



AGENDA

SHORELINE CITY COUNCIL SPECIAL MEETING

Monday, May 9, 2016
5:45 p.m.

Conference Room 303 · Shoreline City Hall
17500 Midvale Avenue North

TOPIC/GUESTS: King County Sheriff Urquhart

SHORELINE CITY COUNCIL REGULAR MEETING

Monday, May 9, 2016
7:00 p.m.

Council Chamber · Shoreline City Hall
17500 Midvale Avenue North

| | <u>Page</u> | <u>Estimated Time</u> |
|---|--------------|---------------------------|
| 1. CALL TO ORDER | | 7:00 |
| 2. FLAG SALUTE/ROLL CALL | | |
| 3. REPORT OF THE CITY MANAGER | | |
| 4. COUNCIL REPORTS | | |
| 5. PUBLIC COMMENT | | |
| <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 10 people are signed up to speak, each speaker will be allocated 2 minutes. Please be advised that each speaker's testimony is being recorded. 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> | | |
| 6. APPROVAL OF THE AGENDA | | 7:20 |
| 7. CONSENT CALENDAR | | 7:20 |
| (a) Minutes of Regular Meeting of April 4, 2016 | <u>7a1-1</u> | |
| Minutes of Regular Meeting of April 11, 2016 | <u>7a2-1</u> | |
| (b) Approval of expenses and payroll as of April 22, 2016 in the amount of \$1,653,553.53 | <u>7b-1</u> | |
| 8. ACTION ITEMS | | |
| (a) Public Hearing and Discussion of the Transportation Improvement Program (TIP) | <u>8a-1</u> | 7:20 |
| <i>Public hearings are held to receive public comment on important matters before the Council. Persons wishing to speak should sign in on the form provided. After being recognized by the Mayor, speakers should approach the lectern and provide their name and city of residence. Individuals may speak for three minutes. Public hearings should commence at approximately 7:20 p.m.</i> | | |
| 9. STUDY ITEMS | | |
| (a) Discussion of 2015 Police Services Report | <u>8a-1</u> | 8:00 |

(b) Discussion of Metro Long Range Plan Comments

8b-1

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. 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 REGULAR MEETING

Monday, April 4, 2016
7:00 p.m.

Council Chambers - Shoreline City Hall
17500 Midvale Avenue North

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

ABSENT: None

1. CALL TO ORDER

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

2. FLAG SALUTE/ROLL CALL

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

Mayor Roberts read a proclamation declaring April 2016 as Sexual Assault Awareness Month in the City of Shoreline. Kerry Burke, Development Officer for the King County Sexual Assault Resource Center (KSARC) accepted the proclamation. Ms. Burke thanked Council for taking a stand against sexual violence and for their financial support. She said KSARC served 36 Shoreline residents this past year. She shared that “BE LOUD” is their mantra for ending silence and speaking out against sexual assault. She noted there are tools and resources on KSARC’s website to help Community members take a stand.

3. REPORT OF CITY MANAGER

Debbie Tarry, City Manager, provided reports and updates on various City meetings, projects and events.

Megan Smith, King County Climate and Initiatives Director, shared that the King County-Cities Climate Collaboration (K4C), of which Shoreline is a member, was recently awarded a national leadership award for its effort to reduce carbon pollution and confront climate change by the Environmental Protection Agency. On behalf of Executive Dow Constantine, she presented the City Council with the Innovative Partnership Certificate.

4. COUNCIL REPORTS

Councilmember Hall reported attending a joint meeting with the Puget Sound Partnership Board and the Puget Sound Salmon Recovery Council. He said they reviewed the 2016 Draft Puget Sound Action Agenda which provides actions and strategies for the recovery and restoration of the Puget Sound. He announced that the public open house is scheduled for April 5 and the public comment period is open through April 29. He talked about strategies cities can implement

to help, and explained how compact communities around transit oriented development can assist in restoring health to Puget Sound and reduce the carbon footprint. He shared how the Puget Sound Action Agenda and climate change efforts relate to the work performed by the Planning Commission on Light Rail Station Subarea planning.

Deputy Mayor Winstead reported attending a Regional Law, Safety, and Justice Committee meeting and said they received a briefing on the national heroine and opium crisis. She reported that public health experts addressed preventive measures for the increasing heroine and opiate epidemic, and a legal panel presented the law and legal approach to address the crisis. She learned that most addictions begin with illegal drug use and that methadone clinics are important to helping people move past their addictions. She commended the Shoreline Police Department for keeping the Shoreline Methadone Clinic safe.

Councilmember Salomon reported attending a Best Start for Kids meeting. Best Starts for Kids is an initiative to improve the health and well-being of King County by investing in prevention and early intervention for children, youth, families, and communities, which is funded by a levy that will generate \$65 million annually. He said he hopes to serve as the Sound Cities Association Representative to the Children and Youth Advisory Board that will provide oversight on how funds are spent.

Councilmember McConnell reported attending the SeaShore Transportation Meeting along with Councilmember McGlashan. She said a Metro update related to ST1, ST2 and ST3 Packages was provided. She shared King County cities in the north end are working together to get funding for SR 523 and SR 522, and stressed the importance of getting parking along the way to the Station. She stated that the City of Lake Forest Park will be contacting staff to write a consolidated message to Sound Transit addressing needs. She then commented on the national heroine epidemic and how deadly the drug is.

Mayor Roberts said he signed a draft letter, on behalf of the City, with other north end mayors in support of the ST3 Package and the inclusion of the 145th Street Corridor. He reported attending the Puget Sound Regional Council Assembly and shared that current officers were reelected and that the agency's 2016-2017 Supplemental Budget and Work Program were approved. He said he expressed Shoreline's concern over the increase in membership fees.

5. PUBLIC COMMENT

Brad Lancaster, Shoreline resident, commented that he has suggested changes to Shoreline Law to make Shoreline more hospitable to homeless persons including the Open Homes Initiative. He said homeless people are like refugees and read from an article written by Nasser Yassin entitled *Lessons in how to absorb refugees*. He asked Shoreline to take a lesson from the Lebanese Muslims in dealing with refugees to deal with the homeless.

Dave Lange, Shoreline resident, commented that the wrong photograph of the 145th Street Light Rail Station at the Interstate 5 interchange was displayed in the *Currents* newsletter and at the Sound Transit meeting. He commented on attending a 522 Transit Now! Meeting and hearing bus rapid transit route preferences. He commented that the Planning Commission is holding a Special Meeting on April 5 and expressed concern that solutions he has presented regarding 145th

Street Corridor improvements are not getting attention. He asked Council to take action tonight to move the Station over to 145th Street.

Alvin Rutledge, 32nd District Representative, announced a meeting in Richmond Beach on April 5 regarding Point Wells. He commented that it is going to take too long for the Light Rail to get to Everett and said Shoreline should protest to get it there quicker. He commented on homeless efforts conducted by other cities and cautioned that Shoreline will be hit with homelessness from the cities of Everett and Seattle.

Tom McCormick, Shoreline resident, commented that the Richmond Beach Community Association Meeting is scheduled for April 12. He commented on the Public Records Policy and explained why public records rules should remain in the Shoreline Municipal Code. He read excerpts from the Revised Code of Washington regarding the Public Records Act.

6. APPROVAL OF THE AGENDA

The agenda was approved by unanimous consent.

7. CONSENT CALENDAR

Upon motion by Councilmember Hall and seconded by Councilmember McConnell and unanimously carried, 7-0, the following Consent Calendar items were approved:

- (a) Minutes of Regular Meeting of February 29, 2016 and Minutes of Special Meeting of March 14, 2016**
- (b) Authorize the City Manager to Execute a Construction Contract with Combined Construction, Inc. in the Amount of \$280,621 for the 10th Avenue NW Bridge Repairs**
- (c) Motion to Authorize the City Manager to Execute an Agreement with the Louis Berger Group, Inc. for \$1,256,930 for Design of the 25th Avenue NE Flood Reduction Project**
- (d) Motion to Authorize the City Manager to Enter into an Agreement with the King Conservation District for the Neighborhood Urban Forest Stewardship Program**

8. STUDY ITEMS

- (a) Discussion and Review of Ord. No. 742 - Public Records Policy and Procedure

Jessica Simulcik Smith, City Clerk, provided background on the Public Records Act, Revised Code of Washington (RCW) Chapter 42.56; the Attorney General Model Rules, Washington Administrative Code (WAC) 44-14; and Shoreline Municipal Code 2.35 - Public Records, and said the City's rules were last amended in 2006.

Ms. Simulcik Smith stated that Public Disclosure is one of the City's essential functions and provided information on Shoreline's Public Record Request (PRR) Program. She presented PRR data and noted yearly increases in the number of requests received by the City with 2015 being

the highest at 41%. She said 92 requests have been received to date in 2016 and the City is on track to match last year's number. She informed Council on the level of staff resources devoted to public disclosure and said that in 2015 it was difficult to maintain other essential functions in the Clerk's Office with the heavy PRR workload. She stated an extra help employee was added in January and the additional staff hours are reducing the amount of time it takes to respond to requests.

Ms. Simulcik Smith explained that proposed Ordinance No. 742 would confirm Shoreline's requirement to comply with the Public Records Act, and authorize the City Manager to issue Administrative Rules on the disclosure of public records that are consistent with the intent of the Public Records Act and the Model Rules. She said Council was provided a copy of the draft Public Record Policy which contains much more detailed information to requestors and City employees. She said most of the rules in the Policy are mandated by State law but Council has discretion on how to best provide the timeliest possible action on requests. She asked Council to provide directions on the following policy issues:

- Should the City place requests into categories and process in separate queues of "Routine" and "Complex".
- Should complex requests be processed one at a time from start to finish in the order they were received or should multiple complex requests be processed at the same time.

Ms. Simulcik Smith identified other cities that process requests in categories and queues similar to how staff is recommending. She concluded by presenting future policy considerations for Council.

Councilmember Scully commented that Public Disclosure is a highly legislated and litigated area of State law, and said city staff are best qualified to determine how the City's adheres to State law requirements.

There was consensus among Councilmembers to support processing public records requests in categories and using separate queues of "Routine" and "Complex". Councilmember McConnell asked if the extra help position would need to continue in 2017. Mayor Roberts asked if the public records responses are available on the City's website, and stated that he did not hear any objections from Councilmembers to having the City Manager issue Administrative Rules for Public Record Requests. He asked if the Administrative Rules will be posted on the City's website. Ms. Simulcik Smith responded that based on the number of requests received in 2016 so far, she anticipates that requests will remain at the 2015 level, but stated she is not prepared to request an additional allocation for 2017 at this time. She explained that public records requests and the records responsive to them are not currently posted on the City's website but it is something that she will be researching. She confirmed the Administrative Rules will be placed on the City's website.

9. ADJOURNMENT

At 7:55 p.m., Mayor Roberts declared the meeting adjourned.

Jessica Simulcik Smith, City Clerk

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF REGULAR MEETING

Monday, April 11, 2016
7:00 p.m.

Council Chambers - Shoreline City Hall
17500 Midvale Avenue North

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

ABSENT: None

1. CALL TO ORDER

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

2. FLAG SALUTE/ROLL CALL

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

(a) Proclamation of Volunteer Week

Mayor Roberts read a proclamation declaring April 10 through 16, 2016 as Volunteer Week in the City of Shoreline. Shoreline Community Garden volunteers Nancy Short and Jeanne Powell accepted the proclamation on behalf of all volunteers providing service to the City. Ms. Short thanked the Council for the proclamation and recognized Randy Aiken, Shelly Anderson, and Susan Armstrong for making the Twin Ponds Food Bank Garden a success. Ms. Powell thanked volunteers for their amazing work growing food at Sunset School Park Community Garden for people in need.

3. REPORT OF CITY MANAGER

John Norris, Acting City Manager, provided reports and updates on various City meetings, projects and events.

4. COUNCIL REPORTS

Deputy Mayor Winstead reported attending a Regional Water Quality Committee Meeting. She shared that the Committee adopted their 2016 Workplan which includes a wastewater rate increase in 2017. She reported that the Committee also discussed the status of the Long Term Capital Plan for combined sewer overflows and provided a status update on the Fish Consumption Rule. She said hearing the Environmental Protection Agency affirm that our fish is safe to consume was the most important outcome of the discussion.

Councilmember McGlashan reported that Sound Transit will be sending out formal notification that they are proceeding with the final design contract for the Northgate to Lynnwood Link with HNTB Corporation at a cost of \$73.7 Million.

5. PUBLIC COMMENT

Janet Way, Shoreline Preservation Society, said she sent a photograph of a sink hole on 148th and 9th Place to Councilmembers. She commented that it is in a liquefaction area, less than 100 feet from the culvert that goes under 145th and illustrates the soil conditions in that area. She said the culvert needs to be replaced.

Brad Lancaster, Shoreline resident, commented that he has suggested a series of changes to Shoreline law that will make Shoreline more hospitable to homeless people. He pointed out “system” barriers, like multiple applications, that make it difficult for homeless persons to get assistance. He recommended someone be tasked with making access to homeless services simple and coordinated.

Dave Lange, Shoreline resident, commented on the plans for pedestrian crossing and bus movement on 145th Street and 5th Avenue. He commented that pedestrian should use crosswalks, cars should make left hand turns at controlled intersections, and buses should cross traffic lanes with queue jumps and signals. He suggested using 147th Street as a bus service road, pedestrian friendly bus stops, and raised and adequate sidewalks with buffer strips. He said bus stops are needed on 145th Street but a pedestrian bridge is not needed at 147th.

6. APPROVAL OF THE AGENDA

The agenda was approved by unanimous consent.

7. CONSENT CALENDAR

Upon motion by Councilmember Hall and seconded by Deputy Mayor Winstead and unanimously carried, 7-0, the following Consent Calendar items were approved:

(a) Minutes of Regular Meeting of March 14, 2016

(b) Approval of expenses and payroll as of March 25, 2016 in the amount of \$1,373,994.55

***Payroll and Benefits:**

| Payroll Period | Payment Date | EFT Numbers (EF) | Payroll Checks (PR) | Benefit Checks (AP) | Amount Paid |
|-----------------|--------------|------------------|---------------------|---------------------|---------------------|
| 2/28/16-3/12/16 | 3/18/2016 | 65537-65717 | 14316-14325 | 62937-62944 | \$609,099.16 |
| | | | | | <u>\$609,099.16</u> |

***Accounts Payable Claims:**

| Expense Register Dated | Check Number (Begin) | Check Number (End) | Amount Paid |
|------------------------|----------------------|--------------------|-------------|
| | | | |

| | | | |
|-----------|-------|-------|---------------------|
| 3/17/2016 | 62877 | 62898 | \$441,557.64 |
| 3/17/2016 | 62899 | 62905 | \$10,425.72 |
| 3/17/2016 | 62906 | 62927 | \$13,176.10 |
| 3/17/2016 | 62928 | 62933 | \$1,881.57 |
| 3/22/2016 | 62934 | 62934 | \$5,087.09 |
| 3/22/2016 | 62935 | 62936 | \$65,022.92 |
| 3/24/2016 | 62945 | 62962 | \$72,982.31 |
| 3/24/2016 | 62963 | 62971 | \$77,381.33 |
| 3/24/2016 | 62972 | 62988 | \$77,380.71 |
| 3/24/2016 | 62812 | 62812 | (\$200.00) |
| 3/24/2016 | 62989 | 62989 | \$200.00 |
| | | | <u>\$764,895.39</u> |

8. ACTION ITEMS

(a) Appointment of the Parks, Recreation and Cultural Services Board Member

Eric Friedli, Parks, Recreation, and Cultural Services (PRCS) Director stated that there was a vacancy on the PRCS/Tree Board due to Chair Jesse Sycuro’s resignation. He reviewed the recruitment, application, and City Council Subcommittee Selection processes. He shared that the Subcommittee, comprised of Deputy Mayor Winstead and Councilmembers Hall and McGlashan, recommended that Christina Arcidy be appointed to complete Mr. Sycuro’s unexpired term and to a four year term ending March 31, 2021.

Councilmember McGlashan moved to appoint Christina Arcidy for membership on the Parks, Recreation, and Cultural Services/Tree Board for a term beginning upon appointment and ending March 31, 2021. The motion was seconded by Councilmember McConnell.

Councilmember McGlashan commented that two great candidates applied for the position and urged Councilmembers to support Ms. Arcidy’s appointment.

The motion passed unanimously, 7-0.

Mayor Roberts invited Ms. Arcidy to make remarks. Ms. Arcidy thanked Council for the appointment, expressed excitement about being on the Board, and continuing the efforts in making Shoreline a great place to live, work and play. She said she looks forward to serving.

(b) Appointment of Library Board Members

Eric Friedli, PRCS Director stated that four Library Boardmembers’ terms expired on March 31, 2016. He reviewed the recruitment, application, and City Council Subcommittee Selection processes. He shared that the Subcommittee, comprised of Deputy Mayor Winstead and Councilmembers Hall and McGlashan, recommended that Chloe Anne Horning, Lisa Oberg, Karen Thielke and Steven Watson be appointed to the Library Board for four year terms ending March 31, 2020.

Councilmember Hall moved to reappoint Chloe Anne Horning and Lisa Oberg, and appoint Karen Thielke and Steven Watson to the Shoreline Library Board for four-year

terms that will run from Council appointment to March 31, 2020. The motion was seconded by Deputy Mayor Winstead.

Councilmember Hall commented that the Subcommittee received a large number of impressive applications and said it made for a difficult selection process. He said he hopes the applicants that were not appointed will help out and be involved.

The motion passed unanimously, 7-0.

Mayor Roberts invited Ms. Oberg to make remarks. Ms. Oberg shared that she is a Librarian and expressed it is something that she deeply believes in. She shared that the Shoreline Libraries are important community gathering places and that she is happy to participate.

(c) Adoption of the 145th Multimodal Corridor Study Preferred Design Concept

Kurt Seeman, Senior Transportation Planner; Nytasha Sowers, Transportation Services Manager; and Kendra Dedinsky, Traffic Engineer provided the staff report. Mr. Seeman recapped Council's March 21, 2016 discussion regarding the 145th Multimodal Corridor Study Preferred Design Concept. He then reviewed changes to the design characteristics for the Interstate 5 Interchange.

Ms. Dedinsky reviewed pedestrian improvements, the multi-use-path, north-south crosswalk, east-west crossing, a south side sidewalk, an underbridge, the plaza bridge landing, and traffic and transit improvements at the intersection.

Mr. Seeman reviewed the point where the City is in the overall process of the Corridor's improvement and said he anticipates the construction portion should finish in 2022. He presented the corridor contexts from 3rd Avenue NW to Aurora Avenue N; I-5 Intersection; Aurora Avenue N. to I-5; and I-5 to Lake City Way, and said they should be completed as four separate projects.

Councilmember McGlashan moved to adopt the Preferred Concept for the 145th Street Multimodal Corridor Study. The motion was seconded by Councilmember Scully.

Councilmember McGlashan said good work has been done on creating a design that is functional and has the least amount of impacts to homeowners. He clarified that the Council is only identifying what is to be studied in the Environmental Impact Study and anticipates changes will be made.

Councilmember Hall asked about having a non-motorized bridge at 147th Street. Mr. Seeman responded that the design identifies a future potential non-motorized crossing. Councilmember Hall shared that for him to call this a preferred alternative he would like for it to be identified as a new non-motorized bridge.

Councilmember Scully commented that he agrees with the Community that something needs to be done about the Interchange. He said whatever is done should be minimal to get the traffic moving and expressed that he is pleased with the plan.

Councilmember McConnell stated that she is impressed with the work staff has done, specifically the new freeway entrances. She shared that keeping the future potential non-motorize bridge at 147th Street in the plan could help with future funding, but said it is not her priority since there is a bridge at 145th Street.

Deputy Mayor Winstead expressed concern that the recommended improvements are insufficient for the Community when the Light Rail Station opens in 2023. She asked the meaning of having a future potential non-motorized bridge identified in the preferred concept. Mr. Seeman responded that the improvements at 145th is staff's recommended preferred concept and said there was strong partnership support from the Washington State Department of Transport (WSDOT) and Sound Transit (ST) for the non-motorized bridge at 145th Street but not at 147th Street.

Mayor Roberts asked how the preferred concept will be affected by changes ST makes to the Light Rail Station and expressed concern with the underpass beneath 145th Street. He agreed with Councilmember Hall that the non-motorized bridge at 147th should remain in the preferred design concept and inform ST to design the Station to accommodate the bridge. He said there are many good reasons to have the connection there. Mr. Seeman commented that the Station and the 145th Street Corridor are two independent efforts that need to support each other, and in some areas require close coordination. Ms. Dedinsky commented that WSDOT and ST wanted to provide the underpass as an option if people found themselves on the south side of 145th Street. She also explained the underpass component may change.

Councilmember McGlashan asked if Mr. Poitras's drawings were considered and stated that the underpass beneath 145th Street needs to be there to get pedestrian on the south side of the street safely to the Station. He agreed that the 147th bridge should be included provisionally and not as a motorized bridge. Ms. Dedinsky commented that the design in Mr. Poitras's drawings decreases traffic flow efficiency, and prevents eastbound buses from making left hand turns. She explained that the areas are WSDOT and ST property and were not proposed in the Federal Interchange Justification Report process.

The motion passed unanimously, 7-0.

9. STUDY ITEMS

- (a) Discussion of Ord. No. 743 - 2015 Budget Carryover

At 8:13 p.m., Mayor Roberts called a five minute recess. Councilmember Hall left the meeting at 8:16 p.m. At 8:18 p.m. Mayor Roberts reconvened the meeting.

Sara Lane, Administrative Services Director, and Rick Kirkwood, Budget Supervisor, provided the staff report. Ms. Lane explained that a budget carryover re-appropriates expenditures to the current budget year for a specific purpose or program that was budgeted but unexpended at the end of the prior year. She said \$9,316,210 is the carryover request for the 2016 Budget, and now the total 2016 Budget is \$88,766,646. She said detail regarding the carry over requests can be found in Attachment B of the staff report. She said Ordinance No. 743 is scheduled for adoption on April 25, 2016.

(b) Discussion of Ord. No. 744 - 2016 Budget Amendment

Sara Lane, Administrative Services Director, and Rick Kirkwood, Budget Supervisor, provided the staff report. Ms. Lane explained that a budget amendment is a budget revision that changes the total expenditures of a fund, or affects an employee's position and salary or other conditions of employment. She reviewed the adjusted vs. projected beginning fund balance, and said the year ended with a higher beginning balance than anticipated. She said budget amendments total to \$632,930. She reviewed fund balance impacts and called out the Transportation Benefit District (TBD) Fund. She explained that the TBD Fund is being eliminated and said the revenue will be placed in the Roads Capital Fund.

Councilmember McGlashan clarified that the General Fund Amendment request is \$632,930 and asked if the TBD fund will retain its own revenue stream. Ms. Lane confirmed the General Fund Amendment request is \$632,930, and that TBD will retain its own revenue stream and be classified as vehicle license fees.

Ms. Lane presented Full Time Employee (FTE) impacts, and noted the FTE increase from 144.60 to 147.73. She anticipates ending the year at 167% of General Reserve Policy. She reviewed impacts to the 10 Year Financial Sustainability Model and pointed out there is a \$2 Million impact occurring 2017-2026. She said the potential gap occurs in 2019 without implementation of fiscal strategies.

Councilmember Salomon asked clarifying questions about the FTE increases to the Planning & Community Development Department (PCD), suggested implementing a staffing agreement with Sound Transit (ST), and pointed out that the 10 Year Financial Sustainability Model does not reflect a long term increase in the projected deficit in 2022. He asked if PCD has looked at having current staff absorb the work. Ms. Lane replied that the position for the 175th Street Project is grant funded and that revenue is expected to offset the two positions related to ST. She anticipates once the projects are completed that the positions will go away. She added that current staff are not able to absorb the work. Mr. Norris commented that a staffing agreement would be ideal if there were more time. Mr. Kirkwood added that the Model shows that the positions are revenue supported through 2022. Ms. Lane said Ordinance No. 744 is scheduled for adoption on April 25, 2016.

Councilmember Scully asked clarifying questions about FTEs and verified that grant money cannot be used to fund existing positions. Mr. Kirkwood responded that the positions are for a Senior Planner in PCD for ST, one Public Works Engineer for ST, and one Public Works Engineer for the 175th Project.

10. ADJOURNMENT

At 8:35 p.m., Mayor Roberts declared the meeting adjourned.

Bonita Roznos, Deputy City Clerk

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

| | |
|----------------------|---|
| AGENDA TITLE: | Approval of Expenses and Payroll as of April 22, 2016 |
| DEPARTMENT: | Administrative Services |
| PRESENTED BY: | Sara S. Lane, 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 \$1,653,553.53 specified in the following detail:

***Payroll and Benefits:**

| Payroll Period | Payment Date | EFT Numbers (EF) | Payroll Checks (PR) | Benefit Checks (AP) | Amount Paid |
|----------------|--------------|------------------|---------------------|---------------------|---------------------|
| 3/27/16-4/9/16 | 4/15/2016 | 65898-66081 | 14338-14346 | 63191-63196 | \$484,731.18 |
| | | | | | <u>\$484,731.18</u> |

***Accounts Payable Claims:**

| Expense Register Dated | Check Number (Begin) | Check Number (End) | Amount Paid |
|------------------------|----------------------|--------------------|-----------------------|
| 4/15/2016 | 63132 | 63142 | \$208,278.02 |
| 4/15/2016 | 63143 | 63155 | \$448,665.67 |
| 4/15/2016 | 63156 | 63161 | \$11,227.06 |
| 4/15/2016 | 63162 | 63187 | \$65,271.49 |
| 4/15/2016 | 63188 | 63190 | \$58,344.48 |
| 4/19/2016 | 63197 | 63198 | \$56,912.72 |
| 4/21/2016 | 63199 | 63207 | \$71,482.17 |
| 4/21/2016 | 63208 | 63219 | \$26,464.53 |
| 4/21/2016 | 63220 | 63231 | \$58,511.39 |
| 4/21/2016 | 63232 | 63259 | \$163,664.82 |
| | | | <u>\$1,168,822.35</u> |

Approved By: City Manager **DT**

City Attorney **MK**

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

| | |
|----------------------|---|
| AGENDA TITLE: | 2017-2022 Transportation Improvement Plan (TIP) Public Hearing and Discussion |
| DEPARTMENT: | Public Works |
| PRESENTED BY: | Nytasha Sowers, Transportation Services Manager |
| ACTION: | <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing <input checked="" type="checkbox"/> Discussion |

PROBLEM/ISSUE STATEMENT:

In accordance with RCW 35.77.010, cities in Washington State are required to prepare and adopt a comprehensive six-year transportation plan. A city's six-year transportation improvement plan (TIP) must be consistent with its comprehensive plan transportation element. RCW 35.77.010 requires that the City hold at least one public hearing on the TIP and to submit the adopted TIP to the Washington State Secretary of Transportation. The Department of Transportation has historically accepted submittals of TIPs through the month of July.

The six-year TIP should include transportation projects, such as road and bridge work as well as new or enhanced bicycle or pedestrian facilities. In addition to local projects, the TIP should also identify projects and programs of regional significance for inclusion in the regional TIP. The City's TIP is used to secure federal funding for transportation projects as part of the Statewide Transportation Improvement Plan (STIP).

Through development of the TIP, the City prioritizes these funded and unfunded transportation needs utilizing information such as the City's Transportation Master Plan (TMP), safety and accident history, growth trends, traffic studies and the transportation element of the City's Comprehensive Plan. Project descriptions, costs, funding options and the project status are identified for each project in the TIP.

The TIP is prepared and presented to Council in advance of the Capital Improvement Plan (CIP). The policy direction provided through adoption of the TIP is used to identify transportation projects for inclusion in the CIP. The City Council will review the City's proposed six-year CIP as part of the 2017 budget process later this fall.

