

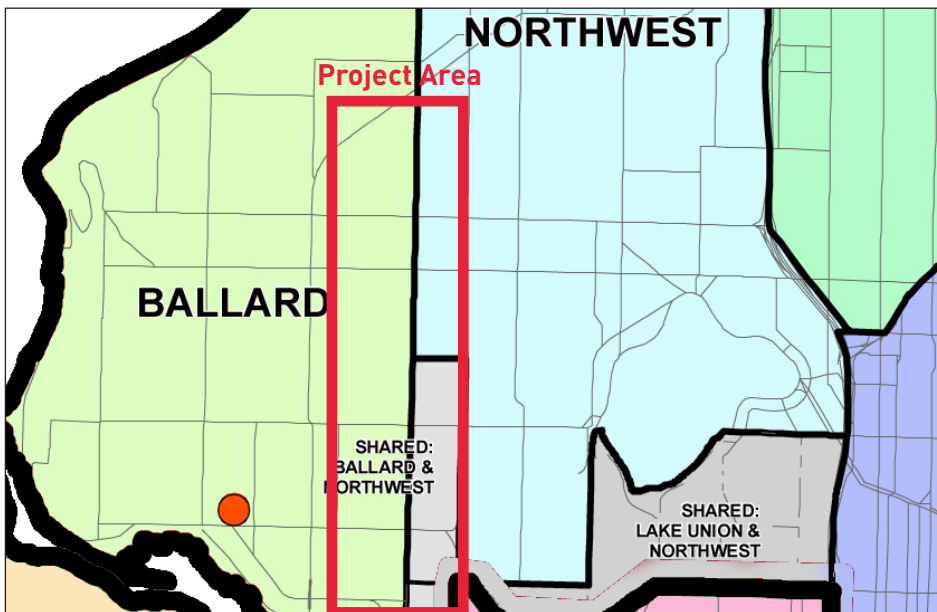
# Pedestrian activated signal on Holman Road overpass at Dick's & Safe Streets to School: West Woodland 6th Ave NW Corridor

The Holman Road overpass spans between Crown Hill Park (north side of Holman Road) and the stairway lands at 13th Ave NW & 92nd (south side of Holman) & 6th Ave between 45th and 85th

## Applicant Problem

6th Avenue NW is a much-used and well-loved street for families to walk and bike to school. West Woodland Elementary and Pacific Crest Montessori are on 6th Avenue NW, St. John's Elementary and Greenwood Elementary are just a few short blocks from the 6th Ave NW corridor. Because 6th Ave NW has a link to the Burke Gilman Trail, families also use the corridor to travel around the Northwest District. In fact, 6th Ave NW would be the most attractive family-friendly street in the West Woodland neighborhood if just a few dangerous intersections and speedy cut-through traffic were controlled.

Holman Road is rapid transit corridor that lacks requisite traffic control infrastructure to safely accommodate high volumes of bikes/pedestrians generated by schools (Whitman Middle School & Small Faces Preschool),



## PROJECT TYPE

Crossings and Corridor

## APPROXIMATE LENGTH

2.1 miles

## COST ESTIMATE

**6th Avenue NW  
Greenway Corridor**  
TOTAL: \$1,900,000

## SDOT GREENWAYS

\$900,000

## SDOT NSF FUNDS REQUESTED

\$1,000,000

## Holman Rd NW Signal

## SDOT NSF FUNDS REQUESTED

TOTAL: \$753,000

frequent transit (D-Line, 40), multiple playfields, Dick's and multi-family residential that line Holman Road on the north and south sides. At present there is construction throughout the urban village which is bisected by Holman Road at precisely this location. Without clear directions of how/where to safely cross each person brings their own interpretation of a "safe crossing," depending upon the time of day. Most people run across the street when a gap in traffic happens. Some use the overpass. Increasingly people can be seen walking down the center of the road on the (new) Holman Road Median. All of this is confusing for drivers, which translates into danger for pedestrians/bicycles.

