



# **Transportation Division: NE 257th - Cherry Park to NE Stark Street**

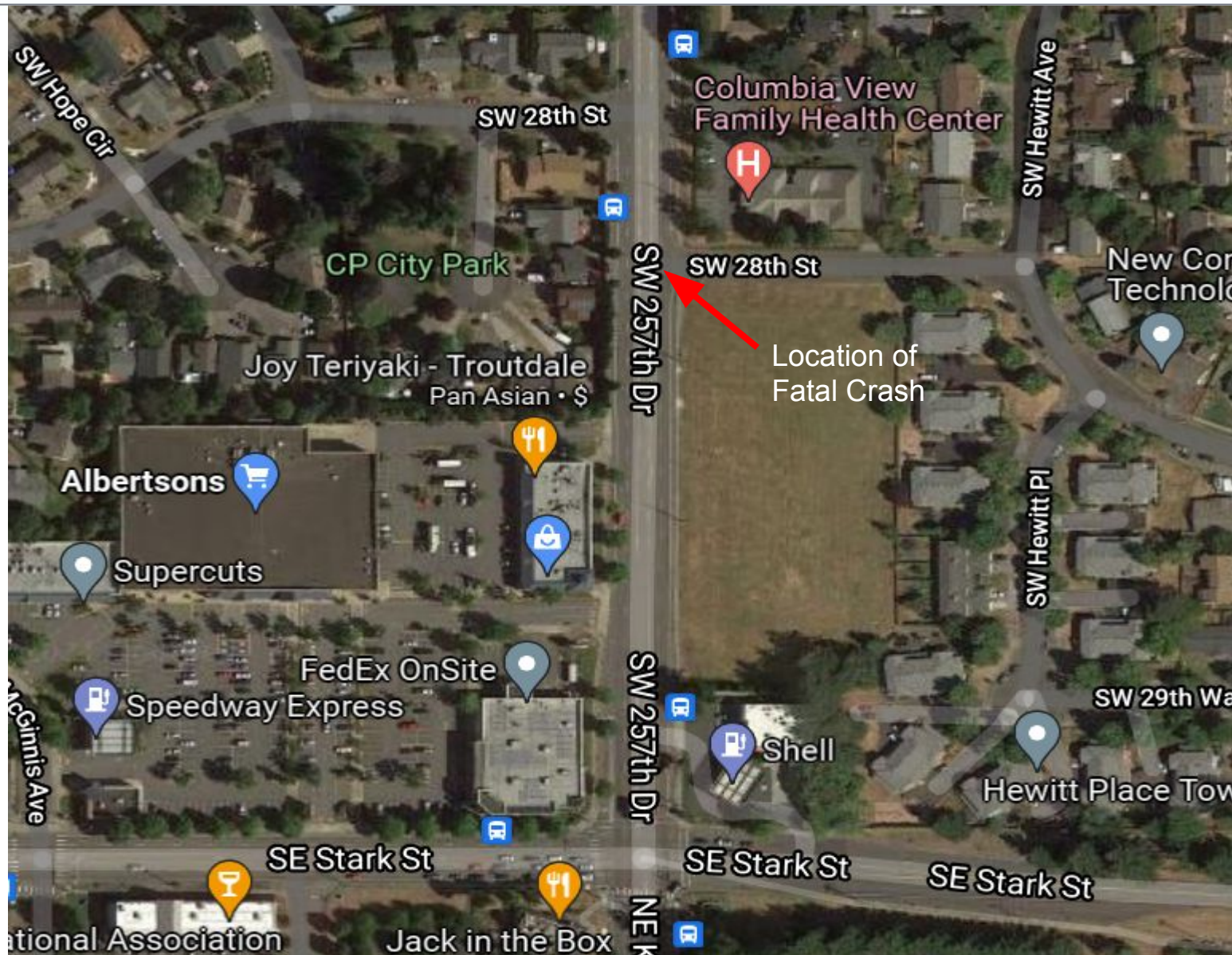
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# Agenda

- Recent Fatality
- Project in Development: SW 257th - SW Cherry Park to SE Stark St
  - Scope - Align to Federal Safe Systems Approach
  - Outreach
  - Schedule
    - Design
    - Construction
  - Cost

# Fatal Collision - Car/Pedestrian



## NW 257 Cherry Park to Stark Street - Current Conditions

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- 257th bisects two suburban neighborhoods
  - Separates residents from:
    - Parks
    - Highschool
    - Businesses
    - Each other
- 4 wide lanes with center turn lane and narrow bike lanes
- Posted 40mph (observed speeds significantly higher)
- 9 streets intersect within project boundaries
- 4 marked crossings in 1 mile of road
  - Cherry Park/Struges (north end of project)
  - Cherry Park/16th (¼ mile into project)
  - Hensley (½ mile into project, ¼ mile from previous crossing)
  - Stark St (½ mile from Cherry Park/16th, end of project)



# NW 257 Cherry Park to Stark Street - Project Goals

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- Create safe pedestrian (sidewalks and crossings) and cycling facilities
  - Based on where people are coming from, where they are going
- Reduce likelihood of crashes
  - Reduce impact of Crashes
  - Zero deaths
- Improve lighting
- Evaluate speed limit
- Improve transit access
- Evaluate lane allocation
  - Look at freight and transit movement
- Renew pavement
- Address stormwater issues



