

185TH STREET

Multimodal Corridor Strategy →

Adopting the Preferred Option for the 185th Street Corridor

Nora Daley-Peng, Senior Transportation Planner

October 28, 2019



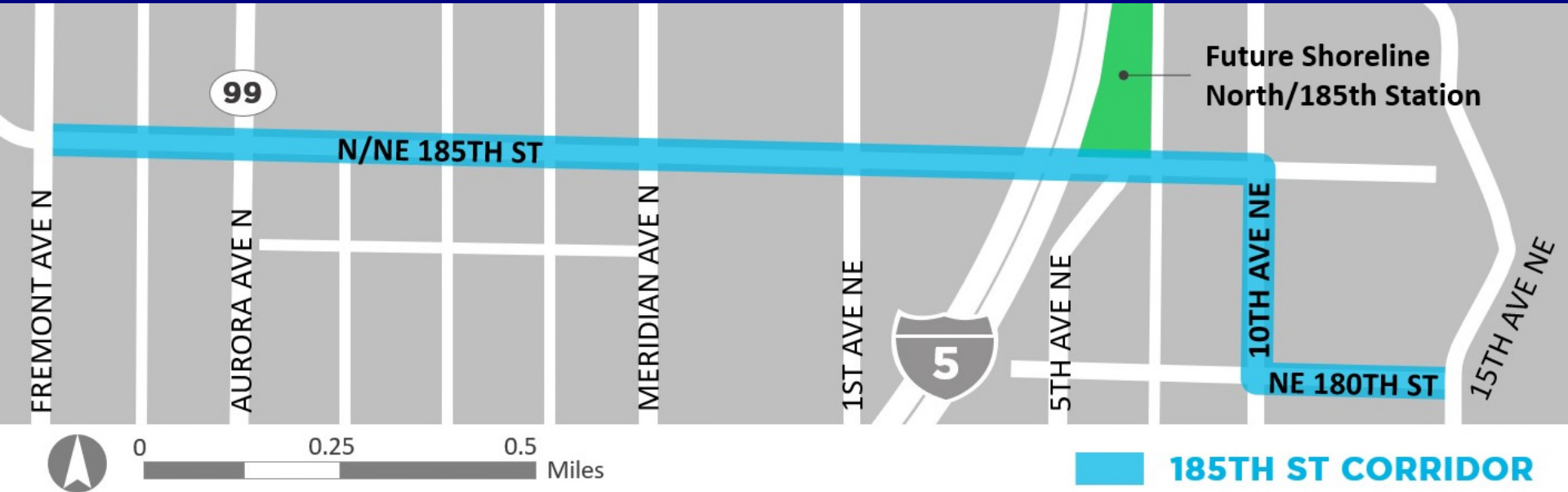
Presentation Agenda

- 185th Street Corridor Preferred Option
 - Refinements to the mid-block cross sections
 - Summary of supporting analysis, project delivery approach, and funding strategy
- Council Discussion and Adoption of the Preferred Option

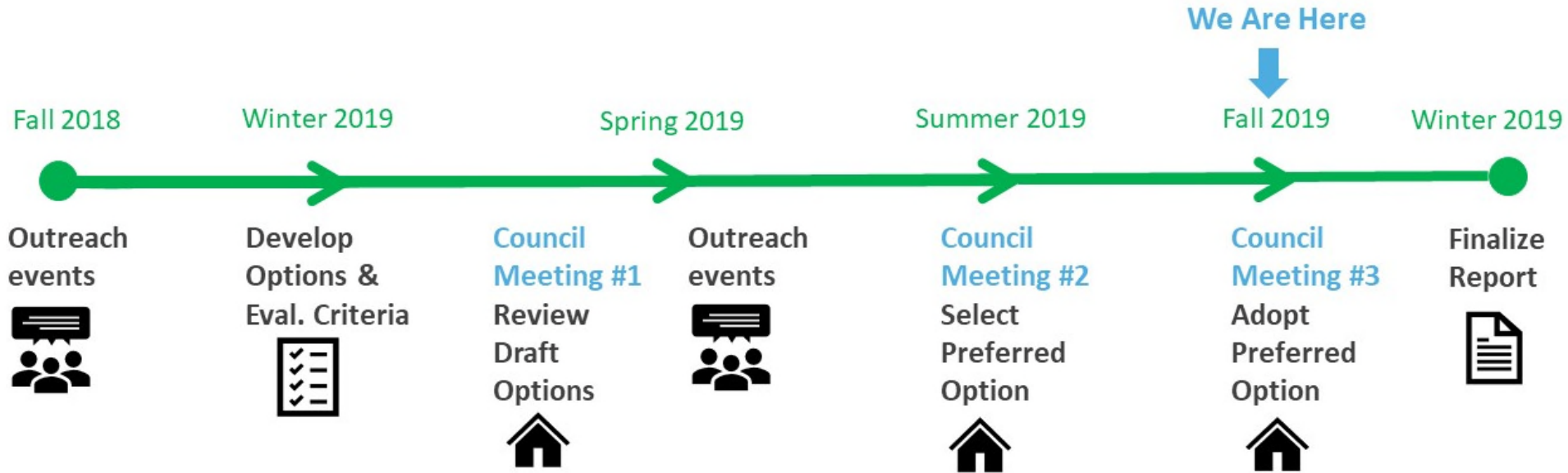


Overview

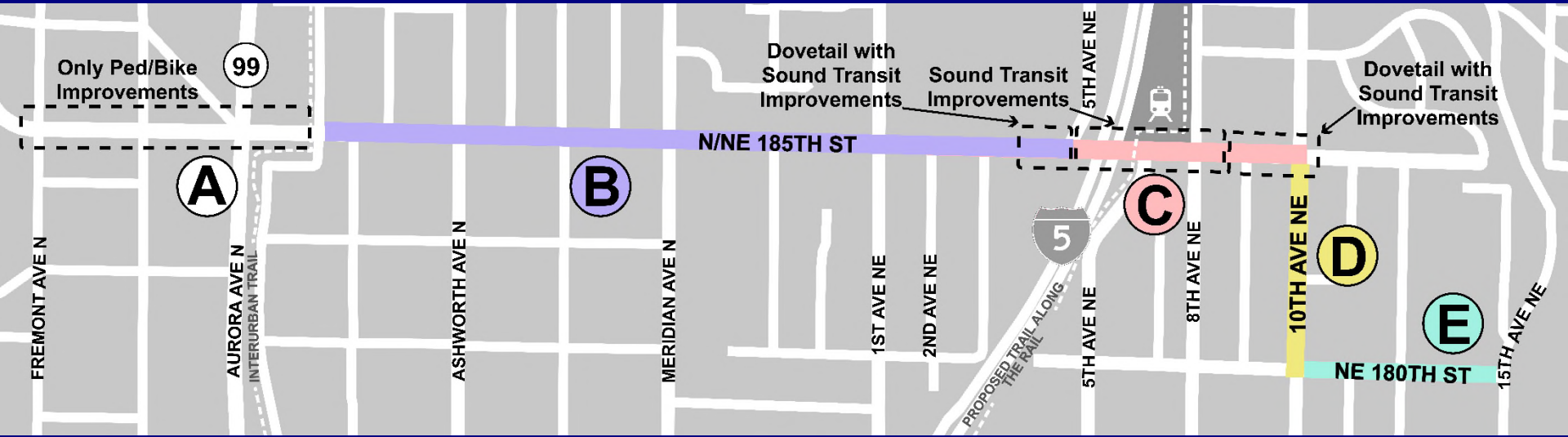
The goal is to create a vision that is future-focused and supports the needs of all users.



