

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

|                      |                                                                                                                                                       |
|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>AGENDA TITLE:</b> | Resolution No. 315 Adopting the 2012-2017 Transportation Improvement Program                                                                          |
| <b>DEPARTMENT:</b>   | Public Works                                                                                                                                          |
| <b>PRESENTED BY:</b> | Mark Relph, Public Works Director<br>Kirk McKinley, Transportation Services Manager                                                                   |
| <b>ACTION:</b>       | <input type="checkbox"/> Ordinance <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion |

**PROBLEM/ISSUE STATEMENT:** In accordance with RCW 35.77.010, cities in Washington State are required to prepare and adopt a comprehensive six-year transportation program. A city's six-year transportation improvement program (TIP) must be consistent with its comprehensive plan transportation element.

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

The annual update of the City's TIP is conducted in conjunction with the annual update of the Capital Improvement Program (CIP). Through the CIP update process, the City develops a revenue forecast that provides an estimate of the funding available to accomplish transportation improvement needs. The desire and need for transportation improvements greatly exceeds the available revenues. Through development of the TIP, the City prioritizes these unfunded needs utilizing information such as safety and accident history, growth trends, traffic studies and the transportation element of the City's Comprehensive Plan. Project descriptions and costs are identified for each project in the TIP (Attachment A, Exhibit A)..

A Public Hearing for the TIP was held on June 20, 2011.

**FINANCIAL IMPACT:** The projects identified in the City's TIP are a combination of funded projects from the CIP (e.g. Aurora Avenue) and unfunded projects the City would like to undertake should funding become available. The TIP totals \$100.6 million with funded projects totaling \$38.4 million and unfunded projects totaling \$62.1 million.

### **RECOMMENDATION**

Staff recommends that Council approve Resolution No. 315 adopting the 2012-2017 Transportation Improvement Program.

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

#### **Attachments**

A – Resolution No. 315

Exhibit A – Proposed 2012-2017 Transportation Improvement Program

## RESOLUTION NO. 315

**A RESOLUTION OF THE CITY COUNCIL THE CITY OF SHORELINE, WASHINGTON, ADOPTING A SIX-YEAR (2012-2017) TRANSPORTATION IMPROVEMENT PROGRAM AND DIRECTING THE SAME TO BE FILED WITH THE STATE SECRETARY OF TRANSPORTATION AND TRANSPORTATION IMPROVEMENT BOARD.**

WHEREAS, the City Council of the City of Shoreline has previously adopted a Comprehensive Plan including a six-year Transportation Improvement Program required by RCW 35.77.010 as part of the Transportation Element of the Plan, and

WHEREAS, the City Council of the City of Shoreline has reviewed the work accomplished under the said Program, determined current and future City Street needs, and based upon these findings a Six-Year Transportation Improvement Program for the ensuing six (6) calendar years has been prepared as part of the Annual Capital Improvement Plan update, and

WHEREAS, a public hearing was held on the Six-Year Transportation Improvement Program on June 20, 2011.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:**

**Section 1.**     **Program Adopted.** The Six-Year Transportation Improvement Program for the City of Shoreline for the ensuing six (6) calendar years (2012-2017 inclusive) attached hereto as Exhibit A and incorporated herein by this reference, which Program sets forth the project location, type of improvement and estimated cost thereof, is hereby adopted.

**Section 2.**     **Filing of Program.** Pursuant to Chapter 35.77.010 RCW, the City Clerk is hereby authorized and directed to file a copy of this resolution forthwith, together with the Exhibit attached hereto, with the Secretary of Transportation and a copy with the Transportation Improvement Board for the State of Washington.

