

# Roundabout for Highland Park Way SW and SW Holden St

## Intersection of Highland Park Way SW and SW Holden Street

### Applicant Problem

The entire intersection is dangerous, confusing, over-sized and amorphous for pedestrian, bike, and vehicular traffic: it is difficult for drivers to see oncoming traffic coming up the hill, to see where cars are meant to travel, where people are meant to cross, and which way to look for traffic before pulling out onto Highland Park Drive. The Holden/Highland Park Drive intersection is a notoriously dangerous and frustrating intersection for people commuting from all over West Seattle. It is so frustrating for some, that they cut through the neighborhood in an effort to beat the line of backed up traffic. This cut through traffic travels way too fast on the residential streets, causing a very dangerous situation on the residential blocks off 11th Ave SW, 12th Ave SW, SW Portland, and SW Kenyon Streets.

### Applicant Solution

This could be an opportunity to create an amazing sense of place and a great gateway for the Highland Park neighborhood if this were to become Seattle's first roundabout intersection. A roundabout would have the added benefit of cost reduction over time compared to a signal. While we understand that cost reduction and minimization will occur throughout the conceptual design phase if this project is chosen, we would like to see the following maintained throughout that process:

- That this intersection is considered more than just a way for cars to get around- that it is considered as a place maker, and that careful consideration of materials, and the possibility of art, signage, and landscape be on the table for community input. As Seattle's first roundabout, we would like to make sure our neighborhood does not become an example of a first try for lessons to evolve from, but to shine as an excellent example of thoughtful urban design with the scale of the pedestrian and the fabric and character of the neighborhood as the lens through which every decision is made throughout the design process.
- An excellent pedestrian connection- while we understand that a northern crossing may not be feasible due to the existing grades and visibility, we want every measure taken to ensure that our neighbors from the eastern side of Highland Park Drive can safely cross the street, which may mean only one Highland Park Way crossing on the southern side of the intersection is possible. We also want to ensure that our

### PROJECT TYPE

Roadway Improvements

### APPROXIMATE LENGTH

660 lf

### COST ESTIMATE

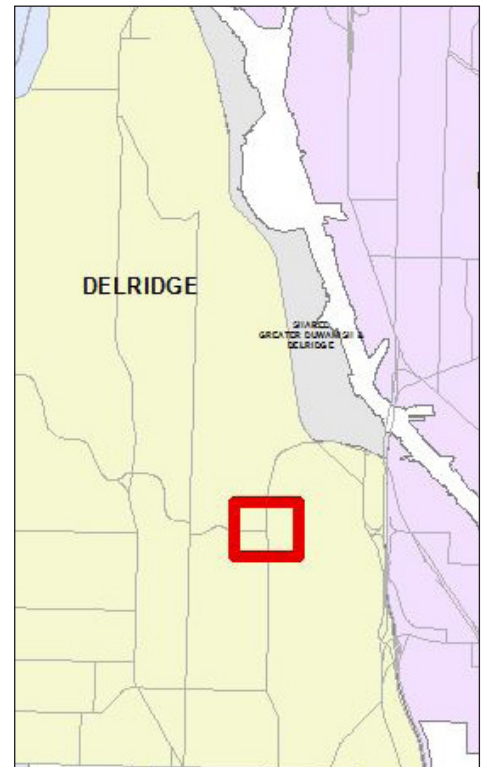
\$1,350,820

### SDOT CONTRIBUTION

\$250,000

### NSF FUNDS REQUESTED

\$1,100,820



neighbors on the northern side of Holden are able to cross Holden safely, and that a safe connection is made for crossing SW Austin Street.

- That the route and safety of our many bike commuters are carefully considered, and that feedback from those that commute through this intersection is actively sought.
- That the entire stretch of Holden be considered as part of the solution to the flow of traffic, which may mean that a timed left turn signal from southbound 16th onto eastbound Holden is necessary.



*Looking southeast from the southwest corner of the west leg of SW Holden St and Highland Park Way SW*



*Looking north from the south side of the west leg of SW Holden St at Highland Park Way SW*

# Seattle Department of Transportation (SDOT) Review

## Project Description

SW Holden St and Highland Park Way SW north of the intersection are classified as principal arterials. Highland Park Way SW south of the intersection is classified as a minor arterial. Highland Park Way SW north of the intersection has two northbound and two southbound lanes. Near the intersection, the west southbound lane on Highland Park Way becomes a turn lane onto SW Holden St. SW Austin St has one thru lane in each direction. Highland Park Way SW south of the intersection transitions to two thru lanes and on-street parking on both sides of the roadway. Near the intersection there is a left turn lane for northbound traffic and a thru lane. SW Holden St has one thru lane in each direction with on-street parking on both sides of the roadway. There are no marked crosswalks at this intersection however there is curb along all sides of the roadways.

The proposed improvement at this location involves the construction of a roundabout at the intersection of SW Holden St and Highland Park Way SW. Pedestrian crossings are also proposed at the west and south sides of the roundabout. This roundabout would be the first ever constructed in Seattle. In order to fit within the budget constraints of the NSF Program, the proposed project is proposed as a low-cost compact roundabout. Instead of paving in concrete, pre-cast curbing and asphalt will be used. In other words, this project is proposed to be functional more than aesthetically pleasing.

## Constructability

- As the first roundabout constructed in Seattle, SDOT does not have extensive experience with this design or construction
- Need for coordination with adjacent property owners
- Requires mitigating steeper grade on the north leg of Highland Park Way SW to ensure standard roundabout grade requirements are met

## Impacts

- Potential impacts to mail boxes, driveways, utility poles, fire hydrants, and drainage infrastructure
- Access to SW Austin St potentially impacted depending on the final layout of the roundabout

## Benefits

- Improved channelization and visibility for vehicles navigating the intersection
- Increased pedestrian safety with shortened and marked pedestrian crossings



