CITY OF LAKE FOREST PARK
Special City Council Joint Meeting
with Shoreline City Council
Monday, June 13, 2016
Shoreline City Hall, Conference Room 303
17500 Midvale Avenue North
5:45 p.m.

1.	**Welcome, Introductions, Confirm Agenda**	**5:45**
2.	**Lynnwood Link Extension and ST3 –** • ST3 25 Year Plan • Shoreline 145th Street Multi-Modal Corridor Preferred Concept • SR 522/SR 523 Corridor - Opportunities for Partnership	**5:55**
3.	**Entity Updates** • City of Lake Forest Park - Safe Streets and Healthy Creeks - Safe Routes to Schools Grant – Briarcrest Elementary - Corridor Study of SR 104 – through LFP - LFP Park & Recreation Service Level Study • City of Shoreline - Parks, Recreation and Open Space Master Plan Update - Maintenance & Operations – Levy Lid Lift Renewal - 145th Station Subarea Plan Timeline	**6:20**
4.	**Wrap-up**	**6:45**
5.	**Adjourn**	**6:50**

Schedule

Wednesday, June 15, 2016 Special City Council Meeting – Council Vacancy Interviews 6 pm
Thursday, June 16, 2016 Council Budget & Finance Committee Meeting 6 pm
Monday, June 20, 2016 Council Communications Committee Meeting 4:30 pm
Monday, June 20, 2016 City Council Committee of the Whole Meeting 6 pm
Thursday, June 23, 2016 City Council Regular Business Meeting 7 pm

This is a special meeting of the Lake Forest Park City Council. Action may only be taken on items listed above.

Memorandum

DATE: June 6, 2016

TO: City Councilmembers

FROM: Debbie Tarry, City Manager

RE: Joint Dinner Meeting with Lake Forest Park City Council

CC: Pete Rose, City Administrator - Lake Forest Park

On Monday, June 13, the City Council will have the opportunity to meet with the Lake Forest Park City Council to discuss topics of mutual interest. Council last met with the Lake Forest Park City Council for a Dinner Meeting in 2013. Below are some topics that have been jointly identified as topics of joint interest.

Lynnwood Link Extension and ST3 Package

Shoreline will have two light rail stations opening in 2023 as part of the Lynnwood Link Extension – 185th & 145th Streets. On June 2, the Sound Transit Board approved amendments to the ST3 Draft Plan and directed ST staff to prepare documentation for Board adoption on June 23. The proposed package includes funding for Bus Rapid Transit on SR 522 and SR523/145th along with funding for corridor improvements to reduce transit relays due to traffic and parking facilities at key locations along SR 522. The parking facilities include three 300-space parking garages, located in Lake Forest Park, Kenmore and Bothell. The cities of Lake Forest Park, Kenmore, Bothell, Woodinville and Shoreline have been working jointly to ensure that these were included in the ST3 package.

145th Multi-Modal Corridor Study & Preferred Alternative

On April 11, 2016, the Shoreline City Council adopted a preferred concept (Attachment A) for improvements to the SR523/145th Corridor to improve multi-modal access to the future 145th Light Rail Station. Staff from Lake Forest Park participated on the technical team for this project. The ST3 project for SR523/145th mirrors Shoreline's adopted preferred concept for the section from Bothell Way to the 145th Light Rail Station. The City of Shoreline will be working with partner agencies to address ownership of the corridor and funding to implement the preferred concept.

The Lake Forest Park Council has funding for an SR522 study that will include a the Bothell Way/145th intersection including a proposal to engage the City of Seattle in including approximately 300 feet south of the intersection. A goal of this project is to create a design that would address south-bound traffic back-up, transit access, and coordination with Shoreline's proposed SR523 project.

Entity Updates

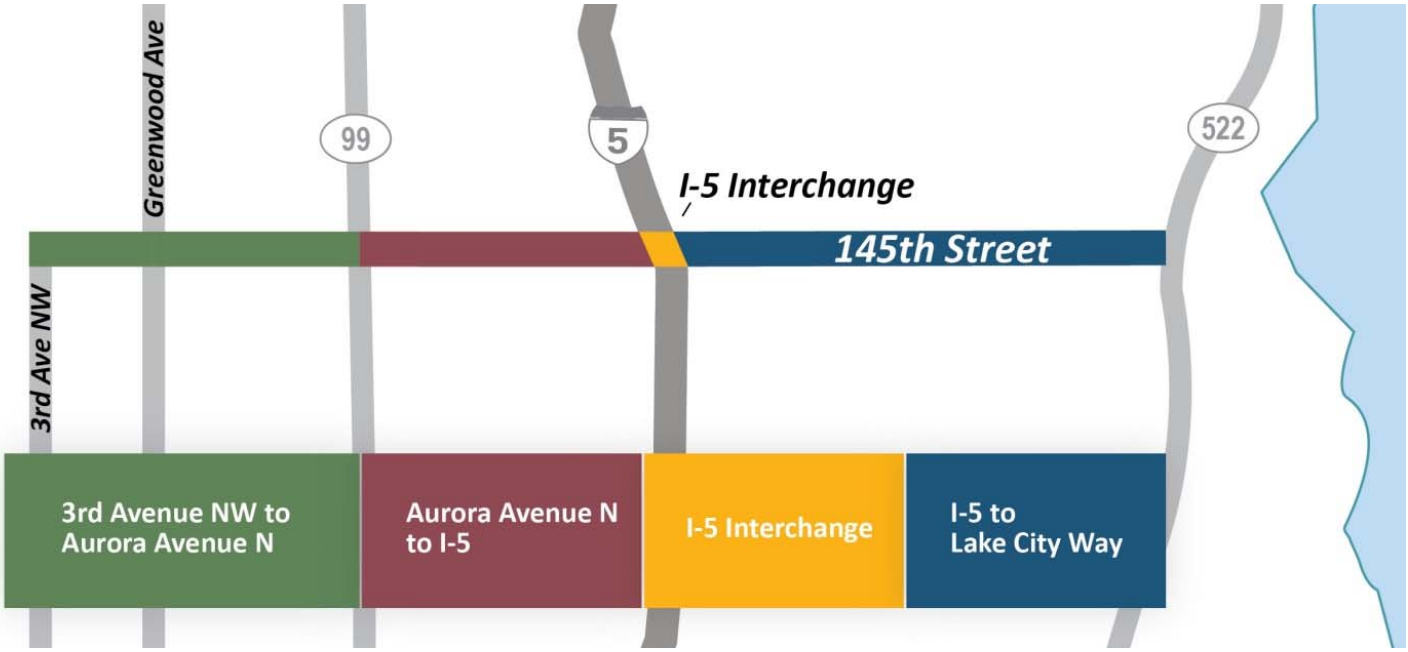
Each entity has identified a few topics that will be of interest to both cities. These include the following:

- City of Lake Forest Park
  - Safe Streets and Healthy Creeks
    - ✓ Safe Routes to Schools Grant – Briarcrest Elementary
  - Corridor Study of SR 104 – through LFP
  - LFP Park & Recreation Service Level Study

- City of Shoreline
  - Parks, Recreation and Open Space Master Plan Update
  - Maintenance & Operations – Levy Lid Lift Renewal
  - 145th Station Subarea Plan Timeline

Attachment A

145th Street Multimodal Corridor Study
Preferred Design Concept



Introduction to the Preferred Design Concept

The preferred design concept for the 145th Multimodal Corridor Study reflects a strategy to maximize benefits in terms of meeting project goals while minimizing impacts, such as costs and affects on properties. The preferred concept is a vision for multimodal transportation improvements that reflects input from the community, the Citizen Advisory Team, and the project Inter-agency Technical Team.

The following pages provide a description of the Preferred Concept by walking through the sections of the 145th Street corridor from west to east. In addition to the Preferred Concept cross section descriptions, the proposed Off-Corridor Bike Network is also depicted.

In developing the Preferred Concept, four unique context areas were considered – 3rd Avenue NW to Aurora, Aurora to I-5 Interchange, the I-5 Interchange area, and from I-5 to SR522 (Lake City Way). While the corridor varies throughout, these areas were identified because of similar context in terms of traffic volumes, collision records, and land use. The corridor cross sections are color coded to reflect the context areas along the corridor. Cross sections between 3rd Avenue and Aurora Avenue are green; Cross sections between Aurora Avenue and I-5 are maroon; Cross sections in the I-5 area are gold; Cross sections between I-5 and SR522 are colored blue.