Process and Schedule

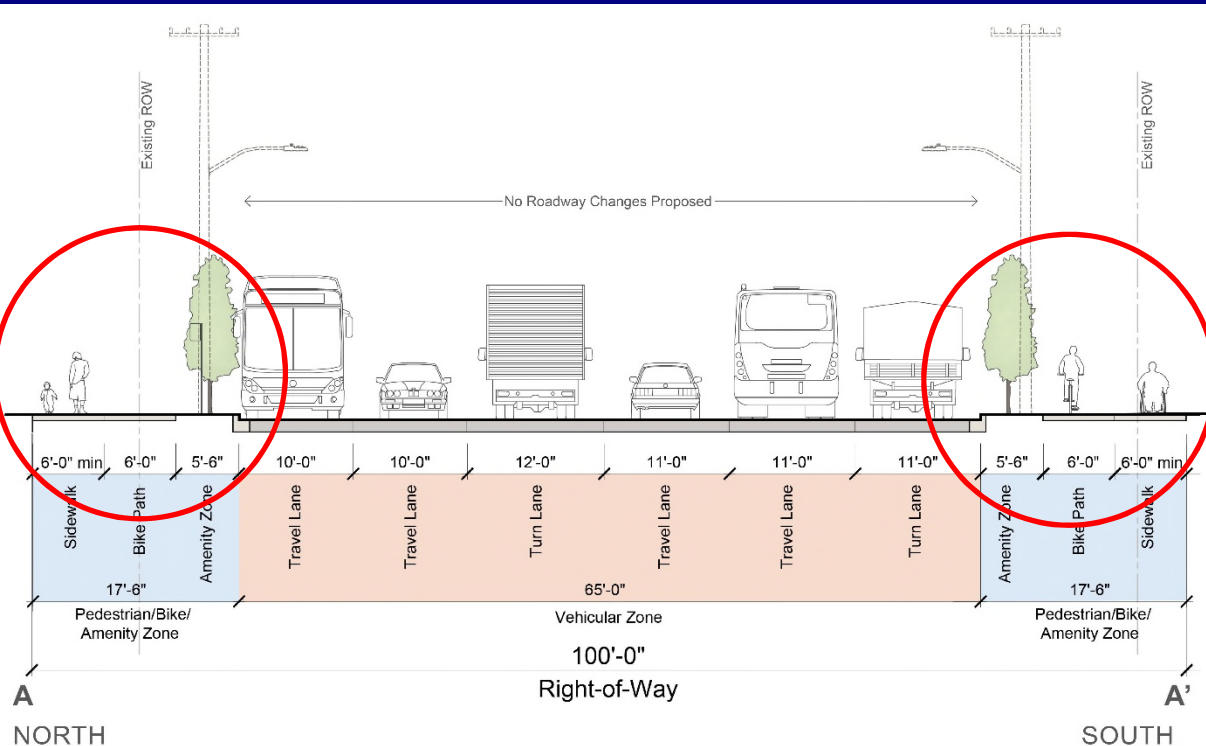


Preferred Option



185th Street - Segment A

Preferred Option



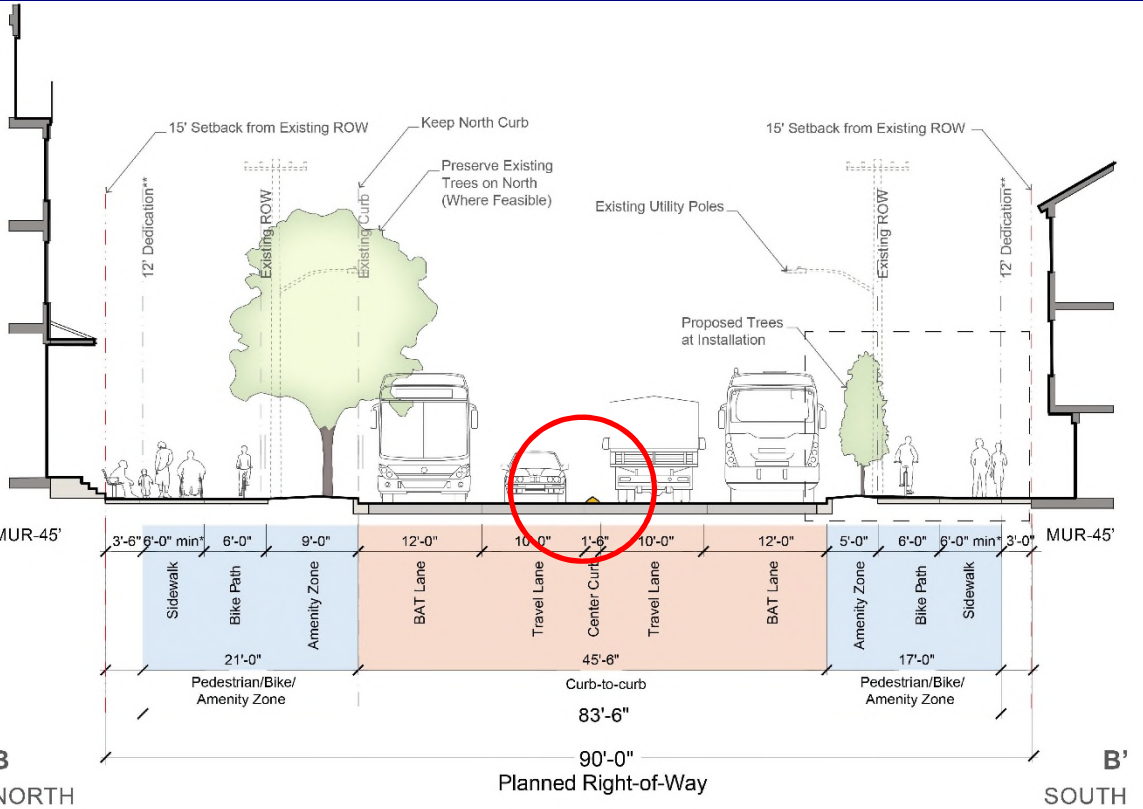
No curb to curb roadway changes

Ped/Bike/Amenity Zones

- Off-street Bike Paths
- 6' min Sidewalks
- Standard Amenity Zones

185th Street - Segment B

Preferred Option



FOUR-LANE SECTION

- Two Travel Lanes
- Two BAT Lanes
- Holds North Curb
