

# Discussion of Potential 145<sup>th</sup> Street Annexation

October 15, 2012



# Purpose of Discussion

- Confirm recommendation to move forward
- Background/Context
- Overview of proposed CIP project
- Summarize other agency related actions
- Why annex?
- Next Steps



# BACKGROUND

- 145<sup>th</sup> is southern boundary of Shoreline
- Southern half (eastbound) : Seattle
- Northern half (westbound): King County
- State highway (SR 523) from Aurora to Bothell Way

# BACKGROUND

- Roadway currently in need of upgrades – sidewalks, poles
- Future improvements – increased traffic volumes, light rail station, SPU water main replacement
- Improvements are a very low priority for Seattle and King County
- Seattle and King County interested in relinquishing ownership



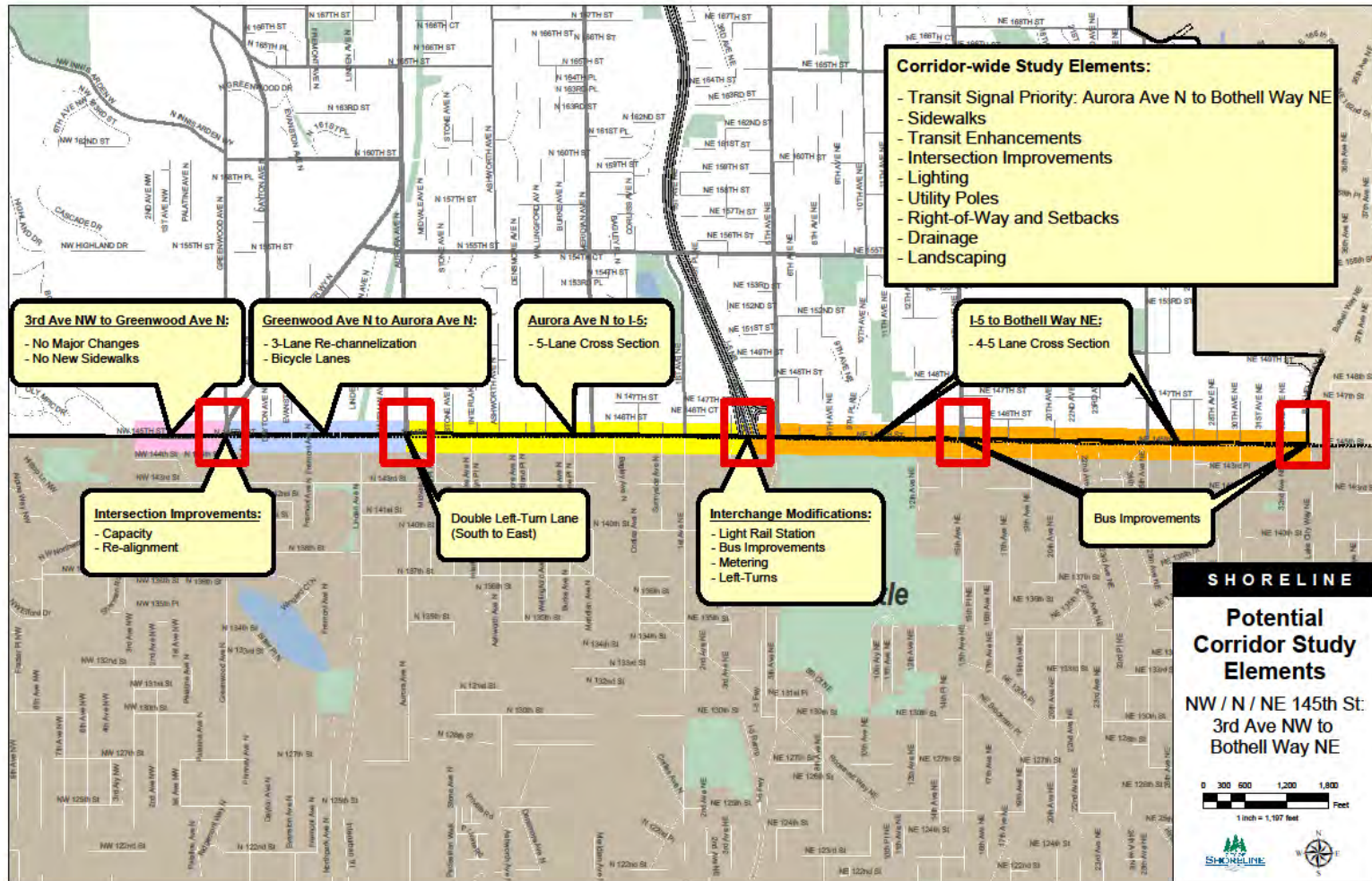
# ROUTE DEVELOPMENT PLAN

- Draft CIP \$250,000 over two years
- Multi-jurisdictional – Seattle, WSDOT, Metro, Sound Transit
- Address needs of all agencies, comprehensive plan for improvements
- Issues/Challenges:
  - Sidewalk and ADA improvements
  - Traffic capacity
  - Transit speed and reliability
  - Freeway interchange, including metering
  - Limited ROW and impacts to built environment
  - Aesthetics

# RDP/PRE-DESIGN SCOPE

- Traffic analysis
- Safety analysis
- Land use
- Transit needs
- Base map with ROW & structures
- Analyze alternatives
- Priorities
- Cost estimates
- Public/Agency Involvement







# FINANCIAL FOLLOW UP

- Operations and maintenance estimated to cost \$60,000 annually
- Potential for some hard costs
- Most cost absorbed into existing budget – slight reduction in level of service to other streets
- 364 lane miles in Shoreline, 145<sup>th</sup> Street approximately 13 lane miles – increase of 3.5%

# CITY OF SEATTLE DISCUSSIONS

- Maintenance and Operations: Seattle would consider 3-6 months after annexation – still discussing
