

## **CITY COUNCIL AGENDA ITEM**

### **CITY OF SHORELINE, WASHINGTON**

|                      |   |
|----------------------|---|
| <b>AGENDA TITLE:</b> | Public Hearing and Discussion of the 2019-2024 Transportation Improvement Plan  |
| <b>DEPARTMENT:</b>   | Public Works  |
| <b>PRESENTED BY:</b> | Nytasha Sowers, Transportation Division Manager   |
| <b>ACTION:</b>       | <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion<br><input checked="" type="checkbox"/> Public Hearing <input checked="" type="checkbox"/> Discussion |

#### **PROBLEM/ISSUE STATEMENT:**

In accordance with RCW 35.77.010, cities in Washington State are required to prepare and adopt a comprehensive six-year transportation improvement plan (TIP). The six-year TIP should include transportation projects, such as road and bridge work, as well as new or enhanced bicycle or pedestrian facilities. Through development of the TIP, the City prioritizes these funded and unfunded transportation needs utilizing information such as the City's Transportation Master Plan (TMP), safety and accident history, growth trends, traffic studies and the transportation element of the City's Comprehensive Plan. Project descriptions, costs, funding options and the project status are identified for each project in the TIP.

Tonight, the City will hold a public hearing to receive public feedback on the proposed updates to the TIP followed by a discussion by the Council. The TIP will be brought back to Council on April 16, 2018 for potential adoption.

#### **RESOURCE/FINANCIAL IMPACT:**

There is no financial impact associated with adoption of the TIP. The projects identified in the City's TIP are a combination of funded projects in the CIP, including projects that are partially funded or underfunded, as well as currently unfunded projects the City would like to undertake should funding become available. The vast majority of projects included in the TIP are unfunded or partially funded. Listing projects in the TIP makes them grant eligible, as most grant programs will only fund projects included in a jurisdiction's TIP. Staff will request guidance from Council on how to address under or partially funded projects as part of the development of the 2019-2024 CIP.

#### **RECOMMENDATION**

No action is required; staff recommends that Council discuss the proposed 2019-2024 TIP. Staff is requesting direction from Council regarding the policy topics outlined in this staff report as well as any revisions to the 2019-2024 TIP, including items that should be added or removed. Council is scheduled adopt the 2019-2024 TIP on April 16, 2018.

Approved By: City Manager **DT**

City Attorney **MK**

## **BACKGROUND**

In accordance with RCW 35.77.010, cities in Washington State are required to prepare and adopt a comprehensive six-year transportation improvement plan (TIP). A city's six-year TIP must be consistent with its comprehensive plan transportation element. The six-year TIP should include transportation projects, such as road and bridge work, as well as new or enhanced bicycle or pedestrian facilities.

In addition to local projects, the TIP should also identify projects and programs of regional significance for inclusion in the regional TIP, such as the 145<sup>th</sup> Street corridor improvements. It also includes some on-going programs, including the Curb Ramp, Gutter and Sidewalk Program and the Traffic Safety Improvements Program. The City's TIP is used to secure state and federal funding for transportation projects as part of the Statewide Transportation Improvement Plan (STIP).

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

The TIP is prepared and presented to Council in advance of the Capital Improvement Plan (CIP). The policy direction provided through adoption of the TIP is used to identify transportation projects for inclusion in the CIP. The City Council will review the City's proposed six-year CIP as part of the 2018 budget process later this fall.

Tonight, the City will hold a public hearing to receive public feedback on the proposed updates to the TIP followed by a discussion of the document by Council. RCW 35.77.010 requires that the City hold at least one public hearing on the TIP and that the City submit the adopted TIP to the Washington State Secretary of Transportation. The Department of Transportation has historically accepted submittal of TIPs through the month of July.

## **DISCUSSION**

The draft 2019-2024 TIP (Attachment A) utilizes last year's TIP (2018 to 2023 TIP) as its foundation. Projects and programs included in the draft 2019-2024 TIP include high priority projects identified in the 2011 Transportation Master Plan (TMP) for safety and operations, access and mobility improvements for all modes of transportation. Staff also included several projects from the previous year's TIP which were identified by Council as important projects for the City.

Projects in the TIP are sorted into three categories: Funded Programs, Funded Projects, and Unfunded Projects. Projects and programs that are partially funded or underfunded are included in the funded categories. Generally, funded projects are those included in the City's 2018-2023 Capital Improvement Plan. All projects identified for the year 2024 are unfunded, as capital needs in 2024 have not been discussed by Council at this time. Unfunded projects shown in 2019 – 2020 are those that staff believe have favorable grant possibilities.

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

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

Each project listed in the TIP includes an estimated project cost, the amount of funding secured or unsecured and the funding source for the six-year period covered by the TIP. If grant funding has been secured from a specific source, it is identified. The Funding Outlook section of each project sheet identifies the total project cost and any previous expenditure. Potential grant funding sources are also identified in this section.

Projects listed that are necessary to accommodate growth and allow the City to maintain its adopted Levels of Service may be funded in part by transportation impact fees and are identified as such. The costs for projects programmed for the first three years of the TIP have been developed with a higher level of detail whereas those in the latter three years have been developed with less specificity, as the projects are generally less defined. The more specific costs for earlier projects help ensure that once the City receives a grant, the project is adequately funded.

The TIP also contains a summary matrix showing total costs for all projects. A map showing the location of each project is also included as Attachment B to this staff report.

The draft 2019-2024 TIP includes projects that are identified as high priorities in the TMP, as well as some projects from previous TIPs. Very few projects and programs are funded in the next six years, thus unfunded projects comprise the majority of the TIP. Several of the partially funded projects are segments of large, corridor-wide improvement projects that will require a considerable amount of grant funding to complete.

### **Strategy for Completing Large Corridor Improvement Projects**

The City has historically depended on securing grant funds to build its major transportation projects. The City has been very successful over the last 15 years in securing federal Surface Transportation Plan (STP) grant funds as well as Transportation Improvement Board (TIB) funds for this purpose. This includes receiving over \$100 million of grant funds for the Aurora Avenue corridor, \$10 million for the 145<sup>th</sup>

Street corridor, and \$3 million secured to date for the 175<sup>th</sup> Street corridor. Currently, there are a number of jurisdictions and transit agencies seeking grant funds for large transportation projects. The grant award process is extremely competitive and the amount of grant funds available has shrunk and a cap on STP grant funds per project application was established in 2018. Consequently, the probability of the City continuing to out-compete other jurisdictions and agencies and the probability of securing adequate grant funds from one source to complete a project is even more challenging today than it has been historically.

Many of these grant sources require a city match – current match requirements range from 0.135% to 0.20% of a project phase. As described in the Grant Match section of this staff report, the current City policy is to set aside \$250,000 for grant matches every year. The City's major corridor projects total over approximately \$100 million to complete and are anticipated to require over \$15 million in City matching funds, with an average grant match requirement of over \$200,000 per application.

Given the number of projects the City would like to complete, the City grant match requirements and the risk of not winning sufficient grant awards to fund these projects in the desired time frame, the City is proposing to complete the most strategic projects, or segments of these projects, in the near term. An overview of this approach is presented below

- **145<sup>th</sup> Street Corridor Projects:** The City completed the 145<sup>th</sup> Street Multi-modal Corridor Study in 2016. This study developed a master vision, called the Preferred Design Concept, for the 145<sup>th</sup> Street corridor from State Route (SR) 522 to 3<sup>rd</sup> Avenue NE. Sound Transit will be constructing improvements to the corridor from SR 522 to Interstate-5 (I-5) as part of its Sound Transit 3 Program. Sound Transit's proposed design is largely comparable to the City's Preferred Design Concept. These improvements are planned to be completed by 2024. The City will be seeking funds to complete improvements to the rest of the 145<sup>th</sup> Street corridor from I-5 to 3<sup>rd</sup> Avenue NE, including the I-5 interchange. The segment on 145<sup>th</sup> Street from Aurora Avenue to 3<sup>rd</sup> Avenue NE is currently unfunded in the TIP, as it is a significantly lower volume roadway and will not be supporting significant transit service.

The City is prioritizing improvements at the 145<sup>th</sup> Street and I-5 Interchange and for the 145<sup>th</sup> Street corridor from the I-5 to Aurora Avenue N to support planned regional transit service and the 145<sup>th</sup> Street light rail station area. The 145<sup>th</sup> Street corridor is proposed to be segmented into three phases – from I-5 to Corliss, Corliss to Wallingford, and Wallingford to Aurora. The 145<sup>th</sup> Street Interchange and the corridor segment from the interchange to Wallingford are proposed as the highest priority segments for funding in the near term. These segments are within the 145<sup>th</sup> Street light rail subarea, are already experiencing the highest level of traffic congestion, and will receive the most substantial pedestrian and bike access improvements. The 145<sup>th</sup> Street corridor segment from Wallingford to Aurora is proposed to be postponed until after the timeframe for this TIP update (2024) and after construction of the 175<sup>th</sup> Street corridor project from I-5 to Stone Avenue N, as completion of this 175<sup>th</sup> Street project will

provide relatively higher benefit to the City than completion of the Corliss to Aurora Avenue N segment of 145<sup>th</sup> Street.

- **175<sup>th</sup> Street Corridor Project:** The 175<sup>th</sup> Street project limits are from I-5 to Stone Avenue N. It has been segmented into two phases for construction: from the I-5 interchange to Meridian Avenue and from Meridian Avenue to Stone Avenue (just east of City Hall). It is considered a high priority as it is a primary access route to I-5, serves multiple schools, and has relatively high levels of congestion and substandard sidewalks adjacent to an area with high pedestrian volumes traveling to elementary schools, a church with sizeable park-and-ride lot, a city park, and bus stops. Given its priority both regionally and locally, it is proposed to have both segments completed in the next 10 years after completion of the I-5 to Corliss Avenue segment of the 145<sup>th</sup> Street corridor.

