



SAND POINT WAY CORRIDOR STUDY

(NE NOAA Drive to Princeton Avenue NE)

BACKGROUND

The Sand Point Way Corridor Study was funded by a neighborhood-requested grant. The purpose is to identify and prioritize safety improvements that will be advanced for design in 2017 and implementation in 2018.

KEY ISSUES

Sand Point Way is inhospitable to pedestrians, bicyclists and transit riders, most of whom walk to and from transit stops from nearby residences. The key issues include:

- Lack of sidewalks or walkways along many segments of the corridor;
- High vehicle speeds that exceed 40 mph along most segments;
- Crosswalks where pedestrians are not protected from left turn movements;
- Lack of left turn lanes that increase weaving movements by vehicles; and
- Discontinuous pedestrian access through the Magnuson Park main gate intersection at NE 74th Street.

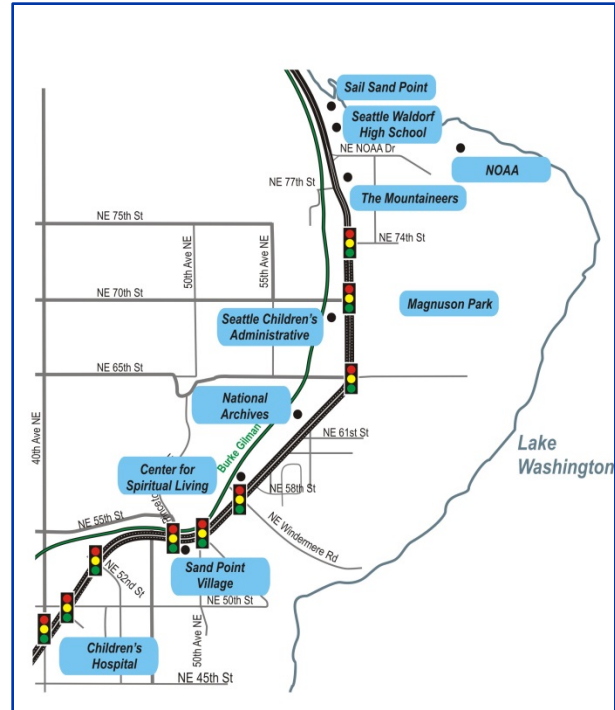


Figure 1: Sand Point Way Corridor Study Area

PROPOSED SOLUTION

The traffic volumes and intersection turning movements along Sand Point Way could allow the street to be converted to three-lanes—one lane in each direction plus a left turn lane at all intersections and a right turn lane at some intersections. The change in configuration would have the following benefits:

- Minimal impact on traffic operations;
- Slower vehicular speeds;
- Improved vehicular safety and mobility at the intersections and along the corridor;
- Improved pedestrian safety and environment;
- Use pavement and right-of-way for pedestrian facilities.

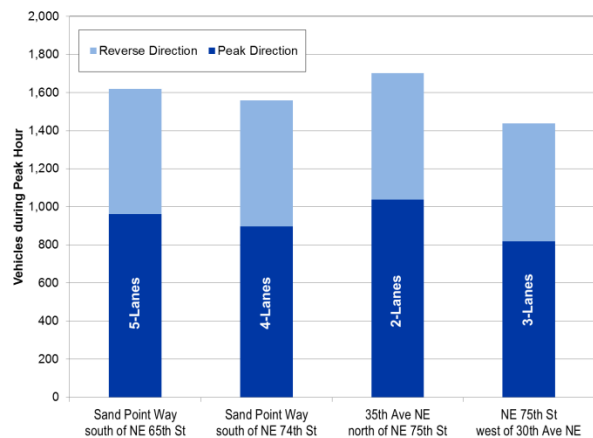


Figure 2: Peak Hour Volumes on Various Northeast Seattle Arterials

POTENTIAL IMPROVEMENTS

Many safety improvements are being evaluated for the Sand Point Way Corridor, shown below. This includes adding sidewalks or walkways where none exists today, reducing vehicle speeds through the corridor, and reducing the potential for pedestrian/bicycle-vehicle conflicts and vehicle-vehicle conflicts.

