.72
1/5/2012	49070	47080	\$19,106.76
1/5/2012	47081	49092	\$3,375.22
1/10/2012	49093	49093	\$425.00
1/10/2012	49094	49094	\$325.00
1/11/2012	49095	49103	\$68,849.05
1/11/2012	49104	49112	\$307,427.64
1/11/2012	49113	49123	\$91,520.05
1/12/2012	49124	49142	\$879,154.51

**(c) Adoption of Ordinance No. 626, Establishing Procedures for the Disposition of Surplus Real Property and Adopting a New Municipal Code Chapter 3.55**

**(d) Adoption of 2012-2017 Economic Development Strategic Plan**

**(e) Adoption of Resolution No. 321, Authorizing a One Year Extension to the Interfund Loan to the Roads Capital Fund from the Revenue Stabilization Fund in an Amount Not to Exceed \$2,500,000 with Interest Charges for the Extension Period**

8. STUDY ITEMS

(a) Discussion of Tobacco Free Parks

John Norris, Management Analyst, Dick Deal, Parks, Recreation & Cultural Services Director, and Caroline Hughes, Seattle/King County Public Health, outlined a proposal to establish a tobacco-free zone in all of Shoreline parks and public sites. This proposal comes as one part of the City Council-adopted Healthy City Strategy Work Plan for Shoreline, titled "Shoreline4Health". The report provided background information about this strategy goal and recommended a process to move this strategy goal forward. Ms. Hughes outlined the health benefits and regional support for the proposal and urged Council's adoption of this policy.

Councilmember Winstead spoke in favor and asked if a survey was necessary. Mr. Deal responded that other cities highly recommend a citizen survey. Councilmember Roberts felt the City should move forward with a comprehensive tobacco-free policy without a survey. Councilmember Salomon noted that a fine for littering would be a good enforcement mechanism. Noting that this could be a controversial issue, Deputy Mayor Eggen said it might be helpful to conduct a statistically-valid survey. Mr. Deal responded to Councilmember McConnell regarding costs for signage. Mr. Norris added that codifying the legislation is a simple process.

Deputy Mayor Eggen questioned what type of enforcement questions would be included in the survey. Mr. Deal and Ms. Hughes responded that the best approach would be to duplicate similar parks surveys, such as those relating to the leash law, alcohol consumption, and golfing. Councilmember Winstead agreed with having a survey conducted in the spring and felt the issue would not be controversial.

Mr. Deal noted that Los Angeles passed an ordinance without a public input process or survey and the proponents were not happy. He suggested the City conduct a simple on-line survey at a minimum. Councilmember Roberts added that he would like to see this come back to Council in early March with adoption by late March. Mayor McGlashan expressed support for the proposal and questioned if the City could adopt legislation for tobacco-free at "all city-owned properties."

Mr. Norris summarized Council comments and Mr. Deal thanked the Ridgecrest neighborhood for their involvement in picking up cigarette butts. There was Council consensus to bring the proposal back in early March and have it apply to public parks and beaches.

(b) Discussion of Special Event Alcohol Use in Parks

Dick Deal, PRCS Director, provided the staff report, which was in response to Councilmember Winstead's request that staff review the City's policy regarding alcohol use in City parks and facilities. He provided Council with options for expanding the number of locations where alcohol is allowed for permitted special events. Currently, City Hall and the Richmond Highlands Recreation Center are the only City park area or facilities where alcohol is permitted. He highlighted three possible options, or a combination of options: 1) leave the policy as-is; 2) allow alcohol at the Richmond Beach Saltwater Park Terrace; and 3) allow alcohol use on a case-by-case basis at the City Manager's discretion.

Councilmember Winstead explained the rationale for this proposal, adding that she would like it to apply to Cromwell Park as well. She felt handling applications on a case-by-case basis would be difficult. She noted that this is a way to generate more revenue from parks through encouraging groups to use them for special events. Regarding insurance, she noted that applicants can have riders placed on their homeowner's insurance to cover their event. She said she does not support the limitation to requiring a professional server and wondered if it could be limited to the serving of beer and wine.

Councilmember Salomon agreed with revising this policy, but said it seems burdensome to have professional servers. Deputy Mayor Eggen agreed with the idea that professional bartenders make it more burdensome. He inquired how the presence of children is handled. Councilmember McConnell commented that this is really just allowing for special events in specific parks. She suggested allowing this on a trial basis and having a higher damage deposit. Councilmember Roberts suggested having the City Manager have discretion on the Terrace at Richmond Beach Saltwater Park and Cromwell Park. He felt there shouldn't be too many details in the ordinance. Councilmember Winstead agreed with the idea of allowing City Manager discretion for other parks, and with enacting it on a trial basis with higher fees.

RECESS

**At 8:37 p.m. Mayor McGlashan called for a nine minute break. The meeting reconvened at 8:46 p.m.**

(c) Seattle Public Utilities Acquisition Update

Mark Relph, Public Works Director, noted that City Council Goal #7 is the acquisition of the Seattle Public Utilities (SPU) potable water system in the City of Shoreline. In November of 2011, the City of Seattle and the City of Shoreline announced a tentative agreement in principle to the sale of the water system assets at a price of \$25 million. Mr. Relph provided the long-term community goals, framework goals, and a summary of the next steps in the process, including due diligence/citizen steering committee. He said although there is no immediate impact to Shoreline residents, if the acquisition proceeds, the financial mechanism to purchase the system would be a revenue bond issued at the time of the acquisition and paid for by the utility rate payers within the SPU service area. He added that citizens who receive their water service from

the Shoreline Water District are not financially affected by this decision. He concluded that repayment of the revenue bond, or debt service, would be incorporated within a rate structure approved by City Council.

He noted that the major issues in the acquisition include representation, direct control, the rate structure, service standards, operational efficiencies, operation and maintenance (O&M), and the Comprehensive Improvement Plan (CIP) and the timing of it. He highlighted the Council objectives for the SPU acquisition and the two-phase approach in evaluating the opportunity of acquiring the SPU system. He noted that the asset price is \$25 million sold in the year 2020. He stated that SPU and the City have been negotiating the price and both parties understand the value of the asset. Yet to be done, he said, is to negotiate an agreement with SPU which will include the sale price and year, wholesale water contract with Seattle, maintenance until 2020, separation costs, O&M transition, and other SPU services. He discussed the due diligence report and the diverse steering committee which will review and evaluate the acquisition and provide a recommendation to the Council. He reviewed the schedule going forward and concluded his prepared remarks.

Councilmember Roberts confirmed with Mr. Relph that the voters will be asked to approve the purchase price of the utility because a revenue bond will be needed to acquire the utility. However, he noted that the City Attorney may need to be involved. Ms. Underwood stated that the City would require advice from outside counsel. Councilmember Roberts clarified that he wanted to know what the elements of the ballot language would be and the City Manager replied that that will come later in the process. Councilmember Roberts also inquired about the options for separation, to which Mr. Relph replied that it would consist of some shared billing approach initially, but it depends on the amount of time and future costs as well as the City's desired level of contract service. Councilmember Roberts also inquired if Mr. Relph spoke with other water districts about O&M contracts, to which Mr. Relph replied that City staff have started discussions and looked at models for a competitive process. Councilmember Roberts asked about what the projected rate structure would be used for the baseline and how much investment SPU has put into Shoreline as far as O&M, emergency repairs, or other costs. Mr. Relph replied that he would get back to the Council with those numbers. He responded that the amount SPU did invest into the Aurora Corridor was not as much as the City desired.

Deputy Mayor Eggen confirmed that the SPU water portion has not charged Shoreline ratepayers for the Aurora work. Mr. Relph replied to Deputy Mayor Eggen that the auditors felt the City would be paying a fair price for the utility and that the City negotiated something defensible. Deputy Mayor Eggen also confirmed that if the voters approve the purchase in 2020 the City would have to wait until 2020 to start selling the revenue bonds, which will be paid by the ratepayers in the utility.

Mayor McGlashan commented that it is important for the Highlands to have representation on the committee, but they operate their own system. Mr. Relph restated that the level of investment that SPU has taken in Shoreline has not met the City's expectation.

## 9. ADJOURNMENT

January 23, 2012 Council Business Meeting

**DRAFT**

At 9:26 p.m., Mayor McGlashan declared the meeting adjourned.

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Scott Passey, City Clerk



**CITY OF SHORELINE**  
**SHORELINE CITY COUNCIL**  
**SUMMARY MINUTES OF SPECIAL MEETING**

Monday, February 6, 2012  
7:00 p.m.

Council Chamber – Shoreline City Hall  
17500 Midvale Avenue North

**PRESENT:** Mayor McGlashan, Deputy Mayor Eggen, and Councilmembers McConnell, Winstead, Salomon, and Roberts

**ABSENT:** Councilmember Hall

1. CALL TO ORDER

At 7:00 p.m., the meeting was called to order by Mayor McGlashan, who presided.

2. FLAG SALUTE/ROLL CALL

Mayor McGlashan introduced Boy Scout Troop 853, who performed the flag ceremony and led the pledge of allegiance. Upon roll call by the City Clerk, all Councilmembers were present with the exception of Councilmember Hall.

**Upon motion by Councilmember McConnell, seconded by Deputy Mayor Eggen and carried 6-0, Councilmember Hall was excused.**

(a) Proclamation of Black History Month

Mayor McGlashan read the proclamation declaring the month of February as "Black History Month" in the City of Shoreline. Shorewood High School students Sara Kahn, Maggie Nagusi, and Makita Yasue accepted the proclamation, thanked the City for this recognition, and commented on the valuable contributions of African Americans to our society.

3. CITY MANAGER'S REPORT

Julie Underwood, City Manager, provided reports and updates on various City meetings, projects, and events.

4. COUNCIL REPORTS

Deputy Mayor Eggen reported on a Joint Transportation Subarea Board meeting hosted by King County where some concern was expressed about transportation priorities being considered in state legislature.

5. PUBLIC COMMENT

a) Michael Derrick, Shoreline, Ronald Wastewater District, commented that he looks forward to working with City staff on the Comprehensive Plan with regard to sewers, connections, and infrastructure upgrades.

b) Tom Mailhot, Shoreline, felt the traffic level of service in Richmond Beach should be Level C because it has unique circumstances and requires a unique solution.

c) Greg Logan, Shoreline, spoke in support of the marriage equality act.

d) Janet Way, Shoreline, commented on the Council subcommittee meeting earlier today and noted that there are limited reasons for conducting an executive session per RCW 42.30.110(g).

e) Diane Pottinger, Bellevue, Shoreline Water District Manager, discussed the Saving Water Partnership and Fix-a-Leak Week, adding that she has a future meeting with City staff regarding the Comprehensive Plan.

Ms. Underwood noted that Level of Service C will be discussed within the context of the Comprehensive Plan item on tonight's agenda.

6. APPROVAL OF THE AGENDA

**Upon motion by Councilmember Roberts, seconded by Deputy Mayor Eggen and unanimously carried, the agenda was approved.**

7. ACTION ITEMS: OTHER ORDINANCES, RESOLUTIONS, AND MOTIONS

(a) Resolution No. 322 Declaring Support for Marriage Equality in Washington State and Urging the Washington State Legislature to Pass Senate Bill 6239

Eric Bratton, Management Analyst, provided a brief staff report and conveyed the staff recommendation to pass Resolution No. 322 which declares support for marriage equality in Washington State.

**Deputy Mayor Eggen assumed the chair and Mayor McGlashan moved adoption of Resolution No. 322. Councilmember Roberts seconded the motion.** Mayor McGlashan spoke in favor of the motion and said it is an important issue. Councilmember Roberts also spoke in favor and urged passage of the motion.

**A vote was taken on the motion to adopt Resolution No. 322 declaring support for marriage equality in Washington State and urging the Washington State Legislature to pass Senate Bill No. 6239, which carried 6-0.**

RECESS

**At 7:35 p.m., Mayor McGlashan called for a five minute break. The meeting reconvened at 7:42 p.m.**

8. STUDY ITEMS

(a) Challenges for Long-Term Economic Development

Dan Eernisse, Economic Development Program Manager, discussed the elements of Vision 2029 that involve economic development. He noted the City has experienced low assessed value growth from new construction, virtually no population growth, a steady sales tax revenue growth. He discussed the City's low vacancy and rental rates, adding that the City has approximately 16,000 decentralized jobs with about 25,000 workers. He stated that the goal is to focus on large assets, realize Aurora's potential, protect long-term growth priorities, create a multi-faceted approach to population growth, and to enhance the City's investor-friendly reputation.

Mr. Eernisse responded to Council questions and explained the reasons for the City's population plateau. He explained the need for Shoreline to attract young families with children. Councilmember McConnell added that there are limited choices for the aging population in Shoreline and felt the City should spend less time on small projects. She encouraged more one-stop shopping for permitting. Councilmember Salomon discussed the potential for more direct marketing of Shoreline and its amenities to young professionals. Councilmember Roberts felt that keeping economic development in the forefront is important, but it needs to be bolstered. He said a streamlined permit process keeps costs low but wondered what other tools can be utilized. Mr. Eernisse replied that if the City continues to do the right things along the Aurora Corridor, in time, things will pick up and be positive over the long term.

Councilmember Roberts noted that Councilmember Hall proposed a target of 2% assessed value growth and asked Mr. Eernisse what he thought it should be. Mr. Eernisse replied that population growth does not necessarily equate to economic growth because there are several factors to consider. He discussed retail growth, new construction, assessed value growth, and summarized that 2% assessed value is a worthy goal. He added that the redevelopment of Aurora Square, Fircrest, and the park-n-ride at 192<sup>nd</sup> and Aurora Avenue North are good goals. Councilmember Roberts expressed concern that if the City does not have smaller successes, there won't be continued growth. He noted that Federal Way purchased land to kick-start their growth.

Councilmember Salomon inquired if there are any studies that have shown whether priority development areas (PDAs) have higher growth rates. Mr. Eernisse responded that he hasn't researched it yet and said he could provide information at the upcoming Council retreat.

Ms. Underwood asked Mr. Eernisse to respond from an investor's perspective why development is occurring in Seattle and not Shoreline, even when costs are lower here. Mr. Eernisse replied that land is about five times more expensive in Seattle, but the type of construction that is required in Seattle and Shoreline is the same. However, the cost of structured parking is lower and Seattle is more pedestrian-friendly. Additionally, the land cost is reduced

with taller buildings; in other words, the rents paid in taller buildings cover the cost of the building and the land. Additionally, the rental rates are higher in Seattle. He provided an example in which a unit in Capitol Hill rents for \$2.00-2.50 per square foot (or \$1,500 per month); in Shoreline the rental rate is closer to \$1.50 per square foot, or \$750 per month for a 500 square foot apartment. He added that the rates in Shoreline are becoming affordable if the land is acquired at a low rate for six-story structures. He pointed out which sites and developers are waiting in the wings, adding that when rates move toward \$1.75 per square foot things will happen. He said when the Farmer's Market and other amenities are achieved, rental properties become more desirable, and rental rates will be more attractive to developers.

Deputy Mayor Eggen highlighted that business development generates sales taxes and residential development generates property taxes. He pointed out that services cost more than what the City can collect in property taxes and that there is a need to increase business and employment in Shoreline because it's a net tax generator.

Mayor McGlashan provided concluding remarks regarding the City's challenges in economic development. He noted that the City has had some great advertising when it comes to being named "Best Place to Live" in the past. He also noted the parks, open spaces, fire district, and the other amenities. He said he appreciates the community support and the work done by Mr. Eernisse.

(b) Review Comprehensive Plan Proposed Docket Items

Steve Szafran, Associate Planner provided the staff report and reviewed the proposed docket amendments. He summarized that the City staff recommends placing four of the six recommendations on the docket.

