



## 175TH STREET CORRIDOR IMPROVEMENTS PROJECT (STONE AVENUE N - I-5)

Fact sheet | fall 2020

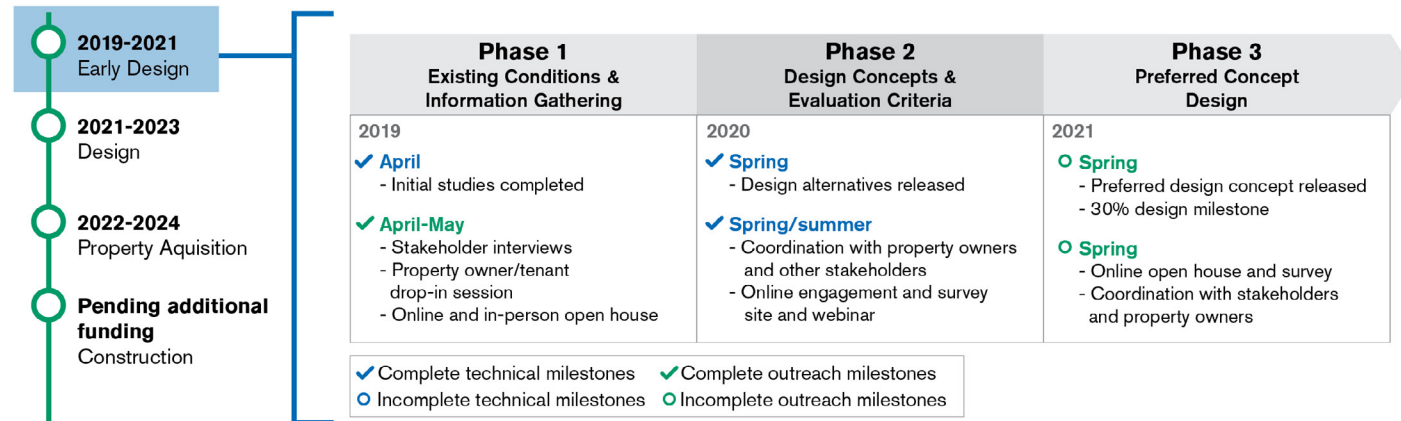


### Stay involved

We are committed to meaningful and collaborative public participation throughout the design process. To participate in the fight to slow the spread of COVID-19, the City transitioned to online public engagement. We are using the feedback we've heard and received to help refine the design concepts into one preferred design. We plan to share the preferred design concept with the community in spring 2021.

Throughout the design process, we will be in touch with the community to gather feedback at key milestones.

### Project timeline



○ Technical milestones    ○ Outreach milestones

### Contact us

For additional project information, visit [shorelinewa.gov/175corridor](http://shorelinewa.gov/175corridor)

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您若希望與 Shoreline 市展開交流或 閱讀以其他語言寫成的文檔，請寄送您的請求及您的連絡資訊至下方所示的電子郵件地址，或撥電話 (206) 801-2700。

Si le gustaría comunicarse con la Ciudad de Shoreline o revisar un documento en otro idioma, por favor envíe su solicitud junto con su información de contacto a la dirección de correo electrónico a continuación o llame al (206) 801-2700.

Kung nais niyong makipag-usap sa Lungsod ng Shoreline o rebyuhin ang dokumento sa ibang wika, pakipadala ang inyong kahilingan kasama ang impormasyong pagkokontakan sa inyo sa email address sa ibaba o tawagan ang (206) 801-2700.

Email: [clk@shorelinewa.gov](mailto:clk@shorelinewa.gov)



### What's the latest?

Since engaging the community in spring 2019, we have developed two design concepts for the N 175th Street 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, community organizations, and people who travel on N 175th Street. Our team explored potential changes to the corridor that may include ways to enhance the flow of traffic and build sidewalks and bike lanes. We also analyzed traffic flow, roadway safety, and existing facilities on N 175th Street.

In spring and summer 2020, we asked for feedback on the draft design concepts and how they measured against key evaluation criteria. The input we received will help refine our concepts into a preferred design concept, which will be the basis for permits and final design.

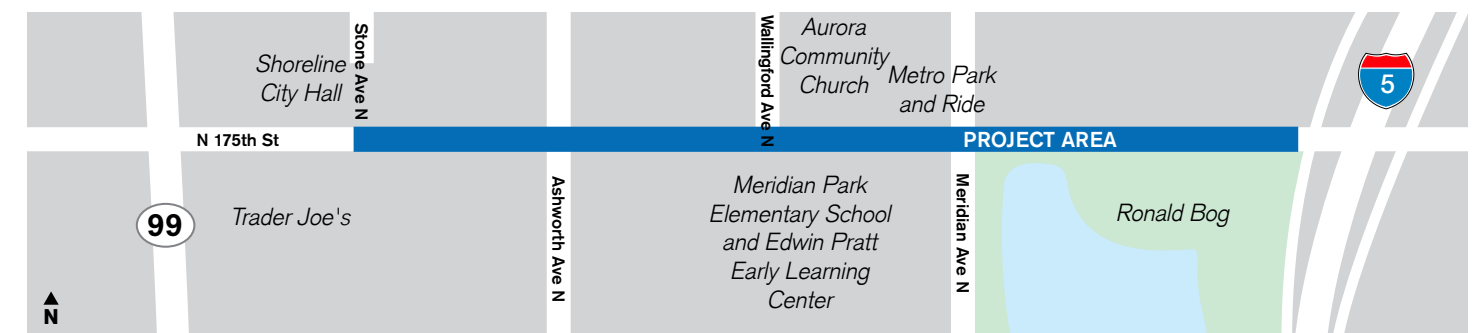
### What's inside:

- Learn about the project
- View our design concepts
- Review the project timeline
- Learn about future opportunities for feedback

### Why the 175th Street corridor?

The 175th Street corridor is one of Shoreline's most active east-west arterials. It connects the city's busiest north-south roadways: State Route 99/Aurora Avenue N, I-5, and 15th Avenue NE. We have made it a priority to improve N 175th Street between Stone Avenue N and I-5 by making it easier and safer for people walking, using a wheelchair, pushing a stroller, biking, driving, and taking transit to travel the corridor.

We have been working to identify transportation needs to meet the demands of our growing community. Traffic on the corridor will continue to increase as the city grows and regional transit expands at N 148th and N 185th streets.



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

### View our design concepts for the corridor

We developed two design concepts based on feedback we received from the community, studies of the existing conditions on the corridor, and our [Complete Streets Policy](#).

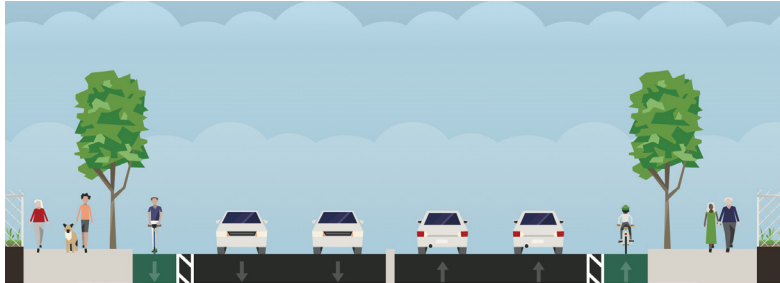
#### Corridor design concept A: Shared-use path

- **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 hardscaped/paved or low maintenance 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



#### Corridor design concept B: Buffered bike lane

- **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



### Corridor features improved by all design concepts

- **Completion of the continuous sidewalk** along both sides of N 175th Street
- **Longer turn lanes** turning 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
- Between Meridian Avenue N and N 175th Street, **a shared-use path** for people walking, using a wheelchair, pushing a stroller, and biking to maintain safety for all users
- **Maintains the existing lane configuration** of two travel lanes in each direction
- **Incorporate plans to build bike lanes** on Meridian Avenue N into intersection design at N 175th Street

*We also 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 and creating a sense of place. This design also was not in compliance with our [Complete Streets Policy](#) 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.*

### Evaluation criteria

We used several measures to evaluate each design concept in addition to the feedback we received from the community. The criteria are based on the feedback we heard from the community during the first phase of outreach and include improvements to the list to the right:

- Pedestrian walkability
- Bus transportation
- Bike facilities
- Traffic flow
- Transportation safety
- Landscaping
- Creating a sense of place

*We will use these criteria in addition to the feedback we received to refine the design concepts into the preferred design concept.*

Benefit Measure	Low	Medium	High
<b>Corridor design concept A - Shared-use path</b>			
<b>Corridor design concept B - Buffered bike lane</b>			

Potential streetscape design elements will be determined later in the design process

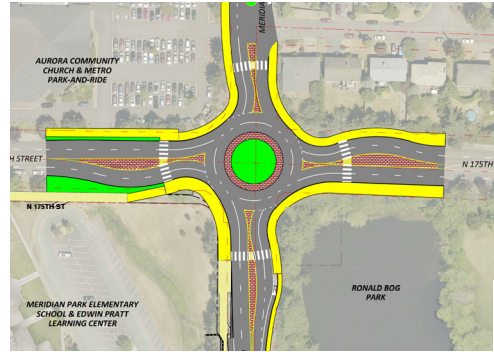
### N 175th Street and Meridian Avenue N intersection

In addition to the corridor design concepts, we have also developed concepts for a roundabout and signalized intersection at N 175th Street and Meridian Avenue N. Both intersection design concepts are compatible with either of the two corridor design concepts.

*For more on roundabouts, visit [www.wsdot.wa.gov/Safety/roundabouts/BasicFacts.htm](http://www.wsdot.wa.gov/Safety/roundabouts/BasicFacts.htm)*

#### Roundabout intersection

- **Two-lane roundabout with four entry/exit points**
- **Four hardscaped 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 crossings** with midway refuge for people crossing the street
- **Pedestrian-activated flashing beacons at crosswalks**
- **People biking transition to sidewalks** prior to approaching the roundabout
- **Requires reconstruction of the newly constructed shared-use paths** around Meridian Park Elementary



**LEGEND**

- ROADWAY
- HARDSCAPE, SPLITTER ISLAND
- PLANTER
- SIDEWALK
- SIDEWALK, BY OTHERS
- PARCEL LINE
- RIGHT-OF-WAY LINE

#### Signalized intersection

- **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

