

July 9, 2001

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CITY OF SHORELINE

SHORELINE CITY COUNCIL SUMMARY MINUTES OF DINNER MEETING

Monday, July 9, 2001
6:00 p.m.

Shoreline Conference Center
Highlander Room

PRESENT: Mayor Jepsen, Deputy Mayor Hansen, Councilmembers Grossman, Gustafson, Lee, Montgomery and Ransom

ABSENT: Councilmembers Lee and Montgomery

STAFF: Steve Burkett, City Manager; Larry Bauman, Assistant City Manager, and Kristoff Bauer, Assistant to the City Manager

The meeting convened at 6:20 p.m.

Councilmember Gustafson discussed Council's vacation schedule and suggested reviewing the dates of the summer break.

Steve Burkett, City Manager, discussed the agenda for the regular meeting, noting that Council can either take action on the two ordinances related to the Comprehensive Plan/Zoning Map and Development Code changes or postpone action to a future meeting.

Mr. Burkett raised the issue of staff's proposed changes in the Council staff report format. He explained that the objective is to make the executive summary section more concise and easier to read.

After Councilmembers expressed their opinions of the new format, they agreed to implement it.

Councilmembers turned to a discussion of the options for salary increases in 2002. Among the options discussed was the new legislation allowing the creation of a salary commission. There was consensus to defer a decision on this issue until the entire Council could be present.

Mr. Burkett raised the issue of scheduling the Council Budget Retreat. Councilmembers expressed a preference for meeting beginning on Monday, August 27 at 7:30 a.m. and continuing on Tuesday, August 28 at 7:30 a.m.

There was consensus to hold a Council meeting on August 20 and take the Council break on August 6 and 13th.

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Mr. Burkett concluded by discussing the topics for the executive session scheduled on the July 16 agenda.

The meeting adjourned at 7:25 p.m.

Larry Bauman, Assistant City Manager

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CITY OF SHORELINE

SHORELINE CITY COUNCIL SUMMARY MINUTES OF REGULAR MEETING

Monday, July 9, 2001
7:30 p.m.

Shoreline Conference Center
Mt. Rainier Room

PRESENT: Mayor Jepsen, Deputy Mayor Hansen, Councilmembers Grossman, Gustafson, and Ransom

ABSENT: None

1. **CALL TO ORDER**

The meeting was called to order at 7:32 p.m. by Mayor Jepsen, who presided.

2. **FLAG SALUTE/ROLL CALL**

Upon roll call by the City Clerk, all Councilmembers were present with the exceptions of Councilmembers Lee and Montgomery.

Upon motion by Deputy Mayor Hansen, seconded by Councilmember Gustafson and unanimously carried, Councilmembers Lee and Montgomery were excused.

3. **REPORT OF CITY MANAGER**

City Manager Steve Burkett reported on the following:

- police activities on the 4th of July—there were 14 officers on duty who received 86 dispatch calls and initiated an additional 78 actions.
- a memo regarding decorum at Council meetings—under both the Council's Rules of Procedure and Robert's Rules of Order, the Mayor is authorized to make decisions about appropriate standards of behavior.
- the opening of Parkers Casino under a temporary certificate of occupancy--some items still need to be fixed, and the City will monitor these closely.
- a meeting with Elizabeth Healy, U.S. Department of Transportation, regarding the Aurora Corridor Project and the amount of public involvement; and
- a new Aurora Project Team (APT) under the leadership of Assistant City Manager Larry Bauman.

4. **REPORTS OF BOARDS AND COMMISSIONS:** None

5. **PUBLIC COMMENT**

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(a) Walt Hagen, 711 N 193rd Street, asked that citizens be allowed to participate on the new APT so that they will stay up to date on project activities.

(b) Auni Husted, 19712 12th Avenue NW, and Samantha Croffat, 20106 8th Avenue NW, represented the Shoreline/Lake Forest Park Youth Council. They explained the structure and activities of their group.

(c) John Chang, 14817 Aurora Avenue N, asked Council to consider the findings of the Aurora Corridor Comprehensive Plan Advisory Committee (CPAC), which met prior to the formation of the Aurora Corridor Citizens Advisory Task Force (CATF). He said these findings are as important as those of the CATF.

Mayor Jepsen noted that the new APT is a staff team to provide information for the public dialogue. He also noted that in his view the CATF built on the work of the prior committee. Councilmember Grossman commented that he co-chaired the CPAC. The group had diverse visions for Aurora Avenue, so no consensus was ever reached.

6. APPROVAL OF THE AGENDA

Deputy Mayor Hansen moved to approve the agenda. Councilmember Gustafson seconded the motion. Councilmember Ransom asked that items 7(c) and 7(d) [Ordinance No. 278 and No. 279] be removed from the consent calendar and discussed as Item 9(b). A vote was taken on the motion, which carried unanimously, and the amended agenda was approved.

7. CONSENT CALENDAR

Deputy Mayor Hansen moved approval of the consent calendar as amended to remove Items 7(c) and 7(d). Councilmember Gustafson seconded the motion, which carried unanimously, and the following items were approved:

Minutes of the Dinner Meeting of June 11, 2001
Minutes of the Regular Meeting of June 11, 2001
Minutes of the Workshop Meeting of June 18, 2001
Minutes of the Joint Dinner Meeting of June 25, 2001
Minutes of the Regular Meeting of June 25, 2001

Approval of expenses and payroll as of June 20, 2001
in the amount of \$1,312,820.73

Resolution No. 177 authorizing the City Manager to make application for grants for budgeted programs and repealing Section I.B.2 of the Financial Management Policies and adding Policy F01-01

8. ACTION ITEMS: PUBLIC HEARINGS

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- (a) Public hearing to consider citizens comments regarding proposed Ordinance No. 276, which makes amendments to the Comprehensive Plan Text and Land Use Map, and proposed Ordinance No. 277, which makes amendments to the Development Code Text and Zoning Map

Tim Stewart, Planning and Development Services Director, explained that this is the first annual review of the City's Comprehensive Plan and a reconciliation of the Comprehensive Plan Land Use Map and the City's Zoning Map. The reconciliation, which involves 881 parcels, can occur by amending the text of the Comprehensive Plan, the Land Use Map, or the Zoning Map. He noted that there is only one area of disagreement between staff and the Planning Commission—Item 003B (page 70 in the City Council packet). The Planning Commission recommended adoption of a citizen-proposed amendment to the Comprehensive Plan to state that "the base height for industrial uses will be no greater than 50 feet unless a master plan or subarea plan is completed." Staff does not support this proposal because the plan already contains goals and policies to protect residential development from the impacts of adjacent higher intensity uses. Furthermore, the Development Code provides for safeguards between Residential and Industrial Zones. He said the Development Code is a more appropriate place to legislate height limits and this item will be proposed as a Development Code amendment later this year.

Mr. Stewart provided two clarifications, found on page 75 of the packet. The recommendation for Area 2-Bundle C is that all of the parcels, including consistent parcels, will be changed in the Comprehensive Plan from High Density Residential to Mixed Use. The second clarification involved a mapping error in Area 2-Bundle F.

Mr. Stewart concluded by outlining the controversy over the Highland Park Place Medical Center, Area 3-Bundle B. First, he explained the height allowances in different zones. Height is limited in R-6 to 30 feet, or 35 feet with a pitched roof. In an Office zone the base height is 35 feet, but this may be increased up to 50 feet for mixed use development if the fourth story meets certain criteria. Under R-48 the base height is 35 feet. The issue is further complicated because this parcel had a King County zoning designation with a P-suffix that placed special conditions on the parcel. The height in the King County district was 35 feet, but it could be increased one foot for each additional foot of setback.

Continuing, Mr. Stewart said staff originally recommended that the parcel be downzoned to R-6 to make it consistent with the Comprehensive Plan. The office complex would continue as a non-conforming use. The Planning Commission disagreed and suggested a Mixed Use Comprehensive Plan designation and a change to an Office zone. Staff now supports this recommendation.

Mayor Jepsen opened the public hearing.

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(1) Fred Clingan, 532 N 183rd Street, spoke to Area 3-Bundle B. He provided background on King County Ordinance No. 8498, which changed the zoning on the property from RM900-P. He emphasized that this rezoning included a restriction on the use of the subject property to medical/dental offices or uses permitted in the RS7200 zone. Mr. Clingan said this "p restriction" was somehow dropped. He said the proposed amendment would allow buildings up to 65 feet. The residents wish to retain the current character of the neighborhood, rather than encourage further commercial development.

(2) Susan Piper, 18016 Fremont Avenue N, supported Mr. Clingan's comments with regard to Area 3-Bundle B. She said neighbors like the medical/dental uses and would not like to see any changes. She feared development would create additional traffic and more pollution.

(3) Kay Wright, 18015 Fremont Avenue N, also spoke to Area 3-Bundle B. She said her property is an historic home, which she bought with the understanding that the current use would continue across the street. She feared the new owners wish to make dramatic changes to the property despite the fact that neighbors are unanimous in wishing to retain the single-family residential character of the area.

(4) Cynthia Wills, 18205 Fremont Avenue N, submitted a letter with the signatures of 83 Richmond Highland neighbors opposing a change for Area 3-Bundle B. She emphasized that the neighborhood fought hard to have the parcel designated Single Family Low Density in the Comprehensive Plan and wishes to see this retained.

(5) Darlene Howe, 745 N 184th Street, spoke to Area 3-Bundle B. She described why she purchased her property, noting the area is close to Aurora Avenue. This is convenient for shopping, but puts pressure on the area for commercial development. She urged Council to support an R-6 designation.

(6) Bruce Barner, 17825 Interlake Avenue N, spoke to Area 3-Bundle D. This strip of Interlake Avenue N is a cul-de-sac with seven houses on it. He opposed changing the zoning to include duplexes. He said the zoning should be based on the unique 30-year history of the single family homes on the street.

(7) Naomi Hardy, 17256 Greenwood Place N, spoke to Area 3-Bundle B. She said the entire neighborhood was canvassed during the Comprehensive Plan study, and 93 percent of the residents supported a designation of Single Family. She emphasized that the King County P-suffix limited development on the parcel. She said the parcel is surrounded by a single-family neighborhood, and everyone believed that if the medical/dental complex were redeveloped, it would be with single family homes.

(8) Walt Hagen, 711 193rd Street, also spoke to Area 3-Bundle B, supporting previous speakers. He said Council has committed itself to strong economic growth that complements the neighborhoods.

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(9) Larry Cross, 2947 25th Avenue W, Seattle, supported the recommendation for R-24 zoning for Area 6-Bundle B. He pointed out that because of the power lines on the property, the site will be developed to R-18 standards, but it must be zoned R-24 to do so. He commended staff on the process.

(10) Deanna Blankenship, 1531 NE 172nd Street, spoke to Area 8-Bundle D-2. She supported the recommendation before the Council to retain the R-18 zoning.

(11) Francis Roll, 1509 NE 172nd Street, concurred with the previous speaker to retain the R-18 zoning of Area 8-Bundle D-2.

(12) Bill Bear, 2541 NE 165th Street, represented the Briarcrest Neighborhood Association in support of the recommendation to create a special study area for Briarcrest (Areas 9 and 10). He enumerated the physical characteristics of this neighborhood and said the people who live there are committed to their neighborhood and the Comprehensive Plan's goals. These residents want to have input into planning for the future of their area.

Upon motion by Deputy Mayor Hansen, seconded by Councilmember Gustafson and unanimously carried, the public hearing was closed.

Ordinance No. 276 amending the Land Use Element including Figure LU-1 Land Use Designations, Shoreline Master Program Element, Parks, Open Space and Recreation Services Plan, and Transportation Capital Facilities Element of the Comprehensive Plan; and amending Ordinance No. 178

Ordinance No. 277 amending the Development Code to reconcile inconsistencies between the Comprehensive Plan and the Development Code including the reconciliation of all parcels in the City that currently have zoning that is not consistent with the Comprehensive Land Use Designations; and amending 20.40.130 the Non-Residential Use Table to include Professional Offices as a conditional use in R-18 R-24, R-48 zones and as a permitted use in NB, O, CB, RB and I zones; and amending Shoreline Municipal Code Title 20

Deputy Mayor Hansen moved to adopt Ordinance No. 276 and Ordinance No. 277. Councilmember Ransom seconded the motion.

