

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Approval of Resolution No. 188 for the Interurban Trail Pedestrian Crossing Grant Application to the Interagency Committee for the Outdoor Recreation (IAC)
DEPARTMENT: Public Works
PRESENTED BY: Paul S. Haines, Public Works Director

PROBLEM/ISSUE STATEMENT: The purpose of this staff report is to request Council's approval authorizing staff to submit a grant application (Attachment A) for Washington Wildlife and Recreation (WWRP) funds to the Interagency Committee for the Outdoor Recreation (IAC) for the Interurban Trail Pedestrian Crossing Project. Staff desires to submit a grant application to the IAC to apply for state resources that may be available to secure funding to construct the pedestrian trail crossing that is a key linkage of the Interurban Trail Project. The pedestrian crossing is located in the vicinity of North 155th Street and Aurora Avenue North intersection.

In accordance with the requirements of the funder, Council approval is required during the grant application process to the Interagency Committee for the Outdoor Recreation (IAC) for the Interurban Trail Pedestrian Crossing Project.

ALTERNATIVES ANALYZED: Staff has identified the following alternatives relevant to securing funding for the Interurban Trail Pedestrian Crossing Project:

- Pursue financial assistance (grants, low interest loans, etc.) from other state and federal agencies to supplement the City's existing financial resources to construct the pedestrian crossing. (recommended)
- Construct the pedestrian crossing entirely from the City's financial resources.

FINANCIAL IMPACT: Staff prepared a grant application to the IAC requesting a total grant amount of \$1,611,366 to construct a pedestrian crossing. The total amount estimated to construct the pedestrian crossing at the subject location totals \$3,384,263.

By submitting the IAC grant application, the City is committing to the following:

- Pursuing funding to design and build a pedestrian trail crossing in the vicinity of North 155th Street and Aurora Avenue North.
- To fund the remaining 52% local match requirement, which would amount to \$1,772,897 (Includes \$534,292 from the Target Zero Grant and \$267,146 of required City matching funds, and \$971,459 from other grant sources). Please note that the Washington State Department of Transportation (WSDOT) and the Washington

Traffic Safety Commission (WTSC) through the Target Zero Program has awarded the City an amount of \$534,292, which has been already programmed in the required match needed, to perform the design work for the pedestrian trail crossing. The City's local match requirement for the Target Zero Grant is \$267,146. The grantor has established an obligation date of January 31, 2003 for these funds.

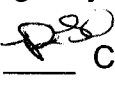
- The remaining City commitment is to pursue additional grants in the amount of \$971,459 to fully fund the pedestrian crossing project. Staff has submitted Transportation Equity Act for the 21st Century (TEA-21) applications to secure grant funding to use for the City's matching requirement. If inadequate grants are secured or other Capital Improvement Program (CIP) funding is not available to fund the pedestrian crossing project, then prior grants awarded would not be accepted prior to their close out dates, and staff would provide proper notification to each of supporting grant agencies. Staff anticipates receiving a decision on the outcome of these grant applications by December 2002.

Summary of IAC Cost Breakdown

Amount requested from IAC funds	\$1,611,366
Amount Awarded from Target Zero Grant	\$534,292
Total City matching funds required for the Target Zero Grant	\$267,146
Other Pending TEA-21 Grant Applications Under Review By Grant Agencies	\$971,459
Total IAC Cost	\$3,384,263

RECOMMENDATION

Staff recommends that Council approve Resolution No. 188 authorizing the City Manager to make a formal application to the IAC for funding assistance for the Interurban Trail Pedestrian Crossing Project

Approved By: City Manager  City Attorney 

ATTACHMENTS

Attachment A – IAC Grant Application

RESOLUTION NO. 188

A RESOLUTION OF THE CITY OF SHORELINE, WASHINGTON, AUTHORIZING APPLICATION FOR FUNDING ASSISTANCE FOR A WASHINGTON WILDLIFE AND RECREATION PROGRAM (WWRP) PROJECT TO THE INTERAGENCY COMMITTEE FOR OUTDOOR RECREATION (IAC) AS PROVIDED IN CHAPTER 79A.15 RCW, ACQUISITION OF HABITAT CONSERVATION AND OUTDOOR RECREATION LANDS

WHEREAS, the City of Shoreline has approved a Comprehensive Plan that includes the Interurban Trail Pedestrian Crossing Project; and

WHEREAS, under the provisions of WWRP, state funding assistance is requested to aid in financing the cost of land acquisition and/or facility development for the Interurban Trail Pedestrian Crossing; and

WHEREAS, our organization considers it in the best public interest to complete the land acquisition, and/or development project described in the grant application;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON AS FOLLOWS:

Section 1. Authorization. The City Manager or designee is authorized and directed to execute on behalf of the City a formal application to IAC for funding assistance to aid in financing the cost of land acquisition and/or facility development for the Interurban Trail Pedestrian Crossing, which has been filed with the City Clerk and given Clerk's Receiving Number 1855.

Section 2. Mutual Understanding. The City of Shoreline certifies and represents as follows and directs this resolution be included as part of the formal application to IAC:

- (a) Any funding assistance received be used for implementation of the project referenced above;
- (b) The City's share of project funding will be derived from \$534,292 from the Washington State Department of Transportation Target Zero Grant Program, \$267,146 in allocated City of Shoreline funds and Transportation Equity Act for the 21st Century (TEA-21) eligible grant resources that are in the application process;
- (c) The City acknowledges that any property acquired or facility developed with IAC financial aid must be placed in use as an outdoor recreation

facility and be retained in such use in perpetuity unless otherwise provided and agreed by the City of Shoreline and IAC; and

- (d) Staff provided appropriate opportunity for public comment on this application.

ADOPTED BY THE CITY COUNCIL ON JUNE 24, 2002.

Mayor Scott Jepsen

ATTEST:

Sharon Mattioli, CMC
City Clerk

Attachment A

IAC Grant Application



SHORELINE
CITY COUNCIL

Scott Jepsen
Mayor

Kevin Grossman
Deputy Mayor

John Chang

Rich Gustafson

Ron Hansen

Linda Montgomery

Robert Ransom

April 29, 2002

Darrell Jennings
Interagency Committee for Outdoor Recreation
Natural Resources Building
1111 Washington Street
PO Box 40917
Olympia, WA 98504-0917

Subject: IAC-WWRP Application for Shoreline's Interurban Trail Crossing

Dear Mr. Jennings:

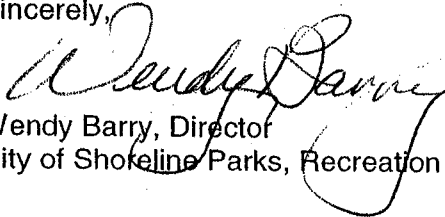
The City of Shoreline is pleased to submit this application for Washington Wildlife and Recreation (WWRP) Trail funds to the Interagency Committee for Outdoor Recreation (IAC). The proposal, Shoreline's Interurban Trail Crossing, is an important regional project that fits well with the principals of the WWRP and the IAC.

Estimated Budget

Total Cost	Requested IAC WWRP-Trail Funding	Local Match
\$3,384,263	\$1,611,366	\$1,772,897

Thank you very much for your consideration of this project for the City of Shoreline. Please contact Bethany Wolbrecht-Dunn, (206) 546-8297, or Paul Haines, (206) 546- (206) 546-3578 if you have any questions or need additional information.

