

King Countywide 2014 FHWA Grant Program Application

Important: Please review the following information before beginning the application.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If a project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center).

Projects that include multiple components or sponsors are allowed to be submitted, but the scope of work, funding amounts and schedules for each individual agency and/or component must be clearly identified at the time of application. If awarded PSRC funds, these projects may be separated into their individual components or lead agency in the regional Transportation Improvement Program. Each individual TIP project will be subject to PSRC's project tracking policies and will be administered according to the scope of work and funding awarded for each. If you have questions please contact Kelly McGourty at (206) 971-3601 or kmcgourty@psrc.org.

Resources: A [resource document](#) has been developed to assist sponsors in completing this online application for the 2014 project selection process. The document summarizes information needed by sponsors to complete applications, as well as provides useful information on various topic areas such as financial constraint and project tracking requirements.

Submitting Applications: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application.

All applications must be submitted by **11:59p.m. May 7, 2014.**

Project Information

Project Title

SR 523 (N/NE 145th Street), Aurora Avenue N to I-5

Transportation 2040 ID#

4434

The current list of investments that are required to be on the Transportation 2040 Regional Capacity Project List and have a designated ID # can be accessed at Appendix N of the 2014 Transportation 2040 Update, [here](#). If your project is exempt from this requirement, please enter "N/A." Helpful information on those exempt investments that are considered programmatic in nature or are on local facilities and therefore not required to be on the Project List can be found [here](#).

For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.

Sponsoring Agency

Shoreline

Co-Sponsoring Agency

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Does sponsoring agency have "Certification Acceptance" (CA) status from WSDOT?

More information on certification acceptance and a listing of current CA agencies can be found [here](#).

Yes

No

If not, which agency will serve as your CA sponsor?

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Contact Information

Project Contact Name

Kirk McKinley

Project Contact Phone

206-801-2481

Project Contact Email

bwolbrec@shorelinewa.gov

Project Description

Project Scope

Please describe clearly and concisely 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? For example, if this is part of a

larger project, please be specific as to what portion on which the grant funds will be used.

The SR 523/145th corridor is a regionally significant corridor and this project proposal connects Interstate 5, the Link Light Rail Station at 145th Street, and SR 99/Aurora Avenue N by adding capacity, enhancing transit operations, and providing safe non-motorized facilities. It delivers drivers, pedestrians, bus riders and freight to two high capacity transit corridors and two highways of state-wide significance.

N/NE 145th Street (SR 523), from Aurora Avenue N to I-5, serves as the boundary between the cities of Shoreline and Seattle. The roadway currently has an ADT of 25,000 however with the location of a future light rail station at NE 145th Street and I-5, regional growth and additional diversion from tolling of the Lake Washington bridges, transportation demands along this corridor are expected to increase significantly. This project incorporates multiple improvements along the corridor to improve transit efficiency, safety and capacity in service to the Urban Centers of Lynnwood, Northgate, Bothell/Canyon Park, Ballard/Interbay, Bellevue, Redmond, downtown Seattle, Capitol Hill, and University Community, as well as the Local Centers of Shoreline Town Center, Aurora Square Community Renewal Area, North City and the Lake City Business District.

As the redevelopment of the entire SR 523 corridor, from Greenwood Avenue N to SR 522 will be in the tens of millions of dollars, Shoreline will undertake the redevelopment in stages, beginning with the segment between Aurora Avenue N and Interstate 5. The entire corridor connects three high capacity transit corridors of SR 522 Bus Rapid Transit, the I-5/Light Rail Station and SR 99 (Aurora) Bus Rapid Transit. This grant request is specifically to fund the design/engineering and environmental phase of the project in that segment. Final design along the corridor will include the following elements: 1) improvements to vehicular capacity, safety and traffic flow, transit speed and reliability, and accessibility to I-5 and the future light rail station; 2) upgrade of the existing substandard, non-ADA compliant walkways and construct new sidewalks for a continuous system along the corridor; 3) installation of continuous illumination and landscaping; 4) bus stop improvements; 5) upgrade the existing stormwater management system to improve water quality and provide flow control; and 6) consideration of bicycle needs.

The City is in the process of developing a multi-modal Route Development Plan (RDP) for N/NE 145th St (SR 523) from Bothell Way NE (SR 522) to Greenwood Avenue N. The RDP will include an examination of safety, traffic, transit and non-motorized needs resulting from anticipated changes in the area such as growth, the location of the light rail station and regional tolling. The cross-section is likely to be different in various segments of the corridor based upon issues such as traffic volumes and multi-modal needs and will also include an evaluation of the I-5 interchange options. This planning study will be completed in 2015.

Project Justification, Need, or Purpose

Please explain the intent, need or purpose of this project. For example, what is the goal or desired outcome?

As a heavily used, somewhat inaccessible, and severely congested arterial and state route, N/NE 145th Street is in dire need of improvements. N/NE 145th Street is a state highway (SR 523) from Aurora Avenue N (SR 99) to Bothell Way NE (SR 522) and is the primary connector between these two heavily travelled state routes, as well the primary route used as access to I-5 and the future Light Rail from both of them. With diversion from the tolling of the Lake Washington bridges, regional traffic growth and the future construction of a light rail station at I-5, N/NE 145th Street is expected to experience significant

traffic growth and worsening congestion. According to WSDOT's draft SR 523 corridor study, between 01/01/2008 to 12/31/2010 there were 474 collisions reported for the entire SR 523 corridor. The Collision Rate for SR 523 is 6.28 per million vehicle miles of travel, which is almost three times higher than the 2010 WSDOT Northwest Region average collision rate of 2.19 for Urban Principal Arterial (2010 Washington State Collision Data Summary). Predominant types of collisions were rear-end and entering-at-angle collisions. Of the 474 collisions recorded, three resulted in serious injury and one resulted in a fatality (pedestrian); each was caused by driver error. With a Route Development Plan (RDP) process to begin in mid-2014, funding is needed to proceed with the design (PS and E) and environmental work to create a corridor that can be used by buses to provide frequent, reliable east-west service to the light rail station at NE 145th Street and Interstate-5 and to carry users to the Urban Centers of Lynnwood, Northgate, Bothell/Canyon Park, Bellevue, Redmond, Ballard/Interbay, downtown Seattle, Capitol Hill, and University Community. Sidewalks on N/NE 145th Street are woefully inadequate, non-existent and/or have utility poles in the middle that block the passage of pedestrians and render the sidewalks inaccessible/non ADA compliant. Due to the complicated nature of the roadway's location and operation (it is a state highway that contains an interchange with I-5 and forms the border between Seattle and Shoreline), an inter-jurisdictional approach and multi-modal solution is needed to ensure that the needs of all affected agencies are addressed. Shoreline continues to collaborate with WSDOT, Sound Transit, King County Metro Transit, PSRC, and the Cities of Seattle and Lake Forest Park on the overall project, as much of the success for their related projects and services rely on the improvement to the SR 523 (N/NE 145th Street) Corridor.

Project Location

Project Location

For example, please include street, route or trail name, or other identifiable location.

SR-523 (N/NE 145th Street)

Please identify the crossroad, milepost or landmark nearest the beginning and end of the project below, if applicable.

Crossroad/landmark nearest to the beginning of the project:

Aurora Avenue N

Crossroad/landmark nearest to the end of the project:

I-5

Please identify the center(s), regional and local, the project is located in or supports.

Refer to PSRC's [centers page](#) for more information on the regional centers.

Regional Urban Centers of Lynnwood, Northgate, Bothell/Canyon Park, Bellevue, Redmond, Ballard/Interbay, Seattle, Capitol Hill, and University Community.

Local Centers of Shoreline Town Center, Aurora Square Community Renewal Area, North City and the Lake City Business District.

Federal Functional Classification

Roadways must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities), unless the project meets certain exceptions. Resources to identify a facility's functional classification or exceptions to this requirement may be found [here](#).

Please select the appropriate project category (rural or urban) followed by the corresponding functional classification.

Urban Functional Classification (Population over 5,000)

You have selected Rural. If this is not the appropriate classification, please go back and change your selection.

Please select the appropriate rural classification.

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You have selected Urban. If this is not the appropriate classification, please go back and change your selection.

Please select the appropriate urban classification.

14 Principal Arterial

Plan Consistency

All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2040 and Transportation 2040. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP. For more information, please refer to [PSRC's Plan Review](#) page or contact Yorik Stevens-Wajda at 206-464-6179

Is the project specifically identified in a local comprehensive plan?

Yes

No

If yes, indicate 1) plan name 2) relevant section 3) page number.

Comprehensive Plan Policy T48 (page 51). Pursue corridor studies on key corridors to determine improvements that address safety, capacity, and mobility, and support adjacent land uses.

Comprehensive Plan Policy T52 (page 52). Continue to work with Seattle, King County, Sound Transit, and WSDOT to undertake a corridor study of 145th Street that would result in a plan for the corridor to improve safety, efficiency, and modality for all users.

Transportation Master Plan (215-216): NW/N/NE 145th Street forms the southernmost border of Shoreline and is a complicated street to operate and improve. With the potential location of a light rail

station on I-5 at NE 145th Street and overall regional growth, traffic volumes are expected to increase on this roadway and improvements will be needed.

If no, describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports.

Category Specific Questions

Select one of the following three criteria categories that best fits your project.

Corridor Serving Center(s)

NOTE: Once a selection is made, you will be taken to a new page to enter additional information based on the category selected.

Designated Regional or Local Center

You have selected Designation Regional or Local Center. If this is not the appropriate classification, please go back and change your selection. In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the [2014 King Countywide Project Evaluation Criteria](#) for PSRC's FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

A1. Regional or Local Center Development

Please address the following:

- Describe how the project will support the existing and planning housing/employment densities in the regional or local center.
- Describe how the project will support the development/redevelopment plans and activities of the center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted Regional Economic Strategy.

A2. Project's Benefit to the Regional or Local Center

Please address the following:

- Describe how the project remedies a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)?
- Describe the user groups that will benefit from the project. User groups may include commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities, and/or areas experiencing high levels of unemployment or chronic underemployment.

A3. Circulation Within the Regional or Local Center

Please address the following:

- Describe how the project improves safe & convenient access to major destinations within the center, such as by completing a physical gap or providing an essential link in the transportation network for people and/or goods.
- Describe how the project will improve circulation and enhanced opportunities for active transportation within the center regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, etc.
- Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a "missing" mode.
- If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

Manufacturing/Industrial Center

You have selected Manufacturing/Industrial Center. If this is not the appropriate classification, please go back and change your selection. In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the [2014 King Countywide Project Evaluation Criteria](#) for PSRC's FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

B1. Development and Users Benefit

Please address the following:

- Describe how the project will benefit or support the development plans and activities of the manufacturing/industrial center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses, including those in the industry clusters identified in the adopted Regional Economic Strategy.
- Describe the user groups that will benefit from the project. User groups may include commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities, and/or areas experiencing high levels of unemployment or chronic underemployment.

B2. Mobility and Accessibility Benefit

Please address the following:

- Describe how the project provides and/or enhances opportunities for freight movement.
- Describe how the project completes a physical gap, provides an essential link, or removes a barrier in the Freight & Goods component of the Metropolitan Transportation System.
- Describe how the project improves safety and reduces modal conflicts to help achieve a seamless system.
- Describe how the project improves access for one or more modes to major

employment sites, including opportunities for active transportation.

- Describe how the project promotes Commute Trip Reduction (CTR) and other TDM opportunities.

Corridor Serving Center(s)

You have selected Corridor Serving Center(s). If this is not the appropriate classification, please go back and change your selection. In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the [2014 King Countywide Project Evaluation Criteria](#) for PSRC's FHWA Funds in the King Countywide Call for Projects for guidance, examples, and details on scoring for additional information.

C1. Benefit to Regional, Local, or Manufacturing/Industrial Center

Please address the following:

- Describe how this project will benefit or support the housing and employment development in a regional or local center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers? Please provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.
- Describe how the project provides or benefits a range of travel modes to users traveling to/from centers, or if it provides a missing mode.
- Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities and/or areas experiencing high levels of unemployment or chronic underemployment.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted Regional Economic Strategy.

