

CITY COUNCIL AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adoption of Resolution No. 429 Adopting the 2019-2024 Transportation Improvement Plan
DEPARTMENT:	Public Works
PRESENTED BY:	Nyasha Sowers, Transportation Services Manager
ACTION:	<input type="checkbox"/> Ordinance <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing <input type="checkbox"/> Discussion

PROBLEM/ISSUE STATEMENT:

In accordance with state law, the City is required to prepare a 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. In addition to local projects, the TIP should also identify projects and programs of regional significance for inclusion in the regional TIP. The City's TIP is used to secure federal funding for transportation projects as part of the Statewide Transportation Improvement Plan.

The draft 2019-2024 TIP was presented to Council on April 2, 2018. The staff presentation included a cost correction in Project 9 and Project 11. The staff presentation was immediately followed by a public hearing on the plan, as required by RCW 35.77.010. After the hearing, Council asked several questions regarding the funding of individual projects presented during the presentation, which are addressed in this staff report. Staff has modified Exhibit A that was presented in the draft 2019-2024 TIP on April 2, 218 to reflect the recommended changes arising from that discussion. Tonight Council may choose to adopt the revised 2019-2024 TIP or amend this document prior to adoption of the attached 2019 -2024 TIP by Resolution No. 429.

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. Listing projects in the TIP makes them grant eligible, as most grant programs will not fund projects not included in a jurisdiction's TIP. The vast majority of projects included in the TIP are unfunded or partially funded. All of the funded programs are identified as underfunded, as additional work could be completed through these programs with supplemental funding.

RECOMMENDATION

Staff recommends that Council adopt Resolution No. 429, which would adopt the 2019-2024 Transportation Improvement Plan as stipulated.

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 TIP must be consistent with its comprehensive plan transportation element. RCW 35.77.010 requires that the City hold at least one public hearing on the TIP and to 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.

The TIP identifies projects to meet local transportation needs, as well as projects of regional significance, such as the 145th 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 TIP identifies projects for all modes of transportation, including bicycles, pedestrians, vehicles and transit. The City's TIP is used to secure federal funding for transportation projects as part of the Statewide Transportation Improvement Plan.

Projects in the TIP can be funded and unfunded and the draft TIP includes the transportation projects identified in the preliminary 2019-2024 Capital Improvement Plan (CIP). Including projects in the TIP improves the city's eligibility to secure grant funding. The TIP is prepared and presented to Council in advance of the 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 2019-2020 budget process later this year.

DISCUSSION

The current draft 2019-2024 TIP utilizes last year's TIP as its foundation. Projects and programs included in the TIP include high priority projects identified in the 2011 Transportation Master Plan (TMP) for safety and operations, as well as bicycle and pedestrian projects.

The draft 2019-2024 TIP was presented to Council on April 2, 2018. The staff report for this Council discussion can be found at the following link: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2018/staffreport040218-8a.pdf>. The staff presentation included a cost correction in Project 9 and Project 11 which reduced these projects' total cost and the overall total cost of the TIP. The staff presentation was immediately followed by a public hearing on the plan, as required by RCW 35.77.010. After the hearing, Council asked several questions regarding the scope and/or funding of individual projects which are addressed in this staff report.

An overview of the Council questions on the draft 2019 -2024 TIP and the staff responses are presented below.

1. Projects 13 through 16: Light Rail Access Improvements.

- A. Council noted that the four Light Rail Access projects listed in the TIP are shown as partially funded, total \$5.1 million in cost, and that Sound Transit will be providing a total of \$4 million for access improvements (\$2 million per station). Given the limited funds, Council inquired why there were four partially identified Light Rail Access Improvement projects identified in the TIP.

Staff has re-evaluated the Light Rail Access Projects for funding and recommends the distribution of the \$2 million available per light rail station as follows.

At the South Shoreline/145th Station:

- Project 16 Light Rail Access Improvements: 1st Avenue NE (NE 145th to NE 149th) - fully funded at \$1,273,725.
- Project 13 Light Rail Access Improvements: 1st Avenue NE (NE 149th to NE 155th) - partially funded at \$726,275 (of \$1,503,900).
- Total Sound Transit Light Rail Access funding available for the Shoreline South/145th Station area is \$2,000,000.