Because this project is needed to accommodate future growth, Transportation Impact Fees (TIF) can be used to serve as the City's match funding. The City plans to pursue additional grant funds for the corridor in 2023 for right-of-way acquisition. If the City does not have enough funding from TIF collected at the time, it could "borrow" from other funds, which would then be replenished by TIF collected in the future.

The Transportation Master Plan also identifies corridor improvements from the I-5 and 175<sup>th</sup> Street interchange east to 15<sup>th</sup> Avenue NE. This segment of the corridor does not experience the same level of traffic, support the same level of transit service or serve as many key Shoreline destinations as the section to the west of I-5 and therefore has not been prioritized for completion in the near term given limited funding sources.

- **185<sup>th</sup> Street Corridor Project:** The 185<sup>th</sup> Street corridor is proposed to be segmented into two projects – from Aurora Avenue to 8<sup>th</sup> Avenue NE, and from 8<sup>th</sup> Avenue NE to 15<sup>th</sup> Avenue NE. The segment from Aurora Avenue to 8<sup>th</sup> Avenue is proposed because it is already experiencing redevelopment and a portion of the segment is within the 185<sup>th</sup> Street light rail subarea. It also has the highest level of congestion on the corridor and will be served by King County Metro high frequency bus service as well as Community Transit Swift BRT service by the year 2025. The segment east of 8<sup>th</sup> Avenue NE is not expected to have the same level of bus service and is expected to have less congestion than the other segment.
- **Trail Along the Rail:** It is anticipated that portions of the Trail Along the Rail will be built by Sound Transit and it is assumed that steps can be taken working with Sound Transit to ensure that the ability to complete the Trail Along the Rail in a future year is not precluded. In order to be more competitive for funding and to better utilize development partnership opportunities, the project has been split into four phases: Phase 1: N 185<sup>th</sup> Street Station to the NE 195<sup>th</sup> Street Non-motorized trail and on-street trail connections; Phase 2: N 145<sup>th</sup> Street Station to N 155<sup>th</sup> Street; Phase 3: N 155<sup>th</sup> Street to N 175<sup>th</sup> Street; and Phase 4: N 175<sup>th</sup> Street to N 185<sup>th</sup> Street.

- **148<sup>th</sup> Street Non-motorized Bridge:** It has been determined that the combined grant awards from all of the federal and state funding sources that the City has typically been successful in receiving will not be adequate to fund this bridge, with an estimated \$8 million dollars remaining unfunded. Therefore the City will be seeking funding from the state legislature and alternative funding sources to construct this bridge.

### **New Projects Added to the TIP**

Several new funded and unfunded projects included in the TIP are the result of planning efforts with Sound Transit to address needed multi-modal access improvements to the 145<sup>th</sup> Street and 185<sup>th</sup> Street light rail stations, such as the construction of new sidewalks and bike facilities. Sound Transit has agreed to provide \$2 million for each light rail station towards these Light Rail Access Improvements. The following tables provide an overview of projects funded by Sound Transit and unfunded projects that are proposed to be included in the 2019 to 2024 TIP update:

#### **New Funded Projects:**

| <b>New Project</b>   | <b>Rationale For Inclusion in TIP Update</b>                                 |
|--|--|
| 13. Light Rail Access Improvements: 1st Ave NE (NE 149 <sup>th</sup> to NE 155 <sup>th</sup> )             | Multi-modal access improvements to the 145 <sup>th</sup> light rail station. |
| 14. Light Rail Access Improvements: 5 <sup>th</sup> Ave NE (NE 180 <sup>th</sup> to NE 182 <sup>nd</sup> ) | Multi-modal access improvements to the 185 <sup>th</sup> light rail station. |
| 15. Light Rail Access Improvements: 5 <sup>th</sup> Ave NE (NE 175 <sup>th</sup> to NE 180 <sup>th</sup> ) | Multi-modal access improvements to the 185 <sup>th</sup> light rail station. |
| 16. Light Rail Access Improvements: 1st Ave NE (NE 145 <sup>th</sup> to NE 149 <sup>th</sup> )             | Multi-modal access improvements to the 145 <sup>th</sup> light rail station. |

#### **New Unfunded Projects:**

| <b>New Project</b>  | <b>Rationale For Inclusion in TIP Update</b>   |
|---|--|
| 21. N 165 <sup>th</sup> Street and Carlyle Hall Road N Sidewalk and Intersection Safety                     | Intersection improvements to address safety issues.  |
| 26. NE 168 <sup>th</sup> Street and 25 <sup>th</sup> Ave NE Intersection Improvements                       | Intersection improvements to address safety issues.  |
| 28. Interurban Trail Crossing at SR-104   | SR 104 crossing improvements to address a missing link in the Interurban Trail.                      |
| 29. Light Rail Access Improvement – 10 <sup>th</sup> Ave NE (NE 180 <sup>th</sup> to NE 185 <sup>th</sup> ) | Multi-modal access improvements to the 185 <sup>th</sup> light rail station                          |
| 30. Light Rail Access Improvement - 5 <sup>th</sup> Ave NE (NE 185 <sup>th</sup> to NE 190 <sup>th</sup> )  | Multi-modal access improvements to the 185 <sup>th</sup> light rail station                          |
| 31. Light Rail Access Improvement - 5 <sup>th</sup> Ave NE (NE 190 <sup>th</sup> to NE 195 <sup>th</sup> )  | Multi-modal access improvements to the 185 <sup>th</sup> light rail station                          |
| 32. Light Rail Access Improvement - 1 <sup>st</sup> Ave NE (N 190 <sup>th</sup> to NE 195 <sup>th</sup> )   | Multi-modal access improvements to the 185 <sup>th</sup> light rail station                          |
| 33. 3 <sup>rd</sup> Ave NE Woonerf  | Pedestrian access and flexible community space adjacent to the 145 <sup>th</sup> light rail station. |

### **Projects That Appeared in Last Year's TIP That Are Not Included in This Year's Update**

Several projects and programs have been removed from this update of the TIP due to their completion, the objectives of the project or program being addressed using an alternative approach, or the project or program is not expected to be completed in the time frame of this TIP update. An overview of these projects is provided below.

| <b>Project Removed</b>   | <b>Rationale for Removal</b>  |
|--|---|
| 25 <sup>th</sup> Avenue Sidewalk                                       | Project completed. Removed from 2018-2023 CIP. This project was originally funded to support the North City Maintenance Facility. As a result of delays and changed in the Maintenance Facility project this sidewalk project was removed. It is included in the sidewalk prioritization effort.  |
| Richmond Beach Road Rechannelization                                   | Project completed.  |
| 3 <sup>rd</sup> Ave NW and NW Richmond Beach Intersection Improvements | The Richmond Beach rechannalization project should address most of the safety concerns at this intersection   |
| Point Wells Mitigation Projects  | Projects removed as not anticipated to be initiated within the timeframe of this TIP update.  |
| Major Pavement Rehabilitation Projects                                 | The list of Major Preservation projects is now addressed in project number 3: The Annual Road Surface Maintenance Program   |
| New Sidewalk Projects  | Specific new sidewalk projects to be completed within the timeframe of this TIP update have not yet been identified. The City is currently in the process of updating how sidewalk repair and new sidewalk construction projects are prioritized and funded. The results of this updated process will be reflected in next year's TIP update. |

### **Total Cost for the TIP**

The total cost of all of the projects in the draft 2019-2024 TIP is \$212,643,672.

### **Grant Match**

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

The table below outlines the revenues and expenditures for the Grant Match fund over the next six years. The final column lists the local match grant fund source. Please note that the column year indicates when the grant funding must be obligated. It is anticipated that the funds will be spent over one to two years for each project.

### **Grant Match Summary**

The following table presents anticipated local match requirements for federal grants the City plans to pursue over the next six years. Connecting Washington funds used for local match are not reflected in this table.

| Project/<br>Revenue  | Grant<br>Agency/<br>Program | 2019 | 2020 | 2021             | 2022             | 2023             | 2024             | Match<br>Source       |
|--|-----------------------------|------|------|------------------|------------------|------------------|------------------|-----------------------|
| 145 <sup>th</sup> Corridor, I-5<br>to Wallingford            | STP/Large<br>Jurisdiction   |      |      | \$321,300        | \$321,300        | \$642,600        | \$642,600        | REET and<br>undefined |
| 185 <sup>th</sup> Corridor                                   | STP/Large<br>Jurisdiction   |      |      |                  | \$405,000        |                  |                  | REET and<br>undefined |
| 148 <sup>th</sup> Street Non-<br>motorized Bridge<br>Project | STP/Non-<br>motorized       |      |      | \$642,600        |                  | \$49,250         |                  | REET and<br>undefined |
| <i>TOTAL</i>   |                             |      |      | <i>\$963,900</i> | <i>\$726,300</i> | <i>\$691,850</i> | <i>\$642,600</i> |                       |

The City uses its Real Estate Excise Tax (REET) to support the City's grant match program. At the end of 2019, staff anticipates having a balance of approximately \$327,000 in this fund to use as a local grant match. The City currently has Connecting Washington funds to match STP PSRC grants for the 145<sup>th</sup> and I-5 interchange project but not enough to use as a grant match for the other projects STP funds will be pursued for. The I-5 to Wallingford section of the 145<sup>th</sup> Street corridor, the 185<sup>th</sup> Street corridor and the 148<sup>th</sup> Street Non-motorized Bridge project will all also require a local match. There is not sufficient surplus or balance available to solely rely on REET as the grant match for all of these projects. Additional revenue will be needed for local match or other capital projects and programs will need to be significantly reduced. It is also worth a reminder that REET can be volatile based on the economic climate.

