

32nd Street Corridor Safety Improvement Plan

Three Intersections: 32nd Ave NW at NW 75th St, NW 77th St and NW 80th St

Applicant Problem

1. 75th and 32nd: There are lots of people that cross at this intersection on the way to Sunset Hill Park. The problem here is two-fold. First, because the road juts to the right (going north or south) it's very difficult to see traffic depending on which corner a pedestrian is trying to cross from. Second, because there is no stop sign north of 65th Street or south of 85th Street, traffic tends to be very fast through this part of 32nd Ave. NW.
2. 77th and 32nd: The NW corner of this intersection is not squared off with the SW corner which enables cars to turn onto 77th from the north at excessive speeds with nothing to slow them. Pedestrians have limited visibility of oncoming traffic at this intersection and are forced to walk out into the street (where the curb would normally be) in order to see both ways and safely cross the street – which, in turn, puts them at great risk of being hit by cars making the turn.
3. 80th and 32nd: This intersection is a hazard due to the speed of cars passing this school route. While there is a crosswalk already in place, the curb bulbs/extensions would help slow traffic and protect children and families using this intersection as a primary route to Loyal Heights Elementary.

PROJECT TYPE

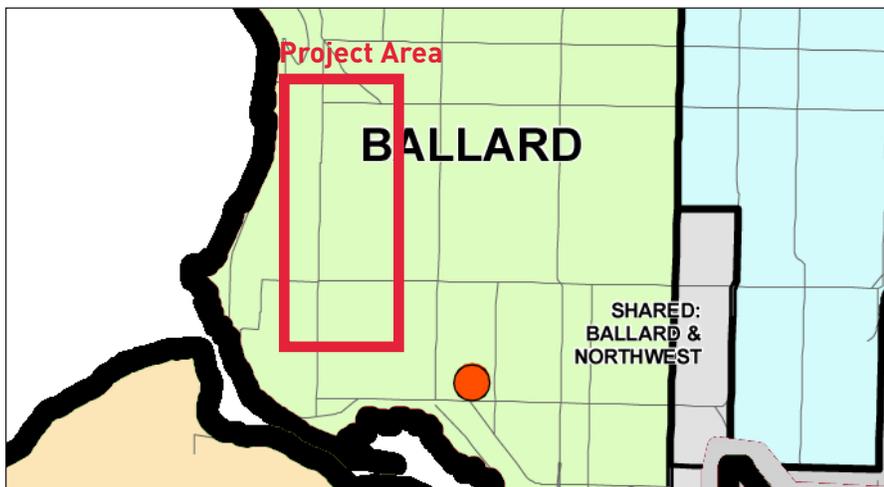
Crossings

APPROXIMATE LENGTH

N/A

COST ESTIMATE

\$565,000



Applicant Solution

1. 75th and 32nd: We are proposing curb bulbs/ extensions as far into the center of the road as possible so that the traffic is required to slow down to pass through a narrowed passageway and pedestrians are able to easily see incoming traffic in both directions. The way that this intersection is designed prevents both pedestrians and cars from having full line of sight in all directions.
2. 77th and 32nd: No solution listed.
3. 80th and 32nd: Curb bulbs/extensions would help slow traffic and protect children and families using this intersection as a primary route to Loyal Heights Elementary.



Existing conditions at NW 75th St and 32nd Ave NW



Existing conditions at NW 77th St and 32nd Ave NW



Example of a painted curb bulb



Existing conditions at NW 80th St and 32nd Ave NW

Seattle Department of Transportation (SDOT) Review

Project Description

This project is looking at the intersections of NW 75th St, NW 77th St, and NW 80th St with 32nd Ave NW. 32nd Ave NW is a neighborhood corridor arterial street and the cross streets are local access neighborhood yield streets. 32nd Ave NW is a bus route and bus stops will stay in existing locations. The Bicycle Master Plan calls for a future separated bike lane so concrete curb bulbs cannot be constructed on 32nd Ave NW. Painted curb bulbs have been proposed in place of concrete bulbs.

There is an existing marked crosswalk at NW 80th St. Pedestrian counts were taken and vehicle speeds measured as part of the conceptual design process.

This conceptual design proposes the following improvements:

32nd Ave NW and NW 75th St

- Concrete curb bulbs with curb ramps on both sides of 32nd Ave NW that will extend into NW 75th St and fill the odd spaces of 32nd Ave NW as it curves.
- Painted curb bulbs with flexible delineator posts on the northwest and southeast corners extending into 32nd Ave NW.

32nd Ave NW and NW 77th St

- Large concrete curb bulb with upgraded curb ramps on the northwest corner. There is an opportunity to landscape this curb bulb as part of the project, however either the adjacent property owner or another community entity would need to take on maintenance of this area.
- New marked and signed crosswalk on the south leg of this intersection.
- Painted curb bulbs with flexible delineator posts at all 4 corners.