At the North Shoreline/185th Station:

- Project 14 Light Rail Access Improvements: 5th Avenue NE (NE 180th to NE 182nd) - fully funded at \$560, 250.
- Project 15 Light Rail Access Improvements: 5th Avenue NE (NE 175th to NE 180th) – partially funded at \$1,439,750 (of \$1,765,800).
- Total Sound Transit Light Rail Access funding available for the Shoreline North/185th Station area is \$2,000,000.

- B. Council also asked why NE 148th Street, between 5th Avenue NE and 8th Avenue NE across from the 145th light rail station, was not included in the funded list of light rail station access improvement projects. This segment of roadway did not score very highly using either the Sound Transit access criteria or the updated sidewalk prioritization criteria. Staff confirmed that this segment of roadway had been evaluated as a potential Sound Transit access improvement project and due to its low ranking, was not included in Sound Transit access mitigation discussions or the subsequent interlocal agreement. When this segment of sidewalk was evaluated using the updated Sidewalk Prioritization criteria, it also received a low ranking. Council could determine if it would like to amend the proposed TIP and include this project as unfunded.

2. Project 11: N/NE 185th Street Corridor Improvements.

Council asked about the scheduling of surface repairs for the N/NE 185th Street corridor's pavement and if surface repairs are scheduled to occur before or after the City is planning to spend money on the design of multi-modal corridor improvements for the corridor. As presented in the draft TIP update, the design

phase for the 185th corridor is scheduled to begin in the year 2023. The Council noted concern regarding the current condition of the corridor's pavement and the possibility of surface repairs not occurring until after the design phase of planned multi-modal access improvements were completed.

The surface repairs are not currently scheduled to occur before the design of multi-modal corridor improvements for the corridor starts in 2019, but will likely occur before construction of the planned multi-modal corridor improvements, which are not expected to be constructed for another 10 years given the funds required for construction and other City transportation priorities. A discussion on the City's pavement management system and planned improvements is scheduled for May 14th, where a discussion and guidance on pavement preservation projects can occur prior to the Capital Improvement Project (CIP) update in June. Staff recommends deferring a discussion on pavement preservation on N/NE 185th Street until those Council discussions.

3. Project 17: Meridian Avenue N – N 145th Street to N 205th Street.

Council asked if the Meridian Avenue N project should be funded given other City priorities. Project 17 was included in the fully or partially funded projects list of projects in the TIP because it was defined as a growth project which can use Transportation Impact Fees to partially fund the planned improvements. This project accounts for approximately 27% of the TIF based on the City's adopted Rate Study. Although this project is eligible for TIF funds, staff recommends that the Meridian project not be considered as a high a priority for completion in the near term as the 175th Street corridor project (Project 10), which is also eligible for TIF funds, should be considered a higher priority.

Improvements on the 175th Street corridor are considered more urgent than Meridian Avenue N given 175th Street's substandard sidewalks, high usage by school age children, access to a regional park and ride, the I-5 interchange and local economic centers, as well as high congestion levels. The City has received federal grant funds for design of the 175th Street corridor and is planning to use available TIF funds for ROW purchases on the corridor within the next six years in order to enable construction of these improvements within the next 10 years.

Staff recommends moving Project 17 - Meridian Avenue N to the "unfunded" category and reviewing additional funding for Project 10 - N/NE 175th in future TIP and CIP updates as funding and costs are better defined.

4. Project 28: Interurban Trail Crossing at SR-104

Council asked if the cost shown in the TIP were the total cost for the project. Staff has confirmed that the cost shown is the total cost for the project. The City is currently pursuing grant funding for this project.

5. Project 33: 3rd Avenue NE Woonerf

There was some discussion amongst the Council on whether this project should remain in the TIP. There was a majority of the Council that indicated that this project should remain in the TIP as an unfunded project. This reflects the discussion that Council had in January 2018 regarding the status of the project.

In addition to the TIP related questions, a couple of other issues were raised by Council on April 2nd:

- **How much cut through traffic is there on Meridian Avenue N?**

The average daily traffic (ADT) on Meridian Avenue N ranges on the corridor from approximately 6,000 on the south end, approximately 13,000 near N 175th Street, and approximately 10,000 near N 205th Street.

