

**DRAFT**

# **City of Shoreline**

North City Neighborhood Traffic Action Plan

*October 2, 2006*



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## INTRODUCTION

The North City Neighborhood Traffic Action Plan is a cooperative effort between City staff and residents to develop a list of projects to improve safety, mobility and livability of the neighborhood. The process to develop the plan was designed to give residents an opportunity to actively work with the City to identify key transportation issues, evaluate potential solutions and develop a list of prioritized recommendations which could be used to guide both short and long term improvements to the neighborhood.

This planning effort was initiated by Shoreline City Council who recognized that neighborhood traffic issues are a primary concern for many residents. Understanding the impact that traffic can have on neighborhoods, the council directed Shoreline's Public Works Department to work with each of the City's 13 neighborhoods to develop a plan that would address neighborhood transportation issues specific to each community. The recommendations in the plan would be used to guide future pedestrian and traffic improvements and could help identify potential mitigation measures for larger projects being planned in the city.

The North City and Ridgecrest neighborhoods were the first neighborhoods selected to work with the City to develop Neighborhood Traffic Action Plans. These neighborhoods were experiencing traffic impacts from two major projects in the area, the reconfiguration of 15<sup>th</sup> Ave NE between NE 150<sup>th</sup> St and 175<sup>th</sup> St from four lanes to three and the North City Project.

The planning area for the North City neighborhood is roughly bounded by I-5 on the west, NE 195<sup>th</sup> on the north, and the City limits on the east. The south boundary follows NE 175<sup>th</sup> St from I-5 to 15<sup>th</sup> Ave NE then NE 165<sup>th</sup> St from 15<sup>th</sup> Ave NE to 25<sup>th</sup> Ave NE. Within the study area are North City Elementary School, the North City business district, and St. Marks School. The study area is shown in Figure 1 below.

The planning process commenced in spring 2005 and was completed in spring 2006. The City held two community meetings, inviting residents to come and identify specific issues or concerns they had regarding pedestrian and traffic safety issues. Residents used survey cards provided at the meetings to submit their input and concerns. The City also included concerns previously identified by the community through the City's Neighborhood Traffic Safety Program.

A Neighborhood Traffic Advisory Committee of volunteer residents from the neighborhood was created to work with the City to develop the plan. The City met several times with the Neighborhood Traffic Advisory Committee, Police and Fire department representatives and school district representatives to develop and prioritize recommendations. The preliminary recommendations were presented to the larger community at an Open House where final input was received.

The City has already completed some of the recommendations in the plan, and additional recommendations are scheduled for completion in 2006. Recommendations will be implemented on an on-going basis, as funding sources are identified. The Neighborhood Action Plan is considered to be an active working plan, and the City recognizes that new issues and

concerns will arise in the future. As a result, it is recommended that the plan be revisited periodically to update and revise recommendations as needed.

The following chapters of the plan include *Planning Process* which describes the process and timeline for developing the plan, *Neighborhood Traffic Issues* which identifies traffic issues by St and summarizes key traffic, pedestrian and bicycle issues, *Neighborhood Recommendations* which describe the specific recommendations by St and summarizes key traffic bicycle and pedestrian elements, and *Implementation* which identifies potential opportunities for funding projects identified in the plan. Additional supporting documentation may be found in the attached *Appendix*.

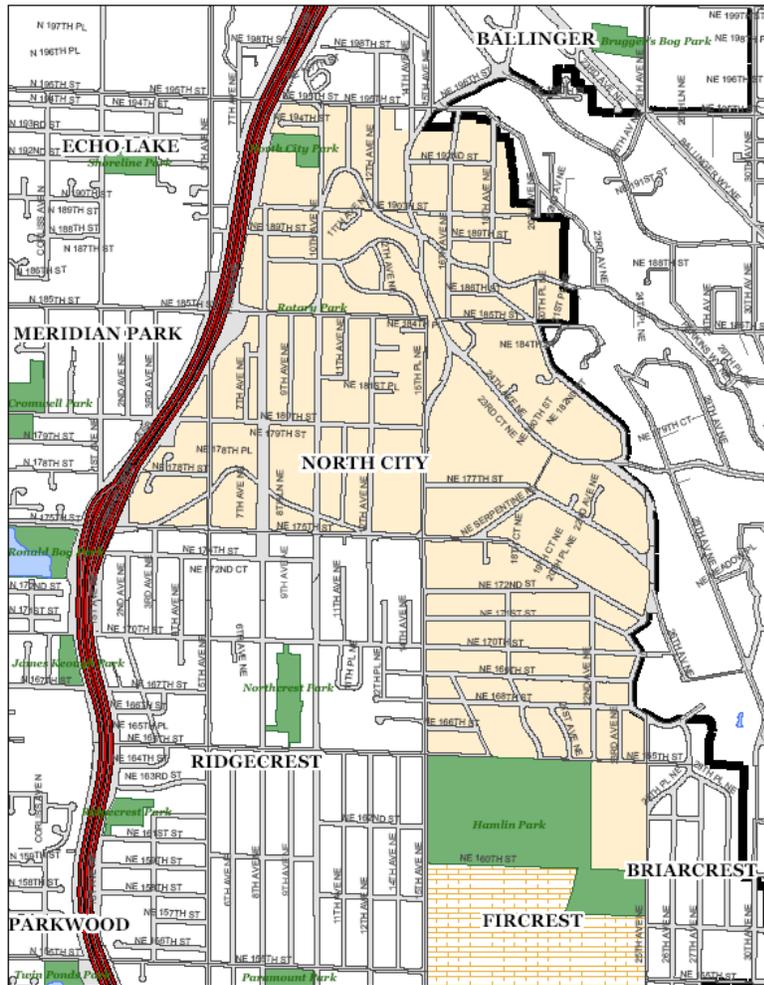


Figure 1: North City Planning Area

## THE PLANNING PROCESS



The planning effort began with a joint North City and Ridgecrest Neighborhood Open House in the Spring 2005. City staff were available to talk about the Neighborhood Traffic Action Plan effort and to talk with residents about transportation issues. Residents were asked to fill out survey cards to identifying concerns they had regarding neighborhood traffic, pedestrian or bicycle safety.

Each issue was given an identification number and entered into an *Issues* matrix which would enable staff to track each response and future follow-up actions. City staff investigated the concerns that were identified. Solutions that required no additional community coordination were implemented, such as trimming vegetation or installing parking restrictions for improved visibility and safety.

In September 2005, a second North City and Ridgecrest community meeting was held to report back to the community on actions taken and to provide residents with an additional opportunity to identify issues they would like included in the planning effort. At this meeting, the City asked for volunteers to serve on a Neighborhood Traffic Advisory Committee to work with City staff to evaluate issues and develop recommendations for the plan.

The newly-formed Neighborhood Traffic Advisory Committee included 19 residents who participated in the development of the plan. Through a series of four meetings between January and March of 2006, City staff and the Advisory committee met to discuss key transportation issues, evaluate options and develop specific recommendations. Because of the geographic size of the combined North City and Ridgecrest neighborhoods, and the number of issues to be addressed, the planning area was divided into four sub-areas, North City east, North City west, Ridgecrest east, and Ridgecrest west. The advisory committee then divided into four working groups, with each group giving particular focus to one of the sub-planning areas.

<b>Steering Committee Volunteers</b>		
Sam Bess	Kathleen Fleming	Sally Granger
Nicole Green	Patty Hale	Tiffany Hamilton
Bob Ibsen	Kira Ibsen	Alfredia Kenney
Doug Lancaster	Frank Moll	Nancy Morrison
Dick Nicholson	Christopher Pickert	Carl Riches
Dave Schleh	Michael L. Smith	Renee' Spangler
Alison Stallings		

City staff developed preliminary recommendations for the advisory group to consider and provided additional information on alternative tools, techniques and strategies that might typically be used to address various types of traffic related concerns. City staff discussed the importance of looking at a variety of approaches when developing solutions, in particular focusing on the three E's of problem solving: Engineering, Education, and Enforcement. Representatives from the Shoreline Police Department and Fire Department were at the meetings to answer questions and provide additional input.

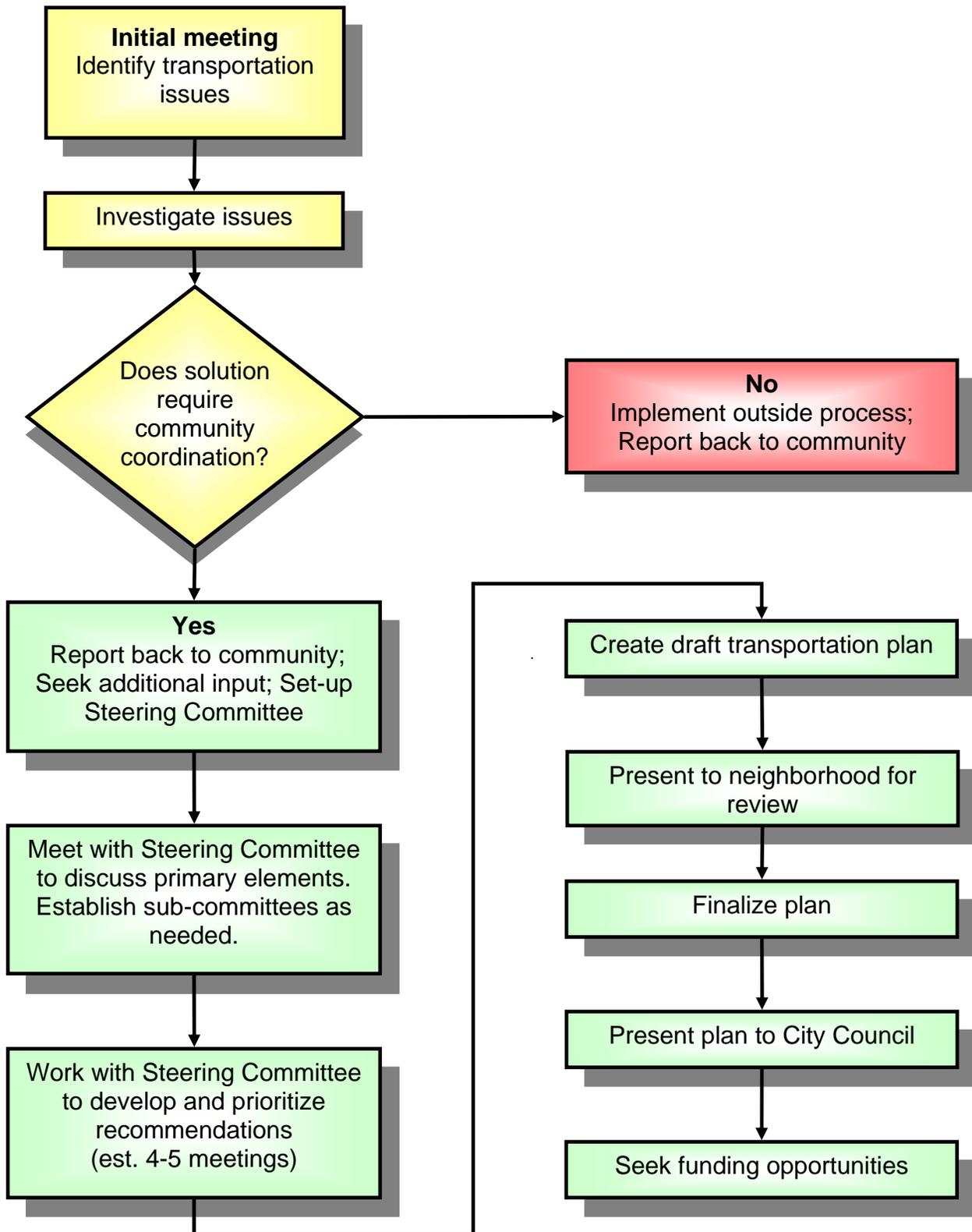
After the four working groups had developed preferred recommendations for their sub-area, these recommendations were combined to create the preliminary plan. Committee members ranked each identified project as a high, medium, or low priority for the neighborhood. The recommendations were then separated by neighborhood to form individual plans for the North City and Ridgecrest Neighborhoods.

