

160th and Greenwood / Innis Arden Intersection

Open House Presentation
May 8, 2019



MEETING AGENDA

6:00 PM – Welcome & sign in

6:30 PM – Presentation and Q&A

7:00 PM – Open house

- View conceptual options
- Talk with staff who can answer questions
- Share your feedback on the conceptual options and your experience at this intersection

8:00 PM – Adjourn

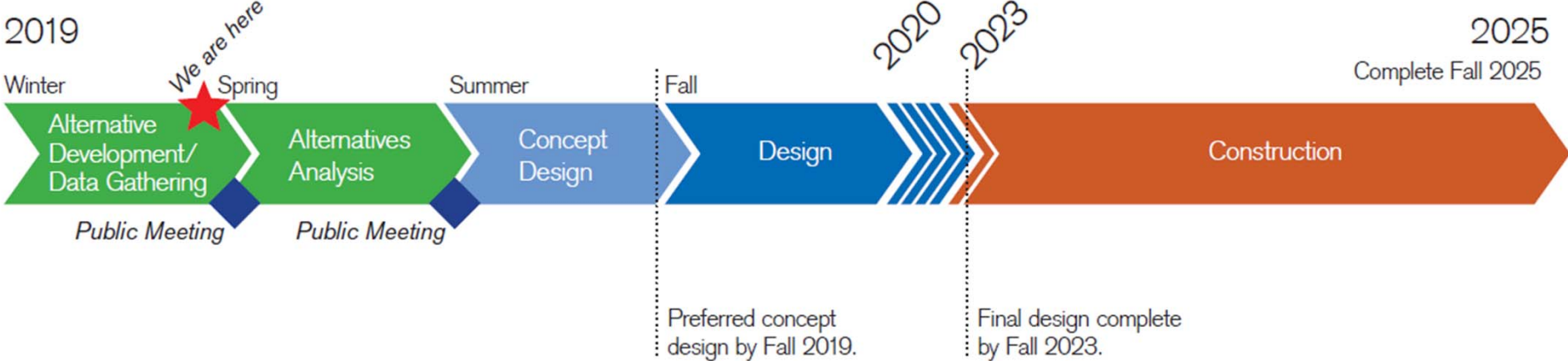


SHORELINE COMMUNITY COLLEGE MASTER DEVELOPMENT PLAN

- Master Development Plan to support growing College
- Sidewalk improvements coming soon; concurrent with the residence hall project
- Improvements to 160th and Greenwood / Innis Arden intersection required within 6 years of residence hall project
- City and College developing intersection concepts and want your feedback



PROJECT TIMELINE



WHAT ARE THE CURRENT CHALLENGES AT THIS INTERSECTION?

- Unusual alignment leads to confusion / poor operation
- Existing traffic delays, which are becoming longer with increased traffic
- Poor access for people walking and biking
- Metro buses, school buses, and other heavy vehicles are regular users
- Serves elementary school and College campus

