Planning Commission Meeting Date: March 3, 2016 Agenda Item: 6a.

PLANNING COMMISSION AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	145th Street Corridor Study and Potential Implications for 145th Street Station Subarea Plan
DEPARTMENT:	Public Works
PRESENTED BY:	Kurt Seemann, Senior Transportation Planner Nytasha Sowers, Transportation Planning Manager
ACTION:	____ Ordinance ____ Resolution ____ Motion __X_ Discussion ____ Public Hearing

INTRODUCTION

The 145th Street corridor is a three mile roadway from 3rd Avenue NW on the west to SR-522 (Lake City Way/Bothell Way) on the east, and is the border between the City of Shoreline and the City of Seattle. There are significant traffic and safety issues on145th Street. Sidewalks do not generally comply with the Americans with Disabilities Act. Traffic volumes are anticipated to increase with regional growth and the future light rail station at 145th Street and Interstate 5. Upgrades are needed to accommodate future development of the corridor as well as to improve safety for bicycles and pedestrians and to provide adequate speed and reliability for transit. Because of these issues, the City began working on a Corridor Study in early 2015.

On March 23, 2015, Council accepted the Planning Commission's recommendation to postpone further discussion of the 145th Street Station Subarea Plan until completion of the 145th Street Corridor Study. Tonight Kurt Seeman, Project Manager for the 145th Street Corridor Study, will provide the Commission with an overview of the study, including a presentation that was given at the third and final public open house on February 24. The Commission will discuss potential implications of the Corridor Study on the Preferred Alternative zoning scenario for the 145th Street Station Subarea Plan.

BACKGROUND

The 145th Street Corridor Study began by defining project goals and evaluation criteria and analyzing existing conditions. Project goals included:

- Ensuring that everyone can walk, bike, bus, access light rail and drive safely and reliably along and across the corridor; and
- Developing transportation improvements that:
  - Support the local economy
  - Protect the environment
  - Support a vibrant community

Approved By: Planning Director___ Project Manager___

Staff has engaged in ongoing robust community outreach, including holding three open houses in May and September of 2015 and February of 2016, and conducting ongoing monthly meetings with a Citizens Advisory Task Force (CATF) as well as ongoing local agency coordination with the Inter-jurisdictional Technical Team (ITT). The CATF is an eleven-member group consisting of residents representing adjacent Shoreline neighborhoods (Briarcrest, Parkwood, Ridgecrest, and Westminster Triangle), Seattle neighborhoods (Broadview, Haller Lake, Olympic, and Pinehurst), a local business representative, a representative from the Lakeside School, and a representative from the North King County Mobility Coalition. The ITT consists of representatives from WSDOT, Sound Transit, the Puget Sound Regional Council (PSRC), King Country Metro, and the Cities of Seattle, Bothell, Kenmore, and Lake Forest Park.

At this point in the project, City staff and CH2M, the City's consultant team, have developed a Preferred Concept that improves pedestrian, bicycle, transit and vehicular mobility, while balancing impacts to right-of-way and potential project costs. The Preferred Concept will be explained in detail during the presentation.

The project schedule is included as Attachment A. Additional background on the study may be found on the project web page: http://www.shorelinewa.gov/government/departments/145th-street-corridor.

