

Public Engagement Summary

April 2017



Introduction

Safe Streets Project

The City of Lake Forest Park is leading an effort called “Safe Streets” to make its streets safer for all users and to improve connections to transit and amenities like the Burke-Gilman Trail, Interurban Trail, parks, and schools. Through this process, we hope to accomplish four goals:

- Address key conflicts between pedestrians, cyclists, and motorists.
- Develop an enhanced Capital Improvements Program (CIP) that includes specific projects ranked according to priority.
- Conduct a robust public engagement process to ensure the community has ownership in the solutions identified.
- Increase safe connections to transit and amenities.

There is a concurrent project happening, called “Safe Highways,” which is looking at the two state highways (SR 522 and SR 104) and how to make them safer, more accommodating to transit, and more walkable and bikeable. The Safe Streets project is separate and is looking at all the other local streets in Lake Forest Park. The Safe Streets project was initiated by City staff in the fall of 2016 and is being led by a project team of City and consultant staff. The project builds on past City planning efforts including the Strategic Plan, Comprehensive Plan, and Legacy 100-Year Vision.

Outreach to Community Members

The project team conducted a series of stakeholder interviews in January and February 2017 to learn about challenges and opportunities regarding safety and access on Lake Forest Park streets. Interviewees included City Councilmembers, the Mayor, Police Department staff, Public Works staff, and three school principals. The stakeholder interviews helped inform the public engagement efforts and initial project ideas. A summary of the stakeholder interviews is available on the project website: www.lfpsafestreets.com.

This led to a public outreach process in February and March 2017 to identify community priorities. Community members had the opportunity to share their ideas at an open house, at a meeting with Block Watch leaders, through an online comment form on the project website, and by contacting Neil Jensen, the City's project manager. Through this process, participants provided information on the types and locations of transportation safety issues that currently exist and helped identify high priority transportation improvement projects. A summary of public engagement efforts and what we heard is provided in the following section.

Public Engagement Activities

Open House

The City held an open house on March 21, 2017 to hear community members' ideas for how to make its streets safer and improve connections. In order to encourage broad attendance and participation, the City spread the word about the open house in a number of ways, which included:

- Sharing event information on the project and City websites, the City's newsletter, Facebook, Twitter, the City's web newflash, Next Door, and the Shoreline Area News;
- Contacting Brookside, Lake Forest Park, and Briarcrest Elementary Schools and asking them to share event information with student families and staff;
- Contacting over 15 community organizations and asking them to share event information with their members;



Approximately 70 people participated in the lively open house. The event began with people informally viewing posters and sharing initial thoughts on projects needed to improve street safety. City and consultant staff then gave a presentation on the project and 21 draft transportation improvement projects that could be used for capital project planning. Following the presentation, participants worked in small groups to prioritize their top five projects, coming to consensus on the best way for the City to

use limited resources. Groups placed dots on table maps, using a green dot for their top priority project and red dots for their remaining top four priorities. At the end of the exercise, each small group reported out to the larger group, and the facilitator created a composite map capturing the results.

The composite map revealed projects that the majority of open house participants considered high priority (i.e. projects that received a green or red dot), as well as new projects for the City to consider. The results of the mapping exercise from the open house are provided in Table 1.

Open house participants were enthusiastic about the possibility of addressing some of their street safety issues. As one woman expressed at the end of the event, the method of shared identification of priority projects was extremely effective and successfully highlighted where the city should target its resources.



Block Watch Meeting

The project team met with Block Watch “Captains” on Monday, March 27 following the open house. Approximately 20 community members participated. After a brief presentation by the project team, the Block Watch Captains participated in the same mapping exercise from the open house. The results of the mapping exercise were similar to those from the open house, though a few new project ideas were proposed. The results of the mapping exercise from the Block Watch meeting are provided in Table 1.

