



NEW SIDEWALK PROJECT: 8TH AVENUE NW

October 2024

Online Open House Summary

Online Open House

July 30 – August 12: The Online Open House site was visited over 200 times. Comments from this initial Online Open House period are designated with an asterisk (*). August 15 – August 22: Based on initial feedback and conversations with the community, we extended the Online Open House and launched a survey regarding the possibility of incorporating two additional segments of planting strip. 328 visits to the Online Open House site were recorded during this period and 19 people provided feedback on the survey. Responses to this survey are incorporated into the report with a plus sign (+).

Comments we received

General comments

- Proposed traffic lanes are too narrow. Bike lane is only in one direction. This plan is an unsafe waste of taxpayer money, not an improvement.+
- I wish you were putting the sidewalk/ bike lane on the west side of the street and extending it all the way to Sunset park.+

City response:

- Installing the new sidewalk on the east allows the existing storm drainage system to be utilized (with minimal modifications) and eliminates the need to relocate multiple utility poles along the west edge of the right-of-way. Placing the sidewalk on the west side would have significantly increased the project's cost. With the majority of pedestrian activity coming from the east side of the street, placement of sidewalk on the east side of the street enhances pedestrian safety by reducing the need for pedestrians to cross the street. Furthermore, the east side of the roadway is widened to provide a bike lane and sidewalk. The west side bicycle facility will need to be added by a future project.
- Why wasn't 3rd Ave NW, between Richmond Bch Rd and the city limits, considered for this project. The current location serves a limited purpose to a limited amount of people. WOW, bad planning/choice Shoreline!+

City response:

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- The section of 3rd Ave without sidewalks (between 195th and 205th) was evaluated, but did not score as high on the sidewalk priority plan as the 8th Avenue NW sidewalk. A great deal of care, community volunteer work, and planning went into determining the priority for which streets would receive sidewalks. In fact, there is a comprehensive study available online that outlines the areas considered. Factors such as safety, equity, and proximity to key locations were all carefully evaluated in this study. View the [Sidewalk Prioritization Plan webpage](#) for more information. While 3rd Avenue wasn't selected for this project, it doesn't mean that it won't be considered in future projects.
- Please keep in mind in the engineering and design of this beautification project the long wheelbased 40 ft. school buses that use these roads to transport this neighborhood's and surrounding neighborhood's children to and from their schools and the already difficult turns at the intersections i.e., westbound 180th onto 8th, and northbound 8th onto eastbound Richmond Beach Road, westbound on NW 185th to northbound 8th, and especially the right turn from Innis Arden onto southbound 8th. Thank you.+

City response:

- The maneuverability of all types of vehicles, including long wheelbase 40-foot school buses, is a key consideration in the engineering and design of this project. We are carefully evaluating the design of intersections, including those you mentioned, to ensure that they can safely accommodate the turns and traffic flow for buses and other large vehicles.
- Just don't screw it up like you did to 3rd Ave. With cars parked on the street it has become a one way mess. I have been pushed into garbage cans when someone comes south and doesn't wait for me to get through.+

Planter strips

Extending the planter strips

- Please extend planting strip to full length of sidewalk. I appreciate the planting strip in front of the church. Could this be provided along the full length of the sidewalk from NW 180th St to NW Richmond Beach Rd? When sidewalks are right up against the road, there are changes in grade at the edge of each driveway that are easy to stumble on. It's also more comfortable to walk further away from traffic.*
- I'm in favor of adding planting strips to the design (between sidewalk and drive lanes), and would ask you to consider extending this feature for the full length of the project. The

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planting strip will act as a buffer between the pedestrian sidewalk and the adjacent vehicular driveline and will benefit the entire project length - please consider extending. This stretch of roadway is used as a high-speed cut through for drivers avoiding RB Road and Aurora, which makes it feel unsafe as a pedestrian. The paved sidewalk immediately adjacent to the drive lanes will contribute to a sense of a wider roadway, since there would be no vertical elements, which will likely encourage even more speeding by drivers. Realize that people of all ages including kids on their own will be using this new sidewalk. If there is no bike lane provided, it's likely that some cyclists will ride on the new sidewalk, which will create conflict with pedestrian users. Consider 6' minimum sidewalk width for the entire project. Also consider reducing the speed limit to 25 mph and enforcing it.+

City response:

- In order to preserve large, mature evergreens we are unable to provide a planting strip along the full length of the corridor. We are evaluating the design for options to add planting strips where they are feasible without significant impacts.
- Design looks great! Please prioritize pedestrian and bicycle safety over trees.+
- What will happen to the existing sidewalk and planting strip on the west side south to 185th?*

City response:

