

# PSRC's 2023 Transportation Alternatives Program Application

## Application Type

TAP Project Category - Pedestrian and Bicycle Project

## General Project Information

<b>Project Title</b>	<b>RTP ID#</b>	<b>Sponsor</b>
Eastside Off-Corridor Bike Network	N/A	Shoreline
<b>Co-Sponsor</b>	<b>Certification Acceptance?</b>	<b>CA Sponsor</b>
	Yes	

## Project Contact Information

<b>Name</b>	<b>Phone</b>	<b>Email</b>
Nytasha Walters	206-801-2481	nwalters@shorelinewa.gov

## Project Description

**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.**

This application requests funding for a feasibility study for the Eastside Off-Corridor Bike Network ("Eastside Network"), east of I-5 and roughly adjacent to 145th Street on the north side, to determine the specific route and appropriate bicycle facilities for users of all level of traffic stress and comfort traveling east-west along the 145th Street Corridor vicinity.

Initially conceived during the 145th Street Multimodal Corridor Study, the Eastside Network would be a collection of low-volume, slower-paced streets and paths that are intended to provide bicyclists and pedestrians with alternate, parallel routes to busy 145th Street (SR-523). It is anticipated that improvements analyzed will include bicycle facilities such as pavement markings (e.g. sharrows or bike lanes), shared use paths, signage, and possible additional elements such as improved curb ramps, RRFBs, and/or other.

The Eastside Network fits into the broader regional pedestrian and bicycle network and will connect to the Shoreline South/148th light rail station currently under construction with service to begin late 2024/early 2025. Portions of this Eastside Network will intersect with a signed bike route between the Interurban and Burke-Gilman Trails known as the Interurban/Burke-Gilman Trails South Bike Connector as well as connecting to the future Trail Along the Rail (some portions under construction), parks, and schools. Connections will be made to 145th Street for BRT and frequent bus service.

The City is currently designing and constructing improvements west of I-5 (including an off-corridor bike network) known as the SR-523 (N/NE 145th Street) Aurora to I-5 corridor project. With Sound Transit making improvements only for BRT on 145th Street east of I-5, that left the eastside portion of an off-corridor bike network still to be considered. This feasibility study will begin the process for a pre-design of eastside bicycle

facilities to direct bicyclists off busy 145th Street between I-5 and SR-522.

**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 learned that Sound Transit would be constructing a light rail station (also servicing BRT and local frequent bus service) near the I-5/145th Street (SR-523) interchange, the City conducted a 145th Street Multimodal Corridor Study in 2015 to address busy SR-523 (145th Street) which will be a main access point to the station. SR-523 has up to 30,000 ADT, a high volume of collisions, congestion, and lack of safe and comfortable pedestrian and bicycle facilities. A separate subarea plan study in 2016 resulted in rezoning the station area for higher-density, mixed-use transit-oriented development with low-income provisions. The area around this future station is already heavily under re-development.

During the 145th Corridor study and extensive public outreach, both drivers and bicyclists voiced a desire to locate bicycle facilities off busy SR-523 and instead on adjacent slower-paced, low-volume streets. The impact to property owners for extensive right-of-way acquisition and costs necessary to locate bicycle facilities directly on 145th Street in order to provide a safe and comfortable facility for all levels of users was prohibitive. For these reasons, the concept of an "Off-Corridor Bike Network" was developed as the bicycle facilities for the 145th Street Corridor project.

Sound Transit is designing and constructing BRT improvements on the corridor east of I-5 as part of ST3, but bicycle facilities have yet to be addressed and the City will lead this pre-design study and design and construct the Eastside Off-Corridor Bike Network.

This project will directly serve a growing candidate Countywide Center, connecting to light rail and the regional employment, educational, commercial, and recreational opportunities it provides, and connect to the broader bike network.

With light rail service to begin in late 2024/early 2025 and BRT on 145th Street in 2026, now is the appropriate time to complete the study.

## Project Location

<b>Location</b>	<b>County/Counties</b>
Various streets north of the 145th Street corridor	King
<b>Beginning Landmark</b>	<b>Ending Landmark</b>
Shoreline South/148th Station (light rail)	SR-522

### Map and Graphics

f-132-552-18672453\_vDgGA8kR\_Project\_vicinity.pdf

## Plan Consistency

**Is the project specifically identified in a local comprehensive plan?**

Yes

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

City of Shoreline 2024-2029 Transportation Improvement Plan (TIP) adopted as Resolution No. 507

<https://www.shorelinewa.gov/home/showpublisheddocument/58917/638212937423570000>

Project sheet 20 - pdf page 47

2022 Comprehensive Plan Annual Docket Amendments adopted by Ordinance No. 975:

<https://www.shorelinewa.gov/home/showpublisheddocument/57862/638059166304770000>

Transportation Element (TE)

Climate Resiliency - pdf page 6:

T3 - Emphasize transportation investments that provide and encourage alternatives to single occupancy vehicle travel and increase travel options, especially to and within King County [candidate] Countywide Centers and along corridors connecting centers.

Safety - pdf page 8

T25 - Prioritize pedestrian, bicyclist, and other vulnerable user safety over vehicle capacity improvements.

Bicycle System - pdf page 9

T35 - Implement the Bicycle Plan. Develop a program to construct and maintain a connected bicycle network that is safe and comfortable for people of all ages and abilities, connects to essential destinations, provides access to transit, and is easily accessible.

Transit System - pdf page 9

T45 - Continue to install and support the installation of transit-supportive infrastructure.

T47 - Promote livable neighborhoods near high-capacity transit through land use patterns, transit service, and transportation access.

Roadway System - pdf page 10

T51 - Design City transportation facilities with a primary purpose to moving people and goods via multiple modes (component of Complete Streets)...

Concurrency and Level of Service - pdf page 11 (Bicycle LOS Policy)

T61.1 - Establish the Bicycle Plan to connect major destinations, transit stops and stations, and residential, commercial/retail centers, and employment centers.

Transportation Improvements - pdf page 12

T69 - Implement projects that address improvements noted in planning studies or reports (such as the Transportation Improvement Plan or Annual Traffic Report) including the corridors of 145th Street, 175th Street, 185th Street, Meridian Avenue, Trail Along the Rail, and sidewalk/bicycle networks.

Bicycle Plan map pdf page 49.

TE Fiscally Constrained Project List pdf page 75.

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.

## Federal Functional Classification

Federal Functional Classification	Rural Functional Classification	Urban Functional Classification
		Exception

## Support for Centers

**Describe how the project will support the existing and planned housing/employment densities in the center.**

The Eastside Off-Corridor Bike Network (project is located east of I-5) will be a study to identify a network of low-volume streets and appropriate bicycle facilities to direct bicyclists off the busy SR-523 (145th Street) corridor. The route will connect to SR-522 (Bothell/Lake City Way) on the eastern terminus and the Sound Transit Shoreline South/148th Station (light rail service to begin 2024/2025) on the western terminus.

When the City of Shoreline was informed that the new light station was coming, the City began several studies including a station subarea plan. This resulted in the City rezoning areas adjacent to the station for higher density (up to MUR-70) / mixed-use to support Transit Oriented Development (TOD). Additionally, developers in this area who wish to take advantage of favorable tax incentives must reserve 20% of a property for low-income housing for 99 years, well above the required length for comparable tax incentives such as Low-Income Housing Tax Credits.