The 145th Corridor Sections are as follows:

Third Avenue NW to Aurora Avenue Cross Sections

- Section A: 3rd to Greenwood Avenue
- Section B: Linden to Greenwood Avenue

Aurora Avenue to I-5 Cross Sections

- Section C: Aurora Avenue Area
- Section D: Aurora Avenue to Intersate-5

I-5 Interchange Area Cross Sections

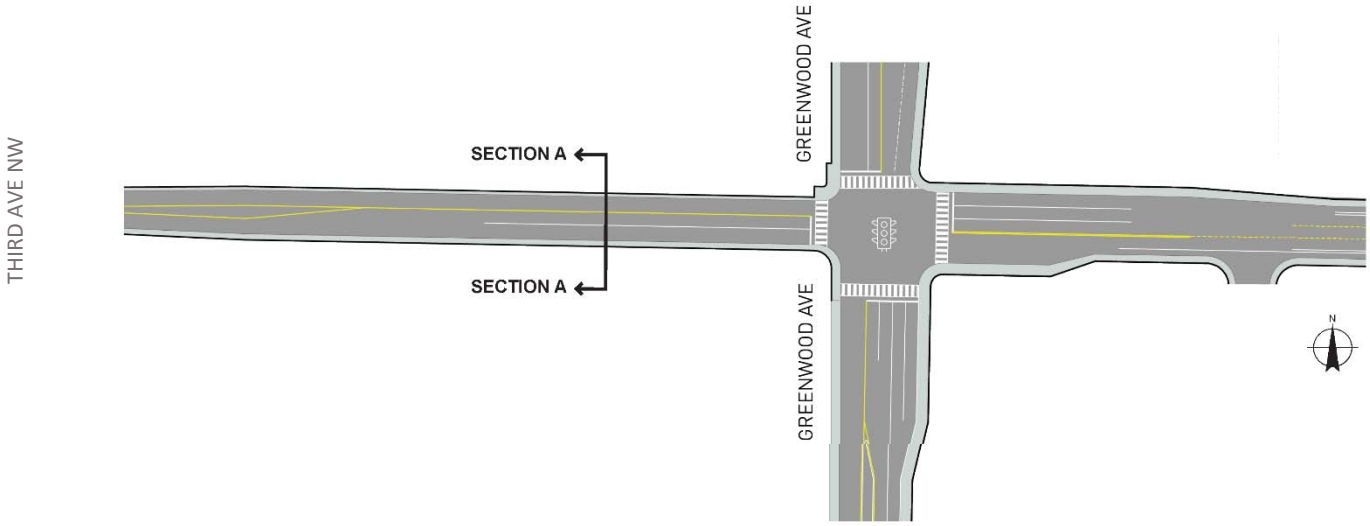
- Section E: Interstate-5 Interchange

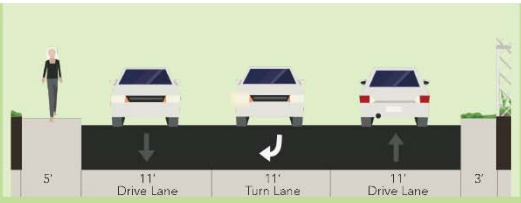
I-5 Interchange to Lake City Way (SR522)

- Section F: Between 5th Avenue and 10th Avenue
- Section G: Near 15th Avenue
- Section H: Near 20th Avenue
- Section I: Near 25th Avenue
- Section J: Near 30th Avenue
- Section K: Near Lake City Way

Figures

- Figure 1: Off Corridor Bike Network
- Figure 2: Interstate-5 Interchange Concept
- Figure 3: Sound Transit Elevation and Plan



