



Shoreline City Hall
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SHORELINE CITY COUNCIL SPECIAL MEETINGS NOTICE

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, October 20, 2014.

Shoreline City Council Joint-Meeting with Shoreline Community College Board of Trustees and College President

Date: Monday, October 20, 2014

Time: 5:45 p.m.

**Location: Conference Room 303
Shoreline City Hall
17500 Midvale Avenue North**

The purpose of this meeting is to meet with the Shoreline Community College Board of Trustees and College President. See the meeting agenda for discussion topics.

Dated this 14th Day of October, 2014.

Jessica Simulcik Smith
City Clerk



AGENDA

SHORELINE CITY COUNCIL SPECIAL MEETING JOINT MEETING WITH SHORELINE COMMUNITY COLLEGE BOARD OF TRUSTEES and COLLEGE PRESIDENT

Monday, October 20, 2014
5:45 p.m.

Conference Room 303 · Shoreline City Hall
17500 Midvale Avenue North

1. Joint Meeting of Shoreline City Council and Shoreline Community College Board of Trustees and College President

- **Welcome, Introductions, Confirm Agenda** 5:45
- **Comments from the Public** 5:50
- **Community College - President Cheryl Roberts** 5:55
 - 2014-2015 Shoreline Community College – Areas of Focus
 - Strategic Planning
 - Student Enrollment & Satisfaction Plan
- **City of Shoreline – City Manager Debbie Tarry** 6:15
 - Vision 2029 & 2014-2016 Council Goals
 - Light Rail Station Planning (185th & 145th)
 - 145th Corridor – A Community Connected by Transit
- **Other Joint Interests** 6:25
 - Shoreline Marketing Strategy & Campaign
 - Signage and Wayfinding
 - Joint Use Agreement
 - Others
- **Wrap-up and Adjourn** 6:45

Attachments

- A. Vision 2029
- B. Shoreline City Council 2014-2016 Goals & Workplan
- C. A Partnership to Improve SR 523
- D. Connecting Our Community through Transit

Attending

Shoreline Community College

Trustee Tom Lux, Chair
Trustee Catherine D’Ambrosio, Vice Chair
Trustee Phil Barrett
Cheryl Roberts, President

City of Shoreline

Mayor Shari Winstead
Deputy Mayor Chris Eggen
Councilmember Will Hall
Councilmember Doris McConnell
Councilmember Keith McGlashan
Councilmember Chris Roberts
Councilmember Jesse Salomon
Debbie Tarry, City Manager
John Norris, Assistant City Manager
Dan Eernisse, Econ. Development Manager

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. 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>.



VISION 2029

Imagine for a moment that it is the year 2029 and you are in the City of Shoreline.

This vision statement describes what you will see.



VISION 2029

Shoreline in 2029 is a thriving, friendly city where people of all ages, cultures, and economic backgrounds love to live, work, play and, most of all, call home. Whether you are a first-time visitor or long-term resident, you enjoy spending time here.

There always seems to be plenty to do in Shoreline -- going to a concert in a park, exploring a Puget Sound beach or dense forest, walking or biking miles of trails and sidewalks throughout the city, shopping at local businesses or the farmer's market, meeting friends for a movie and meal, attending a street festival, or simply enjoying time with your family in one of the city's many unique neighborhoods.

People are first drawn here by the city's beautiful natural setting and abundant trees; affordable, diverse and attractive housing; award-winning schools; safe, walkable neighborhoods; plentiful parks and recreation opportunities; the value placed on arts, culture, and history; convenient shopping, as well as proximity to Seattle and all that the Puget Sound region has to offer.

The city's real strengths lie in the diversity, talents and character of its people. Shoreline is culturally and economically diverse, and draws on that variety as a source of social and economic strength. The city works hard to ensure that there are opportunities to live, work and play in Shoreline for people from all backgrounds.

Shoreline is a regional and national leader for living sustainably. Everywhere you look there are examples of sustainable, low impact, climate-friendly practices come to life – cutting edge energy-efficient homes and businesses, vegetated roofs, rain gardens, bioswales along neighborhood streets, green buildings, solar-powered utilities, rainwater harvesting systems, and local food production to name only a few. Shoreline is also deeply committed to caring for its seashore, protecting and restoring its streams to bring back the salmon, and to making sure its children can enjoy the wonder of nature in their own neighborhoods.



A CITY OF Neighborhoods

Shoreline is a city of neighborhoods, each with its own character and sense of place. Residents take pride in their neighborhoods, working together to retain and improve their distinct identities while embracing connections to the city as a whole. Shoreline's neighborhoods are attractive, friendly, safe places to live where residents of all ages, cultural backgrounds and incomes can enjoy a high quality of life and sense of community. The city offers a wide diversity of housing types and choices, meeting the needs of everyone from newcomers to long-term residents.

