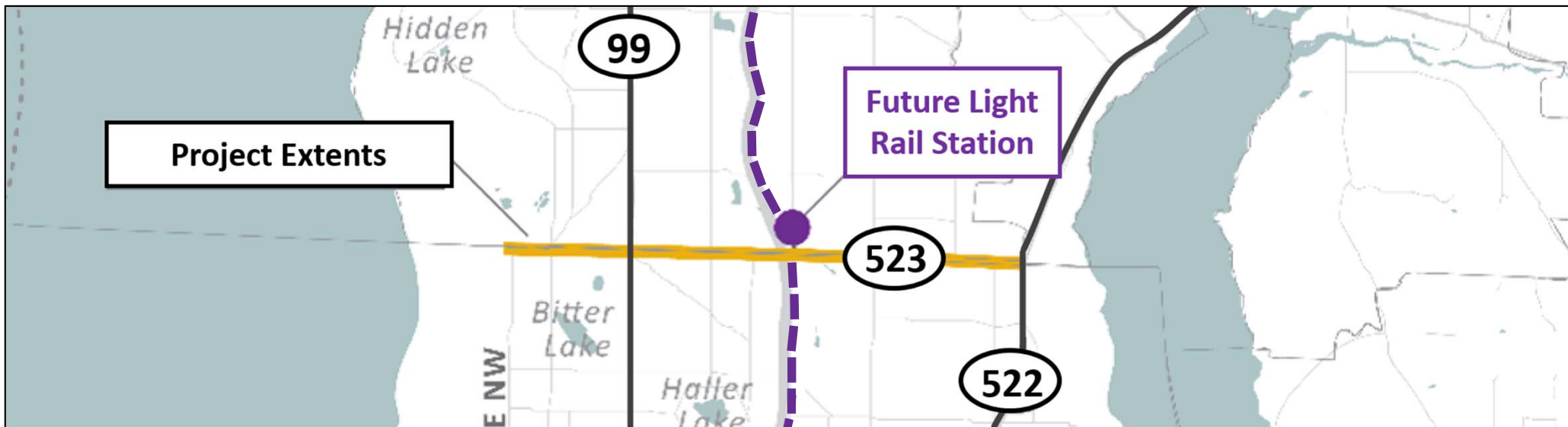




# 145th Street Multimodal Corridor Study



# 145th Street (State Route 523)



- Connection to Aurora, I-5, and Lake City Way/Bothell Way
- Connection for Shoreline and Seattle neighborhoods, businesses, parks and services
- Future light rail station at 145th and I-5

# Project partners



# What's the problem?



Traffic congestion



Pedestrian barriers, no place for bikes

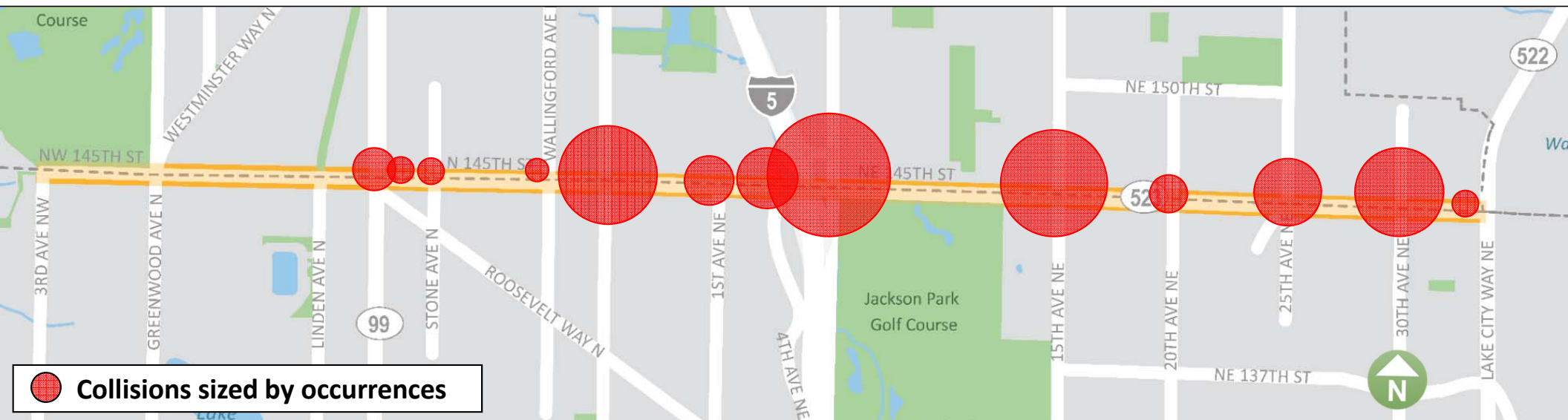


Limited transit service, minimal amenities



Safety concerns, including lack of left turns

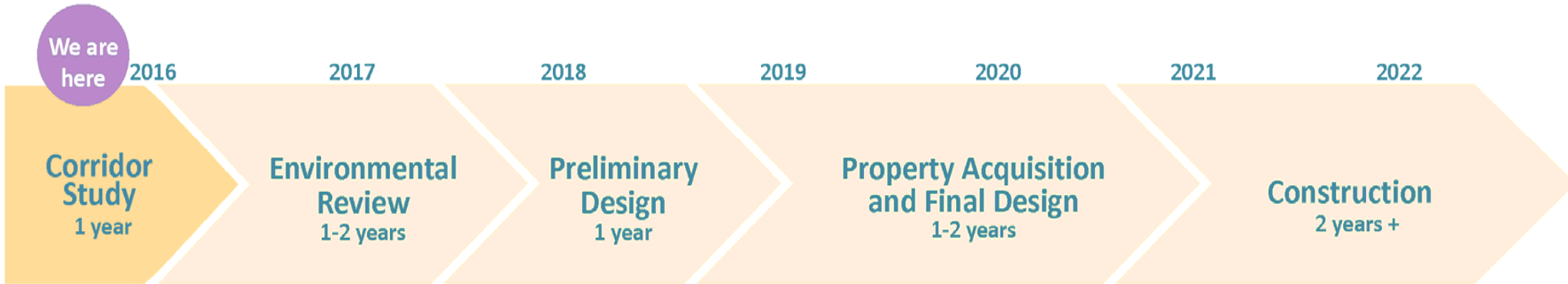
# What's the problem?



Collison history: 2010-2014



# What's the process?



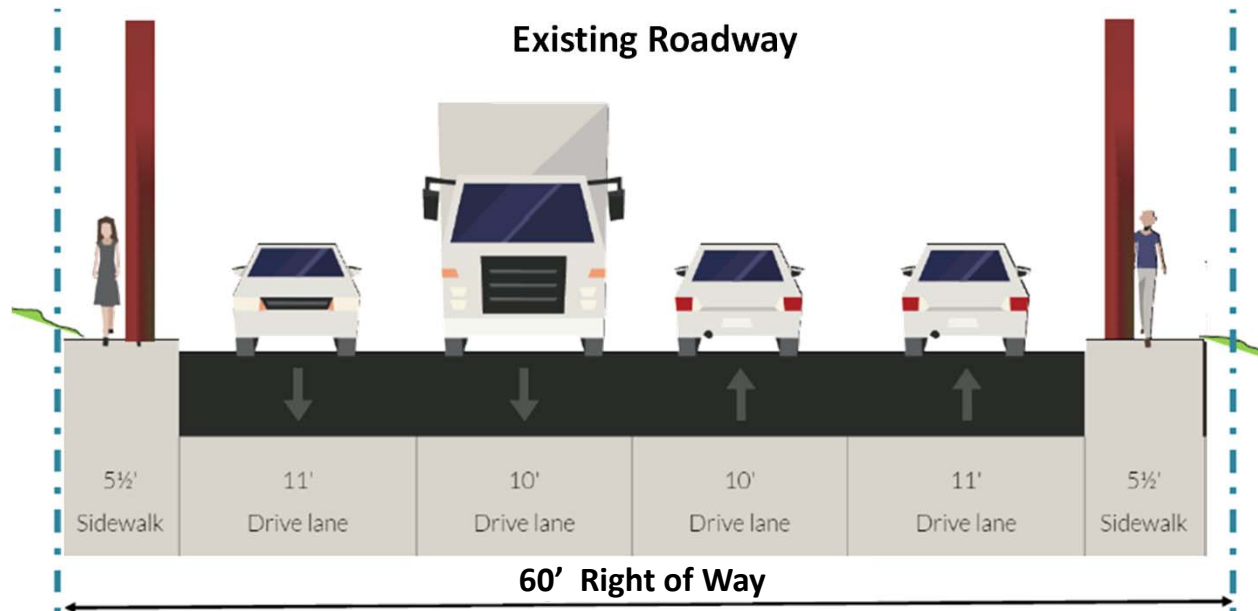
Corridor Study decision making advisors include: Citizen Advisory Team, Interagency Technical Team, Public Input

