

From: [Debbie Tarry](#)
To: [Carolyn Wurdeman](#); [Chris Eggen](#); [Chris Roberts](#); [Doris McConnell](#); [Jesse Salomon](#); [Keith McGlashan](#); [Shari Winstead](#); [Will Hall](#); [John Norris](#)
Subject: FW: Project lists
Date: Monday, November 18, 2013 2:13:58 PM

Council –

We are adding this to the Green Folder for tonight per Councilmember Hall's request.

Debbie Tarry
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City of Shoreline
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From: Debbie Tarry
Sent: Monday, November 18, 2013 2:11 PM
To: Will Hall
Cc: Carolyn Wurdeman; John Norris
Subject: RE: Project lists

Will –

Here is the proposed amendment as you requested:

I move to amend the 2014 Proposed Budget to appropriate an additional \$500,000 for sidewalk improvements (20th Ave NW near Saltwater Park), \$500,000 for additional BST improvements, and \$25,000 for software and equipment purchases (to study traffic flows). Staff is authorized to modify the 2014 Proposed Budget and present the results of this amendment at the November 25th City Council meeting for 2014 Budget adoption. Funding shall come from the use of General Fund uncommitted fund balances and appropriate interfund transfers.

A couple of follow up items for your information:

- Staff is doing some additional work to identify the exact timing of the sidewalk project, if approved by Council. It is likely that the design work would occur in 2014 and the construction in 2015. We may continue to seek grant funding (which would reduce the amount of City dollars required) to help fund the project, but we don't think it is one that would score significantly high. Also we would design and recommend that we work from the Park outward towards NW 195th St, as we would expect that the Transportation Corridor Study (TCS) in relation to Point Wells should include mitigation addressing NW 195th St up to 185th.
- The one-time \$25,000 to purchase equipment/software is a better investment than a one-time license plate study at \$15,000. In discussing what other projects that the equipment would be useful for – 15th NE may be a possibility to understand how that road is used. Other projects seem to be a few years away – such as monitoring traffic from Point Wells or traffic flows to/from light rail stations. Currently we would continue to use traffic counters to help us understand volume and time delays at intersections and would need to evaluate how the additional equipment could be used to supplement this information.

Debbie Tarry
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From: Will Hall
Sent: Saturday, November 16, 2013 10:03 AM
To: Debbie Tarry
Cc: Carolyn Wurdeman; John Norris
Subject: Re: Project lists

Thank you again for the information to help me consider options.

Can staff please prepare and distribute the following potential budget amendment:

- . Add \$500,000 for sidewalk project 1, 20th Ave NW near Saltwater Park
- . Add \$500,000 for BST
- . Add \$25,000 to purchase software and devices to study traffic flows
- . Funding from appropriate fund balances

Rationale: We already have this sidewalk project on our plan in a couple years, but we have adequate fund balance to do it now. This just shifts the use of that funding forward a couple years to address one of our top priority sidewalk projects, and one that has significant safety issues and that is not likely to be funded in the near future through frontage improvements because of the residential area. The BST increase would bring us closer to a sustainable rate of road preservation. If we continue to fall further behind on road maintenance, our level of service and quality of life go down and the eventual cost to rehabilitate our roads goes way up. Preserving what we have is our best transportation investment. Improving our ability to study traffic flows will help us understand and plan for how people use our roads. This can help us make decisions about which roads might need to be expanded, where we might be able to improve mobility for our residents through traffic control devices, and, importantly for me, it can help us understand how potential bus, rail, and freeway improvements could change traffic flows and ease congestion and improve safety.

Will Hall, Councilmember
City of Shoreline
17500 Midvale Ave N

On Nov 15, 2013, at 11:56 AM, "Debbie Tarry" <dtarry@shorelinewa.gov> wrote:

Will -

Here are responses this set of questions. I am planning to include this in the Green Folder items for Monday's budget discussion with Council - please let me know if you have any concerns with this. Let me know if you have any additional questions regarding this information.

Q #1: The highest priority \$2 million in unfunded sidewalk projects:

Response: Below is the Council adopted Transportation Improvement Plan (TIP) sidewalk project list. It is largely drawn from the high priority sidewalks in the Transportation Master Plan (TMP). There are approximately \$6.4 million of projects listed. Staff is recommending #1, #8, and #10, with the remaining \$170,000 to be used as a grant match for #3 or #4. If Council elects to fund any portion of the \$2 million for these sidewalk projects, it would be necessary to evaluate our staffing to determine if additional resources (FTE &/or consultants) would be necessary; this could also influence the timing of the project(s). The cost estimates for the projects are at a planning level and would require more detailed review depending upon Council's direction.

