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SHORELINE CITY COUNCIL  
SPECIAL MEETINGS NOTICE

**Monday, August 25, 2014**  
**Meeting with WSDOT Secretary**

As required by RCW 42.30, the Open Public Meetings Act, YOU ARE HEREBY NOTIFIED that the Shoreline City Council will hold a Special Meeting on Monday, August 25, 2014.

The meeting will begin at 5:45 p.m. and is scheduled to conclude at 7:00 p.m. The meeting will convene in the Conference Room 301 at Shoreline City Hall, located at 17500 Midvale Avenue N, Shoreline, WA 98133.

The purpose of this meeting is to meet with the Washington State Department of Transportation Secretary of Transportation, Lynn Peterson, to discuss the 145<sup>th</sup> Street Improvement project. See attached agenda.

Dated this 18<sup>th</sup> Day of August, 2014.

Jessica Simulcik Smith  
City Clerk



## SHORELINE CITY COUNCIL SPECIAL MEETING

Monday, August 25, 2014  
5:45 p.m.

Conference Room 301, Shoreline City Hall  
17500 Midvale Avenue North

**1. Meeting with WSDOT Secretary**

5:45 p.m.

- Introductions
- Secretary Peterson Introduction
- 145th Improvement Project
  - Tour Recap
  - 145th Route Development Process
  - TOD Opportunities
  - Challenges
- Funding Partnerships & WSDOT Involvement
- Discussion
- Adjournment

7:00 p.m.

*The Council meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at 801-2231 in advance for more information. For TTY service, call 546-0457. For up-to-date information on future agendas, call 801-2236 or see the web page at [www.shorelinewa.gov](http://www.shorelinewa.gov). Council meetings are shown on Comcast Cable Services Channel 21 and Verizon Cable Services Channel 37 on Tuesdays at 12 noon and 8 p.m., and Wednesday through Sunday at 6 a.m., 12 noon and 8 p.m. Online Council meetings can also be viewed on the City's Web site at <http://shorelinewa.gov>.*



## Memorandum

**DATE:** August 25, 2014

**TO:** Shoreline City Council  
Debbie Tarry, City Manager  
John Norris, Assistant City Manager

**FROM:** Kirk McKinley, Transportation Services Manager  
Scott MacColl, Intergovernmental Relations Manager  
Alicia McIntire, Senior Transportation Planner

**RE:** Dinner Meeting with the Washington State Department of Transportation  
(WSDOT) Secretary of Transportation

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On August 25<sup>th</sup>, Lynn Peterson, Washington State Department of Transportation (WSDOT) Secretary of Transportation, and Amy Scarton, WSDOT Assistant Secretary for Community and Economic Development, are scheduled to attend the Council Dinner Meeting. The purpose of this meeting is to discuss the City's current efforts to improve the 145<sup>th</sup> Street Corridor and stimulate interest by WSDOT to fund future improvements. The meeting will cover Shoreline's Route Development Plan process, opportunities for redevelopment along the corridor, challenges the City faces for this project to be successful, and time for discussion with the Secretary around how WSDOT can best partner with the City. This memo also includes the key messages for Council to consider during the discussion.

The Dinner Meeting follows a tour of the corridor with state and federal legislators (or their representatives), elected officials from the City of Seattle and staff representatives from WSDOT, Sound Transit, King County and Seattle. The tour is an opportunity for the City to emphasize the need for regional partnerships in order to improve the corridor, identify locations for future community building and transit oriented development, such as the Aurora Square Community Renewal Area (CRA) and 145<sup>th</sup> Street light rail station area, highlight the importance of the corridor as a regional, multi-modal facility and outline the need for funding contributions from the state legislature.

### **Route Development Plan (RDP) Process**

The City has begun the Route Development Plan (RDP) process, which is the first step toward improving the corridor. The purpose of the 145<sup>th</sup> Street RDP is to create a master plan for the corridor from 3rd Avenue NW to Bothell Way NE (SR 522). The RDP will evaluate the needs for capacity, safety, access management, and accommodations for multiple travel modes (vehicles, buses, walking, cycling, and freight). The RDP will take into consideration the future location of the Sound Transit light rail station at the intersection of 145<sup>th</sup> Street and Interstate 5 (I-5), and the additional transportation demands created as a result. The interchange at I-5 greatly influences the function of the entire corridor, thus evaluation of improvements to the interchange will be an important component of the RDP. It is anticipated that the process will examine "bookends" for

the project, identifying the minimum and maximum cross-sections and right-of-way needed for improvements, as well as other alternatives that fall between the two extremes.

The RDP process allows for:

- Study of the existing condition and future function of the corridor;
- Identification of project goals and evaluation criteria;
- Development of potential design alternatives/options;
- Selection of a preferred alternative;
- Development of cost estimates and phasing proposal; and
- Robust public and agency involvement

A description of these elements and additional details about the RDP process can be found in this staff report from April 28, 2014:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2014/staffreport042814-9b.pdf>.