Re-development in this designated candidate Countywide Center, the 148th Street Station Area, is occurring rapidly which at full build-out could support up to 32,000 people, 13,000 households, and 11,000 employees.

Making connections to the light rail station provides this growing center and surrounding neighborhoods with access to the regional transportation system and the employment, educational, commercial, and recreational opportunities our region offers. Several Regional Growth Centers can be accessed from the light rail station including north to Lynnwood, south to the multiple centers in Seattle, and east to Bothell Canyon Park via new BRT.

Connecting to the regional transit system is vital. Census data has indicated that over 80% of Shoreline employees travel outside the City for employment with the majority traveling south into Seattle. Although Shoreline continues to look at incentives to grow business locally, it is assumed the larger percentage of employees will be employed elsewhere in the region where a variety of opportunities exists. Non-motorized connections to the transit system will help to alleviate congestion on our roadways, more efficiently move people and goods, and address climate action goals.

This Eastside Off-Corridor Bicycle Network will also connect to the future Trail Along the Rail (some sections currently being developed) which will run north/south roughly along the light rail alignment in Shoreline. There will also be connection to the 148th Street Non-Motorized Bridge (crosses over I-5) currently under construction which connects to the north side of the Shoreline South/148th Station and makes connections to the broader

bicycle network.

Sound Transit is implementing certain roadway improvements on the 145th Street corridor east of I-5 to accommodate future STRIDE BRT (service to begin 2026). But early on, in 2015, during the 145th Street Multi-Modal Corridor Study, it was determined that bicycle facilities directly on the corridor would be too costly and impactful to property owners as this heavily trafficked corridor would require significant right-of-way acquisition in order to construct the type of bicycle facilities that would provide the appropriate level of safety and comfort for varying levels of users. Sound Transit may be providing some minimal funding for non-motorized connections to two BRT stations to be located on 145th Street, but the connecting bicycle network was determined to be up to the City to complete.

A bicycle network of low-volume, slower paced streets and/or trails will provide multimodal options for residents in this growing community as well as for those passing through to access regional transit and/or the greater bicycle network.

**Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center**

Recognizing the socioeconomic and environmental benefits of light rail (Sound Transit light rail station to open late 2024/early 2025), the City of Shoreline adopted a planned action and new zoning by ordinance for the neighborhoods in the vicinity of the Shoreline South/148th Street light rail station. The new 148th Street Station Area (a candidate Countywide Center), has been dramatically up-zoned to allow for more housing, of which a large portion will be affordable, to concentrate growth near a high capacity transit station area. The City also prioritized a number of pedestrian, bicycle, and transit capital improvements in the area to ensure area residents and corridor users from across the region would have safe, reliable access to/from the light rail station as well as along the 145th Street corridor.

The Eastside Off-Corridor Bike Network will provide greater connections to current planned development. Shoreline is a city divided by I-5 with limited over-underpasses, separating many of the City's neighborhoods. One of the area projects with a Phase 1 currently under construction and Phase 2 in final design is the 148th Street Non-Motorized Bridge. This ped/bike bridge will span I-5 with a direct connection to the new light rail station. West of the 148th Bridge, the City is finishing design of the "Westside" Off-Corridor Bike Network that will connect to a second candidate Countywide Center at SR-99 (Shoreline Place) and the regional ped/bike Interurban Trail. Adjacent to the light rail alignment in Shoreline, the City is planning for the Trail Along the Rail. Sound Transit is constructing 20 non-contiguous blocks of this trail and the City will fill gaps as funding is available. The Eastside Off-Corridor Bike Network will allow users to connect to all of these facilities.

In 2015, a Shoreline-led 145th Street Multimodal Corridor Study was conducted and supported by an inter-agency technical team and a citizen advisory group. This study resulted in plans for bicycle facilities for the 145th Street Corridor to be located in an adjacent network of low-volume, slower-paced streets. This was supported by both vehicle drivers and bicyclists. Comments strongly stated that the dollar cost and cost to property owners with the extensive right-of-way that would be required to build a safe, comfortable facility directly on this busy state route was too high. With the Off-Corridor Bike network west of I-5 currently in design, the City is now looking to study the eastside so that the route and general facilities can be determined in order to be able to move to a future design phase.

The Eastside Off-Corridor Bike Network, with other ongoing improvements, is expected to enhance community

connectivity through careful investments designed to serve destinations safely and conveniently within the community, as well as provide connections to regional transportation services that provide access to the larger Puget Sound region and greater employment, educational, commercial, and recreational opportunities. The Eastside Off-Corridor Bike Network will provide the growing 148th Street Station Area (candidate Countywide Center) and surrounding neighborhoods with critical first/last mile connections to the regional transit system, connections to the greater bicycle network, and connections throughout the local neighborhoods.

## Category-Specific Criteria: Pedestrian and Bicycle Projects

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

The Eastside Off-Corridor Bike Network is needed to complete bicycle facilities in a neighborhood greenway rather than on busy SR-523 (145th Street). In early studies, it was decided that the large cost of right-of-way to place facilities on 145th Street, plus the high displacement of residents it would cause was just not a viable option. Sound Transit is not addressing a continuous bike network as part of their improvements for new STRIDE service, so this poses a gap in bicycle facilities.

The Eastside Off-Corridor Bike Network will be planned to make connections to the high-capacity transit station area, Shoreline South/148th Station (light rail), connections to the east to the Burke-Gilman Trail Connectors (part of the City's overall bicycle network), and become a part of the entire 145th Street Off-Corridor Bike Network with connections to the Trail Along the Rail, Interurban Trail, and overall bicycle network. It will connect to a safe crossing of I-5 over the 148th Street Non-Motorized Bridge and help to connect two of the four candidate Countywide Centers that the City will be focusing growth within. Parks, schools, retail, and more will be just some of the connections users can make.

Connecting to light rail will provide users with the many employment, educational, recreational, and commercial benefits that only some of the larger Regional Growth/Industrial Centers can provide.

**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.**

One of the missing components for moving all users east of I-5 along the 145th Street corridor are bicycle facilities. As part of initial studies, it was determined that bicyclists would be best served off this busy state route and on a network of slower-paced neighborhood streets, referred to as the Off-Corridor Bike Network. This facility will serve both Shoreline and Seattle residents, connecting them to a High-Capacity Transit Station Area and the many opportunities offered at regional destinations.

The Eastside Off-Corridor Bike Network will also connect to the future Trail Along the Rail (a non-motorized shared-use path roughly following the light rail alignment with certain portions under construction and others to be completed as funding is available). At this western project terminus, the Eastside Off-Corridor Bike Network is traveling through the 148th St. Station Area, a candidate Countywide Center, and will service a growing population (at full build-out this center alone could support up to 32,000 people, 13,000 households, and 11,000 employees).

Although improvements for the Eastside Off-Corridor Bike Network terminate at the station, they will connect to other improvements in place or being constructed as different Shoreline led projects. From the station area, the Off-Corridor Bike Network will connect to the future 148th Street Non-Motorized Bridge (separate project) over I-5 connecting to westside bicycle facilities (currently under design), the Interurban Trail, and a second candidate

Countywide Center (Shoreline Place).