Sincerely,


Wendy Barry, Director
City of Shoreline Parks, Recreation and Cultural Services

17544 Midvale Avenue North ♦ Shoreline, Washington 98133-4921
Telephone: (206) 546-1700 ♦ www.cityofshoreline.com



MEMORANDUM

TO: Interagency Committee for Outdoor Recreation (IAC)
PO BOX 40917
Olympia, Washington 98504-0917

FROM: City of Shoreline
17544 Midvale Avenue N.
Shoreline, Washington 98133-4921

IAC is hereby requested to consider this application for financial assistance for the outdoor recreation project described below and to grant funding from such State and Federal sources as may be available. This application has been prepared with full knowledge or in compliance with IAC's Manuals. Further, we agree to cooperate with the IAC by furnishing such additional information as may be necessary to execute an IAC Project Agreement and to adhere to all appropriate State and Federal statutes governing grant monies under the Project Agreement. We are aware that the grant, if approved, will be paid on a reimbursement basis. We agree that all application materials, including photos, slides, site drawings, maps, etc. become the property of IAC and may be used by IAC for education, information, or other non-commercial purposes in IAC publications, presentations, or on IAC's web site.

Project Names: Shoreline Interurban Trail Crossing

Project Contact Person:

Name: Bethany Wolbrecht-Dunn

Title: Grant Specialist

Telephone Number: (206) 546-8297

I certify that to the best of our knowledge, the information in this application is true and correct. In addition, I certify that the matching resources identified in the grant are committed to the above project. I acknowledge responsibility for supporting all non-cash commitments and donations should they not materialize.

Authorized Representative:

Steven C. Burkett 4-30-02
Steven C. Burkett, City Manager date



Washington Wildlife and Recreation Program

Trails Category

Application Project Summary

TITLE: Shoreline Interurban Trail Crossing			NUMBER: 02-1076D (Development)
			STATUS: Application Submitted
APPLICANT: Shoreline Parks & Rec Dept			CONTACT: Bethany Wolbrecht-Dunn (206) 546-8297
COSTS:			SPONSOR MATCH:
IAC	\$1,611,366.00	48 %	Appropriation \ Cash ,238,605.00
Local	\$1,772,897.00	52 %	Federal Grant \$534,292.00
Total	\$3,384,263.00	100 %	

DESCRIPTION:

The City is currently designing the first segment of the Interurban Trail in Shoreline, from N.145th to N.155th Street. This portion of the Interurban Trail will run parallel to Aurora Avenue N. (State Route 99) in the Seattle City Light transmission right of way. The balance of the Trail will then cross over Aurora at N.155th to the west side, where it will remain in the transmission right-of-way from N. 155th through to N.205th at the Snohomish County line and tie to the City of Edmonds trail system. To provide continuity and safety, an elevated bridge structure is proposed to cross the Aurora Avenue (SR-99) right-of-way at the intersection of N. 155th and Aurora. The City's section of Aurora has been identified as a high accident corridor by WSDOT, and a bridge would increase safety for trail users. The Shoreline Interurban Trail runs through an area of significant residential population, currently about 5,000 per square mile, and will connect persons to services, other modes of transportation, employment, and housing. This Trail is mentioned by name in the Shoreline Park, Open Space, and Recreation Services Plan, City of Shoreline Comprehensive Plan and Capital Improvement Program, and the State of Washington Trails Plan and the Shorelien segment is a critical link in this regional trail.

LOCATION INFORMATION:

SCOPE (ELEMENTS):

Architectural & Engineering	Lighting	Signing
Fencing & Gates	Park Furniture	Site Preparation
Instream	Permits	Trails
Landscaping	Sales Tax	Utilities

PERMITS ANTICIPATED:

Clear & Grade Permit	NEPA
Endangered Species Act Compliance	Other Required Permits

LAND CHARACTERISTICS:

ANTICIPATED ACREAGE TYPE	Existing Acres	Acres To Acq	Acres To Dev	Acres To Renov	Total
Uplands	2.64		2.64		2.64

LAND COMMENTS:

The land is the right-of-way that must be navigated over Aurora Avenue N. (State Highway 99). Part of the acreage to be developed is actually the space over this road.

LAST UPDATED: April 30, 2002	DATE PRINTED: April 30, 2002
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Development Costs

Shoreline Parks & Rec Dept Shoreline Interurban Trail Crossing

02-1076 D
WWRP - Trails

Element/Item	Unit	Quantity	Unit Cost	Total Cost	Description Needed	Description
Fencing & Gates						
Bollards	Each	6.00	\$350.00	\$2,100.00	Material	Steel, moveable to allow maintenance vehicle
Instream						
Culvert upgrades	Each	1.00	\$8,000.00	\$8,000.00	Optional	Near Boeing Creek, to upgrade existing culvert
Landscaping						
Drainage system	Lump sum	1.00	\$10,000.00	\$10,000.00	Describe	Storm detention and drainage Will include other landscaping to be determined To enhance the entrance to the crossing
Landscaping - other	Lump sum	1.00	\$15,000.00	\$15,000.00	Describe	
Trees/shrubs	Lump sum	100.00	\$70.00	\$7,000.00	Optional	
Lighting						
Lighting - other	Lump sum	1.00	\$10,000.00	\$10,000.00	Describe	At the crossing entrance and on the crossing
Park Furniture						
Bike racks	Each	2.00	\$350.00	\$700.00	Optional	Locked set, at each end of the crossing
Trash receptacles	Each	4.00	\$500.00	\$2,000.00	Describe	
Permits						
Permits	Lump sum	50.00	\$119.00	\$5,950.00	Optional	50 hours x \$119 hour
Signing						
Boundary signs	Each	2.00	\$400.00	\$800.00	Optional	Describe the historic Interurban Rail/effect on community Striping and other directional markings
Interpretive display	Lump Sum	1.00	\$750.00	\$750.00	Describe	
Pavement markers	Lump sum	1.00	\$15,000.00	\$15,000.00	Optional	
Rules and regulations	Lump sum	1.00	\$400.00	\$400.00	Optional	
Trail signs	Each	4.00	\$200.00	\$800.00	Optional	
Trailhead/bulletin board signs	Lump sum	2.00	\$600.00	\$1,200.00	Optional	
Site Preparation						
Clearing	Acres	.50	\$100,000.00	\$50,000.00	Optional	Filter fabric, silt fence, straw Grubbing need only occur on right-of-way (1 Acre)
Erosion control	Lump sum	1.00	\$200,000.00	\$200,000.00	Describe	
Grubbing	Acres	1.00	\$5,000.00	\$5,000.00	Describe	
Mobilization	Lump sum	1.00	\$170,065.00	\$170,065.00	Optional	

Development Costs

Shoreline Parks & Rec Dept Shoreline Interurban Trail Crossing

02-1076 D
WWRP - Trails

Element/Item	Unit	Quantity	Unit Cost	Total Cost	Description Needed	Description
Trails						
Bridges	Each	1.00	\$500,100.00	\$500,100.00	Length/width	Cannot enter full cost of bridge in one line item. Design not completed, preliminarily will be post-tensioned box girder bridge. see above
Bridges	Each	1.00	\$500,000.00	\$500,000.00	Length/width	
Bridges	Each	1.00	\$500,000.00	\$500,000.00	Length/width	
Bridges	Each	1.00	\$500,000.00	\$500,000.00	Length/width	
Hand rails	Lump sum	1.00	\$10,000.00	\$10,000.00	Describe	
Trails - asphaltic concrete	Miles	.10	\$123,750.00	\$12,375.00	Width/depth	Will incorporate historic design. Connects trail to crossing
Utilities						
Storm water retention	Lump sum	1.00	\$20,000.00	\$20,000.00	Describe	Includes detention, water quality, miscellaneous Misc. utility adjustments
Utilities - other	Lump sum	1.00	\$48,590.00	\$48,590.00	Describe	
A&E Amount				\$560,000.00		
Tax Amount				\$228,433.00		
Total Costs				<u>\$3,384,263.00</u>		