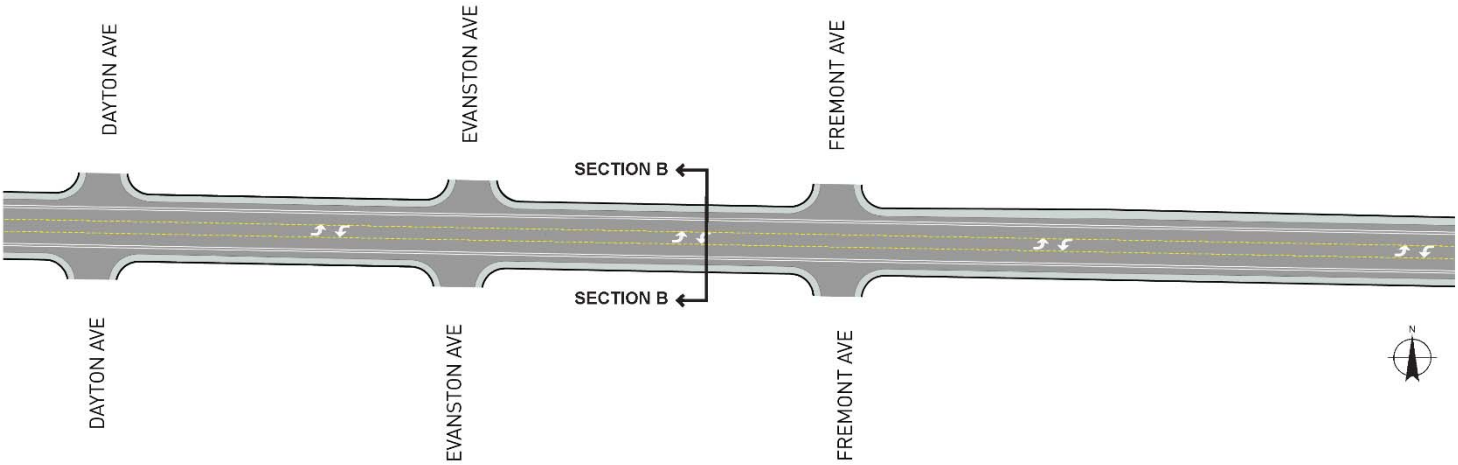


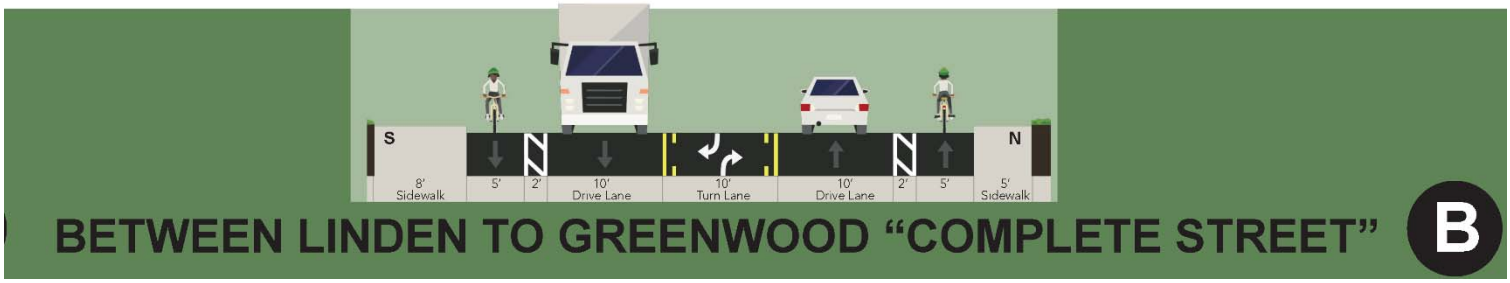
A

3RD AVE TO GREENWOOD AVE AREA

<u>3rd Ave NW to Greenwood Avenue area improvement characteristics:</u>

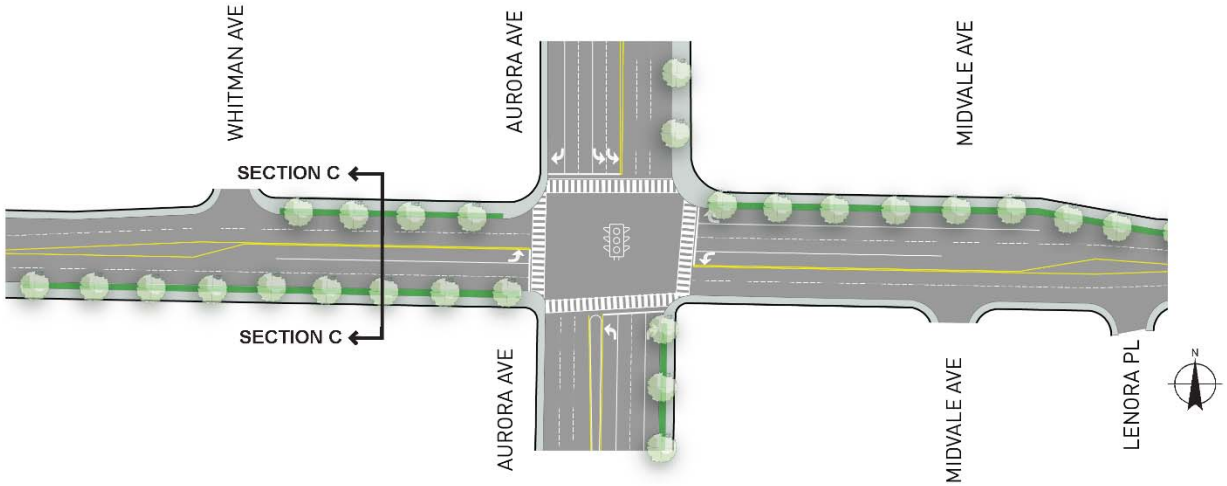
- Improved signalized intersections which include lengthened turn lanes, right turn lanes, and traffic signal timing changes. Improvements will minimize delays and congestion, benefiting buses, vehicles, and air quality
- Transit signal priority enhancements
- New wheelchair accessible bus stops
- No left-turn access restrictions proposed
- Sidewalks upgraded to meet ADA requirements and to support pedestrian connections to bus stops

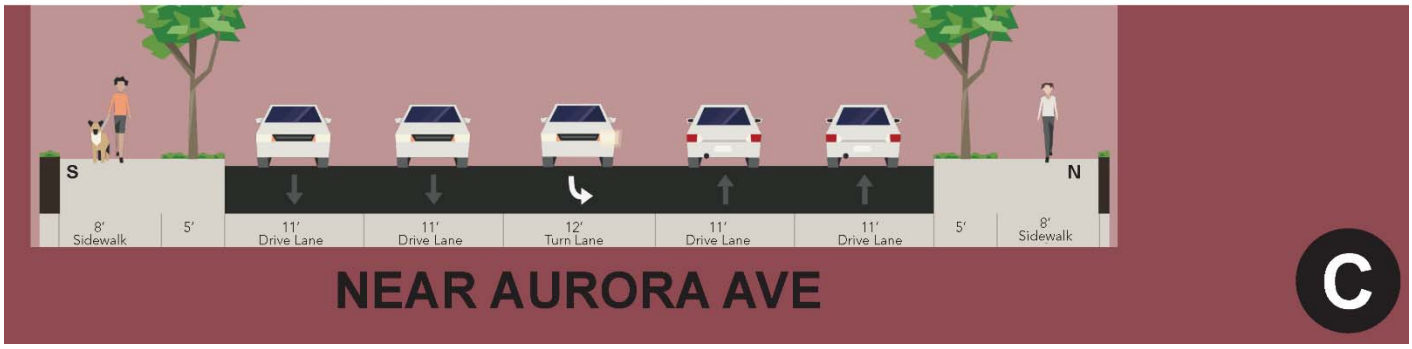




<u>Linden to Greenwood Avenue area improvement characteristics:</u>

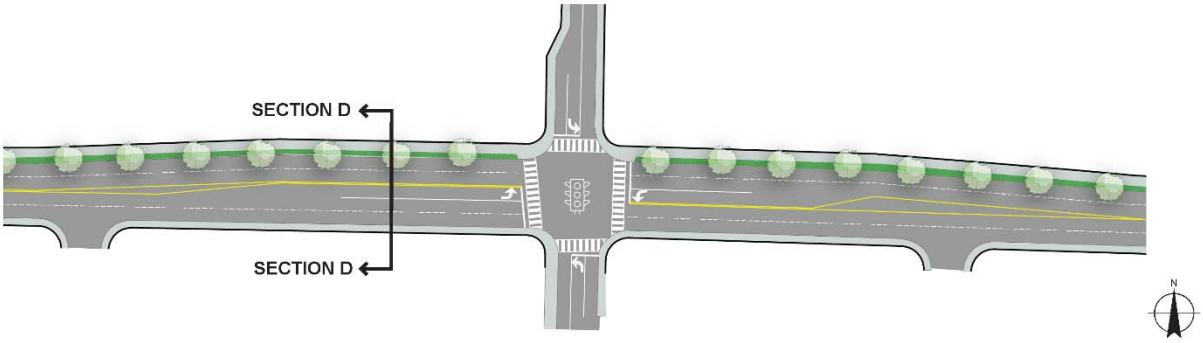
- Improved signalized intersections operations/efficiency by lengthened turn lanes and traffic signal timing changes. Improvements will minimize delays and congestion, benefiting buses, vehicles, and air quality
- Restriping to provide center turn lane. This allows turning vehicles to get out of the through lanes, reducing friction and improving traffic flow in the through lanes.
- A three lane section improves safety for pedestrians because it moves cars further away from the sidewalks and three lanes are safer to cross than four traffic lanes
- A three lane section improves safety for drivers by reducing friction and differential speed and by minimizing conflict points for turning vehicles.
- Sidewalks upgraded to meet ADA requirements and to support pedestrian connections to bus stops
- New wheelchair accessible bus stops
- Buffered bike lanes, Greenwood Ave to Linden
- Strengthened connection from Interurban Trail to future light rail station