**ADOPTED BY THE CITY COUNCIL ON JUNE 27, 2011**

\_\_\_\_\_  
Keith A. McGlashan, Mayor

**ATTEST:**

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

## 2012-2017 Transportation Improvement Program

### Pedestrian/Non Motorized Improvements

#### FUNDED

1. **Curb Ramp, Gutter and Sidewalk Program:** The ongoing Curb Ramp, Gutter and Sidewalk Program includes:
  - Design and construction of curb ramps in compliance with the Americans with Disabilities Act (ADA) standards
  - Installing wheelchair detection loops, and audible pedestrian signals
  - Repairing and replacing existing cement concrete gutters and sidewalks damaged by tree roots, cracking or settlement
  - Constructing new sidewalk panel sections to fill existing gaps in the pedestrian walkway
2. **Traffic Safety Improvements:** This new program combines the Traffic Small Works Program with the Neighborhood Traffic Safety Program (NTSP) into a single program, but with greater flexibility to address priority traffic and pedestrian safety concerns on both arterial and local streets. The primary purpose of this program will be to investigate traffic and pedestrian safety concerns, evaluate possible alternatives, and implement spot improvement projects to improve safety and enhance the livability of neighborhoods. The program will continue to work closely with neighborhoods to address cut-through traffic and neighborhood safety issues, and implement priority projects as identified in the Neighborhood Traffic Action Plans. Seeks grant-funding sources for modeling new pedestrian safety concepts and traffic calming devices.
3. **Briarcrest School Safe Routes to School:** This project will construct sidewalks and/or walkways to Briarcrest School including NE 155<sup>th</sup> St from 27<sup>th</sup> Ave NE to approximately 28<sup>th</sup> Ave NE, NE 158<sup>th</sup> St from 25<sup>th</sup> Ave NE to 28<sup>th</sup> Ave NE and 27<sup>th</sup> Ave NE from NE 150<sup>th</sup> St to NE 155<sup>th</sup> St.

#### UNFUNDED

4. **Ashworth Ave N – N 195<sup>th</sup> St to N 200<sup>th</sup> St:** This project will construct a sidewalk to complete a route between N 185<sup>th</sup> St and Echo Lake Park and the Aurora Village Transit Center.
5. **Linden Ave N – N 175<sup>th</sup> St to N 188<sup>th</sup> St:** Construct sidewalk on the both sides of Linden Ave N between N 175<sup>th</sup> and N 182<sup>nd</sup> Streets. The project will tie into sidewalks constructed by Fred Meyer on the east side of Linden Ave N. Linden Ave N has multifamily housing and ties into the pedestrian crossing by Shorewood High School.
6. **Interurban/Burke-Gilman Connector – Northern Route:** Construct improvements to strengthen the connection between Shoreline's Interurban Trail and the Burke-Gilman Trail to the east. The route runs along N/NE 195<sup>th</sup> St from the Interurban Trail to 10<sup>th</sup> Ave NE, 10<sup>th</sup> Ave NE to Perkins Way NE and Perkins Way NE to the City limits. Other projects may include walkways, separated trails, signage and improvements to the NE 195<sup>th</sup> Street bridge over I-5. The City will work with Lake Forest Park to ensure facilities are coordinated.
7. **Bicycle System Completion:** This project will implement a comprehensive bicycle signing and channelization program throughout Shoreline. Bicycle facilities will include dedicated lanes, sharrows and freestanding signage, as well as wayfinding signs directing riders to local and regional destinations.