In June of 2015, an origin-destination study of Meridian Avenue was performed to determine the amount of cut through traffic using Meridian Avenue N from the northern extent of the City limits to the I-5 southbound on ramps at N 175th Street and at N 145th Street. This study involved an analysis of recorded license plates and corresponding times at three locations on Meridian Avenue N over a two day period between the hours of 6 AM and 10 AM. The study found:

- The average percentage of cut through trips from 205th to 145th for the highest average hour was 26% with the highest AM Peak Hour cut through volume occurring between 7-8 AM.
- The average percentage of cut through trips from 205th to 175th for the highest hour between 6-10 AM was 15%, between 6-7 AM.
- The highest 15 minute interval of cut through traffic, combining cut through trips counted from 205th to 175th and 205th to 145th, was 44%.

It is worth noting that staff are analyzing the operational impacts of planned design and operational improvements to the 145th I-5 interchange as part of the design of the 145th and I-5 interchange project, including an analysis of the impacts on 145th Street of a ramp meter for the southbound I-5 on-ramp.

- **What is the cost for the repair of sidewalks along Meridian Avenue N if they were completed separately from the proposed Meridian corridor improvements?**

The cost associated with just the sidewalk repairs for the remainder of the corridor is approximately \$5 million. This does not assume 100% sidewalk replacement, but does include curb ramp upgrades and repair of existing retaining walls that are starting to fail primarily as a result of trees that are also impacting the sidewalk. These are planning level estimates and would be re-evaluated along with the project scope when the project progresses closer to design. In this case, both the scope and costs will be re-assessed with an update to the traffic model, growth projects and impact fees.

As presented in Exhibit A, staff has modified the draft 2019-2024 TIP presented on April 2, 2018 to reflect the recommended changes presented above. Tonight Council may choose to adopt the revised 2019 TIP or amend this document with project modifications prior to adoption of the 2019 -2024 TIP by Resolution No. 429 (Attachment A).

COUNCIL GOAL(S) ADDRESSED

The TIP addresses Council Goal 2 to improve Shoreline's infrastructure. By identifying and developing a plan for multi-modal transportation improvements, the City is working to preserve and enhance the infrastructure. This plan also addresses Council Goal 5 to 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. Listing projects in the TIP makes them grant eligible, as most grant programs will not fund projects not included in a jurisdiction's TIP. The vast majority of projects included in the TIP are unfunded or partially funded. All of the funded programs are identified as underfunded, as additional work could be completed through these programs with supplemental funding.

RECOMMENDATION

Staff requests Council to adopt Resolution No. 429, which would adopt the 2019-2024 Transportation Improvement Plan as stipulated.

ATTACHMENTS

Attachment A: Proposed Resolution No. 429
Exhibit A: 2019-2024 Transportation Improvement Plan

RESOLUTION NO. 429

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, ADOPTING A SIX-YEAR (2019-2024) TRANSPORTATION IMPROVEMENT PLAN AND DIRECTING THE SAME TO BE FILED WITH THE WASHINGTON STATE SECRETARY OF TRANSPORTATION AND TRANSPORTATION IMPROVEMENT BOARD.

WHEREAS, the City Council of the City of Shoreline has previously adopted a Comprehensive Plan as required by the Growth Management Act, 36.70A RCW, which includes a six-year Transportation Improvement Plan as required by RCW 35.77.010 as part of the Transportation Element of the Plan; and

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

WHEREAS, a properly noticed public hearing was held on the Six-Year Transportation Improvement Plan on April 2, 2018;

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

Section 1. Plan Adopted. The Six-Year Transportation Improvement Plan for the City of Shoreline for the ensuing six (6) calendar years (2019-2024 inclusive) attached hereto as Exhibit A and incorporated herein by this reference, which Plan sets forth the project location, type of improvement and estimated cost thereof, is hereby adopted.

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

ADOPTED BY THE CITY COUNCIL ON MAY 7, 2018.

Mayor Will Hall

ATTEST:

Jessica Simulcik Smith
City Clerk

Exhibit A

City of Shoreline 2019-2024 Transportation Improvement Plan

1. What is the Six-Year Transportation Improvement Plan (TIP)?

The City of Shoreline Six-Year Transportation Improvement Plan (TIP) is a short-range planning document that is updated annually based upon needs and policies identified in the City's Comprehensive Plan and Transportation Master Plan. It identifies Shoreline's current needed transportation projects and programs for the next six years. Some projects identified in the TIP are significant enough in nature that they will take longer than six years to complete.

