

Figure 8-10: Traffic Calming Devices in the City of Shoreline

Figure 8-10 illustrates the location of existing Traffic Calming Devices in the City of Shoreline. Currently, the only traffic calming device within Town Center is a traffic circle at N 183<sup>rd</sup> Street and Stone Avenue N. However, since 2006 the City's Traffic Services Division has worked with neighborhood associations throughout the City to create Neighborhood Traffic Action Plans (NTAP's), in the hopes of improving the safety, mobility, and livability of the City's neighborhoods.

The NTAP program has resulted in comments and recommendations for the four neighborhoods surrounding the Town Center (Hillwood and Richmond Highlands to the west, and Echo Lake and Meridian Park to the east), with potential improvements prioritized based on community input. Examples of traffic calming that were proposed through the NTAP program included installing a traffic circle at N 178<sup>th</sup> Street and Wallingford Avenue N (just east of Town Center) to cut down on traffic speeds and potential collisions, and installing a traffic calming device at Linden Avenue N and N 180<sup>th</sup> Street.

Section 20.92.040 of the proposed Town Center Code is focused on Neighborhood Protection Standards for the surrounding neighborhoods. Section 20.92.040(E) notes that all development in the Town Center will be required to complete a traffic study (they are already required for all projects resulting in 20 net PM peak hour trips, per SMC 20.60.140), and include a specific focus on any mitigation measures that are needed to mitigate potential impacts related to cut-through traffic or parking. Traffic calming devices are a common solution to addressing cut-through traffic impacts.

### *8.1.3 Pedestrian and Bicycle Environment*

Given the current automobile-oriented nature of the Town Center, most notably Aurora Avenue N, pedestrian and bicycle amenities are fairly limited. Figure 8-11 illustrates the Existing Pedestrian Facilities in the City, while Figure 8-12 shows the Existing Bicycle Facilities. The main north/south pedestrian and bicycle route through the Town Center is the Interurban Trail, a separated path that runs along the eastern side of Aurora Avenue N through the entirety of the Town Center, connecting to Edmonds and Seattle to the north and south. Concrete sidewalks exist on N 185<sup>th</sup> Street and N 175<sup>th</sup> Street, and on east side of Linden Avenue N along the western edge of the Fred Meyer, but are piecemeal in nature throughout the rest of Town Center. As part of the Aurora Corridor project, new wider sidewalks will be installed on the west side of Aurora Avenue N, while the Interurban Trail will continue to serve pedestrian traffic on the east side of Aurora. There are designated bike lanes on N 185<sup>th</sup> Street east of the Interurban Trail, but no other east-west bicycle lanes to move bicyclists through the Town Center and connect them to other parts of the City and region.

Several Town Center Subarea Plan policies address creating a more walkable environment within the Town Center. Policy TC-10 calls for creating a seamless network of safe, convenient, and attractive walkway improvements within Town Center that also connects to all streets, the Interurban Trail, high capacity transit on Aurora, and adjacent neighborhoods, while Policy TC-12 calls for creating safe and attractive pedestrian crossings of Aurora, walkways to better link uses within Town Center, and more direct and attractive walkways from adjacent neighborhoods. In regards to bicyclists, Policy TC-11 calls for improved and expanded bicycle paths.

The Town Center Subarea Plan and Code also place a great emphasis on creating quality pedestrian and bicycle connections within and between individual parcels in the Town Center. Section 20.92.060(A) of the Town Center Code calls for promoting and enhancing public walking and gathering with attractive and connected development, which provide safe routes for pedestrians and disabled people across parking lots, to building entries, and between buildings, while Section 20.92.060(D) requires developments to include internal walkways that connect building entries, public places, and parking areas with the adjacent street sidewalks and Interurban Trail.