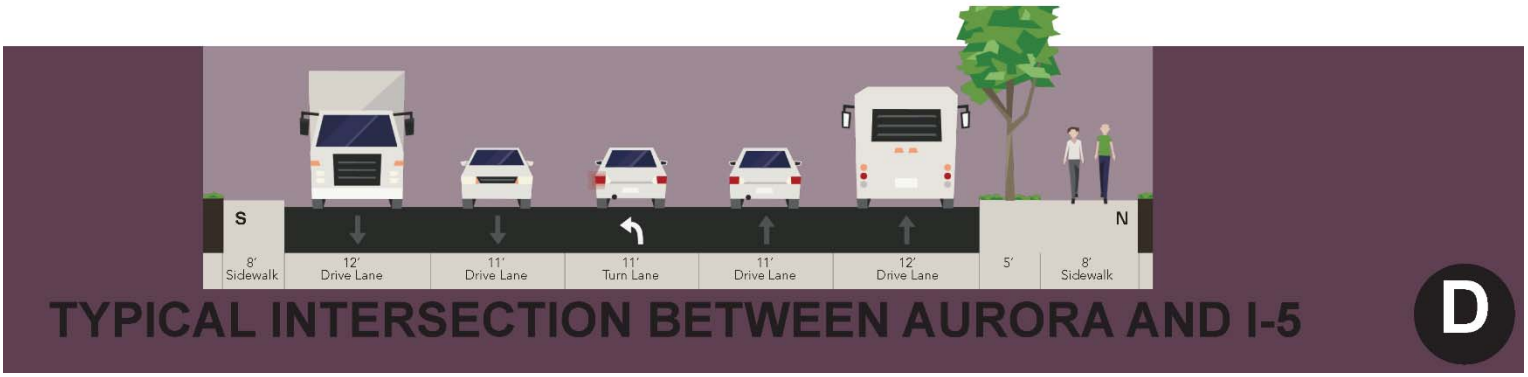




<u>Aurora Avenue area improvement characteristics:</u>

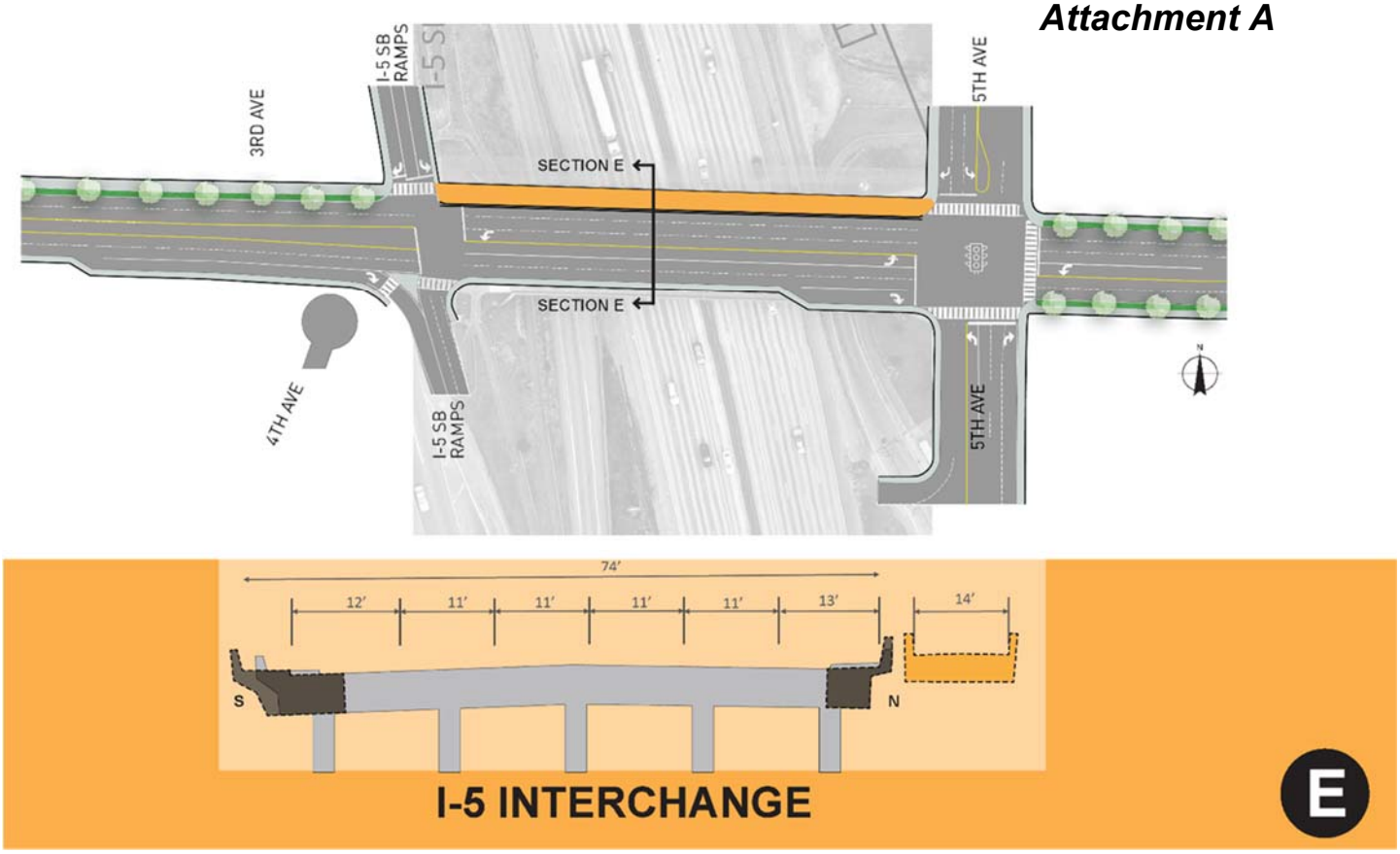
- Improved signalized intersections which include lengthened turn lanes, adding a left-turn lane, and traffic signal timing changes. Improvements will minimize delays and congestion, benefiting buses, vehicles, and air quality
- Transit signal priority to improve bus travel time
- Sidewalks upgraded to meet City Standards to create a safer pedestrian environment and to support pedestrian connections to bus stops
- New wheelchair accessible bus stops
- Mid-block left-turn access will be further evaluated during the design phase
- Off-corridor bike network will strengthen bike connection from Interurban Trail to future light rail station





Between Aurora Avenue and I-5 improvement characteristics:

- New traffic signal at Ashworth Avenue and traffic signal improvements at Meridian Avenue and 1st Avenue.
- Improved signalized intersections which include adding new left turn lanes on 145th Street, lengthened storage for turn lanes, right turn lanes, and traffic signal timing changes. Improvements will minimize delays and congestion, benefiting buses, vehicles, and air quality
- Transit signal priority to improve bus travel time
- Sidewalks upgraded to meet City Standards to create a safer pedestrian environment and to support pedestrian connections to bus stops
- New wheelchair accessible bus stops
- Mid-block left-turn access will be further evaluated during the design phase
- Off-corridor bike network will strengthen bike connection from Interurban Trail to future light rail station



For more detailed graphic of the interchange improvements, see Figure 2 attached.

<u>I-5 Interchange improvement characteristics:</u>

Non-motorized features:

- Pedestrian and bike facilities are shown mainly on the north side of 145th Street because it provides the most direct connection to the future light rail station as well as connection to higher density residential neighborhoods.
- Design provides for a grade-separated crossing of the non-motorized traffic over the SB I-5 off-ramp.
- Non-motorized crossing of I-5 provides at-grade connection to the future light rail plaza. This is the area of the light rail station that provides for tickets and access to the center boarding platform (see Figure 3).
- At grade crossings/pedestrian connections are proposed at station entrance plaza in vicinity of 5th Avenue/145th intersection. This is the gateway to the transit station and will look and function very differently from how it does today. Safe and pedestrian-supportive design will be consistently applied and implemented both in design of station entrance and adjacent streets and intersection.

I-5 Interchange improvement characteristics:

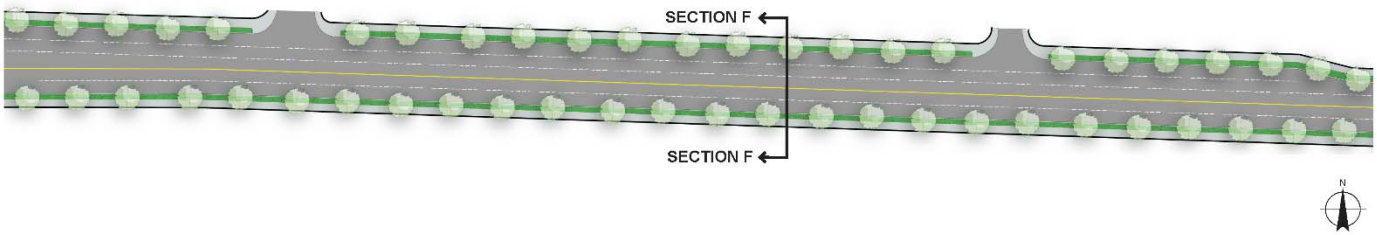
Roadway operations features:

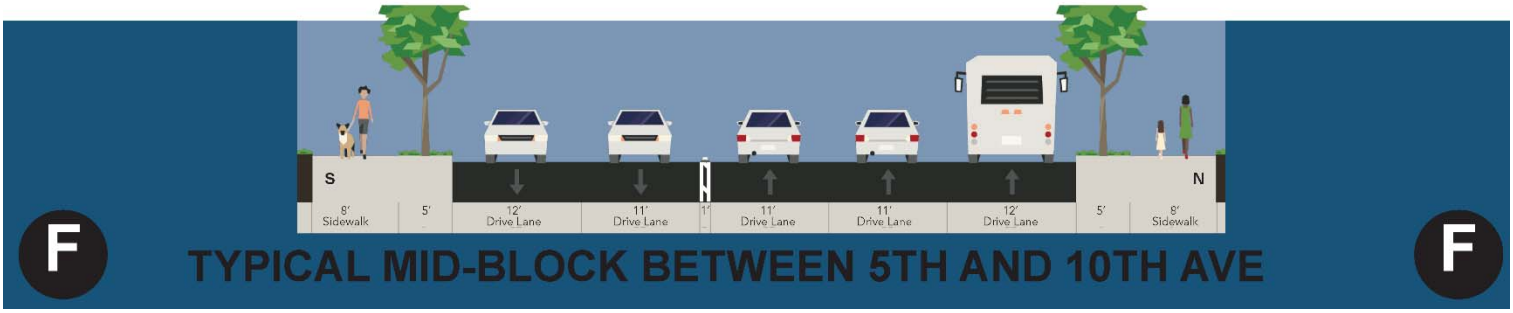
- New button button-hook on-ramp allows eastbound 145th to northbound I-5 traffic to turn right on 5th Avenue and loop under the bridge. This improves signal operations by removing left turns from 5th Avenue intersection.
- Existing 5-lane bridge will be widened to 6 lanes, providing additional storage for left-turns. This improves traffic flow in the through lanes across the 145th Street bridge and improves signal operations.
- Additional intersection operations improvements include:
  1. New eastbound right turn lane to SB I-5.
  2. New southbound off-ramp right turn lane.
  3. New westbound right turn lane at 5th.
- Traffic signal level of service standards (LOS) for Shoreline and WSDOT are met or exceeded by this design for the design year 2035.