Alicia McIntire, Senior Transportation Planner, responded to Deputy Mayor Eggen regarding level of service, accident rates, and capacity. Ms. Underwood responded and noted that she spoke to the Fire Department about this and said a lot of the information involves the City's emergency planning efforts, which can be examined.

Councilmember McConnell pointed out that the Save Richmond Beach efforts are more preventive regarding the potential Point Wells development. She felt the Council should leave the level of service issue on the table until the Point Wells issue gets finalized.

Responding to Councilmember Salomon, Ian Sievers, City Attorney, stated that the payment for litigation fees depends on how the Point Wells litigation turns out and if any applications are vested. If it is deemed that no applications are vested and traffic Level C is adopted, then the developer would have to pay the litigation fees at that level.

Mayor McGlashan said he would not support an amendment to Level C because he agreed that it has nothing to do with the emergency aspect. He said he does not agree with changing the level of service for only one neighborhood and not the rest of the City.

(c) Commercial Zones Scope of Work

Paul Cohen, Senior Planner, provided the staff report and reviewed the proposed consolidated commercial design standards. He noted that the purpose of this item is to solicit Council direction on what should be included in the scope of work and to possibly consolidate the City's zoning in the future. He explained the difference between design and dimensional standards. Mr. Cohen then discussed land use zoning in Shoreline. He reviewed the two stages of the design code amendments and the public process, which included open house meetings and the scheduled adoption of this item in the fall of 2012.

Mr. Cohen responded to Council questions. Councilmember Salomon asked if folding industrial zoning into mixed use would affect business owners currently in industrial zones.

Councilmember Roberts felt the changes should not be controversial but is concerned that there are other issues that should be addressed by the Planning Commission. He felt the zones should allow for and encourage development to the maximum allowed on any particular site. He suggested incentives to even build one story buildings. He encouraged the Planning Commission to look at the City's larger problems in land use and zoning in Shoreline. He commented that this is the perfect time to ask the community if land use works in Shoreline because the Comprehensive Plan is coming up for review. Deputy Mayor Eggen questioned the combining of Ridgecrest and the commercial business zones.

Councilmember Salomon verified with Mr. Cohen that the goal is to allow developers a clear path to developing in Shoreline, with a streamlined application and approval process.

## 9. ADJOURNMENT

At 9: 12 p.m., Mayor McGlashan declared the meeting adjourned.

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Scott Passey, City Clerk

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

**AGENDA TITLE:** Approval of Expenses and Payroll as of February 16, 2012  
**DEPARTMENT:** Administrative Services  
**PRESENTED BY:** R. J. Hartwig, Administrative Services Director

**EXECUTIVE / COUNCIL SUMMARY**

It is necessary for the Council to formally approve expenses at the City Council meetings. The following claims/expenses have been reviewed pursuant to Chapter 42.24 RCW (Revised Code of Washington) "Payment of claims for expenses, material, purchases-advancements."

**RECOMMENDATION**

Motion: I move to approve Payroll and Claims in the amount of \$1,012,691.20 specified in the following detail:

**\*Payroll and Benefits:**

Payroll Period	Payment Date	EFT Numbers (EF)	Payroll Checks (PR)	Benefit Checks (AP)	Amount Paid
1/22/12-2/4/12	2/10/2012	43777-43965	11463-11496	49443-49448	\$400,779.16
					\$400,779.16

**\*Accounts Payable Claims:**

Expense Register Dated	Check Number (Begin)	Check Number (End)	Amount Paid
2/6/2012	49323	49323	\$11,400.00
2/9/2012	49324	49347	\$351,603.40
2/9/2012	49348	49364	\$63,309.69
2/9/2012	49365	49367	\$745.95
2/9/2012	49368	49376	\$42,306.31
2/14/2012	49377	49378	\$115.00
2/16/2012	49379	49386	\$39,469.71
2/16/2012	49387	49412	\$70,012.77
2/16/2012	49413	49420	\$12,283.52
2/16/2012	49421	49442	\$20,665.69
			\$611,912.04

Approved By: City Manager \_\_\_\_\_ City Attorney \_\_\_\_\_

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Adoption of Ordinance No. 629, Amending Shoreline Municipal Code Section 3.01.010, Planning and Development Services Fees for Administrative Design Review
<b>DEPARTMENT:</b>	Administrative Services
<b>PRESENTED BY:</b>	Robert Hartwig, Administrative Services Director
<b>ACTION:</b>	<input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion

**PROBLEM/ISSUE STATEMENT**

Council adopted a new fee for Administrative Design Review to become effective on January 1, 2012. After further study, Planning and Community Development (PCD) staff has determined that the fee should be adjusted to better match the level of required staff review time. Ordinance No. 629 reduces the three (3) hour minimum fee of \$448.50 to one (1) hour or \$149.50.

**RESOURCE/FINANCIAL IMPACT**

Since this fee was a newly proposed fee when the 2012 proposed budget was presented to Council, no new revenue was included in the proposed budget. There should be no impact on the current budget.

**RECOMMENDATION**

Staff recommends that Council adopt Ordinance No. 629.

Approved By:            City Manager \_\_\_\_ City Attorney \_\_\_\_

## **INTRODUCTION**

The addition of an Administrative Design Review Fee was included in the 2012 proposed fee schedule and was subsequently approved and adopted by the City Council. After further review, PCD staff recommends that the fee be revised to reflect the actual level of staff effort required for the review.

## **BACKGROUND**

During the development of the 2012 proposed budget, staff from Planning and Community Development proposed the addition of a fee under the Land Use Permit Classification for Administrative Design Review. The hourly rate for the new fee was set at a three hour minimum equal to \$448.50 as suggested by staff. The fee was implemented on January 1, 2012 and has been applied accordingly.

## **DISCUSSION**

When PCD staff proposed a new fee for Administrative Design Review, they projected that in most cases, this type of work would require at least three hours of staff time resulting in a fee of \$448.50. Since implementation of the fee, staff has determined that the three hour minimum initially chosen exceeds the actual number of hours needed to complete the review in many cases. Staff has also discovered that in most cases the review required for Administrative Design does not add much if any time to the zoning review already performed for all permits on private property. Staff would like to amend the fee schedule to require a one hour minimum fee of \$149.50 with the ability to charge additional hours should the review exceed the one hour.

Ordinance No. 629 will amend SMC 3.01.010 and change the current language of *Administrative Design Review Hourly rate, 3 hour minimum \$448.50 to Administrative Design Review Hourly rate, 1 hour minimum \$149.50*. This will allow staff to charge the hourly rate of \$149.50 for each hour of review that is actually required making the fee more closely aligned with the actual cost of providing the service.

## **RECOMMENDATION**

Staff recommends that Council adopt Ordinance No. 629.

## **ATTACHMENTS**

**Attachment A:** Ordinance No. 629



**ORDINANCE NO. 629**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, ADJUSTING THE FEE FOR ADMINISTRATIVE DESIGN REVIEW FROM A THREE HOUR MINIMUM FEE OF \$448.50 TO A ONE HOUR MINIMUM FEE OF \$149.50.**

WHEREAS, City Council adopted a new fee for Administrative Design Review to become effective on January 1, 2012; and

WHEREAS, after further review, City staff has determined it is appropriate to reduce the minimum Administrative Design Review fee; and

WHEREAS, due to adjustment, the current minimum Administrative Design Review fee should be adjusted; and

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, DO ORDAIN AS FOLLOWS:**

**Section 1 Amendment.** Shoreline Municipal Code Section 3.01.010, *Planning and Development Services, Land Use*, is hereby amended as follows:

...

LAND USE	
Administrative Design Review	<del>Hourly rate, 3-hour minimum \$448.50</del> Hourly rate, 1-hour minimum \$149.50

...

**Section 2. Effective date.** A summary of this ordinance consisting of its title shall be published in the official newspaper of the City and the ordinance shall take effect and be in full force five (5) days after the date of publication.

**ADOPTED BY THE CITY COUNCIL ON FEBRUARY 27, 2012.**

\_\_\_\_\_  
Mayor McGlashan

**ATTEST:**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Scott Passey  
City Clerk

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Ian Sievers  
City Attorney

Date of Publication:  
Effective Date:

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Adoption of the 2012 Comprehensive Plan Docket		
<b>DEPARTMENT:</b>	Planning & Community Development		
<b>PRESENTED BY:</b>	Rachael Markle, AICP, Director Steven Szafran, Associate Planner, AICP		
<b>ACTION:</b>	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input checked="" type="checkbox"/> Motion
	<input type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

**PROBLEM/ISSUE STATEMENT:**

The State Growth Management Act limits review of proposed Comprehensive Plan Amendments (CPAs) to no more than once a year. To ensure that the public can view the proposals within a citywide context, the Growth Management Act directs cities to create a docket that lists the amendments to be considered in this “once a year” review process.

**RESOURCE/FINANCIAL IMPACT:**

The first two items on the proposed docket, 2012 Comprehensive Plan Major Update and Student Housing at Shoreline Community College (SCC), will not require additional resources as those two items are already on the Planning Work Program for 2012. Amendment 4 submitted by Save Richmond Beach will require additional staff time and financial resources.

**RECOMMENDATION**

Staff recommends that Council adopts Amendments 1, 2, 3, and 6 for the 2012 Docket. Staff recommends that Council not place Amendments 4 and 5 on the 2012 Docket.

Approved By: City Manager - *JU* City Attorney - *IS*

## **INTRODUCTION**

The State Growth Management Act limits review of proposed Comprehensive Plan Amendments (CPAs) to no more than once a year. To ensure that the public can view the proposals within a citywide context, the Growth Management Act directs cities to create a docket that lists the amendments to be considered in this “once a year” review process. The City Council, in its review of the proposed amendments (which usually occurs near the end of the year), looks at the proposed amendments as a package in order to consider the combined impacts of the proposals.

The Planning and Community Development Department received six proposed amendments to the Comprehensive Plan for 2012. The amendments are listed below:

1. Major update of the City of Shoreline’s Comprehensive Plan.
2. Amend LU 43 by adding student housing to the Shoreline Community College Campus as an approved use.
3. Amend the Corridor Study Section of Subarea Plan 2 – Point Wells.
4. Amend the Implementation Plan section of Subarea Plan 2 – Point Wells.
5. Amend the Capital Facilities Element by adding a new policy, CF 16.5 and amending the Capital Facilities supporting analysis.
6. Amend the Comprehensive Plan Land Use Supporting Analysis, Natural Environment Section, page 101 by adding language about Point Wells under the Seismic Hazards Section.

## **BACKGROUND**

Staff introduced the draft docket at the February 6 study session. Council discussed the proposed docket and asked clarifying questions. The following is a link the February 6 staff report:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Staffreports/2012/Staffreport020612-8b.pdf>. The only questions had to do with Amendment 4 – Amending the Implementation Plan section of the Point Wells Subarea Plan. Council questioned if changing the LOS at arterial intersections west of 8<sup>th</sup> Avenue NW in the Richmond Beach Neighborhood from D to C would affect emergency services to the citizens of Richmond Beach. During this conversation, Councilmember McConnell expressed interest in keeping this amendment on the docket.

## **ALTERNATIVES ANALYSIS**

Staff recommendations have not changed since the February 6 study session. Staff does recommend to Council that staff address emergency services during the major

update of the Comprehensive Plan. Specifically, the Capital Facilities Element addresses police and fire targets for level of service standards. During the update of this element, staff will evaluate if level of service standards for police and fire service need to be modified.

### **COUNCIL GOALS ADDRESSED**

Council goals 1, 2, 3, and 5 are addressed. The update of the Comprehensive Plan speaks to Goals 1, 2, and 5. Adding student housing to the Shoreline Community College Campus addresses goal 3.

### **RESOURCE/FINANCIAL IMPACT**

Two items on the proposed docket have been included on the 2012 Planning Work Program; the 2012 Update of the Comprehensive Plan and student housing on the Shoreline Community College Campus.

One of the items submitted by Save Richmond Beach, Amendment 4, will have substantial staff and financial implications if Council chooses to place the item on the docket. Evaluation of Save Richmond Beach's amendment addressing level-of-service for intersections in Richmond Beach will require financial resources that are not currently budgeted to hire a consultant to modify traffic models, to generate analysis, and scope and develop project cost estimates. Also the City's traffic concurrency modeling, the basis for a traffic impact fee, would need to be reevaluated in 2013 to incorporate the change in LOS which would require additional financial resources.

Cities are required to confirm that capital projects have plans and funding available to ensure the transportation network operates in accordance with their adopted level-of-service standard (LOS). Should a new LOS be adopted for arterial intersections in the Richmond Beach neighborhood, the City will need to model the anticipated future traffic demand to determine if any of the intersections will not meet the new LOS. If it is determined that an intersection will fail to meet the adopted LOS standard, a project will need to be developed to correct the failure. Additionally, a cost estimate for each project must be generated, which would then be folded into the City's impact fee program (proposed impact fee program is scheduled to be discussed by Council in April). Staff has been directed by Council to develop an impact fee program based upon the LOS adopted in December 2011 and the projects identified in the Transportation Master Plan (TMP) needed to maintain that LOS. It is anticipated that this work will be completed in the first quarter of 2012. The City does not have a schedule for updating the impact fee program although it is likely that it would happen in conjunction with the next TMP update (approximately 5-7 years).

### **SUMMARY**

Two items on this year's draft docket are on the Planning Work Program for 2012, the update of the Comprehensive Plan and adding student housing to the Shoreline Community College Campus. Additional staff time or resources are not needed for these two items.

Analyzing Amendment 4, the implementation section of the Point Wells Subarea Plan, will require considerable staff time and financial resources. Amendment 5 was determined by the City Attorney to be not allowed by GMA concurrency rules and staff does not recommend placing this amendment on the 2012 docket for this reason.

Amendments 3 and 6, amending language in the corridor study, and identifying Point Wells as a seismic hazard area, will require less staff time and resources but are not identified in the Planning Work Program for 2012.

### **RECOMMENDATION**

Staff recommends that Council adopt Amendments 1, 2, 3, and 6 for the 2012 Docket. Staff recommends that Council not place Amendments 4 and 5 on the 2012 Docket.

### **ATTACHMENTS**

Attachment A – Proposed 2012 Docket



## **2012 DRAFT COMPREHENSIVE PLAN AMENDMENT DOCKET**

The State Growth Management Act generally limits the City to amending its Comprehensive Plan once a year and requires that it create a Docket (or list) of the amendments to be reviewed.

**The following items are “docketed” and on the work plan for the Planning Commission’s review in 2012 (they are not listed in priority order):**

1. Major update of the City of Shoreline’s Comprehensive Plan.

*Estimated timeframe for Council review/adoption: December, 2012*

2. Amend LU 43 by adding student housing to the Shoreline Community College Campus as an approved use.

*Estimated timeframe for Council review/adoption of Shoreline Community College Master Development Plan: Summer/Fall 2012.*

**The following items were requested to be added to the 2012 docket and Planning Work Program:**

3. Amend the Corridor Study Section of Subarea Plan 2 – Point Wells
4. Amend the Implementation Plan sections of Subarea Plan 2 – Point Wells.
5. Amend the Capital Facilities Element by adding a new policy, CF 16.5 and amending the Capital Facilities supporting analysis.
6. Amend the Comprehensive Plan Land Use Supporting Analysis, Natural Environment Section, page 101 by adding language about Point Wells under the Seismic Hazards Section.

