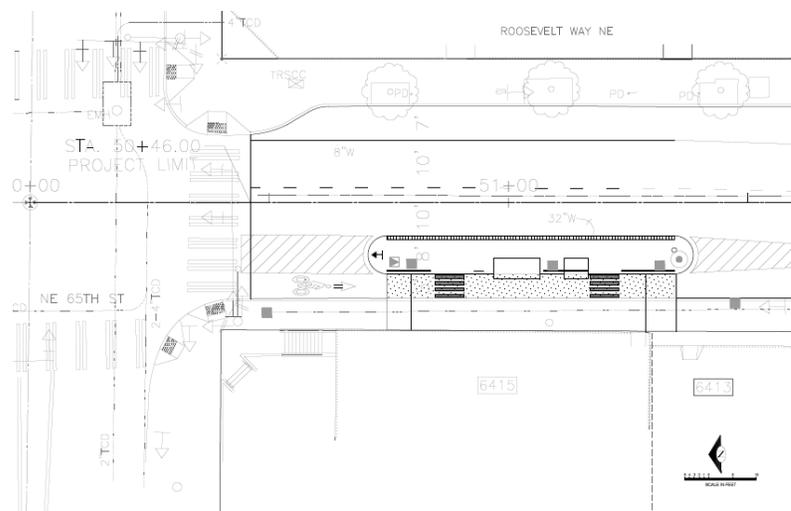


Roosevelt Way NE Paving and Safety Improvements Project

NE 65th Street

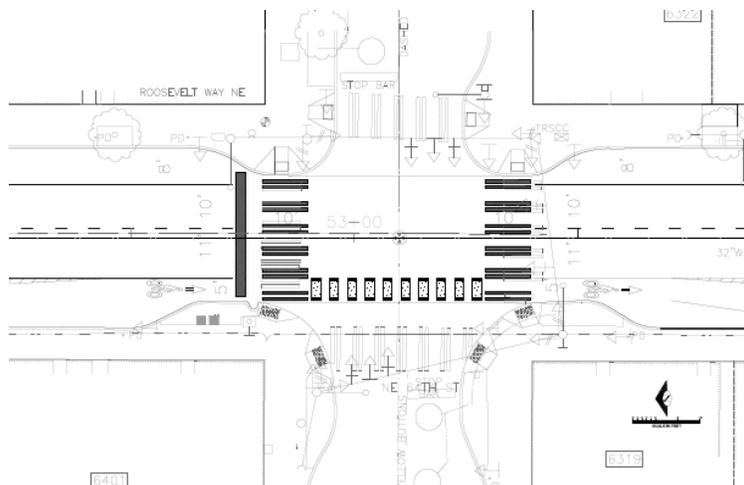
- No changes to the existing intersection. (There are already curb bulbs on the east side of the intersection.)
- South of the intersection, an 8-foot wide bus island will be added to enable buses to load and unload passengers without pulling out of the travel lane. The bike lane here will ramp up to sidewalk level between the sidewalk and bus island, allowing pedestrians to access the bus island without stepping up or down, and reminding bikers that they are sharing space with pedestrians and need to slow down.

Marked crossing will designate where pedestrians should cross the bike lane to reach the bus island.



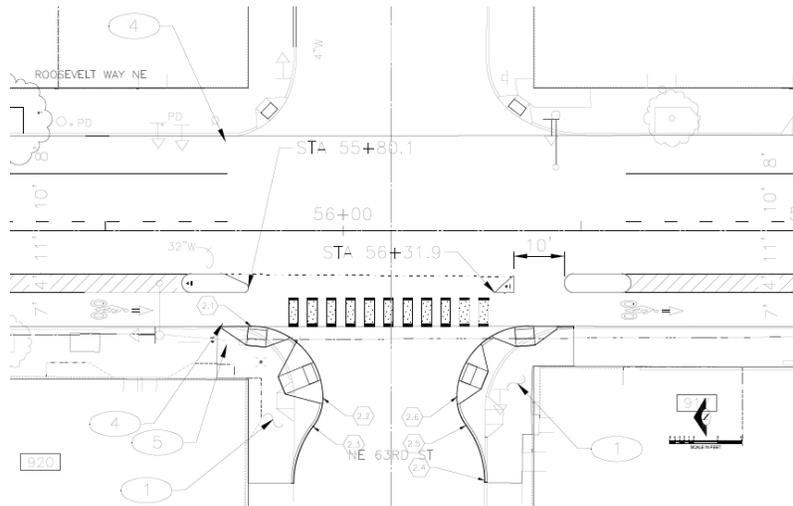
64th

- Existing curb bulbs on all four corners will remain.
- Detectable warning strips will be added to ramps that do not currently have them.