Intersection	No-Build 2035	Preferred Concept 2035
5th Ave	AM: LOS E PM: LOS E	AM: LOS D PM: LOS D
SB Ramps	AM: LOS E PM: LOS E	AM: LOS D PM: LOS D

Transit operations at and adjacent to new light rail station:

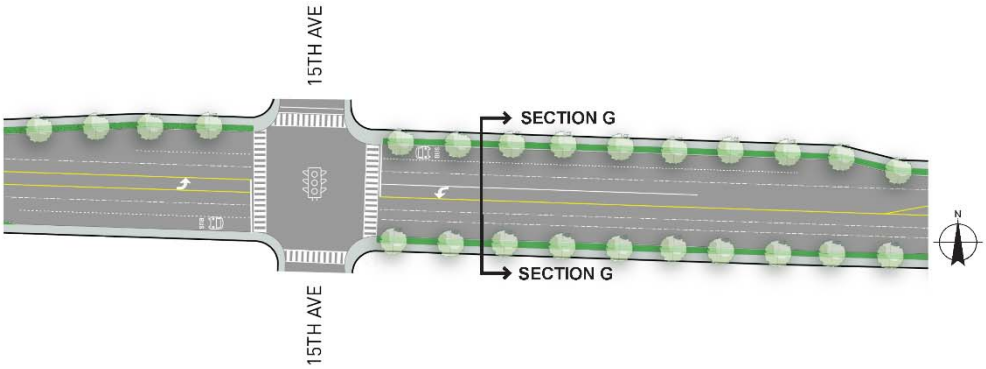
- Direct connection to front of light rail station (off of 5th Avenue) is strongly preferred by both Metro and Sound Transit. This is the safest and most convenient design approach for light rail users. The average travel time for buses to pull into the light rail station is less than one minute, which is less time than it would be for a pedestrian to cross 145th if the bus stop was on 145th Street.





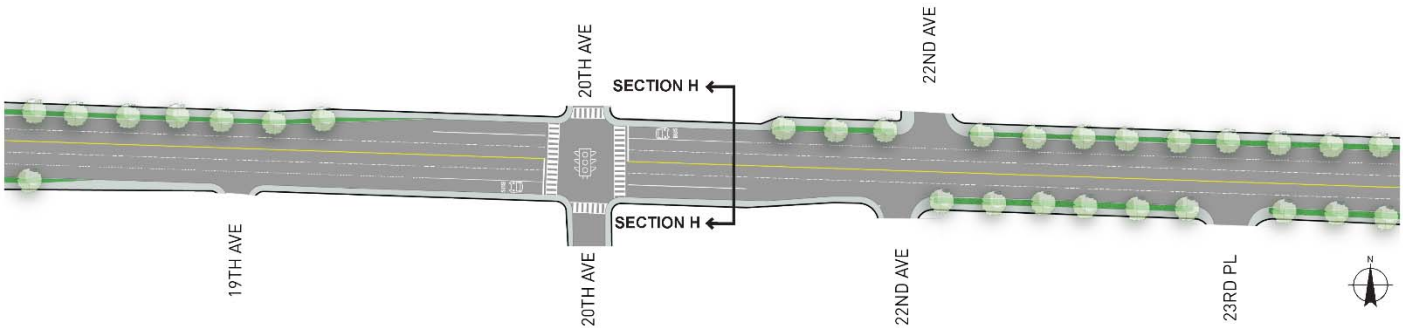
<u>Mid-block between 5th Avenue and 10th Avenue improvement characteristics:</u>

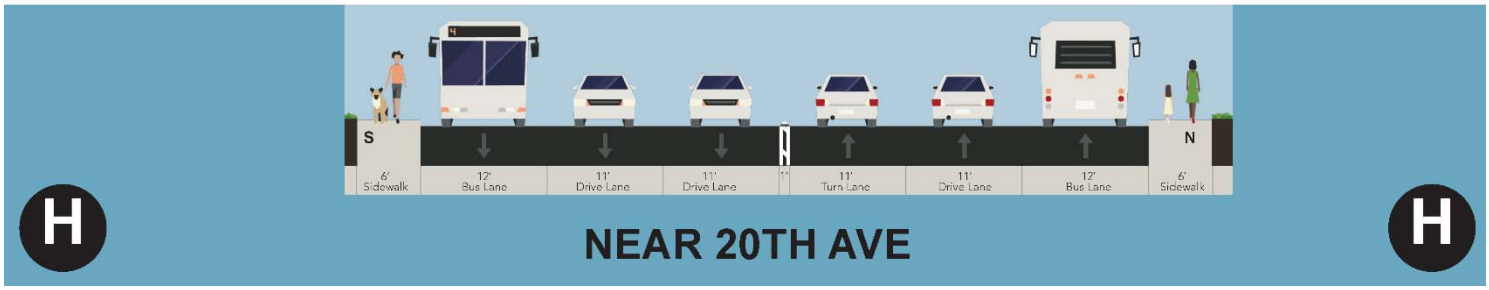
- Sidewalks upgraded to meet City Standards to create a safer pedestrian environment and to support pedestrian connections to bus stops
- Westbound BAT lane/queue jump lane to improve transit travel time
- Restricted left-turn access mid-block to improve traffic safety
- New wheelchair accessible bus stops
- Off-corridor bike network will strengthen bike connection through the corridor and to future light rail station



<u>15th Avenue intersection improvement characteristics:</u>

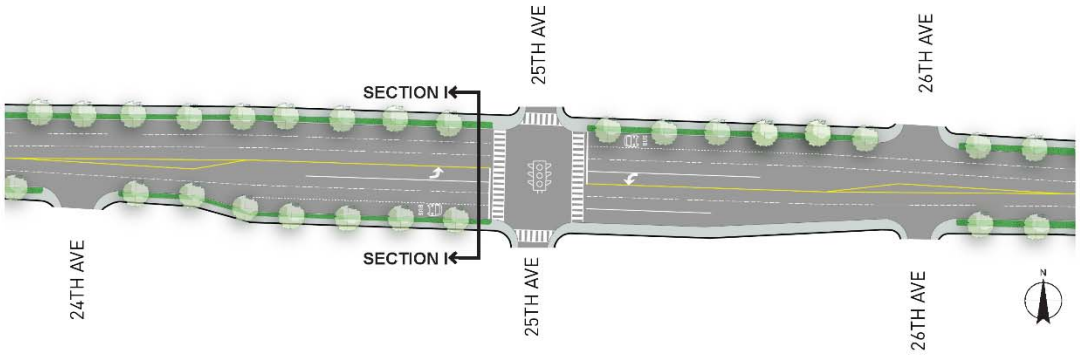
- Sidewalks upgraded to meet City Standards to create a safer pedestrian environment and to support pedestrian connections to bus stops
- Improved signalized intersections which include lengthened turn lanes, right turn lanes, and traffic signal timing changes. Improvements will minimize delays and congestion, benefiting buses, vehicles, and air quality
- Transit signal priority to improve bus travel time
- Westbound BAT lane/queue jump lane to improve transit travel time
- Eastbound BAT lane to improve transit travel time
- Restricted left-turn access mid-block to improve traffic safety
- New wheelchair accessible bus stops
- Off-corridor bike network will strengthen bike connection through the corridor and to future light rail station





