

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussion of 145 th Street Route Development Plan, Scope and Funding Update
DEPARTMENT:	Public Works
PRESENTED BY:	Mark Relph, Public Works Director Kirk McKinley, Transportation Services Manager Alicia McIntire, Senior Transportation Planner
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

The purpose of this agenda item is to provide Council with an update on the activities surrounding 145th Street. On January 13, 2014, Council directed staff to begin creation of a Route Development Plan (RDP) for the corridor. This report includes a discussion of staff's proposed approach to the development of RDP, a funding update and a description of how this project will coordinate with other City initiatives currently underway, including acquisition of the Seattle Public Utilities water system in Shoreline and light rail station area planning at Interstate 5 and NE 145th Street.

RESOURCE/FINANCIAL IMPACT:

The 2014-2019 Capital Improvement Plan includes \$250,000 for creation of the RDP for this corridor. The scope of work associated with this project includes public outreach, interagency coordination, data gathering for existing conditions, development and evaluation of different project scenarios, development of a recommended project description, planning level cost estimates and proposed phasing and funding strategies. Staff is currently pursuing additional grant funding for the RDP from the Puget Sound Regional Council (PSRC), as it is on a project contingency list from 2012. Grant funding will be needed for the remaining phases of the project including design, environmental review and construction of the project. The City has submitted federal funding grant applications to PSRC for design and environmental review of the segment from Aurora Avenue N to Interstate 5. Most grant applications, including those currently under review, will require development of a local match and/or securing match funding from our partner agencies.

RECOMMENDATION

This item is for discussion purposes only; no formal action is required at this time. However, staff is requesting Council direction regarding the proposed methodology for the Route Development Plan.

Approved By: City Manager **DT** City Attorney **IS**

BACKGROUND

North/Northeast 145th Street forms the southern border of the City of Shoreline with the City of Seattle. The portion adjacent to the City is approximately 3.2 miles long, running from 3rd Avenue 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. As Council has discussed several times over the past few years, the corridor is in need of significant upgrades in order to improve pedestrian and bicycle mobility, safety and operations, transit speed and reliability and freight mobility. A description of the existing conditions, including photographs, can be found at <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2014/staffreport011314-8b.pdf>.

On January 13, 2014, Council authorized staff to begin creation of a Route Development Plan (RDP) for the 145th Street Corridor. Staff recommends the study boundaries extend from Greenwood Avenue N (including the intersection) to Bothell Way NE. This report includes a discussion of staff's proposed approach to the development of the RDP, a funding update and a description of how this project will coordinate with other City initiatives currently underway, including acquisition of the Seattle Public Utilities (SPU) water system in Shoreline and light rail station area planning at I-5 and NE 145th Street.

DISCUSSION

Purpose of an RDP

The redevelopment of N/NE 145th Street promises to be a significant capital improvement in the City of Shoreline. Similar to the Aurora Corridor Improvement Project, it is likely to take several years and be designed, evaluated for compliance with environmental regulations and constructed in multiple phases. The multijurisdictional nature of its location and function as well as the various issues that need to be addressed in conjunction with redevelopment combine to create a very complex project.

The purpose of a RDP is to serve as a master plan for the proposed improvements to the corridor. Development of a RDP can also be known as "pre-design". The RDP process allows for:

- *Study of the existing condition and future function of the corridor* – includes an inventory of current and projected traffic volumes, evaluation of accidents and their causes, identification of the locations and types of utilities, evaluation of existing transit service and future needs including the light rail station, evaluation of existing bicycle and pedestrian facilities, identification of existing and projected transportation levels of service, evaluation of the function of the interchange at I-5 and the evaluation of existing and planned land uses
- *Evaluation of existing corridor plans* – includes review and evaluation of studies, goals, policies and plans for the corridor including the City's Comprehensive Plan and Transportation Master Plan and studies prepared by WSDOT and Sound Transit

- *Identification of project goals and evaluation criteria* – development of goals that will help guide the RDP process and evaluation criteria that can be used to in the selection of a preferred alternative (see below)
- *Development of potential design alternatives/options* – utilize the existing condition and future function of the corridor to identify areas that need to be corrected or improved in order to increase capacity, safety and mobility and develop multiple options to address those needs
- *Selection of a preferred alternative* – using the evaluation criteria, select a final alternative for the project that will be utilized as the master plan for design, environmental review and construction
- *Development of cost estimates and phasing proposal* – prepare estimates for costs associated with all phases of the project (design, environmental review, right-of-way acquisition, construction) and well as a strategic plan for its implementation, including division of the project into geographic segments
- *Robust public and agency involvement* – provide opportunities for meaningful and frequent input from partner agencies as well as the public (see below)