On July 18, 2006, a community open house was held at the Shoreline Public Library to present the proposed Neighborhood Plan recommendations and solicit input from the broader community. City staff and advisory committee members were available to answer questions and explain the planning process. Attendees were asked to fill out a questionnaire to determine the level of community support for the recommendations developed. Results of the surveys showed that nearly 80% of those that filled out the survey indicated that they supported the plan.

<b>July 18, 2006 Open House Survey Results</b>	
Attendees	40
Surveys completed/returned	21
"Strongly supported"	10
"Somewhat supported"	6
"No opinion"	3
"Somewhat opposed"	2
"Strongly opposed"	0

Based on input received from the open house, minor changes and additional recommendations were incorporated into the plan. This document represents a draft of the final Neighborhood Action Plan for North City. The plan will be presented to the City Council for approval.

## NEIGHBORHOOD TRAFFIC ACTION PLAN DEVELOPMENT



## **NORTH CITY NEIGHBORHOOD TRAFFIC ISSUES**

North City residents filled out survey cards available at community meetings to identify concerns that they had regarding neighborhood traffic issues, along with pedestrian and bicycle safety issues. In addition, City Staff included historical concerns identified by residents through the city's Neighborhood Traffic Safety Program which works with residents to address neighborhood traffic safety concerns. The following section presents the issues, listed by street, identified by residents.

### **NE Serpentine Pl NE (5<sup>th</sup> Ave NE to NE 175<sup>th</sup> St)**

- Speeding
- Cut-through traffic, using NE Serpentine Pl NE to avoid signal at 5<sup>th</sup> Ave NE and NE 175<sup>th</sup> St

### **NE Serpentine Pl NE (NE 175<sup>th</sup> St to NE 177<sup>th</sup> St)**

- Lack of sidewalks

### **5<sup>th</sup> Ave NE (NE 175<sup>th</sup> St to NE 185<sup>th</sup> St)**

- Lack of sidewalks

### **8<sup>th</sup> Ave NE (NE 175<sup>th</sup> to NE 185<sup>th</sup> St)**

- Speeding
- Lack of speed limit signing
- Cut-through traffic
- Pedestrians walking in roadway
- Inadequate street lighting
- Vegetation on southeast corner of 8<sup>th</sup> Ave NE and NE Serpentine Pl NE limits visibility

### **10<sup>th</sup> Ave NE (NE 175<sup>th</sup> St to NE 190<sup>th</sup> St – Arterial route)**

- Speeding
- Cut-through traffic
- No sidewalks, pedestrians and bicyclists on the shoulder of the road

### **11<sup>th</sup> Ave NE (NE 175<sup>th</sup> Ave NE to NE 180<sup>th</sup> St)**

- Speeding
- Cut-through traffic

### **12<sup>th</sup> Ave NE (NE 175<sup>th</sup> St to NE 185<sup>th</sup> St)**

- Speeding
- Cut-through traffic

**15<sup>th</sup> Ave NE (NE 180<sup>th</sup> St to 195<sup>th</sup> St)**

- Speeding
- Difficult to cross 15<sup>th</sup> Ave NE to access bus stops, particularly at NE 192<sup>nd</sup> St and 14<sup>th</sup> Ave NE
- No sidewalks on the west side from NE 180<sup>th</sup> St to NE 195<sup>th</sup> St
- Vegetation near driveway limits visibility for drivers entering onto 15<sup>th</sup> Ave NE

**16<sup>th</sup> Ave NE (Perkins Way NE to NE 195<sup>th</sup> St)**

- Speeding, particularly by commuters and high school students
- Cut through traffic

**18<sup>th</sup> Ave NE (Perkins Way NE to NE 195<sup>th</sup> St)**

- Speeding, particularly by commuters and high school students
- Motorists not stopping at all-way stop at NE 190<sup>th</sup> St
- No sidewalks, pedestrians and bicyclists on the shoulder of the road

**21<sup>st</sup> Ave NE (NE 168<sup>th</sup> St to NE 165<sup>th</sup> St)**

- Cut-through traffic, particularly by high school students

**22<sup>nd</sup> Ave NE (NE 168<sup>th</sup> St to NE 171<sup>st</sup> St)**

- Speeding
- Heavy traffic

**25<sup>th</sup> Ave NE (NE 165<sup>th</sup> St to Perkins Wy NE)**

- Speeding
- More signs and pavement markings requested
- Lack of sidewalks
- Lack of formal curb and sidewalk along curved section of 25<sup>th</sup> Ave NE at NE 168<sup>th</sup> St
- Request that stop sign for southbound 25<sup>th</sup> Ave NE at NE 168<sup>th</sup> St be maintained, to discourage increased speeds on 25<sup>th</sup> Ave NE

**NE 168<sup>th</sup> St (15<sup>th</sup> Ave NE to 25<sup>th</sup> Ave NE)**

- Speeding during peak commute hours and when high school dismissed
- Heavy traffic volumes
- Pedestrian safety
- Lack of sidewalks for pedestrians

**NE 170<sup>th</sup> St (15<sup>th</sup> Ave NE to 25<sup>th</sup> Ave NE)**

- Speeding
- High traffic volume

**NE 171<sup>st</sup> St (15<sup>th</sup> Ave NE to 18<sup>th</sup> Ave NE)**

- Speeding
- Cut-through traffic

**NE 175<sup>th</sup> St (15<sup>th</sup> Ave NE to Serpentine PL NE)**

- Lack of sidewalks

**NE 177<sup>th</sup> St (15<sup>th</sup> Ave NE to 25<sup>th</sup> Ave NE)**

- Speeding
- Heavy traffic volume
- Overgrown vegetation covering existing guardrail
- Lack of adequate sidewalks

**NE 188<sup>th</sup> St (10<sup>th</sup> Ave NE to 15<sup>th</sup> Ave NE)**

- Speeding

The issues identified by the community are shown on the *Citizen Comment Locations* map, following the summaries below.

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**Traffic-related Issues Summary**

Concerns of high traffic speed and cut-through traffic were identified for several local streets throughout the North City neighborhood. Many of the streets have been or currently are participating in the city's Neighborhood Traffic Safety Program. Residents on streets such as 8<sup>th</sup> Ave NE, 11<sup>th</sup> Ave NE and 12<sup>th</sup> Ave NE between N 175<sup>th</sup> St and N 180<sup>th</sup> St believe some of this traffic is generated by motorists avoiding the traffic signal at NE 175<sup>th</sup> St and 15<sup>th</sup> Ave NE as well as avoiding the slower traffic through the North City business district.

Traffic speeds were identified as concerns on following arterial routes and higher volume neighborhood streets. Traffic speeds and volumes on these streets contributed to residents concerns of pedestrian safety along these routes.

- 15<sup>th</sup> Ave NE north of NE 180<sup>th</sup> St
- 25<sup>th</sup> Ave NE between NE 168<sup>th</sup> St and 24<sup>th</sup> Ave
- NE 10<sup>th</sup> Ave NE north of NE 175<sup>th</sup> St
- NE 168<sup>th</sup> St between 15<sup>th</sup> Ave NE and 25<sup>th</sup> Ave NE

The change of the lane configuration on 15<sup>th</sup> Ave NE between NE 150<sup>th</sup> St and NE 175<sup>th</sup> St from four lanes to three generated several comments. Some residents support the change believing that it has helped to slow traffic and improve safety along 15<sup>th</sup> Ave NE. Other residents do not support the change stating that it has made it more difficult to turn off or onto 15<sup>th</sup> Ave NE during peak commute times due to fewer gaps in traffic and has diverted more traffic onto neighborhood streets.

### **Pedestrian-related Issues Summary**

Pedestrian safety is a primary concern for many residents. In particular, residents' concerns about the lack of sidewalks or pedestrian facilities were coupled with concerns of high traffic speeds and volume. Two streets identified as needing sidewalks to improve access to North City Elementary School were 8<sup>th</sup> Ave NE between NE 175<sup>th</sup> St and NE 185<sup>th</sup> St, and 10<sup>th</sup> Ave NE between NE 175<sup>th</sup> St and NE 190<sup>th</sup> St. NE 168<sup>th</sup> St was also identified as needing sidewalks to improve access to Shorecrest High School and Hamlin Park. Other streets such as NE 177<sup>th</sup> St, NE Serpentine Pl NE and NE 175<sup>th</sup> St were identified as needing sidewalks to improve access to area businesses. Residents also identified the lack of sidewalks as an issue for pedestrians trying to access public transportation. In particular, residents noted the lack of sidewalks along the west side of 15<sup>th</sup> Ave NE north of NE 180<sup>th</sup> St along with the traffic speeds and volume makes it difficult for pedestrians to cross the street to get to bus stops.

Similarly the intersection of 15<sup>th</sup> Ave NE and NE 170<sup>th</sup> St was identified as needing additional improvements to assist pedestrians crossing. Although this location currently has a marked crosswalk with in-pavement pedestrian crossing lights, some residents have requested that a full signal be installed.

