

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

<b>AGENDA TITLE:</b>	Action on Resolution No. 507 - Adopting a Six-Year Transportation Improvement Plan (TIP) for 2024 Through 2029
<b>DEPARTMENT:</b>	Public Works
<b>PRESENTED BY:</b>	Nytasha Walters, Transportation Service Manager
<b>ACTION:</b>	<input type="checkbox"/> Ordinance <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

**PROBLEM/ISSUE STATEMENT:**

In accordance with state law, the City is required to prepare a six-year Transportation Improvement Plan (TIP). The TIP should include transportation projects, such as road and bridge work, as well as new or enhanced bicycle or pedestrian facilities. In addition to local projects, the TIP should also identify projects and programs of regional significance for inclusion in the regional TIP. The City's TIP is used to secure federal funding for transportation projects as part of the Statewide TIP.

The draft 2024-2029 TIP was presented to the City Council on April 10, 2023. The staff presentation was immediately followed by a Public Hearing on the plan, as required by state law, and the hearing was followed by Council discussion for comments and questions. As a result of this Public Hearing and Council discussion, the draft 2024-2029 TIP as presented to Council on April 10, 2023, has remained the same except for a minor project edit staff presented that evening.

Adoption of proposed Resolution No. 507 (Attachment A) would adopt the 2024-2029 TIP (Exhibit A). Tonight, the Council is scheduled to take action on proposed Resolution No. 507.

**RESOURCE/FINANCIAL IMPACT:**

There is no financial impact associated with adoption of the TIP. The projects identified in the City's TIP are a combination of funded projects in the CIP, including projects that are partially funded or underfunded, as well as currently unfunded projects the City will monitor and/or would like to undertake should funding become available (limited to those unfunded projects where this seems feasible for this six-year period). The majority of projects included in the TIP are unfunded or partially funded. Listing projects in the TIP makes them grant eligible, as most grant programs will not fund projects unless included in a jurisdiction's TIP. All funded programs are considered underfunded as additional work could be completed through these programs with supplemental funding.

## RECOMMENDATION

Staff recommends that the City Council adopt Resolution No. 507, which would adopt the 2024-2029 Transportation Improvement Plan, and direct the City Clerk to file a copy with the State.

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

## **BACKGROUND**

In accordance with RCW 35.77.010, cities in Washington State are required to prepare and adopt a comprehensive six-year transportation improvement plan (TIP). A city's TIP must be consistent with its comprehensive plan transportation element. RCW 35.77.010 requires that the City hold at least one public hearing on the TIP and to submit the adopted TIP to the Washington State Secretary of Transportation. Cities are required to prepare and adopt a six-year Transportation Program by June 30 annually and file a copy with the Secretary of Transportation not more than 30 days after adoption.

The TIP identifies projects to meet local transportation needs, as well as projects of regional significance, such as the 145<sup>th</sup> Street corridor improvements. It also includes several on-going programs, including the Sidewalk Rehabilitation (repair and maintenance), New Sidewalk Plan (for new sidewalk construction), Traffic Safety Improvements, Road Surface Maintenance, and Traffic Signal Rehabilitation. Most programs are considered underfunded as additional work could be completed with additional financial resources.

The TIP identifies projects for all modes of transportation, including bicycles, pedestrians, vehicles, and transit. The City's TIP is used to secure state and federal funding for transportation projects as part of the Statewide Transportation Improvement Plan.

Projects in the TIP can be funded, partially funded, or unfunded. Most transportation projects in the 2024-2029 TIP which have funding are included in the 2023-2028 Capital Improvement Plan (CIP). Including projects in the TIP improves the City's eligibility to secure certain grant funding. The TIP is prepared and presented to Council in advance of the CIP. Although the City approves a Biennial Budget, the CIP, as the TIP, is adopted annually. The policy direction provided through adoption of the TIP is used to identify transportation projects for inclusion in the CIP. The City Council will review and discuss CIP updates of the City's proposed six-year 2024-2029 CIP later this year.

The current draft 2024-2029 TIP utilizes last year's TIP as its foundation. Projects and programs included in the TIP include some of the priority safety and operations projects identified in the Transportation Element (adopted into the Comprehensive Plan in November 2022), projects based on critical data such as collisions, and bicycle and pedestrian projects.

## **DISCUSSION**

The draft 2024-2029 TIP was presented to the City Council on April 10, 2023. The staff presentation was immediately followed by a Public Hearing on the plan, as required by state law (RCW 35.77.010). The staff report for the April 10<sup>th</sup> meeting can be reviewed at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2023/staffreport041023-8a.pdf>.

### **April 10, 2023 Public Hearing**

One comment was received during the public hearing regarding the 148<sup>th</sup> Street Non-Motorized Bridge (148<sup>th</sup> Bridge) with questions about due diligence performed. Staff have reached out to the individual who commented that evening to provide additional information regarding the project. The 148<sup>th</sup> Bridge project had its origins with the 145<sup>th</sup> Street Multimodal Corridor Study in 2015/2016 and was also addressed in the 2015/2016 145<sup>th</sup> Street Subarea Plan. The original concept was a separate pedestrian/bicycle bridge adjacent to the current 145<sup>th</sup> Street bridge deck over I-5. A feasibility study in 2017 (and further design updates to the I-5 interchange and bridge deck) moved this project to its current location.

### **April 10, 2023 Council Discussion**

The City Council had no comments for amending the TIP as presented and there was no further discussion.

### **Correction to the draft 2024-2029 TIP as presented**

The April 10, 2023, Council meeting staff report included a draft of the 2024-2029 TIP where \$9 million of the 148<sup>th</sup> Bridge Project was shown as “unfunded.” During the presentation that evening, staff stated that these funds would be changed to “funded with Local funds” for the final 2024-2029 TIP. This has resulted in minor changes on the project sheet, project list, TIP narrative, TIP map, and combined project cost/funding spreadsheet.

Staff have applied for a federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. These funds are highly competitive and the City has not been successful in the past. Awards will be announced by June 28, 2023. If successful, an additional approximately \$7 million of funds would go to this 148<sup>th</sup> Bridge project. If unsuccessful with RAISE, \$9 million in local funds will need to be utilized. The City is also waiting to hear if the 148<sup>th</sup> Bridge project will receive additional funds from the state. Staff will continue to seeking additional funding to offset the use of local funds.

### **Tonight’s Council Action**

Adoption of proposed Resolution No. 507 (Attachment A) would adopt the 2024-2029 TIP (Exhibit A). Proposed Resolution No. 507 also authorizes the City Clerk to file a copy of the TIP with the Secretary of Transportation and the Transportation Improvement Board for the State of Washington. Tonight, the Council is scheduled to take action on proposed Resolution No. 507.

### **COUNCIL GOAL(S) ADDRESSED**

Adoption of the TIP supports City Council Goal #2, “Continue to deliver highly-valued public services through management of the City’s infrastructure and stewardship of the natural environment.” By identifying and developing a plan for multi-modal transportation improvements, the City is working to preserve and enhance the infrastructure. Adoption of the TIP also helps to address Council Goal #3: “Continue preparation for regional mass transit in Shoreline” by supporting projects that increase mobility options and connect users to the regional transportation system.

## **RESOURCE/FINANCIAL IMPACT**

There is no financial impact associated with adoption of the TIP. The projects identified in the City's TIP are a combination of funded projects in the CIP, including projects that are partially funded or underfunded, as well as currently unfunded projects the City will monitor and/or would like to undertake should funding become available (limited to those unfunded projects where this seems feasible for this six-year period). The majority of projects included in the TIP are unfunded or partially funded. Listing projects in the TIP makes them grant eligible, as most grant programs will not fund projects unless included in a jurisdiction's TIP. All funded programs are considered underfunded as additional work could be completed through these programs with supplemental funding.

## **RECOMMENDATION**

Staff recommends that the City Council adopt Resolution No. 507, which would adopt the 2024-2029 Transportation Improvement Plan, and direct the City Clerk to file a copy with the State.

## **ATTACHMENTS**

Attachment A – Proposed Resolution No. 507 with Exhibit A – 2024-2029  
Transportation Improvement Plan

**RESOLUTION NO. 507**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, ADOPTING A REVISED AND EXTENDED SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM FOR THE CALENDAR YEARS 2024 THROUGH 2029 AND DIRECTING THE SAME TO BE FILED WITH THE STATE SECRETARY OF TRANSPORTATION AND TRANSPORTATION IMPROVEMENT BOARD.**

WHEREAS, the City Council of the City of Shoreline has previously adopted a Comprehensive Plan pursuant to the Growth Management Act, 36.70A RCW, which includes a Transportation Element that serves as the basis for the six-year comprehensive transportation program, commonly referred to as the Transportation Improvement Program ("TIP"), as required by RCW 35.77.010; and

WHEREAS, RCW 35.77.010 requires the City to revise and extend the TIP annually to assure that the City has a guide in carrying out a coordinated transportation program; and

WHEREAS, the City has reviewed the work accomplished under the 2023-2028 TIP adopted by Resolution No. 489, reviewed the City's Comprehensive Plan, determined current and future City transportation needs, and based upon these findings, a revised and extended TIP for the ensuing six (6) calendar years (2024 through 2029) has been prepared; and

WHEREAS, on April 10, 2023, the City Council held a properly noticed public hearing to receive public input on the revised and extended TIP for the years 2024 through 2029; and

WHEREAS, the City Council, having determined that the revised and extended TIP for the years 2024 through 2029 addresses the City's transportation needs for the ensuing six years and is consistent with the City's Comprehensive 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 Program for the City of Shoreline for the ensuing six (6) calendar years, 2024 through 2029, attached hereto as Exhibit A and incorporated herein by this reference, is hereby adopted.

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

**Section 3. Corrections by City Clerk.** Upon approval of the City Attorney, the City Clerk is authorized to make necessary corrections to this Resolution, including the corrections of scrivener or clerical errors; references to other local, state, or federal laws, codes, rules, or regulations; or resolution numbering and section/subsection numbering and references.

**ADOPTED BY THE CITY COUNCIL ON MAY 15, 2023.**

\_\_\_\_\_  
Mayor Keith Scully

**ATTEST:**

\_\_\_\_\_  
Jessica Simulcik Smith  
City Clerk

Per Section 2, filed on the date indicated:  
Washington State Secretary of  
Transportation:

\_\_\_\_\_, 2023

Washington State Transportation Improvement Board:

\_\_\_\_\_, 2023

## Exhibit A

**City of Shoreline  
2024-2029 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 Transportation Element (TE) of the City's Comprehensive Plan. It identifies Shoreline's current needed transportation projects and programs feasible for the next six years. Some programs and 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.
- **Project Status/Funding Outlook:** A description of current funding projections including possible funding sources (when applicable) and other pertinent information.
- **Purpose/Goals to be Achieved:** Identifies Transportation Vision goals of Safety, Equity, Multimodality, Connectivity, Climate Resiliency, and Community Vibrancy as discussed in the Transportation Element of the Shoreline Comprehensive Plan. This section may be a short discussion and include relevant Council Goals as well.