Holman Road is also within the "walk zone" of Whitman Middle School and crossing at the overpass is the most direct route for students who live east towards Greenwood. Kids can be unpredictable, especially when running for the bus (which they take home). The Holman Road overpass also connects with NW 92nd on the south side, next to Dick's, and 92nd extends east of Aurora to the new Wilson-Pacific campus. (Note: NW 92nd is being proposed as an east-west Greenway and Safe Route to School by community groups in the Northwest District). There are no signalized crossings between the base of Holman (QFC) and top of the hill at Mary Ave NW (Thirsty Fish). The distance between the two ADA accessible signals is .70 miles (one at the top of the hill, at McDonald's and the other at the base of Holman, at QFC). There are 2 bus stops in between (north/south sides of Holman at 13th and 9th) that present serious safety challenges for individuals who are slower moving, mobility challenged and needing to cross. In addition, significant pedestrian generators exist at 13th Ave NW (Crown Hill SkatePark, Little League ballfields, transit stops and Dick's) to warrant shortening the distance between signalized crossings.



*Existing conditions at NW Market St crossing*

## Applicant Solution

The Ballard District Council has already given its approval for fixing one of the problematic intersections on 6th Ave NW -- crossing safety improvements at 6th Ave NW and NW 65th St was highly rated by the Ballard District Council for the 2016 Neighborhood Park and Street Fund. Families and people of all ages would like to extend that project and make it safe enough for people of all ages and abilities to walk and bike along 6th Ave NW by implementing safe routes to school fixes along the entire length of 6th NW between NW 45th and NW 85th.

The proposed solution is install a pedestrian activated, audible, half-signal underneath the overpass without impeding overhead clearance to improve safety, predictability and accessibility to parks, schools and transit. This overpass is not ADA accessible, the curve in the road distorts sound/visual perception and pedestrians regularly cross Holman Road at street level. A new pedestrian signal at this location would dramatically improve pedestrian conditions for the crossing of this principle arterial street and major truck route. If completed, this project would significantly improve safety, connectivity and predictability for all modes of travel along Holman Road transit/freight corridor.



*Existing conditions at 6th Ave NW and NW 65th St crossing*



# Seattle Department of Transportation (SDOT) Review



*Existing conditions at 6th Ave NW and NW 80th St crossing*



*Existing conditions at 6th Ave NW and NW 85th St crossing*



*Existing conditions at Holman Road NW and 13th Ave NW intersection*

## Project Description

6th Ave NW is a local access street that is identified as a neighborhood greenway in the Bicycle Master Plan. Along the greenway corridor, the arterial crossings generally do not have marked crosswalks or curb ramps.

Holman Road NW is a principal arterial and a freight route. The existing overpass is the crossing for pedestrians trying to access 13th Ave NW.

This conceptual design includes the following project components:

1. 6th Avenue NW Greenway Corridor: A greenway corridor will be constructed along 6th Ave between NW 45th St and NW 85th St. The greenway corridor will include stop signs and stop bars on each cross-street, speed humps and bike markings. It also include pavement repair on 6th Ave NW.
2. NW Market St Greenway Crossing: This project proposes adding a new signalized crosswalk on the west leg of the existing signal. The existing sidewalk on the north side of the intersection will be widened by four feet towards the property line. Additional pavement repair north of Market Street is included in the cost estimate.
3. NW 65th St Greenway Crossing: A two-way raised protected bike lane will be provided on the north side of NW 65th St. Two marked crosswalks will be added on the west and east legs of the intersection accompanied by rectangular rapid flashing beacons (RRFBs).
4. NW 80th St Greenway Crossing: Two marked crosswalks, a new curb bulb, curb ramps and RRFBs will be constructed at 6th Ave NW and NW 80th St to facilitate the greenway crossing.
5. NW 85th St Greenway Crossing: A new pedestrian and bicycle signal is proposed at 6th Ave NW and NW 85th St. A new curb bulb and curb ramps are also included as part of this proposal.
6. New Signal at Holman Road NW and 13th Ave NW: A pedestrian and bicycle signal is proposed for this intersection. Crosswalks across Holman



Road NW will align with the south leg of 13th Ave NW. The curb ramps and breaks in the median will be 8 feet wide to accommodate people biking as well as people walking. The existing bus zone will be moved further west with a new landing pad poured and tree trimmed. Additional lighting will be added at the bus stop.

