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RESOLUTION NO. 434

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, ADOPTING A SIX-YEAR (2020-2025) TRANSPORTATION IMPROVEMENT PLAN AND DIRECTING THE SAME TO BE FILED WITH THE WASHINGTON STATE SECRETARY OF TRANSPORTATION AND TRANSPORTATION IMPROVEMENT BOARD.

WHEREAS, the City Council of the City of Shoreline has previously adopted a Comprehensive Plan as required by the Growth Management Act, chapter 36.70A RCW, which includes a Transportation Element that serves as the basis for the six-year comprehensive transportation program required by RCW 35.77.010; and

WHEREAS, the City Council of the City of Shoreline has reviewed the work accomplished under the 2019-2024 program adopted by Resolution No. 429, determined current and future City Street needs, and based upon these findings a revised and extended Six-Year Transportation Improvement Plan for the ensuing six (6) calendar years (2020-2025) has been prepared as part of the Capital Improvement Plan Update; and

WHEREAS, on April 1, 2019, the City Council conducted a properly noticed public hearing to receive public comment on the Six-Year Transportation Improvement Plan;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

Section 1. **Plan Adopted.** The Six-Year Transportation Improvement Plan for the City of Shoreline for the ensuing six (6) calendar years (2020-2025 inclusive) attached hereto as Exhibit A and incorporated herein by this reference, which Plan sets forth the project location, type of improvement and estimated cost thereof, is hereby adopted.

Section 2. **Filing of Transportation Improvement Plan.** Pursuant to RCW 35.77.010, the City Clerk is hereby authorized and directed to file a copy of this resolution, together with the Exhibit attached hereto, with the Secretary of Transportation and a copy with the Transportation Improvement Board for the State of Washington no later than thirty (30) days after the adoption of this Resolution.

ADOPTED BY THE CITY COUNCIL ON MAY 6, 2019.

Mayor Will Hall

ATTEST:

Jessica Simulcik Smith
City Clerk

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Exhibit A

City of Shoreline
2020-2025 Transportation Improvement Plan

1. What is the Six-Year Transportation Improvement Plan (TIP)?

The City of Shoreline Six-Year Transportation Improvement Plan (TIP) is a short-range planning document that is updated annually based upon needs and policies identified in the City's Comprehensive Plan and Transportation Master Plan. It identifies Shoreline's current needed transportation projects and programs for the next six years. Some projects identified in the TIP are significant enough in nature that they will take longer than six years to complete.

2. What is included in the TIP?

A project sheet for each project or program in the TIP has been developed and includes the following:

- Scope/Narrative: A description of the project or program including the specific work to be performed, project elements, project/program purpose and/or interagency coordination efforts.
- Funding: Identifies whether a project is funded, partially funded or unfunded and known funding sources.
- Funding Outlook: A description of the current funding projection for the project, including possible funding sources (when applicable).
- Project Status: Identifies Council goals achieved by each project, the stage of a project (such as design, environmental review or construction), previous years' work and expenditures and/or potential revenue sources for projects.
- Purpose/Goals Achieved: Identifies which of several purposes the project satisfies and/or general goals the project achieves including Non-motorized Transportation; System Preservation; Growth Management; Improves Efficiency and Operations; Safety; Major Structures; Corridor Study; and/or Interjurisdictional Coordination.

Projects in the TIP are sorted into three categories: Funded Programs, Funded (Fully or Partially), Unfunded Projects. Projects and programs that are underfunded or partially funded are included in the funded categories. Generally, funded projects are those included in the City's 2020-2025 Capital Improvement Plan. All of the funded programs are identified as 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

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funding has been secured from a specific source, it is identified. The Funding Outlook section of each project sheet identifies the total project cost and any previous expenditures. Potential grant funding sources are also identified in this section. Projects listed that are necessary to accommodate growth and allow the City to maintain its adopted Levels of Service may be funded in part by transportation impact fees. The costs for projects programmed for the first three years of the TIP have been developed with a higher level of detail whereas those in the latter years have been developed with less specificity, as the projects are generally less defined. Unless otherwise noted, project costs do not include the costs for placing overhead utilities underground.

4. Developing the TIP

The annual TIP update starts with the previously adopted TIP. Projects in the previously adopted TIP are reviewed and projects that have been completed, or because of changing conditions, are no longer needed are removed from the TIP. Existing projects may also be updated based upon completed studies, refined project scopes or revised cost estimates. The remaining projects carried over from the previous TIP are reviewed for changes to cost estimates, project funding, schedule, or scope during the update process to ensure that the best information is represented in the TIP.

New projects are generated from many sources, including the City's adopted Transportation Master Plan (TMP), Comprehensive Plan, Council priorities, identification of new issues or deficiencies, response to growth, accident locations or the potential to secure grant funding. The City may use tools such as pavement management rating, analysis of accident data and transportation modeling to help identify potential new projects. Potential new projects undergo a review of scope, priority, schedule and cost analysis.

Updated projects from the previous TIP and new projects are then used to create a draft TIP project list. The phasing and funding of these projects in the draft TIP is based on an evaluation of project priority compared with priorities laid out in the TMP and Comprehensive Plan, commitments to projects and programs that are already underway, secured grants, partnerships the City has entered into with other jurisdictions and agencies and new opportunities that arise to leverage local transportation funding in combination with other funding sources.

Once the draft TIP has been developed, a public hearing is held to provide an opportunity for the community comment. Based on the results of the public hearing and comments from the Shoreline City Council a final version of the TIP is developed. This final version is then adopted by the City Council.

5. Funding Challenges and New Funding Sources in 2019

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

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repair, maintenance and preservation work, such as Bituminous Surface Treatment (BST) or overlays, upgrades and repairs to traffic signals, installation of new street lights and curb ramp upgrades. It is difficult to estimate the annual backlog or degree to which the City's transportation program is underfunded, as new projects are identified annually and maintenance is a continuous necessity. The unfunded projects and programs included in this six year TIP (not including the unfunded portions of partially funded projects) total over $50 million.

The City of Shoreline funds transportation capital projects from the General Fund, Real Estate Excise Tax (REET), Transportation Benefit District (TBD), and grant revenue from local, state and federal governments. Because some of these revenue sources are so closely tied to the health of the economy they can be somewhat unpredictable, making it challenging for the City to plan for transportation improvements with assurance that funding will be available.

Historically the largest sources of funding for Shoreline's transportation programs and projects have been grants. Funding for transportation projects is available from federal, state and local resources. Each funding source has specific rules and guidelines about what types of projects they will fund, how much of a project will be funded and timelines for expenditure of funds.

Most grant programs require a funding match, which means that the City must also contribute funding to the cost of a project. The granting agency may also have restrictions about the source of the funding match. For example, a state funded grant might be restricted from having another state funded grant serve as the match. Funding programs for bicycle and pedestrian transportation projects are very limited, especially in comparison to funding for highway and roadway projects. Quite often, granting agencies prefer to fund construction of projects rather than planning, design or environmental work. Having projects fully designed and "shovel ready" improves their ability to compete for funding. The competitive nature of grant funding and the specific requirements associated with available grants narrow the opportunities for many of the City's high priority projects to obtain outside funding.

Two additional funding sources were approved in 2018 to add to the City's Transportation Benefit District (see link for a description to the purpose of a Transportation Benefit District) and support the repair and/or construction of priority sidewalks: a $20 increase in Vehicle License Fees (VLF) adopted by City Council for sidewalk rehabilitation and a Sales & Use Tax approved by voters on the November 2018 ballot for new sidewalk construction. These two additional funding sources have resulted in a change to a prior program and the addition of a new program in the TIP. Program 1 Curb Ramp, Gutter and Sidewalk Program is being renamed the Sidewalk Rehabilitation Program and includes a discussion of VLF funding and projects it will support under this program. A new Program 2 is listed in this 2020-2025 TIP identified as the Sidewalk Program – New Construction. A minimum of 12 sidewalk projects will be funded under this new program with all projects currently anticipated to be completed within eight to ten years.

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6. Lifecycle of a Project

Depending upon the size and/or degree of complexity associated with a project, it can take several years to complete. For example, the three-mile Aurora Corridor Improvement Project which was substantially completed in 2016, began the initial planning work in 1997. Large projects may be divided into several smaller projects in order to manage the project more effectively, comply with grant funding requirements or minimize inconvenience to the community during construction. Throughout all phases of a project, the City is committed to maintaining open communications with the community. The process to develop projects generally includes the following steps.

Planning and Alternatives Development – During this phase, conceptual ideas for a project are identified, evaluated, and narrowed, sometimes to a single option. Citizens, community organizations, neighboring jurisdictions and other stakeholders help shape the project. Public meetings provide updates to the community and help the City gather feedback.

Preliminary Design and Environmental Review – This phase identifies potential environmental impacts of the project alternative(s). The level of review and documentation depends on the scope of the project and its potential for environmental impacts. An Environmental Impact Statement (EIS) is prepared for large projects with potentially significant impacts. Development of a State Environmental Policy Act (SEPA) checklist may be prepared for projects not requiring an EIS. A similar review under the National Environmental Policy Act (NEPA) is required for projects that receive federal funding. The project's design moves from conceptual to preliminary as initial engineering begins.