Projects in the TIP are sorted into three categories: Programs & Plans (Partially Funded); Funded Projects (Fully or Partially); and Unfunded Projects. All the Programs & Plans are considered partially funded, as additional work could be completed through these programs with supplemental revenue. Generally, for this 2024-2029 TIP, funded projects are those included in the City's 2023-2028 Capital Improvement Plan.

**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 must cover all phases of a project (described below), including the staff time necessary to administer them. If grant funding has been secured from a specific source, it is identified. Potential grant funding sources can also be identified. Projects listed that are necessary to accommodate growth and allow the City to maintain its adopted Level of Service (LOS) may be funded in part by Transportation Impact Fees (TIFs). The costs for projects programmed for the first three years of the TIP have been developed with a higher level of detail whereas those in the latter years have been developed with less specificity, as the project conditions may change. Unless otherwise noted, project costs do not include the costs for placing overhead utilities underground.

The City is currently updating policy around its TIF and concurrency programs. The TE adopted into the Comprehensive Plan in November 2022 established level of service (LOS) policies for each mode of transportation. These “multimodal” LOS (MMLOS) policies informed the development of the TE project list and help guide City efforts in evaluating and establishing a multimodal concurrency program currently under development. A possible system-completeness approach would use multimodal projects identified in the TE as a basis for a “person-trip” based impact fee and concurrency program. Concurrency is balanced when growth (land use development) is matched with needed transportation facilities. TIF can be applied to eligible projects that provide multimodal capacity to serve growth.

#### **4. Developing the TIP**

The annual TIP update starts with the previously adopted TIP. Projects in the previously adopted TIP are reviewed and any project that has been completed, or because of changing conditions is no longer needed, is 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 Comprehensive Plan and its TE, 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 TE, commitments to projects and programs that are already underway, secured grants, partnerships the City has entered with other jurisdictions and agencies, and new

opportunities that arise to leverage local transportation funding in combination with other funding sources.

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

## **5. Lifecycle of a Project**

Depending upon the size and/or degree of complexity associated with a project, it can take several years to complete. For example, the three-mile Aurora Corridor Improvement Project which was substantially completed in 2016, began the initial planning work in 1997. Large projects may be divided into several smaller projects in order to manage the project more effectively, comply with requirements of or secure additional grant funding, or minimize inconvenience to the community during construction.

Throughout all phases of a project, the City is committed to maintaining open communications with the community. Title VI practices are included throughout the project. Project staff work to identify potential impacts to any specific group and reach out to the affected community for a diverse and inclusive partnership. The process to develop projects generally includes the following steps.

***Planning and Alternatives Development*** – During this phase, conceptual ideas for a project are identified, evaluated, and narrowed, sometimes to a single option. Residents, 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. Projects undergo a State Environmental Policy Act (SEPA) review. Where warranted, when a project potentially has significant impacts, an Environmental Impact Statement (EIS) would be required. A SEPA checklist may be prepared for projects not requiring an EIS. A similar review under the National Environmental Policy Act (NEPA) is required for projects that receive federal funding. The project's design moves from conceptual to preliminary as initial engineering begins.

During this phase:

- If required, a SEPA checklist or Draft EIS is published followed by a public comment period. Responses to those comments are found in the Final EIS.

- Preliminary design is completed.
- The City selects the project that will eventually be built.

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

***Final Design***– In this phase, architects and engineers define what the project will look like as well as the technical specifications for the project. Field work is performed including testing soil conditions and ground water levels, surveying, and locating utilities. This phase culminates in the completion of contract-ready documents and the engineer’s cost estimate.

The project design activity that follows planning development and concludes with Final Design is often referred to as “Plans, Specifications, and Estimates (PS&E)”.

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

## **6. Funding Challenges for 2024 and Beyond**

As is the case for most jurisdictions, the need for transportation improvements in Shoreline greatly outweighs the City’s ability to fund them in both the short and long term. In addition to major capital projects such as intersection or corridor improvements, there is an on-going need to maintain the existing system. This includes repair, maintenance and preservation work, such as Bituminous Surface Treatment (BST) or overlays, upgrades and repairs to traffic signals, installation of new streetlights and curb ramp upgrades. It is difficult to estimate the annual backlog or degree to which the City’s transportation program is underfunded, as new projects are identified annually, and maintenance is a continuous necessity.

Distribution and supply chains for construction materials as well as local labor are affecting the cost to construct. Materials have sky-rocketed in the last few years and lead-time for supplies has increased dramatically. This uncertainty can make it difficult to correctly estimate the true cost of a project, especially if a project remains years out to completion.

The five Programs & Plans listed in the TIP do not include a total project cost as these are programs where either costs are ongoing (such as maintenance) or more can always be done if additional funding is found.

Of the total cost for funded/partially funded projects, about \$255 million, approximately \$110 million is still unfunded. The six unfunded projects included in this six-year TIP (not including the unfunded portions of partially funded projects previously stated) total an additional \$95 million.

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

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

Most grant programs require a funding match, which means that the City must also contribute funding to the cost of a project and/or secure additional funding of a different source (i.e., federal funds cannot match federal funds, but state funding often can match federal funding). The granting agency may have additional restrictions. Funding programs for bicycle and pedestrian transportation projects are very limited, especially in comparison to funding for highway and roadway projects. Quite often, granting agencies prefer to fund construction of projects rather than planning, design, or environmental work. Having projects fully designed and "shovel ready" improves their ability to compete for funding. The competitive nature of grant funding and the specific requirements associated with available grants narrow the opportunities for many of the City's high priority projects to obtain outside funding.

## **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 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 (TMP) & Transportation Element (TE)***

The City of Shoreline's Transportation Master Plan (TMP), with its TE Transportation Element (the State required components) adopted into the City's Comprehensive Plan, 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 implementing the TE and 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/TE covers transportation facilities for the movement of services and goods as well as all forms of personal travel including travel by foot, bicycle, wheelchair, transit, and automobile. The TMP/TE is one tool for identifying projects in the TIP.

### ***C. State and Federal Requirements***

State law requires that each city develop a local TIP and that it be annually updated (RCW 35.77.010). It also requires that projects be included in the TIP in order for cities to compete for transportation funding grants from most federal and state sources. Federal grant funded and regionally significant projects from the first three years of the City's TIP are included in the Regional TIP, which is assembled by the Puget Sound Regional Council for King, Kitsap, Pierce, and Snohomish Counties. The Regional TIPs from around the State are then combined to form the State TIP, which is approved by the Governor and then submitted to the Federal Highway Administration and Federal Transit Authority for their review and approval.

## **8. Emerging Project Support**

Throughout the year, new information may arise affecting the need for potential or re-prioritized projects and staff address these. As this plan is being finalized, some emerging issues are under discussion:

### **Connectivity Study**

As part of the TMP update, the City is conducting a study to help identify ways to promote connectivity, especially in the four candidate countywide centers, and other high-density and/or business districts. The study will examine elements such as "ideal" block lengths and opportunities for new roadway and other connections as well as supporting policy. This study will likely result in the identification of other potential projects that may be added to future TIPs.

Unopened right-of-way that could be converted to possible pedestrian and bicycle connections continue to be considered and project ideas will be developed over time.

The City also has an opportunity on the west side of I-5 in the 145th Street Station Subarea (now designated as a candidate countywide center and newly named the 148th St Station Area) for a comparable public space to the 3rd Ave Connector (Project #19 in this TIP) that would provide a midblock connection from 145th to 148th and the future 148th Bridge. With development in this area currently underway, and the window for finalizing circulation narrows, this is another public space that is actively being considered that will likely evolve over this year.

### **Shared-Use Mobility Hubs**

In order to make connections to the transit system with transportation options, the City began identifying possible locations where shared-use mobility hubs could help satisfy this need. Shared-use mobility hubs are places of connectivity where different modes of transportation come together seamlessly and can be easily accessed. The TE proposes 17 potential shared-use mobility hubs in the City. In early 2024, the City will be conducting a Shared-Use Mobility Hub Feasibility Study to identifying hubs most suitable for near-term implementation. Once identified, recommendations for the design of one or more sites and associated cost estimates will be developed and included in the next TIP update.

### **Sound Transit (ST) Non-motorized Access Improvements to support Stride BRT (Bus Rapid Transit)**

As part of the voter-approved Sound Transit 3 (ST3) Plan, the SR 522/NE 145th Bus Rapid Transit project (one of three ST "Stride" BRT lines) will provide service from north Lake Washington communities to the new Shoreline South/148th light rail station, with buses running as often as every 10 minutes. Service is expected to become operational in 2026. There will be 12 stations across four cities, including two stations in Shoreline on NE 145th Street at 15th Avenue NE and at 30th Avenue NE. As a component of this program, ST has allocated a total of \$5M dollars for non-motorized access improvements to be allocated across the four cities. Shoreline has requested use of a portion of these funds to provide pedestrian and bike improvements on 28th Ave NE and 30th Ave NE, from 145th Street (adjacent to the Stride station) north to the first connecting east/west street. This request is under review by ST. If ST grants funds for these improvements, they will likely be constructed in 2026 or 2027.

### **Bike/Scooter Parking**

The TMP update is concurrently completing a study to identify where bicycle and micromobility parking (shared-use scooters, e-bikes, etc.) is needed throughout the City (in addition to shared-use hubs). The City will identify best practices to accommodate these modes, improve safety and equity, and achieve climate goals. Sections of the Shoreline Municipal Code and Engineering Development Manual will be updated to remove outdated codes and standards. There is the possibility of future City led projects toward this effort that may or may not be a part of a future TIP.

**Electric Vehicle (EV) Infrastructure**

The State is taking a strong stance on switching from fossil-fueled vehicles to electric vehicles to address climate impacts. Although the City has not formalized a plan to date, the need for EV infrastructure will likely be developing over the next several years. The City may wish to position itself for grant funding that is and may become available. Although EV charging stations may be a component of certain mobility hubs, the City will likely need to develop and promote installation of charging facilities in other places throughout the City. Efforts will likely be interdepartmental for any initial analysis, but projects will likely be identified in the latter half of 2023 or 2024 and will be included in future TIPs.

**9. Preservation of Railroad Right-of-Way**

RCW 35.77.010(3) requires that the TIP address the preservation of railroad right-of-way in the event that a railroad ceases to operate. The Burlington Northern Santa Fe (BNSF) Railway maintains tracks that abut and are roughly parallel to the entire Puget Sound shoreline within the City limits. This corridor provides both freight movement (the region's primary connection to the north) and intercity passenger rail (Amtrak and Sound Transit's Sounder). Given the extensive use of this corridor, it is unlikely that operations would cease in the near future. However, if operations were to cease, the City would seek to preserve the corridor for future use as a non-motorized trail given its location on the Puget Sound shoreline and potential connection to City parks along this line.

