

# PUGET SOUND REGIONAL COUNCIL PRIORITY PROJECT LIST

## ***NARRATIVE PROJECT INFORMATION - October 2011***

*Due to Peter Heffernan ([peter.heffernan@kingcounty.gov](mailto:peter.heffernan@kingcounty.gov)) no later than close of business Wednesday October 12.*

**Project Sponsor:** City of Shoreline

**Project Name:** N 145<sup>th</sup> Street Corridor

**Project Location:** N 145<sup>th</sup> Street Corridor, SR-522 to Greenwood Avenue N

**What type of project is it:** Support Centers \_\_\_\_ Corridors Serving Centers X

### **Plan Consistency:**

- Transportation 2040 project number: NA
- Is the project consistent with the Transportation 2040: Yes X No \_\_\_\_

**Project Description - No more than two full pages -** (see evaluation criteria for information to include):

- Briefly describe the project
- What is the intended outcome & benefit

The SR523/145<sup>th</sup> Corridor is a conglomeration of differing jurisdictions, the result of which has been a general neglect of safety, capacity, water quality, and transit investment. The centerline south is under jurisdiction of the City of Seattle. The centerline north is unincorporated King County. The roadway from SR 522 to SR 99N is a state highway of regional significance. The intersection of I-5 is partially managed by WSDOT, and the remainder of the signal systems are managed by City of Seattle. Sound Transit's long range plan (and ST-2) have identified 145<sup>th</sup> and I-5 as a light rail station location with a 500 space parking garage. The implementation of tolling on SR 520 has projected an increased level of traffic on 145<sup>th</sup> due to drivers re-routing to avoid paying tolls. The sidewalk system along both sides of 145<sup>th</sup> are in terrible shape, and are generally curbside, constructed of asphalt, have power poles in the middle, lacking in ramps, and are accessible for wheelchairs, and have received little or no maintenance since they were installed in the 1960's. The City of Shoreline flagged the need for improvements on 145<sup>th</sup> in

it's comprehensive plan and has initiated discussions with King County and the City of Seattle aimed at transferring full ownership of the corridor to the City of Shoreline. This process is intended to be completed early spring 2012. Both Seattle and King County, preliminarily, are in favor of such a transfer/annexation.

Shoreline intends to lead a multi-agency (Seattle DOT, Seattle City Light, King County/Metro, Sound Transit, WSDOT) to develop a corridor plan (route development plan) for 145<sup>th</sup>/SR 523. The corridor study will evaluate capacity, safety, pedestrian, transit, I-5 access, and utility needs along the corridor to develop a plan for the future improvements. In addition, this work will be coordinated with the light rail planning being led by ST. The products/outcomes of the Corridor Study will include:

- Future cross-section for corridor, including any additional capacity or transit speed and reliability enhancements, sidewalks, drainage (piped and natural), signal timing, utility, landscaping, access.
- Cost estimate for improvements
- Identification of right-of-way needs
- Proposed phasing and implementation strategy

Completion of the corridor study/route development plan will set the stage for implementation that will include design, environmental, right-of-way acquisition, and construction. The goal is to have the corridor reconstructed (including any ramp work on I-5) by 2023 which is the targeted opening of ST-2 Light Rail.

## **Project Status & Timeline**

### **Where is the project at in development?**

Shoreline, Seattle, and King County are working together to resolve the right-of-way/city boundary issue. This transfer is anticipated to be completed early spring 2012. WSDOT has funding to address some ADA issues along the corridor, and this effort will be coordinated with Seattle, Shoreline and King County.

### **What is the timeline for this project from start to completion?**

Phase 1 (Spring 2012) – complete transfer of responsibilities and annexation of corridor

Phase 2 (Spring/Summer 2012) – secure funding for corridor study

Phase 3 (2012 – 2014) – complete corridor study, pursue funding

Phase 4 (2014 – 2016) – completed engineering and environmental

Phase 5 (2016 – 2017) – complete right-of-way acquisition

Phase 6 (2017 – 2023) – construct project

*(Please identify the major phases)*

## **Additional Comments**