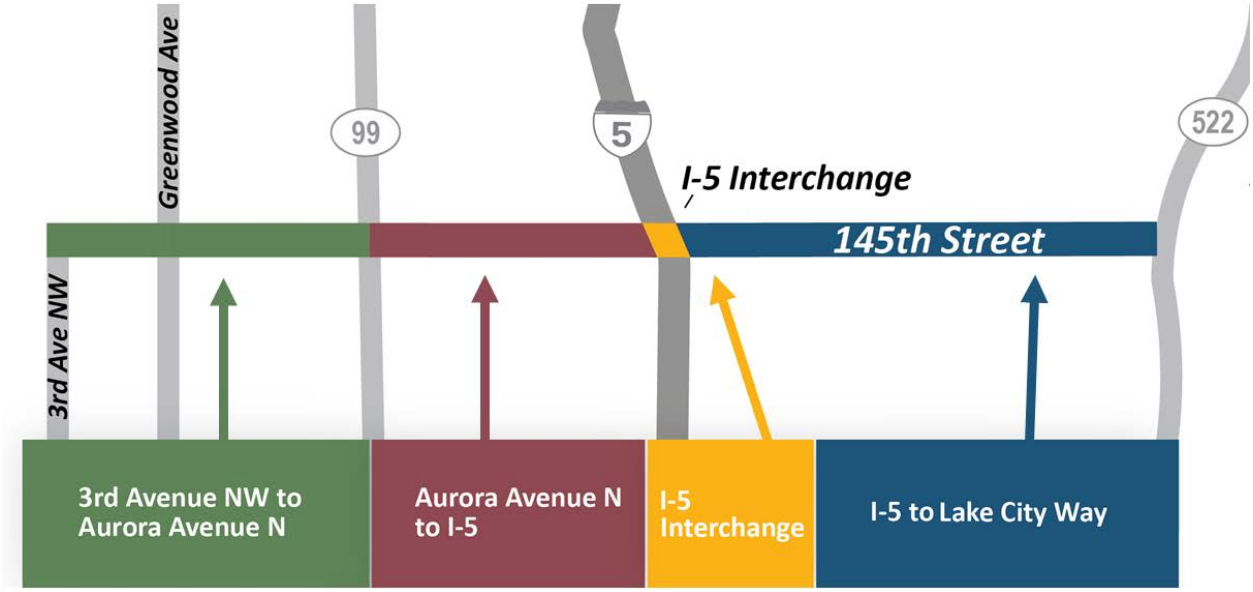
DISCUSSION

Segments

The Preferred Concept represents a design that maximizes corridor benefits while minimizing property impacts, to the extent feasible. The Preferred Concept is composed of two components, a roadway component (between the two curbs) and a non-motorized component that includes sidewalks, bicycle facilities, and multi-use paths.

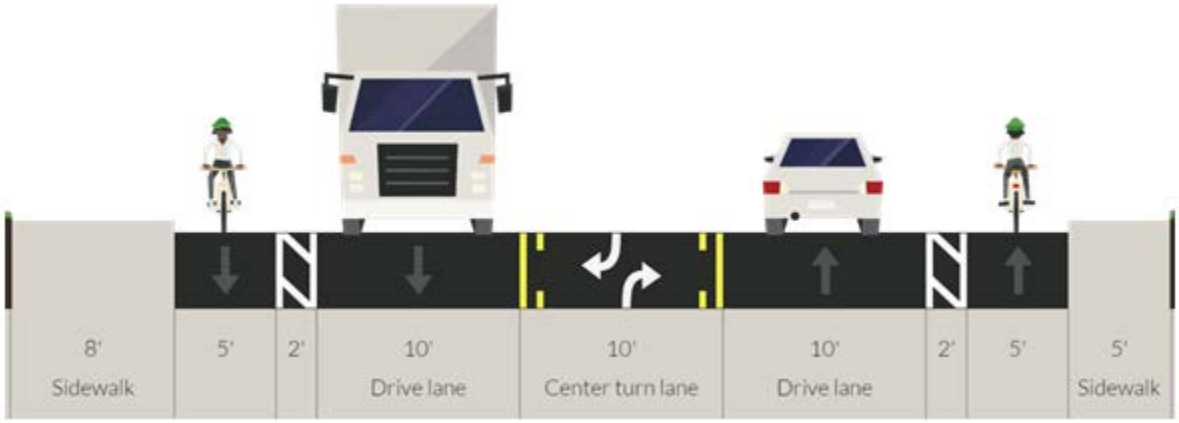
For the purposes of this study, the corridor has been divided into four segments:

1) 3rd Avenue NW to Aurora Avenue N (green in diagram below);
2) Aurora Avenue N to I-5 (red);
3) The I-5 interchange (yellow); and
4) I-5 to SR-522 (blue).