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<p><b>AGENDA TITLE:</b> Discussion of Potential 145<sup>th</sup> Street Annexation <b>DEPARTMENT:</b> Public Works <b>PRESENTED BY:</b> Mark Relph, Public Works Director Kirk McKinley, Transportation Services Manager Alicia McIntire, Senior Transportation Planner</p> <p><b>ACTION:</b>    <input type="checkbox"/> Ordinance    <input type="checkbox"/> Resolution    <input type="checkbox"/> Motion    <input checked="" type="checkbox"/> Discussion</p>
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**PROBLEM/ISSUE STATEMENT:**

145th Street forms the southernmost border of Shoreline and is a complicated street to operate and improve. The City of Seattle owns the eastbound lanes, while the westbound lanes are in unincorporated King County. From SR 99 to SR 522, 145th Street is a state highway (SR 523), thus the Washington State Department of Transportation (WSDOT) is involved with corridor operations. Shoreline does not own any of the right-of-way but experiences significant traffic and safety issues associated with this street, including the lack of a sidewalk system that is ADA accessible. Furthermore, Shoreline cannot improve the sidewalks on the north side of this street without coordination with King County. With the potential location of a light rail station on I-5 at NE 145th Street and overall regional growth, traffic volumes are expected to increase on this roadway, and improvements will be needed.

Both the City of Seattle and King County are interested in relinquishing jurisdiction over the roadway. The City of Shoreline has an opportunity to annex the right-of-way and needs to evaluate the issues associated with ownership before pursuing annexation.

**RESOURCE/FINANCIAL IMPACT:**

There is no immediate financial impact to the City associated with acquisition of 145<sup>th</sup> Street, as the City is not required to purchase the roadway. However, if the City annexed 145<sup>th</sup> there would be on-going maintenance and public safety response costs, some of which may be negotiated with the City of Seattle as part of the annexation. Future capital projects would also be the responsibility of the City of Shoreline and would need to be funded as part of the City's capital budget, through grant acquisition and/or in partnership with other agencies (WSDOT, Sound Transit, City of Seattle, etc.).

**RECOMMENDATION**

This report is for discussion purposes only. No formal action is required at this time, although staff would like Council direction regarding how to proceed with potential future annexation. If Council directs staff to proceed with negotiations with Seattle and King County to transfer the roadway, staff will return with an annexation ordinance and

agreement document between agencies addressing issues such as operations and cost sharing.

Approved By:       City Manager - *JU*   City Attorney - *IS*



## **INTRODUCTION**

This report provides a brief history and an analysis of the issues associated with acquisition of 145<sup>th</sup> Street by the City of Shoreline. It summarizes existing conditions for the corridor then identifies potential positions for Shoreline to consider in developing an agreement should the City decide to annex the entire roadway. Attachment A includes photos indicating current conditions typical of the corridor.

## **BACKGROUND**

145<sup>th</sup> Street forms the southern border of the City of Shoreline. The portion adjacent to the City is approximately 3.2 miles long, running from 3<sup>rd</sup> Ave NW to Bothell Way (SR 522) NE. It is a state highway (SR 523) from Aurora Avenue N (SR 99) to Bothell Way NE. 145<sup>th</sup> Street crosses over Interstate 5 (I-5) just west of 5<sup>th</sup> Avenue NE and includes a four quadrant interchange with the freeway.

RCW 35A.14.410, adopted in 1989, states:

The boundaries of a code city arising from an annexation of territory shall not include a portion of the right-of-way of any public street, road, or highway except where the boundary runs from one edge of the right-of-way to the other edge of the right-of-way. However, the right-of-way line of any public street, road, or highway, or any segment thereof, may be used to define a part of a corporate boundary in an annexation proceeding.

Thus, cities must annex or incorporate all of a roadway right-of-way or none of the right-of-way; annexing only to a right-of-way centerline is not allowed under the current state law.

When the City of Shoreline incorporated in 1995, the northern boundary of the City of Seattle was the centerline of 145<sup>th</sup> Street. As a result, the City of Shoreline could not incorporate any of 145<sup>th</sup> Street and the northern half of the roadway remained an island of unincorporated King County. This has resulted in a complex arrangement of ownership and regulatory authority for the roadway including the City of Seattle, King County and the Washington State Department of Transportation.

Shoreline City residents must contend with the traffic issues and lack of sidewalks, and yet the City is in a difficult position to respond when it comes to this roadway since the City has no authority to make improvements. . As traffic volumes on this street increase due to highway tolling on the Lake Washington bridges, regional growth and the future construction of a light rail station at 145<sup>th</sup> Street and I-5, upgrades will be needed to accommodate these volumes, as well as improve safety for bicycles and pedestrians and speed and reliability for transit. At this time, improvements can only be made by Washington State Department of Transportation (WSDOT), King County or the City of Seattle, all of which have stated that 145<sup>th</sup> is not a priority.

Before beginning any investigation into the issues associated with annexing 145<sup>th</sup> Street, staff engaged in preliminary discussions with staff from King County and Seattle

to gauge the interest of these jurisdictions in relinquishing control of their respective portions of the roadway. Both jurisdictions are interested in allowing the City of Shoreline to annex the full 145<sup>th</sup> Street right-of-way. The County is, in fact, highly motivated to transfer ownership. Upon confirmation that Seattle and King County are interested in allowing Shoreline to annex the roadway, staff began initial research to help Council understand what is entailed with assuming ownership and responsibility of 145<sup>th</sup> Street.

## **DISCUSSION**

### ***INFRASTRUCTURE and SERVICES***

#### Travel Lanes and Sidewalks

The roadway is four lanes wide along most of its length, being wider at some signalized intersections to accommodate turn pockets. Sidewalks are present along much of the roadway, including 23,100 lineal feet of asphalt sidewalks and 4,300 lineal feet of concrete sidewalks. However, these sidewalks are often narrow, curbside, poorly designed and unmaintained. Curb/wheelchair ramps do not meet ADA requirements, if they are present at all. A primary example of poor design is the presence of utility poles within the sidewalks along much of their length. As a result, these segments are not accessible to wheelchairs.

#### Pavement

WSDOT is responsible for major surface repair including overlays and the installation of curb ramps along 145<sup>th</sup> from Aurora Ave N to Bothell Way NE. A complete overlay of the roadway is scheduled to be performed every 10 to 15 years and the last one was performed in 2001. When major overlays are performed, they must be accompanied by upgrades and repairs to sidewalks to meet ADA standards. The latest WSDOT projection for resurfacing is 2017. However, according to WSDOT staff, this work is likely to be delayed. The road sections west of I-5 are in relatively good shape, with a pavement rating of 73. The road sections on the east side of I-5 have pavement ratings ranging between 45 and 65, which may require road maintenance sooner than later. Pavement ratings range from 0 to 100, with higher numbers indicating better condition of the pavement. A pavement rating around 60 is an indicator to WSDOT that an overlay is required. Beyond that, the City would be responsible for maintenance such as crack filling, patching and possibly bituminous surface treatment (BST). There are no known subgrade problems and a portion of the corridor (east of I-5) has a concrete base. However, much of the road surface is cracked ("alligatored").

#### Signals

145<sup>th</sup> has twelve (12) signalized intersections, all of which are on span wires (as opposed to mast arms). All of these traffic signals operate on the Eagle system and are maintained by the City of Seattle, with the exception of the signal on the west side of I-5, which is operated by WSDOT. The signal at Bothell Way NE is not located in the area that the City of Shoreline would own. Annual maintenance costs for a single traffic signal are approximately \$2,000, so the cost for the twelve signals would be approximately \$24,000 per year. Replacement costs would be in excess of these estimates.

### Retaining Walls and Fences

Retaining walls, structures, rockeries and fences (including remnants of old concrete guard rail posts) are present sporadically along the length of the corridor on both sides of the street. They are located both on private property and within the right-of-way. Roadway improvements that maximize the existing right-of-way or require widening are likely to impact many of these structures.

### Street Lighting

There are approximately 150 street lights (luminaires) along the corridor, generally with lights on one side at a time (depending on section). The light fixtures have differing wattages. Based on staff's review it appears that Seattle pays for the lighting on the south side, King County on the north, and WSDOT at the I-5 interchange. The average electricity cost per year per light is approximately \$200, \$30,000 annually for 150 lights.

### Utilities

- Water – Seattle Public Utilities (SPU) has a 24 inch water main within the 145<sup>th</sup> Street ROW. This water line serves both Shoreline and Seattle residents. Additionally, SPU's main sixty-inch trunk link intersects with 145<sup>th</sup> Street at 8<sup>th</sup> Ave NE. The mains are made of cast iron or steel and are approximately 50 to 80 years old. SPU has a pump station located at NE 145<sup>th</sup> Street and 5<sup>th</sup> Avenue NE.
- Wastewater – SPU and Ronald Wastewater District mains are mostly concrete. They are about 50 years old, which is near the end of their lifecycle. Ronald Wastewater maintains mains in 145<sup>th</sup> Street on the far west and east side of the City, whereas the City of Seattle operates a main for the majority of the 145<sup>th</sup> Street corridor.
- Power – Seattle City Light provides power along the 145<sup>th</sup> Street corridor. All of these facilities are above ground. Almost all of the power lines are distribution lines. Two high voltage transmission corridors cross 145<sup>th</sup> Street - one at Linden Avenue N (at the Interurban Trail) and one at 8<sup>th</sup> Ave NE. There are approximately 150 street lights along the corridor, the majority of which are on the north side of the street. Many poles are located within the existing sidewalk. In most cases, lights are present on only one side of the street for long segments.
- Stormwater – Most of the catch basins in 145<sup>th</sup> Street drain to the south and east toward Lake Washington. There are approximately 32,000 lineal feet of storm pipe with about 160 catch basins on both sides of the corridor. Annual maintenance costs would be approximately \$4,266.00 for catch basin cleaning/vactoring and \$17,500 for cleaning/jetting.

### Policing

Currently there is little to no traffic enforcement on 145<sup>th</sup> Street, primarily due to design and jurisdictional conflicts. Washington State Patrol is the primary service provider on 145<sup>th</sup> Street for traffic accident responses (150 per year). Shoreline and Seattle police provide some response services as well. If Shoreline incorporates the roadway, it would assume responsibility (and costs) for traffic accident responses which would need to be

factored into the budget/contract with King County Sherriff's office. If a high level of major accident reconstruction (MARR) occurred, then the MARR budget may have to be increased. It is likely that the City's Customer Response Team (CRT) may also be impacted with a need to assist with traffic control for accident responses.

Other

Given that 145<sup>th</sup> serves as a major arterial, if the City were to incorporate the road, then City staff would also become responsible for snow plowing, street sweeping, striping and other services that the City provides to its roadways.

**VOLUMES AND ACCIDENTS**

145<sup>th</sup> Street is one of the busiest roadways in the area. The following table shows average daily trip (ADT) volume for five roadway segments.

	ROADWAY SEGMENT				
	3 <sup>rd</sup> Ave NW – Greenwood Ave N	Greenwood Ave N – Aurora Ave N	Aurora Ave N – I-5	I-5 – 15 <sup>th</sup> Ave NE	15 <sup>th</sup> Ave NE – Bothell Way NE
2010 ADT	10,213	13,723	25,239 (WSDOT 22,000-30,000)	31,793 (WSDOT 28,000-30,000)	24,596 (WSDOT 21,000-26,000)

Accidents of all types (vehicles, pedestrians, bicyclists) are counted and monitored by WSDOT. Approximately 150 accidents occur annually on this corridor, which staff estimates would cost \$15,000-\$30,000 annually to investigate. This cost does not include MARR. Shoreline currently has a contract with King County and the 2012 City budget totals \$45,000 for MARR related investigations. The 2012 City budget for MARR was increased due to the number of accident investigations that had occurred annually during the last few years. It is likely that the City would need to increase this budget to accommodate required accident investigations If work on 145<sup>th</sup>. Increases in traffic volumes would result in the need for additional traffic enforcement.

**TRANSIT USAGE**

145<sup>th</sup> Street is not a very highly used transit corridor. Metro is the only transit provider on this street. Two peak-only routes serve portions of the street, primarily to access I-5. Three all-day routes terminate around 145<sup>th</sup> Street and serve very short segments of the roadway. Multiple all-day and peak-only routes cross 145<sup>th</sup> Street or terminate at the North Jackson Park park and ride lot. Due to its currently congested nature, Metro prefers not to provide service on 145<sup>th</sup> Street.

It is anticipated that with the location of a light rail station at I-5 and 145<sup>th</sup> Street, transit service on 145<sup>th</sup> Street will be expanded, with buses providing all-day feeder service to the station from the east and west sides of Shoreline and the Transportation Master Plan (TMP) envisions all-day feeder service that connects the transit corridors on Aurora Ave N, I-5 and Bothell Way NE.

In addition to the changes in transit service, the presence of a light rail station at 145<sup>th</sup> is also likely to change traffic patterns, land uses and aesthetics in the immediate surroundings. Motorists, bicyclists and pedestrian volumes will all increase and the transportation facilities will need to accommodate these volumes. Higher density residential uses and possibly some commercial/office uses will change the physical makeup and appearance of the neighborhood.

### ***CRITICAL AREAS AND CONTAMINATION***

The roadway and surrounding properties are generally flat, with a few areas of steep slopes concentrated around the I-5 interchange and Jackson Park Golf Course. Stream corridors cross 145<sup>th</sup> at I-5 (Thornton Creek), 9<sup>th</sup> Avenue NE and 20<sup>th</sup> Avenue NE. A five acre wetland system lies just to the north of 145<sup>th</sup>, between 10<sup>th</sup> and 11<sup>th</sup> Ave NE. Little Creek flows into the Jackson Park Golf Course just to the east of 10<sup>th</sup> Ave NE. No other wetlands are mapped around the corridor.

Due to its function as an auto-oriented corridor, there is likely to be contamination either within or immediately adjacent to the roadway. Contamination often comes from gas stations, automobile repair businesses or other businesses that utilize petroleum based products. Several sites in this area are identified for cleanup on the Washington State Department of Ecology website including:

- Arco station (14424 Greenwood Avenue N)
- Ruben's Dry Cleaner (14305 Greenwood Avenue N)
- Qwest Emerson (1249 NE 145<sup>th</sup> Street)
- Park Ridge Care Facility (1250 NE 145<sup>th</sup> Street)
- Sparks Tuneup (Former Texaco Station 14501 15<sup>th</sup> Avenue NE)
- Earl's Garage (14515 15<sup>th</sup> Avenue NE)
- Chevron Station (1554 NE 145<sup>th</sup> Street)
- Former Mobile Station (3217 NE 145<sup>th</sup> Street)
- The right-of-way at 15<sup>th</sup> Avenue NE and NE 145<sup>th</sup> Street

In general, it is the responsibility of private property owners to clean up contaminated soils. However, it is possible that contamination from private property has leached into the right-of-way. Clean up of contaminated soils would generally only be required at the time the City undertakes a capital project and disturbs the contaminated area. The originator of the contamination can also be pursued for clean up.

### ***FUTURE VISION***

The corridor is currently in need of significant capital improvements, such as sidewalk upgrades. The need for additional improvements is likely to expand with increased traffic, bicycle and pedestrian volumes, diversion resulting from tolling of the Lake Washington bridges and the operation of light rail. In order to fully understand these demands and the necessary improvements to address them, a corridor study is needed that includes participation by WSDOT, City of Seattle, Sound Transit and Metro Transit. It is anticipated that future improvements would include the following:

- Improved sidewalks with amenity zones. Utility poles would be relocated with roadway widening per our franchise with SCL.
- Investments that improve transit speed and reliability. These may include transit signal priority, queue jump lanes or Business Access and Transit (BAT) lanes.
- Additional traffic capacity, such as a center left-turn lane. This lane could also be used to reroute traffic when there are traffic collisions.
- Improved space and locations for police to perform traffic enforcement actions.

