



175TH STREET CORRIDOR IMPROVEMENTS PROJECT

WELCOME PROJECT OVERVIEW SURVEY: Corridor and intersection design concepts NEXT STEPS

WELCOME

[Tagalog \(Filipino\)](#) | [Español](#) | [中文](#)

Welcome to the Shoreline 175th Street Corridor Improvements Project online engagement and survey site! The information we share on this site is the same information we will share at the July 29 online public meeting (webinar).

Attend Our Online Webinar: Presentation and Q&A
Wednesday, July 29, 2020
6:00 p.m. to 7:00 p.m.

Please [click here](#) to join the webinar.
Password: 198378

One-tap: +12532158782,,85492345624#

Telephone: +1 253 215 8782

Webinar ID: 854 9234 5624
Password: 198378

The City of Shoreline plans to improve N 175th Street between Stone Avenue N and I-5, making it easier and safer for people walking, using a wheelchair, pushing a stroller, biking, driving, and taking transit. Since engaging the community in spring 2019, we have developed two design concepts for the corridor. We have also developed two design concepts for improvements to the intersection at N 175th Street and Meridian Avenue N, a roundabout intersection option and an improved signalized intersection option. The concepts are based on the feedback we received from people who live along the corridor, local businesses, Meridian Park Elementary School, community organizations, and people who travel on N 175th Street.

Share your feedback on the design concepts and how you think the designs rank against the key evaluation criteria. **This is the most critical stage of the process for you to let us know your thoughts on the concepts and what you think is missing.**



N 175th Street looking west

How to use this online engagement and survey site

- Scroll down or use the tabs above to explore the design concepts
- This site will be available from **July 6 to August 9**. You can visit the site as many times as you wish and submit one survey response.
- You can fill out the survey in the "Survey: Corridor and intersection design concepts" section of the site. There is only one Submit button at the bottom of the survey for all questions.
- Have questions or want someone to talk you through the information found on the site? Please call Leif Johansen, Project Manager, at (206) 801-2489.
- To stay up-to-date on information about the 175th Street Corridor Project, visit shorelinewa.gov/175corridor
- This website can be translated into over 100 languages via Google Translate. To translate this site into another language, click "select language" on the top right corner.
- If you would like to communicate with the City of Shoreline or review a document in another language, please send your request along with your contact information to the email address below or call (206) 801-2700

PROJECT OVERVIEW

ABOUT THE PROJECT

N 175th Street is one of our busiest roads and connects State Route 99/Aurora Avenue N, I-5, and 15th Avenue NE. Traffic on the corridor will continue to increase as the city grows and regional transit expands. Our goal is to make N 175th Street easier, safer, and more predictable for people walking, using a wheelchair, pushing a stroller, biking, driving, and taking transit. We have been working to identify transportation needs to meet the demands of our growing community.



The N 175th Street Corridor Improvements Project spans the length of N 175th Street between Stone Avenue N and I-5.

Project schedule

- 2019-2020
Early design
- 2020-2022 (we are here)
Design



Children crossing at N 175th Street and Wallingford Avenue N.

- 2022-2024
- Property acquisition
- Pending additional funding
- Construction

INITIAL PROJECT ANALYSIS

We began initial analysis on the N 175th Street corridor in spring 2019 to understand existing conditions. We:

- Studied traffic patterns and flow
- Reviewed safety requirements
- Considered [existing facilities](#) (PDF 1.7MB) like utilities and retaining walls
- Looked at how to make the corridor more accessible for people walking, using a wheelchair, pushing a stroller, biking, driving, and taking transit
- Explored how to meet our transportation goals outlined in the [Transportation Master Plan](#) and the [Complete Streets Policy](#)



Student using the limited sidewalk space on N 175th Street.

Check out a [video of our open house presentation](#) from spring 2019.

TRAFFIC ON THE CORRIDOR

We analyzed traffic flow on the corridor to help us understand what traffic is like today and what it could be like in 2040 with and without improvements.

- We expect to see an increase in traffic volumes of approximately 11% by 2040
- In 2040, **Meridian Avenue N and N 175th Street** would operate with more delay than today if no improvements were made
- We expect to see minor increases in delay at intersections along **N 175th Street at Wallingford Avenue N and Densmore Avenue N**
- We expect delays at the **freeway intersections along N 175th Street** just to the east and west of I-5 will increase. (We are not proposing improvements at these intersections as they are outside City jurisdiction, though we are proposing an adjustment to the length of the I-5 N left turn lane.)