Staff recommends the Council continue to support this grant match fund and identify additional funding sources to provide adequate grant match for these projects so that the City continues to have the ability and flexibility to apply for and compete for outside funding to help with constructing our TMP projects.

### **COUNCIL GOAL(S) ADDRESSED**

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

### **RESOURCE/FINANCIAL IMPACT**

There is no financial impact associated with adoption of the TIP. The projects identified in the City's TIP are a combination of funded projects in the CIP, including projects that are partially funded or underfunded, as well as currently unfunded projects the City would like to undertake should funding become available. The vast majority of projects included in the TIP are unfunded or partially funded. Listing projects in the TIP makes them grant eligible, as most grant programs will only fund projects included in a



jurisdiction's TIP. Staff will request guidance from Council on how to address under or partially funded projects as part of the development of the 2019-2024 CIP.

### **RECOMMENDATION**

No action is required; staff recommends that Council discuss the proposed 2019-2024 TIP. Staff is requesting direction from Council regarding the policy topics outlined in this staff report as well as any revisions to the 2019-2024 TIP, including items that should be added or removed. Council is scheduled to adopt the 2019-2024 TIP on April 16, 2018.

### **ATTACHMENTS**

Attachment A: Draft 2019-2024 Transportation Improvement Plan

Attachment B: 2019-2024 Transportation Improvement Plan Map

The following is a list of projects included in the TIP. A description of each project can be found in the following pages.

**FUNDED PROGRAMS (FULLY OR UNDERFUNDED)**

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

**FUNDED PROJECTS (FULLY OR PARTIALLY)**

5. 145<sup>th</sup> Street (SR 523) Corridor Improvements, Aurora Ave N to I-5 (*partially*)
6. SR 523 (N/NE 145<sup>th</sup> Street) & I-5 Interchange Improvements (*partially*)
7. 148<sup>th</sup> Street N Non-motorized Bridge Project (*partially*)
8. Trail Along the Rail (*partially*)
9. Westminster and N 155<sup>th</sup> Improvements
10. N/NE 175<sup>th</sup> Street Corridor Improvements (*partially*)
11. N/NE 185<sup>th</sup> Street Corridor Improvements (*partially*)
12. Greenwood Ave N / Innis Arden / N 160<sup>th</sup> Street Intersection Improvements
13. Light Rail Access Improvements: 1<sup>st</sup> Ave NE, 149<sup>th</sup> to 155<sup>th</sup> (*partially*)
14. Light Rail Access Improvements: 5<sup>th</sup> Ave NE, 180<sup>th</sup> to 182<sup>nd</sup>
15. Light Rail Access Improvements: 5<sup>th</sup> Ave NE, 175<sup>th</sup> to 180<sup>th</sup> (*partially*)
16. Light Rail Access Improvements: 1<sup>st</sup> Ave NE, 145<sup>th</sup> to 149<sup>th</sup>
17. Meridian Avenue N – N 145<sup>th</sup> Street to N 205<sup>th</sup> Street

**UNFUNDED PROJECTS**

18. N 160<sup>th</sup> from Aurora to Dayton / Greenwood
19. 15<sup>th</sup> Avenue NE – NE 175<sup>th</sup> Street to NE 205<sup>th</sup> Street
20. NE Perkins Way Improvements – 10<sup>th</sup> Avenue NE to 15<sup>th</sup> Avenue NE
21. N 165<sup>th</sup> Street and Carlyle Hall Road N Sidewalk and Intersection Safety
22. Ballinger Way - NE 205<sup>th</sup> Street to 19<sup>th</sup> Avenue NE Access Control Preliminary Design
23. N 185<sup>th</sup> Street and Linden Avenue N Intersection Improvements
24. Fremont Avenue N - N 175<sup>th</sup> Street to N 185<sup>th</sup> Street
25. Westminster Way (South), N 155<sup>th</sup> St to Fremont Ave NB Frontage Improvements
26. NE 168<sup>th</sup> Street and 25<sup>th</sup> Ave NE Intersection Improvements
27. 145<sup>th</sup> Street (Aurora Ave N to 3<sup>rd</sup> Ave NW)
28. Interurban Trail Crossing at SR-104
29. Light Rail Access Improvement – 10<sup>th</sup> Ave NE (180<sup>th</sup> to 185<sup>th</sup>)
30. Light Rail Access Improvement – 5<sup>th</sup> Ave NE, NE 185<sup>th</sup> to 190<sup>th</sup>
31. Light Rail Access Improvement – 5<sup>th</sup> Ave NE, NE 190<sup>th</sup> to NE 195<sup>th</sup>
32. Light Rail Access Improvement – 1<sup>st</sup> Ave NE, N 190<sup>th</sup> to NE 195<sup>th</sup> Street
33. 3<sup>rd</sup> Ave NE Woonerf

**PROJECT SCHEDULED FOR SUBSTANTIAL COMPLETION IN 2018**

1. Echo Lake Safe Routes to School
2. Richmond Beach Road Rechannelization
3. Citywide Radar Speed Signs

## PROJECTS SCHEDULED FOR SUBSTANTIAL COMPLETION IN 2018

| PROJECT NAME                       | PROJECT DESCRIPTION   | COST       | FUNDING SOURCES                  |
|------------------------------------|---|------------|----------------------------------|
| Echo Lake Safe Routes to School    | This project will construct sidewalks (including curb and gutter), curb ramps, and crosswalks on N 195th Street between Meridian Avenue N and Wallingford Avenue N, directly adjacent to Echo Lake Elementary. The new sidewalk will connect to sidewalk already in place in front of the school east to the N 195th Street Trail, which connects student walkers and bicyclists to the surrounding neighborhoods.  | \$ 599,667 | Safe Routes to School, Roads Cap |
| Richmond Beach Rd Rechannelization | This project will re-channelize Richmond Beach Rd/NW 195th St/NW 196th St from 24th Ave NW to Dayton Ave N from four lanes to one lane in each direction plus a center turn lane. The primary goal of this project is to improve driver, pedestrian, and bicyclist safety and mobility. Re-channelization also provides the ability to implement on-street bicycle lanes which will provide a space for people biking as well as provide a buffer between pedestrians and vehicle traffic.  | \$360,00   | City's Roads Capital Fund        |
| Citywide Radar Speed Signs         | This project includes the installation of speed feedback signs (radar speed signs) at the following five locations:<br>1. Greenwood Ave N between Westminster Way N and N 160th Street (northbound and southbound)<br>2. 5th Ave NE between NE 192nd Street and NE 205th Street (northbound and southbound)<br>3. 1st Ave NE between N 145th Street and N 155th Street (northbound and southbound)<br>4. 15th Ave NW between NW Richmond Beach Rd and NW 205th St (northbound and southbound)<br>5. NW Innis Arden Way between Greenwood Ave N and 10th Ave NW (westbound only) | \$ 144,511 | HSIP, Roads Cap                  |

