Question #1: Please provide additional details regarding engagement conducted with one or more of the population groups identified in question 1 of the Equity Criterion. Please elaborate on how the project supports the feedback received.

Answer #1:

In 2015/2016, the City of Shoreline had confirmed that a light rail station was to be located near the 145th Street/I-5 interchange. The City realized the importance of addressing issues on the 145th Corridor to provide safe and dependable access to the station from this major east-west corridor (connecting from SR-99 to SR-522) adjacent to the future station, and so the 145th Street Multimodal Corridor Study was conducted to analyze this roadway and develop a preferred alternative for improvements.

It was important that this initial study had a robust outreach effort as it was likely the most critical for public input, deciding from a range of improvements what this corridor would become. This range included a minimum project basically just bringing sidewalk to ADA standards (many sections of the corridor are currently impassable to all users with utility poles and other obstructions) to a 6-lane width (2 lanes being BAT lanes) and shared-use paths and/or separated pedestrian and protected bicycle facilities (which would have required extensive right-of-way acquisition). The study encouraged looking for hybrid solutions throughout.

Open houses for the corridor study were pre-COVID and in person. Open houses were recorded and posted to the website for those unable to attend in person providing further reach to people with limiting schedules and travel means. Online surveys to provide feedback and comment were also available.

No translated documents were requested but for the third open house, a care facility located on the corridor requested an ASL interpreter which the City provided.
Open House No. 2

Mylar overlays printed to scale helped to visualize possible impacts:

Open House No. 3
Open houses were advertised with campaign/yard signs along the corridor to try to reach those actually using this corridor. Venues were at City Hall or Shorecrest High School. Postcards were mailed to all addresses 10 blocks north (Shoreline) and 10 blocks south (Seattle) of the corridor. Area news outlets, blogs, webpages, and both Seattle and Shoreline neighborhood coordinators were utilized to help advertise.

This study also included the incorporation of a citizen advisory task force with members that included both Seattle and Shoreline neighborhood residents, a business and Lakeside School (both located on the corridor), and a member of the North King County
Mobility Coalition. An Inter-Jurisdictional Technical Team (including members from PSRC, WSDOT, King County Metro, Sound Transit, Seattle, other local municipalities, and Cascade Bike Club) was utilized to make sure any project would be compatible with other area projects and services.

The public input from this initial study along with extensive analysis resulted in a preferred design concept for the corridor. The team heard strongly from the community that doing nothing was not acceptable, that they wanted to prioritize safety while minimizing impacts (both costs and costs to homeowners). This project supports that feedback in two very tangible ways: 1) selecting a less aggressive design that requires less right-of-way acquisition, and 2) locating bicycle facilities in an Off-Corridor Bike Network.

Since this initial study, the project team has held a public meeting and online open house at 30% Design in April 2019. Additional information on the roadway footprint and property impacts was provided and input was requested on various urban design and landscaping elements. **Fact sheets/FAQs were translated to Spanish and Chinese (the two languages in the project vicinity most often spoken other than English).**

Through 60% design, outreach focused mainly with stakeholders and property owners. The project team is currently working toward a virtual open house tentatively scheduled for June 1 – June 15, 2022.

---

**Question #2:** The application notes that bicyclists will benefit from a wider north side sidewalk. Please clarify how the planned wider sidewalk will accommodate both bicyclists and other users.

**Answer #2:**

As part of the overall 145th Corridor Project (not Phase 2), an “Off-Corridor Bike Network” is being designed to accommodate bicyclists. 145th Street (SR-523) right-of-way is constrained and in order to construct the appropriate level of bicycle facilities directly on this busy state route was prohibitive due to high right-of-way acquisition costs and displacement of residents. Early on (2015), the City conducted the 145th Street Multimodal Corridor Study. The vision for an Off-Corridor Bike Network was developed from public input and further analysis. The project team overwhelming heard from the public to keep bicycle facilities off of SR-523 and provide facilities in a neighborhood greenway. This met their goal of maximizing safety while decreasing impacts (costs and displacement).

Although complete bicycle facilities do not appear on the Phase 2 stretch of roadway (Phase 1 includes a shared-use path east of 1st Ave NE when approaching the I-5 overpass) the City did have to purchase some right-of-way on the north side of the street. On the north side, there will be a 5-foot amenity zone providing separation from vehicle traffic and a wider 8-foot sidewalk. **The City’s Engineering Development Manual**
(EDM) states that shared-use paths shall be at least ten (10) feet; and eight (8) foot minimum is allowed at pinch points.

Again, bicycle facilities for the 145th Street Corridor will be constructed in a separate Off-Corridor Bike Network phase of the overall project and will guide bicyclists away from busy SR-523 to slower-paced streets in the adjoining neighborhoods. The City cannot control all bicyclists; should a bicyclist end up on 145th Street, they would benefit from an 8-foot sidewalk which would allow for those occasional accommodations/passings of various users.

---

**Question #3:** Please provide additional details on the process and timeline by which a Municipal Bond or inter-fund loan would be conducted, should either tool be necessary.

**Answer #3:**

A letter signed by the City Manager and attached to this application indicates that the City match is considered secured. The matching funds will come from sale of the uneconomic remnants from Phase 1 of this project. The City is very confident that the sales will be quick as some of the parcels are within an actively developing area of MUR-70. Initial sales are anticipated in 2023. Based on just two adjacent parcels and the most recent appraisal of $145/sf, the total revenue from 11,291 sf would be $1,637,195 which is more than the City's matching commitment for this grant. Five other properties will have uneconomic remnants (in excess of 25,000 sf), currently appraised at $95/sf. The City has already been approached by an interested developer for approximately 18,000 sf. Sales revenue above the City’s match for ROW acquisition would be available for match when this phase goes to construction.

It is our understanding that PSRC would like the City to provide information on how the City would have all matching funds secured if sale of the aforementioned properties is not completed prior to when the City must obligate ROW funding (staff would obligate these 2025 funds in October 2024). It is most likely that the Roads Capital Fund would have a balance at the time that would cover a short period until sales were final so that the project could “borrow” within the same fund temporarily.

The City would opt for an inter-fund loan (General Fund or other enterprise fund) if revenue had not been secured by means mentioned above. This would be financially more beneficial than bonding. The project would pay the fund back with interest once property sales were final. It is only about a 2-month process to get an inter-fund loan approved through Shoreline Council, so that process would take place no later than 3 months prior to obligation (only if the property sales revenue is not finalized) beginning in about June/July 2024. The project will be on course to begin ROW even earlier should PSRC have that option, in which case, the above date for Council approval would move up (if not already secured through property sales, matching funds could be in place with about a 2-month notice).
**Question #4:** Thank you for providing the breakout of the CWA funds by segment and phase. The information in the application is different than that in the currently programmed TIP projects of SL-16 and SL-16A. Separate from this grant process, please be in touch with PSRC staff to clarify and provide updated cost and programming information by phase for these projects to ensure the TIP is accurate and up to date, and all phases are appropriately shown as being fully funded.

Thank you. This information is being shared with the project manager.