Newer development has accommodated changing times and both blends well with established neighborhood character and sets new standards for sustainable building, energy efficiency and environmental sensitivity. Residents can leave their car at home and walk or ride a bicycle safely and easily around their neighborhood or around the whole city on an extensive network of sidewalks and trails.

No matter where you live in Shoreline there's no shortage of convenient destinations and cultural activities. Schools, parks, libraries, restaurants, local shops and services, transit stops, and indoor and outdoor community gathering places are all easily accessible, attractive and well maintained. Getting around Shoreline and living in one of the city's many unique, thriving neighborhoods is easy, interesting and satisfying on all levels.



Neighborhood CENTERS

The city has several vibrant neighborhood "main streets" that feature a diverse array of shops, restaurants and services. Many of the neighborhood businesses have their roots in Shoreline, established with the help of a local business incubator, a long-term collaboration between the Shoreline Community College, the Shoreline Chamber of Commerce and the city.

Many different housing choices are seamlessly integrated within and around these commercial districts, providing a strong local customer base. Gathering places - like parks, plazas, cafes and wine bars - provide opportunities for neighbors to meet, mingle and swap the latest news of the day.

Neighborhood main streets also serve as transportation hubs, whether you are a cyclist, pedestrian or bus rider. Since many residents still work outside Shoreline, public transportation provides a quick connection to downtown, the University of Washington, light rail and other regional destinations. You'll also find safe, well-maintained bicycle routes that connect all of the main streets to each other and to the Aurora core area, as well as convenient and reliable local bus service throughout the day and throughout the city. If you live nearby, sidewalks connect these hubs of activity to the surrounding neighborhood, bringing a car-free lifestyle within reach for many.

The Signature BOULEVARD Aurora Avenue is Shoreline's grand boulevard. It is a thriving corridor, with a variety of shops, businesses, eateries and entertainment, and includes clusters of some mid-rise buildings, well-designed and planned to transition to adjacent residential neighborhoods gracefully. Shoreline is recognized as a business-friendly city. Most services are available within the city, and there are many small businesses along Aurora, as well as larger employers that attract workers from throughout the region. Here and elsewhere, many Shoreline residents are able to find family-wage jobs within the City.

Housing in many of the mixed-use buildings along the boulevard is occupied by singles, couples, families, and seniors. Structures have been designed in ways that transition both visually and physically to reinforce the character of adjacent residential neighborhoods.

The improvements put in place in the early decades of the 21st century have made Aurora an attractive and energetic district that serves both local residents and people from nearby Seattle, as well as other communities in King and Snohomish counties. As a major transportation corridor, there is frequent regional rapid transit throughout the day and evening. Sidewalks provide easy access for walking to transit stops, businesses, and connections to adjacent neighborhoods.

Aurora has become a green boulevard, with mature trees and landscaping, public plazas, and green spaces. These spaces serve as gathering places for neighborhood and city-wide events throughout the year. It has state-of-the-art stormwater treatment and other sustainable features along its entire length.

As you walk down Aurora you experience a colorful mix of bustling hubs – with well-designed buildings, shops and offices – big and small – inviting restaurants, and people enjoying their balconies and patios. The boulevard is anchored by the vibrant Town Center, which is focused between 175th and 185th Street. This district is characterized by compact, mixed-use, pedestrian-friendly development highlighted by the Shoreline City Hall, the Shoreline Historical Museum, Shorewood High School, and other civic facilities. The interurban park provides open space, recreational opportunities, and serves as the city's living room for major festivals and celebrations.



A HEALTHY Community

Shoreline residents, city government and leaders care deeply about a healthy community. The city's commitment to community health and welfare is reflected in the rich network of programs and organizations that provide human services throughout the city to address the needs of all its residents.

Shoreline is a safe and progressive place to live. It is known region wide for the effectiveness of its police force and for programs that encourage troubled people to pursue positive activities and provide alternative treatment for non-violent and non-habitual offenders.

BETTER FOR THE Next Generation

In Shoreline it is believed that the best decisions are informed by the perspectives and talents of its residents. Community involvement in planning and opportunities for input are vital to shaping the future, particularly at the neighborhood scale, and its decision making processes reflect that belief. At the same time, elected leaders and city staff strive for efficiency, transparency and consistency to ensure an effective and responsive city government.