The maps to the right show traffic flow and volumes at intersections and on the roadway in 2019 and 2040. The colored dots at the intersections indicate how long the delay is, also indicated by seconds in the box. In the future, traffic will continue to grow, which will increase the delay at many of these intersections.

- Green dots indicate an intersection that has little delay
- Orange dots indicate more congestion
- Red dots indicate very high congestion



Traffic flow in 2019 | Click for PDF version



Traffic flow in 2040 | Click for PDF version

SURVEY: CORRIDOR AND INTERSECTION DESIGN CONCEPTS

WHAT WE HEARD FROM YOU

In spring 2019, we talked with property owners, local businesses, Meridian Park Elementary School, community organizations, and people who travel along the corridor about the project and their priorities. In addition to your feedback, we will use several criteria to evaluate the corridor and intersection design concepts and refine them into a single preferred design concept. The evaluation criteria are based on the feedback we heard during the first phase of engagement.

EVALUATION CRITERIA

You will see these evaluation criteria throughout this online engagement and survey site. These evaluation criteria are:

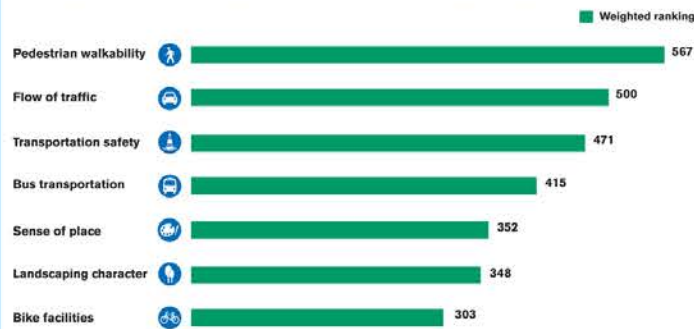
-  **Pedestrian walkability** (sidewalks, separation from different modes of travel, ADA accessibility, wheelchair ramps, crosswalks, pedestrian crossing signals)
-  **Bus transportation** (travel speed, ease of use, timeliness, bus stop improvements)
-  **Bike facilities** (continuous bike pathways, separation from different modes of travel)
-  **Traffic flow** (reducing congestion, ability to make turns safely)
-  **Transportation safety** (controlling speeds, reducing collisions)
-  **Landscaping** (type and location of trees, shrubs, and other plantings)
-  **Sense of place** We will determine potential streetscape design to create a sense of place (art, pedestrian lighting, special site furnishings, special paving, and wall treatments) elements later in the design process.



Community members sharing what street improvement topics are most important to them at our open house in spring 2019.

WHAT'S MOST IMPORTANT TO YOU?

We asked what street improvement topic was most important to you, and here's what we heard!



Do you agree with this ranking of the evaluation criteria? *

- Yes
 No

We will also consider some additional items as we refine the corridor and intersection design concepts into a single preferred design concept. We'll weigh the tradeoffs of each criteria and your feedback to determine a preferred design concept. In winter 2020/2021, we will reach out to share how and why we selected the preliminary preferred design concept and gather any additional feedback from you. Other items we will consider include:

- Community impact to residents, properties, and recent sidewalk improvements near Meridian Park Elementary
- Stormwater and other environmental impacts to Ronald Bog Park
- Overall project cost, including initial construction and continued maintenance

We evaluated a design concept that completes the sidewalk network but includes no other improvements to the corridor. This design did not address community feedback, which indicated more should be done to improve conditions on the corridor related to safety. This design also was not in compliance with our [Complete Streets Policy](#) because it did not include bike facilities and therefore will not move forward in this evaluation. Our evaluation did help us determine that impacts to properties are similar, regardless of the design concept chosen.