**Describe the connections to transit stops and stations provided by the project, including bus, rail, ferries, etc.**

This study will look at placement and facilities for the Eastside Off-Corridor Bike Network that will provide bicyclists with a system of slow-paced streets and/or trails located just north of the busy state route (SR523 - 145th Street) with connections to transit. The Eastside Off-Corridor Bike Network will have connections to both Sound Transit light rail and bus rapid transit (BRT). The western terminus of the Eastside Off-Corridor Bike Network in this study will be at the Shoreline South/148th Station where regional light rail service begins in late 2024/early 2025. Sound Transit is also constructing roadway improvements on the 145th Street Corridor east of I-5 to accommodate STRIDE, its ST3 BRT service scheduled to begin in 2026. The Eastside Off-Corridor Bike Network will include bicycle facilities connecting to the two future BRT stations/platforms on 145th Street at 15th Ave NE and 30th Ave NE.

This Eastside Off-Corridor Bike Network study will also consider any additional bicycle facility connections to the 145th Street Corridor where King County Metro will also provide frequent service.

**Describe the anticipated level of public usage within the community and how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.**

The busy 145th Street Corridor is not a bicycle friendly one and has been mostly avoided by users in the past. The corridor is changing rapidly. At the western portion of the Eastside Off-Corridor Bike Network is the candidate Countywide Center, the 148th Street Station Area, which has been zoned for higher density, multi-family and is rapidly redeveloping. New bicycle facilities will be serving a very different community in the near future.

The Eastside Off-Corridor Bike Network will attract all levels of users with its location on slow-paced streets and its connections to parks and trails.

The Sound Transit Lynnwood Link Extension FEIS 2035 projections for non-motorized ridership at the 145th Street light rail station (renamed the Shoreline South/148th Station since the analysis) are estimated at 360 pedestrians and 30 bicyclists boardings/alightings anticipated per peak hour. With a rapidly growing community and new use-friendly facilities to be put in place, these numbers could easily grow.

The Eastside Off-Corridor Bike Network will become a part of the City's overall Bicycle Network and will connect to the 148th St Station Area (candidate Countywide Center), Shoreline South/148th Station, the 148th Street Non-Motorized Bridge (currently under construction which will span I-5 at station), and the future Trail Along the Rail. Crossing over I-5, users will be able to connect with the Shoreline Place (a second candidate Countywide Center just west of Aurora Avenue (SR-99) with commercial outlets via the western portion of an off-corridor bike network currently under design.

The Eastside Off-Corridor Bike Network will serve residents in moving about their neighborhoods, connecting to trail systems, and providing links to the regional transit system and the vital connections it serves.

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

The busy nature of 145th St (SR-523) with obstructions to pedestrians and bicyclists has long made the corridor uninviting for these users.

The 145th Street Multimodal Corridor Study (2016) states that, "In lieu of comprehensive user counts across the area, user maps from Strava, a popular fitness app, were reviewed to get an understanding of composite walking, running, and cycling activity. While Strava users are typically confident users and represent a small segment of the population, it is useful to understand activity patterns as a starting point." The cycling and running data indicated that most users completely avoided 145th Street in favor of other routes.

The 145th Street Corridor is changing with re-development occurring at a rapid pace in the adjacent 148th Street Station Area, a transit-oriented candidate Countywide Center. Incentives for building affordable housing could also further increase the need for alternative transportation for those that do not have the means of owning and operating a car. Overall, there will be more users wishing to access light rail, BRT, and frequent bus service.

Failing to provide facilities for multimodal users would be a direct impact on this community and not allow the full potential of access to a multi-billion dollar regional transit system. The Shoreline community will rely on this regional system with the employment, educational, recreational, and commercial opportunities it provides. Providing safe and comfortable multimodal means of access will help fight congestion in the area as well as resulting air quality issues.

Being in a high-density neighborhood with a busy state route on its border, providing this community with a safe and comfortable non-motorized means of moving around will be crucial for community vibrancy and an overall good place to live.

## Category-Specific Criteria: Equity

### Section 1

**Identify the population groups to be served by the project, i.e., people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English Proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations.**

Populations served by the project were identified using US Census block group level demographic data within approximately 0.25 miles of the corridor project. Demographic analysis shows the study area includes a Census block group with a high percentage of disadvantaged populations - with up to 50% of residents classified as People of Color or low income in an adjacent block group.

In the Washington State Department of Health Environmental Health Disparities mapping, the majority of the 145th Street corridor ranks a 10 out of 10 for proximity to heavy traffic and a 9 out of 10 for exposure to diesel exhaust emissions. A portion of the project area ranks 8 out of 10 for Sensitive Populations. Projects such as the Off-Corridor Bike Network in this application and others that the City and other stakeholders are implementing in the 145th Street corridor area will help promote alternative transportation options.

**Identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.**

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 (with a requirement for 20% affordable housing) and a new light rail station will be opening adjacent to the corridor in 2024/2025. 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 Eastside 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.

**Describe how the project addresses those disparities or gaps and benefits the population groups identified under Step 1.**

The adopted 145th Station Subarea Plan 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 disadvantaged populations with improved 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.

## Section 2

**Describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.**

The 145th Street Multi-Modal Corridor Study, which developed the initial project concept, provided multiple opportunities for the public and other key stakeholders to learn about the project with the intent of providing a clear understanding of what they were being asked to weigh in on and how their input was to be used.

Outreach has included conducting a transparent, equitable, culturally appropriate and inclusive public involvement effort with the objectives of:

- Ensuring all stakeholders, particularly those historically underserved and with limited English proficiency (LEP), have meaningful opportunities to participate in engagement activities.
- Explaining technical information simply and concisely so that it is understandable to diverse groups and LEP populations.
- Providing information that is accessible to those with limited English proficiency and disabled audiences, using

interpretation and translation and trusted advocate liaisons as appropriate.

- Ensuring all project decisions are reported back to the greater community and key project stakeholders.

The 145th Street Multimodal Corridor Study hosted three open houses for people to learn about and provide input on the corridor. For ongoing 145th Corridor projects, members of the public have also been able to provide feedback through surveys and to ask questions and make recommendations on key project elements where needed. The project team has also met multiple times with neighborhood groups located adjacent to the project site to ask questions and collect feedback.

The project team evaluates the public engagement success through the following tactics:

- Ask open house participants to take a quick survey at the end of the events to determine effectiveness of format, messaging, and venue.
- Ask online open house participants and other stakeholders who have provided contact info to complete a brief survey to determine effectiveness of format and messaging.
- Include demographic questions in online survey to determine how we reached participants, where they live in relation to the project, and whether participants reflect diverse stakeholder groups.

The Eastside Off-Corridor Bike Network study will provide appropriate outreach to continue this conversation.

**Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.**

The initial 145th Street Multimodal Corridor Study (2015) looked at the corridor from SR-522 (Bothell/Lake City Way) to 3rd Ave NW. It was during this initial study that an Off-Corridor Bike Network was determined to be a better way to serve bicyclists. Participants in the study included both Seattle and Shoreline residents. The overwhelming feedback was in support to prioritize safety while reducing impacts. The cost and relocation of residents due to excessive right-of-way acquisition that would have been required to put bicycle facilities with an appropriate level of safety of comfort directly on SR-523 was determined not feasible or appropriate. It was preferred to redirect these users to a slower-paced network of neighborhood streets.

