East Melrose Promenade – Pike to Pine Improvements

Melrose Ave E from E Pike St to E Pine St

Applicant Problem

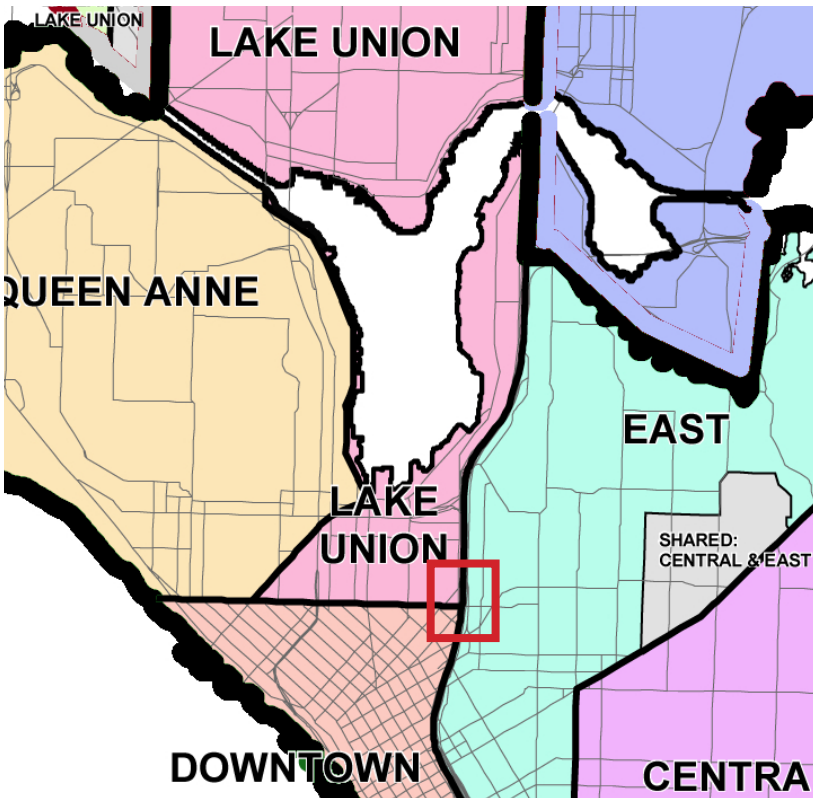
The contrast between high pedestrian activity and fast and often unpredictable auto traffic creates terrible potential for collisions. Pedestrians already use Melrose Avenue as a promenade, crossing mid-block from one side of the street to the other. Meanwhile, drivers coming off of busy arterials like Pike, Pine, and nearby Olive Way, Denny Way, and Boren Ave. may have trouble acclimating to the slower, more pedestrian character of Melrose. And, as the area grows busier, with nearby high-density residential development and the Washington State Convention Center expansion, the risk of accidents only increases.

PROJECT TYPE
Festival Street

APPROXIMATE LENGTH
450 LF

COST ESTIMATE
$1,045,000

- SDOT BMP-$100,000
- SDOT NSF-$945,000



Applicant Solution

We propose any combination of the following proposals that appear in the Melrose Promenade visioning project's conceptual plan, which was completed in coordination with the Department of Neighborhoods and the Department of Transportation:

- Curb-less festival street along Melrose Avenue East between Pike and Pine
- Neck-down intersection with curb bulbs at the intersections of Melrose, Minor, and Pike, and Melrose and Pine
- Crosswalk paving
- Pedestrian-oriented lighting

Melrose Ave: looking north

Melrose Ave: looking south

Seattle Department of Transportation (SDOT) Review

Project Description

Melrose Avenue, between Pike Street and Pine Street, has one through lane in each direction with on-street parking. The pavement is a combination of HMA, concrete, and raised brick cobblestones which are on the east side and used as a parking area. The roadway is not a classified roadway, however, the roadway is used as a primary access to connect to both Pike St, Pine St, and continuing to the northbound I-5 on-ramp. Parking is restricted to 2 hours only. Additionally, there are a number of 3-minute passenger pick/drop-off zones and 15-minute load/unload zones along this section of Melrose Avenue.

Melrose Avenue at Pine Street is controlled by a traffic signal with crosswalks across each leg. The intersection with Pike Street is controlled by a stop sign for traffic on Melrose Avenue. A recently installed pedestrian half-signal on the west side of the intersection provides a controlled crossing at Pike Street. Minor Street intersects Melrose approximately 50-feet north of the intersection with Pike Street. Minor Avenue connects to Pine Street on the north end. Traffic on Minor Street is controlled by a stop sign.

There are overhead utilities on both sides of the roadway. Street lighting is sparse on the corridor and is attached to existing utility poles. Underground electrical vaults are on the west side of the roadway and are completely or partially under the sidewalk. Existing drainage facilities extend on the corridor with inlets and catch basins located at intersections on either end. Near Pine Street, there is a collection point for garbage service. This often results in dumpsters and garbage cans obstructing the pedestrian walkway.

