



Safe Streets: Town Center Connections

Recommendations for Improving Safety and Connections to the Town Center and Downtown Amenities



April 2018

Prepared for the City of Lake Forest Park



This page was intentionally left blank.

Table of Contents

EXECUTIVE SUMMARY	1
Project Overview	1
Recommendations	1
INTRODUCTION	2
PROCESS	3
Online Web Map	3
Emails.....	5
WHAT WE HEARD	5
RECOMMENDATIONS	7
Project 1: Brookside Elementary Safe Routes to School	9
Project 2: 44 th Avenue/178 th Street Improvements	11
Project 3: 40 th Avenue/182 nd Traffic Calming and Street Improvements	13
Project 4: Brookside Boulevard Sidewalks and Bike Lanes.....	15
Project 5: 47 th Avenue/184 th Street Traffic Calming and Street Improvements.....	17
Project 6: Westside Town Center Trail Connection	19
Project 7: McKinnon Creek Trail Connection	21
Project 8: Sidewalks on Hamlin Road	23
Project 9: Sidewalks on 39th Avenue.....	25
Safe Highways Project Ideas.....	27
Additional Project Ideas Outside Study Area	27
APPENDICES	28
Appendix A: Heat Maps of Web Map Comments	29
Appendix B: Summary of Web Map Comments.....	37

EXECUTIVE SUMMARY

Project Overview

The City of Lake Forest Park is committed to making its streets safer for all users and improving connections to key amenities, such as parks, schools, trails, and retail. To achieve this objective, City Council authorized an effort called “Safe Streets,” which City staff initiated in the fall of 2016. The Safe Streets project addresses locations experiencing conflicts between pedestrians, cyclists, and motorists, and it improves connections to transit and amenities. The final Safe Streets report was adopted by City Council on July 27, 2017. However, in November 2017, City Council approved an additional phase of this project – Safe Streets: Town Center Connections – assessing ways to improve safe access for people walking and cycling to the Town Center and waterfront amenities. This new phase featured an online interactive web map that allowed the community to highlight their concerns and ideas within a half-mile of the Town Center, or roughly a 10-minute walk.

This report serves as the culmination of the Safe Streets: Town Center Connections effort and identifies specific projects ranked according to priority for an enhanced Capital Improvements Program (CIP). The recommendations are intended to supplement rather than replace those found in the first Safe Streets report. These projects will require community investment in the City’s sidewalks, bike infrastructure, trails, and streets to help ensure that Lake Forest Park remains an attractive and safe place to live.

Recommendations

This report provides a vision for transforming Lake Forest Park’s streets into what the community desires. Through this process, the following projects were identified as candidates for future funding to improve walking and biking conditions for those accessing the Town Center and waterfront. Note that projects are divided into two priority tiers:

TIER 1 (HIGHEST PRIORITY)

1. Brookside Elementary Safe Routes to School
2. 44th Avenue/178th Street Improvements
3. 35th Avenue/40th Avenue/182nd Street Traffic Calming and Street Improvements
4. Brookside Boulevard Sidewalks and Bike Lanes
5. 47th Avenue/184th Street Traffic Calming and Street Improvements

TIER 2 (LOWER PRIORITY)

6. Westside Town Center Trail Connection
7. McKinnon Creek Trail Connection
8. Hamlin Road Sidewalks
9. 39th Avenue Sidewalks

To arrive at this list of priority projects, the consultant team evaluated project ideas that stemmed from the online interactive web map, which was live from late December 2017 to the end of January 2018. This evaluation was conducted on the basis of feasibility; cost; professional judgement; and effectiveness at improving the pedestrian environment, bicycle environment, and access to transit and amenities, among others. Ultimately, these nine projects ranked the highest in this evaluation process.



INTRODUCTION

Building off the first Safe Streets effort, the City of Lake Forest Park is leading a new project phase “Safe Streets: Town Center Connections” – assessing ways to improve safe access for people walking and cycling to the Town Center and waterfront amenities. This new phase is focused on areas within a half-mile of the Town Center (the study area), or roughly a 10-minute walk. This report’s recommendations are based on the results of the online interactive web map and intended to supplement rather than replace those found in the first Safe Streets report.

Potential future redevelopment at the Town Center, which could include new retail, housing, and a Park & Ride garage, will only increase the demand for safe access to these amenities by all modes and all users, including moms with strollers, cyclists, the elderly, people with disabilities, commuters, and students walking

to school. The recommended projects will help ensure that Lake Forest Park remains an attractive and safe place to live.

The City is leading two other parallel efforts related to transportation. The “Safe Highways” study looked 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 “Town Center Vision” is an ongoing effort to develop a long-term vision for Lake Forest Park’s Town Center, helping the City develop policies regarding land use, zoning, and connections within the Town Center. The Safe Streets project is separate and focuses exclusively on local streets in Lake Forest Park. For this reason, this report defers to the recommendations found in Safe Highways for projects found on SR 522 and SR 104, and it does not look at the internal circulation of the Town Center. When the Town Center Vision effort is complete, the City will need to reconcile the Safe Streets and Town Center Vision recommendations.

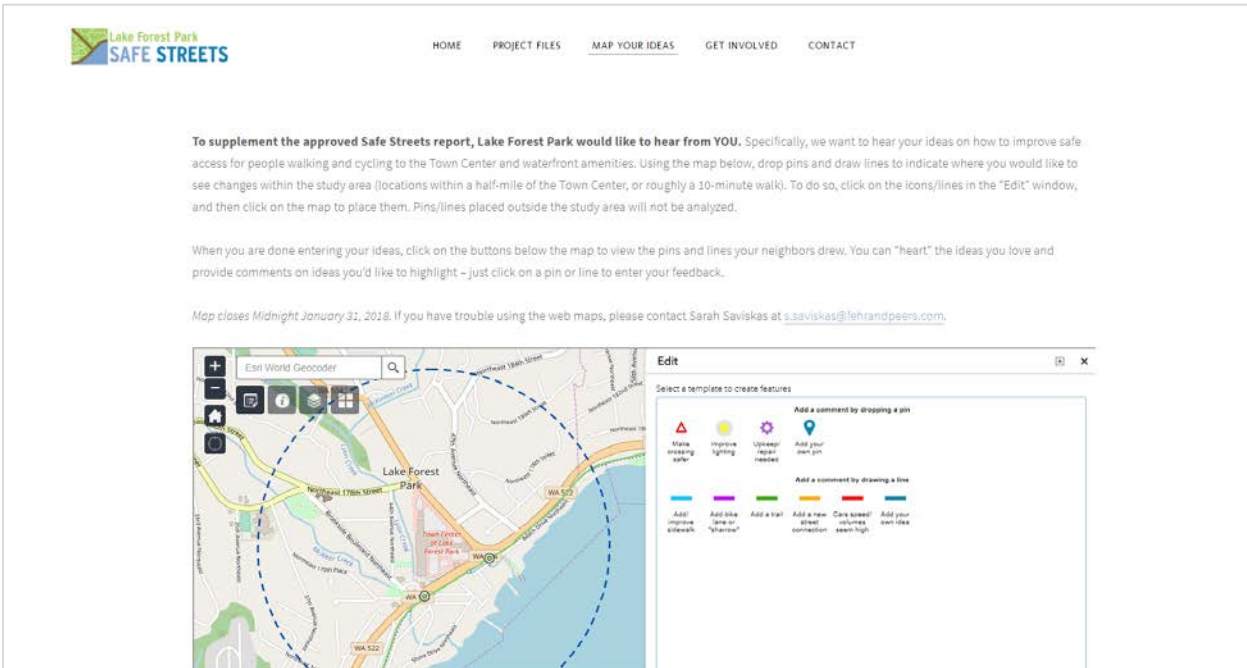
PROCESS

The consultant team met with City Staff in November 2017 to learn about projects on the City’s CIP and known challenges regarding safety and access on Lake Forest Park streets within a half mile of the Town Center. This led to a public outreach process spanning late December 2017 to end of January 2018 identifying community priorities. Community members had the opportunity to share their ideas on an online interactive web map, through an online comment form on the project website, and by contacting the City’s Engineer or consultant staff via email. The consultant team also spoke with the Northshore Fire Chief and a Fire Department employee on March 6, 2018 to discuss their concerns about congestion on NE 170th Street and the Fire Station Road and potential improvements to address these concerns.

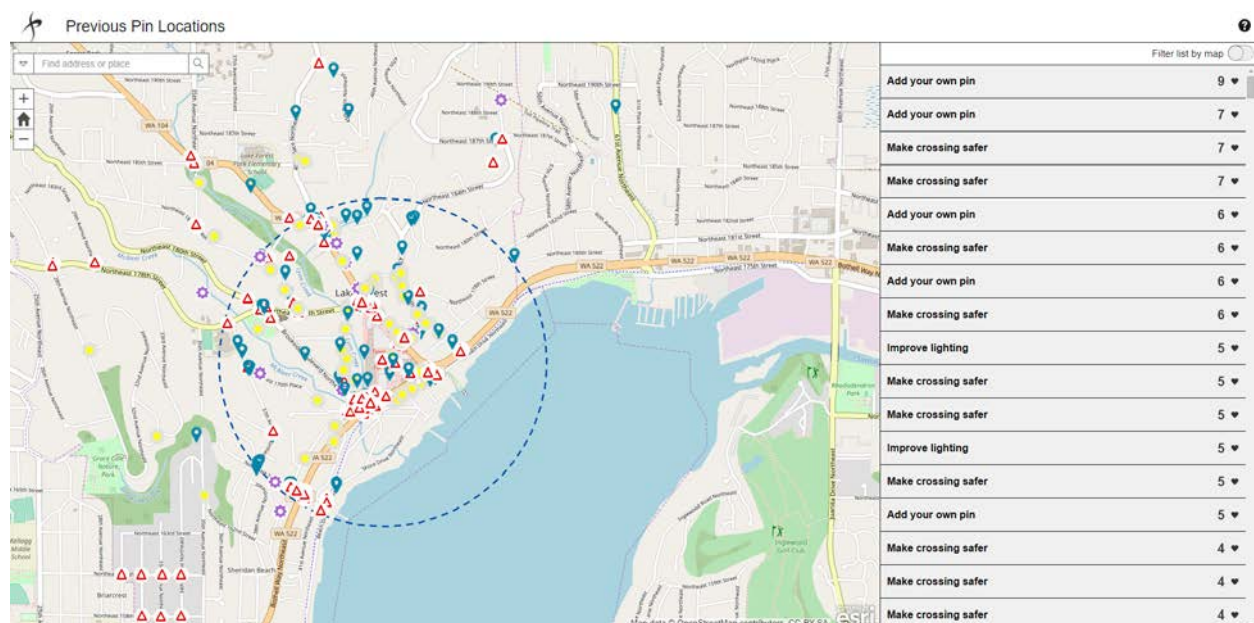
Online Web Map

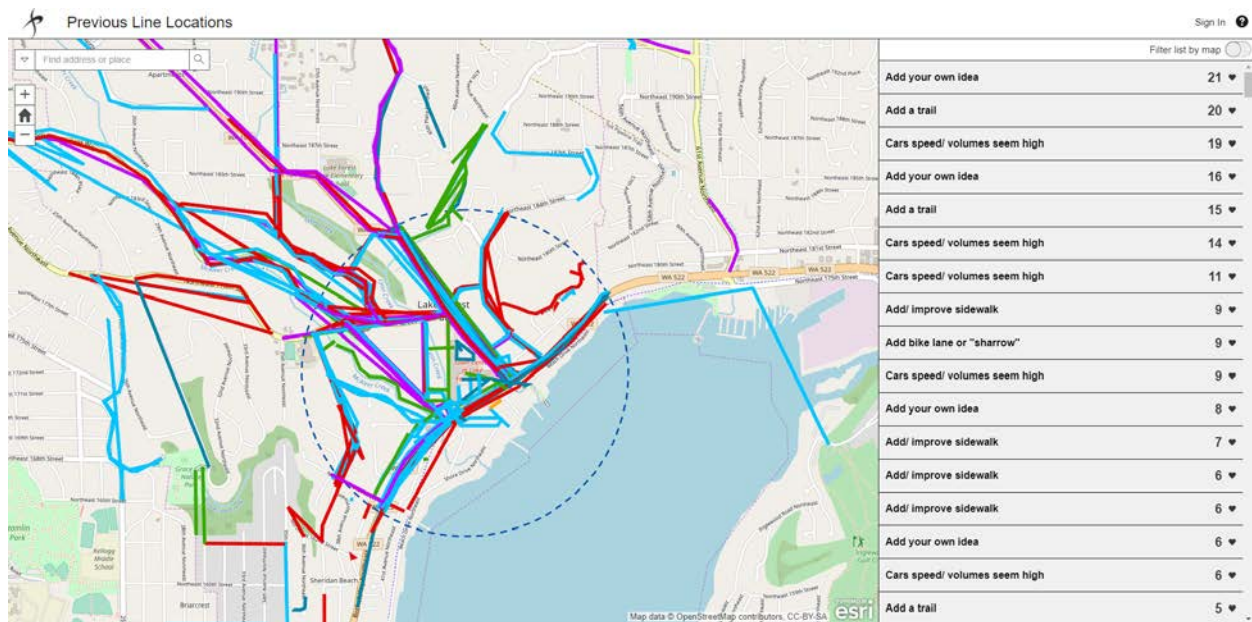
The City hosted an online interactive web map on the lfpsafestreets.com website from December 20, 2017 through January 31, 2018 to solicit community members’ ideas for how to make its streets safer and improve connections within a half mile of the Town Center. In order to encourage broad participation, the City spread the word about this opportunity in a number of ways, which included:

- Sharing event information on the project and City websites, Facebook, Twitter, the City’s web newsflash, and Next Door;
- Emailing the list serve from the Safe Highways and original Safe Streets processes;
- Contacting over 15 community organizations and asking them to share event information with their members.



