

CITY PROPOSAL FOR N 175TH ST PROJECT



Westbound (uphill) between Stone Ave N and Meridian Ave N:

- 13' wide pedestrian/bike shared path *
- 5.5' wide planter strip
- 2 travel lanes (10' and 11' wide)
- 6' wide planted median

Total width: 45.5'

Eastbound (downhill) from Stone Ave N to Wallingford Ave N:

- 10' wide sidewalk
- 7' wide buffered bike lane
- 2 travel lanes (10' and 11' wide)
- 3.5' wide landscaped area

Total width: 41.5'

Grand total of eastbound/westbound width Stone to Meridian: 87'

SAVE SHORELINE TREES' COUNTER PROPOSAL

- SST proposes a bicycle route from the Interurban Trail to Meridian via N 178th Street
- No bike lanes on 175th between Stone and Meridian
- ADA Standard 5' wide sidewalks on both sides of N 175th from Stone to Meridian
- 3' wide planter/buffers for safety on both sides of N 175th from Stone to Meridian
- 10' wide travel lanes on both sides of N 175th (current total road + sidewalk width between Trader Joe's and Ashworth Ave N is 56' and between Densmore and Wallingford is 51')
- No medians with sapling trees that would shade nothing but the medians
- 8' wide shared-use path on both sides of N 175th from Meridian to I-5 (Phase 1)
- 3' wide planter/buffers for safety on both sides of N 175th from Meridian to I-5 (Phase 1)

Total eastbound/westbound width Stone to Meridian: 56' -- this will retain some trees

Total eastbound/westbound width Meridian to I-5 (Phase 1): 72'

Involvement of arborist at initial project planning. Save Shoreline Trees doesn't have the budget for an arborist report to accompany the design proposal we are submitting but an arborist should be involved at initial project planning. The six Austrian pines on the north side of N 175th, slated for removal in the City plan, are one example why the arborist report should have been considered by Council and the public before the project was allowed to proceed to 60% design.

ADDITIONAL POINTS

1. City's design necessitates removal of all rockery walls on both sides of N 175th and the large conifers on top of them. Concrete walls would be required to replace them.
2. Eastbound from Wallingford to Meridian the current design includes a 13' wide shared path and a 16' wide planter strip (adjacent to the Meridian Park Elementary).
3. The City's own bicycle network goals state intent to provide bike lanes on quieter streets. Avid cyclists have stated their views that bike lanes do not belong on N 175th.

* Shared-use paths are designed for pedestrian and bicycle use. [*Engineering Development Manual*, Ch. 14.4]