



145th Street Multimodal Corridor Study

City of Shoreline City Council Meeting

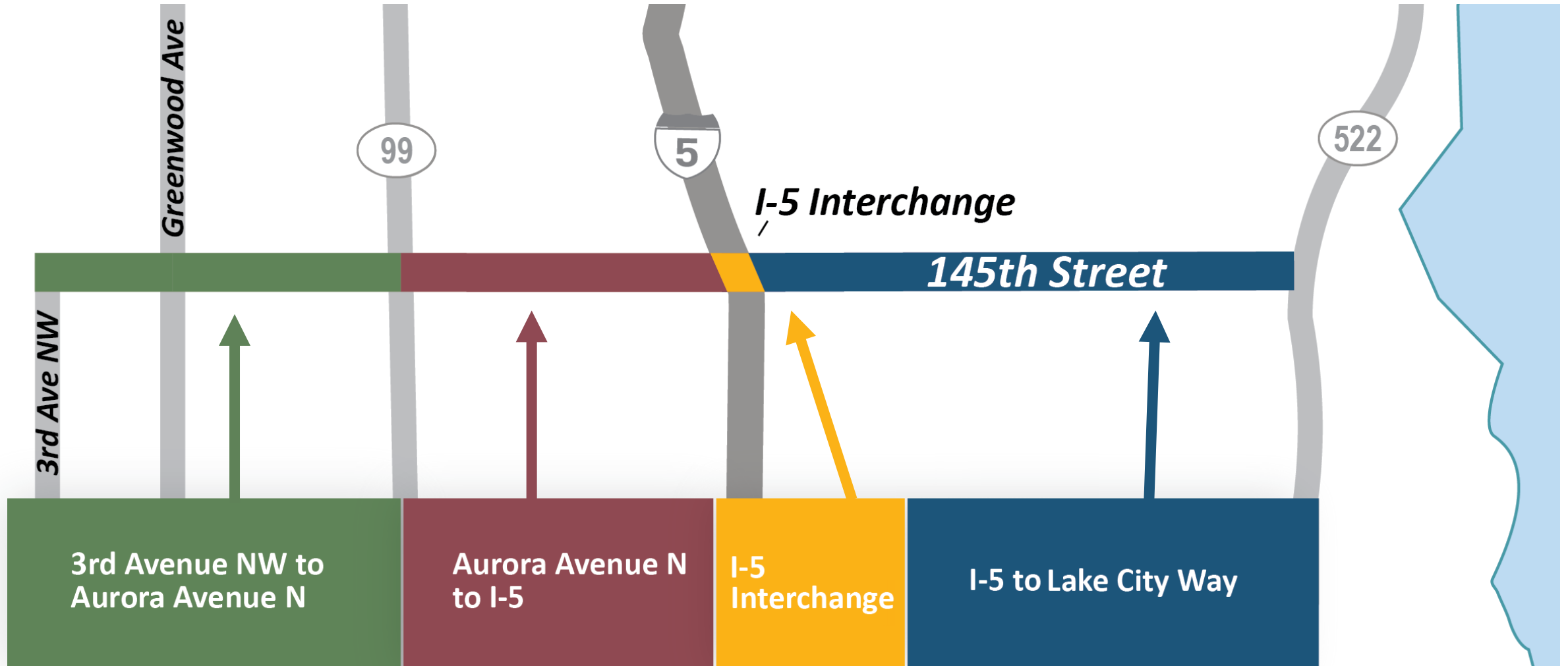
April 11, 2016



Agenda for tonight's presentation

- Recap of March 21 Council meeting on preferred concept
- Follow up on I-5 interchange
- Where we are in the project
- Staff recommendation

Corridor contexts



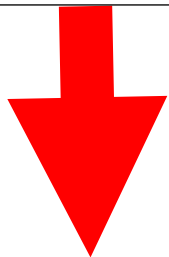
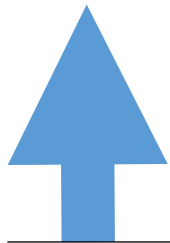
Third open house presented the preferred concept and collected valuable community feedback