During this phase:

- If required, a SEPA checklist or Draft EIS is published followed by a public comment period. Responses to those comments are found in the Final EIS.
- Preliminary design is completed.
- The City selects the project that will eventually be built.

Final Design and Property Acquisition – In this phase, architects and engineers define what the project will look like as well as the technical specifications for the project. Field work is performed including testing soil conditions and ground water levels, surveying, and locating utilities. Additionally, the City acquires any necessary private property and easements. This phase is often referred to as "Projects, Specifications and Estimate (PS and E)".

Construction – Construction time varies widely from project to project. The City balances the need to complete the project on time and on budget while minimizing construction impacts to the community. Unforeseen site conditions, weather, design corrections and the complexity of a project are some of the factors that can influence the schedule. Construction schedules can also be affected by environmental restrictions, such as permissible timeframes to work in fish bearing waters.

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7. Relationship of the TIP to other Transportation Documents

A. Six-Year Capital Improvement Plan

Once adopted, the TIP helps to guide funding and implementation priorities during the development of the transportation portion of the Capital Improvement Plan (CIP). The CIP is a six-year financial plan addressing capital needs and is updated along with the development of the City's operating budget. The CIP shows the City-funded portion of projects and is constrained by current budget forecasts, whereas the TIP shows the complete project list, including unfunded projects and programs. The first two years of the CIP are adopted as part of the biennial budget, with any updates adopted annually.

B. Transportation Master Plan

The City of Shoreline's Transportation Master Plan (TMP) is the long-range blueprint for travel and mobility, describing a vision for transportation that supports the City's adopted Comprehensive Plan. The TMP provides guidance for public and private sector decisions on local and regional transportation investments, including short-, mid-, and long-range transportation and related land-use activities. In this way, the City can assess the relative importance of projects and schedule their planning, engineering and construction as growth takes place and the need for the facilities and improvements is warranted. It also establishes a prioritization of the projects to be included in future capital improvement plans. The TMP covers all forms of personal travel – walking, bicycling, transit and automobile.

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 is 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, nwalters@shorelinewa.gov.

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

FUNDED PROGRAMS (FULLY OR UNDERFUNDED)

1. Sidewalk Rehabilitation Program – Repair & Maintenance *(underfunded)*
2. Sidewalk Program – New Construction *(underfunded)*
3. Traffic Safety Improvements *(underfunded)*
4. Annual Road Surface Maintenance Program *(underfunded)*
5. Traffic Signal and Intelligent Transportation System (ITS) Improvements *(underfunded)*

FUNDED PROJECTS (FULLY OR PARTIALLY)

6. 145th Street (SR 523) Corridor Improvements, Aurora Ave N to I-5 *(partially)*
7. SR 523 (N/NE 145th Street) & I-5 Interchange Improvements *(partially)*
8. 148th Street Non-Motorized Bridge *(partially)*
9. Trail Along the Rail *(partially)*
10. Westminster and N 155th Improvements
11. N/NE 175th Street Corridor Improvements *(partially)*
12. N/NE 185th Street Corridor Improvements *(partially)*
13. Greenwood Ave N / Innis Arden / N 160th Street Intersection Improvements
14. Light Rail Access Improvements: 1st Ave NE, 149th to 155th *(partially)*
15. Light Rail Access Improvements: 5th Ave NE, 180th to 182nd
16. Light Rail Access Improvements: 5th Ave NE, 175th to 180th *(partially)*
17. Light Rail Access Improvements: 1st Ave NE, 145th to 149th
18. Meridian Avenue N – N 145th Street to N 205th Street
19. Ridgecrest Safe Routes to School
20. Citywide Spot Safety Improvements
21. 195th Pedestrian and Bike Connector

UNFUNDED PROJECTS

22. 15th Avenue NE – NE 175th Street to NE 205th Street
23. NE Perkins Way Improvements – 10th Ave NE to 15th Ave NE
24. N 165th Street and Carlyle Hall Road N Sidewalk and Intersection Safety
25. Ballinger Way - NE 205th St to 19th Ave NE Access Control Preliminary Design
26. N 185th Street and Linden Avenue N Intersection Improvements
27. Fremont Avenue N - N 175th Street to N 185th Street
28. Westminster Way (South) - N 155th St to Fremont Ave NB Frontage Improvements
29. NE 168th Street and 25th Ave NE Intersection Improvements
30. 145th Street (Interurban Trail to 3rd Ave NW)
31. Interurban Trail Crossing at SR-104
32. Light Rail Access Improvement – 10th Ave NE (180th to 185th)
33. Light Rail Access Improvement – 5th Ave NE, NE 185th to 190th
34. Light Rail Access Improvement – 5th Ave NE, NE 190th to NE 195th
35. Light Rail Access Improvement – 1st Ave NE, N 190th to NE 195th Street
36. 3rd Ave NE Woonerf
37. N 160th from Aurora to Dayton

PROJECT SCHEDULED FOR SUBSTANTIAL COMPLETION IN 2019

1. NE 175th Street Pavement Preservation
2. Meridian Ave N & N 155th Street Signal Improvements
3. 2019 Bituminous Surface Treatment (BST)

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PROJECTS SCHEDULED FOR SUBSTANTIAL COMPLETION IN 2018

PROJECT NAME	PROJECT DESCRIPTION	COST	FUNDING SOURCES
NE 175th Street Pavement Preservation	Overlay NE 175th from Interstate 5 to 15th Avenue NE. Includes construction of a RT lane from EB 175th to SB 15th Ave NE. Does NOT include paving or other work within WSDOT/I-5 ROW.	$1,500,000 to $1,700,000	COS Roads Capital Fund (ARSM Program) - 100%
Meridian Ave N & N 155th Street Signal Improvements	Construct new traffic signal system, reconstruct curb ramps, portions of sidewalk, and overlay the intersection and intersecting streets to limits consistent with excavation for signal system.	$1,100,000	Roads Capital Fund: $579,382 Highway Safety Improvement Program (HSIP): $303,980 Annual Road Surface Maintenance Program: $116,690 Traffic Signal Rehabilitation: $50,000
2019 Bituminous Surface Treatment (BST)	Apply BST (chip seal) to various streets in NW Shoreline.	$ 600,000	COS Roads Capital Fund (ARSM Program) - 100% (cost includes staff)

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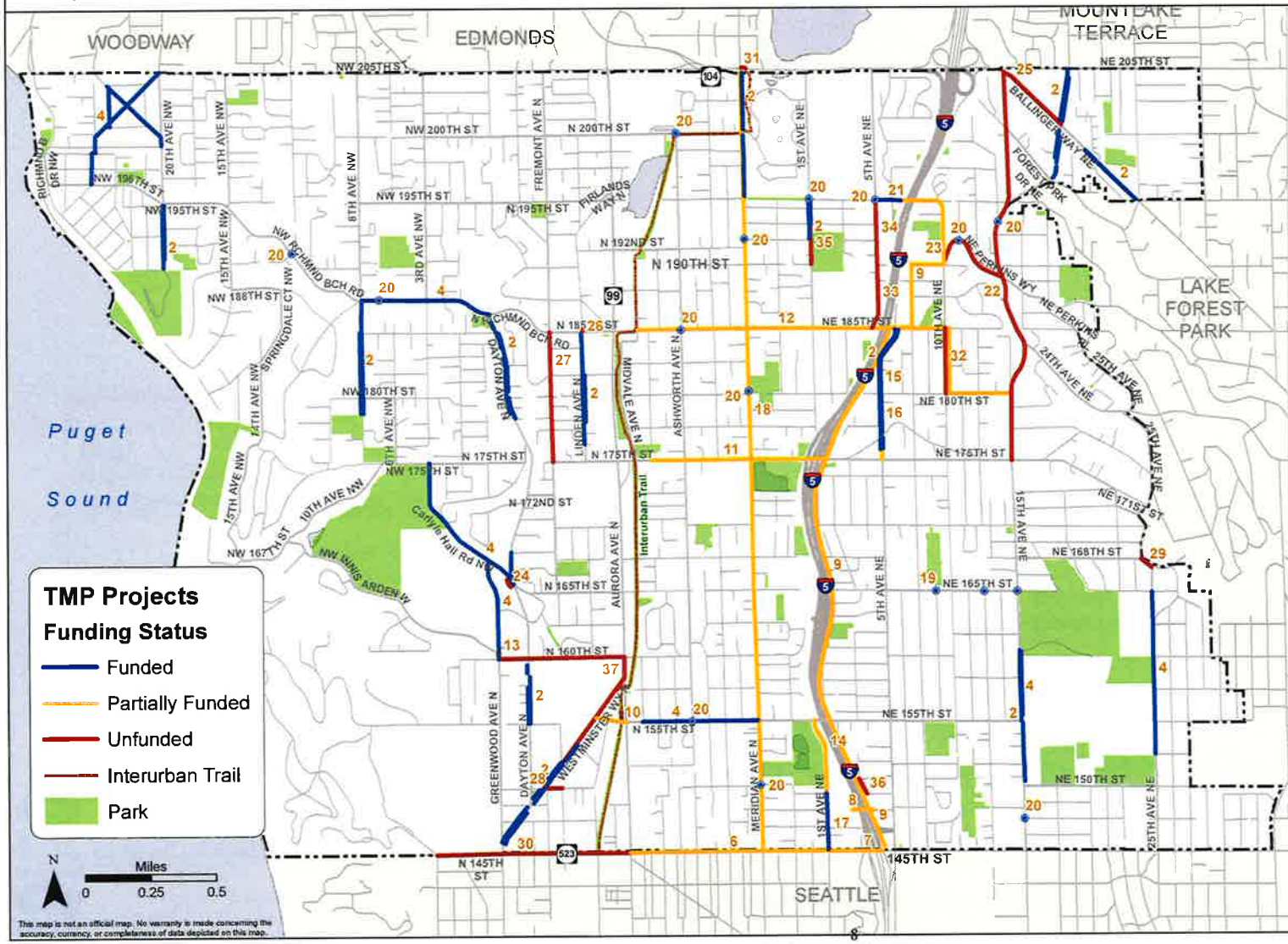
CITY OF SHORELINE
Geographic Information System