- Adds Center Curb

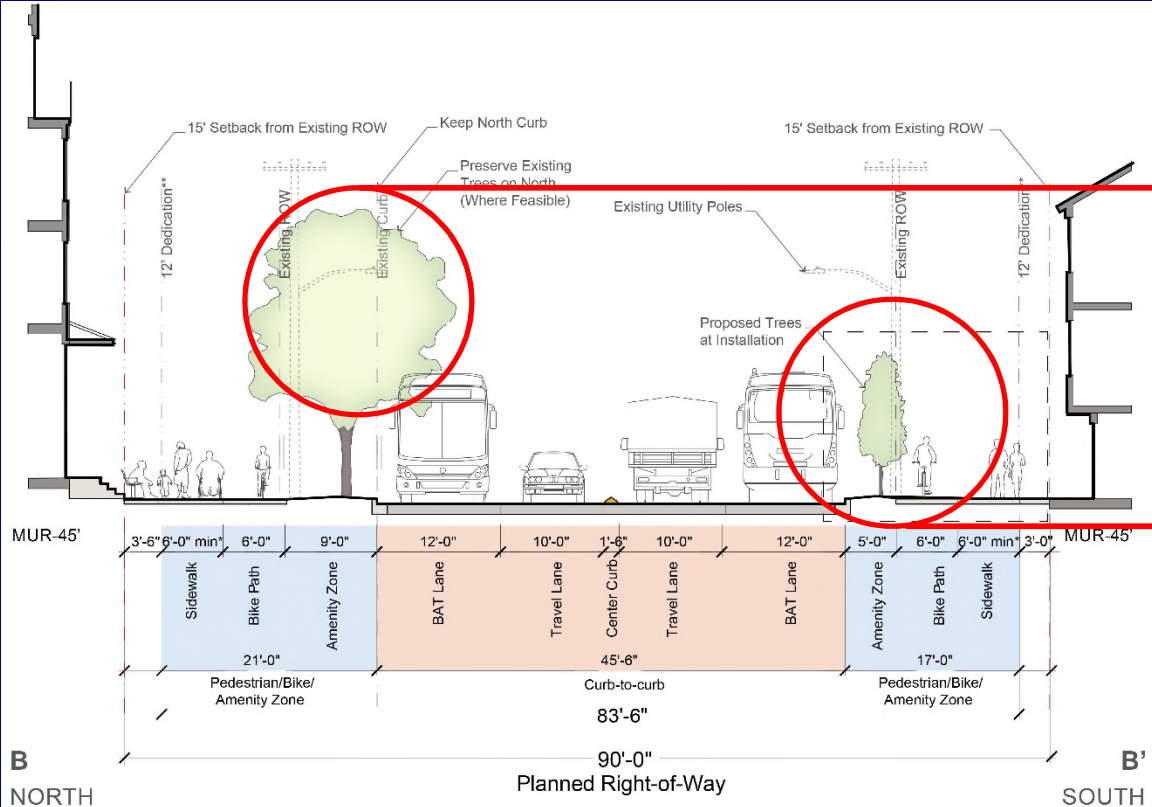
185th Street - Segment B

Preferred Option

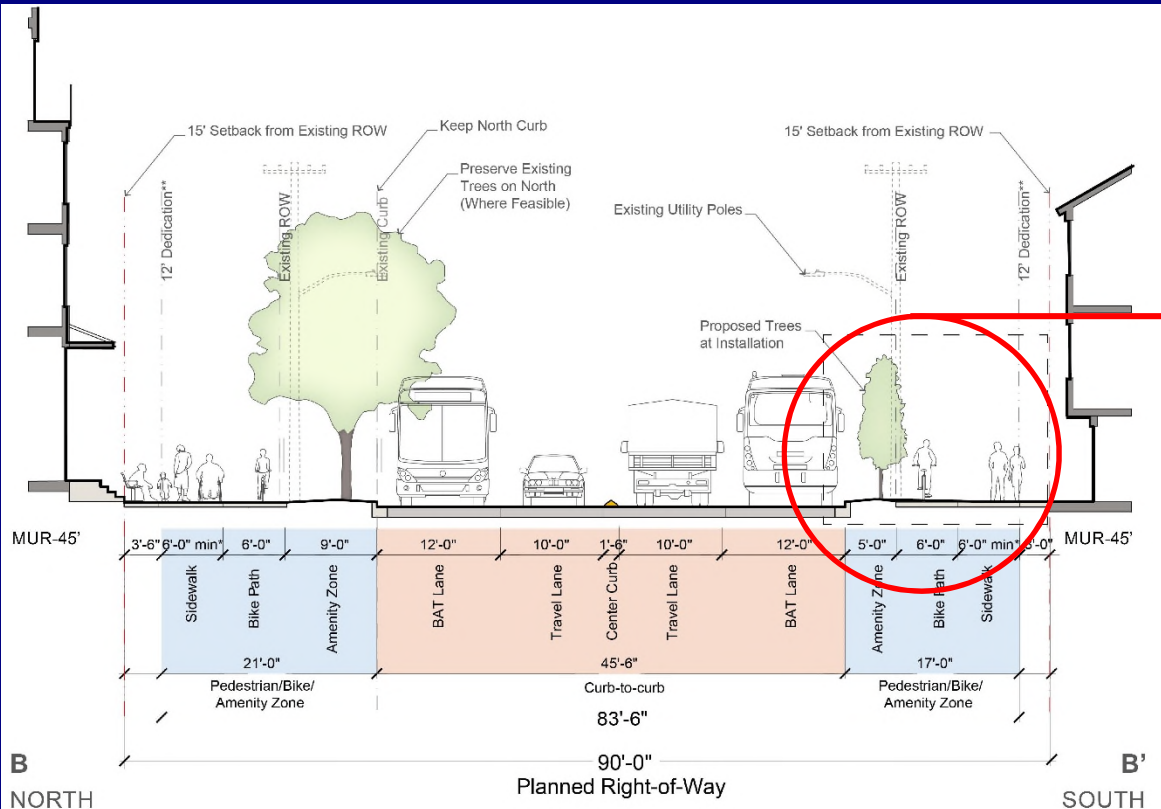
Preserve existing trees on northside, where feasible



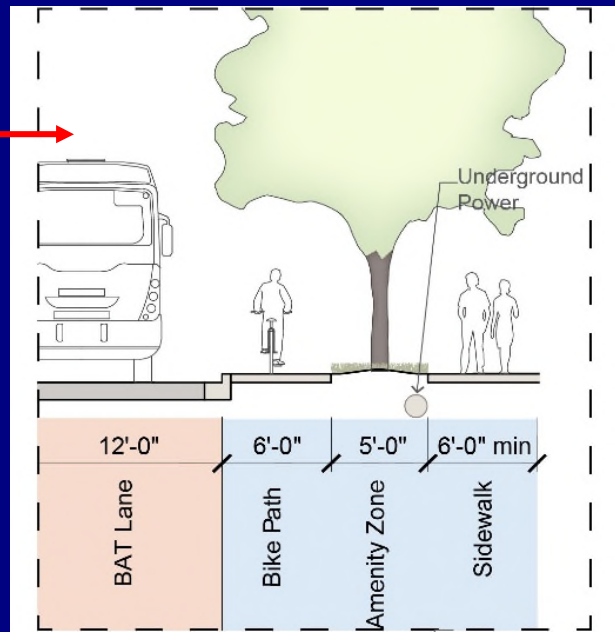
Plant Compact Street Trees on Southside



185th Street - Segment B Preferred Option

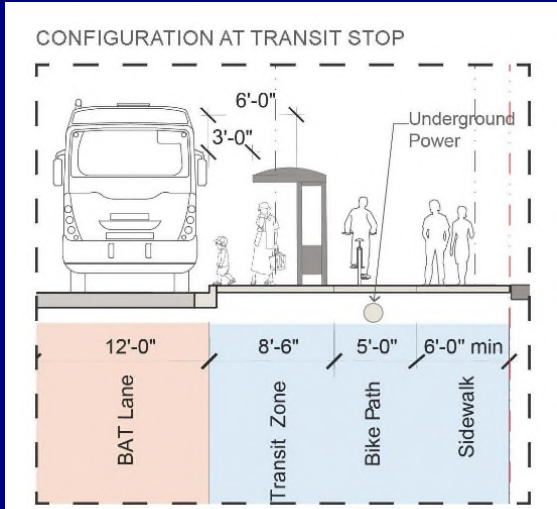
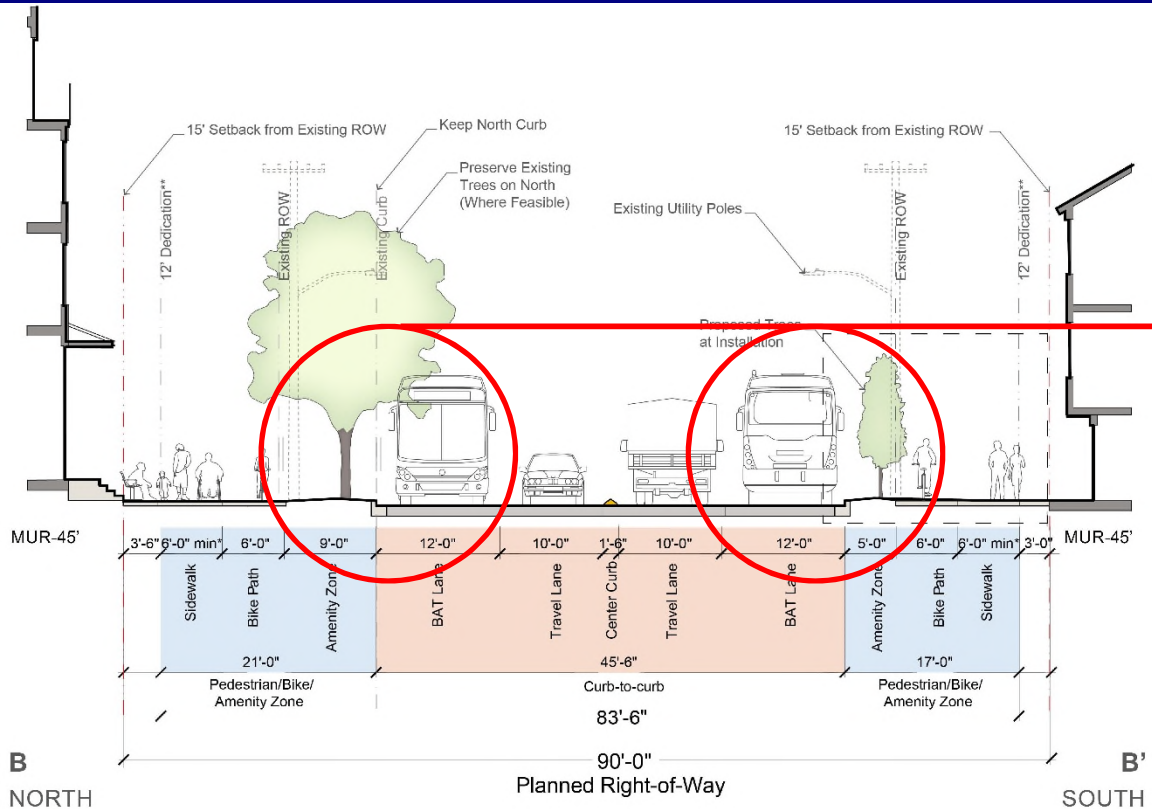