## Project goals



- Ensure that everyone can walk, bike, bus, access light rail and drive safely and reliably along and across the corridor
- Develop transportation improvements that:
  - Support the local economy
  - Protect the environment
  - Support a vibrant community

# Challenge of limited right of way

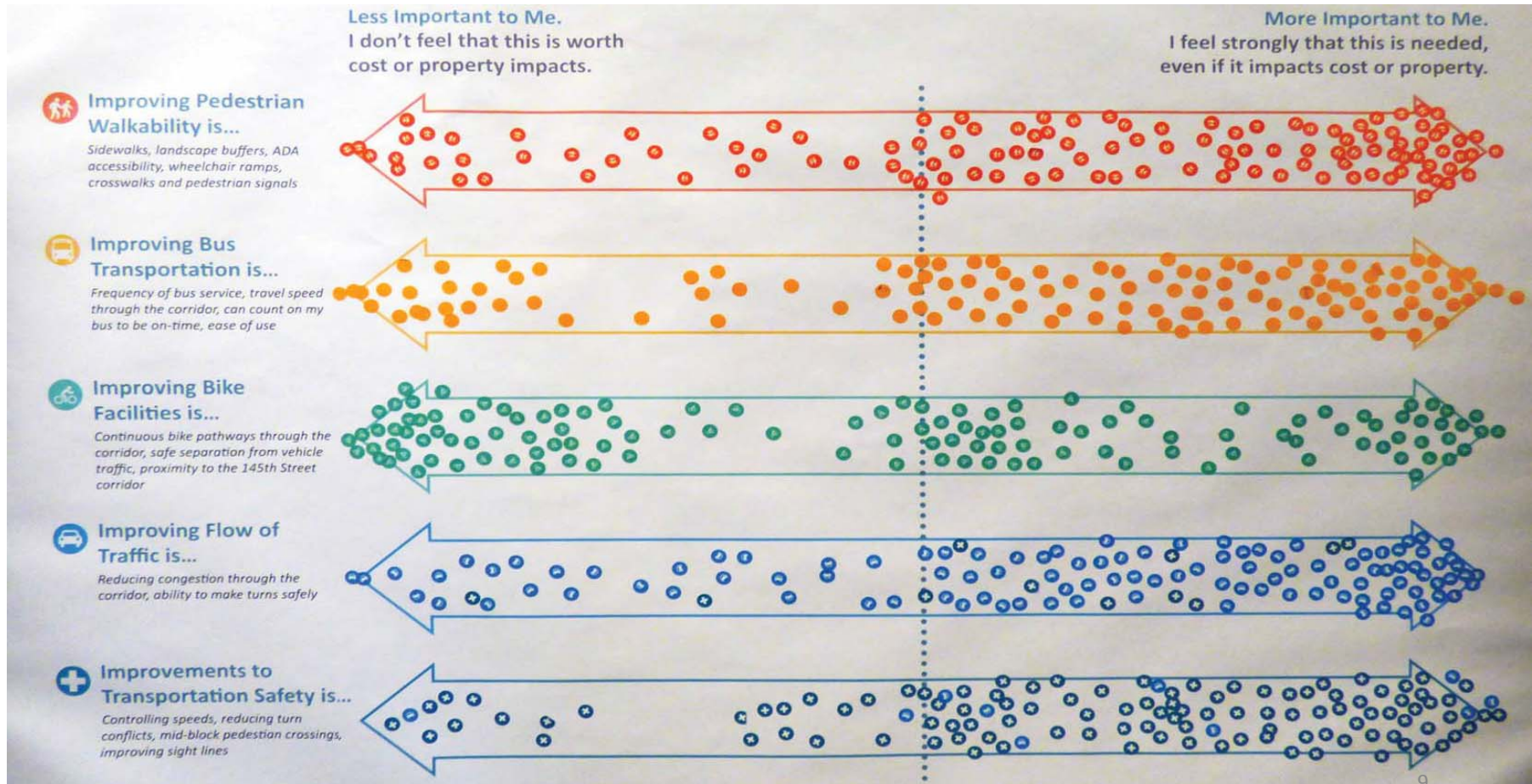


**Improvement concepts could include widening for:**

	<b>Turn lane</b> 12'		<b>Bike lane</b> 5'		<b>Bus Stop</b> 10'
	<b>Bus lane</b> 13'		<b>Sidewalks</b> 8'		<b>Planter</b> 5'