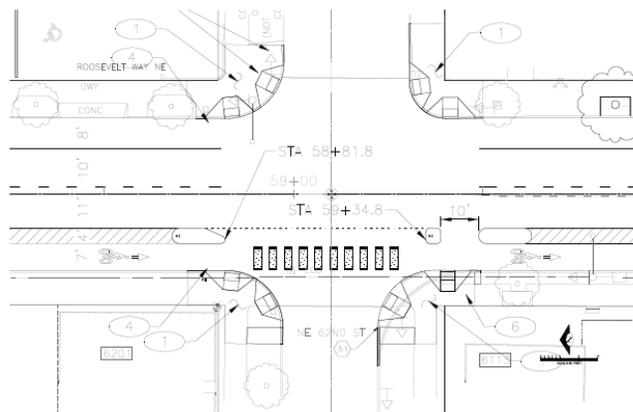
63rd

- The project will add pedestrian islands on both the north and south sides of the intersection on the west side of Roosevelt
- The north side island will have a single raised island, north of the crosswalk (which will taper as it approaches the corner to accommodate a turning vehicle).
- The south side island will have two raised segments, with a smaller one closer to the intersection.
- The project will bulb into NE 63rd on both the northwest and southwest corners.
- There will be no change to the curb or ramp locations on the east side of the street, other than to add a missing detectible warning plate.



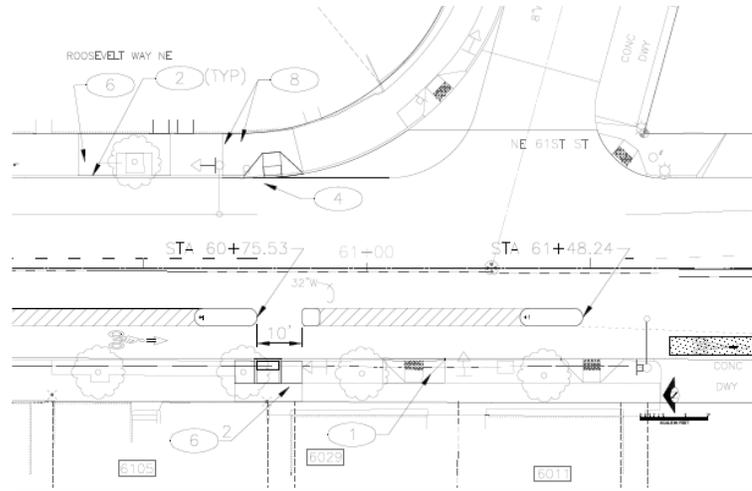
62nd

- Very similar to NE 63rd, pedestrian islands will be added on both the north and south sides of the intersection on the west side of Roosevelt.
- The north side island will have a single raised island, north of the crosswalk (which will taper as it approaches the corner to accommodate a turning vehicle).
- The south side island will have two raised segments, with a smaller one closer to the intersection.
- The southwest corner will be built out, creating a smaller radius and providing room for the curb ramps.



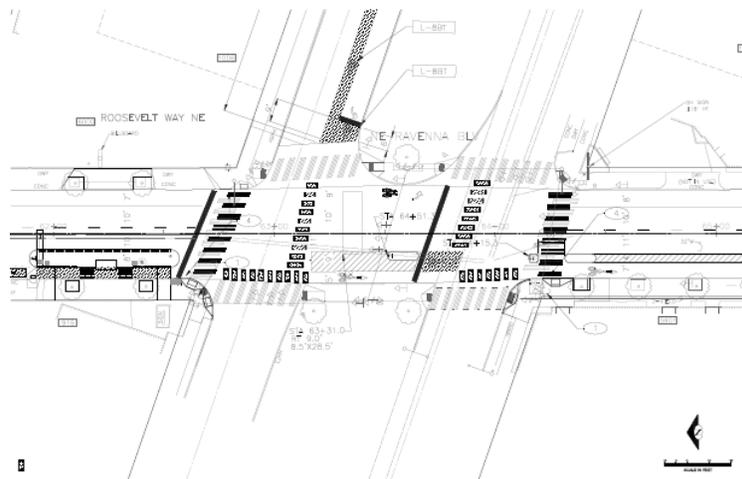
61st

- New curb ramps will be added on the north side of NE 61st St, shifting the pedestrian crossing (of Roosevelt) north of the existing crossing and outside of the curved section of the curb line.
- Pedestrian islands will be installed at both the north and south sides of the intersection on the west side of the street.
- The northern island will have two raised elements (on either side of the crosswalk).
- The southern island will have one raised island, on the north side of the crosswalk.
- Pavement paint on the northeast corner will create a tighter turning radius to slow traffic turning from Roosevelt to NE 61st.



