

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

<b>AGENDA TITLE:</b>	Public Hearing and Discussion of the 2022-2027 Transportation Improvement Plan (TIP)		
<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 checked="" type="checkbox"/> Discussion	<input checked="" type="checkbox"/> Public Hearing	

**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 hold a public hearing to receive public feedback on the proposed updates to the TIP followed by a discussion by the Council. The TIP is currently scheduled to be brought back to Council on May 3, 2021 for potential action.

**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.

**RECOMMENDATION**

No action is required tonight; staff recommends that Council hold the Public Hearing and discuss the proposed 2022-2027 TIP. Staff is requesting direction from Council regarding the policy topics outlined in this staff report as well as any revisions to the 2022-2027 TIP, including items that should be added or removed. Council is scheduled for potential action on the 2022-2027 TIP on May 3, 2021.

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

## **BACKGROUND**

In accordance with RCW 35.77.010, cities in Washington State are required to prepare and adopt a comprehensive six-year Transportation Improvement Plan (TIP). 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, New Sidewalk Construction with Sales and Use Tax funding that will be used to construct 12 identified new sidewalk projects, two of which are currently under design.

Through development of the TIP, the City prioritizes funded and unfunded transportation needs within the upcoming six-year period 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 City's TIP is also used to secure state and federal funding for transportation projects as part of the Statewide Transportation Improvement Plan (STIP).

The TIP is prepared and presented to the City 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 is scheduled to hold a Public Hearing to receive comments and discuss the draft 2022-2027 TIP. Potential action on the TIP is currently scheduled for May 3, 2021. 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 2022-2027 TIP (Attachment A) utilizes last year's TIP (2021-2026 TIP) as its foundation. Projects and programs in the draft 2022-2027 TIP mainly 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 & Plans, Projects (Fully or Partially Funded), and Projects (Unfunded). Generally, funded or partially funded projects are those included in the City's 2021-2026 CIP. Unfunded projects shown in this 2022-2027 TIP are limited to those that have a chance of progressing in this six-year period and may include need of pre-design analysis, addressing high collision area, work with other stakeholders, or be a possible funding candidate. The Programs

are generally considered underfunded, as additional work could always 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 in outer years. 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.

#### **Initiative 976 (I-976) Ruled Unconstitutional - Impact to VLF Funded Programs**

Two of the City's programs, the Sidewalk Rehabilitation Program (Repair & Maintenance), and the Annual Road Surface Maintenance Program were discussed in the prior TIP as being affected by I-976 (passed in November 2019) which had removed the ability of governments to impose Vehicle License Fees (VLF) for transportation purposes. The City had two VLFs imposed, a \$20 VLF for pavement maintenance and a second \$20 VLF for sidewalk rehabilitation.

On October 15, 2020, the Washington State Supreme Court ruled I-976 unconstitutional. There had been a King County Superior Court injunction order that prohibited the Department of Licensing from implementing I-976 that remained in effect until the Supreme Court issued a ruling. Those fees are now available, and the State will continue to collect vehicle taxes and fees as required by state law.

With this ruling, the City Council will not need to explore new revenue streams and adjust existing programs to backfill what may have been lost VLF revenue. Both the Sidewalk Rehabilitation Program (No. 2 in the TIP) and the Annual Road Surface Program (No. 4 in the TIP) have this funding reinstated.

### **Sales and Use Tax**

In November 2018, a new funding source was secured for the construction of new sidewalk when voters approved a Sales and Use Tax. More information can be found under the Sidewalk Plan (No. 2 in the TIP). This revenue will fund a minimum of 12 identified sidewalk projects. Two of these 12 projects are currently under design.

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

The City has historically depended on securing grant funds to build its major transportation projects. 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. Additionally, a cap on Surface Transportation Program (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. City staff are actively following new opportunities that may come as a result of a new federal administration.

The City has several large projects that have received some federal funding and are now on the clock to deliver constructed projects. With limited opportunities, these will need to remain the priorities even though there are many other deserving projects.

Many grant sources require a city match – current match requirements typically range from 13.5% to 20% of a project phase. State Transportation Improvement Board (TIB) funding is often the last funding in, and those matches can be even higher. 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 on key projects.

- **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/the Interurban Trail through the next two decades. The segment on 145<sup>th</sup> Street from Aurora Avenue/ Interurban Trail 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 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 right-of-way (ROW) and Construction phases of the 145<sup>th</sup> Corridor project, the City is planning to purchase 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 State 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 (2020 to 2022 Design; 2021 to 2022 ROW; 2023 to 2024 Construction)
- Phase 2: Corliss to Wallingford (2020-2022 Design; 2025-2026 ROW; beyond 2027 Construction)
- Phase 3: Wallingford to Aurora (unknown schedule / TBD)

The City is striving to complete construction of the I-5 to Corliss segment of the project by 2024.

#### 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> Street Interchange. The 145<sup>th</sup> Street and 5<sup>th</sup> Avenue 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/148<sup>th</sup> Street Light Rail Station (Lynnwood Link Extension Project).

The City will complete 30% Design in the second quarter of 2021. If complete funding is secured by the end of 2021, advancement to final design, acquisition of ROW, and construction of the project is assumed to be completed prior to the Shoreline South/148<sup>th</sup> Street Light Rail Station opening.

- **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).

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 ROW acquisition to supplement TIF funds.

