

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Public Hearing for the Proposed 2010-2015 Six-Year Transportation Improvement Program for the City of Shoreline
DEPARTMENT:	Public Works
PRESENTED BY:	Mark Relph, Public Works Director Kirk McKinley, Transportation Services Manager

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. The TIP is required to be submitted to the Washington State Department of Transportation before July 31, 2009. A public hearing must be held prior to adoption by resolution of the TIP. The City of Shoreline's TIP is summarized in the attached 2010 -2015 Transportation Improvement Program Summary (Attachment A). The City of Shoreline's TIP is incorporated into the Puget Sound Regional Council's (PSRC) adopted TIP and Statewide Transportation Improvement Program (STIP).

FINANCIAL IMPACT: The Roads Capital Fund provides specific information pertinent to the revenues and expenditures associated with the 2010 -2015 TIP. A combination of financial resources including grants and other City funds will be utilized to fund each of the projects identified in the TIP. The TIP also includes additional unfunded capital projects. Attachment B provides a description for each of the unfunded capital projects. By identifying projects in the TIP, staff will be able to apply for additional grants and other revenues to supplement the City's resources.

RECOMMENDATION

Staff recommends that the City Council conduct a Public Hearing on the proposed 2010-2015 Six-Year Transportation Improvement Program.

Approved By: City Manager  City Attorney _____

ATTACHMENTS

Attachment A – Proposed 2010-2015 Transportation Improvement Program

Attachment B – Descriptions of Unfunded Projects

**Attachment A - Proposed 2010 - 2015 Transportation Improvement Plan
Program Summary
Roads Capital Fund**

Project	2010 Estimate	2011 Estimate	2012 Estimate	2013 Estimate	2014 Estimate	2015 Estimate	2010-2015 Total
Expenditures							
Pedestrian / Non-Motorized Projects							
Annual Sidewalk Improvements		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
Curb Ramp, Gutter & Sidewalk Program	\$138,000	\$145,000	\$151,000	\$157,000	\$157,000	\$163,000	\$911,000
Sidewalks - Priority Routes	\$506,000						\$506,000
Traffic Small Works	\$200,000	\$200,000	\$200,000	\$250,000	\$250,000	\$250,000	\$1,350,000
Transportation Master Plan Update	\$88,000						\$88,000
System Preservation Projects							
Annual Road Surface Maintenance Program	\$800,000	\$800,000	\$800,000	\$835,000	\$954,000	\$954,000	\$5,143,000
Richmond Beach Overcrossing 167AOX	\$3,847,000						\$3,847,000
Traffic Signal Rehabilitation	\$100,000	\$50,000	\$50,000	\$100,000	\$100,000	\$100,000	\$500,000
Safety / Operations Projects							
145th Dual Left Turn at Aurora			\$150,000	\$150,000	\$200,000		\$500,000
Aurora Avenue North 165th-205th	\$23,300,000	\$13,185,000	\$15,657,552	\$15,612,552			\$67,755,104
Aurora Avenue North 165th - 205th Utility Improvements	\$5,150,000	\$1,250,000	\$2,700,000	\$1,250,000			\$10,350,000
Neighborhood Traffic Safety Program	\$150,000	\$150,000	\$150,000	\$175,000	\$192,000	\$192,000	\$1,009,000
Traffic Signal at 170th/15th Ave NE	\$505,000						\$505,000
Unfunded Projects							
Ashworth Ave N - 195th to 200th Streets Sidewalk		\$400,000					\$400,000
Ashworth Ave N at 152nd Street Sidewalk and Calming		\$250,000					\$250,000
Ridgecrest Commercial Center Project		\$200,000					\$200,000
N 175th Street - Stone to Meridian			\$8,100,000				\$8,100,000
Linden Ave N - 145th to 185th Sidewalks			\$1,300,000				\$1,300,000
Interurban/Burke-Gilman Connector			\$3,000,000				\$3,000,000
Perkins Way - 10th to 15th Ave NE			\$2,000,000				\$2,000,000
NW 160th Street/Greenwood/Innis Arden			\$1,860,000				\$1,860,000
Richmond Beach Rd at 3rd Avenue NW			\$1,970,000				\$1,970,000
NE Ballinger Way - 19th to 25th Streets, Sidewalk/South Side			\$1,000,000				\$1,000,000
Midvale Ave N - 175th to 183rd Reconstruction			\$2,500,000				\$2,500,000
3rd Ave NW - Richmond Bch Rd to 195th Sidewalk/West Side			\$1,000,000				\$1,000,000
5th Ave NE - 175th to 185th Sidewalks			\$2,000,000				\$2,000,000
Countdown Pedestrian Signal Upgrade				\$300,000			
N 192nd TOD Frontage Improvements and Bike Station			\$500,000				
15th Ave NE - 150th to 165th Sidewalk/East Side							
Citywide Signal Interconnect, ITS and Cameras				\$350,000			
NW 195th Street - Fremont to 8th Sidewalk/South Side			\$600,000	\$1,000,000			
5th Ave NE - 185th to 195th Sidewalks				\$900,000			
25th Ave NE - 165th to 168th Sidewalk and Safety			\$300,000				
165th and Carlyle Hall Rd Sidewalk and Intersection Safety				\$1,000,000			
Non-Project Specific							
General Fund Cost Allocation Overhead Charge	\$55,680	\$55,680	\$55,680	\$55,680	\$55,680	\$55,680	\$334,080
Roads Capital Engineering	\$200,000	\$200,000	\$200,000	\$262,000	\$279,000	\$279,000	\$1,420,000
Transportation Planning Program	\$107,000	\$110,000	\$115,000	\$185,370	\$189,208	\$190,000	\$896,578
Subtotal Expenditures by Year:	\$35,146,680	\$17,045,680	\$46,409,232	\$22,632,602	\$2,426,888	\$2,233,680	\$120,944,762

