

## **CITY COUNCIL AGENDA ITEM**

### **CITY OF SHORELINE, WASHINGTON**

**AGENDA TITLE:** Discussing the State Route 522/NE 145<sup>th</sup> Street Sound Transit Bus Rapid Transit Project

**DEPARTMENT:** Public Works

**PRESENTED BY:** Nora Daley-Peng, Senior Transportation Planner

**ACTION:**        ☐ Ordinance        ☐ Resolution        ☐ Motion  
                 ☒ Discussion        ☐ Public Hearing

**PROBLEM/ISSUE STATEMENT:**

As part of the voter-approved Sound Transit 3 (ST3) Plan, the State Route 522/NE 145<sup>th</sup> Street Bus Rapid Transit (SR 522/NE 145<sup>th</sup> BRT) project will provide fast, frequent, and reliable bus-based transit service from the north Lake Washington communities to the new Shoreline South/145<sup>th</sup> light rail station. Riders will be able to connect to and transfer between the SR 522/NE 145<sup>th</sup> BRT, I-405 BRT, Link light rail, and other transit service provided by Sound Transit (ST), Community Transit (CT), and King County Metro (Metro). The project includes eight station pairs in the north Lake Washington area, with stops in Seattle, Shoreline, Lake Forest Park, Kenmore, and Bothell, and a service connection to Woodinville. ST has branded the SR 522/NE 145<sup>th</sup> BRT service as “Stride”. Tonight, ST staff, Paul Cornish, BRT Director, will provide an update on the SR 522/NE 145<sup>th</sup> BRT project and next steps toward project implementation.

**RESOURCE/FINANCIAL IMPACT:**

There is no direct financial impact regarding tonight’s Council discussion. ST is leading the SR 522/NE 145<sup>th</sup> BRT project in close collaboration with the City of Shoreline (City), as well as partner jurisdictions and transportation agencies along the project corridor. The Sound Transit design of the SR 522/NE 145<sup>th</sup> BRT will not include all the elements of the City’s adopted 145<sup>th</sup> Street Multimodal Corridor Study Preferred Design Concept. If future improvements are desired, reflective of the City’s Preferred Design Concept, then capital dollars would need to be sought by the City of Seattle, King County, Metro, and/or the City of Shoreline.

**RECOMMENDATION**

There is no action required with this agenda item as this report is for discussion purposes only. Staff recommends that the City Council ask questions of ST staff and provide feedback on the Updated Ten Percent Concept and any modifications that Council would like considered as the SR 522/NE 145<sup>th</sup> BRT project completes Phase 2 and advances toward Final Design/Phase 3.

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

## INTRODUCTION

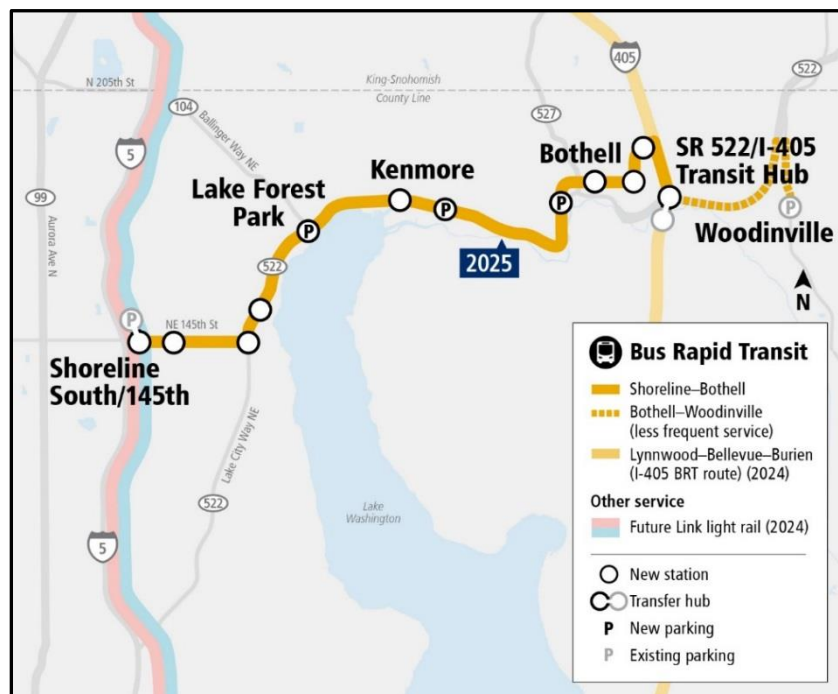
As Sound Transit (ST) transitions from Phase 2 to Final Design/Phase 3 of SR 522/NE 145<sup>th</sup> BRT project, it is an opportune time to brief Council on the project's progress, highlight main changes to the design, and identify next steps toward project implementation.

On November 27, 2017, ST staff provided Council with an update on the ST3 Plan with a focus on initiating Phase 1 of the planned BRT line operations and capital improvements on State Route 522/State Route 523 (NE 145<sup>th</sup> Street) from Shoreline to Woodinville. The staff report for this discussion is available at the following link: [Sound Transit SR 522/SR523 Bus Rapid Transit Project Update](#).

On February 25, 2019, ST staff briefed Council on the project's proposed Refined Project and next steps to implement the project. The briefing's staff report included a five-city joint letter (from the cities of Bothell, Kenmore, Lake Forest Park, Shoreline, and Woodinville) to the ST Board regarding the ST alternatives being considered. The staff report for this discussion is available at the following link: [Sound Transit State Route 522/SR523 Bus Rapid Transit Project Update](#).