N/NE 145th Street (SR 523) is the primary link between three of the state's busiest highways: Bothell Way/SR 522 has 44,000 ADT, I-5 has 169,000-187,000 ADT, and Aurora Ave N/SR 99 has 40,000 ADT and 7,000 bus riders. In addition to these high crossing volumes, Sound Transit will be constructing a light rail station at the intersection of I-5 and N/NE 145th Street. The Sound Transit Lynnwood Link Extension is projected to carry 60,000-70,000 riders per day by 2035, with 2,200-3,400 daily boardings at

the 145th Street Station. N/NE 145th Street is the tie or link between all of these north-south high capacity transit/vehicular corridors with access to all. More than 25,000 vehicles travel on N/NE 145th Street each day in this section and that number is growing as drivers divert around Lake Washington to avoid tolls on the SR 520 Bridge. Traffic will continue to increase with regional growth, additional diversion due to tolling of the I-90 Bridge and drivers traveling to the light rail station (which will include a 500 space parking garage), scheduled to open in 2023. Several Metro Transit bus routes cross or serve limited portions of N/NE 145th Street. It is anticipated that Metro Transit will provide feeder bus service to the light rail station on the 145th corridor. Frequent, reliable bus service to the light rail station will be a critical transportation component of that large transportation facility. Similarly, pedestrian and bicycle volumes will increase as residents walk or cycle to the light rail station and to access bus service on N/NE 145th. ADA accessibility on sidewalks along this corridor is extremely compromised, as utility poles are located within the sidewalk, making some sidewalks completely inaccessible and restricting areas where buses can deploy wheelchair lifts. Currently, there are no bicycle facilities in the corridor. When complete in 2023, the Lynnwood Link light rail line will connect to the rest of the regional light rail system which will serve multiple growth centers in Puget Sound, including Lynnwood, Downtown Bellevue, Federal Way, Overlake/Redmond, Sea-Tac, Seattle – Downtown, Seattle – 1st Hill/Capitol Hill, Seattle – Northgate, Seattle University Community, and Tukwila, as well as the Local Centers of Shoreline Town Center, Aurora Square Community Renewal Area, North City and the Lake City Business District. Future extensions of light rail in the region will access even more centers. Safe and reliable multi-modal access to the light rail stations for North Seattle and Shoreline residents will be key in providing connections to these centers for work, education and recreational purposes. N/NE 145th Street is the primary corridor to provide that access in north King County. Commuters from Woodinville, Bothell, Kenmore and Lake Forest Park will have fairly direct access from Bothell Way NE to the station at NE 145th St, which is anticipated to include a 500 car parking garage. Both Kenmore and Lake Forest Park have expressed support for improvements to N/NE 145th Street as they recognize that their citizens will be major users of the new light rail station. Shoreline has also begun station area planning for the vicinity which will result in rezoning that allows for transit oriented development (TOD) and high density housing around the light rail station area, resulting in much higher pedestrian usage on a treacherous pedestrian system that currently exists on N/NE 145th Street. The rezoning will add the capacity for additional commercial uses and employment along the corridor. Shoreline City Council directed completion of the station area planning with TOD density of 48 dwelling units/acre within ¼ mile of the station (approximately 8,000 units) and 18 dwelling units/acre within a ½ mile of the station (approximately 11,000 units).

The City is also undertaking a multi-modal Route Development Plan (RDP) for the entire corridor. Due to the multi-jurisdictional nature of the roadway's location and function, several agencies will be a part of the RDP development including City of Seattle Department of Transportation, Washington State Department of Transportation, King County Metro Transit, Sound Transit, Seattle City Light and the Puget Sound Regional Council. With the participation of all affected jurisdictions, as well as consideration for all users, the plan will lay out a comprehensive, long term solution for the problems facing N/NE 145th Street, as well as planning level cost estimates. The RDP will be completed in 2015 and will address safety and access issues for all users of the corridor (pedestrians, bicyclists, vehicles, transit and freight). Provision of sidewalks, ADA upgrades, new signals and hardware, and continuous lighting will benefit all users, including those residents, businesses, and schools along or near the corridor. Because no bicycle facilities are currently present, the RDP will evaluate the potential for new bicycle facilities and identify appropriate types and locations. The RDP will direct the final design and engineering for the roadway, to improve the safety and mobility of all users. The final design will include new sidewalks separated from the roadway with landscaped amenity zones, turn pockets, lighting, trees, improved and optimized signals, bus stops, pedestrian crosswalks. The completed corridor will be safer, more efficient, carry more people and stimulate investment and redevelopment.

The local human services group, North Urban Human Services Association (NUSHA), has been engaged

in the planning of the redevelopment of SR-523 since the issue of mobility has emerged from several events lead by Senior Services. To specifically identify these challenges, listening sessions were held with people facing mobility challenges and that use SR-523. We will continue to engage with this and other organizations as the design and engineering move forward.

Further, Shoreline, WSDOT, and Sound Transit are actively working together as a 145th partnership committee to coordinate improvements near the future light rail station, the interchange and corridor projects and design.

C2. System Continuity/Long-Term Benefit and Sustainability

Please address the following:

- Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and TSM opportunities. Describe the problem and how this project will remedy it.
- Describe how this project provides a “logical segment” that links to a regional, local, or manufacturing/industrial center.
- Describe how the project fills in a missing link or removes barriers to/from a center.
- Describe how this project will relieve pressure or remove a bottleneck on the transportation system and how this will positively impact overall system performance.
- Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

N/NE 145th Street is the primary corridor in North King County connecting Aurora Avenue N (SR 99), I-5, a future funded light rail station at N/NE 145th Street and I-5 and Bothell Way NE (SR 522). The reconstruction and improvement of this corridor will provide for efficient movement of all users – people, vehicles and freight – through a reduction in travel time by signal timing, removal of pedestrian barriers, adding vehicle lane capacity, transit enhancements and reduction of the bottleneck of the N/NE 145h Street and I-5 interchange. The anticipated growth in vehicular, pedestrian, and bicycle traffic, the need for additional bus service, the future presence of a light rail station with associated 500+ stall parking garage, and the increased station area density will all be considerations included in the design of the new roadway. Because N/NE 145th Street provides the east-west link between three heavily used north-south high capacity transit and traffic corridors (SR 99, SR 522 and I-5) and to the light rail station, it will provide access for residents in North Seattle, Shoreline, Lake Forest Park, Kenmore, Bothell and Woodinville to multiple urban centers in the region, including Lynnwood, Northgate, Bothell/Canyon Park, Bellevue, Redmond, Ballard/Interbay, downtown Seattle, Capitol Hill, and University Community. The congestion on the roadway already makes east-west travel difficult and increases in vehicle volumes will only exacerbate the problem, as well as further discourage Metro Transit from providing frequent,

all-day service along this corridor. Various transit treatments will be a focus of the Route Development Plan (RDP) process, including consideration Business Access and Transit (BAT) lanes, queue jumps and signal preemption.

This corridor will provide a logical link for light rail users (in vehicles or buses, by bicycle or on foot) who want to access the system from Aurora Avenue N, including King County Metro's RapidRide Bus Rapid Transit E Line or the Interurban Trail. Right now, N/NE 145th Street is an auto dominated corridor. Metro Transit's reluctance to provide service due to its congested nature, lack of safe pedestrian facilities and lack of ADA enhancements significantly hampers opportunities for continuous, all day east-west bus service from Aurora Avenue N (SR 99) to Bothell Way NE (SR 522). Utility poles in the middle of narrow sidewalks are the norm, making much of the corridor inaccessible to persons with disabilities, extremely challenging to those that are fully-abled, and unfriendly to all pedestrians. There are no bicycle facilities present and the existing environment is extremely unfriendly to those wishing to cycle.

The current design/configuration of the roadway is primarily 4 lanes with no access management devices (no c-curb/jersey barriers, limited curbs). High traffic volumes and speeds are present along its length. The absence of left turning refuges at many intersections and protected turning phases fosters unsafe driver behavior such as vehicles weaving between lanes to avoid left turning vehicles and risky left turn movements across opposing traffic due to the lack of gaps. The accident rate along the entire N/NE 145th Street corridor is approximately 150 collisions per year (which is 3 times the regional average for similar roadways), we expect this number to increase as traffic and congestion along the route increases. The design of the roadway will be a "complete streets" approach, taking all users needs into account in the final design.

The design and engineering for the re-construction of N/NE 145th Street from Aurora Avenue N to I-5 will provide the facilities and technology that improve the speed and reliability of buses, improve sidewalks and lighting, increase vehicular capacity (where needed), intersection and interchange upgrades and bicycle facilities. The project will improve safety and accessibility for all users by reducing modal conflicts, increasing transit use and enhancing active transportation options. Once the improvements are in place, pedestrians and bicyclists will have a safe connection from Shoreline's Interurban Train to the Sound Transit light rail station at N/NE 145th Street.

Air Quality and Climate Change

You have not selected a category and these questions were skipped. Please go back and make your selection.

Additional guidance on the evaluation of air quality and climate change benefits is available [here](#), in addition to the information contained in the [2014 King Countywide FHWA Project Evaluation Criteria](#).

Please describe how your project will reduce emissions. Include a discussion of the population served by the project (who will benefit, where, and over what time period). Specific questions have been prepared to assist you in responding to this criterion depending on the type of project.

Please select all of the elements in the list below that are included in the project's scope of work, and provide the requested information in the text box below.

- Diesel Particulate Emissions Reduction Projects (e.g. diesel engine retrofits)
- Roadway Capacity (general purpose and high occupancy lanes)
- Transit
- Bicycle/Pedestrian Facilities
- Intelligent Transportation Systems (signalization, etc.)
- Alternative Fuels or Vehicle Technology
- Other

- Diesel Particulate Emissions Reduction Projects: Describe the types of vehicles, vessels, engines, duty cycles, etc. being addressed. Describe the emissions vintage of the existing engines, and the number of vehicles to be addressed. Describe how often they are used, where they are used, how much fuel is consumed annually and when the benefits from this project will occur.
- Roadway Capacity (general purpose and high occupancy lanes): Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc. Describe the transit routes currently using the facility and anticipated in the future. Does this project connect to or expand an existing high occupancy vehicle or business access transit lane system? What is the length of the project and the population served? What source of data indicates the expected conversion of single occupant vehicle trips to transit or carpool?
- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): Describe the current transit ridership in the project area. Describe the current transit routes serving the project area, including average trip length. If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. Describe the population served that will be expected to use the new/improved service. What source of data indicates the expected conversion of single occupant vehicle trips to transit?
- Bicycle/Pedestrian Facilities: Describe the length of the proposed facility, including connections to other nonmotorized facilities and to the larger nonmotorized system. Describe the expected travel shed (i.e., land use and population surrounding the project). Does the facility connect to transit? What is the expected population served, and what source of data indicates the expected conversion of single occupant vehicle trips to this mode?
- Intelligent Transportation Systems: Describe the existing conditions in the area, including level of service, average daily traffic, average speed, etc. Describe how the project is expected to improve traffic flow through improved speeds, reducing idling, reducing accidents, etc. What is the percentage of heavy trucks using the facility? Does the project improve traffic flow for particular modes (e.g.

HOVs) or types of vehicles (e.g. transit buses or freight trucks)? What are the transit routes along the corridor, and will this project improve transit reliability on the corridor?

- Alternative Fuels or Vehicle Technology: Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions?
- Other: Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. “no idling” signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

N/NE 145th Street (SR 523) is a highly congested highway, arterial and T3 Truck Route. The 25,000 vehicles using it daily experience long delays at intersections, most prevalently experienced at the I-5 interchange. As a result of this congestion, Metro Transit provides very little service on N/NE 145th Street, as it would be slow and unreliable along the length of the corridor, and many of the stops that exist are not accessible due to power poles in the center of the narrow asphalt walkway and lack of wheelchair ramps. Currently, there is only one bus route providing service along the segment of N/NE 145th Street from Aurora Avenue N to I-5 (approximately 0.9 miles) and it is a peak only route with more than 110 daily boardings and deboardings. There is no all day bus service along this segment of the corridor. We expect King County Metro to deploy additional routes on the corridor to serve light rail once the roadway is upgraded. Shoreline is coordinating a transit service integration plan with King County Metro on serving the Light Rail Stations in Shoreline (at 145th and 185th). The final design of the project will implement project components that will 1) reduce vehicle delay by improving traffic flow, 2) improve operating conditions for buses, 3) improve conditions for pedestrians through upgraded sidewalks and 4) include bicycle facilities along portions of the corridor. Along with the location of the light rail station at I-5, it is believed that these improvements will result in a decrease in both air pollutants and greenhouse gas emissions in the following ways:

- Vehicles and buses will spend less time idling and be delayed less at intersections. This correlates to improved transit speed and reliability. When transit service is fast and reliable, it is more attractive to riders, resulting in a mode shift away from SOV. In recent studies by King County Metro and Community Transit, TSP has been found to improve schedule adherence by 16 percent, reduce running time by 8 percent and reduce intersection delay by 34 percent.
- With safer, continuous and fully accessible sidewalks, people will be more inclined to walk.
- The installation of bicycle facilities will encourage more people to cycle, as this improved section will directly connect to Shoreline’s Interurban Trail as well as recently installed cycle tracks in Seattle on Linden Avenue N.
- Light rail will provide fast and reliable transit service to centers throughout the region. This service will provide people with an attractive alternative to driving.
- Riders will have increased access to frequent transit service, as this corridor connects Metro Transit’s RapidRide BRT service on Aurora Avenue N, existing bus service and future light rail service along I-5 and Sound Transit’s existing bus service and planned High Capacity Transit on SR 522.

