

NE 175TH STREET PAVEMENT PRESERVATION PROJECT- FAQs

Frequently Asked Questions (FAQs)

September 2018

NE 175th Street between Interstate 5 (I-5) and 15th Ave NE is an important connection in the City's transportation network. It serves as the main connection between the freeway and the North City and Ridgecrest Neighborhoods. The existing pavement in this section is failing, and needs major repair. The primary goal of the project is to improve the condition of the pavement between I-5 and 15th Ave NE.

Resurfacing

1 What is pavement resurfacing?

Pavement resurfacing is a type of maintenance that the City implements on existing pavement to improve its condition and extend its service life.

2 What type of pavement resurfacing will be applied to this street?

The resurfacing of this street will be a combination of various types of treatments. In areas where there are severe cracks in the pavement, deep patch repair will be done prior to placing the asphalt overlay. The existing pavement will be milled to the required treatment depth, then the asphalt overlay will be placed to match the grade of the existing concrete curbs and gutters.

3 What other work will be performed with the pavement resurfacing?

The project will rebuild curb ramps in order to meet the American with Disabilities Act (ADA) guidelines, upgrade pedestrian signal components, and potentially modify the roadway layout which is described in the following section.

4 What can be expected during construction?

Delays should be expected during construction. There will be intermittent single and multiple lane closure for the duration of the project. When the existing pavement has been milled, the surface will be temporarily rough with grade breaks at the endpoints of the milling. Construction updates will be regularly updated on the project website.

Roadway Configuration

5 Will the roadway configuration change?

The City is seeking feedback on a proposal to convert the existing 4 lane roadway to a 3-lane roadway (one lane each direction, with a center left turn lane) similar to what is shown in Figure 1 on page 2. A 3-lane roadway would allow the addition of bicycle lanes and safer crossing opportunities for pedestrians, consistent with the City's [complete streets ordinance](#). In addition, 3-lane configurations are proven to be much safer than four lane roadways for all modes of travel. The Federal Highway Administration has deemed this rechannelization method a proven safety countermeasure for roads like NE 175th Street, reducing collisions by 19-47%.

For more information please see our project website:

<http://www.shorelinewa.gov/pavementpreservation>

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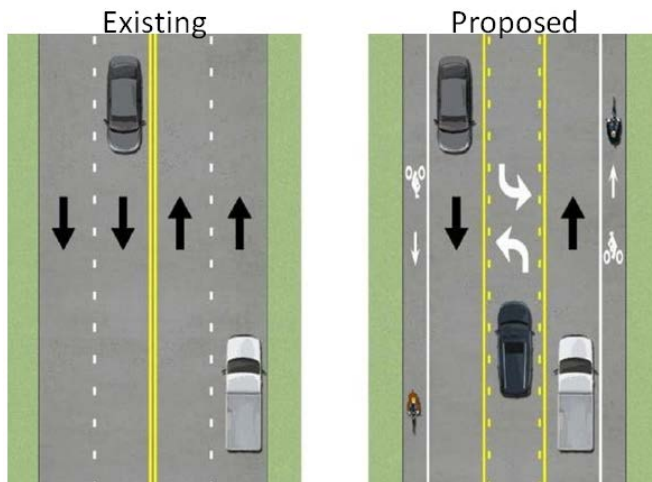


Figure 1. Existing vs Proposed Roadway Configuration

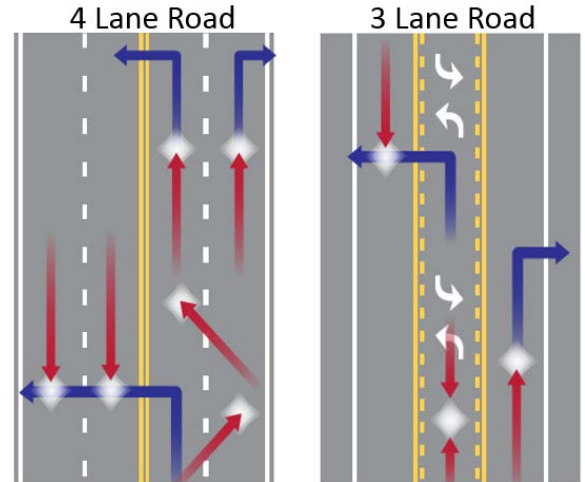


Figure 2. 4 lane vs 3 lane conflict points

Just a few of the safety and mobility benefits of a 3-lane roadway include:

- Fewer conflict points, less opportunities for collision (see Figure 2 above)
- Improved sight lines
- Reduced speeding and variability between vehicle speeds, a main cause of collisions
- Extra space can be allocated to on-street bike lanes which are often safer since driveway conflicts with bicyclists on the sidewalk are common
- Less lanes for pedestrians to cross = less risk and exposure
- Reduces weaving and organizes traffic flow
- Provides dedicated left turn lanes for safer turns to and from the corridor

6 Would the proposed 3-lane roadway configuration increase delay?

Staff is still working on traffic analysis and travel time studies to determine the specific impacts to traffic flow, however based on existing and future projected traffic volumes, the proposed 3-lane roadway configuration is expected to increase delays only slightly at 5th Ave NE and is expected to improve delays significantly at 15th Ave NE. The improvement to traffic flow at 15th Ave NE is expected because an additional eastbound right turn lane would be built at 15th Ave NE, providing increased capacity through the intersection and allowing for more efficient signal phasing. At 10th Ave NE, dedicated left-turn lanes are expected to provide more organized traffic flow and safer turns. Conceptual diagrams for the intersections of 5th Ave NE, 10th Ave NE, and 15th Ave NE are shown on Page 4.

7 How has this treatment worked on other streets?

Conversions from 4 lanes to 3 lanes have been very successful both regionally and throughout the country. Within just a few miles of the 175th Street corridor are multiple examples of 3-lane roadways including N 155th Street (east of Aurora) and N 205th Street (west of Aurora) which carry comparable traffic volumes. The existing Average Weekday Daily traffic on NE 175th in this segment is approximately 13,000-15,000. The existing Average Weekday Daily Traffic on NE 155th Street from Aurora Ave N to Meridian Ave N is approximately 12,000. It is worth noting that a 4-lane roadway often functions like 3-lane roadway as turning vehicles, bicycles, and buses often block one of the travel lanes. Case studies show that 3-

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lane roadways can function quite well (reducing collisions while maintaining traffic level of service standards) at average daily traffic volumes of up to 20,000 vehicles. The traffic volumes on this corridor are well below the top end threshold. The Federal Highway Administration has deemed this rechannelization method a proven safety countermeasure for roads like NE 175th Street, reducing collisions by 19-47%. A great local case study was performed by Seattle Department of Transportation and is available here:

<http://www.seattle.gov/transportation/docs/NE75thRechannelizationReportFINAL.pdf>

8 Would cars be stuck behind buses when they stop?

No - wider bike lanes would be provided at bus stops to accommodate a wider bus stop area, allowing buses to pull mostly out of the through traffic lane. Staff will also work with King County Metro on one potential bus stop relocation near 15th Ave NE. With a maximum of 5 buses per hour in either direction in the peak commuting hours, the frequency of buses is fairly low which makes their impact minimal. In addition, although drivers must yield to buses, it is legal to go around a stopped bus.

9 Does the City really expect people to use this as a bike route?

Yes - new bike facilities have recently been added to 5th Ave NE south of NE 175th Street. These new bike lanes will eventually connect to the future light rail station near NE 148th Street. In addition, bike facilities will be added as part of the Sound Transit Lynwood Link Light Rail project on 5th Ave NE, north of NE 175th, allowing for a great connection to the future light rail station at NE 185th Street as well. In addition:

- Regionally, biking is up 7.8% since 2011 as indicated by the Washington State Bicycle and Pedestrian Documentation Project.
- Traffic data and collision history confirms that bicyclists are currently using the 175th Street roadway.
- The “If you build it, they will come” principle applies. Providing facilities produces the effect of inviting more people to use those facilities.
- Although topography is challenging, if it is the most direct route, some riders will choose to use this corridor for commuting as well as for leisure. In addition, power assisted bikes are becoming popular, making the barrier of topography less of an issue.

10 What happens when a delivery truck or garbage truck is stopped?

It is legal to go around stopped vehicles or obstructions (RCW 46.61.100(1)(b)). This is how every other two lane roadway with no-pass striping operates. It is illegal to pass another **moving** vehicle by utilizing the center turn lane space.

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Conceptual Roadway Layout



1. Between signalized intersections
2. 5th Ave NE intersection
3. 10th Ave NE intersection
4. 15th Ave NE intersection



Not to Scale



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