CITY COUNCIL AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: DEPARTMENT:	Discussion of the 175 th Corridor Project Public Works
PRESENTED BY:	Tricia Juhnke, City Engineer Leif Johansen Capital Project Manger
ACTION:	Ordinance Resolution Motion X_ Discussion Public Hearing

PROBLEM/ISSUE STATEMENT:

The 2019-2024 Capital Improvement Plan, adopted by Ordinance No. 841, identifies a project along N 175th Street from Stone Avenue N to Interstate 5. The project is intended to maintain level of service and promote safety by widening the roadway, constructing multi-modal improvements along the full length of the corridor, revising traffic channelization and providing intersection improvements at N 175th Street and Meridian Avenue N.

The 175th Street corridor is one of Shoreline's most active east-west arterials. It connects the city's busiest north-south roadways: State Route 99/Aurora Avenue N, I-5 and 15th Avenue NE. Improving the 175th Street corridor is critical to the support current use of the corridor and future development of the surrounding area, including the light rail station areas and Sound Transit Lynnwood Link expansion.

Over the last year, staff have begun the preliminary design and the public outreach process for the project. Tonight, staff is presenting a project status update to Council, including a summary of public outreach and development of design concepts.

RESOURCE/FINANCIAL IMPACT:

The 2019-2024 Capital Improvement Program includes \$4,050,000 for this project, of which 86.5 percent is funded by a federal grant and 13.5 percent is funded with Transportation Impact Fees. The budget shown below is for the design phase of the project. Right-of-Way and construction funding have not yet been secured.

EXPENDITURES	
Staff and Other Direct Expenses	\$ 400,000.00
Preliminary Design Contract	\$ 1,483,824.00
Final Design Contract	\$ 2,216,176.00
Total Design Cost	\$ 4,100,000.00

REVENUE		
WSDOT Surface Transportation Program	\$	3,546,500.00
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Total Revenue	\$	4,100,000.00

Cost estimates for right-of-way and construction are being developed and reviewed as part of the selection of a concept plan and updated as part of the CIP process.

RECOMMENDATION

This item is for discussion purposes only. Staff will present a project status update to Council, including a summary of public outreach and development of design concepts. Staff is not seeking any decisions or any specific direction from Council.

Approved By: City Manager **DT** City Attorney **MK**

BACKGROUND

The 2019-2024 Capital Improvement Plan, adopted by Ordinance No. 841, identifies a project along N 175th Street from Stone Avenue N to Interstate 5 (see Attachment A, Project Vicinity Map). The project is intended to support growth and promote safety by widening the roadway, constructing multi-modal improvements along the full length of the corridor, revising traffic channelization, and providing intersection improvements at N 175th Street and Meridian Avenue N. This project is also designated as one of seven growth projects in the City's Transportation Master Plan and is eligible to utilize Transportation Impact Fees (TIF) for local match against the grant funds.

The N 175th Street Project will provide mobility and safety improvements to pedestrians, cyclists and drivers using this corridor. Planned improvements may include reconstruction of the existing street to provide two traffic lanes in each direction; medians and turn pockets; bicycle lanes; a multi-use path; curb, gutter, and sidewalk with planter strip where feasible; illumination; landscaping; and retaining walls. Intersections with high accident rates will also be improved as part of this project.

In 2014, staff applied for a \$3,546,500 federal grant to fund the design phase of the project. Although it did not receive funding in the 2014 county-wide grant competition, the full amount requested was awarded to the City from the project's position on the contingency list in 2016 when additional funding became available. Insufficient federal funding levels subsequently resulted in delaying funding and the start of the project until 2018. On June 4, 2018, Council authorized the City to enter into an agreement with Washington State Department of Transportation (WSDOT) to accept the federal grant funds for this project. The staff report for this Council action can be found at the following link:

http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2018/staff report060418-7d.pdf.

On January 28, 2019, Council authorized the City Manager to enter into an agreement for engineering consultant services with Perteet, Inc. The agreement includes services for analysis, design, assistance in community outreach and stakeholder engagement, preparation of cost estimates, and identification and procurement of right-of-way. The staff report for this Council action can be found at the following link: http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2019/staff report012819-7d.pdf.

In spring 2019, staff began the initial phase of public outreach (Phase 1 Public Outreach) on the Project. Staff engaged with the community through several events including stakeholder interviews, property owner and tenant drop-in session, a public open house, and an online open house. Outreach objectives included presenting information about existing conditions along the corridor; sharing the City's project goals, objectives, and potential design priorities; and gathering feedback from the community. Staff presented seven (7) evaluation criteria that will be used to develop design criteria to evaluate future design concepts.