Transportation Improvement Program 2020 to 2025



Individual Project Locations

Fully or Partially Funded Citywide Programs

1. Sidewalk Rehabilitation Program (not mapped)
2. Sidewalk Program - New Construction
3. Traffic Safety Improvements (not mapped)
4. Annual Road Surface Maintenance Program
5. Traffic Signal/ITS Improvements (not mapped)

Fully or Partially Funded Projects

6. 145th St (SR 523) Corridor Improvements (Aurora Ave N to I-5)
7. 145th St/I-5 Interchange Improvements
8. 148th St N Non-motorized Bridge
9. Trail along the Rail
10. Westminster and N 155th St Improvements
11. N/NE 175th St - Corridor Improvements
12. N/NE 185th St - Corridor Improvements
13. Greenwood/Innis Arden/160th Intersection Improvements
14. Light Rail Access Improvements: 1st Ave NE (149th to 155th)
15. Light Rail Access Improvements: 5th Ave NE (180th to 182th)
16. Light Rail Access Improvements: 5th Ave NE (175th to 180th)
17. Light Rail Access Improvements: 1st Ave NE (145th to 149th)
18. Meridian Ave N (N 145th St to N 205th St)
19. Ridgecrest Safe Routes to School
20. Citywide Spot Safety Improvements
21. 195th Pedestrian and Bike Connector

Unfunded Projects

22. 15th Avenue NE (NE 175th Street to NE 205th Street)
23. NE Perkins Way Improvements (10th Ave NE to 15th Ave NE)
24. N 165th St and Carlyle Hall Rd N (Sidewalk and Intersection Safety)
25. Ballinger Way (NE 205th St to 19th Ave NE – Access Control Preliminary Design)
26. N 185th St and Linden Ave N - Intersection Improvements
27. Fremont Avenue N (N 175th Street to N 185th Street)
28. Westminster Way N (South) (N 155th St to Fremont Ave NB)
29. NE 168th Street and 25th Ave NE Intersection Improvements
30. 145th Street (Interurban Trail to 3rd Ave NW)
31. Interurban Trail Crossing at SR-104
32. Light Rail Access Improvement – 10th Ave NE (180th to 185th)
33. Light Rail Access Improvement (5th Ave NE, NE 185th to NE 190th)
34. Light Rail Access Improvement (5th Ave NE, NE 190th to NE 195th)
35. Light Rail Access Improvement (1st Ave NE, N 190th to NE 195th St)
36. 3rd Ave NE Woonerf
37. N 160th from Aurora to Dayton

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Project	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
FUNDED PROGRAMS (FULLY OR PARTIALLY)							
1. Sidewalk Rehabilitation Program	$ 1,000,000	$ 900,000	$ 900,000	$ 830,000	$ 830,000	$ 830,000	$ 5,290,000
2. Sidewalk Program - New Construction	$ 650,000	$ 1,100,000	$ 1,100,000	$ 650,000	$ 1,100,000	$ 1,100,000	$ 5,700,000
3. Traffic Safety Improvements	$ 167,000	$ 175,400	$ 184,100	$ 193,300	$ 199,100	$ 208,500	$ 1,127,400
4. Annual Road Surface Maintenance Program	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 7,200,000
5. Traffic Signal and Intelligent Transportation System (ITS) Improvements	$ 134,000	$ 140,700	$ 147,800	$ 152,200	$ 156,700	$ 163,400	$ 894,800
							$ 20,212,200
FUNDED PROJECTS (FULLY OR PARTIALLY)							
6. 145th Street (SR 523) Corridor Improvements, Aurora Ave N to I-5	$ 9,330,000	$ 3,330,000	$ 4,573,000	$ 10,400,000	$ 5,900,000	$ 10,200,000	$ 43,733,000
7. SR 523 (N/NE 145th Street) & I-5 Interchange Improvements	$ 3,000,000	$ 2,000,000	$ 9,600,000	$ 8,000,000	$ -	$ -	$ 22,600,000
8. 148th Street Non-Motorized Bridge	$ 3,700,000	$ 1,300,000	$ 5,500,000	$ 5,500,000	$ -	$ -	$ 16,000,000
9. Trail Along the Rail	$ 200,000	$ 500,000	$ 2,300,000	$ 2,000,000	$ 2,000,000	$ 2,000,000	$ 9,000,000
10. Westminster and N 155th St Improvements	$ 4,000,000	$ -	$ -	$ -	$ -	$ -	$ 4,000,000
11. N/NE 175th Street Corridor Improvements	$ 1,400,000	$ 1,400,000	$ 1,300,000	$ 2,200,000	$ 2,200,000	$ 7,150,000	$ 15,650,000
12. N/NE 185th Street Corridor Improvements	$ 15,000	$ -	$ -	$ -	$ -	$ -	$ 15,000
13. Greenwood/Innis Arden/160th Intersection Improvements	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,056,000
14. Light Rail Access Improvements: 1st Ave NE (149th to 155th)	$ -	$ 726,275	$ -	$ -	$ -	$ -	$ 726,275
15. Light Rail Access Improvements: 5th Ave NE (180th to 182nd)	$ -	$ 560,250	$ -	$ -	$ -	$ -	$ 560,250
16. Light Rail Access Improvements: 5th Ave NE (175th to 180th)	$ -	$ 1,439,750	$ -	$ -	$ -	$ -	$ 1,439,750
17. Light Rail Access Improvements: 1st Ave NE (145th to 149th)	$ -	$ 1,273,725	$ -	$ -	$ -	$ -	$ 1,273,725
18. Meridian Avenue N (N 145th Street to N 205th Street)	$ 60,000	$ 186,800	$ 916,900	$ 8,617,000	$ 8,617,000	$ -	$ 18,397,700
19. Ridgecrest Safe Routes to School	$ 11,700	$ 62,200	$ 15,500	$ 392,000	$ -	$ -	$ 481,400
20. Citywide Spot Safety Improvements	$ 51,000	$ 216,800	$ 1,136,500	$ -	$ -	$ -	$ 1,404,300
21. 195th Pedestrian and Bike Connector	$ -	$ 500,000	$ -	$ -	$ -	$ -	$ 500,000
							$ 136,837,400
UNFUNDED PROJECTS							
22. 15th Avenue NE (NE 175th Street to NE 205th Street)	$ -	$ -	$ -	$ -	$ -	$ -	$ 6,200,000
23. NE Perkins Way Improvements (10th Avenue NE to 15th Avenue NE)	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,405,000
24. N 165th Street and Carlyle Hall Road N Sidewalk and Intersection Safety	$ -	$ -	$ -	$ -	$ -	$ -	$ 5,500,000
25. Ballinger Way - NE 205th St to 19th Ave NE Access Control Preliminary Design	$ -	$ -	$ -	$ -	$ 300,000	$ -	$ 300,000
26. N 185th Street and Linden Avenue N Intersection Improvements	$ -	$ -	$ 500,000	$ 1,000,000	$ -	$ -	$ 1,500,000
27. Fremont Avenue N (N 175th Street to N 185th Street)	$ -	$ -	$ -	$ -	$ -	$ -	$ 7,300,000
28. Westminster Way N (South) (N 155th St to Fremont Ave NB)	$ -	$ -	$ -	$ -	$ -	$ 3,500,000	$ 3,500,000
29. NE 168th Street and 25th Ave NE Intersection Improvements	$ -	$ -	$ -	$ -	$ -	$ 500,000	$ 500,000
30. 145th Street (Interurban Trail to 3rd Ave NW)	$ -	$ -	$ -	$ -	$ -	$ -	$ 9,700,000
31. Interurban Trail Crossing at SR-104	$ -	$ -	$ -	$ -	$ -	$ 1,200,000	$ 1,200,000
32. Light Rail Access Improvement – 10th Ave NE (180th to 185th)	$ -	$ -	$ -	$ 1,694,250	$ -	$ -	$ 1,694,250
33. Light Rail Access Improvement - 5th Ave NE (NE 185th to NE 190th)	$ -	$ -	$ -	$ 1,741,500	$ -	$ -	$ 1,741,500
34. Light Rail Access Improvement - 5th Ave NE (NE 190th to NE 195th)	$ -	$ -	$ -	$ 1,687,500	$ -	$ -	$ 1,687,500
35. Light Rail Access Improvement - 1st Ave NE (N 190th to NE 195th Street)	$ -	$ -	$ -	$ 1,220,400	$ -	$ -	$ 1,220,400
36. 3rd Ave NE Woonerf	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,780,000
37. N 160th from Aurora to Dayton	$ 300,000	$ 400,000	$ -	$ -	$ -	$ 700,000	$ 1,400,000
							$ 51,628,650
	$ 25,218,700	**$ 17,411,900**	**$ 29,373,800**	**$ 47,478,150**	**$ 22,502,800**	**$ 28,751,900**	**$ 208,678,250**

