

CITY OF SHORELINE COUNCIL OF NEIGHBORHOODS MINUTES

November 4, 2020

Zoom Meeting, 7 pm

COUNCIL OF NEIGHBORHOODS REPRESENTATIVES PRESENT

Briarcrest – Bill Dwyer and Lee Keim

Echo Lake – Jeanne Monger, Diane Lindberg

Highland Terrace – Cyndi Robinson, Maria Ales

Hillwood – Boni Biery, Gretchen Brooks

Innis Arden – Dom Dellino

Meridian Park – Tom Karston, Melina Thung

North City – Dan Dale

Richmond Beach – Tom Mailhot, Tom Petersen

Richmond Highlands – Pete Gerhard

Ridgecrest – Patty Hale

Westminster Triangle – Kay Norton

CITY STAFF PRESENT: Constance Perenyi, Neighborhoods Coordinator.

I. Dan Dale welcomed everyone and introduced Councilmember Keith McGlashan.

II. Councilmember Keith McGlashan donned a mask and reminded everyone to wear theirs to stay safe. He began with a COVID update. In looking at numbers, he noted that after doing pretty well for a while, Shoreline is starting to tick up a bit. We have bumped up from one to about four new cases a day. As of today (11/4), there are 8 new cases, with no new hospitalizations or deaths reported. There have been 65 deaths in Shoreline since this started, the majority of them being at nursing homes in the beginning. Shoreline is currently tracking with King County, and obviously numbers are going up again, which is not good news. CM McGlashan encouraged everyone to stay vigilant, and to stay home as much as possible.

Council is currently discussing a possible park bond measure. The Parks and Tree Board has recommended something different than staff is recommending, and probably different than what Council will go for. Also being discussed is whether to go out for a vote in April, the problem being with the historically high turnout for the recent general election that would set the approval rate much higher than usual.

Council is also talking about the budget and getting ready to approve it later this month. Every municipality is dealing with the realities of COVID, but fortunately Shoreline has not needed to go through layoffs as some other cities have. There were some because of the pool closure, but none since, so services continue. With that, questions were welcomed.

Q. Dom Dellino thanked CM McGlashan for his support of the enhanced shelter and asked if he had anything to say about it now.

A. This issue brought out both sides, and while he bounced back and forth, he realized that the individuals being discussed are very high need. If they can't get into a facility where they can get services, they are left on their own out in the neighborhoods. Councilmember McGlashan has been

working on this issue throughout his tenure on Council, and it seems to him that with all the talk, there has been little action so far. We need to do something now.

Q. Tom Mailhot asked about the budget. Is this the end of the biennial budget or a mid-term review?

A. This is the end of the first biennial budget the City has had since we started doing two year budgets. So we are now setting the budget for the next two years (2021-22), and in October of next year, we'll do the mid-term review and make adjustments as needed.

Q. Pete Gerhard asked about the putting the parks bond measure on the ballot and the number of people it would take to pass it. Does it have to do with the number of registered voters?

A. It doesn't have to do with registration, but the number of voters who participated in the previous general election.

More Qs: Does it re-set at the next general election? Does this mean that we have to wait for 4 years until the parks bond measure would be put on the ballot?

A: CM McGlashan believes it does re-set with each general election, but that would be next year, not with the next presidential election. He asked for Constance to follow up and get back to everyone.

Follow-up answer from Sara Lane, Director of Administrative Services

Special elections have different validation requirements than general elections and, rather than confuse the issue further, I would like to refer to an excerpt from a Staff Report presented to Council on 11/2 on this topic.

Approval and Validation Requirements

As noted above, a bond measure requires a minimum 60% 'yes' vote to pass. Special and primary elections require that in order for the ballot measure to 'validate,' that at least 40% of the number of votes cast in the previous general election need to be cast in the special or primary election. The City will not know the actual voters required to validate a 2021 special election until after the 2020 general election in November.