Staff is in the process of selecting a consultant to assist in the development of the RDP. It is expected that staff will submit a request to Council to enter into a contract with the selected consultant in October.

#### **Opportunities Associated with Transit Oriented Development**

The planned changes to land use in the neighborhoods near the 145<sup>th</sup> Street light rail station will benefit from and be supported by future improvements to the corridor. Upgrades to the pedestrian facilities, new bicycle facilities and infrastructure and technology to improve transit speed and reliability will all contribute to making the neighborhood less auto dependent. Residents and visitors will have multi-modal transportation choices and persons of all ages and abilities will be able to travel along the corridor. Improvements to the 145<sup>th</sup> Street frontages also have the potential to stimulate redevelopment along the corridor, similar to what is occurring on Aurora Avenue N.

Redeveloping 145<sup>th</sup> Street also improves Metro's ability to provide bus service along the corridor, which is critical to ensuring that light rail is successful.

#### **Challenges along the Corridor**

This corridor presents an opportunity to redevelop a significant regional transportation facility from an auto-dominated roadway to one that helps to move people and goods safely and efficiently to a number of high capacity transit corridors and activity nodes. However, there are several challenges associated with improving the roadway.

145<sup>th</sup> Street is a regional corridor that connects Aurora Avenue N (SR 99), I-5 and Bothell Way NE (SR 522). It is a state route (SR 523) from Aurora Avenue N to Bothell Way NE. The corridor is bounded by the cities of Shoreline, Seattle and Lake Forest Park and it serves as a primary route to I-5 for residents from cities along the SR 522 corridor including Lake Forest Park, Kenmore, Bothell and Woodinville. A light rail station will be located at the I-5 interchange and service is scheduled to begin in 2023. The interjurisdictional nature of the corridor will require close coordination and partnership with other agencies including WSDOT, Sound Transit, King County Metro and the City of Seattle in order to identify future improvements that help to achieve local and regional goals for moving people through the corridor via multiple modes.

Currently, movement through the corridor presents a challenge for all users. Sidewalks/walkways are in terrible condition and contain many barriers to access for persons with disabilities. Bicycle facilities are non-existent. Transit service is limited to small segments of the corridor due to congestion and the poor quality of pedestrian facilities needed to access transit. With a collision rate of 6.03 per million vehicle miles of travel, more than two and a half times higher than the 2010 Northwest Region average collision rate of 2.27 for Urban Principal Arterials, safety for all users is significantly compromised. Combined with the vision for transit oriented development near the light rail station, the changes envisioned for the corridor will result in meaningful, substantial improvements that improve access, safety and mobility for all users.

Improvements to 145<sup>th</sup> Street represent a very significant financial investment, one that the City of Shoreline cannot support on its own. Improvements to the corridor will be heavily reliant on outside sources, such as state and federal appropriations and grant funding. To date, the City has secured grant funding for the RDP as well as design and environmental work for the segment from Aurora Avenue N to I-5. Right-of-way acquisition and construction work for all segments of the corridor are likely to require funding from multiple sources. Because many funding agencies have amended their policies to require jurisdictions expend their grants in shorter time frames than previously allowed, it will be a challenge to assemble funding for the right-of-way acquisition and construction (previously the City was able to leverage multiple grants against each other over a longer time period). As a result, the City may need to construct the project in short segments.

Although the City is pursuing annexation of the roadway from Seattle and King County, WSDOT will always be responsible for the operation of the I-5 interchange. Over the past year, staff from WSDOT, Sound Transit, and Shoreline have been meeting regularly to discuss the future of the corridor, to develop strategies to secure funding and to identify responsibilities for different types of improvements. WSDOT will be a partner agency through the RDP process and will help to identify potential modifications to the interchange that will support future corridor wide improvements. Because WSDOT has many priority projects, it will be necessary to elevate the importance of this corridor and the interchange to the legislature and the Secretary of Transportation and encourage them to provide funding to construct improvements.

### **Key Messages**

The importance of WSDOT's involvement in this project cannot be understated. WSDOT will need to include improvements to this corridor, particularly the interchange, in their future work plans in order to ensure they are designed and constructed. This project is critical to ensure the success of the light rail station and the corridor project will be unsuccessful if WSDOT does not address the interchange.

As the City did with the Aurora corridor, we will be utilizing all of our available financial resources in order to fund this project. Shoreline is off to a good start with the RDP and the design and environmental work for the first segment, however, the City cannot possibly fund improvements to this corridor entirely on its own. It will be critical that state and federal partners participate in the funding of these improvements as much as possible over the coming years. The City will continue to pursue grant funding from other sources and the state and federal contributions will be instrumental in providing the needed matches.