An improved N/NE 145th Street will provide access to Bus Rapid Transit routes on Aurora Avenue N, and on Bothell Way NE and to the flyer stops on I-5 (which may be eliminated or their use discontinued with the commencement of light rail service). It will provide direct access to the 145th light rail station (set to open in 2023), with an estimated 60,000-70,000 riders per day (2035 estimates, per Sound Transit). It will connect directly with Interurban Trail. From a land use perspective the improved roadway will

facilitate improved multi-modal access to 4 commercial nodes (Bothell Way NE, 15th Avenue NE, Aurora Avenue N, and Greenwood Avenue N), several schools (including Lakeside, a private school), and 3 regional recreational facilities. There are many high density housing developments along the corridor as well that will be served by the project.

Financial Plan & Project Readiness

In this section, sponsors will address questions regarding the PSRC funding request, the total estimated project cost and schedule, and the project's readiness to obligate PSRC funds. Sponsors should be aware of the following information before completing this section:

Funding Request: Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. I.e, a sponsor may request funding for both preliminary engineering and right of way phases or preliminary engineering and construction phases, but not both right of way and construction phases.

Funding Requirements: A minimum of 13.5% of local matching funds is required for both Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.

Obligation Requirements: Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies here.

PSRC Funding Request

Please identify the phase(s) for which PSRC funds are being requested, the funding source, the amount, and expected year of obligation. Confirm the total by pressing the calculate button.

Funding Source

STP

CMAQ

Phase

Preliminary Engineering/Design

Year

2016

\$ Amount Requested (For example, for \$1,000.00, enter "1000")

\$4,300,000

Total PSRC Funding Request:

\$4,300,000

Total Estimated Project Cost and Schedule

In the table below, please provide the total estimated cost and schedule for all phases of the project, from start to finish, and indicate when each phase was, or is planned to be, completed. If a phase is not required for the project, indicate with N/A.

Please include all funding amounts and sources (including the requested PSRC funds) and identify whether they are secure, reasonably expected, or unsecure. **PSRC's definitions and guidance for determining secure and reasonably expected funds may be found [here](#).**

NOTE: If you find that you need more rows than provided in the tables below, please fill out the supplemental project cost spreadsheet available [here](#) and upload in the area below.

Planning Phase

Please note, the planning phase of a capital project is considered to be part of the preliminary engineering phase. Complete this section only if this project is an independent planning study.

Total Planning Phase Cost:

\$0

Actual or estimated date of completion (month and year):

N/A

Preliminary Engineering/Design Phase

Funding Source	Funding Status	Funding Amount
Shoreline Roads Capital	Reasonably Expected	\$671,100
STP		\$4,300,000

Total Preliminary Engineering/Design Phase Cost: \$4,971,100

Actual or estimated date of completion (month and year): 12/2017

Right of Way Phase

Funding Source	Funding Status	Funding Amount
Shoreline Roads Capital	Unsecured	\$2,000,000
STP - likely future request		\$8,000,000

Total Right of Way Phase Cost: \$10,000,000

Actual or estimated date of completion (month and year): December 2018

Construction Phase

Funding Source	Funding Status	Funding Amount
Shoreline Roads Capital	Unsecured	\$5,000,000
STP - likely future request		\$11,000,000
TIB - likely future request		\$12,000,000
Sound Transit		\$2,000,000

Total Construction Phase Cost: \$30,000,000

Actual or estimated date of completion (month and year): 12/2020

Other Phase

Total Other Phase Cost:
\$0

Actual or estimated date of completion (month and year):
N/A

Project Summary

The calculated total project cost below is based on the entries completed above. Please review for accuracy before proceeding to ensure all funding is reflected.

Total Estimated Project Cost: \$44,971,100

Estimated Project Completion Date (month and year): 12/2020

Financial Documentation

Please provide supporting documentation using the upload function below to demonstrate that all additional funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

[k9gEJSuu_Shoreline_145_reasonably_secured_documentation.pdf](#)

Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program should also be included.

For more information, refer to PSRC's [financial constraint guidance](#).

Reasonably secured documentation is included in the attached document.

Project Readiness

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before federal funding is typically eligible to be obligated. The questions in this section are designed to identify those requirements and assist sponsors to:

- Identify which obligation prerequisites and milestones apply to their specific project.
- Identify which of these have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all obligation prerequisites and milestones not yet completed.

In the following section, sponsors will be asked a series of questions about the project. Based on these responses, sponsors will be directed to the appropriate set of subsequent questions addressing the project's readiness.

NOTE: Sponsors applying for funds for only planning studies or preliminary engineering/design phases are not required to provide further information for project readiness and will be directed to the next required set of questions.

Project Readiness

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

- Yes
 No

Is preliminary engineering for the project complete?

- Yes
 No

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

-

Have preliminary plans been submitted to WSDOT for approval?

- Yes
 No

When are preliminary plans expected to be complete and approved by WSDOT (month and year)?

-

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.

-

Project Readiness

What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?

- Environmental Impact Statement (EIS)
 Environmental Assessment (EA)
 Documented Categorical Exclusion (DCE)
 Categorical Exclusion (CE)

Has the NEPA documentation been approved?

- Yes
 No

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

-

Project Readiness

Will right of way be required for the project?

- Yes
 No

How many parcels do you need?

-

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?

Yes

No

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. For example, these might include:

- True cost estimate of right of way
- Right of way plans (stamped)
- Relocation plan
- Right of way certification
- Right of way acquisition
- Certification audit by Washington State Department of Transportation Right of Way Analyst
- Relocation certification, if applicable

-

Project Readiness

Are funds being requested for construction?

Yes

No

Do you have an engineer's estimate?

Yes

No

Please upload a copy of your engineer's estimate below.

-

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

-

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

Yes

No

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

Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process. In addition, please describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.

The City of Shoreline, WSDOT, and Sound Transit have formed a partnership to address common interests in the N/NE 145th Street corridor, including the light rail station, interchange issues at I-5 and the corridor itself. The outcome of this partnership will be a coordinated multi-modal design and potential cost-sharing strategy.

File Submission

Please provide any additional supporting documents, including maps, through the upload functions below.

[sshExV0S_Shoreline145maps.pdf](#)

[9or2xGXq_Shoreline_support.pdf](#)

-

Final Review

Please review all application form questions to ensure you have completed all fields. An email containing a PDF version of the project application will be sent to the project contact upon submission.

NOTE: Sponsors may update and resubmit information included in the application until the May 7th deadline. After the deadline has passed, the form site will close and sponsors will not have access for revisions.

City of Shoreline
Reasonably Secured Documentation
SR-523 (N/NE 145th Street), Aurora Avenue N to I-5

The City of Shoreline is currently in the process of annexing the N/NE 145th Street roadway. When the item was first presented to the City Council in 2012, their direction was to wait until such time as Sound Transit identified the preferred alternative for Lynnwood Link. On November 21, 2013, the Sound Transit Board identified the preferred alternative for Lynnwood link and it included a light rail station at Interstate 5 and NE 145th Street (City Council report is attached). Additionally, Shoreline is currently in final negotiations with the City of Seattle to purchase the Seattle Public Utilities water system within Shoreline; with both city councils acting on the agreement in 2014 (purchase expected to close in 2020). As part of that purchase, the City would be bonding for the funding for the initial costs associated with the purchase and capital improvements necessary – which include major utility work on N/NE 145th. These funds would then be available for a match multiple phases of the project. Additionally, there would be Roads Capital fund balance (pg 270 of the 2014 City of Shoreline Budget is attached) available for matching funds. These matching funds would be made available to the project as part of the 2015 budget process that takes place in the fall of 2014.

ROUTE DEVELOPMENT PLAN (RDP) for the 145TH CORRIDOR



Project Description:

This project is to perform a multi-modal corridor study of 145th Street (SR 523) from Bothell Way NE (SR 522) to 3rd Ave NW. This work will be in conjunction with the City of Seattle, the Washington State Department of Transportation, King County, Metro Transit and Sound Transit to evaluate the future transportation needs for this corridor. The study will include an examination of safety, traffic, transit and non-motorized needs resulting from anticipated changes in the area such as growth, location of light rail station(s) and regional tolling. The City of Shoreline will lead the study. The process will include traffic analysis, developing a base map, guiding the five agencies and public toward a design proposal, costing the various sections of the corridor and helping to generate priorities for funding and implementation.

Service Impact:

This project will bring together the City of Seattle; WSDOT; King County; Metro; Sound Transit; and the City of Shoreline to identify and evaluate the future transportation needs for the 145th Corridor to provide a safe, efficient and effective infrastructure.

Org Key: 2913302	IL # ST260900	Prior Years' Expenditures	2013 Budget	2013 Projected	2014 Estimate	2015 Estimate	2016 Estimate	2017 Estimate	2018 Estimate	2019 Estimate	Total 2014-2019	Total Project Cost
Project Expenditures:												
Project Administration			\$150,000		\$200,000	\$50,000					\$250,000	\$250,000
Real Estate Acquisition												
Construction												
Total Project Expenditures			\$150,000		\$200,000	\$50,000					\$250,000	\$250,000
Revenue Sources:												
Roads Capital Fund			\$150,000		\$200,000	\$50,000					\$250,000	\$250,000
Total Project Revenues			\$150,000		\$200,000	\$50,000					\$250,000	\$250,000
Impact on Operating Budget												
Project Time Line:												
Project Administration					2013	2014	2015	2016	2017	2018	2019	
Real Estate Acquisition						Q1 Q2 Q3 Q4	Q1 Q2					
Construction												

- Changes from the 2013-2018 CIP: Project commencement was delayed to 2014 by Council direction until the Sound Transit Board identifies the light rail stations in Shoreline.

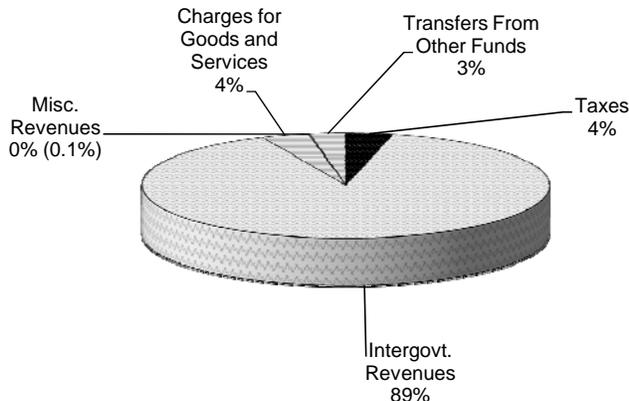
Roads Capital Fund (330) Summary

The Roads Capital Fund receives resources that are designated specifically for capital purposes. The primary on-going dedicated resource is real estate excise tax (REET). Other dedicated sources include fuel tax which is collected in the Arterial Street Fund and transferred to this fund and various project grants. Projects in the Roads Capital Fund are divided into three major categories: pedestrian/non-motorized projects, system preservation projects, and safety/operational projects. For a complete discussion of this fund refer to the Capital Improvement Program section of this document.