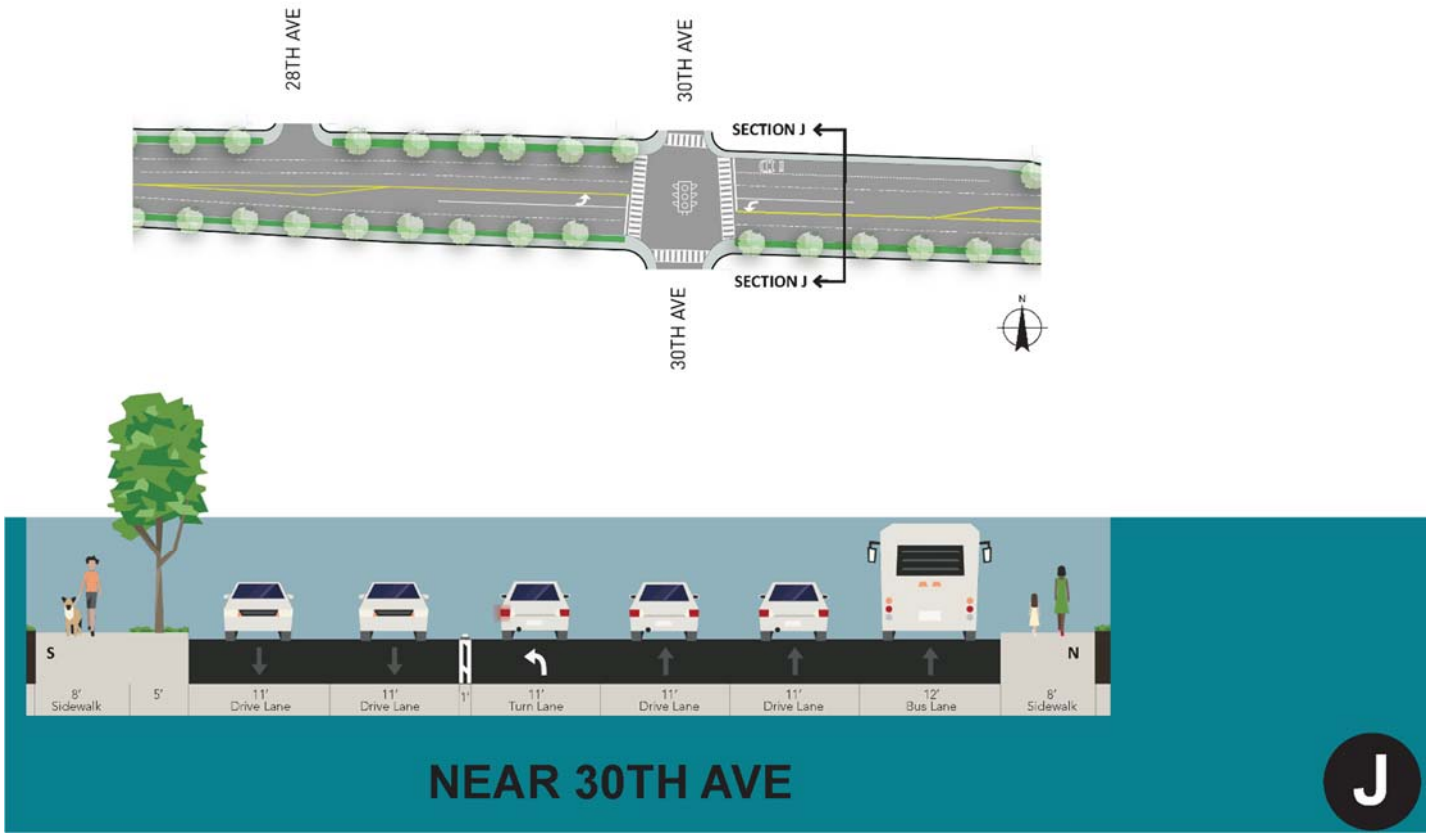
<u>20th Avenue intersection improvement characteristics:</u>

- Sidewalks upgraded to meet City Standards to create a safer pedestrian environment and to support pedestrian connections to bus stops. Interim sidewalks allowed to minimize impacts to buildings.
- Improved signalized intersections which include right turn/bus lanes and traffic signal timing changes. Improvements will minimize delays and congestion, benefiting buses, vehicles, and air quality
- Transit signal priority to improve bus travel time
- Westbound BAT lane/queue jump lane to improve transit travel time
- Eastbound BAT lane/queue jump lane to improve transit travel time
- Restricted left-turn access mid-block to improve traffic safety
- New wheelchair accessible bus stops
- Off-corridor bike network will strengthen bike connection through the corridor and to future light rail station



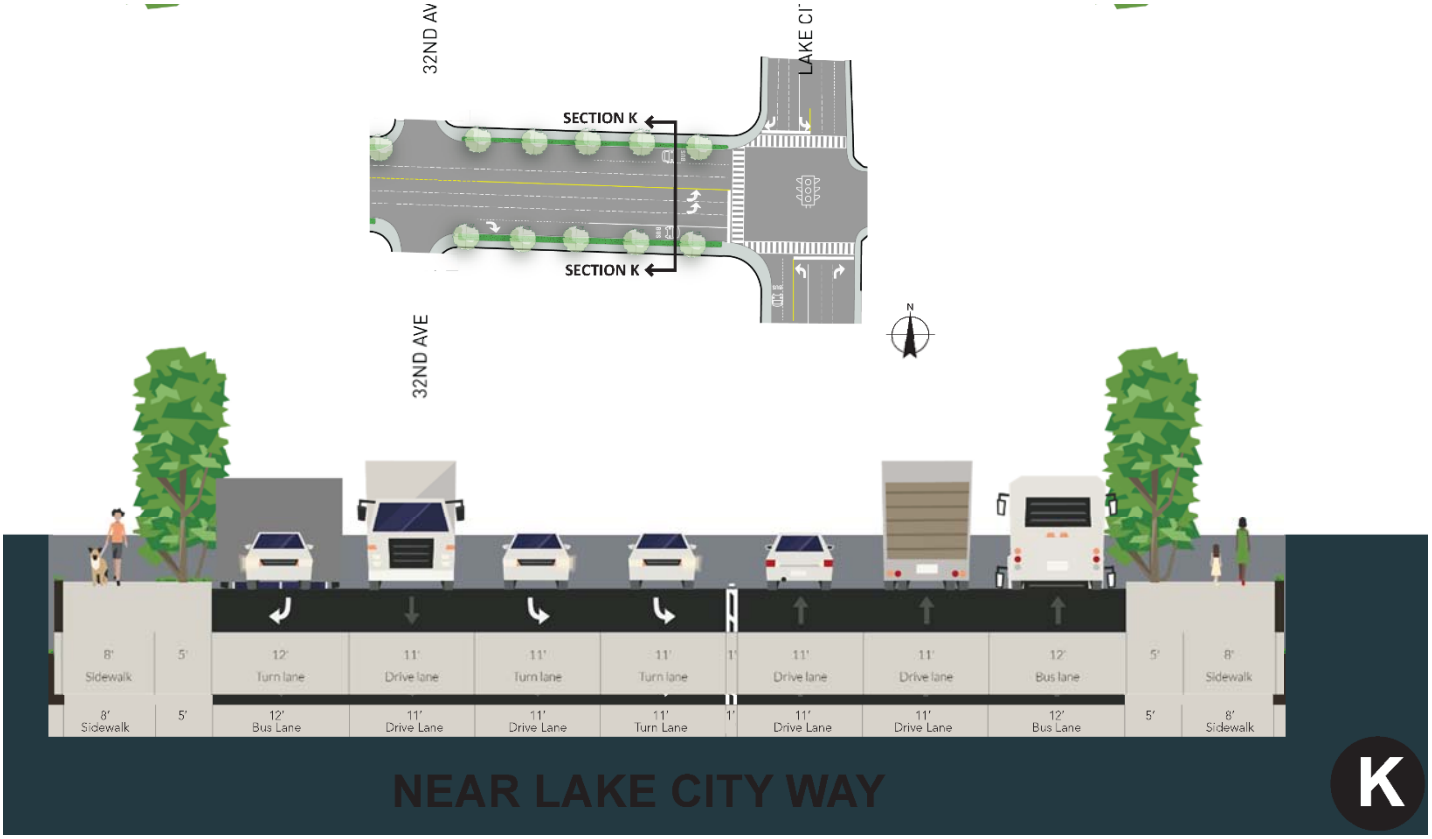
<u>25th Avenue intersection improvement characteristics:</u>

- Sidewalks upgraded to meet City Standards to create a safer pedestrian environment and to support pedestrian connections to bus stops. Interim sidewalks allowed to minimize impacts to buildings.
- Improved signalized intersections which include lengthened turn lanes, new left-turn lanes, and traffic signal timing changes. Improvements will minimize delays and congestion, benefiting buses, vehicles, and air quality
- Transit signal priority to improve bus travel time
- Westbound BAT lane to improve transit travel time
- Eastbound transit queue jump lane to improve transit travel time
- Restricted left-turn access mid-block to improve traffic safety
- New wheelchair accessible bus stops
- Off-corridor bike network will strengthen bike connection through the corridor and to future light rail station



