

# PSRC's 2021 Transportation Alternatives Program Application

*NOTE: This application results document contains all of the questions present within the 2021 TAP Application, including those that may have been skipped in the online application due to input provided.*

## A. Application Type

### A1. TAP Project Category

Bicycle and Pedestrian Projects

## B. General Project Information

### B1. Project Title

145th Street Off-Corridor Bike Network

### B2. RTP ID#

4434

### B3. Sponsor

Shoreline

### B4. Co-Sponsor

### B5. Certification Acceptance?

Yes

### B6. CA Sponsor

## C. Project Contact Information

### C1. Name

Nytasha Walters

### C2. Phone

206-801-2481

### C3. Email

nwalters@shorelinewa.gov

## D. Project Description

**D1. Project Scope: Please provide a clear and concise (300 words or less) description of the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.**

Initially conceived during the 145th Street Multimodal Corridor Study, the 145th Street Off-Corridor Bike Network will be a collection of low volume, slower-paced streets that are intended to provide bicyclists and pedestrians with alternate, parallel routes to the busy 145th Street (SR-523) corridor.

Currently, improvements to the 145th Street corridor west of I-5 are being designed as a City led project, the State Route 523 (N/NE 145th Street), Aurora Avenue N to I-5 Project (SL-16). During pre-design and initial public input, it was determined that bicyclists would be better served with facilities adjacent to the corridor rather than directly on this busy state route which would require significant right-of-way acquisition to construct safe and comfortable on-corridor bicycle facilities. The western portion of the Off-Corridor Bike Network between Interstate 5 (I-5) and the Interurban Trail is being designed as part of this larger project. The larger project has been approved for phasing for ROW/CN. Phases include: Phase 1, I-5 to Corliss Ave (SL16-A); Phase 2, Corliss Ave to Wallingford Ave (SL-16B); Phase 3, Wallingford Ave to Linden Ave (SL-16C); and a 4th phase, the Off-Corridor Bike Network.

This application requests PE and Construction funds for the segment of Off-Corridor Bike Network west of I-5. Improvements will include bicycle facilities such as pavement markings (e.g. sharrows or bike lanes), minor intersection/curb/sidewalk improvements, Rapid Flashing Beacons (RFBs), speed cushions, and directional signage. The proposed route will run along portions of 148th Street, Corliss Avenue, 150th Street, Ashworth Avenue, 157th Street, Midvale Avenue, 160th Street, and connect to the Interurban Trail in Shoreline. The Off-Corridor Bike Network will make connections to 145th Street and the future 148th Street Non-Motorized Bridge,- directly connecting pedestrians and bicyclists to the future Shoreline South/148th Station and the Trail Along the Rail with additional connections to Seattle’s bike network.

**D2. Project Justification, Need or Purpose: Please explain (in 300 words or less) the intent, need or purpose of this project. What is the goal or desired outcome?**

When the City of Shoreline incorporated in 1995, first on the agenda was the reconstruction of State Route 99 (Aurora Avenue N), which was a high volume and high accident regional route. A companion project to the Aurora Corridor project was the development of the Interurban Trail, which is a 3.25 mile multimodal trail that runs parallel to Aurora, mostly using the Seattle City Light right of way. The development of this important transportation corridor was completed several years ago.

While planning for the Sound Transit Lynnwood Link Extension light rail line through Shoreline, the City completed subarea plans in the two Shoreline station areas and adopted ordinances for higher density in these areas. In addition to subarea plans to manage development, the City is working on improvements along the 145th Street Corridor (I-5 to Aurora Ave) and an Interchange Project with roundabouts to better serve the Shoreline South/148th Station (light rail).

As part of the route development plan for the 145th Corridor, it became evident that there was an opportunity to provide east/west bicycle access on the street system just north of the corridor. The proposed route is generally located on low volume streets where cars go slow enough to allow pedestrians and bicyclists to feel safe and comfortable. The Off-Corridor route will also connect directly to the planned 148th Street Non-Motorized Bridge that will connect users over I-5 directly to the Shoreline South/148th Station. It will also provide a direct connection to Aurora Avenue, the Interurban Trail, and future Trail Along the Rail (which will roughly follow the Sound Transit light rail alignment).

The Off-Corridor Bike Network fits into the broader regional pedestrian and bicycle network where it intersects a signed bike route between the Interurban and Burke-Gilman Trails known as the Interurban/Burke-Gilman Trails South Bike Connector.