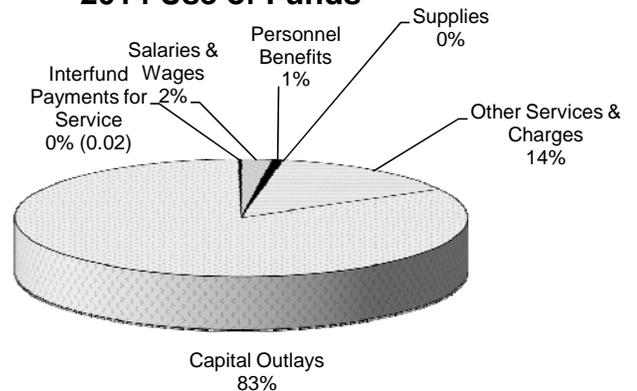
Department: Public Works
 Programs: Roads Capital Engineering
 Roads Capital Projects

	2010 Actual	2011 Actual	2012 Actual	2013 Current Budget	2013 Projected	2014 Proposed Budget	2014 Proposed Budget vs. 2013 Current Budget	Percent Change
Beginning Fund Balance	\$ 6,189,290	\$ 5,278,652	\$ 3,805,349	\$ 3,074,602	\$ 3,074,602	\$ 2,882,527	\$ (192,075)	(6%)
Funding Sources								
Budgeted Beg. Fund Balance	\$ -	\$ -	\$ -	\$ 831,587	\$ -	\$ -	\$ (831,587)	(100%)
Taxes	454,192	426,756	651,137	580,541	690,765	783,668	203,127	35%
Licenses & Permits	298	298	298	-	-	-	-	0%
Intergovt. Revenues	19,407,247	22,706,916	7,756,989	17,548,118	3,116,274	18,727,025	1,178,907	7%
Charges for Goods and Services	89,204	370,371	-	-	-	786,113	786,113	0%
Misc. Revenues	25,422	449,721	18,110	6,243	9,224	26,078	19,835	318%
Prior Year Adjustments	-	-	(52,777)	-	-	-	-	0%
Total Revenue	\$ 19,976,363	\$ 23,954,062	\$ 8,373,757	\$ 18,966,489	\$ 3,816,263	\$ 20,322,884	\$ 1,356,395	7%
Transfers From Other Funds	2,056,984	1,510,332	1,256,426	1,444,136	1,398,709	589,045	(855,091)	(59%)
Total Funding Sources	\$ 22,033,347	\$ 25,464,394	\$ 9,630,183	\$ 20,410,625	\$ 5,214,972	\$ 20,911,929	\$ 501,304	2%
Use of Funds								
Salaries & Wages	\$ 913,015	\$ 934,382	\$ 605,745	\$ 501,363	\$ 538,893	\$ 458,337	\$ (43,026)	(9%)
Personnel Benefits	251,457	256,450	178,662	163,842	162,471	159,943	(3,899)	(2%)
Supplies	23,873	60,137	59,614	3,050	3,050	3,050	-	0%
Other Services & Charges	4,810,801	5,716,238	2,483,622	5,045,778	2,630,542	2,914,726	(2,131,052)	(42%)
Intergovt. Services	47,536	250,707	152,466	29,698	25,798	-	(29,698)	(100%)
Capital Outlays	16,703,820	19,660,737	6,821,897	14,610,815	1,990,214	17,291,919	2,681,104	18%
Debt Service	-	6,750	2,507	-	-	-	-	0%
Interfund Payments for Service	193,482	52,296	56,417	56,079	56,079	44,876	(11,203)	(20%)
Total Expenditures	\$ 22,943,984	\$ 26,937,697	\$ 10,360,930	\$ 20,410,625	\$ 5,407,047	\$ 20,872,851	\$ 462,226	2%
Ending Fund Balance	\$ 5,278,652	\$ 3,805,349	\$ 3,074,602	\$ 2,243,015	\$ 2,882,527	\$ 2,921,605	\$ 678,590	30%
Total FTE's	10.28	10.53	10.11	6.87	6.87	5.43	-1.45	(21%)

2014 Funding Sources



2014 Use of Funds



CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussion of 145 th Street
DEPARTMENT:	Public Works
PRESENTED BY:	Mark Relph, Public Works Director Kirk McKinley, Transportation Services Manager Alicia McIntire, Senior Transportation Planner
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

The purpose of this agenda item is to provide Council with an update on the activities surrounding 145th Street. This report and discussion item serve as a follow up to previous Council discussions regarding annexation of the roadway by the City of Shoreline and the process for the City to begin planning for corridor improvements.

Council has discussed this issue several times over the past few years. After the last discussion in October 2012, Council instructed staff to continue conversations with the City of Seattle regarding issues associated with annexation. Additionally, Council allocated \$250,000 in the City's 2014-2019 Capital Improvement Plan for creation of a Route Development Plan (RDP) for the corridor.

However, Council directed staff to not actively pursue the annexation or begin the RDP until such time as Sound Transit identified the preferred alternative for Lynnwood Link. On November 21, 2013, the Sound Transit Board identified the preferred alternative for Lynnwood Link and it includes a light rail station at Interstate 5 and NE 145th Street. Staff is now returning to Council to provide an update on staff activities involving this corridor and receive direction about how to proceed.

RESOURCE/FINANCIAL IMPACT:

There is no immediate financial impact to the City associated with annexation of 145th Street, as the City is not required to purchase the roadway. However, the City would have on-going maintenance and police costs. Future capital projects would also be the responsibility of the City of Shoreline and could be funded as part of the City's capital budget, grant acquisition and/or in partnership with other agencies (WSDOT, Sound Transit, City of Seattle, etc.).

The 2014-2019 Capital Improvement Plan includes \$250,000 for creation of the RDP for this corridor. The scope of work associated with this project would include public outreach/agency coordination, data gathering for existing conditions, development and evaluation of different project scenarios, development of a recommended project

description, planning level cost estimates and a proposed phasing strategy. The City will also need to pursue grant funding for the remaining phases of the project including pre-design, environmental review and construction of the project. This effort would include development of a local match and/or securing match funding from our partner agencies. Staff would like to utilize no more than \$50,000 of the \$250,000 allocated funding for the RDP for the development of documentation associated with the annexation, such as base mapping and assembling existing data from all jurisdictions.

RECOMMENDATION

No formal action is required at this time, although staff would like Council direction regarding how to further proceed with the annexation of 145th Street and proceeding with the RDP. Staff recommends Council provide direction to begin negotiations with Seattle and King County to transfer the roadway. At such time as a draft agreement has been developed, staff will return with an annexation ordinance and agreement document between agencies. Staff also recommends Council authorize staff to utilize no more than \$50,000 of the \$250,000 allocated funding for the RDP for the development of documentation associated with the annexation.

Approved By: City Manager ***DT*** City Attorney ***IS***

BACKGROUND

145th Street forms the southern border of the City of Shoreline. The portion adjacent to the City is approximately 3.2 miles long, running from 3rd Avenue NW to Bothell Way NE (SR 522). It is a state highway (SR 523) from Aurora Avenue N (SR 99) to Bothell Way NE. 145th Street crosses over Interstate 5 (I-5) just west of 5th Avenue NE and includes a four quadrant interchange with the freeway.

RCW 35A.14.410 states:

The boundaries of a code city arising from an annexation of territory shall not include a portion of the right-of-way of any public street, road, or highway except where the boundary runs from one edge of the right-of-way to the other edge of the right-of-way. However, the right-of-way line of any public street, road, or highway, or any segment thereof, may be used to define a part of a corporate boundary in an annexation proceeding.

Thus, cities must annex or incorporate all of a roadway right-of-way or none of the right-of-way; annexing only to a right-of-way centerline is not allowed under the current state law.

When the City of Shoreline incorporated in 1995, the northern boundary of the City of Seattle was the centerline of 145th Street. As a result, the City of Shoreline could not incorporate any of 145th Street and the northern half of the roadway remained an island of unincorporated King County. As the diagram below shows, this has resulted in a complex arrangement of ownership and regulatory authority for the roadway including the City of Seattle, King County, and the Washington State Department of Transportation (WSDOT).

SR 523 Right of Way



Shoreline does not own any of the right-of-way but experiences significant traffic and safety issues associated with this street, including the lack of a sidewalk system that complies with the Americans with Disabilities Act (ADA). Furthermore, Shoreline cannot improve the sidewalks on the north side of this street without coordination with King County. Traffic volumes on this street are anticipated to increase due to highway tolling on the Lake Washington bridge(s), regional growth and the future light rail station at NE 145th Street and I-5. As a result, upgrades will be needed to accommodate these

volumes, as well as improve safety for bicycles and pedestrians and speed and reliability for transit. At this time, improvements can only be made by WSDOT, King County or the City of Seattle; all of which have stated that improvements to 145th Street are not a priority.

It is clear that the only way improvements to 145th Street will be undertaken anytime in the near future is if the City of Shoreline owns the roadway and takes the lead. Regardless of ownership of 145th Street, WSDOT owns the I-5 interchange at NE 145th Street and is responsible for improvements at that location. While Sound Transit is likely to construct some limited improvements near I-5 in conjunction with development of the light rail station, corridor-wide improvements developed by all affected jurisdictions and agencies are needed to achieve effective, multi-modal improvements that address the needs of all users.

Staff has engaged in preliminary discussions with staff from King County and Seattle to gauge the interest of these jurisdictions in relinquishing control of their respective portions of the roadway. Both jurisdictions are interested in allowing the City of Shoreline to annex the full 145th Street right-of-way. The County in fact is highly motivated to transfer ownership.

Council has discussed this issue several times over the past few years. Council instructed staff to continue discussions with the City of Seattle regarding issues associated with annexation. Additionally, Council allocated \$250,000 in the City's capital improvement plan for creation of a Route Development Plan (RDP) for the corridor. However, Council directed staff to not actively pursue the annexation or begin the RDP until such time as Sound Transit identified the preferred alternative for Lynnwood Link. On November 21, 2013, the Sound Transit Board identified the preferred alternative for Lynnwood Link and it includes a light rail station and associated parking garage at I-5 and NE 145th Street. Attachment A to this staff report includes information about the infrastructure and services, volumes, accidents, transit usage, critical areas and contamination of 145th Street, as well as photographs of typical conditions.

DISCUSSION

IMPORTANCE OF OWNERSHIP

It is likely the only way improvements to 145th Street will be undertaken is if the City of Shoreline instigates, designs, and constructs them. Improvements to this corridor are not a current priority for any of the jurisdictions with authority over the roadway and are not likely to become a priority any time in the foreseeable future. Sound Transit is likely to construct some limited improvements near I-5 in conjunction with development of the light rail station. However, the only way to achieve effective, multi-modal improvements that address the needs of all users is to implement them corridor wide, involving all affected jurisdictions and agencies. Since WSDOT owns and is responsible for improvements to the I-5 interchange, their interest and participation in the improvements to this corridor are extremely important for the overall success of the corridor.

Grant Funding: Without ownership of the roadway, the City of Shoreline will be significantly restricted from improving 145th Street. Funding agencies are reluctant to award grant funding to jurisdictions that do not have control over a roadway, as the

project is not entirely within their control (and may not be a priority for the jurisdiction with ownership). Staff does not believe the City would be successful in securing grants for improvements to 145th Street without ownership. Furthermore, it would not be fiscally responsible on the City's part to expend such significant financial resources in another jurisdiction.

Pedestrian Accessibility: Shoreline residents are significantly impacted by changes to traffic volumes and the lack of nonmotorized amenities along the corridor. ADA access is limited or non-existent in many sections of 145th Street due to narrow walkways, utility pole placement and lack of curb ramps. This limits the ability for Shoreline residents with physical challenges to use the sidewalks or access the transit system. Several of the transit stops are not accessible to wheelchairs due to the conditions of the pedestrian system. Conditions for all users along this corridor are likely to deteriorate unless Shoreline annexes the roadway and coordinates improvements. With the construction of capital improvements on the roadway, Shoreline residents would realize enhanced quality of service and multi-modal transportation improvements that complement each other.

Transit Service: 145th Street is one of the busiest roadways in the area but not a very highly used transit corridor due to its currently congested nature and marginal pedestrian facilities. King County Metro Transit provides limited all-day bus service and a few peak-only routes along very short segments of the roadway. 145th Street also connects three busy transit corridors: Aurora Avenue N, I-5, and Bothell Way NE/Lake City Way NE. High capacity transit (bus rapid transit or light rail) is planned for each of these corridors, with bus rapid transit service beginning on Aurora Avenue N in February 2014.

The light rail station at I-5 and NE 145th Street will serve as a regional station, drawing riders from Seattle, Shoreline, Lake Forest Park, Kenmore, and Bothell. With a 500 stall parking garage, it is anticipated that many riders will drive to the station. However, fast, reliable bus service from the east and west will be essential to deliver riders to the station as well. 145th Street will serve as a primary route for buses, especially those travelling from the east, and improvements to the corridor are needed to help ensure bus speed and reliability.

Transit-Oriented Development and Economic Development: In addition to its function as a major transportation corridor, 145th Street has the potential to link and stimulate compact, vibrant, transit-oriented communities. The City has begun preliminary land use planning in the area surrounding the light rail station at NE 145th Street and I-5. This planning effort envisions a transition over time to a high density, transit-oriented community with improved multi-modal transportation options, including improved walkability. With the identification of Sound Transit's preferred alternative that includes a station at NE 145th Street, the City will begin more in depth planning, starting in early 2014.

There are five areas along or near 145th Street with significant redevelopment potential. These commercially zoned areas include Westminster/Greenwood, Aurora Square and Aurora Avenue N, 15th Avenue NE, Bothell Way NE, and the light rail station area. The Aurora Square Community Renewal Area (CRA) plan envisions a mixture of housing,

retail, office and entertainment uses, with an emphasis on pedestrian friendly circulation and a strong connection to the bus rapid transit service on Aurora Avenue N. The State of Washington also owns several properties in the vicinity of 145th Street including the WSDOT Northwest Region Office (within the CRA), Shoreline Community College, Fircrest Residential Habilitation Center, and the Washington State Public Health Laboratories. Most of these properties have the potential to redevelop as transit-oriented development, providing housing, jobs, and retail within walking distance of the future light rail station. The Community College is anticipating additional growth, including dormitory housing for students.

From the economic development perspective, and based on input from the Economic Development Manager, improvements to 145th Street would benefit property owners and spare the cost of frontage improvements for future redevelopment projects. In addition, it would lower the costs for future development by eliminating the number of parties involved in permit review, thereby shortening the time required -- and usually the dollars spent -- for permitting. Having a single organization responsible for improvements, maintenance and public inquiries is desirable.