## BACKGROUND

The SR 522/NE 145<sup>th</sup> BRT project will provide fast, frequent, and reliable bus-based transit service from north Lake Washington communities to the new Shoreline South/145<sup>th</sup> light rail station. Riders will be able to connect to and transfer between the SR 522/NE 145<sup>th</sup> BRT, I-405 BRT, Link light rail, and other transit service provided by ST, CT, and Metro. The project currently includes eight station pairs in the north Lake Washington area, with stops in Seattle, Shoreline, Lake Forest Park, Kenmore, and Bothell, and a service connection to Woodinville (see map below).



## **Project Schedule**

The SR 522/NE 145<sup>th</sup> BRT project is now completing the major tasks of Phase 2, including developing the “project to be built” from the Ten Percent concept to the Thirty Percent plan set, establishing the baseline cost estimate, conducting environmental review, initiating a permitting plan, and continuing to conduct stakeholder/public involvement. At a recent ST Board meeting, ST revised the expected start of service for SR 522/NE 145<sup>th</sup> BRT from 2024 to 2025. Tangentially, the Lynwood Link Extension (LLE) light rail project is still expected to open the Shoreline South/145<sup>th</sup> and Shoreline North/185<sup>th</sup> light rail stations in 2024. See Exhibit A below for more details about the SR 522/NE 145<sup>th</sup> BRT project schedule milestones.

**Exhibit A: BRT Overall Approach to Project Development and Key Decisions**



## **Relevant Plans/Policies/Projects**

### ***145<sup>th</sup> Street Station Subarea Plan***

The adopted 145<sup>th</sup> Street Station Subarea Plan incorporates transit-oriented development principles to encourage mixed-use residential and commercial development to maximize multimodal access to the light rail and bus transit. Zoning allows for increased density and commercial development. This will allow more residents, workers, and visitors to access the light rail station and bus transit along the 145<sup>th</sup> Street corridor. The Subarea Plan includes the Off-Corridor Bike/Green Network, a collection of quieter, slower-paced streets that are intended to provide bicyclists and pedestrians with alternate, parallel routes to 145<sup>th</sup> Street as well as key connections to the future Shoreline South/145<sup>th</sup> light rail station, Interurban Trail, and Burke-Gilman Trail. A map of the Off-Corridor Bike Network is available at the City's [Bike Plan webpage](#).

### ***145<sup>th</sup> Street Multimodal Corridor Study***

In 2016, the City completed the 145<sup>th</sup> Street Multimodal Corridor Study (145<sup>th</sup> Corridor Study) and developed a Preferred Design Concept that emphasizes multimodal access for the corridor from 3<sup>rd</sup> Avenue NW to Bothell Way NE/Lake City Way (SR 522) through a comprehensive process that included community, stakeholder, and agency involvement and technical analysis.

### ***145<sup>th</sup> Street/ I-5 Interchange Project***

Within the 145<sup>th</sup> Corridor Study's I-5 interchange area, staff worked with ST, WSDOT, King County, Metro, and City of Seattle to develop a roundabout design concept that will improve mobility and safety for all transportation modes and reduce operations and maintenance costs. Funding for this project is still a major hurdle to getting the project completed.

### ***Complete Streets***

The City's Complete Streets Ordinance No. 755 requires the accommodation of all transportation modes within the public right of way. Therefore, the City is interested in accommodating the safe movement of pedestrians and bicyclists (and other personal wheeled devices) to and from future BRT stations.

### **Coordination and Partnership with the Sound Transit**

#### ***Activities to Ensure Effective Coordination Between Projects Intersecting on 145<sup>th</sup>***

The City has been working closely with ST to ensure that the City's 145<sup>th</sup> and I-5 Interchange Project and the ST SR 522/145<sup>th</sup> BRT project and the LLE light rail project are effectively integrated to ensure the most efficient project delivery approach that minimizes project costs as well as impacts to the community. To support this effort, the City has been engaged in bi-monthly coordination meetings and is planning to increase the frequency of these meetings to ensure continued effective project coordination.

### ***Funding Agreements***

Letter of Concurrence and Funding Agreement for up to \$10 M. Recognizing the benefits of the 145<sup>th</sup> and I-5 Interchange project to the SR 522/145<sup>th</sup> BRT project, on April 22, 2020, the City of Shoreline executed a Letter of Concurrence (Attachment A) with ST regarding an up to \$10 million contribution from ST to the City's 145<sup>th</sup> and I-5 Interchange Project (Interchange Project). This Letter of Concurrence will be followed by a binding funding agreement. The Council will be asked to authorize the City Manager to execute the agreement. The ST Board will also be asked to authorize the execution of the agreement on behalf of ST. The timing for this action is not yet known and likely will not occur until later in 2020, once ST has had an opportunity to review the financial impacts of COVID-19 and potentially impacts from I-976.

#### **Funding Agreement to Support Thirty Percent Design of the 145<sup>th</sup> and I-5 Interchange.**

As described in the January 27, 2020 Council presentation on the Interchange Project, the City has received an FHWA Surface Transportation Program (STP) grant funding for the design and environmental review phase of the project. The staff report for this discussion is available at [145th Street/1-5 Interchange Project Delivery Strategy](#). FHWA will require the City to return this grant award if the Project is not completed within the required timeframe.

Recognizing the value of the project and the City's concern regarding expending any more local funds to progress the design of this project, Sound Transit has agreed to provide a \$1 million contribution to the 145<sup>th</sup> and I-5 Interchange Project if it is determined that the City does not have adequate funds to complete this project before the 145<sup>th</sup> light rail station opens in 2024, and the project is halted with federal funds returned to FHWA.

Sound Transit Delaying Entering into Funding Agreements. Sound Transit staff have noted that due to detrimental COVID-19 impacts to Sound Transit ridership and revenue, ST staff have been advised not to take any new funding agreements to the ST Board for execution until the ST Board deliberates on how to address these impacts. ST staff have explained the soonest the ST Board will likely consider entering into new funding agreements will be fall of this year.

