

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

<p>AGENDA TITLE: Discussion of Potential 145th Street Annexation DEPARTMENT: Public Works PRESENTED BY: Mark Relph, Public Works Director Kirk McKinley, Transportation Services Manager Alicia McIntire, Senior Transportation Planner</p> <p>ACTION: <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Discussion</p>

PROBLEM/ISSUE STATEMENT:

145th Street forms the southernmost border of Shoreline and is a complicated street to operate and improve. The City of Seattle owns the eastbound lanes, while the westbound lanes are in unincorporated King County. From SR 99 to SR 522, 145th Street is a state highway (SR 523), thus the Washington State Department of Transportation (WSDOT) is involved with corridor operations. Shoreline does not own any of the right-of-way but experiences significant traffic and safety issues associated with this street, including the lack of a sidewalk system that is ADA accessible. Furthermore, Shoreline cannot improve the sidewalks on the north side of this street without coordination with King County. With the potential location of a light rail station on I-5 at NE 145th Street and overall regional growth, traffic volumes are expected to increase on this roadway, and improvements will be needed.

Both the City of Seattle and King County are interested in relinquishing jurisdiction over the roadway. The City of Shoreline has an opportunity to annex the right-of-way and needs to evaluate the issues associated with ownership before pursuing annexation.

RESOURCE/FINANCIAL IMPACT:

There is no immediate financial impact to the City associated with acquisition of 145th Street, as the City is not required to purchase the roadway. However, if the City annexed 145th there would be on-going maintenance and public safety response costs, some of which may be negotiated with the City of Seattle as part of the annexation. Future capital projects would also be the responsibility of the City of Shoreline and would need to be funded as part of the City's capital budget, through grant acquisition and/or in partnership with other agencies (WSDOT, Sound Transit, City of Seattle, etc.).

RECOMMENDATION

This report is for discussion purposes only. No formal action is required at this time, although staff would like Council direction regarding how to proceed with potential future annexation. If Council directs staff to proceed with negotiations with Seattle and King County to transfer the roadway, staff will return with an annexation ordinance and

agreement document between agencies addressing issues such as operations and cost sharing.

Approved By: City Manager - *JU* City Attorney - *IS*

INTRODUCTION

This report provides a brief history and an analysis of the issues associated with acquisition of 145th Street by the City of Shoreline. It summarizes existing conditions for the corridor then identifies potential positions for Shoreline to consider in developing an agreement should the City decide to annex the entire roadway. Attachment A includes photos indicating current conditions typical of the corridor.

BACKGROUND

145th Street forms the southern border of the City of Shoreline. The portion adjacent to the City is approximately 3.2 miles long, running from 3rd Ave NW to Bothell Way (SR 522) NE. It is a state highway (SR 523) from Aurora Avenue N (SR 99) to Bothell Way NE. 145th Street crosses over Interstate 5 (I-5) just west of 5th Avenue NE and includes a four quadrant interchange with the freeway.

RCW 35A.14.410, adopted in 1989, states:

The boundaries of a code city arising from an annexation of territory shall not include a portion of the right-of-way of any public street, road, or highway except where the boundary runs from one edge of the right-of-way to the other edge of the right-of-way. However, the right-of-way line of any public street, road, or highway, or any segment thereof, may be used to define a part of a corporate boundary in an annexation proceeding.

Thus, cities must annex or incorporate all of a roadway right-of-way or none of the right-of-way; annexing only to a right-of-way centerline is not allowed under the current state law.

When the City of Shoreline incorporated in 1995, the northern boundary of the City of Seattle was the centerline of 145th Street. As a result, the City of Shoreline could not incorporate any of 145th Street and the northern half of the roadway remained an island of unincorporated King County. This has resulted in a complex arrangement of ownership and regulatory authority for the roadway including the City of Seattle, King County and the Washington State Department of Transportation.