In 2020, King County Elections reports for Shoreline that:

- Active registered voters = 38,362*
- Voted at the 2019 General Election = 19,415 (50% voter turnout)*
- 40% (minimum to validate a 2020 Special Election) = 7,766*
- 60% yes (minimum to receive approval of the bond measure based on the 40% validation) = 4,660*
- 60% yes based on voter turnout (requirement to pass at the 2019 General Election) = 11,649 (60% of 19,415 votes)*

For the most recent presidential election year (2016):

- Active registered voters = 37,993*
- Voted in the 2016 General Election = 30,883 (81% voter turnout)*
- 40% (minimum to validate a 2017 Special Election) = 12,353*
- 60% yes (minimum to receive approval of the bond measure based on the 40% validation) = 7,412*
- 60% yes based on voter turnout (requirement to pass at the 2016 general election) = 18,530 (60% of 30,883 votes)*

Staff anticipates that the 2020 General Election will have a large turnout and that this will set a high threshold for the validation requirements for the 2021 Special and Primary Elections. King County Elections has stated that there could be 90% turnout in the County for the 2020 General Election, which would exceed the turnout during the 2016 Presidential Election.

The full staff report is available here, and provides more details about what is being proposed to Council for consideration:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2020/staffreport110220-9b.pdf>

Q: Patty Hale asked if Council has had a discussion about developers cutting down trees that are marked not to be cut down. She asks because there is a developer very active in the city right now who continues unauthorized cutting because our fee schedule is not enough of a deterrent. Has there been any discussion about better ways to save trees?

A: At the last Council workshop, there was discussion about this. CM McGlashan shared that this reminds him of what happened at Point Roberts in Edmonds, where the developer cut trees that were supposed to be preserved in a protected area north of the development. He went ahead and did it knowing he could make more money from sales than he would pay in fees. This is true of developers in Shoreline, too. Council does not have a formal discussion scheduled, but this will surely be part of the next workshop.

Patty replied that the developer in question is now starting work on heavily treed lots and she will write to everyone on Council asking for them to address this.

CM McGlashan cited the instance of an individual resident cutting down a tree that should not have been removed. The fine was devastating for the resident. Developers just write those fines off. Council will have to find a balance. And the City needs to keep educating residents.

Pete suggested the disincentive of jail time for developers, and Boni Biery offered that the best disincentive would be for developers who disregard tree cutting regulations to be banned from working in the City. Boni asked what it takes to get this on the Council agenda as a study item. It takes 2 councilmembers, or the mayor, or City staff. CM McGlashan reiterated that Council is not avoiding this issue, but right now, has a very full plate, but he is sure it will come up at the next workshop early next year.

After a discussion of what constitutes tree canopy, Cyndi Robinson thanked Patty Hale for bringing up the topic and expressed her frustration with the Councilmember's responses. She noted that the issue with trees has been discussed at CON for years now, and she is disappointed that this still has not made it to Council's attention. She believes there needs to be action now rather than letting developers re-offend repeatedly without consequence.

Patty Hale asked about getting an issue on the workplan. Can citizens do that? CM McGlashan replied that residents could not do this themselves, but instead need to work with two councilmembers or the mayor to move this to a workplan.

Dan Dale noted that tree removal has been a significant issue as the rezone around the stations was discussed. Even though some development has begun, we are in the calm before the storm place before development really picks up. He concurs that this issue really needs to be discussed now. Further, there is need for more education for people moving into single-family dwellings so new residents know about regulations. This is a timely and important topic.

CM McGlashan shared an incidence of an illegal cut done by a tree service that had not checked City regulations, and stated that this is part of the problem to address so everyone understands the permitting process. Boni Biery remarked that this is a problem because no one reports and the City requests but does not demand that people get bids. Boni shared that she has just sent a letter to Council and the Parks Board. There is a disease affecting Big Leaf and Red Maples, and possibly other maples. We have 19 species of maples on the approved planting list for the City, and Boni wants to make sure there is a moratorium on planting maples that are at risk of getting the disease and possibly infecting the trees we already have. Patty Hale added that Northcrest Park in Ridgecrest has a preponderance of White Pines. Blister Rust is taking out the pines, and soon Northcrest won't be a wooded park. There should be a much better line of communication between Parks, the Parks Board, and Council.

Dom pointed to the two parts of this problem – dealing with developers and educating residents – and challenged CON to think about this together to come up with something to present to Council. This could be a full agenda item at a future CON meeting.

CM McGlashan concluded by thanking CON members for their involvement and tough questions. He committed to following up on the tree issue, starting with a discussion with the City Manager about how this can be addressed sooner rather than later.

III. Maha Jahshan and Dave VanderZee, Project Manager from North Link Connections Mobility Project, provided updates on the North Links Mobility Project. The full presentation is included below.