Preferred Concept strategy: Maximize benefits and minimize impacts

STUDY CONCEPT 2

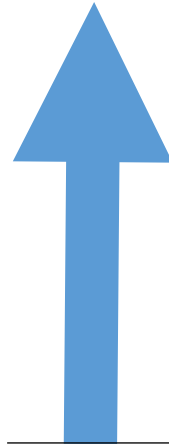
Benefits



Impacts

STUDY CONCEPT 4

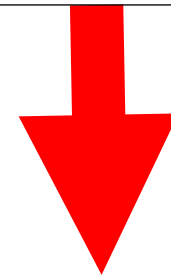
Benefits



Impacts

PREFERRED CONCEPT

Benefits



Impacts

From I-5 to Lake City Way

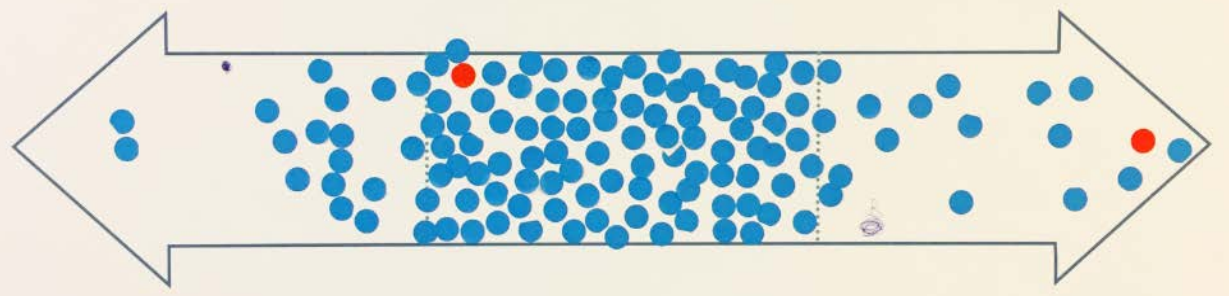


86%

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

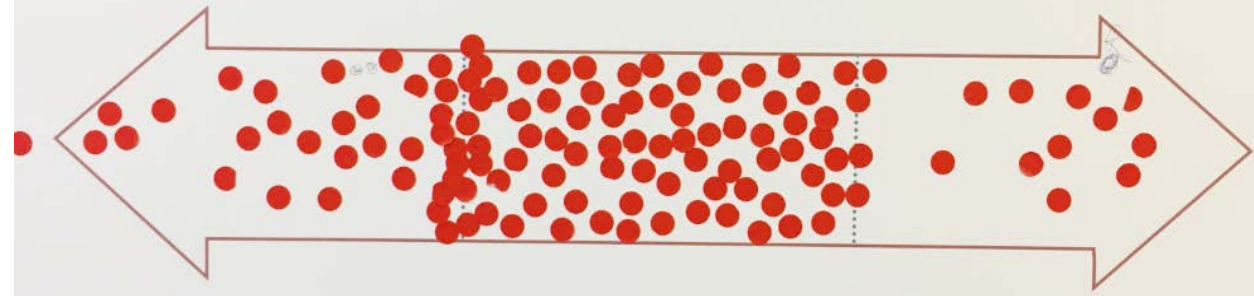


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I-5 Interchange

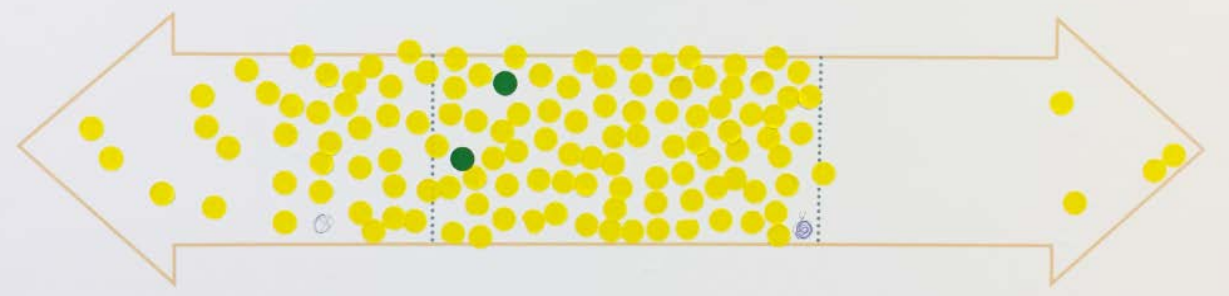


96%

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3rd Ave. NW to Aurora Ave. N