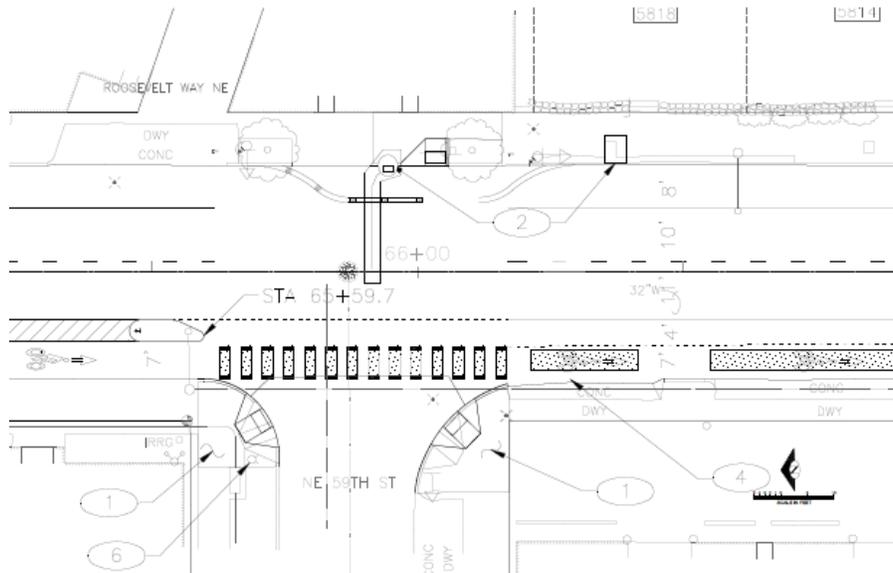
Ravenna Blvd

- Just north of the intersection, another 8-foot wide bus island will be added on the west side of the street.
- Pedestrian islands will be installed to flank the crosswalk on the south side of the intersection on the west side of the street.
- New, directional ramps will be installed on the northwest and southwest corners.
- The crosswalks on both the north and south sides of the intersection will be restriped.



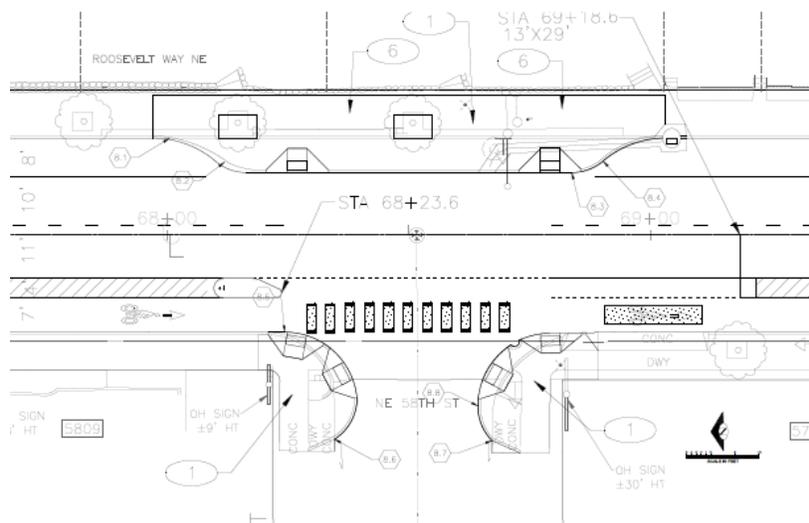
59th

- On the east side of the street, pavement paint and flexible delineator posts will create a long bulb out into Roosevelt in front of the Racer Café (reclaiming what is technically a No Parking Zone). One curb ramp will be added as a companion to the ramp on the southwest corner.
- New single bisecting curb ramps will replace the existing ramps on the northwest and southwest corners.
- There will be a raised island north of the intersection, primarily enhancing separation for the protected bike lane.



