

Adopting the Preferred Option for the 185th Street Corridor

Nora Daley-Peng, Senior Transportation Planner
October 28, 2019



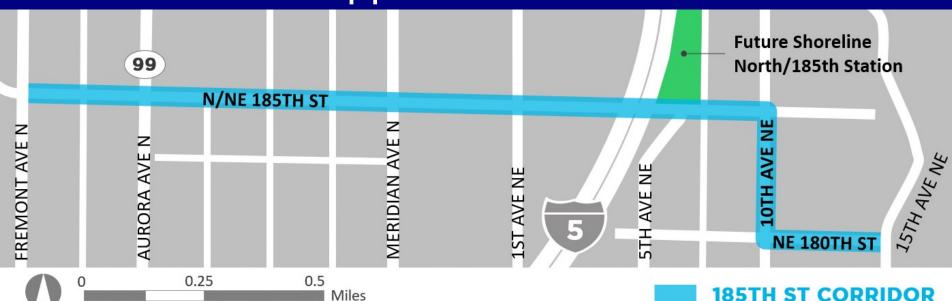
Presentation Agenda

- 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

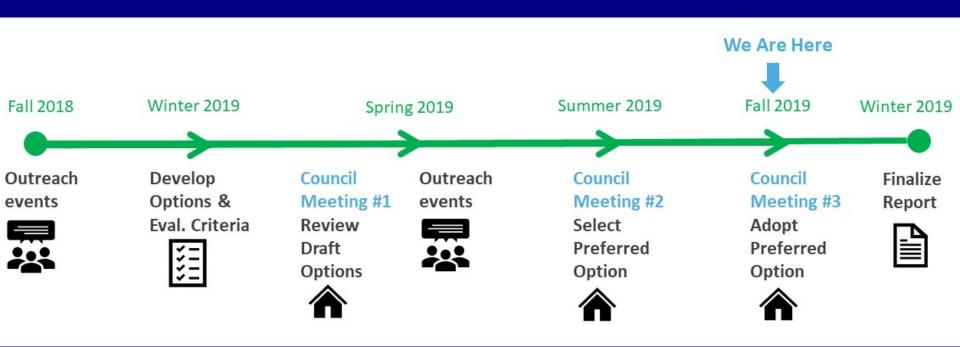


Overview

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



Process and Schedule

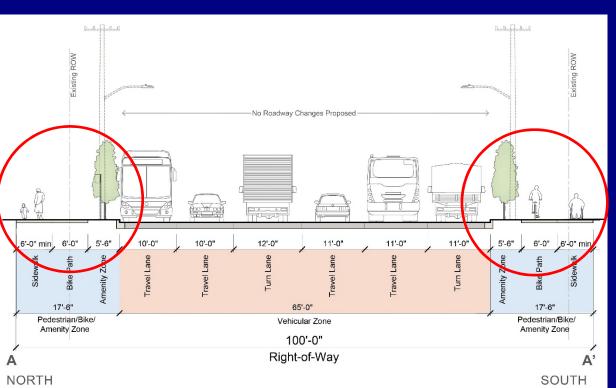




Preferred Option



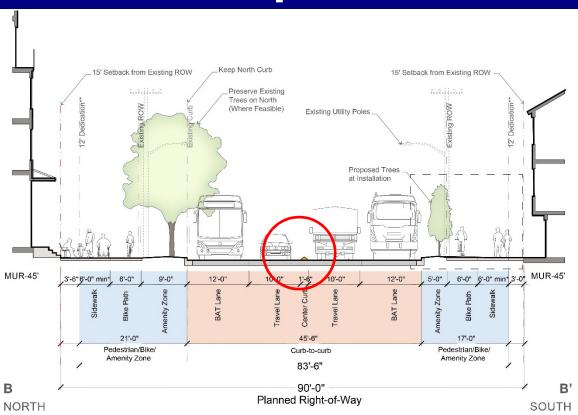




No curb to curb roadway changes

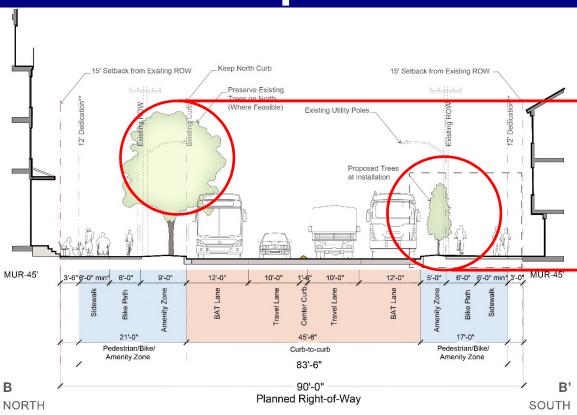
Ped/Bike/Amenity Zones