**Contact Information**

For additional information, contact Nytasha Walters, Transportation Services Manager, (206) 801-2481 or [nwalters@shorelinewa.gov](mailto:nwalters@shorelinewa.gov).

The following is a list of projects included in the 2024-2029 TIP. A description of each project can be found in the following pages.

**PROGRAMS & PLANS** *(considered partially funded as more work could always be completed with additional revenue)*

1. Sidewalk Rehabilitation Program (Repair & Maintenance)
2. New Sidewalk Plan (New Sidewalk Construction)
3. Traffic Safety Improvements
4. Road Surface Maintenance Program
5. Traffic Signal Rehabilitation Program

**FUNDED PROJECTS** *(noted if only partially funded)*

6. 145th Street (SR 523) Corridor Improvements, Aurora Ave N to I-5 *(partially)*
7. SR 523 (N/NE 145th Street) & I-5 Interchange Improvements
8. 148th Street Non-Motorized Bridge
9. Trail Along the Rail *(partially)*
10. Greenwood Ave N /Innis Arden/ N 160th St Intersection Improvements
11. N/NE 175th Street Corridor Improvements (Stone Ave to I-5) *(partially)*
12. Light Rail Access Improvements: 1st Ave NE (145th to 155th)
13. Meridian Avenue N (N 175th Street to N 200th Street)
14. NE 200th Street (25th Ave NE to 30th Ave NE) New Sidewalk

**UNFUNDED PROJECTS**

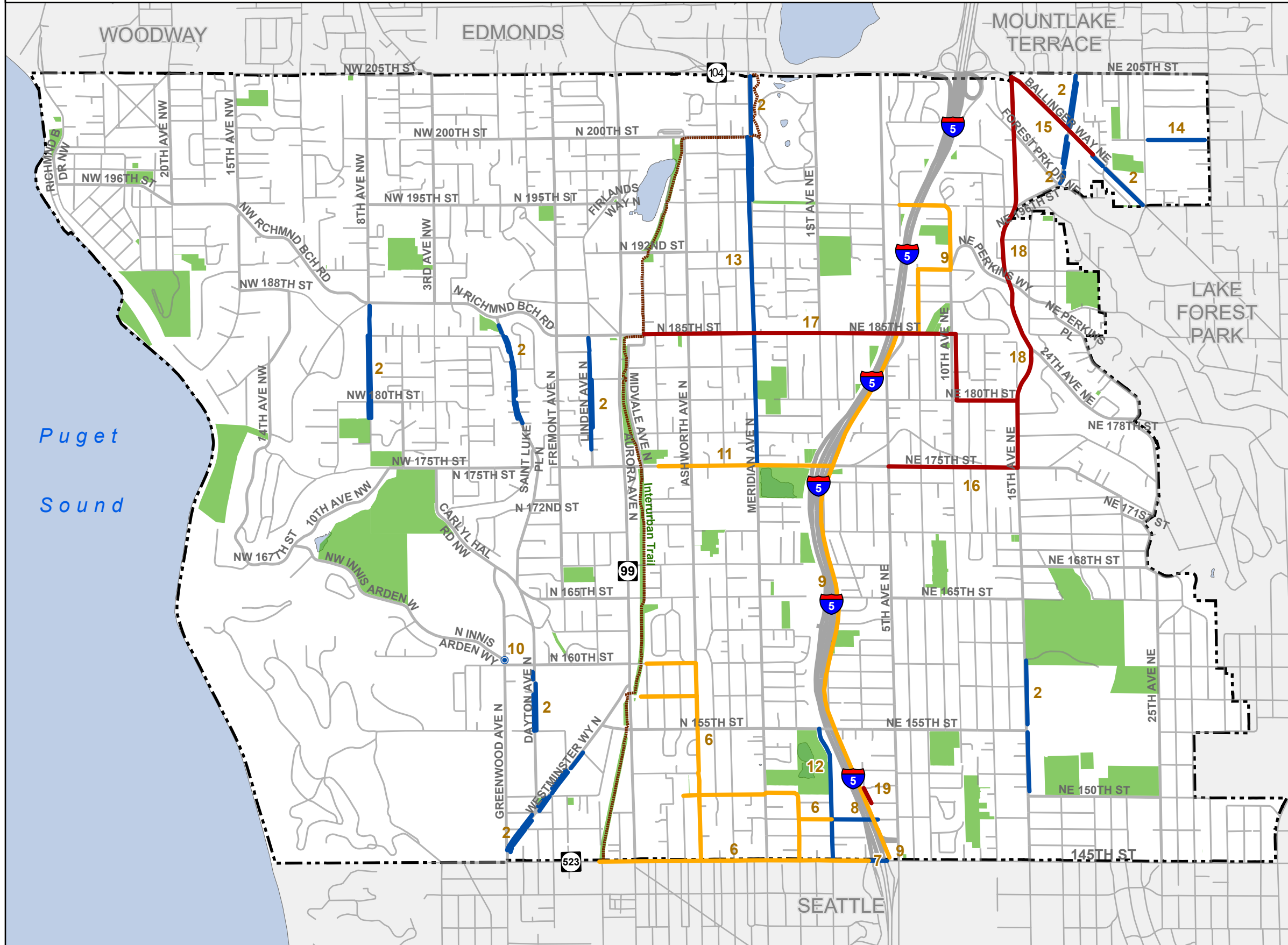
15. Ballinger Way - NE 205th St to 25th Ave NE Access Control (Preliminary Design)
16. 175th Street (5th Ave NE to 15th Ave NE) - Preliminary Design
17. N/NE 185th Street Corridor Improvements
18. 15th Avenue NE (NE 175th Street to NE 205th Street)
19. 3rd Ave NE Connectors
20. Eastside Off-Corridor Bike Network (Pre-Design Study)



**PROJECTS SCHEDULED FOR SUBSTANTIAL COMPLETION IN 2023**

<b>PROJECT NAME</b>	<b>PROJECT DESCRIPTION</b>	<b>COST (estimate)</b>	<b>FUNDING SOURCES</b>
Meridian Avenue N (N 155 <sup>th</sup> Street to N 175 <sup>th</sup> Street)	The project enhances safety at pedestrian crossings, adds bicycle lanes, and modifies lane configuration. Safety improvements include pedestrian refuge island, RRFBs, restriping for bike lane in each direction, and new left turn pockets.	\$1,190,000	The project is funded by a Federal Highway Safety Improvements Program (HSIP) Grant (\$1,139,000) and the City's Roads Capital fund.
Midblock Crossing and Citywide Rectangular Rapid Flashing Beacons and Radar Signs	This project: <ul style="list-style-type: none"> <li>• Adds a midblock crossing on NW Richmond Beach Rd between 8th Ave NW and 3rd Ave NW including refuge island, RRFB, improved lighting and ADA improvements.</li> <li>• Installs pedestrian-activated RRFBs on Meridian Ave at 150th, 180th, and 192nd Streets; NW Richmond Beach Rd/12th Ave NW; N 200th St/Ashworth Ave; N 185th St/Ashworth Ave; 1st Ave NE/N 195th St; 5th Ave NE/N 195th St; and 15th Ave NE/NE 148th St.</li> <li>• Installs radar speed feedback signs on 155th St west of Densmore Ave; Perkins Way west of 11th Ave NE; 15th Ave NE south of 196th St.</li> </ul>	\$1,521,397	This project is funded through local Roads Capital funds and a federal Highway Safety Improvement Program (HSIP) grant (\$1,473,490).

# Transportation Improvement Plan 2024 to 2029



### Individual Project Locations

#### Partially Funded Citywide Programs

1. Sidewalk Rehabilitation Program (not mapped)
2. New Sidewalk Plan – New Construction (9 of 12 initial projects remain)
3. Traffic Safety Improvements (not mapped)
4. Road Surface Maintenance Program (not mapped)
5. Traffic Signal Rehabilitation Program (not mapped)

#### Funded Projects (noted if only partially funded)

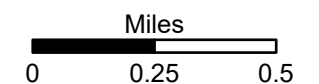
6. I-45th St (SR 523) Corridor Improvements (Aurora to I-5) (partially)
7. SR 523 (N/NE 145th Street) and I-5 Interchange Improvements
8. I-48th Street Non-Motorized Bridge
9. Trail along the Rail (partially)
10. Greenwood/Innis Arden/I-60th Intersection Improvements
11. N/NE 175th St - Corridor Improvements (Stone Ave to I-5) (partially)
12. Light Rail Access Improvements: 1st Ave NE (145th to 155th)
13. Meridian Ave N (N 175th St - N 200th St)
14. NE 200th St (25th Ave NE to 30th Ave NE) New Sidewalk

#### Unfunded Projects

15. Ballinger Way - NE 205th St to 25th Ave NE Access Control (Preliminary Design)
16. NE 175th St (5th Ave NE to 15th Ave NE)
17. N/NE 185th St - Corridor Improvements
18. 15th Avenue NE (NE 175th Street to NE 205th Street)
19. 3rd Ave NE Connectors
20. Eastside Off-Corridor Bike Network (not mapped)

### Funding Status

- — Funded
- Partial
- Unfunded
- - - Interurban Trail
- Park



This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

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

## Project # and Name

### 1. Sidewalk Rehabilitation Program (Repair & Maintenance)

## Scope / Narrative

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

In 2017-2018, the City completed an assessment and inventory of all sidewalk facilities and developed a draft Transition Plan ([www.shorelinewa.gov/home/showdocument?id=45538](http://www.shorelinewa.gov/home/showdocument?id=45538)) focused on facilities in the right-of-way such as curb/gutter, curb ramps, and sidewalks. Prioritization and preliminary schedules were also included in the report. Under the Sidewalk Rehabilitation program, the City will identify priority projects to be completed within the next 6 years and moving forward with those improvements as funding allows.

Initial Work, Year 1: Sidewalks that can be ground to improve vertical discontinuity and coordination with existing projects. This approach was selected because larger projects require longer lead times for design.

Following 5 Years: Focus on removing barriers.

As the sum to complete all ADA upgrades and provide maintenance is very high, this will be an annual, ongoing program.

## Funding

FUNDING SOURCE	CURRENT FUNDING FORECAST						2024-2029 Total
	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2029 Estimate	
Transportation Benefit Dist.	\$ 521,600	\$ 521,200	\$ 521,000	\$ 520,700	\$ 520,600	\$ 520,200	\$ 3,125,300
General Fund							\$ -
<b>TOTAL 2024-2029</b>	\$ 521,600	\$ 521,200	\$ 521,000	\$ 520,700	\$ 520,600	\$ 520,200	\$ 3,125,300

## Project Status / Funding Outlook

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

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 City ADA standards is in excess of \$191 million (2018 dollars).