- Roadway Improvements: Multi-jurisdictional effort to create a RDP/pre-design study; Shoreline would fund and manage the effort
- Land use: Seattle would regulate property south of ROW and extract dedications, coordinate with Shoreline regarding driveway locations

# CITY OF SEATTLE DISCUSSIONS (cont.)

- Liability: City has time to discover and correct obvious hazards; at least two years; WSDOT responsible for roadway surface/curb to curb and ADA ramps at intersections as part of overlays
- Police: Shoreline police responsible for accident response, investigation and traffic enforcement
- Condemnation Authority: Shoreline can condemn in Seattle for purpose of roadway improvements
- Offer to assist in securing funding

# WSDOT PROJECTS AND PLANS

- \$300,000 budget allocation – analyze existing pedestrian & traffic conditions, develop cost estimate to bring curb ramps & sidewalks up to standard
- No funded resources for capital improvements
- No multi-modal considerations, future traffic volume or light rail station considerations
- Multi-agency meeting; concerns about utility of the study
- WSDOT has no funded plans to upgrade the I-5 interchange
- Spring 2013 completion

# SOUND TRANSIT EVALUATION

- Transportation analysis as part of DEIS
- No build and presence of light rail station
- Intersection performance at signalized and unsignalized intersections, traffic volumes, nonmotorized transportation facilities, bus service
- DEIS Spring 2013, LPA Summer 2013

# Funding Potentials/Challenges

- Pursue grants with agency support or match
- Seek legislative budget request
- Pursue funding in large transportation package
- WSDOT overlay funds (2017+), includes ADA ramps
- Potential declass tied to funding
- SPU water line \$6 million

# BENEFITS OF ANNEXATION

- Shoreline is only jurisdiction interested in improvements
- Shoreline can design and construct improvements with grant funding
- Improvements to sidewalks, including accessibility
- Economic development potential