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



FOUR-LANE SECTION

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

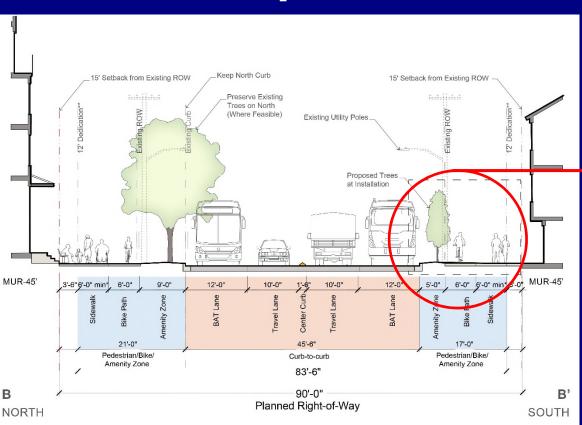


Preserve existing trees on northside, where feasible

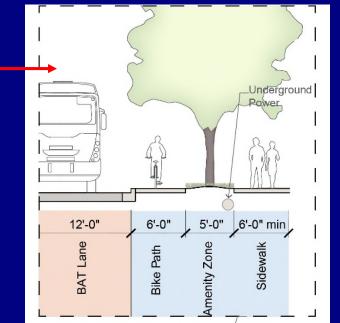


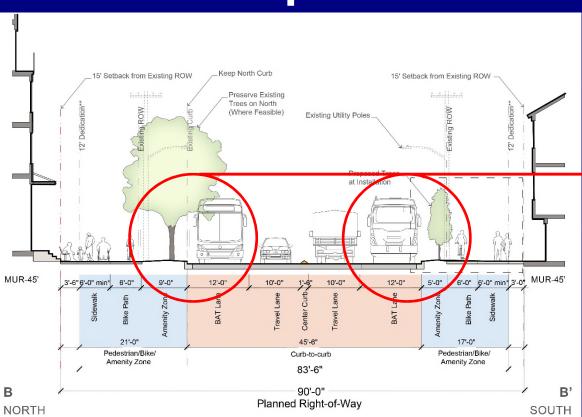
Plant Compact Street Trees on Southside





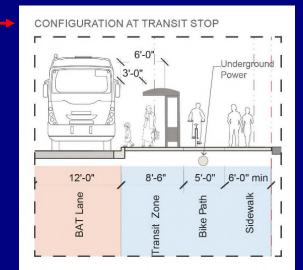
Optional Planting Strip between Bike and Ped Facilities with Potential Underground Power

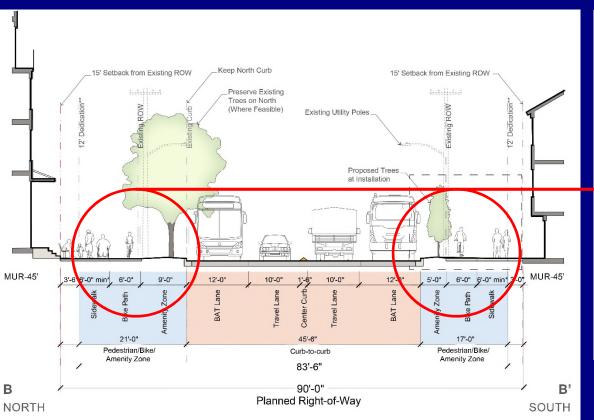


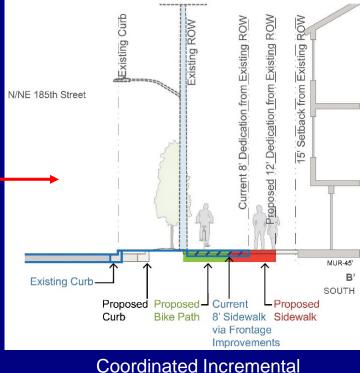


BAT Lanes (Business Access and Transit)