CORRIDOR IMPROVEMENTS FOUND IN ALL DESIGN CONCEPTS

We used your feedback and our analyses to develop draft design concepts. We will improve some corridor features regardless of the design concept we select. All design concepts will have the following corridor improvements:

- Completion of the continuous sidewalk along both sides of N 175th Street.
- Longer turn lanes onto southbound Meridian Avenue N and I-5 N to improve the flow of traffic.
- Improved visibility of the crosswalk at Wallingford Avenue N with a pedestrian activated push-button signal.
- Shared-use path between [Meridian Avenue N and I-5](#), along the north and south sides of N 175th Street for people walking, using a wheelchair, pushing a stroller, and biking to maintain safety for all users. We are exploring two similar options for this segment and will decide which option to pursue based on discussions with the Washington State Department of Transportation and considerations for impacts to Meridian Park Elementary and Ronald Bog Park. All options have:
 - A shared-use path where people biking, walking, pushing strollers, and using wheelchairs share an off-street path for travel. The shared-use path width may vary due to impacts on Ronald Bog Park and private properties.
 - Opportunities for trees in tree pits in the shared-use path or as a landscape buffer
 - The same lane configuration
- Maintain the existing lane configuration of two travel lanes in each direction
- Incorporation of the City's plans to develop bike lanes on Meridian Avenue N into the N 175th Street and Meridian Avenue N intersection designs. You can learn more about the Meridian Avenue N bike lanes in the [City of Shoreline Bicycle Plan](#)
- Landscaping (e.g., trees, shrubs, groundcover, and other plants) and streetscape design (how we design our physical environment to create a sense of place) opportunities on the corridor, including:
 - Planted landscape buffers between the roadway and sidewalks/shared-use paths to provide physical separation between people walking, using a wheelchair, pushing strollers, and biking and people driving, reinforcing city goals for safety and walkability
 - Hardscapes and trees in the roadway medians like the example to the right
 - City-approved plants that are low maintenance and sustainable
 - Our goal to protect and save existing trees where possible
 - We will ask for your feedback and determine these elements later in the design process.



Roadway median with hardscape and trees.



Traffic at the N 175th Street and Meridian Avenue N intersection looking west.



Local shopper walking east on N 175th Street on the limited sidewalk.

CORRIDOR DESIGN CONCEPT A - SHARED-USE PATH

Corridor design concept A completes the sidewalk network with a shared-use path, improves transportation safety, and has opportunity to improve landscape character. This design concept is depicted in the cross section below. [View a full map of corridor design concept A](#) (PDF 10 MB).



- 13-foot wide shared-use path for people walking, using a wheelchair, pushing a stroller, and biking on the north and south sides of the street
- 6-foot wide landscaped median between eastbound and westbound lanes of traffic to improve safety for people driving
- 5-foot wide landscaped buffers between shared-use paths and traffic lanes to improve safety for all users
- Estimated \$37 to \$45 million for design, right of way, and property acquisition and construction

How does corridor design concept A measure up to the evaluation criteria?

We evaluated this design concept against the criteria you ranked in spring 2019 and confirmed in the What We Heard From You section above.

We expect an improvement from today's conditions for this design concept for all evaluation criteria. We have outlined the low-, medium-, and high-level improvements below.

Corridor design concept A – Shared-use path



Check out our ranking for corridor design concept B as well:

Corridor design concept B – Buffered bike lane



Learn more about the benefit measure for each criteria -

High benefit:

Landscaping character: Has the opportunity for landscaping character by adding medians in the center of the road and buffers between the sidewalk and the roadway, both of which can be landscaped.

Transportation safety: Improves transportation safety by adding a median in the center of the road, creating further separation for people driving in opposite directions.

Medium benefit:

Pedestrian walkability: Improves pedestrian walkability by providing landscaped buffers, continuous sidewalks that are wide enough for shared use with people biking, and an additional crossing for people walking at Ashworth Avenue N.

Bike facilities: Improves the bicyclist experience by providing an off-street shared-use path shared with people walking, using wheelchairs, and pushing strollers.

Traffic flow: Improves the flow of traffic by making turn lanes longer, increasing traffic capacity.

Low benefit:

Bus transportation: Maintains existing bus stops and improves access to bus stops for people walking, biking, using wheelchairs, and pushing strollers. We will coordinate with King County Metro as the design progresses.

This concept has the opportunity to create a sense of place. We will determine potential streetscape design elements later in the design process, such as community art, pedestrian lighting, special paving, and wall treatments.