# OTHER CONSIDERATIONS

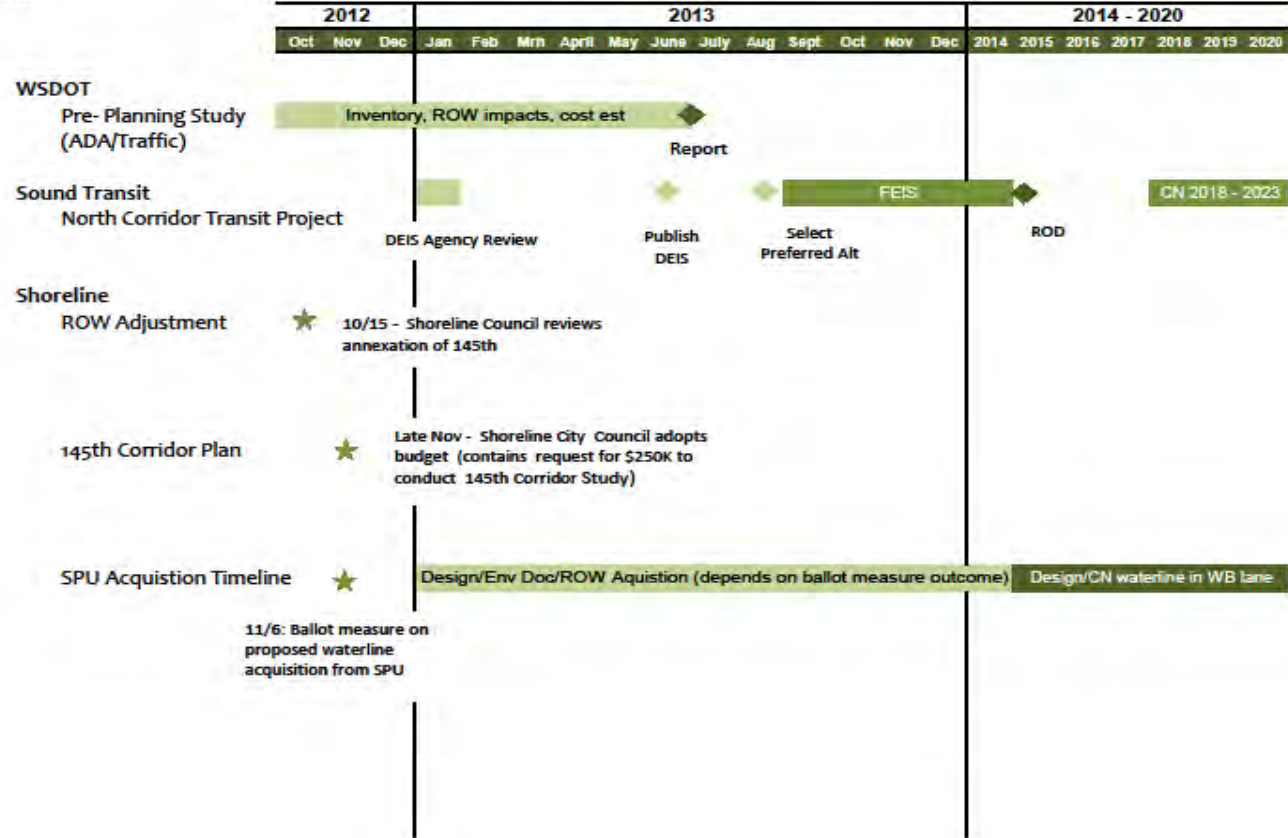
- Increased City responsibility
- Potential City liability
- Need to secure funding for capital projects

# MILESTONES

- SPU acquisition vote – November 2012
- WSDOT study complete – early 2013
- Sound Transit selects LPA – summer 2013
- Light rail construction – 2018-2022
- Waterline completion – 2020

## DRAFT SR 523 Plans/Studies Timeline

Revised 9/25/12



## NEXT STEPS

- Recommendation: Council direct staff to proceed with further negotiations
- Clarify details of annexation agreement with Seattle
- Return to Council for approval of agreement and direction regarding annexation