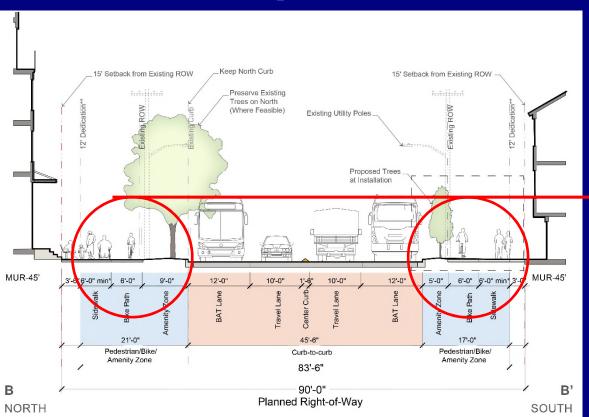


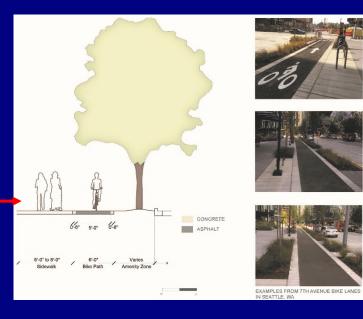




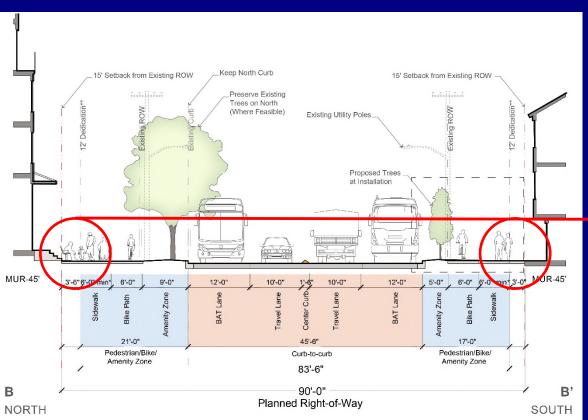


Redevelopment





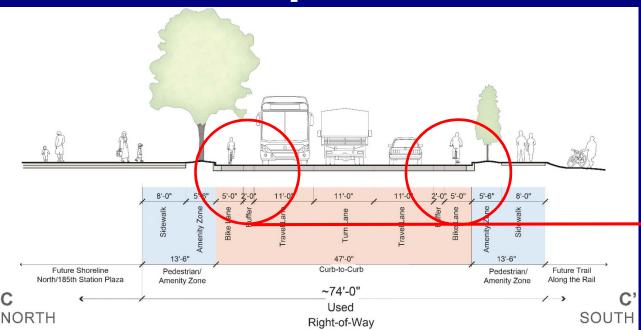
Off-Street Bike Path
Adjacent to 6' min Sidewalk





improvements with

streetscape



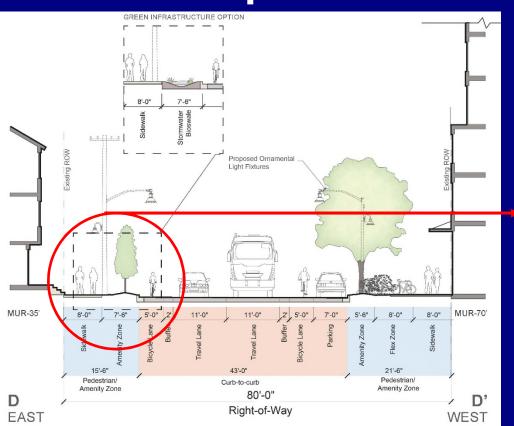
THREE-LANE SECTION

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





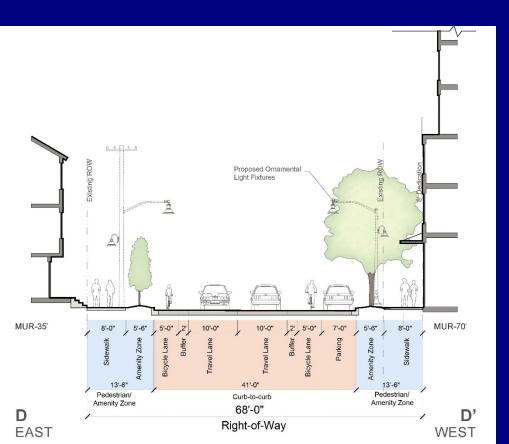
10th Avenue NE - Segment D Preferred Option