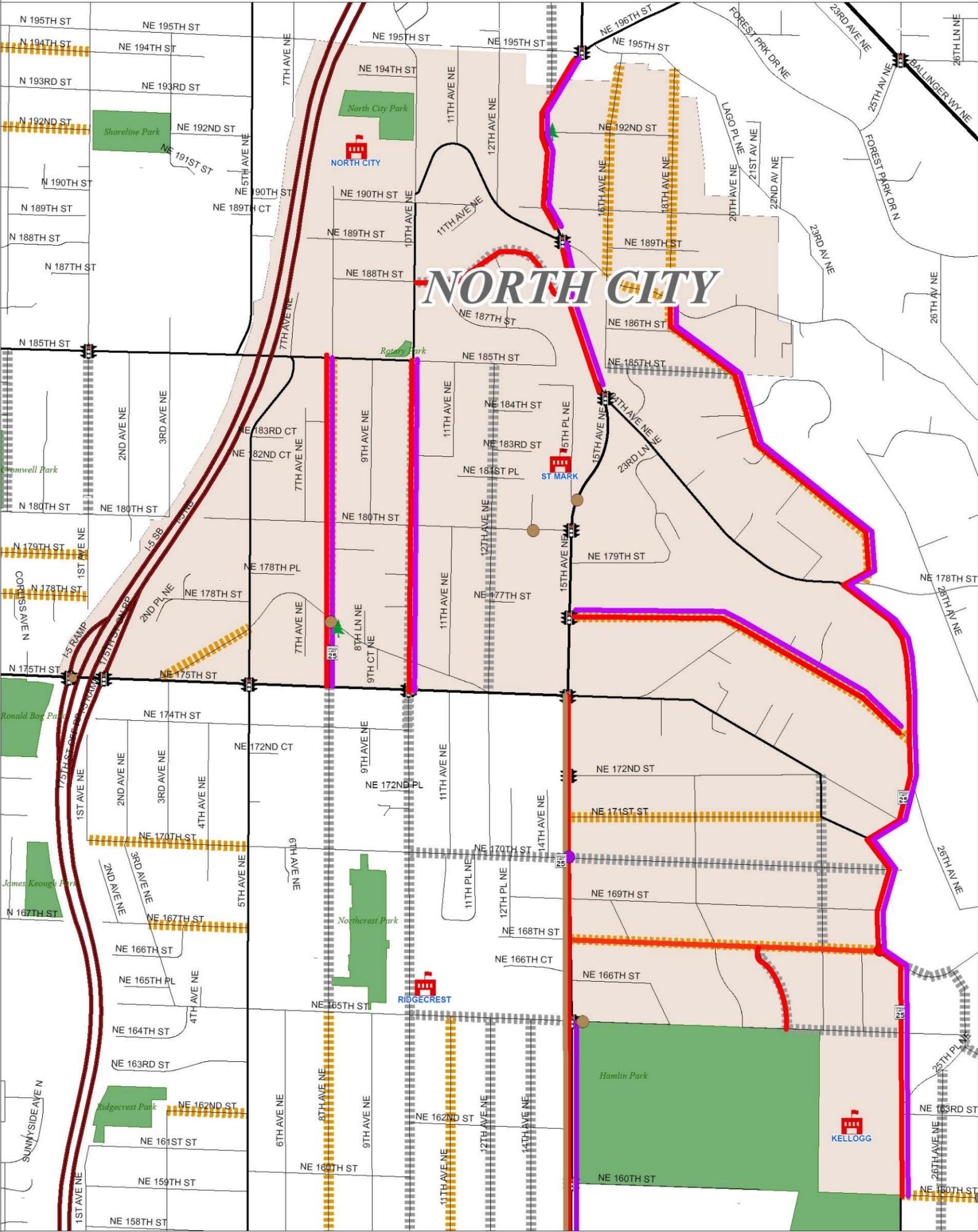
### **Bike-related Issues Summary**

Relatively few bicycle issues were identified by residents during through the planning process. However, residents did request that the bike lanes on 15<sup>th</sup> Ave NE be extended north through the North City business district, and that bicycle improvements be considered along 10<sup>th</sup> Ave NE.

**SHORELINE**  
Geographic Information System

# NORTH CITY

## Neighborhood Traffic Action Plan - Citizen Comment Locations



**Legend**

- |                         |                     |             |                   |   |
|-------------------------|---------------------|-------------|-------------------|---|
| School                  | Vegetation          | Active NTSP | NTSP (Historical) | Speed / Cut-Through (Street or Intersection)  |
| Existing Calming Device | Full Signal Control | Park        | Open Water        | Pedestrian / Bicycle (Street or Intersection) |
|                         |                     |             |                   | Other (Street or Intersection)                |

0 0.125 0.25 Miles



No warranties of any sort, including accuracy, fitness, or merchantability, accompany this product.

Plot date: January 2006

## **NORTH CITY NEIGHBORHOOD RECOMMENDATIONS**

The following section presents the recommendations, listed by street, developed for the North City neighborhood. The rationale and details for various recommendations is included. Summaries for traffic, pedestrian and bicycle recommendations follow at the end of this section, along with the *Neighborhood Plan Recommendations* map illustrating the plan recommendations. A *Neighborhood Identified Concerns* table detailing the complete list of issues identified through the resident's survey cards along with the corresponding plan recommendation is located in the *Appendix*.

### **NE Serpentine Pl NE (5<sup>th</sup> Ave NE to NE 175<sup>th</sup> St)**

#### ***Recommendations***

- Continued police enforcement for traffic speed and local access violation
- Full Closure with resident support (priority: low)

“Local Access Only” signs are currently posted on Serpentine Pl NE south of 5<sup>th</sup> Ave NE. However, motorists continue to violate this restriction and use the street to avoid the traffic signal at 5<sup>th</sup> Ave NE and NE 175<sup>th</sup> St. Continue police enforcement efforts to reduce speeds and local access violations. Consider full closure at NE 175<sup>th</sup> St if supported by residents.

### **NE Serpentine Pl NE (NE 175<sup>th</sup> St to NE 177<sup>th</sup> St)**

#### ***Recommendations***

- Install sidewalk on west side between NE 175<sup>th</sup> St to NE 177<sup>th</sup> St (priority: medium)
- Reconfigure intersection of NE Serpentine Pl NE and NE 177<sup>th</sup> St (priority: low)

NE Serpentine Pl NE is a non-arterial neighborhood Street. Residents report that this street is often used by pedestrians as part of a larger route which includes NE 175<sup>th</sup> St and NE 177<sup>th</sup> St to access the North City business district on 15<sup>th</sup> Ave NE. There are currently short segments of sidewalk constructed intermittently, primarily along the west side of the street. Constructing the missing segments along with sidewalk on the south side of NE 177<sup>th</sup> St and the north side of NE 175<sup>th</sup> St would create a continuous sidewalk route connecting single family housing and apartments with retail and transit routes.

Residents report motorists still travel too fast through the intersection of NE Serpentine Pl and NE 177<sup>th</sup> St and do not stop at the stop sign. In an effort to tighten up this large open intersection and shorten pedestrian crossing, reconfigure the south leg of the intersection to bring NE Serpentine Pl into NE 177<sup>th</sup> St at a 90 degree angle.

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### 5<sup>th</sup> Ave NE (NE 175<sup>th</sup> St to NE 185<sup>th</sup> St)

#### ***Recommendation***

- Install sidewalk on the east side of 5<sup>th</sup> Ave NE (priority: high)

This section of 5<sup>th</sup> Ave NE is an arterial route which currently lacks sidewalk on either side. Although this is not a heavy pedestrian corridor, residents express concerns about pedestrian safety due to high traffic speeds and volumes. In an effort to increase pedestrian safety, install sidewalk on the east side of 5<sup>th</sup> Ave NE. Trim vegetation on the SE corner of NE 180<sup>th</sup> St to improve visibility.

### 8<sup>th</sup> Ave NE (NE 175<sup>th</sup> to NE 185<sup>th</sup> St)

#### ***Recommendations***

- Police enforcement
- Install speed limit signs
- Install 25 MPH pavement markings
- Trim vegetation on southeast corner of NE Serpentine Pl NE
- Install traffic circle at NE Serpentine Pl NE (priority: medium)
- Improve street lighting
- Install sidewalk east side between NE 175<sup>th</sup> St & NE 185<sup>th</sup> St (priority: high)

8<sup>th</sup> Ave NE is a non-arterial neighborhood street. Residents have expressed concerns with traffic speed and volume, in particular, motorists using this route to by-pass the traffic signal at NE 175<sup>th</sup> St and 15<sup>th</sup> Ave NE. This route is used by children to access North City Elementary School and has local pedestrian traffic use. Residents have also expressed particular concern with the intersection of 8<sup>th</sup> Ave NE and NE Serpentine Pl NE, citing vegetation and poor street lighting restricting visibility at the intersection.

Residents are participating in the City's *Neighborhood Traffic Safety Program* to address speeding issues.

Continue to work with Police on speed enforcement. Install traffic circle at NE Serpentine Pl NE to reduce speeds and increase intersection safety. Install speed limit signing and pavement markings to increase driver awareness.

Install sidewalk on east side of 8<sup>th</sup> Ave NE between NE 175<sup>th</sup> St and NE 185<sup>th</sup> St to improve pedestrian safety. This was determined to be a high priority segment for the neighborhood.

Trim vegetation on the east side of 8<sup>th</sup> Ave NE south of NE Serpentine Pl NE, and review route for street lighting improvements.

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**10<sup>th</sup> Ave NE (NE 175<sup>th</sup> St to NE 190<sup>th</sup> St – Arterial route)**

***Recommendations***

- Police enforcement
- Post radar display trailers
- Install sidewalks on both sides between NE 175<sup>th</sup> St and NE 190<sup>th</sup> St (east side high priority)
- Evaluate use of visor on signal lens to encourage lower speeds.

10<sup>th</sup> Ave NE is a neighborhood collector street. Residents have expressed concerns about high traffic speeds.

An all-way stop was recently installed NE 180<sup>th</sup> St to reduce collisions. This revision may reduce speeds and facilitate pedestrian crossings at this intersection. Work with Police to provide additional enforcement and use radar speed display to increase driver awareness of the posted speed limit to address speeding concerns. Work with police to provide additional speed enforcement.

Install sidewalks on both sides of 10<sup>th</sup> Ave NE to increase pedestrian safety, particularly for students walking to North City Elementary School.

**11<sup>th</sup> Ave NE (NE 175<sup>th</sup> Ave NE to NE 180<sup>th</sup> St)**

***Recommendation***

- Assist residents in participation of NTSP

Residents report concerns of high speed and have expressed interest in the City's *Neighborhood Traffic Safety Program* (NTSP). Encourage and assist residents in participating in the NTSP to more effectively evaluate concern and develop appropriate solutions

**12<sup>th</sup> Ave NE (NE 175<sup>th</sup> Ave NE to NE 185<sup>th</sup> St)**

***Recommendation***

- Assist residents in participation of NTSP

Residents report concerns of high speed and have expressed interest in the City's *Neighborhood Traffic Safety Program* (NTSP). Encourage and assist residents in participating in the NTSP to more effectively evaluate concern and develop appropriate solutions

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### 15<sup>th</sup> Ave NE (NE 180<sup>th</sup> St to NE 195<sup>th</sup> St)

#### *Recommendations*

- Police enforcement
- Post radar display signs
- Install sidewalk on west side between NE 180<sup>th</sup> St and Perkins Way NE (priority: medium)
- Trim vegetation near driveway near NE 192<sup>nd</sup> St

15<sup>th</sup> Ave NE, north of NE 180<sup>th</sup> St, is a four lane principle arterial. Residents have expressed concerns about high traffic speeds and pedestrian crossings. Currently there is sidewalk on the east side only.

Work with Police to provide speed enforcement and use radar speed display to increase driver awareness of posted speed limit.

Install sidewalks on west side between 14<sup>th</sup> Ave NE and Perkins Way NE to improve pedestrian access and connect to signal at Perkins Way NE. Adjust signal timing to allow pedestrian crossing.

### 16<sup>th</sup> Ave NE (Perkins Way NE to NE 195<sup>th</sup> St)

#### *Recommendations*

- Continue Police enforcement
- Install traffic circle at NE 190<sup>th</sup> St and NE 192<sup>nd</sup> St  
(NE 190<sup>th</sup> St: low priority; NE 192<sup>nd</sup> St: high priority)

Continue to work with Police on speeding issues. Use radar display to increase driver awareness of posted speed limit. Install traffic circles on 16<sup>th</sup> Ave NE at NE 190<sup>th</sup> St and NE 192<sup>nd</sup> St to help reduce traffic speeds.

### 18<sup>th</sup> Ave NE (Perkins Way NE to NE 195<sup>th</sup> St)

#### *Recommendations*

- Continue Police enforcement
- Install edge lines to narrow street to 20'
- Install stop bars at NE 190<sup>th</sup> St (completed)
- Continue working with residents through NTSP

18<sup>th</sup> Ave NE is a non-arterial neighborhood street. Residents have expressed concerns about neighborhood speeds and cut-through traffic, particularly by Shorecrest High School students

and commuter traffic. Residents are actively involved with NTSP. Continue to work with residents through this program to evaluate additional traffic calming measures.

Work with Police on additional enforcement. Use radar display to increase driver awareness. Install edge lines on street to narrow street width. Install stop bars at existing all-way stop to improve stop compliance.