## Purpose / Goals to be Achieved

The Sidewalk Rehabilitation Program supports the process to eliminate barriers to users found in public facilities (specifically the facilities of sidewalk, curb, and gutter) addressing Title II compliance.

This program helps to implement **2022-2024 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

## Project # and Name

### 2. New Sidewalk Plan (New Sidewalk Construction)

## Scope / Narrative

The City Council approved the 2018 Sidewalk Prioritization Plan on June 4, 2018. The Plan identified a continuous, citywide sidewalk network and prioritizes the construction of sidewalk segments throughout the City.

At the November 2018 general election, Shoreline voters approved the issuance of bonds supported by Transportation Benefit District 0.2% Sales Tax collected over a 20-year period. The ballot measure identified 12 initial projects to be completed, based on the 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 12 initial projects are listed below with estimated year of completion (this could change based on unforeseen opportunities):

1. 1st Ave NE (NE 192nd ST to NE 195th ST) - **2021** *(completed)*
2. 5th Ave NE (from NE 175th ST to NE 185th ST) - **2022** \*\* *(completed)*
3. 20th Ave NW (from Saltwater Park entrance to NW 195th ST) - **2023**
4. Westminster Way N (from N 145th ST to N 153rd ST) - **2024**
5. 19th Ave NE (from NE 196th ST to NE 205th ST) - **2024**
6. Ballinger Way NE (19th Ave NE to 25th Ave NE) - **2024** \*
7. Dayton Ave N (from N 178th ST to N Richmond Beach RD) - **2025** \*\*
8. Linden Ave N (from N 175th ST to N 185th ST) - **2025**
9. Meridian Ave N (from N 194th ST to N 205th ST) - **2026** \*
10. 8th Ave NW (from north side of Sunset Park to Richmond Beach RD NW) - **2026**
11. Dayton Ave N (from N 155th ST to N 160th ST) - **2027** \*
12. 15th Ave NE (from NE 150th ST to NE 160th ST) - **2028**

\* *Puts sidewalk on second side (bus route)*

\*\* *Two sides of the street (bus route)*

The City will continue to seek funding opportunities to construct other segments identified in the Sidewalk Prioritization Plan. New sidewalks will also be constructed as the result of private development.

The project webpage provides information on current and completed projects:

[shorelinewa.gov/sidewalks](http://shorelinewa.gov/sidewalks)

## Funding

FUNDING SOURCE	CURRENT FUNDING FORECAST (annual amounts are estimates)						2024-2029 Total
	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2029 Estimate	
Bond Issued	\$ 11,400,000	\$ 8,700,000	\$ 4,100,000	\$ 4,400,000	\$ 6,400,000	\$ -	\$ 35,000,000

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### Project Status / 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.

It is expected approximately \$5,800,000 will have been spent on the program through 2023 (construction, design, etc.); debt interest paid is expected to be approximately \$1,584,621 through 2023.

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.

### Purpose / Goals to be Achieved

Projects under the New Sidewalk Plan were reviewed and ranked utilizing criteria for Safety, Equity, Proximity, and Connectivity. This process was one of the tools used to rank and select initial projects in this program. These projects are a first step in ultimately constructing a complete sidewalk network in the City.

This program helps to implement **2022-2024 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

## Project # and Name

### 3. Traffic Safety Improvements

## Scope / Narrative

This program implements low-cost transportation safety efforts, aligned with the systemic and location-based priorities identified by the Annual Traffic Report. Projects may include infrastructure improvements (i.e. crosswalk enhancements, signs, delineation, traffic calming devices, intersection control changes, lighting), operational changes (i.e. signal phase or timing changes, speed limit studies and revisions), or education and outreach based efforts (i.e. community traffic safety signs, radar speed feedback sign).

## Funding

FUNDING SOURCE	CURRENT FUNDING FORECAST						2024-2029 Total
	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2029 Estimate	
Roads Capital	\$ 185,334	\$ 194,601	\$ 200,439	\$ 200,439	\$ 200,439	\$ 200,439	\$ <b>1,181,691</b>

## Project Status / Funding Outlook

This program is currently underfunded. Additional improvements that could be implemented with supplemental funding include street lighting and larger-scale projects identified by the Annual Traffic Report.

## Purpose / Goals to be Achieved

The Traffic Safety Improvements program maintains a modest annual budget to address small improvements as needed throughout the City.

This annual program helps to implement **2022-2024 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

## Project # and Name

### 4. Road Surface Maintenance Program

## Scope / Narrative

This is an annual program that is designed to maintain the City's roadway network in good condition over the long term, within the limits of the funding provided by the Roads Capital Fund, federal and state grants, and other funding approved by the City Council. Road condition is expressed as Pavement Condition Index (PCI), which is reassessed City-wide on a 5-year cycle. In 2015 and 2021 respectively, the PCI of all Shoreline streets averaged 82 and 80 on a 100-point scale. For comparison, highway departments nationwide consider a system-wide average PCI of 75 as "very good". Each street's condition is tracked using a Pavement Management software system, with the goal of maintaining the street's structural condition and ride quality without the necessity of full reconstruction.

Historically, this program has employed a combination of asphalt concrete overlays and Bituminous Surface Treatment (sometimes called chip-seal) to maintain arterial and residential streets; both are designed to extend typical pavement life between 10 and 15 years. Each year, the City uses the Pavement Management system to select streets for preventive maintenance. As part of the program, the City renews pavement markings, channelization, signing, and incorporates Complete Street elements.

## Funding

FUNDING SOURCE	CURRENT FUNDING FORECAST						2024-2029 Total
	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2029 Estimate	
Roads Capital	\$ 530,000	\$ 530,000	\$ 530,000	\$ 530,000	\$ 530,000	\$ 530,000	\$ 3,180,000
Vehicle License Fee	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 4,980,000
<b>TOTAL 2024-2029</b>	<b>\$ 1,360,000</b>	<b>\$ 1,360,000</b>	<b>\$ 1,360,000</b>	<b>\$ 1,360,000</b>	<b>\$ 1,360,000</b>	<b>\$ 1,360,000</b>	<b>\$ 8,160,000</b>

## Project Status / Funding Outlook

In 2009, the City Council approved a \$20 Vehicle License Fee (VLF) to fund this program and subsequently added additional annual funding from the Roads Capital Fund.

## Purpose / Goals to be Achieved

The Road Surface Maintenance Program has a modest budget to keep the City's roadways in a state of good repair, applying treatments to extend the life of these facilities.

This annual program project helps to implement **2022-2024 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.



## Project # and Name

### 5. Traffic Signal Rehabilitation Program

## Scope / Narrative

The maintenance of safe and efficient traffic signals is an important part of the City's responsibility to all users of the transportation network including drivers, transit providers, pedestrians, and bicyclists. New traffic signal technology provides superior functionality compared to older, obsolete equipment. Intersection improvements are one of the most cost effective ways to improve traffic flow while effective maintenance and operation of traffic signals can increase safety and extend the life of the signal, decreasing overall program costs. Examples of signalized intersection improvements include, but are not limited to:

- New controllers which can accommodate transit signal priority, dynamic emergency vehicle preemption, and coordination of traffic signals along a corridor for increased efficiency.
- Functional detection to ensure signals operate dynamically, based on actual user demand.
- Back up battery systems to keep signals operational during power outages.
- Communication to a central system for efficient signal timing changes, troubleshooting, and reporting.
- Accessible Pedestrian Signals and countdown signal heads for improved safety and ADA compliance.

The ability to keep traffic signals operating and vehicles moving is a key part of Shoreline's Emergency Management Plan.

Intelligent Transportation Systems (ITS) is the application of advanced information and communications technology to transportation. ITS helps roadway users make more informed decisions about travel routes thereby improving efficiency, safety, productivity, travel time and reliability. Elements of an ITS system can include variable message signs, license plate or bluetooth/wi-fi readers, real-time traffic flow maps, traffic monitoring cameras, and communication between traffic signals and a Traffic Management Center (TMC). Existing City ITS components include fiber optic lines, traffic monitoring cameras, and a central signal system for signals along Aurora. The City began operation of a TMC in 2013 to help manage these systems which may be expanded or modified as the City's ITS system grows. This project will fully integrate all City signals, with ITS improvements where appropriate, including traffic monitoring cameras. Future expansions of the system may include coordination with traffic signals in Seattle, cities to the north, and those operated by WSDOT.

## Funding

FUNDING SOURCE	CURRENT FUNDING FORECAST						2024-2029 Total
	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2029 Estimate	
Roads Capital	\$ 148,647	\$ 153,107	\$ 157,700	\$ 157,700	\$ 157,700	\$ 157,700	\$ 932,554

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## Project Status / Funding Outlook

This program is currently underfunded. The original goal and associated funding established for this program was to rebuild 2 signal systems annually. Using a standard design and contracting process, signal system rebuild costs can range from \$400,000 - \$1,200,000. With current program funds, this allows for approximately one signalized location to be rebuilt every 3-8 years, which puts the rehabilitation cycle significantly behind schedule.

The ITS portion of the project is currently unfunded. Out of 46 total signalized intersections, 30 do not have established communication to the Traffic Management Center. The cost to establish communication to all signals is not known at this time, however is estimated at well over \$1,000,000 for standard fiber communication.

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

## Purpose / Goals to be Achieved

The Traffic Signal Rehabilitation Program aims to keep the City's traffic signal system in a state of good repair with current technology. This benefits all users of the City's transportation network.

This annual program helps to implement **2022-2024 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

**FUNDED PROJECTS**  
***(FULLY OR PARTIALLY)***

## Project # and Name

### 6. 145th Street (SR 523) Corridor Improvements, Aurora Ave N to I-5

## Scope / Narrative

This project is part of the implementation of the 145th Street Multimodal Corridor Study. The project will make improvements to signalized intersections between I-5 and Aurora Ave N in order to improve transit service, general purpose traffic, and pedestrian crossings. The project will also improve pedestrian facilities along its full length of the north side of the street. Bike facilities will be provided through construction of an Off-Corridor Bike Network between the Interurban Trail to the west and 1st Ave N to the east with connections to City of Seattle's planned Off-Corridor south of 145th.

The Design Phase for this project is fully funded through STP grants, Connecting Washington Funds, and the City's Roads Capital Fund. Given the highly competitive and limited availability of funding to complete the Right-of-Way (ROW) and Construction (CN) phases of this corridor, the City is planning to purchase ROW and construct the corridor in phases as shown below. The City is currently working towards completing design, ROW, and CN for Phase 1 (I-5 to Corliss segment of the project) by 2024. Phase 1 is fully funded.