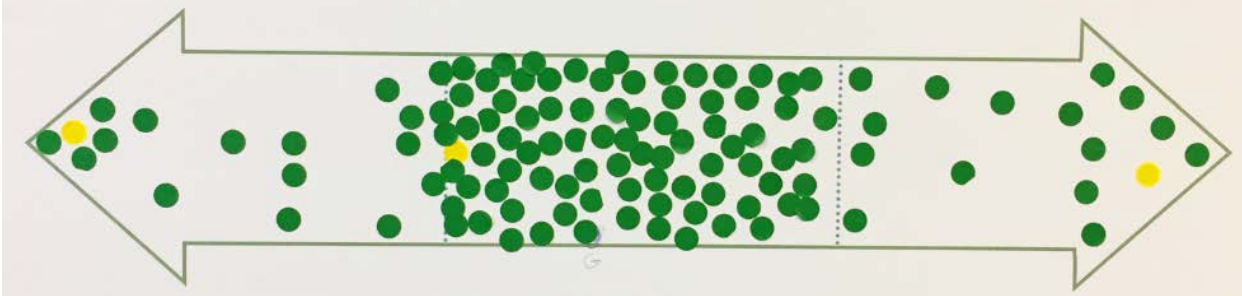


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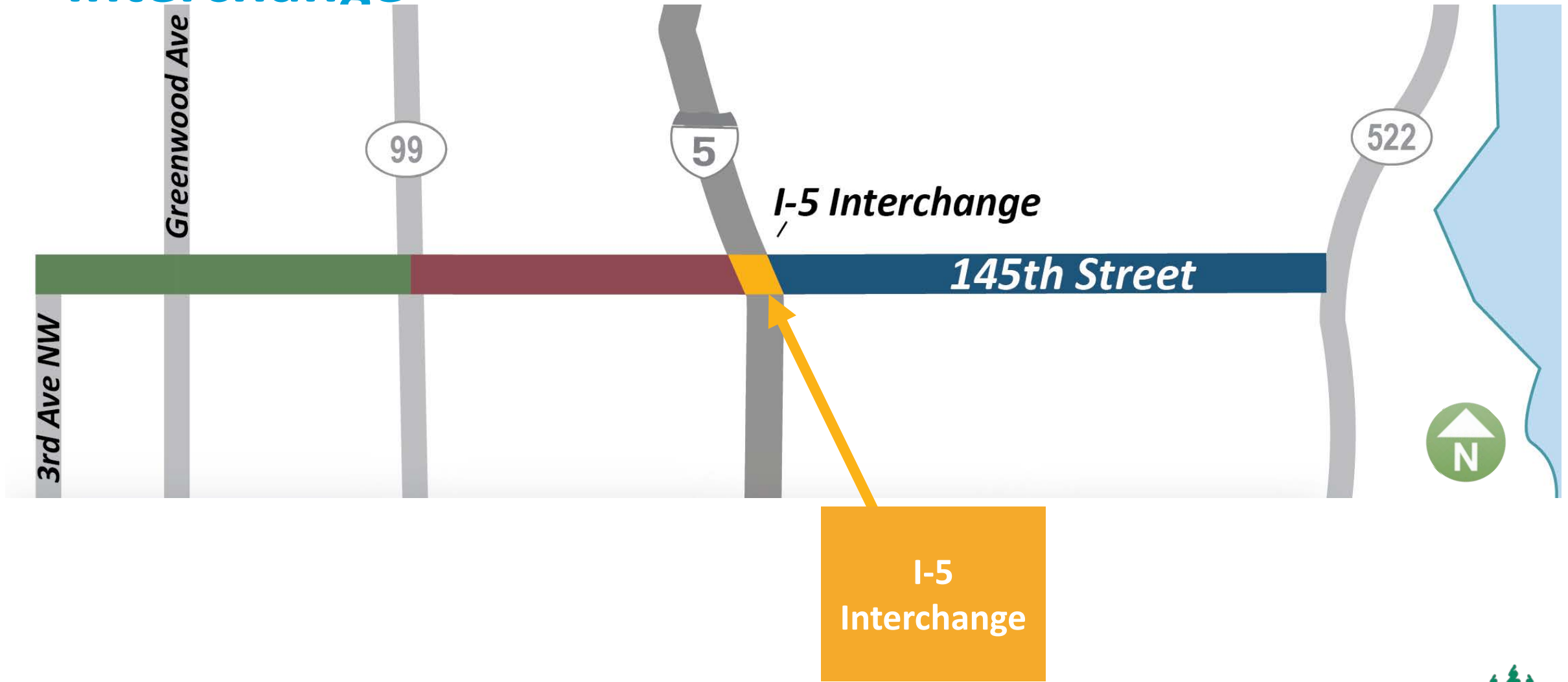
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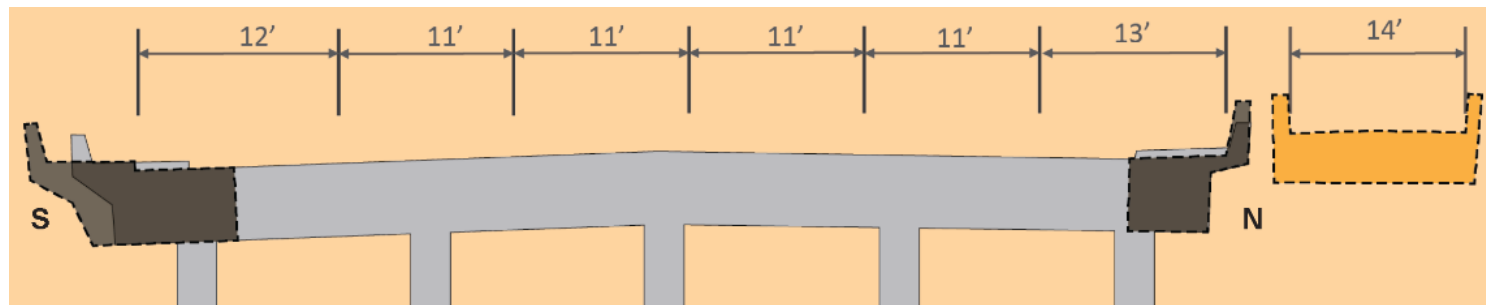
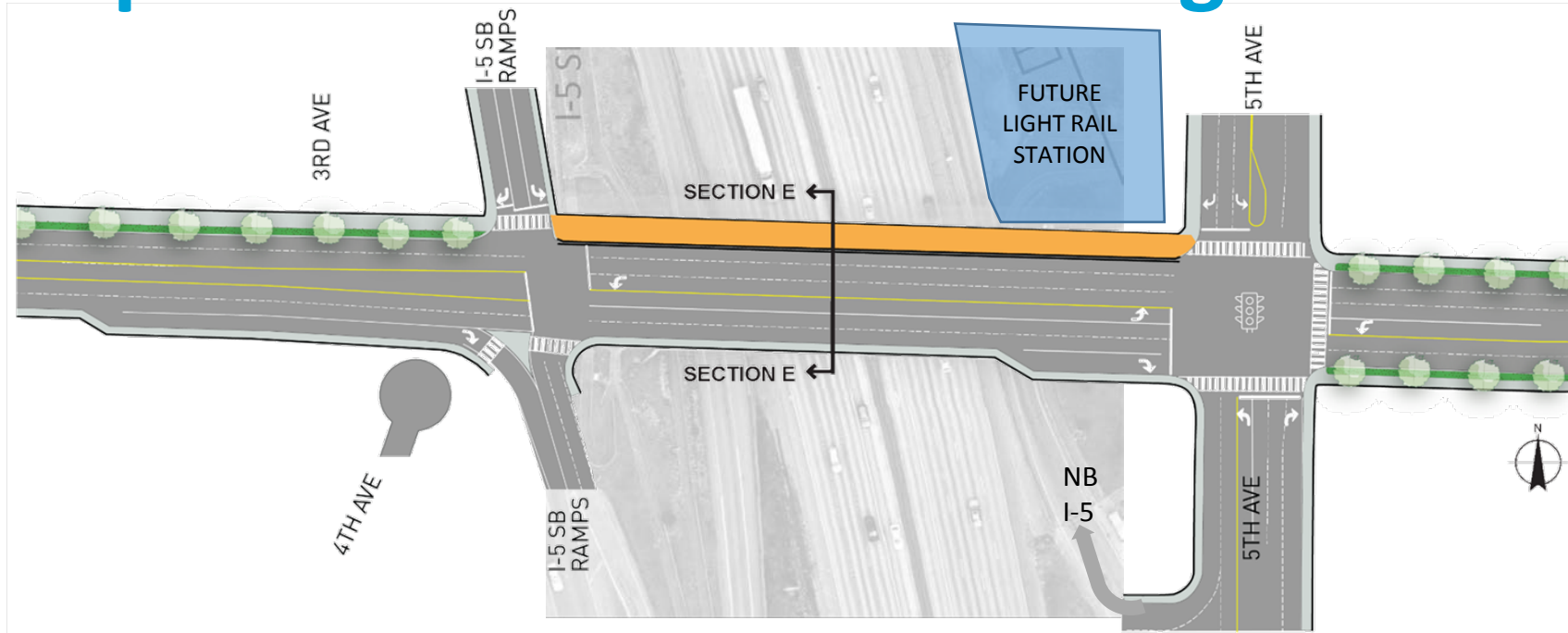