RESOURCE/FINANCIAL IMPACT:

There is no financial impact associated with adoption of the TIP. The projects identified in the City's TIP are a combination of funded projects in the CIP, including projects that are partially funded or underfunded, as well as currently unfunded projects the City would like to undertake should funding become available. Listing projects in the TIP

makes them grant eligible, as most grant programs will not fund projects not included in a jurisdiction's TIP. The vast majority of projects included in the TIP are unfunded or partially funded. All of the funded programs are identified as underfunded, as additional work could be completed through these programs with supplemental funding.

RECOMMENDATION

Council should hold the public hearing to receive comments on the proposed 2017-2022 TIP. No other formal Council action is required this evening on the TIP. Staff is requesting direction from Council regarding the policy topics outlined in this staff report as well as any revisions to the 2017-2022 TIP, including items that should be added or removed. Council is scheduled to adopt the 2017-2022 TIP on May 23, 2016.

Approved By: City Manager ***DT*** City Attorney ***MK***

INTRODUCTION

In accordance with state law, the City is required to prepare a six-year Transportation Improvement Plan (TIP). The TIP identifies projects to meet local transportation needs, as well as projects of regional significance, such as the 145th Street corridor improvements. It also includes some on-going programs, including the curb ramp, gutter and sidewalk program and the traffic safety improvements program. The TIP identifies projects for all modes of transportation, including bicycles, pedestrians, vehicles and transit. Projects in the TIP can be funded and unfunded and the draft TIP includes the transportation projects identified in the preliminary 2017-2022 CIP. Including projects in the TIP improves the city's eligibility to secure grant funding.

DISCUSSION

The TIP is prepared and presented to Council in advance of the CIP. The policy direction provided through adoption of the TIP is used to identify transportation projects for inclusion in the CIP. The City Council will review the City's proposed six-year CIP as part of the 2017 budget process later this fall.

The draft 2017-2022 TIP (Attachment A) utilizes last year's TIP as its foundation. Projects and programs included in the draft 2017-2022 TIP include high priority projects identified in the 2011 Transportation Master Plan (TMP) for safety and operations, bicycle and pedestrian projects. Staff also included several projects from the previous year's TIP which were identified by Council as important projects for the City.

Projects in the TIP are sorted into three categories:

- Funded Programs,
- Funded Projects, and
- Unfunded Projects.

Projects and programs that are partially funded or underfunded are included in the Funded categories. Generally, funded projects are those included in the City's 2016-2021 CIP. All projects identified for 2022 are unfunded, as capital needs in 2022 have not been discussed by Council at this time. Unfunded projects shown in 2017- 2019 are those that staff believe have favorable grant possibilities.

A project sheet for each project or program in the TIP has been developed and includes the following:

- Scope/Narrative: A description of the project or program including the specific work to be performed, project elements, project/program purpose and/or interagency coordination efforts.
- Funding: Identifies whether a project is funded, partially funded or unfunded and known funding sources.
- Funding Outlook: A description of the current funding projection for the project, including possible funding sources (when applicable).
- Project Status: Identifies Council goals achieved by each project, the stage of a project (such as design, environmental review or construction), previous years' work and expenditures and/or potential revenue sources for projects.

- Purpose/Goals Achieved: Identifies which of several purposes the project satisfies and/or general goals the project achieves, including Non-motorized Transportation; System Preservation; Growth Management; Improves Efficiency and Operations; Safety; Major Structures; Corridor Study; and/or Interjurisdictional Coordination.

Each project listed in the TIP includes an estimated project cost, the amount of funding secured or unsecured and the funding source for the six-year period covered by the TIP. If grant funding has been secured from a specific source, it is identified. The Funding Outlook section of each project sheet identifies the total project cost and any previous expenditure. Potential grant funding sources are also identified in this section. Projects listed that are necessary to accommodate growth and allow the City to maintain its adopted Levels of Service may be funded in part by transportation impact fees and are identified as such. The costs for projects programmed for the first three years of the TIP have been developed with a higher level of detail whereas those in the latter three years have been developed with less specificity, as the projects are generally less defined. The more specific costs for earlier projects help ensure that once the City receives a grant, the project is adequately funded.

A map showing the location of each project is also included as part of the TIP, as well as a summary matrix showing total costs for all projects. The total cost of all of the projects in the draft 2017-2022 TIP is \$287,341,363.

TIP Highlights

The draft 2017-2022 TIP includes projects that are identified as high priorities in the TMP, as well as some projects from previous TIPs. Very few projects and programs are funded in the next six years; thus unfunded projects comprise the majority of the TIP. Many of these are large, corridor-wide projects comprised of smaller, individual components which, when combined, would result in a completed roadway. The individual components have been identified in a manner to show how a project might be phased over time. Some of the individual components are projects that were identified as needed to accommodate growth in the City's Transportation Master Plan. These components will be funded, in part, by impact fees.

As well, roadway improvements associated with the NW Richmond Beach Road corridor have been redefined in the 2017-2022 TIP in order to recognize that several corridor improvements proposed in previous TIPs would only be implemented if the Point Wells Development moves forward. These projects were developed by the City several years ago in response to the Draft Supplemental Environmental Impact Statement and Final Environmental Impact Statement for the Point Wells development. These projects are listed contingently and are only to be constructed upon execution of a Municipal or Development Agreement approving these projects as appropriate mitigation. These projects are now captured under the project title Point Wells Potential Mitigation projects.

Improvements to the intersection at 3rd Avenue NW and NW Richmond Beach Road and Richmond Beach Road Re-channelization have been called out as separate projects as they will address safety and multi-modal access issues whether or not Point

Wells is developed. The 3rd Avenue NW and NW Richmond Beach Road project has identified safety issues that will likely need to be addressed by the City in advance of the potential Point Wells development or if the City receives funding that could be leveraged with developer funding. The Richmond Beach Roadway Re-channelization will also provide vehicular safety and bike access improvements. Other unfunded projects, such as New Sidewalk Projects and Major Preservation Projects, include several individual projects that could also be designed and constructed individually.

Direction from Council

In preparation for development of the CIP, staff is requesting Council direction on the following issues:

Grant Match

As part of the 2014 budget process, the City established the Grant Match Fund, which provides funding that can be used as part of grant applications. Since many grant agencies require a match, this new program can be utilized to provide that match without having the funds allocated to specific projects. Once a grant is secured, the match funding is allocated to the specific project. It is anticipated that unused funds from this program would rollover annually and that the fund would be replenished periodically.

The table below outlines the revenues and expenditures for the Grant Match fund over the next three years. The final column lists the grant amount for which the match was utilized. Please note that the column year indicates when the grant funding must be obligated. It is anticipated that the funds will be spent over 1-2 years for each project.

| Project/Revenue | Grant Agency/Program | 2016 | 2017 | 2018 | Balance | Grant Amount |
|---|------------------------------------|-------------|-------------|-------------|--------------------|---------------------|
| Starting Balance (2014-2019 CIP) | | | | | \$300,000 | |
| General Fund Contribution (2015-2020 CIP) | | \$200,000 | | | \$500,000 | |
| Bike Implementation Plan | PSRC- STP/Non motorized Countywide | \$(86,768) | | | \$413,232 | \$555,957 |
| Echo Lake Safe Routes to School | WSDOT- Safe Routes to School | \$(10,000) | | | \$403,232 | \$520,000 |
| HSIP- Speed Radar Signs | WSDOT- City Safety | \$(943) | | | \$402,289 | \$119,513 |
| HSIP - Meridian and 155th Intersection | WSDOT- City Safety | \$(6,544) | | | \$395,745 | \$352,385 |
| N/NE145th Street (Aurora to I-5) | PSRC- STP Countywide | \$(660,954) | | | \$(265,209) | \$4,235,000 |
| General Fund Contribution (2016-2021 CIP) | | \$500,000 | \$400,000 | | \$634,791 | |

| Project/Revenue | Grant Agency/Program | 2016 | 2017 | 2018 | Balance | Grant Amount |
|---|----------------------------------|------|-----------|------|---------|--------------|
| Other Grants (other fund source for match) | | | | | | |
| 15th Ave NE Overlay ¹ | PSRC-STP/Preservation/Countywide | | | | | 858,050 |
| Meridian Ave N ¹ | PSRC-STP/Preservation/Countywide | | | | | 523,325 |
| 175 th Design | PSRC-Contingency List | | (553,500) | | | 3,546,500 |

¹ Included with Annual Surface Preservation Program

At the end of 2017, staff anticipates having a balance of approximately \$635,000 in the grant match fund. However as the City moves forward on large projects and seeks additional grants this fund will need to be replenished and/or maintained. Sources may include savings from the Aurora Corridor with Improvement Project or contributions from the General Fund.

Based on grant cycles and the timing of applications, staff is busy preparing grants for several projects, such as the 145th Corridor. Because the cost estimates and required match has not been completed, they are not included in the table above at this time.

The 175th Street design was awarded funds for design and environmental work by the PSRC King County STP grant program. Because this design is for projects needed to accommodate future growth, impact fees can be used to serve as the match. If the City does not have enough funding from impact fees collected at the time, it can “borrow” from other funds, which would then be replenished by impact fees collected in the future.

Staff recommends that Council continue to support the grant match fund so that staff has the flexibility to apply for and compete for outside funding to help with constructing our TMP projects.

Funding of Future Corridor Studies

As Council and staff have discussed previously, grant funding agencies have specific conditions for what types and phases of projects they are willing to fund. They generally prefer to fund design and construction phases and will sometimes fund right-of-way acquisition. The planning phase of projects (including corridor studies) is typically the most difficult for which to secure funding. In order to better position Shoreline to secure grant funding, it is staff’s recommendation that the City fund and complete one planning study per year and program the three listed below in the order identified for projects so that they are “design ready”. In doing so, the City can develop a conceptual plan for these projects as well as reliable cost estimates. The plan and cost estimates will help in the development of competitive grant applications and provide a strong vision for the project going forward. For projects that require a study in order to clearly define their

needs, a planning level cost estimate for design, right-of-way acquisition and construction has been developed at this time.

The draft 2017-2022 TIP includes three projects for which a planning phase is needed. The planning phase is currently unfunded and the year in parentheses is staff's recommendation for the funding year:

- Project # 15: NE Perkins Way Improvements – 10th Avenue NE to 15th Avenue NE (2017)
- Project # 16: 15th Avenue NE - NE 172nd Street to NE 195th Street (2018)
- Project #23: N 165th Street and Carlyle Hall Road N Sidewalk and Intersection Safety (2021)

Due to its proximity to the NE 185th Street light rail station and the fact that it is the “missing link” in the northern Interurban-Burke Gilman connector (it is the only section for which a final design concept has not be determined nor construction funded), staff believes the Perkins Way improvement project is a strong contender for grant funding once a project design concept and cost estimates are complete.

Community Renewal Area Projects

The TIP includes a list of “frontage” improvement projects surrounding the Community Renewal Area (CRA) at Aurora Square. Several of these are radical departures from the existing transportation infrastructure and create a new function for some of the roadways. The key improvement projects include:

- Redesign of the N 155th Street and Westminster Way intersection, including N 155th Street to Aurora Avenue N;
- Redesign of Westminster Way between N 155th Street and the west Interurban Pedestrian Bridge landing; and
- Redesign of N 160th Street from Aurora Avenue N to Greenwood Avenue N.

A preliminary design of Westminster Way from Aurora to 155th is currently funded in the 2016-2021 CIP. However, there is no funding strategy currently in place for paying for these improvements. Options for funding these projects, which will include a recommendation on City share versus developer/property owner share and the potential for a latecomers program, will be discussed in the future. Staff recommends that once a funding strategy is in place, the City should take the lead in developing a design for the N 155th Street and Westminster Way intersection, including the segment of N 155th Street from Westminster Way to Aurora Avenue N.

Advanced Acquisition of Right-of-way

For many projects, such as the N/NE 145th Street corridor, widening of the right-of-way in the future may be needed. The City is limited in its authority to require dedication of right-of-way in conjunction with future development, and developers are often reluctant to limit their projects without compensation for unused land. By establishing a fund to allow for advance acquisition of right-of-way in circumstances of this kind, the City can ensure that structures are located outside of the area needed for future roadway widening projects. This will result in future savings, as the City will not need to retrofit or purchase buildings located in the potential future widened area.

Utility Undergrounding

Undergrounding of overhead utility lines in conjunction with major capital projects is addressed in the Shoreline Municipal Code. This is a very complicated issue, with both benefits and drawbacks that must be considered. Shoreline's requirements for utility undergrounding associated with City projects are a challenge to understand and administer. The City's franchise agreements with utility providers also influence the costs and timelines associated with undergrounding. Most projects included in the draft 2017-2022 TIP do not include undergrounding costs; however, it is anticipated that undergrounding will be a desired element of some projects and will need to be considered as they proceed through planning and design.

The City chose to underground overhead utilities as part of the North City and Aurora Corridor Improvement projects. Seattle City Light provided the upfront funding for these projects and is recovering these costs by including a charge on the utility bills of City of Shoreline customers.

Public Works staff and the City Attorney's Office are examining this issue and plan to return to Council for additional discussion later this year.

COUNCIL GOALS ADDRESSED

This project addresses Council Goal 2, "Improve Shoreline's utility, transportation, and environmental infrastructure." By identifying and developing a plan for multi-modal transportation improvements, the City is working to preserve and enhance the infrastructure. This project also addresses Council Goal 5: "Promote and enhance the City's safe community and neighborhood programs and initiatives" by funding the Traffic Safety Improvements program.

RESOURCE/FINANCIAL IMPACT

There is no financial impact associated with adoption of the TIP. The projects identified in the City's TIP are a combination of funded projects in the CIP, including projects that are partially funded or underfunded, as well as currently unfunded projects the City would like to undertake should funding become available. Listing projects in the TIP makes them grant eligible, as most grant programs will not fund projects not included in a jurisdiction's TIP. The vast majority of projects included in the TIP are unfunded or partially funded. How to address under or partially funded projects should be considered in the development of the 2017-2022 CIP. Direction received from the Council in consideration of the TIP will greatly assist staff in the development of the CIP.

RECOMMENDATION

Council should hold the public hearing to receive comments on the proposed 2017-2022 TIP. No other formal Council action is required this evening on the TIP. Staff is requesting direction from Council regarding the policy topics outlined in this staff report as well as any revisions to the 2017-2022 TIP, including items that should be added or removed. Council is scheduled to adopt the 2017-2022 TIP on May 23, 2015.

ATTACHMENTS

Attachment A: Draft 2017-2022 Transportation Improvement Plan

City of Shoreline 2017-2022 Transportation Improvement Plan

1. What is the Six-Year Transportation Improvement Plan (TIP)?

The City of Shoreline Six-Year Transportation Improvement Plan (TIP) is a short-range planning document that is updated annually based upon needs and policies identified in the City's Comprehensive Plan and Transportation Master Plan. It identifies Shoreline's current needed transportation projects and programs for the next six years. Some projects identified in the TIP are significant enough in nature that they will take longer than six years to complete.

2. What is included in the TIP?

A project sheet for each project or program in the TIP has been developed and includes the following:

- **Scope/Narrative:** A description of the project or program including the specific work to be performed, project elements, project/program purpose and/or interagency coordination efforts.
- **Funding:** Identifies whether a project is funded, partially funded or unfunded and known funding sources.
- **Funding Outlook:** A description of the current funding projection for the project, including possible funding sources (when applicable).
- **Project Status:** Identifies Council goals achieved by each project, the stage of a project (such as design, environmental review or construction), previous years' work and expenditures and/or potential revenue sources for projects.
- **Purpose/Goals Achieved:** Identifies which of several purposes the project satisfies and/or general goals the project achieves including Non-motorized Transportation; System Preservation; Growth Management; Improves Efficiency and Operations; Safety; Major Structures; Corridor Study; and/or Interjurisdictional Coordination.

Projects in the TIP are sorted into three categories: Funded Programs, Funded Projects, Unfunded Projects. Projects and programs that are underfunded or partially funded are included in the funded categories. Generally, funded projects are those included in the City's 2017-2022 Capital Improvement Plan. All projects and programs identified for 2021 are unfunded. All of the funded programs are identified as underfunded, as additional work could be completed through these programs with supplemental funding. The TIP also identifies the potential for new projects or programs that may arise from current City planning efforts in the Emerging Projects section. The final section provides a summary of projects included in the 2017-2022 TIP that are scheduled for completion in 2016.

3. Project Costs and Funding

Each project listed in the TIP includes an estimated cost, the amount of funding secured or unsecured and the funding source(s) for the six year period covered by the TIP. Existing and new project and program costs need to cover all phases of a project (described below), including the staff time necessary to administer them. If grant funding has been secured from a specific source, it is identified. The Funding Outlook section of each project sheet identifies the total project cost and any previous expenditures. Potential grant funding sources are also identified in this section.

Projects listed that are necessary to accommodate growth and allow the City to maintain its adopted Levels of Service may be funded in part by transportation impact fees. The costs for projects programmed for the first three years of the TIP have been developed with a higher level of detail whereas those in the latter three years have been developed with less specificity, as the projects are generally less defined. Unless otherwise noted, project costs do not include the costs for placing overhead utilities underground.

4. Developing the TIP

The annual TIP update starts with the previously adopted TIP. Projects in the previously adopted TIP are reviewed and projects that have been completed, or because of changing conditions, are no longer needed are removed from the TIP. Existing projects may also be updated based upon completed studies, refined project scopes or revised cost estimates. The remaining projects carried over from the previous TIP are reviewed for changes to cost estimates, project funding, schedule, or scope during the update process to ensure that the best information is represented in the TIP.

New projects are generated from many sources, including the City's adopted Transportation Master Plan (TMP), Comprehensive Plan, Council priorities, identification of new issues or deficiencies, response to growth, accident locations or the potential to secure grant funding. The City may use tools such as pavement management rating, analysis of accident data and transportation modeling to help identify potential new projects. Potential new projects undergo a review of scope, priority, schedule and cost analysis.

Updated projects from the previous TIP and new projects are then used to create a draft TIP project list. The phasing and funding of these projects in the draft TIP is based on an evaluation of project priority compared with priorities laid out in the TMP and Comprehensive Plan, commitments to projects and programs that are already underway, secured grants, partnerships the City has entered into with other jurisdictions and agencies and new opportunities that arise to leverage local transportation funding in combination with other funding sources.

Once the draft TIP has been developed, a public hearing is held to provide an opportunity for the community comment. Based on the results of the public hearing and comments from the Shoreline City Council a final version of the TIP is developed. This final version is then adopted by the City Council.

5. Emerging Projects

New transportation projects are often generated from significant planning efforts for new or major redevelopments or land use subarea planning. In 2012, the City designated the Aurora Square area as a Community Renewal Area (CRA) and subsequently adopted a vision and plan for its redevelopment. Transportation improvements will be an important component in supporting redevelopment. The City has developed and adopted a Programmatic EIS to address the transportation impacts associated with redevelopment of the site. It is expected that redevelopment of the CRA will occur over many years, continuing beyond the six year time frame addressed in this TIP.

In anticipation of the commencement of light rail service in 2023, the City is planning for land use changes around the future stations located in Shoreline at NE 145th Street and NE 185th Street. Higher residential densities and a mix of land use types near the stations, as well as transit users

traveling to the stations will create an increased demand for multi-modal transportation facilities. The City of Shoreline is working with Sound Transit to develop multimodal access improvements to these stations as well as the potential for a multi-use trail along the rail track alignment between the 145th light rail station to the 195th pedestrian bridge.

Transportation impacts and needs associated with future land use changes as well as the necessary solutions to resolve them are outlined in the subarea plans. The redevelopment of the station areas is expected to occur over many decades. The projects needed to accommodate growth in the station areas will be incorporated into future TIPs.

6. Relationship of the TIP to other Transportation Documents

A. Six-Year Capital Improvement Plan

Once adopted, the TIP helps to guide funding and implementation priorities during the development of the transportation portion of the Capital Improvement Plan (CIP). The CIP is a six-year financial plan addressing capital needs and is updated along with the development of the City's operating budget. The CIP shows the City-funded portion of projects and is constrained by current budget forecasts, whereas the TIP shows the complete project list, including unfunded projects and programs. The first year of the CIP is adopted as part of the annual budget

B. Transportation Master Plan

The City of Shoreline's Transportation Master Plan (TMP) is the long-range blueprint for travel and mobility, describing a vision for transportation that supports the City's adopted Comprehensive Plan. The TMP provides guidance for public and private sector decisions on local and regional transportation investments, including short-, mid-, and long-range transportation and related land-use activities. In this way, the City can assess the relative importance of projects and schedule their planning, engineering and construction as growth takes place and the need for the facilities and improvements is warranted. It also establishes a prioritization of the projects to be included in future capital improvement plans. The TMP covers all forms of personal travel – walking, bicycling, transit and automobile.

C. State and Federal Requirements

State law requires that each city develop a local TIP and that it be annually updated (RCW 35.77.010). It also requires that projects be included in the TIP in order for cities to compete for transportation funding grants from most federal and state sources. Federal grant funded and regionally significant projects from the first three years of the City's TIP are included in the Regional TIP, which is assembled by the Puget Sound Regional Council for King, Kitsap, Pierce, and Snohomish Counties. The Regional TIPs from around the State are then combined to form the State TIP, which is approved by the Governor and then submitted to the Federal Highway Administration and Federal Transit Authority for their review and approval.

6. Funding Challenges

As is the case for most jurisdictions, the need for transportation improvements in Shoreline greatly outweighs the City's ability to fund them in both the short and long term. In addition to major capital projects such as intersection or corridor improvements, there is an on-going need to

maintain the existing system. This includes repair, maintenance and preservation work, such as Bituminous Surface Treatment (BST) or overlays, upgrades and repairs to traffic signals, installation of new street lights and curb ramp upgrades. It is difficult to estimate the annual backlog or degree to which the City's transportation program is underfunded, as new projects are identified annually and maintenance is a continuous necessity. The unfunded projects and programs included in this six year TIP (not including the unfunded portions of partially funded projects) total \$122,902,153.

The City of Shoreline funds transportation capital projects from the General Fund, Real Estate Excise Tax (REET), Transportation Benefit District (TBD) and grant revenue from local, state and federal governments. Because some of these revenue sources are so closely tied to the health of the economy they can be somewhat unpredictable, making it challenging for the City to plan for transportation improvements with assurance that funding will be available.

Historically the largest sources of funding for Shoreline's transportation programs and projects have been grants. Funding for transportation projects is available from federal, state and local resources. Each funding source has specific rules and guidelines about what types of projects they will fund, how much of a project will be funded and timelines for expenditure of funds. Most grant programs require a funding match, which means that the City must also contribute funding to the cost of a project. The granting agency may also have restrictions about the source of the funding match. For example, a state funded grant might be restricted from having another state funded grant serve as the match. Funding programs for bicycle and pedestrian transportation projects are very limited, especially in comparison to funding for highway and roadway projects. Quite often, granting agencies prefer to fund construction of projects rather than planning, design or environmental work. Having projects fully designed and "shovel ready" improves their ability to compete for funding. The competitive nature of grant funding and the specific requirements associated with available grants narrow the opportunities for many of the City's high priority projects to obtain outside funding.

7. Lifecycle of a Project

Depending upon the size and/or degree of complexity associated with a project, it can take several years to complete. For example, the three mile Aurora Corridor Improvement Project scheduled for completion in 2016, began the initial planning work in 1997. Large projects may be divided into several smaller projects in order to manage the project more effectively, comply with grant funding requirements or minimize inconvenience to the community during construction. Throughout all phases of a project, the City is committed to maintaining open communications with the community. The process to develop projects generally includes the following steps.

Planning and Alternatives Development – During this phase, conceptual ideas for a project are identified, evaluated and narrowed, sometimes to a single option. Citizens, community organizations, neighboring jurisdictions and other stakeholders help shape the project. Public meetings provide updates to the community and help the City gather feedback.

Preliminary Design and Environmental Review – This phase identifies potential environmental impacts of the project alternative(s). The level of review and documentation depends on the scope of the project and its potential for environmental impacts. An Environmental Impact Statement (EIS) is prepared for large projects with potentially significant impacts. Development of a State Environmental Policy Act (SEPA) checklist may be prepared for projects not requiring an EIS. A

similar review under the National Environmental Policy Act (NEPA) is required for projects that receive federal funding. The project's design moves from conceptual to preliminary as initial engineering begins.

During this phase:

- If required, a SEPA checklist or Draft EIS is published followed by a public comment period. Responses to those comments are found in the Final EIS.
- Preliminary design is completed.
- The City selects the project that will eventually be built.

Final Design and Property Acquisition – In this phase, architects and engineers define what the project will look like as well as the technical specifications for the project. Field work is performed including testing soil conditions and ground water levels, surveying, and locating utilities. Additionally, the City acquires any necessary private property and easements. This phase is often referred to as “Projects, Specifications and Estimate (PS and E)”.

Construction – Construction time varies widely from project to project. The City balances the need to complete the project on time and on budget while minimizing construction impacts to the community.

Unforeseen site conditions, weather, design corrections and the complexity of a project are some of the factors that can influence the schedule. Construction schedules can also be affected by environmental restrictions, such as permissible timeframes to work in fish bearing waters.

Contact Information

For additional information, contact Nytasha Sowers, Transportation Services Manager, 206.801.2481, nsowers@shorelinewa.gov.