2. What is included in the TIP?

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.

Projects in the TIP are sorted into three categories: Funded Programs, Funded Projects, Unfunded Projects. Projects and programs that are underfunded or partially funded are included in the funded categories. Generally, funded projects are those included in the City's 2019-2024 Capital Improvement Plan. All projects and programs identified for 2021 are unfunded. All of the funded programs are identified as underfunded, as additional work could be completed through these programs with supplemental funding.

3. Project Costs and Funding

Each project listed in the TIP includes an estimated cost, the amount of funding secured or unsecured and the funding source(s) for the six year period covered by the TIP. Existing and new project and program costs need to cover all phases of a project (described below), including the staff time necessary to administer them. 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

expenditures. 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. 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 years have been developed with less specificity, as the projects are generally less defined. Unless otherwise noted, project costs do not include the costs for placing overhead utilities underground.

4. Developing the TIP

The annual TIP update starts with the previously adopted TIP. Projects in the previously adopted TIP are reviewed and projects that have been completed, or because of changing conditions, are no longer needed are removed from the TIP. Existing projects may also be updated based upon completed studies, refined project scopes or revised cost estimates. The remaining projects carried over from the previous TIP are reviewed for changes to cost estimates, project funding, schedule, or scope during the update process to ensure that the best information is represented in the TIP.

New projects are generated from many sources, including the City's adopted Transportation Master Plan (TMP), Comprehensive Plan, Council priorities, identification of new issues or deficiencies, response to growth, accident locations or the potential to secure grant funding. The City may use tools such as pavement management rating, analysis of accident data and transportation modeling to help identify potential new projects. Potential new projects undergo a review of scope, priority, schedule and cost analysis.

Updated projects from the previous TIP and new projects are then used to create a draft TIP project list. The phasing and funding of these projects in the draft TIP is based on an evaluation of project priority compared with priorities laid out in the TMP and Comprehensive Plan, commitments to projects and programs that are already underway, secured grants, partnerships the City has entered into with other jurisdictions and agencies and new opportunities that arise to leverage local transportation funding in combination with other funding sources.

Once the draft TIP has been developed, a public hearing is held to provide an opportunity for the community comment. Based on the results of the public hearing and comments from the Shoreline City Council a final version of the TIP is developed. This final version is then adopted by the City Council.

6. Funding Challenges

As is the case for most jurisdictions, the need for transportation improvements in Shoreline greatly outweighs the City's ability to fund them in both the short and long term. In addition to major capital projects such as intersection or corridor improvements, there is an on-going need to maintain the existing system. This includes repair, maintenance and preservation work, such as Bituminous Surface Treatment (BST) or overlays, upgrades and repairs to traffic signals, installation of new street lights and curb ramp upgrades. It is difficult to estimate the annual backlog or degree

to which the City's transportation program is underfunded, as new projects are identified annually and maintenance is a continuous necessity. The unfunded projects and programs included in this six year TIP (not including the unfunded portions of partially funded projects) total over \$60 million.

The City of Shoreline funds transportation capital projects from the General Fund, Real Estate Excise Tax (REET), Transportation Benefit District (TBD) and grant revenue from local, state and federal governments. Because some of these revenue sources are so closely tied to the health of the economy they can be somewhat unpredictable, making it challenging for the City to plan for transportation improvements with assurance that funding will be available.

Historically the largest sources of funding for Shoreline's transportation programs and projects have been grants. Funding for transportation projects is available from federal, state and local resources. Each funding source has specific rules and guidelines about what types of projects they will fund, how much of a project will be funded and timelines for expenditure of funds.

Most grant programs require a funding match, which means that the City must also contribute funding to the cost of a project. The granting agency may also have restrictions about the source of the funding match. For example, a state funded grant might be restricted from having another state funded grant serve as the match. Funding programs for bicycle and pedestrian transportation projects are very limited, especially in comparison to funding for highway and roadway projects. Quite often, granting agencies prefer to fund construction of projects rather than planning, design or environmental work. Having projects fully designed and "shovel ready" improves their ability to compete for funding. The competitive nature of grant funding and the specific requirements associated with available grants narrow the opportunities for many of the City's high priority projects to obtain outside funding.