	STREET	FROM	TO	PROJECT DESCRIPTION	FUNDING STRATEGY	COST	ESTIMATED PROJECT START YEAR
1	20 th Ave NW	Saltwater Park entrance	NW 195 th St	Construct a separated path on the east side of the street.	Park/Trail Bond, TIB – Sidewalk Program	\$500,000	2017
2	1 st Ave NE	NE 192 nd St	NE 195 th St	Construct a sidewalk on the west side of the street.	TIB – Sidewalk Program, CIP, Voter Approved Bond, City, General Fund,	\$250,000	2015
3	Ashworth Ave N	N 195 th St	N 200 th St	Construct sidewalks on the west side of the street from N 195 th St to 200 th St, replace the asphalt walkway on the east side of the street in front of Echo Lake Elementary school and install curb ramps at the N 195 th St intersection. This project could be combined with Sidewalk Project #6.	Safe Routes to School, CIP, Voter Approved Bond, City General Fund	\$410,000	2015
4	NW/N 195 th St	3 rd Ave NW	Aurora Ave N	Construct sidewalks on the south side of the street. This project could be combined with Sidewalk Project #5.	Safe Routes to School, CIP, Voter Approved Bond, City General Fund	\$1,400,000	2017
5	3 rd Ave NW	NW 189 th St	NW 195 th St	Construct sidewalks to fill in gaps on the east side of the street. This project could be combined with Sidewalk Project #4.	TIB – Sidewalk Program, CIP, Voter Approved Bond, City, General Fund	\$380,000	2017
6	N 192 nd St*	Stone Ave N	Ashworth Ave N	Construct sidewalks on the south side of the street from Stone Ave N to Ashworth Ave N; narrow the Interurban Trail crossing at N 192 nd St. This project could be combined with Sidewalk Project #3.	Safe Routes to School, Parks and Recreation Bond	\$130,000	2015
7	5 th Ave NE	NE 175 th St	NE 185 th St	Construct sidewalks on the west and east sides of the street.	Sound Transit mitigation, CIP, Voter Approved Bond, City General Fund	\$1,500,000	2019
8	Linden Ave N	N 175 th St	N 185 th St	Construct sidewalks on the west and east sides of the street, where needed, to complete sidewalks on both sides of the street.	Private Development Mitigation, CIP, Voter Approved Bond, City General Fund	\$1,000,000	2019
9	25 th Ave NE	Ballinger Way NE/NE 195 th St	NE 205 th St	Construct sidewalks on the west side of the street.	Brugger's Bog mitigation, Park project mitigation CIP, Voter Approved Bond, City General Fund	\$670,000	2014
10	19 th Ave	Ballinger	NE 205 th	Construct sidewalks to	CIP, Voter Approved	\$330,000	2018

	NE	Way NE/NE 195 th St	St	fill in gaps on the northwest side of the street.	Bond, City General Fund		
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Q #2: The highest priority \$2 million in unfunded road maintenance projects (overlays and/or chipseal)

Response: Staff would recommend allocating the \$2 million as follows: (a) \$1 million BST, (b) \$500,000 for patch & crackfill and (c) \$500,000 as match for State overlay funds.

Surface preservation through BST would be staff's first suggested priority. The City's Pavement Management System would be used to establish the specific projects. Just as background, the BST strategy was to cover 10% of our streets every year in order to maximize the preservation concept. Currently, we are funding the program at approximately \$1 million for a coverage of about 5% annually.

Staff would then suggest \$500,000 to be used for crackfilling, patching and leveling ahead of this larger BST program. Staff has performed much of this work in the past, but the increased scale of the BST would require contract assistance.

The last part of this recommendation would be to use \$500,000 as match for State overlay funds. Overlays are still an important part of the maintenance strategy, but is generally a lower priority when contrasted against preservation and the issue of limited resources. However, staff has been working with PSRC to create an evaluation process for overlay grant requests. Based upon those discussions (& our PMS), staff sees the following three projects as possible candidates for State overlay funds: (1) NE 155th Street - Aurora to 15th NE; (2) Meridian Avenue N - 195th to 205th; (3) Dayton Avenue N - 160th to 171st.

Q #3: I would also like a cost estimate for a study to determine the number of cars from each city of registration that use the SB onramps to I-5 at 145th and 175th on a typical weekday. I believe (possibly incorrectly) that if the license plate numbers are captured, either automatically or manually, that DOL can provide the report by city. If that takes 2 people at each ramp over two shifts, a ballpark might be \$10,000, but it would help to know if staff thinks more funding will be required.