## E. Project Location

### E1. Location

Various streets adjacent 145th Street (SR-523), approximately Aurora Ave to I-5

### E2. County/Counties

King

### E3a. Beginning Landmark

Aurora Avenue / Interurban Trail

### E3b. Ending Landmark

1st Ave NE / future 148th Street Non-Motorized Bridge

### E4. Map and Graphics

[145th Off-Corridor Vicinity Map.pdf \(521 KB\)](#)

## F. Plan Consistency

### F1. Is the project specifically identified in a local comprehensive plan?

Yes

**F2. If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.**

Shoreline Comprehensive Plan

(<http://www.shorelinewa.gov/home/showdocument?id=12641>):

Comprehensive Plan Policy T48 (page 60 of the PDF). "Pursue corridor studies on key corridors to determine improvements that address safety, capacity, and mobility, and support adjacent land uses."

Comprehensive Plan Policy T52 (page 60 of the PDF). "Continue to work with Seattle, King County, Sound Transit, and WSDOT to undertake a corridor study of 145th Street that would result in a plan for the corridor to improve safety, efficiency, and modality for all users."

Shoreline 2011 Transportation Master Plan

(<http://www.shorelinewa.gov/home/showdocument?id=11146>)

Chapter 9, Recommended Transportation Improvements (215-216):

"NW/N/NE145th Street forms the southernmost border of Shoreline and is a complicated street to operate and improve... With the potential location of a light rail station on I-5 at NE 145th Street and overall regional growth, traffic volumes are expected to increase on this roadway and improvements will be needed."

The 145th Corridor Project which includes the 145th Street Off-Corridor Bike Network is also listed in past and the present Shoreline 2022-2027 Transportation Improvement Plan

(<https://www.shorelinewa.gov/home/showpublisheddocument/51854/637581440881600000>) pdf page 23.

and past and present Shoreline 2021-2026 Capital Improvement Plan

(<https://www.shorelinewa.gov/home/showpublisheddocument/49792/637382070280130000>) pdf page 370.

**F3. If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.**

## G. Federal Functional Classification

### G1. Federal Func. Class.

Not Applicable

### G2. Rural Func.

### G3. Urban Func.

## H. Support for Centers

### H1. Describe the relationship of the project to the center(s) it is intended to support. For example, is it located within a designated regional, countywide or local center, or is it located along a corridor connecting to one of these areas?

The 145th Street Corridor connects through the 145th Street Station Subarea developing as a local center, traveling between busy SR-99 (Aurora Avenue) and Interstate 5 (I-5), and will provide access to the future Shoreline South/148th Station where people can connect to light rail in 2024 and Bus Rapid Transit (BRT) to SR-522 and north Lake Washington cities in 2026. These connections provide the local community with regional opportunities for employment, education, retail, and recreation.

The 145th Street Off-Corridor Bike Network will serve this growing local center and connect it to a broader bicycle network, connecting to the regional Interurban Trail, the future Trail Along the Rail, and the south bike connector system east to the Burke Gilman Trail.

## **H2. Describe how the project supports existing and/or planned population/employment activity in the center and implements specific policies or projects identified for the center in an adopted plan.**

The 145th Street Station Subarea local center with its rezoning will support up to 32,000 people, 13,000 total households (with affordable housing units), and 11,000 employees.

Policies in the 145th Street Station Subarea Plan (Chapter 5) to provide specific guidance for subarea plan implementation include:

Develop a multi-modal transportation network within the subarea through a combination of public and private infrastructure investments. Emphasize the creation of non-motorized transportation facilities and improvements that support greater transit reliability. The bicycle and pedestrian network should have robust connectivity with existing and proposed non-motorized corridors within the city and region.

The City of Shoreline developed the 145th Street Station Subarea for the purpose of addressing future land use and transportation needs in the vicinity of the planned light rail station. Consistent with the City of Shoreline's Comprehensive Plan, Vision 2029, Transportation Master Plan, and other adopted plans and policies at the federal, state, regional and local levels, the subarea plan encourages development of a livable, equitable community around high-capacity transit. The development of the Off-Corridor Bike Network is a direct result of recommendations and goals from multiple studies/plans.

The east end of this project takes users into the heart of the 145th Street Station Subarea local center. At the west end of the Off-Corridor Bike Network is the currently developing Shoreline Place Community Renewal Area (CRA). One large apartment complex has been completed, and now, initial permitting for a 17-acre walkable/bicycle friendly urban village of traditional blocks, tree-lined streets, a town green, and 75,000 square feet of retail with 1,400 units of housing is underway. This urban village would be connected to the 145th Street Station Subarea and the Shoreline South/148th Station via the Off-Corridor Bike Network. Keeping cars moving on 145th Street and providing off-corridor facilities allowing bicyclists to move through the subarea and connect to light rail supports Comprehensive Plan policies T3: Reduce the impact of the city's transportation system on the environment through the use of technology, expanded transit use, and non-motorized transportation options; and T6: Support and promote opportunities and programs so residents have options to travel throughout Shoreline and the region using modes other than single-occupancy vehicles.