- **N/NE 185<sup>th</sup> Street Corridor Improvements:** Following completion of a study for the 185<sup>th</sup> Street Corridor in October 2019, the City Council adopted a preferred option for mid-block cross-sections to develop a vision for this corridor. There is currently no funding for a specific capital project. This "project" remains in the 2022-2027 TIP as an Unfunded Project for now to help guide private development. A future opportunity may be a "growth" project identified in the TMP for improvements at the intersection of 185<sup>th</sup> Street and Meridian Avenue, which could 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 Extension Light Rail guideway from the 148<sup>th</sup> Street Station through the 185<sup>th</sup> Street Station and to the 195<sup>th</sup> Street I-5 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. As part of light rail mitigation and permitting requirements, Sound Transit will be constructing approximately 20 blocks of non-contiguous trail.

Currently, the City is working on design of a retaining wall near Ridgecrest Park that must be graded and built prior to light rail completion. This is included in the Sound Transit Betterment Agreement. This is for the wall and grading only; this segment of the trail will be completed at a later date when funding can be secured.

- **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/148<sup>th</sup> Street Light Rail Station. With a current total project cost estimate of \$31 million, the City has successfully obtained federal STP funding, funding from the 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 federal funds including the 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**

One new project was added to the TIP - Project No 21, the Eastside Off-Corridor Bike Network. The Off-Corridor Bike Network was conceived during the 145<sup>th</sup> Street Multimodal Corridor Study. Providing an alternate network of slower paced streets that bicyclists would use instead of this busy state route was determined the best option for user safety and comfort. The section of the Off-Corridor Bike Network west of I-5 is being designed as part of the 145<sup>th</sup> Corridor Project.

When Sound Transit took on improvements for a Bus Rapid Transit (BRT) corridor east of I-5 on 145<sup>th</sup> Street (SR 523) and north on SR 522, their project did not include bicycle facilities on this corridor. To complete an Off-Corridor Bike Network for the entire 145<sup>th</sup> Street Corridor, the City would analyze this section east of I-5 with a pre-design study.

### **Projects That Have Been Reorganized or Removed from This Year's TIP**

There is one project, the 195<sup>th</sup> Pedestrian and Bike Connector project, that is scheduled to reach substantial completion in 2021 and no longer appears in the TIP. This project constructs a shared-use path along NE 195<sup>th</sup> Street from 5<sup>th</sup> Avenue NE to the WSDOT Limited Access line east of 7<sup>th</sup> Avenue NE and utilizes a TIB Complete Streets grant.

The N/NE 185<sup>th</sup> Street Corridor Improvements was previously listed under Funded Projects while it was undergoing a pre-design study. Now that this has been completed, the project has moved to Unfunded Projects. Currently, there is no designated CIP funding for improvement to the corridor, but with private development occurring that needs to fit into this vision, it was deemed important to have this overall project remain in the TIP. An initial growth project may be initialized for the intersection of 185<sup>th</sup> and Meridian Avenue.

There are several Unfunded Projects that appeared in the prior 2021-2026 TIP that are not included in the 2022-2027 TIP. It was determined that the TIP should more accurately contain only those projects that the City would be completing or have a real chance of progressing in the identified six-year period. This means that the 2022-2027 TIP has fewer total programs/projects (21 total) than the prior 2021-2026 TIP (26 programs/projects). Removed projects include:

- The N 160<sup>th</sup> Street (Aurora to Dayton) Project has been removed as improvements will be mostly completed by development.
- The 145<sup>th</sup> Street (Aurora Avenue N to 3<sup>rd</sup> Avenue NW) Project has been removed as this project is so far out and accurate cost estimates are not available.
- The Fremont Avenue N (N 175<sup>th</sup> Street to N 185<sup>th</sup> Street) Project is already captured in the New Sidewalk Plan. It is not one of the 12 projects to be initially constructed (a parallel route on Linden Avenue scored higher and will be constructed first). The Fremont project will be added back as a separate project when it falls within the six-year period for funding.
- The NE Perkins Way Improvements (10<sup>th</sup> Avenue NE to 15<sup>th</sup> Avenue NE) Project is partially covered in the New Sidewalk Plan. There is no budget for this project in this six-year period. This project may be combined with a Surface Water Management project in the future. It will be added back as a separate project from New Sidewalk once funding is expected.

- The N 185<sup>th</sup> Street and Linden Avenue N Intersection Improvements Project had been added a while back due to collision history, but since it is no longer near the top of the collision list, it would not compete against other high collision areas for funding. Since there is no funding identified during this next six-year period, it is being removed from the TIP for now.

The following projects remain in this TIP even though they are unfunded:

- *3rd Avenue Woonerf*. Although most of this project would likely be constructed by redevelopment, keeping this as an unfunded project keeps it in the City's purview to understand how the 148<sup>th</sup> Street Bridge, the Trail Along the Rail, and 3<sup>rd</sup> Avenue NE Woonerf fit together. It may also help in grant pursuits for innovative projects within TOD.
- *15<sup>th</sup> Avenue NE (NE 175<sup>th</sup> Street to NE 205<sup>th</sup> Street)*. This project is listed as a high priority segment. It remains in the TIP and an initial step would be a study to identify the appropriate improvements for the roadway and develop cost estimates.
- *Ballinger Way - NE 205<sup>th</sup> Street to 19<sup>th</sup> Avenue NE Access Control Preliminary Design Project*. This is a high collision location and is competitive for future grants.

### **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 \$100,000 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 2020, staff anticipates having approximately \$356,000 (increasing to \$956,000 in 2026) 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 State 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 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**

Adoption of the TIP supports 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. Adoption of the TIP also addresses Council Goal 5: “Promote and enhance the City’s safe community and neighborhood programs and initiatives” by supporting the Traffic Safety Improvements program and most of the other programs and projects as many include a safety element.

