

WELCOME

35th Ave NE Project Drop-In Session

April 24, 2019
3 – 7 PM

- 1 Learn more about the new design and how 35th Ave NE will operate in the future
- 2 No formal presentation
- 3 View informational boards
- 4 Have 1:1 conversations with staff

Stay in touch

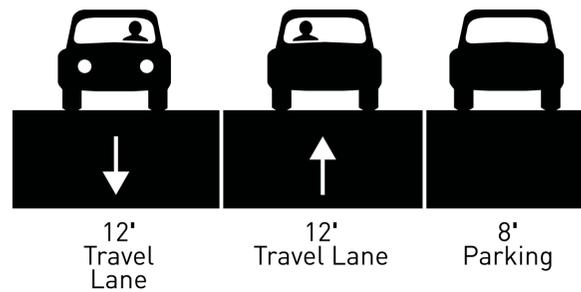
35th Ave NE Outreach Team

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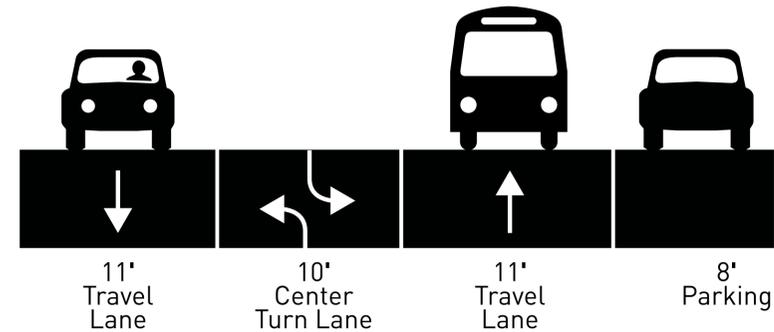
NEW DESIGN FOR 35TH AVE NE

NE 47TH ST - NE 65TH ST



- One lane in each direction
- No center turn lane given the narrow width of the road
- Parking will be maintained on the east side of the street only; peak hour parking restrictions removed so parking is available all day

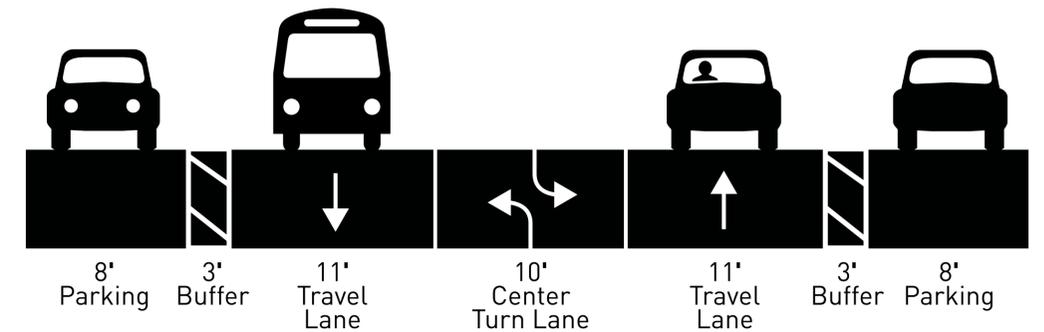
NE 65TH ST - NE 85TH ST



- One lane in each direction
- Center turn lane
- Parking will be maintained on the east side of the street only; peak hour parking restrictions removed so parking is available all day

The northbound and southbound bus stops at NE 68th St will be maintained per community requests