Mayor Jepsen noted those who testified in favor of the recommendations before Council. He asked for clarification of the recommendation regarding Area 3-Bundle D-2. Mr. Stewart explained that in this instance the Planning Commission recommendation is to

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change the zoning from R-6 to R-8 to match the Comprehensive Plan designation of Medium Density. One of the speakers spoke to leaving the area along Interlake as R-6 and changing the Comprehensive Plan to Low Density. This would require an amendment to each ordinance.

Mayor Jepsen favored retention of the R-6 zoning because he believes in having street faces be comparable to each other. This would require an amendment of the Comprehensive Plan. Other Councilmembers concurred.

Turning to Area 3-Bundle B, Mr. Stewart explained that the original King County ordinance adopted May 2, 1988 limited the uses on this parcel to medical/dental offices or uses allowed in the RS7200 zone. He said this is part of an "antique" land use code that has been modified and adjusted through the years. He said Council could pass a zoning amendment to continue the intent and spirit of the P-suffix and continue the current use while leaving the Mixed Use designation in the Comprehensive Plan.

Mayor Jepsen asked how a P-suffix follows a parcel. Mr. Stewart said the P-suffix takes on the characteristics of a contract rezone and continues on with the property. He pointed out that there is some confusion about whether the King County P-suffix continued when Shoreline adopted the King County zoning because of the map the City adopted.

Councilmember Grossman said he usually supports a higher density close to major corridors, but in this case he agrees with those testifying that the zoning should be changed to agree with the Comprehensive Plan and the use retained as non-conforming.

Mr. Stewart said this was the original staff recommendation. However, the Planning Commission heard not only from the neighbors but from the owner of the parcel, who was not supportive of the loss of development rights granted by King County.

Deputy Mayor Hansen said that irrespective of what zoning maps might show, Shoreline adopted the King County Code in effect at incorporation. Therefore, the restrictions on the property were adopted. He felt this ordinance would be legally binding.

Ian Sievers, City Attorney, said the King County map and text were both adopted. The problem is that if the map was adopted without the P-suffix, the text does not have anything to which to apply.

Deputy Mayor Hansen noted that a map change would have to occur by ordinance. It would not simply be a clerical error. Mr. Stewart agreed.

Councilmember Ransom said he received 11 calls from neighbors on this issue. At the same time, he felt that Council should protect the zoning allowed to the owner. He did not like requiring special processes for enhancements to the building. He preferred to see approval of some kind of inclusion of the former language to grant the owner the right given when he built the complex.

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Deputy Mayor Hansen noted that he received six calls supporting R-6 zoning. He said he did not want to give the property owner additional rights, but he commented that if the facility burned down, it should not have to "go through a lot of hoops" to rebuild. He said King County restricted future use to something compatible with an R-6 zone without taking away the existing development rights of the property owner.

Councilmember Gustafson agreed with the original staff recommendation to rezone the property to R-6 with the use non-conforming.

Councilmember Ransom reiterated his support for R-6 but with a sentence to give the owner the current rights without a conditional use.

Mayor Jepsen expressed Council consensus that whatever is done now should be consistent with what was done in 1988. The question is how to do this.

Mr. Stewart said the current zoning could be left in place, which presumes the P-suffix to be valid. If the Comprehensive Plan were changed to Mixed Use, it would make the underlying land use consistent. He explained another option to pull this bundle out of the package, to ask staff to spend a little more time researching this, and then to come back with a more formal proposal to meet the intent of retaining the King County vesting at the same time protecting the neighbors from expansion of the vested rights.

Mr. Sievers suggested a contract rezone. Staff would need some time to meet with the owner to develop the contract.

Mr. Stewart said pulling the parcel would leave the status quo in place, in other words, an inconsistency between the Comprehensive Plan and zoning map.

Mayor Jepsen summarized that the incompatibility is that the Comprehensive Plan designates the area Low Density but the zoning on the parcel is R-48.

Councilmember Gustafson reiterated that he wished to see the zoning R-6. Mayor Jepsen said he was comfortable with what was in the King County ordinance, and this should be the framework for what action is taken. This would mean that the current use could remain but any change to the zoning would be to R-6. The remainder of the Council concurred.

Deputy Mayor Hansen moved to postpone the motion to July 23 and have staff prepare the ordinances to reflect the discussion on the two changes.

Councilmember Gustafson seconded the motion.

Councilmember Ransom said he had further items to discuss. **Deputy Mayor Hansen withdrew his motion and Councilmember Gustafson his second.**

Responding to Councilmember Ransom, Mr. Stewart reiterated his explanation of the height amendment (003B) as first proposed by a citizen and modified by the Planning

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Commission. Staff does not support the new policy, but said the issue will be revisited as a potential amendment to the Development Code.

Responding further to Councilmember Ransom, Mr. Stewart explained that the Aurora Corridor Overlay was repealed when the Development Code was adopted. This means the prohibitions in the Overlay District are gone. The Development Code focuses on the building design and the relationship of buildings to street frontages and neighborhoods.

Moving on, Councilmember Ransom commented on Area 8-Bundle F. He emphasized that much discussion went into the decision to designate the parcels south of North City on the west side of 15th Avenue NE. He reminded Council of the desire to encourage business growth in North City. He quoted information from an Inca Engineers traffic study that shows 2,000 cars on Aurora Avenue weekdays between 4:00 p.m. and 6:00 p.m. and an average of 1,000 cars during the same time period on 15th Avenue NE. He said this strip between 145th and 205th on 15th Avenue NE is the only other area to support business growth beyond the Aurora Corridor. He felt the City should not discourage business growth here by zoning the area Low Density Residential. He suggested at least designating this Medium Density.

Deputy Mayor Hansen questioned how Medium Density encourages business growth. He also pointed out that this is a single family residential neighborhood. He said the Council supports a node concept for businesses rather than strip development. He concluded that the upcoming North City Subarea plan will help the City meet its Growth Management Act housing targets, so increased density is not needed along 15th Avenue NE.

Councilmember Ransom said the area is not strictly residential, as there are several churches and businesses in houses there.

Mayor Jepsen clarified that what is recommended for this area is a change to the Comprehensive Plan and land use map to be consistent with the R-6 zoning.

Councilmember Gustafson supported subarea planning and agreed that the North City Plan changes the vision of how 15th Avenue NE should develop.

Councilmember Grossman asked about the relationship between the development of special study areas, such as Paramount Park, and master plans for properties such as Fircrest.

Mr. Stewart said a master plan is done for property under one ownership and in collaboration with the neighborhood. It is then reviewed and approved by Council. Many of the institutional areas in the City are targeted for master plans. A subarea plan is a much more complex process that includes many property owners with diverse interests.

Councilmember Grossman emphasized the importance of having master plans consistent with subarea plans.

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Mr. Stewart said the master plan process should allow the property owner, the neighborhood and the City to develop an agreement about future land uses and the intensity and scale of development.

Responding to Mayor Jepsen, Mr. Stewart referred to a letter from Mrs. Mock regarding a change in her Paramount Park neighborhood. Her concern was about the dislocation of affordable housing. Mr. Stewart said this will be considered in the subarea plan.

Deputy Mayor Hanson reiterated his motion to postpone action on Ordinance No. 276 and Ordinance No. 277 until July 23 and to incorporate the amendments discussed tonight supporting R-6 for Area 3-Bundle D-2 and incorporating the language of the King County ordinance in implementing the Comprehensive Plan with relation to Area 3-Bundle B. Councilmember Gustafson seconded the motion, which carried unanimously.

9. NEW BUSINESS

- (a) Ordinance No. 280 granting Puget Sound Energy, Inc. a Washington Corporation, a non-exclusive franchise to construct, maintain, operate, replace and repair a natural gas distribution system in, across, over, along, under, through and below public rights-of-way of the City of Shoreline

Kristoff Bauer, Assistant to the City Manager, said staff is looking for Council consensus to move this item to the July 23 agenda for action. The current Puget Sound Energy (PSE) franchise has expired. After a great deal of negotiation and progress, two items remain unresolved concerning insurance and indemnification.

Andy Swayne, PSE lead negotiator, also commented on the progress of the negotiations. He commended staff for its diligence in working through the issues. He said PSE is committed to achieving a franchise but it would not accept the current franchise. He said just a little more time is needed to work through the remaining issues. He felt there is some misunderstanding of the two positions. He asked Council to postpone action on this item until August, noting he will be on vacation during the next two weeks. He said PSE is not particularly concerned about the expiration of the franchise and will continue to operate under its terms. Explaining that the indemnification issue is related to the City's concern about exposure to too much risk, he said the disagreement on insurance is a matter of limits being provided. The City is seeking an amount much higher than what has been requested from other entities. PSE is offering \$5 million and the City is asking for \$50 million.

Mr. Burkett said it might be appropriate to wait until August to take action on this item, since it appears there may be some opportunity to resolve the issues by then and the City will not be particularly damaged by waiting.

Responding to Mayor Jepsen, Mr. Bauer said the City wishes as much indemnification as is allowed by law for PSE actions in the right-of-way. Mr. Sievers added that indemnification involves the assets of the company beyond insurance coverage. The City feels it should be able to require indemnification up to the point where it is solely negligent. This is because of the huge cost burden that comes from litigation if the City is sued. Mr. Bauer added that the Washington Cities Insurance Authority, the City's insurance company, recommends the indemnification language in the ordinance, as does the Municipal Research and Services Center.

Turning to the amount of insurance, Mr. Bauer agreed with Mr. Swayne that there might be a misunderstanding. The City is asking for proof that the company carries insurance so that if a catastrophic event occurs, the company has an asset pool to fund indemnification of the City. Staff had believed PSE had an umbrella major liability policy in the amount referred to in the franchise. Now staff has learned this may not be the case.

Mayor Jepsen referred to Mr. Swayne's comment that PSE is making a good faith effort to comply with the terms of the expired franchise. Mr. Bauer agreed but pointed out that if an accident occurs, the City has no protection without a franchise, which places the City at some risk.

There was consensus to postpone Ordinance No. 280 until August.

Councilmember Grossman asked if a side agreement could be executed to protect the City on an interim basis.

Mr. Bauer said that according to State law a franchise must be adopted by ordinance. He promised to consult with the City Attorney about the feasibility of a side agreement that has the effect of a franchise.

Mayor Jepsen asked staff to explore a side agreement to create interim coverage until the franchise (Ordinance No. 280) can be brought back on August 20.

- (b) Ordinance No. 278 reclassifying three positions in the Finance Department (One Finance Assistant II to a New Classification entitled Payroll Officer and two other Finance Assistant II positions to a new classification entitled Finance Technician) and amending Ordinance No. 270 revising the City of Shoreline's Classification and Compensation Plan to add these classifications

Ordinance No. 279 replacing the Administrative Assistant II position in the City Clerk's Office with a new classification entitled Communications Assistant, and amending Ordinance No. 278 revising the City of Shoreline's Classification and Compensation Plan to add this classification

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Marci Wright, Human Resources Director, offered to answer questions.

Councilmember Ransom moved to approve Ordinances No. 278 and No. 279. Deputy Mayor Hansen seconded the motion.

In response to Councilmember Ransom, Ms. Wright distributed salary surveys.

Councilmember Ransom asked that salary surveys be automatically included in the staff reports on classifications. He was concerned that Shoreline has only 120 employees and 80 classifications when the usual ratio in a small city is 2-1/2 employees per classification. He said since incorporation, classifications have been added and the ranges increased despite the fact that best practices require a systematic analysis of job titles based on a point factor system. He said Shoreline's more generalized approach is usually considered by the judicial system as "arbitrary and capricious." He concluded that the Council should be concerned about the trend and the fact that Shoreline does not have a unified and consistent classification system.

Mr. Burkett agreed that the City should not continue to add classifications and assured Council that he would take a look at the issue and make an effort to consolidate classifications. He concurred that there should be some sort of standard ratio between the number of employees and the number of classifications.

Councilmember Ransom also suggested a comparison of benchmark classifications with private industry as well as the ten comparable cities.

Mayor Jepsen felt this could be a topic for discussion at the budget retreat.

Councilmember Ransom concluded that with the salary data provided tonight, he had no objection to moving forward on these items.

Responding to Councilmember Ransom, Ms. Wright explained there is no salary survey for the Communications Assistant position because it is unique to Shoreline. This salary was set by an internal comparison to the Administrative Assistant III.

A vote was taken on the motion, which carried unanimously and Ordinance No. 278 and Ordinance No. 279 were adopted.

