

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

<b>AGENDA TITLE:</b>	Authorize the City Manager to Execute a Design Services Contract with OTAK Inc. in the Amount of \$477,675 and Provide a Status Update on the Interurban Trail Project
<b>DEPARTMENT:</b>	Public Works
<b>PRESENTED BY:</b>	William L. Conner, Public Works Director <i>WLC</i>

**EXECUTIVE / COUNCIL SUMMARY**

Staff provided your Council with a status report about the Interurban Trail project on November 20, 2000. At that time, staff presented four potential alignments for the trail section between 175<sup>th</sup> and 185<sup>th</sup> Streets. Your Council's comments regarding those options are being used as staff continues to refine alignment designs for that central section of the Trail. However, we are not yet at a stage where a decision is needed for that portion of the Trail's alignment.

The purpose of this report is to obtain your Council's approval for a professional services contract with OTAK Inc. to design only the south and north segments of the Interurban Trail. In addition, this report also serves to provide your Council with a status update on the project.

OTAK was selected through an extensive interview process to perform the preliminary design services your Council approved on February 14, 2000. Based on the high quality of services that OTAK has provided during the preliminary design, staff is recommending OTAK be retained to provide final design services.

Staff has negotiated a contract with OTAK for an amount not to exceed \$477,675 to provide:

- Project Coordination
- Surveying and base mapping
- Community Involvement
- Final Design (Bid Documents) including:
  - Temporary Erosion and Sediment Control
  - Demolition plans
  - Grading and drainage plans
  - The final drainage report
  - Signing, striping and layout plans
  - Roadway sections and details
  - Landscape and Urban Design Plans

- Cost estimates
- Technical Specifications

Staff will return to your Council during the final design process when key decision are required (e.g. trailhead materials, level and type of landscaping, signage text). It is anticipated that this level of information will become available at the 30% design review milestone.

Funding for design of this project is in the 2001 Capital Improvement Program. Design funds will come from federal TEA-21 funding (86.5%) with a local match (13.5%) from the Roads Capital Fund.

#### Schedule:

Staff has applied for Federal, State and City permits. The preparation of the final design of the south and north segments will run concurrently with permit reviews.

It is anticipated design of the South segment will require four months and the North segments six months. These designs will run concurrently.

Construction of the southern Trail segment will begin upon issuance of the permits. Staff anticipates returning to your Council on November 26<sup>th</sup> with a project construction contract.

The public process will continue during the design phase. Prior to the award of a construction contract, staff and OTAK will prepare the construction documents, continue to meet with the adjoining neighborhoods, neighbors, the Parks, Recreation and Cultural Services Advisory Committee as well as other jurisdictions involved in the Trail.

#### RECOMMENDATION

Staff recommends that your Council authorize the City Manager to execute an Agreement for Design Services with OTAK Inc., for the Interurban Trail Project, in the amount not to exceed \$477,675, and to authorize the City Manager to execute contract change orders up to 10% of this amount.

Staff will also be reviewing key Trail features developed during the pre-design process, such as the proposed trail alignment, for Council discussion.

Approved By: City Manager  City Attorney 

## BACKGROUND / ANALYSIS

Since your Council approved the preliminary design contract for the Interurban Trail, staff, the consultant team, the public, Seattle City Light and other agencies have been working together to define the vision for the Trail.

The Preliminary Design process has addressed several topics including:

- The submission of the environmental documentation for Federal and State permit approval
- The development of a recommended alignment. The recommended alignment incorporates comments from Seattle City Light (SCL) and coordination with the Aurora Avenue North project
- The identification of urban design features for gateways, trailheads and community connections
- The identification of the N 155<sup>th</sup> Street bridge options
- The development of a preliminary cost analysis

Recommendations regarding final design features will be presented to your Council for comment at the 30% milestone of the final design.

### Environmental Documents

Both a Biological Assessment and National Environmental Protection Agency (NEPA) Documented Categorical Exclusion have been prepared, reviewed and submitted for State and Federal Review.

The City of Shoreline environmental review process has also begun. The project will require Clearing and Grading permits as well as a State Environmental Policy Act (SEPA) determination.

### Developed a Recommended Alignment – The following alignment is described traveling south to north

In general the proposed Trail alignment is located on the east side of the SCL right-of-way. This is to minimize impacts to the existing business that front Aurora Avenue and who lease SCL property for their parking. It also anticipates future parking impacts to businesses on Aurora that may require additional parking at the back of the businesses.

#### *South Segment (N 145<sup>th</sup> Street to N 155<sup>th</sup> Street)*

The recommend Trail alignment beginning at the southern limits of Shoreline at N 145<sup>th</sup> Street. The Trail has been shifted to the easterly side of the SCL right-of-way in order to create space for a trailhead park that includes parking and integration of the

Westminster Community Garden, which will be preserved and enhanced (see attached design plan, Figure 4.2 A & B).

The recommended alignment was also established to maintain maximum horizontal clearance from the existing power poles as well as to preserve a corridor for SCL transmission lines. SCL clearance requirements are specified in a design manual they have made available for Shoreline's use.

At N 155<sup>th</sup> Street, the Trail will traverse down the east side of the existing railroad bed to the corner of Aurora Avenue. It is anticipated that curb, gutter and sidewalk will be installed at the intersection as part of the Aurora project. The Trail will drop down to street level by either switchback or a meandering pathway. The Trail will need to meet the Americans with Disabilities Act requirements for grade. At this point the Trail is entirely within the SCL right of way and has no impacts to business or their parking.

#### *South Central Segment (155<sup>th</sup> Street to N 175<sup>th</sup> Street)*

Trail users will cross Aurora at the signalized intersection with N 155<sup>th</sup> Street. The Aurora and Interurban Trail Design Teams are coordinating to determine the best manner to get the users to Midvale Avenue (Figure 4.2 C & D).

If community support exists sidewalk and bike lanes are proposed to be added to Midvale Avenue between N 155<sup>th</sup> Street and N 157<sup>th</sup> Street. At N 157<sup>th</sup> Street, trail users will be directed back to the SCL right-of-way. The Trail and Aurora Avenue Project teams are looking at the best way to make the connection between Aurora Avenue and Midvale Avenue.

Between North N 157<sup>th</sup> Street and N 175<sup>th</sup> Street the Trail is again proposed to be on the east side of the SCL right-of-way (Figure 4.2 E, F & G). The easterly location of the Trail will accommodate the existing business, SCL needs and facilitate improved trail crossings of N 160<sup>th</sup> Street and North 167<sup>th</sup> Street. The Trail will provide easy access to Darnell Park. The Trail will tie into the segment being constructed by Top Foods at approximately N 175<sup>th</sup> Street (Figure 4.2 H).

#### *North Central Segment (N 175<sup>th</sup> to N 185<sup>th</sup> Street)*

The final alignment of the Trail in this area will be influenced by the public process for both the Ronald Sub-Area plan and as part of the NEPA/SEPA processes for both Aurora Avenue and the Interurban Trail (N 175<sup>th</sup> Street to N 185<sup>th</sup> Street) which will occur concurrently (Figure 4.2 I & J).

