

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

<b>AGENDA TITLE:</b>	Discussion of the 2021-2026 Transportation Improvement Plan
<b>DEPARTMENT:</b>	Public Works
<b>PRESENTED BY:</b>	Nytasha Walters, Transportation Services Manager
<b>ACTION:</b>	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing <input checked="" type="checkbox"/> Discussion

**PROBLEM/ISSUE STATEMENT:**

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

Tonight, the City will discuss proposed updates to the TIP. The TIP will be brought back to Council on June 1, 2020, for a Public Hearing to receive public feedback on the proposed updates and for potential Adoption of the TIP.

**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 Capital Improvement Plan (CIP), including projects that are partially funded or underfunded, as well as currently unfunded projects the City would like to undertake should funding become available. The vast majority of projects included in the TIP are unfunded or partially funded. Listing projects in the TIP makes them grant eligible, as most grant programs will only fund projects included in a jurisdiction's TIP. Staff will request guidance from Council on how to address under or partially funded projects as part of the development of the 2021-2026 CIP.

**RECOMMENDATION**

No action is required tonight; staff recommends that Council discuss the proposed 2021-2026 TIP. Staff is requesting direction from Council regarding the policy topics outlined in this staff report as well as any revisions to the 2021-2026 TIP, including items that should be added or removed. Council is scheduled for a Public Hearing and potential Adoption of the 2021-2026 TIP on June 1, 2020.

Approved By:            City Manager **DT**

City Attorney **JA-T**

## **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). The City's six-year TIP must be consistent with its comprehensive plan transportation element. The six-year TIP should include transportation projects, such as road and bridge work, as well as new or enhanced bicycle or pedestrian facilities.

In addition to local projects, the TIP should also identify projects and programs of regional significance for inclusion in the regional TIP, such as the 145<sup>th</sup> Street corridor improvements. It also includes some on-going programs, such as the Traffic Safety Improvements Program, and more recently, the Sidewalk Program – New Construction. In November 2018, voters approved a Sales & Use Tax to support design and construction of 12 identified new sidewalk projects. The City has issued the first round of bonds supported by the Sales & Use Tax revenue to start design and/or construction of several projects. Completion of the 12 projects is considered fully funded. If additional funds are available at the completion of these projects, the Sidewalk Program can fund either additional new sidewalk projects or repair and maintenance activities.

The City's TIP is used to secure state and federal funding for transportation projects as part of the Statewide Transportation Improvement Plan (STIP).

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

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

Tonight, Council will discuss the draft 2021-2026 TIP. A Public Hearing and potential Adoption of the TIP are currently scheduled for June 1, 2020. RCW 35.77.010 requires that the City hold at least one public hearing on the TIP and that the City submit the adopted TIP to the Washington State Secretary of Transportation. The Department of Transportation has historically accepted submittal of TIPs through the month of June.

## **DISCUSSION**

The draft 2021-2026 TIP (Attachment A) utilizes last year's TIP (2020 to 2025 TIP) as its foundation. Projects and programs included in the draft 2021-2026 TIP include high priority projects identified in the 2011 Transportation Master Plan (TMP) for safety and operations, access, and mobility improvements for all modes of transportation.

Projects in the TIP are sorted into three categories: Programs, Projects (Fully or Partially Funded), and Projects (Unfunded). Generally, funded or partially funded projects are those included in the City's 2020-2025 CIP. Unfunded projects shown in

2021-2026 are those that staff believe have favorable grant possibilities but the specific year a grant may be awarded is unknown. The Programs are generally considered underfunded, as additional work could be completed through these programs with supplemental funding.

A project sheet for each project or program in the TIP has been developed and includes the following (see Attachment A for a more detailed description):

- Scope/Narrative;
- Funding;
- Funding Outlook;
- Project Status; and
- Purpose/Goals Achieved.

Each project listed in the TIP includes an estimated project cost, the amount of funding secured or unsecured, and the funding source for the six-year period covered by the TIP. If grant funding has been secured from a specific source, it is identified. The total project cost and any previous expenditures are identified with discussion in the Funding Outlook section. 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 (TIFs) and are identified as such. The costs for projects programmed for the first three years of the TIP have been developed with a higher level of detail whereas those in the latter three years have been developed with less specificity, as the projects are generally less defined. The more specific costs for earlier projects help ensure that once the City receives a grant, the project is adequately funded.

The TIP contains a summary matrix showing total costs for all projects. A map showing the location of each project is also included.

Very few projects are completely funded in the next six years and many are unfunded. Several of the partially funded projects are segments of large, corridor-wide improvement projects that will require a considerable amount of grant funding to complete.

### **Effects of Initiative 976 (I-976)**

Before reviewing projects listed in the 2021-2026 TIP, the effects of I-976 are discussed as they greatly impact two of the City's programs: The Sidewalk Rehabilitation Program (Repair & Maintenance), and the Annual Road Surface Maintenance Program. I-976 removed the ability of governments to impose Vehicle License Fees (VLF) for transportation purposes. The City has two VLFs that lose funding with passage of I-976; a \$20 VLF for pavement maintenance and a second \$20 VLF for sidewalk rehabilitation.

In 2018, a \$20 increase in Vehicle License Fees (VLF) was adopted by City Council for sidewalk rehabilitation. Program 1, Sidewalk Rehabilitation Program (Repair and Maintenance), relied on this new funding source. Initial funding was collected in 2019,

but passage of I-976 effectively de-funds this program. This program will end when the collected funding is expended in 2020.

I-976 also eliminated the \$20 VLF that was used as a primary source of funding for the City's Annual Road Surface Maintenance Program (Program 4) of the TIP. Loss of this VLF funding will reduce the program to less than one half of its pre- I-976 revenue.

The City will lose approximately \$1.66 million in annual revenue if I-976 is determined to be constitutional. The Shoreline City Council has indicated that they would like to backfill this lost revenue in 2021-2022 with Real Estate Excise Tax that was not yet budgeted for other capital projects. If I-976 is found constitutional, the City Council will explore new revenue streams and adjust existing programs to backfill the lost VLF revenue.

### **Sales and Use Tax**

In November 2018, a new funding source was secured for the construction of new sidewalk when voters approved a Sales & Use Tax. More information can be found about the Sidewalk Program under Program 2 in this TIP. This revenue will fund a minimum of 12 identified sidewalk projects. This funding is not affected by I-976. replace its vehicle license fee program rather than make General Fund budget cuts.

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

The City has historically depended on securing grant funds to build its major transportation projects. The City has been very successful over the last 15 years in securing federal Surface Transportation Plan (STP) grant funds as well as Transportation Improvement Board (TIB) funds. This includes receiving over \$100 million of grant funds for the Aurora Avenue corridor, approximately \$32 million for the 145<sup>th</sup> Street corridor, and approximately \$3 million secured to date for the 175<sup>th</sup> Street corridor. The Westminster and N 155<sup>th</sup> Street Improvements which will be completed this year received \$3.6 million in TIB funds.

Currently, there are a number of jurisdictions and transit agencies seeking grant funds for large transportation projects. The grant award process is extremely competitive and the amount of grant funds available has shrunk and a cap on STP grant funds per project application was established in 2018. Consequently, the probability of the City continuing to out-compete other jurisdictions and agencies and the probability of securing adequate grant funds from one source to complete a project is even more challenging today than it has been historically. This has been the case for several years now.

Many of these grant sources require a city match – current match requirements range from 13.5% to 20% of a project phase. As described in the Grant Match section of this staff report, the current City policy is to set aside up to \$250,000 for grant matches every year. The City's major corridor projects total over approximately \$100 million to complete and are anticipated to require over \$15 million in City matching funds, with an average grant match requirement of over \$200,000 per application.

Given the number of projects the City would like to complete, the amount of grant match set aside by the City and the risk of not receiving sufficient grant awards to fund these

projects in the desired time frame, the City is proposing to complete the most strategic projects, or segments of these projects, in the near term. Following is an overview of this approach.

- **145<sup>th</sup> Street Projects:** The City completed the 145<sup>th</sup> Street Multi-modal Corridor Study in 2016. This study developed a master vision, called the Preferred Design Concept, for the 145<sup>th</sup> Street corridor from State Route (SR) 522 to 3<sup>rd</sup> Avenue NE. Sound Transit will be constructing improvements to the corridor from SR 522 to Interstate-5 (I-5) as part of its Sound Transit 3 Program. These improvements are planned to be completed by 2024.

The City will be seeking funds to complete improvements to the 145<sup>th</sup> Street corridor from the I-5 interchange to Aurora Avenue through the next two decades. The segment on 145<sup>th</sup> Street from Aurora Avenue to 3<sup>rd</sup> Avenue NE is currently unfunded in the TIP, as it is a significantly lower volume roadway and will not be supporting significant transit service.

The City has received \$25 million in Connecting Washington funds to support implementation of the 145<sup>th</sup> Multi-modal Corridor Study.

#### The 145<sup>th</sup> Street Corridor Project from the I-5 to Aurora Avenue N.

Given the highly competitive and limited availability of funding to complete the ROW and Construction phases of the 145<sup>th</sup> Corridor project, the City is planning to purchase right of way (ROW) and construct the corridor in segments or “Phases.” The three corridor segments are: the I-5 to Corliss; Corliss to Wallingford; and Wallingford to Aurora (including a segment to the Interurban Trail).

The City has received \$25 million in Connecting Washington funds to support implementation of the 145<sup>th</sup> Multi-modal Corridor Study. The City is prioritizing improvements at the 145<sup>th</sup> Street and I-5 Interchange and for the 145<sup>th</sup> Street corridor from the I-5 to Wallingford Avenue N to support planned regional transit service and multi-modal access from the 145<sup>th</sup> Street light rail station area.

The project construction schedule will be phased in 3 parts:

- Phase 1: I-5 to Corliss (2018 to 2020 Design; 2019 to 2021 ROW; 2022 to 2023 CN)
- Phase 2: Corliss to Wallingford (2022 Design; 2023 ROW; 2025 CN)
- Phase 3: Wallingford to Aurora (unknown schedule)

The City is striving to complete the Right-Of-Way and Construction stages of the I-5 to Corliss segment of the project by 2023.

#### 145<sup>th</sup> Street and I-5 Interchange

The City continues working with Sound Transit and WSDOT determining multi-modal improvements for the 145<sup>th</sup> interchange. The 145<sup>th</sup> and 5<sup>th</sup> Ave NE intersection at this interchange is also within the western terminus of Sound

Transit's BRT project and adjacent to the Sound Transit Shoreline South/145<sup>th</sup> Station light rail project.