Through the State Legislature, the City received \$25M toward implementation of the 145th Street Multimodal Corridor Project. The majority of these dollars will be used for the Interchange Project and Phase 1 of this Corridor Project with the balance being forwarded to Phase 2. The City is pursuing multiple potential funding sources to support additional ROW and CN for Phases 2 and 3 of the project.

#### **The project construction schedule will be phased in 3 parts:**

Phase 1: I-5 to Corliss (2020 to 2023 Design; 2021 to 2022 ROW; 2023 to 2024 CN)

Phase 2: Corliss to Wallingford (2023-2024 Design; 2025-2026 ROW; beyond 2027 CN)

Phase 3: Wallingford to Aurora (2026 Design; 2027-2028 ROW; beyond 2028 CN)

The Off-Corridor Bike Network, that will provide bicycle facilities for this project on adjacent streets, may be constructed in tandem with one of the phases or as a separate construction project.

*Continued on next page*

<b>Funding</b>							
	<b>PARTIALLY FUNDED</b>			<b>UNFUNDED</b>			
<b>FUNDING SOURCE</b>	<b>2024 Estimate</b>	<b>2025 Estimate</b>	<b>2026 Estimate</b>	<b>2027 Estimate</b>	<b>2028 Estimate</b>	<b>2029 Estimate</b>	<b>2024-2029 Total</b>
PH1-Ph 3 Design <b>Connecting WA</b>	\$ 853,600		\$ 1,174,000				\$ 2,027,600
PH1 Construction <b>Connecting WA and Road Capital</b>	\$ 2,817,300						\$ 2,817,300
PH1 Construction <b>STP/CMAQ</b>	\$ 2,538,600						\$ 2,538,600
PH1 Construction <b>TIB (State)</b>	\$ 3,387,800						\$ 3,387,800
Off-Corridor Bike Network <b>TBD</b>	\$ 856,100						\$ 856,100
PH2 ROW <b>TBD</b>		\$ 3,400,200	\$ 3,400,200				\$ 6,800,400
PH2 Construction <b>TBD</b>			\$ 4,000,000	\$ 7,353,400			\$ 11,353,400
PH3 ROW <b>TBD</b>				\$ 3,413,200	\$ 3,413,200		\$ 6,826,400
PH3 Construction <b>TBD</b>						\$ 7,998,800	\$ 7,998,800
<b>TOTAL 2024-2029</b>	\$ 10,453,400	\$ 3,400,200	\$ 8,574,200	\$ 10,766,600	\$ 3,413,200	\$ 7,998,800	<b>\$ 44,606,400</b>
				<i>Outer Year Funding (Beyond 2029):</i>			\$0
				<i>Prior Cost through 2023:</i>			\$25,747,200
				<b>Total Project Cost:</b>			<b>\$70,353,600</b>
				<i>Unfunded Portion / Future Funding Need:</i>			\$23,892,200

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## Project Status / Funding Outlook

The 145th Corridor project is separated into three phases to make each phase meaningful, logical, and fundable. Secured funding to complete the Design for all phases of this corridor is shared by a federal STP grant, Connecting Washington Funds, and local Roads Capital funds.

Phase 1 of the 145th Corridor Project is fully funded and will be under construction in 2023/2024. Phase 1 is funded through local Roads Capital funds, federal STP/CMAQ funds, State TIB, and Connecting Washington Funds. Other phases have yet to secure complete funding; \$5.48 million in STP funding is currently pending for Phase 2 ROW on the PSRC project contingency list.

Total project cost to implement the 145th Corridor Project from I-5 to the Interurban Trail is estimated at approximately \$70.4 million.

## Purpose / Goals to be Achieved

The 145th Street Corridor project will install multimodal improvements addressing light rail station access and TOD in the high-density rezone near the Shoreline South/148th Station. Through interjurisdictional coordination, this project will improve safety, efficiency, and provide connectivity.

This project helps to implement **2022-2024 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3**: Continue preparation for regional mass transit in Shoreline.

## Project # and Name

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

## Scope / Narrative

The City of Shoreline is currently completing design of the 145th Street/I-5 Interchange. The City's initial improvement concept, as included in the City's Preferred Design Concept report, proposed a new I-5 northbound on-ramp, revised 145th bridge deck channelization, and a new pedestrian bridge adjacent to the existing bridge deck.

In 2019, the City revised the concept to include two multi-lane roundabouts to replace the two existing signalized interchange intersections. Traffic modeling of the roundabouts demonstrated better performance for transit and general-purpose traffic than the initial improvement concept, and at a lower cost.

## Funding

FUNDED							
FUNDING SOURCE	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2029 Estimate	2024-2029 Total
Roads Capital Fund	\$ 127,200	\$ 100,000					\$ 227,200
STP Design							\$ -
STP Construction	\$ 2,788,000	\$ 1,394,000					\$ 4,182,000
Sound Transit Contribution	\$ 3,500,000	\$ 1,100,000					\$ 4,600,000
WSDOT Regional Mob.	\$ 4,250,000						\$ 4,250,000
TIB ROW & CN	\$ 4,500,000	\$ 500,000					\$ 5,000,000
<b>TOTAL 2024-2029</b>	<b>\$ 15,165,200</b>	<b>\$ 3,094,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 18,259,200</b>
<i>Outer Year Funding (Beyond 2029):</i>							\$0
<i>Prior Cost through 2023:</i>							\$15,729,775
<b>Total Project Cost:</b>							<b>\$33,988,975</b>
<i>Unfunded Portion / Future Funding Need:</i>							\$0

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**Project Status / Funding Outlook**

Advertising for construction bids is scheduled for mid 2023. This project is fully funded through federal, state, and local dollars.

**Purpose / Goals to be Achieved**

The 145th Street/I-5 Interchange project is the product of multiple studies, partnerships, and years of interjurisdictional coordination. Project improvements address the City's priorities for Safety, Equity, Multimodality, Connectivity, Climate Resiliency, and Community Vibrancy.

This project helps to implement **2022-2024 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3**: Continue preparation for regional mass transit in Shoreline.



**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/148th Station to be located on the eastside of I-5. In order to construct east side landing and bridge piers prior to light rail running in 2024 (construction costs would rise significantly) the project was phased for delivery:

Phase 1: East Bridge Landing

Phase 2: Bridge Span, West Bridge Landing, Shared-Use Path Connection to 1st Ave NE

**Funding**

FUNDING SOURCE	FULLY FUNDED						2024-2029 Total
	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2029 Estimate	
<b>Final Design &amp; Permitting</b> Sound Transit (ST) and STP funds							\$ -
<b>Construction (Ph 1)</b> ST & King County	\$ 4,000,000						\$ 4,000,000
<b>Construction (Ph 1)</b> State Legislature	\$ 1,847,645						\$ 1,847,645
<b>ROW (Ph 2)</b> Federal TAP							\$ -
<b>ROW (Ph 2)</b> Grants Match Fund							\$ -
<b>Construction (Ph 2)</b> State Legislature	\$ 1,000,000	\$ 4,152,355					\$ 5,152,355
<b>Construction (Ph 2)</b> STP Funds	\$ 5,440,000						\$ 5,440,000
<b>Construction (Ph 2)</b> Federal Earmark		\$ 4,000,000					\$ 4,000,000
<b>Construction (Ph 2)</b> Local Funding	\$ 117,367	\$ 9,109,470					\$ 9,226,837
<b>TOTAL 2024-2029</b>	<b>\$ 12,405,012</b>	<b>\$ 17,261,825</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 29,666,837</b>
						<i>Outer Year Funding (Beyond 2029):</i>	\$0
						<i>Prior Cost through 2023:</i>	\$10,933,163
						<b>Total Project Cost:</b>	<b>\$40,600,000</b>
						<i>Unfunded Portion / Future Funding Need:</i>	\$0

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## Project Status / Funding Outlook

The total cost for this project is estimated to be approximately \$40 million. The City successfully obtained funds from the US DOT Surface Transportation Program (STP) for design. The project is divided into two phases in order to complete eastside construction prior to light rail becoming operational (this will save significant costs). Phase 1 (east side landing) is at 100% design and goes out to bid in 2023. Phase 2 is at 90% design and currently scheduled to go to construction in 2024.

The project received \$2.5 million in a TAP (Transportation Alternative Program) federal grant for ROW for Phase 2 (there was no right-of-way acquisition for Phase 1). Roads Capital funding is secured to match this grant and cover the balance of acquisition costs to complete the ROW acquisition for Phase 2 in 2023.

The current State transportation budget includes \$7 million for this project with about \$2 million to be used in Phase 1 (eastside landing) construction and the remainder in Phase 2 (bridge superstructure, west side landing, and shared-path to 1st Ave NE). Phase 1 of this project is completely funded with local funds utilizing State, Sound Transit System Access funds, and King County property tax levy (passed in August 2019). Phase 1 construction goes out to bid in 2023. In addition to the State funding, Phase 2 construction has secured \$4 million in federal earmarks and was awarded \$5.44 million in federal FHWA/STP funding.

The project team is currently pursuing a federal RAISE grant that will combine remaining phases of the 145th Corridor project with this bridge project. If unsuccessful with this endeavor, the entire balance to complete construction would come from some combination of General Fund, Real Estate Excise Tax, and/or other collected over the next several years (estimated to be approximately \$9 million).

## Purpose / Goals to be Achieved

The 148th Street Non-Motorized Bridge project was identified in both the 145th Street Station Subarea Plan and the 145th Street Multimodal Corridor Study. This pedestrian/bicycle bridge will connect a growing high-density transit-oriented community around the Shoreline South/148th Station, and provide west side communities one of the few crossings of I-5 with direct station access to the regional transit system.

This project helps to implement **2021-2023 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3**: Continue preparation for regional mass transit in Shoreline.

## Project # and Name

### 9. Trail Along the Rail

## Scope / Narrative

This project will provide an approximately 2.5 mile multi-use trail that roughly parallels the Lynnwood Link Light Rail guideway from Shoreline South/148th Station through the Shoreline North/ 185th Station and to the 195th Street Pedestrian Overcrossing. Portions of the Trail Along the Rail will be built by Sound Transit and steps have been taken working with Sound Transit light rail design to ensure that the ability to complete the Trail Along the Rail in the future is not precluded. In order to be more competitive for funding and to better utilize development partnership opportunities, the project is anticipated to be constructed in segments as follows (these could vary depending on opportunity):

Phase 1: Shoreline North/185th Station to the NE 195th St Pedestrian Overcrossing

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

Phase 3: N 155th St to NE 175th St (wall and rough grading completed in Ridgecrest Park in 2021)

Phase 4: NE 175th to NE 185th St (interim on-street route completed in 2023). A permanent trail alignment for this phase is well in the future due to property and topographical challenges.