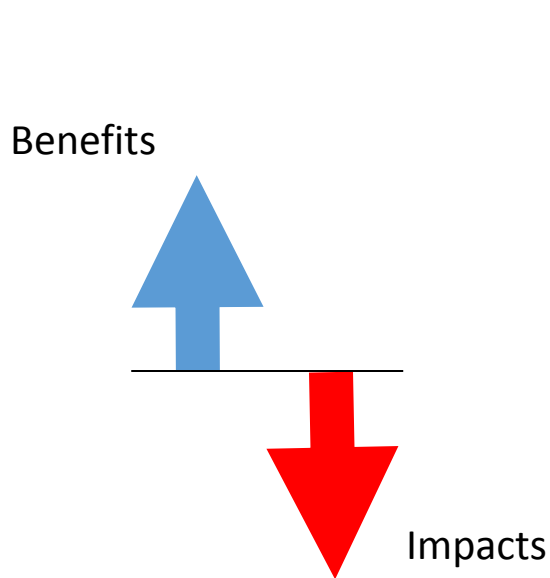


# Community-based design informed by your input

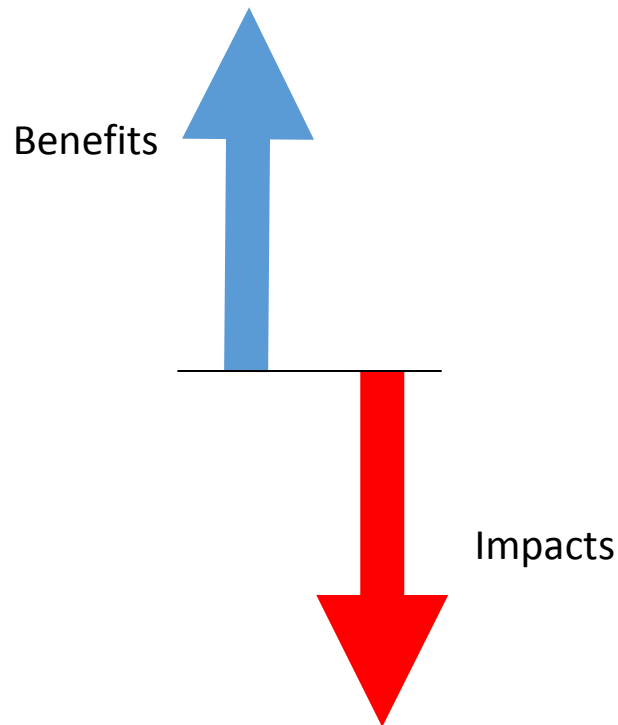


# Preferred Concept strategy: Maximize benefits and minimize impacts

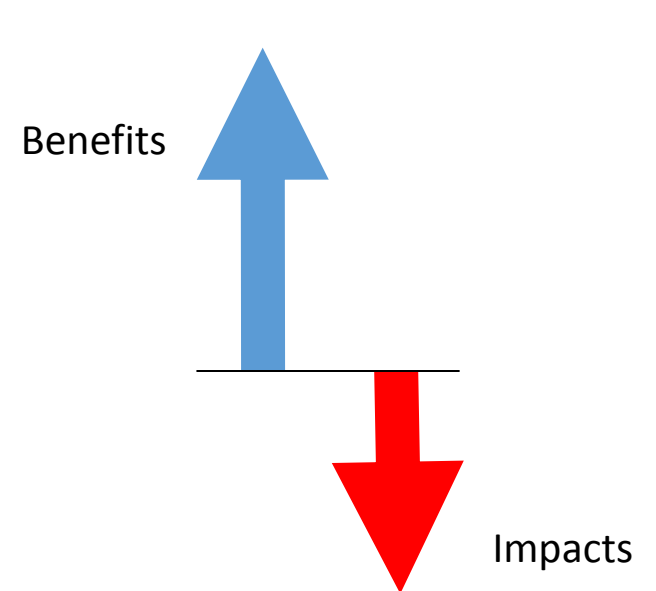
**STUDY CONCEPT 2**



**STUDY CONCEPT 4**



**PREFERRED CONCEPT**

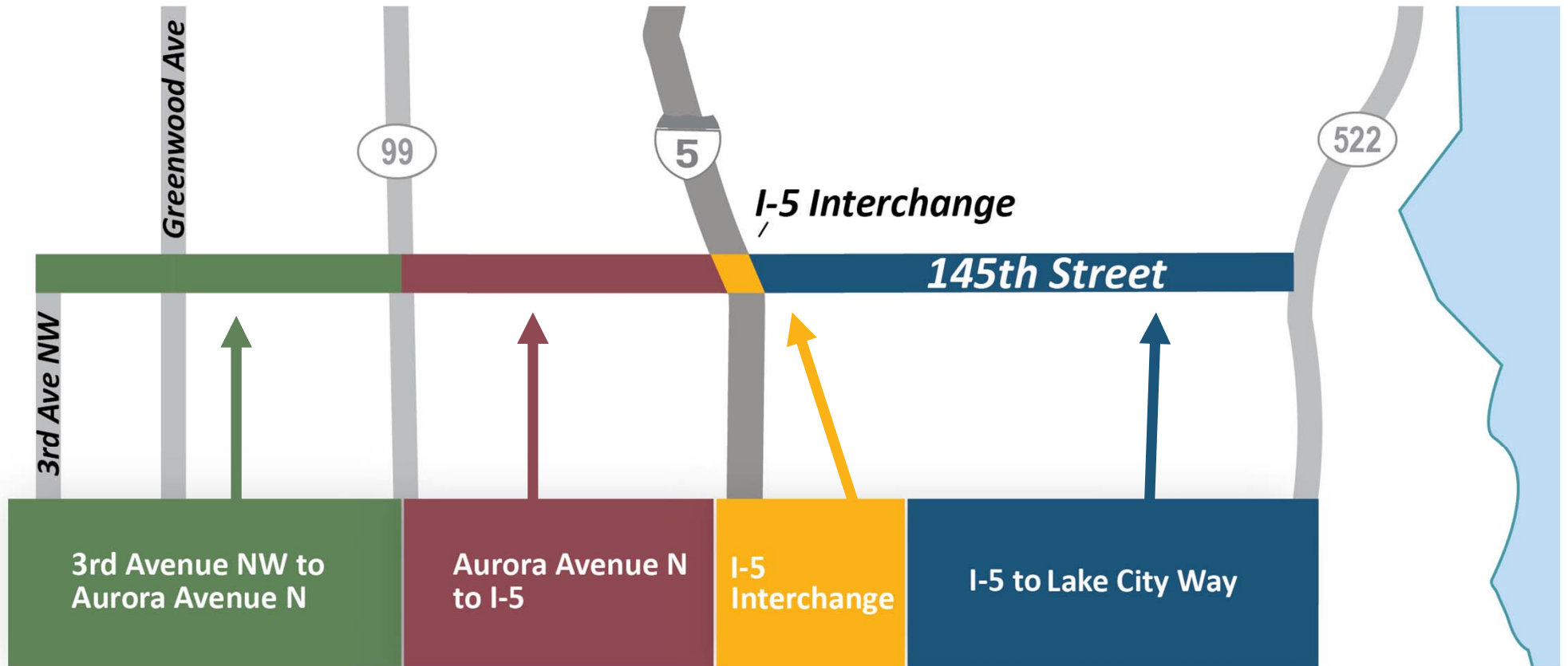