Description and Funding Information

Shoreline Parks & Rec Dept
Shoreline Interurban Trail Crossing

02-1076 D
WWRP - Trails

Description of Project

The City is currently designing the first segment of the Interurban Trail in Shoreline, from N.145th to N.155th Street. This portion of the Interurban Trail will run parallel to Aurora Avenue N. (State Route 99) in the Seattle City Light transmission right of way. The balance of the Trail will then cross over Aurora at N.155th to the west side, where it will remain in the transmission right-of-way from N. 155th through to N.205th at the Snohomish County line and tie to the City of Edmonds trail system. To provide continuity and safety, an elevated bridge structure is proposed to cross the Aurora Avenue (SR-99) right-of-way at the intersection of N. 155th and Aurora. The City's section of Aurora has been identified as a high accident corridor by WSDOT, and a bridge would increase safety for trail users. The Shoreline Interurban Trail runs through an area of significant residential population, currently about 5,000 per square mile, and will connect persons to services, other modes of transportation, employment, and housing. This Trail is mentioned by name in the Shoreline Park, Open Space, and Recreation Services Plan, City of Shoreline Comprehensive Plan and Capital Improvement Program, and the State of Washington Trails Plan and the Shorelien segment is a critical link in this regional trail.

Driving Directions

The Shoreline Interurban Trail Crossing will be located at approximately 155th and Aurora Avenue N. (State Highway 99). From I-5 take exit 176 (Shoreline, 175th exit). Go west from the exit and turn left on Aurora Avenue N.

IAC Program Request

WWRP - Trails	\$1,611,366.00
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Applicant Participation Amount

Appropriation \ Cash	\$1,238,605.00	
Federal Grant	\$534,292.00	
Total for Applicant		\$1,772,897.00

IAC and Applicant Amount

\$3,384,263.00

Project Cost Estimate

Acquisition Cost Estimate	\$0.00
Development Estimate	\$3,384,263.00

Project Total

\$3,384,263.00



Applicant Information

Shoreline Parks & Rec Dept
Shoreline Interurban Trail Crossing

02-1076 D
WWRP - Trails

Organization Information

Name: Shoreline Parks & Rec Dept
Type: City-Parks Department

Organization Address:
Shoreline Parks & Rec Dept
17544 Midvale Ave N
Shoreline, WA 98133

Billing Address:
Shoreline Parks & Rec Dept
17544 Midvale Ave N
Shoreline, WA 98133

Phone Numbers:
Phone - work (206) 546-8297
Fax - work (206) 546-1524

Internet Address:
bwolbrec@ci.shoreline.wa.us

Applicant Contact Information

Name:
Ms. Bethany Wolbrecht-Dunn
Grant Specialist

Contact Type:
Project Manager

Business Address:
17544 Midvale Ave N
Shoreline, WA 98133

Second Address:

Phone Number:
Fax - work (206) 546-1524
Phone - work (206) 546-8297

Internet Address:
bwolbrec@ci.shoreline.wa.us



Applicant Information

Shoreline Parks & Rec Dept
Shoreline Interurban Trail Crossing

02-1076 D
WWRP - Trails

Organization Information

Name: Shoreline Parks & Rec Dept
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Shoreline, WA 98133

Phone Numbers:

Phone - work (206) 546-8297
Fax - work (206) 546-1524

Internet Address:

bwolbrec@ci.shoreline.wa.us

Applicant Contact Information

Name:
Ms. Wendy Barry
Director

Contact Type:
Alt Project Manager

Business Address:
17544 Midvale Ave N
Shoreline, WA 98133

Second Address:

Phone Number:
Fax - work (206) 546-1524
Phone - work (206) 546-3921

Internet Address:
wbarry@ci.shoreline.wa.us



Project Worksite Information

Driving Directions

General Area of Project

Current Landowners

Description:

Landowner Type:

Coordinates: (Lat) (Long)

Geographic Areas:



Land Characteristics

Shoreline Parks & Rec Dept Shoreline Interurban Trail Crossing

02-1076 D
WWRP - Trails

Project Acreage Type	Existing Acres	Acres to be Acq	Acres to be Dev	Acres to be Renov	Total Acres
Uplands	2.64	0.00	2.64	0.00	2.64
Total:	2.64	0.00	2.64	0.00	2.64

Land Comments

The land is the right-of-way that must be navigated over Aurora Avenue N. (State Highway 99). Part of the acreage to be developed is actually the space over this road.

Trail Information

Trail Miles	Trail Miles to be Acq	Trail Miles to be Dev	Trail Miles to be Renov
Trail Miles	0.00	0.25	0.00



Miscellaneous Information

Shoreline Parks & Rec Dept.
Shoreline Interurban Trail Crossing

02-1076 D
WWRP - Trails

Permits Required

Clear & Grade Permit

Will be issued by the City, not yet in process.

Endangered Species Act Compliance [ESA]

Preliminary environmental work has been completed.

NEPA

Preliminary environmental work has been completed.

Other Required Permits

WSDOT may require a permit to build over a state highway.



Application Questionnaire

Shoreline Parks & Rec Dept Shoreline Interurban Trail Crossing

02-1076 D
WWRP - Trails

- 1 of 14 *Who will be responsible for administration, design, and/or implementation of this project (i.e. in-house staff, paid consultants, contractors, volunteers, other agency staff, etc.)? Explain:*
Currently, Paul Haines, Public Works Director for the City of Shoreline, is responsible for the administration of the entire Interurban Trail development. Otak, Inc. has been retained for the design of the Interurban Trail, which has included preliminary designs for the Interurban Trail Crossing.
- 2 of 14 *What type of landowner currently owns the property: Federal, Local, Private, State or Tribal?*
Owners of the right of way for the entire trail: Local - Seattle City Light
700 Fifth Avenue, Suite 330
Seattle, WA 98104-5031
- 3 of 14 *Does the applicant have title to the site? If yes, explain:*
No.
- 4 of 14 *Does the applicant hold a lease, easement, or legal use agreement on the site that permits the proposed use? If yes, when will it expire? Explain.*
The City of Shoreline and Seattle City Light have a long-term use agreement in place for the use of the right of way. For the actual Trail Crossing, however, the City may need to obtain permission from WSDOT to cross Aurora (State Highway 99).
- 5 of 14 *Is there, or will there be, any significant public access or use restrictions? If yes, explain:*
No motorized vehicles (other than Seattle City Light and City Maintenance crews) will be allowed on the trail. No vehicles will be allowed on the crossing. Upon completion, the general public will have 24 hour access to 100% use of the Interurban Trail. There will be no trail specific lighting. There may be specific crossing related lighting, depending on the final design. The entire route follows close to lighted areas, including residential property, roads and arterials.
- 6 of 14 *Is the work site(s) located within a park, wildlife refuge, natural area preserve, or other recreation or habitat site? If yes, name the area.*
The Shoreline Interurban Trail is a key link in the regional Interurban Trail System. This system runs from the City of Seattle north to Everett.
- 7 of 14 *Is the work site(s) on a stream and/or other waterbody? If yes, name the stream and/or waterbody. If the stream is a tributary of a larger stream, also name the larger stream. If you know the river mile, list it here.*
No.
- 8 of 14 *What are the geographic coordinates of the work site(s) [in degrees, minutes and seconds]. Describe where and how they were taken. If you do not have them, you may leave this question blank.*
122 degrees 20 minutes and 43 seconds, 47 degrees 44 minutes and 29 seconds
- 9 of 14 *What are the township/range/section of the work site(s)? [If you do not have them, you may leave this question blank]*
Township: T26N
Range: R4E
Section: 18
- 10 of 14 *In what county(s) is the work site(s) located? In what city, if applicable?*