Improvements to the roadway will help connect these various nodes by providing for a more comfortable pedestrian environment that encourages travel between them. For example, the distance from 15th Avenue NE to the light rail station at I-5 is approximately ½ mile (10 blocks), a comfortable walking distance when sidewalks are present along such a busy roadway.

Seattle Public Utilities (SPU) Water Acquisition: Ownership of the roadway by Shoreline will be instrumental in helping to streamline the process associated with separation and reconstruction of the water main required for the SPU water system acquisition. If Shoreline does not own 145th Street, the City will need to obtain permits, approvals, and reviews from the City of Seattle and King County, thus adding time and costs to the separation project. The City's existing franchise with the City of Seattle will allow SPU to continue to work in the 145th Street right-of-way to maintain and operate their system until such time as the acquisition agreement is fully executed.

Police Enforcement: Currently, traffic enforcement on 145th Street is inconsistent, primarily due to design and jurisdictional issues. Washington State Patrol is the primary service provider on 145th Street for traffic accident responses and Shoreline and Seattle police provide some response services as well. The interjurisdictional boundaries and the lack of space to pull over traffic violators result in limited traffic enforcement in this area.

CHALLENGES

Operations and Maintenance: By annexing a new street, the City of Shoreline would assume new costs related to operations and maintenance of the roadway, future capital improvements, and policing. Basic operations and maintenance requirements would include landscaping, plowing, sweeping, striping, sidewalk and pavement repairs, traffic signal and sign maintenance, and catch basin and drainage culvert maintenance. There may be hard costs for some activities, but others would be absorbed into the existing budget. Additive costs would include the City's annual roadway restriping, de-icing, street sign maintenance, and traffic signal maintenance. Absorbing this responsibility

may result in a slight decrease in the level of service to other streets, but the City may ultimately find that acceptable. (For example, the City has approximately 364 lane miles of streets. Annexation of the 13 lane miles of 145th Street represents a 3.5% increase in lane miles in Shoreline.) Capital projects along this roadway would be expensive and similar to Aurora Avenue N. Large capital projects on this street are likely to be competitive for grants associated with improvements, especially with the siting of the light rail station at I-5.

Liability: Absent an indemnity agreement, liability is determined by case law that allows a grace period for the annexing jurisdiction to discover and correct defects in design, construction or maintenance of a roadway. Seattle and King County will remain liable for any unsafe conditions in the roadway until Shoreline “has been afforded a reasonable opportunity to discover and remedy any unsafe conditions.” *Olson v. Bellevue*, 93 Wn.App. 154, 163, 968 P.2d 894 (1998).

Just how long is a “reasonable opportunity to discover and remedy unsafe conditions in a roadway” would be a question of fact in any court action brought forth. In *Olson*, after Bellevue annexed the property from King County, it took several actions including a roadway test, increasing speed limit, and removing warning signs that made it, as opposed to King County, liable for an accident occurring two years after annexation that was based on road design. Latent design defects not disclosed by the transferring jurisdiction may result in a longer period before liability transfers but remain a fact-specific conclusion. Consequently, although Shoreline may not be immediately liable for any unsafe conditions on 145th Street, when liability would transfer is largely unknown.

WSDOT is responsible for the roadway surface, and would continue to be liable for the curb to curb section as long as the roadway remains a state highway. WSDOT is also responsible for curb ramp improvements to meet ADA requirements in association with a street overlay. WSDOT has not programmed overlay funds and it is unlikely that they would undertake an overlay before 2020.

Between 2011 and 2013, the City received three sidewalk related claims for incidents on 145th Street (two claims and one lawsuit). Because they were outside the City limits, Shoreline denied the claims and the claims were ultimately withdrawn or dismissed. This number of claims is higher than other stretches of roadway within Shoreline, as most of the City’s claims are isolated incidents, and the City takes immediate steps to correct the problem once it is made aware of a problem. On average, WCIA is paying out about \$2,800 per vehicle claim filed over the past five years. The average for sidewalk claims is about \$8,900 per claim. In December 2013, staff requested claim information from the City of Seattle and King County to better understand the history of claims on 145th Street.

Capital Projects: The corridor is currently in need of significant capital improvements, such as sidewalk upgrades. The need for additional improvements is likely to expand with increased traffic, bicycle and pedestrian volumes, diversion resulting from tolling of the Lake Washington bridge(s), and the location of a light rail station with the associated parking facility.

In order to fully understand these demands and identify the necessary improvements to address them, an RDP is needed. Development of the RDP will require the input of affected jurisdictions and WSDOT. The City of Seattle, Sound Transit, King County Metro Transit, and the King County Department of Transportation have already expressed their interest in working on this project. It is anticipated that future improvements would include, but not be limited to:

- Improved sidewalks with amenity zones. Utility poles would be relocated with roadway widening per our franchise with Seattle City Light.
- Investments that improve transit speed and reliability. These may include transit signal priority, queue jump lanes, or BAT lanes.
- Additional traffic capacity, such as a center left-turn lane.

The final cross-section and improvements may vary for different segments of the corridor.

Depending upon the availability of grant funding, the corridor study would be followed by environmental work, which includes public outreach and the preparation of analysis documents, such as those required by SEPA and NEPA, and a funding strategy. The next step would be design and engineering along with right-of-way acquisition. Finally, the City would proceed to construction. Improvements would be constructed in phases, similar to how the Aurora Corridor project was implemented.

As part of the 2012 state budget, the State Legislature appropriated \$300,000 to WSDOT for a study on the corridor. This appropriation began as a larger request (\$700,000) from the City of Shoreline to prepare a full corridor study that would have addressed the City's vision for the roadway. Staff from WSDOT developed a scope for this work that was limited to an analysis of the existing pedestrian and traffic conditions as well as the development of a cost estimate to bring the curb ramps and sidewalks along SR 523 up to WSDOT and ADA standards. The funding allocated to this project did not include any resources for capital improvements. Although Shoreline staff explained the City's desire to see a study that evaluated the needed multi-modal corridor improvements to accommodate future volumes for all modes along the length of the roadway, the WSDOT scope was focused on existing conditions only. Over the course of this study, WSDOT convened interjurisdictional meetings with several agencies to discuss on-going and future planning for the corridor. Attendees included representatives from WSDOT, the cities of Shoreline, Seattle, and Lake Forest Park, Metro Transit, Sound Transit, and the Puget Sound Regional Council (PSRC).

Although the final report has not yet been issued; WSDOT staff have reviewed their initial findings with the interjurisdictional team. The report is slated to focus on reconstruction of sidewalks and upgrades to curb ramps on both sides of the street from Aurora Avenue N (SR 99) to Bothell Way NE/Lake City Way NE (SR 522) and evaluates the costs associated with this work. The report is not anticipated to assume any changes to the roadway width. The report will also identify minor changes to four intersections to improve safety and operations based upon existing conditions. Shoreline's RDP will utilize information contained within WSDOT's final report and look

at future needs based upon increased traffic volumes, the presence of the light rail station, and safety needs.

I-5 Interchange and WSDOT Participation: Regardless of the roadway ownership, WSDOT will have a stake in the future of the corridor as they are responsible for the I-5 interchange. Over the past several months, staff from WSDOT, Sound Transit, and Shoreline have been meeting regularly to discuss the future of the corridor, to develop strategies to secure funding, and to identify responsibilities for different types of improvements. This group has also discussed different ways to elevate the importance of this corridor and the interchange to the legislature and the Secretary of Transportation. Attachment C to this staff report is a draft folio staff has prepared to highlight the importance of this corridor and the need for improvements to WSDOT officials.

TIMELINE

The process required to annex the entire 145th Street right-of-way by Shoreline would be conducted simultaneously with the de-annexation of the southern half of the right-of-way on the part of Seattle. Both cities would adopt separate ordinances detailing the new corporate boundaries, which would then be approved by King County. The agencies would also need to enter into an agreement setting forth their respective responsibilities and commitments (Attachment B). Shoreline, Seattle, and King County attorneys will work together to prepare the necessary ordinances for the exchange of jurisdictional boundaries should the City decide to move forward with the annexation. Once the jurisdictions reach agreement regarding the conditions of the annexation, residents, businesses, and property owners along the corridor would be notified of the change and be given an opportunity to comment prior to completion of the process.

Funding for the planning, design, and construction of improvements will require substantial resources beyond those available from the City of Shoreline. As with Aurora Avenue N, the City will need to aggressively pursue grant funding from multiple sources. At this time, the only funding available for the project is the \$250,000 allocated in the City's capital improvement plan for creation of the RDP for the corridor.

One of the most significant roadblocks to successfully securing grant funding for this corridor is the issue of ownership, as noted earlier. Because the City does not own the roadway, Shoreline has no authority or say in the improvements planned for it. Funding agencies are skeptical of providing money for projects that may not be undertaken. Staff has been working with WSDOT to try to identify this as a priority project for the state transportation package but has been unsuccessful to this point. Even if the State did allocate money for a project(s) along this corridor, there is no assurance that Shoreline could serve as the lead.

This spring, staff would like to pursue federal funding through the competitive process administered by PSRC (every two or three years) to begin preliminary engineering and environmental work for the corridor. As part of the application, staff would request that the funding be made available in 2016 in order to allow time to complete the annexation and RDP. Staff is hopeful that funding from the SPU water separation project can be used as a match for this grant or that one (or more) of our partner agencies can provide

matching funds. Staff is developing a funding strategy and will return to Council for additional discussion in February or March 2014.

STAKEHOLDER OUTREACH

Generally, an annexation can be performed either via petition or by a vote of the residents to be annexed. Because there are no residents within the annexation area, this would be performed as an agreement between the Cities of Shoreline and Seattle and King County. Once the jurisdictions reach agreement regarding the conditions of the annexation, residents, businesses and property owners along the corridor would be notified of the change and be given an opportunity to comment prior to completion of the process.

Pre-design and environmental review for improvements to 145th Street will require a high level of public outreach to residents, businesses, and property owners along the corridor, adjacent jurisdictions, and affected agencies. A public outreach plan for the various phases of project development will be crafted as the City moves closer to those activities.

During the recent SE Neighborhood Subarea planning effort, many residents expressed a desire for the City to address safety along the roadway for motorists, pedestrians and bicyclists. As part of the Subarea Plan, the Council adopted the following recommended policy statement:

T11: Encourage the City to work with Seattle, King County, Sound Transit, and WSDOT to undertake a corridor study on 145th St. that would result in a plan for the corridor to improve safety, efficiency, and modality for all users. This plan should include adjacent neighborhoods in the process, and should have a proposed funding strategy for implementation.

COUNCIL GOAL(S) ADDRESSED

This issue addresses Council Goal 2: “Improve Shoreline's utility, transportation, and environmental infrastructure”, specifically Action Step 5: Work with the City of Seattle, King County and Washington State Department of Transportation on a plan that will improve safety, efficiency and modes of transportation for all users of 145th Street.

RESOURCE/FINANCIAL IMPACT

There is no immediate financial impact to the City associated with annexation of 145th Street, as the City is not required to purchase the roadway. However, the City would have on-going maintenance and police costs. Future capital projects would also be the responsibility of the City of Shoreline and could be funded as part of the City's capital budget, grant acquisition and/or in partnership with other agencies (WSDOT, Sound Transit, City of Seattle, etc.).

The 2014-2019 Capital Improvement Plan includes \$250,000 for creation of the RDP for this corridor. The scope of work associated with this project would include public outreach/agency coordination, data gathering for existing conditions, development and

evaluation of different project scenarios, development of a recommended project description, planning level cost estimates, and a proposed phasing strategy. The City will also need to pursue grant funding for the remaining phases of the project including pre-design, environmental review, and construction of the project. This effort would include development of a local match and/or securing match funding from our partner agencies. Staff would like to utilize no more than \$50,000 of the \$250,000 allocated funding for the RDP for the development of documentation associated with the annexation, such as base mapping and assembling existing data from all jurisdictions.

RECOMMENDATION

No formal action is required at this time, although staff would like Council direction regarding how to further proceed with the acquisition of 145th Street and proceeding with the Route Development Plan. Staff recommends Council provide direction to begin negotiations with Seattle and King County to transfer the roadway. At such time as a draft agreement has been developed, staff will return with an annexation ordinance and agreement document between agencies. Staff also recommends Council authorize staff to utilize no more than \$50,000 of the \$250,000 allocated funding for the Route Development Plan for the development of documentation associated with the annexation.

ATTACHMENTS

Attachment A: Typical conditions along 145th Street
Attachment B: Components of Annexation Agreement with Seattle
Attachment C: Draft 145th Street Folio

Attachment A - Typical conditions along 145th Street

INFRASTRUCTURE and SERVICES

Travel Lanes and Sidewalks

The roadway is four lanes wide along most of its length, being wider at some signalized intersections to accommodate turn pockets. Sidewalks are present along much of the roadway, including 23,100 lineal feet of asphalt sidewalks and 4,300 lineal feet of concrete sidewalks. However, these sidewalks are often narrow, curbside, poorly designed and unmaintained. Curb/wheelchair ramps do not meet ADA requirements if they are present at all. A primary example of poor design is the presence of utility poles within the sidewalks along much of their length. As a result, these segments are not accessible to wheelchairs.