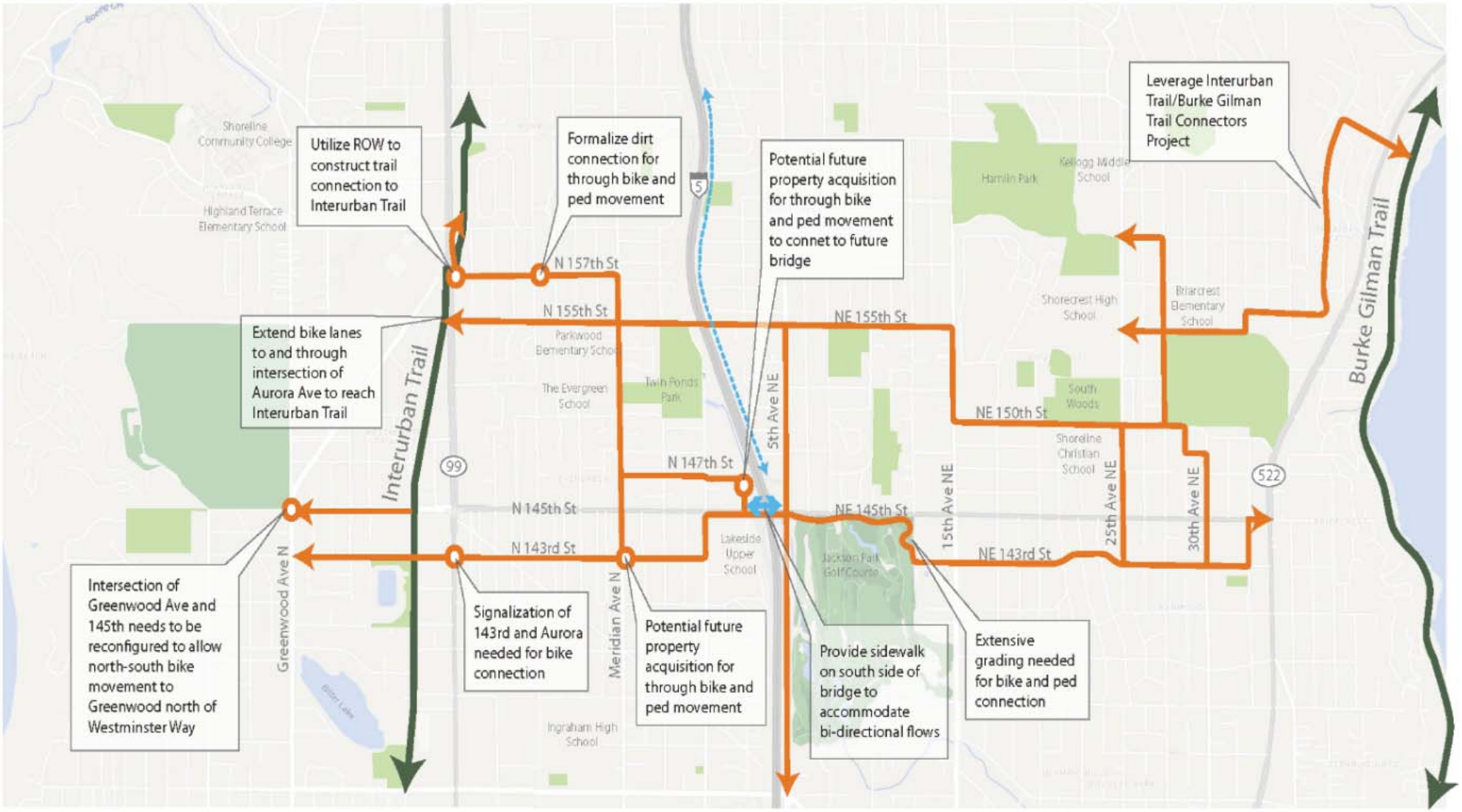
30th Avenue intersection improvement characteristics:

- Sidewalks upgraded to meet City Standards to create a safer pedestrian environment and to support pedestrian connections to bus stops. Interim sidewalks allowed to minimize impacts to buildings.
- Improved signalized intersections which include new left turn lanes, new right turn/bus lane, and traffic signal timing changes. Improvements will minimize delays and congestion, benefiting buses, vehicles, and air quality
- Transit signal priority to improve bus travel time
- Westbound BAT lane/queue jump lane to improve transit travel time
- Restricted left-turn access mid-block to improve traffic safety
- New wheelchair accessible bus stops
- Off-corridor bike network will strengthen bike connection through the corridor and to future light rail station



<u>SR522 intersection area improvement characteristics:</u>

- Sidewalks upgraded to meet City Standards to create a safer pedestrian environment and to support pedestrian connections to bus stops.
- Improved signalized intersections which include lengthened turn lanes, new right turn lane, and traffic signal timing changes. Improvements will minimize delays and congestion, benefiting buses, vehicles, and air quality
- Transit signal priority to improve bus travel time
- Westbound BAT lane to improve transit travel time
- Restricted left-turn access mid-block to improve traffic safety
- Off-corridor bike network will strengthen bike connection through the corridor and to future light rail station