The City has expressed significant concern with this delay to these two funding agreements under development. The City has asked that at a minimum the \$1 million funding agreement to support the City's completion of Thirty Percent design for the 145<sup>th</sup> and I-5 Interchange be executed as soon as possible as City staff are currently spending grant dollars to progress the Project. Sound Transit staff have stated that although they understand the City's concerns, they have been instructed not to take any funding agreements to the Sound Transit Board until COVID-19 impacts to the agency are better understood, reiterating that the earliest this is likely to occur will be fall of this year.

## **DISCUSSION**

### **Comparison of ST's Refined Project and Ten Percent Design Update**

In 2018, ST utilized stakeholder input and additional technical analyses to further evaluate and refine the Refined Project with the intention of incorporating the collective modifications into an updated set of project improvements entitled the Ten Percent Design Update. A comparison of ST's Refined Project and Ten Percent Design Update along the 145<sup>th</sup> Street corridor is summarized below (for more details see Attachment B).

#### ***NE 145<sup>th</sup> Street/5<sup>th</sup> Avenue NE and Westbound Bus and Right Turn Lane:***

- **Refined Project** - ST proposed a signal improvement to the NE 145<sup>th</sup> Street/5<sup>th</sup> Avenue NE intersection and an associated new westbound Bus and Right Turn (BAT) lane from approximately 17<sup>th</sup> Avenue NE to 6<sup>th</sup> Avenue NE that tied into a right turn lane to be constructed by the LLE light rail project.
- **Ten Percent Design Update** - ST has adapted its proposed design to accommodate the City's Interchange Project that would reconfigure the I-5/145<sup>th</sup> highway interchange with two (2) roundabouts to improve transit access, speed, and reliability; better manage arterial traffic and on and off ramp traffic; and enhance pedestrian and bicycle facilities. The Interchange Project roundabout on the east side of I-5 would alter the NE 145<sup>th</sup> Street/5<sup>th</sup> Avenue NE intersection and eliminate the planned LLE light rail project turn lane. As a result, the SR 522/145<sup>th</sup> BRT Project's BAT lane would merge into general purpose lanes in the vicinity of 6<sup>th</sup> Avenue NE rather than extending all the way to 17<sup>th</sup> Avenue NE as previously proposed in the Refined Project.
- **Staff Recommendation** - City staff appreciates ST's willingness to adapt its design to accommodate the City's Interchange Project.

### ***25th Avenue NE BRT Station:***

- **Refined Project** - ST proposed a provisional pair of BRT stations at NE 145<sup>th</sup> Street 25<sup>th</sup> Avenue NE as well as roadway widening and left turn restrictions to from eastbound on NE 145<sup>th</sup> Street to northbound on 25<sup>th</sup> Avenue NE.
- **Ten Percent Design Update** - ST is proposing to remove the 145<sup>th</sup> / NE 25<sup>th</sup> Avenue NE BRT stations and roadway improvements in order to balance overall project costs. The existing pair of 145<sup>th</sup>/NE 25<sup>th</sup> Avenue Metro bus stops will remain and continue to be served by Metro buses. The frequency of the Metro buses will be of equal or better frequency than existing Metro service to and from the Shoreline South/145<sup>th</sup> Station.
- **Staff Recommendation** - Although City staff recognize the benefits of the BRT stations proposed at 25<sup>th</sup> Avenue, staff understands ST's decision to eliminate this pair of BRT stations given project cost issues, and with the understanding that Metro will continue to maintain transit stops here as well as the Shoreline United Methodist Church Park and Ride. The City's acceptance of removal of this BRT station from the BRT Project is within the understanding of the agency's funding partnership for the City's 145<sup>th</sup> and I-5 Interchange as outlined in the Letter of Concurrence (Attachment A).

### ***30th Avenue NE BRT Station:***

- **Refined Project** - ST proposed a split pair of BRT stations: a northbound station located on Bothell Way NE and a southbound/westbound station located at NE 145<sup>th</sup> Street/32<sup>nd</sup> Avenue NE.
- **Ten Percent Design Update** - Several members of the Interagency Work Group raised concerns about pedestrian safety because the location of the station pairs would either require pedestrians to cross the very wide and heavily congested intersection of NE 145<sup>th</sup> Street /Bothell Way NE/Lake City Way (SR 522) or be tempted to cross mid-block on NE 145<sup>th</sup> Street near 32<sup>nd</sup> Avenue NE without the protection of a signalized crossing. In response to this concern, ST is proposing to relocate both BRT stations to NE 145<sup>th</sup> Street/30<sup>th</sup> Avenue NE which provides a signalized crossing for pedestrians.
- **Staff Recommendation** - City staff appreciates the proposed relocation of the pair of stations to NE 145<sup>th</sup> Street/30<sup>th</sup> Avenue NE as it will provide increased safety for pedestrians and bicyclists. Staff recognizes the need to work closely with ST and the Interagency Work Group during 30 percent design on details regarding pedestrian and bicycle access to and from the station platforms.

### ***145th Street/Bothell Way NE/Lake City Way (SR 522):***

- **Refined Project** - ST proposed double left turn general-purpose lanes from eastbound on 145<sup>th</sup> Street to northbound on Bothell Way NE, as well as an exclusive left turn transit lane. To achieve this proposed configuration, NE 145<sup>th</sup> Street would need to be widened from 30<sup>th</sup> Avenue NE to the intersection of 145<sup>th</sup> Street/Bothell Way NE/Lake City Way (SR 522). In addition, the intersection would need to be widened from the existing five lanes to six lanes.