### **21<sup>st</sup> Ave NE (NE 168<sup>th</sup> St to NE 165<sup>th</sup> St)**

#### ***Recommendations***

- **Install street closure on NE 165<sup>th</sup> west of NE 23<sup>rd</sup> St (high priority)**

Residents have raised concern regarding high speed cut-through traffic, particularly by high school students avoiding 25<sup>th</sup> Ave NE and NE 168<sup>th</sup> St intersection. Work with adjacent neighborhood on traffic calming plan for 18<sup>th</sup> Ave NE, 21<sup>st</sup> Ave NE, 22<sup>nd</sup> Ave NE, and 23<sup>rd</sup> Ave NE between NE 168<sup>th</sup> St and NE 165<sup>th</sup> St. Consider access street closure or access restriction on NE 165<sup>th</sup> St west of 25<sup>th</sup> Ave NE.

### **22<sup>nd</sup> Ave NE (NE 168<sup>th</sup> St to NE 171<sup>st</sup> St)**

#### ***Recommendations***

- **Police enforcement**
- **Install 25 MPH pavement legends**
- **Remove centerline**
- **Install traffic circles at NE 170<sup>th</sup> St and NE 169<sup>th</sup> St (priority: medium)**
- **Install arterial direction signs at NE 175<sup>th</sup> St and NE 171<sup>st</sup> St**

The one block segment of 25<sup>th</sup> Ave NE which connects NE 175<sup>th</sup> St and NE 171<sup>st</sup> St is classified as a minor arterial. However, between NE 168<sup>th</sup> and 171<sup>st</sup> this street is a non-arterial neighborhood street. Residents have expressed concerns about traffic speeds and have participated in the City's Neighborhood Traffic Safety program.

Refer to Police for enforcement. Consider installation of pavement markings in conjunction with existing speed limit signing to increase driver awareness. Remove centerline and install traffic circles at NE 170<sup>th</sup> St and NE 169<sup>th</sup> St to change driver perception of street and encourage lower speeds.

### **25<sup>th</sup> Ave NE (NE 165<sup>th</sup> St to Perkins Way NE)**

#### ***Recommendations***

- **Police enforcement**

- **Post radar display trailer**
- **Install sidewalk on west side between NE 175<sup>th</sup> St to NE 165<sup>th</sup> St (priority: high)**
- **Install speed humps between NE 178<sup>th</sup> St & Perkins Way NE (priority: low)**

25<sup>th</sup> Ave NE is a non-arterial residential street. Residents have been actively involved in the NTSP to address concerns of high speeds.

Work with Police to continue speed enforcement. Use radar display as needed to increase driver awareness of posted speed limit. Work with adjacent residents and City of Lake Forest Park to develop traffic calming plan for 25<sup>th</sup> Ave NE between NE 178<sup>th</sup> St and Perkins Way NE, with consideration for mid-block calming devices such as speed humps.

Recently, approximately 150 feet of curb and sidewalk were installed on west side of 15<sup>th</sup> Ave NE north of NE 178<sup>th</sup> St to improve pedestrian safety. Install additional sidewalks along west side of 25<sup>th</sup> Ave NE between NE 175<sup>th</sup> St and NE 165<sup>th</sup> St.

### **NE 168<sup>th</sup> St (15<sup>th</sup> Ave NE to 25<sup>th</sup> Ave NE)**

#### ***Recommendations***

- **Continue Police enforcement**
- **Post radar display trailer**
- **Install sidewalks both sides (priority: high)**
- **Install curb bulb at NE west leg of NE 168<sup>th</sup> St and 25<sup>th</sup> Ave NE to emphasize use of arterial route along 25<sup>th</sup> Ave NE (priority: medium)**

NE 168<sup>th</sup> St is a non-arterial route between 15<sup>th</sup> Ave NE and 25<sup>th</sup> Ave NE. Current posted speed limit is 30 MPH. This route is a primary access route for emergency vehicle access and a school bus route. Residents have expressed concern about high traffic speeds and pedestrian safety due to lack of sidewalks.

Work with Police to continue speed enforcement. Use radar display as needed to increase driver awareness of posted speed limit. Install sidewalks to improve pedestrian access.

Install curb bulb on NE 168<sup>th</sup> Ave NE at 25<sup>th</sup> Ave NE to encourage use of 25<sup>th</sup> Ave NE as the arterial route. Install stop sign on NE 168<sup>th</sup> St at 25<sup>th</sup> Ave NE. After curb bulb is installed, evaluate intersection to determine if stop sign is warranted for the north leg of 25<sup>th</sup> Ave NE at NE 168<sup>th</sup> St.

### **NE 169<sup>th</sup> St (15<sup>th</sup> Ave NE to 25<sup>th</sup> Ave NE)**

#### ***Recommendation***

- **Install traffic circles on NE 169<sup>th</sup> St at 18<sup>th</sup> Ave NE and 22<sup>nd</sup> Ave NE (priority: medium)**

NE 169<sup>th</sup> St is a non-arterial neighborhood street. Residents have voiced concerns about traffic speed and volume and expressed interest in participating in the City's Neighborhood Traffic Safety Program. Traffic circles at 18<sup>th</sup> Ave NE and 22<sup>nd</sup> Ave NE to promote lower speeds and discourage cut-through traffic.

### **NE 170<sup>th</sup> St (15<sup>th</sup> Ave NE to 25<sup>th</sup> Ave NE)**

#### ***Recommendation***

- **Install traffic circles on NE 170<sup>th</sup> St at 18<sup>th</sup> Ave NE and 22<sup>nd</sup> Ave NE (priority: medium)**

NE 170<sup>th</sup> St is a non-arterial neighborhood street. Residents have voiced concerns about traffic speed and volume and expressed interest in participating in the City's Neighborhood Traffic Safety Program. Traffic circles at 18<sup>th</sup> Ave NE and 22<sup>nd</sup> Ave NE to promote lower speeds and discourage cut-through traffic.

### **NE 171<sup>st</sup> St (15<sup>th</sup> Ave NE to 22<sup>nd</sup> Ave NE)**

#### ***Recommendations***

- **Install traffic circles at 18<sup>th</sup> Ave NE (priority: medium)**
- **Install arterial turn sign at NE 170<sup>th</sup> St and 22<sup>nd</sup> Ave NE**

NE 171<sup>st</sup> St is a non-arterial neighborhood street between 15<sup>th</sup> Ave NE and 22<sup>nd</sup> Ave NE. Between 22<sup>nd</sup> Ave NE and 25<sup>th</sup> Ave NE, NE 171<sup>st</sup> St is part of the arterial street network. Residents have voiced concerns about traffic speed and volume of traffic between 15<sup>th</sup> and 18<sup>th</sup> Ave NE and expressed interest in participating in the City's Neighborhood Traffic Safety Program. Install a traffic circle at 18<sup>th</sup> Ave NE to promote lower speeds.

Install signage at NE 171<sup>st</sup> St and 22<sup>nd</sup> Ave NE to inform west-bound motorists that arterial route turns northbound on 22<sup>nd</sup> Ave NE rather than continuing west on NE 170<sup>th</sup> St.

### **NE 175<sup>th</sup> St (15<sup>th</sup> Ave NE TO NE SERPENTINE PL NE – ARTERIAL)**

#### ***Recommendation***

- **Install sidewalk along north side between 15<sup>th</sup> Ave NE and NE Serpentine Pl NE (priority: high)**

Construct sidewalk on the north side of NE 175<sup>th</sup> St between 15<sup>th</sup> Ave NE and NE Serpentine Pl NE. This sidewalk, in addition to the sidewalk installation on NE Serpentine Pl NE and NE 177<sup>th</sup> St, will create a continuous sidewalk route connecting single family housing and apartments with retail and transit routes.

### **NE 177<sup>th</sup> St (15<sup>th</sup> Ave NE to 25<sup>th</sup> Ave NE)**

#### ***Recommendations***

- **Install traffic calming device on NE 177<sup>th</sup> St between 15<sup>th</sup> Ave NE and NE Serpentine Pl NE, as determined by community support (priority: high)**
- **Install sidewalk along south side of NE 177<sup>th</sup> St between 15<sup>th</sup> Ave NE and NE Serpentine Pl NE (priority: high)**
- **Install sidewalk along one side of NE 177<sup>th</sup> St between NE Serpentine Pl NE and 25<sup>th</sup> Ave NE (priority: medium)**

NE 177<sup>th</sup> St is a non-arterial residential street. Residents have been actively participating in the City's NTSP for 5 years and continue to have concerns regarding high traffic speeds, volume and pedestrian safety. Traffic calming improvements were developed for NE 177<sup>th</sup> St as mitigation measures for the North City Project. Work with community to ensure support for the installation of preferred traffic calming devices.

Install sidewalks on south side of NE 177<sup>th</sup> St between 15<sup>th</sup> Ave NE and NE Serpentine Pl NE as part of a continuous sidewalk route connecting single family housing and apartments with retail and transit routes. This segment is a high priority for the neighborhood.

### **NE 180<sup>th</sup> St (10<sup>th</sup> Ave NE to 15<sup>th</sup> Ave NE)**

#### ***Recommendation***

- **Install walkway on NE 180<sup>th</sup> St between 15<sup>th</sup> Ave NE to 10<sup>th</sup> Ave NE**

Install walkway on one side of NE 180<sup>th</sup> St between 15<sup>th</sup> Ave NE and 10<sup>th</sup> Ave NE to improve pedestrian safety and increase access to North City businesses.

### **NE 188<sup>th</sup> St (10<sup>th</sup> Ave NE to 15<sup>th</sup> Ave NE)**

#### ***Recommendation***

- **Assist residents in participation of NTSP**

Residents report concerns of high speed and have expressed interest in the City's Neighborhood Traffic Safety Program (NTSP). Encourage and assist residents in participating in the NTSP to more effectively evaluate concern and develop appropriate solutions.

### **Traffic Recommendation Summary**

Reducing speeds and cut-through traffic on local streets are key priorities for the neighborhood. This plan recommends the installation of physical devices at some locations in addition to continuing enforcement and education throughout the neighborhood to change driver behavior.

Traffic circles have been proven to reduce speeds and improve intersection safety. The installation of traffic circles is recommended at the following locations:

- NE Serpentine Pl NE and 8<sup>th</sup> Ave NE,
- 16<sup>th</sup> Ave NE at NE 190<sup>th</sup> and NE 195<sup>th</sup>
- 18<sup>th</sup> Ave NE at NE 169<sup>th</sup>, NE 170<sup>th</sup> and NE 171<sup>st</sup> St
- 22<sup>nd</sup> Ave NE at NE 169<sup>th</sup> and NE 171<sup>st</sup> St

The NTSP also plays a key role in addressing speed issues. Many streets such as NE 177<sup>th</sup> St, 11th Ave NE, 12<sup>th</sup> Ave NE, NE 188<sup>th</sup> and 18<sup>th</sup> Ave NE are, or have been, actively involved in the program. Residents should continue to work with this program to develop solutions that meet their needs and concerns specific to their street and which will be strongly supported by residents.

Traffic speeds are also a concern on some arterials and higher volume neighborhood streets such as 10<sup>th</sup> Ave NE, 15<sup>th</sup> Ave NE north of NE 180<sup>th</sup> St, 25<sup>th</sup> Ave NE and NE 168<sup>th</sup> St. Physical devices are not recommended for these streets because of the role they play in providing access and mobility throughout the area. To encourage appropriate speeds, additional police enforcement and increased driver education through the use of radar speed display units are recommended.