Pavement

WSDOT is responsible for major surface repair including overlays and the installation of curb ramps along 145th from Aurora Avenue N to Bothell Way NE. A complete overlay of the roadway is scheduled to be performed every 10 to 15 years and the last one was performed in 2001. When major overlays are performed, they must be accompanied by upgrades and repairs to sidewalks to meet ADA standards. The latest WSDOT projection for resurfacing is 2017. However, according to WSDOT staff, this work is likely to be delayed by several years. Pavement ratings range from 0 to 100, with higher numbers indicating better condition of the pavement. The road sections west of I-5 are in relatively good shape, with a pavement rating of 73. The road sections on the east side of I-5 have pavement ratings ranging between 45 and 65, which may require road maintenance sooner than later. A pavement rating around 60 is an indicator to WSDOT that an overlay is required. Beyond that, the City would be responsible for maintenance such as crack filling, patching and possibly bituminous surface treatment (BST). There are no known subgrade problems and a portion of the corridor (east of I-5) has a concrete base. However, much of the road surface is cracked ("alligatored").

Signals

145th Street has 12 signalized intersections, all of which are on span wires (as opposed to mast arms). All of these traffic signals operate on the Eagle system and are maintained by the City of Seattle, with the exception of the signals on the west and east sides of I-5, which are operated by WSDOT. The signal at Bothell Way NE is not located in the area that the City of Shoreline would own. Annual maintenance costs for a single traffic signal are approximately \$2,000, so the cost for the twelve signals would be approximately \$24,000 per year. Replacement costs would be in excess of this estimate.

Retaining Walls and Fences

Retaining walls, structures, rockeries and fences (including remnants of old concrete guard rail posts) are present sporadically along the length of the corridor on both sides of the street. They are located both on private property and within the right-of-way.

Roadway improvements that maximize the existing right-of-way or require widening are likely to impact many of these structures.

Street Lighting

There are approximately 150 street lights (luminaires) along the corridor, generally with lights on one side at a time (depending upon section). The light fixtures have differing wattages. Based on staff's review it appears that Seattle pays for the lighting on the south side, King County on the north, and WSDOT at the I-5 interchange. The average electricity cost per year per light is approximately \$200. Thus, the annual cost for the corridor is \$30,000 for the 150 lights.

Utilities

- Water – Seattle Public Utilities (SPU) has a 24 inch water main within the 145th Street ROW. This water line serves both Shoreline and Seattle residents. Additionally, SPU's main 60 inch trunk link intersects with 145th Street at 8th Avenue NE. The mains are made of cast iron or steel and are approximately 50 to 80 years old. SPU has a pump station located at NE 145th Street and 5th Avenue NE. The City will construct a new water main in conjunction with Shoreline's acquisition of the SPU water system.
- Wastewater – SPU and Ronald Wastewater District mains are mostly concrete. They are about 50 years old, which is near the end of their lifecycle. Ronald Wastewater maintains sewer mains in 145th Street on the far west and east side of the City, whereas the City of Seattle operates a main for the majority of the 145th Street corridor.
- Power – Seattle City Light provides power along the 145th Street corridor. All of these facilities are above ground. Almost all of the power lines are distribution lines. Two high voltage transmission corridors cross 145th Street - one at Linden Avenue N (at the Interurban Trail) and one at 8th Avenue NE. As noted above, there are approximately 150 street lights along the corridor, the majority of which are on the north side of the street. Many poles are located within the existing sidewalk. In most cases, lights are present on only one side of the street for long segments.
- Stormwater – Most of the catch basins in 145th Street drain to the south and east toward Lake Washington. There are approximately 32,000 lineal feet of storm pipe with about 160 catch basins on both sides of the corridor. Annual maintenance costs would be approximately \$4,266 for catch basin cleaning/vactoring and \$17,500 for cleaning/jetting.

Policing

Currently there is little to no traffic enforcement on 145th Street, primarily due to design and jurisdictional conflicts. Washington State Patrol is the primary service provider on 145th Street for traffic accident responses (150 per year). Shoreline and Seattle police provide some response services as well. If Shoreline incorporates the roadway, it would assume responsibility and costs for traffic accident responses which would need to be factored into the budget/contract with the King County Sheriff's office. If a high level of major accident reconstruction (MARR) occurred, then the MARR budget may have to be

increased. It is likely that the City's Customer Response Team (CRT) may also be impacted with a need to assist with traffic control for accident responses.

Other

Given that 145th serves as a major arterial, if the City were to incorporate the road, then City staff would also become responsible for snow plowing, street sweeping, striping and other services that the City provides to its roadways.

VOLUMES AND ACCIDENTS

145th Street is one of the busiest roadways in the area. The following table shows 2010 average daily trip (ADT) volume for five roadway segments of the corridor.

	ROADWAY SEGMENT				
	3 rd Ave NW – Greenwood Ave N	Greenwood Ave N – Aurora Ave N	Aurora Ave N – I-5	I-5 – 15 th Ave NE	15 th Ave NE – Bothell Way NE
2010 ADT	10,213	13,723	25,239 (WSDOT 22,000-30,000)	31,793 (WSDOT 28,000-30,000)	24,596 (WSDOT 21,000-26,000)

Accidents of all types (vehicles, pedestrians, bicyclists) are counted and monitored by WSDOT. Approximately 150 accidents occur annually on this corridor, which staff estimates would cost \$15,000-\$30,000 annually to investigate. This cost does not include MARR. Shoreline currently has a contract with King County and the 2012 City budget totaled \$45,000 for MARR related investigations. The 2012 City budget for MARR was increased due to the number of accident investigations that had occurred annually during the last few years. It is likely that the City would need to increase this budget to accommodate required accident investigations if 145th Street is incorporated by Shoreline. Increases in traffic volumes would also result in the need for additional traffic enforcement.

TRANSIT USAGE

145th Street is not a very highly used transit corridor. Metro is the only transit provider on this street. Two peak-only routes serve portions of the street, primarily to access I-5. Three all-day routes terminate around 145th Street and serve very short segments of the roadway. Multiple all-day and peak-only routes cross 145th Street or terminate at the North Jackson Park park and ride lot. Due to its currently congested nature, Metro prefers not to provide service on 145th Street.

It is anticipated that with the location of a light rail station at I-5 and NE 145th Street, transit service on 145th Street will be expanded, with buses providing all-day feeder service to the station from the east and west sides of Shoreline. The Transportation Master Plan (TMP) also envisions all-day feeder service that connects the transit corridors on Aurora Avenue N, I-5 and Bothell Way NE.

In addition to the changes in transit service, the presence of a light rail station and associated 500 stall parking garage at 145th is also likely to change traffic patterns, land uses and aesthetics in the immediate surroundings. Motorists, bicyclists and pedestrian volumes will all increase and the transportation facilities will need to accommodate these volumes. Higher density residential uses and possibly some commercial/office uses will change the physical makeup and appearance of the neighborhood.

CRITICAL AREAS AND CONTAMINATION

The roadway and surrounding properties are generally flat, with a few areas of steep slopes concentrated around the I-5 interchange and Jackson Park Golf Course. Stream corridors cross 145th at I-5 (Thornton Creek), 9th Avenue NE and 20th Avenue NE. A five acre wetland system lies just to the north of 145th, between 10th and 11th Avenue NE. Little Creek flows into the Jackson Park Golf Course just to the east of 10th Avenue NE. No other wetlands are mapped around the corridor.

Due to its function as an auto-oriented corridor, there is likely to be contamination either within or immediately adjacent to the roadway. Contamination often comes from gas stations, automobile repair businesses or other businesses that utilize petroleum based products. Several sites in this area are identified for cleanup on the Washington State Department of Ecology website including:

- Arco station (14424 Greenwood Avenue N)
- Ruben's Dry Cleaner (14305 Greenwood Avenue N)
- Qwest Emerson (1249 NE 145th Street)
- Park Ridge Care Facility (1250 NE 145th Street)
- Sparks Tuneup (Former Texaco Station 14501 15th Avenue NE)
- Earl's Garage (14515 15th Avenue NE)
- Chevron Station (1554 NE 145th Street)
- Former Mobile Station (3217 NE 145th Street)
- The right-of-way at 15th Avenue NE and NE 145th Street

In general, it is the responsibility of private property owners to clean up contaminated soils. However, it is possible that contamination from private property has leached into the right-of-way. Clean up of contaminated soils would generally only be required at the time the City undertakes a capital project and disturbs the contaminated area. The originator of the contamination can also be pursued for clean up.

Travel Lanes and Sidewalks



Pavement



Retaining Walls and Fences



Attachment B – Components of Annexation Agreement with Seattle

Staff has met several times with City of Seattle staff to discuss agreement components associated with the annexation. These include:

- Maintenance and Operations: Seattle is unlikely to commit to indefinite maintenance and operations of the corridor, as they are restricted from spending money in neighboring jurisdictions without compensation. They would consider continuing maintenance responsibility for three to six months after annexation. This could include stormwater facility maintenance, snow plowing, signal maintenance, striping/signage, sweeping and street lighting. Both cities agreed that an interlocal agreement that identifies mutually agreed upon levels of service for the various areas of maintenance would be required. Seattle would ensure that the necessary private property easements are in place for the stormwater management system.
- Roadway Improvements: With annexation of the roadway, Shoreline anticipates significant multi-modal improvements. Shoreline envisions a stakeholder group that would participate in the development of the RDP and identification of future improvements to the corridor. This group includes the cities of Shoreline, Seattle and Lake Forest Park, King County Department of Transportation, WSDOT, King County Metro Transit and Sound Transit. Shoreline would assume responsibility for inter-jurisdictional coordination, design, right-of-way acquisition and construction of major capital improvements. The financial responsibility for the RDP and improvements would rest substantially, if not entirely, with the City of Shoreline. Shoreline would request that Seattle provide supporting letters for grant applications and sign on as a project partner, as needed. Additionally, Seattle would exact dedications from property owners and/or ensure proper setbacks in order to prevent conflicts with the future roadway cross-section. When required by their development code, Seattle would require frontage improvements in accordance with the agreed upon corridor design. Seattle would also assist with right-of-way acquisition and condemnation if necessary. In kind contributions, such as traffic modeling assistance, from Sound Transit or King County could help to offset the costs associated with the RDP.
- Condemnation Authority and Applicable Statute: The City of Shoreline can condemn property within the City of Seattle for the purpose of roadway improvements. The specifics of this process would be clarified in the agreement between Shoreline and Seattle. The jurisdictional boundary between the cities will automatically move in conjunction with future right-of-way acquisition by the City of Shoreline.
- Land Use: Seattle would continue to regulate land use on the south side of the street, however, right-of-way permits would be acquired from Shoreline. Seattle would coordinate with Shoreline regarding driveway locations. Dedications, setbacks and frontage improvements would be required by Seattle as stated above.

A Partnership to Improve SR 523

THE VISION

Transportation System

SR 523 (145th Street) forms the border between the Cities of Shoreline and Lake Forest Park to the north and Seattle to the South. It is a key, multi-modal regional corridor, connecting three of the state's busiest north-south highways/freeways: SR 99 (Aurora Avenue N), Interstate 5 and SR 522 (Lake City Way NE). Light rail service along I-5 from Northgate to Lynnwood is in the planning process, with service scheduled to begin in 2023. King County Metro Transit's RapidRide bus service is scheduled to begin on Aurora Avenue N in February 2014. All day express bus service from Seattle to Woodinville is provided on SR 522 and Sound Transit's Long Range Plan identifies this as a future high capacity transit corridor. 145th Street is the sole linkage between these three important transportation corridors. A well-functioning 145th Street is vital to safe access for the movement of people and goods in our community.



Linking Transit Oriented Communities

In addition to its function as a major transportation corridor, 145th Street has the potential to link and stimulate compact, vibrant, transit oriented communities. A light rail station at 145th Street is under consideration as part of Sound Transit's environmental review for the Lynnwood Link Light Rail extension project. The City of Shoreline has identified this as a preferred station location and has begun land use planning in the area surrounding the potential station. This planning effort envisions a transition over time to a high density, transit oriented community with improved multi-modal transportation options.

Aurora Square is located just off Aurora Avenue N and 145th Street. This 70+ acre site is home to a variety of businesses and was recently designated a Community Renewal Area. The redevelopment plan for this area envisions a mixture of housing, retail, office and entertainment uses, with an emphasis on pedestrian friendly circulation and a strong connection to the bus rapid transit service on Aurora Avenue N. Improvements at this site will be complimented by the nearby Shoreline Community College.