As part of the TMP, the City has developed proposed Draft Pedestrian and Bicycle System improvements (which, as previously mentioned, would be the same for the Proposed Action and No Action Alternatives). These plans call for the installation of sidewalks along the entirety of Linden and Midvale Avenues N and Firlands Way N, as well as adding designated east-west bike lanes to N 175<sup>th</sup> Street and N 185<sup>th</sup> Street for the entirety of the Town Center and beyond, allowing for improved pedestrian and bicycle connections to adjacent neighborhoods and the region. Figures 8-13 and 8-14 show these proposed improvements. If sufficient funding were to become available, completion of these projects would result in a major improvement to the existing pedestrian and bicycle environment in the subarea, and be consistent with numerous goals and policies of the Town Center Subarea Plan.

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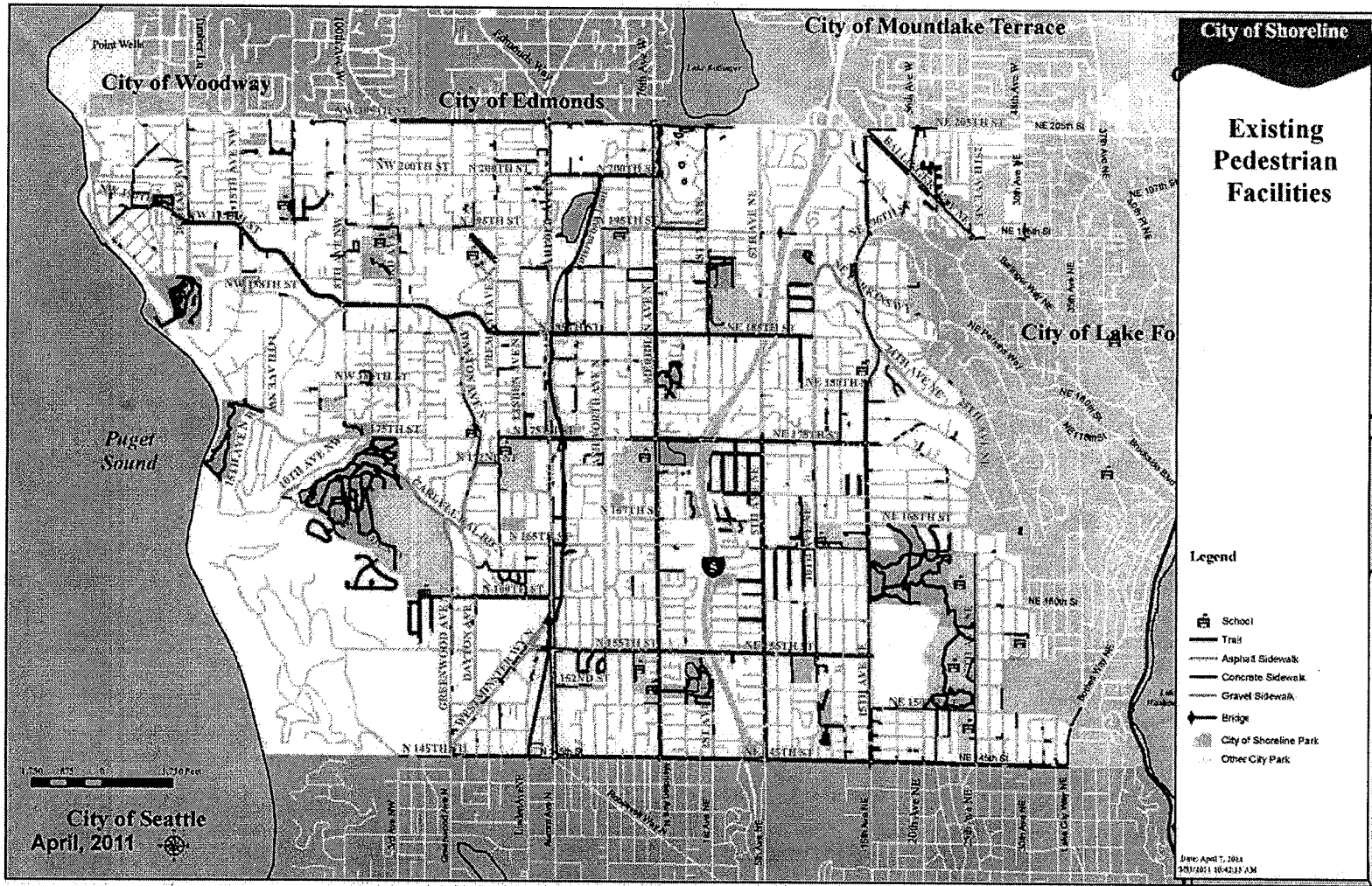