FUNDED PROGRAMS (FULLY OR UNDERFUNDED)

1. Curb Ramp, Gutter and Sidewalk Program (*underfunded*)
2. Traffic Safety Improvements (*underfunded*)
3. Annual Road Surface Maintenance Program (*underfunded*)
4. Traffic Signal and Intelligent Transportation System (ITS) Improvements (*underfunded*)

FUNDED PROJECTS (FULLY OR PARTIALLY)

5. 25th Avenue NE Sidewalk
6. 145th Street (SR 523) Corridor Improvements (*partially*)
7. Echo Lake Safe Routes to School
8. Bicycle System Plan Implementation – Minor Improvements
9. Citywide Radar Speed Signs
10. Meridian Avenue N and N 155th Street Intersection Phase Changes
11. N/NE 175th Street Corridor Improvements (*partially*)
12. N/NE 185th Street Corridor Improvements (*partially*)
13. Richmond Beach Road Rechannelization

UNFUNDED PROJECTS

14. Community Renewal Area (CRA) Roadway Improvements
15. NE Perkins Way Improvements – 10th Avenue NE to 15th Avenue NE
16. 15th Avenue NE – NE 172nd Street to NE 195th Street
17. Fremont Avenue N – N 175th Street to N 185th Street
18. Point Wells Potential Mitigation Projects
19. Major Pavement Rehabilitation Projects
20. Meridian Avenue N - N 145th Street to N 205th Street
21. Aurora Avenue N at N 145th Street Dual Left Turn Lane
22. N 165th Street and Carlyle Hall Road N Sidewalk and Intersection Safety
23. N 152nd Street and Ashworth Avenue N Intersection Improvements
24. Ballinger Way - NE 205th St to 19th Ave NE Access Control Preliminary Design
25. N 185th Street and Linden Avenue N Intersection Improvements
26. 3rd Ave NW and NW Richmond Beach Intersection Improvements
27. New Sidewalk Projects

EMERGING PROJECTS

Community Renewal Area Projects
Light Rail Station Area Improvements
Transit Service Integration Plan

PROJECT SCHEDULED FOR SUBSTANTIAL COMPLETION IN 2016

Interurban/Burke-Gilman Connectors
145th Street Corridor Study
10th Avenue NW Bridge Rehabilitation
Aurora Ave N, 192nd – 205th Streets
Annual Road Surface Maintenance Program

- Meridian Ave N overly
- 15th Ave NE overlay

Attachment A

| Project | 2017 Estimate | 2018 Estimate | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2017-2022 Total |
|---|----------------------|----------------------|---------------------|----------------------|----------------------|-----------------------|-----------------------|
| FUNDED PROGRAMS (FULLY OR PARTIALLY) | | | | | | | |
| Curb Ramp, Gutter & Sidewalk Program | \$ 153,000 | \$ 153,000 | \$ 200,000 | \$ 200,000 | \$ 200,000 | \$ 200,000 | \$ 1,106,000 |
| Traffic Safety Improvements | \$ 157,881 | \$ 160,775 | \$ 163,814 | \$ 167,005 | \$ 167,005 | \$ 167,005 | \$ 983,485 |
| Annual Road Surface Maintenance Program | \$ 1,000,000 | \$ 1,100,000 | \$ 1,200,000 | \$ 1,200,000 | \$ 1,200,000 | \$ 1,200,000 | \$ 6,900,000 |
| Traffic Signal and Intelligent Transportation System (ITS) Improvements | \$ 116,000 | \$ 122,000 | \$ 128,000 | \$ 135,000 | \$ 150,000 | \$ 150,000 | \$ 801,000 |
| FUNDED PROJECTS (FULLY OR PARTIALLY) | | | | | | | |
| 25th Avenue NE Sidewalk | \$ 60,000 | \$ 510,000 | \$ 25,000 | \$ - | \$ - | \$ - | \$ 595,000 |
| 145 th Street (SR 523) Corridor Improvements | \$ 2,448,000 | \$ 2,448,000 | \$ 2,000,000 | \$ 5,000,000 | \$ 20,000,000 | \$ 20,000,000 | \$ 51,896,000 |
| Echo Lake Safe Routes to School | \$ 419,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 419,000 |
| Bicycle System Plan Implementation – Minor Improvements | \$ 585,725 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 585,725 |
| Citywide Radar Speed Signs | \$ 121,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 121,000 |
| Meridian Avenue N and N 155th Street Intersection Phase Changes | \$ 55,000 | \$ 304,000 | \$ - | \$ - | \$ - | \$ - | \$ 359,000 |
| N/NE 175 th Street Corridor Improvements | \$ 2,820,000 | \$ 2,819,000 | \$ - | \$ - | \$ - | \$ 77,156,000 | \$ 82,795,000 |
| N/NE 185 th Street Corridor Improvements | \$ 600,000 | \$ - | \$ - | \$ - | \$ 8,539,000 | \$ 8,539,000 | \$ 17,678,000 |
| Richmond Beach Road Rechannelization | \$ 200,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 200,000 |
| UNFUNDED PROJECTS | | | | | | | |
| Community Renewal Area (CRA) Roadway Improvements | \$ 477,000 | \$ 4,650,000 | \$ 700,000 | \$ 700,000 | \$ - | \$ 14,500,000 | \$ 21,027,000 |
| NE Perkins Way Improvements – 10 th Avenue NE to 15 th Avenue NE | \$ - | \$ - | \$ - | \$ 3,681,540 | \$ - | \$ - | \$ 3,681,540 |
| 15 th Avenue NE – NE 172 nd Street to NE 195 th Street | \$ - | \$ - | \$ - | \$ 6,176,793 | \$ - | \$ - | \$ 6,176,793 |
| Fremont Avenue N – N 175 th Street to N 185 th Street | \$ - | \$ - | \$ - | \$ 6,292,720 | \$ - | \$ - | \$ 6,292,720 |
| Point Wells Potential Mitigation Projects | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 45,490,000 | \$ 45,490,000 |
| Major Pavement Rehabilitation Projects | \$ 2,000,000 | \$ 2,000,000 | \$ 2,000,000 | \$ 2,000,000 | \$ 2,000,000 | \$ 2,000,000 | \$ 12,000,000 |
| Meridian Avenue N Corridor Improvements | \$ 992,000 | \$ - | \$ - | \$ - | \$ - | \$ 9,117,000 | \$ 10,109,000 |
| Aurora Avenue N at N 145 th Street Dual Left Turn Lane | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 4,700,000 | \$ 4,700,000 |
| N 165 th Street and Carlyle Hall Road N Sidewalk and Intersection Safety | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,482,000 | \$ 2,482,000 |
| N 152 nd Street and Ashworth Avenue N Intersection Improvements | \$ - | \$ - | \$ - | \$ 25,000 | \$ 320,000 | \$ - | \$ 345,000 |
| Ballinger Way - NE 205th St to 19th Ave NE Access Control Preliminary Design | \$ - | \$ 200,000 | \$ - | \$ - | \$ - | \$ - | \$ 200,000 |
| N 185th Street and Linden Avenue N Intersection Improvements | \$ - | \$ - | \$ 530,100 | \$ - | \$ - | \$ - | \$ 530,100 |
| 3rd Ave NW and NW Richmond Beach Rd Intersection Improvements | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,320,000 | \$ 2,320,000 |
| New Sidewalk Projects | \$ 172,000 | \$ 1,227,000 | \$ 1,519,000 | \$ 590,000 | \$ 2,029,000 | \$ 2,011,000 | \$ 7,548,000 |
| Total Expenditures by Year | \$ 12,376,606 | \$ 15,693,775 | \$ 8,465,914 | \$ 26,168,058 | \$ 34,605,005 | \$ 190,032,005 | \$ 287,341,363 |

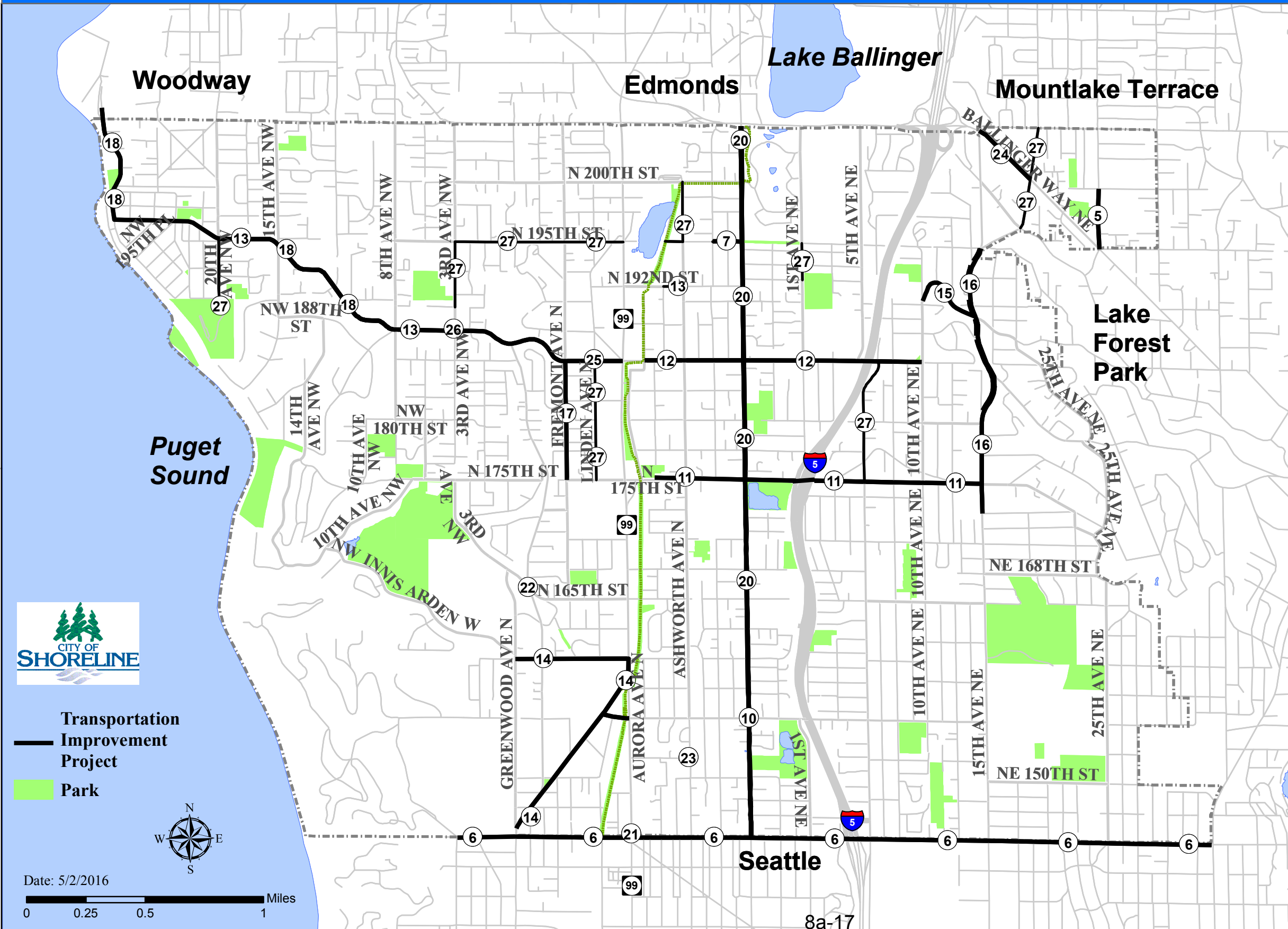
City of Shoreline Transportation Improvement Program 2017 to 2022

Project Location

- 5. 25th Avenue NE Sidewalk
- 6. 145th Street (SR 523) Corridor Improvements
- 7. Echo Lake Safe Routes to School
- 10. Meridian Avenue N and N 155th Street Intersection Phase Changes
- 11. N/NE 175th Street Corridor Improvements
- 12. N/NE 185th Street Corridor Improvements
- 13. Richmond Beach Road Rechannelization
- 14. Community Renewal Area (CRA) Roadway Improvements
- 15. NE Perkins Way Improvements – 10th Avenue NE to 15th Avenue NE
- 16. 15th Avenue NE – NE 172nd Street to NE 195th Street
- 17. Fremont Avenue N – N 175th Street to N 185th Street
- 18. Point Wells Potential Mitigation Projects
- 20. Meridian Avenue N - N 145th Street to N 205th Street
- 21. Aurora Avenue N at N 145th Street Dual Left Turn Lane
- 22. N 165th Street and Carlyle Hall Road N Sidewalk and Intersection Safety
- 23. N 152nd Street and Ashworth Avenue N Intersection Improvements
- 24. Ballinger Way – NE 205th Street to 19th Avenue NE – Access Control Preliminary Design
- 25. N 185th Street and Linden Avenue N Intersection Improvements
- 26. 3rd Ave NW and NW Richmond Beach Intersection Improvements
- 27. New Sidewalk Projects

Citywide Improvements

- 1. Curb Ramp, Gutter and Sidewalk Program
- 2. Traffic Safety Improvements
- 3. Annual Road Surface Maintenance Program
- 4. Traffic Signal and Intelligent Transportation System (ITS) Improvements
- 8. Bicycle System Plan Implementation – Minor Improvements
- 9. Citywide Radar Speed Signs
- 19. Major Pavement Rehabilitation Projects



Transportation Improvement Project
Park

Date: 5/2/2016
 0 0.25 0.5 1 Miles

FUNDED PROGRAMS
(FULLY OR PARTIALLY)

Project # and Name

1. Curb Ramp, Gutter and Sidewalk Program

Scope / Narrative

The ongoing Curb Ramp, Gutter and Sidewalk Program includes replacement of curb ramps that do not comply with the Americans with Disabilities Act (ADA) standards; design and construction of new, ADA compliant curb ramps in locations where none exist; and repairing and replacing existing concrete gutters and sidewalks damaged by tree roots, cracking or settlement. In a related project, the City is undertaking a City-wide inventory of all pedestrian facilities in the public right of way as a step toward an ADA compliance plan. The City-wide inventory will help to determine priorities for this capital program as well.

Funding

| FUNDING SOURCE | PARTIALLY FUNDED | | | | | UNFUNDED | 2017-2022 Total |
|----------------|------------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| | 2017 Estimate | 2018 Estimate | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | |
| Roads Capital | \$ 153,000 | \$ 153,000 | \$ 200,000 | \$ 200,000 | \$ 200,000 | \$ 200,000 | \$ 1,106,000 |

Funding Outlook

This program is currently funded through an annual transfer from the General Fund. It is underfunded, as it is known that additional work is needed to fully maintain the existing sidewalks. It is unknown how much additional funding is needed at this time. A full inventory is required in order to accurately assess the need and an inventory and condition assessment is funded in the 2015 budget. Additionally, new requirements for curb ramp upgrades associated with projects such as traffic signal improvements and pavement overlays continue to increase the costs associated with this program. It is estimated this program is less than 50% funded. Future TIPs may include this information.

Project Status

Annual program, 2017-2022. This program helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

2. Traffic Safety Improvements

Scope / Narrative

This program addresses priority traffic and pedestrian safety concerns on both arterial and local streets. The primary purpose of this program is to design and implement small spot improvement projects to improve safety and enhance the livability of neighborhoods. Projects include traffic calming devices (speed humps, radar speed display signs, etc), capital infrastructure (curb ramps, sidewalks, etc) and operational changes (bike lanes, turn lanes, school signing, etc).

Funding

| FUNDING SOURCE | PARTIALLY FUNDED | | | | | UNFUNDED | 2017-2022 Total |
|----------------|------------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| | 2017 Estimate | 2018 Estimate | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | |
| Roads Capital | \$ 157,881 | \$ 160,775 | \$ 163,814 | \$ 167,005 | \$ 167,005 | \$ 167,005 | \$ 983,485 |

Funding Outlook

This program is currently underfunded. Additional improvements that could be implemented with supplemental funding include street lighting, ADA compliance upgrades, small sidewalk projects, and projects identified in the Neighborhood Traffic Action Plans. Addressing all the projects identified as high priority by residents in the traffic plans is estimated at \$37.6 million.

Project Status

Annual program, 2017-2022. This program helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure and Goal 5: Promote and enhance the City's safe community and neighborhood initiatives and programs.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name**3. Annual Road Surface Maintenance Program****Scope / Narrative**

The City's long-term road surface maintenance program is designed to maintain the City's roadway system at the highest Pavement Condition Index (PCI) rating within the limits of available funding. PCI is recalibrated annually and re-assessed City-wide at 5 year intervals. Roadway maintenance is accomplished by using a combination of asphalt concrete overlays and bituminous surface treatment (BST), both of which are preventative maintenance techniques. Asphalt overlays are used to maintain the structure of arterial streets, which have higher traffic volumes and higher wear, and BST is employed on residential streets, which have lower traffic volumes, lower wear and, if well maintained, a generally longer life span. These techniques typically extend pavement life between 10 and 15 years. Each year, the City identifies streets that require maintenance through this program. To maximize the impact of available funding and staff and coordinate with grant funding cycles, the City alternates each year between overlays and BST. As part of this program, the City renews pavement markings, traffic channelization and signs.

Funding

| FUNDING SOURCE | PARTIALLY FUNDED | | | | | UNFUNDED | 2017-2022 Total |
|----------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| | 2017 Estimate | 2018 Estimate | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | |
| Roads Capital | \$ 1,000,000 | \$ 1,100,000 | \$ 1,200,000 | \$ 1,200,000 | \$ 1,200,000 | \$ 1,200,000 | \$ 6,900,000 |
| Federal - STP | | | | | | | \$ - |
| PROJECT TOTAL | \$ 1,000,000 | \$ 1,100,000 | \$ 1,200,000 | \$ 1,200,000 | \$ 1,200,000 | \$ 1,200,000 | \$ 6,900,000 |

Funding Outlook

This program is currently funded at approximately 50 percent.

Project Status

Annual program 2017-2022. This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

4. Traffic Signal and Intelligent Transportation System (ITS) Improvements

Scope / Narrative

The maintenance of safe and efficient traffic signals is an important part of the City's responsibility to all users of the transportation network including drivers, pedestrians and bicyclists. New traffic signal technology provides superior functionality compared to older, obsolete equipment. Intersection improvements are one of the most cost effective ways to improve traffic flow while effective maintenance and operation of traffic signals can increase safety and extend the life of the signal, decreasing overall program costs. Examples of signalized intersection improvements include, but are not limited to:

- New controllers which can accommodate transit signal priority, dynamic emergency vehicle preemption and coordination of traffic signals along a corridor for increased efficiency.
- Functional detection to ensure signals operate dynamically, based on actual user demand.
- Back up battery systems to keep signals operational during power outages.
- Communication to a central system for efficient signal timing changes, troubleshooting, and reporting.
- Accessible Pedestrian Signals and countdown signal heads for improved safety and ADA compliance.

The ability to keep traffic signals operating and vehicles moving is a key part of Shoreline's Emergency Management Plan.

Intelligent Transportation Systems (ITS) is the application of advanced information and communications technology to transportation. ITS helps roadway users make more informed decisions about travel routes thereby improving efficiency, safety, productivity, travel time and reliability. Elements of an ITS system can include variable message signs, license plate or bluetooth/wi-fi readers, real-time traffic flow maps, traffic monitoring cameras, and communication between traffic signals and a Traffic Management Center (TMC). Existing City ITS components include fiber optic lines, traffic monitoring cameras, and a central signal system for signals along Aurora. The City began operation of a TMC in 2013 to help manage these systems which may be expanded or modified as the City's ITS system grows. This project will fully integrate all City signals, with ITS improvements where appropriate, including traffic monitoring cameras. Future expansions of the system may include coordination with traffic signals in Seattle, cities to the north, and those operated by WSDOT.

Funding

| FUNDING SOURCE | PARTIALLY FUNDED | | | | | UNFUNDED | 2017-2022 Total |
|----------------|------------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| | 2017 Estimate | 2018 Estimate | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | |
| Roads Capital | \$ 116,000 | \$ 122,000 | \$ 128,000 | \$ 135,000 | \$ 150,000 | \$ 150,000 | \$ 651,000 |

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Funding Outlook

The annual funding for this project is not enough to completely rebuild two traffic signals each year, as a traffic signal rebuild typically costs \$60,000. While some signal upgrades were deferred due to the recession, the city still remains on schedule to rebuild an average of two signals each year, in part due to grant-funded CIP projects, such as the Aurora Corridor Improvement Project. The program is currently underfunded by approximately \$20,000 annually to stay on schedule for rebuilding two traffic signals each year. An additional \$750,000 is needed to complete the ITS components of this project. The ITS portion of the project is currently unfunded as well. The City currently does not have a good inventory of signal needs, however, it is expected that this inventory will be completed in 2015.

Project Status

Annual program 2017-2022. This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|---|
| <input type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

FUNDED PROJECTS
(FULLY OR PARTIALLY)

Project # and Name

5. 25th Avenue NE Sidewalk

Scope / Narrative

This project will extend sidewalks along the west side of 25th Ave NE from NE 195th Pl to NE 200th St. Sidewalk will be installed in front of the proposed Public Works Maintenance Facility and Bruggers Bog Park. Intermittent on-street parking will also be installed.

Funding

| FUNDING SOURCE | FUNDED | | | | | | 2017-2022 Total |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|-------------------|
| | 2017 Estimate | 2018 Estimate | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | |
| Roads Capital | \$ 60,000 | \$ 510,000 | \$ 25,000 | | | | \$ 595,000 |

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name**6. 145th Street (SR 523) Corridor Improvements****Scope / Narrative**

145th Street (SR 523) serves as the boundary between the Cities of Shoreline and Seattle. The right-of-way is not within the City's jurisdiction. The southern half (eastbound lanes) is in the City of Seattle and the northern half (westbound lanes) is in unincorporated King County. Seattle classifies 145th Street as a Principal Arterial from Greenwood Ave N to Bothell Way NE (SR-522). From February 2015 to April 2016 the City of Shoreline undertook a multi-modal study of the corridor from 3rd Avenue NW to SR-522 (Bothell Way/ Lake City Way). The study included an evaluation of safety, traffic, transit and non-motorized needs resulting from anticipated changes in the area including growth and the siting of a new light rail station.

The study identified a preferred design concept to guide future design and engineering work on the corridor. This draft preferred concept was developed in partnership with the City of Seattle, the Washington State Department of Transportation, King County, Metro Transit and Sound Transit. Based on the preferred design concept developed through the 145th Multi-Modal Corridor Study corridor improvements will include:

- Improving vehicular capacity and safety, increasing transit speed and reliability, and improving non-motorized accessibility to I-5 and the future light rail station.
- Upgrading of the existing non-ADA compliant sidewalks and constructing new sidewalk for a continuous pedestrian system along the corridor.
- Installing illumination and landscaping along the corridor.
- Making bus stop improvements.
- Upgrading the existing stormwater management system to improve stormwater detention and treatment.

Funding for final design and environmental review of the I-5 to Aurora (State Route 99) segment has been secured. Preliminary engineering and environmental work for the segment from Interstate 5 to Aurora (State Route 99) will proceed in mid 2016.

Funding for design and environmental review for the section from SR-522 to I-5 and from Aurora (SR-99) to 3rd Ave NW has not been secured. Funding has not been secured for right-of-way acquisition and construction of the corridor.

Funding

| FUNDING SOURCE | FUNDED | | UNFUNDED | | | | |
|----------------------|---------------------|---------------------|---------------------|---------------------|----------------------|----------------------|----------------------|
| | 2017 Estimate | 2018 Estimate | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2017-2022 Total |
| Roads Capital | \$ 330,000 | \$ 330,000 | | | | | \$ 660,000 |
| Federal - STP | \$ 2,118,000 | \$ 2,118,000 | | | | | \$ 4,236,000 |
| Unknown | | | \$ 2,000,000 | \$ 5,000,000 | \$ 20,000,000 | \$ 20,000,000 | \$ 47,000,000 |
| PROJECT TOTAL | \$ 2,448,000 | \$ 2,448,000 | \$ 2,000,000 | \$ 5,000,000 | \$ 20,000,000 | \$ 20,000,000 | \$ 51,896,000 |

Continued on next page

Funding Outlook

The estimates for 2018-2021 are included as placeholders. The 145th Multimodal Corridor Study provided a general project design and cost estimates for the project. It is anticipated that the total cost for this project will be significantly greater and that the project will continue beyond 2020. The City has submitted a total project cost estimate of \$200 million to the Puget Sound Regional Council for the purposes of regional transportation planning. The City was awarded grant funding for Plans, Specifications and Estimate as well as environmental review in 2014 (to be obligated in 2016 after completion of the 145th Multimodal Corridor Study) for the segment from Aurora Avenue N to Interstate 5.

Project Status

Project initiated in 2014. The Multimodal Corridor Study 2016. Design work for the segment from Aurora Avenue N to Interstate 5 is scheduled to begin in late 2016. This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

7. Echo Lake Safe Routes to School

Scope / Narrative

This project will construct sidewalks (including curb and gutter), curb ramps, and crosswalks on N 195th Street between Meridian Avenue N and Wallingford Avenue N, directly adjacent to Echo Lake Elementary. The new sidewalk will connect to sidewalk already in place in front of the school east to the N 195th Street Trail, which connects student walkers and bicyclists to the surrounding neighborhoods.

Funding

| FUNDING SOURCE | UNFUNDED | | | | | | 2017-2022 Total |
|-----------------------|-------------------|---------------|---------------|---------------|---------------|---------------|-------------------|
| | 2017 Estimate | 2018 Estimate | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2021 Estimate | |
| Safe Routes to School | \$ 410,000 | \$ - | | | | | \$ 410,000 |
| Roads Capital | \$ 9,000 | \$ - | | | | | \$ 9,000 |
| PROJECT TOTAL | \$ 419,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 419,000 |

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name**8. Bicycle System Plan Implementation – Minor Improvements****Scope / Narrative**

Implement the majority of the City of Shoreline's adopted Bicycle System Plan through the installation of bicycle lanes, sharrows and route signage. Wayfinding signage that helps guide nonmotorized travelers to destinations throughout Shoreline and in neighboring jurisdictions will accompany the installation of facilities. Implementation will include the design of facilities, procurement of materials, construction and project management. Improvements that would be installed as part of this project do not include those that would require significant capital projects, construction or right-of-way acquisition, as these are identified as components of other projects within this TIP.

Funding

| FUNDING SOURCE | UNFUNDED | | | | | | 2017-2022 Total |
|----------------------|-------------------|---------------|---------------|---------------|---------------|---------------|-------------------|
| | 2017 Estimate | 2018 Estimate | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | |
| Federal - STP | \$ 506,652 | | | | | | \$ 506,652 |
| Roads Capital | \$ 79,073 | | | | | | \$ 79,073 |
| PROJECT TOTAL | \$ 585,725 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 585,725 |

Funding Outlook

The total cost for this project is estimated to be approximately \$643,000. Design phase will be complete in 2016 and construction will be completed in 2017.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name**9. Citywide Radar Speed Signs****Scope / Narrative**

This project includes the installation of speed feedback signs (radar speed signs) at the following five locations:

1. Greenwood Ave N between Westminster Way N and N 160th Street (northbound and southbound)
2. 5th Ave NE between NE 192nd Street and NE 205th Street (northbound and southbound)
3. 1st Ave NE between N 145th Street and N 155th Street (northbound and southbound)
4. 15th Ave NW between NW Richmond Beach Rd and NW 205th St (northbound and southbound)
5. NW Innis Arden Way between Greenwood Ave N and 10th Ave NW (westbound only)

Funding

| FUNDING SOURCE | FUNDED | | | | | | 2017-2022 Total |
|----------------------|---------------|---------------|---------------|---------------|---------------|---------------|-------------------|
| | 2017 Estimate | 2018 Estimate | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | |
| Roads Capital | \$ 1,000 | | | | | | \$ 1,000 |
| HSIP | \$ 120,000 | | | | | | \$ 120,000 |
| PROJECT TOTAL | \$ 121,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 121,000 |

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

10. Meridian Avenue N and N 155th Street Intersection Phase Changes

Scope / Narrative

This project will revise northbound/southbound signal phasing from permissive to flashing yellow arrow operation to address at-angle collisions at the intersection of Meridian Ave N and N 155th St. It will decrease intersection radii to lower vehicle turning speeds and reduce pedestrian crossing distance for increased pedestrian safety and repair and provide vehicle and bicycle detection where needed and rebuild intersection sidewalks, curb ramps and pedestrian signal system for ADA compliance.

Funding

| FUNDING SOURCE | FUNDED | | | | | | 2017-2022 Total |
|----------------------|------------------|-------------------|---------------|---------------|---------------|---------------|-------------------|
| | 2017 Estimate | 2018 Estimate | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | |
| Roads Capital | \$ 7,000 | | | | | | \$ 7,000 |
| HSIP | \$ 48,000 | \$ 304,000 | | | | | \$ 352,000 |
| PROJECT TOTAL | \$ 55,000 | \$ 304,000 | | | | | \$ 359,000 |

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

11. N/NE 175th Street Corridor Improvements

Scope / Narrative

This project incorporates a series of improvements along this corridor to improve safety and capacity. Individual projects include the following:

- a. N 175th St – Stone Ave N to Meridian Ave N* and Interstate 5 to 15th Ave NE: This project will design and construct improvements which will tie in with those recently constructed by the Aurora project. The improvements include: reconstruction of the existing street to provide two traffic lanes in each direction, a center lane with two-way left turn areas, medians and turn pockets, bicycle lanes (integrated into the sidewalk), curb, gutter, and sidewalk with planter strip where feasible, illumination, landscaping and retaining walls. Intersections with high accident rates will be improved as part of this project. The profile of the roadway between Ashworth Ave N and Stone Ave N will be lowered to meet standard sight distance requirements. This project includes improvements to the I-5 intersections, in coordination with WSDOT.
- b. N 175th St and Meridian Ave N*: Construct a northbound add lane on Meridian Ave N, which involves widening the northbound approach to include a second through lane. Rechannelize the southbound approach with a single left turn lane and increase the westbound left turn pocket length.
- c. N/NE 175th St – Meridian Ave N to the Interstate 5 on-/off-ramps*: Extend the left-turn pockets between Meridian Ave N and I-5 to provide additional storage capacity for left turning vehicles at the intersections.
- d. NE 175th St – 15th Ave NE – 25th Ave NE: Re-stripe the westbound approach to provide a dedicated left-turn pocket and shared through/right lane. With dedicated left-turn pockets, remove split-phase signal operation and optimize for eight-phase signal operation.
- e. Interchange Improvements: Projects were identified in the City's TMP to accommodate growth and maintain the City's adopted transportation level of service including several of the projects listed above. In addition to these projects, the City's travel demand model also identified the potential need to improve the interchange at NE 175th Street and I-5. Currently, this interchange experiences delays during the AM and PM peak periods, due in part to the ramp metering, and this backup affects other intersections. Reconstruction of this interchange would allow the City to improve bicycle and pedestrian safety at this location, as well as improve the operations of the nearby intersections. Because this project is not entirely within the jurisdiction of the City, it will require coordination with WSDOT.