#### *North Segment (N 185<sup>th</sup> Street to N 205<sup>th</sup> Street)*

The City is actively working with Sky Nursery to determine how best to accommodate the Trail and their parking lot (Figure 4.2 K). North of Sky Nursery, there is a significant grade change and the Trail will again keep to the eastern side of the right-of-way. North of N 192<sup>nd</sup> Street, the Trail will follow the approximate center of the SCL right-of-way. In the vicinity N 195<sup>th</sup> Street, the final design will need to accommodate the paved private road and homeowners' parking concerns (Figure 4.2 L). Staff has met with the community and will continue to meet with them through the final design. Also at N 195<sup>th</sup>

Street (as an alternative primarily aimed at bicycle riders) the more direct route towards the Burke Gilman Trail will be marked with street signs.

The Trail will then pass along the easterly side of Echo Lake and to N 200<sup>th</sup> Street (Figure 4.2 M). At this point, the Trail will leave the SCL right-of-way and begin again at the existing Ballinger Commons Trail located east of Echo Lake at Meridian and N 200<sup>th</sup> Street (Figure 4.2 N & O). The two trails will be connected with sidewalk and bike lanes on N 200<sup>th</sup> Street.

The northern trailhead will be constructed at the corner of N 205<sup>th</sup> Street and Meridian Avenue. At this point the Interurban Trail continues north through Edmonds as a signed bike route along 76<sup>th</sup> Avenue West.

### **Urban design features**

A series of pocket parks and gateway treatments will celebrate entries to the Trail (Figure 4.2 A, B, K & O). Like the old rail stations, these parks are places to meet and gather information before embarking on the Trail. Pavement colors and patterns are proposed to be used to reflect the rail theme. The brick in Ronald Place could also be incorporated into the Trail in the event that alignment of the trail between N 175<sup>th</sup> Street and N 185<sup>th</sup> Street impacts the existing roadway.

### **N 155<sup>th</sup> Street bridge options**

While there is presently no funding for a bridge across Aurora at N 155<sup>th</sup> Street, several bridge types were evaluated and rated should funding sources become available. The recommended bridge type would be either post-tensioned box girder, pre-stressed concrete or Cable Stay. The team looked at two bridges (one running north-south across N 155<sup>th</sup> Street and one running east-west across Aurora) and will also look at a single bridge that could span the entire distance. Details of the bridge type evaluation are in the design report and are available upon request.

### **Cost Analysis\***

<b>Segment</b>	<b>Construction &amp; Contingencies</b>	<b>Right of Way &amp; Easement Acquisition</b>	<b>Engineering Design/Construction City Administration</b>
South	\$510,386	-	\$153,501
Bridge At N. 155 <sup>th</sup> St.	\$2,671,459	-	\$801,430
South Central	\$957,000	-	\$287,100
North Central	Defer to Ronald Place Sub Area Plan	-	-
North	\$1,368,054	\$0	\$410,417

\* The costs include: the trail, contingencies, project management, trail heads and other trail amenities.

## **Public Involvement**

Public support for the Trail has been very favorable. Through public meetings several concerns have been identified and addressed. The successful completion of the design process will again depend on the ongoing dialog between the design team, adjoining property owners and Trail users.

The Parks, Recreation and Cultural Services Advisory Committee has served as a citizens advisory panel for the project. They have made recommendations to the project team concerning the project phasing, the Trail location relative to Echo Lake, and how the Trail will front Darnell Park.

The Technical Advisory Committee consisting of staff from other agencies including Seattle City Light, King County, Snohomish County, the Cities of Seattle, Edmonds, Lynnwood and Mountlake Terrace has been instrumental in insuring that the Shoreline Interurban Trail will fit with the Northern and Southern pieces of the regional trail.

To date, two project newsletters have been mailed and 13 public meetings held to discuss the trail. These public meetings include community groups, Aurora Project meetings, City Council and the Echo Lake Elementary School site committee. The Echo Lake School Elementary School Site Committee consists of parents of students and staff from Echo Lake Elementary. They recommend the Trail continue north to N 200<sup>th</sup> Street and not run along N 195<sup>th</sup> Street.

The final design process will include additional public meetings and several one on one meeting with adjacent property owners. The project Team will continue meeting with Parks, Recreation and Cultural Services Advisory Committee, the adjacent neighborhood groups as well a other interested citizens. Staff will also return to your Council for discussion regarding key design elements.

Staff proposes to use field visits with concerned citizens and adjacent property owners to discuss detailed alignment issues. The Shoreline SEPA process will also include the posting of information on the project sites including information regarding both the SEPA analysis and the Clear and Grade permit.

## **RECOMMENDATION**

Staff recommends that your Council authorize the City Manager to execute an Agreement for Design Services with OTAK Inc., for the Interurban Trail Project, in the amount not to exceed \$477,675, and to authorize the City Manager to execute contract change orders up to 10% of this amount.

Staff will also be reviewing key Trail features developed during the pre-design process, such as the proposed trail alignment, for Council discussion.

Attachments:

Figure 4.2 (A through O)