- The existing sidewalk and planting strip on the west side of the street will not be affected by this project.
- NW Richmond Beach Rd to NW 185th St: Would it be possible to build the sidewalk east of the existing planting strip in front of Highlands West Apartments? I understand this would require an easement and cooperation from the property owner. If not, I have no strong opinion one way or the other. NW 185th St to NW 180th St: I support the addition of a planting strip in this segment. In places where this would impact a large tree, please consider root shaving and steel plates like was done on 5th Ave NE and 15th Ave NE. Where that is infeasible, I would prefer to have the sidewalk go around the tree rather than remove it.+

City response:

- Regarding the suggestion to build the sidewalk east of the existing planting strip in front of Highlands West Apartments, we've carefully considered this option. Unfortunately, adding the sidewalk to the east side of the existing trees would require significant additional costs and require acquisition of private property. In addition to property

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acquisition, traffic circulation and parking facilities on private property would also be significantly impacted.

- Please don't. Sidewalks in this city are being built WAY too wide. I was excited this wasn't 13 foot sidewalks until I read about the planting strips. There does not need to be a barrier between the sidewalk and bike lane. Areas that have the wide sidewalks have such narrow lanes that it's scary to drive (i.e. twin ponds). Please don't.+

City response:

- The general width of the sidewalks in this project will be 6 feet. While some sections will include a planting strip, the overall design balances pedestrian safety, accessibility, and traffic flow. Additionally, a dedicated northbound bike lane will be placed on the east side of 8th Ave. The new bike lane will provide safe and efficient bike facilities along the entire project .
- At that Open House, there were not many homeowners/residents of 8th Ave NW project zone area present. Now that the update of 8/15/24 has been sent out, I think a door-to-door flyer should be delivered to each household directly affected by this change. Specifically, are the residents or owners on 8th Ave N sidewalk segment between N185th and RB Road of the 15 Japanese flowering cherries and one Mugo pine in favor of their removal for a planting strip? This applies to the proposed planting strip on the sidewalk segment between NW185th and NW180th as well. Do the owners realize that it will their responsibility to maintain the plants in the strips? I have driven by lots of weedy and overgrown grass planting strips in Shoreline.+

City response:

- We have discussed the addition of a planting strip to the segment between Richmond Beach Road and N 185th directly with the property owner. Adjacent property owners will be responsible for planting strip maintenance. We understand that this is a significant responsibility. We are working to ensure that residents are well-informed about their responsibilities and the best practices for maintaining these areas, particularly in the context of our shared commitment to addressing climate challenges.

Tree Impact Concerns

- I'm sorry, you held public open houses and had conversations with property owners on the corridor WITHOUT an arborist's report to consider? So the folks who participated had no idea which trees were going to be removed and which weren't? It's deja vu all over again to

the sidewalks tax vote when the city told its residents ABSOLUTELY NOTHING about plans to remove trees. Would we have voted the sidewalks program down if we'd been told the truth about trees? We'll probably never know whether honesty may have made a difference because, despite the city's current claims about being transparent and listening to the public's concerns, the city is STILL not being open about plans for Shoreline's trees, as the 8th NW project is making abundantly apparent! As for taking down mature trees in order to put in planting strips, does the city seriously not see the insanity, the utter lunacy, of such a plan? That's right up there with the city pointing out in its climate documents that the fewer mature trees we cut down, the less space there is for planting new trees. WHAT??? That's some serious Orwellian double-speak right there. Especially in light of the fact that up to 70% of newly planted trees do not survive without regular watering, fertilizer, and maintenance, all of which are VERY big asks from a city department that is understaffed and underfunded while trying to cope with ever-increasing high heat events, high heat events that are in part caused by the fact that we are CUTTING DOWN MATURE TREES. Is the irony of this self-perpetuating vicious cycle completely lost on the city? Or is it more a matter of willful ignorance so as to open the way (quite literally) to spending as much money on city capital projects as possible? My comment: LEAVE the mature trees alone. Have some creativity and plant around our mature trees rather than chop them all down in order to make way for blinkered 20th century thinking.+

City response:

- We have received feedback in prior projects that residents were not given the opportunity to provide input early enough in the design process. For this project, we attempted to provide the earliest possible opportunity for the community to provide thoughts and ask questions about our early plans. As part of that commitment, we offered an in-person open house and an online open house at 30% design. While we expected to be able to offer the preliminary arborist survey details when we scheduled the open house, it was not completed in time to provide at that meeting. Following the in-person open house, we reviewed the early design, examined feedback from the open houses, continued conversations with property owners on the corridor, and looked at the preliminary arborist survey, we identified areas where extending the planter strip would benefit the overall design. We went back out to the community to provide a third opportunity for residents to comment on that proposal.
- For the segment of additional planting strip proposed between Richmond Beach Road and 185th, the small cherry trees currently planned for removal are assessed to be in fair to very poor condition and provide minimal shade in an existing planting strip. We are committed to replacing these trees with healthier trees that will ultimately contribute to a more sustainable urban forest. This approach is intended to reduce the long-term

impact on the tree canopy while enhancing the overall health of our city's greenery.