The City will complete 30% Design and continue applying for grants through 2020. If complete funding is secured by the end of 2020, advancement to final design, acquisition of right-of-way, and construction of the project is assumed to be completed by WSDOT under an interlocal agreement and utilizing funding secured grant funding.

- **175<sup>th</sup> Street Corridor Project:** The 175<sup>th</sup> Street project limits are from I-5 to Stone Avenue N. It is considered a high priority as it is a primary access route to I-5, serves multiple schools, and has relatively high levels of congestion and substandard sidewalks adjacent to an area with high pedestrian volumes traveling to elementary schools, a church with sizeable park-and-ride lot, bus service, and a city park.

The 175<sup>th</sup> Street project has been tentatively segmented into two phases for construction: from the I-5 interchange to Meridian; and from Meridian to Stone (just east of City Hall). Given the corridor's priority both regionally and locally, it is proposed to have both segments completed in approximately the next 10 years after completion of the I-5 to Corliss Avenue segment of the 145<sup>th</sup> Street corridor and the 145<sup>th</sup> and I-5 Interchange project.

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

- **The 185<sup>th</sup> Street Corridor Strategy:** This study was completed to develop a corridor vision/plan for 185<sup>th</sup> Street/10<sup>th</sup> Avenue NE/NE 180<sup>th</sup> Street. Included are multi-modal transportation facilities necessary to support projected growth in the subarea, a phasing plan for implementation, and a funding strategy plan for improvements.

This project has been renamed to the "**N/NE 185<sup>th</sup> Street Corridor Improvements**" and includes elements from the completed strategy. Future opportunities are identified including improvements at the intersection of 185<sup>th</sup> Street and Meridian Avenue, which are identified as a "growth" project in the Transportation Master Plan and can be funded by TIF funds.

- **Trail Along the Rail:** This project will provide an approximately 2.5-mile multi-use trail that roughly parallels the Lynnwood Link Light Rail guideway from 145<sup>th</sup> Street Station through the 185<sup>th</sup> Street Station and to the 195<sup>th</sup> Street Pedestrian Overcrossing. Access to portions of the Trail Along the Rail will be built by Sound Transit and steps are being taken in working with Sound Transit to

ensure that the ability to complete the Trail Along the Rail in a future year is not precluded.

- **148<sup>th</sup> Street Non-Motorized Bridge:** This pedestrian/bicycle bridge complements the financial investment in the area (light rail, transit, and 145<sup>th</sup> Corridor improvements. The bridge will span I-5 in the vicinity of 148<sup>th</sup> Street, connecting westside neighborhoods directly to the future Shoreline South/145<sup>th</sup> light rail station. With a current total project cost estimate of \$17 million, the City has successfully obtained federal STP funding, funding from the recently passed (August 2019) King County property tax levy, and Sound Transit's System Access funds for design, ROW, and partial funding of the construction phase of the project. The City is planning to pursue additional STP funds, other state grants, and the state legislature to address the remaining funds required to complete the construction phase of the project.

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

There were no new projects added to the 2021-2026 TIP. The current list of projects identifies a series of priority projects. The current list would easily fill any funding and funding opportunities arising in the next six years. Each year, recent data is reviewed, and any new opportunities are identified to discuss the possible addition of projects in that year's TIP.

Program 5 was previously known as the Traffic Signal and Intelligent Transportation System (ITS) Improvements; the name of this program has been shortened to the Traffic Signal Rehabilitation Program.

As mentioned earlier, the 185<sup>th</sup> Street Multimodal Corridor Study (185<sup>th</sup> MCS) has been completed, and this page is being repurposed to include possible future projects on this corridor as identified in the final 185<sup>th</sup> MCS report.

### **Projects that have been re-organized or removed from this year's TIP**

There is one project, the Westminster and N 155<sup>th</sup> Street Improvements project, that is scheduled to reach substantial completion in 2020 and no longer appears in the TIP.

Four Light Rail Access Improvement projects are combined into two: 5<sup>th</sup> Ave NE (from 175<sup>th</sup> to 180<sup>th</sup> and 180<sup>th</sup> to 182<sup>nd</sup>) are now 5<sup>th</sup> Ave NE (175<sup>th</sup> to 182<sup>nd</sup>); and 1<sup>st</sup> Av NE (145<sup>th</sup> to 149<sup>th</sup> and 149<sup>th</sup> to 155<sup>th</sup>) are now 1<sup>st</sup> Ave NE (145<sup>th</sup> to 155<sup>th</sup>). Originally, the segments were divided since Sound Transit funds would not be enough to cover improvements on the extents listed; development in the station areas is now expected to install some of the improvements as part of permit requirements which will lower costs to the City to fill in the gaps.

In addition, several unfunded Light Rail Access Improvement projects that had been called out as possible candidates for the limited Sound Transit funding are now included in the Sidewalk Program and have been removed. These include the Light Rail Access Improvement projects: 10<sup>th</sup> Ave NE (180<sup>th</sup> to 185<sup>th</sup>); 5<sup>th</sup> Ave NE (NE 185<sup>th</sup> to NE 190<sup>th</sup>); 5<sup>th</sup> Ave NE (NE 190<sup>th</sup> to NE 195<sup>th</sup>); and 1<sup>st</sup> Ave NE (N 190<sup>th</sup> to N 195<sup>th</sup> Street).

Westminster Way N (South – N 155<sup>th</sup> St to Fremont Ave NB) is duplicated in the Sidewalk Program so has been removed this year.

The NE 168<sup>th</sup> Street and 25<sup>th</sup> Ave NE Intersection Improvements has been removed as it is being addressed through school district mitigation. Any sidewalk gap would be addressed in the Sidewalk Program.

The N 165<sup>th</sup> Street and Carlyle Hall Road N Sidewalk and Intersection Safety project is expected to be mostly addressed by redevelopment in the area. Sidewalks that are not present in that area are already included in the Sidewalk Program.

The Interurban Trail Crossing at SR-104 has been assessed over the years with interjurisdictional input. The scope as it was written is no longer accurate and there is no defined alternative. The project has been removed at this time but can be revisited if future information makes it feasible.

### **Grant Match**

As part of the 2014 budget process, the City established the Grant Match Fund, which provides funding that can be used as part of grant applications. Since many grant agencies require a match, this program can be utilized to provide that match without having the funds allocated to specific projects. Once a grant is secured, the match funding is allocated to the specific project. Currently \$250,000 is set aside annually for this fund.

The City uses its Real Estate Excise Tax (REET) to support the City's grant match program. At the end of 2019, staff anticipates having approximately \$317,000, increasing to \$1.67 million in 2025 reserved to use as a local grant match. The I-5 to Wallingford section of the 145<sup>th</sup> Street corridor, the 185<sup>th</sup> Street corridor, and the 148<sup>th</sup> Street Non-Motorized Bridge project will require a local match. Many of the City's smaller projects for safety improvements have been made possible by utilizing these matching funds.

The City currently has \$25 million in Connecting Washington funds that are anticipated to partially fund the 145<sup>th</sup> Corridor from I-5 to Corliss and potentially a portion of the 145<sup>th</sup> interchange project. There will likely not be enough dollars in this funding source to match any other STP funding requests.

There is not sufficient surplus or balance available to solely rely on REET as the grant match for all of these projects. Additional revenue will be needed for local match; there does not appear to be other capital projects or programs that could be significantly reduced. It is also worth a reminder that REET can be volatile based on the economic climate.

Staff recommends the Council continue setting aside revenue annually to utilize as match on these projects and identify additional funding sources to provide adequate grant match for these projects so that the City continues to have the ability and flexibility to apply for and compete for outside funding to help with constructing our TMP projects.



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

This project addresses Council Goal 2, “Continue to deliver highly-valued public services through management of the City’s infrastructure and stewardship of the natural environment.” By identifying and developing a plan for multi-modal transportation improvements, the City is working to preserve and enhance the infrastructure. This project also addresses Council Goal 5: “Promote and enhance the City’s safe community and neighborhood programs and initiatives” by funding the Traffic Safety Improvements program.

### **RESOURCE/FINANCIAL IMPACT**

There is no financial impact associated with adoption of the TIP. The projects identified in the City’s TIP are a combination of funded projects in the CIP, including projects that are partially funded or underfunded, as well as currently unfunded projects the City would like to undertake should funding become available. The vast majority of projects included in the TIP are unfunded or partially funded. Listing projects in the TIP makes them grant eligible, as most grant programs will only fund projects included in a jurisdiction’s TIP. Staff will request guidance from Council on how to address under or partially funded projects as part of the development of the 2020-2025 CIP.

### **RECOMMENDATION**

No action is required tonight; staff recommends that Council discuss the proposed 2021-2026 TIP. Staff is requesting direction from Council regarding the policy topics outlined in this staff report as well as any revisions to the 2021-2026 TIP, including items that should be added or removed. Council is scheduled for a Public Hearing and potential Adoption of the 2021-2026 TIP on June 1, 2020.

### **ATTACHMENTS**

Attachment A: Draft 2021-2026 Transportation Improvement Plan

## Attachment A

# City of Shoreline 2021-2026 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 (Fully or Partially), and Unfunded Projects. Projects that are underfunded or partially funded are included in the funded categories. Generally, funded projects are those included in the City's 2021-2026 Capital Improvement Plan. All of the funded programs are considered 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 (LOS) may be funded in part by Transportation Impact Fees (TIFs). 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.

#### **5. 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 which was substantially completed 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. Funding Challenges for 2020 and Beyond**

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 streetlights 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 included in this six-year TIP (not including the unfunded portions of programs or partially funded projects) total over \$31.3 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.

In November 2018, a new funding source was secured for the construction of new sidewalk when voters approved a Sales & Use Tax. More information can be found about the Sidewalk Program under Program 2 in this TIP.

In 2018, a \$20 increase in Vehicle License Fees (VLF) was adopted by City Council for sidewalk rehabilitation. Program 1, Sidewalk Rehabilitation Program (Repair and Maintenance), relied on this new funding source. Initial funding was collected in 2019, but passage of I-976 effectively de-funded this program. While the City is looking at any possible funding sources other than VLF, any substantial progress under this program is currently tentative.

I-976 also eliminated the City's \$20 VLF that was used as a primary source of funding for the City's Annual Road Surface Maintenance Program (Program 4) and reduces this program to less than one half of its pre-I-976 revenue.

The City will lose approximately \$1.66 million in annual revenue if I-976 is determined to be constitutional. The Shoreline City Council has indicated that they would like to backfill this lost revenue in 2021-2022 with Real Estate Excise Tax that was not yet budgeted for other capital projects. If I-976 is found constitutional, the City Council will explore new revenue streams or other adjustments.