Online Comment Form

An online comment form was available on the project website from February 13th through April 1st for community members to provide feedback on the Safe Streets project. The comment form posed the following questions:

- What are some of the challenges with Lake Forest Park’s streets today? Are there specific locations that feel unsafe?
- What specific locations/safety improvement projects should the City prioritize?

Over 100 submittals were received. Input received through the comment form is captured in the public comment summary at the end of this document.

Mapping Exercise Results

The combined results of the mapping exercise from the open house and Block Watch meeting are provided in Table 1 on the following page. The top ranked projects in the table are those considered highest priority by the greatest number of event participants. Feedback from the online comment form and stakeholder interviews also supported several of these projects.



Projects are ranked in order of number of dots received, with green dots listed first because they represent participants' top priority projects. Red dots indicate other high priority projects identified by participants. The projects are keyed to the identification numbers in the draft list of transportation safety improvement projects, which is attached at the end of this summary. Project ideas generated by participants that are not on the draft list are marked as "NEW" in the table.

It is important to note that the project ideas listed in Table 1 are still subject to City vetting and engineering feasibility. The public input we received will play a crucial role as the City and project consultants evaluate the projects in April 2017, but not all ideas discussed during the outreach process will be feasible. The project consultants will present their professional recommendations to City Council in May or June 2017.

Table 1. Combined mapping exercise results

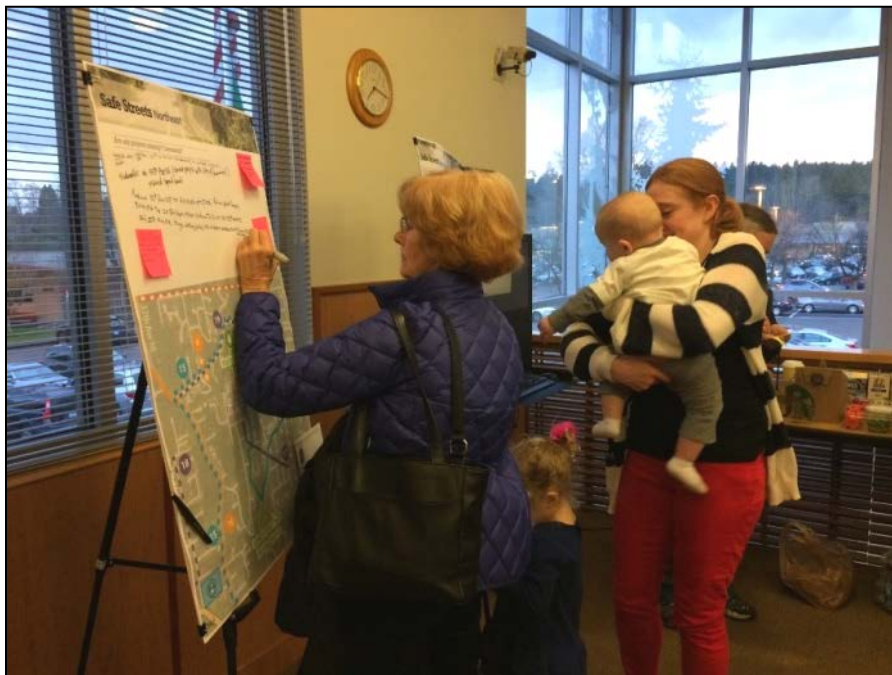
Rank	ID #	Description	Green Dots	Red Dots
1	6	Safe routes to school near Brookside Elementary (sidewalk/path on 37th Ave NE)	5	4