| Project   | 2019<br>Estimate | 2020<br>Estimate | 2021<br>Estimate | 2022<br>Estimate | 2023<br>Estimate | 2024<br>Estimate | 2019-2024<br>Total |
|---|------------------|------------------|------------------|------------------|------------------|------------------|--------------------|
|   |                  |                  |                  |                  |                  |                  |                    |
| FUNDED PROGRAMS (FULLY OR PARTIALLY)  |                  |                  |                  |                  |                  |                  |                    |
|   |                  |                  |                  |                  |                  |                  |                    |
| 1. Curb Ramp, Gutter and Sidewalk Program   | \$ 190,000       | \$ 190,000       | \$ 200,000       | \$ 200,000       | \$ 200,000       | \$ 200,000       | \$ 1,180,000       |
| 2. Traffic Safety Improvements  | \$ 163,814       | \$ 167,005       | \$ 175,355       | \$ 184,123       | \$ 193,329       | \$ 184,123       | \$ 1,067,749       |
| 3. Annual Road Surface Maintenance Program  | \$ 1,100,000     | \$ 1,200,000     | \$ 1,200,000     | \$ 1,200,000     | \$ 1,200,000     | \$ 1,200,000     | \$ 7,100,000       |
| 4. Traffic Signal and Intelligent Transportation System (ITS) Improvements                            | \$ 127,628       | \$ 134,010       | \$ 140,711       | \$ 147,746       | \$ 155,133       | \$ 162,889       | \$ 868,117         |
|   |                  |                  |                  |                  |                  |                  |                    |
| FUNDED PROJECTS (FULLY OR PARTIALLY)  |                  |                  |                  |                  |                  |                  |                    |
|   |                  |                  |                  |                  |                  |                  |                    |
| 5. 145th Street (SR 523) Corridor Improvements, Aurora Ave N to I-5                                   | \$ 2,448,000     | \$ -             | \$ 5,000,000     | \$ 5,000,000     | \$ 10,000,000    | \$ 10,000,000    | \$ 32,448,000      |
| 6. SR 523 (N/NE 145th Street) & I-5 Interchange Improvements  | \$ 3,000,000     | \$ 2,000,000     | \$ 1,200,000     | \$ 10,000,000    | \$ 10,000,000    | \$ -             | \$ 26,200,000      |
| 7. 148th Street N Non-motorized Bridge Project  | \$ 500,000       | \$ -             | \$ 2,242,000     | \$ -             | \$ 394,000       | \$ -             | \$ 3,136,000       |
| 8. Trail Along the Rail   | \$ 500,000       | \$ 2,000,000     | \$ 1,500,000     | \$ 500,000       | \$ 2,500,000     | \$ 2,000,000     | \$ 9,000,000       |
| 9. Westminister and N 155th Improvements  | \$ 5,000,000     | \$ -             | \$ -             | \$ -             | \$ 7,500,000     | \$ 7,500,000     | \$ 20,000,000      |
| 10. N/NE 175th Street Corridor Improvements   | \$ 1,640,000     | \$ 2,460,000     | \$ 2,200,000     | \$ 2,200,000     | \$ 7,150,000     | \$ 7,150,000     | \$ 22,800,000      |
| 11. N/NE 185th Street Corridor Improvements   | \$ 700,000       | \$ -             | \$ -             | \$ -             | \$ 3,000,000     | \$ -             | \$ 3,700,000       |
| 12. Greenwood/Innis Arden/160th Intersection Improvements   | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ 1,056,000     | \$ 1,056,000       |
| 13 . Light Rail Access Improvements: 1st Ave NE (149th to 155th)                                      | \$ -             | \$ -             | \$ 1,503,900     | \$ -             | \$ -             | \$ -             | \$ 1,503,900       |
| 14. Light Rail Access Improvements: 5 <sup>th</sup> Ave NE (180 <sup>th</sup> to 182 <sup>th</sup> )  | \$ -             | \$ -             | \$ 560,250       | \$ -             | \$ -             | \$ -             | \$ 560,250         |
| 15. Light Rail Access Improvements: 5 <sup>th</sup> Ave NE (175th to 180 <sup>th</sup> )              | \$ -             | \$ -             | \$ 1,765,800     | \$ -             | \$ -             | \$ -             | \$ 1,765,800       |
| 16. Light Rail Access Improvements: 1st Ave NE (145 <sup>th</sup> to 149 <sup>th</sup> )              | \$ -             | \$ -             | \$ 1,273,725     | \$ -             | \$ -             | \$ -             | \$ 1,273,725       |
| 17. Meridian Avenue N ( N 145th Street to N 205th Street)   | \$ -             | \$ -             | \$ -             | \$ -             | \$ 9,117,000     | \$ 9,117,000     | \$ 18,234,000      |
|   |                  |                  |                  |                  |                  |                  |                    |
| UNFUNDED PROJECTS   |                  |                  |                  |                  |                  |                  |                    |
|   |                  |                  |                  |                  |                  |                  |                    |
|   |                  |                  |                  |                  |                  |                  |                    |
| 18. N 160th (Aurora to Dayton/Greenwood)  | \$ 100,000       | \$ 700,000       | \$ 700,000       | \$ -             | \$ -             | \$ -             | \$ 1,500,000       |
| 19. 15th Avenue NE (NE 175th Street to NE 205th Street)   | \$ -             | \$ -             | \$ 6,176,793     | \$ -             | \$ -             | \$ -             | \$ 6,176,793       |
| 20. NE Perkins Way Improvements (10th Avenue NE to 15th Avenue NE)                                    | \$ -             | \$ -             | \$ 3,681,540     | \$ -             | \$ -             | \$ -             | \$ 3,681,540       |
| 21. N 165th Street and Carlyle Hall Road N Sidewalk and Intersection Safety                           | \$ -             | \$ -             | \$ -             | \$ -             | \$ 2,482,000     | \$ 2,482,000     | \$ 4,964,000       |
| 22. Ballinger Way (NE 205th St to 19th Ave NE) Access Control Preliminary Design                      | \$ -             | \$ 200,000       | \$ -             | \$ -             | \$ -             | \$ 10,800,000    | \$ 11,000,000      |
| 23. N 185th Street and Linden Avenue N Intersection Improvements                                      | \$ -             | \$ -             | \$ -             | \$ 880,000       | \$ -             | \$ -             | \$ 880,000         |
| 24. Fremont Avenue N (N 175th Street to N 185th Street)   | \$ -             | \$ -             | \$ 6,292,720     | \$ -             | \$ -             | \$ -             | \$ 6,292,720       |
| 25. Westminister Way N (South) ( N 155th St to Fremont Ave NB)  | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ 5,000,000     | \$ 5,000,000       |
| 26. NE 168th Street and 25th Ave NE Intersection Improvements   | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ 500,000       | \$ 500,000         |
| 27. 145th Street ( Aurora Ave N to 3rd Ave NW)  | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ 9,700,000     | \$ 9,700,000       |
| 28. Interurban Trail Crossing at SR-104   | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ 931,428       | \$ 931,428         |
| 29. Light Rail Access Improvement – 10 <sup>th</sup> Ave NE (180 <sup>th</sup> to 185 <sup>th</sup> ) | \$ -             | \$ -             | \$ 1,694,250     | \$ -             | \$ -             | \$ -             | \$ 1,694,250       |
| 30. Light Rail Access Improvement - 5th Ave NE (NE 185th to NE 190th)                                 | \$ -             | \$ -             | \$ 1,741,500     | \$ -             | \$ -             | \$ -             | \$ 1,741,500       |
| 31. Light Rail Access Improvement - 5th Ave NE ( NE 190th to NE 195th)                                | \$ -             | \$ -             | \$ 1,687,500     | \$ -             | \$ -             | \$ -             | \$ 1,687,500       |
| 32. Light Rail Access Improvement - 1st Ave NE (N 190th to NE 195th Street)                           | \$ -             | \$ -             | \$ 1,220,400     | \$ -             | \$ -             | \$ -             | \$ 1,220,400       |
| 33. 3rd Ave NE Woonerf  | \$ -             | \$ 390,000       | \$ 390,000       | \$ 1,000,000     | \$ 1,000,000     | \$ 1,000,000     | \$ 3,780,000       |
|   |                  |                  |                  |                  |                  |                  | \$ 60,750,131      |
|   | \$ 15,469,442    | \$ 9,441,015     | \$ 42,546,444    | \$ 21,311,869    | \$ 54,891,462    | \$ 68,983,440    | \$ 212,643,672     |

**FUNDED PROGRAMS**  
**(FULLY OR PARTIALLY)**

## Project # and Name

### 1. Curb Ramp, Gutter and Sidewalk Program

## Scope / Narrative

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

## Funding

|                | PARTIALLY FUNDED |               |               |               |               | UNFUNDED      |                 |
|----------------|------------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| FUNDING SOURCE | 2019 Estimate    | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2019-2024 Total |
| Roads Capital  | \$ 190,000       | \$ 190,000    | \$ 200,000    | \$ 200,000    | \$ 200,000    | \$ 200,000    | \$ 1,180,000    |

## Funding Outlook

This program is currently funded through an annual transfer from the General Fund. It is underfunded, as it is known that additional work is needed to fully maintain the existing sidewalks. It is unknown how much additional funding is needed at this time. A full inventory is required in order to accurately assess the need; an inventory and condition assessment was funded in the 2017 budget. Additionally, new requirements for curb ramp upgrades associated with projects such as traffic signal improvements and pavement overlays continue to increase the costs associated with this program. It is estimated this program is less than 50% funded. Future TIPs may include this information.

## Project Status

Annual program, 2019-2024. This program helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

## Purpose / Goals Achieved

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

## Project # and Name

### 2. Traffic Safety Improvements

## Scope / Narrative

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

## Funding

|                | PARTIALLY FUNDED |               |               |               |               | UNFUNDED      |                 |
|----------------|------------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| FUNDING SOURCE | 2019 Estimate    | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2019-2024 Total |
| Roads Capital  | \$ 163,814       | \$ 167,005    | \$ 175,355    | \$ 184,123    | \$ 193,329    | \$ 184,123    | \$ 1,067,749    |

## Funding Outlook

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

## Project Status

Annual program, 2019-2024. This program helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure and Goal 5: Promote and enhance the City's safe community and neighborhood initiatives and programs.

## Purpose / Goals Achieved

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

## Project # and Name

### 3. Annual Road Surface Maintenance Program

## Scope / Narrative

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

## Funding

|                      | PARTIALLY FUNDED    |                     |                     |                     |                     | UNFUNDED            |                     |
|----------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| FUNDING SOURCE       | 2019 Estimate       | 2020 Estimate       | 2021 Estimate       | 2022 Estimate       | 2023 Estimate       | 2024 Estimate       | 2019-2024 Total     |
| Roads Capital        | \$ 1,100,000        | \$ 1,200,000        | \$ 1,200,000        | \$ 1,200,000        | \$ 1,200,000        | \$ 1,200,000        | \$ 7,100,000        |
| Federal - STP        |                     |                     |                     |                     |                     |                     | \$ -                |
| <b>PROJECT TOTAL</b> | <b>\$ 1,100,000</b> | <b>\$ 1,200,000</b> | <b>\$ 1,200,000</b> | <b>\$ 1,200,000</b> | <b>\$ 1,200,000</b> | <b>\$ 1,200,000</b> | <b>\$ 7,100,000</b> |

## Funding Outlook

This program is currently funded at approximately 50 percent.

## Project Status

Annual program 2019-2024. This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

## Purpose / Goals Achieved

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



## Project # and Name

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

## Scope / Narrative

The maintenance of safe and efficient traffic signals is an important part of the City's responsibility to all users of the transportation network including drivers, pedestrians, and bicyclists. New traffic signal technology provides superior functionality compared to older, obsolete equipment.

Intersection improvements are one of the most cost effective ways to improve traffic flow while effective maintenance and operation of traffic signals can increase safety and extend the life of the signal, decreasing overall program costs. Examples of signalized intersection improvements include, but are not limited to:

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

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

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

## Funding

|                | PARTIALLY FUNDED |               |               |               |               | UNFUNDED      |                 |
|----------------|------------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| FUNDING SOURCE | 2019 Estimate    | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2019-2024 Total |
| Roads Capital  | \$ 127,628       | \$ 134,010    | \$ 140,711    | \$ 147,746    | \$ 155,133    | \$ 162,889    | \$ 868,117      |

Continued on next page

## Funding Outlook

King County is no longer able to support major signal rehabilitation efforts. This shift in how the program is delivered significantly increases the cost of signal rehabilitation. Approximately \$300,000 is needed in order to rebuild a single signalized intersection using a standard design and contracting process. Under the current funding scenario, this allows for approximately one signal to be rebuilt every two years. The City has remained on schedule to rebuild an average of two signals each year, in part due to grant-funded CIP projects, such as the Aurora Corridor Improvement Project and the Meridian & 155th Intersection Improvements however without new grant awards, the City will fall behind schedule. The program is currently underfunded by approximately \$472,000 annually to stay on the intended schedule of rebuilding two signalized intersections each year. An additional \$750,000 is needed to complete the ITS components of this project. The ITS portion of the project is currently unfunded as well.