- The current trees (#1-#16 in arborist report) adjacent to Highlands West Apartments between NW 185th ST and Richmond Beach Road are shorter trees. Please do not plant anything that would grow over to over 15 feet at maturity. Those apartment renters pay additional monthly rent from 2nd floor going higher each floor because of the "view." The current shorter nature of the trees here must be preserved if trees are replanted. Also, many residents park along this vegetative strip on the apartment side. There is already limited parking.+

City response:

- We understand the importance of preserving the views for apartment residents, especially given the premium they pay for these views. We will take careful consideration of the residents' views before planting any new trees. Replacement trees will be selected from the City's Street Tree list.
- I have to wonder if the city's sidewalk plan which barely passed would be in place had citizens been given even a hint that constructing said sidewalks would involve removing trees. That information seems to have been most conveniently left out. So much for transparency! Please do not install planting strips. These are very expensive and are planted with trees that are short-lived and required considerable maintenance until they require replacement. The city has already proven that planting strips will not be well kept becoming unsightly and spreading weed seeds into our neighborhoods. Please just leave our mature trees standing. If that requires an innovative solution like an elevated, curved or narrowed sidewalk to accommodate the tree then change the sidewalk and leave the tree alone.. Stop destroying our living assets and creating a never ending cycle of tree maintenance and replacement expense for tax payers.+

City response:

- While the sales and use tax measure to fund sidewalk improvements may have narrowly passed, it's clear that residents of Shoreline recognize the importance of amenities like sidewalks to ensure that our city remains accessible and safe for people with various mobility needs. In our most recent [Resident Satisfaction Survey](#) respondents indicated that availability of sidewalks in neighborhoods should be a top priority for the City. We are committed to preserving as many trees as possible and are actively exploring innovative solutions, such as modifying sidewalk designs, to save mature trees where feasible. In cases where trees must be removed, we plan to replace them with new plantings that will continue to contribute to the city's green canopy. We view trees as vital components of our community's ecosystem. Our goal is not to destroy but to

thoughtfully integrate both our natural and built environments, ensuring that Shoreline remains a place where both trees and people can thrive.

- I am opposed to any planting strip for sidewalk projects if trees are to be removed. The city does not seem to understand its citizens' opposition to removal of its trees. Plant around the trees. Create a sidewalk around the trees. Trees sequester carbon and provide habitat and cool down neighborhoods. Stop creating heat islands. Stop planting tiny, tiny plants that no one takes care of.+
- Tavia's email read: Based on the arborist survey and the feedback we have received, we are considering adding sections of planting strip to the design. There were three comments about planting strips listed in the City's document that summarized the community meeting of which only two were in the "pro" camp. The other comment stated a concern over who would maintain the planting strip. That doesn't appear to be an overwhelming groundswell of support for planting strips. There were twice as many comments asking about speed calming yet the City practically dismissed these out of hand. At a minimum, your response about traffic calming should have included a statement that these concerns would be referred to the appropriate City department for further consideration. The City's reasons against insult our intelligence. There are methods to install speed bumps so that emergency vehicles are not slowed down significantly (see a recent Seattle Times article about this). Noise pollution, really? What will increase noise pollution will be the removal of any mature trees in order to put in the planting strip. I would like to know how the arborist report factored into the City's decision to consider adding sections of planting strips. The City should have waited for the arborist report and presented this at the community meeting.+
- This Survey does not mention that the "addition of planting strips to the sidewalk segments..." will require the removal of significant trees. How can residents make decisions without knowing if trees will be removed? Also, I understood at the Open House that trees would not be removed. Now at least 16 trees will be removed and more if there are two segments of planting strips. Why have an Open House without reliable information including the Arborist Report? Why make an announcement that no trees will be removed?+
- If you don't remove the current mature trees, you won't need to add planting strips. I would support this ONLY if no mature current trees would be removed.+

