

Melrose Promenade— Olive Way & Interstate 5

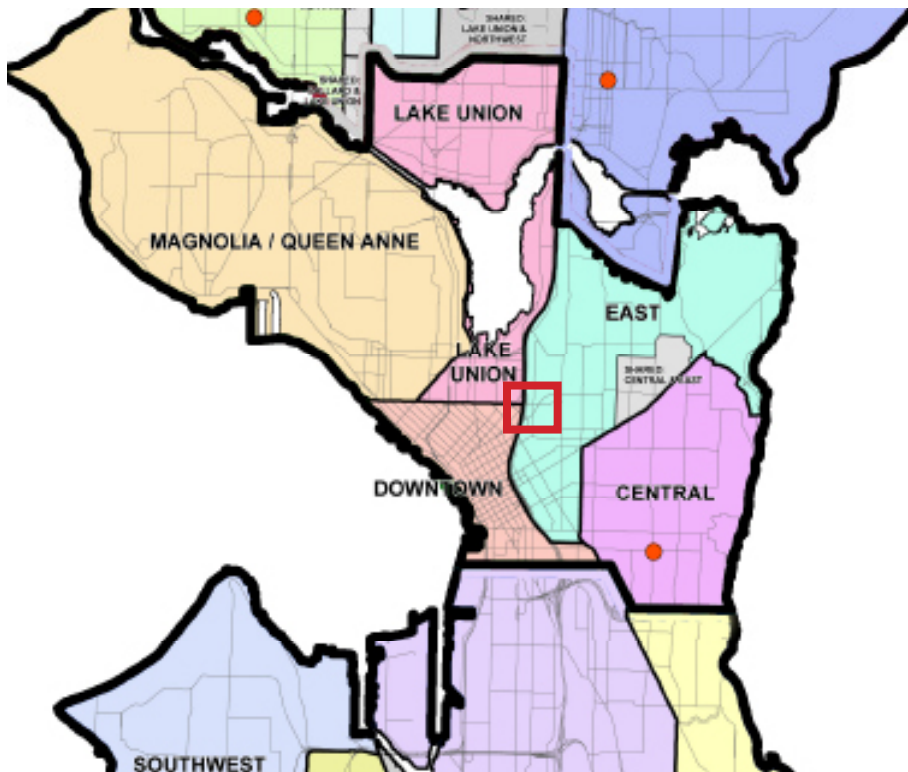
Melrose Avenue East - from Yale Ave. to
East Olive Street

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. Finally, traffic volumes at this area are among the heaviest along Melrose Promenade area, as auto traffic for the Interstate-5 north-bound on-ramp frequently queues up to a block or further along Melrose Ave and Olive Way.

PROJECT TYPE
Pedestrian Improvement

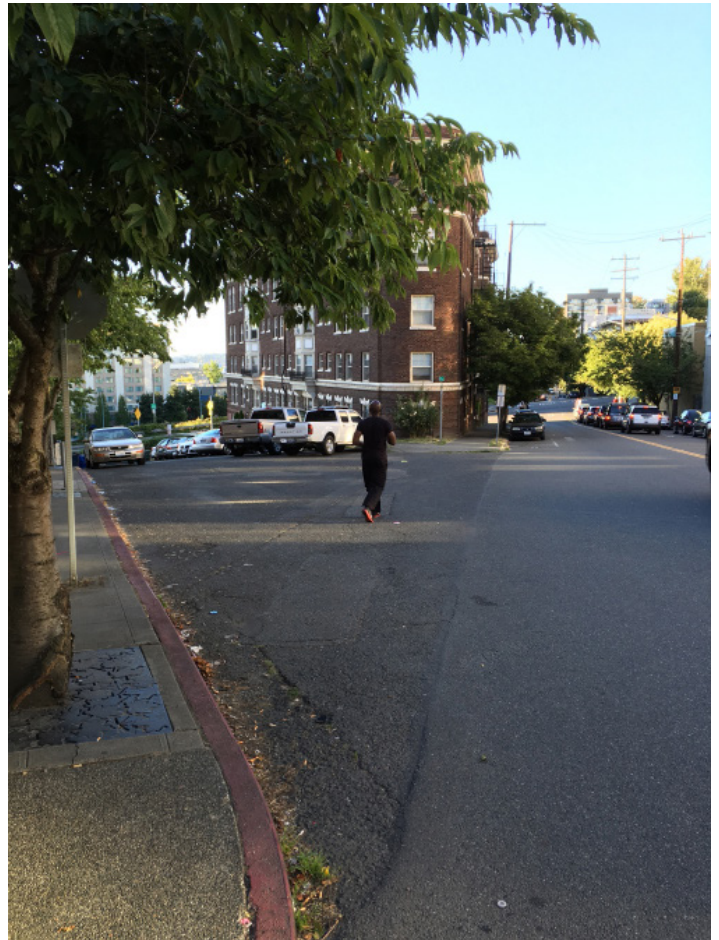
COST ESTIMATE
\$180,000



Applicant Solution

We propose to create safer spaces for pedestrians in this auto-heavy section of the city, including:

- Neck-down intersection at Melrose and Yale, potentially with green stormwater infrastructure or other decorative landscaping
- Neck-down intersections with more easily visible pedestrian crossing locations (potentially with paved crosswalks) at the corners of Melrose Ave, Olive Street, and Olive Way.



Existing crossing at Melrose Ave and Yale Ave

Seattle Department of Transportation (SDOT) Review

Project Description

Melrose Ave, between Yale Ave and E Olive Way, is classified as a minor arterial. North of E Olive Way, Melrose Avenue is a non-classified roadway. Melrose Ave has shared lane markings today but, per the Bicycle Master Plan, is designated to have protected bike facilities in the future. The roadway has one through lane in each direction and parking on both sides through the length of this segment. Parking is inconsistent due to the number of driveways and other restrictions including ADA reserved parking. This street is used to access I-5 northbound via an on-ramp located just north of Olive Way. Additionally, traffic exiting northbound I-5 uses Melrose Ave southbound to access the Westlake area of downtown as well as Capitol Hill. Land use along Melrose Ave is primarily multi-family apartment and condominium buildings. There is commercial development on the south end of the segment near the E Pine St intersection.

This conceptual design realigns the intersection of Yale Ave to intersect Melrose Ave at a right angle. This would be done by realigning the curb on the north and south sides of the street. Curb ramps would be added for crossings to the north and to the east. Due to the size of this curb bulb, the area could be utilized for community features such as landscaping or a public art piece. The curb bulb is not proposed to extend into Melrose Ave due to the future protected bike lane.

This project also includes painted 'community crosswalks' on the south leg of Melrose and Pine, and Minor and Pine and the north leg of Melrose and Pike.

Constructability

- Minor regrading is expected at the corners of Yale Avenue & Melrose Avenue to ensure ADA ramp grade compliance.
- Construction of the ramps on the east side of the intersection will need to accommodate existing underground utilities in the sidewalk.

Impacts

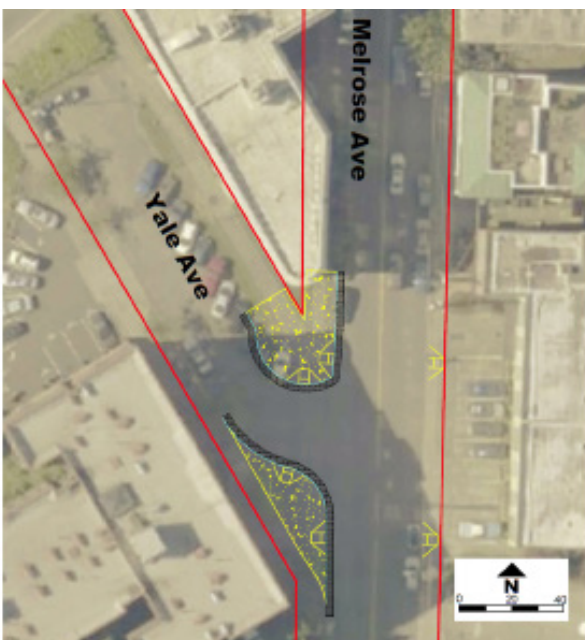
- The painted curb bulbs on the SW corner of Olive Way will cause larger vehicles to turn slowly and could run over the raised posts and paint. Maintenance of these items may be higher than other locations.
- There will be a perception that there will be parking removal. However, the bulbs will be placed to ensure no parking in illegal areas.

Benefits

Increased safety for pedestrians due to reduced crossing distance.

Increase safety for all users due to realignment of the intersection to a right angle.

Reduction in turning speeds for motor vehicles exiting or entering I-5. This will increase the safety and visibility of pedestrians crossing at the intersection with Olive Way.



Proposed curb bulbs at Melrose Ave and Yale Ave