

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

<b>AGENDA TITLE:</b>	Information Item Regarding Release of Grant Funding for the Interurban Trail Bridge Project
<b>DEPARTMENT:</b>	Public Works
<b>PRESENTED BY:</b>	Arthur E. Maronek, Interim Public Works Director

**PROBLEM/ISSUE STATEMENT:** At the December 10, 2001 Council meeting, staff was directed to contact the Washington State Department of Transportation (WSDOT) to identify the specific requirements associated with the acceptance of the Target Zero Grant Funds totaling \$534,292 for the Interurban Trail Bridge Project. WSDOT staff forwarded the attached letter, which outlines the following program requirements:

- The City of Shoreline is required to obligate the preliminary engineering funds of \$534,292 by January 31, 2002.
- These funds shall be used to construct a bridge at 155<sup>th</sup> Street and Aurora Avenue North.
- The project completion date to construct the bridge is August 3, 2004.
- A written letter with justification is required if the City decides not to obligate the grant funds by January 31, 2002.
- Should the City decide not to obligate these funds, this decision will not jeopardize the City's standing to apply for and receive future funding from the Target Zero Program.

**ALTERNATIVES ANALYZED:** The following provides a summary of two alternatives available for Council's consideration:

- Authorize the City Manager to release the grant funds back to the WSDOT Target Zero Grant Program (Recommended)
- Authorize the City Manager to sign a Local Agency Agreement to secure the bridge grant funds totaling \$534,292 from the Target Zero Grant Program and adhere to the specific program requirements. Since construction of the bridge would require the City to fund over three million dollars for design and construction in two years and seven months, while simultaneously funding other major projects, this alternative is not feasible and is not recommended.

**RECOMMENDATION**

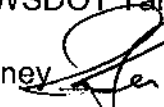
For information only. Staff intends to release the WSDOT Target Zero grant funds.

Approved By:

City Manager



City Attorney





**Washington State  
Department of Transportation**

**Sid Morrison**  
Secretary of Transportation

**Northwest Region**  
15700 Dayton Avenue North  
P.O. Box 330310  
Seattle, WA 98133-9710

(206) 440-4000

Mr. Chuck Purnell, P.E.  
City Engineer  
City of Shoreline  
17544 Midvale Ave. North  
Shoreline, WA 98133-4921

Dec. 17, 2001

**RE: City of Shoreline  
Interurban Trail  
Target Zero Funds**

**RECEIVED**

**DEC 18 2001**

**PUBLIC WORKS**

Dear Mr. Purnell:

I am writing this letter based on a request from Mr. Phil Ramon in regard to Target Zero funds allocated to the above named project.

I would like to offer the following to explain some of the requirements associated with Target Zero funds.

Interurban Trail Bridge project was selected during 2001 and \$534,292 was allocated to this project with a grant date of 8/3/2001. Based on this grant date:

1. City must obligate preliminary engineering funds by 1/31/2002 in accordance with LAG manual chapters 22 and 23. If City experiences any difficulties in obligating these funds by the specified deadline a letter of request along with justification needs to be submitted to our office for consideration.
2. This project is assumed to be complete within three years from the date of awarding the grant, meaning a contract completion by 8/3/2004. Same procedures as above apply if City experiences difficulties in meeting this deadline.
3. The purpose of these funds is to build the project in accordance with the "Project Description" as specified in the Target Zero Program application form.
4. In case if City could not obligate these funds and decided to return funds back to WSDOT/FHWA a letter requesting such action along with justification needs to be provided.
5. Lack of obligating these funds will not adversely affect City's credibility or ability to secure such funds for other projects in future.

I hope this letter will provide the information that you have requested. Please feel free to contact me if you have any questions at (206) 440-4729.

Sincerely,

A handwritten signature in black ink, appearing to read 'Amir M. Ahmadi', with a stylized flourish at the end.