8. **Ballinger Way NE – 19<sup>th</sup> Ave NE to 25<sup>th</sup> Ave NE:** Construct curb, gutter and sidewalk along the south side of Ballinger Way NE. The project will define driveways, improve drainage, provide safer access to the bus stop and provide a needed sidewalk.
9. **5<sup>th</sup> Ave NE – NE 175<sup>th</sup> St to NE 185<sup>th</sup> St:** Provide sidewalks on both sides of 5<sup>th</sup> Ave NE. This is a key linkage and safety project. It links Shoreline Center and the future Sound Transit light rail station with the King County Library and is part of a bus route.
10. **15<sup>th</sup> Ave NE – NE 150<sup>th</sup> St to NE 165<sup>th</sup> St:** Project will complete the missing sidewalk system on the east side of 15<sup>th</sup> Ave NE along Fircrest and Hamlin Park, which is a key missing link in the sidewalk system. Design will be coordinated with Fircrest Master Planning.
11. **NW 195<sup>th</sup> St – Fremont Ave N to 8<sup>th</sup> Ave NW:** This project will complete a sidewalk system that is partially in place on the south side of NW 195<sup>th</sup> Street. It will improve pedestrian safety and accessibility on this corridor, which has schools at both ends.
12. **25<sup>th</sup> Ave NE – NE 145<sup>th</sup> St to NE 150<sup>th</sup> St:** Construct sidewalks on both sides of the street.
13. **25<sup>th</sup> Ave NE – NE 165<sup>th</sup> St to NE 168<sup>th</sup> St:** This will extend the recently completed priority sidewalk project on the east side of the street south of NE 165<sup>th</sup> to NE 168<sup>th</sup> Streets, which is a major school route.
14. **Greenwood Ave N – N 145<sup>th</sup> St to N 155<sup>th</sup> St:** Construct walkways from N 145<sup>th</sup> St to N 151<sup>st</sup> St on the east side of the roadway and N 151<sup>st</sup> St to N 155<sup>th</sup> St on the west side.
15. **Fremont Ave N – N 165<sup>th</sup> St to N 205<sup>th</sup> St:** Almost no sidewalks are present on this street. Construct sidewalks on both sides of the street. Install bicycle lanes on both sides of the street. Fremont Ave N passes by two schools and a City park.
16. **NE 205<sup>th</sup> St – 3<sup>rd</sup> Ave NE to 6<sup>th</sup> Ave NE:** Construct sidewalks on the south side of the street to improve pedestrian safety and access to an existing bus stop.
17. **N 192<sup>nd</sup> Street pedestrian and bicycle bridge at Aurora Ave N:** This project will construct a pedestrian and bicycle bridge across Aurora Ave N at N 192<sup>nd</sup> St to facilitate safer nonmotorized travel from the Interurban Trail and the South Echo Lake development to the park and ride/future TOD site.
18. **1<sup>st</sup> Ave NE – NE 192<sup>nd</sup> St to NE 195<sup>th</sup> St:** This project will complete the missing three block segment in the sidewalk system on the west side of the road.
19. **Firlands Way N – N 185<sup>th</sup> St to N 195<sup>th</sup> St:** This project would construct sidewalks on both sides of the road, with natural stormwater drainage systems.
20. **20<sup>th</sup> Ave NW – Saltwater Park entrance to NW 195<sup>th</sup> St:** Provide sidewalks and bicycle lanes on both sides of the road or a multi-purpose trail with landscaping on one side of the road.
21. **19<sup>th</sup> Ave NE – Forest Park Drive NE to NE 205<sup>th</sup> St:** This project would construct sidewalks on both sides of the street.
22. **NE 150<sup>th</sup> St – 17<sup>th</sup> Ave NE to 20<sup>th</sup> Ave NE:** Construct a sidewalk on the north side of the street. This project will fill a gap in the existing sidewalk from 15<sup>th</sup> Ave NE to 25<sup>th</sup> Ave NE and allow the City to stripe bicycle lanes on ten blocks of NE 150<sup>th</sup> Street by setting the northern curb.
23. **Westminster Way N – Greenwood Ave N to N 155<sup>th</sup> St:** This project will complete the sidewalks along this busy street. This roadway segment connects two heavily used transit corridors, is part of a

freight corridor and accesses a variety of commercial services. Gaps exist in the sidewalks on both sides of the road. A landscaped center left turn lane may be installed in conjunction with this project.

- 24. 1<sup>st</sup> Ave NE – NE 145<sup>th</sup> St to NE 155<sup>th</sup> St:** Construct a sidewalk on the west side of the street. This sidewalk serves Twin Ponds Park and transit corridors on NE 145<sup>th</sup> and NE 155<sup>th</sup> Streets. These improvements may be required as mitigation by Sound Transit if a light rail station is sited at I-5 and NE 145<sup>th</sup> St.
- 25. 6<sup>th</sup> Ave NW – NW 175<sup>th</sup> St to NW 180<sup>th</sup> St:** Construct a sidewalk on one side of this steep roadway. This sidewalk will serve Boeing Creek Park and Sunset School Park.
- 26. Richmond Beach Saltwater Park Pedestrian Bridge:** Repair/maintain and replace the pedestrian bridge at the park. Repair work includes replacement of the bridge deck, the addition of lateral bracing, repair of a specific pile cap and removal of an abandoned, asbestos wrapped utility line. Repair and maintenance is estimated to cost \$100,000-\$300,000 and should occur within three years. Replacement is estimated to cost \$500,000-\$750,000.