During the period of time the web map was live, it was viewed **815 times**. Views peaked after each of the three waves of advertisement about the opportunity to provide comment. Ultimately, members of the community added **363 lines** and **411 pins** to the web map. In addition to providing new ideas, participants had an opportunity to react to ideas posted by their neighbors by placing hearts next to ideas they loved and providing comments on ideas they wanted to highlight. The following images demonstrate the final raw results for the lines and pins.





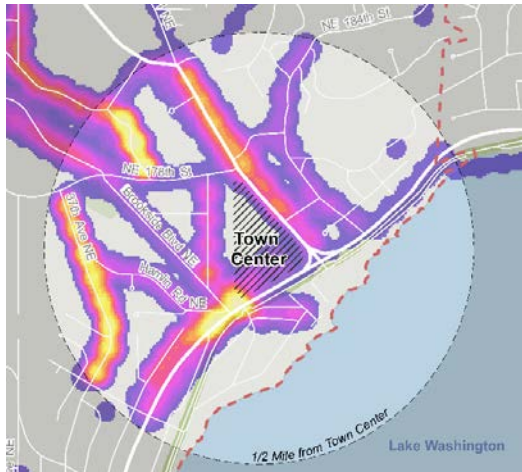
Emails

A handful of emails were submitted directly to the consultant team member managing the web map. The consultant team entered this input into the online web map and factored it into the public comment analysis.

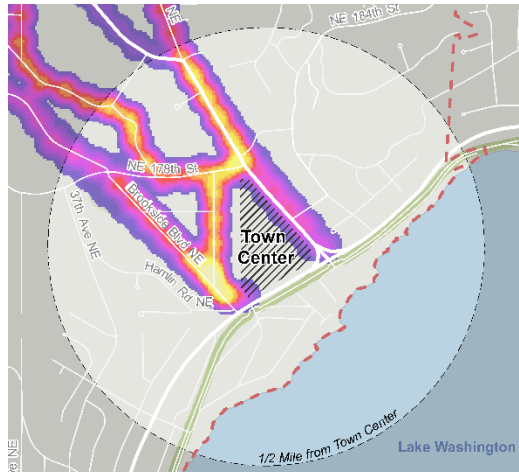
WHAT WE HEARD

In order to analyze the hundreds of ideas that were submitted through the web map, the consultant team created a series of heat maps showing the areas most commonly discussed. Analysis focused on the hot spots located within the study area, as shown on the next page. **Appendix A** shows heat maps for these categories Citywide, though this study is focused on the half mile radius around the Town Center.

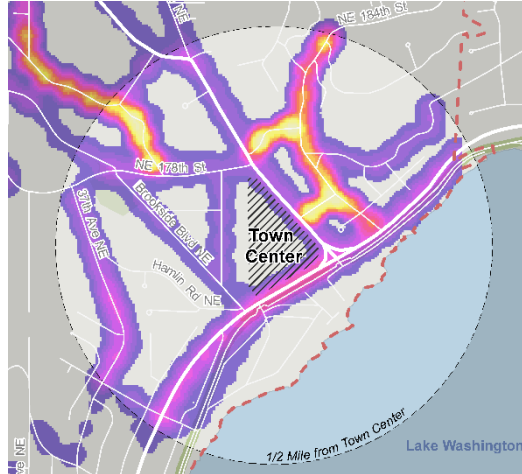
Routes Where a Sidewalk is Desired



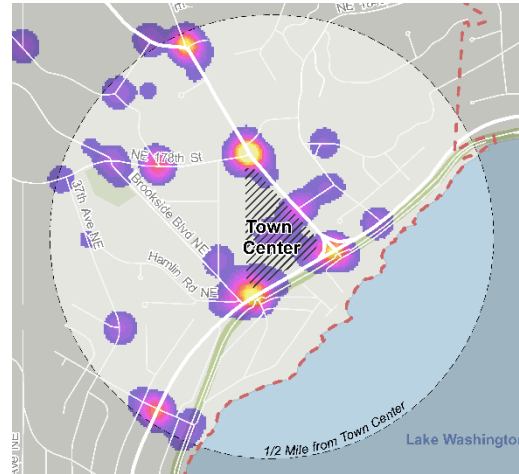
Routes Where Bike Infrastructure is Desired



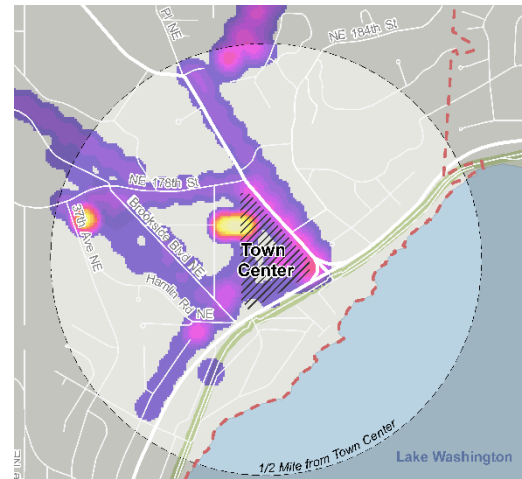
Routes Where Cars Speed/Volumes Seem High



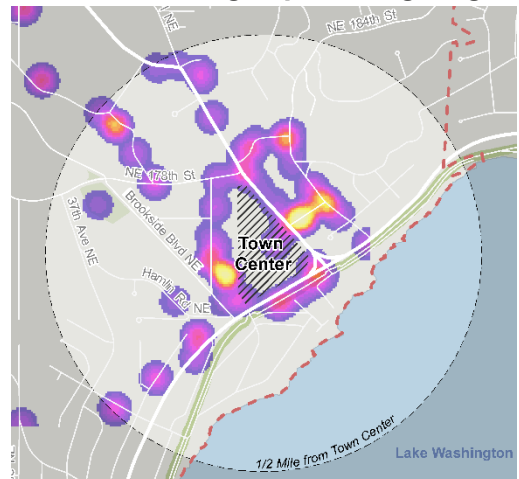
Locations Where Crossings Need to be Safer



Routes Where a Trail is Desired



Locations Needing Improved Lighting



RECOMMENDATIONS

Below are key public realm investments that were identified by the community as priorities for increasing safety and connections to the Town Center and waterfront amenities, which are broken into two tiers:

TIER 1 (HIGHEST PRIORITY)

1. Brookside Elementary Safe Routes to School
2. 44th Avenue/178th Street Improvements
3. 35th Avenue/40th Avenue/182nd Street Traffic Calming and Street Improvements
4. Brookside Boulevard Sidewalks and Bike Lanes
5. 47th Avenue/184th Street Traffic Calming and Street Improvements

TIER 2 (LOWER PRIORITY)

6. Westside Town Center Trail Connection
7. McKinnon Creek Trail Connection
8. Hamlin Road Sidewalks
9. 39th Avenue Sidewalks

To arrive at this list of priority projects, the consultant team applied professional judgement to evaluate project ideas that stemmed from the interactive web map based on their level of community support; feasibility; cost; and effectiveness at improving the pedestrian environment, bicycle environment, and access to amenities, among others. Ultimately, nine projects ranked the highest in this evaluation process. These projects are shown in **Figure 1**.

The consultant team carefully considered how these projects would help achieve the critical goal of increasing safe connections to the Town Center and waterfront amenities, such as parks and the Burke-Gilman Trail. Lake Forest Park residents and employees visit these destinations on a daily basis, and as the Town Center looks to redevelop, it is critical that people can access them safely via all modes. These top projects help fill gaps in pedestrian and cyclist networks that connect to key destinations, address many safety concerns raised in the public outreach process, as well as improve connectivity Citywide.

It should be noted that numerous people requested improvements along NE 170th Street and the Fire Station Road to improve safety for people walking and biking – including the Fire Department. There were also many requests for a safer connection from SR 522 at the Chevron Station to Blue Heron Park, as people currently walk through the gas station and jaywalk across Hamlin Road. These requests are evident in the heat maps. Recommendations for a project in this area are being developed through the separate Town Center Vision initiative.

Please note that additional engineering study is needed prior to permit, design, funding, and construction phases of any of the projects listed in this plan. Additional consideration will also be needed with regard to proper illumination and stormwater infrastructure. Many participants commented on how the City's dark streets can be a safety concern, particularly in the winter. Moreover, the City's topography and number of creeks and streams necessitate careful planning of infrastructure to ensure that transportation and stormwater facilities complement one another.



Figure 1: Tier 1 and 2 Project Recommendations

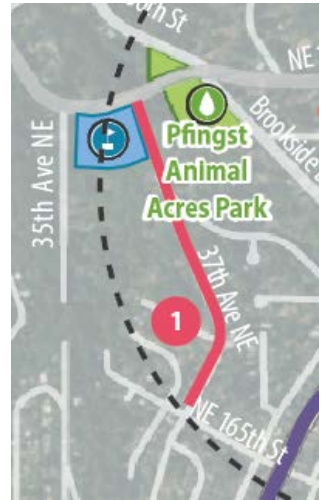
Project 1: Brookside Elementary Safe Routes to School

PROJECT DESCRIPTION

Through the original Safe Streets process, Safe Highways process, and this web map, numerous concerns were raised about the safety of children walking to Brookside Elementary School along 37th Avenue NE. There is no sidewalk (except for a short segment directly across the street from the school) or pedestrian path with extruded curb, as demonstrated in **Figure 2**. There have also been several “near-misses” between pedestrians and motor vehicles. Topography is a contributing factor, as cars tend to gain momentum down 37th Avenue NE towards the school. Therefore, this project adds:

- A sidewalk on 37th Avenue NE from just south of NE 178th Street, where the existing sidewalk ends, to NE 165th Street. Given this project’s proximity to Brookside Elementary, it would be preferable to include a landscaped buffer to provide additional pedestrian safety, as shown in **Figure 4**. The preferred minimum sidewalk width recommended for safe routes to school is five to six feet.¹
- Improved street lighting.

This project was also identified as a top priority project during the original Safe Streets initiative.



PROJECT BENEFITS

- Creates a safe, dedicated space for pedestrians of all ages to walk.
- Increases pedestrian connections to Brookside Elementary, Pflugst Animal Acres Park, and the Burke-Gilman Trail.
- Increases pedestrian sense of safety, which will make residents more comfortable walking in Lake Forest Park.
- Given this project’s proximity to Brookside Elementary, there is the potential to tap into Washington State Safe Routes to School funding.
- Since NE 165th Street has sidewalks, this project provides a safe connection to transit on SR 522.



Figure 2: Existing Conditions on 37th Avenue NE

¹ SRTS guide. “Sidewalks.” <http://guide.saferoutesinfo.org/engineering/sidewalks.cfm>

POTENTIAL PROJECT PARTNERS AND COORDINATION NEEDS

- Brookside Elementary School regarding safety considerations and drop off/pick up.
- Public Works Department regarding surface water infrastructure.
- Sound Transit and King County Metro regarding safe connections to transit.
- Shoreline School District to coordinate on potential Safe Routes to School funding.

POTENTIAL CHALLENGES TO IMPLEMENTATION

- Potential impacts to adjacent residents during construction.
- Width and grade issues in the 17400 block of 37th Avenue NE.
- Compatibility with surface water infrastructure since Hillside Creek crosses 37th Avenue NE.