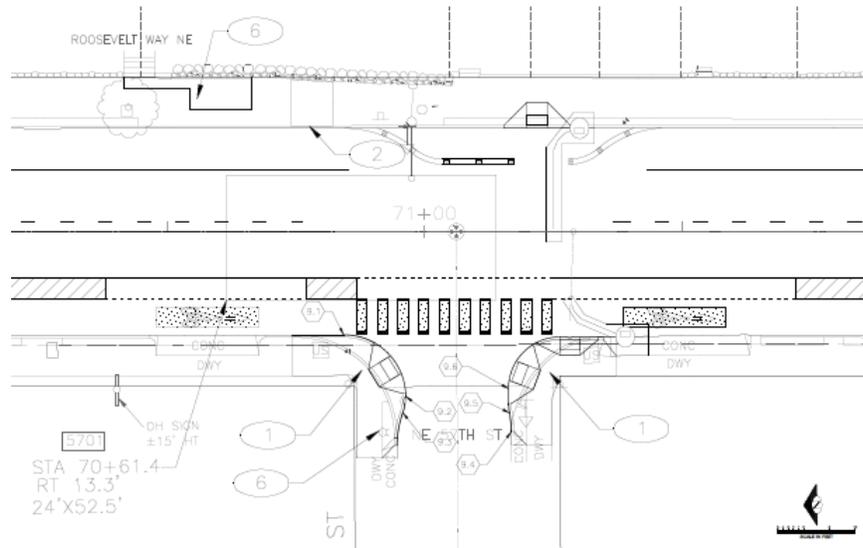
58th

- A curb bulb will be built on the east side of Roosevelt, extending the sidewalk into what has been the parking lane.
- Curb ramps will be built into the curb bulb, positioned to match the companion curb ramps on the west side of the street.
- Curb bulbs will be added/expanded into 58th Ave NE on the west side of the intersection.
- A pedestrian island will be built north of the intersection.



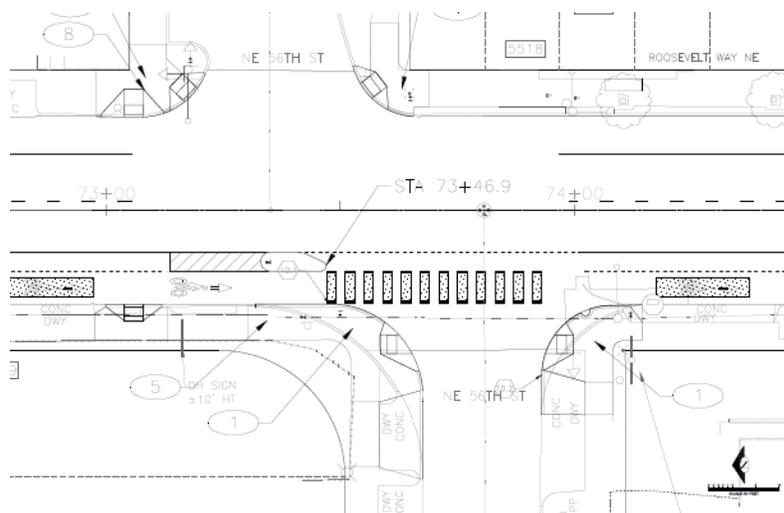
57th

- Similar to 59th, pavement paint and flexible delineator posts on the east side of Roosevelt will create a long bulb out (reclaiming the No Parking Zone).
- A curb ramp will be built on the east side, aligned with the companion ramp on the southwest corner.
- The northwest and southwest corners will be built out, creating a smaller curb radius to add directional ramps for crossing NE 57th and a directional ramp to cross Roosevelt from the southwest corner.



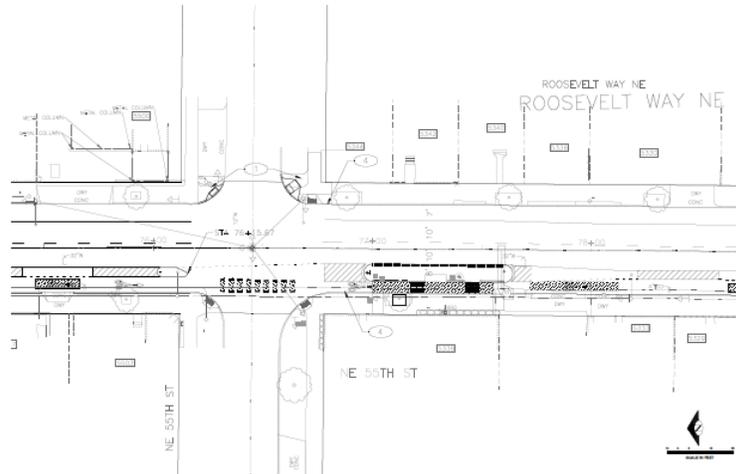
56th

- This intersection is slightly offset, with the eastern leg slightly to the north of the western leg.
- Curb ramps for crossing Roosevelt will be built on the north side of the eastern leg.
- The northwest and southwest corners will be built out, creating a smaller curb radius to add directional ramps for crossing NE 56th.
- Directional ramps will be installed to cross the east leg of NE 56th St.
- A pedestrian island will be built on the north side of the intersection.