## **7. 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 two years of the CIP are adopted as part of the biennial budget, with any updates adopted annually.

### ***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 – by foot, bicycle, wheelchair, transit, and automobile.

This year (2020) the City will begin its update of the TMP that will identify additional multi-modal transportation policies, programs, and projects. In concert with the TMP update, the City will be re-examining its traffic concurrency model which sets the relationship among the City's LOS standards for general-purpose vehicles, the funding needs to accommodate estimated general-purpose traffic growth, and land use assumptions. Concurrency is balanced when growth is matched with needed transportation facilities. During the TMP update process, the City may consider shifting to a Multimodal LOS, as well as consider restructuring TIFs and associated growth projects to help fund the design and construction of additional roadway segments and intersections throughout the city.

The TMP update is a multi-year process with the final updated TMP scheduled to be completed by 2023. Because the types of changes and additions to City's transportation policies, projects, and programs will not be known until the completion of the TMP process, it is not possible to include them in the TIP at this time. Once the TMP update is finalized and new projects and/or programs are defined, they can be included in future TIPs.

### ***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 Walters, Transportation Services Manager, (206) 801-2481 or [nwalters@shorelinewa.gov](mailto:nwalters@shorelinewa.gov).

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

**ANNUAL PROGRAMS** *(all programs are considered underfunded)*

1. Sidewalk Rehabilitation Program (Repair & Maintenance)
2. Sidewalk Program (New Sidewalk Construction)
3. Traffic Safety Improvements
4. Road Surface Maintenance Program
5. Traffic Signal Rehabilitation Program

**FUNDED PROJECTS** *(noted if only partially funded)*

6. 145th Street (SR 523) Corridor Improvements, Aurora Ave N to I-5 *(partially)*
7. SR 523 (N/NE 145th Street) & I-5 Interchange Improvements *(partially)*
8. 148th Street Non-Motorized Bridge *(partially)*
9. Trail Along the Rail *(partially)*
10. Meridian Avenue N (N 145th Street to N 205th Street) *(partially)*
11. N/NE 175th Street Corridor Improvements (Stone Ave to I-5) *(partially)*
12. N/NE 185th Street Corridor Improvements *(partially)*
13. Greenwood Ave N /Innis Arden/ N 160th St Intersection Improvements *(partially)*
14. Light Rail Access Improvements: 1st Ave NE, 145th to 155th
15. Light Rail Access Improvements: 5th Ave NE, 175th to 182nd
16. N 160th from Aurora to Dayton
17. Citywide Spot Safety Improvements
18. 195th Pedestrian and Bike Connector
19. Ridgecrest Safe Routes to School

**UNFUNDED PROJECTS**

20. 145th Street (Aurora Ave N to 3rd Ave NW)
21. Fremont Avenue N (N 175th Street to N 185th Street)
22. 15th Avenue NE (NE 175th Street to NE 205th Street)
23. NE Perkins Way Improvements (10th Ave NE to 15th Ave NE)
24. 3rd Ave NE Woonerf
25. Ballinger Way - NE 205th St to 19th Ave NE Access Control Preliminary Design
26. N 185th Street and Linden Avenue N Intersection Improvements



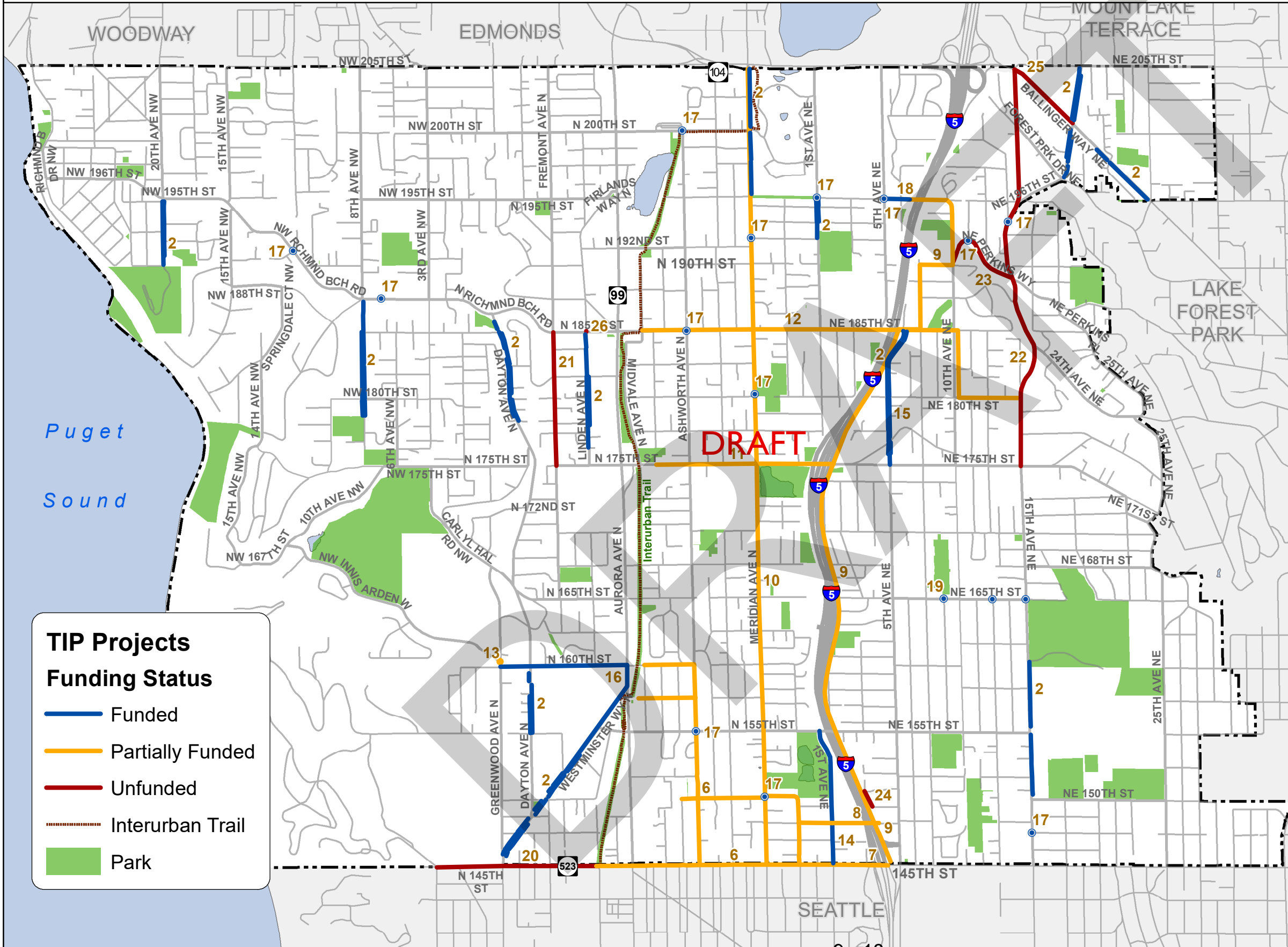
**PROJECTS SCHEDULED FOR SUBSTANTIAL COMPLETION IN 2020**

PROJECT NAME	PROJECT DESCRIPTION	COST	FUNDING SOURCES
Westminster and N 155th Street Improvements	Roadway/intersection improvements providing safety for all users and supporting redevelopment of Shoreline Place. Improvements include new traffic signal; revised intersection geometry; sidewalks, curb ramps, crosswalks; new roadway illumination; landscaping; and utility work.	\$5.5 million	<p>The City secured a \$3.6 million Transportation Improvement Board (TIB) grant.</p> <p>The balance of funds come from the private developer of Shoreline Place, Merlone Geier Partners, which will contribute \$1.9 million toward this mitigation work adjacent to their development.</p>
NE 168th Street and 25th Ave NE Intersection Improvements	The Shoreline School District will be doing mitigation work in 2020. Any gap sidewalk work would be covered in Program #2.	n/a	Shoreline School District is completing mitigation work in this area.

# Transportation Improvement Plan

## DRAFT 2021 to 2026

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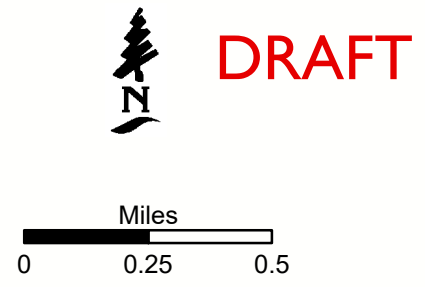


**TIP Projects Funding Status**

- Funded
- Partially Funded
- Unfunded
- - - Interurban Trail
- Park

- Individual Project Locations**
- Fully or Partially Funded Citywide Programs**
1. Sidewalk Rehabilitation Program (not mapped)
  2. Sidewalk Program - New Construction
  3. Traffic Safety Improvements (not mapped)
  4. Annual Road Surface Maintenance Program (not mapped)
  5. Traffic Signal/ITS Improvements (not mapped)
- Fully or Partially Funded Projects**
6. I45th St (SR 523) Corridor Improvements (Aurora to I-5)
  7. I45th St/I-5 Interchange Improvements
  8. I48th St N Non-motorized Bridge
  9. Trail along the Rail
  10. Meridian Ave N (N I45th St to N 205th St)
  11. N/NE I75th St - Corridor Improvements
  12. N/NE I85th St - Corridor Improvements
  13. Greenwood/Innis Arden/I60th Intersection Improvements
  14. Light Rail Access Improvements: I1st Ave NE (I45th to I155th)
  15. Light Rail Access Improvements: I5th Ave NE (I175th to I182nd)
  16. N I60th Street (Aurora to Dayton)
  17. Citywide Spot Safety Improvements
  18. I95th Pedestrian and Bike Connector
  19. Ridgecrest Safe Routes to School
- Unfunded Projects**
20. I45th Street (Aurora Ave N to I3rd Ave NW)
  21. Fremont Avenue N (N I175th Street to N I185th Street)
  22. I15th Avenue NE (NE I175th Street to NE I205th Street)
  23. NE Perkins Way Improvements (I10th Ave NE to I15th Ave NE)
  24. I3rd Ave NE Woonerf
  25. Ballinger Way (NE I205th St to I19th Ave NE – Access Control Preliminary Design)
  26. N I185th St and Linden Ave N - Intersection Improvements

