

Frequently Asked Questions (FAQs)

Updated: September 2015

145TH STREET Multimodal Corridor Study



What is the purpose of the 145th Street Multimodal Corridor Study?

145th Street is a key regional corridor and one of the primary east-west streets connecting Aurora Avenue, I-5, and Lake City Way. It connects Shoreline and Seattle neighborhoods, businesses, parks, and services in our community. The corridor is not working well today, and with the future light rail station at I-5 and 145th Street, this corridor will become even more regionally significant. The Corridor Study is considering various improvements and how those could impact traffic flow, safety, travel for pedestrians and bicyclists, transit availability, and adjacent properties.

What is the problem with 145th Street today?

The City has heard from residents for many years about the problems with 145th Street, including safety concerns, increasing traffic congestion, narrow sidewalks with obstructions for people with mobility issues, lack of bicycle facilities, limited transit service, and other issues.



Traffic congestion on 145th Street near I-5

Why is the City of Shoreline leading this study?

Many agencies and jurisdictions own right of way or use 145th Street, and the City is coordinating with those partners. The City has recognized how important this corridor is to the Shoreline community and is planning for the future.

Who are the partners the City is engaging in this Corridor Study?

Project partners include the City of Shoreline, City of Seattle, Washington State Department of Transportation, Sound Transit, King County Metro, Puget Sound Regional Council, Seattle City Light, City of Lake Forest Park, City of Kenmore, and City of Bothell. Project partners currently meet monthly to discuss issues and potential solutions.

How is the community involved?

A Citizen Advisory Task Force (CATF), made up of Shoreline and Seattle residents from neighborhoods adjacent to the corridor, meets regularly to provide input on the Corridor Study progress. In addition, a series of three open houses is providing information and gathering input from the public.

How do I learn more?

Updated information is available at www.shorelinewa.gov/145corridor. To receive email updates, please visit the City of Shoreline homepage at www.shorelinewa.gov and sign up under Alert Shoreline.



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Why is it important to accommodate transit, bicycles, and pedestrians along the corridor?

In addition to moving vehicles, 145th Street is an important connection for pedestrians, bicyclists, and transit riders. Improving the corridor would provide more travel choices, accommodate people who cannot afford to drive, improve community livability, encourage healthier behavior, and have environmental benefits. If you travel primarily by car, providing the opportunity for others to walk, bike, or ride the bus reduces congestion by taking cars off the road.

How much right of way will be needed for improvements? Will it affect my property?

It is too early at this point to know which properties would be impacted. The City must balance the benefits of corridor improvements with the potential impacts to properties, while considering project costs and many other factors. If necessary, the City would follow a defined process for property acquisition outlined by the Federal government, involving determining fair value for the property, negotiations, relocation assistance if appropriate, and payment.

What comes next in the Corridor Study process?

The next steps are to continue refining the study concepts based on technical analysis and public input, hold a third public open house, and share a preferred design concept with Shoreline City Council and partners in early 2016.

When would the project be constructed?

Due to the length of the corridor and funding considerations, it is likely that if any improvements were to be constructed, they would be phased. If the project were fully funded, the typical timeline could be 1-2 years for environmental documentation, 2 years for design and property acquisition, and 2+ years for construction. Right of way acquisition would occur once the environmental documentation for the project is approved. If constructed in phases, each phase may require these separate steps.

How is this related to the 145th Street Station Subarea Planning?

In March 2015, the Shoreline City Council decided to put station subarea planning on hold until completion of this Corridor Study. Once the Corridor Study is completed, the City will consider the results and an appropriate level of potential zoning scenarios for the subarea.

How would the City of Shoreline pay for these types of improvements?

The City's goal is to fund a portion of the project from local funds, similar to the Aurora project. A portion of the project is currently funded through design from the federal Surface Transportation Program and the project has been awarded appropriations through the State transportation package. Beyond those sources, the City and its partners hope to continue to be successful in attracting grants to fund the improvements.