- "This is a typical City survey: the results are predetermined by what the questions DO NOT tell or ask; i.e., ""Inclusion of planting strips may require the removal of existing, large evergreen trees""; ""Would you prefer planting strips or evergreen shade trees?""
There already is a planter strip between 185th and 180th - it contains significant, mature evergreens. Build the sidewalk away from the existing trees. Protect the tree roots and protect the bike lane with a 2-foot buffer on the traffic lane side.
In December 2021, the preliminary design of 8th Avenue NW by KPFF projected the removal of 20 trees [New Sidewalk Implementation Plan]. The April 8, 2024 Council meeting staff report anticipated 18 to 25 trees may be impacted. Why the back-pedaling for the open house? This was highly deceptive. Was it designed to lull the neighborhood into falsely thinking their trees were safe?
Did Innis Arden lobby against any sidewalk being built on the west side, where NO trees would have been affected, as coming too close to their hedges?
If the current style of design of streets and sidewalks continues, Shoreline will be devoid of evergreen conifers in ten years wherever sidewalk rehabilitation or construction and housing development occur, while more heat islands will produce higher electric bills for AC and misery."+
- Originally at the open house the proposal stated that trees would not be removed and now it seems that this has changed. You present an open house with out a complete arborist report and change the proposal as well after the fact. Why have an open house in the first place without reliable information for decision making and comments from the public. Essentially then it would be better to leave the mature trees and design around them as other cities do. There is also no mention of the fact that it is the responsibility of property owners to maintain the planting strips in the information on this proposal or is very well hidden -- most planting strips go unattended or the homeowner could use toxic herbicides as there is no ruling or anyone to watch them to say no. Shoreline can do far better than it is currently doing in communicating with each other in various departments and with the public during these challenging times of climate emergencies and the need for mitigating these effects -- this involves preserving our green spaces and mature trees as much as possible. Further I concur with MS. Jean Hilde's comment to this survey, which I hope the council will read as well as city staff.+

City response:

- Thank you for your thoughtful input. We understand the concerns regarding tree removal, planting strips, and traffic calming, and we want to clarify how these elements factor into the project design.

The design process is ongoing and takes into account public input, safety considerations, environmental factors, and technical assessments, including the arborist report. While we are exploring options for adding planting strips, our priorities also include minimizing impacts to large, mature evergreens. We are carefully evaluating where planting strips are feasible without compromising significant trees or contributing to the creation of heat islands.

Regarding the placement of the sidewalk, it was determined that the east side of 8th Ave would be most practical due to the locations of the existing drainage systems and utility poles. Moving the sidewalk to the west side would have significantly increased project costs and the complexity of construction. This placement also minimizes the need for pedestrians to cross the street, which enhances overall safety.

We have also heard concerns about traffic calming. These have not been dismissed but will be referred to the appropriate department for further evaluation. There are ongoing conversations about how best to balance pedestrian safety, noise pollution, and the need for efficient emergency response.

We recognize that some information, such as the arborist report, was not available at the open house, and we apologize for any confusion this may have caused. As we move forward, we are committed to improving communication and transparency. Rest assured, no decisions are made lightly, and community feedback is crucial as we aim to protect green spaces and mature trees as much as possible.

Speed calming:

- I see in the July 23 open house feedback report that speed bumps were rejected. To be clear, I'm proposing speed humps or a traffic island, NOT speed bumps. A traffic island would be best, similar to the one just down the road at NW 185th St & 3rd Ave NW. Emergency vehicles have no trouble navigating those and they rarely require maintenance. You may find that people who live nearby will even voluntarily maintain the landscaping.*
- When asked if speed bumps were possible, there are different types of speed inhibitors. Please 8/9/24 Seattle Times article cited below. Read "Putting the brakes on street racing - speed humps and speed cushions" re Alki Ave SW, Seattle in Seattle Times dated 8/9/24 for descriptions and add to further alternatives to calm traffic. Safety, first as you said.*

City response:

- Because 8th Avenue NW is an arterial street serving as an important connection for emergency responders, larger vehicles, buses, and higher volumes of traffic in general,

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speed humps and similar physical traffic calming devices are generally not considered an appropriate treatment for this roadway.

Bike lanes:

- Will a sharrow be painted on the east side traffic lane, the lane moving north, since there is no designated bike lane on the east side of the street?*
- Shoreline's 2022 Transportation Element calls for a minimum of LTS 2 (level of traffic stress 2) on 8th Ave NW in the Bicycle Plan. The design shown in the presentation meets this in the northbound direction, but not in the southbound direction. That said, I understand having bike lanes in both directions would require widening the roadway, and funding is limited. If having bike lanes in both directions is infeasible for this project, then an alternate approach to meet the desired level of traffic stress would be to lower the speed limit to 25 mph and add speed humps or a traffic island at NW 185th St to encourage people to travel at that speed.*
- Due to drivers not observing the speed limit, most notably during the rush hours 4pm to 6pm, it's very dangerous and rider will use sidewalk*

City response:

- We recognize the importance of integrating bike lanes into our transportation planning. A bike lane is planned for the east side of the street. During the planning stage we considered the concept of adding bike lanes on the west side; however, the current project is focused specifically on sidewalk improvements. To ensure that the funds allocated for this project are used efficiently and effectively, we need to keep the scope limited to sidewalks only.

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