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FUNDED PROGRAMS (FULLY OR PARTIALLY)

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Project # and Name

1. Sidewalk Rehabilitation Program (Repair & Maintenance)

Scope / Narrative

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

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

Funding

	FUNDED						
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Roads Capital	$ 1,000,000	$ 900,000	$ 900,000	$ 830,000	$ 830,000	$ 830,000	**$ 5,290,000**

Funding Outlook

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

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

As of March 1, 2019, staff is developing the program implementation plan and will begin design for 2020 construction at mid-year. This program helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☑ System Preservation
- ☐ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☐ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

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Project # and Name

2. Sidewalk Program (New Sidewalk Construction)

Scope / Narrative

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

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

* *Puts sidewalk on second side (bus route)*
** *Two sides of the street (bus route)*

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

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

Link to the 2018 Sidewalk Prioritization Plan

Funding

	FUNDED (annual amounts are currently estimates)						
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Bond Issued	$ 650,000	$ 1,100,000	$ 1,100,000	$ 650,000	$ 1,100,000	$ 1,100,000	$ 5,700,000

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ORIGINAL

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

Part of the initial program development includes assessing delivery of this program and project prioritization. The preliminary target is to construct two (2) projects per year beginning in 2020, which would result in the completion of these initial 12 projects in 2026 or 2027.

This program helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☐ System Preservation
- ☐ Improves Efficiency & Operations
- ☑ Safety
- ☑ Major Structures
- ☐ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

Project # and Name

3. Traffic Safety Improvements

Scope / Narrative

This program addresses priority traffic and pedestrian 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					UNFUNDED	
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Roads Capital	$ 167,000	$ 175,400	$ 184,100	$ 193,300	$ 199,100	$ 208,500	**$ 1,127,400**

Funding Outlook

This program is currently underfunded. Additional improvements that could be implemented with supplemental funding include street lighting, ADA compliance upgrades, small sidewalk projects, and projects identified in the Neighborhood Traffic Action Plans. Addressing all the projects identified as high priority by residents in the traffic plans is estimated at over $40 million.

Project Status

Annual program, 2020-2025. This program helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service and Goal 5: Promote and enhance the City's safe community and neighborhood programs and initiatives.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☐ System Preservation
- ☐ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☐ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

Project # and Name

4. Annual Road Surface Maintenance Program

Scope / Narrative

The City's long-term road surface maintenance program is designed to maintain the City's roadway system at the highest Pavement Condition Index (PCI) rating within the limits of available funding. PCI is reassessed and recalibrated City-wide at 5 year intervals. Roadway maintenance is accomplished by using a combination of asphalt concrete overlays and bituminous surface treatment (BST), both of which are preventative maintenance techniques. Asphalt overlays are used to maintain the structure of arterial streets, which have higher traffic volumes and higher wear, and BST is employed on residential streets, which have lower traffic volumes, lower wear and, if well maintained, a generally longer life span. These techniques typically extend pavement life between 10 and 15 years. Each year, the City identifies streets that require maintenance through this program. To maximize the impact of available funding and staff and coordinate with grant funding cycles, the City alternates each year between overlays and BST. As part of this program, the City renews pavement markings, traffic channelization and signs and incorporates Complete Street elements.

Funding

	PARTIALLY FUNDED					UNFUNDED	
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Roads Capital	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 7,200,000
Federal - STP							$ -
PROJECT TOTAL	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 1,200,000	$ 1,200,000	**$ 7,200,000**

Funding Outlook

This program is currently funded at approximately 50 percent.

Project Status

Annual program 2020-2025. This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☑ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☐ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

Project # and Name

5. Traffic Signal and Intelligent Transportation System (ITS) Improvements

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, 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					UNFUNDED	
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Roads Capital	$ 134,000	$ 140,700	$ 147,800	$ 152,200	$ 156,700	$ 163,400	**$ 894,800**

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ORIGINAL

Funding Outlook

Historically King County supported the City of Shoreline's major signal rehabilitation efforts. King County is no longer able to support major signal rehabilitation efforts. This shift in how the program is delivered significantly increases the cost of signal rehabilitation. Approximately $300,000 is needed in order to rebuild a single signalized intersection using a standard design and contracting process. Under the current funding scenario, this allows for approximately one signal to be rebuilt every two years. The City has remained on schedule to rebuild an average of two signals each year, in part due to grant-funded CIP projects, such as the Aurora Corridor Improvement Project and the Meridian & 155th Intersction Improvements however without new grant awards, the City will fall behind schedule. The program is currently underfunded by approximately $472,000 annually to stay on the intended schedule of rebuilding two signalized intersections each year. An additional $750,000 is needed to complete the ITS components of this project. The ITS portion of the project is currently unfunded as well.

Project Status

Annual program 2020-2025. This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☑ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☐ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

FUNDED PROJECTS (FULLY OR PARTIALLY)

ORIGINAL

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 in order to improve transit service, general purpose traffic, and pedestrian crossings. The project will improve pedestrian facilities along its full length of the north side of the street. The Design Phase for this project is fully funded. Given the highly competitive and limited availability of funding to complete the Right-ofWay (ROW) and Construction (CN) phases of this corridor, the City is planning to purchase ROW and construct the corridor in segments. The three corridor segments are: I-5 to Corliss, Corliss to Wallingford, and Wallingford to the Interurban Trail. The City is striving to complete the ROW and CN phases of the I-5 to Corliss segment of the project by 2023. The City has received $25M towards implementation of the 145th Street Multimmodal Corridor Study projects. At the time of publishing this document, the City is considering using approximately $10M of this program to fund ROW from 3rd Ave to Corliss (Phase 1 below) and is pursuing multiple potential funding sources to support construction of this segment of the corridor.

The project construction schedule will be phased in 3 parts:

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

Funding

	FUNDED		PARTIALLY FUNDED	UNFUNDED			
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Roads Capital	$ 180,000	$ 180,000	$ 23,000				$ 383,000
STP	$ 1,150,000	$ 1,150,000	$ 150,000				$ 2,450,000
Connecting Washington	$ 8,000,000	$ 2,000,000					$ 10,000,000
TBD			$ 4,400,000	$ 10,400,000	$ 5,900,000	$ 10,200,000	$ 30,900,000
PROJECT TOTAL	$ 9,330,000	$ 3,330,000	$ 4,573,000	$ 10,400,000	$ 5,900,000	$ 10,200,000	**$ 43,733,000**

Continued on next page

ORIGINAL

Funding Outlook

The project is funded through local Roads Capital funds, federal STP funds, and other unknown funding sources (TIB or Connecting Washington). 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 the Right-of-Way Phase and Construction Phase of each project phase. Additional project costs will occur after 2025. Total project cost to implement the 145th Multi-modal Corridor study from I-5 to the Interurban Trail is estimated at $94M.

Project Status

The project is in the design phase. This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service and Goal 3: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☐ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☑ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

Project # and Name

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

Scope / Narrative

The City of Shoreline is currently designing the 145th and I-5 Interchange. The City's initial improvement concept, included in the City's Preferred Design Concept, proposed a new I-5 northbound on-ramp, revised 145th bridge deck channelization, and a new pedestrian bridge. The City's revised concept includes three roundabouts for the two signalized interchange intersections and the existing I-5 northbound on ramp. Traffic modeling of the roundabouts demonstrated better performance for transit and general-purpose traffic than the concept initially proposed in the City's Preferred Design Concept and at a lower cost. 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 2023, prior to the opening of the light rail station near NE 145th Street and the I-5 Interchange. A specific funding source to complete this project in the desired timeframe has not been identified and the City continues to be strategic in securing funding partners to enable construction of the project by 2023.

Funding

	FUNDED		UNFUNDED				
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
STP	$ 2,600,000						$ 2,600,000
Roads Capital	$ 400,000						$ 400,000
Unkown		$ 2,000,000	$ 9,600,000	$ 8,000,000			$ 19,600,000
PROJECT TOTAL	$ 3,000,000	$ 2,000,000	$ 9,600,000	$ 8,000,000	$ -	$ -	**$ 22,600,000**

Funding Outlook

The estimated costs for 2021 are for right-of-way acquisition and estimated costs for 2022-2023 are for construction. Those funds are expected to be supplemented with $4.76M of federal STP funds. Project is currently scheduled for completion in 2023. Total project cost is $24.1 million.

