



175TH STREET CORRIDOR IMPROVEMENTS PROJECT

Frequently Asked Questions | Fall 2020

About the Shoreline 175th Street corridor

Why is N 175th Street important and why are improvements needed?

The 175th Street corridor is one of Shoreline's most active east-west arterials connecting the city's busiest north-south roadways: State Route 99/Aurora Avenue N, Interstate 5, and 15th Avenue NE. Improvements are needed on the 175th Street Corridor between Stone Avenue N and I-5 to support future growth, help keep travel safe, and support light rail stations opening at 148th and 185th streets. The overall goal is to make this heavily traveled corridor easier, safer, and more efficient for people walking, using a wheelchair, pushing a stroller, biking, driving, and using transit.

What work has been completed to identify needed changes to N 175th Street and what kind of improvements will you make on the corridor?

We have been working to identify transportation needs to meet the demands of our growing community. Long before we were thinking about project design for the 175th Street Corridor, our team was studying traffic patterns, reviewing safety requirements, and looking at how to make all our traffic corridors more accessible for people walking, using a wheelchair, pushing a stroller, biking, driving, and taking transit. Input from residents for other projects in the area has helped inform the City's priorities and contributed to identifying the 175th Street Corridor as a priority project in the City's 2011 [Transportation Master Plan](#). This project meets many of our transportation goals identified in the [Comprehensive Plan Transportation Element](#) in 2012 and the [Complete Streets Policy](#), including allowing for more transit, bike, and pedestrian options.

Draft design concepts

What designs is the City proposing?

We developed two draft design concepts that reflect the feedback we heard last spring (2019) from people who live along the corridor, local businesses, community organizations, and people who travel on N 175th Street. The key feedback we received was to complete the sidewalk network along the corridor, alleviate vehicular congestion, and improve pedestrian safety, especially for students. In addition to listening to community feedback, we conducted studies to determine the traffic volumes and wait times at intersections, collision history, the quality of the existing bicycle and pedestrian facilities, and existing corridor features that may impact future improvements. All these factors will help us determine what improvements to make on the corridor.

We have developed two draft design concepts for the corridor. There are some improvements that will be made to the corridor regardless of the design concept we select, including the completion of the

sidewalk network, longer turn lanes turning onto southbound Meridian Avenue N and I-5 N, incorporation of the City's plans to develop bike facilities on Meridian Avenue N, a high visibility crosswalk at Wallingford Avenue N, maintaining existing lane configurations of two travel lanes in each direction, and landscaping.

The first corridor design concept (concept A) includes shared-use paths on both sides of the street, a hardscaped or lightly landscaped median, and hardscaped or lightly landscaped buffers between the shared-use paths and traffic lanes to improve safety for all users. This concept will also add a new pedestrian crossing at Ashworth Avenue N. The median in the center of the roadway will be 6-feet wide separating eastbound and westbound lanes to improve safety for people driving, and creates a safe space for people using the crosswalk to stop if they are not able to fully cross N 175th Street at once. This crossing is not included in concept B, because it does not include the center median. The second concept (corridor design concept B) includes an in-road buffered bike lane, sidewalks, and a landscaped buffer between the bike lane and sidewalk on both sides of the street. We have also developed concepts for a roundabout and updated signalized intersection at N 175th Street and Meridian Avenue N. For more details and cross-sections of the design concepts, look at our project fact sheet.

How did you determine the widths of the sidewalks/shared-use paths?

The City's [Engineering Development Manual](#) Appendix F – Street Matrix, identifies a specific roadway cross-section for N 175th Street. We used this guide as the starting point to develop the two alternatives that we presented to the public in the spring and summer of 2020. The City's [Engineering Development Manual](#) establishes design criteria, standards, and guidelines for complete streets based upon recognized best practices and sound engineering principles in street design, construction, and operations. Recognized best practices include the most current editions of guidelines, standards, and practices developed by the American Association of State Highway Transportation Officials (AASHTO), the Washington State Department of Transportation (WSDOT), the Institute of Transportation Engineers (ITE), the Federal Highway Administration, the United States Access Board, and the National Association of City Transportation Officials (NACTO).

What kinds of improvements are you making for bikes?

The City of Shoreline is committed to providing safe mobility and access for all users through our [Complete Streets Program](#), which includes providing elements for people walking, using a wheelchair, pushing strollers, biking, driving, and taking transit in reconstruction projects. Any improvements made on the 175th Street Corridor will include safe access for people biking with connections to existing and future bike facilities. View our design concepts in the project fact sheet for more details about bike facilities.

Why aren't you changing the current number of travel lanes on the corridor?