2	9	Improvements at intersection of NE 178th St, NE 180th St, Brookside Blvd NE	3	6
3	11	Bike/pedestrian improvements on NE Perkins Way. Participants generally favored widening the street rather than converting to a 1-way street.	1	5
3	18	Safe routes to school near Lake Forest Park Elementary (sidewalk/path on Walking Wednesday routes)	1	5
5	7	Sidewalk/path on NE 178th St from 33rd Ave NE to City border	1	1
5	21	Sidewalk/path on 55th Ave NE to improve Linwood Park access	1	1
5	NEW	Traffic calming on 37th Ave NE from NE 178th St to NE 156th St and on NE 156th St	1	1
8	16	Sidewalk/path on 40th PI NE from NE 185th St to NE 197th St	1	0
9	4	Speed warning signs at five locations that experience frequent speeding (with additional location requests on NE Perkins Way and NE 187th St)	0	8
10	5	Bike/pedestrian improvements to connect dead ends on 35th Ave NE	0	3
11	2	Safe routes to school near Briarcrest Elementary (sidewalk/path on Walking Wednesday routes)	0	2
11	8	Traffic calming on NE 178th St from Brookside Blvd NE to City border	0	2
11	14	Sidewalk/path on NE 187th and NE 184th St from NE 187th St to NE 178th St	0	2
11	NEW	Combination of projects 15 and 16	0	2
11	NEW	General 37th Ave NE speed control/traffic calming	0	2
16	3	Safe routes to school near 3 schools - Briarcrest, Shorecrest, Kellogg (sidewalk/path and traffic calming)	0	1
16	12	Bicycle improvements on 40th PI NE, 35th Avenue NE, NE 182nd Street, and Brookside Boulevard NE	0	1
16	13	Improve pedestrian safety on 35th Ave NE and NE 182nd St	0	1
16	15	Bicycle access improvements on NE 197th St and 40th PI NE to Burke-Gilman	0	1
16	NEW	Combination of projects 2 and 3 (both Safe Routes to School)	0	1
16	NEW	Combination of projects 15, 16 and 19 (pedestrian improvements on NE 197th St)	0	1
16	NEW	Reengineer intersection of 37th Ave NE and NE 165th St to help ensure motor vehicles stop	0	1
16	NEW	Traffic calming on Lago PI NE from 15th Ave NE to NE 185th St Sound Transit Station	0	1
16	NEW	Reduce cut through traffic on 39th Ave NE	0	1
16	NEW	Sidewalks in the street gap near Project 12 just west of SR 522	0	1
16	NEW	Forest Park Dr traffic calming and pedestrian improvements	0	1
16	NEW	McKinnon Creek Trail connection	0	1