Shoreline continues to be known for its outstanding schools, parks and youth services. While children are the bridge to the future, the city also values the many seniors who are a bridge to its shared history, and redevelopment has been designed to preserve our historic sites and character. As the population ages and changes over time, the City continues to expand and improve senior services, housing choices, community gardens, and other amenities that make Shoreline such a desirable place to live.

Whether for a 5-year-old learning from volunteer naturalists about tides and sea stars at Richmond Beach or a 75-year-old learning yoga at the popular Senior Center, Shoreline is a place where people of all ages feel the city is somehow made for them. And, maybe most importantly, the people of Shoreline are committed to making the city even better for the next generation.



Framework GOALS

The original framework goals for the city were developed through a series of more than 300 activities held in 1996-1998. They were updated through another series of community visioning meetings and open houses in 2008-2009. These Framework Goals provide the overall policy foundation for the Comprehensive Plan and support the City Council's vision. When implemented, the Framework Goals are intended to preserve the best qualities of Shoreline's neighborhoods today and protect the City's future. To achieve balance in the City's development the Framework Goals must be viewed as a whole and not one pursued to the exclusion of others.

Shoreline is committed to being a sustainable city in all respects.



- FG 1:** Continue to support exceptional schools and opportunities for lifelong learning.
- FG 2:** Provide high quality public services, utilities, and infrastructure that accommodate anticipated levels of growth, protect public health and safety, and enhance the quality of life.
- FG 3:** Support the provision of human services to meet community needs.
- FG 4:** Provide a variety of gathering places, parks, and recreational opportunities for all ages and expand them to be consistent with population changes.
- FG 5:** Encourage an emphasis on arts, culture and history throughout the community.
- FG 6:** Make decisions that value Shoreline's social, economic, and cultural diversity.
- FG 7:** Conserve and protect our environment and natural resources, and encourage restoration, environmental education and stewardship.
- FG 8:** Apply innovative and environmentally sensitive development practices.
- FG 9:** Promote quality building, functionality, and walkability through good design and development that is compatible with the surrounding area.
- FG 10:** Respect neighborhood character and engage the community in decisions that affect them.
- FG 11:** Make timely and transparent decisions that respect community input.
- FG 12:** Support diverse and affordable housing choices that provide for Shoreline's population growth, including options accessible for the aging and/or developmentally disabled.
- FG 13:** Encourage a variety of transportation options that provide better connectivity within Shoreline and throughout the region.
- FG 14:** Designate specific areas for high density development, especially along major transportation corridors.
- FG 15:** Create a business friendly environment that supports small and local businesses, attracts large businesses to serve the community and expand our jobs and tax base, and encourages innovation and creative partnerships.
- FG 16:** Encourage local neighborhood retail and services distributed throughout the city.
- FG 17:** Strengthen partnerships with schools, non-governmental organizations, volunteers, public agencies and the business community.
- FG 18:** Encourage Master Planning at Fircrest School that protects residents and encourages energy and design innovation for sustainable future development.

2014-2016 City Council Goals and Workplan

The Council is committed to fulfilling the community’s long-term vision – Vision 2029 – and being a sustainable city in all respects:

- Sustainable neighborhoods—ensuring they are safe and attractive;
- Sustainable environment—preserving our environmental assets and enhancing our built environment so that it protects our natural resources; and
- Sustainable services—supporting quality services, facilities and infrastructure.

The City Council holds an annual strategic planning and goal setting session to monitor progress and determine priorities and action steps necessary to advance Vision 2029. This workplan, which is aimed at improving our ability to fulfill the community’s vision, is then reflected in department workplans, the City’s budget, capital improvement plan, and through special initiatives.

Goal 1: Strengthen Shoreline’s economic base

Shoreline voters approved Proposition No. 1 in November 2010, which helped to maintain essential service levels through 2016. Whether or not Proposition No. 1 is renewed in 2016, it is vital to attract investment in Shoreline businesses and neighborhoods to enhance the local economy, provide jobs, and support the services that make Shoreline a desirable place to live and to . Investment will strengthen our tax base while providing our residents with greater housing choices, local employment, retail opportunities, and lifestyle amenities.