## **H3. Describe how the project helps the center develop in a manner consistent with the adopted policies and plans for the center. For example, implementing specific policies or projects identified for the center in an adopted plan.**

Once the City confirmed that two light rail stations would be built in Shoreline, The City began a multi-year process to develop plans for these station areas. The 145th Street Station Subarea Plan which focuses on higher density, multi-family and mixed-use transit-oriented development was adopted by Council in 2016. After Shoreline Council adopted the 145th Street Station Subarea Plan, the City's Comprehensive Plan and Shoreline Development Code (Title 20) regulations and standards were amended as appropriate for the adopted subarea plan and ordinance, supporting numerous land use and transportation policies.

<https://www.shorelinewa.gov/government/projects-initiatives/light-rail-station-area-planning/145th-street-station-subarea-plan-and-feis>

The long term vision for the 145th Street Station Subarea was the outcome of a robust community-driven visioning and planning process that has set a strong foundation for future redevelopment. The overarching vision for the 145th Street Station Subarea is captured in the plan: A "livable community" is one where walking, biking, and transit are the best choice for most trips, public spaces are beautiful, well-designed and

maintained, and the city is safer, healthier and more accessible. This makes walking and bicycling safer, transit faster, and public life more pleasant.

Additionally, the Subarea Plan indicated that people needed safe and efficient options to access light rail. The City realized that the 145th Street Corridor would be important in moving various users through the Subarea and to light rail. The 145th Street Multi-Modal Corridor Study was conducted in 2015-2016 to analyze this. <https://www.shorelinewa.gov/government/projects-initiatives/145th-street-corridor/145th-street-multimodal-corridor-study-2015-2016>

It was determined that for bicycle facilities, the majority of users would be more comfortable on an off-corridor option of lower-volume streets. The envisioned network travels adjacent to the 145th Street Corridor and directly through the 145th Street Station Subarea local center it supports, making further connections to such facilities as the Interurban Trail and future 148th Street Non-Motorized Bridge over I-5 which will directly connect to the future Shoreline South/148th Station for light rail and BRT service.

*NOTE: "I. Category-Specific Criteria" will only be filled out for the project category being applied to (question A1).*

## **I. Category-Specific Criteria: Bicycle and Pedestrian Projects**

### **I1. Describe how the project extends or completes a regional or local bicycle and pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network.**

The 145th Street Off-Corridor Bike Network will become part of a greater bicycle system in Shoreline. It will connect users between the Interurban Trail on the west side of I-5 to the future Shoreline South/148th Station (Sound Transit light rail begins in 2024 and BRT in 2026) and future Trail Along the Rail via the 148th Street Non-Motorized Bridge currently under design. This will become a substantial east/west route providing a network of slow-paced streets as opposed to traveling along busy 145th Street (SR-523) which does not provide separated bicycle facilities for the length of the corridor.

### **I2. Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.**

Busy 145th Street (SR-523) is a deterrent to many users who might otherwise choose to use a bicycle for recreational or commuting purposes. Providing an option to this busy street removes that barrier. People residing in the 145th Subarea local center (and beyond) will also want to connect to future light rail in Shoreline. The 145th Street Off-Corridor Bike Network will connect to bicycle/pedestrian facilities with direct access to light rail.

The main direct destinations for the bike network are the Interurban Trail and the future light rail station and Trail Along the Rail. The bike network will also connect to improvements on 1st Ave NE south to Lakeside High School at the east end of the project limits. The bike network weaves through the neighborhood streets connecting to other segments of Shoreline's Bicycle Network.

Connections will be in place for Seattle's greenway south of 145th Street that may be constructed in the future.

### **I3. Describe how the project addresses safety and security.**

With the planning for reconstruction of 145th Street and the 145th Street Station Subarea redevelopment, the City of Shoreline saw an opportunity to site a companion bicycle facility directly north of the busy 145th Street Corridor on local streets with lower traffic volume which reduces conflict with the high volume of fast-moving vehicles traveling along SR-523 (145th Street) between SR-99 and I-5 (up to 31,000 ADT). The proposed route will connect to the Interurban Trail in Shoreline and the future 148th Street Non-Motorized Bridge, which will

directly connect pedestrians and bicyclists to the future Shoreline South/148th Station and the future Trail Along the Rail on a separated shared use path and pedestrian/bicycle bridge.

Improvements along the 145th Street Off-Corridor Bike Network will include various safety improvements such as Rapid Rectangular Flashing Beacons (RRFBs). Various traffic calming devices such as speed humps and possible traffic circles at key locations would help keep vehicle traffic at low speeds. Pavement markings for sharrows or bicycle lanes will be installed. Some curb, ramp, sidewalk, and minor intersection and drainage improvements are included. Signage will help to keep users on route.