- **Ten Percent Design Update** - Several members of the Interagency Work Group raised concerns about the roadway widening because it would impact Seattle Housing Authority's (SHA) low-income housing frontage by requiring sidewalks to be rebuilt right up to the face of buildings. In addition, several members of the Interagency Work Group were concerned that the widened crossing of the intersection of 145<sup>th</sup> Street/Bothell Way NE/Lake City Way (SR 522) would be in an impediment to safe pedestrian/bike crossings. As a possible solution, ST is looking at the NE 145<sup>th</sup> Street channelization between 30<sup>th</sup> Avenue NE and SR 522 to re-assign some lanes to minimize the roadway widening while providing BRT speed and reliability. In addition, this possible solution may eliminate the need to widen NE 145<sup>th</sup> Street and, in turn, eliminate impacts to the SHA's frontage.
- **Staff Recommendation** - City staff appreciates ST's willingness to design and analyze a possible solution that may minimize property impacts and strengthen the safety and attractiveness of the pedestrian/bike environment. Staff recognizes the need to work closely with ST and Interagency Work Group during 30 percent design on details regarding pedestrian and bicycle access to and from the intersection of 145<sup>th</sup> Street/Bothell Way NE/Lake City Way (SR 522).

## **PUBLIC/STAKEHOLDER OUTREACH**

### **Agency Coordination**

From the project's outset, ST has engaged a staff level Interagency Work Group (IAG), a City Managers Group (CMG) and an Elected Leadership Group (ELG) to review and discuss potential project refinements. These groups met multiple times in 2019 and 2020 to inform ST's development of the ten percent concept design. City staff serve on the IAG and are actively engaged in the project's design development, environmental review, and public/stakeholder outreach. As the project progresses, staff will be involved with property acquisitions, permitting and construction.

### **Stakeholders**

In December 2019 and January 2020, ST attended the Shoreline Chamber of Commerce luncheon, a Windemere Group meeting, and Metro North Link Connections Mobility Project meeting to give a project update. ST discussed project elements, timeline, and the future of transit service coming to the community.

### **Property Owner Briefings**

ST has begun the process of meeting with potentially impacted property owners along the identified project corridor. Starting in March 2020, ST initially sent 21 letters to affected property owners in Shoreline. On Friday, April 10, 2020, ST sent nine follow-up emails and eight letters to the remaining properties without an email contact. Thus far, ST has conducted seven teleconferences with Shoreline property owners. With the knowledge that the details of the project to be built will be fleshed out during Final Design/Phase 3, ST recognizes that their initial correspondence with property owners is just the beginning of the process of ascertaining impacts and working with property owners on resolutions.



### **Upcoming Outreach Activities**

Outreach activities for the remainder of 2020 are still in flux given the current state of the COVID-19 pandemic. ST is evaluating virtual options for interacting with the general public and communities along the SR 522/NE 145<sup>th</sup> Street corridor until more information is available about future in-person communications.

### **NEXT STEPS**

- ***Final Design/Phase 3*** - As the SR 522/NE 145<sup>th</sup> BRT project advances toward the Final Design/Phase 3, City staff will continue to closely coordinate with ST and IAG members to further study and discuss the development of the 30 percent design and its environmental review.
- ***Partnering Agreement*** - ST is requesting a partnering agreement individually with every jurisdiction it is working with on the SR 522/145<sup>th</sup> BRT project as they progress from ten percent through 100 percent completion of design. As stated in the Purpose section of this draft agreement, the intent is for ST and the City to establish a common understanding of roles, responsibilities, and schedule and budget imperatives necessary for the timely delivery of the Project within the City. ST would like to get this agreement enacted as we move toward the City's review of 30 percent design plan. City staff is currently reviewing this agreement.

### **COUNCIL GOAL(S) ADDRESSED**

This project addresses the following City Council Goals:

- Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly valued public service.
- Council Goal 3: Continue preparation for regional mass transit in Shoreline.

### **RESOURCE/FINANCIAL IMPACT**

There is no direct financial impact regarding tonight's Council discussion. ST is leading the SR 522/NE 145<sup>th</sup> BRT project in close collaboration with the City of Shoreline (City), as well as partner jurisdictions and transportation agencies along the project corridor. The ST design of the SR 522/NE 145<sup>th</sup> BRT will not include all the elements of the City's adopted 145<sup>th</sup> Street Multimodal Corridor Study Preferred Design Concept. If future improvements are desired, reflective of the City's Preferred Design Concept, then capital dollars would need to be sought by the City of Seattle, King County, Metro, and/or the City of Shoreline.

### **RECOMMENDATION**

There is no action required with this agenda item as this report is for discussion purposes only. Staff recommends that the City Council ask questions of ST staff and provide feedback on the Updated Ten Percent Concept and any modifications that Council would like considered as the SR 522/NE 145<sup>th</sup> BRT Project completes Phase 2 and advances toward Final Design/Phase 3.



## **ATTACHMENTS**

Attachment A: April 22, 2020 Sound Transit-City of Shoreline Letter of Concurrence

Attachment B: IAG Phase 2 Meeting 6 Presentation



April 22, 2020

Debbie Tarry, City Manager  
City of Shoreline  
17500 Midvale Avenue North  
Shoreline, WA 98133

**Letter of Concurrence between Sound Transit and the City of Shoreline regarding the Sound Transit SR 522/145th Bus Rapid Transit Project and the City of Shoreline I-5/145th Interchange Project**

Dear Ms. Tarry:

This Letter of Concurrence outlines the scope of the proposed Sound Transit SR 522/145th Bus Rapid Transit Project (“BRT Project”) within the City of Shoreline and describes Sound Transit’s participation in the City of Shoreline’s proposed I-5/145th Interchange Project (“Interchange Project”). Both of these projects are currently being developed.