## Safety / Operations Projects

### FUNDED

1. **Aurora Corridor Improvement Project:** This project begins at N 165<sup>th</sup> St and extends to N 205<sup>th</sup> St. The project scope of work includes adding Business Access and Transit (BAT) lanes, curbs, gutters, landscaping/street furnishings, sidewalks on both sides. The project adds a landscaped center median safety zone with left turn and U-turn provisions, interconnects traffic signals which also include pedestrian crosswalks, improves transit stops with new shelters and new street lighting, places overhead utility lines underground and improves the existing storm water drainage system. Improvements at major intersections to enhance east-west traffic flow will also be included in the project. This project has been broken down into 3 different segments: Aurora Ave N 165<sup>th</sup> to 185<sup>th</sup>, Aurora Ave N 185<sup>th</sup> to 192<sup>nd</sup> and Aurora Ave N 192<sup>nd</sup> to 205<sup>th</sup>.

## Traffic and Intersection Improvements

### UNFUNDED

1. **Ashworth Ave N at N 152<sup>nd</sup> St Sidewalk and Safety Improvements:** Reconstruct the corner and add sidewalks on the west/north sides to tie into the existing sidewalks along N 152<sup>nd</sup> St. The corner will be widened to improve safety and visibility through this tight intersection.
2. **N 175<sup>th</sup> St – Stone Ave N to 15<sup>th</sup> Ave NE:** This project will design and construct improvements on N 175<sup>th</sup> St between Stone Ave N and 15<sup>th</sup> Ave NE, which will tie in with the improvements on N 175<sup>th</sup> St recently constructed by the Aurora project. The improvements include: reconstruction of the existing street to provide two traffic lanes in each direction, a center lane with two-way left turn areas, medians and turn pockets, intersection improvements, bicycle lanes, curb, gutter, and sidewalk with planter strip where feasible, illumination, landscaping and retaining walls. Intersections with high accident rates will be improved as part of this project. The profile of the roadway between Ashworth Ave N and Midvale Ave N will be lowered to meet standard sight distance requirements. This project includes improvements to the I-5 intersections, in coordination with WSDOT.
3. **N 160<sup>th</sup> St/Greenwood Ave N/NW Innis Arden Way:** This project will improve the operations and safety of this five-way intersection at N 160<sup>th</sup> St, Greenwood Ave 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 160<sup>th</sup> St, from Dayton Ave N to Greenwood Ave N. Prior to construction, a study will be performed to identify a preferred solution to the current traffic operating problems at this intersection.
4. **NW Richmond Beach Rd at 3<sup>rd</sup> Ave NW:** This project will design and construct left-turn lanes on Richmond Beach Road at the intersection with 3<sup>rd</sup> Ave NW and install signal modifications. The improvements will also include storm drainage, pavement widening, curb-and-gutter and sidewalks, retaining walls and street lighting. NW Richmond Beach Rd is a high-volume arterial street at this location and this project will improve safety and traffic flow.
5. **Midvale Ave N – N 175<sup>th</sup> St to N 183<sup>rd</sup> St Reconstruction:** Design, acquire right-of-way and reconstruct Midvale Ave N. This project will move lanes off Seattle City Light (SCL) right-of-way. The project will include undergrounding electrical distribution lines, curb, gutter, sidewalks, amenity zone and on-street parking and angle parking on the west in the SCL right-of-way.
6. **Citywide Signal Interconnect, ITS and Cameras:** This project will fully integrate and coordinate all city signals, with Information Technology System (ITS) improvements where appropriate. Traffic cameras will also be included. A traffic management center (TMC) will be developed in City Hall to help manage these systems.
7. **N 165<sup>th</sup> St and Carlyle Hall Rd NW 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.
8. **15<sup>th</sup> Ave NE – NE 172<sup>nd</sup> St to NE 195<sup>th</sup> St:** This project would construct sidewalks on the west side of the road from NE 180<sup>th</sup> St to NE 195<sup>th</sup> St. A corridor study will be performed to identify a preferred transportation solution for this roadway segment. There are significant topographic challenges related to constructing a sidewalk on this arterial. A potential road diet for this segment of the road may include the sidewalks, as well as bicycle lanes on both sides of the street. The cross-section of the

road from NE 172<sup>nd</sup> to NE 180<sup>th</sup> Street will be reduced from four lanes to three and bicycle lanes will be installed.