**DRAFT**



Miles  
0 0.25 0.5

This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

Project	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2021-2026 Total				
<b>ANNUAL PROGRAMS</b>								<p><i>Due to the ongoing nature of programs, these additional columns are not filled in. Many programs rely on funding to become available in order to continue significant work efforts.</i></p>			
1. Sidewalk Rehabilitation Program (Repair & Maintenance)	\$ 152,000	\$ 152,000	\$ 152,000	\$ 152,000	\$ 152,000	\$ 152,000	\$ 912,000				
2. Sidewalk Program (New Sidewalk Construction)	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 6,600,000				
3. Traffic Safety Improvements	\$ 175,400	\$ 184,100	\$ 193,300	\$ 199,100	\$ 208,500	\$ 216,600	\$ 1,177,000				
4. Road Surface Maintenance Program	\$ 530,000	\$ 530,000	\$ 530,000	\$ 530,000	\$ 530,000	\$ 530,000	\$ 3,180,000				
5. Traffic Signal Rehabilitation Program	\$ 140,700	\$ 147,800	\$ 152,200	\$ 156,700	\$ 163,400	\$ 171,600	\$ 932,400				
							\$ 12,801,400				
<b>FUNDED PROJECTS (FULLY OR PARTIALLY)</b>								<b>Outer Year Funding (2027+)</b>	<b>Prior Costs (through 2020)</b>	<b>TOTAL PROJECT COST</b>	<b>UNFUNDED</b>
6. 145th Street (SR 523) Corridor Improvements, Aurora Ave N to I-5	\$ 14,024,900	\$ 6,969,700	\$ 8,749,600	\$ 9,270,500	\$ 6,382,000	\$ -	\$ 45,396,700	\$14,188,300	\$4,758,700	\$64,343,700	\$37,447,800
7. SR 523 (N/NE 145th Street) & I-5 Interchange Improvements	\$ 5,139,000	\$ 10,500,000	\$ 8,000,000	\$ -	\$ -	\$ -	\$ 23,639,000	\$0	\$1,861,000	\$25,500,000	\$18,500,000
8. 148th Street Non-Motorized Bridge	\$ 3,800,000	\$ 5,850,000	\$ 5,850,000	\$ -	\$ -	\$ -	\$ 15,500,000	\$0	\$1,500,000	\$17,000,000	\$7,000,000
9. Trail Along the Rail	\$ 100,000	\$ 100,000	\$ 250,000	\$ 250,000	\$ 1,500,000	\$ 1,500,000	\$ 3,700,000	\$5,100,000	\$100,000	\$8,900,000	\$8,600,000
10. Meridian Avenue N ( N 145th Street to N 205th Street)	\$ 192,800	\$ 976,900	\$ -	\$ -	\$ -	\$ -	\$ 1,169,700	\$16,727,000	\$205,500	\$18,102,200	\$16,727,000
11. N/NE 175th Street Corridor Improvements (Stone Ave to I-5)	\$ 1,230,500	\$ 1,221,800	\$ 2,240,000	\$ 2,240,000	\$ 4,840,000	\$ 11,940,000	\$ 23,712,300	\$0	\$1,797,900	\$25,510,200	\$16,780,000
12. N/NE 185th Street Corridor Improvements	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ 300,000	\$ 550,000	\$79,450,000	\$550,000	\$80,550,000	\$80,000,000
13. Greenwood Ave N /Innis Arden/ N 160th St Intersection Improvements	\$ -	\$ -	\$ 125,000	\$ 350,000	\$ 1,725,000	\$ -	\$ 2,200,000	\$0	\$0	\$2,200,000	TBD
14. Light Rail Access Improvements: 1st Ave NE (149th to 155th)	\$ -	\$ 150,000	\$ 750,000	\$ 1,100,000	\$ -	\$ -	\$ 2,000,000	\$0	\$0	\$2,000,000	\$0
15. Light Rail Access Improvements: 5 <sup>th</sup> Ave NE (180 <sup>th</sup> to 182 <sup>th</sup> )	\$ 300,000	\$ 750,000	\$ 1,760,000	\$ -	\$ -	\$ -	\$ 2,810,000	\$0	\$150,000	\$2,960,000	\$0
16. N 160th Street (Aurora to Dayton)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800,000	\$ 800,000	\$0	\$300,000	\$1,100,000	\$0
17. Citywide Spot Safety Improvements	\$ 230,000	\$ 1,241,900	\$ -	\$ -	\$ -	\$ -	\$ 1,471,900	\$0	\$0	\$1,471,900	\$0
18. 195th Pedestrian and Bike Connector	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$0	\$100,000	\$500,000	\$0
19. Ridgcrest Safe Routes to School	\$ 38,000	\$ 413,700	\$ -	\$ -	\$ -	\$ -	\$ 451,700	\$0	\$18,000	\$469,700	\$0
							\$ 123,801,300			\$250,607,700	\$185,054,800
<b>UNFUNDED PROJECTS</b>											
20. 145th Street (Aurora Ave N to 3rd Ave NW)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$9,725,000	\$0	\$9,725,000	\$ 9,725,000
21. Fremont Avenue N (N 175th Street to N 185th Street)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$7,300,000	\$0	\$7,300,000	\$ 7,300,000
22. 15th Avenue NE (NE 175th Street to NE 205th Street)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$6,200,000	\$0	\$6,200,000	\$ 6,200,000
23. NE Perkins Way Improvements (10th Avenue NE to 15th Avenue NE)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$4,405,000	\$0	\$4,405,000	\$4,405,000
24. 3rd Ave NE Woonerf	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,811,000	\$20,000	\$1,831,000	\$1,811,000
25. Ballinger Way - NE 205th St to 19th Ave NE Access Control Preliminary Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,000	\$ 350,000	\$0	\$0	\$350,000	\$350,000
26. N 185th Street and Linden Avenue N Intersection Improvements	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 1,000,000	\$ 1,500,000	\$0	\$0	\$1,500,000	\$1,500,000
							\$ 1,850,000			\$31,311,000	\$31,291,000
	\$ 27,553,300	\$ 30,287,900	\$ 29,852,100	\$ 15,348,300	\$ 17,350,900	\$ 18,060,200	\$ 138,452,700	\$144,906,300	\$11,361,100	\$281,918,700	\$216,345,800

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

DRAFT

## Project # and Name

### 1. Sidewalk Rehabilitation Program (Repair & Maintenance)

## Scope / Narrative

Title II under the Americans with Disabilities Act (ADA) requires a public entity to perform a self-evaluation of its programs, activities, and services, along with all policies, practices, and procedures that govern their administration. Shoreline is also required to create and implement an ADA Transition Plan to make reasonable modifications to remove barriers - both physical and programmatic.

In 2017-2018 the City completed an assessment and inventory of all sidewalk facilities and developed a draft Transition Plan focused on facilities in the right-of-way such as curb, ramps, and sidewalks. Prioritization and preliminary schedules were also included in the report. Under the Sidewalk Rehabilitation program, the City will be identifying those projects to be completed within the next 6 years and moving forward with those improvements, as funding allows. As the sum to complete all ADA upgrades and provide maintenance is a very high, this will be an ongoing program.

## Funding

FUNDING SOURCE	UNFUNDED						2021-2026 Total
	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	
Roads Capital	\$ 152,000	\$ 152,000	\$ 152,000	\$ 152,000	\$ 152,000	\$ 152,000	\$ 912,000

## Funding Outlook

Sidewalk, curb, and gutter repairs and maintenance had historically been funded through an annual transfer from the General Fund and was underfunded. In 2018, City Council approved a \$20 increase in Vehicle License Fees (VLF) to supplement funding for repair and maintenance. VLF was collected starting in March 2019.

In November 2019, voters passed State Initiative 976 (I-976) which invalidates the City Council's 2018 VLF approval, severely de-funding this program. Funding has reverted back to the historic funding for the program until such time that other financial resources may be realized.

Based on the City's assessment and initial estimates, the cost to complete retrofits and remove all barriers in the right of way to meet ADA standards in the City is in excess of \$191 million (2018 dollars).

*Continued on next page*

## Project Status

Staff began developing the program implementation plan in late 2019 and will begin design for 2020 construction at mid-2020 with the initial funding collected prior to I-976. This program helps to implement **2019-2021 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

## 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. Sidewalk Program (New Sidewalk Construction)

#### Scope / Narrative

The City Council approved the 2018 Sidewalk Prioritization Plan on June 4, 2018 which created the groundwork for a ballot measure in the November 2018 general election. The ballot measure, Proposition 1, was approved by voters to fund new sidewalk construction. The New Sidewalk Program will be funded through the issuance of bonds supported by Transportation Benefit District 0.2% Sales Tax collected over a 20-year period. The ballot measure identified 12 specific projects to be completed under this program. These projects are listed below in no particular order:

1. 15th Ave NE (from NE 150th ST to NE 160th ST)
2. Meridian Ave N (from N 194th ST to N 205th ST)\*
3. 8th Ave NW (from north side of Sunset Park to Richmond Beach RD NW)
4. Dayton Ave N (from N 178th ST to N Richmond Beach RD)
5. 19th Ave NE (from NE 196th ST to NE 205th ST)
6. 1st Ave NE (NE 192nd ST to NE 195th ST)
7. Westminster Way N (from N 145th ST to N 153rd ST)
8. Ballinger Way NE (19th Ave NE to 25th Ave NE)\*
9. Dayton Ave N (from N 155th ST to N 160th ST)\*\*
10. 5th Ave NE (from NE 175th ST to NE 185th ST)\*\*
11. Linden Ave N (from N 175th ST to N 185th ST)
12. 20th Ave NW (from Saltwater Park entrance to NW 195th ST)

\* *Puts sidewalk on second side (bus route)*

\*\* *Two sides of the street (bus route)*

Prioritization of these projects will be driven by the 2018 sidewalk prioritization plan and specific opportunities to combine with other capital projects and funding.

If there should be additional funds from this source after completion of the 12 projects listed, additional projects will be selected from the 2018 Sidewalk Prioritization Plan. The 2018 Sidewalk Prioritization Plan identifies and provides initial prioritization for additional new construction. The City will continue to look for outside funding opportunities. New sidewalk will also be constructed as the result of private development.

[Link to the 2018 Sidewalk Prioritization Plan](#)

#### Funding

	FUNDED (annual amounts are currently estimates)						
FUNDING SOURCE	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2021-2026 Total
Bond Issued	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 6,600,000

*Continued on next page*

## Funding Outlook

A series of Limited Tax General Obligation bonds will be issued that will be repaid by the revenue generated by the 0.2% TBD Sales Tax. The principal amount will be limited to \$42 million, which is the amount that staff estimates could be supported by the estimated \$59 million in revenue. The bond series authorized for issuance will have a decreasing laddered maturity with a maximum 20-year maturity to match the remaining term of the tax.