Contacts: David.VanderZee@kingcounty.gov

mjahshan@kingcounty.gov

Q: Dom Dellino asked WHO is the target population...those needing accessibility access, financially (underserved), or those geographically outside the service area??

A: Ultimately, we are looking at how to improve mobility for a diverse population, certainly people with low or no income, those who are linguistically diverse and have limited English, People of Color, and refugee and immigrants. Accessibility also includes people who have disabilities. Also considered are those who do not live in this area but pass through it on their way north or south. We believe that if we improve mobility for folks who may not have been well served in the past, we improve it for everyone. That has been the focus of our engagement and how we have considered changes.

Q: Patty Hale asked how riders at Northgate get from the transit Center to the train? That is an incredibly busy street to cross.

A: The new station will have boarding islands for buses going both directions. There will be no need to cross the street.

Q: Dom pointed out that the focus of these changes seems to be around the three stations discussed, but clearly there are the same concerns at other stations as people head downtown and other stops south. How are those being addressed?

A: We are looking at service outside these areas, and they do have the same concerns. This is a longer, ongoing conversation beyond 2021, when the Roosevelt and Northgate stations open. We will continue to seek engagement so we get a big picture of people's needs.

Q: Pete Gerhard said he was intrigued by the fact that there still will be a number of routes running north and south when light rail opens. He expected there would be fewer and asked for an explanation.

A: Light rail does a great job of serving the core of downtown, but when you start thinking about First

Hill or South Lake Union, we've considered how to serve the downtown adjacent areas so people don't have to make so many transfers. That is the reason why we've maintained some bus service that utilizes I-5.

Q. Boni Biery asked if there has been consideration of how to connect Shoreline to the Seattle Center beyond the one bus route that currently exists.

A. If you are taking light rail to downtown, there are a number of routes that would take you from the station to the Center. For example, from Westlake, there are frequent connections to the Center (Routes 3 and 4 among them). They run late into the night as well. How late and early light rail will run is a question for Sound Transit, but Metro is coordinating for the best coverage possible.

IV. Juniper Nammi, Sound Transit Project Manager for the City of Shoreline, and My Nguyen, Community Outreach for Sound Transit, provided a current update and preview the near future. The full presentation is included below. Contacts: jnammi@shorelinewa.gov and my.nguyen@soundtransit.org

Q. Boni Biery asked when will the replanting begin and who is the contractor?

A. They are currently planning to start replanting in summer 2022 and finish by Summer 2021. Name of subcontractor coming soon.

Follow-up answer from My:

Sound Transit will have OHNO as a subcontractor for Stacy Witbek Kiewit & Hoffman doing landscape and planting. This is scheduled to start in Fall of 2021.

Q. Tom Petersen asked if the trail goes all around the bog.

A. No, it does not go all the way around. The wetlands extend all the way to the property line on two of the three sides of the park. To meet wetland mitigation regulations, there cannot be people walking through it. What was worked through between Parks and the neighborhood was a plan to improve the trails and accessibility in the part of the park that is still open to human use. One loop connects the sidewalk to the picnic shelter, and the other loops around the Arboretum.

Q. Dom asked what are some of the more interesting things that came out of the bog?

A. Juniper replied that she was told that everything you might find in a gas station came out, including a sink and toilet. Unfortunately, there were contaminants as well, and they had to remove quite a bit of contaminated soil.

Q. Patty Hale asked about the end result of 5th Ave along the Golf Course.

A. 5th Avenue along the golf course is a City of Seattle project. Last heard, SDOT was thinking of keeping northbound one way, with a shared bike and pedestrian path all the way to 130th. Next to the 130th Station (added through ST3), there would be a short two-way stretch to allow comings and goings from that station, which will not have a parking garage.

Q. Patty Hale asked when 5th will be realigned by 185th.

A. 5th Avenue realignment south of 185th is underway. The original street is gone after major excavation. They are putting a long, deep storm water vault under 5th, and they are just getting started on undergrounding the electrical and telecom. There is still a long way to go before it is reopened.

Q. Patty Hale asked if there be holiday lights placed on the 2 tower cranes.

A. Good question. Answers forthcoming.

Follow-up answer from My:

Unfortunately, Sound Transit will not be putting Christmas lights on Tower Cranes.

Q. Do these cranes move when it is windy?

A. Answer forthcoming.

Follow-up answer from My:

The Tower Cranes "Weather Vein" in off hours. That means it swings freely in the wind.