Some of these projects can be constructed individually, allowing the complete set of improvement to be phased over time.

* Projects have been identified in the City's Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service. These projects may be funded in part by transportation impact fees.

Continued on next page

| Funding | | | | | | | |
|--|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|------------------------|
| FUNDING SOURCE | FUNDED | | UNFUNDED | | | | 2017-2022 Total |
| | 2017 Estimate | 2018 Estimate | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | |
| N 175 th St – Stone Ave N to Meridian Ave N* and Interstate 5 to 15 th Ave NE (a) - STP | \$ 1,640,000 | \$ 1,640,000 | | | | \$ 6,660,000 | \$ 9,940,000 |
| N 175 th St – Stone Ave N to Meridian Ave N* and Interstate 5 to 15 th Ave NE (a) – impact fee | | | | | | \$ 3,314,000 | \$ 3,314,000 |
| N 175 th St and Meridian Ave N (b) - STP | \$ 651,000 | \$ 651,000 | | | | \$ 2,644,000 | \$ 3,946,000 |
| N 175 th St and Meridian Ave N (b) – impact fee | | | | | | \$ 1,315,000 | \$ 1,315,000 |
| N/NE 175 th St – Meridian Ave N to the I-5 on-/off-ramps (c) - STP | \$ 529,000 | \$ 528,000 | | | | \$ 2,146,000 | \$ 3,203,000 |
| N/NE 175 th St – Meridian Ave N to the I-5 on-/off-ramps (c) – impact fee | | | | | | \$ 1,067,000 | \$ 1,067,000 |
| NE 175 th St – 15 th Ave NE – 25 th Ave NE (d) - unknown | | | | | | \$ 10,000 | \$ 10,000 |
| Interchange Improvements (e) | | | | | | \$ 60,000,000 | \$ 60,000,000 |
| PROJECT TOTAL | \$ 2,820,000 | \$ 2,819,000 | \$ - | \$ - | \$ - | \$ 77,156,000 | \$ 82,795,000 |

Continued on next page

Funding Outlook

Projects identified in the City’s Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service may be funded in part by transportation impact fees. The City pursued federal grant funding for design and environmental work through the Surface Transportation Program administered by PSRC in 2014 and was included as the first project eligible for funding on the contingency list. In February 2016 this project was selected off the contingency list and fully funded for design and environmental review. It is anticipated that the City will use transportation impact fees collected from private development to serve as the match for this project.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input checked="" type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input checked="" type="checkbox"/> Corridor Study |

Project # and Name**12. N/NE 185th Street Corridor Improvements****Scope / Narrative**

NE 185th Street at Interstate 5 is the future site of a light rail station planned as part of Sound Transit's Lynnwood Link Light Rail Extension project. With the construction of this station and the operation of light rail service, the City expects increases to traffic on N/NE 185th Street as residents will drive to access the parking garage planned as part of this facility, as well as increased bicycle, pedestrian and bus traffic. Additionally, the City anticipates that the surrounding areas will transition over time to more densely developed, mixed use neighborhoods, which will also be a source of increased multi-modal traffic. The development of the Point Wells property in Snohomish County is likely to put added pressure on this roadway as well. This project incorporates a series of improvements along this corridor to improve safety and capacity. Individual projects include the following:

- a. NE 185th St – 1st Ave NE to 7th Ave NE* and 7th Ave NE to 10th Ave NE: Rechanelize the roadway to add a center two-way left-turn lane, retain bicycle lanes and remove on-street parking.
- b. N 185th St and Meridian Ave N*: Construction of northbound and southbound add/drop lanes, which involves widening the northbound and southbound approaches to include a second through lane and receiving lane. This project also includes construction of an east to southbound right-turn pocket, which involves widening the eastbound approach. This signal will be coordinated with the signal at Meridian Ave N and 1st Ave NE.
- c. N 185th St – Midvale Ave N to Stone Ave N: Extend the second eastbound through lane from Midvale Ave N to Stone Ave N. The lane will terminate as a right-turn only lane at Stone Ave N.
- d. N/NE 185th St – Midvale Ave N – 10th Ave NE: Perform overlay/preservation work. Work may include milling the roadway and sealing the joints between the concrete panels to improve the smoothness and improve the pavement life span.
- e. N/NE 185th Street Corridor Study: Develop a corridor plan for 185th Street/10th Avenue NE/NE 180th Street that includes multi-modal transportation facilities necessary to support projected growth in the subarea, a phasing plan for implementation and a funding plan for improvements. This project is identified in the 185th Street Station Subarea Plan.

Some of these projects can be constructed individually, allowing the complete set of improvements to be phased over time. Preservation work may occur in advance of other projects in order to maintain them until funding is available for the larger capital projects.

*Projects have been identified in the City's Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service. These projects may be funded in part by transportation impact fees.

Continued on next page

| Funding | | | | | | | |
|---|-------------------|---------------|---------------|---------------|---------------------|---------------------|----------------------|
| FUNDING SOURCE | FUNDED | UNFUNDED | | | | | 2017-2022 Total |
| | 2017 Estimate | 2018 Estimate | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | |
| NE 185 th St – 1 st Ave NE to 7 th Ave NE and 7 th Ave NE to 10 th Ave NE(a) - unknown | | | | | \$231,000 | \$231,000 | \$ 462,000 |
| NE 185 th St – 1 st Ave NE to 7 th Ave NE (a) – impact fee | | | | | \$78,000 | \$78,000 | \$ 156,000 |
| N 185 th St and Meridian Ave N(b) - unknown | | | | | \$4,110,000 | \$4,110,000 | \$ 8,220,000 |
| N 185 th St and Meridian Ave N (b) – impact fee | | | | | \$1,370,000 | \$1,370,000 | \$ 2,740,000 |
| N 185 th St – Midvale Ave N to Stone Ave N (c) - unknown | | | | | \$550,000 | \$550,000 | \$ 1,100,000 |
| NE 185 th St – Midvale Ave N – 10 th Ave NE (d) - unknown | | | | | \$2,200,000 | \$2,200,000 | \$ 4,400,000 |
| N/NE 185th Street Corridor Study (e) - unknown | \$ 600,000 | | | | | | \$ 600,000 |
| PROJECT TOTAL | \$ 600,000 | \$ - | \$ - | \$ - | \$ 8,539,000 | \$ 8,539,000 | \$ 17,678,000 |

Funding Outlook

Projects identified in the City’s Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service may be funded in part by transportation impact fees.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure. Bicycle lanes were installed in 2013. The roadway will need to be rechannelized again in order to provide the center turn lane.

- Purpose / Goals Achieved**
- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input checked="" type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

13. Richmond Beach Rd Rechannelization

Scope / Narrative

This project will re-channelize Richmond Beach Rd/NW 195th St/NW 196th St from 24th Ave NW to Dayton Ave N from four lanes to one lane in each direction plus a center turn lane. The primary goal of this project is to improve driver, pedestrian, and bicyclist safety and mobility. Re-channelization also provides the ability to implement on-street bicycle lanes as well as pedestrian refuge space for pedestrians crossing the street between controlled intersections.

Funding

| FUNDING SOURCE | PARTIALLY FUNDED | | | | | UNFUNDED | 2017-2022 Total |
|----------------|------------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| | 2017 Estimate | 2018 Estimate | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | |
| Unknown | \$ 200,000 | | | | | | \$ 200,000 |

Funding Outlook

This project is competitive for funding from the Citywide Safety Grant administered through WSDOT. There may also be a nexus for new development, such as Point Wells, to fund safety improvements at this intersection.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

UNFUNDED PROJECTS

Project # and Name

14. Community Renewal Area (CRA) Roadway Improvements

Scope / Narrative

This project incorporates a series of improvements in the Community Renewal Area. Individual projects include the following:

- a. Reconstruct Greenwood/Innis Arden/160th intersection for improved operations. Project also includes sidewalks between Dayton and Greenwood.
- b. N 160th from Aurora to Dayton/Greenwood. This is a multi-phase project. N 160th will be restriped to 3-lanes and bikelanes as part of the Federally funded bicycle project in 2016. Following phases include new sidewalks, a gateway entrance on N 160th St for Aurora Square and a midblock pedestrian crossing. Most effectively done when the Sears property redevelops and only if traffic volumes warrant.
- c. Intersection at N 155th St and Westminster Way N. Westminster Way N to Aurora Ave N. Improves the main vehicle intersection and increases safety for pedestrians. Includes improvements to the section of N 155th St between Westminster Way N and Aurora Ave N. Most effectively done at one time and in conjunction with the redevelopment of the Sears property.
- d. Westminster Way N (North). N 155th St to N 160th St. Envisioned as a project in the Aurora Square CRA Renewal Plan, reworking Westminster Way N in this section provides a more pedestrian and bicycle friendly section with street parking that can help unite the small triangle property to the rest of Aurora Square. Most effectively completed with the redevelopment of the triangle property. Project includes improving a bike connector from 157th to 160th.
- e. Construct N 157th St. Westminster Way N to Aurora Ave N. New street connection makes Westminster between 155th and 157th pedestrian and cycle-friendly, creates a better entrance to Aurora Square, connects the triangle property to the rest of Aurora Square, and provides on street parking for future retail. Most effectively completed with the redevelopment of the triangle property.
- f. Westminster Way N (South). N 155th St to Fremont Ave N. Frontage improvements provide little support of renewal efforts in this location.

Continued on next page

| Funding | | | | | | | |
|---|---------------|---------------|---------------|---------------|---------------|---------------|----------------------|
| | UNFUNDED | | | | | | |
| FUNDING SOURCE | 2017 Estimate | 2018 Estimate | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2017-2022 Total |
| Greenwood/ N 160th St/ Innis Arden intersection | | \$ 100,000 | \$ 700,000 | \$ 700,000 | | | \$ 1,500,000 |
| Re-construct N 160th from Aurora to Dayton with bike lanes, sidewalks, and possibly a new signalized intersection | \$100,000 | | | | | \$ 7,500,000 | \$ 7,600,000 |
| N 155th St (West) including intersection at Westminster | \$150,000 | \$ 2,850,000 | | | | | \$ 3,000,000 |
| Westminster Way N (North) N 157th to Aurora | | \$ 1,700,000 | | | | | \$ 1,700,000 |
| Construct N 157th St | \$227,000 | | | | | | \$ 227,000 |
| Westminster Way N (South) | | | | | | \$ 7,000,000 | \$ 7,000,000 |
| PROJECT TOTAL | \$ 477,000 | \$ 4,650,000 | \$ 700,000 | \$ 700,000 | \$ - | \$ 14,500,000 | \$ 21,027,000 |

Funding Outlook

Many of these projects will be constructed by private development as properties within the Aurora Square Community Renewal Area are redeveloped. The cost estimate does not include the funding needed for utility undergrounding.

Project Status

This project helps to implement City Council Goal 1: Strengthen Shoreline's economic base and Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

- Purpose / Goals Achieved**
- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input checked="" type="checkbox"/> Corridor Study |

Project # and Name

15. NE Perkins Way Improvements – 10th Avenue NE to 15th Avenue NE

Scope / Narrative

Construct bicycle and pedestrian improvements on NE Perkins Way from 10th Ave NE to 15th Ave NE. This roadway segment currently includes two travel lanes and a pedestrian walking on the north side separated from the travel lanes by jersey barriers. No bicycle facilities are present. This segment is part of the Northern Connector route from the Interurban Trail in Shoreline to the Burke-Gilman Trail in Lake Forest Park. Upon completion of the separated trail at NE 195th Street from 1st Ave NE to 5th Ave NE and installation of signage along the remainder of the route, this segment will be the remaining gap within the connector route. A study is needed to determine the appropriate scope of improvements and costs for this project.

Funding

| UNFUNDED | | | | | | | |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| FUNDING SOURCE | 2017 Estimate | 2018 Estimate | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2017-2022 Total |
| Unknown | | | | \$ 3,681,540 | | | \$ 3,681,540 |

Funding Outlook

The funding identified for this project is to identify and design the appropriate improvements for the roadway and develop cost estimates. Because construction costs are unknown at this time, a placeholder for them is identified in 2019-2020. More refined construction costs and a timeline for completion will be updated in future TIPs. This project is likely to be competitive for grant funding.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input checked="" type="checkbox"/> Corridor Study |

Project # and Name

16. 15th Avenue NE – NE 172nd Street to NE 195th Street

Scope / Narrative

This project would construct sidewalks and accessible bus stops on the west side of the road from NE 180th St to NE 195th St. There are significant topographic challenges related to constructing a sidewalk on the west side of this arterial. A corridor study will be performed to identify a preferred transportation solution for this roadway segment. Alternatives to accommodate bicycles will be analyzed, including rechannelization of the roadway from four lanes to three. The cross-section of the road from NE 175th St to NE 180th St would be reduced from four lanes to three and bicycle lanes would be installed. Right-of-way may need to be purchased to complete this project.

Funding

| | UNFUNDED | | | | | | |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| FUNDING SOURCE | 2017 Estimate | 2018 Estimate | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2017-2022 Total |
| Unknown | | | | \$ 6,176,793 | | | \$ 6,176,793 |

Funding Outlook

The funding identified for this project is to identify and design the appropriate improvements for the roadway and develop cost estimates. Because construction costs are unknown at this time, a placeholder for them is identified in 2019-2021. More refined construction costs and a timeline for completion will be updated in future TIPs.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input checked="" type="checkbox"/> Corridor Study |

Project # and Name

17. Fremont Avenue N – N 175th Street to N 185th Street

Scope / Narrative

This project incorporates a series of improvements along this corridor to improve safety and capacity including:

- Rechannelization of the roadway to a three lane cross-section (one travel lane in each direction with a center turn lane) with bicycle lanes.
- Construction of sidewalks on both sides of the street. All sidewalks would be five to eight feet wide, include curb and gutter and five foot amenity zones separating the pedestrians from the roadway.
- Perform overlay/preservation work.

These projects can be constructed individually, allowing the complete set of improvement to be phased over time.

Fremont Ave N serves as a primary route to Shorewood High School and Shoreline’s Town Center.
Tricia - Need updated cost estimate

Funding

| FUNDING SOURCE | UNFUNDED | | | | | | 2017-2022 Total |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| | 2017 Estimate | 2018 Estimate | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | |
| Unknown | | | | \$ 6,292,720 | | | \$ 6,292,720 |

Project Status

This project helps to implement City Council Goal 1: Strengthen Shoreline's economic base and Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Funding Outlook

The funding identified for this project is to identify and design the appropriate improvements for the roadway and develop cost estimates. Because construction costs are unknown at this time, a placeholder for them is identified in 2019-2021. More refined construction costs and a timeline for completion will be updated in future TIPS.

Purpose / Goals Achieved

- | | |
|---|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

18. Point Wells Potential Mitigation Projects

Scope / Narrative

The proposed Point Wells development in Snohomish County will result in significant traffic impacts in the City of Shoreline. Mitigation projects for the Point Wells development will be funded and potentially constructed by private developers. Preliminarily identified projects are listed below.

- a. NW 195th/196th St – Richmond Beach Dr NW to 24th Ave NW: NW 196th St and NW 195th Street are unimproved roadways with a speed limit of 25 miles per hour and two 12 foot wide lanes with limited sidewalks. Preliminary recommended improvements to the roadway should include sidewalks on one side of the street (including Richmond Beach Drive between NW 195th St/NW 196th Street) and narrowing lanes to slow traffic flow and improve pedestrian comfort. This project will also include a roundabout or other traffic calming technique at the 24th Ave NW intersection.
- b. NW 196th St – 24th Ave NW to 20th Ave NW: NW 196th St is a collector arterial with a speed limit of 25 miles per hour. It consists of two 12 foot wide lanes with a sidewalk on the north side and part of the south side of the street. Improvements to the roadway should include construction of a complete sidewalk on the south side of the street.
- c. NW 195th St at 20th Ave NW: Construct a traffic signal at this intersection which is currently controlled by stop signs on all approaches.
- d. NW Richmond Beach Road at 15th Ave NW: Improve operations and safety at the existing off-set intersection. This could include signalization or construction of roundabouts.
- e. Richmond Beach Dr NW – NW 196th St to NW 205th St: Richmond Beach Dr NW is the only road to serve the Point Wells site. It is designated as a collector arterial and local secondary street. It consists of two 12 foot wide lanes with no sidewalks. Some areas on the east side are wide enough to accommodate on-street parking. Improvements to this roadway include, at a minimum, widening to help maintain traffic flow and construction of a sidewalk on one side of the street.
- f. NW Richmond Beach Rd at 8th Ave NW: Improve safety and operation at this existing five legged intersection through a reconfiguration that eliminates the southwest approach or construction of a roundabout.
- g. NW/N Richmond Beach Rd - Richmond Beach Dr NW to Fremont Ave N: Perform overlay/preservation work. Preservation work may occur in advance of other projects in order to maintain them until funding is available for the larger capital projects.
- h. Off-Corridor Sidewalk/Pedestrian Safety Improvements: Staff and the developer are currently reviewing potential off-corridor sidewalks to improve pedestrian safety on arterial streets that connect to the corridor.
- i. Traffic Calming and Bicycle Improvements: Implement traffic calming techniques to minimize cut-through traffic in the area between Richmond Beach Drive and 20th Ave NW, on NW 190th Street west of 8th Ave NW and bicycle improvements on east-west streets paralleling the Richmond Beach Road corridor.

Continued on next page

| Funding | | | | | | | |
|--|---------------|---------------|---------------|---------------|---------------|---------------|----------------------|
| FUNDING SOURCE | UNFUNDED | | | | | | 2017-2022 Total |
| | 2017 Estimate | 2018 Estimate | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | |
| NW 195th/196 th St – Richmond Beach Dr NW to 24 th Ave NW (a) – developer mitigation | | | | | | \$1,500,000 | \$ 1,500,000 |
| NW 196 th St – 24 th Ave NW to 20 th Ave NW (b) – developer mitigation | | | | | | \$300,000 | \$ 300,000 |
| NW 195 th St at 20 th Ave NW (c) – developer mitigation | | | | | | \$1,340,000 | \$ 1,340,000 |
| NW Richmond Beach Road at 15 th Ave NW (d) – developer mitigation | | | | | | \$2,210,000 | \$ 2,210,000 |
| Richmond Beach Dr NW – NW 196 th St to NW 205 th St: (e) – developer mitigation | | | | | | \$18,250,000 | \$ 18,250,000 |
| NW Richmond Beach Rd at 8 th Ave NW: (f) – developer mitigation | | | | | | \$2,140,000 | \$ 2,140,000 |
| NW/N Richmond Beach Rd - Richmond Beach Dr NW to Fremont Ave N (g) – developer mitigation | | | | | | \$4,000,000 | \$ 4,000,000 |
| Off-Corridor Sidewalk/Pedestrian Safety Improvements (h) – developer mitigation | | | | | | \$15,050,000 | \$ 15,050,000 |
| Traffic Calming and Bicycle Improvements (i) - developer mitigation | | | | | | \$700,000 | \$ 700,000 |
| PROJECT TOTAL | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 45,490,000 | \$ 45,490,000 |

Continued on next page

Funding Outlook

Many of these projects will be funded and constructed by private developers as mitigation for the Point Wells development. It is unknown at this time when projects will be constructed.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input checked="" type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input checked="" type="checkbox"/> Corridor Study |

Project # and Name

19. Major Pavement Rehabilitation Projects

Scope / Narrative

Replacement of the roadway pavement is called for when regular maintenance has been deferred for an extended period and the pavement structure becomes sufficiently worn or damaged that the overlay or bituminous surface treatment preservation techniques employed in the City's Annual Road Surface Maintenance program (Project # 3) are ineffective. Timing is important: The cost of reconstructing a roadway is dramatically higher than the cost of preventive maintenance over the same time period. Several road segments in Shoreline require replacement of all or most the roadway pavement:

- N/NE 155th St: Aurora Ave N to 15th Ave NE
- N/NE 185th St: Midvale Ave N to 10th Ave NE (costs included with Project #18)
- NW/N Richmond Beach Rd: Richmond Beach Dr. NW to Fremont Ave N
(Costs included with Project #17)
- Fremont Ave N: N 175th St to N 185th St (costs included with Project #15)
- Westminster Way N: N 145th St to N 155th St
- 8th Ave NW: NW Richmond Beach Rd to NW 180th St
- N/NW 200th St: 3rd Ave NW to Aurora Ave N
- N/NW 195th St: 3rd Ave NW to Aurora Ave N
- Linden Ave N: N 175th St to N 185th St
- 8th Ave NW: NW Richmond Beach Rd to NW 180th St
- NW 201st St: 23rd Pl. NW to 24th Ave. NW
- 23rd Pl NW: 23rd Ave NW to 20th Ave NW
- 21st Pl NW: 21st Ave NW to 23rd Pl NW
- 24th Ave NW: NW 196th St to NW 201st St
- Ashworth Ave. N: N 183rd St. to N 185th St
- 20th Ave NW: NW 197th St to 23rd Pl NW
- N 183rd St: Ashworth Ave N to Meridian Ave N
- NE 175th: I-5 to 15th Ave NE

On roadways where both capital projects and preservation work are identified in this TIP, the preservation work may occur in advance of those projects in order to maintain them until funding is available for the larger capital projects. The costs for these projects are identified on the individual project pages.

Funding

| FUNDING SOURCE | UNFUNDED | | | | | | 2017-2022 Total |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| | 2017 Estimate | 2018 Estimate | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | |
| Unknown | \$ 2,000,000 | \$ 2,000,000 | \$ 2,000,000 | \$ 2,000,000 | \$ 2,000,000 | \$ 2,000,000 | \$ 12,000,000 |

Continued on next page

Funding Outlook

The City will pursue federal grant funding for overlay work. Grant funding would be pursued for the projects that are most highly qualified. The annual funding identified for 2017-2022 will not be adequate to perform overlay work for all of the roadways identified.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name**20. Meridian Avenue N – N 145th Street to N 205th Street****Scope / Narrative**

This project incorporates a series of improvements along this corridor to improve safety and capacity including:

- Rechannelization of the roadway to add a center two-way left-turn lane and bicycle lanes (requires removal of on-street parking)
- Installation of traffic calming measures
- Repair of damaged sidewalks, curbs and gutters and installation of new sidewalks where missing
- Installation of curb ramps to improve ADA accessibility
- Roadway overlay work
- Possible undergrounding of utilities.

Right-of-way may need to be acquired in order to meet ADA requirements around trees. This project has been identified in the City's Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service. These projects may be funded in part by transportation impact fees. Overlay from N 190th Street - N 205th Street scheduled to occur in conjunction with Project #3. Rechannelization scheduled to occur in conjunction with Project #8.

As part of improvements to this corridor, the City may choose to incorporate additional projects identified in this TIP, such as intersection improvements at N 175th St (Project #16) or N/NE 185th St (Project #18).

Funding

| FUNDING SOURCE | UNFUNDED | | | | | | 2017-2022 Total |
|----------------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------------|
| | 2017 Estimate | 2018 Estimate | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | |
| Unknown | | | | | | \$6,590,000 | \$ 6,590,000 |
| Roads Capital | \$ 317,000 | | | | | | \$ 317,000 |
| Federal - STP | \$ 675,000 | | | | | | \$ 675,000 |
| Impact Fee | | | | | | \$2,527,000 | \$ 2,527,000 |
| PROJECT TOTAL | \$ 992,000 | \$ - | \$ - | \$ - | \$ - | \$ 9,117,000 | \$ 10,109,000 |

Funding Outlook

Projects identified in the City's Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service may be funded in part by transportation impact fees. 2016 estimates include awarded grant funds for overlay work from N 190th Street - N 205th Street.

Continued on next page

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input checked="" type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name
21. Aurora Avenue N at N 145th Street Dual Left Turn Lane

Scope / Narrative

This project consists of construction of an additional south to east bound left turn lane (for a total of two) at N 145th St and Aurora Ave N and construction of a new signal at N 149th St and Aurora Ave N. The N 145th St dual left turn lane will require acquisition of additional right-of-way along the western edge of Aurora Ave N (the Aurora project constructed "interim" width sidewalks in this location). Schedule of this project may be influenced by redevelopment of the northwest corner of Aurora Ave N and N 145th St, implementation of improvements to the 145th St corridor or improvements by the City of Seattle. The additional width required for this turn lane is currently under consideration by the City of Seattle as part of their Aurora Ave N project planning. Shoreline would only proceed with this project in conjunction with construction by the City of Seattle as part of their Aurora Ave N project. The new signal at N 149th St will need to meet signal warrants and receive Washington State Department of Transportation approval. This signal project should be combined with the dual left turn at N 145th St in order to address queue length demands. The 145th Street Corridor Study will include evaluation of this project for consistency with the corridor improvements.

Funding

| | UNFUNDED | | | | | | |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| FUNDING SOURCE | 2017 Estimate | 2018 Estimate | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2017-2022 Total |
| Unknown | | | | | | \$ 4,700,000 | \$ 4,700,000 |

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

- Purpose / Goals Achieved**
- Non-motorized
 - System Preservation
 - Improves Efficiency & Operations
 - Safety
 - Major Structures
 - Interjurisdictional Coordination
 - Growth Management
 - Corridor Study

Project # and Name

22. N 165th Street and Carlyle Hall Road N Sidewalk and Intersection Safety

Scope / Narrative

This project will improve an odd-shaped intersection to improve visibility and safety, as well as providing pedestrian safety features. The design has not been completed and one of the first steps will be to scope out alternatives.

Funding

| FUNDING SOURCE | UNFUNDED | | | | | | 2017-2022 Total |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| | 2017 Estimate | 2018 Estimate | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | |
| Unknown | | | | | | \$ 2,482,000 | \$ 2,482,000 |

Funding Outlook

The funding identified for this project is to identify and design the appropriate improvements for the roadway and develop cost estimates. Because construction costs are unknown at this time, a placeholder for them is identified in 2022. More refined construction costs and a timeline for completion will be updated in future TIPs.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

23. N 152nd Street and Ashworth Avenue N Intersection Improvements

Scope / Narrative

This project will construct a sidewalk along the north side of N 152nd St from the existing sidewalk (approximately 275 feet to the west) to Ashworth Ave N and the west side of Ashworth Ave N from N 152nd St to N 153rd Street. The sidewalk will wrap around the corner and provide a connection to the pedestrian walkway to the south (scheduled for completion in 2014).

Funding

| UNFUNDED | | | | | | | |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| FUNDING SOURCE | 2017 Estimate | 2018 Estimate | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2017-2022 Total |
| WSDOT | | | | \$ 25,000 | \$ 320,000 | | \$ 345,000 |

Funding Outlook

This project is competitive for funding from the Pedestrian and Bicycle Safety Grant administered through WSDOT.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

**24. Ballinger Way - NE 205th St to 19th Ave NE Access Control
Preliminary Design**

Scope / Narrative

Access control improvements along this corridor are needed to address vehicular and pedestrian collisions as identified in the City's 2014 Annual Traffic Report. Preliminary design to determine the scope of access control and intersection improvements is needed as a first step. Scoping will also identify pedestrian safety improvement opportunities, specifically related to midblock crossings. Right-of-way may need to be acquired in order to provide U-turns at signals and/or at access points.

Funding

| FUNDING SOURCE | PARTIALLY FUNDED | | | | | UNFUNDED | 2017-2022 Total |
|----------------|------------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| | 2017 Estimate | 2018 Estimate | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | |
| Unknown | | \$ 200,000 | | | | | \$ 200,000 |

Funding Outlook

This project is competitive for funding from the Citywide Safety Grant administered through WSDOT.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name**25. N 185th Street and Linden Avenue N Intersection Improvements****Scope / Narrative**

This project would rebuild the intersection of Linden Ave N and N 185th Street in order to revise signal phasing to address at-angle collisions as noted in the City's Annual Traffic Report. This project would also decrease intersection radii to lower vehicle turning speeds and reduce pedestrian crossing distances for increased pedestrian safety. Sidewalks, curb ramps and pedestrian signal systems for ADA compliance would also be addressed. The current signal infrastructure does not have capacity to provide these phase changes and pedestrian improvements unless the intersection is rebuilt.

