

Discussion of 145th Street Route Development Plan, Scope and Funding Update

April 28, 2014



OVERVIEW

- Background
- Challenges
- Need for RDP
- RDP sequence and purpose
- Products and outcomes
- Project goals and evaluation criteria
- Public involvement
- Coordination with other City activities
- Funding

BACKGROUND

- N/NE 145th Street serves as southern border of Shoreline
- Northern half in unincorporated King County, southern half in City of Seattle
- Corridor is in need of significant upgrades to improve safety and operations, mobility for all modes, transit speed and reliability
- January 2014 – Council authorized staff to begin Route Development Plan

CHALLENGES

- Roadway condition
- Existing pedestrian environment
- Safety
- Congestion, especially at I-5 interchange
- Access to light rail station and increased traffic when light rail begins
- Connections to three highways

NEED FOR ROUTE DEVELOPMENT PLAN (RDP)

- Redevelopment is likely to take several years
- Multiple phases and segments
- Multijurisdictional nature, location and function result in a complex project
- RDP serves as a master plan for corridor improvements
- Also known as “pre-design”

NEED FOR RDP (cont.)

- Creates a clear picture of the City's vision for the corridor
- Better positioned for grant funding – project details and cost estimates
- Proceed with different phases and segments

RDP SEQUENCE AND PROCESS

- Study of the existing state of the corridor
- Evaluation of conditions that need to be corrected
- Development of potential solutions
- Compare alternatives based upon project goals & evaluation criteria
- Selection of a preferred alternative and develop cost estimates

PURPOSE OF RDP

- Will evaluate several options for multiple modes
 - Vehicles: number of lanes, turn pockets and prohibitions
 - Buses: Queue jumps, transit signal priority, BAT lanes
 - Pedestrians: Sidewalk widths, connections to light rail station
 - Cycling: Cycle tracks, bicycle lanes, alternate routes
 - Freight: Lane widths, corner radii

PURPOSE OF RDP (cont.)

- Intersections and interchange
 - Level of Service: existing and future
 - Needed improvements
- Cross-sections
 - Options likely to range from 3 to 7 lanes
 - May differ along corridor
 - Greenwood to Aurora: 3-4 lanes
 - Aurora to Bothell Way: 4-7 lanes
 - Sidewalk width, bicycle facilities, BAT lanes

PRODUCTS AND OUTCOMES

- Agreement on future roadway cross-section
 - ROW, phasing, modes, cost, segment cross-sections, schedule
- Base map
- Public outreach
- Agency participation: partnership for future implementation and funding strategy
- Evaluation of modes/transit priority options: pedestrian bridge, crossings, safety, bicycle facilities
- Utilities: design, scope and coordination

PROJECT GOALS AND EVALUATION CRITERIA

- Multiple issues to address
- Balance competing interests
- Assist in selection of preferred alternatives
- Based upon corridor specific issues and existing City policies – Comprehensive Plan, TMP, Environmental Sustainability Strategy

PROJECT GOALS

- Safety and accessibility
- Public involvement
- Multi-modal, emphasis on moving people
- Economic development
- Support City plans
- Flexibility
- Property impacts
- Utilities/stormwater management
- Critical area protection
- Consensus among stakeholders

EVALUATION CRITERIA

- Safety improvements
- Congestion and delay reduction
- Non-motorized connectivity
- Transit improvements
- Freight mobility
- Economic development
- Support for transit oriented development
- Regional compatibility – support for regional goals
- Air Quality

EVALUATION CRITERIA (cont.)

- Critical area protection
- Stormwater management
- Utility upgrades
- Green infrastructure
- Coordination with capital projects and planned improvements
- Impacts to private property
- Community Development

PUBLIC INVOLVEMENT

- Public involvement – meaningful, frequent, strategic
- Partner agencies/Core group
 - WSDOT (State highway and interchange)
 - City of Seattle
 - Seattle City Light
 - Sound Transit
 - King County Metro
 - PSRC

PUBLIC INVOLVEMENT (cont.)

- Other participating agencies
 - Utility providers
 - Department of Ecology
 - Emergency service providers
 - SR 522 corridor cities
 - Federal Transit Administration/Federal Highway Administration
 - Seattle Parks Department (golf course)

PUBLIC INVOLVEMENT (cont.)

- Residents
- Property owners
- Business owners
- Community groups
- Human service organizations
- Redevelopment areas in the vicinity – CRA, Fircrest
- Possible citizen advisory taskforce or stakeholder group

COORDINATION WITH OTHER CITY ACTIVITIES

- Station area planning
 - Project managers part of both technical teams
 - Work to coordinate messaging – create efficiencies, minimize confusion, ensure opportunities
- SPU acquisition
 - Not preclude or hinder efforts
 - Coordinate design, environmental review, construction where possible

FUNDING

- \$250,000 allocated in CIP
- City will use existing resources to minimize costs
- Project on PSRC contingency list - \$246,000
- Remaining phases will be reliant on grant funding
- Outreach to state legislature and federal government for “seed” money

CONSULTANT SCOPE AND REQUEST FOR PROPOSALS

- \$250,000 to be utilized for consultant services
- City will issue a Request For Proposals
 - Outline project requirements, scope of work, desired end product, project budget
- Staff anticipates strong, creative proposals within confines of the budget
- Interested in consultant ideas about how to proceed

SCHEDULE

- May 2014 – Core group meeting
 - Develop scope and timeline
 - Discuss commitments, resources, studies, staff
- May 2014 – Develop and advertise RFP
- July 2014 – Hire consultant
- Mid-late 2015 – Complete RDP

RECOMMENDATION

- No formal action required
- Staff requesting Council comments regarding the proposed methodology for the Route Development Plan