

SR-500 Re-Striping Proposal

WSDOT proposes to restripe SR 500 from NE 3rd Avenue to NE 22nd Avenue. On Garfield St between NE 3rd Avenue and NE 14th Avenue the proposed striping includes bike lanes on the east side of the road and a Two Way Turn Lane (TWTL). Parking is proposed to remain as currently prohibited on NE Garfield Street. Along NE 14th Ave between Garfield and Everett a bike lane is proposed on the north side of the street (uphill) with parking restrictions remaining the same on 14th (parking allowed only on the south side.) On Everett Street between NE 14th Avenue and NE 22nd Avenue a TWTL will be added along with a bike lane on the both sides of the street. Both sides of Everett would need to become “No Parking” areas.

Potential Costs

A loss of parking adjacent Crown Park.
Minor costs for "No Parking" signage.
Potential lost parking convenience to adjacent residents.

Anticipated Benefits

Safety:

Expected reduction in frequency and severity of opposite-direction left-turning crashes and rear-end crashes. (1)
Improved safety for bicyclists and vehicular/bicycle interactions. (1)
Narrowed roadway width typically results in more uniform operating speeds and speeds closer to the posted speed limit. (we’ve had many complaints of speeding in this area) (1)
Motorists will be able to see pedestrians sooner at intersections due to left turning motorists being in a separate lane. Currently, through traffic passes left turning motorists with limited sight distance to the existing crosswalks, especially at 15th & Everett where there is a higher number of pedestrians crossing.
Improved Safety access for sides street motorists entering Everett Street.
Removing parking on Everett will improve driver sight distance for vehicles entering from NE 14th, NE 15th, and NE 17th Avenues.

Mobility:

Less stops and delay for mainline traffic. (1)
Reduced delay to side street traffic. (1)

Other:

Increases and promotes multi-modal travel (One of WSDOT's 6 goals of the Strategic Plan). (1)
Connects the Camas City Center to a large bike network at Lacamas Lake and along Lake Rd. (1)
Narrowed lanes mean safer school crossings.
Reduces mid block pedestrian crossings.

(1) These items provided by WSDOT