The Off-Corridor Bike Network provides a way for bicyclists of all ages and abilities to navigate adjacent to the 145th Street Corridor.

#### **14. Describe the connections to other multimodal facilities the project provides. For example, high capacity or other transit stations, ferry terminals, etc.**

North/south legs of the 145th Street Off-Corridor Bike Network will tie into bus stops on 145th Street which will have frequent service provided by King County Metro running ultimately from the Shoreline South/148th Station to SR-99 (Aurora Avenue).

The west end of the 145th Street Off-Corridor Bike Network will connect with Aurora Avenue and the existing King County Metro E-Line.

The east end of the 145th Street Off-Corridor Bike Network will connect to the currently under design 148th Street Non-Motorized Bridge. This will be a pedestrian/bicycle crossing of I-5 with an eastside ramp connecting directly to the north side of the future Sound Transit Shoreline South/148th Station. This would connect users of the Off-Corridor Bike Network to both light rail service (2024) and BRT (2026). Connecting to these services opens up regional connections and destinations such as Downtown Seattle, East-Side communities, and SeaTac airport.

The 145th Street Off-Corridor Bike Network from the Interurban Trail to the future bridge access and Shoreline South/148th Station is about 1.7 miles and the average time for a bicyclist to make this trip is roughly 10 minutes.

#### **15. Describe how the project will project will benefit a variety of user groups, including commuters, residents, and/or commercial users.**

The Off-Corridor Bike Network is a neighborhood greenway that is an important project that addresses the need to connect bicyclists of all ages and abilities from the Interurban Trail and the adjacent neighborhoods through the 145th Street Station Subarea to future projects providing access to the future Shoreline South/148th Station.

Unlike busy 145th Street (SR-523) which is a deterrent to most bicyclists, the bike network will be routed on low speed, low volume local streets that prioritizes pedestrian and bicycle travel with traffic calming treatments and improved arterial crossings. These safety and comfort improvements will attract new users and accommodate expected growth with the future light rail station.

This local center that is redeveloping around the light rail station is meant to serve a growing population in a transit-oriented developing area. It will provide connections to light rail for commuters (U.S. Census indicates over 80% of employed Shoreline residents travel outside of Shoreline for employment). The Off-Corridor bike Network will connect on the west side to the Interurban Trail, on the east side to access to the future Trail Along the Rail (a pedestrian bicycle trail that will run adjacent to the light rail alignment), as well as the broader Shoreline Bicycle Network for recreation. The west end connects to the Aurora Avenue business district and developing Shoreline Place Community Renewal Area.

Improvements are meant to give people transportation and recreational options. Connections to retail may facilitate shoppers who for quick errands wish to leave the car behind.

**16. Describe how the project will benefit populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.**

Data indicates the 145th Street Off-Corridor Bike Network is located in census tracts with above regional average for people of color and people with limited English proficiency, and is in neighborhoods with an Opportunity Index of high.

The adopted 145th Station Subarea Plans encourages the concentrated growth of a diverse mix of residential and commercial uses around the light rail station. The City of Shoreline has already increased zoning in these areas. Higher density, more affordable multifamily dwellings will provide many income brackets with close access to light rail and BRT and the centers they access along the I-5 and SR 523/SR 522 corridors.

Currently, the majority of employed residents travel outside of Shoreline for employment. Access to light rail and BRT in this area will provide alternative transportation choices and open up larger markets. Light rail connections at the Shoreline South/148th Station and future BRT from this station along SR 523/SR 522 (part of Sound Transit 3 Plan), will serve the University of Washington main campus and Bothell campus. Shoreline students will have more options in accessing these learning centers.

Non-motorized access to light rail and BRT will provide those populations without the means to drive, more options for accessing services, employment, and education along the corridor. The Lynnwood Link Extension FEIS 2035 projections for non-motorized ridership at the 145th Street light rail station are estimated at 360 pedestrians and 30 bicyclists boardings/alightings anticipated per peak hour.

Promoting multimodal non-motorized options, connecting to the City's bicycle network, connecting to BRT and light rail, will help to promote overall usage and make regional connections more accessible for those who cannot afford or are able to utilize personal vehicles.

**17. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.**

As indicated in public outreach conducted during the 145th Street Multi-Modal Corridor Study as well as other community input over the years, the majority of bicyclists and drivers are not comfortable sharing space on busy 145th Street (SR-523) and similar roadways. Areas along the corridor have been rezoned for high-density and a new light rail station will be opening adjacent to the corridor in 2024. The 145th Corridor Project has specifically designed bicycle facilities to be on an adjacent network for user comfort and safety. Without the adjacent street improvements that would encourage bicyclists, there is a missed opportunity in promoting non-motorized transportation options, connecting neighborhoods, accessing trails, retail, and transit. Without the 145th Street Off-Corridor Bike Network, the safety of bicyclists needing to travel in this vicinity, including to light rail, will not be met in this growing local center and surrounding neighborhoods. Drivers and bicyclists would be kept in conflict on 145th Street.