The corridor study, will include pre-design and environmental work, which includes public outreach, the development of a conceptual idea for the corridor and the preparation of analysis documents, such as those required by State Environmental Policy Act (SEPA) and National Environmental Policy Act (NEPA), and a funding strategy. The next step would be design and engineering along with right-of-way acquisition. Finally, the City would proceed to construction. Improvements may be constructed in phases, similar to how the Aurora Corridor project was implemented.

Attachment B identifies potential corridor study elements.

### ***ANNEXATION PROCESS***

The process required to annex 145<sup>th</sup> Street would be a simultaneous or near simultaneous de-annexation on the part of Seattle and an annexation by Shoreline. Both cities would adopt separate ordinances detailing the new corporate boundaries, which would then be approved by King County. The agencies would also need to enter into an agreement setting forth responsibilities and commitments for each agency (see below). Shoreline, Seattle and King County attorneys have talked conceptually about what would be required in ordinances for the exchange of jurisdictional boundaries, should the City decide to move forward with the annexation.

### ***AGREEMENT COMPONENTS***

By annexing a new street, the City of Shoreline would assume new costs related to operations and maintenance of the roadway, as well as future capital improvements. Basic operations and maintenance requirements would include plowing, sweeping, striping, signal maintenance and catch basin maintenance. These would cost approximately \$4,826 per lane mile annually, approximately \$60,000 per year for the entire corridor. This includes labor and materials. Police costs would be approximately \$20,000 and street lights approximately \$30,000 per year. Furthermore, capital projects along this roadway would be expensive. The estimated cost to install sidewalks on the north side only is over \$17 million. This cost assumes that the curbs remain in their present location (the roadway is not widened) and does not include utility undergrounding costs. Similar to Aurora, large capital projects on this street are likely to be highly qualified for grants associated with improvements, especially with the siting of the light rail station at I-5.

To help offset the initial operating costs, the City of Shoreline's annexation of 145<sup>th</sup> Street from Seattle would be accompanied by an agreement that addresses several issues. Many of these issues may have timelines or endpoints associated with them.

Following are staff's preliminary thoughts on the components of an agreement with Seattle.

1. Land use permitting – Land use for the properties located on the south side of the street would be regulated by the City of Seattle. Seattle would be asked to coordinate with Shoreline regarding driveway locations and sidewalk design. Sidewalks would be constructed using Shoreline's standards of a five foot amenity zone and a five- or eight-foot wide sidewalk, depending upon the adjacent land use. Seattle property owners would be required to obtain a right-of-way permit from Shoreline for any work in the right-of-way. As properties redevelop along the south side of the road, Seattle would be obligated to extract dedications from property owners and/or ensure structures are properly sited so that they are not in a future acquisition or project area. As right-of-way acquisition occurs, the City's municipal boundary would be adjusted to reflect the acquisitions.
2. Utilities – For those utilities owned by Seattle, they would agree to participate in the necessary upgrades/undergrounding associated with major capital projects and would pay the costs for those improvements. For example, SCL would be responsible for undergrounding or relocating overhead power lines and would pass those costs on to all system rate payers. Until and if the City purchases the SPU system in Shoreline in 2020, SPU would upgrade any water lines, in accordance with our franchise agreement, that are undersized or do not have adequate water pressure at the time the City constructs improvements, rather than requiring future development to perform these upgrades. These requirements could be incorporated as part of Shoreline's franchise agreements with the individual utilities.
3. Stormwater facilities – Like the City of Shoreline, the City of Seattle collects a surface water maintenance fee. Seattle could transfer the equivalent amount of these maintenance fees to Shoreline or continue to maintain the catch basins on the south side of the roadway until such time as improvements are completed. Seattle would also be responsible for ensuring that necessary private property easements are in place.
4. Traffic signals –Seattle would continue to maintain the signals for ten years or until a major capital project is completed, at no charge to Shoreline. An ordinance by the City of Seattle would be required to allow their crews to work outside of their city limits. This discussion is currently underway for maintenance of some of Shoreline's signals and those on 145<sup>th</sup> Street would be incorporated into the final agreement.

Corridor study/grant applications/future projects – One of the primary impetuses for pursuing this annexation is the opportunity for the City of Shoreline to pursue grant funding and design and manage improvements to the street. Seattle would agree to participate in a corridor study identifying the needed improvements for the corridors and impacts to surrounding properties (This study would also include the participation of WSDOT, Sound Transit and Metro Transit). WSDOT currently has a limited scope corridor study underway to evaluate ADA compliance and operational improvements at the I-5 interchange, Aurora Avenue N and Bothell Way NE. The deliverables for this study include a prioritized list of intersection and ADA improvements, a proposed scope for each project and a preliminary cost estimate for each project. Should the City need

to purchase property on the south side of the right-of-way in order to accommodate a planned roadway cross-section, RCW 8.12.030 may allow condemnation of property outside of the City depending on how it is redeveloped (condemnation for drives and boulevards outside the city limits allowed). The City would not have to get Seattle’s consent. Seattle and King County will remain liable for any unsafe conditions in the roadway until Shoreline “has been afforded a reasonable opportunity to discover and remedy any unsafe conditions.” *Olson v. Bellevue*, 93 Wn.App. 154, 163, 968 P.2d 894 (1998). Washington courts have not specified how much time is reasonable to discover and remedy unsafe conditions. In *Olson*, the court determined two years afforded the City of Bellevue a reasonable opportunity to discover and remedy unsafe conditions in the roadway. Consequently, Shoreline would not be immediately liable for any unsafe conditions on 145th, but liability for unsafe conditions would likely start within two years of annexation.

The following matrix outlines several of these issues and their associated costs and a potential strategy for cost sharing.

<b>ISSUE</b>	<b>ANNUAL COSTS</b>	<b>STRATEGY</b>
Police	\$18,000-21,000, + MARR work	Shoreline would provide primary services
Street Operations and Maintenance	\$60,000	Seattle to contribute maintenance assistance/funding for a designated time period
Traffic Signals	\$24,000	Seattle to maintain for 10 years or until roadway redeveloped
Street Lighting	\$30,000	This cost can be reduced if we have Seattle maintain signal systems for 10 years
Right-of-way permits	\$0	Shoreline would process ROW permits. This would be cost neutral, as permit fees are meant to cover costs associated with processing and inspections.
Major Roadway Maintenance (Overlay)	\$0	WSDOT currently performs overlays; this would not change with Shoreline ownership

**CONCLUSION**

Acquisition of 145<sup>th</sup> Street is a complicated issue and merits evaluation by the City Manager and Shoreline City Council before staff pursues the matter further with Seattle. One option for the City is to pursue acquisition of a portion of the corridor (i.e. west or east side of I-5 only) as one way to minimize costs. However, this seems to complicate the matter further and does not resolve the concerns about ensuring future improvements on the corridor are studied and implemented comprehensively.

In summary, the pros and cons are summarized below.



## Pros

- The only way improvements to 145<sup>th</sup> Street will be undertaken is if the City of Shoreline instigates, designs and constructs them. Improvements to this corridor are not a current priority to any of the jurisdictions with authority over the roadway and are not likely to become a priority any time in the foreseeable future. Sound Transit is likely to construct some limited improvements near I-5 in conjunction with development of the light rail station. However, the only way to achieve effective, multi-modal improvements that address the needs of all users is to implement them corridor wide, involving all affected jurisdictions and agencies. Once grants are awarded, Shoreline could charge against the grants to support staff efforts.
- Shoreline residents are significantly impacted by changes to traffic volumes and the lack of nonmotorized amenities along the corridor. Conditions for all users along this corridor are likely to deteriorate unless Shoreline annexes the roadway and coordinates improvements. With the construction of capital improvements on the roadway, Shoreline residents would realize enhanced quality of service and transportation improvements that complement each other. For example, the distance from 15<sup>th</sup> Ave NE (a high density node) to the light rail station at I-5 is approximately ½ mile, a comfortable walking distance when sidewalks are present along such a busy roadway.
- Currently ADA access is limited or non-existent in many sections of 145<sup>th</sup> Street due to narrow walkways, utility pole placement and lack of curb ramps. This limits the ability for Shoreline residents with physical challenges to use the sidewalks or access the transit system. Several of the transit stops are not accessible to wheelchairs due to the conditions of the pedestrian system.
- There are five areas along 145<sup>th</sup> Street with significant redevelopment potential. These commercially zoned areas include Westminster/Greenwood, Aurora, 15<sup>th</sup> Avenue NE and Bothell Way NE. The area around 5<sup>th</sup> Avenue NE where the light rail station is likely to be constructed has potential for redevelopment as well. From the economic development perspective, and based on input from the Economic Development Manager, improvements to 145<sup>th</sup> Street would benefit property owners and spare the cost of frontage improvements for future redevelopment projects. In addition, it would lower the costs for future development by eliminating the number of parties involved in permit review, thereby shortening the time required -- and usually the dollars spent -- for permitting. Having a single organization responsible for improvements, maintenance, and public inquiries is desirable.

## Cons

- Acquisition of 145<sup>th</sup> Street would come with the acceptance of maintenance responsibilities, their associated costs and the understanding and expectation that the City of Shoreline would undertake necessary improvements. Shoreline is already struggling to ensure funding is available to maintain the City's existing infrastructure. Without an agreement that commits the City of Seattle to continue to provide some level of maintenance and/or responsibility (such as operating the traffic signals), 145<sup>th</sup> Street would represent an added financial responsibility to Shoreline of approximately \$130,000 annually. This could be reduced with successful negotiations with Seattle in the agreement.
- The City has an increased level of responsibility to address existing safety issues and will work to resolve them as part of a large capital project. By undertaking the

planning process and working towards a solution, this may lessen the liability. We must also address emergency circumstances as they arise.

- The City would be subject to potential liability related to claims from vehicular accidents, similar to other roadways in the City.
- There will be a need to secure funding for capital projects and it is assumed that grants will be the primary resource. Without grant funding, the City will be unable to accomplish much of the needed improvements. The City will also need to identify a minimal level of matching funding to work towards leveraging grants in the future.

### **STAKEHOLDER OUTREACH**

It is worth noting that during the SE Neighborhood Subarea planning effort many residents expressed a desire for the City to address the roadway, making it safer for motorists, pedestrians, and bicyclists. In fact, as part of the Subarea Plan, the Council adopted the following recommended policy statement:

T11: Encourage the City to work with Seattle, King County, Sound Transit, and WSDOT to undertake a corridor study on 145th St. that would result in a plan for the corridor to improve safety, efficiency, and modality for all users. This plan should include adjacent neighborhoods in the process, and should have a proposed funding strategy for implementation.

Should the City move forward, generally, an annexation can be performed either via petition or by a vote of the residents to be annexed. Because there are no residents within the annexation area, this would be performed as an agreement between the Cities of Shoreline and Seattle and King County. Once the jurisdictions reach agreement regarding the conditions of the annexation, residents along the corridor would be notified of the change and be given an opportunity to comment prior to completion of the process.

### **COUNCIL GOAL(S) ADDRESSED**

This issue addresses Council Goal 2: "Provide safe, efficient and effective infrastructure to support our land use, transportation and surface water plans". Both the City's Transportation Master Plan and Comprehensive Plan Transportation element include a policy directing the City to implement a strategy for regional coordination. Implementation strategies to achieve this policy include:

- *Develop interlocal agreements with neighboring jurisdictions for development impact mitigation, coordination of joint projects, and management of pass-through traffic. Interjurisdictional projects include...Active pursuit of annexation of the NW/N/NE 145th Street right-of-way. Coordinate a study including WSDOT, City of Seattle, King County and Sound Transit to determine the ultimate improvements and a funding plan.*
- *Coordinate with and support state agencies, transit providers and neighboring jurisdictions in the development and implementation of transportation improvements of regional significance, including...Improvements to N/NE 145th Street*

Policy T43 of the Comprehensive Plan and Transportation Master Plan states: *Pursue corridor studies on key corridors to determine improvements that address safety, capacity and mobility and support adjacent land uses.*

Policy T11 of the Comprehensive Plan Southeast Neighborhoods Subarea Plan states: *Encourage the City to work with Seattle, King County, Sound Transit, and WSDOT to undertake a corridor study on 145th St. that would result in a plan for the corridor to improve safety, efficiency, and modality for all users. This plan should include adjacent neighborhoods in the process, and should have a proposed funding strategy for implementation.*

### **RESOURCE/FINANCIAL IMPACT**

#### **RESOURCE/FINANCIAL IMPACT:**

There is no immediate financial impact to the City associated with acquisition of 145<sup>th</sup> Street, as the City is not required to purchase the roadway. However, the City would have on-going maintenance and police costs, some of which may be negotiated with the City of Seattle as part of the acquisition. Future capital projects would also be the responsibility of the City of Shoreline and could be funded as part of the City's capital budget, grant acquisition and/or in partnership with other agencies (WSDOT, Sound Transit, City of Seattle, etc.).

### **RECOMMENDATION**

This report is for discussion purposes only. No formal action is required at this time, although staff would like Council direction regarding how to proceed with further pursuing this acquisition. If Council directs staff to proceed with negotiations with Seattle and King County to transfer the roadway, staff will return with an annexation ordinance and agreement document between agencies addressing issues such as operations and cost sharing.

### **ATTACHMENTS**

Attachment A: Typical conditions along 145<sup>th</sup> Street

Attachment B: Potential corridor study elements



# Attachment A - Typical conditions along 145<sup>th</sup> Street

## Travel Lanes and Sidewalks





Pavement



Retaining Walls and Fences





- Corridor-wide Study Elements:**
- Transit Signal Priority: Aurora Ave N to Bothell Way NE
  - Sidewalks
  - Transit Enhancements
  - Intersection Improvements
  - Lighting
  - Utility Poles
  - Right-of-Way and Setbacks
  - Drainage
  - Landscaping

- 3rd Ave NW to Greenwood Ave N:**
- No Major Changes
  - No New Sidewalks

- Greenwood Ave N to Aurora Ave N:**
- 3-Lane Re-channelization
  - Bicycle Lanes