Application Questionnaire

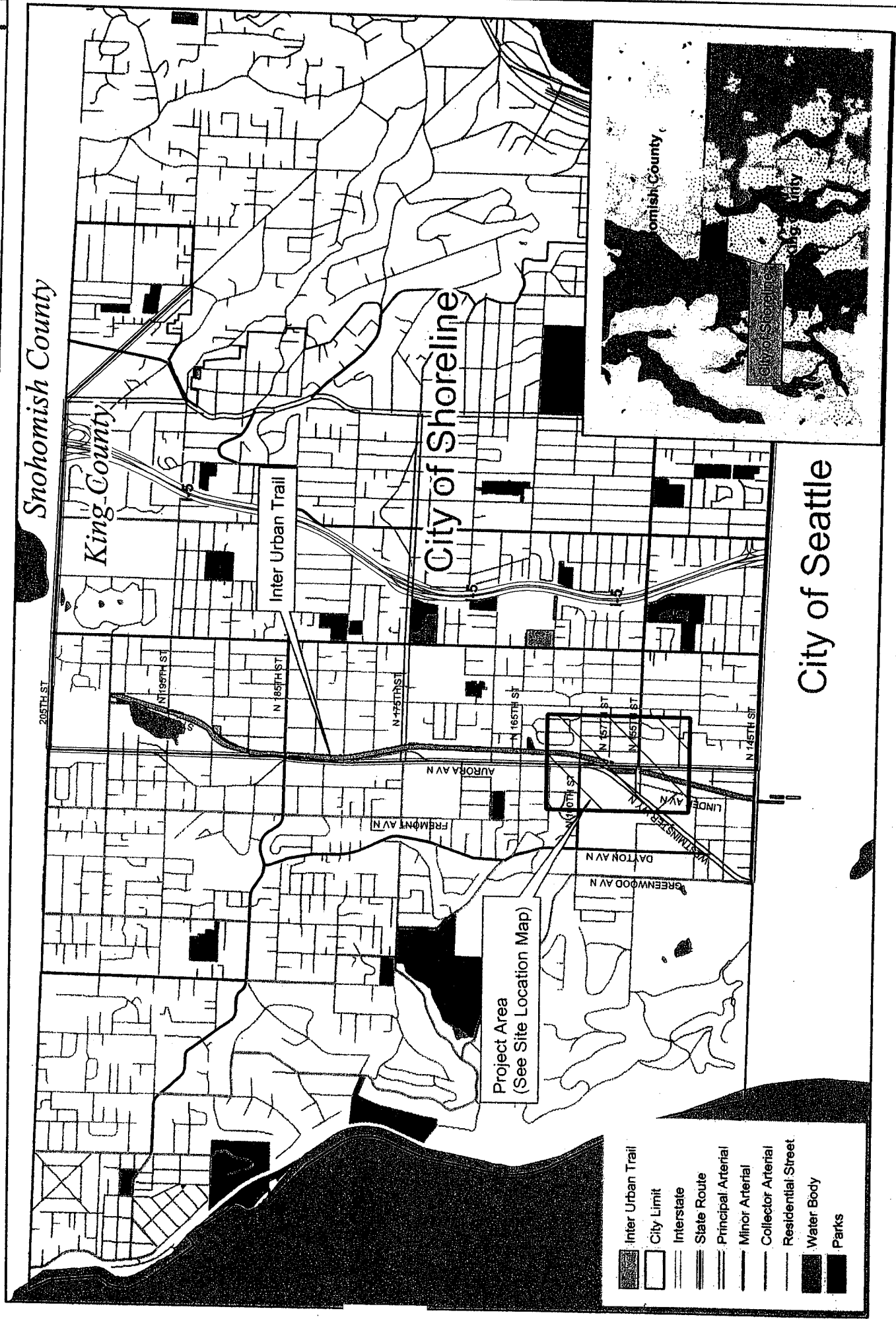
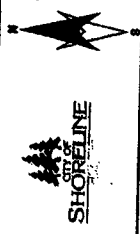
Shoreline Parks & Rec Dept
Shoreline Interurban Trail Crossing

02-1076 D
WWRP - Trails

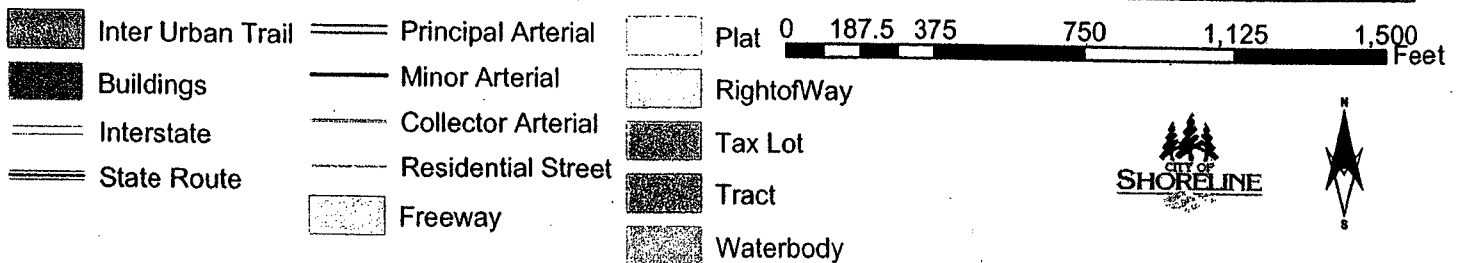
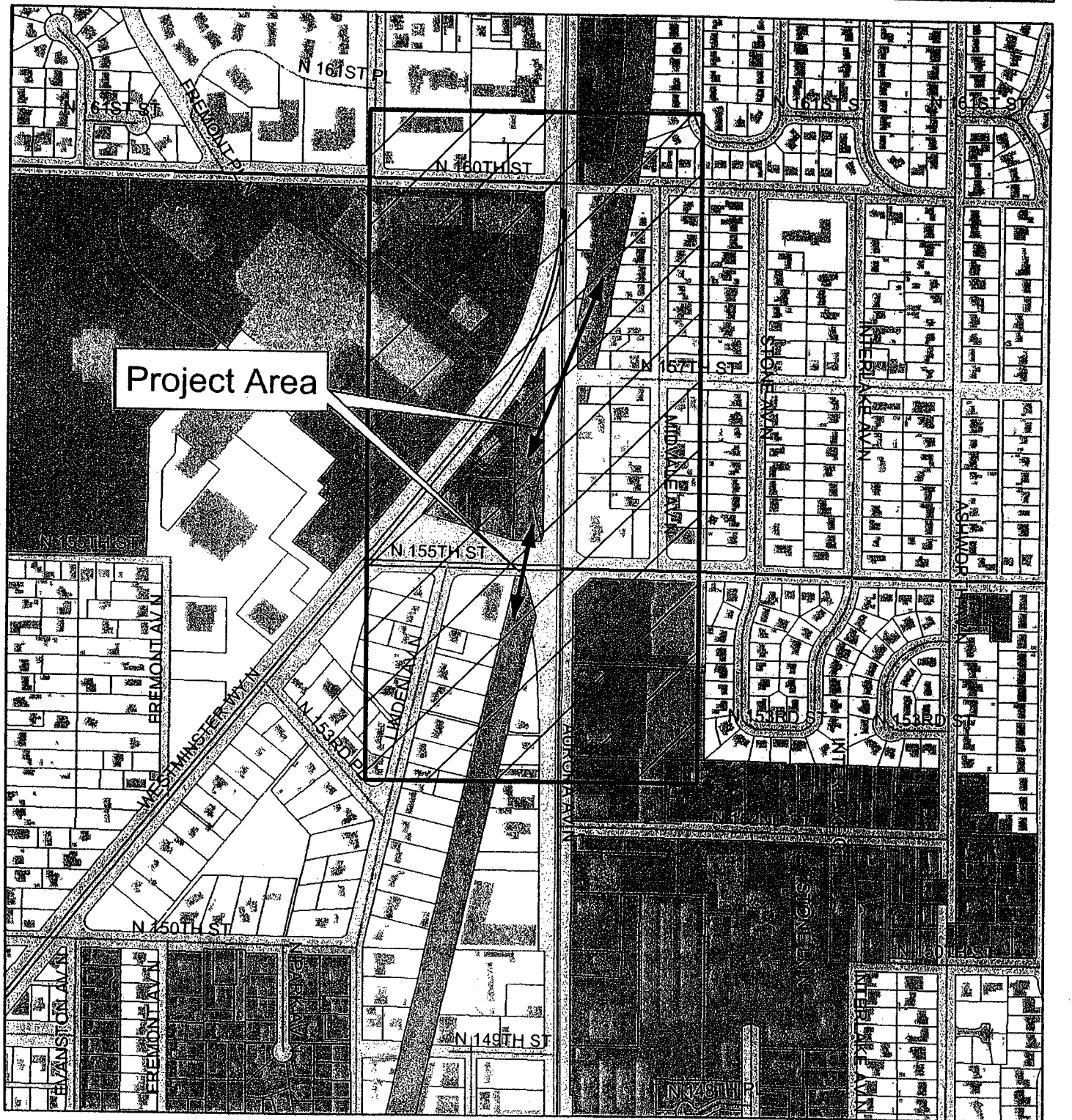
County - King
City - Shoreline