MEETING EXTENSION

At 9:52 p.m., Deputy Mayor Hansen moved to extend the meeting to 10:15 p.m. Councilmember Ransom seconded the motion, which carried 4 - 1, with Councilmember Gustafson dissenting.

10. CONTINUED PUBLIC COMMENT

July 9, 2001

(a) Bill Bear, 2541 NE 165th Street, distributed the Briarcrest Newsletter, noting these are distributed in the neighborhood by block contacts.

(b) Richard Johnsen, 16730 Meridian Avenue N, spoke on behalf of Michelle Lemoini, 1016 NE 198th Street. He asked what will be involved in the Ballinger Special Study area.

Mayor Jepsen commented that Mr. Stewart had explained subarea planning earlier in the meeting.

11. ADJOURNMENT

At 9:59 p.m., Mayor Jepsen declared the meeting adjourned.

Sharon Mattioli, CMC
City Clerk

Council Meeting Date: July 23, 2001

Agenda Item: 7(b)

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Approval of Expenses and Payroll as of July 06, 2001
DEPARTMENT: Finance
PRESENTED BY: Al Juarez, Financial Operations Supervisor



EXECUTIVE / COUNCIL SUMMARY

It is necessary for the Council to approve expenses formally at the meeting. The following claims expenses have been reviewed by C. Robert Morseburg, Auditor on contract to review all payment vouchers.

RECOMMENDATION

Motion: I move to approve Payroll and Claims in the amount of \$387,383.32 specified in the following detail:

Payroll and benefits for June 10 through June 23 in the amount of \$330,720.42 paid with check/voucher numbers 5810-5881, 260001-260121, and benefit checks 9201 through 9211.

The following claims examined by C. Robert Morseburg paid on July 06, 2001:

Expenses in the amount of \$2,872.11 paid on Expense Register dated 07/02/2001 with the following claim checks: 9212-9218 and

Expenses in the amount of \$958.69 paid on Expense Register dated 07/03/2001 with the following claim checks: 9219 and

Expenses in the amount of \$709.17 paid on Expense Register dated 07/03/2001 with the following claim checks: 9220 and

Expenses in the amount of \$1,458.26 paid on Expense Register dated 07/03/2001 with the following claim checks: 9221 and

Expenses in the amount of \$7,869.24 paid on Expense Register dated 07/03/2001 with the following claim checks: 9222-9223 and

Expenses in the amount of \$16,806.42 paid on Expense Register dated 07/03/2001 with the following claim checks: 9224-9236 and

Expenses in the amount of \$25,753.71 paid on Expense Register dated 07/03/2001 with the following claim checks: 9237-9250 and

Expenses in the amount of \$235.30 paid on Expense Register dated 07/03/2001 with the following claim checks: 9251.

Approved By: City Manager _____ City Attorney _____

Council Meeting Date: July 23, 2001

Agenda Item: 8(a)

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Public Hearing and Adoption of Ordinance No. 282 Authorizing the 2002 Six-Year Transportation Improvement Program for the City of Shoreline.
DEPARTMENT:	Public Works
PRESENTED BY:	William L. Conner, Public Works Director

PROBLEM/ISSUE STATEMENT:

RCW 35.77.010 law requires that all cities, towns, counties, and transit agencies review and revise their Six-Year Transportation Improvement Program (TIP) annually and submit the plan to the State Department of Transportation before August 1st. A public hearing must be held prior to adoption of the revised and extended TIP. The TIP will serve as the Roads Capital section of the City's 2002 – 2007 Capital Improvement Program (CIP) that is scheduled for your Council's review the latter part of 2001. The TIP does not include any changes from that adopted in the fall of 2000 as part of the CIP.

Each local TIP is used to secure federal funding for transportation projects as part of the Statewide Transportation Improvement Program (STIP). Also, the Transportation Improvement Board and the County Road Administration Board may require the inclusion of the TIP in the STIP in order to participate in grant programs administered by these agencies.

Adopting the TIP at this time does not prevent your Council from making future changes to the TIP as part of the Budget Process this fall. A public hearing will also be required for the adoption of the CIP and will be scheduled as part of the Budget Process. There are at least three projects¹ included in the TIP that could be impacted if Council should take the recommended actions related to the North City area also included on tonight's agenda. Staff will return to your Council this fall as part of the annual CIP adoption process for further discussion and recommendations regarding any necessary changes in the TIP portion thereof.

¹ The projects are North City Business District Improvements, 15th Avenue NE, and 15th Avenue NE Pedestrian Crosswalks. Additional analysis is needed to determine if other projects will be impacted.

The following provides a summary of the City's capital improvement projects identified in the TIP (Attachment B). (The Projects in bold currently contain Federal or State grant funding):

- **Interurban Trail**
- Curb Ramps Program
- **N. 155th Street Pedestrian Improvements**
- Annual Overlay Program
- Annual Sidewalk Repair Program
- 1st Avenue NW Slope Erosion
- **Richmond Beach Overcrossing 167AOX**
- Neighborhood Traffic Safety Program
- **Aurora Avenue North**
- **15th Avenue NE**
- North City Business District Improvements
- **15th Avenue NE Pedestrian Crosswalks**
- Richmond Beach Road @ 3rd Avenue NW
- North 175th Street
- 3rd Avenue NW
- North 160th Street @ Greenwood Avenue North
- Dayton Avenue North @ Carlyle Hall Road
- **175th Street Sidewalks NE/S of Meridian Avenue Intersection**
- **175th Street Sidewalks @ 15th Avenue N.E.**
- **1st Avenue N.E. Sidewalks**

RECOMMENDATION

Conduct a Public Hearing on the proposed 2002 –2007 Six-Year Transportation Improvement Program and Adopt Ordinance No. 282 (Attachment A) authorizing this Program for the City of Shoreline.

Approved By:

City Manager



City Attorney



ATTACHMENTS

- | | |
|--------------|---|
| Attachment A | Ordinance No. 282, Approving and Adopting the 2002 – 2007 Six-Year Transportation Improvement Program |
| Attachment B | 2002-2007 TIP |

Attachment A

Ordinance No. 282

ORDINANCE NO. 282

**AN ORDINANCE OF THE CITY OF SHORELINE,
WASHINGTON, APPROVING AND ADOPTING THE 2002 - 2007
SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the City of Shoreline incorporated on August 31, 1995; and

WHEREAS, the City Council adopted Ordinance No. 177 on November 9, 1998,
which adopted the 1999 - 2004 Capital Improvement Program; and

WHEREAS, the State Growth Management Act (RCW 36.70A) requires the
adoption of the Capital Improvement Program; and

WHEREAS, the City Council conducted a public hearing on the proposed 201 -
2006 Capital Improvement Program on November 27, 2000; and

WHEREAS, the City Council adopted Ordinance No. 253 on December 11, 2000
adopting the 2001 - 2006 Capital Improvement Program;

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

Section 1. Adopting the 2002 - 2007 Transportation Improvement Program.
The City hereby adopts the six-year Transportation Improvement Program for the years
2002 - 2007, filed with the City Clerk under Receiving No. ____.

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

PASSED BY THE CITY COUNCIL ON JULY 23, 2001.

Mayor Scott Jepsen

ATTEST:

APPROVED AS TO FORM:

Sharon Mattioli, CMC
City Clerk

Ian Sievers
City Attorney

Date of Publication: XXX 2001
Effective Date: XXX 2001

Attachment B

2002 –2007 Transportation Improvement Program

**City of Shoreline 2002 - 2007 Capital Improvement Plan
Revenue Assumptions
Roads Capital Fund**

Revenue Sources	2002	2003	2004	2005	2006	2007	2002 thru 2007
King County Prior Funding							
City General Fund	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$4,800,000
General Capital Fund							
Roads Capital Fund	\$5,243,895	\$7,606,870	\$2,729,320	\$3,516,200	\$2,473,970	\$4,840,170	\$26,410,425
Surface Water Capital Fund							
Local Improvement District							
Subtotal	\$6,043,895	\$8,406,870	\$3,529,320	\$4,316,200	\$3,273,970	\$5,640,170	\$31,210,425
WSDOT							
Transportation Improvement Account (TIA)	\$1,288,563	\$4,578,375	\$3,320,400	\$3,350,400	\$3,477,940	\$3,477,940	\$19,493,618
Urban Arterial Trust Account (UATA)	\$572,000				\$144,000	\$2,952,400	\$3,668,400
Pedestrian Facilities Program (PFP)	\$602,940	\$670,000	\$300,000	\$450,000	\$300,000	\$300,000	\$2,622,940
Central Puget Sound Public Transp Systems Account							
Subtotal	\$2,463,503	\$5,248,375	\$3,620,400	\$3,800,400	\$3,921,940	\$6,730,340	\$25,754,958
ISTEA (TEA-21 after 1999)	\$3,384,364	\$4,956,255	\$4,067,400	\$6,360,400	\$3,477,940	\$5,985,940	\$28,232,299
HUD Community Block Grant Program							
Hazard Elimination System	\$184,000	\$90,000					\$274,000
Subtotal	\$3,568,364	\$5,046,255	\$4,067,400	\$6,360,400	\$3,477,940	\$5,985,940	\$28,506,299
Other (Specify)							
Metro King County	\$500,000				\$144,000	\$444,400	\$1,088,400
Community Transit							
Other Agency Participation	\$303,607	\$110,000	\$811,880				\$1,115,487
Private Funding (Developer mitigation)							\$110,000
Hazard Elimination System (Grants Applied)							
Subtotal	\$803,607	\$110,000	\$811,880		\$144,000	\$444,400	\$2,313,887
Total Revenues by Year	\$12,879,369	\$18,811,500	\$12,029,000	\$14,477,000	\$10,817,850	\$18,800,850	\$87,815,569

Annual Overlay (\$4,200,000)
Annual Sidewalk Repair (\$600,000)
Total Revenue - 2002 thru 2007: \$83,015,569

**City of Shoreline 2002 - 2007 Capital Improvement Plan
Summary Expenditures
Roads Capital Fund**

Project	2002	2003	2004	2005	2006	2007	2002 thru 2007
Pedestrian / Non-Motorized Projects							
Interurban Trail	\$2,658,000	\$579,000	\$1,130,000	\$3,280,000			\$7,627,000
Curb Ramps Program	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
Annual Pedestrian Improvements Program	\$393,000	\$393,000	\$393,000	\$393,000	\$393,000	\$393,000	\$2,358,000
N. 155th Street Pedestrian Improvements	\$10,000	\$77,500					\$87,500
Meridian Avenue North Pedestrian Improvements		\$13,000	\$75,000	\$345,000			\$433,000
System Preservation Projects							
Annual Overlay Program	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$4,200,000
Annual Sidewalk Repair Program	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
1st Avenue NW Slope Erosion	\$408,000						\$408,000
Richmond Beach Overcrossing 167AOX	\$63,000	\$110,000	\$990,000				\$1,163,000
Safety / Operations Projects							
Transportation Improvements CIP Project Formulation	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000
15th Avenue NE @ NE 165th Street	\$185,000	\$185,000	\$185,000	\$185,000	\$185,000	\$185,000	\$1,110,000
Neighborhood Traffic Safety Program	\$3,545,000	\$13,619,000	\$8,301,000	\$8,376,000	\$8,694,850	\$8,694,850	\$51,230,700
Aurora Avenue North	\$1,450,000						\$1,450,000
15th Avenue NE	\$1,386,044	\$2,895,000	\$15,000	\$610,000			\$4,906,044
North City Business District Improvements	\$255,000						\$255,000
15th Avenue NE Pedestrian Crosswalks	\$1,201,000						\$1,201,000
Richmond Beach Road @ 3rd Avenue NW				\$308,000	\$100,000	\$6,270,000	\$6,678,000
North 175th Street							
3rd Avenue NW							
North 160th Street @ Greenwood Avenue North							
Dayton Avenue North @ Carlyle Hall Road				\$30,000	\$360,000	\$1,111,000	\$1,501,000
175th Street Sidewalks NE/S of Meridian Avenue Intersection				\$30,000	\$145,000	\$1,207,000	\$1,382,000
175th Street Sidewalks @ 15th Avenue N.E.	\$191,175						\$191,175
1st Avenue N.E. Sidewalks	\$58,800						\$58,800
Completed Projects	\$134,350						\$134,350
North 175th Street Sidewalks (South)							
North 175th Street Sidewalks (North)							
25th Avenue NE Pedestrian Improvements							
Shoreline Traffic Control System							
Aurora Avenue North AVI Project							
North 155th Street Rechannelization							
North 185th Street Rechannelization							
Public Works Staff							
Total Expenditures by Year	\$12,878,389	\$18,811,500	\$12,029,000	\$14,477,000	\$10,817,850	\$16,800,850	\$87,515,589
Impact on Operating Budget	\$210,580	\$219,570	\$227,950	\$236,550	\$246,620		\$1,140,270
Annual Overlay							(\$4,200,000)
Annual Sidewalk Repair							(\$600,000)
Total Expenditures - 2002 thru 2007:							\$83,015,589

**City of Shoreline 2002 - 2007 Capital Improvement Plan
Interurban Trail**

Project: Interurban Trail
Project Limits: North 145th Street to North 205th Street

Project Scope: This project will design and construct a trail that runs through the City of Shoreline, mostly along the Seattle City Light right of way. The phases of the project include design, right of way acquisition if needed, and construction. The design phase will better define these estimated costs. Any significant revisions identified in the study will be presented to the Council for further consideration prior to commencing work. The bicycle/pedestrian bridge at 155th Street across Aurora Avenue has been added to this project.