Attachment B

Proposed 2010 – 2015 Transportation Improvement Program Descriptions of Unfunded Projects

1. **Ashworth Ave N – 195th to 200th Streets Sidewalk:** This project will extend the funded priority sidewalk route to Echo Lake Park and the Aurora Village Transit Center (AVTC). It will also complete the portion of the Interurban Trail (N 200th Street & Ashworth Avenue N) by removing the temporary asphalt ramps and replacing them with American Disabilities Act (ADA) -accessible concrete sidewalks and ramps. The storm upgrade will be completed at the same time as the installation of the 72-inch type II, currently stored at Hamlin Yard.
2. **Ashworth Ave N at 152nd Street Sidewalk and Calming:** Reconstruct corner and add sidewalks on the west/north sides to tie into the existing sidewalks along N 152nd Street. Corner will be widened to improve safety and visibility through this tight intersection. Permanent traffic calming devices may be included.
3. **Ridgecrest Commercial Center Project:** Explore potential public investments to supplement required developer frontage improvements, such as natural stormwater systems, or improvements to the intersection of NE 165th Street and 5th Avenue NE.
4. **N 175th Street – Stone to Meridian:** This project will design and construct improvements on 175th Street between Stone and Meridian Avenue N, which will tie in with the improvements on N 175th Street to be constructed by the Aurora project. 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. 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. The project will include evaluation of the existing school crossing at Wallingford Avenue N for potential upgrade to a pedestrian-actuated traffic signal.
5. **Linden Ave N – 145th to 185th Sidewalks:** Construct sidewalk on the east side of Linden Avenue N between N 182nd and N 175th Streets. The project will tie into sidewalks constructed by Fred Meyer. Linden has multifamily housing and ties into the pedestrian crossing by Shorewood High School.

6. **Interurban/Burke-Gilman Connector:** Construct improvements along N 195th Street to strengthen the connection between Shoreline's Interurban Trail and the Burke-Gilman Trail to the east. Project may include walkways, separated trail, signage, and improvements to the N 195th Street bridge over I-5.
7. **Perkins Way – 10th to 15th Ave NE:** Improve pedestrian and bicycle facilities along this section. Steep slopes will be a challenge.
8. **NW 160th Street/Greenwood/Innis Arden:** This project will improve the operations and safety of this five-way intersection at N 160th Street, Greenwood Avenue North, and Innis Arden Way. Design will be coordinated with Shoreline Community College (SCC) Master Planning and with Metro Transit. 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 N 160th Street, from Dayton Avenue N to Greenwood Avenue N. If grants are obtained, a study will be performed to identify a preferred solution to the current traffic operating problems at this intersection.
9. **Richmond Beach Rd at 8th Avenue NW:** 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-and-gutter and sidewalks with curb ramps meeting ADA requirements, retaining walls and street lighting. Richmond Beach Road is a high-volume arterial street at this location, with high accident rate.
10. **NE Ballinger Way – 19th to 25th Streets, Sidewalk/South Side:** Construct curb, gutter and sidewalk along the south side of Ballinger Way. This will tie into the recently completed WSDOT sidewalk project, and will define driveways, improve drainage, and provide a needed pedestrian sidewalk.
11. **Midvale Ave N – 175th to 183rd Reconstruction:** Design, acquire right-of-way and construct Midvale Ave N. Project will move lanes off Seattle City Light (SCL) right-of-way. The project will include sidewalks on the east side (west side is covered by the Interurban Trail), with parking pockets and landscaping strip. The Town Center Plan will provide further direction on street design and improvements.
12. **3rd Ave NW – Richmond Bch Rd to 195th Sidewalk/West Side:** Complete sidewalks on missing sections between Richmond Beach Road and NW 195th Street.

13. **5th Ave NE – 175th to 185th Sidewalks:** Provide sidewalks on one or both sides of 5th Avenue NE. This is a key linkage and safety project. It links Shoreline Center with King County Library and is part of a bus route.
14. **Countdown Pedestrian Signal Upgrade:** Convert all of the pedestrian signals to countdown style. This will be a requirement in the future.
15. **N 192nd TOD Frontage Improvements and Bike Station:** This project is intended to provide supplemental funding to the redevelopment of the park-and-ride into a Transit-Oriented Development (TOD) project for frontage improvements on N 192nd Street. Project may also include a bike station for commuters.
16. **15th Ave NE – 150th to 165th Sidewalk/East Side:** Project will complete the missing sidewalk system along Fircrest and Hamlin Park, which is a key missing link in the sidewalk system.
17. **Citywide Signal Interconnect, ITS and Cameras:** This project will fully integrate and coordinate all city signals, with Information Technology System (ITS) improvements where appropriate. Cameras will also be included.
18. **NW 195th Street – Fremont to 3rd Sidewalk/South Side:** This project will complete a sidewalk system that is partially in place on the south side of N 195th Street. It will improve pedestrian safety on this corridor, which has schools at both ends.
19. **5th Ave NE – 185th to 195th Sidewalks:** This project will construct a sidewalk on one side. It will connect Shoreline Center and the Stadium to the neighborhoods to the north, as well as the East-West Interurban and Burke-Gilman connector route, and the pedestrian bridge over I-5.
20. **25th Ave NE – 165th to 168th Sidewalk/East Side:** This will extend the recently completed priority sidewalk project south of NE 165th to 168th Streets. A major school route.
21. **165th and Carlyle Hall Rd Sidewalk and Intersection Safety:** This project will improve an odd-shaped intersection to improve visibility and safety, as well as providing pedestrian safety features. The design has not been completed, and one of the first steps will be to scope out alternatives.

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