# **Attachments**

Interurban Trail Exhibits

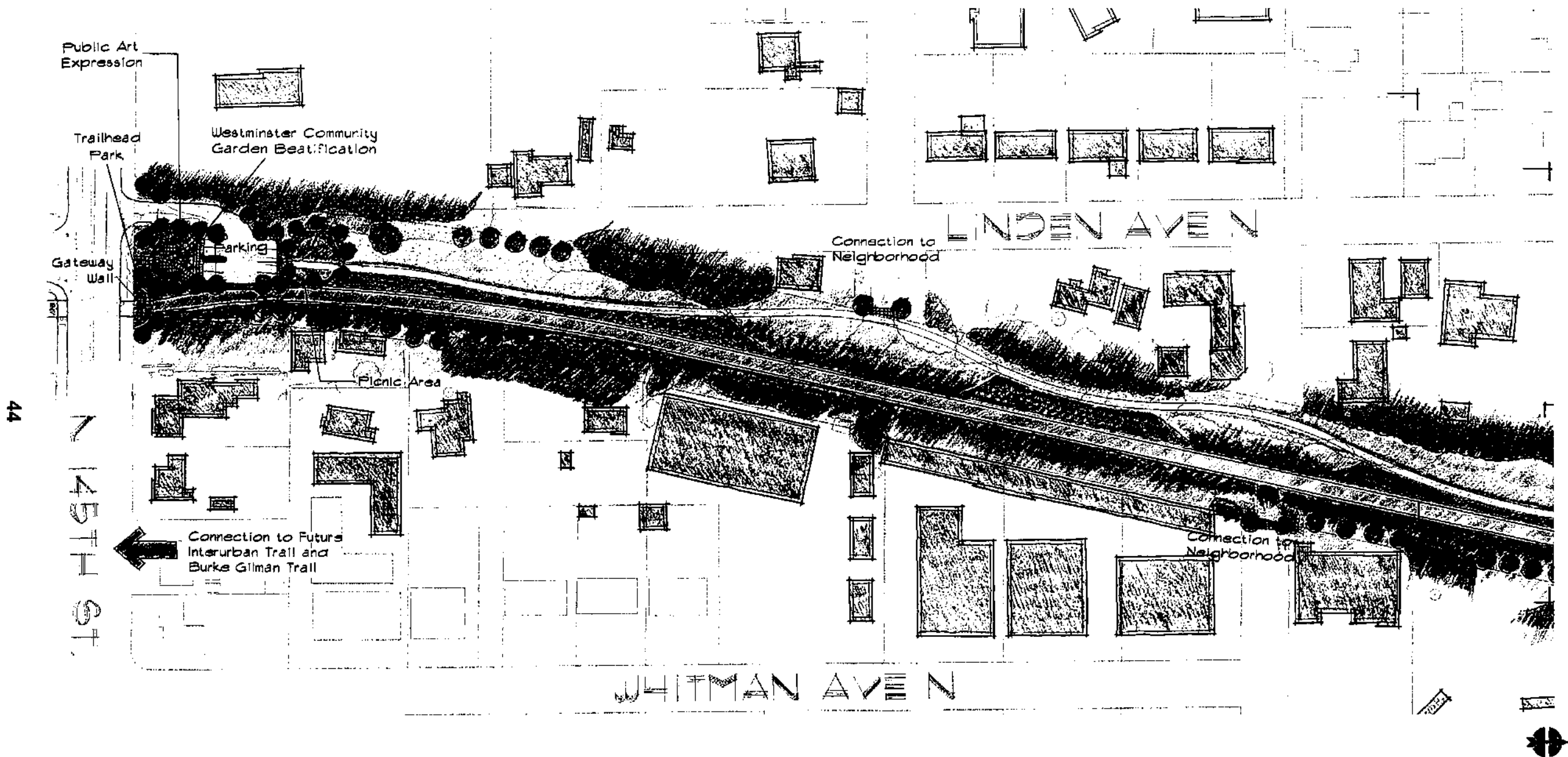


Figure 4.2 A - Contextual Design Plan



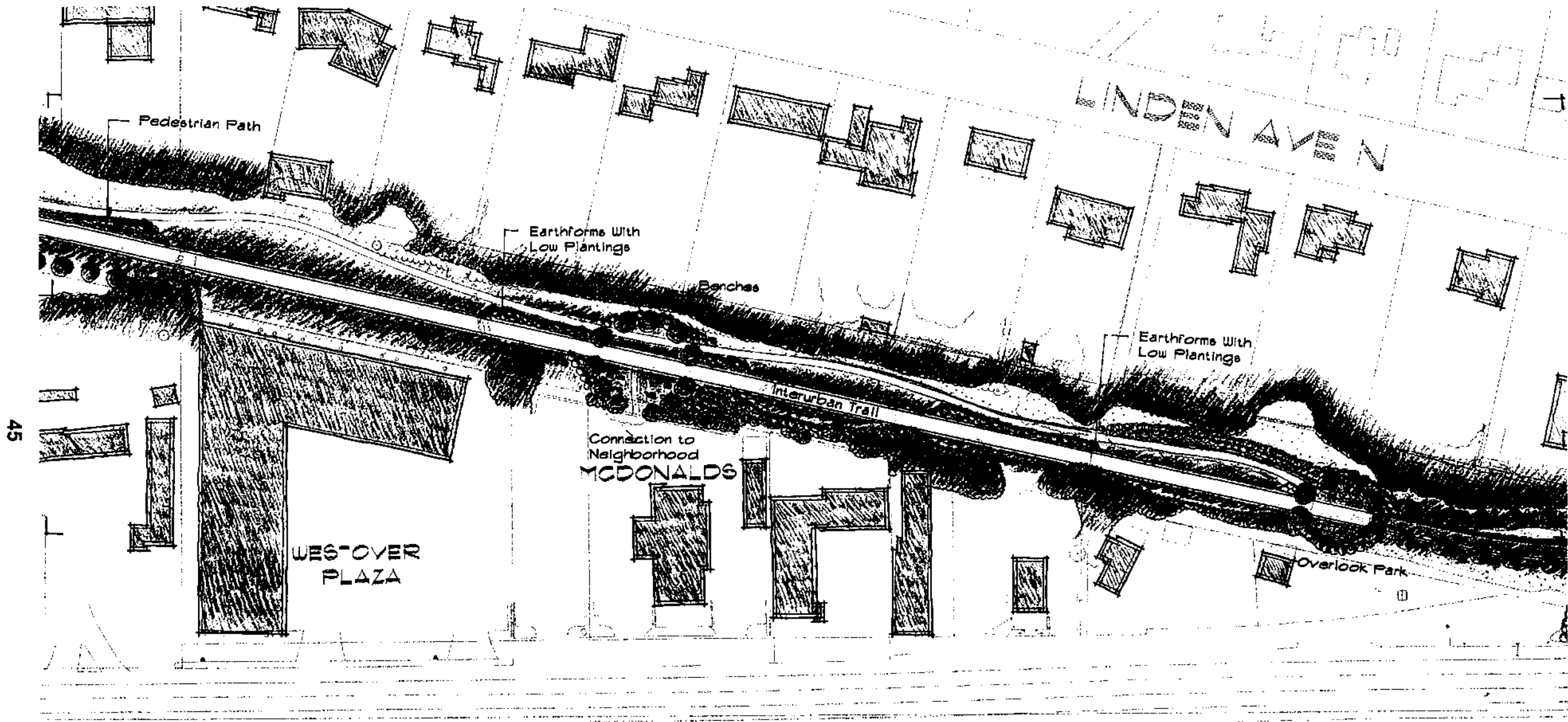


Figure 4.2 B - Contextual Design Plan