Work Completed to Date: The preliminary design work, final design and construction of the southern segment of the trail was completed.

Work Planned in 2002: The final design and construction of the northern and southern central segment of the trail will be completed in 2002.

Project Justification: This project will provide improvements for bicyclists and pedestrians along the Interurban right of way that is owned and operated by Seattle City Light. This will provide the residents of the City with recreational and commuting opportunities that are not currently available. The project will increase the safety of these users by providing a trail system that is separated from traffic along the corridor, and includes the construction of grade separated crossings at the major street intersections.

Phase	2002	2003	2004	2005	2006	2007	2002 thru 2007
Project Expenditures:							
Administration	\$10,000	\$5,000	\$10,000	\$10,000			\$35,000
Pre-Design	\$500,000	\$125,000	\$250,000				\$875,000
Design							
Environmental							
Right of Way							
Construction	\$1,725,000	\$362,500	\$700,000	\$2,600,000			\$5,387,500
Construction Contingency	\$173,000	\$36,500	\$70,000	\$260,000			\$539,500
Construction Administration	\$250,000	\$50,000	\$100,000	\$390,000			\$790,000
Total Project Expenditures	\$2,658,000	\$579,000	\$1,130,000	\$3,260,000			\$7,627,000
Revenue Sources:							
Roads Capital Fund	\$978,266	\$289,500	\$383,000	\$500,000			\$2,150,766
WSDOT							
TEA-21	\$1,376,127	\$289,500	\$747,000	\$2,760,000			\$5,172,627
Metro King County	\$303,607						\$303,607
Other Agency Participation (Incl. IAC)							
Total Project Revenues	\$2,658,000	\$579,000	\$1,130,000	\$3,260,000			\$7,627,000
Impact on Operating Budget	\$96,100	\$87,900	\$99,970	\$92,350	\$95,100		\$451,420

This project will have a significant street and landscaping maintenance impact on the operating budget.

**City of Shoreline 2002 - 2007 Capital Improvement Plan
Curb Ramps Program**

Project: Curb Ramps Program
Project Limits: Citywide

Project Scope: This project constructs new curb ramps at various locations throughout the city. The ramps are constructed to Americans with Disabilities Act (ADA) standards to increase accessibility in the community. Locations are determined from an inventory compiled and maintained by the Department of Public Works. This program will also include other accessibility enhancements such as wheelchair detection loops and audible pedestrian signals at signalized intersections.

Work Completed to Date: The design and construction work was completed in 2001.

Work Planned in 2002: Design and construction work for additional curb ramps will be completed in 2002.

Project Justification: These improvements will enhance the accessibility of the community by upgrading the City's sidewalk and walkway system to meet the standards of the ADA. This project constructed 25 ramps in 1998, 52 ramps in 1999, and will construct approximately 75 ramps in 2000 and 20 bus pads. Approximately 50 percent of the intersections with curbs in the City do not have adequate curb ramps at this time.

Phase	2002	2003	2004	2005	2006	2007	2002 thru 2007
Project Expenditures:							
Administration	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$30,000
Pre-Design	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$90,000
Design							
Environmental							
Right of Way							
Construction	\$63,000	\$63,000	\$63,000	\$63,000	\$63,000	\$63,000	\$378,000
Construction Contingency	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$42,000
Construction Administration	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000
Total Project Expenditures	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
Revenue Sources:							
Roads Capital Fund	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
HUD Community Block Grant Program							
Metro King County							
Other Agency Participation (CMAQ)							
Total Project Revenues	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
Impact on Operating Budget	\$1,500	\$1,600	\$1,700	\$1,800	\$1,900	\$2,000	\$10,500

This project will have a street maintenance impact on the operating budget.

**City of Shoreline 2002 - 2007 Capital Improvement Plan
Annual Pedestrian Improvements Program**

Project: Annual Pedestrian Improvements Program

Project Limits: Citywide

Project Scope: This program will design and construct new pedestrian improvements including curb, gutter and sidewalks or asphalt walkways on various streets throughout the city. The improvements will include curb ramps constructed to Americans with Disabilities Act (ADA) standards to increase accessibility in the community. Improvements will also include surface water system upgrades as needed for the pedestrian improvements. Approximately 1000 to 1500 feet of standard sidewalk will be constructed in the years 2001 - 2006. This program will be focused on pedestrian improvements that will be grant funded through the TIB Pedestrian Safety & Mobility Program.

Work Completed to Date: Completion of grants applications for future CIP sidewalk projects. A total of \$647,989 in grants have been received.

Work Planned in 2002: Completion of grants applications for future CIP sidewalk Projects.

Project Justification: Approximately 80% of the City's arterial streets do not have sidewalks or other form of pedestrian-oriented improvements. The community identified this need as a high priority in the public involvement process for the development of the CIP.

Phase	2002	2003	2004	2005	2006	2007	2002 thru 2007
Project Expenditures:							
Administration	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$18,000
Pre-Design							
Design	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$420,000
Environmental							
Right of Way							
Construction	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$1,650,000
Construction Contingency	\$28,000	\$28,000	\$28,000	\$28,000	\$28,000	\$28,000	\$168,000
Construction Administration	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000	\$102,000
Total Project Expenditures	\$393,000	\$393,000	\$393,000	\$393,000	\$393,000	\$393,000	\$2,358,000
Revenue Sources:							
Roads Capital Fund	\$93,000	\$93,000	\$93,000	\$93,000	\$93,000	\$93,000	\$558,000
Pedestrian Safety & Mobility Program (PSMP)	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,800,000
Total Project Revenues	\$393,000	\$393,000	\$393,000	\$393,000	\$393,000	\$393,000	\$2,358,000
Impact on Operating Budget	\$400	\$480	\$480	\$480	\$480	\$480	\$2,800

This project will have a street maintenance impact on the operating budget.

**City of Shoreline 2002 - 2007 Capital Improvement Plan
N. 155th Street Pedestrian Improvements**

Project: N. 155th Street Pedestrian Improvements Project Limits: Aurora Ave N. to Westminster Way	
Project Scope: This project on N. 155th Street will design and construct a new section of sidewalk along the north side of the street. This project received grant funding from the Transportation Improvement Board (TIB) Pedestrian Safety & Mobility Program in 1999. Improvements to be constructed will include sidewalks, street trees, curb ramps, and pedestrian safety rails.	
Work Completed to Date: Staff is working with the Transportation Improvement Board to incorporate this project into the Aurora Avenue North Project in 2002.	
Work Planned In 2002: This project will be administered and designed in 2002.	
Project Justification: This section of N. 155th Street is a short principal arterial street located between two signalized intersections. Pedestrians, traveling to and from the commercial destinations in this area, currently walk along an existing gravel path and across commercial parking lots. Two major bus stops exist at the east end of this project.	

Phase	2002	2003	2004	2005	2006	2007	2002 thru 2007
Project Expenditures:							
Administration	\$3,000						\$3,000
Pre-Design	\$7,000						\$7,000
Design							
Environmental							
Right of Way							
Construction		\$63,700					\$63,700
Construction Contingency		\$6,300					\$6,300
Construction Administration		\$7,500					\$7,500
Total Project Expenditures	\$10,000	\$77,500					\$87,500
Revenue Sources:							
Roads Capital Fund	\$10,000	\$7,500					\$17,500
Pedestrian Safety & Mobility Program (PSMP)		\$70,000					\$70,000
Total Project Revenues	\$10,000	\$77,500					\$87,500
Impact on Operating Budget	\$1,500	\$1,600	\$1,700	\$1,800	\$1,900		\$8,500

This project will have a street maintenance impact on the operating budget.

**City of Shoreline 2002 - 2007 Capital Improvement Plan
Meridian Avenue North Pedestrian Improvements**

Project: Meridian Avenue North Pedestrian Improvements	
Project Limits: N 172nd Street to N 175th Street	
Project Scope: This project will design and construct approximately 800 feet of sidewalk along the east side of Meridian Avenue North along Ronald Bog Community Park. The standard sidewalk will meander in places to get around existing obstructions such as utility poles or hydrants.	
Work Completed to Date: This project has been deferred to be completed in conjunction with the Ronald Bog Park Master Plan.	
Work Planned In 2002: None	
Project Justification: Meridian Avenue North is a minor arterial street that connects with North 175th Street. There is one bus route on Meridian and there are four bus routes on 175th Street where approximately 400 passengers board the bus daily. These bus routes are regularly used by persons with disabilities. Currently pedestrians on the east side of Meridian Avenue North are forced to walk on a narrow heavily used dirt trail on the east side of Meridian (along Ronald Bog Park) that is completely inaccessible to persons with disabilities. This sidewalk segment will link with two 1997 Pedestrian Safety & Mobility Program funded projects: one on the southeast corner of North 175th Street and Meridian Avenue North, and the other on the northwest corner.	

Phase	2002	2003	2004	2005	2006	2007	2002 thru 2007
Project Expenditures:							
Administration		\$3,000					\$3,000
Pre-Design		\$10,000					\$10,000
Design			\$60,000				\$60,000
Environmental			\$15,000				\$15,000
Right of Way							
Construction				\$300,000			\$300,000
Construction Contingency				\$30,000			\$30,000
Construction Administration				\$15,000			\$15,000
Total Project Expenditures		\$13,000	\$75,000	\$345,000			\$433,000
Revenue Sources:							
Roads Capital Fund							
Pedestrian Safety & Mobility Program (PSMP)		\$13,000	\$75,000	\$195,000			\$283,000
				\$150,000			\$150,000
Total Project Revenues		\$13,000	\$75,000	\$345,000			\$433,000
Impact on Operating Budget		\$0	\$0				\$0

The operation and maintenance impact to the operating budget cannot be determined until this project is fully defined.

**City of Shoreline 2002 - 2007 Capital Improvement Plan
Annual Overlay Program**

Project: Annual Overlay Program
Project Limits: Citywide

Project Scope: This project constructs pavement rehabilitation of various streets throughout the City including asphalt overlay, sealcoat, and slurry seals as appropriate, based on the City's pavement management system and subsequent review.

Work Completed to Date: Pavement rehabilitation work was completed in various streets including asphalt overlay, sealcoat and slurry seals in 2000.

Work Planned in 2002: Continue to perform pavement rehabilitation work in various streets as identified with the Overlay Plan in 2001.

Project Justification: This project provides for the preservation of the City's transportation infrastructure at an approved level of service. The locations will be selected yearly from the pavement management system maintained by the Department of Public Works. The final recommendations will be based on field inspection, maintenance history, and coordination with utility providers and other adjacent agencies.

Phase	2002	2003	2004	2005	2006	2007	2002 thro 2007
Project Expenditures:							
Administration							
Pre-Design							
Design							
Environmental							
Right of Way							
Construction	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$4,200,000
Construction Contingency							
Construction Administration							
Total Project Expenditures	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$4,200,000
Revenue Sources:							
City General Fund	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$4,200,000
Total Project Revenues	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$4,200,000
Impact on Operating Budget	\$0	\$0	\$0	\$0	\$0	\$0	\$0

This project is responsible for performing street operation and maintenance work.

**City of Shoreline 2002 - 2007 Capital Improvement Plan
Annual Sidewalk Repair Program**

Project: Annual Sidewalk Repair Program
Project Limits: Citywide

Project Scope: This project repairs and replaces existing cement concrete sidewalk sections damaged by tree roots, cracking, or settlement. It also constructs new sections of sidewalk in short sections to fill existing gaps in the system.