The State's Stake

The State of Washington owns several properties in the vicinity of 145th Street including the Washington State Department of Transportation Northwest Region Office, Shoreline Community College, Fircrest Residential Rehabilitation Center and the Washington State Public Health Laboratories. The Washington State Department of Transportation Northwest Region Office is a fifteen acre site located in the Aurora Square Community Renewal Area. Shoreline Community College, located just west of Aurora Square has more than 9,000 students and over 450 full and part time faculty and staff on 83 acres.

The Fircrest Residential Habilitation Center and the Washington State Public Health Laboratories are located east of Interstate 5. Fircrest provides support to people with developmental disabilities in a residential setting. The Public Health Laboratories provide a range of diagnostic and analytical services for the assessment and surveillance of diseases and environmental health concerns. These adjacent properties are more than 85 acres in size and have the potential to redevelop as a transit oriented development, providing housing, jobs and retail within walking distance of the future light rail station.





MULTI-JURISDICTIONAL GOALS

Due to its function as a regional transportation corridor, the goals for improvements to this roadway must address a large array of needs and ensure that the improvements planned and constructed for the corridor are approved by all of the affected agencies so that they leverage additional investments, efforts are not duplicated and there are no conflicts with future improvements. These include:

Regional benefit

The Lynnwood Link light rail extension will benefit the entire Puget Sound region. Improvements to SR 523 can build upon that investment by reducing impacts to I-5 and provide better community linkages to the light rail station.

Improve operations

The operation of SR 523, particularly the interchange at I-5, impacts the ability for SR 99, SR 522 and I-5 itself to function optimally. Capacity improvements, revisions to the interchange and improvements that benefit transit are all needed for successful bus operations, freight mobility and general purpose traffic.

Eliminate barriers and improve ADA accessibility

The ability for SR 523 to be a true multi-modal corridor is hindered in part by its limited accessibility. Sidewalks with utility poles, mailboxes and other obstructions significantly interfere with pedestrian mobility, particularly for persons with disabilities. Buses are unable to deploy wheelchair lifts at several stops due to obstructions.

Enhance safety

Substandard sidewalks, high accident rates and increasing traffic volumes create safety challenges for all users. Improvements are needed to correct these deficiencies and provide a safe environment for motorists, pedestrians and transit users.

Improve opportunities for Transit Oriented Development

In response to Sound Transit's location of a light rail station at I-5, the City of Shoreline has begun land use planning efforts in this area, with the intention of encouraging transit oriented development in the areas surrounding the station. Improvements to SR 523 and the I-5 interchange will be an important element to support future development.

Improve interchange for vehicles and pedestrians

Improvements to the I-5 interchange are critical to ensure optimal operation of the entire SR 523 corridor. Due to its proximity to the interchange at NE 175th Street, an examination of the ways these two interchanges impact each other is also critical.

Support freight mobility

The safe, efficient movement of freight will remain an important component of design along SR 523. Improvements are needed to allow trucks and goods to continue moving through the corridor.

Implement sustainable roadway elements

All of the agencies that will be involved in the improvement of SR 523 have demonstrated their commitment to sustainability in past projects or operations and this project will look to be a leader in sustainable/green road design.

PROJECT DESCRIPTION

Though the exact design of this corridor hasn't yet been developed, it is anticipated the design will consider and attempt to address all of the goals. The design will include new sidewalks separated from the roadway with landscaping strips, turn pockets, lighting, trees, improved and optimized signals, bus stops, pedestrian crosswalks, and will be designed under Green Roads guidelines to minimize environmental impacts and increase sustainability. The finished corridor will be safer, more efficient, carry more people and stimulate investment and redevelopment.



SR 523 (145th Street) forms the border between the Cities of Shoreline and Lake Forest Park to the north and Seattle to the South. It is a complicated roadway to operate and improve. Not only is it a state highway with WSDOT responsible for the interchange at I-5, the City of Seattle owns the eastbound lanes, while the westbound lanes are in unincorporated King County. SR 523 is approximately 2.5 miles long and intersects I-5, SR 99 and SR 522 and several arterials.

PROJECT CHALLENGES

SR 523 is a key, multi-modal regional corridor. It is currently in need of significant capital improvements. Characteristics of this corridor include significant traffic congestion, an extremely overcrowded interchange, poor accessibility for persons with disabilities, cyclists and pedestrians, a collision rate nearly three times that of the region and restricted freight mobility. These access and operational challenges will negatively affect the opportunities for planned transit oriented development near the future light rail station at I-5. The need for improvements will increase with additional traffic, bicycle and pedestrian volumes, diversion resulting from tolling of the Lake Washington bridges and the operation of light rail.

PROPOSED FUNDING STRATEGY

Federal agencies	30%
State agencies	40%
Local agencies	30%

PARTNERSHIPS

Improvements to the SR 523 corridor will leverage Sound Transit, WSDOT, FTA, Seattle and Shoreline investments in this area. In order to fully understand the demands and the necessary improvements to address them, participating agencies, including WSDOT, Sound Transit, Metro Transit, and The Cities of Shoreline, Seattle, and Lake Forest Park will need to identify their key investments and priorities.

It is anticipated that future improvements would be multimodal and address the multi-agency corridor/area study and areas of interest including:

- Enhance safety
- Improve capacity
- Improve regional mobility and connectivity
- Implement light rail service/Access to light rail
- Complete station area planning and TOD
- Improve transit operations
- Coordinate utilities upgrades
- I-5 interchange

SOUND TRANSIT

- Light rail station and mitigation for significant impacts associated with light rail

WSDOT

- Interchange(s)
- Preservation
- ADA improvements

CITY OF SHORELINE

- Corridor Study/Route Development Plan
- Station area planning/TOD

OTHER KEY STAKEHOLDERS

- King County Metro
- Seattle City Light
- City of Lake Forest Park
- Residents and businesses
- Roadway users
- Other state agencies
- Owners, developers

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EXISTING SITE CONDITIONS

SR 523 is four lanes wide along most of its length, being wider at some signalized intersections to accommodate left turn pockets. It carries significant daily traffic, with volumes exceeding 30,000 ADT.

Walkways and ADA Barriers

Walkways along this roadway are five feet wide or less, curbside, poorly constructed and unmaintained. With almost 300 utility poles centered within the sidewalks and a severe lack of curb ramps at intersections, these walkways fall far short of meeting ADA requirements, restrict pedestrian mobility and limit opportunities for transit service. A 2013 report prepared by WSDOT indicates that the costs to remove ADA barriers and upgrade sidewalks to current standards is \$45 million.

Preservation Needs

WSDOT is responsible for major surface repair including overlays and the installation of curb ramps on SR 523. Although complete overlay of the roadway is scheduled to be performed every 10-15 years, the last one was performed in 2001 and the latest WSDOT projection for resurfacing is 2017 at the earliest. Per ADA requirements, this major overlay must be accompanied by upgrades and repairs to curb ramps to meet ADA standards.

Congestion

Traffic flow along this corridor is falling and is only projected to worsen. During the peak periods, the interchange is extremely congested. All intersections are projected to operate at LOS E and F by 2035. Improvements to this interchange are critical to ensure that buses and freight will be able to travel efficiently through this corridor.

Collisions

From 2008-2013, there were 755 collisions reported for the SR 523 corridor. The Collision Rate is 6.03 per Million Vehicle Miles of Travel, which is more than two and a half times higher than the 2010 Northwest Region average collision rate of 2.27 for Urban Principal Arterials. Of the collisions recorded, five resulted in serious injury and one resulted in a fatality.

Transit Service

SR 523 is one of the busiest roadways in the area but not a very highly used transit corridor due to its currently congested nature and marginal pedestrian facilities. King County Metro Transit provides limited all-day bus service and a few peak-only routes along very short segments of the roadway. Fast, reliable bus service from the east and west will be essential to deliver riders from Seattle, Shoreline, Lake Forest Park, Kenmore and Bothell to the light rail station at I-5.

Land uses

The corridor is currently developed with a mix of residential and business uses, including commercial nodes at SR 99, 15th Ave NE and SR 522. In anticipation of the light rail station at I-5, the City of Shoreline has begun station area planning to identify changes to land uses that are transit supportive, such as high density multi-family and mixed uses. This planning process is scheduled to be complete by the end of 2014.

Freight mobility

As a T-3 Truck Route, 1,000 trucks carrying almost 3 million tons travel along SR 523 daily. Improving mobility along this corridor will be critical to ensuring trucks can move safely and efficiently to their destinations.