Traffic modeling shows that maintaining the current lane configuration on the corridor would meet future traffic needs. Traffic flow will be improved by enhancing the efficiency of the Meridian Ave N

intersection (improved signalized intersection or roundabout intersection) and by increasing the length of the I-5 N left turn lane. Since the 175th Street corridor is one of Shoreline’s busiest streets, the corridor could not be reduced to one lane in either direction.

Why is the City considering a roundabout design?

Washington State and City of Shoreline guidelines require that roundabouts be analyzed as an option to standard signalized intersections with any new intersection improvement project. Roundabouts can improve safety, reduce delays, and reduce air and noise pollution, and have a low ongoing maintenance cost. You can read more about the benefits of roundabouts on the [Roundabouts section](#) of the City’s Transportation Services webpage. At the intersection of N 175th Street and Meridian Avenue N, a roundabout provides a high benefit for traffic flow (reduces delay), transportation safety, and landscape opportunity.

How will the roundabout impact safety for people using the crosswalks?

Speeds in a roundabout are much slower. Speeds must be reduced to 20 – 25 mph, versus a signalized intersection where there is no need to reduce speeds if approaching a green light. With reduced speeds, it is unlikely for people walking, cycling, using a wheelchair, or pushing a stroller to get into serious accidents. A roundabout will also introduce shorter crossing lengths with a midway refuge for people crossing the street on foot, as well as pedestrian-activated flashing beacons to alert drivers when people are crossing.

Landscaping

What kind of landscaping is the City considering?

We will ask for your feedback and determine landscaping elements after we have developed the preferred concept utilizing your feedback on the two design concepts. All of the concepts have some opportunity for landscaping (e.g., trees, shrub, groundcover, and other plants) and streetscape design (how we design our physical environment to create a sense of place) on the corridor including planted landscape buffers between the sidewalk and the roadway and some center medians in the roadway.

How will you maintain landscaping?

The design team will collaborate with the City’s landscape and maintenance team to consider a combination of hardscape elements, trees, and City-approved plants that are low maintenance and sustainable. Reduced watering, pruning, and weeding within landscape buffers are key project goals. To ensure safety, we will make sure shrubs and groundcover plants are low growing to maintain open sightlines at driveways and intersections.

Impacts to the corridor

What are the anticipated impacts of the project to properties adjacent to the corridor?

Some properties bordering or adjacent to N 175th Street may be impacted to make room for street and sidewalk improvements. We began conversations about potential property impacts with property owners and tenants in spring 2019. Now that we have design concepts, we are continuing conversations with property owners and tenants to share more details about potential impacts. The City will continue to work closely with individual property owners along the corridor as the project team continues to make progress on the corridor design.

Potential impacts to properties include partial and full property acquisitions or impacts to driveways and access. **Design concepts do not impact all properties on the corridor. However, all draft design concepts involve some impact to several adjacent properties.** Currently, the City does not have funding to construct the project, so the timeline for construction and associated impacts is not yet determined. However, the soonest you could expect the City to complete property acquisition and begin construction is spring 2024.

How will improvements affect travel speeds on the corridor?

We analyzed traffic flow on the corridor to help us understand what traffic is like today and what it could be in 2040 without improvements. We expect to see an increase in traffic volumes of approximately 11% by 2040 along N 175th Street. We do not anticipate any changes to travel speed with the intersection at N 175th Street and Meridian Ave N being the only variable. The design of a roundabout purposefully slows vehicles approaching the roundabout to a speed appropriate to successfully maneuvering through the roundabout. Conversely, a traffic signal may not require slowing if the signal is already green for that movement, or may require a full stop and delay if the signal is red. Intersection improvements proposed at N 175th St and Meridian Avenue N, whether a roundabout or signal, will reduce delay at this intersection, which will slightly reduce the amount of time it takes to travel the entire corridor when compared to no improvements being made.

How are you impacting trees on the corridor?

The two corridor design concepts have about the same footprint and the impact to existing trees is expected to be approximately the same. Our goal is to protect and save healthy existing trees where possible. Trees between Meridian Avenue and I-5 will need to be removed due to the damage these trees have done to the existing sidewalk. The project team has an arborist who will work to evaluate the existing trees once a preferred concept is developed. New trees will be selected to accommodate activities such as biking, walking, and driving.

How will transit on the corridor be impacted?

We have reviewed current transit routes along the corridor and in the area. Routes reviewed include King County Metro Rapid Ride E Line and routes 301, 303, 316, 346, and 373. Based on our current design concepts, we may need to adjust the location of a few bus stops, but do not foresee any major

impacts. However, as the Northgate and Lynnwood Link Extensions open in 2021 and 2024 respectively, King County Metro may restructure some of its services to provide connections to these new transit options under the [North Link Connections Mobility Project](#). The City will continue to coordinate with King County Metro as the design progresses.