Preferred Concept Overview at I-5 Interchange



I-5
Interchange

Concept Overview: I-5 interchange



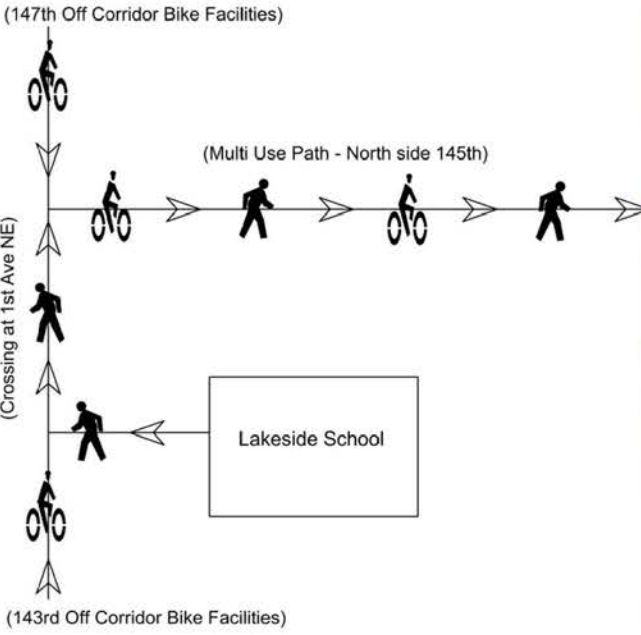
New
non-motorized
bridge

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

FIGURE 2.
N 145th Street Corridor Study / I-5 Interchange Concept

- Non-motorized connections
- Multi use path (includes bikes)
- Elevated non-motorized facility
- Pedestrian plaza areas
- Future potential non-motorized crossing
- Sound Transit Station design elements - subject to change

1. Added right turn lane - improves intersection operation.
2. Pedestrian plaza/ADA transition area for elevated crossing.
3. Added lane on I-5 southbound off ramp - improves intersection operation.
4. Elevated non-motorized crossing of I-5 southbound off ramp.
5. Additional lane across bridge for increased capacity and improved intersection operation.
6. Minor sidewalk improvements along the south side of the bridge.
7. Pedestrian undercrossing (as part of Sound Transit design).
8. Right turn and transit signal queue jump for potential future E-W bus service.
9. Added northbound onramp option for improved intersection operation at 5th/145th.
10. Added right turn lane for improved intersection operation and transit signal queue jump for potential future E-W bus service.
11. Future multi use path effort to be coordinated by SDOT/WSDOT.



This is a City of Shoreline produced graphic. Sound Transit light rail elements shown are a conceptual depiction based on August 2015 Architectural Station Area Plans which are subject to change during Lynnwood Link Light Rail final design process.