Figure 3: Existing Conditions on 37th Avenue NE



Figure 4: Example of sidewalk with landscaping buffer. Source: threepullpa.com

Project 2: 44th Avenue/178th Street Improvements

PROJECT DESCRIPTION

Lake Forest Park community members expressed a strong desire for 44th Avenue NE to serve as a designated north-south spine for people walking and biking to the Town Center and Burke-Gilman Trail from the north. The Safe Highways project proposes sidewalks and bicycle facilities on SR 104, which will go a long way to improve north-south non-motorized connectivity. However, some users expressed that they would feel more comfortable accessing the Town Center on quieter, local streets with less vehicular traffic. Therefore, this project would add the following features:



- A sidewalk on at least one side of 44th Avenue NE. If feasible, the east side of the street is preferable for accessing the Town Center and Whispering Willow Park.
- Bike lanes or sharrows on both sides of 44th Avenue NE. (See **Figures 7 and 8.**)
- Bike lanes on both sides of NE 178th Street between SR 104 and NE 180th Street.
- Crosswalks on 44th Avenue NE at NE 178th Street and at Brookside Boulevard NE.
- Further explore whether there should be a crosswalk on 44th Avenue NE at the Whispering Willow Park trailhead accompanied by sidewalks on both sides of the street between Brookside Boulevard NE and this crosswalk.
- Improved lighting along 44th Avenue NE and in Whispering Willow Park.

PROJECT BENEFITS

- Creates safe and welcoming facilities for walking and cycling that help complete the street network, connecting residential neighborhoods to Brookside Elementary, Pflugst Animal Acres Park, the Town Center, and the Burke-Gilman Trail.
- The NE 178th Street connection will provide bike access to Perkins Way, which connects to the Interurban Trail.
- Corridor enhancements will encourage active transportation and recreation.
- Increases sense of safety, which will make residents more comfortable walking and cycling in Lake Forest Park.
- Creates a new north-south spine in Lake Forest Park, in conjunction with Project 3.
- Given this project's proximity to Brookside Elementary, there is the potential to tap into Washington State Safe Routes to School funding.
- Increases pedestrian and cyclist connections to transit service on SR 522.



Figure 5: Existing Conditions on 44th Avenue NE

POTENTIAL PROJECT PARTNERS AND COORDINATION NEEDS

- Public Works Department regarding surface water infrastructure.
- Sound Transit and King County Metro regarding safe connections to transit.
- Cyclist communities, such as Cascade Bicycle Club, Native Planet Cycling, and Cyclists of Greater Seattle, regarding project design.
- Shoreline School District to coordinate on potential Safe Routes to School funding.

POTENTIAL CHALLENGES TO IMPLEMENTATION

- 44th Avenue NE has bioswales on both sides of the street, so storm drain work would be necessary for sidewalk installation and/or widening to accommodate bike lanes.
- Impacts to adjacent residents during construction.
- May require right-of-way acquisition and/or negotiation with adjacent property owners.



Figure 6: Crosswalk is proposed at the intersection of 44th Ave NE & Brookside Blvd



Figure 7: Example of a bike lane and partially completed sidewalk in a nearby community



Figure 8: Example of a sharrow

Project 3: 35th Avenue/40th Avenue/182nd Street Traffic Calming and Street Improvements

PROJECT DESCRIPTION

Lake Forest Park residents frequently walk and bike on 40th Avenue NE/NE 182nd Street to access the Town Center, schools, and other destinations (further supported by the number of cyclists seen in Google Street View, as seen in **Figure 9**), but topography and blind curves make it challenging and potentially unsafe to navigate. The blind curve southeast of the intersection of NE 182nd Street & 40th Avenue NE is particularly tough. 35th Avenue NE has an extruded curb, but it is very narrow, and pedestrians frequently use this roadway to access Lake Forest Park Elementary and other destinations north of SR 104. Additionally, there is no crosswalk at the intersection of 40th Avenue NE & NE 178th Street, hindering the ability of residents to safely walk or bike to the Town Center. The nearest crosswalk is 600 feet away at Brookside Boulevard NE. Further, numerous people indicated that drivers often speed and cut through the neighborhood along 35th Avenue NE and 40th Avenue NE/NE 182nd Street. Therefore, this project adds the following:

- A sidewalk or extruded curb on 40th Avenue NE/NE 182nd Street from NE 178th Street to 35th Avenue NE.
- An enhanced pedestrian facility on 35th Avenue NE, which could be a widened extruded curb or sidewalk.
- Sharrows and signage on 35th Avenue NE, NE 182nd Street, and 40th Avenue NE to alert drivers of pedestrians and cyclists, given the blind curves. (A climbing bike lane in conjunction with sharrows and signage is ideal if feasible with existing right-of-way and topography constraints.)
- Traffic calming on 35th Avenue NE, NE 182nd Street, and 40th Avenue NE, such as traffic circles and speed humps. (See **Figures 11 and 12**.)
- Improved lighting on 35th Avenue NE, NE 182nd Street, and 40th Avenue NE.
- An enhanced crosswalk (e.g. RRFB) at the intersection of 40th Avenue NE & NE 178th Street.



While this project extends beyond the study area, the proposed suite of improvements are necessary to address the challenges that exist on this corridor.



Figure 9: Boy walking bike and other cyclists on 40th Ave. Source: Google Street View



Figure 10: Existing pedestrian facility on 35th Ave

PROJECT BENEFITS

- Creates safe and welcoming facilities for walking and cycling that help complete the street network, connecting residential neighborhoods to Brookside Elementary, Lake Forest Park Elementary, Pfingst Animal Acres Park, the Town Center, and the Burke-Gilman Trail.
- Corridor enhancements will encourage active transportation and recreation.
- Addresses speeding concerns raised by the community and discourages SR 104 cut-through traffic.
- Creates a new north-south spine in Lake Forest Park, in conjunction with Project 2.
- Increases sense of safety, which will make residents more comfortable walking and cycling in Lake Forest Park.
- Given this project's proximity to Brookside Elementary and Lake Forest Park Elementary, there is the potential to tap into Washington State Safe Routes to School funding.
- Increases pedestrian and cyclist connections to transit service on SR 104 and SR 522.

POTENTIAL PROJECT PARTNERS AND COORDINATION NEEDS

- Public Works Department regarding surface water infrastructure.
- Sound Transit and King County Metro regarding safe connections to transit.
- Cyclist communities, such as Cascade Bicycle Club, Native Planet Cycling, and Cyclists of Greater Seattle, regarding project design.
- Shoreline School District to coordinate on potential Safe Routes to School funding.

POTENTIAL CHALLENGES TO IMPLEMENTATION

- Topography will be challenging. This project may require slope retention, such as a retaining wall, to provide enough room for a sidewalk.
- May require storm drain improvements.
- Potential impacts to adjacent residents during construction.
- May require right-of-way acquisition and/or negotiation with adjacent property owners.



Figure 11: Example of a traffic circle. Source: MIG



Figure 12: Speed humps with sharrows. Source: Lucy Gibson

Project 4: Brookside Boulevard Sidewalks and Bike Lanes

PROJECT DESCRIPTION

Brookside Boulevard is a key route for people driving, walking, and cycling in Lake Forest Park. All types of roadway users travel along Brookside Boulevard and use the Fire Station Road to connect to the Town Center or to access the traffic signal at SR 522. (See page 7 for a note on improvements along NE 170th Street and the Fire Station Road.) There is currently a paved pedestrian path with a landscaping buffer on the northeast side of Brookside Boulevard NE north of the Fire Station Road, but it is not grade separated. Given future redevelopment that is being planned at the Town Center, this project adds:



- Bike lanes on both sides of Brookside Boulevard NE.
- Grade separated sidewalks on both sides of Brookside Boulevard NE.

As the Town Center Vision recommendations evolve for NE 170th Street and the Fire Station Road, consideration should be given to how these bike lanes and sidewalks connect to the Town Center, Burke-Gilman Trail, and transit access on SR 522.

PROJECT BENEFITS

- Creates safe and welcoming facilities for walking and cycling that help complete the street network, connecting residential neighborhoods to Brookside Elementary, Pflugst Animal Acres Park, the Town Center, and the Burke-Gilman Trail.
- Corridor enhancements will encourage active transportation and recreation.
- Creates a new north-south spine in Lake Forest Park, in conjunction with Projects 2 and 3, for those that want to connect to the Interurban Trail via Perkins Way or travel north via 35th Avenue NE.
- Increases sense of safety, which will make residents more comfortable walking and cycling in Lake Forest Park.
- Given this project's proximity to Brookside Elementary and Lake Forest Park Elementary, there is the potential to tap into Washington State Safe Routes to School funding.
- Increases pedestrian and cyclist connections to transit service on SR 104 and SR 522.



Figure 13: Existing conditions on Brookside Boulevard NE



POTENTIAL PROJECT PARTNERS AND COORDINATION NEEDS

- Public Works Department regarding surface water infrastructure.
- Sound Transit and King County Metro regarding safe connections to transit.
- Cyclist communities, such as Cascade Bicycle Club, Native Planet Cycling, and Cyclists of Greater Seattle, regarding project design.
- Shoreline School District to coordinate on potential Safe Routes to School funding.

POTENTIAL CHALLENGES TO IMPLEMENTATION

- Will require storm drain improvements on the southwest side of Brookside Boulevard, at a minimum.
- Potential impacts to adjacent residents and businesses during construction.
- May require right-of-way acquisition and/or negotiation with adjacent property owners.



Figure 14: Example of a bike lane and sidewalk.
Source: deltadailynews.com



Figure 15: Existing bioswales on Brookside Blvd that will necessitate storm drain improvements

Project 5: 47th Avenue/184th Street Traffic Calming and Street Improvements

PROJECT DESCRIPTION

Through the original Safe Streets process, Safe Highways process, and this web map, numerous concerns were raised about heavy traffic volumes, cut through traffic, and speeding on 47th Avenue NE and NE 184th Street. Drivers turn onto NE 175th Street and NE 178th Street to avoid the busy intersection of SR 104 & SR 522. There are blind curves and driveways along this corridor. These conditions make it unpleasant and potentially unsafe to walk on 47th Avenue NE and NE 184th Street, as there is no pedestrian facility today. (There are extruded curbs on NE 175th Street and NE 178th Street.) Additionally, many web map participants raised concerns about inadequate lighting along NE 175th Street and NE 178th Street, as well as in the crosswalks on SR 104. Therefore, this project provides:



- The following improvements to 47th Avenue NE/NE 184th Street:
 - A sidewalk or extruded curb on the west side of the street.
 - Traffic calming features at intersections with NE 175th Street and NE 178th Street, including raised intersections and/or traffic circles. The intersection of 47th Avenue NE & NE 175th Street should also be redesigned with tighter turn radii to provide additional calming.
- Lighting improvements along NE 175th Street and NE 178th Street.
- Further exploration of a potential street closure at 47th Avenue NE, prohibiting vehicular access to/from SR 522. Emergency vehicles, pedestrians, and cyclists would still have access, as demonstrated in **Figure 20**.

PROJECT BENEFITS

- Improves comfort and safety for people walking and cycling.
- Reduces motor vehicle speeds on residential streets and discourages SR 104 cut-through traffic.
- Corridor enhancements will encourage active transportation and recreation.
- Improved lighting will increase visibility of people walking and biking along this corridor.
- Builds safer trail connections, in conjunction with Project 7.
- Increases pedestrian and cyclist connections to transit service on SR 104 and SR 522.



Figure 16: 47th Ave NE looking toward SR 522



Figure 17: Intersection of 47th Ave NE & NE 175th St

POTENTIAL PROJECT PARTNERS AND COORDINATION NEEDS

- Public Works Department regarding surface water infrastructure.
- Sound Transit and King County Metro regarding safe connections to transit.
- Emergency service providers and neighborhood residents, if 47th Avenue NE closure is included.

POTENTIAL CHALLENGES TO IMPLEMENTATION

- Potential impacts to adjacent residents and businesses during construction.
- May require right-of-way acquisition and/or negotiation with adjacent property owners.



Figure 18: Example of a raised intersection in residential setting. Source: Google Street View



Figure 19: Example of a traffic circle. Source: MIG



Figure 20: Example of a traffic diverter in Berkeley, CA allowing emergency access. Source: R. Kehlmann

Project 6: Westside Town Center Trail Connection

PROJECT DESCRIPTION

People walking and cycling from northwest Lake Forest Park can currently only access the Town Center via SR 522 at NE 170th Street, or via SR 104 just south of NE 178th Street, forcing some shoppers to walk around the Town Center. These busy roadways are also not as pleasant to walk on as local streets. Therefore, this project explores adding:

- An unpaved trail between 44th Avenue NE and the green space between Everest Kitchen and the Lake Forest Park Grill, as shown in **Figures 21 and 22**. This would have a similar look and feel to the trail that runs through Whispering Willow Park.
- Pedestrian-scale lighting and other supportive infrastructure to make this connection feel safe.



This was the most popular trail connection proposed through the interactive web map, but additional ground truthing is needed, as this potential trail route runs through private property.