This Eastside Off-Corridor Bike Network pre-design study will look at the area just north of 145th Street from I-5 to SR-522 to determine the best location and type of facilities to be designed.

### Section 3

**Is the project in an area of low, medium, or high displacement risk?**

This project is in an area identified as medium risk for displacement.

**If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks.**

The City of Shoreline is striving to improve transportation access and provide affordable housing for its disadvantaged populations. To support this effort the City considers proximity to disadvantaged populations as a metric for prioritizing new sidewalk improvements across the City with several priority sidewalk projects within the project area.

Shoreline also offers Multifamily (residential) Property Tax Exemptions (MFTE) to encourage multifamily

development and to provide affordable housing within the 148th Street Station Area. In order to qualify for the MFTE incentive, the applicant must commit to 20% of the project meeting the affordable housing definition in Shoreline Municipal Code (SMC) Chapter 3.27.020.

Land uses within the 148th St Station Area include MUR-35, MUR-45, and MUR-70. Within these zones and as part of the subarea plan, the City of Shoreline updated the development code (SMC 20.40.235) to include new opportunities for affordable housing. Within zones MUR-45' and MUR-70' it is mandatory that a portion of the housing provided be affordable and within MUR-35' it is voluntary. Other areas within the Eastside Off-Corridor Bike Network study area include different concentration of residential and some business zoning.

## Category-Specific Criteria: Safety and Security

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

The 145th Street Corridor (SR-523) has historically been a high-collision corridor with ADT approaching 30,000 near the I-5 interchange. Most of the corridor has inadequate facilities for pedestrians and no bicycle facilities. Although the Sound Transit BRT project will be addressing certain road and pedestrian facilities east of I-5, most of the corridor will remain without bicycle facilities. Constructing bicycle facilities with an appropriate level of safety and comfort directly on the entire 145th Street corridor is not financially feasible (and highly impactful to property owners).

Historically, non-motorized users have tended to avoid this corridor. Providing these users with a network of slower paced streets in the adjacent neighborhood will provide a safer environment and will attract more users with varying levels of comfort. This planning study will look for areas where shared-use paths might be installed, as well as other elements to promote safety such as bike lanes, RRFBs, and other appropriate treatments.

### **Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or adding or improving facilities for pedestrian and bicycle safety and comfort.**

The Eastside Off-Corridor Bike Network will service the growing 148th Street Station Area (a candidate Countywide Center) which is focusing development on high-density, multi-family TOD. The City has a requirement for 20% of all units to be affordable housing in this area.

The Eastside Off-Corridor Bike Network will in part serve a population that often depends on alternative transportation options for vital connections. Connecting to the Shoreline South/148th Station (High-Capacity Transit Station Area) will allow those who choose not to use a car, or do not have that option, to access regional opportunities.

The Eastside Off-Corridor Bike Network will connect users to a safe, attractive, and comfortable alternative to busy SR-523 (with a high collision rate and history of pedestrian/bike incidents) and a safer crossing of I-5.

### **Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?**

Engineering, enforcement, education, and policy related improvement strategies generated by the City's Annual Traffic Report strive to accomplish the goal set by Washington State's Target Zero Plan to achieve zero fatal and serious injury collisions by the year 2030. In addition, this traffic report which specifically identifies safety

improvement strategies, supports many goals set by Shoreline’s Comprehensive Plan, as well as City Council goals to promote and enhance the City’s safe community and neighborhood programs and initiatives.

The City's Transportation Element adopted into the Comprehensive Plan in November 2022 has several policies guiding this development including:

T23. In conjunction with the Washington State Target Zero Plan, prioritize transportation planning, design, improvement, and operational efforts with the goal of achieving zero serious or fatal injury collisions.

T35. Implement the Bicycle Plan. Develop a program to construct and maintain a connected bicycle network that is safe and comfortable for people of all ages and abilities, connects to essential destinations, provides access to transit, and is easily accessible.

The City of Shoreline strives to reduce overall, injury, and fatality collisions on its roadways consistent with the Washington State Strategic Highway Safety Plan’s Target Zero Plan. The top two injury collision risk factors in Shoreline continue to be collisions at intersections and collisions with pedestrians or bicyclists.

Designing and implementing facilities that will direct bicyclists off busy SR-523 will be a step in the right direction for providing better safety and comfort for these users. This pre-design study will provide the framework for the type and placement of facilities.

**Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.**

This project will be on a network of streets with lower speeds. The project will not include any roadway widening and will look for measures to inherently slow traffic down. The study could look at placement of curb ramps, speed humps, traffic circles, RRFBs, etc.

### PSRC Funding Request

<b>Has this project received PSRC funds previously?</b>	<b>Please provide the project's PSRC TIP ID.</b>
No	

### PSRC Funding Request (cont.)

Phase	Year	Amount
Planning Project (study)	2025	\$159160
		\$
		\$

**Total PSRC Funding Request:** \$159160

### Total Estimated Project Cost and Schedule

#### Planning Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Secured	\$24840
Federal	TAP(PSRC)	Unsecured	\$159160

			\$
			\$
			\$

**Total Planning Phase Cost: \$184000**

**Expected year of completion for this phase: 2026**

### Preliminary Engineering/Design Phase

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

**Total Preliminary Engineering/Design Phase Cost: \$0**

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

### 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:**

### Construction Phase

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

**Total Construction Phase Cost: \$0**

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

### Other Phase

Fund Type	Fund Source	Funding Status	Amount
-----------	-------------	----------------	--------

			\$
			\$
			\$
			\$
			\$

**Total Other Phase Cost:** \$0

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

## Project Summary

<b>Total Estimated Project Cost:</b>	<b>Estimated Project Completion Date (month and year):</b>
\$184000	December, 2026

## Financial Documentation

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

Grants are a primary funding source for many of the City's projects, and most grants require a City match. In order to ensure there are match funds available, a grant match reserve has been established. Historically, this reserve has been funded by one-time general fund contributions and REET. The 2023-2028 CIP includes \$100,000 per year of REET for grant match.

See attached Additional Funding Documentation for excerpt from the City of Shoreline 2023-2028 CIP with fund balances.

Additionally, the General Fund may contribute further support for specific projects or needs like grant match discussed. Council has approved the 2024-2029 TIP which includes the Eastside Off-Corridor Bike Network and staff have been prompted by Council to return to them if a match is required in order to secure a grant for any project and funds are not available. If funds were not in the Grant Match Fund at time of award, it is about a 6-week process to get on the Council agenda to secure funding match.

Email attached indicates the match of \$24,840 will be programmed into the CIP if this grant request is successful. Funds are available in the City's Grants Match Program or other appropriate fund. This project is in the City's adopted 2024-2029 TIP and those pages and link are provided with the email.

**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.**

f-132-346-18672453\_K5oKZNYw\_Secured\_Funding\_-\_2023\_TAP\_-\_Eastside\_Off-Corridor\_Bike\_Network.pdf, f-132-346-18672453\_lo5nHuTC\_Pages\_from\_2024-2029\_TIP.pdf, f-132-346-18672453\_YNuiNRER\_Additional\_Funding\_Documentation.pdf

## Project Readiness

### Preliminary Engineering/Design

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

Yes

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

,

Is preliminary engineering/design complete?

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

,

Have preliminary plans been submitted to WSDOT for approval?