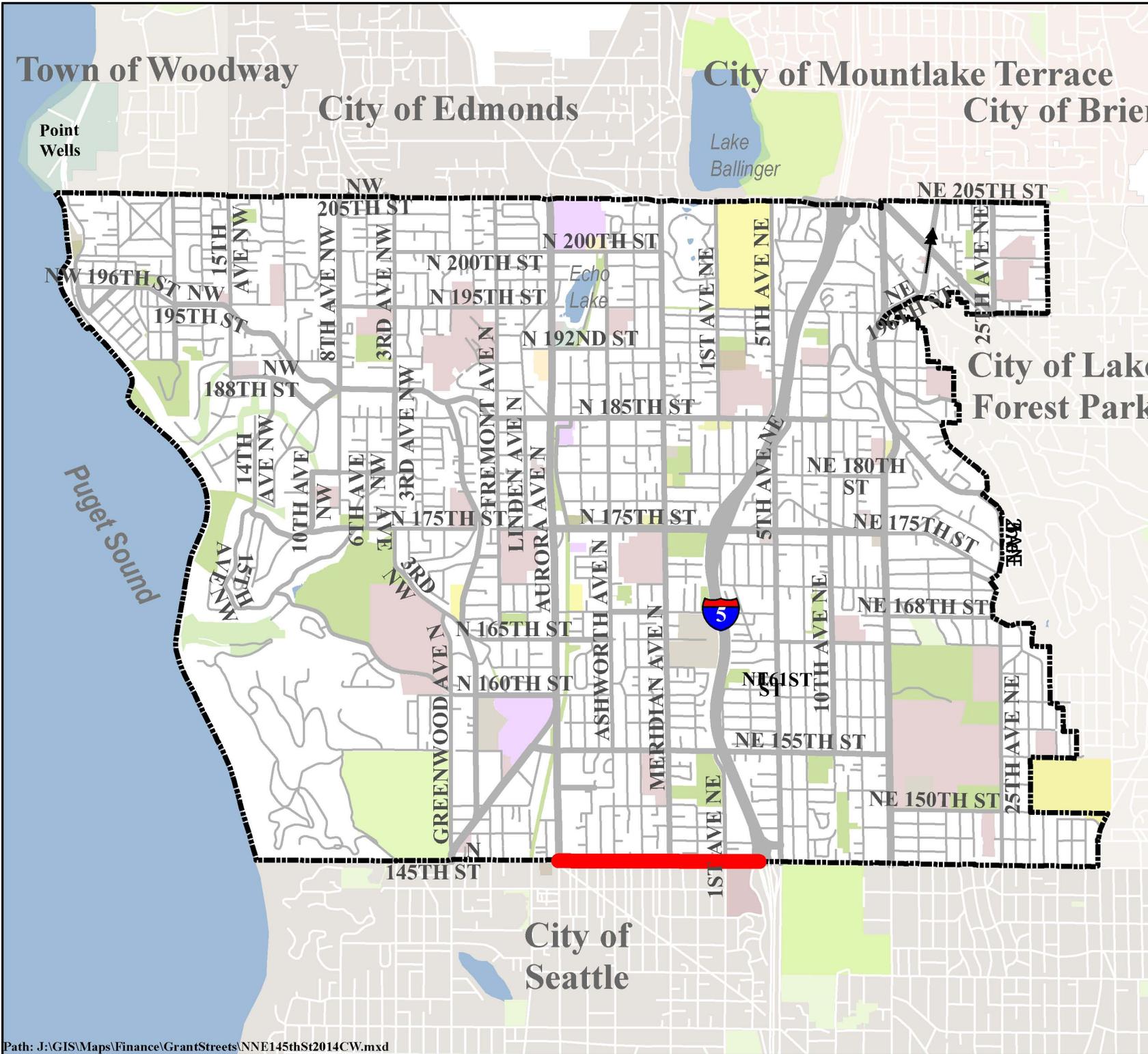
Town of Woodway

City of Edmonds

City of Mountlake Terrace

City of Briar

**N/NE 145th St
Aurora Ave N
to I-5**

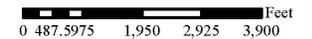


Map Feature

-  N/NE 145th St Project
-  Other City Park
-  City of Shoreline Park

Landmark

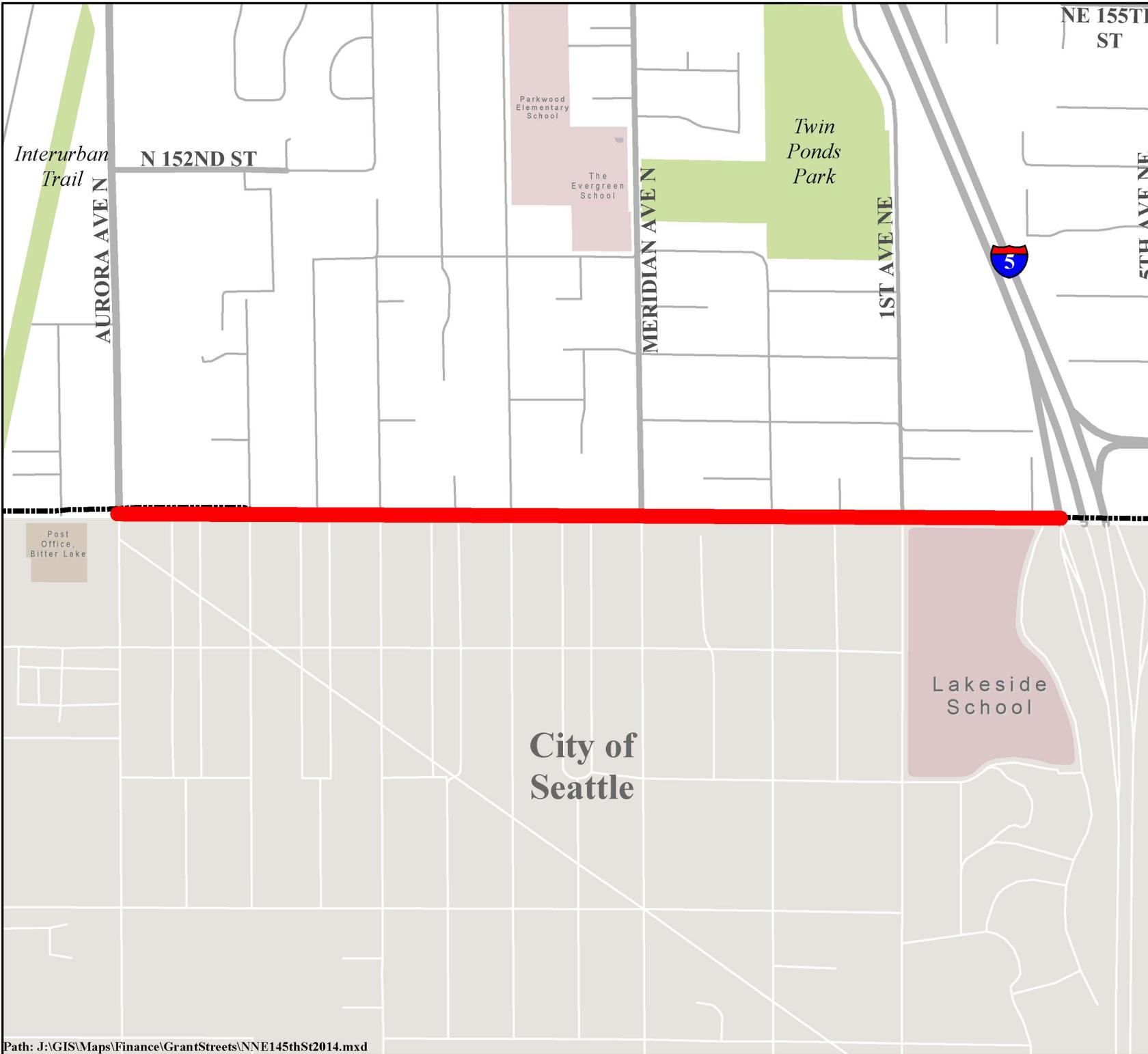
-  Cemetery
-  Commercial
-  Facility
-  Golf Course
-  Government
-  Library
-  Open Space
-  Other
-  Recreation
-  Religious
-  School
-  Transportation



User: jclark

Date: 3/17/2014

N/NE 145th St Aurora Ave N to I-5

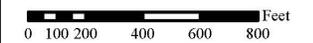


Map Feature

- N/NE 145th St Project
- Other City Park
- City of Shoreline Park

Landmark

- Cemetery
- Commercial
- Facility
- Golf Course
- Government
- Library
- Open Space
- Other
- Recreation
- Religious
- School
- Transportation



North King County
MOBILITY COALITION

March 17, 2014

Mark Relph
Public Works Director
City of Shoreline
17500 Midvale Avenue N
Shoreline, WA 98133

Dear Mr. Relph,

The North King County Mobility Coalition is pleased to support the City of Shoreline's application for funding to undertake design and environmental review for improvements to N/NE 145th Street (SR 523) from Aurora Ave N to Interstate 5.

The N/NE 145th Street corridor is an important thoroughfare between the boundaries of the cities of Shoreline and Seattle. It is one of the few continuous east-west connections for the north King County cities. NE 145th Street is also identified as a light rail station location in Sound Transit's Lynnwood Link Extension Preferred Alternative.

Improvements to the N/NE 145th St corridor are of particular interest to the North King County Mobility Coalition because of its significance for improving mobility and access for residents in the area. Many residents living in nearby Paramount House and Westminster Manor, King County Housing Authority properties in the vicinity, travel throughout the corridor via non-motorized transportation and transit. Residents encounter significant obstacles such as narrow and uneven sidewalks, awkwardly placed utility poles, as well as other poorly designed non-motorized travel infrastructure. The current state of the corridor oftentimes leads the area residents into situations of significant hardship, resulting in potentially dangerous situations because of inadequate pedestrian infrastructure that does not comply with ADA standards.

There is a significant need to undertake improvements to this corridor to accommodate future growth, improve pedestrian and bicycle facilities, enhance safety and accessibility, and improve transit operations. The improvements proposed as part of this grant request, as well as those planned for the remainder of the corridor, will provide greater connections to existing and future transit routes and enhance mobility for all populations using the corridor. Because of this, the North King County Mobility Coalition strongly endorses the City of Shoreline's grant request.

Thank you for your consideration of our input. If you have questions or we can be of further assistance, please don't hesitate to let us know.

Sincerely,



Robin McClelland
NKCMC Member
North King County Mobility Coalition

*To contact the North King County Mobility Coalition,
please email Cameron Duncan, Mobility Coordinator
at Hopelink and NKCMC staff at cduncan@hope-link.org.*



April 4, 2014

Debbie Tarry
City Manager
City of Shoreline
17500 Midvale Avenue N
Shoreline, WA 98133

Dear Ms. Tarry,

Sound Transit strongly supports the City of Shoreline's application to the Puget Sound Regional Council 2014 Regional Competition to fund the design/engineering and environmental phase of the SR 523 (N/NE 145th Street), Aurora Avenue N to I-5 project.

State Route 523 is a key east-west regional, multi-modal transportation corridor. N/NE 145th Street is a state highway from Aurora Avenue N (SR 99) and Bothell Way NE (SR 522) and is the primary connector between these two heavily travelled state routes, as well as the primary route used to access I-5 from them. With regional traffic growth and the future construction of a light rail station at the I-5 and N/NE 145th Street interchange, the already heavily congested corridor is expected to experience increased traffic growth.

Sound Transit understands that the City of Shoreline's SR 523 project will help identify existing and future transportation needs for all modes using this corridor and sees the redevelopment of the corridor as a key component to the success of the Link Light Rail Station at N/NE 145th Street. The Lynnwood Link Light Rail will provide direct and frequent service to many regionally defined PSRC Urban Centers. Sound Transit is projecting the Lynnwood Link Light Rail expansion project to carry 60,000-70,000 riders per day by 2035, with 2,200-3,400 daily boardings at the N/NE 145th Street Station.

We believe that improvements to the congested SR 523 corridor will provide valuable east-west multi-modal access improvements, including improving the corridor's ability to provide frequent, reliable east-west bus service connecting Aurora Avenue N (SR 99) and Bothell Way NE (SR 522). These improvements are also expected to support increased transit ridership, and help reduce vehicle emissions in the area. Sound Transit strongly supports grant funding for the SR 523 (N/NE 145th Street), Aurora Avenue N to I-5 project.

Sincerely,

Michael Harbour
Deputy Chief Executive Officer

CHAIR

Dow Constantine
King County Executive

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Marilyn Strickland
Tacoma Mayor

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CHIEF EXECUTIVE OFFICER

Joni Earl



**Washington State
Department of Transportation**

Lynn Peterson
Secretary of Transportation

Northwest Region
15700 Dayton Avenue North
P.O. Box 330310
Seattle, WA 98133-9710
206-440-4000
TTY: 1-800-833-6388
www.wsdot.wa.gov

April 2, 2014

Mark Relph, Director
City of Shoreline Public Works
17500 Midvale Avenue North
Shoreline, WA 98133

Subject: SR 523 (SR 99 to SR 5 vic)
N/NE 145th Street Improvements
Letter of Support

Dear Mr. Relph:

The Washington State Department of Transportation (WSDOT) is submitting this letter in support of the City of Shoreline's application for funding to undertake design and environmental review for improvements to N/NE 145th Street (SR 523) from Aurora Ave N to Interstate 5.

The N/NE 145th Street corridor extends from SR 522 to the east and SR 99 to the west and is an important thoroughfare in the south end of the City of Shoreline and the north end of the City of Seattle. It is one of the few continuous east-west connections for the north King County cities. NE 145th Street is also identified as a light rail station location in Sound Transit's Lynnwood Link Extension Preferred Alternative.

There is a significant need to undertake improvements to this corridor to accommodate future growth, improve pedestrian and bicycle facilities, enhance safety and accessibility and improve transit operations. The improvements proposed as part of this grant request, as well as those planned for the remainder of the corridor, will provide greater connections to existing and future transit routes and enhance mobility for those using the corridor.

This letter of support is based on the design concept only. As design details are finalized, we would need to review and approve the channelization and construction plans for the project. We look forward to working with the City to expedite this important project.

Sincerely,
Washington State Department of Transportation

Michael Cotten, PE
Assistant Regional Administrator – King and Snohomish Counties

cc: Day / Project File
E. Conyers (Highways and Local Programs)
M. Beaulieu (King Area Traffic)



King County

Department of Transportation

Harold S. Taniguchi, *Director*
KSC-TR-0815
201 South Jackson Street
Seattle, WA 98104-3856
206.477.3800 TTY Relay: 711
www.kingcounty.gov/kcdot

April 7, 2014

Mark Relph
Public Works Director
City of Shoreline
17500 Midvale Avenue N
Shoreline, WA 98133

Dear Mr. Relph:

The King County Department of Transportation is pleased to support the City of Shoreline's application for funding to undertake design and environmental review for improvements to N/NE 145th Street (SR 523) from Aurora Avenue N to Interstate 5.

The N/NE 145th Street corridor extends from SR 522 to the east and Aurora Avenue to the west and is an important thoroughfare in the south end of the City of Shoreline and the north end of the City of Seattle. It is one of the few continuous east-west connections for north King County cities. NE 145th Street is also identified as a light rail station location in Sound Transit's Lynnwood Link Extension Preferred Alternative.

There is a significant need to undertake improvements to this corridor to accommodate future growth, improve pedestrian and bicycle facilities, enhance safety and accessibility, and improve transit operations. The improvements proposed as part of this grant request, as well as those planned for the remainder of the corridor, will provide greater connections to existing and future transit routes and enhance mobility for those using the corridor.

Thank you for your consideration and support of this important project.

Sincerely,



Harold S. Taniguchi, Director
King County Department of Transportation

cc: Kirk McKinley, Transportation Services Manager, City of Shoreline
Peter Heffernan, Grants Administrator, Office of Regional Transportation Planning,
King County Department of Transportation



City of Seattle

Edward B. Murray, Mayor

Department of Transportation

Goran Sparrman, Interim Director

April 8, 2014

Mark Relph
Public Works Director, City of Shoreline
17500 Midvale Avenue N
Shoreline, WA 98133

Dear Mr. Relph:

I'm pleased to offer the Seattle Department of Transportation's support for improvements to N/NE 145th Street (SR 523) from Aurora Ave N to Interstate 5. As jurisdictions in King County have just selected projects to advance to Regional grant competitions, we would like to congratulate you on the selection of this project as a high-priority transportation investment and a strong contender for Regional STP funds.

This corridor is an important thoroughfare in the north end of the City of Seattle. It is an important connection for residents and businesses in North Seattle and is critical to the City of Shoreline and other members of the SeaShore Transportation Forum. For many years, it has been one of the few continuous east-west connections for North Seattle and the north King County cities. More recently, the regional significance of this facility has been elevated due to the selection of NE 145th Street as a light rail station location in Sound Transit's Lynnwood Link Extension Preferred Alternative.

Seattle continues to work with Shoreline, King County, WSDOT and other partner agencies to develop improvement plans for NE 145th Street. There is a significant need to undertake improvements to this corridor to accommodate future growth, improve pedestrian and bicycle facilities, enhance safety and accessibility, and improve transit operations. We extend our best wishes as this grant competition proceeds, and offer our support to you in advancing this project.

Sincerely,

Goran Sparrman, P.E.
Interim Director, Seattle Department of Transportation