PROJECT BENEFITS

- Reduces the distance and amount of time it takes for people to walk and bike from northwest Lake Forest Park to the Town Center, which is particularly important for the elderly and disabled populations.
- Trail connection will encourage active transportation and recreation.
- Provides an alternative to accessing the Town Center via SR 104 and SR 522.



Figure 21: Existing conditions at the intersection of NE 174th St & 44th Ave NE

POTENTIAL PROJECT PARTNERS AND COORDINATION NEEDS

- Town Center property owner.
- Public Works Department regarding surface water infrastructure.

POTENTIAL CHALLENGES TO IMPLEMENTATION

- Potential trail route runs through private property, so it would require right-of-way acquisition and/or negotiation with property owners.
- Potential impacts to adjacent residents and businesses during construction.
- Trail crosses Lyon Creek and would require environmentally-sensitive design.



Figure 22: Existing conditions in the green space between Everest Kitchen and the Lake Forest Park Grill

Project 7: McKinnon Creek Trail Connection

PROJECT DESCRIPTION

People walking and cycling from north and northeast Lake Forest Park currently have a circuitous route to the Town Center. They must walk or bike on 49th Place NE, NE 187th Street, NE 184th Street, 47th Avenue NE, and NE 178th Street. This route is challenging due to small shoulders, ditches on one or both sides of the roadway, blind curves, and grade changes. The McKinnon Creek trail currently begins at the eastern terminus of NE 184th Street and continues to the Lake Forest Park Water District fence. It follows McKinnon Creek, a tributary to Lyon Creek. This project would:

- Construct 2,400 linear feet of trail in the NE 187th Street right-of-way through the wellhead protection area, including a short spur trail to 47th Avenue NE, to complete the McKinnon Creek Trail.
- Restore 900 linear feet of McKinnon Creek.



While the upper portion of this project extends beyond the study area, this trail connection will go a long way to address the existing connectivity challenges. The July 2017 Safe Streets report proposes a sidewalk or pedestrian path on NE 187th Street, NE 184th Street, and 47th Avenue NE, and together, these projects will make this part of Lake Forest Park safer and more accessible to all.

PROJECT BENEFITS

- Reduces the distance and amount of time it takes for people to walk and bike from northeast Lake Forest Park to the Town Center, which is particularly important for the elderly and disabled populations.
- Trail connection will encourage active transportation and recreation.
- Improves riparian and wetland habitat around creek confluence.



Figure 23: Existing segment of the McKinnon Creek Trail.
Source: City of Lake Forest Park

POTENTIAL PROJECT PARTNERS AND COORDINATION NEEDS

- Lake Forest Park Water District.
- Public Works Department regarding surface water infrastructure and access to sanitary sewer.

POTENTIAL CHALLENGES TO IMPLEMENTATION

- Trail would need to conform to State and Federal requirements on water quality and public health.
- Potential impacts to adjacent residents and the Lake Forest Park Water District during construction.



*Figure 24: Existing segment of the McKinnon Creek Trail.
Source: City of Lake Forest Park*

Project 8: Hamlin Road Sidewalks

PROJECT DESCRIPTION

Many students and Lake Forest Park residents walk on Hamlin Road to access the Town Center and Brookside Elementary School, but currently there is only a narrow walking path with an extruded curb. It is difficult to navigate with a stroller or wheelchair. Therefore, this project would:

- Upgrade the existing walking path with extruded curb to a wider, grade-separated sidewalk with a landscaping buffer from 37th Avenue NE to Brookside Boulevard, connecting Brookside Elementary and adjacent residences to the Town Center.
- Clear sight distance obstructions (e.g. vegetation) at the intersection of Hamlin Road and 37th Avenue NE to make people walking and cycling more visible to motor vehicles.



Given future redevelopment that is being planned at the Town Center, the City anticipates this route will be more frequently used.

PROJECT BENEFITS

- Creates safe and welcoming facilities for walking that help complete the street network, connecting residential neighborhoods to Brookside Elementary, Pflugst Animal Acres Park, the Town Center, and the Burke-Gilman Trail.
- Corridor enhancements will encourage active transportation and recreation.
- Increases sense of safety, which will make residents more comfortable walking in Lake Forest Park.
- Given this project's proximity to Brookside Elementary, there is the potential to tap into Washington State Safe Routes to School funding.
- Increases pedestrian connections to transit service on SR 522.



POTENTIAL PROJECT PARTNERS AND COORDINATION NEEDS

- Public Works Department regarding surface water infrastructure.
- Sound Transit and King County Metro regarding safe connections to transit.
- Shoreline School District to coordinate on potential Safe Routes to School funding.

POTENTIAL CHALLENGES TO IMPLEMENTATION

- Topography will be challenging. This project may require slope retention, such as a retaining wall, to provide enough room for a sidewalk.
- Potential impacts to adjacent residents and businesses during construction.
- May require right-of-way acquisition and/or negotiation with adjacent property owners.



Figure 25: Existing conditions on Hamlin Road

Project 9: 39th Avenue Sidewalks

PROJECT DESCRIPTION

While the Safe Highways project proposes sidewalks on SR 522, several community members expressed the desire for a safe, alternate walking route to the Town Center that is removed from the high speeds and volumes found on SR 522. Therefore, this project adds:

- Sidewalks on one or both sides of 39th Avenue NE east of NE 165th Street.
- Improved lighting on 39th Avenue NE east of NE 165th Street, as well as on the walking path near the Veterinary clinic that connects 39th Avenue NE to SR 522.



Some community members also expressed a desire for a new easement connecting 39th Avenue NE to Hamlin Road, but this report does not recommend this feature, as it would run through private property. The redesign of SR 522 will provide sidewalks between the Veterinary clinic and the Town Center.

PROJECT BENEFITS

- Creates safe and welcoming facilities for walking that help complete the street network, connecting residential neighborhoods to the Town Center.
- Corridor enhancements will encourage active transportation and recreation.
- Increases sense of safety, which will make residents more comfortable walking in Lake Forest Park.
- Increases pedestrian connections to transit service on SR 522.

POTENTIAL PROJECT PARTNERS AND COORDINATION NEEDS

- Public Works Department regarding surface water infrastructure.
- Sound Transit and King County Metro regarding safe connections to transit.

POTENTIAL CHALLENGES TO IMPLEMENTATION

- Potential impacts to adjacent residents and businesses during construction.
- May require right-of-way acquisition and/or negotiation with adjacent property owners.



Figure 26: Existing conditions on 39th Ave NE

Safe Highways Project Ideas

As mentioned previously, this report defers to the recommendations found in the Safe Highways report for projects found on SR 522 and SR 104. However, the sections below provide an overview of web map comments received on these corridors.

SR 104

Numerous web map participants requested improved facilities for people walking and cycling on SR 104. Several people requested bike lanes; others requested a physically separated shared use path on SR 104; and others preferred providing an alternate route for cyclists on adjacent streets like 44th Avenue NE. Sidewalks on both sides of the street and new crosswalks were also commonly requested. Several intersections were flagged as needing significant improvements. At SR 104 & SR 522, most respondents requested a bridge or underpass for pedestrians and cyclists, though at a minimum, at-grade crossing improvements were desired. At SR 104 & NE 178th Street, respondents flagged this as a highly dangerous intersection for all users. Common requests at this intersection included: intersection realignment, crosswalks, a traffic signal, a roundabout, and assorted other roadway design revisions, such as eliminating or maintaining the left turn pocket. At SR 104 & 40th Place NE, respondents also flagged this as a dangerous intersection for all users. Common requests at this intersection included: a traffic signal, crosswalks, and signage. Finally, many people commented on the potholes along SR 104, particularly near 40th Place NE, and how these are dangerous for motorists and cyclists.

SR 522

Similarly, many web map participants requested improved facilities for people walking along SR 522. While the community is not unanimous on whether or not the City should provide sidewalks on SR 522, most respondents supported adding sidewalks on SR 522 between the Veterinary hospital and the Town Center. People also want a designated, safe route to walk from SR 522 to the pedestrian bridge in Blue Heron Park, as people currently cut through the gas station and jaywalk across Hamlin Road. Respondents wanted an improved crossing at the intersection of SR 522 & NE 170th Street, near the Starbucks. Common requests at this intersection included: a pedestrian bridge, improved signal phasing, enhanced crosswalk striping, new or enhanced sidewalks near the gas station and Starbucks, improved lighting, and designated places for pedestrians and cyclists to wait before crossing. Respondents also wanted an improved crossing at the intersection of SR 522 & NE 165th Street. Many people requested a bridge or underpass, but if that is not possible, at-grade improvements could include signal revisions and crosswalk enhancements to improve visibility of pedestrians.

Additional Project Ideas Outside Study Area

There were several other ideas mentioned that fell outside of the study area. These ideas are shown in **Appendix A**, but some key highlights include:

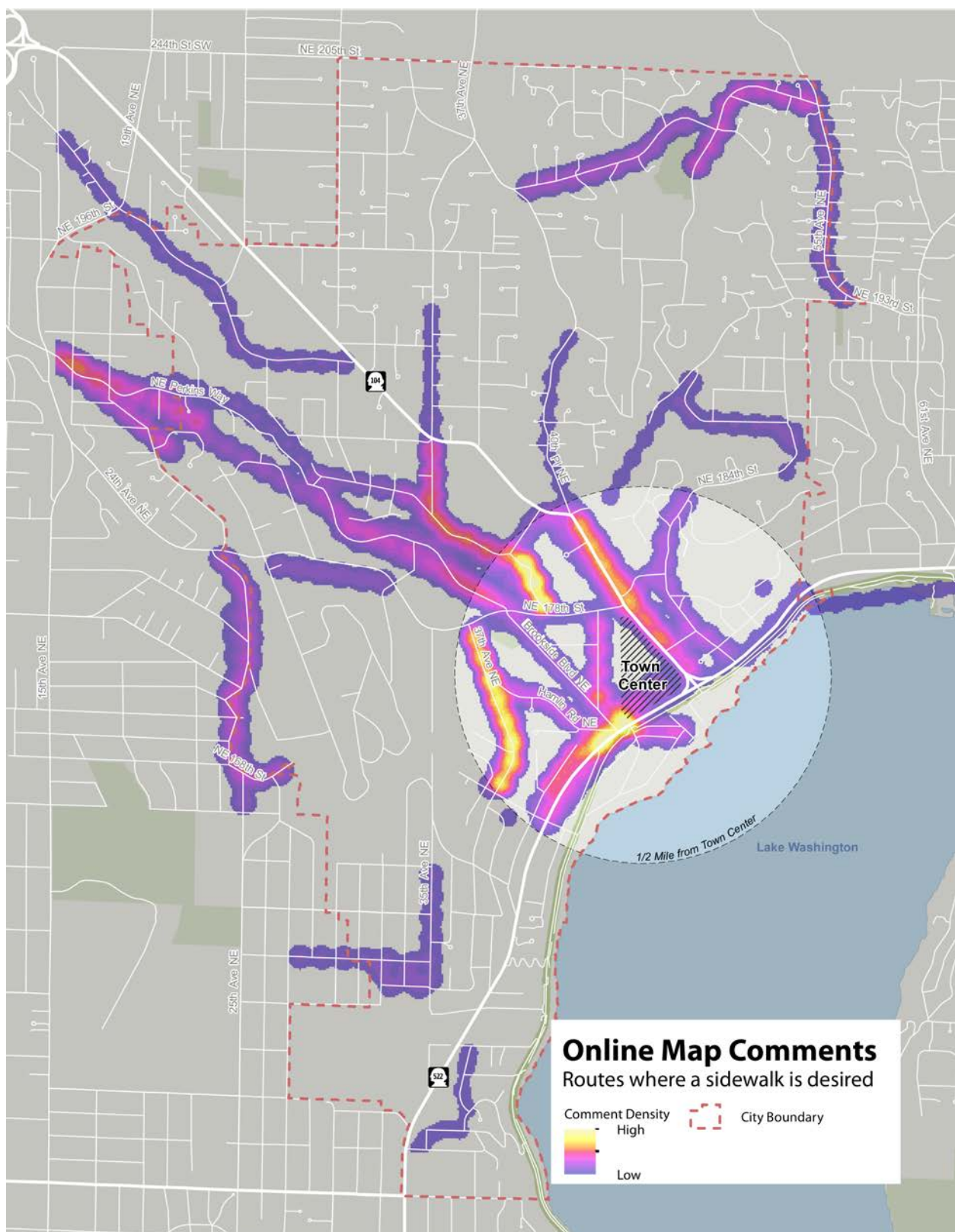
- A walking, running, and biking loop that connects to the Town Center via 44th Avenue NE. This would include 40th Avenue NE/NE 182nd Street to 35th Avenue NE to NE 195th Street, then back down 40th Place NE to SR 104 to NE 178th Street. This suggestion is in line with this report and the original Safe Streets report.
- Adding a shared use path on NE 180th Street/NE Perkins Way.
- Non-motorized projects in the City of Kenmore, such as a northbound bike lane on NE 193rd Street/55th Avenue NE because this road connects North-South bound cyclists traveling between the Burke-Gilman Trail and Interurban Trail. There was also a request to extend the existing northbound bike lane on 61st Avenue NE from SR 522 to approximately 184th Street NE. Consideration should be given to adding bumps, traffic dots, or reflectors to the top of the bike lane paint because northbound cyclists are endangered by vehicles encroaching into the bike lane.