## Funding

FUNDING SOURCE	UNFUNDED						2024-2029 Total
	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2029 Estimate	
Phase 1							\$ -
Phase 2							\$ -
Phase 3							\$ -
Phase 4							\$ -
<b>TOTAL 2024-2029</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Outer Year Funding (Beyond 2029):</i>							\$9,030,000
<i>Prior Cost through 2023:</i>							\$840,000
<b>Total Project Cost:</b>							<b>\$9,870,000</b>
<i>Unfunded Portion / Future Funding Need:</i>							\$9,030,000

Continued on next page

## Project Status / Funding Outlook

The Trail Along the Rail remains in the TIP despite no current funding as staff will continue to look for opportunities to fund sections of this trail. The City currently has several high profile projects competing for funding. There are certain funding sources for non-motorized projects.

As part of the Lynnwood Link Extension light rail agreement with the City, Sound Transit is constructing 20 non-contiguous blocks of the trail.

A wall and rough grading for the trail along the western edge of Ridgecrest Park has also been completed by ST LLE project through a betterment agreement. This early work was necessary to complete in coordination with ST. Finished grading, paving, striping, and signage is still required to complete this section of the trail along the edge of Ridgecrest Park.

The total cost for this project is estimated to be just under \$10 million. Outstanding costs have been increased 5% from estimate developed for the 2022-2027 TIP. The current CIP has no budget for any of the phases; rather budget for additional phase work is included in the Outer Year Funding line item. City staff are looking for grant sources to implement design, environmental, and construction of the various phases. To date, applications for small sections have been unsuccessful.

## Purpose / Goals to be Achieved

When it was confirmed that two light rail stations were coming to the City of Shoreline, the opportunity to work with Sound Transit to preserve the vision for a trail paralleling the light rail alignment was developed. As the full vision is viewed as a long-term realization, the City will look for non-motorized funding opportunities to construct phases over time. The City has made investments to date on this project; keeping this project highlighted in this document demonstrates the City's intent and desire to secure funding. The project will eventually provide infrastructure for recreation and commuting. The project will connect neighborhoods and two light rail stations providing a safe space for pedestrians and bicyclists.

This project is supportive of the multimodality, connectivity, and climate resiliency goals in the Transportation Element of the Comprehensive Plan.

This project helps to support **2022-2024 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3:** Continue preparation for regional mass transit in Shoreline.

**Project # and Name**  
**10. Greenwood Ave N /Innis Arden/ N 160th St Intersection Improvements**

**Scope / Narrative**  
 Acquire right-of-way and design and construct a roundabout intersection at Greenwood Ave. N, N 160th St. and N Innis Arden Way, adjacent to Shoreline Community College campus. To meet the City's concurrency standard the intersection improvements must be complete by September 2025.

<b>Funding</b>							
	<b>FUNDED</b>						
<b>FUNDING SOURCE</b>	<b>2024 Estimate</b>	<b>2025 Estimate</b>	<b>2026 Estimate</b>	<b>2027 Estimate</b>	<b>2028 Estimate</b>	<b>2029 Estimate</b>	<b>2024-2029 Total</b>
Shoreline Community College	\$1,884,000						\$ 1,884,000
						<i>Outer Year Funding (Beyond 2029):</i>	\$0
						<i>Prior Cost through 2023:</i>	\$200,000
						<b>Total Project Cost:</b>	<b>\$2,084,000</b>
						<i>Unfunded Portion / Future Funding Need:</i>	\$0.00

**Project Status / Funding Outlook**  
 The concept design report was completed in October 2019. The City and Shoreline Community College have entered into an agreement to fully fund this project. Shoreline Community College has provided \$2,083,986 to fund this project.

**Purpose / Goals to be Achieved**  
 Shoreline Community College conducted a Traffic Study as part of its permitting process for new student housing they planned to construct. The report indicated the project would result in an unacceptable level of service at the current intersection. The City and college entered into an agreement to make the necessary improvements and the City's preferred alternative of a roundabout will be constructed. Roundabouts slow traffic and have fewer conflict points while keeping traffic flowing. Special treatments can be added to further increase pedestrian visibility.  
 This project helps to implement **2022-2024 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

**Project # and Name****11. N/NE 175th Street Corridor Improvements (Stone Ave to I-5)****Scope / Narrative**

175th Street is considered a high priority as it is a primary access route to I-5, has relatively high levels of congestion, substandard sidewalks adjacent to an area with high pedestrian volumes next to elementary schools, a church with sizeable park-and-ride lot, bus stops, and a park. This project improves corridor safety and capacity, providing improvements which will tie in with those recently constructed by the Aurora project.

Improvements include reconstruction of the existing street to provide two traffic lanes in each direction with medians and turn pockets; curb, gutter, and sidewalk with planter strip where feasible; bicycle lanes integrated into the sidewalks; illumination; landscaping; and retaining walls where required. Intersections with high accident rates will be improved as part of this project.

The project is expected to be constructed in multiple phases.

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Funding							
	FUNDED	PARTIALLY FUNDED					
FUNDING SOURCE	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2029 Estimate	2024-2029 Total
Design and Enviro Review - Federal STP							\$ -
Design and Enviro Review - Impact Fees	\$ 150,000						\$ 150,000
Design and Enviro Review - Unfunded				\$ 490,000	\$ 340,000	\$ 40,000	\$ 870,000
ROW - Impact Fees	\$ 1,000,000						\$ 1,000,000
ROW - Unfunded						\$ 1,600,000	\$ 1,600,000
Construction - Impact Fees		\$ 2,087,305	\$ 5,787,137				\$ 7,874,442
Construction - FEMA - Unfunded		\$ 6,261,916	\$ 2,562,084				\$ 8,824,000
Construction - Unfunded							\$ -
1% Arts - Roads Cap		\$ 72,260	\$ 72,260			\$ 642,844	\$ 787,364
<b>TOTAL 2024-2029</b>	<b>\$ 1,150,000</b>	<b>\$ 8,421,481</b>	<b>\$ 8,421,481</b>	<b>\$ 490,000</b>	<b>\$ 340,000</b>	<b>\$ 2,282,844</b>	<b>\$ 21,105,806</b>
				<i>Outer Year Funding (Beyond 2029):</i>			\$ 65,000,000
				<i>Prior Cost through 2023:</i>			\$ 8,528,078
				<b>Total Project Cost:</b>			<b>\$ 94,633,884</b>
				<i>Unfunded Portion / Future Funding Need:</i>			\$ 76,294,000

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## Project Status / Funding Outlook

60% design of the corridor is complete. The project team is working to finalize design for the first phase of construction. The acquisition of right-of-way for phase one is in progress.

The City pursued federal grant funding for design and environmental work through the Surface Transportation Program administered by PSRC in 2014. In February 2016 this project was selected from the PSRC contingency list and fully funded for the design and environmental review phases.

This project is identified in the City's Transportation Master Plan as a growth project that is necessary to accommodate growth and allow the City to maintain adopted level of service standards. Consequently, the City will use Transportation Impact Fees (TIFs) collected from private development for the grant matching funds for this project.

To date, TIF funds have been used to purchase four properties near Stone Avenue that require full acquisition for project improvements. This early purchase was conducted due to rising property costs.

A FEMA grant for \$8.9 million is pending for hazard mitigation adjacent to Ronald Bog. During the design process, it was discovered that the soils in the vicinity of the bog could allow portions of 175th Street to collapse during a seismic event. In order to utilize these funds if awarded, the project team would need to move forward in phasing this project as full funding is not in place. Possible phases may include (but not yet confirmed):

Phase 1: Meridian Avenue to Corliss Avenue

Phase 2: Corliss Avenue to I-5

Phase 3: Stone Avenue to Meridian Avenue

The project team continues to develop phasing. If any funds are awarded, this project will have significant updates in the 2025-2030 TIP.

## Purpose / Goals to be Achieved

The 175th Corridor project has been a City priority for many years. This corridor serves as a community lifeline and truck route, provides one of the few accesses to I-5, serves schools, City Hall, and Fire Headquarters. Multimodal improvements are crucial for safety and livability.

This project helps to implement **2022-2024 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.



## Project # and Name

### 12. Light Rail Access Improvements: 1st Ave NE (145th to 155th)

## Scope / Narrative

This project enhances pedestrian access to the Shoreline South/148th Station (Sound Transit light rail) by constructing sections of sidewalk on 1st Ave NE between NE 145th and NE 155th Streets. Design includes a 10-foot sidewalk with 8-foot neckdowns around significant features. This sidewalk will function as a shared use path from 155th to 148th along the west side of the street. A lane balance will take place shifting the centerline of the roadway to the east to accommodate the new sidewalk in front of the creek. The project assumes design & construction of cement concrete sidewalk and placement of curb and gutter; where possible the project will retain existing sidewalks.

## Funding

FUNDING SOURCE	FUNDED						2024-2029 Total
	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2029 Estimate	
Funded by Sound Transit	\$ 100,000						\$ 100,000
<b>TOTAL 2024-2029</b>	<b>\$ 100,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 100,000</b>
						<i>Outer Year Funding (Beyond 2029):</i>	\$0
						<i>Prior Cost through 2023:</i>	\$1,900,000
						<b>Total Project Cost:</b>	<b>\$2,000,000</b>
						<i>Unfunded Portion / Future Funding Need:</i>	\$0

## Project Status / Funding Outlook

With higher density zoning approved by Council in 2016 near the two light rail stations, this area is experiencing significant redevelopment which is adding sidewalk and amenity zone improvements. The City is utilizing \$2 million in Sound Transit station access funding to fill in gaps along this stretch of roadway. South of 148th Street, a combination of private development and 145th Corridor Phase 1 construction will add the bulk of pedestrian/bicycle facilities. Construction is expected to begin in summer 2023 and reach substantial completion by end of 2023 with possible minor elements to complete in 2024.

## Purpose / Goals to be Achieved

1st Avenue NE will be a key access point to the light rail station connecting to/from the 145th Street corridor, the future 148th Street Non-Motorized Bridge spanning I-5 at approximately 148th Street with direct access to the light rail station, and the City's bicycle network.

This project helps to implement **2022-2024 City Council Goal 1**: Strengthen Shoreline's economic climate and opportunities, **Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3**: Continue preparation for regional mass transit in Shoreline.

**Project # and Name****13. Meridian Avenue N (N 175th Street to N 200th Street)****Scope / Narrative**

This project will design and construct rechannelization improvements on Meridian Ave N from N 175th Street to N 200th Street to accommodate bike lanes, and turn lanes in key locations. This will require removal of some on street parking.