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.

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

,

## Environmental Documentation

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](#).

Has NEPA documentation been approved?

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

,

## Right of Way

Will Right of Way be required for this project?

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

,

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.

,

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.

What is the zoning in the project area?

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions

needed to pursue this.

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

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

**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.**

## Construction

**Are funds being requested for construction?**

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

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

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

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

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

,

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

,

## Other Considerations

**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.**

Sound Transit is developing improvements for new 2026 BRT service on 145th Street between I-5 and SR-522. These Sound Transit improvements do not include bicycle facilities for bicyclists traveling east-west through the corridor.

The City is addressing facilities for bicyclists with its Eastside Off-Corridor Bike Network project. This application requests funding for a pre-design study to determine exact streets and types of facilities.

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

The City conducted the 145th Street Multimodal Corridor Study in 2015 which included a technical team with members from various agencies and a citizen advisory task force to help review and analyze pre-design



materials throughout the process.

During public outreach, safety was the number one concern of participants throughout the study. Overwhelming input was that not addressing concerns on this corridor was not an option. Public input was for maximizing benefit to meet project goals while minimizing costs and impacts to property owners. Although there were some elements of a wider roadway profile that were attractive, the cost to homeowners was considered too great by overall participants. The majority of participants, including bicyclists, saw benefit to putting bicycle facilities off-corridor.

As a result of all this input, the preferred alternative selected by Council greatly reflected feedback heard from the community with a less impactful cross-section design and an off-corridor bike network.

Moving forward from this original 145th Street Multimodal Corridor Study in 2015, the City of Shoreline initiated projects for interchange improvements at 145th/I-5 and corridor improvements west of I-5 while Sound Transit ST3 identified new BRT which would service 145th Street from SR-522 to the new light rail station adjacent to I-5. Sound Transit roadway and station improvements do not address bicyclists along 145th Street as the initial 2015 study was to create off-corridor facilities.

Shoreline now needs to plan for those facilities - the appropriate streets, treatments, and connections.

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

f-132-480-18672453\_g8yt2jri\_Transit\_and\_area\_projects.pdf

## 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 Nick Johnson at [njohnson@psrc.org](mailto:njohnson@psrc.org) to have it returned to you.

The table below is from the City of Shoreline [2023-2028 Capital Improvement Plan](#) (pdf page 83). The 2023-2028 CIP shows contributions to the Grant Matching fund of \$100,000 annually over the next six years and when added to an initial 2021-2022 balance, would result in a 2028 balance of approximately \$2.36 million. In order to release matching funds to this project, a budget amendment would be required to recognize the TAP grant and at the same time the City would allocate Grant Match funds to the project. This could be incorporated as part of the 2023-2026 budget approval or as an amendment.

Staff also have the ability to go to Council and request a General Fund transfer which would require an approximate 2-month process.

**City of Shoreline 2021 - 2028 Capital Improvement Plan  
FUND SUMMARY  
Roads Capital Fund**

Project	Current 2021-2022	Estimate 2021-2022	Proposed 2023	Proposed 2024	Proposed 2025	Proposed 2026	Proposed 2027	Proposed 2028	Total 2021-2028
<b>Expenditures:</b>									
Pedestrian / Non-Motorized Projects	\$21,498,887	\$9,126,310	\$16,936,744	\$26,693,125	\$21,198,596	\$7,696,959	\$5,303,209	\$6,820,719	\$93,775,662
System Preservation Projects	\$3,004,422	\$3,093,369	\$1,501,568	\$1,508,694	\$1,210,607	\$1,820,242	\$1,215,200	\$1,820,242	\$12,169,922
Safety / Operations Projects	\$40,018,681	\$27,807,260	\$14,434,115	\$26,898,182	\$36,559,344	\$9,247,182	\$13,921,202	\$15,434,366	\$144,301,649
Not Project Specific	\$2,595,511	\$3,044,042	\$1,672,290	\$1,481,877	\$1,458,837	\$1,520,657	\$1,587,238	\$1,658,675	\$12,423,618
To be Completed Current Biennium	\$3,104,589	\$2,823,381	\$9,804	\$0	\$0	\$0	\$0	\$0	\$2,833,185
<b>Total Expenditures by Year</b>	<b>\$70,222,090</b>	<b>\$45,894,363</b>	<b>\$34,554,521</b>	<b>\$56,581,879</b>	<b>\$60,427,383</b>	<b>\$20,285,040</b>	<b>\$22,026,849</b>	<b>\$25,734,002</b>	<b>\$265,504,037</b>
<b>Change in Fund Balance:</b>									
Beginning Fund Balance	\$0	\$6,902,785	\$9,194,858	\$9,133,427	\$6,472,908	\$6,054,302	\$6,017,651	\$5,899,882	\$6,902,785
Total Revenues	\$0	\$51,875,783	\$34,593,090	\$54,021,361	\$60,108,777	\$20,348,388	\$22,009,080	\$25,577,987	\$268,534,466
Amount Restricted for Grant Matching	\$0	\$1,758,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$2,358,000
Total Expenditures	\$70,222,090	\$45,894,363	\$34,554,521	\$56,581,879	\$60,427,383	\$20,285,040	\$22,026,849	\$25,734,002	\$265,504,037
<b>Ending Fund Balance</b>	<b>(\$70,222,090)</b>	<b>\$11,126,205</b>	<b>\$9,133,427</b>	<b>\$6,472,908</b>	<b>\$6,054,302</b>	<b>\$6,017,651</b>	<b>\$5,899,882</b>	<b>\$5,643,868</b>	<b>\$7,575,215</b>
<b>Impact on Operating Budget</b>	<b>\$0</b>	<b>\$5,822</b>	<b>\$3,312</b>	<b>\$3,662</b>	<b>\$6,542</b>	<b>\$10,542</b>	<b>\$11,542</b>	<b>\$8,332</b>	

## 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.

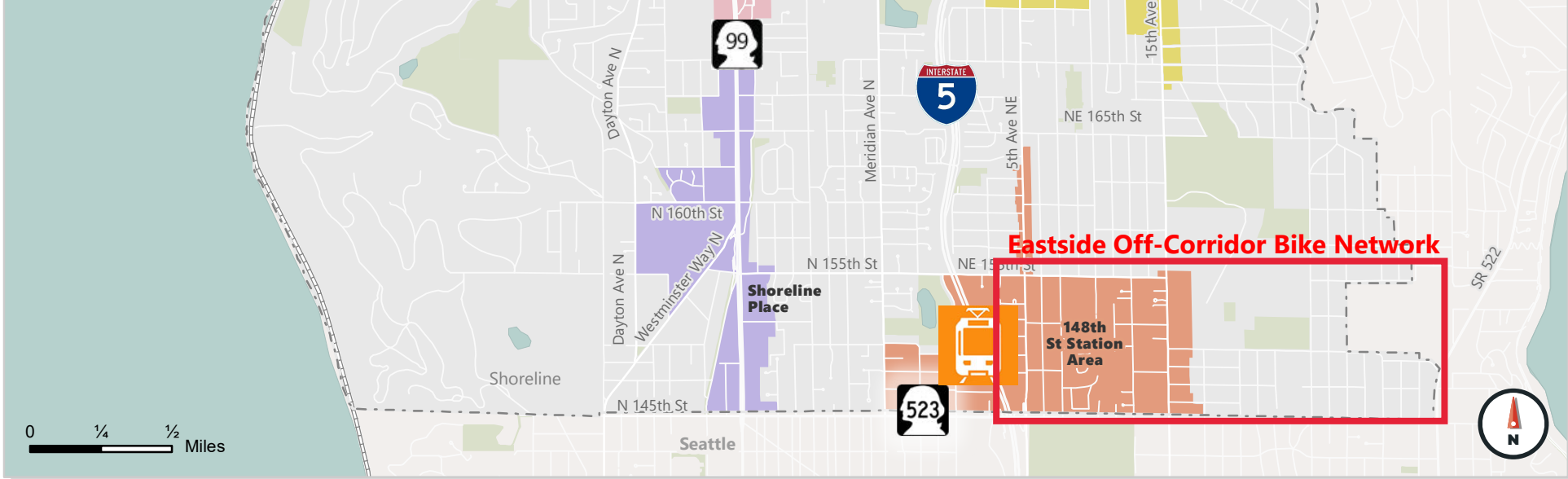
The Eastside Off-Corridor Bike Network scored high among trail projects in the Transportation Element (TE) adopted into the City's Comprehensive Plan in November 2022. As a result of this, a portion of this project was included in the TE financially constrained project list. A high-level estimate of 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.