Now we want to hear what you think! Mark how well you think corridor design concept A meets each of the following evaluation criteria by dragging the dot along the line. If dragging the dot along the line does not work for you, please leave your feedback as a comment in the additional comment box below.



Pedestrian walkability

Bus transportation

Transportation safety



Bike facilities



Flow of traffic



Landscaping character

Do you have additional comments about your selections or did we miss anything important to you?

Empty text box for comments

CORRIDOR DESIGN CONCEPT B – BUFFERED BIKE LANE

Corridor design concept B completes the sidewalk network, adds buffered bike lanes, and improves safety between people using the sidewalk and the roadway with a landscaped buffer. This design concept is depicted in the cross section below. [View a full map of corridor design concept B.](#) (PDF 9 MB)



- 8-foot wide sidewalk on the north and south sides of the street for people walking, using a wheelchair, and pushing a stroller
- 5-foot wide buffered bike lane on the north and south sides of the street
- 5-foot wide landscaped buffer between the bike lane and the sidewalk on both sides of the street to provide separation between people using the sidewalk and biking
- Estimated \$41 to \$48 million for design, right of way and property acquisition and construction

How does corridor design concept B measure up to the evaluation criteria?

We evaluated this design concept against the criteria you ranked in spring 2019 and confirmed in the What We Heard From You section above.

We expect an improvement from today's conditions for this design concept for all evaluation criteria. We have outlined the low-, medium-, and high-level improvements below.

Corridor design concept B – Buffered bike lane



Check out our ranking for corridor design concept A as well:

Corridor design concept A – Shared-use path



Learn more about the benefit measure for each criteria -

High benefit:



Pedestrian walkability: Improves pedestrian walkability by providing landscaped buffers, continuous dedicated sidewalks with separation between people walking, people biking, and people driving.



Bike facilities: Improves the bicyclist experience by providing a dedicated buffered bike lane for people biking.

Medium benefit:



Landscaping character: Has the opportunity to maintain landscape character by adding some small medians in the center of the road and buffers between the sidewalk and the roadway, both of which are often landscaped.



Transportation safety: Improves transportation safety by adding a traffic curb or median in the center of the road, creating further separation for people driving in opposite directions.



Traffic flow: Improves the flow of traffic by extending turn pockets and adding a northbound lane on Meridian Avenue N.

Low benefit:



Bus transportation: Maintains existing bus stops and improves access to bus stops for people walking, biking, using wheelchairs, and pushing strollers. We will coordinate with King County Metro as the design progresses.



This concept has the opportunity to create a sense of place. We will determine potential streetscape design elements later in the design process, such as community art, pedestrian lighting, special paving, and wall treatments.

Now we want to hear what you think! Mark how well you think corridor design concept B meets each of the following evaluation criteria by dragging the dot along the line. If dragging the dot along the line does not work for you, please leave your feedback as a comment in the additional comment box below.



Pedestrian walkability
 Bus transportation
 Transportation safety
 Bike facilities
 Flow of traffic
 Landscaping character

Do you have additional comments about your selections or did we miss anything important to you?

TYPICAL ROUNDABOUTS VS TYPICAL SIGNALIZED INTERSECTIONS

In addition to the corridor design concepts, we also developed concepts for a roundabout and signalized intersection at N 175th Street and Mendian Ave N. Both intersection design concepts are compatible with either of the two corridor design concepts. There are pros and cons to roundabouts versus signalized intersections. You can also find more information about roundabouts on our [roundabouts webpage](#).

Pros and cons of a roundabout -

Typical pros:

- Improved safety compared to signalized intersections due to lower speeds and one-way travel.
- Reduced delay for people walking, biking, using a wheelchair, and pushing a stroller during all hours of the day.
- Reduced air and noise pollution and fuel use with fewer stops, hard accelerations, and idling
- Low maintenance cost

Typical cons:

- People walking, using a wheelchair, or pushing a stroller can find it uncomfortable to cross without the familiarity of a signalized crossing
- People biking will have to transition to sidewalks or shared-used paths prior to approaching the roundabout
- 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

Pros and cons of a signalized intersection -

Typical pros:

- Provide a familiar experience that drivers are comfortable with
- Provide orderly movement of traffic moving in different directions
- Provide clear guidance to people walking, using a wheelchair, pushing a stroller on when it is safe to cross

Typical cons:

- High maintenance costs
- Can shut down during power outages
- Causes delay for people walking, biking, and driving during non-peak hours.
- More conflict points and higher speeds compared to roundabouts, resulting in the potential for more severe accidents

Roundabouts in other cities -

We have included some example photos of multi-lane roundabouts because we know that you may be less familiar with these types of roundabouts. We have not included example signalized intersection photos because the improved signalized intersection option would look very similar to today's intersection with some improvements.