### **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.

### **RECOMMENDATION**

No action is required tonight; staff recommends that Council hold the Public Hearing and discuss the proposed 2022-2027 TIP. Staff is requesting direction from Council regarding the policy topics outlined in this staff report as well as any revisions to the 2022-2027 TIP, including items that should be added or removed. Council is scheduled for potential adoption of the 2022-2027 TIP on May 3, 2021.

### **ATTACHMENTS**

Attachment A: Draft 2022-2027 Transportation Improvement Plan

## Attachment A

### **City of Shoreline 2022-2027 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 feasible 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 and the stage of a project (such as design, environmental review, or construction).
- **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 & Plans, 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 2022-2027 Capital Improvement Plan. All of the funded Programs & Plans 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. 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 Level 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 to comment on the plan. 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 requirements of or secure

additional grant funding, 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. Title VI practices are included throughout the project. Project staff work to identify potential impacts to any specific group and reach out to the affected community for a diverse and inclusive partnership. 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.

*Right-of-way (ROW) Acquisition* - If it is determined that a project footprint will require additional ROW to be implemented, the project will include a ROW acquisition phase that is conducted concurrently with reaching Final Design. The City may need to purchase private property ranging from small strips to full acquisitions, permanent easements (such as for locating utilities), and temporary easements (to utilize a portion of a property during construction, etc.).

*Final Design*– 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. This phase culminates in the completion of contract-ready documents and the engineer's cost estimate.

The project design activity that follows planning development and concludes with final design is often referred to as "Plans, Specifications, and Estimates (PS&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 2022 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 five Programs & Plans listed in the TIP do not include a total project cost as these are programs where either costs are ongoing (such as maintenance) or more can always be done if additional funding is found. Of the total cost for funded/partially funded projects, \$185 million, approximately \$84.7 million is still unfunded. The five unfunded projects included in this six-year TIP (not including the unfunded portions of partially funded projects) total an additional \$88.5 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 and/or secure additional funding of a different source (i.e. federal funds cannot match federal funds, but state funding often can match federal funding). The granting agency may have additional restrictions. 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 Plan under Programs & Plans No. 2 in this TIP.

In 2018, a \$20 increase in Vehicle License Fees (VLF) was adopted by City Council for sidewalk rehabilitation. Then shortly after funds started being collected, the program was defunded by the passing of Proposition I-976 and then was subsequently put on hold while being challenged in court. In October 2020, the Washington Supreme Court ruled the initiative unconstitutional and VLFs collected by the City are secure for now. Program 1, Sidewalk Rehabilitation Program (Repair and Maintenance), and Program 4, the City's Annual Road Surface Maintenance Program in part rely on this funding source which will now resume.

## **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 transportation facilities for the movement of services and goods as well as all forms of personal travel including travel by foot, bicycle, wheelchair, transit, and automobile.

In 2020, the City began a multi-year process to update the current TMP (last updated in 2011) 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 2022-2027 TIP. A description of each project can be found in the following pages.

**PROGRAMS & PLANS** *(all programs are considered underfunded)*

1. Sidewalk Rehabilitation Program (Repair & Maintenance)
2. New 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
8. 148th Street Non-Motorized Bridge *(partially)*
9. Trail Along the Rail *(partially)*
10. Meridian Avenue N (N 155th Street to N 175th Street)
11. N/NE 175th Street Corridor Improvements (Stone Ave to I-5) *(partially)*
12. Midblock Crossing and Citywide Rectangular Rapid Flashing Beacons and Radar Speed Signs
13. Greenwood Ave N /Innis Arden/ N 160th St Intersection Improvements
14. Light Rail Access Improvements: 1st Ave NE, 145th to 155th
15. Light Rail Access Improvements: 5th Ave NE, 175th to 182nd
16. Ridgecrest Safe Routes to School