The reconfiguration of 15<sup>th</sup> Ave NE from four lanes to three is an important and divisive issue for the neighborhood. This plan recognizes that Shoreline City Council is actively monitoring this issue and will be determining the final configuration of this route.

### **Pedestrian Recommendation Summary**

Improvement to North City's pedestrian environment is a high priority. Strategies for improving pedestrian safety include installation of sidewalks or walkways, along with measures to reduce traffic speed to facilitate pedestrian crossings.

Sidewalks along 8<sup>th</sup> Ave NE and 10<sup>th</sup> Ave NE will provide a connection to North City Elementary School and are considered a high priority. In addition, reducing traffic speeds along this route through police enforcement and the use of radar speed display units are also recommended.

Another key pedestrian destination is the North City business district. Installation of sidewalks along NE 177<sup>th</sup> St, NE Serpentine Pl NE and NE 175<sup>th</sup> St will provide a continuous walking route around the business district. Many residents from this area currently walk along these streets to access retail businesses and transit routes along 15<sup>th</sup> Ave NE as well as for recreational

walking. Sidewalks along 5<sup>th</sup> Ave NE and 15<sup>th</sup> Ave NE to access transit routes as well as on NE 168<sup>th</sup> St to improve access to Shorecrest High School and Hamlin Park are also recommended.

The intersection of 15<sup>th</sup> Ave NE and NE 170<sup>th</sup> St was identified as needing improvements to assist pedestrians crossing, and installation of full signal has been requested by some residents. Currently, this location has a marked crosswalk with in-pavement crossing lights. We will continue to monitor this intersection to determine if a full signal is warranted in the future.

### **Bike Recommendation Summary**

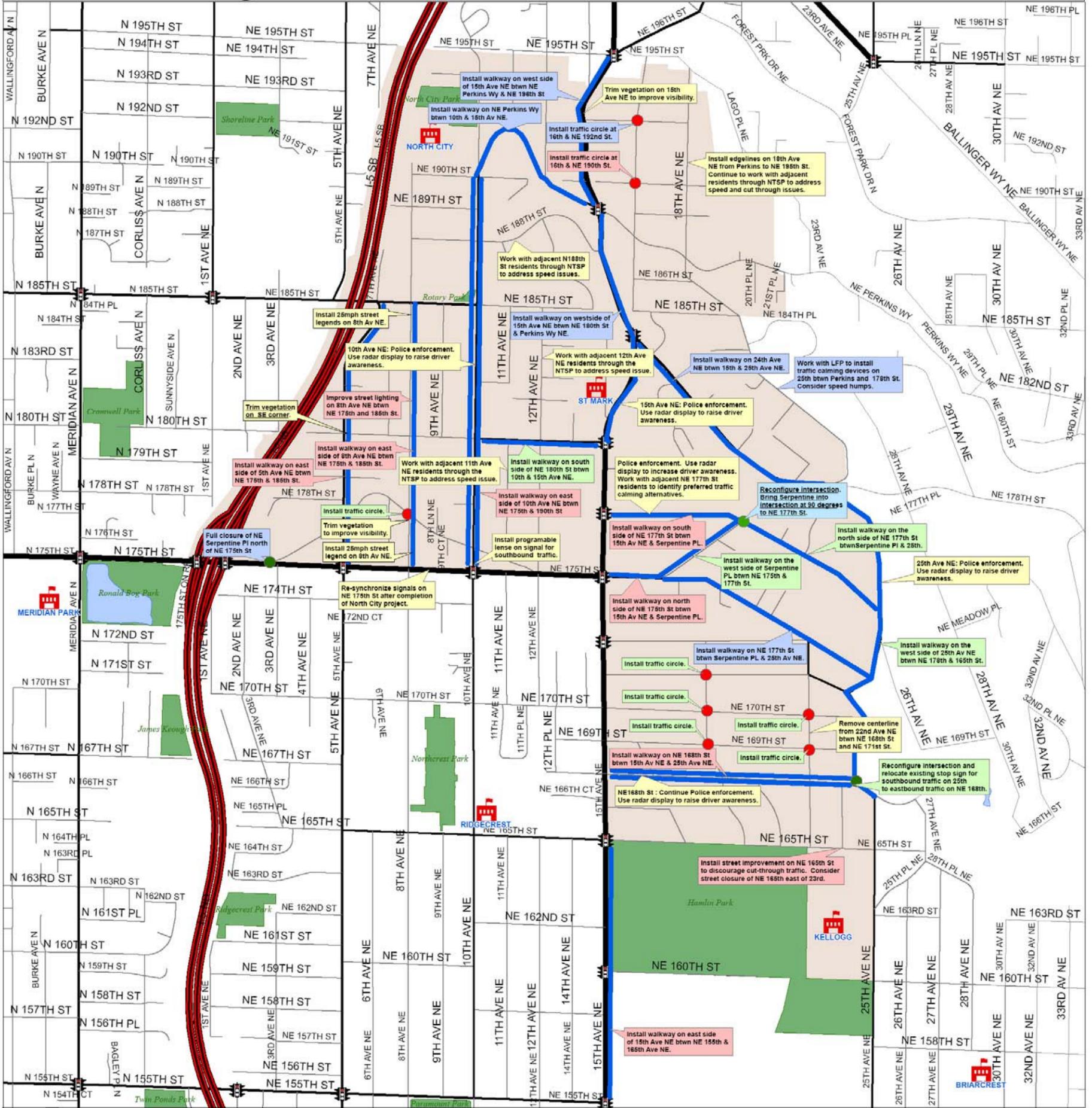
Currently the North City Neighborhood has bike lanes on 15<sup>th</sup> Ave NE between NE 150<sup>th</sup> St and NE 172<sup>nd</sup> St, but stop before connecting to the business district. While interest was expressed in extending bike lanes through the business district, this would require striping the lane configuration from four lanes to three. It is unlikely that there is sufficient support for this type of reconfiguration at this time.

An alternative north / south bicycle route would be along 10<sup>th</sup> Ave NE. As identified in the Transportation Master Plan, this will serve as a connector to NE 185<sup>th</sup> St and will access the interurban trail to the west. 10<sup>th</sup> Ave NE north of NE 175<sup>th</sup> St currently has five foot wide paved shoulders but does not have sidewalks. Improved pedestrian access along 10<sup>th</sup> Ave NE has been ID as a high priority. Any future installation of sidewalks along this route should incorporate adequate street width for bike lanes.

# SHORELINE Geographic Information System

# NORTH CITY

## Neighborhood Plan Recommendations



### Legend

- Proposed Traffic Circle
- Spot Intersection Improvement
- Proposed Sidewalk Location

- Improvement High Priority Recommendation
- Improvement Medium Priority Recommendation
- Improvement Low Priority Recommendation
- Improvement Completed recommendation or to be scheduled into annual program work plan.
- Improvement Recommendations underlined were received through neighborhood open house review on 7-18-06

0 0.15 0.3 Miles



No warranties of any sort, including accuracy, fitness, or merchantability, accompany this product.

Revised 8-2-06



## North City Prioritized Project Recommendations

### *Traffic Projects*

<b>Location</b>	<b>Project</b>	<b>Priority</b>
NE Serpentine Pl north of NE 175 <sup>th</sup> St & 3 <sup>rd</sup> Ave NE	Street closure	Low
8 <sup>th</sup> Ave NE & NE Serpentine PL	Traffic Circle	Med
8 <sup>th</sup> Ave NE - NE 175 <sup>th</sup> to NE 185 <sup>th</sup>	Upgrade street lighting	High
16 <sup>th</sup> Ave NE & NE 190 <sup>th</sup> St	Traffic Circle	High
16 <sup>th</sup> Ave NE & NE 192 <sup>nd</sup> St	Traffic Circle	Low
NE 165 <sup>th</sup> St east of 23 <sup>rd</sup> Ave NE	Mid block traffic calming device or Street Closure	High
22 <sup>nd</sup> Ave NE & NE 170 <sup>th</sup> St	Traffic Circle	Med
22 <sup>nd</sup> Ave NE & NE 169 <sup>th</sup> St	Traffic Circle	Med
25 <sup>th</sup> Ave NE - NE 178 <sup>th</sup> to Perkins Way NE	Speed humps	Low
NE 168 <sup>th</sup> St - 25 <sup>th</sup> Ave NE	Curb revision on southwest corner	Med
NE 169 <sup>th</sup> St & 18 <sup>th</sup> Ave NE	Traffic Circle	Med
NE 170 <sup>th</sup> St & 18 <sup>th</sup> Ave NE	Traffic Circle	Med
NE 171 <sup>st</sup> St & 18 <sup>th</sup> Ave NE	Traffic Circle	Med
NE 175 <sup>th</sup> St - 15 <sup>th</sup> Ave NE to Serpentine Pl	Chicane	Low

## North City Prioritized Project Recommendations

### *Pedestrian Projects*

<b>Location</b>	<b>Project</b>	<b>Priority</b>
NE Serpentine PI - NE 175th St to NE 177th St	Sidewalk on west side	Med
5 <sup>th</sup> Ave NE - NE 175 <sup>th</sup> to NE 185th St	Sidewalk on east side	High
8 <sup>th</sup> Ave NE - NE 175 <sup>th</sup> to NE 185th	Sidewalk on east side	High
10 <sup>th</sup> Ave NE - NE175th to NE 190th St	Sidewalk on east side	High
10 <sup>th</sup> Ave NE – NE 175 <sup>th</sup> to NE 190th St	Sidewalk on west side	Low
15 <sup>th</sup> Ave NE - 14 <sup>th</sup> Ave NE to Perkins Wy	Sidewalk on west side	Low
25 <sup>th</sup> Ave NE - NE 175 <sup>th</sup> to NE 165th St	Sidewalk on west side	Med
NE 168 <sup>th</sup> St - 15 <sup>th</sup> Ave NE to 25th Ave NE	sidewalks both sides	High
NE 175 <sup>th</sup> St - 15 <sup>th</sup> Ave NE to Serpentine PI	Sidewalk on north side	High
NE 177 <sup>th</sup> St - 15 <sup>th</sup> Ave NE to Serpentine PI	Sidewalk on south side	High
NE 180 <sup>th</sup> St between 10 <sup>th</sup> Ave and 15th Ave NE	Sidewalk	Med
NE 175 <sup>th</sup> St between Serpentine PI and 25 <sup>th</sup> Ave NE	Sidewalk	Low
NE Perkins Wy between 10 <sup>th</sup> Ave NE and NE 15 <sup>th</sup>	Sidewalk	Low
15 <sup>th</sup> Ave NE between Perkins Wy NE and NE 180 <sup>th</sup> St	Sidewalk	Low
24 <sup>th</sup> Ave NE between 15th Ave and 25 <sup>th</sup> Ave NE	Sidewalk	Low

## IMPLEMENTATION

The intent of this plan is to develop both long and short term recommendations that will improve the safety and livability of the neighborhood. Although there is no single source to fund the plan in its entirety, elements of the plan will be implemented over time as funding sources are identified and community support is demonstrated.

Several of these recommendations have been or can be implemented quickly through City programs such as the Neighborhood Traffic Safety Program. Other recommendations, such as the installation of physical devices or changes to the roadway will need strong community support and an identified funding source.