ACTION STEPS:

1. Implement the Community Renewal Plan for Aurora Square including developing recommendations for incentives, property acquisition, and capital improvements to encourage Vision 2029 businesses to locate and thrive at Aurora Square
2. Implement efforts to make the permit process predictable, timely and competitive including the implementation of a new permit software system and enhancing the partnership with other permitting agencies
3. Implement the 10-year Financial Sustainability Plan to achieve sufficient fiscal capacity to fund and maintain priority public services, facilities, and infrastructure
4. Implement marketing strategies to promote Shoreline as a progressive and desirable community for new residents, investors, and businesses
5. Evaluate the competitiveness of Shoreline’s regulations and evaluation processes to enhance the attractiveness of Shoreline as a place for private investment

PROGRESS INDICATORS:	2011	2012	2013
a. Annual growth of assessed property value from new construction	0.17%	0.50%	0.41%
b. Ratio of commercial versus non-commercial valuation	.112	.115	.117
c. Retail sales tax per capita	\$113	\$130	\$137
d. Number of licensed businesses	4,474	4,784	4,945
e. Number of housing units	23,049	23,204	23,329
f. Vacancy and rental rates of commercial and multi-family properties	Comm: 4-5%; \$15-30/sf; Resid: 4%; \$1.18/sf	Retail: 4%; \$17.50/sf; Office: 4.5%; \$23.63/sf; Resid: 3.2%; \$1.24/sf	Retail: 5.3%; \$19.50/sf; Office: 6.4%; \$24.27/sf; Resid: 1.9%; \$1.32/sf
g. Number of business mini-grants awarded; number of grand openings supported	N/A	N/A	2; 0

Goal 2: Improve Shoreline’s utility, transportation, and environmental infrastructure

Shoreline inherited an aging infrastructure when it incorporated in 1995. The City has identified needed improvements through our 20-year planning documents including the Surface Water Master Plan, Transportation Master Plan and Parks and Open Space Master Plan. Improvements are not limited to infrastructure investments – The City is also interested in improving coordination, planning, and overall information sharing among all service providers. As capital improvements are made, it is important to include efforts that will enhance Shoreline’s natural environment, ultimately having a positive impact on the Puget Sound region.

ACTION STEPS:

1. Construct the Aurora Corridor improvements from N 192nd to N 205th Streets
2. Identify funding strategies to implement the City’s transportation master plan including construction of new non-motorized improvements
3. Execute the Shoreline/Seattle Public Utility’s water system Acquisition Agreement and develop a multi-year implementation plan for creating the City’s water utility (70% voter approval in 2012)
4. Develop a plan to merge the Ronald Wastewater District into City operations as outlined in the 2002 Interlocal Operating Agreement
5. Work with the City of Seattle, King County and Washington State Department of Transportation on a plan and financial strategy that will improve safety, efficiency and modes of transportation for all users of 145th Street
6. Begin implementation of Phase 1 of the Urban Forest Strategic Plan short-term recommendations
7. Provide an update to the City Council on the City’s adopted environmental sustainability strategy
8. Implement a comprehensive asset management system for the City’s roads, streets, facilities and park systems

PROGRESS INDICATORS:	2011	2012	2013
a. Number of redevelopment projects improving the treatment of surface water	6	0	1
b. Number of linear feet of non-motorized facilities constructed	16,000	7,384	11,362
c. Number of trees planted in the public right-of-way and on City property (net)	470	145	362
d. Volume of paper purchased for City operations (letter reams)	1,760	2,008	1,710
e. Percent of community garden plots reserved	N/A	100%	100%
f. Water quality average index score ¹ for:			
• Boeing Creek Basin (Boeing Creek)	60 (Mod Concern)	60 (Mod Concern)	68 (Mod Concern)
• McAleer Creek Basin (McAleer Creek & Cedarbrook Creek)	50 (Mod Concern)	60 (Mod Concern)	70 (Mod Concern)
• Thornton Creek Basin (Thornton Creek)	31 (High Concern)	19 (High Concern)	30 (High Concern)
• Puget Sound Basin (Storm Creek)	24 (High Concern)	24 (High Concern)	41 (Mod Concern)

¹In 2013, the index used was changed to reflect small Puget Sound Streams more accurately. The resulting higher index scores shown here are artifacts of the index change; not an indication of improvement. By and large, the numbers have not changed over the past three years, as is noted by the level of concern noted with each index score.

Goal 3: Prepare for two Shoreline light rail stations

In 2008 Shoreline voters supported the Sound Transit 2 funding package by 61%. Our community looks forward to increasing mobility options and reducing environmental impacts through light rail service. Sound Transit estimates the light rail extension from Northgate to Lynnwood to be \$1.4-1.6 billion, which includes investment

in two stations in Shoreline, which are planned to open in 2023. Engaging our community on how this effort benefits Shoreline and the greater region needs to start now.