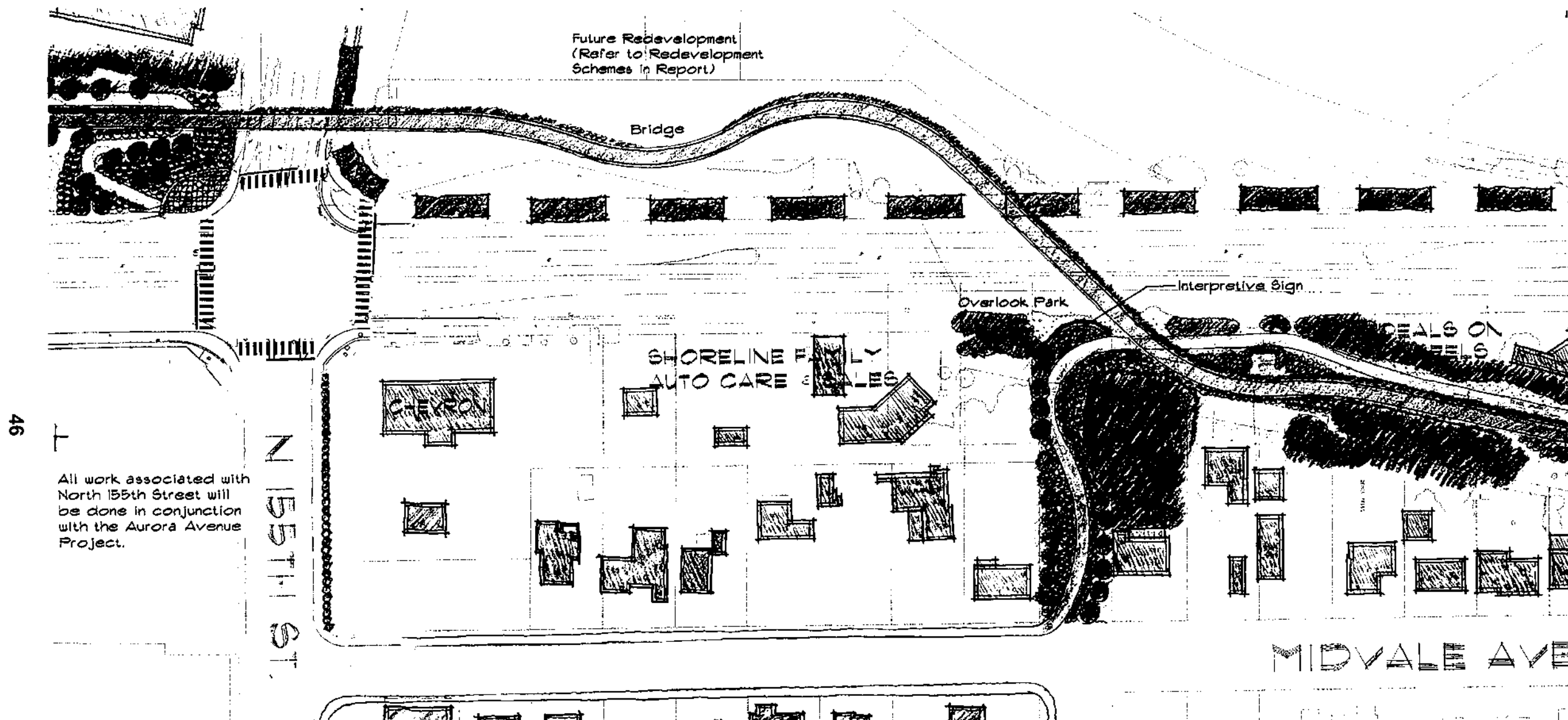
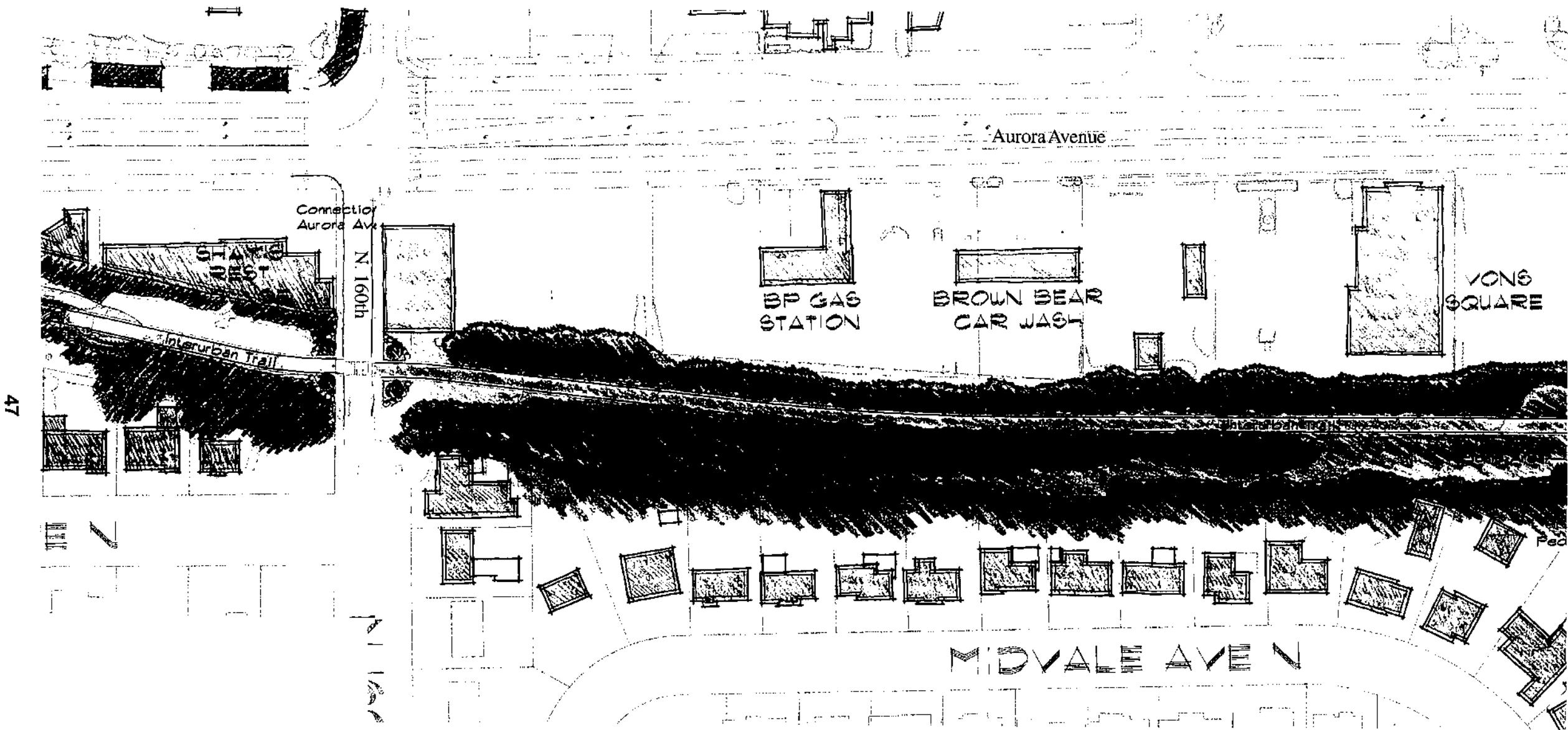


Figure 4.2 C & D - Contextual Design Plan



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Figure 4.2 E - Contextual Design Plan