Staff will compare the revenue projections and the expenditures to determine and assess opportunities to build additional projects in accordance with the ballot measure during each biennial budget process and prior to issuing each debt series.

## Project Status

This program helps to implement **2019-2021 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

## Purpose / Goals Achieved

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized         | <input checked="" 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. Traffic Safety Improvements

## Scope / Narrative

This program addresses priority transportation 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

FUNDING SOURCE	PARTIALLY FUNDED						2021-2026 Total
	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	
Roads Capital	\$ 175,400	\$ 184,100	\$ 193,300	\$ 199,100	\$ 208,500	\$ 216,600	\$ 1,177,000

## Funding Outlook

This program is currently underfunded. Additional improvements that could be implemented with supplemental funding include street lighting and projects identified by the Annual Traffic Report.

## Project Status

Annual program, 2021-2026. This program helps to implement **2019-2021 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 5:** Promote and enhance the City's safe community and neighborhood programs and initiatives.

## 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

### 4. Road Surface Maintenance Program

## Scope / Narrative

This is an annual program that is designed to maintain the City's roadway network in good condition over the long term, within the limits of the funding provided by the Roads Capital Fund, federal and state grants, and other funding approved by the City Council. Road condition is expressed as Pavement Condition Index (PCI), which is reassessed City-wide on a 5-year cycle. In 2015, the PCI of all Shoreline streets averaged 82 on a 100-point scale. For comparison, highway departments nationwide consider a system-wide average PCI of 75 as "very good". Each street's condition is tracked using a Pavement Management software system, with the goal of maintaining the street's structural condition and ride quality without the necessity of full reconstruction.

Historically, this program has employed a combination of asphalt concrete overlays and Bituminous Surface Treatment (sometimes called chip-seal) to maintain arterial and residential streets; both are designed to extend typical pavement life between 10 and 15 years. Each year, the City uses the Pavement Management system to select streets for preventive maintenance. As part of the program, the City renews pavement markings, channelization, signing and incorporates Complete Street elements.

## Funding

UNFUNDED							
FUNDING SOURCE	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2021-2026 Total
Roads Capital	\$ 530,000	\$ 530,000	\$ 530,000	\$ 530,000	\$ 530,000	\$ 530,000	\$ 3,180,000
Unidentified	Further Council discussion is needed prior to future direction and funding for this program. (see Funding Outlook below)						\$ -
<b>PROJECT TOTAL</b>	<b>\$ 530,000</b>	<b>\$ 530,000</b>	<b>\$ 530,000</b>	<b>\$ 530,000</b>	<b>\$ 530,000</b>	<b>\$ 530,000</b>	<b>\$ 3,180,000</b>

## Funding Outlook

In 2009, the City Council approved a \$20 Vehicle License Fee (VLF) to fund this program and subsequently added additional annual funding from the Roads Capital Fund.

In November 2019, voters approved State Initiative 976 (I-976) which invalidates the City Council's 2009 approval of VLF and reduces funding of this program by approximately \$830,000 annually until an alternative funding source is identified.

*Continued on next page*

## Project Status

This annual program project helps to implement **2019-2021 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

## 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                   |

DRAFT

## Project # and Name

### 5. Traffic Signal Rehabilitation Program

## 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, transit providers, 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						
FUNDING SOURCE	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2021-2026 Total
Roads Capital	\$ 140,700	\$ 147,800	\$ 152,200	\$ 156,700	\$ 163,400	\$ 171,600	\$ 932,400

*Continued on next page*

## Funding Outlook

This program is currently underfunded. The original goal and associated funding established for this program was to rebuild 2 signal systems annually. Using a standard design and contracting process, signal system rebuild costs can range from \$400,000 - \$1,200,000. With current program funds, this allows for approximately one signalized location to be rebuilt every 3-8 years, which puts the rehabilitation cycle significantly behind schedule.

The ITS portion of the project is currently unfunded. Out of 46 total signalized intersections, 30 do not have established communication to the Traffic Management Center. The cost to establish communication to all signals is not known at this time, however is estimated at well over \$1,000,000. Wireless communication technology is becoming more

## Project Status

Annual program 2021-2026. This project helps to implement **2019-2021 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

## 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)**

DRAFT

## Project # and Name

### 6. 145th Street (SR 523) Corridor Improvements, Aurora Ave N to I-5

## Scope / Narrative

This project is part of the implementation of the 145th Street Multimodal Corridor Study. The project will make improvements to signalized intersections between I-5 and Aurora Ave N in order to improve transit service, general purpose traffic, and pedestrian crossings. The project will also improve pedestrian facilities along its full length of the north side of the street. Bike facilities will be provided through construction of an Off-Corridor bike network between the Interurban Trail to the west and 1st Ave. North to the east with connections to City of Seattle's planned Off-Corridor south of 145th.

The Design Phase for this project is fully funded through STP grants, Connect Washington Funds, and the City's Roads Capital Fund. Given the highly competitive and limited availability of funding to complete the Right-of-Way (**ROW**) and Construction (**CN**) phases of this corridor, the City is planning to purchase ROW and construct the corridor in phases as shown below. The City is currently working towards completing design, ROW, and CN for Phase 1 (I-5 to Corliss segment of the project) by 2024.

The City has received \$25M towards implementation of the 145th Street Multimodal Corridor Study projects. The City is considering using approximately \$22M of this program to fund ROW and Construction from I-5 to Corliss and is pursuing multiple potential funding sources to support ROW and CN for Phases 2 and 3 of the project.

#### **The project construction schedule will be phased in 3 parts:**

Phase 1: I-5 to Corliss (2020 to 2021 Design; 2020 to 2021 ROW; 2022 to 2024 CN)

Phase 2: Corliss to Wallingford (2020-2021 Design; 2022-2023 ROW; 2024-2025 CN)

Phase 3: Wallingford to Aurora (unknown schedule / TBD)

*Continued on next page*

<b>Funding</b>							
	<b>FUNDED</b>	<b>PARTIALLY FUNDED</b>			<b>UNFUNDED</b>		
<b>FUNDING SOURCE</b>	<b>2021 Estimate</b>	<b>2022 Estimate</b>	<b>2023 Estimate</b>	<b>2024 Estimate</b>	<b>2025 Estimate</b>	<b>2026 Estimate</b>	<b>2021-2026 Total</b>
PH1 - PH3 Design - <b>Roads Capital</b>	\$ 161,600	\$ 41,700	\$ 11,600	\$ 18,100			\$ 233,000
PH1 - PH3 Design - <b>STP</b>	\$ 1,035,700	\$ 267,200	\$ 74,200	\$ 115,800			\$ 1,492,900
PH1 Design - <b>Connecting WA</b>	\$ 500,000	\$ 76,600	\$ 87,000				\$ 663,600
PH1 ROW - <b>Connecting WA</b>	\$ 12,327,600						\$ 12,327,600
PH1 Construction - <b>Connecting WA</b>		\$ 2,754,600	\$ 4,665,500				\$ 7,420,100
PH1 Construction - <b>TBD</b>			\$ 843,600	\$ 2,754,600			\$ 3,598,200
Off-Corridor Bike Network - <b>TBD</b>		\$ 761,900					\$ 761,900
PH2 ROW - <b>TBD</b>		\$ 3,067,700	\$ 3,067,700				\$ 6,135,400
PH2 Construction - <b>TBD</b>				\$ 6,382,000	\$ 6,382,000		\$ 12,764,000
PH3 ROW - <b>TBD</b>							\$ -
PH3 Construction - <b>TBD</b>						\$ -	\$ -
<b>PROJECT TOTAL</b>	\$ 14,024,900	\$ 6,969,700	\$ 8,749,600	\$ 9,270,500	\$ 6,382,000	\$ -	\$ <b>45,396,700</b>
					<i>Outer Year Funding (Beyond 2026):</i>		\$14,188,300
					<i>Prior Cost through 2020:</i>		\$4,758,700
					<b>Total Project Cost:</b>		<b>\$64,343,700</b>
					<i>Unfunded Portion / Future Funding Need:</i>		\$37,447,800

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## Funding Outlook

The project is funded through local Roads Capital funds, federal STP funds, Connecting Washington Funds and other unknown funding sources (TIB, STP, etc.). 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 future Right-of-Way and Construction Phases of the project. Additional project costs will occur after 2026. Total project cost to implement the 145th Multi-modal Corridor study from I-5 to the Interurban Trail is estimated at approximately \$64.4 million.

## Project Status

The project is in the design phase. This project helps to implement **2019-2021 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3**: Continue preparation for regional mass transit in Shoreline.

## 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

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

## Scope / Narrative

The City of Shoreline is currently designing the 145th and I-5 Interchange. The City's initial improvement concept, included in the City's Preferred Design Concept, proposed a new I-5 northbound on-ramp, revised 145th bridge deck channelization, and a new pedestrian bridge.

The City's revised concept includes two multi-lane roundabouts to replace the two, existing signalized interchange intersections and the existing I-5 northbound on ramp. Traffic modeling of the roundabouts demonstrated better performance for transit and general-purpose traffic than the concept initially proposed in the City's Preferred Design Concept, and at a lower cost. At this time, the City intends to complete 30 percent design. Advancement of the design to completion, acquisition of Right of Way and the project's construction phase will then be assumed and completed by WSDOT utilizing funding acquired by the City.

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 2024, prior to the opening of the light rail station near NE 145th Street and I-5 Interchange. A specific funding source to complete this project in the desired timeframe has not been identified and the City continues to be strategic in securing funding partners to enable construction of the project by 2024.

## Funding

FUNDING SOURCE	FUNDED		UNFUNDED				2021-2026 Total
	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	
STP/Roads Cap (Design)	\$ 2,639,000						\$ 2,639,000
Connecting WA (ROW)	\$ 2,500,000						\$ 2,500,000
Unkown (Construction)		\$ 10,500,000	\$ 8,000,000				\$ 18,500,000
<b>PROJECT TOTAL</b>	<b>\$ 5,139,000</b>	<b>\$ 10,500,000</b>	<b>\$ 8,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 23,639,000</b>
<i>Outer Year Funding (Beyond 2026):</i>							\$0
<i>Prior Cost through 2020:</i>							\$1,861,000
<b>Total Project Cost:</b>							<b>\$25,500,000</b>
<i>Unfunded Portion / Future Funding Need:</i>							\$18,500,000

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## Funding Outlook

The project has \$4.5 million secured to complete design with ~\$3.9 million in federal STP funds and \$600,000 in Roads Capital match. Project is scheduled for 30% design completion in 2020. Final design is scheduled to be completed in 2021. The project will utilize up to \$2.5 million in Connecting WA funds for right-of-way (ROW). Note that Connecting WA funds are currently on hold due to passage of I-976 in November 2019. ROW acquisition will begin concurrently with final design efforts once 60% design is reached in 2021. Construction is scheduled for 2022-2023. Total project cost is \$25.5 million.