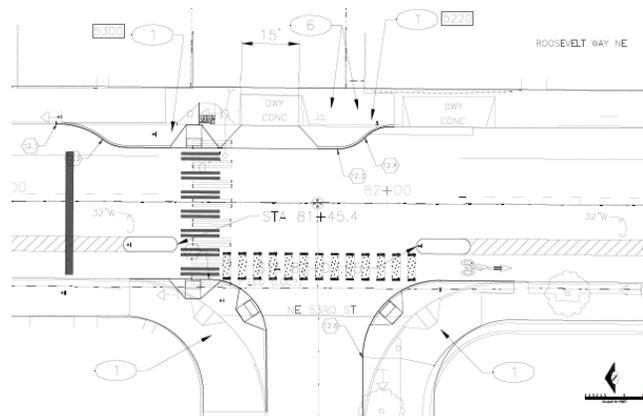
55th

- A small raised island will be built on the north side of the intersection.
- On the south side of the intersection, an in-lane stop bus island will be added, similar to those at 65th and Ravenna. The bike lane here will ramp up to sidewalk level between the sidewalk and median for the length of the median, reminding bikers that they are sharing space with pedestrians and need to slow down.
- New curb ramps will be added on the east side (the southeast corner ramp to match the new companion ramp on the north side of NE 55th St), and on the northeast corner a bisector ramp for both directions.



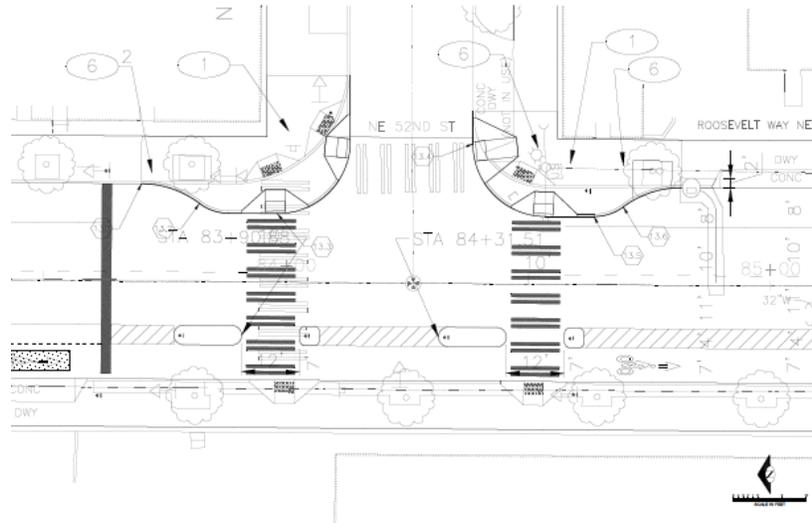
53rd

- As a designated “Safe Route to School,” the crosswalk on the north side of the intersection will be restriped, connecting upgraded curb ramps.
- The east side of the street will be bulbed out, as done at the T-intersection at NE 58th.
- The sidewalks on the northwest and southwest corners will be pushed out in order to tighten the curb radius, intended to slow turning vehicles. New curb ramps for crossing NE 53rd St. will be included.
- A pedestrian island will be installed on the north side of the intersection.



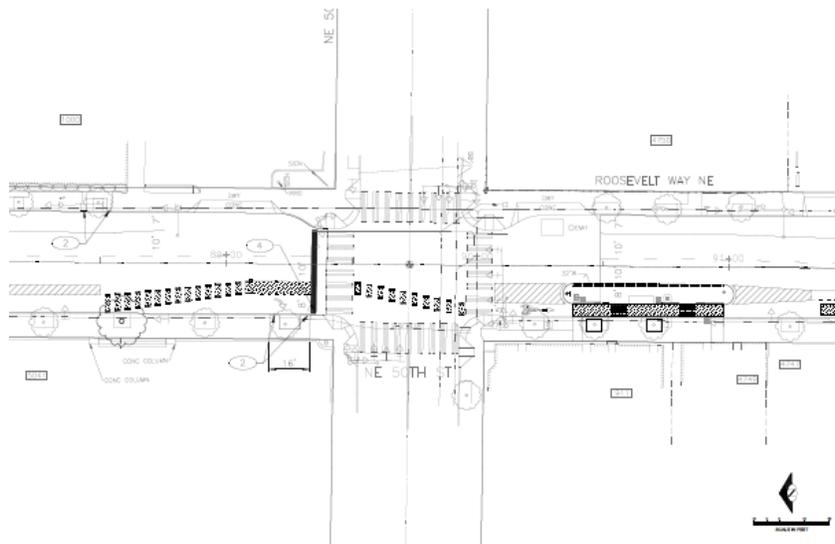
52nd

- Like 53rd, this is a “Safe Route to School.” As such, curb bulbs with new directional ramps will be added to the northeast and southeast corners.
- The crosswalks on both the north and south sides of the intersection will be repainted.
- Pedestrian islands will be added on the west side of the street on both sides of both crosswalks.