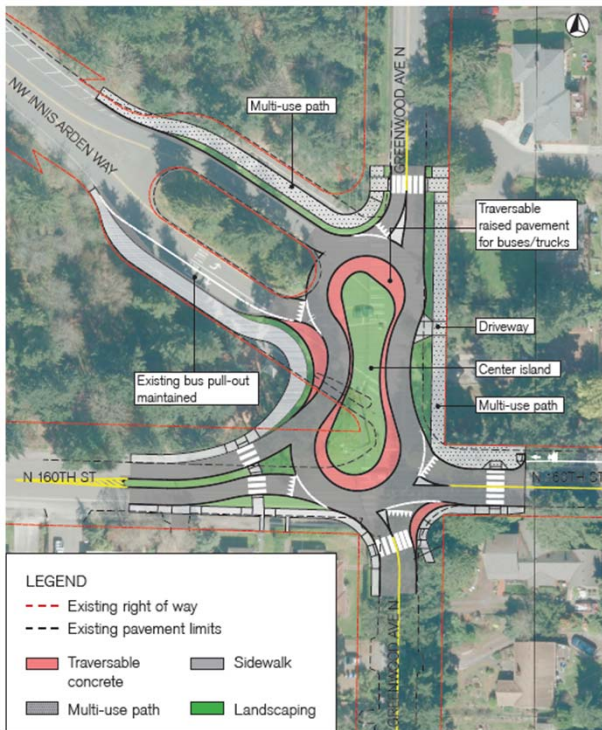


Source: Google Earth

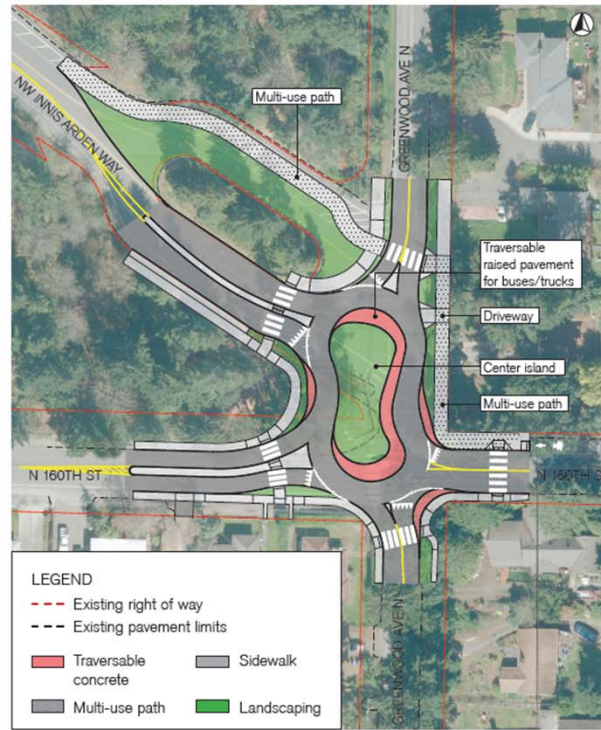
CONCEPTUAL OPTIONS



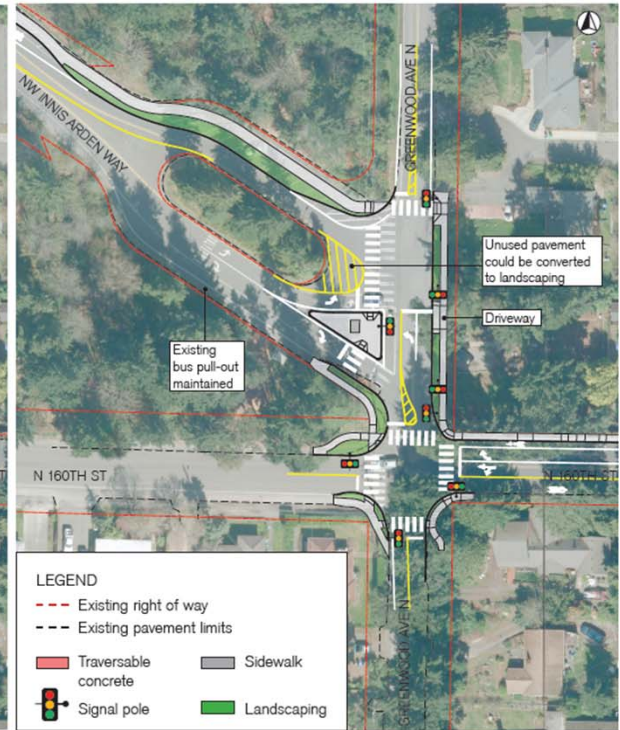
Three improvement options are being considered: two options are roundabouts and one option is a signalized intersection



Large roundabout



Small roundabout










Signalized intersection

ROUNDBABOUT PEDESTRIAN FEATURES

Pedestrian-activated flashing beacons at crosswalks



CRITERIA FOR EVALUATION

- Safety and ease of use for people walking, biking, and driving (ADA inclusive) 
- Traffic operations 
- Construction, operational & maintenance costs 
- Right of way acquisition/impacts 
- Environmental impacts 
- Community feedback 
- Impacts to existing and newly constructed infrastructure 

SIGNALIZED INTERSECTIONS

Typical pros:

- Provide familiar experience that drivers are comfortable with
- Provide orderly movement of traffic moving in different directions

Note: Complex or offset intersections require coordination and present operational challenges

- Provide clear guidance to people walking on when it is safe to cross

Typical cons:

- High maintenance costs
- Can fail during power outages
- Cause delay for people walking, biking, and driving during non-peak hours
- More conflict points and higher speeds compared to roundabouts resulting in poorer safety outcomes for people walking, biking, and driving