## Project Status

The project is in the design phase. This project helps to implement **2019-2021 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3**: Continue preparation for regional mass transit in Shoreline.

## 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

### 8. 148th Street Non-Motorized Bridge

## 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 on the westside of I-5 into the Sound Transit Lynnwood Link Shoreline South/145th Station to be located on the eastside of I-5.

## Funding

FUNDING SOURCE	FUNDED	PARTIALLY FUNDED	UNFUNDED				2021-2026 Total
	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	
Sound Transit (ST) and STP funds - <b>Final Design &amp; Permitting</b>	\$ 2,200,000	\$ -					\$ 2,200,000
King County Levy - <b>ROW</b>	\$ 1,600,000						\$ 1,600,000
\$4.7M ST/King County Levy funds. Balance TBD - <b>Construction</b>		\$ 5,850,000	\$ 5,850,000	\$ -			\$ 11,700,000
<b>PROJECT TOTAL</b>	<b>\$ 3,800,000</b>	<b>\$ 5,850,000</b>	<b>\$ 5,850,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 15,500,000</b>
<i>Outer Year Funding (Beyond 2026):</i>							\$0
<i>Prior Cost through 2020:</i>							\$1,500,000
<b>Total Project Cost:</b>							<b>\$17,000,000</b>
<i>Unfunded Portion / Future Funding Need:</i>							\$7,000,000

## Funding Outlook

The total cost for this project is estimated to be approximately \$17 million. The 30% design phase will be complete in 2020. The City has successfully obtained funds from the US DOT Surface Transportation Program (STP), the recently passed (August 2019) King County property tax levy, and Sound Transit's System Access funds for design, ROW and partial funding of the construction phase of the project. The City is planning to pursue additional US DOT STP funds, other state grants and the state legislature to address the estimated \$7 million required to complete the construction phase of the project.

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## Project Status

This project helps to implement **2019-2021 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3**: Continue preparation for regional mass transit in Shoreline.

## 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                              |

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## Project # and Name

### 9. 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 Shoreline South/145th Station through the Shoreline North/ 185th 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 the future is not precluded. In order to be more competitive for funding and to better utilize development partnership opportunities, the project is anticipated to be constructed in segments as follows:

Ridgecrest Park Segment: NE 161st St to NE 163rd St

Phase 1: Shoreline North/185th Station to the NE 195th St Pedestrian Overcrossing to the 195th St on-street trail connections

Phase 2: Shoreline South/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		UNFUNDED				2021-2026 Total
	2021 Estimate	PARTIALLY FUNDED 2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	
Ridgecrest Park	\$ 100,000	\$ 100,000					\$ 200,000
Phase 1			\$ 250,000	\$ 250,000	\$ 1,000,000		\$ 1,500,000
Phase 2					\$ 500,000	\$ 1,500,000	\$ 2,000,000
Phase 3							\$ -
Phase 4							\$ -
<b>PROJECT TOTAL</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 250,000</b>	<b>\$ 250,000</b>	<b>\$ 1,500,000</b>	<b>\$ 1,500,000</b>	<b>\$ 3,700,000</b>
<i>Outer Year Funding (Beyond 2026):</i>							\$5,100,000
<i>Prior Cost through 2020:</i>							\$100,000
<b>Total Project Cost:</b>							<b>\$8,900,000</b>
<i>Unfunded Portion / Future Funding Need:</i>							\$8,600,000

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## Funding Outlook

The total cost for this project is estimated to be approximately \$9 million. Currently, there is approximately \$300,000 in the CIP allocated to this project. 2021-2026 CIP budget does not include budget for Phase 3 and 4, rather it includes budget for these later phases on the Outer Year Funding line item. City staff hope to leverage primarily non-federal grant sources to implement design, environmental, and construction of the various phases. Sound Transit (as part of the light rail construction) and potential private developments will also be building portions of the trail.

## Project Status

Preliminary engineering design for the Ridgecrest Park Phase is planned to start in 2020. This project helps to support **2019-2021 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3**: Continue preparation for regional mass transit in Shoreline.

## 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

### 10. 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. 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. Project improvements may be funded in part by transportation impact fees (TIF).

Construction of corridor improvements will be done in segments with the first segment of improvements to be completed for the N 155th Street to N 175th Street segment by 2022. Specific improvements to this segment will include:

- Channelization of Meridian Ave N from N 155th Street to N 175th Street from one lane in each direction with parking on both sides to one lane in each direction, a center turn lane (or median area depending on location), plus bike lanes.
- Parking can be retained in lieu of median or turn lane if the design/public process determines locations where this is the best fit, as determined by design and outreach process.
- ADA compliant curb ramps, pedestrian refuge islands, and lighting improvement.
- Installation of pedestrian activated flashing beacons for existing crosswalk at N 163rd Street. Pedestrian activated flashing beacons will be installed at N 170th prior to project and will be preserved.

## Funding

FUNDING SOURCE	PARTIALLY FUNDED	UNFUNDED					2021-2026 Total
	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	
Roads Capital	\$ 6,000	\$ -					\$ 6,000
Federal - HSIP	\$ 186,800	\$ 976,900	\$ -				\$ 1,163,700
Unknown							\$ -
<b>PROJECT TOTAL</b>	<b>\$ 192,800</b>	<b>\$ 976,900</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,169,700</b>
<i>Outer Year Funding (Beyond 2026):</i>							\$16,727,000
<i>Prior Cost through 2020:</i>							\$205,500
<b>Total Project Cost:</b>							<b>\$18,102,200</b>
<i>Unfunded Portion / Future Funding Need:</i>							\$16,727,000

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## Funding Outlook

The N 155th Street to N 175th Street segment of the corridor is funded through the local Roads Capital funds, and federal Highway Safety Improvement Program (HSIP) funds. Proposed corridor improvements 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 and may be funded in part by Transportation Impact Fees (TIF). This project is anticipated to receive any remaining TIF funds for local match after the 175th Corridor project local match requirements are met with TIF funds.

## Project Status

To date, a portion of the corridor has overlay completed as identified in the narrative above. This project helps to implement **2019-2021 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

## 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 type="checkbox"/> Corridor Study                   |

## Project # and Name

### 11. N/NE 175th Street Corridor Improvements (Stone Ave to I-5)

## Scope / Narrative

175th Street is considered a high priority as it is a primary access route to I-5, has relatively high levels of congestion, substandard sidewalks adjacent to an area with high pedestrian volumes next to elementary schools, a church with sizeable park-and-ride lot, bus stops, and a park. This project improves corridor safety and capacity, providing improvements which will tie in with those recently constructed by the Aurora project.

Improvements include reconstruction of the existing street to provide two traffic lanes in each direction with medians and turn pockets; curb, gutter, and sidewalk with planter strip where feasible; bicycle lanes integrated into the sidewalks; illumination; landscaping; and retaining walls where required. The profile of the roadway between Ashworth Avenue N and Stone Avenue N will be flattened to meet standard sight distance requirements. Intersections with high accident rates will be improved as part of this project.

## Funding

FUNDING SOURCE	FUNDED				UNFUNDED		2021-2026 Total
	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	
Design and Enviro Review - Federal STP	\$ 1,030,000	\$ 1,030,000					\$ 2,060,000
Design and Enviro Review - Impact Fees	\$ 200,500	\$ 191,800	\$40,000	\$ 40,000			\$ 472,300
ROW - Impact Fees (TIF)			\$2,200,000	\$ 2,200,000	\$ -		\$ 4,400,000
Construction - Unfunded					\$ 4,840,000	\$ 11,940,000	\$ 16,780,000
<b>PROJECT TOTAL</b>	<b>\$ 1,230,500</b>	<b>\$ 1,221,800</b>	<b>\$ 2,240,000</b>	<b>\$ 2,240,000</b>	<b>\$ 4,840,000</b>	<b>\$ 11,940,000</b>	<b>\$ 23,712,300</b>
<i>Outer Year Funding (Beyond 2026):</i>							\$0
<i>Prior Cost through 2020:</i>							\$1,797,900
<b>Total Project Cost:</b>							<b>\$25,510,200</b>
<i>Unfunded Portion / Future Funding Need:</i>							\$16,780,000

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## Funding Outlook

The City pursued federal grant funding for design and environmental work through the Surface Transportation Program administered by PSRC in 2014. In February 2016 this project was selected from the PSRC contingency list and fully funded for the design and environmental review phases. This project is identified in the City's Transportation Master Plan as a growth project that is necessary to accommodate growth and allow the City to maintain adopted level of service standards. Consequently, it is anticipated that the City will use Transportation Impact Fees (TIFs) collected from private development for the grant matching funds for this project.

## Project Status

This project helps to implement **2019-2021 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

## Purpose / Goals Achieved

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized                    | <input checked="" 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 type="checkbox"/> Corridor Study                              |

## Project # and Name

### 12. N/NE 185th Street Corridor Improvements

## Scope / Narrative

The 185th Street Multimodal Corridor Strategy (MCS) is a future-focused vision plan that considers the needs of multiple transportation modes including motorists, pedestrians, bicyclists, and transit operators and riders. The 185th Street Corridor is anchored by the future light rail station on the east side of Interstate 5 (I-5) and composed of three roads: N/NE 185th Street, 10th Avenue NE, and NE 180th Street. For the 185th MCS, the term "185th Street Corridor" is used to succinctly describe the collection of these three streets. The 185th MCS Preferred Option identifies the multi-modal transportation facilities necessary to support projected growth in the 185th Street Station Subarea, a project delivery approach for phased implementation, and a funding strategy for improvements.

Currently, there is no designated CIP funding for improvements to the corridor. 185th Street Corridor improvements will be initially implemented through private development and followed by a series of City capital projects that will reconstruct roadway segments and intersections and fill in gaps in the ped/bike/amenity zones left behind by development.

#### **The 185th Street Corridor is divided into five segments:**

**Segment A - 185th Street from Fremont Avenue N to Midvale Avenue N** (doesn't include Aurora intersection): No roadway improvements. Improvements to ped/bike/amenity zones only.

**Segment B - 185th Street from Midvale Avenue N to 5th Avenue NE (west of I-5):** four-lane section (two travel lanes and two Business Access and Transit [BAT] lanes), amenity zones, off-street bike lanes, and sidewalks.