Project Status

The project is in the design phase. This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service and Goal 3: Continue preparation for regional mass transit in Shoreline.

Continued on next page

ORIGINAL

Purpose / Goals Achieved

☑	Non-motorized	☑	Major Structures
☐	System Preservation	☑	Interjurisdictional Coordination
☑	Improves Efficiency & Operations	☐	Growth Management
☑	Safety	☐	Corridor Study

ORIGINAL

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

	UNFUNDED						
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
CIP LOCAL FUNDS - 30% Design and Enviro Review	$ 200,000						$ 200,000
Unknown - Final Design and Permitting	$ 2,000,000	$ 1,300,000					$ 3,300,000
Unknown - ROW	$ 1,500,000						$ 1,500,000
Unknown - Construction			$ 5,500,000	$ 5,500,000			$ 11,000,000
PROJECT TOTAL	$ 3,700,000	$ 1,300,000	$ 5,500,000	$ 5,500,000	$ -	$ -	**$ 16,000,000**

Funding Outlook

The total cost for this project is estimated to be approximately $16.5 million. The $200,000 shown in 2020 for design would require a Council amendment to the CIP or additional grant funding. These funds would be used for the study and design of multimodal access improvements from 1st Ave NE to the westside bridge landing, including a potential new pick-up/drop-off site. 30% design phase will be complete in 2020. It has been determined that the combined grant awards from all of the federal and state funding sources that the City has typically been successful in receiving will not be adequate to fund this bridge. Therefore the City will be seeking funding from the state legislature and alternative funding sources to construct this bridge.

Project Status

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

Purpose / Goals Achieved

- ☑ Non-motorized
- ☐ System Preservation
- ☐ Improves Efficiency & Operations
- ☑ Safety
- ☑ Major Structures
- ☑ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

Project # and Name

9. Trail Along the Rail

Scope / Narrative

This project will provide an approximately 2.5 mile multi-use trail that roughly parellels the Lynnwood Link Light Rail guideway from 145th Street Station through the 185th Street 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 a future year is not precluded. In order to be more competitive for funding and to better utilize development partnership opportunities the project is anticipated to be constructed in segments as follows:

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

Phase 1: N 185th St Station to the NE 195th St Non-motorized trail, and on-street trail connections

Phase 2: N 145th Station to N 155th St

Phase 3: N 155th St to N 175th St

Phase 4: N 175th St to N 185th St

Funding

	FUNDED	UNFUNDED					
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Ridgecrest Park	$ 200,000		$ 800,000				$ 1,000,000
Phase 1		$ 500,000	$ 1,000,000				$ 1,500,000
Phase 2			$ 500,000	$ 1,500,000			$ 2,000,000
Phase 3				$ 500,000	$ 1,000,000		$ 1,500,000
Phase 4					$ 1,000,000	$ 2,000,000	$ 3,000,000
PROJECT TOTAL	$ 200,000	$ 500,000	$ 2,300,000	$ 2,000,000	$ 2,000,000	$ 2,000,000	**$ 9,000,000**

Funding Outlook

The total cost for this project is estimated to be approximately $9 million. Staff hope to leverage primarily non-federal grant sources to implement design, environmental, and construction of the various phases. Light Rail and other private development will also be building portions of the trail.

Continued on next page

ORIGINAL

Project Status

As of March 1, 2019 design for the Ridgecrest Park Phase is about to start. This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☐ System Preservation
- ☐ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☑ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

Project # and Name

10. Westminster and N 155th St Improvements

Scope / Narrative

This project incorporates a series of improvements in the Community Renewal Area. Individual projects include the following:

a. Realign the intersection at N 155th St and Westminster Way N. This project improves the main vehicle intersection and increases safety for pedestrians and bicyclists. Includes improvements to the section of N 155th St between Westminster Way N and Aurora Ave N. Most effectively done at one time and in conjunction with the redevelopment of the Sears property.

b. Create a more pedestrian and bicycle friendly Westminster Way N from 200' SW of N 155th St to N 157th St. Envisioned as a project in the Aurora Square CRA Renewal Plan, reworking Westminster Way N in this section provides a more pedestrian and bicycle friendly section with street parking that can help unite the small triangle property to the rest of Aurora Square. Most effectively completed with the redevelopment of the triangle property.

c. Construct a one-way N 157th St from Westminster Way N to Aurora Ave N. New street connection makes Westminster between 155th and 157th pedestrian and cycle-friendly, creates a better entrance to Aurora Square, connects the triangle property to the rest of Aurora Square, and alleviates congestion at the N 155th St Intersection. Most effectively completed with the redevelopment of the triangle property.

Funding

	FUNDED						
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
a. N 155th St (West) including intersection at Westminster - TIB Funds + Pvt. Donation	$ 2,000,000						$ 2,000,000
b. Westminster Way N (North) N 157th to Aurora - Development Frontage	$ 1,500,000						$ 1,500,000
c. Construct N 157th St - Pvt. Donation	$ 500,000						$ 500,000
PROJECT TOTAL	$ 4,000,000	$ -	$ -	$ -	$ -	$ -	**$ 4,000,000**

Funding Outlook

These projects will be designed by the City and constructed by private development as properties within the Aurora Square Community Renewal Area are redeveloped. The cost estimate does not include funding for utility undergrounding.

Project Status

As of March 2019 project is at 100% design. ROW phase is underway. Project will be advertised later in 2019. This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☐ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☐ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

Project # and Name

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

Scope / Narrative

This project improves corridor safety and capacity, designing and constructing improvements which will tie in with those recently constructed by the Aurora project. This project is identified as a "growth" project in the Transportation Master Plan, thus needed to support re-development. The improvements include reconstruction of the existing street to provide two traffic lanes in each direction with a center lane for two-way left turn areas; medians and turn pockets; bicycle lanes (integrated into the sidewalk); curb, gutter, and sidewalk with planter strip where feasible; illumination; landscaping; and retaining walls. Intersections with high accident rates will be improved as part of this project. The profile of the roadway between Ashworth Avenue N and Stone Avenue N will be lowered to meet standard sight distance requirements.

The 175th project has been segmented into two phases for construction: from the I-5 interchange to Meridian; and from Meridian to Stone (just east of City Hall). 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, a park, and bus stops. Given its priority both regionally and locally, the schedule is to have both segments completed in the next 10 years, after completion of the I-5 to Corliss segment of the 145th corridor.

These projects 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. These projects may be funded in part by transportation impact fees.

Funding

	FUNDED					UNFUNDED	
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Design and Enviro Review - Federal STP	$ 1,211,000	$ 1,211,000	$1,124,500				$ 3,546,500
Design and Enviro Review - Impact Fees	$ 189,000	$ 189,000	$175,500				$ 553,500
ROW - Impact Fees (TIF)				$ 2,200,000	$ 2,200,000		$ 4,400,000
Construction - Unfunded						$ 6,184,750	$ 6,184,750
Construction - Impact Fees						$ 965,250	$ 965,250
PROJECT TOTAL	$ 1,400,000	$ 1,400,000	$ 1,300,000	$ 2,200,000	$ 2,200,000	$ 7,150,000	**$ 15,650,000**

Funding Outlook

Projects identified in the City's 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. The City pursued federal grant funding for design and environmental work through the Surface Transportation Program administered by PSRC in 2014 and was included as the first project eligible for funding on the contingency list. In February 2016 this project was selected off the contingency list and fully funded for design and environmental review. It is anticipated that the City will use transportation impact fees collected from private development to serve as the match for this project. The total project is expected to cost $22,800,000.

Continued on next page

ORIGINAL

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☑ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☑ Major Structures
- ☑ Interjurisdictional Coordination
- ☑ Growth Management
- ☑ Corridor Study

ORIGINAL

Project # and Name

12. N/NE 185th Street Corridor Improvements

Scope / Narrative

The 185th Street Corridor Strategy will develop a corridor plan for 185th Street/10th Avenue NE/NE 180th Street that includes multi-modal transportation facilities necessary to support projected growth in the subarea, a phasing plan for implementation, and a funding strategy plan for improvements. This project is identified in the 185th Street Station Subarea Plan. Planned improvements at the intersection of 185th Street and Meridian Avenue are identified as a "growth" project in the Transportation Master Plan and can be funded by TIF funds.

The 185th Corridor will be implemented in phases. 185th Street breaks into two logical segments: 1) Aurora Ave to 1st Ave NE and 2) east of 1st Ave NE to 10th Ave NE. Segment 1 from Aurora Avenue to 1st Ave NE is proposed because it is already experiencing redevelopment and a portion of the segment is within the 185th Street Station Subarea. It also has the highest level of congestion on the corridor and will be served by King County Metro (Metro) as well as Community Transit Swift (BRT) by the year 2024.

For Segment 2, Sound Transit Lynnwood Link Light Rail Project will be constructing a significant portion of the segment east of 1st Ave NE to 10th Ave NE in time for the Shoreline North/185th Station opening in 2024. The 185th Corridor Strategy effort has assumed these improvements will remain in place. Within Segment 2, the portion east of 8th Ave NE (Shoreline North/185th Station) is expected to have lower number of bus routes, but Metro is considering a frequent service route on 10th Ave to 180th St to North City business district and beyond to Lake Forest Park. Traffic volumes on Segment 2 and 3 are expected to be less congested than Segment 1.