32nd Ave NW and NW 80th St

- Painted curb bulbs with flexible delineator posts added on the southeast and northwest corners.

Constructability

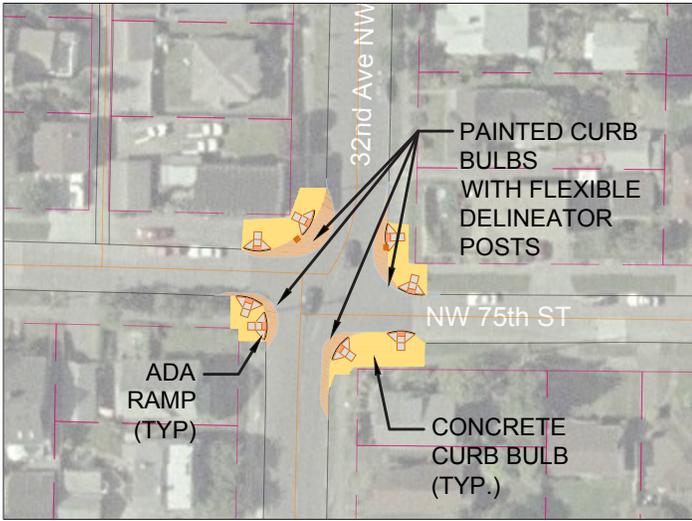
- If funded, SDOT will coordinate with the applicant to confirm planting and paving limits for the curb bulb at the northwest corner of NW 77th St and 32nd Ave NW. Maintenance would come from adjacent property owner or the neighborhood. During design phase there could be opportunity to coordinate with Seattle Public Utilities to identify if there is an opportunity to include a bioretention facility in the curb bulb.
- Coordinate bus stop access during construction.
- On the local access residential streets, the minimum distance between painted curb bulbs will be 20 feet.

Impacts

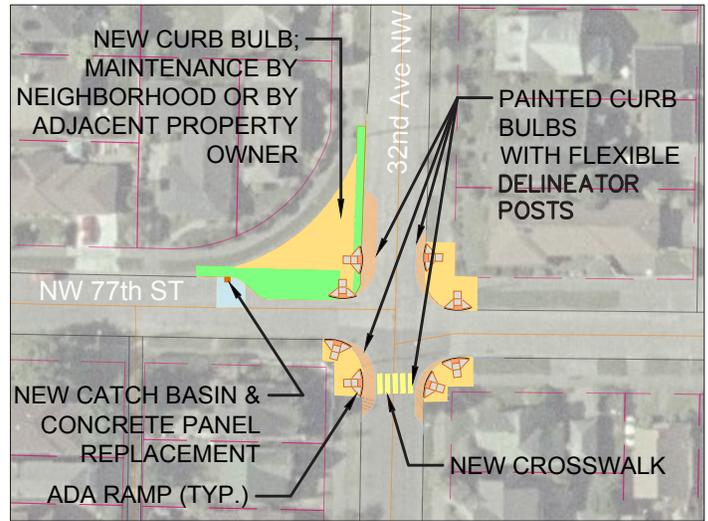
- Parking will be restricted near these three intersections. While this parking is not legal, it may be perceived as parking loss.

Benefits

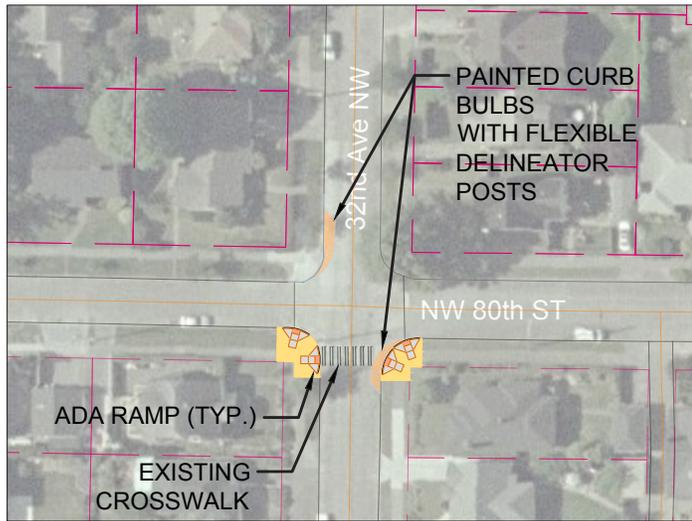
- New marked crosswalk and curb bulbs to bring awareness to crossing pedestrians
- Improved curb ramps and reduced crossing distances at these intersections.
- Reduced curb radii will reduce turning speeds to local access residential streets.



NW 75th St and 32nd Ave NW



NW 77th St and 32nd Ave NW



NW 80th St and 32nd Ave NW

