



145th Street Multimodal Corridor Study

City of Shoreline City Council Meeting

March 21, 2016

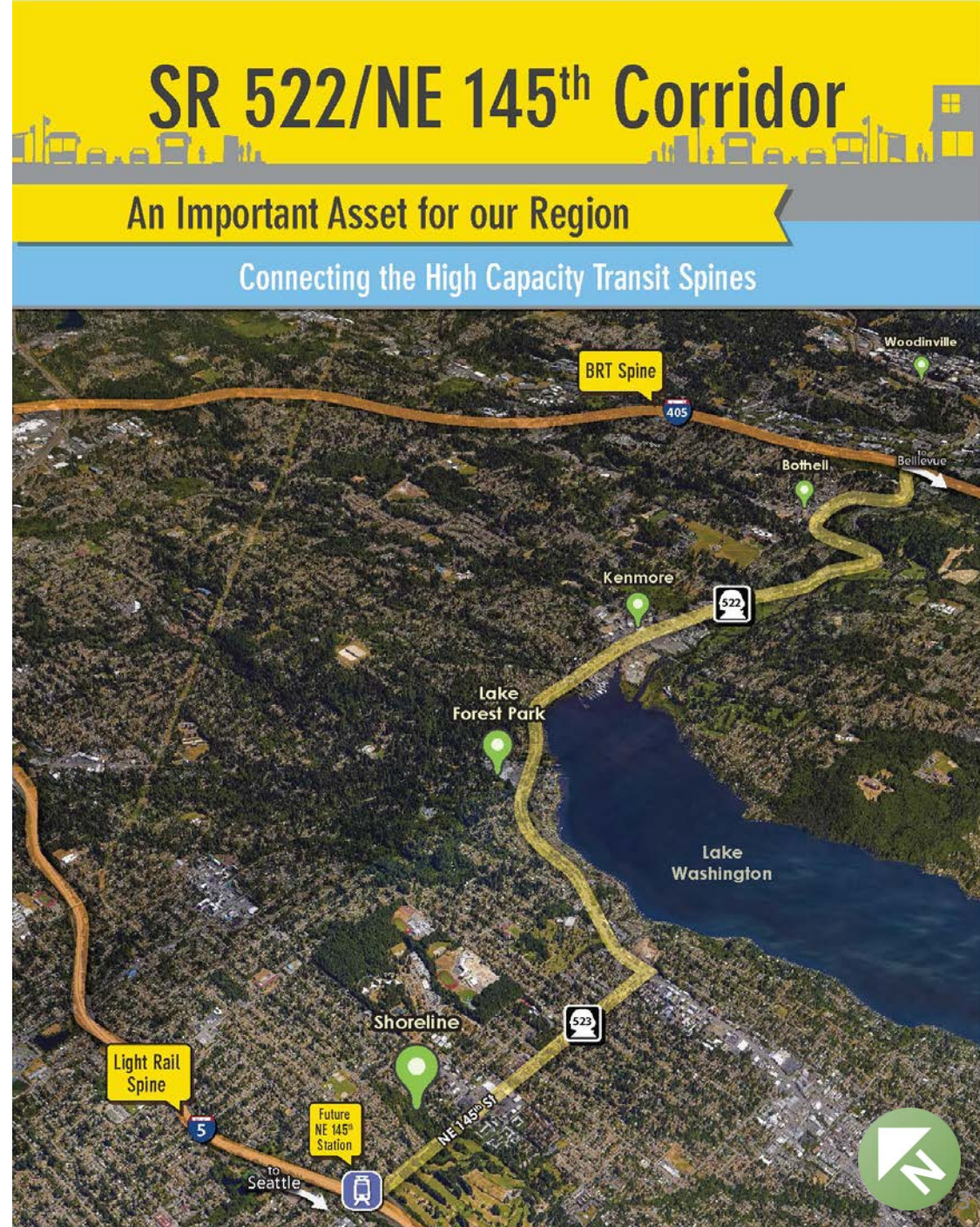


Tonight's Agenda

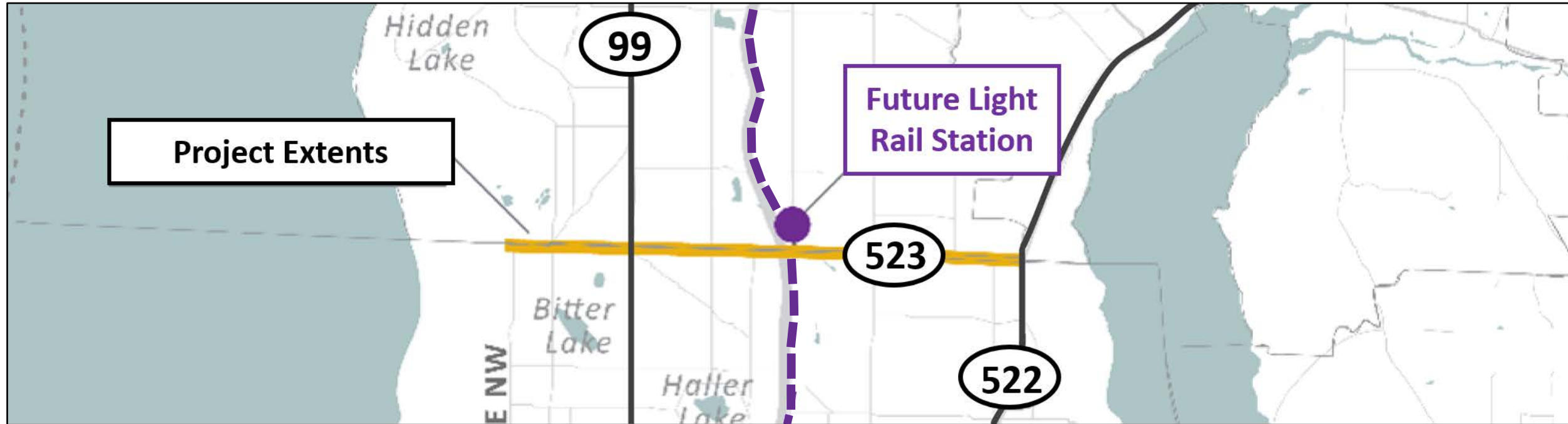
- Project background
- Process
- Project goals and challenges
- Concepts studied
- Preferred concept overview
- Third open house
- Next steps

SR 523 / SR 522 Regional Corridor

- Important asset for our region
- Connecting the future High Capacity Transit Spines
- Sound Transit 3 candidate project



145th Street (State Route 523)



- Connection to Aurora, I-5, and Lake City Way/Bothell Way
- Connection for Shoreline and Seattle neighborhoods, businesses, parks and services
- Future light rail station at 145th and I-5

Project partners



City of Bothell™



What's the problem?



Traffic congestion



Pedestrian barriers, no place for bikes

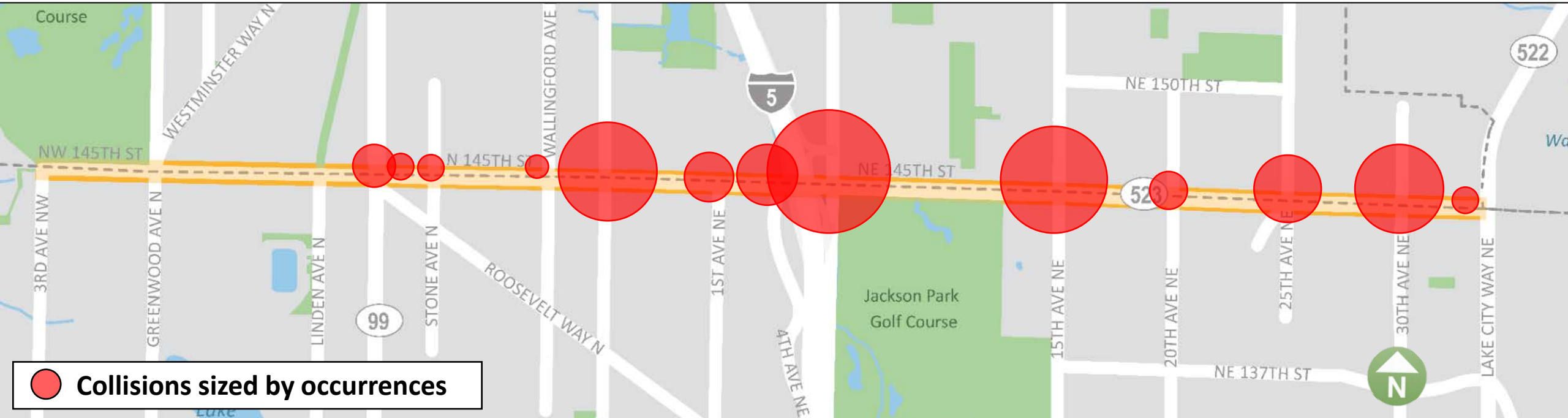


Limited transit service, minimal amenities



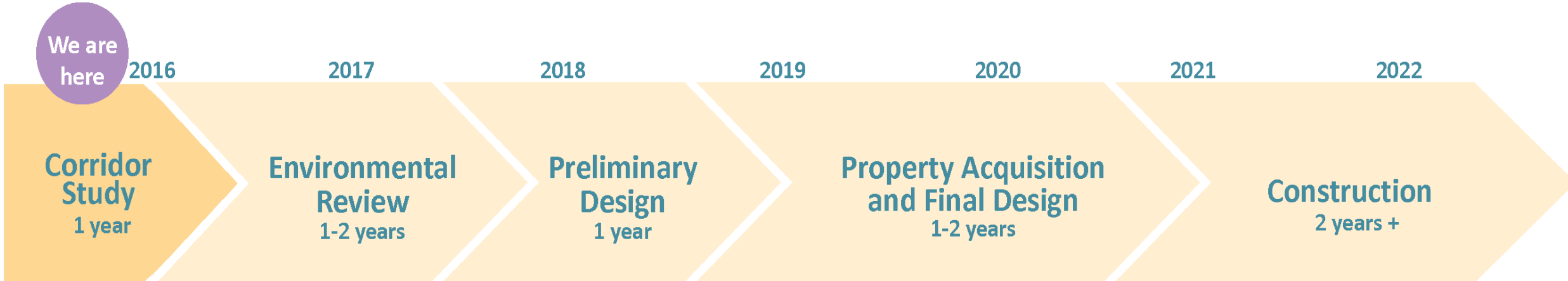
Safety concerns, including lack of left turns

What's the problem?



