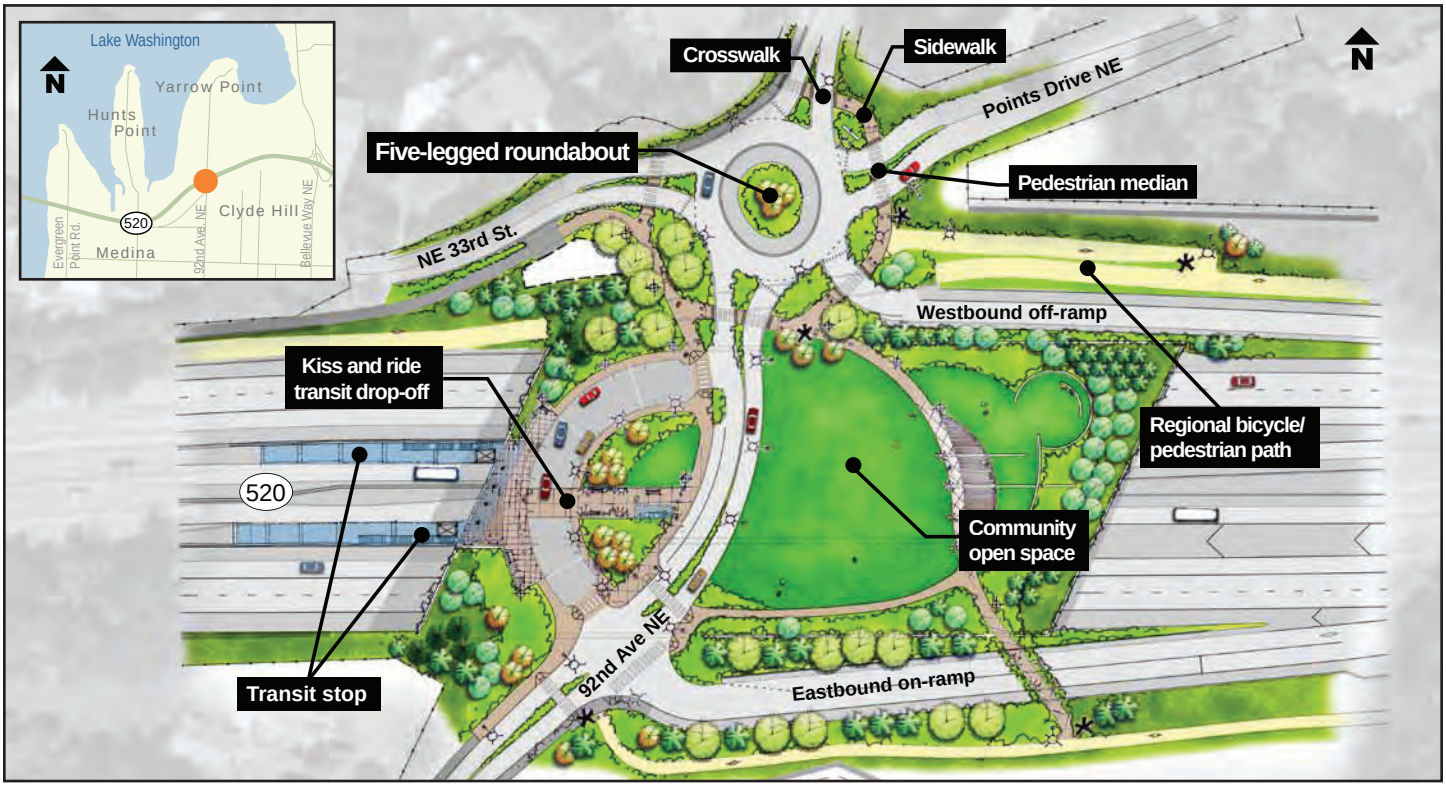
Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

Medina to SR 202: Eastside Transit and HOV Project

Roundabout facts: 92nd Avenue Northeast

August 2011



The 92nd Avenue Northeast interchange features a one-lane roundabout to help drivers, bicyclists and pedestrians safely and efficiently navigate local streets and the SR 520 highway off-ramp.

Why is a roundabout being built at 92nd Avenue Northeast?

WSDOT designed a roundabout at the new 92nd Avenue Northeast interchange after many years of partnership and consultation with Yarrow Point and the three other Points communities—Clyde Hill, Hunts Point and Medina—as well as Bellevue and Kirkland.The interchange design was developed as a solution to two independent challenges:

- How do we replace and upgrade the existing transit drop-off area at 92nd Avenue Northeast?
- How do we safely and efficiently move traffic and pedestrians through a five-point intersection and ensure safe access to the kiss and ride?

WSDOT teamed with the jurisdictions' independent urban design consultant to develop and present a roundabout design as an effective solution to those two challenges. The proposal was studied and accepted by the Jurisdictional Design Collaboration team and then presented to the public.

Will the 92nd Avenue Northeast roundabout be safe for pedestrians?