Shoreline City residents must contend with the traffic issues and lack of sidewalks, and yet the City is in a difficult position to respond when it comes to this roadway since the City has no authority to make improvements. . As traffic volumes on this street increase due to highway tolling on the Lake Washington bridges, regional growth and the future construction of a light rail station at 145th Street and I-5, upgrades will be needed to accommodate these volumes, as well as improve safety for bicycles and pedestrians and speed and reliability for transit. At this time, improvements can only be made by Washington State Department of Transportation (WSDOT), King County or the City of Seattle, all of which have stated that 145th is not a priority.

Before beginning any investigation into the issues associated with annexing 145th Street, staff engaged in preliminary discussions with staff from King County and Seattle

to gauge the interest of these jurisdictions in relinquishing control of their respective portions of the roadway. Both jurisdictions are interested in allowing the City of Shoreline to annex the full 145th Street right-of-way. The County is, in fact, highly motivated to transfer ownership. Upon confirmation that Seattle and King County are interested in allowing Shoreline to annex the roadway, staff began initial research to help Council understand what is entailed with assuming ownership and responsibility of 145th Street.

DISCUSSION

INFRASTRUCTURE and SERVICES

Travel Lanes and Sidewalks

The roadway is four lanes wide along most of its length, being wider at some signalized intersections to accommodate turn pockets. Sidewalks are present along much of the roadway, including 23,100 lineal feet of asphalt sidewalks and 4,300 lineal feet of concrete sidewalks. However, these sidewalks are often narrow, curbside, poorly designed and unmaintained. Curb/wheelchair ramps do not meet ADA requirements, if they are present at all. A primary example of poor design is the presence of utility poles within the sidewalks along much of their length. As a result, these segments are not accessible to wheelchairs.

Pavement

WSDOT is responsible for major surface repair including overlays and the installation of curb ramps along 145th from Aurora Ave N to Bothell Way NE. A complete overlay of the roadway is scheduled to be performed every 10 to 15 years and the last one was performed in 2001. When major overlays are performed, they must be accompanied by upgrades and repairs to sidewalks to meet ADA standards. The latest WSDOT projection for resurfacing is 2017. However, according to WSDOT staff, this work is likely to be delayed. The road sections west of I-5 are in relatively good shape, with a pavement rating of 73. The road sections on the east side of I-5 have pavement ratings ranging between 45 and 65, which may require road maintenance sooner than later. Pavement ratings range from 0 to 100, with higher numbers indicating better condition of the pavement. A pavement rating around 60 is an indicator to WSDOT that an overlay is required. Beyond that, the City would be responsible for maintenance such as crack filling, patching and possibly bituminous surface treatment (BST). There are no known subgrade problems and a portion of the corridor (east of I-5) has a concrete base. However, much of the road surface is cracked ("alligatored").

Signals

145th has twelve (12) signalized intersections, all of which are on span wires (as opposed to mast arms). All of these traffic signals operate on the Eagle system and are maintained by the City of Seattle, with the exception of the signal on the west side of I-5, which is operated by WSDOT. The signal at Bothell Way NE is not located in the area that the City of Shoreline would own. Annual maintenance costs for a single traffic signal are approximately \$2,000, so the cost for the twelve signals would be approximately \$24,000 per year. Replacement costs would be in excess of these estimates.

Retaining Walls and Fences

Retaining walls, structures, rockeries and fences (including remnants of old concrete guard rail posts) are present sporadically along the length of the corridor on both sides of the street. They are located both on private property and within the right-of-way. Roadway improvements that maximize the existing right-of-way or require widening are likely to impact many of these structures.

Street Lighting

There are approximately 150 street lights (luminaires) along the corridor, generally with lights on one side at a time (depending on section). The light fixtures have differing wattages. Based on staff's review it appears that Seattle pays for the lighting on the south side, King County on the north, and WSDOT at the I-5 interchange. The average electricity cost per year per light is approximately \$200, \$30,000 annually for 150 lights.