ROUNDAABOUTS

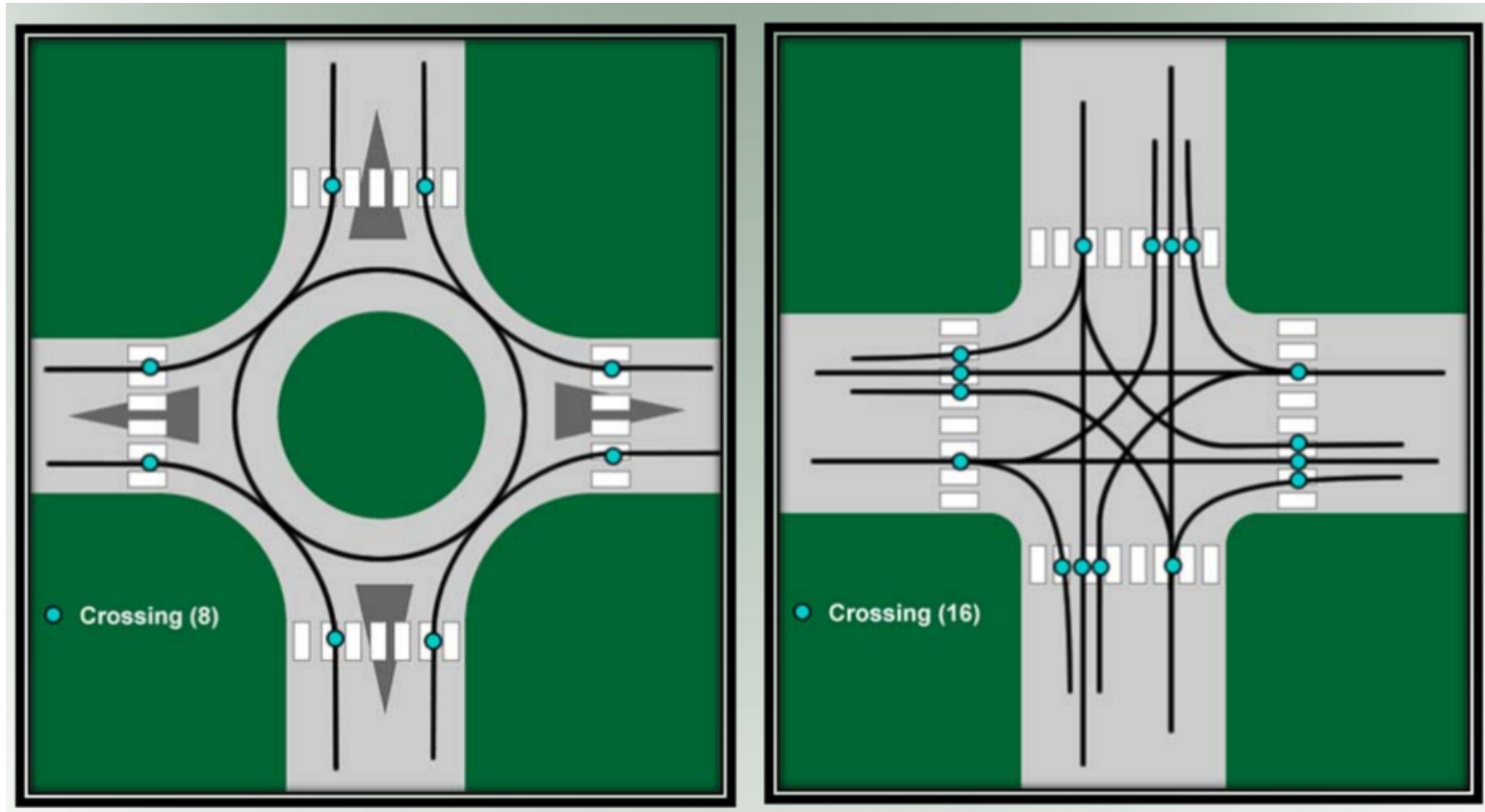
Typical pros:

- Reduced delay for people walking, biking, and driving at peak hours and other times
- Reduced air and noise pollution and fuel use with fewer stops, hard accelerations, and idling
- Low maintenance cost (relative to signalized intersection control)
- Improve safety for all users (90% reduction in fatalities, 76% reduction in injuries, and 35% reduction in all crashes)