9. **10<sup>th</sup> Ave NW Hidden Lake bridge replacement:** Rehabilitate the existing bridge to ensure safe vehicle crossing.
10. **N 160<sup>th</sup> St – Greenwood Ave N to Aurora Ave N:** Implement a road diet to convert the existing four-lane cross section to a boulevard-style three-lane cross section (one lane in each direction with a center left turn lane and median landscaping) with bicycle lanes on both sides of the street.
11. **Firlands Way N/Linden Ave N/N 188<sup>th</sup> St:** This project will improve the intersection to improve operations and safety and calm the street. The design has not been completed and one of the first steps will be to scope out alternatives.
12. **15<sup>th</sup> Ave NW at NW Richmond Beach Rd:** This project will reconfigure the roadway alignment at the existing off-set intersection to improve operations and safety. The design has not been completed, and one of the first steps will be to identify alternatives, including the potential for a roundabout.
13. **Major Preservation Projects:** Perform significant maintenance work on the following roadways:
  - a. Meridian Ave N – N 145<sup>th</sup> St to N 205<sup>th</sup> St
  - b. Westminster Way N – N 145<sup>th</sup> St to N 155<sup>th</sup> St
  - c. N/NE 155<sup>th</sup> St – Aurora Ave N – 15<sup>th</sup> Ave NE
  - d. N/NE 185<sup>th</sup> St – Midvale Ave N – 10<sup>th</sup> Ave NE
  - e. N/NE 175<sup>th</sup> St – Fremont Ave N – 25<sup>th</sup> Ave NE
  - f. N/NW Richmond Beach Road – Richmond Beach Drive NW – Linden Ave N

Work may include milling the roadway and sealing the joints between the concrete panels to improve the smoothness and improve the pavement life span.

14. **Aurora Ave N at N 145<sup>th</sup> St Dual Left Turn Lane:** Construction of a south to east bound left turn lane (for a total of two) at N 145<sup>th</sup> St and Aurora Ave N and construction of a new signal at North 149<sup>th</sup> St and Aurora Ave N. The 145<sup>th</sup> St dual left turn lane will require acquisition of additional rights-of-way along the western edge of Aurora (the Aurora project constructed “interim” sidewalks in this location). Schedule of this project is dependent on redevelopment of the northwest corner of Aurora and N 145<sup>th</sup> St. Right-of-way and/or frontage improvements may be provided by the developer. The additional width required for this turn lane is currently under consideration by the City of Seattle in their Aurora project planning. The new signal at N 149<sup>th</sup> St will need to meet signal warrants and receive WSDOT approval. This signal project should be combined with the dual left turn at North 145<sup>th</sup> St in order to address queue length demands.

## Corridor Studies

### UNFUNDED

1. **Improvements to Richmond Beach Drive NW and NW Richmond Beach Road – NW 205<sup>th</sup> Street to Aurora Ave N:** Perform a corridor study in response to development proposals at Point Wells located in unincorporated Snohomish County and construct mitigation measures. Improvements may include intersection improvements, bicycle lanes, sidewalks, surface water management, landscaping and lighting.
2. **N/NE 145<sup>th</sup> St (SR 523) Corridor Study:** Perform a multi-modal corridor study of 145<sup>th</sup> St (SR 523) from Bothell Way NE (SR 522) to 3<sup>rd</sup> Ave NW. Work in conjunction with the City of Seattle, the Washington State Department of Transportation, King County, Metro Transit and Sound Transit to evaluate the future transportation needs for this corridor. Include an examination of safety, traffic, transit and non-motorized needs resulting from anticipated changes in the area such as growth, location of light rail station(s) and regional tolling. The southern half (eastbound lanes) of the street is within the City of Seattle. Seattle classifies 145<sup>th</sup> St as Collector Arterial from 3rd Ave NW to Greenwood Ave N and a Primary Arterial from Greenwood Ave N to Bothell Way NE.