Public Comment Summary

The following is a summary of public comments heard during the open house, the Block Watch meeting, via the online comment form, and via email. Comments are not listed in any particular order.

General Comments

- Speeding, cut-through traffic, and/or insufficient pedestrian and bicycle amenities are creating conflicts between street users.
- The City needs safer, better pedestrian and cyclist access to popular amenities like the shopping center, Burke-Gilman trail, public transit stops, parks, and more.
- The City is evolving and growing, and where some roads were once quiet enough to walk the shoulder, they now need safer separation for pedestrians and cyclists.
- Students need safe routes to school. Traffic calming, sidewalks/pedestrian paths, and safe crossings are needed in key locations.
- There is an interest in implementing traffic calming projects in targeted locations.
- Roadway impediments, such as overgrown vegetation and garbage bins, affect pedestrian/cyclist safety and level of comfort.
- Transportation improvements should be done in a manner that respects the environment.
- Use resources wisely, making improvements in the highest hazard areas in the most cost-efficient manner possible.



Sidewalks

- Sidewalks are most needed along roads used by children walking to school, including schools not located within Lake Forest Park.
- Sidewalks are needed (or should be extended) in the following locations:
 - At the intersection of 25th Ave NE and Forest Park Dr NE, where there is a school bus stop
 - Along 30th Ave NE, north of NE 195th St
 - Along 34th Ave NE from NE 165th St to NE 160th St
 - Along 35th north of Ballinger Way NE, particularly north of NE 195th St where the road turns into 37th Ave NE and leads into Mountlake Terrace
 - Along 35th Ave NE from NE 160th St to NE 156th St
 - Along 36th Ave NE where the road curves and turns into NE 158th Pl heading to Briarcrest, where there is currently a blind turn for both pedestrians and drivers
 - Along 37th Ave NE next to Lake Forest Park Elementary, from NE 165th St to NE 178th St, from NE 189th Pl to NE 192nd St, from NE 188th St to NE 195th St, from NE 165th St to Brookside Blvd NE
 - On the sharp corner at 37th Ave NE and NE 156th St due to lack of visibility caused by trees and a blind curve
 - At the intersection of 37th Ave NE and NE 156th St, where there is a blind turn
 - Along 40th Pl NE from Ballinger Way NE to NE 197th St
 - Along 44th Ave NE toward Town Center
 - Along 53rd Ave NE between NE 187th St and NE 184th St
 - Along 55th Ave NE, including from Briar to Linwood Park
 - Along NE 160th St from 35th Ave NE to 25th Ave NE
 - Along NE 162nd St from 35th Ave NE to 37th Ave NE
 - Along NE 175th St from 47th Ave NE toward Town Center
 - Along NE 178th St
 - Along NE 180th St/NE Perkins Way
 - Along NE 182nd St
 - Along NE 184th St
 - Along NE 187th St
 - Along NE 188th St between 37th Ave NE to NE 195th St
 - Along NE 197th St toward Horizon View Park, and around Horizon View Park in general
 - Along SR 104
 - Along SR 522 from NE 165th St to Ballinger Way NE
 - Along Ballinger Way NE, including between Town Center and Lake Forest Park Elementary
 - Along Forest Park Dr NE, where sidewalk is not continuous
 - Along at least one side of every neighborhood street

- On either side of Grace Cole Nature Park
- Install a railing separating the walkway from cars on 37th Ave NE because children might not be visible to drivers.
- Last year, there was a traffic fatality on NE 160th St, and we lost an amazing young woman. Many people do not feel safe walking around this neighborhood and would feel safer if there was a sidewalk on at least one side of the street.
- Consider installing a curb to protect the walking path on 37th Ave NE between NE 165th St and NE 178th St.
- If cost is an issue, it would be preferable to have many pedestrian paths rather than just a handful of sidewalks.
- Consider installing speed limit signs in the middle of the road on 37th Ave NE near Lake Forest Park Elementary (like the ones installed on 35th Ave NE south of Ballinger Way NE) as an interim solution until sidewalks can be built.

Pedestrian Crossings

- The biggest pedestrian-vehicle conflict area in the City is crossing SR 522 at Brookside Blvd NE. This is a major transit transfer area. One solution could be to construct a pedestrian sky bridge across SR 522. This would also increase connectivity with the Burke-Gilman Trail.
- Crossings are needed at/on:
 - 29th Ave NE and NE 178th St
 - 39th Ave NE and NE 165th St for children walking to school
 - Ballinger Way NE & 35th Ave NE
 - Ballinger Way NE & NE 178th Street
 - Ballinger Way NE between the north driveway entrance to the Town Center and NE 178th St
 - The north driveway entrance to the Town Center on Ballinger Way NE near the Windermere Building and Lake Forest Park Bar & Grill.
- Crossings should be improved at:
 - The intersection of 40th Pl NE, Ballinger Way NE, and NE 184th St
 - NE 170th St and Brookside Blvd NE
 - Bothell Way NE at NE 165th St (consider blinking yellow caution lights a block before the intersection, or a pedestrian overpass to link the neighborhoods with the Burke-Gilman Trail)
 - Bothell Way NE and Beach Dr NE, where drivers in the bus-only lane making right turns do not make a full stop at crosswalk
 - Town Center and access to Burke-Gilman Trail (consider a pedestrian overpass)