## **I. Category-Specific Criteria: Historic Resources Projects**

**I1. Describe the current or former transportation use of the facility.**

**I2. Describe the historic significance of the facility. This could include designation as a local, state or national landmark; listing as a contributing part of a local, state or National Register historic district; or a determination of eligibility for listing in the National Register.**

**13. Describe the planned use of the facility and the project's relationship to the transportation system.**

**14. Describe how the project is part of a larger historic preservation plan.**

**15. Describe the level of public access to the project, including access for populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.**

**16. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.**

**17. Describe the long-term preservation and/or maintenance plans for the facility.**

**18. Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.**

## **I. Category-Specific Criteria: Environmental Projects**

**11. Describe the relationship of the project to the transportation system.**

**12. Describe the level of public access to the project, including access for populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.**

**13. Describe how well the project goes over and above what is normally required.**

**14. Describe the long-term maintenance plans for the project.**

**15. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.**

16. Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.

## J. PSRC Funding Request

**J1. Has this project received PSRC funds previously?**

Yes

**J2. Please provide the project's PSRC TIP ID.**

SL-16

## K. PSRC Funding Request (cont.)

Phase	Year	Amount
PE/Design	2023	\$168454
Construction	2024	\$733953
		\$

**Total PSRC Funding Request:**

\$902407

## Total Estimated Project Cost and Schedule

### L. Planning Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

**Total Planning Phase Cost:**

\$0

**Expected year of completion for this phase:**

### M. Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
State	TAP(PSRC)	Unsecured	\$168454
Local	Local	Reasonably Expected	\$26291
			\$
			\$
			\$

**Total Preliminary Engineering/Design Phase Cost:**

\$194745

**Expected year of completion for this phase:**

2023

## N. Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

**Total Right of Way Phase Cost:**

\$0

**Expected year of completion for this phase:**

## O. Construction Phase

Fund Type	Fund Source	Funding Status	Amount
State	TAP(PSRC)	Unsecured	\$733953
Local	Local	Reasonably Expected	\$114547
			\$
			\$
			\$

**Total Construction Phase Cost:**

\$848500

**Expected year of completion for this phase:**

2024

## P. Other Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

**Total Other Phase Cost:**

\$0

**Expected year of completion for this phase:**

## Q. Project Summary

**Total Estimated Project Cost:**

\$1043245

**Estimated Project Completion Date (month and year):**

October 2024

## R. Financial Documentation

**R1. Please enter a description of your financial documentation in the text box below.**

Initial pre-design for the 145th Corridor Bike Network was completed as part of the much larger SR-523 (N/NE 145th Street), Aurora Avenue to I-5 (SL-16) corridor project which has been approved by the State to be delivered in phases.

With TAP funding requested in this application, the Off-Corridor Bike Network will be taken to 100% design and constructed.

Attached is an email verifying that the City has matching funds for both the PE and CN phases.

**R2. Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.**

[ReasonablySecured\\_Design-CN\\_OffCorridorBikeNetwork\\_RoadsCap.pdf \(224 KB\)](#)

## Project Readiness

### S. Preliminary Engineering/Design

**S1. Are you requesting funds for ONLY a planning study or preliminary engineering?**

No

**S2. What is the actual or estimated start date for preliminary engineering/design?**

2018

**S3. Is preliminary engineering/design complete?**

No

**S3a. What was the date of completion (month and year)?**

**S4. Have preliminary plans been submitted to WSDOT for approval?**

No

**S3b. Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**

**S5. When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.**

August 2023

## T. Environmental Documentation

**T1. What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project? For more information on NEPA requirements, please refer to WSDOT's [Local Agency Guidelines Manual](#).**

Documented Categorical Exclusion (DCE)

**T2. Has NEPA documentation been approved?**

Yes

**T3. Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**

August 2020

## U. Right of Way

**U1. Will Right of Way be required for this project?**

No

**U2. What is the actual or estimated start date for right of way (month and year)?**

**U3. What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)? If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.**

**U4. Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits. Refer to [Chapter 25 of WSDOT's Local Agency Guidelines Manual](#) for more information.**

**U5. What is the zoning in the project area?**

**U6. Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**

**U7. Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**

**U7a. If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**

**U8. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if applicable. Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.**

## V. Construction

**V1. Are funds being requested for construction?**

Yes

**V2. Do you have an engineer's estimate?**

Yes

**V3. Please attach the engineer's estimate.**

[CostEstimate\\_145thStreetOffCorridorBikeNetwork.pdf \(416 KB\)](#)

**V4. Identify the environmental permits needed for the project and when they are scheduled to be acquired.**

Only NEPA is required for this phase of work and was completed August 2020.