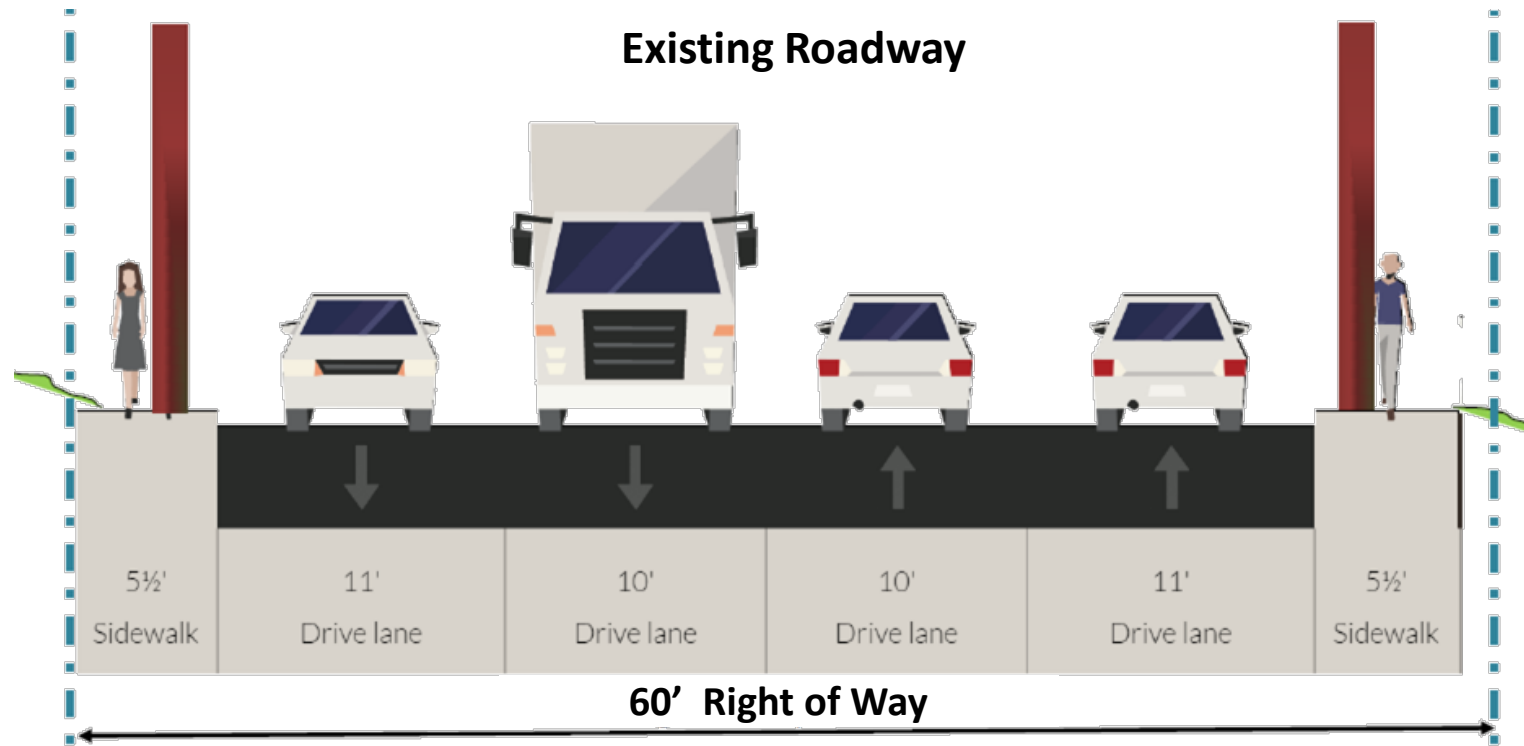
Collision history: 2010-2014

What's the process?



Corridor Study decision making advisors include: Citizen Advisory Team, Interagency Technical Team, Public Input

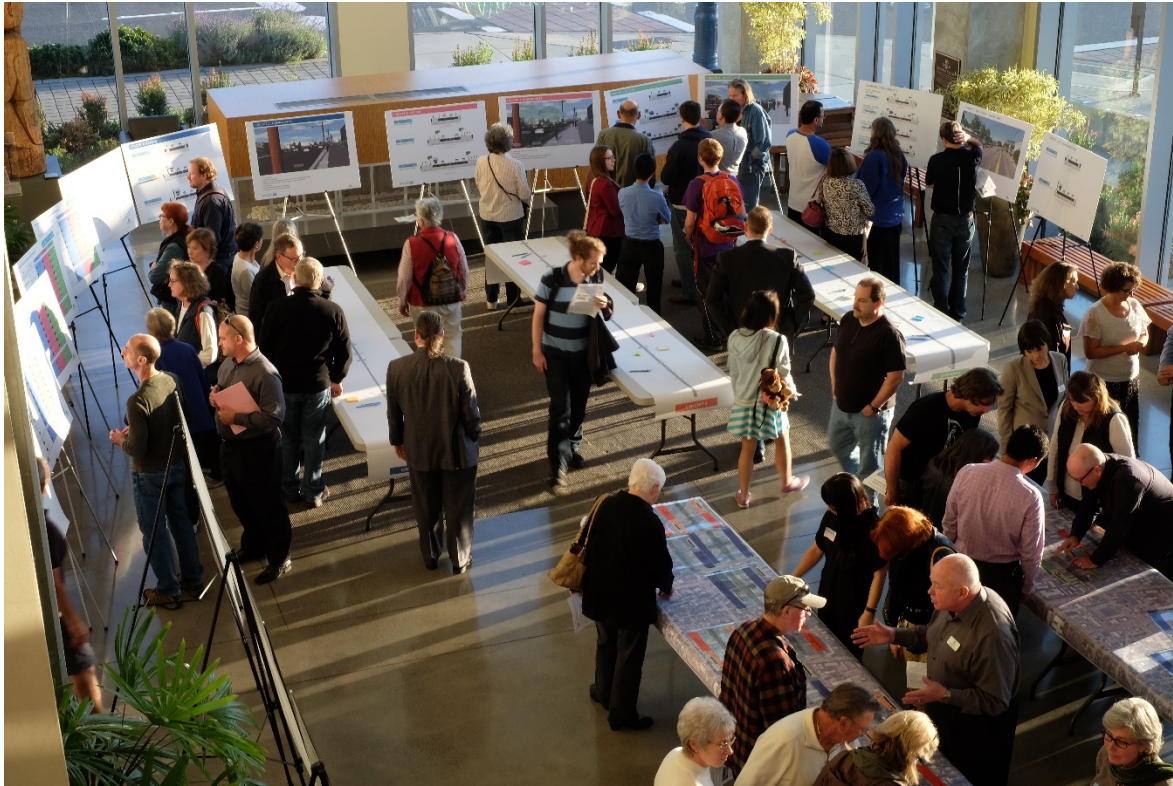
Challenge of limited right of way



Improvement concepts could include widening for:

	Turn lane 12'		Bike lane 5'		Bus Stop 10'
	Bus lane 13'		Sidewalks 8'		Planter 5'

Second open house presented range of concepts and collected valuable community input



Study Concept 1 – “No-Build”



Study Concept 2



Study Concept 3



Study Concept 4



Community-based design informed by your input



Inter-Agency Technical Team helped to develop a preferred concept

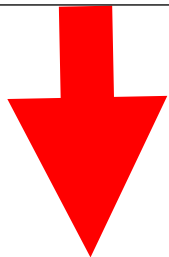
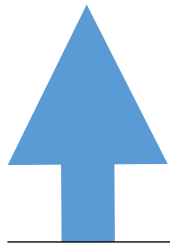


ITT Members from WSDOT, Sound Transit, King County Metro, SDOT, Kenmore, Bothell, Lake Forest Park, Cascade Bicycle Club, Feet First, and the City of Shoreline

Preferred Concept strategy: Maximize benefits and minimize impacts

STUDY CONCEPT 2

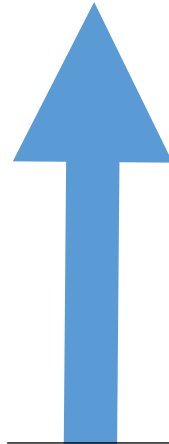
Benefits



Impacts

STUDY CONCEPT 4

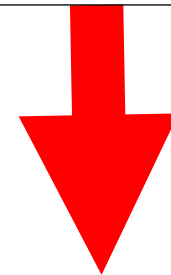
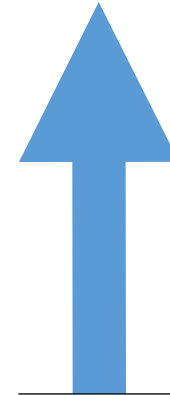
Benefits