Work Completed to Date: Construction of concrete sidewalk repairs were completed as identified in the 2000 work plan.

Work Planned in 2002: Continue to repair, replace and add sections of concrete sidewalk areas as necessary.
Project Justification: The project addresses locations throughout the City as determined from an inventory compiled and maintained by the Department of Public Works. These improvements are needed to increase the safety of the users of the City's sidewalk system by eliminating damaged sections and completing missing links in the existing system. There are approximately 41 miles of arterial streets in the City. The equivalent of approximately 15 miles of those arterial streets have sidewalks on both sides, which results in 30 miles total of existing sidewalk. This program will repair or construct approximately 400 feet of sidewalk each year for a total of one half mile of sidewalk repairs and addresses approximately 15% of the total need. In 2000, we will construct approximately 5,800 square feet of sidewalk repairs (1,160 feet of standard sidewalk).

Phase	2002	2003	2004	2005	2006	2007	2002 thru 2007
Project Expenditures:							
Administration	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$4,000	\$24,000
Pre-Design	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$120,000
Design							
Environmental							
Right of Way	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$360,000
Construction	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	\$36,000
Construction Contingency	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000
Construction Administration							
Total Project Expenditures	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
Revenue Sources:							
City General Fund	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
Total Project Revenues	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
Impact on Operating Budget	\$0	\$0	\$0	\$0	\$0	\$0	\$0

This project is responsible for performing street operation and maintenance work.

**City of Shoreline 2002 - 2007 Capital Improvement Plan
1st Avenue NW Slope Erosion**

Project: 1st Avenue NW Slope Erosion
Project Limits: 1st Avenue NW in the vicinity of N 177th Street

Project Scope: This project will design and construct erosion protection and a retaining structure on the slope face and provide support to the deck structure of an adjoining property. Controls will be implemented to divert surface water away from the slope.

Work Completed to Date: The design work and a soils report was completed.

Work Planned in 2002: The construction work will begin and will be completed in 2002.

Project Justification: 1st Avenue was constructed to its current grade in the mid-1950's by excavating through native soils. As a result, 1st Avenue between 176th Place and 177th Street is located at the toe of a steep slope that ranges in height from 15 feet to 30 or more feet. The slope varies from a 1H:1V at the bottom to near vertical at the top. Two homes are located near the top of the slope. Erosion has occurred on the slope face since the 1950's when the cut for the road was made. The rate of erosion and surface movement have reportedly increased during the past two to four years.

Phase	2002	2003	2004	2005	2006	2007	2002 thru 2007
Project Expenditures:							
Administration							
Pre-Design							
Design							
Environmental							
Right of Way							
Construction	\$350,000						\$350,000
Construction Contingency	\$35,000						\$35,000
Construction Administration	\$24,000						\$24,000
Total Project Expenditures	\$409,000						\$409,000
Revenue Sources:							
Roads Capital Fund	\$409,000						\$409,000
Total Project Revenues	\$409,000						\$409,000
Impact on Operating Budget							\$0

This project will have no significant operation and maintenance impact on the operating budget.

**City of Shoreline 2002 - 2007 Capital Improvement Plan
Richmond Beach Overcrossing 167AOX**

Project: Richmond Beach Overcrossing 167AOX
Project Limits: NW 196th Place at Richmond Beach Drive NW

Project Scope: This project will design and construct a new concrete bridge to replace the existing timber structure using Federal Highway Bridge Replacement Program funding and the Roads Capital Fund. The new bridge will be designed to fit the space available with the present location being the most likely place for the new bridge. Deviations from design standards will be necessary.

Work Completed to Date: Repair of the bridge deck was completed in 2000 and federal grants funds were received. The pre-design is complete.

Work Planned in 2002: The bridge pre-design, design and environmental work will be completed with construction to begin in 2002.

Project Justification: The existing bridge provides sole access to residents located on the west side of the Burlington Northern Santa Fe railroad. The bridge is currently posted with a weight restriction due to its deteriorated condition.

Phase	2002	2003	2004	2005	2006	2007	2002 thru 2007
Project Expenditures:							
Administration	\$8,000	\$10,000	\$15,000				\$33,000
Pre-Design	\$50,000	\$100,000					\$150,000
Design	\$5,000						\$5,000
Environmental							
Right of Way							
Construction			\$825,000				\$825,000
Construction Contingency			\$80,000				\$80,000
Construction Administration			\$70,000				\$70,000
Total Project Expenditures	\$63,000	\$110,000	\$990,000				\$1,163,000
Revenue Sources:							
Roads Capital Fund	\$63,000		\$178,120				\$241,120
Community Transit							
Other Agency Participation (HBRRP)			\$811,880				\$811,880
Private Funding (BNSF)		\$110,000					\$110,000
Total Project Revenues	\$63,000	\$110,000	\$990,000				\$1,163,000
Impact on Operating Budget	\$280	\$290	\$300	\$320	\$340		\$1,530

This project will have a street maintenance impact on the operating budget.

**City of Shoreline 2002 - 2007 Capital Improvement Plan
Transportation Improvements CIP Project Formulation**

Project: Transportation Improvements CIP Project Formulation
Project Limits: Citywide

Project Scope: This project will evaluate transportation-related complaints, identify traffic problems, and prioritize them according to an adopted system. Project scopes with conceptual plans and cost estimates will then be developed for consideration in the City's Capital Improvement Program. Activities include reconnaissance, community meetings, environmental analysis, and project data collection.

Work Completed to Date: This project funded consultant services in connection with the preparation of grant applications for transportation projects.

Work Planned in 2002: Funding for pre-design work will be provided in 2002.

Project Justification: This project will provide more accurate and timely information on upcoming projects for use in developing and updating each year's Capital Improvement Program and completing applications for grant funding. It will also provide assistance to City staff through the use of consultants to conduct the required evaluations and prepare grant applications.

Phase	2002	2003	2004	2005	2006	2007	2002 thru 2007
Project Expenditures:							
Administration	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$30,000
Pre-Design	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$210,000
Design							
Environmental							
Right of Way							
Construction							
Construction Contingency							
Construction Administration							
Total Project Expenditures	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000
Revenue Sources:							
Roads Capital Fund	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000
Total Project Revenues	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000
Impact on Operating Budget	\$0	\$0	\$0	\$0	\$0	\$0	\$0

This project is used to support other projects in the Capital Improvement Program.

**City of Shoreline 2002 - 2007 Capital Improvement Plan
15th Avenue NE @ NE 165th Street**

Project: 15th Avenue NE @ NE 165th Street	
Project Limits:	
Project Scope: This project will construct a fully-actuated traffic signal at the intersection of 15th Avenue NE and NE 165th Street. Curb ramps at the intersection will be improved to comply with ADA requirements. This project will be consistent with the sidewalk improvements planned under the 15th Avenue NE project.	
Work Completed to Date: The plans and specifications, project manual, biological assessment and construction work has been completed.	
Work Planned in 2002: None	
Project Justification: During the period from August 1992 through July 1995, have been ten accidents at this intersection. The majority of these accidents were related to vehicles trying to make left turns at the intersection. These improvements will increase the safety at this intersection for pedestrians crossing 15th Avenue NE and vehicles crossing or entering onto 15th Avenue NE from NE 165th Street by providing a traffic signal that controls oncoming traffic.	

Phase	2002	2003	2004	2005	2006	2007	2002 thru 2007
Project Expenditures:							
Administration							
Environmental							
Right of Way							
Construction							
Construction Contingency							
Construction Administration							
Total Project Expenditures							\$0
Revenue Sources:							
Roads Capital Fund							
Transportation Partnership Program (TPP)							
Hazard Elimination System (HES)							
Total Project Revenues							\$0
Impact on Operating Budget	\$6,000	\$6,300	\$6,600	\$6,900	\$7,300		\$33,100

This project will have a street maintenance impact on the operating budget.

**City of Shoreline 2002 - 2007 Capital Improvement Plan
Neighborhood Traffic Safety Program**

Project: Neighborhood Traffic Safety Program
Project Limits: Citywide

Project Scope: In 1999, the development of a Neighborhood Traffic Safety Program was initiated. The program includes research of existing programs in other agencies and public involvement to identify the needs of the community. The program will include a systematic approach to the issue of neighborhood traffic safety including identification of the problem, and potential solutions, gaining support and commitment from the immediate neighborhood, and implementation of measures to address the problem. Starting in the year 2001, program implementation will begin and will include education, enforcement, and engineering to improve neighborhood traffic safety. Engineering improvements may include new pavement markings or signing, speed humps, traffic circles, etc.

Work Completed to Date: This program was developed in 2000.

Work Planned in 2002: Due to the fact that this program is new in 2001, minimal if any construction is expected. Construction levels are expected to increase after 2001.

Project Justification: With the increasing congestion on arterial streets, traffic is diverting onto neighborhood streets that are not designed to accommodate the increased traffic volumes and speeds. This program will coordinate with the community, and develop and implement measures to reduce volumes and speeds in neighborhoods. Support and involvement from the neighborhood will be critical to the success of this program.

Phase	2002	2003	2004	2005	2006	2007	2002 thru 2007
Project Expenditures:							
Administration	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$90,000
Pre-Design							
Design	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$120,000
Environmental							
Right of Way							
Construction	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$750,000
Construction Contingency	\$13,000	\$13,000	\$13,000	\$13,000	\$13,000	\$13,000	\$78,000
Construction Administration	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$72,000
Total Project Expenditures	\$185,000	\$185,000	\$185,000	\$185,000	\$185,000	\$185,000	\$1,110,000
Revenue Sources:							
Roads Capital Fund	\$185,000	\$185,000	\$185,000	\$185,000	\$185,000	\$185,000	\$1,110,000
Total Project Revenues	\$185,000	\$185,000	\$185,000	\$185,000	\$185,000	\$185,000	\$1,110,000
Impact on Operating Budget	\$0	\$0	\$0	\$0	\$0	\$0	\$0

The operation and maintenance impact to the operating budget cannot be determined until this project is fully implemented.

City of Shoreline 2002 - 2007 Capital Improvement Plan
Aurora Avenue North

Project: Aurora Avenue North
Project Limits: North 145th Street to North 205th Street
Project Scope: The first phase of this project in 1999 was the completion of the Aurora Corridor Multi-Modal Pre-Design study that evaluated the needs for capacity, safety, access management, pedestrians, bicycles, and transit along Aurora Avenue North within the City of Shoreline from North 145th Street to North 205th Street. The study incorporated a comprehensive public involvement process that included neighborhood and community organizations, individual business and property owners along the corridor, the general public, and other state and local agencies. The main features of the recommended design include the addition of business access transit lanes on the outside of the roadway; curbs, gutters, landscaping/street furnishing strip, and sidewalks on both sides; and the creation of landscaped center median safety lane with left turn and U-turn provisions. The recommendation also includes four new signalized intersections and four pedestrian activated signalized crossings. The design process will utilize the detailed 32 point recommendation by the Citizens Advisory Task Force. The detailed recommendations will be evaluated and studied during the preliminary engineering that could result in some modifications. Subsequent phases of this project will include the preliminary design, preparation of grant application packages, right of way acquisition, preparation of final plans, specifications and estimates (PS&E) and construction. The cost estimates for these subsequent phases are based on the best information available in September 2000. The cost estimates for the project for the years 2000 through 2004 assume that the improvements will be focused on the area between North 145th Street and North 165th Street and safety improvements throughout the corridor to enhance pedestrian safety.

Work Completed to Date: Completion of mapping, environmental studies, right-of-way surveying, and preliminary engineering.

Work Planned in 2002: It is also anticipated that right of way acquisition and design of the first segment will begin in 2001. The first construction contract is scheduled for an October 2001 award.

Project Justification: These improvements are needed to increase the overall safety for vehicles and non-motorized users of this corridor. This area is a regional transportation link with a very high volume for traffic and many commercial businesses fronting the street. This corridor is experiencing over 300 accidents per year including two pedestrian fatalities that occurred in 1998. The goal of this project is to enhance the safety of all users and improve the economic development potential of the business district while recognizing the regional importance of the street in the overall transportation network.