The remaining phases are Segment 3: 10th Ave (between 185th St and 180th St); and Segment 4: 180th St (between 10th Ave NE and 15th Ave NE). They can be implemented separately or together.

The plan is to complete Segment 1: Aurora Ave to 1st Ave NE by 2029. Segment 2: 1st Ave NE to 10th Ave NE will be substantially constructed by Sound Transit by 2024. Segment 3 and 4 is to be completed by 2037.

Funding

	FUNDED	UNFUNDED					
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
185th St Corridor Strategy (CIP)	$15,000						$ 15,000
185th St Corridor Impovements							$ -
PROJECT TOTAL	$ 15,000	$ -	$ -	$ -	$ -	$ -	**$ 15,000**

Funding Outlook

Currently, there is no funding secured for this project beyond the 185th St Corridor Strategy (CIP funded). Cost estimate for 185th St improvements is approximately 50 million. Cost estimate for 10 Ave improvements is approximately 9 million. Cost estimate for 180th St improvements is approximately 7 million. Projects identified in the City's 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.

Project Status

Bicycle lanes were installed in 2013. The City is currently conducting the 185th Corridor Strategy and expects to have consensus on a shared vision for the corridor by 2020. This project helps to support City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service, and Goal 3: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☐ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☐ Interjurisdictional Coordination
- ☑ Growth Management
- ☑ Corridor Study

ORIGINAL

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. A specific year of expenditure is not known shown only in the 2020-2025 Total column.

Funding

	PARTIALLY FUNDED						
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Unknown							**$ 1,056,000**

Funding Outlook

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

Project Status

As of March 2019 preliminary design is underway. Final concept extpected to be chosen by fall 2019. This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☐ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☐ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

Project # and Name

14. Light Rail Access Improvements: 1st Ave NE (149th to 155th)

Scope / Narrative

This project enhances pedestrian access to the 145th Street light rail staion by constucting sidewalks on both sides of 1st Ave NE between NE 149th and NE 155th. The project assumes design & construction of cement concrete sidewalk, amenity zone, and curb and gutter along both sides of the project area. Where possible the project will retain existing sidewalks.

Funding

	PARTIALLY FUNDED						
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Funded by Sound Transit *(scope adjusted to match available funding)*		$ 726,275					$ 726,275
PROJECT TOTAL	**$ -**	**$ 726,275**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 726,275**

Funding Outlook

Sound Transit is providing $2 million for access improvements serving the 145th station. This project was initially scoped at $1,503,900.00. Only partial funds of $726,275.00 are available through Sound Transit to fund these access improvements (see Project No. 17). The project scope will be reduced to match the current available funding. Staff will continue to seek additional funding and add additional scope if it becomes available.

Project Status

This project helps to implement City Council Goal 1: Strengthen Shoreline's economic climate and opportunities, Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service, and Goal 3: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☐ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☑ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

Project # and Name

15. Light Rail Access Improvements: 5th Ave NE (180th to 182nd)

Scope / Narrative

This project enhances pedestrian access to the 185th Street light rail station by constucting sidewalks on both side of the street to connect with Sound Transit improvements. The project assumes design & construction of cement concrete sidewalk, amenity zone, and curb and gutter along both sides of the project area.

Funding

	FUNDED						
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Sound Transit		$ 560,250					$ 560,250
PROJECT TOTAL	**$ -**	**$ 560,250**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 560,250**

Funding Outlook

Sound Transit is providing $2 million for access improvements serving the 185th station. This project will be fully funded through these Sound Transit funds at $560,250.00 (also see Project No. 16).

Project Status

This project helps to implement City Council Goal 1: Strengthen Shoreline's economic climate and opportunities, Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service, and Goal 3: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☐ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☑ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

Project # and Name

16. Light Rail Access Improvements: 5th Ave NE (175th to 180th)

Scope / Narrative

This project enhances pedestrian and bicycle access to the 185th Street light rail station. The project assumes design & construction of sidewalks, an amenity zone, and curb and gutter as well as bike lanes along both sides of 5th Ave NE from NE 175th to 180th.

Funding

	FUNDED						
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Partially funded by Sound Transit *(scope adjusted to match available funding)*		$ 1,439,750					$ 1,439,750
							$ -
PROJECT TOTAL	**$ -**	**$ 1,439,750**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,439,750**

Funding Outlook

Sound Transit is providing $2 million for access improvements serving the 185th station. This project was initially scoped at $1,765,800.00. Only partial funds of $1,439,750.00 are available through Sound Transit to fund these access improvements (see Project No. 15). The project scope will be reduced to match the current available funding. Staff will continue to seek additional funding and add additional scope if it becomes available.

Project Status

This project helps to implement City Council Goal 1: Strengthen Shoreline's economic climate and opportunities, Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service, and Goal 3: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☐ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☑ Interjurisdictional Coordination
- ☐ Growth Management
- ☑ Corridor Study

ORIGINAL

Project # and Name

17. Light Rail Access Improvements: 1st Ave NE (145th to 149th)

Scope / Narrative

This project enhances pedestrian access to the 145th Street light rail station by constucting sidewalks on both side of 1st Ave between NE 145th and 149th. The project assumes design & construction of cement concrete sidewalk, amenity zone, and curb and gutter along both sides of the project area.

Funding

	FUNDED						
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Sound Transit		$ 1,273,725					$ 1,273,725
PROJECT TOTAL	**$ -**	**$ 1,273,725**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,273,725**

Funding Outlook

Sound Transit is providing $2 million for access improvements serving the 145th station. This project will be fully funded through these Sound Transit funds at $1,273,725.00 (also see Project No. 14).

Project Status

This project helps to implement City Council Goal 1: Strengthen Shoreline's economic climate and opportunities, Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service, and Goal 3: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☐ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☑ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

Project # and Name

18. Meridian Avenue N – N 145th Street to N 205th Street

Scope / Narrative

This project incorporates a series of improvements along this corridor to improve safety and capacity including:

- Rechannelization of the roadway to add a center two-way left-turn lane and bicycle lanes (requires removal of on-street parking).
- Installation of traffic calming measures.
- Repair of damaged sidewalks, curbs and gutters, and installation of new sidewalks where missing.
- Installation of curb ramps to improve ADA accessibility.
- Roadway overlay work.
- Possible undergrounding of utilities.

Right-of-way may need to be acquired in order to meet ADA requirements around trees. This project has been identified in the City's Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service. These projects may be funded in part by transportation impact fees. Overlay from N 190th Street - N 205th Street is scheduled to occur in conjunction with Project #4.

Construction of corridor improvements will be done in segments with the first segment of improvements to be completed for the N 155th Street to N 175th Street segment by 2021. Specific improvements to this segment will include:

- Channelization of Meridian Ave N from N 155th Street to N 175th Street from one lane in each direction with curb side parking to one northbound lane, center turn lane, one southbound lane.
- Bike lanes in both directions or retain curb side parking as deemed appropriate.
- Updated curb ramps, install median islands, install streetlights, and
- Installation of pedestrian activated flashing beacons for existing crosswalk at N 170th Street, and at N 163rd Street.

Funding

	PARTIALLY FUNDED						
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Unknown				$ 8,617,000	$ 8,617,000		$ 17,234,000
Roads Capital	$ 6,000	$ 18,700					$ 24,700
Federal - HSIP	$ 54,000	$ 168,100	$ 916,900				$ 1,139,000
PROJECT TOTAL	$ 60,000	$ 186,800	$ 916,900	$ 8,617,000	$ 8,617,000	$ -	**$ 18,397,700**

Continued on next page

ORIGINAL

Funding Outlook

The N 155th Street to N 175th Street segment of the corridor is funded through the local Roads Capital funds, and federal Highway Safety Improvement Program (HSIP) funds. Proposed corridor improvements have been identified in the City's Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service and may be funded in part by transportation impact fees. The majority of impact fees generated in the near term are anticipated to be allocated towards project #11: N/NE 175th St Corridor Improvements. This project is anticipated to recieve any remaining TIF funds for local match after 175th local match requirements are met with TIF funds.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☑ System Preservation
- ☑ Improves Efficiency & Operations
- ☐ Safety
- ☐ Major Structures
- ☐ Interjurisdictional Coordination
- ☐ Growth Management
- ☑ Corridor Study

ORIGINAL

Project # and Name

19. 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 a pedestrian curb bulb out at NE 165th Street and 12th Avenue Northeast for increased crossing safety.