Impacts

PREFERRED CONCEPT

Benefits



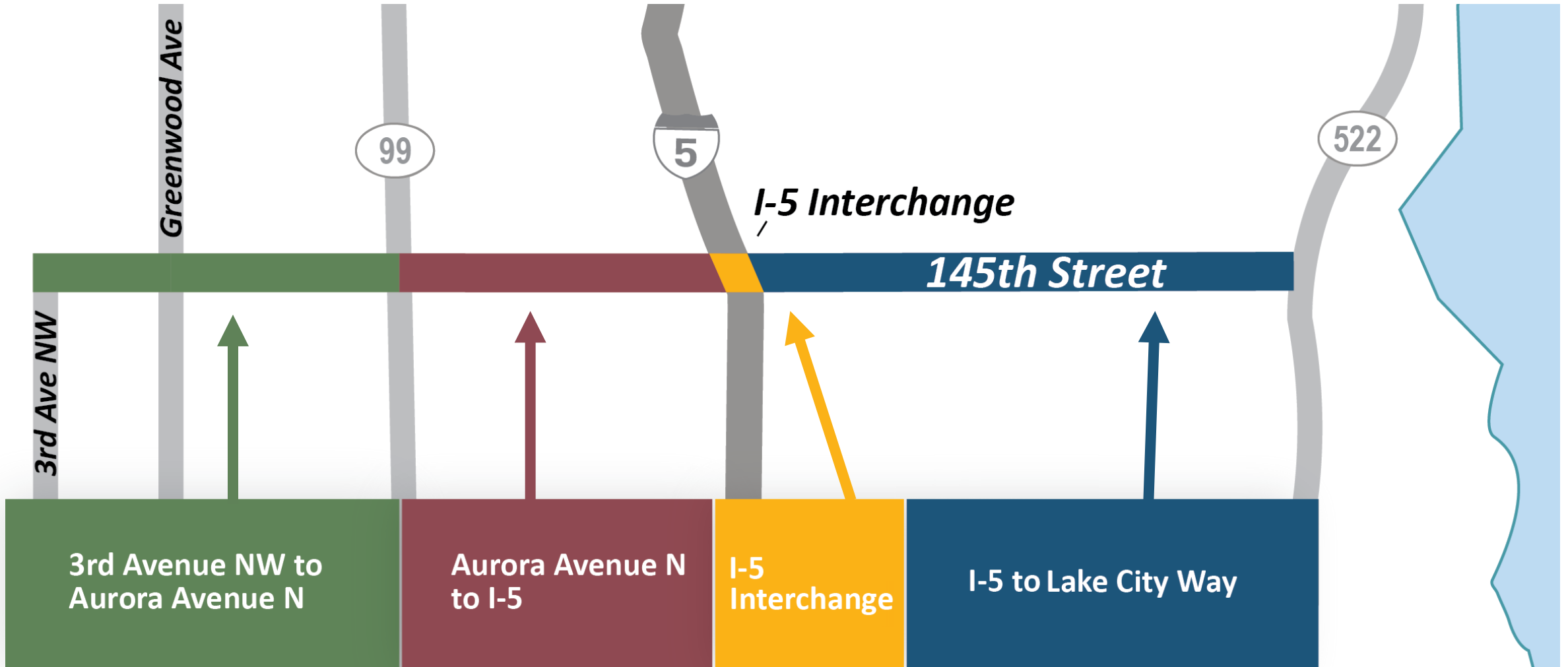
Impacts



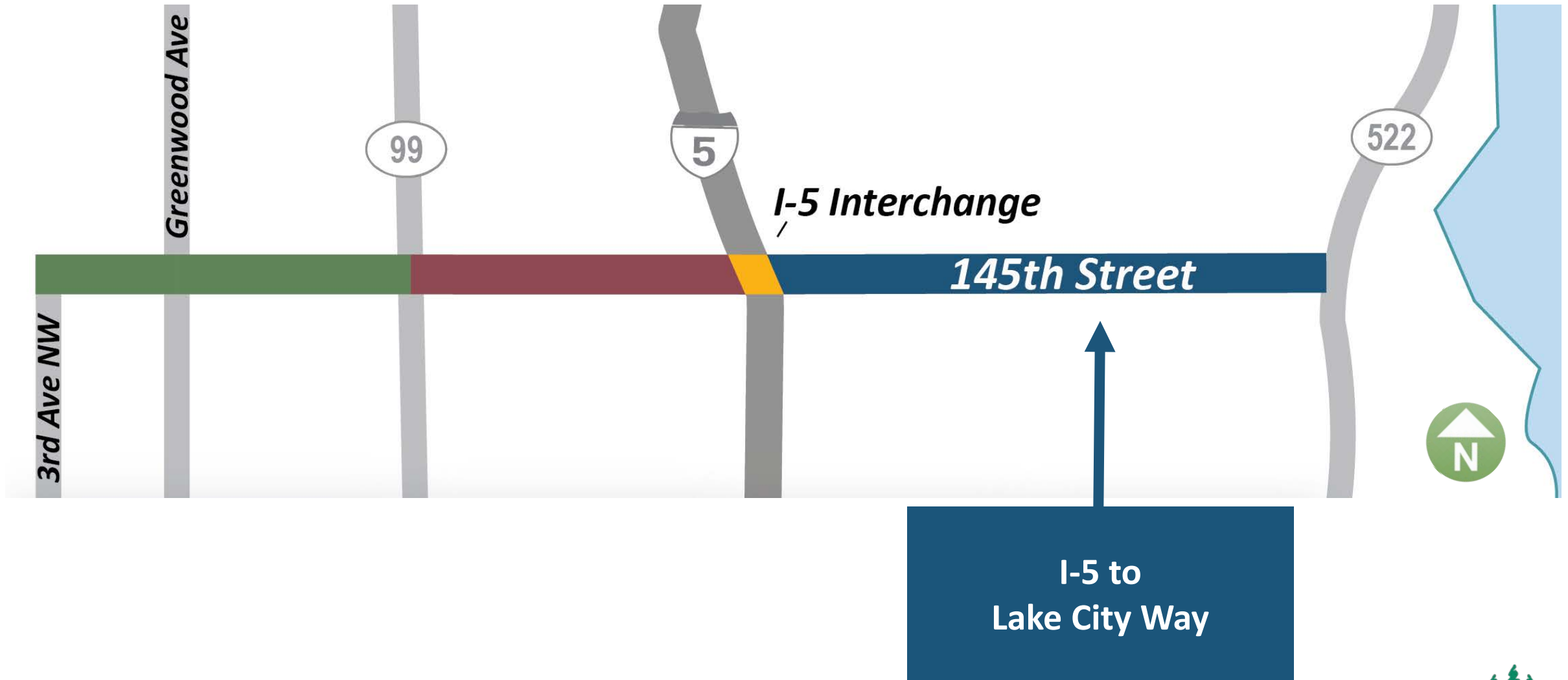
Preferred Concept Overview



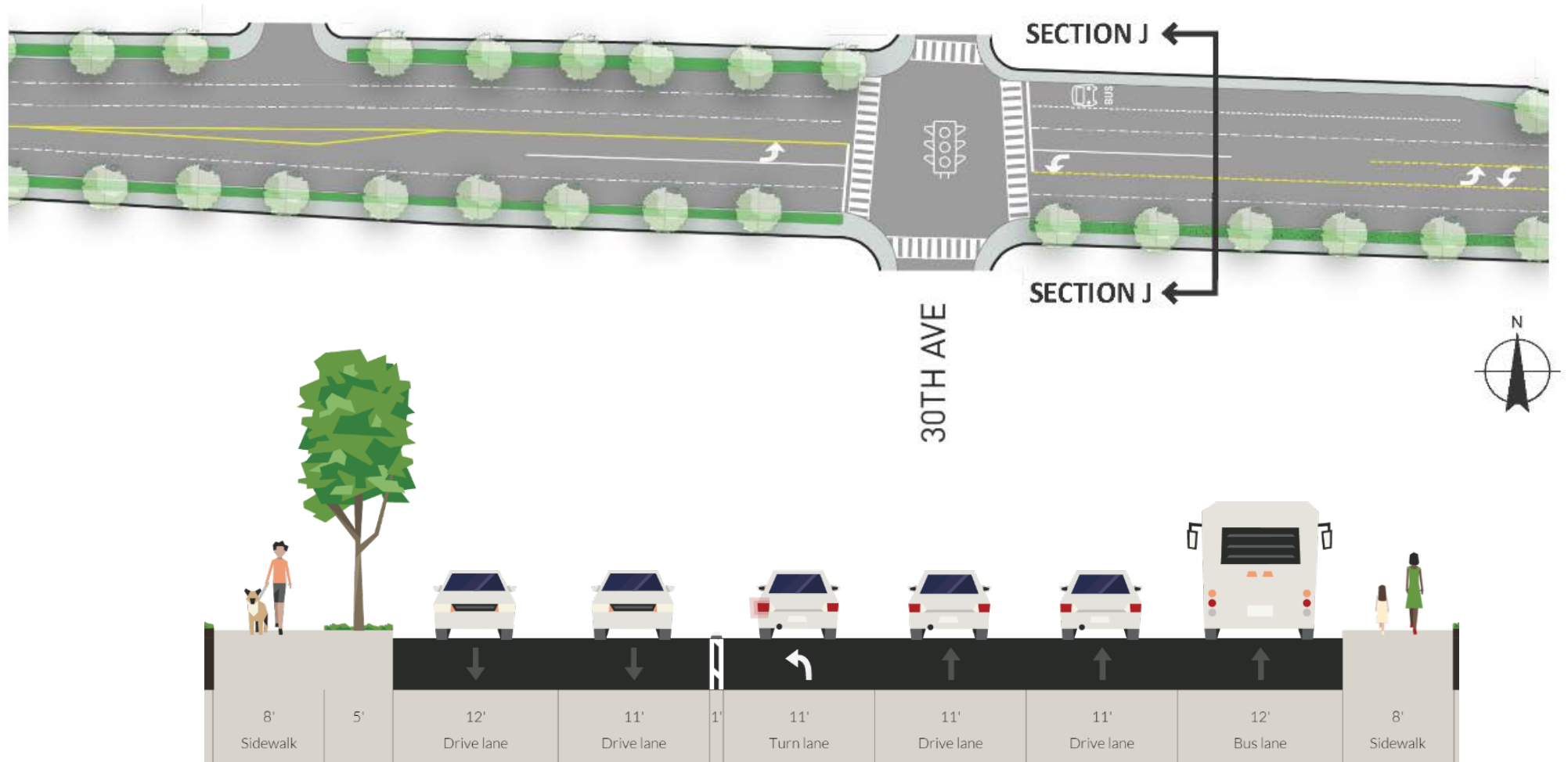
Corridor contexts



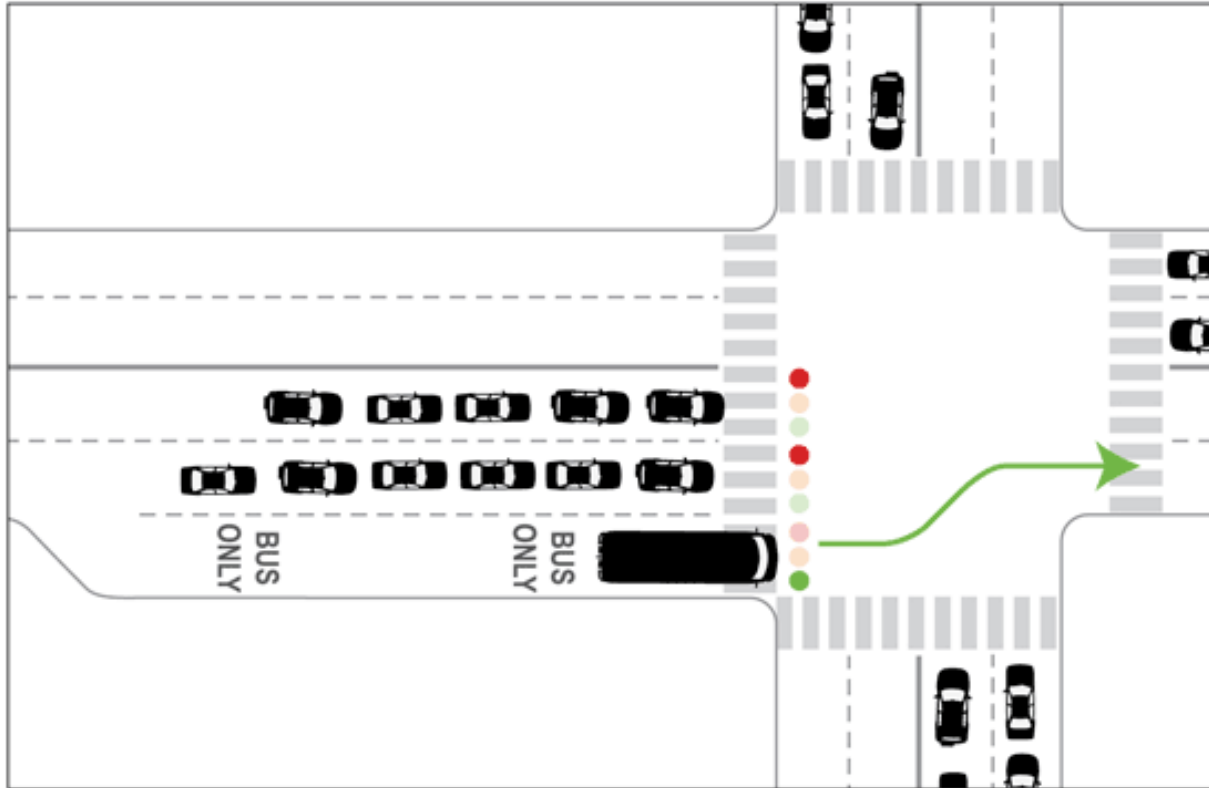