## Project Status

Annual program 2019-2024. This project helps to implement City Council Goal 2: Improve Shoreline's utility, transportation, and environmental infrastructure.

## Purpose / Goals Achieved

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

**FUNDED PROJECTS**  
**(FULLY OR PARTIALLY)**

## Project # and Name

### 5. 145th Street (SR 523) Corridor Improvements, Aurora Ave N to I-5

## Scope / Narrative

This project is identified in the 145th Street Multi-modal Corridor Study. The project will make improvements to signalized intersections in order to improve transit service, general purpose traffic, and pedestrian crossings. The project will improve pedestrian facilities along its full length. The Design Phase for this project is fully funded. The City is striving to complete the Right-Of-Way and Construction phases of the project by 2023 by the time the light rail station opens near NE 145th Street and the I-5 Interchange. A specific funding source to complete this project in the desired timeframe has not been identified.

The project will be phased in 3 parts:

Phase 1: I-5 to Corliss (2021 R/W + 2023 CN)

Phase 2: Corliss to Wallingford (2023 R/W + 2025 CN)

Phase 3: Wallingford to Aurora (unknown schedule)

## Funding

|                       | FUNDED              |               | UNFUNDED            |                     |                      |                      |                      |
|-----------------------|---------------------|---------------|---------------------|---------------------|----------------------|----------------------|----------------------|
| FUNDING SOURCE        | 2019 Estimate       | 2020 Estimate | 2021 Estimate       | 2022 Estimate       | 2023 Estimate        | 2024 Estimate        | 2019-2024 Total      |
| Roads Capital         | \$ 330,000          |               | \$ 840,000          | \$ 840,000          |                      |                      | \$ 2,010,000         |
| STP                   | \$ 2,118,000        |               | \$ 2,380,000        | \$ 2,380,000        | \$ 4,760,000         | \$ 4,760,000         | \$ 16,398,000        |
| Connecting Washington |                     |               | \$ 1,780,000        | \$ 1,780,000        | \$ 1,500,000         | \$ 1,500,000         | \$ 6,560,000         |
| Unknown               |                     |               |                     |                     | \$ 3,740,000         | \$ 3,740,000         | \$ 7,480,000         |
| <b>PROJECT TOTAL</b>  | <b>\$ 2,448,000</b> | <b>\$ -</b>   | <b>\$ 5,000,000</b> | <b>\$ 5,000,000</b> | <b>\$ 10,000,000</b> | <b>\$ 10,000,000</b> | <b>\$ 32,448,000</b> |

## Funding Outlook

The project is funded through local Roads Capital funds, federal STP funds, and other unknown funding sources (TIB or Connecting Washington). The project is separated into three phases to make each phase meaningful, logical, and fundable. All phases have design phase funding which is shared by a federal STP grant and local Roads Capital funds. Federal STP grants will be sought separately for the Right-of-Way Phase and Construction Phase of each project phase.

Additional project costs will occur after 2024.

*Continued on next page*

## Project Status

The project is in the design phase.

## Purpose / Goals Achieved

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

## Project # and Name

### 6. SR 523 (N/NE 145th Street) & I-5 Interchange Improvements

## Scope / Narrative

This project will improve traffic operations through the 145th Street and I-5 Interchange while also accommodating additional non-motorized users. The project will add a new northbound I-5 onramp, extend left turn lane capacity, and add a new non-motorized bridge spanning I-5. The Design Phase for this project is fully funded. The City is striving to complete the Right-of-Way and Construction phases of the project by 2023 by the time the light rail station opens near NE 145th Street and the I-5 Interchange. A specific funding source to complete this project in the desired timeframe has not been identified. Connecting Washington Funds are available to apply to corridor improvements in 2026. The City is working on a strategy to utilize these funds early to enable construction of the project to be complete by 2023.

## Funding

|                      | UNFUNDED            |                     |                     |                      |                      |               |                      |
|----------------------|---------------------|---------------------|---------------------|----------------------|----------------------|---------------|----------------------|
| FUNDING SOURCE       | 2019 Estimate       | 2020 Estimate       | 2021 Estimate       | 2022 Estimate        | 2023 Estimate        | 2024 Estimate | 2019-2024 Total      |
| STP                  | \$ 2,595,000        |                     | \$ 760,000          | \$ 2,000,000         | \$ 2,000,000         |               | \$ 7,355,000         |
| Roads Capital        | \$ 405,000          |                     |                     |                      |                      |               | \$ 405,000           |
| Conn. WA             |                     | \$ 2,000,000        | \$ 440,000          | \$ 8,000,000         | \$ 8,000,000         |               | \$ 18,440,000        |
| <b>PROJECT TOTAL</b> | <b>\$ 3,000,000</b> | <b>\$ 2,000,000</b> | <b>\$ 1,200,000</b> | <b>\$ 10,000,000</b> | <b>\$ 10,000,000</b> | <b>\$ -</b>   | <b>\$ 26,200,000</b> |

## Funding Outlook

The estimated costs for 2020 are for right-of-way acquisition and estimated costs for 2021-2023 are for construction. Connecting Washington funds are expected to be available for the right-of-way phase and construction phase. Those funds are expected to be supplemented with \$4.76M of federal STP funds.

## Project Status

The project is in the design phase.

*Continued on next page*

**Purpose / Goals Achieved**

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

**Project # and Name****7. 148th Street N Non-motorized Bridge Project****Scope / Narrative**

This project will provide a new non-motorized bridge crossing over I-5 from the neighborhood in the vicinity of N 148th Street to the 145th Street Light Rail Station.

**Funding**

|  | FUNDED            |               | UNFUNDED            |               | UNFUNDED          |               |                     |
|--|-------------------|---------------|---------------------|---------------|-------------------|---------------|---------------------|
| FUNDING SOURCE                                 | 2019 Estimate     | 2020 Estimate | 2021 Estimate       | 2022 Estimate | 2023 Estimate     | 2024 Estimate | 2019-2024 Total     |
| 30% Design and Enviro Review - CIP LOCAL FUNDS | \$ 500,000        |               |                     |               |                   |               | \$ 500,000          |
| Final Design and Permitting - unknown          |                   |               | \$ 2,242,000        |               |                   |               | \$ 2,242,000        |
| ROW unknown                                    |                   |               |                     |               | \$ 394,000        |               |                     |
| Construction - unknown                         |                   |               |                     |               |                   |               | \$ -                |
| <b>PROJECT TOTAL</b>                           | <b>\$ 500,000</b> | <b>\$ -</b>   | <b>\$ 2,242,000</b> | <b>\$ -</b>   | <b>\$ 394,000</b> | <b>\$ -</b>   | <b>\$ 3,136,000</b> |

**Funding Outlook**

The total cost for this project is estimated to be approximately \$17.3 million. 30% design phase will be complete in 2019 with. It has been determined that the combined grant awards from all of the federal and state funding sources that the City has typically been successful in receiving will not be adequate to fund this bridge. Therefore the City will be seeking funding from the state legislature and alternative funding sources to construct this bridge.

**Project Status**

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

**Purpose / Goals Achieved**

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



## Project # and Name

### 8. Trail Along the Rail

## Scope / Narrative

This project will provide an approximately 2.5 mile multi-use trail that roughly parallels the Lynnwood Link Light Rail guideway from 145th Street Station through the 185th Street Station and to the 195th Street Pedestrian Overcrossing. It is anticipated that portions of the Trail Along the Rail will be built by Sound Transit and it is assumed that steps can be taken working with Sound Transit to ensure that the ability to complete the Trail Along the Rail in a future year is not precluded. In order to be more competitive for funding and to better utilize development partnership opportunities the project has been split into phases:

Phase 1: N 185th St Station to the NE 195th St Non-motorized trail, and on-street trail connections

Phase 2: N 145th Station to N 155th St

Phase 3: N 155th St to N 175th St

Phase 4: N 175th St to N 185th St

## Funding

| FUNDING SOURCE       | FUNDED        |               |               |               |               |               | 2019-2024 Total     |
|----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------------|
|                      | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2023 Estimate | 2024 Estimate |                     |
| Phase 1              | \$ 500,000    | \$ 1,500,000  |               |               |               |               | \$ 2,000,000        |
| Phase 2              |               | \$ 500,000    | \$ 1,500,000  |               |               |               | \$ 2,000,000        |
| Phase 3              |               |               |               | \$ 500,000    | \$ 1,500,000  |               | \$ 2,000,000        |
| Phase 4              |               |               |               |               | \$ 1,000,000  | \$ 2,000,000  | \$ 3,000,000        |
| <b>PROJECT TOTAL</b> | \$ 500,000    | \$ 2,000,000  | \$ 1,500,000  | \$ 500,000    | \$ 2,500,000  | \$ 2,000,000  | <b>\$ 9,000,000</b> |

## Funding Outlook

The total cost for this project is estimated to be approximately \$9 million. Staff hope to leverage primarily non-federal grant sources to implement design, environmental, and construction of the various phases. Light Rail and other private development will also be building portions of the trail.