Traffic Signals and Signage

- Install signage to:
 - Reduce non-local traffic cutting through at 35th Ave NE and NE 182nd St
 - Restrict left turns at 39th Ave NE and Bothell Way NE from 6am-10am on weekdays
 - Replace the light-up “actual speed” sign that was removed from NE 160th St and 35th Ave NE
 - Provide drivers with speed warnings along NE 197th St toward Horizon View Park
 - Restrict turns for drivers and give pedestrians priority
 - Create more and better-marked crosswalks on Ballinger Way NE
- Install four-way stops at:
 - NE 178th St and 28th Ave NE
 - NE 178th St and Brookside Blvd NE
- Install stop lights:
 - On 25th Ave NE at the boundary with Shoreline
 - For people trying to get on Ballinger Way NE from 40th PI NE
 - At NE 178th St and Ballinger Way NE to make it safer to cross for pedestrians and reduce congestion for drivers
- Install stop sign/traffic circle:
 - At 34th Ave NE and NE 163rd St
 - Near NE 160th St, 33rd Ave NE and 34th Ave NE
 - At the hairpin turn on NE 162nd St and 35th Ave NE
 - At the east end of the alley behind Albertsons
 - At the intersection of Beach Dr NE and Shore Dr NE
- Drivers ignore stop signs at/on:
 - The intersection of 25th Ave NE and Forest Park Dr
 - NE 178th St at triangle with 47th Ave NE (“do not enter private road” sign might be confusing drivers)
 - 37th Ave NE (particularly at NE 162nd St and NE 165th St)
 - 35th Ave NE
 - NE 180th St, NE 178th St, and Brookside Blvd NE
- At the end of 49th PI NE / NE 187th St where it meets the intersection of NE 187th PI / NE 193rd St, install a center line curb for 50 feet or so before the stop sign to compel drivers to slow enough to make a safer left turn onto 49th PI NE.
- Prohibit left turns from NE 178th St onto Ballinger Way west bound. This should be a right turn only (at least during commuting hours).

Traffic Calming

- Traffic calming is needed at/on:
 - 33rd Avenue NE near the cemetery entrance
 - 34th Avenue NE
 - Cedar Way/37th Ave NE entering Lake Forest Park
 - 37th Ave NE, particularly next to the high school
 - 38th Ave NE and SR 522
 - 44th Ave NE
 - 47th Ave NE, coming down the hill from NE 184th St
 - NE 156th St from 37th Ave NE and 35th Ave NE to 33rd Ave NE and NE 155th St, due to high volume of cut-through traffic from Bothell Way
 - NE 160th St, where children walk to and from school
 - NE 165th St and 41st Ave NE
 - NE 167th St and 33rd Ave NE
 - NE 170th St and the intersection with 45th Ave NE
 - NE 178th St west of Ballinger Way NE
 - NE 178th St east of Ballinger Way NE from 47th Ave NE to the Kenmore border
 - NE 180th St between the intersection of Brookside Blvd NE and NE 178th St and the first bend in NE 180th St west of the intersection
 - NE 182nd St to 35th Ave NE, due to high volume of cut-through traffic
 - NE 187th St on top of the hill
 - NE 197th St going to Horizon View Park (install permanent pylons separating the road from the shoulder on north side of NE 197th St)
 - Lago Pl NE
 - Forest Park Dr, including the intersection with 25th Ave NE
 - Uphill from Brookside Elementary School
 - The Briarcrest/Sheridan Heights border (drivers speed on NE 160th St, NE 158th St, 35th Ave NE and 34th Ave NE)
 - Zone 7, due to the high number of blind turns
 - In the Town Center itself. There has been a large increase of vehicles speeding through the Town Center at unsafe speeds to avoid a signal.
- Consider employing:
 - Traffic circles/roundabouts
 - A planter at First Park Dr and 25th Ave NE (offset it toward 25th Ave NE)
 - Speed enforcement cameras at Ballinger Way NE and Bothell Way NE and on SR 104 and WA 522
 - Warning lights embedded in the street
- Adjust speed limits by:
 - Reducing the speed limit on 55th Ave NE

- Standardizing arterial street speeds
- Adopting the Vision Zero speed limits that Seattle recently established (20 mph for residential streets)
- Increasing the speed limit on Bothell Way NE to 45mph
- Make sure the City's traffic calming program is available to residents.
- Speed bumps and stop signs seem more efficient than roundabouts.