Q. Dan Dale asked about the opening date of the Shoreline Stations.

A. The target is July 15, 2024.

Dan also thanked My for the set up of webcams on the Shoreline Station sites. The links to those cams are:

NE 148th Station Cam:

<http://webcampub.multivista.com/index.cfm?fuseaction=aPublicWebcam.page&WebcamPublicPageUID=03070219-BA7D-4B47-A92D-F1D5D6D9054D>

NE 185th Station Cam:

<http://webcampub.multivista.com/index.cfm?fuseaction=aPublicWebcam.page&WebcamPublicPageUID=7CF0875A-31C5-4BE7-820F-178278F5F828>

My concluded with a reminder to let him know about any concerns residents may have about construction. Reach out to My by phone or text anytime. It is possible to have as much information as possible, and photos are really helpful. Juniper also reminded everyone that she is available for questions as well. Please see below for full contact information.

IV. Neighborhood Coordinators Report

Because of the length of the meeting, there would not be much time for updates. Constance requested that information about neighborhood events be sent to her for inclusion in minutes

The CON Board met and talked about something fun for December. Constance will send out a poll to ask if December 2 or 9 will work for CON members.

Constance also announced that the City is again working with Metro on two historic bus shelters. The large shelter on 175th close to the freeway will feature photos of Edwin Pratt, and the smaller one, just south on Meridian, will focus on the bog, which is across the street.

V. Quick Neighborhood Updates

- Boni Biery reported that \$12,499 was raised in the 4 Corners drive for Hopelink.

-Patty Hale reported that the Halloween Parade in Ridgecrest was such a success they are planning to do it again next year. It was safe and fun. And RNA is doing a 30 day fundraiser with both private and corporate matches to help make up for the lack of fundraising in 2020.

-Sent by Tom Mailhot, Richmond Beach Community Association

The RB Halloween Car-nival seemed to be well received. We had a map showing houses decorated for families to drive by and view, 2 decorated selfie stations, and a scavenger hunt that took kids to our local businesses.

For November we are planning a remote kids crafts fair (we supply the materials which kids take home and put together) and a secret tree lighting in early December (no Santa this year 😞). We won't have our usual Turkey Day Run on Thanksgiving morning, but we did publish a map of the course and are encouraging folks to run it with their family any time during the month of November.

The meeting adjourned at 8:57 pm

See below for presentations

North Link Connections Mobility Project Phase 3

Shoreline Council of Neighborhoods

November 4, 2020



North Link Project Webpage: <https://publicinput.com/B1882>

Project Introduction

Responding to changing mobility needs and integration with 3 new Link light rail stations opening in north Seattle in 2021

Metro's largest service restructure since March 2016 U-Link extension

Partnership with ST, SDOT, UW, and others

Project Goals

- Improve mobility for historically un(der)served populations
- Equitably inform, engage, and empower current and potential customers traveling in the project area
- Deliver integrated service that responds to Link expansion and meets customer needs



North Link Project Webpage: <https://publicinput.com/B1882>

What we heard that helped us refine the network concepts

Key Theme	Examples of proposed changes
Transfers should be between frequent services where possible, especially during midday, night, and weekends.	Increased span of service on Route 74; Weekend service added on Route 31; Revised connection of Route 75 between Northgate Station and Lake City; improved frequency on Shoreline local routes
Improve transit connections to/from major community assets and important destinations (Urban Centers, Hospitals, Universities, etc.).	New Routes 322 and 361 connecting First Hill and SLU, Routes 31 & 32 extension to Seattle Children's Hospital
Provide fast and reliable bus connections to Link light rail so travel times are better than or similar to what's experienced today.	Connecting Routes 301 and 304 to Northgate Station
Improve east-west and crosstown connections.	Routes 31 & 32 extension to Seattle Children's Hospital, Route 74 and New Route 79 in NE Seattle
Provide reliable service all-day and especially during the busiest times of day.	Connecting SR522 service to Link for improved travel time reliability;
Provide transit connections that are safe, convenient, and easy to understand for all riders.	Improved connections at U-District Station via NE 43rd St



North Link Project Webpage: <https://publicinput.com/B1882>

Northgate Station

Significant features:

- Located at 1st Ave NE, spanning NE 103rd: Elevated guideway and station
- **Two station entrances**; elevators, escalators and stairs at both
- **Bicycle storage**
- Street level **transit island**
- 447 stall/partially below-grade **parking garage**
- Designed to accommodate City of Seattle **ped/bike bridge over I-5**



Shoreline/North Seattle Connecting to Northgate Station

- Re-oriented peak routes to Northgate Station: 301, 304
- Revised peak routes in Shoreline neighborhoods: 301, 303, 304
- New peak Route: 302 (note complements Route 303)
- Upgraded peak service on local all-day routes: 331, 345, 346, 347, 348
- Replaced peak routes 77, 316, 373



North Seattle Connections and the Northgate Station

- Renumbered and extended Route: 5X to become 16
- Revised Route: 26
- Revised routes from previous phase to maintain current routing: 40, 45
- New through-route: 45 & 75
- Revised Route: 75
- New direct SLU & First Hill Connections on peak routes: 361 and 302/303 respectively
- Replaced routes: 41, 355



North Link Connections Mobility Project Contacts

Metro

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Connections Mobility Project
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Max Henkle
Service Planner, Sound Transit
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North Link Project Webpage: <https://publicinput.com/B1882>



Questions & Comments



North Link Project Webpage: <https://publicinput.com/B1882>





Lynnwood Link Extension project update

- Project Status
- General Project Sequence
- Construction Timeline
- Preparing for Construction
- Early Work
- Park and Ride Closure
- Community Outreach During Construction





Current Service and Approved Projects

Near term Link extensions:

- University of Washington – Northgate (2021)
- Northgate – Lynnwood (2024)
- Downtown Seattle – Overlake (2023)
- Angle Lake – Federal Way (2024)*
- Tacoma Theater District – S 19th*

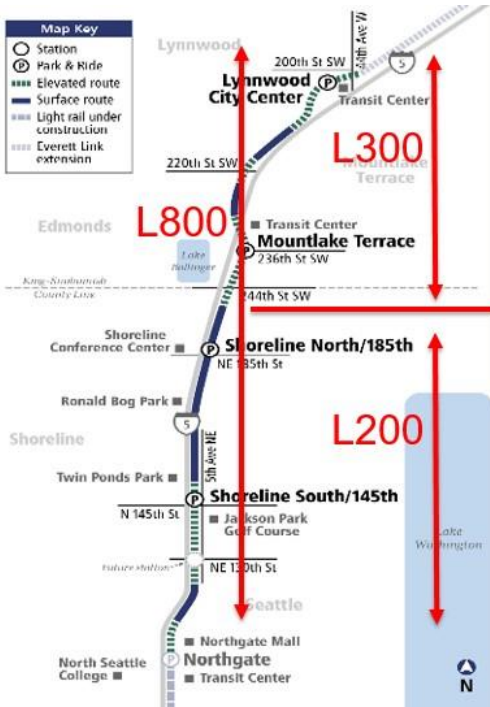
**Passed in Sound Transit 3.*



Lynnwood Link Extension

- 8.5-mile extension – Northgate to Lynnwood City Center
- 4 stations:
 - **Shoreline South/148th*** – elevated
 - **Shoreline North/185th** – at grade
 - **Mountlake Terrace** – elevated
 - **Lynnwood City Center** – elevated

**Station name recently change by ST Board.*



Major construction packages

- L200 Civil – Stacy & Witbeck/Kiewit/Hoffman JV Northgate Station to NE 200th Street
- L300 Civil – Skanska Constructors L300 JV NE 200th Street to Lynnwood Station
- L800 Systems – Mass Electric
 - Traction Power
 - Communications
 - Train Control

SOUNDTRANSIT
 Typical *at-grade* light rail construction sequence

Lynnwood Link's light rail construction includes building at-grade and elevated light rail infrastructure

2019
Construction started

2024
Open for service

Prepare the work zone	Build at-grade track	Build stations, garages and supporting infrastructure	Install rail and power	Install and test systems
Sound Transit must clear select buildings, 1-5 noise walls and trees to establish work zones in preparation for construction of light rail. This phase also includes building access roads, erecting temporary noise barriers and establishing fencing to keep the work zone safe.	Next, Sound Transit lays the foundations necessary to run light rail track, including constructing the guideway area and guideway walls, creating the subgrade for track, and placing the slab for track.	Next, Sound Transit will build stations, parking garages, supporting infrastructure, and track noise walls.	Once the subgrade for the trackway has been prepared, Sound Transit installs track and wire while placing poles and ancillary structures that power the system and operate the signals.	Before light rail opens to passengers, Sound Transit completes a safety certification process testing communications, safety and emergency systems, as well as signals.



