

Frequently Asked Questions

Why are you redesigning the intersection of Greenwood Avenue N with N 160th Street and NW Innis Arden Way?

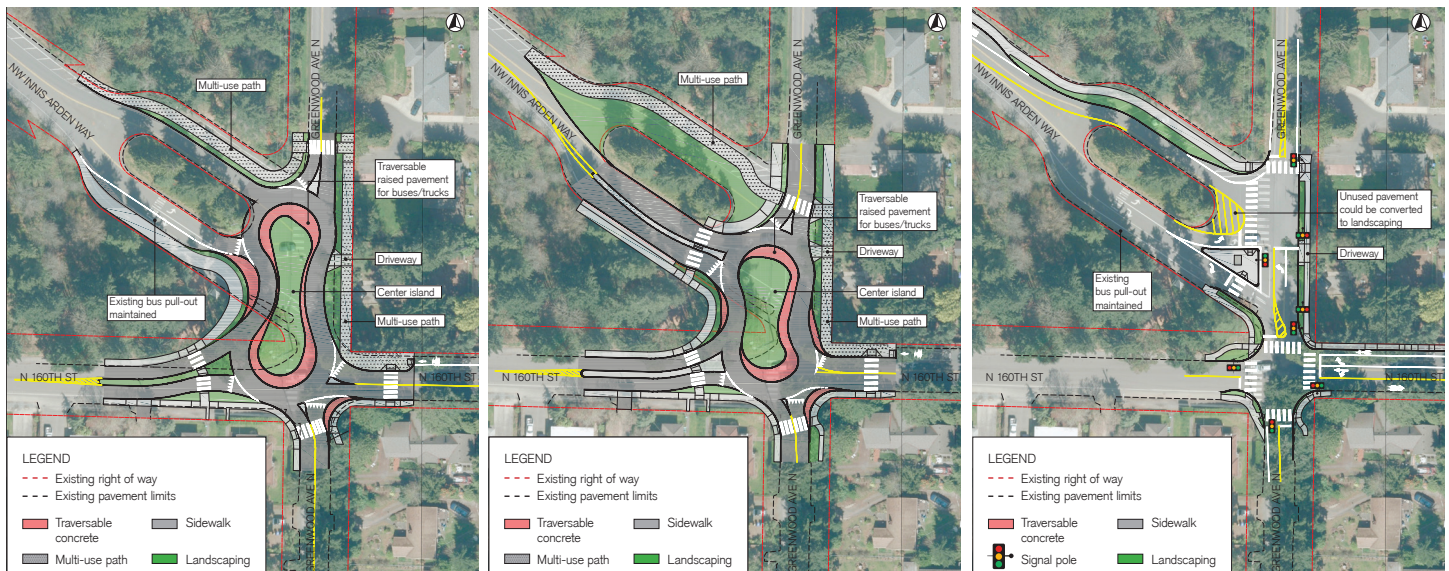
The City of Shoreline and Shoreline Community College are working together on a conceptual design for the N 160th Street and Greenwood Avenue N / NW Innis Arden Way intersection. The College did a traffic study as part of their new on-campus residence hall project. The study shows that the intersection does not function well now and will continue to get worse as traffic increases. Without changes, the intersection will not meet the City's delay standards when the new housing opens. Intersection improvements must be completed within six years of the opening of the new on-campus residence halls.

There is already work happening near the intersection. What is it for?

In conjunction with the residence hall, the College is investing approximately \$2 million in street frontage improvements, including infrastructure upgrades, new sidewalks, and bike lanes. The College's contractor is finishing up construction on the new 68 unit on-campus residence halls. Work on utilities in the roadway is underway. You can expect to see new sidewalks and striping this summer/fall. For more information on these "Phase 1 Improvements" please contact the College's Director of Facilities (see contact below).

What options are you considering for redesigning the intersection?

Three conceptual options are being considered for this intersection:



Large roundabout

Small roundabout

Signalized intersection

Traffic signals provide a familiar experience with orderly movement for people driving but have higher maintenance costs and cause delays for people walking and driving when the roadway is not as busy. Roundabouts improve safety and reduce traffic delay, but can be unfamiliar for people driving and walking.

Why are you considering roundabouts?

Roundabouts are used across the country and internationally to move traffic through large and small intersections. Roundabouts are shown to improve safety for people walking, biking, driving, and taking transit and improve the flow of traffic when installed in appropriate locations. The benefits of standard roundabouts include:

- 90% reduction in fatalities¹, 76% reduction in injuries², and 35% reduction in all crashes²
- Reduced delay for people walking, biking, and driving
- Reduced pollution and fuel use
- Reduced maintenance costs

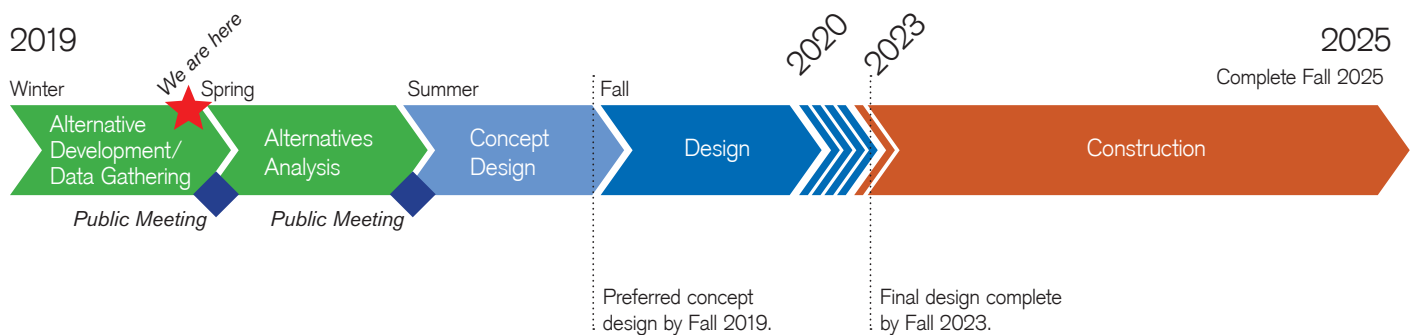
How will you select a final concept?

The City's team will analyze the options based on:

- Traffic operations (meeting the City's delay standards)
- Safety for people walking, biking, and driving (ADA inclusive)
- Construction, operations, and maintenance costs
- Right of way acquisition/impacts
- Environmental impacts
- Community feedback
- Impacts to existing and newly constructed infrastructure (including impacts to bus stops and new sidewalks installed with the College's Phase 1 improvements)

What is the project timeline?

We are currently developing alternatives and gathering data. The College will fund all or a large portion of the improvements that result from this alternatives analysis. Depending on the option selected, the City or College will construct the project by fall 2025.



How will residential properties be impacted?

To accommodate the new design, the City may have to acquire some property from the Shoreline School District. Based on current options, we do not anticipate needing to acquire property from residential properties. Construction impacts will be identified as construction gets closer.

How do I stay involved?

We know this is an important intersection for the neighborhood and want your input. The City will be holding a public meeting this summer to share the results of the analysis and get more feedback before selecting a final concept.

Contact us

For additional project information, visit shorelinewa.gov/160Greenwood

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¹ "Safety Effect of Roundabout Conversions in the United States: Empirical Bayes Observational Before-After Study," Transportation Research Record 1751, Transportation Research Board (TRB), National Academy of Sciences (NAS), Washington, D.C., 2001.

² NCHRP Report 572: Roundabouts in the United States. National Cooperative Highway Research Program, TRB, NAS, Washington, D.C., 2007.

