

Archived: Friday, May 15, 2020 1:51:38 PM
From: [Debbie Tarry](#)
Sent: Friday, May 15, 2020 12:33:58 PM
To: [Will Hall](#); [John Norris](#)
Cc: [Pollie McCloskey](#); [Heidi Costello](#); [Nora Daley-Peng](#)
Subject: RE: SR522/145th ST project question
Sensitivity: Normal

Will –

See below for responses to your questions. We will put this in the green folder for Monday.

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From: Will Hall <whall@shorelinewa.gov>
Sent: Wednesday, May 13, 2020 12:04 PM
To: Debbie Tarry <dtarry@shorelinewa.gov>; John Norris <jnorris@shorelinewa.gov>
Cc: Pollie McCloskey <pmccloskey@shorelinewa.gov>
Subject: SR522/145th ST project question

The staff reports notes that the design does not include all of the elements of the city's preferred design, and that we could seek other funding to add those elements in the future. Two questions: the list of potential funding sources included Seattle, Shoreline, etc., but not the state. Would we also continue to seek state grants and funding for these elements?

Answer: Yes, the City would consider seeking any and all funding for the completion of the 145th Street Corridor vision east of Interstate-5 (I-5). The City could seek State funds while being cognizant that other segments of the 145th Street Corridor also require grant funds to complete. Currently, the City is prioritizing the design of the I-5 Interchange and segments west of I-5. We want to avoid competing with required timeframes of these already obligated projects. The City is looking at partnering with King County Metro (Metro) for funding as they are benefiting from improved transit services and increased ridership by making any capital investments in pedestrian and bicyclist access to and from Metro stops along the corridor.

And is staff working with ST to ensure that the ST project does not preclude or drive up the cost of any of those additional elements (for example, adding continuous sidewalks or extending queue jumps could be impacted by alignment and design of the ST project)?

Answer: The ST SR 522/145th BRT project will not in and of itself drive up costs, but property values will likely increase with BRT and future roadway expansion/improvements will likely be more expensive based on increased property values and construction costs.

City staff has been working closely with ST to improve pedestrian and bicyclist access to and from BRT stations as well as avoid precluding future roadway expansion/improvements. City staff spoke with Paul Cornish, ST BRT Director, about this and he confirmed that the current BRT design doesn't preclude adding additional elements. However, Mr. Cornish pointed out that the pair of 30th Ave NE Stride platforms utilize in-lane bus stops which may need to be relocated in the future if dedicated bus facilities (like BAT lanes or queue jumps) are required to ensure transit performance. Currently, the proposed pair of 30th Ave NE Stride platforms, shelters, sidewalks, etc. are designed to minimize roadway widening and adjacent property impacts.

Will Hall, Mayor
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