The most westerly segment stretches from **3rd Avenue NW to Aurora Avenue N**. In this segment, traffic volumes are low enough that a "road diet" could be utilized to add non-motorized improvements for pedestrians and bicycles, and increase safety by providing a turn lane. Generally, the concept proposed for this segment could be constructed within the existing right-of-way with minimal impacts to adjacent properties.

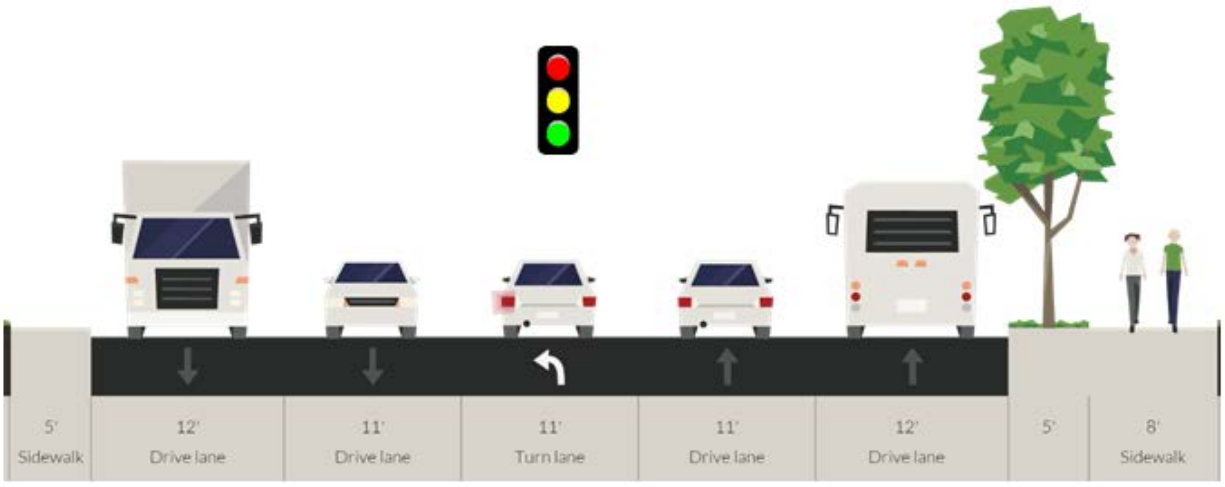
Below is a potential mid-block cross-section between Linden and Greenwood:



The segment from Aurora Avenue N to SR-522 includes three distinct segments (Aurora to I-5; the I-5 interchange, including on-ramps/off-ramps and interstate bridge; and I-5 to SR-522).

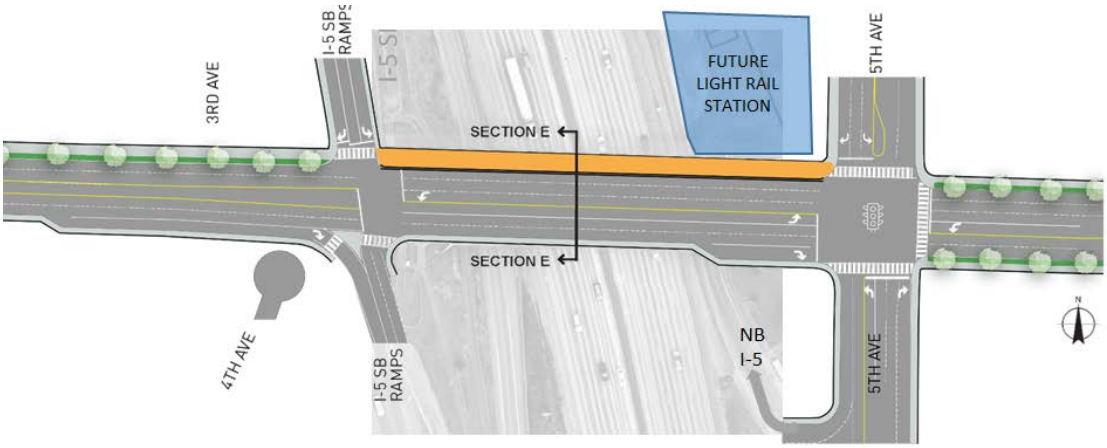
The Preferred Concept from **Aurora to I-5** is generally a four lane section with sidewalks and improvements, including adding left turn lanes, at key intersections.