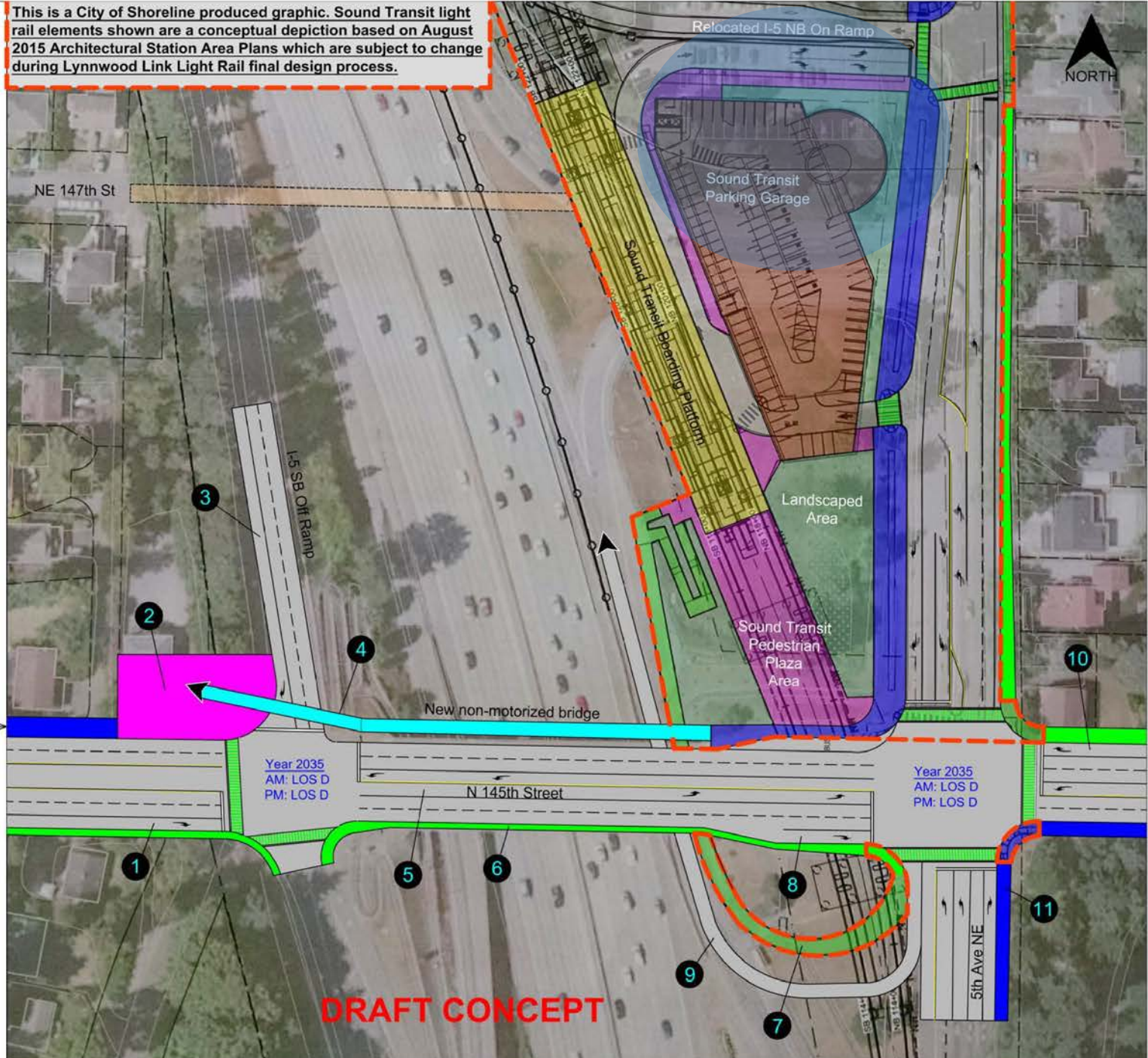
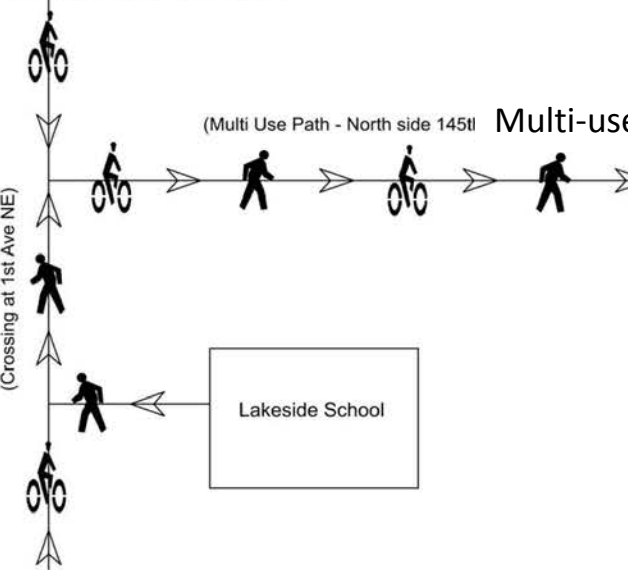


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(147th Off Corridor Bike Facilities)