Optional Planting Strip between Bike and Ped Facilities with Potential Underground Power

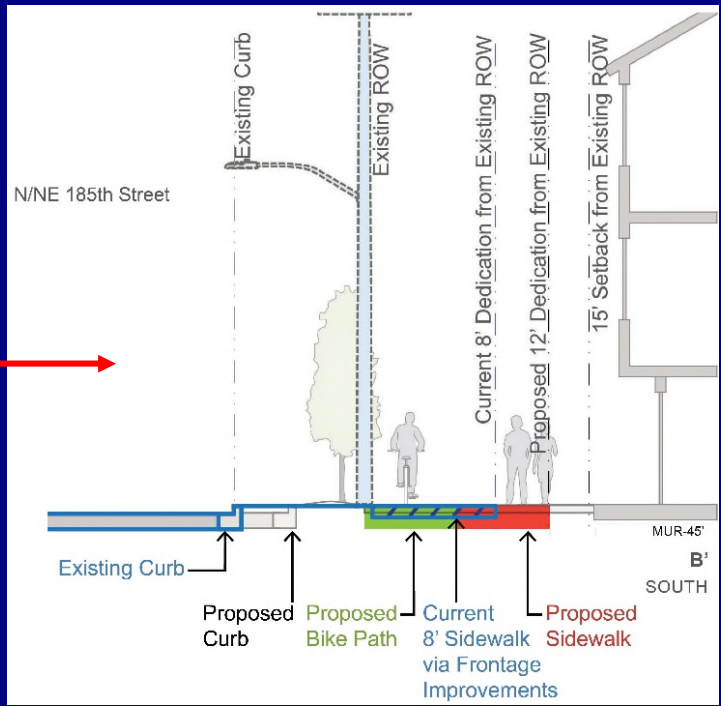
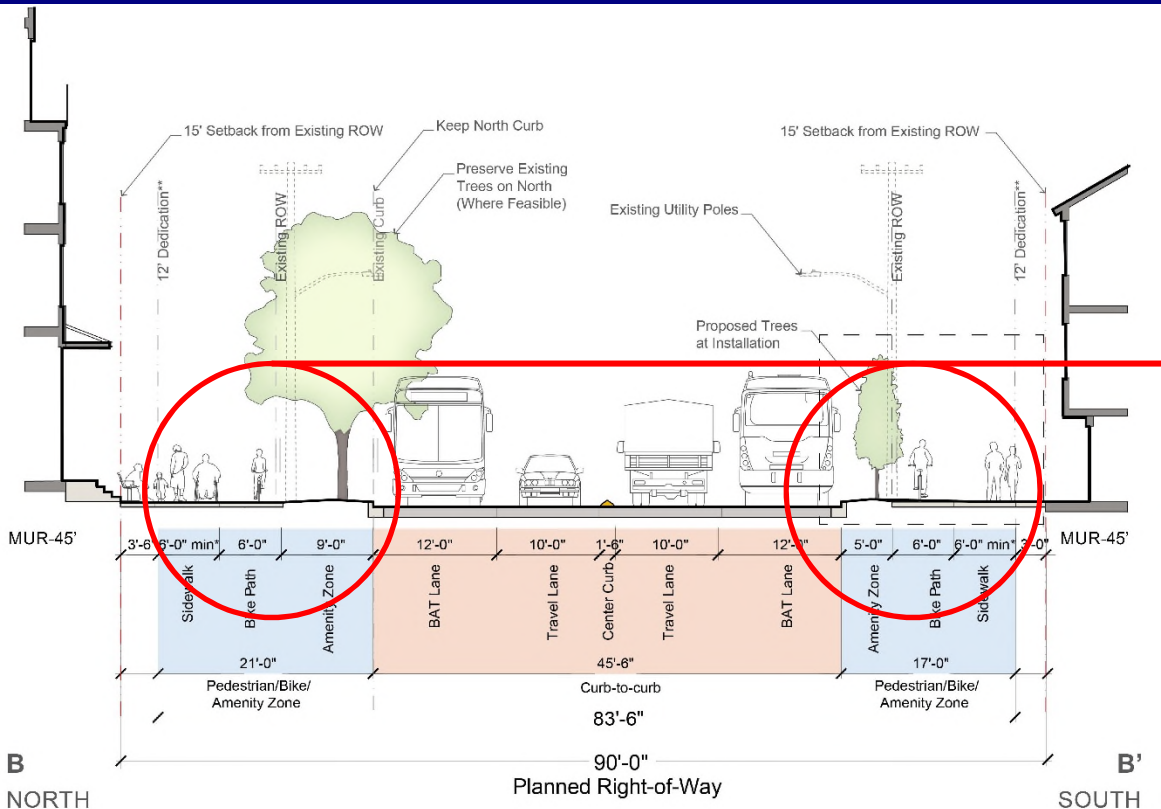


185th Street - Segment B Preferred Option

BAT Lanes
(Business Access and Transit)