Amir M. Ahmadi, P.E.  
Assistant Local Programs Engineer  
WSDOT Northwest Region

AMA/aa

cc: File  
Dave Zevenbergen, WSDOOT  
Paul Cornish, Shoreline  
Phil Ramon, Shoreline  
Anne Tonella-Howe, Shoreline



SHORELINE  
CITY COUNCIL

Scott Jepsen  
Mayor

Ron Hansen  
Deputy Mayor

Kevin Grossman

Rich Gustafson

Cheryl Lee

Linda Montgomery

Robert Ransom

May 18, 2001

Washington State Department of Transportation  
Washington State Traffic Safety Commission  
PO Box 47344  
Olympia, WA 98504-7344

RE: Application for Target Zero funding for the Interurban Trail Bridge in Shoreline

Dear Commission Members,

The City of Shoreline is pleased to submit this application for the Interurban Trail Bridge in Shoreline to the Washington State Department of Transportation for Project Zero funds.

The City of Shoreline is currently completing the final design of the Interurban Trail in Shoreline, which will provide bicyclists a continuous, paved trail through Shoreline from the Seattle City line to Snohomish County. The Trail will be constructed in the Seattle City Light right of way, which is parallel to Aurora Avenue N. (State Route 99).

This funding is needed to design a bridge to safely bring bicyclists and other user across Aurora and N. 155<sup>th</sup> where the Interurban Trail must cross these busy intersections.

Thank you for your consideration of this important project for the safety of residents of the City of Shoreline. Please contact Bethany Wolbrecht-Dunn (206) 546-8297 or Paul Cornish (206) 546-0786 if you have any questions or need additional information.

Sincerely,

William L. Conner  
Public Works Director  
City of Shoreline

# WSDOT

## Target Zero Program

### Application Form

#### Project Summary

<b>APPLICANT ORGANIZATION</b>	
County/City:	
Contact Person: Paul Cornish	Title: Capital Projects Manager
Address: 17544 Midvale Avenue N.	Telephone: 206-546-0786
Email: pcornish@ci.shoreline.wa.us	FAX: 206-546-2726
<b>PROJECT NAME</b>	
Interurban Trail Bridge in Shoreline	
<b>PROJECT LOCATION</b>	
The project will be located in the City of Shoreline, King County, within the Seattle City Light right of way parallel to State Route 99 (Aurora Avenue N.) at NE 155 <sup>th</sup> Street. The completed bridge will cross over Aurora from approximately MP 40.96 to MP 41.00 on State Route 99. The Seattle City Light right of way is approximately 100 feet wide and is approximately 100 feet from Aurora.	
<b>PROJECT DESCRIPTION</b>	
The City of Shoreline is currently completing final design and engineering for the 3.0 mile length of the Interurban Trail in Shoreline, which will run parallel to Aurora Avenue N. (State Route 99) in the Seattle City Light right of way. The trail will begin at N. 145 <sup>th</sup> (Seattle City boundary), follow through the right of way to N 155 <sup>th</sup> . The right of way crosses over Aurora (the right of way follows the course of the historic Interurban Rail, which crossed the State Route at this location on a trestle bridge) to the west side where it remains on this side through the Snohomish County line. Where feasible, the Interurban Trail is being designed and will be constructed as a continuous shared-use trail, separated from roads and motorized vehicles. Construction is scheduled to begin in the fall of 2001. To provide continuity and safety, an elevated bridge structure is proposed to cross N. 155 <sup>th</sup> and Aurora. In November of 2000 a bridge design charrette was held with representatives from the City of Shoreline, the Interurban Design Team, and the Aurora Corridor Design Team. This group reviewed general design standards, bridge types, cost efficiencies, etc. The group identified this Bridge as the next important step in the development of the Interurban Trail.	
This request for Project Zero funds is for a portion of the design and engineering costs for this bridge to allow both bicyclists and other users to safely travel the through Shoreline from Seattle to Lynnwood.	
<b>ATTACHMENTS</b>	
<input checked="" type="checkbox"/> Vicinity Map (required)	
<b>COST SUMMARY</b>	<b>MATCHING FUNDS SUMMARY</b> (must be available at time of obligation)
Total Project Cost: \$ 3,472,897	Total Match: \$ 2,938,605
Target Zero Funds Sought: \$ 534,292	Match Percentage: 85 %

## **SAFETY IMPACTS**

Describe how the project will improve traffic safety and benefit the community. Describe existing conditions, problems, and how the project will improve conditions with measurable outcomes.