ACTION STEPS:

1. Engage the community in an education and outreach plan to help residents and businesses prepare for the addition of new light rail stations and service
2. Adopt the 185th and 145th Light Rail Station Sub-Area plans
3. Participate as a Cooperating Agency in Sound Transit’s environmental process by providing early and continuous input into the development of the environmental impact statement (EIS)
4. Develop a multi-modal transportation strategy to deliver people to the future light rail stations, as an alternative to single occupancy vehicles
5. Work with Sound Transit to evaluate the redevelopment potential of large parcels in the light rail station areas

PROGRESS INDICATORS:	2011	2012	2013
a. Number and location of Shoreline light rail stations identified in the EIS process	N/A	3 - 145 th , 155 th & 185 th	2 - 145 th & 185 th
b. Number of City and Sound Transit opportunities provided for public input in the light rail planning process	4	21	37

Goal 4: Enhance openness and opportunities for community engagement

The Council values an open, transparent, and responsive government. And the City believes that the best decisions are informed by the perspectives and talents of our residents. Community involvement is vital, and finding effective ways to engage all segments of our community is key to shaping our future.

ACTION STEPS:

1. Communicate and provide opportunities for public input on key policies and initiatives, including Vision 2029, light rail station planning, safe community initiatives, and other City projects
2. Continue to support neighborhood associations and volunteer initiatives and to host community forums and workshops
3. Continue to provide documents online and improve the ease of use of the City’s website
4. Advance public engagement with implementation of the City’s e311 system, online communication and survey tools and social media platforms
5. Enhance the City’s crime prevention and safe community communication programs including promotion of the City’s E-Alert system and expanding the City’s Shoreline Neighborhood Watch Program

PROGRESS INDICATORS:	2011	2012	2013
a. Percent of residents who believe the City is moving in the right direction ²	71%	72%	72%
b. Percent of residents somewhat/very satisfied with the City’s efforts to keep residents informed ¹	67%	67%	67%
c. Number of citizen volunteer hours	19,530	16,758	12,653
d. Number of documents available on the City’s website	9,576	12,512	13,317
e. Number of annual website visits; number of Facebook “likes”	77,400/545	111,000/700	151,306/860
f. Number of service requests responded to through the City’s See Click Fix app	3	179	258
g. Number of Shoreline Neighborhood Watches supported	75	80	80
h. Number of Alert Shoreline subscribers	N/A	N/A	1,580
i. Number of public record requests (excludes routine requests)	161	174	179

²Indicator taken from biennial citizen survey – most recent survey occurred in 2012

Goal 5: Promote and enhance the City's safe community and neighborhood programs and initiatives

Maintaining a safe community is the City's highest priority. The 2012 Citizen Survey reflected that 91% of respondents felt safe in their neighborhood during the day and 78% had an overall feeling of safety in Shoreline. Although these results are reflective of statistics from medium sized cities across the United States, it was a slight decrease from previous citizen surveys conducted by the City. As a result, in November 2012 the City held a public focus group on crime prevention efforts to receive citizen input. Based on this feedback, the City is pursuing a concentrated workplan to enhance our public safety communication and crime prevention efforts to ensure that our residents and businesses continue to find Shoreline a safe place to live, work, and play.

ACTION STEPS:

1. Utilize the City's cross-department safe community team to resolve issues and develop proactive programs related to traffic, code enforcement, and crime prevention efforts
2. Utilize the joint Parks and Police effort to maintain safe parks by addressing resident concerns through crime prevention through environmental design (CPTED)
3. Continue to work with the Shoreline schools, Emergency Management Council, Shoreline Fire Department and other stakeholders to keep school safety policies up to date and consistent with best practices
4. Enhance safety and security for seniors by meeting directly with senior groups to discuss criminal activity and deceptive scams that target the senior population
5. Acquire the Grease Monkey property and integrate Police Facility at Shoreline City Hall
6. Continue the efforts of the Traffic Action Plans and the Neighborhood Traffic Safety Program to address neighborhood traffic safety concerns

PROGRESS INDICATORS:	2011	2012	2013
a. Percent of residents who have an overall feeling of safety in Shoreline ²	83%	78%	78%
b. Percent of residents who feel safe in City parks and trails ²	58%	56%	56%
c. Number of Shoreline schools provided with training on school lockdown procedures	N/A	N/A	16
d. Number of parks with completed CPTED reviews or implemented directed safety emphasis	N/A	N/A	2
e. Number of neighborhood traffic safety improvement efforts completed	6	2	1

² Indicator taken from biennial citizen survey – most recent survey occurred in 2012



A PARTNERSHIP TO IMPROVE SR 523



TRANSFORMING 145TH STREET INTO A SAFE, VIBRANT CORRIDOR

State Route 523 (145th Street) provides an ideal opportunity to help communities in Seattle, Shoreline and Lake Forest Park flourish in the 21st Century. SR 523 is a key east-west connection for the region between bus rapid transit, future light rail, and I-5. Three locations on this corridor provide once-in-a-generation opportunities to transform into compact, vibrant, transit-oriented communities.