Shoreline Pedestrian Safety  
Demonstration Project

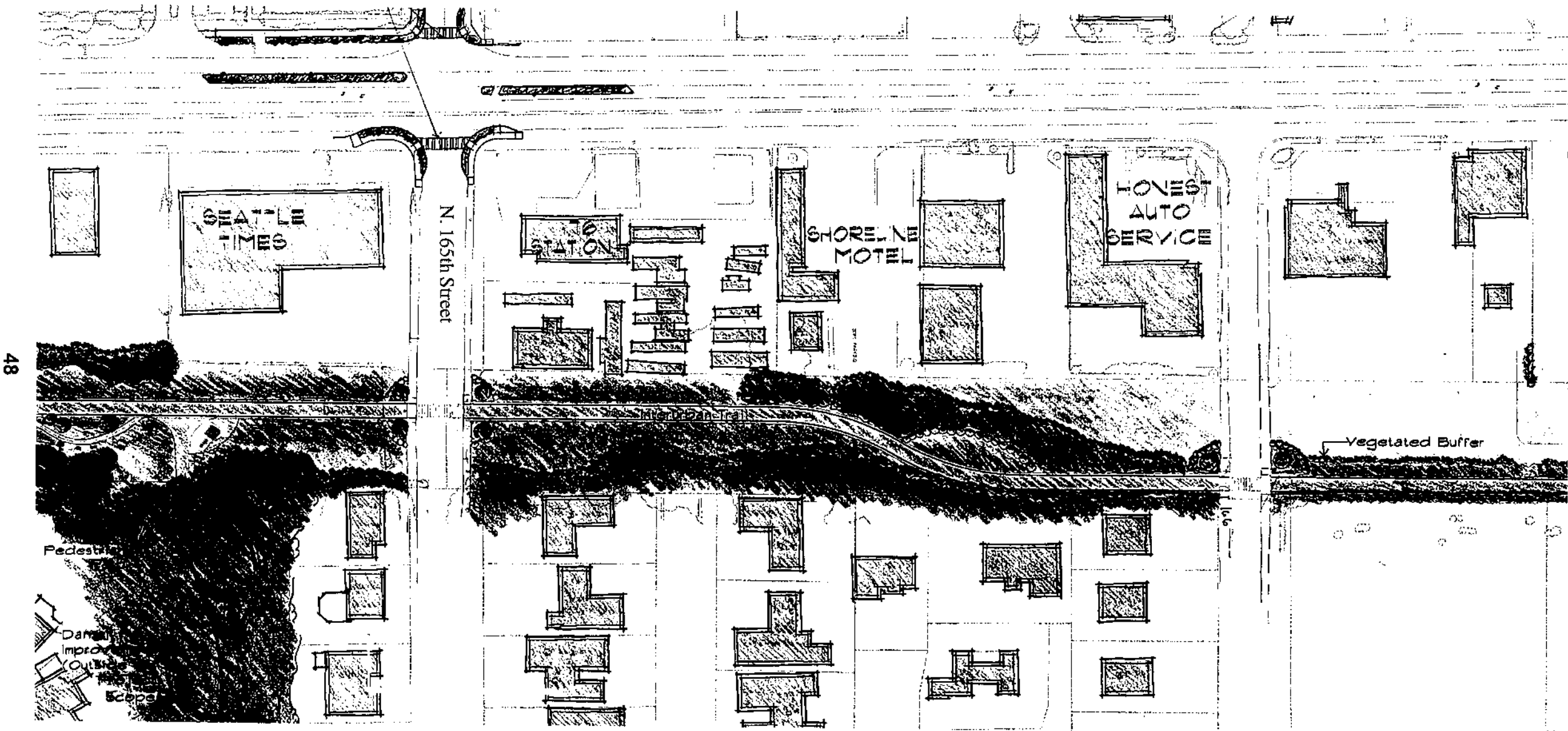
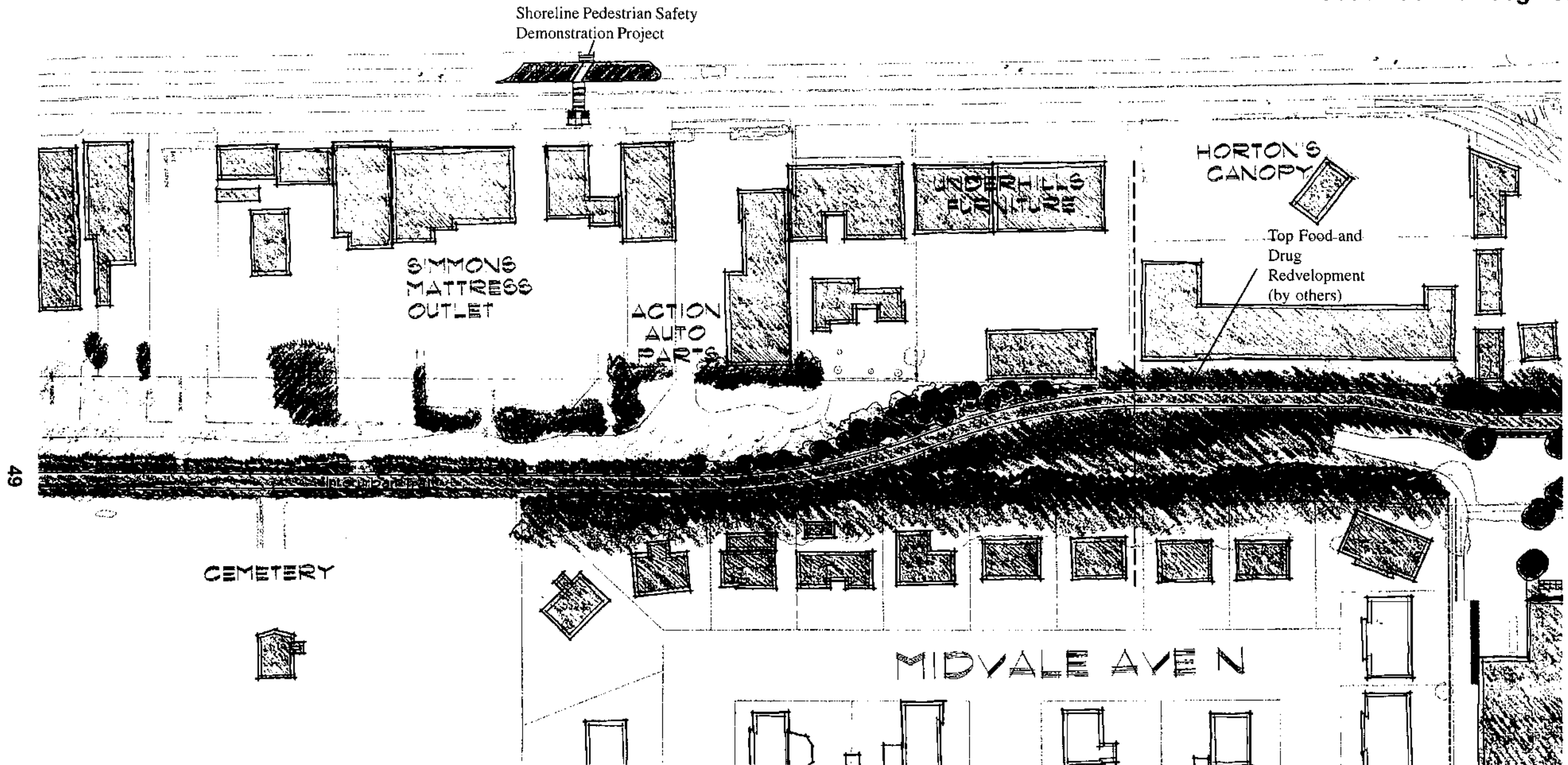


Figure 4.2 F - Contextual Design Plan





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Figure 4.2 G - Contextual Design Plan



