

City of Shoreline Master Plan and Comprehensive Plan Update

Summary of Open House Public Comments Transportation

On September 24 and 25, 2003, two open houses were held in the City of Shoreline to gather public input on the issues to be addressed in the City's update of the comprehensive plan and preparation of transportation, surface water, and parks/recreation/open space master plans. The following is a summary of public comments received at those open houses on transportation.

Traffic Calming/Cut-Through Traffic:

- Reduce speed on neighborhood streets, using traffic circles, roundabouts, and speed bumps. This is especially important on side streets and intersections of streets parallel to major arterials (i.e., 15th Avenue NE, Aurora Avenue, Dayton Avenue, and 22nd Avenue NE by 145th).
- Reduce and enforce speed limits on neighborhood and arterial streets, for safety reasons as well as to let people out of side streets and cul de sacs onto arterial streets. Specific streets mentioned where this is a concern were Dayton Avenue, Aurora Avenue, N 150th St, 15th Avenue between 163rd and 155th and 65th and 3rd between 155th and 162nd. Speed limit signs also need to be more visible and speed limits should be set based on topography.
- Add speed enforcement on Dayton Avenue to levels in Neighborhood Traffic Safety Program designated areas where police officers receive overtime pay.
- Plant medians at 15th and Hamlin Park to lower speeds and make the park more attractive.
- Train through traffic to stay on arterials.
- Make 167th between Meridian and Aurora Avenue unattractive as a route to the casino.
- Conduct traffic counts on 5th Avenue NE and 10th Avenue NE in Ridgecrest/North City to establish current use in order to effectively measure the impact to streets west and east of North City.
- Fund adequately the City's traffic calming, pedestrian, and transit goals, which are good.

Safety:

- Add streetlights to reduce accidents and increase visibility at many locations throughout the City, including Aurora Avenue, and on 160th from Aurora to Dayton Avenue. A long-term program to add streetlights throughout the City should be created. Streetlights should be added along streets with sidewalks in order to increase safety at night.
- Remove new curbing and slope at 165th Avenue and Aurora Avenue eastbound that is dangerous and results in poor visibility.
- Remove traffic configurations that cause frequent accidents, such as at the left turn signals on NE 14th and 20th NE on 145th St.
- Create an arterial traffic safety program.

Operations:

- Add a traffic signal and crosswalk on 160th and Linden Avenue (next to Sears).
- Increase left turn pocket at 175th by Top Foods to Aurora Avenue.
- Add stoplights at intersections with NE 170th and NE 15th.
- Remove traffic lights on 15th Avenue from 17th to 205th that hinder traffic flow.
- Place traffic lights triggered by cars at an intersection at 160th, Greenwood, and Innis Arden Way.
- Post more signs directing drivers to I-5, such as at 15th and 175th, and 15th and 155th.
- Move transition from 2 lanes to 1 lane on 185th Avenue due to the large amount of traffic congestion in that location. 18th Avenue should remain 2 lanes until it reaches Ashworth or Meridian.
- Add mail drop boxes and turnouts all along 15th Avenue. Too many cars making the turn from eastbound 175th to southbound 15th Avenue make sudden, often not indicated turns into post office.
- Accommodate better cross-town traffic (east to west).
- Mitigate traffic on Meridian Avenue, which is already difficult, and trucks trying to access the transfer site will make it worse.
- Improve intersection at Aurora Avenue and 205th, which does not work well in peak travel times.
- The 175th interchange at I-5 works well today.
- Ask King County to conduct a traffic study and make proper upgrades to 165th and Meridian.
- Address access issues around the Shoreline Community College.
- It is very easy to get around the City to go shopping.
- Review the Westminster/155th area.

Aurora Corridor Project:

- Consider smaller improvements to Aurora Avenue, such as those proposed by the Shoreline Merchants Association.
- Encourage local companies to open on Aurora Avenue, rather than national chains.
- Create an area on Aurora Avenue where local ethnic restaurants can provide food, community service organizations can raise funds, and people can sit and enjoy music.
- Implement more consistent traffic control between 163rd and 155th.
- Widen Aurora Avenue, limit access, and add more buses to the route.
- Implement the Aurora Plan, as proposed by the City.
- Do not favor the plan for Aurora Avenue.
- Where will funding for future phases of the Aurora plan come from?
- Do not implement the plan to add an island down the middle of Aurora, as it will hurt businesses.
- Improve traffic flow on Aurora Avenue so that trips stay off of neighborhood streets.
- Scale back the plan for Aurora Avenue so that less right-of-way is required, the cost is reduced, and businesses are saved.
- Address gridlock on Aurora Avenue.
- Replace empty buildings and add plantings to Aurora Avenue; major arterials should still be attractive.

- Add trees on Aurora Avenue.