Preferred Concept Overview



Example concept: Near 30th Avenue intersection

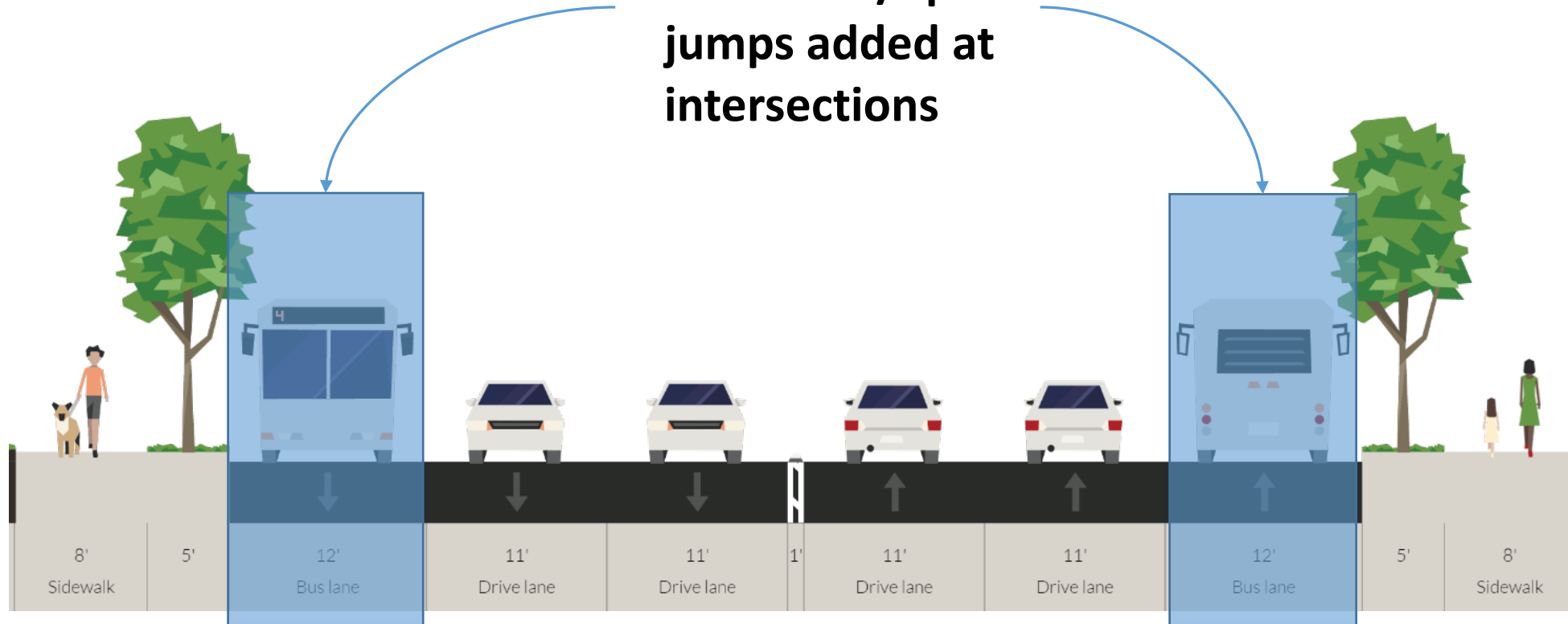


Transit Queue Jump



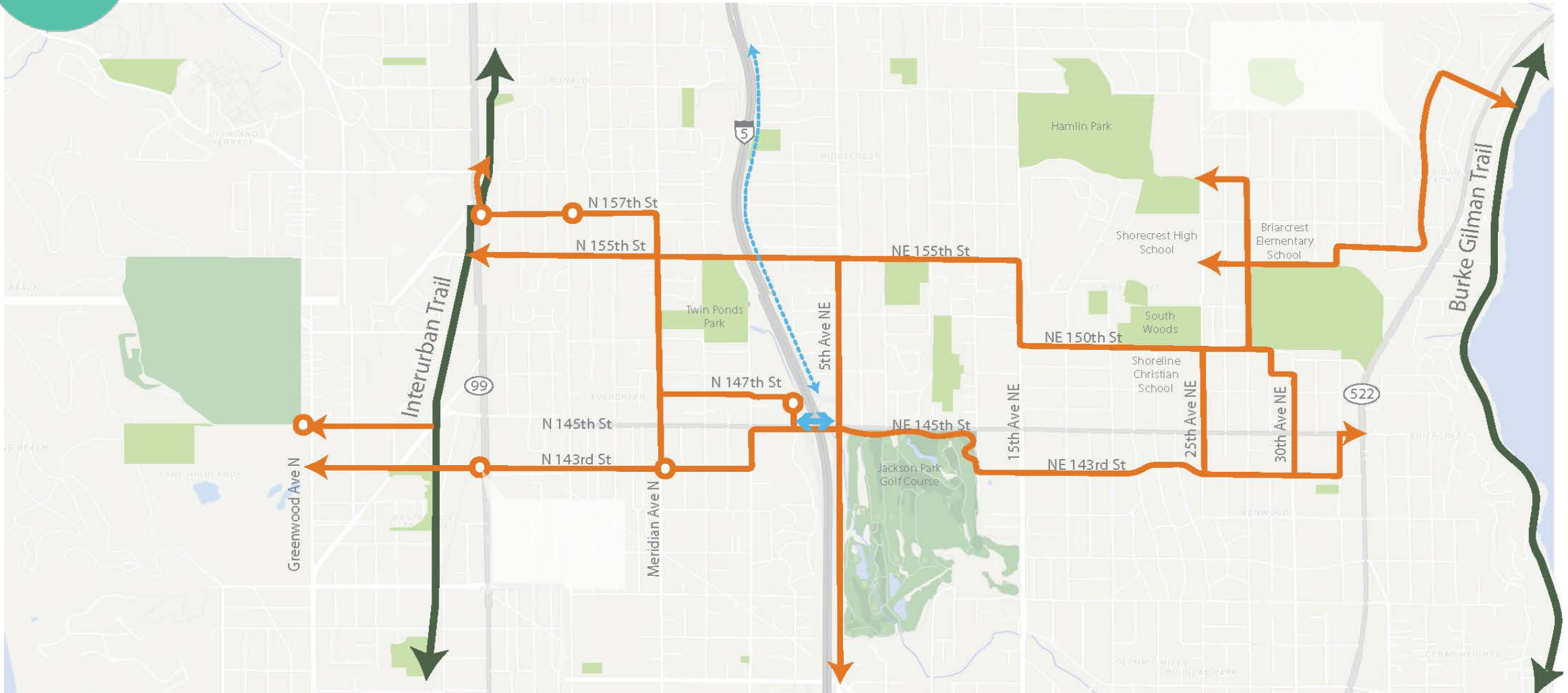
Preferred Concept Overview SR 522 to I-5