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. 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	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Roads Capital	$1,700	$3,000	$3,000	$6,000			$ 13,700
State - SRTS	$10,000	$59,200	$12,500	$386,000			$ 467,700
PROJECT TOTAL	$ 11,700	$ 62,200	$ 15,500	$ 392,000	$ -	$ -	**$ 481,400**

Funding Outlook

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

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☐ System Preservation
- ☐ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☐ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

Project # and Name

20. Citywide Spot Safety Improvements

Scope / Narrative

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

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	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Roads Capital	$10,000	$16,800					$ 26,800
Federal - HSIP	$41,000	$200,000	$1,136,500				$ 1,377,500
PROJECT TOTAL	$ 51,000	$ 216,800	$ 1,136,500	$ -	$ -	$ -	**$ 1,404,300**

Funding Outlook

The project is funded through local Roads Capital funds, and federal Highway Safety Improvement Program (HSIP) funds.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☐ System Preservation
- ☐ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☐ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

Project # and Name

21. 195th Pedestrian and Bike Connector

Scope / Narrative

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

Funding

	FULLY FUNDED						
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
TIB - Complete Streets		$500,000					**$ 500,000**

Funding Outlook

This project is funded through a TIB Complete Streets grant.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☐ System Preservation
- ☐ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☐ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

UNFUNDED PROJECTS

ORIGINAL

Project # and Name

22. 15th Avenue NE – NE 175th Street to NE 205th Street

Scope / Narrative

This project would construct sidewalks and accessible bus stops on the west side of the road from NE 180th St to NE 205th St. There are significant topographic challenges related to constructing a sidewalk on the west side of this arterial. A corridor study will be performed to identify a preferred transportation solution for this roadway segment. Alternatives to accommodate bicycles will be analyzed, including rechannelization of the roadway from four lanes to three. The cross-section of the road from NE 175th St to NE 180th St would be reduced from four lanes to three and bicycle lanes would be installed. Right-of-way may need to be purchased to complete this project. This project is currently unfunded and a specific year for funding is not known, therefore project costs only shown in the 2020 to 2025 Total column of the Funding table.

Funding

	UNFUNDED						
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Unknown							**$ 6,200,000**

Funding Outlook

The funding identified for this project is to identify and design the appropriate improvements for the roadway and develop cost estimates. Because construction costs are unknown at this time, project costs are shown only in the 2020-2025 Total column as a placeholder. More refined construction costs and a timeline for completion will be updated in future TIPs.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☐ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☐ Interjurisdictional Coordination
- ☐ Growth Management
- ☑ Corridor Study

ORIGINAL

Project # and Name

23. NE Perkins Way Improvements – 10th Ave NE to 15th Ave NE

Scope / Narrative

Construct bicycle and pedestrian improvements on NE Perkins Way from 10th Ave NE to 15th Ave NE. This roadway segment currently includes two travel lanes and a pedestrian walkway on the north side separated from the travel lanes by jersey barriers. No bicycle facilities are present. This segment is part of the Northern Connector route from the Interurban Trail in Shoreline to the Burke-Gilman Trail in Lake Forest Park. Upon completion of the separated trail at NE 195th Street from 1st Ave NE to 5th Ave NE and intallation of signage along the remainder of the route, this segment will remain the final gap within the connector route.

Funding

	UNFUNDED						
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Unknown							**$ 4,405,000**

Funding Outlook

The funding identified for this project is to identify and design the appropriate improvements for the roadway and develop cost estimates. Because construction costs are unknown at this time, project costs are shown only in the 2020-2025 Total column as a placeholder. More refined construction costs and a timeline for completion will be updated in future TIPs. This project is likely to be competitive for grant funding.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☐ System Preservation
- ☐ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☐ Interjurisdictional Coordination
- ☐ Growth Management
- ☑ Corridor Study

ORIGINAL

Project # and Name

24. N 165th Street and Carlyle Hall Road N Sidewalk and Intersection Safety

Scope / Narrative

This project will improve an odd-shaped intersection to improve visibility and safety, as well as providing pedestrian safety features. The design has not been started; an intial step will be to develop design alternatives to improve service level and safety.

Funding

	UNFUNDED						
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Unknown							**$ 5,500,000**

Funding Outlook

The funding identified for this project is ito dentify and design the appropriate improvements for the roadway and develop cost estimates. Because construction costs are unknown at this time, project costs are shown only in the 2020-2025 Total column as a placeholder. More refined construction costs and a timeline for completion will be updated in future TIPs.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☐ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☐ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

Project # and Name

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

Scope / Narrative

Access control and pedestrian improvements along this corridor are needed to address vehicular 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 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	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Unknown					$ 300,000		**$ 300,000**

Funding Outlook

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

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☐ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☑ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

Project # and Name

26. N 185th Street and Linden Avenue N Intersection Improvements

Scope / Narrative

This project would rebuild the intersection of Linden Ave N and N 185th Street in order to revise signal phasing to address at-angle collisions as noted in the City's Annual Traffic Report. This project would also decrease intersection radii to lower vehicle turning speeds and reduce pedestrian crossing distances for increased pedestrian safety. Sidewalks, curb ramps and pedestrian signal systems for ADA compliance would also be addressed. The current signal infrastructure does not have capacity to provide these phase changes and pedestrian improvements unless the intersection is rebuilt.

Funding

	UNFUNDED						
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Unknown			$ 500,000	$ 1,000,000			**$ 1,500,000**

Funding Outlook

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

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☑ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☐ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

Project # and Name

27. Fremont Avenue N – N 175th Street to N 185th Street

Scope / Narrative

This project incorporates a series of improvements along this corridor to improve safety and capacity including:

• Rechannelization of the roadway to a three lane cross-section (one travel lane in each direction with a center turn lane) with bicycle lanes.
• Construction of sidewalks on both sides of the street. All sidewalks would be five to eight feet wide, include curb and gutter and five foot amenity zones separating the pedestrians from the roadway.
• Perform overlay/preservation work.
These projects can be constructed individually, allowing the complete set of improvement to be phased over time.

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

Funding

	UNFUNDED						
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Unknown							**$ 7,300,000**

Funding Outlook

The funding identified for this project is to identify and design the appropriate improvements for the roadway and develop cost estimates. Because construction costs are unknown at this time, project costs are shown only in the 2020-2025 Total column as a placeholder. More refined construction costs and a timeline for completion will be updated in future TIPs.

Project Status

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

Purpose / Goals Achieved

☑	Non-motorized	☐	Major Structures
☐	System Preservation	☑	Interjurisdictional Coordination
☐	Improves Efficiency & Operations	☐	Growth Management
☑	Safety	☐	Corridor Study

ORIGINAL

Project # and Name

28. Westminster Way N (South) - N 155th St to Fremont Ave NB Frontage Improvements

Scope / Narrative

This project includes frontage and channelization improvements including widening sidewalks and/or a multi-use trail, installation of a planted median, and ADA improvements at intersections.

Funding

	UNFUNDED						
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Unknown						$ 3,500,000	**$ 3,500,000**

Funding Outlook

This projects will be constructed by private development as properties within the Aurora Square Community Renewal Area are redeveloped. The cost estimate does not include the funding needed for utility undergrounding.

Project Status

As of March 2019, the first sidewalk section within 100 feet of 155th will be completed by a City project with funding from TIB. This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☐ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☐ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

Project # and Name

29. NE 168th Street and 25th Ave NE Intersection Improvements

Scope / Narrative

This project includes installation of sidewalks and curb bulb outs for pedestrian safety and visibility and realignment of the east leg of NE 168th Street to allow for a 90 degree angle to improve traffic safety.

Funding

	UNFUNDED						
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Unknown						$ 500,000	**$ 500,000**

Funding Outlook

This project is competitive for funding from the Pedestrian & Bicycle Program administered through WSDOT, Safe Routes to School, and the PSRC TAP grant. Interim improvements will be made in 2019/2020 as part of Kellog Middle School mitigation requirements. This will include all way stop control for the west leg, and realignment of the east leg.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☐ System Preservation
- ☐ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☐ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

Project # and Name

30. 145th Street (Interurban Trail to 3rd Ave NW)

Scope / Narrative

The 145th Street Corridor Study identified future improvements to 145th Street between Aurora Avenue and 3rd Avenue. These improvements modify the roadway to a 3-lane section with on-street bike lanes where space allows.

Funding

	UNFUNDED						
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Unknown							**$ 9,700,000**

Funding Outlook

No funding has been identified for this project at this time, therefore this project cost is only shown in the 2020 to 2025 Total column. Design and constrution of this segment of roadway is anticipated to begin in 2023 after completion of Project No. 6 which is 145th Street (SR 523), Aurora Ave N to I-5 Corridor Improvements and Project No. 7 which is SR 523 (N/NE 145th Street) & I-5 Interchange Improvements.

Project Status

This project is scheduled to be completed after the 145th interchange and segment from I-5 to Aurora. This project would support City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☐ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☑ Major Structures
- ☑ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

Project # and Name

31. Interurban Trail Crossing at SR-104

Scope / Narrative

This project improves safety and accessibility for the Interurban Trail crossing at SR-104 and Meridian Ave N. In addition, bike lane connections to the north (City of Edmonds) and the south (City of Shoreline) would be improved by providing dedicated bike lanes and improving access for bicyclists on this missing link of the Interurban. The scope of this project includes design and construction for:

- Curb/gutter/sidewalk to reduce vehicle turning speeds, shorten the nonmotorized crossing, and improve accessibility.
- Pavement marking removal and installation for realigned lanes and bike lane markings.
- Accessible Pedestrian Signals to improve pedestrian safety and accessibility.
- Signal pole and mast arm replacement to provide illumination for the Interurban crossing where there is currently none.
- Signal detection for bicyclists within new dedicated bike lanes.
- Sign installation and removal where needed.