Street Classifications:

- Make 8th Avenue NW from Richmond Beach Road to 205th a collector arterial.
- Revisit the designations of streets as arterial, feeder arterial, and residential. Many residential streets have signage, lane markings, and speed of arterials. There are also discrepancies in what traffic calming measures can be applied to collector arterials versus minor arterials (i.e., speed bumps on Spring Dale, but not Dayton).
- Put the amenities in place to accept changes to street classification. Neighborhood collector streets should have sidewalks in place, shoulders for bicyclists, and adequate safe crossings for non-vehicular traffic.
- Do not make 165th a collector arterial, as it is currently classified. This is a residential street and should be kept that way.
- Do not make 167th between Ashworth and Wallingford a collector arterial due to its steepness.
- Keep 15th Avenue NE at its current 4 lanes. It is the only north-south arterial besides Aurora Avenue and more congestion will be added to neighborhood streets if the capacity of 15th is reduced.
- Extend the narrowing of 15th Avenue NE to three lanes north to 124th and sidewalks widened to serve the condominiums on the east side of the street.

Pedestrians:

- Build more sidewalks in Shoreline – in all neighborhoods; on Ashworth Avenue North; on Fremont Avenue North; on 15th along Hamlin; on Perkins Way NE from NE 15th west for 5 to 20 blocks; in the vicinity of schools; on Aurora Avenue between 163rd and 155th; between 65th and 3rd; east of 15th NE; and north of 185th.
- Widen sidewalks on 155th Avenue.
- Do not install sidewalks on side streets.
- Remove the roving eyes lights and replace by pedestrian triggered red crossing lights.
- Add white crosswalk lines at 150th and Aurora Avenue, 10th NE and NE 162nd, and NE 155th and 9th NE for safe crossing at Paramount Park.
- Add pedestrian crossing lights at NE 170th and 15th NE.
- Remove crosswalk at 170th and Aurora Avenue, as it is too dangerous to have high school students crossing the street, especially in the winter.
- Add embedded crosswalks in Shoreline, such as those at 17th and Wallingford.
- Make Aurora an attractive, tree-lined, and pedestrian friendly route with businesses supported that serve the community.
- Make streets walkable, i.e., 2 lanes with bicycle paths.
- Extend the time of walk signals and add adequate sidewalks, especially around schools, to improve pedestrian safety.
- Add a pass through on local streets with dead ends to other local streets so pedestrians do not have to walk on adjacent arterials.
- Remove the flowerbeds on the northeast corner of 154th and Meridian in order to decrease the danger for children walking to school and others.

- Maintain the crosswalks at 160th and 172nd, which are overgrown and cause unsafe conditions for pedestrians. The shrubs should be trimmed and crosswalks added with traffic stopping for pedestrians.
- Remove wheelchair logos from all curbs.
- Increase accessibility for disabled persons in Shoreline, such as better views of traffic signals.
- Increase pedestrian safety on 155th and 8th NE next to the skateboard park as skateboarders dart out between parked cars.

Bicycles:

- Build more bicycle facilities, including bicycle lanes, in the City of Shoreline.
- Improve visibility of bicyclists in traffic lanes.
- Remove parked cars at 155th and 8th NE next to the skateboard park, which take up bicycle lanes.
- Encourage non-motorized transportation, such as walking and biking.
- Change 185th and 155th to 3 lanes with bicycle lanes, which is a great improvement and should go forward on 15th NE.
- Add more bicycle trails (or at least a continuous sidewalk system) so that walking or riding to the local parks is not in the street.
- What happened to the connective bicycle path from Aurora Avenue to 15th NE along North 155th?
- How will the Interurban trail cross Aurora?

Parking:

- Add more street parking.
- Do not remove street parking so that streets can be widened. Often times, parking is eliminated for homes that do not have driveways.

Transit:

- Add more buses, including express routes, in Shoreline. Increase the frequency of transit will encourage more riders during work hours.
- Build more bus shelters in Shoreline.
- Add buses on route 41 from Northgate to downtown.
- Add a bus route on 155th to Shoreline Community College.
- Increase bus service from Jackson Park to Bellevue. It is limited to three times in the morning and evening and is slowed down by insufficient carpool lanes in the University District.
- Reinstate Route 377 on 15th Avenue NE, as it was the only bus to go downtown.
- Transit service on Aurora Avenue works well as do the park and ride facilities.
- Expand Bus service in Shoreline, especially to reduce the environmental effects of traffic congestion.
- Encourage public transportation, carpooling, and use of alternative fuels.
- Actively work to bring the monorail to Shoreline.
- Campaign against light rail and work to expand bus service.

- The citizens of Shoreline are paying money to Sound Transit and should receive increased transit service in return.
- Why is 150th a bus route?
- How will Sounder trains serve Shoreline?
- What if Shoreline had its own bus service?

Freight:

- Explore a way to reduce the number of trucks on the highways due to pollution and safety issues.