Potential funding sources:

- Neighborhood Traffic Safety Program – this program works directly with adjacent residents to improve neighborhood traffic safety
- Small Works Traffic Program – this program funds spot improvements to improve traffic safety and mobility
- Walkway Priority Program – this program funds construction of priority sidewalk routes as identified by the transportation master plan and neighborhood priorities
- Capital Improvement Process – this process identifies funding needs for larger, capital projects
- Local Improvement District – this program allows residents to raise funds through increased property tax for capital improvement projects
- Mitigation – elements of the plan may be implemented as mitigation for larger development projects which occur throughout the neighborhood



## Appendix



North City Neighborhood Identified Concerns												
ID#	LASTNAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
8TH AVE NE - 175TH TO 185TH												
NR 1064B	IBSEN	X		X	X	X			8TH AVE NE - NE 175TH TO 180TH ST	Excessive speeding traffic – CSI Construction trucks speeding daily	Refer to SPD for enforcement. Install 25mph signing and pavement markings. Add traffic circle at 8th Ave NE and Serpentine to project list. Continue to work with North City Project Manager regarding CSI truck traffic.	
NR 1064C	IBSEN	X		X	X	X			8TH AVE NE - NE 175TH TO 180TH ST	Cut-through traffic	Refer to SPD for enforcement. Install 25mph signing and pavement markings. Add traffic circle at 8th Ave NE and Serpentine to project list. Continue to work with North City Project Manager regarding CSI truck traffic.	
NR 1064D	IBSEN	X		X	X	X			8TH AVE NE - NE 175TH TO 180TH ST	More signage needed between 75 <sup>th</sup> St to NE 180 <sup>th</sup> St. Concerned about pedestrian traffic.	Install "25 mph" signing and legends on pavement. Add traffic circle at 8th Ave NE and Serpentine to project list. Add east side of 8th Ave NE from 175th to 185th to sidewalk project list.	Work order pending for "25 mph" legends.
NR 1064A	IBSEN	X	X	X	X	X			8TH AVE NE - SERPENTINE	Need better lighting and cut back vegetation for better visual presence.	Trim vegetation on east side south of Serpentine. Review for street lighting.	
10TH AVE NE 175TH TO 185TH												
NR 1085A	GUERRERO					X	X		10TH AVE NE - NE 175TH TO NE 180TH ST	Pedestrians and bicycles on the shoulder of the road – no sidewalks.	10th between 175th and 185th currently has wide paved shoulders. Add both sides of 10th Ave NE	



North City Neighborhood Identified Concerns												
ID#	LASTNAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
											175th to 185th to sidewalk list.	
NR 1085B	GUERRERO			X	X				10TH AVE NE - NE 175TH TO NE 180TH ST	Speeding, cut-through traffic and school bus stops.	All-way stop recently installed at NE 180th. Refer to SPD for enforcement. Use radar display to increase driver awareness.	Installation of all-way stop completed.
15TH AVE NE 145TH TO 175TH												
NR 1026	ALLMAN, M							X	15 Ave NE - NE 150 to NE 175 St	Change 15 <sup>th</sup> back to 4 lanes.	Changes to lane configuration were approved by City Council. We will continue to monitor and assess conditions along 15th Ave NE.	Traffic studies on going.
NR 1027	ALLMAN, T							X	15 Ave NE - NE 150 to NE 175 St	Change 15 <sup>th</sup> back to 4 lanes.	Changes to lane configuration were approved by City Council. We will continue to monitor and assess conditions along 15th Ave NE.	Traffic studies on going.
NR 1030	DUNNIHOO							X	15 Ave NE - NE 150 to NE 175 St	Change 15 <sup>th</sup> back to 4 lanes.	Changes to lane configuration were approved by City Council. We will continue to monitor and assess conditions along 15th Ave NE.	Traffic studies on going.
NR 1017C	SCHLEH					X			15 Ave NE - NE 155 St to NE 165 St	sidewalk	Add sidewalk on e/s of 15 Ave NE from NE 155 St to NE 165 St to sidewalk project list.	
NR 1022	KENNEY							X	15 Ave NE - NE 165 St	Running red light	Refer to SPD for enforcement	



North City Neighborhood Identified Concerns												
ID#	LASTNAME	SIGN	VEGEGATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
NR 1039	ALLEN							X	15 Ave NE - NE 165 St	Traffic signal	Optimize and re-coordinate signals on 15th after North City project completed.	
NR 1041A	TOWNSEND				X	X			15TH AVE NE	15 <sup>th</sup> Ave NE needs to go back to 4 lands – there is too much cut-through traffic on 10 <sup>th</sup> and 5 <sup>th</sup> since the road diet on 15 <sup>th</sup> . Reduce speeds to 30 MPH.	Changes to lane configuration were approved by City Council. We will continue to monitor and assess conditions along 15th Ave NE.	Traffic studies on going.
NR 1044B	SHARPE								15TH AVE NE	I like 15 <sup>th</sup> Ave NE as a 3- land arterial.	Changes to lane configuration were approved by City Council. We will continue to monitor and assess conditions along 15th Ave NE.	Traffic studies on going.
NR 1050	LENTZ				X				15TH AVE NE - NE 150th to 175th St	Needs to be turned back into 4 lanes! Need I say more? It causes too much cut-through traffic in the neighborhoods!	Changes to lane configuration were approved by City Council. We will continue to monitor and assess conditions along 15th Ave NE and surrounding streets. Work with Traffic Advisory Committee to address speed and volume concerns on identified streets.	Traffic studies on going.
NR 1079	KNOWLES						X		15TH AVE NE - NE 150th to 175th St	Since 15 <sup>th</sup> was downsized from 4 to 3 lanes and adding the bicycle lanes, I have seen only 1 bicycle in the bike lane. I drive 15 <sup>th</sup> north and south at various times during the day and never see bikes. How that justifies adding these bike lanes?	Bike lanes are consistent with City goal to develop bike route network throughout the city to encourage alternative modes of transportation.	



North City Neighborhood Identified Concerns												
ID#	LASTNAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
NR 1087					X			X	15TH AVE NE - NE 145TH TO NE 175TH ST	Design change from 4 lanes to 2 lanes with a center turn-lane has resulted in long lines of bumper-to-bumper traffic during rush hour. As a result many drivers cut through the neighborhoods, increasing the traffic on them.	Changes to lane configuration were approved by City Council. We will continue to monitor and assess conditions along 15th Ave NE and surrounding streets. Work with Traffic Advisory Committee to address speed and volume concerns on identified streets.	Traffic studies on going.
NR 1075	KNOWLES							X	15TH AVE NE - NE 150TH ST	Between 4:00-6:30 PM there is a huge backup going northbound. Not that many cars use the green arrow, left-hand turn at NE 155 <sup>th</sup> St going westbound.	Optimize and re-coordinate signals on 15th after North City project completed.	
NR 1078	KNOWLES			X				X	15TH AVE NE - NE 150TH ST	Because 15 <sup>th</sup> Ave NE at that point goes from 4 to 3 lanes, drivers are not familiar with the change, or those who are not paying attention to signs that the right lane is close after 150 <sup>th</sup> . Driver race to crowd the left lane.	Have reviewed signing at 15th and 50th and it is consistent with standard signing for merging lanes. Refer to Police for enforcement.	
NR 1041B	TOWNSEND	X				X			15TH AVE NE - NE 170TH ST	A mid-block pedestrian activated light at NE 170 <sup>th</sup> St and 15 <sup>th</sup> Ave NE is needed. In-pavement lights are inadequate.	Does not meet Federal criteria for signal at this time. Existing in-pavement lights are appropriate for this arterial and work in conjunction with existing flashers and signing. In-pavement lighting was upgraded with high intensity lights.	



North City Neighborhood Identified Concerns												
ID#	LASTNAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
NR 1062A	STOLK			X		X			15TH AVE NE- NE 170TH	Mid-block pedestrian activated light is needed.	Does not meet Federal criteria for signal at this time. Existing in- pavement lights are appropriate for this arterial and work in conjunction with existing flashers and signing.	
NR 1062C	STOLK			X		X			NE 170TH - 15TH AVE NE	The in-pavement lights are not adequate for a major arterial. They are not visible on a sunny day.	Does not meet Federal criteria for signal at this time. Existing in- pavement lights are appropriate for this arterial and work in conjunction with existing flashers and signing. In-pavement lighting was upgraded with high intensity lights.	
NR 1062B	STOLK			X		X			15TH AVE NE	15 <sup>th</sup> Ave NE should be changed back to 4-lane road.	Changes to lane configuration were approved by City Council. We will continue to monitor and assess conditions along 15th Ave NE.	Traffic studies on going.
15TH AVE NE 175TH TO 195TH												
NR 1046	DAVIES							X	15TH AVE NE - 15TH PL NE	Getting to and from 15 <sup>th</sup> Place NE with commuter and church and school traffic is harder and harder. 180 <sup>th</sup> is blocked by construction too. We are trapped and are resorting to travel via Lake Forest Park.	Access should improve with the completion of the North City project.	
NR 1052A	RICHES			X					15TH AVE NE AND NE 192ND ST	Traffic on 15 <sup>th</sup> Ave NE nearly always travels well in excess of the speed limit. This makes it very difficult to cross the street.	Refer to SPD for enforcement. Improve pedestrian access to existing signals on 15th at 24th Ave NE, NE Perkins Way and NE 196th	



North City Neighborhood Identified Concerns												
ID#	LASTNAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
										This is particularly a problem trying to get to or from bus stops during commute times.	St. Add sidewalks on west side of 15th from NE 180th to NE 196th to sidewalk project list.	
NR 1052B	RICHES					X			15TH AVE NE AND NE 192ND ST	There is no crosswalk, no sidewalk and no method to slow the traffic.	Refer to SPD for enforcement. Improve pedestrian access to existing signals on 15th at 24th Ave NE, Perkins Way NE and NE 196th St. Add sidewalks on west side of 15th from NE 180th to NE 196th to sidewalk project list.	
NR 1051	RICHES			X				X	15TH AVE NE AND PERKINS WAY	A large apartment complex is being put in near this location on 15 <sup>th</sup> Ave NE. This will dump a lot of traffic onto 15 <sup>th</sup> Ave NE and there is no method for slowing traffic or easing left turns into and out of the complex.	Refer to SPD for enforcement.	
NR 1082	RICHES		X	X					19218 15TH AVE NE (DRIVEWAY)	Vegetation to the left and the right of our driveway on 15 <sup>th</sup> Ave NE makes an already dangerous merge onto 15 <sup>th</sup> worse...	Trim vegetation.	Work order pending.
21ST AVE NE - NE 168TH TO 165TH ST												
NR 1061	FLEMING			X	X				21ST AVE NE - NE 168TH ST	Teens driving through on the way to Shorecrest HS – mornings, lunch and afternoons	Work with Traffic Advisory Committee on traffic calming plan for 18th, 21st, 22nd, and 23rd between 168th and 165th. Consider	



North City Neighborhood Identified Concerns												
ID#	LASTNAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
											street closure of NE 165th St east of 23rd Ave NE.	
25TH AVE NE												
NR 1028	DUNNIHO			X		X			25TH Ave NE	Speeding	Refer to SPD for enforcement. Work with Traffic Advisory Committee on traffic calming plan between 178th and Perkins, possibly mid-block devices such as speed humps. Will need to work with Lake Forest Park.	
NR 1086A	CHEEVER			X				X	25TH AVE NE - NE 145TH TO NE 205TH ST	No one does the speed limit!! (Dead family pets)	Refer to SPD for enforcement. Use radar speed display to increase driver awareness. Work with adjacent residents to develop traffic calming plan between 178th and Perkins, possibly mid-block devices such as speed humps. Will need to work with Lake Forest Park.	
NR 1086B	CHEEVER	X						X	25TH AVE NE - NE 145TH TO NE 205TH ST	More signs and road painting needed.	Refer to SPD for enforcement. Use radar speed display to increase driver awareness. Work with adjacent residents to develop traffic calming plan between 178th and Perkins, possibly mid-block devices such as speed humps. Will need to work with Lake Forest Park.	