Cyclists

- Install a bike lane:
 - Along 35th Ave NE north of Ballinger Way NE, and from there south along Ballinger Way NE to the lake
 - Along NE 180th St/NE Perkins Way
 - Along Ballinger Way NE
- Install a curb to separate the bike lane from sidewalk on NE 195th St (where it curves north to 30th Ave NE).
- Install a sign on NE Perkins Way to indicate to motorists that the road is a scenic bicycle route and bicyclists should be given priority.
- Install bike parking in the lower level of the Lake Forest Park Center.
- Install sharrows on 40th Pl NE.
- Mark all streets with sharrows.
- All drainage grates should have the slots perpendicular to the flow of bicycle traffic.
- Cyclists run red lights and stop signs at Ballinger Way NE and Bothell Way NE and NE 165th St.
- Storm debris that accumulates on Ballinger Way NE is dangerous for cyclists.
- 55th Ave NE is narrow and harrowing for cyclists.
- Keep motorized bicycles off the Burke-Gilman Trail.
- Enforce speed limits and stop signs on Burke-Gilman Trail. Numerous pedestrians have been hit by cyclists.
- Sponsor events to help make Lake Forest Park the bicycle capital of the Puget Sound.
- There aren't many conflicts between pedestrians/bicycles and motor vehicles on SR 104.

Lighting

- LED street lights are needed around Horizon View Park.
- Consider LED lights like those in Edmonds.
- Do not use LED street lights on 37th Ave NE.
- Use bulbs with low lumens and warm coloring on dark sections of the Burke-Gilman Trail (e.g. between Town Center and NE 165th St).
- If unable to provide pedestrian lighting, dim street lighting.
- Street lights are needed:
 - At 25th Ave NE and 26th Ave NE (because the turn on to 26th Ave NE is blind)

- Along 35th Ave NE (north of Ballinger Way NE) for both drivers and pedestrians
- Along 40th PI NE
- Along NE 160th St from 35th Ave NE to 25th Ave NE for pedestrians
- At corners at the Ballinger Way NE and NE 175th St intersection (to make pedestrians more visible to drivers)

Trails

- McKinnon trail is an essential connection between Horizon View Park, Town Center, and bus service on SR 522.
- A trail is needed to replace the downhill lane on NE 180th St along the creek so that pedestrians, kids, and cyclists can safely connect between Interurban and Burke-Gilman Trails.
- A pedestrian path is needed from the walkway that connects 39th Ave NE to Bothell Way NE and connection with bridge (through/around Chevron station).
- Add a connection between the public easement at the north end of 39th Ave NE and Town Center.

Landscaping

- Sidewalks should be permeable where possible.
- Incorporate stormwater improvements into upgrades when possible.
- Vegetation along NE 160th St is overgrown and forces pedestrians and cyclists to walk in the street.
- Clear all vegetation that impedes visibility and lighting.

Parking

- At Brookside Elementary School, cars park on the east side of 37th Ave NE, causing parents and children to walk in the street.
- Put car parking in the new park at NE 178th St and 37th Ave NE, across the street from Brookside Blvd NE.
- Consider the interrelationship between demand for parking and traffic safety.
- Parking for commuters and those connecting to bus and light rail is insufficient in the Lake Forest Park mall area.