## System Preservation Projects

### FUNDED

1. **Annual Road Surface Maintenance Program:** The City's long-term road surface maintenance program is designed to maintain the City's road system to the highest condition rating with the funds available using various thicknesses of asphalt overlay and bituminous surface treatments (BST). Currently, the asphalt overlays are done in conjunction with King County's overlay projects. King County provides engineering and inspection for the project. The City's Public Works Operations Division will provide project administration, construction oversight, quality review, and final acceptance. Additionally, other accepted BST treatments are provided through private contracting.
2. **Traffic Signal Rehabilitation:** There are currently 46 traffic signals in operation in Shoreline. The typical life span of the electronic hardware is 20 years. As technology improves, their older electronics become obsolete. By the end of the 20-year life span, repair and maintenance becomes more expensive as parts may no longer be available. Older traffic signal controllers are very simple and limited in functionality. New controllers can accept a wide range of timing schemes and hold special timing patterns for dealing with emergency traffic rerouting, fire truck pre-emption, and transit signal priority. They can be connected to operate in a coordinated network, and connected to a master controller, where signal timing changes can be made from the office, increasing efficiency. There are rechargeable battery packs that can be installed in signal controller cabinets that will keep a traffic signal operating in the event of a loss of power. For extended outages, a generator can be added to keep the signal running. The ability to keep traffic signals operating and vehicles moving is a key part of our emergency back-up support in conjunction with the City's Emergency Management Plan.