The Sound Transit Board is expected to make a decision to select the BRT project to be built after the completion of the project’s environmental review. The BRT Project environmental review assumes that the City’s Interchange Project will be completed after the BRT Project. The City is expected to complete environmental review of the Interchange Project by the end of 2020. Sound Transit and the City anticipate entering into formal partnering and funding agreements addressing these and related issues, as described in the Conclusion section below.

**Sound Transit’s BRT Project**

The BRT Project would establish high capacity transit between the City of Bothell and the Lynnwood Link Extension 145th Street Station, through the Cities of Kenmore, Lake Forest Park, Shoreline, and Seattle via State Route 522 and NE 145th Street. It would provide high frequency service to new stations and would operate in expanded Business Access and Transit (BAT) lanes and general purpose lanes. Sound Transit has completed 10 percent design of the BRT Project (“10% Design Update”) and expects to complete environmental review in the coming months.

The City has reviewed Sound Transit’s 10% Design Update and is supportive of the BRT Project being evaluated through Sound Transit’s current State Environmental Policy Act process. As stated in the City’s November 18, 2019 written comments on this design, the City expects Sound Transit to design and construct sidewalks, curb ramps, and crosswalks in the immediate vicinity of the BRT stations where the right-of-way is improved by the BRT Project. The City expects that these facilities will be consistent with applicable City standards, though the City may consider design deviations, where necessary, in order to minimize property impacts and where cost is prohibitive due to site constraints or the like, provided that ADA standards and safe pedestrian and bicycle access are maintained. Sound Transit and the City will work together to determine the appropriate permitting approach to facilitate this project.

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*King County Councilmember*

**Victoria Woodards**

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**CHIEF EXECUTIVE OFFICER**

**Peter M. Rogoff**

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BRT Project improvements anticipated to be provided by Sound Transit within the City's municipal boundaries and/or along the north side of NE 145th Street corridor would include:

- Lynnwood Link/Shoreline South/145th Street Station: BRT station amenities would be provided at the BRT pick-up zone to support reliable transfers between BRT and Lynnwood Link.
- 15th Avenue NE/NE 145th Street Station: A station would be established, and to facilitate bus speed and reliability, NE 145th Street would be widened at this intersection. Existing sidewalks would be reconstructed where disturbed by the BRT Project, as illustrated in the 10% Design Update.
- 30th Avenue NE (vicinity) Station: A station would be established and existing sidewalks would be reconstructed where disturbed by the BRT Project to accommodate the station and any associated roadway widening. Sound Transit will continue to work with its partners to ensure that the final location of the station meets access, safety, and speed and reliability goals.
- NE 145th Street BAT Lane: A westbound BAT lane would be constructed by the BRT Project from just east of 8th Avenue NE to approximately 6th Avenue NE. Between 8th and 6th Avenues, the 10% Design Update includes a twelve (12) foot wide shared-use path and a five (5) foot wide planting strip. This BAT lane would connect to the westbound turn lane that will be constructed by the Sound Transit Lynnwood Link Extension project ("LLE Project") to provide for speed and reliability improvements for BRT.
- 145th Street corridor traffic management: Sound Transit and the City will cooperate to identify and implement appropriate traffic management measures within the existing NE 145th Street corridor to enhance safety and maximize travel reliability. The City will work with Sound Transit and other partners to evaluate and implement signal operations that minimize transit delay and enhance pedestrian and motorist safety. In undertaking this, Sound Transit and the City will strive to avoid or minimize negative impacts such as diversion into neighborhoods or reduced access to nearby schools and churches. As such, eastbound to northbound left turn restrictions may not be appropriate.

Sound Transit and the City agree that the proposed BRT Project will not include a BRT station at NE 25th Avenue. Although the City recognizes the benefits of the BRT station proposed at NE 25th Avenue as part of the BRT Project's 10% Design Update, the City understands that Sound Transit does not plan to build this BRT station based on the understanding that King County Metro (Metro) will continue to maintain transit stops at this location, as well as at the Shoreline United Methodist Church Park and Ride.

### **City of Shoreline's Interchange Project**

The City's Interchange Project would reconfigure the I-5/145th highway interchange with two (2) roundabouts to improve transit access, speed, and reliability; better manage arterial traffic and on and off ramp traffic; and enhance pedestrian and bicycle facilities. The Interchange Project roundabout on the east side of I-5 would alter the NE 145th Street/5th Avenue NE intersection and eliminate the planned LLE Project turn lane. As a result, the planned BRT Project BAT lane would merge into general purpose lanes in the vicinity of 6th Avenue NE. To ensure BRT speed and reliability equivalent to or better than that offered by the BRT Project configuration, westbound NE 145th Street general-purpose traffic would be metered in the vicinity of 6th Avenue NE in order to provide transit priority approaching the roundabout. This meter and all associated meter infrastructure would be constructed by the City and activated upon substantial completion of the Interchange Project. The Interchange Project would be designed to match up to the BRT Project curb locations and paving limits in the vicinity of 6th Avenue NE.

The City is responsible for environmental review, preliminary engineering, and securing the \$25 million funding plan for the Interchange Project. The City is partnering with the Washington State Department of Transportation (WSDOT), which will be responsible for final design, construction, and coordination with the LLE Project. Recognizing that additional coordination of these projects is necessary, and that the project boundaries may of necessity overlap, the parties will work together in good faith to coordinate the projects' delivery schedules and

Debbie Tarry  
April 22, 2020  
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construction sequences to minimize additional cost or delay in either party's projects. As part of this coordination, the parties will explore methods to ensure the most efficient delivery of the projects, including one party potentially assuming a lead implementation role. The Interchange project will be responsible for all redesign costs or construction delay/resequencing costs associated specifically with changing the currently approved surface improvements (intersection design, signalization, grading, paving and drainage as required for the interchange project). The Interchange Project does not anticipate underground utility relocations or modifications and therefore it will not modify planned underground LLE Project work.

