

Garfield High School Perimeter Improvements

Garfield High School perimeter: E Cherry St, 25th Ave, E Alder St, 23rd Ave

Applicant Problem

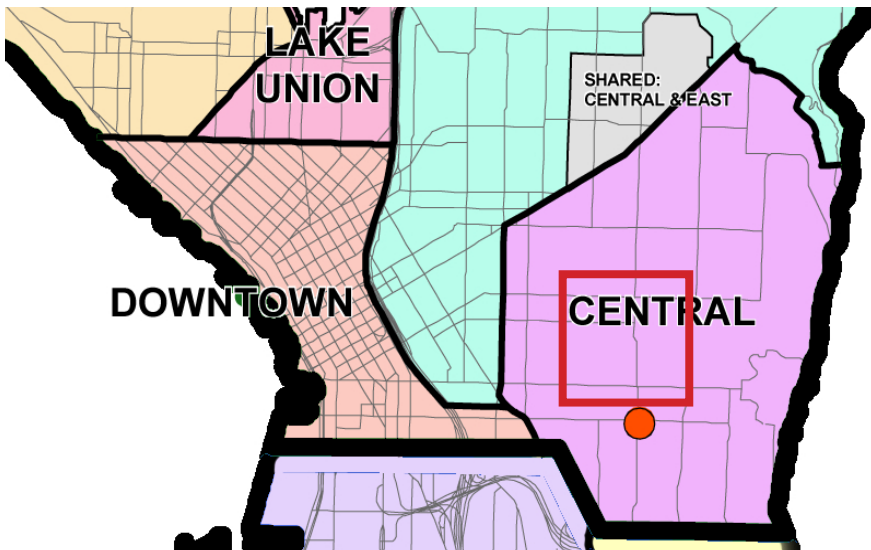
There is insufficient pedestrian lighting on the perimeter sidewalks around the Garfield outer limits. This is a safety issue for those walking in the area. There is limited to no signage directing people to the various community facilities. Additional seating is needed around the outskirts. Lack of distinguishable crosswalks on the West and East perimeter on existing crosswalks on 23rd Ave and E Cherry connecting Horace Mann School. This is a safety issue for the students that need to cross from one program to the other. Uneven asphalt and non-ADA compliant entrances/exits from street/sidewalk to the Garfield campus.

PROJECT TYPE

Pedestrian Improvements

COST ESTIMATE

\$965,000



Applicant Solution

Add energy efficient lighting, (similar to SDOT 23rd Avenue Improvement Project), along the perimeter. Add artistic, colorful, way-finding signs, no less than four, at the main corner intersections of the Garfield perimeter. Add posts to hold banners and hanging flower baskets, or incorporate into new lighting. Add additional bench seating to provide rest for walkers and mobility challenged community members. Add texture, to increase noticeability, and aesthetics to the neighborhood streetscape. Particularly the crosswalk from Horace Mann School to the Garfield Community Center. Create curb cuts and made and ADA accessible entry point along the Northeast corner of 25th.



Existing angled parking around Garfield Playfield



Looking east on E Alder St south of Garfield High School

Seattle Department of Transportation (SDOT) Review

Project Description

Garfield High School is bounded on the north by E Cherry St, the west by 23rd Ave, the south by E Alder St, and the east by 25th Ave. E Alder St and 25th Ave are considered non-arterial roadways. Both E Alder St and 25th Ave are 25-foot wide roads. On the north side of E Alder St and the west side of 25th Ave, the roadway widens 8 feet to provide room for back-in angled parking along the school property. Here the sidewalk is 8 feet wide and is adjacent to the school's fence or perimeter wall. North of the school property, the rest of the block contains the Garfield Community Center, the Medgar Evans Pool and playfields. 25th Ave is 25 feet wide along this portion and parking is prohibited along the park side. 25th Ave is also a neighborhood greenway. Speed humps were recently installed along this corridor to reduce vehicle speeds and the speed limit was reduced to 20 MPH. Additionally, a rectangular rapid flash beacon (RRFB) crossing was installed at E Cherry St and 25th Ave to facilitate crossings of this arterial street.

There are portions of cracked/misaligned sidewalks along 25th Ave and E Cherry St due to trees. Typical to most residential streets, there is no pedestrian lighting. Tree cover, specifically on the park side of 25th Ave, is dense and appears to reduce the amount of light getting to the sidewalk from the overhead roadway lighting.

As noted in the applicant's problem statement, there is evidence that vehicles are utilizing a low curb to access the park.

The proposed improvements include repairing up to 350 square yards of sidewalks that are in disrepair on the Garfield High School block. Pedestrian lighting with fixtures matching the 23rd Ave project would be installed with 100-foot spacing around the perimeter of the block. Wayfinding signage would be installed at the corners giving directions to the entrances to the fields, school, etc.

The largest element of this project will be the reconfiguration of E Alder St along the south side of Garfield High School and 25th Ave S between E Alder St and E Jefferson St. On both of these blocks the existing angled parking would be converted to on-street parallel parking alongside a new curb. This would result in a 25-foot wide standard non-arterial roadway width. Consideration may be given to restricting parking to 1 side similar to that on E Alder St to facilitate local traffic. Crosswalks would be remarked across E Cherry St to increase overall visibility. Finally, 2 benches are proposed to be installed on the edge of the Garfield Playfield. These benches will be installed by SDOT but are anticipated to be maintained by the community or Seattle Parks and Recreation.

Constructability

- Existing ADA ramps are not expected to be impacted by work.
- Minor adjustments to utilities along new curb line.
- Service connection for proposed lighting may extend project limits outside of the affected roadways.