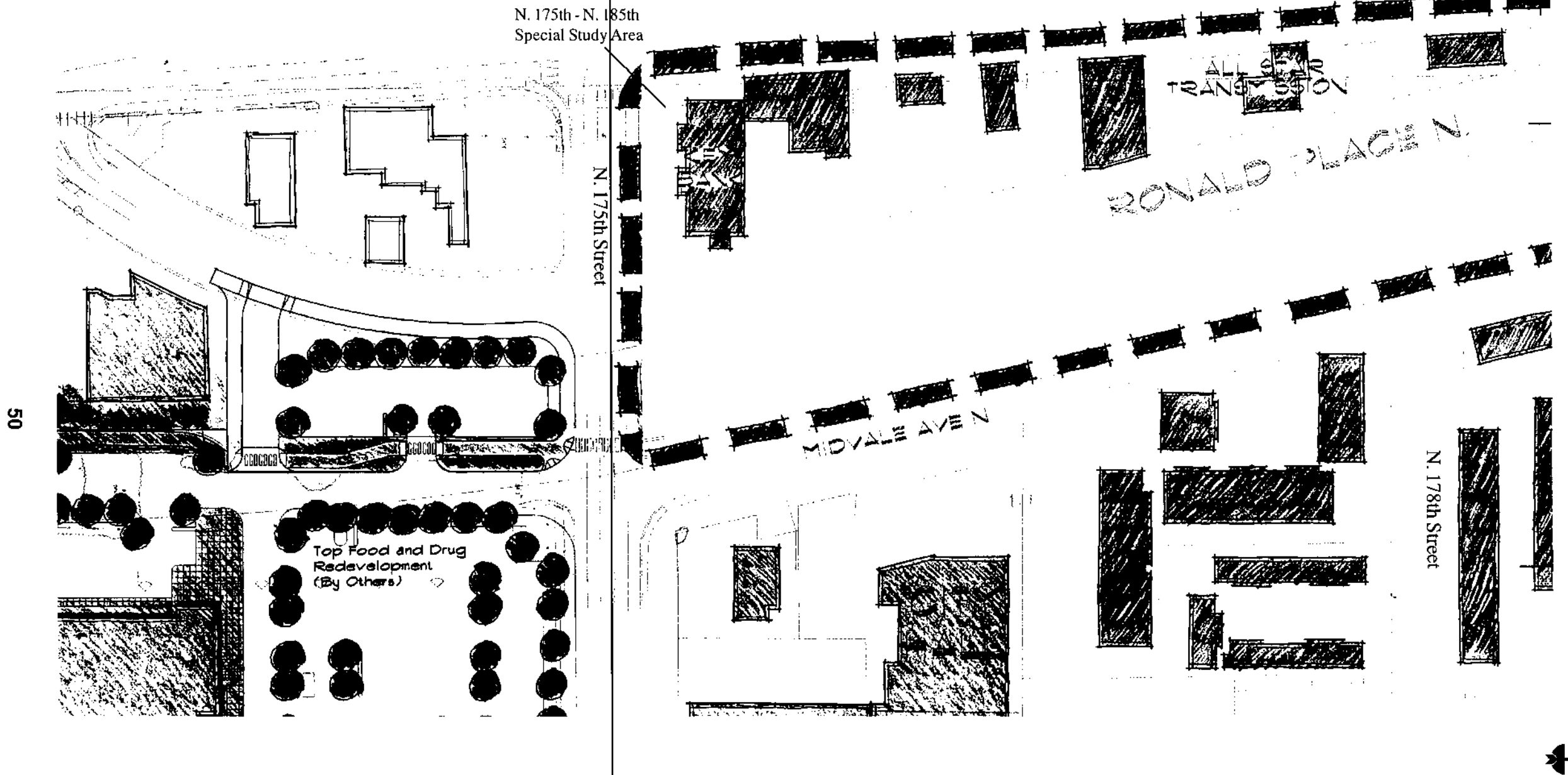


Figure 4.2 H - Contextual Design Plan



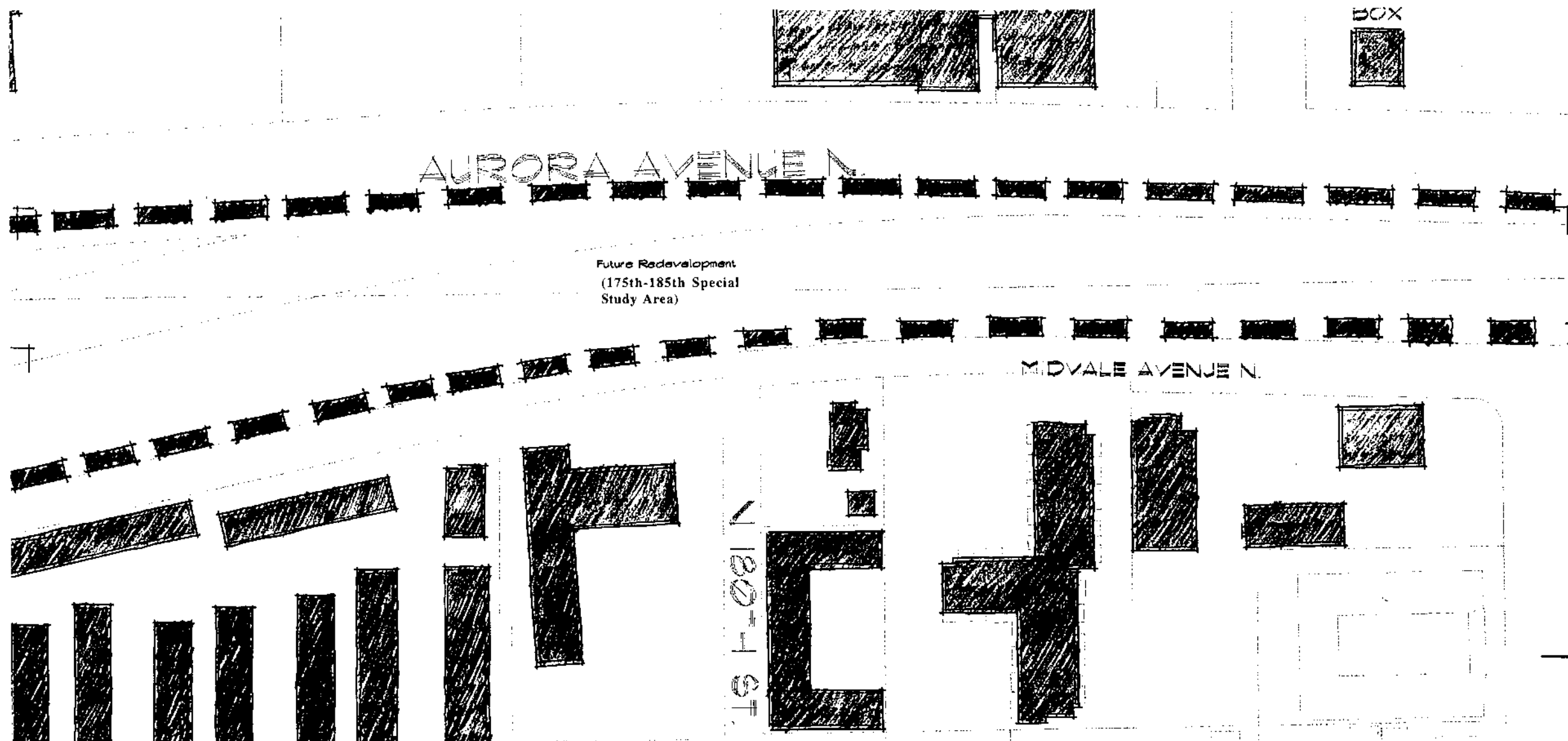


Figure 4.21 - Contextual Design Plan



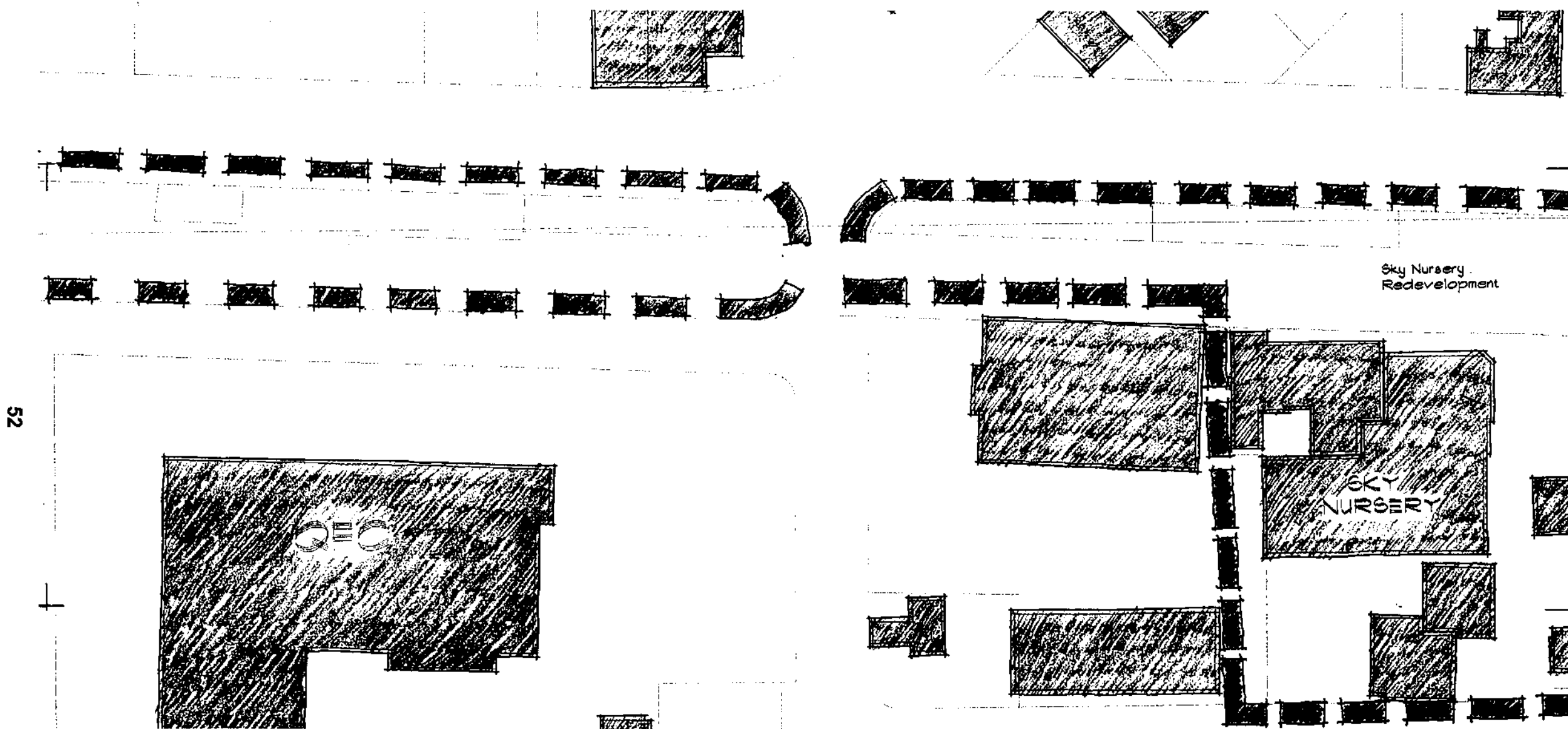