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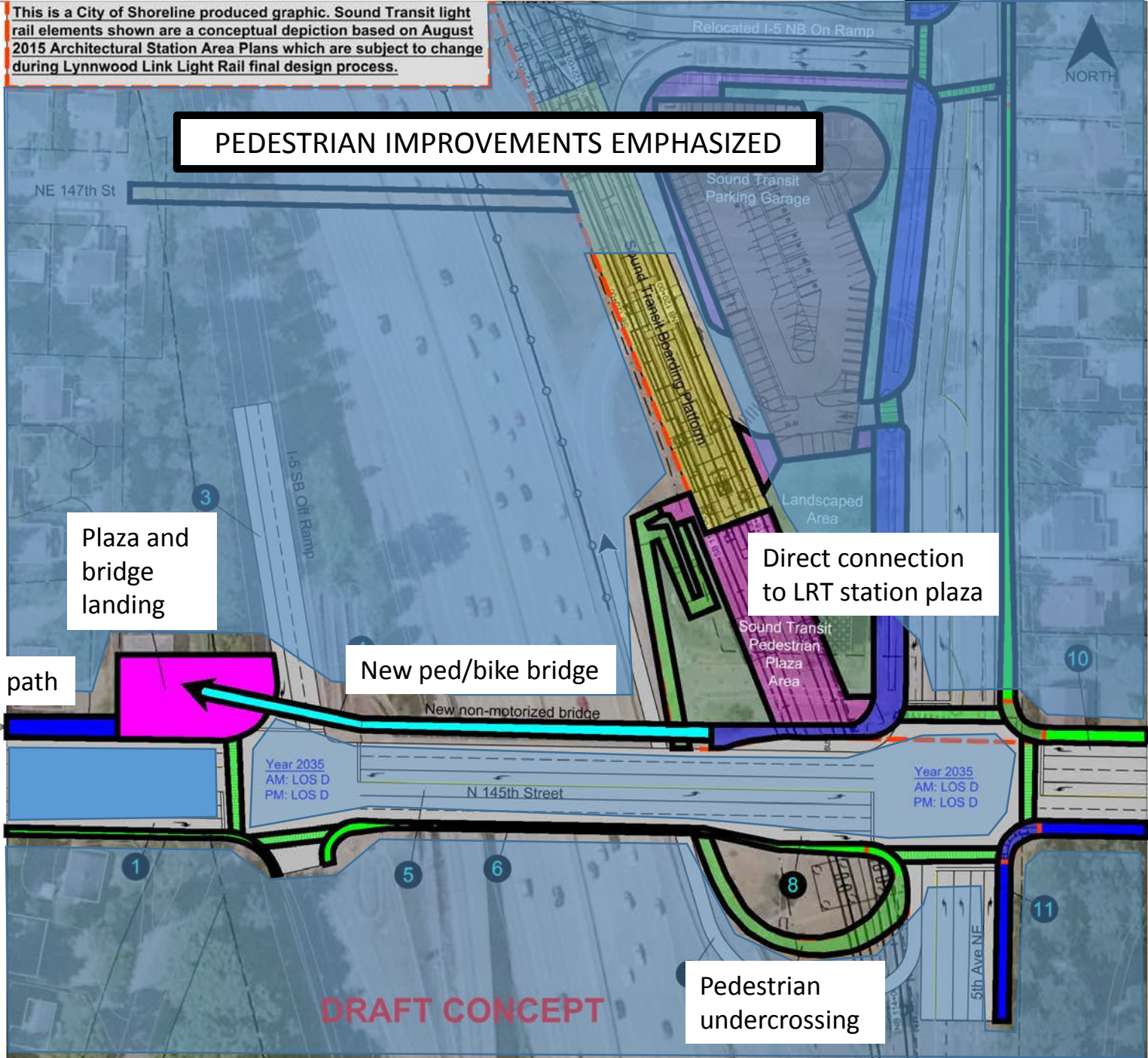
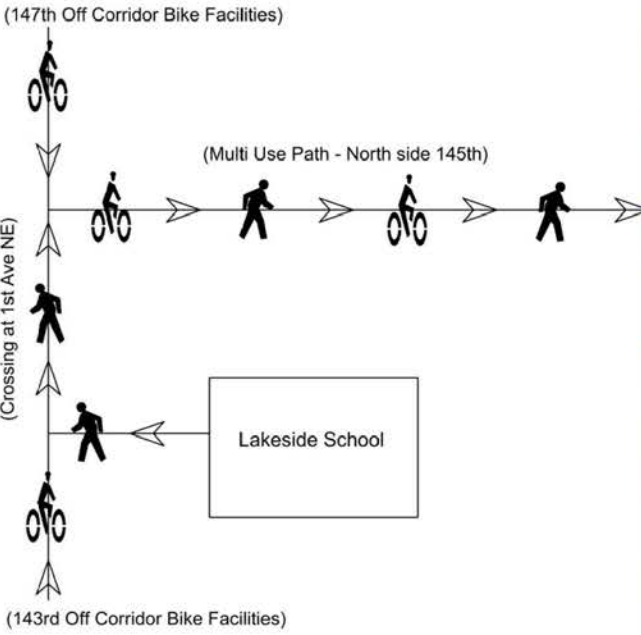