The 6th Ave NW Greenway will receive cost leveraging from the SDOT Neighborhood Greenway Program.

### Constructability

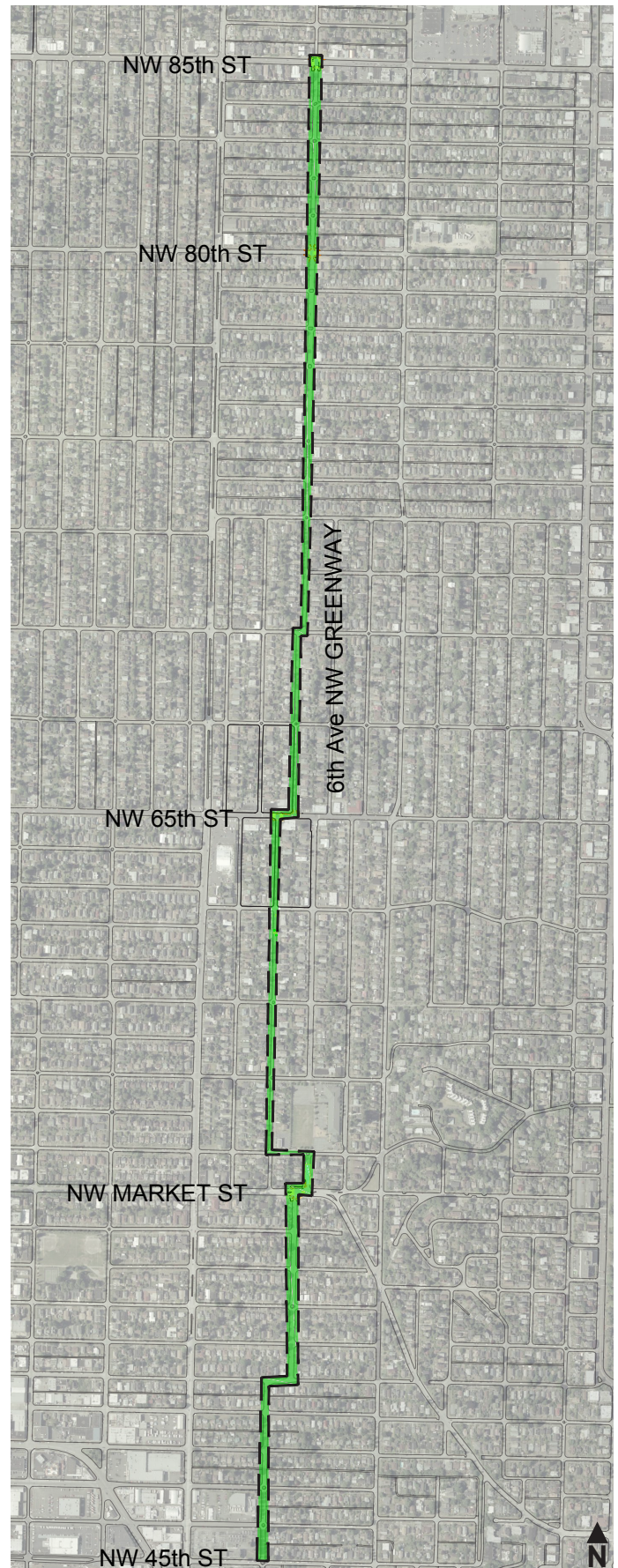
- The 6th Ave NW Greenway Corridor - Public engagement and outreach with the community will be needed to confirm the greenway route prior to implementation.
- For this conceptual review, an allowance of \$50,000 per mile for pavement repair is included in the cost estimate for the greenway.
- Holman Road NW Signal - If this project is funded, SDOT will coordinate with Parks to align the crossing with the pathway in Crown Hill Park.
- The overpass over Holman Road NW will not be removed as part of this project. The proposed signal arms will need to be set back from the existing overpass so that they are visible to drivers on either side.
- Coordination with the freight community will be important, because Holman Road is a major truck route.