- 11 of 14 *Does this application contain state, federal or other grants as part of the "sponsor match"? If "yes", name the grant(s) and the date grant will be available.*
Yes, Federal Project Zero grant funds (\$534,292) administered through WSDOT on behalf of the Washington State Traffic Safety Commission.
- 12 of 14 *GOVERNMENT AGENCY APPLICANTS ONLY: Does this application contain elements required as part of a mitigation plan? If yes, explain:*
No.
- 13 of 14 *LOCAL AGENCIES ONLY: Does the sponsor's share involve bonds or Local Improvement District(s) (LIDs)? If yes, give date bonds or LID will be available and explain.*
No.
- 14 of 14 *Has this project been submitted to IAC before and not funded? If yes, what IAC project number was assigned?*
No.

Regional Location Map City of Shoreline

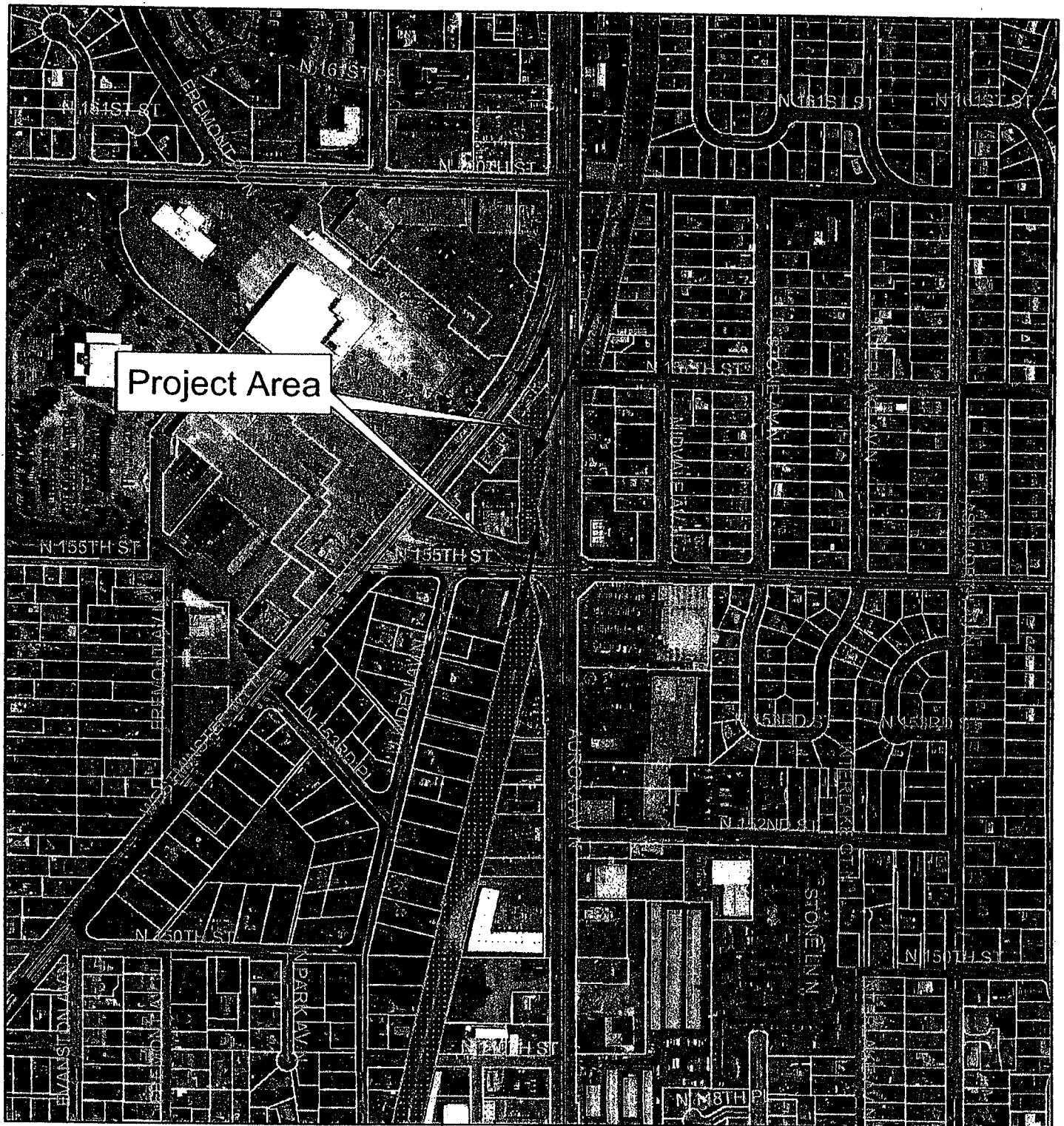


Site Location Map City of Shoreline



Site Location Map -Aerial Photo

City of Shoreline



-  Inter Urban Trail
-  Interstate
-  State Route
-  Principal Arterial
-  Minor Arterial
-  Collector Arterial
-  Residential Street

0 187.5 375 750 1,125 1,500 Feet



parcel



1. NEED. Is the project needed?

The Interurban Trail is a **multi-jurisdictional** recreational trail of **statewide** significance. The historic Interurban rail right-of-way (ROW), now primarily owned by various electricity providers, extends from Seattle to Everett. The Interurban Trail will preserve this historic rail corridor.

The intent of the Interurban Trail is to make non-motorized transportation a more convenient and safe option for persons living and working in the Puget Sound area and to provide a comprehensive trail system throughout the region. The Interurban Trail offers a multi-purpose recreational trail that is designed for safety and convenience. The completion of the Interurban Trail will also greatly increase connectivity between the Metro and Community Transit bus systems (both equipped with bicycle racks); Park and Ride facilities; Ferry Terminals; and existing and proposed local non-motorized trail networks. The Interurban Trail will also reduce vehicular trips and vehicle miles traveled along adjacent arterial streets reducing the cost of maintenance and extending the life expectancy of the pavement.

Present Status of the Interurban Trail

The development of the Interurban Trail began in the 1970's. Enhancements have been made to portions of the Trail in Seattle, King County, Lynnwood, Edmonds, Everett, Mountlake Terrace, and Snohomish County. The ultimate goal is to create a contiguous Interurban Trail network from Seattle to the City of Everett that is consistently designed and maintained as a regional trail.