Will the project impact Ronald Bog and Ronald Bog Park?

We are committed to protecting the nearby Ronald Bog, Ronald Bog Park, and other natural areas. The heavily travelled N 175th Street and Meridian Avenue N intersection is directly adjacent to Ronald Bog and the park entrance is located on N 175th Street between Meridian Avenue N and I-5. The unique wildlife and natural elements present in this area means we will have to take care to protect them as we develop the project design and implement the project. We also want to ensure that the Park remains a community asset where community members can gather to access the water and enjoy the natural elements. Sound Transit recently completed work at Ronald Bog Park to restore and improve the Bog's wetlands to mitigate impacts from light rail construction. The park is now officially open to the public. This work was unrelated to the Shoreline 175th Street Corridor Improvements project.

Community engagement

How will you continue to engage the community throughout this process?

We are committed to meaningful and collaborative public participation. Throughout the design process, the public will have opportunities to provide early and ongoing feedback at key design milestones.

In order to gain an understanding of community needs and ideas for the future of the corridor, in spring 2019 (Phase 1 outreach) we spoke with community organizations, property owners and tenants, business owners, and people who travel the corridor. We met with the Shoreline School District, Meridian Park Elementary, Aurora Community Church, and many other stakeholders. We also had strong community participation at our in-person and online open houses. We also met with those that live along the corridor at our property owner and tenant drop-in session.

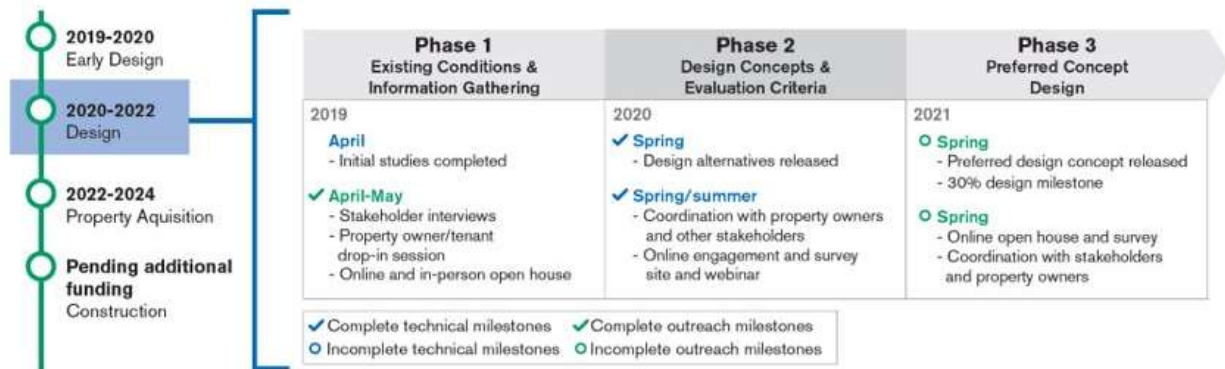
In spring and summer 2020 (Phase 2 outreach), we shared the two design concepts that we developed based on technical analyses and community feedback we heard in spring 2019. During this round of engagement, we have shared the design concepts with community organizations, property owners and tenants, business owners, and people who travel the corridor. We met with several adjacent property owners, the Shoreline School District, Meridian Park Elementary, and Aurora Community Church. An online engagement and survey site was launched to gather feedback and an online public meeting ([webinar](#)) was hosted by the project team to discuss the project and answer questions.

We will be back in 2021 to share the preferred design concept with the public. Stay up to date on the project by signing up for Shoreline Alerts on our project webpage at shorelinewa.gov/175corridor.

Project timeline and schedule

What is the project timeline?

We began Phase 1 of the project in April 2019 to study existing conditions and gather information on the corridor. Based on the information collected in Phase 1, we developed two design concepts that we shared with the public during Phase 2 in spring/summer 2020. We are using the feedback we received during Phase 2 to refine the draft design concepts into one preferred design concept. We plan to share the preferred design concept with the community in 2021. You can view the public engagement timeline and how it fits into the design phase of the project schedule below.



What will the City do next?

During Phase 2 of the project's public engagement, we shared draft design concepts and discussed key evaluation criteria with you and asked for your feedback. We are using the feedback we've heard and received to develop one preferred design concept. The preferred concept will be presented to City Council in January and following Council's approval, we plan to share the preferred design with the community in spring 2021.

Contact us

For additional project information, visit shorelinewa.gov/175corridor

Leif Johansen

City of Shoreline, Project Manager

ljohansen@shorelinewa.gov

(206) 801-2489

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.

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Email: clk@shorelinewa.gov