NE 85TH ST - NE 89TH ST



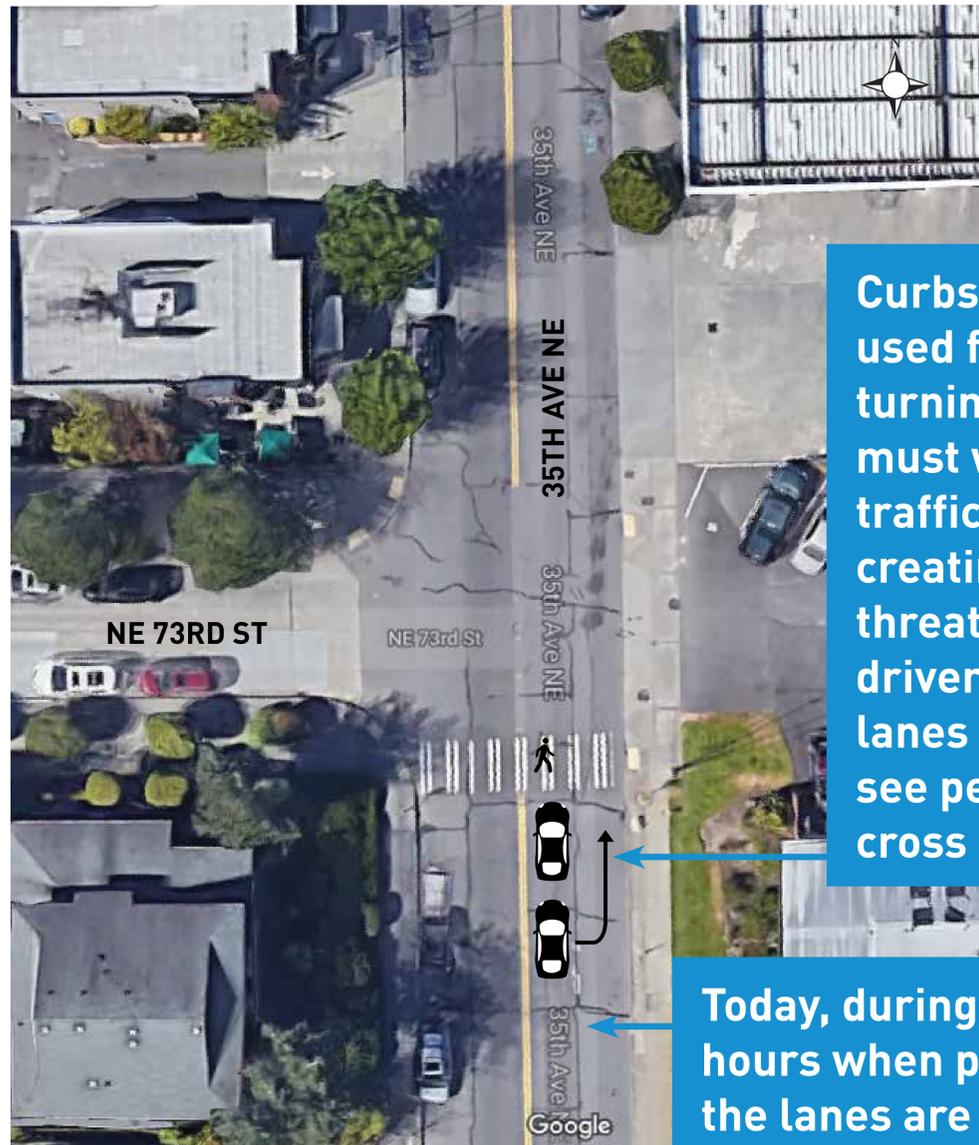
- One lane in each direction
- Center turn lane
- Parking will be maintained on both sides of the street between NE 85th and NE 87th (parking on the east side only between NE 87th and NE 89th)

Notes:

Cross sections are looking north. Illustrations are conceptual. Actual widths at intersections will vary.