Bus lanes / queue
jumps added at
intersections

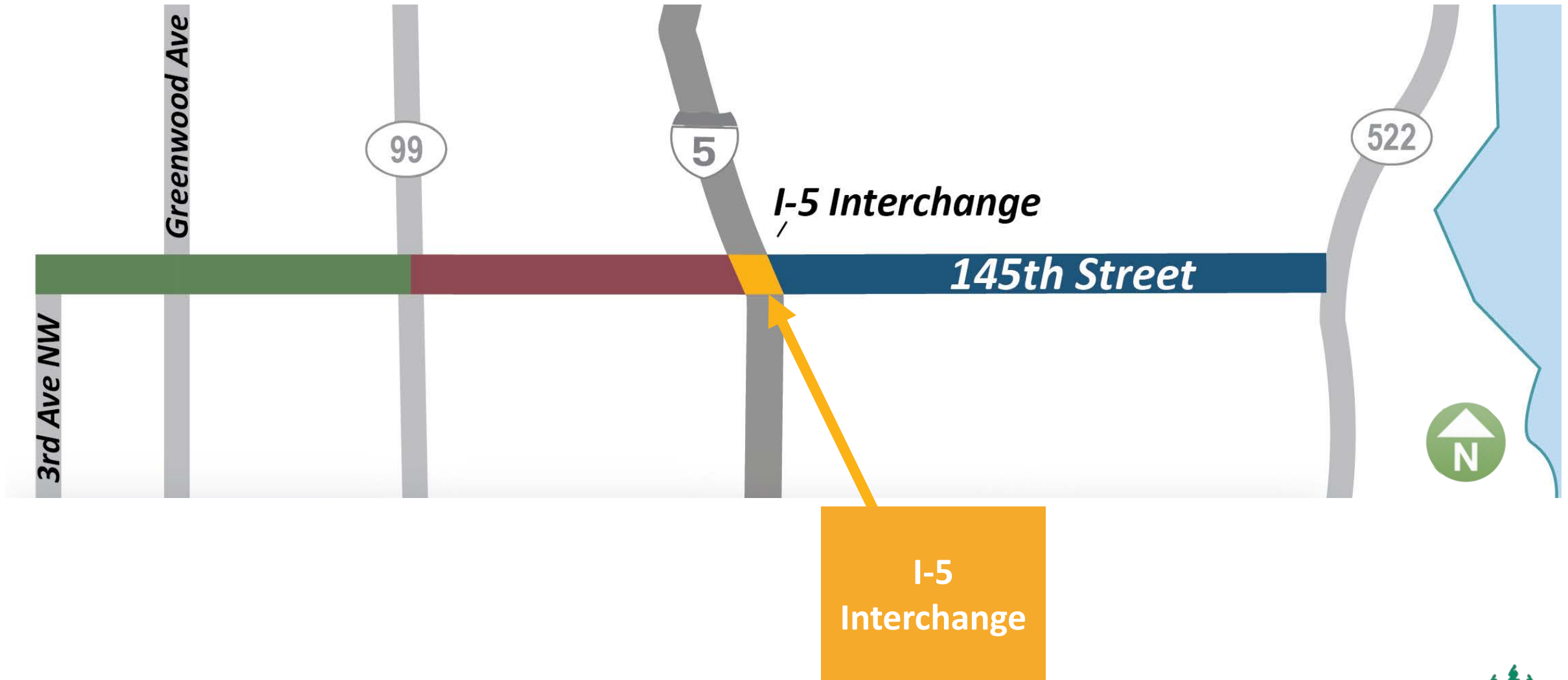




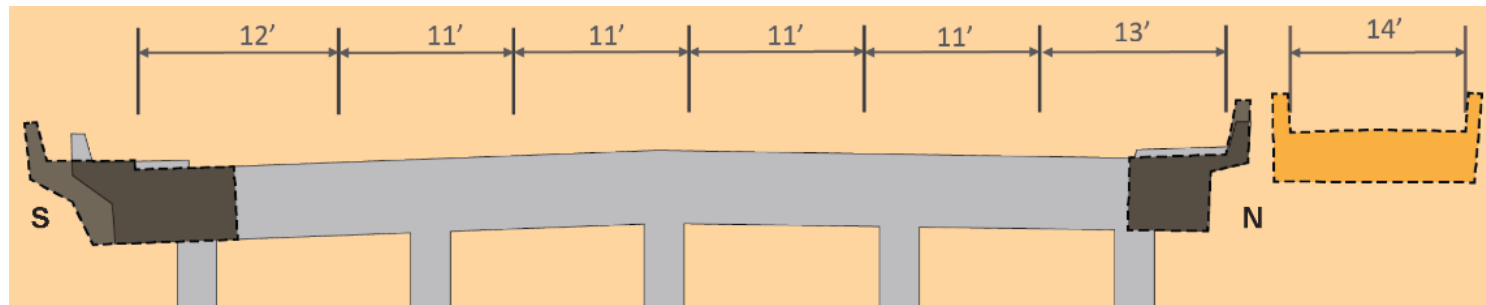
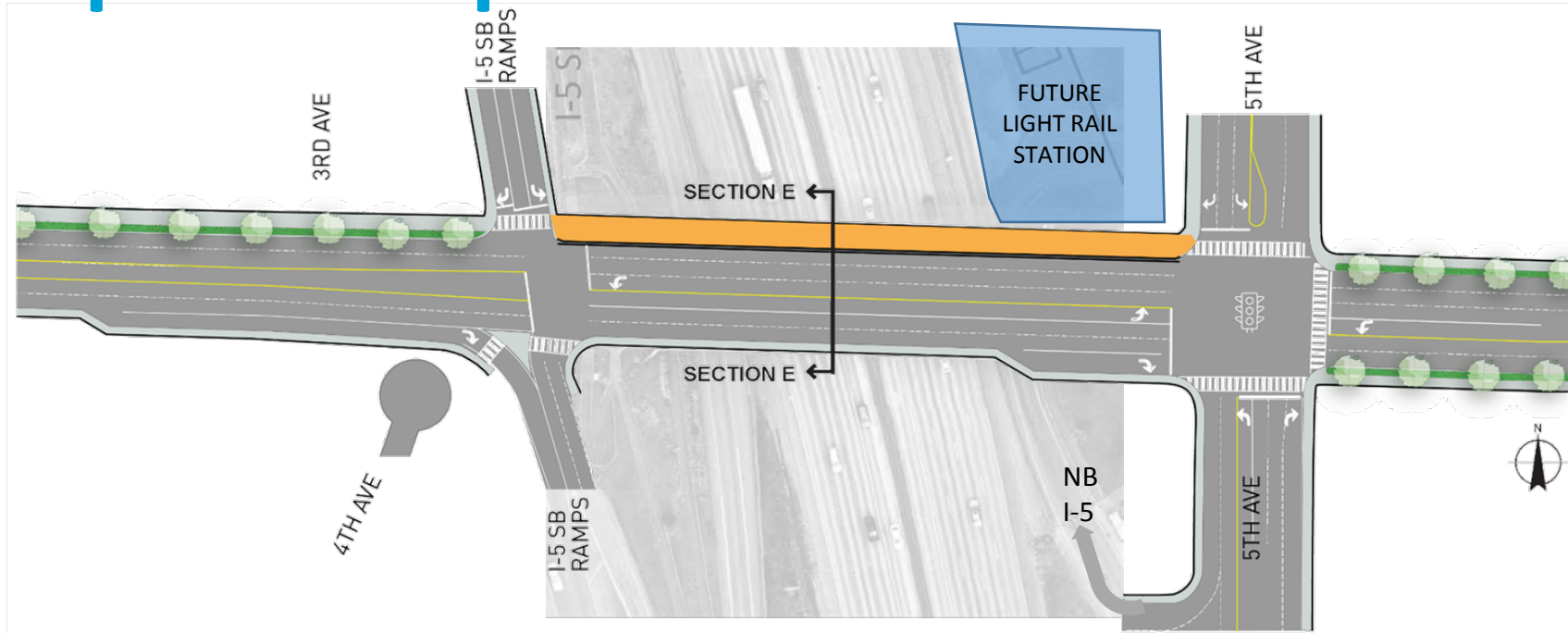
Off-Corridor Bike Network



Preferred Concept Overview



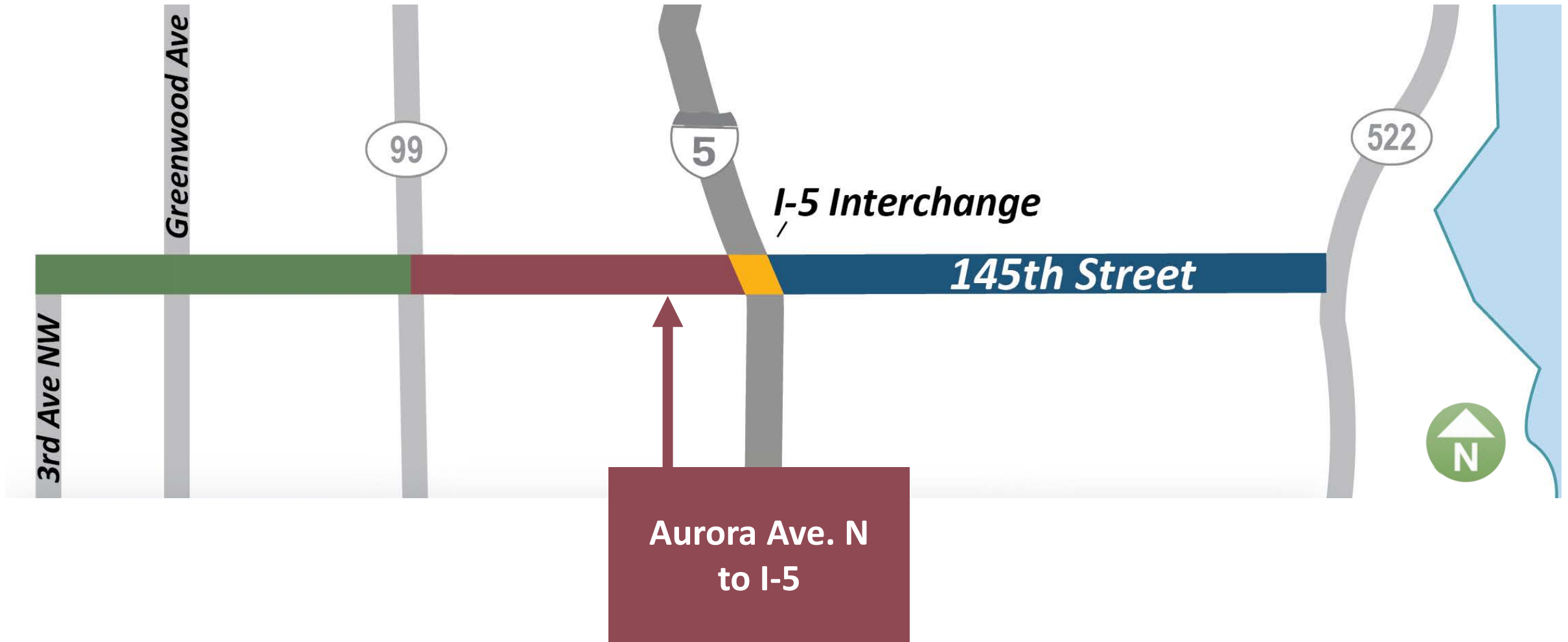
Example concept: I-5 intersection



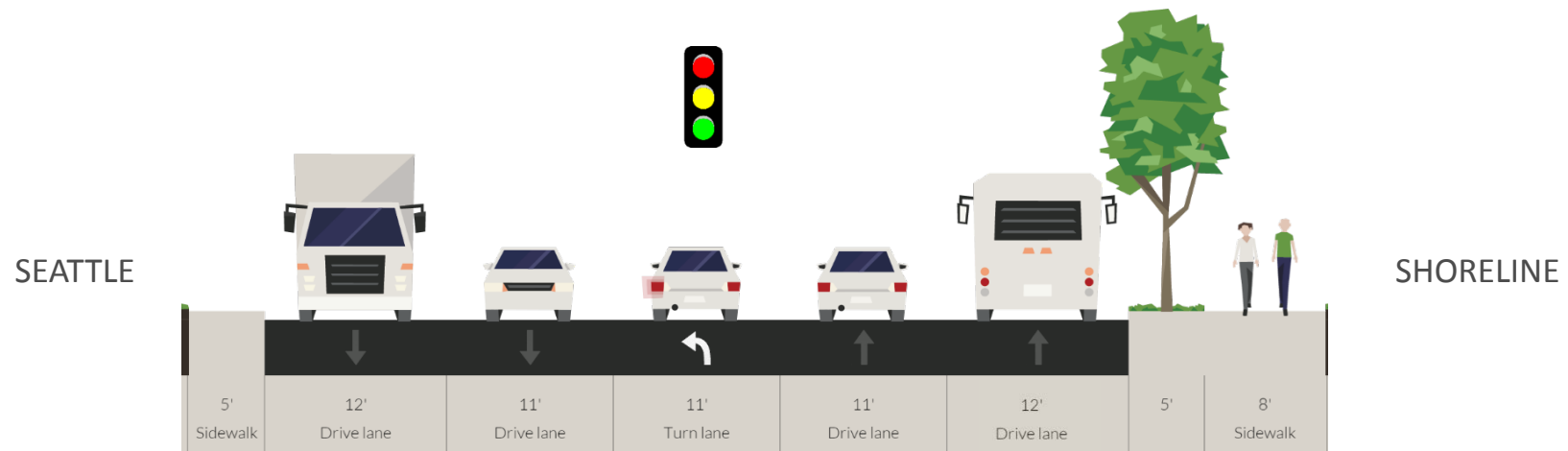
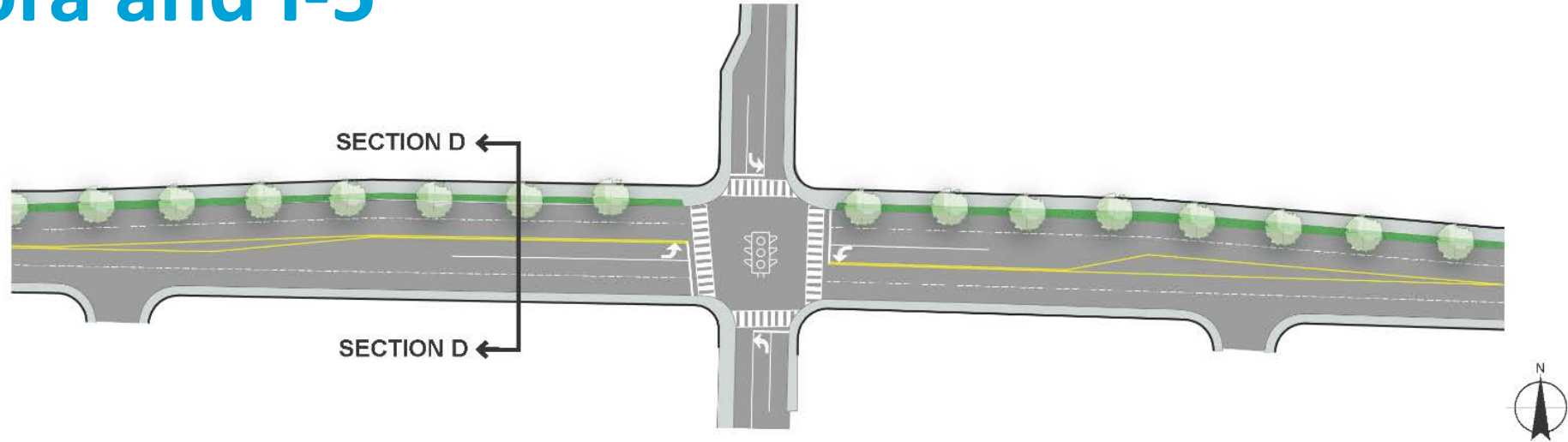
New
non-motorized
bridge

- Remove sidewalks on existing structure
- Widen to include 6 lanes and a 5-ft sidewalk on south side