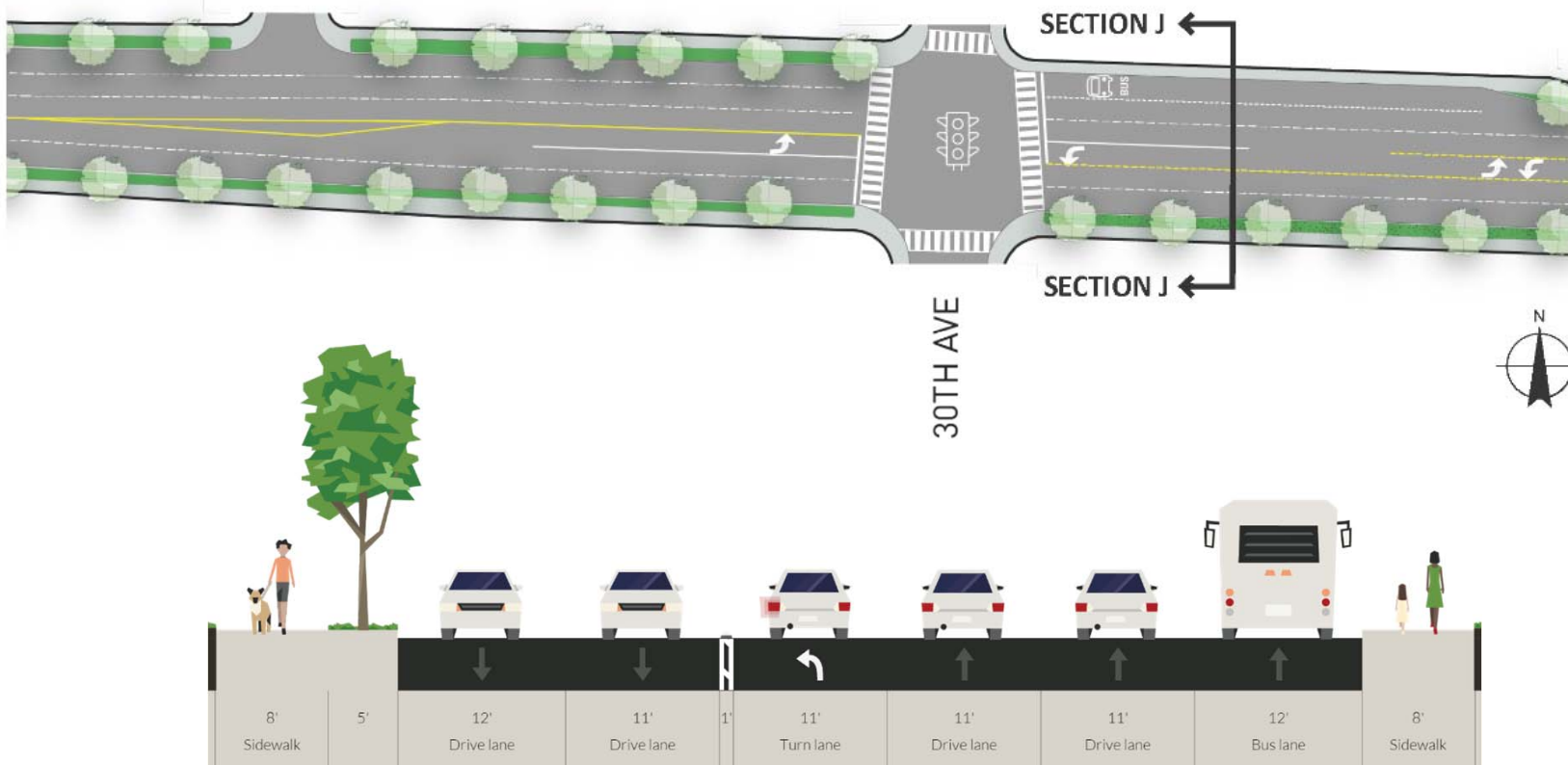
# Preferred Concept Overview



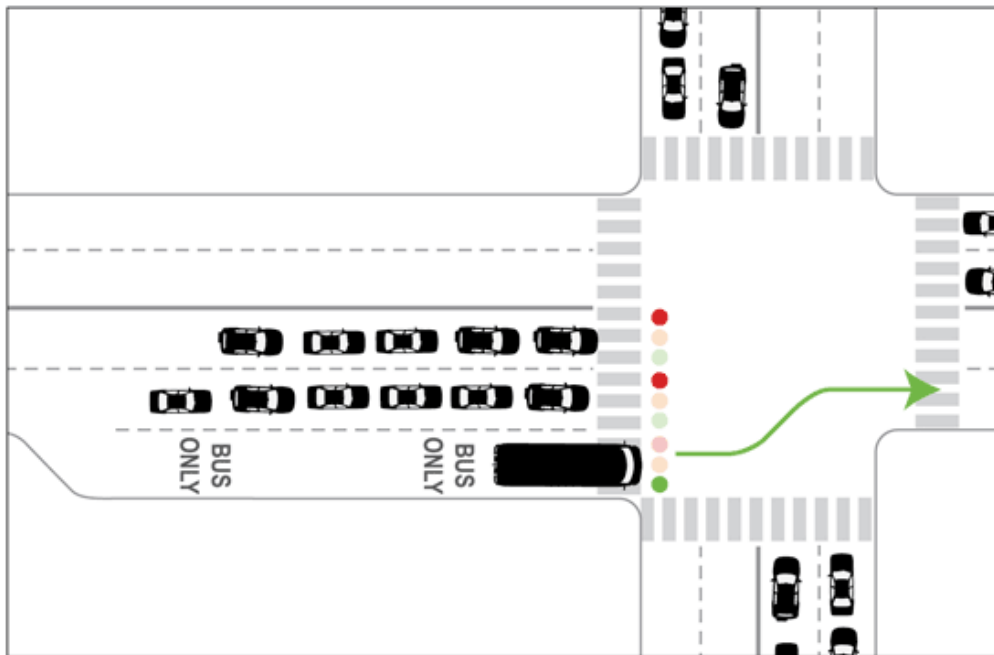
# Corridor contexts



# Example concept: Near 30<sup>th</sup> Avenue intersection

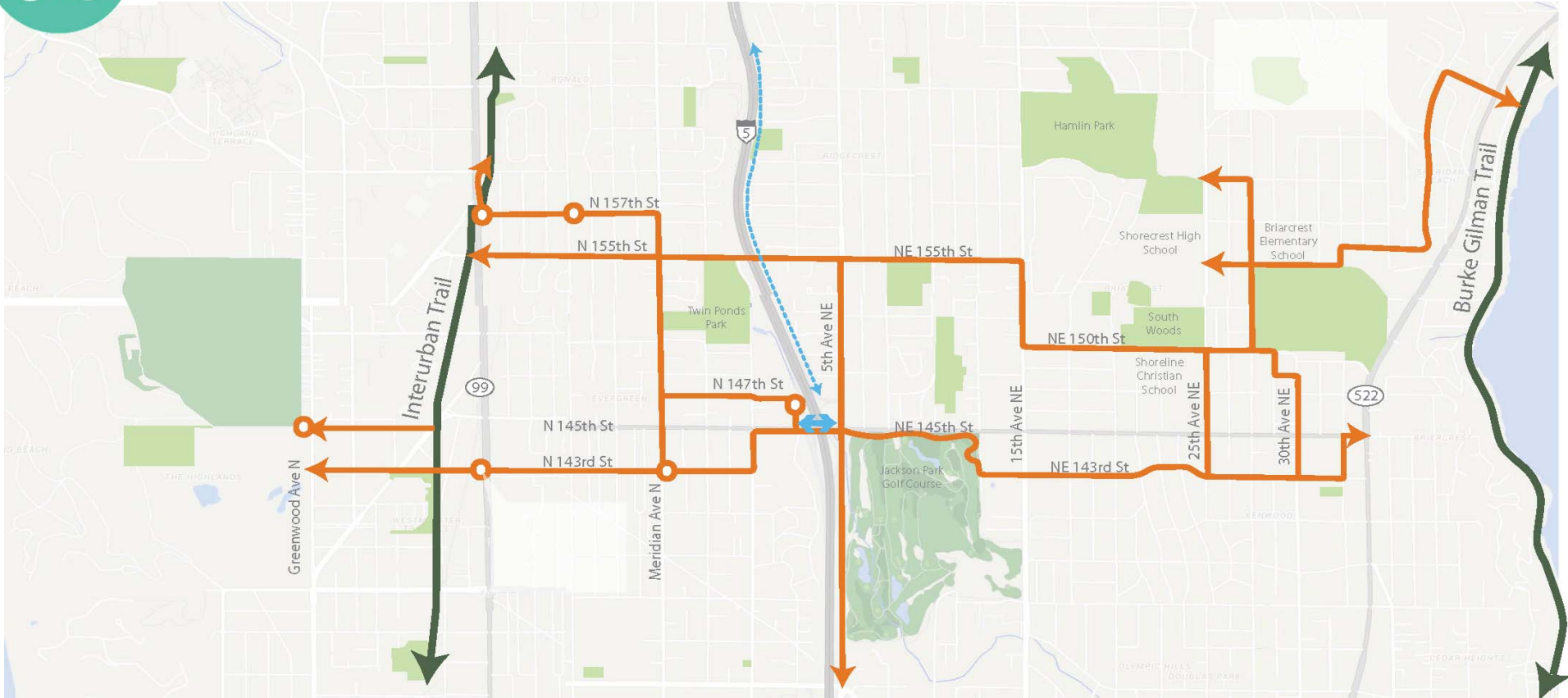


# Transit Queue Jump

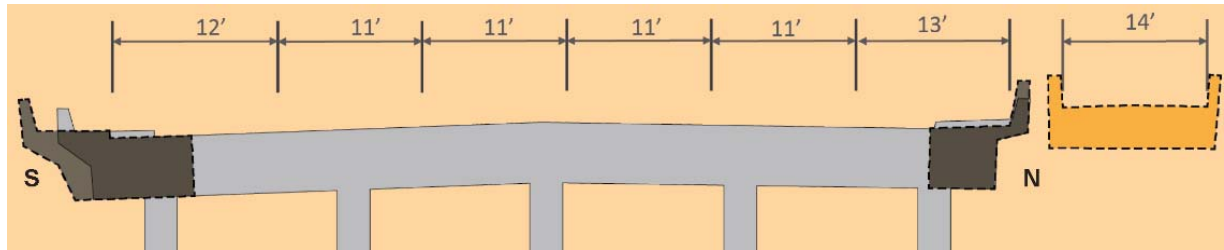
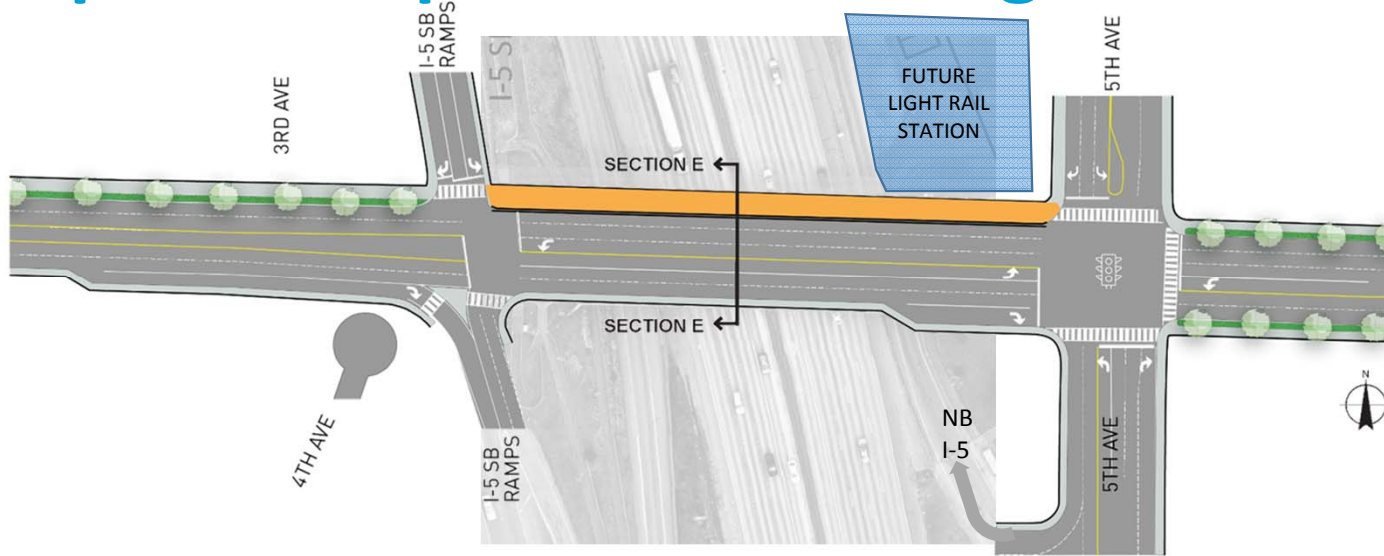