**UNFUNDED PROJECTS**

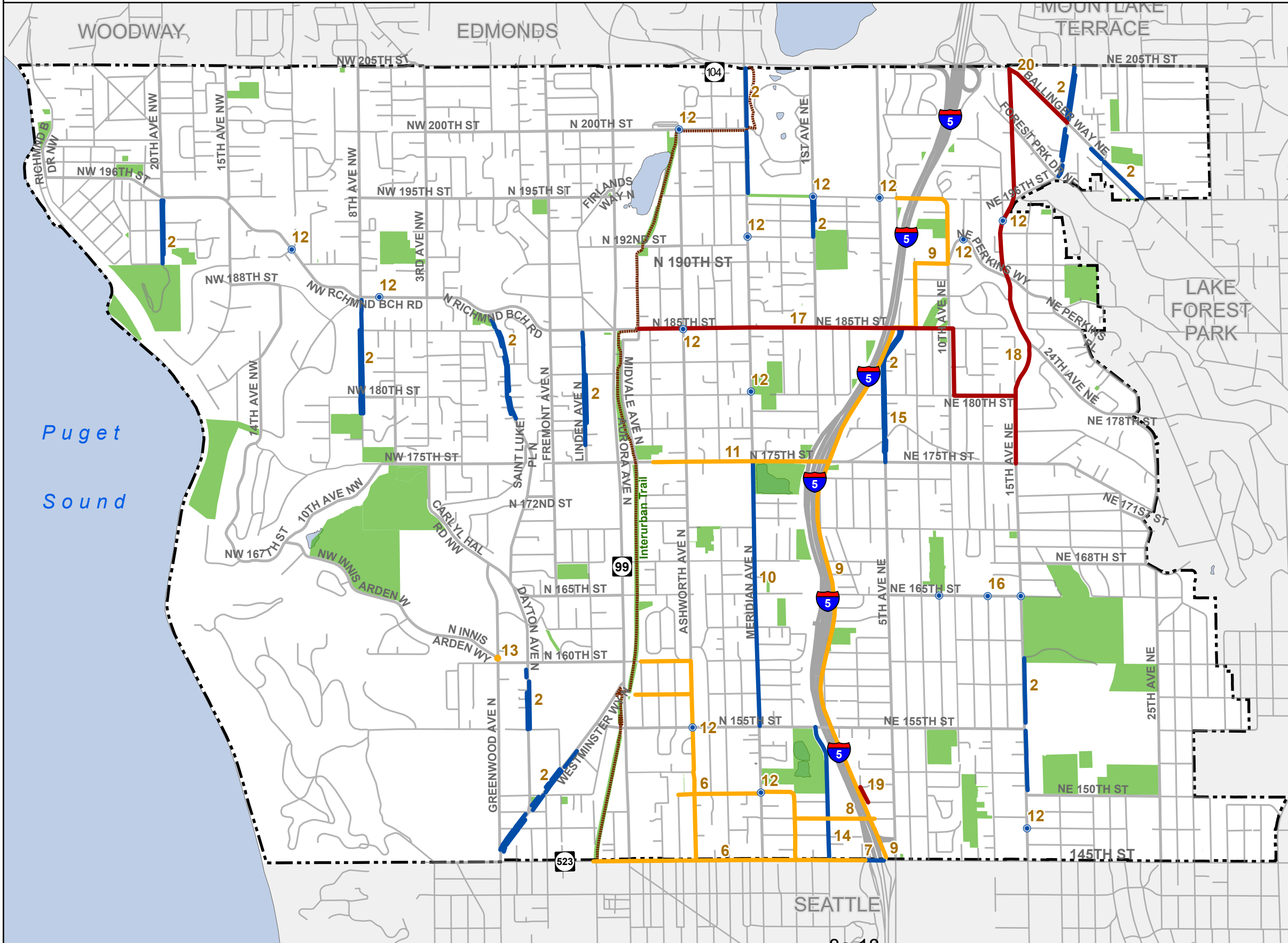
17. N/NE 185th Street Corridor Improvements
18. 15th Avenue NE (NE 175th Street to NE 205th Street)
19. 3rd Ave NE Woonerf
20. Ballinger Way - NE 205th St to 19th Ave NE Access Control Preliminary Design
21. Eastside Off-Corridor Bike Network



### PROJECTS SCHEDULED FOR SUBSTANTIAL COMPLETION IN 2021

PROJECT NAME	PROJECT DESCRIPTION	COST	FUNDING SOURCES
195th Pedestrian and Bike Connector	Construction of a shared-use path along NE 195th Street from 5th Avenue NE to the WSDOT Limited Access line east of 7th Avenue NE.	\$500,000	The City secured a Transportation Improvement Board (TIB) Complete Streets grant. Grant funds will be spent in 2021.

# Transportation Improvement Plan 2022 to 2027



## Individual Project Locations

### Fully or Partially Funded Citywide Programs

1. Sidewalk Rehabilitation Program (not mapped)
2. New Sidewalk Program - New Construction, 12 funded projects
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. 145th St (SR 523) Corridor Improvements (Aurora to I-5)
7. 145th St/I-5 Interchange Improvements
8. 148th St N Non-motorized Bridge
9. Trail along the Rail
10. Meridian Ave N (N 155th St to N 175th St)
11. N/NE 175th St - Corridor Improvements
12. Midblock Crossing and Citywide Rectangular Rapid Flashing Beacons and Radar Speed Signs
13. Greenwood/Innis Arden/160th Intersection Improvements
14. Light Rail Access Improvements: 1st Ave NE (145th to 155th)
15. Light Rail Access Improvements: 5th Ave NE (175th to 182nd)
16. Ridgcrest Safe Routes to School

### Unfunded Projects

17. N/NE 185th St - Corridor Improvements
18. 15th Avenue NE (NE 175th Street to NE 205th Street)
19. 3rd Ave NE Woonerf
20. Ballinger Way (NE 205th St to 19th Ave NE)

## Funding Status

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



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.

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

## 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 ([www.shorelinewa.gov/home/showdocument?id=45538](http://www.shorelinewa.gov/home/showdocument?id=45538)) 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 priority projects to be completed within the next 6 years and moving forward with those improvements, as funding allows.

First year: Sidewalks that can be ground to improve vertical discontinuity and coordination with existing projects. This approach was selected because larger projects require longer lead times for design.

Next 5 years: Focus on removing some of the worst barriers.

As the sum to complete all ADA upgrades and provide maintenance is very high, this will be an ongoing program. The City of Shoreline designed the first of these sidewalk improvements for N 200th Street between Ashworth and Meridian Avenues. The design repaired and replaced existing concrete sidewalks damaged by tree roots, cracking, or settlement.

## Funding

	FUNDED						
FUNDING SOURCE	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2022-2027 Total
Transortation Benefit Dist.	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 4,980,000
General Fund	\$ 76,300						\$ 76,300
<b>PROJECT TOTAL 2022-2027</b>	<b>\$ 906,300</b>	<b>\$ 830,000</b>	<b>\$ 830,000</b>	<b>\$ 830,000</b>	<b>\$ 830,000</b>	<b>\$ 830,000</b>	<b>\$ 5,056,300</b>

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## 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 would invalidate the City Council's 2018 VLF approval. In November 2020, the Washington Supreme Court invalidated I-976 and the program is now fully funded.

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).

## 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 **2020-2022 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. New Sidewalk Plan (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. The City is currently designing two of the twelve new sidewalk projects:

**1st Avenue NE** (N 192nd to NE 195th Street) will connect with existing public facilities in the area.

**5th Avenue NE** (175th Street to NE 182nd Court) will be built on both sides of the street and will connect to other new sidewalks that are under construction on 5th Avenue NE, north of 182nd Court, as part of Sound Transit's 185th Street Link Light Rail Station (see Project No. 15 which combines these sidewalk improvements with Sound Transit funds to include bicycle facilities).