Funding

	UNFUNDED						
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Unknown						$ 1,200,000	**$ 1,200,000**

Funding Outlook

This project is competitive for funding from the Pedestrian & Bicycle Program administered through WSDOT, as well as the PSRC TAP grant.

Project Status

This project helps to implement City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☐ System Preservation
- ☐ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☑ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

Project # and Name

32. Light Rail Access Improvement – 10th Ave NE (180th to 185th)

Scope / Narrative

This project will provide enhanced pedestrian access to the 185th light rail including connecting to North City. Project includes design & construction of cement concrete sidewalk, amenity zone, and curb and gutter along both sides of 10th Ave NE between NE 180th street and NE 185th Street.

Funding

	UNFUNDED						
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Unfunded				$ 1,694,250			**$ 1,694,250**

Funding Outlook

Sound Transit is providing $2 million to fund access improvement projects serving the 185th Station. This project is a lower priority and access improvement funding is not expected to be available for this project.

Project Status

This project is scheduled to be completed after the 145th interchange and segment from I-5 to Aurora. This project would support City Council Goal 1: Strengthen Shoreline's economic climate and opportunities, Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service, and Goal 3: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☐ System Preservation
- ☑ Improves Efficiency & Operations
- ☐ Safety
- ☐ Major Structures
- ☑ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

Project # and Name

33. Light Rail Access Improvement - 5th Ave NE, NE 185th to NE 190th

Scope / Narrative

This project is identified as an access improvement project to enhance pedestrian safety in accessing the 185th Station. The project includes design & construction of cement concrete sidewalk, amenity zone, and curb and gutter along both sides of 5th Ave NE within the project area.

Funding

	UNFUNDED						
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Unfunded				$ 1,741,500			**$ 1,741,500**

Funding Outlook

Sound Transit is providing $2 million to fund access improvement projects serving the 185th Station. This project is a lower priority and access improvement funding is not expected to be available for this project.

Project Status

This project is scheduled to be completed after the 145th interchange and segment from I-5 to Aurora. This project would support City Council Goal 1: Strengthen Shoreline's economic climate and opportunities, Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service, and Goal 3: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☐ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☑ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

Project # and Name

34. Light Rail Access Improvement - 5th Ave NE, NE 190th to NE 195th

Scope / Narrative

This project is identified as an access improvement project to enhance pedestrian safety in accessing the 185th Station. The project includes design & construction of cement concrete sidewalk, amenity zone, and curb and gutter along both sides of 5th Ave NE within the project area.

Funding

	UNFUNDED						
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Unfunded				$ 1,687,500			**$ 1,687,500**

Funding Outlook

Sound Transit is providing $2 million to fund access improvement projects serving the 185th Station. This project is a lower priority and access improvement funding is not expected to be available for this project.

Project Status

This project is scheduled to be completed after the 145th interchange and segment from I-5 to Aurora. This project would support City Council Goal 1: Strengthen Shoreline's economic climate and opportunities, Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service, and Goal 3: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☐ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☑ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

Project # and Name

35. Light Rail Access Improvement - 1st Ave NE, N 190th to NE 195th Street

Scope / Narrative

This project is identified as an access improvement project to enhance pedestrian safety in accessing the 185th Station. The project includes design & construction of cement concrete sidewalk, amenity zone, and curb and gutter along the west side of 1st Ave NE within the project area.

Funding

	UNFUNDED						
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Sound Transit				$ 1,220,400			**$ 1,220,400**

Funding Outlook

Sound Transit is providing $2 million to fund access improvement projects serving the 185th Station. This project is a lower priority and access improvement funding is not expected to be available for this project.

Project Status

This project is scheduled to be completed after the 145th interchange and segment from I-5 to Aurora. This project would support City Council Goal 1: Strengthen Shoreline's economic climate and opportunities, Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service, and Goal 3: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☑ System Preservation
- ☐ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☑ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

Project # and Name

36. 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 car prioritized spaces to shared spaces for all modes of transport, including pedestrians. Woonerfs are designed to reduce vehicular travel speeds, as opposed to using the traditional method of signs and speed-bumps.

A woonerf blends the line between pedestrian and vehicle paths. By removing curbs and any indication of a car travel line, while at the same time adding landscaping and street furniture, the public realm for pedestrians is expanded into what was the street. Parking areas are dispersed to prevent a wall of cars blocking access to the street. Curves are used to reduce sight lines for drivers. If a driver is able to see an exit in the distance, they will try to get there as fast as possible while disregarding the pedestrians. Sidewalks are also eliminated in a woonerf, since the idea is that people and vehicles share the same space.

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

Funding

	UNFUNDED						
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
No identified source							**$ 3,780,000**

Funding Outlook

2018-2023 CIP budget does not include budget for design development. Because construction costs are unknown at this time, project costs are shown only in the 2020-2025 Total column as a placeholder. However, City staff plans to incorporate the Woonerf's street and frontage improvements into the Master Street Plan Update, continue project coordination with Sound Transit, and utilize the conceptual renderings as communication tools when working with the public and potential developers, and apply for grant funding.

Continued on next page

ORIGINAL

Project Status

A preliminary concept of the 3rd Ave NE Woonerf was presented to City Council on January 8, 2018. The design of the Woonerf will be advanced through ongoing coordination with Sound Transit and through the Master Street Plan Update process. In addition, the City will work with potential developers of adjacent properties to the Woonerf to coordinate street frontage and access improvements. This project supports City Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

☑	Non-motorized	☑	Major Structures
☐	System Preservation	☑	Interjurisdictional Coordination
☑	Improves Efficiency & Operations	☐	Growth Management
☑	Safety	☐	Corridor Study

ORIGINAL

Project # and Name

37. N 160th from Aurora to Dayton

Scope / Narrative

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

Funding

	UNFUNDED						
FUNDING SOURCE	**2020 Estimate**	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2020-2025 Total**
Greenwood/ N 160th St/ Innis Arden intersection	$ 300,000	$ 400,000				$ 700,000	$ 1,400,000
PROJECT TOTAL	$ 300,000	$ 400,000	$ -	$ -	$ -	$ 700,000	**$ 1,400,000**

Funding Outlook

Early phases of this project assume the restriping from Dayton Ave N to approximately Linden Ave N, sidewalk improvments along the south side of N 160th from Dayton Ave N to approximately Linden Ave N, and construction of a midblock pedestrian crossing between Linden Ave N and Fremont Pl N, funded and constructed by private development associated with the Sears property and WSDOT. Additional sidewalk improvements along the north side of N 160th, or east of the Sears property line are unfunded at this time. The cost estimate does not include the funding needed for utility undergrounding.

Project Status

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

Purpose / Goals Achieved

- ☑ Non-motorized
- ☐ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☑ Interjurisdictional Coordination
- ☐ Growth Management
- ☑ Corridor Study

ORIGINAL

CITY OF SHORELINE

CORRECTION TO RESOLUTION

Resolution No: 434

Authorization: RCW 35.21.500(3) permits the correction of "manifest errors" such as typographical errors, additions, or omissions and can be done administratively. Utilizing the ordinance statute as guidance, this Resolution is being corrected administratively.

Corrections:

Project # and Name

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

Scope / Narrative

The City of Shoreline is currently designing the 145th and I-5 Interchange. The City's initial improvement concept, included in the City's Preferred Design Concept, proposed a new I-5 northbound on-ramp, revised 145th bridge deck channelization, and a new pedestrian bridge. The City's revised concept includes three roundabouts for the two signalized interchange intersections and the existing I-5 northbound on ramp. Traffic modeling of the roundabouts demonstrated better performance for transit and general-purpose traffic than the concept initially proposed in the City's Preferred Design Concept and at a lower cost. 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 2023, prior to the opening of the light rail station near NE 145th Street and the I-5 Interchange. A specific funding source to complete this project in the desired timeframe has not been identified and the City continues to be strategic in securing funding partners to enable construction of the project by 2023.

Funding

	FUNDED	UNFUNDED					
FUNDING SOURCE	2020 Estimate	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2020-2025 Total
STP	$ 2,600,000						$ 2,600,000
Roads Capital	$ 400,000						$ 400,000
Unkown		$ 2,000,000	$ 9,600,000	$ 8,000,000			$ 19,600,000
PROJECT TOTAL	$ 3,000,000	$ 2,000,000	$ 9,600,000	$ 8,000,000	$ -	$ -	$ 22,600,000

Funding Outlook

The estimated costs for 2020 are for right-of-way acquisition and estimated costs for 2021-2023 are for construction. Those funds are expected to be supplemented with $4.76M of federal STP funds. Project is currently scheduled for completion in 2023. Total project cost is $24.1 million.

Formatting Change. FUNDED column moved over to include 2020 and 2021

Funding Outlook Amended. The estimated costs for 202~~0~~1 are for right-of-way acquisition and estimated costs for 202~~1~~2-2023 are for construction. Those funds are expected to be supplemented with $4.76M of federal STP funds. Project is currently scheduled for completion in 2023. Total project cost is $24.1 million.

Approval:

Margaret King, City Attorney — Date: 5-14-19

Corrected By:

Jessica Simulcik Smith, City Clerk — Date: 5/14/19