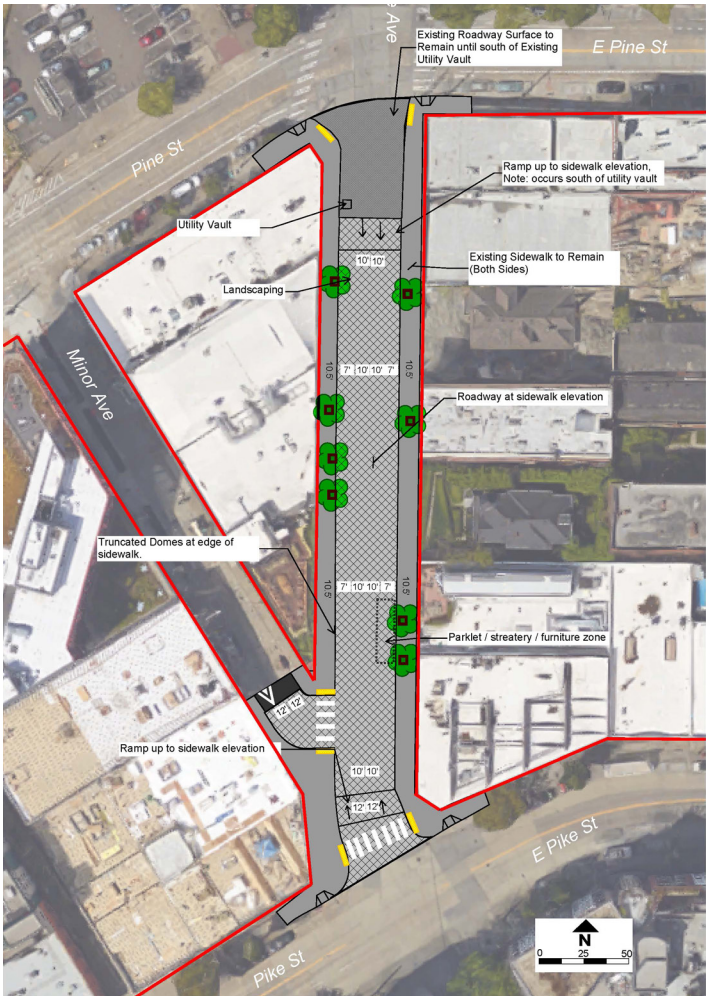
This conceptual design shows a project that would raise the street to the same level as the sidewalk creating a curbless street. The pavement condition varies and a more formal engineering study will be required to develop the final pavement cross section. For estimating purposes, a full-depth pavement reconstruction was assumed. This portion of the project accounts for most of the cost.

Additional project elements could be included as part of this design with any funds not used to raise the street, including:

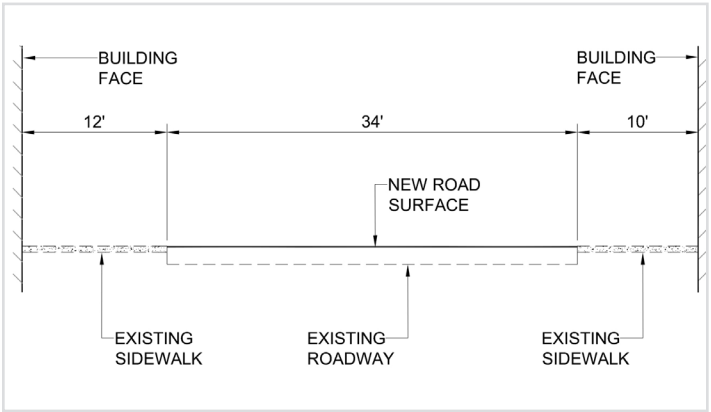
- Decorative paving and landscaping
- A parket/streatery zone
- Pedestrian lighting
- Benches and other urban streetscape features

The actual process of designating this street a Festival Street, which could then be closed for community gatherings, would need to happen separately from this NSF project.

This project includes leverage funding from the Bicycle Master Plan implementation program.



Proposed improvements on Melrose Ave



Proposed cross section

Constructability

- Catch basins will require adjustment with street raising and potential replacement depending on the location of the curb returns/driveway aprons. (Note: Estimate assumed replacement of catch basins and inlets.)
- Utilities under street may be impacted with full depth restoration of the roadway. This provides an opportunity for utility company upgrades if desired. SCL vault lid at the north end of the street will be raised to new grade.

Impacts

- Slight reduction in parking due to addition of parklet/ streeteary.

Benefits

- Due to slower traffic, there will be an increased in safety for pedestrians. Additional space will help with pedestrian capacity as the existing sidewalks are narrow.
- Area for community activities.
- Maintaining most of the existing parking on the corridor.