The RDP process will evaluate several options for accommodating multiple travel modes, including vehicles, buses, walking, cycling, and freight. It will take into consideration the future location of the light rail station at I-5 and the additional transportation demands created as a result. The options are likely to range from rechannelization of the existing roadway to a three lane cross-section to widening to seven lanes for a configuration much like Aurora Avenue N. The interchange at I-5 greatly influences the function of the entire corridor, thus evaluation of improvements at that location will be an important component of the RDP. Should the needs be different, it is possible that the cross-sections will not be the same on the west and east sides of I-5.

Sidewalk improvements along the length of the corridor will be included in the study and options for bicycle facilities (bicycle lanes, cycle tracks) and features that can improve transit speed and reliability will be evaluated. High accident locations and areas where safety and capacity improvements are needed will also be identified and potential solutions developed. Once the options are developed, they will be vetted for consistency with the project goals and evaluation criteria in order to help the community and Council identify and adopt a preferred alternative.

By creating an RDP, the community, affected jurisdictions, transit agencies and funding partners have a clear picture of the City's vision for the corridor. An RDP helps position the City to be more successful in pursuing outside funding, as grant applications or funding requests can include specific details about the project and accurate cost estimates. Because the RDP establishes the vision for the entire roadway, the City can proceed with various phases in different segments, as they have already been evaluated as features that will improve the entire corridor. For example, once design and environmental review for Mile 1 of the Aurora Corridor Improvement Project were completed and construction was underway, the City immediately began design and environmental review for Miles 2 and 3, allowing the project to continuously move forward.

Project Goals and Evaluation Criteria

A project of this scope and scale will naturally have multiple issues to address, many of which may have competing solutions. It will be important to establish goals for the project and evaluation criteria that can be used to balance these competing interests and assist in the selection of a preferred alternative. Project goals and evaluation criteria would be based upon existing City policies, such as those outlined in Council Goals, the Comprehensive Plan, the Transportation Master Plan and the Environmental Sustainability Strategy, as well as corridor-specific issues.

Attachment A provides a draft outline of potential project goals and evaluation criteria for the project. It is anticipated that these goals and criteria would be further refined at the beginning of the process with input from a working partnership group and the community (see below) and brought to Council for approval to help guide development of the RDP.

Public Involvement

The complex and potentially controversial nature of this project will necessitate significant public involvement. The opportunity to provide input in the process must be both meaningful and frequent and the City will need a strategic communications plan that includes open houses at key project milestones.

Several jurisdictions, agencies and City departments have a very direct interest in the redevelopment of the corridor. In order to ensure that the issues of the various parties are identified, discussed and resolved in a manner that avoids or minimizes conflicts, a working partnership group will be established, comprised of staff from:

- City of Shoreline Public Works Department and Department of Planning and Community Development
- WSDOT
- City of Seattle
- Seattle City Light
- Sound Transit
- King County Metro
- Puget Sound Regional Council

This group will meet regularly throughout the process. These agencies have expressed support for and interest in participating in the City's RDP process.

In anticipation of the RDP process, staff has already begun working with several partner agencies to ensure coordination among major projects. Staff was part of WSDOT's interjurisdictional team created as part of their 2012 study of existing accessibility and safety issues along the SR 523 corridor. Staff stated the City's intention to perform the RDP at that time. The WSDOT team included many of the same agencies the City anticipates working with during the RDP process. As WSDOT's corridor study was concluding, staff initiated a partnership with representatives from Sound Transit and WSDOT with a focus on coordinating efforts between the three agencies and ensuring the importance of improvements to the I-5 interchange were fully understood. With the City as lead, the three agencies have developed a folio (Attachment B) to help inform

WSDOT and elected officials of the importance of improvements to 145th Street. WSDOT will be a key partner in the RDP process due to the significant influence the interchange has on the function of the entire corridor.