APPENDICES

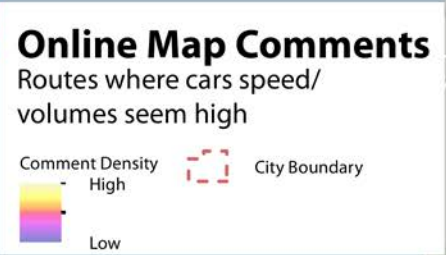
Appendix A: Heat Maps of Web Map Comments

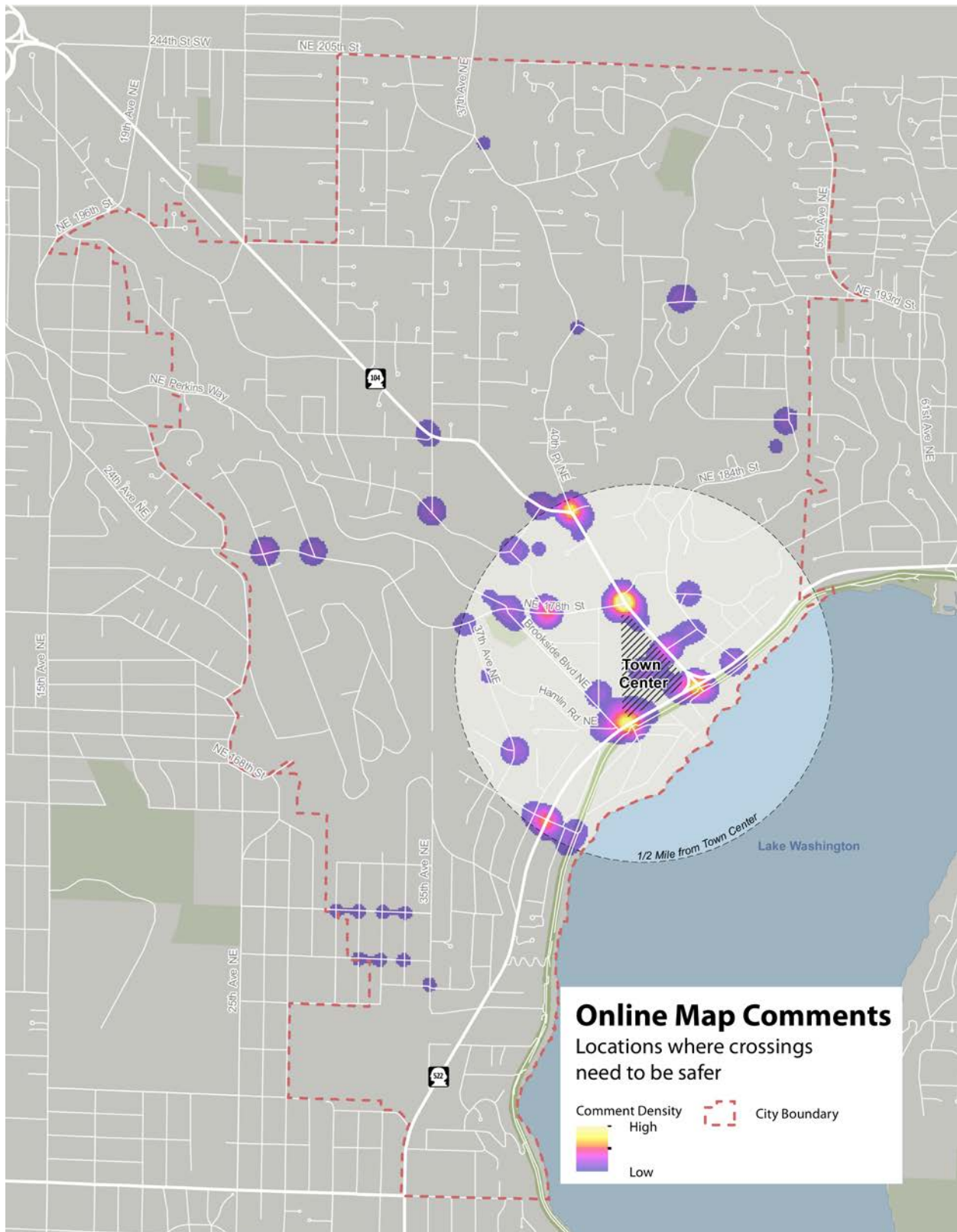
Appendix B: Summary of Web Map Comments

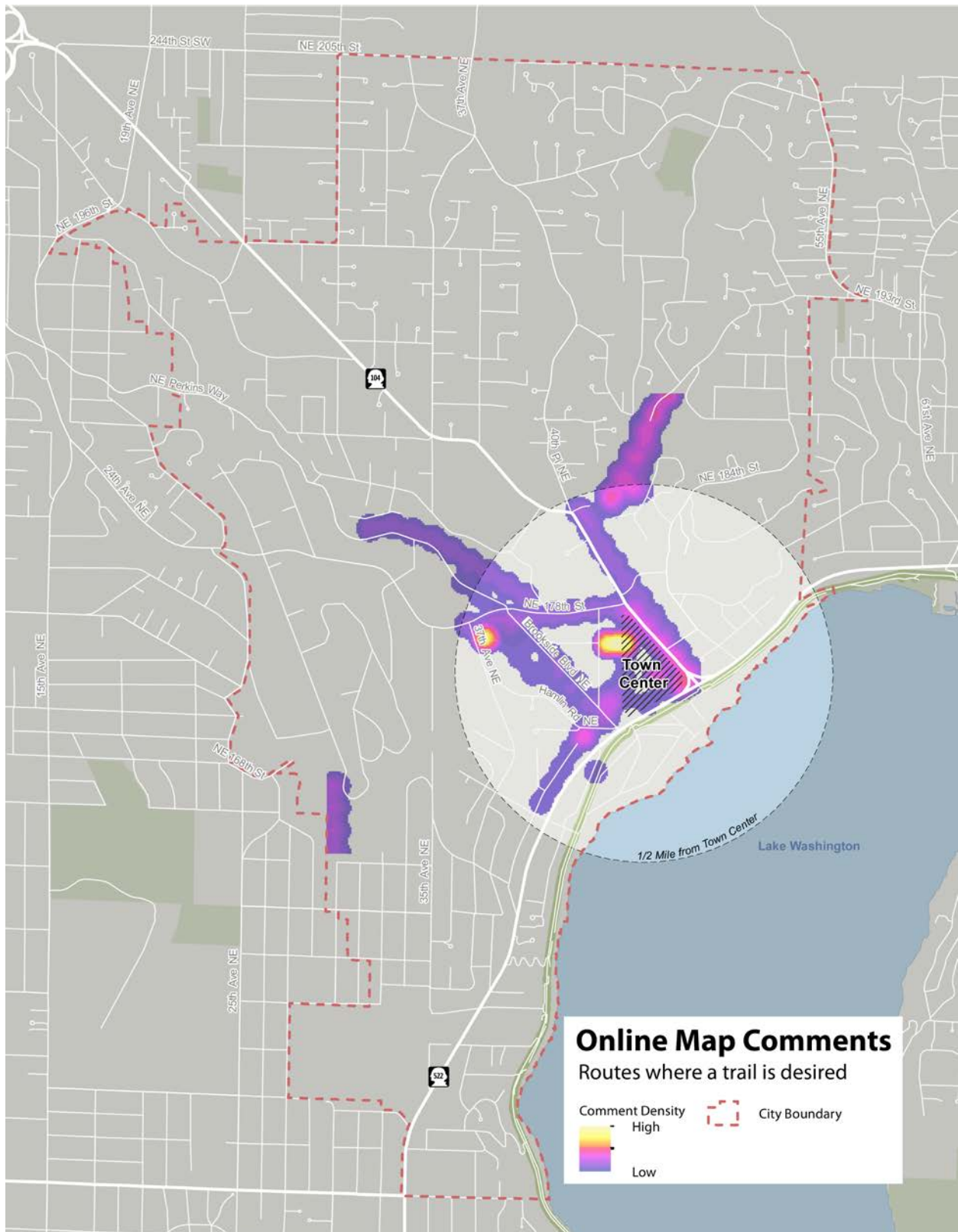
Appendix A: Heat Maps of Web Map Comments