Sound Transit's BRT Project would benefit from improved transit speed and reliability offered by the City's Interchange Project and, therefore, it is anticipated that Sound Transit would contribute up to \$10 million to the Interchange Project, subject to completion of the City's environmental review. Sound Transit will support the City's grant applications and other efforts to secure full funding for the Interchange Project. Due to the economic uncertainty created by the impacts of COVID-19, an agency work group is developing the information and data the Sound Transit Board will consider in a realignment process that may be similar to the 2010 process during the Great Recession. The scope and timing of the BRT Project will be considered during the realignment process and any contributions to the Interchange Project will be subject to approval by the Sound Transit Board.

### **Conclusion**

Sound Transit and the City understand that environmental review for both the BRT Project and Interchange Project are forthcoming and that formal agreements will be needed to implement the commitments in this Letter of Concurrence. Sound Transit and the City anticipate entering into formal agreements after completion of environmental review, subject to consideration and approval of our respective governing bodies.

Sincerely,

DocuSigned by:

Don Billen

Don Billen

Executive Director – Planning, Environmental and Project Development  
Sound Transit

Concurred to by:

DocuSigned by:

Debbie Tarry

Debbie Tarry

City Manager  
City of Shoreline  
Date 4/22/2020, 2020

# ***IAG Phase 2 - Supplementary Meeting (6)***

*SR 522/NE 145th BRT  
145<sup>th</sup> St from 30<sup>th</sup> to SR 522*

*4/27/20*

# Agenda

- *Welcome and introductions*
- *Overview of 10 Percent Design Concept*
- *145<sup>th</sup>/30<sup>th</sup> Station Location*
- *145<sup>th</sup>/SR 522 Intersection Channelization*
- *145<sup>th</sup>/25<sup>th</sup> Ave Intersection*
- *Next steps and action items review*

# ***Welcome and introductions***



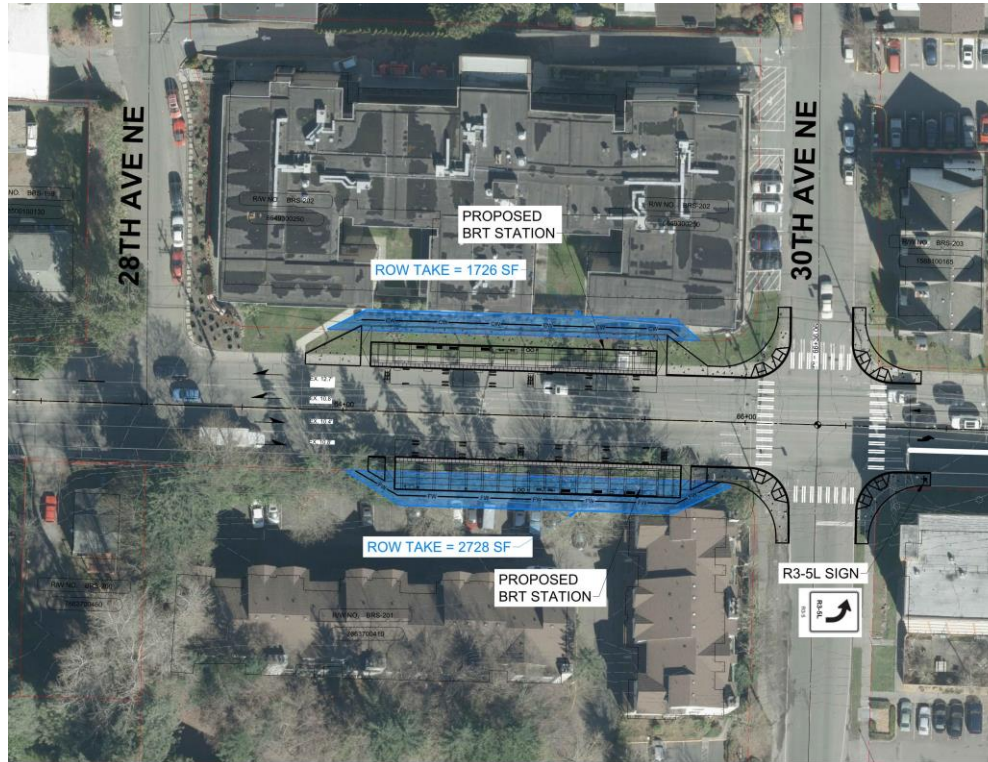
***145<sup>th</sup> Street from 30<sup>th</sup> Ave NE to SR 522***  
10 percent design concept

03/20/2020



# Station Location

# Station Pair at 30th



# ***Station Location Considerations***

- **Transit integration**

- Opportunities for integration with regional transit?
- How well does location allow for local service integration

- **Pedestrian accessibility**

- Safety and quality of pedestrian facilities adjacent to stations and at nearest intersections

- **Ridership**

- Does location attract more riders?
- Proximity to population centers / high density land use