A partnership for improvement

Thoughtful, coordinated investments in this key east-west corridor will support economic growth, enhance safety and access and make the most of major investments in north-south transit upgrades. A well-functioning SR 523 is vital to safe access for the movement of people and goods in the region.

In order to fully understand the necessary improvements, participating agencies, including WSDOT, Sound Transit, King County Metro Transit, and the Cities of Shoreline, Seattle, and Lake Forest Park will need to identify their key investments and priorities. It is anticipated that future improvements will include:

- Enhance safety and accessibility
- Improve capacity
- Improve regional mobility and connectivity
- Implement light rail service/Access to light rail
- Complete light rail station area planning and TOD
- Improve transit operations
- Coordinate utilities upgrades
- Improve I-5 interchange

A design for future generations

Though the exact design of this corridor hasn't yet been developed, it is anticipated the design will consider and attempt to address all of the goals. The design will include new sidewalks separated from the roadway with landscaping strips, turn pockets, lighting, trees, improved and optimized signals, bus stops, pedestrian crosswalks, and will be designed under Green Roads guidelines to minimize environmental impacts and increase sustainability. The finished corridor will be safer, more efficient, carry more people and stimulate investment and redevelopment.

Maximizing transit's potential

Three major north-south transit lines intersect SR 523. Current and planned transit upgrades provide opportunities to make transit far more convenient for people in neighborhoods near SR 523. From west to east:

- MetroTransit RapidRide bus service from Shoreline to Seattle on SR 99 (Aurora Avenue N).
- Near I-5, Sound Transit is planning light rail connecting Lynnwood to Northgate, University District and downtown Seattle.
- On SR 522, Sound Transit and King County Metro provide all day express bus service between Seattle and Woodinville.

Now is the time for action

RapidRide service has begun and light rail station planning is underway. The Aurora Square Community Renewal Area is gaining momentum. Now is the time for local communities to work with WSDOT, Sound Transit, King County Metro and others to develop a clear action plan for 145th Street and to quickly pursue partnerships and funding to make the plan a reality.

We would like WSDOT to help forge a focused, action-oriented coalition. State leadership would send a strong, positive message to other potential partners because the state plays a key role in this corridor, not only due to state routes (SR523/145th Street, SR 99/Aurora Avenue North, I-5 and SR522) but also due to state-controlled land (WSDOT NW Region, Fircrest, Washington State Public Health Labs and Shoreline Community College).

STATE ROUTE 523 Improvement Project



CONNECTIONS

TODAY

State Route 523 is a key multi-modal corridor that serves as an important connection for the region to I-5 and rapid transit. The corridor is in need of significant capital improvement in order to meet the needs of current residents and future transit oriented development.

VISION

Improving State Route 523 supports multimodal connections to light rail and bus rapid transit; facilitating transit oriented development in our community and ensuring transit access to the region's educational, residential, and business districts.

Community Potential & TOD

Shoreline recently designated the 70+ acre Aurora Square a Community Renewal Area (CRA). WSDOT's Northwest Region Headquarters is within the CRA and Shoreline Community College's 83 acre campus is nearby. The City's redevelopment plan envisions a mixture of housing, retail, office, and entertainment uses, with an emphasis on pedestrians, bicycles, and a strong connection to RapidRide service on Aurora and the College.

WSDOT and Aurora Square

4

BRT Connections

On SR 99 (Aurora Avenue North), King County Metro began RapidRide bus service in February 2014. This bus rapid transit service provides fast, frequent trips from Shoreline to downtown Seattle.



Community Potential & TOD

A light rail station at 145th Street near I-5 is included as part of Sound Transit's preferred alternative for the Lynnwood Link Light Rail extension project. The City of Shoreline has identified this as a preferred station location and envisions that the surrounding area will transition to a higher density, transit-oriented community.

Community Potential & TOD

Within walking distance of the potential 145th Street light rail station are 85 acres of State land housing both Fircrest Residential Habilitation Center and the Washington State Public Health Laboratories. If redeveloped, the properties could continue to house these invaluable state institutions while providing additional housing, jobs, and retail to the area.

Washington State Public Health Lab and Fircrest Residential Habilitation

4



Light Rail Coming Soon

Near I-5, Sound Transit is planning light rail connecting Lynnwood to Northgate, University District, downtown Seattle and the eastside.