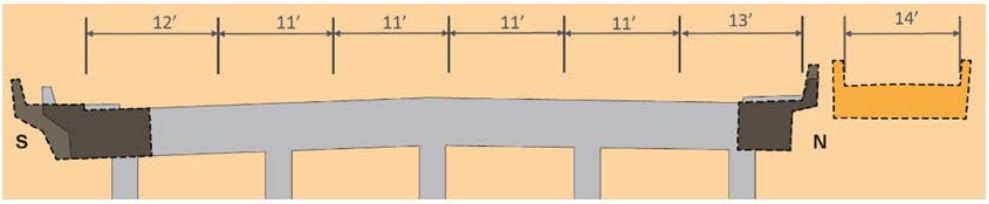
Below is a potential intersection between Aurora and I-5:



The **I-5 Interchange** design requires that Shoreline work closely with the Washington State Department of Transportation (WSDOT) and Sound Transit to identify constraints and opportunities.

Below is a potential plan view of the interchange and a cross-section of a potential non-motorized bridge that could be constructed across the interstate:



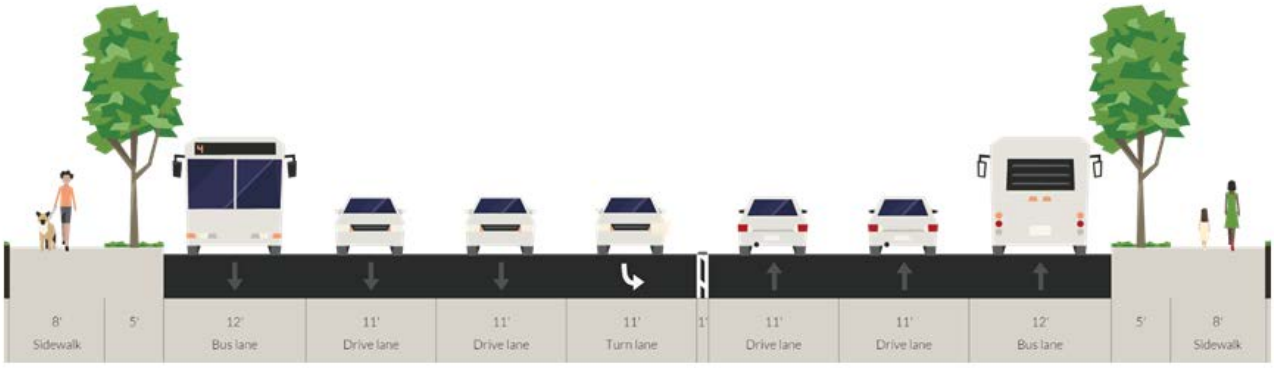


New non-motorized bridge

From **I-5 to SR-522**, the Preferred Concept is wider to support transit through the use of queue jumps. A queue jump is a type of roadway geometry used to provide preference to buses at intersections. It consists of an additional travel lane on the approach to a signalised intersection. This lane is often restricted to transit vehicles only. A queue jump lane is usually accompanied by a signal which provides a phase specifically for

vehicles within the queue jump. Vehicles in the queue jump lane get a "head-start" over other queued vehicles and can therefore merge into the regular travel lanes immediately beyond the signal. The intent of the lane is to allow the higher-capacity vehicles to cut to the front of the queue, reducing the delay caused by the signal and improving the operational efficiency of the transit system.