Typical *elevated* light rail construction sequence

Lynnwood Link's light rail construction includes building at-grade and elevated light rail infrastructure

2019

Construction started

2024

Open for service



Prepare the work zone

Sound Transit must clear select buildings, I-5 noise walls and trees to establish work zones in preparation for construction of light rail. This phase also includes building access roads, erecting temporary noise barriers and establishing fencing to keep the work zone safe.

Build elevated guideway

Typical elevated guideway construction consists of drilling shafts for column foundations, installing columns and building the guideway and bridge spans.

Build stations, garages and supporting infrastructure

Next, Sound Transit will build stations, parking garages, supporting infrastructure, and noise walls.

Install rail and power

Once elevated guideway has been prepared, Sound Transit installs track and wire while placing poles and ancillary structures that power the system and operate the signals.

Install and test systems

Before light rail opens to passengers, Sound Transit completes a safety certification process testing communications, safety and emergency systems, as well as signals.

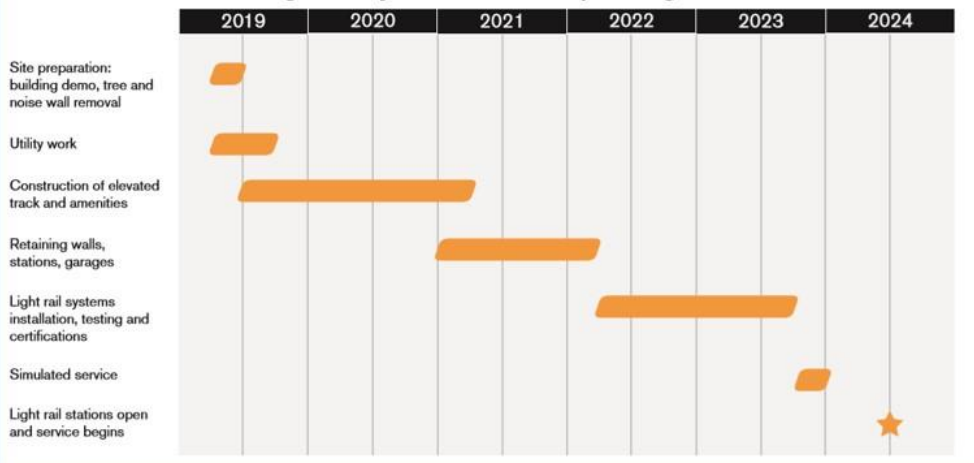


Construction Timeline

General Project Sequencing

How are we building 8.5 miles and 4 stations by 2023?

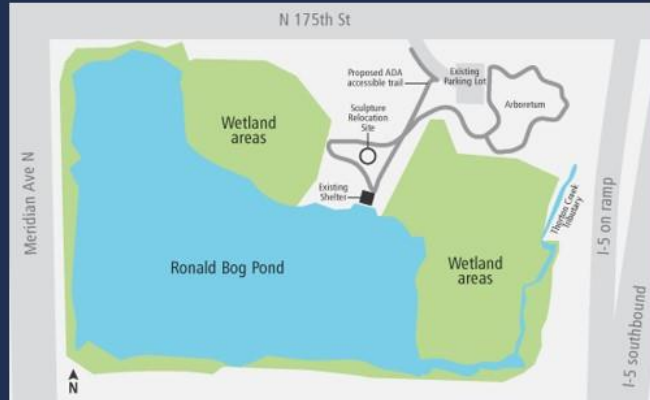
Elevated guideway construction sequencing



Ronald Bog Park

Re-opened July 27. Improvements made:

- 28,000 native vegetation plantings installed for wetland and upland enhancement
- 19 habitat structures installed for native bird, bee, bat, and other wildlife habitat
- 7,000 cubic yards of topsoil added and graded out
- 2,000 cubic yards of wood mulch added around planting areas
- 500 tons of crushed rock added for trails
- 1200 linear feet of new split rail fence added around the park