**Project Funding**

| Project                                                                                           | 2012<br>Estimate   | 2013<br>Estimate    | 2014<br>Estimate    | 2015<br>Estimate    | 2016<br>Estimate   | 2017<br>Estimate    | 2012-2017<br>Total   |
|---------------------------------------------------------------------------------------------------|--------------------|---------------------|---------------------|---------------------|--------------------|---------------------|----------------------|
| <b>Expenditures</b>                                                                               |                    |                     |                     |                     |                    |                     |                      |
| <b>REPAIR AND REPLACEMENT</b>                                                                     |                    |                     |                     |                     |                    |                     |                      |
| <b>Pedestrian / Non-Motorized Projects</b>                                                        |                    |                     |                     |                     |                    |                     |                      |
| Curb Ramp, Gutter & Sidewalk Program                                                              | \$50,000           | \$140,000           | \$113,500           | \$150,000           | \$150,000          | \$150,000           | \$753,500            |
| Traffic Safety Improvements                                                                       | \$208,500          | \$251,500           | \$187,500           | \$187,500           | \$285,000          | \$285,000           | \$1,405,000          |
| <b>System Preservation Projects</b>                                                               |                    |                     |                     |                     |                    |                     |                      |
| Annual Road Surface Maintenance Program                                                           | \$700,000          | \$700,000           | \$800,000           | \$1,000,000         | \$1,000,000        | \$1,000,000         | \$5,200,000          |
| Traffic Signal Rehabilitation                                                                     | \$120,258          | \$120,631           | \$121,084           | \$100,000           | \$100,000          | \$100,000           | \$661,973            |
| <b>CAPACITY CONSTRUCTION</b>                                                                      |                    |                     |                     |                     |                    |                     |                      |
| <b>Pedestrian/Non-Motorized Projects</b>                                                          |                    |                     |                     |                     |                    |                     |                      |
| Briarcrest Safe Routes to School                                                                  | \$375,000          |                     |                     |                     |                    |                     | \$375,000            |
| <b>Safety / Operations Projects</b>                                                               |                    |                     |                     |                     |                    |                     |                      |
| Aurora Avenue North 185th - 192nd                                                                 | \$344,479          |                     |                     |                     |                    |                     | \$344,479            |
| Aurora Avenue North 192nd - 205th                                                                 | \$5,042,910        | \$22,293,689        | \$2,361,484         |                     |                    |                     | \$29,698,083         |
| <b>Unfunded Projects</b>                                                                          |                    |                     |                     |                     |                    |                     |                      |
| <b>Non Motorized Improvements</b>                                                                 |                    |                     |                     |                     |                    |                     |                      |
| Ashworth Ave N - N 195 <sup>th</sup> St to N 200 <sup>th</sup> St                                 |                    | \$441,000           |                     |                     |                    |                     | \$441,000            |
| Linden Ave N - N 175 <sup>th</sup> St to N 188 <sup>th</sup> St Sidewalks                         |                    |                     | \$1,774,500         |                     |                    |                     | \$1,774,500          |
| Interurban/Burke-Gilman Connector - Northern Route                                                |                    |                     | \$3,000,000         |                     |                    |                     | \$3,000,000          |
| Bicycle System Completion                                                                         |                    |                     |                     | \$1,787,500         |                    |                     | \$1,787,500          |
| Ballinger Way NE - 19 <sup>th</sup> Ave NE to 25 <sup>th</sup> Ave NE                             |                    |                     | \$1,050,000         |                     |                    |                     | \$1,050,000          |
| 5th Ave NE - NE 175 <sup>th</sup> St to NE 185 <sup>th</sup> St                                   |                    |                     |                     | \$234,000           | \$852,000          | \$2,631,000         | \$3,717,000          |
| 15 <sup>th</sup> Ave NE - NE 150 <sup>th</sup> to NE 165 <sup>th</sup> Streets Sidewalk/East Side |                    |                     |                     | \$719,250           |                    |                     | \$719,250            |
| NW 195 <sup>th</sup> St - Fremont Ave N to 8 <sup>th</sup> Ave NW                                 |                    |                     |                     | \$1,760,000         |                    |                     | \$1,760,000          |
| 25 <sup>th</sup> Ave NE - NE 145 <sup>th</sup> St to NE 150 <sup>th</sup> St                      | \$52,000           | \$164,000           | \$707,000           |                     |                    |                     | \$923,000            |
| 25 <sup>th</sup> Ave NE - NE 165 <sup>th</sup> St to NE 168 <sup>th</sup> St                      |                    |                     | \$315,000           |                     |                    |                     | \$315,000            |
| Greenwood Ave N - N 145 <sup>th</sup> St to N 155 <sup>th</sup> St                                |                    |                     |                     |                     | \$630,000          |                     | \$630,000            |
| Fremont Ave N - N 165 <sup>th</sup> St to N 205 <sup>th</sup> St                                  |                    |                     |                     | \$105,000           | \$1,050,000        | \$105,000           | \$1,260,000          |