Figure 4.2 J - Contextual Design Plan





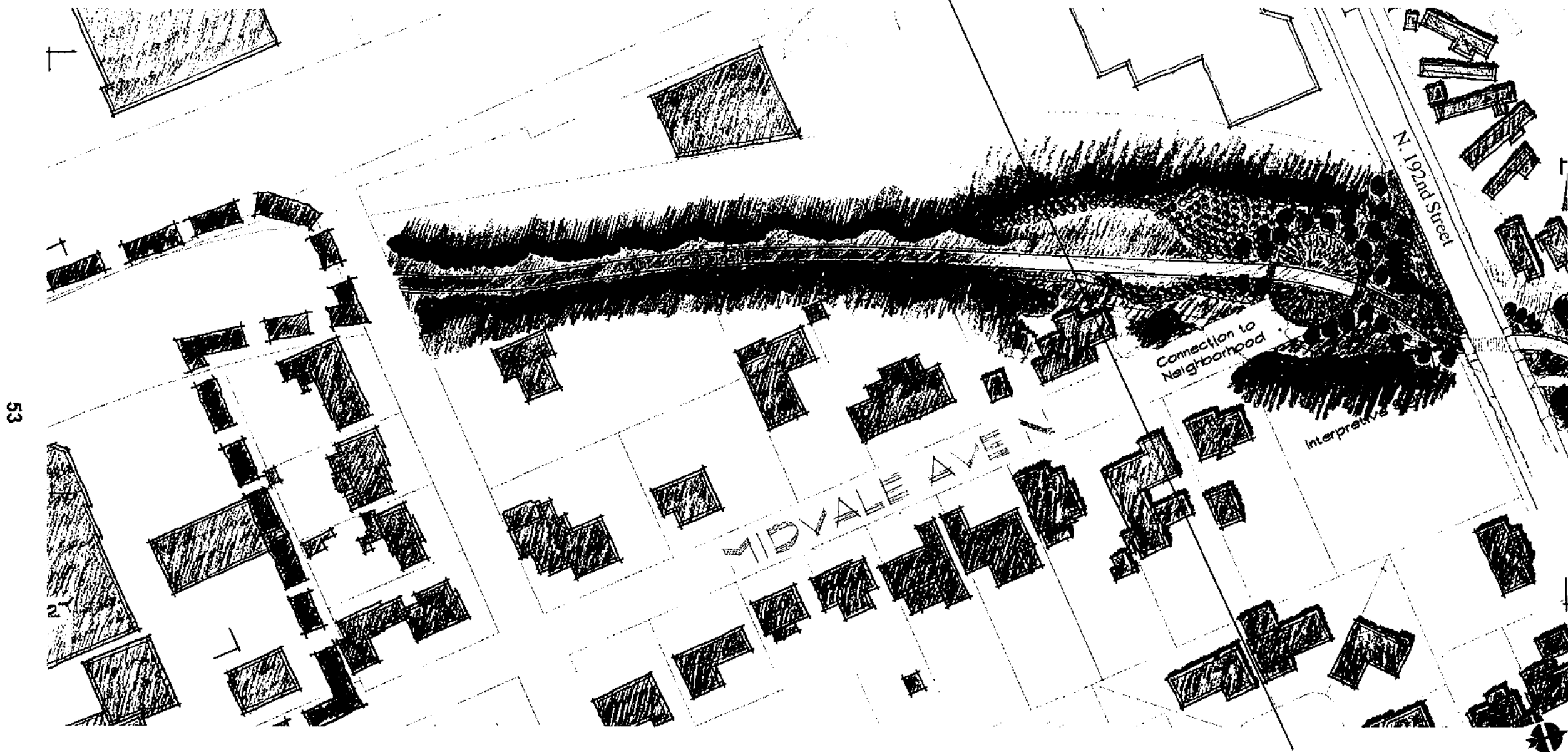


Figure 4.2 K - Contextual Design Plan

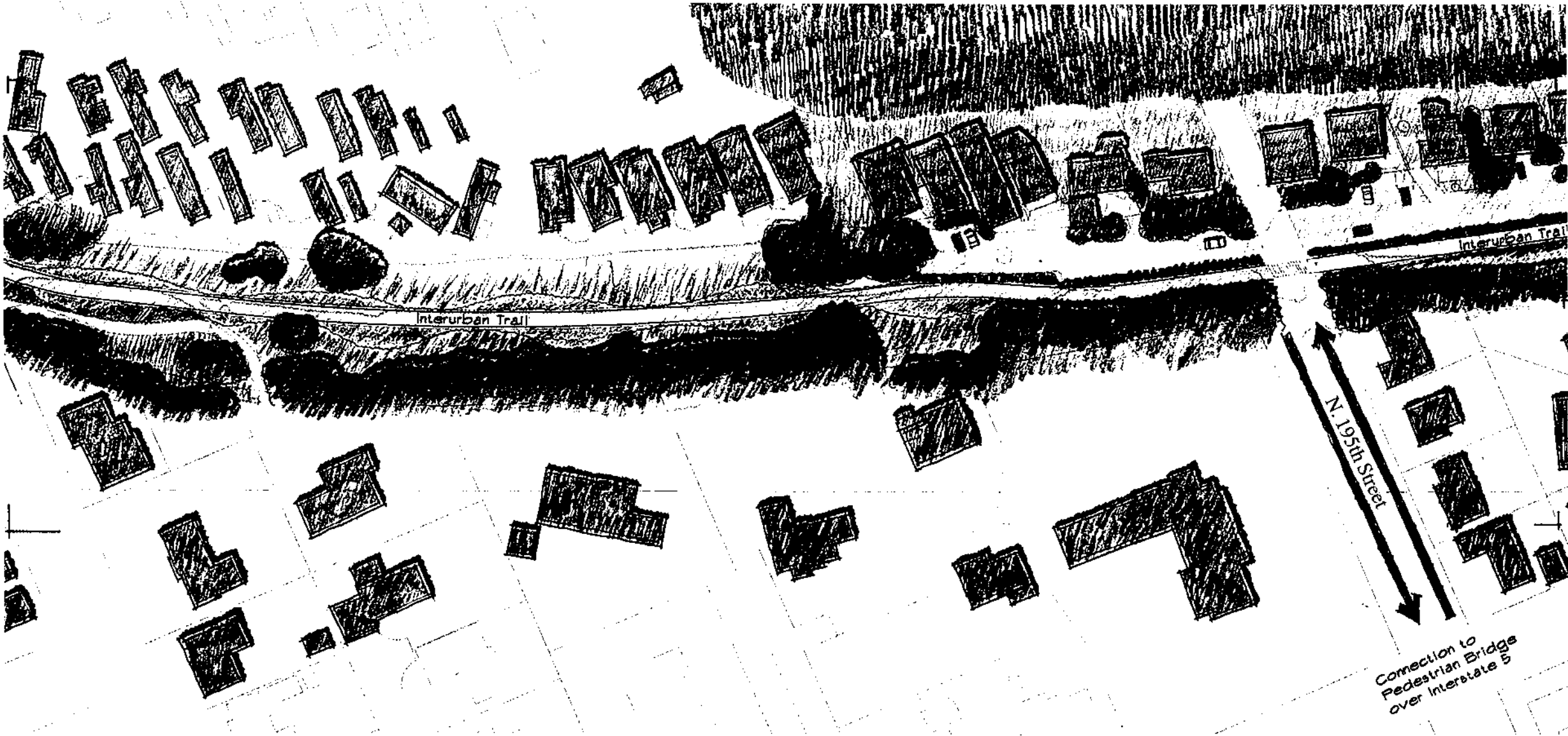


Figure 4.2 L - Contextual Design Plan

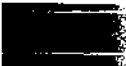