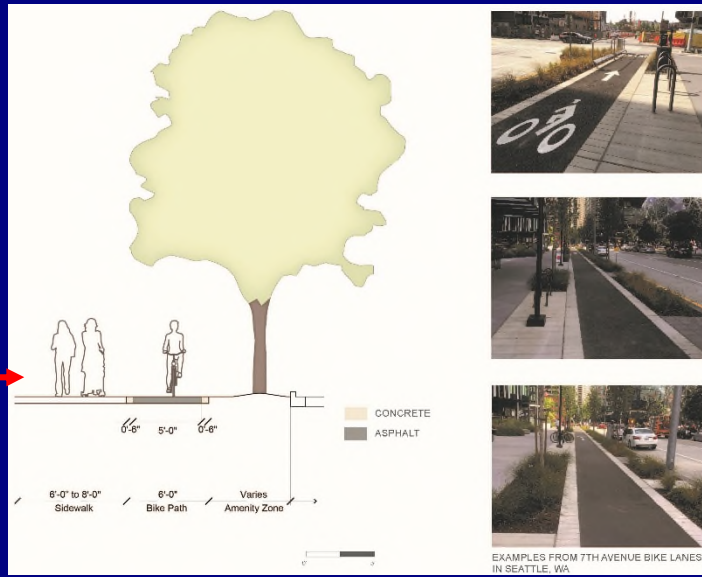
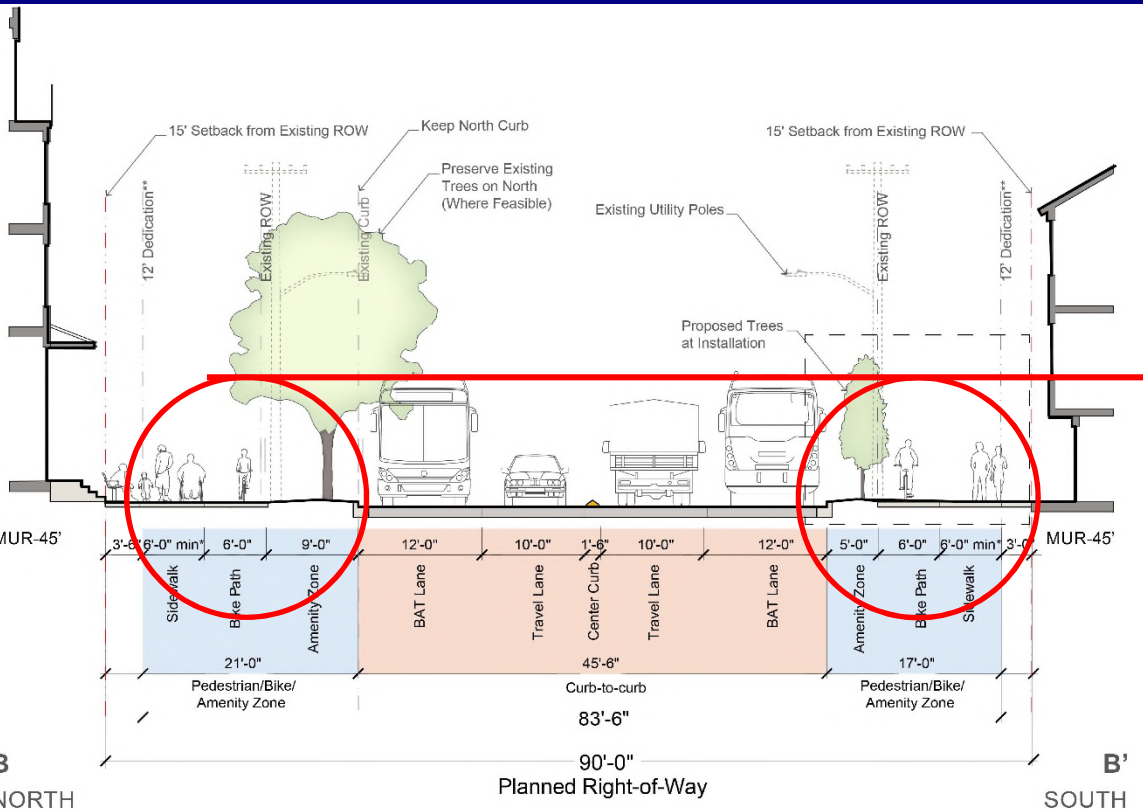


185th Street - Segment B Preferred Option



Coordinated Incremental Redevelopment

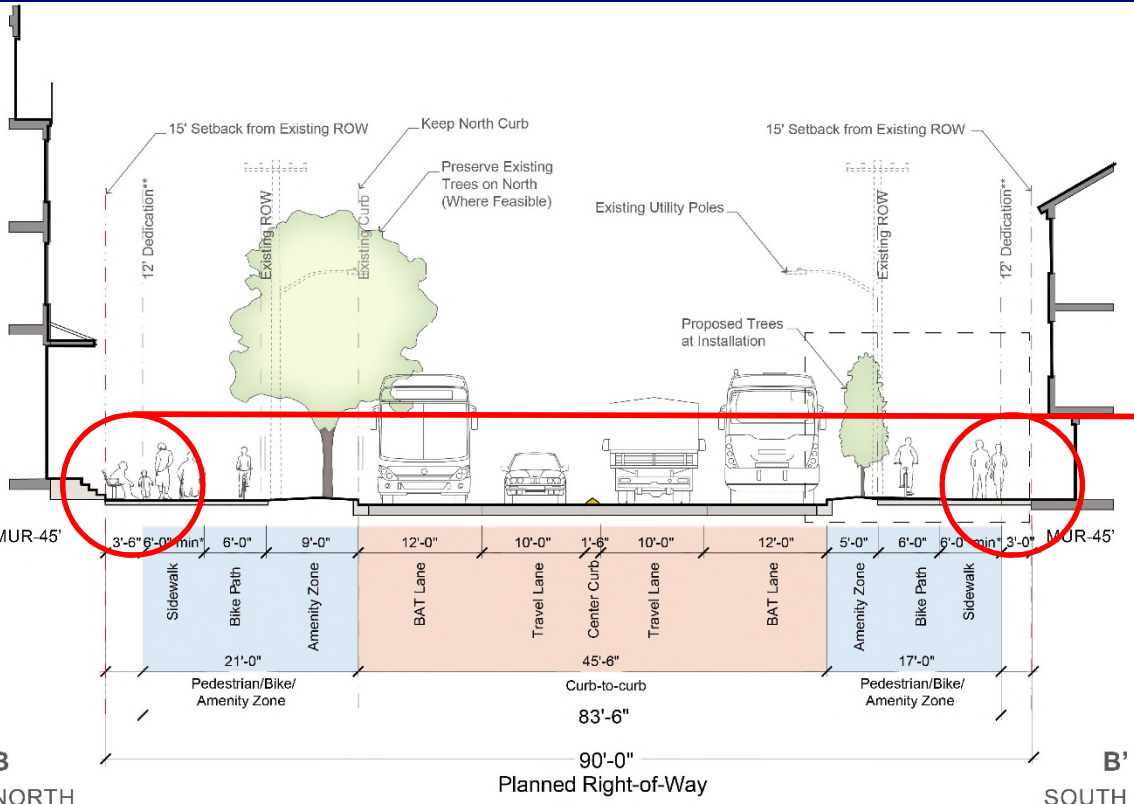
185th Street - Segment B Preferred Option



Off-Street Bike Path
Adjacent to 6' min Sidewalk

185th Street - Segment B

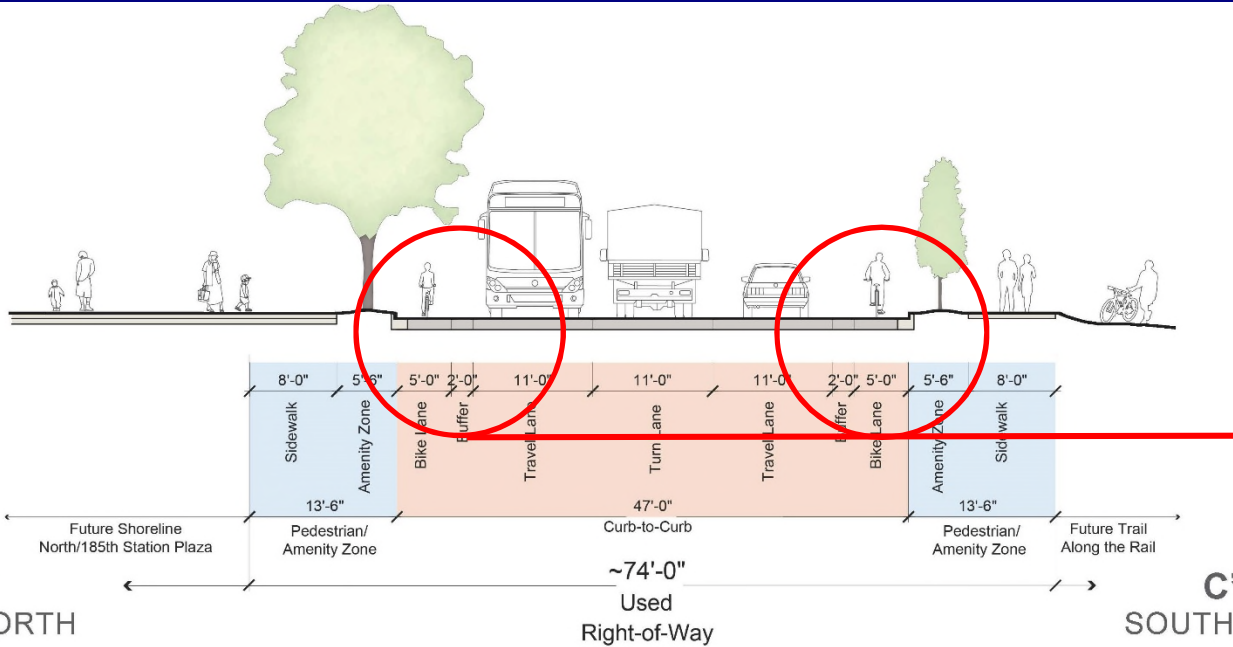
Preferred Option



Integrated frontage improvements with streetscape

185th Street - Segment C

Preferred Option



THREE-LANE SECTION

- Two Travel Lanes
- Center Turn Lane
- Buffered Bike Lanes
- Enhanced Pedestrian Zones

