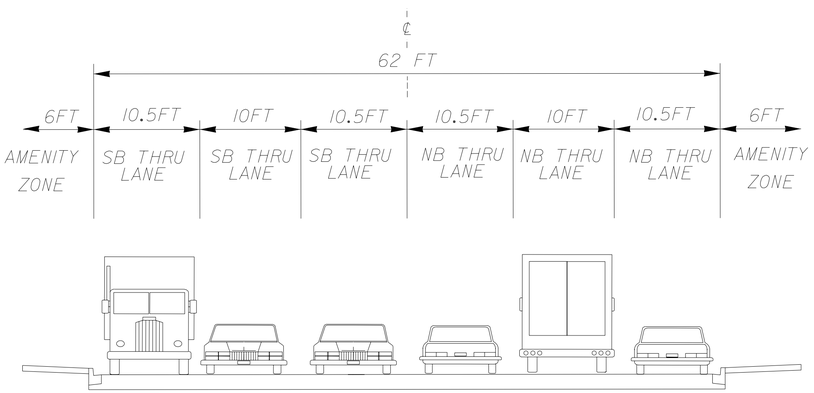
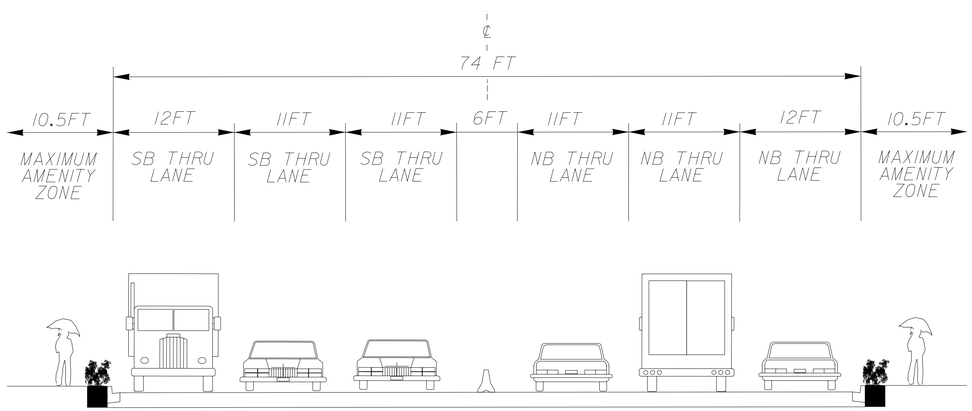
CENTRAL FOCUS AREA

LONG TERM TYPICAL SECTION

N. 50TH ST. TO N. 59TH ST.



EXISTING CONDITION



PREFERRED FUTURE LANE WIDTHS*

*A DESCRIPTION OF THE PREFERRED FUTURE ROAD CONFIGURATION IS PROVIDED TO THE RIGHT

DESCRIPTION OF PREFERRED FUTURE ROAD CONFIGURATION

Development Environment:

This section of the study corridor is adjacent to Woodland Park. A raised median barrier, wider lanes, and a wider amenity zone are proposed for this segment. It is conceivable that the public right of way can be redeveloped to the proposed cross section within a twenty-year period. This will likely occur through publicly sponsored redevelopment projects. The proposed widening of travel lanes and the amenity zone can be done within the existing right of way.

Future high accident locations along this segment of the corridor may be upgraded if it is determined that roadway improvements would address the accidents occurring. These improvement upgrades could have right of way implications for adjacent properties.

Proposed changes to the existing cross section in conjuction with redevelopment:

Travel Lanes:

- Existing travel lanes are too narrow; contributing to sideswipe accidents and reduced capacity.
- Although 12 foot travel lanes are preferred, 11 foot travel lanes are recommended.

Curb Lanes:

- Curb lanes need to be wider than other travel lanes to provide for a "shy" distance between moving vehicles and the sidewalk, and to account for the need to accommodate buses. Buses and trucks, mirror to mirror, are wider than cars, and generally operate in the curb lane.
- Although 13 foot curb lanes are preferred, 12 foot curb are recommended due to right of way constraints.

Median:

- A raised median is recommended to minimize the number and severity of accidents involving vehicles crossing over the centerline.

Sidewalks:

- The existing sidewalks in this segment are 6 feet wide. The proposed amenity zone (pedestrian sidewalk and planter strip) would be a maximum of 10.5 feet wide and would provide ample room for multiple users.

Note: Several pedestrian overpasses are located in this corridor segment. Additional study will be required to both maintain overpass access and widen existing lanes and sidewalks.

DRAFT

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Washington State Department of Transportation

City of Seattle

King County METRO