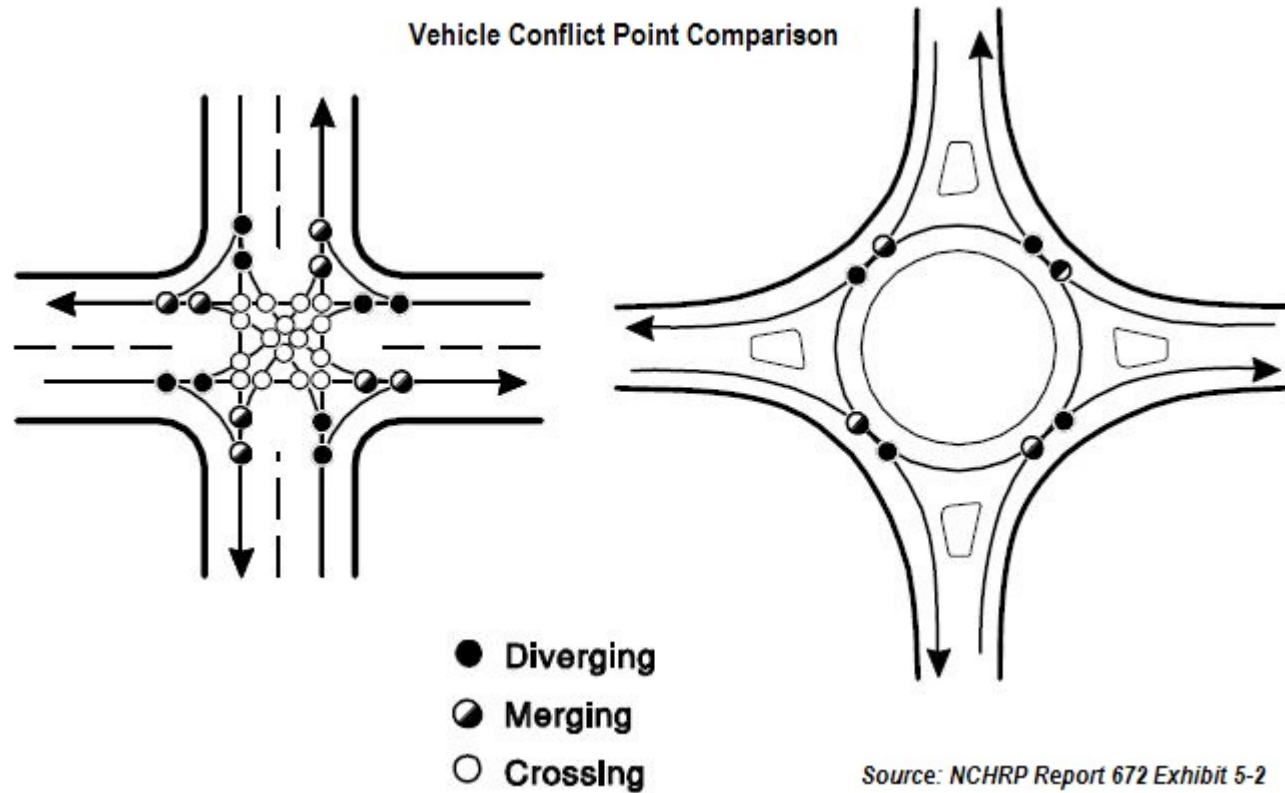
Typical cons:

- People walking can find it uncomfortable to cross without the familiarity of a signalized crossing
- Drivers may not be familiar with how to drive through a roundabout, which can cause confusion and discomfort
- Can require more space
- More complicated construction phasing

VEHICLE-PEDESTRIAN CONFLICT POINTS

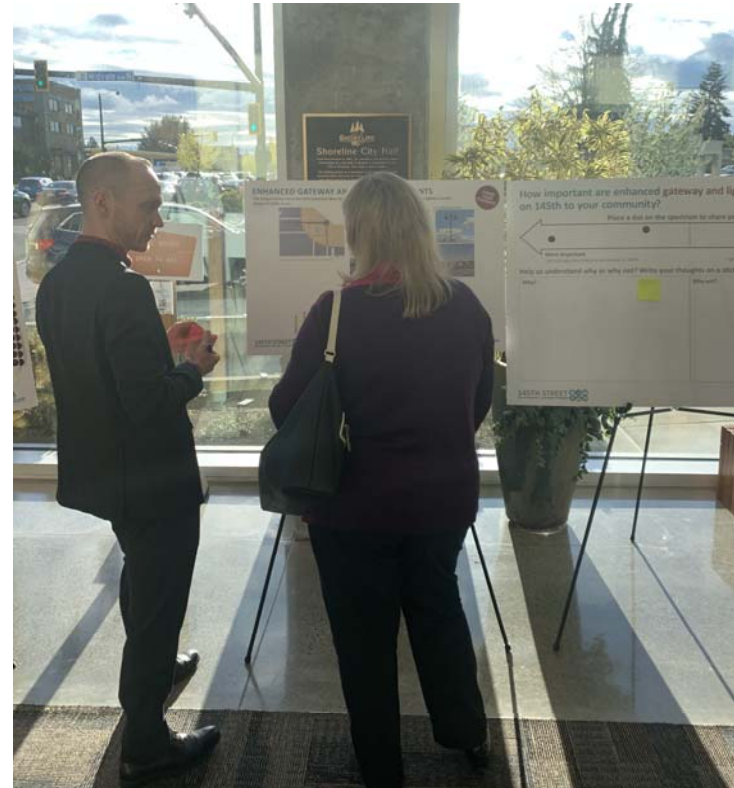


VEHICLE-VEHICLE CONFLICT POINTS



NEXT STEPS

- Listen to feedback and input from community
- Evaluate options based on criteria and feedback
- Refine concepts:
 - One roundabout, one signal
- Next public meeting in summer 2019



YOUR FEEDBACK

How do you **currently**
use this intersection?

How would you like to
use this intersection in the **future**?

What **should we know**
about this intersection?



QUESTIONS?



THANK YOU FOR ATTENDING!

For questions or comments, contact:

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