Utilities

- Water – Seattle Public Utilities (SPU) has a 24 inch water main within the 145th Street ROW. This water line serves both Shoreline and Seattle residents. Additionally, SPU's main sixty-inch trunk link intersects with 145th Street at 8th Ave NE. The mains are made of cast iron or steel and are approximately 50 to 80 years old. SPU has a pump station located at NE 145th Street and 5th Avenue NE.
- Wastewater – SPU and Ronald Wastewater District mains are mostly concrete. They are about 50 years old, which is near the end of their lifecycle. Ronald Wastewater maintains mains in 145th Street on the far west and east side of the City, whereas the City of Seattle operates a main for the majority of the 145th Street corridor.
- Power – Seattle City Light provides power along the 145th Street corridor. All of these facilities are above ground. Almost all of the power lines are distribution lines. Two high voltage transmission corridors cross 145th Street - one at Linden Avenue N (at the Interurban Trail) and one at 8th Ave NE. There are approximately 150 street lights along the corridor, the majority of which are on the north side of the street. Many poles are located within the existing sidewalk. In most cases, lights are present on only one side of the street for long segments.
- Stormwater – Most of the catch basins in 145th Street drain to the south and east toward Lake Washington. There are approximately 32,000 lineal feet of storm pipe with about 160 catch basins on both sides of the corridor. Annual maintenance costs would be approximately \$4,266.00 for catch basin cleaning/vactoring and \$17,500 for cleaning/jetting.

Policing

Currently there is little to no traffic enforcement on 145th Street, primarily due to design and jurisdictional conflicts. Washington State Patrol is the primary service provider on 145th Street for traffic accident responses (150 per year). Shoreline and Seattle police provide some response services as well. If Shoreline incorporates the roadway, it would assume responsibility (and costs) for traffic accident responses which would need to be

factored into the budget/contract with King County Sherriff's office. If a high level of major accident reconstruction (MARR) occurred, then the MARR budget may have to be increased. It is likely that the City's Customer Response Team (CRT) may also be impacted with a need to assist with traffic control for accident responses.

Other

Given that 145th serves as a major arterial, if the City were to incorporate the road, then City staff would also become responsible for snow plowing, street sweeping, striping and other services that the City provides to its roadways.

VOLUMES AND ACCIDENTS

145th Street is one of the busiest roadways in the area. The following table shows average daily trip (ADT) volume for five roadway segments.

	ROADWAY SEGMENT				
	3 rd Ave NW – Greenwood Ave N	Greenwood Ave N – Aurora Ave N	Aurora Ave N – I-5	I-5 – 15 th Ave NE	15 th Ave NE – Bothell Way NE
2010 ADT	10,213	13,723	25,239 (WSDOT 22,000-30,000)	31,793 (WSDOT 28,000-30,000)	24,596 (WSDOT 21,000-26,000)

Accidents of all types (vehicles, pedestrians, bicyclists) are counted and monitored by WSDOT. Approximately 150 accidents occur annually on this corridor, which staff estimates would cost \$15,000-\$30,000 annually to investigate. This cost does not include MARR. Shoreline currently has a contract with King County and the 2012 City budget totals \$45,000 for MARR related investigations. The 2012 City budget for MARR was increased due to the number of accident investigations that had occurred annually during the last few years. It is likely that the City would need to increase this budget to accommodate required accident investigations If work on 145th. Increases in traffic volumes would result in the need for additional traffic enforcement.

TRANSIT USAGE

145th Street is not a very highly used transit corridor. Metro is the only transit provider on this street. Two peak-only routes serve portions of the street, primarily to access I-5. Three all-day routes terminate around 145th Street and serve very short segments of the roadway. Multiple all-day and peak-only routes cross 145th Street or terminate at the North Jackson Park park and ride lot. Due to its currently congested nature, Metro prefers not to provide service on 145th Street.

It is anticipated that with the location of a light rail station at I-5 and 145th Street, transit service on 145th Street will be expanded, with buses providing all-day feeder service to the station from the east and west sides of Shoreline and the Transportation Master Plan (TMP) envisions all-day feeder service that connects the transit corridors on Aurora Ave N, I-5 and Bothell Way NE.

In addition to the changes in transit service, the presence of a light rail station at 145th is also likely to change traffic patterns, land uses and aesthetics in the immediate surroundings. Motorists, bicyclists and pedestrian volumes will all increase and the transportation facilities will need to accommodate these volumes. Higher density residential uses and possibly some commercial/office uses will change the physical makeup and appearance of the neighborhood.