# Off-Corridor Bike Network



# Example concept: I-5 Interchange



New  
non-motorized  
bridge

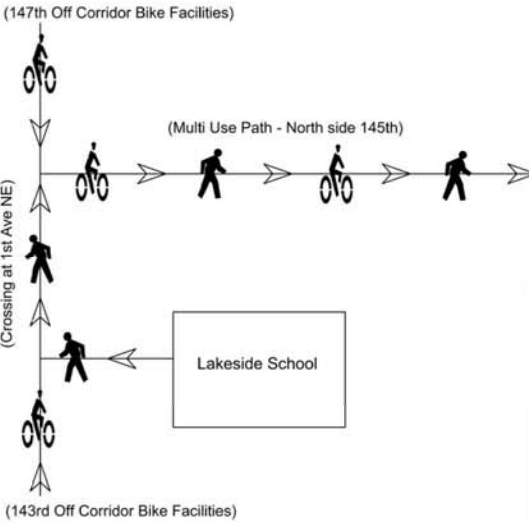
- Remove sidewalks on existing structure
- Widen to include 6 lanes and a 5-ft sidewalk on south side



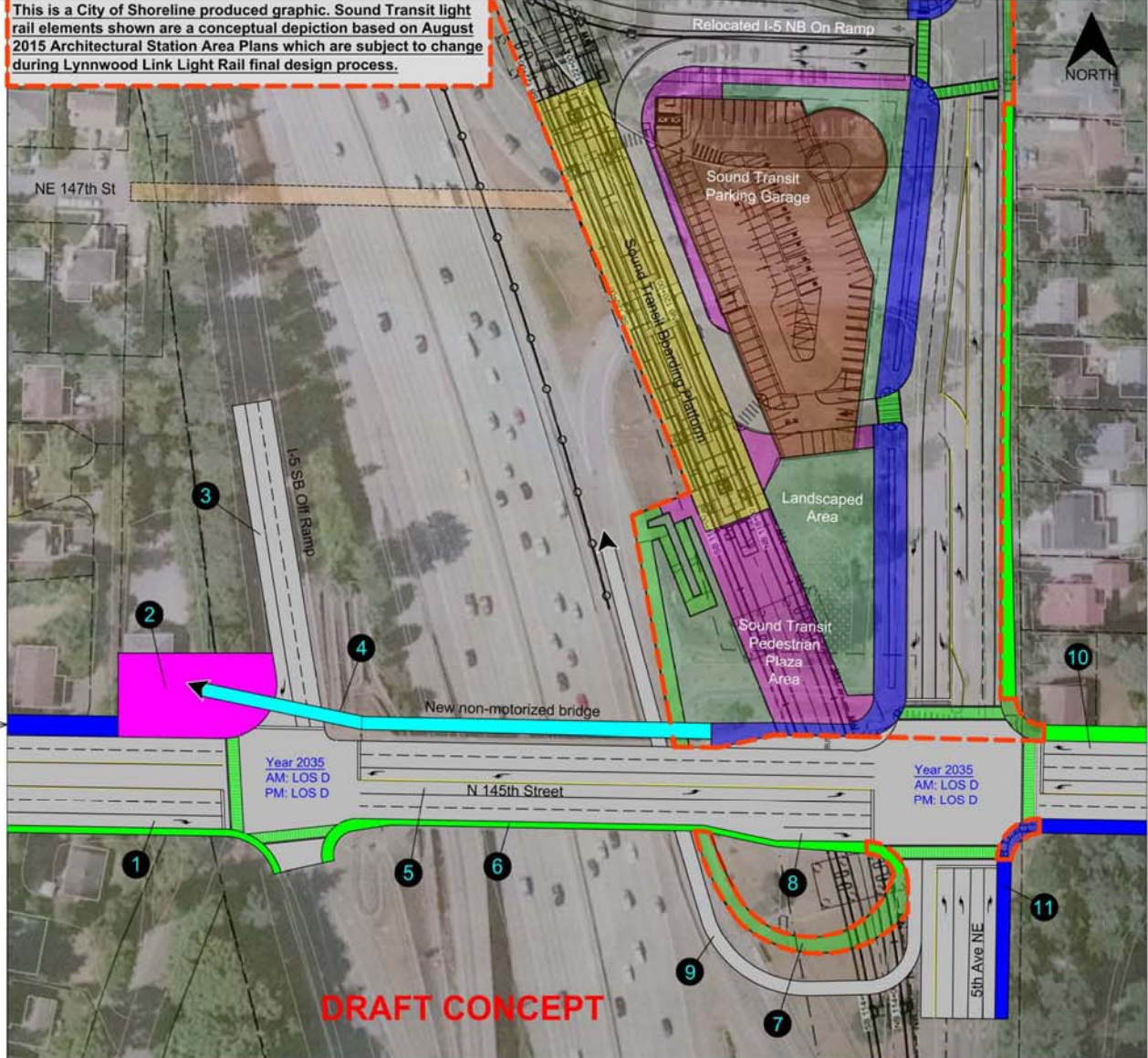
**FIGURE 2.**  
**N 145th Street Corridor Study / I-5 Interchange Concept**