Bus Connections

On SR 522, Sound Transit and King County Metro provide all day express bus service between Seattle and Woodinville. Sound Transit's long range plan identifies this as a future high capacity transit corridor.



GOALS



1

Make transit connections

King County bus rapid transit service, RapidRide, connects Shoreline to downtown Seattle along SR 99. Express bus service between Seattle and Woodinville runs along 522. Improving SR 523 will create a vital east-west link between the two and provide transit connections to the future light rail system and I-5.



3

Light Rail link for region

The Lynnwood Link light rail extension will benefit the entire Puget Sound region. Improvements to SR 523 can build upon that investment by reducing impacts to I-5 and provide better community linkages to the 145th Street Station.



Enhance safety

Substandard sidewalks, high accident rates and increasing traffic volumes create safety challenges for all users. Improvements are needed to provide a safe environment for motorists, pedestrians and transit users.



Support freight mobility

The safe, efficient movement of freight will remain an important component of design along SR 523. Improvements are needed to allow trucks and goods to continue moving through the corridor.



2

Improve region's I-5 connection

The operation of SR 523, particularly the interchange at I-5, impacts the ability for SR 99, SR 522 and I-5 itself to function optimally. Capacity improvements, revisions to the interchange and improvements that benefit transit, cyclists and pedestrians are all needed.



4

Transit oriented development

Improvements to SR 523 and the I-5 interchange will be an important element to support future development near the future 145th Street light rail station and in the Community Renewal Area at Aurora Square.



Improve ADA accessibility

Currently sidewalks with utility poles, mailboxes and other obstructions significantly interfere with pedestrian mobility on SR 523, particularly for persons with disabilities. Buses are unable to deploy wheelchair lifts at several stops due to obstructions.



Implement sustainable elements

All of the agencies that will be involved in the improvement of SR 523 have demonstrated their commitment to sustainability in past projects or operations and this project will look to be a leader in sustainable/green road design.

CHALLENGES AND OPPORTUNITIES

Identifying needed improvements

SR 523 is in need of significant capital improvements. Characteristics of this corridor include significant traffic congestion, an extremely overcrowded interchange, poor accessibility for persons with disabilities, cyclists and pedestrians, a collision rate nearly three times that of the region and restricted freight mobility. The need for improvements will increase with additional traffic, bicycle and pedestrian volumes, diversion resulting from tolling of the Lake Washington bridges and the operation of light rail.

SR 523 is four lanes wide along most of its length, being wider at some signalized intersections to accommodate left turn pockets. It carries significant daily traffic, with volumes exceeding 30,000 ADT.

Walkways and ADA Barriers

Poorly constructed and maintained with almost 300 utility poles centered within the sidewalks, and a severe lack of curb ramps at intersections, these walkways fall far short of ADA requirements, restrict pedestrian mobility and limit opportunities for transit service. A 2013 report prepared by WSDOT indicates that the costs to remove ADA barriers and upgrade sidewalks to current standards is \$45 million.

Preservation Needs

Major surface repair including overlays and the installation of curb ramps are not keeping pace with the corridors needs. Although complete overlay of the roadway is scheduled to be performed every 10-15 years, the last one was performed in 2001 and the latest WSDOT projection for resurfacing is 2017 at the earliest.

Congestion

During the peak periods, the I-5 interchange is extremely congested. All intersections are projected to operate at LOS E and F by 2035. Improvements are critical to ensure that buses and freight will be able to travel efficiently through this corridor.

Collisions

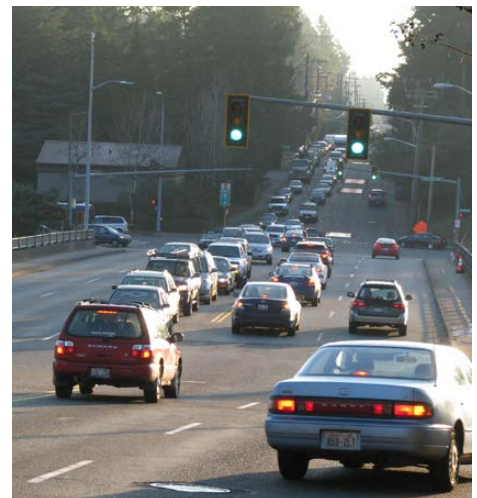
The Collision Rate is 6.03 per Million Vehicle Miles of Travel, which is more than two and a half times higher than the 2010 Northwest Region average collision rate of 2.27 for Urban Principal Arterials.

Transit Service

One of the busiest roadways in the area but currently not a very highly used transit corridor due to its currently congested nature and marginal pedestrian facilities.