Other

- At Ballinger Way NE and Bothell Way NE, make changes to the intersection geometry to reduce conflicts between users.
- Redesign the intersection of NE 187th Pl and 49th Pl NE and NE 193rd St where there is a hairpin turn.
- Distracted drivers migrate over the white line at NE 178th St between 28th Ave NE and 33rd Ave NE.
- Ballinger Way NE, Bothell Way NE, and NE 145th St should be targeted for increased vehicular movement, rather than local or arterial streets.
- Reconsider restricting access from Bothell Way NE onto 47th Ave NE; recent improvements at this intersection have helped immensely and residents know how to safely use this street.
- Don't cut off traffic from side streets, which will have a negative impact on locals. A better solution is to ensure cars maintain safe speeds.
- The intersection of Brookside Blvd NE and SR 522 is confusing and extremely dangerous.
- Neighbors from Sheridan Terrace and Sheridan Heights are concerned about safe access to buses on SR 522.
- Bicycle and pedestrian improvements should occur simultaneously.
- Don't lose the character of streets.
- Consider using reflective shoulder striping.
- Conduct a study to determine which roads are most used by pedestrians to focus improvements.
- Increase police presence, speed monitoring, and ticketing to slow driving speeds.
- An educational campaign is needed to help reduce speeds. Widely distribute waterproof yard signs saying "20 is plenty" like they have in Seattle.

Lake Forest Park Safe Streets

Draft Project Ideas

1. **Pedestrian Realm Improvements** – Improve pedestrian safety and access to the Burke-Gilman Trail by:
 - Adding a sidewalk or pedestrian path on NE 153rd and 155th Streets
 - Adding pedestrian lighting on 37th Avenue NE
2. **Safe Routes to School** – Add a sidewalk or pedestrian path on the following “Walking Wednesday” routes near Briarcrest Elementary:
 - NE 163rd Street
 - 30th Avenue NE
 - The path from Briarcrest Elementary to NE 157th Street, which goes along NE 156th Street
3. **Safe Routes to School** – Improve pedestrian safety on NE 160th Street, 35th Avenue NE, and NE 162nd Street near Briarcrest Elementary, Shorecrest High School, and Kellogg Middle School through:
 - Traffic calming measures, such as chicanes or traffic circles, and/or
 - Addition of sidewalks or pedestrian paths
4. **Traffic Calming** – Add permanent speed warning signs in five locations that experience frequent speeding – NE 160th Street, NE 178th Street, NE 197th Street (east and west bound), and 55th Avenue NE.



5. **Trail Connections** – Add a bicycle/pedestrian trail to connect two ends of 35th Avenue NE. Vehicular access would be prohibited.
6. **Safe Routes to School** – Add a sidewalk or pedestrian path on 37th Avenue NE from NE 178th Street to NE 165th Street near Brookside Elementary.
7. **Pedestrian Realm Improvements** – Add a sidewalk or pedestrian path on NE 178th Street from 33rd Avenue NE to the city border.

8. **Traffic Calming** – Traffic calming improvements on NE 178th Street to discourage speeding. Potential treatments could include:

- Speed camera (Currently, you can only have speed cameras in school zones. In order to use them further west on NE 178th Street, the City would have to lobby the legislature. Tacoma just did a test project for an area outside schools, so this could be the precedent.)
- Horizontal treatments, such as speed bumps
- Vertical treatments, such as chicanes, planted medians, or narrowed vehicular lanes to make room for bike lanes

9. **Intersection Improvements** – Install stop signs to create all way stop control at the intersection of NE 178th Street, NE 180th Street, and Brookside Boulevard NE.

10. **Traffic Calming** – Cut off access from SR 522 to 47th Avenue NE to discourage cut-through traffic, but design to allow for emergency access.



11. **Bike/Ped Access Improvements** – To improve access and safety for bicycles/pedestrians on NE Perkins Way, either:

- Widen the street to provide a shared-use trail (like the Burke-Gilman) to provide a safe route for cyclists and pedestrians, or
- Convert the street to 1-way and build a shared-use trail in the existing roadway.

Wayfinding signage will be added for cyclists.

12. **Bicycle Improvements** – Improve bike access on 40th Place NE (small segment), 35th Avenue NE, NE 182nd Street, and Brookside Boulevard NE to provide access to the Burke-Gilman Trail by adding bike lanes or “sharrows.”