The Shoreline portion of the Interurban Trail is three miles long extending from the Seattle/Shoreline boundary on North 145th Street to the Snohomish County line. It will function as a vital regional transportation link between already constructed portions of King and Snohomish counties Interurban Trail. The majority of the proposed non-motorized enhancements will occur on the historic Interurban Rail Corridor now owned by Seattle City Light and procured for the use of the proposed trail via an Interlocal License Agreement. The Shoreline component will provide trail facilities where none currently exist. The total cost of completing this three-mile segment of the Interurban Trail is estimated at \$7,300,000.

This application is requesting **funding for the development of a trail crossing at approximately 155th and Aurora Avenue North**. The trail runs parallel to Aurora Avenue N. (State Route 99) in the Seattle City Light transmission right of way. The trail begins at N. 145th (Seattle City boundary), follows through the right of way to N. 155th. The right of way then crosses over Aurora (the right of way follows the course of the historic Interurban Rail), to the west side where it remains through to the Snohomish County line and ties to the City of Edmonds trail system.

The Shoreline segment of the Interurban Trail fills important needs for the Puget Sound region. There is an increasing level of use by both motorists, bicyclists, pedestrians, etc. along State Highway 99, which has caused many accidents and fatalities along this corridor.

Filling a Need

Increasing Level of Use

The Interurban Regional Trail runs through an area of significant residential population, currently about 5,000 people per square mile. Highway 99, which lies about one-eighth or less mile east

of the trail corridor, supports a high level of traffic during peak periods at several intersections directly parallel to the proposed trail segment. Highway 99 carries about 40,000 plus vehicle trips per day (which represents only a portion of motor vehicle trips within the Interurban Trail service area).

Highway 99 also serves as the major North-South bus corridor in King and Snohomish counties. The northern end of the Shoreline Interurban Trail terminates at the Aurora Village Transit Station where Community and Metro Transit routes terminate. The proposed Interurban Trail also connects to Shoreline's Park and Ride facilities. The construction of the proposed project will connect commuters using both bicycles and public transportation directly to local and regional public transportation.

- **Metro and Community Transit**

An estimated 2,500 persons board and deboard Metro buses each weekday in Shoreline's proposed project service area. The estimated number of bus riders in the travel shed based on Metro bus stop data gives some indication of the potential number of future users of the proposed Shoreline segments of the Interurban Trail.

- **Park and Ride**

The third quarter 1998 Park and Ride Lot Utilization Report indicates that 564 spaces located in the proposed Interurban service area were used on an average weekday basis. In fact, the Aurora Village Transit Center Park and Ride lot has experienced a 12% increase in use in just the last year. Therefore, the implementation of the proposed project would create a multi-modal link between Park and Ride users and non-motorized transportation modes as well as provide connectivity to both local and regional transit.

In addition, four (4) of Shoreline's six (6) Commute Trip Reduction sites are also located within the Interurban service area. It is assumed that the completion of the trail would provide a non-motorized commute alternative for these and other employees.

- **Edmonds Ferry Terminal**

On a regional scale, future efforts will also focus on creating a non-motorized connection to the Edmonds Ferry Terminal that could tie into the Interurban Trail. This will link ferry commuters to a safe and convenient North/South non-motorized route.

Accidents, Injuries, and Fatalities

Aurora Avenue N. (State Route 99) has been identified as a high accident corridor. WSDOT have chosen, through the Washington State Traffic Safety Commission, this corridor in Shoreline to conduct a Pedestrian Safety Demonstration Project. This multifaceted program includes three emphasis areas: education, engineering and enforcement. Through the project there have been community meetings, surveys, Police cooperation, and there will be two pedestrian crossings installed at N. 165th and N. 170th. As rationale for implementing this program in Shoreline's section of State Route 99, WSDOT identified statistics from 1992-1996 stating:

- 30% of all pedestrian collisions that occur on state highways occur on State Route 99.
- 42 pedestrian/auto incidents occurred in Shoreline, 38% resulting in a fatal/disability injury (avg. is 26%).
- Pedestrian collisions on all other Shoreline streets totaled 23 in this same timeline.

From April 1998 to March 2001, there were 375 accidents on Aurora from N. 145th to N. 205th

(entire length of Aurora through Shoreline), with 2 accidents resulting in fatalities. Eleven (11) of the accidents included a bicycle or pedestrian. More specific to the location at Aurora and N. 155th, 175 of the 375 accidents occurred from N. 145th to N. 165th, with 4 of the accidents including a bicycle/pedestrian. There were 126 accidents from N. 152nd to N. 160th, with 1 bicycle/pedestrian involved. Also, intersection specific, there was 20 accidents at N. 152nd, 20 at N. 155th, and 25 at N. 160th (including one pedestrian/bicyclist involved collision).

- **Prevention of Future Accidents and Improved Security**

The development of the entire Interurban Trail through Shoreline will have a dramatic safety impact for bicyclists and pedestrians. In addition, Aurora Avenue N. (State Route 99) will be redesigned and constructed to add sidewalks, center medians, and outside bus lane improvements along the entire corridor in Shoreline. Aurora has an ADT of 35,000-45,000 plus vehicles per day, has a posted speed of 40 miles an hour, has over 350 ingress/egress points, and has long blocks creating long distances between signalized crosses. Over 3,000 persons board and de-board buses on Aurora in Shoreline every day. There are few sidewalks constructed and hazardous shoulders, with many uncontrolled ingress and egress locations. Currently, this leaves bicyclists competing with vehicles at many locations along Aurora. It will also have an effect on pedestrians who choose to use the trail, rather than walking along Aurora due to the Trail's close proximity to Aurora. However, one major hurdle remains: the necessity of bicyclists and other users to cross from the east side of Aurora to the west side when Trail must cross Aurora at N. 155th. The Trail will be constructed in the Seattle City Light right of way, which follows the route of the historic Interurban Train tracks.

The Interurban Trail will be constructed prior to the Aurora improvements, and at first, users of the Trail will cross Aurora, then N. 155th to rejoin the Trail on the east side of Aurora. This crossing, while signaled, requires the user to cross 12 lanes of traffic, including a free right turn from north bound Aurora. Users crossing Aurora do have a small island to find respite before crossing the free right turn lane, but the danger still exists. While this intersection will be improved when the Aurora improvements are completed, the potential risks, due to interaction with autos, is still present.

The design/construction of the Interurban Trail Bridge will improve conditions will these measurable outcomes:

- Reduce the number of auto/bicycle interactions, resulting in fewer auto/bicycle incidents.
- Increase the ridership of the Interurban Trail, drawing more bicyclists off of highways like Aurora.

The Interurban Trail in Shoreline has been designed and designated as the backbone of the City's bicycle system. All designated bike lanes and paths will be connected through and to the Interurban Trail. As Aurora Avenue N. (State Route 99) is the main north/south arterial in Shoreline, the Interurban Trail runs parallel and will serve as the designated access for bicyclists traveling north and south through Shoreline. There will be no bike lanes constructed along Aurora; as the Interurban will be present to provide that accessibility. With the completion of the Interurban Trail, the number of bicyclists traveling through Shoreline will increase. While the signalized crossing is basically safe, the lack of a bridge structure in place may inadvertently encourage potential users to not use the entire length of the trail, preferring to use Aurora instead of the Trail for sections of their journey. This, in turn, would increase auto/bicyclist interaction and potential collisions.

One major way to reduce auto/bicyclist accidents is to reduce the number of interactions that the auto and the bike would have along a stretch of road. The Interurban Trail will reduce that number significantly for bicyclists traveling north and south through Shoreline. The design and construction will remove the most potentially dangerous interaction that autos and bicyclists would have using the Interurban Trail: where they must cross Aurora at N. 155th.