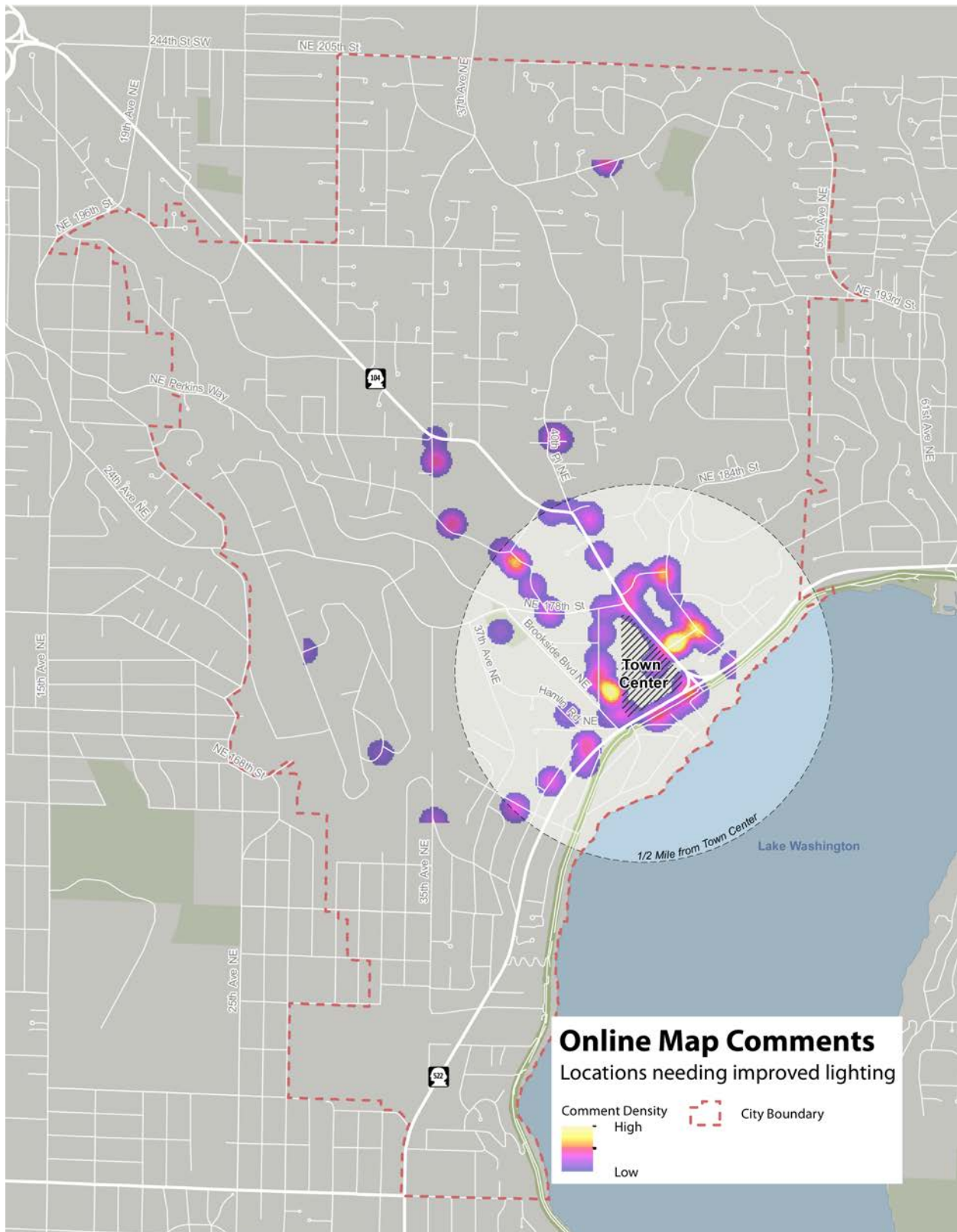


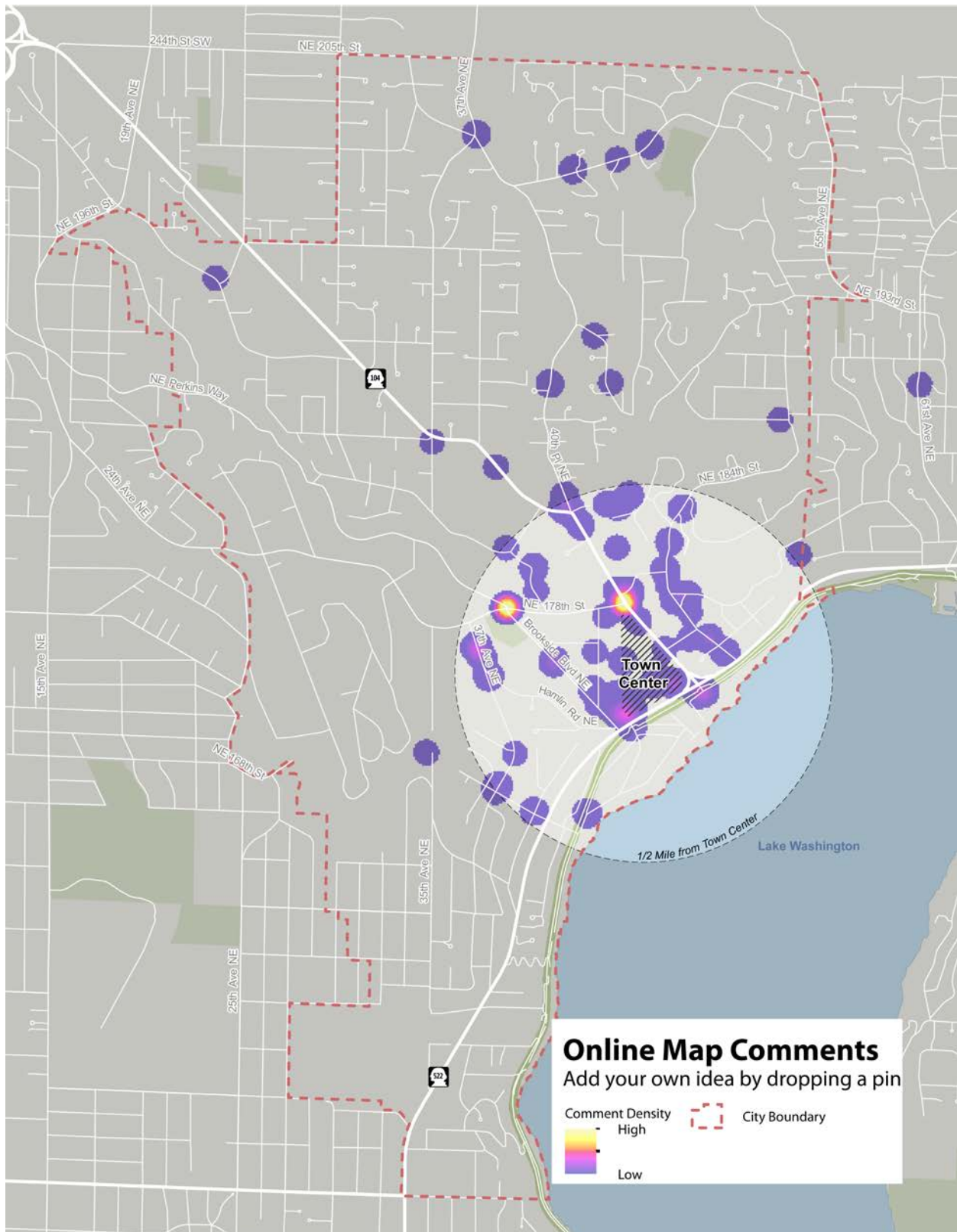


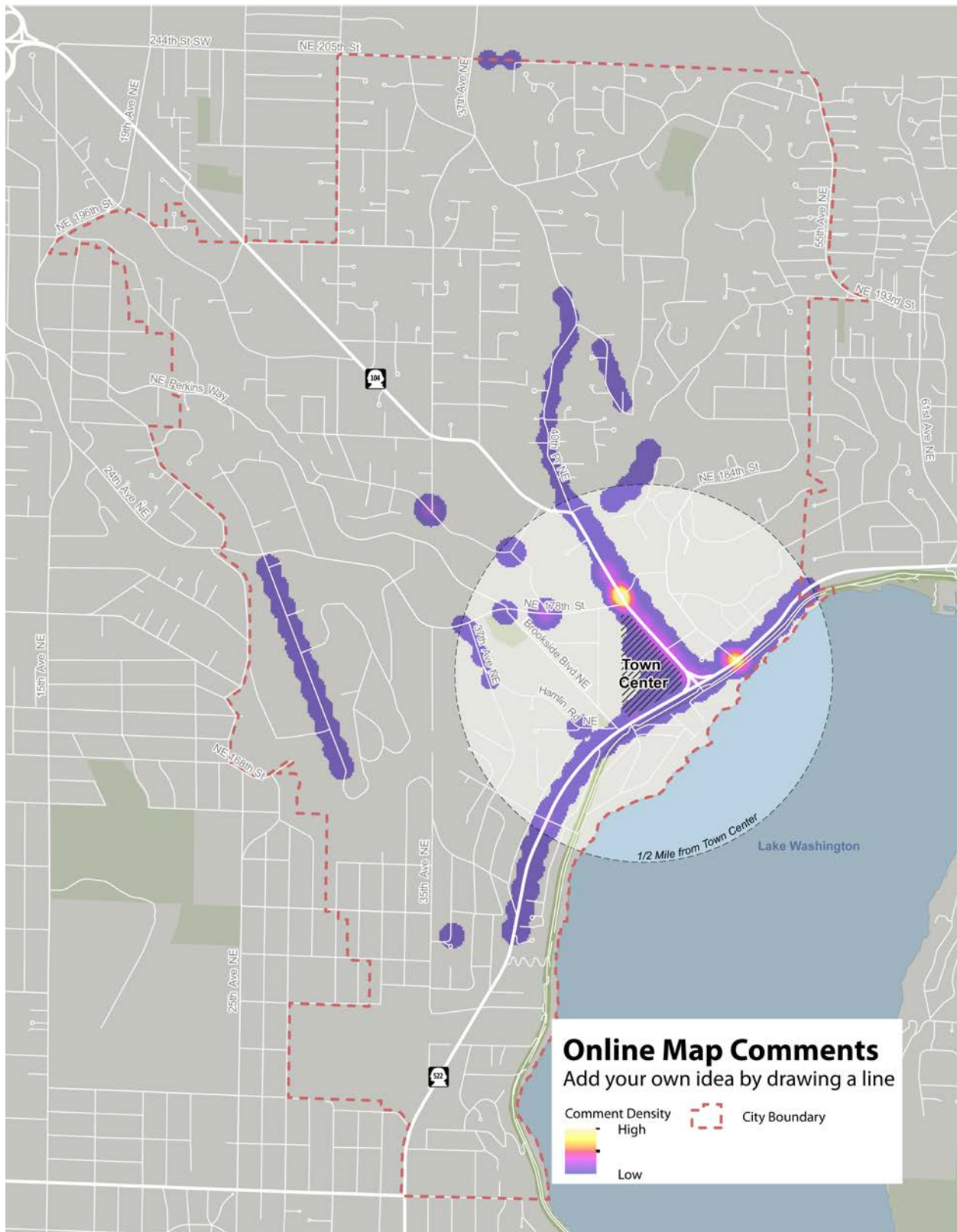












Appendix B: Summary of Web Map Comments

Routes where a sidewalk is desired

Top comment locations

- 37th Avenue
 - How a sidewalk on 37th to Brookside has been absent for so long is an outrage.
 - Need to add sidewalks on both sides for safe walking to school
 - Kids walk to Brookside Elementary along 37th Ave but there is no real sidewalk
 - Sidewalks to Brookside
 - Entire length of 37th needs good sidewalks for children's safety going to and from school.
 - Sidewalks and any other safety improvements on 37th, down the hill and in front of Brookside
 - Add a continuous sidewalk for 37th Ave from 165th to 178th. People walk along this stretch all the time, and at night and it is very dangerous. Kids should be able to walk to Brookside on a sidewalk
 - Add a continuous sidewalk along 37th from 165th to 178th. This is a well walked area that is very dangerous. Our kids should have a safe path to school.
 - Desperately needed
 - This should absolutely happen. This is the route kids walk from sheridan heights to school
 - Also, coupled with that should be increased street lighting. It's a rather dark street in the winter time.
 - Amazing that a child hasn't been hit by a car on that narrow dirt shoulder yet. This needs to be fixed.
- SR 104
 - Sidewalk is needed on both sides of the street.
 - Kids need access to school through sidewalk. In addition to crosswalks
 - Pedestrian access and connection from residential to commercial must be improved.
 - Terrible narrow sidewalk, most of passing traffic is over speed limit.
 - It's difficult to walk down Balinger to Town Center. Have to switch sides to find sidewalks...
 - This sidewalk needs brush, and high trees cut back to allow what lighting is available to shine down on the areas pedestrians walk. I would like to see painted areas "at least" where the sidewalk
 - Cars parked along here compete with pedestrians
 - Better sidewalk along hwy to the N shopping center entrance
 - Add sidewalk
- SR 522 from Vet to Starbucks
 - Participants requested sidewalks on SR 522 from 165th to the Town Center
 - SR 522 should have sidewalks all the way along
 - It'd be great to have sidewalks all along 522.
 - Sidewalks and any other safety improvements on 522, from 165th to the mall
 - Link 39th to Town Center via sidewalk
 - For pedestrian and driver safety, add sidewalk from pathway beside animal hospital to Starbucks along SR522.
 - Sidewalks are needed here!
 - Pedestrians walking to town center from sheridan heights have trouble crossing through gas stations etc in this area. Very dangerous!

- Ingress/egress safety improvements needed with sidewalk
- Need designated safe path from SR 522 to Blue Heron Park/Hamlin ped bridge.
 - There is no safe connection from the end of 39th NE and the new Hamlin Pedestrian Bridge. Peds must cross a dangerous gas station and jay walk to get to bridge - ignored by bridge advocates.
 - Dangerous pedestrian passageway to mall from footpath connecting to SR522 at Animal Hospital connecting to Shell Station and to Starbucks.
 - The only "safe" route to the mall from 39th has to cross the Chevron station, then run across Hamlin. That's an accident waiting to happen...
- Area near 170th/Fire Station
 - No sidewalk along Starbucks so pedestrians must walk in the street to get to bus stop and cars coming off Bothell Way are turning quickly - very dangerous!
 - We need a safe way to get in and out of the Town Center- there are no sidewalks alongside the Arco and Starbucks corridor, so no safe way for kids to cross!!
 - I totally agree! I walk here with my young kids all the time and feel so unsafe.
 - YES!! This intersection is incredibly dangerous for kids!
 - This entire area needs to be fixed- there is no safe way for kids (or adults) to cross at these two intersections. There is no sidewalk into the Town Center from either the Burke or Brookside Blvd.
 - Improve pedestrian and driver safety by marking the sidewalk between Brookside Boulevard NE and Mod Pizza plaza.
 - Pedestrians needs sidewalks to cross into the Town Center from Brookside Blvd.
 - Improve sidewalk [along Brookside], especially from Firehouse over to town center is dangerous with emergency vehicles entering/exiting
- 40th Avenue/182nd
 - Heavy cut through traffic
 - Very dangerous blind corner for pedestrians and cyclists
 - no safe place to walk and blind corner for cars
 - The large curve on this section of NE 40th always seems a bit treacherous, improving this for pedestrians would be great.
 - Walking on 182nd has become dangerous. The sides of the road are narrow and in many places very narrow. There are blind curves and at some periods of the morning and evening horrible glare.
 - Sharp, tight corner. hard to see pedestrians when driving and no sidewalk
 - My kids walk along this street to get to the Town Center. The curvy road has limited visibility so it worries me that a car will come around the bend too fast and won't see them.
 - Sidewalks would be nice along 182nd. Vehicle traffic seems fast, especially during commute hours. Good alternate walking route to middle part of 180th/Perkins.
 - Especially bad at blind, hilly, sharp curve at about 17868 40th! Very UNSAFE.