145TH STREET Multimodal Corridor Study

CITY OF SHORELINE

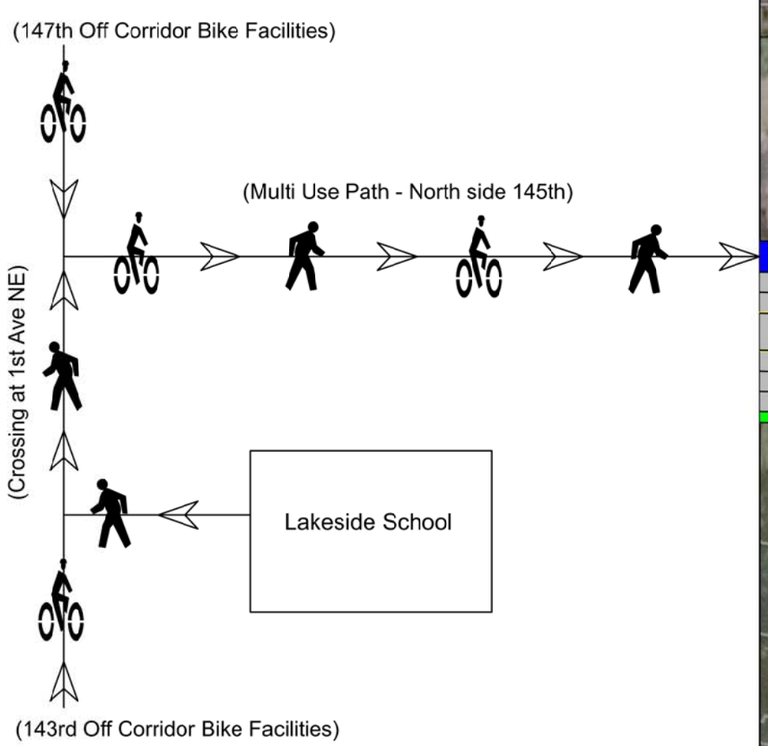
FIGURE 1

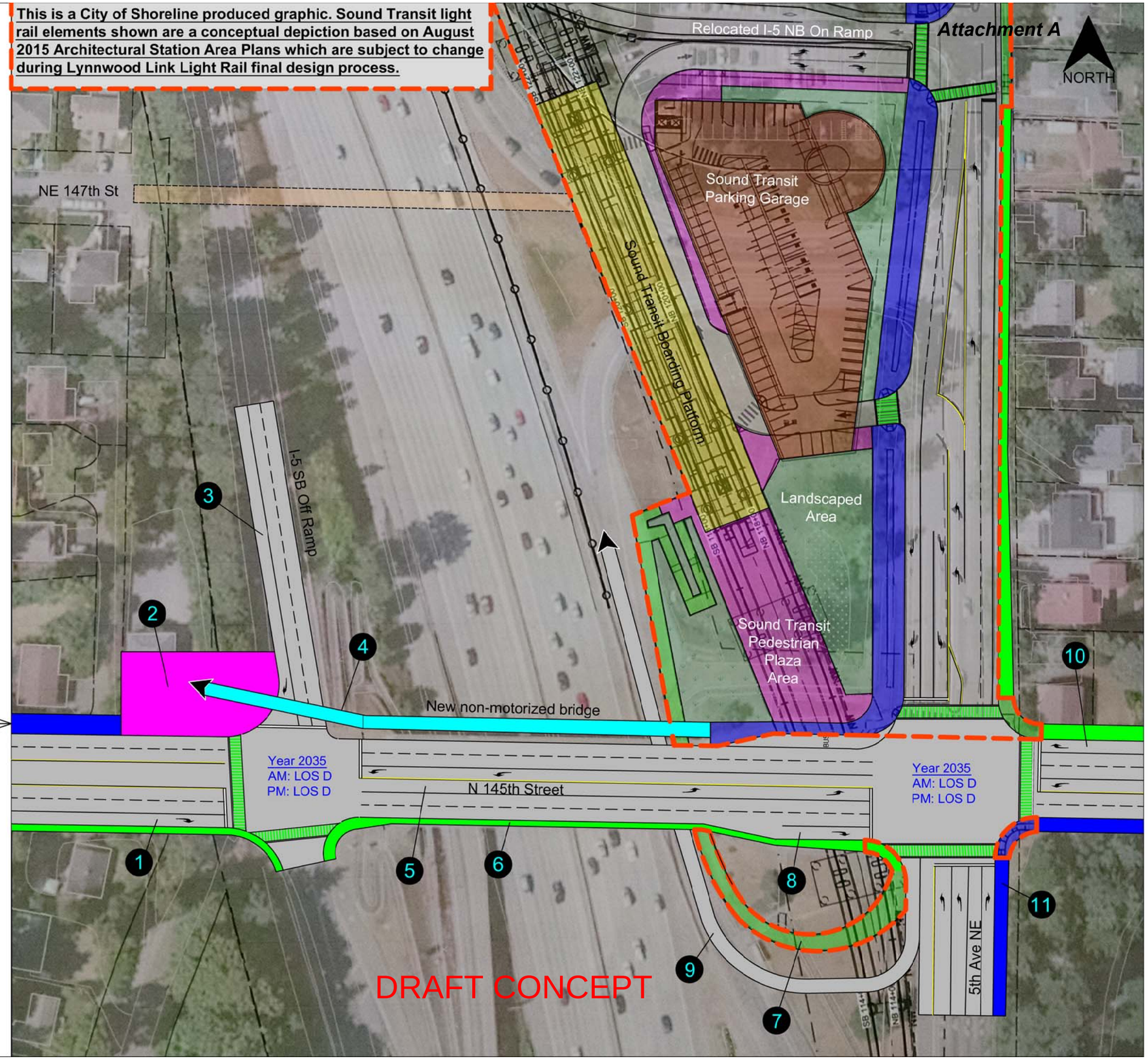
OFF CORRIDOR BIKE NETWORK PREFERRED CONCEPT

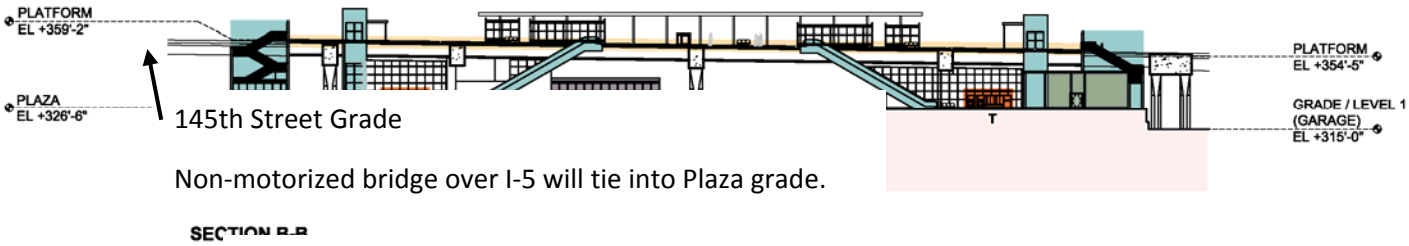
FIGURE 2.
N 145th Street Corridor Study / I-5 Interchange Concept

- 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.

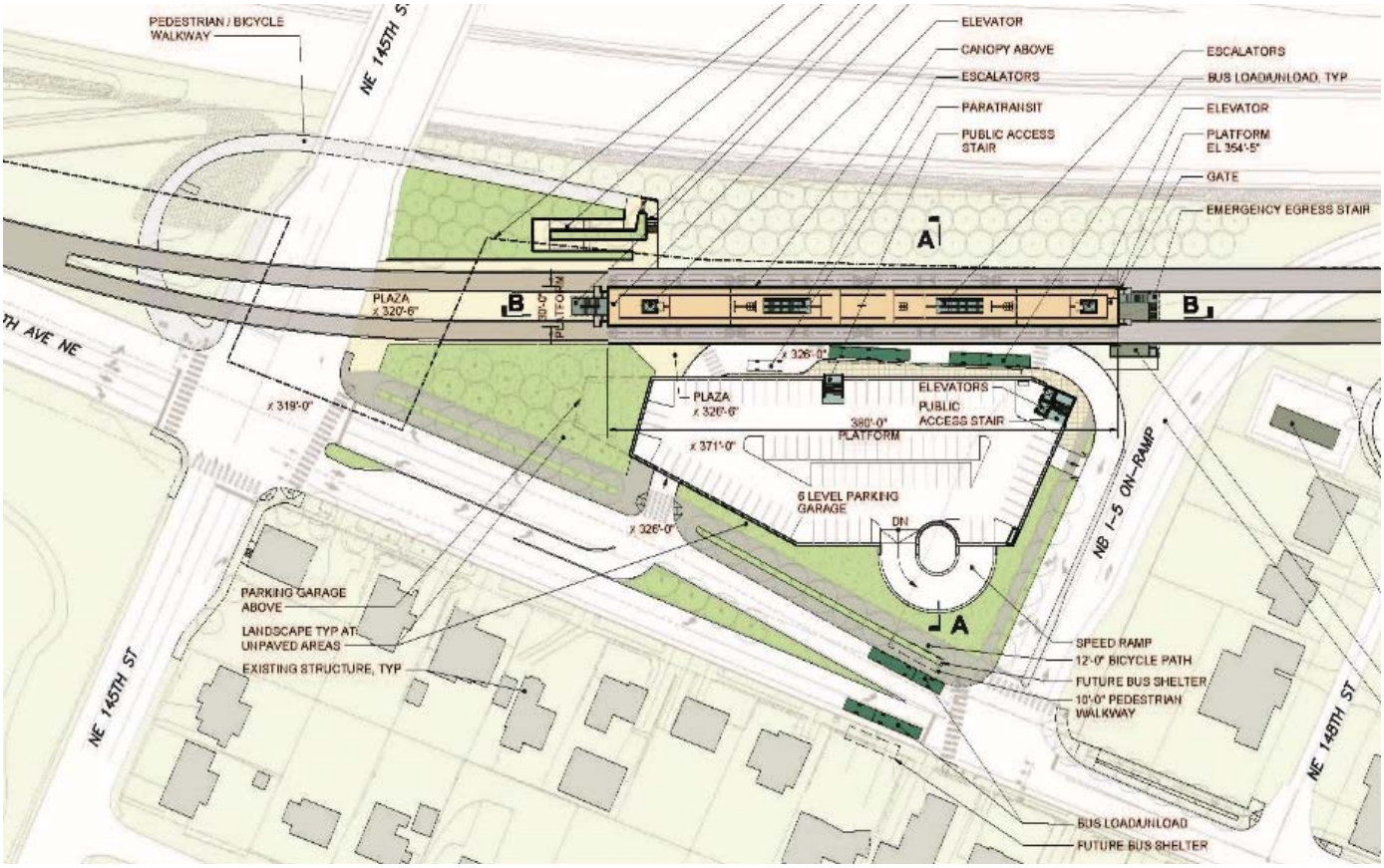






PROFILE

Note: Sound Transit light rail elements depicted are based on August 2015 Station area plans which are subject to changes during the Lynnwood Link Light Rail final design



PLAN

Note: Sound Transit light rail elements depicted are based on August 2015 Station area plans which are subject to changes during the Lynnwood Link Light Rail final design

FIGURE 3