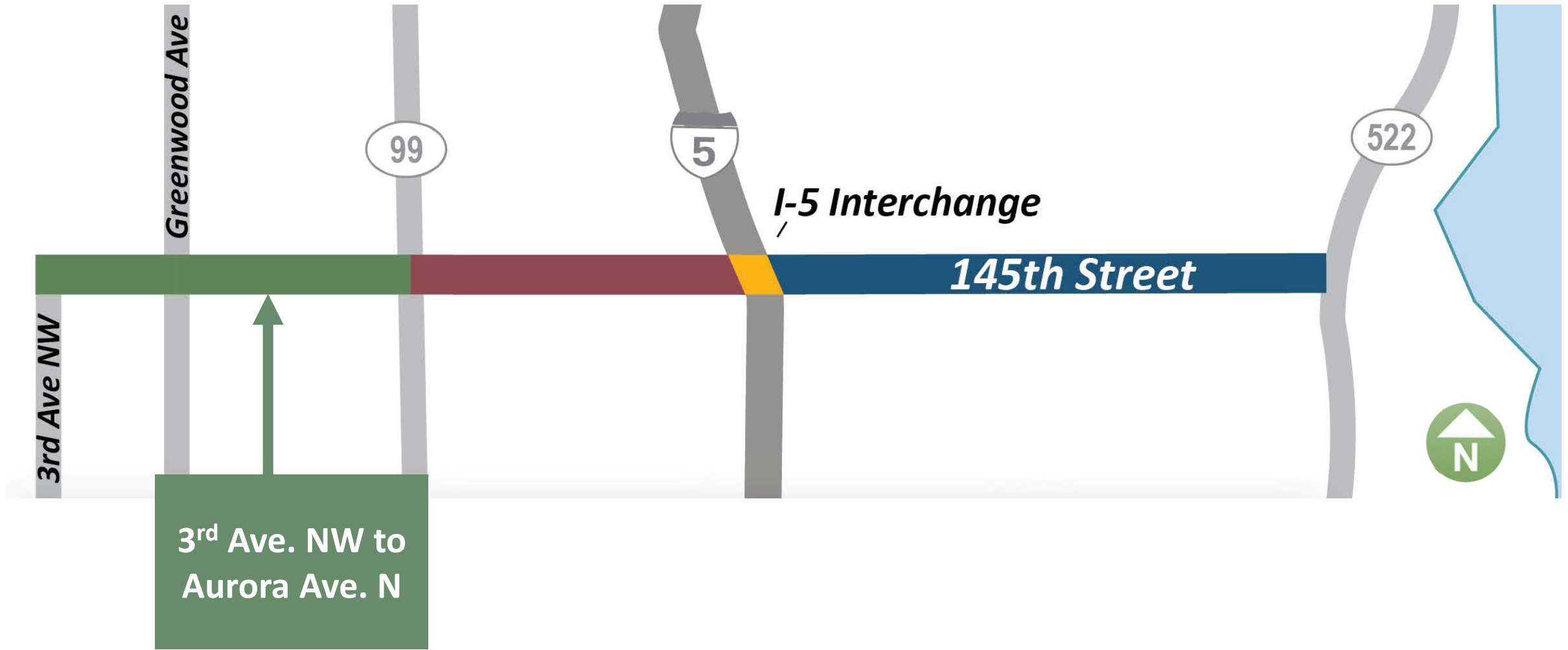
Preferred Concept Overview



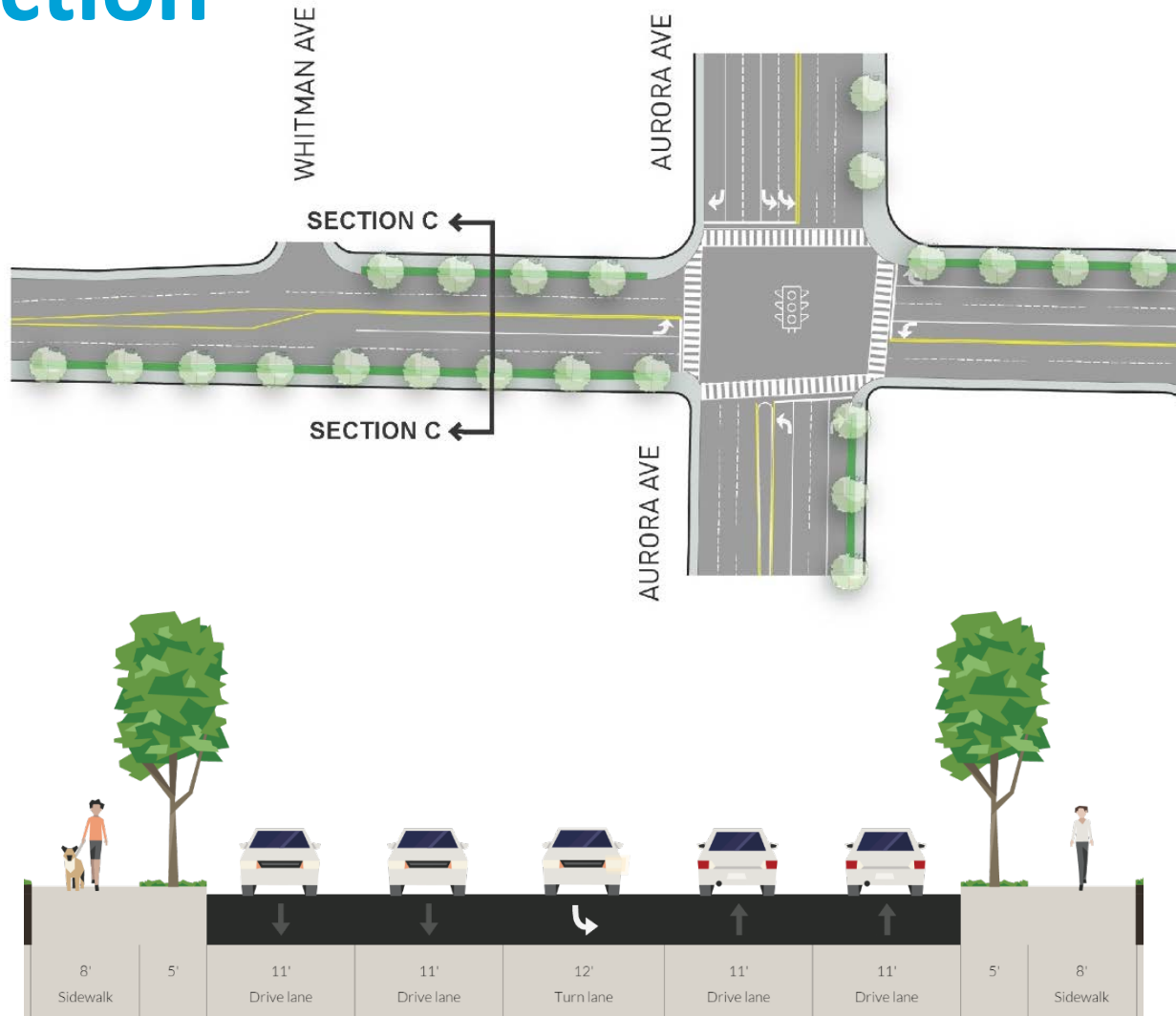
Example concept: Typical intersection between Aurora and I-5



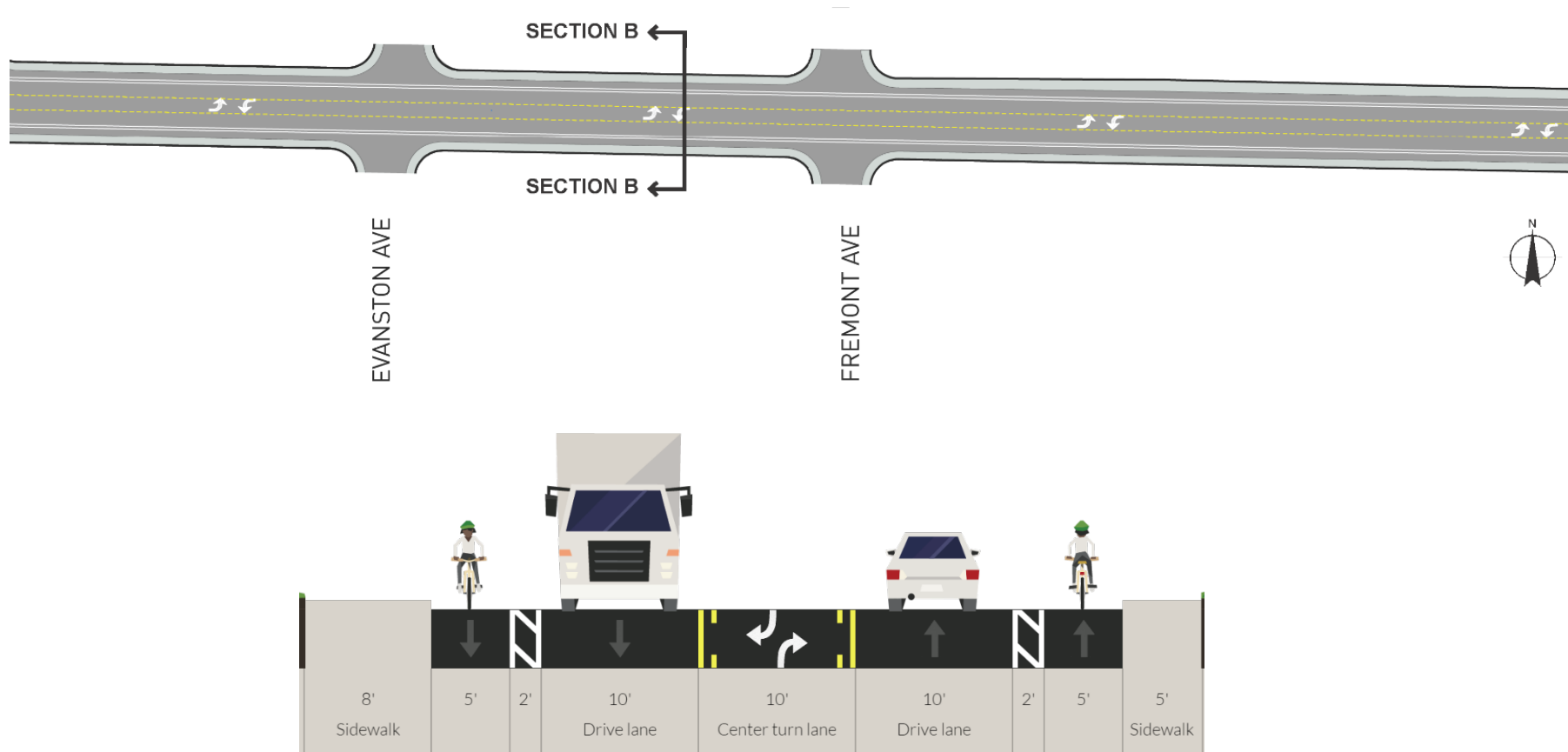
Preferred Concept Overview



Example concept: Near Aurora Avenue intersection



Example concept: mid-block Linden to Greenwood



Third open house presented the preferred concept and collected valuable community feedback



From I-5 to Lake City Way

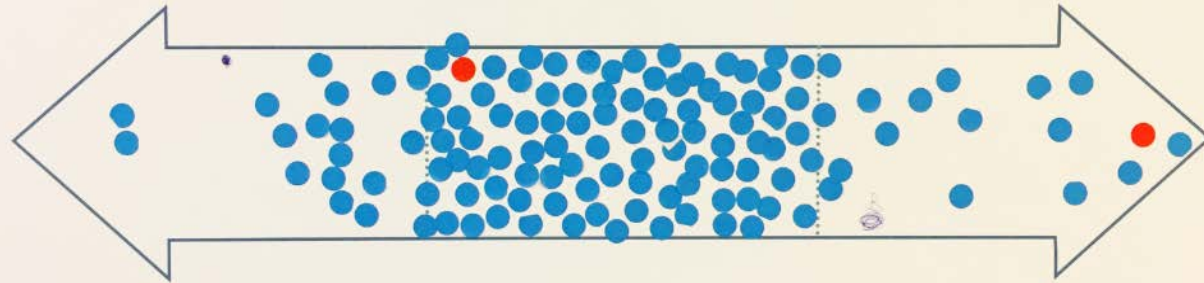


86%

TOO LITTLE
The preferred concept does not provide enough improvements for this segment.