- Aurora Ave N to I-5:**
- 5-Lane Cross Section

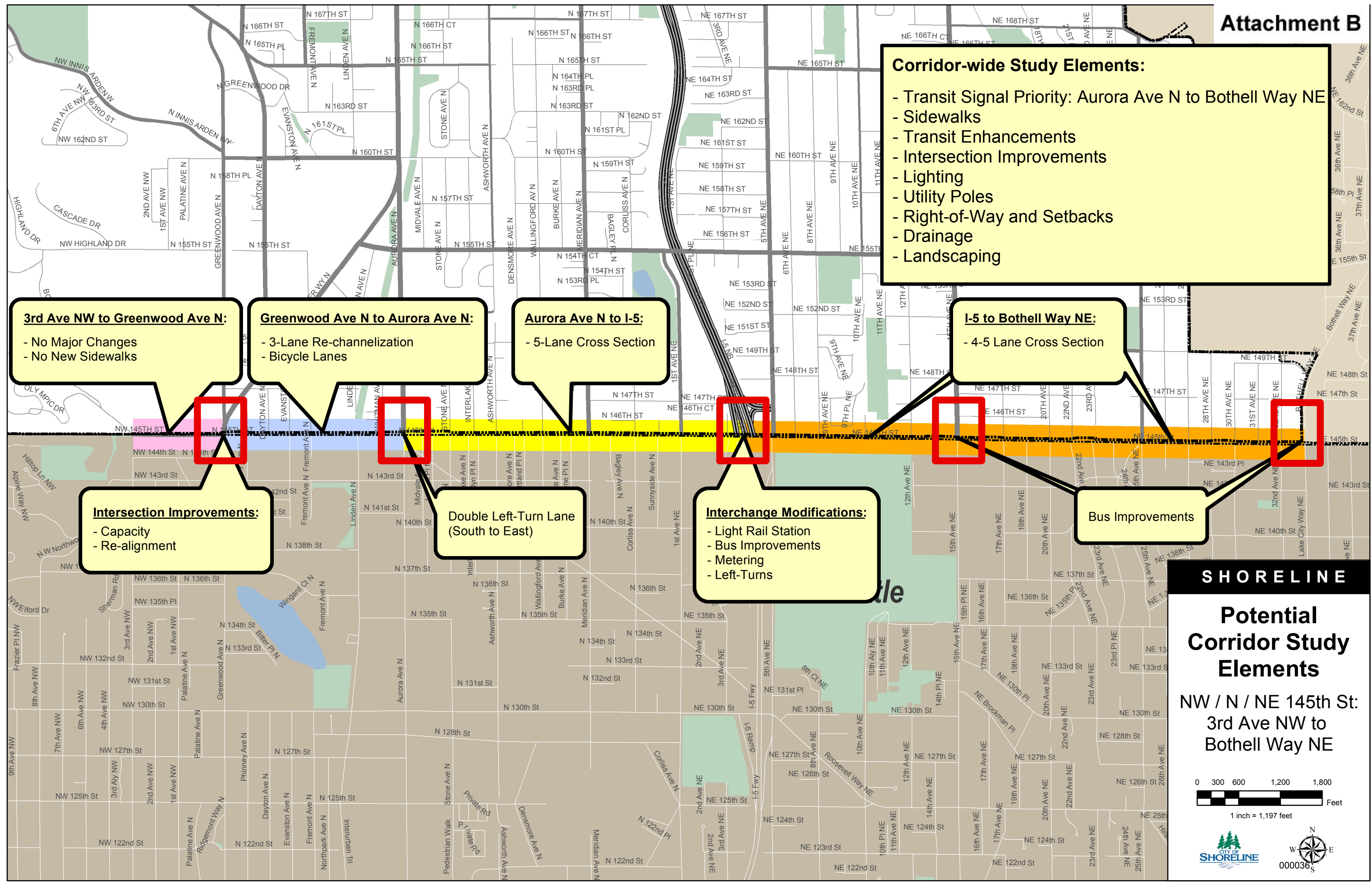
- I-5 to Bothell Way NE:**
- 4-5 Lane Cross Section

- Intersection Improvements:**
- Capacity
  - Re-alignment

- Double Left-Turn Lane (South to East)**

- Interchange Modifications:**
- Light Rail Station
  - Bus Improvements
  - Metering
  - Left-Turns

- Bus Improvements**



**SHORELINE**

**Potential Corridor Study Elements**

NW / N / NE 145th St:  
3rd Ave NW to Bothell Way NE

0 300 600 1,200 1,800 Feet

1 inch = 1,197 feet

000036

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<p><b>AGENDA TITLE:</b> Sidewalk Prioritization Criteria Discussion <b>DEPARTMENT:</b> Public Works <b>PRESENTED BY:</b> Mark Relph, Public Works Director Kirk McKinley, Transportation Services Manager Alicia McIntire, Senior Transportation Planner</p> <p><b>ACTION:</b>    <input type="checkbox"/> Ordinance    <input type="checkbox"/> Resolution    <input type="checkbox"/> Motion    <input checked="" type="checkbox"/> Discussion</p>
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**PROBLEM/ISSUE STATEMENT:**

In December 2011, Council adopted an updated Transportation Master Plan (TMP). The TMP is the City's long range plan for transportation. It identifies programs, policies and projects to help achieve the City's vision for its transportation network and will be used in the development of future Capital Improvement Plans (CIP) and grant applications. The TMP includes a Pedestrian System Plan which identifies the City's vision of how the pedestrian network will be developed in the future. The individual projects needed to complete the system are included as part of the TMP, along with criteria used to prioritize them.

During Council deliberations regarding the TMP, Council requested that staff schedule a future in-depth evaluation of the criteria used to prioritize sidewalk projects. This evaluation will include a review of the criteria included in the plan as well as additional options that Council may want to consider.

**RESOURCE/FINANCIAL IMPACT:**

At this time, there is no financial impact to the City associated with reevaluation of the criteria used to prioritize sidewalk improvements. However, the prioritized pedestrian projects will guide some of the City's transportation investments for several years to come.

**RECOMMENDATION**

No formal action is required at this time, although staff would like Council direction for how to proceed with reevaluating these criteria. This report is for discussion purposes only.

Approved By:            City Manager - *JU*    City Attorney - *IS*

## **INTRODUCTION**

During Council deliberations regarding the TMP, Council requested a future discussion to further evaluate the criteria used for prioritizing the sidewalk projects needed to implement the Pedestrian System Plan. This staff report recalls the process used to develop the criteria included in the plan and identifies alternate methodologies utilized by other cities.

## **BACKGROUND**

The TMP is the City's long-range plan that helps guide how the City develops its CIP, coordinates transportation improvements with land uses, and plans for transportation solutions to respond to growth. A significant part of the recently completed TMP update was the development of a Pedestrian Plan. The Pedestrian Plan includes an inventory of existing facilities in the City, identification of a Pedestrian System Plan and the issues associated with development of a complete pedestrian system in Shoreline. The policies address construction of sidewalks as a priority for transportation improvements, design standards, funding and public outreach. The criteria used to prioritize the 123 separate projects needed to complete the Pedestrian System Plan are also included in the TMP and the projects are prioritized in accordance with these criteria.

As part of the development of the Pedestrian Plan, a citizens' advisory committee was established. This group of twelve residents assisted staff with the development of the Pedestrian System Plan as well as the prioritization criteria. Committee members included: Howard Barkhoff, Andrew Behnke, Mark Davies, Chris Egge, Paulette Gust, Barbara Guthrie, Katherine Hall, Kenneth Howe, Patrice McDermott, Robert Phelps, Allan Rand and Joseph Wasikowski. The committee discussed several options for prioritizing projects, including options for weighting the criteria. It was the committee's recommendation that all criteria be equally weighted, which was carried through into the plan.

The adopted TMP includes the following policy which directs the prioritization of pedestrian projects:

*Expand the City's pedestrian network. Prioritize projects shown on the Pedestrian System Plan, using the following criteria:*

- *Can be combined with other capital projects or leverage other funding*
- *Proximity to a school or park.*
- *Located on an arterial.*
- *Connects to an existing walkway or the Interurban Trail.*
- *Located in an activity center, such as Town Center, North City or Ballinger, or connects to Aurora Avenue N.*
- *Connects to transit.*
- *Links major destinations such as neighborhood businesses, high-density housing, schools and recreation facilities.*



Staff created a matrix using these criteria and prioritized the projects in accordance with eight specific criteria:

- Funding: Can the project be combined with or leverage other public funding?
- School Access: Will the walkway be within 10 blocks of a school?
- Located on an Arterial: Will the walkway be located on an arterial?
- Connects to a Park: Will the walkway connect to a park?
- Connects to an Existing Walkway: Will the walkway connect to an existing walkway?
- Activity Center: Is the walkway in the Town Center, North City Business District, Ballinger Neighborhood or connects to Aurora Ave N?
- Connects to Transit: Will the walkway provide access to high capacity transit, such as bus rapid transit or light rail, or other transit routes?
- Links Major Destinations: Will the walkway connect neighborhood businesses, high density housing, schools and recreation facilities?

The City's prioritization focused on pedestrian attractors and generators with the assumption that these are likely to have more pedestrian activity.

The criterion are equally weighted thus each project can obtain a maximum "score" of 8. The highest score for any individual project is 6. Projects ranked 5-6 are considered high priority projects. Projects ranked 3-4 are considered medium priority projects. Projects ranked 1-2 are considered low priority projects. This matrix is included in the adopted TMP and the high priority projects are included as part of the recommended projects for funding. Attachment A is an excerpt from the adopted TMP and includes a description of the individual projects and how each project ranked. Attachment B maps the City's existing sidewalk facilities and the projects ranked as high priorities in accordance with these criteria.

Staff also reviewed projects for potential funding mechanisms and strategies, such as taking advantage of opportunities as they arise. Although a project may not rank as a high priority, it could be completed in advance of others due to funding opportunities, such as a specific grant program, land use changes or safety or emergency needs. Emergencies could result when there is significant and/or unexpected damage to existing sidewalks. The need for sidewalks to improve safety could arise if an area experiences an increase in pedestrian accidents.

In addition to the prioritization process and those projects recommended for funding, the TMP includes implementation strategies that focus on the creation of specific funding programs within the City's CIP that focus on sidewalks that serve a very specific purpose. These programs include:

- "Gap" filling (short, missing segments of sidewalk, generally less than five blocks)
- Connections to transit routes
- Connections to schools
- Connections to the Interurban Trail
- Construction of connector facilities within undeveloped right-of-way.

Through these programs, the City could accomplish the identified goal affiliated with each as the sidewalk system is built out.

## **DISCUSSION**

There are no required methodologies for the prioritization of sidewalks. Municipalities utilize a variety of processes or strategies depending upon their individual needs, the available data and technology or the level of detail needed. Many cities use a “scorecard” method, similar to what is included in the TMP. Often times, the criteria are weighted, with some issues granted a higher score, based upon their importance in comparison to other criteria. Relative values can also be assigned within the criteria. For example, street classification may be a criteria used to evaluate sidewalk needs. The type of street (arterial or non-arterial) may be assigned different values to indicate the importance associated with that factor.

Staff reviewed the methodologies applied by several cities in the region, including Seattle, Bellevue, Redmond, Bellingham, Renton, Bothell and Kirkland. All of these cities, with the exception of Bothell, utilize or are in the process of developing a scorecard methodology to prioritize their projects; Bothell does not have a prioritization process and evaluates projects on a case-by-case basis. In some instances, a city has an established funding source and is seeking to identify a series of projects that can be achieved within the established budget.

The following criteria were used by cities. Not all of the criteria were used by all of the cities. Most of the cities used GIS to help identify and analyze the data. Other sources include census information, public health departments and self reporting by residents.

- Demand/attractors: These include uses or locations that are likely to generate pedestrian traffic such as parks, schools, transit, libraries, commercial areas, trails and multi-family residential and high density areas.
- Equity: Factors addressing equity include automobile ownership, household income/low income population, persons with disabilities, diabetes rates, physical activity rates, obesity rates, age (youth, elderly).
- Street classification or corridor function: These include the type of street (arterial or non-arterial) or the adjacent land use.
- Existing conditions and pedestrian comfort: Measures included in this category are presence of sidewalks (none, one side, both sides), physical buffers (parked cars/trees/landscaping), traffic volumes and speeds, block length, presence of a curb, sidewalk slope, walkway or wide shoulder materials (asphalt, gravel, concrete), sidewalk width and transit ridership.
- Street crossings: Factors used to address this criterion include street classification, traffic volumes, speed limit, road width, distance between traffic signals and stop signs, crosswalks, curb ramps, signal control and accident history.
- Safety: Measures used to evaluate safety include traffic volumes, vehicle speeds and accident history.
- Funding: This includes construction and maintenance costs and the ability to leverage funding.

- School walk routes
- Missing links and system linkage
- Distance from attractions
- Availability of alternative walkways
- Availability of existing right-of-way
- Neighborhood priorities

The prioritization criteria used to rank the projects identified to complete the Pedestrian System Plan incorporate and address many of these issues. The issues that are notably absent from the City's criteria include an evaluation of equity, presence of physical buffers, block length, presence of widened shoulders or curbs, transit ridership (as opposed to proximity to transit routes), street crossings, accident history and availability of existing right-of-way. Because the City's Pedestrian System Plan is based primarily on arterials and the projects derived from it focused on completion of the system and construction of sidewalks where none currently exist, some aspects of existing conditions were incorporated into the Plan in that manner (i.e. existing sidewalks were inventoried). Staff also equated a lack of sidewalk to an inherent safety concern. Through the creation of the Pedestrian System Plan, staff utilized information gathered through the City's Neighborhood Traffic Action Plan process to incorporate high priority neighborhood projects. These projects were then compared to other projects needed to complete the system and prioritized relative to them.

While less detailed than some other jurisdictions' process, staff believes that the criteria used in the TMP resulted in a comprehensive list of high priority sidewalk projects located throughout Shoreline. Completion of the projects will help achieve the City's pedestrian system goal with safe facilities that connect to destinations and transit. The projects help to create a more complete system by connecting to existing facilities. The system also lays the groundwork for a potential Council strategy to fund a sidewalk program.

### **ALTERNATIVE ANALYSIS**

If Council would like staff to reevaluate the prioritization methodology, staff recommends one of the following options:

1. Develop a second screen for high priority projects. This would include additional criteria to further narrow the focus for projects based upon issues not addressed in the first set. This could also be expanded to incorporate medium priority projects.
2. Identify new criteria and/or modify the existing criteria used to prioritize all identified sidewalk projects.

Depending upon the level of detail and the amount of information currently available or inventoried, staff time will need to be dedicated to this task. In either case, should Council feel that the criteria for sidewalk prioritization be reevaluated, it is staff's recommendation that the Bicycle and Pedestrian Advisory Committee be reconvened to assist staff with this task. Staff would request that Council provide specific direction

regarding any issues that deserve greater consideration or weight so that the Committee and staff can utilize them as a starting point.

### **STAKEHOLDER OUTREACH**

The TMP was under development for over two and a half years. It began in April 2009 with internal staff meetings and project planning efforts. Public involvement was initiated the following July with an open house to gather citizen feedback about bicycle, pedestrian and transit issues. Residents were also asked to participate in a citizens' advisory committee to help staff develop policy and system plan recommendations for bicycle and pedestrian transportation. Twelve residents volunteered and this committee met eight times from September 2009 through May 2010. Staff met with Council several times from March through August 2010 to receive policy direction on several aspects of the TMP update. In April 2011, an open house was held for residents to view draft materials developed by staff and provide feedback.

The draft TMP was released in September 2011. Notice of its release was posted on the City's website and sent to residents who have signed up for notification about the TMP, neighboring jurisdictions, transit providers and advocacy groups, including Feet First, Bicycle Alliance of Washington, the Cascade Bicycle Club and the Cascade Land Conservancy. The notice included the Planning Commission hearing date. A SEPA Threshold Determination of Nonsignificance was issued for the TMP, Comprehensive Plan amendments and Development Code amendments on September 29. No comments were received in response to the SEPA determination. The Planning Commission met on September 29 and October 6 to discuss the staff recommended changes to the Comprehensive Plan and Development Code and held a public hearing on October 27. Notice of Council's Public Hearing and scheduled discussion on November 21 was sent in early November to the same group and posted on the City's website. The TMP was adopted by Council on December 12.

### **COUNCIL GOAL(S) ADDRESSED**

This issue addresses Council Goal 2: "Provide safe, efficient and effective infrastructure to support our land use, transportation and surface water plans." The recently adopted Transportation Master Plan includes criteria to be used for prioritizing sidewalk improvements and a list of all of the needed projects, in priority order, to complete the Pedestrian System Plan.

### **RESOURCE/FINANCIAL IMPACT**

At this time, there is no financial impact to the City associated with reevaluation of the criteria used to prioritize sidewalk improvements. However, the prioritized pedestrian projects will guide the City's transportation investments for several years to come.

### **RECOMMENDATION**

No formal action is required at this time, although staff would like Council direction for how to proceed with reevaluating these criteria. This report is for discussion purposes only.