CRITICAL AREAS AND CONTAMINATION

The roadway and surrounding properties are generally flat, with a few areas of steep slopes concentrated around the I-5 interchange and Jackson Park Golf Course. Stream corridors cross 145th at I-5 (Thornton Creek), 9th Avenue NE and 20th Avenue NE. A five acre wetland system lies just to the north of 145th, between 10th and 11th Ave NE. Little Creek flows into the Jackson Park Golf Course just to the east of 10th Ave NE. No other wetlands are mapped around the corridor.

Due to its function as an auto-oriented corridor, there is likely to be contamination either within or immediately adjacent to the roadway. Contamination often comes from gas stations, automobile repair businesses or other businesses that utilize petroleum based products. Several sites in this area are identified for cleanup on the Washington State Department of Ecology website including:

- Arco station (14424 Greenwood Avenue N)
- Ruben's Dry Cleaner (14305 Greenwood Avenue N)
- Qwest Emerson (1249 NE 145th Street)
- Park Ridge Care Facility (1250 NE 145th Street)
- Sparks Tuneup (Former Texaco Station 14501 15th Avenue NE)
- Earl's Garage (14515 15th Avenue NE)
- Chevron Station (1554 NE 145th Street)
- Former Mobile Station (3217 NE 145th Street)
- The right-of-way at 15th Avenue NE and NE 145th Street

In general, it is the responsibility of private property owners to clean up contaminated soils. However, it is possible that contamination from private property has leached into the right-of-way. Clean up of contaminated soils would generally only be required at the time the City undertakes a capital project and disturbs the contaminated area. The originator of the contamination can also be pursued for clean up.

FUTURE VISION

The corridor is currently in need of significant capital improvements, such as sidewalk upgrades. The need for additional improvements is likely to expand with increased traffic, bicycle and pedestrian volumes, diversion resulting from tolling of the Lake Washington bridges and the operation of light rail. In order to fully understand these demands and the necessary improvements to address them, a corridor study is needed that includes participation by WSDOT, City of Seattle, Sound Transit and Metro Transit. It is anticipated that future improvements would include the following:

- Improved sidewalks with amenity zones. Utility poles would be relocated with roadway widening per our franchise with SCL.
- Investments that improve transit speed and reliability. These may include transit signal priority, queue jump lanes or Business Access and Transit (BAT) lanes.
- Additional traffic capacity, such as a center left-turn lane. This lane could also be used to reroute traffic when there are traffic collisions.
- Improved space and locations for police to perform traffic enforcement actions.

The corridor study, will include pre-design and environmental work, which includes public outreach, the development of a conceptual idea for the corridor and the preparation of analysis documents, such as those required by State Environmental Policy Act (SEPA) and National Environmental Policy Act (NEPA), and a funding strategy. The next step would be design and engineering along with right-of-way acquisition. Finally, the City would proceed to construction. Improvements may be constructed in phases, similar to how the Aurora Corridor project was implemented.

Attachment B identifies potential corridor study elements.

ANNEXATION PROCESS

The process required to annex 145th Street would be a simultaneous or near simultaneous de-annexation on the part of Seattle and an annexation by Shoreline. Both cities would adopt separate ordinances detailing the new corporate boundaries, which would then be approved by King County. The agencies would also need to enter into an agreement setting forth responsibilities and commitments for each agency (see below). Shoreline, Seattle and King County attorneys have talked conceptually about what would be required in ordinances for the exchange of jurisdictional boundaries, should the City decide to move forward with the annexation.

AGREEMENT COMPONENTS

By annexing a new street, the City of Shoreline would assume new costs related to operations and maintenance of the roadway, as well as future capital improvements. Basic operations and maintenance requirements would include plowing, sweeping, striping, signal maintenance and catch basin maintenance. These would cost approximately \$4,826 per lane mile annually, approximately \$60,000 per year for the entire corridor. This includes labor and materials. Police costs would be approximately \$20,000 and street lights approximately \$30,000 per year. Furthermore, capital projects along this roadway would be expensive. The estimated cost to install sidewalks on the north side only is over \$17 million. This cost assumes that the curbs remain in their present location (the roadway is not widened) and does not include utility undergrounding costs. Similar to Aurora, large capital projects on this street are likely to be highly qualified for grants associated with improvements, especially with the siting of the light rail station at I-5.