JUST RIGHT
The preferred concept is the right amount of improvements for this segment.

TOO MUCH
The preferred concept provides too many improvements for this segment.



From Aurora Ave. N to I-5

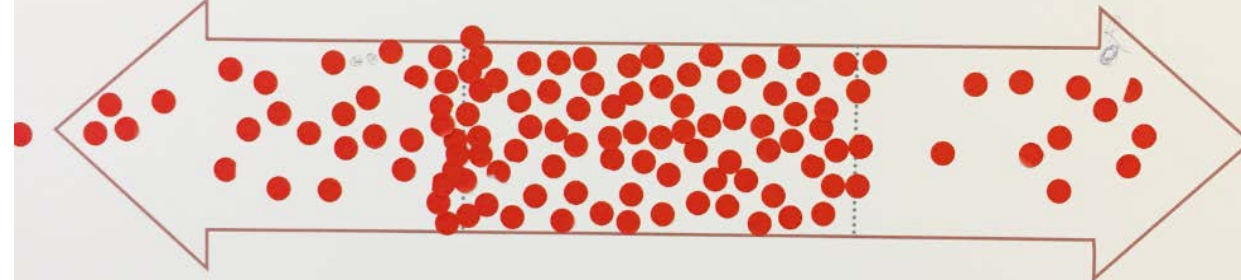


87%

TOO LITTLE
The preferred concept does not provide enough improvements for this segment.

JUST RIGHT
The preferred concept is the right amount of improvements for this segment.

TOO MUCH
The preferred concept provides too many improvements for this segment.



I-5 Interchange

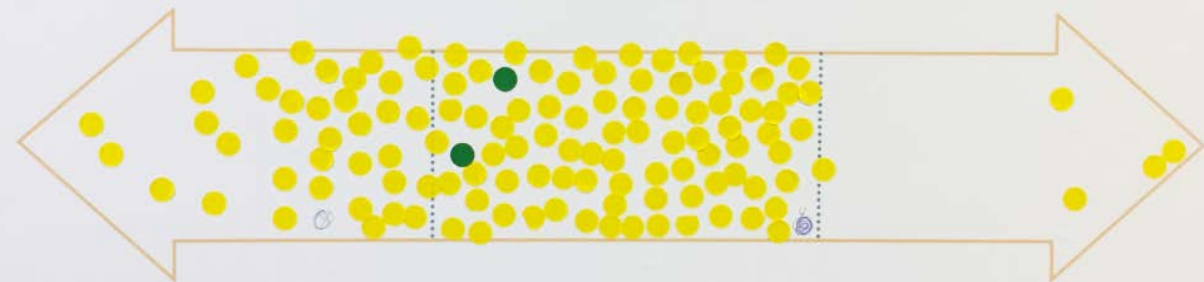


96%

TOO LITTLE
The preferred concept does not provide enough improvements for this segment.

JUST RIGHT
The preferred concept is the right amount of improvements for this segment.

TOO MUCH
The preferred concept provides too many improvements for this segment.



3rd Ave. NW to Aurora Ave. N

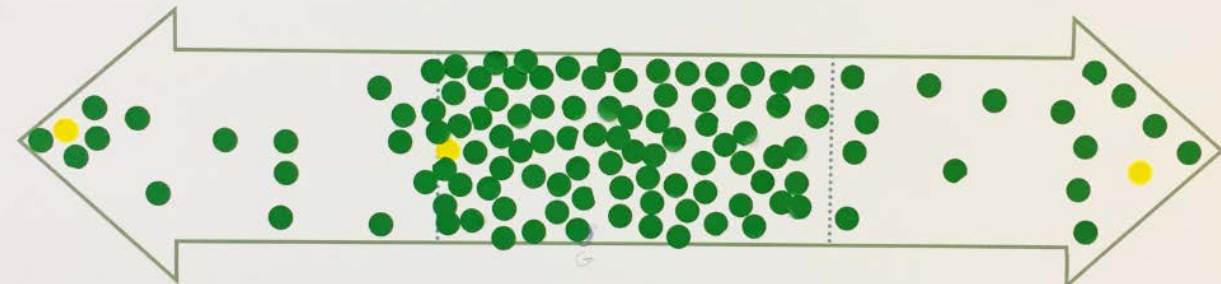


86%

TOO LITTLE
The preferred concept does not provide enough improvements for this segment.

JUST RIGHT
The preferred concept is the right amount of improvements for this segment.

TOO MUCH
The preferred concept provides too many improvements for this segment.



What do you think of the preferred concept along the entire corridor?

TOO LITTLE

The preferred concept does not do enough for:

JUST RIGHT

The preferred concept does the right amount for:

TOO MUCH

The preferred concept does too much for:



Pedestrian Walkability

85%



Bus Transportation

85%



Bike Facilities

79%



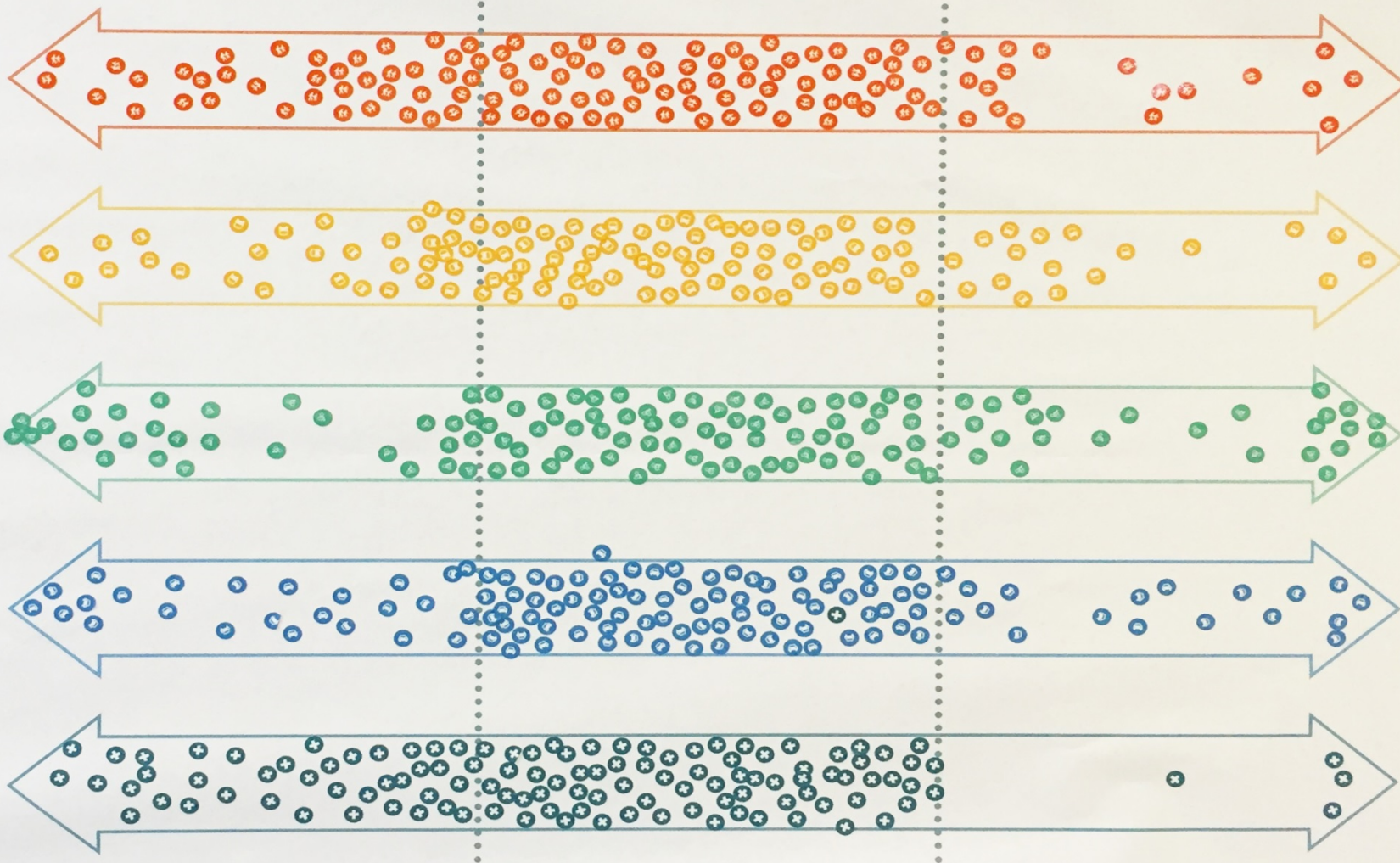
Flow of Traffic

85%

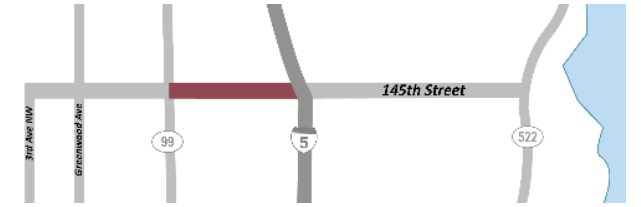


Transportation Safety

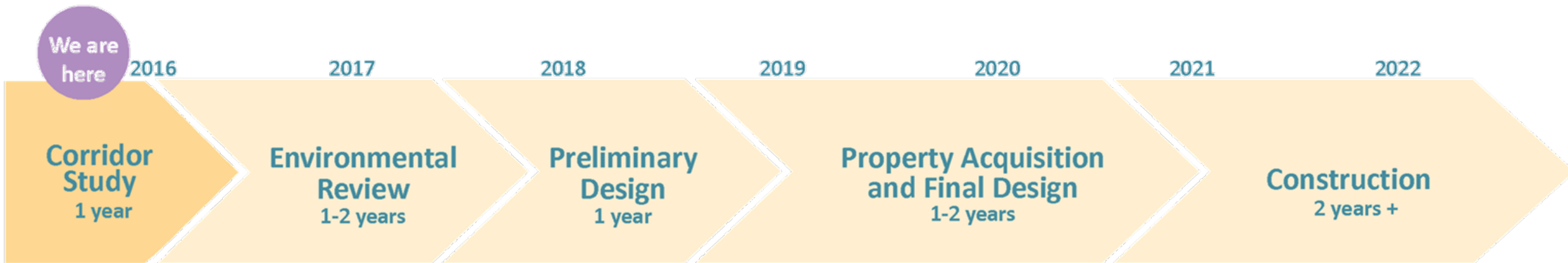
97%



Next Steps: Aurora to I-5



- Continue partnership-building with Seattle, WSDOT, King County, and other partner agencies
- Begin preliminary design and environmental review
- Pursue grant funding for right of way and construction with PSRC, TIB, and other sources



Next Steps

I-5 Interchange:

- Pursue grant funding for design and construction through PSRC and other sources

I-5 to SR522:

- Advocate for ST3 funding and continue to build relationships with our partners

3rd Ave NW to Aurora Avenue:

- Implement quick wins (restriping and signal timing)
- Coordinate with Seattle DOT on improvements

Next Steps

- Tonight: Discuss corridor study and preferred concept
- Before April 4: Address any questions or concerns
- April 4- Council meeting: Council adopts preferred concept



Questions?