### **ATTACHMENTS**

Attachment A: Pedestrian System Plan projects and rankings

Attachment B: Existing sidewalk facilities and high priority sidewalk projects

ATTACHMENT A

PEDESTRIAN FACILITY IMPROVEMENTS PROJECT DESCRIPTIONS					
PROJECT #	STREET	FROM	TO	STREET CLASSIFICATION	PROJECT DESCRIPTION
1	Richmond Beach Dr NW	NW 196 <sup>th</sup> St	NW 199 <sup>th</sup> St	Collector Arterial	Construct sidewalks on the west and east sides of the street
2	Richmond Beach Dr NW	NW 195 <sup>th</sup> St	NW 196 <sup>th</sup> St	Local Primary Street	Construct sidewalks on the west and east sides of the street
3	NW 196 <sup>th</sup> St	Richmond Beach Dr NW	24 <sup>th</sup> Ave NW	Local Primary Street	Construct sidewalks on the south side of the street
4	20 <sup>th</sup> Ave NW	Saltwater Park entrance	NW 195 <sup>th</sup> St	Local Primary Street	Construct sidewalks on the west and east sides of the street
5	20 <sup>th</sup> Ave NW	NW 195 <sup>th</sup> St	NW 205 <sup>th</sup> St	Collector Arterial	Construct sidewalks on the west side of the street
6	NW 195 <sup>th</sup> St	Richmond Beach Dr NW	21 <sup>st</sup> Ave NW	Collector Arterial	Construct sidewalks on the north side of the street and fill in gaps on the side of the street
7	NW 197 <sup>th</sup> St	20 <sup>th</sup> Ave NW	18 <sup>th</sup> Ave NW	Local Street	Construct sidewalks on the north and south sides of the street
8	18 <sup>th</sup> Ave NW	NW 197 <sup>th</sup> St	NW 198 <sup>th</sup> St	Local Street	Construct sidewalks on the west and east sides of the street
9	NW 198 <sup>th</sup> St	18 <sup>th</sup> Ave NW	15 <sup>th</sup> Ave NW	Local Secondary Street	Construct sidewalks on the north and south sides of the street and improve pedestrian path in unimproved right-of-way between the NW 198 <sup>th</sup> Street cul-de-sac bulb and 15 <sup>th</sup> Ave
10	15 <sup>th</sup> Ave NW	NW 188 <sup>th</sup> St	NW 192 <sup>nd</sup> St	Collector Arterial	Construct sidewalks on the west and east sides of the street
11	15 <sup>th</sup> Ave NW	NW 195 <sup>th</sup> St	NW 205 <sup>th</sup> St	Collector Arterial	Construct sidewalks on the west and east sides of the street
12	NW 188 <sup>th</sup> St	15 <sup>th</sup> Ave NW	Springdale Ct NW	Collector Arterial	Construct sidewalks on the north and south sides of the street
13	Ridgefield Rd NW/ NW Innis Arden Drive	Springdale Ct NW	8 <sup>th</sup> Ave NW	Local Primary Street	Construct sidewalks on the north and south sides of the street
14	Springdale Ct NW/14 <sup>th</sup> Ave NW	NW 175 <sup>th</sup> St	NW 188 <sup>th</sup> St	Collector Arterial	Construct sidewalks on the west and east sides of the street
15	15 <sup>th</sup> Ave NW/NW 167 <sup>th</sup> St	NW 175 <sup>th</sup> St	NW Innis Arden Way	Collector Arterial	Construct sidewalks on both sides of the street

ATTACHMENT A

PEDESTRIAN FACILITY IMPROVEMENTS PROJECT DESCRIPTIONS					
PROJECT #	STREET	FROM	TO	STREET CLASSIFICATION	PROJECT DESCRIPTION
16	NW 175 <sup>th</sup> St	15 <sup>th</sup> Ave NW	6 <sup>th</sup> Ave NW	Local Primary Street/Collector Arterial	Construct sidewalks on the north and south sides of the street
17	8 <sup>th</sup> Ave NW	NW 175 <sup>th</sup> St	South side of Sunset Park	Undeveloped right-of-way	Construct pedestrian path
18	10 <sup>th</sup> Ave NW	NW Innis Arden Way	NW 175 <sup>th</sup> St	Collector Arterial	Construct sidewalks on both sides of the street
19	8 <sup>th</sup> Ave NW	Richmond Beach Road	NW 195 <sup>th</sup> St	Minor Arterial	Construct sidewalks on the east side of the street
20	8 <sup>th</sup> Ave NW	NW 195 <sup>th</sup> St	NW 205 <sup>th</sup> St	Minor Arterial	Construct sidewalks on the west and east sides of the street
21	8 <sup>th</sup> Ave NW	North side of Sunset Park	NW 185 <sup>th</sup> St	Local Street/Collector Arterial	Construct sidewalks on east side of the street and the west side, where needed
22	NW 180 <sup>th</sup> St	3 <sup>rd</sup> Ave NW	8 <sup>th</sup> Ave NW	Local Primary Street/Collector Arterial	Construct sidewalks on the north and south sides of the street
23	6 <sup>th</sup> Ave NW	NW 175 <sup>th</sup> St	NW 180 <sup>th</sup> St	Collector Arterial	Construct sidewalks on the west and east sides of the street
24	3 <sup>rd</sup> Ave NW	NW 180 <sup>th</sup> St	NW Richmond Beach Rd	Local Primary Street	Construct sidewalks on the east side of the street
25	3 <sup>rd</sup> Ave NW	NW 189 <sup>th</sup> St	NW 195 <sup>th</sup> St	Collector Arterial	Construct sidewalks to fill in gaps on the east side of the street
26	3 <sup>rd</sup> Ave NW	NW 195 <sup>th</sup> St	NW 205 <sup>th</sup> St	Collector Arterial	Construct sidewalks on the west and east sides of the street
27	NW 205 <sup>th</sup> St	8 <sup>th</sup> Ave NW	3 <sup>rd</sup> Ave NW	Collector Arterial	Construct sidewalks on the north and south sides of the street
28	NW 195 <sup>th</sup> St	8 <sup>th</sup> Ave NW	3 <sup>rd</sup> Ave NW	Collector Arterial	Construct sidewalks on the north side of the street and fill in gaps on the south side of the street
29	NW 175 <sup>th</sup> St	6 <sup>th</sup> Ave NW	St. Luke's Place N	Collector Arterial	Construct sidewalks on the north side of the street
30	N Innis Arden Way	10 <sup>th</sup> Ave NW	Greenwood Ave N	Collector Arterial	Construct sidewalks on the north and south sides of the street
31	3 <sup>rd</sup> Ave NW/Carlyle Hall Rd NW	N 175 <sup>th</sup> St	Dayton Ave N	Collector Arterial	Construct sidewalks on the east side of the street and the west side of the street, where needed

ATTACHMENT A

PEDESTRIAN FACILITY IMPROVEMENTS PROJECT DESCRIPTIONS					
PROJECT #	STREET	FROM	TO	STREET CLASSIFICATION	PROJECT DESCRIPTION
32	Dayton Ave N	N 165 <sup>th</sup> St	N 171 <sup>st</sup> St	Minor Arterial	Construct sidewalks on the west side of the street
33	Dayton Ave N	N 171 <sup>st</sup> St	N 178 <sup>th</sup> St	Minor Arterial	Construct sidewalks on the east side of the street
34	Dayton Ave N	N 178 <sup>th</sup> St	N Richmond Beach Rd	Minor Arterial	Construct sidewalks on the west and east sides of the street
35	Dayton Ave N	Westminster Way N	N 165 <sup>th</sup> St	Minor Arterial	Construct sidewalks on the west and east sides of the street
36	Greenwood Ave N	N 145 <sup>th</sup> St	N 150 <sup>th</sup> St	Collector Arterial	Construct sidewalks on the east side of the street
37	Greenwood Ave N	N 150 <sup>th</sup> St	N 155 <sup>th</sup> St	Collector Arterial	Construct and improve sidewalks on the west and east sides of the street
38	Greenwood Ave N	N 155 <sup>th</sup> St	N 160 <sup>th</sup> St	Collector Arterial	Construct sidewalks on the west side of the street and fill in gaps on the east side of the street
39	Greenwood Ave N	N 160 <sup>th</sup> St	Carlyle Hall Road N	Collector Arterial	Construct sidewalks on the west and east sides of the street
40	Westminster Way N	N 145 <sup>th</sup> St	N 153 <sup>rd</sup> St	Principal Arterial	Construct sidewalks on both sides of the street
41	NW 195 <sup>th</sup> St	3 <sup>rd</sup> Ave NW	Linden Ave N	Collector Arterial	Construct sidewalks on the north and south sides of the street
42	NW 200 <sup>th</sup> St	3 <sup>rd</sup> Ave NW	Aurora Ave N	Collector Arterial	Construct sidewalks on the north and south sides of the street
43	Greenwood Ave N	NW 195 <sup>th</sup> St	NW 200 <sup>th</sup> St	Local Secondary Street/Undeveloped right-of-way	Construct sidewalks on the west and east sides of the street and improve pedestrian path in the unimproved right-of-way
44	Dayton Avenue N	NW 195 <sup>th</sup> St	NW 200 <sup>th</sup> St	Local Street	Construct sidewalks on the east side of the street from NW 195 <sup>th</sup> Street to NW 198 <sup>th</sup> Street and on the west and east sides of the street from NW 198 <sup>th</sup> Street to NW 200 <sup>th</sup>
45	NW 198 <sup>th</sup> Street	Dayton Ave N	Fremont Ave N	Local Secondary Street/Undeveloped right-of-way	Construct sidewalks on the north and south sides of the street and improve pedestrian path in unimproved right-of-way
46	Firlands Way N	N 185 <sup>th</sup> St	N 195 <sup>th</sup> St	Local Secondary Street	Construct sidewalks on the west and east sides of the street

ATTACHMENT A

PEDESTRIAN FACILITY IMPROVEMENTS PROJECT DESCRIPTIONS					
PROJECT #	STREET	FROM	TO	STREET CLASSIFICATION	PROJECT DESCRIPTION
47	Fremont Ave N	N 165 <sup>th</sup> St	N 205 <sup>th</sup> St	Collector Arterial	Construct sidewalks on the west side of the street from N 165 <sup>th</sup> St to N 175 <sup>th</sup> St and on the west and east sides of the street from N 175 <sup>th</sup> St to N 205 <sup>th</sup> St
48	Linden Ave N	N 175 <sup>th</sup> St	N 185 <sup>th</sup> St	Collector Arterial	Construct sidewalks on the east side of the street from N 175 <sup>th</sup> St to N 177 <sup>th</sup> St, on the west and east sides of the street from N 177 <sup>th</sup> St to N 182 <sup>nd</sup> St and on the west side of the street from N 182 <sup>nd</sup> Street to N 185 <sup>th</sup> Street
49	Linden Ave N	N 185 <sup>th</sup> St	N 188 <sup>th</sup> St	Local Secondary Street	Construct sidewalks on the west and east sides of the street
50	N 170 <sup>th</sup> St	Fremont Ave N	Aurora Ave N	Local Secondary Street	Construct sidewalks on the north and south sides of the street
51	Carlyle Hall Rd N / N 165 <sup>th</sup> St	Dayton Ave N	Aurora Ave N	Collector Arterial	Construct sidewalks on the north and south sides of the street
52	N 192 <sup>nd</sup>	Interurban Trail	Ashworth Ave N	Local Secondary Street	Construct sidewalks on the south side of the street from the Interurban Trail to Ashworth Avenue N
53	N 195 <sup>th</sup> St	Ashworth Ave N	Meridian Ave N	Local Secondary Street	Construct sidewalks on the north side of the street from Ashworth Avenue N to Wallingford Avenue N and on the north and south sides of the street from Wallingford Avenue N to Meridian Avenue N
54	Ashworth Ave N	N 155 <sup>th</sup> St	N 175 <sup>th</sup> St	Local Primary Street	Construct sidewalks on the west and east sides of the street
55	Ashworth Ave N	N 175 <sup>th</sup> St	N 185 <sup>th</sup> St	Local Primary Street	Construct sidewalks on the west and east sides of the street
56	Ashworth Ave N	N 195 <sup>th</sup> St	N 200 <sup>th</sup> St	Collector Arterial	Construct sidewalks on the west and east sides of the street.
57	Meridian Ave N	N 194 <sup>th</sup> St	N 205 <sup>th</sup> St	Minor Arterial	Construct sidewalks on the east side of the street
58	1 <sup>st</sup> Ave NE	NE 192 <sup>nd</sup> St	NE 195 <sup>th</sup> St	Collector Arterial	Construct sidewalks on the west and east sides of the street



ATTACHMENT A

PEDESTRIAN FACILITY IMPROVEMENTS PROJECT DESCRIPTIONS					
PROJECT #	STREET	FROM	TO	STREET CLASSIFICATION	PROJECT DESCRIPTION
59	NE 195 <sup>th</sup> St	1 <sup>st</sup> Ave NE	5 <sup>th</sup> Ave NE	Local Secondary Street	Construct a separated bicycle/pedestrian path on the north side of the street
60	NE 195 <sup>th</sup> St	5 <sup>th</sup> Ave NE	Interstate 5	Local Secondary Street	Construct sidewalks on the north and south sides of the street
61	NE 195 <sup>th</sup> St	Across Interstate 5		Local Secondary Street	Replace or improve the pedestrian bridge over I-5
62	5 <sup>th</sup> Ave NE	NE 185 <sup>th</sup> St	NE 205 <sup>th</sup> St	Collector Arterial	Construct sidewalks on the west and east sides of the street, where needed, to complete sidewalks on both sides of the street
63	Corliss Ave N	N 180 <sup>th</sup> St	N 185 <sup>th</sup> St	Local Secondary Street	Construct sidewalks on the west and east sides of the street
64	N 175 <sup>th</sup> St	Stone Ave N	Meridian Ave N	Principal Arterial	Construct sidewalks on the north and south sides of the street and improve existing sidewalks. Replace the existing asphalt walkway adjacent to Meridian Park Elementary School with a sidewalk.
65	NE 171 <sup>st</sup> St/Corliss PI N/N 170 <sup>th</sup> St	Meridian Ave N	North side of James Keough Park	Local Secondary Streets	Construct sidewalks on both sides of each street and construct/improve pedestrian path in the unimproved right-of-way
66	N 167 <sup>th</sup> St	Interurban Trail	South side of James Keough Park	Local Secondary Street/Local Primary Street	Construct sidewalks on the north and south sides of the street
67	N 165 <sup>th</sup> St	Interurban Trail	Meridian Ave N	Local Primary Street/Local Secondary Street	Construct sidewalks on the north and south sides of the street and improve pedestrian path in the unimproved right-of-way
68	N 157 <sup>th</sup> St	Ashworth Ave N	Meridian Ave N	Local Secondary Street	Construct sidewalks on the north and south sides of the street and improve pedestrian path in the unimproved right-of-way
69	N 160 <sup>th</sup> St	Aurora Ave N	Ashworth Ave N	Local Secondary Street	Construct sidewalks on the north and south sides of the street

