

Discussion of 145th Street

January 13, 2014



BACKGROUND

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

BACKGROUND (cont.)

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

ROUTE DEVELOPMENT PLAN

- In 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

IMPORTANCE OF OWNERSHIP

- Grant Funding: Need to own or demonstrated intent by other agencies to allow annexation
- Pedestrian Accessibility: ADA access is limited or non-existent due to narrow walkways, utility pole placement and lack of curb ramps
- Transit Service: Not a very highly used transit corridor due to congestion and limited pedestrian access; connects three busy HCT corridors; future light rail passengers need fast, reliable bus service, logical route to serve light rail

IMPORTANCE OF OWNERSHIP (cont.)

- Transit Oriented Development and Economic Development
 - Potential to link and stimulate transit oriented communities;
 - Station area planning underway; connects five nodes: Westminster/Greenwood, Aurora Square/Aurora Avenue N, 15th Avenue NE, Bothell Way NE, light rail station area
 - State of Washington properties: Department of Transportation NW Region Office, Shoreline Community College, Fircrest, Public Health Lab; TOD potential with housing, jobs, retail
 - Frontage improvements to stimulate future redevelopment projects; lower costs, single roadway ownership for permits

IMPORTANCE OF OWNERSHIP (cont.)

- SPU Acquisition
 - Streamline the process for separation and reconstruction of water main; will need to obtain permits, approvals and reviews from the City of Seattle and King County if Shoreline does not own the right-of-way
- Police Enforcement
 - Currently limited traffic enforcement; interjurisdictional boundaries and the lack of space to pull over traffic violators
 - WSP is primary service provider for traffic accident responses; Shoreline and Seattle provide some response services

CHALLENGES

Operations and Maintenance

- Assume costs for O&M, capital improvements and policing
- Landscaping, plowing, sweeping, striping, sidewalk/pavement repairs, traffic signal/sign maintenance, catch basin/drainage culvert maintenance
- Hard costs for some activities, some absorbed into existing budget
- Additive costs: roadway restriping, deicing, street sign maintenance and traffic signal maintenance
- Absorbing may result in slight decrease in the level of service to other streets, may be acceptable
- Capital projects likely to be competitive for grants

CHALLENGES (cont.)

Liability

- Absent indemnity agreement, liability determined by case law
- Allows a grace period to discover and correct defects in design, construction or maintenance of a roadway
- Seattle and King County liable for any unsafe conditions until Shoreline "has been afforded a reasonable opportunity to discover and remedy any unsafe conditions."
- Length of the reasonable period is determined by trier of fact (case by case basis)

CHALLENGES (cont.)

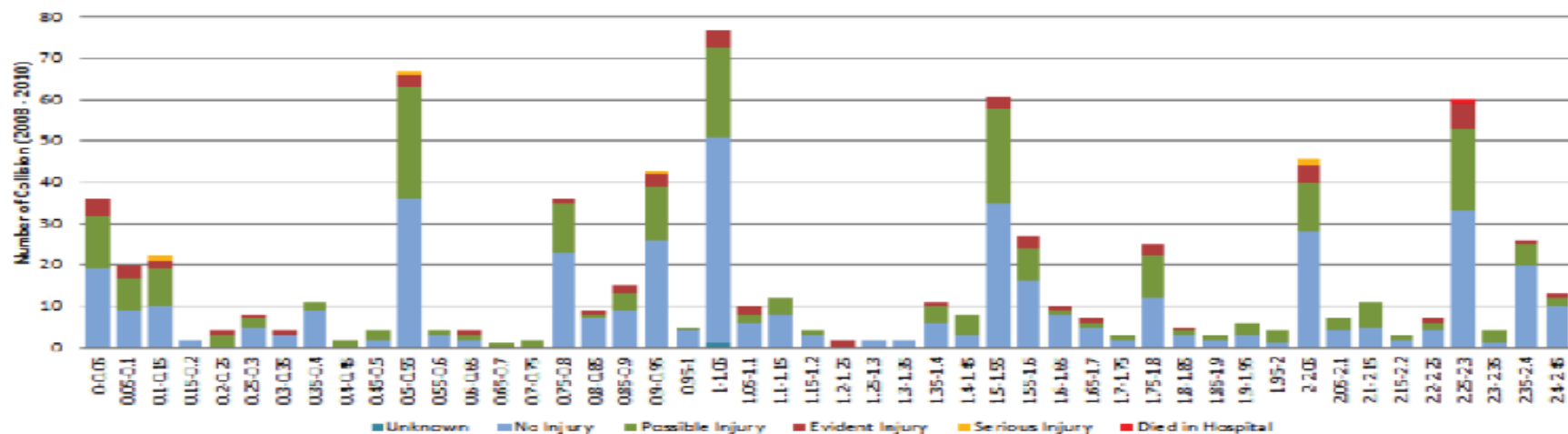
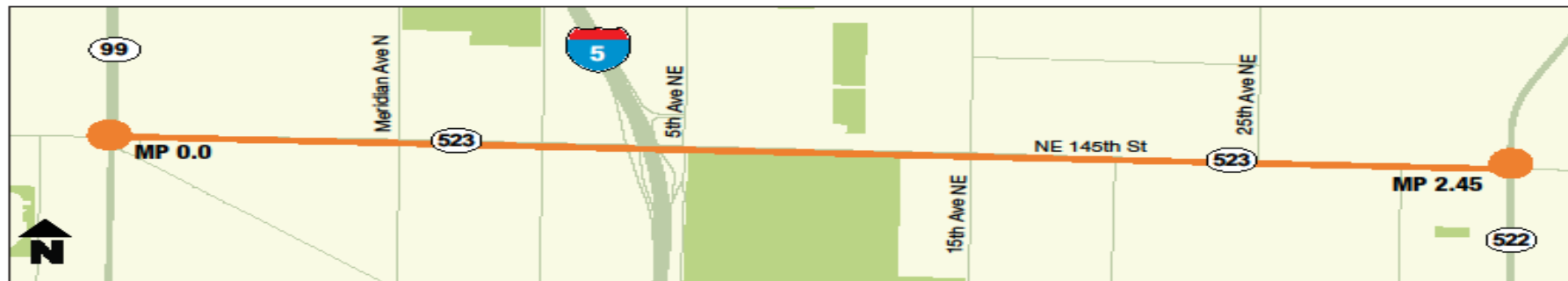
Liability