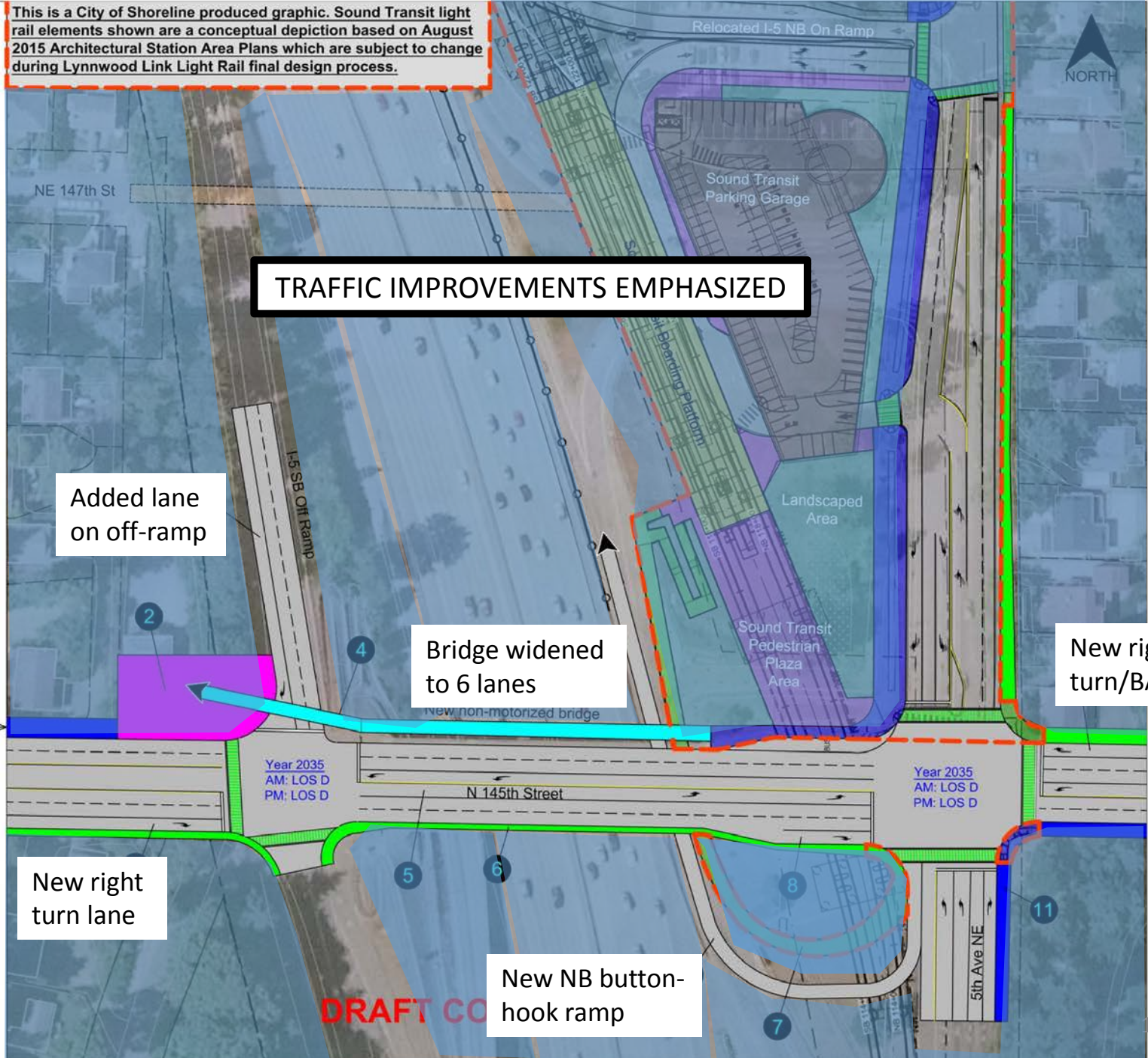
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Added lane on off-ramp