North City Neighborhood Identified Concerns												
ID#	LASTNAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
NR 1029	DUNNIHO					X			25TH Ave NE - NE 175 St to NE 178 St	Sidewalk	Add west side of 25th from NE 168th to NE 178th St to sidewalk project list.	
NE 168TH ST - 15TH TO 25TH AVE NE												
NR 1084	AYRES			X				X	NE 168TH - 25TH AVE NE	Stop signs should stay as they are. Really would make 25 <sup>th</sup> Ave NE even more of a raceway if you removed the stop sign at NE 168 <sup>th</sup> and 25 <sup>th</sup> Ave NE.	Construct bulb at 168th and 25th to emphasis 25th as the arterial route. As a result, it is appropriate to relocate stop sign from 25th to 168th. Monitor intersection after revision to see if stop on 25th is warranted.	Installation of curb bulb scheduled for 2006.
NR 1042	GRANGER			X					NE 168TH ST - 15TH AVE NE TO 25TH AVE NE	Speeding any time. Bad time after high school gets out. "Traffic plan we tried - too many steps"	Refer to SPD for enforcement. Work with Traffic Advisory Committee on traffic calming plan. Construct bulb at 168th and 25th to emphasis arterial route. Install stop on 168th at 25th Ave NE.	Installation of curb bulb scheduled for 2006.
NR 1043	BENTLEY			X					NE 168TH ST - 25TH AVE NE	Speeding and hot-rodding on 25 <sup>th</sup> - esp. Fri and Sat and also with general and commuter traffic. Proposal is to put stop signs on 168 <sup>th</sup> eastbound at this intersection and remove the stop sign on 25 <sup>th</sup> southbound. We are opposed to removing this stop on 25 <sup>th</sup> .	Refer to SPD for enforcement. Work with Traffic Advisory Committee on traffic calming plan. Construct bulb at 168th and 25th to emphasis arterial route. As a result, it is appropriate to relocate stop sign from 25th to 168th. Monitor intersection after revision to see if stop on 25th is warranted..	Installation of curb bulb scheduled for 2006.



North City Neighborhood Identified Concerns												
ID#	LASTNAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
NR 1090	DEUTSCH			X					NE 168TH ST - 25TH AVE NE	Don't remove stop sign at NE 168 <sup>th</sup> and 25 <sup>th</sup> Ave NE. Have a stop sign at both NE 168 <sup>th</sup> St and 25 <sup>th</sup> Ave NE.	Construct bulb at 168th and 25th to emphasis 25th as the arterial route. As a result, it is appropriate to relocate stop sign from 25th to 168th. Monitor intersection after revision to see if stop on 25th is warranted.	Installation of curb bulb scheduled for 2006.
NR 1049	LENTZ	X		X	X	X	X		NE 168TH ST EAST THROUGH 25TH AVE NE	There is no real corner or intersection just a curving road. Traffic whips around curve from 168 <sup>th</sup> to 25 <sup>th</sup> without even slowing down. Completely unsafe to walk on 25 <sup>th</sup> to 168 <sup>th</sup> because of lack of sidewalks and speed. Make it a 4-way stop sign intersection.	Add west side of 25th from NE 168th to NE 165th to sidewalk project list, to improve pedestrian access.	
NE 175TH ST												
NR 1057	HOFFMANN							X	N 175TH ST & I-5	My #1 priority – all it takes is a bit of retiming. Time the west bound lights on 175 <sup>th</sup> so that we don't have to wait so long. It encourages people to run red lights. It's also frustrating turning left onto I-5 from 175 <sup>th</sup> while cars turn right. (more...)	This signal is operated by WSDOT. We will continue to work with them on timing concerns.	
NR 1059	HOFFMANN							X	NE 175TH ST - 10TH AVE NE	Can you re-time the lights on 15 <sup>th</sup> during construction? As I walk to the YMCA at 6:30 AM I	Timing for signals in the North City project area are revised on an on-going basis as needed to	



North City Neighborhood Identified Concerns												
ID#	LASTNAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
										to wait so long for the light to change – there is little traffic. When it does change it is so short. Cars back up to 10 <sup>th</sup> and along 170 <sup>th</sup> .	accommodate traffic revisions for construction. Signals will be retimed after project is completed.	
NE 177TH ST - 15TH AVE NE TO 25TH AVE NE												
NR 1067A	ELSTER			X	X	X			1700 BLOCK OF NE 177TH ST - SERPENTINE	High speeds (50 MPH) from westbound Serpentine. Truck traffic in our neighborhood was the 1 <sup>st</sup> neighborhood to partition the city right after incorporation to deal with our traffic problem – to date we have been ignored.	Refer to SDP for enforcement. Use radar speed display to increase driver awareness. Work with adjacent residents to identify preferred calming alternatives.	
NR 1067B	ELSTER, C			X	X	X			1700 BLOCK OF NE 177TH ST - SERPENTINE	Our street is a pedestrian walkway but design is inadequate and dangerous – overgrown hedge covering guard rail at turn.	Trim vegetation from guard rail. Add 177th St from 15th to Serpentine on sidewalk list.	Work order to trim vegetation pending.
NR 1068	ELSTER, D			X	X	X			NE 177TH ST - 15TH AVE NE TO 25TH AVE NE	I feel this is a futile exercise as our neighborhood was approved and in the works but has since been cancelled. Been there, done that, won't do it again.		



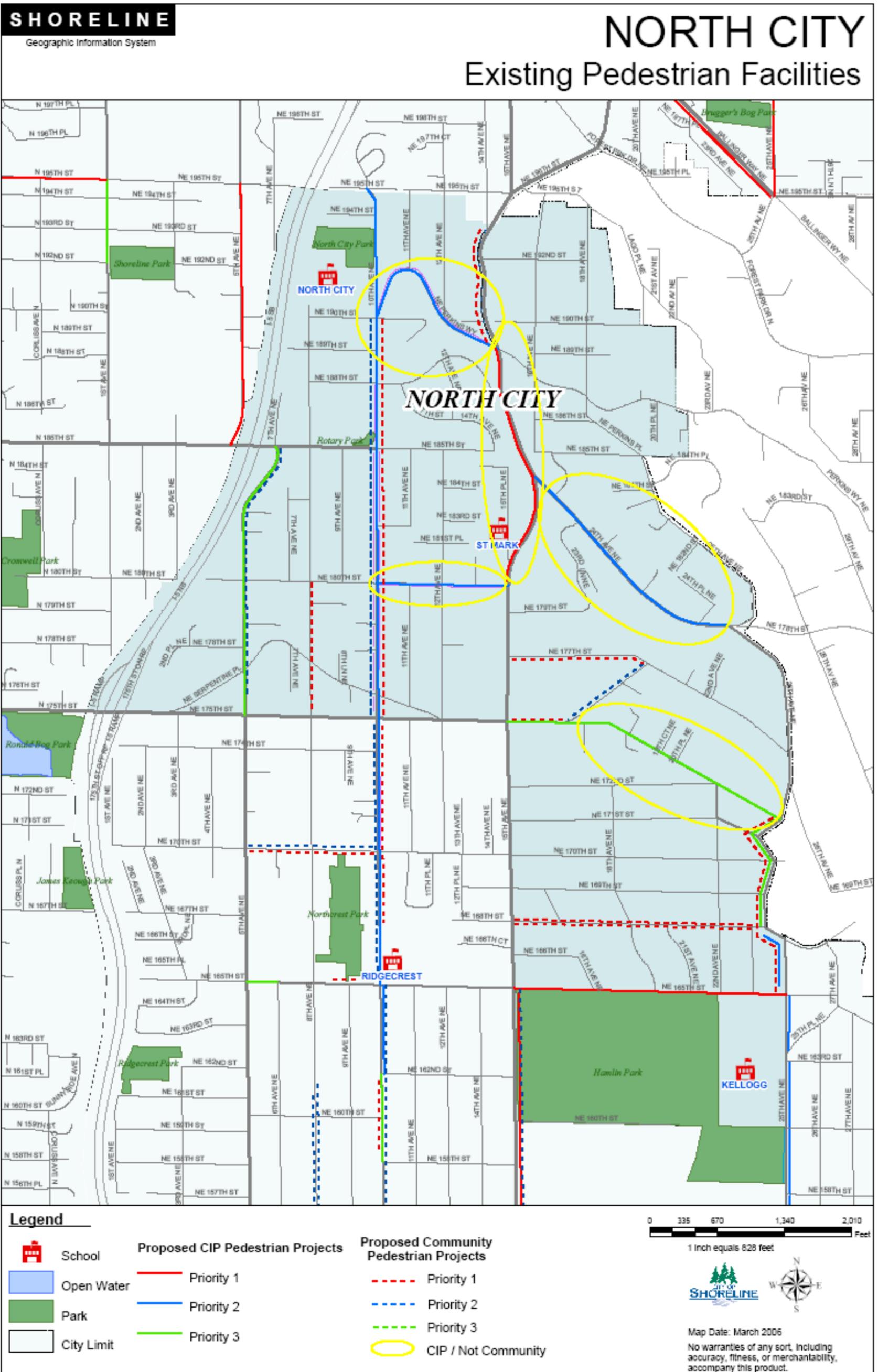
North City Neighborhood Identified Concerns												
ID#	LASTNAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
NR 1069A	ELSTER, C			X	X	X			NE 177TH ST - 1700 AND 1800 BLOCK	Northside of NE 177 <sup>th</sup> is a pedestrian paved walkway which is inadequate and dangerous. High number of elderly pedestrians.	South side is more conducive to for walkway construction. Add south side of NE 177th St from 15th to Serpentine on sidewalk project list.	
NR 1069B	ELSTER, C			X	X	X			NE 177TH ST - 1700 AND 1800 BLOCK	Curve in 1800 block needs to be straightened out. High speeds have resulted in collisions with guardrail. Try new designs with berms and swales.	Insufficient right of way to straighten curve at this time. Refer to SDP for speed enforcement. Identify traffic calming projects with adjacent residents. Will require strong support from neighbors	
NE 180TH ST												
NR 1047	DAVIES							X	NE 180TH - 14TH AVE NE	Shoreline school buses are refusing to drop and pick up my children at our nearest stop. The stop is not close to our house as is and stopping farther away is not helpful. There area limited sidewalks and lot of driveways on the path.	Add sidewalks on west side of 15th from NE 180th to NE 196th to sidewalk project list, to improve access to stops.	