- █ Non-motorized connections
- █ Multi use path (includes bikes)
- █ Elevated non-motorized facility
- █ Pedestrian plaza areas
- Future potential non-motorized crossing
- Sound Transit Station design elements - subject to change

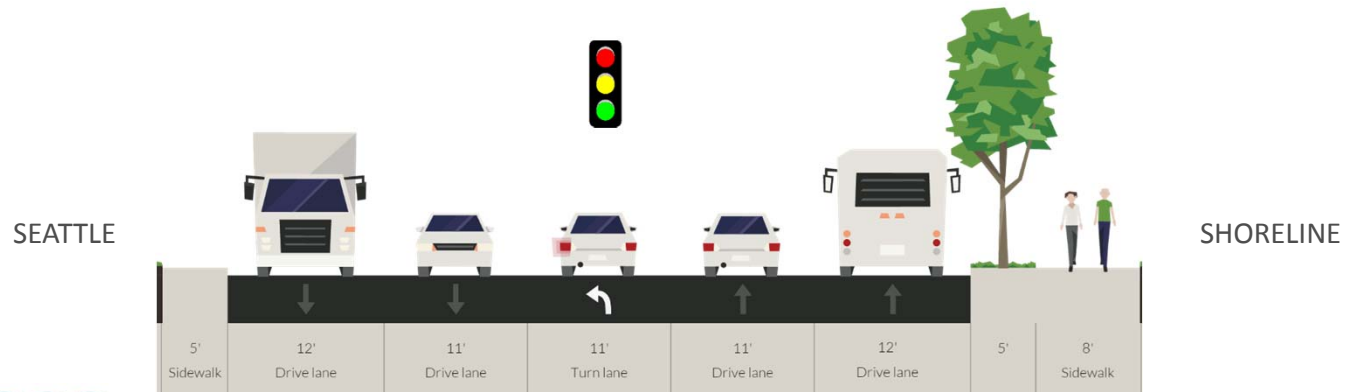
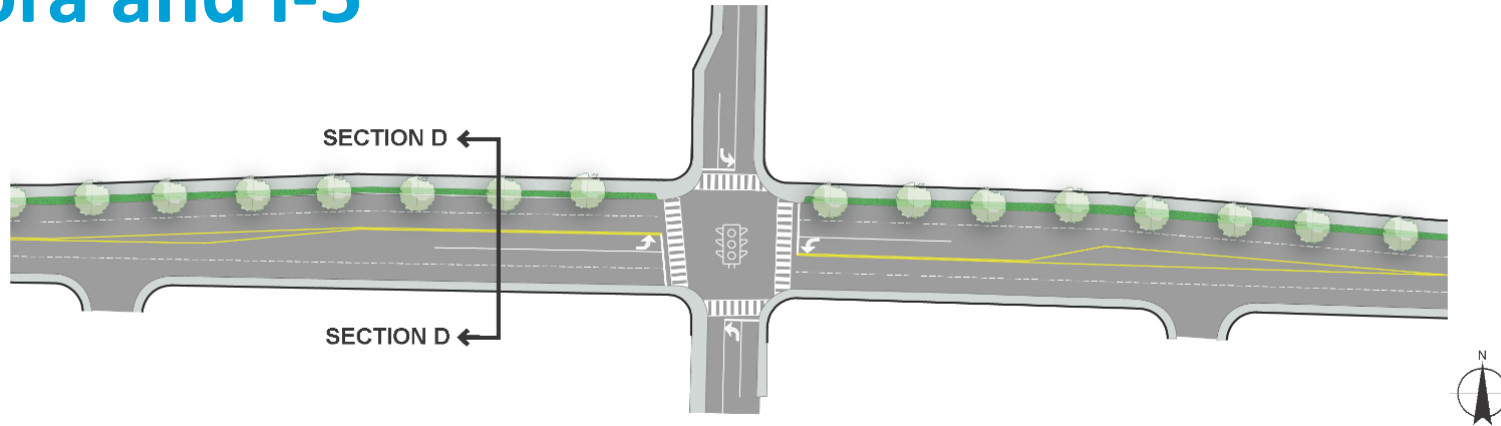
1. Added right turn lane - improves intersection operation.
2. Pedestrian plaza/ADA transition area for elevated crossing.
3. Added lane on I-5 southbound off ramp - improves intersection operation.
4. Elevated non-motorized crossing of I-5 southbound off ramp.
5. Additional lane across bridge for increased capacity and improved intersection operation.
6. Minor sidewalk improvements along the south side of the bridge.
7. Pedestrian undercrossing (as part of Sound Transit design).
8. Right turn and transit signal queue jump for potential future E-W bus service.
9. Added northbound onramp option for improved intersection operation at 5th/145th.
10. Added right turn lane for improved intersection operation and transit signal queue jump for potential future E-W bus service.
11. Future multi use path effort to be coordinated by SDOT/WSDOT.



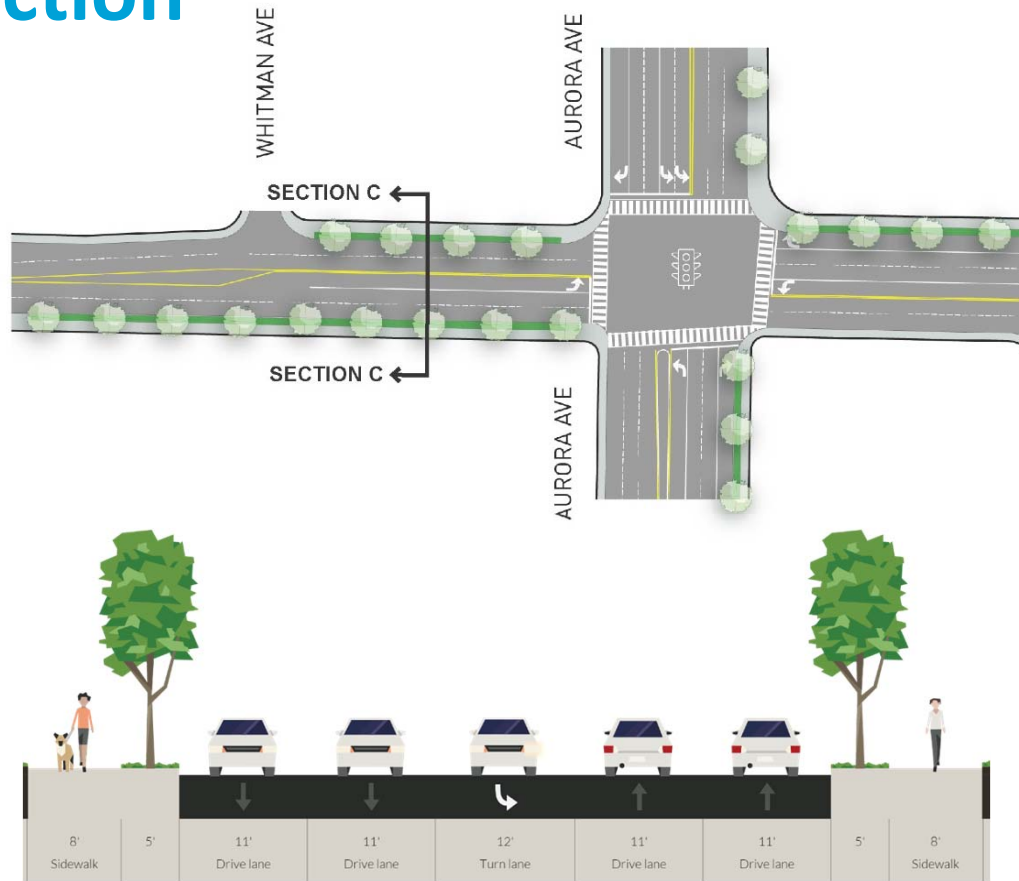
This is a City of Shoreline produced graphic. Sound Transit light rail elements shown are a conceptual depiction based on August 2015 Architectural Station Area Plans which are subject to change during Lynnwood Link Light Rail final design process.