In addition to this partnership group, there are several other agencies and jurisdictions that will have interest in specific aspects of this process. These individual groups will be asked to participate when their areas of interest are being discussed and evaluated. Examples include:

- Utility providers – Seattle Public Utilities, Ronald Wastewater District, North City Water District, telecommunications companies
- Department of Ecology – critical areas
- Emergency service providers
- SR 522 corridor cities – Lake Forest Park, Kenmore, Bothell
- Federal Transit Agency and Federal Highway Administration
- City of Seattle Parks Department – ownership of the Jackson Park Golf Course

Input from residents, property owners, business owners, community groups and human service organizations will also be a critical component of this project. Groups such as the North King County Mobility Coalition have expressed their interest and support for this project, and the Thornton Creek Alliance has identified the health of Thornton Creek as a matter of importance to them. Commercial areas and properties with the potential to redevelopment that are located on or near N/NE 145th Street, including the Aurora Square Community Renewal Area and Fircrest, may also be interested in the redevelopment of the corridor.

As part of the Request for Proposals and consultant scope of work, the City will ask for a public involvement plan that includes the partnership group as well as recommendations for bringing the larger community together. This may include development of a citizen advisory task force or stakeholder group with participation from the partners discussed above.

Coordination with Other City Planning Activities

N/NE 145th Street is a significant component of several other City planning activities. The City's Planning and Community Development Department is leading the 145th Street Station Subarea planning process. Future improvements to N/NE 145th Street will be an important factor in the discussions when developing the plan and identifying transportation improvements. The project managers for the RDP and Subarea planning process will serve on the technical staff team for both projects, ensuring continuous coordination between them. Staff from Public Works and Planning and Community Development will also work to coordinate messaging to the community about both projects and create efficiencies but still ensure that residents have adequate opportunity to participate in both processes.

The water system separation project on N/NE 145th Street is an essential component of the City's SPU acquisition effort. Staff is aware that negotiations with the City of Seattle are still underway and it is Council's direction that Shoreline's transportation planning efforts for N/NE 145th Street not preclude or hinder them. Representatives from SPU will

be asked to participate in the RDP process. Staff envisions the construction of transportation improvements on N/NE 145th Street from Aurora Avenue N to I-5 in coordination with the water system separation project in an effort to minimize disruption to the community, fully coordinate design and environmental review efforts and maximize efficiencies for the projects. To that end, the City is pursuing grant funding for design and environmental review of this segment, which would follow completion of the RDP. Should the City be successful in this effort, funding would be available so that the design processes for both projects could be combined and streamlined.

Funding

The \$250,000 allocated in the CIP will allow the City to complete the RDP. The City will be able to utilize existing resources, such as the traffic modeling undertaken by Sound Transit for the Lynnwood Link extension, to help with its development. During the previous federal funding process administered by PSRC, the City requested \$246,000 for the RDP. The project remains on PSRC's contingency list and there is potential for funding to be awarded to Shoreline should projects in other jurisdictions not be able to meet their obligations. This additional funding would allow the City to expand the scope of the RDP to include additional emphasis on evaluation of the interchange at I-5, improved base mapping or more robust communications.

As previously discussed, completion of improvements to this roadway will be heavily reliant upon securing grant funding. For funding purposes, the corridor is likely to be divided into segments so that individual project phases can be completed, similar to the Aurora Corridor Improvement Project. As staff explained at Council's February 8 Workshop, the grant environment has changed over the past few years and new rules often mandate that funds be obligated and spent more quickly than previously required. Continued outreach to the state legislature as well as the City's federal delegation to provide a "seed" allocation will greatly improve the ability to move forward to construction.

Consultant Scope and Request for Proposals

The \$250,000 allocated in the CIP will be utilized for consultant services in developing the RDP. When selecting a consultant, staff plans to issue a Request for Proposals (RFP). As part of the RFP process, the City will outline the project requirements/scope of work and the desired end product, as well as the project budget. By doing so, staff anticipates that consultant firms will provide strong, creative proposals that are achievable within the confines of the budget. RDPs are a common first step in the planning process for projects of this type and staff is interested in hearing various ideas for how to proceed with the RDP. There is likely to be strong interest from consultant firms to participate in this process.

Timeline

Prior to issuing the RFP, staff will meet with representatives from the partnership agencies and request their assistance with development of the project scope. Staff will also verify the resources and studies that are available for use during this study. It is anticipated that the RFP will be issued this spring, with consultant selection complete by late summer 2014. Once the RFP process is complete, it is anticipated that the consultant will assist in the development of a timeline for RDP process, including

identification of major milestones and significant public outreach activities, such as open houses. The RDP process is expected to take up to one year.

The City has submitted an application for grant funding to complete design work and environmental review for the segment from Greenwood Avenue N to I-5. This segment was selected to allow staff to coordinate with the design work and environmental review process for the water system separation project in 2016.