- Previous case allowed two years to discover and remedy unsafe conditions
- Design defects not disclosed by the transferring jurisdiction may result in a longer period before liability transfers
- WSDOT responsible for roadway surface/curb to curb section as long as it is a state highway
- WSDOT also responsible for curb ramp improvements to meet ADA requirements associated
- No programmed overlay funds; unlikely before 2020

CHALLENGES (cont.)

Liability

- Between 2011 and 2013, the City received three sidewalk claims (two claims and one lawsuit)
- All were denied (outside the City limits)
- Higher than other stretches of roadway in Shoreline
- WCIA averaged \$2,800 per claim filed over the past five years
- Average for sidewalk claims is about \$8,900 per claim
- Requested claim information from Seattle and King County to better understand the history



CHALLENGES (cont.)

Capital Projects

- Corridor is in need of significant capital improvements; likely to expand with increased traffic, bicycle and pedestrian volumes, tolling diversion and light rail station/ parking garage
- Route Development plan needed to understand demands and identify improvements; will require participation from WSDOT, Seattle, Sound Transit, King County Metro /DOT
- Need improved sidewalks with amenity zones, improved transit speed and reliability, additional traffic capacity; final cross-section and improvements may vary along the corridor

CHALLENGES (cont.)

Capital Projects

- RDP followed by environmental work, design and engineering, right-of-way acquisition construction; improvements constructed in phases
- WSDOT study: \$300,000; analysis of the existing pedestrian and traffic conditions and development of a cost estimate to bring the curb ramps and sidewalks up to WSDOT and ADA standards; no assumptions about changes to the roadway width or future growth; RDP will build on WSDOT study and look at future needs

CHALLENGES (cont.)

I-5 Interchange/WSDOT Participation

- WSDOT responsible for the I-5 interchange
- Staff meeting regularly with WSDOT and Sound Transit to discuss the future of the corridor, develop funding strategies and identify responsibilities for improvements
- Group has discussed ways to elevate the importance of corridor and interchange to the legislature and the Secretary of Transportation

TIMELINE

- Annexation process: de-annexation of southern half by Seattle and annexation of the entire ROW by Shoreline; separate ordinances; approved by King County
- Agreement setting forth their respective responsibilities and commitments
- Residents, businesses and property owners notified of the change and opportunity to comment prior to completion of the process

TIMELINE

- Planning, design and construction of improvements will require grant funding from multiple sources
- Lack of ownership is a significant roadblock to securing grants – projects may not be undertaken
- Staff working with WSDOT to include as a priority project in state transportation package – no assurance that Shoreline could serve as lead

TIMELINE

- Next opportunity – federal funding through PSRC process (every 2-3 years)
 - Pursuing Aurora Ave N – I-5 as first phase (preliminary engineering and environmental work)
 - Request funding for 2016 in order to complete the annexation and RDP
 - Use funding from the SPU water separation or one (or more) partner agencies as a match
- Staff is developing a funding strategy; return to Council for additional discussion in February or March 2014.

RECOMMENDATION

- No formal action is required at this time
- Council direction regarding how to proceed with the acquisition of 145th Street and Route Development Plan
- Staff recommendation: begin negotiations with Seattle and King County; return to Council with annexation ordinance and agreement document
- Staff recommendation: authorize staff to utilize no more than \$50,000 of Route Development Plan funding for the for the development of documentation associated with the annexation.

FUNDING

Proposed Funding Split

- 30% Federal – PSRC grants, “earmarks”, federal grants
- 40% State – WSDOT, DOE, TIB, State Funding package, other programs as they arise
- 30% Local – Shoreline, Sound Transit, SCL, Metro, Fee in Lieu/Development