Figure 8-11: Existing Pedestrian Facilities

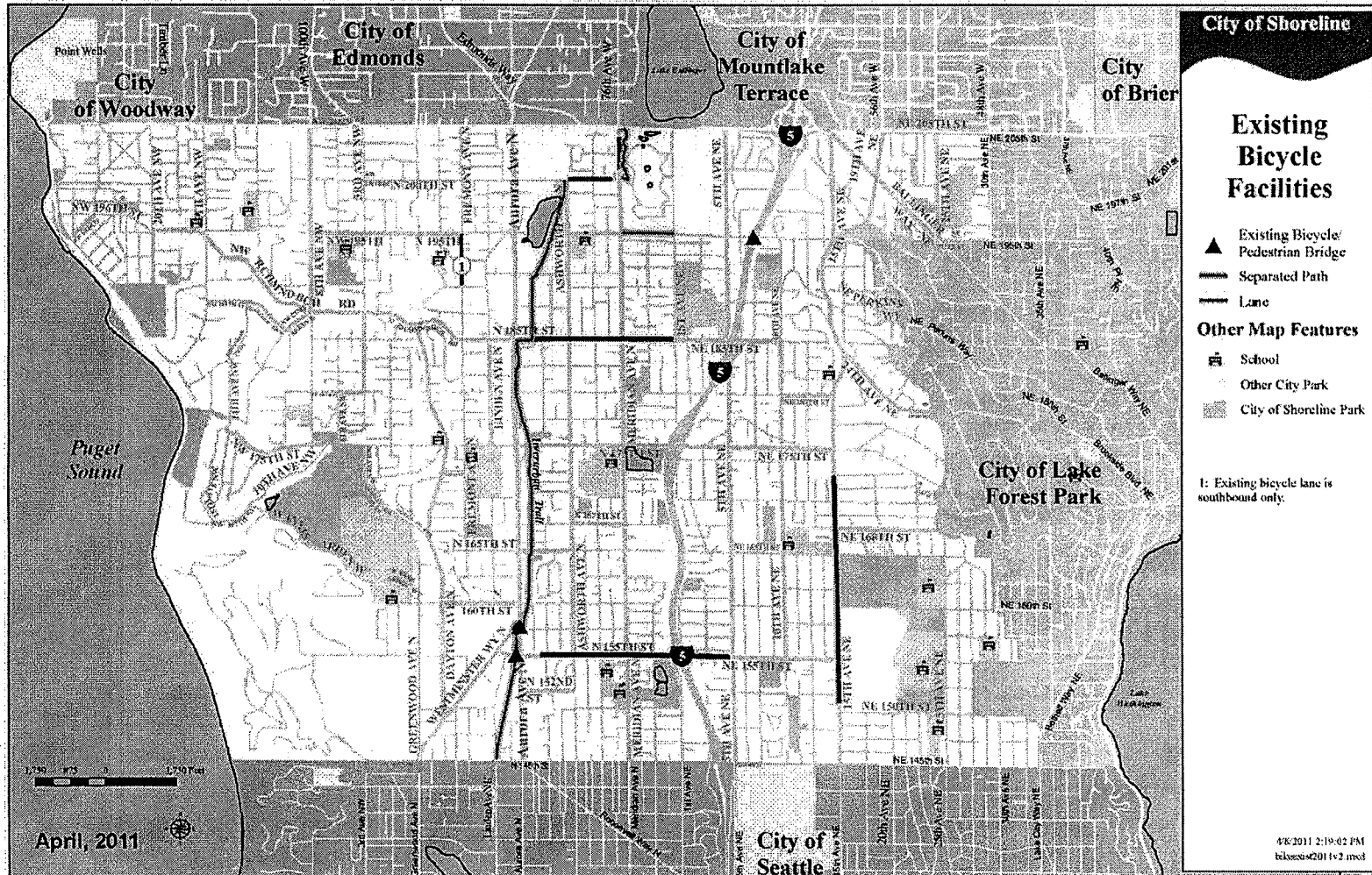


Figure 8-12: Existing Bicycle Facilities



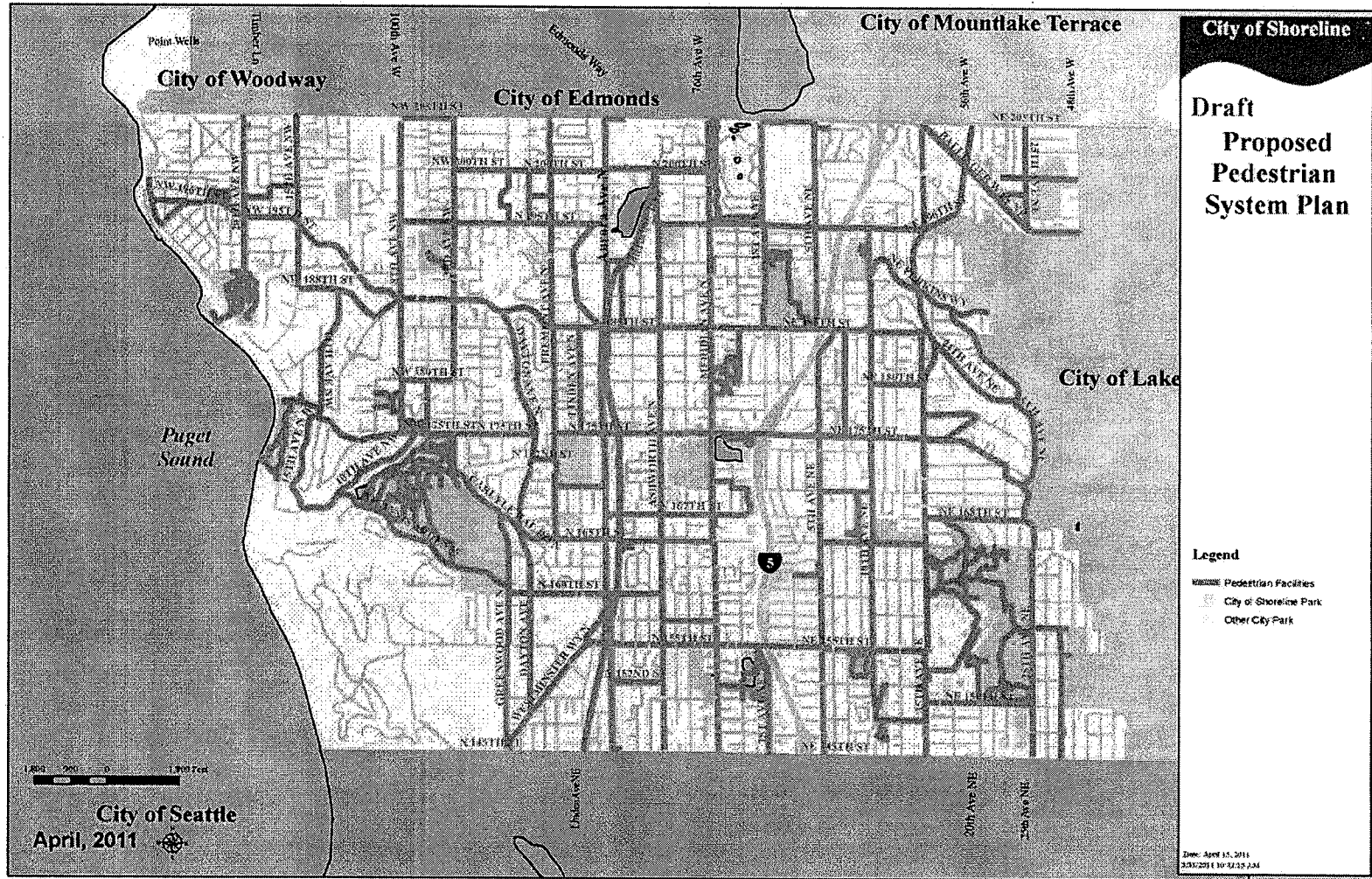


Figure 8-13: Draft TMP Pedestrian System Plan

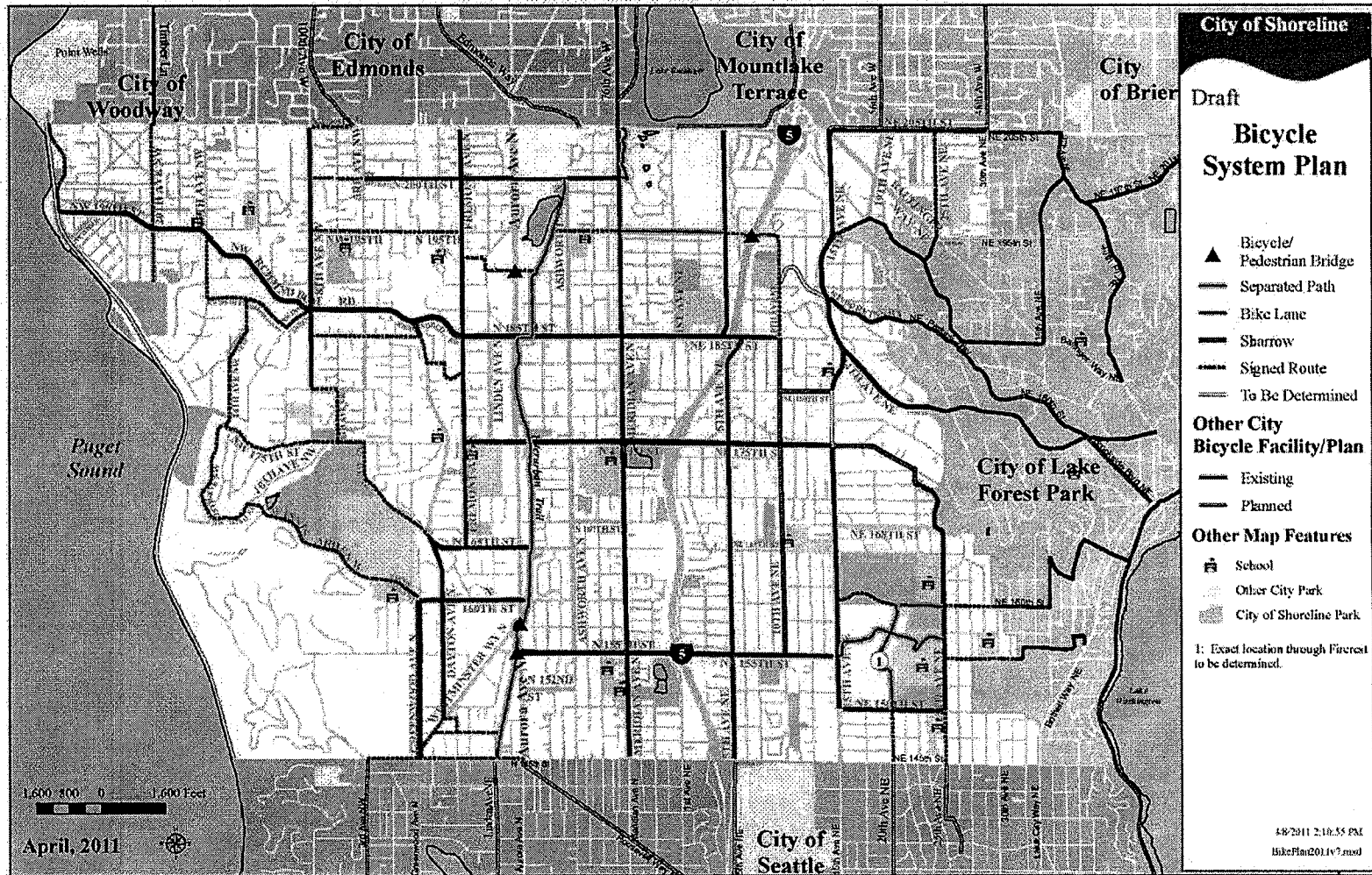


Figure 8-14: Draft TMAP Bicycle System Plan

#### 8.1.4 Transit

The Town Center Subarea Plan places a great emphasis on improving and expanding the transit system within the subarea, with high capacity transit along Aurora Avenue N, frequent local bus service, and future Sound Transit light rail service (estimated to open in 2023) envisioned as providing a variety of transit connections to adjacent neighborhoods and the surrounding region. Additional focus has been placed on creating a network of walkways and pedestrian connections to help transit users connect to and navigate the Town Center.