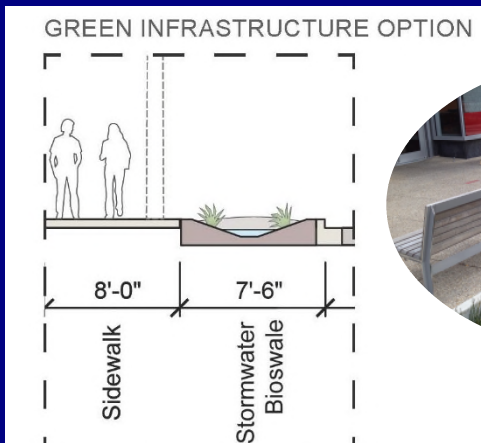
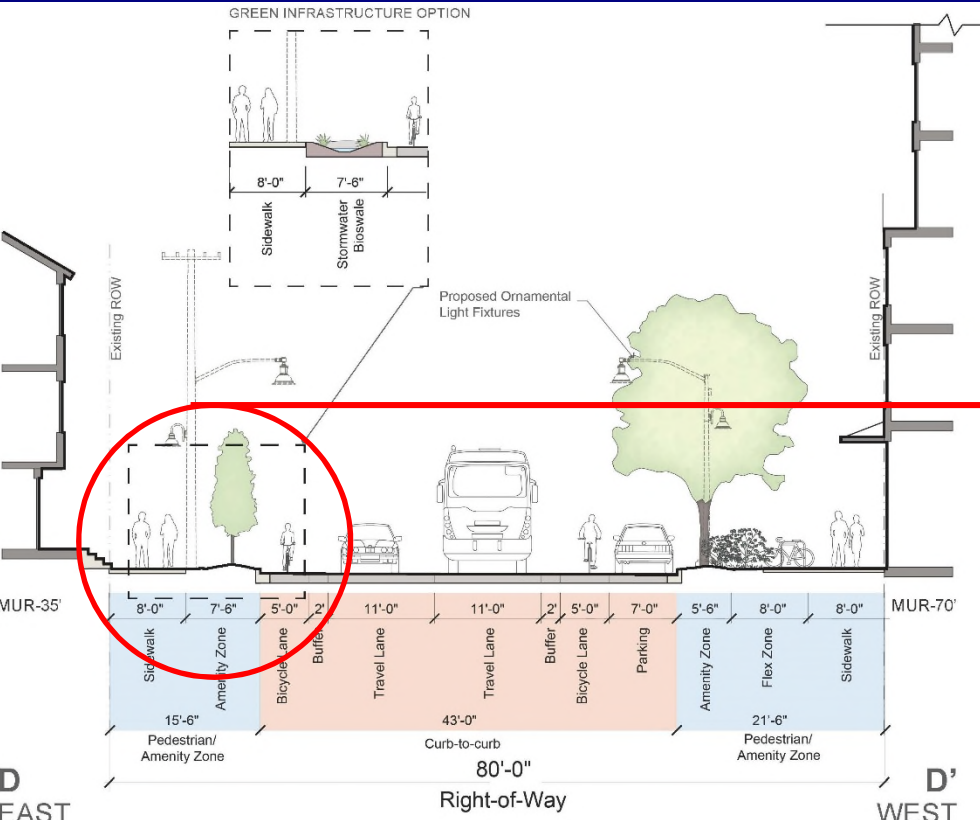


10th Avenue NE - Segment D

Preferred Option

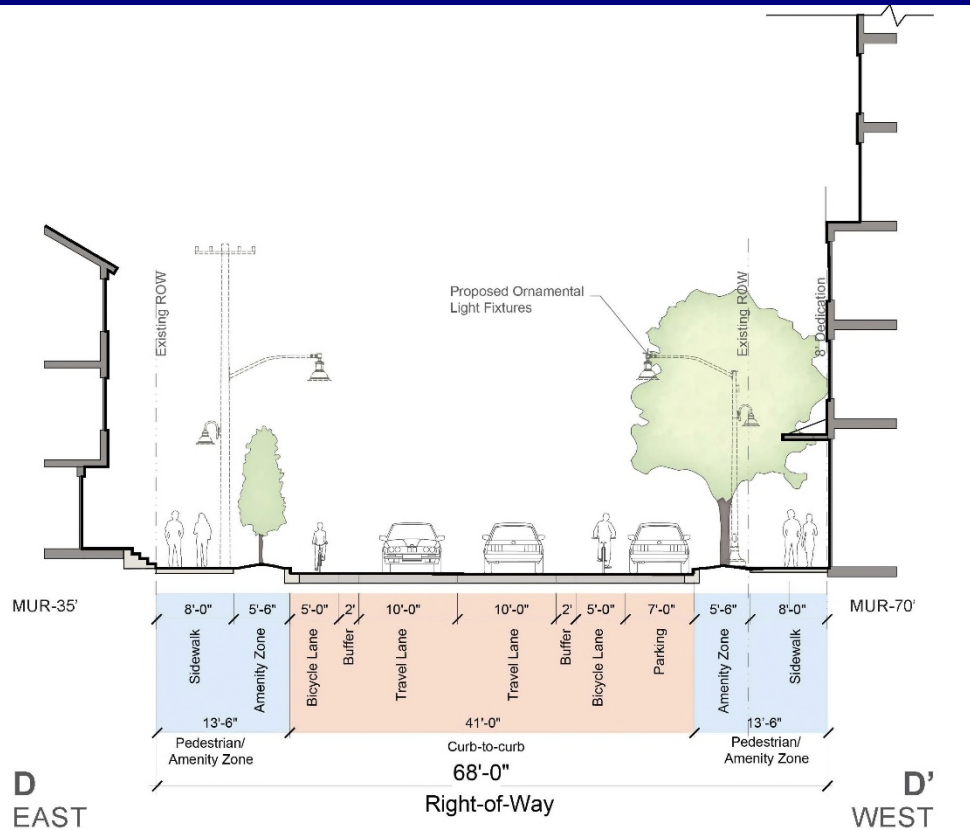
TWO-LANE SECTION

- Two Travel Lanes
- Buffered Bike Lanes
- On-street Parking (westside)
- Enhanced Pedestrian Zones