## Project Status

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

*Continued on next page*

**Purpose / Goals Achieved**

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

**Project # and Name****9. Westminster and N 155th Improvements****Scope / Narrative**

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

- a. Realign the intersection at N 155th St and Westminster Way N. This project improves the main vehicle intersection and increases safety for pedestrians and bicyclists. Includes improvements to the section of N 155th St between Westminster Way N and Aurora Ave N. Most effectively done at one time and in conjunction with the redevelopment of the Sears property.
- b. Create a more pedestrian and bicycle friendly Westminster Way N from 200' SW of N 155th St to N 157th St. Envisioned as a project in the Aurora Square CRA Renewal Plan, reworking Westminster Way N in this section provides a more pedestrian and bicycle friendly section with street parking that can help unite the small triangle property to the rest of Aurora Square. Most effectively completed with the redevelopment of the triangle property.
- c. Construct a one-way N 157th St from Westminster Way N to Aurora Ave N. New street connection makes Westminster between 155th and 157th pedestrian and cycle-friendly, creates a better entrance to Aurora Square, connects the triangle property to the rest of Aurora Square, and alleviates congestion at the N 155th St Intersection. Most effectively completed with the redevelopment of the triangle property.

**Funding**

|   | FUNDED        | UNFUNDED     |               |               |               |               |               |                 |
|---|---------------|--------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| FUNDING SOURCE  | 2019 Estimate |              | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2019-2024 Total |
| Re-construct N 160th from Aurora to Dayton with bike lanes, sidewalks, and possibly a new signalized intersection - Unknown |               |              |               |               |               | \$ 7,500,000  | \$ 7,500,000  | \$ 15,000,000   |
| N 155th St (West) including intersection at Westminster - Unknown   | \$ 500,000    | \$ 1,500,000 |               |               |               |               |               | \$ 2,000,000    |
| Westminster Way N (North) N 157th to Aurora - Unknown   | \$ 500,000    | \$ 1,000,000 |               |               |               |               |               | \$ 1,500,000    |
| Construct N 157th St - Unknown  | \$ 1,500,000  |              |               |               |               |               |               | \$ 1,500,000    |
| PROJECT TOTAL   | \$ 2,500,000  | \$ 2,500,000 | \$ -          | \$ -          | \$ -          | \$ 7,500,000  | \$ 7,500,000  | \$ 20,000,000   |

**Funding Outlook**

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

**Project Status**

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

**Purpose / Goals Achieved**

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

**Project # and Name****10. N/NE 175th Street Corridor Improvements****Scope / Narrative**

This project improves corridor safety and capacity, designing and constructing improvements which will tie in with those recently constructed by the Aurora project. This project is identified as a "growth" project in the Transportation Master Plan, thus needed to support re-development. The improvements include reconstruction of the existing street to provide two traffic lanes in each direction with a center lane for two-way left turn areas, medians and turn pockets, bicycle lanes (integrated into the sidewalk), curb, gutter, and sidewalk with planter strip where feasible, illumination, landscaping, and retaining walls. Intersections with high accident rates will be improved as part of this project. The profile of the roadway between Ashworth Avenue N and Stone Avenue N will be lowered to meet standard sight distance requirements.

The 175th project has been segmented into two phases for construction – from I-5 interchange to Meridian and from Meridian to Stone (just east of City Hall). It is considered a high priority as it is a primary access route to I-5, has relatively high levels of congestion and substandard sidewalks adjacent to an area with high pedestrian volumes next to elementary schools, a church with sizeable park-and-ride lot, a park, and bus stops. Given its priority both regionally and locally, it is proposed to have both segments completed in the next 10 years after completion of the I-5 to Corliss segment of the 145th corridor.

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

**Funding**

| FUNDING SOURCE                         | FUNDED              |                     | UNFUNDED            |                     |                     |                     | 2019-2024 Total      |
|--|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
|  | 2019 Estimate       | 2020 Estimate       | 2021 Estimate       | 2022 Estimate       | 2023 Estimate       | 2024 Estimate       |                      |
| Design and Enviro Review - Federal STP | \$ 1,418,600        | \$ 2,127,900        |                     |                     |                     |                     |                      |
| Design and Enviro Review - Impact Fees | \$ 221,400          | \$ 332,100          |                     |                     |                     |                     |                      |
| ROW- Unfunded                          |                     |                     | \$1,903,000.00      | \$ 1,903,000        |                     |                     |                      |
| ROW - Impact Fees                      |                     |                     | \$297,000.00        | \$ 297,000          |                     |                     |                      |
| Construction - Unfunded                |                     |                     |                     |                     | \$ 6,184,750        | \$ 6,184,750        |                      |
| Construction - Impact Fees             |                     |                     |                     |                     | \$ 965,250          | \$ 965,250          |                      |
| <b>PROJECT TOTAL</b>                   | <b>\$ 1,640,000</b> | <b>\$ 2,460,000</b> | <b>\$ 2,200,000</b> | <b>\$ 2,200,000</b> | <b>\$ 7,150,000</b> | <b>\$ 7,150,000</b> | <b>\$ 22,800,000</b> |

**Funding Outlook**

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

*Continued on next page*

### **Project Status**

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

### **Purpose / Goals Achieved**

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

**Project # and Name****11. N/NE 185th Street Corridor Improvements****Scope / Narrative**

The 185th Street Corridor Strategy will develop a corridor plan for 185th Street/10th Avenue NE/NE 180th Street that includes multi-modal transportation facilities necessary to support projected growth in the subarea, a phasing plan for implementation, and a funding plan for improvements. This project is identified in the 185th Street Station Subarea Plan. Planned improvements at the intersection of 185th and Meridian are identified as a “growth” project in the Transportation Master Plan and can be funded by TIF funds. The 185th corridor is proposed to be segmented into two projects – from Aurora to 8th Avenue NE, and from 8th to 15th Avenue NE. The segment from Aurora to 8th is proposed because it is already experiencing redevelopment and a portion of the segment is within the 185th light rail subarea. It also has the highest level of congestion on the corridor and will be served by King County Metro bus rapid transit (BRT) as well as Community Swift (BRT) by the year 2025. The segment east of 8th Avenue is not expected to have the same level of bus service and is expected to have less congestion than the other segment. The plan is to complete the Aurora to 8th segments of the corridor by 2037.

**Funding**

|  | FUNDED            | UNFUNDED      |               |               |                     |               |                     |
|--|-------------------|---------------|---------------|---------------|---------------------|---------------|---------------------|
| FUNDING SOURCE                               | 2019 Estimate     | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2023 Estimate       | 2024 Estimate | 2019-2024 Total     |
| 185 <sup>th</sup> St Corridor Strategy (CIP) | \$700,000         |               |               |               |                     |               | \$ 700,000          |
| 185th Corridor Improvements                  |                   |               |               |               | \$3,000,000         |               | \$ 3,000,000        |
| <b>PROJECT TOTAL</b>                         | <b>\$ 700,000</b> | <b>\$ -</b>   | <b>\$ -</b>   | <b>\$ -</b>   | <b>\$ 3,000,000</b> | <b>\$ -</b>   | <b>\$ 3,700,000</b> |

**Funding Outlook**

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

**Project Status**

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

**Purpose / Goals Achieved**

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

**Project # and Name**

**12. Greenwood Ave. N /Innis Arden/ N 160th St. Intersection Improvements**

**Scope / Narrative**

Acquire right-of-way and design and construct a roundabout intersection at Greenwood Ave. N, N 160th St. and N Innis Arden Way, adjacent to Shoreline Community College campus.

**Funding**

|                | PARTIALLY FUNDED |               |               |               |               |               |                 |
|----------------|------------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| FUNDING SOURCE | 2019 Estimate    | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2019-2024 Total |
| Unknown        |                  |               |               |               |               | \$ 1,056,000  | \$ 1,056,000    |

**Funding Outlook**

Funds are anticipated from Shoreline Community College to help fund this project as mitigation for additional traffic volume generated by the expansion of their college campus. The exact amount is unknown at this time.

**Project Status**

Preliminary design (10%) 3/1/2018.

**Purpose / Goals Achieved**

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

## Project # and Name

### 13. Light Rail Access Improvements: 1st Ave NE (149th to 155th)

## Scope / Narrative

This project enhances pedestrian access to the 145th Street light rail station by constructing sidewalks on both sides of 1st Ave NE between NE 149th and NE 155th. The project assumes design & construction of cement concrete sidewalk, amenity zone, and curb and gutter along both sides of the project area. Where possible the project will retain existing sidewalks.

## Funding

|   | PARTIALLY FUNDED |               |               |               |               |               |                 |
|---|------------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| FUNDING SOURCE  | 2019 Estimate    | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2019-2024 Total |
| Partially funded by Sound Transit<br><i>(will be less than indicated)</i> |                  |               | \$ 1,503,900  |               |               |               |                 |
| Remainder after Sound Transit funding unknown.                            |                  |               |               |               |               |               |                 |
| Funding Source Unknown  |                  |               |               |               |               |               |                 |
| <b>PROJECT TOTAL</b>  | \$ -             | \$ -          | \$ 1,503,900  | \$ -          | \$ -          | \$ -          | \$ 1,503,900    |

## Funding Outlook

Sound Transit is providing \$2 million for access improvements serving the 185th station. Partial funding for this project is anticipated to be provided by Sound Transit as part of these access improvements. Additional funding is anticipated to be needed to complete construction.

## Project Status

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

## Purpose / Goals Achieved

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



## Project # and Name

### 14. Light Rail Access Improvements: 5th Ave NE (180th to 182nd)

## Scope / Narrative

This project enhances pedestrian access to the 185th Street light rail station by constructing sidewalks on both side of the street to connect with Sound Transit improvements. The project assumes design & construction of cement concrete sidewalk, amenity zone, and curb and gutter along both sides of the project area.