**King County Candidate Countywide Centers**

- 148th St Station Area
- 185th St Station Area
- Shoreline Place
- Town Center

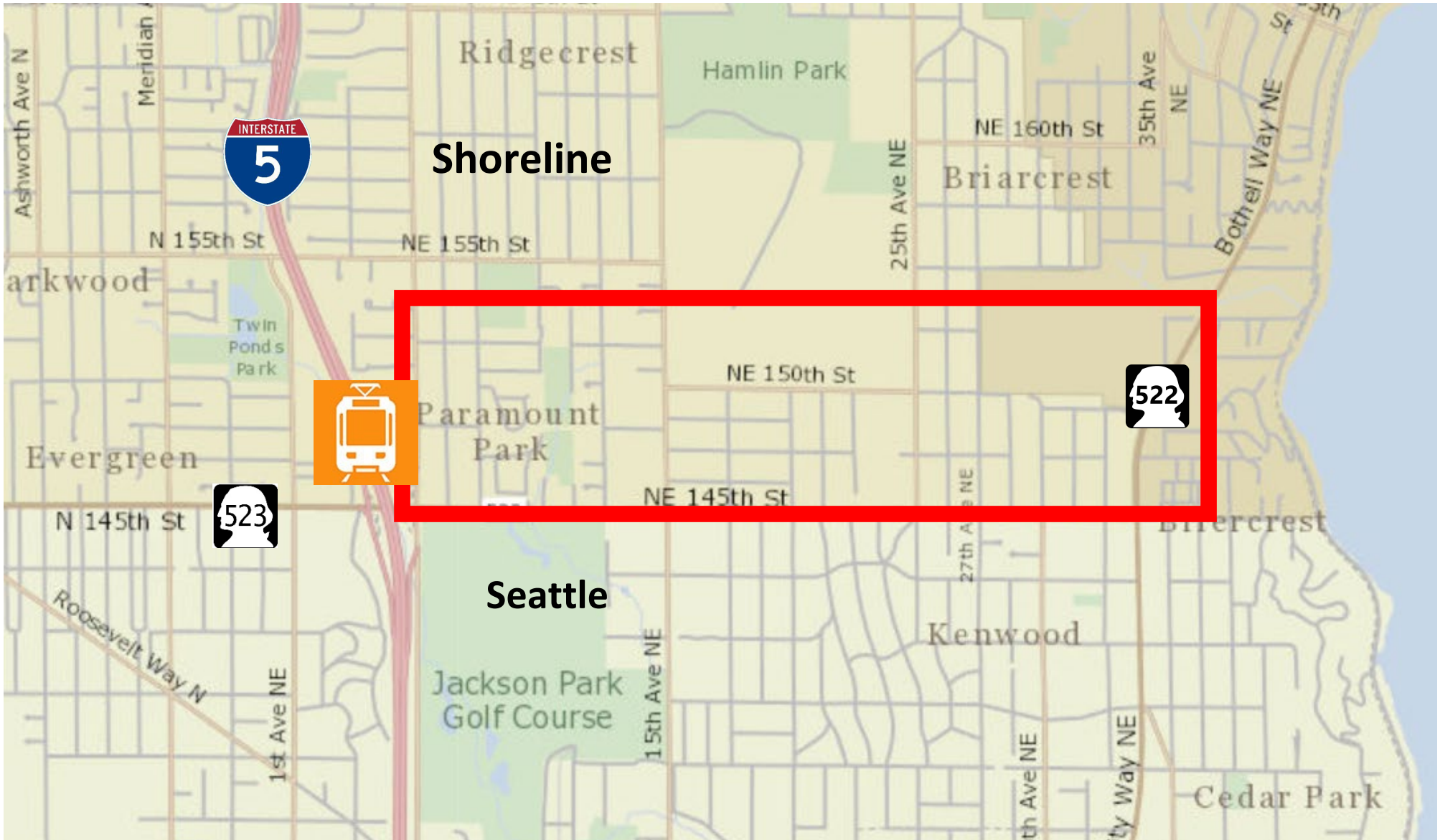
City Boundary

The Eastside Off-Corridor Bike Network will be a series of low-volume streets and paths north of the 145th Street (SR-523) corridor.