Response: It would take \$10 - 15,000 to undertake a comprehensive license plate study to address Councilmember Hall's question. However, an alternative to the labor intensive license plate study is a new Bluetooth technology that involves placing Bluetooth readers in the traffic signal cabinets at each intersection where we want to track vehicles. Because there are many Wifi-enabled devices (including mobile phones, tablets, laptops - even vehicles with their GPS navigation systems) all of which already meet protocols for the wireless transmission of data. Each of these technologies transmit a unique identifier called a MAC (Media Access Control) address. The readers anonymously scans and collects these identifiers, matching them from point to point, providing highly stable, accurate, and reliable travel times, along with the ability to analyze traffic flows and track trips/devices (vehicles) across points. \$18- 25,000 would allow us the purchase five of the devices and software to use the devices to their maximum potential. They are portable, and therefore can be used citywide as the need arises to gather data for traffic studies. (The equipment could be funded with one-time savings, but staffing would be part of our on-going costs. It is likely that we could absorb the analysis work within existing staffing resources.)

Q #4: And finally, I would like to know how much it might cost to do an initial study to identify and do a preliminary comparison and feasibility analysis of options to connect east-west corridors to the future light rail station areas by transit, including (1) streetcars; (2) Metro; and (3) local connector service. The service area in the north corridor would go from Richmond Beach through North City and to Ballinger Way. In the south, it would go from SCC to Lake City Way. I would like to consider at least two possible alignments for the south: one that uses 145th and one that uses some new alignment between 145th and 185th. I figure a preliminary identification and review of options might be possible in the \$50 - \$80K range. I envision this as identifying possibilities so that council could decide whether or not to pursue any of them through future study and public involvement. Again, it would be great to know if staff think that cost estimate is way off, but I am not asking staff to do any other review at this point.

Response: This falls under our scope of work for the Transit Service Integration Plan, programmed for 2014-2015. This plan will be a holistic look at transit service throughout Shoreline once light rail service begins and beyond. The plan would evaluate transit corridors, facilities, infrastructure needs, agency interfaces and modes. Staff has begun initial work on this project by reaching out to the three transit agencies serving Shoreline to begin development of a scope of work. Staff is also meeting with representatives from Bellevue on Monday (11/18) to discuss the process they undertook in development of their recently released Transit Service Vision.

Staff was initially prepared to perform all of this work in house, therefore there was not a supplemental request in the 2014 budget. However, with the limited resources available from the transit agencies (particularly Metro), funding for consultant assistance would be very helpful. Initial thoughts about consultants assistance could include alternatives development, public involvement and mode evaluation. Staff will likely include a \$50,000 request in the 2015 budget for this purpose to supplement this effort. If Council desires these processes to occur earlier than 2015, then staff would recommend that the 2014 budget be increased by \$50,000 to supplement this effort.

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-----Original Message-----

From: Will Hall
Sent: Tuesday, November 12, 2013 12:13 PM
To: Debbie Tarry; Carolyn Wurdeman
Subject: Project lists

I would like to see the following two lists:

- 1) The highest priority \$2 million in unfunded sidewalk projects
- 2) The highest priority \$2 million in unfunded road maintenance projects (overlays and/or chipseal)

I would also like a cost estimate for a study to determine the number of cars from each city of registration that use the SB onramps to I-5 at 145th and 175th on a typical weekday. I believe (possibly incorrectly) that if the license plate numbers are captured, either automatically or manually, that DOL can provide the report by city. If that takes 2 people at each ramp over two shifts, a ballpark might be \$10,000, but it would help to know if staff thinks more funding will be required.

And finally, I would like to know how much it might cost to do an initial study to identify and do a preliminary comparison and feasibility analysis of options to connect east-west corridors to the future light rail station areas by transit, including (1) streetcars; (2) Metro; and (3) local connector service. The service area in the north corridor would go from Richmond Beach through North City and to Ballinger Way. In the south, it would go from SCC to Lake City Way. I would like to consider at least two possible alignments for the south: one that uses 145th and one that uses some new alignment between 145th and 185th. I figure a preliminary identification and review of options might be possible in the \$50 - \$80K range. I envision this as identifying possibilities so that council could decide whether or not to pursue any of them through future study and public involvement. Again, it would be great to know if staff think that cost estimate is way off, but I am not asking staff to do any other review at this point. I may or may not follow up with proposed budget amendments.

Will Hall
Shoreline City Council
Sent from a mobile device