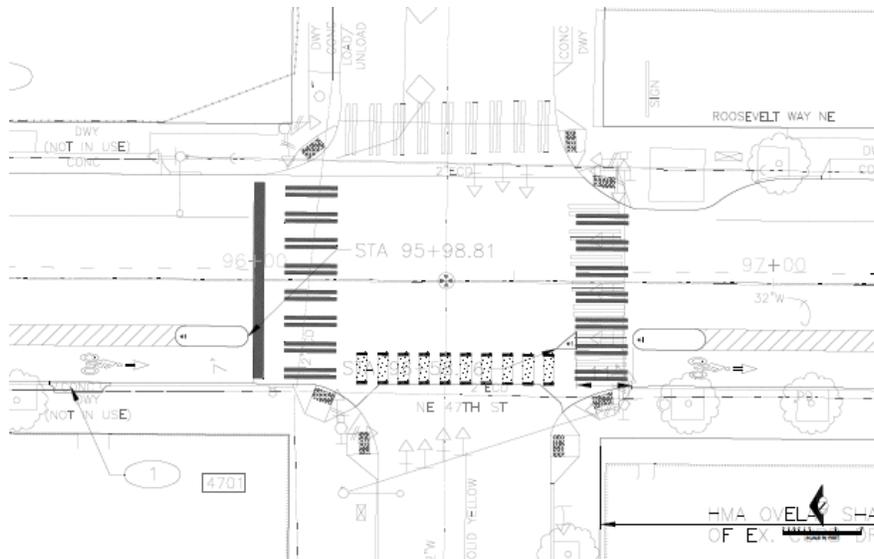
50th

- A bus island will be added on the south side of the intersection.
- There will be no other changes at this intersection.



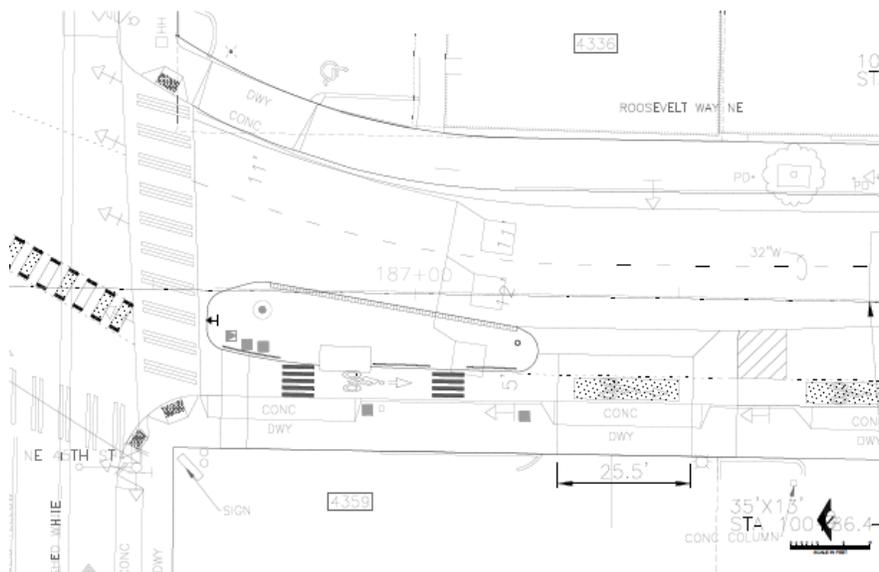
47th

- A pedestrian island will be added on the north side of the north crosswalk.
- The south side island will have two raised segments, with a smaller one closer to the intersection.