Phase	2002	2003	2004	2005	2006	2007	Beyond 6 years	2002 thru 2007
Project Expenditures:								
Administration								
Pre-Design	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$135,000	\$220,000	\$810,000
Design	\$1,610,000	\$640,000	\$670,000	\$670,000	\$670,000	\$670,000	\$1,580,000	\$4,930,000
Environmental								
Right of Way	\$1,800,000	\$915,000	\$960,000	\$1,005,000	\$1,055,250	\$1,055,250	\$4,142,000	\$6,790,500
Construction		\$9,740,000	\$5,380,000	\$5,380,000	\$5,628,000	\$5,628,000	\$11,780,000	\$31,716,000
Construction Contingency		\$966,000	\$536,000	\$536,000	\$536,000	\$536,000	\$1,278,000	\$3,111,200
Construction Administration		\$1,223,000	\$640,000	\$670,000	\$670,000	\$670,000	\$1,618,380	\$3,873,000
Total Project Expenditures	\$3,545,000	\$13,619,000	\$8,301,000	\$8,376,000	\$8,664,250	\$8,664,250	\$20,818,380	\$51,230,700
Revenue Sources:								
Roads Capital Fund								
WSDOT	\$709,000	\$4,283,870	\$1,660,200	\$1,675,200	\$1,738,970	\$1,738,970	\$4,123,676	\$11,806,210
Transportation Partnership Program (TPP)								
Urban Arterial Trust Account (AIP)	\$327,763	\$4,578,375	\$3,320,400	\$3,350,400	\$3,477,940	\$3,477,940	\$8,247,352	\$18,532,818
Pedestrian Facilities Program (PSMP)								
Central Puget Sound Public Transp Systems Acct								
Federal Highway Administration - TEA-21								
HUD Community Block Grant Program	\$2,008,237	\$4,666,755	\$3,320,400	\$3,350,400	\$3,477,940	\$3,477,940	\$8,247,352	\$20,301,672
Hazard Elimination System (HES)		\$90,000						\$90,000
Other (Specify)								
Metro King County	\$500,000							\$500,000
Total Project Revenues	\$3,545,000	\$13,619,000	\$8,301,000	\$8,376,000	\$8,664,250	\$8,664,250	\$20,818,380	\$51,230,700
Impact on Operating Budget	103,000	108,000	114,000	119,000	125,000	125,000	130,000	\$569,000

This project will have a significant street and landscaping maintenance impact on the operating budget.

**City of Shoreline 2002 - 2007 Capital Improvement Plan
15th Avenue NE**

Project: 15th Avenue NE
Project Limits: NE 146th Street to NE 165th Street
Project Scope: This project will construct a continuous, center left-turn lane on 15th Avenue NE between NE 150th Street and NE 155th Street and a new sidewalk on the east side of the street from NE 150th Street to NE 165th Street. The sidewalks will be constructed six feet wide with adjacent four foot planter strip where feasible. A new traffic signal will be constructed at NE 150th Street. A new pedestrian actuated signal will be constructed south of NE 147th Street to replace the three existing crosswalks between NE 146th Street and NE 150th Street. The existing traffic signals at NE 155th Street and NE 160th Street will be modified to match the street widening and new sidewalk. A biofiltration swale will be constructed along the south side of NE 152nd Street between 15th Avenue NE and 12th Avenue NE.
Work Completed to Date: The design work was completed for this project.
Work Planned in 2002: The right of way acquisition tasks are scheduled to begin.
Project Justification: During the period from August 1992 through July 1995, there have been sixty-three accidents within the project limits. This equates to an average of twenty accidents per year. Of those sixty-three accidents, twenty-nine were at the intersection of 15th Avenue NE and NE 155th Street that is the entrance to the Fircrest campus. The addition of the left turn lane will increase safety in the area by reducing the number of pedestrian and vehicle accidents. Currently, the people walking along the street on the east side must do so along a narrow dirt path very close to the traffic. Providing a continuous sidewalk along the east side of the street will increase safety for the pedestrians by separating them from the traffic and providing a more stable walking surface. The center left-turn lane is needed to separate the turning movements into the small businesses and apartment complexes on the west side of 15th Avenue NE from the through traffic. The biofiltration swale is included to provide water quantity enhancement and mitigate impacts from the project.

Phase	2002	2003	2004	2005	2006	2007	2002 thru 2007
Project Expenditures:							
Administration	\$20,000						\$20,000
Pre-Design							
Design							
Environmental							
Right of Way							
Construction	\$1,250,000						\$1,250,000
Construction Contingency	\$120,000						\$120,000
Construction Administration	\$60,000						\$60,000
Total Project Expenditures	\$1,430,000						\$1,430,000
Revenue Sources:							
King County - Prior Funding							
Roads Capital Fund	\$728,000						\$728,000
Arterial Improvement Program	\$572,000						\$572,000
Pedestrian Facilities Program (PFP)	\$150,000						\$150,000
Total Project Revenues	\$1,450,000						\$1,450,000
Impact on Operating Budget							
	\$9,200	\$9,700	\$10,300	\$10,800	\$11,300		\$51,400

This project will have a street maintenance impact on the operating budget.

**City of Shoreline 2002 - 2007 Capital Improvement Plan
North City Business District Improvements**

Project: North City Business District Improvements
Project Limits: N.E. 172nd Street to N.E. 180th Street
Project Scope: This project designs and constructs improvements to enhance the aesthetic environment and provide the pedestrian mobility and safety in the North City Business District. Improvements may include landscaping, new sidewalks with curb extensions and sidewalk reconstruction, including curb ramps and signal modifications at three intersections: 15th Ave. NE @ NE 175th St.; 15th Ave. NE @ NE 177th St.; 15th Ave. NE @ NE 180th St. Additional improvements may include mid-block crosswalks with curb extensions at two locations: 15th Ave. NE @ NE 176th St. and 15th Ave. NE @ NE 178th St., safety features such as illumination traffic signing and pavement markings. The scope of improvements will be coordinated with the adjacent property owners, business owners, and the North City Business Association. These improvements may result in the loss of some on-street parking in the immediate vicinity.
Work Completed to Date: A design charrette was held on June 20, 2000 through June 23, 2000 to gather public input for preparation of the North City subarea plan. Since the charrette, the Planning Commission and City Council held a joint workshop on September 2, 2000. The Planning Commission also held public hearings on the Sub-area Plan on September 21, 2000 and October 19, 2000. The Commission unanimously recommended to Council the approval of the plan subject to the preparation of the Planned Action EIS. The Planned Action EIS (approval of contract with INCA) was approved on the consent calendar at the Council's November 17 meeting.
Work Planned In 2002: The design and construction work is scheduled to begin.
Project Justification: The project will provide incentive for economic redevelopment and enhance the safety of pedestrians in the North City Business District. The City will fund the initial work with the community and the design and construction of initial pedestrian safety improvements up to \$5.4 million. The City and adjacent property owners will work together on additional improvements.

Phase	2002	2003	2004	2005	2006	2007	2002 thru 2007
Project Expenditures:							
Administration	\$20,000	\$20,000	\$5,000	\$10,000			\$55,000
Pre-Design			\$10,000				\$10,000
Design	\$401,044			\$100,000			\$501,044
Environmental							
Right of Way	\$390,000						\$390,000
Construction	\$500,000	\$2,500,000		\$400,000			\$3,400,000
Construction Contingency	\$50,000	\$250,000		\$40,000			\$340,000
Construction Administration	\$25,000	\$125,000		\$60,000			\$210,000
Total Project Expenditures	\$1,386,044	\$2,895,000	\$16,000	\$610,000			\$4,906,044
Revenue Sources:							
Roads Capital Fund							
Pedestrian Facilities Program (PFP)	\$1,386,044	\$2,595,000	\$15,000	\$610,000			\$4,606,044
		\$300,000					\$300,000
Total Project Revenues	\$1,386,044	\$2,895,000	\$15,000	\$610,000			\$4,906,044
Impact on Operating Budget	\$0	\$0	\$0	\$0			\$0

The operation and maintenance impact to the operating budget cannot be determined until this project is fully defined.

**City of Shoreline 2002 - 2007 Capital Improvement Plan
15th Avenue NE Pedestrian Crosswalks**

Project: 15th Avenue NE Pedestrian Crosswalks	
Project Limits: 15th Avenue NE @ Northeast 152th Street and Northeast 170th Street	
Project Scope: This project will design and construct two pedestrian crosswalks with refuge islands. These intersections will be upgraded to include curb ramps, lighting, signage and traffic striping.	
Work Completed to Date: The pre-design work was completed on this project and the design work was started.	
Work Planned In 2002: The design and construction work is planned in 2002.	
Project Justification: Two pedestrian fatalities have occurred in the project area in the past two years. The purpose of these improvements is to reduce accidents involving pedestrians by providing additional crossing opportunities with a sufficient level of pedestrian-oriented traffic control.	

Phase	2002	2003	2004	2005	2006	2007	2002 thru 2007
Project Expenditures:							
Administration	\$10,000						\$10,000
Pre-Design							
Design							
Environmental							
Right of Way							
Construction	\$25,000						\$25,000
Construction Contingency	\$190,000						\$190,000
Construction Administration	\$18,000						\$18,000
	\$12,000						\$12,000
Total Project Expenditures	\$255,000						\$255,000
Revenue Sources:							
Roads Capital Fund	\$71,000						\$71,000
Hazard Elimination System (HES)	\$184,000						\$184,000
Total Project Revenues	\$255,000						\$255,000
Impact on Operating Budget	\$1,500	\$1,500	\$1,700	\$1,800	\$1,900	\$1,900	\$8,500

This project will have a street maintenance impact on the operating budget.

**City of Shoreline 2002 - 2007 Capital Improvement Plan
Richmond Beach Road @ 3rd Avenue NW**

Project: Richmond Beach Road @ 3rd Avenue NW
Project Limits: Richmond Beach Road @ 3rd Avenue NW

Project Scope: This project will design and construct a left-turn lane on Richmond Beach Road at the intersection with 3rd Avenue NW and install signal modifications. The improvements will also include storm drainage, pavement widening, curb gutter and sidewalks with curb ramps meeting the Americans with Disabilities Act requirements, retaining walls, and street lighting. Richmond Beach Road is a high volume arterial street at this location with a high accident rate.

Work Completed to Date: Staff worked to pursue grant funding for this project, however, no grant funding received in 2001.

Work Planned in 2002: Alternative improvements for this intersection are being evaluated that require less capital investment.

Project Justification: During the period from July 1992 through June 1995, there have been sixty one accidents within the project limits. This equates to an average of twenty accidents per year. Of those sixty one accidents, twenty three resulted in injuries to one or more people involved. The addition of the left turn lane will increase safety by reducing the number of pedestrian and vehicle accidents, separating the through traffic from the vehicles making left turns from Richmond Beach Road and providing traffic signal phasing for the left turn traffic.

Phase	2002	2003	2004	2005	2006	2007	2002 thru 2007
Project Expenditures:							
Administration	\$9,000						\$9,000
Pre-Design							
Design							
Environmental							
Right of Way							
Construction	\$1,030,000						\$1,030,000
Construction Contingency	\$107,000						\$107,000
Construction Administration	\$55,000						\$55,000
Total Project Expenditures	\$1,201,000						\$1,201,000
Revenue Sources:							
Roads Capital Fund	\$240,200						\$240,200
Transportation Improvement Board (TIB)	\$960,800						\$960,800
Total Project Revenues	\$1,201,000						\$1,201,000
Impact on Operating Budget	\$0						\$0

The operation and maintenance impact to the operating budget cannot be determined until this project is fully defined.

**City of Shoreline 2002 - 2007 Capital Improvement Plan
North 175th Street**

Project: North 175th Street
Project Limits: Meridian Avenue North to Aurora Avenue North
Project Scope: This project will design and construct improvements to North 175th Street between Meridian Avenue North and Aurora Avenue North. The improvements include reconstruction of the existing street to provide two traffic lanes consisting of one 11 foot lane and one 14 foot lane in each direction. The existing center two-way left-turn lane will remain between Ashworth Avenue North and Aurora Avenue North. The widened outside lane of 14 feet provides for a Class III bicycle facility. An exclusive right turn lane will be added between Midvale Avenue N and Aurora Avenue N to accommodate the heavy turning movement onto northbound Aurora Avenue N. The profile of the roadway between Ashworth Avenue N and Midvale Avenue N will be lowered to meet standard sight distance requirements. Additional improvements include curb, gutter, and sidewalk with planter strip where feasible, illumination, landscaping and retaining walls. A traffic signal will be installed at the intersection at Midvale Avenue North. The intersection operation at Ronald Place will be evaluated and improvements made to address the safety concerns at this location. The existing School Crossing at Wallingford Avenue N will be upgraded with a pedestrian actuated traffic signal.
Work Completed to Date: None
Work Planned In 2002: The design work is scheduled to begin in 2005.
Project Justification: This project will address the high number of accidents (37 accidents from August 1992 to July 1995) in the vicinity of Midvale Avenue North and Aurora Avenue North, and will increase pedestrian and student safety by providing a continuous sidewalk on both sides of North 175th Street. The proposed improvements will also increase the safety of the street by constructing left turn lanes at intersections and installing a traffic signal -controlled school crossing.