## Funding

|                      | PARTIALLY FUNDED |               |               |               |               |               |                 |
|----------------------|------------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| FUNDING SOURCE       | 2019 Estimate    | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2019-2024 Total |
| Sound Transit        |                  |               | \$ 560,250    |               |               |               |                 |
| <b>PROJECT TOTAL</b> |                  |               | \$ 560,250    |               |               |               | \$ 560,250      |

## Funding Outlook

Sound Transit is providing \$2 million for access improvements serving the 185th station. Partial funding for this project is anticipated to be provided by Sound Transit as part of these access improvements . Additional funding is anticipated to be needed to complete construction.

## Project Status

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

## Purpose / Goals Achieved

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

## Project # and Name

### 15. Light Rail Access Improvements: 5th Ave NE (175th to 180th)

## Scope / Narrative

This project enhances pedestrian access to the 185th Street light rail station. The project assumes design & construction of cement concrete sidewalk, amenity zone, and curb and gutter along both sides of 5th Ave NE from NE 175th to 180th.

## Funding

|   | PARTIALLY FUNDED |               |               |               |               |               |                 |
|---|------------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| FUNDING SOURCE  | 2019 Estimate    | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2019-2024 Total |
| Partially funded by Sound Transit<br><i>(will be less than indicated)</i> |                  |               | \$ 1,765,800  |               |               |               | \$ 1,765,800    |
| Remainder after Sound Transit funding unknown.                            |                  |               |               |               |               |               |                 |
| Funding Source Unknown  |                  |               |               |               |               |               |                 |

## Funding Outlook

Sound Transit is providing \$2 million for access improvements serving the 185th station. Partial funding for this project is anticipated to be provided by Sound Transit as part of these access improvements. Additional funding is anticipated to be needed to complete construction.

## Project Status

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

## Purpose / Goals Achieved

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

**Project # and Name****16. Light Rail Access Improvements: 1st Ave NE (145th to 149th)****Scope / Narrative**

This project enhances pedestrian access to the 145th Street light rail station by constructing sidewalks on both side of 1st Ave between NE 145th and 149th. The project assumes design & construction of cement concrete sidewalk, amenity zone, and curb and gutter along both sides of the project area.

**Funding**

|                | PARTIALLY FUNDED |               |               |               |               |               |                 |
|----------------|------------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| FUNDING SOURCE | 2019 Estimate    | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2019-2024 Total |
| Sound Transit  |                  |               | \$ 1,273,725  |               |               |               | \$ 1,273,725    |

**Project Status**

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

**Funding Outlook**

Sound Transit is providing \$2 million for access improvements serving the 185th station. Partial funding for this project is anticipated to provided by Sound Transit as part of these access improvements . Additional funding is anticipated to be needed to complete construction.

**Purpose / Goals Achieved**

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

**Project # and Name****17. Meridian Avenue N – N 145th Street to N 205th Street****Scope / Narrative**

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

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

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

**Funding**

| FUNDING SOURCE       | PARTIALLY FUNDED |               |               |               |               |               | 2019-2024 Total |
|----------------------|------------------|---------------|---------------|---------------|---------------|---------------|-----------------|
|                      | 2019 Estimate    | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2023 Estimate | 2024 Estimate |                 |
| Unknown              |                  |               |               |               | \$ 8,617,000  | \$ 8,617,000  | \$ 17,234,000   |
| Roads Capital        |                  |               |               |               |               |               | \$ -            |
| Federal - STP        |                  |               |               |               |               |               | \$ -            |
| Impact Fee           |                  |               |               |               | \$500,000     | \$500,000     | \$ 1,000,000    |
| <b>PROJECT TOTAL</b> | \$ -             | \$ -          | \$ -          | \$ -          | \$ 9,117,000  | \$ 9,117,000  | \$ 18,234,000   |

**Funding Outlook**

Projects identified in the City's Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service may be funded in part by transportation impact fees. The amount of impact fees is only an estimate as the total amount to be generated in the future is not known at this time. The majority of impact fees generated in the near term are anticipated to be allocated towards project #10: N/NE 175th St- Corridor Improvements this project is anticipated to receive any remaining TIF funds for local match after 175th local match requirements are met with TIF funds.

*Continued on next page*

## Project Status

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

## Purpose / Goals Achieved

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

## **UNFUNDED PROJECTS**

## Project # and Name

**18. N 160th from Aurora to Dayton/Greenwood**

## Scope / Narrative

N 160th from Aurora to Dayton/Greenwood. This is a multi-phase project. N 160th will be restriped to 3-lanes and bikelanes as part of the federally funded bicycle project in 2018. Following phases include new sidewalks, a gateway entrance on N 160th St for Aurora Square, and a midblock pedestrian crossing, most effectively done when the Sears property redevelops and only if traffic volumes warrant.

## Funding

|   | UNFUNDED      |               |               |               |               |               |                 |
|---|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| FUNDING SOURCE                                  | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2019-2024 Total |
| Greenwood/ N 160th St/ Innis Arden intersection | \$ 100,000    | \$ 700,000    | \$ 700,000    |               |               |               | \$ 1,500,000    |
| <b>PROJECT TOTAL</b>                            | \$ 100,000    | \$ 700,000    | \$ 700,000    | \$ -          | \$ -          | \$ -          | \$ 1,500,000    |

## Funding Outlook

This project assumes funding by King County for restriping to three lanes with a bike lane. It assumes pedestrian improvements will be made by private development as properties within the Aurora Square Community Renewal Area are redeveloped. The cost estimate does not include the funding needed for utility undergrounding.

## Project Status

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

## Purpose / Goals Achieved

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

**Project # and Name****19. 15th Avenue NE – NE 175th Street to NE 205th Street****Scope / Narrative**

This project would construct sidewalks and accessible bus stops on the west side of the road from NE 180th St to NE 205th St. There are significant topographic challenges related to constructing a sidewalk on the west side of this arterial. A corridor study will be performed to identify a preferred transportation solution for this roadway segment. Alternatives to accommodate bicycles will be analyzed, including rechannelization of the roadway from four lanes to three. The cross-section of the road from NE 175th St to NE 180th St would be reduced from four lanes to three and bicycle lanes would be installed. Right-of-way may need to be purchased to complete this project.

**Funding**

|                | UNFUNDED      |               |               |               |               |               |                 |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| FUNDING SOURCE | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2019-2024 Total |
| Unknown        |               |               | \$ 6,176,793  |               |               |               | \$ 6,176,793    |

**Funding Outlook**

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

**Project Status**

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

**Purpose / Goals Achieved**

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



## Project # and Name

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

## Scope / Narrative

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

## Funding

|                | UNFUNDED      |               |               |               |               |               |                 |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| FUNDING SOURCE | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2019-2024 Total |
| Unknown        |               |               | \$ 3,681,540  |               |               |               | \$ 3,681,540    |

## Funding Outlook

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

## Project Status

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

## Purpose / Goals Achieved

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

**Project # and Name****21. N 165th Street and Carlyle Hall Road N Sidewalk and Intersection Safety****Scope / Narrative**

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

**Funding**

|                | UNFUNDED      |               |               |               |               |               |                 |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| FUNDING SOURCE | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2019-2024 Total |
| Unknown        |               |               |               |               | \$ 2,482,000  | \$ 2,482,000  | \$ 4,964,000    |

**Funding Outlook**

The funding identified for this project is to identify and design the appropriate improvements for the roadway and develop cost estimates. Because construction costs are unknown at this time, a placeholder for them is identified in 2023/2024. More refined construction costs and a timeline for completion will be updated in future TIPs.

**Project Status**

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

**Purpose / Goals Achieved**

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

## Project # and Name

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

## Scope / Narrative

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

## Funding

|                | UNFUNDED      |               |               |               |               |               |                 |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| FUNDING SOURCE | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2019-2024 Total |
| Unknown        |               | \$ 200,000    |               |               |               | \$ 10,800,000 | \$ 11,000,000   |

## Funding Outlook

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

## Project Status

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

## Purpose / Goals Achieved

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

## Project # and Name

### 23. N 185th Street and Linden Avenue N Intersection Improvements

## Scope / Narrative

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

## Funding

|                | UNFUNDED      |               |               |               |               |               |                 |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| FUNDING SOURCE | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2019-2024 Total |
| Unknown        |               |               |               | \$ 880,000    |               |               | \$ 880,000      |

## Funding Outlook

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

## Project Status

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

## Purpose / Goals Achieved

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

**Project # and Name****24. Fremont Avenue N – N 175th Street to N 185th Street****Scope / Narrative**

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

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

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

Fremont Ave N serves as a primary route to Shorewood High School and Shoreline's Town Center.

**Funding**

|                | UNFUNDED      |               |               |               |               |               |                 |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| FUNDING SOURCE | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2019-2024 Total |
| Unknown        |               |               | \$ 6,292,720  |               |               |               | \$ 6,292,720    |

**Project Status**

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

**Funding Outlook**

The funding identified for this project is to identify and design the appropriate improvements for the roadway and develop cost estimates. Because construction costs are unknown at this time, a placeholder for them is identified in 2019-2024. More refined construction costs and a timeline for completion will be updated in future TIPS.

**Purpose / Goals Achieved**

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

**Project # and Name**

**25. Westminster Way N (South) - N 155th St to Fremont Ave NB Frontage Improvements**

**Scope / Narrative**

This project includes frontage and channelization improvements including widening sidewalks and/or a multi-use trail, installation of a planted median, and ADA improvements at intersections.