ATTACHMENT A

PEDESTRIAN FACILITY IMPROVEMENTS PROJECT DESCRIPTIONS					
PROJECT #	STREET	FROM	TO	STREET CLASSIFICATION	PROJECT DESCRIPTION
70	N 152 <sup>nd</sup> St	Aurora Ave N	Ashworth Ave N	Local Primary Street/Local Secondary Street	Construct sidewalks on north and south sides of the street, where needed, to complete sidewalks on both sides of the street
71	1 <sup>st</sup> Ave NE	NE 145 <sup>th</sup> St	NE 155 <sup>th</sup> St	Collector Arterial	Construct sidewalks on east and west sides of the street, where needed, to complete sidewalks on both sides of the street
72	NE 205 <sup>th</sup> St	17 <sup>th</sup> Ave NE	19 <sup>th</sup> Ave NE	Minor Arterial	Construct sidewalks on the south side of the street
73	19 <sup>th</sup> Ave NE	NE 196 <sup>th</sup> St	NE 205 <sup>th</sup> St	Minor Arterial	Construct sidewalks on the west and east sides of the street, where needed, to complete sidewalks on both sides of the street
74	Ballinger Way NE	19 <sup>th</sup> Ave NE	25 <sup>th</sup> Ave NE	Principal Arterial	Construct sidewalks on the southwest side of the street where needed
75	25 <sup>th</sup> Ave NE	NE 195 <sup>th</sup> St	NE 205 <sup>th</sup> St	Local Primary Street	Construct sidewalks on the west and east sides of the street
76	NE 200 <sup>th</sup> St	South side of Bruggers Bog	30 <sup>th</sup> Ave NE	Local Secondary Street	Construct sidewalks on the north and south sides of the street
77	NE 195 <sup>th</sup> St/10 <sup>th</sup> Ave NE	Interstate 5	NE 185 <sup>th</sup> St	Local Secondary Street/Collector Arterial	Construct sidewalks on both sides of the street
78	NE 195 <sup>th</sup> St	10 <sup>th</sup> Ave NE	15 <sup>th</sup> Ave NE	Unimproved right-of-way/Local Secondary Street	Construct sidewalks on the north and south sides of the street and construct pedestrian path in the unimproved right-of-way
79	NE 196 <sup>th</sup> St	15 <sup>th</sup> Ave NE	19 <sup>th</sup> Ave NE	Minor Arterial	Construct sidewalks on the north and south sides of the street
80	Forest Park Drive NE	15 <sup>th</sup> Ave NE	19 <sup>th</sup> Ave NE	Collector Arterial	Construct sidewalks on both sides of the street
81	15 <sup>th</sup> Ave NE	NE 181 <sup>st</sup> St	NE 196 <sup>th</sup> St	Principal Arterial	Construct and improve sidewalks on the west and east sides of the street, where needed, to complete sidewalks on both sides of the street

ATTACHMENT A

PEDESTRIAN FACILITY IMPROVEMENTS PROJECT DESCRIPTIONS					
PROJECT #	STREET	FROM	TO	STREET CLASSIFICATION	PROJECT DESCRIPTION
82	Perkins Way NE	10 <sup>th</sup> Ave NE	21 <sup>st</sup> Ave NE	Collector Arterial	Construct sidewalks on the south side of the street from 10 <sup>th</sup> Ave NE to 21 <sup>st</sup> Ave NE and on the north side of the street from 15 <sup>th</sup> Ave NE to 21 <sup>st</sup> Ave NE
83	25 <sup>th</sup> Ave NE	Perkins Way NE	NE 178 <sup>th</sup> Street	Collector Arterial	Construct sidewalks on both sides of the street
84	24 <sup>th</sup> Ave NE	15 <sup>th</sup> Ave NE	25 <sup>th</sup> Ave NE	Minor Arterial	Construct sidewalks on both sides of the street
85	5 <sup>th</sup> Ave NE	NE 175 <sup>th</sup> St	NE 185 <sup>th</sup> St	Minor Arterial	Construct sidewalks on the west and east sides of the street
86	8 <sup>th</sup> Ave NE	NE 175 <sup>th</sup> St	NE 185 <sup>th</sup> St	Local Primary Street	Construct sidewalks on the west and east sides of the street
87	10 <sup>th</sup> Ave NE	NE 175 <sup>th</sup> St	NE 185 <sup>th</sup> St	Collector Arterial	Construct sidewalks on the west and east sides of the street
88	NE 185 <sup>th</sup> St/15 <sup>th</sup> PI NE	10 <sup>th</sup> Ave NE	NE 180 <sup>th</sup> St	Local Primary Street/ Unimproved right-of-way	Construct sidewalks on both sides of the street and construct pedestrian path in the unimproved right-of-way
89	NE 180 <sup>th</sup> St	10 <sup>th</sup> Ave NE	15 <sup>th</sup> Ave NE	Collector Arterial	Construct sidewalks on the north and south sides of the street
90	NE 177 <sup>th</sup> St	15 <sup>th</sup> Ave NE	Serpentine Place NE	Local Secondary Street	Construct sidewalks on the north and south sides of the street
91	Serpentine Place NE	NE 175 <sup>th</sup> St	NE 177 <sup>th</sup> St	Local Secondary Street	Construct and improve sidewalks on the northwest and southeast sides of the street, where needed, to complete sidewalks on both sides of the street
92	NE 175 <sup>th</sup> St	15 <sup>th</sup> Ave NE	22 <sup>nd</sup> Ave NE	Collector Arterial	Construct sidewalks on both sides of the streets, where needed, to complete sidewalks on both sides of the streets
	22 <sup>nd</sup> Ave NE	NE 171 <sup>st</sup> St	NE 175 <sup>th</sup> St	Collector Arterial	
	NE 171 <sup>st</sup> St	22 <sup>nd</sup> Ave NE	25 <sup>th</sup> Ave NE	Collector Arterial	
93	25 <sup>th</sup> Ave NE	NE 165 <sup>th</sup> St	NE 178 <sup>th</sup> St	Collector Arterial	Construct sidewalks on the west and east sides of the street. Reduce sidewalk width or construct shoulder when topography is restrictive
94	NE 168 <sup>th</sup> St	15 <sup>th</sup> Ave NE	25 <sup>th</sup> Ave NE	Collector Arterial	Construct sidewalks on the north and south sides of the street

ATTACHMENT A

PEDESTRIAN FACILITY IMPROVEMENTS PROJECT DESCRIPTIONS					
PROJECT #	STREET	FROM	TO	STREET CLASSIFICATION	PROJECT DESCRIPTION
95	NE 170 <sup>th</sup> St	5 <sup>th</sup> Ave NE	10 <sup>th</sup> Ave NE	Local Secondary Street	Construct sidewalks on the north and south sides of the street
96	10 <sup>th</sup> Ave NE	NE 155 <sup>th</sup> St	NE 175 <sup>th</sup> St	Local Primary Street	Construct and improve sidewalks on the west and east sides of the street, where needed, to complete sidewalks on both sides of the street
97	NE 165 <sup>th</sup> St	10 <sup>th</sup> Ave NE	15 <sup>th</sup> Ave NE	Collector Arterial	Construct sidewalks on the south side of the street
98	15 <sup>th</sup> Ave NE	NE 150 <sup>th</sup> St	NE 165 <sup>th</sup> St	Principal Arterial	Construct sidewalks on the east side of the street
99	10 <sup>th</sup> Ave NE	NE 151 <sup>st</sup> St	East side of Paramount Park	Local Secondary Street	Construct sidewalks on the west and east sides of the street and improve pedestrian path in the unimproved right-of-way
100	NE 152 <sup>nd</sup> St	11 <sup>th</sup> Ave NE	15 <sup>th</sup> Ave NE	Local Secondary Street	Construct sidewalks on the north and south sides of the street
101	NE 148 <sup>th</sup> St	12 <sup>th</sup> Ave NE	15 <sup>th</sup> Ave NE	Local Secondary Street	Construct sidewalks on the north and south sides of the street
102	NE 150 <sup>th</sup> St	15 <sup>th</sup> Ave NE	25 <sup>th</sup> Ave NE	Collector Arterial	Construct sidewalks on south side of the street (excludes segment from 18th Ave NE to 20th Ave NE, Project #103)
103	NE 150 <sup>th</sup> St	Approx. 18 <sup>th</sup> Ave NE	20 <sup>th</sup> Ave NE	Collector Arterial	Construct a sidewalk on the north side of the street to fill in the gap
104	NE 158 <sup>th</sup> St	25 <sup>th</sup> Ave NE	28 <sup>th</sup> Ave NE	Local Secondary Street	Construct sidewalks on the north and south sides of the street
105	25 <sup>th</sup> Ave NE	NE 145 <sup>th</sup> St	NE 150 <sup>th</sup> St	Collector Arterial	Construct sidewalks on the east side of the street
106	27 <sup>th</sup> Ave NE	NE 145 <sup>th</sup> St	NE 158 <sup>th</sup> St	Local Secondary Street	Construct and improve sidewalks on the west and east sides of the street, where needed, to complete sidewalks on both sides of the street
107	NE 205 <sup>th</sup> St	3 <sup>rd</sup> Ave NE	6 <sup>th</sup> Ave NE	N/A	Construct sidewalks on the south side of the street, in conjunction with the Washington State Department of Transportation
108	N 192 <sup>nd</sup> St	Across Aurora Ave N		Local Secondary Street	Construct pedestrian and bicycle bridge across Aurora Ave N

ATTACHMENT A

PEDESTRIAN FACILITY IMPROVEMENTS PROJECT DESCRIPTIONS					
PROJECT #	STREET	FROM	TO	STREET CLASSIFICATION	PROJECT DESCRIPTION
109	Richmond Beach Saltwater Park Pedestrian Bridge			N/A	Repair/maintain and replace the pedestrian bridge at the park. Repair work includes replacement of the bridge deck, the addition of lateral bracing, repair of a specific pile cap and removal of an abandoned, asbestos wrapped utility line.
110	NE 150 <sup>th</sup> St	25 <sup>th</sup> Ave NE	28 <sup>th</sup> Ave NE	Local Secondary Street	Construct sidewalks on the north and south sides of the street
111	N 160th St	Dayton Ave N	Greenwood Ave N	Minor Arterial	Construct a sidewalk on the north side of the street to fill in the gap
112	NE 165th St	5th Ave NE	6th Ave NE	Collector Arterial	Construct a sidewalk on the north side of the street to fill in the gap
113	10th Ave NW	NW 175th St	NW 180th St	Local Primary Street	Construct and improve sidewalks on the west and east sides of the street, where needed, to complete sidewalks on both sides of the street
114	NW 180th St	10th Ave NW	8th Ave NW	Local Primary Street	Construct sidewalks on the north and south sides of the street
115	Ashworth Ave N	N 185th St	N 192nd St	Local Primary Street	Construct sidewalks on the west side of the street, where needed
116	NW 201st St	12th Ave NW	15th Ave NW	Local Secondary Street	Construct sidewalks on the south side of the street
117	Evanston Ave N	N 145th St	N 150th St	Local Secondary Street	Construct sidewalks on the west side of the street
118	N 192nd St	Ashworth Ave N	Wallingford Ave N	Local Secondary Street	Construct sidewalks on the south side of the street
119	Wallingford Ave N	N 192nd St	N 195th St	Local Secondary Street	Construct sidewalks on the east side of the street
120	N 150th St	Ashworth Ave N	Burke Ave N	Local Secondary Street	Construct sidewalks on the south side of the street
121	NE 170th St	11th Ave NE	15th Ave NE	Local Secondary Street	Construct sidewalks on the south side of the street
122	NE 160th St	25th Ave NE	31st Ave NE	Local Secondary Street	Construct sidewalks on the south side of the street
123	NE 148th St	31st Ave NE	Bothell Way NE	Local Secondary Street	Construct sidewalks on the south side of the street

PEDESTRIAN FACILITY IMPROVEMENTS PRIORITIZATION												
PROJECT #	STREET	FROM	TO	FUNDING: Can the project be combined with or leverage other	SCHOOL ACCESS: Will the walkway be within 10 blocks of a school?	LOCATED ON AN ARTERIAL: Will the walkway be located on an arterial?	CONNECTS TO A PARK: Will the walkway connect to a park?	CONNECTS TO AN EXISTING WALKWAY: Will the walkway connect to an existing walkway?	ACTIVITY CENTER: Is the walkway in the Town Center, North City Business District, Ballinger Neighborhood or connect to Aurora	CONNECTS TO TRANSIT: Will the walkway provide access to high capacity transit, such as bus rapid transit or light rail or other transit routes?	LINKS MAJOR DESTINATIONS: Will the walkway connect neighborhood businesses, high density housing, schools and recreation	TOTAL*
4	20 <sup>th</sup> Ave NW	Saltwater Park entrance	NW 195 <sup>th</sup> St	X	X	X	X			X	X	6
41	NW 195 <sup>th</sup> St	3 <sup>rd</sup> Ave NW	Linden Ave N		X	X		X	X	X	X	6
56	Ashworth Ave N	N 195 <sup>th</sup> St	N 200 <sup>th</sup> St		X	X	X	X		X	X	6
81	15 <sup>th</sup> Ave NE	NE 181 <sup>st</sup> St	NE 196 <sup>th</sup> St	X	X	X		X		X	X	6
97	NE 165 <sup>th</sup> St	10 <sup>th</sup> Ave NE	15 <sup>th</sup> Ave NE		X	X	X	X		X	X	6
98	15 <sup>th</sup> Ave NE	NE 150 <sup>th</sup> St	NE 165 <sup>th</sup> St		X	X	X	X		X	X	6
102	NE 150 <sup>th</sup> St	15 <sup>th</sup> Ave NE	25 <sup>th</sup> Ave NE		X	X	X	X		X	X	6
105	25 <sup>th</sup> Ave NE	NE 145 <sup>th</sup> St	NE 150 <sup>th</sup> St		X	X	X	X		X	X	6
108	N 192 <sup>nd</sup> St	Across Aurora Ave N		X		X		X	X	X	X	6
64	N 175 <sup>th</sup> St	Stone Ave N	Meridian Ave N	X	X	X		X		X	X	6
71	1 <sup>st</sup> Ave NE	NE 145 <sup>th</sup> St	NE 155 <sup>th</sup> St		X	X	X	X		X	X	6
11	15 <sup>th</sup> Ave NW	NW 195 <sup>th</sup> St	NW 205 <sup>th</sup> St		X	X	X	X		X		5
25	3 <sup>rd</sup> Ave NW	NW 189 <sup>th</sup> St	NW 195 <sup>th</sup> St		X	X	X	X		X		5
29	NW 175 <sup>th</sup> St	6 <sup>th</sup> Ave NW	St. Luke's Place N		X	X	X	X		X		5
30	N Innis Arden Way	10 <sup>th</sup> Ave NW	Greenwood Ave N		X	X	X	X		X		5
31	3 <sup>rd</sup> Ave NW/Carlyle Hall Rd NW	N 175 <sup>th</sup> St	Dayton Ave N		X	X	X	X		X		5
47	Fremont Ave N	N 165 <sup>th</sup> St	N 205 <sup>th</sup> St		X	X	X	X		X		5
48	Linden Ave N	N 175 <sup>th</sup> St	N 185 <sup>th</sup> St		X	X		X	X	X		5
50	N 170 <sup>th</sup> St	Fremont Ave N	Aurora Ave N		X			X	X	X	X	5
51	Carlyle Hall Rd N / N 165 <sup>th</sup> St	Dayton Ave N	Aurora Ave N		X	X		X	X	X		5
52	N 192 <sup>nd</sup>	Interurban Trail	Ashworth Ave N		X			X	X	X	X	5