The development of the entire Interurban Trail through Shoreline will have a dramatic safety impact for bicyclists and pedestrians. In addition, Aurora Avenue N. (State Route 99) will be redesigned and constructed to add sidewalks, center medians, and outside bus lane improvements along the entire corridor in Shoreline. Aurora has an ADT of 35,000-45,000 plus vehicles per day, has a posted speed of 40 miles an hour, has over 350 ingress/egress points, and has long blocks creating long distances between signalized crosses. Over 3,000 persons board and de-board buses on Aurora in Shoreline every day. There are few sidewalks constructed and hazardous shoulders, with many uncontrolled ingress and egress locations. Currently, this leaves bicyclists competing with vehicles at many locations along Aurora. It will also have an effect on pedestrians who choose to use the trail, rather than walking along Aurora due to the Trail's close proximity to Aurora. However, one major hurdle remains: the necessity of bicyclists and other users to cross from the east side of Aurora to the west side when Trail must cross Aurora at N. 155<sup>th</sup>. The Trail will be constructed in the Seattle City Light right of way, which follows the route of the historic Interurban Train tracks.

The Interurban Trail will be constructed prior to the Aurora improvements, and at first, users of the Trail will cross Aurora, then N. 155<sup>th</sup> to rejoin the Trail on the east side of Aurora. This crossing, while signaled, requires the user to cross 12 lanes of traffic, including a free right turn from north bound Aurora. Users crossing Aurora do have a small island to find respite before crossing the free right turn lane, but the danger still exists. While this intersection will be improved when the Aurora improvements are completed, the potential risks, due to interaction with autos, is still present.

The design/construction of the Interurban Trail Bridge will improve conditions will these measurable outcomes:

- Reduce the number of auto/bicycle interactions, resulting in fewer auto/bicycle incidents.
- Increase the ridership of the Interurban Trail, drawing more bicyclists off of highways like Aurora.

## **PRIOR TRAFFIC CRASHES**

Identify high crash locations or reoccurring incidents that points to problems that will continue if the project is not implemented. Identify number of prior vehicle/vehicle and/or vehicle/bike/pedestrian crashes at location within past three years.

Aurora Avenue N. (State Route 99) has been identified as a high accident corridor. WSDOT choose, through the Washington State Traffic Safety Commission, this corridor in Shoreline to conduct a Pedestrian Safety Demonstration Project. This multifaceted program includes three emphasis areas: education, engineering and enforcement. Through the project there has been community meetings, surveys, Police cooperation, and there will be two pedestrian crossings installed at N. 165<sup>th</sup> and N. 170<sup>th</sup>. As rationale for implementing this program in Shoreline's section of State Route 99, WSDOT identified statistics from 1992-1996 stating:

- 30% of all pedestrian collisions that occur on state highways occur on State Route 99.
- 42 pedestrian/auto incidents occurred in Shoreline, 38% resulting in a fatal/disability injury (avg. is 26%).
- Pedestrian collisions on all other Shoreline streets totaled 23 in this same timeline.

From April 1998 to March 2001, there were 375 accidents on Aurora from N. 145<sup>th</sup> to N. 205<sup>th</sup> (entire length of Aurora through Shoreline), with 2 accidents resulting in fatalities. Eleven (11) of the accidents included a bicycle or pedestrian. More specific to the location at Aurora and N. 155<sup>th</sup>, 175 of the 375 accidents occurred from N. 145<sup>th</sup> to N. 165<sup>th</sup>, with 4 of the accidents including a bicycle/pedestrian. There were 126 accidents from N. 152<sup>nd</sup> to N. 160<sup>th</sup>, with 1 bicycle/pedestrian involved. Also, intersection specific, there was 20 accidents at N. 152<sup>nd</sup>, 20 at N. 155<sup>th</sup>, and 25 at N. 160<sup>th</sup> (including one pedestrian/bicyclist involved collision).