Inventory and Use of Trails in the Puget Sound

The largest and best-known portion of the trail system in the Puget Sound area is the Burke-Gilman Trail. It is a near seamless 17 mile trail from Eighth Avenue Northwest and Leary way in Seattle's Ballard neighborhood to Kenmore, where it connects with the Sammamish River Trail and continues on nearly 10 miles to Marymoor Park in Redmond. Interurban Trails exist in Seattle, King County, Lynnwood, Edmonds, Everett, Mountlake Terrace, and Snohomish County. The ultimate goal is to create a contiguous Interurban Trail network from Seattle to the City of Everett that is consistently designed and maintained as a regional trail. It is estimated that between 400,000 to 500,000 bikers, walkers, joggers, and skaters use these recreational trail systems each year.

Trails as Part of a Larger Vision

The Interurban Trail project is identified in the City's first Capital Improvement Plan adopted in November of 1998. In addition, the City Council of Shoreline placed the development of the Interurban Trail as one of their top goals on their 2002-2003 work plan.

The Shoreline segment of the Interurban Trail is identified in many development plans throughout the region and the state. The Shoreline portion of the Interurban Trail corridor is explicitly identified in the Shoreline Park, Open Space and Recreation Services Plan (November 1998), Vision 2020, the 1995 Metropolitan Transportation Plan, the King County Non-Motorized Plan, the City of Shoreline Comprehensive Plan (November 1998), the Snohomish County Non-Motorized Trail Plan, and the City of Edmonds Transportation Plan. The proposed project is consistent with the 1995 Metropolitan Transportation Plan based on the following specific citations: Chapter 3 – Regional Planning and Policy Framework RG-1; RC-2; RF-3; RO-6; RT-8, 8.1, 8.2, 8.4, 8.10, 8.13, 8.14, 8.17, 8.18, 8.19, 8.21, 8.22, 8.32, 8.33, 8.36, 8.37, and 8.38). The project is consistent the following Vision 2020 Principles: RG-1.6, RG-1.9, RG-1.10, , RT 8, 8.1, RT 8.2, RT 8.4, RT 8.10, RT 8.13, RT 8.14, RT 8.17, RT 8.18, RT 8.19, RT 8.21, RT 8.22, RT 8.32, RT 8.33, RT 8.36, RT 8.37, and RT 8.38. The proposed project is also identified in the State of Washington Trails Plan.

2. PROJECT DESIGN. Is the proposal appropriately designed to the intended use(s)?

The Trail will be designed to standards of the American Association of State Highway and Transportation Officials (AASHTO), King County and the State of Washington.

3. IMMEDIACY OF THREAT. Does a threat to public availability of a part of the trail exist?

Not applicable, project request is for development only.

4. TRAIL LINKAGES. Does this trail effectively connect with other trails?

The Shoreline segment of the Interurban Trail is a crucial link in the system of trails that have been developed in the Puget Sound Region. Linkages to the other trails are indicated on the project site map, which is included in this application. More specifically, the south end of the Shoreline Interurban Trail links directly to Seattle's North Interurban Trail at 145th. The north end of the trail connects directly to the Snohomish County Interurban Trail system at the Regional Transit Facility and Park and Ride at 200th and Ashworth and to the 1-5 Pedestrian Bridge to the Burke-Gilman Trail at 195th. The Shoreline Segment of the Interurban Trail fills an important role in the continued development of a trails system in the Puget Sound Region. In addition, Shoreline is an active member in the Interurban Trail Inter-Jurisdictional Working Group, who continues to meet in regards to joint funding application strategy and other coordination for the long-term success of the Interurban Trail.

5. COMMUNITY LINKAGES. Does the trail project connect communities or provide linkages to community oriented facilities or resources?

The Interurban Trail in Shoreline is a part of a multi-county trail corridor that stretches from Seattle's Burke-Gilman Trail to north Everett. In addition, by serving as a north-south non-motorized "principal arterial" it provides east-west access points to numerous other major trail systems in Seattle, King County, and Snohomish County. Throughout its length in Shoreline it provides access to park and ride lots, transit centers, schools, parks, employment centers, and commercial areas. This multi-county system will be one of, if not the hallmark non-motorized trail in the State.

The proposed Interurban Trail and Crossing construction will greatly improve the connections between community and provide linkages to other transportation options; housing, commercial areas and other resource as described below:

Transit Centers and Multimodal Transportation Hubs

Construction of the North Segment of Shoreline's portion of the Interurban Trail will provide an off-road paved route from Snohomish County's portion of the Interurban trail and Shoreline's connection to the Burke-Gilman Trail to the Aurora Village Transit Center and on to the Shoreline Park and Ride. An average of 220 spaces are used daily at the Shoreline Park and Ride representing a 12% increase from 1997.

Commute Trip Reduction Sites

Completing the proposed segments of Shoreline's portion of the Interurban Trail will provide a paved off-road trail as an alternative to sharing Highway 99's shoulder with motorized traffic for non-motorized commuters at four (4) out of six (6) of Shoreline's Commute Trip Reduction sites. The proposed enhancements will provide safer access from the Aurora Village Transit Center, the Shoreline Park and Ride, the Snohomish County Interurban Trail System, and the Burke-Gilman Trail system to the city's Commute Trip Reduction sites. The Commute Trip Reduction Sites that would be directly impacted by the proposed project are Shoreline City Hall, Shoreline Community College, the NW Regional Washington State Department of Transportation Office, and Crista Ministries

Central Commercial District

Shoreline's Interurban Trail will provide non-motorized transportation users with safe access to hundreds of commercial establishments. As denoted on the attached Interurban Trail Service Area Map, commercial property parallels the proposed Interurban Trail almost the entire length. Therefore, potential trail users include both the customers and the employees of these commercial establishments. (Note: The City will be working with commercial business owners along the Interurban trail corridor to encourage participation in development, promotion, and maintenance of the trail (ex. financial support; adopt-a-trail segment litter patrol; donating benches, etc; installing bike racks; or constructing approved access points from the trail to the business)).

Access for People and Goods

The proposed trail provides safe, direct, non-motorized access to the entire Aurora Avenue/Highway 99 commercial corridor, which provides for 88% of total taxable retail and service sales for the City of Shoreline. The Aurora corridor supports 5,500 jobs with another 3,300 jobs projected by the year 2015. The proposed trail improvements move non-motorized transportation users safely from the Aurora Village Transit Center, Shoreline Park and Ride, and bus stops parallel to Shoreline's and the Region's historic intense use commercial corridor providing many convenient outlets for access. Included in the commercial uses are grocery stores, fast food establishments, medical offices, banks, drug stores, restaurants, variety stores, and insurance agencies just to name a few.

Significance of Access Improvements

Aurora/Highway 99 has an average daily travel rate of 35,000-45,000 plus vehicles per day, has a posted speed of 40 miles per hour, has over 350 ingress/egress points, and has long blocks creating long distances between signalized crossings. The safety of non-motorized transportation users on Aurora Avenue North/Highway 99 will always be in jeopardy, even with substantial pedestrian facility improvements. On a shared facility, pedestrians and cyclists will never be a match for two tons of steel traveling at any speed. Therefore, in order to create safe access for and encourage non-motorized commuting to multi modal transportation facilities, commercial establishments, employment centers, commute trip reduction sites, schools, and high density residential areas a separate non-motorized facility must be constructed.

Pedestrian and other non-motorized transportation facilities are the most severely under served connections in this region's transportation system.

6. WATER ACCESS, VIEWS. Does the project provide direct and immediate recreational access to or views of "significant" natural water body? Water access is the primary criterion; views of water are secondary.