PEDESTRIAN FACILITY IMPROVEMENTS PRIORITIZATION												
PROJECT #	STREET	FROM	TO	FUNDING: Can the project be combined with or leverage other	SCHOOL ACCESS: Will the walkway be within 10 blocks of a school?	LOCATED ON AN ARTERIAL: Will the walkway be located on an arterial?	CONNECTS TO A PARK: Will the walkway connect to a park?	CONNECTS TO AN EXISTING WALKWAY: Will the walkway connect to an existing walkway?	ACTIVITY CENTER: Is the walkway in the Town Center, North City Business District, Ballinger Neighborhood or connect to Aurora	CONNECTS TO TRANSIT: Will the walkway provide access to high capacity transit, such as bus rapid transit or light rail or other transit routes?	LINKS MAJOR DESTINATIONS: Will the walkway connect neighborhood businesses, high density housing, schools and recreation	TOTAL*
74	Ballinger Way NE	19 <sup>th</sup> Ave NE	25 <sup>th</sup> Ave NE			X	X	X	X	X		5
89	NE 180 <sup>th</sup> St	10 <sup>th</sup> Ave NE	15 <sup>th</sup> Ave NE		X	X		X	X	X		5
92	NE 175 <sup>th</sup> St / 22 <sup>nd</sup> Ave NE / NE 171 <sup>st</sup> St	15 <sup>th</sup> Ave NE / NE 171 <sup>st</sup> St / 22 <sup>nd</sup> Ave NE	22 <sup>nd</sup> Ave NE / NE 175 <sup>th</sup> St / 25 <sup>th</sup> Ave NE		X	X		X	X	X		5
94	NE 168 <sup>th</sup> St	15 <sup>th</sup> Ave NE	25 <sup>th</sup> Ave NE		X	X	X	X		X		5
112	NE 165 <sup>th</sup> St	5 <sup>th</sup> Ave NE	6 <sup>th</sup> Ave NE		X	X		X		X	X	5
40	Westminster Way N	N 145 <sup>th</sup> St	N 153 <sup>rd</sup> St		X	X		X		X	X	5
115	Ashworth Ave N	N 185 <sup>th</sup> St	N 192 <sup>nd</sup> St		X	X		X	X		X	5
3	NW 195 <sup>th</sup> St	Richmond Beach Dr NW	24 <sup>th</sup> Ave NW		X		X	X		X		4
5	20 <sup>th</sup> Ave NW	NW 195 <sup>th</sup> St	NW 205 <sup>th</sup> St		X	X		X		X		4
10	15 <sup>th</sup> Ave NW	NW 188 <sup>th</sup> St	NW 192 <sup>nd</sup> St		X	X		X		X		4
19	8 <sup>th</sup> Ave NW	Richmond Beach Road NW	NW 195 <sup>th</sup> St		X	X		X		X		4
21	8 <sup>th</sup> Ave NW	North side of Sunset Park	NW 185 <sup>th</sup> St			X		X		X	X	4
26	3 <sup>rd</sup> Ave NW	NW 195 <sup>th</sup> St	NW 205 <sup>th</sup> St		X	X		X		X		4
28	NW 195 <sup>th</sup> St	8 <sup>th</sup> Ave NW	3 <sup>rd</sup> Ave NW		X	X		X		X		4
32	Dayton Ave N	N 165 <sup>th</sup> St	N 171 <sup>st</sup> St		X	X		X		X		4
33	Dayton Ave N	N 171 <sup>st</sup> St	N 178 <sup>th</sup> St		X	X		X		X		4
35	Dayton Ave N	Westminster Way N	N 165 <sup>th</sup> St		X	X		X		X		4
37	Greenwood Ave N	N 150 <sup>th</sup> St	N 155 <sup>th</sup> St		X	X		X		X		4
38	Greenwood Ave N	N 155 <sup>th</sup> St	N 160 <sup>th</sup> St		X	X		X		X		4
39	Greenwood Ave N	N 160 <sup>th</sup> St	Carlyle Hall Road N		X	X		X		X		4

PEDESTRIAN FACILITY IMPROVEMENTS PRIORITIZATION												
PROJECT #	STREET	FROM	TO	FUNDING: Can the project be combined with or leverage other	SCHOOL ACCESS: Will the walkway be within 10 blocks of a school?	LOCATED ON AN ARTERIAL: Will the walkway be located on an arterial?	CONNECTS TO A PARK: Will the walkway connect to a park?	CONNECTS TO AN EXISTING WALKWAY: Will the walkway connect to an existing walkway?	ACTIVITY CENTER: Is the walkway in the Town Center, North City Business District, Ballinger Neighborhood or connect to Aurora	CONNECTS TO TRANSIT: Will the walkway provide access to high capacity transit, such as bus rapid transit or light rail or other transit routes?	LINKS MAJOR DESTINATIONS: Will the walkway connect neighborhood businesses, high density housing, schools and recreation	TOTAL*
42	NW 200 <sup>th</sup> St	3 <sup>rd</sup> Ave NW	Aurora Ave N		X	X			X	X		4
49	Linden Ave N	N 185 <sup>th</sup> St	N 188 <sup>th</sup> St		X			X	X	X		4
54	Ashworth Ave N	N 155 <sup>th</sup> St	N 175 <sup>th</sup> St		X		X	X		X		4
55	Ashworth Ave N	N 175 <sup>th</sup> St	N 185 <sup>th</sup> St		X	X		X		X		4
62	5 <sup>th</sup> Ave NE	NE 185 <sup>th</sup> St	NE 205 <sup>th</sup> St			X	X	X		X		4
63	Corliss Ave N	N 180 <sup>th</sup> St	N 185 <sup>th</sup> St		X		X	X		X		4
65	NE 171 <sup>st</sup> St/Corliss Pl N/N 170 <sup>th</sup> St	Meridian Ave N	North side of James Keough Park		X		X	X		X		4
66	N 167 <sup>th</sup> St	Interurban Trail	South side of James Keough Park		X		X	X		X		4
69	N 160 <sup>th</sup> St	Aurora Ave N	Ashworth Ave N		X			X	X	X		4
72	NE 205 <sup>th</sup> St	17 <sup>th</sup> Ave NE	19 <sup>th</sup> Ave NE			X		X	X	X		4
73	19 <sup>th</sup> Ave NE	NE 196 <sup>th</sup> St	NE 205 <sup>th</sup> St			X		X	X	X		4
75	25 <sup>th</sup> Ave NE	NE 195 <sup>th</sup> St	NE 205 <sup>th</sup> St				X	X	X	X		4
77	NE 195 <sup>th</sup> St/10 <sup>th</sup> Ave NE	Interstate 5	NE 185 <sup>th</sup> St		X	X	X	X				4
80	Forest Park Drive NE	15 <sup>th</sup> Ave NE	19 <sup>th</sup> Ave NE			X		X	X	X		4
82	Perkins Way NE	10 <sup>th</sup> Ave NE	21 <sup>st</sup> Ave NE	X	X	X		X				4
85	5 <sup>th</sup> Ave NE	NE 175 <sup>th</sup> St	NE 185 <sup>th</sup> St		X	X		X		X		4
87	10 <sup>th</sup> Ave NE	NE 175 <sup>th</sup> St	NE 185 <sup>th</sup> St		X	X		X		X		4
90	NE 177 <sup>th</sup> St	15 <sup>th</sup> Ave NE	Serpentine Place NE		X			X	X	X		4
95	NE 170 <sup>th</sup> St	5 <sup>th</sup> Ave NE	10 <sup>th</sup> Ave NE		X		X	X		X		4
96	10 <sup>th</sup> Ave NE	NE 155 <sup>th</sup> St	NE 175 <sup>th</sup> St		X		X	X		X		4
103	NE 150 <sup>th</sup> St	Approx. 18 <sup>th</sup> Ave NE	20 <sup>th</sup> Ave NE			X	X	X		X		4
106	27 <sup>th</sup> Ave NE	NE 145 <sup>th</sup> St	NE 158 <sup>th</sup> St		X			X		X	X	4
110	NE 150 <sup>th</sup> St	25 <sup>th</sup> Ave NE	28 <sup>th</sup> Ave NE		X		X	X		X		4



PEDESTRIAN FACILITY IMPROVEMENTS PRIORITIZATION												
PROJECT #	STREET	FROM	TO	FUNDING: Can the project be combined with or leverage other	SCHOOL ACCESS: Will the walkway be within 10 blocks of a school?	LOCATED ON AN ARTERIAL: Will the walkway be located on an arterial?	CONNECTS TO A PARK: Will the walkway connect to a park?	CONNECTS TO AN EXISTING WALKWAY: Will the walkway connect to an existing walkway?	ACTIVITY CENTER: Is the walkway in the Town Center, North City Business District, Ballinger Neighborhood or connect to Aurora	CONNECTS TO TRANSIT: Will the walkway provide access to high capacity transit, such as bus rapid transit or light rail or other transit routes?	LINKS MAJOR DESTINATIONS: Will the walkway connect neighborhood businesses, high density housing, schools and recreation	TOTAL*
111	N 160th St	Dayton Ave N	Greenwood Ave N		X	X		X		X		4
1	Richmond Beach Dr NW	NW 196 <sup>th</sup> St	NW 199 <sup>th</sup> St			X	X			X		3
6	NW 195 <sup>th</sup> St	Richmond Beach Dr NW	21 <sup>st</sup> Ave NW		X			X		X		3
17	8 <sup>th</sup> Ave NW	NW 175 <sup>th</sup> St	South side of Sunset Park	X			X	X				3
20	8 <sup>th</sup> Ave NW	NW 195 <sup>th</sup> St	NW 205 <sup>th</sup> St		X	X		X				3
24	3 <sup>rd</sup> Ave NW	NW 180 <sup>th</sup> St	NW Richmond Beach Rd		X			X		X		3
34	Dayton Ave N	N 178 <sup>th</sup> St	N Richmond Beach Rd		X			X		X		3
36	Greenwood Ave N	N 145 <sup>th</sup> St	N 150 <sup>th</sup> St		X	X				X		3
43	Greenwood Ave N	NW 195 <sup>th</sup> St	NW 200 <sup>th</sup> St		X			X		X		3
44	Dayton Avenue N	NW 195 <sup>th</sup> St	NW 200 <sup>th</sup> St		X			X		X		3
46	Firlands Way N	N 185 <sup>th</sup> St	N 195 <sup>th</sup> St		X				X	X		3
57	Meridian Ave N	N 194 <sup>th</sup> St	N 205 <sup>th</sup> St			X		X		X		3
67	N 165 <sup>th</sup> St	Interurban Trail	Meridian Ave N		X			X		X		3
68	N 157 <sup>th</sup> St	Ashworth Ave N	Meridian Ave N		X			X		X		3
86	8 <sup>th</sup> Ave NE	NE 175 <sup>th</sup> St	NE 185 <sup>th</sup> St		X			X		X		3
93	25 <sup>th</sup> Ave NE	NE 165 <sup>th</sup> St	NE 178 <sup>th</sup> St		X	X		X				3
100	NE 152 <sup>nd</sup> St	11 <sup>th</sup> Ave NE	15 <sup>th</sup> Ave NE				X	X		X		3
101	NE 148 <sup>th</sup> St	12 <sup>th</sup> Ave NE	15 <sup>th</sup> Ave NE				X	X		X		3
104	NE 158 <sup>th</sup> St	25 <sup>th</sup> Ave NE	28 <sup>th</sup> Ave NE		X		X	X				3

PEDESTRIAN FACILITY IMPROVEMENTS PRIORITIZATION												
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109	Richmond Beach Saltwater Park Pedestrian Bridge			X			X	X				3
120	N 150th St	Ashworth Ave N	Burke Ave N		X			X		X		3
121	NE 170th St	11th Ave NE	15th Ave NE		X			X		X		3
122	NE 160th St	25th Ave NE	31st Ave NE		X		X	X				3
123	NE 148th St	31st Ave NE	Bothell Way NE		X			X		X		3
7	NW 197 <sup>th</sup> St	20 <sup>th</sup> Ave NW	18 <sup>th</sup> Ave NW		X		X					2
12	NW 188 <sup>th</sup> St	15 <sup>th</sup> Ave NW	Springdale Ct NW		X	X						2
13	Ridgefield Rd NW/ NW Innis Arden Drive	Springdale Ct NW	8 <sup>th</sup> Ave NW					X		X		2
14	Springdale Ct NW/14 <sup>th</sup>	NW 175 <sup>th</sup> St	NW 188 <sup>th</sup> St			X	X					2
15	15 <sup>th</sup> Ave NW/NW 167 <sup>th</sup> St	NW 175 <sup>th</sup> St	NW Innis Arden Way			X	X					2
16	NW 175 <sup>th</sup> St	15 <sup>th</sup> Ave NW	6 <sup>th</sup> Ave NW				X	X				2
18	10 <sup>th</sup> Ave NW	NW Innis Arden Way	NW 175 <sup>th</sup> St			X	X					2
22	NW 180 <sup>th</sup> St	3 <sup>rd</sup> Ave NW	8 <sup>th</sup> Ave NW			X		X				2
27	NW 205 <sup>th</sup> St	8 <sup>th</sup> Ave NW	3 <sup>rd</sup> Ave NW		X	X						2
45	NW 198 <sup>th</sup> Street	Dayton Ave N	Fremont Ave N		X			X				2
58	1 <sup>st</sup> Ave NE	NE 192 <sup>nd</sup> St	NE 195 <sup>th</sup> St				X	X				2
61	NE 195 <sup>th</sup> St	Across Interstate 5			X		X					2
70	N 152 <sup>nd</sup> St	Aurora Ave N	Ashworth Ave N						X	X		2
84	24 <sup>th</sup> Ave NE	15 <sup>th</sup> Ave NE	25 <sup>th</sup> Ave NE			X		X				2





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88	NE 185 <sup>th</sup> St/15 <sup>th</sup> PI NE	10 <sup>th</sup> Ave NE	NE 180 <sup>th</sup> St		X			X				2
99	10 <sup>th</sup> Ave NE	NE 151 <sup>st</sup> St	East side of Paramount Park				X	X				2
107	NE 205 <sup>th</sup> St	3 <sup>rd</sup> Ave NE	6 <sup>th</sup> Ave NE			X				X		2
113	10th Ave NW	NW 175th St	NW 180th St		X			X				2
117	Evanston Ave N	N 145th St	N 150th St					X		X		2
118	N 192nd St	Ashworth Ave N	Wallingford Ave N		X			X				2
119	Wallingford Ave N	N 192nd St	N 195th St		X			X				2
2	Richmond Beach Dr NW	NW 195 <sup>th</sup> St	NW 196 <sup>th</sup> St							X		1
8	18 <sup>th</sup> Ave NW	NW 197 <sup>th</sup> St	NW 198 <sup>th</sup> St		X							1
9	NW 198 <sup>th</sup> St	18 <sup>th</sup> Ave NW	15 <sup>th</sup> Ave NW		X							1
23	6 <sup>th</sup> Ave NW	NW 175 <sup>th</sup> St	NW 180 <sup>th</sup> St					X				1
53	N 195 <sup>th</sup> St	Ashworth Ave N	Meridian Ave N		X							1
59	NE 195 <sup>th</sup> St	1 <sup>st</sup> Ave NE	5 <sup>th</sup> Ave NE					X				1
60	NE 195 <sup>th</sup> St	5 <sup>th</sup> Ave NE	Interstate 5					X				1
76	NE 200 <sup>th</sup> St	South side of Bruggers Bog	30 <sup>th</sup> Ave NE				X					1
78	NE 195 <sup>th</sup> St	10 <sup>th</sup> Ave NE	15 <sup>th</sup> Ave NE		X							1
79	NE 196 <sup>th</sup> St	15 <sup>th</sup> Ave NE	19 <sup>th</sup> Ave NE			X						1
83	25 <sup>th</sup> Ave NE	Perkins Way NE	NE 178 <sup>th</sup> Street			X						1
91	Serpentine Place NE	NE 175 <sup>th</sup> St	NE 177 <sup>th</sup> St		X							1
114	NW 180th St	10th Ave NW	8th Ave NW		X							1
116	NW 201st St	12th Ave NW	15th Ave NW					X				1

\*Projects ranked 5-6 are considered high priority projects. Projects ranked 3-4 are considered medium priority projects. Projects ranked 1-2 are considered low priority projects.





# Pedestrian Improvement Priority Locations

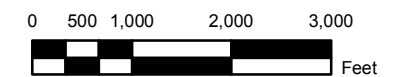
## Attachment B

### Legend

-  Existing Sidewalks & Walkways
-  Pedestrian Improvement Priority
-  Existing Pedestrian Bridge
-  Future Pedestrian Bridge

### Other Map Features:

-  Trail (Interurban, Other Trails)
-  School
-  Park
-  School Property



1 inch = 1,926 feet



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