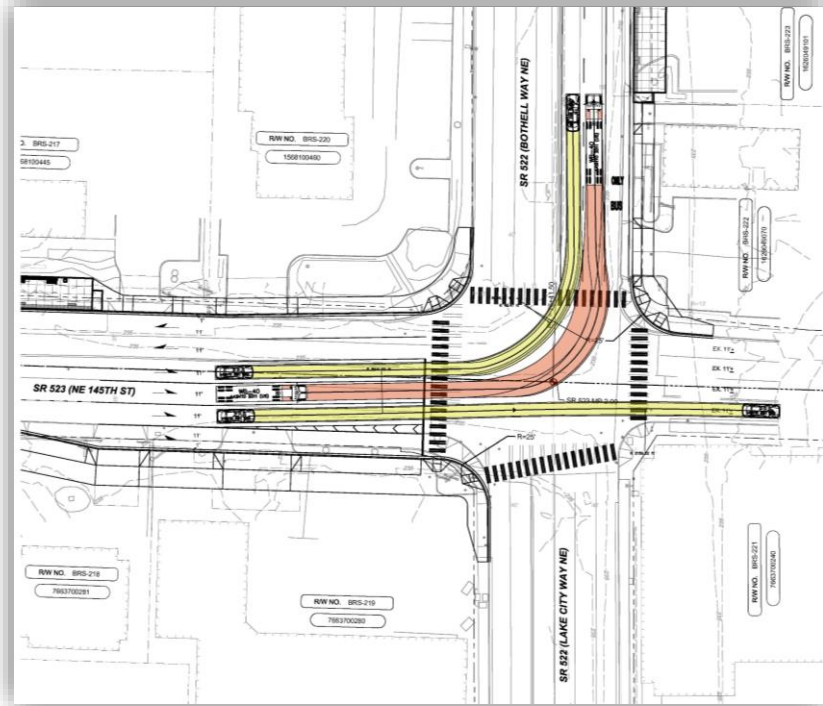
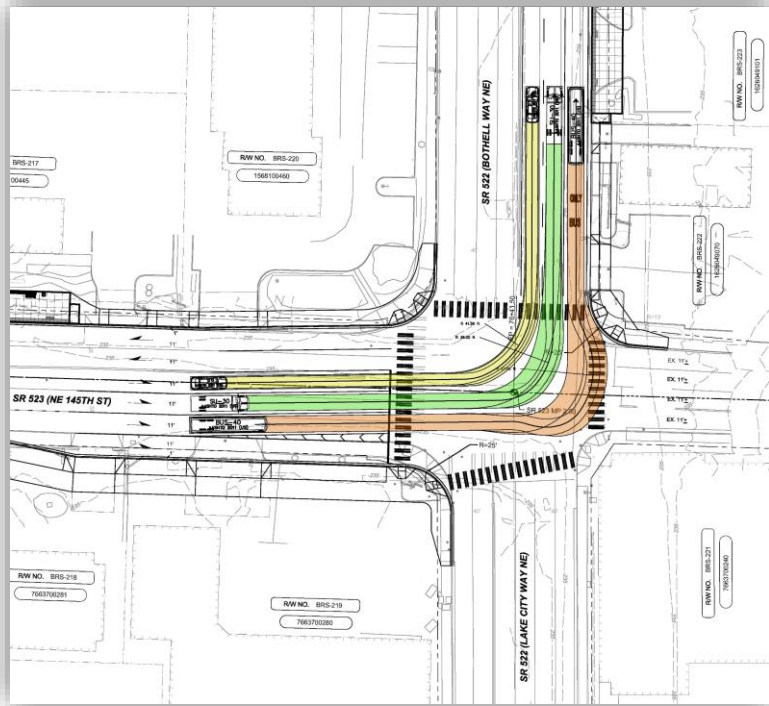


STATION LOCATION		Station Pair at 522 Intersection		Attachment B Station Pair at 30th Ave	
	DESCRIPTION	<ul style="list-style-type: none"> <li>30th Ave NE to SR 522 vicinity</li> <li>Station pair at SR 522 intersection</li> </ul>		<ul style="list-style-type: none"> <li>30th Ave NE to SR 522 vicinity</li> <li>Station pair at 30th Ave NE</li> <li>Sidewalk/ADA improvements at 30th Ave intersection</li> </ul>	
	COMPARATIVE COSTS	<b>\$1 M</b> Construction and ROW, assumes some ramps, crosswalks at SR 522	low cost	<b>\$6 M</b> Construction and ROW, assumes some ramps, crosswalks at 30th Ave	high cost
	TRANSIT INTEGRATION / CONNECTION BETWEEN 145TH AND SR 522	<ul style="list-style-type: none"> <li>Integration with KCM 372 (future BRT) at this location</li> <li>Split station configuration with WB on 145th, EB on SR522; requires pedestrians to walk about one block to cross at the signal</li> <li>Does not provide integration with KCM Rt 65 (future frequent) at this station</li> </ul>	medium benefits	<ul style="list-style-type: none"> <li>Does not provide integration with KCM 372 (future BRT) at this location (longer walk)</li> <li>Integration with KCM Rt 65 (future frequent) at this station</li> <li>Integration with KCM at both stations (EB &amp; WB)</li> </ul>	medium benefits
	PEDESTRIAN ENVIRONMENT/ PEDESTRIAN SAFETY	<ul style="list-style-type: none"> <li>No protected crossing at 32nd</li> <li>Less pedestrian friendly environment for passengers</li> </ul>	less pedestrian friendly	<ul style="list-style-type: none"> <li>Stations located at protected crossing at 30th Ave</li> <li>More pedestrian friendly environment for passengers</li> </ul>	more pedestrian friendly
	RIDERSHIP	Ridership model does not have sensitivity to pick up difference. Qualitatively, negligible difference in ridership between two locations. 522 Stations are closer to multifamily housing east and south of 522 intersection.	medium benefits	Ridership model does not have sensitivity to pick up difference. Qualitatively, negligible difference in ridership between two locations. 30th stations are closer to public housing and multifamily west of 522.	medium benefits
	RISK ELEMENTS	Agency partner buy-in	low risk	Agency partner buy-in	low risk
		Improvements consistency with Refined Representative Project	low risk	Improvements consistency with Refined Representative Project	medium risk

# Roadway Design



# NE 145<sup>th</sup> St / SR 522 10% Concept Dual Lefts



# NE 145<sup>th</sup> St / SR 522 – EB Modified Chan



SR 522

**DRAFT: 4/24/2020**

# *Channelization Considerations*

- **Transit delay and reliability**

- Does configuration provide exclusivity for transit?
- Reduce delay for transit at intersections?
- Is travel time for buses predictable and consistent throughout the day?