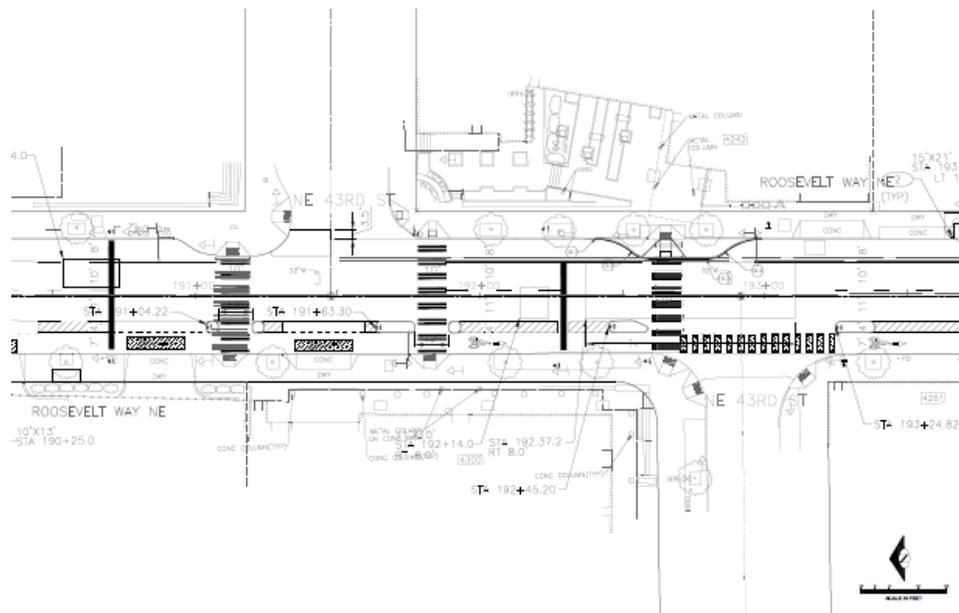
45th

- A bus island will be added on the south side of the intersection. The island will be slightly wider than the others to fill in some of the extra space corresponding to the curvature of the road.
- Because of the island, the gas station driveway closest to 45th will be closed.



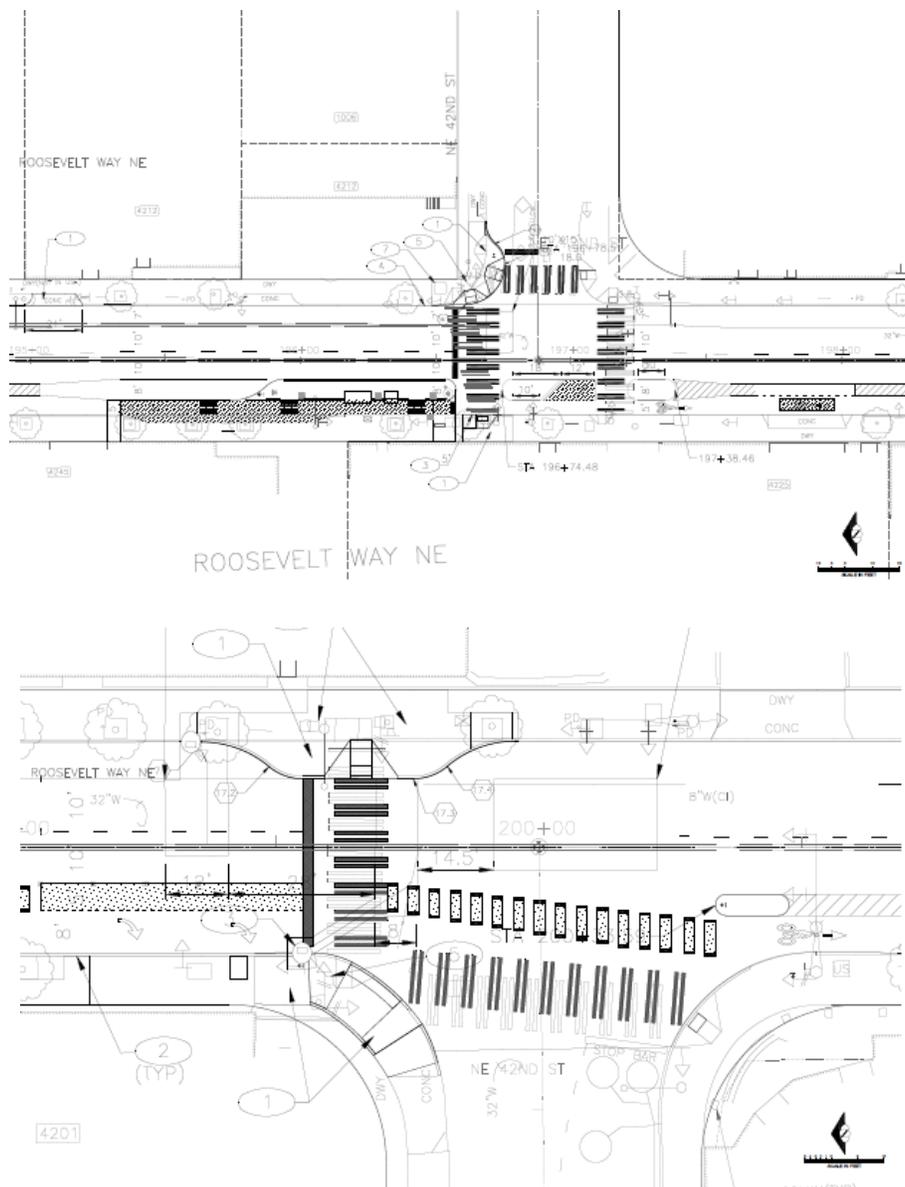
43rd

- Beginning with the eastern leg of 43rd, which is further north than the western leg:
 - The north and south crosswalks will be restriped and flanked with small pedestrian islands on the west side.
- For the western leg of 43rd, a curb bulb and curb ramp will be added on the east side of Roosevelt (in front of the entrance to the Watermark Hotel) at the existing crosswalk, aligned with the existing curb ramp on the northwest corner of the intersection.
 - A pedestrian island, tapered at the intersection, will be added just north of the crosswalk.