Below is a potential cross-section at 15th Avenue:



Bicycle Facilities

The City has been looking at using parallel bike corridors that could provide bike connectivity for 145th Street without actually using the corridor. This concept originated from Design Workshops for the 145th Street Station Subarea Plan and was shown on potential zoning scenarios as a “Green Network” (Attachment B). Through the Corridor Study and additional conversations with Seattle through the ITT, the concept has evolved (Attachment C). This approach could make use of existing local streets in both jurisdictions and provide a safe route for bicycles without the need to acquire additional right-of-way.

Potential Property Impacts

For much of the corridor, the existing right-of way is 60 feet. The Preferred Concept generally keeps the roadway within the existing 60’ corridor west of Aurora and provides sidewalks along the roadway. East of Aurora, intersections would typically be widened to accommodate turn lanes, and therefore would require additional right-of-way. Other properties could potentially be impacted when differences in grades require retaining wall or driveways to be reconstructed.

Further east (outside of the subarea boundaries), additional right-of-way may be required to provide for bus queue jumps. Because of the number of buildings close to the existing right-of-way, any widening could affect a significant number of properties. Transportation staff have held a series of meetings with potentially impacted property owners, in addition to providing roll plots with conceptual cross-sections and plan views at open houses.

Next Steps for the Corridor Study

Staff and the consultant team have developed a Preferred Concept based on how well it addresses all the benefits while taking into consideration potential tradeoffs such as impacts to property owners and project cost. Staff will be present this Preferred Concept to City Council on March 21, with potential adoption on April 4. Following

Council adoption of the Preferred Concept, the project would enter into multi-year phases of environmental review and design prior to property acquisition and construction. The goal would be to have improvements constructed prior to the opening of light rail service in 2023.

Potential Implications for 145th Street Subarea Plan

The Preferred Concept identifies the potential need for additional right-of-way, both within the subarea plan boundaries and along the entire 145th Street corridor. However, this potential need will need to be refined through environmental review and final design. Using a similar approach to 185th Street in that station subarea plan, it may be prudent for the City to amend setbacks along the 145th Street corridor, between roughly 15th and Meridian Avenues (depending on boundaries of the Preferred Alternative zoning scenario selected) through adoption of the subarea plan. This would prevent redevelopment from extending into land that may need to be acquired for right-of-way in the future.

RECOMMENDATION

No action is required as part of this discussion. However, the Commission should consider information from the Corridor Study at the March 17 and April 7 meetings when making recommendations to Council about the Preferred Alternative zoning scenario to be studied in the Final EIS for the 145th Street Station Subarea Plan.

ATTACHMENTS

Attachment A- 145th Street Corridor Study Project Schedule
Attachment B- "Green Network" from 145th Street Station Subarea Plan
Attachment C- Off-Corridor Bike Network Concept from 145th Street Corridor Study

Attachment A

Project Development Process

FEBRUARY 2015 | APRIL 2015 | JUNE 2015 | SEPTEMBER 2015 | DECEMBER 2015 | APRIL 2016

1 Define
Establish study purpose and goals

2 Investigate
Research existing conditions and future projections

3 Develop
Create different concepts for how to improve 145th Street

4 Evaluate
Evaluate concepts to see which best meet the project goals

5 Refine
Develop a preferred design concept to best meet project goals

6 Approve
Council will review and may approve concept for 145th Street

Open House #1:
Learn about the study process and share your knowledge of the 145th Street corridor

Open House #2:
Review the ideas for improving 145th Street and give your feedback

We are here

Open House #3:
Learn about the design concept for 145th Street and give your feedback

Ongoing Community Advisory Task Force Meetings

Ongoing Interagency Technical Team Meetings

Ongoing opportunities for public feedback – call, email or visit the website anytime!