**Funding**

|                | PARTIALLY FUNDED |               |               |               |               | UNFUNDED      |                 |
|----------------|------------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| FUNDING SOURCE | 2019 Estimate    | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2019-2024 Total |
| Unkown         |                  |               |               |               |               | \$ 5,000,000  | \$ 5,000,000    |

**Funding Outlook**

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

**Project Status**

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

**Purpose / Goals Achieved**

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

**Project # and Name****26. NE 168th Street and 25th Ave NE Intersection Improvements****Scope / Narrative**

This project includes installation of sidewalks and curb bulb outs for pedestrian safety and visibility and realignment of the east leg of NE 168th Street to allow for a 90 degree angle to improve traffic safety.

**Funding**

|                | PARTIALLY FUNDED |               |               |               |               | UNFUNDED      |                 |
|----------------|------------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| FUNDING SOURCE | 2019 Estimate    | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2019-2024 Total |
| Unknown        |                  |               |               |               |               | \$ 500,000    | \$ 500,000      |

**Funding Outlook**

This project is competitive for funding from the Pedestrian & Bicycle Program administered through WSDOT, Safe Routes to School, and the PSRC TAP grant.

**Project Status**

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

**Purpose / Goals Achieved**

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

**Project # and Name****27. 145th Street (Aurora Ave N to 3rd Ave NW)****Scope / Narrative**

The 145th Street Corridor Study identified future improvements to 145th Street between Aurora Avenue and 3rd Avenue. These improvements modify the roadway to a 3-lane section with on-street bike lanes where space allows.

**Funding**

|                | PARTIALLY FUNDED |               |               |               |               | UNFUNDED      |                 |
|----------------|------------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| FUNDING SOURCE | 2019 Estimate    | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2019-2024 Total |
| Unknown        | \$ -             | \$ -          | \$ -          | \$ -          | \$ -          | \$ 9,700,000  | \$ 9,700,000    |

**Funding Outlook**

No funding has been identified for this project at this time. Design and construction of this segment of roadway is anticipated to begin in 2023 after completion of Project No. 5 which is 145th Street (SR 523), Aurora Ave N to I-5 Corridor Improvements and Project No. 6 which is SR 523 (N/NE 145th Street) & I-5 Interchange Improvements.

**Project Status**

This project is scheduled to be completed after the 145th interchange and segment from I-5 to Aurora.

**Purpose / Goals Achieved**

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



## Project # and Name

### 28. Interurban Trail Crossing at SR-104

## Scope / Narrative

This project improves safety and accessibility for the Interurban Trail crossing at SR-104 and Meridian Ave N. In addition, bike lane connections to the north (City of Edmonds) and the south (City of Shoreline) would be improved by providing dedicated bike lanes and improving access for bicyclists on this missing link of the Interurban. The scope of this project includes design and construction for:

- Curb/gutter/sidewalk to reduce vehicle turning speeds, shorten the nonmotorized crossing, and improve accessibility.
- Pavement marking removal and installation for realigned lanes and bike lane markings.
- Accessible Pedestrian Signals to improve pedestrian safety and accessibility.
- Signal pole and mast arm replacement to provide illumination for the Interurban crossing where there is currently none.
- Signal detection for bicyclists within new dedicated bike lanes.
- Sign installation and removal where needed.

## Funding

|                | PARTIALLY FUNDED |               |               |               |               | UNFUNDED      |                 |
|----------------|------------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| FUNDING SOURCE | 2019 Estimate    | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2019-2024 Total |
| Unknown        |                  |               |               |               |               | \$ 931,428    | \$ 931,428      |

## Funding Outlook

This project is competitive for funding from the Pedestrian & Bicycle Program administered through WSDOT, as well as the PSRC TAP grant.

## Project Status

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

## Purpose / Goals Achieved

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

**Project # and Name****29. Light Rail Access Improvement – 10th Ave NE (180th to 185th)****Scope / Narrative**

This project will provide enhanced pedestrian access to the 185th light rail including connecting to North City. Project includes design & construction of cement concrete sidewalk, amenity zone, and curb and gutter along both sides of 10th Ave NE between NE 180th street and NE 185th Street.

**Funding**

|                | UNFUNDED      |               |               |               |               |               |                 |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| FUNDING SOURCE | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2019-2024 Total |
| Unfunded       | \$ -          | \$ -          | \$ 1,694,250  | \$ -          | \$ -          | \$ -          | \$ 1,694,250    |

**Funding Outlook**

Sound Transit is providing \$2 million to fund access improvement projects serving the 185th Station. This project is a lower priority and access improvement funding is not expected to be available for this project.

**Project Status**

This project is scheduled to be completed after the 145th interchange and segment from I-5 to Aurora.

**Purpose / Goals Achieved**

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

**Project # and Name****30. Light Rail Access Improvement - 5th Ave NE, NE 185th to NE 190th****Scope / Narrative**

This project is identified as an access improvement project to enhance pedestrian safety in accessing the 185th Station. The project includes design & construction of cement concrete sidewalk, amenity zone, and curb and gutter along both sides of 5th Ave NE within the project area.

**Funding**

|                | UNFUNDED      |               |               |               |               |               |                 |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| FUNDING SOURCE | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2019-2024 Total |
| Unfunded       | \$ -          | \$ -          | \$ 1,741,500  | \$ -          | \$ -          |               | \$ 1,741,500    |

**Funding Outlook**

Sound Transit is providing \$2 million to fund access improvement projects serving the 185th Station. This project is a lower priority and access improvement funding is not expected to be available for this project.

**Project Status**

This project is scheduled to be completed after the 145th interchange and segment from I-5 to Aurora.

**Purpose / Goals Achieved**

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

**Project # and Name****31. Light Rail Access Improvement - 5th Ave NE, NE 190th to NE 195th****Scope / Narrative**

This project is identified as an access improvement project to enhance pedestrian safety in accessing the 185th Station. The project includes design & construction of cement concrete sidewalk, amenity zone, and curb and gutter along both sides of 5th Ave NE within the project area.

**Funding**

|                | UNFUNDED      |               |               |               |               |               |                 |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| FUNDING SOURCE | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2019-2024 Total |
| Unfunded       | \$ -          | \$ -          | \$ 1,687,500  | \$ -          | \$ -          |               | \$ 1,687,500    |

**Funding Outlook**

Sound Transit is providing \$2 million to fund access improvement projects serving the 185th Station. This project is a lower priority and access improvement funding is not expected to be available for this project.

**Project Status**

This project is scheduled to be completed after the 145th interchange and segment from I-5 to Aurora.

**Purpose / Goals Achieved**

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

**Project # and Name****32. Light Rail Access Improvement - 1st Ave NE, N 190th to NE 195th Street****Scope / Narrative**

This project is identified as an access improvement project to enhance pedestrian safety in accessing the 185th Station. The project includes design & construction of cement concrete sidewalk, amenity zone, and curb and gutter along the west side of 1st Ave NE within the project area.

**Funding**

|                | UNFUNDED      |               |               |               |               |               |                 |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| FUNDING SOURCE | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2019-2024 Total |
| Sound Transit  | \$ -          | \$ -          | \$ 1,220,400  | \$ -          | \$ -          |               | \$ 1,220,400    |

**Funding Outlook**

Sound Transit is providing \$2 million to fund access improvement projects serving the 185th Station. This project is a lower priority and access improvement funding is not expected to be available for this project.

**Project Status**

This project is scheduled to be completed after the 145th interchange and segment from I-5 to Aurora.

**Purpose / Goals Achieved**

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

## Project # and Name

### 33. 3rd Ave NE Woonerf

## Scope / Narrative

A "woonerf" is an urban design tool which originated in the Netherlands. It is intended to transform streets from car prioritized spaces to shared spaces for all modes of transport, including pedestrians. Woonerfs are designed to reduce vehicular travel speeds, as opposed to using the traditional method of signs and speed-bumps.

A woonerf blends the line between pedestrian and vehicle paths. By removing curbs and any indication of a car travel line, while at the same time adding landscaping and street furniture, the public realm for pedestrians is expanded into what was the street. Parking areas are dispersed to prevent a wall of cars blocking access to the street. Curves are used to reduce sight lines for drivers. If a driver is able to see an exit in the distance, they will try to get there as fast as possible while disregarding the pedestrians. Sidewalks are also eliminated in a woonerf, since the idea is that people and vehicles share the same space.

The concept for the 3rd Avenue NE Woonerf is the creation of a slow-paced, curbless street where pedestrian and bicycle movements are prioritized and vehicles are invited guests by extending 3rd Avenue NE between NE 149th Street and NE 151st Street. The 3rd Avenue NE Woonerf creates a pedestrian and bike connection to the adjacent Shoreline South/145th Station and incorporates the eastern terminus of the proposed 148th street non-motorized bridge and north/south alignment of the proposed Trail Along the Rail.

## Funding

|                      | UNFUNDED      |               |               |               |               |               |                 |
|----------------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| FUNDING SOURCE       | 2019 Estimate | 2020 Estimate | 2021 Estimate | 2022 Estimate | 2023 Estimate | 2024 Estimate | 2019-2024 Total |
| No identified source | \$ -          | \$ 390,000    | \$ 390,000    | \$ 1,000,000  | \$ 1,000,000  | \$ 1,000,000  | \$ 3,780,000    |

## Funding Outlook

2018-2023 CIP budget does not include budget for design development. However, City staff plans to incorporate the Woonerf's street and frontage improvements into the Master Street Plan Update, continue project coordination with Sound Transit, utilize the conceptual renderings as communication tools when working with the public and potential developers, and apply for grant funding.

*Continued on next page*

## Project Status

A preliminary concept of the 3rd Ave NE Woonerf was presented to City Council on January 8, 2018. The design of the Woonerf will be advanced through ongoing coordination with Sound Transit and through the Master Street Plan Update process. In addition, the City will work with potential developers of adjacent properties to the Woonerf to coordinate street frontage and access improvements.

## Purpose / Goals Achieved

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

# Transportation Improvement Program 2019 to 2024

