

Safe I-5 Crossing at NE 70th St

At the I-5 overpass at NE 71st/70th St, from 6th Ave NE to 8th Ave NE

Applicant Problem

This I-5 overpass is a major thoroughfare for people walking, biking, and driving, providing one of very few connections east/west between the Roosevelt and Green Lake neighborhoods across I-5. Despite its importance and heavy use the overpass and adjacent intersections remain dangerous and difficult to navigate for all users.

- No north/south pedestrian crossing of NE 70th St at 8th Ave NE (east of overpass)
- East/west pedestrian crossing of 8th Ave NE frequently blocked by cars trying to get on I-5 north
- Pedestrians cross on the NORTH side of the intersection(s) and overpass, directly across the front of the I-5 onramp
- Very steep, non-ADA compliant sidewalk on west end of overpass
- No north/south pedestrian crossing of NE 71st St at 6th Ave NE (west of overpass)

PROJECT TYPE

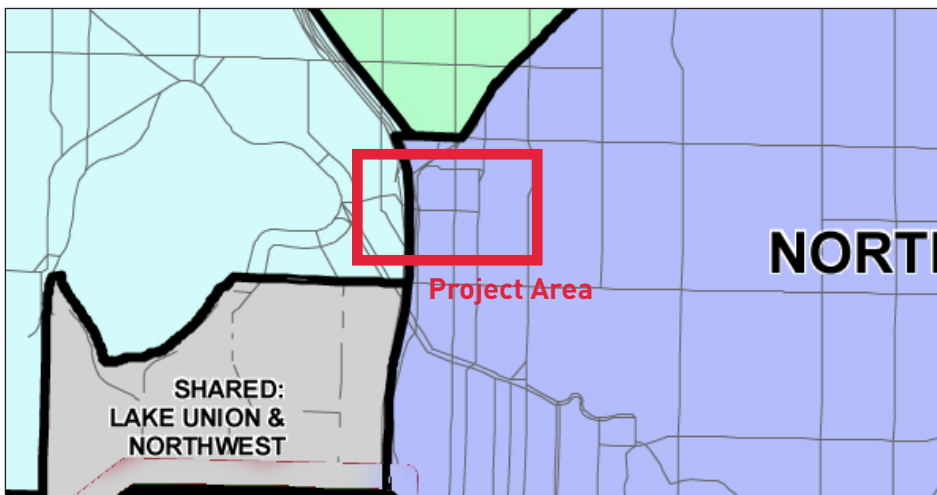
Corridor and Crossing

APPROXIMATE LENGTH

575 feet

COST ESTIMATE

\$471,000



Applicant Solution

- All-way stops at NE 70th St and 8th Ave NE and at NE 71st St and 6th Ave NE
- Curb bulbs and crosswalks at NE 70th St and 8th Ave NE and at NE 71st St and 6th Ave NE
- Painted sidewalk and protected bike lane on north side of overpass

Additional connections as funding allows. For example, the protected bike lanes could continue west to the intersection of Green Lake Dr/Ravenna Blvd/NE 71st, creating an all-ages-&-abilities connection to one of Seattle's most popular parks, as well as the existing protected bike lanes on Ravenna Blvd. The protected bike lanes could continue east to the intersection of Roosevelt Way NE, to connect to the protected bike lanes that are currently under construction. The sidewalk on the northern side of NE 71st between 5th Ave NE and 6th Ave NE is narrow, full of awkward driveways, and has utility poles blocking the way. This sidewalk could be reconstructed to be wider and with better driveway placement. Funding could be used from this grant, or could be leveraged from general SDOT bike/ped funding.



Existing conditions at NE 70th St and 8th Ave NE.



Existing conditions on overpass section of NE 70th St.



Existing Conditions at NE 70th St and 6th Ave NE.