North City Neighborhood Identified Concerns												
ID#	LASTNAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
NE 185TH ST												
NR 1053	MORRISON						X		NE 185TH - MERIDIAN AVE N	Light sensors do not always detect bicycles.	Detection of bicycles can be difficult. Cyclist can improve ability of signal to detect them by proper placement within the signal loop. Will investigate specific locations as requested to ensure loops are working properly.	
NE 188TH ST												
NR 1019	HAINES			X		X			NE 188 St - 10 Ave NE to 15 Ave NE	Speeding.	Work with adjacent NE 188th St residents through NTSP to address speeding concerns.	
NEIGHBORHOOD WIDE												
NR 1065	HENRY							X	NEIGHBORHOOD WIDE	Please consider "low impact" alternatives when implementing traffic calming and pedestrian walkways to minimize surface run-off concentrations. Maximize use of pervious surfaces and allow infiltration into soils where practical.	Alternative sidewalk designs and treatments such as porous pavement, will be considered where appropriate.	On-going
NR 1040C	SHERECK			X		X			NEIGHBORHOOD WIDE	Sidewalks everywhere.	Specific sidewalk segments will be included on sidewalk project list as identified by Traffic Advisory Committee.	On-going



North City Neighborhood Identified Concerns												
ID#	LASTNAME	SIGN	VEGETATION	SPEED	VOLUME	PEDESTRIAN	BIKE	OTHER	LOCATION	PROBLEM DESCRIPTION	RESPONSE	STATUS
NR 1074	PAULSEN							X	NEIGHBORHOOD WIDE	Please paint white lines (purchase with phosphorescent paint) on each side of all streets in these residential areas in order to enhance/improve the visibility on dark and rainy nights – where the road edge and center line is.	Edgelines will be installed where appropriate on specific street segments identified by Traffic Advisory Committee.	On-going
NR 1063	MON			X					NEIGHBORHOOD WIDE	Speed - everywhere	Work with SPD on enforcement. Work with Traffic Advisory Committees to develop site specific plans as needed.	On-going
NR 1012B	MIKESELL							X	NEIGHBORHOOD WIDE	Visibility	We will continue to investigate specific requests, and restrict as needed.	On-going
NR 1014	MIKESELL	X							NEIGHBORHOOD WIDE	Need more stop lines.	Edgelines will be installed where appropriate at intersections identified by Traffic Advisory Committee.	On-going
NR 1062D	STOLK			X		X			NEIGHBORHOOD WIDE	Post speed limits in residential neighborhoods to 25 MPH.	Currently speed limit posted on many neighborhood streets. Review additional locations on site specific basis and where appropriate	On-going



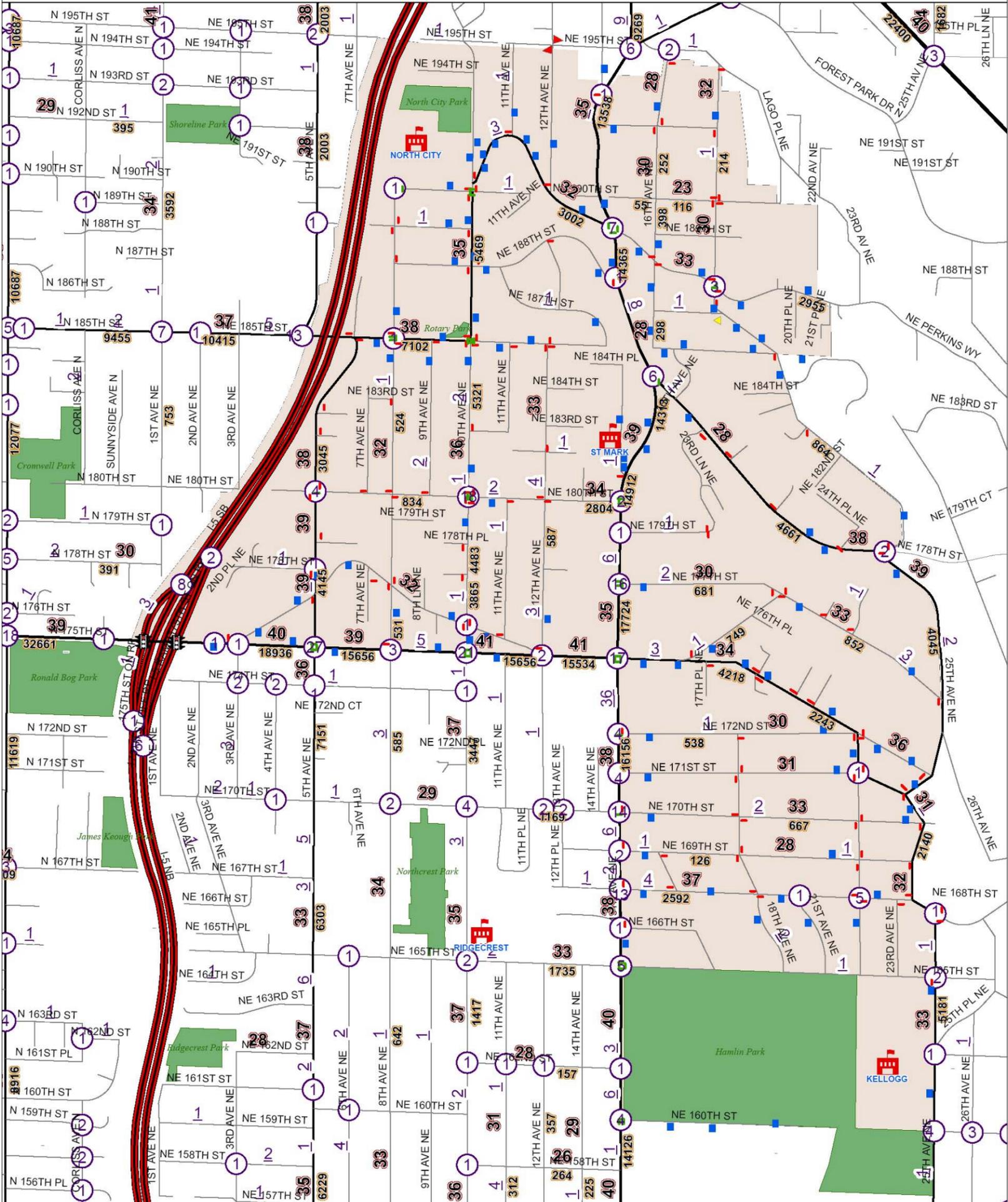
**SHORELINE**

Geographic Information System

**DRAFT**

**NORTH CITY**

**Existing and Historical Traffic Safety Conditions**



**Legend**

- School
- Full Signal Control
- Park
- Open Water
- Speed Limit Sign
- Stop Sign (Existing)
- Crosswalk
- Yield Sign (Existing)
- Avg Daily Weekday Traffic Speed (2005)
- Avg Daily Weekday Traffic Volume (2005)
- Intersection Collision History (2001-2005)
- Mid-Block Collision History (2001-2005)



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## GENERAL COMMENTS FROM JULY 18, 2006 OPEN HOUSE SURVEY

The following are the comments received from the survey cards residents completed at the open house, in response to the presentation of the neighborhood plan recommendations.

- *Look into moving sign for senior home on NE 168<sup>th</sup> St & 15<sup>th</sup> Ave NE.*
- *Good idea to have sidewalk on 8<sup>th</sup> Ave NE.*
- *We would like to see a bike lane on each side of the street through the North City Business district and hopefully all the way up to Ballinger Way. Essentially all of 15<sup>th</sup> Ave NE. We have greatly appreciated the improvements on 15<sup>th</sup> Ave NE and North City. We are continually worried by the noise and speed of cars, trucks, motorbikes and busses on NE 168<sup>th</sup> St. People walking across 16<sup>th</sup> Ave NE and NE 168<sup>th</sup> St to the path into Hamlin Park is an accident waiting to happen. A yield sign and a painted crosswalk are needed. How about speed bumps on NE 168<sup>th</sup> St?*
- *Are there any plans to put bike racks by businesses in the N. City biz district NE 175<sup>th</sup>-NE 185<sup>th</sup> St. Currently the only one I know of is at Safeway.*
- *I think the change to 3 lanes on parts of 15<sup>th</sup> Ave NE has been very successful for our community. I oppose changing it back to 4 lanes so people can drive faster.*
- *Move merge lane on 15<sup>th</sup> Ave NE south past businesses.*
- *I do so wish that the North City Business District could have been a pedestrian-friendly shopping area as was originally planned, but that's up to the City Council!*
- *Synchronizing signals to improve traffic flow rather to slow it (as is the present case through North City on 15<sup>th</sup> Ave NE). The present situation is driving us to take back streets to avoid North City. I'm sure the residents on those streets don't like the increased traffic.*
- *Walkway on west side of 15<sup>th</sup> Ave NE from NE 180<sup>th</sup> St to NE Perkins Way seems like an unnecessary expense at best. If it takes any width from the roadway it will be a disaster.*
- *Please see a packet I sent in with some petitions in my neighborhood.*
- *I'm concerned about increased traffic on 15<sup>th</sup> Ave NE due to new townhouse, condo and apartment construction. I think that it is important to pedestrian and bus rider safety to have sidewalks and well-marked crosswalks on 15<sup>th</sup> Ave NE north of NE 180<sup>th</sup> St.*

- *We need to talk about the traffic speed (and volume at rush hour) on NE 188<sup>th</sup> St. The road is a hill and it curves. People drive fast – there are elderly people, children and those of us trying to get out of our driveways with limited visibility.*
- *Change posted speed limit on 10<sup>th</sup> Ave NE to 25 MPH. It is a local collector, not an arterial. It should be only 25 MPH, for safety's sake.*
- *I wish NE 168<sup>th</sup> St was getting traffic circles – it's not an arterial, according to the City, but it's treated as an arterial – speed limit, double yellow line.... If the city wants it to be an arterial, we should have a traffic light at 15<sup>th</sup> Ave NE and mailboxes should be on the side of the street with the house.*
- *I'm surprised that there is no mention of changes on my street. People have made signs posting "Children playing" or "slow" but they are tacky (spray paint on a sheet of plywood). Can't believe no one has brought this up yet. Thanks.*
- *The intersections of 25<sup>th</sup> Ave NE and NE 168<sup>th</sup> St has an upper and lower intersection, separating Lake Forest Park and Shoreline (upper is NW and lower is SE). These two intersections need defined poured in place concrete curbs. The proposed recommendations show a "spot intersection improvement" at the upper (NW) junction only. An overlay was shown which illustrated the reconfigured plan, which we support. I believe a separate overlay was shown also for the lower (SE) intersection of 25<sup>th</sup> Ave NE and NE 168<sup>th</sup> St. We also support a "spot intersection improvement" at this lower (SE) junction as well.*
- *Obviously, for both the upper and lower intersections to be improved correctly (with pedestrian as well as auto safety and control considered), it will involve both LFP and Shoreline to work together.*
- *Curb bump-outs (bulbs) made of poured in place concrete (in lieu of extruded concrete or asphalt) have proven longevity and should be considered.*
- *Traffic congestion from the stop sign at 25<sup>th</sup> Ave NE (southbound) and NE 168<sup>th</sup> St is a problem mostly during the nine months of the school's being open. If this stop sign is relocated to eastbound NE 168<sup>th</sup> St, it will just relocate the congestion to 168<sup>th</sup>. This has been tried in the past, only to abandon the idea later. Comments from some residences [residents] indicates a desire to leave the stop sign on southbound 25<sup>th</sup> Ave NE at NE 168<sup>th</sup> St. I tend to agree. This is the best approach to calming traffic. Maybe add one on eastbound NE 168<sup>th</sup> St for controlled entry to the upper (NW) intersection. In any event, northbound traffic on 25<sup>th</sup> Ave NE and westbound traffic on NE 168<sup>th</sup> St is a raceway to some drivers, with "drifting" resulting from "throttle to the floor" habits. We have had autos do a 180 degree spin out through our old fence along NE 168<sup>th</sup> St, and witnessed "drifting" and "fishtailing" northbound autos on 25<sup>th</sup> Ave NE. We believe that it will be mitigated, or curtailed completely with curb bump-outs, that have been proposed now for the last few years.*

- *P.S. Also, please refer to my letter dated 4/12/03 to John Vicente, project manager, which addresses the traffic calming plan for NE 168<sup>th</sup> St at that time and was forwarded again to John Marek following 2/16/06 Briarcrest meeting.*
- *Good job Shoreline.*