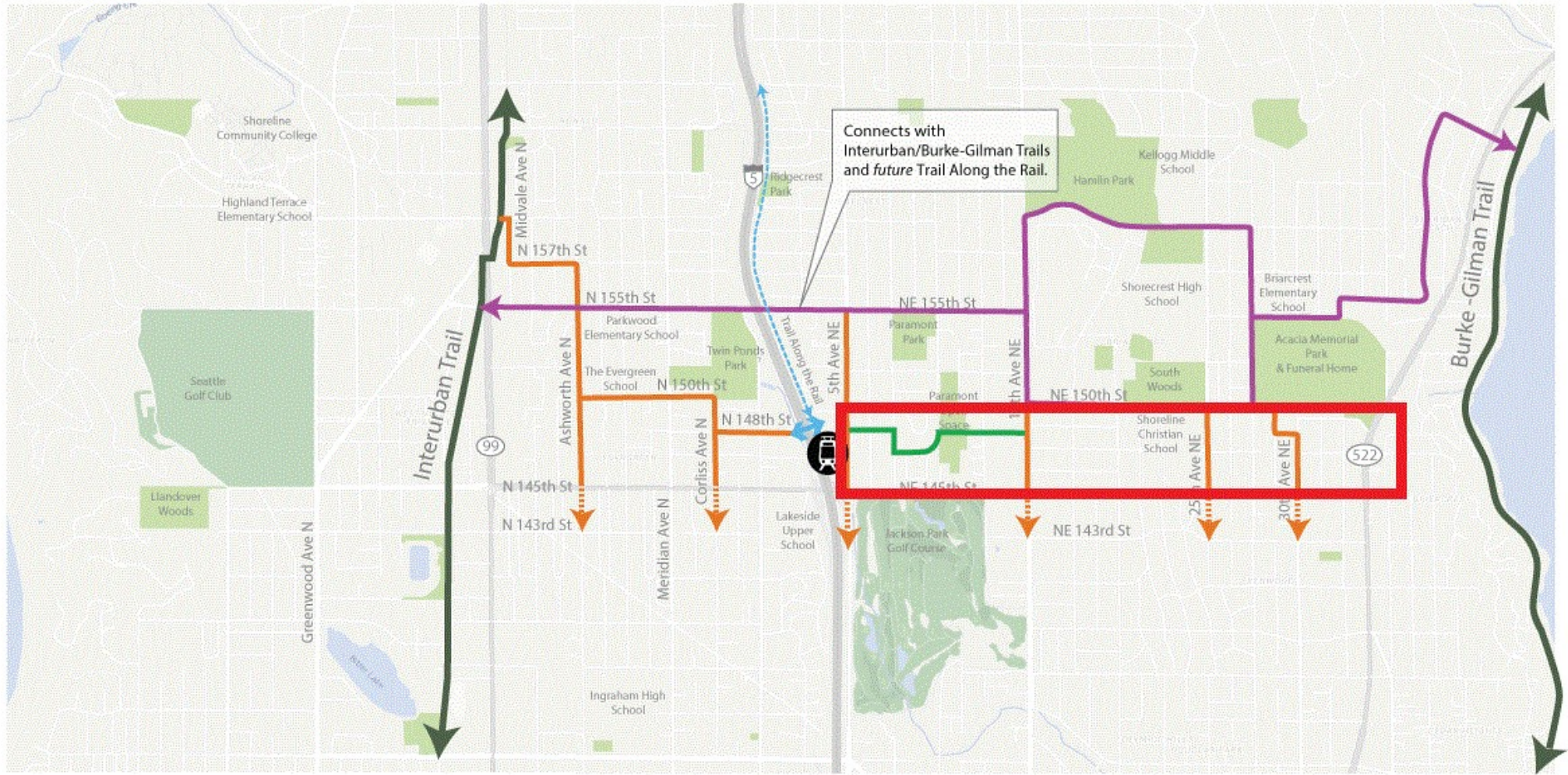
City of Shoreline

# Eastside Off-Corridor Bike Network Pre-Design Study

*Project limits indicate approximate area to analyze for location of facilities.*







-  Future Off-Corridor Bike Network
-  Interurban/Burke-Gilman Trails South Bike Connector
-  Potential Paramount Extension

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

-  Existing Regional Trail
-  Potential Seattle Bike Network Connection



**Represents general study area for location of Eastside Off-Corridor Bike Network**

**OFF-CORRIDOR BIKE NETWORK**

**From:** [Nytasha Walters](#)  
**To:** [Catherine Lander](#)  
**Subject:** City of Shoreline Funding documentation verification for the 2023 TAP application: 145th Street Off-Corridor Bike Network (Eatside)  
**Date:** Monday, June 26, 2023 12:11:44 PM  
**Attachments:** [Pages from 2024-2029 TIP.pdf](#)

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Hi Catherine,

The City of Shoreline is requesting funding for a pre-design study to determine which streets and which treatments will best serve an Off-Corridor Bike Network east of I-5 to complete safer passage for bicyclists along the busy 145<sup>th</sup> Street (SR-523) corridor.

The Eastside Off-Corridor Bike Network appears in the City's [adopted 2024-2029 Transportation Improvement Plan \(TIP\)](#) as an unfunded pre-design study. That project worksheet is included with this email.

The City has necessary funds to cover the almost \$25,000 in match for this planning effort set aside in its Grant Matching Fund or could opt to utilize other appropriate available fund sources. If the City of Shoreline is successful in receiving this grant award, the study will be included in the next Capital Improvement Plan (CIP) update.

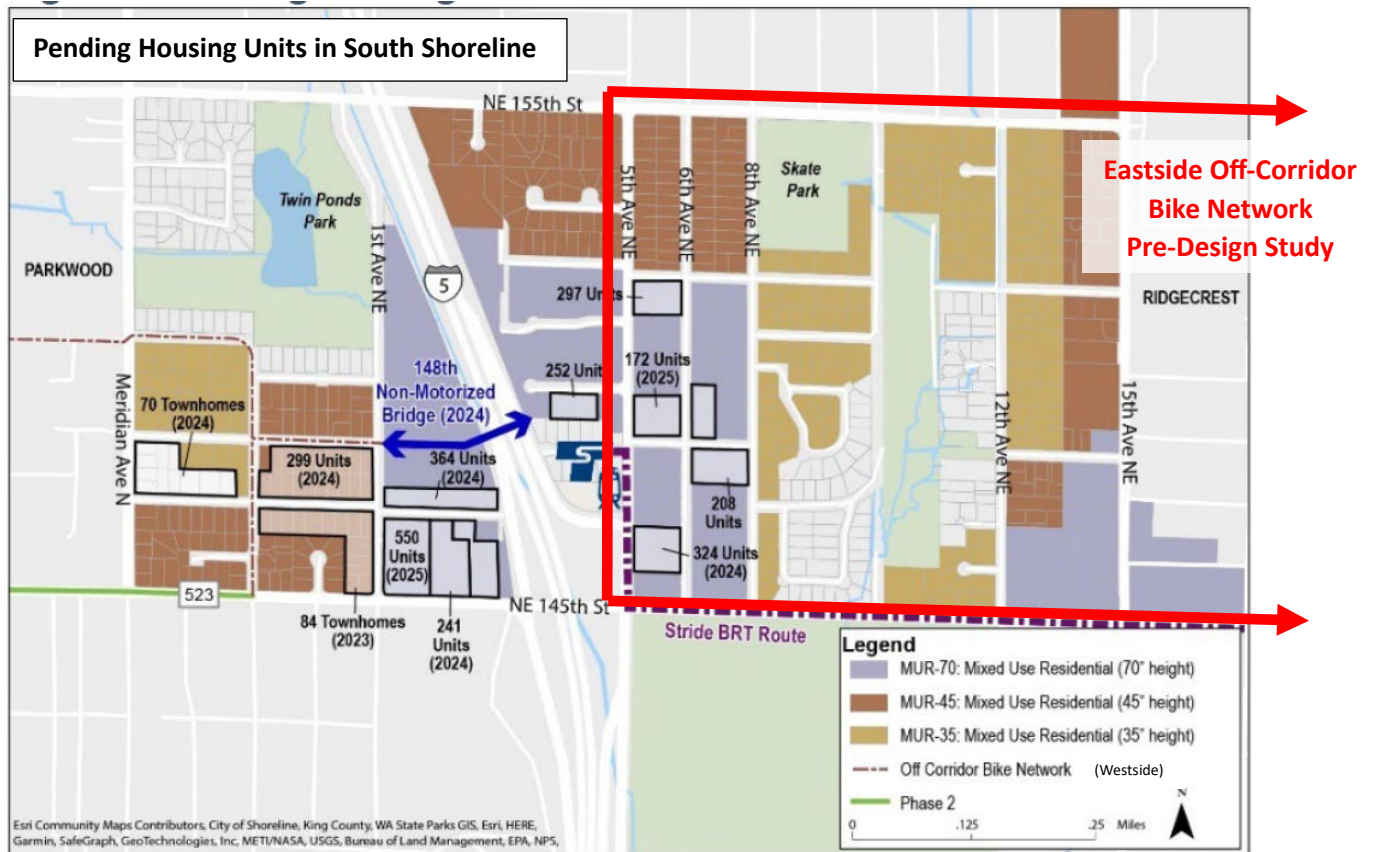
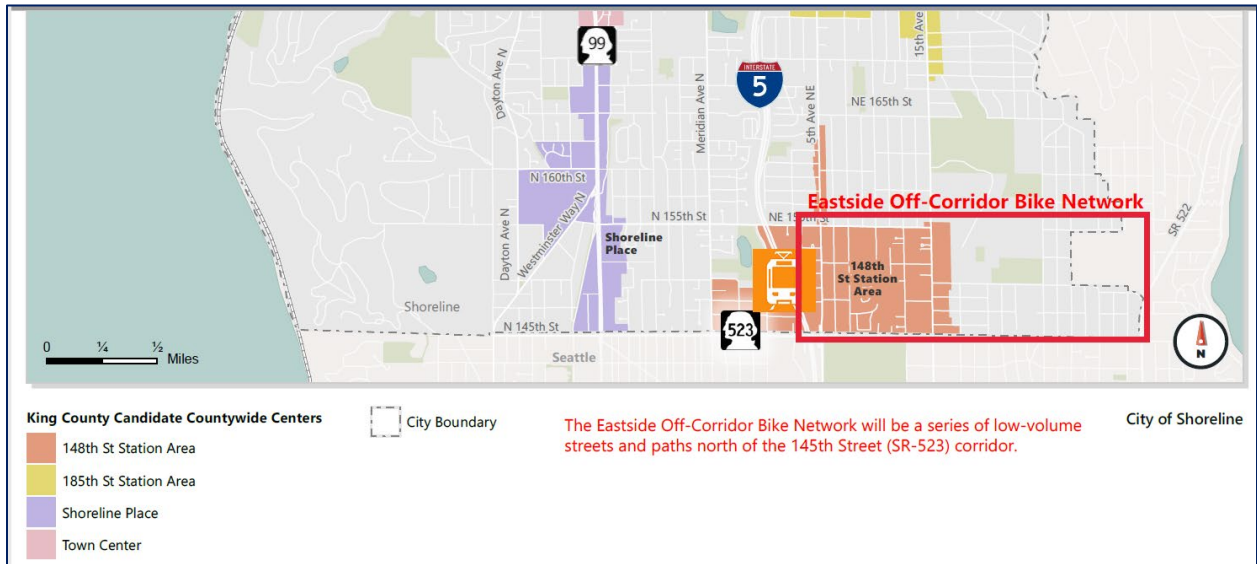
Please reach out to me if there is any additional information I can provide at this time.