Other locations with several comments

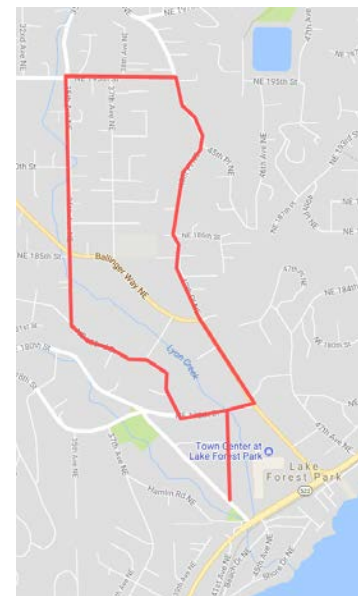
- 44th – requests for a sidewalk, not an extruded curb. One request for it to be located on the east side of the street. This is a major connector road and it allows walking access to Whispering Willow.
- 180th
 - Adding a real trail or sidewalk up 180th would be heaven!

- This street is treacherous to walk on.
- Due to vehicle speeds, room, and sight lines, it would be great to have a sidewalk or trail along 180th/Perkins. I like the idea of a mixed use path for uphill bike traffic. Can't walk here as is.
- Narrow road with many blind curves
- Make a place to walk/bike on Perkins and 180th St
- Need of a sidewalk or path for pedestrians on Perkins way.
- Sidewalk/bike lane needed for future light rail station access
- 39th – requests for sidewalk on 39th between 165th and the access trail.
 - Possible encroachments on narrow undeveloped ROW
 - This is a very well used pathway to access Towne Center and also underutilized ROW
 - It's difficult to get to town center from sheridan heights for pedestrians - especially through all the gas stations – some would prefer a new path connecting to Hamlin instead of SR 522
 - A sidewalk here would be rendered obsolete by the proposed sidewalks on 522, covering the same path (165th to T.C.)
 - There is no sidewalk on 39th for most of the distance between 165th and the access trail at the end that connects with Bothell way.
- Hamlin – add sidewalk along all of Hamlin
- Brookside – 1 request for sidewalks on both sides of street. 2 others requested existing facility be upgraded to an actual sidewalk, especially from Fire Station to the Town Center. Dangerous with emergency vehicles entering/exiting.

Routes where bike infrastructure is desired

Top comment locations

- Brookside Boulevard
 - Bike lanes needed on both sides of the street
 - remove the green strip between sidewalk and road and replace it with dual use bike and pedestrian lanes
 - I'm not sure about the dual use, but we definitely need bike lanes connecting our main roads to the Burke trail.
- 44th /170th/Fire station road/178th
 - A dedicated bike lane and pedestrian lane might be helpful since there is a huge increase in traffic on Brookside & 44th.
 - This low-vehicle traffic street could be a great bike-lane option; also complete bike lane access to BG Trail here.
 - Routing bikes and pedestrians this way OR adding a trail behind the town center is great AND not encourage crossing at 104/522
 - [44th] This could be a great walking, running, biking loop that also connects North-West corner of LFP to the Town Center (See map to the right.)
 - Local access only like goat trail.



- SR 104
 - Don't like cycling on Ballinger as the cars are going too fast and too close to my bike, would prefer bike lane.
 - Safer descending on Ballinger.
 - Bike lanes needed on both sides of the street
 - Good bike way and I see lots of bikers here, but poor bike lane/shoulder areas [104 to/from 40th]
 - I am not sure [bike lanes/sharrows] is a good idea on this road due to narrow ROW and high volumes. Perhaps a different route could be used that would be better/safer for cyclists
 - This is absolutely critical. We must connect to the trail and encourage people to use this amazing resource that links us to over a hundred miles of trails, and is growing!
 - [In the section south of 178th], No bike lane in this stretch, road narrows and the way the pavement is here, it is currently unsafe. Cyclists are forced to take the lane or ride on the sidewalk, which is generally frowned upon
- 178th – between 180th/Perkins and SR 104
- 40th Avenue/182nd
 - Loop connecting 40th/182nd to 35th and down 40th/104
 - or Add a Trail along road.
 - Insufficient room to add a bike lane

Other locations with several comments

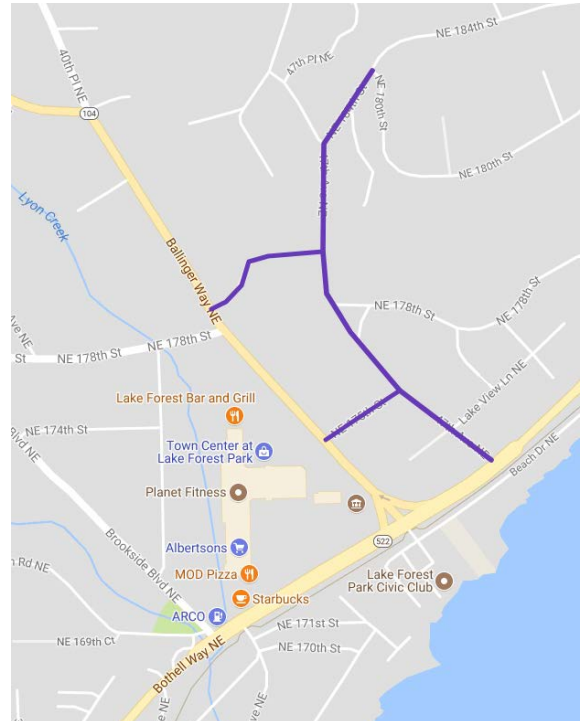
- Perkins Way
 - Would love to see better bike and safer pedestrian passage on Perkins
 - Add Bike Lane to Perkins
 - Adding a real trail or sidewalk up 180th would be heaven!
 - Due to vehicle speeds, room, and sight lines, it would be great to have a sidewalk or trail along 180th/Perkins. I like the idea of a mixed use path for uphill bike traffic. Can't walk here as is.
 - Narrow road with many blind curves
 - Make a place to walk/bike on Perkins and 180th St
 - Sidewalk/bike lane needed for future light rail station access

Routes where cars speed/volumes seem high

Top comment locations

- 40th Avenue/182nd to/from 35th Ave (and to a lesser degree 40th Ave)
 - CUT-THRU TRAFFIC! (fast & dangerous)
 - Heavy cut through traffic
 - Cars race along this street to bypass traffic on Ballinger Way and Bothell Way. This 25 mph side street has NO sidewalks, many blind corners and a high volume of pedestrians
 - Cars cutting through from 35th down 182nd to 178th go way too fast for the conditions. There are blind curves, pedestrians who have to walk in the street because the road has no sidewalks, and childr
 - Lots of traffic, some not even stopping, many flouting r-o-w
 - People really need to drive more slowly on this "S" curve on 40th Street.
 - SO many cars trying to bypass traffic on the main arterials.

- Why not close streets to only local access like goat trail? Less volume for our neighborhoods.
- Close to local access only, just like other neighborhood in LFP.
- This segment of 40th from 178th gets double cut through traffic as cars cut through to go to both 40th to Ballinger as well as 35th and Ballinger. All during rush hour.
- Re 35th: The amount of traffic that use this street as cut through has increased to an unsafe level. We need traffic calmers ie: speed bumps as well as police presences
- Re 35th: Lots of heavy cut-through traffic here, and many speeders.
- 47th Avenue NE/NE 184th Street/NE 175th Street/NE 178th Street (see map below)
 - All along 47th & 184TH Traffic is REALLY bad – heavy volumes, cut-thru, high speeds. VERY UNSAFE!
 - People turn in from Ballinger onto 175th and 178th to cut through to Bothell Way east.
 - Like all of LFP it is residential clustered around a major traffic mess, signage of something needs to tell drivers to slow for driveways corners etc. and be enforced
 - Reduce the speed to 20 on the smaller streets. Studies have shown that for a pedestrian to get out of the way in time, 20 mph is a better speed than 25
 - Totally agree!!! Traffic through here is very dangerous. Blind driveways lots of pedestrians, families, and pets. Need to slow it down. I think narrowing street add sidewalk and parking strip would help
 - Block nw178 at Ballinger Way. Add peds cross sign, no traffic cut through
 - There is a lot of speeding coming down this road (one of few roads with sidewalks, so it sees lots of foot traffic)
 - Is there a way to slow down traffic using 47th Ave NE? It's understandable that on a long hill drivers want to speed up, but it is residential and low visibility around the curves.
 - Cars GO WAY FASTER than 25miles MPH here despite "enforced by radar sign". I worry for kids' safety.
 - Very unsafe for kids to walk let alone anyone. Improve safety here. This section is just waiting for someone to get hit and then the city will act on it.
 - Need a stop sign for traffic on 47th at 178th, to slow speeds



Routes where a trail is desired

Top comment locations

- From NE 174th Street & 44th Avenue NE into Town Center
 - Give walkers and bikes direct safe access into the town center.
 - Looking at this via google earth, it's actually quite amazing the way 174th lines up with that green-space corridor between Everest Kitchen & the LFP Grill !
- Create a pedestrian connection from the Brookside School crosswalk; through "Big Tree Park"; bridge across McAleer Creek; and into Animal Acres Park.
 - This would be nice not just as a better way for school kids & sheridan hts folks getting into the park(s), but also for anyone walking Brookside Blvd... a 'short cut' AND a much nicer walk.
 - **NOTE: The City is implementing this trail connection.**
- SR 104 from 178th to SR 522
 - Add a physically separated multi-use path for people walking and biking that is separate from road traffic.

Other locations with several comments

- McKinnon Creek Trail
 - This trail to nowhere should be connected to the Tolt Water Pipeline trail
 - I understand the reasoning for not having McKinnon trail continue through the water district, but it would be so helpful for this trail to continue up on the hillside, as it has done historically.
 - The McKinnon creek trail is long overdue; danger to water source is overblown
 - The public right of way should be developed. The trail is downstream from the refill area and the Water District must attend more to its infrastructure problems in any case to avoid contamination.
 - Extend the McKinnon Trail both to 47th Place NE & 47th Avenue and 184th St. Would save ~1 mile for anyone coming from the north. The extension to 47th provides a better alt route since off 104.
 - This goes through private property and the well field of the Lake Forest Park Water District. This would introduce a source for contamination of the artesian wells that provide water.
- Connection from 39th to Hamlin Road

Locations where crossings need to be safer

Top comment locations

- SR 522 & 47th Avenue NE
 - Pedestrian Bridge from 47th Ave NE across Bothell Way, and down to the BG Trail. Give Eastern LFP and Horizon View a safer and more direct route to the lake & trail.
 - This is a fantastic idea. Never thought of a pedestrian bridge here. Would make is very safe to walk across highway without interrupting traffic.
- SR 522 & 170th
 - Improvements can include enhanced crosswalk striping, improved sidewalk/curb on the gas station corner, and improved signal phasing. Potentially consider a protected eastbound left turn from Starbucks
 - There are numerous near-misses here. Cyclists don't stop, and there is poor sight distance for motorists going westbound.
 - Pedestrian bridge to access bus service on the other side of the highway
 - Pedestrian bridge
 - Get overpass
 - The button for the crosswalk is in the middle of the B-G trail, forcing pedestrians who want to cross 522 to walk through bicycle traffic to push the button
 - It's tricky to walk from the trail, cross Bothell Way by Starbuck's, and get to the sidewalk near the fire station.
 - Needs more illumination at this dangerous crosswalk.
 - This is a great place to cross LCW to get to the trail or head east on LCW. Perhaps a "protected turn" light as opposed to the regular traffic signal that currently exists.
 - Traffic entering the town center coming from SR522 beside the ARCO station must negotiate traffic and pedestrians coming from Brookside Boulevard Northeast and delivery trucks on the west side of the
 - Over the street pedestrian bridge
 - Flashing sidewalk lights would improve the safety of this crossing.
 - There is no sidewalk or crossing here. With the shrubs along the fence of the water retention pond, visibility is very poor.
 - This might be the worst pedestrian/biker crossing in LFP
 - Drive-thru traffic at Starbucks
 - As a pedestrian from Brookside Blvd trying to get to LFP bus stop, it's a tricky, dangerous crossing. No crosswalk or sidewalk for pedestrians and a busy car intersection.
 - this is challenging for pedestrians and bikes
 - The only way to walk to the mall from Sheridan Heights is via 39th, then cut across the gas station and dodge cars on Hamlin. Short-term, a crosswalk is needed across Hamlin.
 - Metro bus commuters are in desperate need of an overpass crosswalk to ensure safe passage over WA522.
 - The bus stops need to be connected via a pedestrian overpass in order to truly ensure safety crossing WA522.
 - Pedestrian bridge is essential for safety
 - We need a safe way for kids to get into the Town Center from Brookside Blvd. and Burke Gilman Trail. We need sidewalks!!
 - We need a flashing light pedestrian crossing like they have in Lake City, but that is timed with the stop lights.