##### *Existing Bus Service*

A number of existing bus lines operate within the Town Center and vicinity, either all day (Figure 8-15) or during peak commute hours (Figure 8-16). These include King County Metro Line 358, which provides service along Aurora Avenue N to Downtown Seattle every 7-15 minutes throughout the day; Metro Line 301, providing peak service down Interstate 5 to Seattle; and Metro Line 348, which provides service along N 185<sup>th</sup> Street between Richmond Beach and the Northgate Transit Center.

##### *Future Bus Service and Proposed Short-Term Transit Enhancements*

Starting in 2013, King County Metro will begin operating the RapidRide E Line along Aurora Avenue N. Largely following the route of Line 358, the line will provide faster and more frequent service between Aurora Village Transit Center and downtown Seattle, with stations at N 175<sup>th</sup> and 185<sup>th</sup> Streets and additional stops at N 180<sup>th</sup> and N 170<sup>th</sup> Streets. To capitalize on the new RapidRide line, the City of Shoreline has developed a draft series of short-term transit enhancements (Figure 8-17) to help expand transit opportunities in the Town Center and throughout the City. Desired improvements, including increasing King County Routes 373 and 330 to All-Day service, would be subject to King County Metro planning, prioritization, and funding. However, the City of Shoreline will continue to work and coordinate with Sound Transit in an attempt to maximize transit opportunities within and adjacent to the Town Center, in hopes of creating the transit-friendly, pedestrian-oriented environment envisioned in the Subarea Plan.

##### *Future Light Rail Service and Proposed Long-Term Transit Enhancements*

Sound Transit is currently evaluating alternatives for the North Corridor extension of Link light rail service, which, when operational in 2023, would extend light rail service north from Northgate (anticipated to open in 2021), through Shoreline, and on to Lynnwood. The Sound Transit 2 Plan (approved by voters in 2008) assumed a fully elevated light rail line along Interstate 5, with stations at NE 145<sup>th</sup> Street and NE 185<sup>th</sup> Street. However, additional alternatives, including a potential line along Aurora Avenue N, are currently being evaluated. The City of Shoreline has not adopted a preferred alternative, and as such has proposed a draft series of long-term transit enhancements (Figure 8-18), which focus primarily on expanding feeder service to the future light rail stations (either along N 185<sup>th</sup> Street to I-5, or along Aurora Avenue N to N 155<sup>th</sup> Street or N 192<sup>nd</sup> Street).



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