## TARGET ZERO STRATEGIES

Describe how the project meets a Target Zero emphasis area and addresses the specific strategies in the plan.

### **Target Zero Emphasis Area: Bicycle Safety**

One of the strategies related to this emphasis area is "Provide more facilities for people to bike, including bikeways, trails, shoulders, and bike lanes". While the entire development of the Interurban Trail in the City of Shoreline meets this Emphasis Area and strategy, the design and construction of this bridge will provide safety measures above and beyond typical means.

The Interurban Trail in Shoreline has been designed and designated as the backbone of the City's bicycle system. All designated bike lanes and paths will be connected through and to the Interurban Trail. As Aurora Avenue N. (State Route 99) is the main north/south arterial in Shoreline, the Interurban Trail runs parallel and will serve as the designated access for bicyclists traveling north and south through Shoreline. There will be no bike lanes constructed along Aurora; as the Interurban will be present to provide that accessibility. With the completion of the Interurban Trail, the number of bicyclists traveling through Shoreline will increase. While the signalized crossing is basically safe, the lack of a bridge structure in place may inadvertently encourage potential users to not use the entire length of the trail, preferring to use Aurora instead of the Trail for sections of their journey. This, in turn, would increase auto/bicyclist interaction and potential collisions.

One major way to reduce auto/bicyclist accidents is to reduce the number of interactions that the auto and the bike would have along a stretch of road. The Interurban Trail will reduce that number significantly for bicyclists traveling north and south through Shoreline. The design and construction will remove the most potentially dangerous interaction that autos and bicyclists would have using the Interurban Trail: where they must cross Aurora at N. 155<sup>th</sup>.

## INNOVATIVE DEMONSTRATION

Describe how the project demonstrates new technology, innovative approaches to reduce traffic fatalities.

The design and construction of the Interurban Trail Bridge will go above and beyond in terms of safety for the users of the Trail: both bicyclists and pedestrians. The benefits of this bridge include:

- Reduction in auto/bicycle and auto/pedestrian interaction along the Interurban Trail.
- As users of the trail no longer have to cross two legs of the intersection at N. 155<sup>th</sup> and Aurora Avenue N., this will allow for smoother, more regulated and more predictable traffic flow through this intersection.

In terms of the design of the Interurban Trail Bridge, the project is innovative in the following ways:

- Because there was previously a bridge over Aurora that served the historic Interurban Rail at this location, infrastructure is in place (abutment) and will be incorporated into design.
- In order to reduce costs and make use of infrastructure that is already in place, the bridge design may incorporate the existing infrastructure, including using the power polls as integral parts of the design.
- Incorporating the redevelopment of Westminster Square (the commercial shopping area on the NW corner of the intersection at Aurora and N. 155<sup>th</sup>). One possibility include pathways from the bridge to the retail shops at Westminster Square.

FUNDING DETAIL		
Please specify all fund sources included in the project.		
Source	Dollar Amount	% Of Total Cost
Target Zero Funds Requested	\$534,292	15%
Local Funds	\$267,146	8%
State Funds		
Other Funds To be requested	\$2,671,459	77%
<b>Total Match</b>	\$2,938,605	
<b>Total Project Costs</b>	\$3,472,897	