**Funding**

FUNDING SOURCE	FUNDED						2024-2029 Total
	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2029 Estimate	
Funded by federal HSIP grant	\$ 110,000	\$ 515,000					\$ 625,000
<b>TOTAL 2024-2029</b>	<b>\$ 110,000</b>	<b>\$ 515,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 625,000</b>
<i>Outer Year Funding (Beyond 2029):</i>							\$0
<i>Prior Cost through 2023:</i>							\$0
<b>Total Project Cost:</b>							<b>\$625,000</b>
<i>Unfunded Portion / Future Funding Need:</i>							\$625,000

**Project Status / Funding Outlook**

This project is grant funded through the Federal Highway Safety Improvement Program (HSIP).

**Purpose / Goals to be Achieved**

The Transportation Element adopted into the City's Comprehensive Plan (November 2022) indicates that portions of this corridor will need to implement capacity improvements to meet the City's proposed/forecasted standard by 2044.

This program helps to implement **2022-2024** City Council **Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

**Project # and Name**  
**14. NE 200th St (25th Ave NE to 30th Ave NE) New Sidewalk**

**Scope / Narrative**  
 This project constructs new sidewalk on the north side of NE 200th Street serving Cascade K-8 school by filling gaps between 25th Ave NE and 30th Ave NE.

**Funding**

FUNDED							
FUNDING SOURCE	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2029 Estimate	2024-2029 Total
Roads Capital	\$ 667,500						\$ 667,500
<i>Outer Year Funding (Beyond 2029):</i>							\$0
<i>Prior Cost through 2023:</i>							\$222,500
<b>Total Project Cost:</b>							<b>\$890,000</b>
<i>Unfunded Portion / Future Funding Need:</i>							\$0

**Project Status / Funding Outlook**  
 This project is included in the adopted 2023-2024 Biennial Budget. Council approved a one-time contribution from the General Fund to the Roads Capital Fund to fully fund construction of sidewalk on 200th Street serving Cascade K-8 school.

**Purpose / Goals to be Achieved**  
 This program helps to implement 2022-2024 City Council Goal 2: Continue to deliver highly-valued public services through management of the City’s infrastructure and stewardship of the natural environment.

# **UNFUNDED PROJECTS**

## Project # and Name

**15. Ballinger Way - NE 205th St to 25th Ave NE Access Control (Preliminary Design)**

## Scope / Narrative

Access control and pedestrian improvements along this corridor are needed to address vehicle and pedestrian collisions as identified in the City's Annual Traffic Report. Preliminary design to determine the scope of access control and intersection improvements is needed as a first step. Scoping will also identify pedestrian and bicycle safety improvement opportunities, specifically related to midblock crossings. Right-of-way may need to be acquired in order to provide U-turns at signals and/or at access points.

## Funding

UNFUNDED								
FUNDING SOURCE	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2029 Estimate	2024-2029 Total	
Unknown							\$ -	
							<i>Outer Year Funding (Beyond 2029):</i>	\$350,000
							<i>Prior Cost through 2023:</i>	\$0
							<b>Total Project Cost:</b>	<b>\$350,000</b>
							<i>Unfunded Portion / Future Funding Need:</i>	\$350,000

## Project Status / Funding Outlook

This project is competitive for funding from the Citywide Safety Grant administered through WSDOT. Costs indicated on this sheet are for preliminary design/study only. Once the project scope is determined, more accurate complete project costs can be developed.

## Purpose / Goals to be Achieved

Ballinger Way has been on the City's radar for multimodal improvements for many years. Ballinger Way from 19th Ave NE to 25th Ave NE is slated separately as one of the 12 voter approved sidewalk projects.

This project helps to implement **2022-2024 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

**Project # and Name****16. 175th Street (5th Ave NE to 15th Ave NE) - Preliminary Design****Scope / Narrative**

Safety improvements along NE 175th Street between 5th Ave NE and 15th Ave NE are needed to address a high occurrence of collisions, including serious injury and fatality collisions, along this segment of roadway. A reconfiguration of the roadway from 4 lanes to 3 is a proven safety countermeasure which would reduce conflict points allowing safer turns to and from the corridor, and would improve safety for pedestrians by reducing exposure, increasing the distance between moving cars and pedestrians on the sidewalk, and improving sight lines to and from crossing pedestrians. Another alternative may be to replace the existing signal at 10th Ave NE and NE 175th Street with a roundabout, and implement some access control along the corridor, however this would be a significantly higher cost option and would not address pedestrian crossing concerns at 8th Ave NE and 12th Ave NE.

**Funding**

	UNFUNDED						
FUNDING SOURCE	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2029 Estimate	2024-2029 Total
Unknown							\$ -
<b>TOTAL 2024-2029</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Outer Year Funding (Beyond 2029):</i>							\$750,000
<i>Prior Cost through 2023:</i>							\$0
<b>Total Project Cost:</b>							<b>\$750,000</b>
<i>Unfunded Portion / Future Funding Need:</i>							\$750,000

**Project Status / Funding Outlook**

This segment of roadway is competitive for funding from the Citywide Safety Grant administered through WSDOT.

**Purpose / Goals to be Achieved**

This project area has been identified in the City's recent annual Traffic Reports as a priority. A pre-design study will be necessary to identify the appropriate improvements and conduct robust community engagement efforts.

This program helps to implement **2022-2024** City Council **Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

## Project # and Name

### 17. N/NE 185th Street Corridor Improvements

## Scope / Narrative

The 185th Street Multimodal Corridor Strategy (MCS) is a future-focused plan that considers the needs of multiple transportation modes including motorists, pedestrians, bicyclists, and transit operators and riders. The 185th Street Corridor is anchored by the future light rail station on the east side of Interstate 5 (I-5) and composed of three roads: N/NE 185th Street, 10th Avenue NE, and NE 180th Street. For the 185th MCS, the term "185th Street Corridor" is used to succinctly describe the collection of these three streets. The 185th MCS Preferred Option identifies the multi-modal transportation facilities necessary to support projected growth in the 185th Street Station Subarea, a project delivery approach for phased implementation, and a funding strategy for improvements.

Currently, there is no designated CIP funding for improvements to the corridor. 185th Street Corridor improvements will be initially implemented through private development and followed by a series of City capital projects that will reconstruct roadway segments and intersections and fill in gaps in the ped/bike/amenity zones left behind by development.

### **The 185th Street Corridor is divided into five segments:**

**Segment A - 185th Street from Fremont Avenue N to Midvale Avenue N** (doesn't include Aurora intersection): No roadway improvements. Improvements to ped/bike/amenity zones only.

**Segment B - 185th Street from Midvale Avenue N to 5th Avenue NE (west of I-5):** four-lane section (two travel lanes and two Business Access and Transit [BAT] lanes), amenity zones, off-street bike lanes, and sidewalks.

**Segment C - 5th Avenue NE (west of I-5) to 10th Avenue NE:** Sound Transit Lynnwood Link Light Rail Project will be restriping the segment east of 2nd Ave NE to 8th Ave NE into a three-lane section with buffered bike lanes, and construct intersection improvements at 185th St/5th Ave NE (east of I-5) and 185th St/8th Ave NE in time for the Shoreline North/185th Station opening in 2024. The 185th MCS effort has assumed these improvements will remain in place in the near term. Gaps in this segment will be completed over time through the City's capital improvements and/or development frontage improvements.

**Segment D - 10th Ave NE from NE 185th Street to NE 180th Street:** Two-lane section (two travel lanes) with buffered bike lanes, on-street parking (westside only), amenity zones, sidewalks, and additional flex zone on the westside of the street.

**Segment E - NE 180th Street from 10th Avenue NE to 15th Avenue NE:** Two-lane section (two travel lanes) with enhanced bike lanes, amenity zones, and sidewalks.

### **The 185th MCS is anticipated to be implemented (designed and constructed) over the following phases:**

**Near Term (0-5 years)** - The 185th Street & Meridian Avenue intersection improvements may be an initial project considered for the CIP as it may be associated with Traffic Impact Fee funding. If this project becomes included in the CIP, an engineering design phase would be initiated but construction wouldn't occur until the Mid Term. Given funding constraints, short-term improvements could include such projects as nonmotorized elements north of the curb on the north side of the street or focused improvements at the intersection of 185th Street/Meridian Ave.

**Mid Term (5 -10 years)** - Construct 185th Street & Meridian Avenue intersection improvements. Design Segment B, C (gaps), D, & E.

**Long Term (10+ years)** - Construct Segment B, C, D, and E. Design and construction ped/bike/amenity zone gaps Segment A.

Funding							
	UNFUNDED						
FUNDING SOURCE	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2029 Estimate	2024-2029 Total
185th St and Meridian Ave Intersection Improvements - 30% Design							\$ -
<b>PROJECT TOTAL 2024-2029</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						<i>Outer Year Funding (Beyond 2029):</i>	\$80,000,000
						<i>Prior Cost through 2023:</i>	\$0
						<b>Total Project Cost:</b>	<b>\$80,000,000</b>
						<i>Unfunded Portion / Future Funding Need:</i>	\$80,000,000

**Project Status / Funding Outlook**

On October 28, 2019, Council adopted the 185th MCS. Currently, there is no funding in the CIP for the implementation of the 185th MCS. With several large City projects already receiving federal funds and on a timeline for completion, initial investments on the 185th Corridor will be mostly through new development. Completing the 185th MCS was critical to develop a preferred alternative and direct development that is occurring as the result of higher-density zoning adopted near the light rail station.

The redesign of the 185th Street and Meridian Avenue intersection is identified 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. Other possible projects will be defined as funding becomes available.

Cost estimate for the 185th Street and Meridian Avenue intersection improvement is \$5.5 million. Cost estimate for the entire 185th Street Corridor improvements is approximately \$80 million. Cost estimate for 185th Street improvements (Segment A, B, & C) is approximately \$63 million. Cost estimate for 10th Avenue improvements (Segment D) is approximately \$12 million. Cost estimate for 180th Street improvements (Segment E) is approximately \$5 million.

**Purpose / Goals to be Achieved**

The 185th Street Corridor project strongly supports the Transportation Element goals of multimodality, connectivity, and climate resiliency. The City has already invested money in and conducted a study of this corridor which will serve a new light rail station. Mutlimodal improvements embody the TE's project criteria to a high degree.

This project helps to support **2022-2024 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3:** Continue preparation for regional mass transit in Shoreline.



**Project # and Name****18. 15th Avenue NE (NE 175th Street to NE 205th Street)****Scope / Narrative**

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

**Funding**

UNFUNDED							
FUNDING SOURCE	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2029 Estimate	2024-2029 Total
Unknown							\$ -
						<i>Outer Year Funding (Beyond 2029):</i>	\$6,200,000
						<i>Prior Cost through 2023:</i>	\$0
						<b>Total Project Cost:</b>	<b>\$6,200,000</b>
						<i>Unfunded Portion / Future Funding Need:</i>	\$6,200,000

**Project Status / Funding Outlook**

No funding has been identified for this project. Initial step would be a pre-design study to identify the appropriate improvements for the roadway and develop more refined cost estimates, surveyed basemaps, and 10% plans (pre-design study costs are estimated at about \$700,000). More accurate Design, ROW and construction costs and a timeline for completion will be included in future TIP updates.