2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022

We are here

Corridor Study
1 year

Environmental Review
1-2 years

Preliminary Design
1 year

ROW/Property Acquisition and Final Design
1-2 years

Construct
2 years +

145TH STREET
Multimodal Corridor Study

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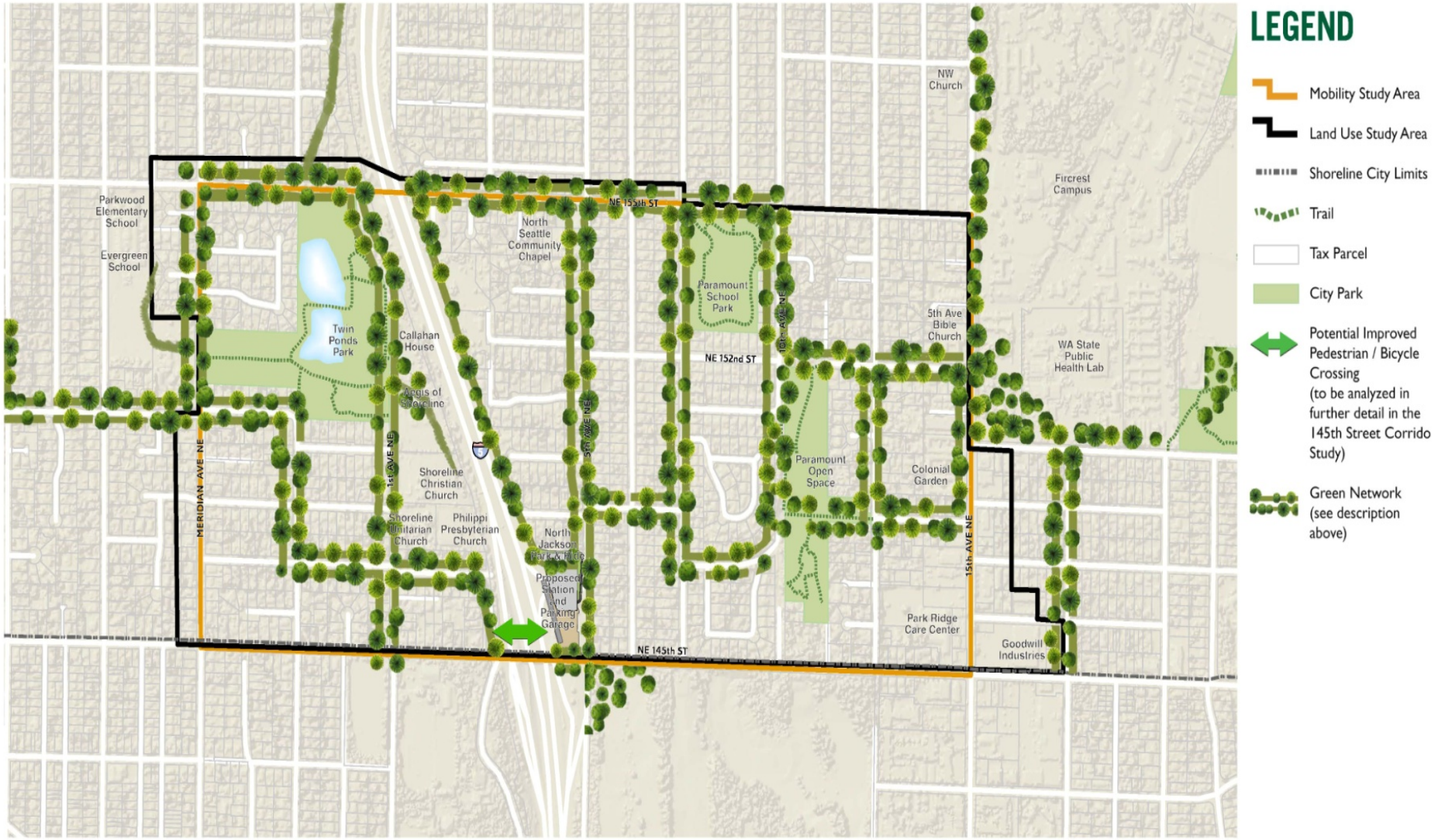
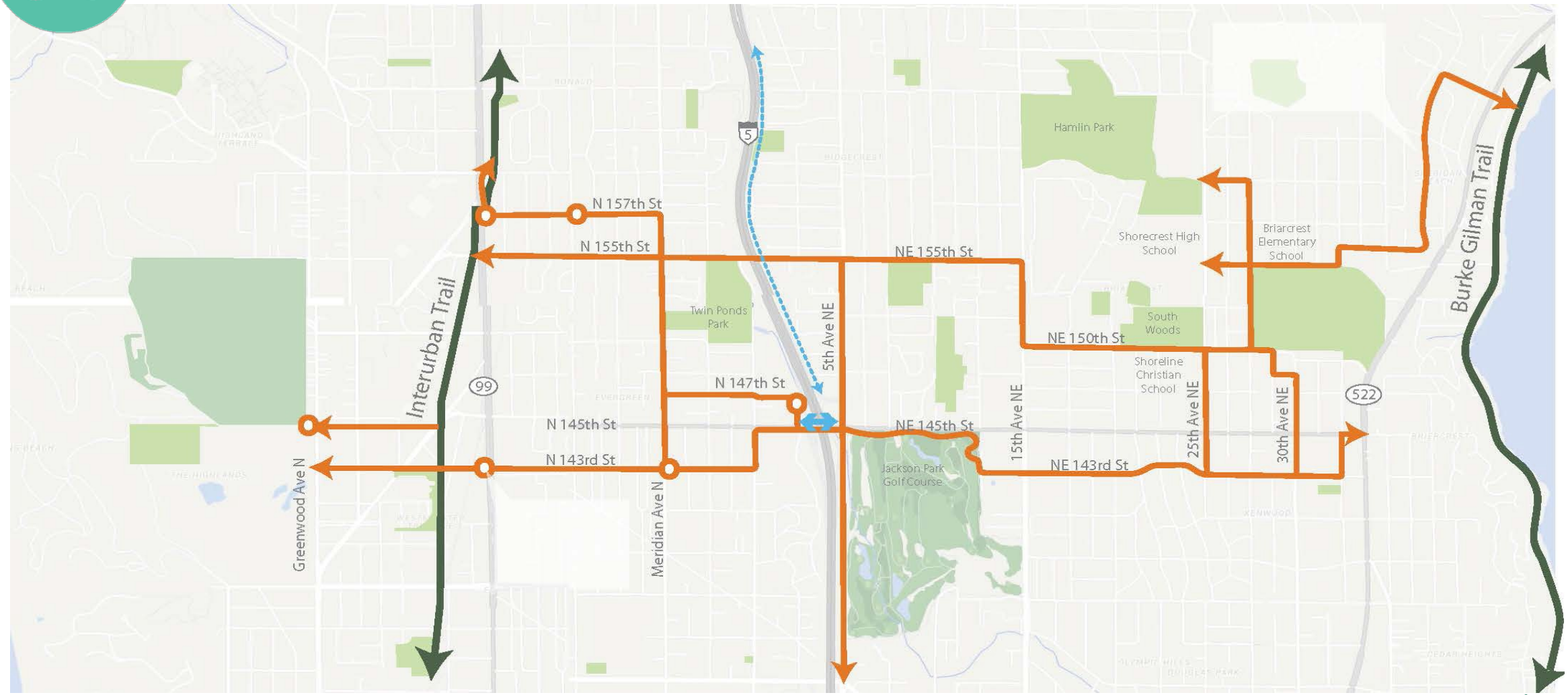
Green Network Concept- Attachment B



Attachment C

Off-Corridor Bike Network



145TH STREET
Multimodal Corridor Study

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