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

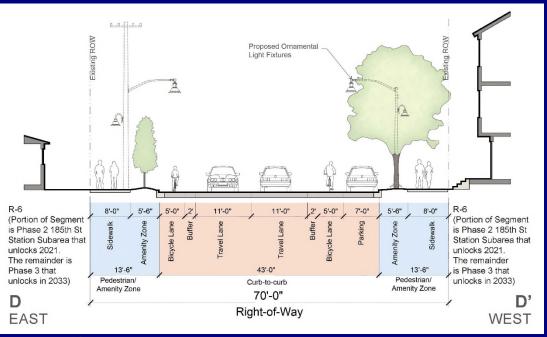


10th Avenue NE - Recommended EDM Update North of NE 185th St to NE 190th St



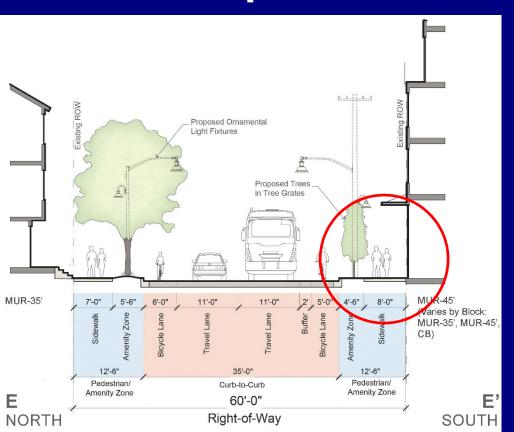
- Two 10' Travel Lanes
- Buffered Bike Lanes
- On-street Parking (westside)
- Enhanced Pedestrian Zones

10th Avenue NE - Recommended EDM Update South of NE 180th St to NE 175th St



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





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

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

NEAR TERM 0-5 YEARS

2020 Engineering Development Manual Update

- Update Street Matrix with the Preferred Option for 185th St, 10th Ave, and 180th St to direct redevelopment frontage improvements
- . Update Standard Plans for bike path/sidewalk

2020 Code Amendment

· Coordinate 185th St setbacks/open space requirements

2020 Comprehensive Plan Amendment

 Docket an update to the policy language to set a specific Level of Service (LOS) for 185th St and 10th Ave

2020 Transportation Improvement Plan Update

· Update 185th St Corridor entry based on the Preferred Option

2021/2022 Bi-Annual Budget/Capital Improvement Plan

 Consider adding 185th St & Meridian Ave intersection to CIP because it's designated as a growth project to accommodate future transportation demand

2023 Transportation Master Plan Update

- Lower the acceptable general-purpose vehicle LOS for concurrency or shift to a Multimodal LOS (MMLOS)
- · Reassess growth projects along the 185th St Corridor

City to engage with Community Transit's Blue Line extension and Metro's transit planning and capital investments

MID TERM 5-10 YEARS

2024 - Shoreline North/185th Station Opens

CIP - Segment B - Design Engineering

Design roadway improvements and gaps in ped/bike/amenity zones

CIP - Segments C. D. & E - Design Engineering

- Design permanent improvements to 185th St & 10th Ave intersection
- . Design 10th Ave & 180th St intersection
- Design roadway improvements and gaps in ped/bike/amenity zones

LONG TERM 10+ YEARS

CIP - Segment B - Construction

 Construct roadway improvements and fill in gaps in pod/ bike/amenity zones

CIP - Segments C, D, & E - Construction

- Implement permanent improvements to 185th St and 10th Ave intersection
- . Construct 10th Ave and 180th St intersection
- · Restripe roadways and fill gaps in ped/bike/amenity zones

CIP - Segment A - Design & Construction

- · Design gaps in ped/bike/amenity zones
- · Construct ped/bike/amenity zones improvements





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