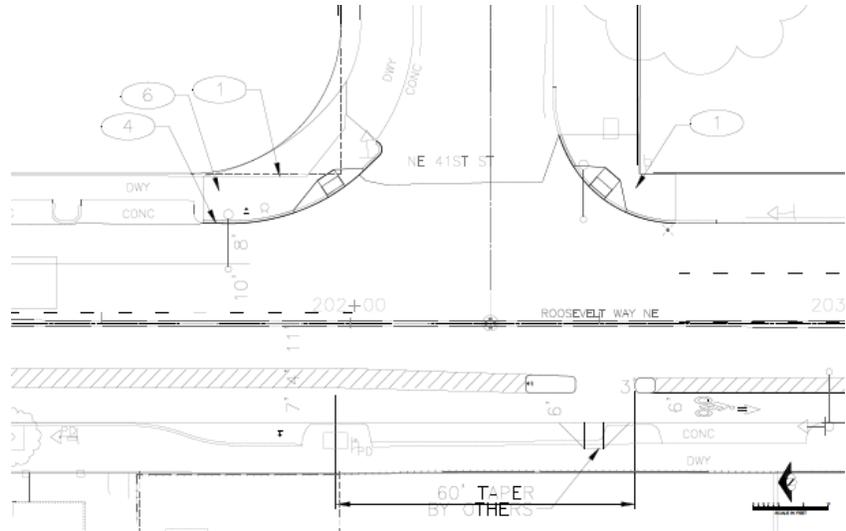
42nd

- Beginning with the eastern leg of 42nd, which is further north than the western leg:
 - A bus island will be installed north of the existing crosswalk, similar to those further to the north.
 - Wide pedestrian islands, matching the width of the bus island, will be added to the south of both east/west crosswalks at this leg. These will also provide protection for a bike box for bikes turning left onto eastbound NE 42nd St.
 - The northeast corner will be bulbed out onto 42nd, and the north/south crosswalk here will be restriped.
- The western leg of 42nd, south of the eastern leg of 42nd:
 - A curb bulb will be added to the east side of the street at the crosswalk on the north side of NE 42nd St, with a new curb ramp.
 - A new, single, wide bisector curb ramp will be built on the northwest corner.



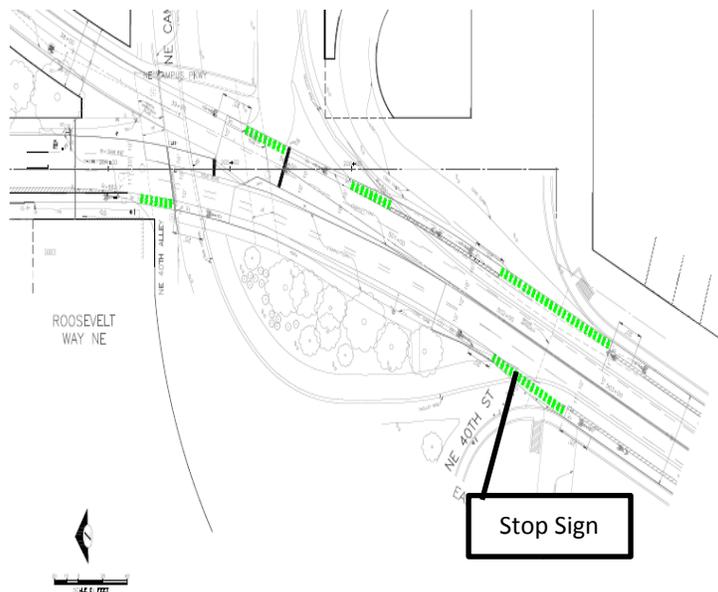
41st

- New bisector curb ramps will be added to the northeast and southeast corners of the intersection (where they do not currently exist).
- Pedestrian islands will flank the crosswalk on the south side of the intersection.



North end of University Bridge

- The northbound and southbound bike lanes will be extended across the Campus Parkway Bridge, and green painted panels will be installed across entrances and exits.
- Paint and delineator posts will be installed at the entrance to southbound Roosevelt from NE 40th St/Campus Parkway to reduce the turning radius for entering traffic. A stop sign will be added to control this traffic.





Images from Google Maps