**Segment C - 5th Avenue NE (west of I-5) to 10th Avenue NE:** Sound Transit Lynnwood Link Light Rail Project will be restriping the segment east of 2nd Ave NE to 8th Ave NE into a three-lane section with buffered bike lanes, and construct intersection improvements at 185th St/5th Ave NE (east of I-5) and 185th St/8th Ave NE in time for the Shoreline North/185th Station opening in 2024. The 185th MCS effort has assumed these improvements will remain in place in the near term. Gaps in this segment will be completed over time through the City's capital improvements and/or development frontage improvements.

**Segment D - 10th Ave NE from NE 185th Street to NE 180th Street:** Two-lane section (two travel lanes) with buffered bike lanes, on-street parking (westside only), amenity zones, sidewalks, and additional flex zone on the westside of the street.

**Segment E - NE 180th Street from 10th Avenue NE to 15th Avenue NE:** Two-lane section (two travel lanes) with enhanced bike lanes, amenity zones, and sidewalks.

#### **The 185th MCS is anticipated to be implemented (designed and constructed) over the following phases:**

**Near Term (0-5 years)** - City to consider adding 185th Street & Meridian Avenue intersection improvements to the CIP since it is already a growth project that has associated Traffic Impact Fee funding. If this project becomes a CIP, engineering design phase would be initiated but construction wouldn't occur until the Mid Term.

**Mid Term (5 -10 years)** - Construct 185th Street & Meridian Avenue intersection improvements. Design Segment B, C (gaps), D, & E.

**Long Term (10+ years)** - Construct Segment B, C, D, and E. Design and construction ped/bike/amenity zone gaps Segment A.

*Continued on next page*

Funding							
	PARTIALLY FUNDED						
FUNDING SOURCE	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2021-2026 Total
185th St and Meridian Ave Intersection Improvements - 30% Design					\$250,000	\$300,000	\$ 550,000
<b>PROJECT TOTAL</b>	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ 300,000	<b>\$ 550,000</b>
						<i>Outer Year Funding (Beyond 2026):</i>	\$79,450,000
						<i>Prior Cost through 2020:</i>	\$550,000
						<b>Total Project Cost:</b>	<b>\$80,550,000</b>
						<i>Unfunded Portion / Future Funding Need:</i>	\$80,000,000

### Funding Outlook

Currently, there is no CIP funding for the implementation of the 185th MCS. The redesign of the 185th Street and Meridian Avenue intersection is identified in the City's 2011 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. Cost estimate for the 185th Street and Meridian Avenue intersection improvement is 5.5 million. Cost estimate for the entire 185th Street Corridor improvements is approximately 80 million. Cost estimate for 185th Street improvements (Segment A, B, & C) is approximately 63 million. Cost estimate for 10 Avenue improvements (Segment D) is approximately 12 million. Cost estimate for 180th Street improvements (Segment E) is approximately 5 million.

### Project Status

On October 28, 2019, Council adopted the 185th MCS. This project helps to support **2019-2021 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3:** Continue preparation for regional mass transit in Shoreline.

- ### 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 checked="" type="checkbox"/> Growth Management     |
| <input checked="" type="checkbox"/> Safety                           | <input type="checkbox"/> Corridor Study                   |

## Project # and Name

**13. 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. To meet the City's concurrency standard the intersection improvements must be complete by September 2025.

## Funding

PARTIALLY FUNDED							
FUNDING SOURCE	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2021-2026 Total
TBD			\$ 125,000	\$ 350,000	\$ 1,725,000		\$ 2,200,000
						<i>Outer Year Funding (Beyond 2026):</i>	\$0
						<i>Prior Cost through 2020:</i>	\$0
						<b>Total Project Cost:</b>	<b>\$2,200,000</b>
						<i>Unfunded Portion / Future Funding Need:</i>	TBD

## Funding Outlook

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

## Project Status

The concept design report was completed in October 2019. The City and Shoreline Community College are coordinating financial and project delivery responsibilities. This project helps to implement **2019-2021 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

## Purpose / Goals Achieved

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

## Project # and Name

**14. Light Rail Access Improvements: 1st Ave NE (145th to 155th)**

## Scope / Narrative

This project enhances pedestrian access to the Shoreline South/145th Station (Sound Transit light rail) by constructing sections of sidewalk on 1st Ave NE between NE 145th and NE 155th Streets. The project assumes design & construction of cement concrete sidewalk, amenity zone, and placement of curb and gutter to be forward-compatible with future bicycle facilities. Where possible the project will retain any existing sidewalks.

## Funding

FUNDING SOURCE	FUNDED						2021-2026 Total
	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	
Funded by Sound Transit <i>(scope adjusted to match available funding)</i>		\$ 150,000	\$ 750,000	\$ 1,100,000			\$ 2,000,000
<b>PROJECT TOTAL</b>	<b>\$ -</b>	<b>\$ 150,000</b>	<b>\$ 750,000</b>	<b>\$ 1,100,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,000,000</b>
<i>Outer Year Funding (Beyond 2026):</i>							\$0
<i>Prior Cost through 2020:</i>							\$0
<b>Total Project Cost:</b>							<b>\$2,000,000</b>
<i>Unfunded Portion / Future Funding Need:</i>							\$0

## Funding Outlook

Sound Transit is providing \$2 million for access improvements serving the Shoreline South/145th Station. In the 2020-2025 TIP, this project was listed as two projects on 1st Ave NE, 145th to 149th Streets with an estimated project cost of \$1,273,725 and 149th to 155th Streets which was initially estimated at \$1,503,900 (but would have scope reduced to match the available remaining \$726,275 of Sound Transit funds). Redevelopment is occurring along portions of this project footprint and those developments will include some of the improvements otherwise to be constructed through this project, thus stretching funding dollars. The objective is to utilize the \$2 million to construct as much of the two prior scopes as possible.

## Project Status

This project helps to implement **2019-2021 City Council Goal 1:** Strengthen Shoreline's economic climate and opportunities, **Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3:** Continue preparation for regional mass transit in Shoreline.

## 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 182nd)**

## Scope / Narrative

This project enhances pedestrian and bicycle access to Shoreline North/185th Station (Sound Transit light rail). The project assumes design & construction of sections of sidewalks, amenity zone, and placement of curb and gutter to be forward-compatible with future bicycle facilities, along both sides of 5th Ave NE from NE 175th to 180th St.

## Funding

FUNDING SOURCE	FUNDED						2021-2026 Total
	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	
Sound Transit / Sales Tax	\$ 300,000	\$ 750,000	\$ 1,760,000				\$ 2,810,000
<b>PROJECT TOTAL</b>	<b>\$ 300,000</b>	<b>\$ 750,000</b>	<b>\$ 1,760,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,810,000</b>
<i>Outer Year Funding (Beyond 2026):</i>							\$0
<i>Prior Cost through 2020:</i>							\$150,000
<b>Total Project Cost:</b>							<b>\$2,960,000</b>
<i>Unfunded Portion / Future Funding Need:</i>							\$0

## Funding Outlook

Sound Transit is providing \$2 million for access improvements serving the Shoreline North/185th Station. This is also a priority sidewalk project funded by the increased sales and use tax approved by voters in 2018. In the 2020-2025 TIP, this project was listed as two projects on 5th Ave NE, 180th to 182nd Streets with and 175th to 180th Streets. The two projects have been combined to one utilizing Sound Transit revenue and sales and use tax revenue for sidewalks. The City intends to coordinate and negotiate the construction of this project with the Sound Transit work on this corridor.

## Project Status

This project helps to implement **2019-2021 City Council Goal 1:** Strengthen Shoreline's economic climate and opportunities, **Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3:** Continue preparation for regional mass transit in Shoreline.

## 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

**16. N 160th Street (Aurora to Dayton)**

## Scope / Narrative

This project will restripe N 160th Street from Dayton Ave N to approximately Linden to 3-lanes and bike lanes as represented within the Transportation Master Plan, and subsequent Community Renewal Area planning efforts. Additional phases include new sidewalks, a gateway entrance on N 160th St for Aurora Square, and a midblock pedestrian crossing, most effectively implemented with adjacent property redevelopment.

## Funding

FUNDING SOURCE	FUNDED						2021-2026 Total
	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	
Greenwood/ N 160th St/ Innis Arden intersection						\$ 800,000	\$ 800,000
<b>PROJECT TOTAL</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800,000	<b>\$ 800,000</b>
						<i>Outer Year Funding (Beyond 2026):</i>	\$0
						<i>Prior Cost through 2020:</i>	\$300,000
						<b>Total Project Cost:</b>	<b>\$1,100,000</b>
						<i>Unfunded Portion / Future Funding Need:</i>	\$0

## Funding Outlook

Early phases of this project assume the restriping from Dayton Ave N to approximately Linden Ave N, sidewalk improvements along the south side of N 160th from Dayton Ave N to approximately Linden Ave N, and construction of a midblock pedestrian crossing between Linden Ave N and Fremont Pl N. Funding and construction by private development associated with Shoreline Place Community Renewal Area is anticipated however the timing is currently unclear for the majority of 160th improvements. Any additional sidewalk improvements along the north side of N 160th, are unfunded at this time. The cost estimate does not include the funding to underground utilities.

*Continued on next page*

## Project Status

This project helps to implement **2019-2021 City Council Goal 1**: Strengthen Shoreline's economic climate and opportunities, and **Goal 2**: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

## 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

### 17. Citywide Spot Safety Improvements

## Scope / Narrative

This project adds a midblock crossing on NW Richmond Beach Rd between 8th Ave NW and 3rd Ave NW. In addition, pedestrian-activated rectangular rapid flashing beacon systems, and radar speed feedback signs will be installed at spot locations citywide. The design will consider how midblock crossing improvements could serve both pedestrians and cyclists.

1. On NW Richmond Beach Rd between 8th Ave NW and 3rd Ave NW, install a midblock crossing, including median refuge island, pedestrian activated flashing beacons, improved lighting, and ADA improvements.
2. Install a pedestrian-activated rectangular rapid flashing beacon system at Meridian Ave N/N 192nd St, Meridian Ave N/N 180th St, Meridian Ave N/N 150th St, NW Richmond Beach Rd/12th Ave NW, 200th St/Ashworth Ave N, N 185th St/Ashworth Ave N, 1st Ave NE/N 195th St, 5th Ave NE/N 195th St, and 15th Ave NE/NE 148th St.
3. Install radar speed feedback signs on 155th St west of Densmore Ave. N, NE Perkins Way west of 11th Ave NE, 15th Ave NE north of NE 192nd St.
4. Pedestrian-activated rectangular rapid flashing beacon systems will be installed at additional locations if funding allows.