### Impacts

- Parking will be restricted near intersections. While this parking is not legal, it may be perceived as parking loss.

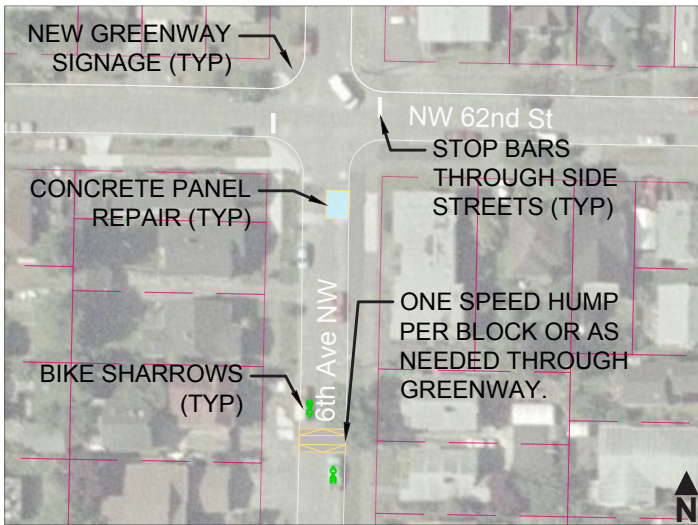
### Benefits

- Early completion of the 6th Ave NW Greenway will encourage more people walking and biking.
- Improvements at arterial crossings will facilitate both movements across the intersections for people walking and biking.
- Additional lighting at the bus stop at Holman Road NW will make transit users more visible at the stop.
- The greenway creates a connection the existing NW 58th St Neighborhood Greenway, N 92nd Neighborhood Greenway being studied and future Neighborhood Greenway in the vicinity of N 83rd St.