HOW THE NEW DESIGN CHANGES CURRENT CONDITIONS

CURRENT CONDITIONS

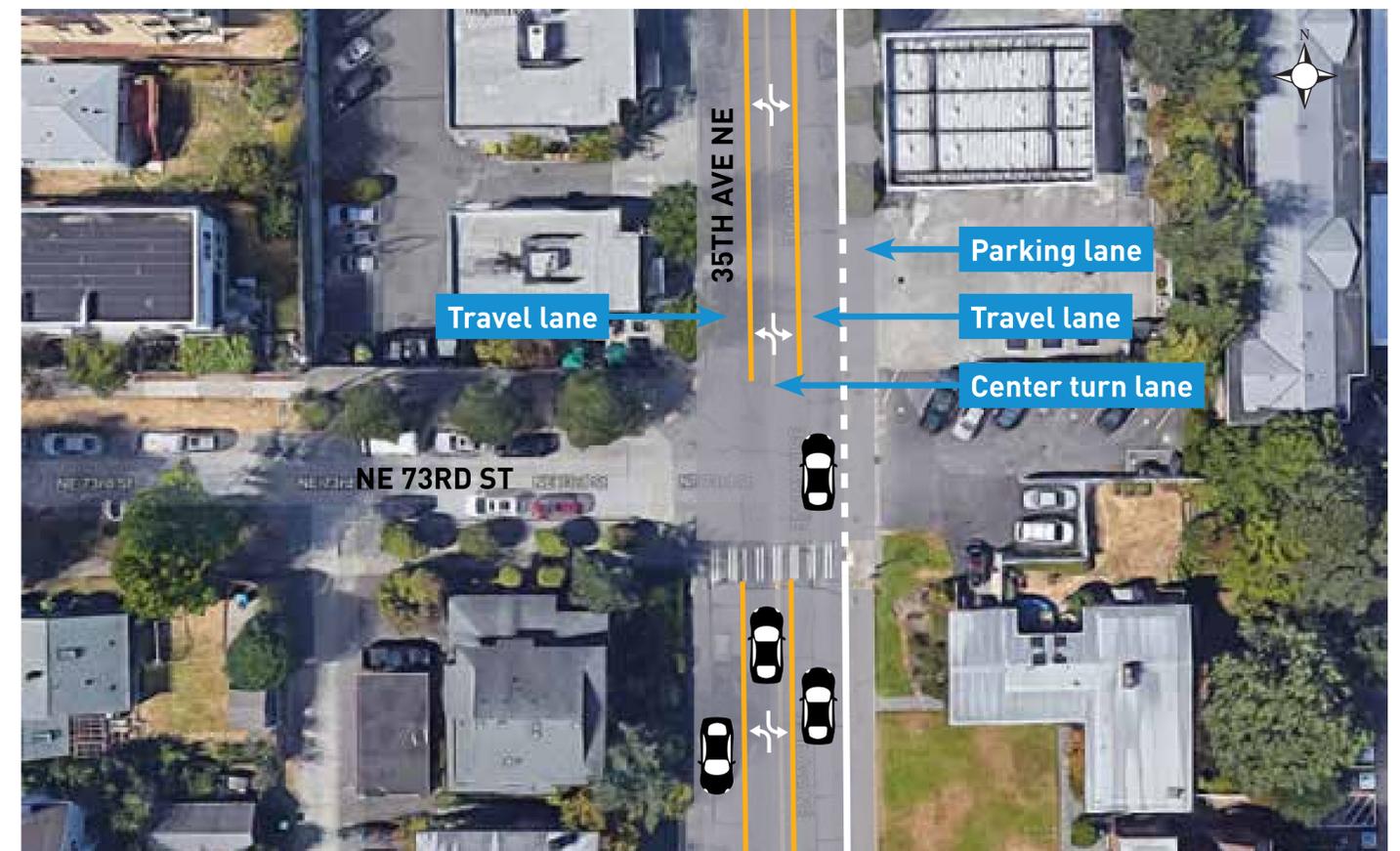


Curbside space is often used for passing or turning. Pedestrians must watch for active traffic in all of this space, creating a “multiple threat situation,” when drivers on the inside lanes are not able to see pedestrians as they cross the street.

Today, during peak commute hours when parking is restricted, the lanes are wide (curb-to-curb distance that spans 2 parking lanes and 2 travel lanes)

NEW DESIGN

- Helps calm traffic and reduce aggressive driving by defining a single lane of travel in each direction
- Provides a dedicated space for turning vehicles which improves efficiency of the roadway and reduces collisions
- Improves conditions for people crossing the street; drivers and pedestrians are better able to see one another and drivers are in more predictable places on the street



STREET DESIGN AT NE 55TH ST



The above graphic is based on the conceptual design. Street markings and signage may vary once installed.

NE 47th St to NE 65th St

- One lane in each direction
- No center turn lane given the narrow width of the road
- Parking will be maintained on the east side of the street only; peak hour parking restrictions removed so parking is available all day

STREET DESIGN AT NE 73RD ST



The above graphic is based on the conceptual design. Street markings and signage may vary once installed.