Funding

| FUNDING SOURCE | PARTIALLY FUNDED | | | | | UNFUNDED | 2017-2022 Total |
|----------------|------------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| | 2017 Estimate | 2018 Estimate | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | |
| Unknown | | | \$ 530,100 | | | | \$ 530,100 |

Funding Outlook

This project is competitive for funding from the Citywide Safety Grant administered through WSDOT.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

26. 3rd Ave NW and NW Richmond Beach Rd Intersection Improvements

Scope / Narrative

This intersection has regularly been the highest ranked site for number of collisions in the City. This project would rebuild the intersection of 3rd Avenue NW and NW Richmond Beach Road in order to provide left turn pockets in the eastbound and westbound directions. This would allow for safer and more efficient signal phasing to address at-angle collisions as noted in the City's Annual Traffic Report. Sidewalks, curb ramps and pedestrian signal systems for ADA compliance would also be addressed. Additionally, the current signal infrastructure is located on a span wire which would be changed to signal pole structures. Interim phasing and signal improvements may be paired in conjunction with Project #29.

Funding

| FUNDING SOURCE | PARTIALLY FUNDED | | | | | UNFUNDED | 2017-2022 Total |
|----------------|------------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| | 2017 Estimate | 2018 Estimate | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | |
| Unknown | | | | | | \$ 2,320,000 | \$ 2,320,000 |

Funding Outlook

This project is competitive for funding from the Citywide Safety Grant administered through WSDOT. There may also be a nexus for new development, such as Point Wells, to fund safety improvements at this intersection.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

27. New Sidewalk Projects

Scope / Narrative

The 2011 Transportation Master Plan (TMP) includes a Pedestrian System Plan, which identifies key pedestrian corridors in Shoreline that result in a comprehensive pedestrian network throughout the City. Over 100 projects are identified in order to complete the system. These projects are prioritized in the TMP.

The City's standard design for sidewalks includes construction of an amenity zone between the curb and the sidewalk. The amenity zone provides a buffer between pedestrians and traffic and is often vegetated. The amenity zone can be utilized as a stormwater management and treatment facility through the use of low impact development techniques such as rain gardens. It is the City's policy to maintain open stormwater channels whenever possible and these are often in the right-of-way where sidewalks would be constructed. In these circumstances, the City will need to implement flexibility in its design standards to maintain these channels as much as possible.

The primary focus of the sidewalk projects listed in this TIP is to complete sidewalks on one side of a street in order to create continuous walkways along a street or corridor. The sidewalk projects listed in this TIP include a combination of projects that fill in gaps between existing segments, projects that are well qualified for grant programs and those projects that will be required as mitigation for public projects.

Funding

| FUNDING SOURCE | UNFUNDED | | | | | | 2016-2021 Total |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------------|
| | 2017 Estimate | 2018 Estimate | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | |
| Unknown | \$ 172,000 | \$ 1,227,000 | \$ 1,519,000 | \$ 590,000 | \$ 2,029,000 | \$ 2,011,000 | \$ 7,548,000 |

Funding Outlook

In the past, the City has applied for grant funding for sidewalks from several state sources including the WSDOT Pedestrian and Bicycle Program, WSDOT Safe Routes to School and the Transportation Improvement Board as well as the federal Transportation Alternatives Program. Sidewalks have also been funded through federal Surface Transportation Program as part of larger roadway projects, such as the Aurora Corridor Improvement Project.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

| STREET | FROM | TO | COST | ESTIMATED PROJECT START YEAR | DESIGN | CONST. | 2017 Estimate | 2018 Estimate | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2017-2022 Total |
|---------------------------|--|-------------------------|-------------|------------------------------|------------------|--------------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| 20 th Ave NW | Saltwater Park entrance | NW 195 th St | \$700,000 | 2017 | \$112,000 (2017) | \$588,000 (2018) | \$ 112,000 | \$ 588,000 | | | | | \$ 700,000 |
| 1 st Ave NE | NE 192 nd St | NE 195 th St | \$955,000 | 2018 | \$181,000 (2018) | \$774,000 (2019) | | \$ 181,000 | \$ 774,000 | | | | \$ 955,000 |
| Ashworth Ave N | N 195 th St | N 200 th St | \$890,000 | 2020 | \$140,000 (2016) | \$750,000 (2017) | | | | \$ 140,000 | \$ 750,000 | | \$ 890,000 |
| NW/N 195 th St | 3 rd Ave NW | Aurora Ave N | \$1,400,000 | 2022 | All in 2022 | | | | | | | \$ 1,400,000 | \$ 1,400,000 |
| 3 rd Ave NW | NW 189 th St | NW 195 th St | \$380,000 | 2022 | All in 2022 | | | | | | | \$ 380,000 | \$ 380,000 |
| 5 th Ave NE | NE 175 th St | NE 185 th St | \$1,500,000 | 2020 | \$450,000 (2020) | \$1,050,000 (2021) | | | | \$ 450,000 | \$ 1,050,000 | | \$ 1,500,000 |
| Linden Ave N | N 175 th St | N 182 nd St | \$820,000 | 2018 | \$75,000 (2018) | \$745,000 (2019) | | \$ 75,000 | \$ 745,000 | | | | \$ 820,000 |
| 19 th Ave NE | Ballinger Way NE/NE 195 th St | NE 205 th St | \$330,000 | 2021 | \$99,000 (2021) | \$231,000 (2022) | | | | | \$ 99,000 | \$ 231,000 | \$ 330,000 |
| N 195 th St* | Interurban Trail | Ashworth Ave N | \$443,000 | 2017 | \$60,000 (2018) | \$383,000 (2019) | \$ 60,000 | \$ 383,000 | | | | | \$ 443,000 |
| N 192 nd St* | Stone Ave N | Ashworth Ave N | \$130,000 | 2021 | | \$130,000 (2021) | | | | | \$ 130,000 | | \$ 130,000 |
| | | | \$7,548,000 | | | | \$ 172,000 | \$ 1,227,000 | \$ 1,519,000 | \$ 590,000 | \$ 2,029,000 | \$ 2,011,000 | \$ 7,548,000 |

EMERGING PROJECTS

The City of Shoreline is currently engaged in several long range planning efforts that will identify additional transportation improvements needed in the City. Because the type and costs of potential projects will not be known until the completion of the planning stage, it is difficult to include them in the TIP at this time. Once the planning process is complete and projects more clearly defined, they can be included in future TIPs.

Community Renewal Area Projects: In 2012, the Shoreline City Council designated the 70+ acre Aurora Square area as a Community Renewal Area (CRA) where economic renewal would clearly deliver multifaceted public benefits. The associated CRA Plan adopted in 2013, outlines a vision for the CRA, as well as the need for transportation infrastructure improvements to help achieve that vision. The recently adopted Programmatic EIS for the CRA identifies needed improvements that will enhance multi-modal access to Aurora Square as well as circulation on site. Transportation projects included in the EIS include:

- Intersection improvements at:
 - N 155th Street and Westminster Way N
 - N 155th Street and Aurora Avenue N
 - N 160th Street and Linden Avenue N
 - Aurora Avenue N between Westminster Way N and N 155th Street
- Reconfiguration of Westminster Way N/connection to Aurora Avenue N
- Improvements to N 160th Street (TIP Project # 12)
- Sidewalks and bicycle facilities on streets leading/connecting to Aurora Square

Once projects are finalized, they will be included in future TIPs. It is expected that redevelopment of the CRA will occur over many years, continuing beyond the six year time frame addressed in this TIP.

Light Rail Station Area Planning:

In anticipation of the commencement of light rail service in 2023, the City is planning for land use changes around the future stations located in Shoreline at NE 145th Street and NE 185th Street. Higher residential densities and a mix of land use types near the stations, as well as transit users traveling to the stations will create an increased demand for multi-modal transportation facilities. Transportation impacts and needs associated with future land use changes as well as the necessary solutions to resolve them are outlined in the subarea plans. The redevelopment of the station areas is expected to occur over many decades. The projects needed to accommodate growth in the station areas will be incorporated into future TIPs.

Transit Service Integration Plan

With the beginning of light rail service in Shoreline in 2023, in the City anticipates significant changes to its transit network. In preparation for this change, the City is planning to develop of a Transit Service Integration Plan (TSIP) that will address transit needs throughout Shoreline when light rail service begins and as the City's population and employment base grow. The plan will identify Shoreline's key transit corridors, evaluate the demand for parking citywide and identify transit facilities and infrastructure needed to support the City's transit network and

service and improve transit level of service, speed and reliability. This information will help identify those infrastructure improvements and capital improvement projects that will be City funded. The TSIP is scheduled for completion in 2016.

DRAFT

PROJECTS SCHEDULED FOR SUBSTANTIAL COMPLETION IN 2016

| PROJECT NAME | PROJECT DESCRIPTION | COST | FUNDING SOURCES |
|--|---|--------------|---|
| Aurora Corridor Improvement Project – N 192 nd Street to N 205 th Street | This project began at N 192nd St and extended to N 205th St. The project scope of work included adding Business Access and Transit (BAT) lanes, curbs, gutters, landscaping/street furnishings, sidewalks on both sides. The project added a landscaped center median safety zone with left turn and U-turn provisions, interconnects traffic signals including pedestrian crosswalks, improved transit stops with new shelters and new street lighting, placed overhead utility lines underground and improved the existing storm water drainage system with natural stormwater management treatments. Improvements at major intersections to enhance east-west traffic flow were also being included in the project. This was the final phase of a three mile long project. | \$45,000,000 | Roads Capital, King County Metro, CMAQ, TIB, STP, Regional Mobility, FTA, DOE, HSIP |
| NE 195 th Street Separated Trail – 1 st Avenue NE to 5 th Avenue NE | This project included design and construction of a ten foot wide separated bicycle and pedestrian trail on the north side of NE 195 th St. This project was the final separated trail segment of the Northern Route of the Interurban/Burke-Gilman Connector. This project connects to the separated trail located to the west between Meridian Ave N and 1 st Ave NE and leads to the pedestrian and bicycle bridge crossing I-5. | \$705,000 | CMAQ, Roads Capital |
| Interurban/ Burke-Gilman Connectors | <p>This project constructed improvements to strengthen the connections between Shoreline’s Interurban Trail and the Burke-Gilman Trail to the east in Lake Forest Park along two routes identified cooperatively by the Cities of Shoreline and Lake Forest Park. Projects include:</p> <ul style="list-style-type: none"> • Completion of the sidewalk gap on the north side of NE 150th St between 18th Ave NE and 20th Ave NE • Rechannelization of NE 150th St from 15th Ave NE to 25th Ave NE to provide for bicycle lanes • Rechannelization of NE 155th St from 5th Ave NE to 15th Ave NE to provide for bicycle lanes • Installation of markings (lanes and sharrows) and signage for bicycles, including signage through Hamlin Park • Construction of a short pathway at N 152nd Street and Ashworth Avenue N that provides access to the connectors along N 155th Street <p>The City worked with Lake Forest Park to ensure facilities and signage were coordinated.</p> | \$540,000 | WSDOT Pedestrian & Bicycle Safety Program |
| Safety Enhancements on Aurora Avenue N | This project improved and upgraded safety and accessibility elements on Aurora Ave N. Enhancements included relocation of pedestrian push buttons closer to some curb ramps, installation of skid resistant hand hole/junction box covers and updating street signs to meet current MUTCD standards. | \$420,000 | HSIP |
| Einstein Safe Routes to School (NW 195 th Street) | <p>This project improved pedestrian access to Einstein Middle School through the following projects:</p> <ul style="list-style-type: none"> • Construction of sidewalks where missing on the south side of NW 195th St from 3rd Ave NW to 8th Ave NW | \$640,000 | WSDOT Safe Routes to School Program |

| | | | |
|---|--|------------------|-------------------------------------|
| | <ul style="list-style-type: none"> • Construction of a sidewalk on the east side of 5th Ave NW between NW 195th St and NW 196th Pl • Installation/replacement of curb ramps at the intersections with 3rd Ave NW, 5th Ave NW and 8th Ave NW • Installation of four School Zone Flashing Signs on all legs of the NW 195th St to 3rd Ave NW intersection • Improved accessibility into the school campus <p>This project connected into the existing sidewalks, resulting in a continuous sidewalk along this stretch of roadway.</p> | | |
| <p>145th Street Corridor Study</p> | <p>This project performed a multi-modal corridor study of 145th Street (SR 523) from Bothell Way NE (SR 522) to 3rd Ave NW. Work was performed in conjunction with the City of Seattle, the Washington State Department of Transportation, King County, Metro Transit and Sound Transit. The study undertook an examination of transportation needs for the corridor including safety, traffic, transit and non-motorized needs resulting from anticipated changes in the area such as growth, location of light rail station(s) and regional tolling. The process included traffic analysis, development of a base map, evaluation of multiple potential alternatives and development of a preferred alternative, robust public involvement, creation of cost estimates the various sections of the corridor and identification of a strategy for funding and implementation.</p> | <p>\$596,000</p> | <p>Federal – STP, Roads Capital</p> |
| <p>10 Avenue NW Bridge Rehabilitation</p> | <p>Hidden Lake Bridge No. 167 C, located on 10th Ave NW at Innis Arden Way was built in 1931 and is showing signs of deterioration and was in need of rehabilitation. In 2014, the bridge condition was evaluated and it was determined that certain measures could be taken to extend the life of the bridge. This project designed and constructed the improvements recommended in the May 2014 Evaluation Report, thereby protecting use of the bridge for pedestrians and vehicles.</p> | <p>\$548,000</p> | <p>Roads Capital</p> |

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

| | | | |
|----------------------|--|---|---------------------------------|
| AGENDA TITLE: | Discussion of the 2015 Police Services Report | | |
| DEPARTMENT: | Shoreline Police | | |
| PRESENTED BY: | Shawn Ledford, Police Chief | | |
| ACTION: | <input type="checkbox"/> Ordinance | <input type="checkbox"/> Resolution | <input type="checkbox"/> Motion |
| | <input checked="" type="checkbox"/> Discussion | <input type="checkbox"/> Public Hearing | |

PROBLEM/ISSUE STATEMENT:

The 2015 Police Services Report (PSR) is an annual police report presented by the Shoreline Police command staff to the City Council. The report contains information on crime statistics, police data and cost comparisons of other police agencies in the region. The report helps keep residents, staff and elected officials informed on police services and crime activity in Shoreline. The Shoreline Police Department continually looks for effective ways to work with the community to fight crime, provide service and keep the community safe.

RESOURCE/FINANCIAL IMPACT:

There is no financial impact for this agenda item. The 2015 PSR is for informational purposes only.

RECOMMENDATION

No action is required; the 2015 PSR is a general report on crime data, statistics and cost comparison information between the Shoreline Police Department and other police agencies. Staff recommends that Council review the report and ask questions of the Police command staff presenting the 2015 PSR.

Approved By: City Manager **DT** City Attorney **MK**

BACKGROUND

Every year, the Shoreline Police Department and King County Sherriff's Office develop a Police Services Report (PSR) covering information from the prior calendar year and present the report to the City Council. The report contains information on crime statistics, police data and cost comparisons of other police agencies in the region. The report helps keep residents, staff and elected officials informed on police services and crime activity in Shoreline. The 2015 PSR is attached to this staff report as Attachment A.

The Shoreline Police Department continually looks for effective ways to work with the community to fight crime, provide service and keep the community safe. The Department consists of 52 full time equivalent staff, interns and a precinct volunteer. The command staff includes a Police Chief, Operations Captain and Investigations Captain. Other staff includes eight (8) sergeants, 23 patrol officers, five (5) traffic officers, four (4) property crimes detectives and four (4) undercover detectives. In addition Shoreline has one (1) school resource officer, one (1) crime prevention officer, one (1) community services officer and two (2) administrative support personnel.

DISCUSSION

The following information provides a few highlights of the 2015 PSR. Compared to cities in the region, Shoreline continues to be a safe city and had a decrease in overall crime in 2015.

- Shoreline officers responded to 14,871 dispatched calls for service (DCFS) in 2015 and "on-viewed" 14,682 details; for a total of 29,436 police related contacts for the year. The numbers of DCFS remained basically the same from 2014, while there was an 8% increase in on-view activity.
- The average response time to emergency calls was 3.51 minutes in 2015.
- There was a 21% reduction in the number of Part -1 crimes (violent crimes) compared to 2014 at 27 per thousand residents. Prior to 2015, Part -1 crimes had been consistent the past several years.
- The City of Shoreline had no murders in 2015.
- There was a decrease in many crime categories in 2015:
 - Burglaries decreased 13% - 396 compared to 455 in 2014.
 - Car prowls decreased 4% - there were 307 compared to 320 in 2014.
 - Auto thefts decreased 19% - there were 169 compared to 240 in 2014.
- The number of traffic citations issued in 2015 increased 82%, with 5,108 citations issued compared to 2,810 in 2014. The traffic unit is now fully staffed and in September 2014, the direction was given to increase the number of traffic contacts, education and enforcement. The focus is school zones, neighborhoods, traffic complaints and the city speed differential map.

- Park and Trail Safety – Shoreline officers will continue to be visible in the City’s parks and trails and initiate problem solving projects (PSP) on an as needed basis.
- School Safety – Shoreline officers have regularly scheduled meetings with the Shoreline School District to discuss current issues/concerns and to discuss policy and protocol to prepare for a major event. Shoreline officers train throughout the year on active shooter and patrol (ASAP) and familiarize themselves with the various schools throughout the City.
- The City’s partnership with the King County Sheriff’s Office continues to be a cost effective way to provide police service at \$201.00 per capita. For cities that don’t contract with the Sherriff’s Office, the cost per capita was \$354 in 2015.

In addition to these highlights, in 2015, the Shoreline Police Department conducted three “Nurturing Trust” workshops, which reached out to diverse members of the Shoreline community to build relationships and trust with the police and City. As well, Shoreline was awarded a Department of Justice smart policing grant for high risk individuals in the community suffering from mental illness. This program is called RADAR, which stands for Response Planning and De-escalation and Referrals. Shoreline Police also conducted 42 community meetings in 2015 that focused on crime prevention and building a relationship between residents and the police. The police department continues to focus on Council Goals and City priorities: school safety, safe parks/trails, neighborhood traffic safety and property crimes.

RESOURCE/FINANCIAL IMPACT

There is no financial impact for this agenda item. The 2015 PSR is for informational purposes only.

SUMMARY

Shoreline continues to be a safe community and had a decrease in overall crime in 2015. With this said, the Shoreline Police Department will continue to focus on property crimes as a priority. It doesn’t matter what the crime stats are, when a person is a victim of a burglary or car prowling, it’s a traumatic experience that can affect their feeling of safety indefinitely. The Shoreline Police Department needs to continually fine tune investigative efforts and work with the community on prevention and reporting suspicious activity immediately.

RECOMMENDATION

No action is required; the 2015 PSR is a general report on crime data, statistics and cost comparison information between the Shoreline Police Department and other police agencies. Staff recommends that Council review the report and ask questions of the Police command staff presenting the 2015 PSR.

ATTACHMENTS

Attachment A – City of Shoreline 2015 Police Services Report

CITY OF SHORELINE
ANNUAL POLICE SERVICE REPORT
2015



Provided for the Residents by:

CHIEF SHAWN LEDFORD, CITY OF SHORELINE POLICE DEPARTMENT
1206 N. 185th St.
Shoreline, WA 98133
(206) 801-2710
pd@ci.shoreline.wa.us

City of Shoreline Administration

| | |
|-----------------|--|
| MAYOR | Chris Roberts |
| DEPUTY MAYOR | Shari Winstead |
| COUNCIL MEMBERS | Will Hall Doris McConnell Keith McGlashan Jesse Salomon Keith Scully |
| CITY MANAGER | Debbie Tarry |
| CHIEF OF POLICE | Shawn Ledford |





From Your Police Chief

Dear Shoreline Residents,

I'm pleased to present the 2015 annual police services report. The Shoreline Police Department is committed to providing quality law enforcement service and partnering with residents to keep the community safe. It's paramount the police actively engage the community to continually build public trust and confidence in their police department.

Shoreline is a safe community with Part 1 crime (violent crimes) at the lowest level in over ten years. Property crimes continue to be a priority and a focus for our department. Safety and security is everyone's responsibility with the police and community working together. Our Community Outreach-Problem Solving Officer Steve Perry held 42 community crime prevention meetings last year. It's paramount to stay watchful, lock doors to your home and vehicle, keep valuables out of sight and call 911 immediately when you notice suspicious activity. It's our job to respond and determine if it's legitimate activity, or a crime in-progress. In 2015 Shoreline had a 13 percent reduction in burglaries, a 20 percent reduction in larceny thefts, and a 30 percent reduction in auto thefts. Calls for service have increased over the past several years; Shoreline officers responded to 14,871 calls made to 911 last year and initiated 14,370 on-view contacts, making 1,405 arrests.

In 2015 the Shoreline Police Department conducted three "Nurturing Trust" workshops. These workshops focus on building trust between the police and members of the community who can benefit from the information. Child care is provided and the six sessions discuss positive parental discipline, domestic violence, child abuse, bullying, drugs and teen suicide. We will continue providing the Nurturing Trust workshops and support the council goal to focus on equity and inclusion, and enhance opportunities for community engagement.

In late 2015, the City of Shoreline received a three year grant from the Department of Justice/Smart Policing Initiative to help Shoreline Police Department work with those in the community suffering from mental illness. Our goal is to provide officers with the proper information up front to reduce the chance of using force when responding to a chaotic scene, when it's difficult to quickly figure out what's going on. The program is called "RADAR" for Risk Analysis De-escalation And Reporting. You can learn more at shorelinewa.gov/radar.

It's an honor to serve as your police chief. The Shoreline Police Department is committed to keeping you and your family safe.

Respectfully,
Shawn V. Ledford
Police Chief, City of Shoreline

About

City of Shoreline Administration 2

From Your Police Chief 3

About the Annual Police Service Report..... 5

Shoreline Police Department Mission, Goals, & Core Values..... 5

City of Shoreline Patrol Districts 6

Section 1: Police Service Highlights

City Cost Comparison 8

Shoreline’s Crime Rate 9

Part I Violent Crimes against People 10

Part I Non-Violent Crimes against Property 11

Traffic and Automobile Incident Information 12

Shoreline Police Department Traffic Programs 13

Part I & II Cases Closed by Arrest 14

Adult and Juvenile Charges and Arrests 14

Calls for Police Assistance 15

Response Times to High Priority Calls 16

Commissioned Officers per 1,000 Residents 17

Dispatched Calls for Service (DCFS) per Patrol Officer 17

Costs of Police Services per Capita..... 18

Cost per \$1,000 of Assessed Real Property Value 18

Section 2: Police Service Data

Crime Summary 20



About the Annual Police Service Report

The Annual Police Service Report contains information on the service efforts and accomplishments of the Shoreline Police Department to support its mission, goals, and objectives.

The goal of the report is to keep the City of Shoreline residents, staff, administrators and elected officials informed of police service and crime activity in the city. The report is produced by the City of Shoreline Police Department in partnership with the King County Sheriff's Office (KCSO) Research, Planning and Informational Services and Contracts Units. Questions about the report can be directed to the Shoreline Chief of Police.

The Police Service Highlights section gives a narrative of police efforts and year-to-year comparisons of selected crime and police service data.

The Police Service Data section provides further detailed crime and police service data. Please note that numbers in this section may differ slightly from numbers in the Police Services Highlights due to collection from several sources and in some cases rounding up.

Shoreline Police Department Mission, Goals, & Core Values

Mission

The mission of the Shoreline Police Department is to prevent crime and create an environment where people feel safe, while providing quality, professional law enforcement services designed to improve public safety.

Core Values

The Shoreline Police are committed to the core values of Leadership, Integrity, Service and Teamwork. We firmly believe in our core values and let these values guide all work that we do in the community.

Goals & Objectives

In order to realize this mission, the City of Shoreline Police Department has adopted the following goals and objectives:

Goal # 1: Provide high-quality, cost-effective, and accountable services to the City of Shoreline

Objective: Provide responsive services to residents.

Objective: Provide cost-effective services to residents.