TRAFFIC IMPROVEMENTS EMPHASIZED

Bridge widened to 6 lanes

New right turn lane

New NB button-hook ramp

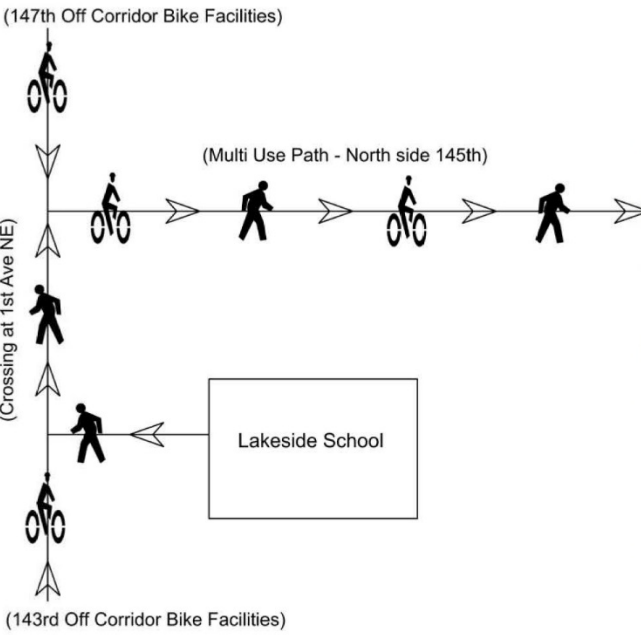
New right turn/BAT lane



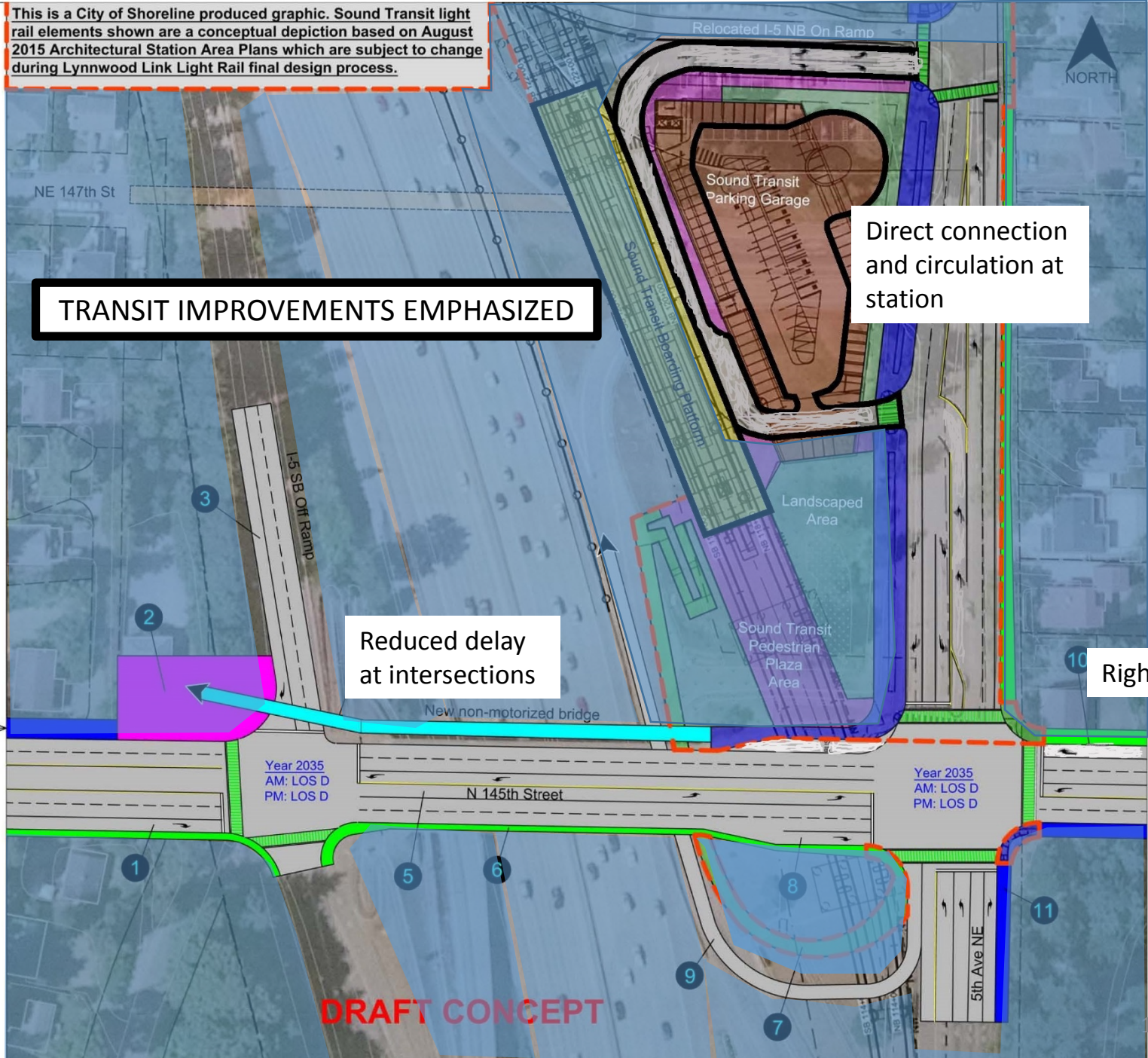
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TRANSIT IMPROVEMENTS EMPHASIZED

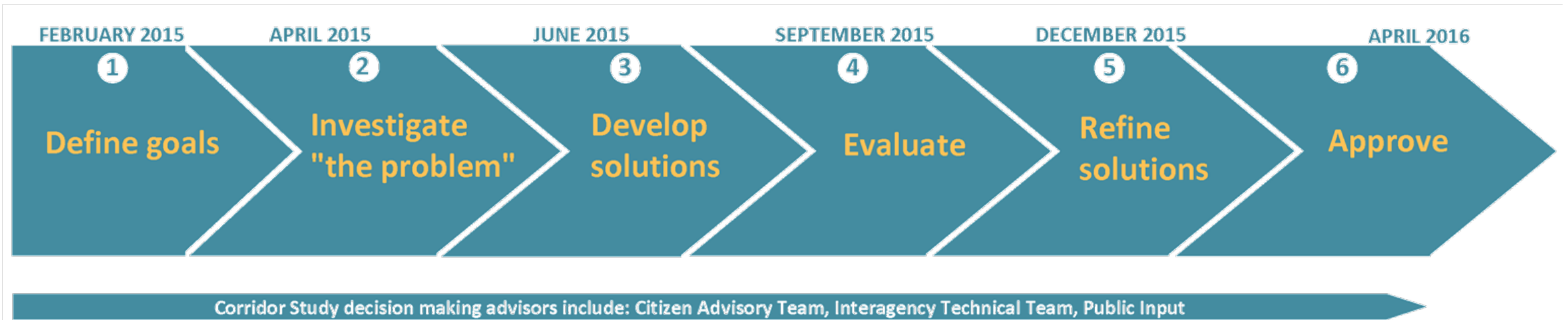
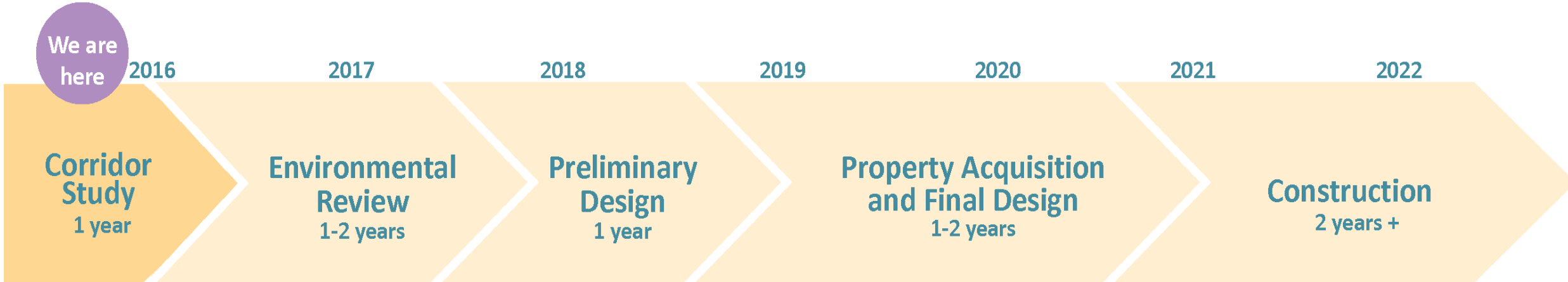
Direct connection and circulation at station

Reduced delay at intersections

Right turn/BAT lane

DRAFT CONCEPT

What's the process?



Summary

- Recap of March 21 Council meeting preferred concept
- Follow up on I-5 Interchange
- **Where we are in the project**
- **Staff recommendation**



Questions?