| NE 205 <sup>th</sup> St - 3 <sup>rd</sup> Ave NE to 6 <sup>th</sup> Ave NE                        |                    |                     | \$262,500           |                     |                    |                     | \$262,500            |
| N 192 <sup>nd</sup> Street pedestrian and bicycle bridge at Aurora Ave N                          |                    |                     |                     |                     |                    | \$3,675,000         | \$3,675,000          |
| 1 <sup>st</sup> Ave NE - NE 192 <sup>nd</sup> St to NE 195 <sup>th</sup> St                       | \$157,500          |                     |                     |                     |                    |                     | \$157,500            |
| Firlands Way N - N 185 <sup>th</sup> St to N 195 <sup>th</sup> St                                 |                    | \$105,000           |                     |                     |                    |                     | \$105,000            |
| 20 <sup>th</sup> Ave NW - Saltwater Park entrance to NW 195 <sup>th</sup> St                      |                    |                     |                     |                     | \$367,500          |                     | \$367,500            |
| 19 <sup>th</sup> Ave NE - Forest Park Drive NE to NE 205 <sup>th</sup> St                         |                    |                     |                     |                     |                    | \$900,000           | \$900,000            |
| NE 150 <sup>th</sup> St - 17 <sup>th</sup> Ave NE to 20 <sup>th</sup> Ave NE                      | 52,000             | 304,000             |                     |                     |                    |                     | \$356,000            |
| Westminster Way N - Greenwood Ave N to N 155 <sup>th</sup> St                                     |                    |                     |                     |                     | 608,000            | 1,526,000           | \$2,134,000          |
| 1 <sup>st</sup> Ave NE - NE 145 <sup>th</sup> St to NE 155 <sup>th</sup> St                       |                    |                     | 337,000             | 1,027,000           |                    |                     | \$1,364,000          |
| 5 <sup>th</sup> Ave NW - NW 175 <sup>th</sup> St to NW 180 <sup>th</sup> St                       |                    |                     | 281,000             | 927,000             |                    |                     | \$1,208,000          |
| Richmond Beach Saltwater Park Pedestrian Bridge                                                   |                    | \$1,050,000         |                     |                     |                    |                     | \$1,050,000          |
| <b>Traffic and Intersection Improvements</b>                                                      |                    |                     |                     |                     |                    |                     |                      |
| Ashworth Ave N at N 152 <sup>nd</sup> St Sidewalk and Safety Improvements                         |                    | \$262,500           |                     |                     |                    |                     | \$262,500            |
| N 175 <sup>th</sup> St - Stone Ave N to 15 <sup>th</sup> Ave NE                                   |                    |                     | \$8,910,000         | \$2,750,000         |                    |                     | \$11,660,000         |
| N 160 <sup>th</sup> St/Greenwood Ave N/NW Innis Arden Way                                         |                    |                     | \$1,953,000         |                     |                    |                     | \$1,953,000          |
| NW Richmond Beach Rd at 3 <sup>rd</sup> Ave NW                                                    |                    |                     | \$2,068,500         |                     |                    |                     | \$2,068,500          |
| Midvale Ave N - N 175 <sup>th</sup> St to N 183 <sup>rd</sup> St Reconstruction                   |                    |                     | \$2,625,000         |                     |                    |                     | \$2,625,000          |
| Citywide Signal Interconnect, ITS and Cameras                                                     |                    |                     |                     | \$350,000           |                    |                     | \$350,000            |
| N 165 <sup>th</sup> St and Carlyle Hall Rd NW Sidewalk and Intersection Safety                    |                    |                     |                     | \$1,050,000         |                    |                     | \$1,050,000          |
| 15 <sup>th</sup> Ave NE - NE 172 <sup>nd</sup> St to NE 195 <sup>th</sup> St                      |                    |                     |                     |                     | \$262,500          | \$1,333,500         | \$1,596,000          |
| 10 <sup>th</sup> Ave NW Hidden Lake bridge replacement                                            |                    | \$50,000            | \$157,500           | \$3,675,000         |                    |                     | \$3,882,500          |
| N 160 <sup>th</sup> St - Greenwood Ave N to Aurora Ave N                                          |                    |                     |                     |                     |                    | 563,000             | \$563,000            |
| Firlands Way N/Linden Ave N/N 188 <sup>th</sup> St                                                |                    |                     |                     |                     | 255,000            |                     | \$255,000            |
| 15 <sup>th</sup> Ave NW at NW Richmond Beach Rd                                                   |                    |                     | 289,000             | 912,000             |                    |                     | \$1,201,000          |
| Major Preservation Projects                                                                       |                    |                     |                     | \$4,700,000         |                    |                     | \$4,700,000          |
| 145th Dual Left Turn at Aurora                                                                    |                    |                     |                     |                     |                    |                     |                      |
| <b>Corridor Studies</b>                                                                           |                    |                     |                     |                     |                    |                     |                      |
| Improvements to Richmond Beach Drive NW and NW                                                    |                    |                     |                     |                     |                    |                     |                      |
| Richmond Beach Road - NW 205 <sup>th</sup> Street to Aurora Ave N                                 |                    |                     | \$210,000           | \$105,000           |                    |                     | \$315,000            |
| N/NE 145 <sup>th</sup> St (SR 523) Corridor Study                                                 |                    |                     |                     | \$700,000           |                    |                     | \$700,000            |
| <b>Total Expenditures by Year</b>                                                                 | <b>\$7,102,847</b> | <b>\$25,882,320</b> | <b>\$27,523,568</b> | <b>\$22,239,250</b> | <b>\$5,560,000</b> | <b>\$12,268,500</b> | <b>\$100,576,285</b> |