Impacts

- The change in parking alignment will result in a substantial loss of parking.

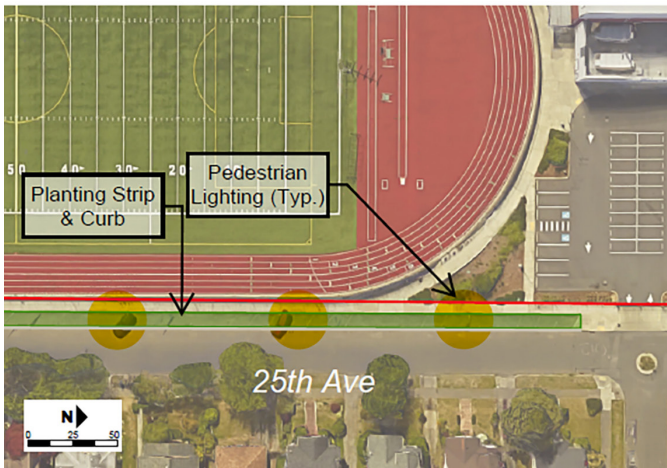
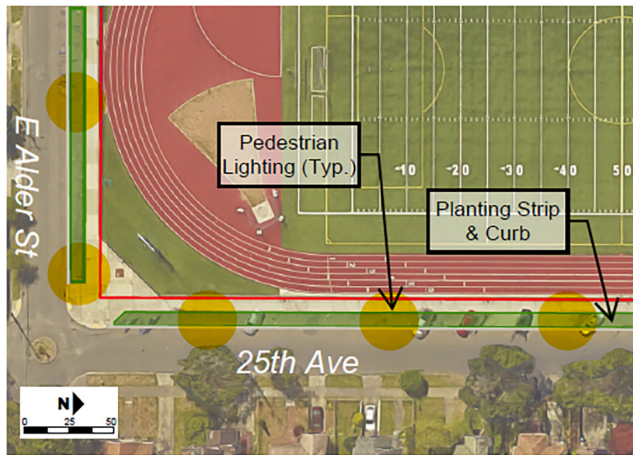
Benefits

- Increased safety for community and school during all hours.
- Enhanced pedestrian environment by addition of planting strip and increased separation of traffic.
- Removal of pollution generating surface from the storm water system.
- Reduction in traffic speeds due to narrower roadway.

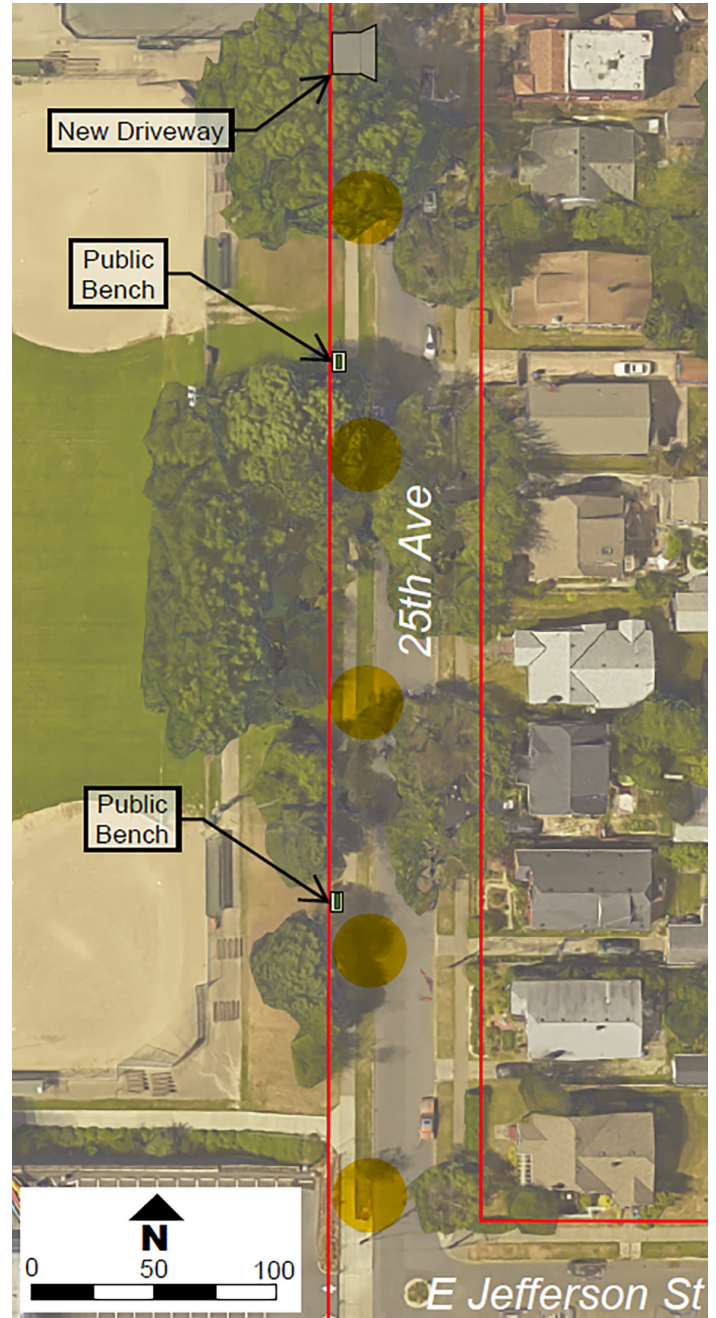
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E Alder St improvements



25th Ave improvements near high school



25th Ave improvements near Garfield playfield

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Pedestrian light pole



Wayfinding sign example