

Section 8. Mitigation. The SEIS ~~lists-recommends~~ a number of measures that will be necessary to mitigate for probable significant environmental impacts for certain environmental elements addressed in the document. The following measures are described in the SEIS and ~~will shall~~ be ~~implemented-considered~~ by the City of Shoreline:

1. The City will work with businesses to minimize potential impacts to businesses and residents affected by construction of street improvements on 15th Avenue NE.
2. Improvements to 15th Avenue NE within the North City Business District (NCBD) shall include the following streetscape design elements:
 - a) Lighting.
 - b) Landscape treatment.
 - c) Street trees and decorative tree grates.
 - d) Convenient, safe, frequent, and easy pedestrian crossings.
 - e) Special pavement treatment to identify pedestrian crossings.
 - f) Special street signage for the North City Business District.
 - g) Street furniture.
 - h) Undergrounding of utility lines.
3. ~~Prior or concurrent with the beginning of the construction of improvements to 15th Avenue NE the following traffic mitigation to neighborhood streets and to 15th Avenue NE outside the North City Business District shall be required.~~ The following traffic calming measures shall be included in options considered for mitigating potential increases in traffic volumes and speeds resulting from the North City Business District improvements:
 - a) Remove centerline striping on 10th Avenue NE except where the centerline is required for safety and evaluate possible reduction of the speed limit.
 - b) Install a chicane on NE 177th Street between 15th Avenue NE and NE Serpentine Place near the crest of the hill, at approximately 1703 NE 177th Street.
 - c) Close NE Serpentine Place at NE 177th Street to vehicles with a cul-de-sac, but maintain pedestrian and bicycle connections. Investigate the possibility of providing a pocket park at this location.
 - d) Install a traffic calming device on NE 177th Street at the closed intersection with NE Serpentine Place. The stop signs currently at this location will no longer be warranted and should be removed.
 - e) Install traffic circles on NE 168th Street at 16th Avenue NE, 21st Avenue NE and 23rd Avenue NE. The traffic circles at 21st Avenue NE and 23rd Avenue NE may be substituted with a chicane between 21st Avenue NE and 23rd Avenue NE.

- f) Remove striping on NE 168th Street in flat areas. Centerline striping to remain between 18th Avenue NE and 15th Avenue NE.
 - g) Install curb, gutter, and sidewalks along NE 175th Street east of 15th Avenue NE, at a minimum of 100 feet past the intersection with NE Serpentine.
 - h) Revise the roadway design in the vicinity of 25th Avenue NE and NE 168th Street to guide the primary flow of traffic to remain on the arterial. This may include revisions to the traffic control or restriping the lanes.
 - i) Restripe 15th Avenue NE to a two or three-lane roadway, with appropriate transitions, turn-pockets, and two-way center left turn lanes, between NE 145th Street and the North City Business District south boundary. The City will work with businesses to maintain safe business access.
 - j) Restripe 15th Avenue NE to a two or three-lane roadway, with appropriate transitions, turn-pockets, and two-way center left turn lanes, from the North City Business District north boundary to NE 196th Street.
 - k) Implement a monitoring program to determine post-construction impacts on residential streets and the need for secondary-additional traffic-calming mitigation measures in neighborhoods near the North City Business District. Baseline data from the monitoring prior to the construction of the 15th Avenue NE improvements shall be compared with additional monitoring one and two years after completion of construction. In order to determine levels of cut-through traffic, monitor residential streets surrounding the 15th Avenue NE corridor (including NE 168nd Street, NE 177th Street, 8th Avenue NE, Perkins Way, 10th Avenue NE, and the intersections of NE 165th Street/15th Avenue NE and NE 165th Street/5th Avenue NE). Evaluation of potential impacts of cut-through traffic should be based on the threshold monitoring criteria described in Appendix B of the Draft SEIS, Table A-9.
4. The City of Shoreline should develop a plan for pedestrian/sidewalk/bicycle connectivity of the area surrounding the North City Business District in order to enhance pedestrian safety and encourage non-motorized transportation by the year 2005.
 5. The City of Shoreline should work with Metro Transit to incorporate appropriate methods to facilitate speed and reliability of transit on 15th Avenue NE.

The City of Shoreline should work with Metro Transit to determine post-construction impacts to transit speed and reliability. The City of Shoreline should develop additional improvements warranted by the results of monitoring as part of the City's annual CIP process.