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](#)

*Continued on next page*

## Funding

	FUNDED (annual amounts are currently estimates)						
FUNDING SOURCE	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2022-2027 Total
Bond Issued	\$ 3,500,000	\$ 3,500,000	\$ 4,000,000	\$ 4,000,000	\$ 4,500,000	\$ 4,500,000	\$ 24,000,000

## 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 **2020-2022 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

	PARTIALLY FUNDED						
FUNDING SOURCE	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2022-2027 Total
Roads Capital	\$ 184,100	\$ 193,300	\$ 199,100	\$ 199,100	\$ 199,100	\$ 199,100	\$ 1,173,800

## 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, 2022-2027. This program helps to implement **2020-2022 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

	FUNDED						
FUNDING SOURCE	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2022-2027 Total
Roads Capital	\$ 1,350,000	\$ 530,000	\$ 530,000	\$ 530,000	\$ 530,000	\$ 530,000	\$ 4,000,000
Vehicle License Fee	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 4,980,000
<b>PROJECT TOTAL 2022-2027</b>	<b>\$ 2,180,000</b>	<b>\$ 1,360,000</b>	<b>\$ 1,360,000</b>	<b>\$ 1,360,000</b>	<b>\$ 1,360,000</b>	<b>\$ 1,360,000</b>	<b>\$ 8,980,000</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, State Initiative 976 (I-976) was passed by voters, invalidating the City Council's 2009 decision and suspending funding from this source. In 2020, I-976 was determined to be invalid by the State Supreme Court and funding from the 2009 VLF was restored.

*Continued on next page*

## Project Status

This annual program project helps to implement **2020-2022 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                   |

## 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	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2022-2027 Total
Roads Capital	\$ 147,800	\$ 152,200	\$ 156,700	\$ 156,700	\$ 156,700	\$ 156,700	\$ 926,800

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## 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 for standard fiber communication.

The Surface Transportation Program is a potential source of grant funding for this program.

## Project Status

Annual program 2022-2027. This project helps to implement **2020-2022 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)**

## 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 N 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, Connecting 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.

Through the State Legislature, the City has received \$25M towards implementation of the 145th Street Multimodal Corridor Project. The City is considering using approximately \$20.3M 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 2022 Design; 2021 to 2022 ROW; 2023 to 2024 CN)

Phase 2: Corliss to Wallingford (2020-2022 Design; 2025-2026 ROW; beyond 2027 CN)

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

*Continued on next page*

Funding							
	PARTIALLY FUNDED			UNFUNDED			
FUNDING SOURCE	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2022-2027 Total
PH1 - PH3 Design - Roads Capital	\$ 79,300	\$ 71,400	\$ 16,300				\$ 167,000
PH1 - PH3 Design - STP	\$ 507,800	\$ 457,300	\$ 104,400				\$ 1,069,500
PH1 Design - Connecting WA	\$ 365,000	\$ 56,600	\$ 4,300				\$ 425,900
PH1 ROW - Connecting WA	\$ 3,985,600						\$ 3,985,600
PH1 Construction - Connecting WA and Road Capital	\$ 2,077,600	\$ 4,138,400					\$ 6,216,000
PH1 Construction - TBD	\$ 2,460,000	\$ 2,460,000					\$ 4,920,000
Off-Corridor Bike Network - TBD		\$ 761,900					\$ 761,900
PH2 ROW - TBD				\$ 3,222,000	\$ 3,222,000		\$ 6,444,000
PH2 Construction - TBD							\$ -
PH3 ROW - TBD							\$ -
PH3 Construction - TBD							\$ -
<b>PROJECT TOTAL</b>	<b>\$ 9,475,300</b>	<b>\$ 7,945,600</b>	<b>\$ 125,000</b>	<b>\$ 3,222,000</b>	<b>\$ 3,222,000</b>	<b>\$ -</b>	<b>\$ 23,989,900</b>
				Outer Year Funding (Beyond 2027):		\$27,159,400	
				Prior Cost through 2021:		\$13,484,300	
				Total Project Cost:		\$64,633,600	
				Unfunded Portion / Future Funding Need:		\$39,285,300	

Continued on next page

## 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 2027. Total project cost to implement the 145th Corridor Project from I-5 to the Interurban Trail is estimated at approximately \$64.6 million.

## Project Status

In 2021, the entire project was under design with Phase 1 ROW beginning. This project helps to implement **2020-2022 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 checked="" 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, as included in the City's Preferred Design Concept report, proposed a new I-5 northbound on-ramp, revised 145th bridge deck channelization, and a new pedestrian bridge adjacent to the existing bridge deck.

The City's revised concept includes two multi-lane roundabouts to replace the two existing signalized interchange intersections. Traffic modeling of the roundabouts demonstrated better performance for transit and general-purpose traffic than the initial improvement concept, and at a lower cost.