Phase	2002	2003	2004	2005	2006	2007	2002 thru 2007
Project Expenditures:							
Administration				\$8,000			\$8,000
Pre-Design				\$100,000			\$100,000
Design				200000			\$200,000
Environmental					\$100,000		\$100,000
Right of Way						\$3,150,000	\$3,150,000
Construction						\$2,500,000	\$2,500,000
Construction Contingency						\$250,000	\$250,000
Construction Administration						\$370,000	\$370,000
Total Project Expenditures				\$308,000	\$100,000	\$6,270,000	\$6,678,000
Revenue Sources:							
Roads Capital Fund							
Arterial Improvement Program				\$58,000	\$100,000	\$1,254,000	\$1,412,000
ISTEA				\$250,000		\$2,508,000	\$2,508,000
Total Project Revenues				\$308,000	\$100,000	\$6,270,000	\$6,678,000
Impact on Operating Budget				\$0			\$0

The operation and maintenance impact to the operating budget cannot be determined until this project is fully defined.

**City of Shoreline 2002 - 2007 Capital Improvement Plan
3rd Avenue NW**

Project: 3rd Avenue NW
Project Limits: Richmond Beach Road to NW 205th Street

Project Scope: This project will widen 3rd Avenue NW to a 36-foot wide section to provide two traffic lanes and two 5-foot wide bicycle lanes. The project will also include cement concrete curb, gutter and sidewalk on both sides of the street and illumination, landscaping, surface water improvements, and a new traffic signal at NW 205th Street. The profile of the street at NW 203rd Street will be lowered to improve sight distance and traffic safety.

Work Completed to Date: Partial design work was completed to date by King County.

Work Planned in 2002: No work is planned in 2001. The majority of work will begin after 2006.

Project Justification: 3rd Avenue NW currently consists of two 11-foot traffic lanes and five foot wide paved shoulders. Pedestrians and bicycles are required to travel along the street close to the adjacent traffic. These improvements are needed to increase safety along 3rd Avenue NW by providing pedestrian sidewalks with separation from the traffic lanes. The project will also increase the amount of sight distance drivers will have by lowering the street profile at NW 203rd Street. This is needed to reduce the potential for accidents at this location. The new traffic signal at NW 205th Street is needed to increase the safety for pedestrians and vehicles at that intersection by stopping oncoming traffic so that crossings and left turns can be made. There is a middle school and a neighborhood park located on 3rd Avenue NW between NW 195th Street and NW 191st Street. These two facilities generate pedestrian traffic along the street, including students attending the school or using the playground facilities.

Phase	2002	2003	2004	2005	2006	2007	2002 thru 2007
Project Expenditures:							
Administration							
Pre-Design							
Design							
Environmental							
Right of Way							
Construction							
Construction Contingency							
Construction Administration							
Total Project Expenditures							\$0
Revenue Sources:							
King County - Prior Funding							
Transportation Partnership Program (TPP)							
TEA-21							
Total Project Revenues							\$0
Impact on Operating Budget							\$0

The operation and maintenance impact to the operating budget cannot be determined until this project is fully defined.

**City of Shoreline 2002 - 2007 Capital Improvement Plan
North 160th Street @ Greenwood Avenue North**

Project: North 160th Street @ Greenwood Avenue North
Project Limits: North 160th Street @ Greenwood Avenue North

Project Scope: This project will improve the five-way intersection at North 160th Street, Greenwood Avenue North, and Innis Arden Way. Innis Arden Way and Greenwood Avenue North will be constructed as three lane sections with curb, gutter and sidewalks on each side. New traffic signals will be constructed at locations to be determined during the design phase. Illumination and landscaping will be provided through the realignment area. Bus zone and layover improvements will be included. This project also includes the construction of new sidewalk on the north side of North 160th Street from Dayton Avenue North to Greenwood Avenue North. If grants are obtained in 2000, a study will be performed to identify a preferred solution to the current traffic operating problems at this intersection.

Work Completed to Date: Staff pursued grant funding in 2001.

Work Planned in 2002: This project is funded for design only and is contingent on obtaining grant funding. This project will not proceed if the grant funds are not awarded.

Project Justification: These improvements are needed to reduce the existing congestion in the area created by the traffic generated by Shoreline Community College and to provide pedestrian and transit facilities in the area. During times of peak traffic volumes, traffic backs up in the vicinity of this intersection and impacts the operation of nearby streets and intersections including Innis Arden Way and North 160th Street at Dayton Avenue North. This generally occurs during the peak arrival and departure at Shoreline Community College from 8:00 AM to 10:30 AM and from 12:30 PM to 1:30 PM. In addition, the existing intersection is very difficult for delivery trucks and buses to get through because of the existing configuration and associated congestion. The improvements will reduce the congestion and provide a better alignment to allow easier and more reliable bus and delivery service.

Phase	2002	2003	2004	2005	2006	2007	2002 thru 2007
Project Expenditures:							
Administration				\$5,000	\$10,000	\$10,000	\$25,000
Pre-Design				\$25,000			\$25,000
Design					\$300,000		\$300,000
Environmental							
Right of Way					\$50,000		\$50,000
Construction						\$860,000	\$860,000
Construction Contingency						\$86,000	\$86,000
Construction Administration						\$155,000	\$155,000
Total Project Expenditures				\$30,000	\$380,000	\$1,111,000	\$1,501,000
Revenue Sources:							
Roads Capital Fund				\$30,000	\$72,000	\$222,200	\$324,200
Arterial Improvement Program					\$144,000	\$444,400	\$588,400
Metro King County					\$144,000	\$444,400	\$588,400
Total Project Revenues				\$30,000	\$360,000	\$1,111,000	\$1,501,000
Impact on Operating Budget							\$0

The operation and maintenance impact to the operating budget cannot be determined until this project is fully defined.

**City of Shoreline 2002 - 2007 Capital Improvement Plan
Dayton Avenue North @ Carlyle Hall Road**

Project: Dayton Avenue North @ Carlyle Hall Road
Project Limits: North 165th Street to Carlyle Hall Road
Project Scope: This project proposes to reconstruct the existing skewed intersection of Dayton Avenue North, Carlyle Hall Road North, and North 165th Street into two separate intersections offset by approximately 400 feet. Carlyle Hall Road and North 165th Street will be realigned in order to intersect Dayton Avenue North at right angles to form tee intersections. Both of these new intersections will be stop-controlled for the side streets with Dayton Avenue North operating in a free flow condition. Dayton Avenue North will be improved to provide a 12-foot wide left turn lane and 8-foot paved shoulders between the two intersections. The improvements will also include curb, gutter, and sidewalks along the area being reconstructed with illumination, landscaping and rock facing as required. The intersection at North 166th Street would be closed at Dayton Avenue West because the distance of visibility from the intersection is limited by existing slopes and vegetation. A cul-de-sac would be constructed on North 166th Street near Dayton Avenue North to prevent traffic, except emergency vehicles, from entering onto Dayton Avenue North.
Work Completed to Date: Partial design was completed to date on this project by King County. City staff will review and make a recommendation to the City Council.
Work Planned in 2002: The work is scheduled to begin after 2005.
Project Justification: During times of peak traffic volumes, traffic backs up in the vicinity of this intersection and impacts the operation of nearby intersections such as North 166th Street at Dayton Avenue North. These improvements are needed to improve the efficiency of the traffic flow in the vicinity. The improvements are also needed to improve the safety conditions within the intersection area by constructing sidewalks for pedestrians and eliminating a dangerous lack of sight distance at North 166th Street.

Phase	2002	2003	2004	2005	2006	2007	2002 thru 2007
Project Expenditures:							
Administration				\$5,000			\$5,000
Pre-Design				\$25,000			\$25,000
Design					\$145,000		\$145,000
Environmental							
Right of Way						\$300,000	\$300,000
Construction						\$720,000	\$720,000
Construction Contingency						\$72,000	\$72,000
Construction Administration						\$115,000	\$115,000
Total Project Expenditures				\$30,000	\$145,000	\$1,207,000	\$1,382,000
Revenue Sources:							
King County - Prior Funding				\$30,000	\$145,000	\$1,207,000	\$1,382,000
Roads Capital Fund							
Total Project Revenues				\$30,000	\$145,000	\$1,207,000	\$1,382,000
Impact on Operating Budget							\$0

The operation and maintenance impact to the operating budget cannot be determined until this project is fully defined.

**City of Shoreline 2002 - 2007 Capital Improvement Plan
175th Street Sidewalks NE/S of Meridian Avenue Intersection**

Project: 175th Street Sidewalks - NE/S of Meridian Avenue Intersection
Project Limits: North 175th Street from Meridian Avenue North to Corliss Avenue
Project Scope: This project will design and construct new standard concrete curb, gutter, sidewalk with a 4-foot landscape strip or street trees, pedestrian safety railing, minor drainage improvements, and utility adjustments as required.
Work Completed to Date: WTIB Grant was obtained in 2000.
Work Planned in 2002: Completion of design and begin construction.
Project Justification: The project location is a major pedestrian corridor directly adjacent to a major freeway off-ramp. There is significant pedestrian and school children volume along this corridor, due to the Meridian Elementary School with an excess of 500 students, and the existing Ronald Bog Park located directly across the street.

Phase	2002	2003	2004	2005	2006	2007	2002 thru 2007
Project Expenditures:							
Administration							
Pre-Design							
Design							
Environmental							
Right of Way							
Construction	\$191,175						\$191,175
Construction Contingency							
Construction Administration							
Total Project Expenditures	\$191,175						\$191,175
Revenue Sources:							
Roads Capital Fund	\$38,235						\$38,235
Pedestrian Safety & Mobility Program	\$152,940						\$152,940
Total Project Revenues	\$191,175						\$191,175
Impact on Operating Budget							\$0

This project will have no significant operation and maintenance impact on the operating budget.

**City of Shoreline 2002 - 2007 Capital Improvement Plan
175th Street Sidewalks @ 15th Avenue N.E.**

Project: 175th Street Sidewalks @ 15th Avenue N.E. (By YMCA)
Project Limits: On 175th Street from the Intersection of 15th Avenue N.E. to 300 feet west of 15th Avenue N.E.

Project Scope: N.E. 175th Street on the north-side, design and construction of new concrete curb, gutter and eight (8) foot wide sidewalks, driveway aprons, storm drainage adjustments and ADA ramps.

Work Completed to Date: WTTB Grants were received in 2000.

Work Planned in 2002: Design and construction is planned in 2001.

Project Justification: This project is located in the business District known as North City. N.E. 175th Street from 300 lineal feet west of the intersection on the north side. Currently, the existing walkway consists of asphalt with large non-standard drive openings and extruded curb at some locations, slope and grade problems and lack of safe walk-in area. This location is also very unsafe for pedestrian mobility and safety. The local businesses affected by the project are Peking House restaurant at 17505 15 Avenue N.E., Molar Building, 1240 N.E. 175th Street, Retail Building on 175th Street, and the existing Shoreline YMCA facility.

Phase	2002	2003	2004	2005	2006	2007 thru 2007
Project Expenditures:						
Administration						
Pre-Design						
Design						
Environmental						
Right of Way						
Construction	\$58,800					\$58,800
Construction Contingency						
Construction Administration						
Total Project Expenditures	\$58,800					\$58,800
Revenue Sources:						
King County Prior Funding						
City General Fund						
General Capital Fund						
Roads Capital Fund	\$11,760					\$11,760
Pedestrian Safety & Mobility Program	\$47,040					\$47,040
Total Project Revenues	\$58,800					\$58,800
Impact on Operating Budget						\$0

This project will have no significant operation and maintenance impact on the operating budget.