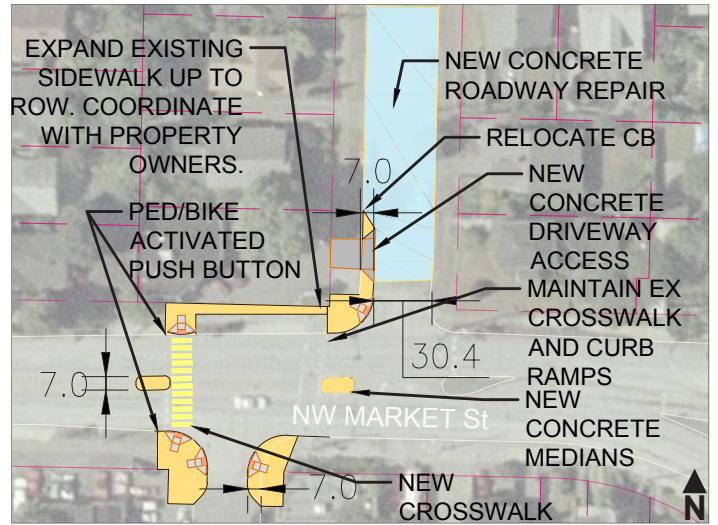


*6th Ave NW neighborhood greenway corridor  
(not to scale)*

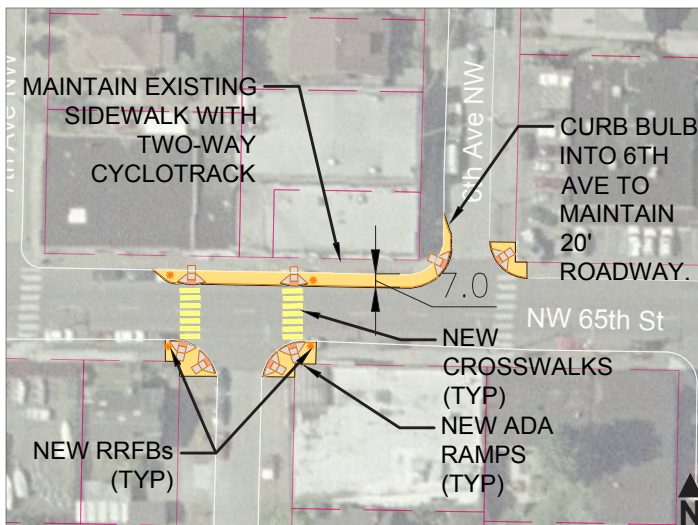




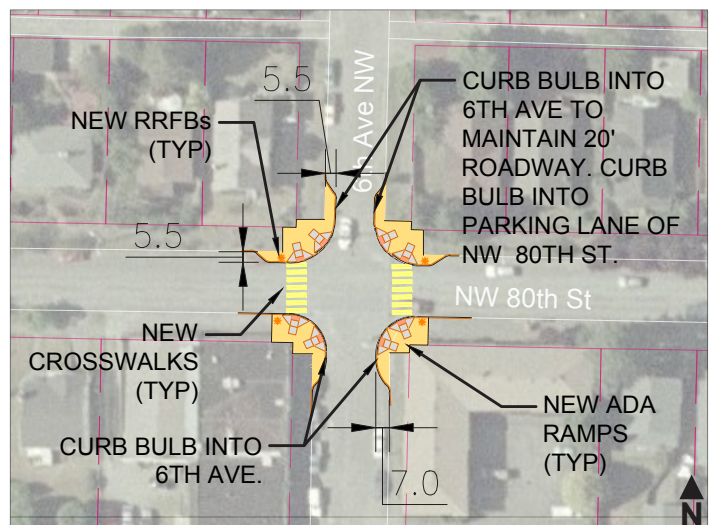
Typical neighborhood greenway improvements



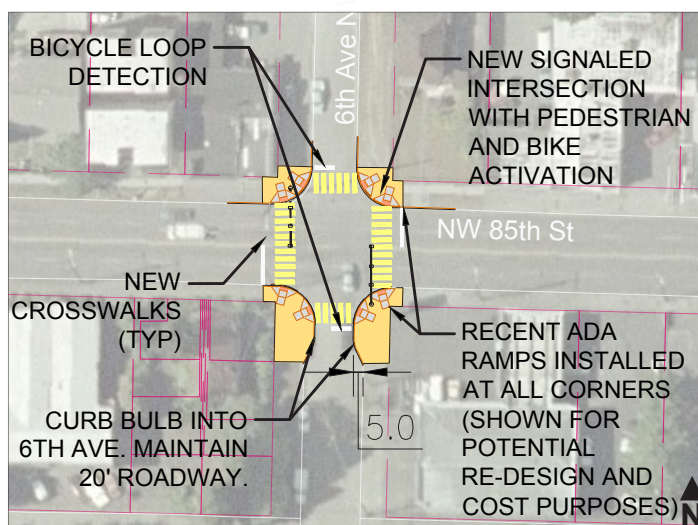
NW Market St crossing



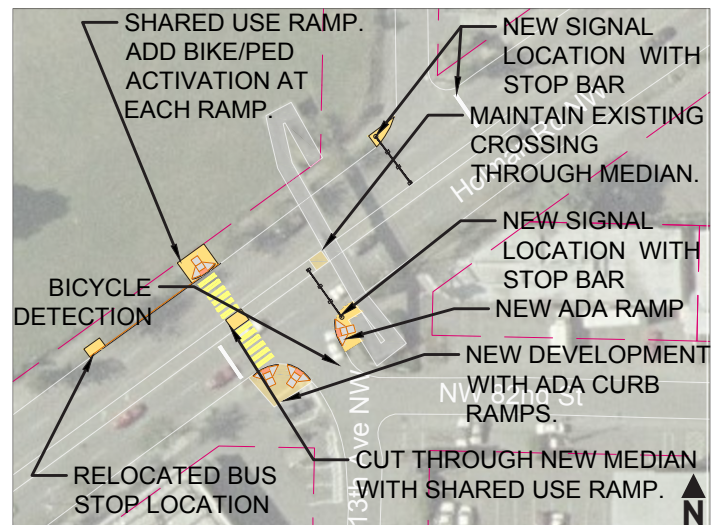
6th Ave NW and NW 65th St crossing



6th Ave NW and NW 80th St crossing



6th Ave NW and NW 85th St crossing



Holman Road NW and 13th Ave NW intersection improvements

Scale in Feet