NE 65th St to NE 85th St

- One lane in each direction
- Center turn lane
- Parking will be maintained on the east side of the street only; peak hour parking restrictions removed so parking is available all day

STREET DESIGN AT NE 86TH ST



The above graphic is based on the conceptual design. Street markings and signage may vary once installed.

NE 85th St to NE 89th St

- One lane in each direction
- Center turn lane
- Parking will be maintained on both sides of the street between NE 85th and NE 87th (east side only between NE 87th and NE 89th)
- Lanes transition back to existing at NE 89th

PAVING & SAFETY PROJECTS

After the project is complete, we'll evaluate operations and consider the following requests that we've heard from the community:

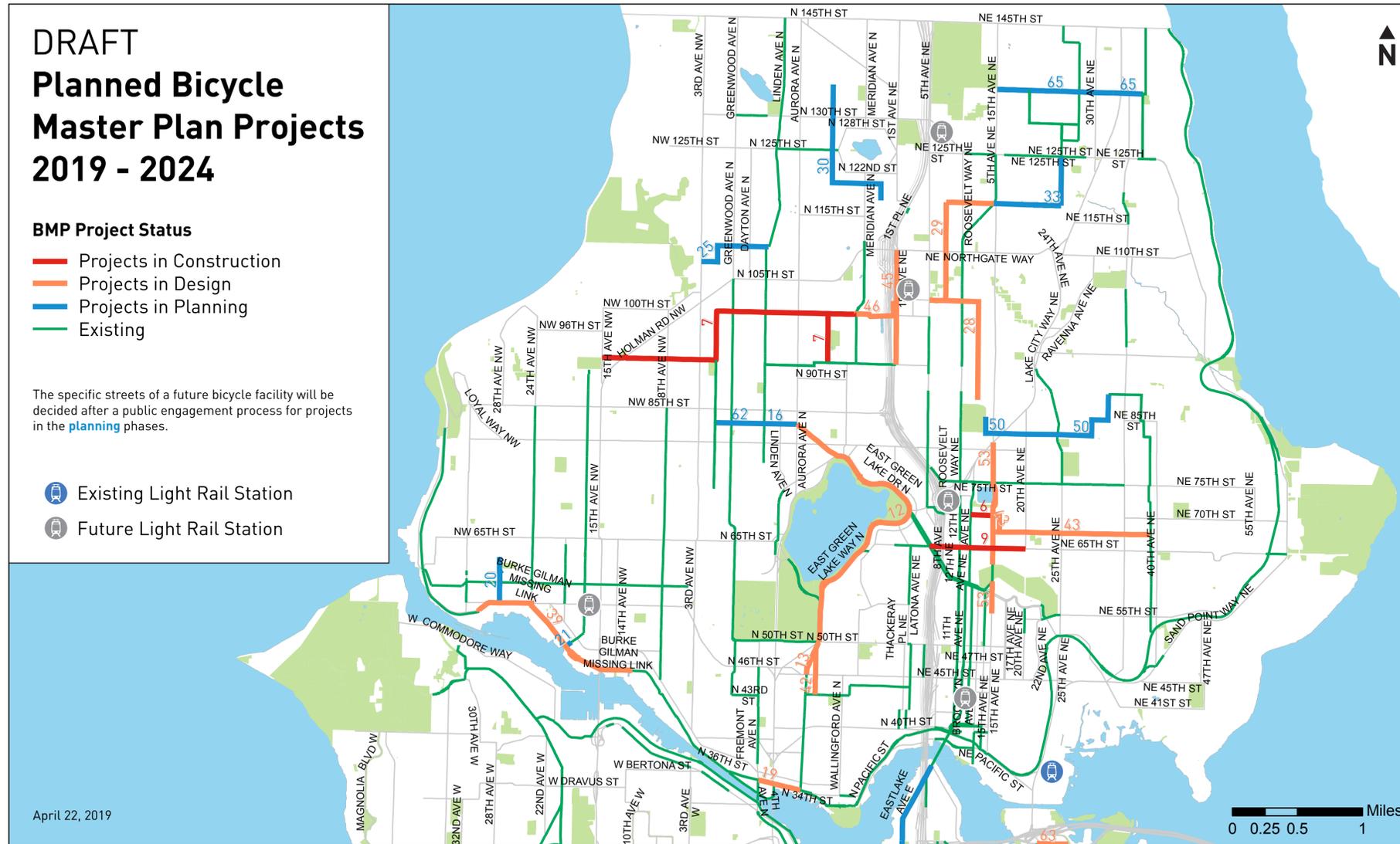
- Request to lower the speed limit to 25 mph after construction is complete
- Request for additional crossing enhancements at 50th, 77th, and 87th
- Consideration of additional ADA-designated parking spaces and new load zones or short-term parking changes as requested