**V5. Are Plans, Specifications & Estimates (PS&E) approved?**

No

**V6. Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?**

Q4 2023

**V7. When is the project scheduled to go to ad (month and year)?**

Q1 2024

## W. Other Considerations

**W1. Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.**

The 145th Street Station Subarea has already attracted developers with various permits in the works. Many multi-family units will be constructed prior to the Shoreline South/148th Station becoming operational (light rail starts in 2024).

To best service the growing community in this subarea, as well as those traveling from other neighborhoods to

the future station, the best benefit will come if the 145th Street Off-Corridor Bike Network can be constructed prior to station opening.

**W2. Describe the public review process for the project and actions taken to involve stakeholders in the project's development.**

When Sound Transit verified that two light rail stations would be coming to the City of Shoreline, the City began several studies including the 145th Station Subarea and the 145th Street Multimodal Corridor Study. The Subarea Plan focused on how growth would be concentrated around the light rail station. Growth was promoted as multi-family/mixed use transit-oriented development. The Subarea Plan creates guidance for growing this local subarea/center in a manner that promotes a vibrant community. The Subarea Plan study was conducted over multiple years with many opportunities for the public to participate in this vision.

<https://www.shorelinewa.gov/government/projects-initiatives/light-rail-station-area-planning/145th-street-station-subarea-plan-and-feis>

In 2015, the City began the 145th Street Multimodal Corridor Study.

<https://www.shorelinewa.gov/government/projects-initiatives/145th-street-corridor/145th-street-multimodal-corridor-study-2015-2016>

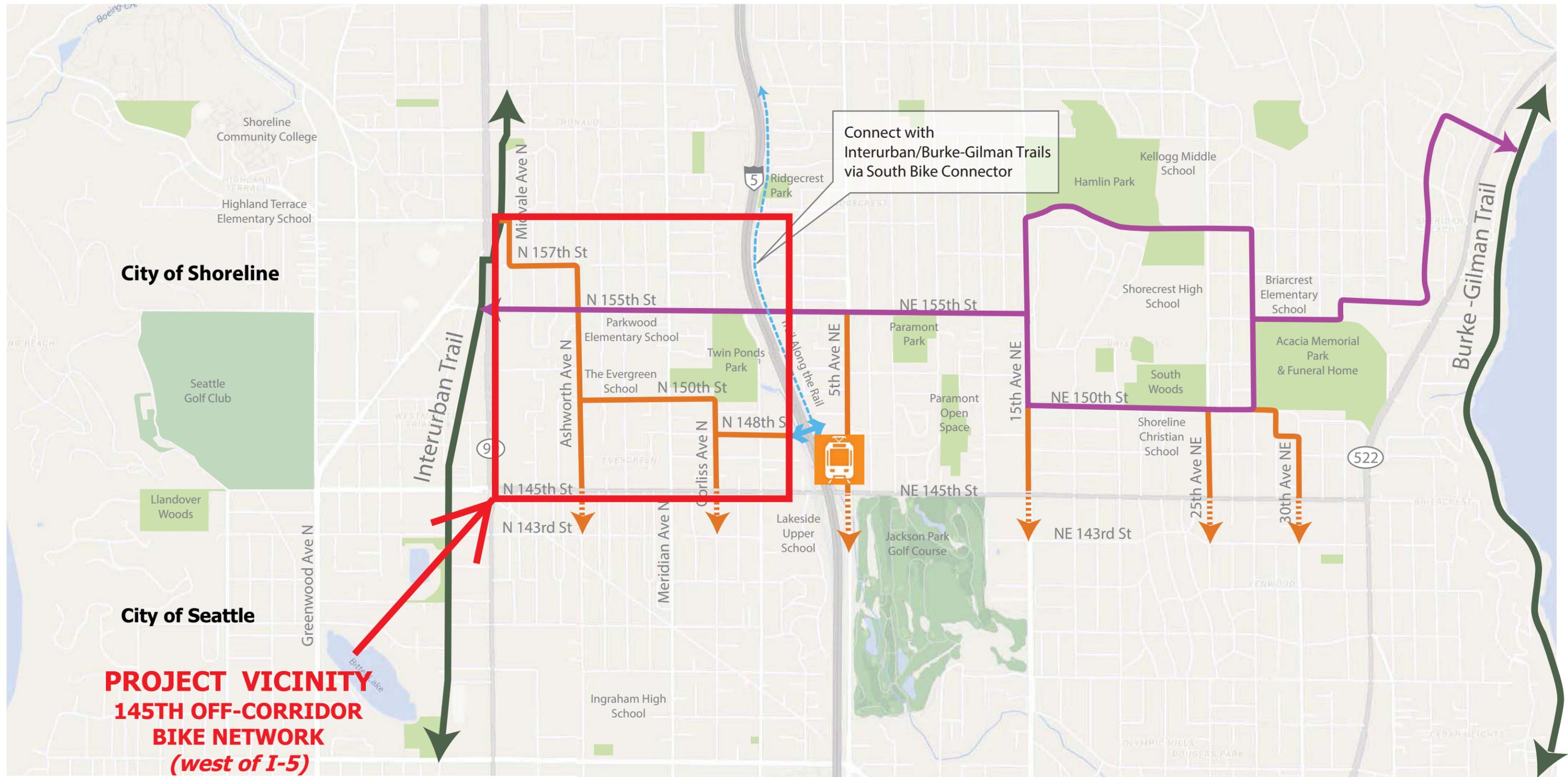
This included a community advisory task force made up of Shoreline and Seattle residents from neighborhoods adjacent to the corridor. A series of three open houses was conducted to gather community input on how best to address improvements needed for this corridor, including bicycle facilities. The majority of participants thought it best to try to keep bicyclists off of the busy corridor, instead providing bicycle facilities on adjacent roadways.