To help offset the initial operating costs, the City of Shoreline's annexation of 145th Street from Seattle would be accompanied by an agreement that addresses several issues. Many of these issues may have timelines or endpoints associated with them.

Following are staff's preliminary thoughts on the components of an agreement with Seattle.

1. Land use permitting – Land use for the properties located on the south side of the street would be regulated by the City of Seattle. Seattle would be asked to coordinate with Shoreline regarding driveway locations and sidewalk design. Sidewalks would be constructed using Shoreline's standards of a five foot amenity zone and a five- or eight-foot wide sidewalk, depending upon the adjacent land use. Seattle property owners would be required to obtain a right-of-way permit from Shoreline for any work in the right-of-way. As properties redevelop along the south side of the road, Seattle would be obligated to extract dedications from property owners and/or ensure structures are properly sited so that they are not in a future acquisition or project area. As right-of-way acquisition occurs, the City's municipal boundary would be adjusted to reflect the acquisitions.
2. Utilities – For those utilities owned by Seattle, they would agree to participate in the necessary upgrades/undergrounding associated with major capital projects and would pay the costs for those improvements. For example, SCL would be responsible for undergrounding or relocating overhead power lines and would pass those costs on to all system rate payers. Until and if the City purchases the SPU system in Shoreline in 2020, SPU would upgrade any water lines, in accordance with our franchise agreement, that are undersized or do not have adequate water pressure at the time the City constructs improvements, rather than requiring future development to perform these upgrades. These requirements could be incorporated as part of Shoreline's franchise agreements with the individual utilities.
3. Stormwater facilities – Like the City of Shoreline, the City of Seattle collects a surface water maintenance fee. Seattle could transfer the equivalent amount of these maintenance fees to Shoreline or continue to maintain the catch basins on the south side of the roadway until such time as improvements are completed. Seattle would also be responsible for ensuring that necessary private property easements are in place.
4. Traffic signals – Seattle would continue to maintain the signals for ten years or until a major capital project is completed, at no charge to Shoreline. An ordinance by the City of Seattle would be required to allow their crews to work outside of their city limits. This discussion is currently underway for maintenance of some of Shoreline's signals and those on 145th Street would be incorporated into the final agreement.

Corridor study/grant applications/future projects – One of the primary impetuses for pursuing this annexation is the opportunity for the City of Shoreline to pursue grant funding and design and manage improvements to the street. Seattle would agree to participate in a corridor study identifying the needed improvements for the corridors and impacts to surrounding properties (This study would also include the participation of WSDOT, Sound Transit and Metro Transit). WSDOT currently has a limited scope corridor study underway to evaluate ADA compliance and operational improvements at the I-5 interchange, Aurora Avenue N and Bothell Way NE. The deliverables for this study include a prioritized list of intersection and ADA improvements, a proposed scope for each project and a preliminary cost estimate for each project. Should the City need

to purchase property on the south side of the right-of-way in order to accommodate a planned roadway cross-section, RCW 8.12.030 may allow condemnation of property outside of the City depending on how it is redeveloped (condemnation for drives and boulevards outside the city limits allowed). The City would not have to get Seattle’s consent. Seattle and King County will remain liable for any unsafe conditions in the roadway until Shoreline “has been afforded a reasonable opportunity to discover and remedy any unsafe conditions.” *Olson v. Bellevue*, 93 Wn.App. 154, 163, 968 P.2d 894 (1998). Washington courts have not specified how much time is reasonable to discover and remedy unsafe conditions. In *Olson*, the court determined two years afforded the City of Bellevue a reasonable opportunity to discover and remedy unsafe conditions in the roadway. Consequently, Shoreline would not be immediately liable for any unsafe conditions on 145th, but liability for unsafe conditions would likely start within two years of annexation.