Goal # 2: Reduce crime and the fear of crime

Objective: Use information for crime analysis

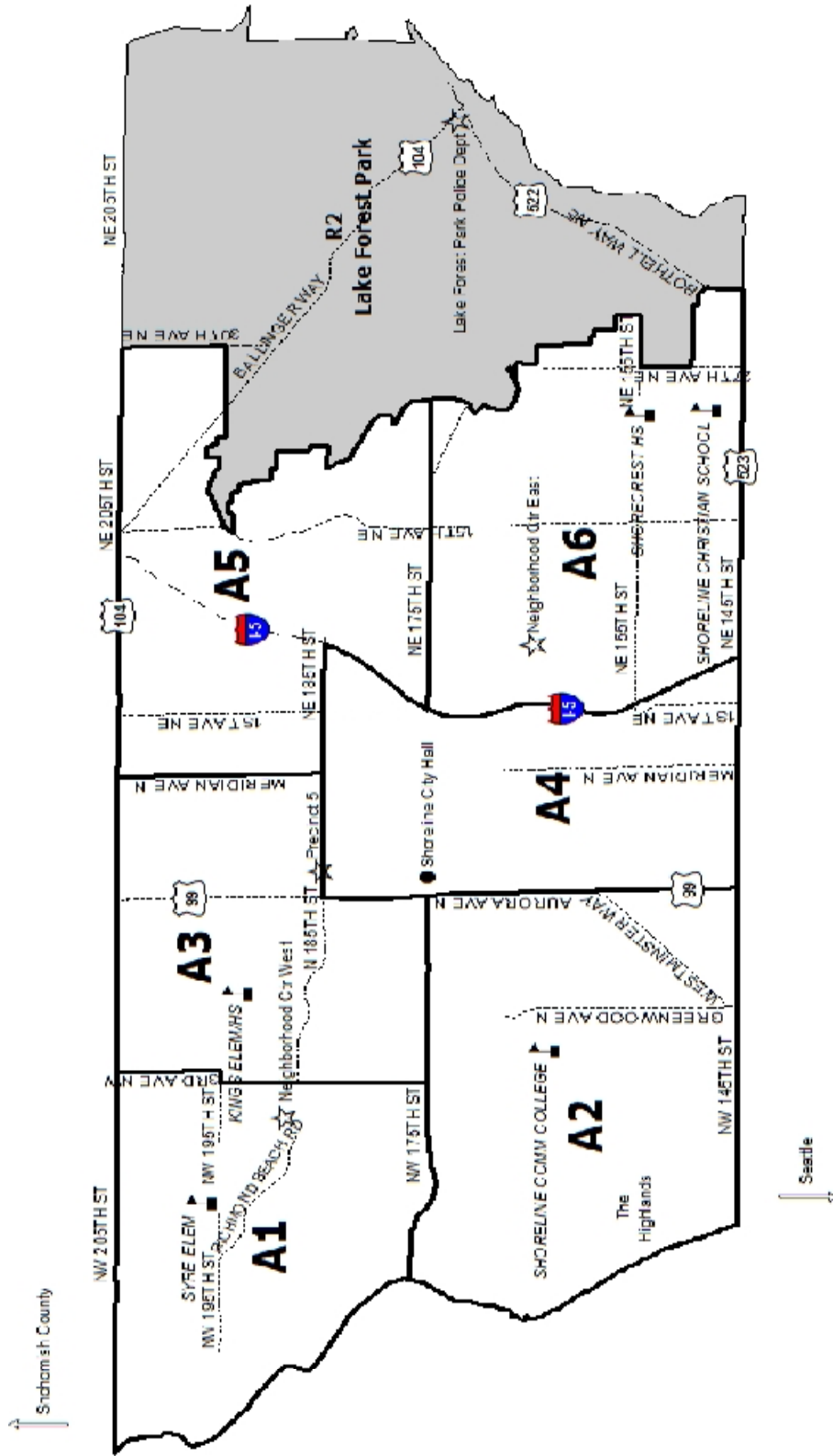
Objective: Apprehend offenders

Objective: Prevent crime

Objective: Improve residents' feeling of security

Goal # 3: Increase diversity, including gender diversity, in the workplace

City of Shoreline Patrol Districts



City of Shoreline
Police Service Highlights
2015



City Cost Comparison

The annual police cost comparison study is conducted by the KCSO Contracts Unit. The study accounts for budget differences and may factor in (or out) certain line items in order to allow for “apples-to-apples” comparisons. Shoreline’s cost per capita here is different than the contract cost per capita, which only includes Shoreline’s law enforcement contract paid to the county.

| City | 2015 Police Budget | 2015 Population | 2015 Sworn | Cost/ Capita | Cost/ Sworn | Sworn/ 1000 | |
|------------------|--------------------|-----------------|------------|---|--------------|------------------|-------------|
| Algona | \$1,139,825 | 3,105 | 7.00 | \$367 | \$162,832 | 2.25 | |
| Auburn | \$22,756,221 | 75,545 | 108.00 | \$301 | \$210,706 | 1.43 | |
| Beaux Arts | \$19,809 | 300 | 0.10 | \$66 | \$198,090 | 0.33 | |
| Bellevue | \$38,350,350 | 135,000 | 180.00 | \$284 | \$213,058 | 1.33 | |
| Black Diamond | \$1,581,716 | 4,200 | 8.00 | \$377 | \$197,715 | 1.90 | |
| Bothell | \$12,217,925 | 42,640 | 58.00 | \$287 | \$210,654 | 1.36 | |
| Burien | \$10,878,500 | 48,810 | 50.36 | \$223 | \$216,015 | 1.03 | |
| Carnation | \$490,789 | 1,790 | 2.53 | \$274 | \$193,988 | 1.41 | |
| Clyde Hill | \$1,502,200 | 3,020 | 9.00 | \$497 | \$166,911 | 2.98 | |
| Covington | \$3,478,449 | 18,520 | 17.08 | \$188 | \$203,656 | 0.92 | |
| Des Moines | \$8,519,512 | 30,100 | 36.00 | \$283 | \$236,653 | 1.20 | |
| Duvall | \$2,061,030 | 7,345 | 14.00 | \$281 | \$147,216 | 1.91 | |
| Edmonds | \$8,817,474 | 40,490 | 53.00 | \$218 | \$166,367 | 1.31 | |
| Federal Way | \$21,589,604 | 90,760 | 131.00 | \$238 | \$164,806 | 1.44 | |
| Hunts Point | \$279,000 | 410 | 1.20 | \$680 | \$232,500 | 2.93 | |
| Issaquah | \$7,559,620 | 33,330 | 35.00 | \$227 | \$215,989 | 1.05 | |
| Kenmore | \$3,361,477 | 21,500 | 15.96 | \$156 | \$210,619 | 0.74 | |
| Kent | \$30,813,979 | 122,900 | 148.00 | \$251 | \$208,203 | 1.20 | |
| Kirkland | \$24,488,092 | 83,460 | 98.00 | \$293 | \$249,878 | 1.17 | |
| Lake Forest Park | \$3,617,589 | 12,810 | 19.00 | \$282 | \$190,399 | 1.48 | |
| Lynnwood | \$9,533,924 | 36,420 | 70.00 | \$262 | \$136,199 | 1.92 | |
| Maple Valley | \$3,830,490 | 24,700 | 18.18 | \$155 | \$210,698 | 0.74 | |
| Marysville | \$12,936,515 | 64,140 | 61.00 | \$202 | \$212,074 | 0.95 | |
| Medina | \$2,051,095 | 3,095 | 9.00 | \$663 | \$227,899 | 2.91 | |
| Mercer Island | \$6,231,102 | 23,480 | 33.00 | \$265 | \$188,821 | 1.41 | |
| Mill Creek | \$4,484,269 | 19,760 | 25.00 | \$227 | \$179,371 | 1.27 | |
| Mukilteo | \$4,692,914 | 20,900 | 28.00 | \$225 | \$167,604 | 1.34 | |
| Newcastle | \$1,957,637 | 10,940 | 9.81 | \$179 | \$199,555 | 0.90 | |
| Normandy Park | \$1,865,337 | 6,420 | 10.00 | \$291 | \$186,534 | 1.56 | |
| North Bend | \$1,433,260 | 6,460 | 8.20 | \$222 | \$174,788 | 1.27 | |
| Puyallup | \$14,807,151 | 38,950 | 57.00 | \$380 | \$259,775 | 1.46 | |
| Redmond | \$25,233,918 | 59,180 | 86.00 | \$426 | \$293,418 | 1.45 | |
| Renton | \$27,900,705 | 98,470 | 120.00 | \$283 | \$232,506 | 1.22 | |
| Sammamish | \$5,050,198 | 49,980 | 25.22 | \$101 | \$200,246 | 0.50 | |
| SeaTac | \$9,623,846 | 27,650 | 43.57 | \$348 | \$220,882 | 1.58 | |
| Seattle | \$313,468,654 | 662,400 | 1,374.00 | \$473 | \$228,143 | 2.07 | |
| Shoreline | \$10,968,440 | 54,500 | 52.80 | \$201 | \$207,736 | 0.97 | |
| Skykomish | \$28,538 | 195 | 0.13 | \$146 | \$219,521 | 0.67 | |
| Snoqualmie | \$3,821,312 | 12,850 | 15.80 | \$297 | \$241,855 | 1.23 | |
| Sumner | \$4,079,927 | 9,660 | 19.00 | \$422 | \$214,733 | 1.97 | |
| Tukwila | \$15,018,347 | 19,300 | 76.00 | \$778 | \$197,610 | 3.94 | |
| University Place | \$3,745,912 | 31,720 | 16.00 | \$118 | \$234,120 | 0.50 | |
| Woodinville | \$2,926,468 | 11,240 | 13.82 | \$260 | \$211,756 | 1.23 | |
| Yarrow Point | \$404,528 | 1,020 | 2.00 | \$397 | \$202,264 | 1.96 | |
| | | | | Partner City Averages (weighted) | \$195 | \$210,830 | 0.92 |
| | | | | Non-Partner City Averages (weighted) | \$354 | \$218,511 | 2.19 |

Data sources:

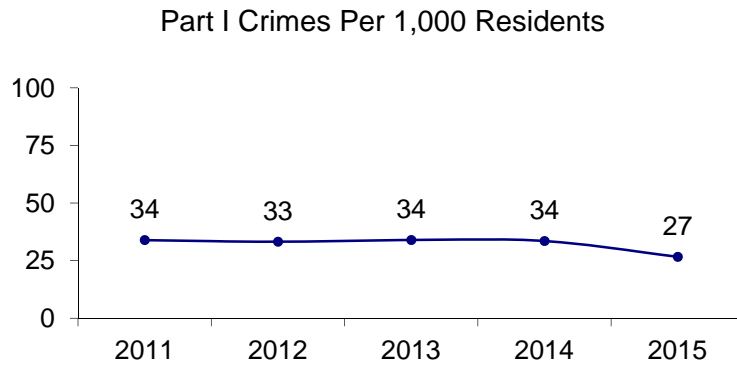


1. Budgets found on city websites or via city finance personnel. Population is from OFM.



Shoreline's Crime Rate

The Crime Rate is a calculation of the number of Part I Crimes divided by population in thousands. Part I Crimes is a category of crimes established by the Federal Bureau of Investigation (FBI). It includes criminal homicide, forcible rape, robbery, aggravated assault, burglary, larceny-theft, motor vehicle theft, and arson.



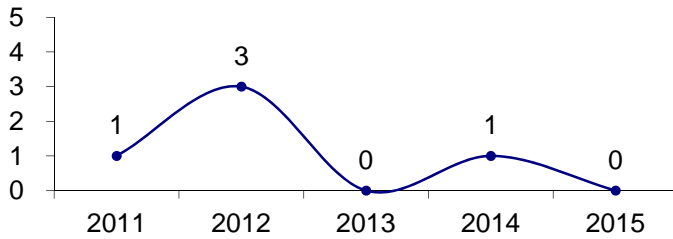
Source: Police Services Data



Part I Violent Crimes against People

Part I Crimes include crimes categorized as “violent crimes” or “crimes against people.” The following are Shoreline’s Part I Violent Crimes.

Homicide

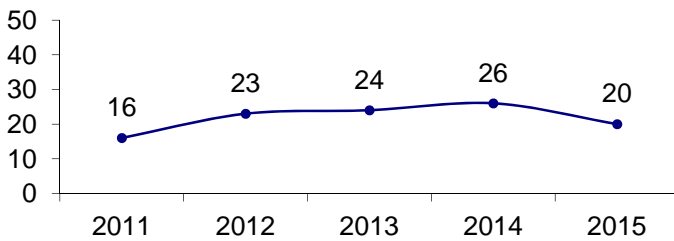


Source for all below: Police Services Data

Homicide

The willful killing of one human being by another. Includes murder and non-negligent manslaughter, justifiable homicide, and manslaughter by negligence.

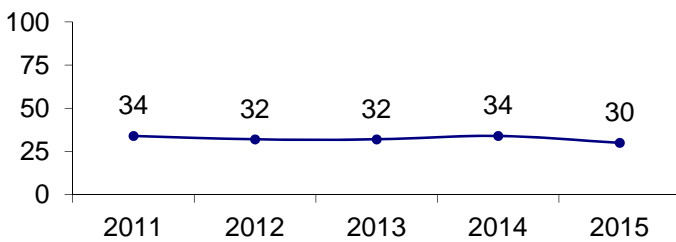
Rape



Rape

Rapes by force and attempts or assaults to rape, regardless of the age of the victim, are included in this count. Statutory offenses (no force used—victim under age of consent) are excluded.

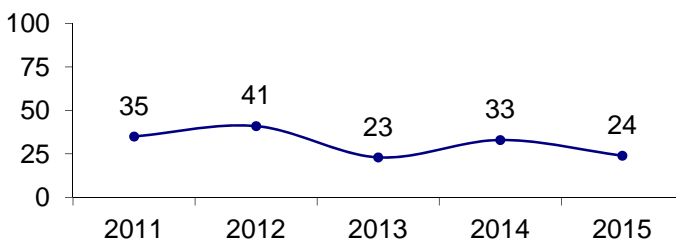
Aggravated Assault



Aggravated Assault

Aggravated assault is an unlawful attack by one person upon another for the purpose of inflicting severe or aggravated bodily injury. This type of assault usually is accompanied by the use of a weapon or by means likely to produce death or great bodily harm.

Robbery



Robbery

Robbery is the taking or attempting to take anything of value from the care, custody, or control of a person by force, threat of force, violence, or by putting the victim in fear.

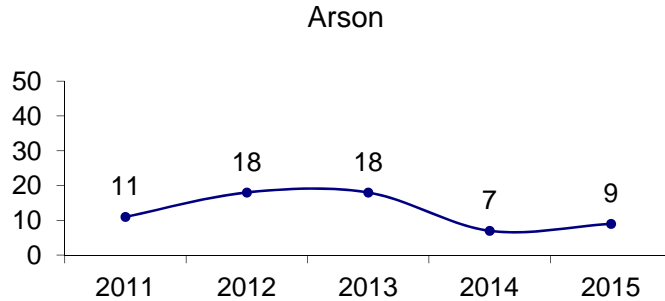


Part I Non-Violent Crimes against Property

The second group of Part I Crimes is known as “non-violent crimes,” “crimes against property,” or “property crimes.” The following are Shoreline’s Part I Crimes against Property. Information about vehicle theft, also included in this category, can be found with traffic and automobile incident information.

Arson

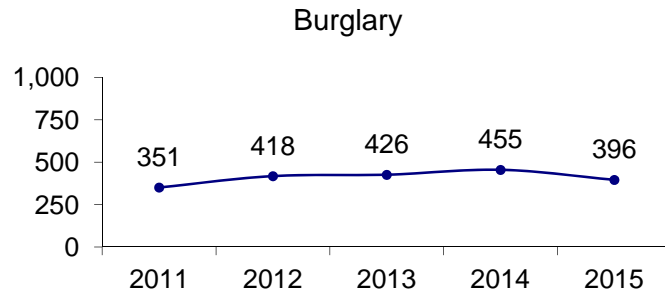
Arson is any willful or malicious burning or attempt to burn, with or without intent to defraud, a dwelling house, public building, motor vehicle or aircraft, or personal property of another.



Source for all below: Police Services Data

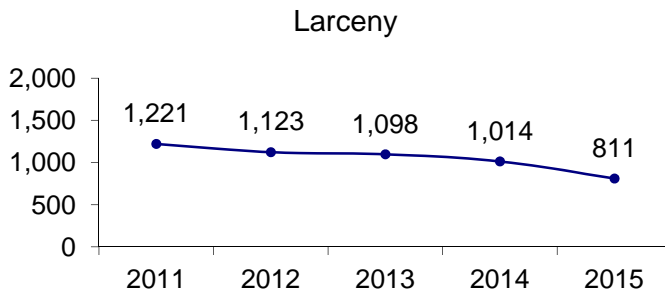
Burglary (breaking or entering)

Burglary is the unlawful entry of a commercial or residential structure with the intent to commit a crime. Attempted forcible entry is included.



Larceny (except vehicles)

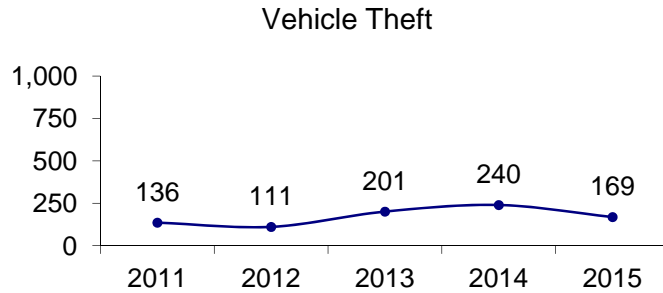
Larceny is the unlawful taking, carrying, leading, or riding away of property of any value amount from the possession or constructive possession of another. Examples are thefts of bicycles, motor vehicle parts and accessories, shoplifting, pocket-picking, or the stealing of any property or article that is not taken by force and violence or by fraud. Attempted larcenies are included. Embezzlement, forgery, check fraud, and like crimes are excluded.



Traffic and Automobile Incident Information

Vehicle Theft

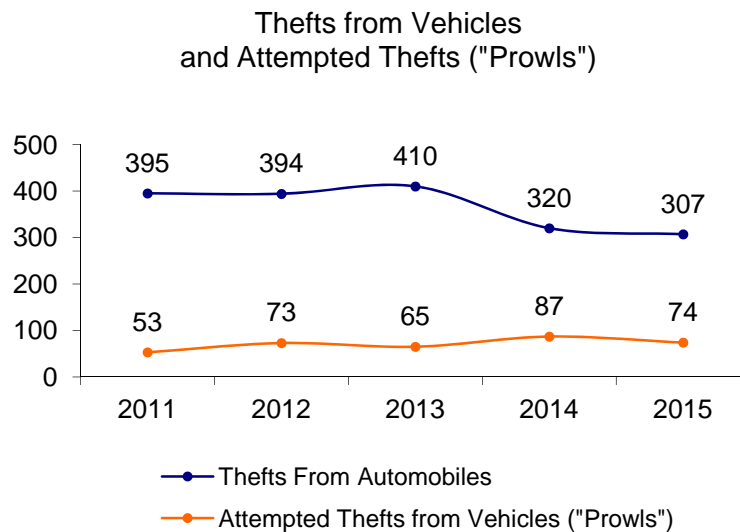
Vehicle theft is included in Part I Crimes against Property. It is the theft or attempted theft of a motor vehicle, which is defined as being self-propelled and running on a land surface and not on rails. Motorboats, construction equipment, airplanes, and farming equipment are specifically excluded from this category.



Source: Police Services Data

Thefts and Attempted Thefts ("Prowls") from Automobiles

A theft or attempted theft ("prowl") from an automobile is the act or attempted act of taking something from the inside of an automobile.



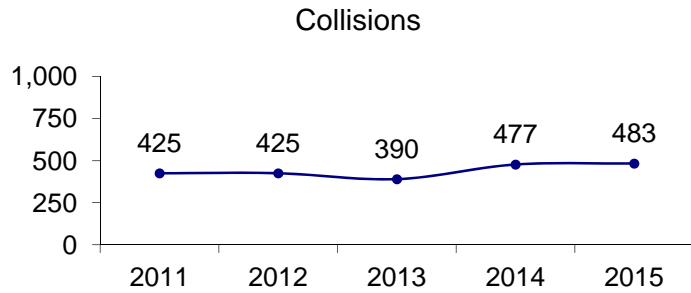
Source: Police Services Data and CAD System



Shoreline Police Department Traffic Programs

Traffic Collisions

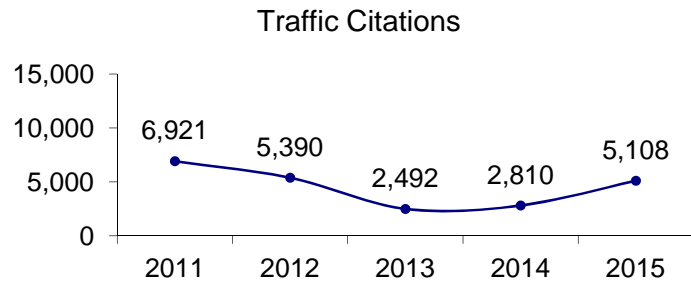
Collision information includes reports for injury, non-injury, and fatality vehicle collisions. Driving under the influence (DUI) collisions and hit-and-runs are excluded from this category.



Source: Police Services Data

Traffic Citations

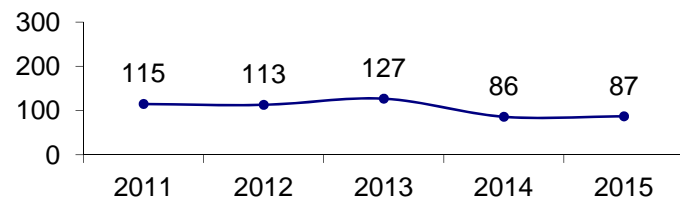
Traffic citations include reports of all moving/hazardous violations (such as all accidents, driving under the influence, speeding, and reckless driving), and non-moving compliance violations (such as defective equipment and parking violations).



Driving Under the Influence of Alcohol (DUI) Citations

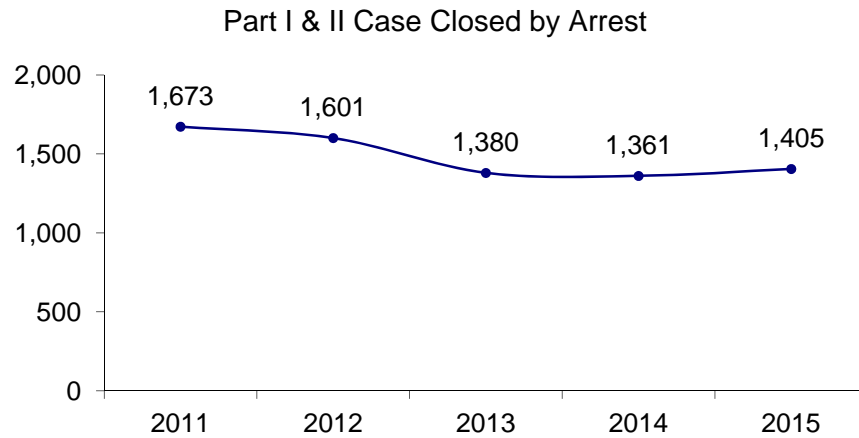
DUI Citations

Driving under the influence of alcohol citations are included in the above count for traffic citations, but are broken out here to show trends.



Part I & II Cases Closed by Arrest

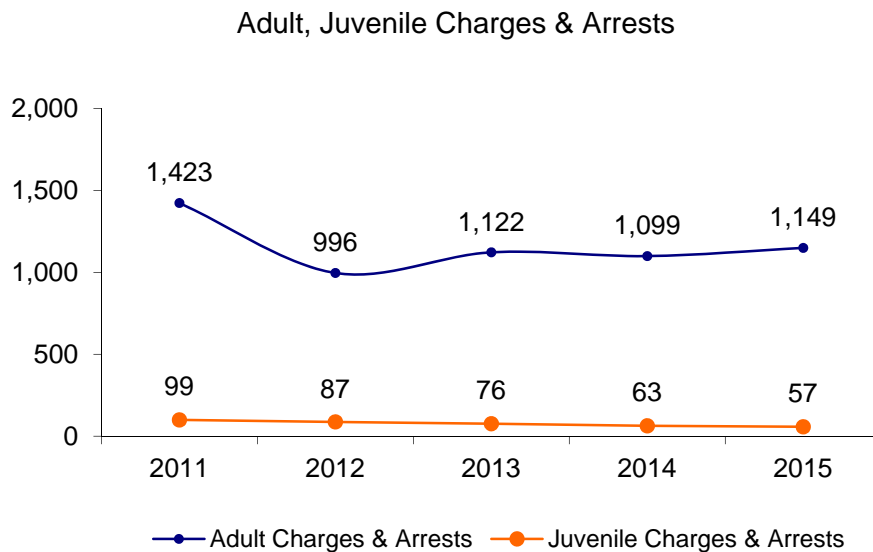
The cases below represent incidents where an officer or detective has recommended that the King County Prosecutor’s Office file criminal charges against the case suspect. These criminal charges may result in an arrest or another form of punitive action, such as a citation. A prosecuting attorney is solely responsible for the decision to formally file charges and prosecute defendants.



Source: KCSO RPIS Unit

Adult and Juvenile Charges and Arrests

One or more charges can result from a single arrest. Charges also can be filed when probable cause exists against a person who may not have been arrested. The following are the total number of felony and misdemeanor charges and arrests by adult and juvenile status.



Source: Police Services Data

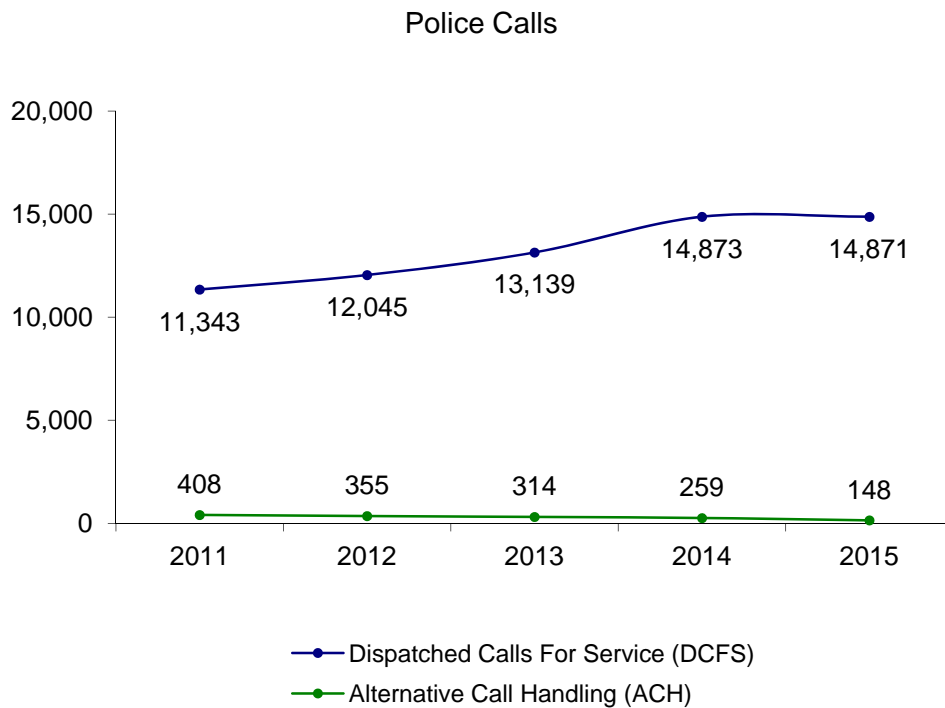


Calls for Police Assistance

The public receives police assistance in a variety of ways. Residents can call the Emergency 911 Communications Center to have one or more officers dispatched to the field, called a “dispatched call for service.”

In addition to dispatched calls for service, 911 center operators can take certain types of reports over the phone through alternative call handling (ACH). This allows police officers more time to respond to those who need an officer present at the location of their incident.

Following are the numbers of dispatched calls for service (DCFS) and alternative call handling (ACH) incidents reported.



Source: Police Services Data and CAD



Response Times to High Priority Calls

When calls for police assistance are received by the Emergency 911 Communications Center, they are entered into the Computer Aided Dispatch (CAD) system and given a “priority” based on the criteria described below. If the call receiver is in doubt as to the appropriate priority, the call is assigned the higher of the two priority designators in question.

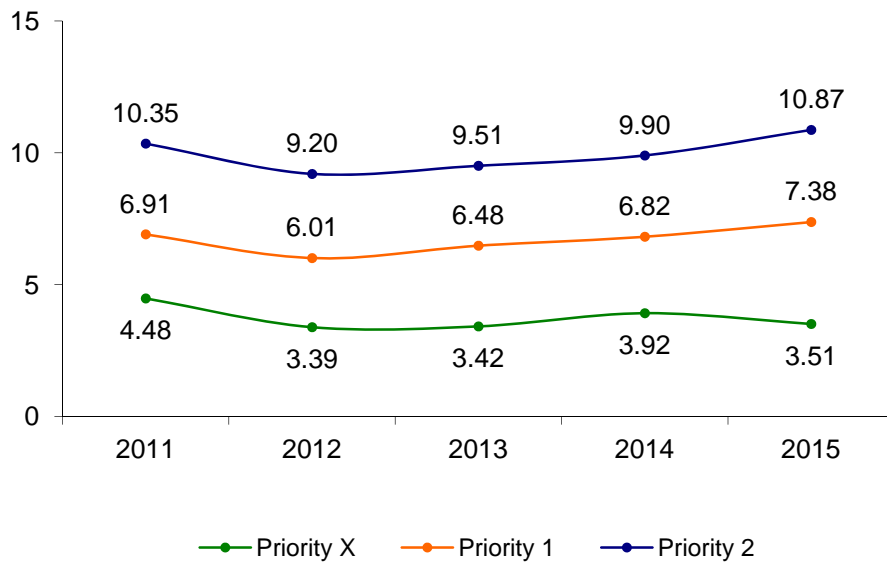
“Priority X” designates critical dispatches. These are incidents that pose an obvious danger to the life of an officer or citizen. It is used for felony crimes in-progress where the possibility of confrontation between a victim and suspect exists. Examples include shootings, stabbings, robberies or burglaries.

“Priority 1” designates immediate dispatches. These are calls that require immediate police action. Examples include silent alarms, injury traffic accidents, in-progress crimes or crimes so recent that the suspect may still be in the immediate area.

“Priority 2” designates prompt dispatches. These are calls that could escalate to a more serious degree if not policed quickly. Examples include verbal disturbances and blocking traffic accidents.

Following are the City of Shoreline’s Police response times for the above priority calls. Response times include all time from the receipt of a phone call to the moment an officer arrives at the location of the incident.

Average Response Times to High Priority Calls
(in minutes)



Source: Police Services Data

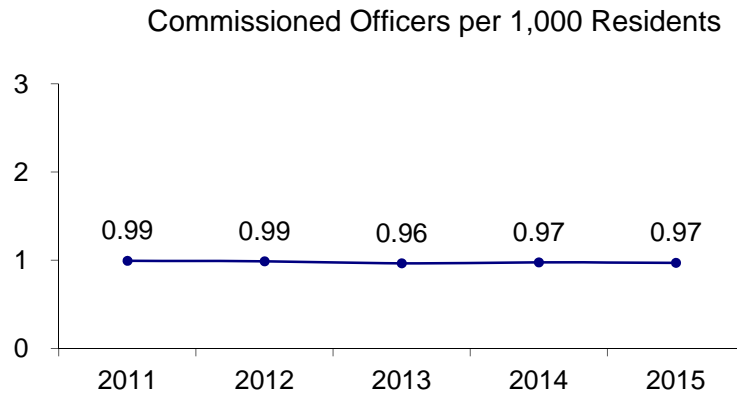


Computer Aided Dispatch (CAD): A computerized communication system used by emergency response agencies for dispatching and tracking calls for emergency assistance.