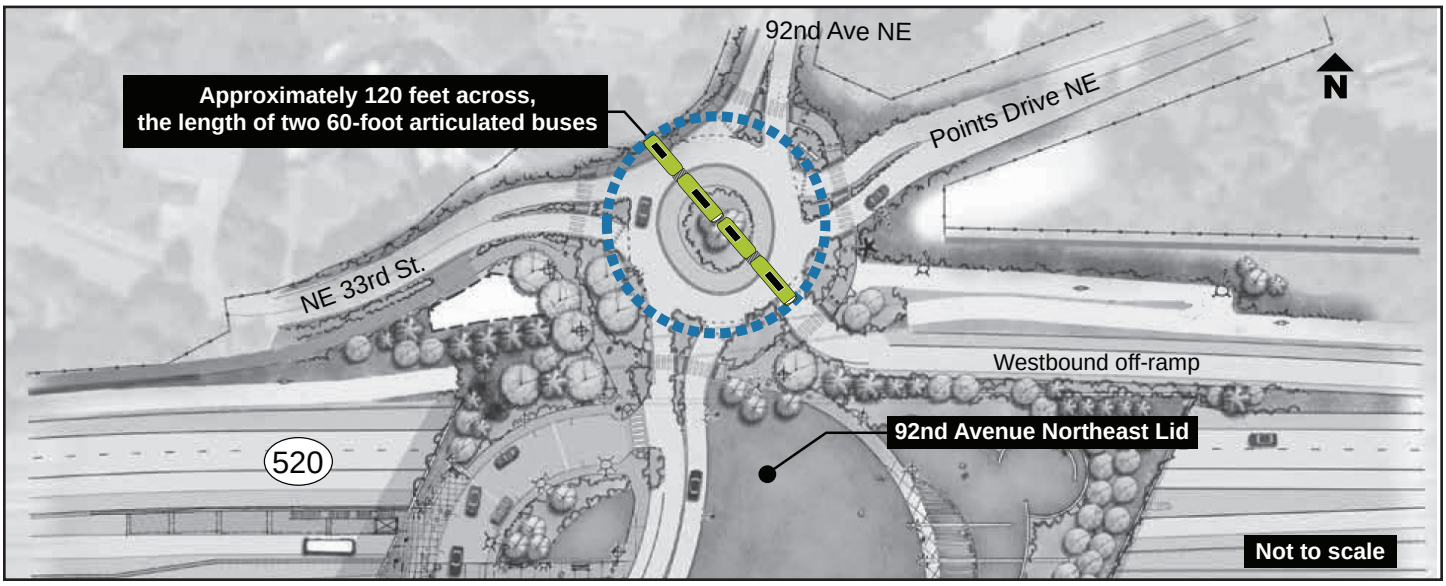
The roundabout is designed with standard features to keep pedestrians visible and safe:*

- Posted signs alert drivers to crosswalks and reduced speed limits.
- Crosswalks with curb extensions and medians allow pedestrians to focus on traffic coming from one direction at a time.
- Crosswalks are located away from the intersection, allowing drivers to first slow for pedestrians before they enter the roundabout.

At the 92nd Avenue Northeast roundabout, most pedestrians will cross on the west side of the roundabout, which will have the lowest traffic volumes. Fewer pedestrians will use the south side, where the highest traffic volume will travel.

**Studies by the Federal Highway Administration and the Insurance Institute for Highway Safety have shown that roundabouts are safer than traditional intersections, with 37 percent fewer overall collisions and 40 percent fewer pedestrian collisions.*

Size comparision of the roundabout



The paved area of the 92nd Avenue Northeast roundabout will be about 120 feet across, approximately the length of two 60-foot articulated buses.

How has WSDOT shared this design with the public?

Since 2007, we've presented the roundabout design at dozens of community and jurisdictional meetings, mailed design information to community members, vetted the design through preliminary design and environmental scoping, and included it in two key environmental documents: the Environmental Assessment published in December 2009, and the Finding of No Significant Impacts published in May 2010.

Community outreach

- **Five community open houses**, including an environmental scoping meeting and an environmental hearing
- **30 city and town council briefings** about project designs and environmental findings
- **50 community events** on the Eastside, including fairs, festivals and markets
- **Direct mail** to residents near the corridor announcing key milestones and soliciting public comment on environmental findings
- **Project website** with informational materials, graphics and reports
- **Regular email updates** to over 4,000 subscribers

Contact information:

Hotline: 425-998-5200

E-mail: dan.galvin@gcinc.com

Website: www.wsdot.wa.gov/Projects/SR520bridge/medinato202

Americans with Disabilities Act (ADA):

Materials can be provided in alternative formats for people with disabilities by contacting Shawn Murinko at 360-705-7097 or murinks@wsdot.wa.gov. Persons who are deaf or hard of hearing may contact the Office of Equal Opportunity through the Washington Relay Service at 711.

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