The following matrix outlines several of these issues and their associated costs and a potential strategy for cost sharing.

ISSUE	ANNUAL COSTS	STRATEGY
Police	\$18,000-21,000, + MARR work	Shoreline would provide primary services
Street Operations and Maintenance	\$60,000	Seattle to contribute maintenance assistance/funding for a designated time period
Traffic Signals	\$24,000	Seattle to maintain for 10 years or until roadway redeveloped
Street Lighting	\$30,000	This cost can be reduced if we have Seattle maintain signal systems for 10 years
Right-of-way permits	\$0	Shoreline would process ROW permits. This would be cost neutral, as permit fees are meant to cover costs associated with processing and inspections.
Major Roadway Maintenance (Overlay)	\$0	WSDOT currently performs overlays; this would not change with Shoreline ownership

CONCLUSION

Acquisition of 145th Street is a complicated issue and merits evaluation by the City Manager and Shoreline City Council before staff pursues the matter further with Seattle. One option for the City is to pursue acquisition of a portion of the corridor (i.e. west or east side of I-5 only) as one way to minimize costs. However, this seems to complicate the matter further and does not resolve the concerns about ensuring future improvements on the corridor are studied and implemented comprehensively.

In summary, the pros and cons are summarized below.

Pros

- The only way improvements to 145th Street will be undertaken is if the City of Shoreline instigates, designs and constructs them. Improvements to this corridor are not a current priority to any of the jurisdictions with authority over the roadway and are not likely to become a priority any time in the foreseeable future. Sound Transit is likely to construct some limited improvements near I-5 in conjunction with development of the light rail station. However, the only way to achieve effective, multi-modal improvements that address the needs of all users is to implement them corridor wide, involving all affected jurisdictions and agencies. Once grants are awarded, Shoreline could charge against the grants to support staff efforts.
- Shoreline residents are significantly impacted by changes to traffic volumes and the lack of nonmotorized amenities along the corridor. Conditions for all users along this corridor are likely to deteriorate unless Shoreline annexes the roadway and coordinates improvements. With the construction of capital improvements on the roadway, Shoreline residents would realize enhanced quality of service and transportation improvements that complement each other. For example, the distance from 15th Ave NE (a high density node) to the light rail station at I-5 is approximately ½ mile, a comfortable walking distance when sidewalks are present along such a busy roadway.
- Currently ADA access is limited or non-existent in many sections of 145th Street due to narrow walkways, utility pole placement and lack of curb ramps. This limits the ability for Shoreline residents with physical challenges to use the sidewalks or access the transit system. Several of the transit stops are not accessible to wheelchairs due to the conditions of the pedestrian system.
- There are five areas along 145th Street with significant redevelopment potential. These commercially zoned areas include Westminster/Greenwood, Aurora, 15th Avenue NE and Bothell Way NE. The area around 5th Avenue NE where the light rail station is likely to be constructed has potential for redevelopment as well. From the economic development perspective, and based on input from the Economic Development Manager, improvements to 145th Street would benefit property owners and spare the cost of frontage improvements for future redevelopment projects. In addition, it would lower the costs for future development by eliminating the number of parties involved in permit review, thereby shortening the time required -- and usually the dollars spent -- for permitting. Having a single organization responsible for improvements, maintenance, and public inquiries is desirable.

Cons

- Acquisition of 145th Street would come with the acceptance of maintenance responsibilities, their associated costs and the understanding and expectation that the City of Shoreline would undertake necessary improvements. Shoreline is already struggling to ensure funding is available to maintain the City's existing infrastructure. Without an agreement that commits the City of Seattle to continue to provide some level of maintenance and/or responsibility (such as operating the traffic signals), 145th Street would represent an added financial responsibility to Shoreline of approximately \$130,000 annually. This could be reduced with successful negotiations with Seattle in the agreement.
- The City has an increased level of responsibility to address existing safety issues and will work to resolve them as part of a large capital project. By undertaking the

planning process and working towards a solution, this may lessen the liability. We must also address emergency circumstances as they arise.