Commissioned Officers per 1,000 Residents

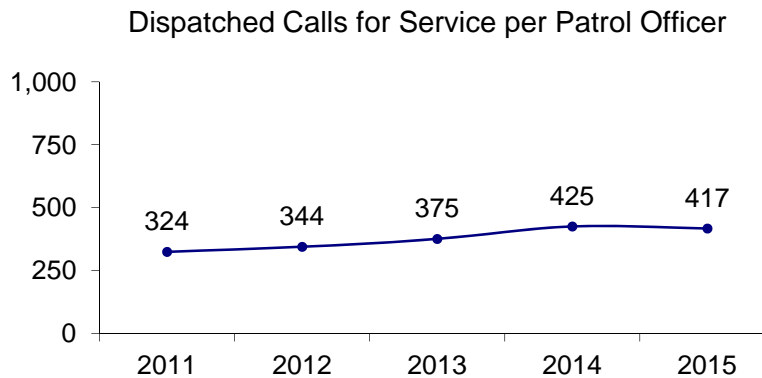
Commissioned officers per 1,000 residents shows how many commissioned police officers are employed by Shoreline for every 1,000 residents. The total number of commissioned officers includes full-time dedicated officers, plus officers who work in supervisory or other non-patrol related positions, as well as, officers that work in specialty units that are on-call for the city. Although the number of Shoreline’s dedicated officers may stay the same from year to year, the number of officers that respond to calls for service can change with the city’s needs. Therefore, the number of total commissioned officers can increase or decrease depending on Shoreline’s service needs from year to year.



Source: KCSO Contracts Unit

Dispatched Calls for Service (DCFS) per Patrol Officer

Dispatched calls for service (DCFS) per patrol officer is the average number of dispatched calls one patrol officer responds to within a year. This number uses only dispatched calls Shoreline pays for and does not include the number of responses an officer initiates (such as, witnessing and responding to traffic violations, called “on views”). Also, the numbers below are *patrol only* and exclude non-patrol commissioned officers (such as, supervisors or special duty officers/detectives).



Source: KCSO Contracts Unit



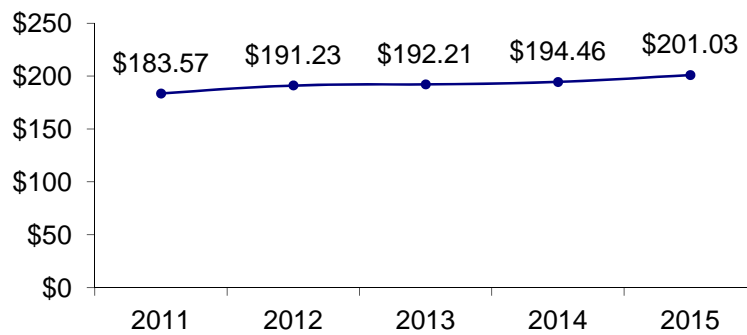
Costs of Police Services per Capita

The City of Shoreline contracts with the King County Sheriff's Office (KCSO) for police services. Among other benefits, contracting for services from a larger law enforcement agency allows for cost savings through "economies of scale." Specific economies of scale provided through the contract with KCSO include:

- Mutual aid agreements with other law enforcement agencies in Washington State
- A large pool of officers if back-up help as necessary
- Coverage if city officers are away
- Expertise of specialized units to assist officers
- Experienced officers to select from for city staffing
- Cost sharing throughout the department to keep city costs down

Costs for police services vary depending on a city's resources and the level and type of police services the community wants. The City of Shoreline may have additional funds or expenditures for special projects or programs as part of the city's law enforcement budget. These additional costs are not reflected in the contract cost per capita which shows the contract cost for police services divided by Shoreline's population.

Contract Cost per Capita

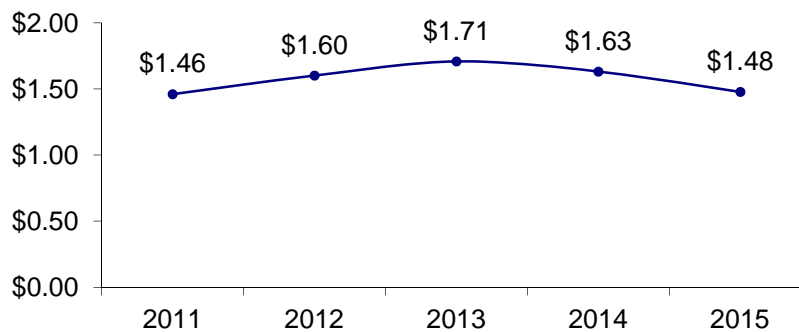


Source: KCSO Contracts Unit

Cost per \$1,000 of Assessed Real Property Value

Cost per \$1,000 of assessed real property value shows Shoreline's contract cost in relationship to the property values of Shoreline.

Cost per \$1,000 of Assessed Real Property Value



Source: King County Assessor's Office



City of Shoreline Police Service Data 2015



| CRIME SUMMARY | 1-Q | 2-Q | 3-Q | 4-Q | YTD |
|---|------------|------------|------------|------------|-------------|
| TOTAL PART 1 OFFENSES | 402 | 341 | 357 | 359 | 1459 |
| TOTAL PART 2 OFFENSES | 574 | 567 | 523 | 532 | 2196 |
| Officers Assaulted | 1 | 0 | 1 | 0 | 2 |
| Total Domestic Violence Offenses | 85 | 73 | 72 | 69 | 299 |
| Gang Incidents | 8 | 20 | 12 | 9 | 49 |
| Total Adult Arrests | 289 | 288 | 283 | 289 | 1149 |

| AUTO RECOVERIES | 1-Q | 2-Q | 3-Q | 4-Q | YTD |
|------------------------|------------|------------|------------|------------|------------|
| Inside / Inside | 21 | 12 | 21 | 16 | 70 |
| Outside / Inside | 25 | 24 | 25 | 21 | 95 |

| PART 1 Cases Closed/Cleared for the following offenses: | 1-Q | 2-Q | 3-Q | 4-Q | YTD |
|--|------------|------------|------------|------------|------------|
| Homicide | 0 | 0 | 0 | 0 | 0 |
| Rape (including attempt) | 0 | 0 | 0 | 2 | 2 |
| Robbery | 0 | 3 | 4 | 2 | 9 |
| Aggravated Assault | 9 | 4 | 4 | 1 | 18 |
| Commercial Burglary | 2 | 2 | 1 | 1 | 6 |
| Residential Burglary | 5 | 3 | 1 | 4 | 13 |
| Larceny +250 | 17 | 2 | 11 | 11 | 41 |
| Larceny 0-250 | 26 | 17 | 35 | 29 | 107 |
| Arson | 1 | 2 | 0 | 0 | 3 |
| TOTAL | 60 | 33 | 56 | 50 | 199 |

| PART 2 Cases Closed/Cleared for the following offenses: | 1-Q | 2-Q | 3-Q | 4-Q | YTD |
|--|------------|------------|------------|------------|------------|
| Assault 4th Degree | 27 | 20 | 36 | 30 | 113 |
| Narcotics | 32 | 32 | 31 | 26 | 121 |
| Check Frauds | 6 | 4 | 2 | 3 | 15 |
| TOTAL | 65 | 56 | 69 | 59 | 249 |

| PART 1 OFFENSES | 1-Q | 2-Q | 3-Q | 4-Q | YTD |
|-------------------------------|------------|------------|------------|------------|-------------|
| Assault, Hands | 10 | 4 | 4 | 5 | 23 |
| Assault, Knife | 0 | 3 | 1 | 0 | 4 |
| Assault, Firearm | 0 | 0 | 0 | 2 | 2 |
| Assault, ODW | 0 | 1 | 0 | 0 | 1 |
| HOMICIDE | 0 | 0 | 0 | 0 | 0 |
| Robbery, Bank | 0 | 0 | 0 | 0 | 0 |
| Robbery, Chain Store | 0 | 3 | 0 | 4 | 7 |
| Robbery, Commercial | 0 | 0 | 1 | 0 | 1 |
| Robbery, Gas Station | 0 | 1 | 1 | 0 | 2 |
| Robbery, Highway | 1 | 3 | 4 | 1 | 9 |
| Robbery, Miscellaneous | 1 | 0 | 1 | 1 | 3 |
| Robbery, Residence | 0 | 0 | 0 | 0 | 0 |
| Robbery, Carjack | 0 | 1 | 1 | 0 | 2 |
| Attempted Rape | 1 | 0 | 0 | 0 | 1 |
| Rape | 4 | 2 | 5 | 5 | 16 |
| Child Rape | 0 | 1 | 2 | 0 | 3 |
| Comm Burglary, FE | 27 | 10 | 7 | 16 | 60 |
| Comm Burglary, NF | 7 | 5 | 2 | 4 | 18 |
| Comm Burglary, ATT | 3 | 1 | 8 | 2 | 14 |
| Residential Burglary, FE | 41 | 42 | 33 | 41 | 157 |
| Residential Burglary, NF | 34 | 23 | 22 | 17 | 96 |
| Residential Burglary,ATT | 5 | 8 | 29 | 9 | 51 |
| Larceny, +250 | 97 | 91 | 106 | 94 | 388 |
| Larceny, 0-250 | 122 | 102 | 86 | 112 | 422 |
| Vehicle Theft | 46 | 34 | 43 | 43 | 166 |
| Truck-Bus Theft | 0 | 0 | 0 | 1 | 1 |
| Other Vehicle Theft | 1 | 1 | 0 | 0 | 2 |
| Theft Boat/RV | 0 | 0 | 0 | 1 | 1 |
| Arson Confirmed | 2 | 5 | 1 | 1 | 9 |
| TOTAL PART 1 OFFENSES | 402 | 341 | 357 | 359 | 1459 |

| PART 2 OFFENSES | 1-Q | 2-Q | 3-Q | 4-Q | YTD |
|------------------------------|------------|------------|------------|------------|-------------|
| Assault 4th Degree | 39 | 43 | 60 | 41 | 183 |
| Total Sex Offenses | 16 | 23 | 19 | 20 | 78 |
| Family/Juvenile Offenses | 49 | 59 | 44 | 43 | 195 |
| Forgery/Fraud Offenses | 88 | 65 | 56 | 75 | 284 |
| Commercial Vice | 11 | 2 | 6 | 5 | 24 |
| Gambling, Other | 0 | 0 | 0 | 0 | 0 |
| Kidnapping | 3 | 0 | 0 | 1 | 4 |
| Weapons | 7 | 6 | 5 | 0 | 18 |
| All Other | 98 | 99 | 83 | 103 | 383 |
| Viol Crt Order (misd) | 19 | 13 | 20 | 11 | 63 |
| Viol Crt Order (felony) | 4 | 3 | 1 | 2 | 10 |
| HATE CRIMES | 1 | 1 | 0 | 1 | 3 |
| Stolen Property | 1 | 6 | 1 | 0 | 8 |
| Trespass | 85 | 86 | 78 | 95 | 344 |
| Vandalism | 95 | 105 | 89 | 86 | 375 |
| Disorderly Conduct | 1 | 1 | 1 | 0 | 3 |
| Liquor Violation | 7 | 6 | 5 | 3 | 21 |
| D U I | 28 | 17 | 24 | 20 | 89 |
| HEROIN, etc | 15 | 12 | 18 | 18 | 63 |
| SYNTHETIC NARCOTICS | 3 | 13 | 9 | 5 | 30 |
| OTHER NARCOTICS | 3 | 2 | 2 | 2 | 9 |
| MARIJUANA | 1 | 5 | 2 | 1 | 9 |
| TOTAL PART 2 OFFENSES | 574 | 567 | 523 | 532 | 2196 |

| Dispatched Calls for Service | 1-Q | 2-Q | 3-Q | 4-Q | YTD |
|---------------------------------|-------------|-------------|-------------|-------------|--------------|
| | A1 | 286 | 337 | 387 | 297 |
| A2 | 615 | 580 | 604 | 526 | 2325 |
| A3 | 860 | 919 | 967 | 925 | 3671 |
| A4 | 650 | 662 | 689 | 599 | 2600 |
| A5 | 642 | 683 | 701 | 558 | 2584 |
| A6 | 551 | 566 | 684 | 583 | 2384 |
| TOTAL DCFS | 3604 | 3747 | 4032 | 3488 | 14871 |

| AVG Response Time | 1-Q | 2-Q | 3-Q | 4-Q |
|-----------------------|-------|-------|-------|-------|
| Critical Dispatch X= | 3.02 | 4.75 | 2.94 | 3.34 |
| Immediate Dispatch 1= | 7.52 | 7.14 | 7.48 | 7.37 |
| Prompt Dispatch 2= | 11.19 | 11.00 | 10.84 | 10.45 |
| Routine Dispatch 3= | 29.76 | 27.86 | 26.95 | 25.48 |

| LARCENY OFFENSES | 1-Q | 2-Q | 3-Q | 4-Q | YTD |
|------------------|------------|------------|------------|------------|------------|
| Gas | 0 | 0 | 0 | 0 | 0 |
| APA | 3 | 4 | 6 | 5 | 18 |
| Bike | 2 | 14 | 10 | 9 | 35 |
| COMD | 0 | 0 | 0 | 1 | 1 |
| NSC | 22 | 17 | 24 | 29 | 92 |
| P/P | 5 | 3 | 1 | 2 | 11 |
| P/S | 3 | 0 | 4 | 3 | 10 |
| S/L | 66 | 46 | 46 | 51 | 209 |
| TFA | 77 | 75 | 79 | 76 | 307 |
| TFB | 41 | 34 | 36 | 30 | 141 |
| TOTAL | 219 | 193 | 206 | 206 | 824 |

| ARRESTS | | | | | |
|------------------------------|------------|------------|------------|------------|-------------|
| Juvenile Arrests | 1-Q | 2-Q | 3-Q | 4-Q | YTD |
| Felony | 4 | 0 | 3 | 1 | 8 |
| Misdemeanor | 17 | 8 | 9 | 15 | 49 |
| Homicide | 0 | 0 | 0 | 0 | 0 |
| JUVENILE ARREST TOTAL | 21 | 8 | 12 | 16 | 57 |
| | | | | | |
| Adult Arrests | 1-Q | 2-Q | 3-Q | 4-Q | YTD |
| Felony | 56 | 49 | 38 | 35 | 178 |
| Misdemeanor | 233 | 239 | 245 | 254 | 971 |
| Homicide | 0 | 0 | 0 | 0 | 0 |
| ADULT ARREST TOTAL | 289 | 288 | 283 | 289 | 1149 |
| | | | | | |
| Grand Total Arrests | 310 | 296 | 295 | 305 | 1206 |

| JUVENILE FEL. ARRESTS | 1-Q | 2-Q | 3-Q | 4-Q | YTD |
|----------------------------|----------|----------|----------|----------|----------|
| Aggravated Assault | 0 | 0 | 1 | 0 | 1 |
| Arson | 0 | 0 | 0 | 0 | 0 |
| Burglary | 0 | 0 | 0 | 0 | 0 |
| Counterfeiting / Forgery | 1 | 0 | 0 | 0 | 1 |
| Disorderly Conduct | 0 | 0 | 0 | 0 | 0 |
| D U I | 0 | 0 | 0 | 0 | 0 |
| Embezzlement | 0 | 0 | 0 | 0 | 0 |
| Forcible Rape | 0 | 0 | 0 | 0 | 0 |
| Fraud | 0 | 0 | 0 | 0 | 0 |
| Gambling, Other | 0 | 0 | 0 | 0 | 0 |
| Larceny | 2 | 0 | 0 | 0 | 2 |
| Liquor Violation | 0 | 0 | 0 | 0 | 0 |
| Marijuana | 0 | 0 | 0 | 0 | 0 |
| Narcotics / Drug Violation | 0 | 0 | 0 | 0 | 0 |
| Other (except Traffic) | 1 | 0 | 1 | 1 | 3 |
| Other (Traffic Violations) | 0 | 0 | 0 | 0 | 0 |
| Prostitution - VICE | 0 | 0 | 0 | 0 | 0 |
| Robbery | 0 | 0 | 0 | 0 | 0 |
| Sex Offense (No Rape) | 0 | 0 | 0 | 0 | 0 |
| Simple Assault | 0 | 0 | 0 | 0 | 0 |
| Stolen Property | 0 | 0 | 0 | 0 | 0 |
| Vandalism | 0 | 0 | 0 | 0 | 0 |
| Vehicle Theft | 0 | 0 | 1 | 0 | 1 |
| Weapons Violations | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 4 | 0 | 3 | 1 | 8 |

| JUVENILE MISD ARRESTS | 1-Q | 2-Q | 3-Q | 4-Q | YTD |
|----------------------------|-----------|----------|----------|-----------|-----------|
| Aggravated Assault | 0 | 0 | 0 | 0 | 0 |
| Arson | 0 | 0 | 0 | 0 | 0 |
| Burglary | 0 | 0 | 0 | 0 | 0 |
| Counterfeiting / Forgery | 0 | 0 | 0 | 0 | 0 |
| Disorderly Conduct | 0 | 0 | 0 | 0 | 0 |
| D U I | 0 | 0 | 0 | 0 | 0 |
| Embezzlement | 0 | 0 | 0 | 0 | 0 |
| Forcible Rape | 0 | 0 | 0 | 0 | 0 |
| Fraud | 0 | 0 | 0 | 0 | 0 |
| Gambling, Other | 0 | 0 | 0 | 0 | 0 |
| Larceny | 1 | 1 | 0 | 5 | 7 |
| Liquor Violation | 3 | 1 | 0 | 0 | 4 |
| Marijuana | 2 | 0 | 2 | 0 | 4 |
| Narcotics / Drug Violation | 0 | 1 | 0 | 0 | 1 |
| Other (except Traffic) | 4 | 1 | 2 | 1 | 8 |
| Other (Traffic Violations) | 0 | 0 | 0 | 2 | 2 |
| Prostitution - VICE | 0 | 0 | 0 | 0 | 0 |
| Robbery | 0 | 0 | 0 | 0 | 0 |
| Sex Offense (No Rape) | 0 | 0 | 0 | 0 | 0 |
| Simple Assault | 4 | 3 | 4 | 4 | 15 |
| Stolen Property | 0 | 0 | 0 | 0 | 0 |
| Vandalism | 3 | 1 | 1 | 3 | 8 |
| Vehicle Theft | 0 | 0 | 0 | 0 | 0 |
| Weapons Violations | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 17 | 8 | 9 | 15 | 49 |

| ADULT FELONY ARRESTS | 1-Q | 2-Q | 3-Q | 4-Q | YTD |
|-----------------------------|------------|------------|------------|------------|------------|
| Aggravated Assault | 7 | 4 | 1 | 0 | 12 |
| Arson | 1 | 1 | 0 | 0 | 2 |
| Burglary | 7 | 10 | 1 | 5 | 23 |
| Counterfeiting / Forgery | 1 | 1 | 1 | 1 | 4 |
| Disorderly Conduct | 0 | 0 | 0 | 0 | 0 |
| D U I | 0 | 0 | 0 | 0 | 0 |
| Embezzlement | 0 | 0 | 0 | 0 | 0 |
| Forcible Rape | 0 | 0 | 1 | 1 | 2 |
| Fraud | 3 | 1 | 2 | 0 | 6 |
| Gambling, Other | 0 | 0 | 0 | 0 | 0 |
| Larceny | 4 | 4 | 2 | 2 | 12 |
| Liquor Violation | 0 | 0 | 0 | 0 | 0 |
| Marijuana | 0 | 0 | 0 | 0 | 0 |
| Narcotics / Drug Violation | 10 | 7 | 10 | 13 | 40 |
| Other (except Traffic) | 7 | 5 | 3 | 5 | 20 |
| Other (Traffic Violations) | 5 | 1 | 1 | 0 | 7 |
| Prostitution - VICE | 0 | 0 | 0 | 0 | 0 |
| Robbery | 0 | 3 | 2 | 2 | 7 |
| Sex Offense (No Rape) | 0 | 1 | 1 | 1 | 3 |
| Simple Assault | 0 | 0 | 0 | 1 | 1 |
| Stolen Property | 1 | 4 | 1 | 1 | 7 |
| Vandalism | 2 | 0 | 1 | 1 | 4 |
| Vehicle Theft | 4 | 6 | 8 | 2 | 20 |
| Weapons Violations | 4 | 1 | 3 | 0 | 8 |
| TOTAL | 56 | 49 | 38 | 35 | 178 |

| ADULT MISD ARRESTS | 1-Q | 2-Q | 3-Q | 4-Q | YTD |
|----------------------------|------------|------------|------------|------------|------------|
| Aggravated Assault | 0 | 0 | 0 | 0 | 0 |
| Arson | 0 | 0 | 0 | 0 | 0 |
| Burglary | 0 | 0 | 0 | 0 | 0 |
| Counterfeiting / Forgery | 0 | 0 | 0 | 0 | 0 |
| Disorderly Conduct | 1 | 1 | 1 | 0 | 3 |
| D U I | 22 | 18 | 21 | 18 | 79 |
| Embezzlement | 0 | 0 | 0 | 0 | 0 |
| Forcible Rape | 0 | 0 | 0 | 0 | 0 |
| Fraud | 0 | 1 | 0 | 1 | 2 |
| Gambling, Other | 0 | 0 | 0 | 0 | 0 |
| Larceny | 43 | 27 | 41 | 38 | 149 |
| Liquor Violation | 1 | 2 | 3 | 0 | 6 |
| Marijuana | 1 | 2 | 1 | 0 | 4 |
| Narcotics / Drug Violation | 2 | 5 | 8 | 7 | 22 |
| Other (except Traffic) | 34 | 38 | 59 | 53 | 184 |
| Other (Traffic Violations) | 95 | 97 | 65 | 102 | 359 |
| Prostitution - VICE | 0 | 0 | 0 | 2 | 2 |
| Robbery | 0 | 0 | 0 | 0 | 0 |
| Sex Offense (No Rape) | 0 | 0 | 1 | 0 | 1 |
| Simple Assault | 25 | 28 | 33 | 25 | 111 |
| Stolen Property | 3 | 4 | 0 | 0 | 7 |
| Vandalism | 5 | 13 | 10 | 7 | 35 |
| Vehicle Theft | 0 | 0 | 0 | 1 | 1 |
| Weapons Violations | 1 | 3 | 2 | 0 | 6 |
| TOTAL | 233 | 239 | 245 | 254 | 971 |

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

| | |
|----------------------|--|
| AGENDA TITLE: | Discussion and Update – King County Metro Long-Range Plan |
| DEPARTMENT: | Public Works |
| PRESENTED BY: | Randy Witt, Public Works Director Nytasha Sowers, Transportation Services Manager |
| ACTION: | <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing |

PROBLEM/ISSUE STATEMENT:

On April 18, 2016, King County Metro (KC Metro) released its Draft Long Range Plan (Draft Plan) for public review and comment. The Draft Plan reflects comments received from the City of Shoreline staff in August 2015 during development of KC Metro’s initial transit service concepts as well as the comments received when KC Metro and Shoreline staff jointly presented the Draft Preliminary Concept Network to the Shoreline City Council for review and confirmation of the adequacy of the service provided to Shoreline residents at the November 30, 2015 Shoreline City Council meeting.

Tonight, staff from KC Metro and the City of Shoreline will give a joint presentation on the Draft Plan and proposed transit improvements for the City of Shoreline. Staff will also present a draft City Council letter of support for the Draft Plan for Council review and endorsement (Attachment A).

RESOURCE/FINANCIAL IMPACT:

There is no financial impact associated with tonight’s discussion.

RECOMMENDATION

No action is required with this agenda item. Staff recommends that the City submit a comment letter on the Draft Long Range Plan to KC Metro that confirms Council’s support for the proposed transit improvements, emphasizes the City’s interest in partnering with KC Metro on the proposed capital investments to provide transit speed and reliability as well as adequate multi-modal access to Shoreline’s transit facilities, and advocates for implementation of the planned improvements by 2025.

Approved By: City Manager: **DT** City Attorney: **MK**

INTRODUCTION

On April 18, 2016, KC Metro released its Draft Long Range Plan (Draft Plan) for public review and comment. The Draft Plan, called *Metro Connects*, can be viewed at the following link: <http://www.kcmetrovision.org/plan/metro-connects-draft-plan/>.

The Public comment period ends on May 20, 2016. Staff recommends that the City submit a comment letter on the Draft Plan to KC Metro that confirms Council's support for the proposed transit improvements and advocates for implementation of the planned improvements by 2025.

BACKGROUND

The KC Metro Draft Plan reflects comments received from the City of Shoreline staff in August 2015 during development of its initial transit service concepts and comments received from Shoreline staff and the Shoreline City Council on its Draft Preliminary Concept Transit Network in November 2015.

KC Metro and Shoreline staff jointly presented the Draft Preliminary Concept Network to the Shoreline City Council for review and confirmation of the adequacy of the service provided to Shoreline residents at the November 30, 2015 Shoreline City Council meeting. The Shoreline City Council generally confirmed the adequacy of the service provided and emphasized the need for strong transit service in the City including effective connections to the future 145th Street and 185th Street light rail stations.

The November 30, 2015 staff report and additional background information on KC Metro Long Range planning activities can be found at the following link: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2016/staffreport041116-8c.pdf>.

The City of Shoreline provided a comment letter to KC Metro on August 10, 2015 requesting an emphasis on all-day frequent bus service throughout the City and identified specific destinations and transit hubs to prioritize service in Shoreline. This emphasis was also shared with KC Metro at the November 30, 2015 City Council meeting.

DISCUSSION

Attachment B to this staff report provides an overview of the service provided to Shoreline in the KC Metro Draft Plan. Please see Attachments C through E for additional maps related to Draft Plan, including the City of Shoreline's proposed service map (Attachment C), a map identifying the differences in service proposed and accepted (Attachment D), and a Transit Service Changes table (Attachment E).

Shoreline staff have reviewed the Draft Plan and found it to generally provide the level of service to the key Shoreline destinations requested, including the 145th Street and 185th Street light rail stations. Route requests that were not accepted include a local service route through the Innis Arden neighborhood and a Frequent Service route on Northeast Perkins Way. At this time, staff is not requesting KC Metro include a transit

route through Innis Arden as was originally requested in November 2015. Staff would like to have additional outreach to the Innis Arden community prior to pursuing bus service through this neighborhood. As well, after further staff evaluation and discussion with KC Metro, it was also decided to withdraw a request for transit service along Perkins Way.

The Draft Plan does show Frequent and/or Express Service on the 145th Street corridor between SR 522 and 3rd Avenue NW by 2040 but does not show this service between 3rd Avenue NW and Meridian by 2025. Staff is requesting that all service proposed for Shoreline is implemented by 2025.

Other Key Elements of the Draft Plan

In addition to service route improvements, the Draft Plan includes a number of other operational and capital improvements that will improve transit operation, integration with other modes of travel and the transit rider's experience. Of special interest to the City of Shoreline is a proposed increase in capital investments that will improve transit speed and reliability and investments that provide better multi-modal access to KC Metro and other transit facilities. An overview of these proposed investments is included below.

Capital Investments to Promote Transit Speed and Reliability

As KC Metro developed the Draft Plan, they learned through their online survey, visioning events and open houses that street improvements to improve speed and reliability and new roadways for transit were the number one and two top-rated transit improvements, respectively. Based on this information, KC Metro is placing a new emphasis on partnering with local jurisdictions and other agencies to make capital improvements that improve transit speed and reliability where they operate service.