## Funding

FUNDED							
FUNDING SOURCE	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2021-2026 Total
Roads Capital	\$17,800						\$ 17,800
Federal - HSIP	\$212,200	\$1,241,900					\$ 1,454,100
<b>PROJECT TOTAL</b>	<b>\$ 230,000</b>	<b>\$ 1,241,900</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,471,900</b>
<i>Outer Year Funding (Beyond 2026):</i>							\$0
<i>Prior Cost through 2020:</i>							\$0
<b>Total Project Cost:</b>							<b>\$1,471,900</b>
<i>Unfunded Portion / Future Funding Need:</i>							\$0

## Funding Outlook

The project is funded through local Roads Capital funds, and federal Highway Safety Improvement Program (HSIP) funds which must be obligated by April 2021 to waive a 10% match.

*Continued on next page*

## Project Status

This project helps to implement **2019-2021 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

## 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                   |

DRAFT

## Project # and Name

**18. 195th Pedestrian and Bike Connector**

## Scope / Narrative

This project will construct a shared-use path along NE 195th Street from 5th Avenue NE to the WSDOT Limited Access line east of 7th Avenue NE.

## Funding

FUNDING SOURCE	FUNDED						2021-2026 Total
	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	
TIB - Complete Streets	\$ 400,000						\$ 400,000
						<i>Outer Year Funding (Beyond 2026):</i>	\$0
						<i>Prior Cost through 2020:</i>	\$100,000
						<b>Total Project Cost:</b>	<b>\$500,000</b>
						<i>Unfunded Portion / Future Funding Need:</i>	\$0

## Funding Outlook

This project is funded through a TIB Complete Streets grant and requires completion by March 2022.

## Project Status

This project helps to implement **2019-2021 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

## 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

### 19. Ridgcrest Safe Routes to School

## Scope / Narrative

This project will install School Speed Zone Flashers on NE 165th Street at the beginning of the school zone in both directions. This project will also install modify the existing pedestrian crossing on 165th Avenue and 12th with the use of curb extensions that visually and physically narrow a roadway, creating a safer and shorter crossing for pedestrians. The design will consider how improvements could serve both pedestrians and cyclists.

#### Detailed Project Description:

1. School Speed Zone Flashers and Radar Speed Feedback Displays.
  - a. NE 165th Street and 9th Ave NE – Facing West
  - b. NE 165th Street and 15th Ave NE – Facing East
2. Pedestrian Crossing Curb Extension, Crosswalk Signage, and Markings.
  - a. NE 165th Street and 12th Ave NE
3. Modification to align the existing school entrance driveway and offset on 12th Ave NE.
4. Sidewalk adjustments on both sides of NE 165th Street and 12th Ave NE providing safe landings.
5. Educational outreach to surrounding neighborhood and school postcards will be sent to residents within a quarter mile of the project, and to the school for distribution, informing drivers of the new School Speed Zone Flashers, and generally sending a reminder to be courteous and cautious within school zones.

## Funding

FULLY FUNDED							
FUNDING SOURCE	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2021-2026 Total
Roads Capital	\$3,000	\$6,000					\$ 9,000
State - SRTS	\$35,000	\$407,700					\$ 442,700
<b>PROJECT TOTAL</b>	<b>\$ 38,000</b>	<b>\$ 413,700</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 451,700</b>
<i>Outer Year Funding (Beyond 2026):</i>							\$0
<i>Prior Cost through 2020:</i>							\$18,000
<b>Total Project Cost:</b>							<b>\$469,700</b>
<i>Unfunded Portion / Future Funding Need:</i>							\$0

## Funding Outlook

The project is funded through local Roads Capital funds, and Washington State Safe Routes to School (SRTS) funds.

*Continued on next page*

## Project Status

Estimated design completion in 2020-2021 with construction 2021-2022.

This project helps to implement **2019-2021 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

## 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                   |

DRAFT

**UNFUNDED PROJECTS**

DRAFT



## Project # and Name

**20. 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

UNFUNDED							
FUNDING SOURCE	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2021-2026 Total
Unknown							\$ -
<i>Outer Year Funding (Beyond 2026):</i>							\$9,725,000
<i>Prior Cost through 2020:</i>							\$0
<b>Total Project Cost:</b>							<b>\$9,725,000</b>
<i>Unfunded Portion / Future Funding Need:</i>							\$9,725,000

## Funding Outlook

The preliminary cost estimate was developed as a planning level opinion of probable cost during the Corridor Study in 2016 and will be refined in future TIPs. No funding has been identified for this project at this time. Design and construction of this segment of roadway would likely occur many years after completion of Project No. 6 (145th Street-SR 523, Aurora Ave N to I-5 Corridor Improvements) and Project No. 7 (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 Avenue. This project would support **2019-2021 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

## 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

**21. Fremont Avenue N (N 175th Street to N 185th Street)**

## Scope / Narrative

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

## Funding

UNFUNDED							
FUNDING SOURCE	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2021-2026 Total
Unknown							\$ -
<i>Outer Year Funding (Beyond 2026):</i>							\$7,300,000
<i>Prior Cost through 2020:</i>							\$0
<b>Total Project Cost:</b>							<b>\$7,300,000</b>
<i>Unfunded Portion / Future Funding Need:</i>							\$7,300,000

## Funding Outlook

The funding identified for this project is a rough estimate only. Design, ROW and Construction costs and a timeline for completion will be updated in future TIPs.

## Project Status

This project helps to implement **2019-2021 City Council Goal 1:** Strengthen Shoreline's economic climate and opportunities, and **Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

## 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

**22. 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. This project is currently unfunded and a specific year for funding is not known.

## Funding

UNFUNDED							
FUNDING SOURCE	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2021-2026 Total
Unknown							\$ -
<i>Outer Year Funding (Beyond 2026):</i>							\$6,200,000
<i>Prior Cost through 2020:</i>							\$0
<b>Total Project Cost:</b>							<b>\$6,200,000</b>
<i>Unfunded Portion / Future Funding Need:</i>							\$6,200,000

## Funding Outlook

No funding has been identified for this project. Initial step would be a study to identify the appropriate improvements for the roadway and develop cost estimates. Design, ROW and construction costs and a timeline for completion will be included in future TIP updates.

## Project Status

This project helps to implement **2019-2020 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

## 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

**23. NE Perkins Way Improvements (10th Ave NE to 15th Ave NE)**

## Scope / Narrative

The project would 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 remain the final gap within the connector route.

## Funding

UNFUNDED							
FUNDING SOURCE	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2021-2026 Total
Unknown							\$ -
<i>Outer Year Funding (Beyond 2026):</i>							\$4,405,000
<i>Prior Cost through 2020:</i>							\$0
<b>Total Project Cost:</b>							<b>\$4,405,000</b>
<i>Unfunded Portion / Future Funding Need:</i>							\$4,405,000

## Funding Outlook

No funding has been identified for this project. Initial step would be a study to identify the appropriate improvements for the roadway and develop cost estimates. Design, ROW and construction costs and a timeline for completion will be included in future TIP updates.

## Project Status

This project helps to implement **2019-2021 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

## 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

**24. 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 auto prioritized spaces to shared spaces for all modes of transport, including pedestrians and cyclists. 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, so that the public realm for pedestrians is expanded into the street. Parking areas are dispersed to prevent a wall of cars blocking access to the street. Curves are used to reduce speeds as drivers intuitively slow down to maneuver turns. Also, if a driver is able to see what is around the corner, they will slow down to anticipate yielding to an unexpected situation e.g. people walking or bicycling. Raised sidewalks are eliminated in a woonerf, since the idea is that pedestrians, cyclists, and vehicles share the same space.

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

## Funding

UNFUNDED							
FUNDING SOURCE	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2021-2026 Total
No identified source							\$ -
<i>Outer Year Funding (Beyond 2026):</i>							\$1,811,000
<i>Prior Cost through 2020:</i>							\$20,000
<b>Total Project Cost:</b>							<b>\$1,831,000</b>
<i>Unfunded Portion / Future Funding Need:</i>							\$1,811,000

*Continued on next page*

## Funding Outlook

2021-2026 CIP does not include budget for design development and timing of construction is unknown at this time; project costs are shown as a placeholder. The City will not be pursuing grant funding at this time and instead look to redevelopment to help these improvements occur. City staff has incorporated the 3rd Ave NE Woonerf's street and frontage improvements into the Engineering Development Manual's Appendix F: Street Matrix and is actively working on how the 148th Street Non-Motorized Bridge's eastern terminus and the Trail Along the Rail will interface with the long-term vision for the 3rd Ave NE Woonerf. City staff will continue to coordinate with Sound Transit on not precluding the future 3rd Ave NE Woonerf. In addition, City staff will continue to use the 3rd Ave NE Woonerf conceptual renderings as communication tools when working with the public and potential developers.

## Project Status

A preliminary concept of the 3rd Ave NE Woonerf was presented to City Council on January 8, 2018. City staff will continue coordination with Sound Transit to not preclude its future design and work with potential developers of adjacent properties to the 3rd Ave NE Woonerf to coordinate street frontage and access improvements. This project helps to support **2019-2021 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3**: Continue preparation for regional mass transit in Shoreline.

## 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

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

## Scope / Narrative

Access control and pedestrian improvements along this corridor are needed to address vehicle 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 and bicycle 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	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2021-2026 Total
Unknown						\$ 350,000	\$ 350,000
<i>Outer Year Funding (Beyond 2026):</i>							\$0
<i>Prior Cost through 2020:</i>							\$0
<b>Total Project Cost:</b>							<b>\$350,000</b>
<i>Unfunded Portion / Future Funding Need:</i>							\$350,000

## Funding Outlook

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

## Project Status

This project helps to implement **2019-2021 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

## 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

**26. 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, revising signal phasing to address at-angle collisions as identified by 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. The project would also consider how to accommodate bicyclists to and through this intersection.

## Funding

UNFUNDED							
FUNDING SOURCE	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2021-2026 Total
Unknown					\$ 500,000	\$ 1,000,000	\$ 1,500,000
<i>Outer Year Funding (Beyond 2026):</i>							\$0
<i>Prior Cost through 2020:</i>							\$0
<b>Total Project Cost:</b>							<b>\$1,500,000</b>
<i>Unfunded Portion / Future Funding Need:</i>							\$1,500,000

## Funding Outlook

This project may be competitive for funding from the Citywide Safety Grant administered through WSDOT. Given the aging infrastructure at this location, Traffic Signal Rehabilitation Program funds could be used to partially fund this project.

## Project Status

This project helps to implement **2019-2021 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

## 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                   |