Two-lane roundabout in Lynden, WA
Source: Google Maps



Two-lane roundabout in Covington, WA
Source: Google Maps



Two-lane roundabout in Lacey, WA looking west
Source: Google Maps



Two-lane roundabout in Olympia, WA looking west
Source: Google Maps

We have also included example photos of landscaping or placemaking features (e.g., trees, community art) that can be incorporated into the center island of roundabouts.



Art sculpture and plantings in a roundabout.



Ornamental plantings in a roundabout.

ROUNDBOUT INTERSECTION AT 175TH ST AND MERIDIAN AVE



- Two-lane roundabout with four entry/exit points
- Four landscaped medians
- Opportunities for public art or placemaking in the center island
- Enhanced intersection efficiency compared to both today's intersection and the signalized intersection option outside of the PM peak hour
- Shorter crossing distance with midway refuge for people crossing the street
- Pedestrian-activated flashing beacons at all crosswalks
- People biking transition to sidewalks prior to approaching the roundabout
- Requires reconstruction of the newly constructed shared-use paths around Meridian Park Elementary

We have also incorporated the City's plans to develop bike lanes on Meridian Avenue N into these intersection designs. You can learn more about the Meridian Avenue N bike lanes in the [City of Shoreline Bicycle Plan](#).

How does the roundabout design concept measure up to the evaluation criteria?

We evaluated this design concept against the criteria you ranked in spring 2019 and confirmed in the What We Heard From You section above.

We expect an improvement from today's conditions for this design concept for all evaluation criteria. We have outlined the low-, medium-, and high-level improvements below.

Roundabout intersection design concept



Check out our ranking for the signalized intersection design concept as well:

Signalized intersection design concept



Learn more about the benefit measure for each criteria -

High benefit:

Transportation safety: Improves transportation safety by adding a traffic curb and median on all approaches, reduces travel speeds, and improves angle of entry for reduced collision severity.

Landscaping character: Has the opportunity to improve landscape character by adding an island in the center of the roundabout, which could be landscaped.

Traffic flow: Improves the flow of traffic by providing enhanced intersection efficiency compared to both today's intersection and the signalized intersection option outside of the PM peak hour.

Medium benefit:



Pedestrian walkability: Improves pedestrian walkability by providing a landscaped buffer on all approaches and reducing crossing wait times. Improves safety with shorter, higher-visibility crossings, and a median refuge area.



Bike facilities: Improves the bicyclist experience by providing a transition between the bike lane and an off-street shared-use path shared with people walking, using wheelchairs, and pushing strollers.

Low benefit:



Bus transportation: Maintains existing bus stops and improves access to bus stops for people walking, biking, using wheelchairs, and pushing strollers. We will coordinate with King County Metro as the design progresses.



This concept has the opportunity to create a sense of place. We will determine potential streetscape design elements later in the design process, such as community art, pedestrian lighting, special paving, and wall treatments.

Now we want to hear what you think! Mark how well you think the roundabout intersection design concept meets each of the following evaluation criteria by dragging the dot along the line. If dragging the dot along the line does not work for you, please leave your feedback as a comment in the additional comment box below.



Pedestrian walkability



Bus transportation



Transportation safety



Bike facilities



Flow of traffic



Landscaping character

Do you have additional comments about your selections or did we miss anything important to you?

IMPROVED SIGNALIZED INTERSECTION AT N 175TH ST AND MERIDIAN AVENUE N



- Improves vehicle capacity over today's condition and provides consistent travel paths for people walking, using a wheelchair, pushing a stroller, biking, and driving
- Provides a longer westbound turn lane onto Meridian Avenue N to increase capacity for people driving
- Incorporates the newly constructed shared-use paths around Meridian Park Elementary without requiring reconstruction

We have also incorporated the City's plans to develop bike lanes on Meridian Avenue N into these intersection designs. You can learn more about the Meridian Avenue N bike lanes in the [City of Shoreline Bicycle Plan](#)

How does the improved signalized intersection design concept measure up to the evaluation criteria?