- **Costs and impacts**

- Capital costs
- Properties impacted
- General purpose traffic impacts
- Pedestrian environment

# Concept Evaluation

		10% Concept	Channelization Revision Attachment B
CHANNELIZATION	DESCRIPTION	<ul style="list-style-type: none"> <li>30th Ave NE to SR 522 vicinity</li> <li>Widening from east of 30th Ave to SR 522 for eastbound queue bypass</li> <li>Assumes south side sidewalk and landscaping from 30th Ave NE to SR 522</li> <li>intersection realignment at SR 522</li> </ul>	<ul style="list-style-type: none"> <li>30th Ave NE to SR 522 vicinity</li> <li>No widening</li> <li>Channelizes LT traffic into one lane from 30th to SR522</li> <li>C-curb access restriction 31st vicinity to SR 522</li> </ul>
	COMPARATIVE COSTS	<b>\$14 M</b> <b>Construction and ROW</b>	<b>\$1 M</b> <b>Construction and ROW</b>
	TRANSIT MOVEMENT DELAY	AM Inbound - 11sec AM Outbound - 57 sec PM Inbound - 9 sec PM Outbound - 66 sec	less delay
	TRANSIT TRAVEL TIME RELIABILITY	<ul style="list-style-type: none"> <li>EBLT average queue ~400ft in PM should not impact bus lane</li> </ul>	better reliability
	GENERAL PURPOSE TRAFFIC IMPACTS	General purpose traffic EB to NB retains two left turn lanes	little to no change
	PEDESTRIAN SAFETY	Increases pedestrian crossing distance on 145th	worse
	PROPERTY IMPACTS	# parcels partially impacted = 10 Impacts to low-income multi-family housing	highest property impacts
	RISK ELEMENTS	Agency partner buy-in	higher risk
		Spill back from merge could impact transit reliability	low risk
		Improvements consistency with Refined Representative Project	low risk
		Property acquisition costs are unpredictable and could increase more than estimated	medium risk

***NE 145<sup>th</sup> St / 25<sup>th</sup> Ave NE***

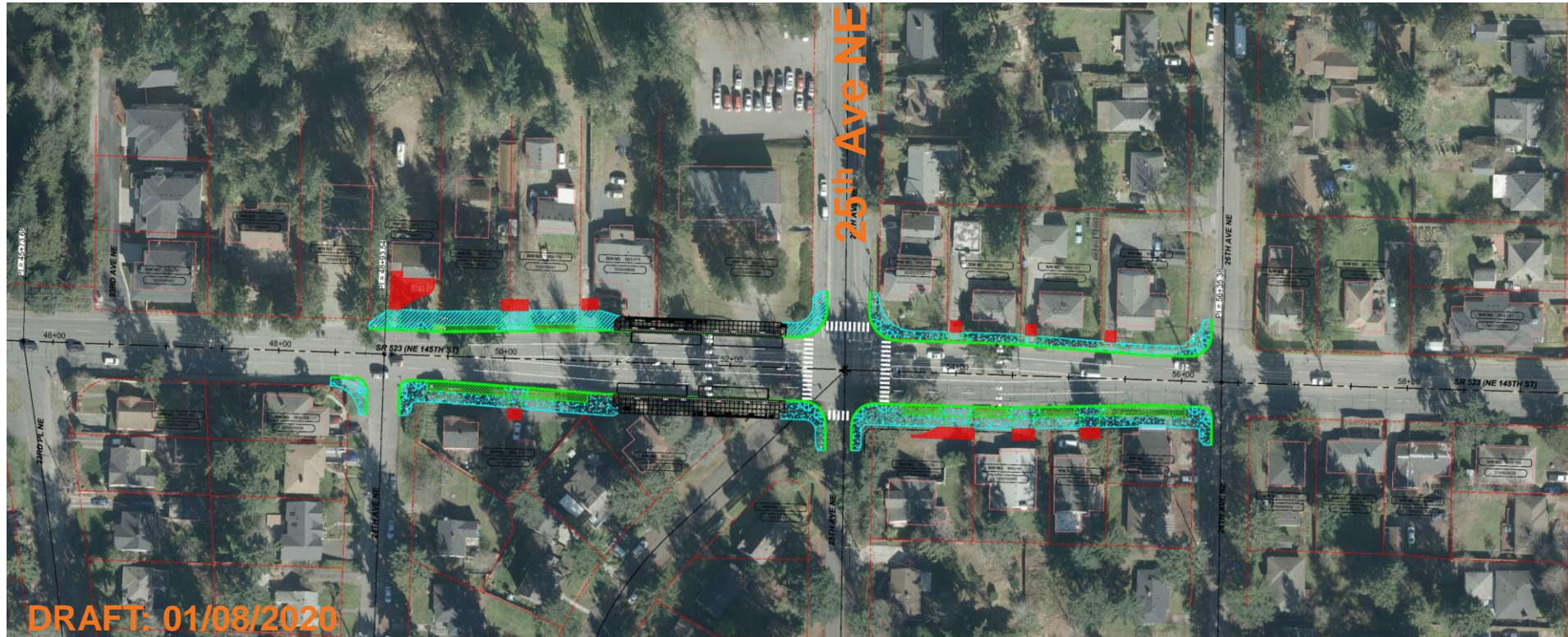


## 16





# Previous – Left Turn Pocket; BRT Station





# Arch



# ***Next steps and action items***

Thank you.

*Thank you.*



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