Figure 4.2 M - Contextual Design Plan



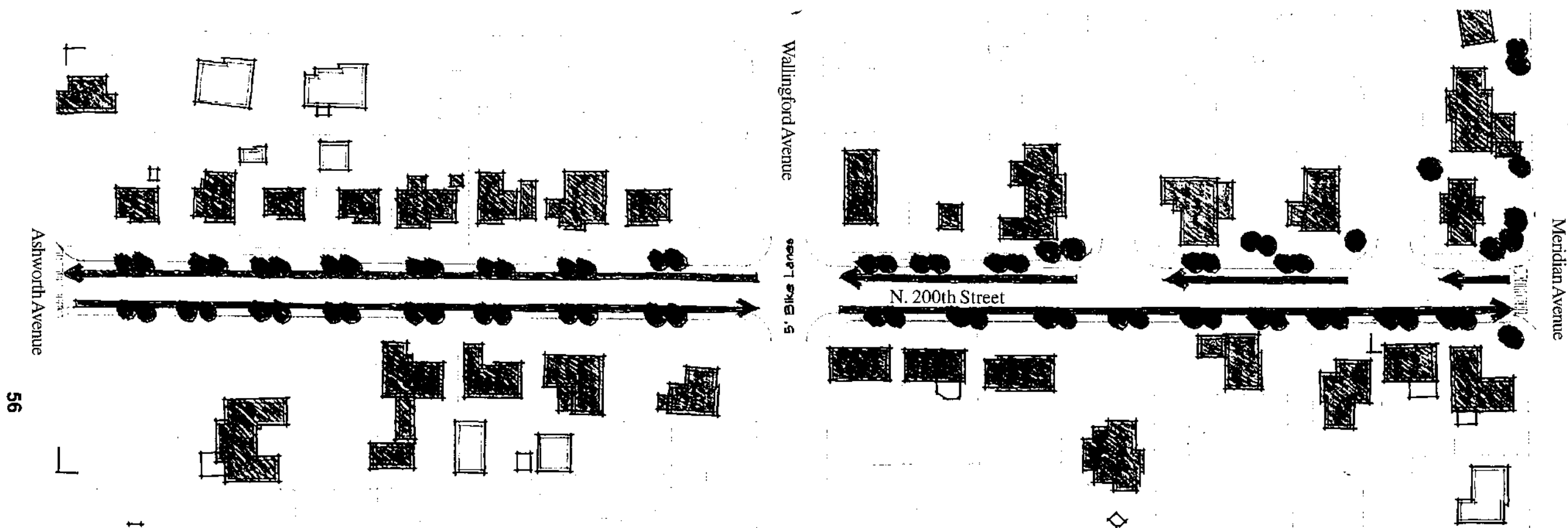


Figure 4.2 N - Contextual Design Plan



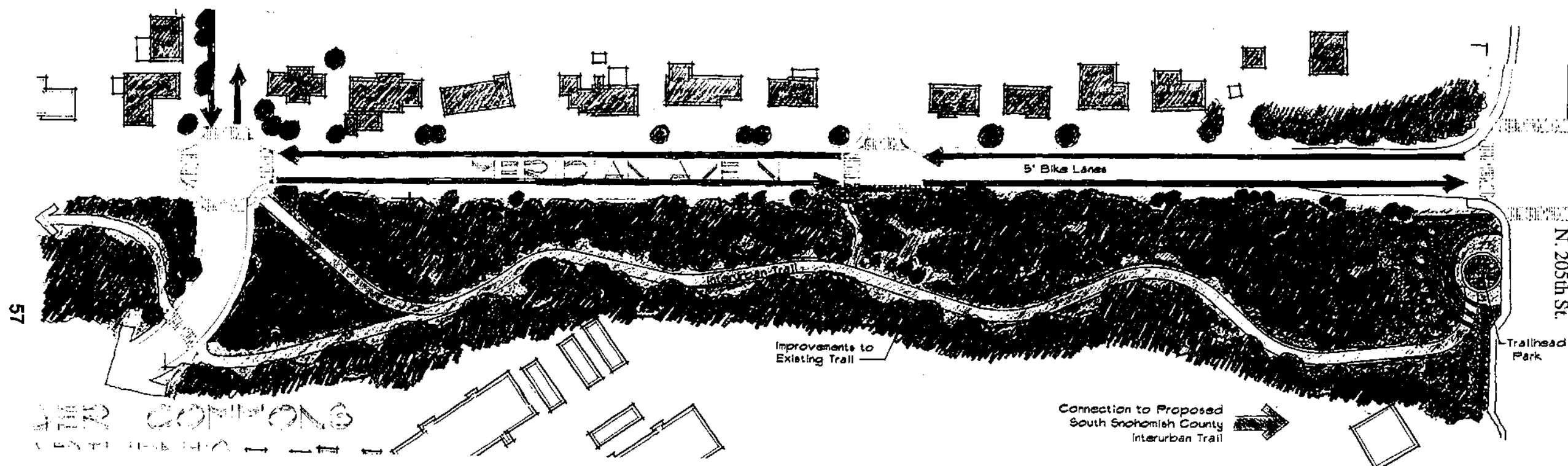


Figure 4.2 O - Contextual Design Plan