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 Shoreline South light rail station located north of the 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

	FUNDED						
FUNDING SOURCE	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2022-2027 Total
STP/Roads Cap (Design)	\$ 500,000	\$ 150,000					\$ 650,000
CWA (ROW)	\$ 2,000,000						\$ 2,000,000
ST/RMG/CWA (Construction)	\$ 4,000,000	\$ 14,500,000					\$ 18,500,000
<b>PROJECT TOTAL</b>	<b>\$ 6,500,000</b>	<b>\$ 14,650,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 21,150,000</b>
				<i>Outer Year Funding (Beyond 2027):</i>		\$0	
				<i>Prior Cost through 2021:</i>		\$5,000,000	
				<b>Total Project Cost:</b>		<b>\$26,150,000</b>	
				<i>Unfunded Portion / Future Funding Need:</i>		\$0	

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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 early 2021. Final design is scheduled to be completed in 2022. The project will utilize up to \$2.5 million in Connecting WA funds for right-of-way (ROW) acquisition. ROW acquisition will begin concurrently with final design efforts once 30% design is reached in 2021. Construction is scheduled for 2022-2023. The City is negotiating up to \$10M in Sound Transit (ST) funding, has been recommended for \$5M in Regional Mobility Grant (RMG) funding, and will pursue Transportation Improvement Board funds as well as utilize Connecting Washington (CWA) funding for the balance as unless other funding sources are secured. Total project cost is \$26.15 million.

## Project Status

The project is in the design phase. This project helps to implement **2020-2022 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

	PARTIALLY FUNDED		UNFUNDED				
FUNDING SOURCE	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2022-2027 Total
Sound Transit (ST) and STP funds - <b>Final Design &amp; Permitting</b>							\$ -
King County Levy - <b>ROW</b>		\$ 1,800,000					\$ 1,800,000
ST/King County Levy funds & TBD- <b>Construction (Phase 1)</b>	\$ 6,900,000						\$ 6,900,000
Funding TBD - <b>Construction (Phase 2)</b>			\$ 18,100,000				\$ 18,100,000
<b>PROJECT TOTAL</b>	<b>\$ 6,900,000</b>	<b>\$ 1,800,000</b>	<b>\$ 18,100,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 26,800,000</b>
				<i>Outer Year Funding (Beyond 2027):</i>		\$0	
				<i>Prior Cost through 2021:</i>		\$4,200,000	
				<b>Total Project Cost:</b>		<b>\$31,000,000</b>	
				<i>Unfunded Portion / Future Funding Need:</i>		\$20,000,000	

## Funding Outlook

The total cost for this project is estimated to be approximately \$31 million. The 30% design phase was completed in Q4 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 \$20 million required to complete the construction phase of the project.

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## Project Status

This project helps to implement **2020-2022 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                              |

## 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:

Phase 1: NE 175th to NE 185th St

Phase 2: Shoreline South/148th Station to N 155th St

Phase 3: Shoreline North/185th Station to the NE 195th St Pedestrian Overcrossing

Phase 4: N 155th St to NE 175th St

## Funding

	PARTIALLY FUNDED	UNFUNDED					
FUNDING SOURCE	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2021-2027 Total
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 2022-2027</b>	\$ -	\$ 250,000	\$ 250,000	\$ 1,500,000	\$ 1,500,000	\$ -	<b>\$ 3,500,000</b>
				<i>Outer Year Funding (Beyond 2027):</i>		\$5,100,000	
				<i>Prior Cost through 2021:</i>		\$840,000	
				<b>Total Project Cost:</b>		<b>\$9,440,000</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. Local funding has been obtained to close the gap between the Ridgecrest Park cost and the allocated CIP funds. 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 Tranist (as part of the light rail construction) will also be building portions of the trail.

## Project Status

Design for the wall at Ridgecrest Park has been completed and is being incorporated into the ST LLE project through a betterment agreement. This project helps to support **2020-2022 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 155th Street to N 175th Street)

## Scope / Narrative

Improvements along the Meridian Avenue Corridor 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. Improvements will be incorporated through a series of projects with the possibility of some being funded in part by transportation impact fees (TIF).

The first segment of improvements to be completed by the end of 2022 are from N 155th Street to N 175th Street. This project will design and construct:

- 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.
- 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.

Areas of parking may 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.

## Funding

	FUNDED						
FUNDING SOURCE	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2022-2027 Total
Roads Capital	\$ 91,700						\$ 91,700
Federal - HSIP	\$ 825,200						\$ 825,200
<b>PROJECT TOTAL 2022-2027</b>	<b>\$ 916,900</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 916,900</b>
				<i>Outer Year Funding (Beyond 2027):</i>		\$0	
				<i>Prior Cost through 2021:</i>		\$253,700	
				<b>Total Project Cost:</b>		<b>\$1,170,600</b>	
				<i>Unfunded Portion / Future Funding Need:</i>		\$0	

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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. 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

This project helps to implement **2020-2022 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. Intersections with high accident rates will be improved as part of this project.

## Funding

	FUNDED			PARTIALLY FUNDED			
FUNDING SOURCE	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2022-2027 Total
Design and Enviro Review - Federal STP	\$ 884,000						\$ 884,000
Design and Enviro Review - Impact Fees	\$ 591,000	\$ 40,000	\$40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 791,000
ROW - Impact Fees (TIF)		\$ 4,000,000			\$ 1,000,000		\$ 5,000,000
Construction- Impact Fees (TIF)				\$ 4,000,000			\$ 4,000,000
Construction - Unfunded				\$ 5,000,000	\$ 3,000,000	\$ 8,300,000	\$ 16,300,000
<b>PROJECT TOTAL 2022-2027</b>	<b>\$ 1,475,000</b>	<b>\$ 4,040,000</b>	<b>\$ 40,000</b>	<b>\$ 9,040,000</b>	<b>\$ 4,040,000</b>	<b>\$ 8,340,000</b>	<b>\$ 26,975,000</b>
				<i>Outer Year Funding (Beyond 2027):</i>		\$13,080,000	
				<i>Prior Cost through 2021:</i>		\$3,054,100	
				<b>Total Project Cost:</b>		<b>\$43,109,100</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 **2020-2022 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. Midblock Crossing and Citywide Rectangular Rapid Flashing Beacons and Radar Speed Signs

## 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	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2022-2027 Total
Roads Capital							\$ -
Federal - HSIP	\$1,241,900						\$ 1,241,900
<b>PROJECT TOTAL</b>	<b>\$ 1,241,900</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,241,900</b>
<i>Outer Year Funding (Beyond 2027):</i>							\$0
<i>Prior Cost through 2021:</i>							\$230,000
<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.