The City of Shoreline is planning for this network on Shoreline streets and hopes to complete design and construct improvements through funding secured under this grant application.

**W3. Please upload any relevant documents here, if they have not been uploaded previously in this application.**

## End of the Application

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Kim Pearson at [kpearson@psrc.org](mailto:kpearson@psrc.org) to have it returned to you.



**PROJECT VICINITY**  
**145TH OFF-CORRIDOR**  
**BIKE NETWORK**  
*(west of I-5)*

 Future Off-Corridor Bike Network  
 Interurban Trail/Burke-Gilman South Bike Connector

 Future Trail Along the Rail  
 Future 148th Non-Motorized Bridge  
 Shoreline South / 145th Station

 Existing Regional Trail  
 Potential Seattle Bike Network Connection



**From:** [Tricia Juhnke](#)  
**To:** [Catherine Lander](#)  
**Cc:** [Nytasha Walters](#)  
**Subject:** Re: Confirmation of Secured Funding - Grant match and phase completion for 148 Bridge Phase 2 ROW  
**Date:** Thursday, December 2, 2021 8:09:20 AM

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I concur that roads capital funds are available as match in the amounts specified below.

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**From:** Catherine Lander <clander@shorelinewa.gov>  
**Sent:** Thursday, December 2, 2021 7:24:09 AM  
**To:** Tricia Juhnke <tjuhnke@shorelinewa.gov>  
**Cc:** Nytasha Walters <nwalters@shorelinewa.gov>  
**Subject:** FW: Confirmation of Secured Funding - Grant match and phase completion for 148 Bridge Phase 2 ROW

Tricia: For the record, can you confirm the email below regarding grant match funding for the two projects we discussed for TAP applications.

The City needs to show that it has capital secured to match TAP funds and complete the phase(s) for which we are requesting funding. I would like to include this email chain as verification. Thank you.

Catherine Lander  
Public Works – Transportation  
(206) 801-2415  
clander@shorelinewa.gov

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**From:** Catherine Lander  
**Sent:** Wednesday, December 1, 2021 6:40 PM  
**To:** Nytasha Walters <nwalters@shorelinewa.gov>  
**Subject:** Confirmation of Secured Funding - Grant match and phase completion for 148 Bridge Phase 2 ROW

Nytasha:

I have spoken with our City Engineer, Tricia Juhnke, regarding our grant matching fund (please see attached). The fund will have approximately \$550,000 in 2022 and \$650,000 in 2023. There are no other obligations for this funding at this time, and Tricia will earmark these funds for the following two projects. **CIP will be adjusted if TAP grants are successful.**

1. \$475,660 for match/phase completion for 148<sup>th</sup> Street Non-Motorized Bridge Phase 2 right-of-way (ROW). Total ROW is estimated at \$3M. The City is applying for \$2.5M in TAP funding and have \$475,660 secured funds from the grant match funding per City Engineer.
2. Approximately \$141,000 for match/phase completion for the 145<sup>th</sup> Street Off-Corridor Bike Network. Will include PE costs for final design and construction phase. Remaining cost to

complete 100% Design is approximately \$194,700 and total CN costs are approximately \$848,500. The City is applying for \$902,407 in TAP funding and have \$141,000 secured funds from the grant match funding per City Engineer.

These funds will not require additional Council action other than approving the future CIP.

Please use this verification to show reasonably secured funding for the above two grant applications.