We evaluated this design concept against the criteria you ranked in spring 2019 and confirmed in the What We Heard From You section above.

We expect an improvement from today's conditions for this design concept for all evaluation criteria. We have outlined the low-, medium-, and high-level improvements below.

Signalized intersection design concept



Check out our ranking for the roundabout intersection design concept as well:

Roundabout intersection design concept



Learn more about the benefit measure for each criteria -

High benefit:

Traffic flow: Improves the flow of traffic by adjusting the southbound lane configuration to improve signal operations on Meridian Avenue N.

Medium benefit:

Pedestrian walkability: Improves pedestrian walkability by providing a landscaped buffer on all approaches, creating separation between people walking and people driving.

Transportation safety: Improves transportation safety by improving signal operations therefore reducing potential collisions.

Landscaping character: Has the opportunity to improve landscape character by adding buffers between the sidewalk and the roadway, which can be landscaped.

Bike facilities: Improves the bicyclist experience by adding bicycle facilities at Meridian Avenue N and N 175th St. For corridor design concept A, people biking would stay on the shared-use path through the intersection. For corridor design concept B, people biking would transition from the dedicated bike lane to the shared-use path at the intersection.

Low benefit:

Bus transportation: Maintains existing bus stops and improves access to bus stops for people walking, biking, using wheelchairs, and pushing strollers. We will coordinate with King County Metro as the design progresses.

This concept has the opportunity to create a sense of place. We will determine potential streetscape design elements later in the design process, such as community art, pedestrian lighting, special paving, and wall treatments.

Now we want to hear what you think! Mark how well you think the improved signalized intersection design concept meets each of the following evaluation criteria by dragging the dot along the line. If dragging the dot along the line does not work for you, please leave your feedback as a comment in the additional comment box

Pedestrian walkability	<input type="range"/>
Bus transportation	<input type="range"/>
Transportation safety	<input type="range"/>
Bike facilities	<input type="range"/>
Flow of traffic	<input type="range"/>
Landscaping character	<input type="range"/>

Do you have additional comments about your selections or did we miss anything important to you?

Submit

NEXT STEPS

We will use your input and additional technical analysis to refine our concepts into a preferred design concept, which will ultimately be the basis for permits and final design. We will be back in winter 2020/2021 to share the preferred design concept with the community. Thank you!

PHASE 1 Existing Conditions & Information Gathering	PHASE 2 Design Concepts & Evaluation Criteria	PHASE 3 Preferred Concept Design
2019 ✓ APRIL <ul style="list-style-type: none"> Initial studies completed ✓ APRIL - MAY <ul style="list-style-type: none"> Stakeholder interviews Property owner/tenant drop-in session Online and in-person open house 	2020 ✓ SPRING <ul style="list-style-type: none"> Design concepts released ○ SPRING/SUMMER <ul style="list-style-type: none"> Coordination with property owners and other stakeholders Online engagement and survey site and webinar 	2020/2021 ○ WINTER <ul style="list-style-type: none"> Preferred design concept released 30% design milestone ○ WINTER <ul style="list-style-type: none"> Online open house and survey Coordination with stakeholders and property owners
✓ Completed technical milestones ✓ Completed outreach milestones ○ Incomplete technical milestones ○ Incomplete outreach milestones		

CONTACT

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SHARE THIS SITE WITH OTHERS



Please consider filling out some demographic questions to help us improve our future outreach efforts.

- [Community Outreach Survey \(Optional\)](#)
- [Pöytäkirjat ja kyselyt - Pöytäkirjat \(Hittä\)](#)
- [社區外展服務調查 \(可選\)](#)
- [커뮤니티 소통 설문 조사\(선택 사항\)](#)
- [Encuesta de divulgación comunitaria \(opcional\)](#)
- [Survey sa Paglilingkod sa Komunidad \(Opsiyonal\)](#)
- [კომუნიტის აკტიუიზაცია \(ავტუიონალ\)](#)
- [Khảo Sát Tiếp Cận Cộng Đồng \(Không bắt buộc\)](#)

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