10th Avenue NE - Recommended EDM Update

North of NE 185th St to NE 190th St

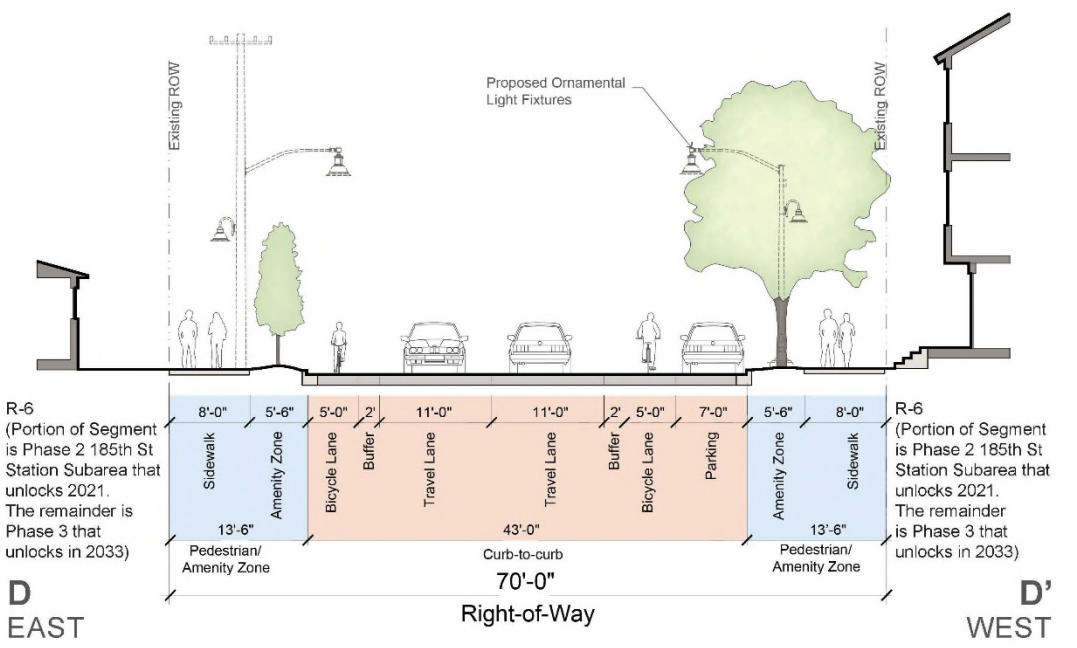


TWO-LANE SECTION

- Two 10' Travel Lanes
- Buffered Bike Lanes
- On-street Parking (westside)
- Enhanced Pedestrian Zones

10th Avenue NE - Recommended EDM Update

South of NE 180th St to NE 175th St



TWO-LANE SECTION

- Two 11' Travel Lanes
- Buffered Bike Lanes
- On-street Parking (westside)
- Enhanced Pedestrian Zones

R-6
(Portion of Segment is Phase 2 185th St Station Subarea that unlocks 2021. The remainder is Phase 3 that unlocks in 2033)

R-6
(Portion of Segment is Phase 2 185th St Station Subarea that unlocks 2021. The remainder is Phase 3 that unlocks in 2033)