Catherine Lander  
Public Works – Transportation  
(206) 801-2415  
[clander@shorelinewa.gov](mailto:clander@shorelinewa.gov)

**NOTE: See spreadsheet of Grant Funding Summary on next page.**

**Grant Match Summary**

<b>Project/Revenue</b>	<b>Grant Agency/Program</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
WSTC project			(10,000)							
Meridian Ave Safety			(24,700)							
Richmond beach midblock crossing and radar speed signs			(26,800)							
Ridgecrest SRTS			(9,300)							
Annual REET contribution		100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
	<b>balance by year</b>	<b>227,291</b>	<b>256,491</b>	<b>356,491</b>	<b>456,491</b>	<b>556,491</b>	<b>656,491</b>	<b>756,491</b>	<b>856,491</b>	<b>956,491</b>

Initial Design for the 145th Street Off-Corridor Bike Network has been completed under the larger Corridor Project SL-16 (SR-523, N/NE 145th Street, Aurora Avenue to I-5) which has now been divided into several project phases for delivery. The 145th Street Off-Corridor Bike Network is one of these phases.

<b>145th Street Off-Corridor Bike Network</b>	
<b>Design</b>	<b>\$ 194,745.00</b>
30% to 100% Design	\$ 194,745.00
<b>ROW</b>	<b>\$ -</b>
No ROW Needed	\$ -
<b>Construction</b>	<b>\$ 848,500.00</b>
Engineer's Estimate	\$ 602,736.61
Inspection, CM/CA (20%)	\$ 120,547.32
Project Management	\$ 24,800.00
Design Support	\$ 15,142.41
Contingency and Misc Expenses	\$ 85,273.66

**TOTAL      \$      1,043,245.00**

**145th Street Multimodal Corridor  
Off-Corridor Bike Network - 30% Cost Estimate**

Date: 4/3/2019

By: J Boyett

<u>Bid Item</u>	<u>Description</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Bid total</u>
10000	N==> GENERAL REQUIREMENTS				
10000	MOBILIZATION	1.000	LS	40,000.00	40,000.00
10100	TRAFFIC CONTROL	1.000	LS	20,000.00	20,000.00
10200	PROFESSIONAL SURVEY	1	LS	6,700.00	6,700.00
10300	EROSION CONTROL MEASURES	1	LS	10,000.00	10,000.00
20000	N==> REMOVALS/DEMOLITION				
20100	CLEARING AND GRUBBING	0.0100	AC	12,500.00	125.00
20300	ROADWAY EXCAVATION INCL. HAUL	50	CY	60.00	3,000.00
30000	N==> ROADWAY				
30100	CEMENT CONC. TRAFFIC CURB AND GUTTER	380	LF	30.00	11,400.00
30500	CEMENT CONC. SIDEWALK	72	SY	66.50	4,788.00
30800	CEMENT CONC. CURB RAMP	11	EA	3,500.00	38,500.00
31000	HMA CL. 1/2 IN. PG 58H-22	90	TN	135.00	12,150.00
31100	CRUSHED SURFACING BASE COURSE	80	TN	55.10	4,408.00
45000	N==> PAVEMENT MARKINGS				
45100	PLASTIC LINE	960	LF	1.20	1,152.00
45200	PLASTIC WIDE LANE LINE	400	LF	2.40	960.00
45300	PLASTIC STOP LINE	170	LF	14.00	2,380.00
45400	PLASTIC SHARED BICYCLE LANE SYMBOL	119	EA	300.00	35,700.00
45600	PLASTIC BICYCLE LANE SYMBOL	1	EA	240.00	240.00
45700	PLASTIC CROSSWALK LINE	1,040	SF	18.00	18,720.00
49000	N==> PERMANENT SIGNING				
49100	PERMANENT SIGNING	1	LS	60,000.00	60,000.00
50000	N==> STORMWATER				
50100	CONVEYANCE IMPROVEMENTS (PER INTERSECTION)	2.000	EA	5,000.00	10,000.00
70000	N==> SIGNALS & ILLUMINATION				
70100	RRFB - ASHWORTH/155TH	1.000	LS	45,000.00	45,000.00
70200	RRFB - MERIDIAN/150TH	1.000	LS	45,000.00	45,000.00
90000	MISCELLANEOUS ITEMS				
90100	SPEED HUMP	25	EA	1,400.00	35,000.00
90200	TRAFFIC CIRCLE	4	EA	900.00	3,600.00
90300	BOULDER	1	EA	1,000.00	1,000.00

CONSTRUCTION SUBTOTAL \$ 409,823.00

90400	DESIGN CONTINGENCY (20%)	1	LS	82,000.00	82,000.00
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90500	ESCALATION (See Below)	1	CALC	See Below	110,913.61
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**BID TOTAL \$ 602,736.61**

*\*Note: Costs associated with Bike Network improvements at the intersections of N 145th St/Ashworth Ave N and N 145th St/Corliss Ave N are included in the 145th Street Corridor Cost Estimate*