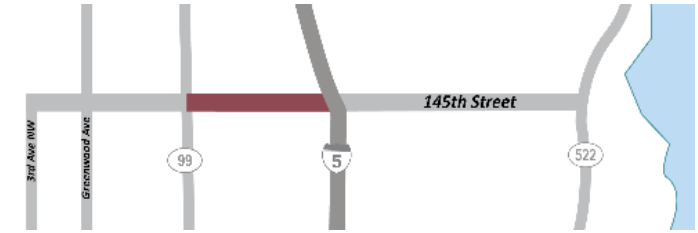


Comparison of potential impacts



I-5 to SR522				
	Study Concept 2	Study Concept 3	Study Concept 4	Preferred Concept
ROW Impacts (ft ²)	77,500	144,000	150,000	130,000
Total Acquisitions	17 (14%)	55 (47%)	70 (58%)	21 (17%)
Parcel Impacts	82 (68%)	120 (100%)	120 (100%)	100 (83%)
Total Number of Parcels	120	120	120	120

Comparison of potential impacts



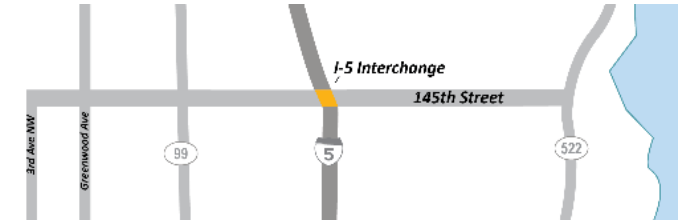
Aurora to I-5				
	Study Concept 2	Study Concept 3	Study Concept 4	Preferred Concept
ROW Impacts (ft ²)	48,000	71,000	52,000	15,000
Total Acquisitions	23 (24%)	40 (42%)	65 (68%)	22 (23%)
Parcel Impacts	63 (66%)	96 (100%)	96 (100%)	44 (46%)
Total Number of Parcels	96	96	96	96

Comparison of potential impacts

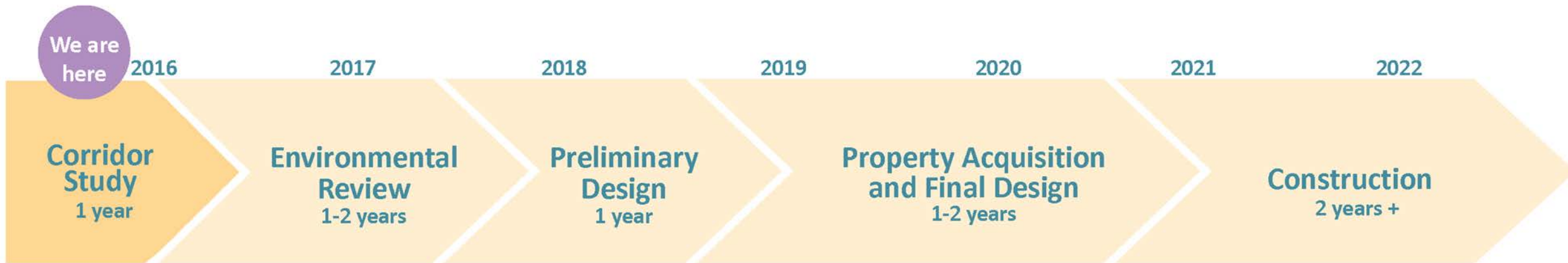


3rd Ave to Aurora				
	Study Concept 2	Study Concept 3	Study Concept 4	Preferred Concept
ROW Impacts (ft ²)	30,000	34,000	44,400	10,000
Total Acquisitions	3 (9%)	3 (9%)	15 (29%)	0 (0%)
Parcel Impacts	26 (71%)	26 (71%)	50 (98%)	11 (22%)
Total Number of Parcels	51	51	51	51

Next Steps: I-5 Interchange



- Continue relationships with partner agencies including WSDOT, Sound Transit, and Seattle
- Pursue grant funding through PSRC Regional funding and Countywide funding for environmental and design



Next Steps I-5 to Lake City Way



- Continue partnership building with Sound Transit, WSDOT, Seattle, KC Metro, and 522 Cities
- Design development at SR522/523 intersection
- Advocate for prioritizing project on ST3
- Advocate for voter support for ST3
- Pursue grant funding

Next Steps: Third to Aurora



- Continue partnership building with Seattle
- Implement quick wins – restriping and signal timing
- Look to add to SDOT safety corridor list
- Opportunities to support bikes/interurban

Relationship between Corridor Study & Subarea Plan

Question: Can 145th Street handle level of growth analyzed for Subarea?

Answer: Yes, but important to discuss 3 timeframes

- Corridor Study analyzed projected growth (at 1.5% growth rate) over next 20 years (through 2035) and confirmed that improvements envisioned in Preferred Concept could support zoning scenarios for Subarea Plan.
- Until improvements are made, City will rely on other means to ensure concurrency (developers must analyze traffic impacts and pay for improvements if their project would cause failure in Level of Service).
- Corridor Study didn't model conditions beyond 2035, but there is additional capacity in Preferred Concept. Also, behavioral change and technological advancements will change mode split in the future.

Traffic Analysis in Subarea Plan Draft EIS









Even with no additional improvements:

- 145th Street corridor would reach its capacity under current standards approximately around 2025-2027, depending on actual growth experienced. This is for both sections east and west of I-5.
- 5th Avenue corridor would reach its capacity under current standards approximately around 2030 (again depending on actual growth experienced).
- All other corridors (155th Street / 15th Avenue / Meridian Avenue) would not reach their capacity until after 2035.


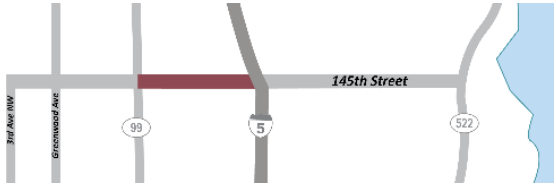
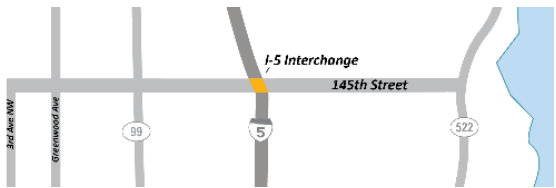

The Green Network








LEGEND

-  Mobility Study Area
-  Land Use Study Area
-  Shoreline City Limits
-  Trail
-  Tax Parcel
-  City Park
-  Potential Improved Pedestrian / Bicycle Crossing (to be analyzed in further detail in the 145th Street Corridor Study)
-  Green Network (see description above)

OH3 Public Input Result

145 th Street by Segment:				
	Segment: 3rd Ave. NW to Aurora Ave. N			
	Total	Too Little	Just Right	Too Much
	118	19	83	16
	Segment: Aurora Ave. N to I-5			
	Total	Too Little	Just Right	Too Much
	124	35	73	16
	Segment: I-5 Interchange			
	Total	Too Little	Just Right	Too Much
	128	37	86	5
	Segment: I-5 to Lake City Way			
	Total	Too Little	Just Right	Too Much
	129	19	92	18

OH3 Public Input Result

145 th Street by Modes:				
	Pedestrian Walkability			
	Total	Too Little	Just Right	Too Much
	123	39	66	18
	Bus Transportation			
	Total	Too Little	Just Right	Too Much
	120	31	71	18
	Bike Facilities			
	Total	Too Little	Just Right	Too Much
	123	31	66	26
	Flow of Traffic			
	Total	Too Little	Just Right	Too Much
	121	25	78	18
	Transportation Safety			
	Total	Too Little	Just Right	Too Much
	118	40	74	4

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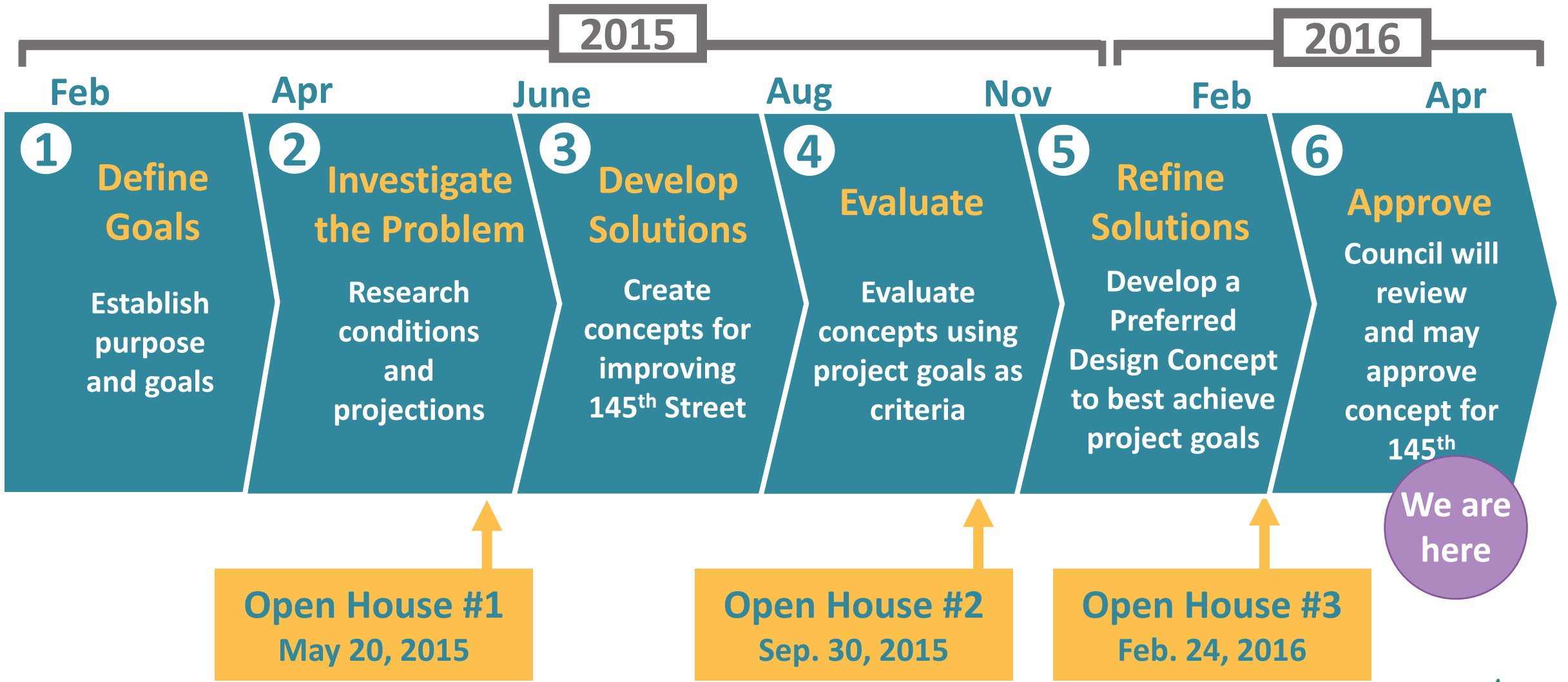


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What's the process?



Project goals



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