7. Lifecycle of a Project

Depending upon the size and/or degree of complexity associated with a project, it can take several years to complete. For example, the three mile Aurora Corridor Improvement Project scheduled for completion in 2016, began the initial planning work in 1997. Large projects may be divided into several smaller projects in order to manage the project more effectively, comply with grant funding requirements or minimize inconvenience to the community during construction. Throughout all phases of a project, the City is committed to maintaining open communications with the community. The process to develop projects generally includes the following steps.

Planning and Alternatives Development – During this phase, conceptual ideas for a project are identified, evaluated, and narrowed, sometimes to a single option. Citizens, community organizations, neighboring jurisdictions and other stakeholders help shape the project. Public meetings provide updates to the community and help the City gather feedback.

Preliminary Design and Environmental Review – This phase identifies potential environmental impacts of the project alternative(s). The level of review and documentation depends on the scope of the project and its potential for environmental impacts. An Environmental Impact Statement (EIS) is prepared for large projects with potentially significant impacts. Development of a State Environmental Policy Act (SEPA) checklist may be prepared for projects not requiring an EIS. A similar review under the National Environmental Policy Act (NEPA) is required for projects that receive federal funding. The project's design moves from conceptual to preliminary as initial engineering begins.

During this phase:

- If required, a SEPA checklist or Draft EIS is published followed by a public comment period. Responses to those comments are found in the Final EIS.
- Preliminary design is completed.
- The City selects the project that will eventually be built.

Final Design and Property Acquisition – In this phase, architects and engineers define what the project will look like as well as the technical specifications for the project. Field work is performed including testing soil conditions and ground water levels, surveying, and locating utilities. Additionally, the City acquires any necessary private property and easements. This phase is often referred to as “Projects, Specifications and Estimate (PS and E)”.

Construction – Construction time varies widely from project to project. The City balances the need to complete the project on time and on budget while minimizing construction impacts to the community. Unforeseen site conditions, weather, design corrections and the complexity of a project are some of the factors that can influence the schedule. Construction schedules can also be affected by environmental restrictions, such as permissible timeframes to work in fish bearing waters.

6. Relationship of the TIP to other Transportation Documents

A. Six-Year Capital Improvement Plan

Once adopted, the TIP helps to guide funding and implementation priorities during the development of the transportation portion of the Capital Improvement Plan (CIP). The CIP is a six-year financial plan addressing capital needs and is updated along with the development of the City's operating budget. The CIP shows the City-funded portion of projects and is constrained by current budget forecasts, whereas the TIP shows the complete project list, including unfunded projects and programs. The first year of the CIP is adopted as part of the annual budget

B. Transportation Master Plan

The City of Shoreline's Transportation Master Plan (TMP) is the long-range blueprint for travel and mobility, describing a vision for transportation that supports the City's adopted Comprehensive Plan. The TMP provides guidance for public and private sector decisions on local and regional transportation investments, including short-, mid-, and long-range transportation and related land-use activities. In this way, the City can assess the relative importance of projects and schedule their planning, engineering and construction as growth takes place and the need for the facilities and improvements is warranted. It also establishes a prioritization of the projects to be included in future capital improvement plans. The TMP covers all forms of personal travel – walking, bicycling, transit and automobile.

C. State and Federal Requirements

State law requires that each city develop a local TIP and that it be annually updated (RCW 35.77.010). It also requires that projects be included in the TIP in order for cities to compete for transportation funding grants from most federal and state sources. Federal grant funded and regionally significant projects from the first three years of the City's TIP are included in the Regional TIP, which is assembled by the Puget Sound Regional Council for King, Kitsap, Pierce, and Snohomish Counties. The Regional TIPs from around the State are then combined to form the State TIP, which is approved by the Governor and then submitted to the Federal Highway Administration and Federal Transit Authority for their review and approval.

Contact Information

For additional information, contact Nytasha Sowers, Transportation Services Manager, 206.801.2481, nsowers@shorelinewa.gov.