STAKEHOLDER OUTREACH

Development of the RDP will include a significant public outreach component, as described in this report. Creation of a public involvement plan will be part of the consultant scope for this project and will be implemented throughout the process.

COUNCIL GOAL(S) ADDRESSED

This issue addresses Council Goal 2: “Improve Shoreline's utility, transportation, and environmental infrastructure”, specifically Action Step 5: Work with the City of Seattle, King County and Washington State Department of Transportation on a plan that will improve safety, efficiency and modes of transportation for all users of 145th Street.

RESOURCE/FINANCIAL IMPACT

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RECOMMENDATION

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ATTACHMENTS

- Attachment A: Draft 145th Street Route Development Plan Project Goals and Evaluation Criteria
- Attachment B: A Partnership to Improve SR 523 Folio

ATTACHMENT A

Draft 145th Street Route Development Plan Project Goals and Evaluation Criteria

** It is anticipated that these goals and criteria would be further refined at the beginning of the process with input from the partnership group and community and brought to Council for approval to help guide development of the RDP.

Project Goals

- Develop a preferred design concept that will improve the safety and accessibility for all users along and across the corridor.
- Involve the public, adjacent property and business owners and affected jurisdictions in the decision process to allow adequate consideration of all needs along the corridor.
- Arrive at a preferred design concept that will emphasize the movement of people rather than vehicles by enhancing the attractiveness of transit, walking and cycling.
- Develop a preferred design concept that optimizes the safe and efficient movement of people and goods.
- Arrive at a preferred design concept that can support both local and regional economic development objectives by stimulating interest in reinvestment or redevelopment of property along the corridor and near the 145th Street light rail station.
- Arrive at a preferred design concept that can support Vision 2029, the Shoreline Comprehensive Plan and the 145th Light Rail Station Subarea Plan.
- Arrive at a preferred design concept that has the flexibility to allow different characteristics and features along the corridor.
- When identifying the preferred design concept, consider the impacts to adjacent property and business owners resulting from right-of-way acquisition and the construction of improvements including access to property and impacts to existing buildings and improvements.
- Arrive at a preferred design concept that upgrades utilities and provides for improved stormwater management opportunities.
- Arrive at a preferred design concept that provides mitigation for impacts to critical areas.

Evaluation Criteria

When comparing the various alternatives, the following criteria should be used to arrive at a preferred design concept.

- *Air Quality*: How well does the alternative reduce air pollutants including greenhouse gas emissions and other pollutants?
- *Non-motorized Connectivity*: Does the alternative include facilities for pedestrians and bicycles?

- *Transit Improvements:* How well does the alternative improve transit speed and reliability?
- *Safety Improvements:* How well does the alternative support safer travel by all modes and alleviate existing problems?
- *Congestion and Delay Reduction:* How well does the alternative improve traffic flow?
- *Freight Mobility:* How well does the alternative provide benefits to freight-related system users by improving travel time, reliability, and efficiency for freight haulers?
- *Economic Development:* How well does the alternative encourage and support private reinvestment in the corridor through improvements such as landscaping, upgraded utilities and enhanced aesthetics?
- *Support for Transit Oriented Development (TOD):* How well does the alternative support and encourage transit oriented development along the corridor through improvements such as bicycle and pedestrian facilities, safe, comfortable and accessible transit facilities and speed and reliability features that increase the speed and reliability of transit?
- *Critical Area Protection:* How well does the alternative minimize impacts to critical areas or mitigate unavoidable impacts?
- *Stormwater Management:* How well does the alternative provide for opportunities to upgrade facilities to manage stormwater runoff and upgrade stormwater quality?
- *Utility Upgrades:* How well does the alternative provide for opportunities to improve existing utilities?
- *Green Infrastructure:* Does the alternative include green infrastructure elements such as natural stormwater treatment or district energy?
- *Coordination with Capital Projects and Planned Improvements:* How well does the alternative integrate with other capital projects including the proposed light rail station and future improvements to the Interstate-5 interchange?
- *Impacts to Private Property:* Does the alternative minimize impacts to property and business owners by limiting right-of-way acquisition, avoiding existing structures and improvements or maintaining access?
- *Community Development:* How well does the alternative support the community's vision for adjacent neighborhoods, as outlined in the City's Comprehensive Plan?

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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Attachment B

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 and light rail station planning are 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

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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

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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.