Attendees of the public open house and online open house were asked to evaluate the criteria. Participants highly valued improving pedestrian walkability, improving the flow of traffic, and improving transportation safety while placing less importance on improving bike facilities or creating a sense of place. The seven evaluation criteria will continue to be utilized in selection a preferred concept.

Evaluation criteria are as follows:

- Improving Pedestrian walkability,
- Improving bus transportation,
- Improving bike facilities,
- Improving traffic flow,
- Improving transportation safety,
- Improving landscaping character, and
- Creating a sense of place.

A summary of the Phase 1 Public Outreach can be found at the following link: <u>175th</u> <u>Street Corridor Improvements Project Phase 1 Outreach Summary</u>.

DISCUSSION

Using the data collected from the Phase 1 Public Outreach, two design concepts were developed for the corridor (Corridor Design Concept A and Corridor Design Concept B). The design concepts incorporate technical analysis performed by the design team and the prioritized evaluation criteria collected from the community.

Other concepts were also considered but not moved forward in this process. An example was a minimalist approach that would limit improvements to just the completion of sidewalks along the 175th corridor. Staff determined that these other concepts did not achieve City goals in the following areas:

- It did not meet level of service standards for future growth conditions.
- It did not meet the goals outlined as a growth project as identified in development of the Transportation Master Plan and implementation of Transportation Impact Fees.
- It did not address the City's Complete Streets Policy.
- It was not in alignment with feedback collected from the community during public outreach.

Corridor Design Concepts A and B are similar in total width, travel lane configuration and impact to private property. These two options also share similar improvements for the portion of the corridor between Meridian Avenue N and I-5. The main differences between the two design concepts are the placement of bicycle facilities (in multi-use paths vs. buffered bike lanes) and the placement of the median in the center of the roadway.

A summary of both of the corridor design concepts is provided below:

Corridor Design Concept A - (Multi-use Path)

Corridor Design Concept A completes the sidewalk network with a wide multi-use path, improves transportation safety, and has opportunity to improve landscape character. This design concept is depicted in the cross section below:



Key elements of this concept include:

- 13-foot wide multi-use paths for people walking, using a wheelchair, pushing a stroller, and biking on both the north and south sides of the street.
- 6-foot wide landscaped median between eastbound and westbound lanes of traffic to improve safety for people driving.
- 5-foot wide landscaped buffers between the multi-use paths and the roadway to improve safety for all users.

Corridor Design Concept B - (Buffered Bike Lanes)

Corridor Design Concept B completes the sidewalk network, adds buffered bike lanes, and improves safety between people using the sidewalk and the roadway with a landscaped buffer. This design concept is depicted in the cross section below:



Key elements of this concept include:

- 8-foot wide sidewalks on the north and south sides of the street for people walking, using a wheelchair, and pushing a stroller.
- 5-foot wide buffered bike lanes on the north and south sides of the street.
- 5-foot wide landscaped buffers between the bike lane and the sidewalk on both sides of the street to provide separation between people using the sidewalk and biking.

Meridian Avenue to I-5 Design Concept

This segment of the project will provide a multi-use path on both sides of the road. Buffered bike lanes were not a viable alternative because of the lack of connection and limitations at the intersections with I-5.

Variations in this segment may include revisions to the width of the multi-use path (8-13- feet) and landscaped buffers (4-5-feet) based on coordination with WSDOT and environmental impacts at Ronald Bog. The concept for this segment is depicted in the cross section below:



175th Street and Meridian Avenue Intersection Design Concepts

In addition to the corridor design concepts, staff has developed concepts for a roundabout and signalized intersection at N 175th Street and Meridian Avenue N. Both intersection design concepts are compatible with either of the two corridor design concepts, and both options meet level of service standards for 2040. The concepts for these intersection treatments are depicted below:



Roundabout Design Concept

To meet traffic level of service standards, the roundabout will need to be a two-lane roundabout. Typically, construction of roundabouts has higher property impacts, but perform better from a traffic perspective, provide a higher level of safety over signals for all modes, and have lower operating costs. More information about roundabouts is available at the <u>City's Roundabout website</u>.

Signalized Intersection Design Concept



For the signalized intersection design concept, several lane configurations were considered, and an analysis summary is included in Attachment B. The configuration shown balances environmental impacts, provides bike lanes and meets level of service standards.

Phase 2 Public Outreach

In spring 2020, staff initiated Phase 2 Public Outreach with the purpose of gathering input on the design concepts and evaluation criteria to inform the preferred design concept. In February and March 2020, staff began planning outreach events including meetings with impacted property owners, stakeholder briefings, property owner and tenant drop-in sessions, a public meeting, and an online open house. The general approach to outreach was to use in-person meetings for all events, except for the online open house.

As the COVID-19 pandemic came into view, it became clear that public outreach could not be executed as planned, as in-person meetings could not be safely conducted. Public outreach was therefore placed on hold as the Governor's Stay Home Stay Safe order was enacted.