- Yes. Peds need to stand somewhere to cross 522, but cyclists are on the Burke crossing 170th at lightning speed. We need a clear place for peds to stand and designated bike lanes right here.
- Yes. There is no sidewalk along Starbucks or intersection striping to get to the sidewalk in front of the fire station. Very unsafe for kids and families.
- SR 104 & SR 522
 - Build a pedestrian/bike bridge over SR 522
 - Provide at-grade crossing improvements
 - Crossing the highway is treacherous. A pedestrian bridge would be ideal
 - Pedestrian bridge
 - Pedestrian and cycle overpass needed to connect out city with the Burke Gilman and bus stopsman
 - Bikes crossing the Burke don't realize that traffic has right-of-way, seen many near collisions
 - Incorporate into ST parking structure a bridge from its 2nd level to the Burke-Gilman trail across Bothell Way. If we can't get it from ST, go for (transportation) grants or (horrors) from City funds
 - Over the street pedestrian bridge
 - make it more safe for pedestrians to cross over 522
 - Under street tunnel or Over street bridge for peds and bikes
- SR 104 & 178th
 - There were lots of votes to realign this intersection.
 - Re-Align the SR104 -NE 178th Intersection into a non-offset intersection -- WITH A TRAFFIC LIGHT to increase safety AND help control cut-thru traffic
 - Overall comments
 - This intersection can be mayhem at busy times.
 - This intersection is a hazard for pedestrians AND cars!
 - Dangerous intersection. VERY difficult to turn left from 178th on to SR 104 (heading west).
 - Needs better lighting too
 - Crosswalk
 - Need a crosswalk here
 - Add crosswalk at 178th across Ballinger
 - Need a crosswalk so my kids can get to school and walk the dog safer
 - This needs to have a safe way to cross the street
 - Need pedestrian cross light
 - Add pedestrian crossing at 178th and Ballinger across Ballinger
 - Add a crosswalk
 - Crossings need to be safer at 178 and 104
 - Add flashing light crosswalk (like Lake City Way) or stop light with crosswalk. Currently walkers are forced to make a dash across the roadway. Cars are going too fast to make it across safely.
 - At N entrance to shopping center there is no safe crossing from NE side of the street to SW entrance.
 - Pedestrian crossing here is an essential add here.
 - Add a crossing light for pedestrians and bikers
 - Signal

- This intersection needs a signal to allow cars to turn and pedestrians to cross safely
- Need to add a LIGHT at this intersection - left turns from NE 178th onto Ballinger way are VERY dangerous.
- Also need a signaled cross walk here!
- Stop light or something to assist cars attempting to turn onto Ballinger Way
- Ballenger and 178th needs a traffic light. It gets very congested and turning is hazardous.
- A traffic light limiting left turns off Ballinger would be a great tool for controlling west-bound cut-thru traffic.
- Add traffic light will increase more traffic noise when car moving. Should add ped cross light [instead].
- Need a traffic light. Dangerous for pedestrians to cross here as well as for cars to merge on to Ballinger.
- Roundabout
 - Busy intersection - Add a Traffic Circle
- Cut-through traffic
 - Uncertain there is truly "cut-through" traffic here (an unlikely route to Kenmore or SR522E). It IS used to access FROM Ballinger (going S, turn left) TO neighborhoods N along NE 184th/187th
 - There positively IS cut-thru here, esp eastbound when 104 is backed up from 522. people use both 47th-184th-187th (past aqua club) & 178th (past local traff only sign) to go "up + over" to kenmore.
 - I live on 47th/184th and there is absolutely cut through traffic here cutting over the top of the hill to Kenmore. This traffic is heavy during busy times and traveling at unreasonable speeds.
 - Close this street, and prevent access to and from Balinger Way, to avoid cars crossing Ballinger and quickly turning right on to this street
- Roadway design
 - Eliminating the left turn pocket would move lane west resulting in more room for sidewalk. Turn NE 178th into dead end or one way west bound with only a right turn.
 - Control of east-bound cut-thru would help too. Lots of traffic cuts east on 178th to get to Kenmore & SR522 east. A light controlling those left turns would help.
 - Block connection of NW178 and ballinger way. Using NW175.
 - Please do not take away the opportunity to turn left onto 178th (heading east) from ballinger (heading south) - this is a much needed access point
 - Retain Left turn lane coming S on Ballinger onto 178th going E
 - Unsafe intersection needs redesign. Drivers turning left from SR104 to NE 178th are at risk. Drivers turning fight from NE 178th are at risk.
 - Only right turn on NE178 to ballinger way. no left turn to Ne178
 - No left turn to NE178th
 - Island and striping are poorly detailed to control left hand turns from Ballinger; drivers tend to rush and cut the corner short, sweeping thru west bound lane at stop bar.
 - Going from the Town Center onto NE 178 by bike is really awkward. Not sure what to do about this

- This is a dangerous intersection for left turning vehicles. There's also no pedestrian crossing for a major route to the town center and elementary school.
 - Block ne178 on ballinger way, no left turn from ballinger way to ne178
 - Should only allow right turn on ballinger way from ne178, no left turn
- SR 104 & 40th Place
 - Need a crosswalk, preferably blinking here, or even island in middle of road to make crossing safer.
 - It's difficult for pedestrians or cyclists crossing 40th to judge whether oncoming traffic is continuing on Ballinger or veering onto 40th
 - This is a terrible intersection. Cars traveling north on Ballinger and turning on to 40th rarely use their turn indicators leaving cars turning left onto 40th or leaving 40th to guess when it is safe
 - Wonder if signs on northbound 104 well ahead of 40th Pl. could get more drivers to signal right for going (straight!) onto 40th Pl.
 - This intersection is a hazard for pedestrians AND cars!
 - This intersection is always an accident waiting to happen!
 - Add crossing stripes to roadway and crossing signage
 - pedestrian crossing 40th Place NE is not marked and dangerous because of traffic from Ballinger Way
 - VERY dangerous intersection, coming down 40th (heading east) to enter SR104 toward shopping center.
 - I have witnessed several near incidents at this location with peds crossing both 40th and Ballinger.
 - It would be great to have a traffic light. Too much traffic, very difficult for cars to turn left on Ballinger (when on 40th) etc.
 - Intersections very difficult for cars and pedestrians, especially at peak hours. So many cars.
 - This is a dangerous intersection for cars, bikes, and pedestrians!
 - crossing 40th at 104 is risky with the high speed traffic going straight up to the NW
 - This intersection can also get a little congested and difficult to navigate at times.
- 178th & 37th
 - Possible round-about or 4-way stop
 - Intersection still unsafe for autos turning onto 178th from Brookside/Perkins limited visibility. Need method to slow traffic on 178th
 - Add a stoplight to allow safe driver and pedestrian crossing all ways at the corner of Animal Acres Park and Eagle Park.
 - Traffic is making this a tragedy waiting to happen with pedestrians (kids) at two parks plus bikers going 25-30mph down the hill
 - This intersection desperately needs a roundabout. Sight distance is poor from side streets. This project was killed and it should not have been.
 - Agreed! Have had great difficulty turning left onto 178th from Brookside here because of visibility and speeding.
 - Agreed! This is an incredibly dangerous intersection with the increases in traffic our community faces.
 - roundabout would greatly improve this intersection; include pedestrian islands
 - I really like the roundabout idea. This is a confusing intersection for drivers, which also makes it dangerous for pedestrians

- The offset streets make this a challenging intersection - especially for left turns onto 178th.
- At the stop sign, where the road leads from NE 180th St to Brookside, it is very difficult to see cars coming down NE 178th St because of the angle of NE 178th St. Maybe a roundabout or 4-way stop?

Other locations with several comments

- SR 522 & 165th
 - Improve the pedestrian crossing here. If an overpass/underpass is not possible, provide improvements at-grade.
 - Add a pedestrian bridge
 - Add a left-turn signal at Bothell Way and 165th in both directions on Bothell Way
 - Needs flashing crosswalk indicator similar to ones in Lake City business area. Numerous. Accidents in this intersection.
 - Please make crossing Bothell way at 165th safer! Tons of kids cross the road and cars are not paying attention
 - This crossing is very dangerous. Cars run the lights very frequently. Flashing sidewalk lights would be a great improvement, as would reducing the speed limit on 522
 - Lots of kids cross here! Light up the crosswalk? Delay the green for cars?
 - Make crossing Bothell Way at ne 165th safer either with pedestrian overpass or lower speeds and cameras.
 - Pedestrian overpass or lower speed + cameras to reduce pedestrian & bike accidents here
 - If you just check in with the fire department and police department they will tell you that. There have been many accidents. At. The intersection of NE165th Street and. HWY 522. Folks. Badly injured.
 - At 165th & Bothell way. Cars in the south-bound right turn/bus lane often slide into the crosswalk, and if a large vehicle is in the center lane, it is hard for those drivers to see (short) pedestrian
 - Make crossing safer on 522 at 165th
 - Crossing along Bothell Way and 165th needs to be safer. Many people from Sheridan Heights walk down to the Burke Gilman and Sheridan Beach Club.
 - Such as a pedestrian overpass.
 - More traffic makes the 165th crosswalk even *more* dangerous
 - Crosswalks needed across NE 165th, along with "Don't block the intersection" signage (and enforcement)
 - Crosswalk at ne165th. Onto. Hwy 522 many south bound cars run light here and hit cars coming onto 522. Many Pedestrians cross here. Tolls on 405 makes so much more traffic here
 - Stairwell from 38th Ave ne to ne165th broken and dangerous. Heavily used
- 178th & 40th Avenue
 - Extremely heavy traffic needs crosswalk
 - There is no pedestrian safe crossing from 40th to the sidewalks on 178th. Many people walk this route
 - No crossing here.
 - This intersection needs a 4-way stop.

- Many people walk across the road at this juncture. It would be great to have a pedestrian crossing.
- There is no sidewalk nor crossing marks nor any way to cross the street here. I find it very dangerous!
- This is a blind corner where cars zoom by. Many children try to cross here to go to the Town Center, buses, and the Civic Club. Crossing 178th here is not safe.
- I think just a painted crosswalk would help. Right now cars won't stop for pedestrians and it can be difficult to cross here.
- This is a dangerous intersection for pedestrians to cross especially during low light times of the day. And the angle that 40th hits 178th makes visibility challenging.
- This is very dangerous for peds to cross, especially when dark. Also, the angle that 40th hits 178th makes visibility challenging for drivers.
- Improved crossing from 40th across 178th
- I'm adding my voice to the chorus for a safer pedestrian crossing here. It's also a challenging place for cars to make a safe left hand turn off of 40th.

Locations needing improved lighting

Top comment locations

- NE 175th Street, including intersections at SR 522 and at 47th Avenue NE
 - The lighting for pedestrians crossing the crosswalk is pretty lousy. As a driver making a left turn onto hwy104 N, it's hard to see pedestrians crossing the crosswalk in the rain and dark.
 - It's dark all along this road
 - The bus stops on both side of the street are not as visible as they could be. Remove the dead tree that blocks the view on the town center side and add light switches to each of the bus stops so driver
 - Bus drivers sometimes cannot see passengers. The crosswalk also is dark
- Whispering Willow park
 - Light the path through whispering willow park
- NE 178th Street, including intersection of NE 178th Street & 47th Avenue NE
 - Intersection can be rather dark with current lighting.
 - It's dark all along this road.
 - Lots of walkers here, plus stop sign
- Area near the intersection of 40th Avenue NE & NE 182nd Street
 - By LFPE
 - 182nd desperately needs lines on the road. At night it is hard to know where the edge of the road is which is difficult when faced with oncoming traffic

Other locations with several comments

- 44th
 - The whole road is very dark
 - Maybe some more lighting (and a sidewalk) on 44th?
- Access trail between 39th & SR 522
 - The access trail between 39th and Bothell way is poorly lit at night
- SR 522 adjacent to the Town Center/NE 170th Street

- Walking southeast on the trail, from the foot of Ballinger to the next intersection at 170th, it can be very dark at night.
- Improve lighting near the intersection of the connection from Brookside Boulevard Northeast and Mall near Swirl Yogurt.

Locations needing maintenance

Locations with several comments (though these did not get many votes)

- SR 104 & 40th
 - Pot hole in turn lane
 - There are serious pot holes in the road at Ballinger & 40th. Added traffic has greatly increased the size and depth of the pot holes.
 - This intersection is torn up (Ballinger & 40th)
 - Pot holes mixed with curve make for dangerous left turn!
- SR 104 south of 40th
 - Sidewalk fix, too much bush
 - Utility cover in sidewalk. Sidewalk needs to be wider in this vicinity.
 - I would like a raised area along Balinger way to prevent Street water from rushing down "sidewalk areas" and settling in to MUD pools and standing water on walking areas.
 - The shoulder here has a lot of holes for drains and such and there is always debris--it is not good pavement for cyclists
- Stairwell off of 165th
 - Stairs in Sheridan Heights
 - Provide maintenance and improved lighting at the existing staircase
- Brookside at 44th
 - Clean up vegetation to improve sightlines