The Interurban Trail Crossing does not provide direct and immediate recreation assess to views of natural bodies of water or direct access to natural water bodies. However, the trail does directly pass Echo Lake in North Shoreline, providing nearby access approximately .8 miles north on the trail from 175th. In addition, Richmond Beach, with direct access to and views of the Puget Sound, can be accessed by heading west of the Interurban Trail on 185th for approximately 2 miles.

7. SCENIC VALUES. Does the trail project have significant scenic values?

The existing right of way (ROW) is undeveloped and has been used for the abandonment of appliances and other litter. The development and maintenance of the trail will enhance the scenic value of the ROW. In addition, the landscaping will be visible from adjacent properties and motorists eliminating the existing eyesore.

8. WILDLIFE HABITAT CONNECTIVITY. Will this proposal enhance wildlife's access to food, water, or cover?

The enhancement of Shoreline's Interurban Trail will likely protect the wildlife connectivity where it is currently declining. Because the Interurban Trail is well known and there is currently no enhanced north/south trail available, the current route through Shoreline is in unofficial use as a walkway, trail and dumping area. In addition, the landscaping enhancements will create an edge habitat along the trail, which in turn will connect to open spaces along the Interurban Trail in Shoreline including Echo Lake and Darnell Park.

9. PROJECT SUPPORT. The extent that the public (statewide, community, and or user groups) has been provided with an adequate opportunity to become informed, and/or support for the project seems apparent.

The public has been extensively involved in the development of Shoreline's section of the Interurban Trail. It was included in the 1980 Shoreline Community Plan as a major non-motorized trail project. King County conducted a public involvement process during the Schematic Design Phase that included three public meetings in the spring of 1991, and a community-wide meeting in October 1991. Special outreach included the Cascade Bicycle Club and the Shoreline Chamber of Commerce. Most recently, the City of Shoreline consistently received strong support for this transportation project during the three years of public meetings in the development of the City's first Comprehensive Plan. The Interurban Trail project is identified in the City's first Capital Improvement Plan adopted in November of 1998. In addition, the City Council of Shoreline placed the development of the Interurban Trail as one of their top goals on their 2001-2002 work plan.

The Shoreline segment of the Interurban Trail is identified in many development plans throughout the region and the state. The Shoreline portion of the Interurban Trail corridor is explicitly identified in the Shoreline Park, Open Space and Recreation Services Plan (November 1998), Vision 2020 and the 1995 Metropolitan Transportation Plan, the King County Non-Motorized Plan, the City of Shoreline Comprehensive Plan (November 1998), the Snohomish County Non-Motorized Trail Plan, and the City of Edmonds Transportation Plan. The proposed project is consistent with the 1995 Metropolitan Transportation Plan based on the following specific citations: Chapter 3 – Regional Planning and Policy Framework RG-1; RC-2; RF-3; RO-6; RT-8, 8.1, 8.2, 8.4, 8.10, 8.13, 8.14, 8.17, 8.18, 8.19, 8.21, 8.22, 8.32, 8.33, 8.36, 8.37, and 8.38). The project is consistent the following Vision 2020 Principles: RG-1.6, RG-1.9, RG-1.10, , RT 8, 8.1, RT 8.2, RT 8.4, RT 8.10, RT 8.13, RT 8.14, RT 8.17, RT 8.18, RT 8.19, RT 8.21, RT 8.22, RT 8.32, RT 8.33, RT 8.36, RT 8.37, and RT 8.38. The proposed project is also identified in the State of Washington Trails Plan.

Additional Support

The Interurban Trail project began in Shoreline before it became a City in 1995 and so did the project's support. Letters of Support on file include:

- James Lyon, Cycles from Seattle to Lynnwood High school (3/26/99)
- Ron Sims, King County Executive (3/29/99)
- Maggi Fimia, King County Council member (3/31/99)

Regional Coordination Meetings

After incorporating in 1995, the City of Shoreline has been transitioning roles and responsibilities from King County to the City. In 1998, the City was ready to take the lead role in implementing Shoreline's portion of the Interurban Trail. In an effort to better understand the history and the future of the Interurban Trail as a regional project, a regional group was assembled to develop a regional strategy for procuring the necessary funding to complete the Trail from the City of Seattle to North Everett and to coordinate design and signing. Representatives on this committee include: King County, the City of Shoreline, the City of Seattle, the City of Mountlake Terrace, the City of Lynnwood, the City of Edmonds, Snohomish County, and the City of Everett. At the Interurban Regional Meeting #3 on August 10, 1999, all representatives expressed support for Shoreline's Enhancement applications. The committee, which Shoreline hosts, continues to meet in coordination of a regional trail system in regards to trail standards, planning, mapping and other issues.

Plan for Continued Community Involvement

In addition, the contract currently held by OTAK Inc. to provide professional design services for the entire length of the Interurban Trail, includes a community involvement approach. This includes the following tasks:

- Project newsletters and updates on the City's Web site
- Presentations to the Parks, Recreation and Cultural Services Advisory Committee
- The Council of Neighborhoods
- Technical Advisory Committee
- Public Open Houses

Newsletters

Five project newsletters will be sent out periodically for the duration of the project. The newsletters will give citizens updates on the project's goals, schedule and progress as well as inviting them to public meetings. The City's Web Site will also contain this information and be updated as needed.

The Parks, Recreation and Cultural Services Advisory Committee (PRCS Committee)

The PRCS Advisory Committee has expressed interest in the project and the Parks, Recreation and Cultural Services Department will maintain the trail. Their input will be invaluable in developing a trail that will be easy to maintain and address recreational needs in the City.

Council of Neighborhoods

Each neighborhood impacted by the Interurban Trail will receive presentations and updates at their monthly meetings.

Technical Advisory Committee (TAC)

The Technical Advisory Committee consists of City Staff, Seattle City Light staff and members of the region - wide Interurban Committee. The TAC helps with the more technical aspects of

the design. Their role is to insure proper coordination between the City and Seattle City Light, insure quality control as the design plans develop.

Public Meetings

Three public meetings have been held to inform citizens of the project status, meet and discuss their concerns with staff and members of the TAC. Public meetings are also opportunities for staff and residents to meet one on one and address specific concerns. Public meeting will continue throughout this process. A safe crossing at 155th and Aurora was one need that was identified by potential trail users are these meetings.

10.COST EFFICIENCIES. Does the project demonstrate efficiencies and/or reduces government costs through documented use of:

- **Volunteers,**
- **Donations,**
- **Signed cooperative agreements or**
- **Signed memoranda of understanding.**

The City of Shoreline has in place a signed agreement with Seattle City Light for the long-term use of the right of way.

PRESCORED BY IAC STAFF

11.GMA PREFERENCE. Has the applicant made progress toward meeting the requirements of the Growth Management Act (GMA)?

With the passage of the City of Shoreline's Comprehensive Plan by the City Council on November 23, 1998, the City of Shoreline is in full compliance with the requirements of the Growth Management Act. In addition, Shoreline continues to update the Comprehensive Plan are required by law.

12.PROXIMITY TO HUMAN POPULATIONS. Where is this project located with respect to urban growth areas, cities/towns, and county density?

Please see the Regional Map North Interurban Trail Corridor) in reference to this question.

Section A. The Shoreline Interurban Trail lies within a GMA Boundary and is within 5 miles of other incorporated cities and towns. The City of Shoreline (where the Shoreline Interurban Trail lies) has a population estimate of 53,421 (2001 estimate, OFM). The largest incorporated area within 5 miles of the Shoreline Interurban Trail is the City of Seattle, with over 500,000 people residing within its borders.

Section B. King County has a population density of 825 (2001 estimate, OFM).

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