35th Ave NE Project Elements



BIKE MASTER PLAN

2019 - 2024 PROPOSED IMPLEMENTATION PLAN



Join us for café-style conversations with transportation planners and Department of Neighborhoods staff to discuss a draft six-year plan.

Café-style Conversations

6:00 PM Doors open
6:15 PM Short presentation
6:30 PM Conversations

Monday, April 29

Van Asselt Community Center
2820 S Myrtle St

Tuesday, April 30

Phinney Neighborhood Assoc., Community Hall
6532 Phinney Ave N

Unable to attend a meeting?

Send comments to CCBike@seattle.gov by April 30, 2019

BUS IMPROVEMENTS

Working with King County Metro, we're improving transit speed and reliability for Routes 64 and 65. As part of this project and to help traffic and buses move more smoothly, we're consolidating bus stops in the project area.

- We'll remove stops based on the number of people boarding/exiting the bus and to maintain consistent spacing between stops (about every 2 blocks)
- Northbound bus stops at NE 85th and NE 75th streets will move from the south side of the intersection to the north side to help traffic move more smoothly
- New bus shelters or awnings will also be added at many locations

The northbound and southbound stops at NE 68th St will be maintained per community requests

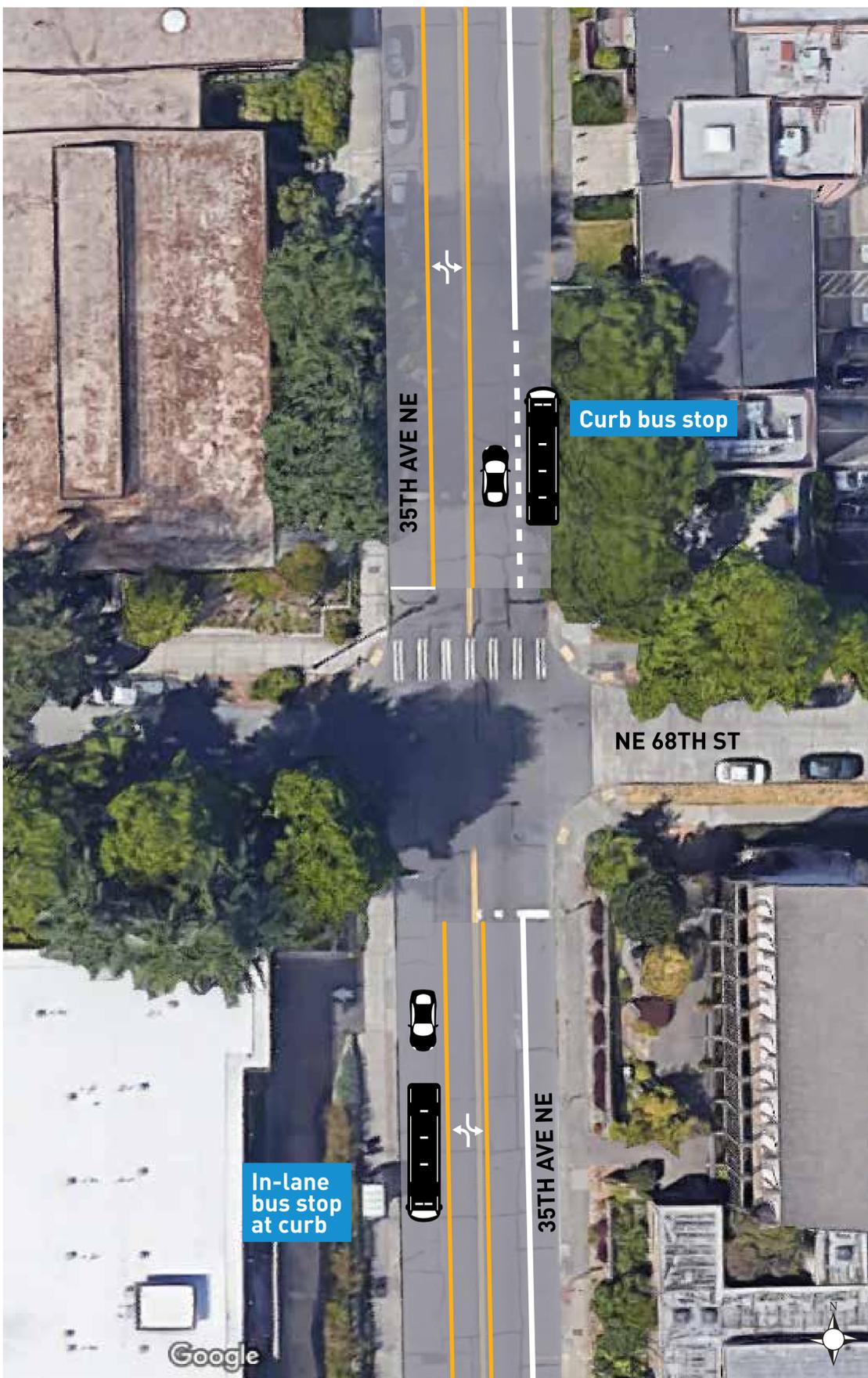
LEGEND