The Draft Plan identifies two approaches can be taken to address bus delays and improve transit speed and reliability: The first approach is to reduce the length and frequency of delays. For example, an intersection equipped with transit signal priority can shorten the duration of a red light for a bus, and boarding passengers through all doors can shorten the time a bus spends at a stop. The second approach is to make the length and frequency of delays more predictable. For example, a dedicated bus lane can greatly reduce the impacts of traffic congestion, and bus zones that are consolidated and strategically located based on boarding data can make loading at stops more even.

In addition to these tools, the Draft Plan envisions the implementation of larger projects of regional importance, such as bridge or highway crossings that offer large benefits for transit. In this regard the Draft Plan includes preliminary planning for three types of projects: cross-city connections (e.g. improving the transit crossing of I-5 at NE 145th Street), major bottlenecks or capacity projects (e.g. improving transit access to Northgate), and improved access to the regional network (e.g. building a bus lane at the Kent-Des Moines Interchange).

The Draft Plan proposes to create more than 600 miles of roadway and transit priority improvements to make transit run faster and more reliably. KC Metro plans to increase investments to improve transit speed and reliability to 25 percent of Metro's capital budget—a major increase compared to the amount in today's budget.

Capital Investments to Promote Multi-modal Access

The Draft Plan also includes a number of actions to promote safe and secure access to transit by all modes, including walking, biking and driving. Steps include improving the collection of data about access, working with partners to better manage existing parking resources and identify access improvement priorities and funding, and encouraging transit-oriented developments that make it easy for residents to reach transit. The Draft Plan recommends transit access investments that improve options for riders to get to bus stops and light rail stations including partnering to build more than 100 miles of bicycle and pedestrian paths, and improving access to transit at 250 or more locations.

The allocation of proposed \$17 billion in capital investments (2018–2040) include:

- Roadway and transit priority improvements - 13%
- Passenger facility improvements - 11%
- Bicycle and pedestrian improvements - 4%
- Park-and-ride expansion - 4%
- Major regional corridor projects - 2%
- New operating facility investments - 13%
- Expanded fleet - 6%
- Facilities, maintenance and technology (new) - 8%

The remaining 39% of the proposed \$17 billion in capital investment is allocated to maintain the existing system.

The City of Shoreline is interested in partnering with KC Metro on the proposed capital investments presented above in order to provide transit speed and reliability as well as adequate multi-modal access to Shoreline’s transit facilities.

KC Metro’s Interim and Long Term Vision

The Draft Plan outlines not only a vision for 2040, but also a vision and service network for 2025 – roughly when all known and funded Sound Transit projects will be complete. This interim time frame provides the starting point for discussion about how Metro would move toward fulfilling the long-range plan’s 2040 vision. By 2025, the interim Draft Plan calls for Metro to:

- Implement Service Guideline-identified investments. The current Service Guidelines have identified hundreds of thousands of hours of need across King County to better serve the transit demand in a socially equitable and geographically fair way. Increasing Metro’s service to meet these needs is an opportunity to begin implementing service network and service levels.
- Restructure around Link light rail expansion. By 2025, Link will be extended north to Lynnwood with stops a stop at NE 145th Street. Link will also extend east to Overlake Transit Center in Redmond and south to Highline College in Des Moines. Each of these changes to the light rail system will provide an opportunity to review the entire transit network and begin to build the Draft Plan service network and service levels.
- Build new RapidRide lines in coordination with the City of Seattle and other partners. An expanded RapidRide network is the centerpiece of the Draft Plan frequent network, which features enhanced levels of service and will integrate with our region’s high-capacity transit network to connect our urban centers. The

Draft Plan proposes the creation of 18 RapidRide lines across King County by 2025.

- Expand the capacity of Metro's transit system. To meet the growing demand for transit in the region, Metro needs expanded capacity for buses, this includes not only the actual vehicles, but also the infrastructure to support those vehicles. In the near term, Metro anticipates buying additional transit fleet, looking at expanding bus base capacity, and hiring operators and other personnel to support an expanded transit system.
- Facilitate more and better access to the transit system. In conjunction with other transit agencies and cities, Metro would continue efforts to improve options for transit riders to get to bus stops and light rail stations. Options would include parking improvements that allow us to use existing resources more efficiently, manage demand and increase supply. We would also continue to work with local jurisdictions to improve bicycle and pedestrian facilities to make it easier to access transit.

In recognition of the immediate needs of Shoreline residents for additional service coverage and the benefits of having strong access to the 145th Street and 185th Street light rail stations, the City is interested in Metro's completion of all the proposed operation and capital improvements within the time frame of the interim plan (2025) and strongly encourages KC Metro to complete all proposed improvements in coordination with the opening of the two light rail stations in 2023.

STAKEHOLDER OUTREACH

King County held five open houses on the Draft Plan and is currently conducting an online survey to gather input on the Plan. The five open houses were held on the following dates and in the following locations:

| Date | Location | Address |
|-------------|-------------------|--|
| April 19 | Ballard (Seattle) | Ballard High School, 1418 NW 65 th Street |
| April 26 | West Seattle | West Seattle High School, 3000 California Avenue SW |
| April 27 | Redmond | Old Redmond Schoolhouse Community Center, 16600 NE 80 th Street |
| April 28 | Downtown Seattle | Union Station, 401 S Jackson Street |
| April 28 | Federal Way | Todd Beamer High School, 35999 16 th Avenue S |

The online survey, which can be found at <http://www.kcmetrovision.org//metro-long-range-plan-survey>, can be accessed through May 20, 2016.

The City of Shoreline posted a notification of the Draft Plan open house dates and a link to the online survey in the Shoreline Area News and Alert Shoreline electronic news bulletin. The City is also providing a link to the Draft Plan on the City's website.

COUNCIL GOAL(S) ADDRESSED

These projects address Council Goal No. 2: Improve Shoreline's utility, transportation, and environmental infrastructure, and Council Goal No. 3: Prepare for Two Light Rail Stations.

RESOURCE/FINANCIAL IMPACT

There is no financial impact associated with tonight's discussion.

RECOMMENDATION

No action is required with this agenda item. Staff recommends that the City submit a comment letter on the Draft Long Range Plan to KC Metro that confirms Council's support for the proposed transit improvements, emphasizes the City's interest in partnering with KC Metro on the proposed capital investments to provide transit speed and reliability as well as adequate multi-modal access to Shoreline's transit facilities, and advocates for implementation of the planned improvements by 2025.

ATTACHMENTS

- Attachment A: Draft City of Shoreline letter to King County Metro
- Attachment B: KC Metro Draft Long Range Plan 2040 Service for Shoreline
- Attachment C: City of Shoreline Proposed 2040 Service
- Attachment D: Shoreline/King County 2040 Service Comparison
- Attachment E: Shoreline/King County Comparison Supplement

Attachment A

May 9, 2016

DRAFT

The Honorable Dow Constantine
King County Executive
401 5th Avenue, Suite 800
Seattle, WA 98104

Dear Executive Constantine:

On behalf of the Shoreline City Council, I want to express the City of Shoreline's support for King County Metro's Draft Long Range Plan and its alignment with the Sound Transit 3 Draft Plan. The City of Shoreline appreciates working with King County Metro and its partners on developing the Draft Plan.

The City supports the goals of coordinating planned Metro service improvements with City Comprehensive Plans to ensure that transit supports the City's planned development, access investments at stations and transit hubs are increased, and a greater focus on linking transit with Transit Oriented Development (TOD) is provided, including utilizing King County properties for TOD projects.

The City is pleased that the Draft Plan emphasizes frequent bus service throughout the City that serves key local and regional destinations important to our residents. The City is especially appreciative of the proposed multiple service connections from Shoreline neighborhoods and key destinations to the City's upcoming two light rail stations.

The City is also very pleased with the proposed Express bus service on N 145th Street and SR 522 and the recognition of Sound Transit's proposed bus rapid transit (BRT) on this route. We see improving the speed and reliability of service on 145th Street and SR 522 as a critical investment for residents living along north Lake Washington that want to access the 145th Street light rail station and our regional light rail system.

In recognition of having strong access to the 145th Street and 185th Street light rail stations in Shoreline, the City requests that King County Metro's Final Long Range Plan directly link completion of operational and capital improvements prior to service beginning at the light rail stations in 2023.

The City applauds the Draft Plan's proposed capital improvement programs that support transit speed and reliability as well as multi-modal access to transit facilities. The City is interested in partnering with King County Metro to make needed capital facility improvements that build ridership and support local TOD.

Attachment A

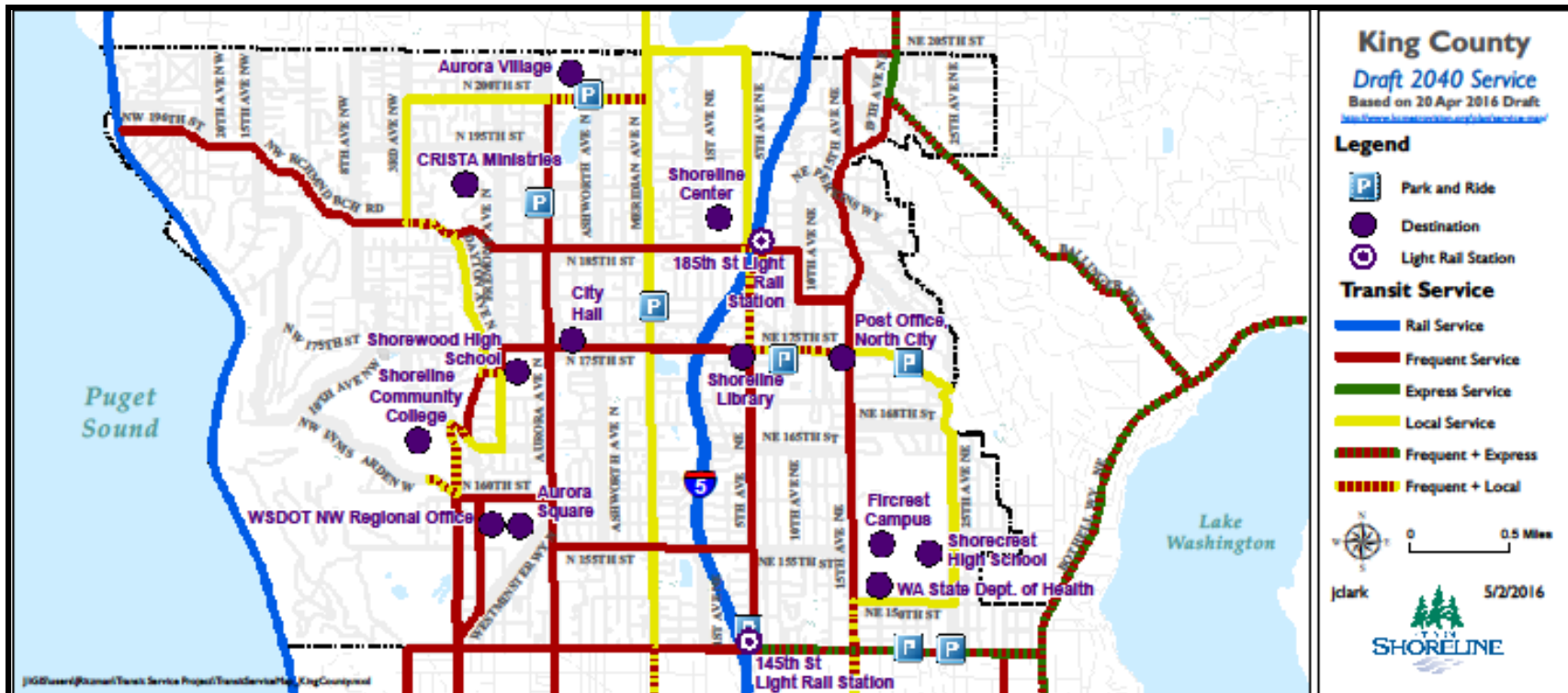
Thank you again for the time and effort that King County Metro has put in to developing an effective long range transit plan. We look forward to working with Metro closely over the next six years to implement the Plan's vision.

Sincerely,

Christopher Roberts
Mayor

Cc: Shoreline City Council
Debbie Tarry, City Manager
Randy Witt, Public Works Director
Nytasha Sowers, Transportation Services Manager
Scott MacColl, Intergovernmental Relations Program Manager

Attachment B King County Metro's Draft Long Range Plan Map for Shoreline



Map Legend and Service Type Explanation

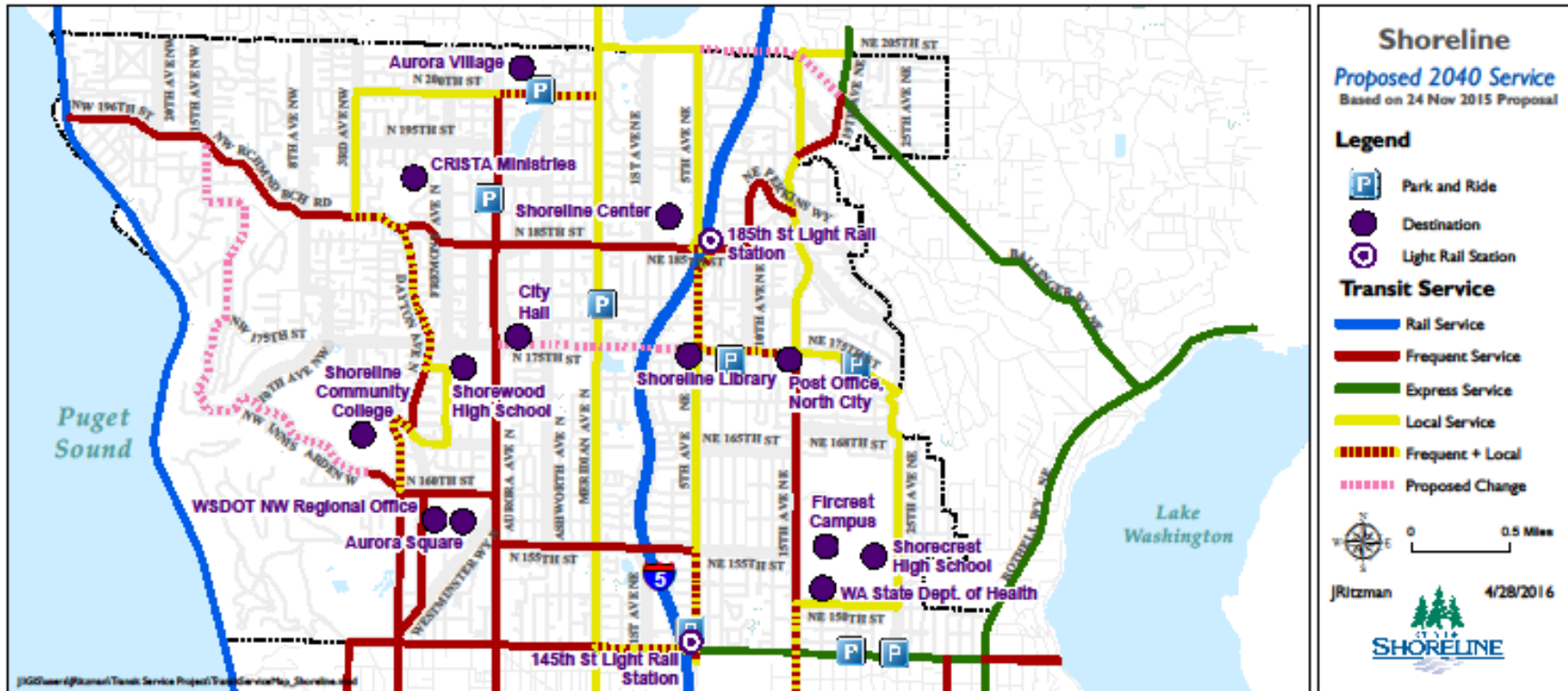
| Service Type | Definition | Buses would arrive every... | Where best used | Proposed hours operating per day |
|---------------------------------------|---|---|--|----------------------------------|
| Frequent (Red) | Show up and go service with investments for speed and reliability, starts early and runs late in the day. | 5 to 15 minutes | Long, dense corridors with many destinations | 20 |
| Express (Green) | Limited-stop service between regional centers, all-day, both ways. Includes peak-period service. | 15 – 30 minutes 10 – 15 minutes frequent express | Between centers, high travel speeds | 15 |
| Local and Flexible (Yellow) | Includes fixed-route bus as well as alternatives such as vanpools, DART, community shuttles, real-time ridesharing and more | 30 minutes | Lower density or hard-to-serve areas | 18 |

KC Metro Long Range Plan Service to Key Shoreline Destinations and Transit Hubs

| Proposed Service | Shoreline Requested Service Improvements* | Comment |
|------------------|--|---|
| ✓ | Direct feeder routes from all areas of the City to the Shoreline light rail stations throughout the entire day and on weekends, with additional frequency during the peak periods | The Plan shows multiple Local and Frequent Service routes to the 145 th and 185 th light rail stations from the major neighborhoods and commercial areas of Shoreline |
| ? | Increased bus frequency, new routes and/or direct service between the Shoreline Park & Ride and the 185 th light rail station | The Draft Plan does not currently show service between the Shoreline Park and Ride (192 nd and Aurora) and the 185 th light rail station. Shoreline staff is currently discussing this request with KC Metro staff. |
| ✓ | Redirect commuter routes that travel to downtown Seattle via I-5 to Shoreline light rail stations. Reallocate those hours to feeder routes that will bring commuters from park & ride lots or other areas of Shoreline to these stations | A number of Frequent and Local routes connect the 145 th Street and 185 th Street light rail stations to Shoreline park and ride lots and other Shoreline neighborhoods and commercial areas. |
| ✓ | Provides routing options to reduce travel times between Shoreline Community College, North Seattle Community College, Edmonds Community College and Northgate. | The Plan provides multiple Frequent routes to connect Shoreline Community College with Northgate as well a route to connect Shoreline Community college to North Seattle Community College |
| ? | Coordinate efforts between Community Transit and Metro Transit to provide bus service between Shoreline Community College and Edmonds Community College. | Connections between Shoreline Community College and Edmonds Community College are under discussion with Community Transit and KC Metro Transit staff. |
| ✓ | Provide transit service between the two Shoreline high schools (Shorewood High School and Shorecrest High School) - provided with a transfer | Service is provided between the two high schools via a Local transfer at 175 th . Shoreline staff is requested timing of these two routes to minimize waiting times between transfers. |
| ✓ | Between the Shoreline high schools and Shoreline Community College. | Service is provided between the two high schools via a local transfer on 175 th Street. Shoreline staff has requested that the schedule of these two routes be coordinated in order to minimize waiting times between transfers. |
| ✓ | Ensure that north-south routes that intersect east-west routes do so at similar times in order to reduce delays associated with transfers. | This request has been noted by KC Metro. |
| ✓ | Expand Route 373, running from the Aurora Village Transit Center to the University of Washington, from a peak-only service to an all-day service, in accordance with Metro's existing Strategic Plan. – If bus service currently at the Aurora Village Transit Center is relocated to the 185 th light rail station please ensure feeder service to the light rail stations provides connections to UW. | The Draft Plan includes a Frequent route from the 185 th Light Rail station to the University of Washington. |
| ✓ | Emphasize the need for express bus service from Shoreline to the University of Washington during the peak period. | The draft Plan provides multiple Frequent routes to the University of Washington. |

* Shoreline's requested service improvements were included in an August 10, 2015 comment letter to King County Metro. A check in the Proposed Service box above identifies where requested service was provided a question mark identifies a request that is still under discussion with KC Metro staff.

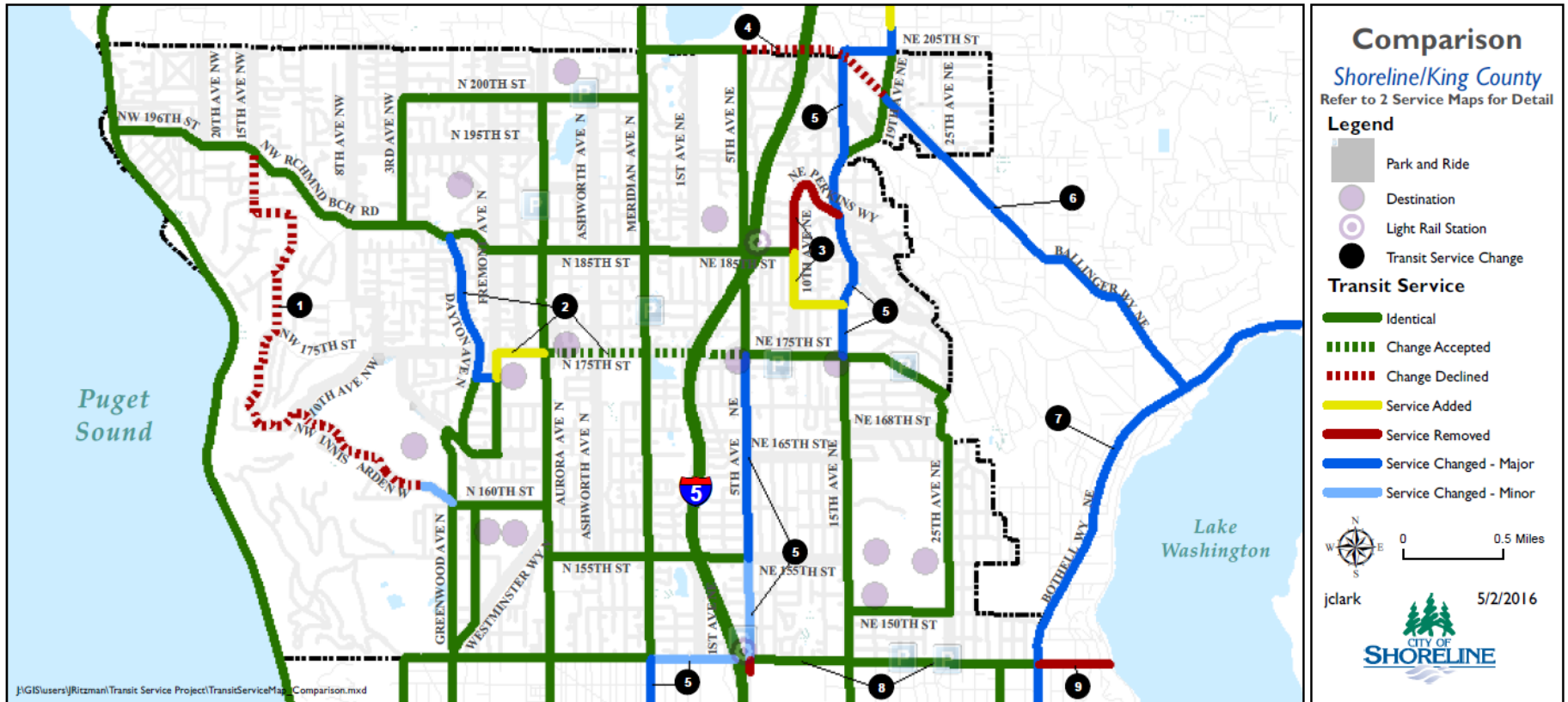
Attachment C City of Shoreline Proposed 2040 Service



Map Legend and Service Type Explanation

| Service Type | Definition | Buses would arrive every... | Where best used | Proposed hours operating per day |
|---------------------------------------|---|---|--|----------------------------------|
| Frequent (Red) | Show up and go service with investments for speed and reliability, starts early and runs late in the day. | 5 to 15 minutes | Long, dense corridors with many destinations | 20 |
| Express (Green) | Limited-stop service between regional centers, all-day, both ways. Includes peak-period service. | 15 – 30 minutes 10 – 15 minutes frequent express | Between centers, high travel speeds | 15 |
| Local and Flexible (Yellow) | Includes fixed-route bus as well as alternatives such as vanpools, DART, community shuttles, real-time ridesharing and more | 30 minutes | Lower density or hard-to-serve areas | 18 |

Attachment D Shoreline/King County Comparison



Attachment E

Shoreline/King County Comparison Supplement

| Change ID | Change Type | Locations | Changed Route(s) | Other Relevant Route(s) | Change Description |
|-----------|---|--|---|---|--|
| 1 | Change Declined | Innis Arden | ? | ? | Shoreline map shows <u>Proposed Change</u> (new) service through Innis Arden. It is unknown which route this would have been as King County did not include service here at all in their draft. |
| 2 | Downgrade, Addition, Upgrade, Change Accepted | Richmond Highlands, Meridian Park | 1215 (Frequent, Shoreline CC - Kenmore P-R) | 3006 (Local, Shoreline CC - Mountlake Terrace P-R) | Shoreline map shows <u>Frequent</u> and <u>Local</u> service along Dayton Ave N between N 172nd St and N Richmond Beach Road and <u>Proposed Change</u> (new) service on N/NE 175th St between Aurora Ave N and 5th Ave NE. King County appears instead to have rerouted the <u>Frequent</u> route (1215) east on N 172nd St, then north along Fremont Ave N, then east along N/NE 175th St to 5th Ave NE, following the route of Shoreline's <u>Proposed Change</u> . This leaves only a <u>Local</u> route (3006) along Dayton Ave N between N 172nd St and N Richmond Beach Road. |
| 3 | Addition, Removal | North City | 1215 (Frequent, Shoreline CC - Kenmore P-R) | None | Shoreline map shows <u>Frequent</u> service along 10th Ave NE north of NE 185th St and then east on NE Perkins Way to 15th Ave NE. King County appears instead to have rerouted the <u>Frequent</u> route (1215) south on 10th Ave NE and then east along NE 180th St to 15th Ave NE (after which it travels north to where it would have been if it had taken Perkins). This proposed rerouting is agreeable to the City of Shoreline as it connects North 185th Street and 15th Avenue Northeast - which was the primary intention of Shoreline's requestd service. |
| 4 | Change Declined | Ballinger, Echo Lake | ? | ? | Shoreline map shows <u>Proposed Change</u> (new) service along N 205th St and Ballinger Way NE. It is unknown which route this would have been as King County did not include service here at all in their draft. |
| 5 | Upgrade | *** Multiple points *** Ballinger, North City, Ridgecrest, Parkwood | 1998 (Frequent, Mountlake Terrace P-R - Northgate P-R) | 1215 (Frequent, Shoreline CC - Kenmore P-R) | Shoreline map shows <u>Local</u> service (<u>Frequent</u> and <u>Local</u> in places of overlap with other routes) along NE 205th St west of 19th Ave NE, south along 15th Ave NE, west along NE 175th St, south along 5th Ave NE, west along N/NE 145th St, and south along Meridian Ave N. King County appears instead to have upgraded the <u>Local</u> route to a <u>Frequent</u> route (1998) while keeping the same path. |
| 6 | Upgrade | Ballinger, Lake Forest Park | 1215 (Frequent, Shoreline CC - Kenmore P-R) | 2518 (Express, Edmonds - Redmond) | Shoreline map shows <u>Express</u> service along Ballinger Way NE east of 19th Ave NE to Bothell Way NE. King County appears to have added a <u>Frequent</u> route (1215) along this same path as well. |
| 7 | Upgrade | Briarcrest, Lake Forest Park | 1009 (Frequent (RapidRide), UW Seattle - UW Bothell), 1215 (Frequent, Shoreline CC - Kenmore P-R) | 2515 (Express, Seattle - UW Bothell), 2518 (Express, Edmonds - Redmond) | Shoreline map shows <u>Express</u> service along Bothell Way NE. King County appears to have added a <u>Frequent</u> route (RapidRide: 1009) along this same path and also another <u>Frequent</u> route (1215) along the part north of Ballinger Way NE. The Draft Plan also shows a Sound Transit 3 Draft Plan BRT overlay. |
| 8 | Upgrade | Ridgecrest, Briarcrest | 1019 (Frequent, Shoreline CC - UW Seattle) | None | Proposed Service is the same as proposed and also shows a Sound Transit 3 Draft Plan BRT overlay. |
| 9 | Removal | Briarcrest | ? | ? | Shoreline map shows <u>Frequent bus</u> service on NE 145th St west of SR 522/ Bothel Way East to 40th Ave NE. This was a City of Shoreline mapping error and should not have been included in the City of Shoreline's orginal map. KC Metro does not show bus service for this segment of roadway - which is agreeable to the City of Shoreline. |