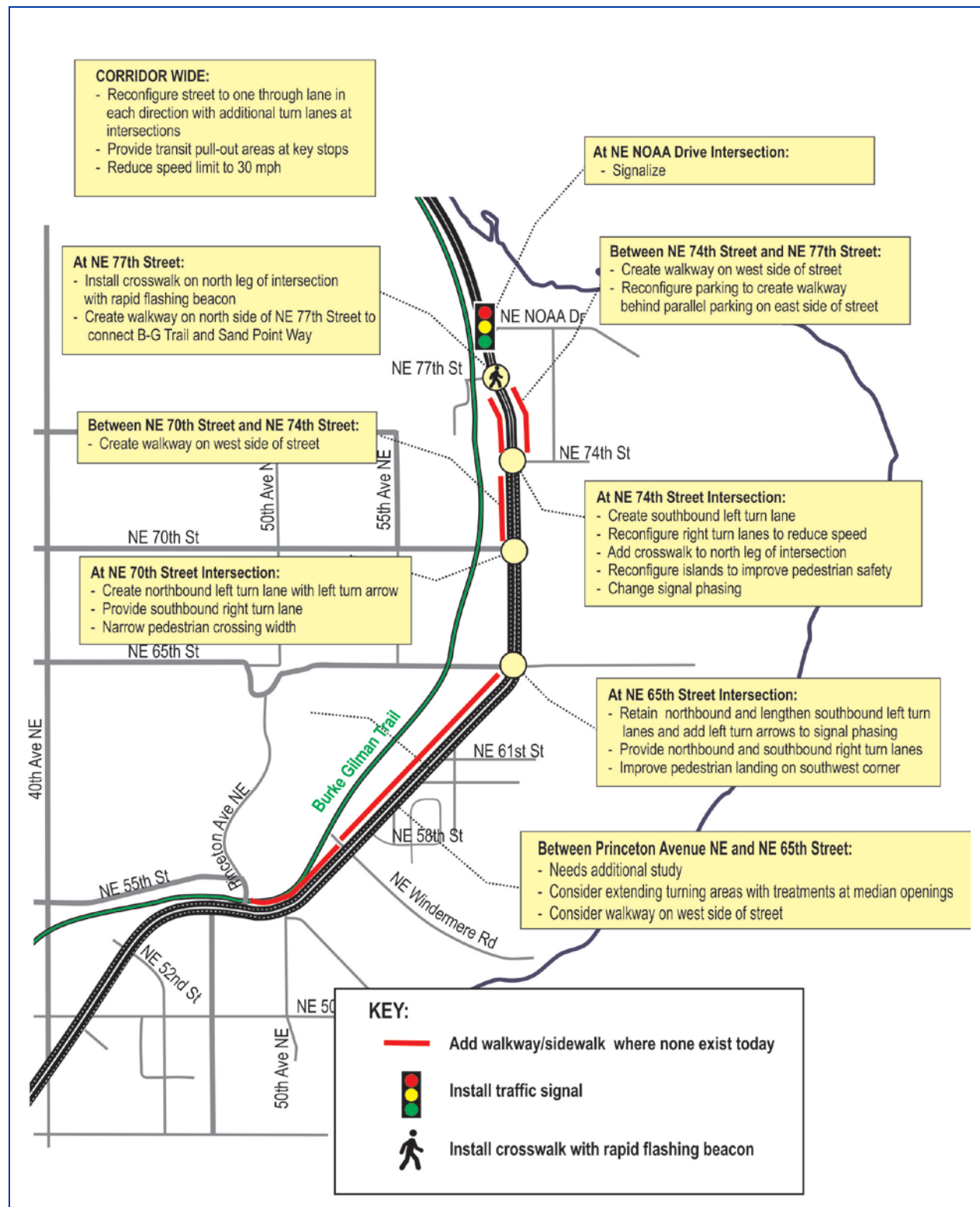


Figure 3: Potential Improvements