- Add shelter/awning to existing stop
- Relocated stop
- Maintain existing stop
- Remove stop



Note: Map is not to scale and is for illustration purposes only.

HOW WILL BUS STOPS WORK?



The new design will allow efficient transit travel through the corridor.

- Southbound buses will make in-lane stops at the curb
- Northbound buses will pull out of the travel lane to stop at the curb

LOOK OUT FOR EACH OTHER

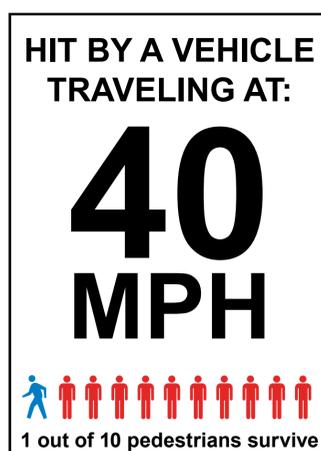
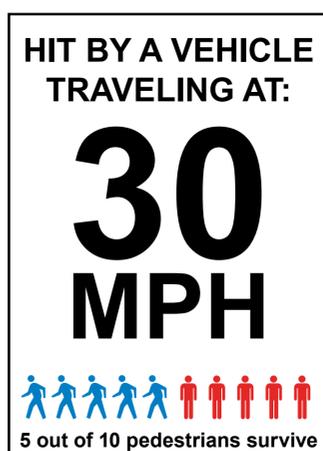
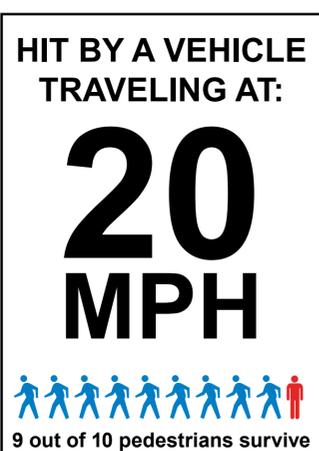
Everyone Follows the Rules of the Road



- Slow down and follow the speed limit
- Stop for people walking at all intersections, even if there is not a marked crosswalk



- Under Washington state law, people riding bicycles have a legal right to ride in the roadway even if a bike lane is present
- People driving should maintain at least 3 feet of distance when passing a person riding a bicycle
- Look twice before opening your car doors to ensure there are no people riding bicycles approaching
- People riding bicycles can use the center turn lane to make left turns or may choose to make two-stage left turns using a cross street or crosswalk



Speed is the critical factor in the severity of collisions. Speed contributes to 25% of traffic fatalities citywide.

PROJECT TIMELINE