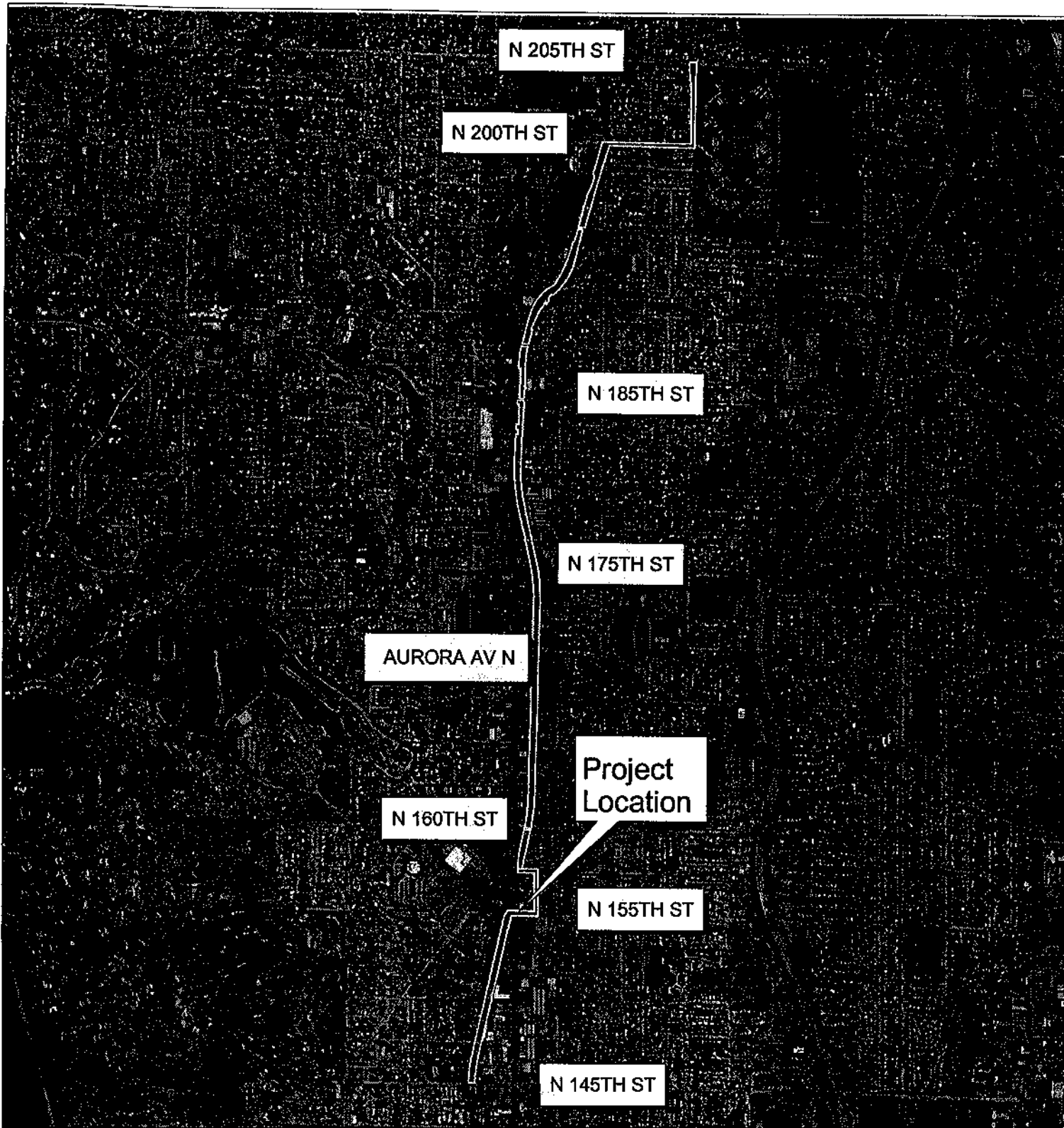
  

PROJECT DETAIL			
Phase	Dollar Amount	Start Date	Completion Date
PE	\$579,707	January 2002	April 2003
ROW	\$0	November 2002	April 2003
Construction	\$2,893,190	July 2003	November 2003
Total	\$3,472,897		

APPLICANT SIGNATURE		
Transportation Agency Engineer, Traffic Engineer, or Director		
Name:	Signature	Date
William L. Conner	<i>William L. Conner</i>	18 May 2001





SHORELINE

GEOGRAPHIC INFORMATION SERVICES

# Interurban Trail



Trail



0 100 200 Feet  
1" = 175 feet

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