- The City would be subject to potential liability related to claims from vehicular accidents, similar to other roadways in the City.
- There will be a need to secure funding for capital projects and it is assumed that grants will be the primary resource. Without grant funding, the City will be unable to accomplish much of the needed improvements. The City will also need to identify a minimal level of matching funding to work towards leveraging grants in the future.

STAKEHOLDER OUTREACH

It is worth noting that during the SE Neighborhood Subarea planning effort many residents expressed a desire for the City to address the roadway, making it safer for motorists, pedestrians, and bicyclists. In fact, as part of the Subarea Plan, the Council adopted the following recommended policy statement:

T11: Encourage the City to work with Seattle, King County, Sound Transit, and WSDOT to undertake a corridor study on 145th St. that would result in a plan for the corridor to improve safety, efficiency, and modality for all users. This plan should include adjacent neighborhoods in the process, and should have a proposed funding strategy for implementation.

Should the City move forward, generally, an annexation can be performed either via petition or by a vote of the residents to be annexed. Because there are no residents within the annexation area, this would be performed as an agreement between the Cities of Shoreline and Seattle and King County. Once the jurisdictions reach agreement regarding the conditions of the annexation, residents along the corridor would be notified of the change and be given an opportunity to comment prior to completion of the process.

COUNCIL GOAL(S) ADDRESSED

This issue addresses Council Goal 2: "Provide safe, efficient and effective infrastructure to support our land use, transportation and surface water plans". Both the City's Transportation Master Plan and Comprehensive Plan Transportation element include a policy directing the City to implement a strategy for regional coordination. Implementation strategies to achieve this policy include:

- *Develop interlocal agreements with neighboring jurisdictions for development impact mitigation, coordination of joint projects, and management of pass-through traffic. Interjurisdictional projects include...Active pursuit of annexation of the NW/N/NE 145th Street right-of-way. Coordinate a study including WSDOT, City of Seattle, King County and Sound Transit to determine the ultimate improvements and a funding plan.*
- *Coordinate with and support state agencies, transit providers and neighboring jurisdictions in the development and implementation of transportation improvements of regional significance, including...Improvements to N/NE 145th Street*

Policy T43 of the Comprehensive Plan and Transportation Master Plan states: *Pursue corridor studies on key corridors to determine improvements that address safety, capacity and mobility and support adjacent land uses.*

Policy T11 of the Comprehensive Plan Southeast Neighborhoods Subarea Plan states: *Encourage the City to work with Seattle, King County, Sound Transit, and WSDOT to undertake a corridor study on 145th St. that would result in a plan for the corridor to improve safety, efficiency, and modality for all users. This plan should include adjacent neighborhoods in the process, and should have a proposed funding strategy for implementation.*

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ATTACHMENTS

Attachment A: Typical conditions along 145th Street

Attachment B: Potential corridor study elements

Attachment A - Typical conditions along 145th Street

Travel Lanes and Sidewalks



Pavement



Retaining Walls and Fences



- Corridor-wide Study Elements:**
- Transit Signal Priority: Aurora Ave N to Bothell Way NE
 - Sidewalks
 - Transit Enhancements
 - Intersection Improvements
 - Lighting
 - Utility Poles
 - Right-of-Way and Setbacks
 - Drainage
 - Landscaping