Seattle Department of Transportation (SDOT) Review

Project Description

This project is located on NE 70th St from 6th Ave NE to 8th Ave NE. NE 70th St is an overpass for Interstate 5 (I-5) and any improvements need to be coordinated with the Washington State Department of Transportation (WSDOT). The intersection of NE 70th St and 8th Ave NE is a heavily used intersection for northbound access to I-5 and pedestrian and cyclist crossing of I-5 between the Roosevelt and Greenlake neighborhoods. An off ramp from southbound I-5 is located at 6th Avenue NE.

The overpass currently has an existing 8-foot sidewalk on the south side and bike lanes in each direction. There are overhead lights on the overpass. There are existing power poles, hydrants and drainage inlets at the intersections of 6th Ave NE and 8th Ave NE.

The following improvements are proposed as part of this project at the following locations:

8th Ave NE

- All way stop with stop bars and crosswalk markings at the north, south and east legs of the intersection including the northbound on ramp to I-5.
- Curb ramps will be added at the intersections.
- Curb bulbs will be added at the intersections to delineate legal parking.

NE 70th St

- On the north side, a painted 6-foot wide walkway with tuff curb and flexible delineator posts serving as divider between the walkway and bike lane.
- Maintain 8-foot sidewalk on south side and 2-foot curb on north side.
- Protected bike lanes will be added to each side of the roadway.
- Travel lanes will be reduced from 15 feet to 11 feet.

6th Ave NE

- Curb ramps will be added at the intersections.
- Concrete and painted curb bulbs will be added at the intersections to delineate legal parking.

Constructability

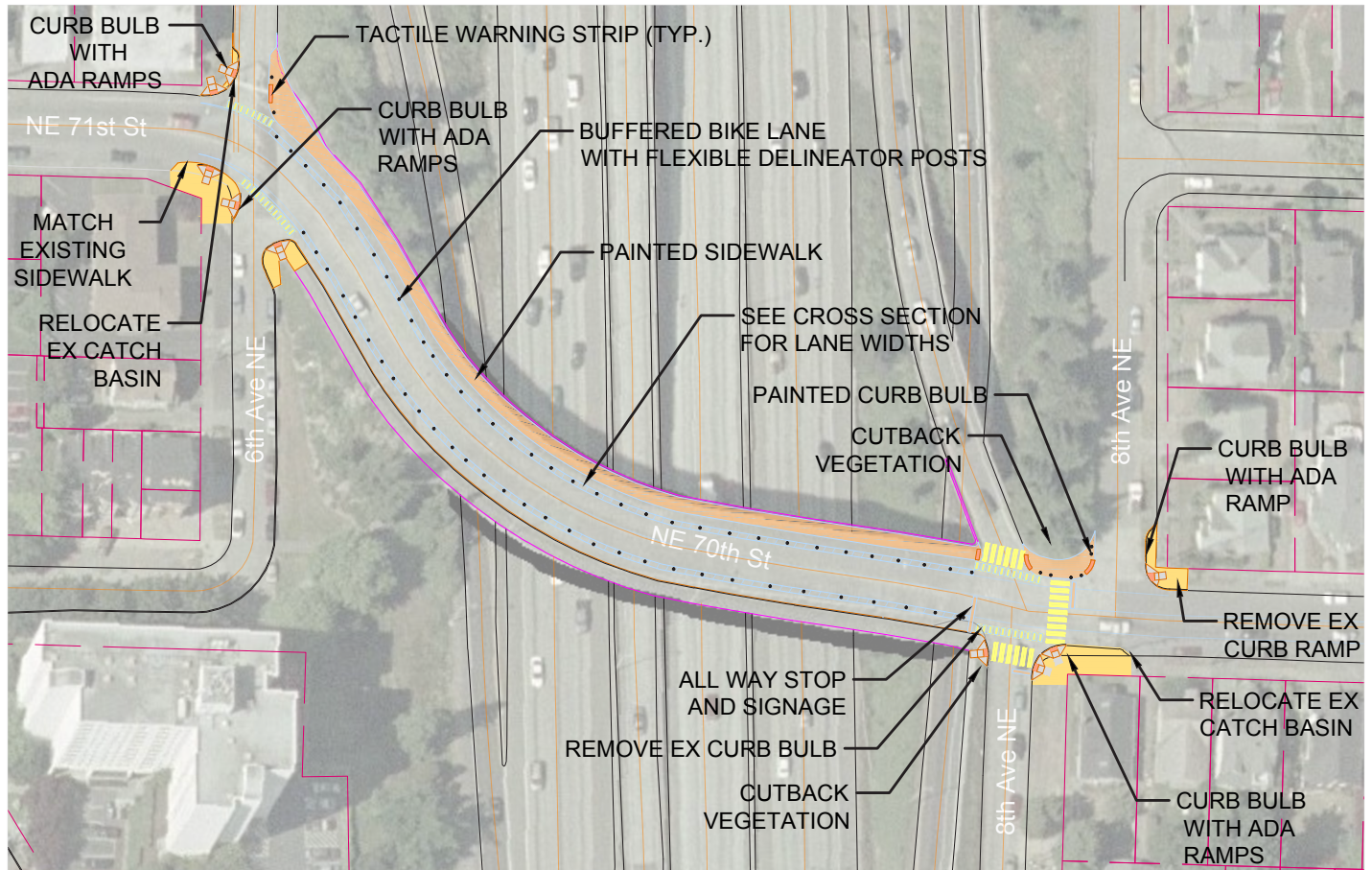
- An all way stop is warranted at NE 70th St and 8th Ave NE, but not at 6th Ave NE.
- Additional concrete sidewalk and/or curb are not possible on the overpass as we cannot add any additional weight to the bridge.
- Removal of the existing curb bulb on the overpass at the corner of 8th Ave NE will be necessary in order to install the buffered bike lane on the south side of the bridge. Coordination will be needed with WSDOT to make this change.
- Vegetation at the intersections would be cut back to improve visibility for all users.

