

# Multi-modal Crossing Improvements at Intersection of N 35th St & Wallingford Ave

Intersection of N 35th St and Wallingford Ave N

## Applicant Problem

Traffic slowing, increased visibility for pedestrians, and crossing improvements. The blind corners and poor visibility of oncoming traffic at the intersection of N. 35th St. and Wallingford Ave N. poses a danger to vehicle, bicycle, and foot traffic crossing Wallingford Ave N. In order to cross Wallingford Ave N. safely, vehicles (buses included), bikes and pedestrians must protrude dangerously into the street in order to see past the parked cars on the corners to determine when it is safe to cross the street. The speed at which oncoming northbound and southbound traffic moves along Wallingford Ave N. makes near-misses an everyday occurrence.

## PROJECT TYPE

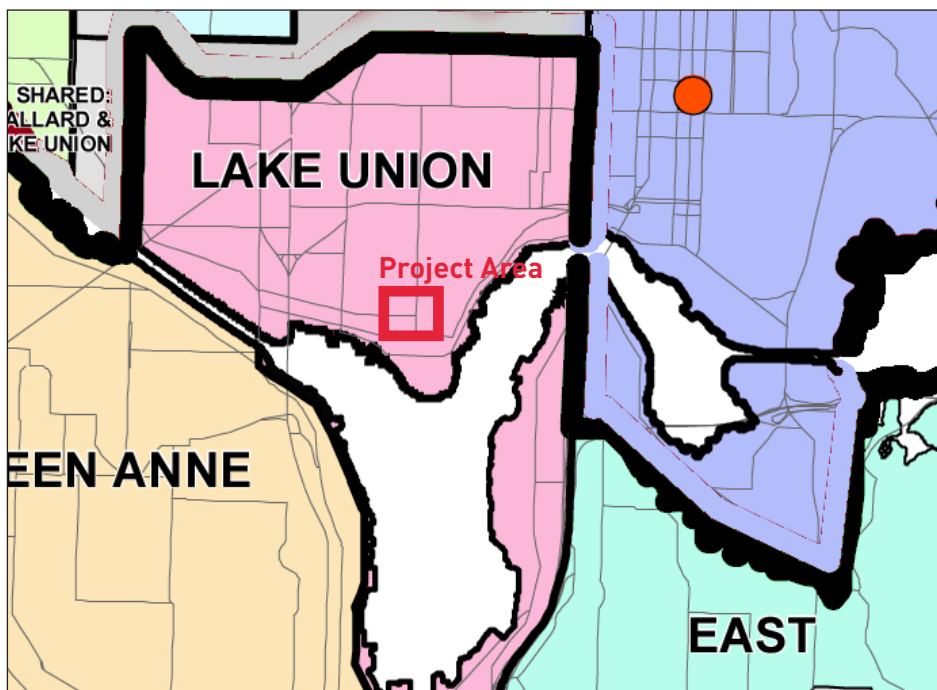
Crossing

## APPROXIMATE LENGTH

N/A

## COST ESTIMATE

\$162,000



## Applicant Solution

Our proposed solution is three-fold:

1. Traffic slowing with an all-way stop at the intersection of Wallingford Ave N. and N. 35th St.; and
2. Prohibit Street parking at the street corners on Wallingford Ave N. at the intersection of N. 35th St.;
3. Increase the visibility of oncoming traffic for pedestrians (and vice-versa).

Specifically:

1. Only two stop signs are needed on Wallingford Ave N. – one each for northbound and southbound traffic. (Stop signs already exist on N. 35th St. for eastbound and westbound traffic.)
2. One “No Parking” sign is needed for the south-east corner of Wallingford Ave N. to increase visibility of northbound traffic before one crosses the avenue. (A “No Parking” sign already exists on the north-west corner of Wallingford Ave N. to see the southbound traffic.)
3. Install curb bulbs and ADA curb ramps. The curb bulbs would increase the visibility of oncoming traffic for pedestrians (and vice-versa) and the ramps would make this equitable to folks with disabilities and all the people pushing baby strollers in the area.



*Looking south on Wallingford Ave N. Parked cars on NW corner limit visibility of pedestrians waiting to cross Wallingford Ave N.*



*Looking west at Wallingford Ave N and N 35th St intersection with existing power poles and fire hydrant. Bus Stop on N 35th St going westbound.*



*Example of a painted curb bulb.*

# Seattle Department of Transportation (SDOT) Review

## Project Description

At the east side of the intersection of Wallingford Avenue N, N 35th Street changes from a collector arterial to a non-arterial or access street. There are existing stop signs for vehicles traveling on N 35th Street. There are no existing marked crosswalks and only four existing directional curb ramps at the N 35th Street crossings. At this intersection, the 31 Metro bus route turns west or north depending on the direction of the route. Currently cars park close to the northwest, southwest and southeast intersections, limiting the visibility of pedestrians, bicycles and vehicles. A westbound 31 Metro bus stop is located at the northeast corner. There are existing power poles and drainage inlets at the northwest intersection. There is an existing fire hydrant and power pole on the northeast corner of the intersection at Wallingford Avenue N.

The proposed improvements would construct painted curb bulbs and eight directional ADA ramps. The Bicycle Master Plan calls for future separated bike facilities on Wallingford Ave N which preclude construction of concrete curb bulbs on Wallingford Ave N. The current vehicles per hour and pedestrian volumes at this intersection do not warrant an all way stop or marked crosswalks.

## Constructability

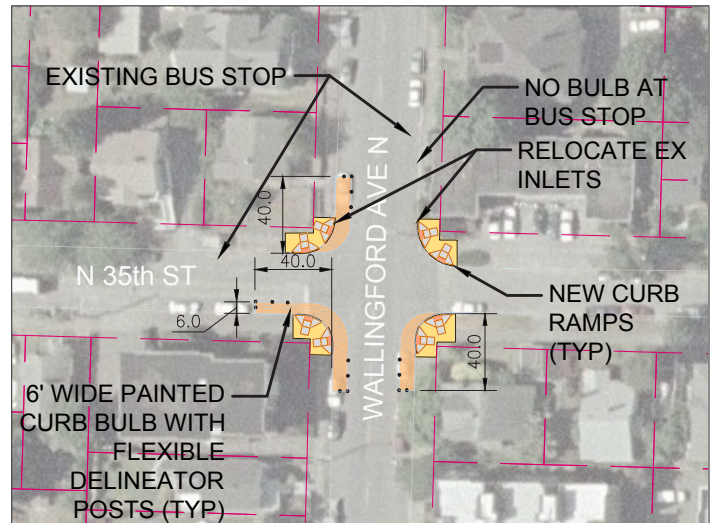
- Some re-grading may be necessary to ensure the new curb ramps are ADA-compliant at all corners.
- Drainage inlets may have to be relocated for ADA-compliant ramp installation.
- Coordinate with Metro to maintain bus stop access during construction.
- Potential utility pole relocation at the northeast corner to facilitate ADA ramp installation.

## Impacts

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

## Benefits

- Increased visibility for pedestrians, cyclists and vehicles at the intersection.
- New ramps will facilitate directional crossings.



## Scale in Feet