Attachment A - Exhibit A

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

UNFUNDED PROJECTS

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

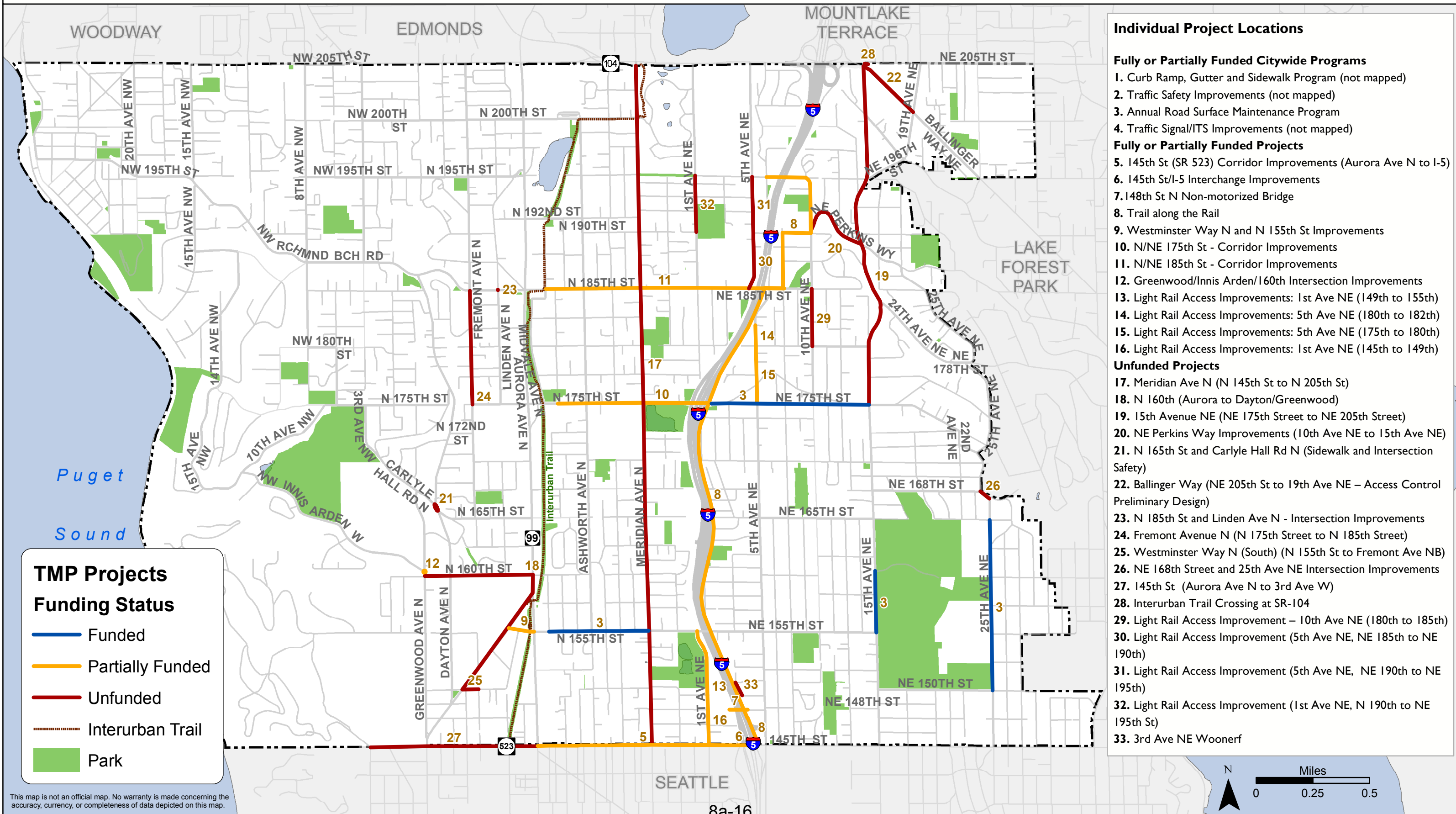
PROJECT SCHEDULED FOR SUBSTANTIAL COMPLETION IN 2018

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: 1. Greenwood Ave N between Westminster Way N and N 160th Street (northbound and southbound) 2. 5th Ave NE between NE 192nd Street and NE 205th Street (northbound and southbound) 3. 1st Ave NE between N 145th Street and N 155th Street (northbound and southbound) 4. 15th Ave NW between NW Richmond Beach Rd and NW 205th St (northbound and southbound) 5. NW Innis Arden Way between Greenwood Ave N and 10th Ave NW (westbound only)	\$ 144,511	HSIP, Roads Cap