Impacts

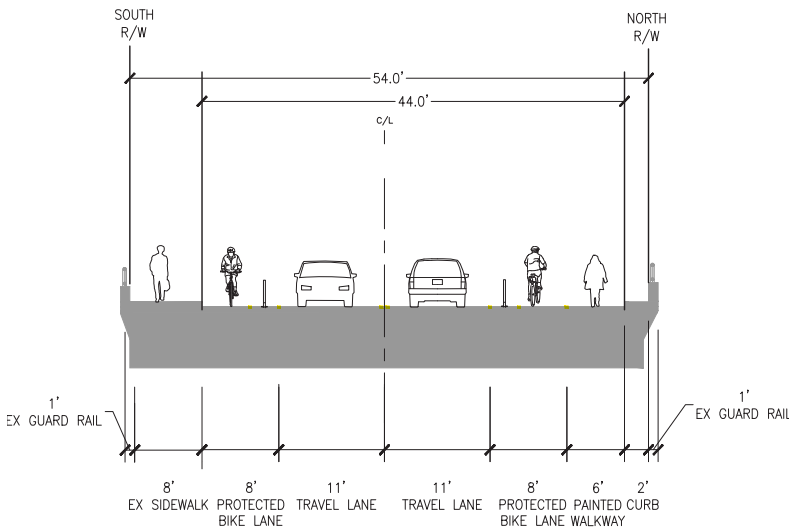
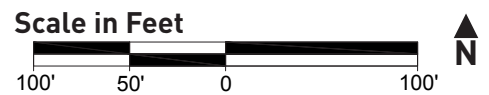
- Parking will be restricted near 6th Ave NE and 8th Ave NE. While this parking is not legal, it may be perceived as parking loss.

Benefits

- Signs and markings will help identify a place for people walking and biking along the corridor.
- Reduced lane widths may reduce vehicle speeds along the overpass.



Improvements proposed as part of this project.



Proposed NE 70th St - Interstate 5 overpass cross section.