D
EAST

D'
WEST

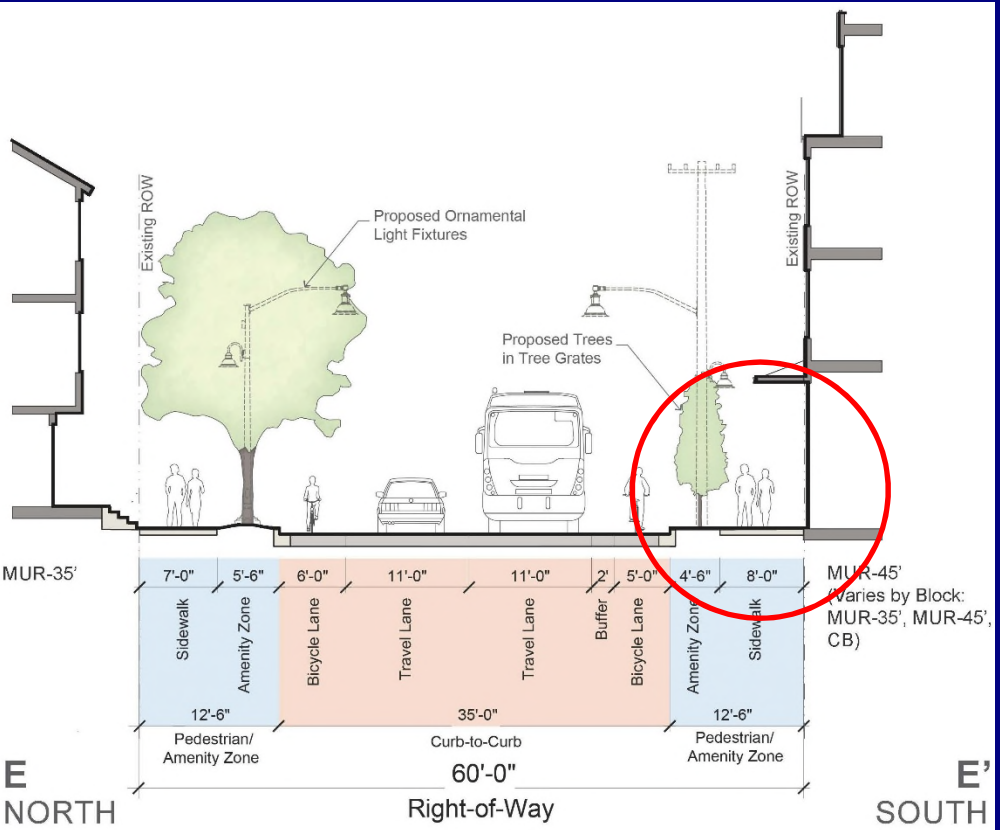


NE 180th Street - Segment E

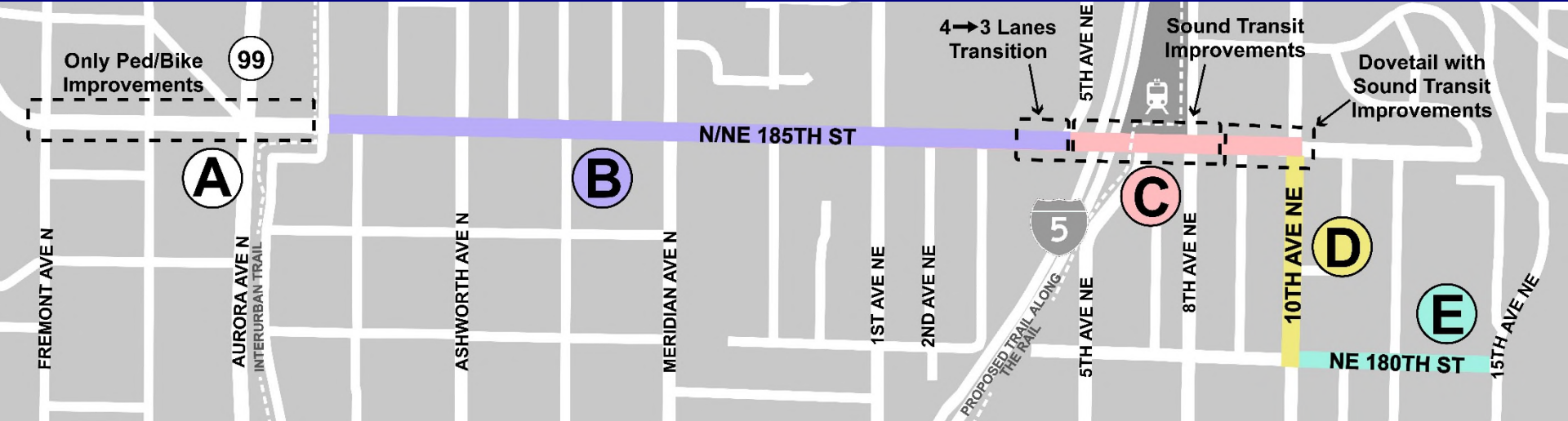
Preferred Option

TWO-LANE SECTION

- Two Travel Lanes
- Enhanced Bike Lanes
- Enhanced Pedestrian Zones



Preliminary Roadway Design Analysis



Traffic Analysis

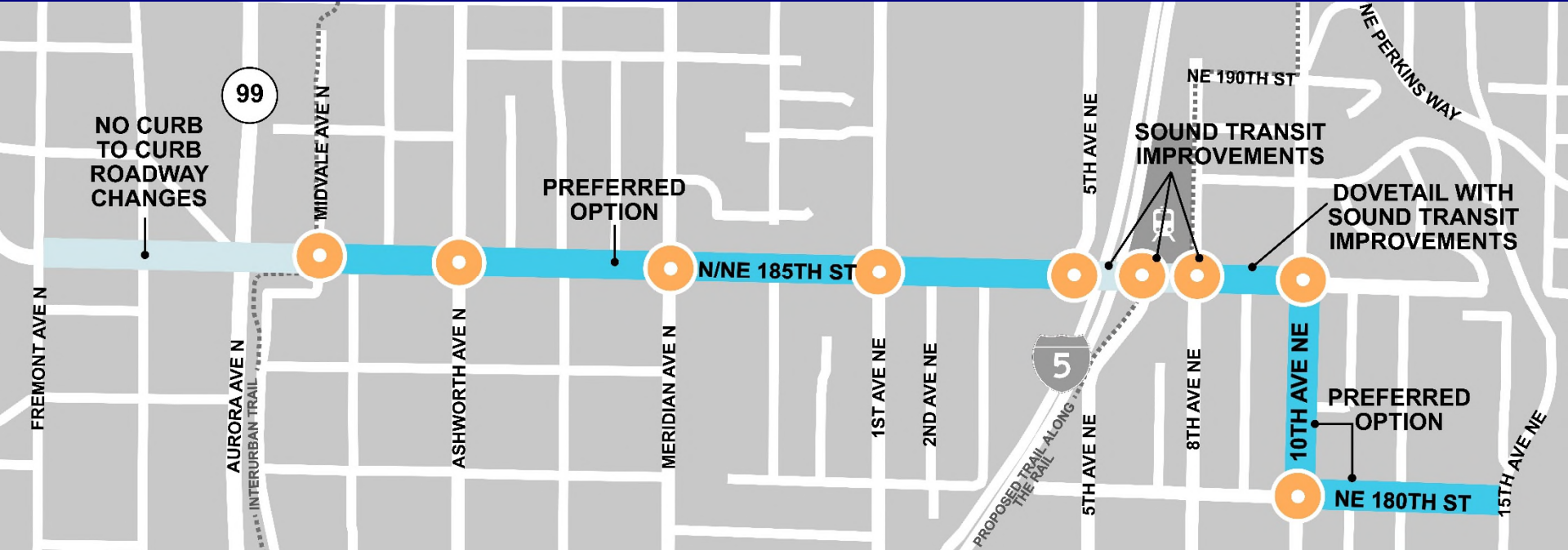
General-Purpose Traffic - Volume to Capacity Ratio Screen

Segment	Location	Existing Peak Hour Volume (vehicles/hour) ¹	Future Peak Hour Volume (vehicles/hour) ¹	Existing (2018)		Preferred Option (2035)	
				V/C	LOS	V/C	LOS
Segment A	N 185th Street (Fremont Ave N to Midvale Ave N)	700	1065	0.40	A	0.61	B
Segment B	N/NE 185th Street (Midvale Ave N to 5th Ave NE [west of I-5])	595	1840	0.62	B	1.92 ²	F
Segment C	NE 185th Street (5th Ave NE [west of I-5] to 10th Ave NE)	590	1,685	0.61	B	1.76	F
Segment D	10th Avenue NE	325	785	0.54	A	1.12	F
Segment E	NE 180th Street	195	430	0.33	A	0.61	B

¹ Highest direction and peak hour volume reported for the associated segment.

² For Segment B, BAT Lane V/C would be well under .90 standard - V/C reported applies only to general purpose traffic.

Key Intersections



Intersection Control Scenarios

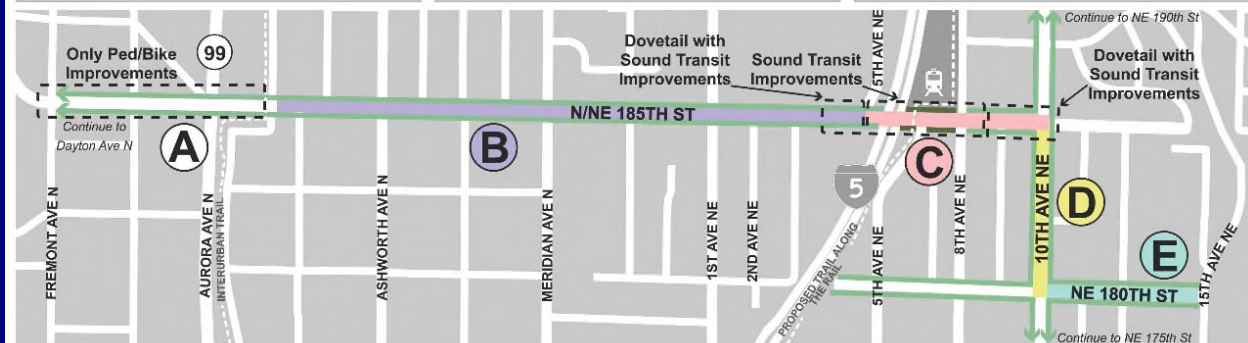
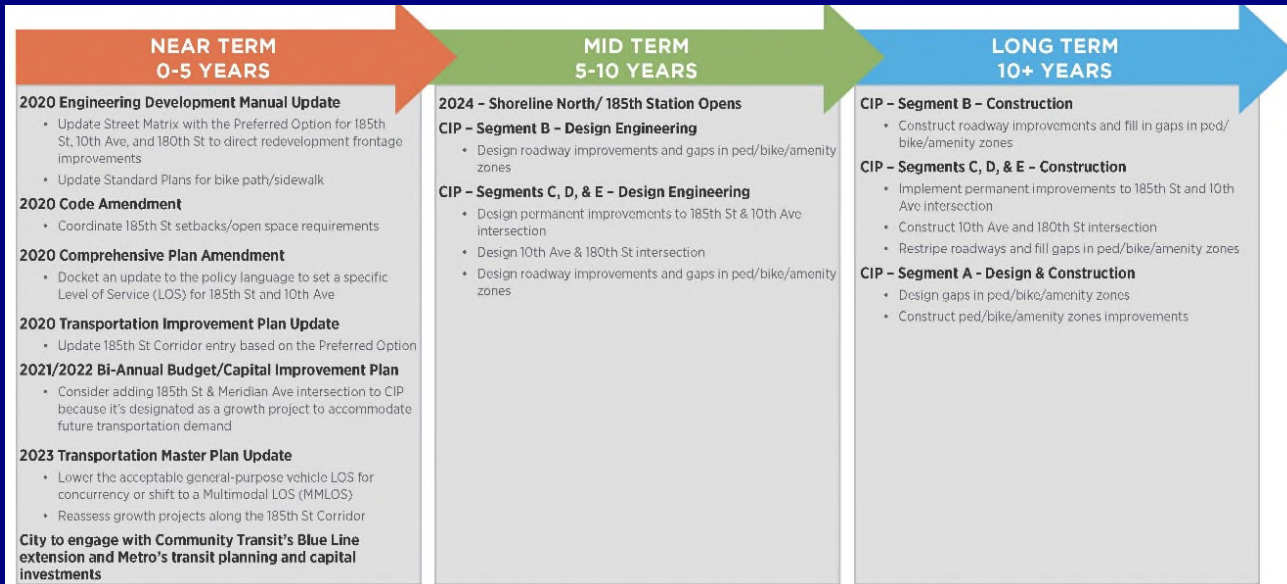
Intersection	Scenario 1	Scenario 2
N 185 th St & Midvale Ave N*	Signal (minor modifications)	Signal (minor modifications)
N 185 th St & Ashworth Ave N*	Signal Added (no left turn pocket)	Signal Added (no left turn pocket)
N 185 th St & Meridian Ave N	Signal (major modifications)	Multilane Roundabout
N 185 th St & 1 st Ave N	Signal (major modifications)	Multilane Roundabout
NE 185 th & 5 th Ave NE**	Multilane Roundabout	
NE 185 th St & Transit Center**	Signal (implemented with Sound Transit project)	
NE 185 th St & 8 th Ave NE**	Roundabout (implemented with Sound Transit project)	
NE 185 th St & 10 th Ave NE**	Single Lane Roundabout	
10 th Ave NE & NE 180 th St**	Single Lane Roundabout	



*Footprint the same across both options, but Scenario 2 does not designate BAT function for outer lanes.

**Intersection improvements the same across both scenarios.

Project Delivery Approach



Funding Strategy

Balanced and Sequenced Approach

- Align redevelopment with corridor vision
- Coordinate with transit agencies
- Prioritize the implementation of current capital projects
- Ensure resources to complete projects successfully
- Seek local, state, and federal funding opportunities



Council Discussion