*Continued on next page*

## Project Status

This project helps to implement **2020-2022 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

### 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

	FUNDED						
FUNDING SOURCE	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2022-2027 Total
Shoreline Community College	\$ 100,000	\$ 100,000	\$ 1,884,000				\$ 2,084,000
				Outer Year Funding (Beyond 2027):			\$0
				Prior Cost through 2021:			\$0
				Total Project Cost:			\$2,084,000
				Unfunded Portion / Future Funding Need:			\$0.00

## Funding Outlook

Shoreline Community College has provided \$2,083,986 to fund this project.

## Project Status

The concept design report was completed in October 2019. The City and Shoreline Community College have entered into an agreement to fully fund this project. 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 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						2021-2027 Total
	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 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>\$ 150,000</b>	<b>\$ 750,000</b>	<b>\$ 1,100,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,000,000</b>
				<i>Outer Year Funding (Beyond 2027):</i>		\$0	
				<i>Prior Cost through 2021:</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/148th 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 **2020-2022 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 includes design & construction of sections of sidewalks, amenity zone, curb and gutter, and bicycle facilities, along both sides of 5th Ave NE from NE 175th to near 182nd Ct.

## Funding

FUNDING SOURCE	FUNDED						2022-2027 Total
	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	
Sound Transit / Sales Tax	\$ 2,850,000						\$ 2,850,000
<b>PROJECT TOTAL</b>	<b>\$ 2,850,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,850,000</b>
Outer Year Funding (Beyond 2027):							\$0
Prior Cost through 2021:							\$650,000
<b>Total Project Cost:</b>							<b>\$3,500,000</b>
Unfunded Portion / Future Funding Need:							\$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 (see Program 2 - New Sidewalk Construction). 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.

## Project Status

This project helps to implement **2020-2022 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. Ridgecrest 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	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2022-2027 Total
Roads Capital	\$6,000						\$ 6,000
State - SRTS	\$407,700						\$ 407,700
<b>PROJECT TOTAL</b>	<b>\$ 413,700</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 413,700</b>
<i>Outer Year Funding (Beyond 2027):</i>							\$0
<i>Prior Cost through 2021:</i>							\$56,000
<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.

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## Project Status

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

This project helps to implement **2020-2022 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                   |

## **UNFUNDED PROJECTS**

## Project # and Name

### 17. 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							
	UNFUNDED						
FUNDING SOURCE	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2021-2027 Total
185th St and Meridian Ave Intersection Improvements - 30% Design							\$ -
<b>PROJECT TOTAL 2022-2027</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				<i>Outer Year Funding (Beyond 2027):</i>		\$80,000,000	
				<i>Prior Cost through 2021:</i>		\$0	
				<b>Total Project Cost:</b>		<b>\$80,000,000</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 **2020-2022 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

**18. 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	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2022-2027 Total
Unknown							\$ -
				Outer Year Funding (Beyond 2027):			\$6,200,000
				Prior Cost through 2021:			\$0
				Total Project Cost:			\$6,200,000
				Unfunded Portion / Future Funding Need:			\$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 **2020-2022 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

**19. 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 methods like traffic signals, signs, and speed-bumps.

A woonerf blends the lines between pedestrian, cyclist, and vehicle paths. By removing curbs any indication of an exclusive car travel lane, 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 providing a connection between NE 149th Street and NE 151st Street. The 3rd Avenue NE Woonerf creates a vehicular, pedestrian and bike connection to the adjacent Shoreline South/148th 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	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2022-2027 Total
No identified source							\$ -
				<i>Outer Year Funding (Beyond 2027):</i>			\$1,811,000
				<i>Prior Cost through 2021:</i>			\$20,000
				<b>Total Project Cost:</b>			<b>\$1,831,000</b>
				<i>Unfunded Portion / Future Funding Need:</i>			\$1,811,000

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## 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

An initial study has been completed and 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 **2020-2022 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

**20. 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	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2022-2027 Total
Unknown							\$ -
				Outer Year Funding (Beyond 2027):			\$350,000
				Prior Cost through 2021:			\$0
				<b>Total Project Cost:</b>			<b>\$350,000</b>
				Unfunded Portion / Future Funding Need:			\$350,000

## Funding Outlook

This project is competitive for funding from the Citywide Safety Grant administered through WSDOT. There is a possibility of some funding in later years.

## Project Status

This project helps to implement **2020-2022 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 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. Eastside Off-Corridor Bike Network (Pre-Design Study)

## Scope / Narrative

The Off-Corridor Bike Network fits into the broader regional pedestrian and bicycle network where it intersects a signed bike route between the Interurban and Burke-Gilman Trails known as the Interurban/Burke-Gilman Trails South Bike Connector. Initially conceived during the 145th Street Multimodal Corridor Study, the Off-Corridor Bike Network is a collection of quieter, slower-paced streets and paths that are intended to provide bicyclists and pedestrians with alternate, parallel routes to 145th Street as well as key connections to the future Shoreline South/148th light rail station, Interurban Trail, parks, and Burke-Gilman Trail. Improvements to these streets and paths will include bicycle facilities such as pavement markings (e.g. sharrows or bike lanes), shared use paths, and signage.

Currently, the **western portion** of the Off-Corridor Bike Network between Interstate 5 (I-5) and the Interurban Trail is being designed as part of the 145th Street Corridor Project.