**City of Shoreline 2002 - 2007 Capital Improvement Plan
1st Avenue N.E. Sidewalks**

Project: 1st Avenue N.E. Sidewalks Between 185th Street & 190th Street (West Side)
Project Limits: From Shoreline Conference Center at N.E. 185th Street to N.E. 192nd Street

Project Scope: This project will design and construct standard concrete curb, gutter, and sidewalk. Americans with Disabilities Act improvements, utility adjustments as required, and minimal storm drainage system. Also included is asphalt pavement to complete the on-street parking lane adjacent to the curb. This project received grant funding from the Transportation Improvement Board (TIB) Pedestrian Safety & Mobility Program.

Work Completed to Date: WTIB Grants were received in 2000.

Work Planned In 2002: Design and construction work.

Project Justification: Currently pedestrians must walk on the narrow shoulder, near the existing travel lane, which creates a very unsafe pedestrian condition. The community facilities and adjacent recreational facilities generate senior as well as student populations. The current daily pedestrian volume is estimated to be about 265.

Phase	2002	2003	2004	2005	2006	2007	2002 thru 2007
Project Expenditures:							
Administration							
Pre-Design							
Design							
Environmental							
Right of Way							
Construction	\$134,350						\$134,350
Construction Contingency							
Construction Administration							
Total Project Expenditures	\$134,350						\$134,350
Revenue Sources:							
Roads Capital Fund	\$14,410						\$14,410
Pedestrian Safety & Mobility Program	\$119,940						\$119,940
Total Project Revenues	\$134,350						\$134,350
Impact on Operating Budget							\$0

This project will have no significant operation and maintenance impact on the operating budget.

**City of Shoreline 2002 - 2007 Capital Improvement Plan
North 175th Street Sidewalks (South)**

Project : North 175th Street Sidewalks - (South Side)
Project Limits: Meridian Avenue North to Interstate 5

Project Scope: This project constructed missing sections of cement concrete curb, gutter, and sidewalk along the south side of North 175th Street between Meridian Avenue North and Interstate 5. The project also includes an improved bus boarding zone just east of Meridian Avenue N. The sidewalk is supported by concrete piles adjacent to Ronald Bog due to soil conditions and to reduce impacts to Ronald Bog. The sidewalk is eight feet wide with handrails at the back.

Work Completed to Date: Construction on these improvements began in late 1999 and was completed in early 2000.

Work Planned in 2002: None

Project Justification: These improvements will enhance the pedestrian safety and ADA accessibility in the vicinity. There is significant pedestrian and school children presence in the area due to the Meridian Park Elementary School with over 500 students. Also, a Metro Park and Ride Lot at the Aurora Church of the Nazarene is situated at this location with associated bus stops on three legs of this intersection. The buses carry over 400 daily boardings. This project ties into a Metro King County project to improve the intersection at Meridian Avenue North for ADA accessibility.

Phase	2002	2003	2004	2005	2006	2007	2002 thru 2007
Project Expenditures:							
Administration							
Pre-Design							
Design							
Environmental							
Right of Way							
Construction							
Construction Contingency							
Construction Administration							
Total Project Expenditures							\$0
Revenue Sources:							
City General Fund							
Roads Capital Fund							
Pedestrian Safety & Mobility Program (PSMP)							
Total Project Revenues							\$0
Impact on Operating Budget							\$0
Construction costs for retaining wall???							

This project will have no significant operation and maintenance impact on the operating budget.

**City of Shoreline 2002 - 2007 Capital Improvement Plan
North 175th Street Sidewalks (North)**

Project: North 175th Street Sidewalks - (North Side)
Project Limits: Meridian Avenue N to Wallingford Avenue N

Project Scope: This project constructed approximately 300 feet of cement concrete curb, gutter and sidewalk on the north side of North 175th Street from Meridian Avenue North to Wallingford Avenue North. The sidewalk is nine feet wide and includes a planter strip between the curb and sidewalk where the right of way allows. Surface water drainage improvements and landscaping are included. This project ties into a Metro King County project to improve the intersection at Meridian Avenue North for ADA accessibility.

Work Completed to Date: Construction on these improvements began in late 1999 and was completed in early 2000.

Work Planned in 2002: None

Project Justification: These improvements will enhance the pedestrian safety and ADA accessibility in the vicinity. There is significant pedestrian and school children presence in the area due to the Meridian Park Elementary School with over 500 students. A Metro Park and Ride Lot at the Aurora Church of the Nazarene is located at this location. There are bus stops on three legs of this intersection with over 400 daily boardings. This project will tie into a Metro King County project to improve the intersection at Meridian Avenue North for ADA accessibility.

Phase	2002	2003	2004	2005	2006	2007	2002 thru 2007
Project Expenditures:							
Administration							
Pre-Design							
Design							
Environmental							
Right of Way							
Construction							
Construction Contingency							
Construction Administration							
Total Project Expenditures							\$0
Revenue Sources:							
Roads Capital Fund							
Pedestrian Safety & Mobility Program (PSMP)							
Total Project Revenues							\$0
Impact on Operating Budget							\$0

This project will have no significant operation and maintenance impact on the operating budget.

**City of Shoreline 2002 - 2007 Capital Improvement Plan
25th Avenue NE Pedestrian Improvements**

Project: 25th Avenue NE Pedestrian Improvements
Project Limits: NE 150th Street to NE 160th Street

Project Scope: This project along 25th Avenue NE constructed two new sections of sidewalk along the west side of the street. The first section constructed new sidewalk from NE 150th Street northerly to connect with the existing sidewalk at Shorecrest High School. The second section of sidewalk was constructed along the Hamlin Park property between the Shorecrest High School and the Kellogg Middle School. This section extended the existing sidewalk in front of the high school and connected it with the sidewalk to the north that has been constructed as a part of the Kellogg Middle School remodel project. This results in a continuous sidewalk along the west side of 25th Avenue NE from NE 150th Street to NE 165th Street. The improvements for both sections of this project include a curb, gutter, sidewalk, and landscaping strip. This project received grant funding from the TIB Pedestrian Safety & Mobility Program in 1998.

Work Completed to Date: This project was completed in 2000.

Work Planned in 2002: None

Project Justification: 25th Avenue NE is a collector arterial that provides access to four schools: Shorecrest High School, Kellogg Middle School, Shoreline Christian School (K-12) and Briarcrest Elementary School. The public high school and the middle school are located on the west side of 25th Avenue NE. Briarcrest is two blocks east on 27th Avenue NE and Shoreline Christian is at NE 147th Street which is one block west of 25th Avenue NE. Located between Shorecrest High and Kellogg Middle School is Hamlin Park. The Hamlin Park parking lot fronts on 25th Avenue NE and is 5 - 10 feet above the road grade.

Phase	2002	2003	2004	2005	2006	2007	2002 thru 2007
Project Expenditures:							
Administration							
Pre-Design							
Design							
Environmental							
Right of Way							
Construction							
Construction Contingency							
Construction Administration							
Total Project Expenditures							\$0
Revenue Sources:							
Roads Capital Fund							
Pedestrian Safety & Mobility Program (PSMP)							
Total Project Revenues							\$0
Impact on Operating Budget							\$0

This project will have no significant operation and maintenance impact on the operating budget.

**City of Shoreline 2002 - 2007 Capital Improvement Plan
Shoreline Traffic Control System**

Project: Shoreline Traffic Control System Project Limits: N/A Project Scope: This project connected the City's existing traffic signal control zones so that they would operate together more efficiently. Two new computer workstations and central monitoring and control software work was included to facilitate the system operations. King County is currently under contract to operate and maintain the City's traffic control system within our basic guidelines. The computer workstations are located at King County and at the City. The City can monitor the system but all modifications to the operations will be implemented by King County with the approval of the City. Work Completed to Date: This work was implemented by King County. Work Planned in 2002: None Project Justification: These improvements allow the traffic signal system to operate more efficiently by monitoring the system and making modifications to the signal operations from a central location.						
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Phase	2002	2003	2004	2005	2006	2007	2002 thru 2007
Project Expenditures: Administration Pre-Design Design Environmental Right of Way Construction Construction Contingency Construction Administration							
Total Project Expenditures							\$0
Revenue Sources: Roads Capital Fund ISTE							
Total Project Revenues							\$0
Impact on Operating Budget							\$0

This project will have no significant operation and maintenance impact on the operating budget.

**City of Shoreline 2002 - 2007 Capital Improvement Plan
Aurora Avenue North AVI Project**

Project: Aurora Avenue North Automated Vehicle Identification (AVI) Project Project Limits: North 145th Street to North 205th Street						
Project Scope: Install an automated vehicle identification (AVI) system to enable transit coaches to reduce delays caused by traffic signals. Metro King County is the lead agency for this project. The scope includes the acquisition and installation of signal controller equipment that operates within the parameters set by the City. Based on these parameters, buses will be given priority at certain intersections along Aurora Avenue North by extending the "green time" of the signal to allow the bus to get through the intersection. The City will consider and approve the conditions under which that priority would be given to the buses. Work Completed to Date: This project has been transferred to King County Transit with implementation completed in 2000. Work Planned in 2002: None Project Justification: These improvements will allow buses to operate more efficiently throughout the Aurora Avenue North corridor.						

Phase	2002	2003	2004	2005	2006	2007 thru 2007
Project Expenditures: Administration Pre-Design Design Environmental Right of Way Construction Construction Contingency Construction Administration						
Total Project Expenditures						\$0
Revenue Sources: General Capital Fund Roads Capital Fund Surface Water Capital Fund						
Total Project Revenues						\$0
Impact on Operating Budget						\$0

This project will have no significant operation and maintenance impact on the operating budget.

**City of Shoreline 2002 - 2007 Capital Improvement Plan
North 155th Street Rechannelization**

Project: North 155th Street Rechannelization

Project Limits:

Project Scope: This project restriped North 155th Street between Meridian Avenue North and Aurora Avenue North to provide two traffic lanes (one in each direction), a continuous center left-turn lane, and bicycle lanes on each side. The intersection at N 155th Street and Wallingford was evaluated in respect to traffic signal warrants and other alternatives to enhance the safety at this location. In addition, improvements to traffic and pedestrian safety along Wallingford Avenue North between N 145th Street and N 165th Street were constructed. These improvements included pavement markings, additional traffic signs, traffic calming measures, and an "All-Way" stop at North 150th Street.

Work Completed to Date: Project completed in 1998.

Work Planned In 2002: None

Project Justification: These improvements enhanced safety by providing a left-turn lane for homeowners along the corridor and at the major intersections. In addition, it provided non-motorized facilities in the form of dedicated bicycle lanes. The lanes also serve as an additional buffer from the traffic for the pedestrians using the existing sidewalks.

Phase	2002	2003	2004	2005	2006	2007	2002 thru 2007
Project Expenditures:							
Administration							
Pre-Design							
Design							
Environmental							
Right of Way							
Construction							
Construction Contingency							
Construction Administration							
Total Project Expenditures							\$0
Revenue Sources:							
Roads Capital Fund							
Total Project Revenues							\$0
Impact on Operating Budget							\$0

This project will have no significant operation and maintenance impact on the operating budget.

**City of Shoreline 2002 - 2007 Capital Improvement Plan
North 185th Street Rechannelization**

Project: North 185th Street Rechannelization
Project Limits: 1st Avenue NE to Midvale Avenue North

Project Scope: This project will resurface North 185th Street between 1st Avenue NE and Stone Avenue North to provide two traffic lanes (one in each direction), a continuous center left-turn lane, and bicycle lanes on each side. The traffic signal at Meridian Avenue North will be modified to include a left turn lane on North 185th Street. This project was approved by the Council on June 26, 2000. This project will also include operational improvements west of the Aurora Avenue/155th Street intersection to Midvale Avenue North on 155th Street.

Work Completed to Date: This project is scheduled for completion in 2000.

Work Planned in 2002: None

Project Justification: These 185th Street improvements will enhance safety by providing a left-turn lane for homeowners along the corridor and at the major intersections. In addition, it will provide non-motorized facilities in the form of dedicated bicycle lanes. The lanes will also serve as an additional buffer from the traffic for the pedestrians using the existing sidewalks. The 155th Street improvements will enhance safety by restricting Chevron customers to a right turn only onto 155th Street.

Phase	2002	2003	2004	2005	2006	2007	2002 thru 2007
Project Expenditures:							
Administration							
Pre-Design							
Design							
Environmental							
Right of Way							
Construction							
Construction Contingency							
Construction Administration							
Total Project Expenditures							\$0
Revenue Sources:							
Roads Capital Fund							
Total Project Revenues							\$0
Impact on Operating Budget	\$1,000	\$1,100	\$1,200	\$1,300	\$1,400		\$6,000

This project will have a street maintenance impact on the operating budget.