Transportation Improvement Program 2019 to 2024



Project	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2019-2024 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
							\$ 10,215,866
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000
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	\$ 523,877	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ 3,523,877
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 th Ave NE (180 th to 182 th)	\$ -	\$ -	\$ 560,250	\$ -	\$ -	\$ -	\$ 560,250
15. Light Rail Access Improvements: 5 th Ave NE (175th to 180 th)	\$ -	\$ -	\$ 1,765,800	\$ -	\$ -	\$ -	\$ 1,765,800
16. Light Rail Access Improvements: 1st Ave NE (145 th to 149 th)	\$ -	\$ -	\$ 1,273,725	\$ -	\$ -	\$ -	\$ 1,273,725
							\$ 108,267,552
UNFUNDED PROJECTS							
17. Meridian Avenue N (N 145th Street to N 205th Street)	\$ -	\$ -	\$ -	\$ -	\$ 9,117,000	\$ 9,117,000	\$ 18,234,000
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. Westminster 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 th Ave NE (180 th to 185 th)	\$ -	\$ -	\$ 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
							\$ 78,984,131
	\$ 15,293,319	\$ 9,441,015	\$ 42,546,444	\$ 21,311,869	\$ 47,391,462	\$ 61,483,440	\$ 197,467,549

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							\$ -
PROJECT TOTAL	\$ 1,100,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 7,100,000

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

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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
PROJECT TOTAL	\$ 2,448,000	\$ -	\$ 5,000,000	\$ 5,000,000	\$ 10,000,000	\$ 10,000,000	\$ 32,448,000

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.

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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
PROJECT TOTAL	\$ 3,000,000	\$ 2,000,000	\$ 1,200,000	\$ 10,000,000	\$ 10,000,000	\$ -	\$ 26,200,000

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							\$ -
PROJECT TOTAL	\$ 500,000	\$ -	\$ 2,242,000	\$ -	\$ 394,000	\$ -	\$ 3,136,000

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
PROJECT TOTAL	\$ 500,000	\$ 2,000,000	\$ 1,500,000	\$ 500,000	\$ 2,500,000	\$ 2,000,000	\$ 9,000,000

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

FUNDING SOURCE	UNFUNDED						2019-2024 Total
	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	
a. N 155th St (West) including intersection at Westminster - City Funds + Pvt. Donation	\$ 2,000,000						\$ 2,000,000
b. Westminster Way N (North) N 157th to Aurora - Development Frontage	\$ 2,000,000						\$ 2,000,000
c. Construct N 157th St - Pvt. Donation	\$ 1,000,000						\$ 1,000,000
PROJECT TOTAL	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000

Funding Outlook

These projects will be designed by the City and constructed by private development as properties within the Aurora Square Community Renewal Area are redeveloped. The cost estimate does not include funding 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**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	
PROJECT TOTAL	\$ 1,640,000	\$ 2,460,000	\$ 2,200,000	\$ 2,200,000	\$ 7,150,000	\$ 7,150,000	\$ 22,800,000

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 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 th St Corridor Strategy (CIP)	\$523,877						\$ 523,877
185th Corridor Improvements					\$3,000,000		\$ 3,000,000
PROJECT TOTAL	\$ 523,877	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ 3,523,877

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 (will be less than indicated)			\$ 1,503,900				
Remainder after Sound Transit funding unknown.							
Funding Source Unknown							
PROJECT TOTAL	\$ -	\$ -	\$ 1,503,900	\$ -	\$ -	\$ -	\$ 1,503,900

Funding Outlook

Sound Transit is providing \$2 million for access improvements serving the 145th station. This project is partially funded through these Sound Transit funds at approximately \$726,275.00 (total project is \$1,503,900.00) as part of these access improvements (also see Project No. 16). Additional funding will 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				
PROJECT TOTAL			\$ 560,250				\$ 560,250

Funding Outlook

Sound Transit is providing \$2 million for access improvements serving the 185th station. This project will be fully funded through these Sound Transit funds at \$560,250.00 (also see Project No. 15).

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 <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. This project is partially funded through these Sound Transit funds at approximately \$1,439,750.00 (total project is \$1,765,800.00) as part of these access improvements (also see Project No. 14). Additional funding will 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

Funding Outlook

Sound Transit is providing \$2 million for access improvements serving the 145th station. This project will be fully funded through these Sound Transit funds at \$1,273,725.00 (also see Project No. 13).

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 type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

UNFUNDED PROJECTS

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

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

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
PROJECT TOTAL	\$ 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, curbsless 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 |