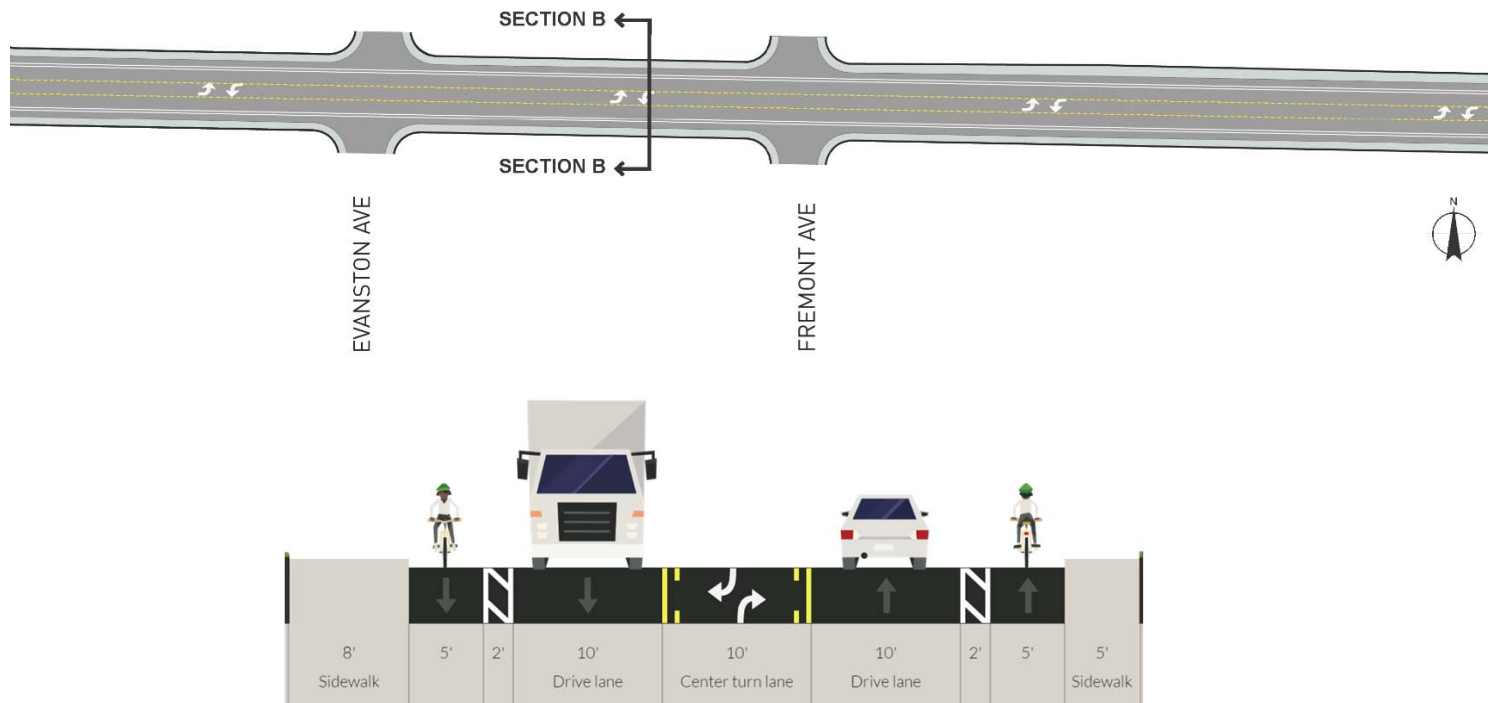
# Example concept: Typical intersection between Aurora and I-5