5th Ave Northeast, Seattle

- 5th Ave Northeast closed until 2023
 - Southbound lanes closed
 - Off ramps open
- Local access remains open
- Constructing 148th Station
 - Elevated guideway
 - Garage
 - Heavy equipment and cranes



Station Garages

- 148th Station Garage
 - Slab on grade interior/exterior walls
 - Utility storm drainage and dry utility work
- 185th Station Garage
 - Station wall construction
 - Garage footings





148th Station Garage



185th Station Garage

Other Related Construction

- 185th Train Undercrossing
- Ridgecrest Park parking lot replacement
- Abutment at NE 149th Street
- Abutment at both sides of NE 155th Street and South Side of NE 175th to NE 185th

Utility Work

Utility work on side streets and construction impacts in support of light rail project

What to expect:

- Traffic control plans in place of different areas of work
- Sound Transit will maintain access to driveways during construction

Utilities

- Storm drain conveyance
- Storm drain detention vaults and pipes install throughout project
- Electricity and telecommunications utilities
- Water main installation



Crane Watch

We have two cranes up for form in Shoreline:

- NE148th
- NE185th



Location: Future NE 185th Station/Shoreline North

Shoreline 5th Ave Re-alignment

5th Ave re-alignment from NE 182nd to NE 185th Street

What to expect:

- 5th Ave will be closed from NE 182nd to NE 185th through most of 2021.
- Underground utility installation

5th Ave Re-channelization @ 148th

Shoreline South/NE 148th Station re-channelization will feature:

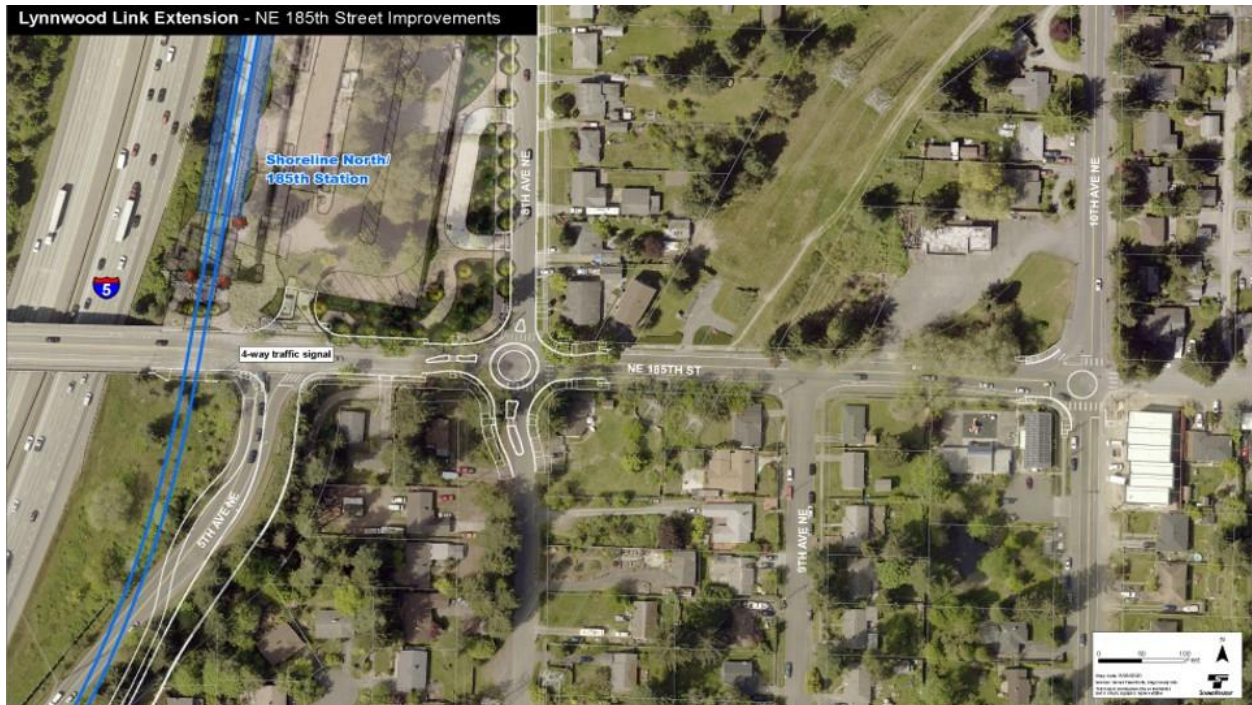
- New Signalized 3-way intersection near the NE 145th I-5 on-ramp
- New Signalized 4-way intersection at NE 148th and 5th Avenue
- Existing Signalized intersection at NE 145th and 5th Avenue currently to remain
- New sidewalks and curb ramps