Freight mobility

As a T-3 Truck Route, 1,000 trucks carrying almost 3 million tons travel along SR 523 daily. Improving mobility along this corridor will be critical to ensuring trucks can move safely and efficiently to their destinations.



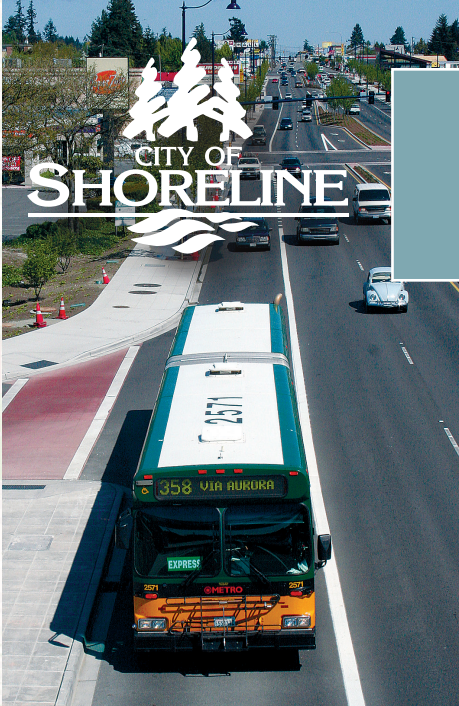
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Connecting Our Community through Transit

Shoreline will look very different in the next 10 years with two high capacity transit systems and an additional 5,000 new households and jobs. Our vision is to connect the transportation systems to our neighborhoods and businesses, creating transit oriented communities. We will accomplish our vision by investing in infrastructure, such as improving those streets that connect our community to transit.

Our needs include preparing our community for rail transit; rebuilding arterial streets to support multimodal connections to rail and bus rapid transit; facilitating transit oriented development in our community; and ensuring that we build transit access to our educational, residential and business districts.

We want to partner with our federal delegation to address our community's needs and goals in developing vibrant, thriving, transit oriented communities.

These projects meet the City Council's goals for sustainability and the community's vision as articulated in its visioning statement, Vision 2029.

Light Rail/Station Area Planning

The City is very excited about light rail coming to Shoreline in 2023. It will be a transformative project for our City. Sound Transit is planning for two stations in Shoreline adjacent to I-5 at N 145th and N 185th Streets, which leaves a scant 10 years to prepare!

The City has already started the process for adopting station area zoning to ensure our community is ready. We are excited about light rail coming to Shoreline but also realistic about the changes necessary to make it work. We are bringing light rail to single family neighborhoods and need to make significant utility, street, infrastructure, and transportation upgrades in order to support TOD projects and meet the goals of the Growth Management Act.



Light rail service will bring both opportunities and new infrastructure and transportation upgrade needs to Shoreline



Substandard sidewalks, high accident rates, and high traffic volumes create safety challenges for all users of 145th Street

SR 523 / N 145th Street Redevelopment

SR 523 is the link that connects the 145th Light Rail Station to I-5, Highway 99 and Metro's RapidRide service, SR-522 and the north lake cities, Shoreline Community College, future TOD opportunities at Aurora Square, local regional schools, and commercial nodes. Shoreline is in the process of assuming ownership of the corridor in order to facilitate demand for bikes, pedestrians, transit, and traffic flow centered around a light rail station at I-5.

This project will include working with the County, City of Seattle, WSDOT, transit agencies, and Lake Forest Park in order to create a compact, vibrant, transit oriented development at the station.

Aurora Square Redevelopment

Aurora Square is a 70+ acre site abutting Highway 99 at 155th Street, that also provides the gateway to Shoreline Community College. Council designated Aurora Square a Community Renewal Area to help stimulate redevelopment of an underutilized commercial shopping center. Redevelopment plans include a mix of housing, retail, office, hotel, and entertainment uses, with an emphasis on pedestrian friendly circulation and a strong connection to the Interurban Trail and Metro's RapidRide service on Aurora.



Transportation connections are key to planned development



Keeping buses on dedicated BRT lanes encourages TOD and pedestrian use of Shoreline's commercial core

192nd Park & Ride TOD and Transit Center

Realignment of Snohomish County's Swift Service and King County Metro's RapidRide from the Aurora Village Transit Center to the 192nd Park & Ride would keep buses on SR-99, utilizing the BRT lanes, saving transit time and encouraging pedestrian access to the businesses along our commercial core. It would also provide an opportunity to encourage TOD on both Park & Ride lots.

Connecting Our Community through Transit

City of Shoreline Federal Funding Project Priorities