- 3rd Ave NW to Greenwood Ave N:**
- No Major Changes
 - No New Sidewalks

- Greenwood Ave N to Aurora Ave N:**
- 3-Lane Re-channelization
 - Bicycle Lanes

- Aurora Ave N to I-5:**
- 5-Lane Cross Section

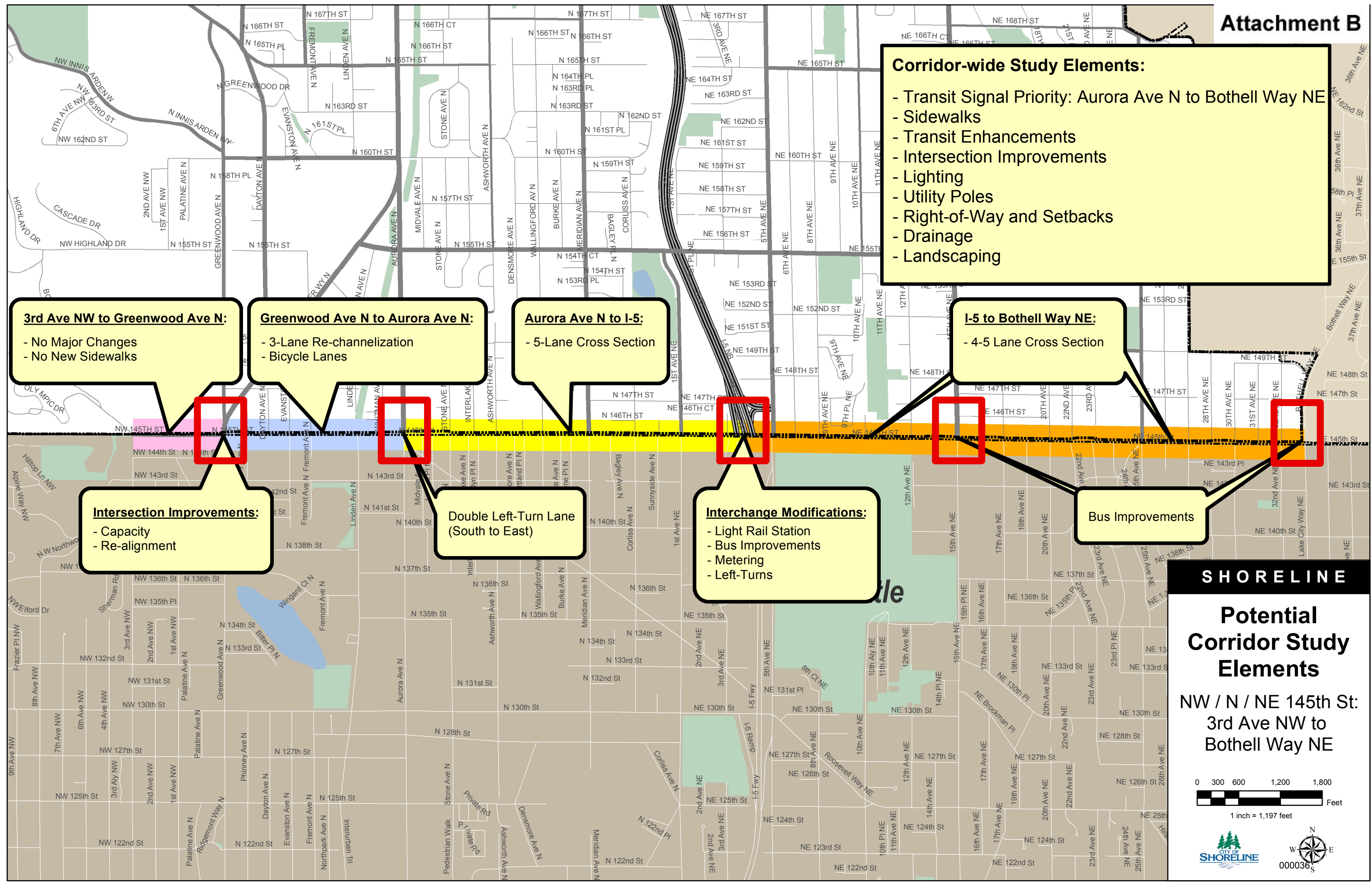
- I-5 to Bothell Way NE:**
- 4-5 Lane Cross Section

- Intersection Improvements:**
- Capacity
 - Re-alignment

- Double Left-Turn Lane (South to East)**

- Interchange Modifications:**
- Light Rail Station
 - Bus Improvements
 - Metering
 - Left-Turns

- Bus Improvements**



SHORELINE

Potential Corridor Study Elements

NW / N / NE 145th St:
3rd Ave NW to Bothell Way NE

0 300 600 1,200 1,800 Feet

1 inch = 1,197 feet

000036