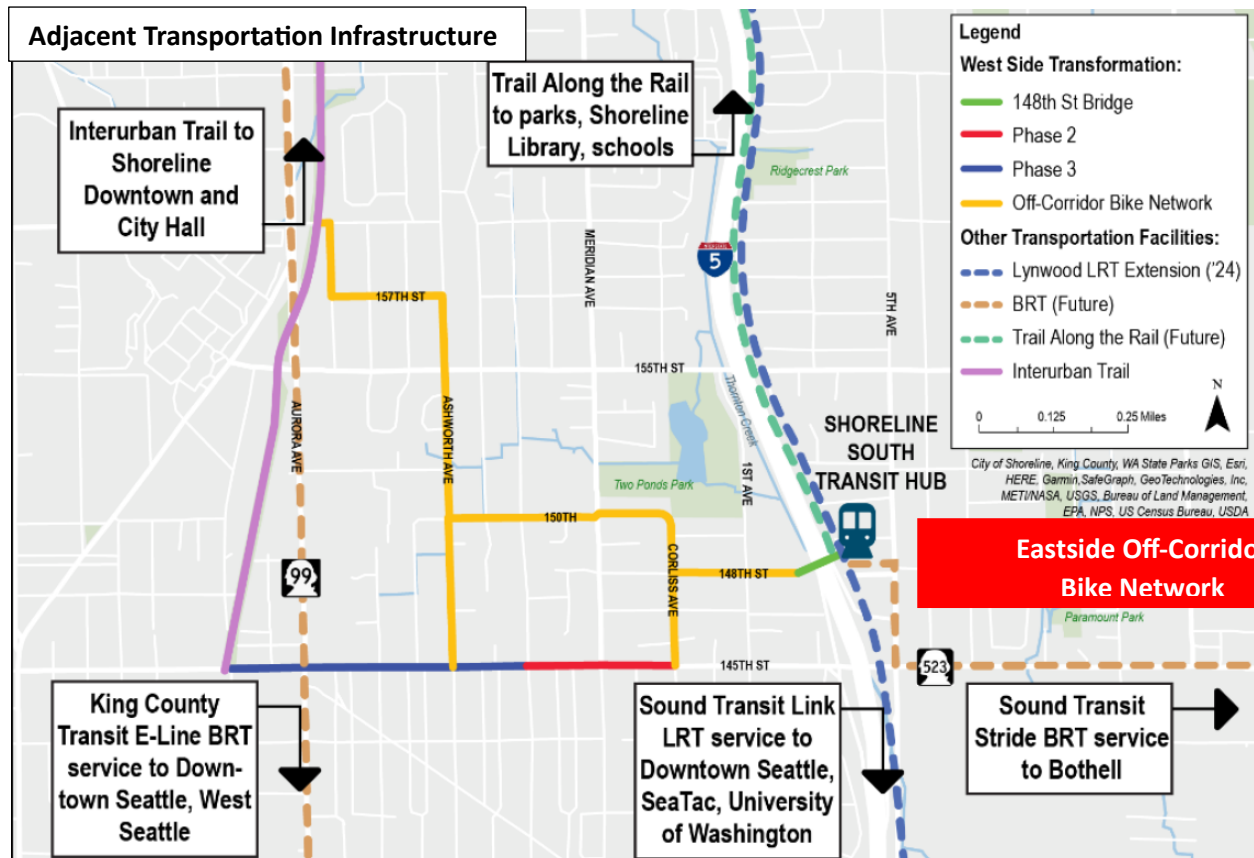
Regards,  
Nytasha

Nytasha Walters  
Transportation Services Manager  
City of Shoreline  
17500 Midvale Avenue North  
Shoreline, WA98133-4921  
[www.shorelinewa.gov](http://www.shorelinewa.gov)



# Eastside Off-Corridor Bike Network Pre-Design Study Area





<https://www.soundtransit.org/system-expansion/lynnwood-link-extension>

[Sound Transit 145<sup>th</sup> Corridor BRT](#)



## Stride S3 Line

Adding new bus rapid transit service along SR-522 and Northeast 145th Street between Shoreline and Bothell.



### OVERVIEW

The S3 Stride Line will serve the growing north Lake Washington communities from Shoreline and Seattle to Bothell. The project will connect riders to Link light rail at Shoreline South/148<sup>th</sup> at the corridor's western end, and to the S2 line in Bothell, the area's eastern end. S2 and S3 will connect at the SR 522/I-405 Transit Hub with transit service provided by Sound Transit, Community Transit and King County Metro. Stride will add parking in Kenmore and Bothell by 2034, and in Lake Forest Park by 2044.