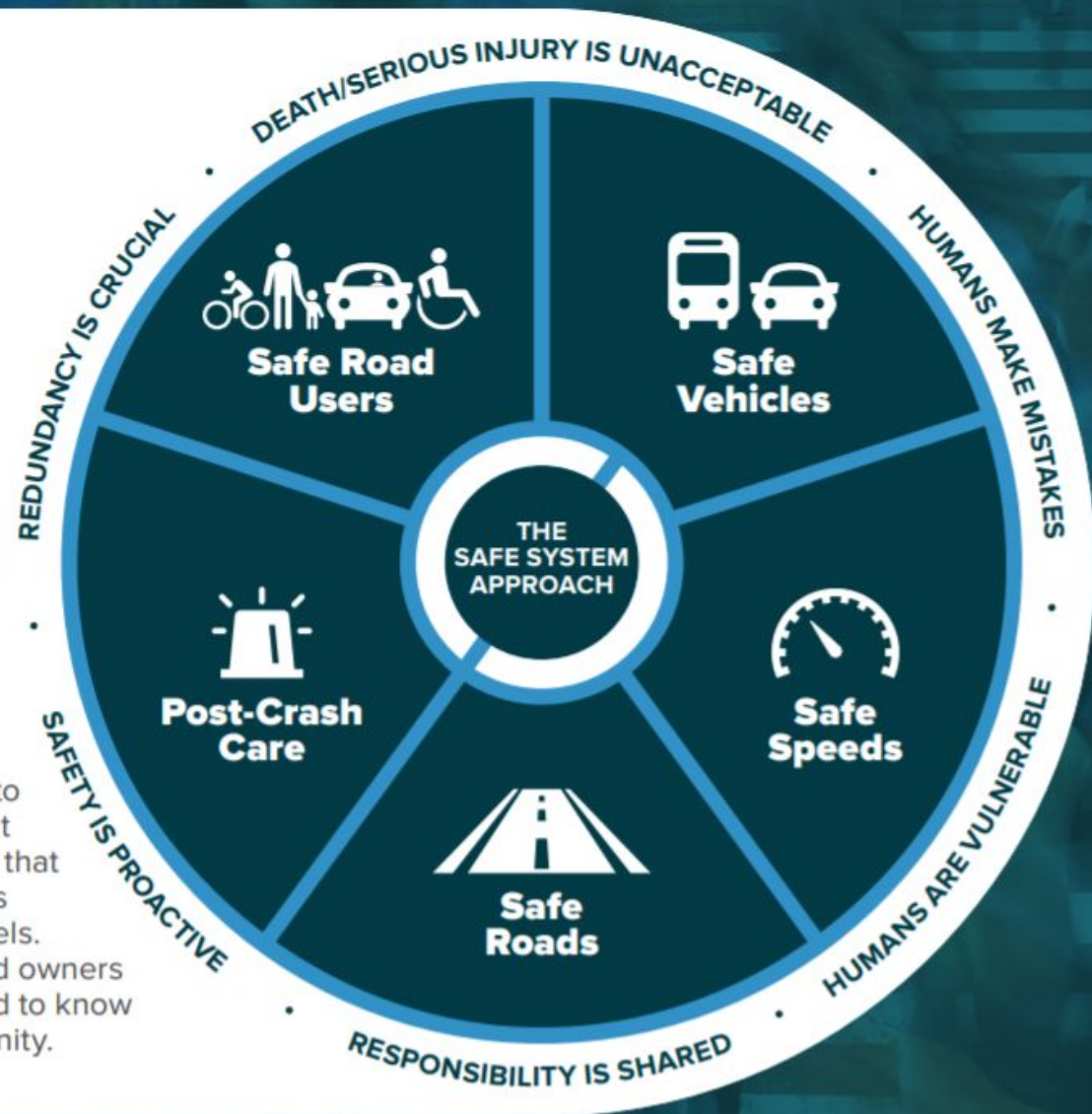


## THE SAFE SYSTEM

### APPROACH

**Zero is our goal. A Safe System is how we will get there.**

**Imagine a world where nobody has to die from vehicle crashes.** The Safe System approach aims to eliminate fatal & serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. Safety is an ethical imperative of the designers and owners of the transportation system. Here's what you need to know to bring the Safe System approach to your community.



# NW 257 Cherry Park to Stark Street - FHWA Safe System

**Making a commitment to zero deaths means addressing every aspect of crash risks through the five elements of a Safe System, shown below.** These layers of protection and shared responsibility promote a holistic approach to safety across the entire transportation system. The key focus of the Safe System approach is to reduce death and serious injuries through design that accommodates human mistakes and injury tolerances.



## Safe Road Users

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.



## Safe Vehicles

Vehicles are designed and regulated to minimize the occurrence and severity of collisions using safety measures that incorporate the latest technology.



## Safe Speeds

Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.



## Safe Roads

Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.



## Post-Crash Care

When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.



# NW 257 Cherry Park to Stark Street - Next Steps

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- Consultant RFP in process
  - Hire consultant based on:
    - Skills with safe system approach
    - Demonstrated ability to reach out to all members of the community for input
- Conduct robust outreach program
  - Modeled after techniques:
    - In development as part of our Title VI program renewal
    - Used for our Vance Properties Redevelopment Project
    - Used on our EQRB Project
  - That compensates community members for their time participating in engagement activities
  - Identifies and engages the community directly impacted by the project
  - Uses creative methods to get input from marginalized voices and community members





- Develop a range of alternative cross sections that may include reallocation of ROW width and targeted street landscaping to improve access and safety
  - Preferred alternative to be selected with input from impacted community
- Develop 30% design with options based on community input
  - Go back to community to select preferred options
- Final design - about 1 year
- Construction - 2023

- Project Cost
  - Estimated at \$1.2M for design
  - \$4.8M Construction
    - Could change depending on options selected
    - Currently budgeting \$6M for project
  - Design budgeted in FY22 (Current) and FY23 (next)
  - Construction will be budgeted in FY24 and FY25