# Example concept: Near Aurora Avenue intersection



# Example concept: mid-block Linden to Greenwood



# Open House #3 presented the Preferred Concept and collected valuable community feedback



## From I-5 to Lake City Way

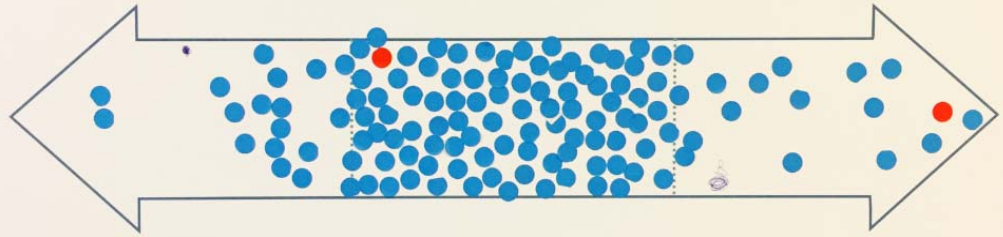


86%

**TOO LITTLE**  
The preferred concept does not provide enough improvements for this segment.

**JUST RIGHT**  
The preferred concept is the right amount of improvements for this segment.

**TOO MUCH**  
The preferred concept provides too many improvements for this segment.



## From Aurora Ave. N to I-5

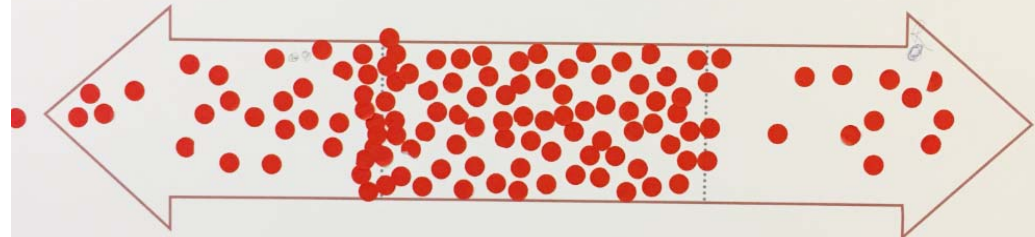


87%

**TOO LITTLE**  
The preferred concept does not provide enough improvements for this segment.

**JUST RIGHT**  
The preferred concept is the right amount of improvements for this segment.

**TOO MUCH**  
The preferred concept provides too many improvements for this segment.



## I-5 Interchange

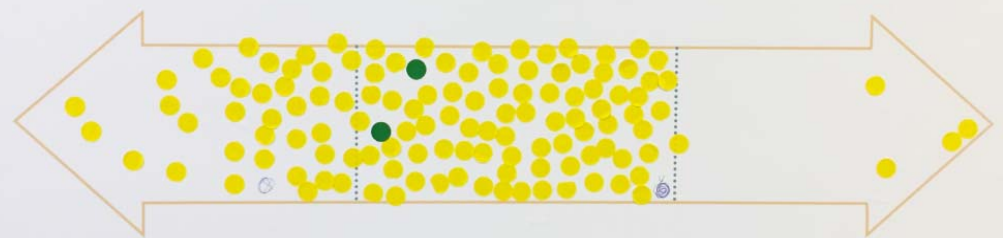


96%

**TOO LITTLE**  
The preferred concept does not provide enough improvements for this segment.

**JUST RIGHT**  
The preferred concept is the right amount of improvements for this segment.

**TOO MUCH**  
The preferred concept provides too many improvements for this segment.



## 3rd Ave. NW to Aurora Ave. N

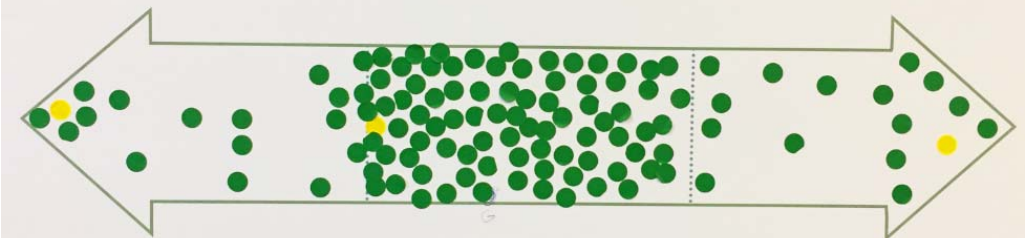


86%

**TOO LITTLE**  
The preferred concept does not provide enough improvements for this segment.

**JUST RIGHT**  
The preferred concept is the right amount of improvements for this segment.

**TOO MUCH**  
The preferred concept provides too many improvements for this segment.



# What do you think of the preferred concept along the entire corridor?

**TOO LITTLE**  
The preferred concept does not do enough for:

**JUST RIGHT**  
The preferred concept does the right amount for:

**TOO MUCH**  
The preferred concept does too much for:



Pedestrian Walkability



Bus Transportation



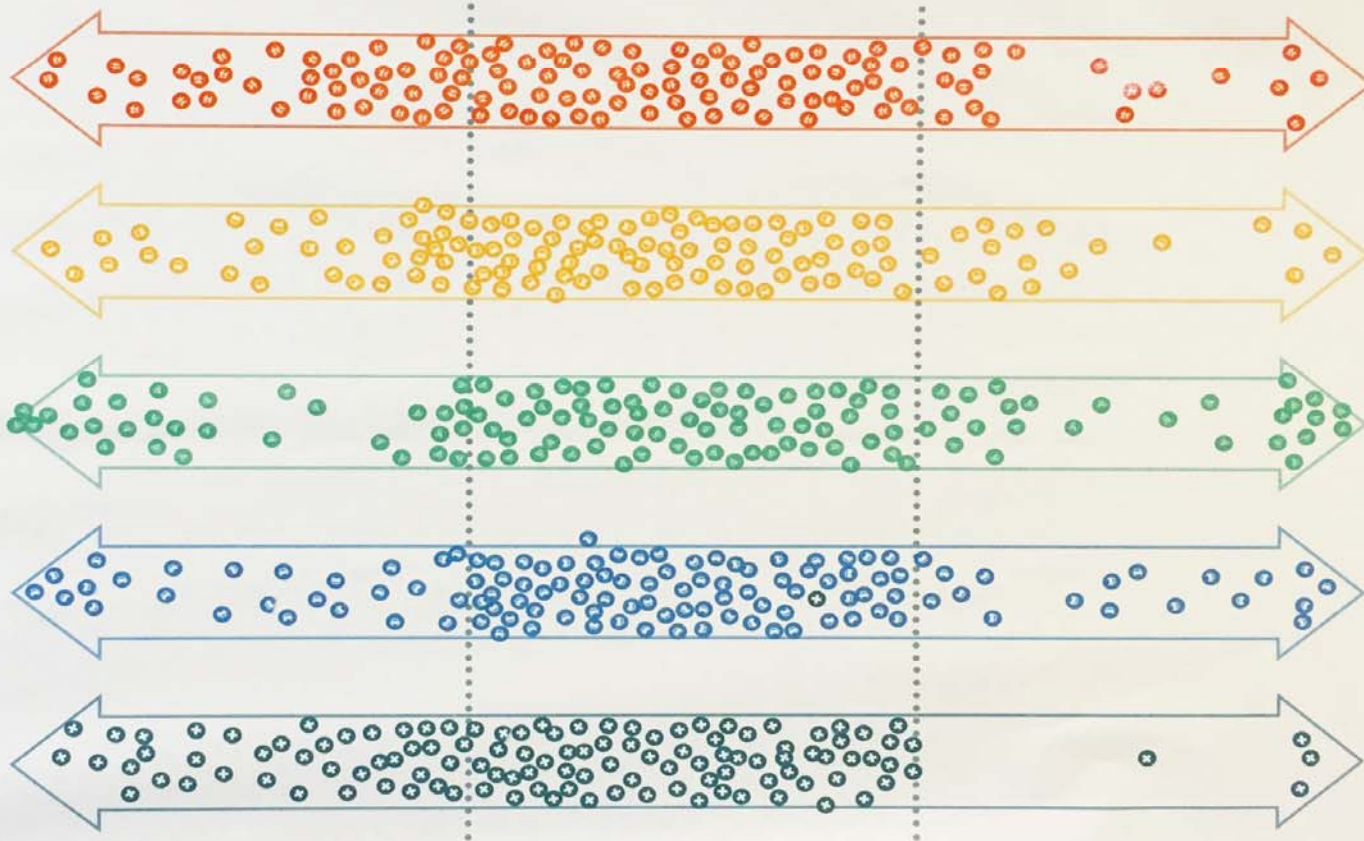
Bike Facilities



Flow of Traffic



Transportation Safety



# Next Steps:

## Aurora to I-5:

- Continue partnership building with Seattle, WSDOT, King County, and other partner agencies
- Begin preliminary design and environmental review
- Pursue grant funding for right of way and construction through PSRC, TIB, and other sources

## I-5 Interchange:

- Pursue grant funding for design and construction through PSRC regional grants and other sources

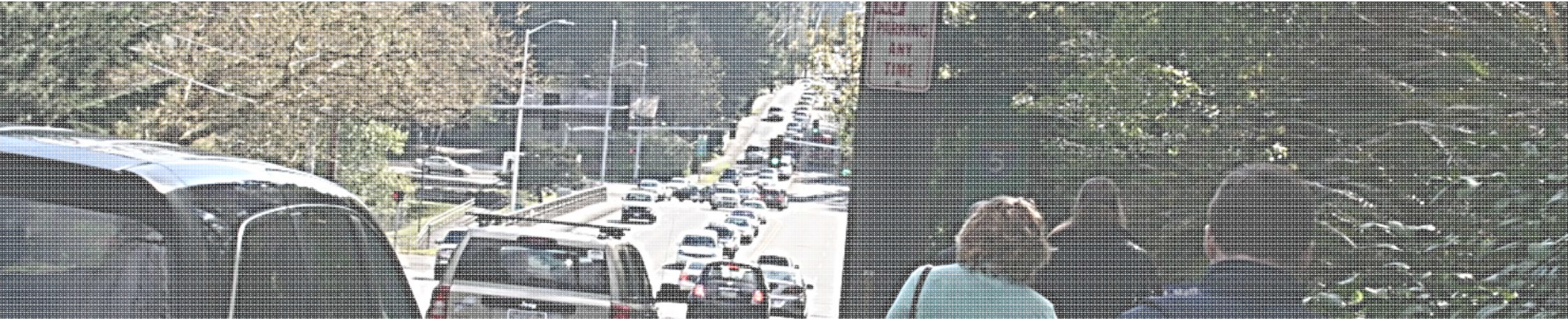
## I-5 to SR522:

- Advocate for ST3 funding and continue to build partner agency relationships

## 3<sup>rd</sup> Ave NW to Aurora Avenue:

- Implement quick wins – restriping and signal timing
- Coordinate with SDOT on improvements





# Questions?