Prior to placing the Project on hold, letters/mailers had been sent to impacted property owners and several meetings had already been scheduled. Rather than canceling those meetings, staff chose to give those who had scheduled a meeting the option to hold their meeting virtually. Eight meetings were held virtually, and each was a successful experience for the public and staff in the virtual environment. Based on this result, staff decided to move forward with Phase 2 Public Outreach by transitioning all events to virtual meetings.

Phase 2 Public Outreach now includes the following events:

- Virtual meeting with impacted property owners (April 13, 2020 July 6, 2020)
- Online open house, July 6, 2020 to August 10, 2020
- Public meeting webinar, July 29, 2020 from 6:00 p.m. to 7:00 p.m.
- Virtual stakeholder meetings, August 12th until completion

The online open house can be viewed at the <u>175th Street Corridor Improvements</u> <u>Project website</u>.

Goals for Phase 2 Public Outreach include:

- Maintaining a transparent engagement process and closing the loop from Phase 1 by highlighting how community feedback on the corridor and priorities were or were not incorporated into the design concepts, and why or why not,
- Sharing potential design concepts and gathering robust and useful input from the general public and stakeholders, including vulnerable and underrepresented populations,
- Continuing to build relationships with property owners, tenants, and key stakeholders along the corridor,
- Continuing to create awareness of and excitement for the project, and
- Communicating the updated project timeline, decision-making process, and how the public can be engaged.

Preferred Design Concept

Upon completion of the Phase 2 Public Outreach, staff will begin developing a preferred concept for the 175th Street corridor and intersection of 175th Street and Meridian Avenue. Public input from outreach and technical analysis from the design team will be used to develop the prefer concept. Elements that will be included in technical analysis will include the following:

- Community impact to residents, properties, and recent sidewalk improvements near Meridian Park Elementary.
- Environmental impact, including impacts to wetlands, Ronald Bog Park, trees, stormwater, and other items.
- Overall project cost, including initial construction and continued maintenance and operations.

In Fall-Winter 2020, staff will ask Council to approve the preferred design concept. Upon acceptance of the approved design concept, the design team will progress design to 30% completion, including Phase 3 Public Outreach.

Project Delivery and Funding

As mentioned previously, this project is funded through the design phase. Based on the current schedule, design will be completed in winter 2021 and spring 2022. A funding strategy will be developed as more detailed estimates are developed with the concept

plan and 30% design. This strategy could include splitting the project into two phases for construction. Currently, it is anticipated that Transportation Impact Fees will be available for property acquisition but additional funding in the form of grants will be needed to complete construction. The earliest the project could move towards construction is 2025 or 2026 but it will be highly dependent on funding.

COUNCIL GOAL(S) ADDRESSED

This project supports Council Goal 2: "Improve Shoreline's infrastructure to continue the delivery of highly-valued public service," and Council Goal 3: "Continue preparation for regional mass transit in Shoreline."

RESOURCE/FINANCIAL IMPACT

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ATTACHMENTS

Attachment A: Project Vicinity Map Attachment B: Signal Analysis Summary





Attachment B

This paper summarizes the N 175th Street and Meridian Ave N intersection signal configuration scenarios analyzed. The Refined Signal Concept (Signal Analysis Scenario 2) was carried forward for presentation in the public outreach materials since it minimizes cost and environmental impacts while still maintaining the minimum traffic level of service standard of D. The addition of a westbound right turn lane (Signal Analysis Scenario 1) would reduce average delays by 12 seconds but has a cost and property impact.

The AM peak was also analyzed for each, however average intersection delays were consistently higher for PM peak so this table reflects the most conservative scenarios. In addition, each concept includes lengthened left turn pockets to mitigate spillover and the cascading effect these queues have on intersection operations.

		PM Peak		ak	
	Scenario (2040 volumes)	Average Delay (s)	LOS	Worst Movement (s)	Notes
N 175th St	No Build	65	E	104	 Existing signalized configuration.
N 175th St	Signal Analysis Scenario 1	38	D	60	 Adds westbound right turn only lane, which improves average delay by 12 seconds in comparison to Scenario 2. Requires 4 partial property acquisitions along north side of road.
N 175th St	Signal Analysis Scenario 2 (Refined Signal Concept for Outreach Materials)	50	D	75	 Converts southbound lanes to unsplit intersection phasing. Improves delay over No Build and stays within LOS D requirement. Minimizes cost and Ronald Bog impacts.
N 175th St	Signal Analysis Scenario 3	52	D	71	 Similar to Refined Signal Concept, with northbound curb lane operating as right/thru instead of right only. Worse delay in comparison to Refined Signal Concept.

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