**Purpose / Goals to be Achieved**

Multimodal improvements along this part of 15th Avenue NE would address many safety and connectivity issues.

This project helps to implement **2022-2024 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

## Project # and Name

### 19. 3rd Ave NE Connectors

## Scope / Narrative

The area north of the Shoreline South/148th Station is served by a series of dead ends abutting the freeway. With the upzone to MUR 70, there is a need to provide connectivity between the street ends. There are three potential locations for connectors that are being considered:

A) NE 149th St to NE 151st St - The concept for this segment is to create a slow-paced, curbside street/public space (where pedestrian and bicycle movements are prioritized and vehicles are invited guests) by extending 3rd Avenue NE to provide a connection between NE 149th Street and NE 151st Street. This would create a vehicular, pedestrian and bike connection to the adjacent light rail station and incorporate the eastern terminus of the proposed 148th Street Non-Motorized Bridge and north/south alignment of the Trail Along the Rail.

B) NE 151st St to NE 152nd St - There is a small segment of un-opened right-of-way that could be improved and provide a connection between the two streets.

C) 3rd Ave NE to NE 153rd St /NE 155th St - This would provide a connection between the existing dead-end street end and either NE 153rd St or NE 155th St. Either location would require property acquisition to purchase the needed right-of-way to build a new connection. At a minimum a ped/bike connection is needed between the street end and NE 155th St as an extension of the Trail Along the Rail.

All three connections would improve circulation and connectivity in the MUR 70 which will also support additional development and especially commercial/retail businesses in conjunction with residential.

## Funding

FUNDING SOURCE	UNFUNDED						2024-2029 Total
	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2029 Estimate	
Possible late-comers							\$ -
<i>Outer Year Funding (Beyond 2029):</i>							\$7,500,000
<i>Prior Cost through 2023:</i>							\$20,000
<b>Total Project Cost:</b>							<b>\$7,520,000</b>
<i>Unfunded Portion / Future Funding Need:</i>							\$7,500,000

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## Project Status / Funding Outlook

An initial study of this was completed and a preliminary concept known as the 3rd Ave NE Woonerf was presented to City Council on January 8, 2018. Since that time, updating this project as the 3rd Ave NE Connectors better addresses circulation in this neighborhood.

The preliminary plan was advanced to a more detailed concept plan and estimate in 2021 for the 3rd Ave segment between NE 149th Street and NE 151st St. City staff will continue coordination with Sound Transit, utility providers, and potential developers of adjacent properties to coordinate street frontage and access improvements. No work has been performed on the other two connectors.

The 2023-2028 CIP does not include budget for design development, and timing of construction is unknown at this time; project costs are shown as a placeholder. The City will not be pursuing grant funding at this time and instead look to redevelopment to help these improvements occur. Staff will analyze latecomer fees as a possible option for all three segments.

City staff has incorporated initial street design and frontage improvements into the Engineering Development Manual's Appendix F: Street Matrix and is actively working on how the 148th Street Non-Motorized Bridge eastern terminus and the Trail Along the Rail will interface with the long-term vision for the 3rd Ave NE Connectors. City staff will continue to coordinate with Sound Transit on not precluding the future 3rd Ave NE Connectors improvements. In addition, City staff will continue to use the initial 3rd Ave NE conceptual renderings as communication tools when working with the public and potential developers.

## Purpose / Goals to be Achieved

This project would help meet the City's transportation goals and vision by supporting multimodal access in a quickly growing neighborhood near the Shoreline South/148th light rail station. The project would provide vehicular connections in 145th subarea that are currently served by dead end streets. The project would help to connect vehicles and non-motorized users to the light rail station, 148th Street Non-Motorized Bridge, Trail Along the Rail, and larger pedestrian/bicycle network.

This project helps to support **2022-2024 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment and **Goal 3:** Continue preparation for regional mass transit in Shoreline.

## Project # and Name

### 20. Eastside Off-Corridor Bike Network (Pre-Design Study)

## Scope / Narrative

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

Currently, the western portion of the Off-Corridor Bike Network between Interstate 5 (I-5) and the Interurban Trail is being designed as part of the 145th Street Corridor Project. Presently, the City has no funding to design or build the eastern portion of the Off-Corridor Bike Network between I-5 and the Burke-Gilman Trail. A pre-design study is needed to perform initial public outreach, establish design parameters, and estimate project costs.

## Funding

FUNDING SOURCE	UNFUNDED						2024-2029 Total
	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2029 Estimate	
No identified source							\$ -
<i>Outer Year Funding (Beyond 2029):</i>							\$183,750
<i>Prior Cost through 2023:</i>							\$0
<b>Total Project Cost:</b>							<b>\$183,750</b>
<i>Unfunded Portion / Future Funding Need:</i>							\$183,750

## Project Status / Funding Outlook

Staff will look for funding in 2023-2025 to fund a pre-design study that is estimated at \$183,750. This would include consultant contract upwards of \$126,000 (these costs for a pre-design study are estimates and have been increased by 5% from the prior TIP). Although the 2024-2029 CIP does not include budget for this project, grant matching funds could be available for a pre-design study. The City will continue to seek opportunities to incrementally design and build the full vision of the Off-Corridor Bike Network.

The Eastside Off-Corridor Bike Network scored high among trail projects in the Transportation Element (TE) adopted into the City's Comprehensive Plan in November 2022. As a result of this, a portion of this project was included in the TE financially constrained project list. A high-level estimate of about \$1 million might advance construction of the section from 5th Ave NE to 15th Ave NE. The pre-design study would better determine project costs and strategies.

*Continued on next page*

## Purpose / Goals to be Achieved

This project supports the many criteria of the Transportation Element in the Comprehensive Plan including Safety, Equity, Multimodality, Connectivity, Climate Resiliency, and Community Vibrancy. This will be a significant addition toward completing the City's Bicycle Network.

This project helps to support **2022-2024 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment and **Goal 3:** Continue preparation for regional mass transit in Shoreline.

Project	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2029 Estimate	2024-2029 Total	<p style="text-align: center;"><i>Due to the ongoing nature of programs, these additional columns are not filled in. Many programs rely on funding to become available in order to continue significant work efforts.</i></p>							
<b>ANNUAL PROGRAMS</b>															
1. Sidewalk Rehabilitation Program (Repair & Maintenance)	\$ 521,600	\$ 521,200	\$ 521,000	\$ 520,700	\$ 520,600	\$ 520,200	\$ 3,125,300								
2. New Sidewalk Plan (New Sidewalk Construction)	\$ 11,400,000	\$ 8,700,000	\$ 4,100,000	\$ 4,400,000	\$ 6,400,000	\$ -	\$ 35,000,000								
3. Traffic Safety Improvements	\$ 185,334	\$ 194,601	\$ 200,439	\$ 200,439	\$ 200,439	\$ 200,439	\$ 1,181,691								
4. Road Surface Maintenance Program	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000	\$ 8,160,000								
5. Traffic Signal Rehabilitation Program	\$ 148,647	\$ 153,107	\$ 157,700	\$ 157,700	\$ 157,700	\$ 157,700	\$ 932,554								
							\$ 48,399,545								
<b>FUNDED PROJECTS (FULLY OR PARTIALLY)</b>								<b>Outer Year Funding (2030+)</b>	<b>Prior Costs (through 2023)</b>	<b>TOTAL PROJECT COST</b>	<b>UNFUNDED</b>				
6. 145th Street (SR 523) Corridor Improvements, Aurora Ave N to I-5	\$ 10,453,400	\$ 3,400,200	\$ 8,574,200	\$ 10,766,600	\$ 3,413,200	\$ 7,998,800	\$ 44,606,400	\$0	\$25,747,200	\$70,353,600	\$23,892,200				
7. SR 523 (N/NE 145th Street) & I-5 Interchange Improvements	\$ 15,165,200	\$ 3,094,000	\$ -	\$ -	\$ -	\$ -	\$ 18,259,200	\$0	\$15,729,775	\$33,988,975	\$0				
8. 148th Street Non-Motorized Bridge	\$ 12,405,012	\$ 17,261,825	\$ -	\$ -	\$ -	\$ -	\$ 29,666,837	\$0	\$10,933,163	\$40,600,000	\$0				
9. Trail Along the Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$9,030,000	\$840,000	\$9,870,000	\$9,030,000				
10. Greenwood Ave N /Innis Arden/ N 160th St Intersection Improvements	\$ 1,884,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,884,000	\$0	\$200,000	\$2,084,000	\$0				
11. N/NE 175th Street Corridor Improvements (Stone Ave to I-5)	\$ 1,150,000	\$ 8,421,481	\$ 8,421,481	\$ 490,000	\$ 340,000	\$ 2,282,844	\$ 21,105,806	\$65,000,000	\$8,528,078	\$94,633,884	\$76,294,000				
12. Light Rail Access Improvements: 1st Ave NE (145th to 155th)	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$0	\$1,900,000	\$2,000,000	\$0				
13. Meridian Avenue N (N 175th Street to N 200th Street)	\$ 110,000	\$ 515,000	\$ -	\$ -	\$ -	\$ -	\$ 625,000	\$0	\$0	\$625,000	\$625,000				
14. NE 200th St (25th Ave NE to 30th Ave NE) New Sidewalk	\$ 667,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 667,500	\$0	\$222,500	\$890,000	\$0				
							\$ 116,914,743			\$255,045,459	\$109,841,200				
<b>UNFUNDED PROJECTS</b>															
15. Ballinger Way - NE 205th St to 19th Ave NE Access Control (Preliminary Design)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$350,000	\$0	\$350,000	\$ 350,000				
16. 175th Street (5th Ave NE to 15th Ave NE) - Preliminary Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$750,000	\$0	\$750,000	\$750,000				
17. N/NE 185th Street Corridor Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$80,000,000	\$0	\$80,000,000	\$80,000,000				
18. 15th Avenue NE (NE 175th Street to NE 205th Street)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$6,200,000	\$0	\$6,200,000	\$ 6,200,000				
19. 3rd Ave NE Connectors	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$7,500,000	\$20,000	\$7,520,000	\$7,500,000				
20. Eastside Off-Corridor Bike Network (Pre-Design)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$183,750	\$0	\$183,750	\$183,750				
							\$ -			\$95,003,750	\$94,983,750				
	\$ 55,550,693	\$ 43,621,414	\$ 23,334,820	\$ 17,895,439	\$ 12,391,939	\$ 12,519,983	\$ 165,314,288	\$169,013,750	\$64,120,716	\$350,049,209	\$204,824,950				