NE 185th Re-channelization

Shoreline North/NE 185th Station re-channelization will feature:

- Round-a-bout at NE 185th and 10th Avenue
- Round-a-bout at NE 185th and 8th Avenue
- 4-way traffic signal at NE 185th and 5th Avenue
- Sidewalks and curb ramps



NE 185th Construction Activities

Phase 1 – 185th & 10th Ave roundabout construction.

Phase 2 – 185th cut and cover tunnel to construct south side of tunnel and 5th Ave roadway realignment construction.

Traffic condition: 185th one narrowed single lane with temporary signal alternating traffic; 5th Ave full closure between 183rd and 185th.

Phase 3 – 185th cut and cover tunnel to construct north side of tunnel.

Traffic condition: 185th one narrowed lane in each direction; 5th Ave opened in new alignment.

Phase 4 – 185th cut and cover tunnel finishes.

Traffic condition: 185th one narrowed lane in each direction with realignment so sidewalk construction on the south half of the bridge can be completed.

Phase 5 – 185th final alignment.

Traffic condition: 185th one lane in each direction and bike lanes in each direction.



NE 195th Pedestrian Bridge

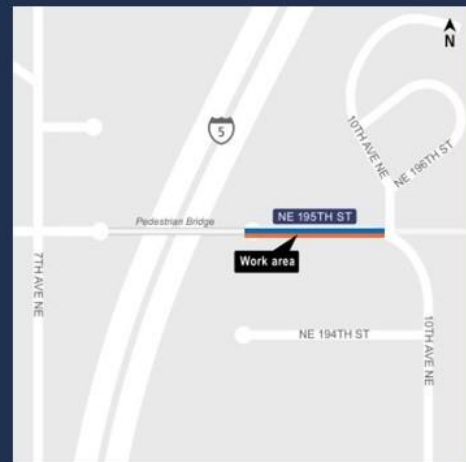
Two phases of work

Phase 1: Started July of 2020 - Completed

- Retrofitting the abatement
- Closure for a duration of 1-3 months for work.

Phase 2: Started in September of 2020

- Installing new water main
- Road open to bikes and pedestrians
- North half utility work first, then south half.
- Work will continue into 2021



Wall Form Work

Started last week of February 2020 to February 2022.

What to expect:

- Cranes for form work
- Concrete trucks
- Hauling trucks
- Noise/construction impacts
 - Noise will occur
 - Minor vibration from drilling

35,000 feet of wall from Seattle to Shoreline



Wall Work Locations

Construction impacts in following areas:

- NE 149th Street
- NE 161st Street
- NE 174th Street
- NE 182nd to NE 185th Street
- Expect construction traffic on the major haul routes leading into the guideway from 145th, 149th, 158th, 159th, 161st, 174th, 178th, 180th, 185th, and 189th



Good neighbor commitments

Sound Transit is committed to being a good neighbor during construction. We will manage impacts on surround communities by:

- Providing timely information
- Maintaining a safe construction site
- Keeping people moving
- Protecting the environment
- Implementing a Business Relations program
- Maintaining a 24-hour Construction Hotline
- Having outreach staff onsite, in the field



Staying informed and engaged

- **Subscribe** to construction alerts at soundtransit.org/subscribe
- **Contact** Community Outreach staff:
 - My Nguyen (Seattle & Shoreline): My.Nguyen@soundtransit.org or 206-370-5690
 - Rhonda Dixon (Mountlake Terrace & Lynnwood): Rhonda.Dixon@soundtransit.org or 206-370-5569
- **Call** the 24-hour Construction Hotline for issues that require immediate attention after normal business hours
 - 1-888-298-2395

Staying informed and engaged

- **Learn More** at www.shorelinewa.gov/destination2024 for more information on additional Transportation Projects around the Shoreline South/148th Light Rail Station
- **Contact** City of Shoreline staff:
 - Juniper Nammi, Light Rail Project Manager: jnammi@shorelienwa.gov or 206-801-2525
 - Debora Freixeira, Light Rail Project Coordinator: dfreixeira@shorelinewa.gov or 206-801-2561



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