13. **Pedestrian Realm Improvements** – Improve pedestrian safety on 35th Avenue NE and NE 182nd Street through:

- Traffic calming measures, such as chicanes, and/or
- Addition of sidewalks or wider pedestrian paths

14. **Pedestrian Realm Improvements** – Add a sidewalk or pedestrian path on NE 184th Street from NE 187th Street to NE 178th Street, and on NE 187th Street.

15. **Bicycle Improvements** – Improve bike access on NE 197th Street and 40th Place NE to provide access to the Burke-Gilman Trail via SR 104 by adding bike lanes or “sharrows.”
16. **Pedestrian Realm Improvements** – Add a sidewalk or pedestrian path on 40th Place NE from NE 185th Street to NE 197th Street. A pedestrian path currently exists south of NE 185th Street.
17. **Bike/Ped Access Improvements** – Build a multi-use trail for bikes and pedestrians along the existing Tolt Pipeline Easement.
18. **Safe Routes to School** – Add a sidewalk or pedestrian path on the following “Walking Wednesday” routes near Lake Forest Park Elementary:
 - NE 195th Street from the city border to 37th Avenue NE
 - 35th Avenue NE
 - 37th Avenue NE
19. **Pedestrian Realm Improvements** – Add a sidewalk or pedestrian path on NE 197th Street.
20. **Bicycle Improvements** – Improve bike access on 47th Avenue NE and NE 193rd Street to provide access to the Burke-Gilman Trail via 61st Avenue NE by adding bike lanes or “sharrows.”
21. **Pedestrian Realm Improvements** – Add a sidewalk or pedestrian path on 55th Avenue NE to improve access to Linwood Park.



Potential Projects that would fall under the Safe Highways Effort

- Pedestrian realm improvements along SR 104, such as lighting, sidewalks with a landscaping buffer, additional crossings, etc.
- Intersection improvements at the intersection of SR 104 & NE 178th Street to increase safety, which could include crossings, improved lighting, etc.
- Reconfiguration of the intersection of SR 104 & 40th Place NE to increase safety. This location will potentially have a bus stop in the future.
- Reconfiguration of the intersection of SR 104 & 35th Avenue NE to increase safety, as this location will potentially have a bus stop in the future.
- Complete the sidewalk gap on the west side of SR 522 in front of Chevron.
- Intersection and crossing improvements for pedestrians/cyclists on SR 522 at Brookside Boulevard NE.
- Intersection and crossing improvements for pedestrians/cyclists on SR 522 at NE 165th Street, including modification to signal timing and pedestrian signal timing.
- Add a pedestrian/cyclist crossing on SR 522 at NE 155th Street. This location will potentially have a bus stop in the future.
- Explore alternatives for additional pedestrian/cyclist crossings on SR 522.

Traffic Calming Toolbox

Type	Treatment		Cost	Arterial Streets	Local Streets
Intersection Improvements	Roundabout		\$\$\$	✓	
	Raised Intersection ¹		\$\$\$	✓	✓
	Traffic Circle ²		\$\$		✓
	Painted Intersection ³		\$		✓
Lane Narrowing	Travel Lane Width Reduction		\$	✓	✓
	On-street Parking ³		\$	✓	✓
	Speed Kidney ⁴		\$\$	✓	✓
	Chicanes		\$\$		✓
Pedestrian Infrastructure	Raised Crosswalk/Speed Table		\$\$	✓	✓
	Pedestrian Refuge		\$\$	✓	
	Pedestrian Bulbout		\$\$	✓	
Other	Speed Watch Sign ⁵		\$	✓	✓
	Enforcement ⁵		\$\$	✓	✓
	Tree Canopy		\$	✓	✓
	Neighborhood Traffic Action Plans ⁶		\$	✓	✓

Image credits: ¹Yarger Engineering, ²City of Kirkland, ³City of Seattle, ⁴ScienceKnowledge.org, ⁵Pequannock Township Police Department, ⁶City of Huntsville



Safe Streets Draft Citywide Projects