Presently, the City has no funding to design or build the **eastern portion** of the Off-Corridor Bike Network between I-5 and the Burke-Gilman Trail. A pre-design study is needed to perform initial public outreach, establish design parameters, and estimate project costs.

## Funding

	UNFUNDED						
FUNDING SOURCE	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2022-2027 Total
No identified source							\$ -
Outer Year Funding (Beyond 2027):							\$120,000
Prior Cost through 2021:							\$0
Total Project Cost:							\$120,000
Unfunded Portion / Future Funding Need:							\$120,000

## Funding Outlook

Staff will look for funding in 2023/2024 to fund a pre-design study that is estimated at \$120,000. 2021-2026 CIP does not include budget for pre-design study, design development, and construction of this project. However, the City will continue to seek opportunities to incrementally design and build the full vision of the Off-Corridor Bike Network.

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## Project Status

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

Project	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2022-2027 Total	<p>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.</p>			
<b>ANNUAL PROGRAMS</b>											
1. Sidewalk Rehabilitation Program (Repair & Maintenance)	\$ 906,300	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 5,056,300				
2. Sidewalk Program (New Sidewalk Construction)	\$ 3,500,000	\$ 3,500,000	\$ 4,000,000	\$ 4,000,000	\$ 4,500,000	\$ 4,500,000	\$ 24,000,000				
3. Traffic Safety Improvements	\$ 184,100	\$ 193,300	\$ 199,100	\$ 199,100	\$ 199,100	\$ 199,100	\$ 1,173,800				
4. Road Surface Maintenance Program	\$ 2,180,000	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000	\$ 8,980,000				
5. Traffic Signal Rehabilitation Program	\$ 147,800	\$ 152,200	\$ 156,700	\$ 156,700	\$ 156,700	\$ 156,700	\$ 926,800				
							<b>\$ 40,136,900</b>				
<b>FUNDED PROJECTS (FULLY OR PARTIALLY)</b>								<b>Outer Year Funding (2028+)</b>	<b>Prior Costs (through 2021)</b>	<b>TOTAL PROJECT COST</b>	<b>UNFUNDED</b>
6. 145th Street (SR 523) Corridor Improvements, Aurora Ave N to I-5	\$ 9,475,300	\$ 7,945,600	\$ 125,000	\$ 3,222,000	\$ 3,222,000	\$ -	\$ 23,989,900	\$27,159,400	\$13,484,300	\$64,633,600	\$39,285,300
7. SR 523 (N/NE 145th Street) & I-5 Interchange Improvements	\$ 6,500,000	\$ 14,650,000	\$ -	\$ -	\$ -	\$ -	\$ 21,150,000	\$0	\$5,000,000	\$26,150,000	\$0
8. 148th Street Non-Motorized Bridge	\$ 6,900,000	\$ 1,800,000	\$ 18,100,000	\$ -	\$ -	\$ -	\$ 26,800,000	\$0	\$4,200,000	\$31,000,000	\$20,000,000
9. Trail Along the Rail	\$ -	\$ 250,000	\$ 250,000	\$ 1,500,000	\$ 1,500,000	\$ -	\$ 3,500,000	\$5,100,000	\$840,000	\$9,440,000	\$8,600,000
10. Meridian Avenue N ( N 155th Street to N 175th Street)	\$ 916,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 916,900	\$0	\$253,700	\$1,170,600	\$0
11. N/NE 175th Street Corridor Improvements (Stone Ave to I-5)	\$ 1,475,000	\$ 4,040,000	\$ 40,000	\$ 9,040,000	\$ 4,040,000	\$ 8,340,000	\$ 26,975,000	\$13,080,000	\$3,054,100	\$43,109,100	\$16,780,000
12. Midblock Crossing and Citywide RRFBs and Radar Speed Signs	\$ 1,241,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,241,900	\$0	\$230,000	\$1,471,900	\$0
13. Greenwood Ave N /Innis Arden/ N 160th St Intersection Improvements	\$ 100,000	\$ 100,000	\$ 1,884,000	\$ -	\$ -	\$ -	\$ 2,084,000	\$0	\$0	\$2,084,000	\$0
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>nd</sup> )	\$ 2,850,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,850,000	\$0	\$650,000	\$3,500,000	\$0
16. Ridgecrest Safe Routes to School	\$ 413,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 413,700	\$0	\$56,000	\$469,700	\$0
							<b>\$ 111,921,400</b>			\$185,028,900	\$84,665,300
<b>UNFUNDED PROJECTS</b>											
17. N/NE 185th Street Corridor Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$80,000,000	\$0	\$80,000,000	\$80,000,000
18. 15th Avenue NE (NE 175th Street to NE 205th Street)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$6,200,000	\$0	\$6,200,000	\$ 6,200,000
19. 3rd Ave NE Woonerf	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,811,000	\$20,000	\$1,831,000	\$1,811,000
20. Ballinger Way - NE 205th St to 19th Ave NE Access Control Preliminary Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$350,000	\$0	\$350,000	\$ 350,000
21. Eastside Off-Corridor Bike Network	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$120,000	\$0	\$120,000	\$120,000
							<b>\$ -</b>			\$88,501,000	\$88,481,000
	<b>\$ 36,941,000</b>	<b>\$ 35,571,100</b>	<b>\$ 28,044,800</b>	<b>\$ 20,307,800</b>	<b>\$ 15,807,800</b>	<b>\$ 15,385,800</b>	<b>\$ 152,058,300</b>	<b>\$133,820,400</b>	<b>\$27,788,100</b>	<b>\$273,529,900</b>	<b>\$173,146,300</b>